Transit Ridership to Seattle CBD – 1985

PSCOG

Transit Ridership to Seattle CBD – 1985

March 1988

PSCOG
Puget Sound Council of Governments
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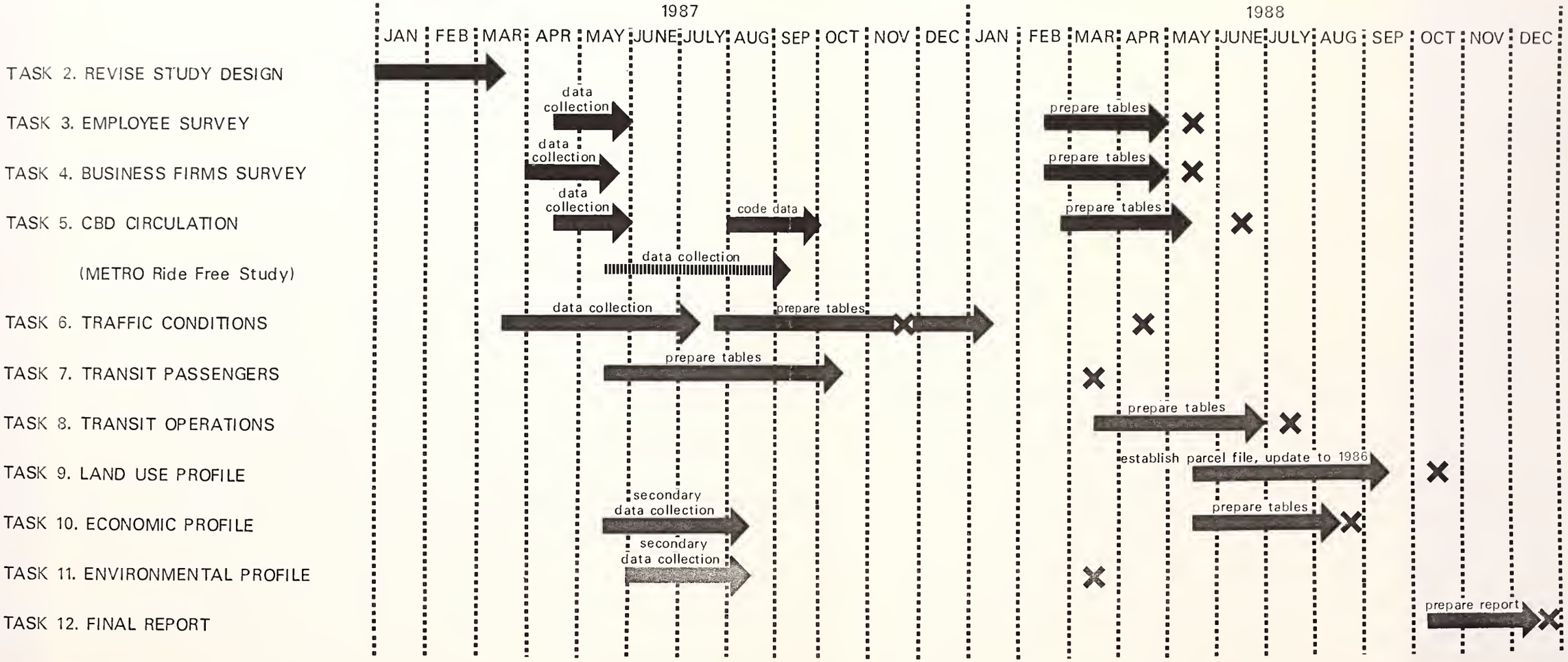

Revised 3/88

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ABSTRACT

REPORT TITLE:	Transit Ridership to Seattle CBD - 1985
PROJECT TITLE:	DSTP Before and After
SUBJECT:	Rider Characteristics from Metro Transit On-Board Survey 1985
DATE:	March 1988
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TRANSIT RIDERSHIP TO SEATTLE CBD - 1985

Puget Sound Council of Governments
March, 1988

EXECUTIVE SUMMARY

One major segment of travelers to the CBD is that of transit users who commute to and from work on the bus. Another segment is that of transit users who are shopping or have personal business in downtown Seattle. In 1985, Metro conducted an on-board transit survey of all in-bound riders.

The 1985 transit survey is a good base from which to present information on characteristics on transit riders to the downtown before construction.

The survey shows:

- Of all in-bound trips, over 40% were destined to the Seattle CBD.
- The average age for riders destined to the CBD was 38.9 years.
- The average income for CBD-destined riders was $27,500.
- CBD-destined riders are most likely traveling to work. Thirty-one (31) percent board the bus between 6:30 and 7:30 a.m.
- Seventy-three (73) percent of the CBD-destined riders said they had a car available to make the trip they were taking by bus.

By 1990, Metro is expected to have acquired only enough dual-powered buses to enable operation at 40% of tunnel capacity. Therefore, the "after" portion of this study may be conducted before the tunnel is operating at full capacity.

FOREWORD

The Puget Sound Council of Governments (PSCOG) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties, created to provide a forum for regional decision making. The primary goals of the PSCOG are to guide the growth and development of the region, and to seek solutions to problems which cross jurisdictional boundaries. PSCOG membership currently includes 44 cities and towns, three Indian tribes and four counties. The PSCOG's business is conducted by local elected officials representing the member agencies.

This report presents characteristics of Metro transit riders "before" construction of the tunnel began using responses from a 1985 on-board survey. Staff from Metro's Research and Market Strategy Division and Capital Planning and Development Division provided review and comments to this report.

When "after" conditions are ready to be studied, tables from this report will need to be redone given changes in routing of buses through the tunnel.

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INTRODUCTION

This report will provide a starting point to those who will examine travel conditions and travel behavior into and through the Seattle CBD upon completion of the bus tunnel. One major segment of travelers to the CBD is that of transit users who commute to and from work on the bus. Another segment is that of transit users who are shopping or have personal business in the downtown. In 1985, Metro conducted an on-board transit survey of all in-bound riders. In 1987, the PSCOG conducted a sample survey of downtown employees on their travel behavior and will be discussed in another document.

The 1985 transit survey is a good base from which to present information on characteristics of transit riders to the downtown before construction began. The routes to be routed through the tunnel will be revised before the tunnel is completed. This report documents the survey data file used and the SAS code used to prepare these tables. This will make it easier to re-do the tables when the routes are finalized. We have not invested too much time in "cleaning up" these tables with the realization that they will need to be redone.

In 1990, Metro is expected to have acquired only enough dual-powered buses to enable operation of 40% of tunnel capacity. Therefore, the "after" portion of this study may be conducted before the tunnel is operating at full capacity.

In May 1985, Metro conducted a survey of "in-bound" riders on one Thursday, one Saturday, and one Sunday. This report discusses only the responses from the weekday (Thursday).

The survey included questions on origin and destination, trip purpose, fare payment, car availability, disability and use of the wheelchair lift. Since the survey was distributed only on in-bound trips, the form also asked about a return trip. Standard demographic questions on age, sex, household size, and income were also asked. (See Appendix A for copy of survey form.)

Of all in-bound trips, over 40% were destined to the Seattle CBD, and most of these trips were for work.

The CBD was defined as the area bounded by I-5 to the East, Royal Brougham to the south, Elliott Bay to the west, and Virginia Street to the north. (See Appendix D for the list of census tracks and blocks.)

This report has selected responses from those riders destined to the CBD to identify their trip and personal

characteristics. Responses from riders from those routes currently planned to be routed through the tunnel have been distinguished from those that are planned to remain on the surface. (See Appendix B for list of routes. This is a tentative list and is subject to revision and approval by the Metro Council.)

Routes currently scheduled for the tunnel include Burien, Renton, Federal Way, Kirkland, Redmond, Bellevue, Aurora Village, Kent and Auburn. University District routes, and those for Northgate, Viewridge and Lake City are also scheduled for the tunnel.

Riders on the tunnel routes accounted for 35% of the riders in the 1985 survey.

CHARACTERISTICS OF RIDERS

Age

Riders into the CBD, on average, are somewhat older than those not going into the CBD. The average age for those destined for the CBD is 38.9 years; for the others, the average is 31.0 years.

Fifty-three percent of the CBD-bound riders are between 25-44. An additional 16% are between 45 and 59. (See Figure 1 and Table 1.)

There is little difference in age for riders in tunnel routes compared to surface routes. "Tunnel" riders are somewhat more likely to be age 35-54 and "surface" riders more likely to be 65 and over. (See Figure 2.) This reflects the choice or routes for the tunnel --since buses traveling to Queen Anne and more central areas with more elderly populations will remain on the surface.

Sex

Females comprise nearly 64% of CBD-destined riders, as opposed to 58% of non-CBD-destined riders. Females traditionally have made up a larger share of transit riders, and females have also made up a larger proportion of the CBD work force. "Tunnel" and "surface" populations have the same ratio of females to males. (See Figure 3 and Table 2.) riders.

Income

CBD-destined riders have a higher average income than non-CBD destined riders. CBD-destined riders reported an average income of $27,484, compared to $21,427 for those <u>not</u> destined for the CBD.

Nearly 40% of the CBD-destined riders reported an annual household income of over $30,000. Only 25.8% of non-CBD-destined riders reported this income level. Almost 50% of CBD-destined riders on tunnel routes reported household incomes of over $30,000. (See Figure 4 and Table 3.)

CBD-destined riders on "tunnel" routes are the most likely to have household income over $50,000 (16.25%). Eleven percent of riders on "surface" routes reported a similar income. (See Figure 5.)

Ethnicity

Eighty percent of Metro riders are white. Approximately 20% of all riders are black, Asian, Native American or Hispanic. (See Table 4 and Figure 6.) Nearly 88% of "tunnel" riders

(See Table 4 and Figure 6.) Nearly 88% of "tunnel" riders are white, compared to 80% of "surface" riders. This again is reflective of the demographic characteristics of the surburban communities currently selected to be routed through the tunnel.

Age Distribution
1985 Metro On-Board Transit Survey

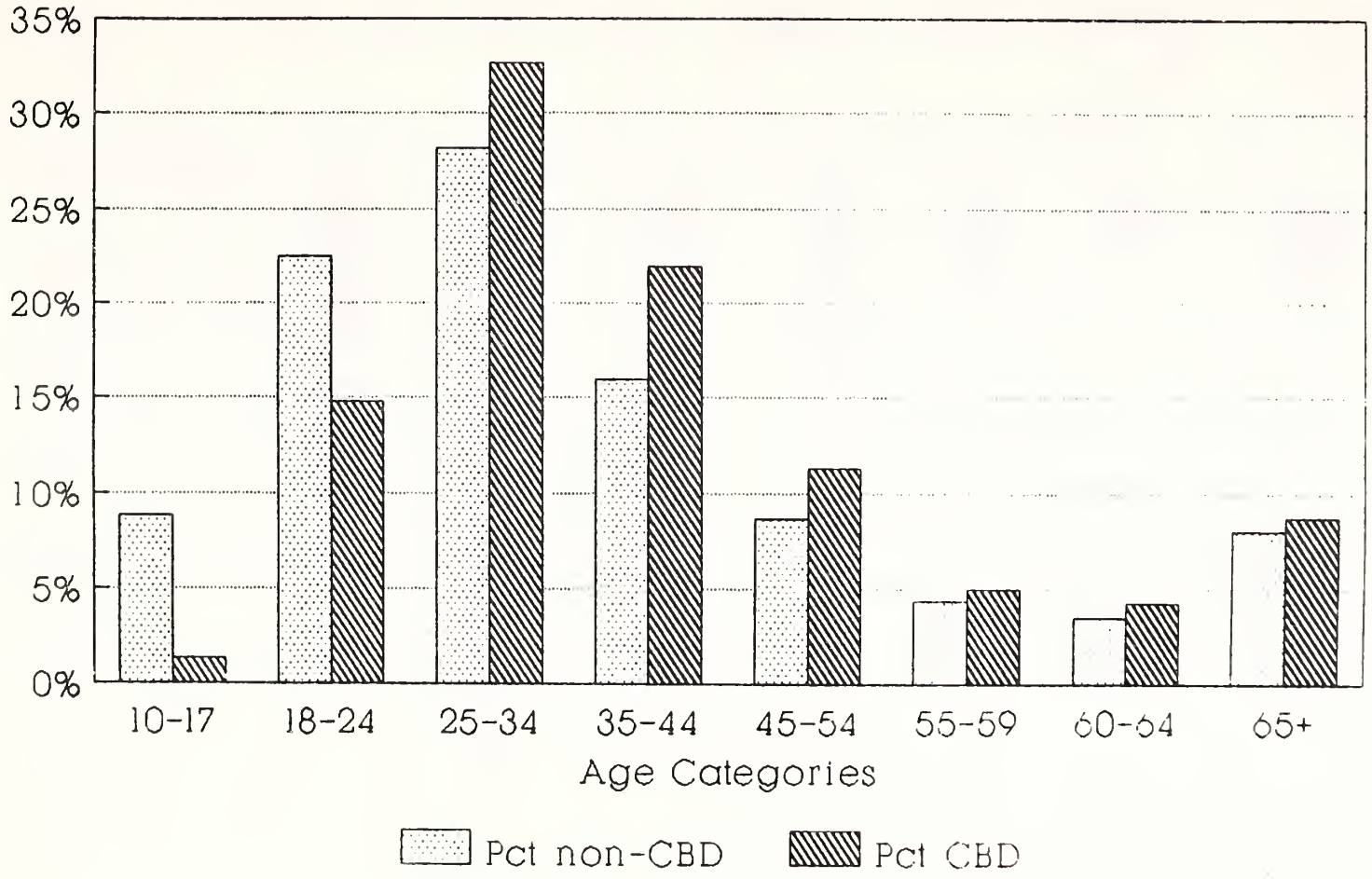

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Figure 1

Age Distribution
CBD Destined

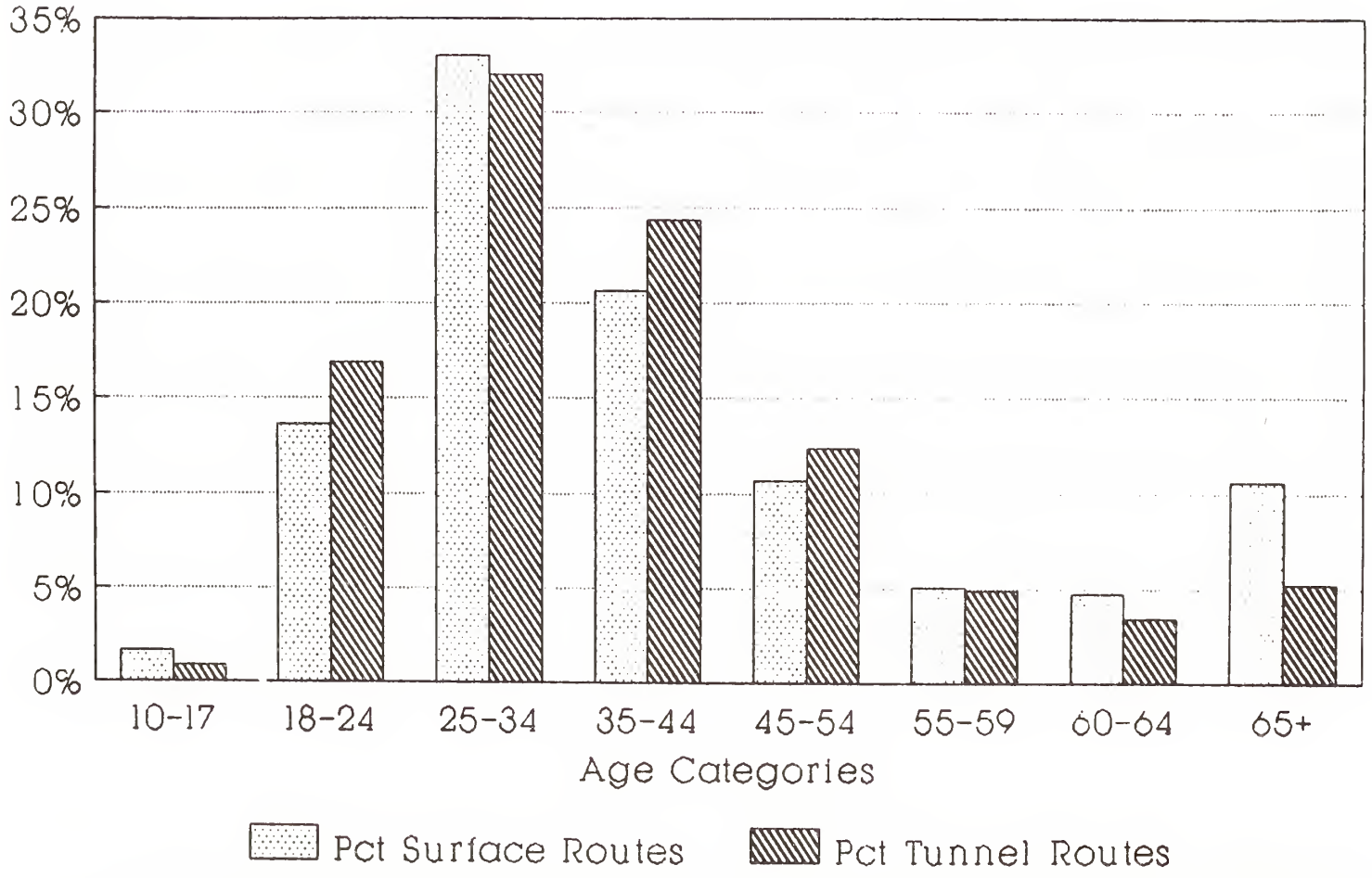

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Figure 2

TABLE 1

Age

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF AGE BY DTRCTBLK

AGE	DTRCTBLK		
FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
10-17	3885.04 4.81 88.56 8.79	502.03 0.62 11.44 1.37	4387.07 5.43
18-24	9935.25 12.30 64.75 22.49	5409.53 6.70 35.25 14.79	15344.8 19.00
25-34	12423.5 15.38 50.94 28.12	11963.1 14.81 49.06 32.71	24386.6 30.20
35-44	7051.17 8.73 46.79 15.96	8019.16 9.93 53.21 21.92	15070.3 18.66
45-54	3830.54 4.74 48.21 8.67	4114.45 5.10 51.79 11.25	7944.99 9.84
55-59	1928.43 2.39 51.44 4.37	1820.41 2.25 48.56 4.98	3748.84 4.64
60-64	1565.86 1.94 49.99 3.54	1566.62 1.94 50.01 4.28	3132.48 3.88
65+	3554.5 4.40 52.77 8.05	3181.17 3.94 47.23 8.70	6735.67 8.34
TOTAL	44174.3 54.70	36576.5 45.30	80750.8 100.00

FREQUENCY MISSING = 14961

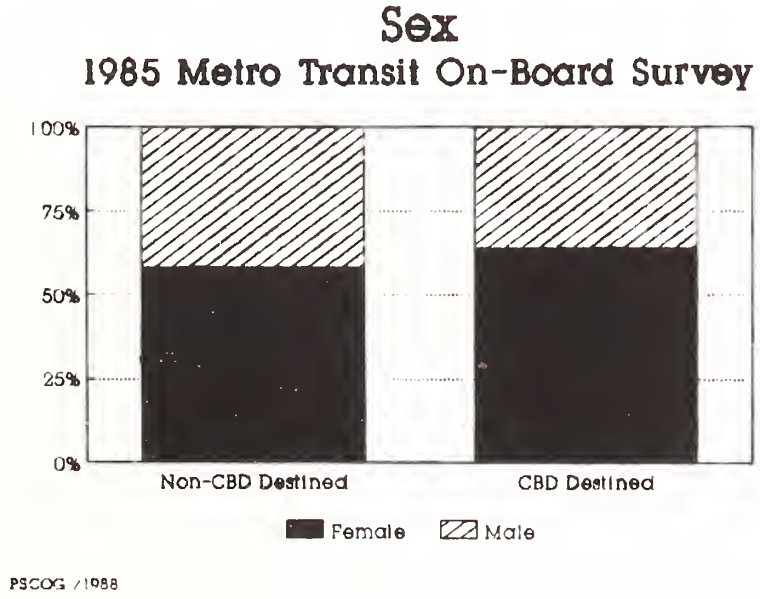
METRO ON-BOARD SURVEY

TABLE OF AGE BY ROUTE

CBD DESTINED TRIPS

ROUTE			
	SURFACE	TUNNEL	TOTAL
10-17	389 1.06 77.49 1.65	113.03 0.31 22.51 0.87	502.03 1.37
18-24	3221.11 8.82 59.62 13.65	2181.26 5.97 40.38 16.87	5402.37 14.79
25-34	7804.17 21.37 65.33 33.07	4141.19 11.34 34.67 32.03	11945.4 32.70
35-44	4866.13 13.32 60.74 20.62	3145.84 8.61 39.26 24.33	8011.97 21.93
45-54	2509.92 6.87 61.06 10.64	1600.62 4.38 38.94 12.38	4110.54 11.25
55-59	1189.39 3.26 65.34 5.04	631.02 1.73 34.66 4.88	1820.41 4.98
60-64	1121.63 3.07 71.60 4.75	444.99 1.22 28.40 3.44	1566.62 4.29
65+	2497.57 6.84 78.83 10.58	670.57 1.84 21.17 5.19	3168.14 8.67
TOTAL	23598.9 64.61	12928.5 35.39	36527.4 100.00

