

**Commute
Seattle**

Seattle Commute Survey

2020



Seattle
Department of
Transportation

W

DEPARTMENT OF URBAN
DESIGN & PLANNING
UNIVERSITY of WASHINGTON
College of Built Environments



MOBILITY
INNOVATION
CENTER
at the
UNIVERSITY of WASHINGTON

City
Wide
Report

Acknowledgement

This research was made possible by funding provided by the Seattle Department of Transportation and Commute Seattle. The authors would like to thank Alex Hudson, Elizabeth Baer, Jace Van Kleek, and Zarina Infante for their thoughtful collaboration and support. We would also like to acknowledge Sarah Spicer, Matthew Trecha, and Ellie Smith at the Seattle Department of Transportation for their guidance to help make this successful. Thank you to Alex Deans-Gravlee, Michael Wandler and the rest of the Washington State Department of Transportation Travel Demand Management team. Additionally, we are very grateful for each person who participated in the survey and the Employee and Building Transportation Coordinators in the city. Their time and insights were instrumental in making this all possible.

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Citation

Sa, H., Shen, Q., Treece, B., Ashour, L., Winner, K., Peters, T. (2025) Seattle 2024 Commute Survey. Seattle, WA: Mobility Innovation Center, University of Washington

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Executive Summary

How people commute and get to other important places in their lives is dynamic. Travel decisions are shaped by major life changes — whether it's a new child, a move, a new job, or a pandemic. The COVID-19 pandemic and its aftermath brought about profound behavior shifts, starting with remote work mandates, followed by hybrid work arrangements, and now an increasing call for in-person work across industries. As the city and workplaces evolve in a post-pandemic world, people continue to navigate new options for traveling to work, school, and other destinations.

Prior to 2020, Seattle experienced a decade-long trend of reduced drive-alone commute trips. The 2024 Seattle Commute Survey reveals that city-wide drive-alone commutes are trending upward for the first time in ten years.

This increase coincides with the highest levels of in-person work since the onset of the COVID-19 pandemic. As more people return to offices after years of social and personal change, a regional commitment to accessing safe, efficient, and reliable transit service, alongside implementing Transportation Demand Management strategies is more important than ever. These strategies—such as commuter education, transportation incentives, and employee benefits—are essential to encourage more sustainable transportation choices.

As people develop new routines, it is clear from our survey that time, flexibility, reliability, and affordability are the primary considerations for how people travel in Seattle. To meet these needs and encourage greater use of public transit and other mobility options, our transportation system must be reliable and affordable. At the same time, employers must continue to implement programs that support non-drive-alone commutes.



27%
of commuters
drove alone
to downtown
Seattle in 2024

People who
**bike, scoot
& walk**
are the most
satisfied
commuters

People who
drive alone
are the least
satisfied
commuters

**Time,
flexibility,
reliability &
affordability**
are the top
considerations
people make
when deciding
how to travel

Introduction

The 2024 Seattle Commute Survey provides insights into the behavior and motives of people traveling to work, school, and other key destinations. The findings provide a snapshot of current travel trends, collected in fall 2024, and a comparison of travel behavior over time.

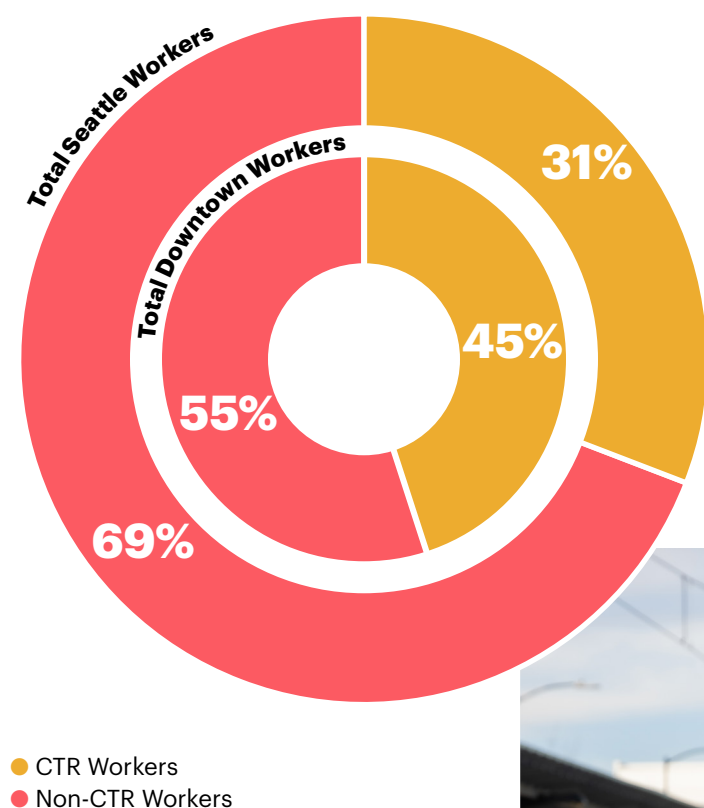
The Seattle Commute Survey leverages a program requirement of Washington State's Commute Trip Reduction (CTR) law. Enacted in 1991, the statewide CTR law is intended to alleviate traffic congestion and improve air quality by encouraging drive-alone commuters to shift to alternative modes of transportation. Worksites with 100 or more full-time employees who begin their shift between 6 and 9 a.m. must meet CTR-program requirements, including a biennial Commuter Survey to measure employees' commute habits.

Since 2010, Commute Seattle has conducted a celebrated expansion of the survey to include responses from employees at small businesses that are not required to comply with the CTR law. Previously known as the "Center City Mode Split Survey," the results historically tracked trends and changes in travel behavior for commuters to downtown Seattle.

The 2024 Seattle Commute Survey – conducted in partnership with the University of Washington Mobility Innovation Center and Department of Urban Design and Planning – includes responses from across the city, not just downtown, from employees at CTR-affected businesses, small businesses, and tenants at buildings affected by a Transportation Management Program (TMP). The survey includes over 75,000 responses, with over 90% of responses from CTR-affected employees. New to the survey this year are responses from over 1,400 college students at five major institutions across the city. The result is the broadest picture to date of travel patterns, behavior, motives, and needs of people moving across the city.

Findings from the Seattle Commute Survey help public and private partners — including the Seattle Department of Transportation, Downtown Seattle Association, King County Metro, and Sound Transit — better understand travel choices commuters are making and plan for impacts on transportation infrastructure, climate, and local economy.

CTR Workers Compared to Total Seattle Worker Population



CTR-affected employees make up 31% of the total Seattle workforce.

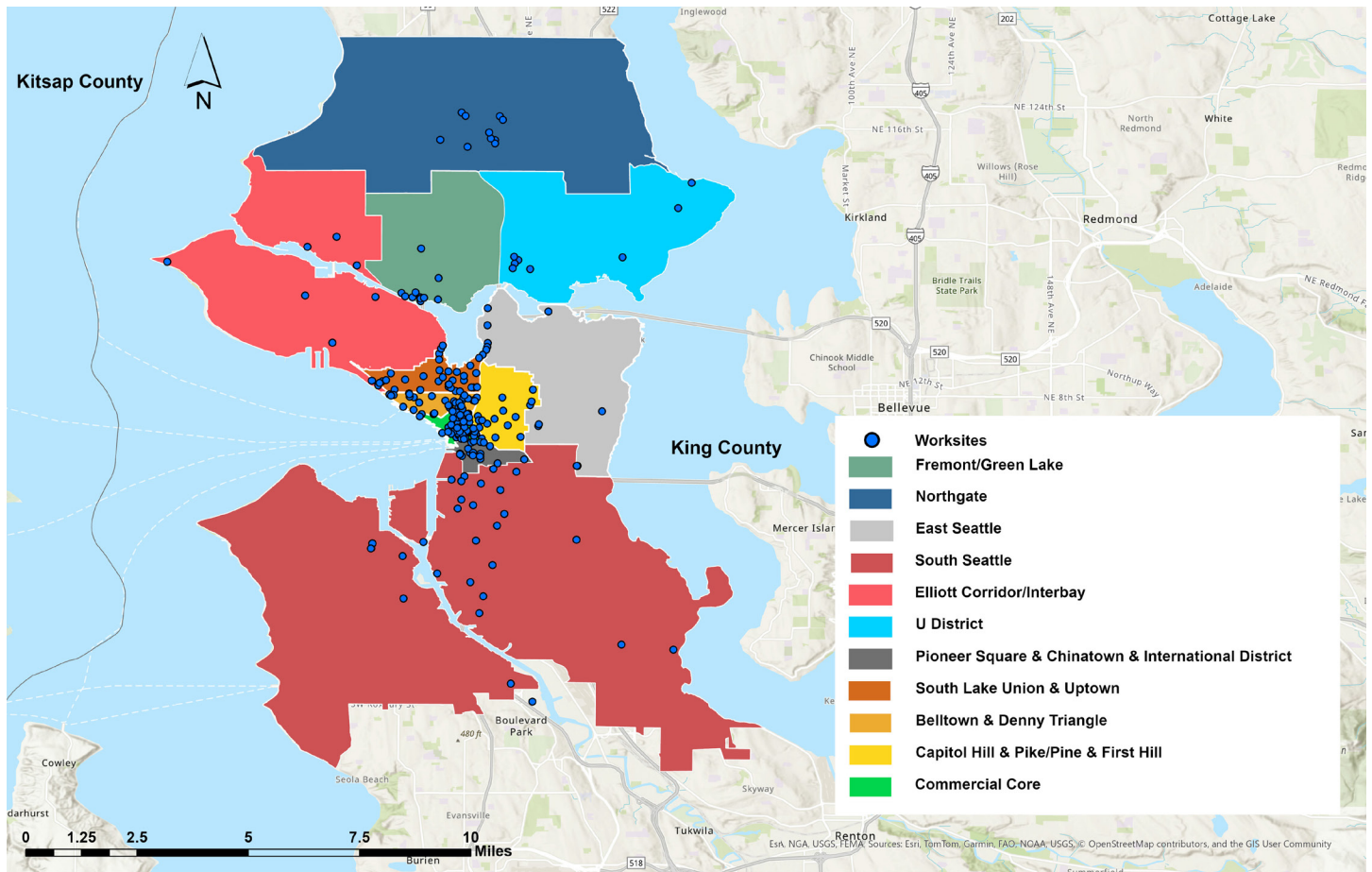
52% of Seattle workers are in Center City

45% of Center City workers are CTR-affected

Total Seattle workers N = 644,346.
Downtown workers N = 336,959.
Total CTR workers N = 198,055.
Total CTR workers in Center City N = 150,656.



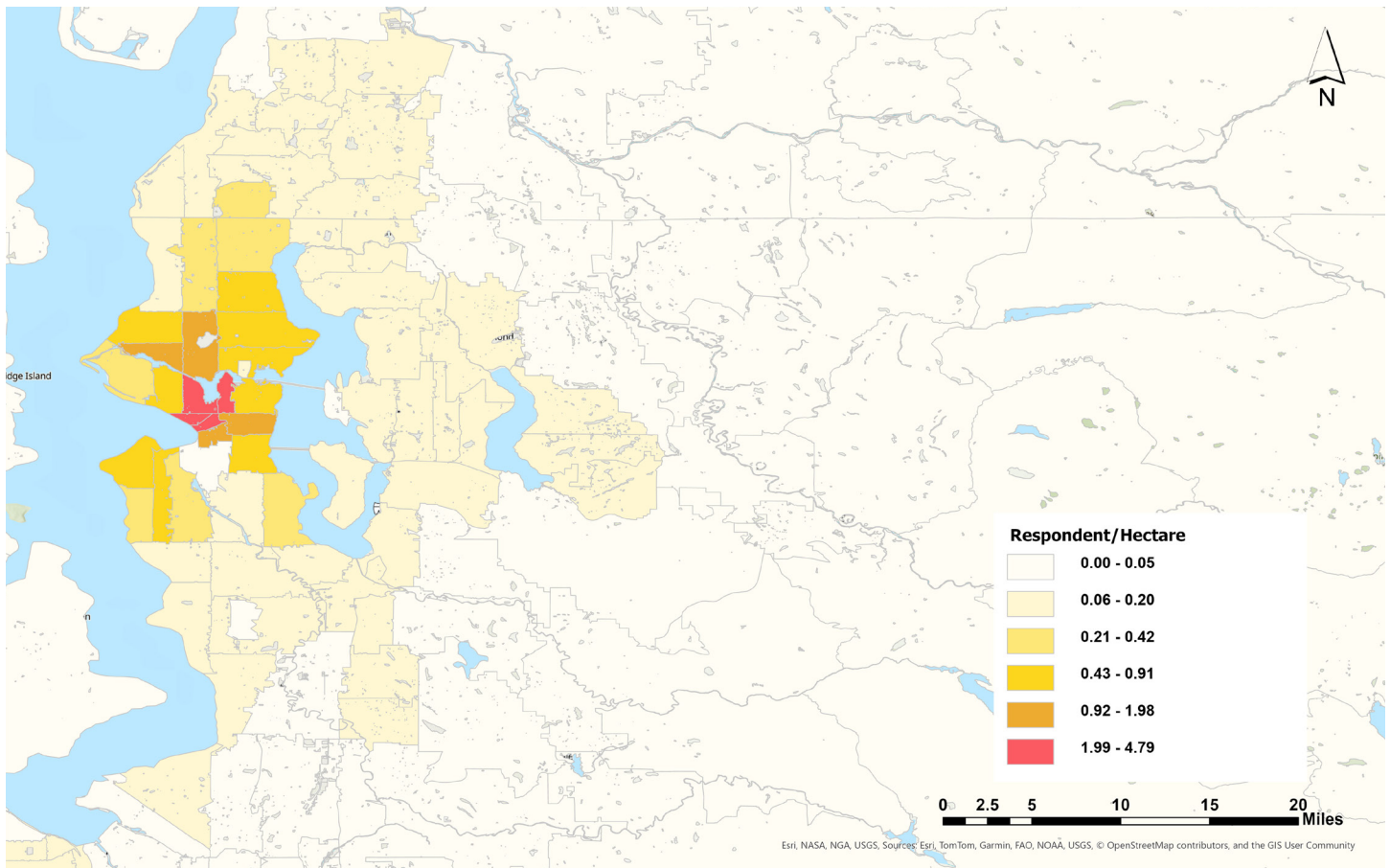
Locations of Respondent Worksites



Spatial distribution of worksites in Seattle. Q4b. N = 74,603.

Building off of the 2022 Seattle Commute Survey, the 2024 Seattle Commute Survey includes responses from across the city, not just Center City. Prior Mode Split surveys focused on Center City where the highest concentration of CTR-employees work, which includes Commercial Core, Belltown, Denny Triangle, South Lake Union, Uptown, Capitol Hill, Pike/Pine, First Hill, Pioneer Square, and Chinatown-International District neighborhoods. Including responses from Seattle's citywide CTR survey provides greater insights into how people move across the city.

Home Locations of Survey Respondents



Spatial distribution of home locations for all respondents. Q50. N = 34,959.

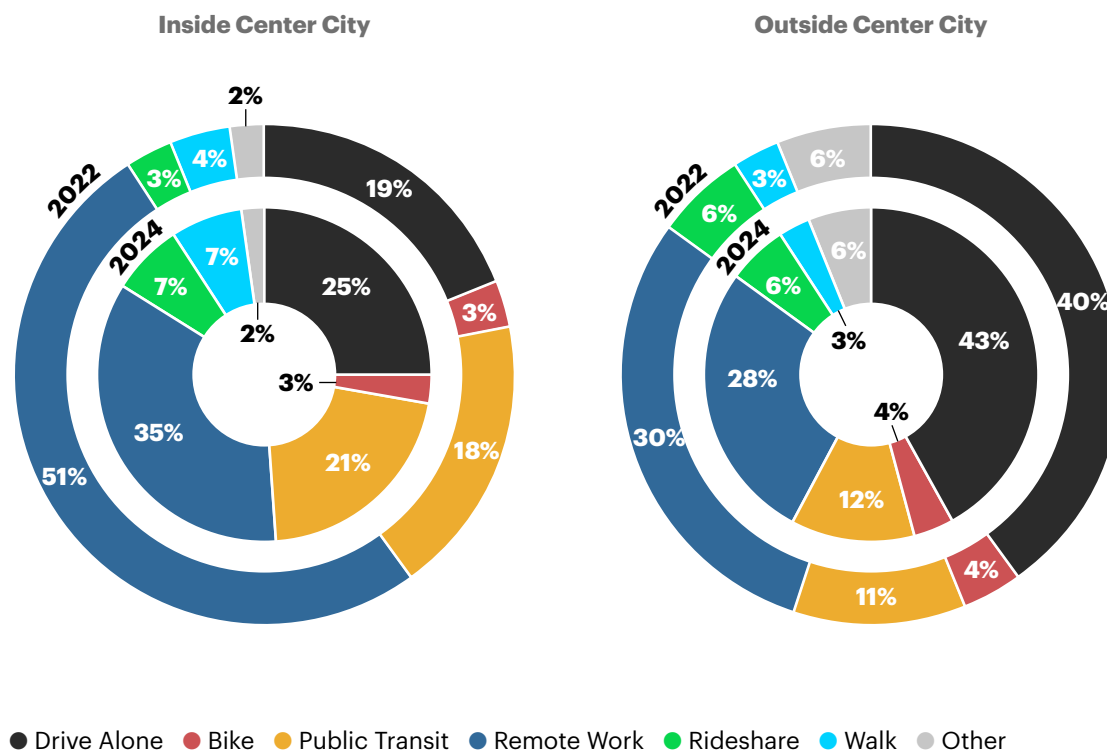
Home locations for survey respondents are most concentrated in high-density zip codes with large multi-family residential complexes, including 98101, 98102, 98109, and 98121. Fewer respondents live in zip codes located farther from the City Center, where housing options are less dense.

