

Prepared for:



**Sound Transit
Central Link Origin Destination Study
Draft Report**

Prepared by:



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Project Overview

Study Background and Objectives

Sound Transit was created by voters in 1996 as the Central Puget Sound Regional Transit Authority to fund construction and operation of ST Express bus, Sounder train, and Link light rail services, as well as improvements and investments in transit centers, park and rides, and direct-access HOV ramps throughout the region.

Sound Transit's Central Link is a high capacity light rail transit system that began operations in July of 2009 in both directions between Westlake and Tukwila International Boulevard stations. In December of 2009, the SeaTac/Airport Station opened for service, and Central Link served 13 stations over 15.6 miles.

University Link is a 3.15-mile northern extension of the Central Link light rail line. The extension runs from Westlake Station in downtown Seattle north to University of Washington Station, with one intermediate station in the Capitol Hill neighborhood of Seattle. Service on this northbound extension began in March of 2016. The Central Link line also extended southbound from the Sea-Tac Airport to Angle Lake; this extension opened in September 2016. This report examines Link Light Rail only.

For Link, an OD study was conducted using a paper-based survey approach. An additional On to Off Survey was not conducted in 2015 but was added to the project in 2018, and complements the OD study by allowing boarding/alighting flows to be included in the expansion process. The O2O survey was conducted using tablets equipped with scanners. Bar-coded cards were scanned with information identifying the station location and time and given to passengers upon entry of the light rail cars. These cards were then retrieved from the riders upon deboarding. By collecting where passengers enter and exit, the O2O survey obtains data to capture trips without the need for a self-administered survey. We can then apply this information including the number of people boarding and alighting at individual stations during peak morning, peak evening and off-peak times and use it for expansion of the OD component.

Figure 1: Sound Transit Central Link Light Rail with University and Angle Lake Extensions



Methodology

Questionnaire Design: OD Study

The OD questionnaire was designed to be distributed by trained surveyors to riders on-board Link Light Rail. Interviewers boarded the targeted Link cars and handed out questionnaires to all passengers (respondents) on each. Respondents were instructed to record information regarding their current one-way trip followed by demographic questions. Examples of potential one-way trips were shown on the questionnaire to reduce confusion. The questionnaire was printed on one double-sided legal-size paper using heavy stock paper to enable respondents to complete the survey on board the services without a clipboard.

Respondents had two options to complete the survey:

1. Fill out and return the survey onboard (this option was encouraged as the most preferable by interviewers)
2. Fill out and return the survey via postage paid business reply mail

Questions Included (in the following order)

- Trip origin, including the type of location where the one-way trip started (work, home, airport, school, or other)
- The address, or cross streets, or city, or zip code, or landmark/business name of the trip origin
- Access mode from the trip origin
- Parking information and amount paid at the origin if applicable
- Trip destination, including the type of location where the one-way trip ended (work, home, airport, school, other)
- The address, or cross streets, or city, or zip code, or landmark/business name of the trip destination
- Parking information and amount paid at the destination if applicable
- The stops where the respondent got on and off the sampled trip
- All transit vehicles used for the trip in the order they were/would be used
- How the fare was paid for the current trip

- Demographics, including
 - How many children under 14 are traveling in the group
 - Fare category
 - Number of trips made on the route and in the region in the past 30 days
 - If the respondent has a driver's license
 - How many working motorized vehicles are in the household
 - Ethnicity
 - Language spoken at home
 - How many people are in their household
 - Annual household income

Available Languages

The survey was translated and offered in a printed format in six languages: English, Traditional Chinese, Spanish, Tagalog, Korean and Vietnamese. When interviewers encountered passengers with a language barrier, they were shown a “Language Handout”; a letter size piece of paper with the survey introduction translated into the five non-English languages listed above. The handout noted that the interviewer could provide a paper copy of the survey in one of those additional languages. The translated survey also included instructions for returning it by mail.

An example of the English-language questionnaire is found at the end of this report, in the Appendix.

Sampling

The study team developed a sampling plan for weekday travel between 6am and 9pm, Monday through Thursday. The study team surveyed between September 20th and December 18th and avoided surveying during holidays or school vacations when travel may be significantly affected (Table 1).

The survey was conducted with a run-based sampling methodology where trains were sampled based on a run, which contains multiple trips on the system. Runs were selected to satisfy the needed number of completed interviews by route, direction, and time of day as described in the sections that follow. This is done for efficiency purposes so interviewers could ride the same vehicle to collect interviews. The survey was offered on paper with a pencil to all riders on every sampled trip on the selected Link Light Rail cars. The logic behind this sampling and survey administration methodology is described in detail in the sections that follow.

Table 1: Survey Blackout Dates

Day of Week	Date	Holiday	Type of Holiday
Thursday	October 4	Jay-Z & Beyoncé	Concert
Monday	October 8	Columbus Day	National Holiday
Monday	November 12	Veterans Day	National Holiday
Thursday	November 22	Thanksgiving	National Holiday

Link Light Rail

Up-to-date schedule data was obtained from Sound Transit along with ridership data to sample trips proportional to ridership by time of day and direction (based on Fall 2017 ridership data); see Table 3 for the targeted number of surveys to distribute. The ridership data were inflated by 6% to account for ridership increases seen between 2017 and 2018.

The sampling plan was based on 70,607 average daily boardings on the Link system. A total of 7,061 usable completed surveys (approximately 10% of daily boardings) were targeted for this data collection effort. Based on experience with similar OD data collection efforts, we assumed that 25% of returned surveys would not be usable due to incomplete information provided by the respondent (typically because there is not enough information to geocode an origin and destination for the respondent). Thus, we aimed to obtain over 9,414 surveys to be rigorously cleaned and still ensure enough sample size for analysis once some are discarded. A response rate of 44% was assumed based on the rates from the 2015 OD study on Link.

The sampling plan was constructed around the following time periods:

- AM Peak (6:00 a.m. – 8:29 a.m.)
- PM Peak (3:00 p.m. – 6:29 p.m.)
- Off-Peak Midday (8:30 a.m. – 2:59 p.m.)
- Off-Peak Evening (6:30 p.m. – 9:00 p.m.)

Table 2: Link Survey Distribution Targets for Time Period and Direction

NUMBER OF SURVEYS TO DISTRIBUTE			
TIME PERIOD	INBOUND	OUTBOUND	TOTAL
AM Peak	3,175	1,230	4,405
Off Peak	4,424	4,972	9,396
PM Peak	2,957	4,639	7,595
Total	10,556	10,840	21,396

Table 3: Link Survey Sample Size Targets

Average Daily Ridership	70,607
# Completed Surveys Needed	7,061
Completes + Bad Surveys (discard 25%)	9,414
Estimated Response Rate	44%
# Surveys to Distribute	21,396
Average Passengers per Trip	287
Approximate Number of Trips to Ride	75

Data Collection

Training

Interviewers and supervisors were extensively trained on the survey process for collecting interviews on board Link Light Rail trains. Training sessions also included test runs for all interviewers on board with practice materials. Training included the most effective strategies and best-practice language for approaching passengers, dealing with refusals, dealing with non-English respondents, counting, tallying, and responding to passengers with questions or other issues. Every interviewer and supervisor was provided with a complete training manual for reference during training and while on their shift.

Interviewers were provided an appropriate service apron, a messenger bag with dividers to contain and organize survey materials, and a packet containing interviewing materials prior to the start of their shift. The messenger bag provided an organizational system to keep track of collected and undistributed materials with internal separators, an attached clipboard to facilitate passenger counts, tally dispositions, and pockets for holding and accessing pencils.

Interviewers also received a set of materials that were assembled prior to the start of interviewing for all survey trips. Each interviewer received one set of materials per shift. The materials consisted of:

Shift Envelope – This is a large manila envelope with a shift cover sheet taped to the front. The cover sheet listed all materials within the shift envelope and provides information on where the interviewer begins their shift (that is, bus layover location or stop/station/cross streets), their arrival time, information about the selected trips such as the run/route number, included materials for the surveyor, identifies breaks and meal times, and any special information about the shift like a different ending location. It also included a map of the starting location for the shift.

Trip Envelope – This is a manila envelope containing all of the survey materials needed for a trip. A sheet on the front of this envelope told interviewers which service (bus, Link light rail, or streetcar) they were on, when to start and end surveying, what stop to start and end at, the average ridership for the trip, and shows which passcodes are contained in the envelope for this trip.

Trip Sheet – This sheet was contained inside the Trip Envelope and indicated where the trip started and ended and where an interviewer recorded ons, refusals, & kids for each stop.

Language Survey Envelope – Interviewers carried an envelope containing an allotment of all surveys in all languages. These surveys can be used on any trip.

Emergency English Survey Packets – Interviewers carried two to four emergency survey packets. These packets allowed interviewers to continue interviewing had the passenger count exceeded the expected number.

Execution Plan

Using Fall 2017 ridership data and Fall 2018 route information provided by Metro and Sound Transit, the study team developed a plan to execute surveys on selected trips on Link Light Rail during the study (see the above section for more information on the selection of trips). Each trip consisted of a grouping of stops along the selected routes. Based on the approved execution plan, a master fielding schedule was created. The master schedule contained detailed information for each interviewing team including starting location, ending location, duration of shift, number of trips per shift, route number and any additional special instructions for interviewers or field supervisors.

Intercepting Respondents

On Link Light Rail, trains have either two or three cars. Each car has four doors on each side, for a total of eight doors on two car trains and twelve on three car trains. Doors only open on one side at every station. Each Light rail car was assigned two or four interviewers, depending on how large a passenger load was expected on that trip/route.

Interviewers met at the station or stop where their interviewing shift started. To count boarding passengers on Light Rail, interviewers counted every single passenger who gets on through all doors. This includes infants, children, and people in uniform. In each light rail car, at least two interviewers were assigned to count passengers getting on. If there were two interviewers per car (four or six total interviewers) then each interviewer was responsible for counting “Ons” at two doors. On trips where there were four interviewers per car (eight or twelve total interviewers) each interviewer was responsible for counting “Ons” at only a single door.

There was one exception to the timing of counting “Ons” onboard Light Rail: when the train was departing the first station on the line. At Angle Lake station and University of Washington station interviewers needed to first identify which train they should be on, and then board (interviewers may already have been on board in the case of a multi-trip shift). Interviewers were instructed to wait to count their designated sections until the train left the station. This exception ensured that in the case of the interviewers not being the first people on the train, all passengers were still counted accurately.

Interviewers tallied the total number of passengers boarding the car or who were already on board if at a valid stop, the number of children, the number who refused, and any notes about a particular stop that was out of the ordinary. At the end of their shift, interviewers checked in with supervisors to review the trip and the data. The completed questionnaires and tally sheets were gathered, organized, and shipped to a processing facility.

EMC and its supervisors closely monitored interviewers throughout the data collection process. Every shift was monitored during the first two days to allow EMC to directly monitor every interviewer on at least two trips. EMC corrected any actions not proscribed in the data collection plan and training manual as needed throughout the data collection period. Where necessary, EMC adjusted in field to account for problems encountered.

Note: All questionnaires returned on board or via the mail were scanned into a PDF document to be retained. Data was then coded by hand for those

returned on board or via business reply mail into a database.

Tracking and Collecting Questionnaires

Unique passcodes were printed on all questionnaires. The first letter of the passcode corresponds to the service and where appropriate, language. Thus, a passcode beginning with 'BE' is a Metro bus questionnaire in English. A passcode range was assigned to each service and each language within a service. An example of passcodes is shown below:

Bus English BE 10000 to 49999

Every trip surveyed was assigned a specific range of English-language questionnaire passcodes. Interviewers received individual envelopes with the assigned questionnaires for every trip. They received a count of English questionnaires between 120% and 130% of expected boardings for the trip to account for trips that may exceed the typical passenger count.

At the end of the trip, interviewers were instructed to place all materials, including completed and uncompleted questionnaires in the envelope corresponding to that trip. Thus, questionnaires with passcodes designated for one trip were not used on any other trip. When an interviewer ran out of questionnaires, they were provided with an emergency supply of materials, each containing 25 questionnaires and a corresponding passcode range. The interviewer then tied these questionnaires to the trip they used them on by manually recording the KeyTrip number on the emergency envelope.

Non-English questionnaire passcodes were handled using a unique process. Language surveys were printed with a perforated receipt which interviewers tore off from the larger survey when distributing and kept it for records. Just like all the other materials, this receipt was returned in the Trip Envelope at the end of each trip thus allowing us to tie each Language survey to the appropriate trip.

Interviewing Outcomes – Link Light Rail

In total, interviewers approached 25,055 passengers aged 14 or older on the sampled trips. A total of 10,755 surveys were returned for an overall response rate of 43 percent. The following table documents the data collection outcomes.

Table 4: Interviewing Outcomes

	Average Daily Boardings	Sample Target	Percentage of Ridership Targeted	# Approached (all over 14)	# of Surveys Distributed	# Under 14 years of age	# Refused**	Total Completed Surveys	Percentage of Ridership Surveyed	Response Rate***
Central Link	70,607	7,061	10%	25,055	18,881	520	6,174	10,755	15%	43%
***Refused" includes the records from language barrier refusal.										
***Response rates are based upon number of completed surveys divided by the number of respondents approached.										

Data Processing

Data Cleaning

Data cleaning was performed for three major categories: geocoding, path cleaning and other data cleaning required for paper data, including recoding and data-entry correction, and open-ended questions.

Geocoding

The geocoding process aimed to obtain the latitude and longitude for each location provided in the survey data. The geocoding process was conducted as follows:

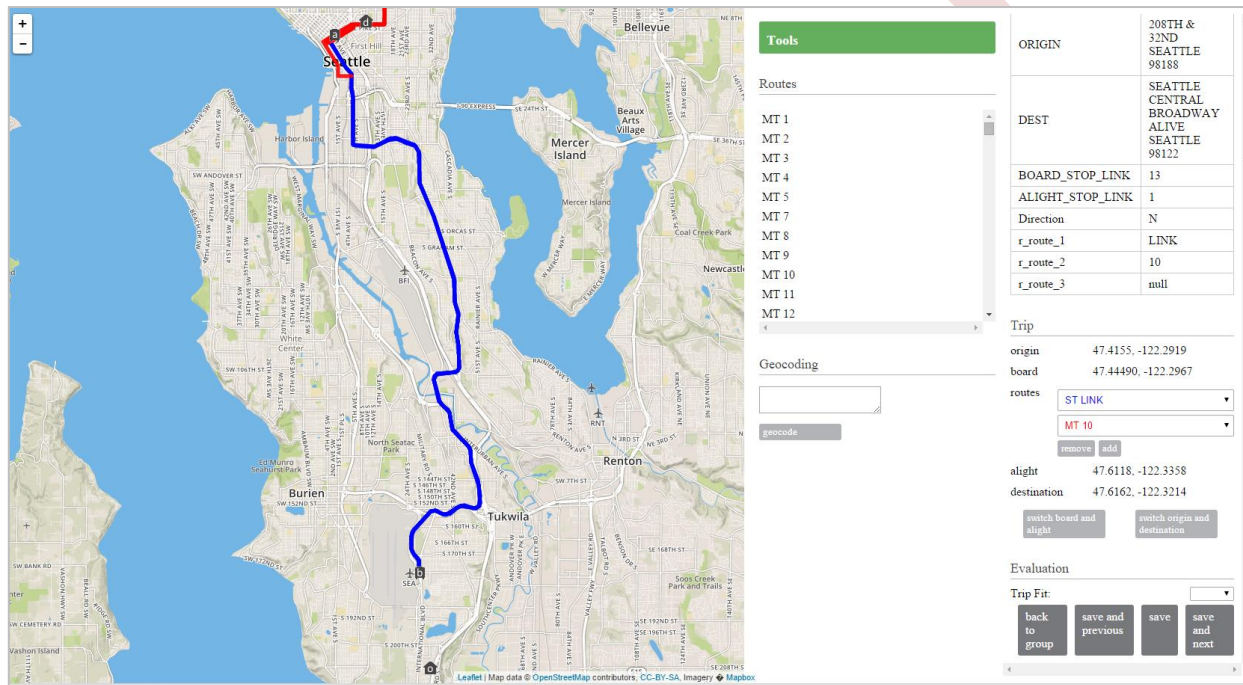
- Initial address clean up
 - Checked for misspelled city names that can be easily corrected
 - Filled in state where not provided
- Ran the addresses through batch geocoder for initial latitude/longitude assignment
 - The batch geocoded addresses was assigned a “match status” to determine the level of accuracy
- Inspected unmatched records, grouping and sorting of data to find consistent issues with the data that could be easily corrected and rerun through the batch geocoder
- Inspected matched records provided by the geocoder, with particular attention to records returning centroid matches or uncertain matches
 - Records with uncertain matches were reviewed to determine whether the match was accurate (based on other survey data, such as route used, business name provided, etc.)
 - Centroid matches at the city or ZIP level were also reviewed to determine if further cleaning of the address would result in a more accurate match
- Iterated on the process above until the majority of records were geocoded
- Once the batch geocoding was exhausted, time was devoted to cleaning and geocoding survey records manually to obtain more geocoded records
- If an origin location was not provided, but a boarding location was and the access mode was “walk,” it was assumed that the origin location is the same as the boarding location for the purposes of analysis
 - The reverse will also be true; if a boarding location was not provided but an origin location was and the access mode was “walk,” then it was assumed that the boarding location was the same as the origin
 - A similar logic was taken using the destination location and alighting locations
 - If an origin or destination location was not provided and the location type was indicated as the airport, the location was coded to the Seattle/Tacoma International Airport.

Following this process, surveys with four geocoded locations were moved to the transit path cleaning phase.

Transit Path Cleaning

Next, the records were reviewed to determine if the routes/lines reported were feasible given the origin and destination provided. This was done using a web-based cleaning tool that RSG built specifically for this purpose. This tool maps the origin, destination, boarding, and alighting locations along with the path for the reported routes/lines used for the trip and additional pertinent data including surveyed route, direction and access and egress modes. A screenshot of the tool is shown in Figure 3.

Figure 2: Screenshot of the Path Cleaning Tool



All records were visually inspected by an analyst and particular attention was paid to records where:

- The origin and destination or the boarding and alighting stop were in the same location
- The origin and boarding stop or the destination and alighting stop were in the same location
- The access and egress distance was unreasonable (more than 1 mile walking or more than 10 miles biking)
- Routes were listed that were not in the list of possible routes in the Seattle area

The key tasks that were conducted as part of this visual inspection included the following:

- Visually inspected the origin, destination, boarding, and alighting locations with respect to the route used;
- Ensured the route where the survey was received was included in the trip path;
- Visually inspected the direction traveled with regards to the direction recorded by surveyors in the field;
- Visually inspected the sensibility of the origin-to-destination path with respect to the transit routes/lines that were used for the trip and the order they were used in;
- Visually inspected the routes/lines used with regard to the feasibility of transferring between the different routes/lines; and
- Visually inspecting the routes reported being used for the trip.

The analyst was able to switch the boarding and alighting locations and the origin and destination locations as well as add and remove routes from the transit path so that the final transit path was a feasible representation of the survey data.

Records were marked as bad when the transit path was determined to be infeasible or, more likely, incomplete based on the survey data.

Finally, each geocoded boarding and alighting location was associated with an actual station/stop on systems. For example, if the respondent took a bus, the boarding location was matched to the closest bus stop on the route and direction used to the provided boarding location. This station/stop assignment played an important role in the weighting/expansion process.

Weighting Methodology

Data were weighted and expanded to ridership data using an iterative proportional fit (IPF) process with the On-to-Off data used as the seed matrix on routes where the on-to-off survey was conducted. Survey data were weighted and expanded to match ridership data along the following dimensions:

- Time of day (AM peak, Midday Off-peak PM peak and Evening Off-peak)
- Route
- Direction
- Boarding segment
- Alighting segment

The IPF technique assigns a weight to each cell in a joint distribution so that the sum of each dimension matches the targeted marginal totals. IPF was used for each combination of route, direction and time of day to estimate boarding and alighting pair totals from the boarding counts and alighting counts in the provided automatic passenger count (APC) data. Data were weighted directly to ridership counts, meaning that data were weighted and expanded in the same step.

Segmentation

Because there were so many potential boarding and alighting stop combinations, some aggregation of stops into “stop segments” was necessary to ensure sample sizes were adequate in each cell for the weighting process. To that end, routes were segmented by groups of stops in order to accurately reflect ridership and reduce any potential survey response biases. Segments were assigned based on a combination of geography and the surveys that were collected from each route so that there were some boardings and alightings in each segment at each time period. Therefore, higher ridership routes were divided into more segments.

