

# **Seattle University Transportation Survey**

April 2017

## Table of Contents

1. Introduction .....	1
2. Survey Methodology .....	1
3. Survey Results .....	1
Response Rate.....	1
Residence Location, Distance from Campus, and Arrival Departure Characteristics .....	2
Residence Location .....	2
Distance from Campus .....	3
Travel Times .....	4
Commuting Modes .....	6
Students .....	6
Employees .....	8
Commuting Expenses.....	10
Rationale for Driving alone to Campus .....	11
Rationale for Not Driving Alone to Campus.....	12
Changing Commuting Behavior .....	13
Parking and Expenses.....	14
Parking Location.....	14
Parking Permits .....	16
Sustainability Efforts and Incentives at SU .....	17
Practicing Sustainability at SU.....	17
Sustainability and Commuting .....	18
Appendix .....	21
Student Survey .....	21
Employee Survey.....	30

## 1. Introduction

With an urban campus in a densely-populated neighborhood, transportation to and from Seattle University can be time consuming and expensive. Seattle University (SU), along with other major institutions in the City of Seattle, must also face the challenge of providing adequate parking while working to reduce parking demand through trip reduction programs. City of Seattle policies influence campus transportation systems by establishing minimum and maximum parking code requirements and requires major institutions to implement Transportation Management Programs (TMP) to reduce traffic-related impacts associated with institutional growth.

To fulfill TMP requirements, SU surveyed the university community in 1995, 2001 and 2007. As the population and infrastructure of Seattle has steadily grown over the past decade, more public modes of transportation have become available and commuting habits have changed. In November 2016, a new campus-wide survey was conducted to assess current commuting patterns and to determine the effectiveness of the TMP plan. The survey was produced by Seattle University's Department of Public Safety and Transportation (DPST) and the Center for Environmental Justice and Sustainability (CEJS). This report summarizes the findings of the 2016 survey and provides a comparison of commuting habits of the Seattle University population over the past two decades.

## 2. Survey Methodology

The campus-wide survey questions were designed to provide information about commuting modes, parking, ORCA card use, and data for SU's annual greenhouse gas emissions inventory. The survey was sent via a campus-wide email describing the purposes and importance of the survey to all students and employees. To access the survey, individuals were provided a personalized link that opened the Qualtrics form in their internet browser. The survey remained open for four weeks, and individuals who did not take the survey after two weeks received a reminder message. There was a gift-card incentive for individuals to complete the survey (ten for students, five for employees). At the end of the four-week period, the survey was closed and the results were analyzed.

## 3. Survey Results

### Response Rate

With 3,030 responses, 33% of SU students and employees responded to the commuting survey (Table 1). The overall response rate increased by 21% compared to the 2007 survey, with the largest increase in participation (27%) occurring with faculty. Response rates were statistically significant for all groups.

Table 1: Survey Respondents for the November 2016, Seattle University Transportation Survey

Population Group	Reponses	% of Total Respondents	Population	2016 Response Rate	2007 Response Rate
Freshmen & Sophomores	410	14%	2,128	19%	6%
Juniors & Seniors	806	27%	2,512	32%	5%
Graduate Students <sup>a</sup>	684	23%	2,035	34%	15%
Law Students	268	9%	666	40%	15%
Other Student <sup>b</sup>	69	1%	140	49%	NA
Faculty	353	12%	777	46%	19%
Staff	434	14%	758	57%	33%
Other Employees	6	<.5%	NA	NA	NA
<b>Respondents</b>	<b>3,030</b>	<b>100%</b>	<b>9,016</b>	<b>33%</b>	<b>12%</b>

<sup>a</sup> Population, includes graduate post-bacc, non-matriculated, masters, post-masters, and doctoral students

<sup>b</sup> Population, includes undergraduate post-bacc and undergraduate non-matriculated students

Reasons for selecting 'Other Student' included being a transfer, post baccalaureate, doctoral student, or both student and staff. Reasons for selecting 'Other Employees' included being both a student and an employee.

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

#### Residence Location

Table 2 summarizes the residence locations of students and employees. The largest population group (29%) live on or near campus, a trend that has remained consistent since 2001. Locations were listed by consolidating reported zip codes. Approximately 73% of respondents live within the Seattle area, which is an 8% increase from the 2007 survey. The greatest reduction can be seen in those reporting to live 'East of Seattle,' which has decreased by 7% since 2001.

Table 2: Location of Respondent's Residence

Location	Respondents			% of Total		
	2001	2007	2016	2001	2007	2016
Campus & Central Seattle	384	269	781	32%	31%	29%
East of Seattle	173	112	178	14%	13%	7%
S. King County & South	136	83	303	11%	9%	11%
Near North Seattle	131	115	422	11%	13%	16%
Snohomish Co. & North	94	76	236	8%	9%	9%
Far North Seattle	82	36	144	7%	4%	5%
West Seattle	56	42	187	5%	5%	7%
Queen Anne & Magnolia	49	44	68	4%	5%	3%
South Seattle	40	56	230	3%	6%	9%
Seattle Downtown	38	25	101	3%	3%	4%
Olympic Peninsula	25	22	45	2%	2%	2%
<i>Respondents</i>	<i>1208</i>	<i>880</i>	<i>2695</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>

Distance from Campus

Students

Table 3 summarizes the distance between student residences and campus. Based on SU's [Institutional Research](#) data, in academic year 2016, 71% of students are commuters, and 29% (2,179 students) live on campus. Of the student population that took the survey, 18% reported living on campus, while the remaining 82% reported to live off-campus. In 2001 and 2007 a plurality of student respondents reported living on campus, but in 2016 the highest reporting group lived 1 to 5.9 miles from campus.

Table 3: Students' Distance between Residence and Campus

Distance	Respondents			% of Total		
	2001	2007	2016	2001	2007	2016
Live on campus	218	137	407	28%	25%	18%
<1 mile	59	43	271	8%	8%	12%
1-5.9 miles	107	95	624	14%	17%	28%
6-15.9 miles	198	140	491	26%	25%	22%
16-30.9 miles	128	103	296	16%	19%	13%
>30 miles	63	34	148	8%	6%	7%
<i>Respondents</i>	<i>773</i>	<i>552</i>	<i>2237</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>

### Employees

Table 4 summarizes the responses for employee residences and distance from campus. The largest population of employees live between 6 and 15.9 miles from campus, which remains consistent with 2001 and 2007 data. The percentage of employees living between 1 and 15.9 miles from campus rose from 63% in 2001 to 67% in 2007 and to 70% in 2016 while the number of commutes longer than 30 miles each way has continued to decrease.

