

2008 Mode Share Survey Summary Report

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Submitted by:



Opinion Research Northwest

Seattle

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Executive Summary

Every two to three years, the City of Bellevue performs a study to measure commute mode share, which evaluates how commuters travel to their work destinations. The purpose of this measurement is to monitor progress in meeting mode split targets for non drive-alone commutes specified in the City's Comprehensive Plan and gather additional information on commute behavior and the programs or services which might encourage use, or increased use, of alternatives to drive-alone commuting.

This report details the findings of the 2008 Mode Share Survey and compares the 2008 results against the adopted target levels for commute mode split and with results of previous Mode Share Surveys conducted in 2005, 2002 and 2000. The 2008 Mode Share Survey, like the previous 2005 and 2002 Mode Share Surveys, evaluated commute behavior for five (5) of the 14 Mobility Management Areas (MMAs) in the city: Downtown, Bel-Red/Northup, Crossroads, Eastgate and Factoria. These five (5) MMAs are the major employment centers in Bellevue and are the MMAs for which there are adopted target levels for non-SOV commute mode split in the Comprehensive Plan. The 2002 Mode Share Survey was the first to include the Factoria MMA. In 2003, subsequent to that Survey project, the City adopted a mode split target for the Factoria MMA and revised upward the target levels for the Bel-Red/Northup, Crossroads and Eastgate MMAs.

The 2008 Mode Share Survey project also complements the survey data collection and analysis already done for Downtown under the sponsorship of the Washington State Department of Transportation Growth & Transportation Efficiency Center (GTEC) program and supplemental data collection and analysis commissioned for Downtown by the City in conjunction with that effort. As in previous Mode Share Survey cycles, the results are based on surveys of employees at small worksites, those with fewer than 100 employees, combined with existing biennial commute survey data (collected between May 2005 and December 2008) from large worksites through the Washington State Commute Trip Reduction program. In contrast to the previous measurement periods, the 2008 Mode Share Survey also includes results from a small number of large businesses that are not affected by the State Commute Trip Reduction (CTR) law in the sample data (in Fall 2008) so as to follow the WSDOT GTEC program measurement protocol. In addition, available data for worksites of various sizes collected through other programs, such as the Flexpass transit pass program (which requires annual surveys at very large worksites) were utilized. The survey instrument used in each of these data collection efforts was the standard Washington State Commute Trip Reduction survey form. Worksites surveyed through the Mode Share Survey project were also given the option of completing an online survey that replicates the standard State survey form. (See Appendix C for survey instrument).

The following table illustrates the gap between the actual Non-Drive-Alone Mode Split measured in 2008 and the City's adopted target for each of the five MMAs. Based on 2008 survey data, one MMA exceeded the City's adopted Mode Split target, while four MMAs fell short of their targets.

**Table 1: Non-Drive-Alone Mode Split Comparison to City's Target
(BASE = Number of Commute Trips)**

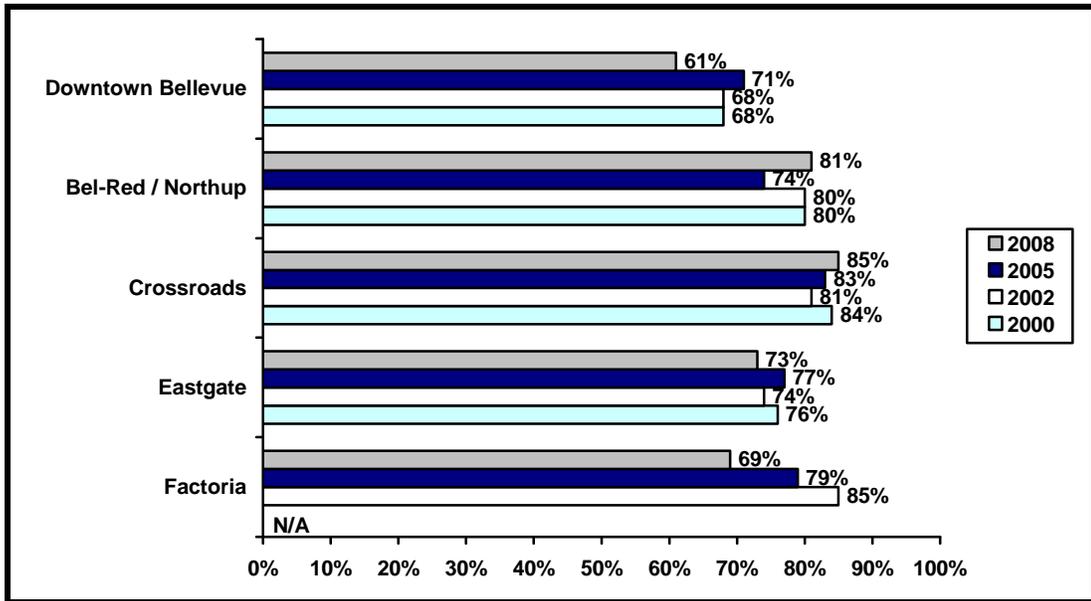
	Actual	Target	Gap
Downtown Bellevue	39%	40%	-1
Bel-Red / Northrup	19%	25%	-6
Crossroads	15%	25%	-10
Eastgate	27%	35%	-8
Factoria	31%	20%	+11

Further, while the 2008 drive-alone rates* for three out of five of the MMAs (Downtown Bellevue, Eastgate and Factoria) have declined from previous surveys, the drive-alone rates for the remaining two MMAs (Bel-Red / Northrup and Crossroads) have increased slightly (i.e., gotten worse).

It is worth noting that for the three MMA's with declining drive-alone rates, the rate seen in 2008 is the lowest it has been since measurement began.

The table below illustrates the drive-alone rate comparison for each of the five MMAs in the current and previous survey periods.

**Figure 2: Drive-Along Rate Over Time by MMA
(Base=Number of Trips)**



**Table 3: Drive-Along Rate Over Time by MMA
(BASE = Number of Trips)**

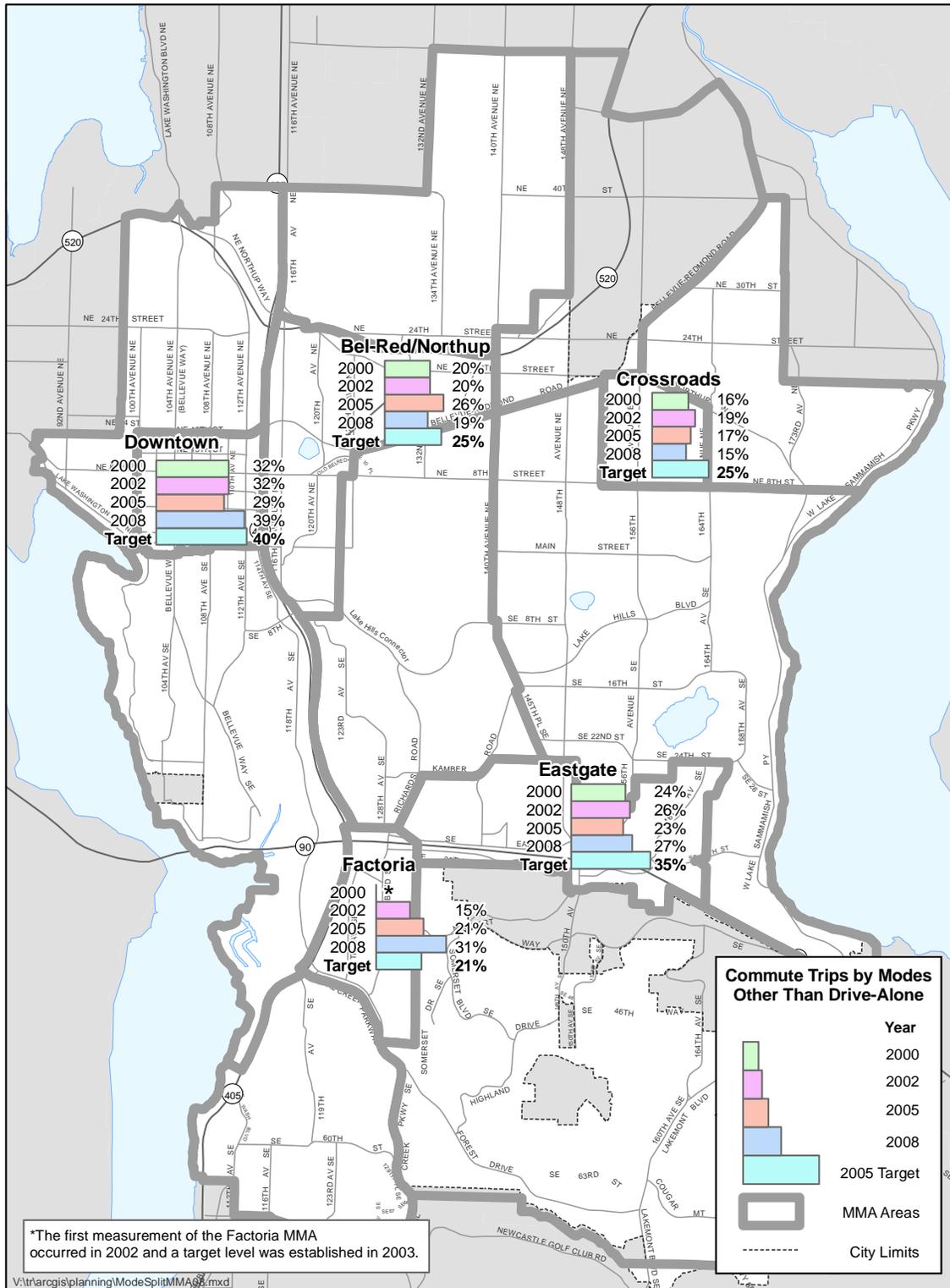
	2008	2005	2002	2000
Downtown Bellevue	61%	71%	68%	68%
Bel-Red / Northrup	81%	74%	80%	80%
Crossroads	85%	83%	81%	84%
Eastgate	73%	77%	74%	76%
Factoria	69%	79%	85%	N/A*

* The first measurement of the Factoria MMA occurred in 2002.

* Note: The drive-alone rate calculation is a straight measure of Single Occupancy Vehicle vs. non-SOV modes used. This differs from both the method used by the State of Washington for calculating the “SOV rate” for employers affected by the Commute Trip Reduction program and that used for the WSDOT GTEC Survey conducted in Summer 2008, wherein the “PersonScaleFactor” is applied for “compressed work week / days off”. The City has no specific policy basis for applying a weight to any particular mode and counts compressed work week days off as a simple “trip” by non-drive-alone mode.

The figure below (Figure 4) shows the MMAs included in this evaluation and the non-drive-alone commute rates for the last four survey cycles.

Figure 4: Non-Drive-Along Mode Split by MMA



The drive-alone rates for large businesses (i.e., those with 100 or more employees at a worksite) are significantly lower than for small businesses.

**Table 5: Drive-Along Rate Comparison by Business Size
(BASE = Number of Trips)**

	Large Business	Small Business
Downtown Bellevue	56%	68%
Bel-Red / Northup	77%	84%
Crossroads	*	85%
Eastgate	63%	85%
Factoria	68%	71%

*For the Crossroads MMA, there is no data available for large businesses with 100 or more employees due to a lack of participation among the only two large businesses in the sample universe and no CTR-affected sites for the 2008 survey.

The table below illustrates the proportion of commute trips represented by various commute modes used by employees in the five MMAs in the current and previous survey periods.

**Table 6 : Commute Modes by MMA Over Time
(BASE = Number of Trips)**

2008					
	Downtown Bellevue	Bel-Red / Northrup	Crossroads	Eastgate	Factoria
Drove Alone	61%	81%	85%	73%	69%
Bus	19%	3%	3%	4%	5%
Carpool	11%	13%	7%	9%	12%
Vanpool	3%	<1%	1%	1%	1%
Walk	2%	<1%	1%	<1%	1%
Telework	1%	1%	1%	9%	8%
Bike	1%	<1%	1%	1%	1%
Other	2%	1%	<1%	3%	3%
2005					
	Downtown Bellevue	Bel-Red / Northrup	Crossroads	Eastgate	Factoria
Drove Alone	71%	74%	83%	77%	79%
Bus	14%	4%	2%	4%	4%
Carpool	10%	18%	11%	10%	13%
Vanpool	1%	1%	0%	1%	1%
Walk	2%	1%	4%	<1%	1%
Telework	2%	1%	0%	7%	1%
Bike	1%	1%	0%	1%	<1%
Other	1%	1%	<1%	2%	1%
2002					
	Downtown Bellevue	Bel-Red / Northrup	Crossroads	Eastgate	Factoria
Drove Alone	68%	80%	81%	74%	85%
Bus	12%	4%	2%	4%	2%
Carpool	12%	12%	7%	10%	9%
Vanpool	2%	1%	1%	1%	1%
Walk	2%	1%	7%	2%	1%
Telework	1%	1%	1%	1%	<1%
Bike	1%	1%	<1%	<1%	<1%
Other	2%	1%	3%	8%	2%
2000					
	Downtown Bellevue	Bel-Red / Northrup	Crossroads	Eastgate	Factoria
Drove Alone	68%	80%	84%	76%	N/A
Bus	13%	3%	3%	3%	N/A
Carpool / Vanpool	17%	15%	7%	17%	N/A
Other	2%	2%	6%	5%	N/A

A financial incentive, an immediate ride home in case of emergency, more frequent bus service to the work site, an opportunity to work from home (telework), an employer-provided car for work-related trips during work hours and a more flexible work schedule to meet carpool, vanpool, the bus, etc. are the top methods that would encourage employees to try or continue using alternatives to driving alone to work. There were, however, some differences between the MMAs in the ranking and in the methods that employees indicate would be most effective in changing their commute behavior.

The majority of employees across all five MMAs live within 30 miles of their work location. However, the average one-way commute distance varies from 12.07 miles for employees in the Crossroads area to 16.89 miles for employees in the Eastgate area.

**Table 7: Average Commute Distance (in miles)
(BASE = All Respondents)**

	2008	2005	2002
Downtown Bellevue	14.97	14.46	14.48
Bel-Red / Northup	14.51	15.61	15.46
Crossroads	12.07	12.10	12.11
Eastgate	16.89	17.22	15.90
Factoria	13.30	14.44	14.79

With the exception of employees in the Crossroads and the Eastgate areas, fewer than one out of five employees (20%) in the MMAs surveyed indicates they live in Bellevue.

**Table 8: Proportion of Employees Who Live in Bellevue by MMA
(BASE = All Respondents)**

	2008	2005
Downtown Bellevue	17%	17%
Bel-Red / Northup	15%	18%
Crossroads	30%	29%
Eastgate	21%	17%
Factoria	17%	21%

Background and Objectives

Research Background and Objectives

Every two to three years, the City of Bellevue commissions a study to measure commute mode share, or how commuters travel to their work destinations. The objectives of the Mode Share Survey research are to:

- Determine the current percentage of commute trips made using drive-alone, transit, vanpool, carpool, walk, bike, telework, and compressed work week modes;
- Monitor progress in meeting mode split targets specified in the City Comprehensive Plan; and,
- Gather additional information on commute behavior to inform the development of transportation programs and policies.

The 2008 Mode Share Survey, like the previous 2005 Mode Share Survey, evaluated commute behavior for five (5) of the 14 Mobility Management Areas (MMAs) in the City: Downtown, Bel-Red/Northup, Crossroads, Eastgate and Factoria, as shown in Figure 9 on the next page. These five (5) MMAs are the major employment centers in Bellevue and are the MMAs for which there are adopted target levels for non-drive-alone commute mode split in the Comprehensive Plan[†] as follows.

- Downtown – 40%
- Bel-Red / Northup – 25%
- Crossroads – 25%
- Eastgate – 35%
- Factoria – 20%

The 2008 Mode Share Survey project complements the survey data collection and analysis already completed for the Downtown MMA under the sponsorship of the Washington State Department of Transportation Growth & Transportation Efficiency Center (GTEC) program and supplemental data collection and analysis commissioned for the Downtown MMA by the City in conjunction with that effort. As with the 2008 Downtown GTEC survey, the primary data collection in each of the four other major employment centers involved employees at small worksites, specifically those with fewer than 100 employees not affected by the CTR law. In addition, attempts were made to recruit up to five large worksites per MMA, those with more than 100 employees that are not currently affected by the state CTR law in each of the four employment centers for this survey effort.

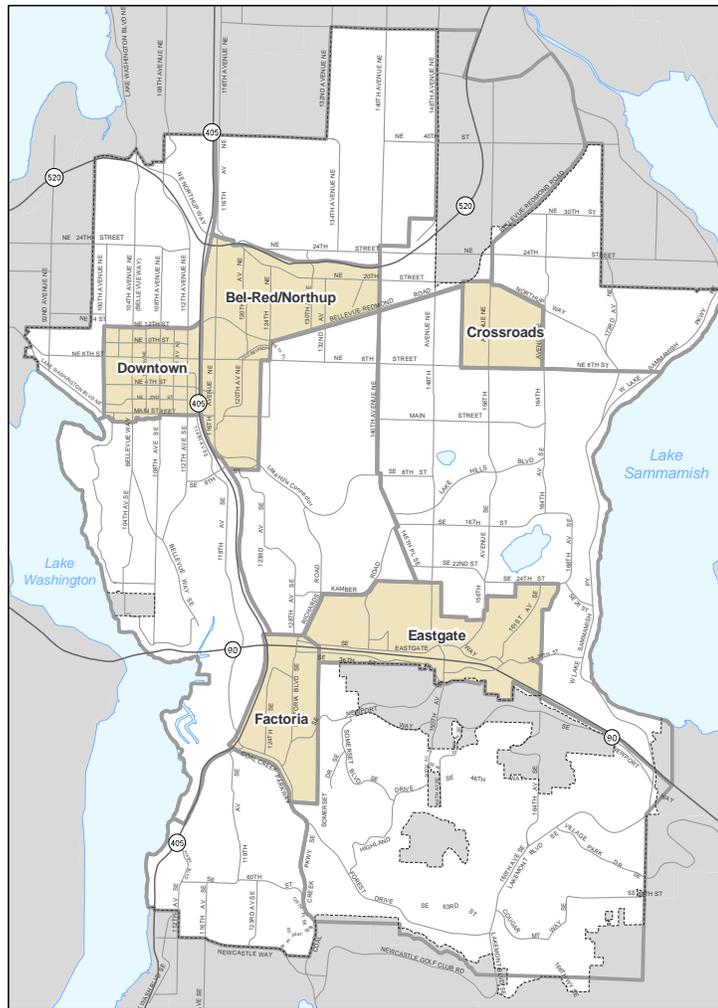
In addition to the Mode Share survey itself, the City also commissioned – as in 2005 - an analysis of commute mode shares at certain buildings with Transportation Management Plan (TMP)

[†] Bellevue Comprehensive Plan, Transportation Element, Table TR.1.

agreements, which consisted of 16 such buildings, all located in the Downtown MMA. The overall Downtown MMA section of this report does not include data from nor analysis of the TMP building results (which are analyzed in separate survey reports, one for each building). Additional analysis was conducted to compare the results at the TMP buildings to data among businesses in the Downtown MMA that are not located in a TMP building (also presented in a separate report).

As in 2005, for this analysis, only the “previous week” method, which is a simple percentage breakdown of all commute trips taken during a one-week period, is used. The “previous week” method is slightly different from the current SOV calculation used by the WSDOT for the CTR and GTEC programs. Although the current WSDOT formula for calculating the SOV rate no longer provides extra credits for the elimination of commute trips through telework nor for commute trips by bicycle and walk modes (originally given extra weight because they offer air quality benefits), it does calculate trips avoided though days off owing to compressed work week schedules differently than other commute modes. As the City’s mode split targets for the individual MMAs do not include goals for particular non-SOV modes nor is there a City policy basis to assign extra credit to particular modes, the WSDOT methodology is not applicable for use by the City and is not employed for calculation of the SOV or drive-alone rate in this report. For the purposes of this analysis and this report, each trip is counted with the same weight.

Figure 9: MMAs Surveyed



v:\trav\gis\planning\SOM\com2008\NonSOV Commute_ModeSplit_Cover.mxd

Opinion Research Corporation, Northwest (ORC-NW, formerly Northwest Research Group) performed the following services for the 2008 Mode Share Survey:

- Development of the sampling plan;
- Modification of the survey instrument for online administration;
- Online survey programming and hosting;
- Sample management;
- Data collection;
- Data preparation;
- Tabulation; and
- Analysis and reporting.

Research Design

Methodology

The 2008 Mode Share Survey collected data from employees at small worksites, those with fewer than 100 employees and employees at up to five large businesses with 100 or more employees, that are not affected by the CTR law, in four (4) of the 14 mobility management areas (MMA's) in Bellevue. In addition, data collection was conducted in an area that will be added to form the new Bel-Red MMA 12, so as to provide a baseline measure for this new area. The data collected through this effort was then combined with available existing commute data – primarily for large CTR-affected worksites. These data, together with survey data collected through the WSDOT GTEC program for the downtown Bellevue MMA were analyzed to determine the commute mode share and related pertinent information regarding employee commute behavior and attitudes in each of the areas.

Sample Frame

In order to maintain comparability to the previous survey efforts, ensure the ability to analyze trends over time, and replicate the WSDOT GTEC survey effort completed for the Downtown MMA in summer 2008, ORC-NW purchased the most current available lists of employers from InfoUSA. Only non-CTR affected employers were included in the final sample universe and one-person firms were excluded. A random sample of these listed companies was then used for recruiting.

Recruiting of Participating Businesses

The City of Bellevue sent pre-notification letters to all businesses included on the final business list. The purpose of the letters was to inform business owners about the upcoming survey effort and to encourage their participation.

Following distribution of the pre-notification letters, recruiters from ORC-NW's data collection facility contacted the companies listed in the sample in order to recruit them to participate in the survey. Each company contacted was asked to designate a survey coordinator, and as companies were recruited, ORC-NW sent an introduction letter to the manager and the identified "firm survey coordinator" at each firm inviting them to participate in the research effort. The letter also provided an explanation of the research purpose, and provided contact information should questions arise during the survey process. Also included in the survey coordinator toolkit was a set of instructions, the appropriate number of paper survey instruments (one for each employee), and a business-reply mail envelope for return of completed surveys.

To encourage participation three incentives were offered. Each survey coordinator received a \$10 coffee card in appreciation of their effort upon ORC-NW's receipt of their company's completed surveys. Employees who returned surveys were offered the opportunity to enter a random drawing for a \$150 gift certificate to the Bellevue Collection. ORC-NW reminded survey coordinators of the survey return deadline throughout the process via e-mail and phone calls. New in 2008, an additional incentive was offered to survey coordinators. Survey coordinators who met the requested response rate of 60% at their worksite were offered an opportunity to enter a random drawing for a \$150 gift certificate to the Bellevue Collection.

For the 16 downtown buildings, the City or TransManage -the Bellevue TMA - coordinated the distribution of the survey materials with the property manager at each building.

Survey Administration

The 2008 Mode Share Survey was conducted via self-administered survey. As in the previous survey efforts in 2002 and 2005, the same survey instrument that is used by the State of Washington to survey businesses affected by the Commute Trip Reduction (CTR) law was used for this survey with the exception of the online survey. The online survey included a few additional questions to help the City better understand commute behavior.

As in 2005, Mode Share Survey respondents were given the opportunity to complete the survey either on paper or online. Regardless of survey completion method, each potential respondent received a hard copy / paper survey form. Those who opted to complete the survey online were required to enter the unique survey ID number from their paper survey in order to gain access to the online instrument, thus ensuring that only one survey could be completed per respondent.

The TMP building surveys were conducted solely online. ORC-NW created separate survey instructions for this effort which included a unique online survey access code to be distributed to each employee at each of the 16 TMP buildings.

Additional Survey Data

Survey data were obtained from the Washington State CTR program for employees of CTR affected businesses (those with 100 or more employees who begin to work between 6 and 9 a.m.). Companies affected by the CTR Law are required to administer a commute mode survey to employees every two years.

In addition, available data for worksites of various sizes collected through other programs, such as the Flexpass transit pass program (which requires annual surveys at very large worksites) were utilized. The survey instrument in all the data collection efforts was the standard Washington State Commute Trip Reduction survey form, with the exception of the online Mode Share Survey, which included a few additional questions at the end to gain further insight to commute behavior. The survey instruments are detailed in Appendix C.

Sample Information

The following table provides detailed sample information as well as the final sample size and response rates for each of the MMAs surveyed in this study.

Downtown MMA:

Data Source	# of Recruited Businesses	# of Surveys Mailed	# of Survey Participating Businesses	# of Surveys Mailed to Businesses Who Participated in the Survey	# of Surveys Returned	Response Rate (Based on # of Business Returned/# of Businesses Recruited)	Response Rate (Based on # Returned/Mailed Surveys)	Response Rate (Based on # Returned Mailed Surveys to Returned Companies)	Total Surveys
CTR Survey*	---	---	23	---	5615	---	---	---	5615
GTEC Survey	261	5706	80	1352	696	31%	12%	51%	696
TMP Online Survey**	---	13691	---	---	1386	---	10%	---	1386
Downtown MMA Overall ***	261	---	97	1352	5099	---	---	---	5099

* This number includes all CTR data obtained from the Washington State Department of Transportation.

** These surveys were completed by employees at 15 TMP buildings during the City of Bellevue Mode Share Survey conducted in Fall 2008.

***This number does not include 1212 surveys for six (6) CTR sites in downtown Bellevue that were obtained from the Washington Department of Transportation. The results from these six CTR sites were not available at the time of the GTEC survey and analysis and are only included for the TMP Building reports, they are not in the Downtown MMA analysis in this report. Similarly, the 1386 TMP surveys were not available for the GTEC survey and are not included in the Downtown MMA analysis.

Other MMAs:

Area	# of Recruited Businesses	# of Surveys Mailed	# of Survey Participating Businesses	# of Surveys Mailed to Businesses Who Participated in the Survey	# of Surveys Returned	Response Rate (Based on # of Business Returned/# of Businesses Recruited)	Response Rate (Based on # Returned/Mailed Surveys)	Response Rate (Based on # Returned Mailed Surveys to Returned Companies)	# of Worksites with Existing CTR Survey Data Included	# of Surveys from State Included	Total Surveys
Bel-Red / Northup	67	1504	27	345	177	40%	12%	51%	10	2031	2208
New Bel-Red *	11	195	2	14	8	18%	4%	57%	1	214	222
Crossroads	67	905	23	291	152	34%	17%	52%	0	0	152
Eastgate	63	962	18	161	95	29%	10%	59%	8	4483	4578
Factoria	64	965	19	169	111	30%	12%	66%	2	1790	1901
Total	272	4,531	89	980	543	33%	12%	55%	21	8,518	9,061

* This only includes those businesses that are not in the current in the Bel-Red / Northup MMA 4 boundary, but that are in the newly defined Bel-Red MMA 12.

Final Sample Size and Margin of Error

When interpreting the results of this survey, it is important to keep in mind the margin of error. This is the degree to which the results from a given random sample of the population can be expected to accurately reflect the entire population.

In general, the larger the subgroup is, the smaller the margin of error will be. In addition, the further away a sample group is from being split 50/50 on an issue, the smaller the margin of error. The margin of error when 50% of a sample group of any size gives a certain response is therefore known as the maximum margin of error.

The table below shows example margins of error, at the 95% confidence level. For example, when 50% of a sample of 450 respondents gives a certain response, this means that 95 out of 100 times the survey is conducted, you can be reasonably sure that the results will not vary more than +/- 4.6 percentage points. If either 10% or 90% of the sample of 450 gives a certain response, the margin of error shrinks to +/- 2.7%.

Example Margins of Error

Sample Size	10%/ 90%	30%/ 70%	50%/ 50%
500	+/- 2.6%	+/- 4.0%	+/- 4.4%
450	+/- 2.7%	+/- 4.2%	+/- 4.6%
400	+/- 2.9%	+/- 4.5%	+/- 4.9%
200	+/- 4.2%	+/- 6.4%	+/- 6.9%
100	+/- 5.9%	+/- 9.0%	+/- 9.8%
50	+/- 8.3%	+/- 12.7%	+/- 13.9%
25	+/- 10.7%	+/- 16.2%	+/- 18.0%

Margin of errors for each MMA and by subgroup are as follows:

MMA	Small Business		Large Business		Overall	
	Sample Size [n=]	Margin of Error	Sample Size [n=]	Margin of Error	Sample Size [n=]	Margin of Error
Downtown	654	+/- 3.8%	4445	+/- 1.5%	5099	+/- 1.4%
Bel-Red / Northup	177	+/- 7.4%	2031	+/- 2.2%	2208	+/- 2.1%
Crossroads	152	+/- 7.9%	0	---	152	+/- 7.9%
Eastgate	95	+/- 10.1%	4483	+/- 1.5%	4578	+/- 1.4%
Factoria	111	+/- 9.3%	1790	+/- 2.3%	1901	+/- 2.2%

Weighting of Data

The final data file was weighted using a formula developed by the City to ensure proportional representation of large and small employers within each of the five areas surveyed. Survey weights were based on 2008 State “covered” employment numbers provided by the Puget Sound Regional Council (PSRC). The weighting scheme is based on the number of employees in specific size firms (1: those with fewer than 100 employees 2: firms with 100 or more employees). Sampling areas were Downtown Bellevue, Bel-Red/Northup, Crossroads, Eastgate, Factoria, and a new area added to the Bel-Red/Northup MMA. The sample weighting strategy is consistent with the strategy used in the previous surveys in 2000, 2002, and 2005 for all MMAs with the exception of the Downtown and Crossroads MMAs. Due to lack of participation among larger businesses, 100 or more employees, no weighting was applied to Crossroads data for 2008. The weighting scheme used for the Downtown MMA follows the WSDOT GTEC survey protocol where weights were developed by business cohort as shown in Table 2 below.

The following table illustrates each weight used for this analysis.

Table 10: 2008 State “Covered” Employment Data – Percentage of Employees by Size of Business for the 4 Areas with Weights

(Mode Split Weights)

	Bel-Red	New Bel-Red	Eastgate	Factoria
Businesses w/ 1-99 employees (adjusted)	65%	73%	43%	54%
Businesses w/ 100 or more employees	35%	27%	57%	46%

Table 11: Percentage of Employees by Size of Business in the Downtown MMA

(GTEC & Mode Split Weights)

	Downtown
Businesses w/ 5 to 9 employees	8%
Businesses w/ 10 to 19 employees	10%
Businesses w/ 20 to 49 employees	14%
Businesses w/ 50 to 99 employees	14%
Businesses w/ 100 or more employees	53%

Downtown Bellevue

WSDOT's GTEC Survey results were combined with CTR surveys completed by the following businesses in the Downtown Bellevue MMA:

- CH2M Hill
- ChemPoint
- City of Bellevue
- Drugstore.com
- GE Capital
- HDR Engineering Inc
- HNTB Corporation
- Key Bank of Washington
- MulvannyG2 Architecture
- Nordstrom
- Overlake Hospital Medical Center (at 112th/12th bldg)
- PACCAR Inc
- Parametrix Inc
- Puget Sound Energy
- Symetra Financial
- US Bank of Washington
- Waggener Edstrom

Of 5,099 surveys included for the Downtown Bellevue MMA, 4,403 surveys were completed by employees at the CTR affected worksites listed above. The remaining 696 surveys were completed for the Washington State Department of Transportation's Growth and Transportation Efficiency Center (GTEC) Survey effort in summer of 2008. A total of 80 non-CTR affected businesses participated in the WSDOT GTEC Survey.

The results are based on weighted data in order to correct for over representation of large businesses (businesses with 100 or more employees) and under representation of small businesses with fewer than 100 employees. Unlike the previous surveys in 2002 and 2005, when weighting was developed just for two business segments - small businesses with fewer than 100 employees and large businesses with 100 or more employees - the weighing scheme for the 2008 survey follows the WSDOT GTEC Survey weighting protocol by five (5) business cohorts.

Commute Modes “Used During Previous Week”

All respondents were asked about the modes used to travel to work in the week prior to the survey period.

The majority (90%) of Downtown Bellevue respondents report the week prior to taking the survey was a typical commute week for them.

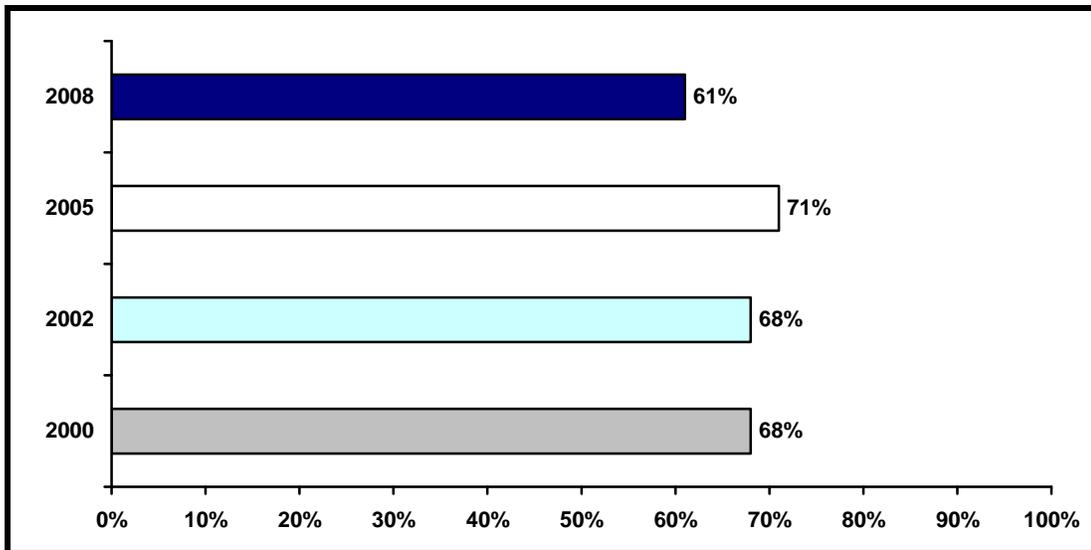
Drive-Along Rate

The aggregate drive-alone rate for employee commute trips for all companies in Downtown Bellevue measured 61% in 2008.³ This is a significant drop from the 71% reported in 2005.

Non-drive-alone commute “Mode Split” measured 39% in 2008. This is a significant improvement from the 2005 figure of 29% of commute trips made by a travel mode other than drive-alone.

However, the 39% figure for non-drive-alone Mode Split falls slightly short of the City’s adopted Mode Split target of 40% for Downtown Bellevue.

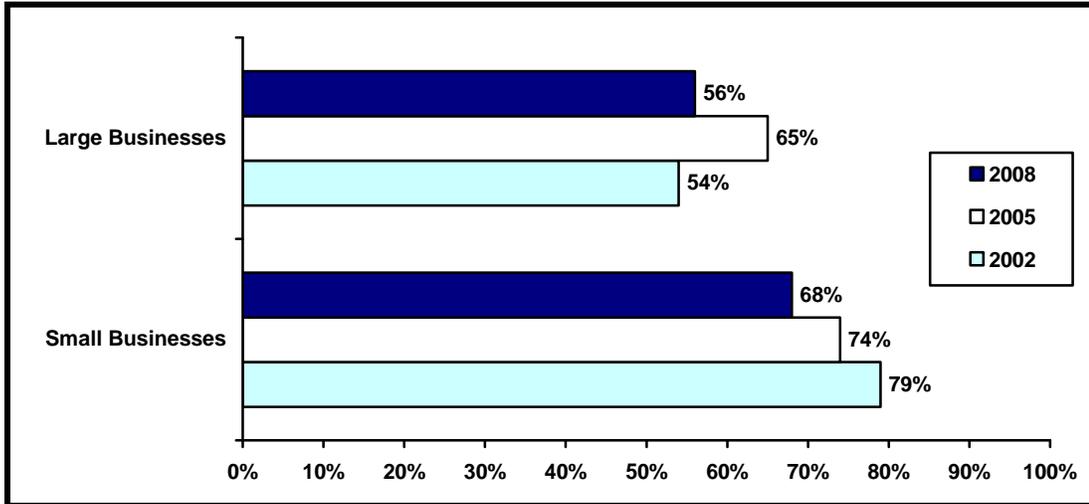
*Figure 12: Drive-Along Rate
Downtown Bellevue
(Base=Number of Trips)*



³ Note: The drive-alone rate calculation is a straight measure of Single Occupancy Vehicle vs. non-SOV modes used. This differs from the method used by the State of Washington for calculating the “SOV rate” at employers affected by the Commute Trip Reduction program as well as for the WSDOT GTEC Survey conducted in Summer 2008, wherein the “PersonScaleFactor” is applied for “compressed work week / days off”. The City has no specific policy basis for applying a weight to any particular mode and counts compressed work week days off as a simple “trip” by non-driving-alone mode.

The drive-alone rate in 2008 has declined for both large and small businesses. The drive-alone rate for small businesses continues its downward trend – to 68% in 2008 from 74% in 2005 and 79% in 2002.

**Figure 13: Drive-Along Rate by Business Size
Downtown Bellevue
(Base=Number of Trips)**



Commute Mode Split

Commute Mode Split measures the type of transportation used by respondents to commute to work during the week prior to the survey. To provide an aggregate measure for the entire week, data on the commute mode used during the week prior to the survey data collection period is based on the total number of commute trips.