Final Weights And Expansion

Following the IPF procedure described above, the expanded weights were attached to each useable record in the dataset. Table 11 shows a summary of the number of useable surveys, average weekday ridership on the surveyed portion of the route and average weight for Link Light Rail.

Table 5: Link Average Weights

	NUMBER OF USABLE SURVEYS COLLECTED	AVERAGE WEEKDAY RIDERSHIP	AVERAGE EXPANDED WEIGHT
Link (All)	9,004	66,976	7.44

Table 6: Final Link Light Rail Sample Sizes – Weighted And Unweighted*

		AM Peak Inbound	AM Peak Outbound	PM Peak Inbound	PM Peak Outbound	Midday Off-Peak Inbound	Midday Off-Peak Outbound	Evening Off-Peak Inbound	Evening Off-Peak Outbound	Total
Link	Valid Unweighted n	1,404	581	1,297	2,029	1,337	1,301	356	699	9,004
	Unlinked Weight n	10,559	5,090	9,776	14,831	9,875	9,772	2,698	4,374	66,976
		<i>*Weighted values vary up to 0.01 percent from table to table due to slightly different rounding methods.</i>								

Origin & Destination Pairs on Link Light Rail

Overview

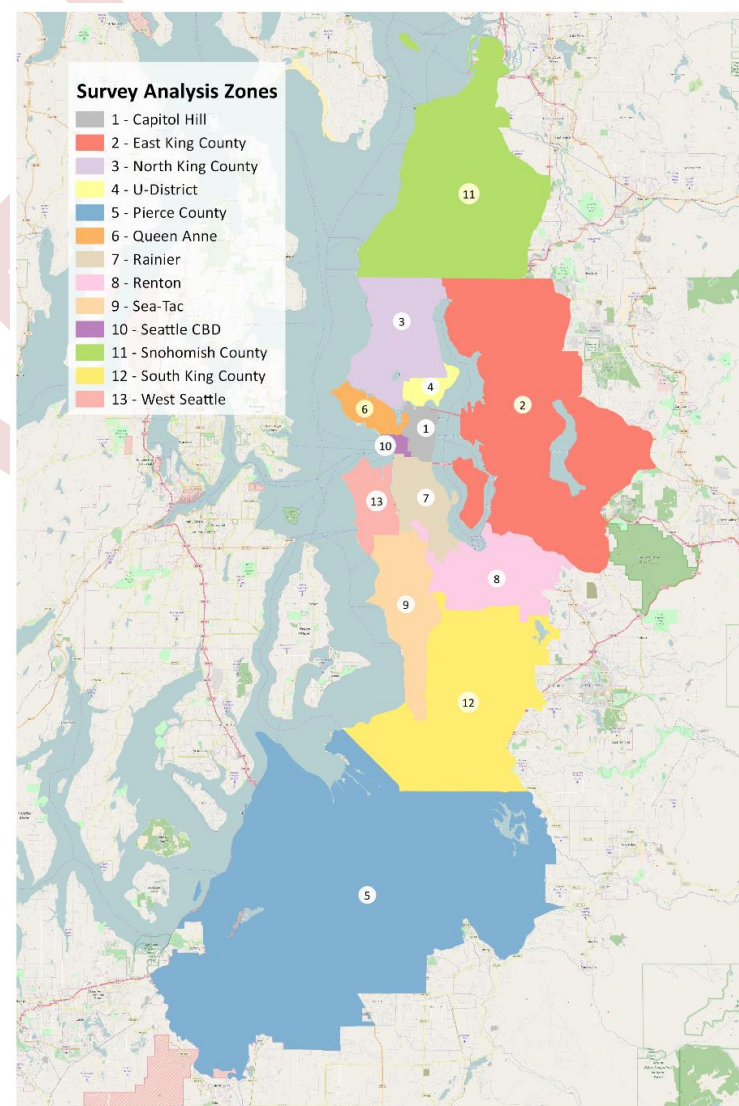
A key objective of this study is to provide a reliable measure of the percentage of transit riders traveling to major origin and destination zones. For the purposes of this research, the Central Puget Sound region was divided into 13 zones, and those outside of the 13 zones classified as External. To differentiate these zones from other transportation terminology, these zones are called Survey Analysis Zones (SAZ).

The origins and destinations of riders' trips were assigned to these zones. A new zone was subdivided from the North King County SAZ, named "U-District". This area contains the University District light rail station and the University of Washington and is in the University Link Extension corridor (U-Link). The remaining area is named "North King County". The other zone of significant interest is "Capitol Hill", which contains the Capitol Hill light rail station in the University Link corridor.

In addition to the 13 primary zones, an external zone is included that captures all trips starting or ending in a location outside of these 13 primary zones. These zones are comparable to those used in the 2008 and 2011 origin and destination reports, as well as the 2015 before study.

This report includes a variety of origin and destination pairs tables, using these survey analysis zones. These tables show the percentage of trips out of all trips that each origin and destination pair account for. Additional tables are included to show the percentage of trips that each pair accounts for when only PM Peak Trips, Commute Trips, or other types of trips are selected in the data. The primary pairs of interest, as well as the totals of interest, are highlighted in each of these tables.

Figure 3: Survey Analysis Zones



Overall Travel – All Trips

There are 66,970 daily trips on Link.

Forty-nine (49) percent of all trips originate from either Seattle CBD or Rainier and 48 percent of trips end in these zones.

- Trips to (24%) and from (25%) Seattle CBD are the most frequent.
- Trips to (24%) and from (23%) Rainier are the second most frequent.

There is also a significant amount of travel between Seattle CBD and Rainier.

- Eight (8) percent of trips start in Rainier and end in Seattle CBD, and 8 percent start in Seattle CBD and end in Rainier.

Figure 4: % of All Trips Starting in SAZ

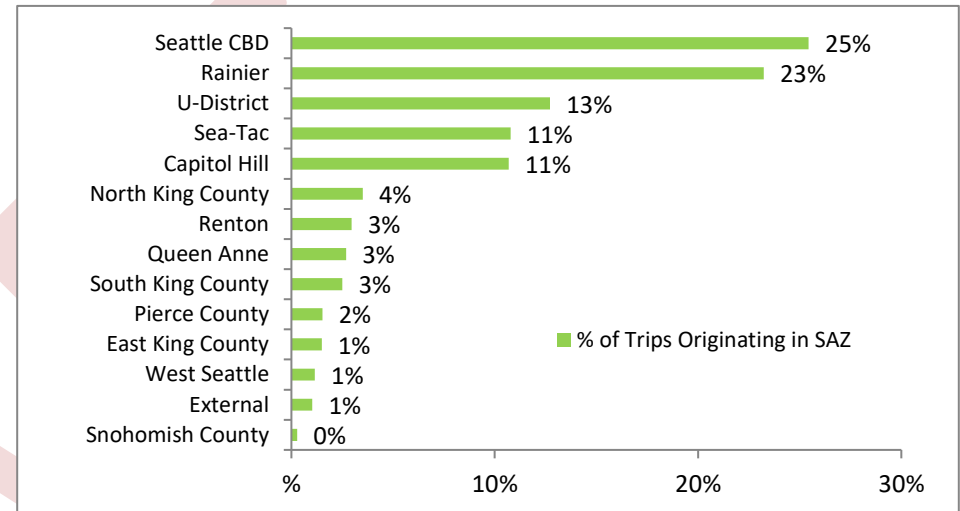
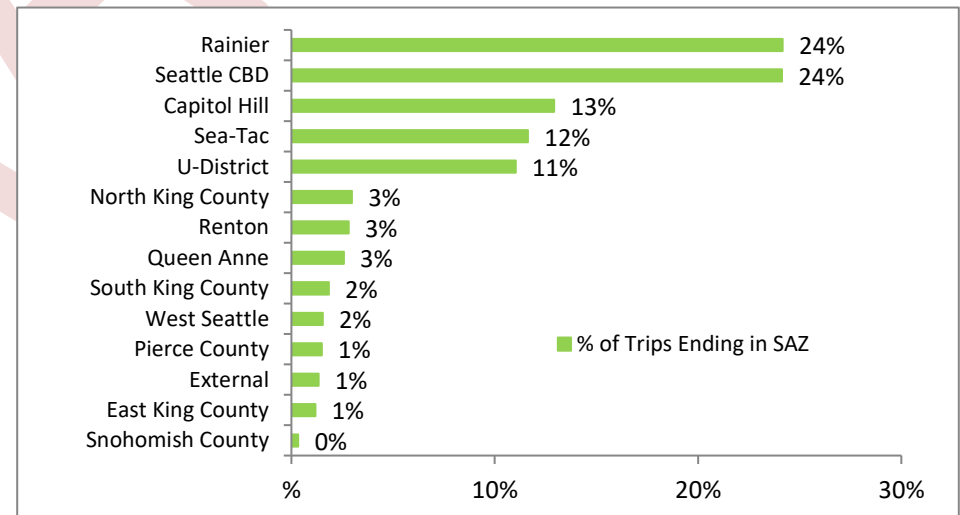


Figure 5: % of All Trips Ending in SAZ



Note: Number of trips indicated here and on the following pages may differ from what is presented in charts, due to a difference in rounding methods.

Table 7: Origin – Destination Pairs – All Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	135	210	456	1,329	101	54	1,759	159	755	1,945	16	118	75	45	7,157
	%	0.2%	0.3%	0.7%	2.0%	0.2%	0.1%	2.6%	0.2%	1.1%	2.9%	0.0%	0.2%	0.1%	0.1%	10.7%
East King County	#	353	5	5	89	2	30	167	13	79	211	0	37	0	10	1,001
	%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%	0.3%	0.0%	0.1%	0.0%	0.0%	1.5%
North King County	#	474	23	0	22	12	17	575	36	426	713	0	14	11	24	2,347
	%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.1%	0.6%	1.1%	0.0%	0.0%	0.0%	0.0%	3.5%
U-District	#	1,555	131	5	7	259	239	1,627	334	594	2,702	0	291	468	306	8,518
	%	2.3%	0.2%	0.0%	0.0%	0.4%	0.4%	2.4%	0.5%	0.9%	4.0%	0.0%	0.4%	0.7%	0.5%	12.7%
Pierce County	#	85	0	14	249	0	11	287	41	82	251	0	0	0	0	1,020
	%	0.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.4%	0.1%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	1.5%
Queen Anne	#	113	11	89	77	28	0	646	45	407	309	0	53	0	23	1,801
	%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	1.0%	0.1%	0.6%	0.5%	0.0%	0.1%	0.0%	0.0%	2.7%
Rainier	#	1,745	201	442	1,138	79	628	3,316	544	1,861	5,040	61	276	113	112	15,556
	%	2.6%	0.3%	0.7%	1.7%	0.1%	0.9%	5.0%	0.8%	2.8%	7.5%	0.1%	0.4%	0.2%	0.2%	23.2%
Renton	#	202	6	31	294	0	40	541	0	335	438	0	51	49	0	1,987
	%	0.3%	0.0%	0.0%	0.4%	0.0%	0.1%	0.8%	0.0%	0.5%	0.7%	0.0%	0.1%	0.1%	0.0%	3.0%
Sea-Tac	#	670	143	274	570	19	272	1,673	196	959	2,197	54	19	53	119	7,218
	%	1.0%	0.2%	0.4%	0.9%	0.0%	0.4%	2.5%	0.3%	1.4%	3.3%	0.1%	0.0%	0.1%	0.2%	10.8%
Seattle CBD	#	2,887	38	617	2,683	503	348	5,102	517	1,970	1,389	93	372	261	260	17,040
	%	4.3%	0.1%	0.9%	4.0%	0.8%	0.5%	7.6%	0.8%	2.9%	2.1%	0.1%	0.6%	0.4%	0.4%	25.4%
Snohomish County	#	5	0	0	25	0	0	50	0	41	69	0	0	0	0	190
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%
South King County	#	166	17	27	366	0	56	301	0	102	639	3	0	0	0	1,677
	%	0.2%	0.0%	0.0%	0.5%	0.0%	0.1%	0.4%	0.0%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	2.5%
West Seattle	#	149	5	21	330	0	0	34	0	62	170	0	0	0	0	771
	%	0.2%	0.0%	0.0%	0.5%	0.0%	0.0%	0.1%	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	1.2%
External	#	116	0	15	207	0	31	108	0	122	85	0	3	0	0	687
	%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	1.0%
Total	#	8,655	790	1,996	7,386	1,003	1,726	16,186	1,885	7,795	16,158	227	1,234	1,030	899	66,970
	%	12.9%	1.2%	3.0%	11.0%	1.5%	2.6%	24.2%	2.8%	11.6%	24.1%	0.3%	1.8%	1.5%	1.3%	100%

Overall Travel – By Travel Period

AM Peak

There are 15,652 trips during the AM Peak period.

- A sizeable plurality of these trips originate from the Rainier SAZ (32%).
- A substantial number of trips originate from Capitol Hill (13%) and Sea-Tac (12%).

Seattle CBD is a more popular destination than origin in the AM Peak period.

- Forty-two (42) percent of all AM Peak trips end in Seattle CBD.
- Sixteen (16) percent of trips start in Rainier and end in Seattle CBD.

Rainier is much more likely to be an origin rather than a destination point for AM trips.

- While 16 percent of trips end in Rainier, 32 percent begin there.

Figure 6: % of AM Peak Trips Starting in SAZ

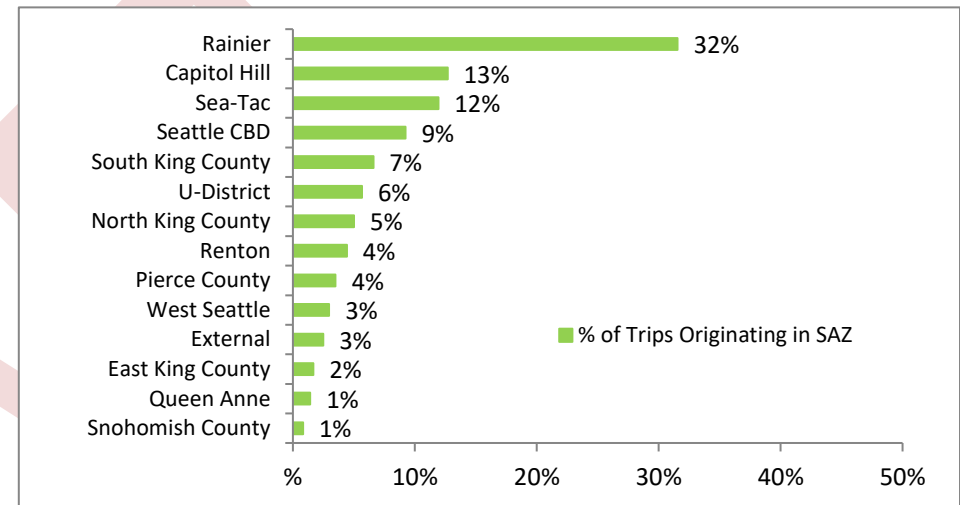


Figure 7: % of AM Peak Trips Ending in SAZ

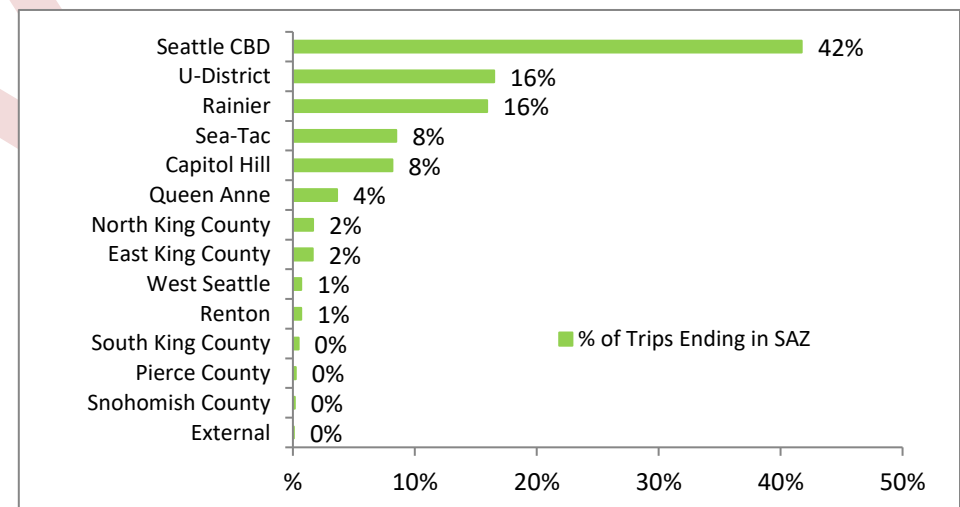


Table 8: Origin – Destination Pairs – All AM Peak Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	15	142	56	402	5	8	306	40	151	806	0	21	34	0	1,986
	%	0.1%	0.9%	0.4%	2.6%	0.0%	0.1%	2.0%	0.3%	1.0%	5.1%	0.0%	0.1%	0.2%	0.0%	12.7%
East King County	#	56	0	0	34	0	0	46	0	33	83	0	9	0	0	261
	%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.3%	0.0%	0.2%	0.5%	0.0%	0.1%	0.0%	0.0%	1.7%
North King County	#	160	0	0	11	0	0	180	6	106	323	0	0	0	0	786
	%	1.0%	0.0%	0.0%	0.1%	0.0%	0.0%	1.2%	0.0%	0.7%	2.1%	0.0%	0.0%	0.0%	0.0%	5.0%
U-District	#	85	0	0	0	5	33	165	0	50	497	0	8	34	8	885
	%	0.5%	0.0%	0.0%	0.0%	0.0%	0.2%	1.1%	0.0%	0.3%	3.2%	0.0%	0.1%	0.2%	0.1%	5.7%
Pierce County	#	57	0	0	101	0	0	156	0	24	210	0	0	0	0	548
	%	0.4%	0.0%	0.0%	0.6%	0.0%	0.0%	1.0%	0.0%	0.2%	1.3%	0.0%	0.0%	0.0%	0.0%	3.5%
Queen Anne	#	0	0	11	23	0	0	48	0	64	76	0	0	0	0	222
	%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.3%	0.0%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	1.4%
Rainier	#	384	86	112	564	27	299	628	24	243	2,517	0	25	28	0	4,937
	%	2.5%	0.5%	0.7%	3.6%	0.2%	1.9%	4.0%	0.2%	1.6%	16.1%	0.0%	0.2%	0.2%	0.0%	31.5%
Renton	#	64	6	10	162	0	17	69	0	109	255	0	0	0	0	692
	%	0.4%	0.0%	0.1%	1.0%	0.0%	0.1%	0.4%	0.0%	0.7%	1.6%	0.0%	0.0%	0.0%	0.0%	4.4%
Sea-Tac	#	155	20	30	221	0	82	335	38	219	739	12	0	11	5	1,867
	%	1.0%	0.1%	0.2%	1.4%	0.0%	0.5%	2.1%	0.2%	1.4%	4.7%	0.1%	0.0%	0.1%	0.0%	11.9%
Seattle CBD	#	108	0	11	431	0	62	331	0	164	319	11	9	0	0	1,446
	%	0.7%	0.0%	0.1%	2.8%	0.0%	0.4%	2.1%	0.0%	1.0%	2.0%	0.1%	0.1%	0.0%	0.0%	9.2%
Snohomish County	#	0	0	0	20	0	0	44	0	10	56	0	0	0	0	130
	%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.3%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.8%
South King County	#	102	0	4	224	0	35	143	0	52	474	0	0	0	0	1,034
	%	0.7%	0.0%	0.0%	1.4%	0.0%	0.2%	0.9%	0.0%	0.3%	3.0%	0.0%	0.0%	0.0%	0.0%	6.6%
West Seattle	#	34	0	11	253	0	0	0	0	42	126	0	0	0	0	466
	%	0.2%	0.0%	0.1%	1.6%	0.0%	0.0%	0.0%	0.0%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	3.0%
External	#	57	0	15	136	0	31	41	0	60	52	0	0	0	0	392
	%	0.4%	0.0%	0.1%	0.9%	0.0%	0.2%	0.3%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	2.5%
Total	#	1,277	254	260	2,582	37	567	2,492	108	1,327	6,533	23	72	107	13	15,652
	%	8.2%	1.6%	1.7%	16.5%	0.2%	3.6%	15.9%	0.7%	8.5%	41.7%	0.1%	0.5%	0.7%	0.1%	100%

PM Peak

During PM Peak travel periods, an estimated 24,607 trips occur daily.

- A plurality of trips originate from Seattle CBD (37%) while only 13 percent end there.
- Rainier and U-District are also common points of origin for PM Peak trips.

Rainier is a significant destination point for PM Peak trips, but a less frequent origin.