Table 4: Distance between Residence and Campus for Employees

Distance	Respondents			% of Total		
	2001	2007	2016	2001	2007	2016
Live on campus	7	4	7	2%	1%	1%
<1 mile	24	13	37	5%	4%	5%
1-5.9 miles	103	87	242	24%	25%	31%
6-15.9 miles	171	144	309	39%	42%	39%
16-30.9 miles	74	71	155	17%	21%	20%
>30 miles	58	25	43	13%	7%	5%
<i>Respondents</i>	<i>437</i>	<i>344</i>	<i>793</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>

### Travel Times

Respondents were asked how long it takes on average to commute to campus. Tables 5 and 6 summarize the findings for students and employees, respectively. The highest percentage of students (21%) travels between 11-20 minutes, followed by 17% of students traveling less than 10 minutes (this number includes all students living on campus). 14% of student respondents travel more than one hour.

Table 5: Student Commute Time

Answer	Total Number	% of Total
Less than 10 minutes	302	17%
11-20 minutes	384	21%
21-30 minutes	287	16%
31-40 minutes	243	14%
41-50 minutes	172	9%
51-60 minutes	172	9%
More than one hour	254	14%
<i>Respondents</i>	<i>1814</i>	<i>100%</i>

The highest percentage of employees (21%) travel between 21-30 minutes and 16% travel more than one hour to reach campus.

Table 6: Employee Commute Time

Answer	Total Number	% of Total
Less than 10 minutes	57	7%
11-20 minutes	106	13%
21-30 minutes	168	21%
31-40 minutes	121	15%
41-50 minutes	111	14%
21-60 minutes	106	14%
More than one hour	124	16%
<i>Respondents</i>	<i>793</i>	<i>100%</i>

For weekdays, 65% of students reported arriving to campus primarily in the morning with 15% reporting arriving both mid-day or afternoon. Student departure, on average, occurs 60% of the evenings, while an additional 30% reports leaving campus during the afternoon (Table 7).

Table 7: Distribution of Student Arrivals (A) and Departures (D)

Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday	
	A	D	A	D	A	D	A	D	A	D	A	D	A	D
Morning	64%	3%	63%	3%	60%	2%	64%	3%	78%	4%	48%	1%	26%	1%
Mid-Day	12%	8%	14%	8%	13%	7%	10%	8%	14%	14%	31%	10%	40%	6%
Afternoon	13%	31%	13%	31%	15%	32%	15%	35%	6%	51%	16%	42%	24%	31%
Evening	11%	58%	10%	60%	12%	59%	11%	57%	2%	36%	5%	47%	10%	62%
<i>Total</i>	<i>1511</i>		<i>1416</i>		<i>1437</i>		<i>1407</i>		<i>1084</i>		<i>287</i>		<i>248</i>	

Over 90% of employees reported arriving to campus in the mornings during the week. For campus departure, approximately 50% of employees reported leaving in the afternoon with the remainder leaving in the evening (Table 8). Arrival and departure data for all respondents is summarized in Table 9.

Table 8: Distribution of Employees Arrivals (A) and Departures (D)

Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday	
	A	D	A	D	A	D	A	D	A	D	A	D	A	D
Morning	91%	1%	92%	1%	91%	1%	91%	1%	95%	1%	60%	7%	40%	7%
Mid-Day	5%	2%	4%	2%	5%	2%	5%	2%	3%	2%	15%	5%	20%	5%
Afternoon	3%	52%	3%	48%	3%	50%	3%	50%	1%	57%	15%	49%	27%	33%
Evening	1%	48%	1%	49%	1%	47%	1%	47%	1%	40%	10%	44%	13%	60%
<i>Total</i>	718		712		729		707		653		40		39	

Table 9: Distribution of Arrivals (A) and Departures (D) for all Respondents

Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday	
	A	D	A	D	A	D	A	D	A	D	A	D	A	D
Morning	71%	2%	70%	2%	70%	2%	72%	2%	83%	3%	48%	3%	29%	3%
Mid-Day	10%	7%	11%	7%	11%	6%	9%	6%	10%	9%	28%	11%	35%	7%
Afternoon	10%	38%	11%	37%	11%	38%	11%	39%	5%	52%	17%	43%	25%	31%
Evening	8%	53%	8%	54%	9%	54%	8%	53%	2%	36%	7%	44%	11%	60%
<i>Respondents</i>	2322		2233		2242		2205		1786		351		315	

### Commuting Modes

Survey respondents were asked to report their number of weekly one-way commutes, their mode(s) of transportation, and their one-way travel distance.

### Students

The student population includes all students combining both on and off-campus students. The average number of one-way trips per week to campus made by students was 8.9. Table 10 summarizes student commuting modes with driving alone (40%), walking (23%) and bus (17%) accounting for 80% of all student commuting. The 2016 survey established a baseline total of 5% for light rail and street car commuting.



Table 10: Student Commute Mode

Commute Mode	Total Number	% of Trip Modes	One-way trip Distance (miles)
Drive Alone	708	40%	15
Carpool	169	9%	14
Bicycle	58	3%	4
Walk	423	23%	2
Motorcycle or Scooter	9	0.5%	7
Bus	314	17%	10
Light Rail	46	3%	9
Streetcar	30	2%	2
Commuter Rail <sup>a</sup>	18	1%	35
Ferry	7	0.5%	13
Telecommute <sup>b</sup>	14	1%	20
<i>Respondents</i>	<i>1410</i>	<i>100%</i>	<i>-</i>

<sup>a</sup>Represents modes such as the Sounder or Amtrak train <sup>b</sup>Includes online classes, hybrid classes, etc.

Students were also asked how frequently they have utilized the NightHawk service. 78% responded ‘none at all’, 15% responded ‘a little’ and 2% stated they use it ‘a great deal.’

Table 11 demonstrates the changes in commuting habits over the last two decades for the student populations. There was a 10% decrease between 2007 and 2016 for students reporting to drive alone. Approximately 5% more students reported walking to campus since 2007.

Table 11: Student Commute Mode Comparison

Commute Mode	1995 Average	2001 Average	2007 Average	2016 Average	Change ‘95-‘01	Change ‘01-07	Change ‘07-‘16
Drive Alone	63%	54%	50%	40%	-9%	-4%	-10%
Carpool	12%	12%	7%	9%	0%	-5%	2%
Bicycle	3%	2%	<1%	3%	-1%	0%	2%
Walk	13%	17%	18%	23%	4%	1%	5%
Transit <sup>a</sup>	7%	15%	22%	23.5%	8%	7%	1.5%
Motorcycle or Scooter	<1%	<1%	<1%	.5%	0%	<1%	0%
Telecommute	0%	0%	<1%	1%	0%	<1%	.5%

<sup>a</sup>Transit was further broken down into *Bus, Light Rail, Street Car, Commuter Rail* and *Ferry* for the 2016 survey. They have all been combined in order to compare.