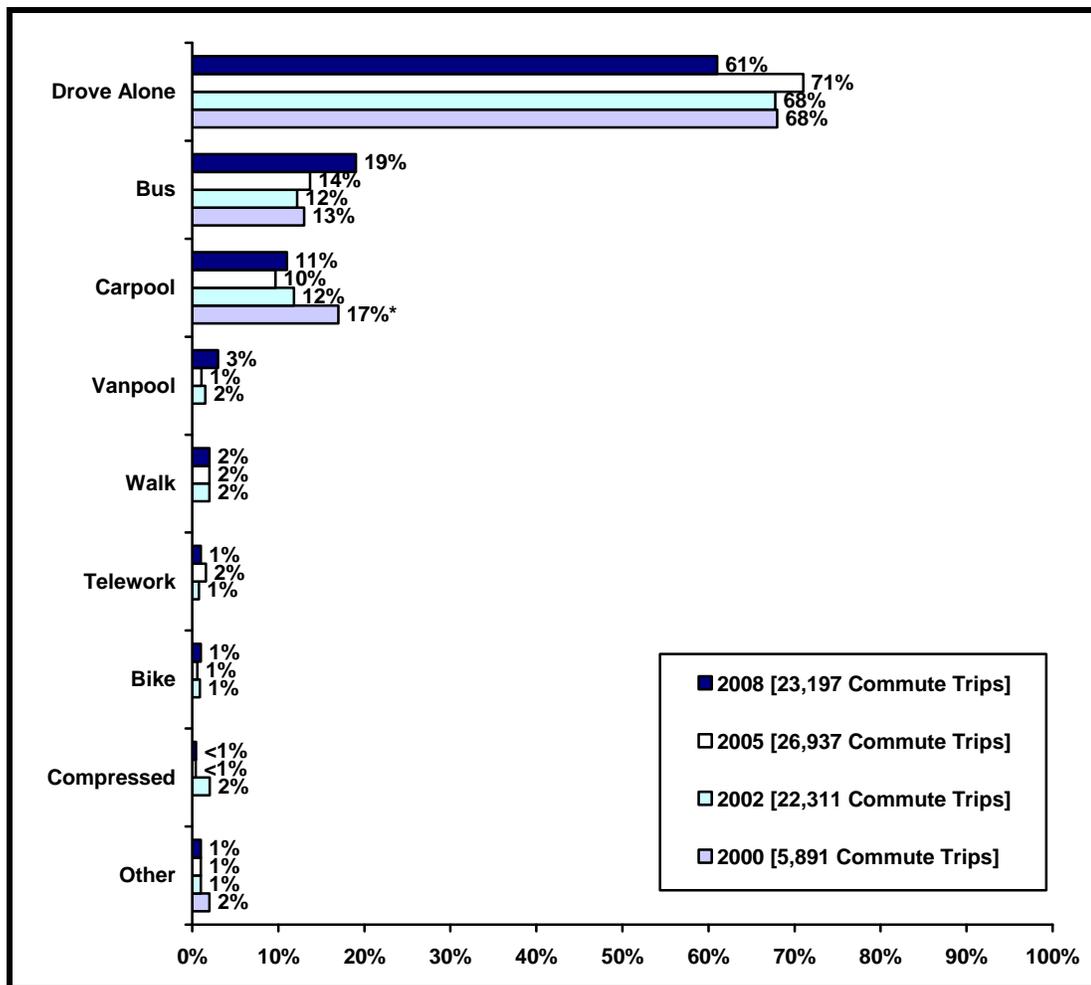
In 2008, driving alone continues to represent the majority of commute trips among Downtown Bellevue employees (61%). However, the proportion of commute trips made by driving alone dropped significantly from the 71% reported in 2005.

The percentage of commute trips made by bus continues an upward trend - to 19% in 2008 from 14% in 2005 and 12% in 2002.

Commute trips by carpool have remained fairly consistent: 11% in 2008, 10% in 2005, and 12% in 2002.

The remaining modes represent a very small proportion of commute trips among Downtown Bellevue employees.

**Figure 14: Commute Mode Split
Downtown Bellevue
(Base=Number of Trips)**

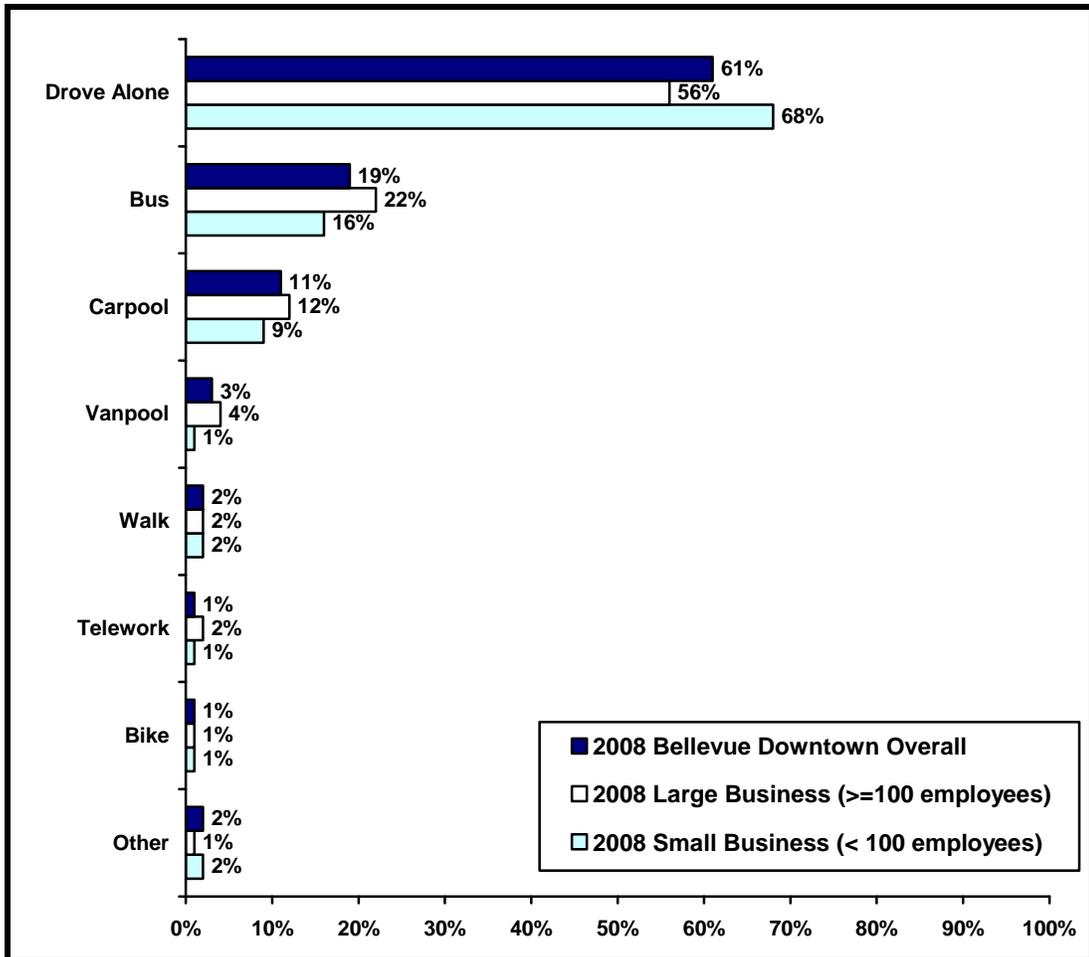


* The 2000 data for carpool included both carpool and vanpool trips.

Similar to the overall results, driving alone represents the majority of commute trips regardless of company size.

However, when comparing commute modes by company size, employees of large businesses use alternative commute modes more than employees of small businesses. In particular, employees of large businesses were more likely to commute by bus (22% of commute trips) than were employees of small businesses (16% of commute trips).

**Figure 15: Commute Mode Split by Company Size
Downtown Bellevue
(Base=Number of Trips)**



The drive-alone rate of employees at businesses with 100 employees or more is 56%, the lowest drive alone rate of the business size comparison groups. The drive-alone rates for businesses with 20 or more employees are significantly lower than the drive-alone rates for businesses with fewer than 20 employees, 78% for businesses with 10 to 19 employees, and 74% for businesses with fewer than 10 employees.

- The proportion of commute trips by bus varies depending on business size, with larger businesses having a higher usage rate. More than one out of four commute trips among employees at businesses with 50 to 99 employees (25%) and those at larger employers - over 100 employees - (22%) are made by bus, compared to 15% or fewer commute trips among employees at smaller worksites - less than 50 employees – that are made by the bus.

Table 16 : Commute Modes by Size of Worksite
(BASE = Number of Trips)

	Under 10 Employees	10 to 19 Employees	20 to 49 Employees	50 to 99 Employees	100 or More Employees
Drove Alone	74%	78%	68%	58%	56%
Bus	12%	7%	15%	25%	22%
Carpool	7%	7%	10%	10%	12%
Vanpool	<1%	1%	2%	1%	4%
Walk	4%	2%	1%	2%	2%
Telework	<1%	1%	<1%	1%	2%
Bike	<1%	<1%	0%	3%	1%
Other	1%	3%	3%	<1%	1%

The table below compares the commute split among those employees who are usually scheduled to begin work between 6 and 9 a.m. and those who are not.

The drive-alone rate among those employees who are usually scheduled to begin work between 6 and 9 a.m. is significantly lower than the drive-alone rate among those who are not (60% compared to 73%).

Table 17 : Commute Modes by Work Schedule
(BASE = Number of Trips)

	Begin Work between 6 and 9 a.m.	Do Not Begin Work between 6 and 9 a.m.
Drove Alone	60%	73%
Bus	20%	11%
Carpool	11%	9%
Vanpool	3%	<1%
Walk	2%	2%
Telework	1%	3%
Bike	1%	<1%
Other	2%	2%

Frequency of Alternative Mode Usage

The following table illustrates the frequency of each of the four alternative modes used by employees in Downtown Bellevue who report they used these alternative modes in the past week to commute to work.

Table 18 : Frequency of Commute Modes Used in the “Previous Week”
(BASE = Respondents Who Used Each of the Alternative Commute Modes)

	Carpool [n _w =738]	Vanpool [n _w =151]	Transit [n _w =1,108]	Bicycle [n _w =67]
Once a week	19%	10%	7%	26%
Twice a week	16%	3%	7%	21%
Three times a week	14%	10%	14%	12%
Four times a week	16%	20%	20%	18%
Five or more times a week	34%	57%	52%	24%

Downtown Bellevue Respondent Profile

Occupation of Respondents

Forty-two percent (42%) of respondents report they perform professional or technical work for their employer. This represents a significant decline in the percentage of respondents who indicate they perform this type of job compared to 2005. Nearly one out of ten (8%) of respondents in 2008 report they perform customer service work for their employer – a significant increase from 5% in 2005.

**Table 19 : Type of Work
(BASE = All Respondents)**

	Percent of Employees 2008 [n _w =5,099]	Percent of Employees 2005 [n _w =5,574]	Percent of Employees 2002 [n _w =4,623]
Professional / Technical	42%	46%	42%
Management	17%	16%	17%
Administrative Support	16%	15%	15%
Sales / Marketing	10%	12%	14%
Customer Service	8%	5%	7%
Craft / Production / Labor	1%	1%	2%
Other	6%	5%	4%

Comparing the types of jobs, or occupations between respondents at large and small businesses, respondents at large businesses tend to perform more professional or technical work for their employers while respondents at small businesses tend to perform more sales and marketing or customer service functions.

- Less than one-fifth (18%) of employees at smaller businesses - those with fewer than 20 employees - report they perform professional or technical work for their employer, while nearly half (47%) of employees at businesses with more than 20 employees indicate they perform similar work.
- On the other hand employees at businesses with fewer than 20 employees are significantly more likely than employees who work for a larger business to report they are in a sales or marketing position (24% compared to 8% or less).
- Those employees who are usually scheduled to begin work between 6 and 9 a.m. are significantly more likely than those who are not to report they perform professional / technical (44% vs. 24%) or management work (18% vs. 8%).
- Those who are not usually scheduled to begin work between 6 and 9 a.m. are significantly more likely to be in a sales / marketing (22% vs. 9%) or customer service (19% vs. 7%) position.

**Table 20 : Type of Work by Business Size
(BASE = All Respondents)**

	Percent of Employees - 2008 Large Businesses [n_w=2,699]	Percent of Employees - 2008 Small Businesses [n_w=2,400]
Professional / Technical	48%	35%
Management	17%	16%
Administrative Support	14%	18%
Sales / Marketing	8%	13%
Customer Service	7%	10%
Craft / Production / Labor	1%	2%
Other	6%	6%

Current Commute Behavior

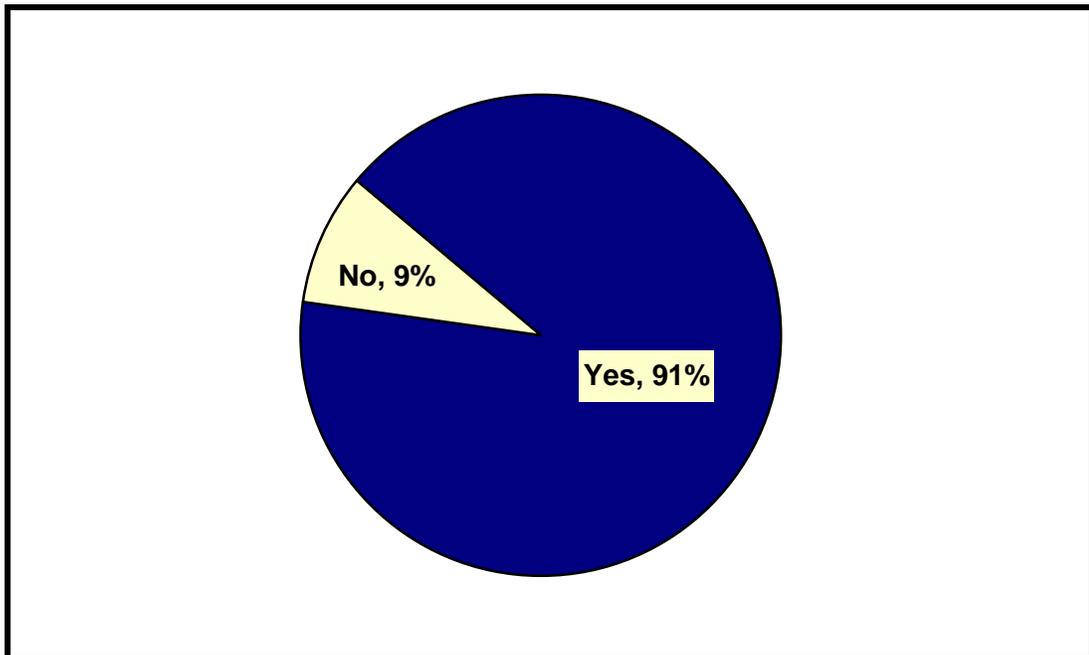
Work Schedule

The majority (91%) of Downtown Bellevue employees report they usually work 35 or more hours per week in a position intended to last 12 months or more, similar to the 92% reported in 2005 and the 90% reported in 2002.

Similar to 2005, significantly more respondents who usually work at least 35 hours per week report they begin work at their work location between 6 and 9 a.m., compared to those who work fewer hours (93% compared to 61%, respectively).

- When comparing the results by the number of employees, significantly more respondents at large businesses (with 100 or more employees) report they usually work at least 35 hours per week, than respondents at businesses with fewer than 100 employees (94% compared to 86%, respectively).

**Figure 21: Usually Work at Least 35 Hours per Week
Downtown Bellevue
(Base=All Respondents [$n_w=5,099$])**



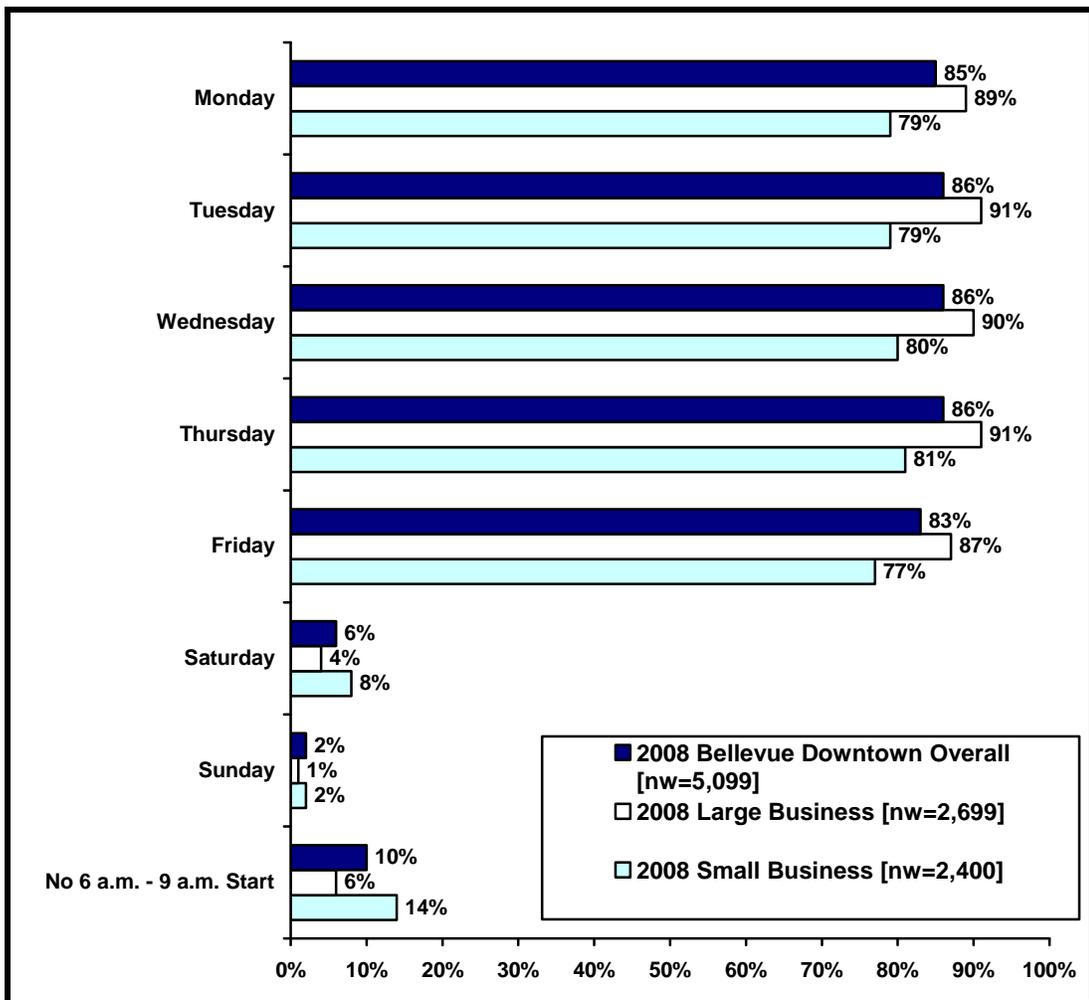
The majority (90%) of Downtown Bellevue employees report they are scheduled to begin work at their location between 6 and 9 a.m.

- Significantly more respondents at large companies report they are scheduled to begin work between 6 and 9 a.m., 94% of respondents at large businesses compared to 85% of small business employees.
- Employees at companies with 20 employees or more are significantly more likely than those at smaller companies to begin work between 6 and 9 a.m. (87% or more, compared to 81% or fewer of employees at companies with fewer than 20 employees).

When asked about which days during the week prior to completing the survey they were scheduled to begin work between 6 and 9 a.m., the majority of Downtown Bellevue employees report they were scheduled to begin work between 6 and 9 a.m. Monday through Friday during the previous week.

- Employees at small businesses are significantly more likely than employees at large businesses to report they were not scheduled to begin work between 6 and 9 a.m. any day of the previous week (14% compared to 6%, respectively).

**Figure 22: Scheduled to Work between 6 and 9 a.m.
Downtown Bellevue
(Base=All Respondents)**



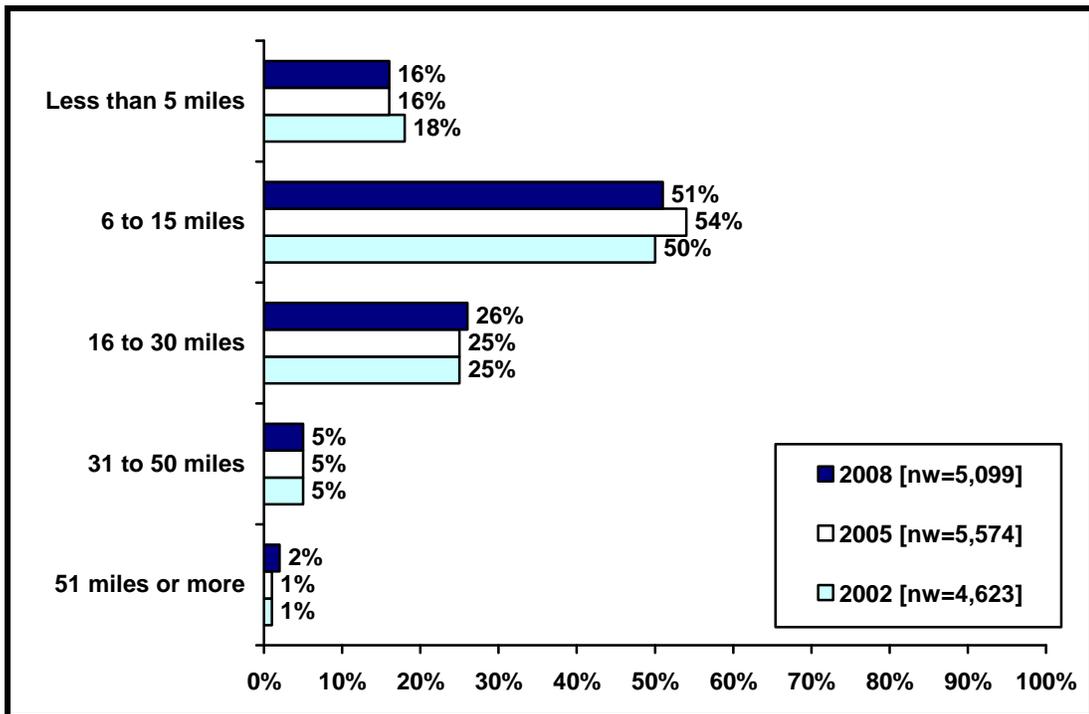
Commute Distance

The average commute distance, regardless of commute mode, for Downtown Bellevue employees in 2008 is 14.97 miles, similar to previous years (14.46 miles in 2005 and 14.48 miles in 2002).

Two-thirds (67%) of respondents report they commute less than 16 miles one-way to work; two percent (2%) report they commute more than 50 miles one-way to work in 2008.

- As in 2005, sixteen percent (16%) of Downtown Bellevue employees indicate their one way commute distance is less than 5 miles.

*Figure 23: Commute Distance
Downtown Bellevue
(Base=All Respondents)*



The following table presents the reported one-way commute distance between respondents' home and work locations by major commute mode.

The 2008 average one-way commute distance remains similar to that in 2005 and 2002 across all four major commute modes (SOV, Carpool, and Bus) with the exception of Vanpool. The average distance among those who report using vanpool during the previous week to work has increased by approximately 2 miles from 27.92 miles in 2005 to 30.07 miles in 2008.

- The average one-way commute distance of Downtown Bellevue employees who drive alone continues to be approximately 14 miles (14.1 miles in 2008 compared to 13.9 miles in 2005 and 14.1 miles in 2002).

Table 24 : 2008 Commute Distance by Commute Mode
(Base = Respondents Who Used Each Mode during Previous Week)

	SOV [n _w =3,417]	Carpool [n _w =738]	Vanpool [n _w =151]	Bus / Train [n _w =1,108]
5 miles or less	15%	13%	1%	12%
6 to 15 miles	55%	44%	16%	51%
16 to 30 miles	24%	32%	51%	29%
31 to 50 miles	5%	10%	22%	6%
51 miles or more	1%	1%	11%	2%
Overall average distance	14.14 miles	16.87 miles	30.07 miles	15.87 miles

	Walk [n _w =122]	Bicycle [n _w =67]
Less than 1 Mile	36%	0%
1 to 2 miles	54%	11%
3 to 5 miles	4%	5%
6 to 10 miles	3%	36%
11 to 20 miles	1%	44%
21 miles or more	2%	5%
Overall average distance	2.08 miles	10.84 miles

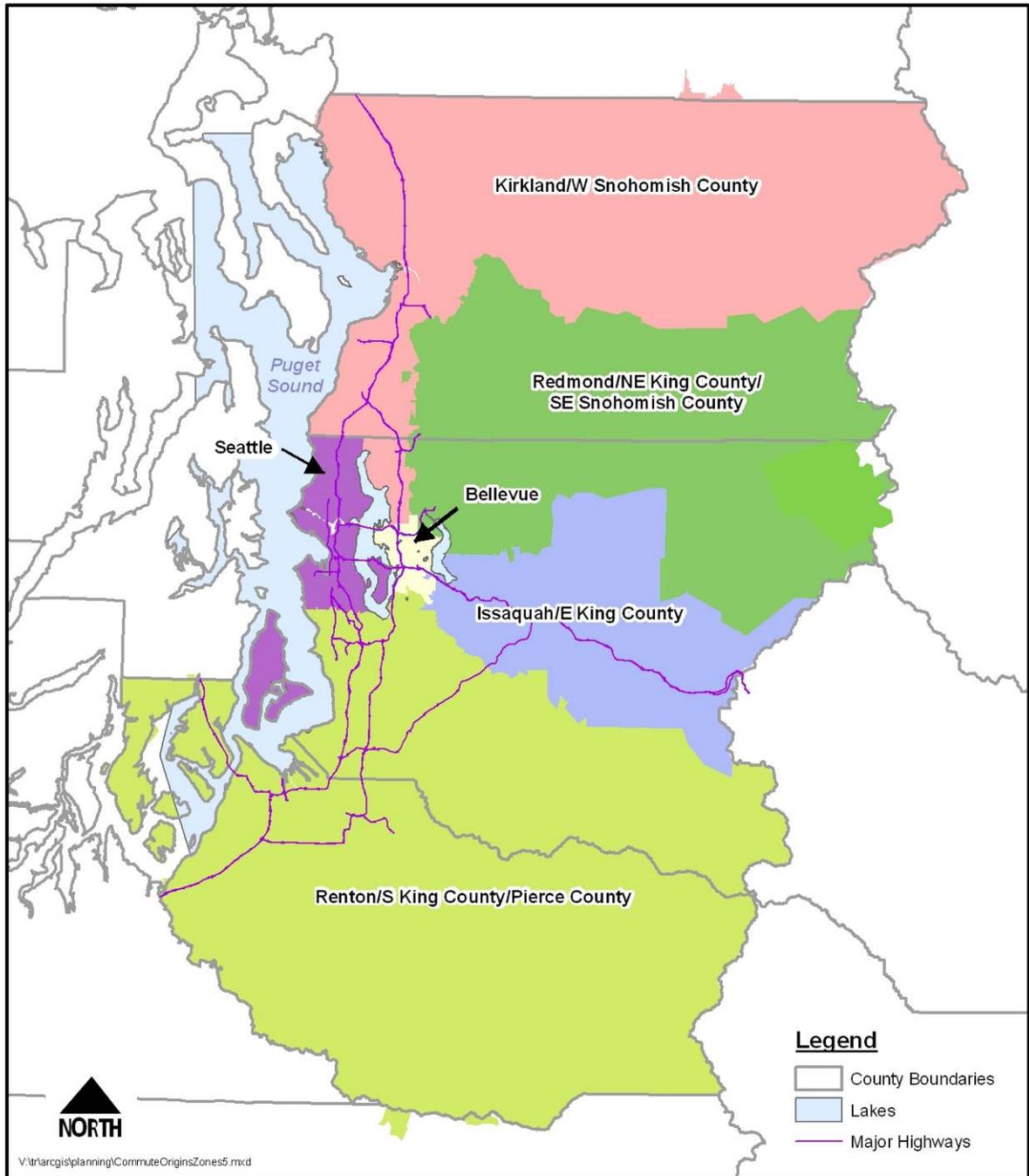
Location of Residence

All respondents were asked to provide their home zip code. The table below presents the area of residence by major geographic area.

Table 25 : Residential Location of Employees
(BASE = All Respondents)

	2008 Overall [n _w =5,099]	2008 Large Business [n _w =2,699]	2008 Small Business [n _w =2,400]
Bellevue	17%	16%	18%
Seattle	18%	20%	16%
Kirkland	8%	7%	9%
W Snohomish County	14%	15%	13%
Redmond / NE King County / SE Snohomish County	14%	14%	15%
Issaquah / E King County	7%	8%	7%
Renton / South King County / Pierce County	19%	18%	21%
Other	2%	3%	2%

Figure 26 : Commute Origin Zones



The following table illustrates the commute modes used by employees in Downtown Bellevue by their residence location. Because some commuters used different modes on various days of the survey week, totals are greater than 100%.

Table 27 : Commute Mode Used in the “Previous Week” by Location of Residence (BASE = All Respondents)

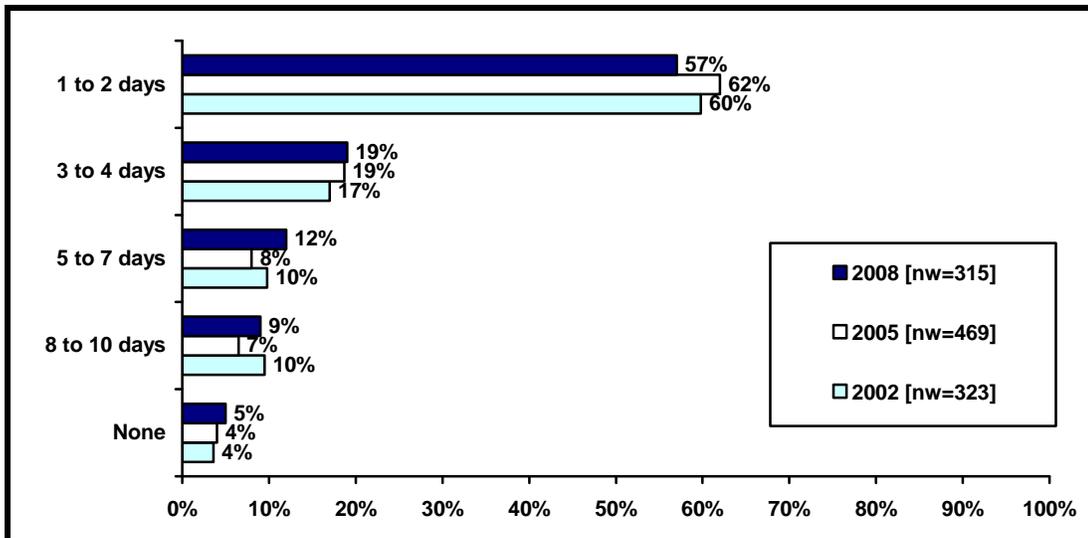
	Bellevue	Seattle	Kirkland	W Snohomish County	Redmond / NE King & SE Snohomish County	Issaquah / E King County	Renton / S King & Pierce County	Other
Drive alone	71%	69%	82%	62%	78%	81%	66%	59%
Carpool	13%	11%	10%	21%	18%	17%	17%	10%
Vanpool	<1%	2%	0%	7%	1%	1%	6%	14%
Transit (Bus / Train)	15%	33%	21%	31%	18%	11%	22%	23%
Bike	2%	3%	1%	<1%	1%	<1%	2%	0%
Walk	14%	<1%	1%	<1%	<1%	0%	<1%	2%
Telework	2%	5%	2%	4%	4%	2%	4%	16%

Telework

As in 2005, fewer than one in ten (7%) Downtown Bellevue respondents report teleworking at least one day in two weeks, on average.

Of those respondents who telework at least one day in two weeks, more than half (57%) report they teleworked one or two days in the last two weeks.

Figure 28: Number of Days Teleworked in Last Two Weeks Downtown Bellevue (Base= Respondents Who Telework At Least One Day in Two Weeks On Average)



Potential Commute Behavior

Likelihood to Try Alternative Modes

Similar to 2005, slightly more than one out of seven (16%) Downtown Bellevue employees report they already carpool to work. The proportion of Downtown Bellevue employees who report they take the bus to work continues its upward trend since 2002 (17% in 2002, 20% in 2005, and 25% in 2008).

- The percentage of respondents who report they are likely to try or continue using carpool or vanpool to work increased significantly in 2008.

*Table 29: Likelihood to Try Alternative Modes
(BASE = All Respondents)*

Mode	2008 [n _w =5,099]				2005 [n _w =5,574]				2002 [n _w =4,623]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	16%	32%	38%	14%	14%	28%	38%	20%	17%	31%	33%	19%
Vanpool	4%	23%	55%	18%	2%	19%	53%	26%	3%	24%	48%	25%
Bus	25%	35%	27%	12%	20%	30%	31%	18%	17%	29%	33%	20%
Train	2%	16%	22%	60%	<1%	15%	16%	69%	1%	18%	18%	64%
Bicycle	4%	11%	33%	52%	3%	12%	31%	54%	2%	11%	30%	57%
Walk	4%	18%	23%	55%	3%	5%	21%	71%	3%	6%	22%	69%
Telework	9%	46%	17%	28%	8%	47%	15%	29%	8%	41%	16%	36%
A compressed work week	5%	37%	18%	39%	4%	44%	20%	31%	5%	41%	18%	36%

When comparing respondents' likelihood to try alternative modes between large and small businesses, a significantly greater proportion of small businesses employees report most of the alternative modes are not an option for them.

- Significantly greater numbers of small business employees indicate telework (32%) and a compressed work-week (59%) are not options for them, while more than half of large businesses' employees report they are likely to try telework (53%) and a compressed work-week (50%).

**Table 30: Likelihood to Try Alternative Modes by Business Size
(BASE = All Respondents)**

Mode	2008 Large Business [n _w =2,699]				2008 Small Business [n _w =2,400]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	17%	32%	39%	13%	15%	32%	38%	15%
Vanpool	6%	23%	54%	17%	2%	24%	56%	19%
Bus	30%	32%	27%	12%	20%	40%	28%	12%
Train	1%	16%	14%	69%	3%	16%	32%	50%
Bicycle	3%	13%	35%	49%	5%	8%	31%	57%
Walk	4%	5%	23%	68%	3%	33%	24%	40%
Telework	9%	53%	13%	24%	8%	38%	22%	32%
A compressed work week	9%	50%	18%	23%	1%	21%	18%	59%

The likelihood of trying alternatives to driving alone among heavy SOV commuters (those who drive alone to work 80% or more of the time) has increased in 2008, with the exception of telework, compressed work schedule and bicycle alternatives.

- In 2008, nearly half (46%) of the heavy SOV commuters indicate they are likely to try using the bus as an alternative to driving alone to work, compared to 35% in 2005.
- Nearly half (46%) of the heavy SOV commuters indicate they are likely to try telework; this is essentially the same as the proportion in 2005 who reported they were likely to try teleworking (48%).

**Table 31: Likelihood to Try Alternative Modes among Heavy SOV Mode Users
(BASE = Respondents Who Drive Alone to Work 80% or More of the Time)**

Mode	Heavy SOV Mode Users (80% or More of the Time) [n _w =2,707]			
	Do Now	Likely	Not Likely	Not An Option
Carpool	3%	34%	45%	18%
Vanpool	<1%	20%	58%	23%
Bus	3%	46%	35%	16%
Train	1%	14%	23%	62%
Bicycle	1%	10%	31%	57%
Walk	1%	19%	25%	55%
Telework	6%	46%	16%	31%
A compressed work week	4%	35%	17%	44%

When comparing the likelihood to try alternative modes to driving alone to work, those who are usually scheduled to begin work between 6 and 9 a.m. are more likely than those who are not to indicate they are likely to either already use or try alternative modes. Those who are not usually scheduled to begin work between 6 and 9 a.m. are more likely to indicate alternative modes are not an option for them.

- Those who are usually scheduled to begin work between 6 and 9 a.m. are significantly more likely than their counterparts to indicate they are likely to try telework (49% vs. 25%), a compressed work (39% vs. 26%), and walking to work (18% vs. 12%). In addition, they are also significantly more likely to report they already take the bus to work (26% vs. 18%).
- Significantly more Downtown Bellevue employees who are not usually scheduled to begin work between 6 and 9 a.m. indicate telework, a compressed work week, bus, carpool and vanpool are not options for them.
 - Although more than one in three (37%) employees who are not usually scheduled to begin work between 6 and 9 a.m. indicate telework is not an option for them, a significantly greater proportion (17%) of this employee segment report they already telework compared to those who are usually scheduled to begin work during the morning peak hours (8%).

**Table 32: Likelihood to Try Alternative Modes by Arrival Time
(BASE = All Respondents)**

Mode	Begin Work between 6 and 9 a.m. [n _w =4,380]				Do Not Begin Work between 6 and 9 a.m. [n _w =485]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	16%	33%	39%	13%	18%	27%	33%	22%
Vanpool	4%	24%	55%	16%	1%	19%	53%	28%
Bus	26%	36%	27%	11%	18%	30%	31%	21%
Train	2%	16%	22%	60%	2%	12%	29%	57%
Bicycle	4%	11%	33%	52%	4%	8%	36%	52%
Walk	4%	18%	23%	55%	6%	12%	24%	58%
Telework	8%	49%	17%	27%	17%	25%	21%	37%
A compressed work week	5%	39%	18%	38%	9%	26%	20%	44%

Opportunities to Encourage Employees to Try or Continue Using Alternative Modes

Similar to 2005, in 2008, the top five methods to encourage Downtown Bellevue employees to use or continue using alternate modes include a financial incentive for using a non-drive alone mode (43%); an opportunity to work at home (37%); an immediate ride home in case of an emergency (28%); more frequent bus service at the work site (23%); and a more flexible work schedule to meet carpool, vanpool, the bus, etc. (19%).

- Although an employer provided car for work during work hours was ranked fifth in 2005, in 2008 a more flexible work schedule to meet carpool, vanpool, or the bus, etc. has replaced it as fifth.

**Table 33 : Top Five Ways to Encourage Employees to Try or Continue Using Alternative Modes
(BASE = All Respondents)**

	Percent of Employees 2008 [n _w =5,099]	Percent of Employees 2005 [n _w =5,574]	Percent of Employees 2002 [n _w =4,623]
A financial incentive for using non-drive alone modes	43%	41%	43%
Opportunity to work at home (telework)	37%	38%	5%
An immediate ride home in case of an emergency	28%	28%	33%
More frequent bus service at the work site	23%	20%	22%
A more flexible work schedule to meet carpool, vanpool, the bus, etc.	19%	15%	19%

Although the top five ways to encourage Downtown Bellevue employees to use alternative modes is very similar regardless of business size, the order of item preference slightly different in a few cases.

- Across all business sizes, Downtown Bellevue employees cite a financial incentive for using non-drive alone modes as the top choice to encourage them to use an alternative to driving alone (36% among employees at businesses with fewer than 10 employees to 47% of employees at businesses with 20 to 49 employees).
- Small business employees are significantly more likely than large business employees to indicate they need personal help with forming a carpool or vanpool (7% vs. 3%) and with finding bus times and routes (6% vs. 2%).

Bel-Red / Northup

Commute Modes “Used During Previous Week”

All respondents in Bel-Red / Northup MMA 4 were asked about the modes used to travel to work in the week prior to the survey period.

The majority (92%) of Bel-Red Northup respondents report the week prior to taking the survey was a typical commute week for them.

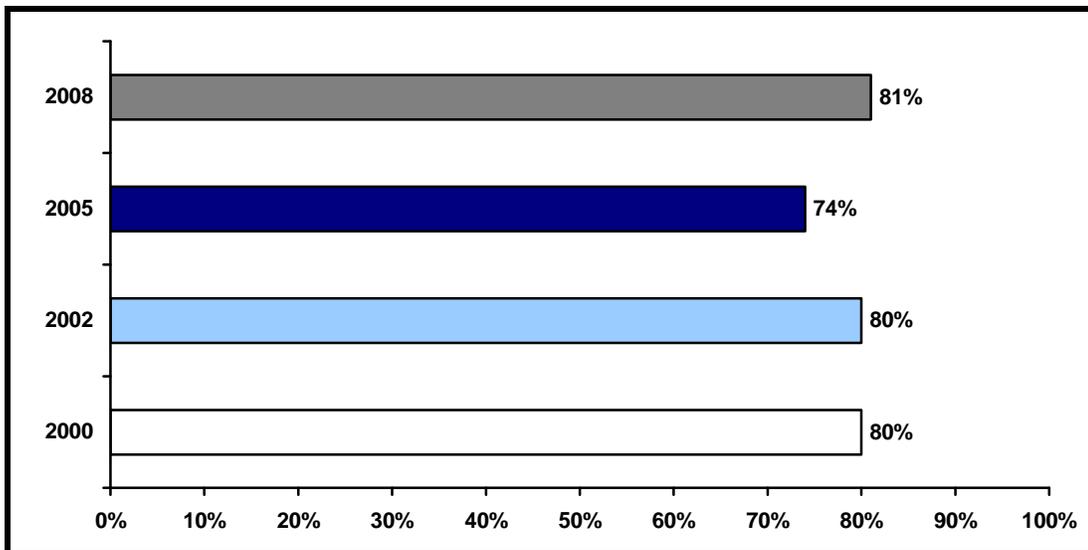
Drive-Along Rate

The aggregate drive-alone rate for employee commute trips for all companies in Bel-Red / Northup measured 81% in 2008.[§] This is a significant increase from the 74% measured in the 2005 Mode Share Survey.