FREQUENCY MISSING = 439


Sex
1985 Metro Transit On-Board Survey
100%
75%
50%
25%
0%
Non-CBD Destined
CBD Destined
Female
Male
PSCOG /1988

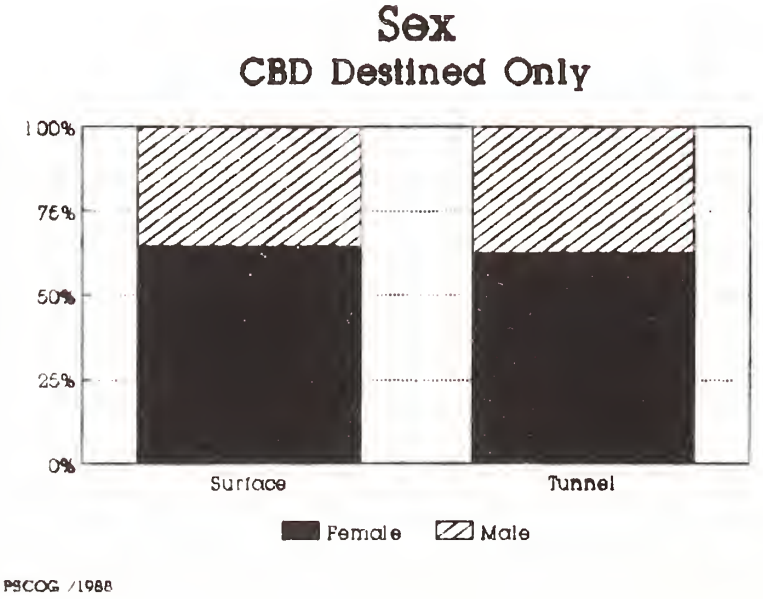

Sex
CBD Destined Only
100%
75%
50%
25%
0%
Surface
Tunnel
Female
Male
PSCOG /1988

Figure 3

TABLE 2

Sex

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF SEX BY DTRCTBLK

SEX DTRCTBLK

FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
FEMALE	21550.7 32.20 52.96 58.29	19144 28.60 47.04 63.92	40694.7 60.81
MALE	15423.5 23.05 58.80 41.71	10807.2 16.15 41.20 36.08	26230.7 39.19
TOTAL	36974.2 55.25	29951.2 44.75	66925.4 100.00

FREQUENCY MISSING = 28787

METRO ON-BOARD SURVEY

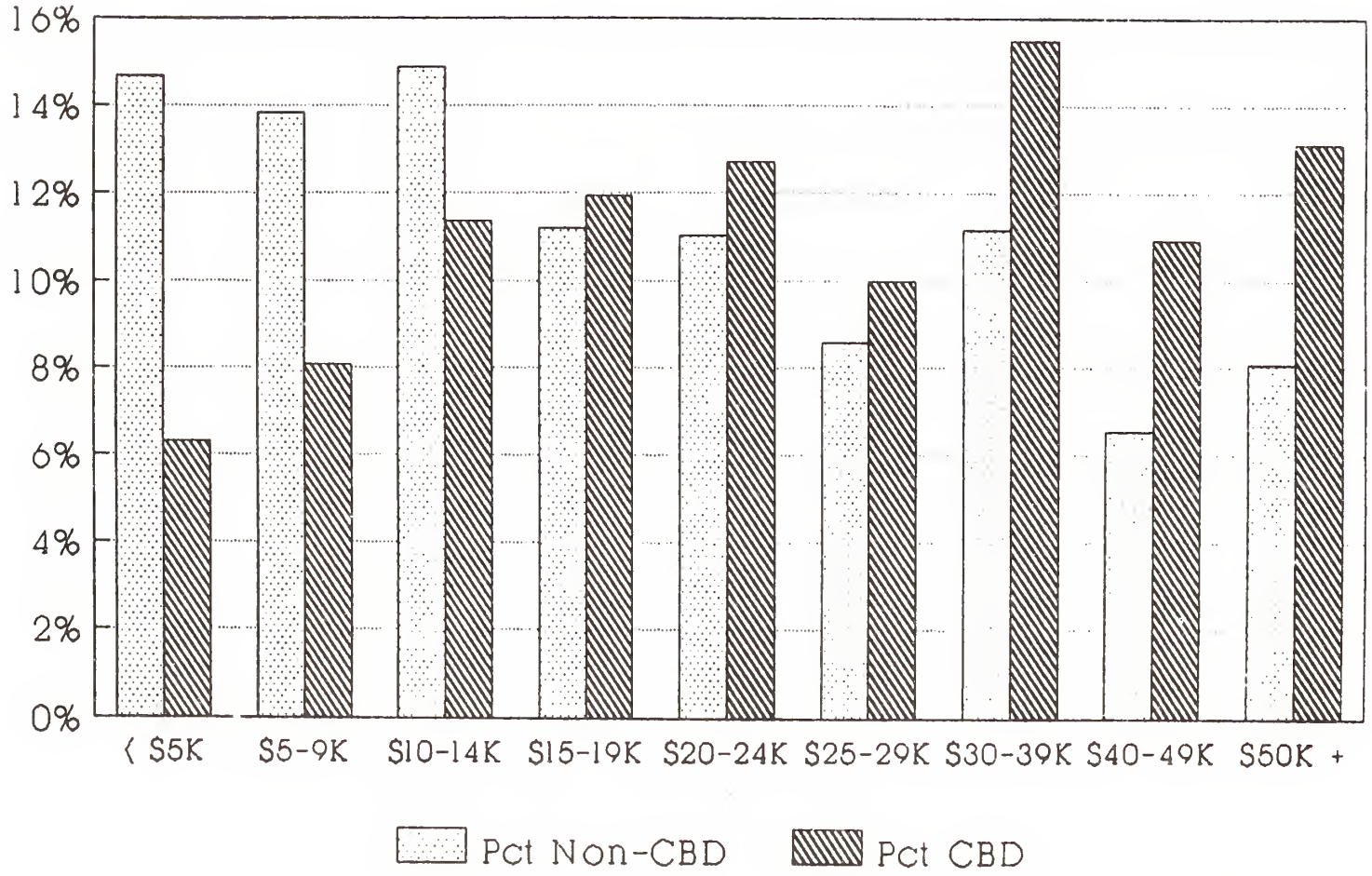
TABLE OF SEX BY ROUTE

ROUTE

	CBD DESTINED TRIPS		
	SURFACE	TUNNEL	TOTAL
FEMALE	12510.7 41.82 65.45 64.69	6602.79 22.07 34.55 62.44	19113.5 63.90
MALE	6827.64 22.83 63.23 35.31	3971.02 13.28 36.77 37.56	10798.7 36.10
TOTAL	19338.3 64.65	10573.8 35.35	29912.1 100.00

FREQUENCY MISSING = 7054

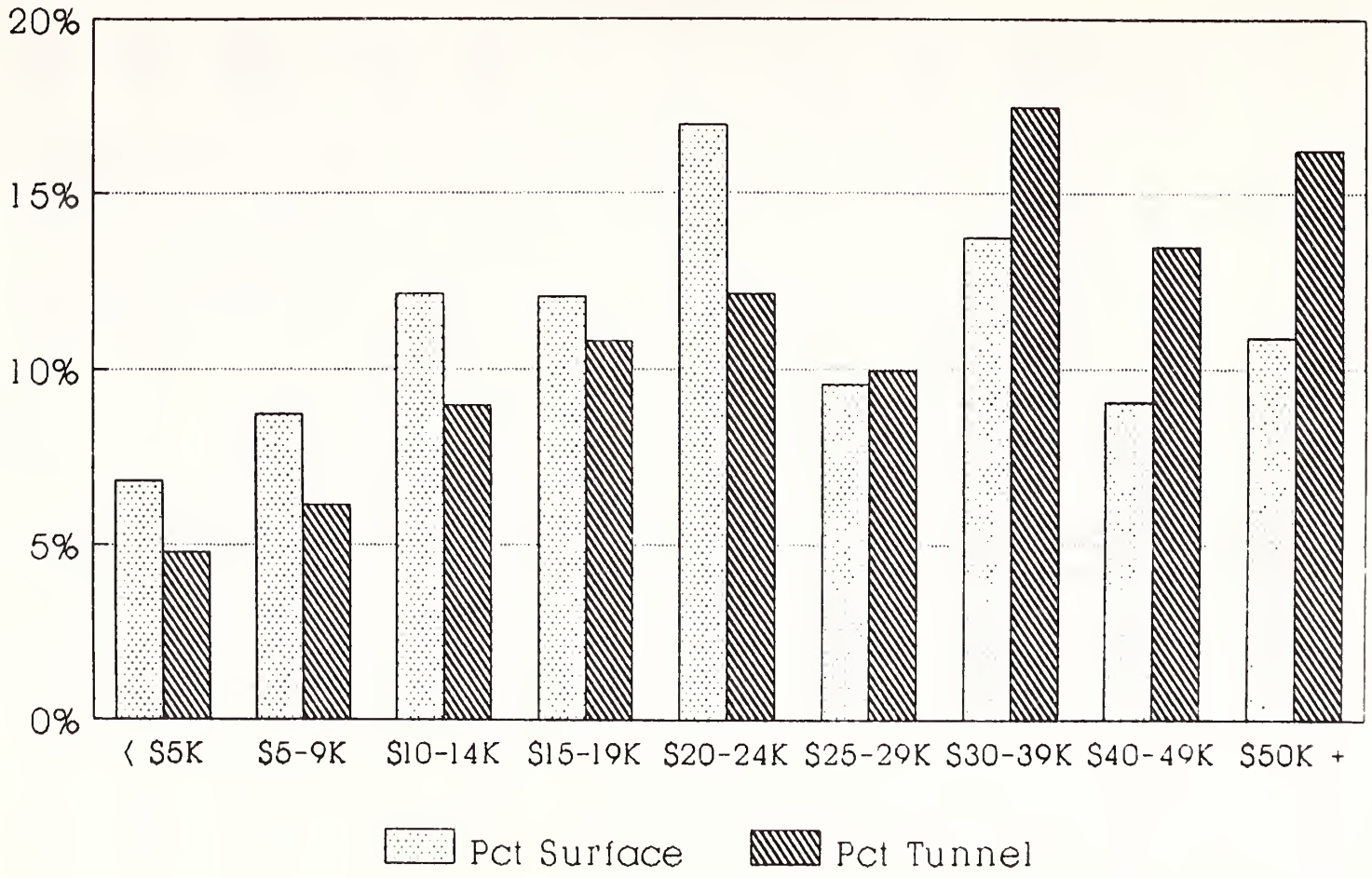
Income
1985 Metro On-Board Transit Survey



PSCOG /1988

Figure 4

Income
CBD Destined Only



PSCOG /1988

Figure 5

TABLE 3

Income

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF INCOME BY DTRCTBLK

INCOME	DTRCTBLK		
FREQUENCY / PERCENT / ROW PCT / COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
< $5000	5757	2119.17	7876.17
	7.91	2.91	10.82
	73.09	26.91	
	14.69	6.31	
$5-9,999	5418.91	2709.75	8128.66
	7.45	3.72	11.17
	66.66	33.34	
	13.83	8.07	
$10-14,999	5834.93	3821.73	9656.66
	8.02	5.25	13.27
	60.42	39.58	
	14.89	11.38	
$15-19,999	4392.04	4014.71	8406.75
	6.04	5.52	11.55
	52.24	47.76	
	11.21	11.95	
$20-24,999	4318.38	4279.04	8597.42
	5.93	5.88	11.82
	50.23	49.77	
	11.02	12.74	
$25-29,999	3358.72	3358.34	6717.06
	4.62	4.62	9.23
	50.00	50.00	
	8.57	10.00	
$30-39,999	4377.4	5209.12	9586.52
	6.02	7.16	13.17
	45.66	54.34	
	11.17	15.51	
$40-49,999	2559.06	3668.28	6227.34
	3.52	5.04	8.56
	41.09	58.91	
	6.53	10.92	
$50,000+	3162.24	4407.96	7570.2
	4.35	6.06	10.40
	41.77	58.23	
	8.07	13.12	
TOTAL	39178.7	33588.1	72766.8
	53.84	46.16	100.00

FREQUENCY MISSING = 22945

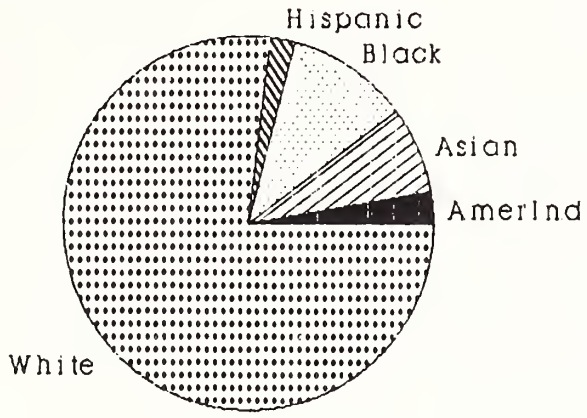
METRO ON-BOARD SURVEY

TABLE OF INCOME BY ROUTE

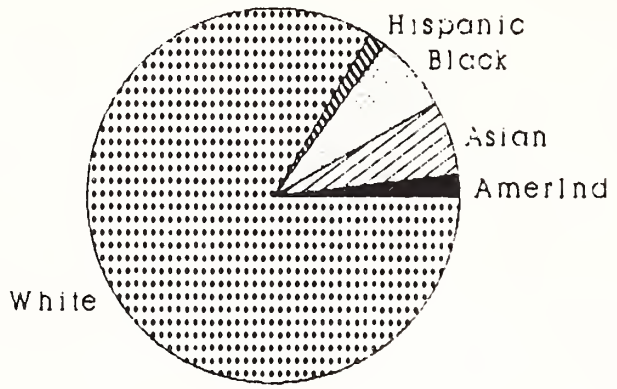
ROUTE	CBD DESTINED TRIPS		
	SURFACE	TUNNEL	TOTAL
	1539.59	578.01	2117.6
	4.59	1.72	6.31
	72.70	27.30	
	7.16	4.79	
	1964.12	742.03	2706.15
	5.85	2.21	8.07
	72.58	27.42	
	9.14	6.16	
	2733.95	1081.16	3815.11
	8.15	3.22	11.37
	71.66	28.34	
	12.72	8.97	
	2710.31	1301.8	4012.11
	8.08	3.88	11.96
	67.55	32.45	
	12.61	10.80	
	2811.08	1462.13	4273.21
	8.38	4.36	12.74
	65.78	34.22	
	13.08	12.13	
	2152.55	1199.13	3351.68
	6.42	3.57	9.99
	64.22	35.78	
	10.01	9.95	
	3095.33	2106.53	5201.86
	9.23	6.28	15.51
	59.50	40.50	
	14.40	17.47	
	2043.22	1625.06	3668.28
	6.09	4.84	10.93
	55.70	44.30	
	9.51	13.48	
	2444.23	1959.05	4403.28
	7.29	5.84	13.12
	55.51	44.49	
	11.37	16.25	
	21494.4	12054.9	33549.3
	64.07	35.93	100.00

FREQUENCY MISSING = 3417

Ethnicity
1985 Metro On-Board Survey



All Routes



CBD Destined Only

Figure 6

TABLE 4

Ethnicity

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF ETHNIC BY DTRCTBLK

ETHNIC DTRCTBLK

FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
AMER IND	1133.52 1.43 62.84 2.63	670.23 0.85 37.16 1.87	1803.75 2.28
ASIAN/PAC IS	3233.6 4.09 58.70 7.50	2274.97 2.88 41.30 6.34	5508.57 6.97
BLACK	4608.7 5.83 65.98 10.69	2376.19 3.01 34.02 6.63	6984.89 8.84
MEXICAN/HISP	896.75 1.14 62.84 2.08	530.2 0.67 37.16 1.48	1426.95 1.81
WHITE	33001.7 41.78 52.52 76.52	29834.4 37.77 47.48 83.19	62836 79.55
OTHER	253.81 0.32 60.04 0.59	168.93 0.21 39.96 0.47	422.74 0.54
7	0 0.00 0.00 0.00	3.53 0.00 100.00 0.01	3.53 0.00
8	0 0.00 0.00 0.00	4.74 0.01 100.00 0.01	4.74 0.01
TOTAL	43128 54.60	35863.2 45.40	78991.2 100.00

FREQUENCY MISSING = 16721

METRO ON-BOARD SURVEY

TABLE OF ETHNIC BY ROUTE

ROUTE

	CBD DESTINED TRIPS		
	SURFACE	TUNNEL	TOTAL
AMER IND	482.65 1.35 72.49 2.09	183.18 0.51 27.51 1.44	665.83 1.86
ASIAN/PAC IS	1543.75 4.31 67.95 6.68	728.17 2.03 32.05 5.72	2271.92 6.34
BLACK	1957.74 5.47 82.47 8.48	416.22 1.16 17.53 3.27	2373.96 6.63
MEXICAN/HISP	372.19 1.04 70.37 1.61	156.68 0.44 29.63 1.23	528.87 1.48
WHITE	18616 51.97 62.47 80.61	11185.3 31.23 37.53 87.89	29801.3 83.20
OTHER	112.45 0.31 66.57 0.49	56.48 0.16 33.43 0.44	168.93 0.47
7	3.53 0.01 100.00 0.02	0 0.00 0.00 0.00	3.53 0.01
8	4.74 0.01 100.00 0.02	0 0.00 0.00 0.00	4.74 0.01
TOTAL	23093.1 64.47	12726 35.53	35819.1 100.00

FREQUENCY MISSING = 1147

TRIP CHARACTERISTICS

Trip Purpose

Most trips made to the CBD are for work. Seventy-five percent of all in-bound CBD-destined trips are for work (Tables 5 and 10, and Figure 8), and 80% of all home-based CBD-destined trips are for work (Table 11).

TABLE 5

Trip Purpose (In-Bound)

	CBD-Destined (%)	Surface	Tunnel
Work	75.45	72.01	81.79
College	1.11	1.17	1.01
Shopping	8.53	10.64	4.66
Social/Recreation	4.87	5.32	4.05
Medical/Dental	1.81	2.21	1.07
Return Home	3.32	3.32	3.32
School (K-12)	0.39	0.48	0.23
Other	4.51	4.85	3.85
	100.00	100.00	100.00

While 8.5% of the CBD-destined trips are for shopping, a shopping trip to the downtown is more likely to be made on a route that will not go through the tunnel. Less than 5% of "tunnel" riders are on a shopping trip compared to 10.6% of "surface" riders. (See Figure 9.)

Trip diaries of downtown employees were collected in May 1987 and trips made during the workday will be presented in another document.

Car Availability

For the Metro transit system as a whole, more riders (56.5%) report that they did not have a car available to make the trip they were making by bus. However, for those riders destined to the CBD, only 37.4% reported that they did not have a car available. (See Tables 12 and 13, and Figure 10.)

Again, reflecting household income, riders on "tunnel" routes are extremely likely to have a car available (71%) to make this trip. (See Figure 10.)

Access to Bus

The most common means of getting to the bus is to walk. Riders destined to the CBD are more likely to have driven to

the bus than those not going to the CBD. 21% of the CBD-destined riders said they drove, compared to only 7% of non-CBD destined riders. "Tunnel" riders are even more likely to have driven, with 33% reporting such, and only 60% saying they had walked. (See Table 14.)

Distance Walked to Bus

There was very little difference between those riders who were destined to the CBD and those who were not in the number of blocks they walk to the bus. There was no difference in distance walked to the bus between riders who are using "tunnel" routes vs. "surface" routes. For all populations who walk, 5% walk less than one block, 36% walk one block and another 25% walk two blocks. (See Table 15.)

Riders who are not destined to the CBD were somewhat more likely to walk 6 to 10 blocks to the bus, reflective of the fact that a greater proportion of these riders are "captive" riders.

Distance Drive to Bus

Not only were "tunnel" riders more likely to drive to the bus, but those who drove, drove further. The average distance driven to the bus was 4.8 miles for the "tunnel" riders compared to 3.9 miles for "surface" riders destined to the CBD. (See Figure 11).

Time of Boarding (In-bound)

The peak period for boarding on an in-bound trip is between 6:30 and 7:30 am. This is even more significant for CBD-destined trips, with 31% beginning in this time period. An additional 21.8% of CBD-destined trips begin between 7:30 and 8:30 am. The in-bound commute period between 5:30 am and 9:30 am accounts for 69% of the CBD-destined trips and for 45.6% of the non-CBD trips. (See Table 6.)