## Employees

Employees averaged 9.4 one-way trips per week. Tables 12 and 13 represent the faculty and staff commuting modes, respectively. Commuting habits between these two populations are quite similar, with the largest differences being: 7% more members of the staff community reporting to carpool than those of the faculty; 3% more members of staff community driving alone than those of faculty; and 5% less members of staff community using the bike than those of faculty. Table 14 shows the total employee commute mode (faculty and staff combined).

Table 12: Faculty Commute Mode

Commute Mode	Total Number	% of Total Trip Modes	One-way trip Distance (miles)
Drive Alone	176	37%	11
Carpool	47	10%	12
Bicycle	33	7%	6
Walk	58	12%	2
Motorcycle or Scooter	4	1%	12
Bus	105	22%	10
Light Rail	20	4%	6
Streetcar	5	1%	2
Commuter Rail <sup>a</sup>	5	1%	28
Ferry	5	1%	13
Telecommute <sup>b</sup>	17	4%	14
<i>Totals</i>	<i>307</i>	<i>100%</i>	<i>-</i>

<sup>a</sup>Represents modes such as the Sounder or Amtrak train <sup>b</sup>Includes online classes, hybrid classes, etc. <sup>c</sup>Trip distance per one-way trip

Table 13: Staff Commute Mode

Commute Mode	Total Number	% of Total Trip Modes	One-way trip Distance (miles)
Drive Alone	211	40%	11
Carpool	91	17%	15
Bicycle	11	2%	3
Walk	55	10%	2
Motorcycle or Scooter	2	0.5%	3
Bus	131	24%	10
Light Rail	9	2%	9
Streetcar	4	1%	1
Commuter Rail <sup>a</sup>	10	2%	33

Ferry	2	0.5%	16
Telecommute <sup>b</sup>	5	1%	20
<i>Respondents</i>	<i>366</i>	<i>100%</i>	<i>-</i>

<sup>a</sup>Represents modes such as the Sounder or Amtrak train <sup>b</sup>Includes online classes, hybrid classes, etc. <sup>c</sup>Trip distance per one-way trip

Table 14: Total Employee Commute Mode

Commute Mode	Total Number	% of Total Trip Modes	One-way trip Distance (miles)
Drive Alone	387	39%	11
Carpool	138	15%	14
Bicycle	44	6%	5
Walk	113	11%	2
Motorcycle or Scooter	6	1%	9
Bus	236	23%	10
Light Rail	29	3%	7
Streetcar	9	1%	2
Commuter Rail <sup>a</sup>	15	2%	31
Ferry	7	1%	14
Telecommute <sup>b</sup>	22	3%	15
<i>Respondents</i>	<i>673</i>	<i>100%</i>	<i>-</i>

<sup>a</sup>Represents modes such as the Sounder or Amtrak train <sup>b</sup>Includes online classes, hybrid classes, etc. <sup>c</sup>Trip distance per one-way trip

Table 15 shows the changes of commuting habits of employee commuting methods over the last 15 years. The 2001 and 2007 surveys did not separate faculty and staff, therefore the 2016 results for these groups has been averaged in order to compare. Given that the findings for these two groups paralleled each other so closely, this was a reasonable grouping to do. The number of individuals reporting driving alone has reduced between every survey, with a total reduction from 2001 to 2016 being 9.5%.

Table 15: Employee Commute Mode Comparison

Commute Mode	2001 Average	2007 Average	2016 Average <sup>a</sup>	% Difference 2001-2007	% Difference 2007-2016
Drive Alone	48%	39%	38.5%	-9%	-.5%
Carpool	17%	13%	13.5%	6%	.5%
Bicycle	2%	2%	4.5%	-1%	2.5%

Walk	9%	9%	11%	0%	2%
Transit <sup>b</sup>	23%	34%	29%	11%	-5%
Motorcycle or Scooter	0%	1%	.75%	1%	-.25%
Telecommute <sup>b</sup>	0%	3%	2.5%	3%	-.5%

<sup>a</sup>2007 TMP survey did not break Faculty and Staff into two groups. To compare changes, the 2016 results for both groups have been averaged. <sup>b</sup>Transit was further broken down into *Bus, Light Rail, Street Car, Commuter Rail* and *Ferry* for the 2016 survey. They have all been combined in order to compare.

When asked how frequently they use the NightHawk service, 92.5% of all employees stated 'none at all.'

### Commuting Expenses

Students and employees were asked how much they spend on commuting, on average, per month. The average of the compiled data is displayed in Tables 16 and 17, respectively:

Table 16: Student Commuting Expenses

Answer	Average Monthly Cost	Number of Respondents
Parking (SU permits, street meters, lets, etc.)	\$25	2124
Gas	\$34	2127
Public transit (ORCA, bus, rail, ferry, etc.)	\$18	2125
Insurance	\$32	2124
Maintenance (oil change, emissions tests, etc.)	\$8	2124
Car payment	\$41	2124
Other (parking citations, Uber/Lyft, etc.)	\$8	2127

Table 17: Employee Commuting Expenses

Answer	Average Monthly Cost	Number of Respondents
Parking (SU permits, street meters, lets, etc.)	\$34	773
Gas	\$33	786
Public transit (ORCA, bus, rail, ferry, etc.)	\$23	791
Insurance	\$38	790
Maintenance (oil change, emissions tests, etc.)	\$12	790
Car payment	\$52	793
Other (parking citations, Uber/Lyft, etc.)	\$6	794

### Rationale for Driving alone to Campus

Respondents who reported driving alone to campus some or all days were asked their primary reasons for doing so. Respondents selected as many answers as applicable. Table 18 summarizes the results for students and Table 19 summarizes the results for employees.

The most highly ranked reason for students to drive alone was that it is the fastest way to get to campus. Other important reasons were: the lack of reasonable transit options; preferring to drive their own vehicle; and the need of a car to run errands. For students reporting ‘Other’ (18%) primary reasons included: not receiving carpool or bus assistance; coming from or going directly to work; timing not matching with transit schedules; and weather.