The Commute Trip

The Seattle Commute Survey provides valuable insights into how people commuted to workplaces downtown and across the city in 2024. The Commute Trip section focuses specifically on employees impacted by Washington’s Commute Trip Reduction Law, unless otherwise noted.

Mode Split

Change in CTR Mode Split Over Time



MODES DEFINED

Drive Alone includes taxi, Uber, Lyft, and motorcycle.

Bike includes bike, scooter, e-bike, and e-scooter.

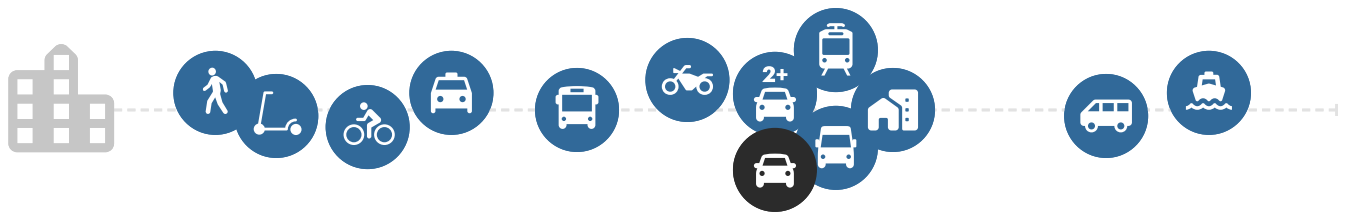
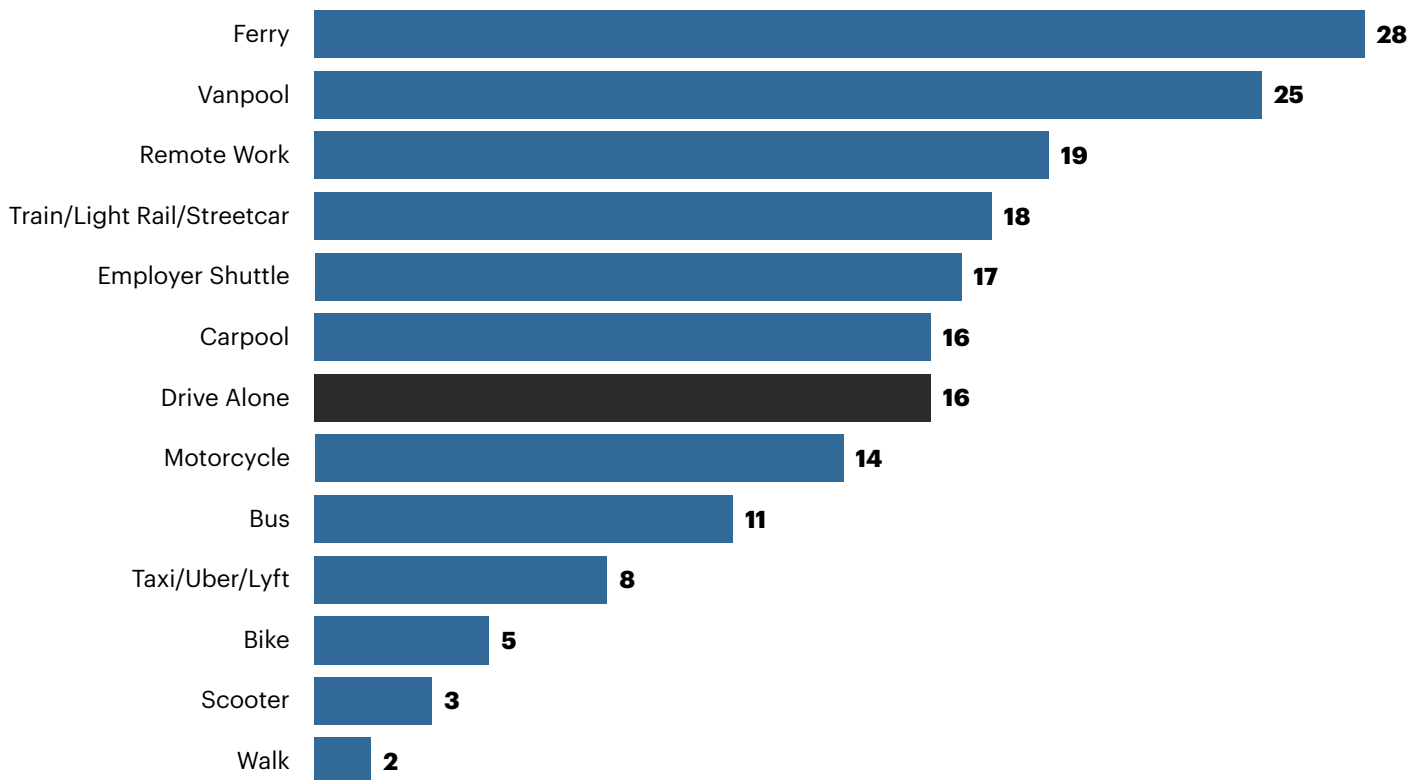
Public Transit includes bus, train, light rail, streetcar, and ferry.

Rideshare includes Vanpool, carpool, and employer shuttle.

CTR Respondents by worksite. Inside Center City N = 56,708 (2024) Outside Center City. Q8b. N = 11,126 (2024).

Inside Center City, remote work decreased by 16% points for CTR-affected workers while drive alone increased by 6% points between 2022 and 2024. Outside Center City, changes between modes mostly stayed the same.

Average Miles by Commute Mode



Average home-to-work distance in miles. All CTR respondents citywide. Q8b, Q14b. N = 64,958.

Drive alone commuters report a shorter commute distance on average compared to train and light rail commuters.

Remote workers on average live farther away from their worksites than people who drive alone or take public transit.

People who use active travel modes like biking, scooting, and walking tend to live within 5.5 miles or less from their workplace.

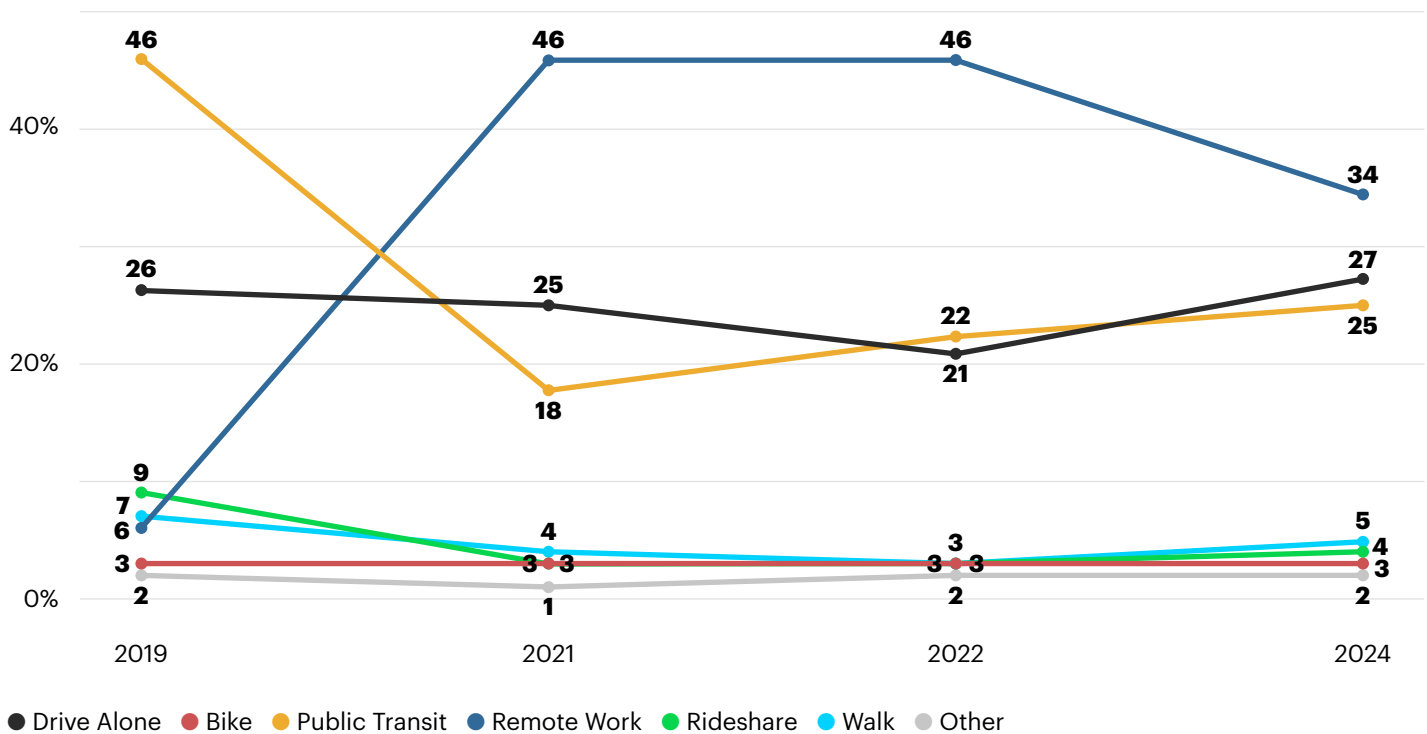
Center City Mode Split

Downtown is the heart of Seattle’s transportation network. With light rail stations, ferry docks, King Street Station, miles of protected bike lanes, and the Third Avenue transit corridor, significant investment has been made in transportation options to and through downtown.

Downtown and Center City — defined as the Commercial Core, Belltown, Denny Triangle, South Lake Union, Uptown, Capitol Hill, Pike/Pine, First Hill, Pioneer Square, and Chinatown-International District neighborhoods — are where the highest concentration of CTR-affected worksites are located, with 76% of CTR-affected employees working downtown and other Center City neighborhoods.

The following section shines a spotlight on downtown and Center City to understand commute mode trends over time.

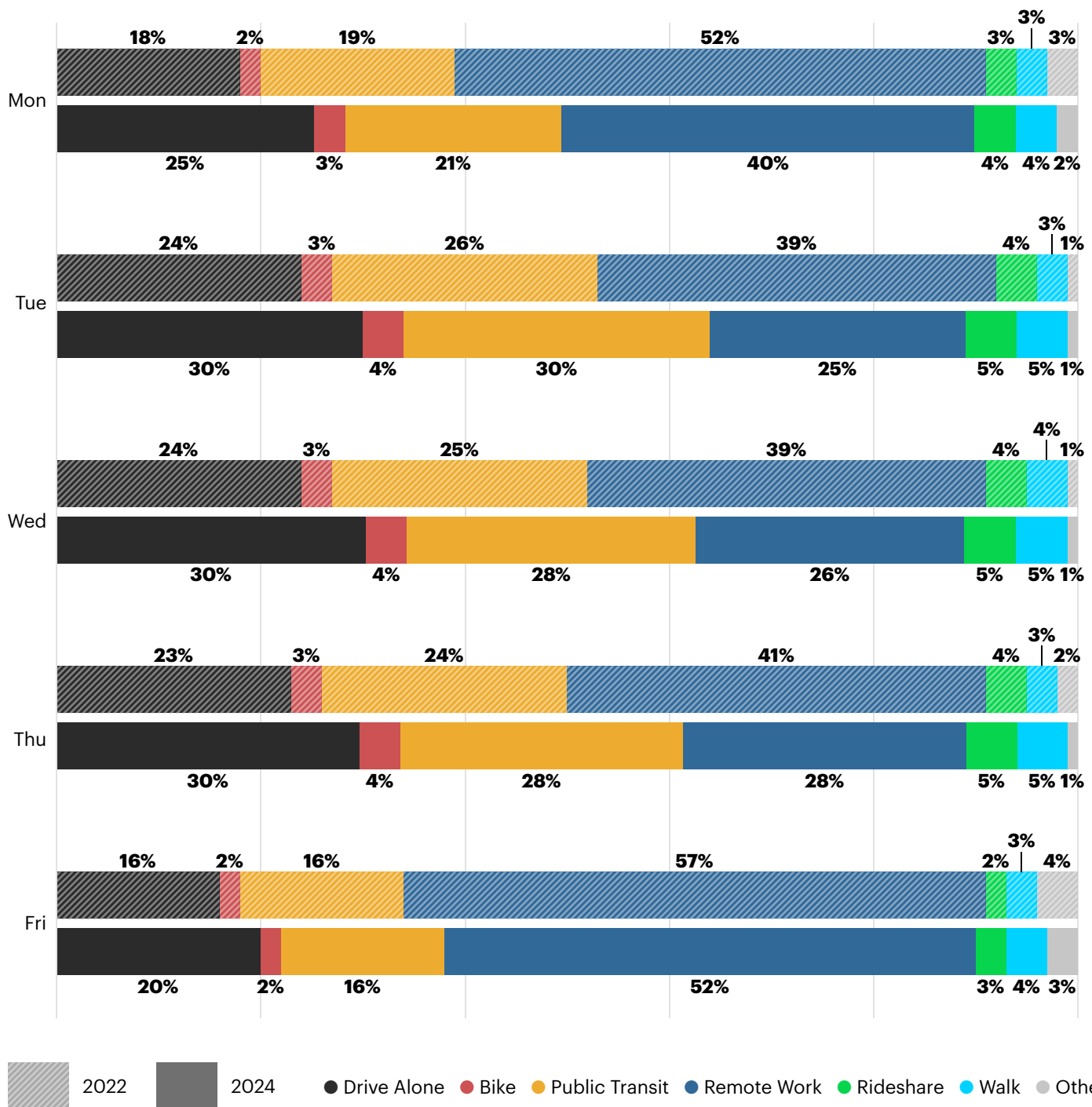
Center City Mode Split Over Time



All respondents who start work between 6 – 9am inside Center City. Q6b, Q8b. 2024 N = 43,791. Weighted N = 41,190. Weighted MOE: ±1 pts.

The COVID-19 pandemic significantly changed commute behavior. Public transit use plummeted from 46% in 2019 to 18% in 2021 as most people shifted to remote work. In 2024, remote work began to decline while public transit use began to trend back up. Remote workers who switched to in-person work in 2024 were most likely to drive alone or take public transit. The percentage of people driving alone into Center City surpassed pre-pandemic levels at 27% in fall 2024.

