**Seattle University Commuting Survey**

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# **Survey Results**

## Response Rate

With 1797 responses, 21% of SU’s campus members (students and employees) responded to the commuting survey of 2023 (Table 1). 45% of all staff, 32% of all faculty and 17% of all students responded to the survey. 19% of the 4843 off-campus students (i.e., “commuter students”) responded to the survey.

Table 1: Survey Respondents for 2023, Seattle University Commuting Survey

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Population group | Responses a | Campus Population b | % of total campus population | 2023 survey response rate c | 2020 survey response rate | 2016 survey response rate | 2007 survey response rate |
| Students | 1180 | 7121 | 82% | 17% | 13% | 30% |  |
| On-campus | 272 | 2278 | 32%d | 12%e | 10% |  |  |
| Off- Campus | 908 | 4843 | 68%d | 19%e | 11% |  |  |
| Faculty | 249 | 786 | 9% | 32% | 32% | 46% | 19% |
| Staff | 368 | 816 | 9% | 45% | 56% | 57% | 33% |
| **Total** | **1797** | **8723** | **100%** | **21%** | **19%** | **33%** | **12%** |

a Responses to the 2023 Commuter Survey. b Total Seattle University Population. We are using the Fall 2022 data as provided by the Office of Institutional research at Seattle University: <https://www.seattleu.edu/ir/su-data-and-facts/fact-file/>. c Percentage of population group that responded to the survey. For example, 1180 students out of a total of 7121 students at SU responded to the survey, that is 17%. d Percentage of total on and off campus student population according to data by Institutional Research. e Percentage of on and off campus students who responded to the 2023 survey.

## Residence Location, Distance from Campus, and Arrival/Departure Characteristics

### Residence Location

Table 2 summarizes the residence locations of commuter students and employees. The neighborhoods in the table are ranked from “largest % of SU population residing here” to “lowest % of SU population residing here.” 23% of our campus population lives near campus in Central Seattle, followed by 16% in North Seattle, and 12% East of Seattle.

Table 2: Location of Respondent’s Residence

|  |  |  |
| --- | --- | --- |
| Location | Respondents | % of Total Respondents |
| Central Seattle (Capitol Hill, First Hill, Central District, Madrona, Montlake, Madison) | 337 | 23% |
| North Seattle (Ballard, Fremont, Greenwood, Green Lake, Ravenna, Magnuson, U District, Maple Leaf, Bitter Lake, Northgate, Lake City) | 235 | 16% |
| East of Seattle | 181 | 12% |
| Snohomish County & North of Seattle | 160 | 11% |
| South King County & South of Seattle | 159 | 11% |
| South Seattle (Duwamish, Georgetown, White Center, Beacon Hill, Mt. Baker/Rainier, Columbia) | 144 | 10% |
| West Seattle (Alki, West Seattle, Fauntleroy) | 79 | 5% |
| Queen Anne & Magnolia (Queen Anne, Interbay, Magnolia) | 53 | 4% |
| Seattle Downtown (Downtown, Belltown, Pioneer Square, International District) | 42 | 3% |
| Pierce County/ Tacoma | 48 | 3% |
| Olympic Peninsula | 23 | 1% |
| Location outside WA state | 11 | 1% |
| Responses a | 1472 | 100% |

a Total number of respondents to this question

Table 3 summarizes the residence location of students who live off campus. 27% of students live in Central Seattle, followed by 15% living in North Seattle, and 14% living in east Seattle.

Table 4 summarizes the residence location of faculty members. 18% of faculty members live in North Seattle, followed by 17% living in Central Seattle, 16% living in East of Seattle and 14% living South of Seattle.

Table 5 summarizes the residence location of staff members who responded to the survey. 19% of staff live in North Seattle, followed by 16% living in Central Seattle, and 13% living in Snohomish County and South King County.

Table 3: Location of off campus students’ residence.

|  |  |  |
| --- | --- | --- |
| Location | Respondents | % of Total Respondents |
| Central Seattle (Capitol Hill, First Hill, Central District, Madrona, Montlake, Madison) | 240 | 27% |
| North Seattle (Ballard, Fremont, Greenwood, Green Lake, Ravenna, Magnuson, U District, Maple Leaf, Bitter Lake, Northgate, Lake City) | 125 | 15% |
| East of Seattle | 119 | 14% |
| Snohomish County & North of Seattle | 99 | 11% |
| South King County & South of Seattle | 91 | 10% |
| South Seattle (Duwamish, Georgetown, White Centre, Beacon Hill, Mt. Baker/Rainier, Columbia | 70 | 8% |
| Seattle Downtown (Downtown, Belltown, Pioneer Square, International District) | 35 | 4% |
| West Seattle (Alki, West Seattle, Fauntleroy) | 27 | 3% |
| Queen Anne & Magnolia (Queen Anne, Interbay, Magnolia) | 26 | 3% |
| Pierce County/ Tacoma | 28 | 3% |
| Olympic Peninsula | 9 | 1% |
| Location outside WA state | 8 | 1% |
| Responses a | 877 | 100% |

a Total number of student respondents to this question

Table 4: Location of faculty residences.

|  |  |  |
| --- | --- | --- |
| Location | Respondents | % of Total Respondents |
| North Seattle (Ballard, Fremont, Greenwood, Green Lake, Ravenna, Magnuson, U District, Maple Leaf, Bitter Lake, Northgate, Lake City) | 43 | 18% |
| Central Seattle (Capitol Hill, First Hill, Central District, Madrona, Montlake, Madison) | 41 | 17% |
| East of Seattle | 40 | 16% |
| South Seattle (Duwamish, Georgetown, White Centre, Beacon Hill, Mt. Baker/Rainier, Columbia | 33 | 14% |
| South King County & South of Seattle | 22 | 9% |
| West Seattle (Alki, West Seattle, Fauntleroy) | 23 | 9% |
| Snohomish County & North of Seattle | 18 | 7% |
| Queen Anne & Magnolia (Queen Anne, Interbay, Magnolia) | 12 | 5% |
| Olympic Peninsula | 6 | 2% |
| Pierce County/ Tacoma | 2 | 1% |
| Location outside WA state | 2 | 1% |
| Seattle Downtown (Downtown, Belltown, Pioneer Square, International District) | 1 | <1% |
| Responses a | 243 | 100% |

a Total number of faculty respondents to this question

Table 5: Location of staff residences

|  |  |  |
| --- | --- | --- |
| Location | Respondents | % of Total Respondents |
| North Seattle (Ballard, Fremont, Greenwood, Green Lake, Ravenna, Magnuson, U District, Maple Leaf, Bitter Lake, Northgate, Lake City) | 67 | 19% |
| Central Seattle (Capitol Hill, First Hill, Central District, Madrona, Montlake, Madison) | 56 | 16% |
| South King County & South of Seattle | 46 | 13% |
| Snohomish County & North of Seattle | 43 | 13% |
| South Seattle (Duwamish, Georgetown, White Centre, Beacon Hill, Mt. Baker/Rainier, Columbia | 41 | 12% |
| West Seattle (Alki, West Seattle, Fauntleroy) | 29 | 8% |
| East of Seattle | 22 | 6% |
| Pierce County/ Tacoma | 18 | 5% |
| Queen Anne & Magnolia (Queen Anne, Interbay, Magnolia) | 15 | 4% |
| Seattle Downtown (Downtown, Belltown, Pioneer Square, International District) | 6 | 2% |
| Olympic Peninsula | 8 | 2% |
| Location outside WA state | 1 | <1% |
| Responses a | 352 | 100% |

a Total number of staff respondents to this question

### Distance from Campus

#### Students

Table 6 summarizes the commuting distance between the residence location of SU students and campus. Based on SU’s Institutional Research data, for the academic year 2022-23, 68% of students were commuters and 32% lived on campus. 38% of commuter students live within 6 miles of campus and 35% of them live between 6 to 16 miles.