Table 18: Student Reasoning for Driving

Reason	Number of Respondents	% of Total Responses
Fastest way to get to campus	633	64%
Easy to find parking	55	6%
Prefer to drive own vehicle	220	22%
Affordability	99	10%
Need to transport children/relatives	69	7%
Use car for errands	213	21%
Need to get home in case of emergency	157	16%
No other reasonable transit option	237	24%
Don't know what transit route to take	34	3%
Personal safety	187	19%
Unable to carpool	168	17%
Other (please specify)	177	18%
Total	991	-

The primary reasons for employees driving alone were 1) it is the fastest way to get to campus 2) the need of the car for errands and 3) the need to transport children/relatives. For employees reporting ‘Other,’ the main reasons listed included leaving home or campus when it is dark; timing being more predictable than transit; and weather.

Table 19: Employee Reasoning for Driving

Reason	Number of Respondents	% of Total Responses
Fastest way to get to campus	292	56%
Use car for errands	163	31%
Other (please specify)	154	29%
Need to transport children/relatives	141	27%
No other reasonable transit option	118	23%
Need to get home in case of emergency	92	17%
Prefer to drive own vehicle	72	14%

Personal safety	68	13%
Unable to carpool	57	11%
Easy to find parking	36	7%
Affordability	19	4%
Don't know what transit route to take	5	1%
<b>Total</b>	<b>523</b>	<b>-</b>

#### Rationale for Not Driving Alone to Campus

Respondents who reported not driving alone or using a motorcycle to commute to campus were able to select as many answers as applied. Table 20 summarizes the results for students and Table 21 summarizes the results for employees.

For students, the most highly ranked reasons for not using their own vehicle to come to campus were distance to campus is close enough to walk/bike and affordability. Common explanations for students responding 'Other' included not having a license, weather, and preferring to bike.

Table 20: Student Reasons for not Using Car or Motorcycle

Reason	Number of Respondents	% of Total Responses
Close enough to walk/bike	833	59%
Affordability	597	42%
Do not have a car	518	37%
Difficulty or stress (parking, traffic, etc.)	500	35%
Environmental Impact	354	27%
Health benefits	270	19%
Public transit options/timing	297	6%
Other (please specify)	84	6%
Rideshare program	17	1%

The most common reasons for employees to not use their own vehicle to come to campus were 1) the environmental impact 2) difficulty or stress related to using a vehicle (such as parking and traffic), 3) affordability and 4) public transit options and timing. Reasons for reporting 'Other' were 1) the individual not driving at all 2) a preference for biking 3) a single car household; and utilizing an SU Orca Card.

Table 21: Employee Reasons for Not Using Car or Motorcycle

Reason	Number of Respondents	% of Total Responses
Environmental Impact	228	48%
Difficulty or stress (parking, traffic, etc.)	231	48%

Affordability	224	47%
Public transit options/timing	209	44%
Health benefits	187	40%
Close enough to walk/bike	157	33%
Do not have a car	71	15%
Other (please specify)	45	9%
Rideshare program	9	2%
<b>Total</b>	<b>475</b>	<b>-</b>

### Changing Commuting Behavior

Respondents who drove alone were asked what would encourage them to take an alternative (non-driving) form of transportation more often.

Improved public transit (timing, locations, frequency, pricing,...) had the highest ranking for both students (56%) and employees (59%), followed by better incentives from to carpool/bike/walk or take public transit. The most common response under 'Other' for both groups was changes in personal or family schedules and obligations.

Table 22: Students on Incentives for Changing Commuting Behavior

Answer	Number of Respondents	% of Total Responses
Nothing	243	24.5%
Carpool finder	155	15.5%
Better public transit (timing, locations, frequency, price)	560	56%
Better incentives from SU to carpool/bike/walk/take public transit	309	31%
Other (please specify)	105	10.5%
<b>Total</b>	<b>1002</b>	<b>-<sup>a</sup></b>

<sup>a</sup>Respondents could select more than one answer.

Table 23: Employees on Incentives for Changing Commuting Behavior

Answer	Number of Respondents	% of Total Responses
Nothing	135	26%
Carpool finder	36	7%
Better public transit (timing, locations, frequency, price)	304	59%
Better incentives from SU to carpool/bike/walk/take public transit	111	21.5%

Other (please specify)	80	15.5%
Total	517	- <sup>a</sup>

<sup>a</sup>Respondents could select more than one answer.

## Parking and Expenses

### Parking Location

Survey respondents who reported driving to campus were asked to indicate their parking location. Respondents were allowed to select all answers that applied.

The majority of students (60%) use on-campus parking (primarily Broadway and Murphy garages) followed by street parking. Common responses for students reporting 'Other' included leaving the car at the 'Park and Ride' or ferry terminal; or parking at a location of work nearby (Table 24). The number of students reporting street parking dropped from 39% in 2007 to 30% in 2016.

Table 24: Student Parking Locations

Answer	Number of Respondents	% of Total Responses
Street parking	303	30%
Murphy Apartment Garage	289	29%
Broadway Garage	277	23%
Visitor parking lot	110	11%
Other (please specify)	64	6%
10 <sup>th</sup> & E Columbia parking lot	38	4%
Off campus parking lot/garage	37	4%
13 <sup>th</sup> & E. Cherry parking lot	34	3%
Chardin parking lot	22	2%
Private storage arrangement	15	2%
14 <sup>th</sup> & E. Jefferson parking lot	14	1%
10 <sup>th</sup> and E. Jefferson parking lot	2	<1%
<i>Total</i>	<i>1,002</i>	

Table 25: Comparison Student Parking Locations 2007-2016

Answer	Number of Respondents		% of Respondents	
	2007	2016	2007	2016
Street Parking	156 <sup>a</sup>	303 <sup>b</sup>	44%	30%
Pay for on-campus parking	- <sup>c</sup>	786	- <sup>a</sup>	74%
Pay for off-campus parking in pay lots	32	52	9%	6%
Carpool or vanpool parking on-campus	21	- <sup>d</sup>	6%	-%
Other	148	64	41%	6%



<i>Respondents</i>	357	1,002	100%	-%
--------------------	-----	-------	------	----

<sup>a</sup>Includes metered and free <sup>b</sup>Compiled numbers from all responses indicating parking on-campus <sup>c</sup>Note there was an error in the 2007 survey form that excludes this item as a valid response <sup>d</sup>Included in on-campus parking in 2016 survey

A total of 60% of employees also responded parking in one of the campus garages (primarily Broadway or Murphy), which a 10% increase over 2007. Common responses for those reporting 'Other' included parking in different locations on different days.