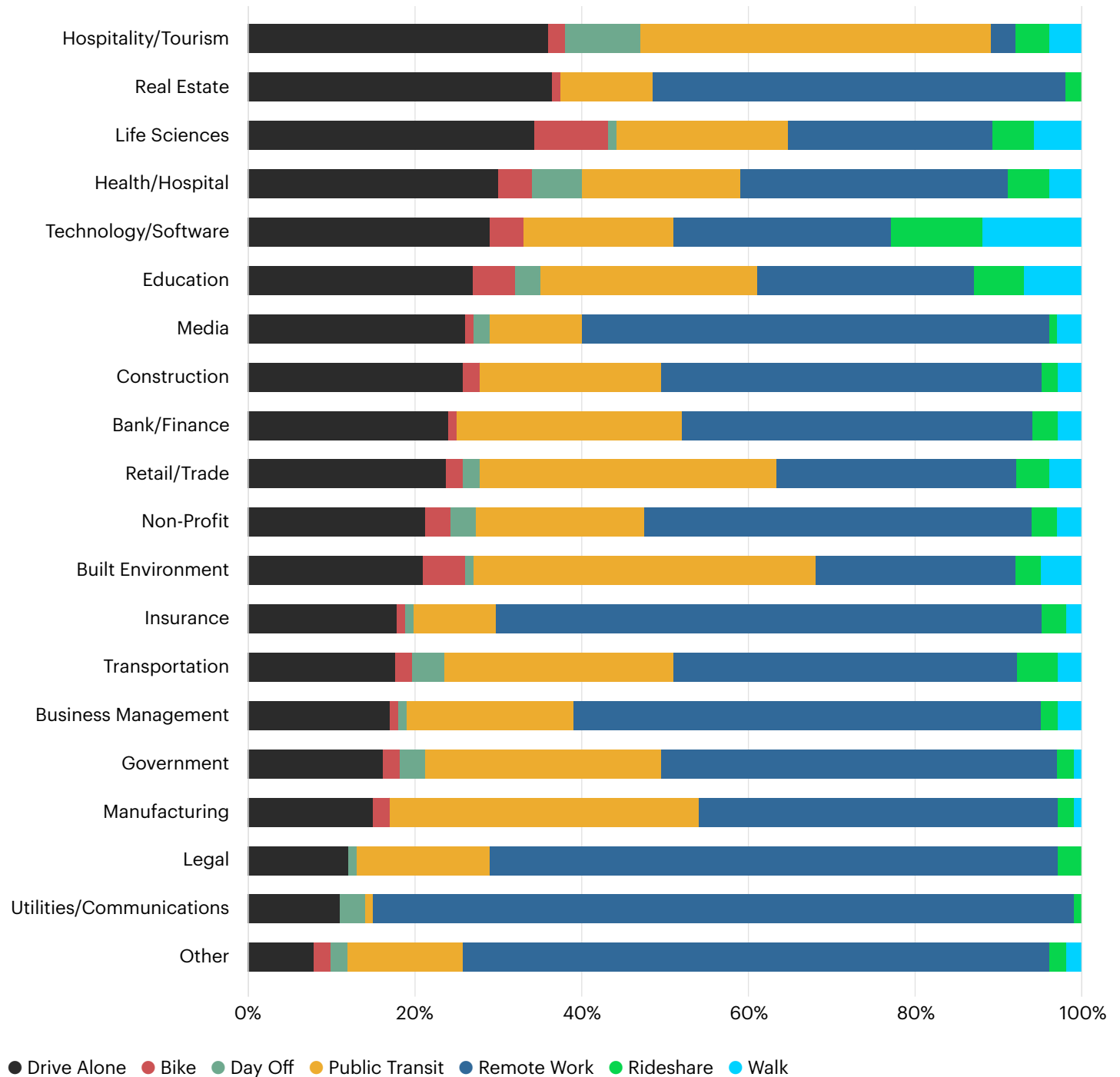
Center City Mode Split by Weekday 2022 vs. 2024



All respondents who start work between 6 – 9 am inside Center City. Q6b, Q8b. 2024 N = 43,791. Weighted N = 41,190. Weighted MOE: ±1 pts.

Mondays and Fridays continued to see the highest share of Central City employees working remotely in 2024. On Tuesdays, Wednesdays, and Thursdays, 30% of people drove alone into downtown. Tuesdays had the highest percentage of public transit use at 30%.

2024 Center City Mode Split by Industry



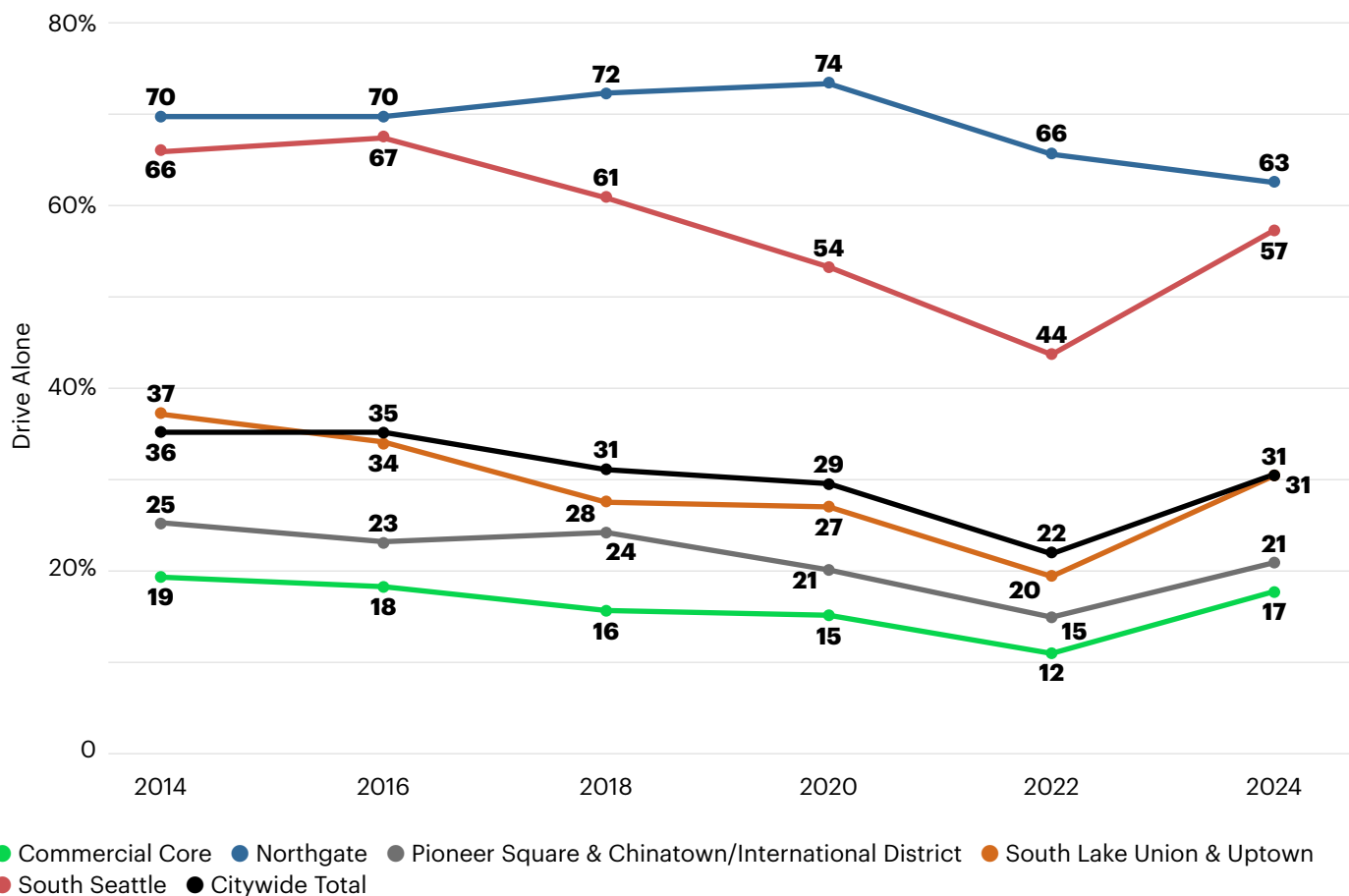
Average mode split by industry for CTR-affected workites inside Center City. Q8b. N = 56,624.

Hospitality and tourism, real estate, and life science industries had the highest percentage of employees who drove alone in 2024. Public Transit use was highest among employees in the hospitality and tourism sector, followed by those in built environment and manufacturing. Utilities and communications had the highest percentage of remote workers.

Drive Alone Percentage Over Time

Prior to the pandemic, Seattle experienced a decade-long trend of reduced drive-alone commute trips. The number of people driving alone to work reached a record low in 2022, as most people had switched to remote work. Two years later, the 2024 survey reveals that the percentage of city-wide drive-alone commutes is trending upward for the first time in ten years.

Drive Alone Percentage over Time by CTR Network



Source: WSDOT Commute Trip Reduction survey data. Data is weighted by CTR site size. Networks are based on current definitions set by the Seattle Department of Transportation, which were last updated in 2018.

Following record lows in 2022, city-wide drive-alone commutes are trending upward for the first time in ten years.

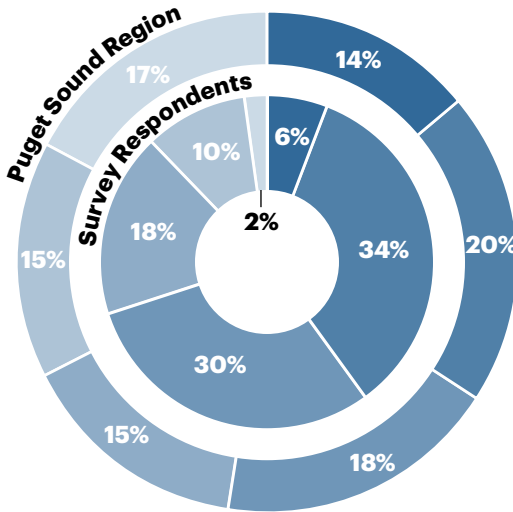
Mode Split by Demographics

The 2024 Seattle Commute Survey collected optional demographic data to better understand how factors such as age, gender, income, education, dependents, and housing ownership impact the ways that people commute to and through Seattle.



Mode Split by Age

Puget Sound Region vs Respondents Age Demographics

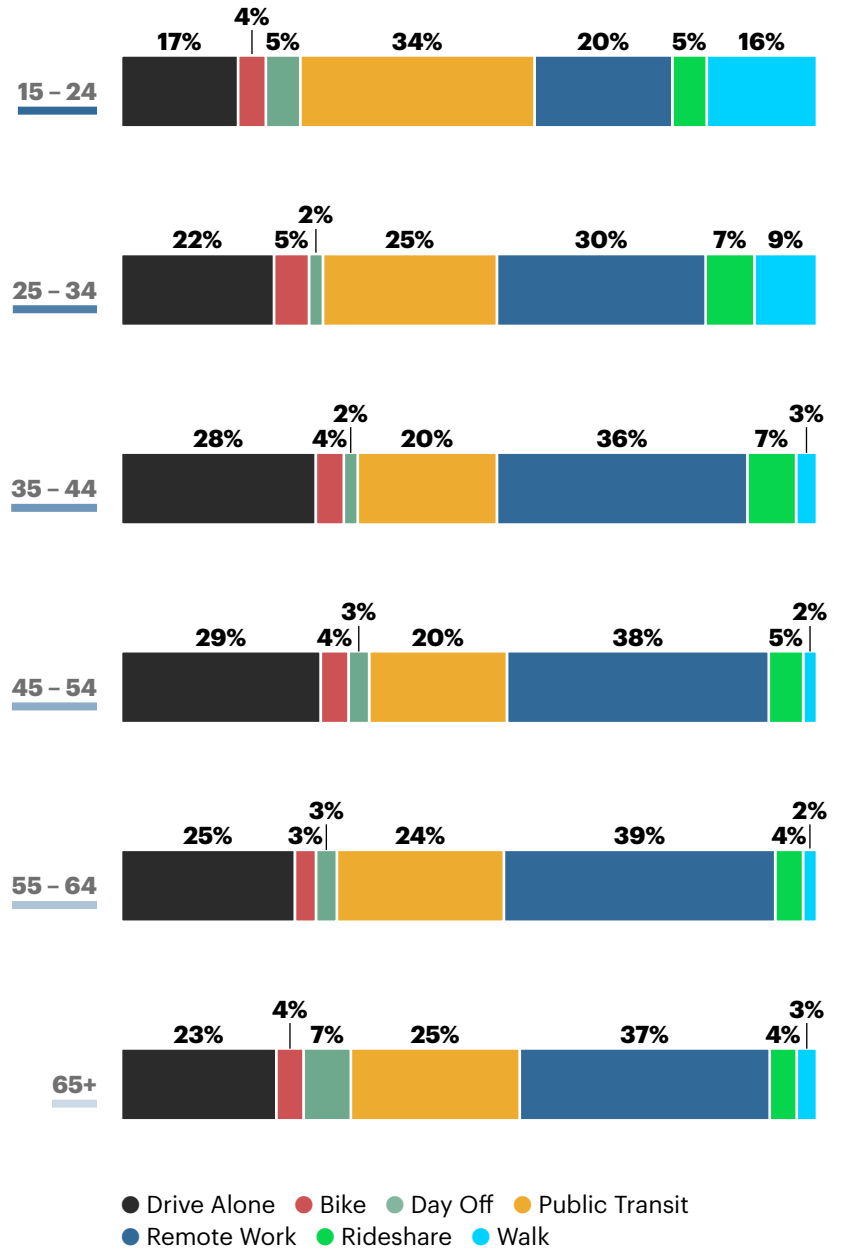


● 15 - 24 ● 25 - 34 ● 35 - 44
● 45 - 54 ● 55 - 64 ● 65+

Mode split by age group. All CTR respondents compared to Puget Sound regional demographics for subpopulation age 15 and older. (ACS 5-year estimate 2019 - 2023). Q8b, Q23. N=37,396.

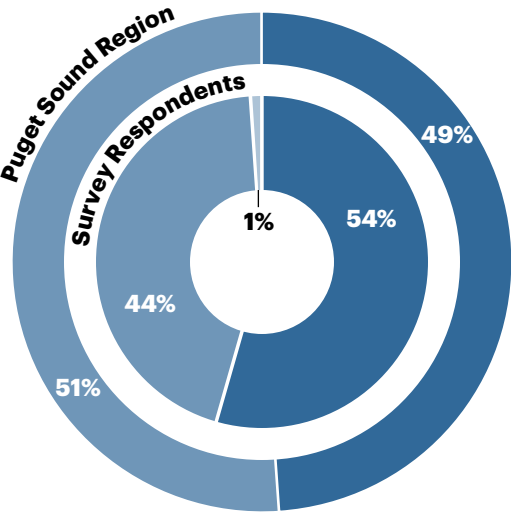
People aged 24-years old and younger reported the highest use of public transit as a commute mode in 2024. People aged 45 - 54 years old reported the highest percentage of driving alone across all age groups. Bike and scooter use remain comparable across age groups while walking was most common among young people who are more likely to live within close proximity to work.

Commute Mode Splits by Age



Mode Split by Gender

Puget Sound Region vs Respondents
Gender Demographics

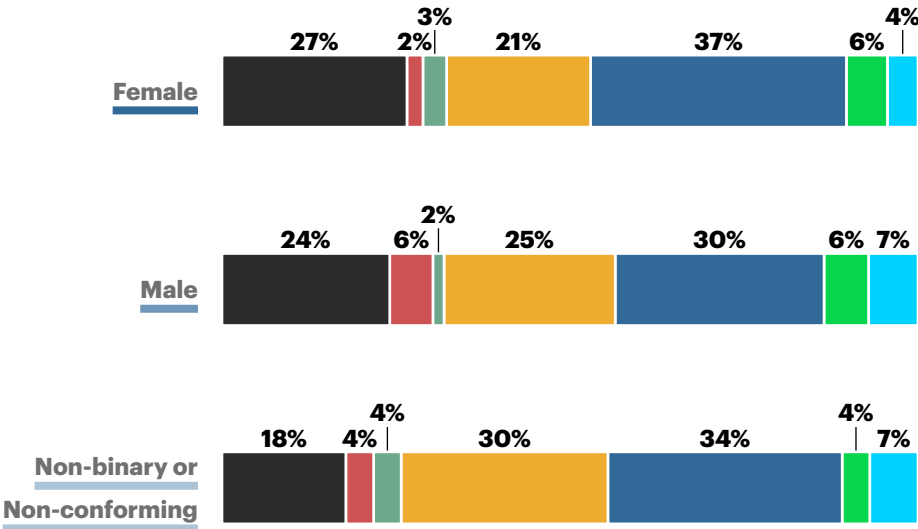


● Female ● Male
● Non-binary or Non-conforming

Mode split by gender. All CTR respondents compared to Puget Sound regional demographics (ACS 5-year estimate 2019 – 2023. ACS data does not include additional options beyond male and female). Q8b, Q24. N = 38,958.

The majority of CTR-employee respondents identify as female. Female respondents reported the highest percentage of remote work and drive alone modes. Male respondents used public transit to commute at a slightly higher percentage than female respondents.