TABLE 6

Time of Boarding (In-Bound)

Number of Passengers

		CBD Only	
Boarding Times	CBD-Destined	Surface	Tunnel
<5:30 a.m.	422 1.1%	262 1.1%	161 1.2%
5:30- 6:30	3,212 8.7	1,683 7.1	1,527 11.8
6:30- 7:30	11,476 31.2	6,863 28.8	4,607 35.5
7:30- 8:30	8,046 21.9	5,167 21.7	2,865 22.1
8:30- 9:30	2,828 7.7	2,000 8.4	821 6.3
9:30-10:30	1,917 5.2	1,425 6.0	492 3.8
10:30-11:30	1,641 4.4	1,207 5.1	431 3.3
11:30-12:30	1,575 4.3	1,068 4.5	507 3.9
12:30- 1:30	1,364 3.7	1,027 4.3	330 2.5
1:30- 2:30	1,001 2.7	732 3.1	269 2.1
2:30- 3:30	1,078 2.9	814 3.4	264 2.0
3:30- 4:30	768 2.1	556 2.3	212 1.6
4:30- 5:30	566 1.5	404 1.7	158 1.2
5:30- 6:30	292 0.8	167 0.7	125 1.0
6:30 + p.m.	619 1.7	407 1.7	211 1.6
TOTAL	36,805 100%	23,782 100%	12,980 100%

"Tunnel" riders begin their day earlier, with almost 12% beginning their trip between 5:30 and 6:30; only 7.1% of "surface" riders begin their trip this early. (See Figures 12 and 13).

Time of Boarding by Trip Purpose

Work trips dominate the in-bound trips destined to CBD. When only work trips are examined, the peak between 6:30 - 7:30 a.m. becomes even more pronounced with 40.3% and an additional 26.9% between 7:30 and 8:30 a.m. (See Figure 14 and Table 16.)

Trips to the CBD for purposes other than work, are more distributed through the day, with a peak between 9:30 - 10:30 a.m.

Figure 15 shows the boarding times for trips destined to places other than the CBD. As in the CBD, work trips peak between 6:30 - 7:30 a.m., and non-work trips are spread throughout the day.

Number of Days Ride the Bus

Over 50% of all riders who filled out the survey said they rode the bus ten times or more in the last week. 65.5% of the CBD-destined riders said they rode the bus eight times or more. 60.7% of the non-CBD destined riders said they rode eight times or more. "Tunnel" riders are somewhat more likely to say they use the bus eight or more times than "surface" riders (70.8% vs. 62.7%). (See Table 17 and Figures 16 and 17.) On the weekends, captive riders were much more likely to use the bus. (See Table 18.)

Trip Origin (by FAZ) to Seattle CBD

In 1985, Metro service and ridership was predominantly in areas close to downtown Seattle. Trips originating in Ballard, the U-District, Queen Anne, Capitol Hill, Garfield and Columbia/ Rainier Valley comprise 40% of the trips destined to the CBD.

Using the currently defined list of routes for the tunnel, riders from the University District will comprise the largest proportion of riders through the tunnel. Following that, riders originating from Northgate comprise the next largest group. (See Tables 7, 8 and 9, and Figures 18, 19, and 20.)

TABLE 7

CBD-Destined Trips by FAZ of Origin

	FAZ	Number	Percent
Garfield	6111	3323	9.01
Queen Anne	6122	2414	6.55
Ballard	6310	2286	6.20
Univ. District	6212	2004	5.44
Capitol Hill	6112	1642	4.45
Columbia/Rainier	5910	1600	4.34
Northgate	6221	1593	4.32
West Seattle	5720	1542	4.18
Beacon Hill	5920	1398	3.79
View Ridge	6222	1096	2.97
Fauntleroy	5710	1080	2.93
Magnolia	6121	973	2.64
Green Lake	6211	927	2.52
Richmond Highlands	6410	852	2.31
Lake City	6223	764	2.07
Broadview	6320	759	2.06

TABLE 8

Surface Routed Trips to CBD by FAZ of Origin

	FAZ	Number	Percent
Garfield	6111	3313	13.91
Queen Anne	6122	2409	10.12
Ballard	6310	2245	9.43
West Seattle	5720	1539	6.46
Columbia/Rainier	5910	1431	6.01
Beacon Hill	5920	1393	5.85
Capitol Hill	6112	1243	5.22
Fauntleroy	5710	1064	4.47
Magnolia	6121	968	4.07
Green Lake	6211	729	3.06
Northgate	6221	651	2.73
Seahurst/White Center	3810	554	2.33

TABLE 9

Tunnel Routed Trips to CBD by FAZ of Origin

	FAZ	Number	Percent
Univ. District	6212	1721	13.23
Northgate	6221	940	7.23
View Ridge	6222	860	6.61
Lake City	6223	694	5.33
Richmond Highlands	6410	604	4.64
North City	6420	518	3.98
Cen Federal Way	3020	402	3.09
Capitol Hill	6112	398	3.06
Juanita	5510	331	2.55
Overlake/Redmond	5410	328	2.52
Kirkland	5300	327	2.51
Eastgate	4500	307	2.36
Kenmore	5530	294	2.26
Broadview	6320	292	2.24
E. Bellevue	5020	269	2.07

SUMMARY

Overall, transit ridership on Metro has decreased in the last few years, even before the disruption caused by tunnel construction. Total Revenue Passengers (see Figure 7) have declined from 65,668,000 in 1984 to 60,961,000 in 1987.

Continued growth of employment in the Seattle CBD is forecasted and is thus placing increasing demands on the existing transportation network. The bus tunnel, by significantly reducing the number of buses on surface streets and by adding bus lane capacity via the tunnel, should relieve some of the pressure on the downtown network. Policies on parking provision, carpooling, and transit incentives, as well as completion of the bus tunnel will influence the flow of traffic through Seattle's downtown.

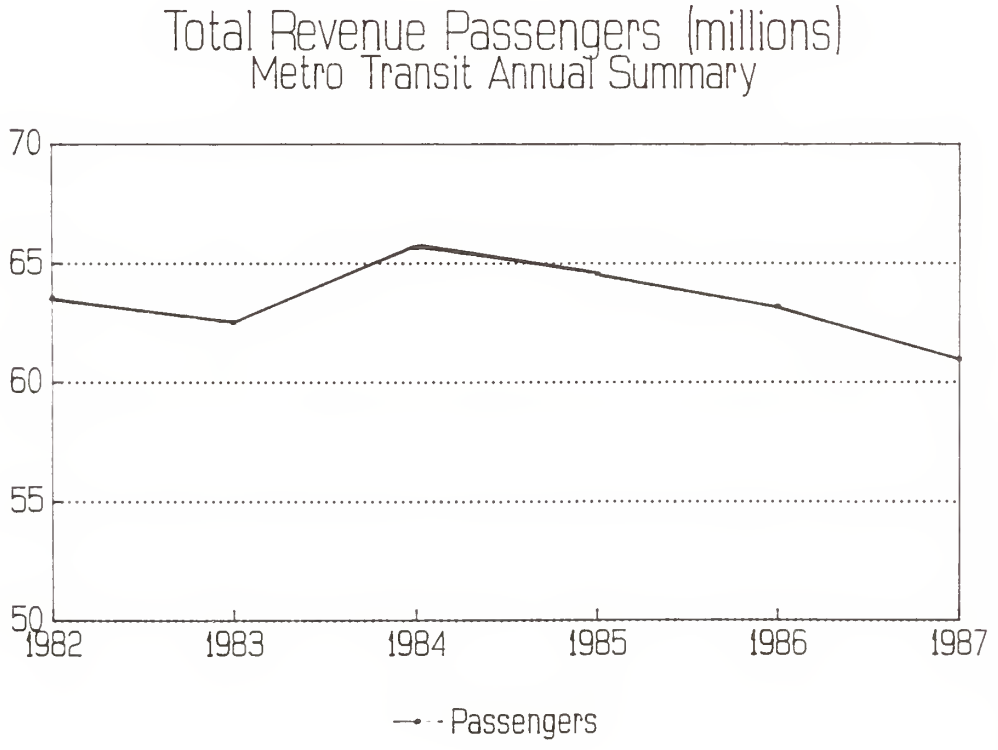
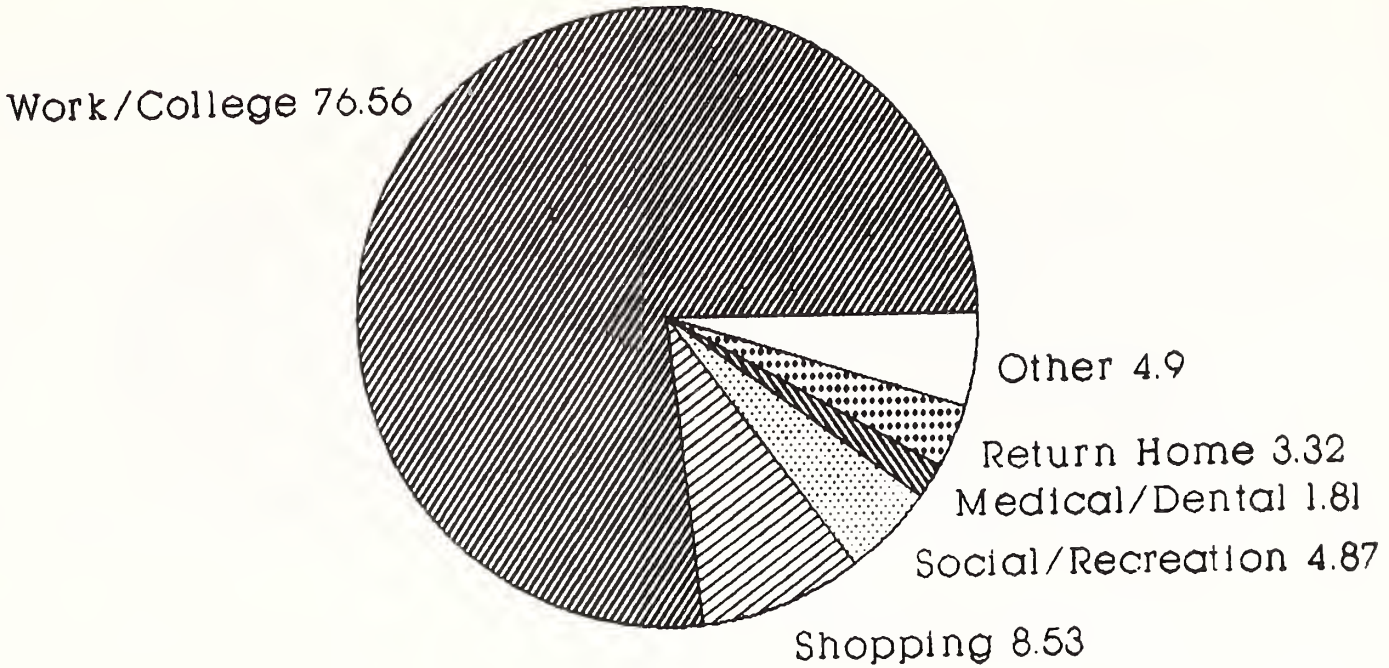


Figure 7

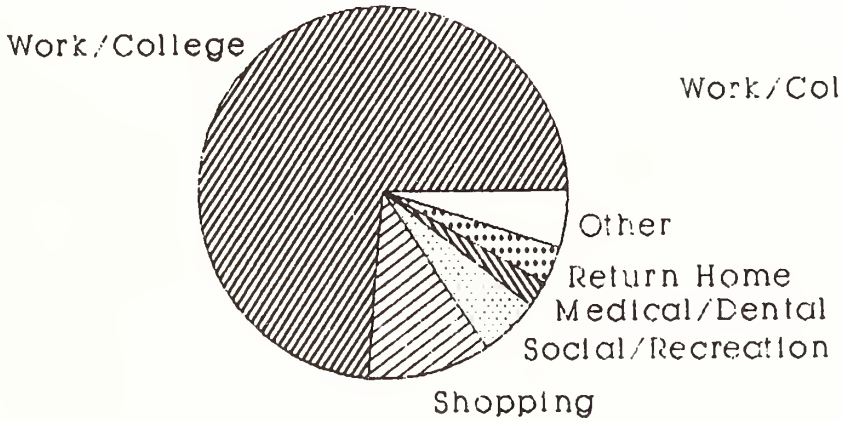
Trip Purpose - CBD Destined
1985 Metro Transit On-Board Survey



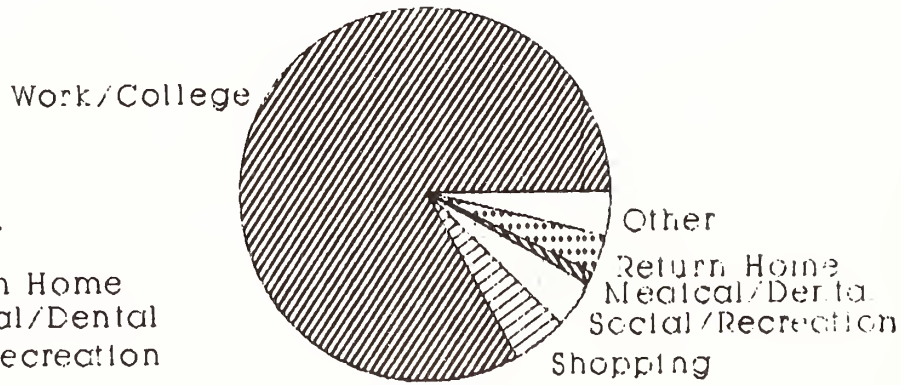
PSCOG / 1988

Figure 8

Trip Purpose
CBD Destined only



Surface Routes



Tunnel Routes

PSCOG / 1988

Figure 9

Table 10

Trip Purpose

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF DPURP BY DTRCTBLK

DPURP / DTRCTBLK	NON-CBD DESTINED	CBD DESTINED	TOTAL
0	0	1.28	1.28
	0.00	0.00	0.00
	0.00	100.00	
	0.00	0.00	
HOME	11015.6	1219.14	12234.7
	13.53	1.50	15.03
	90.04	9.96	
	24.67	3.32	
WORK	18404.8	27716.5	46121.3
	22.61	34.05	56.66
	39.91	60.09	
	41.21	75.45	
SHOPPING	2601.26	3134.18	5735.44
	3.20	3.85	7.05
	45.35	54.65	
	5.82	8.53	
COLLEGE	4895.2	408.86	5304.06
	6.01	0.50	6.52
	92.29	7.71	
	10.96	1.11	
SCHOOL (K-12)	1890.71	143.78	2034.49
	2.32	0.18	2.50
	92.93	7.07	
	4.23	0.39	
MED/DENT	1488.99	666.12	2155.11
	1.83	0.82	2.65
	69.09	30.91	
	3.33	1.81	
SOCIAL/REC	2792.57	1787.89	4580.46
	3.43	2.20	5.63
	60.97	39.03	
	6.25	4.87	
OTHER	1571.32	1655.56	3226.88
	1.93	2.03	3.96
	48.69	51.31	
	3.52	4.51	
TOTAL	44660.4	36733.3	81393.7
	54.87	45.13	100.00

FREQUENCY MISSING = 14319

METRO ON-BOARD SURVEY

TABLE OF DPURP BY ROUTE

ROUTE

	CBD DESTINED TRIPS		
	SURFACE	TUNNEL	TOTAL
0	0	1.28	1.28
	0.00	0.00	0.00
	0.00	100.00	
	0.00	0.01	
HOME	788.09	431.05	1219.14
	2.15	1.18	3.32
	64.64	35.36	
	3.32	3.32	
WORK	17079.6	10604.4	27683.9
	46.56	28.91	75.47
	61.69	38.31	
	72.01	81.79	
SHOPPING	2523.31	604.41	3127.72
	6.88	1.65	8.53
	80.68	19.32	
	10.64	4.66	
COLLEGE	278.09	130.77	408.86
	0.76	0.36	1.11
	68.02	31.98	
	1.17	1.01	
SCHOOL (K-12)	113.44	30.34	143.78
	0.31	0.08	0.39
	78.90	21.10	
	0.48	0.23	
MED/DENT	525.11	139.01	664.12
	1.43	0.38	1.81
	79.07	20.93	
	2.21	1.07	
SOCIAL/REC	1261.18	525.34	1786.52
	3.44	1.43	4.87
	70.59	29.41	
	5.32	4.05	
OTHER	1149.34	499.56	1648.9
	3.13	1.36	4.49
	69.70	30.30	
	4.85	3.85	
TOTAL	23718.1	12966.1	36684.3
	64.65	35.35	100.00

FREQUENCY MISSING = 282

Trip Purpose - Home-based trips

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES
HOME BASED TRIPS

TABLE OF DPURP BY DTRCTBLK

DPURP FREQUENCY PERCENT ROW PCT COL PCT	DTRCTBLK NON-CBD DESTINED	CBD DESTINED	TOTAL
0	0 0.00 0.00 0.00	1.28 0.00 100.00 0.00	1.28 0.00
HOME	769.84 1.22 77.81 2.52	219.53 0.35 22.19 0.67	989.37 1.56
WORK	17130 27.04 39.36 56.02	26389.1 41.65 60.64 80.51	43519.1 68.69
SHOPPING	2023.07 3.19 44.48 6.62	2524.92 3.99 55.52 7.70	4547.99 7.18
COLLEGE	4474.44 7.06 92.53 14.63	361.33 0.57 7.47 1.10	4835.77 7.63
SCHOOL (K-12)	1755.18 2.77 93.33 5.74	125.5 0.20 6.67 0.38	1880.68 2.97
MED/DENT	1214.24 1.92 68.47 3.97	559.15 0.88 31.53 1.71	1773.39 2.80
SOCIAL/REC	2015.83 3.18 60.15 6.59	1335.36 2.11 39.85 4.07	3351.19 5.29
OTHER	1196.11 1.89 48.70 3.91	1260.02 1.99 51.30 3.84	2456.13 3.88
TOTAL	30578.7 48.27	32776.2 51.73	63354.9 100.00

FREQUENCY MISSING = 8556

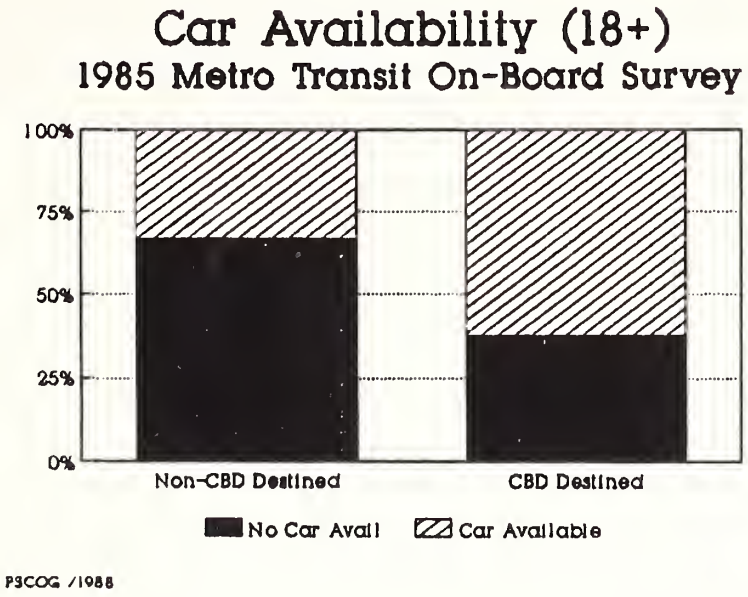
METRO ON-BOARD SURVEY

HOME BASED TRIPS

TABLE OF DPURP BY ROUTE

ROUTE CBD DESTINED TRIPS SURFACE	TUNNEL	TOTAL
0 0.00 0.00 0.00	1.28 0.00 100.00 0.01	1.28 0.00
148.82 0.45 67.79 0.70	70.71 0.22 32.21 0.61	219.53 0.67
16267 49.69 61.71 76.99	10094 30.84 38.29 86.97	26361 80.53
2034.45 6.21 80.67 9.63	487.34 1.49 19.33 4.20	2521.79 7.70
247.58 0.76 68.52 1.17	113.75 0.35 31.48 0.98	361.33 1.10
97.82 0.30 77.94 0.46	27.68 0.08 22.06 0.24	125.5 0.38
452.08 1.38 81.14 2.14	105.07 0.32 18.86 0.91	557.15 1.70
985.29 3.01 73.86 4.66	348.7 1.07 26.14 3.00	1333.99 4.08
895.48 2.74 71.45 4.24	357.88 1.09 28.55 3.08	1253.36 3.83
21128.6 64.54	11606.4 35.46	32735 100.00

FREQUENCY MISSING = 213


Car Availability (18+)
1985 Metro Transit On-Board Survey
100%
75%
50%
25%
0%
Non-CBD Destined
CBD Destined
No Car Avail
Car Available
PSCOG /1988