Table 6 : Student Commuters: Commuting Distance Between Residence Location and Campus

|  |  |  |
| --- | --- | --- |
| Distance | Respondents a | % of Total respondents a |
| <I miles | 129 | 16% |
| 1-5.9 miles | 171 | 22% |
| 6-15.9 miles | 271 | 35% |
| 16-30.9 miles | 152 | 19% |
| >31 miles | 60 | 8% |
| Respondents | 783 | 100% |

a783 off campus students responded to this question. 273 students responded they live on campus.

#### Employees

Table 7 summarizes the commuting distance between the residence location of SU employees and campus. The majority of employee respondents (78%) live within 16 miles of campus.

Table 7: Employee Commuting Distance between Residence and Campus

|  |  |  |
| --- | --- | --- |
| Distance | Respondents | % of Total |
| <I miles | 27 | 5% |
| 1-5.9 miles | 180 | 30% |
| 6-15.9 miles | 256 | 43% |
| 16-30.9 miles | 84 | 14% |
| >31 miles | 46 | 8% |
| Respondents | 593 a | 100% |

a593 employees responded to this question.

### Commuting Frequency

Respondents were asked (a) how many weeks per year and (b) how many days per week they commute to campus. Table 5 shows the average numbers. Staff commutes more weeks out of the year (50) than faculty or off-campus students. Off-campus students and faculty commute about the same average number of weeks per year (36 and 39 respectively). Staff and off-campus students commute the same average days per week. See Table 8.

Table 8: Commuting Weeks and Days

|  |  |  |
| --- | --- | --- |
|  | Average weeks per year | Average days per week |
| Off-campus Students | 36 | 3.5 |
| Faculty | 39 | 3.5 |
| Staff | 50 | 3.5 |

### Travel Times

Respondents were asked how long it takes on average to commute to campus. Table 9 and Table 10 summarize the findings for off-campus students and employees, respectively.

The highest percentage of off campus students (23%) travel between 11-20 minutes, followed by 22% travelling 21-30 minutes and 15% travelling 31-40 minutes.

The highest percentage of employees (25%) travel between 21-30 minutes, followed by 18% travelling 11-20 minutes and 18% travelling 31-40 minutes.

Table 9: Off campus student commute time

|  |  |  |
| --- | --- | --- |
| Answer | Number of Respondents | % of total Respondents |
| Less than 10 minutes | 91 | 11% |
| 11-20 minutes | 198 | 23% |
| 21-30 minutes | 191 | 22% |
| 31-40 minutes | 131 | 15% |
| 41-50 minutes | 100 | 12% |
| 51-60 minutes | 63 | 7% |
| More than one hour | 90 | 10% |
| Total a | 864 | 100% |

a Total number of respondents to this question.

Table 10: Employee commute time

|  |  |  |
| --- | --- | --- |
| Answer | Number of Respondents | % of total Respondents |
| Less than 10 minutes | 32 | 5% |
| 11 - 20 minutes | 109 | 18% |
| 21 - 30 minutes | 146 | 25% |
| 31 - 40 minutes | 105 | 18% |
| 41 - 50 minutes | 66 | 11% |
| 51 - 60 minutes | 54 | 9% |
| More than one hour | 80 | 14% |
| Total a | 592 | 100% |

a Total number of respondents to this question.

On weekdays, an average of 22% of commuting students arrive in the morning, 56% arrive to campus mid-day, 13% arrive to campus in the afternoon, and an average of 7% of commuting students arrive in the evening. On average, the majority of commuting students depart campus in the evening (39%) and the afternoon (38%). See table 11.

Table 11: Distribution of Students Arrival (A) and Departures (D)

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Time | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | Average (on weekdays) | |
|  | A | D | A | D | A | D | A | D | A | D | A | D | A | D | A | D |
| Early Morning (3am-6am) | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 3% | 1% | 2% | 2% | 1% | 1% |
| Morning (6am - 9am) | 24% | 1% | 21% | <1% | 20% | 1% | 18% | 1% | 29% | 1% | 29% | 1% | 17% | 3% | 22% | 1% |
| Mid-day (9am-3pm) | 53% | 23% | 54% | 14% | 54% | 20% | 57% | 14% | 64% | 37% | 58% | 25% | 52% | 22% | 56% | 21% |
| Afternoon (3pm-6pm) | 15% | 37% | 15% | 39% | 16% | 35% | 16% | 39% | 3% | 42% | 7% | 30% | 17% | 22% | 13% | 38% |
| Evening (6pm - 12am) | 8% | 38% | 8% | 45% | 9% | 43% | 8% | 44% | 2% | 18% | 4% | 41% | 14% | 49% | 7% | 39% |
| Night (12am-3am) | <1% | 1% | <1% | 1% | <1% | <1% | 0% | 1% | <1% | 1% | 0% | 1% | 0% | 3% | <1% | 1% |
| Total a | 676 | 671 | 599 | 588 | 636 | 627 | 607 | 596 | 446 | 442 | 73 | 71 | 66 | 65 | 593 | 585 |

a Total number of off-campus student that responded to this question.

On weekdays, an average of 60% of employees arrive in the morning, 37% arrive at campus mid-day, 1% arrive to campus in the afternoon, and 1% of employees arrive to campus in the evening. On average, the majority of employees depart campus in the afternoon (71%) and evening (17%). See table 12.

Table 12: Distribution of Employees Arrival (A) and Departures (D)

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Time | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | Average (on weekdays) | |
|  | A | D | A | D | A | D | A | D | A | D | A | D | A | D | A | D |
| Early Morning (3am-6am) | <1% | 4% | <1% | 5% | <1% | 4% | <1% | 5% | <1% | 4% | 0% | 3% | 0% | 6% | <1% | 4% |
| Morning (6am - 9am) | 60% | <1% | 61% | <1% | 60% | <1% | 59% | <1% | 60% | 1% | 45% | 3% | 35% | 17% | 60% | <1% |
| Mid-day (9am-3pm) | 36% | 7% | 37% | 7% | 37% | 6% | 38% | 7% | 39% | 9% | 48% | 32% | 41% | 0% | 37% | 7% |
| Afternoon (3pm-6pm) | 2% | 72% | 2% | 68% | 1% | 72% | 2% | 69% | <1% | 74% | 6% | 26% | 12% | 28% | 1% | 71% |
| Evening (6pm - 12am) | 1% | 16% | <1% | 19% | 2% | 17% | 1% | 18% | 0% | 12% | 0% | 35% | 12% | 50% | 1% | 17% |
| Night (12am-3am) | <1% | 0% | <1% | <1% | <1% | <1% | <1% | 2% | <1% | <1% | 0% | 0% | 0% | 0% | <1% | 1% |
| Total a | 436 | 435 | 438 | 436 | 449 | 447 | 447 | 454 | 362 | 361 | 33 | 31 | 17 | 18 | 426 | 427 |

a Total number of employees that responded to this question.

## Commuting Modes

Survey respondents were asked to report their number of weekly one-way commutes as well as their modes of transportation and travel distance per one way trip.

### Students

The most common modes of transportation for student commuters were drive alone gas vehicles (38%), walking (27%), and taking the bus (10%), accounting for 75% of all reported commuting students. The commutes that had the farthest average commutes included ferry, commuter rail, and telecommute. See table 13.