Non-drive-alone Commute “Mode Split” measured 19% in 2008. This is a significant decrease from the 2005 figure of 26% of commute trips made by a travel mode other than drive-alone.

The 19% figure for non-drive-alone Mode Split falls short of the City’s adopted Mode Split target of 25% for the Bel-Red / Northup area.

**Figure 34: Drive-Along Rate
Bel-Red / Northup MMA 4
(Base=Number of Trips)**

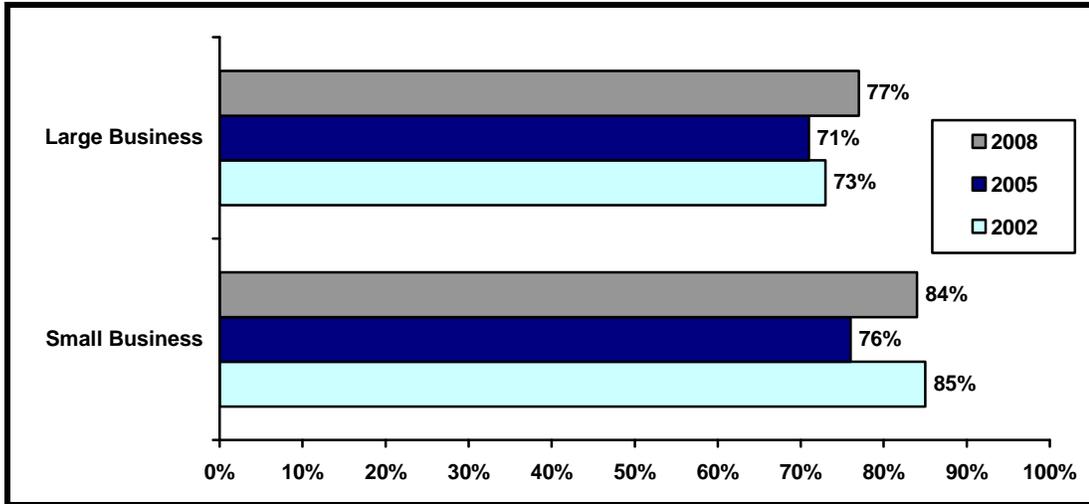


[§] Note: The drive-alone rate calculation is a straight measure of Single Occupancy Vehicle vs. non-SOV modes used. This differs from the method used by the State of Washington for calculating the “SOV rate” at employers affected by the Commute Trip Reduction program as well as for the WSDOT GTEC Survey conducted in Summer 2008, wherein the “PersonScaleFactor” is applied for “compressed work week / days off”. The City has no specific policy basis for applying a weight to any particular mode and counts compressed work week days off as a simple “trip” by non-driving-alone mode.

The drive-alone rates for both small and large businesses have increased significantly in 2008.

- The drive-alone rate for large businesses has increased significantly from 71% in 2005 to 77% in 2008.
- The drive-alone rate for small businesses has increased significantly in 2008 to 84 percent from 76 percent in 2005.

Figure 35: Drive-Along Rate by Business Size
Bel-Red / Northup
(Base=Number of Trips)



Commute Mode Split

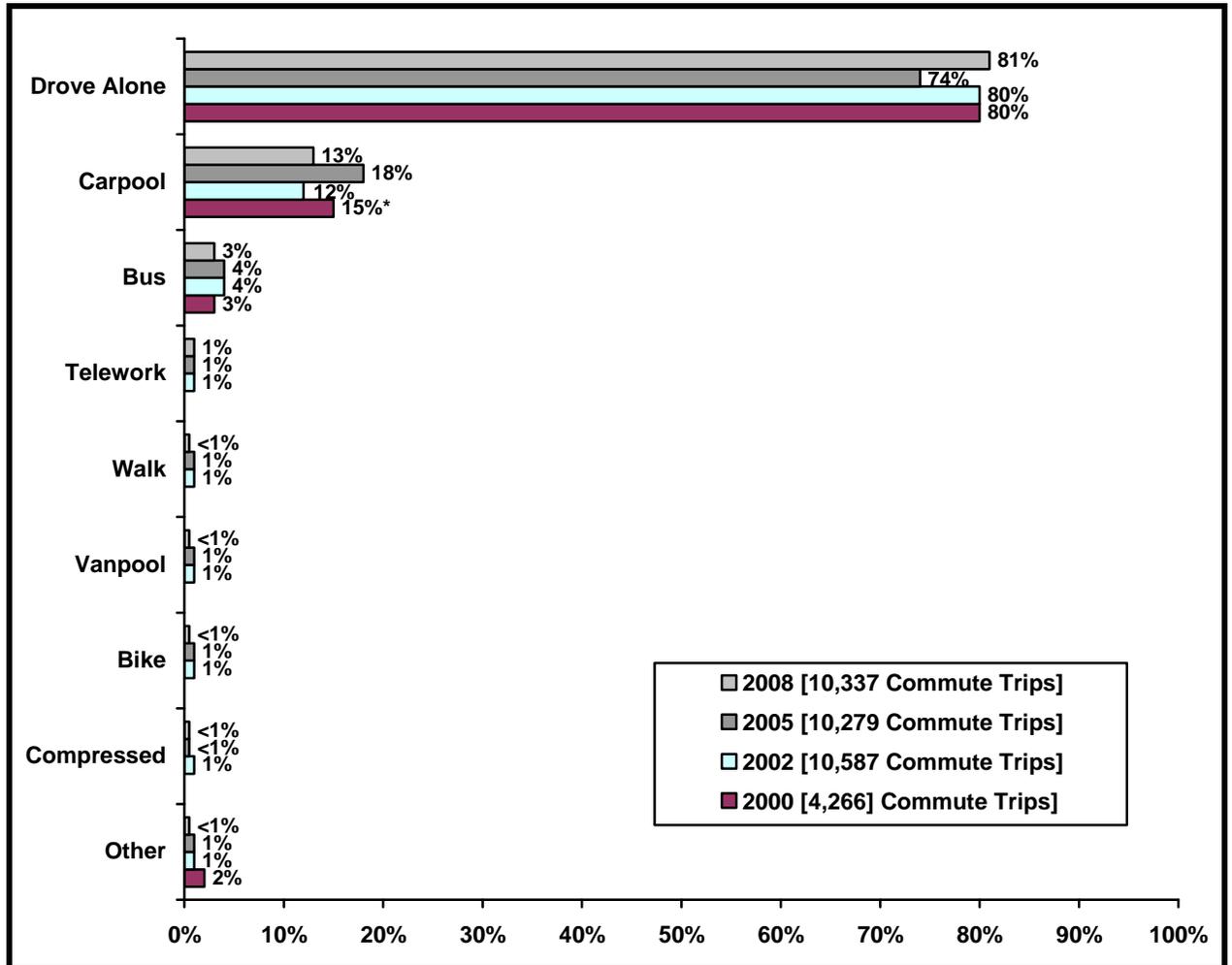
Commute Mode Split measures the type of transportation used by respondents to commute to work during the week prior to the survey. To provide an aggregate measure for the entire week, data on the commute mode used during the week prior to the survey data collection period is based on the total number of commute trips.

In 2008, driving alone continues to represent the majority of commute trips among Bel-Red / Northup employees at eighty-one percent (81%) of trips. This is significantly more than the seventy-four percent (74%) that was reported in 2005.

The percentage of commute trips made by carpool has decreased - to 13% in 2008 from 18% in 2005 - while the percentage of trips by bus has remained essentially constant – representing three percent (3%) of the commute trips among Bel-Red / Northup employees (compared to 4% in 2005).

The remaining modes represent a very small proportion of commute trips among Bel-Red / Northup employees.

**Figure 36: Commute Mode Split
Bel-Red / Northrup
(Base=Number of Trips)**



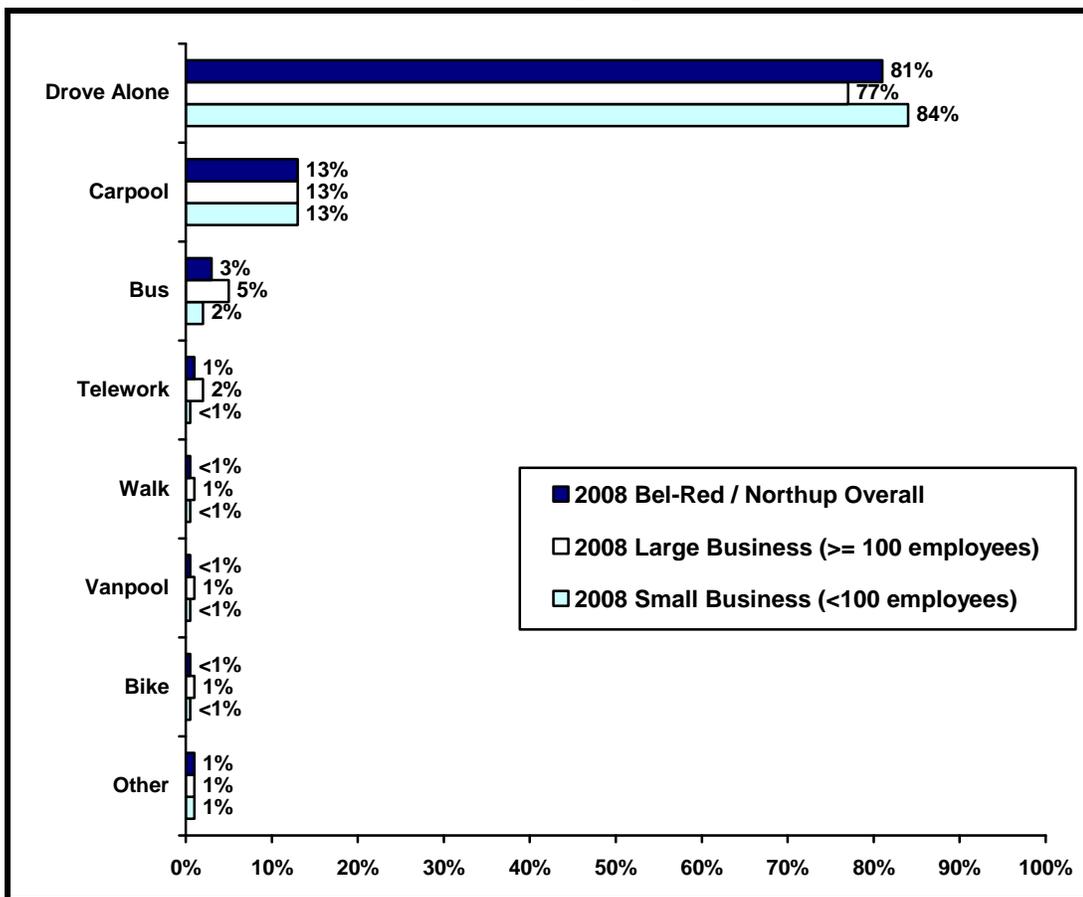
* The 2000 data for carpool included both carpool and vanpool trips.

Similar to the overall results, driving alone represents the majority of commute trips regardless of company size.

However, when comparing commute modes by company size, employees of large businesses use alternative commute modes more than employees of small businesses.

- The proportion of commute trips made by bus and teleworking by large business employees is greater than that of small companies.

Figure 37: Commute Mode Split by Company Size
Bel - Red / Northup
(Base=Number of Trips)



The drive-alone rate of employees at businesses with 50 to 99 employees is 74%, the lowest drive-alone rate of the business size comparison groups, while the drive-alone rate of employees at businesses with fewer than 20 employees is the highest at 89%.

- Carpool is the second most used commute mode among Bel-Red / Northup employees, ranging from 8% of commute trips among employees at businesses with fewer than 20 employees to 20% of commute trips among employees at businesses with 50 to 99 employees.
- Other alternative commute modes, including bus, are used by a very small proportion of Bel-Red / Northup employees, regardless of business size (5% or smaller proportion of commute trips).

**Table 38 : Commute Modes by Size of Worksite
(BASE = Number of Trips)**

	Under 20 Employees	20 to 49 Employees	50 to 99 Employees	100 or More Employees
Drove Alone	89%	88%	74%	77%
Carpool	8%	12%	20%	13%
Bus	2%	0%	3%	5%
Telework	0%	0%	1%	2%
Walk	<1%	0%	0%	1%
Vanpool	0%	0%	1%	1%
Bike	0%	0%	1%	1%
Other	1%	0%	<1%	1%

Frequency of Alternative Mode Usage

The following table illustrates the frequency of each of the alternative modes used by employees in the Bel-Red / Northup area who report they used alternative modes in the past week to commute to work.

**Table 39 : Frequency of Commute Modes Used in the “Previous Week”
(BASE = Respondents Who Used Each of the Alternative Commute Modes)**

	Carpool [n_w=401]	Vanpool [n_w=12]*	Transit [n_w=84]	Bicycle [n_w=25]*
Once a week	17%	0%	17%	74%
Twice a week	17%	0%	10%	9%
Three times a week	17%	72%	10%	6%
Four times a week	16%	3%	19%	5%
Five or more times a week	33%	25%	45%	6%

*Due to small sample size (nw=12 and nw=25) caution should be used when interpreting these result. This information is not projectable to the entire population.

Bel-Red / Northup Respondent Profile

Occupation of Respondents

More than two out of five (42%) respondents report they perform professional or technical work for their employer. Though not significant, this is an increase from 2005.

The proportion of employees who perform craft, production, or labor work functions has declined significantly from 2005 (4% compared to 10%) and inversely, the proportion of employees who perform sales and marketing functions has increased significantly compared to 2005 (9% compared to 3%).

**Table 40 : Type of Work
(BASE = All Respondents)**

	Percent of Employees 2008 [n _w =2,208]	Percent of Employees 2005 [n _w =2,189]	Percent of Employees 2002 [n _w =2,170]
Professional / Technical	42%	40%	37%
Administrative Support	15%	14%	16%
Management	13%	15%	16%
Sales / Marketing	9%	3%	7%
Customer Service	8%	10%	6%
Craft / Production / Labor	4%	10%	12%
Other	9%	8%	5%

Comparing the types of jobs, or occupations between respondents at large and small businesses, significantly more respondents at large businesses report they have a customer service or craft / production / labor position while significantly more respondents at small businesses report they perform sales or marketing functions.

- Significantly more respondents at businesses with 100 or more employees report they perform customer service functions for their employer compared to respondents at businesses with less than 100 employees (15% compared to 5% or less, respectively).

**Table 41 : Type of Work by Business Size
(BASE = All Respondents)**

	Percent of Employees - 2008 Large Business [n _w =780]	Percent of Employees - 2008 Small Business [n _w =1,428]
Professional / Technical	41%	43%
Administrative Support	14%	16%
Management	12%	13%
Sales / Marketing	4%	12%
Customer Service	15%	5%
Craft / Production / Labor	7%	2%
Other	7%	10%

Current Commute Behavior

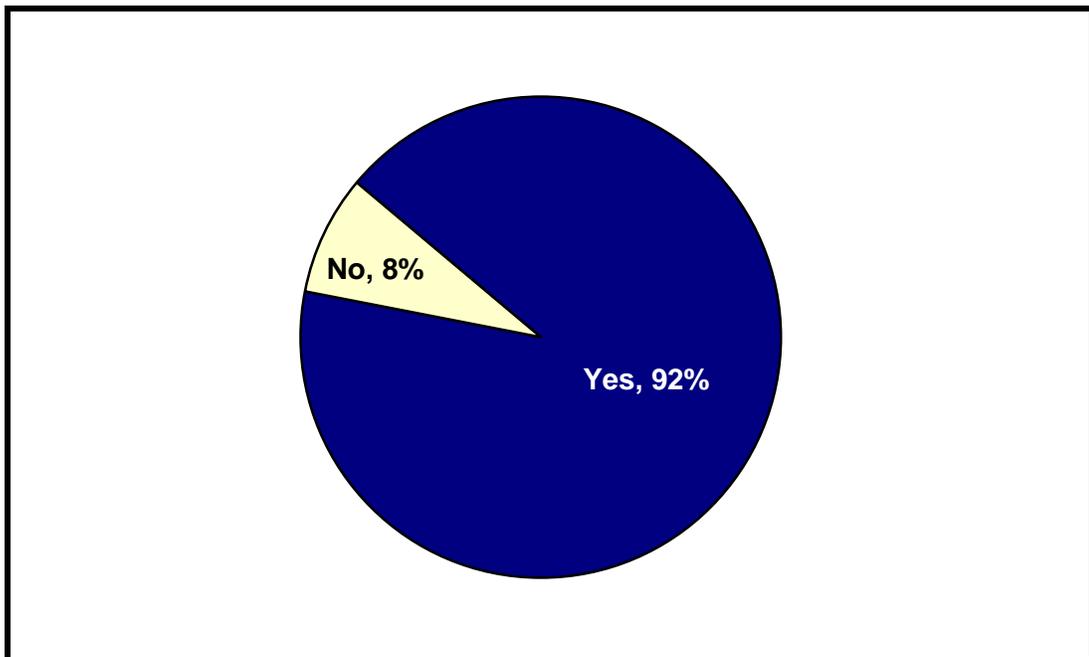
Work Schedule

The majority (92%) of Bel-Red / Northup employees report they usually work 35 or more hours per week in a position intended to last 12 months or more. This is a slight increase from the 2005 survey results (89%).

Significantly more respondents who usually work at least 35 hours per week report they begin work at their work location between 6 and 9 a.m., compared to those who work fewer hours (89% compared to 69%, respectively).

- When comparing the results by the number of employees, significantly more respondents at large businesses (with 100 or more employees) report they do not usually work at least 35 hours per week, than respondents at businesses with fewer than 100 employees (16% compared to 3%, respectively).
- Furthermore, significantly more respondents at small companies report they are scheduled to begin work between 6 and 9 a.m. (92% compared to 77% of large business employees).

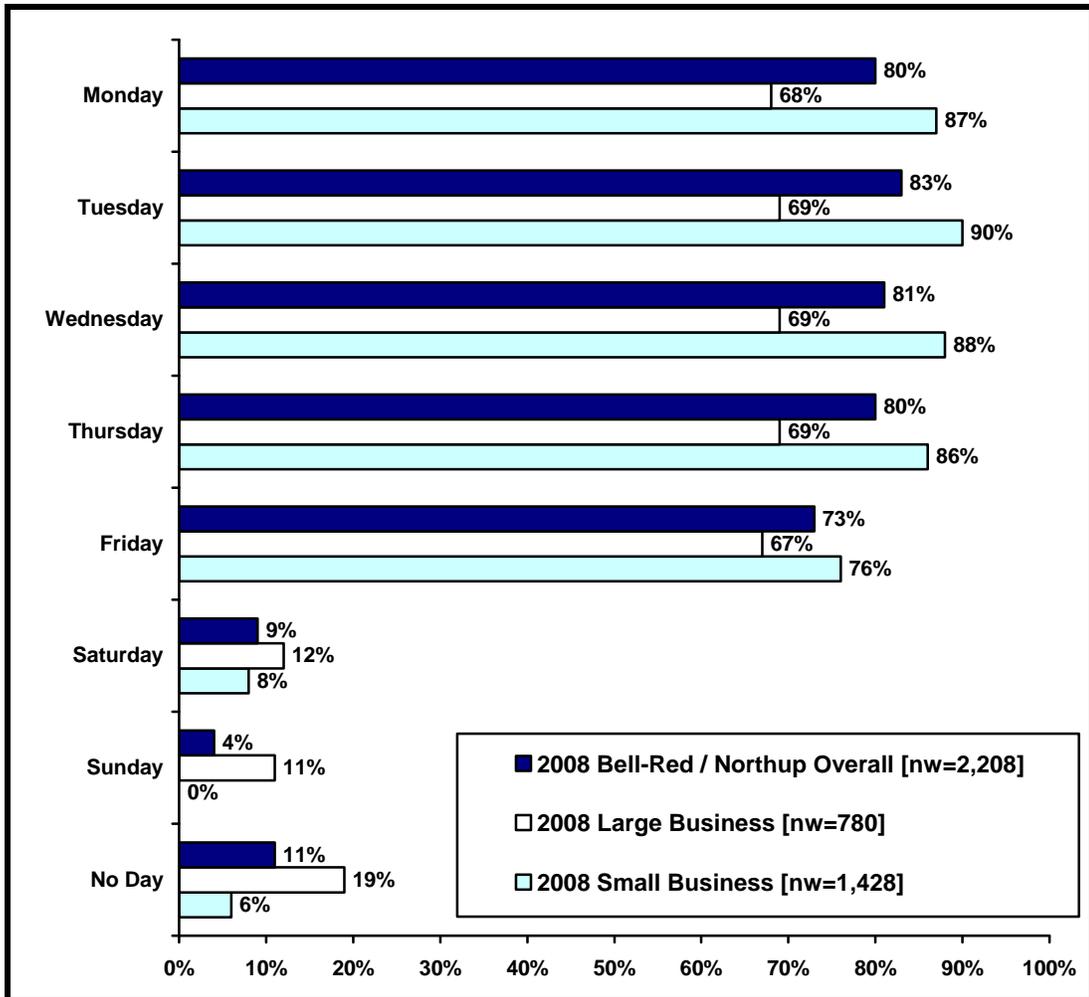
**Figure 42: Usually Work at Least 35 Hours per Week
Bel-Red / Northup
(Base=All Respondents [n_w=2,208])**



Overall, seventy-three percent (73%) or more employees are scheduled to begin work between 6 and 9 a.m. Monday through Friday.

- Significantly more respondents at large companies (100 or more employees) report they are scheduled to begin work between 6 and 9 a.m. on Saturday (12%) and Sunday (11%), compared to respondents from smaller businesses (8% on Saturday and 0% on Sunday).

**Figure 43: Scheduled to Work between 6 and 9 a.m.
Bel-Red / Northup
(Base=All Respondents)**



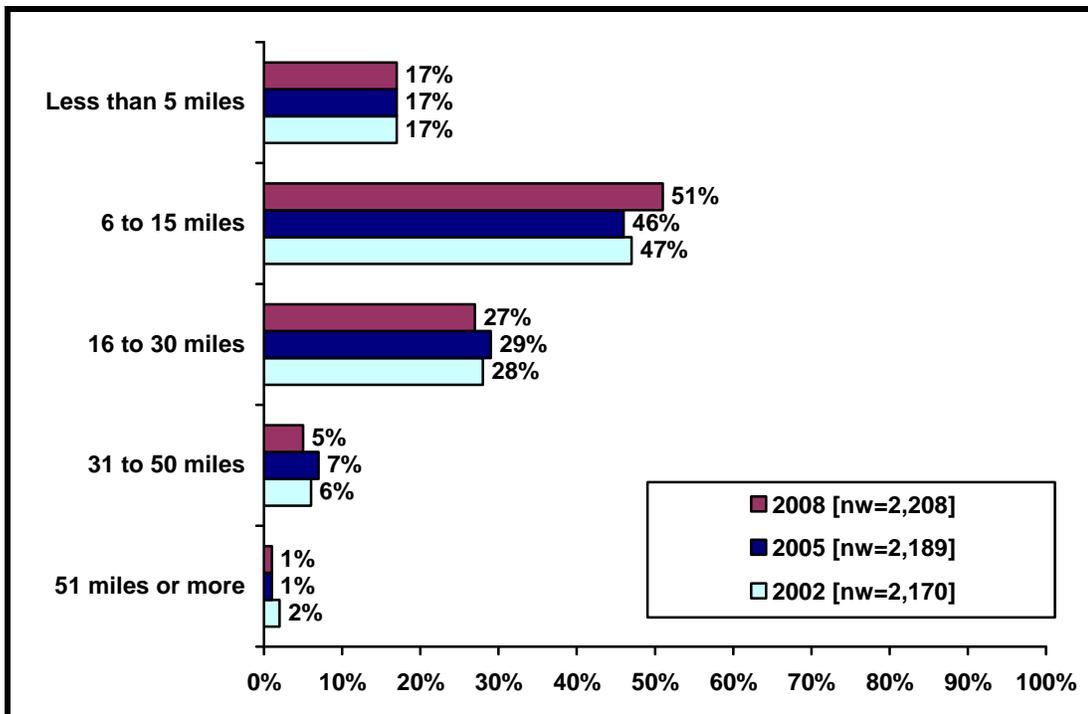
Commute Distance

The average commute distance, regardless of commute mode, for Bel-Red / Northup respondents is over one mile shorter in 2008 compared to 2005 (14.51 miles and 15.61 miles, respectively).

Two-thirds (67%) of respondents report they commute less than 16 miles one-way to work, and just one percent (1%) report they commute more than 50 miles one-way to work in 2008 (sums in Figure 44 below may differ due to rounding). These are similar to the results in 2005 (63% and 1%, respectively).

- The average commute distance for employees at smaller businesses (fewer than 100 employees) is significantly shorter than for employees at large businesses (13.54 miles compared to 16.33 miles, respectively).
- Employees at large companies (more than 100 employees) are significantly more likely to live between 31 and 50 miles from work (10%) than are employees at smaller companies (2%).

Figure 44: Commute Distance
Bel-Red / Northup
(Base=All Respondents)



The following table presents the reported one-way commute distance between respondents' home and work locations by major commute mode.

The average commute distances among alternative commute mode users have decreased slightly since 2005 (the distances reported in 2005 were: SOV – 14.85 miles, Carpool – 19.03 miles, Vanpool – 23.90 miles, Transit – 14.17 miles, Walk – 2.59 miles, and Bicycle – 14.76 miles).

Table 45 :2008 Commute Distance by Commute Mode
(Base = Respondents Who Used Each Mode during Previous Week)

	SOV [n _w =1,902]	Carpool [n _w =401]	Vanpool [n _w =12]*	Transit [n _w =84]
5 miles or less	16%	15%	0%	19%
6 to 15 miles	51%	52%	12%	53%
16 to 30 miles	27%	29%	78%	25%
31 to 50 miles	5%	4%	9%	3%
51 miles or more	1%	1%	0%	0%
Overall average distance	14.56 miles	15.17 miles	23.75 miles	12.99 miles
	Walk [n _w =19]*	Bicycle [n _w =25]*		
Less than 1 Mile	50%	0%		
1 to 2 miles	26%	5%		
3 to 5 miles	22%	32%		
6 to 10 miles	0%	15%		
11 to 20 miles	2%	45%		
21 miles or more	0%	3%		
Overall average distance	1.54 miles	9.78 miles		

*Due to small sample size (n_w=12 and n_w=25) caution should be used when interpreting these result. This information is not projectable to the entire population.

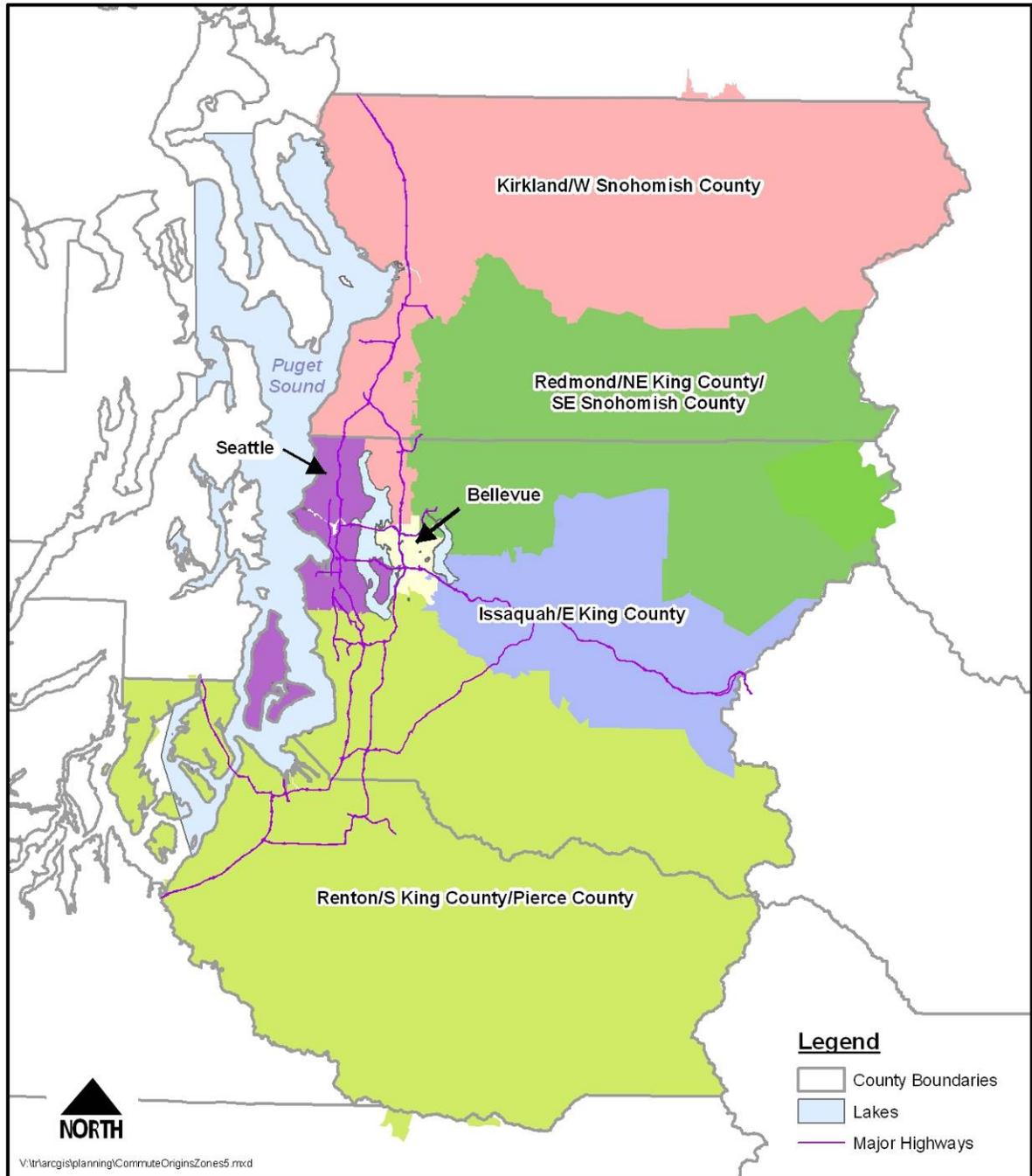
Location of Residence

All respondents were asked to provide their home zip code. The table below presents the area of residence by major geographic area.

Table 46 : Residential Location of Employees
(BASE = All Respondents)

	2008 Overall [n _w =2,208]	2008 Large Business [n _w =780]	2008 Small Business [n _w =1,428]
Bellevue	15%	16%	15%
Seattle	15%	15%	16%
Kirkland	5%	7%	4%
W Snohomish County	15%	17%	14%
Redmond / NE King County / SE Snohomish County	18%	14%	19%
Issaquah / E King County	7%	5%	9%
Renton / South King County / Pierce County	20%	22%	20%
Other	3%	4%	3%

Figure 47 : Commute Origin Zones



The following table illustrates the commute modes used by employees in the Bel-Red/Northup area by their residence location. Because some commuters used different modes on various days of the survey week, totals are greater than 100%.

**Table 48 : Commute Mode Used in the “Previous Week” by Location of Residence
(BASE = All Respondents)**

	Bellevue	Seattle	Kirkland	W Snohomish County	Redmond / NE King & SE Snohomish County	Issaquah / E King County	Renton / S King & Pierce County	Other
Drive alone	88%	87%	89%	90%	91%	98%	84%	94%
Carpool	14%	17%	34%	16%	15%	13%	26%	23%
Vanpool	0%	<1%	<1%	1%	0%	5%	0%	1%
Transit	3%	10%	3%	2%	3%	<1%	4%	3%
Bike	1%	3%	1%	<1%	2%	0%	<1%	2%
Walk	5%	0%	0%	0%	0%	0%	<1%	1%
Telework	<1%	1%	1%	1%	3%	<1%	4%	2%

Telework

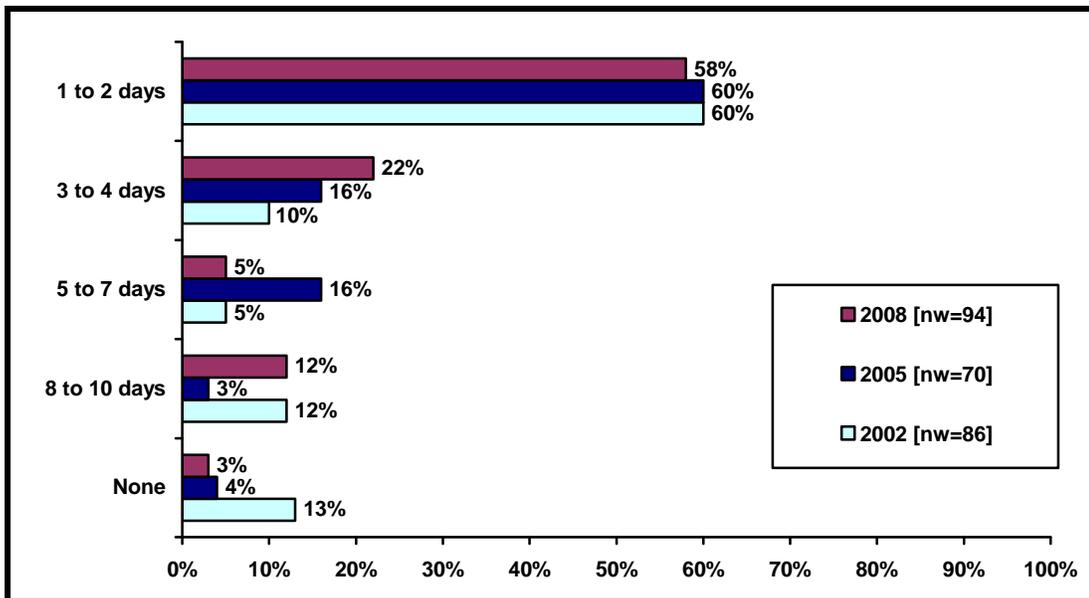
A very small proportion (4%) of Bel-Red / Northup respondents report they telework at least one day in two weeks, on average. The proportion of those who report teleworking at least once in two weeks in 2008 is statistically unchanged from 2005 (3%).

Of those respondents who teleworked at least one day in the past two weeks, more than half (58%) reported they teleworked one or two days in the last two weeks in 2008.

However, of respondents who telework, the proportion who teleworked more than 7 days in the past two weeks has increased significantly in 2008 to 12%, compared to 3% in 2005.

**Figure 49: Number of Days Teleworked in Last Two Weeks
Bel-Red / Northup**

(Base= Respondents Who Telework At Least One Day in Two Weeks On Average)



Potential Commute Behavior

Likelihood to Try Alternative Modes

The proportion of employees who currently carpool, take the bus, and work a compressed work-week as an alternative to driving alone has decreased significantly in 2008 compared to 2005 and is now back to levels very similar to those seen in 2002.

In 2005, nearly one quarter (23%) of respondents indicated that they currently carpool. This proportion has decreased significantly, only 18% reporting they carpool to work in 2008.

*Table 50: Likelihood to Try Alternative Modes
(BASE = All Respondents)*

Mode	2008 [n _w =2,208]				2005 [n _w =2,189]				2002 [n _w =2,170]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	18%	38%	24%	19%	23%	31%	28%	18%	17%	34%	29%	21%
Vanpool	1%	23%	47%	28%	2%	26%	46%	27%	2%	23%	46%	30%
Bus	5%	30%	41%	24%	7%	31%	36%	26%	5%	28%	37%	30%
Train	<1%	12%	15%	73%	<1%	11%	17%	72%	0%	16%	16%	68%
Bicycle	3%	12%	29%	55%	3%	12%	32%	54%	2%	12%	26%	60%
Walk	2%	5%	20%	73%	2%	5%	25%	68%	2%	5%	21%	73%
Telework	4%	36%	15%	46%	3%	34%	15%	48%	3%	33%	14%	50%
A compressed work week	8%	43%	17%	32%	10%	37%	18%	35%	7%	41%	17%	36%

The following compares likelihood to try alternative modes by business sizes:

- Significantly greater numbers of large business employees indicate telework (57%) and a compressed work-week (40%) are not options for them, while a greater proportion of small businesses' employees report they are likely to try telework (39%) and a compressed work-week (45%).
- Small business employees are also significantly more likely to report they are not likely to try vanpooling (51%), while significantly more large business employees report they are likely to try this alternative mode (33%).
- Employees at businesses with 50 to 99 employees are, significantly, the most likely to report that they already carpool to work (30% compared to 18% or less for any other business cohort).
- A significantly greater proportion of businesses with 10 to 19 employees report that taking the bus is not an option for them compared to all other employee size groups (48% compared to 25% or less).

Table 51: Likelihood to Try Alternative Modes by Business Size
(BASE = All Respondents)

Mode	2008 Large Business [n _w =780]				2008 Small Business [n _w =1,428]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	18%	37%	27%	18%	18%	37%	27%	18%
Vanpool	2%	33%	39%	26%	1%	19%	51%	30%
Bus	9%	32%	33%	25%	3%	29%	45%	23%
Train	1%	18%	15%	67%	0%	10%	15%	75%
Bicycle	3%	12%	25%	59%	3%	13%	31%	53%
Walk	3%	6%	18%	73%	1%	5%	21%	73%
Telework	3%	29%	11%	57%	4%	39%	17%	40%
A compressed work week	7%	38%	15%	40%	9%	45%	18%	29%

More than one-third of Bel-Red / Northup area employees who are heavy SOV mode users indicate they are likely to try carpool (44%), a compressed work-week (44%), or teleworking (34%) as an alternative to drive alone to work. And nearly a third (31%) indicate they are likely to try a bus.

**Table 52: Likelihood to Try Alternative Modes Among Heavy SOV Mode Users
(BASE = Respondents Who Drive Alone to Work 80% or More of the Time)**

Mode	Heavy SOV Mode Users (80% or More of the Time) [n _w =1,670]			
	Do Now	Likely	Not Likely	Not An Option
Carpool	3%	44%	29%	23%
Vanpool	<1%	22%	46%	32%
Bus	1%	31%	41%	26%
Train	<1%	12%	15%	73%
Bicycle	2%	12%	25%	61%
Walk	1%	4%	16%	78%
Telework	4%	34%	15%	47%
A compressed work week	6%	44%	16%	35%

Opportunities to Encourage Employees to Try or Continue Using Alternative Modes

In 2008, the top five methods to encourage Bel-Red / Northup employees to use or continue using alternate modes include a financial incentive for using a non-drive alone mode (41%); an opportunity to work at home (32%); an immediate ride home in case of an emergency (31%); more frequent bus service at the work site (27%); and an employer-provided car for work purposes during work hours (18%).