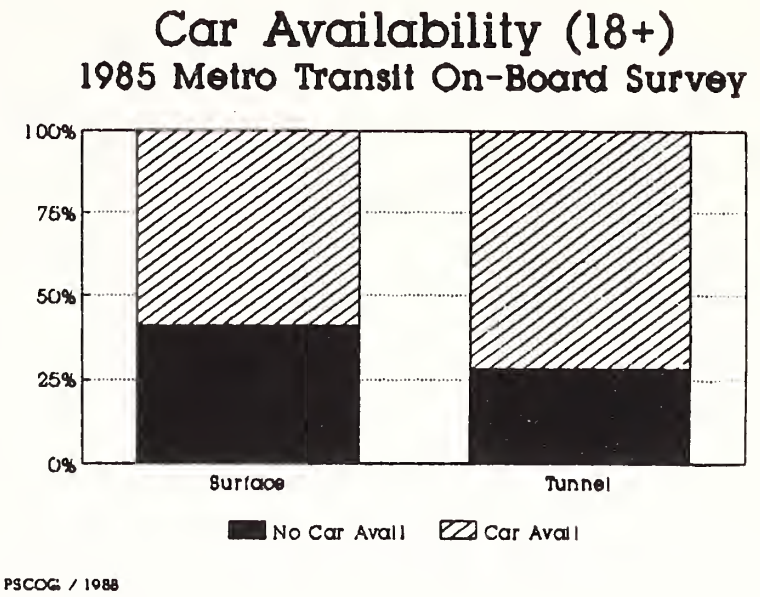

Car Availability (18+)
1985 Metro Transit On-Board Survey
100%
75%
50%
25%
0%
Surface
Tunnel
No Car Avail
Car Avail
PSCOG / 1988

Figure 10

Table 12

Car Availability

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF CAR BY DTRCTBLK

CAR	DTRCTBLK		
FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
NO	30363.9 37.29 68.84 67.97	13742.6 16.88 31.16 37.39	44106.4 54.16
YES	14308.7 17.57 38.34 32.03	23016.2 28.26 61.66 62.61	37325 45.83
TOTAL	44672.6 54.86	36758.8 45.14	81434.1 100.00

FREQUENCY MISSING = 14278

METRO ON-BOARD SURVEY

TABLE OF CAR BY ROUTE

ROUTE	CBD DESTINED TRIPS		
	SURFACE	TUNNEL	TOTAL
	9957.85 27.12 72.59 41.96	3760.66 10.24 27.41 28.97	13718.5 37.37
	13773.9 37.52 59.91 58.04	9218.8 25.11 40.09 71.03	22992.7 62.63
	23731.8 64.64	12979.5 35.36	36711.2 100.00

FREQUENCY MISSING = 255

Table 13

Car Availability = Age 18+

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES
AGE 18+

TABLE OF CAR BY DTRCTBLK

CAR	DTRCTBLK		
FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
NO	26947.1 34.96 66.95 66.00	13304.9 17.26 33.05 36.69	40252 52.22
YES	13880.8 18.01 37.68 34.00	22953.9 29.78 62.32 63.31	36834.6 47.78
TOTAL	40827.9 52.96	36258.8 47.04	77086.6 100.00

FREQUENCY MISSING = 12401

METRO ON-BOARD SURVEY

AGE 18+ ONLY

TABLE OF CAR BY ROUTE

ROUTE	CBD DESTINED TRIPS		
	SURFACE	TUNNEL	TOTAL
	9624.54 26.58 72.47 41.23	3656.29 10.10 27.53 28.42	13280.8 36.68
	13719.2 37.89 59.83 58.77	9211.14 25.44 40.17 71.58	22930.4 63.32
	23343.8 64.47	12867.4 35.53	36211.2 100.00

FREQUENCY MISSING = 253

Table 14

Access Mode to Bus

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF ACCMODE BY DTRCTBLK

ACCMODE / DTRCTBLK FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
WALKED	37066.3 45.34 57.73 82.66	27142.8 33.20 42.27 73.54	64209.1 78.55
DROVE	3148.71 3.85 28.92 7.02	7739.05 9.47 71.08 20.97	10887.8 13.32
PASSENGER	1658.68 2.03 56.86 3.70	1258.38 1.54 43.14 3.41	2917.06 3.57
TRANSFER	2440.65 2.99 82.50 5.44	517.71 0.63 17.50 1.40	2958.36 3.62
FERRY	189.73 0.23 58.31 0.42	135.67 0.17 41.69 0.37	325.4 0.40
BICYCLE	45.85 0.06 73.93 0.10	16.17 0.02 26.07 0.04	62.02 0.08
OTHER	97.9 0.12 81.35 0.22	22.45 0.03 18.65 0.06	120.35 0.15
TRANSFER-CT	100.18 0.12 71.13 0.22	40.66 0.05 28.87 0.11	140.84 0.17
TRANSFER-PIERCE	84.74 0.10 70.38 0.19	35.66 0.04 29.62 0.10	120.4 0.15
TOTAL	44839.4 54.85	36908.6 45.15	81747.9 100.00

FREQUENCY MISSING = 13964

METRO ON-BOARD SURVEY

TABLE OF ACCMODE BY ROUTE

ROUTE CBD DESTINED TRIPS ACCMODE / FREQUENCY PERCENT ROW PCT COL PCT	SURFACE	TUNNEL	TOTAL
WALKED	19325.8 52.43 71.27 81.03	7791.14 21.14 28.73 59.89	27116.9 73.57
DROVE	3388.91 9.19 43.87 14.21	4336.81 11.77 56.13 33.34	7725.72 20.96
PASSENGER	632.69 1.72 50.48 2.65	620.58 1.68 49.52 4.77	1253.27 3.40
TRANSFER	328.19 0.89 63.83 1.38	185.95 0.50 36.17 1.43	514.14 1.39
FERRY	128.87 0.35 94.99 0.54	6.8 0.02 5.01 0.05	135.67 0.37
BICYCLE	4.42 0.01 27.33 0.02	11.75 0.03 72.67 0.09	16.17 0.04
OTHER	12.18 0.03 54.25 0.05	10.27 0.03 45.75 0.08	22.45 0.06
TRANSFER-CT	27.83 0.08 68.45 0.12	12.83 0.03 31.55 0.10	40.66 0.11
TRANSFER-PIERCE	1.13 0.00 3.27 0.00	33.4 0.09 96.73 0.26	34.53 0.09
TOTAL	23850 64.71	13009.5 35.29	36859.6 100.00

FREQUENCY MISSING = 107

Table 15

Distance Walked to Bus

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF ACCDISTW BY DTRCTBLK

ACCDISTW DTRCTBLK

FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
0	1392.19 2.87 57.97 5.02	1009.24 2.08 42.03 4.86	2401.43 4.95
1	9861.68 20.33 56.05 35.58	7732.64 15.94 43.95 37.20	17594.3 36.27
2	6345.95 13.08 55.01 22.89	5189.93 10.70 44.99 24.97	11535.9 23.78
3	3749.16 7.73 55.93 13.53	2954.34 6.09 44.07 14.21	6703.5 13.82
4	2234.87 4.61 58.01 8.06	1617.52 3.33 41.99 7.78	3852.39 7.94
5	1460.29 3.01 61.48 5.27	915.03 1.89 38.52 4.40	2375.32 4.90
6-10	2186.15 4.51 65.72 7.89	1140.12 2.35 34.28 5.48	3326.27 6.86
11-20	404.56 0.83 67.68 1.46	193.18 0.40 32.32 0.93	597.74 1.23
20+	85.2 0.18 70.68 0.31	35.34 0.07 29.32 0.17	120.54 0.25
TOTAL	27720 57.15	20787.3 42.85	48507.4 100.00

FREQUENCY MISSING = 47205

METRO ON-BOARD SURVEY

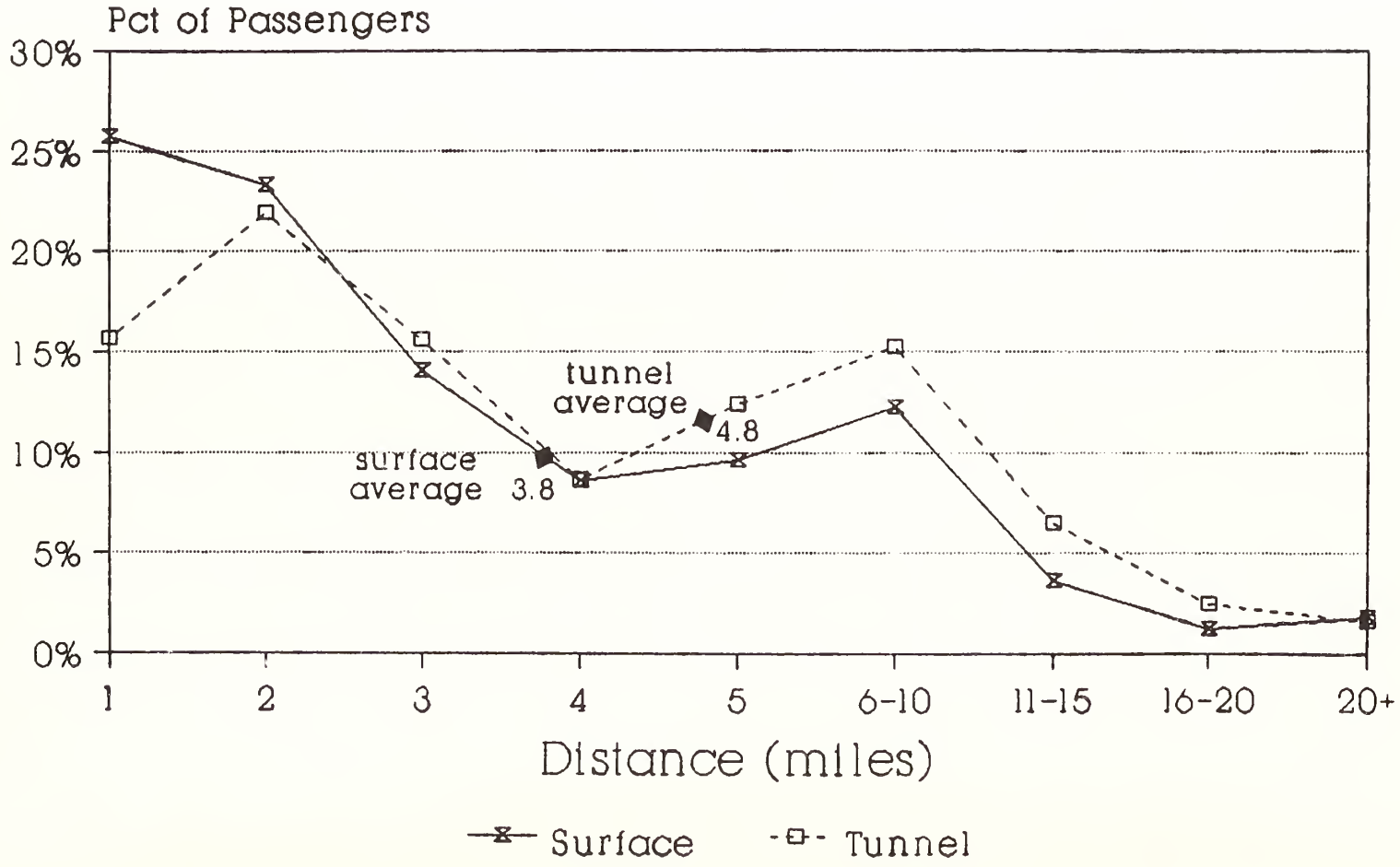
TABLE OF ACCDISTW BY ROUTE

ROUTE

FREQUENCY PERCENT ROW PCT COL PCT	CBD DESTINED TRIPS SURFACE	 TUNNEL	 TOTAL
0	746.69 3.60 73.99 5.13	262.55 1.26 26.01 4.23	1009.24 4.86
1	5599.13 26.97 72.50 38.47	2123.65 10.23 27.50 34.21	7722.78 37.19
2	3674.25 17.70 70.86 25.24	1511.1 7.28 29.14 24.34	5185.35 24.97
3	2049.36 9.87 69.43 14.08	902.33 4.35 30.57 14.53	2951.69 14.22
4	1101.39 5.30 68.30 7.57	511.13 2.46 31.70 8.23	1612.52 7.77
5	579.76 2.79 63.45 3.98	334 1.61 36.55 5.38	913.76 4.40
6-10	667.39 3.21 58.54 4.59	472.73 2.28 41.46 7.61	1140.12 5.49
11-20	114.91 0.55 59.48 0.79	78.27 0.38 40.52 1.26	193.18 0.93
20+	22.87 0.11 64.71 0.16	12.47 0.06 35.29 0.20	35.34 0.17
TOTAL	14555.7 70.10	6208.23 29.90	20764 100.00

FREQUENCY MISSING = 16203

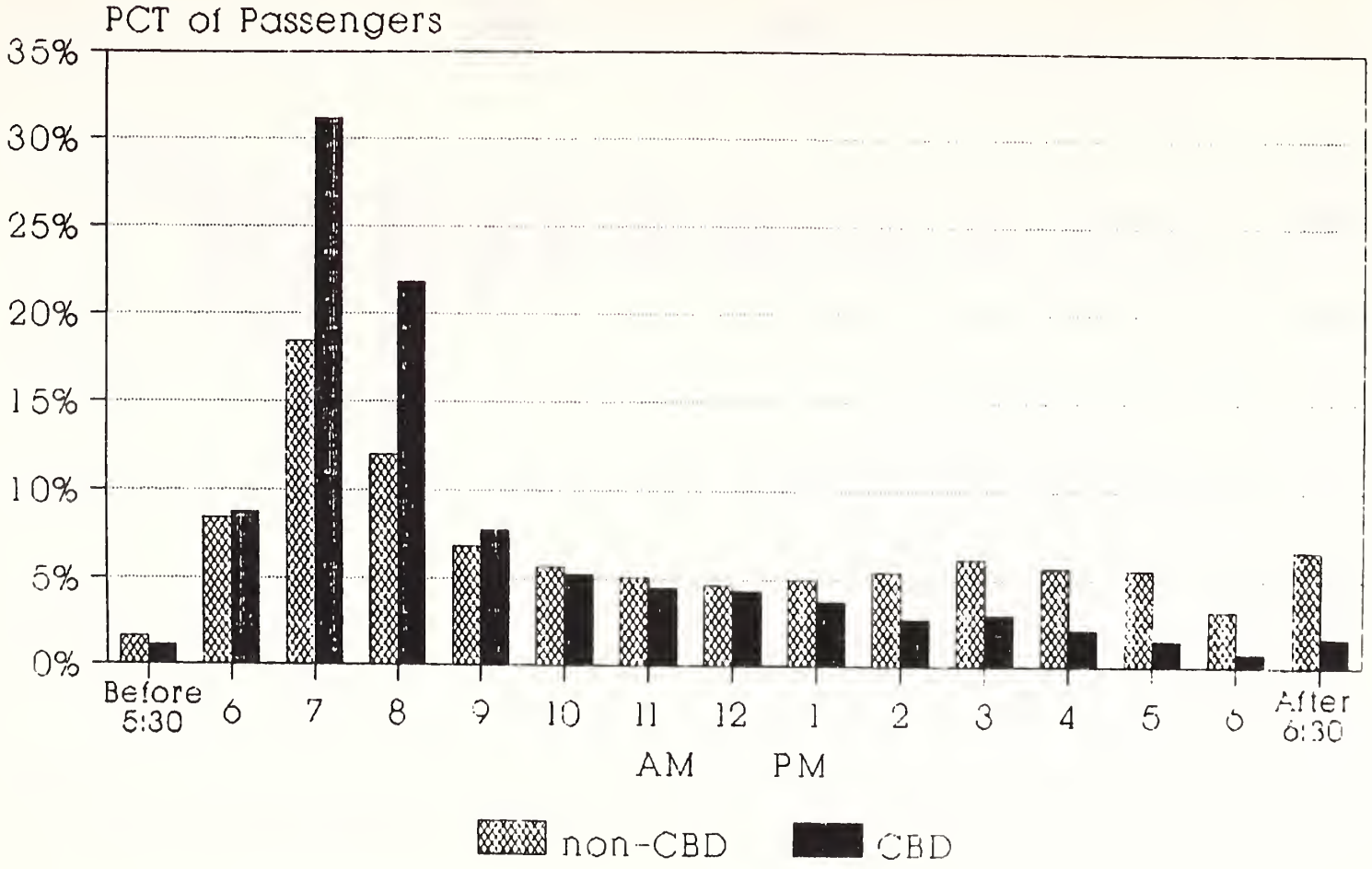
Distance Driven To Board Bus To CBD
By Route and No. of Passengers



PSCOG/1988

Figure 11

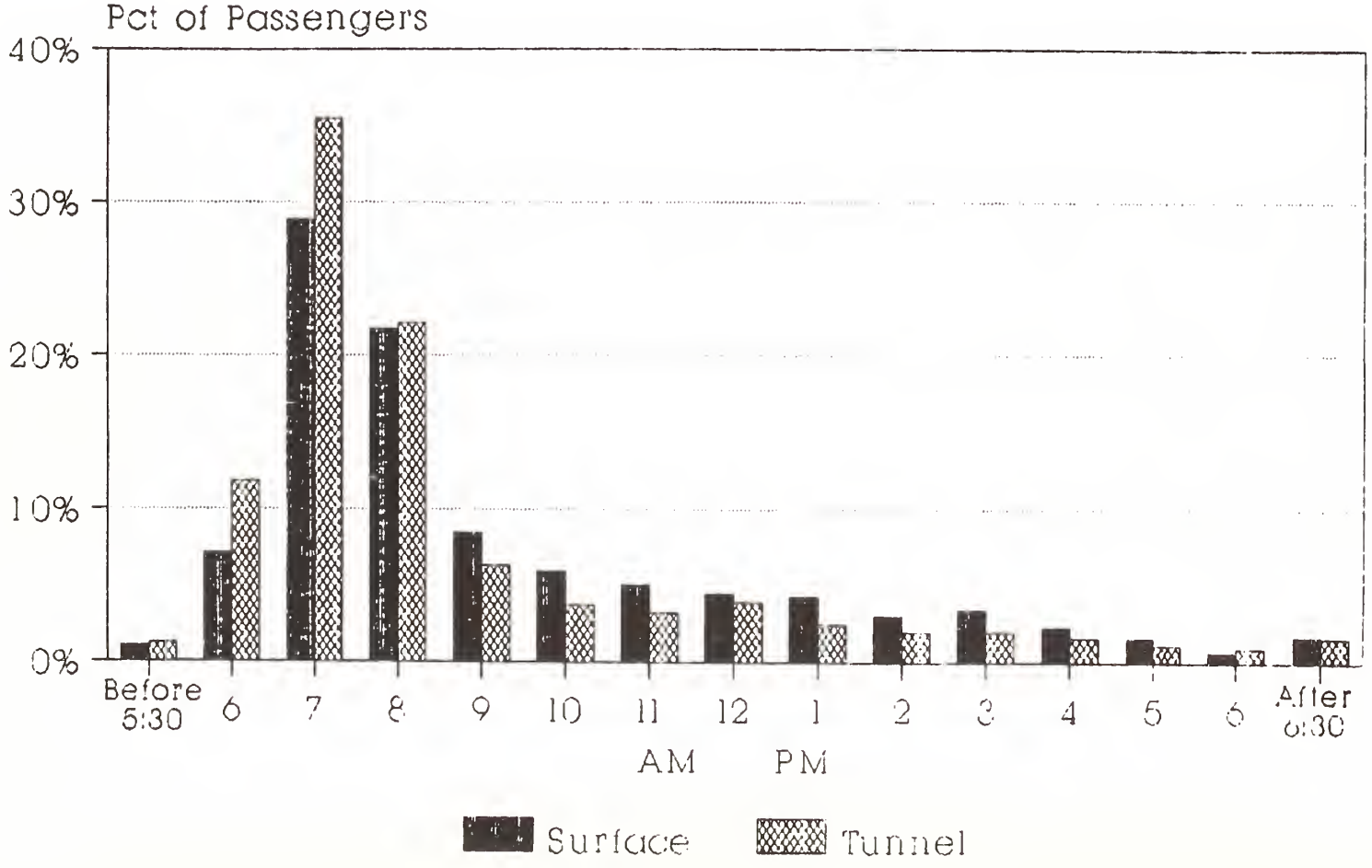
Time of Boarding Bus
By Destination



PSCOG/1988

Figure 12

Time of Boarding Bus
By Route for CBD-Destined Passengers



PSCOG/1988

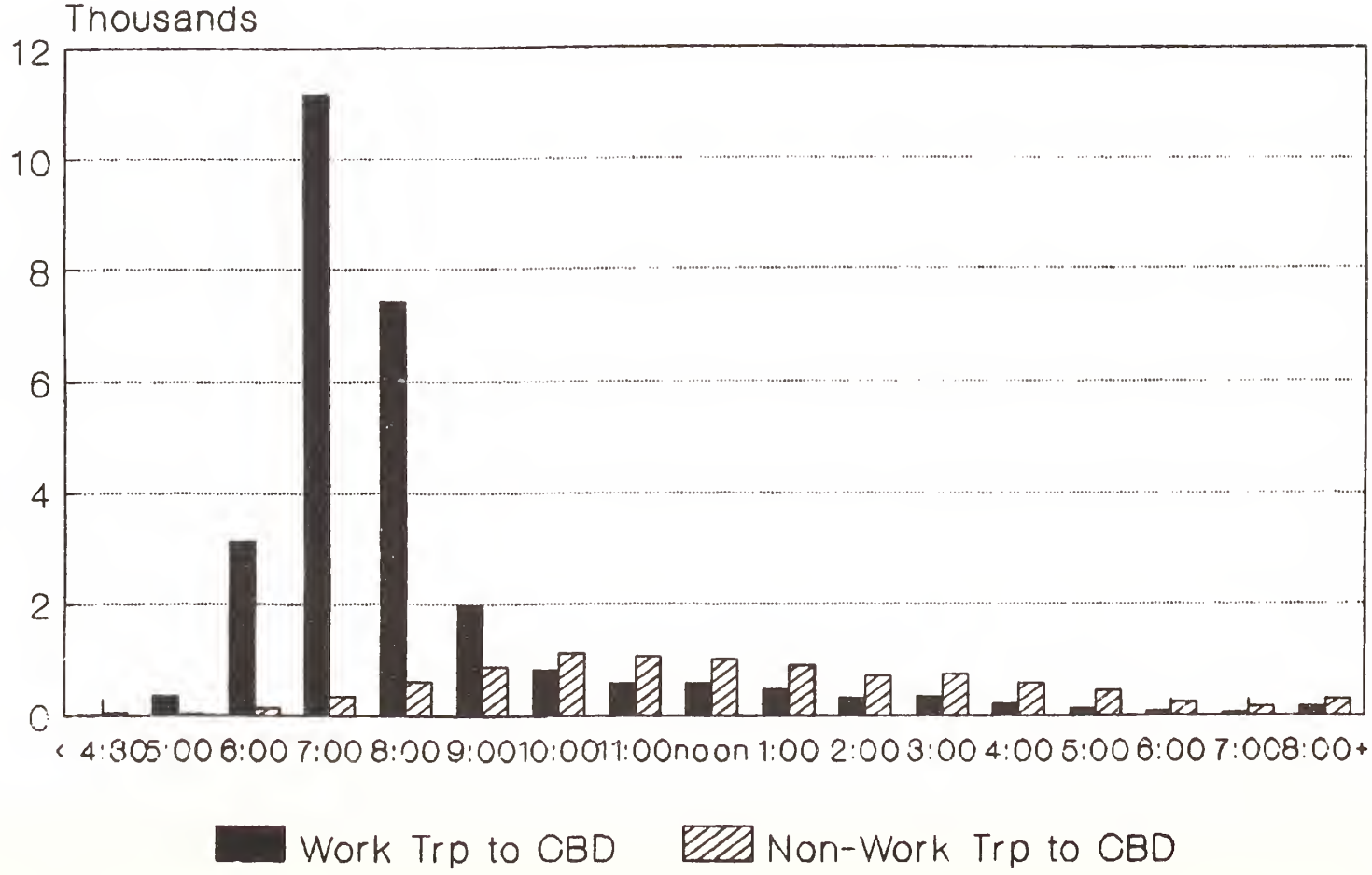
Figure 13

Table 16

Time of Boarding by Trip Purpose
(Number of Passengers)