Commute Mode Splits by Gender

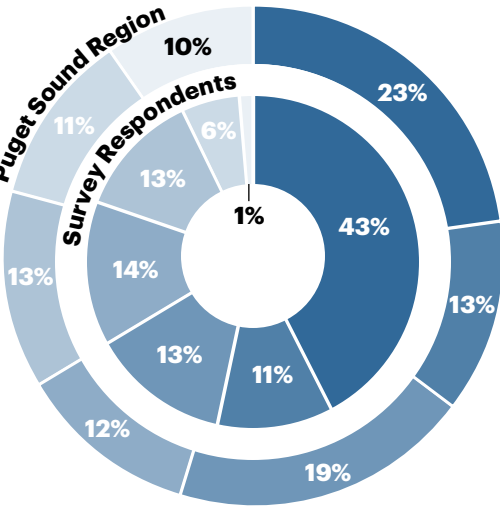


● Drive Alone ● Bike ● Day Off ● Public Transit
● Remote Work ● Rideshare ● Walk



Mode Split by Household Income

Puget Sound Region vs Respondents
Household Income Demographics

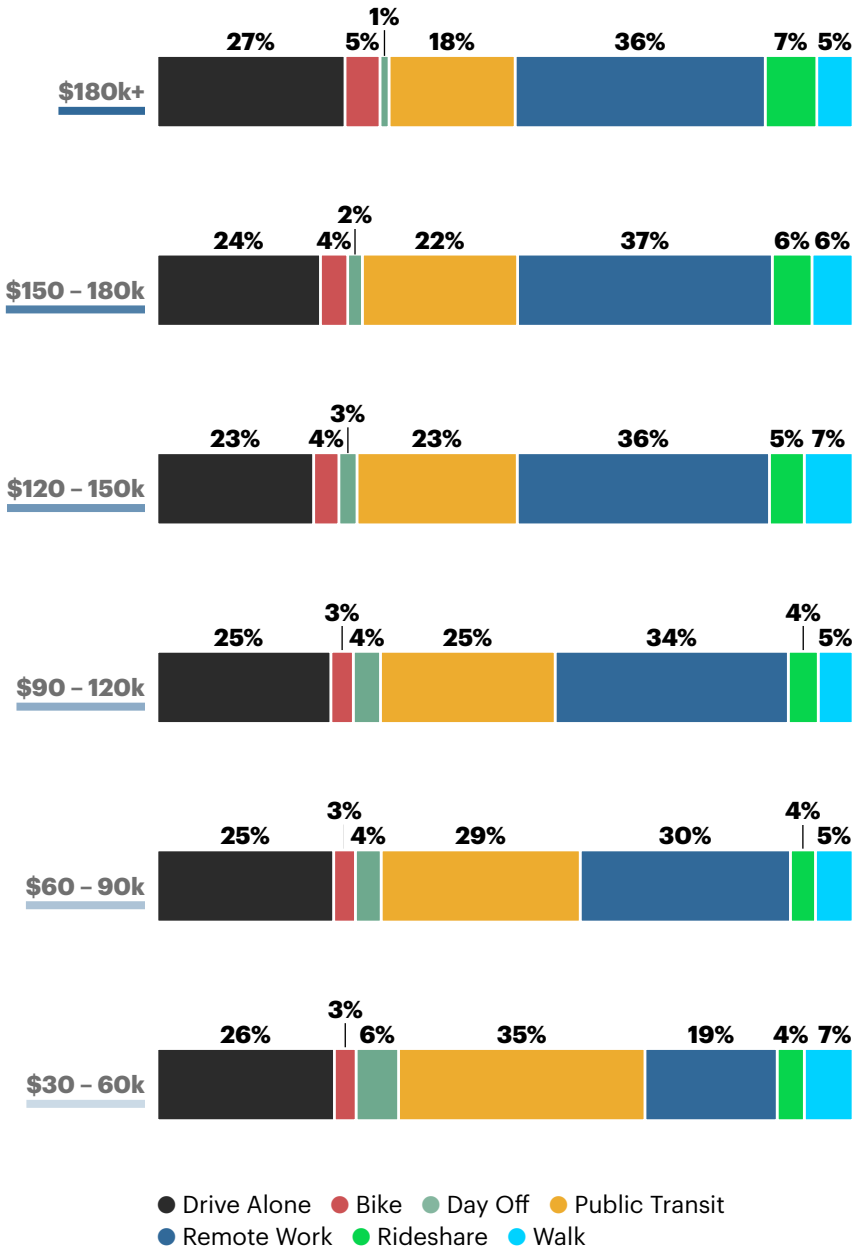


- Puget Sound Region**
- \$200k+
 - \$150 - 200k
 - \$100 - 150k
 - \$75 - 100k
 - \$50 - 75k
 - \$25 - 50k
 - Less than \$25k
- Survey Respondents**
- \$180k+
 - \$150 - 180k
 - \$120 - 150k
 - \$90 - 120k
 - \$60 - 90k
 - \$30 - 60k
 - Less than \$30k

Mode split by household income. All CTR respondents compared to Puget Sound regional demographics (ACS 5-year estimate 2019 - 2023). Q8b, Q25. N = 36,160.

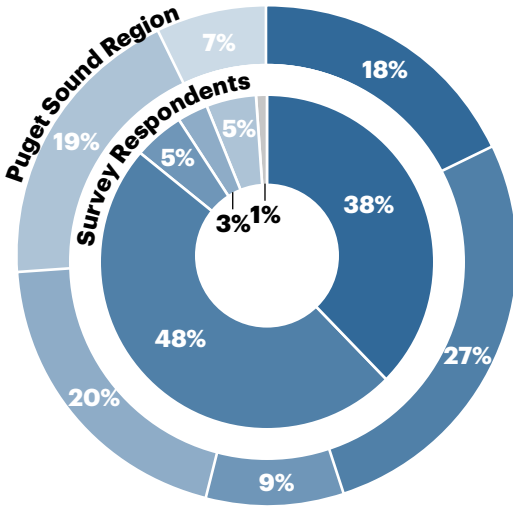
Most CTR-affected respondents live in higher-than-average income households, with 43% of respondents reporting a household income of \$180,000 or more. The lowest income respondents are the least likely to remote work and have the highest share of public transit use.

Commute Mode Splits by Household Income



Mode Split by Education Level

Puget Sound Region vs Respondents Education Demographics



Puget Sound Region

- Graduate or Postgraduate Degree
- Bachelor's Degree
- Associate Degree
- Vocational/Technical Training
- High School or Equivalency
- Less Than High School

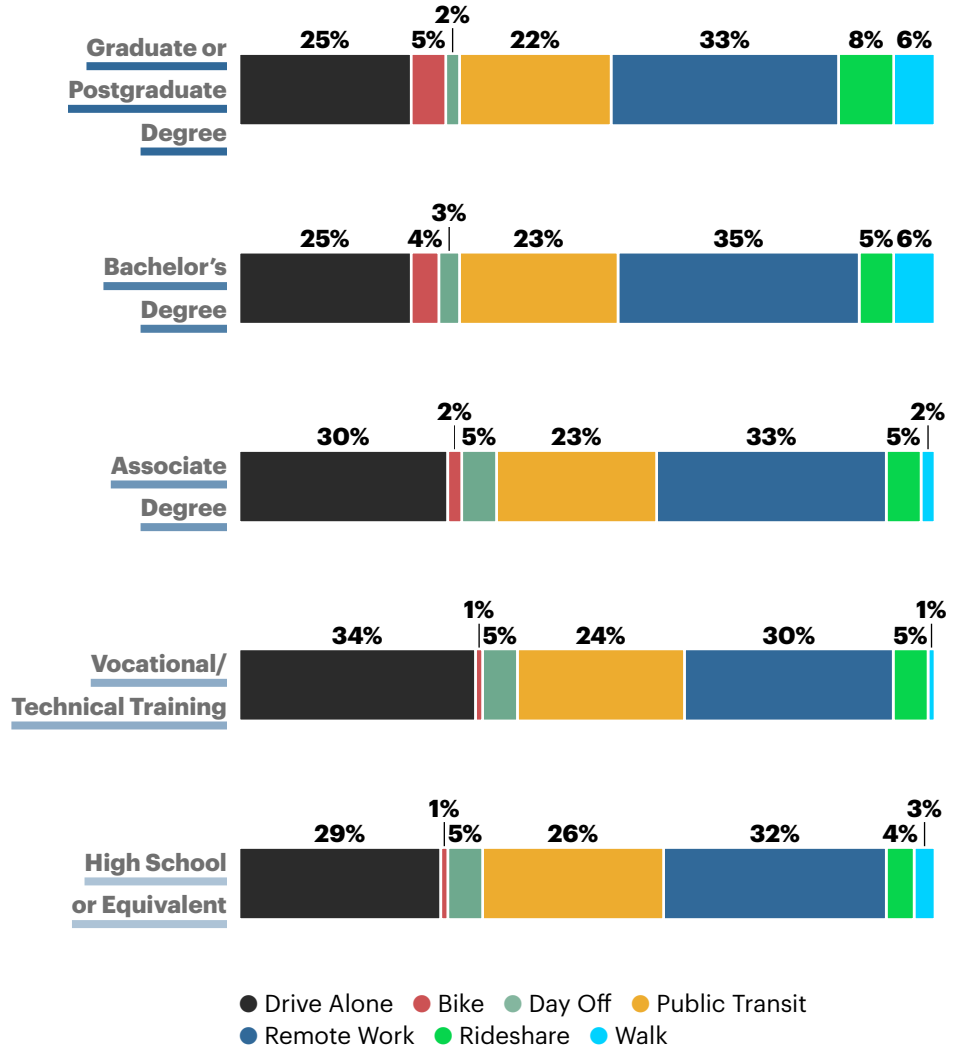
Survey Respondents

- Graduate or Postgraduate Degree
- Bachelor's Degree
- Associate Degree
- Vocational/Technical Training
- High School or Equivalency
- Less Than High School
- Other

Mode split by education level. All CTR respondents compared to Puget Sound regional demographics (ACS 5-year estimate 2019 – 2023). Q8b, Q26. N = 39,201.

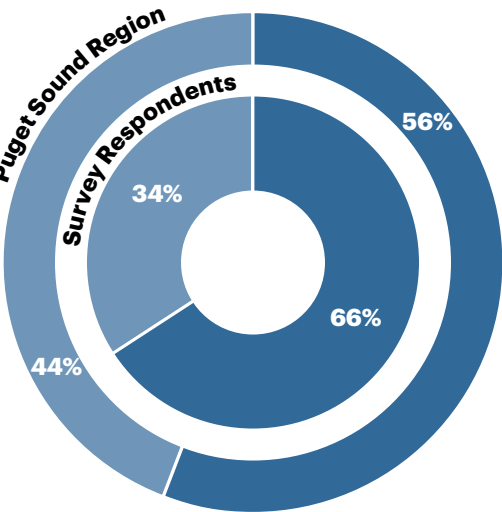
CTR-affected employees tend to be well-educated, with most respondents having a post-secondary degree.

Commute Mode Splits by Education Level



Mode Split by Dependents

Puget Sound Region Households with Children vs. Respondents Percentage of Households with Dependents

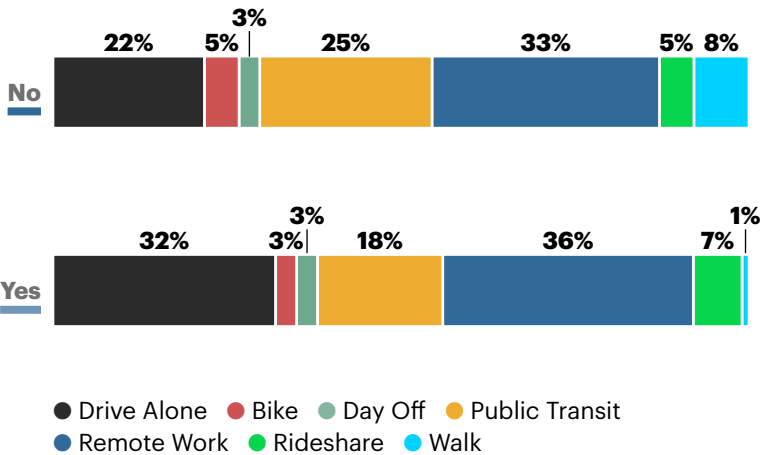


● No ● Yes

Mode split by dependents. CTR respondents citywide compared to Puget Sound regional demographics (ACS 5-year estimate 2019– 2023. ACS data only reflects child dependents). Q8b, Q29. N = 39,262.

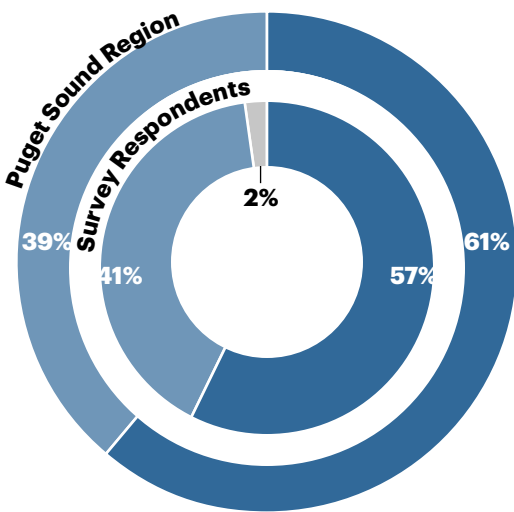
People with dependents are more likely to drive alone. 32% of respondents with dependents reported drive alone as their top commute mode in 2024 compared to 22% of people with no dependents.

Commute Mode Splits by Dependents



Mode Split by Homeowners

Puget Sound Region vs Respondents
Homeownership Demographics



Puget Sound Region

Own Rent

Survey Respondents

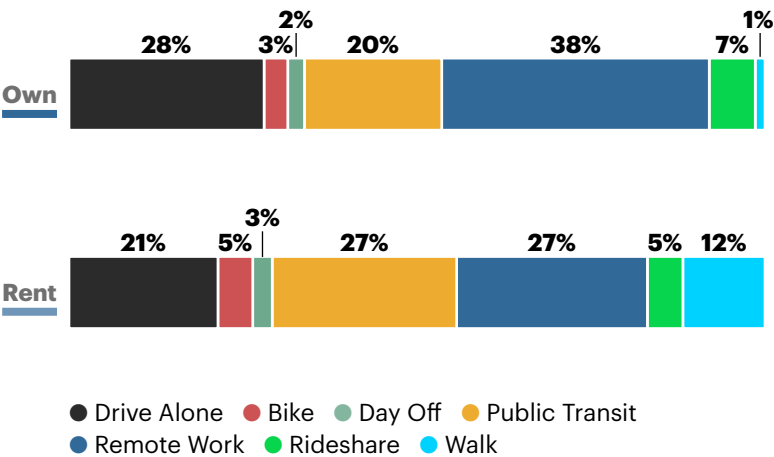
Own Rent Other

Mode split by homeownership. All CTR respondents compared to Puget Sound regional demographics (ACS 5-year estimate 2019 – 2023). Q8b, Q32. N = 38,992.

People who work for CTR-affected worksites are more likely to own their homes than to rent. Homeowners are more likely to drive alone compared to respondents who rent their homes.

27% of renters took public transit to work in 2024 compared to 20% of homeowners. Renters are more likely to be active travel commuters than homeowners, with just 1% of homeowners commuting by walking in 2024, compared to 12% of renters.

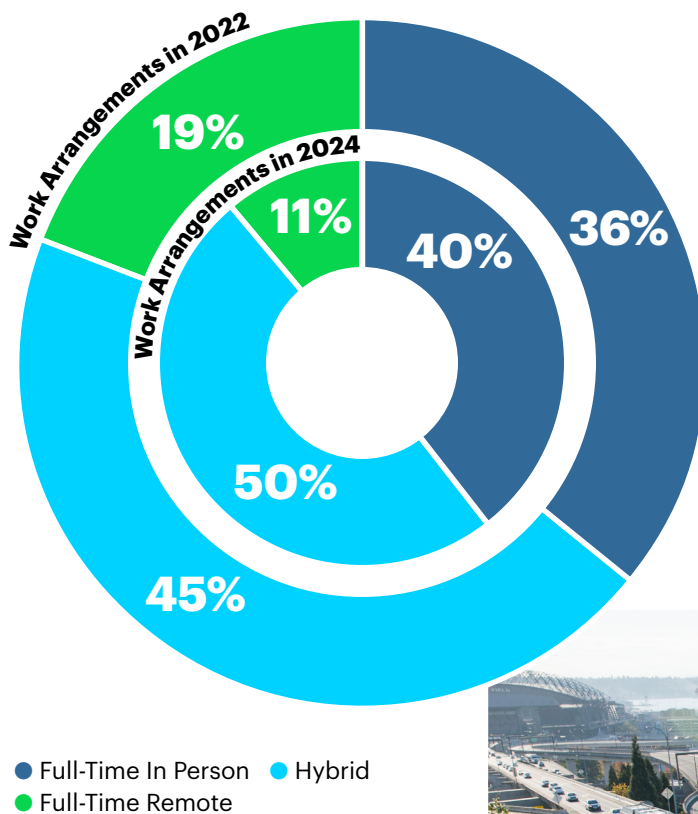
Commute Mode Splits by Homeownership



Remote Work

Remote work frequency and availability continue to evolve in a post-pandemic world. The following section includes all survey respondents from across the city, not just employees affected by Commute Trip Reduction law.