Table 26: Employee Parking Locations

Answer	Number of Respondents	% of Total Responses
Broadway Garage	208	36%
Murphy Apartment Garage	107	20%
Street parking	66	12%
10 <sup>th</sup> and E. Jefferson parking lot	6	11%
13 <sup>th</sup> & E. Cherry parking lot	55	10%
14 <sup>th</sup> & E. Jefferson parking lot	6	7%
Visitor parking lot	36	7%
Other (please specify)	30	6%
10 <sup>th</sup> & E Columbia parking lot	27	5%
Chardin parking lot	9	2%
Off campus parking lot/garage	12	2%
<i>Total</i>	562	

Table 27: Comparison Employee Parking Locations 2007-2016

Answer	Number of Respondents		% of Respondents	
	2007	2016	2007	2016
Street Parking	34 <sup>a</sup>	66 <sup>b</sup>	12%	12%
Pay for on-campus parking	168 <sup>c</sup>	454 <sup>c</sup>	59%	98%
Pay for off-campus parking in pay lots	9	12	3%	2%
Other	75	30	26%	6%
<i>Respondents</i>	286	562	100%	100%

<sup>a</sup>Includes metered and free <sup>b</sup>Compiled numbers from all responses indicating parking on-campus <sup>c</sup>Includes carpool and non-carpool parking

Nearly 45% of employees and 40% of students reported easily ('always' or 'most of the time') finding street parking space. The majority, 84% of employees and 65.5% of students report they can easily ('always' or 'most of the time') find on-campus parking. The difference in arrival

times to campus may contribute to the difference between the ease in which employees and students find parking.

### Parking Permits

Tables 28 and 29 summarize the permit types for students and employees. The most common student pass (46.5%) is a D-permit for day commuters, followed by an E-permit for evening commuters. Under the 'Other' responses (13%), most student respondents indicated using a 5-day pass.

Table 28: Student Parking Permits

Answer	Number of Respondents	% of Total Responses
Day commuter (D permit)	246	46.59%
E Permit (evening commuter)	81	15.34%
Other (please specify)	69	13.07%
Two-day intermittent pass (D)	40	7.58%
C Permit (carpool)	31	5.87%
One-day intermittent pass (D)	25	4.73%
R permit (resident)	21	3.98%
Three-day intermittent pass (D)	19	3.60%
Motorcycle permit	9	1.70%
Total	528	

For employees, 46.5% reported using a 'five free days of parking per month' permit that comes with SU's registered walker, biker, and ORCA programs while 30.5% reported having an 12-month A permit.

Table 29: Summary of Employee Parking Permits

Answer	Number of Respondents	% of Total Responses
Five free days of parking per month (As part of SU's registered walker, biker, and ORCA programs)	230	46.6%
A permit (12-month)	151	30.6%
A permit (9-month)	43	8.7%
C Permit (carpool)	31	6.3%
Other (please specify)	24	4.9%
Two-day intermittent pass (D)	13	2.6%
Three-day intermittent pass (D)	12	2.4%
One-day intermittent pass (D)	8	1.6%
Motorcycle Permit	1	0.2%

R Permit (resident)	0	0%
Total	494	

### Sustainability Efforts and Incentives at SU

The 2016 survey included additional questions aimed at understanding community views related to promoting sustainability.

### Practicing Sustainability at SU

Students and employees were asked what the best way would be for Seattle University to practice sustainability on campus. Tables 30 and 31 summarize the primary responses which included 1) energy efficient buildings and appliances 2) improved transportation benefits 3) sustainable purchasing policies and 4) the expansion of gardens.

Table 30: Students on SU Sustainability Practices <sup>a</sup>

Answer	Number of Respondents	% of Total Responses
Energy efficient appliances/lighting	1277	63%
Energy efficient building design/retrofit	1197	59%
Transportation benefits (bicycle parking, bicycle repair stations, EV charging stations, ORCA, etc.)	1148	56%
Solar energy projects	1116	55%
More sustainable purchasing polices (e.g. recycled paper)	981	48%
Expansion of campus rain/edible/rooftop gardens, etc.	971	48%
More waste reduction programs	907	44%
Carbon offsets (e.g. Planting trees)	828	41%
More social sustainability initiative programs (e.g. local homelessness, access to education, systemic oppression)	736	36%
More sustainable campus engagement (events, workshops, etc.)	444	22%
Increase sustainability research	446	22%
More sustainability classes	421	21%
More funding for departmental sustainability professionals	366	18%
Other (please explain)	105	5%
Total	2022	

<sup>a</sup> Respondents were allowed to select more than one answer

Table 31: Employees on SU Sustainability Practices <sup>a</sup>

Answer	Number of Respondents	% of Total Responses
Energy efficient building design/retrofit	454	62%
Energy efficient appliances/lighting	458	62%
Transportation benefits (bicycle parking, bicycle repair stations, EV charging stations, ORCA, etc.)	413	56%
Solar energy projects	407	55%
More sustainable purchasing polices (e.g. recycled paper)	348	47%
Expansion of campus rain/edible/rooftop gardens, etc.	333	45%
More waste reduction programs	314	43%
Carbon offsets (e.g. Planting trees)	246	33%
More social sustainability initiative programs (e.g. local homelessness, access to education, systemic oppression)	232	31%
More sustainable campus engagement (events, workshops, etc.)	130	18%
Increase sustainability research	130	18%
More sustainability classes	115	16%
More funding for departmental sustainability professionals	103	14%
Other (please explain)	58	8%
<b>Total</b>	<b>737</b>	

<sup>a</sup> Respondents were allowed to select more than one answer

## Sustainability and Commuting

### Students

Approximately 53% of students reported having an ORCA card, 26% of which were subsidized by SU. For student ORCA card holders, 36% indicated that they use it ‘a great deal’ and 27% of indicated they use it ‘a little’. On average, students reported using public transit for two one-way trips per week for non-commuting transportation.

When asked if students would be willing to pay a \$100 per quarter sustainability fee which would cover an unlimited-use subsidized ORCA card, 32% indicated ‘yes’, 36% indicating ‘no,’ and 32% marking ‘maybe’. Primary responses for those who marked ‘maybe’ included: ‘pay less to get the lift subsidy,’ ‘get it free from work and ‘if it was two-zone - live in another county.’ Students estimated they would use an unlimited-use ORCA card, if it were provided, for an average of 11 one-way trips per week. When asked if a Seattle University subsidized unlimited-use ORCA card would change the commute to campus, 26% of students said ‘yes,’ 54% said it would not, and 20% said ‘maybe’.

Students who currently use a vehicle to come to campus were asked if they would be in favor of an optional small (~\$5) monthly parking fee to offset transportation emissions created by their commute to SU: 34% favored an optional fee; 54.5% responded No; and 12% responded

'Other.' A common reason listed under 'Other' was "It depends" (that is, need for more details on how the fee would be used and if it would be in addition to the existing parking fee).