	CBD Destined		Non-CBD Destined	
	Work	Non-Work	Work	Non-Work
≤4:30 a.m.	19.8	45.4	86.98	307.56
4:31 - 5:30	333.0	24.0	570.36	114.36
5:31 - 6:30	3094.5	117.5	3952.65	608.37
6:31 - 7:30	11149.5	326.3	6954.64	2804.37
7:31 - 8:30	7438.6	607.8	3647.36	2683.87
8:31 - 9:30	1965.7	862.1	1493.99	2380.38
9:31 - 10:30	819.1	1097.4	972.85	2448.65
10:31 - 11:30	579.5	1061.7	664.69	2282.31
11:31 - 12:30	577.1	998.2	579.73	2433.54
12:31 - 1:30	471.0	893.2	651.56	2387.94
1:31 - 2:30	302.4	698.8	813.72	2547.55
2:31 - 3:30	332.5	745.8	569.40	3503.46
3:31 - 4:30	194.9	572.8	412.26	3233.54
4:31 - 5:30	125.2	440.5	264.55	3035.81
5:31 - 6:30	59.6	232.4	99.07	1763.42
6:31 - 7:30	29.9	140.9	63.64	1122.88
7:31 + p.m.	153.7	294.7	351.49	2438.36

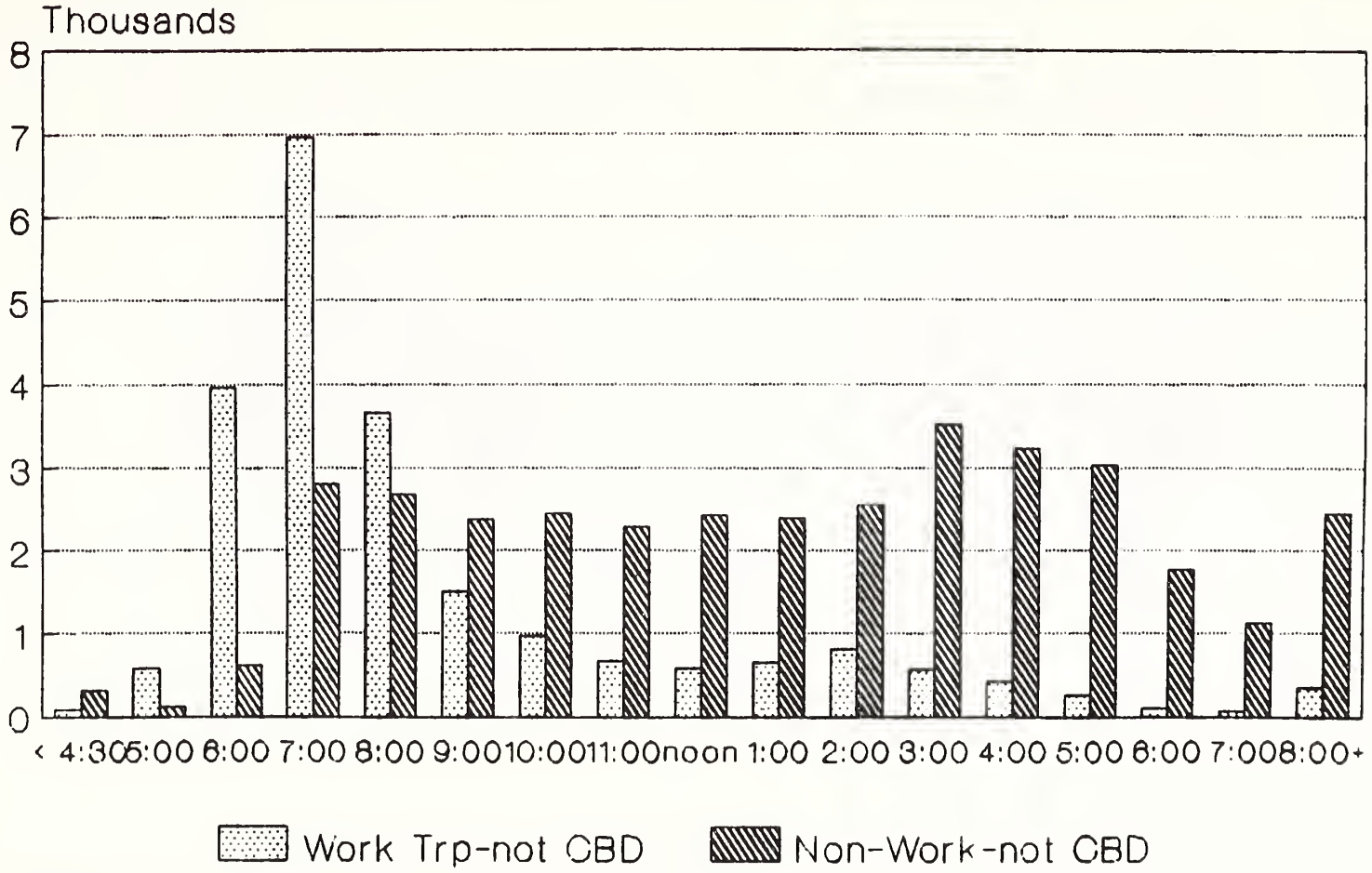
Trip Purpose and Time of Boarding
CBD-Destined



FSCOG / 1988

Figure 14

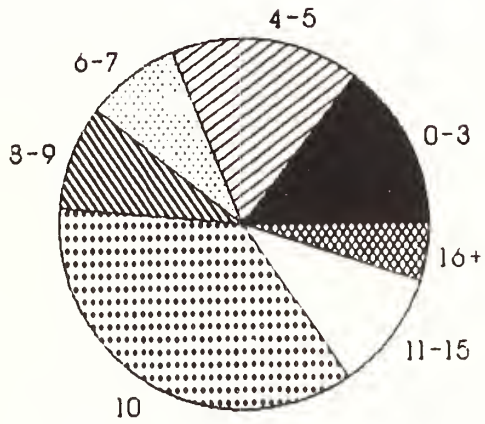
Trip Purpose and Time of Boarding
Non-CBD Destined



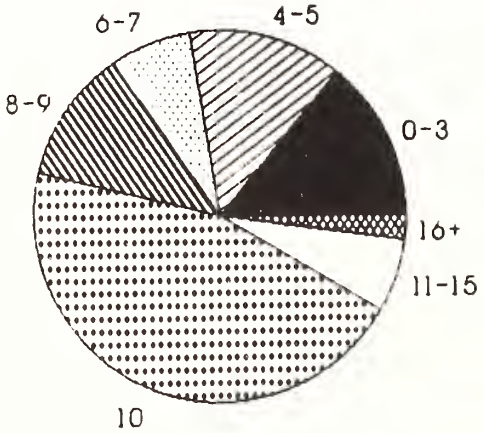
PSCOG / 1988

Figure 15

Number of Weekday Trips (One-Way)
1985 Metro Transit On-Board Survey



Non-CBD Destined

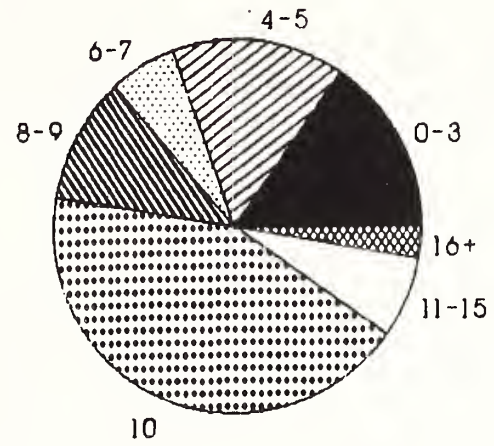


CBD Destined

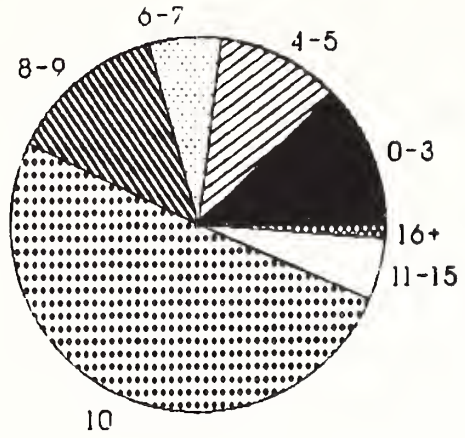
PSCOG / 1988

Figure 16

Number of Weekday Trips (One-Way)
1985 Metro Transit On-Board Survey



Surface Routes



Tunnel Routes

Figure 17

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF WKDAYS BY DTRCTBLK

WKDAYS DTRCTBLK

FREQUENCY PERCENT ROW PCT COL PCT	NON-CBD DESTINED	CBD DESTINED	TOTAL
0	1871.28 2.42 48.46 4.43	1990.61 2.57 51.54 5.65	3861.89 4.99
1	916.13 1.18 58.43 2.17	651.85 0.84 41.57 1.85	1567.98 2.02
2	2001.16 2.58 57.67 4.74	1468.85 1.90 42.33 4.17	3470.01 4.48
3	1346.18 1.74 61.91 3.19	828.11 1.07 38.09 2.35	2174.29 2.81
4	2765.23 3.57 60.06 6.55	1839.13 2.37 39.94 5.22	4604.36 5.95
5	4151.58 5.36 59.14 9.83	2868.51 3.70 40.86 8.14	7020.09 9.06
6	2654.26 3.43 57.29 6.29	1978.86 2.56 42.71 5.62	4633.12 5.98
7	906.14 1.17 63.65 2.15	517.6 0.67 36.35 1.47	1423.74 1.84
8	3343.23 4.32 48.13 7.92	3603.02 4.65 51.87 10.23	6946.25 8.97
9	536.99 0.69 50.09 1.27	535.15 0.69 49.91 1.52	1072.14 1.38
10	15142.6 19.55 48.77 35.87	15909.2 20.54 51.23 45.17	31051.8 40.10
11-15	4405.73 5.69 66.24 10.44	2245.43 2.90 33.76 6.37	6651.16 8.59
16+	2178.54 2.81 73.48 5.16	786.35 1.02 26.52 2.23	2964.89 3.83
TOTAL	42219.1 54.52	35222.7 45.48	77441.8 100.00

FREQUENCY MISSING = 18270

METRO ON-BOARD SURVEY

TABLE OF WKDAYS BY ROUTE

ROUTE

	CBD DESTINED		
	SURFACE	TUNNEL	TOTAL
0	1249.12 3.55 62.79 5.51	740.16 2.10 37.21 5.93	1989.28 5.66
1	492.45 1.40 75.55 2.17	159.4 0.45 24.45 1.28	651.85 1.85
2	1035.81 2.94 70.84 4.57	426.47 1.21 29.16 3.41	1462.28 4.16
3	625.24 1.78 75.76 2.76	200.02 0.57 24.24 1.60	825.26 2.35
4	1246.04 3.54 67.92 5.49	588.44 1.67 32.08 4.71	1834.48 5.22
5	2109.68 6.00 73.70 9.30	752.86 2.14 26.30 6.03	2862.54 8.14
6	1354.56 3.85 68.54 5.97	621.83 1.77 31.46 4.98	1976.39 5.62
7	357.63 1.02 69.09 1.58	159.97 0.45 30.91 1.28	517.6 1.47
8	2094.44 5.95 58.18 9.23	1505.58 4.28 41.82 12.05	3600.02 10.23
9	339.37 0.96 63.57 1.50	194.45 0.55 36.43 1.56	533.82 1.52
10	9570.76 27.21 60.22 42.19	6322.08 17.97 39.78 50.61	15892.8 45.18
11-15	1574 4.47 70.16 6.94	669.43 1.90 29.84 5.36	2243.43 6.38
16+	635.4 1.81 80.80 2.80	150.95 0.43 19.20 1.21	786.35 2.24
TOTAL	22684.5 64.49	12491.6 35.51	35176.1 100.00

FREQUENCY MISSING = 1790

Table 17

Number of Trips

Taken on Weekdays

Table 18

Number of Trips Taken on Weekends

METRO ON-BOARD SURVEY
TABLES BY DESTINATION
ALL ROUTES

TABLE OF WKENDS BY DTRCTBLK

WKENDS FREQUENCY / PERCENT / ROW PCT / COL PCT	DTRCTBLK NON-CBD DESTINED	DTRCTBLK CBD DESTINED	TOTAL
0	9631.55	10505.1	20136.7
	20.95	22.85	43.80
	47.83	52.17	
	35.28	56.25	
1	2694.13	1328.18	4022.31
	5.86	2.89	8.75
	66.98	33.02	
	9.87	7.11	
2	6766.41	3629.93	10396.3
	14.72	7.90	22.61
	65.08	34.92	
	24.79	19.44	
3	1056.85	385.41	1442.26
	2.30	0.84	3.14
	73.28	26.72	
	3.87	2.06	
4	4265.6	1746	6011.6
	9.28	3.80	13.08
	70.96	29.04	
	15.63	9.35	
5	715.08	232.56	947.64
	1.56	0.51	2.06
	75.46	24.54	
	2.62	1.25	
6	1083.99	437.39	1521.38
	2.36	0.95	3.31
	71.25	28.75	
	3.97	2.34	
7+	1085.74	411.79	1497.53
	2.36	0.90	3.26
	72.50	27.50	
	3.98	2.20	
TOTAL	27299.3	18676.4	45975.7
	59.38	40.62	100.00

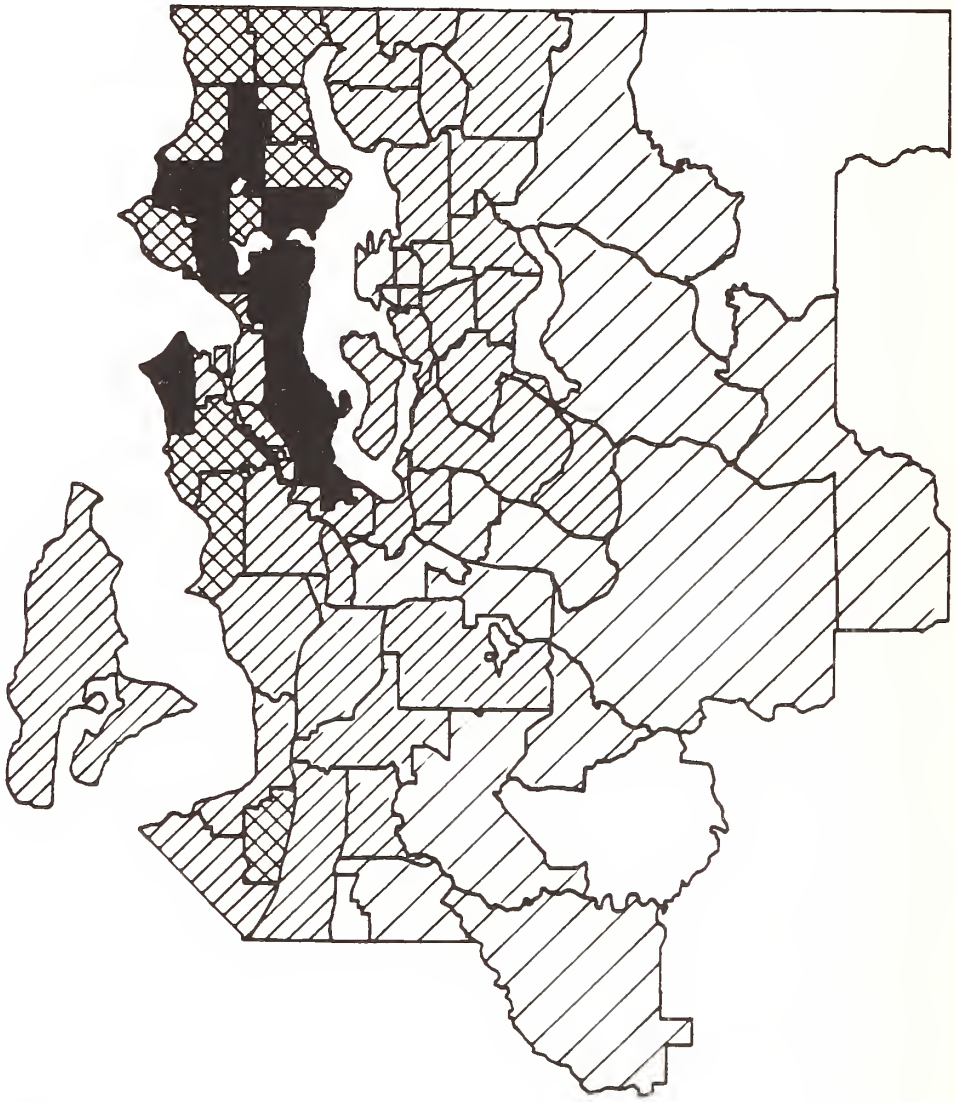
FREQUENCY MISSING = 49736

METRO ON-BOARD SURVEY

TABLE OF WKENDS BY ROUTE

WKENDS FREQUENCY / PERCENT / ROW PCT / COL PCT	ROUTE CBD DESTINED TRIPS SURFACE	ROUTE CBD DESTINED TRIPS TUNNEL	TOTAL
0	6283.79	4209.21	10493
	33.68	22.56	56.24
	59.89	40.11	
	50.93	66.61	
1	986.94	341.24	1328.18
	5.29	1.83	7.12
	74.31	25.69	
	8.00	5.40	
2	2597.09	1028.24	3625.33
	13.92	5.51	19.43
	71.64	28.36	
	21.05	16.27	
3	282.59	101.51	384.1
	1.51	0.54	2.06
	73.57	26.43	
	2.29	1.61	
4	1341.66	404.34	1746
	7.19	2.17	9.36
	76.84	23.16	
	10.87	6.40	
5	187.34	45.22	232.56
	1.00	0.24	1.25
	80.56	19.44	
	1.52	0.72	
6	347.86	89.53	437.39
	1.86	0.48	2.34
	79.53	20.47	
	2.82	1.42	
7+	311.96	99.83	411.79
	1.67	0.54	2.21
	75.76	24.24	
	2.53	1.58	
TOTAL	12339.2	6319.12	18658.3
	66.13	33.87	100.00