- In 2008, four out of ten (41%) Bel-Red / Northup employees indicate that a financial incentive for using alternative modes to work would most encourage them to try or keep using alternatives to driving alone. This is a significant decrease from 2005 (46%), though similar to results seen in 2002 (40%).
- The top methods of encouraging employees to try or continue using alternative modes are the same as in 2005, the major difference is that an immediate ride home was ranked second most popular in 2005, it is now third.
- Additionally, in 2005 there was a “tie” for fifth. A more flexible work schedule to meet carpool, vanpool, the bus, etc. has dropped to seventh in 2008 (14% compared to 18% in 2005).

Table 53 : Top Five Ways to Encourage Employees to Try or Continue Using Alternative Modes (BASE = All Respondents)

	Percent of Employees 2008 [n _w =2,208]	Percent of Employees 2005 [n _w =2,189]	Percent of Employees 2002 [n _w =2,170]
A financial incentive for using non-drive alone modes	41%	46%	40%
Opportunity to work at home (telework)	32%	28%	-
An immediate ride home in case of an emergency	31%	33%	31%
More frequent bus service at the work site	27%	22%	24%
An employer-provided car for work purposes during work hours	18%	18%	22%

The list of the top five ways to encourage Bel-Red / Northup employees to use alternative modes is similar across the various sizes of businesses with the exception of the method that ranks fifth. Variations in the sequence of measures include:

- A significantly greater proportion of large business employees indicate an immediate ride home in case of an emergency (33%) would encourage them to try or continue using alternative modes to work. Large business employees rank this method as second compared to third among employees at smaller businesses (30%).
- Employees at smaller businesses are significantly more likely than large business employees to report transportation during lunch or breaks for personal errands (21% and 9%, respectively) would encourage them to try or continue using alternative modes to work. This ranked fifth among small business employees. Alternatively, large business employees rank a more flexible work schedule to meet carpool, vanpools, the bus etc. as fifth (20%).

Crossroads

Although there was one CTR site included in the analysis for Crossroads in 2002 and 2005, there is no data for CTR affected sites in the Crossroads MMA for the 2008 Mode Share Survey. Additionally, there were only two (2) companies in the sample for the Crossroads MMA that have 100 or more employees. ORC-NW was able to recruit one (1) of these. However, despite numerous reminders, this company did not participate. Given this lack of participation among large businesses, the data from the Crossroads MMA is not weighted and the report does not include comparisons between large (100 or more employees) and small (fewer than 100 employees) businesses for this MMA. A total of 152 employees in this MMA participated in the survey in 2008.

Commute Modes “Used During Previous Week”

All respondents were asked about the modes used to travel to work in the week prior to the survey period.

The majority (93%) of Crossroads respondents report the week prior to taking the survey was a typical commute week for them.

Drive Alone Rate

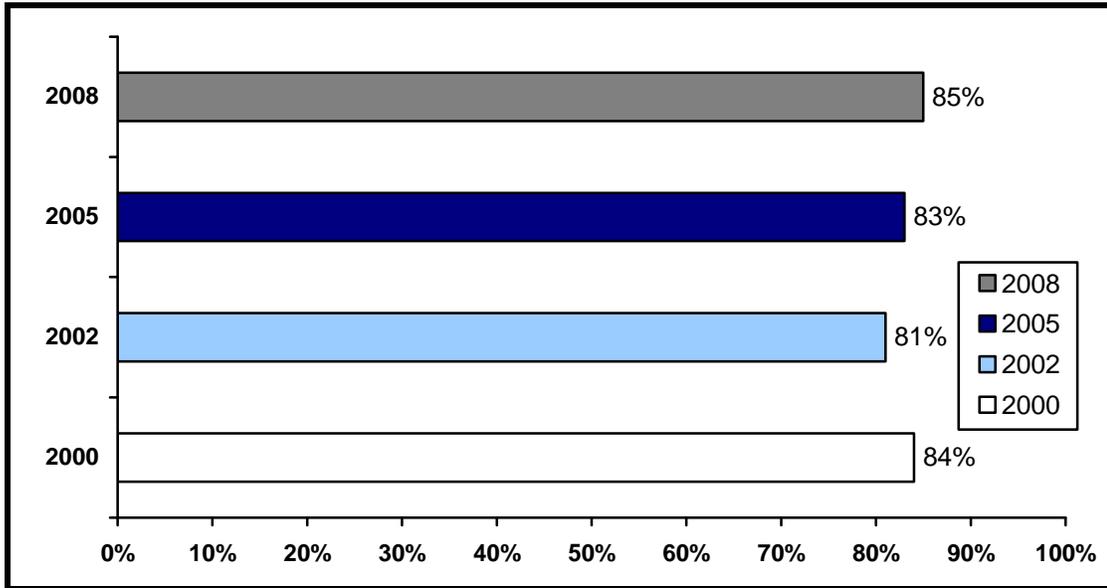
The aggregate drive-alone rate for employee commute trips for all companies in Crossroads measured 85% in 2005.** This is a slight increase over the 83% measured in the 2005 Mode Share Survey.

Non-drive-alone commute “Mode Split” measured 15% in 2005. This is a slight decrease from the 2005 figure of 17% of commute trips made by a travel mode other than drive-alone.

The 15% figure for non-drive-alone Mode Split is less than the City’s adopted Mode Split target of 25% for Crossroads.

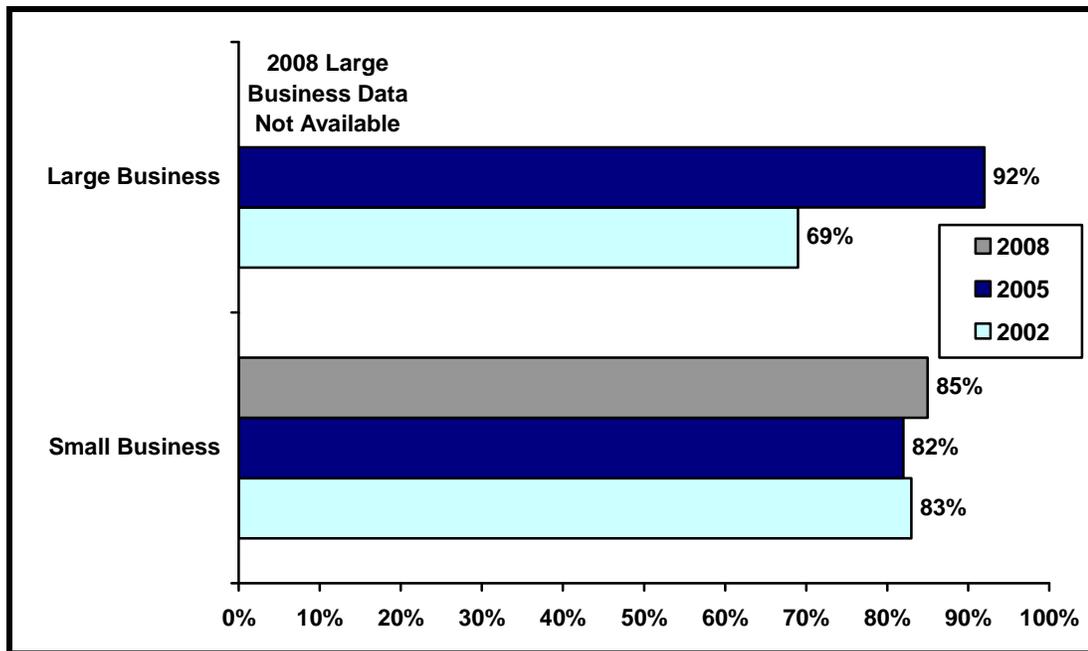
** Note: The drive-alone rate calculation is a straight measure of Single Occupancy Vehicle vs. non-SOV modes used. This differs from the method used by the State of Washington for calculating the “SOV rate” at employers affected by the Commute Trip Reduction program as well as for the WSDOT GTEC Survey conducted in Summer 2008, wherein the “PersonScaleFactor” is applied for “compressed work week / days off”. The City has no specific policy basis for applying a weight to any particular mode and counts compressed work week days off as a simple “trip” by non-driving-alone mode.

**Figure 54: Drive-Alone Rate
Crossroads
(Base=Number of Trips)**



Though not significantly, the drive-alone rate for small businesses has increased to 85% in 2008 - from 82% in 2005. Note that for both the 2005 and 2002 surveys the large business sample is comprised of just one worksite and the 2008 data for large businesses is unavailable.

**Figure 55: Drive-Alone Rate by Business Size
Crossroads
(Base=Number of Trips)**



Commute Mode Split

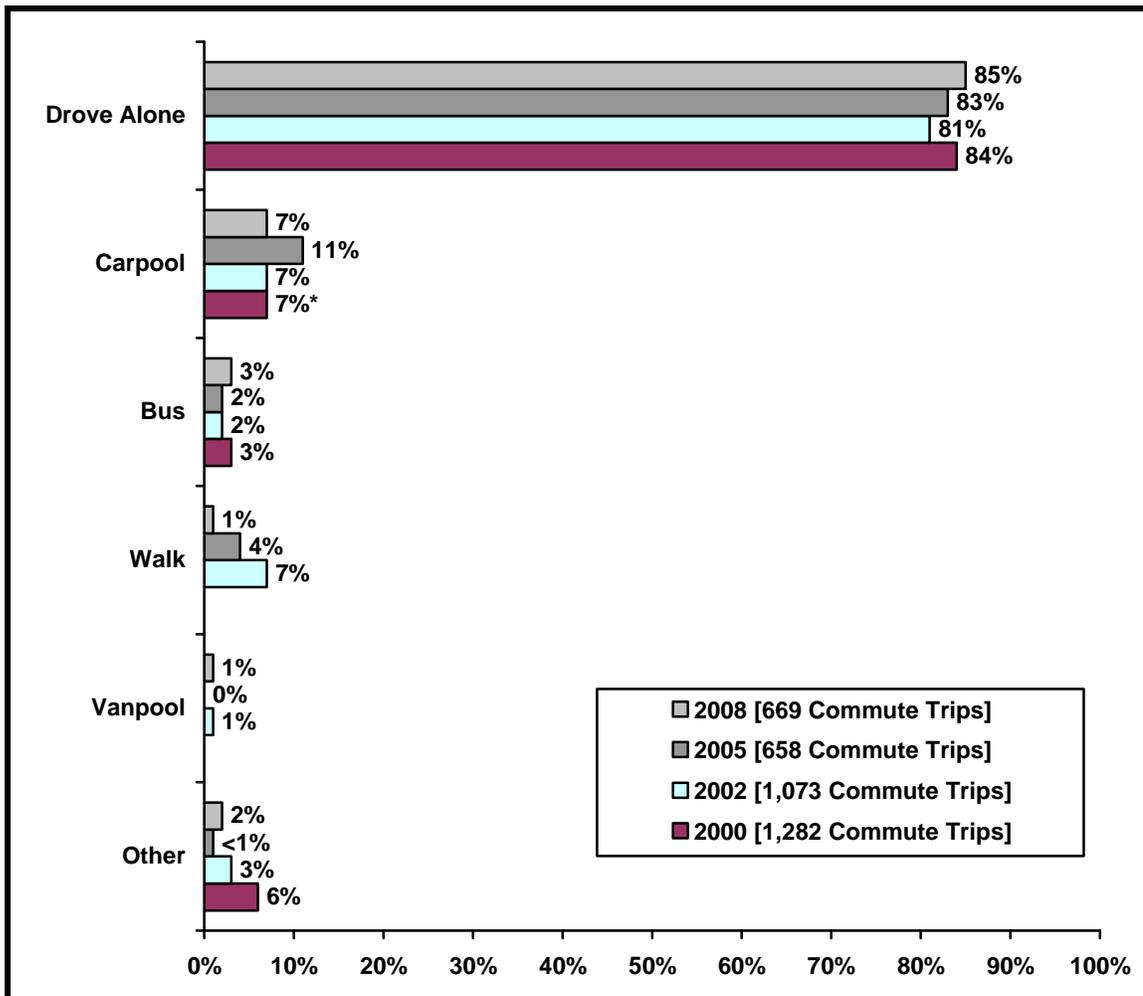
Commute Mode Split measures the type of transportation used by respondents to commute to work during the week prior to the survey. To provide an aggregate measure for the entire week, data on the commute mode used during the week prior to the survey data collection period is based on the total number of commute trips.

In 2008, driving alone continues to represent the majority of commute trips among Crossroads employees (85%). This is a slight increase from the 83% measured in 2005.

The percentage of commute trips made by carpool has decreased - to 7% in 2008 from 11% in 2005; however, this is identical to the level reported in the 2002 results.

The remaining modes represent a very small proportion of commute trips among Crossroads employees.

**Figure 56: Commute Mode Split
Crossroads
(Base=Number of Trips)**

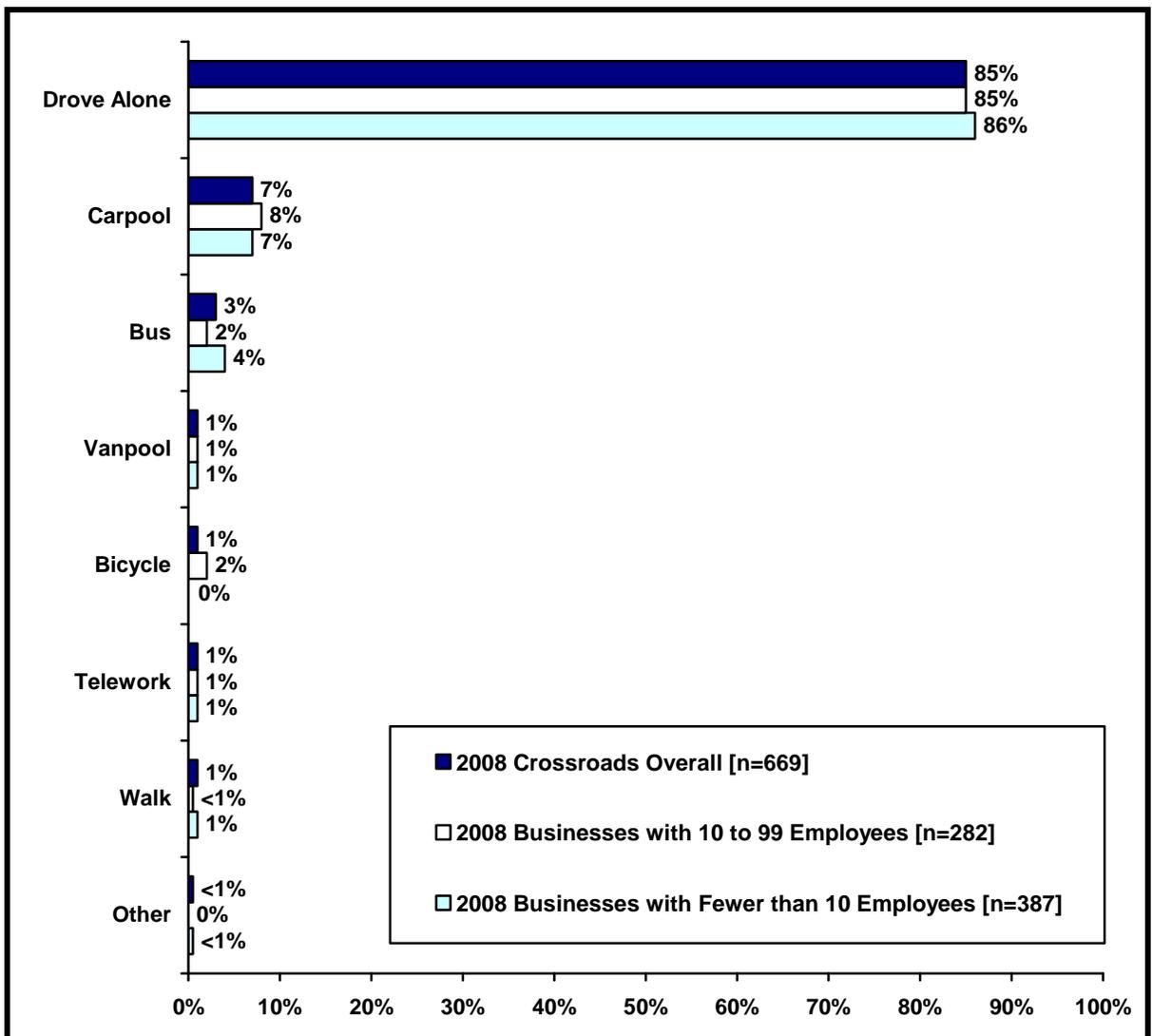


* The 2000 data for carpool included both Carpool and Vanpool trips, and Other for 2000 includes trips made on foot.

Similar to the overall results, driving alone represents the majority of commute trips regardless of company size.

- Trips by employees at businesses with 10 to 99 employees are significantly more likely to be by bicycle (2%) compared to trips by employees at businesses with fewer than 10 employees (0%).
- All other differences between larger and smaller businesses are not statistically different.

Figure 57: Commute Mode Split by Company Size
Crossroads
(Base=Number of Trips)



Frequency of Alternative Mode Usage

The following table illustrates the frequency of each of the alternative modes used by employees in Crossroads who report they used alternative modes in the past week to commute to work.

**Table 58 : Frequency of Commute Modes Used in the “Previous Week”
(BASE = Respondents Who Used Each of the Alternative Commute Modes*)**

	Carpool [n=18]	Vanpool [n=2]	Transit [n=8]	Bicycle [n=2]
Once a week	33%	0%	38%	50%
Twice a week	22%	0%	13%	0%
Three times a week	6%	0%	13%	0%
Four times a week	17%	100%	13%	0%
Five or more times a week	22%	0%	25%	50%

*Due to small sample sizes caution should be used when interpreting these results. This information is not projectable to the entire population.

Crossroads Respondent Profile

Occupation of Respondents

Nearly one third (31%) of all respondents report they perform professional or technical work for their employer. This represents a significant decrease in the percentage of respondents who perform this type of job since 2005 (48%).

The proportion of employees who are in administrative support positions has more than quadrupled since 2005 (17% compared to 4%) while the proportion of sales / marketing positions has been reduced by more than half (6% in 2008 compared to 15% in 2005).

**Table 59 : Type of Work
(BASE = All Respondents)**

	Percent of Employees 2008 [n=152]	Percent of Employees 2005 [n_w=146]	Percent of Employees 2002 [n_w=229]
Professional / Technical	31%	48%	39%
Administrative Support	17%	4%	9%
Management	16%	19%	15%
Sales / Marketing	6%	15%	7%
Customer Service	6%	9%	17%
Craft / Production / Labor	4%	-	-
Other	21%	5%	12%

Comparing the types of jobs, or occupations between respondents at large and small businesses, respondents at the larger businesses tend to perform more craft / production / labor work for their employees than do respondents at smaller businesses (7% and 1%, respectively).

**Table 60 : Type of Work by Business Size
(BASE = All Respondents)**

	Percent of Employees 2008 Business with 10 to 99 Employees [n=64]	Percent of Employees 2008 Business with fewer than 10 Employees [n=88]
Professional / Technical	33%	30%
Administrative Support	16%	17%
Management	19%	14%
Sales / Marketing	2%	9%
Customer Service	2%	9%
Craft / Production / Labor	7%	1%
Other	21%	21%

Current Commute Behavior

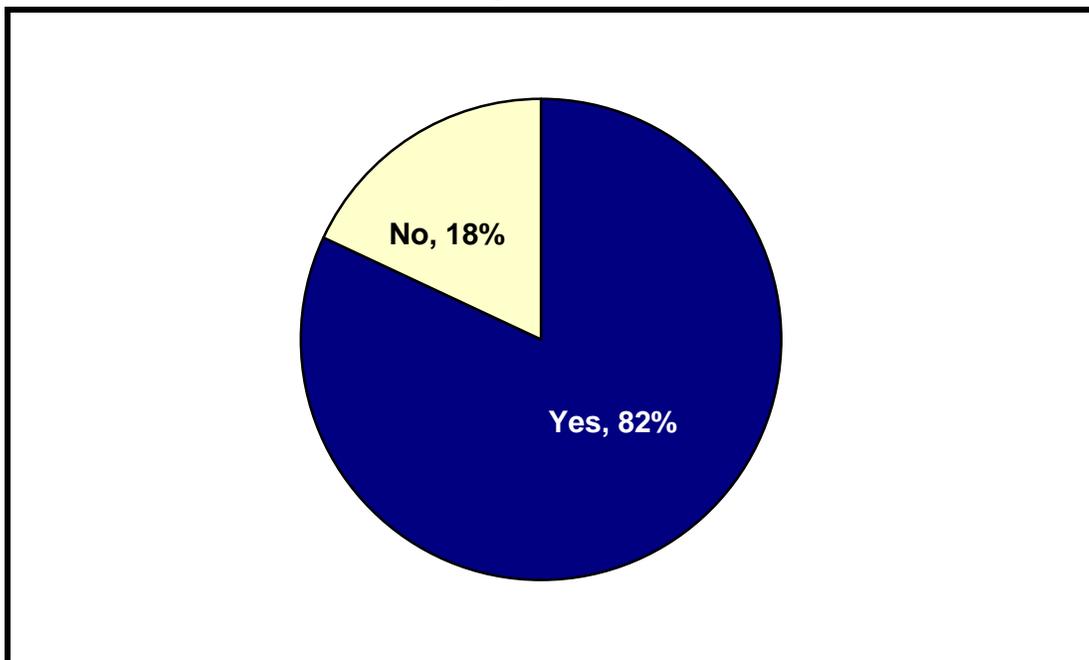
Work Schedule

The majority (82%) of Crossroads employees report they usually work 35 or more hours per week in a position intended to last 12 months or more. Though not significant, this is a slight decrease from the 2005 survey results (87%).

Significantly more respondents who usually work at least 35 hours per week report they begin work at their work location between 6 and 9 a.m., compared to those who work fewer hours (86% compared to 54%, respectively).

- There are no significant differences in the number of hours worked per week when comparing by business size.

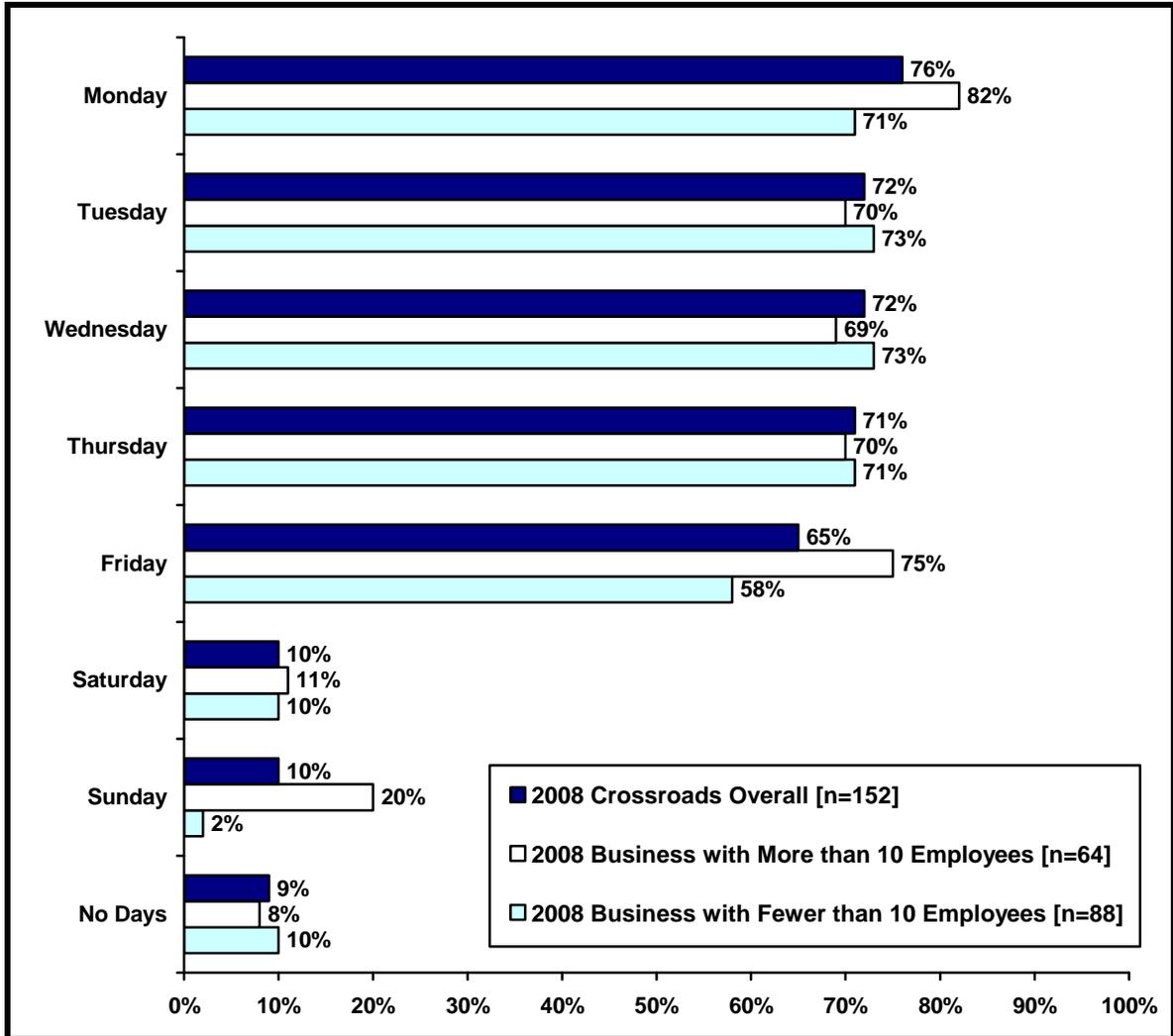
*Figure 61: Usually Work at Least 35 Hours per Week
Crossroads
(Base=All Respondents [n=152])*



The majority of Crossroads employees are scheduled to begin work between 6 and 9 a.m. Monday through Friday.

- Significantly fewer respondents at companies with fewer than 10 employees report they are scheduled to begin work between 6 and 9 a.m. on Sunday, compared to all other respondents (2% compared to 20%, respectively).

**Figure 62: Scheduled to Work between 6 and 9 a.m.
Crossroads
(Base=All Respondents)**



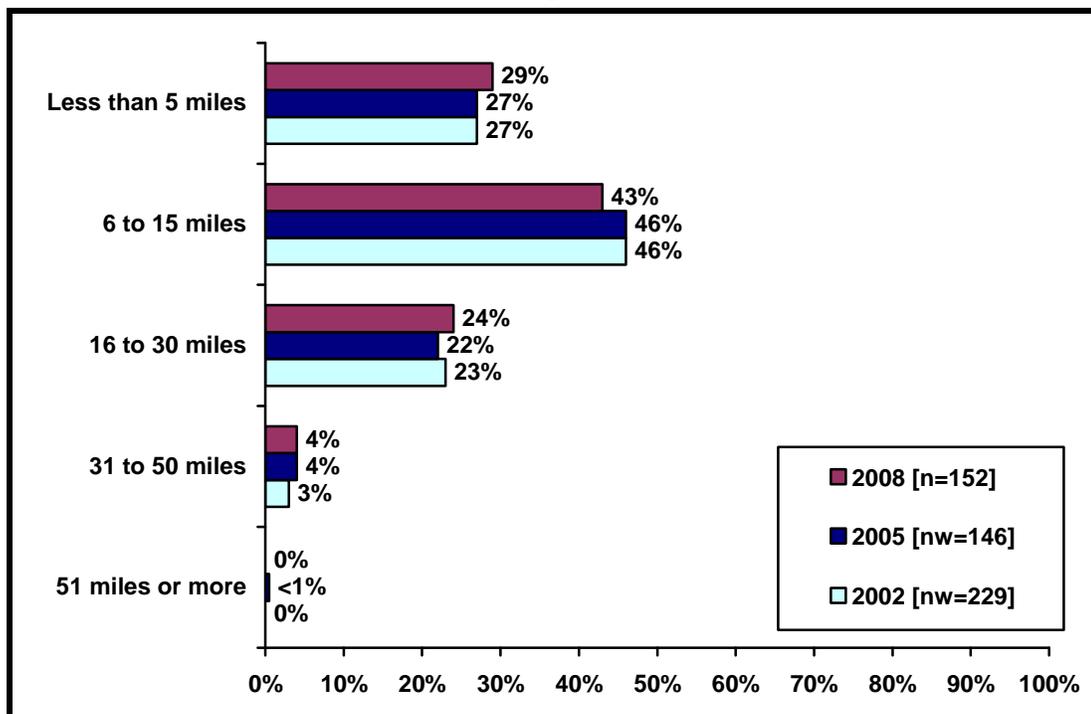
Commute Distance

The average commute distance, regardless of commute mode, for Crossroads respondents has remained consistent in 2008 compared to 2005 (12.07 miles compared to 12.10 miles, respectively).

Seven out of ten respondents (72%) report they commute less than 16 miles one-way to work, and a very small proportion (4%) of Crossroads employees report they commute more than 30 miles one-way to work in 2008. These are similar to the 2005 results.

- The average commute distance is significantly longer for respondents at businesses with fewer than 10 employees than for the respondents at businesses with 10 to 99 employees (13.9 miles compared to 9.5 miles, respectively).

*Figure 63: Commute Distance
Crossroads
(Base=All Respondents)*



The following table presents the reported one-way commute distance between respondents' home and work locations by major commute mode.

Table 64: 2005 Commute Distance by Commute Mode
(Base = Respondents Who Used Each Mode During Previous Week)

	SOV [n=131]	Carpool [n=18*]	Vanpool [n=2*]	Transit [n=8*]
5 miles or less	29%	38%	0%	0%
6 to 15 miles	45%	25%	0%	50%
16 to 30 miles	23%	38%	50%	38%
31 to 50 miles	3%	0%	50%	13%
Overall average distance	11.39 miles	11.44 miles	39.00 miles	19.25 miles
	Walk [n=2*]		Bicycle [n=2*]	
Less than 1 miles	0%		0%	
1 to 2 miles	100%		50%	
3 to 5 miles	0%		0%	
6 to 10 miles	0%		0%	
11 to 20 miles	0%		50%	
Overall average distance	2.00 miles		6.50 miles	

**Due to small sample size (n is less than 30) caution should be used when interpreting these results. This information is not projectable to the entire population.*

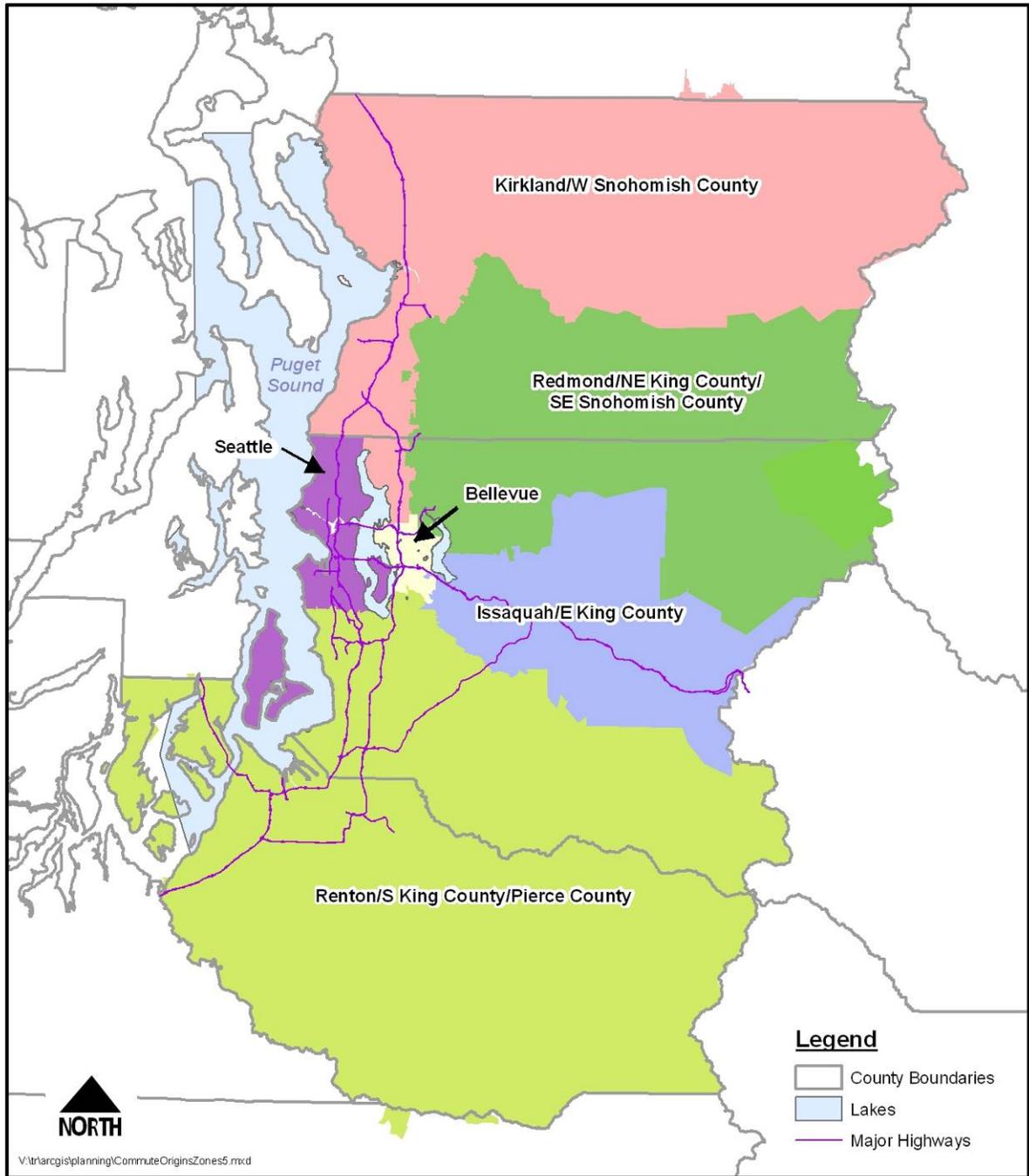
Location of Residence

All respondents were asked to provide their home zip code. The table below presents the area of residence by major geographic area.

Table 65: Residential Location of Employees
(BASE = All Respondents)

	2008 Overall [n=152]	Percent of Employees 2008 Business with More than 10 Employees [n=64]	Percent of Employees 2008 Business with Less than 10 Employees [n=88]
Bellevue	30%	42%	21%
Seattle	12%	2%	19%
Kirkland	12%	17%	8%
W Snohomish County	8%	8%	7%
Redmond / NE King County / SE Snohomish County	12%	14%	12%
Issaquah / E King County	7%	0%	12%
Renton / South King County / Pierce County	18%	14%	21%
Other	2%	3%	1%

Figure 66 : Commute Origin Zones



The following table illustrates the commute modes used by employees in the Crossroads area by their residence location. Because some commuters used different modes on various days of the survey week, totals are greater than 100%.

**Table 67: Commute Mode Used in the “Previous Week” by Location of Residence*
(BASE = All Respondents)**

	Bellevue	Seattle	Kirkland	W Snohomish County	Redmond / NE King & SE Snohomish County	Issaquah / E King County	Renton / S King & Pierce County	Other
Drive alone	90%	94%	100%	91%	94%	100%	81%	100%
Carpool	19%	6%	18%	0%	6%	10%	15%	0%
Vanpool	0%	0%	0%	9%	0%	0%	4%	0%
Transit	5%	12%	0%	9%	0%	0%	8%	0%
Bike	2%	0%	0%	0%	0%	0%	0%	0%
Walk	5%	0%	0%	0%	0%	0%	0%	0%
Telework	5%	6%	0%	9%	6%	0%	4%	0%

**With the exception of those who live in Bellevue, other locations of residence have a very small sample size (n<30). The results should be used with caution.*

Telework

Nine percent (9% or n=13) of Crossroads respondents report they telework at least one day in two weeks on average. This is a significant increase from 1 percent (1%) in 2005.

Ten of those respondents who report they telework at least one day in two weeks report they teleworked one (n=4) or two (n=6) days in the last two weeks. Another two report 3 days and one reports that they teleworked 4 days in the last two weeks.

Potential Commute Behavior

Likelihood to Try Alternative Modes

In 2008, the use of both teleworking and a compressed work week has increased significantly (10% for both telework and a compressed work week in 2008 compared to 2% in 2005). Additionally, the likelihood of trying both of these alternatives has increased significantly as well (33% or more in 2008 compared to 27% or less in 2005).

The use of carpooling as an alternative to driving alone has declined significantly from 14% in 2005 to 8% in 2008, and the proportion of employees who indicate a carpool is not an option for them has increased significantly over the same time period, from 14% in 2005 to 22% in 2008.

Table 68: Likelihood to Try Alternative Modes
(BASE = All Respondents)

Mode	2008 [n=152]				2005 [n _w =146]				2002 [n _w =229]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	8%	35%	35%	22%	14%	38%	34%	14%	9%	33%	34%	24%
Vanpool	2%	19%	49%	30%	2%	24%	49%	25%	1%	20%	45%	34%
Bus	5%	41%	31%	23%	5%	32%	43%	20%	2%	29%	40%	29%
Train	1%	13%	17%	69%	1%	12%	22%	65%	1%	15%	23%	62%
Bicycle	2%	18%	31%	50%	1%	9%	38%	52%	5%	12%	22%	61%
Walk	5%	8%	22%	66%	5%	5%	27%	63%	3%	26%	17%	54%
Telework	10%	33%	11%	46%	2%	24%	19%	55%	10%	36%	16%	38%
A compressed work week	10%	35%	20%	35%	2%	27%	24%	46%	2%	25%	20%	53%

The following compares respondents' likelihood to try alternative modes between larger (10 to 99 employees) and smaller businesses (fewer than 10 employees).

- A significantly greater proportion of employees at businesses with fewer than 10 employees indicate they currently telework (11%) and utilize a compressed work-week (13%), while about four out of ten larger business employees report they are likely to try telework (42%) or a compressed work-week (36%).
- A significantly greater proportion of employees at businesses with fewer than 10 employees indicate that carpooling is not an option for them (26%) compared to larger business employees (17%).

Table 69: Likelihood to Try Alternative Modes by Business Size
(BASE = All Respondents)

Mode	2008 Business with Fewer than 10 Employees [n=88]				2008 Business with 10 to 99 Employees [n=64]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	7%	33%	34%	26%	11%	37%	35%	17%
Vanpool	1%	24%	45%	30%	2%	12%	55%	31%
Bus	4%	36%	33%	27%	6%	48%	28%	19%
Train	0%	18%	17%	65%	2%	6%	16%	76%
Bicycle	0%	15%	36%	49%	4%	21%	25%	50%
Walk	4%	8%	20%	68%	6%	8%	24%	63%
Telework	11%	27%	11%	52%	8%	42%	12%	38%
A compressed work week	13%	35%	17%	35%	4%	36%	24%	36%

More than three out of four (76%) employees in the Crossroads area report they drove to work 80 percent of the time in the previous week. The following table shows the likelihood to try alternative modes for those classified as heavy drive-alone mode users.