Table 13: Off campus Student Commute Mode

|  |  |  |  |
| --- | --- | --- | --- |
| Commute Mode | % of Total trip Modes | Total Number of One-way trips a | One-way Trip Distance (miles) b |
| Telecommute c | 4% | 272 | 32 |
| Walk | 27% | 1691 | 1 |
| Bicycle/scooter | 2% | 98 | 3 |
| E-bike/E-scooter | 1% | 51 | 9 |
| Bus | 10% | 645 | 11 |
| Light rail/Streetcar | 6% | 397 | 10 |
| Commuter rail d | 1% | 64 | 27 |
| Ferry | <1% | 30 | 45 |
| Motorcycle | <1% | 2 | 7 |
| Drive alone -gas vehicle | 38% | 2353 | 14 |
| Dive alone – hybrid | 4% | 268 | 19 |
| Drive alone – electric vehicle | 2% | 126 | 15 |
| Carpool/Vanpool – gas vehicle | 3% | 197 | 12 |
| Carpool/Vanpool – electric vehicle | <1% | 26 | 19 |
| Carpool/Vanpool – hybrid | 1% | 35 | 15 |
| Uber/Lyft | <1% | 11 | 5 |
| Taxi | <1% | 3 | 14 |
| Total | 100% e | 6269 | -- |

a Includes arriving to and departing from campus  b Average distance travelled per one-way trip per week, this is, weekdays and weekends. The one-way trip distance is the average distance between home and campus.

c Represents students who work for SU or attend class remotely. d Represents transportation modes such as the Sounder or Amtrak train e We get a total of 100% when all “<1%” are counted together and considered equivalent to 1%.

In comparison to the 2020 survey results, there was a 9% decrease in students that reported walking as well as a 9% decrease is using the bus. There was a reported 14% increase in students who commuted in drive alone gas vehicles. See Table 14.

Table 14: Off Campus Student Commute Mode Comparison a

|  |  |  |  |
| --- | --- | --- | --- |
| Commute Mode b | 2020% of Trips | 2023% of trips | Change ’20- ‘23 |
| Walk | 36% | 27% | -9% |
| Bicycle/scooter | 3% | 3% | 0% |
| Bus | 19% | 10% | -9% |
| Light rail/Streetcar | 6% c | 6% | 0% |
| Commuter rail d | 1% | 1% | 0% |
| Ferry | 1% | <1% | -- |
| Motorcycle | 1% | <1% | -- |
| Drive alone -gas vehicle | 24% | 38% | 14% |
| Drive alone – hybrid | 2% | 4% | 2% |
| Drive alone – electric vehicle | 1% | 2% | 1% |
| Carpool/Vanpool – gas vehicle | 5% | 3% | -2% |
| Carpool/Vanpool – electric vehicle | <1% | <1% | 0% |
| Carpool/Vanpool – hybrid | 1% | 1% | 0% |
| Telecommuting | 1% | 4% | 3% |

a Per commute mode reported as a percent of total one-way trips. b Past reports did not include Uber/Lyft and Taxi. These modes have not been included in the comparison. c In the 2020 survey, Light rail and Streetcar were considered two separate commuting modes. They have been combined in order to compare. d Represents transportation modes like Sounder and Amtrak train

### Employees: Staff and Faculty

The employee population includes staff and faculty. The most common modes of commuting for staff were drive alone gas vehicles (28%), telecommuting (28%), taking the bus (11%) and walking (8%), accounting for about 75% of all staff that commute. The transportation modes with the farthest average commute were telecommuting and commuter rail. See table 15.

The most common modes of transportation for faculty were drive alone gas vehicles (33%), telecommuting (20%), bus (10%) and walking (8%), accounting for about 70% of all faculty commuting. The transportation modes that had the farthest average commutes included ferry, commuter rail, and drive alone hybrid vehicles. See table 16.

Table 15: Staff Commute Mode

|  |  |  |  |
| --- | --- | --- | --- |
| Commute Mode | % of Total trip Modes | Total Number of One-way trips a | One-way Trip Distance (miles) b |
| Telecommute c | 28% | 948 | 43 |
| Walk | 8% | 286 | 1 |
| Bicycle/scooter | 1% | 36 | 4 |
| E-bike/E-scooter | 1% | 41 | 3 |
| Bus | 11% | 376 | 9 |
| Light rail/Streetcar | 6% | 189 | 7 |
| Commuter rail d | 3% | 95 | 29 |
| Ferry | 1% | 31 | 19 |
| Motorcycle | <1% | 10 | 8 |
| Drive alone -gas vehicle | 28% | 955 | 11 |
| Dive alone – hybrid | 4% | 138 | 14 |
| Drive alone – electric vehicle | 2% | 59 | 16 |
| Carpool/Vanpool – gas vehicle | 5% | 175 | 19 |
| Carpool/Vanpool – electric vehicle | 1% | 37 | 9 |
| Carpool/Vanpool – hybrid | <1% | 15 | 10 |
| Uber/Lyft | 0% | 0 | 0 |
| Taxi | <1% | 1 | 32 |
| Total | 100% e | 3392 | -- |

a Includes arriving to and departing from campus b Average distance travelled per one-way trip per week, this is, weekdays and weekends. c Represents staff who work remotely d Represents modes such as the Sounder or Amtrak train e We get a total of 100% when all “<1%” are counted together and considered equivalent to 1%.

Table 16: Faculty Commute Modes

|  |  |  |  |
| --- | --- | --- | --- |
| Commute Mode | % of Total trip Modes | Total Number of One-way trips a | One-way Trip Distance (miles) b |
| Telecommute c | 19.5% | 397 | 11 |
| Walk | 7.5% | 155 | 2 |
| Bicycle/scooter | 4.5% | 96 | 4 |
| E-bike/E-scooter | 1% | 18 | 6 |
| Bus | 10% | 201 | 8 |
| Light rail/Streetcar | 6.5% | 134 | 10 |
| Commuter rail d | 1% | 22 | 20 |
| Ferry | 1.5% | 33 | 24 |
| Motorcycle | 0% | 0 | 0 |
| Drive alone -gas vehicle | 33% | 669 | 11 |
| Dive alone – hybrid | 4.5% | 89 | 16 |
| Drive alone – electric vehicle | 7% | 139 | 9 |
| Carpool/Vanpool – gas vehicle | 1% | 20 | 15 |
| Carpool/Vanpool – electric vehicle | 1% | 17 | 11 |
| Carpool/Vanpool – hybrid | 1.5% | 32 | 5 |
| Uber/Lyft | 0.5% | 4 | 7 |
| Taxi | 0% | 0 | 0 |
| Total | 100% e | 2026 | -- |

a Includes arriving to and departing from campus b Average distance travelled per one-way trip per week, this is, weekdays and weekends. c Represents faculty who work remotely d Represents modes such as the Sounder or Amtrak train e We get a total of 100% when all “<1%” are counted together and considered equivalent to 1%.

Among employees (faculty and staff combined) the most common modes of transportation were drive alone gas vehicles (30%), telecommuting (25%), bus (11%) and walking (8%), accounting for nearly 75% of all employee commuting. The transportation modes that had the longest commute were telecommuting, commuter rail, taxi and ferry. See table 17.

Table 17: Employees (faculty and staff combined) commute mode.

|  |  |  |  |
| --- | --- | --- | --- |
| Commute Mode | % of Total trip Modes | Total Number of One-way trips a | One-way Trip Distance (miles) b |
| Telecommute c | 25% | 1345 | 34 |
| Walk | 8% | 441 | 1 |
| Bicycle/scooter | 2% | 132 | 4 |
| E-bike/E-scooter | 1% | 59 | 4 |
| Bus | 11% | 577 | 9 |
| Light rail/Streetcar | 6% | 323 | 8 |
| Commuter rail d | 2% | 117 | 28 |
| Ferry | 1% | 64 | 21 |
| Motorcycle | <1% | 10 | 8 |
| Drive alone -gas vehicle | 30% | 1624 | 11 |
| Dive alone – hybrid | 4% | 227 | 14 |
| Drive alone – electric vehicle | 4% | 198 | 11 |
| Carpool/Vanpool – gas vehicle | 4% | 195 | 19 |
| Carpool/Vanpool – electric vehicle | 1% | 54 | 10 |
| Carpool/Vanpool – hybrid | 1% | 47 | 7 |
| Uber/Lyft | <1% | 4 | 7 |
| Taxi | <1% | 1 | 32 |
| Total | 100% e | 5418 | -- |

a Includes arriving to and departing from campus b Average distance travelled per one-way trip per week, this is, weekdays and weekends. c Represents employees who work remotely d Represents modes such as the Sounder or Amtrak train e We get a total of 100% when all “<1%” are counted together and considered equivalent to 1%.