FREQUENCY MISSING = 18308



Transit Trips

1200 to 3323

500 to 1199

100 to 499

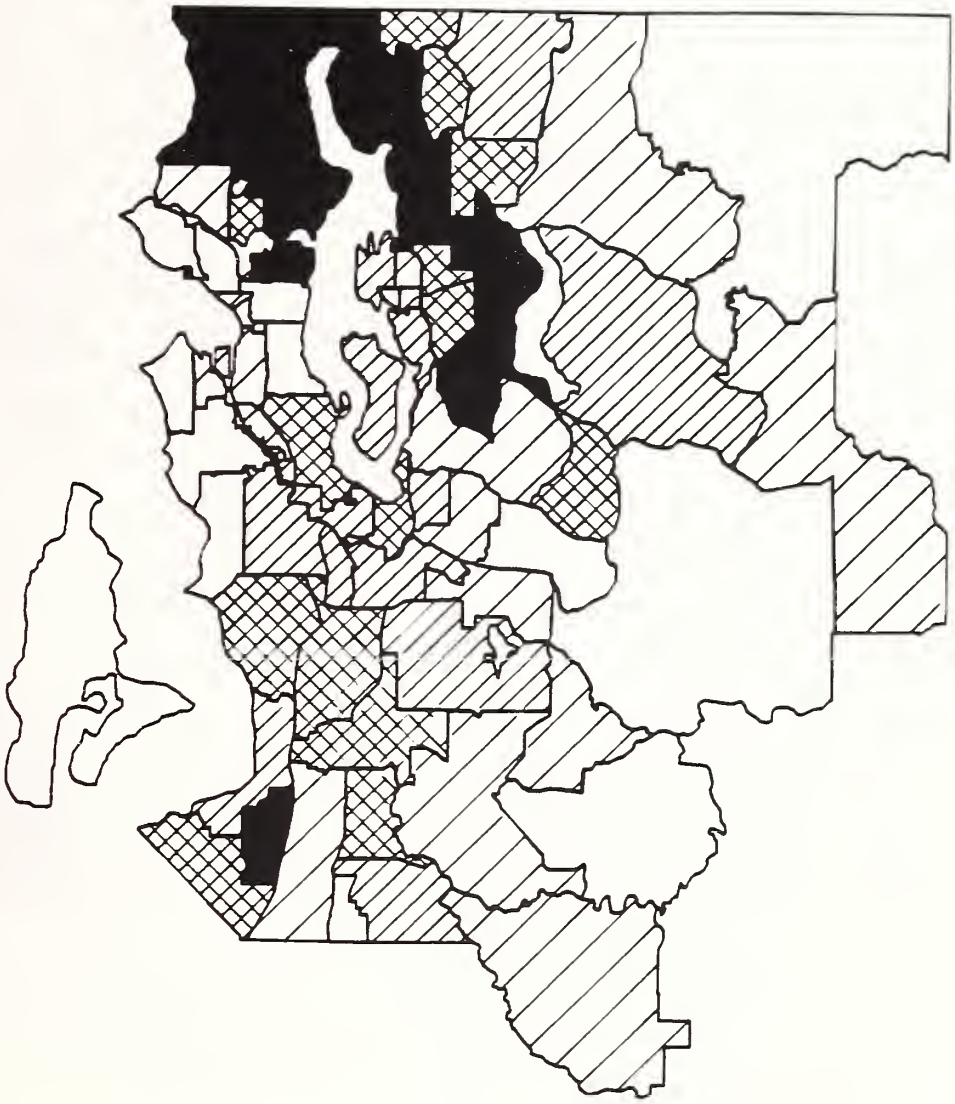
19 to 99

0 to 19

PSCOG

Trips Destined to Seattle CBD
Total Trip Origin by FAZ
1985 Metro Transit On-Board Survey

Figure 18



Transit Trips

250 to 1721

125 to 249

50 to 124

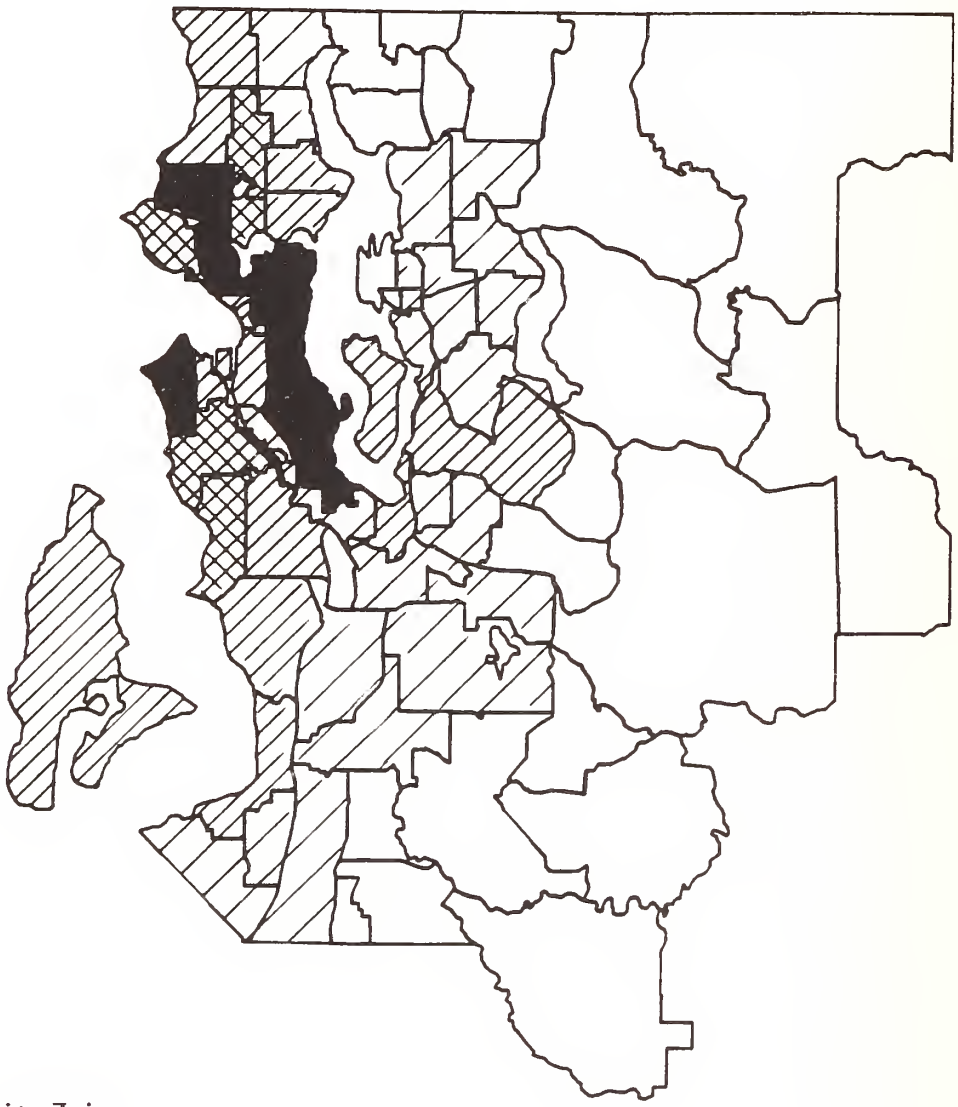
20 to 49

0 to 19

PSCOG

Trips Destined to Seattle CBD
Trip Origin by FAZ: Tunnel Routes
1985 Metro Transit On-Board Survey

Figure 19



Transit Trips

1200 to 3323

500 to 1199

100 to 499

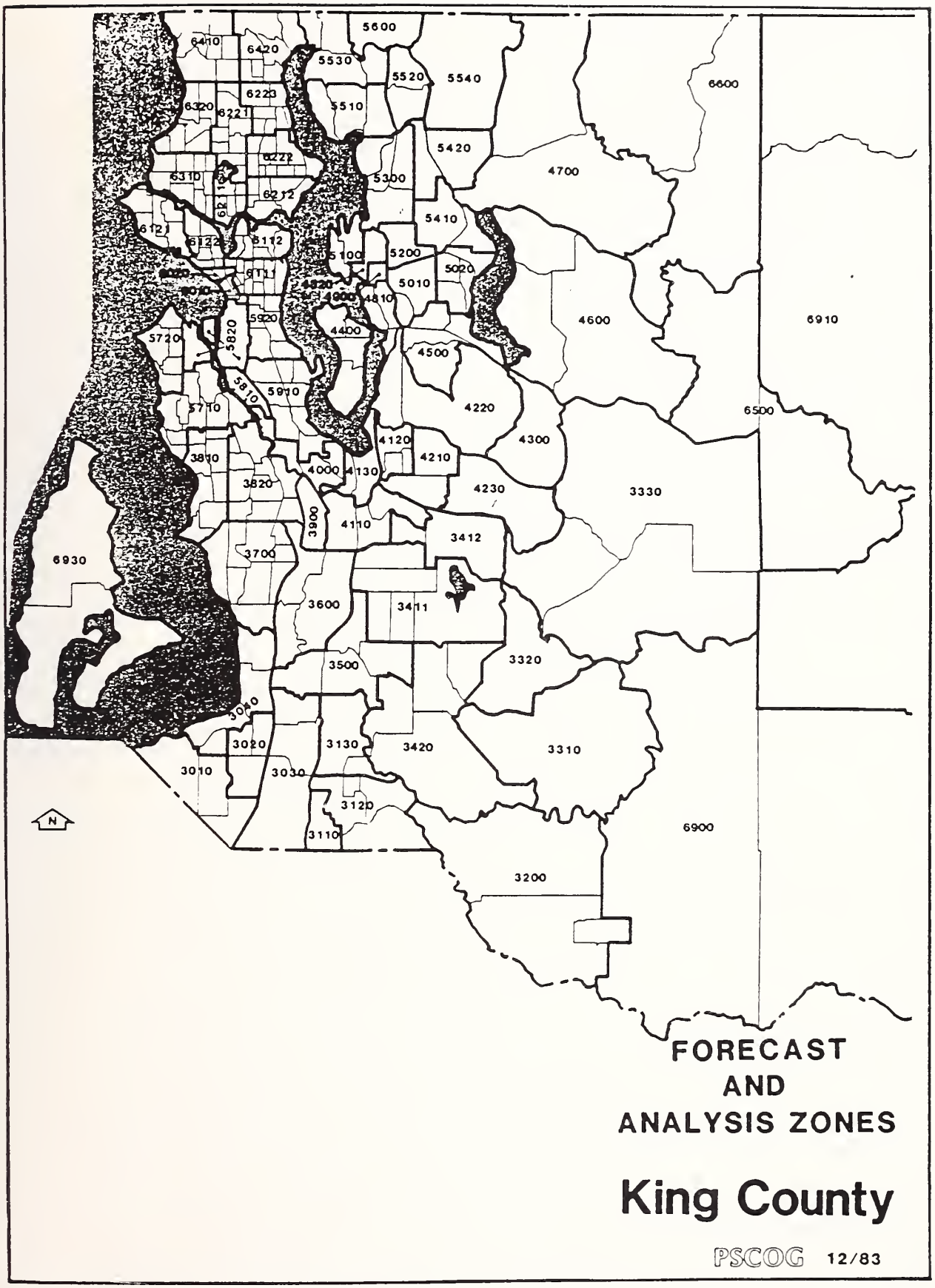
20 to 99

1 to 19

PSCOG

Trips Destined to Seattle CBD
Trip Origin by FAZ: Surface Routes
1985 Metro Transit On-Board Survey

Figure 20


6410
6420
5600
5530
5520
5540
6600
6223
6320
6221
5510
5420
6222
4700
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5300
6211
6212
5410
6121
6122
6112
5100
5200
5020
6111
4820
5010
4900
4810
4600
6910
5920
5820
4400
5720
4500
5810
5910
4220
6500
5710
4300
4120
4210
3810
4000
4130
3820
4230
3330
3900
4110
3412
6930
3700
3600
3411
3320
3500
3040
3020
3130
3420
3310
3010
3030
3120
6900
3110
3200
N
FORECAST
AND
ANALYSIS ZONES
King County
PSCOG 12/83

Figure 21

Appendices

APPENDIX A

METRO

Transit Rider Survey

Nº 206575

1. Dear Metro Rider The purpose of this survey is to help improve your transit service Please assist us by answering all the questions about the trip you are now making. A separate survey should be completed for each person ten years of age or older *All information will be kept confidential.* Return all completed surveys to any Metro driver or deposit in any mailbox — postage free. Thank You

Ronald J Tober, Transit Director

2. Have you already completed a survey today describing this bus trip (as part of an earlier transfer or a round trip today)?

☐ Yes, STOP HERE after checking box and return this survey to your driver. Thank you.

☐ No, (Please continue).

3. On which route did you receive this survey? -

Route # _____ (Specify)

4. What time did you get on this bus?

_____ : _____ 1 ☐ a.m. 2 ☐ p.m. (Incl. Noon)

(Enter time to nearest minute and check a.m. or p.m.)

5. Where were you coming from when you started this trip? (Check one)

1 ☐ Home/Residence
2 ☐ Work
3 ☐ Shopping
4 ☐ College/Trade School
5 ☐ School (K thru 12)
6 ☐ Medical/Dental
7 ☐ Social/Recreation
8 ☐ Other _____ (Specify)

6. What is the address (or intersection) of the place you started from?

_____

(Street Address (e.g. 123 N.E. 2nd St.) or name of Building or nearest intersection)

in _____

(City, Town or Zip)

7. How did you get to this bus? (Check one and fill in the blanks)

1 ☐ Walked (or wheelchair) _____ (Specify #) block(s)

2 ☐ Drove car _____ (Specify #) miles and parked at

_____

(Specify location or name of Park & Ride/Pool Lot)

3 ☐ Rode as passenger in car for _____ (Specify #) miles.

4 ☐ Transferred from Bus Route # _____ (Specify)

5 ☐ Ferry 6 ☐ Bicycle 7 ☐ Other _____ (Specify)

8. After getting off this bus, how will you get to where you are going? (Check one and fill in the blanks)

1 ☐ Walking (or wheelchair) _____ (Specify #) block(s)

2 ☐ Transferring Buses to Route # ____ (then to Route # ____) (Specify Route or Routes)

3 ☐ Driving car for _____ (Specify #) miles.

4 ☐ Passenger in car for _____ (Specify #) miles.

5 ☐ Ferry 6 ☐ Bicycle 7 ☐ Other _____ (Specify)

9. Where are you going? (Check one)

1 ☐ Home/Residence
2 ☐ Work
3 ☐ Shopping
4 ☐ College/Trade School
5 ☐ School (K thru 12)
6 ☐ Medical/Dental
7 ☐ Social/Recreation
8 ☐ Other _____ (Specify)

10. What is the address (or intersection) of the place you are going?

_____

(Street address (e.g. 123 N.E. 2nd St.), or name of Building or nearest intersection)

in _____

(City, Town or Zip)

11. How did you pay your fare on this bus?

Cash and/or Tickets (Check amount and type)

01 ☐ $.55 03 ☐ $.85 02 ☐ $.65 04 ☐ $1.00

Indicate if... 1 ☐ Cash 2 ☐ Tickets 3 ☐ Both

Elderly/Disabled Fares

11 ☐ Permit + $.20
12 ☐ Reduced Fare Pass ($3 Monthly)
13 ☐ Reduced Fare Pass ($24/$36 Annual)

Monthly (or Annual) Pass

21 ☐ 1-Zone Peak Pass
22 ☐ 2-Zone Peak Pass
23 ☐ 1-Zone Off Peak Pass
24 ☐ 2-Zone Off Peak Pass
25 ☐ Sea-First Employee
26 ☐ Snohomish Pass (Red Stripe)

→ Indicate if a... 1 ☐ Monthly Pass 2 ☐ Annual Pass

If cash was used with a pass, specify amount. $_____

Other Fare Payments

31 ☐ Transfer (One Hour Pass)
32 ☐ Seattle School Student Pass
33 ☐ Weekend All-day Pass
34 ☐ Letter Carrier
35 ☐ Seattle Police Pass
36 ☐ Seattle Firefighter Pass
37 ☐ King County Police Pass
38 ☐ Metro Employee Pass
39 ☐ Other Fares/Pass _____ (Specify)

12. Did you have a car available that you could have used for this trip? 1 ☐ No 2 ☐ Yes

13. Is this trip part of a round trip by bus today?

(Check yes or no and complete items in area provided)

1 ☐ Yes →

A. Record the route number of your trip in the opposite direction:

Route # _____ (then to Route # _____)

B. Estimate the starting time of your bus trip in the opposite direction:

_____ : _____ 1 ☐ a.m. 2 ☐ p.m. (Incl. Noon)

(Record time and check a.m. or p.m.)

C. Are you using a One Hour Pass (transfer) as your return fare?

1 ☐ No 2 ☐ Yes

2 ☐ No →

How will you (or did you) complete the other part of the round trip? (Check One)

1 ☐ Walk
2 ☐ Car, drove alone
3 ☐ Car, with _____ other person(s).
4 ☐ Other (Specify) _____
5 ☐ Not part of a roundtrip today.

PLEASE COMPLETE THE REVERSE SIDE

14. Are there any children under age 10 riding with you on this trip?

1 ☐ No
2 ☐ Yes, specify the number in each age group below. (If traveling in a group, only one person should answer.)

A. 0-4 years _____ (Specify #)

B. 5-9 years _____ (Specify #)

15. Do you have a disability which makes it difficult for you to use the bus?

1 ☐ No
2 ☐ Yes → What type of disability?
1 ☐ Difficulty walking/climbing
2 ☐ Confined to wheelchair
3 ☐ Speech
4 ☐ Sight
5 ☐ Hearing
6 ☐ Other _____ (Please specify)

16. Did you use the wheelchair lift on this trip? 1 ☐ No 2 ☐ Yes

17. Last week (Monday-Sunday), how often did you make the trip to where you are now going by each of the following methods of travel? (Specify # of trips in this direction only)

1 By Bus _____ times last week

2 By Driving alone _____ times last week

3 By Carpool _____ times last week, with _____ other person(s). (Specify #)

4 By Walking _____ times last week

5 By Bicycle _____ times last week

6 By Other _____ times last week

18. Last week (Monday-Sunday), how many total one way trips did you make on Metro buses for any reason? (Count roundtrips as 2 trips; do not count Ride Free trips or a transfer as another trip.)

A. On Weekdays (Mon.-Fri.) _____ trips last week

B. On Weekends (Sat.-Sun.) _____ trips last week

19. Are you: (Check one) 1 ☐ Female 2 ☐ Male

20. What age group are you in: (Check one)

1 ☐ 10-17
2 ☐ 18-24
3 ☐ 25-34
4 ☐ 35-44
5 ☐ 45-54
6 ☐ 55-59
7 ☐ 60-64
8 ☐ 65 and over

21. How many people live in your household? (Check one)

1 ☐ 1 2 ☐ 2 3 ☐ 3 4 ☐ 4 5 ☐ 5 6 ☐ 6 or more

22. What is your ethnic background? (Check one)

1 ☐ American Indian
2 ☐ Asian/Pacific Islander
3 ☐ Black
4 ☐ Mexican/Hispanic
5 ☐ White
6 ☐ Other _____ (Specify)

23. What was the total income for your household last year? (Check one)

1 ☐ Less than $5,000
2 ☐ $5,000-9,999
3 ☐ $10,000-14,999
4 ☐ $15,000-19,999
5 ☐ $20,000-24,999
6 ☐ $25,000-29,999
7 ☐ $30,000-39,999
8 ☐ $40,000-49,999
9 ☐ $50,000 and over

Comments & Suggestions:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Please return this survey to any Metro bus driver or deposit in any mailbox — Postage Free — Thank you.

(If mailing, please fold here and seal card closed)

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO. 10919 SEATTLE, WA

POSTAGE WILL BE PAID BY ADDRESSEE

Metro
Transit Development Division
821 Second Avenue, M.S. 52
Seattle, Washington 98104

APPENDIX B

Baseline Tunnel Route List

(Year 2000, 145/Hour/Direction)

31	Beacon Hill
41	Northgate
70-75	University District
107	Renton
110	Renton
111	Renton Highlands
130	Burien
132	Burien
136,137	Burien
142	Renton
145,148	Renton
150-163	Kent, Auburn
174-196	Federal Way, I-5S
210-235	Bellevue, I-90
250-268	Kirkland, Redmond, SR-520
301-305	Shoreline
306-311	Northshore, SR-522
317	Aurora Village
355	Shoreline Community College
377	Horizon View

APPENDIX C

PSCOG Tape Specifications - PSG432

SAS Program and PROC contents

PSG432 contains two versions of the survey file.

File 1 is a flat file named METRO ONBOARD and can be read into a a SAS dataset using the program SURVEY SAS on tape PSG442.

File 2 is the SAS dataset METRO.SURVEY as created from SURVEY SAS.

Each file has 53,350 records and the weighting factor should be used for all tables to bring totals to in-bound system totals.