Although these individuals currently drive alone to work frequently, more than one-third indicate they are likely to try the bus (41%), carpooling (37%), a compressed work week (36%) or teleworking (34%) as alternatives to drive alone.

**Table 70: Likelihood to Try Alternative Modes among Heavy SOV Mode Users
(BASE = Respondents Who Drive Alone to Work 80% or More of the Time)**

Mode	Heavy SOV Mode Users (80% or More of the Time) [n=115]			
	Do Now	Likely	Not Likely	Not An Option
Carpool	2%	37%	36%	26%
Vanpool	0%	19%	48%	33%
Bus	0%	41%	31%	27%
Train	0%	14%	14%	71%
Bicycle	1%	15%	36%	48%
Walk	2%	7%	24%	67%
Telework	6%	34%	12%	47%
A compressed work week	7%	36%	21%	36%

Opportunities to Encourage Employees to Try or Continue Using Alternative Modes

In 2008, the top five methods to encourage Crossroads employees to use or continue using alternate commute modes include a financial incentive for using a non-drive alone mode (43%); an opportunity to work at home (31%); an employer-provided car for work purposes during work hours (26%); an immediate ride home in case of an emergency (18%); and more frequent bus service at the work site (15%).

While the top five methods to encourage employees to use or continue using alternative modes remained the same as in 2005, the ranking of several of these five methods has changed slightly.

- A financial incentive for using non-drive alone modes remains the most frequently cited method, as in 2002 and 2005.
- An employer-provided car for work purposes during work hours was rated as the fifth choice in 2005, while the same method is now ranked third in 2008 (20% in 2005 compared to 26% in 2008).
- An immediate ride home in case of emergency is ranked fourth in 2008 but was second in 2005. The percentage of employees that support this method of encouragement is just over half of what was reported in 2005 (18% in 2008 compared to 32% in 2005).

Table 71: Top Five Ways to Encourage Employees to Try or Continue Using Alternative Modes (BASE = All Respondents)

	Percent of Employees 2008 [n=152]	Percent of Employees 2005 [n _w =146]	Percent of Employees 2002 [n _w =229]
A financial incentive for using non-drive alone modes	43%	36%	38%
Opportunity to work at home (telework)	31%	24%	26%
An employer-provided car for work purposes during work hours	26%	20%	31%
An immediate ride home in case of an emergency	18%	32%	23%
More frequent bus service at the work site	15%	22%	22%

The list of the top five ways to encourage Crossroads employees is very similar to the overall results across the different business sizes. In fact, the top three methods for both larger and smaller business employees are identical to the overall. However, the order of the last few items is slightly different.

- Among smaller business employees (fewer than 10 employees), a more flexible schedule to meet carpool, vanpool, the bus, etc. achieved a percentage high enough to “tie” in fifth place with more frequent bus service at the work site (14% compared to 2% among employees at businesses with 10 to 99 employees).
- A significantly greater proportion (19%) of larger business employees (10 to 99 employees) report that transportation during lunch or breaks for personal errands will encourage them to try or keep using alternatives to driving alone (compared to 4% among employees at businesses with fewer than 10 employees). Among this group, this option placed “tied” for fourth in the list of top five.

Eastgate

Commute Modes “Used During Previous Week”

All respondents were asked about the modes used to travel to work in the week prior to the survey period.

The majority (88%) of Eastgate respondents report the week prior to taking the survey was a typical commute week for them.

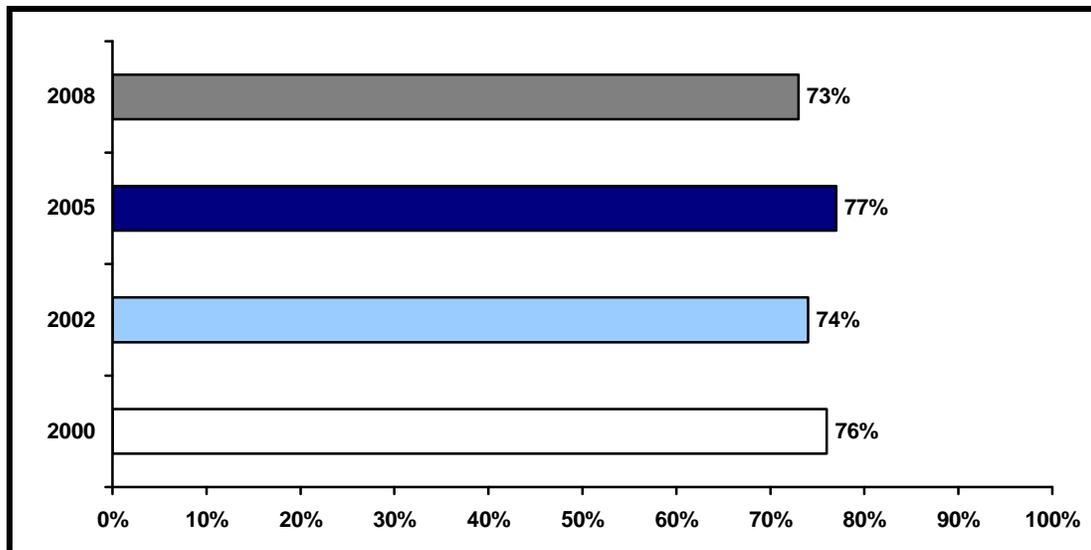
Drive-Along Rate

The aggregate drive-alone rate for employee commute trips for all companies in Eastgate measured 73% in 2008.^{††} This is a decrease from the 77% measured in the 2005 Mode Share Survey.

Non-drive-alone Commute “Mode Split” measured 27% in 2008. This is an increase from the 2005 figure of 23% of commute trips made by a travel mode other than drive-alone.

Although this is an improvement since 2005, the 27% figure for non-drive-alone Mode Split still falls short of the City’s adopted Mode Split target of 35% for Eastgate.

**Figure 72: Drive-Along Rate
Eastgate
(Base=Number of Trips)**

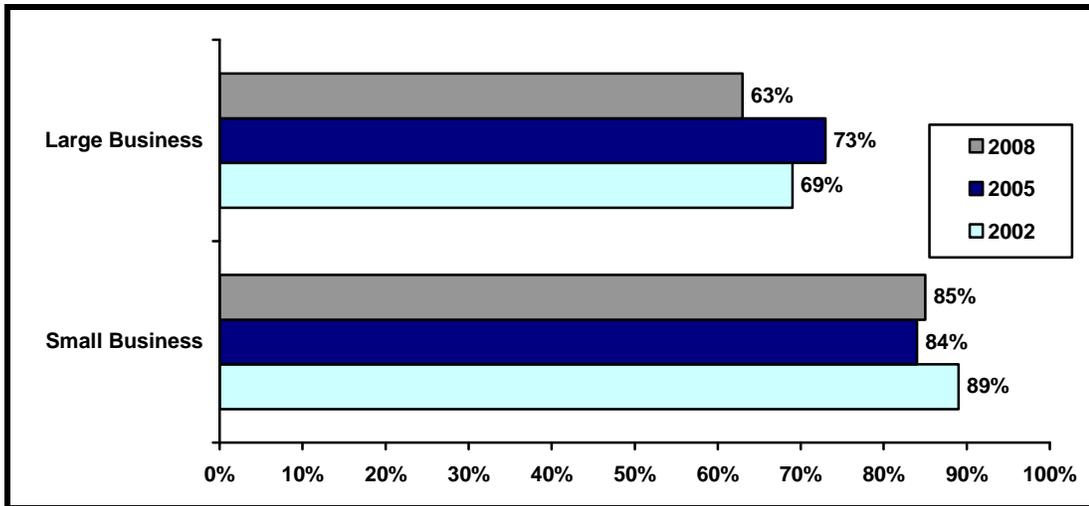


^{††} Note: The drive-alone rate calculation is a straight measure of Single Occupancy Vehicle vs. non-SOV modes used. This differs from the method used by the State of Washington for calculating the “SOV rate” at employers affected by the Commute Trip Reduction program as well as for the WSDOT GTEC Survey conducted in Summer 2008, wherein the “PersonScaleFactor” is applied for “compressed work week / days off”. The City has no specific policy basis for applying a weight to any particular mode and counts compressed work week days off as a simple “trip” by non-driving-alone mode.

While the drive-alone rate for small businesses has increased just slightly to 85% in 2008 - from 84% in 2005 - the drive-alone rate for large businesses has decreased significantly to 63% in 2008 from 73% in 2005.

When comparing the drive-alone rate by company size, the drive-alone rate of large businesses is significantly lower than that of small businesses, as in 2002 and 2005

**Figure 73: Drive-Along Rate by Business Size
Eastgate
(Base=Number of Trips)**



Commute Mode Split

Commute Mode Split measures the type of transportation used by respondents to commute to work during the week prior to the survey. To provide an aggregate measure for the entire week, data on the commute mode used during the week prior to the survey data collection period is based on the total number of commute trips.

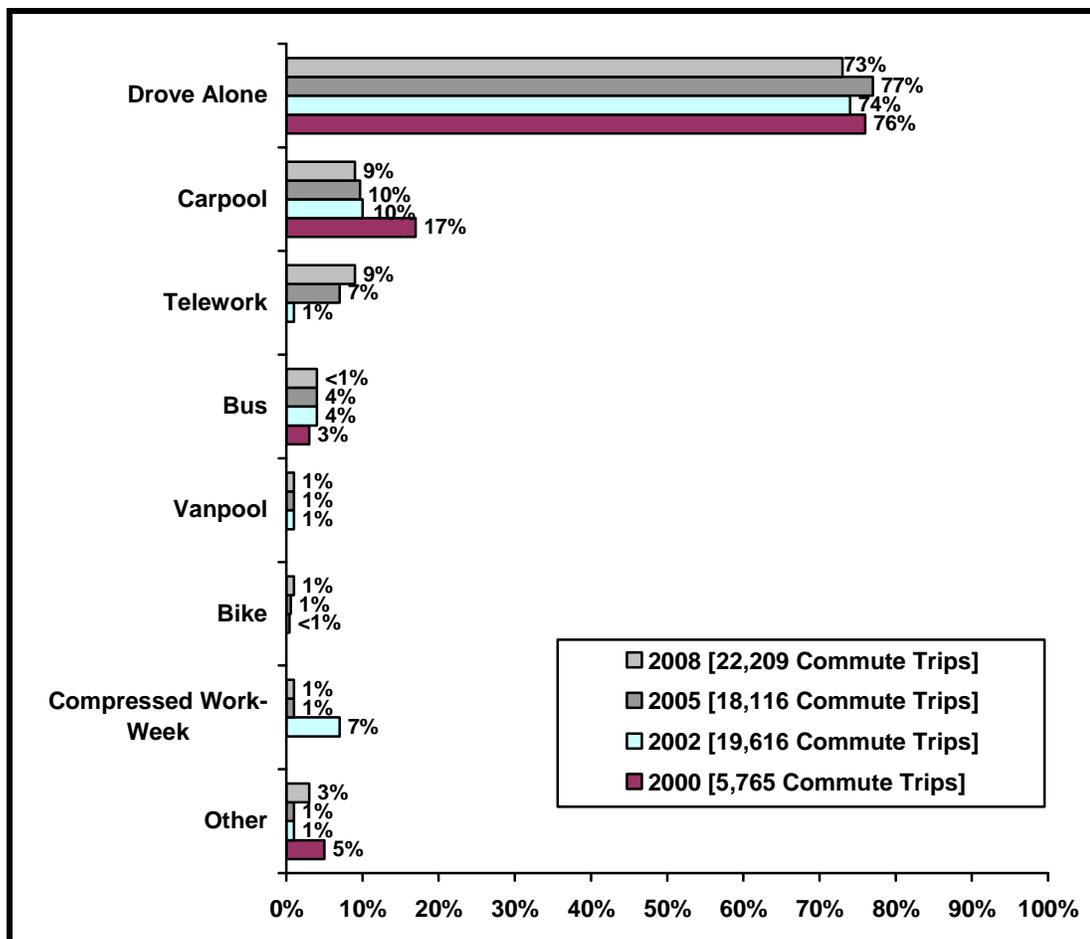
In 2008, driving alone continues to represent the majority of commute trips among Eastgate employees (73%). This is a slight decrease from 77 percent (77%) measured in 2005.

Though neither change is significant, the percentage of commute trips made by teleworking has increased to 9% in 2008 from 7% in 2005, and the percentage of trips by carpool has declined to 9% in 2008 from 10% in 2005.

The proportion of commute trips by vanpool (1%) and bus (4%) remains unchanged since 2002.

The remaining modes represent a very small proportion of commute trips among Eastgate employees.

**Figure 74: Commute Mode Split
Eastgate
(Base=Number of Trips)**



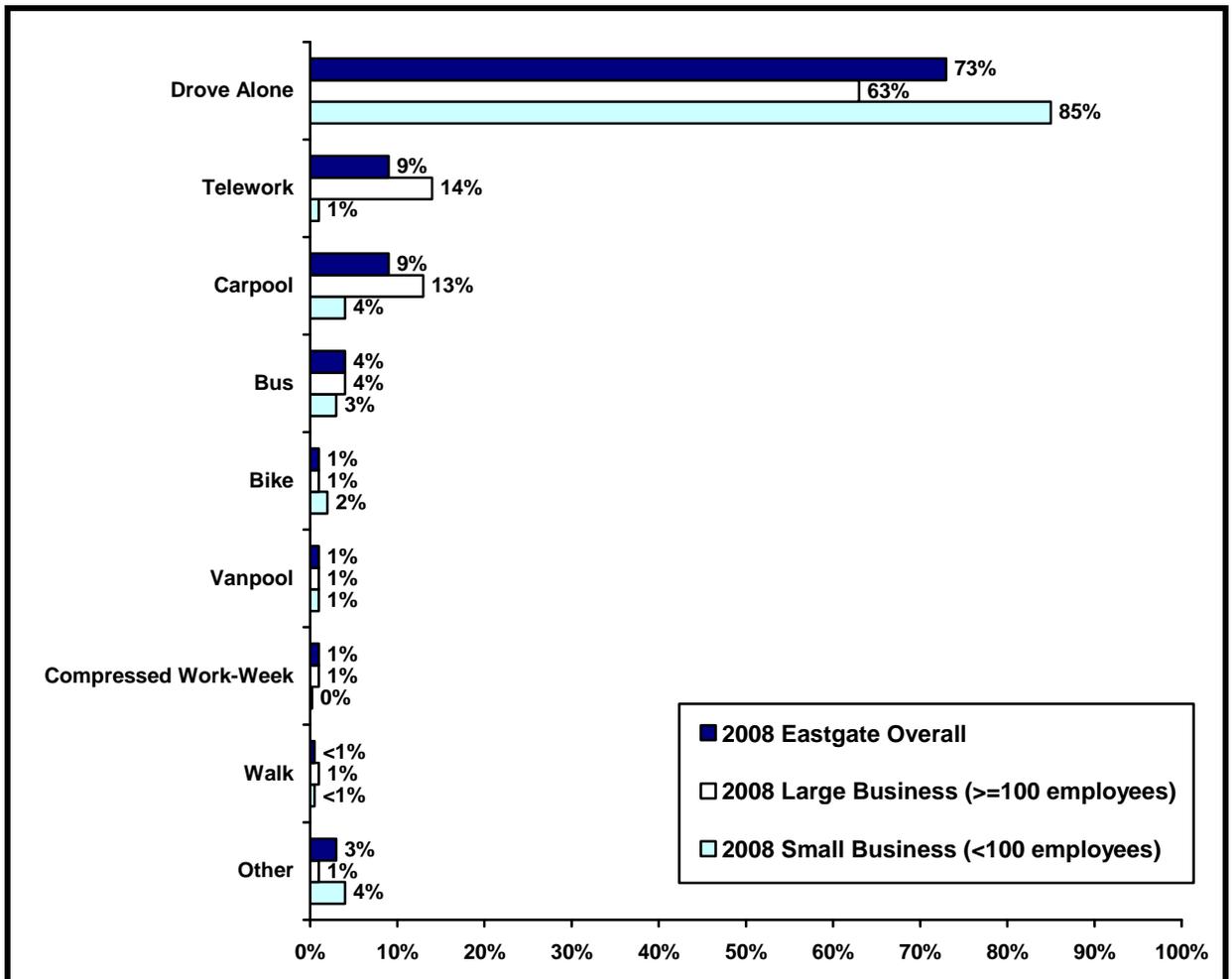
* The 2000 data for carpool included both carpool and vanpool trips.

Similar to the overall results, driving alone represents the majority of commute trips regardless of company size.

However, when comparing commute modes by company size, employees of large businesses use alternative commute modes more than employees of small businesses.

- While driving alone continues to be the most common commute mode among large business employees, a significantly smaller percentage of commute trips among large business employees are made by driving alone, 63%, compared to trips among small business employees, among whom 85% of commute trips are by driving alone.
- A significantly greater proportion of commute trips among large business employees occur by teleworking (14% compared to 1% of commute “trips” made by small business employees) and carpooling (13% compared to 4% of commute trips made by small business employees).

Figure 75: Commute Mode Split by Company Size
Eastgate
(Base=Number of Trips)



The drive-alone rate of employees at businesses with 100 employees or more is 63%, the lowest drive-alone rate of the business size comparison groups.

- Nearly three of ten (27%) commute trips made by employees at businesses with 100 or more employees were made via teleworking or carpooling.

**Table 76 : Commute Modes by Size of Worksite
(BASE = Number of Trips)**

[Note: There are no participants in the 20 to 49 employee business cohort for 2008]

	Fewer than 10 Employees	10 to 99 Employees	100 or More Employees
Drove Alone	83%	87%	63%
Telework	2%	1%	14%
Carpool	3%	5%	13%
Bus	3%	2%	4%
Compressed Work-Week	0%	0%	1%
Vanpool	2%	0%	1%
Bike	3%	0%	1%
Walk	0%	<1%	1%
Other	5%	4%	1%

Frequency of Alternative Mode Usage

The following table illustrates the frequency of each of the alternative modes used by employees in the Eastgate area who report they used alternative modes in the past week to commute to work.

**Table 77 : Frequency of Commute Modes Used in the “Previous Week”
(BASE = Respondents Who Used Each of the Alternative Commute Modes)**

	Carpool [n _w =623]	Vanpool [n _w =57]	Transit [n _w =260]	Bicycle [n _w =68]
Once a week	21%	3%	17%	47%
Twice a week	18%	7%	21%	5%
Three times a week	11%	15%	15%	8%
Four times a week	22%	15%	11%	4%
Five or more times a week	28%	59%	36%	35%

Eastgate Respondent Profile

Occupation of Respondents

Nearly two out of five (39%) respondents report that they perform professional or technical work for their employer. This represents a significant decrease from results in the 2005 Mode Share Survey (54%) but is identical to results in the 2002 Survey.

The types of jobs or occupations respondents report doing for their employers has changed slightly in 2008 compared to 2005, but is very similar to information reported in 2002.

- The proportion of employees in Eastgate who indicate they are in professional or technical positions and in management has decreased significantly since 2005.
- Conversely, the proportion of employees who report they perform sales or marketing, administrative support, and craft, production or labor work for their employers has increased significantly since 2005.

**Table 78 : Type of Work
(BASE = All Respondents)**

	Percent of Employees 2008 [n_w=4,578]	Percent of Employees 2005 [n_w=3,789]	Percent of Employees 2002 [n_w=3,770]
Professional / Technical	39%	54%	39%
Management	14%	16%	14%
Administrative Support	13%	8%	11%
Customer Service	12%	12%	17%
Sales / Marketing	11%	5%	11%
Craft / Production / Labor	7%	1%	5%
Other	4%	4%	4%

Comparing the types of jobs, or occupations between respondents at large and small businesses, respondents at large businesses tend to perform professional / technical and customer service work for their employers while respondents at small businesses tend to perform sales / marketing and administrative support functions.

- Nearly one-quarter of employees at smaller businesses (fewer than 100 employees) report they perform sales / marketing (22%) or administrative (22%) work for their employer, while a very small proportion of employees at businesses with 100 or more employees indicate they perform this type of work (3% and 6%, respectively).
- However, significantly more employees who work for a business with 100 or more employees perform professional / technical functions for their employers compared to small business (fewer than 100 employees) employees (53% compared to 18%, respectively).

**Table 79 : Type of Work by Business Size
(BASE = All Respondents)**

	Percent of Employees 2008 Large Business [n_w=2,602]	Percent of Employees 2008 Small Business [n_w=1,976]
Professional / Technical	53%	18%
Management	12%	17%
Administrative Support	6%	22%
Customer Service	20%	2%
Sales / Marketing	3%	22%
Craft / Production / Labor	4%	11%
Other	3%	7%

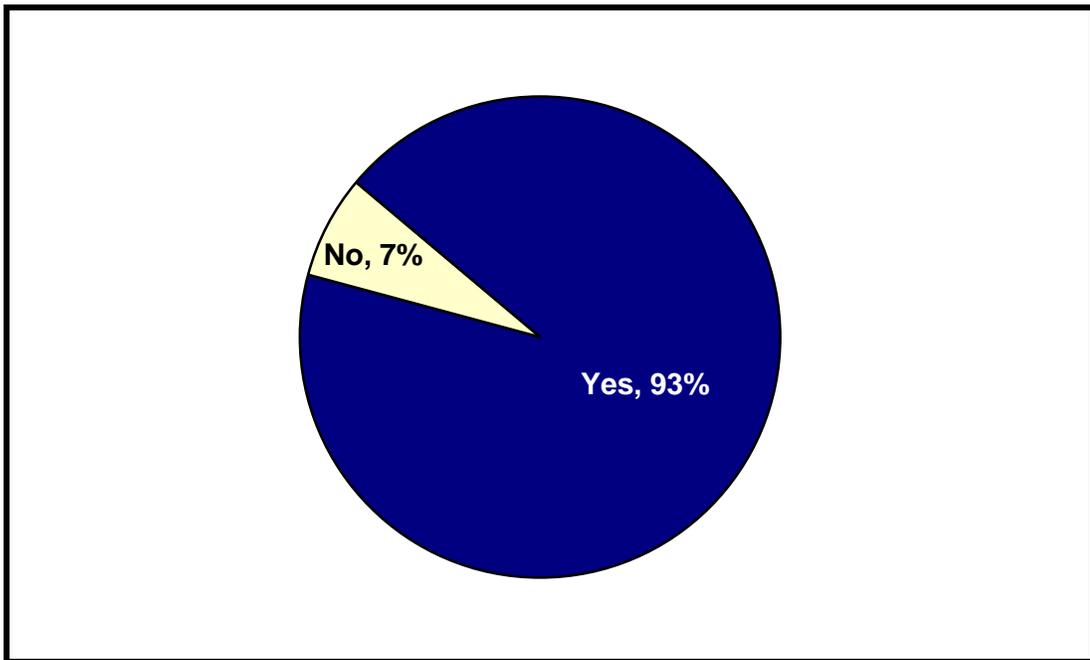
Current Commute Behavior

Work Schedule

The majority (93%) of Eastgate employees report they usually work 35 or more hours per week in a position intended to last 12 months or more.

- When comparing the results by the number of employees, significantly more respondents at large businesses (with 100 or more employees) report they usually work at least 35 hours per week, than respondents at businesses with fewer than 100 employees (98% compared to 87%, respectively).
- Significantly more respondents who usually work at least 35 hours per week report they begin work at their work location between 6 and 9 a.m., compared to those who work fewer hours (86% compared to 63%, respectively).

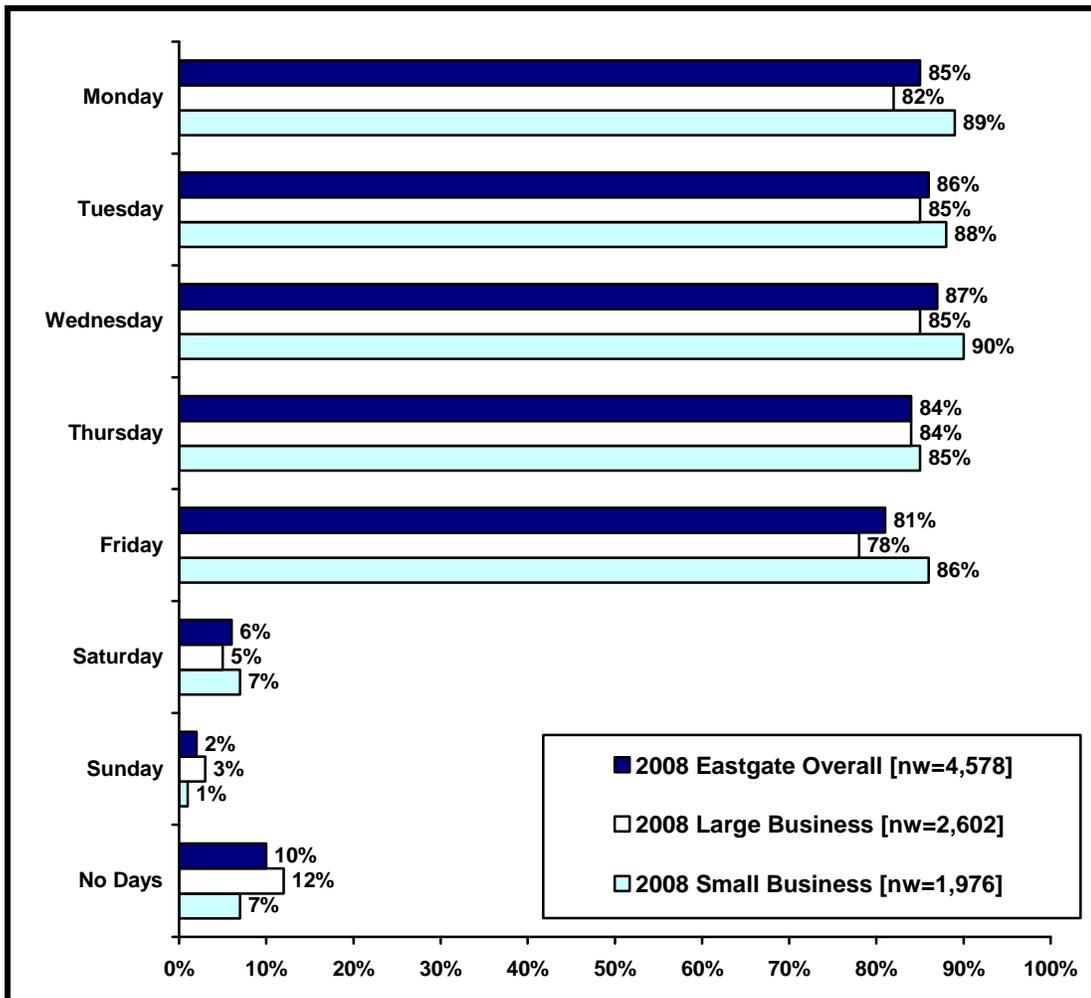
**Figure 80: Usually Work at Least 35 Hours per Week
Eastgate
(Base=All Respondents [n_w=4,578])**



The majority of Eastgate employees are scheduled to begin work between 6 and 9 a.m. Monday through Friday.

- Significantly more respondents at small companies (fewer than 100 employees) report they are scheduled to begin work between 6 and 9 a.m., compared to large business (100 or more employees) respondents (91% compared to 80%, respectively).
- Employees who work for large businesses are significantly more likely than those working at a small business to report that they are not scheduled to begin work between 6 and 9 a.m. on any day (12% compared to 7%, respectively).

**Figure 81: Scheduled to Work between 6 and 9 a.m.
Eastgate
(Base=All Respondents)**



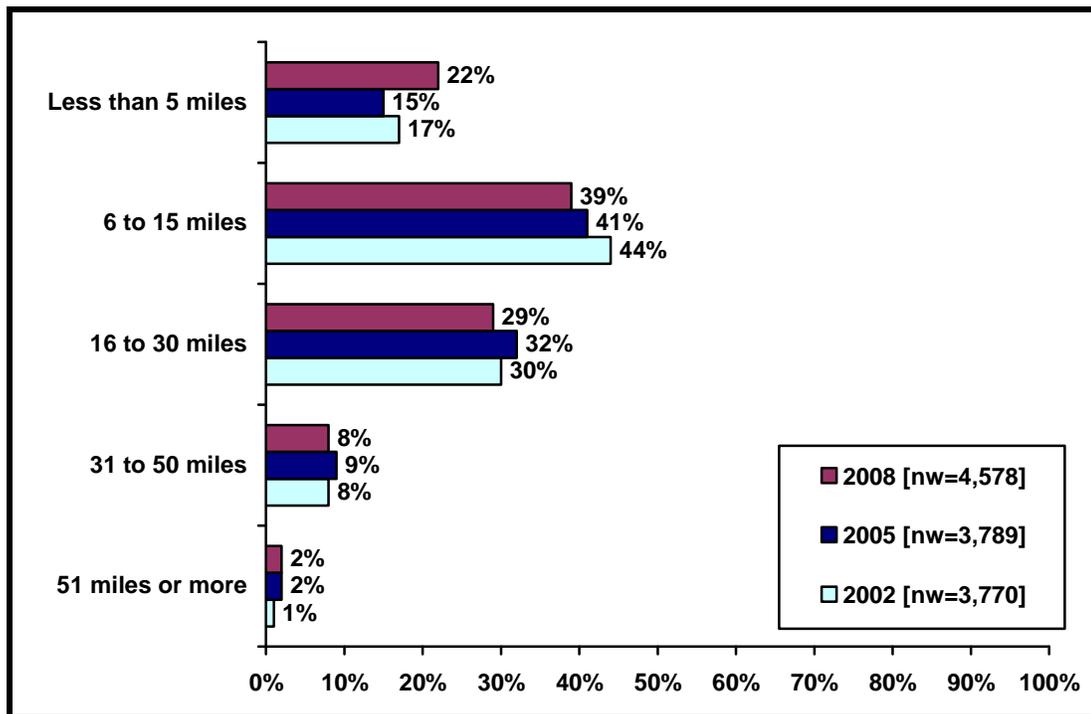
Commute Distance

The average one-way commute distance, regardless of commute mode, for Eastgate respondents was 16.32 miles in 2008. This is a slight decrease from the 17.22 miles reported in 2005.

More than three out of five respondents (61%) report they commute less than 16 miles one-way to work, and just two percent (2%) report they commute more than 50 miles one-way to work in 2008.

- The proportion of employees whose one-way commute is less than 5 miles has increased significantly to 22 percent from 15 percent in 2005.
- The average commute distance is significantly shorter for respondents at businesses with fewer than 100 employees compared to employees at large businesses (13.10 miles compared to 18.71 miles or more).

*Figure 82: Commute Distance
Eastgate
(Base=All Respondents)*



The following table presents the reported one-way commute distance between respondents' home and work locations by major commute mode.

With the exception of vanpooling, the 2008 average one-way commute distance for employees in Eastgate has decreased significantly across all major commute modes (SOV: 16.50 miles in 2005, Carpool: 21.37 miles in 2005, and Bus: 17.37 miles in 2005).

Table 83 :2005 Commute Distance by Commute Mode
(Base = Respondents Who Used Each Mode during Previous Week)

	SOV [n _w =3,838]	Carpool [n _w =623]	Vanpool [n _w =57]	Transit [n _w =260]
5 miles or less	23%	15%	1%	24%
6 to 15 miles	41%	32%	8%	35%
16 to 30 miles	28%	36%	25%	31%
31 to 50 miles	6%	15%	59%	10%
51 miles or more	2%	3%	7%	1%
Overall average distance	15.20 miles	19.80 miles	38.79 miles	16.03 miles
	Walk [n _w =48]	Bicycle [n _w =68]		
Less than 1 Mile	6%	0%		
1 to 2 miles	73%	3%		
3 to 5 miles	8%	38%		
6 to 10 miles	2%	9%		
11 to 20 miles	6%	46%		
21 miles or more	4%	4%		
Overall average distance	3.29 miles	9.43 miles		

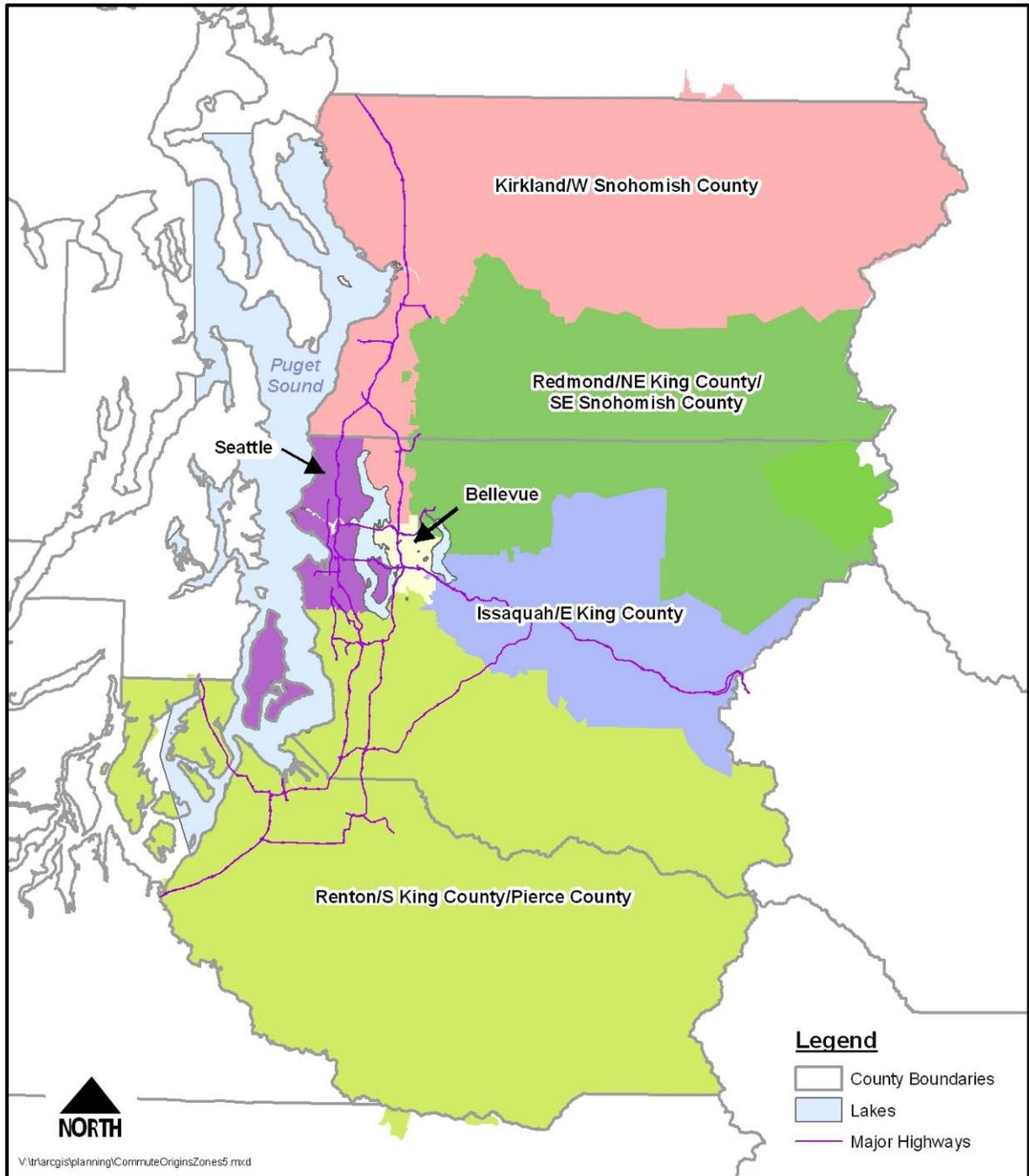
Location of Residence

All respondents were asked to provide their home zip code. The table below presents the area of residence by major geographic area.

Table 84 : Residential Location of Employees
(BASE = All Respondents)

	2008 Overall [n _w =4,578]	2008 Large Business [n _w =2,602]	2008 Small Business [n _w =1,976]
Bellevue	21%	15%	30%
Seattle	17%	17%	18%
Kirkland	4%	4%	5%
W Snohomish County	9%	9%	8%
Redmond / NE King County / SE Snohomish County	10%	10%	11%
Issaquah / E King County	9%	8%	10%
Renton / South King County / Pierce County	23%	32%	12%
Other	6%	6%	5%

Figure 85 : Commute Origin Zones



The following table illustrates the commute modes used by employees in Eastgate by their residence location. Because some commuters used different modes on various days of the survey week, totals are greater than 100%.

**Table 86 : Commute Mode Used in the “Previous Week” by Location of Residence
(BASE = All Respondents)**

	Bellevue	Seattle	Kirkland	W Snohomish County	Redmond / NE King & SE Snohomish County	Issaquah / E King County	Renton / S King & Pierce County	Other
Drive alone	90%	87%	91%	86%	91%	87%	78%	66%
Carpool	8%	10%	19%	16%	8%	24%	19%	9%
Vanpool	0%	1%	0%	<1%	<1%	<1%	2%	11%
Transit	7%	11%	3%	3%	2%	4%	5%	5%
Bike	3%	1%	0%	<1%	1%	<1%	2%	<1%
Walk	4%	4%	0%	<1%	<1%	<1%	<1%	0%
Telework	7%	16%	12%	15%	26%	14%	28%	23%

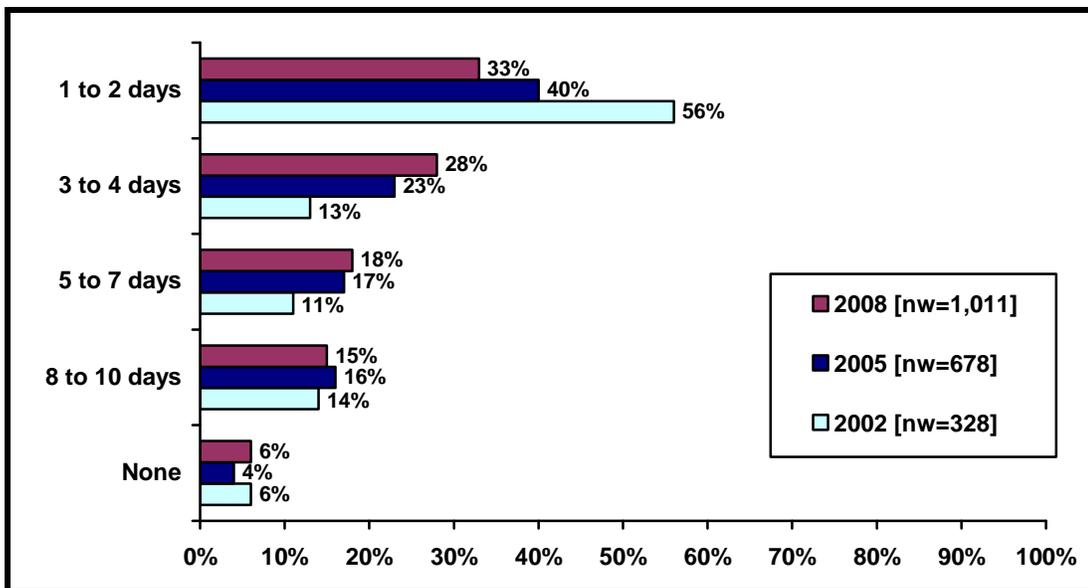
Telework

Over one out of five (22%) Eastgate respondents report they telework at least one day in two weeks, on average. This is similar to results reported in 2005 (18%).