- Nineteen (19) percent of trips begin in Rainier and 29 percent end there.
- Six (6) percent of all trips start and end in Rainier.
- Eleven (11) percent of trips start in Seattle CBD and end in Rainier.

Comparing the PM Peak travel patterns to the AM Peak travel patterns tells us that Seattle CBD is a more frequent starting point in the PM than in the AM peak.

- Only 9 percent of AM peak trips begin in Seattle CBD, whereas 37 percent of trips start in Seattle CBD during the PM peak.

Figure 8: % of PM Peak Trips Starting in SAZ

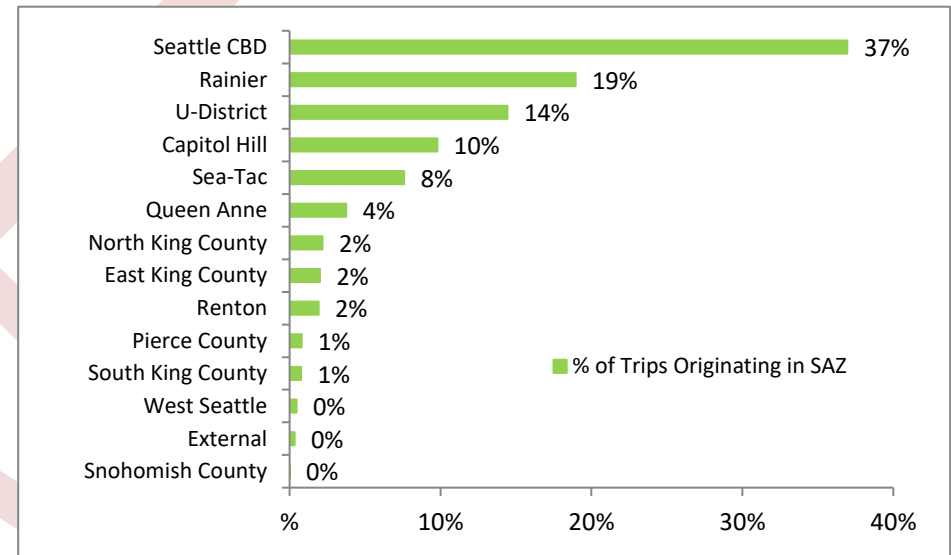


Figure 9: % of PM Peak Trips Ending in SAZ

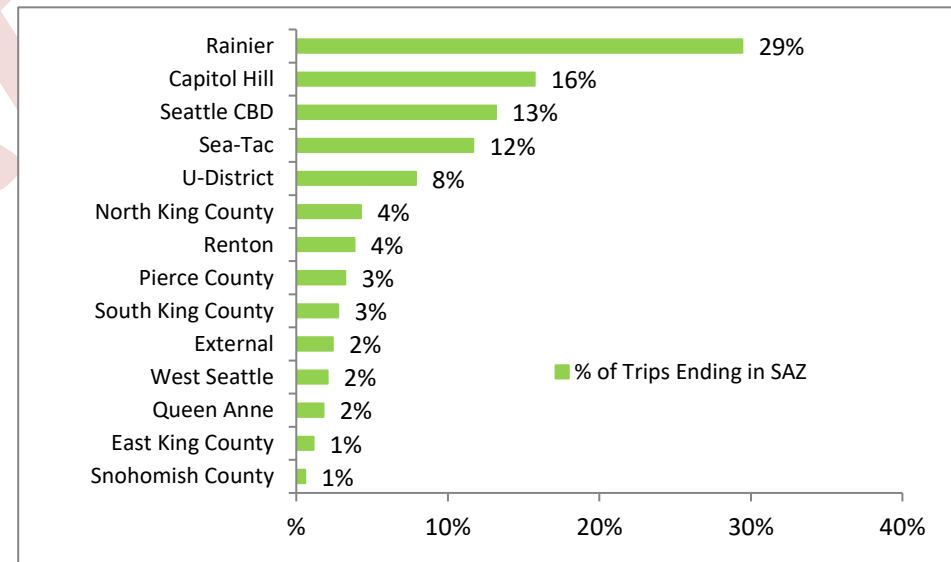


Table 9: Origin – Destination Pairs – All PM Peak Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	58	39	164	393	89	23	670	80	369	417	5	51	15	38	2,411
	%	0.2%	0.2%	0.7%	1.6%	0.4%	0.1%	2.7%	0.3%	1.5%	1.7%	0.0%	0.2%	0.1%	0.2%	9.8%
East King County	#	239	5	5	5	0	26	104	4	19	67	0	12	0	10	496
	%	1.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	2.0%
North King County	#	119	23	0	0	0	10	199	19	65	82	0	3	0	18	538
	%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.8%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.1%	2.2%
U-District	#	711	56	0	0	174	115	748	169	265	748	0	172	207	188	3,553
	%	2.9%	0.2%	0.0%	0.0%	0.7%	0.5%	3.0%	0.7%	1.1%	3.0%	0.0%	0.7%	0.8%	0.8%	14.4%
Pierce County	#	19	0	10	48	0	7	41	41	23	8	0	0	0	0	197
	%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Queen Anne	#	91	0	67	44	28	0	352	31	114	132	0	43	0	23	925
	%	0.4%	0.0%	0.3%	0.2%	0.1%	0.0%	1.4%	0.1%	0.5%	0.5%	0.0%	0.2%	0.0%	0.1%	3.8%
Rainier	#	534	73	237	148	46	128	1,566	225	624	839	55	105	42	40	4,662
	%	2.2%	0.3%	1.0%	0.6%	0.2%	0.5%	6.4%	0.9%	2.5%	3.4%	0.2%	0.4%	0.2%	0.2%	18.9%
Renton	#	86	0	0	27	0	4	186	0	79	64	0	26	0	0	472
	%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.8%	0.0%	0.3%	0.3%	0.0%	0.1%	0.0%	0.0%	1.9%
Sea-Tac	#	208	39	125	103	0	46	524	81	293	400	14	0	13	23	1,869
	%	0.8%	0.2%	0.5%	0.4%	0.0%	0.2%	2.1%	0.3%	1.2%	1.6%	0.1%	0.0%	0.1%	0.1%	7.6%
Seattle CBD	#	1,725	30	420	1,115	459	72	2,768	297	991	396	70	268	231	253	9,095
	%	7.0%	0.1%	1.7%	4.5%	1.9%	0.3%	11.2%	1.2%	4.0%	1.6%	0.3%	1.1%	0.9%	1.0%	37.0%
Snohomish County	#	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South King County	#	19	8	14	21	0	8	45	0	17	57	0	0	0	0	189
	%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%
West Seattle	#	40	5	10	25	0	0	8	0	6	21	0	0	0	0	115
	%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%
External	#	20	0	0	12	0	0	30	0	8	9	0	3	0	0	82
	%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Total	#	3,869	278	1,052	1,941	796	439	7,241	947	2,876	3,240	144	683	508	593	24,607
	%	15.7%	1.1%	4.3%	7.9%	3.2%	1.8%	29.4%	3.8%	11.7%	13.2%	0.6%	2.8%	2.1%	2.4%	100%

Midday Off-Peak

The majority of trips occur during the Off-Peak periods. There are 19,641 trips within the Midday Off-Peak hours.

- Twenty-four (24) percent of trips originate in the Rainier zone during the Midday Off-Peak.
- Twenty-one (21) percent of Midday Off-Peak trips also end in Rainier.
- Seattle CBD is the second most popular starting point (21%), but the most popular destination (29%).

U-District and Capitol Hill are also common origin and destination points.

- Fourteen (14) percent of trips begin in the U-District SAZ and 12 percent of trips end there.
- Eleven (11) percent of trips originate in Capitol Hill and 11 percent end in Capitol Hill.

Figure 10: % of Off-Peak Trips Starting in SAZ

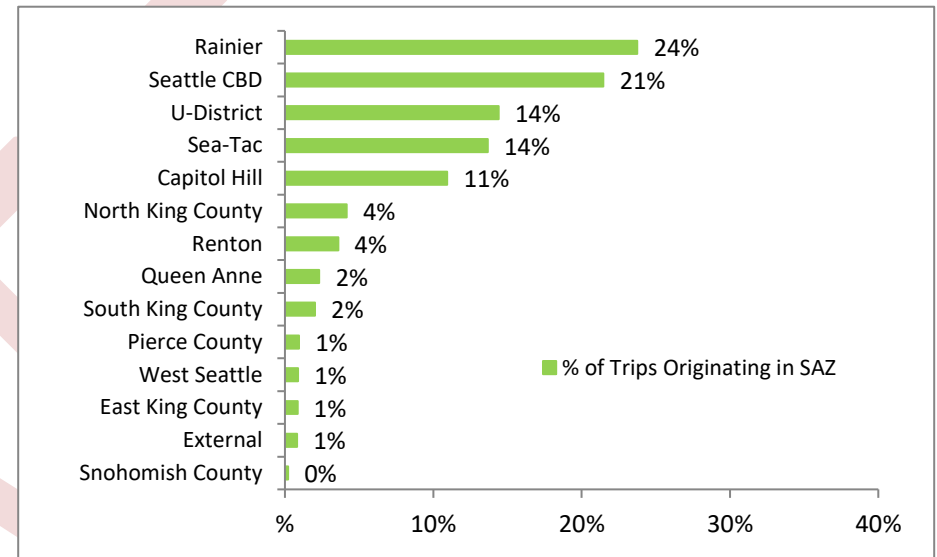


Figure 11: % of Off-Peak Trips Ending in SAZ

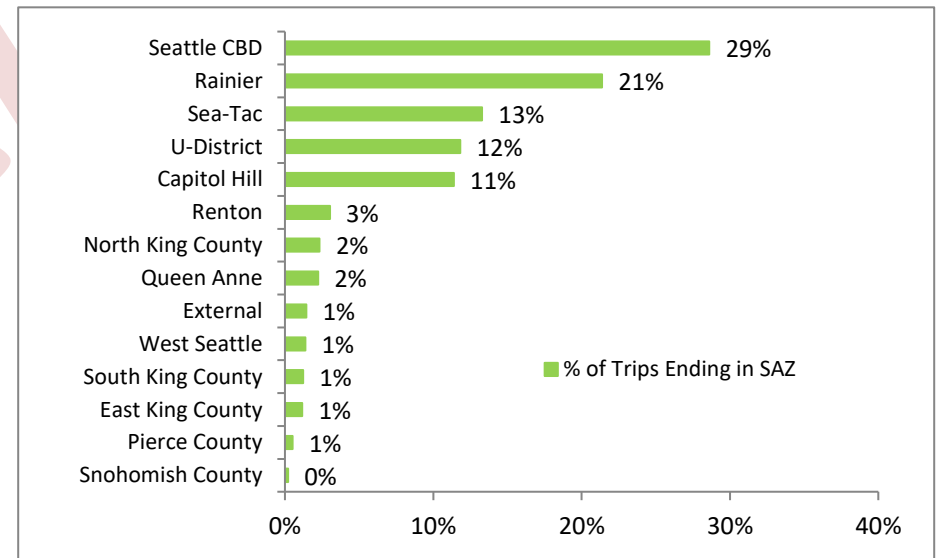


Table 10: Origin – Destination Pairs – Midday Off-Peak Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	34	29	131	478	7	15	556	21	177	636	11	32	14	7	2,148
	%	0.2%	0.1%	0.7%	2.4%	0.0%	0.1%	2.8%	0.1%	0.9%	3.2%	0.1%	0.2%	0.1%	0.0%	10.9%
East King County	#	21	0	0	50	0	0	6	0	16	58	0	16	0	0	167
	%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.0%	0.1%	0.0%	0.0%	0.9%
North King County	#	150	0	0	11	0	6	124	6	226	278	0	5	6	6	818
	%	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.6%	0.0%	1.2%	1.4%	0.0%	0.0%	0.0%	0.0%	4.2%
U-District	#	406	67	5	7	39	39	442	119	183	1,201	0	50	164	106	2,828
	%	2.1%	0.3%	0.0%	0.0%	0.2%	0.2%	2.3%	0.6%	0.9%	6.1%	0.0%	0.3%	0.8%	0.5%	14.4%
Pierce County	#	8	0	0	101	0	4	6	0	35	32	0	0	0	0	186
	%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.9%
Queen Anne	#	22	11	11	0	0	0	147	9	173	81	0	0	0	0	454
	%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.7%	0.0%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	2.3%
Rainier	#	559	41	75	374	6	124	909	220	617	1,562	0	88	18	72	4,665
	%	2.8%	0.2%	0.4%	1.9%	0.0%	0.6%	4.6%	1.1%	3.1%	8.0%	0.0%	0.4%	0.1%	0.4%	23.8%
Renton	#	48	0	21	84	0	8	257	0	147	103	0	0	37	0	705
	%	0.2%	0.0%	0.1%	0.4%	0.0%	0.0%	1.3%	0.0%	0.7%	0.5%	0.0%	0.0%	0.2%	0.0%	3.6%
Sea-Tac	#	205	65	95	201	19	117	503	47	338	933	26	19	30	86	2,684
	%	1.0%	0.3%	0.5%	1.0%	0.1%	0.6%	2.6%	0.2%	1.7%	4.8%	0.1%	0.1%	0.2%	0.4%	13.7%
Seattle CBD	#	635	8	111	785	31	115	1,111	173	636	573	0	29	0	8	4,215
	%	3.2%	0.0%	0.6%	4.0%	0.2%	0.6%	5.7%	0.9%	3.2%	2.9%	0.0%	0.1%	0.0%	0.0%	21.5%
Snohomish County	#	5	0	0	0	0	0	6	0	16	13	0	0	0	0	40
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%
South King County	#	38	9	10	121	0	11	99	0	0	105	3	0	0	0	396
	%	0.2%	0.0%	0.1%	0.6%	0.0%	0.1%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	2.0%
West Seattle	#	69	0	0	52	0	0	16	0	14	23	0	0	0	0	174
	%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.9%
External	#	35	0	0	59	0	0	15	0	33	19	0	0	0	0	161
	%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.8%
Total	#	2,235	230	459	2,323	102	439	4,197	595	2,611	5,617	40	239	269	285	19,641
	%	11.4%	1.2%	2.3%	11.8%	0.5%	2.2%	21.4%	3.0%	13.3%	28.6%	0.2%	1.2%	1.4%	1.5%	100%

Evening Off-Peak

During Evening Off-Peak time, 7,067 trips occur daily.

- Thirty-two (32) percent of trips originate in the Seattle CBD zone during the Evening Off-Peak.
- Only 11 percent of trips end in Seattle CBD.
- Eighteen (18) percent of trips begin in Rainier, and 32 percent end there, making it the most popular destination zone for the Evening Off-Peak.

Travel from the Seattle CBD SAZ is higher in the Evening Off-Peak than in the Midday Off Peak.

- Thirteen (13) percent of trips begin in the Seattle CBD SAZ and end in Rainier.
- Six (6) percent of trips originating in Seattle CBD end in Capitol Hill, and 5 percent end in U-District.

Figure 12: % of Off-Peak Trips Starting in SAZ

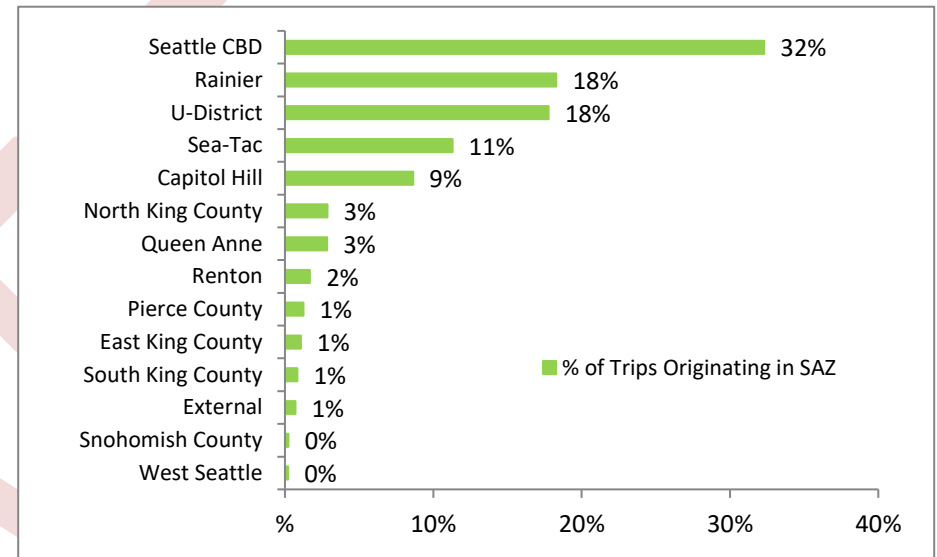


Figure 13: % of Off-Peak Trips Ending in SAZ

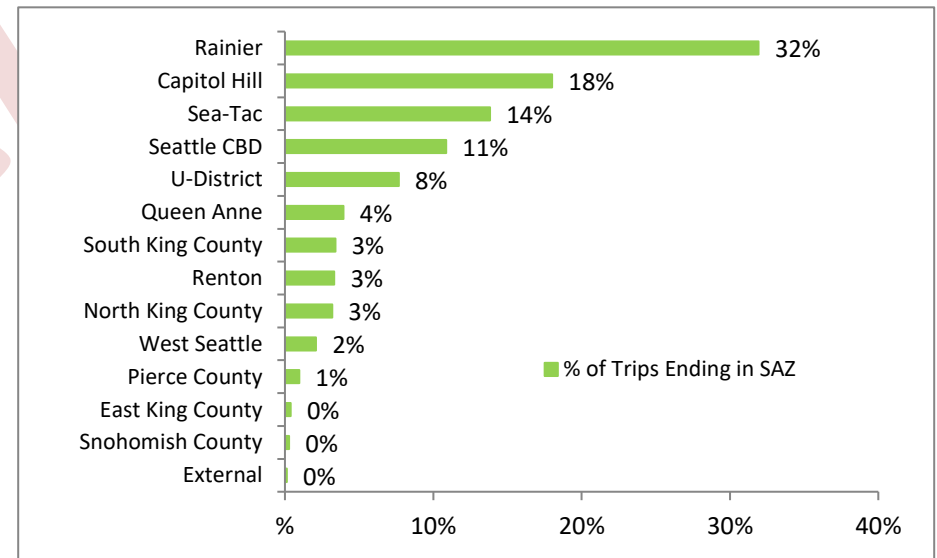


Table 11: Origin – Destination Pairs – Evening Off-Peak Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	28	0	105	57	0	8	227	17	57	86	0	14	12	0	611
	%	0.4%	0.0%	1.5%	0.8%	0.0%	0.1%	3.2%	0.2%	0.8%	1.2%	0.0%	0.2%	0.2%	0.0%	8.6%
East King County	#	38	0	0	0	2	4	10	9	11	2	0	0	0	0	76
	%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
North King County	#	45	0	0	0	12	0	72	4	29	31	0	5	4	0	202
	%	0.6%	0.0%	0.0%	0.0%	0.2%	0.0%	1.0%	0.1%	0.4%	0.4%	0.0%	0.1%	0.1%	0.0%	2.9%
U-District	#	353	8	0	0	41	53	273	47	96	257	0	60	64	4	1,256
	%	5.0%	0.1%	0.0%	0.0%	0.6%	0.7%	3.9%	0.7%	1.4%	3.6%	0.0%	0.8%	0.9%	0.1%	17.8%
Pierce County	#	0	0	4	0	0	0	84	0	0	0	0	0	0	0	88
	%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Queen Anne	#	0	0	0	11	0	0	99	4	56	20	0	11	0	0	201
	%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	1.4%	0.1%	0.8%	0.3%	0.0%	0.2%	0.0%	0.0%	2.8%
Rainier	#	268	0	18	52	0	76	213	76	377	121	7	59	26	0	1,293
	%	3.8%	0.0%	0.3%	0.7%	0.0%	1.1%	3.0%	1.1%	5.3%	1.7%	0.1%	0.8%	0.4%	0.0%	18.3%
Renton	#	4	0	0	21	0	11	30	0	0	16	0	25	12	0	119
	%	0.1%	0.0%	0.0%	0.3%	0.0%	0.2%	0.4%	0.0%	0.0%	0.2%	0.0%	0.4%	0.2%	0.0%	1.7%
Sea-Tac	#	102	19	23	44	0	27	311	31	109	125	2	0	0	5	798
	%	1.4%	0.3%	0.3%	0.6%	0.0%	0.4%	4.4%	0.4%	1.5%	1.8%	0.0%	0.0%	0.0%	0.1%	11.3%
Seattle CBD	#	419	0	75	352	13	98	892	47	179	101	11	66	30	0	2,283
	%	5.9%	0.0%	1.1%	5.0%	0.2%	1.4%	12.6%	0.7%	2.5%	1.4%	0.2%	0.9%	0.4%	0.0%	32.3%
Snohomish County	#	0	0	0	5	0	0	0	0	11	0	0	0	0	0	16
	%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
South King County	#	7	0	0	0	0	2	14	0	32	4	0	0	0	0	59
	%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.8%
West Seattle	#	5	0	0	0	0	0	10	0	0	0	0	0	0	0	15
	%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
External	#	4	0	0	0	0	0	21	0	20	5	0	0	0	0	50
	%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.7%
Total	#	1,273	27	225	542	68	279	2,256	235	977	768	20	240	148	9	7,067
	%	18.0%	0.4%	3.2%	7.7%	1.0%	3.9%	31.9%	3.3%	13.8%	10.9%	0.3%	3.4%	2.1%	0.1%	100%

Direction of Travel

Inbound

About half of all trips, or 32,906 trips, are inbound trips. The Rainier SAZ is the primary origination point for a significant (33%) number of inbound riders.