Students were split when asked if they would consider carpooling more if they could post to an "SU Carpool" website or app to find fellow SU community members who live close by. The primary reasons given for marking 'maybe' included: 'already carpooling,' 'depends on schedule,' 'depends on other students' reliability,' and 'have to deal with childcare.'

### *Employees*

58% of employees currently have an employee ORCA card that is subsidized by SU. Of the employees that do have an employee ORCA card, 42% use it 4-6 times per week and 26% use it every day of the week. Employees indicated that, on average, they use public transit for 2 one-way trips per week for transportation that is NOT related to their commute.

When asked if they would pay \$15-\$20 a month to Seattle University in order to receive an unlimited-use SU-subsidized ORCA card, only 27% said yes, with a plurality responding maybe at 38%. Many of the respondents who marked 'maybe' indicated they did not fully understand the question, what 'unlimited use' refers to, and how this would be different from the current system in place. The high response rate of 'maybe' indicates there is significant interest in this option, but more clarity on what the changes would be is necessary. Employees estimated they would use an unlimited-use ORCA card, if it were provided, for an average of 5 one-way trips per week.

When asked if a Seattle University subsidized unlimited-use ORCA card would change the commute to campus, 68% said it would not, and 22% said maybe. The 'maybe' responders were primarily all current ORCA card holders, so it would not affect their current commute mode.

Employees who currently use a vehicle to come to campus were asked if they would be in favor of an optional small (~\$5) monthly parking fee to offset transportation emissions created by their commute to SU. 30% would be in favor of an optional fee; 53% responded No; and 17% responded 'Other'. Some primary explanations for the 'Other' category were: don't understand the question; and "It depends" (that is, need for more details on how the fee would be used).

Employees were asked if they would consider carpooling more if they could post to an "SU Carpool" website or app to find fellow employees who live close by. 45% responded 'No', 25% said 'Yes.' Comments made by responders who marked 'maybe' primarily included: 'I already carpool,' 'day to day schedule not consistent,' and 'I have to drop my kids off on the way.'

### *Summary*

The data obtained from the analysis of the transportation survey aided the work of Seattle University's greenhouse gas emissions inventory. Emissions related to commuting now better

fit the trends of students and employees. Table 32 summarizes the total and per-capita emissions related to commuting between 2009 and 2016. 2009 was the first year Seattle University calculated its Greenhouse Gas Emissions using the Campus Carbon Calculator. The emissions calculations used for 2009 utilized commuting data from the previous 2007 transportation survey conducted by Seattle University.

Table 32: Comparison of Per Capita Commuting Emissions, 2009 to 2016

Emissions Category	2009	2016	% Change
Total (MT eCO <sup>2</sup> )	6,209	5,906	-5%
Students (MT eCO <sup>2</sup> )	4,869	4,363	-10%
Employees (MT eCO <sup>2</sup> )	1,340	1,543	15%
MT eCO <sup>2</sup> Per Person	1.052	1.024	-3%

## Appendix

### Student Survey

Welcome! This survey is a joint effort between the Seattle University Department of Transportation 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: 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 confidential. Responses will not be identified by the individual. All responses will be compiled together and analyzed as a group. Thank you for taking the time to complete this brief survey. Your input is vastly appreciated.

**Q1** Are you a:

- First-year student
- Sophomore student
- Junior student
- Senior student
- Graduate student
- Law student
- Other (please specify) \_\_\_\_\_

**Q2** 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

**Q3** How many weeks per year do you typically travel to campus? (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 (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)
- Other (enter weeks): \_\_\_\_\_

**Q4** Where do you live?

Enter zip code:

**Q5** Do you live on campus?

- Yes
- No

If Yes Is Selected, Then Skip To "How do you get to campus on a typical day?" (Q11)

**Q6** How long is your commute to campus?

- Enter miles (one way only) \_\_\_\_\_
- Not applicable (I live on campus, etc.)

**Q7** 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



**Q8** When do you arrive to campus on a typical day's commute? (Leave blank if you do not commute to campus for a specific day)

	Morning	Mid-Day	Afternoon	Evening
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q9** When do you depart from campus on a typical day's commute? (Leave blank if you do not commute to campus for a specific day)

	Morning	Mid-Day	Afternoon	Evening
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q10** Estimate how many one-way trips per week you use public transit (Not including your commute to SU).

Enter one-way trips:

**Q11** How do you get to campus on a typical day? Use the selections below to specify how you get to campus. Please note how many one-way trips you take per week to get to Seattle U. (A one-way trip is equal to 1) For example: 1. I drive alone to and from campus five days per week = "10" for "Drive alone" 2. I carpool to and from campus two days a week. I take the bus to and from campus the three other days = "4" for "Carpool," "6" for "Bus"

- Drive alone
- Carpool
- Motorcycle or scooter
- Bus
- Light rail
- Streetcar
- Commuter rail (Sounder, Amtrak, etc.)
- Ferry
- Bicycle
- Walk
- Telecommute (online/hybrid class, etc.)

If Drive alone, Carpool, Motorcycle, or Ferry is Not Selected, then skip to "What is your reason for not using a car or motorcycle during some (or all) of your commute to campus?" (**Q21**)

**Q12** Where do you typically park your vehicle when traveling to SU?

- 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 (Connolly Center)
- Visitor parking lot (near Chapel and Pigott)
- Off campus parking lot/garage
- Street parking
- Private storage arrangement (apartment complex, neighbor's garage, etc.)
- Other (please specify): \_\_\_\_\_

If Street parking Is Not Selected, Then Skip To "How often can you easily find a parking space on the Seattle University campus?" (**Q14**)

**Q13** How often can you easily find a parking space on the street when commuting to campus?

- Always
- Most of the time
- About half the time
- Sometimes
- Never

**Q14** How often can you easily find a parking space on the Seattle University campus?

- Always
- Most of the time
- About half the time
- Sometimes
- Never

**Q15** Estimate how long it normally takes you to find a parking space on campus.

- Right away/about one minute
- Two to three minutes
- Four to five minutes
- More than five minutes

**Q16** Do you currently have any of the following parking permits?

- Day commuter (D permit)
- One-day intermittent pass (D)
- Two-day intermittent pass (D)
- Three-day intermittent pass (D)
- R permit (resident)
- E permit (evening commuter)
- C permit (carpool)
- Motorcycle permit
- None of the above
- Other (please specify): \_\_\_\_\_

**Q17** Would you be in favor of an optional small (~\$5) monthly parking fee to offset transportation emissions created by individuals commuting to SU?