Remote Work Status 2022 vs. 2024



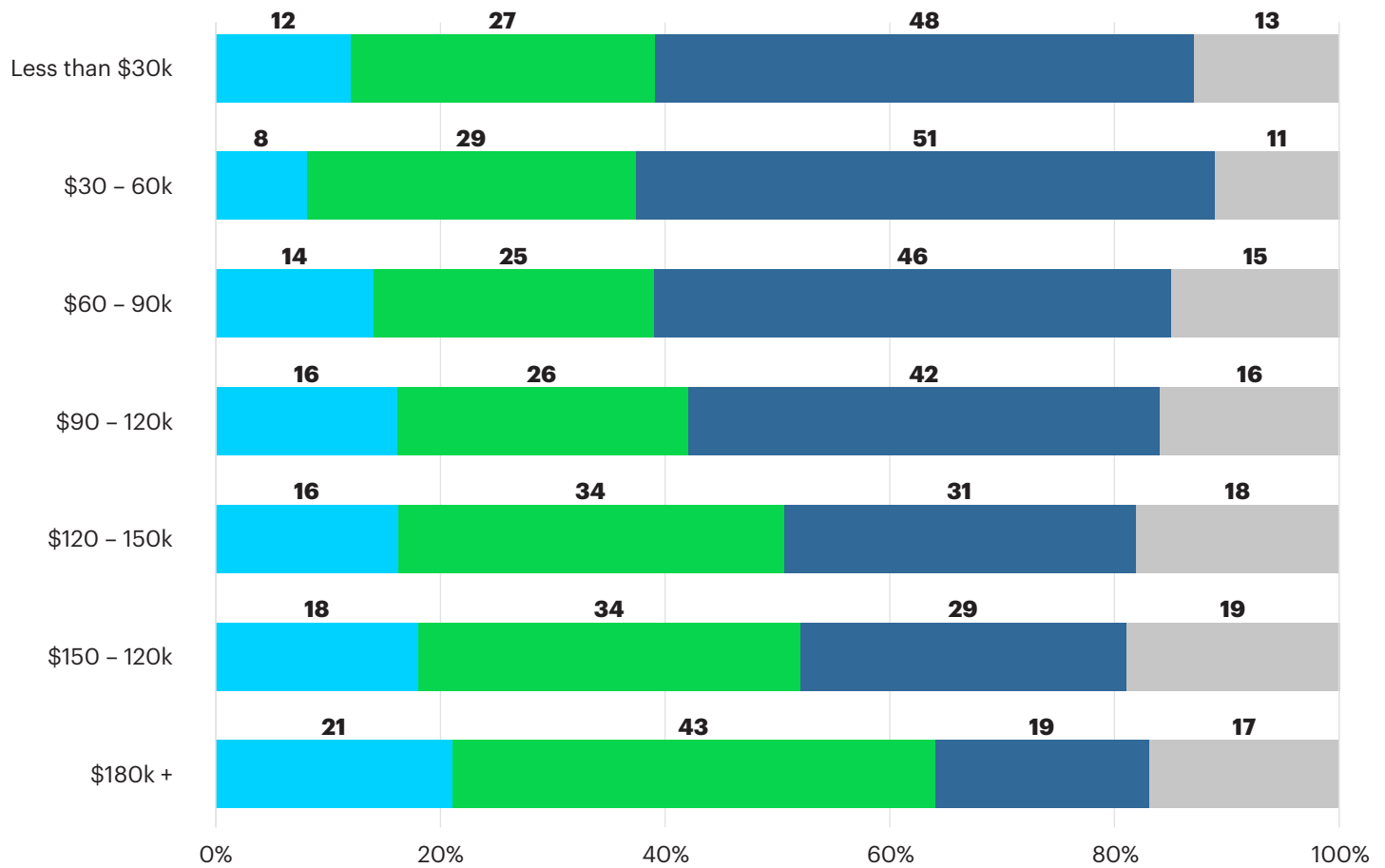
Full-time remote work decreased by 8% points in 2024 compared to 2022.

Hybrid work arrangements increased in 2024 as full-time remote work decreased.

Work arrangements by weekday commute. Hybrid includes respondents who teleworked at least once during the week. All respondents citywide. Q8b. 2024 N =74,412.



Remote Work Availability in 2024 by Income

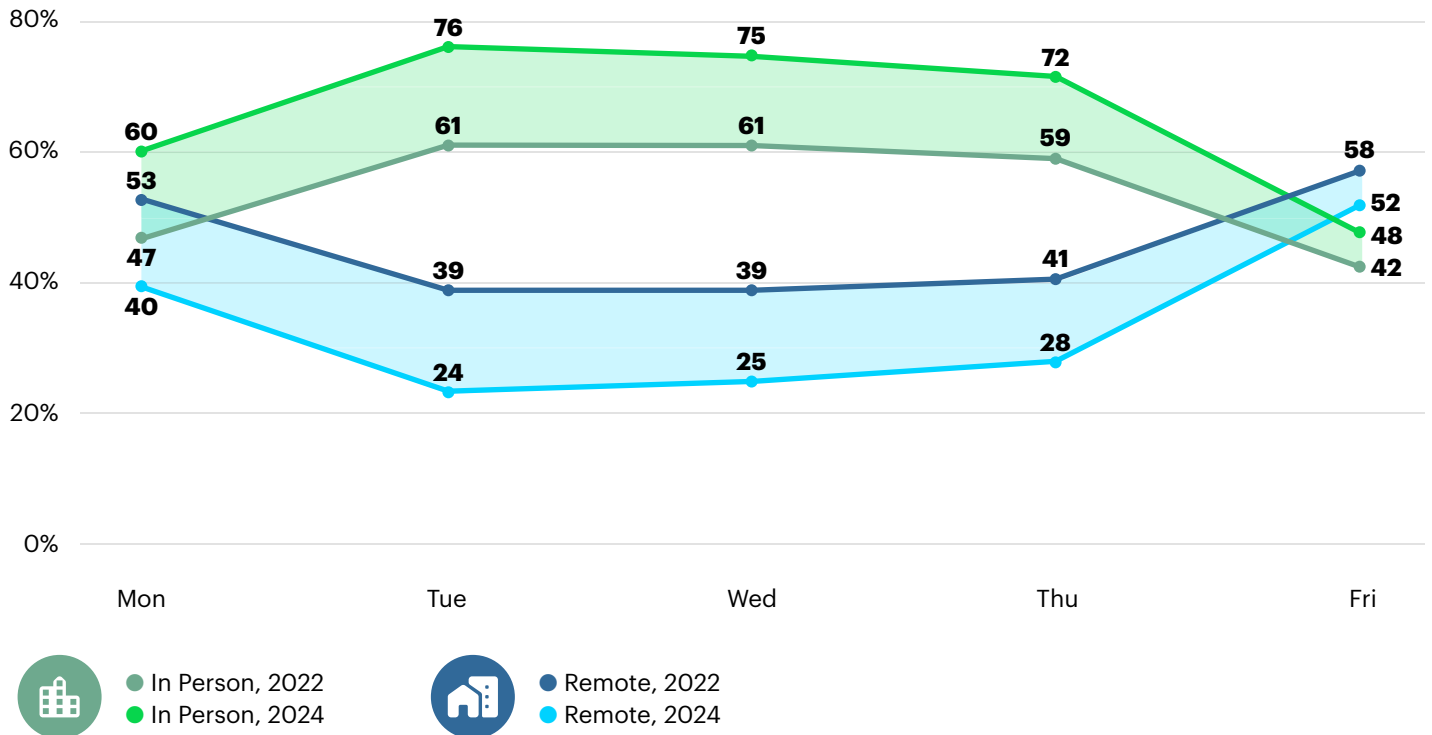


● I have the option to work remotely, but I do not use it
 ● My workplace does not allow me to work remotely
 ● The nature of my work cannot be done remotely
 ● Other

Remote work availability by income level. This chart is based on respondents who cannot do remote work. All respondents city wide. Q38, Q25. N = 15,105.

Lower-income respondents are more likely to have positions that cannot be done remotely.

Remote Work vs. In-Person by Weekday over Time



In-person and remote work arrangements by weekday. All respondents citywide. Q8b. 2024 N=74,412.

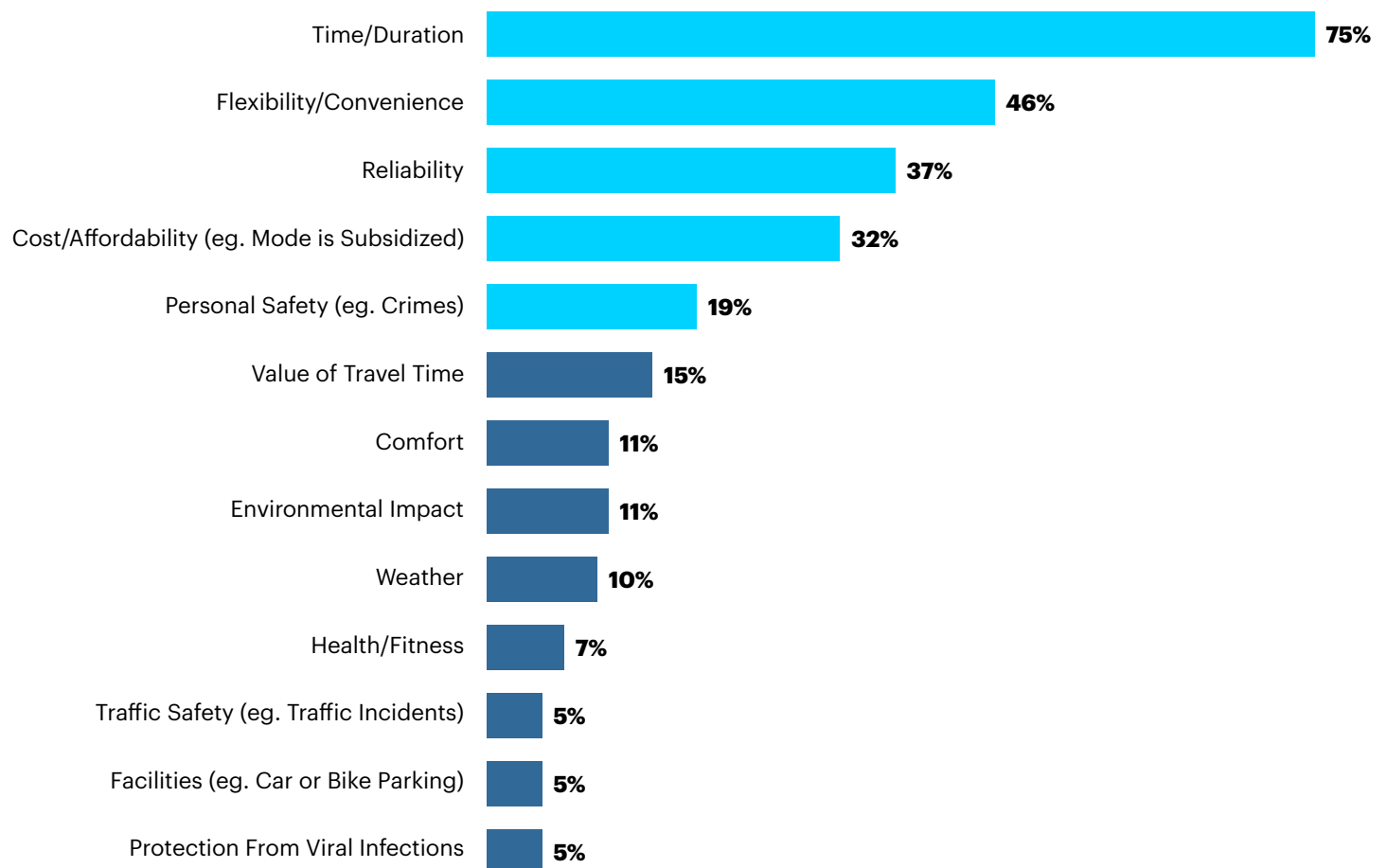
Mondays and Fridays continued to be the most common weekdays for remote work in 2024.

Mode Choice, Satisfaction, Incentivizing Behavior Change

Beyond understanding how people commute, the 2024 Seattle Commute Survey provides insights into the motivators behind mode choice. This section covers topics including reasons people do or do not drive alone, satisfaction, and interest in transit benefits that could motivate behavior change.

Mode Choice

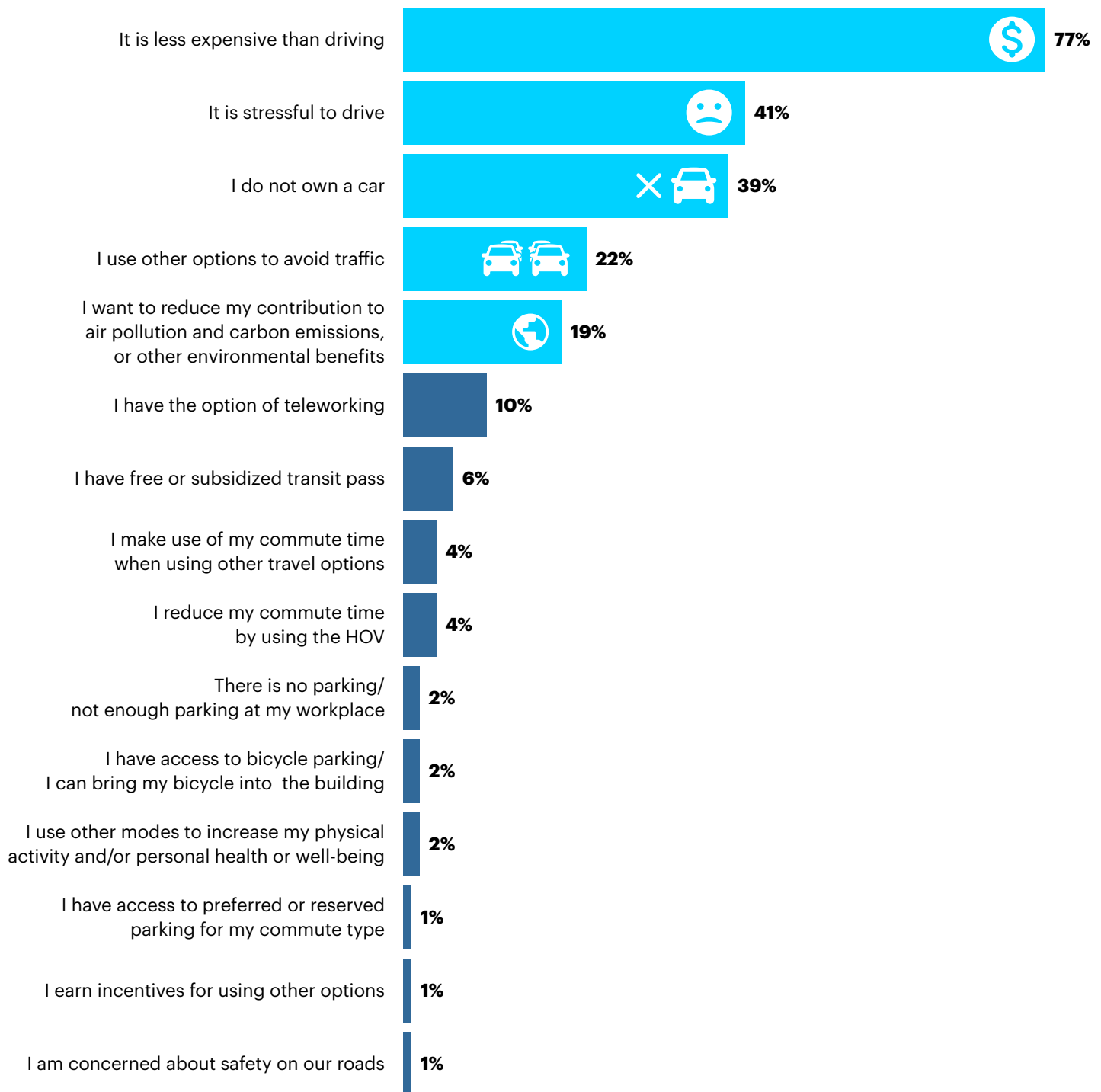
General Reasons for Commute Mode Choice in 2024



General considerations for travel choice. CTR respondents citywide. Q43. N = 39,859.

Time, flexibility, reliability, and affordability influence how people travel.

Reasons People Do Not Drive Alone



Reasons to not drive alone from CTR respondents who do not drive alone on any weekday. CTR respondents citywide. Q17b. N = 38,485.

People choose not to drive because it's expensive, they don't own a car, or because driving is stressful.