The number of days those who teleworked at least one day in two weeks on average teleworked in the past two weeks varies greatly, from 33 percent (33%) reporting one or two days, to 15 percent (15%) who report they teleworked 8 to 10 days.

**Figure 87: Number of Days Teleworked in Last Two Weeks
Eastgate**

(Base= Respondents Who Telework At Least One Day in Two Weeks on Average)



Potential Commute Behavior

Likelihood to Try Alternative Modes

More than half of all employees in Eastgate report that walking (62%) or taking the train (74%) are not options for them as an alternative to driving alone to work.

- The proportion of Eastgate employees who indicate bus (23% in 2005 to 17% in 2008) or bicycle (53% in 2005 to 45% in 2008) are not options for them has declined significantly in 2008.
- A significantly smaller proportion of employees indicate they are likely to try teleworking (54% in 2005 to 36% in 2008) or a compressed work week (51% in 2005 to 37% in 2008) compared to 2005. Additionally, the reporting of a compressed work week as not an option has increased significantly (40% in 2008 compared to 28% in 2002 and 2005).

**Table 88: Likelihood to Try Alternative Modes
(BASE = All Respondents)**

Mode	2008 [n _w =4,578]				2005 [n _w =3,789]				2002 [n _w =3,770]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	14%	35%	33%	19%	14%	35%	36%	16%	15%	37%	29%	19%
Vanpool	2%	21%	51%	26%	1%	24%	52%	23%	1%	26%	47%	26%
Bus	7%	34%	41%	17%	8%	29%	40%	23%	7%	28%	38%	28%
Train	1%	10%	15%	74%	<1%	15%	17%	67%	<1%	17%	14%	69%
Bicycle	3%	13%	39%	45%	3%	15%	29%	53%	3%	13%	27%	58%
Walk	1%	6%	30%	62%	1%	6%	23%	70%	2%	6%	20%	72%
Telework	11%	36%	14%	39%	7%	54%	13%	26%	9%	55%	11%	26%
A compressed work week	5%	37%	19%	40%	6%	51%	16%	28%	7%	48%	17%	28%

When comparing respondents' likelihood to try alternative modes between large and small businesses, a significantly greater proportion of small business employees report most of the alternative modes are not an option for them.

- Significantly greater numbers of small business employees indicate telework (53%) and a compressed work week (52%) are not options for them, while more than half of large businesses' employees report they are likely to try telework (57%) and a compressed work week (52%).
- While significantly more small business employees (35%) indicate vanpool is not an option for them, more than half of respondents from large businesses (53%) indicate this alternative mode is an option for them, but they are unlikely to try it as an alternative to driving alone.

**Table 89: Likelihood to Try Alternative Modes by Business Size
(BASE = All Respondents)**

Mode	2008 Large Business [n _w =2,602]				2008 Small Business [n _w =1,976]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	22%	37%	31%	10%	7%	33%	34%	26%
Vanpool	3%	29%	53%	15%	1%	15%	49%	35%
Bus	13%	37%	34%	15%	2%	32%	47%	19%
Train	2%	15%	19%	64%	0%	6%	11%	83%
Bicycle	3%	13%	30%	54%	3%	13%	46%	38%
Walk	2%	5%	23%	71%	1%	7%	37%	55%
Telework	13%	57%	8%	23%	10%	17%	19%	53%
A compressed work week	7%	52%	16%	25%	3%	24%	20%	52%

Nearly two out of five employees in the Eastgate area who report they drove alone to work at least 80 percent of the time in the previous week indicate they are unlikely to try vanpooling (51%), the bus (41%), bicycling (40%), or carpooling (38%), as an alternative to driving alone to work.

Over one third of these employees indicate they are likely to try telework (35%), a compressed work week (37%), carpool (37%) or bus (37%).

**Table 90: Likelihood to Try Alternative Modes among Heavy SOV Mode Users
(BASE = Respondents Who Drive Alone to Work 80% or More of the Time)**

Mode	Heavy SOV Mode Users (80% or More of the Time) [n _w =2,948]			
	Do Now	Likely	Not Likely	Not An Option
Carpool	3%	37%	38%	22%
Vanpool	<1%	19%	51%	30%
Bus	1%	37%	41%	21%
Train	<1%	8%	14%	78%
Bicycle	1%	15%	40%	45%
Walk	1%	6%	29%	63%
Telework	9%	35%	15%	41%
A compressed work week	3%	37%	18%	42%

Opportunities to Encourage Employees to Try or Continue Using Alternative Modes

In 2008, the top five methods to encourage Eastgate employees to use or continue using alternate modes include an opportunity to work at home (41%); a financial incentive for using a non-drive-alone mode (31%); more frequent bus service at the work site (25%); an immediate ride home in case of an emergency (23%); and a more flexible work schedule to meet carpool, vanpool, the bus, etc. (20%).

- Although it wasn't ranked in the top five in 2002 or 2005, a more flexible work schedule to meet carpool, vanpool, the bus, etc. (with a proportion of 20%) ranked fifth in 2008 as a method of encouragement.
- Similar to 2005 results, the opportunity to work at home (telework) and a financial incentive for using alternative modes to work remain highly ranked (first and second) as methods that most would encourage employees to try or keep using alternatives to driving alone.

**Table 91 : Top Five Ways to Encourage Employees to Try or Continue Using Alternative Modes
(BASE = All Respondents)**

	Percent of Employees 2008 [n _w =4,578]	Percent of Employees 2005 [n _w =3,789]	Percent of Employees 2002 [n _w =3,770]
Opportunity to work at home (telework)	41%	47%	2%
A financial incentive for using non-drive alone modes	31%	41%	42%
More frequent bus service at the work site	25%	21%	25%
An immediate ride home in case of an emergency	23%	26%	32%
A more flexible work schedule to meet carpool, vanpool, the bus, etc.	20%	16%	17%

The list of the top five ways to encourage Eastgate employees is very similar to the overall results across the different business sizes.

- The top five ways to encourage respondents to try or continue using alternative methods of commuting for small businesses (fewer than 100 employees) differ only in the fifth ranking position. For large businesses on-site childcare / banking / dry cleaning / fitness center is ranked fifth (18%) but for smaller businesses transportation during lunch or breaks for personal errands is ranked fifth (23%).

Factoria

Commute Modes “Used During Previous Week”

All respondents were asked about the modes used to travel to work in the week prior to the survey period.

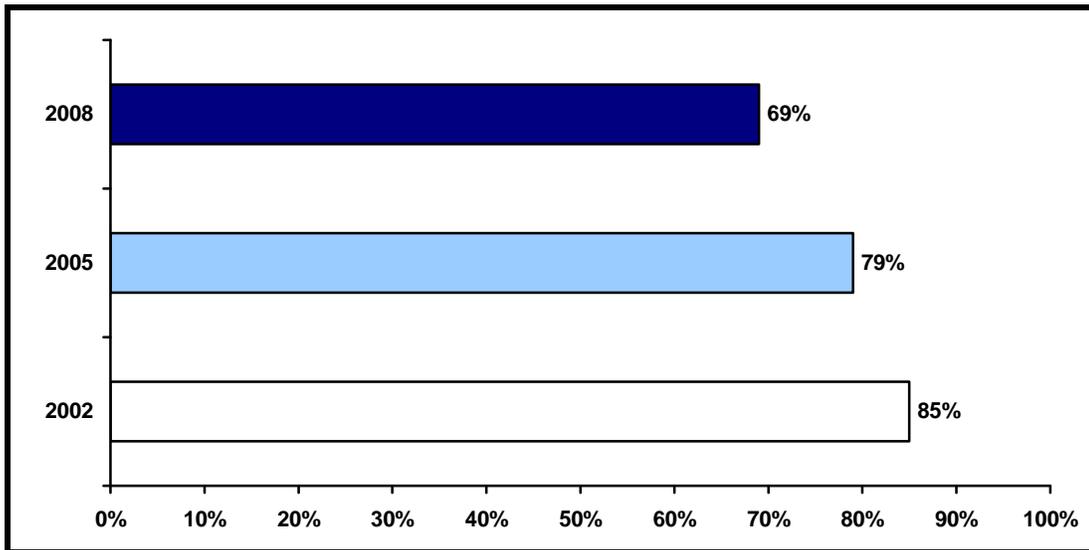
The majority (89%) of Factoria respondents report the week prior to taking the survey was a typical commute week for them.

Drive-Along Rate

The aggregate drive-alone rate for employee commute trips for all companies in Factoria measured 69% in 2008.^{‡‡} This is a significant improvement from the 79% measured in the 2005 Mode Share Survey.

Non-drive-alone Commute “Mode Split” measured 31% in 2008. This 31% figure for non-drive-alone Mode Split exceeds the City’s adopted Mode Split target of 20% for Factoria.

**Figure 92: Drive-Along Rate
Factoria
(Base=Number of Trips)**

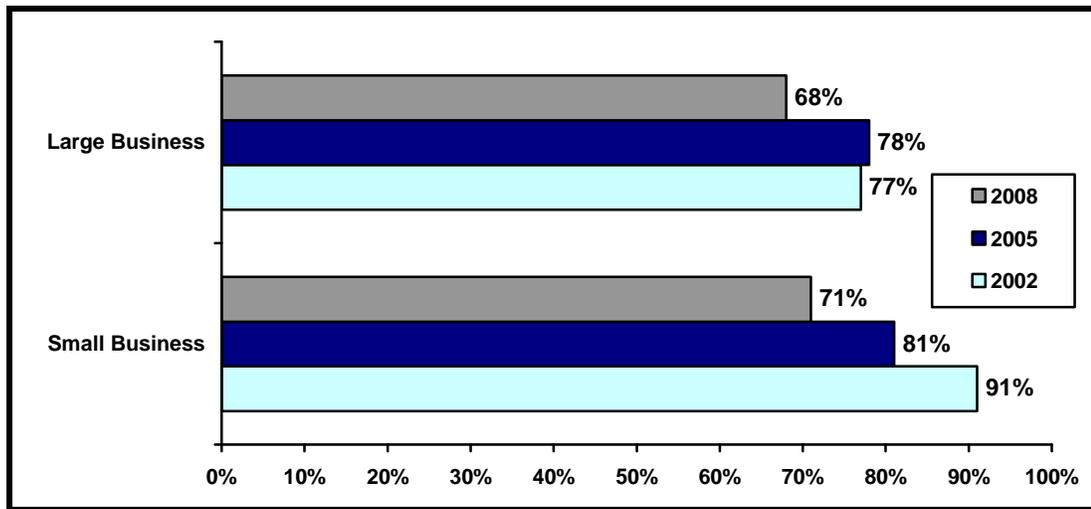


^{‡‡} Note: The drive-alone rate calculation is a straight measure of Single Occupancy Vehicle vs. non-SOV modes used. This differs from the method used by the State of Washington for calculating the “SOV rate” at employers affected by the Commute Trip Reduction program as well as for the WSDOT GTEC Survey conducted in Summer 2008, wherein the “PersonScaleFactor” is applied for “compressed work week / days off”. The City has no specific policy basis for applying a weight to any particular mode and counts compressed work week days off as a simple “trip” by non-driving-alone mode.

The drive-alone rate for small and large businesses has declined significantly from that seen in 2005. The large business drive-alone rate in 2005 was 78%, which has decreased to 68% in 2008 and the small business drive-alone rate in 2005 was 81%, and it too has declined by ten percentage points to 71% in 2008.

The difference in drive-alone rates between large and small businesses has also remained unchanged since 2005. There is a difference of three percentage points between large and small businesses.

**Figure 93: Drive-Along Rate by Business Size
Factoria
(Base=Number of Trips)**



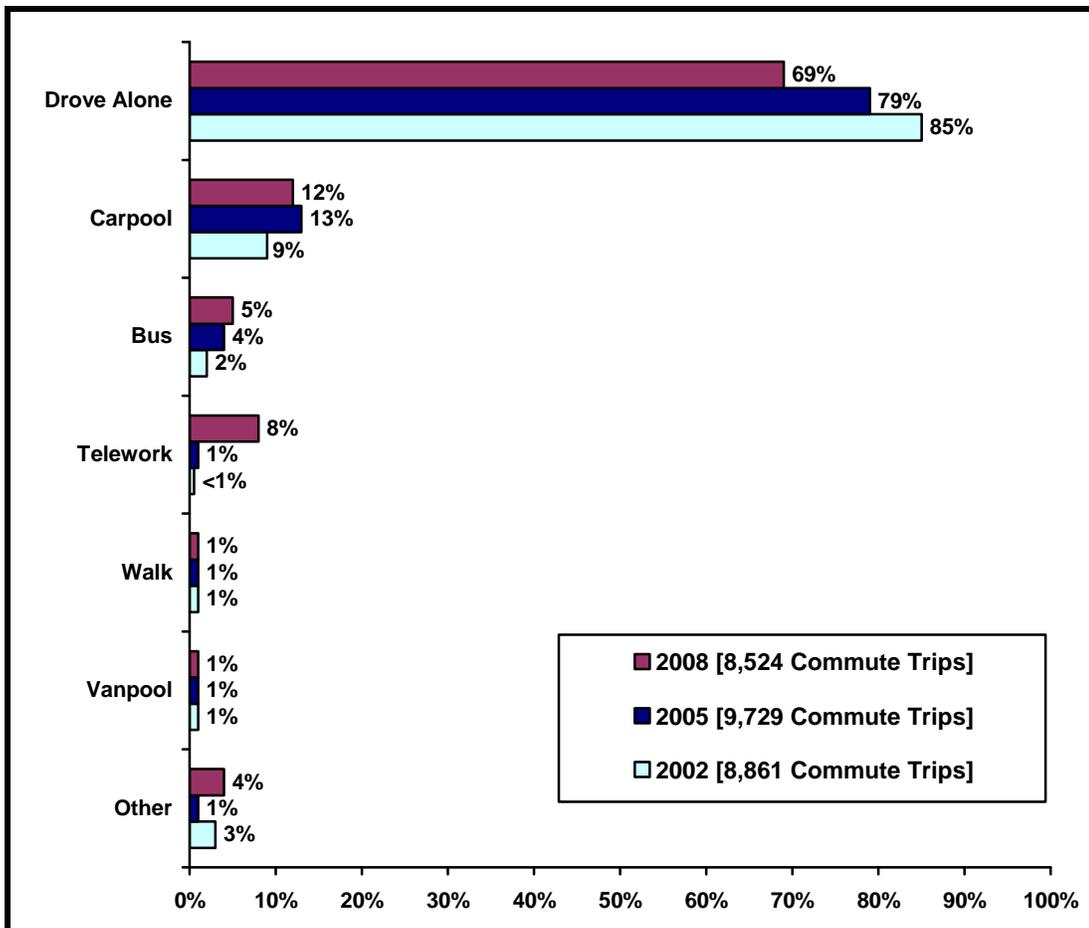
Commute Mode Split

Commute Mode Split measures the type of transportation used by respondents to commute to work during the week prior to the survey. To provide an aggregate measure for the entire week, data on the commute mode used during the week prior to the survey data collection period is based on the total number of commute trips.

In 2008, driving alone continues to represent the majority of commute trips among Factoria employees (69%). This is a significant decline from 79% measured in 2005.

The percentage of telework has increased significantly since 2005 - to 8% from 1% in 2005, and although not significant, the proportion of commute trips made by bus has also increased slightly to 5% in 2008 from 4% in 2005.

**Figure 94: Commute Mode Split
Factoria
(Base=Number of Trips)**

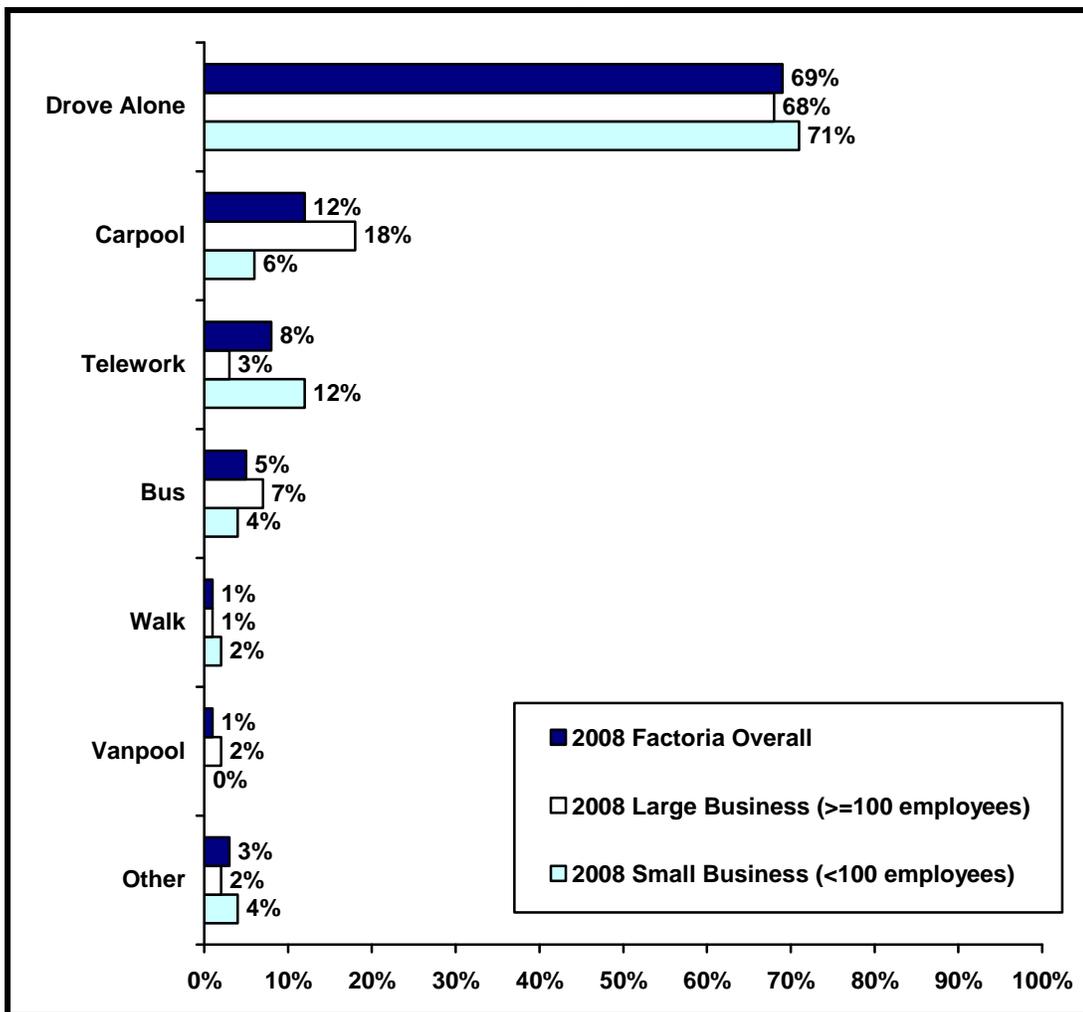


Similar to the overall results, driving alone represents the majority of commute trips regardless of company size.

However, when comparing commute modes by company size, employees of large businesses use alternate commute modes more than employees of small businesses.

- While driving alone is still the most common commute mode among large business employees, a slightly smaller percentage of commute trips among large business employees (68%) are made by driving alone compared to trips among small business employees (71%).
- While a significantly greater proportion of commute trips among large business employees are by carpool (18% compared to 6% of commute trips among small business employees), a significantly greater proportion of commute trips at small businesses are by telework (12% compared to 3% of commute trips among large business employees).

Figure 95: Commute Mode Split by Company Size
Factoria
(Base=Number of Trips)



The drive-alone rate of employees at businesses with 20 to 99 employees is 52%, the lowest drive-alone rate of the business size comparison groups; by comparison, the drive-alone rate is 83% for businesses under 20 employees and 68% for large businesses.

- Over one fourth (26%) of commute trips made by employees at businesses with 20 to 99 employees were via teleworking.
- A significantly greater proportion of commute trips were made via walking among employees at businesses with 20 to 99 employees (5% compared to 1% or less for any other business cohort).

**Table 96 : Commute Modes
(BASE = Number of Trips)**

	Under 20 Employees	20 to 99 Employees	100 or More Employees
Drove Alone	83%	52%	68%
Carpool	6%	6%	18%
Bus	5%	1%	7%
Vanpool	0%	0%	2%
Walk	0%	5%	1%
Telework	3%	26%	3%
Bicycle	0%	3%	<1%
Other	2%	6%	2%

Frequency of Alternative Mode Usage

The following table illustrates the frequency of each of the alternative modes used by employees in the Factoria area who report they used alternative modes in the past week to commute to work.

**Table 97 : Frequency of Commute Modes Used in the “Previous Week”
(BASE = Respondents Who Used Each of the Alternative Commute Modes)**

	Carpool [n_w=303]	Vanpool [n_w=26*]	Transit [n_w=149]	Bicycle [n_w=25*]
Once a week	18%	4%	11%	48%
Twice a week	20%	15%	28%	8%
Three times a week	11%	15%	17%	2%
Four times a week	15%	27%	21%	4%
Five or more times a week	37%	41%	21%	38%

**Due to small sample size (n_w=26 and n_w=25) caution should be used when interpreting these result. This information is not projectable to the entire population.*

Factoria Respondent Profile

Occupation of Respondents

Two out of five (42%) respondents report they perform professional / technical work for their employer. This is statistically comparable to the results seen in 2005 (41%).

The proportion of employees in Factoria who report they perform management and craft / production / labor functions for their employer has increased significantly since 2005 while administrative support and sales / marketing work has significantly decreased.

Table 98 : Type of Work
(BASE = All Respondents)

	Percent of Employees 2008 [n _w =1,901]	Percent of Employees 2005 [n _w =2,036]	Percent of Employees 2002 [n _w =1,814]
Professional / Technical	42%	41%	36%
Management	27%	18%	20%
Administrative Support	10%	15%	14%
Craft / Production / Labor	6%	1%	2%
Sales / Marketing	5%	11%	14%
Customer Service	3%	4%	6%
Other	7%	9%	8%

The following compares the types of work between large (100 or more employees) and small (fewer than 100 employees) businesses

- While less than 1% of employees at large business report performing a craft / production / labor function for their business, significantly more (12%) employees at smaller companies report doing this type of work.
- Over half (51%) of employees at large businesses report they perform professional or technical work for their employer, while 34% of employees at businesses with fewer than 100 employees indicate they perform similar work.

Table 99 : Type of Work by Business Size
(BASE = All Respondents)

	Percent of Employees 2008 Large Business [n _w =877]	Percent of Employees 2008 Small Business [n _w =1,024]
Professional / Technical	51%	34%
Management	24%	30%
Administrative Support	8%	13%
Craft / Production / Labor	<1%	12%
Sales / Marketing	4%	5%
Customer Service	3%	2%
Other	9%	6%

Current Commute Behavior

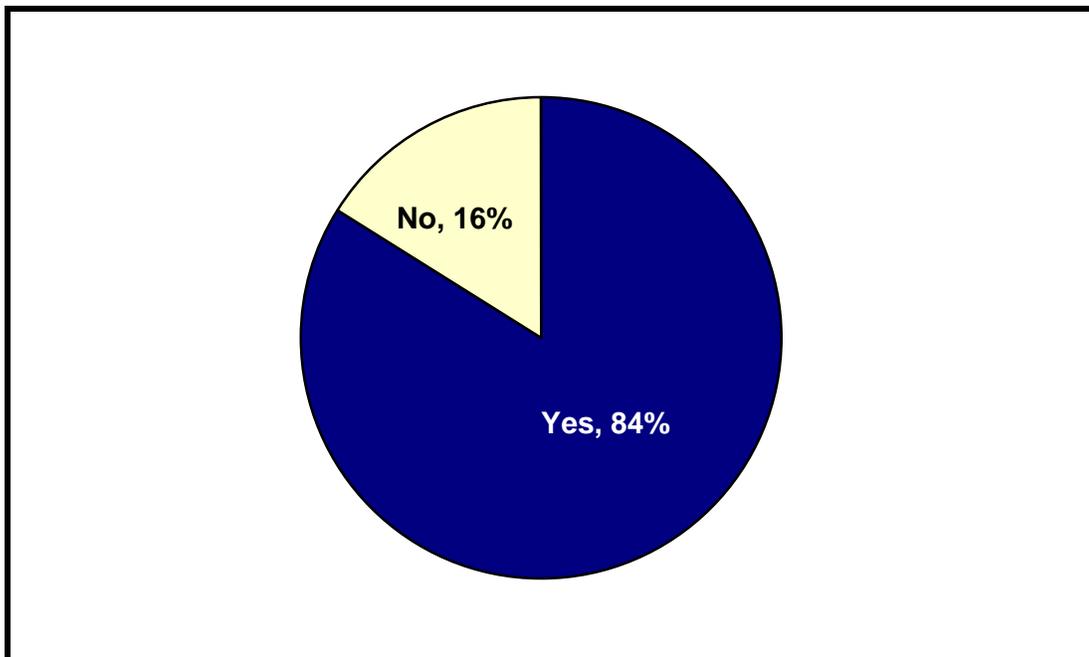
Work Schedule

The majority (84%) of Factoria employees report they usually work 35 hours or more per week in a position intended to last 12 months or more. This is similar to the 2005 survey results (87%).

Significantly more respondents who usually work at least 35 hours per week report they begin work at their work location between 6 and 9 a.m., compared to those who work fewer hours (87% compared to 46%, respectively).

- When comparing the results by the number of employees, significantly more respondents at large businesses (with 100 or more employees) report they usually work at least 35 hours per week, than respondents at businesses with fewer than 100 employees (99% compared to 71%, respectively).

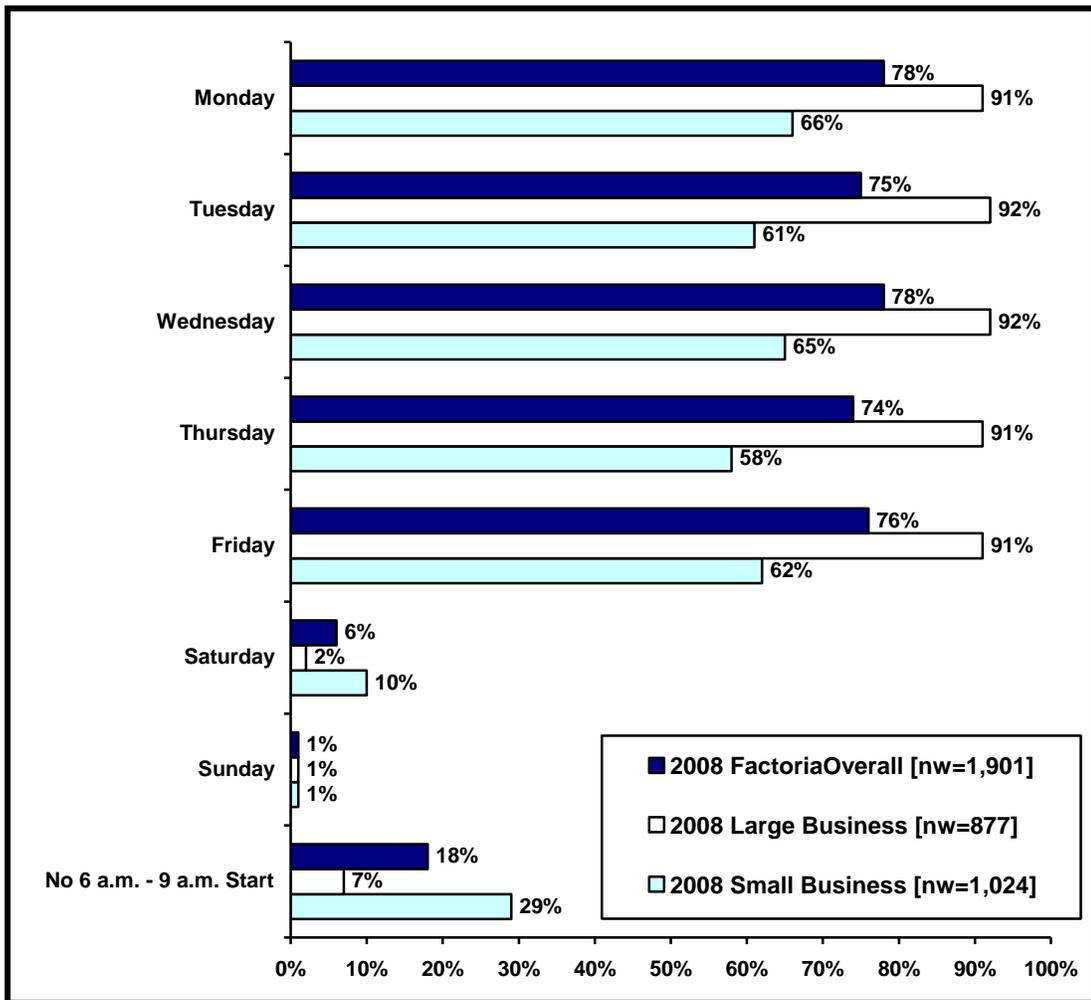
*Figure 100: Usually Work at Least 35 Hours per Week
Factoria
(Base=All Respondents [n_w=1,901])*



The majority of Factoria employees are scheduled to begin work between 6 and 9 a.m. Monday through Friday.

- Significantly more employees at large companies report they are scheduled to begin work between 6 and 9 a.m., compared to respondents at small businesses (98% compared to 66% of small business employees).
- Significantly more small business employees report they are not scheduled to begin work between 6 and 9 a.m. on any day compared to large business employees in the past week (29% compared to 7%, respectively).

**Figure 101: Scheduled to Work between 6 and 9 a.m.
Factoria
(Base=All Respondents)**



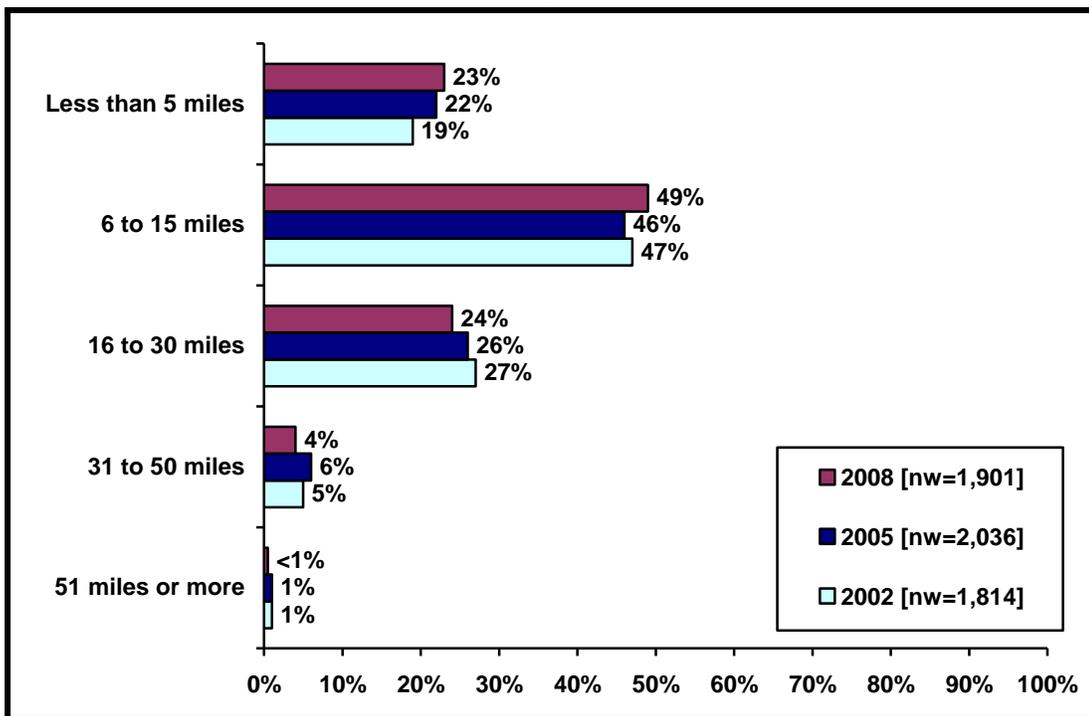
Commute Distance

The average commute distance, regardless of commute mode, for Factoria respondents has decreased significantly in 2008 compared to 2005 (13.04 miles compared to 14.44 miles).

More than two-thirds (72%) of respondents report they commute less than 16 miles one-way to work, and less than one percent (<1%) report they commute more than 50 miles one-way to work in 2008. These are similar to the results reported in 2005.

- The average commute distance is significantly longer for respondents at large businesses compared to employees at businesses with fewer than 100 employees (15.57 miles compared to 10.75 miles, respectively).

*Figure 102: Commute Distance
Factoria
(Base=All Respondents)*



The following table presents the reported one-way commute distance between respondents' home and work locations by major commute mode.

The average one-way commute distance for Factoria employees has changed slightly across all major commute modes

- The average one-way commute distance for Factoria employees who drive alone declined significantly in 2008 to 12.72 miles from 14.23 miles reported in 2005.
- While the average one-way commute distance for transit and vanpool commuters has increased to an average of 16.98 miles from 13.11 miles in 2005 for transit users and 27.07 miles from 25.17 miles in 2005 for vanpool users.

Table 103 :2005 Commute Distance by Commute Mode
(Base = Respondents Who Used Each Mode During Previous Week)

	SOV [n _w =1,482]	Carpool [n _w =303]	Vanpool [n _w =26*]	Transit [n _w =149]
5 miles or less	23%	17%	0%	15%
6 to 15 miles	51%	42%	9%	36%
16 to 30 miles	23%	33%	69%	39%
31 to 50 miles	3%	8%	15%	9%
51 miles or more	<1%	<1%	7%	<1%
Overall average distance	12.72 miles	15.52 miles	27.07 miles	16.98 miles
	Walk [n _w =36]	Bicycle [n _w =25*]		
Less than 1 Mile	31%	0%		
1 to 2 miles	63%	36%		
3 to 5 miles	3%	12%		
6 to 10 miles	3%	40%		
11 to 20 miles	1%	12%		
Overall average distance	1.30 miles	4.97 miles		

**Due to small sample size (n_w=26 and n_w=25) caution should be used when interpreting these result. This information is not projectable to the entire population.*

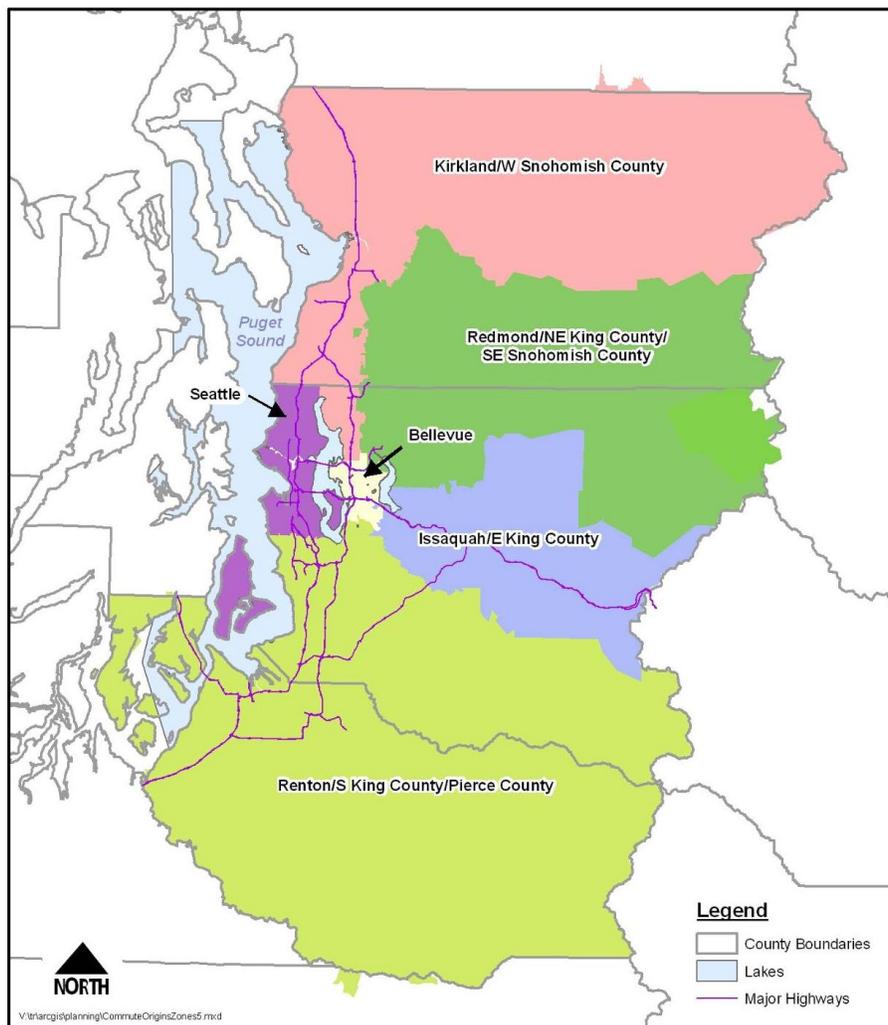
Location of Residence

All respondents were asked to provide their home zip code. The table below presents the area of residence by major geographic region.

**Table 104 : Residential Location of Employees
(BASE = All Respondents)**

	2008 Overall [n _w =1,901]	2008 Large Business [n _w =877]	2008 Small Business [n _w =1,024]
Bellevue	17%	14%	20%
Seattle	19%	22%	16%
Kirkland	6%	5%	7%
W Snohomish County	8%	11%	6%
Redmond / NE King County / SE Snohomish County	12%	10%	13%
Issaquah / E King County	9%	11%	8%
Renton / South King County / Pierce County	25%	23%	26%
Other	4%	5%	3%

Figure 105 : Commute Origin Zones



The following table illustrates the commute modes used by employees in Factoria by their residence location. Because some commuters used different modes on various days of the survey week, totals are greater than 100%.