- Yes
- No
- Other/Comment \_\_\_\_\_

**Q18** What is your main reason for driving during some (or all) of your to commute to campus? (Check all that apply)

- Fastest way to get to campus
- Easy to find parking
- Prefer to drive own vehicle
- Affordability
- Need to transport children or relatives
- Use car for errands
- Need to get home in case of an emergency
- No other reasonable transit option
- Don't know which transit route to take
- Personal safety
- Unable to carpool
- Other (please specify): \_\_\_\_\_

**Q19** What would encourage you to take an alternative (not driving) form of transportation more often? (Check all that apply)

- Nothing
- Carpool finder
- Better public transit (timing, price, options, etc.)
- Better incentives from SU to carpool/bike/walk/take public transit
- Other (please specify): \_\_\_\_\_

**Q20** Would you consider carpooling more if you could post to a "SU Carpool" website to find fellow students who live close by?

- Yes
- No
- Maybe/comment \_\_\_\_\_

**Q21** What is your reason for not using a car or motorcycle during some (or all) of your commute to campus? (Check all that apply)

- Close enough to walk/bike
- Do not have a car
- Affordability
- Environmental impact
- Health benefits
- Difficulty or stress (parking, traffic, etc.)
- Rideshare program
- Public transit options/timing
- Other (please specify): \_\_\_\_\_

**Q22** Approximately how much do you spend per month for commuting expenses? (Estimate a dollar amount, if the amount varies per month, then estimate an average dollar amount)

- \_\_\_\_\_ Parking (SU permits, street parking meters, lots, etc.)
- \_\_\_\_\_ Gas
- \_\_\_\_\_ Public transit (ORCA, bus, streetcar, rail, ferry, etc.)
- \_\_\_\_\_ Insurance
- \_\_\_\_\_ Maintenance (oil change, emissions testing, etc.)
- \_\_\_\_\_ Car payment
- \_\_\_\_\_ Other (parking citations, Uber/Lyft, etc.)

**Q23** About how frequently do you use the Seattle University Night Hawk service?

- A great deal
- A lot
- A moderate amount
- A little
- None at all

**Q24** Do you have an ORCA card?

- Yes
- No

If No Is Selected, Then Skip To Click to “Would you pay a \$100 per quarter sustainability fee to Seattle University if you received, in part, an unlimited-use subsidized ORCA card?” (**Q28**)

**Q25** How often do you use your ORCA card?

- A great deal
- A lot
- A moderate amount
- A little
- None at all

**Q26** Where did you get your ORCA card?

- King County office
- Seattle University
- Station kiosk
- King County event
- Online (by mail)
- Other (please specify): \_\_\_\_\_

**Q27** Is your ORCA card subsidized by Seattle University?

- Yes, I purchased a Puget Pass at Public Safety
- Yes, I purchased a Washington State Ferry (WSF) walk-on passenger ferry pass at Public Safety
- Yes, ORCA Lift subsidy
- No

**Q28** Would you pay a \$100 per quarter sustainability fee to Seattle University if you received, in part, an unlimited-use subsidized ORCA card? (An unlimited, one-zone, peak-hour ORCA card costs \$99 per month)

- Yes
- No
- Maybe \_\_\_\_\_

**Q29** Do you think that your commute to campus would change if you had a Seattle University subsidized unlimited-use ORCA card?

- Yes
- No
- Maybe \_\_\_\_\_

**Q30** Estimate how many one-way trips per week you would use an unlimited-use ORCA card.

Enter one-way trips:

**Q31** What is the best way for Seattle University to practice sustainability on campus? (Check all that apply)

- Energy efficient building design and retrofit
- Energy efficient appliances and lighting
- More sustainability campus engagement (e.g. events, workshops, etc.)
- More waste reduction programs
- Solar energy projects
- Carbon offsets (e.g. planting trees to "offset" carbon emissions produced by SU)
- More sustainable purchasing policies (e.g. recycled paper)
- More social sustainability initiatives and programs (e.g. local homelessness, access to education, systemic oppression)
- Transportation benefits (bicycle parking, bicycle repair stations, EV charging stations, ORCA programs, etc.)
- Increase sustainability research
- More funding for departmental sustainability professionals on campus
- More sustainability classes
- Expansion of campus rain gardens, edible gardens, rooftop gardens, etc.
- Other (please explain): \_\_\_\_\_

**Q32** Please describe any comments, concerns, or recommendations for the transportation environment and options available at Seattle University. (Optional)

## Employee Survey

Welcome! This survey is a joint effort between the Seattle University Department of Transportation 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: 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 confidential. Responses will not be identified by the individual. All responses will be compiled together and analyzed as a group. Thank you for taking the time to complete this brief survey. Your input is vastly appreciated.

**Q1** How are you affiliated with Seattle University?

- Full time faculty
- Part time faculty
- Full time staff
- Part time staff
- Other (please specify) \_\_\_\_\_

**Q2** How many weeks per year do you typically travel to campus? (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 calendar year
- 11-Month contract (about 48 weeks)
- Academic year (34 weeks)
- One quarter (Fall, Winter, or Spring: 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)
- Other (enter weeks): \_\_\_\_\_

**Q3** Where do you live?

Enter zip code:



**Q4** How many miles is your commute to campus?

Enter miles (one way only) \_\_\_\_\_

**Q5** 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

**Q6** When do you arrive to campus on a typical day's commute? (Leave blank if you do not commute to campus for a specific day)

	Morning	Mid-Day	Afternoon	Evening
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q7** When do you depart from campus on a typical day's commute? (Leave blank if you do not commute to campus for a specific day)

	Morning	Mid-Day	Afternoon	Evening
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q8** Estimate how many one way trips per week you use public transit (not including your commute to SU).