Table 18 presents a comparison between the average commuter modes for all employees from the 2020 survey and the 2023 survey. In comparison to the 2020 survey, there was a 17% decrease in employees who used the bus, a 6% decrease in employees who walked and a 5% decrease in carpool/vanpool gas vehicles as modes of commuting. There is also a 14% increase in telecommuting and a 2% increase in drive alone gas vehicles and drive alone electric vehicles as a mode of commuting for employees.

Table 18: All Employee Commute Mode Comparison a

|  |  |  |  |
| --- | --- | --- | --- |
| Commute Mode b | 2020% of Trips | 2023% of trips | Change ’20- ‘23 |
| Walk | 14% | 8% | -6% |
| Bicycle/scooter | 4% | 3% | -1% |
| Bus | 28% | 11% | -17% |
| Light rail/Streetcar | 5% c | 6% | 1% |
| Commuter rail d | 3% | 2% | -1% |
| Ferry | 2% | 1% | -1% |
| Motorcycle | 0% | <1% | -- |
| Drive alone -gas vehicle | 28% | 30% | 2% |
| Drive alone – hybrid | 4% | 4% | 0% |
| Drive alone – electric vehicle | 2% | 4% | 2% |
| Carpool/Vanpool – gas vehicle | 9% | 4% | -5% |
| Carpool/Vanpool – electric vehicle | <1% | 1% | -- |
| Carpool/Vanpool – hybrid | 2% | 1% | -1% |
| Telecommuting | 11% | 25% | 14% |

a Per commute mode reported as a percent of total one-way trips. b Past reports did not include Uber/Lyft and Taxi. These modes have not been included in the comparison. c In the 2020 survey, Light rail and Streetcar were considered two separate commuting modes. They have been combined in order to compare. d Represents transportation modes like Sounder and Amtrak train

### Greenhouse Gas Emissions from Commuting

Seattle University reports GHG emissions every year using the SIMAP tool. The below information provides the commuter survey data to be used to calculate “emissions from commuting” for the annual GHG report.

#### Off-Campus Students

1. Average number of one-way trips per week per commuter = 7.5 a
2. Average number of weeks traveled per commuter = 36

Table 19: Off-campus Student GHG Report Information b

|  |  |  |
| --- | --- | --- |
| Mode of transportation | % of total one-way trips c | Average miles per one way trip |
| Automobile d | 40.0% | 12 |
| Bike e | 2.5% | 6 |
| Carpool f | 3.5% | 11 |
| Commuter Rail | 1.0% | 27 |
| Electric Vehicle g | 5.0% | 17 |
| Light rail | 6.0% | 10 |
| Public Bus | 10.5% | 11 |
| Telecommuting | 4.5% | 32 |
| Walk | 27.0% | 1 |

a Calculated by dividing the total number of one-way trips per week by the total number of respondents to this question. b For the calculation of the data in this table the following guidelines from SIMAP were used: 🡪For Drive alone hybrid vehicles we should evenly distribute the modal split across EV and automobile. 🡪 Carpool emissions in SIMAP are equal to the automobile emissions divided by 2. Thus:

* Carpool EV: Divide the carpool EV miles by 2 and enter those in EVs.
* Carpool hybrid EV: Divide the carpool hybrid emissions by 2. Then enter:
  + Half the total carpool hybrid EV under traditional carpool
  + Half the total carpool hybrid EV (divided by 2 a second time) under EV.

🡪 Uber/Lyft and Taxi should be included in Carpool.

🡪 Scooters/ e-scooters/ e-bike count as bike.

🡪 Motorcycle should be considered an automobile. c This does not include ferry as a mode of transportation that accounts for less than 1% of commuting. d Includes the drive alone gas vehicles, motorcycle and half of the hybrid vehicles mode of commuting. e Includes the bike/scooter and the e-bike/e-scooter mode of commuting. f Includes carpool gas vehicles, half of the carpool hybrid vehicles, uber/lyft and taxi mode of commuting. g Includes drive alone electric vehicles, half of the drive alone hybrid vehicles, carpool electric vehicles and half of the carpool hybrid vehicles mode of commuting.

#### Staff

1. Average number of one-way trips per week per commuter = 9.5 a
2. Average number of weeks traveled per commuter = 50

Table 20: Staff GHG Report Information b

|  |  |  |
| --- | --- | --- |
| Mode of transportation | % of total one-way  trips c | Average miles per one way trip |
| Automobile d | 30.5% | 10 |
| Bike e | 2.5% | 4 |
| Carpool f | 5.5% | 19 |
| Commuter Rail | 3.0% | 29 |
| Electric Vehicle g | 5.0% | 12 |
| Light rail | 5.5% | 7 |
| Public Bus | 11.0% | 9 |
| Telecommuting | 28.0% | 43 |
| Walk | 8.0% | 1 |

a Calculated by dividing the total number of one-way trips per week by the total number of respondents to this question. b For the calculation of the data in this table the following guidelines from SIMAP were used: 🡪For Drive alone hybrid vehicles we should evenly distribute the modal split across EV and automobile. 🡪 Carpool emissions in SIMAP are equal to the automobile emissions divided by 2.

* Carpool EV: Divide the carpool EV miles by 2 and enter those in EVs.
* Carpool hybrid EV: Divide the carpool hybrid emissions by 2. Then enter:
  + Half the total carpool hybrid EV under traditional carpool
  + Half the total carpool hybrid EV (divided by 2 a second time) under EV.

🡪 Uber/Lyft and Taxi should be included in Carpool.

🡪 Scooters/ e-scooters/ e-bike count as bike.

🡪 Motorcycle should be considered an automobile. c This does not include ferry as a mode of transportation that accounts for 1% of commuting. d Includes the drive alone gas vehicles, motorcycle and half of the hybrid vehicles mode of commuting. e Includes the bike/scooter and the e-bike/e-scooter mode of commuting. f Includes carpool gas vehicles, half of the carpool hybrid vehicles, uber/lyft and taxi mode of commuting. g Includes drive alone electric vehicles, half of the drive alone hybrid vehicles, carpool electric vehicles and half of the carpool hybrid vehicles mode of commuting.

#### Faculty

1. Average number of one-way trips per week per commuter = 8.5 a
2. Average number of weeks traveled per commuter = 39

Table 21: Faculty GHG Report Information b

|  |  |  |
| --- | --- | --- |
| Mode of transportation | % of total one-way trips c | Average miles per one way trip |
| Automobile d | 35.0% | 13 |
| Bike e | 5.5% | 5 |
| Carpool f | 2.5% | 10 |
| Commuter Rail | 1.0% | 20 |
| Electric Vehicle g | 11% | 10 |
| Light rail | 6.5% | 10 |
| Public Bus | 10.0% | 8 |
| Telecommuting | 19.5% | 11 |
| Walk | 7.5% | 2 |

a Calculated by dividing the total number of one-way trips per week by the total number of respondents to this question. b For the calculation of the data in this table the following guidelines from SIMAP were used: 🡪For Drive alone hybrid vehicles we should evenly distribute the modal split across EV and automobile. 🡪 Carpool emissions in SIMAP are equal to the automobile emissions divided by 2. Thus:

* Carpool EV: Divide the carpool EV miles by 2 and enter those in EVs.
* Carpool hybrid EV: Divide the carpool hybrid emissions by 2. Then enter:
  + Half the total carpool hybrid EV under traditional carpool
  + Half the total carpool hybrid EV (divided by 2 a second time) under EV.

🡪 Uber/Lyft and Taxi should be included in Carpool.

🡪 Scooters/ e-scooters/ e-bike count as bike.

