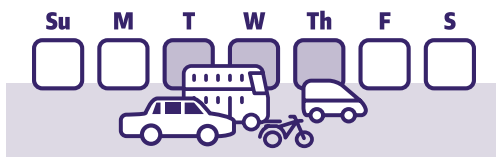


# Key Findings of the 2022 Seattle Commute Study

A UW Urban Design and Planning team led an effort, launched by the Mobility Innovation Center at the University of Washington in partnership with Commute Seattle, to redesign the Center City mode split survey with one that better captures insights into trip choice and motivators, as well as origin and destination data. As a result of this collaboration, transportation planners have a clearer picture of travel trends broken down by different demographic groups, employment type, and even housing information.

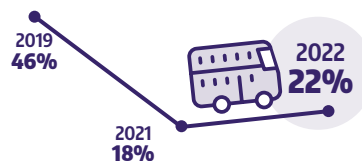
## COMMUTING

Travel choices and days of the week survey questions provide insights for downtown commuting



Tuesday, Wednesday, and Thursday commutes are vastly different from Monday and Friday.

Seattle workers are more likely to physically commute to their workplaces on Tuesdays, Wednesdays, and Thursdays, with **only 44% of people teleworking on Tuesdays compared with 63% of respondents on Mondays.**



Transit commute trips rebounded slightly.

Respondents with Central Seattle workplaces said in fall 2022 that they **used public transit 22% of the time to connect to downtown**, up slightly from 18% in 2021 but lower than a peak of 46% in 2019.



1 out of 5 people drive alone to work at peak times in Central Seattle.

Drive-alone commute trips to Central Seattle have declined since 2019, dropping from 26% that year to 21% in fall 2022.



People drive alone to offices outside of Central Seattle.

People who work at large employers in Central Seattle are more likely to telework or take public transit. **Fifty-one percent of respondents in Central Seattle telework, compared to 30% outside Central Seattle.** People who work at large employers outside of Central Seattle are more likely to drive alone to work.

19%

of employees drive alone to work in Central Seattle

VS

40%

drive alone to work outside Central Seattle

(At Commute Trip Reduction-affected workplaces)

Time and money influence trip choice. Survey respondents indicated that **time/duration, flexibility/convenience, and affordability/cost were the most important factors for how they travel.**

## ABOUT THE MOBILITY INNOVATION CENTER AT THE UNIVERSITY OF WASHINGTON

A partnership between Challenge Seattle and the University of Washington, the Mobility Innovation Center tackles specific transportation challenges using applied research and experimentation. Housed at CoMotion, University of Washington's collaborative innovation hub, the multi-disciplinary center brings together the region's leading expertise from business, government, and academic sectors to use technology and innovation to find transportation solutions.

## TRAVEL AND HOUSING

New portions of the survey included questions about respondent home location (using major intersections as locators), how they travel for non-commute trips, and housing type.



People with the best transit, biking, and walking options often don't take advantage of them to get to work. **People who are employed by central Seattle businesses and telework at least one day a week are relatively concentrated in the city.**



Traffic has returned not just because of work trips, but because of other trips. **Nearly 75% of people drive alone for trips to grocery stores, healthcare, and school pickup and dropoff.** People take more of these trips per week than they do from home to work.



**Childcare needs make people more likely to drive to work.** People with children or dependents at home are more likely to drive alone to work than people without dependents or children.



### Housing type correlates with how people get around.

People who live in **single-detached housing are more likely to telework** at least a portion of the time. Those who live in **apartments and condos are more likely to be in-person** at least a portion of the time. People who live in single-detached housing are more likely to drive alone or ferry or vanpool to work, and tend to be teleworkers. People who live in apartments, condos, or townhouses are more likely to walk to work, take an employer-provided shuttle, and use Uber/Lyft to commute.

## INCOME AND COMMUTE MODE

New to this survey were questions related to income and travel options to help identify trends and potential disparities.



**People in higher-income households are more likely to telework.** High-income respondents, those who live in households earning \$150,000 per year or more, are more likely to telework or have hybrid commute options. Respondents who live in households that earn less than \$60,000 per year are more likely to work in person.



**A reversal in the income of the average transit rider.** People who live in households that make less than \$90,000 are far more likely to take public transit than those who make more than \$90,000, a reversal of a pre-pandemic trend.



**Walkers and rollers tend to be from middle to higher income households.** Walking is primarily used by young employees, ages 24 – 34, who live individually in rented apartments or condos in urban areas, with middle to high income. Other active modes, such as bikes/e-bikes, are more likely options for high-income married couples without dependents living in owned single-detached houses.

The Seattle Commute Survey has been conducted since 2010 as the Center City Mode Split Study. The survey provides detailed insights into commuter trends for transit, people driving alone, walking, biking, vanpool, carpool, and other modes. This redesigned survey was made possible in part by support from Commute Seattle, Challenge Seattle, BECU, and Pemco Insurance. More than 64,000 people completed the survey. The Seattle Department of Transportation and the Washington State Department of Transportation helped with the development of the survey to ensure data met reporting requirements for commute trip reduction.

For more information and the full report visit [commuteseattle.com/2022survey](https://commuteseattle.com/2022survey) and [mic.comotion.uw.edu](https://mic.comotion.uw.edu).

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