CONTENTS PROCEDURE
CONTENTS OF SAS MEMBER METRO.SURVEY

CREATED BY CMS USERID LINDY ON CPUID FF-4331-014723 AT 16:39 FRIDAY, AUGUST 14, 1987 BY SAS RELEASE 5.16
INFILE(FILE METRO ONBOARD C1) FILE= METRO SURVEY BLKSIZE=8095 LRECL=261 GENERATED BY DATA
NUMBER OF OBSERVATIONS: 53350 NUMBER OF VARIABLES: 57
MEMTYPE: DATA

----ALPHABETIC LIST OF VARIABLES AND ATTRIBUTES-----

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
9	ACCDISTA	NUM	5	40			
10	ACCDISTP	NUM	5	45			
8	ACCDISTW	NUM	5	35			
7	ACCMODE	NUM	5	30			
11	ACCRTE	NUM	5	50			
24	ADDFARE	NUM	5	111			
53	AGE	CHAR	1	252			
3	AMPM	NUM	5	14			
23	ANNUAL	NUM	5	106			
46	BIKEFREQ	NUM	5	221			
42	BUSFREQ	NUM	5	201			
26	CAR	NUM	5	121			
43	CARFREQ	NUM	5	206			
22	CASH	NUM	5	101			
35	CHILD	NUM	5	166			
36	CHILD04	NUM	5	171			
37	CHILD58	NUM	5	176			
20	DBLOCK	NUM	5	91			
38	DISABIL	NUM	5	181			
39	DISTYPE	NUM	5	186			
18	DPURP	CHAR	1	85			
19	DTRACT	NUM	5	86			
16	EGRDISTA	NUM	5	75			
17	EGRDISTP	NUM	5	80			
13	EGRDISTW	NUM	5	60			
12	EGRMODE	NUM	5	55			
14	EGRRTE1	NUM	5	65			
15	EGRRTE2	NUM	5	70			
55	ETHNIC	CHAR	1	254			
57	FACTOR	NUM	5	256			
21	FARE	NUM	5	96			
54	HHSIZE	CHAR	1	253			
56	INCOME	CHAR	1	255			
41	MODE1	NUM	5	196			
48	MODE2	NUM	5	231			
49	MODE3	NUM	5	236			
6	OBLOCK	NUM	5	25			
4	OPURP	CHAR	1	19			
25	OTHER	NUM	5	116			
47	OTHRFREQ	NUM	5	226			
5	OTRACT	NUM	5	20			
44	POOLFREQ	NUM	5	211			
27	RET	NUM	5	126			
31	RETAMPM	NUM	5	146			
33	RETMODE	NUM	5	156			
34	RETOCC	NUM	5	161			

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
28	RETRTE1	NUM	5	131			
29	RETRTE2	NUM	5	136			
30	RETTIME	NUM	5	141			
32	RETXFER	NUM	5	151			
1	ROUTE	NUM	5	4			
52	SEX	CHAR	1	251			
2	TIME	NUM	5	9			
45	WALKFREQ	NUM	5	216			
40	WCHAIR	NUM	5	191			
50	WKDAYS	NUM	5	241			
51	WKENDS	NUM	5	246			

----LIST OF VARIABLES AND ATTRIBUTES BY POSITION----

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
1	ROUTE	NUM	5	4			
2	TIME	NUM	5	9			
3	AMPM	NUM	5	14			
4	OPURP	CHAR	1	19			
5	OTRACT	NUM	5	20			
6	OBLOCK	NUM	5	25			
7	ACCMODE	NUM	5	30			
8	ACCDISTW	NUM	5	35			
9	ACCDISTA	NUM	5	40			
10	ACCDISTP	NUM	5	45			
11	ACCRTE	NUM	5	50			
12	EGRMODE	NUM	5	55			
13	EGRDISTW	NUM	5	60			
14	EGRRTE1	NUM	5	65			
15	EGRRTE2	NUM	5	70			
16	EGRDISTA	NUM	5	75			
17	EGRDISTP	NUM	5	80			
18	DPURP	CHAR	1	85			
19	DTRACT	NUM	5	86			
20	DBLOCK	NUM	5	91			
21	FARE	NUM	5	96			
22	CASH	NUM	5	101			
23	ANNUAL	NUM	5	106			
24	ADDFARE	NUM	5	111			
25	OTHER	NUM	5	116			
26	CAR	NUM	5	121			
27	RET	NUM	5	126			
28	RETRTE1	NUM	5	131			
29	RETRTE2	NUM	5	136			
30	RETTIME	NUM	5	141			
31	RETAMPM	NUM	5	146			
32	RETXFER	NUM	5	151			
33	RETMODE	NUM	5	156			
34	RETOCC	NUM	5	161			
35	CHILD	NUM	5	166			
36	CHILD04	NUM	5	171			
37	CHILD58	NUM	5	176			
38	DISABIL	NUM	5	181			
39	DISTYPE	NUM	5	186			
40	WCHAIR	NUM	5	191			
41	MODE1	NUM	5	196			
42	BUSFREQ	NUM	5	201			

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
43	CARFREQ	NUM	5	206			
44	POOLFREQ	NUM	5	211			
45	WALKFREQ	NUM	5	216			
46	BIKEFREQ	NUM	5	221			
47	OTHRFREQ	NUM	5	226			
48	MODE2	NUM	5	231			
49	MODE3	NUM	5	236			
50	WKDAYS	NUM	5	241			
51	WKENDS	NUM	5	246			
52	SEX	CHAR	1	251			
53	AGE	CHAR	1	252			
54	HHSIZE	CHAR	1	253			
55	ETHNIC	CHAR	1	254			
56	INCOME	CHAR	1	255			
57	FACTOR	NUM	5	256			

---------- SOURCE RECORDS ----------

```
DATA METRO.SURVEY ;
  INFILE READIT ;
  LENGTH DEFAULT = 5 ;
  INPUT
    /* @ 1 SERIAL 6.  */
       @ 7 ROUTE 3.
       @ 10 TIME 4.
       @ 14 AMPM 1. @ ;
          IF (100 LE TIME LE 1159) AND AMPM = '2'
              THEN TIME = TIME +1200  ;
  INPUT
       @ 15 OPURP $1.
       @ 17 OTRACT 4.
       @ 21 OBLOCK 3.
       @ 25 ACCMODE 1. @ ;
          IF ACCMODE = 1 THEN INPUT @ 26 ACCDISTW 3. @ ;
          IF ACCMODE = 2 THEN INPUT @ 26 ACCDISTA 3. @ ;
          IF ACCMODE = 3 THEN INPUT @ 26 ACCDISTP 3. @ ;
          IF ACCMODE = 4 THEN INPUT @ 26 ACCRTE 3. @ ;
  INPUT
       @ 29 EGRMODE 1. @ ;
          IF EGRMODE = 1 THEN INPUT @ 30 EGRDISTW 3. @ ;
          IF EGRMODE = 2 THEN INPUT @ 30 EGRRTE1 3.
                                  @ 33 EGRRTE2 3. @ ;
          IF EGRMODE = 3 THEN INPUT @ 30 EGRDISTA 3. @ ;
          IF EGRMODE = 4 THEN INPUT @ 30 EGRDISTP 3. @ ;
  INPUT
       @ 38 DPURP $1.
       @ 40 DTRACT 4.
       @ 44 DBLOCK 3.
       @ 48 FARE 2. @ ;
          IF FARE < 20 THEN INPUT @ 50 CASH 1. @ ;
          IF FARE > 20 THEN INPUT @ 50 ANNUAL 1. @ ;
          IF FARE < 30 THEN INPUT @ 51 ADDFARE 3. @ ;
          IF FARE > 30 THEN INPUT @ 51 OTHER 3. @ ;
  INPUT
       @ 54 CAR 1.
```

```
        @ 55 RET 1. @ ;
          IF RET = 1 THEN INPUT @ 56 RETRTE1 3. @ 59 RETRTE2 3.
                                 @ 62 RETTIME 4. @ 66 RETAMPM 1.
                                 @ 67 RETXFER 1. @ ;
          IF RET = 2 THEN INPUT @ 56 RETMODE 3. @ 59 RETOCC 3. @ ;
    INPUT
        @ 68 CHILD 1.
        @ 69 CHILD04 2. /* NUM OF CHILDREN LESS THAN 4 */
        @ 71 CHILD58 2. /* NUM OF CHILDREN AGE 5 - 8 */
        @ 73 DISABIL 1.
        @ 74 DISTYPE 1.
        @ 75 WCHAIR 1. @ ;
     INPUT @ 76 MODE1 1. @ ;
          IF MODE1 = 1 THEN INPUT @ 77 BUSFREQ 2. @ ;
          IF MODE1 = 2 THEN INPUT @ 77 CARFREQ 2. @ ;
          IF MODE1 = 3 THEN INPUT @ 77 POOLFREQ 2. @ ;
          IF MODE1 = 4 THEN INPUT @ 77 WALKFREQ 2. @ ;
          IF MODE1 = 5 THEN INPUT @ 77 BIKEFREQ 2. @ ;
          IF MODE1 = 6 THEN INPUT @ 77 OTHRFREQ 2. @ ;
    INPUT @ 79 MODE2 1. @ ;
          IF MODE2 = 1 THEN INPUT @ 80 BUSFREQ 2. @ ;
          IF MODE2 = 2 THEN INPUT @ 80 CARFREQ 2. @ ;
          IF MODE2 = 3 THEN INPUT @ 80 POOLFREQ 2. @ ;
          IF MODE2 = 4 THEN INPUT @ 80 WALKFREQ 2. @ ;
          IF MODE2 = 5 THEN INPUT @ 80 BIKEFREQ 2. @ ;
          IF MODE2 = 6 THEN INPUT @ 80 OTHRFREQ 2. @ ;
    INPUT @ 82 MODE3 1. @ ;
          IF MODE3 = 1 THEN INPUT @ 83 BUSFREQ 2. @ ;
          IF MODE3 = 2 THEN INPUT @ 83 CARFREQ 2. @ ;
          IF MODE3 = 3 THEN INPUT @ 83 POOLFREQ 2. @ ;
          IF MODE3 = 4 THEN INPUT @ 83 WALKFREQ 2. @ ;
          IF MODE3 = 5 THEN INPUT @ 83 BIKEFREQ 2. @ ;
          IF MODE3 = 6 THEN INPUT @ 83 OTHRFREQ 2. @ ;
    INPUT
        @ 85 WKDAYS 2.
        @ 87 WKENDS 2.
        @ 89 SEX $1.
        @ 90 AGE $1.
        @ 91 HHSIZE $1.
        @ 92 ETHNIC $1.
        @ 93 INCOME $1.
        @ 95 FACTOR 5.2 ;
```

OBS	ROUTE	TIME	AMPM	OPUR	OTRACT	OBLOCK	ACCMODE	ACCDISTW	ACCDISTA	ACCDISTP	ACTRACTE	EGRMODE	EGRRTE1	EGRRTE2	DPUR	DTRACT	DBLOCK	FARE	CASH	ANUAL	ADFARE	OTHERR	CAR	RET
69	41	805	1	1	120	310	2	.	5	.	.	2	.	.	2	810	115	21	.	1	.	.	2	1
70	74	550	1	1	420	.	1	4	.	.	.	1	.	.	2	520	204	2	.	.	.	.	1	1
71	74	551	1	1	430	401	1	.	.	.	.	2	247	.	2	2602	.	22	.	1	.	.	2	1
72	74	735	1	1	230	901	1	1	.	.	.	1	.	.	4	532	702	23	.	2	10	.	2	1
73	74	745	1	1	400	.	1	4	.	.	.	1	2	.	2	810	215	21	.	1	.	.	2	1
74	74	713	1	1	420	512	1	3	.	.	.	1	3	.	2	810	108	2	3	.	.	.	2	1
75	74	742	1	1	420	.	1	1	.	.	.	1	3	.	2	532	503	2	3	.	.	.	1	2
76	74	745	1	1	430	.	1	1	.	.	.	1	2	.	2	532	702	21	.	.	.	.	2	2
77	74	757	1	1	610	104	1	2	.	.	.	1	3	.	2	820	105	21	.	1	.	.	2	1
78	74	800	1	1	610	406	1	1	.	.	.	1	1	.	2	820	308	2	.	.	.	.	2	1
79	74	1030	1	1	410	108	1	.	.	.	.	1	.	.	4	532	409	21	.	1	.	.	2	1
80	74	1041	1	1	430	108	1	.	.	.	.	1	.	.	7	720	210	1	1	.	.	.	1	1
81	74	1100	1	1	660	306	1	1	.	.	.	1	3	.	3	810	413	1	1	.	.	.	2	1
82	255	604	1	1	2270	.	1	6	.	.	.	1	.	.	2	820	102	4	1	.	.	.	2	2
83	226	755	1	1	2320	.	1	2	.	.	.	2	252	.	2	2382	502	12	.	.	.	.	1	1
84	226	830	1	1	2430	226	4	.	.	.	923	1	.	.	2	810	109	22	.	1	.	.	1	1
85	305	614	1	2	2100	214	1	4	.	.	.	2	72	.	1	440	405	21	.	1	.	.	1	1
86	305	623	1	1	120	312	1	.	.	.	.	2	991	.	2	4130	199	22	.	.	.	.	1	1
87	305	630	1	1	190	303	1	.	.	.	.	2	43	.	2	760	309	21	.	1	.	.	2	1

OBS	RETR1	RETR2	RETIME	RREAMPM	RREFARE	RREDCL	RRTECH	CHILD0	CHILD5	DISABLE	DISTYPE	WCHAIR	BUSFARE	COACHR	POOLFARE	WALKER	BIKEFARE	OTHER	MM	OODAYS	WORK	WKEND	SEX	AGE	HISCHOOL	EINCOME	FACTOR
69	41	.	423	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	10	.	1	4	2	5	4	1.41
70	74	.	555	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	6	.	2	7	4	5	9	1.40
71	110	70	412	2	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1.40
72	74	.	330	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	7	0	2	2	2	5	4	1.26
73	74	.	500	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	8	2	1	3	2	5	9	1.26
74	74	.	510	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	10	0	1	3	2	5	8	1.26
75	.	.	.	.	.	3	1	1	.	.	1	.	1	.	.	.	.	.	.	.	1	0	1	4	2	5	7	1.26
76	.	.	.	.	.	1	.	1	.	.	1	.	1	.	.	.	.	.	.	.	5	0	.	2	2	5	5	2.00
77	71	.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	10	2	1	3	1	5	4	1.66
78	74	.	500	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	10	.	.	2	1	5	3	1.81
79	74	.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	20	6	2	3	6	4	4	1.18
80	.	.	330	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	2	2	1	7	2	5	2	1.18
81	73	.	425	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	3	.	1	3	2	5	7	2.33
82	.	.	.	.	.	3	1	1	.	.	1	.	1	.	.	.	.	.	.	.	3	0	1	6	2	2	8	1.42
83	226	252	420	.	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	0	0	1	2	3	5	1	1.50
84	.	.	500	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	10	.	.	4	4	5	5	1.30
85	72	305	914	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	13	7	2	3	2	5	6	1.57
86	991	305	422	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	10	0	1	4	1	5	6	1.57
87	10	305	340	2	1	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.	10	0	1	5	2	5	5	1.57