🡪 Motorcycle should be considered an automobile. c This does not include ferry as a mode of transportation that accounts for 1.5% of commuting. d Includes the drive alone gas vehicles, motorcycle and half of the hybrid vehicles mode of commuting. e Includes the bike/scooter and the e-bike/e-scooter mode of commuting. f Includes carpool gas vehicles, half of the carpool hybrid vehicles, uber/lyft and taxi mode of commuting. g Includes drive alone electric vehicles, half of the drive alone hybrid vehicles, carpool electric vehicles and half of the carpool hybrid vehicles mode of commuting.

### STARS reporting data

Table 22 has the data required for the STARS report. Based on the data, the total percentage of employees that use more sustainable commuting options (all commuting modes except SOV gas vehicle and motorcycle) as their primary mode of transportation is 68%; for off-campus students it is 59.5%.

Table 22: STARS reporting data.

|  |  |  |
| --- | --- | --- |
| Mode of Transportation | Percentage of Students | Percentage of Employees a |
| Single occupancy vehicle b | 40.5% | 32% |
| Zero emissions vehicle c | 4.5% | 7% |
| Walk, cycle or other non-motorized mode | 30% | 12% |
| Vanpool or carpool d | 4% | 4% |
| Public transport or campus shuttle e | 17% | 20% |
| Motorcycle | 0% | 0% |
| Distance education/telecommute | 4% | 25% |
| Total | 100% | 100% |

a This includes both staff and faculty. b Includes drive alone gas vehicles and half of drive alone hybrid vehicles. c Includes drive alone electric vehicles, half of drive alone hybrid vehicles, carpool/ vanpool electric vehicles and half of carpool/vanpool hybrid vehicles. d Includes carpool/ vanpool gas vehicles, half of carpool/vanpool hybrid vehicles, uber/ lyft and taxi. e Includes light rail/ streetcar, commuter rail, bus and ferry.

## Changing Commuting Behavior

### Rationale for Driving to Campus

Respondents who reported driving to campus on some or all days were asked their primary reasons for doing so. Respondents could select as many answers as applicable. Table 23 summarizes the results for students and Table 24 for employees.

The primary reason for students to drive was that it is the fastest way to get to campus (42%). Other important reasons included: “I like the convenience of having my car” (16%), “No other reasonable transit option” (12%), and “Personal Safety” (9%).

Table 23: Off campus students’ reasons for driving

|  |  |  |  |
| --- | --- | --- | --- |
| Reason | Number of Respondents a | % of total responses (2023 survey) | % of total responses (2020 survey) |
| Fastest way to get to campus | 200 | 42% | 27% |
| Facilities | 2 | <1% | 4% |
| I like the convenience of having my car | 77 | 16% | 10% |
| Affordability | 14 | 3% | 4% |
| Family care or other obligation | 34 | 7% | 2% |
| Need to get home in case of an emergency | 8 | 2% | 6% |
| No other reasonable transit option | 59 | 12% | 8% |
| Personal Safety | 42 | 9% | 9% |
| Personal Health b | 1 | <1% | -- |
| Unable to carpool | 10 | 2% | 6% |
| The nature of my job requires me to use a car b | 17 | 4% | -- |
| Weather b | 9 | 2% | -- |
| Use car for errands c | -- | -- | 13% |
| Don’t know what transit route to take c | -- | -- | 2% |
| Other c | -- | -- | 6% |
| Total | 473 | 100% | 100% |

a Respondents could choose more than one reason. b These reasons were not options in the 2020 commuter survey.  c These reasons were not options in the 2023 commuter survey.

The primary reason for employees driving was that it was the fastest way to get to campus (37%). Other important reasons included: “Family care or other obligations” (26%), “I like the convenience of having my own car” (12%) and “No other reasonable transit option” (7%) and “personal safety” (6%).

Table 24: Employees’ reasons for driving

|  |  |  |  |
| --- | --- | --- | --- |
| Reason | Number of Respondents a | % of total responses (2023 survey) | % of total responses (2020 survey) |
| Fastest way to get to campus | 157 | 37% | 24% |
| Facilities | 1 | <1% | 4% |
| I like the convenience of having my car | 51 | 12% | 7% |
| Affordability | 4 | 1% | 2% |
| Family care or other obligation | 109 | 26% | 11% |
| Need to get home in case of an emergency | 6 | 1% | 9% |
| No other reasonable transit option | 29 | 7% | 8% |
| Personal Safety | 26 | 6% | 7% |
| Personal Health b | 9 | 2% | -- |
| Unable to carpool | 4 | 1% | 3% |
| The nature of my job requires me to use a car b | 15 | 4% | -- |
| Weather b | 10 | 2% | -- |
| Use car for errands c | -- | -- | 16% |
| Don’t know what transit route to take c | -- | -- | <1% |
| Other c | -- | -- | 10% |
| Total | 421 | 100% | 100% |

a Respondents could choose more than one reason. b These reasons were not options in the 2020 commuter survey.  c These reasons were not options in the 2023 commuter survey.

### Rationale for Not Driving to Campus

Respondents who reported not driving (by vehicle or motorcycle) to commute to/from campus were asked their primary reason for doing so. Respondents could select as many answers as applicable. Table 25 summarizes the results for students and Table 26 for employees.

The primary reason for students to not drive was because they were close enough to walk/bike/transit (24%). Other important reasons included: “Do not have a car” (15%), “Affordability” (15%), and “Difficulty, stress, safety (of parking, traffic, etc.)” (12%).

Table 25: Off campus students’ reasons for not driving.

|  |  |  |  |
| --- | --- | --- | --- |
| Reason a | Number of respondents | % of Total Responses (2023 survey) | % of Total Responses (2020 survey) |
| Distance | 216 | 24% | 25% |
| Duration b | 35 | 4% | -- |
| Do not have a car | 141 | 15% | 16% |
| Comfort b | 33 | 4% | -- |
| Affordability | 135 | 15% | 15% |
| Environmental Impact | 85 | 9% | 13% |
| Health benefits | 90 | 10% | 7% |
| Difficulty, stress, safety | 113 | 12% | 10% |
| Rideshare program | 4 | <1% | 1% |
| Public transit options/ timing | 63 | 7% | 11% |
| Other c | -- | -- | 2% |
| Total | 915 | 100% | 100% |

a Respondents could choose more than one reason. b These reasons were not options in the 2020 commuter survey. c This reason was not an option in the 2023 commuter survey.

The primary reason for students not to drive was because of the environmental impact (19%). Other important reasons included: “Health benefits” (16%), “Affordability” (16%), “Difficulty, stress, safety (of parking, traffic, etc.)” (13%), and “Distance (close enough to walk/bike/transit)” (13%).

Table 26: Employee reasons for not driving.

|  |  |  |  |
| --- | --- | --- | --- |
| Reason | Number of respondents | % of Total Responses (2023 survey) | % of Total Responses (2020 survey) |
| Distance | 107 | 13% | 11% |
| Duration b | 23 | 3% | -- |
| Do not have a car | 54 | 7% | 5% |
| Comfort b | 29 | 4% | -- |
| Affordability | 131 | 16% | 13% |
| Environmental Impact | 156 | 19% | 17% |
| Health benefits | 127 | 16% | 12% |
| Difficulty, stress, safety | 103 | 13% | 12% |
| Rideshare program | 2 | <1% | 16% |
| Public transit options/ timing | 84 | 10% | 14% |
| Other c | -- | -- | <1% |
| Total | 816 | 100% | 100% |

a Respondents could choose more than one reason. b These reasons were not options in the 2020 commuter survey. c This reason was not an option in the 2023 commuter survey.

### Changing Commuting Behavior

Respondents were asked if they were currently driving alone to campus using a conventional vehicle (gas-powered vehicle), what would encourage them to take an alternative form of transportation more often. Table 27 summarizes the results for off campus students and Table 28 for employees.

Better public transit (routes, timing, price, options, etc.) had the highest ranking for students (44%), followed by nothing (28%), and more incentives from SU (18%), which included: free orca cards, and free bus passes.