- Twenty-two (22) percent of inbound trips begin in Seattle CBD.
- Twenty (20) percent of all inbound trips begin in Sea-Tac.

Seattle CBD remains the most popular destination with 29 percent of trips ending in that SAZ. U-District is the second most popular destination zone (22%).

Table 12: Direction of Travel by Travel Period*

Trip Type	All Trips	AM Peak	PM Peak	Midday Off Peak	Evening Off Peak
Inbound	32,908	10,559	9,776	9,875	2,698
Outbound	34,068	5,090	14,831	9,772	4,374
Total	66,976	15,649	24,608	19,647	7,072

* Sums in this table differ slightly from sums in the Origin and Destination Pairs Tables, due to the use of a different rounding method.

Figure 14: % of Inbound Trips Starting in SAZ

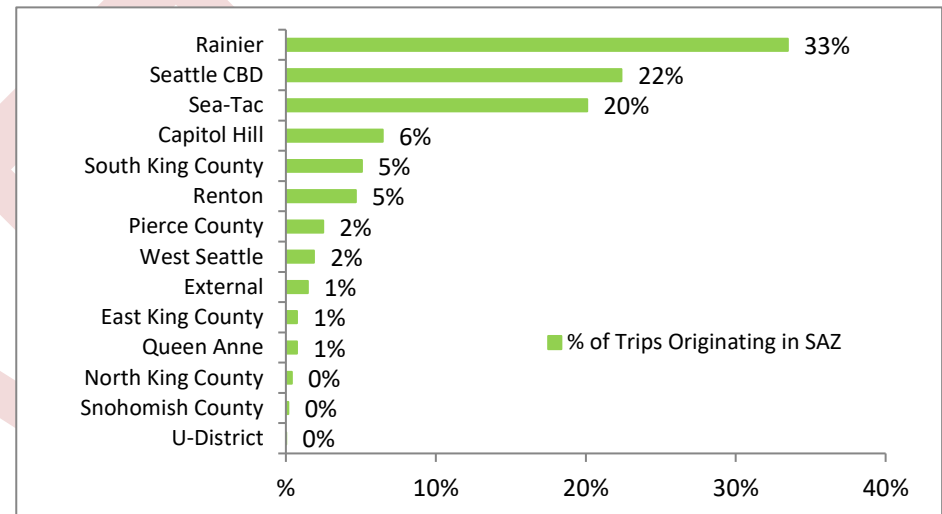


Figure 15: % of Inbound Trips Ending in SAZ

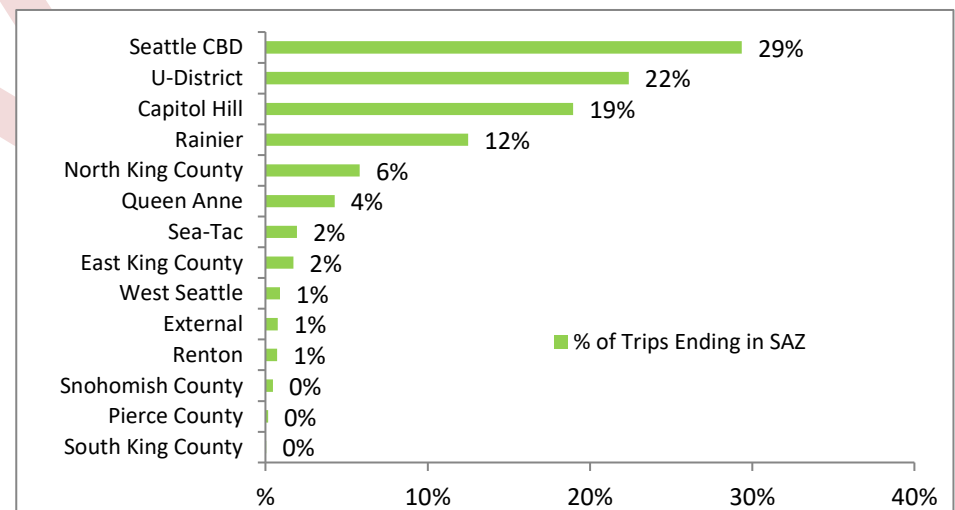


Table 13: Origin – Destination Pairs – All Inbound Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	78	164	425	1,329	0	16	27	0	3	71	11	0	0	0	2,124
	%	0.2%	0.5%	1.3%	4.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	6.5%
East King County	#	104	0	5	89	0	0	0	0	0	47	0	0	0	0	245
	%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.7%
North King County	#	94	0	0	22	0	0	3	0	0	11	0	0	0	0	130
	%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
U-District	#	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pierce County	#	85	0	14	249	0	11	113	41	52	251	0	0	0	0	816
	%	0.3%	0.0%	0.0%	0.8%	0.0%	0.0%	0.3%	0.1%	0.2%	0.8%	0.0%	0.0%	0.0%	0.0%	2.5%
Queen Anne	#	113	11	42	77	0	0	0	0	0	0	0	0	0	0	243
	%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Rainier	#	1,717	201	442	1,138	52	628	1,571	0	0	5,023	61	16	113	51	11,013
	%	5.2%	0.6%	1.3%	3.5%	0.2%	1.9%	4.8%	0.0%	0.0%	15.3%	0.2%	0.0%	0.3%	0.2%	33.5%
Renton	#	202	6	31	284	0	40	436	0	47	438	0	0	49	0	1,533
	%	0.6%	0.0%	0.1%	0.9%	0.0%	0.1%	1.3%	0.0%	0.1%	1.3%	0.0%	0.0%	0.1%	0.0%	4.7%
Sea-Tac	#	670	143	274	570	0	272	1,640	196	435	2,184	54	0	53	119	6,610
	%	2.0%	0.4%	0.8%	1.7%	0.0%	0.8%	5.0%	0.6%	1.3%	6.6%	0.2%	0.0%	0.2%	0.4%	20.1%
Seattle CBD	#	2,748	20	617	2,675	0	348	4	0	0	770	22	0	81	81	7,366
	%	8.4%	0.1%	1.9%	8.1%	0.0%	1.1%	0.0%	0.0%	0.0%	2.3%	0.1%	0.0%	0.2%	0.2%	22.4%
Snohomish County	#	0	0	0	25	0	0	0	0	0	31	0	0	0	0	56
	%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%
South King County	#	166	17	27	366	0	56	289	0	102	639	3	0	0	0	1,665
	%	0.5%	0.1%	0.1%	1.1%	0.0%	0.2%	0.9%	0.0%	0.3%	1.9%	0.0%	0.0%	0.0%	0.0%	5.1%
West Seattle	#	149	5	21	330	0	0	0	0	0	111	0	0	0	0	616
	%	0.5%	0.0%	0.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	1.9%
External	#	116	0	15	207	0	31	28	0	0	85	0	0	0	0	482
	%	0.4%	0.0%	0.0%	0.6%	0.0%	0.1%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	1.5%
Total	#	6,242	567	1,913	7,368	52	1,402	4,111	237	639	9,661	151	16	296	251	32,906
	%	19.0%	1.7%	5.8%	22.4%	0.2%	4.3%	12.5%	0.7%	1.9%	29.4%	0.5%	0.0%	0.9%	0.8%	100%

Outbound

There are 34,061 outbound trips on a daily basis. Seattle CBD is the most popular origin SAZ.

- The Seattle CBD and U-District SAZs represent the primary origins for most riders on Link, 28 percent and 25 percent, respectively.
- A significant number of trips also begin in Capitol Hill and Rainier (15 percent and 13 percent, respectively).

Rainier is the most popular destination for outbound trips, with 35 percent of outbound trips ending there.

- Sea-Tac is notably the second most popular destination of outbound trips at 21 percent.
- Seattle CBD is a less popular destination than origin point, with 19 percent of outbound trips ending there.

Figure 16: % of Outbound Trips Starting in SAZ

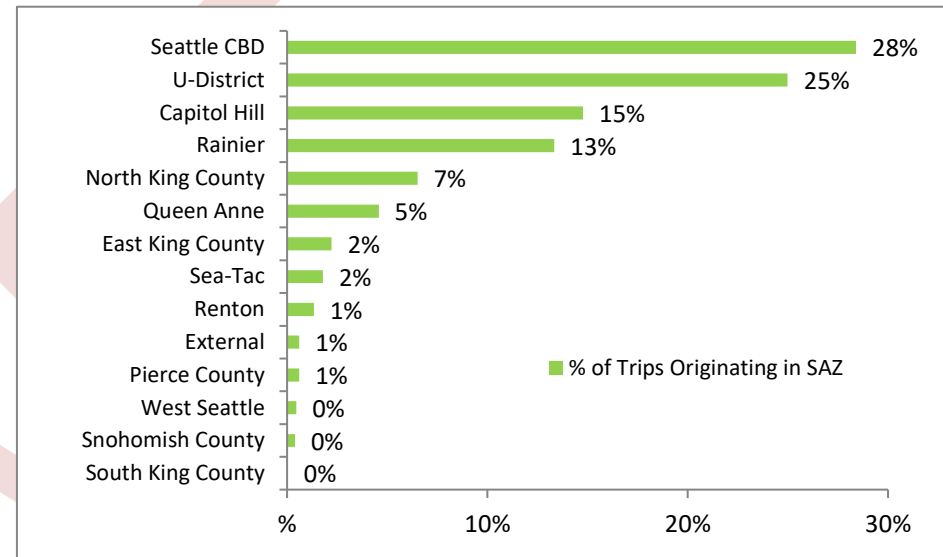


Figure 17: % of Outbound Trips Ending in SAZ

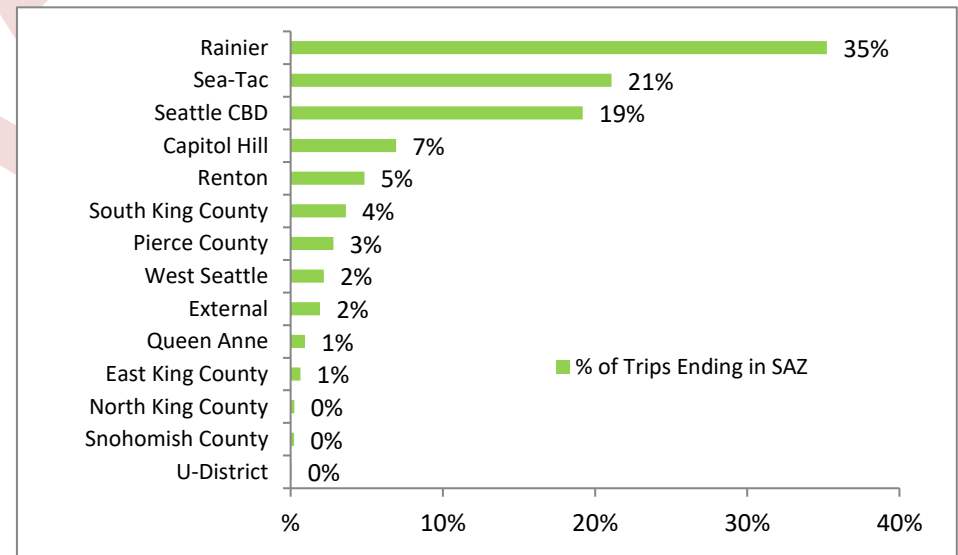


Table 14: Origin – Destination Pairs – All Outbound trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	57	46	31	0	101	38	1,732	159	751	1,874	5	118	75	45	5,032
	%	0.2%	0.1%	0.1%	0.0%	0.3%	0.1%	5.1%	0.5%	2.2%	5.5%	0.0%	0.3%	0.2%	0.1%	14.8%
East King County	#	249	5	0	0	2	30	167	13	79	164	0	37	0	10	756
	%	0.7%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.0%	0.2%	0.5%	0.0%	0.1%	0.0%	0.0%	2.2%
North King County	#	380	23	0	0	12	17	572	36	426	702	0	14	11	24	2,217
	%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	1.7%	0.1%	1.3%	2.1%	0.0%	0.0%	0.0%	0.1%	6.5%
U-District	#	1,555	131	5	0	259	239	1,627	334	594	2,702	0	291	468	306	8,511
	%	4.6%	0.4%	0.0%	0.0%	0.8%	0.7%	4.8%	1.0%	1.7%	7.9%	0.0%	0.9%	1.4%	0.9%	25.0%
Pierce County	#	0	0	0	0	0	0	174	0	30	0	0	0	0	0	204
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Queen Anne	#	0	0	47	0	28	0	646	45	407	309	0	53	0	23	1,558
	%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	1.9%	0.1%	1.2%	0.9%	0.0%	0.2%	0.0%	0.1%	4.6%
Rainier	#	28	0	0	0	27	0	1,746	544	1,861	16	0	260	0	61	4,543
	%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	5.1%	1.6%	5.5%	0.0%	0.0%	0.8%	0.0%	0.2%	13.3%
Renton	#	0	0	0	10	0	0	106	0	288	0	0	51	0	0	455
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	1.3%
Sea-Tac	#	0	0	0	0	19	0	33	0	523	14	0	19	0	0	608
	%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	1.5%	0.0%	0.0%	0.1%	0.0%	0.0%	1.8%
Seattle CBD	#	139	18	0	8	503	0	5,098	517	1,970	619	70	372	180	179	9,673
	%	0.4%	0.1%	0.0%	0.0%	1.5%	0.0%	15.0%	1.5%	5.8%	1.8%	0.2%	1.1%	0.5%	0.5%	28.4%
Snohomish County	#	5	0	0	0	0	0	50	0	41	38	0	0	0	0	134
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%
South King County	#	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
West Seattle	#	0	0	0	0	0	0	34	0	62	59	0	0	0	0	155
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.5%
External	#	0	0	0	0	0	0	79	0	122	0	0	3	0	0	204
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Total	#	2,413	223	83	18	951	324	12,075	1,648	7,154	6,497	75	1,218	734	648	34,061
	%	7.1%	0.7%	0.2%	0.1%	2.8%	1.0%	35.5%	4.8%	21.0%	19.1%	0.2%	3.6%	2.2%	1.9%	100%

By Trip Purpose

Commute Trips - Overall

There are 39,339 commute trips, meaning they start at home and end at work or school, or vice versa. Seattle CBD and Rainier are the top two origin and destination zones for all commute trips.

- Twenty-four (24) percent of commute trips begin in Seattle CBD, and 23 percent of commute trips also end in this area.
- Rainier is the second most popular origin point for commute trips, with 24 percent of commute trips starting in this area. It is the most popular destination point with 25 percent of trips ending here.

U-District and Capitol Hill are also popular origin and destination points.

- Thirteen (13) percent of trips start in U-District and 12 percent end there.
- Twelve (12) percent of trips begin in Capitol Hill and 14 percent end there.

Figure 18: % of Commute Trips Starting in SAZ

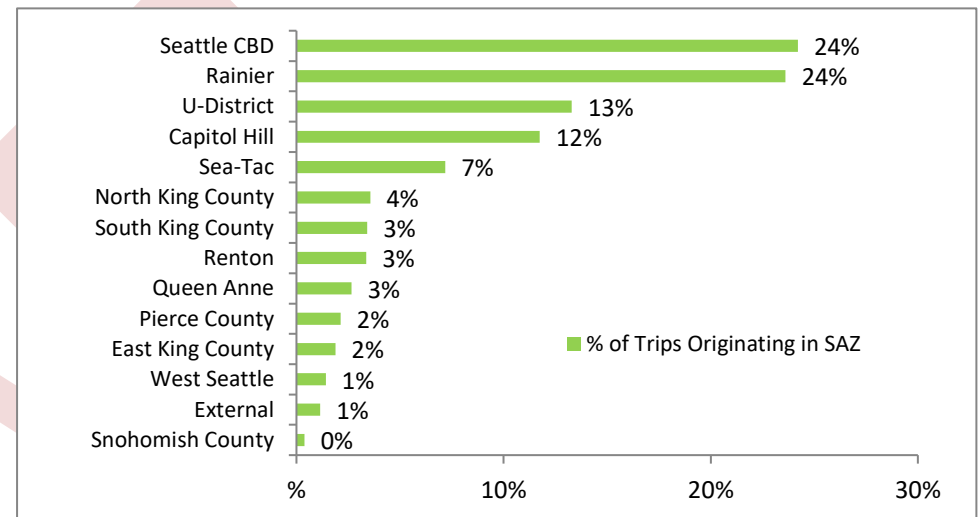


Figure 19: % of Commute Trips Ending in SAZ

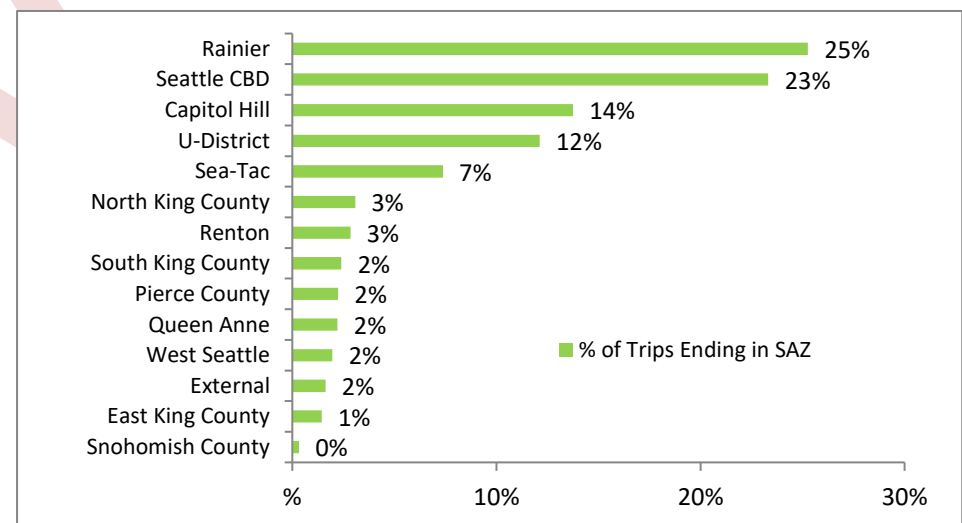


Table 15: Origin – Destination Pairs – All Commute Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	30	202	265	896	96	21	1,105	121	289	1,396	11	79	66	45	4,622
	%	0.1%	0.5%	0.7%	2.3%	0.2%	0.1%	2.8%	0.3%	0.7%	3.5%	0.0%	0.2%	0.2%	0.1%	11.7%
East King County	#	295	0	5	69	2	20	130	9	14	149	0	37	0	10	740
	%	0.7%	0.0%	0.0%	0.2%	0.0%	0.1%	0.3%	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%	0.0%	1.9%
North King County	#	294	23	0	22	12	12	354	32	83	525	0	14	11	20	1,402
	%	0.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.9%	0.1%	0.2%	1.3%	0.0%	0.0%	0.0%	0.1%	3.6%
U-District	#	1,012	100	5	0	219	107	1,129	256	325	1,162	0	245	413	256	5,229
	%	2.6%	0.3%	0.0%	0.0%	0.6%	0.3%	2.9%	0.7%	0.8%	3.0%	0.0%	0.6%	1.0%	0.7%	13.3%
Pierce County	#	76	0	14	220	0	4	234	0	76	216	0	0	0	0	840
	%	0.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	2.1%
Queen Anne	#	81	11	78	51	23	0	414	29	86	229	0	20	0	23	1,045
	%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	1.1%	0.1%	0.2%	0.6%	0.0%	0.1%	0.0%	0.1%	2.7%
Rainier	#	1,153	172	304	904	67	408	1,838	174	704	3,257	40	162	62	41	9,286
	%	2.9%	0.4%	0.8%	2.3%	0.2%	1.0%	4.7%	0.4%	1.8%	8.3%	0.1%	0.4%	0.2%	0.1%	23.6%
Renton	#	165	6	31	228	0	17	374	0	113	315	0	26	49	0	1,324
	%	0.4%	0.0%	0.1%	0.6%	0.0%	0.0%	1.0%	0.0%	0.3%	0.8%	0.0%	0.1%	0.1%	0.0%	3.4%
Sea-Tac	#	258	18	62	296	19	84	677	165	376	818	8	19	14	10	2,824
	%	0.7%	0.0%	0.2%	0.8%	0.0%	0.2%	1.7%	0.4%	1.0%	2.1%	0.0%	0.0%	0.0%	0.0%	7.2%
Seattle CBD	#	1,730	23	403	1,269	446	127	3,317	335	746	320	70	341	157	237	9,521
	%	4.4%	0.1%	1.0%	3.2%	1.1%	0.3%	8.4%	0.9%	1.9%	0.8%	0.2%	0.9%	0.4%	0.6%	24.2%
Snohomish County	#	5	0	0	25	0	0	50	0	5	69	0	0	0	0	154
	%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%
South King County	#	128	13	18	315	0	40	222	0	70	534	3	0	0	0	1,343
	%	0.3%	0.0%	0.0%	0.8%	0.0%	0.1%	0.6%	0.0%	0.2%	1.4%	0.0%	0.0%	0.0%	0.0%	3.4%
West Seattle	#	96	0	21	283	0	0	22	0	6	129	0	0	0	0	557
	%	0.2%	0.0%	0.1%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	1.4%
External	#	85	0	6	191	0	31	71	0	9	56	0	3	0	0	452
	%	0.2%	0.0%	0.0%	0.5%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	1.1%
Total	#	5,408	568	1,212	4,769	884	871	9,937	1,121	2,902	9,175	132	946	772	642	39,339
	%	13.7%	1.4%	3.1%	12.1%	2.2%	2.2%	25.3%	2.8%	7.4%	23.3%	0.3%	2.4%	2.0%	1.6%	100%

Home-Based Commute Trips

There are 19,961 trips that are defined as home-based work trips: trips that begin at home and end at school or work. Home-based commute trip origins and destinations generally reflect the distribution of trips overall.