FILE: METROFMT SAS A1 PUGET SOUND COUNCIL OF GOVERNMENTS COMPUTER CENTER

```
    /* METROFMT       PROC FORMAT STATEMENTS FOR METRO ON-BOARD SURVEY */
    /* E MURAKAMI 4/86                                                 */
    /* L JOHNSON 8/87 UPDATE FOR USE ON DSTP BEFORE AND AFTER STUDY    */

/*  NOTE:  NORMALLY SPLIT CENSUS TRACTS ARE ASSIGNED                   */
/*         IN TOTAL TO FAZ'S AS FOLLOWS:  72, 73 = 6020                */
/*                                        82     = 6010                */
/*                                        83, 85 = 6111                */

PROC FORMAT ;
   VALUE  $OD    1 = 'HOME'
                 2 = 'WORK'
                 3 = 'SHOPPING'
                 4 = 'COLLEGE'
                 5 = 'SCHOOL (K-12)'
                 6 = 'MED/DENT'
                 7 = 'SOCIAL/REC'
                 8 = 'OTHER' ;
    VALUE  MODETO 1 = 'WALKED'
                 2 = 'DROVE'
                 3 = 'PASSENGER'
                 4 = 'TRANSFER'
                 5 = 'FERRY'
                 6 = 'BICYCLE'
                 7 = 'OTHER'
                 8 = 'TRANSFER-CT'
          9 = 'TRANSFER-PIERCE';
     VALUE   MODEFR 1 = 'WALK'
                 2 = 'TRANSFER'
                 3 = 'DRIVE'
                 4 = 'PASSENGER'
                 5 = 'FERRY'
                 6 = 'BICYCLE'
                 7 = 'OTHER' ;
     VALUE   CAR  1 = 'NO'
                 2 = 'YES' ;
     VALUE  $SEX  1 = 'FEMALE'
                 2 = 'MALE' ;
     VALUE $AGEGP 1 = '10-17'
                 2 = '18-24'
                 3 = '25-34'
                 4 = '35-44'
                 5 = '45-54'
                 6 = '55-59'
                 7 = '60-64'
                 8 = '65+' ;
     VALUE $ETHNIC 1 = 'AMER IND'
                 2 = 'ASIAN/PAC IS'
                 3 = 'BLACK'
                 4 = 'MEXICAN/HISP'
                 5 = 'WHITE'
                 6 = 'OTHER' ;
      VALUE $INCOME 0-1 = '< $5000'
                 2 = '$5-9,999'
                 3 = '$10-14,999'
```

```
              4 = '$15-19,999'
              5 = '$20-24,999'
              6 = '$25-29,999'
              7 = '$30-39,999'
              8 = '$40-49,999'
              9 = '$50,000+' ;

  VALUE  FACTORF
     1.00-1.00 = '1.00'
    >1.00-1.25 = '1.01 - 1.25'
    >1.25-1.50 = '1.26 - 1.50'
    >1.50-1.75 = '1.51 - 1.75'
    >1.75-2.00 = '1.76 - 2.00'
    >2.00-2.50 = '2.01 - 2.50'
    >2.50-3.00 = '2.51 - 3.00'
    >3.00-4.00 = '3.01 - 4.00'
    >4.00-5.00 = '4.01 - 5.00'
    >5.00-6.00 = '5.01 - 6.00'
    >6.00-7.00 = '6.01 - 7.00'
    >7.00-15.00 = '7.01 - 15.00' ;
  VALUE  TUNNELR
    41, 70-75, 107, 110, 145, 150, 152, 158-163, 174-178, 210-213,
    226-229, 250, 251, 253-260, 267, 301-311, 355, 377 = 'TUNNEL'

    1-40, 42-69, 76-106, 108, 109, 111-144, 146-149, 151, 153-157,
    164-173, 179-209, 214-225, 230-249, 252, 261-266, 268-300,
    312-354, 356-376, 378-999 = 'SURFACE'

    OTHER = 'OTHER' ;
/*  MISSING = ' ' ;    */

  VALUE AMPM
    1 = 'AM'
    2 = 'PM' ;
         VALUE DESTF
                  0720215-0720219,
                    0730207-0730208,
                    0730211-0730213,
                    0730215-0730217,
                    0730221-0730226,
                    0730302-0730307,
                    0730309,
                    0730311,
                  0800203-0800205,
                    0810101-0810107,
                    0810109-0810120,
                    0810201-0810222,
                    0810301-0810302,
                    0810304-0810307,
                    0810309,
                    0810311-0810316,
                    0810318,
                    0810320,
                    0810322,
                    0810401-0810405,
```

```
                0810411-0810414,
                0810416,
                0810418-0810420,
                0810422-0810423,
                0810426,
                0810428,
              0820101-0820108,
              0820201-0820207,
              0820306-0820309,
              0820401-0820402,
              0820409-0820410,
                0830101,
                0830104-0830106,
              0850308,
              0850313,
              0850401-0850405,
                0910203-0910206,
                0910301-0910306,
                0910401-0910407,
                0910409-0910410,
              0920101-0920109,
              0920201,
              0920203,
              0920205-0920209,
              0920211,
              0920301-0920308,
              0920312,
                0930103-0930111,
                0930819-0930823,
                0930825-0930826,
                0930828,
                0930832,
                0930853-0930854  = 'CBD DESTINED'
      0000000-0720214,
      0720220-0730206,
      0730209-0730210,
      0730214,
      0730218-0730220,
      0730227-0730301,
      0730308,
      0730310,
      0730312-0800202,
      0800206-0810100,
      0810108,
      0810121-0810200,
      0810223-0810300,
      0810303,
      0810308,
      0810310,
      0810317,
      0810319,
      0810321,
      0810323-0810400,
      0810406-0810410,
      0810415,
```

```
    0810417,
    0810421,
    0810424-0810425,
    0810427,
    0810429-0820100,
    0820109-0820200,
    0820208-0820305,
    0820310-0820400,
    0820403-0820408,
    0820411-0830100,
    0830102-0830103,
    0830107-0850307,
    0850309-0850312,
    0850314-0850400,
    0850406-0910202,
    0910207-0910300,
    0910307-0910400,
    0910408,
    0910411-0920100,
    0920110-0920200,
    0920202,
    0920204,
    0920210,
    0920212-0920300,
    0920309-0920311,
    0920313-0930102,
    0930112-0930818,
    0930824,
    0930827,
    0930829-0930831,
    0930833-0930852,
    0930855-9999999   = 'NON-CBD DESTINED' ;
VALUE ACCDISTF      0 = '0'
                    1 = '1'
                    2 = '2'
                    3 = '3'
                    4 = '4'
                    5 = '5'
                 6-10 = '6-10'
                11-20 = '11-20'
              21-HIGH = '20+' ;
VALUE EGRDISTF      0 = '0'
                    1 = '1'
                    2 = '2'
                    3 = '3'
                    4 = '4'
                    5 = '5'
                 6-10 = '6-10'
                11-20 = '11-20'
              21-HIGH = '20+' ;
VALUE WEEKDAYF      0 = '0'
                    1 = '1'
                    2 = '2'
                    3 = '3'
                    4 = '4'
```

```
                    5 = '5'
                    6 = '6'
                    7 = '7'
                    8 = '8'
                    9 = '9'
                   10 = '10'
                11-15 = '11-15'
              16-HIGH = '16+' ;
  VALUE WEEKENDF    0 = '0'
                    1 = '1'
                    2 = '2'
                    3 = '3'
                    4 = '4'
                    5 = '5'
                    6 = '6'
             7 - HIGH = '7+' ;
   VALUE  TIMEQ
    0100 - 0430 =  ' 1:00 AM -  4:30 AM'
    0431 - 0530 =  ' 4:31 AM -  5:30 AM'
    0531 - 0630 =  ' 5:31 AM -  6:30 AM'
    0631 - 0730 =  ' 6:31 AM -  7:30 AM'
    0731 - 0830 =  ' 7:31 AM -  8:30 AM'
    0831 - 0930 =  ' 8:31 AM -  9:30 AM'
    0931 - 1030 =  ' 9:31 AM - 10:30 AM'
    1031 - 1130 =  '10:31 AM - 11:30 AM'
    1131 - 1230 =  '11:31 AM - 12:30 PM'
    1231 - 1330 =  '12:31 PM -  1:30 PM'
    1331 - 1430 =  ' 1:31 PM -  2:30 PM'
    1431 - 1530 =  ' 2:31 PM -  3:30 PM'
    1531 - 1630 =  ' 3:31 PM -  4:30 PM'
    1631 - 1730 =  ' 4:31 PM -  5:30 PM'
    1731 - 1830 =  ' 5:31 PM -  6:30 PM'
    1831 - 1930 =  ' 6:31 PM -  7:30 PM'
    1931 - 2459 =  ' 7:31 PM - 12:59 AM' ;
  VALUE TIMEPK 0000-0559, 0900-2459 = 'NON-PEAK HOUR'
               0600-0859            = 'INBOUND PEAK HOUR' ;

  VALUE FAZF
/* KING COUNTY */
    3031, 3032, 3034                                  = '3010'
    3002, 3022, 3033                                  = '3020'
    2982, 2990, 3040                                  = '3030'
    2900, 3001, 3010, 3021                            = '3040'
    3090                                              = '3110'
    3070, 3080, 3100, 3110                            = '3120'
    3050, 3060                                        = '3130'
    3122, 3130, 3140                                  = '3200'
    3160                                              = '3310'
    3201                                              = '3320'
    3202, 3203, 3212                                  = '3330'
    2931, 2932, 2941, 2942, 3180                      = '3411'
    2582, 3192                                        = '3412'
    2960, 3121, 3171, 3172                            = '3420'
    2922, 2950, 2970, 2981                            = '3500'
    2830, 2910, 2921                                  = '3600'
```

```
    2841, 2842, 2843, 2850, 2860, 2870, 2881, 2882, 2890   = '3700'
    2650, 2660, 2670, 2680, 2750, 2760, 2780, 2790         = '3810'
    2640, 2690, 2700, 2710, 2720, 2730, 2740,
      2800, 2810, 2820                                     = '3820'
    2620                                                   = '3900'
    2601, 2610, 2630                                       = '4000'
    2570, 2581, 2590                                       = '4110'
    2520, 2540, 2550                                       = '4120'
    2530, 2602                                             = '4130'
    2510, 2560                                             = '4210'
    2470, 2500                                             = '4220'
    3191                                                   = '4230'
    3211                                                   = '4300'
    2430, 2440, 2450, 2460                                 = '4400'
    2341, 2342, 2480, 2490                                 = '4500'
    3221, 3222, 3235                                       = '4600'
    3232, 3234                                             = '4700'
    2381, 2390                                             = '4810'
    2400                                                   = '4820'
    2382                                                   = '4900'
    2350, 2360                                             = '5010'
    2300, 2310, 2320, 2330                                 = '5020'
    2410, 2420                                             = '5100'
    2370                                                   = '5200'
    2240, 2250, 2261, 2270                                 = '5300'
    2280, 2290                                             = '5410'
    2262, 3233                                             = '5420'
    2202, 2220, 2230                                       = '5510'
    2191, 2192                                             = '5520'
    2160, 2170, 2201, 2210                                 = '5530'
    3231                                                   = '5540'
    2180                                                   = '5600'
    1070, 1080, 1120, 1130, 1140, 1150, 1160, 1200, 1210   = '5710'
    0960, 0970, 0980, 1050, 1060                           = '5720'
    1090                                                   = '5810'
    0930, 0990                                             = '5820'
    1020, 1030, 1040, 1100, 1110, 1170, 1180, 1190         = '5910'
    0890, 0900, 0940, 0950, 1000, 1010                     = '5920'
    0810, 0820, 0910, 0920                                 = '6010'
    0800, 0720, 0730                                       = '6020'
    0740, 0750, 0760, 0770, 0780, 0790,
      0830, 0840, 0850, 0860, 0870, 0880                   = '6111'
    0610, 0620, 0630, 0640, 0650, 0660                     = '6112'
    0550, 0560, 0570, 0581, 0582                           = '6121'
    0590, 0600, 0670, 0680, 0690, 0700, 0710               = '6122'
    0450, 0460, 0500, 0510, 0520, 0540                     = '6211'
    0410, 0420, 0430, 0440, 0531, 0532                     = '6212'
    0030, 0060, 0120, 0130, 0180, 0190, 0270, 0360         = '6221'
    0200, 0210, 0220, 0230, 0240, 0250, 0260, 0370,
      0380, 0390, 0400                                     = '6222'
    0010, 0020, 0070, 0080, 0090, 0100, 0110               = '6223'
    0280, 0290, 0300, 0310, 0320, 0330, 0340, 0350,
      0470, 0480, 0490                                     = '6310'
    0040, 0050, 0140, 0150, 0160, 0170                     = '6320'
    2010, 2020, 2030, 2060, 2070, 2080, 2090, 2100         = '6410'
```

```
    2040, 2050, 2110, 2120, 2130, 2140, 2150          = '6420'
    3260, 3270                                        = '6500'
    3240, 3250                                        = '6600'
    3150, 3310                                        = '6900'
    3280, 3290, 3300                                  = '6910'
    2771, 2772                                        = '6930'
/* KITSAP COUNTY */
    9220, 9230, 9240, 9250                            = '9002'
    9260, 9270, 9280                                  = '9003'
    9210, 9290                                        = '9004'
    9200                                              = '9005'
    9130                                              = '9006'
    9120, 914                                         = '9007'
    9110                                              = '9009'
    9050                                              = '9011'
    9010, 9020, 9060                                  = '9012'
    8010                                              = '9900'
    8080, 8090                                        = '9901'
    8050, 8060, 8070, 8100, 8110, 8120, 8130, 8140    = '9902'
    8020, 8030, 8040                                  = '9904'
    9030                                              = '9908'
    9040                                              = '9909'
    9090                                              = '9913'
    9070, 9080, 9100                                  = '9914'
    9150, 9160, 9190                                  = '9915'
    9170, 9180                                        = '9916'
/* PIERCE COUNTY */
    7200                                              = ' 110'
    7214                                              = ' 120'
    7192, 7212, 7213                                  = ' 130'
    7181, 7182, 7191                                  = ' 200'
    7151, 7152                                        = ' 310'
    7160, 7170                                        = ' 320'
    7141, 7142                                        = ' 400'
    7311                                              = ' 500'
    7131, 7132                                        = ' 600'
    7020, 7040                                        = ' 700'
    7031, 7032                                        = ' 800'
    7060, 7330                                        = ' 900'
    7100, 7110                                        = '1000'
    7122, 7342                                        = '1110'
    7121, 7341                                        = '1120'
    7050                                              = '1130'
    7071, 7072                                        = '1200'
    6310, 6320, 6340, 6350                            = '1310'
    6180, 6190, 6240, 6250                            = '1320'
    6200, 6210, 6220, 6230, 6330                      = '1330'
    6270, 6280                                        = '1410'
    6260, 6290, 6300                                  = '1420'
    7231, 7233, 7234                                  = '1500'
    6030, 6091, 6092, 6100, 7350                      = '1600'
    6110, 6120, 6130, 6170                            = '1710'
    6040, 6050, 6060, 6070, 6080                      = '1720'
    6140, 6162                                        = '1810'
    6150, 6161                                        = '1820'
```

```
    6020, 6029                                          = '1900'
    7090                                                = '2000'
    6010, 7080                                          = '2100'
    7241, 7242                                          = '2210'
    7250, 7259                                          = '2220'
    7010                                                = '2910'
    7300, 7312, 7320                                    = '2920'
    7280, 7290                                          = '2930'
    7260, 7270                                          = '2940'
/* SNOHOMISH COUNTY */
    5050, 5060, 5070, 5080, 5090                        = '7010'
    5020, 5030, 5041, 5042                              = '7020'
    5100, 5110, 5120, 5130                              = '7100'
    5140, 5150, 5160, 5170                              = '7200'
    5191, 5192                                          = '7310'
    5193                                                = '7320'
    4170, 5200                                          = '7330'
    4161, 4162                                          = '7340'
    5194                                                = '7410'
    5212                                                = '7420'
    5213                                                = '7430'
    5180                                                = '7510'
    4200, 5010                                          = '7520'
    4182, 4190                                          = '7530'
    5211                                                = '7600'
    5240                                                = '7700'
    5250                                                = '7800'
    5260                                                = '7900'
    4130                                                = '8000'
    4181                                                = '8110'
    4090, 4100, 4110, 4120, 4140, 4150                  = '8120'
    4050, 4060, 4070, 4080                              = '8210'
    4010, 4020, 4030, 4040                              = '8220'
    5282, 5291, 5292                                    = '8310'
    5281                                                = '8320'
    5270                                                = '8400'
    5351                                                = '8500'
    5221                                                = '8600'
    5222, 5230                                          = '8900'
    5380                                                = '8910'
    5340, 5352, 5360, 5370                              = '8920'
    5300, 5310, 5320, 5330                              = '8930'
  OTHER = 'OTHER' ;
  VALUE DRIVETOF
    1       = '1 MI'
    2       = '2 MI'
    3       = '3 MI'
    4       = '4 MI'
    5       = '5 MI'
    6-10    = '6-10 MI'
    11-15   = '11-15 MI'
    16-20   = '16-20 MI'
    21-HIGH = '20+ MI'  ;
```

FILE: PSG442 TAPECAT A5 PUGET SOUND COUNCIL OF GOVERNMENTS COMPUTER CENTER

***CATALOG OF FILES ON CMS TAPE PSG442 ***

*BLOCKS SHOWN ARE ESTIMATED DISK REQUIREMENT @ 1024 BYTES PER BLOCK.

FILE			RECFM	LRECL	RECORDS	BLOCKS*	LAST UPDATE
CARFMT	SAS	A1	F	80	141	12	11/05/87 15:04
SURVEY	SAS	A1	F	80	86	8	11/05/87 15:03
RN-C18	SAS	A1	F	80	12	4	11/05/87 15:03
RN-CW18	SAS	A1	F	80	14	4	11/05/87 15:03
RN-CWN-H	SAS	A1	F	80	14	4	11/05/87 15:03
RN-CW	SAS	A1	F	80	29	4	11/05/87 15:03
RN-CWH	SAS	A1	F	80	14	4	11/05/87 15:03
RN-CN-H	SAS	A1	F	80	12	4	11/05/87 15:03
RN-CH	SAS	A1	F	80	12	4	11/05/87 15:03
RC18	SAS	A1	F	80	11	4	11/05/87 15:03
RN-C	SAS	A1	F	80	26	4	11/05/87 15:03
RCW18	SAS	A1	F	80	13	4	11/05/87 15:03
RCWN-H	SAS	A1	F	80	13	4	11/05/87 15:03
RCWH	SAS	A1	F	80	13	4	11/05/87 15:03
RCW	SAS	A1	F	80	28	4	11/05/87 15:03
RCWFAZ	SAS	A1	F	80	22	4	11/05/87 15:03
RCN-H	SAS	A1	F	80	11	4	11/05/87 15:03
RCH	SAS	A1	F	80	11	4	11/05/87 15:03
RCFAZDST	SAS	A1	F	80	30	4	11/05/87 15:03
PURPFMT	SAS	A1	F	80	126	12	11/05/87 15:03
RCBD	SAS	A1	F	80	25	4	11/05/87 15:03
PN-CT	SAS	A1	F	80	31	4	11/05/87 15:03
PN-CT18	SAS	A1	F	80	16	4	11/05/87 15:04
PN-CS18	SAS	A1	F	80	16	4	11/05/87 15:04
PN-CS	SAS	A1	F	80	31	4	11/05/87 15:04
PCT18	SAS	A1	F	80	15	4	11/05/87 15:04
PCS18	SAS	A1	F	80	15	4	11/05/87 15:04
PCT	SAS	A1	F	80	30	4	11/05/87 15:04
PCS	SAS	A1	F	80	30	4	11/05/87 15:04
DT	SAS	A1	F	80	32	4	11/05/87 15:04
DS	SAS	A1	F	80	32	4	11/05/87 15:04
DESTCBD	SAS	A1	F	80	208	20	11/05/87 15:04
DAFAZ	SAS	A1	F	80	20	4	11/05/87 15:04
METROFMT	SAS	A1	F	80	438	36	11/05/87 15:04
DT18	SAS	A1	F	80	17	4	11/05/87 15:04
DTN-H	SAS	A1	F	80	17	4	11/05/87 15:04
DTH	SAS	A1	F	80	17	4	11/05/87 15:04
DSN-H	SAS	A1	F	80	17	4	11/05/87 15:04
DS18	SAS	A1	F	80	17	4	11/05/87 15:04
DSH	SAS	A1	F	80	17	4	11/05/87 15:04
DESTNONC	SAS	A1	F	80	208	20	11/05/87 15:04
DA18	SAS	A1	F	80	14	4	11/05/87 15:04
DA2	SAS	A1	F	80	25	4	11/05/87 15:04
DA1	SAS	A1	F	80	16	4	11/05/87 15:04
DAN-H	SAS	A1	F	80	14	4	11/05/87 15:04
DAH	SAS	A1	F	80	14	4	11/05/87 15:04

==> END OF FILESET 1 <==

APPENDIX D

Census Tracts and Blocks in CBD

FILE: BLKFMT SAS A1 PUGET SOUND COUNCIL OF GOVERNMENTS COMPUTER CENTER

```
 /*  CHANGE LINDY'S PROGRAM INTO A PROC FORMAT */
 /*   (DESTCBD)                                */
 /*       DTRCTBLK = 1000*DTRACT+DBLOCK ;      */
  PROC FORMAT ;
     VALUE  CBDLOC
7200215, 7200216, 7200217, 7200218, 7200219,
7300207, 7300208, 7300211, 7300212, 7300213,
7300215, 7300216, 7300217, 7300221, 7300222,
7300223, 7300224, 7300225, 7300226, 7300302,
7300303, 7300304, 7300305, 7300306, 7300307,
7300309, 7300311,
8000203, 8000204, 8000205,
8100101, 8100102, 8100103, 8100104, 8100105,
8100106, 8100107, 8100109, 8100110, 8100111,
8100112, 8100113, 8100114, 8100115, 8100116,
8100117, 8100118, 8100119, 8100120, 8100201,
8100202, 8100203, 8100204, 8100205, 8100206,
8100207, 8100208, 8100209, 8100210, 8100211,
8100212, 8100213, 8100214, 8100215, 8100216,
8100217, 8100218, 8100219, 8100220, 8100221,
8100222, 8100301, 8100302, 8100304, 8100305,
8100306, 8100307, 8100308, 8100309,
8100311, 8100312, 8100313, 8100314, 8100315,
8100316, 8100318, 8100320, 8100321, 8100322,
8100401, 8100402, 8100403, 8100404, 8100405,
8100409, 8100410, 8100411, 8100412, 8100413,
8100414, 8100416, 8100418, 8100419, 8100420,
8100422, 8100423, 8100426, 8100428, 8100429,
8200101,
8200102, 8200103, 8200104, 8200105, 8200106,
8200107, 8200108, 8200201, 8200202, 8200203,
8200204, 8200205, 8200206, 8200207, 8200306,
8200307, 8200308, 8200309, 8200401, 8200402,
8200409, 8200410,
8300101, 8300104, 8300105, 8300106,
8500308, 8500313, 8500401, 8500402, 8500403,
8500404, 8500405,
9100203, 9100204, 9100205, 9100206, 9100301,
9100302, 9100303, 9100304, 9100305, 9100306,
9100401, 9100402, 9100403, 9100404, 9100405,
9100406, 9100407, 9100409, 9100410,
9200101, 9200102, 9200103, 9200104, 9200105,
9200106, 9200107, 9200108, 9200109, 9200201,
9200203, 9200205, 9200206, 9200207, 9200208,
9200209, 9200211, 9200301, 9200302, 9200303,
9200304, 9200305, 9200306, 9200307, 9200308,
9200312,
9300103, 9300104, 9300105, 9300106, 9300107,
9300108, 9300109, 9300110, 9300111, 9300819,
9300820, 9300821, 9300822, 9300823, 9300825,
9300826, 9300828, 9300832, 9300853, 9300854  = '1'     /*  CBD */
OTHER = '0' ;      /*  NON-CBD  */
```

Member Jurisdiction Designees to PSCOG

KING SUBREGION

Algona
Councilmember Sue Langley

Auburn
Mayor Bob Roegner

Bellevue
Mayor Nan Campbell
Councilmember Jean Carpenter

Bothell
Councilmember Walt Wojcik

Clyde Hill
Councilmember Roger Shaeffer

Des Moines
Mayor Pat DeBlasio

Duvall
Councilmember Mark Smith

Issaquah
Councilmember Darlene McHenry

Kent
Councilmember Christi Houser

King County
County Executive Tim Hill
Councilmember Gary Grant
Councilmember Bruce Laing
Councilmember Lois North
Councilmember Bill Reams

Kirkland
Mayor Doris Cooper

Lake Forest Park
Mayor Dick Rainforth

Mercer Island
Councilmember Cleve Anschell

Muckleshoot Indian Tribe
Executive Director Leo LaClair

Normandy Park
Councilmember Norm Strange

North Bend
Mayor Fritz Ribary

Redmond
Mayor Doreen Marchione
Councilmember Margaret Doman

Renton
Councilmember Kathy Keolker Wheeler

Seattle
Mayor Charles Royer
Councilmember Dolores Sibonga
Councilmember Jim Street
Councilmember Jeanette Williams

Snoqualmie
Darwin Sukut

Tukwila
Councilmember Mabel Harris

KITSAP SUBREGION

Bremerton
Mayor Gene Lobe
Councilmember Spencer Horning
Councilmember Hank Waibel

Kitsap County
Commissioner Ray Aardal
Commissioner John Horsley
Commissioner Bill Mahan

Port Orchard
Mayor Jay Weatherill

Poulsbo
Mayor Richard Mitchusson

Suquamish Tribe
John Bagley

Winslow
Mayor Alice Tawresey

PIERCE SUBREGION

Bonney Lake
Councilmember Robert Hawkins

Buckley
Mayor Eugene Robertson

DuPont
Mayor Mark Jackson

Fife
Mayor Art Conduff

Fircrest
Mayor Larry Cavanaugh
Councilmember Rose Marie Raudebaugh

Gig Harbor
Councilmember Jim Ryan

Milton
Councilmember Leonard Sanderson

Pierce County
County Executive Joe Stortini
Councilmember Barbara Skinner
Councilmember Paul Cyr

Puyallup
Mayor Ron Crowe

Steilacoom
Councilmember Pete Pedone

Sumner
Councilmember Richard Lawson

Tacoma
Councilmember Ruth McElliott
Councilmember Karen Vialle

SNOHOMISH SUBREGION

Arlington
Mayor John C. Larson

Brier
Councilmember Mimi Opdyke

Edmonds
Councilmember Roger Hertrich

Everett
Councilmember Ed Morrow
Councilmember Connie Niva

Lake Stevens
Mayor Richard Toyer

Lynnwood
Mayor M.J. Hrdlicka

Marysville
Mayor Rita Matheny

Mill Creek
Councilmember Linda Blumenstein

Monroe
Mayor Gordon Tjerne

Mountlake Terrace
Mayor Lois Anderson

Mukilteo
Mayor Emory Cole

Snohomish
Councilmember Ann Averill

Snohomish County
County Executive Willis Tucker
Councilmember Bill Brubaker
Councilmember Brian Corcoran

Stanwood
Councilmember Cliff Danielson

The Tulalip Tribes
Chair, Stanley Jones, Sr.

Woodway
Mayor Jeannette Wood