Table 27: Off Campus students on incentives for changing commuting behaviour

|  |  |  |
| --- | --- | --- |
| Response a | Number of Responses | % of Total Responses |
| Nothing | 134 | 28% |
| Carpool App | 28 | 6% |
| More EV stations on campus | 16 | 3% |
| Better Public transit | 206 | 44% |
| More incentives from SU b | 87 | 18% |
| Total Responses | 471 | 100% |

a Respondents were able to select more than one option. b Respondents were asked to suggest better incentives from SU.

Better public transit (routes, timing, price, options, etc.) had the highest ranking for employees (47%), followed by nothing (27%), and more incentives from SU (18%), which included: free orca cards, free bus passes, more carpool incentives, having more reliable schedules, and financial incentives.

Table 28: Employees on incentives for changing commuting behaviour

|  |  |  |
| --- | --- | --- |
| Response a | Number of Responses | % of Total Responses |
| Nothing | 99 | 27% |
| Carpool App | 17 | 5% |
| More EV stations on campus | 14 | 4% |
| Better Public transit | 176 | 47% |
| More incentives from SU b | 67 | 18% |
| Total Responses | 373 | 100% |

a Respondents were able to select more than one option. b Respondents were asked to suggest better incentives from SU.

### Electric Vehicles

Participants were asked if they are considering leasing/ purchasing an electric vehicle in the next five years. Of the student responses, 59% responded ‘No’, 26% responded ‘Yes’, and the remaining 16% responded ‘Maybe’. The reasons for ‘Maybe’ included: high cost of an electric vehicle and depending on their job after graduation. See Table 29.

Of the employee responses 45% responded ‘No’, 33% responded ‘Yes’, and the remaining 22% responded ‘Maybe’. The reasons for ‘Maybe’ included: already have one car, already own an electric vehicle, and depends on costs. See Table 30.

Table 29: Student responses to leasing/ purchasing an EV in the next 5 years.

|  |  |  |
| --- | --- | --- |
| Response | Number of respondents | % of respondents |
| Yes | 204 | 26% |
| No | 468 | 59% |
| Maybe | 125 | 16% |
| Total a | 797 | 100% |

a Total number of responses to this question.

Table 30: Employee responses to leasing/ purchasing an EV in the next 5 years.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Number of respondents | | % of respondents | |
| Yes | | 187 | | 33% |
| No | | 255 | | 45% |
| Maybe | | 123 | | 22% |
| Total a | | 565 | | 100% |

a Total number of responses to this question.

Participants were also asked how frequently they use the on-campus EV charging stations. Of the 9 students that responded to using on campus EV chargers, the average number of days per week that they used the chargers was 1.3 days. Of the 25 employees that responded to using on campus EV chargers, the average number of days per week that they used the chargers was 1.7 days.

### Receiving Commuting Information

Respondents were asked about their preferred method of receiving information from Seattle University on commuting options and transportation updates. See table 31.

Most respondents (73%) prefer to receive information by email. The other preferred methods include: “Text” (17%), and “General Website” (8%).

Table 31: Preferred Methods of Receiving Commuting Information

|  |  |  |
| --- | --- | --- |
| Mode of Receiving Information | Number of Respondents | % of Total Respondents |
| Email | 1190 | 73% |
| Text | 275 | 17% |
| General Website | 126 | 8% |
| Flyer | 9 | 1% |
| An annual 'Commute to SU' fair | 27 | 2% |
| Total a | 1627 | 100% |

a Total number of respondents to this question

### Suggestions about the Future of SU Transportation

Respondents were asked to respond with any suggestions about improving commute options at Seattle University and how Seattle University could encourage alternative/sustainable modes of transportation.

The most common responses were to provide a 100% free and subsidized orca card option for all campus members. Other common responses were to provide greater financial incentives, better facilities like more bike racks and EV chargers on campus, greater and clearer advertisement of the current SU incentives and policies, having more online options for classes, a campus shuttle, and working with the city to provide better and more extensive public transit options.

## Parking

### Parking Location

Survey respondents who reported driving to campus were asked to indicate their parking location.

Table 32 shows that most students (73%) use on-campus parking, primarily Broadway garage (38%) and Murphy apartments garage (21%). This is followed by street parking (22%).

Table 33 shows that most employees (84%) use on-campus parking, primarily Broadway garage (42%). This is followed by the Murphy apartments garage (13%), 13th & E. Cherry parking lot (13%) and street parking (13%).

Table 32: Off Campus Student Parking Locations

|  |  |  |
| --- | --- | --- |
| Parking Location | Number of Respondents | % of total responses |
| Broadway Garage | 183 | 38% |
| Murphy Apartments garage | 99 | 21% |
| Chardin parking lot | 4 | 1% |
| 10th & E. Columbia parking lot | 15 | 3% |
| 10th & E. Jefferson parking lot | 1 | <1% |
| 13th & E. Cherry parking lot | 5 | 1% |
| 14th & E. Jefferson parking lot | 4 | 1% |
| Visitor parking lot | 42 | 9% |
| Off campus parking lot/ garage | 14 | 3% |
| Street parking | 106 | 22% |
| Private storage arrangement | 8 | 2% |
| Total | 481 | 100.0% |

Table 33: Employee Parking Locations

|  |  |  |
| --- | --- | --- |
| Parking Location | Number of Respondents | % of total responses |
| Broadway Garage | 179 | 42% |
| Murphy Apartments garage | 55 | 13% |
| Chardin parking lot | 3 | 1% |
| 10th & E. Columbia parking lot | 43 | 10% |
| 10th & E. Jefferson parking lot | 2 | <1% |
| 13th & E. Cherry parking lot | 54 | 13% |
| 14th & E. Jefferson parking lot | 11 | 3% |
| Visitor parking lot | 14 | 3% |
| Off campus parking lot/ garage | 8 | 2% |
| Street parking | 57 | 13% |
| Private storage arrangement | 2 | <1% |
| Total a | 428 | 100.0% |

a Includes both staff and faculty who responded to this question.

### Street and Campus Parking

Participants were asked how often they use street and on campus parking, and how long it takes to find parking on campus.

The average number of days per week that students use street parking is 2.5 days and the average number of days that they use campus parking is 3 days. When asked how long it takes to find parking on campus, most students (78%) reported taking less than 5 minutes. See table 34.

Table 34: Off campus students time to find parking on campus.

|  |  |  |
| --- | --- | --- |
| Amount of time | Number of respondents | Percentage of respondents |
| 0-2 minutes | 125 | 36% |
| 3-5 minutes | 147 | 42% |
| 6-9 minutes | 49 | 14% |
| 10-15 minutes | 23 | 7% |
| More than 15 minutes | 3 | 1% |
| Total a | 347 | 100% |

a Total number of respondents to this question.

The average number of days per week that the employees use street parking is 3 days and the average number of days that they use campus parking is 2.5 days. When asked how long it takes to find parking on campus, most employees (87%) reported taking less than 5 minutes. See table 35.

Table 35: Employees time to find parking on campus.

|  |  |  |
| --- | --- | --- |
| Amount of time | Number of respondents | Percentage of respondents |
| 0-2 minutes | 180 | 50% |
| 3-5 minutes | 133 | 37% |
| 6-9 minutes | 34 | 9% |
| 10-15 minutes | 10 | 3% |
| More than 15 minutes | 2 | 1% |
| Total a | 359 | 100% |

a Total number of respondents to this question.

When asked how often they can find parking, 82% of students replied ‘Always’ or ‘Most of the time’ to finding parking on the Seattle University campus. 7% of students replied that they ‘Sometimes’ or ‘Never’ find parking on campus. See Table 36.

Table 36: Students frequency of finding parking on campus.

|  |  |  |
| --- | --- | --- |
| Frequency | Number of respondents | Percentage of respondents |
| Always | 144 | 41% |
| Most of the time | 144 | 41% |
| About half the time | 34 | 10% |
| Sometimes | 20 | 6% |
| Never | 5 | 1% |
| Total a | 347 | 100% |

a Total number of respondents to this question.