**Table 106 : Commute Mode Used in the “Previous Week” by Location of Residence
(BASE = All Respondents)**

	Bellevue	Seattle	Kirkland	W Snohomish County	Redmond / NE King & SE Snohomish County	Issaquah / E King County	Renton / S King & Pierce County	Other
Drive alone	77%	84%	94%	79%	78%	76%	81%	79%
Carpool	24%	12%	6%	22%	14%	15%	20%	16%
Vanpool	0%	1%	1%	6%	1%	3%	2%	2%
Transit	5%	14%	3%	12%	2%	8%	8%	20%
Bike	3%	1%	<1%	0%	<1%	6%	<1%	0%
Walk	8%	<1%	<1%	0%	<1%	<1%	0%	0%
Telework	23%	5%	31%	21%	21%	2%	8%	6%

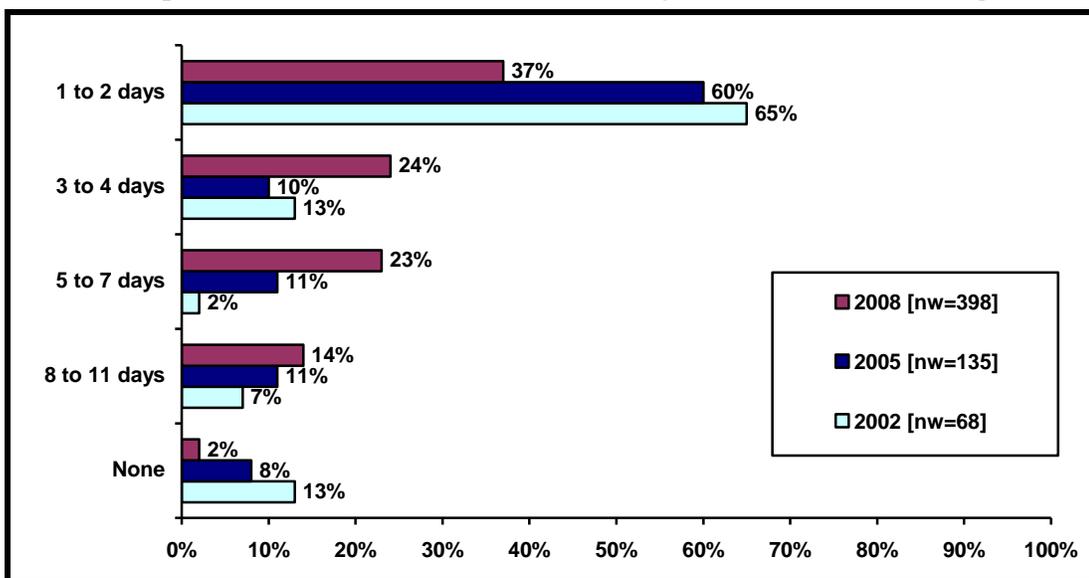
Telework

Twenty-two percent (22%) of Factoria employees report they telework at least one day in two weeks, on average. This is a significant increase from 7 percent (7%) in 2005.

Of those respondents who telework at least one day in two weeks, more than a third (37%) report they teleworked one or two days in the last two weeks.

**Figure 107: Number of Days Teleworked in Last Two Weeks
Factoria**

(Base= Respondents Who Telework At Least One Day in Two Weeks On Average)



Potential Commute Behavior

Likelihood to Try Alternative Modes

More than half of all employees in Factoria indicate taking a train (69%) or walking (64%) are not options for them as alternatives to driving alone.

- Compared to 2005, a significantly greater proportion of employees report they are already using bus (11% vs. 5%), telework (20% vs. 6%), or a compressed work-week (8% vs. 4%) as alternative to driving alone.
- A significantly smaller proportion of employees in 2008 indicate carpool (13% vs. 20%), vanpool (17% vs. 28%), bus (16% vs. 26%), bicycle (43% vs. 55%) and teleworking (21% vs. 35%) are not options for them.

**Table 108: Likelihood to Try Alternative Modes
(BASE = All Respondents)**

Mode	2008 [n _w =1,901]				2005 [n _w =2,036]				2002 [n _w =1,814]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	17%	38%	32%	13%	16%	34%	30%	20%	13%	35%	29%	23%
Vanpool	2%	25%	56%	17%	2%	21%	49%	28%	1%	23%	47%	30%
Bus	11%	33%	39%	16%	5%	31%	38%	26%	4%	23%	42%	31%
Train	1%	15%	15%	69%	<1%	14%	17%	69%	1%	13%	20%	66%
Bicycle	2%	14%	41%	43%	2%	12%	30%	55%	1%	8%	24%	67%
Walk	5%	6%	25%	64%	3%	4%	24%	69%	3%	26%	18%	54%
Telework	20%	50%	10%	21%	6%	46%	12%	35%	5%	51%	14%	30%
A compressed work week	8%	44%	17%	30%	4%	46%	14%	37%	2%	36%	14%	49%

When comparing respondents' likelihood to try alternative modes between large and small businesses, a significantly greater proportion of small businesses employees report most of the alternative modes are not options for them.

- Significantly greater numbers of small business employees indicate telework (33%) and a compressed work-week (42%) are not options for them, while nearly three quarters of large businesses' employees report they are likely to try telework (72%) and a compressed work-week (67%).

**Table 109: Likelihood to Try Alternative Modes by Business Size
(BASE = All Respondents)**

Mode	2008 Large Business [n _w =877]				2008 Small Business [n _w =1,024]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	25%	40%	28%	7%	11%	37%	35%	17%
Vanpool	5%	31%	52%	13%	0%	20%	59%	21%
Bus	13%	36%	37%	14%	9%	31%	41%	19%
Train	2%	18%	19%	61%	0%	12%	12%	76%
Bicycle	3%	17%	36%	44%	1%	12%	45%	43%
Walk	2%	5%	26%	67%	8%	7%	25%	61%
Telework	13%	72%	7%	8%	27%	28%	12%	33%
A compressed work week	3%	67%	13%	17%	14%	23%	21%	42%

Half of all employees in the Factoria area who report they drove alone to work, at least 80 percent of the time in the previous week indicate they are unlikely to try vanpool (54%) and nearly as many are unlikely to try the bus (43%) or bicycle (40%) as an alternative to driving alone.

Almost half of those employees indicate they are likely to try telework (54%), carpool (47%), or a compressed work week (48%). In addition, more than one-third (34%) indicate they are likely to try riding the bus.

**Table 110: Likelihood to Try Alternative Modes among Heavy SOV Mode Users
(BASE = Respondents Who Drive Alone to Work 80% or More of the Time)**

Mode	Heavy SOV Mode Users (80% or More of the Time) [n _w =1,073]			
	Do Now	Likely	Not Likely	Not An Option
Carpool	2%	47%	33%	18%
Vanpool	<1%	21%	54%	25%
Bus	4%	34%	43%	20%
Train	<1%	17%	16%	67%
Bicycle	1%	14%	40%	46%
Walk	2%	5%	28%	65%
Telework	13%	54%	8%	24%
A compressed work week	8%	48%	17%	27%

Opportunities to Encourage Employees to Try or Continue Using Alternative Modes

In 2008, the top five methods to encourage Factoria employees to use or continue using alternate modes include an opportunity to work at home (44%); a financial incentive for using a non-drive alone mode (35%); more frequent bus service at the work site (28%); an immediate ride home in case of an emergency (22%); and a more flexible work schedule to meet carpool, vanpool, the bus, etc. (13%).

Compared to 2005 results, the top five rankings changed in 2008.

- In 2005, an immediate ride home in case of an emergency was ranked as the third method that would encourage employees in Factoria to try or continue using alternatives to driving alone. This method is ranked fourth in 2008.
- Ranked fifth in both 2002 and 2005 was an employer-provided car for work purposes during work hours. This method of encouragement is no longer in the top five (sixth in 2008). Ranked fifth in 2008 is a more flexible work schedule to meet carpool, vanpool, the bus, etc.

**Table 111 : Top Five Ways to Encourage Employees to Try or Continue Using Alternative Modes
(BASE = All Respondents)**

	Percent of Employees 2008 [n _w =1,901]	Percent of Employees 2005 [n _w =2,036]	Percent of Employees 2002 [n _w =1,814]
Opportunity to work at home (telework)	44%	45%	24%
A financial incentive for using non-drive alone modes	35%	41%	41%
More frequent bus service at the work site	28%	21%	20%
An immediate ride home in case of an emergency	22%	26%	29%
A more flexible work schedule to meet carpool, vanpool, the bus etc.	13%	15%	18%

The list of the top five ways to encourage Factoria employees is very similar to the overall results across different business sizes. However, the order of items is slightly different in a few cases.

- The top five ranking for employees at large (100 or more employees) businesses is identical to the overall ranking.
- Employees at small businesses rank the top five methods of encouragement slightly differently. Financial incentive for using non-drive alone mode is ranked first and the opportunity to work at home (telework) is ranked second. Additionally, an employer-provided car for work purposes during work hours is ranked fifth among smaller business employees.

Appendices

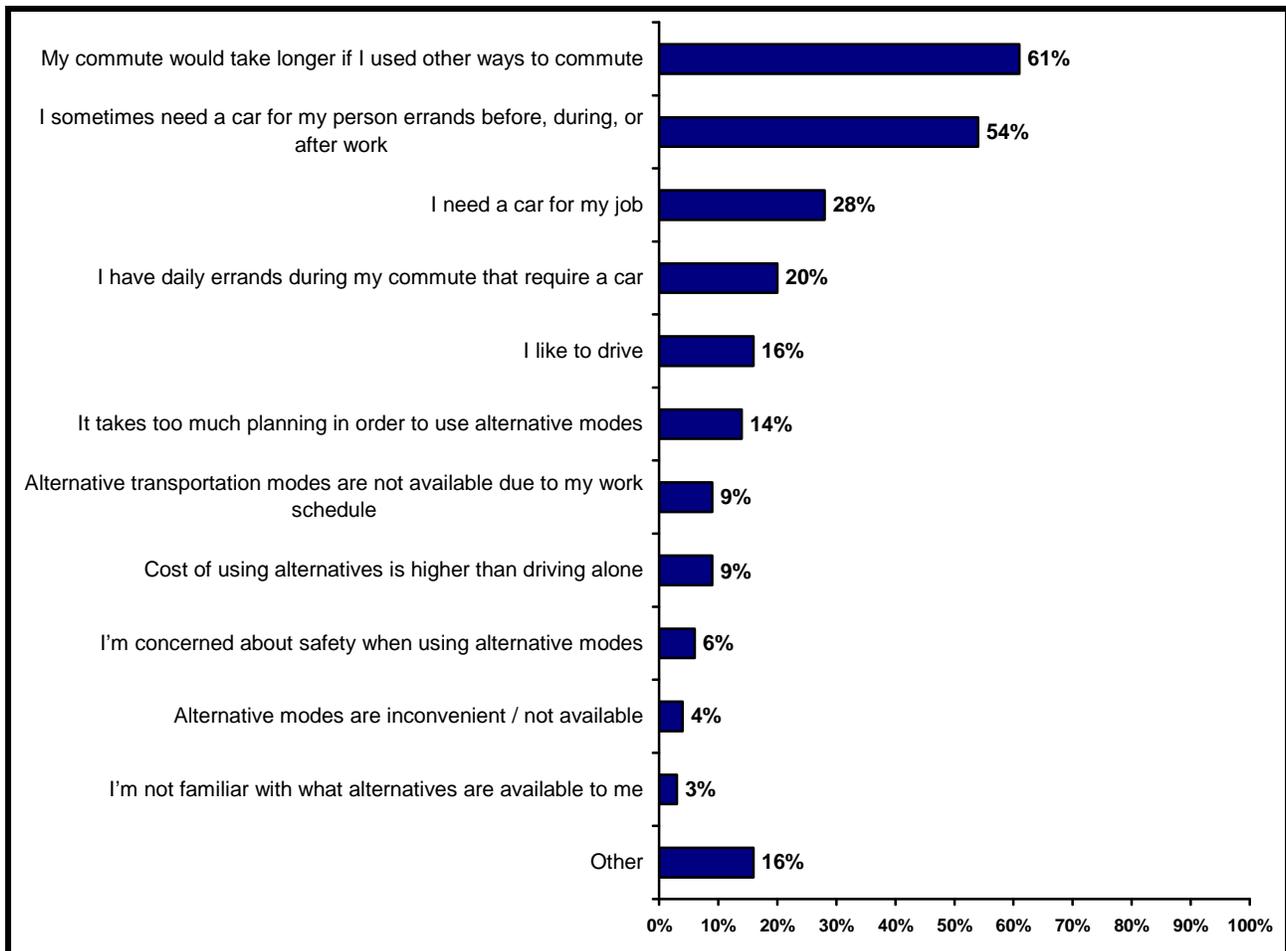
Appendix A – Analysis of Additional Downtown Data

An additional analysis was conducted of data collected among the downtown TMP building survey participants, as the online survey included a few additional questions intended to provide insight on reasons for their commute mode choices. No weights were applied for this analysis. The majority (94%) of the TMP survey participants live outside the downtown Bellevue area.

Reason for Driving Alone

Respondents that drove alone or motorcycled to work at least once in the previous week (74%) were asked to indicate up to three reasons why they made the decision to drive alone. The majority of employees that received this series of questions indicate that their commute would take longer if they used alternative modes of commuting (61%) and that they sometimes need a car for personal errands before, during or after work (54%).

Figure 112: Reason for Driving Alone
Online TMP Building Employee Survey
(Base=Drove Alone or Motorcycled to Work at Least Once in the Previous Week [n=1,386])

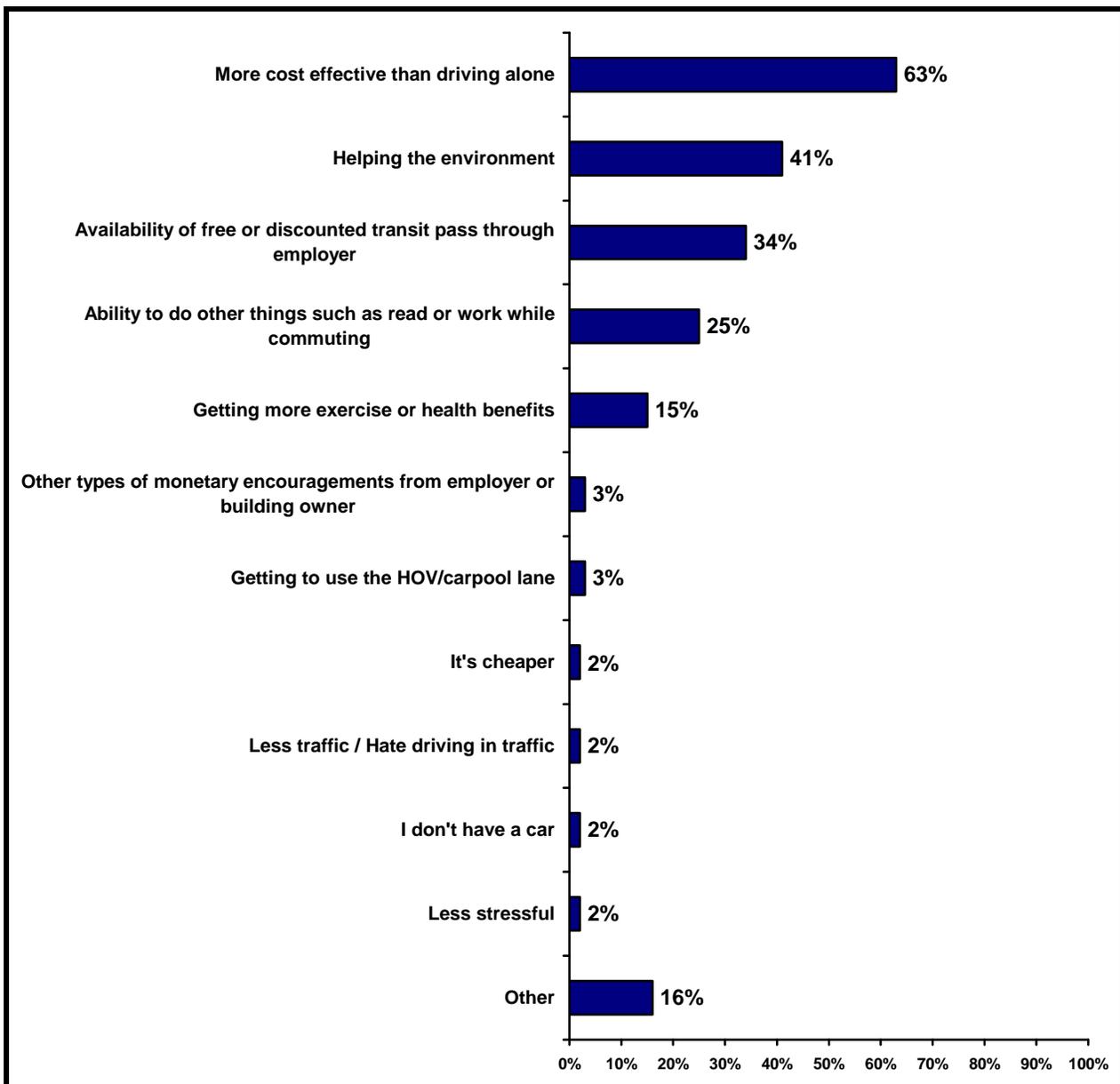


Reason for Using Alternative Commute Modes

Respondents that used an alternative commute mode at least once in the previous week (44%) were asked to indicate up to three reasons why they made the decision to use alternative mode to driving alone to work. Note, for this question, alternative commute modes were defined as carpooling, vanpooling, riding the bus or train, bicycling, walking or teleworking. Nearly two-thirds of employees that received this series of questions indicate that using alternative modes is more cost effective than driving alone (63%). In addition, four out of ten employees that received this series indicate that they use alternatives to driving alone because they feel they are helping the environment (41%) and one third (34%) report that they have a free or discounted transit pass through their employer.

*Figure 113: Reason for Using Alternative Commute Modes
Online TMP*

(Base= Used an Alternative Commute Mode at Least Once in the Previous Week [n=614])



Appendix B – New Bel-Red MMA 12

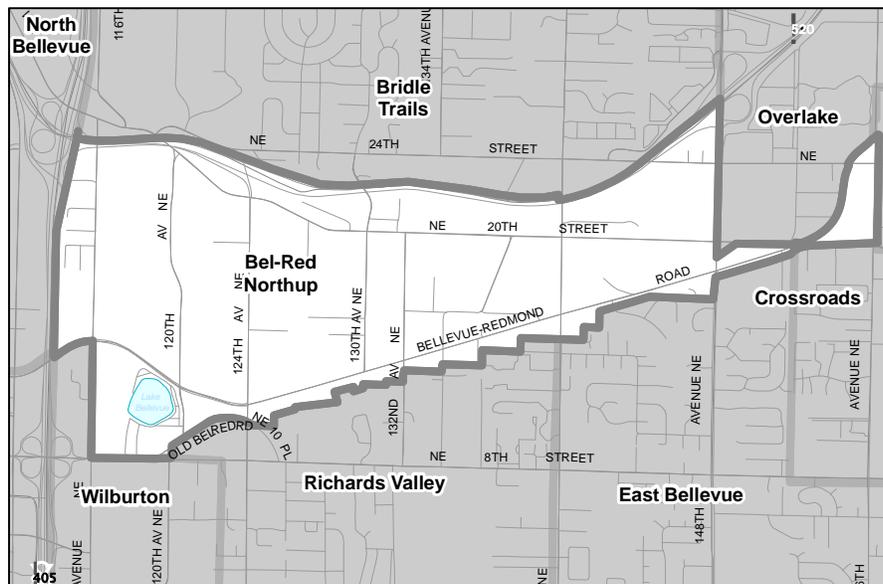
In February 2009, the City adopted revised boundaries for several Mobility Management Areas (MMAs) in the Bel-Red corridor area, as a step toward implementing the new development vision for the Bel-Red corridor. The area of the new Bel-Red MMA 12 has significant overlap with but also certain differences from the area covered by the former Bel-Red / Northrup MMA 4 (reported on in the body of this 2008 Mode Share Survey project report). The 2008 Mode Share Survey project included data collection at a small number of additional businesses in the newly defined Bel-Red MMA 12 in order to provide baseline data for the future use. In addition to those businesses in the Bel-Red / Northrup MMA 4, a total of 11 businesses that are not in the Bel-Red / Northrup MMA 4 boundary but are in the newly defined Bel-Red MMA 12, were recruited. Of those 11 recruited businesses, 2 businesses actually participated in the 2008 Mode Share Survey.

The following analyses are based on all businesses that are located in the newly defined Bel-Red MMA 12. The following weighting scheme was applied for the analysis using State “covered” employment data from Puget Sound Regional Council.

PSRC Data	% of Employees by Size of Business for Mobility Management Area <i>Bel-Red (New MMA 12)</i>
<i>Businesses w/1-99 employees (adjusted)</i>	73%
<i>Businesses w/100 employees or more</i>	27%

The total sample size for the new MMA 12 is 2,041 employees. This includes 103 employees at businesses with fewer than 100 employees and 1,938 employees at businesses with 100 or more employees. The margin of error associated with these sample sizes are as follows:

	Small Business		Large Business		Overall	
	Sample Size [n=]	Margin of Error	Sample Size [n=]	Margin of Error	Sample Size [n=]	Margin of Error
New MMA 12	103	+/- 9.7%	1938	+/- 2.2%	2041	+/- 2.2%



Commute Modes “Used During Previous Week”

All respondents were asked about the modes used to travel to work in the week prior to the survey period.

The majority of employees in the new Bel-Red MMA 12 (95%) indicate that the previous week was a normal work week.

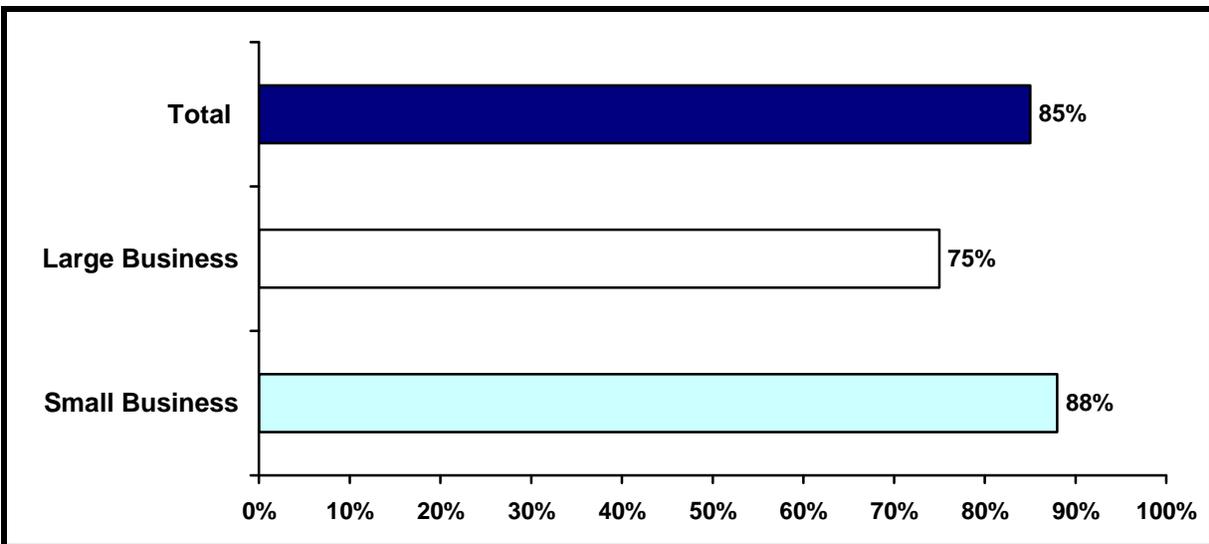
- A significantly larger proportion of small business employees (97%) indicate the week prior to completing the survey was their typical week for their commute, compared to 90% of large business employees.

Drive-Along Rate

The aggregate drive-alone rate for the new Bel-Red MMA 12 is 85%.^{§§}

- Small businesses have a significantly higher drive-alone rate than large businesses (88% compared to 75%, respectively).

*Figure 114: Drive-Along Rate
Bel-Red MMA 12
(Base=Number of Trips)*



^{§§} Note: The drive-alone rate calculation is a straight measure of Single Occupancy Vehicle vs. non-SOV modes used. This differs from the method used by the State of Washington for calculating the “SOV rate” at employers affected by the Commute Trip Reduction program as well as for the WSDOT GTEC Survey conducted in Summer 2008, wherein the “PersonScaleFactor” is applied for “compressed work week / days off”. The City has no specific policy basis for applying a weight to any particular mode and counts compressed work week days off as a simple “trip” by non-driving-alone mode.

Commute Mode Split

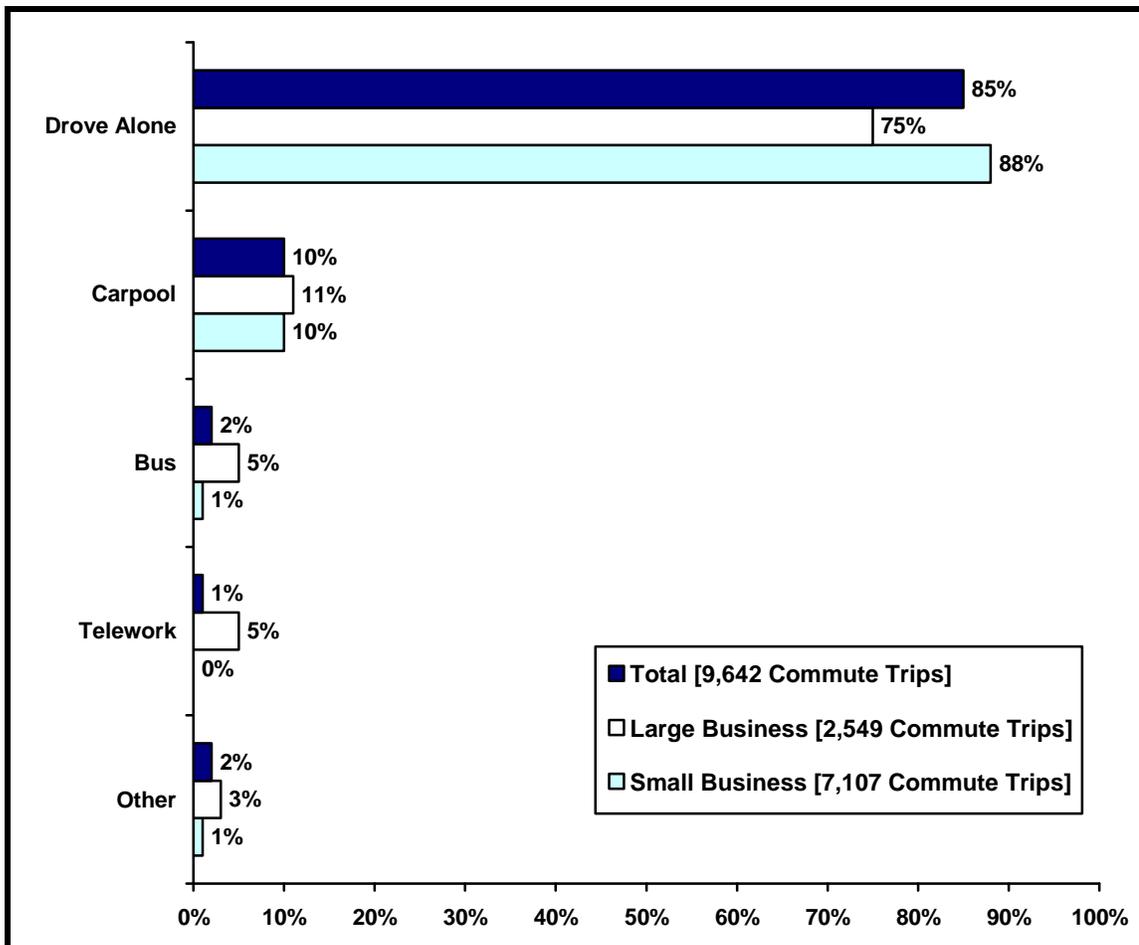
Commute Mode Split measures the type of transportation used by respondents to commute to work during the week prior to the survey. Data on commute mode taken during the week previous to the survey are based on the total number of commute trips to provide an aggregate measure for that entire week.

Regardless of business size and similar to other MMA results, driving alone represents the majority of commute trips among employees in the new Bel-Red corridor (75% of commute trips among large business employees and 88% of commute trips by small business employees).

Although the difference in the proportion of commute trips made by carpool is minimal between large and small businesses (11% vs. 10%), among large business employees commute trips by bus (5% vs. 1%) and telework (5% vs. 0%) represent a significantly larger proportion.

The remaining modes represent a very small proportion of commute trips among employees in the new Bel-Red MMA.

*Figure 115: Commute Mode Split
Bel-Red MMA 12
(Base=Number of Trips)*



Frequency of Alternative Mode Usage

The following table illustrates the frequency of each of the alternative modes used by employees in the Bel-Red MMA 12 who report they used alternative modes in the past week to commute to work.

Table 116 : Frequency of Commute Modes Used in the “Previous Week”
(BASE = Respondents Who Used Each of the Alternative Commute Modes)

	Carpool [n _w =282]	Vanpool [n _w =3]*	Transit [n _w =65]	Bicycle [n _w =7]*
Once a week	19%	0%	30%	35%
Twice a week	16%	0%	9%	26%
Three times a week	9%	25%	8%	13%
Four times a week	14%	8%	8%	9%
Five or more times a week	43%	67%	45%	17%

*Due to small sample size (n_w=3 and n_w=7) caution should be used when interpreting these result. This information is not projectable to the entire population.

Respondent Profile

Occupation of Respondents

One third (33%) respondents in the Bel-Red MMA 12 report they perform professional or technical work for their employer.

- Comparing the types of jobs or occupations between respondents at large and small businesses, respondents at large businesses are significantly more likely to be engaging in professional or technical work, customer service, or craft, production or labor.
- Respondents at small businesses are significantly more likely to report they perform sales or marketing functions.

Table 117 : Type of Work
(BASE = All Respondents)

	Percent of Employees 2008 [n _w =2,041]	Percent of Employees - 2008 Large Business [n _w =559]	Percent of Employees - 2008 Small Business [n _w =1,482]
Professional / Technical	33%	44%	28%
Sales / Marketing	15%	6%	19%
Management	14%	11%	15%
Administrative Support	12%	10%	14%
Customer Service	9%	15%	7%
Craft / Production / Labor	4%	8%	3%
Other	13%	7%	15%

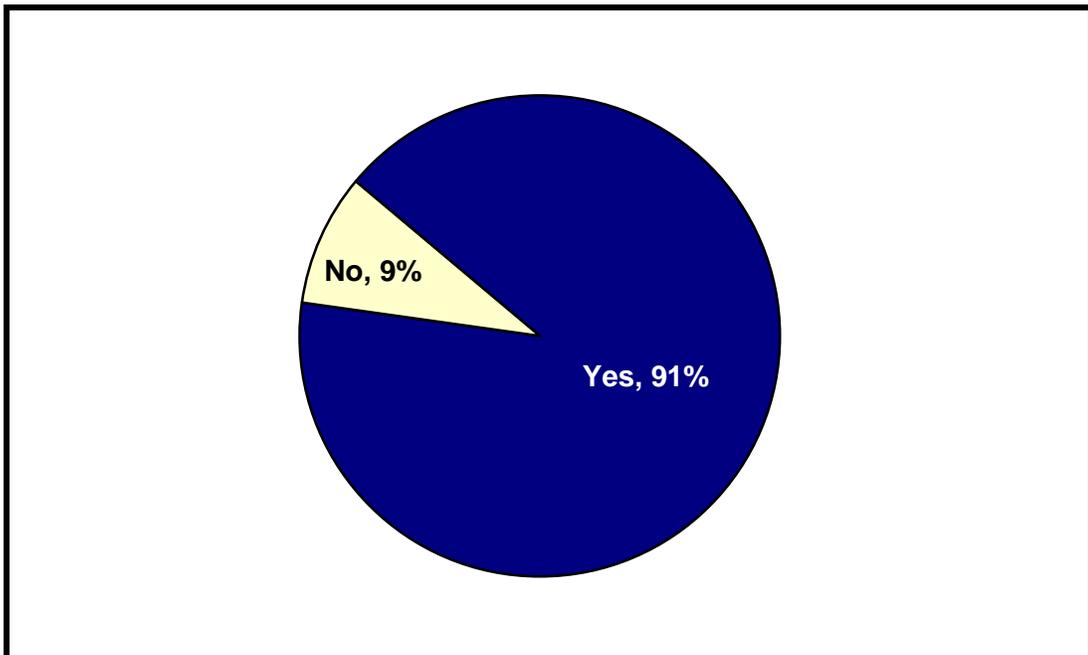
Current Commute Behavior

Work Schedule

The majority (91%) of Bel-Red MMA 12 employees report they usually work 35 or more hours per week in a position intended to last 12 months or more.

- When comparing the results by the number of employees, significantly more respondents at large businesses (with 100 or more employees) report they do not usually work at least 35 hours per week, than respondents at businesses with fewer than 100 employees (15% compared to 6%, respectively).
- Furthermore, significantly more respondents at small companies report they are scheduled to begin work between 6 and 9 a.m. (91% compared to 77% of large business employees).

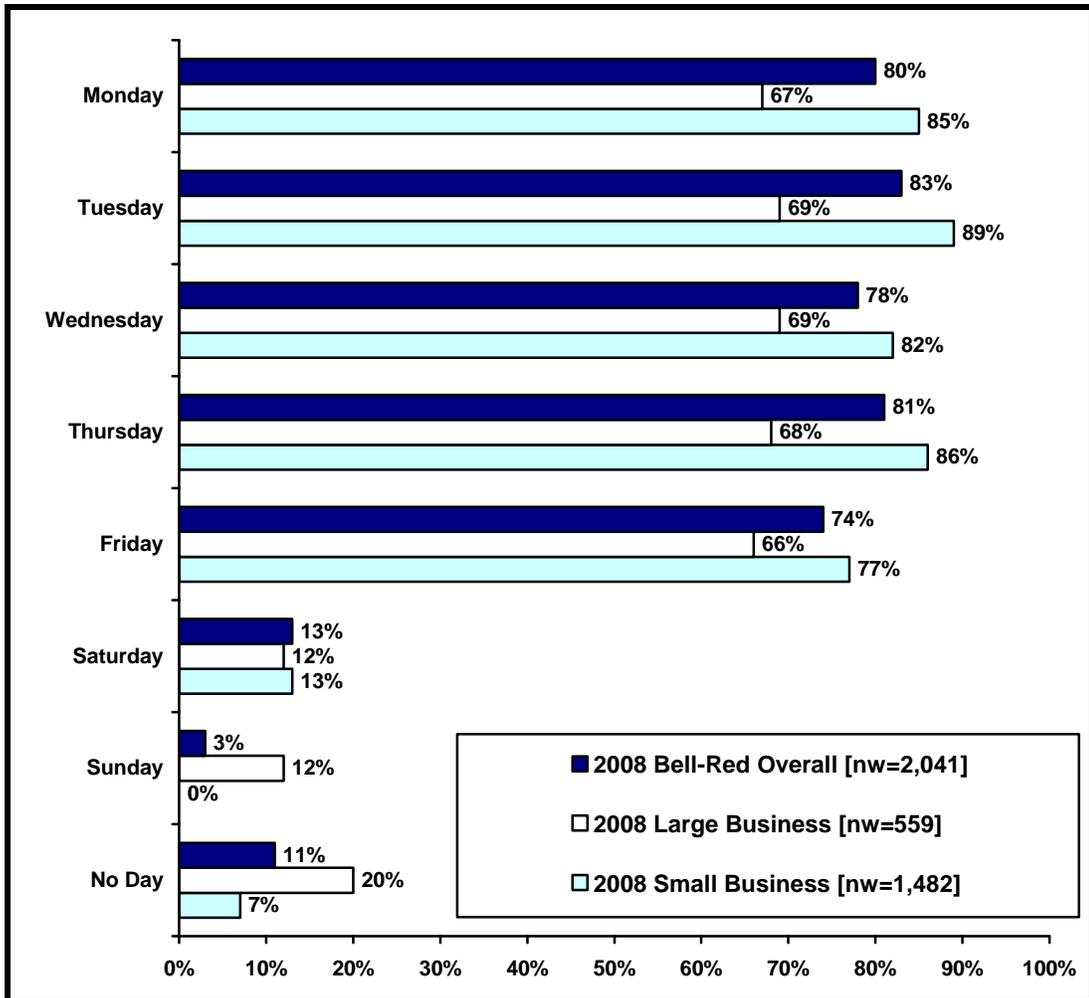
**Figure 118: Usually Work at Least 35 Hours per Week
Bel-Red MMA 12
(Base=All Respondents [n_w=2,041])**



Overall, seventy-four percent (74%) or more employees are scheduled to begin work between 6 and 9 a.m. Monday through Friday.

- Significantly more respondents at large companies (100 or more employees) report they are scheduled to begin work between 6 and 9 a.m. on Sunday, compared to respondents from smaller businesses (12% vs. 0%).

**Figure 119: Scheduled to Work between 6 and 9 a.m.
Bel-Red MMA 12
(Base=All Respondents)**



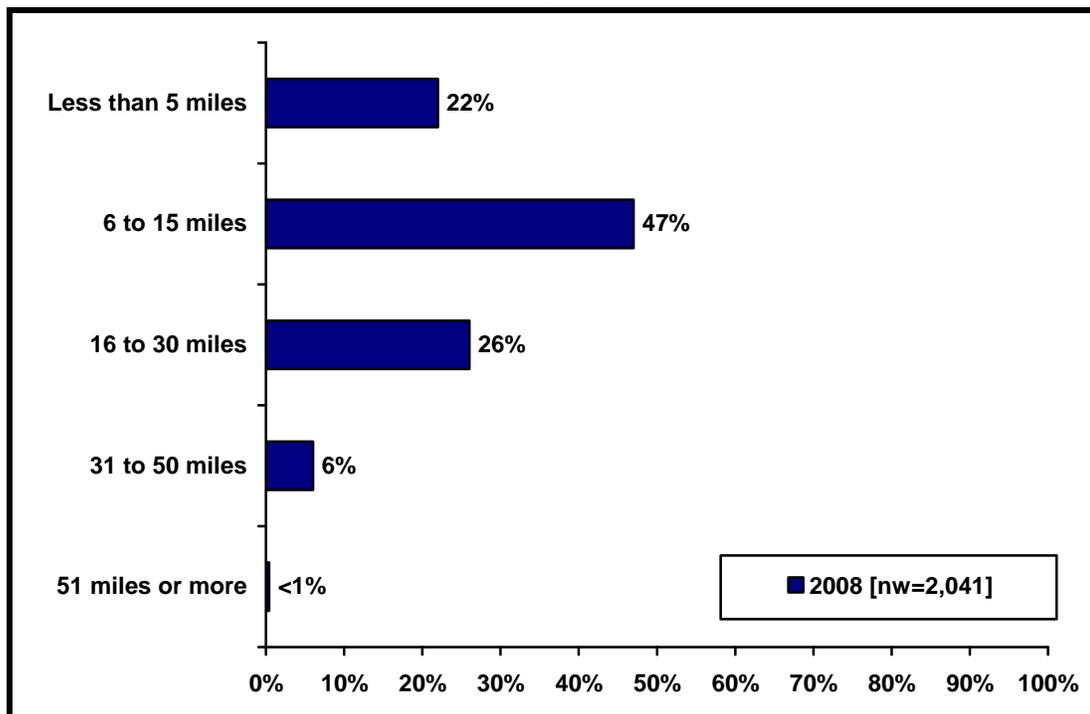
Commute Distance

The average commute distance, regardless of commute mode, for Bel-Red respondents is 13.83 miles.