Reasons People Drive Alone



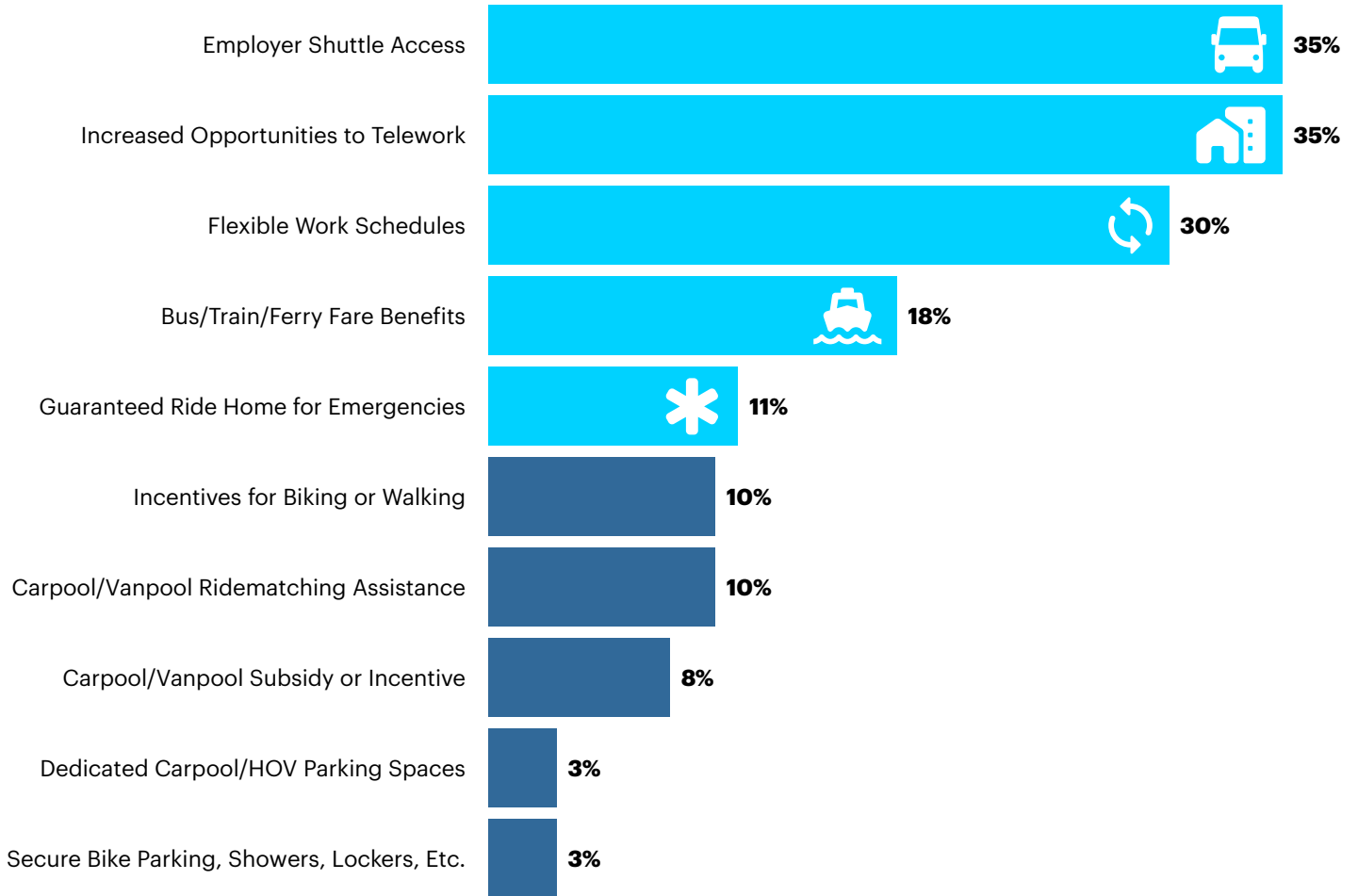
Reasons to drive alone from CTR respondents who drive alone to work on one or more weekday. CTR respondents citywide. Q16b. N=38,485.

Respondents who drive alone do so for three reasons: faster commute, convenience, and family care.



Incentivizing Behavior Change

Options to Consider Not Driving Alone

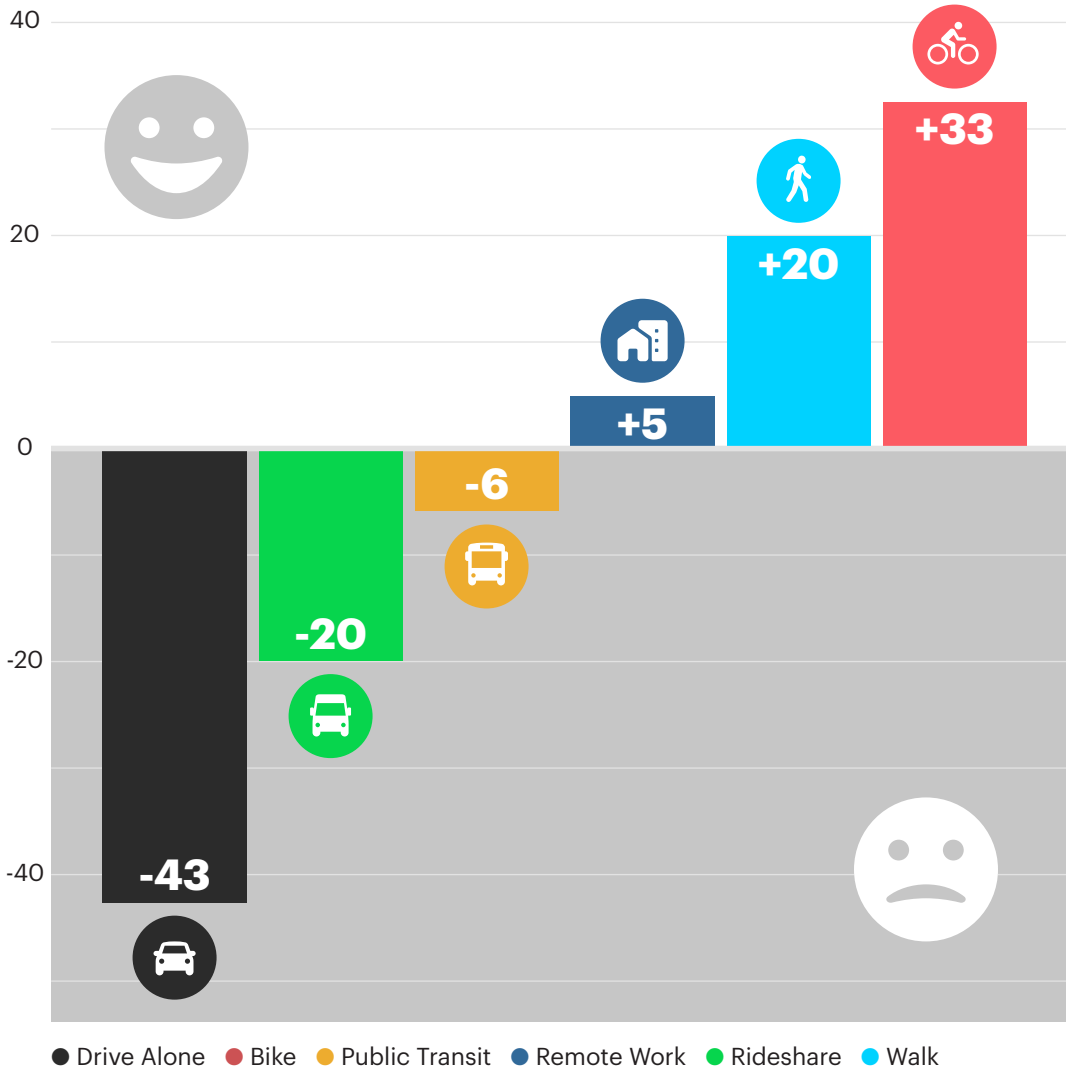


Options to consider not driving alone to work. CTR respondents citywide. Q18. N = 29,351.

Employer-provided incentives, such as shuttles and transit benefits, and greater flexibility were identified as the top benefits to shift mode choice.

Satisfaction

Net Promoter Score (NPS) by Most Common Commute Mode



WHAT'S A NET PROMOTER SCORE (NPS)?

A Net Promoter Score (NPS) is an established metric for measuring customer satisfaction by asking respondents how likely they are to recommend something on a scale of 0 to 10. The Seattle Commute Survey asked respondents how likely they are to recommend their most frequent commute mode. Respondents who gave a score of 9 or 10 are considered promoters, which boosts the NPS score. Those who rated their commute mode at 7 or 8 are neutral and don't impact the score either way. People who gave a score of 0 to 6 are considered detractors, and their responses lower the NPS score.

CTR respondents citywide. Q8b, Q42. N = 36,239.

The 2024 Seattle Commute Survey included a new question to understand satisfaction across modes. Active travel commuters reported the highest level of satisfaction while people who drove alone reported the lowest satisfaction with their commute mode.

Providing secured lockers, showers, bike room storage, and incentives for active travel modes are strategies employers can implement to improve worker satisfaction, well-being, and retention.

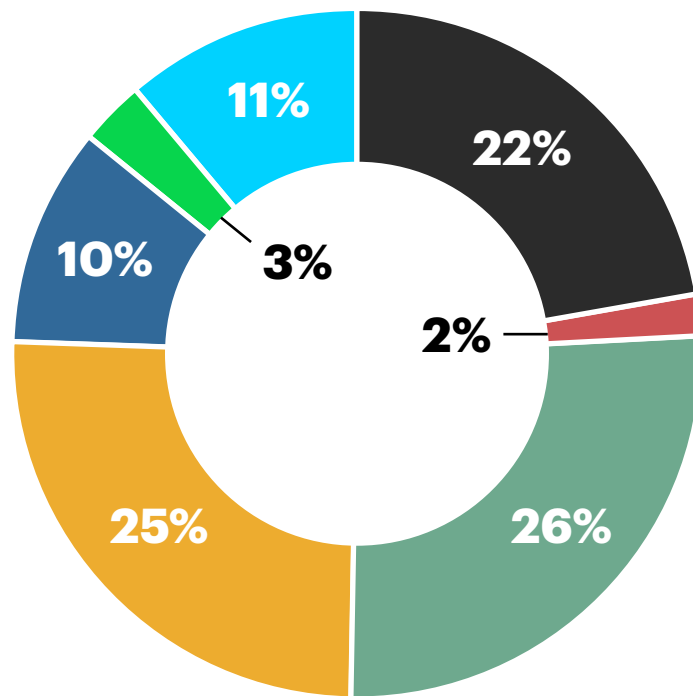
The Non-Commute Trip

Non-work related travel trips impact the transportation system. To better understand mode choice for trips beyond the commute, the 2024 Seattle Commute Survey included a series of questions related to the other important trips people make on a regular basis, including grocery, childcare, and leisure trips, and trips made by college students to school.

The College Student Trip

New this year, we surveyed over 1,400 college students about their travel behavior from home to school. Respondents came from five institutions: South Seattle College, Seattle Central College, North Seattle College, Seattle University, and Northeastern University. These colleges – along with the University of Washington – are designated as Major Institutions within the City of Seattle and are required to implement Transportation Management Programs to support non-drive alone trips. University of Washington data is excluded from this report.

Mode Split for College Student Trips



25% of college student respondents used public transit to get to school in 2024.

22% of students reported driving alone as their mode, followed by walking (11%) and remote learning (10%).

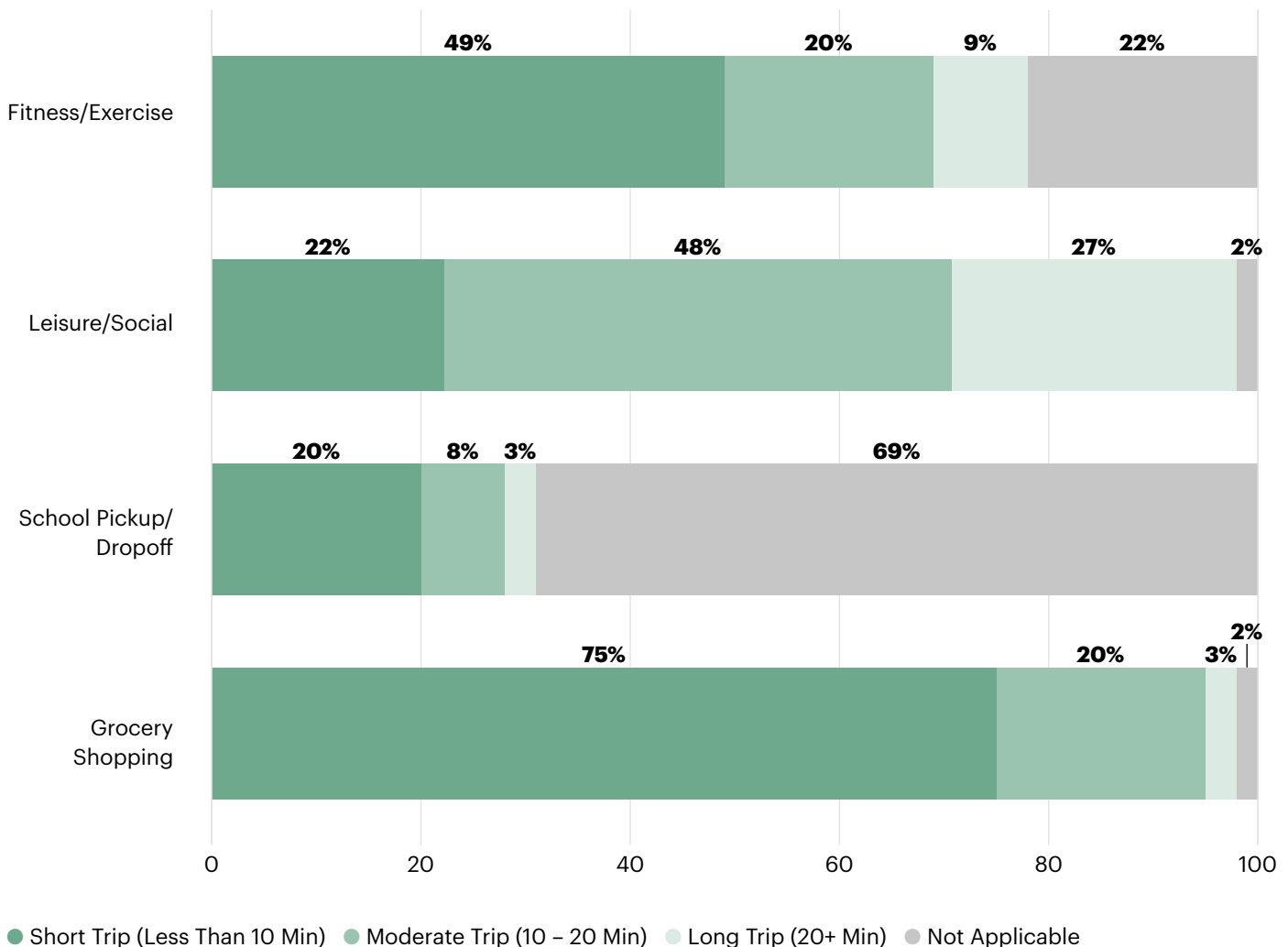
● Drive Alone ● Bike ● No Class ● Public Transit
● Remote Learning ● Rideshare ● Walk

Post-secondary respondents. Q8a. N = 1,446.

Life Trips

The 2024 Seattle Commute Survey provides insights into how people get around for personal trips, including grocery trips, school pick-up and drop-off, leisure, and fitness trips.

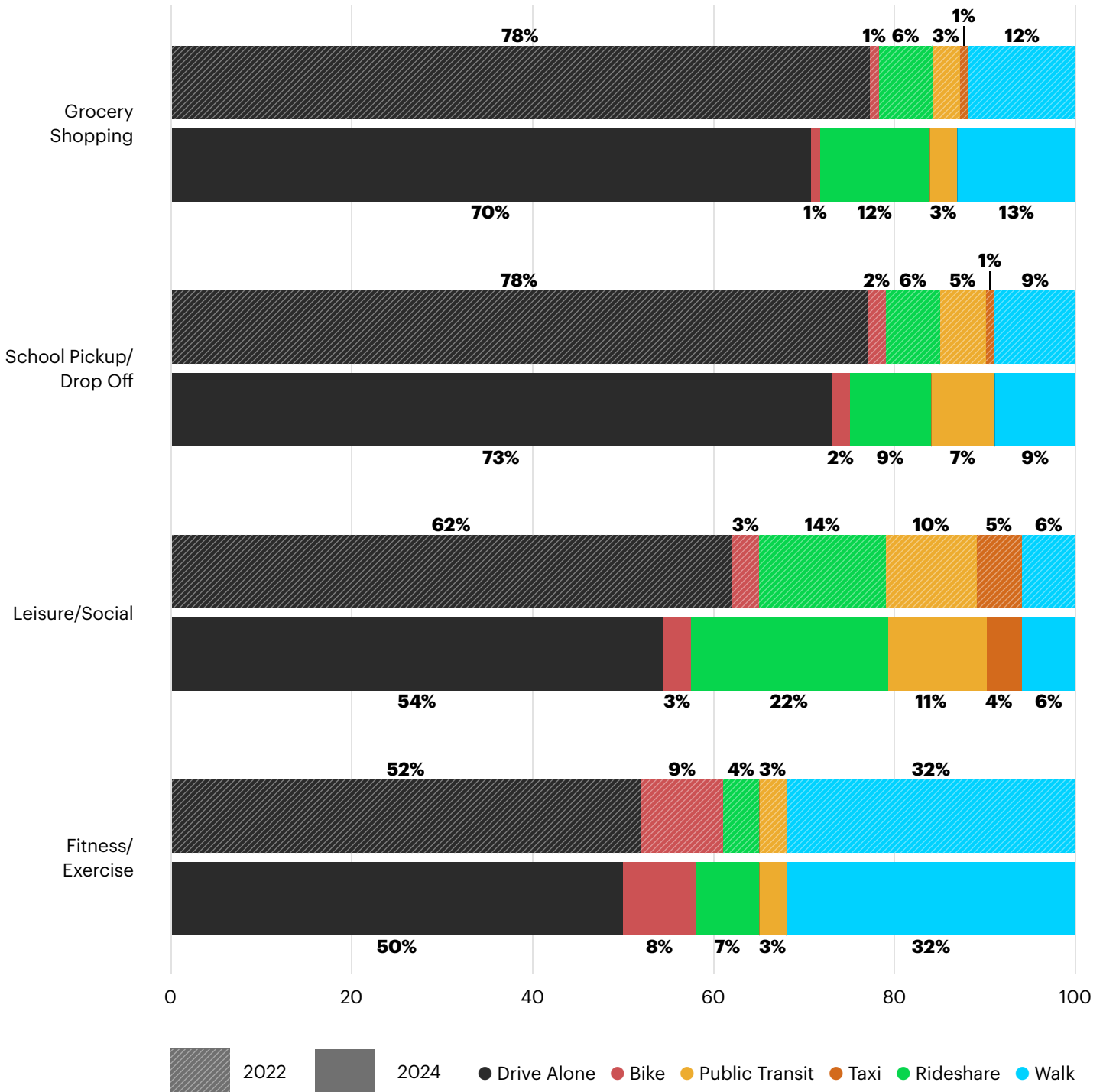
Life Trips by Duration



All respondents citywide. Q49b. N = 40,650.