When asked how often they can find parking, 89% of employees replied ‘Always’ or ‘Most of the time’ to finding parking on the Seattle University campus. 5% of employees replied that they ‘Sometimes’ or ‘Never’ find parking on campus. See Table 37.

Table 37: Employees frequency of finding parking on campus.

|  |  |  |
| --- | --- | --- |
| Frequency | Number of respondents | Percentage of respondents |
| Always | 193 | 54% |
| Most of the time | 127 | 35% |
| About half the time | 20 | 6% |
| Sometimes | 17 | 5% |
| Never | 1 | <1% |
| Total a | 358 | 100% |

a Total number of respondents to this question.

Respondents were also asked why they preferred street parking over on campus parking options.

Most of the students (75%) selected cost as the reason they chose street parking. Some of the reasons for selecting others were being unable to find parking on campus in time, safety concerns, having free street parking and being able to park at a nearby job. See Table 38.

Most employees (64%) selected cost as the reason they chose street parking. Some of the reasons for selecting others were the possession of a street permit, safety concerns and being dropped off by someone else. See Table 39.

Table 38: Off campus Students reasons for choosing street parking.

|  |  |  |
| --- | --- | --- |
| Reason | Number of Respondents | % of Respondents |
| Cost | 156 | 75% |
| Duration | 21 | 10% |
| Ease | 8 | 4% |
| Proximity | 14 | 7% |
| Other | 10 | 5% |
| Total a | 209 | 100% |

a Total number of responses to this question.

Table 39: Employees reasons for choosing street parking.

|  |  |  |
| --- | --- | --- |
| Reason | Number of Respondents | % of Respondents |
| Cost | 97 | 64% |
| Duration | 27 | 18% |
| Ease | 6 | 4% |
| Proximity | 12 | 8% |
| Other | 9 | 6% |
| Total a | 151 | 100% |

a Total number of responses to this question.

# Appendix A

## Commuter Survey Questions

Welcome! Thank you for participating and taking about 10 minutes to complete this commuting survey. **Whether you live on campus or not**, we’d appreciate the participation of **ALL at SU.**  
This commuting survey is a**joint effort** between Seattle University Facilities Services, Transportation and Parking Services, and the Center for Environmental Justice and Sustainability (CEJS). The **purpose**of this survey is to identify the commuting habits of our SU students, faculty, and staff. Your feedback will provide valuable data that will be used to report to the City of Seattle, estimate SU's annual greenhouse gas emissions, identify new sustainability initiatives on campus related to commuting, and assist Seattle University's Transportation Management Plan.  
  
Any information that is obtained in connection with this study and that can be identified with you will remain **completely confidential**. Any survey results that are shared will never have any individually identifiable information. All responses will be compiled together and analyzed as a group.  
  
All survey respondents will be entered into a **random drawing for a $25 gift card to Boon Boona Coffee or Mighty-O Donuts.** There will be **FIVE WINNERS**selected from the pool of survey participants.  
  
Thank you for taking the time to complete this survey. Your input is vastly appreciated! Should you have questions about the survey, please feel free to **contact the CEJS at cejs@seattleu.edu**.

Q1 Are you primarily a:

* Full-time Faculty
* Part-time Faculty
* Full-time Staff
* Part-time Staff
* Full-time Student
* Part-time Student

Q2 Do you live on campus?

* Yes
* No

Skip to Q26 If Do you live on campus? = Yes (Note: if yes, you will be directed to Question 26 of the survey.)

Q3 How many days per week do you typically travel to campus during the school year?

* 1 day
* 2 days
* 3 days
* 4 days
* 5 days
* 6 days
* 7 days

Q4: Do you expect the above schedule to be consistent until June 1, 2023?

* Yes
* No
* Unsure

Q5 How many weeks per year do you typically travel to campus? **Please select the option that is closest to your schedule.** (This includes coming to SU for classes, work, research, events, etc. If you are new to SU, please estimate your answer for this year)

* All year (up to 52 weeks)
* Academic year (34 weeks)
* Fall Quarter (11 weeks)
* Winter Quarter (11 weeks)
* Spring Quarter (11 weeks)
* Law – academic year (33 weeks)
* Law - Fall Semester (16 weeks)
* Law - Spring Semester (17 weeks)
* Law - Summer Semester (10 weeks)
* Summer Quarter (4 week session)
* Summer Quarter (8 week session)
* Summer Quarter (10 week session)

Q6 How many one-way trips do you make per week (7-day week) to commute to and from campus?   
Example: If you commute 4 days/week to and from campus, you are making 8 one-way trips.



Q7 Where do you live? NOTE: If you are a student, indicate where you live during the school year?

* Central Seattle (Capitol Hill, First Hill, Central District, Madrona, Montlake, Madison)
* Seattle Downtown (Downtown, Belltown, Pioneer Square, International District)
* North Seattle (Ballard, Fremont, Greenwood, Green Lake, Ravenna, Magnuson, U District, Maple Leaf, Bitter Lake, Northgate, Lake City)
* South Seattle (Duwamish, Georgetown, White Center, Beacon Hill, Mt. Baker/Rainier, Columbia)
* West Seattle (Alki, West Seattle, Fauntleroy)
* Queen Anne & Magnolia (Queen Anne, Interbay, Magnolia)
* Snohomish County & North of Seattle
* East of Seattle
* South King County & South of Seattle
* Pierce County/ Tacoma
* Olympic Peninsula
* Location outside WA state

Q8 Please enter your home location zip code (e.g., 98122).

NOTE: If you are a student, enter the zip code of the location where you live during the school year.



Q9 On days you commute physically, approximately how many miles is your typical commute to campus (the one-way distance from home to SU)?

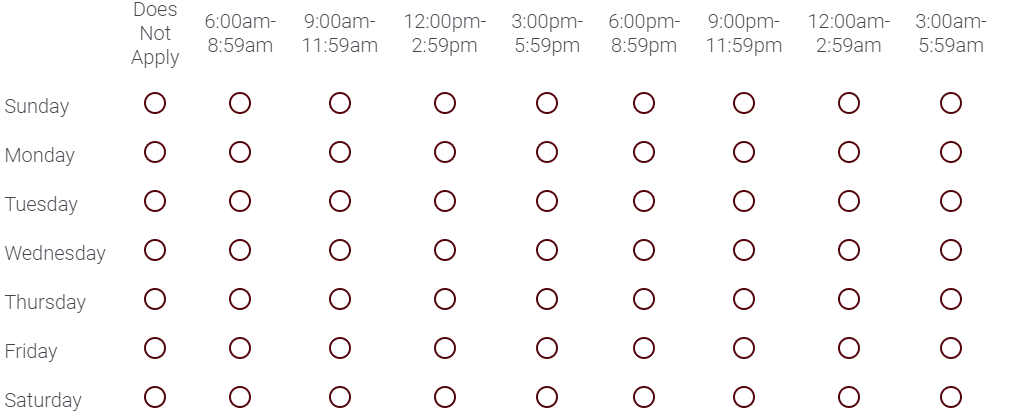
(Don't know the mileage of your trip? Use Google Maps. Enter your home address as location of departure and Seattle University as end destination. It will return the mileage of your trip.)