The majority (68%) of respondents report they commute less than 16 miles one-way to work, and less than one percent (<1%) report they commute more than 50 miles one-way to work in 2008. (Sum of values in Figure 120 for commute distance less than 16 miles differs due to rounding).

- The average commute distance for employees at smaller businesses (fewer than 100 employees) is significantly shorter than for employees at large businesses (12.68 miles compared to 16.90 miles, respectively).
- Employees at large companies (more than 100 employees) are significantly more likely to live between 31 and 50 miles from work (10%) than are employees at smaller companies (4%).

*Figure 120: Commute Distance
Bel-Red MMA 12
(Base=All Respondents)*



The following table presents the reported one-way commute distance between respondents' home and work locations by major commute mode.

Table 121 :2008 Commute Distance by Commute Mode
(Base = Respondents Who Used Each Mode during Previous Week)

	SOV [n _w =1,782]	Carpool [n _w =282]	Vanpool [n _w =3]*	Transit [n _w =65]
5 miles or less	20%	33%	0%	33%
6 to 15 miles	48%	47%	33%	29%
16 to 30 miles	26%	15%	33%	35%
31 to 50 miles	6%	4%	25%	3%
51 miles or more	<1%	1%	8%	0%
Overall average distance	13.92 miles	11.60 miles	28.67 miles	13.24 miles
Less than 1 Mile		72%		0%
1 to 2 miles		13%		14%
3 to 5 miles		13%		0%
6 to 10 miles		0%		45%
11 to 20 miles		1%		32%
21 miles or more		0%		9%
Overall average distance		0.91 miles		10.95 miles

*Due to small sample sizes (n_w=3, n_w=7, and n_w=21) caution should be used when interpreting these result. This information is not projectable to the entire population.

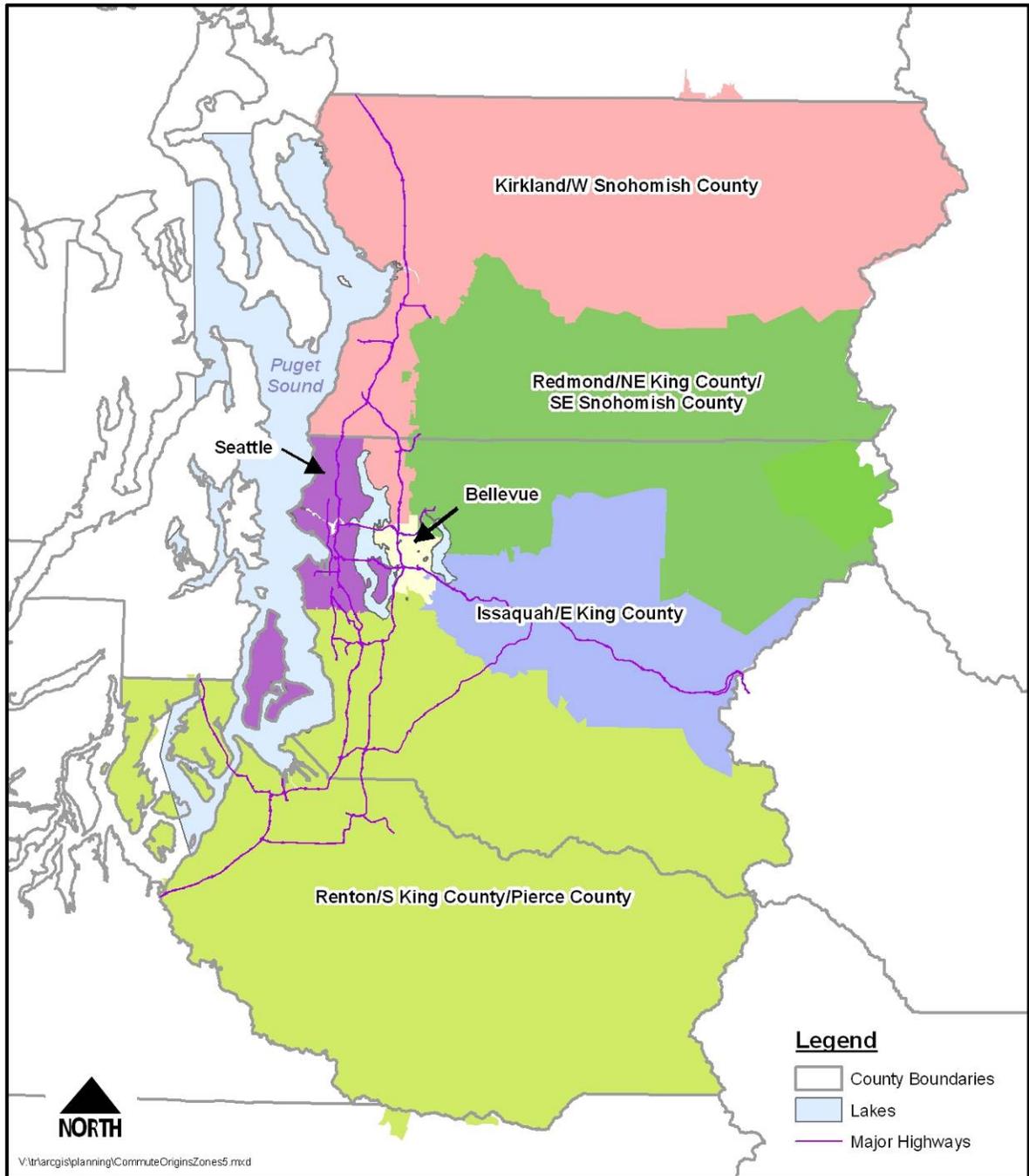
Location of Residence

All respondents were asked to provide their home zip code. The table below presents the area of residence by major geographic area.

Table 122 : Residential Location of Employees
(BASE = All Respondents)

	2008 Overall [n _w =2,041]	2008 Large Business [n _w =559]	2008 Small Business [n _w =1,482]
Bellevue	18%	15%	19%
Seattle	14%	14%	14%
Kirkland	4%	7%	3%
W Snohomish County	16%	16%	17%
Redmond / NE King County / SE Snohomish County	17%	16%	18%
Issaquah / E King County	7%	5%	7%
Renton / South King County / Pierce County	20%	21%	20%
Other	4%	5%	3%

Figure 123 : Commute Origin Zones



The following table illustrates the commute modes used by employees in the Bel-Red MMA 12 by their residence location. Because some commuters used different modes on various days of the survey week, totals are greater than 100%.

**Table 124 : Commute Mode Used in the “Previous Week” by Location of Residence
(BASE = All Respondents)**

	Bellevue	Seattle	Kirkland	W Snohomish County	Redmond / NE King & SE Snohomish County	Issaquah / E King County	Renton / S King & Pierce County	Other
Drive alone	87%	94%	77%	90%	92%	98%	91%	90%
Carpool	24%	14%	22%	19%	3%	2%	14%	7%
Vanpool	0%	<1%	<1%	<1%	0%	0%	0%	1%
Transit	2%	4%	3%	2%	6%	<1%	5%	3%
Bike	1%	<1%	1%	<1%	<1%	0%	<1%	2%
Walk	6%	0%	0%	0%	0%	0%	<1%	0%
Telework	1%	2%	4%	2%	2%	2%	2%	9%

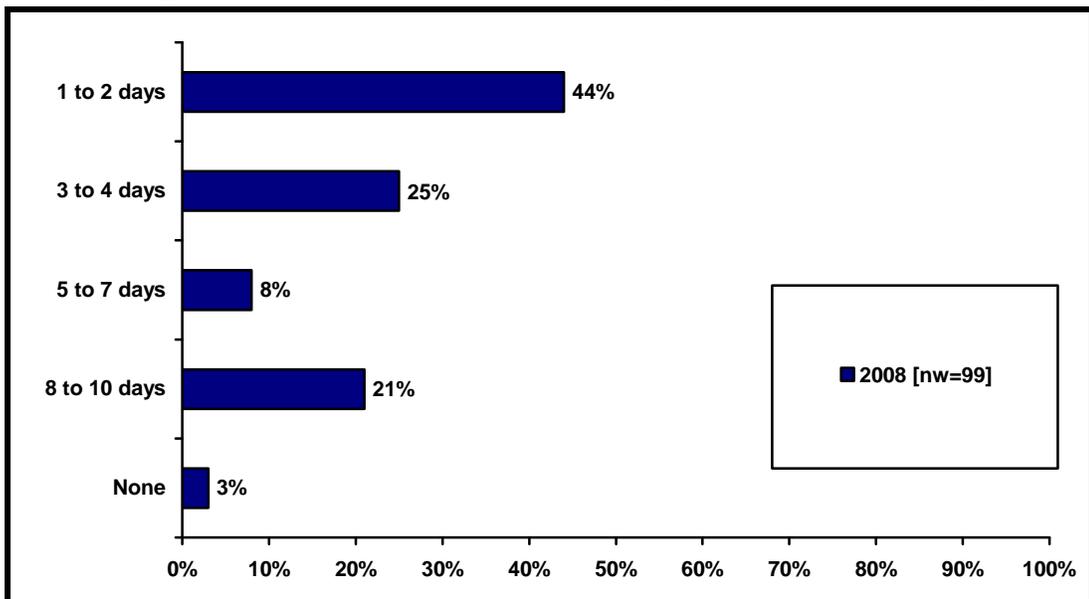
Telework

A very small proportion (5%) of the Bel-Red MMA 12 respondents report they telework at least one day in two weeks, on average.

Of those respondents who teleworked at least one day in the past two weeks, forty-four percent (44%) reported they teleworked one or two days in the last two weeks.

**Figure 125: Number of Days Teleworked in Last Two Weeks
Bel-Red MMA 12**

(Base= Respondents Who Telework At Least One Day in Two Weeks On Average)



Potential Commute Behavior

Likelihood to Try Alternative Modes

Overall, carpool and a compressed work week are the top two alternative modes that employees in the Bel-Red MMA 12 report they would be likely to try (37% and 36%, respectively).

More than two out of five (43%) of employees in this area indicate they are not likely to try vanpool or bus for their commute.

**Table 126: Likelihood to Try Alternative Modes
(BASE = All Respondents)**

Mode	2008 [n _w =2,041]			
	Do Now	Likely	Not Likely	Not An Option
Carpool	13%	37%	24%	26%
Vanpool	1%	24%	43%	33%
Bus	5%	26%	43%	26%
Train	<1%	13%	17%	69%
Bicycle	2%	11%	29%	57%
Walk	2%	6%	22%	70%
Telework	4%	27%	15%	53%
A compressed work week	7%	36%	16%	41%

The following compares likelihood to try alternative modes by business sizes:

- Significantly more large business employees indicate they currently use bus for their commute compared to small business employees (9% vs. 3%). Significantly more small business employees report they are not likely to ride a bus to commute (46% vs. 33% of large business employees).
- Large business employees are significantly more likely than small business employees to indicate they currently telework (10% vs. 2%). However, more than half of employees in both groups report telework is not an option for them (55% of large business employees and 53% of small business employees).
- Three in ten (31%) of large business employees indicate they would be likely to try vanpool for their commute, compared to 21% of small business employees.

**Table 127: Likelihood to Try Alternative Modes by Business Size
(BASE = All Respondents)**

Mode	2008 Large Business [n _w =559]				2008 Small Business [n _w =1,482]			
	Do Now	Likely	Not Likely	Not An Option	Do Now	Likely	Not Likely	Not An Option
Carpool	17%	36%	27%	20%	12%	38%	22%	28%
Vanpool	2%	31%	39%	28%	0%	21%	44%	35%
Bus	9%	31%	33%	27%	3%	25%	46%	26%
Train	<1%	18%	14%	67%	0%	12%	19%	70%
Bicycle	3%	13%	24%	60%	2%	10%	31%	57%
Walk	2%	5%	19%	73%	2%	6%	24%	69%
Telework	10%	26%	10%	55%	2%	28%	17%	53%
A compressed work week	6%	38%	14%	41%	7%	35%	16%	41%

Two out of five Bel-Red MMA 12 employees who are heavy SOV mode users indicate they are likely to try carpool (42%) or a compressed work-week (39%). The same proportion of respondents indicates that they are not likely to try vanpool and bus for their commute (42%).

**Table 128: Likelihood to Try Alternative Modes Among Heavy SOV Mode Users
(BASE = Respondents Who Drive Alone to Work 80% or More of the Time)**

Mode	Heavy SOV Mode Users (80% or More of the Time) [n _w =1,623]			
	Do Now	Likely	Not Likely	Not An Option
Carpool	2%	42%	28%	28%
Vanpool	<1%	24%	42%	34%
Bus	1%	27%	42%	29%
Train	<1%	13%	17%	70%
Bicycle	<1%	10%	28%	62%
Walk	2%	4%	19%	75%
Telework	3%	26%	15%	56%
A compressed work week	5%	39%	14%	43%

Opportunities to Encourage Employees to Try or Continue Using Alternative Modes

The top five methods to encourage Bel-Red MMA 12 employees to use or continue using alternate modes include a financial incentive for using a non-drive alone mode (34%); an immediate ride home in case of an emergency (30%); an opportunity to work at home (29%); an employer-provided car for work purposes during work hours (21%), and more frequent bus service at the work site (19%).

- Although the top three methods that would encourage Bel-Red area employees are the same regardless of the business size, small business employees are significantly more likely than large business employees to indicate having a transportation during lunch or break for personal errands would encourage them to try or continue to use alternative commute modes (22% compared to 8%, respectively).

**Table 129 : Top Five Ways to Encourage Employees to Try or Continue Using Alternative Modes
(BASE = All Respondents)**

	Percent of Employees 2008 [n_w=2,041]
A financial incentive for using non-drive alone modes	34%
An immediate ride home in case of an emergency	30%
Opportunity to work at home (telework)	29%
An employer-provided car for work purposes during work hours	21%
More frequent bus service at the work site	19%

C – Survey Instruments

The following are reproductions of the three survey instruments and brief descriptions of how each was used.

CTR / GTEC Survey Instrument (Paper)

Most data analyzed in this report was collected on the Washington State Department of Transportation Commute Trip Reduction paper survey form or an equivalent online survey that posed identical questions. Worksites affected by the Commute Trip Reduction requirements may opt to use the paper form or the online survey. The State-sponsored GTEC survey in Downtown used a virtually identical form with identical survey questions.



10033

Employee Questionnaire

AS AN ALTERNATIVE YOU MAY ACCESS THE SURVEY ONLINE AT: WWW.CTRSURVEY.ORG/GTEC ACCESS CODE: 110396

MARKING DIRECTIONS

• Use a No. 2 pencil
 • Fill in the circle completely.
 • Erase cleanly any marks you wish to change.
 • Do not make any stray marks on this form.

CORRECT MARK

INCORRECT MARKS

ALL QUESTIONS REFER TO WORK FOR THIS EMPLOYER ONLY.

1. Do you usually work 35 or more hours per week for this employer in a position intended to last 12 months or more?
 Yes No

2. Are you scheduled to begin work at your work location between 6 and 9 a.m.? Yes No

3. Last week, which days were you scheduled to begin work between 6 and 9 a.m.? (Mark all that apply.)
 Monday Tuesday Wednesday Thursday Friday Saturday Sunday None

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

- Fill in **ONLY ONE** type of transportation per day.
- If you used more than one type, fill in the type used for the **LONGEST DISTANCE**.
- Fill in "Carpool" only if at least one other person age 16 or older was in the vehicle.
- Fill in "Teleworked" if you eliminated a commute trip by working at home, at a Telework Center or at a Satellite Office less than one-half as far from home as your usual work location.
- If you used a ferry for the longest distance, fill in the type of transportation you took to the ferry terminal.

M	T	W	Th	F	Sa	Su	
<input type="radio"/>	Drove alone (or with children under 16)						
<input type="radio"/>	Carpooled (2 or more people)						
<input type="radio"/>	Vanpooled						
<input type="radio"/>	Motorcycle/Moped						
<input type="radio"/>	Took the bus						
<input type="radio"/>	Rode the train						
<input type="radio"/>	Rode a bicycle						
<input type="radio"/>	Walked						
<input type="radio"/>	Teleworked						
<input type="radio"/>	Compressed workweek day off						
<input type="radio"/>	Overnight business trip						
<input type="radio"/>	Did not work (day off, sick, etc.)						
<input type="radio"/>	Other: _____						

4b. If you are in a carpool or vanpool, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle, including yourself?

- One person
- Two people
- Three people
- Four people
- Five people
- Six people
- Seven people
- Eight people
- Nine people
- Ten people
- Eleven people
- Twelve people
- Thirteen people
- Fourteen people
- Fifteen or more people

4c. Was last week a typical week for commuting? Yes No

5. Which of the following most fits your normal work schedule?

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

6a. On average, do you telework at least one day in two weeks? Mark "yes" if you work at home or at a Telework Center or Satellite Office less than one-half as far from home as your usual work location.

- Yes (go to question 6b below)
- No (go to question 7a on the other side)

6b. How many days did you telework in the last two weeks?

- no days
- 1 day
- 2 days
- 3 days
- 4 days
- 5 days
- 6 days
- 7 days
- 8 days
- 9 days
- 10 days

Continued on Reverse



7a. Last week did you ride a ferry as part of your commute?
 No Yes

7b. Last week did you use a park-and-ride lot as part of your commute?
 No Yes

7c. **ONE WAY**, how many miles do you commute from home **TO** your usual work location?

- **DO NOT** use roundtrip or weekly distance.
- Include miles for errands or stops made daily on the way to work.
- If you telework, report the miles from your residence to your worksite.
- Round off the distance traveled to the nearest mile.
- Write numbers in the boxes and fill in the corresponding circles.
- The example is for an employee who lives 8 miles from work.

Example

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

8. What type of job do you do for this employer?
 (Fill in the one response that fits best.)

<input type="radio"/> Administrative support	<input type="radio"/> Sales / Marketing
<input type="radio"/> Craft / Production / Labor	<input type="radio"/> Customer Service
<input type="radio"/> Management	<input type="radio"/> Professional / Technical
<input type="radio"/> Other: _____	

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

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

10. Which of the following would most encourage you to try or to keep using an alternative to driving alone? Mark the **three** most important to you.

- a. An employer-provided car for work purposes during work hours
- b. Transportation during lunch or breaks for personal errands
- c. An immediate ride home in case of an emergency (guaranteed ride home)
- d. A more flexible work schedule to meet carpools, vanpools, the bus, etc.
- e. A financial incentive (allowance/subsidy) for using an alternative to driving alone
- f. A financial subsidy for giving up your parking space
- g. Priority, reserved, or discounted parking for carpools and vanpools
- h. Personalized help forming a carpool or vanpool
- i. Secured, covered parking for your bicycle
- j. Lockers and showers for walkers and bicyclists
- k. On-site childcare, banking, dry cleaning, fitness center or other services
- l. On-site food service or kitchen facility
- m. Personalized help finding bus times and routes
- n. More frequent bus service at the worksite
- o. More information about commute alternatives
- p. Opportunity to work at home (telework)
- q. Improved security at park-and-ride lots
- r. More spaces at park-and-ride lots
- s. Other: _____

11. How likely would you be to try the following ways of getting to work?

	do now	likely	not likely	not an option
carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
telework	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
a compressed work week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Answer question 12 only if you rode transit (either bus or train) at least once last week.

12. Last week, how many one-way transit rides did you take on each system listed below (for any purpose, not just getting to and from work)? If you transferred between buses within the same system, count only one (1) ride on that system. If you transferred to another system, count a ride on each. Do not count ferry rides. Write numbers in the boxes and fill in the corresponding circles.

King County Metro	Sound Transit	Community Transit	Pierce Transit	Kitsap Transit	Intercity Transit	Everett Transit	Island Transit	Skagit Transit	Other
0	0	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9

Thank you for completing the survey!

GTEC Online Survey Instrument

At worksites participating in the Downtown GTEC survey, employees had the option of completing the paper CTR survey or an online survey. The online survey included questions identical to the WSDOT CTR survey plus 17 additional questions. The majority (83%) of respondents used the paper survey form, with the remaining 17% responding online.



Washington State Department of Transportation

GTEC Survey

Thank you for participating in this online survey regarding your transportation activities. Your contributions are very important and greatly appreciated.

The survey should take about 15 minutes to complete. If you are interrupted or need to leave the survey and come back to finish, you may do so without starting over. The survey will start up where you left off. Just return to www.ctrsurvey.org/gtec and enter your survey Access Code.

Your responses to this survey are completely confidential, and all responses will be combined with those of other respondents and any identifying information will in no way be linked to the opinions you express.

Your participation is important for the success of the survey. In order to ensure your opinions are included, we ask that you complete the survey as soon as possible, but no later than [INSERT DATE].

Thank you for your participation. If you have any questions, please contact [TBA] during regular business hours.

Thanks again for your participation!

**Please enter the Access Code
printed on your paper survey form:**

Contact us: sesrcweb5@wsu.edu 1-800-833-0867 | - © SESRC 2008
Social and Economic Sciences Research Center, 130 Wilson Hall, Washington State University, Pullman, WA, 99164-4014 USA



Washington State Department of Transportation

GTEC Survey

Question 1 of 29

Last week, when were you scheduled to begin work? If you did not have assigned starting times, when did you start working each day?

	M	T	W	Th	F	Sa	Su
Midnight to 5:59 am	<input type="radio"/>						
6:00 am - 9:00 am	<input type="radio"/>						
9:01 am - 10:00 am	<input type="radio"/>						
10:01 am - 2:59 pm	<input type="radio"/>						
3:00 pm - 6:59 pm	<input type="radio"/>						
7:00 pm - 11:59pm	<input type="radio"/>						
Did not work	<input type="radio"/>						

|

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Question 2 of 29

Which of the following best describes your normal work schedule?

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

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Question 3 of 29

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

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

	M	T	W	Th	F	Sa	Su
Drove alone (or with children under 16)	<input type="radio"/>						
Carpooled (2 or more people)	<input type="radio"/>						
Vanpooled	<input type="radio"/>						
Motorcycled/Moped	<input type="radio"/>						
Took the bus	<input type="radio"/>						
Rode the train	<input type="radio"/>						
Rode a bicycle	<input type="radio"/>						
Walked	<input type="radio"/>						
Teleworked	<input type="radio"/>						
Boarded ferry with car/van/bus	<input type="radio"/>						
Used ferry as walk-on passenger	<input type="radio"/>						
Compressed workweek day off	<input type="radio"/>						
Overnight business trip	<input type="radio"/>						
Did not work (day off, sick, etc.)	<input type="radio"/>						
Other <input type="text"/>	<input type="radio"/>						

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Question 4 of 29

Last week did you use a park-and-ride lot as part of your commute?

- Yes
- No

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Question 5 of 29

On the days that you used a ferry or a park-and-ride lot last week, what type of transportation did you use to get to the ferry terminal or park-and-ride lot?

- Fill in ONLY ONE type of transportation per day.
- If you used more than one type to get to the ferry or park-and-ride lot, fill in the type used for the LONGEST DISTANCE.
- Fill in "Carpool" only if at least one other person age 16 or older was in the vehicle.

	M	T	W	Th	F	Sa	Su
Drove alone (or with children under 16)	<input type="radio"/>						
Carpooled (2 or more people)	<input type="radio"/>						
Vanpooled	<input type="radio"/>						
Motorcycled/Moped	<input type="radio"/>						
Took the bus	<input type="radio"/>						
Rode the train	<input type="radio"/>						
Walked	<input type="radio"/>						
Did not use ferry or park-and-ride	<input type="radio"/>						
Other <input type="text"/>	<input type="radio"/>						

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Washington State Department of Transportation

GTEC Survey

Question 6 of 29

If you are in a carpool or vanpool or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle, including yourself?

- One person
- Two people
- Three people
- Four people
- Five people
- Six people
- Seven people
- Eight people
- Nine people
- Ten people
- Eleven people
- Twelve people
- Thirteen people
- Fourteen people
- Fifteen or more people

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Washington State Department of Transportation

GTEC Survey

Question 7 of 29

Was last week a typical week for commuting?

- Yes
- No, please explain:

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Question 8 of 29

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

- DO NOT use round trip or weekly distance
- Include miles for errands or stops made daily on the way to work.
- If you telework, report the miles from your residence to your worksite.

Miles you commute one way

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Question 9 of 29

Which of the following represent your typical commute trip to and from your work location?

Select All That Apply To Your **Typical** Commute

- I have daily errand(s)/daycare pickup/drop-off during my commute
- I sometimes include personal errands during my commute
- I pick up or drop off carpool or vanpool partners at their residence
- My carpool/vanpool partners pick me up at my residence
- Someone in my family drops me off at work and returns home with the car
- Someone in my family drops me off at work and continues to his/her job
- I meet or drop off my carpool or vanpool partners at a park-and-ride
- I start the day in the field or different location than my regular worksite and then go to my regular worksite later
- I drive someone in my family to his/her work and continue to my job
- I drive someone in my family to a transit stop or park-and-ride for him/her to catch a bus or train or meet his/her carpool
- I commute to work location other than from home, please explain:
- None of the above

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Question 10 of 29

If you include errands in your commute to and from work, are you most likely to do so A) on the way to work, B) on the way home after work or C) during your lunch break. If you rarely or never do one of these errand types during your commute or lunch break, please leave the errand type blank. If you routinely do an errand both on the way to work and on the way home, please mark it both times (A and B).

	A On the way to work	B On the way home	C During lunch break
Childcare/School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grocery shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other types of shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Getting gas for the car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Going to the gym / other exercise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meal/snack/coffee	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical appointment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community / religious activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please Explain:

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Question 11 of 29

On days that you drive, carpool, vanpool, or motorcycle to work, where do you park? Select All That Apply.

- Free parking at work location
- Free parking on-street
- Paid parking at work location
- Paid on-street parking
- Paid parking at work location, but my employer reimburses me for part or all the cost
- I never drive, carpool, vanpool or motorcycle to work
- Private parking lot not at work location, with a fee
- Other; (please explain)

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Question 12 of 29

On days that you ride a bicycle to work, where do you leave your bicycle while at work?
Select All That Apply.

- Unsecured on-street bike rack or lockup
- Secure on-site parking facility at your work location
- Secure parking facility off-site of your work location
- In your office space
- Other, please explain
- I never ride a bicycle to work

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Question 13 of 29

On days that you drive, carpool, vanpool or motorcycle to work, how much do you pay for parking? *(If your employer reimburses you for part or all of your parking cost, answer what you pay before getting reimbursed.)*

Amount: \$ Per: Day
 Week
 Month

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Question 14 of 29

If you drove alone or motorcycled to work last week, which of the following best describe the reasons you drove alone to work? *Please select up to three reasons.*

- I need a car for my job
- Cost of using alternatives is higher than driving alone
- I have daily errand(s) during my commute that require(s) a car
- I'm not familiar with what alternatives are available to me
- I sometimes need a car for my personal errand(s) before, during, or after work
- It takes too much planning in order to use alternative modes
- My commute would take longer if I used other ways to commute
- I like to drive
- Alternative transportation modes are not available due to my work schedule
- I'm concerned about safety when using alternative modes
- Did not drive alone or motorcycle to work last week
- Other; (please explain)

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Question 15 of 29

If you took an alternative transportation mode to work any days last week instead of driving alone, which of the following best describes the reasons you did not drive alone to work? Please select *up to three* reasons.

- More cost effective than driving alone
- Availability of free or discounted transit pass through employer
- Getting more exercise or health benefits
- Other types of monetary encouragements from employer or building owner
- Helping environment
- Ability to do other things such as reading or working
- Did not use alternate modes to get to work last week
- Other; (please explain)

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Question 16 of 29

If you take public transit to your work location, how do usually you get to your first public transit mode?

- Drive to a park-and-ride lot/ transit center
- Drive closer to your work location and catch a bus
- Get dropped off at the bus stop or park-and-ride
- Walk directly to the bus stop/ train station/ ferry terminal
- Bike to the bus stop/ train station/ ferry terminal
- Or did you use some other way? (please explain)

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Question 17 of 29

The following information will be grouped together with other survey respondents to analyze trip patterns to **Bellevue**. Your responses will be kept confidential and will not be connected with your personal information.

What is your home address or major cross streets nearest to your home and zip code?

Address or Cross Streets:

City:

Zip Code:

What is the address or major cross streets nearest to your regular work location and zip code?

Address or Cross Streets:

City:

Zip Code:

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Question 19 of 29

Are you in a position intended to last 12 months or more for this employer?

- Yes
- No

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Question 20 of 29

How likely are you to try each of the following alternatives to commute to your work location?

	Very Unlikely	Somewhat Unlikely	Neither Likely nor Unlikely	Somewhat Likely	Very Likely	Do It Now	Not Available
Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telework	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A compressed work week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Question 21 of 29

Which of the following job types best describes your job position for this employer?

- Professional / technical
- Management
- Administrative support
- Retail sales
- Other sales
- Shop or production worker
- Craftsman or foreman
- Equipment operator
- Service worker, hospitality related
- Other service worker
- General laborer
- Other, Please explain:

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Question 22 of 29

Last week, how many one-way transit rides did you take on each system listed below (for any purpose, not just getting to and from work?)

→ If you transferred between busses within the same system, count only one (1) ride on that system. If you transferred to another system, count a ride on each. Do not count ferry rides.

- Pierce Transit
- Sound Transit
- King County Metro
- Intercity Transit
- Kitsap Transit
- Community Transit
- Everett Transit
- Island Transit
- Skagit Transit
- Gray's Harbor Transit
- Mason Transit
- Other

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Question 23 of 29

Compared to your commute two years ago, what has changed? Please check all that apply.

- My commute time became shorter
- My commute time became longer
- My commute time stayed roughly the same

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Question 24 of 29

Why did your commute time shorten? *Please check all that apply.*

- Traffic improved
- I ride public transportation and the schedule changed
- There was construction along my route that ended
- I am living in a different place
- I am working in a different place
- I start work earlier or later due to my work schedule
- I leave for work earlier or later, but my work schedule did not change
- I changed my commute mode (example: from car to bus)
- The types of errands I run during my commute changed.
- Other
- I changed my commute route

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Question 25 of 29

What changed about your commute route?

- I shifted from commuting on other roads to commuting primarily on the freeway
- I shifted from commuting on the freeway to commuting primarily on other roads
- Something else, please specify

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Question 26 of 29

Why did you shift your route from (freeway/other roads) to primarily (other roads/freeway)? *Please check all that apply.*

- Faster commute
- Less stressful commute
- To save gas
- To accommodate errands
- Safety concerns
- Work location changed
- Home location changed
- Other

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Question 27 of 29

Why did your commute time lengthen? (Please check all that apply).

- Traffic worsened
- I ride public transportation and the schedule changed
- Road construction began along my route
- I am living in a different place
- I am working in a different place
- My work schedule changed and I start work at a different time
- My work schedule did not change but I leave for work earlier or later
- I changed my commute mode (example: from car to bus)
- The types of errands I run during my commute changed.
- Other
- I changed my commute route

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Question 28 of 29

What changed about your commute route?

- I shifted from commuting on other roads to commuting primarily on the freeway
- I shifted from commuting on the freeway to commuting primarily on other roads
- Something else, please specify

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Question 29 of 29

Why did you shift your route from (freeway/other roads) to primarily (other roads/freeway)? Please check all that apply.

- Faster commute
- Less stressful commute
- To save gas
- To accommodate errands
- Safety concerns
- Work location changed
- Home location changed
- Other

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Washington State Department of Transportation

GTEC Survey

You are about to finish this survey.
To submit survey click the "Next" button below,
To review your answers you may click the "Back" button.

[<< Back](#) | [Next >>](#)



Washington State Department of Transportation

GTEC Survey

Your completed questionnaire has been received.
Thank You!

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TMP Survey / Mode Share Online Survey Instrument

Data at worksites participating in the Downtown TMP building survey was collected via an online survey instrument (only). Employees at worksites participating in the Mode Share Survey in the Bel-Red/Northrup, Crossroads, Eastgate and Factoria MMAs had the option of completing the paper CTR survey form or an online survey. The online survey included questions identical to the WSDOT CTR survey plus three additional questions (listed at the end).

**City of Bellevue
2008 Mode Share Survey
BELL-08-152
Online Questionnaire – 10/10/08**

INTRODUCTION

Thank you for participating in this online survey regarding transportation. Your participation in the survey is very important to us and we greatly appreciate it.

The survey should take about 7 minutes to complete. If you are interrupted or need to leave the survey and come back to finish, you may do so without starting over; the survey will start up where you left off by going back to the survey web site and entering your survey ID number.

Please know that your responses to this survey will be completely confidential; all responses will be combined with the responses of other respondents and any identifying information will in no way be linked to the opinions you express.

Your participation is important for the success of the survey. In order to ensure your opinions are included, we ask that you complete the survey as soon as possible, but no later than November 14, 2008.

After completing the survey, please print out the receipt so that you can submit it to your survey coordinator along with the paper survey you received from him/her as a confirmation. By completing the survey, you are eligible to participate in a drawing for a \$150 gift certificate; please fill out the separate entry form and submit it along with your survey receipt to your survey coordinator so that you will be entered in this drawing.

Thank you for your participation. If you have encountered any technical difficulty or need any technical assistance, please contact Ann Park at Opinion Research Northwest at abooth@nrwg.com or call her at 206-624-6465 during the regular business hours. If you have any questions regarding this survey, please contact Tomomi Watanabe at Opinion Research Northwest at tomomi@nrwg.com or call her at 206-624-6465 during regular business hours.

Thank you.

QUESTIONNAIRE

1 Do you usually work 35 or more hours per week for this employer in a position intended to last 12 months or more?

- Yes No

2 Are you scheduled to begin work at your work location between 6 and 9 a.m.?

- Yes No

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

- Monday Tuesday Wednesday Thursday Friday Saturday Sunday None

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

- Fill in **ONLY ONE** type of transportation per day.
- If you used more than one type, fill in the type used for the **LONGEST DISTANCE**.
- Fill in "Carpool" only if at least one other person age 16 or older was in the vehicle.
- Fill in "Teleworked" if you eliminated a commute trip by working at home, at a Telecommute Center or at a Satellite Office less than one-half as far from home as your usual work location.
- If you used a **ferry** for the longest distance, fill in the type of transportation you took **to the ferry terminal**.

M	T	W	Th	F	Sa	Su	
<input type="radio"/>	Drove alone (or with children under 16)						
<input type="radio"/>	Carpooled (2 or more people)						
<input type="radio"/>	Vanpooled						
<input type="radio"/>	Motorcycled/Moped						
<input type="radio"/>	Took the bus						
<input type="radio"/>	Rode the train						
<input type="radio"/>	Rode a bicycle						
<input type="radio"/>	Walked						
<input type="radio"/>	Teleworked						
<input type="radio"/>	Compressed workweek day off						
<input type="radio"/>	Overnight business trip						
<input type="radio"/>	Did not work (day off, sick, etc.)						
<input type="radio"/>	Other (Please explain: _____)						

4b [ASK IF 4a = 2, 3, OR 4] **When you are in a carpool or vanpool or when you ride a motorcycle**, how many people (age 16 or older) are usually in the vehicle, including yourself?

- One person Four people Seven people Ten people Thirteen people
 Two people Five people Eight people Eleven people Fourteen people
 Three people Six people Nine people Twelve people Fifteen or more people

4c Was last week a typical week for commuting?

- Yes No

5 Which of the following best describes your normal work schedule?

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

6a On average, do you telework at least one day in two weeks?

- Yes [SKIP TO 6b] No [SKIP TO 7a]

6b How many days did you telework in the last two weeks?

- no days 1 day 2 days 3day2 4 days 5 days
 6 days 7 days 8 days 9 days 10 days

7a Last week did you ride a ferry as part of your commute?

- Yes No

7b Last week did you use a park-and-ride lot as part of your commute?

- Yes No

7c **ONE WAY**, how many miles do you commute from home TO your usual work location?

- **DO NOT** use round trip or weekly distance.
- Include miles for errands or stops made daily on the way to work.
- If you telework, report the miles from your residence to your worksite.
- Round off the distance traveled to the nearest mile.
- Write number in the space provided.

_____ Enter the number of miles you travel in your commute
ENTER 999 IF YOU WISH NOT TO ANSWER THIS QUESTION.

8 What type of job do you do for this employer?

- Administrative support
- Craft / Production / Labor
- Management
- Sales / Marketing
- Customer Service
- Professional / Technical
- Other (Please explain: _____)

9 What is your home zip code?

_____ Enter your zip code

- Prefer not to answer

10 Which of the following would most encourage you to try or to keep using an alternative to driving alone?

- An employer-provided car for work purposes during work hours
- Transportation during lunch or breaks for personal errands
- An immediate ride home in case of an emergency (guaranteed ride home)
- A more flexible work schedule to meet carpools, vanpools, the bus, etc.
- A financial incentive (allowance/subsidy) for using an alternative to driving alone
- A financial subsidy for giving up your parking space
- Priority, reserved, or discounted parking for carpools and vanpools
- Personalized help forming a carpool or vanpool
- Secured, covered parking for your bicycle
- Lockers and showers for walkers and bicyclists
- On-site childcare, banking, dry cleaning, fitness center or other services
- On-site food service or kitchen facility
- Personalized help finding bus times and routes
- More frequent bus service at the worksite
- More information about commute alternatives
- Opportunity to work at home (telework)
- Improved security at park-and-ride lots
- More spaces at park-and-ride lots
- Other (Please explain: _____)

11 How likely are you to try the following ways to getting to work?

	Do Now	Likely	Not Likely	Not an Option
Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telework	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A Compressed work week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12 [ASK IF 4a = 1 OR 4 ON ANY DAY] When you drove or motorcycled alone to work last week, which of the following best describe the reasons you drove alone to work?

Please select **up to three** reasons.

- I need a car for my job
- Cost of using alternatives is higher than driving alone
- I have daily errands during my commute that require a car
- I'm not familiar with what alternatives are available to me
- I sometimes need a car for my personal errands before, during, or after work
- It takes too much planning in order to use alternative modes
- My commute would take longer if I used other ways to commute
- I like to drive
- Alternative transportation modes are not available due to my work schedule
- I'm concerned about safety when using alternative modes
- Other (Please explain: _____)

13 [ASK IF 4a = 2, 3, 5, 6, 7, 8 OR 9 ON ANY DAY] When you took alternative transportation mode to work any day last week instead of driving alone, which of the following best describe the reasons you did not drive alone to work?

Please select **up to three** reasons.

- More cost effective than driving alone
- Availability of free or discounted transit pass through employer
- Getting more exercise or health benefits
- Other types of monetary encouragements from employer or building owner
- Helping the environment
- Ability to do other things such as read or work while commuting
- Other (Please explain: _____)

14 Do you live in downtown Bellevue?

- Yes No Prefer not to answer

Thank you for participating!

Please remember to print out your receipt and return it to your survey coordinator.