People spend the longest amount of time traveling for social and leisure trips.

Life Trips by Mode Over Time



All respondents citywide. Q45b. N = 40,338 (grocery), 15,342 (school), 41,927 (leisure), 35,608 (fitness).

70% of respondents drove alone for grocery trips in 2024.

Next Steps and Recommendations from Commute Seattle

01 Subsidize Transit Fare for Employees

Affordability is among the top considerations people make when deciding how to get to work and other important places. Businesses and properties can subsidize transit fares for employees and tenants through ORCA Business and Multifamily Development Passport programs.



02 Invest in Cycling and other Active Commute Infrastructure and Incentives

Our survey found that cyclists are the most satisfied commuters. Supporting this travel option requires both the public infrastructure that makes cycling convenient, efficient, and safe like protected bike lanes, and private

investments by employers such as bike rooms for secure storage and incentives for biking to improve worker satisfaction, well-being, and retention. The voter-approved 2024 Seattle Transportation Levy includes \$16.3 million in appropriated investments for bicycle safety over the next eight years.



Next Steps and Recommendations from Commute Seattle

03 Create Childcare Opportunities Closer to Job Centers

Among the top three reasons people drive alone are childcare and other dependent obligations. Increasing access to childcare opportunities near job centers reduces the need for drive alone trips and could increase the use of other modes like transit for people with dependents. Youth 18 years and younger ride transit for free. For



people with younger children who cannot ride transit independently, programs like school pool and transit-oriented school infrastructure are strategies to encourage the use of other modes for school pick-up and drop-off beyond driving alone.

04 Ensure Fast and Reliable Transit

People choose how they travel based on time and reliability. Continued public sector investment across our transportation system to ensure fast and reliable transit is essential for encouraging transit use.



Appendix

Glossary

Active transport/Active travel: also called non-motorized transport or NMT, and human powered transport, refers to walking, cycling, and variants such as wheelchair, scooter, and handcart use.

CTR-Affected employee: a full-time employee who begins their regular work day at an affected employer's worksite between six (6:00) a.m. and nine (9:00) a.m. (inclusive) on two (2) or more weekdays for at least twelve continuous months, who is not an independent contractor, and who is scheduled to be employed on a continuous basis for fifty-two weeks for an average of at least thirty-five hours per week.

CTR-Affected employer: a private or public employer, including government agencies, that employs one hundred (100) or more affected employees at a single worksite.

Commute mode: the type of transportation used by employees, such as public transit, drive-alone, active modes or any other mode of mobility.

Commute trips: trips made from an employee's residence to a worksite during the peak period of 6 a.m. to 9 a.m. on weekdays. Worksite: a building or group of buildings on physically contiguous parcels of land or on parcels separated solely by roadways or rights-of-way.

Mode split: also known as modal share, this term refers to the percentage of trips made using different modes of transportation. Mode split is used to measure the percentage of drive-alone trips to shift those trips to other mode types.

Rideshare: this term is used in this report to refer to shared modes of transportation including carpool, vanpool, and employer shuttle.

Small businesses: any business entity, corporation, partnership, or other legal entity, that has less than one hundred (100) employees.

TMP: Transportation Management Programs are agreements developed by the City of Seattle and property developers when a building is first built that commits the building's managers to encourage their tenants' employees to walk, bike, use transit and carpool, rather than drive alone.

Transportation demand management: the use of strategies to inform and encourage travelers to access the full range of transportation options available in a transportation system with the aim of improving mobility, reducing congestion, and lowering vehicle emissions.

Work model: the working arrangements for employees, which determine where employees conduct daily tasks (e.g. remote work).

Full list of survey questions

Q2 Please enter the name of your company, employer, or site you are taking this survey as a part of

Q3 Which of the following best describes your status?

Q3a Do you live on-campus or off-campus?

Q3b What level of program are you enrolled in at your school?

Q4a Please enter the full address of your school/institution

Q4b Please enter the full address of your worksite

Q5 Which of the following best describes your work schedule?

Q5a What is your time commitment as a student?

Q6a When do you typically begin school?

Q6b When do you typically begin work?

Q7a When do you typically end school?

Q7b When do you typically end work?

Q8a Currently, during a typical week, how do you get to school each day?

Q8b Currently, during a typical week, how do you get to work each day?

Q9a How many people (aged 16 or older) are usually in your carpool, including yourself?

Q9b How many people (aged 16 or older) are usually in your vanpool, including yourself?

Q9c How many people (aged 16 or older) are usually on your motorcycle, including yourself?

Q9d How many passengers/riders are usually in your Taxi/Uber/Lyft

Q10a How do you typically get to the ferry?

Q10b How do you typically get to the Train/Light Rail/Streetcar?

Q10c How do you typically get to the employer shuttle?

Q11a Which type of vehicle do you typically use when driving to school?

Q11b Which type of vehicle do you typically use when driving to commute?

Q12a Which type of vehicle do you typically use when biking to school?

Q12b Which type of vehicle do you typically use when biking to commute?

Q13a Which type of vehicle do you typically use when scootering to school?

Q13b Which type of vehicle do you typically use when scootering to commute?

Q14a What is your estimated commute distance (from your starting location to your school location) in miles?

Q14b What is your estimated commute distance (from your starting location to your work location) in miles?

Q15 Please enter your home location zip code

Q16a What are the main reasons you drive alone to school?

Q16b What are the main reasons you drive alone to commute?

Q17a What are the main reasons you do not drive alone to school?

Q17b What are the main reasons you do not drive alone to commute?

Q18 Would any of the following options make you consider not driving alone to commute?

Q19a What modes have you used as part of trips to school in the last 3 months?

Q19b What modes have you used as part of your commute in the last 3 months?

Q20a Is there any other information you would like to provide about your trips to school that we did not ask in this survey?

Q20b Is there any other information you would like to provide about your commute that we did not ask in this survey?

Q21 Would you like to answer the optional questions?

Q23 What is your age?

Q24 Do you identify as...

Q25 Which of the following best describes your household income last year?

Q26 What is the highest degree or level of education you have completed?

Q27 Please specify your race/ethnicity.

Q28 How many cars, vans, and trucks are kept at home for use by members of this household?

Q29 Do you have dependents (e.g., young children, seniors) living in your household that you drive or accompany on their trips to school or other destinations?

Q30 Do you consider yourself to have a disability that limits your ability to do one or more major life activities, such as: walking or climbing stairs, running errands, driving a car, using public transit, hearing announcements, using a computer, or reading or understanding signs?

Q31 What type of housing do you currently live in?

Q32 Do you own or rent your current residence?

Q33a Compared to two years ago (Autumn 2022), have you experienced any change in your school trips?

Q33b Compared to two years ago (Autumn 2022), have you experienced any change in your commute?

Q34a Compared to two years ago (Autumn 2022), in what ways has your typical transportation mode for trips to school changed?

Q34b Compared to two years ago (Autumn 2022), in what ways has your typical commute mode changed?

Q35 Has any of the following changed related to your job, since Autumn 2022?

Q36 Has your home location changed since Autumn 2022?

Q37 Which transportation mode did you most frequently use to commute to work two years ago (Autumn 2022)?

Q38 Please select an option that best describes the availability of remote work for you.

Q39 Please select one option that best describes your remote work status.

Q40a Which of the following best describes where you park when driving to school?

Q40b Which of the following best describes where you park when driving to work?

Q41a Which of the following best describes the cost of parking to you at your regular parking location when driving to school?

Q41b Which of the following best describes the cost of parking to you at your regular parking location when driving to work?

Q42 How likely is it that you would recommend your most common commute mode to a friend or colleague?

Q43 Generally, what are the main considerations that affect your travel decisions?

Q44a How many minutes does it usually take you to complete your trips to school (door-to-door)?

Q44b How many minutes does it usually take you to complete your commute (door-to-door)?

Q45a What is the main mode you most frequently use for the following trips?

Q45b What is the main mode you most frequently use for the following trips?

Q46a Which of the following best describes the frequency of the following trips?

Q46b Which of the following best describes the frequency of the following trips?

Q47 In the past 30 days, roughly what percentages (%) of your grocery shopping activity was conducted online instead of in person?

Q48 In the past 30 days, roughly what percentages (%) of your health/medical treatment activity was conducted online instead of in person?

Q49a Which of the following best describes the proximity of the following trips?

Q49b Which of the following best describes the proximity of the following trips?

Q50 If you could, please point out the nearest intersection to your home (within a walking distance).

Appendix 1. Data weighting

To ensure representativeness of the survey data and comparability to previous years, we have followed the following weighting scheme.

A1- Center City mode split data

To better approximate the broader population of Center City commuters, commute mode data was weighted based on the reported WSDOT CTR and non-CTR employee counts, in the Center City area, estimated by Commute Seattle as 45% CTR-affected employees, and 55% non-CTR-affected employees.

APPENDIX 1-1. WEIGHTED DAILY COMMUTE MODE FOR CENTER CITY

	Mode	Mon	Tue	Wed	Thu	Fri	Total
CTR	Bike	477.4	635.9	607.0	599.7	362.9	2,682.9
	Carpool	578.2	822.2	769.9	684.8	372.2	3,227.3
	Day off	403.0	170.2	202.0	203.0	568.4	1,546.6
	Drive alone	4,620.3	5,647.0	5,599.1	5,380.9	3,626.9	24,874.2
	Employer Shuttle	375.2	474.5	468.6	391.3	235.8	1,945.3
	Ferry	303.8	391.8	409.9	374.7	222.1	1,702.2
	Motorcycle	42.1	54.8	49.4	48.9	36.7	231.8
	Public transit	3,525.2	4,867.3	4,709.8	4,469.2	2,528.3	20,099.8
	Remote work	8,431.1	5,447.0	5,685.2	6,438.9	11,015.2	37,017.4
	Scooter	66.5	74.3	87.6	77.8	54.3	360.5
	Taxi/Uber/Lyft	53.8	77.8	78.3	73.4	51.8	335.1
	Vanpool	141.4	177.1	169.7	150.2	84.1	722.4
	Walk	887.3	1,065.3	1,068.8	1,012.5	746.4	4,780.3
Non-CTR	Bike	501.9	749.4	708.1	742.5	481.3	3,183.1
	Carpool	508.8	770.0	749.4	701.3	398.8	3,128.1
	Day off	467.5	199.4	268.1	247.5	611.9	1,794.4
	Drive alone	5,520.6	6,469.4	6,551.9	6,476.3	4,503.1	29,521.3
	Employer Shuttle	13.8	13.8	6.9	6.9	0.0	41.3
	Ferry	385.0	495.0	570.6	570.6	316.3	2,337.5
	Motorcycle	34.4	55.0	48.1	48.1	48.1	233.8
	Public transit	4,620.0	6,476.3	5,988.1	6,036.3	3,636.9	26,757.5
	Remote work	8,133.1	4,736.9	5,156.3	5,183.8	10,353.8	33,563.8
	Scooter	82.5	110.0	96.3	89.4	75.6	453.8
	Taxi/Uber/Lyft	89.4	116.9	123.8	130.6	82.5	543.1
	Vanpool	6.9	6.9	0.0	0.0	6.9	20.6
	Walk	921.3	1,086.3	1,017.5	1,051.9	770.0	4,846.9

APPENDIX 1-2. CTR-AFFECTED AND NON-CTR AFFECTED WEIGHTS

	Total Employees	Survey respondents	Weight applied
CTR-affected	0.45	0.92	0.49
Non-CTR-affected	0.55	0.08	6.88

APPENDIX 1-3. WEIGHTED MODE SPLIT DATA BY WEEKDAY

Mode	Mon	Tue	Wed	Thu	Fri	Weighted Total	Mode Split %
Bike	979.3	1,385.2	1,315.1	1,342.2	844.2	5,866.0	2.8
Carpool	1,086.9	1,592.2	1,519.3	1,386.0	771.0	6,355.4	3.1
Day off	874.9	369.6	470.1	450.5	1,180.2	3,363.0	1.6
Drive alone	10,141.0	12,116.4	12,151.0	11,857.2	8,130.0	54,395.5	26.4
Employer Shuttle	388.9	488.2	475.5	398.2	235.8	1,986.5	1.0
Ferry	688.8	886.8	980.5	945.3	538.3	4,039.7	2.0
Motorcycle	76.4	109.8	97.5	97.0	84.8	465.6	0.2
Public transit	8,145.2	11,343.6	10,698.0	10,505.4	6,165.2	46,857.3	22.7
Remote work	16,564.3	10,183.8	10,841.4	11,622.7	21,369.0	70,581.1	34.3
Scooter	149.0	184.3	183.8	167.1	129.9	814.2	0.4
Taxi/Uber/Lyft	143.2	194.6	202.0	204.0	134.3	878.2	0.4
Vanpool	148.2	183.9	169.7	150.2	91.0	743.1	0.4
Walk	1,808.5	2,151.6	2,086.3	2,064.4	1,516.4	9,627.1	4.7

APPENDIX 1-4. MODE SPLIT FOR AGGREGATED CATEGORY

Drive Alone includes taxi, Uber, Lyft, and motorcycle

Bike includes bike, scooter, e-bike, and e-scooter

Public Transit includes bus, train, light rail, streetcar, and ferry

Rideshare includes Vanpool, carpool, and employer shuttle

Mode	Weighted Total	Mode Split %
Public transit	50,897.0	24.7
Drive alone	55,739.3	27.1
Bike	6,680.2	3.2
Walk	9,627.1	4.7
Remote Work	70,581.1	34.3
Rideshare	9,085.0	4.4
Day off	3,345.4	1.6

APPENDIX 1-5. MODE SPLIT – UNWEIGHTED CENTER CITY COMMUTE BY WEEKDAY

Drive Alone includes taxi, Uber, Lyft, and motorcycle

Bike includes bike, scooter, e-bike, and e-scooter

Public Transit includes bus, train, light rail, streetcar, and ferry

Rideshare includes Vanpool, carpool, and employer shuttle

	Mode	Mon	Tue	Wed	Thu	Fri	Total
CTR	Bike	976	1,300	1,241	1,226	742	5,485
	Carpool	1,182	1,681	1,574	1,400	761	6,598
	Day off	833	348	413	415	1,162	3,171
	Drive alone	9,446	11,545	11,447	11,001	7,415	50,854
	Employer Shuttle	767	970	958	800	482	3,977
	Ferry	621	801	838	766	454	3,480
	Motorcycle	86	112	101	100	75	474
	Public transit	7,207	9,951	9,629	9,137	5,169	41,093
	Remote work	17,237	11,136	11,623	13,164	22,520	75,680
	Scooter	136	152	179	159	111	737
	Taxi/Uber/Lyft	110	159	160	150	106	685
	Vanpool	289	362	347	307	172	1,477
	Walk	1,814	2,178	2,185	2,070	1,526	9,773
Non-CTR	Bike	73	109	103	108	70	463
	Carpool	74	112	109	102	58	455
	Day off	68	29	39	36	89	261
	Drive alone	803	941	953	942	655	4,294
	Employer Shuttle	2	2	1	1	0	6
	Ferry	56	72	83	83	46	340
	Motorcycle	5	8	7	7	7	34
	Public transit	672	942	871	878	529	3,892
	Remote work	1,183	689	750	754	1,506	4,882
	Scooter	12	16	14	13	11	66
	Taxi/Uber/Lyft	13	17	18	19	12	79
	Vanpool	1	1	0	0	1	3
	Walk	134	158	148	153	112	705