In the answer box, enter the number of miles **for one-way only**: 

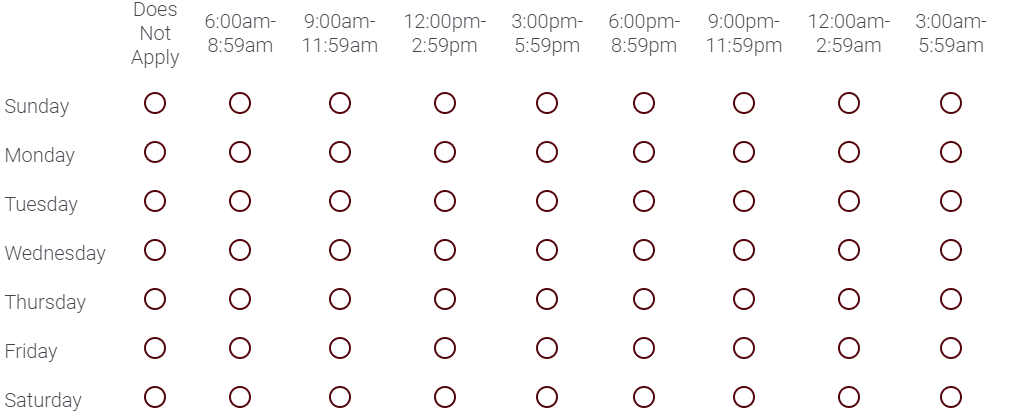
Q10 On days you commute physically, how long does it take you to commute to campus on a typical day?

* Less than 10 minutes
* 11-20 minutes
* 21-30 minutes
* 31-40 minutes
* 41-50 minutes
* 51-60 minutes
* More than one hour

Q11 When do you **typically begin on-campus work or school activities**? (Select 'Does Not Apply' if you do not commute to campus for a specific day)



Q12 When do you **typically end on-campus work or school activities**? (Select 'Does Not Apply' if you do not commute to campus for a specific day)



Q13 Currently, during a typical week, how do you get to Seattle University each day?

-TELECOMMUTE IS ALSO CONSIDERED A SELECTION OPTION.

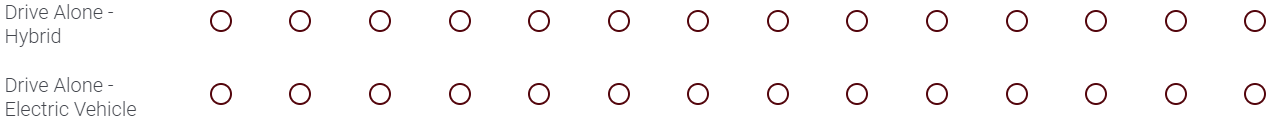
-If you do not have a “typical” week, please report on last week

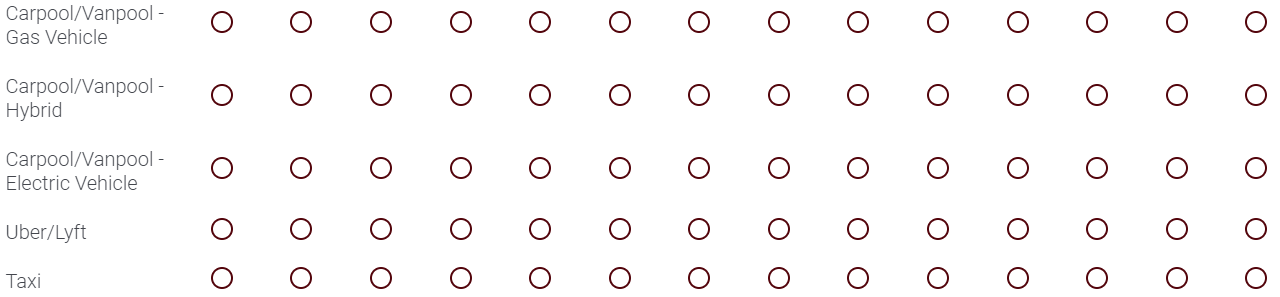
-Please select the option you use for the LONGEST DISTANCE to get to Seattle University.

-Only choose ONE option for "arrive" and ONE option for "depart" for each day applicable.

- Select 'Does Not Apply' if you do not work or take a class on a specific day.







Q14 Are you considering leasing/purchasing an electric vehicle in the next 5 years?

* Yes
* No
* Maybe. Please Specify:

Q15 Where do you typically park your vehicle when traveling to SU?

* Does Not Apply (I do not drive to campus)
* Broadway garage
* Murphy Apartments garage
* Chardin parking lot
* 10th & E. Columbia parking lot (west of library)
* 10th & E. Jefferson parking lot (south of Campion Hall)
* 13th & E. Cherry parking lot (1313 E. Columbia)
* 14th & E. Jefferson parking lot (RedHawk Center lot)
* Visitor parking lot (near Chapel and Pigott)
* Off campus parking lot/garage
* Street parking
* Private storage arrangement (apartment complex, neighbor's garage, etc.)

Q16 How many days per week do you use street parking?

* 1
* 2
* 3
* 4
* 5
* 6
* 7
* Does Not Apply (I do not use street parking)

Q17 How many days per week do you use campus parking?

* 1
* 2
* 3
* 4
* 5
* 6
* 7
* Does Not Apply (I do not use SU campus parking)

Skip to Q21 If Does Not Apply (I do not use SU campus parking) = Yes

Q18 If you use any of the EV stations on campus, how many days per week do you use them?

* Does not apply (I do not use an EV station on Seattle University campus)
* 1
* 2
* 3
* 4
* 5
* 6
* 7

Q19 How often can you easily find parking space on the SU campus?

* Always
* Most of the time
* About half the time
* Sometimes
* Never
* Does not apply (I do not park on Seattle University campus)

Q20 How long, on average, does it take you to find a parking space on SU campus?

* 0-2 minutes
* 3-5 minutes
* 6-9 minutes
* 10-15 minutes
* More than 15 minutes
* Does Not Apply: I do not use campus parking

Q21 If you choose street parking over SU campus parking, what is the main reason?

* Does not apply (I do not use street parking)
* Cost (street parking is cheaper)
* Duration (I only need parking for a short amount of time)
* Ease (it is easier to find street parking than campus parking)
* Proximity (street parking is closer to the building I need to be at on SU campus)
* Other. Please Specify:

Q22 What is your main reason for driving during some (or all) of your commutes to campus?

* Does Not Apply (I do not drive to campus)
* Fastest way to get to campus
* Facilities (easy to find parking, cheap parking, EV charging option, etc.)
* I like the convenience of having my car
* Affordability (it is less expensive to drive)
* Family care or other obligation (school drop off; ability to run errands; etc.)
* Need to get home in case of an emergency
* No other reasonable transit option
* Personal Safety (I am concerned about exposure to crime or safety-related issues when choosing another travel option)
* Personal health (I am concerned about COVID-19 or lack of hygiene when choosing another travel option)
* Unable to carpool
* The nature of my job requires me to use a car
* Weather

Q23 If you are currently driving alone to campus using a conventional vehicle (gas-powered vehicle), what would encourage you to take an alternative form of transportation more often? (Check all that apply)

* Does Not Apply
* Nothing
* Carpool App
* More electric vehicle stations on campus
* Better public transit (routes, timing, price, options, etc.)
* More incentives from SU to carpool/bike/walk/take public transit (please specify in text box below):

Q24 What is your reason for **not** using a car or motorcycle during some (or all) of your commute to campus? (Check all that apply)

* Distance (close enough to walk/bike/transit)
* Duration (close enough to walk/bike/transit)
* Do not have a car
* Comfort
* Affordability (in my case, a car is more expensive than any alternative transportation option)
* Environmental impact (e.g. reduce my contribution to CO2 emissions)
* Health benefits (physical activity)
* Difficulty, stress, safety (parking, traffic, etc.)
* Rideshare program
* Public transit options/ timing
* Does not apply – I always drive alone or by carpool

Q25 What is your preferred method to receive information about commute options or transportation updates **from Seattle University** which may affect your commute?

* Email
* Text
* General Website
* Flyer
* An annual ‘Commute to SU’ fair

Q26 Do you have an ORCA card that is **not** subsidized by Seattle University?

* Yes
* No

Q27 How could Seattle University encourage alternative/sustainable modes of transportation?

* Comments: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Q28 Your feedback is important to guide decisions about future transportation programs. Please share your recommendations for improving commute options here at Seattle University.

* Comments: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

This is the end of the survey. If you want to make any changes to previous questions, please use the back arrow.