- Just under a third (32%) of home-based work trips begin in Rainier, and a considerably smaller amount (17%) of trips end in this area.
- Seattle CBD is the most popular destination point for home-based commute trips, with 41 percent of trips ending there.
- Fifteen (15) percent of all home-based commute trips start in Rainier and end in Seattle CBD.

U-District is a more popular destination location than origin point for home-based work trips.

- Eighteen (18) percent of all home-based commute trips end in U-District.

Figure 20: % of Home-Based Commute Trips Starting in SAZ

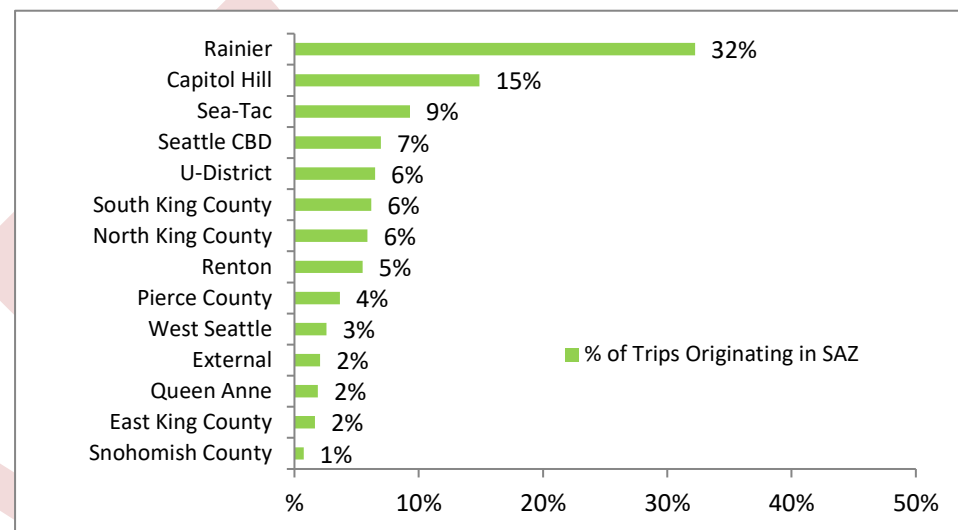


Figure 21: % of Home-Based Commute Trips Ending in SAZ

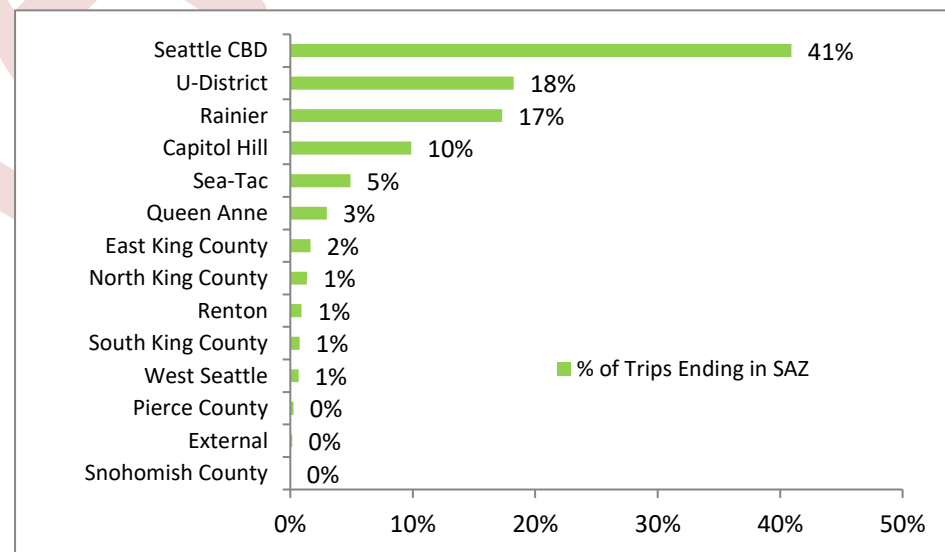


Table 16: Origin – Destination Pairs – All Home-Based Commute Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	17	156	40	715	13	14	486	51	103	1,324	0	13	34	5	2,971
	%	0.1%	0.8%	0.2%	3.6%	0.1%	0.1%	2.4%	0.3%	0.5%	6.6%	0.0%	0.1%	0.2%	0.0%	14.9%
East King County	#	82	0	0	69	0	0	41	0	0	133	0	3	0	0	328
	%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	1.6%
North King County	#	255	0	0	22	4	12	266	17	63	520	0	5	4	6	1,174
	%	1.3%	0.0%	0.0%	0.1%	0.0%	0.1%	1.3%	0.1%	0.3%	2.6%	0.0%	0.0%	0.0%	0.0%	5.9%
U-District	#	168	13	0	0	10	40	205	31	58	735	0	18	16	0	1,294
	%	0.8%	0.1%	0.0%	0.0%	0.1%	0.2%	1.0%	0.2%	0.3%	3.7%	0.0%	0.1%	0.1%	0.0%	6.5%
Pierce County	#	62	0	0	200	0	4	200	0	52	213	0	0	0	0	731
	%	0.3%	0.0%	0.0%	1.0%	0.0%	0.0%	1.0%	0.0%	0.3%	1.1%	0.0%	0.0%	0.0%	0.0%	3.7%
Queen Anne	#	0	11	11	23	0	0	80	0	19	229	0	4	0	0	377
	%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.4%	0.0%	0.1%	1.1%	0.0%	0.0%	0.0%	0.0%	1.9%
Rainier	#	645	109	145	809	26	336	904	53	306	3,013	0	58	25	4	6,433
	%	3.2%	0.5%	0.7%	4.1%	0.1%	1.7%	4.5%	0.3%	1.5%	15.1%	0.0%	0.3%	0.1%	0.0%	32.2%
Renton	#	83	6	24	225	0	17	271	0	87	307	0	26	49	0	1,095
	%	0.4%	0.0%	0.1%	1.1%	0.0%	0.1%	1.4%	0.0%	0.4%	1.5%	0.0%	0.1%	0.2%	0.0%	5.5%
Sea-Tac	#	166	18	23	284	0	74	359	23	122	779	0	0	5	4	1,857
	%	0.8%	0.1%	0.1%	1.4%	0.0%	0.4%	1.8%	0.1%	0.6%	3.9%	0.0%	0.0%	0.0%	0.0%	9.3%
Seattle CBD	#	217	0	7	498	0	31	360	10	88	143	0	24	0	11	1,389
	%	1.1%	0.0%	0.0%	2.5%	0.0%	0.2%	1.8%	0.1%	0.4%	0.7%	0.0%	0.1%	0.0%	0.1%	7.0%
Snohomish County	#	5	0	0	25	0	0	50	0	0	69	0	0	0	0	149
	%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.7%
South King County	#	109	13	4	307	0	36	174	0	70	518	3	0	0	0	1,234
	%	0.5%	0.1%	0.0%	1.5%	0.0%	0.2%	0.9%	0.0%	0.4%	2.6%	0.0%	0.0%	0.0%	0.0%	6.2%
West Seattle	#	81	0	11	273	0	0	16	0	6	129	0	0	0	0	516
	%	0.4%	0.0%	0.1%	1.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	2.6%
External	#	80	0	6	191	0	31	40	0	9	56	0	0	0	0	413
	%	0.4%	0.0%	0.0%	1.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	2.1%
Total	#	1,970	326	271	3,641	53	595	3,452	185	983	8,168	3	151	133	30	19,961
	%	9.9%	1.6%	1.4%	18.2%	0.3%	3.0%	17.3%	0.9%	4.9%	40.9%	0.0%	0.8%	0.7%	0.2%	100%

Work-Based Commute Trips

On a daily basis, there are 19,372 trips defined as work-based commute trips, which are trips that begin at work or school and end at home.

About four-in-ten (42%) of work-based commute trips begin in Seattle CBD; only 5 percent of trips end in this zone.

- Fifteen (15) percent of work-based commute trips start in Seattle CBD and end in Rainier.

U-District is the second most popular origin location, with one fifth (20%) of trips beginning in the zone.

- Only 6 percent end in U-District.

Rainier is the third most popular origin point for work-based commute trips with 15 percent of trips beginning in this zone.

- Rainier is the most popular destination zone: 33 percent of trips end in Rainier.

Figure 22: % of Work-Based Commute Trips Starting in SAZ

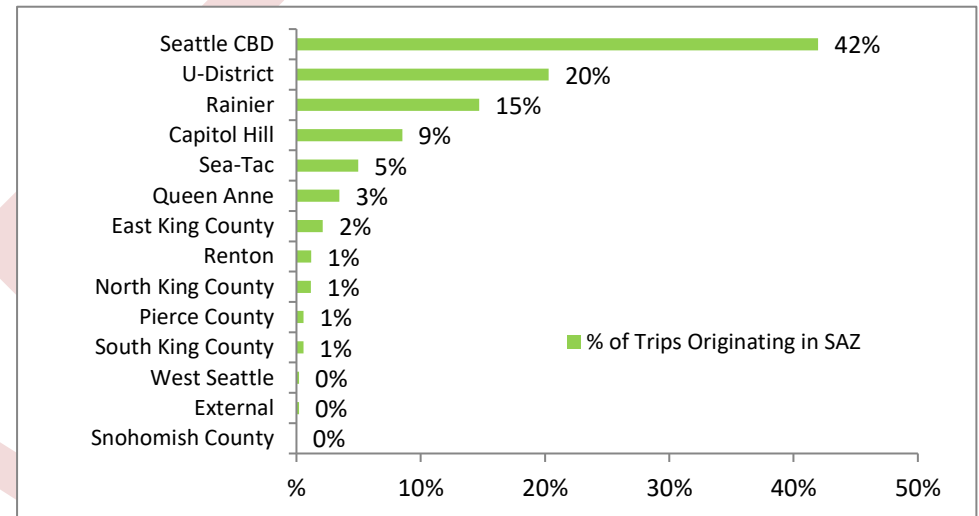


Figure 23: % of Work-Based Commute Trips Ending in SAZ

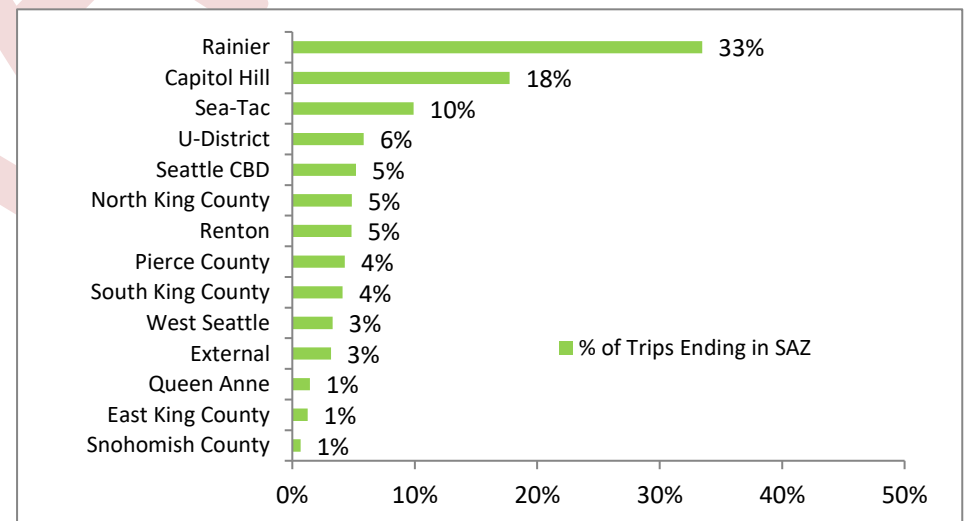


Table 17: Origin – Destination Pairs – All Work-Based Commute Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	13	46	225	181	83	8	619	70	186	71	11	67	32	39	1,651
	%	0.1%	0.2%	1.2%	0.9%	0.4%	0.0%	3.2%	0.4%	1.0%	0.4%	0.1%	0.3%	0.2%	0.2%	8.5%
East King County	#	213	0	5	0	2	20	89	9	14	15	0	34	0	10	411
	%	1.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.0%	0.1%	0.1%	0.0%	0.2%	0.0%	0.1%	2.1%
North King County	#	39	23	0	0	8	0	88	15	20	5	0	9	6	14	227
	%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	1.2%
U-District	#	844	87	5	0	209	68	924	224	266	427	0	227	396	256	3,933
	%	4.4%	0.4%	0.0%	0.0%	1.1%	0.4%	4.8%	1.2%	1.4%	2.2%	0.0%	1.2%	2.0%	1.3%	20.3%
Pierce County	#	14	0	14	20	0	0	34	0	24	4	0	0	0	0	110
	%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Queen Anne	#	81	0	67	29	23	0	335	29	67	0	0	16	0	23	670
	%	0.4%	0.0%	0.3%	0.1%	0.1%	0.0%	1.7%	0.1%	0.3%	0.0%	0.0%	0.1%	0.0%	0.1%	3.5%
Rainier	#	507	62	158	95	41	72	934	121	398	243	40	105	37	37	2,850
	%	2.6%	0.3%	0.8%	0.5%	0.2%	0.4%	4.8%	0.6%	2.1%	1.3%	0.2%	0.5%	0.2%	0.2%	14.7%
Renton	#	83	0	7	3	0	0	102	0	26	8	0	0	0	0	229
	%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Sea-Tac	#	92	0	39	11	19	10	318	142	254	39	8	19	8	6	965
	%	0.5%	0.0%	0.2%	0.1%	0.1%	0.1%	1.6%	0.7%	1.3%	0.2%	0.0%	0.1%	0.0%	0.0%	5.0%
Seattle CBD	#	1,513	23	397	771	446	96	2,957	325	658	177	70	317	157	226	8,133
	%	7.8%	0.1%	2.0%	4.0%	2.3%	0.5%	15.3%	1.7%	3.4%	0.9%	0.4%	1.6%	0.8%	1.2%	42.0%
Snohomish County	#	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South King County	#	19	0	14	8	0	4	48	0	0	16	0	0	0	0	109
	%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%
West Seattle	#	15	0	10	10	0	0	6	0	0	0	0	0	0	0	41
	%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
External	#	5	0	0	0	0	0	30	0	0	0	0	3	0	0	38
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Total	#	3,438	241	941	1,128	831	278	6,484	935	1,918	1,005	129	797	636	611	19,372
	%	17.7%	1.2%	4.9%	5.8%	4.3%	1.4%	33.5%	4.8%	9.9%	5.2%	0.7%	4.1%	3.3%	3.2%	100%

Non-Commute Trips

There are 27,641 trips defined as non-commute trips. Non-commute trips are trips that are not exclusively between home and work or school; they generally reflect the distribution of trips overall.

- Just over a quarter (27%) of non-commute trips begin in Seattle CBD, and a slightly lower amount (25%) of trips end in this area.
- Rainier is the second most popular origin location (23%), and second most popular destination location (23%).
- Five (5) percent of non-commute trips start and end in Rainier.

Sea-Tac is also a popular origin and destination SAZ for non-commute trips.

- Sixteen (16) percent of trips begin in Sea-Tac, with 18 percent ending there.