	Mode	Mon	Tue	Wed	Thu	Fri	Total
CTR	Public transit	7,828	10,752	10,467	9,903	5,623	44,573
	Drive alone	9,642	11,816	11,708	11,251	7,596	52,013
	Bike	1,112	1,452	1,420	1,385	853	6,222
	Walk	1,814	2,178	2,185	2,070	1,526	9,773
	Remote Work	17,237	11,136	11,623	13,164	22,520	75,680
	Rideshare	2,238	3,013	2,879	2,507	1,415	12,052
	Other	833	348	413	415	1,162	3,171
Non-CTR	Public transit	728	1,014	954	961	575	4,232
	Drive alone	821	966	978	968	674	4,407
	Bike	85	125	117	121	81	529
	Walk	134	158	148	153	112	705
	Remote Work	1,183	689	750	754	1,506	4,882
	Rideshare	77	115	110	103	59	464
	Other	68	29	39	36	89	261

CTR + Non-CTR	Mode	Mon	Tue	Wed	Thu	Fri	Total
	Public transit	8,556	11,766	11,421	10,864	6,198	48,805
	Drive alone	10,463	12,782	12,686	12,219	8,270	56,420
	Bike	1,197	1,577	1,537	1,506	934	6,751
	Walk	1,948	2,336	2,333	2,223	1,638	10,478
	Remote Work	18,420	11,825	12,373	13,918	24,026	80,562
	Rideshare	2,315	3,128	2,989	2,610	1,474	12,516
	Other	901	377	452	451	1,251	3,432

CTR + Non-CTR	Mode	Mon	Tue	Wed	Thu	Fri
	Public transit	19.5	26.9	26.1	24.8	14.2
	Drive alone	23.9	29.2	29.0	27.9	18.9
	Bike	2.7	3.6	3.5	3.4	2.1
	Walk	4.4	5.3	5.3	5.1	3.7
	Remote Work	42.1	27.0	28.3	31.8	54.9
	Rideshare	5.3	7.1	6.8	6.0	3.4
	Other	2.1	0.9	1.0	1.0	2.9

APPENDIX 1-6. UNWEIGHTED CENTER CITY MODE SPLIT BASED ON WEEKDAY COMMUTE TRIPS

Drive Alone includes taxi, Uber, Lyft, and motorcycle

Bike includes bike, scooter, e-bike, and e-scooter

Public Transit includes bus, train, light rail, streetcar, and ferry

Rideshare includes Vanpool, carpool, and employer shuttle

Mode split	Unweighted	Mode Split %
Bike	5,948	2.7
Carpool	7,053	3.2
Day off	3,432	1.6
Drive alone	55,148	25.2
Employer Shuttle	3,983	1.8
Ferry	3,820	1.7
Motorcycle	508	0.2
Public transit	44,985	20.5
Remote work	80,562	36.8
Scooter	803	0.4
Taxi/Uber/Lyft	764	0.3
Vanpool	1,480	0.7
Walk	10,478	4.8

Aggregated Modes	N	Mode split %
Public transit	48,805	22.3
Drive alone	56,420	25.8
Bike	6,751	3.1
Walk	10,478	4.8
Remote Work	80,562	36.8
Rideshare	12,516	5.7
Other	3,432	1.6

APPENDIX 1-7. DRIVE ALONE PERCENTAGE BY CTR NETWORK

WSDOT CTR Biennium	2013/2014	2015/2016	2017/2018	2019/2020	2021/2022	2023/2024
Belltown & Denny Triangle	25.7%	25.2%	21.9%	20.6%	15.9%	25.8%
Capitol Hill, Pike/Pine, & First Hill	36.6%	38.4%	40.2%	34.4%	37.3%	43.2%
Commercial Core	19.0%	17.9%	15.8%	15.3%	11.6%	17.4%
East Seattle	55.8%	56.1%	54.1%	47.8%	48.9%	54.6%
Elliott Corridor/Interbay	52.3%	59.1%	53.7%	39.9%	24.5%	25.8%
Fremont/Green Lake	56.5%	51.8%	46.1%	42.6%	18.6%	33.1%
Northgate	69.6%	69.7%	72.4%	73.8%	65.8%	62.5%
Pioneer Square & Chinatown/ International District	24.6%	23.3%	23.7%	20.5%	15.0%	20.5%
South Lake Union & Uptown	36.9%	34.1%	27.5%	26.7%	19.8%	30.9%
South Seattle	65.7%	67.2%	60.8%	53.8%	44.3%	57.4%
U District	34.8%	34.8%	30.7%	33.1%	25.4%	43.6%
Grand Total	35.3%	34.8%	31.0%	29.4%	21.8%	30.5%

Example of 2024 Data

Neighborhood	Normalized drive alone trips*	Normalized Total Trips**	Drive Alone %
Belltown & Denny Triangle	47,953	185,533	25.8%
Capitol Hill, Pike/Pine, & First Hill	32,791	75,877	43.2%
Commercial Core	33,311	191,731	17.4%
East Seattle	10,947	20,035	54.6%
Elliott Corridor/Interbay	7,564	29,358	25.8%
Fremont/Green Lake	7,590	22,962	33.1%
Northgate	8,949	14,314	62.5%
Pioneer Square & Chinatown/ International District	9,242	45,169	20.5%
South Lake Union & Uptown	59,375	192,150	30.9%
South Seattle	32,708	57,002	57.4%
U District	12,323	28,240	43.6%
Grand Total	262,751	862,373	30.5%

*Normalized drive alone trips - each CTR site's drive alone trips are normalized to align with the ratio of total employees at the site (employees/survey responses = normalization factor). Since the normalized counts are weighted by each worksites total employees, the totalled values by neighborhood and city are weighted by each site's employee count.

**Normalized Total Trips - The same normalization factor is applied to all trips as drive alone trips.

Appendix 2. Demographics

APPENDIX 2-1. 2024 COMMUTE SURVEY RESPONDENTS DEMOGRAPHICS

Age

Age	N	Percentage
15-24	2,839	6.3
25-34	14,274	31.8
35-44	12,292	27.4
45-54	7,357	16.4
55-64	4,460	9.9
65+	874	2.0
Prefer not to answer	2,753	6.1

Gender

Gender	N	Percentage
Female	23,887	53.2
Male	19,005	42.3
Non-binary or non-conforming	688	1.5
Transgender	183	0.4
Not listed here	27	0.1
Prefer to self describe	130	0.3
Prefer not to answer	998	2.2

Household Income

Income Category	N	Percentage
Less than 30k	853	1.9
30-60k	2,617	5.8
60-90k	5,303	11.8
90-120k	5,676	12.6
120-150k	5,297	11.8
150-180k	4,389	9.8
180k or more	16,490	36.7
Prefer not to answer	4,267	9.5

Education

Education	N	Percentage
Less than high school	110	0.2
High school	2,631	5.9
Vocational/technical training	1,333	3
Associate degree	2,493	5.6
Bachelor's degree	20,823	46.4
Graduate degree or postgraduate	16,228	36.1
Other	427	1
Prefer not to answer	863	1.9

Race

Race	N	Percentage
American Indian/Alaska Native	104	0.3
Asian	10,107	24.5
Black/African American	1,321	3.2
Hispanic/Latino	1,782	4.3
Native Hawaiian/Pacific Islander	200	0.5
White	24,766	60
Other	476	1.2
Prefer not to answer	2,501	6.1

Homeownership

Ownership Status	N	Percentage
Own	24,675	55
Rent	18,116	40.4
Other	997	2.2
Prefer not to answer	1,114	2.5

Housing Type

Housing Type	N	Percentage
Single-detached house	24,940	55.5
Townhouse	4,064	9.1
Apartment/condo	14,514	32.3
No permanent housing	156	0.4
Other	428	1.0
Prefer not to answer	805	1.8

Dependents

Dependents	N	Percentage
Yes(One)	6884	15.3
Yes(Multiple)	8005	17.8
No	29,215	65.1
Prefer not to answer	796	1.8

Car Ownership

Car Ownership	N	Percentage
Yes	40,495	90.2
No	3797	8.5
No but I have access to someone else's vehicle	586	1.3

APPENDIX 2-2. AMERICAN COMMUNITY SURVEY DATA, PUGET SOUND REGION

Age

Age	N	Percentage
Under 15	758,754	17.5
15-24	501,681	11.6
25-34	721,526	16.7
35-44	658,480	15.2
45-54	545,617	12.6
55-64	521,071	12.0
65+	625,228	14.4

Source: 2019-2023, NHGIS, Sex by Age (Source code: B01001, NHGIS code: ASNQ)

Household Income

Income	N	Percentage
Less than 25k	162,365	9.5
25-50k	191,177	11.2
50-75k	219,268	12.8
75-100k	198,403	11.6
100-150k	330,104	19.3
150-200k	215,729	12.6
200k or more	390,037	22.8

Source: 2019-2023, NHGIS, Household Income in the Past 12 Months (in 2023 Inflation-Adjusted Dollars) (Source code: B190001, NHGIS code: ASQ0)

Gender

Gender	N	Percentage
Female	2,141,555	49.4
Male	2,190,802	50.6

Source: 2019-2023, NHGIS, Sex by Age (Source code: B01001, NHGIS code: ASNQ)

Education

Education	N	Percentage
Less than high school graduate	200,580	6.5
High school graduate (includes equivalency)	583,558	19.0
Some college, no degree	604,360	19.7
Associate's degree	285,222	9.3
Bachelor's degree	842,868	27.4
Graduate or professional degree	555,334	18.1

Source: 2019-2023, NHGIS, Educational Attainment for the Population 25 Years and Over (Source code: B15003, NHGIS code: ASP3)

Children

Children	N	Percentage
Yes	469,748	43.9
No	600,029	56.1

Source: 2019-2023, NHGIS, Family Type by Presence and Age of Own Children Under 18 Years (NHGIS code: 2019_2023_ACS5a)

Appendix 3. Students

APPENDIX 3-1. MODE SPLIT BY FULL-TIME STUDENTS AND PART-TIME STUDENTS (N:1,375)

Full/Part	School Mode	N	Percentage (%)
Full-time	Bike	98	1.9
Full-time	Carpool	160	3.1
Full-time	Drive alone	1,270	24.2
Full-time	Ferry	36	0.7
Full-time	No class	1,082	20.6
Full-time	Public transit	1,424	27.2
Full-time	Remote learning	395	7.5
Full-time	Scooter	35	0.7
Full-time	Taxi/Uber/Lyft	16	0.3
Full-time	Vanpool	3	0.1
Full-time	Walk	721	13.8
Part-time	Bike	36	2.2
Part-time	Carpool	56	3.4
Part-time	Drive alone	264	16.1
Part-time	Motorcycle	4	0.2
Part-time	No class	598	36.6
Part-time	Public transit	301	18.4
Part-time	Remote learning	307	18.8
Part-time	Scooter	6	0.4
Part-time	Taxi/Uber/Lyft	1	0.1
Part-time	Vanpool	5	0.3
Part-time	Walk	57	3.5

Full/Part	N	Percentage (%)
Full-time	1,048	76.2
Part-time	327	23.8

APPENDIX 3-2. DISTANCE BY MODE-SPLIT (N: 1,234)

School Mode	Average distance in miles
Ferry	35.3
Remote learning	14.6
Drive alone	14.4
Taxi/Uber/Lyft	13.5
Carpool	11.3
Train/Light rail/Streetcar	10.6
Bus	8.6
Bike	4.1
Scooter	2.3
Motorcycle	2.3
Walk	1.1

APPENDIX 3-3. MODE SPLIT BY RESPONDENT'S SCHOOL (N: 1,445)

School	School Mode	N	Percentage (%)
NorthSeattleCollegeStudent	Bike	57	3.5
NorthSeattleCollegeStudent	Carpool	48	2.9
NorthSeattleCollegeStudent	Drive alone	354	21.6
NorthSeattleCollegeStudent	Ferry	1	0.1
NorthSeattleCollegeStudent	No class	533	32.5
NorthSeattleCollegeStudent	Public transit	349	21.3
NorthSeattleCollegeStudent	Remote learning	261	15.9
NorthSeattleCollegeStudent	Scooter	2	0.1
NorthSeattleCollegeStudent	Taxi/Uber/Lyft	1	0.1
NorthSeattleCollegeStudent	Walk	34	2.1
NortheasternUSStudent	Bike	2	2.2
NortheasternUSStudent	Carpool	3	3.3
NortheasternUSStudent	Drive alone	1	1.1
NortheasternUSStudent	No class	23	25.6
NortheasternUSStudent	Public transit	33	36.7
NortheasternUSStudent	Remote learning	3	3.3
NortheasternUSStudent	Walk	25	27.8
SeattleCentralCollegeStudent	Bike	39	1.9
SeattleCentralCollegeStudent	Carpool	52	2.6
SeattleCentralCollegeStudent	Drive alone	165	8.2
SeattleCentralCollegeStudent	Ferry	15	0.7
SeattleCentralCollegeStudent	No class	538	26.8
SeattleCentralCollegeStudent	Public transit	788	39.3
SeattleCentralCollegeStudent	Remote learning	275	13.7
SeattleCentralCollegeStudent	Scooter	12	0.6
SeattleCentralCollegeStudent	Taxi/Uber/Lyft	11	0.5
SeattleCentralCollegeStudent	Walk	110	5.5
SeattleUniversityStudent	Bike	31	1.1
SeattleUniversityStudent	Carpool	92	3.2
SeattleUniversityStudent	Drive alone	880	30.6
SeattleUniversityStudent	Ferry	20	0.7
SeattleUniversityStudent	Motorcycle	1	0
SeattleUniversityStudent	No class	597	20.7
SeattleUniversityStudent	Public transit	466	16.2

School	School Mode	N	Percentage (%)
SeattleUniversityStudent	Remote learning	149	5.2
SeattleUniversityStudent	Scooter	27	0.9
SeattleUniversityStudent	Taxi/Uber/Lyft	5	0.2
SeattleUniversityStudent	Walk	612	21.2
SouthSeattleCollegeStudent	Bike	5	0.8
SouthSeattleCollegeStudent	Carpool	25	4.1
SouthSeattleCollegeStudent	Drive alone	177	29
SouthSeattleCollegeStudent	Motorcycle	3	0.5
SouthSeattleCollegeStudent	No class	178	29.2
SouthSeattleCollegeStudent	Public transit	143	23.4
SouthSeattleCollegeStudent	Remote learning	64	10.5
SouthSeattleCollegeStudent	Vanpool	8	1.3
SouthSeattleCollegeStudent	Walk	7	1.1

APPENDIX 3-3.MODE SPLIT BY GENDER (N: 939)

Gender	N	Percentage (%)
Female	548	58.4
Male	280	29.8
Non-binary or non-conforming	80	8.5
Transgender	28	3
Not listed here	3	0.3

Gender	School Mode	N	Percentage (%)
Female	Bike	24	0.9
Female	Carpool	101	3.7
Female	Drive alone	612	22.3
Female	Ferry	5	0.2
Female	No class	725	26.5
Female	Public transit	601	21.9
Female	Remote learning	310	11.3
Female	Scooter	13	0.5
Female	Taxi/Uber/Lyft	9	0.3
Female	Vanpool	5	0.2
Female	Walk	335	12.2

Gender	School Mode	N	Percentage (%)
Male	Bike	70	5
Male	Carpool	39	2.8
Male	Drive alone	284	20.3
Male	Ferry	14	1
Male	No class	331	23.6
Male	Public transit	421	30.1
Male	Remote learning	110	7.9
Male	Scooter	9	0.6
Male	Taxi/Uber/Lyft	1	0.1
Male	Walk	121	8.6
Non-binary or non-conforming	Bike	7	1.8
Non-binary or non-conforming	Carpool	2	0.5
Non-binary or non-conforming	Drive alone	66	16.5
Non-binary or non-conforming	Ferry	6	1.5
Non-binary or non-conforming	No class	104	26
Non-binary or non-conforming	Public transit	113	28.2
Non-binary or non-conforming	Remote learning	54	13.5
Non-binary or non-conforming	Scooter	2	0.5
Non-binary or non-conforming	Walk	46	11.5
Transgender	Bike	1	0.7
Transgender	Carpool	5	3.6
Transgender	Drive alone	9	6.4
Transgender	Motorcycle	3	2.1
Transgender	No class	33	23.6
Transgender	Public transit	44	31.4
Transgender	Remote learning	23	16.4
Transgender	Walk	22	15.7
Not listed here	Carpool	2	13.3
Not listed here	Drive alone	1	6.7
Not listed here	No class	9	60
Not listed here	Public transit	3	20

Appendix 4. Survey Timeline

SEP 20, 2024	Survey Beta Testing & Feedback Collection
OCT 7, 2024	Launching the Survey for CTR-affected worksites
OCT 11, 2024	Launching the Survey for small businesses
DEC 31, 2024	Official closing day for the main survey/Final closing day for all survey links