Enter one-way trips:

**Q9** How do you get to campus on a typical day? Use the selections below to specify how you get to campus. Please note how many one-way trips you take per week to get to Seattle U. (A one-way trip is equal to 1) For example: 1. I drive alone to and from campus five days per week = "10" for "Drive alone" 2. I carpool to and from campus two days a week. I take the bus to and from campus the three other days = "4" for "Carpool," "6" for "Bus"

- Drive alone
- Carpool
- Motorcycle or scooter
- Bus
- Light rail
- Streetcar
- Commuter rail (Sounder, Amtrak, etc.)
- Ferry
- Bicycle
- Walk
- Telecommute

If Drive alone, Carpool, Motorcycle, or Ferry is Not Selected, then skip to "What is your reason for not using a car or motorcycle during some (or all) of your commute to campus?" (**Q20**)

**Q10** Where do you typically park your vehicle when you come to SU?

- 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 (Connolly Center)
- Visitor parking lot (near Chapel and Pigott)
- Off campus parking lot/garage
- Street parking
- Private storage arrangement (apartment complex, neighbor's garage, etc.)
- Other (please specify): \_\_\_\_\_

If Street parking Is Not Selected, Then Skip To "How often can you easily find a parking space in any of the Seattle University parking lots/garages?" (**Q12**)

**Q11** How often can you easily find a parking space on the street when commuting to campus?

- Always
- Most of the time
- About half the time
- Sometimes
- Never

**Q12** How often can you easily find a parking space in any of the Seattle University parking lots/garages?

- Always
- Most of the time
- About half the time
- Sometimes
- Never
- Not applicable

**Q13** Estimate how long it normally takes you to find a parking space on campus.

- Right away/about one minute
- Two to three minutes
- Four to five minutes
- More than five minutes

**Q14** Do you currently have any of the following parking permits?

- A permit (commuter, every day, all year)
- A permit (commuter, every day, 9-month annual permit)
- One-day intermittent pass (D)
- Two-day intermittent pass (D)
- Three-day intermittent pass (D)
- R permit (resident)
- C permit (carpool)
- Motorcycle permit
- Five free days of parking per month (As part of SU's registered walker, biker, and ORCA programs)
- None of the above
- Other (please specify): \_\_\_\_\_

If Five free days of parking p... Is Selected, Then Skip To "Would you be in favor of an optional small (~\$5) monthly parking fee to offset transportation emissions created by individuals commuting to SU?"  
If None of the above Is Selected, Then Skip To "Would you be in favor of an optional ...SU?" (Q16)

**Q15** Do you have a personal ORCA card?

- Yes
- No

**Q16** Would you be in favor of an optional small (~\$5) monthly parking fee to offset transportation emissions created by individuals commuting to SU?

- Yes
- No
- Other/Comment \_\_\_\_\_

**Q17** What are your main reasons for driving during some (or all) of your commute to campus? (Check all that apply)

- Fastest way to get to campus
- Easy to find parking
- Prefer to drive own vehicle
- Affordability
- Need to transport children or relatives
- Use car for errands
- Need to get home in case of an emergency
- No other reasonable transit option
- Don't know which transit route to take
- Personal safety
- Unable to carpool
- Other (please specify): \_\_\_\_\_

**Q18** What would encourage you to take an alternative (not driving) form of transportation more often? (Check all that apply)

- Nothing
- Carpool finder
- Better public transit (timing, locations, frequency, price)
- Better incentives from SU to carpool/bike/walk/take public transit
- Other (please specify): \_\_\_\_\_

**Q19** Would you consider carpooling more if you could post to a "SU Carpool" website to find fellow employees who live close by?

- Yes
- No
- Maybe/comment: \_\_\_\_\_

**Q20** What is your reason for not using a car or motorcycle during some (or all) of your commute trips to campus? (Check all that apply)

- Close enough to walk/bike
- Do not have a car
- Affordability
- Environmental impact
- Health benefits
- Difficulty or stress (parking, traffic, etc.)
- Rideshare program
- Public transit options/timing
- Other (please specify): \_\_\_\_\_

**Q21** Approximately how much do you spend per month for commuting expenses? (Estimate a dollar amount; if the amount varies per month, then estimate an average dollar amount)

- \_\_\_\_\_ Parking (SU permits, meters, lots, street parking etc.)
- \_\_\_\_\_ Gas
- \_\_\_\_\_ Public transit (ORCA, bus, streetcar, rail, ferry, etc.)
- \_\_\_\_\_ Insurance
- \_\_\_\_\_ Maintenance (oil change, emissions testing, etc.)
- \_\_\_\_\_ Car payment
- \_\_\_\_\_ Other (parking citations, Uber/Lyft, etc.)

**Q22** Note if you are part of any of the following transportation programs at Seattle University.

- Registered walker program (five free days of parking per month)
- Registered biker program (five free days of parking per month)
- Subsidized ORCA card (five free days of parking per month)
- Carpool
- Vanpool/Van share
- None of the above

**Q23** About how frequently do you use the Seattle University Night Hawk service?

- Every day
- 4-6 times per week
- 1-3 times per week
- Rarely
- None at all

**Q24** Do you currently have an employee ORCA card subsidized by Seattle University?

- Yes
- No

If Yes Is Not Selected, Then Skip To “Would you pay \$15-\$20 per month to Seattle University...” (Q28)

**Q25** Have you added a walk-on ferry product to your ORCA card?

- Yes
- No

**Q26** Where did you get your ORCA card?

- Seattle University
- King County office
- King County event
- Online (by mail)
- Station kiosk
- Other (please specify): \_\_\_\_\_

**Q27** How often do you use your ORCA card? (Personal and Commuting)

- Every day
- 4-6 times per week
- 1-3 times per week
- Rarely
- None at all

**Q28** Would you pay \$15-\$20 per month to Seattle University if you received an unlimited-use subsidized ORCA card? (Currently, benefits-eligible staff can receive an ORCA card for \$11.58 per month as an alternative transportation benefit. Regular ORCA passes start at \$99 per month)

- Yes
- No
- Maybe \_\_\_\_\_

**Q29** Do you think that your commute to campus would change if you had a Seattle University subsidized unlimited-use ORCA card?

- Yes
- No
- Maybe \_\_\_\_\_

**Q30** Estimate how many one-way trips per week you would use an unlimited-use ORCA card.

Enter one-way trips:

**Q31** What would be the best way for Seattle University to practice sustainability on campus? (Check all that apply)

- Efficient building design and retrofit
- Energy efficient appliances and lighting
- More sustainability campus engagement (e.g. events, workshops, etc.)
- More waste reduction programs
- Solar energy projects
- Carbon offsets (e.g. planting trees to "offset" carbon emissions produced by SU)
- More sustainable purchasing policies (e.g. recycled paper)
- More social sustainability initiatives and programs (e.g. local homelessness, access to education, systemic oppression)
- Transportation benefits (bicycle parking, bicycle repair stations, EV charging stations, ORCA programs, etc.)
- Increase sustainability research
- More funding for departmental sustainability professionals on campus
- More sustainability classes
- Expansion of campus rain gardens, edible gardens, rooftop gardens, etc.
- Other (please explain): \_\_\_\_\_

**Q32** Please describe any comments, concerns, or recommendations for the transportation environment and options available at Seattle University. (Optional)