Figure 24: % of Non-Commute Trips Starting in SAZ

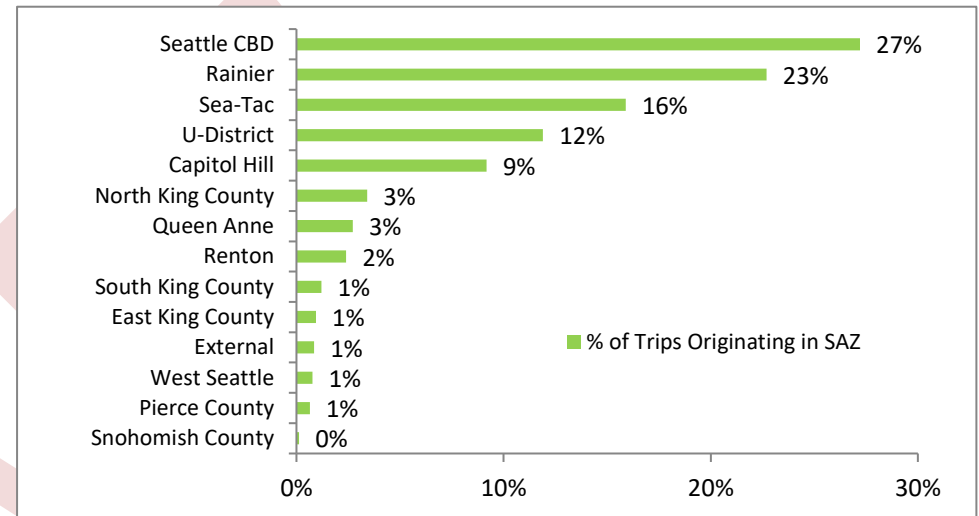


Figure 25: % of Non-Commute Trips Ending in SAZ

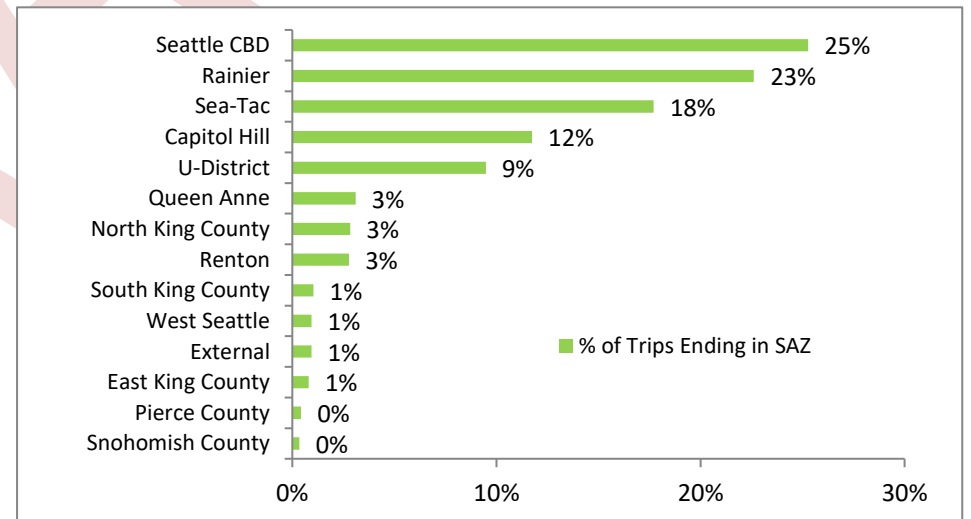


Table 18: Origin – Destination Pairs – All Non-Commute Trips

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	105	8	191	434	5	33	654	39	466	550	5	39	10	0	2,539
	%	0.4%	0.0%	0.7%	1.6%	0.0%	0.1%	2.4%	0.1%	1.7%	2.0%	0.0%	0.1%	0.0%	0.0%	9.2%
East King County	#	59	5	0	20	0	10	37	4	64	62	0	0	0	0	261
	%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.9%
North King County	#	180	0	0	0	0	5	221	4	343	188	0	0	0	4	945
	%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	1.2%	0.7%	0.0%	0.0%	0.0%	0.0%	3.4%
U-District	#	543	30	0	7	40	132	498	79	269	1,540	0	46	55	51	3,290
	%	2.0%	0.1%	0.0%	0.0%	0.1%	0.5%	1.8%	0.3%	1.0%	5.6%	0.0%	0.2%	0.2%	0.2%	11.9%
Pierce County	#	8	0	0	30	0	7	53	41	6	34	0	0	0	0	179
	%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%
Queen Anne	#	31	0	11	26	4	0	231	16	322	80	0	33	0	0	754
	%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.8%	0.1%	1.2%	0.3%	0.0%	0.1%	0.0%	0.0%	2.7%
Rainier	#	592	29	139	235	12	220	1,479	371	1,157	1,783	22	113	51	71	6,274
	%	2.1%	0.1%	0.5%	0.9%	0.0%	0.8%	5.4%	1.3%	4.2%	6.5%	0.1%	0.4%	0.2%	0.3%	22.7%
Renton	#	37	0	0	65	0	23	168	0	222	123	0	25	0	0	663
	%	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%	0.6%	0.0%	0.8%	0.4%	0.0%	0.1%	0.0%	0.0%	2.4%
Sea-Tac	#	411	125	211	275	0	188	996	31	583	1,380	46	0	39	109	4,394
	%	1.5%	0.5%	0.8%	1.0%	0.0%	0.7%	3.6%	0.1%	2.1%	5.0%	0.2%	0.0%	0.1%	0.4%	15.9%
Seattle CBD	#	1,157	16	214	1,414	57	222	1,785	182	1,224	1,068	22	31	105	23	7,520
	%	4.2%	0.1%	0.8%	5.1%	0.2%	0.8%	6.5%	0.7%	4.4%	3.9%	0.1%	0.1%	0.4%	0.1%	27.2%
Snohomish County	#	0	0	0	0	0	0	0	0	36	0	0	0	0	0	36
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
South King County	#	37	4	10	51	0	16	79	0	32	105	0	0	0	0	334
	%	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%	0.3%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	1.2%
West Seattle	#	53	5	0	47	0	0	13	0	56	42	0	0	0	0	216
	%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%
External	#	31	0	8	16	0	0	37	0	114	30	0	0	0	0	236
	%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.9%
Total	#	3,244	222	784	2,620	118	856	6,251	767	4,894	6,985	95	287	260	258	27,641
	%	11.7%	0.8%	2.8%	9.5%	0.4%	3.1%	22.6%	2.8%	17.7%	25.3%	0.3%	1.0%	0.9%	0.9%	100%

By Rider Type

Choice Riders

There are 43,757 trips taken by choice riders. Choice riders are those who both have a valid driver's license and have access to a vehicle. Choice riders have an option besides public transit but still chose to utilize transit for the trip.

- A plurality of choice riders start and end their trips within the Seattle CBD or Rainier SAZs.
- U-District, Sea-Tac, and Capitol Hill are also common for choice riders, both as origin and destination points.
- Seventeen (17) percent of all choice rider trips occur between Rainier and Seattle CBD.
- Another 8 percent of choice rider trips occur between the U-District and Seattle CBD.

Figure 26: % of Choice Riders Starting in SAZ

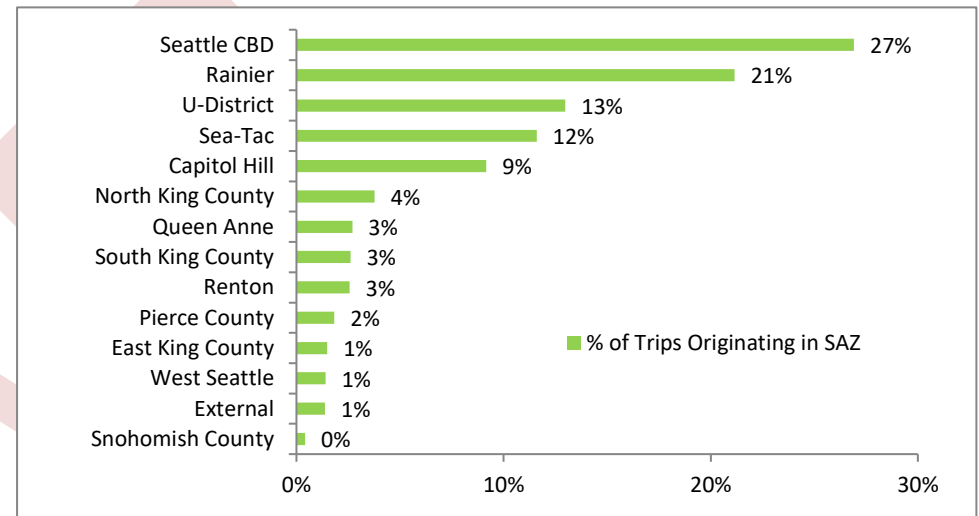


Figure 27: % of Choice Riders Ending in SAZ

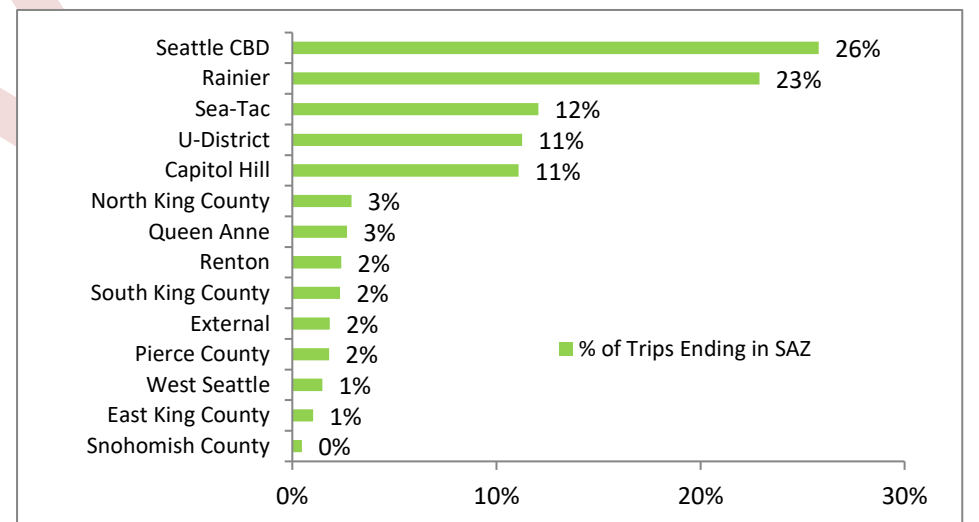


Table 19: Origin – Destination Pairs – All Choice Riders

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	65	84	212	750	53	38	858	75	533	1,169	16	99	15	45	4,012
	%	0.1%	0.2%	0.5%	1.7%	0.1%	0.1%	2.0%	0.2%	1.2%	2.7%	0.0%	0.2%	0.0%	0.1%	9.2%
East King County	#	198	5	5	66	2	20	91	0	49	190	0	18	0	5	649
	%	0.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	1.5%
North King County	#	296	0	0	22	12	5	386	10	317	578	0	3	6	18	1,653
	%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.9%	0.0%	0.7%	1.3%	0.0%	0.0%	0.0%	0.0%	3.8%
U-District	#	845	75	0	0	225	125	1,099	259	475	1,791	0	239	285	264	5,682
	%	1.9%	0.2%	0.0%	0.0%	0.5%	0.3%	2.5%	0.6%	1.1%	4.1%	0.0%	0.5%	0.7%	0.6%	13.0%
Pierce County	#	63	0	10	190	0	11	227	0	82	218	0	0	0	0	801
	%	0.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.5%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	1.8%
Queen Anne	#	51	11	66	50	28	0	379	30	289	207	0	48	0	23	1,182
	%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.9%	0.1%	0.7%	0.5%	0.0%	0.1%	0.0%	0.1%	2.7%
Rainier	#	742	128	244	771	30	424	1,610	168	1,005	3,682	47	238	71	95	9,255
	%	1.7%	0.3%	0.6%	1.8%	0.1%	1.0%	3.7%	0.4%	2.3%	8.4%	0.1%	0.5%	0.2%	0.2%	21.2%
Renton	#	117	0	14	227	0	27	334	0	86	300	0	21	0	0	1,126
	%	0.3%	0.0%	0.0%	0.5%	0.0%	0.1%	0.8%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	2.6%
Sea-Tac	#	438	123	189	431	19	198	1,016	91	686	1,689	48	19	36	94	5,077
	%	1.0%	0.3%	0.4%	1.0%	0.0%	0.5%	2.3%	0.2%	1.6%	3.9%	0.1%	0.0%	0.1%	0.2%	11.6%
Seattle CBD	#	1,697	20	497	1,667	423	245	3,750	417	1,535	606	93	335	234	260	11,779
	%	3.9%	0.0%	1.1%	3.8%	1.0%	0.6%	8.6%	1.0%	3.5%	1.4%	0.2%	0.8%	0.5%	0.6%	26.9%
Snohomish County	#	5	0	0	25	0	0	50	0	33	69	0	0	0	0	182
	%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%
South King County	#	124	0	14	263	0	52	107	0	49	530	3	0	0	0	1,142
	%	0.3%	0.0%	0.0%	0.6%	0.0%	0.1%	0.2%	0.0%	0.1%	1.2%	0.0%	0.0%	0.0%	0.0%	2.6%
West Seattle	#	107	0	11	268	0	0	26	0	32	170	0	0	0	0	614
	%	0.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.1%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	1.4%
External	#	102	0	6	193	0	31	81	0	102	85	0	3	0	0	603
	%	0.2%	0.0%	0.0%	0.4%	0.0%	0.1%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	1.4%
Total	#	4,850	446	1,268	4,923	792	1,176	10,014	1,050	5,273	11,284	207	1,023	647	804	43,757
	%	11.1%	1.0%	2.9%	11.3%	1.8%	2.7%	22.9%	2.4%	12.1%	25.8%	0.5%	2.3%	1.5%	1.8%	100%

Non-Choice Riders

There are 23,210 trips taken by non-choice riders, all riders who either do not have a valid driver's license or do not have access to a vehicle. Non-choice riders are limited to taking public transit.

- Most non-choice riders start or end their trip in either Rainier or Seattle CBD.
- Capitol Hill is the third most popular origin and destination point.

Rainier is the most frequent origin and destination for non-choice riders.

- Twenty-seven (27) percent of all non-choice rider trips start in Rainier.
- Seven (7) percent of trips begin and end in Rainier.
- Another 27 percent of non-choice riders end their trips in Rainier.
- Twelve (12) percent of trips occur between Rainier and Seattle CBD.

Figure 28: % of Non-Choice Riders Starting in SAZ

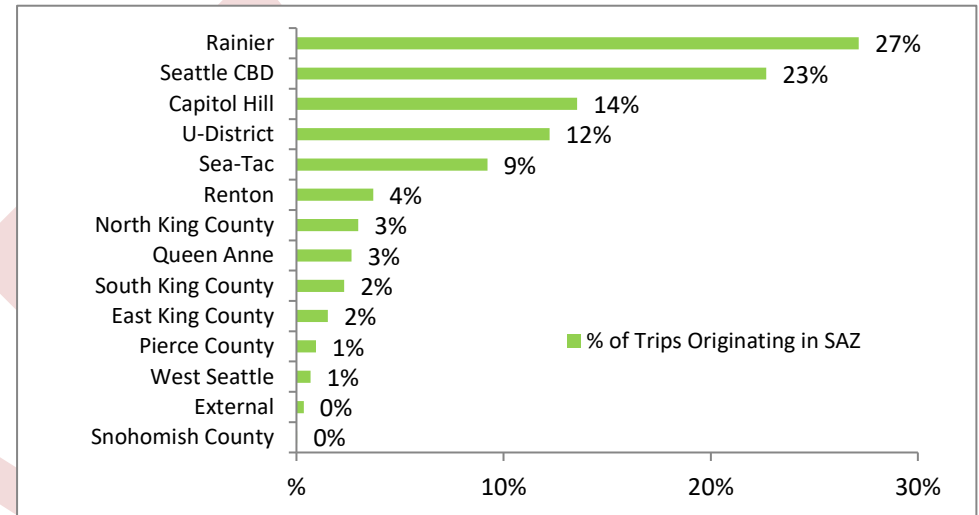


Figure 29: % of Non-Choice Riders Ending in SAZ

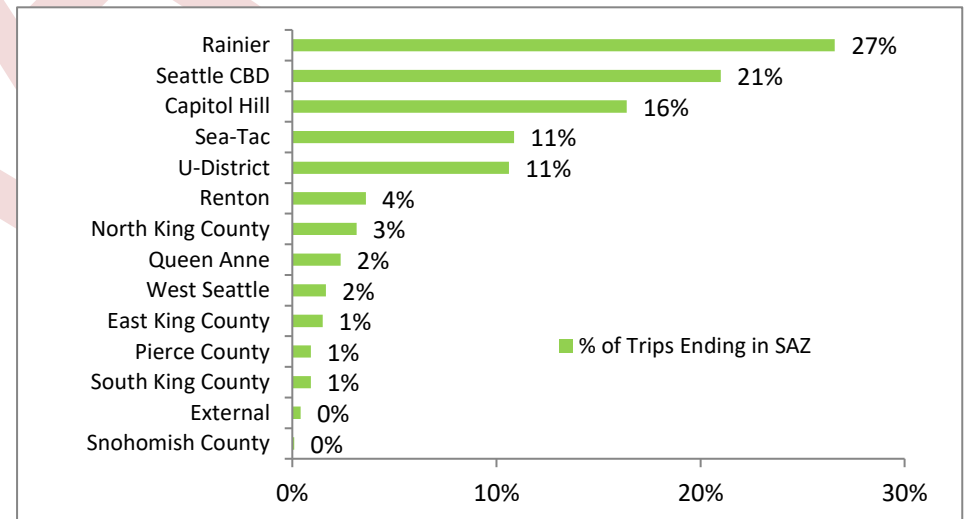


Table 20: Origin – Destination Pairs – All Non-Choice Riders

Trip Origin	Trips	Trip Destination														Total
		Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Capitol Hill	#	71	126	244	580	47	16	901	84	222	776	0	19	60	0	3,146
	%	0.3%	0.5%	1.1%	2.5%	0.2%	0.1%	3.9%	0.4%	1.0%	3.3%	0.0%	0.1%	0.3%	0.0%	13.6%
East King County	#	155	0	0	23	0	10	76	13	30	21	0	19	0	5	352
	%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.3%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	1.5%
North King County	#	178	23	0	0	0	12	189	26	109	135	0	11	4	6	693
	%	0.8%	0.1%	0.0%	0.0%	0.0%	0.1%	0.8%	0.1%	0.5%	0.6%	0.0%	0.0%	0.0%	0.0%	3.0%
U-District	#	710	55	5	7	34	115	528	76	120	911	0	51	182	42	2,836
	%	3.1%	0.2%	0.0%	0.0%	0.1%	0.5%	2.3%	0.3%	0.5%	3.9%	0.0%	0.2%	0.8%	0.2%	12.2%
Pierce County	#	21	0	4	59	0	0	60	41	0	33	0	0	0	0	218
	%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.9%
Queen Anne	#	61	0	23	27	0	0	266	15	118	102	0	5	0	0	617
	%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	1.1%	0.1%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	2.7%
Rainier	#	1,003	73	198	368	49	203	1,706	376	856	1,357	15	38	42	17	6,301
	%	4.3%	0.3%	0.9%	1.6%	0.2%	0.9%	7.4%	1.6%	3.7%	5.8%	0.1%	0.2%	0.2%	0.1%	27.1%
Renton	#	85	6	18	67	0	13	207	0	249	138	0	30	49	0	862
	%	0.4%	0.0%	0.1%	0.3%	0.0%	0.1%	0.9%	0.0%	1.1%	0.6%	0.0%	0.1%	0.2%	0.0%	3.7%
Sea-Tac	#	232	21	85	139	0	73	657	105	272	508	6	0	17	25	2,140
	%	1.0%	0.1%	0.4%	0.6%	0.0%	0.3%	2.8%	0.5%	1.2%	2.2%	0.0%	0.0%	0.1%	0.1%	9.2%
Seattle CBD	#	1,190	18	121	1,016	80	103	1,352	100	435	783	0	37	28	0	5,263
	%	5.1%	0.1%	0.5%	4.4%	0.3%	0.4%	5.8%	0.4%	1.9%	3.4%	0.0%	0.2%	0.1%	0.0%	22.7%
Snohomish County	#	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
South King County	#	41	17	14	103	0	4	194	0	52	109	0	0	0	0	534
	%	0.2%	0.1%	0.1%	0.4%	0.0%	0.0%	0.8%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	2.3%
West Seattle	#	42	5	10	62	0	0	8	0	30	0	0	0	0	0	157
	%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
External	#	14	0	8	14	0	0	26	0	20	0	0	0	0	0	82
	%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Total	#	3,803	344	730	2,465	210	549	6,170	836	2,522	4,873	21	210	382	95	23,210
	%	16.4%	1.5%	3.1%	10.6%	0.9%	2.4%	26.6%	3.6%	10.9%	21.0%	0.1%	0.9%	1.6%	0.4%	100%

Key Findings – Other Travel Characteristics

Table 21: Rider Demographics

	Total N	Total	Time Period				Trip Purpose		
			AM Peak	PM Peak	Midday Off-Peak	Evening Off-Peak	Home-Based Commute	Work-Based Commute	Non-Commute
Annual Household Income	51,783								
Less than \$32,000		19%	13%	16%	23%	26%	16%	16%	22%
\$32,000 to \$56,999		21%	20%	21%	21%	21%	21%	21%	21%
\$57,000 to \$99,999		23%	25%	21%	23%	21%	24%	22%	22%
\$100,000 or more		38%	42%	42%	32%	31%	38%	41%	35%
% with Current Driver's License	63,784	85%	88%	85%	82%	81%	85%	85%	84%
% with Vehicle in Household	61,709	80%	85%	81%	77%	74%	83%	82%	77%
License and Vehicle Access	60,252								
Has Driver's License & Vehicle Access		73%	78%	74%	69%	66%	74%	73%	71%
Has Driver's License, No Vehicle Access		13%	11%	13%	14%	17%	12%	13%	15%
No Driver's License, Has Vehicle Access		8%	7%	7%	8%	8%	8%	9%	6%
No Driver's License & No Vehicle Access		7%	3%	6%	8%	9%	5%	5%	8%
Household Size	63,466								
One (Live Alone)		19%	15%	19%	21%	23%	17%	17%	21%
Two		39%	42%	40%	37%	36%	39%	40%	38%
Three		17%	18%	17%	16%	17%	18%	17%	16%
Four or more		25%	26%	24%	26%	24%	26%	25%	24%
Ethnicity*	63,929								
White		64%	65%	65%	62%	62%	62%	63%	66%
African-American		11%	12%	10%	13%	13%	12%	11%	11%
Hispanic		7%	6%	7%	7%	7%	8%	7%	6%
Asian		21%	19%	20%	23%	19%	21%	22%	20%
Other/Refused		6%	6%	5%	6%	7%	6%	5%	7%
Household Language*	64,229								
English		94%	95%	94%	94%	94%	94%	94%	95%
Spanish		6%	7%	6%	5%	6%	7%	6%	5%
Asian Languages		9%	8%	9%	9%	9%	9%	11%	7%
Other Languages		6%	6%	6%	7%	8%	6%	6%	7%

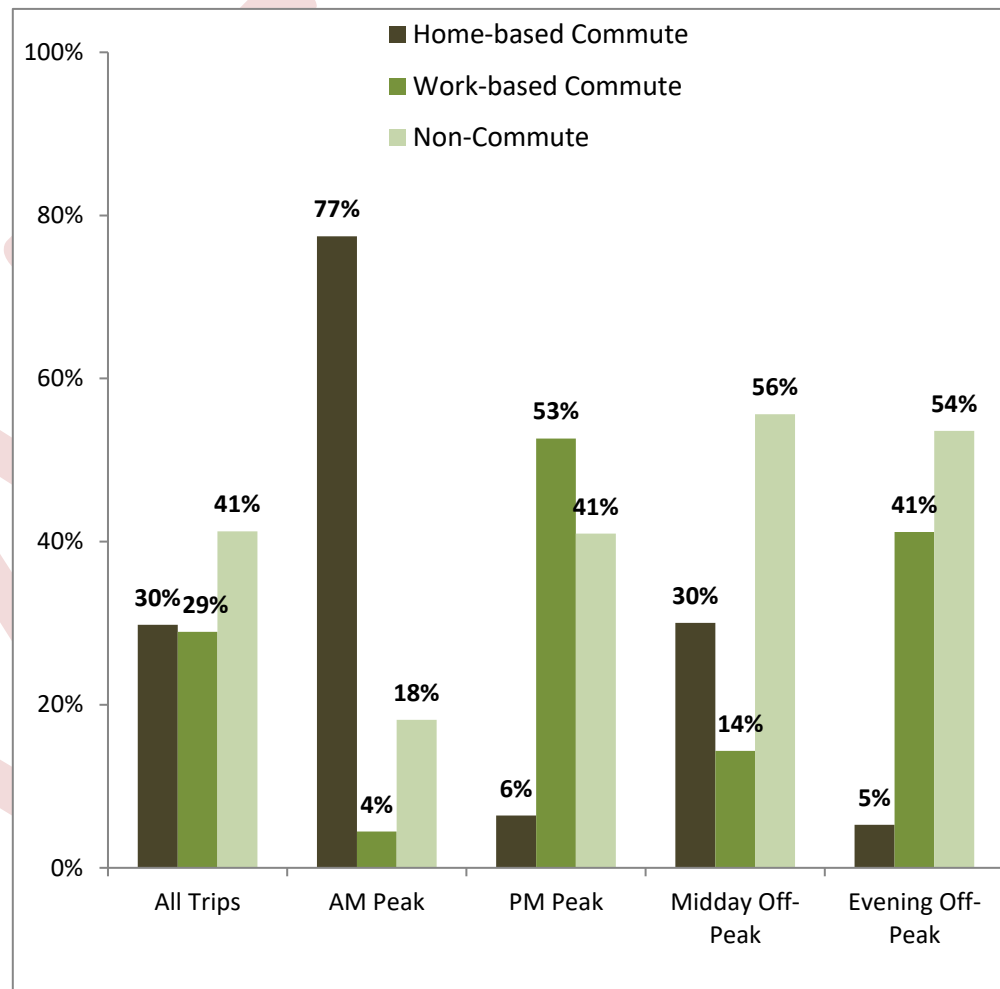
Base: Respondents 14 years of age and older. Data from children under 14 years of age traveling with respondents are not included.

**Total percentages may add up to more than 100% as respondents could choose more than one response.*

Trip Purpose

Almost six-in-ten (59%) trips on Link are commute trips, trips that either start at home and end at work or school or vice versa. In the AM Peak period, 77 percent of trips are home-based commute trips. A much lower percentage (53%) of PM Peak trips are work-based commute trips, suggesting riders may make a stop prior to going home after work. Fewer Midday Off-Peak trips (44%) are commute trips than the other time periods. In addition, more Off-Peak trips are non-commute (56 percent Midday Off-Peak, 54 percent Evening Off-Peak) trips than the overall (41%).

Figure 30: Primary Purpose of Trips on Link



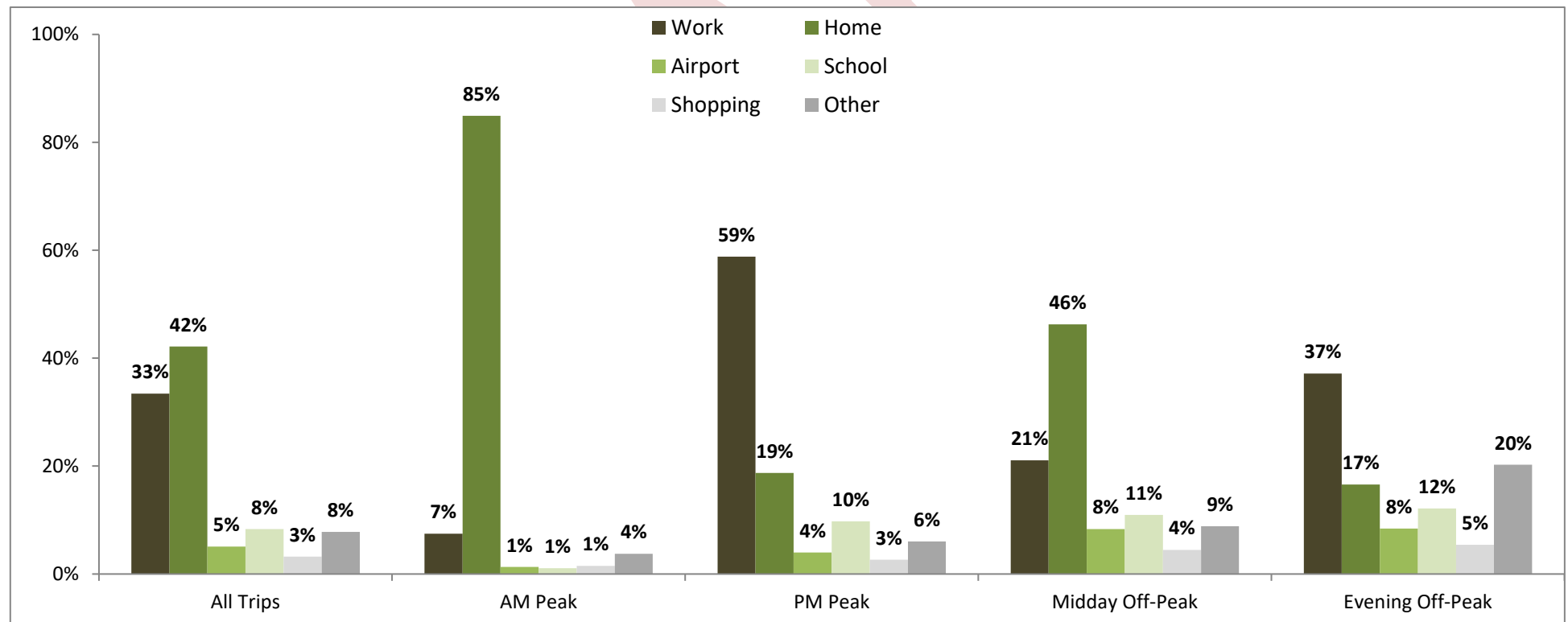
Trip Origin

A plurality of all trips start at home (42%) and the majority of the other trips originate from work.

There is a stark difference between origins during the AM Peak and origins during the PM and Off-Peak periods.

- The vast majority (85%) of AM Peak trips start from the rider's home.
- A majority (59%) of PM Peak trips originate from work.
- Almost half (46%) of all Midday Off-Peak trips originate from a person's home.
- A plurality (37%) of all Evening Off-Peak trips originate from the rider's workplace.

Figure 31: Trip Origin – All Trips and By Travel Period



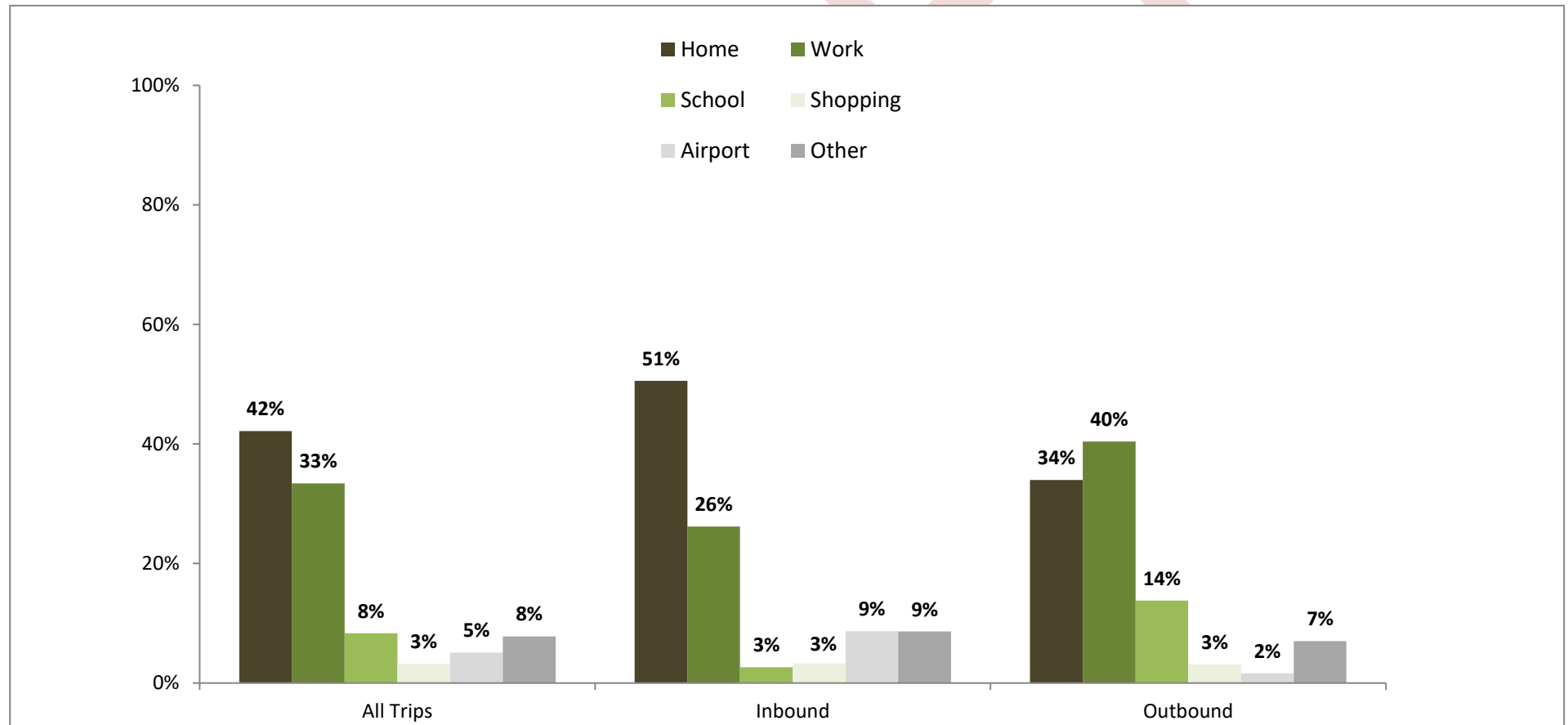
As would be expected, inbound trips on Link primarily originate from a rider's home.

- Fifty-one (51) percent of inbound trips start at a rider's home.
- Only 26 percent of inbound trips start at the workplace.

Origins for outbound trips differ from inbound trips.

- Forty (40) percent begin from work and 14 percent from school.
- Only 34 percent of all outbound trips start from home.

Figure 32: Trip Origin – Overall and by Direction of Travel



Trip Destination

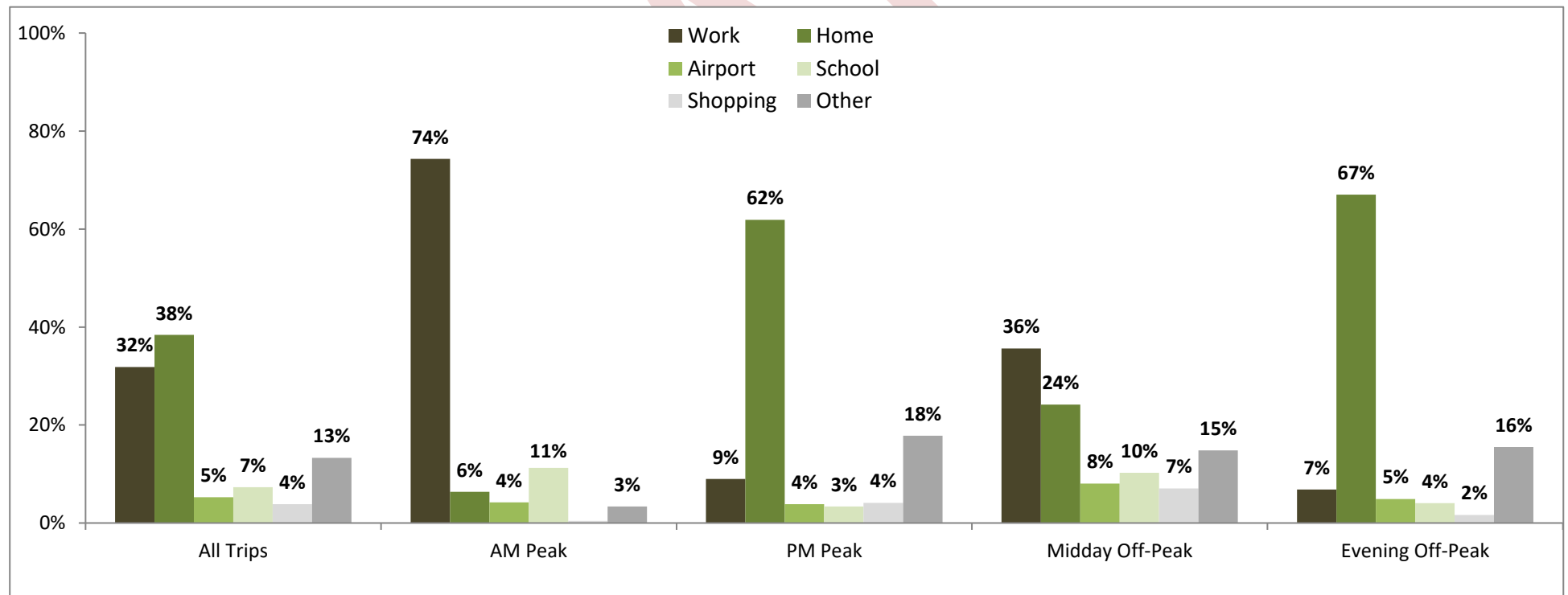
Trip destination types are more varied than trip origins.

- Thirty-eight (38) percent of all trips end at home while 39 percent end at work or school.
- However, the vast majority of AM Peak trips end at work (74%) as expected. Eleven (11) percent of AM Peak trips end at school.

Travel during the PM Peak period mirrors travel during the Evening Off-Peak.

- While nearly all (74%) AM Peak trips end at work, the number of PM Peak trips ending at home is noticeably less (62%).
- Off-Peak trips are also more varied, with home being a destination point for only 24 percent of Midday Off-Peak trips.
- However, home is the endpoint for 67 percent of Evening Off-Peak trips.

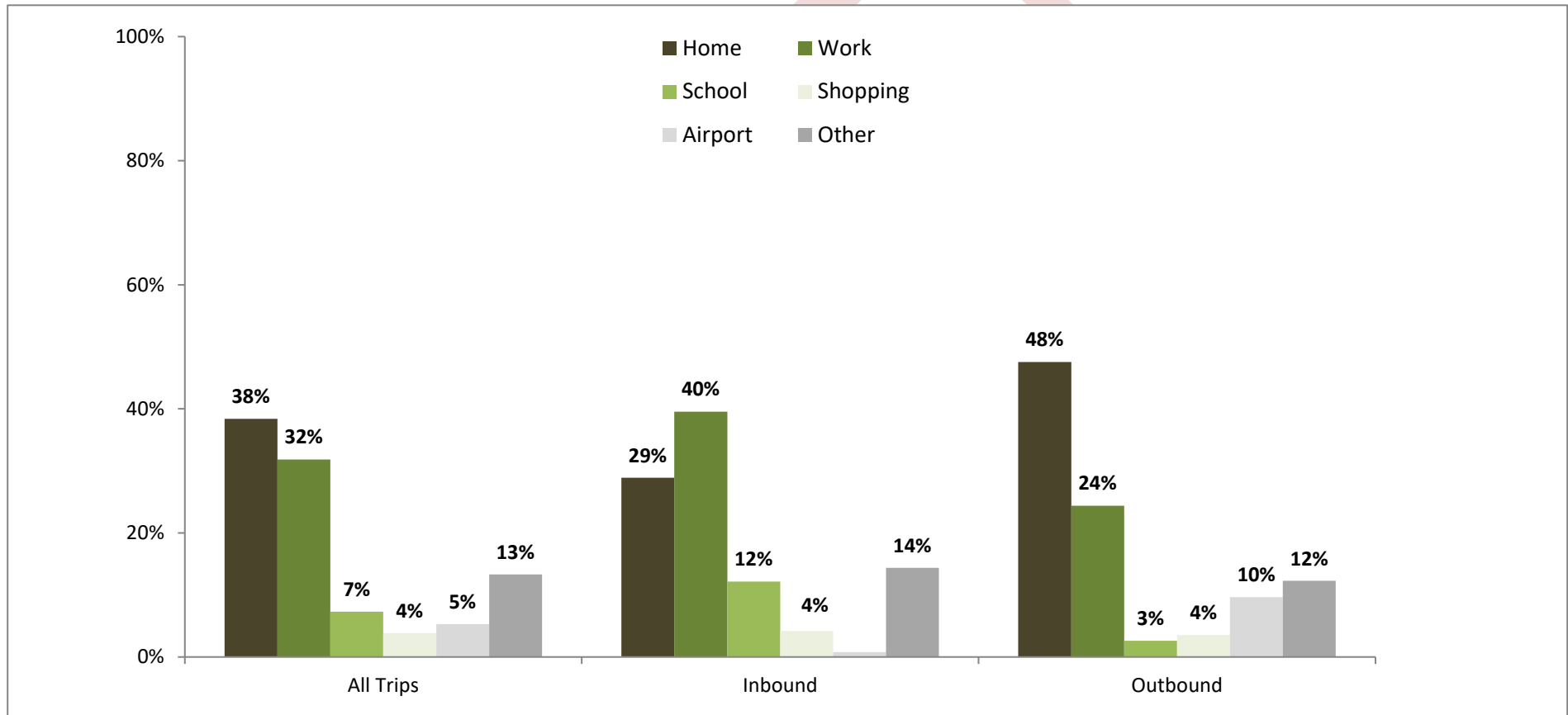
Figure 33: Trip Destination – All Trips and by Travel Period



Not surprisingly, the majority of inbound trips end at a work or home. A majority of outbound trips on Link do not end at the rider's home.

- Forty (40) percent of inbound trips end at work; 12 percent end at school. Twenty-nine (29) percent of inbound trips end at a rider's home.
- A plurality (48%) of outbound trips end at a rider's home; 24 percent end at work.

Figure 34: Trip Destination – Overall and by Direction of Travel



Combined Origins & Destinations

All Trips

Almost half (42%) of all daily trips originate from a person's home. Of those originating from home:

- A majority (60%) are home-to-work trips.
- Twelve (12) percent of trips are home-to-school trips.

For those trips originating at work or school locations, the majority of riders are going home:

- Nearly three-quarters (73%) of riders starting their trip from work are going home.
- A majority of riders starting their trip from school are going home (63%).

Table 22: Combined Origins & Destinations – All Trips

Started Trip at:	Ended Trip at:						Total Known*	
	Home	Work	School	Shopping	Airport	Other		
Home	#	780	16673	3290	1238	2044	3637	27662
	%	3%	60%	12%	4%	7%	13%	42%
Work	#	15928	1865	592	540	606	2405	21936
	%	73%	9%	3%	2%	3%	11%	33%
School	#	3448	577	412	201	85	710	5433
	%	63%	11%	8%	4%	2%	13%	8%
Shopping	#	924	482	178	230	95	154	2063
	%	45%	23%	9%	11%	5%	7%	3%
Airport	#	1600	450	75	215	202	745	3287
	%	49%	14%	2%	7%	6%	23%	5%
Other	#	2471	820	247	113	428	1061	5140
	%	48%	16%	5%	2%	8%	21%	8%

* Excluded unknown trip origins where respondent gave no answer or an address location rather than a type of origination point.

Transfer Rates

Transfers on Link Light Rail

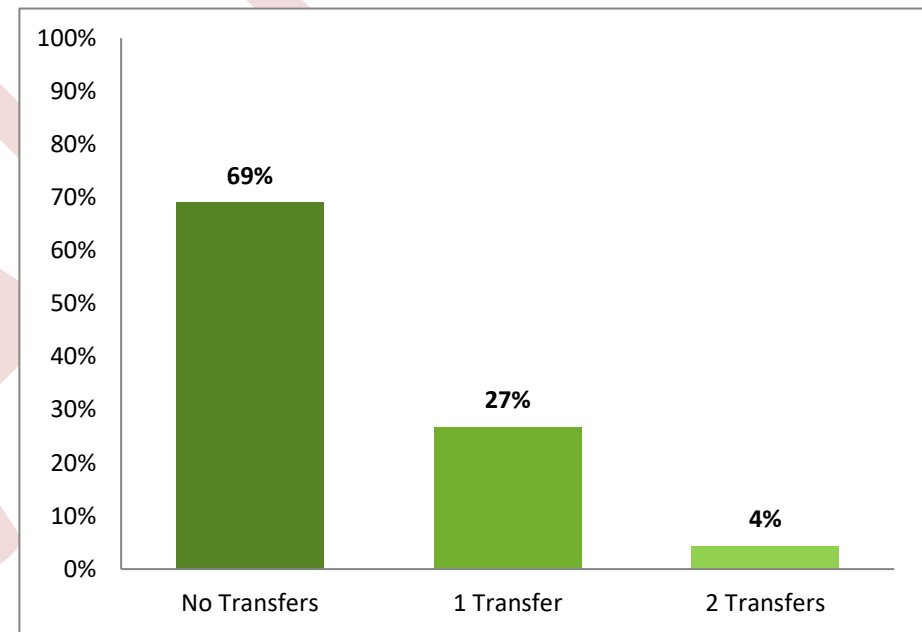
Respondents were asked to list the numbers of all buses taken on the sampled one-way trip. Data from these questions were used to determine the number of transfers riders traveling on Link currently make to complete their trip. Note, this data are shown using the unlinked weight in order to account for all transfer trips.

Figure 35 shows the transfer rates on Link.

- Sixty-nine (69) percent of daily trips do not require a transfer to reach a rider's final destination.
- Just over a quarter (27%) require a single transfer during their trip.

Transfer rates do not vary a great degree by travel period or direction of travel.

Figure 35: Transfer Rates on Link Light Rail



Transfer Rates for Those Traveling from All Survey Analysis Zones

Riders originating in more popular SAZs – Seattle CBD and Rainier – are less likely to transfer. However, riders beginning their trips in East King County and Pierce County are more likely to transfer during their trip.

- Eighty-one (81) percent of riders starting in Seattle CBD do not transfer, and 75 percent originating in Rainier do not transfer.
- Trips originating in Sea-Tac and Capitol Hill also have high no transfer rates, with 79 percent and 70 percent of riders never transferring, respectively.
- Only 15 percent of riders beginning their trip in East King County do not transfer. More than two-thirds (69%) transfer once.

Riders beginning their trips in less popular origin SAZs tend to have higher transfer rates.

- Sixty-seven (67) percent of riders starting in West Seattle transfer once.
- Snohomish county has the highest amount of riders transferring three or more times, at 3 percent.

Table 23: Transfer Rates By Origination Zone

Origination Zone:	No Transfers	1 Transfer	2 Transfers	3+ Transfers	Total
Capitol Hill (11%)	70%	26%	4%	0%	100% 7,158
East King County (1%)	15%	69%	16%	0%	100% 1,002
North King County (4%)	30%	62%	8%	0%	100% 2,347
U-District (13%)	66%	28%	6%	0%	100% 8,517
Pierce County (2%)	21%	60%	19%	0%	100% 1,019
Queen Anne (3%)	41%	50%	9%	0%	100% 1,802
Rainier (23%)	75%	21%	4%	0%	100% 15,556
Renton (3%)	59%	31%	10%	0%	100% 1,988
Sea-Tac (11%)	79%	18%	3%	0%	100% 7,218
Seattle CBD (25%)	81%	18%	1%	0%	100% 17,041
Snohomish County (0%)	37%	57%	3%	3%	100% 190
South King County (3%)	55%	36%	9%	0%	100% 1,675
West Seattle (1%)	23%	67%	10%	0%	100% 771
External (1%)	28%	57%	15%	0%	100% 687
Total (100%)	69%	27%	4%	0%	100% 66,971

Transfer Rates for Those Traveling To All Survey Analysis Zones

Riders traveling to more popular SAZs – Seattle CBD, Rainier, and Sea-Tac – are less likely to transfer.

- Eighty-two (82) percent of riders traveling to Seattle CBD do not transfer.
- Over 70 percent of riders traveling to Sea-Tac, Rainier, and Capitol Hill do not transfer.

Riders traveling to less popular SAZs tend to have higher transfer rates.

- Only 9 percent of riders traveling to West Seattle do not transfer. Seventy-two (72) percent transfer once.
- Sixty-four (64) percent of riders ending up in Pierce County transfer once.

Table 24: Transfer Rates By Destination Zone

Destination Zone:	No Transfers	1 Transfer	2 Transfers	3+ Transfers	Total
Capitol Hill (13%)	71%	25%	4%	0%	100% 8,654
East King County (1%)	17%	61%	22%	0%	100% 792
North King County (3%)	29%	60%	11%	0%	100% 1,998
U-District (11%)	67%	28%	5%	0%	100% 7,387
Pierce County (1%)	26%	64%	9%	0%	100% 1,002
Queen Anne (3%)	54%	41%	5%	0%	100% 1,727
Rainier (24%)	72%	24%	4%	0%	100% 16,186
Renton (3%)	68%	25%	7%	0%	100% 1,884
Sea-Tac (12%)	75%	21%	4%	0%	100% 7,795
Seattle CBD (24%)	82%	17%	1%	0%	100% 16,160
Snohomish County (0%)	37%	54%	10%	0%	100% 227
South King County (2%)	53%	37%	11%	0%	100% 1,234
West Seattle (2%)	9%	72%	19%	0%	100% 1,031
External (1%)	32%	56%	13%	0%	100% 901
Total (100%)	69%	27%	4%	0%	100% 66,978

Appendix

Questionnaire Example

-----fold here if mailing-----
Sound Transit and Metro need your help to understand how people are using transit.
Please help by taking this survey.



If you can't take the survey now, you can return it by mail.

Passcode: LE

INSTRUCTIONS

Please answer only about this particular ONE-WAY TRIP. Examples of a ONE-WAY TRIP are:

	<u>START (Question 1)</u>		<u>END (Question 4)</u>
Example 1:	Home	to	Work
Example 2:	Shopping	to	Home
Example 3:	Work	to	Appointment

NOTE: your ONE-WAY TRIP may be different from these examples.

START of this ONE-WAY TRIP

1. Where did you first START your ONE-WAY TRIP? Are you coming from: (Check only one)

- ☐ Work ☐ Home ☐ Airport (for travel/passenger pick-up, not work)
☐ School/College (as a student) ☐ Shopping ☐ Other: _____

2. What is the address of your STARTING location from Question 1?

(Address OR Cross Streets, ex: 123 Main St NE OR 5th Ave & Pine St)

Street Address OR Cross Streets: _____

City: _____ ZIP Code: _____

Landmark/Business Name (if applicable): _____

3A. How did you get from your STARTING location to the very FIRST transit vehicle on this ONE-WAY TRIP?

- ☐ Walked/wheelchair (# of blocks: _____)
☐ Dropped off by friend or family member
☐ Dropped off by Uber/Lyft/Taxi
☐ Drove alone (Parking location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: _____)
☐ Carpool/Vanpool and parked (Location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: _____)
☐ Bicycled (# of miles: _____)
☐ Other: _____

3B. If you parked a car, how much did you/will you pay for parking? \$ ____ . ____ ☐ Per day OR ☐ Per month

CONTINUE ON BACK

END of this ONE-WAY TRIP

4. Where will you finally END this ONE-WAY TRIP? This should NOT be the same place as your trip START.

Are you going to: (Check one) ☐ Work ☐ Home ☐ Airport (for travel/passenger pick-up, not work)

☐ School/College (as a student) ☐ Shopping ☐ Other: _____

5. What is the address of your ENDING location in Question 4? (Address OR Cross Streets, ex: 123 Main St NE OR 5th Ave & Pine St)

Street Address OR Cross Streets: _____

City: _____ ZIP Code: _____

Landmark/Business Name (if applicable): _____

6A. How will you get from your very LAST transit vehicle to your ENDING location for this ONE-WAY TRIP?

☐ Walk/wheelchair (# of blocks): _____

☐ Get picked up by friend or family member

☐ Get picked up Uber/Lyft/Taxi

☐ Drive alone (Parking location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: _____)

☐ Carpool/Vanpool from parked vehicle (Location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: _____)

☐ Bicycle (# of miles: _____) ☐ Other: _____

6B. If you parked a car, how much will you pay for parking? \$ _____. _____ ☐ Per day OR ☐ Per month

ROUTES AND FARES

7 & 8. What station did you get ON this train, and what station will you get OFF this train?

	I got ON Link at	I got / will get OFF Link at
University of Washington	<input type="checkbox"/>	<input type="checkbox"/>
Capitol Hill	<input type="checkbox"/>	<input type="checkbox"/>
Westlake	<input type="checkbox"/>	<input type="checkbox"/>
University Street	<input type="checkbox"/>	<input type="checkbox"/>
Pioneer Square	<input type="checkbox"/>	<input type="checkbox"/>
Int'l Dist. / Chinatown	<input type="checkbox"/>	<input type="checkbox"/>
Stadium	<input type="checkbox"/>	<input type="checkbox"/>
SODO	<input type="checkbox"/>	<input type="checkbox"/>
Beacon Hill	<input type="checkbox"/>	<input type="checkbox"/>
Mount Baker	<input type="checkbox"/>	<input type="checkbox"/>
Columbia City	<input type="checkbox"/>	<input type="checkbox"/>
Othello	<input type="checkbox"/>	<input type="checkbox"/>
Rainier Beach	<input type="checkbox"/>	<input type="checkbox"/>
Tukwila / Int'l Blvd	<input type="checkbox"/>	<input type="checkbox"/>
SeaTac / Airport	<input type="checkbox"/>	<input type="checkbox"/>
Angle Lake	<input type="checkbox"/>	<input type="checkbox"/>

9. List all transit vehicles in the exact order that you will use (or are using them) to make this ONE-WAY TRIP, including this train

First I used:	Second, (transfer) I used:	Third, (transfer) I used:
<input type="checkbox"/> Bus Rt # _____	<input type="checkbox"/> Bus Rt # _____	<input type="checkbox"/> Bus Rt# _____
<input type="checkbox"/> Link light rail	<input type="checkbox"/> Link light rail	<input type="checkbox"/> Link light rail
<input type="checkbox"/> Sounder	<input type="checkbox"/> Sounder	<input type="checkbox"/> Sounder
<input type="checkbox"/> Paratransit/Access	<input type="checkbox"/> Paratransit/Access	<input type="checkbox"/> Paratransit/Access
<input type="checkbox"/> Ferry (WSF)	<input type="checkbox"/> Ferry (WSF)	<input type="checkbox"/> Ferry (WSF)
<input type="checkbox"/> First Hill Streetcar	<input type="checkbox"/> First Hill Streetcar	<input type="checkbox"/> First Hill Streetcar
<input type="checkbox"/> Other _____	<input type="checkbox"/> Other _____	<input type="checkbox"/> Other _____

10A. For your current train, how did you pay your fare?

(check all that apply)

<input type="checkbox"/> ORCA, as pass	<input type="checkbox"/> ORCA Day Pass	<input type="checkbox"/> Train Ticket-One Way (Vending Machine Ticket)
<input type="checkbox"/> ORCA, as e-purse	<input type="checkbox"/> Police/Peace Officer	<input type="checkbox"/> Train Ticket-Day Pass (Vending Machine Ticket)
<input type="checkbox"/> U-PASS (ORCA)	<input type="checkbox"/> Free	<input type="checkbox"/> Transit Go (Mobile Ticket)
<input type="checkbox"/> Cash	<input type="checkbox"/> Other _____	

10B. If you selected ORCA, was it provided by your employer? ☐ Yes ☐ No ☐ Didn't Use ORCA

10C. If you selected Train Ticket-Day Pass or ORCA Day Pass, how many trips will be/were taken using the pass? _____

ABOUT YOU

11A. Are you traveling with any children who are not filling out the survey?

(If several people are traveling together please only one person per group answer this question.)

☐ No (Skip to Question 12)

☐ Yes, Continue →→→ 11B. Number of children in your group ages 0 to 5: _____

11C. Number of children in your group ages 6 to 13: _____

12. What is your fare category? ☐ Adult (Age 19-64) ☐ Youth (Age 6-18) ☐ Senior (Over 65) ☐ Disabled ☐ ORCA LIFT

13. During the last 30 days, how many ONE-WAY TRIPS did you make on:

☐ Link light rail: _____ ☐ Any transit route in the region: _____ ☐ First time riding transit in this region

14. Do you have a current driver's license? ☐ Yes ☐ No

15. How many working motorized vehicles are there in your household? _____

16. Do you identify yourself as a member of any of the following ethnic groups? (Check all that apply)

☐ Caucasian/White ☐ Black or African American ☐ Middle Eastern or North African ☐ Hispanic or Latino/a

☐ Asian Indian ☐ Asian/Asian American ☐ Native Hawaiian or Pacific Islander

☐ American Indian or Alaskan Native ☐ Other: _____ ☐ None

17. What languages are regularly spoken in your home? ☐ English ☐ Spanish ☐ Vietnamese

☐ Cantonese ☐ Mandarin ☐ Russian ☐ Somali ☐ Korean ☐ Tagalog ☐ Other: _____

18. How many people live in your household, including yourself?

☐ One (I live alone) ☐ Two ☐ Three ☐ Four ☐ Five ☐ Six or more

19. What was your total annual household income before taxes in 2017? (Please check only one)

☐ Under \$12,000 ☐ \$12,000-15,999 ☐ \$16,000-19,999 ☐ \$20,000-23,999 ☐ \$24,000-32,999

☐ \$33,000-41,999 ☐ \$42,000-49,999 ☐ \$50,000-57,999 ☐ \$58,000-65,999 ☐ \$66,000-74,999

☐ \$75,000-99,999 ☐ \$100,000 or more ☐ I prefer not to say

Crosstabs

Trip Purpose by Time Period

			Time period				Total
			AM Peak	Midday Off Peak	PM Peak	Evening Off Peak	
Purpose	Commute	n	12811	8717	14525	3284	39337
		%	82%	44%	59%	46%	59%
	Non-Commute	n	2838	10929	10082	3788	27637
		%	18%	56%	41%	54%	41%
Total		n	15649	19646	24607	7072	66974
		%	100%	100%	100%	100%	100%

Fare Category by Purpose

			Purpose		Total
			Commute	Non-Commute	
What is your fare category?	Adult (Age 19-64)	n	31965	20637	52602
		%	90%	84%	88%
	Youth (Age 6-18)	n	1846	936	2782
		%	5%	4%	5%
	Senior (Over 65)	n	686	1887	2573
		%	2%	8%	4%
	Disabled	n	273	614	887
		%	1%	2%	1%
	ORCA Lift	n	626	595	1221
		%	2%	2%	2%
Total		n	35396	24669	60065
		%	100%	100%	100%

Direction by Purpose

			Purpose		Total
			Commute	Non-Commute	
Direction surveyed	Outbound	n	20225	13843	34068
		%	51%	50%	51%
	Inbound	n	19113	13795	32908
		%	49%	50%	49%
Total		n	39338	27638	66976
		%	100%	100%	100%

Direction by Time Period

			Time period				Total
			AM Peak	Midday Off Peak	PM Peak	Evening Off Peak	
Direction surveyed	Outbound	n	5090	9772	14831	4374	34067
		%	33%	50%	60%	62%	51%
	Inbound	n	10559	9875	9776	2698	32908
		%	67%	50%	40%	38%	49%
Total		n	15649	19647	24607	7072	66975
		%	100%	100%	100%	100%	100%

Origin by Time Period

			Time period				
			AM Peak	Midday Off Peak	PM Peak	Evening Off Peak	
Origin location type	Work	n	1165	4094	14292	2582	22133
		%	7%	21%	59%	37%	33%
	Home	n	13223	8990	4556	1154	27923
		%	85%	46%	19%	17%	42%
	Airport	n	202	1622	965	587	3376
		%	1%	8%	4%	8%	5%
	School	n	168	2123	2371	845	5507
		%	1%	11%	10%	12%	8%
	Shopping	n	233	871	645	378	2127
		%	1%	4%	3%	5%	3%
Other	n	581	1722	1471	1408	5182	
	%	4%	9%	6%	20%	8%	
Total	n	15572	19422	24300	6954	66248	
	%	100%	100%	100%	100%	100%	

Origin by Direction

			Direction surveyed		Total
			Outbound	Inbound	
Origin location type	Work	n	13589	8544	22133
		%	40%	26%	33%
	Home	n	11426	16498	27924
		%	34%	51%	42%
	Airport	n	548	2829	3377
		%	2%	9%	5%
	School	n	4647	860	5507
		%	14%	3%	8%
	Shopping	n	1052	1076	2128
		%	3%	3%	3%
	Other	n	2365	2816	5181
		%	7%	9%	8%
Total	n	33627	32623	66250	
	%	100%	100%	100%	

Destination by Time Period

			Time period				Total
			AM Peak	Midday Off Peak	PM Peak	Evening Off Peak	
Destination location type	Work	n	11505	6883	2183	474	21045
		%	74%	36%	9%	7%	32%
	Home	n	987	4664	15053	4658	25362
		%	6%	24%	62%	67%	38%
	Airport	n	652	1556	941	342	3491
		%	4%	8%	4%	5%	5%
	School	n	1746	1983	816	281	4826
		%	11%	10%	3%	4%	7%
	Shopping	n	70	1365	1004	116	2555
		%	0%	7%	4%	2%	4%
	Other	n	522	2864	4332	1078	8796
		%	3%	15%	18%	16%	13%
	Total	n	15482	19315	24329	6949	66075
		%	100%	100%	100%	100%	100%

Destination by Direction

			Direction surveyed		Total
			Outbound	Inbound	
Destination location type	Work	n	8198	12848	21046
		%	24%	40%	32%
	Home	n	15978	9383	25361
		%	48%	29%	38%
	Airport	n	3233	259	3492
		%	10%	1%	5%
	School	n	877	3950	4827
		%	3%	12%	7%
	Shopping	n	1191	1364	2555
		%	4%	4%	4%
	Other	n	4122	4674	8796
		%	12%	14%	13%
	Total	n	33599	32478	66077
		%	100%	100%	100%

Origin by Destination

			Destination location type						Total
			Work	Home	Airport	School	Shopping	Other	
Origin location type	Work	n	1865	15928	606	592	540	2405	21936
		%	9%	63%	18%	12%	21%	28%	33%
	Home	n	16673	780	2044	3290	1238	3637	27662
		%	80%	3%	59%	69%	49%	42%	42%
	Airport	n	450	1600	202	75	215	745	3287
		%	2%	6%	6%	2%	8%	9%	5%
	School	n	577	3448	85	412	201	710	5433
		%	3%	14%	2%	9%	8%	8%	8%
	Shopping	n	482	924	95	178	230	154	2063
		%	2%	4%	3%	4%	9%	2%	3%
	Other	n	820	2471	428	247	113	1061	5140
		%	4%	10%	12%	5%	4%	12%	8%
Total	n	20867	25151	3460	4794	2537	8712	65521	
	%	100%	100%	100%	100%	100%	100%	100%	

Origin by Destination (AM Peak)

			Destination location type						Total
			Work	Home	Airport	School	Shopping	Other	
Origin location type	Work	n	314	651	52	57	0	41	1115
		%	3%	66%	8%	3%	0%	8%	7%
	Home	n	10590	83	484	1527	56	413	13153
		%	93%	8%	74%	87%	81%	79%	85%
	Airport	n	33	50	37	18	8	26	172
		%	0%	5%	6%	1%	12%	5%	1%
	School	n	16	43	3	91	0	10	163
		%	0%	4%	0%	5%	0%	2%	1%
	Shopping	n	204	19	10	0	0	0	233
		%	2%	2%	2%	0%	0%	0%	2%
	Other	n	283	140	66	53	5	32	579
		%	2%	14%	10%	3%	7%	6%	4%
Total	n	11440	986	652	1746	69	522	15415	
	%	100%	100%	100%	100%	100%	100%	100%	

Origin by Destination (PM Peak)

			Destination location type						Total
			Work	Home	Airport	School	Shopping	Other	
Origin location type	Work	n	516	11295	312	245	233	1582	14183
		%	24%	76%	33%	30%	23%	37%	59%
	Home	n	1251	328	465	322	512	1649	4527
		%	59%	2%	49%	40%	51%	38%	19%
	Airport	n	61	571	36	10	68	212	958
		%	3%	4%	4%	1%	7%	5%	4%
	School	n	133	1656	39	129	78	306	2341
		%	6%	11%	4%	16%	8%	7%	10%
	Shopping	n	49	339	12	70	85	66	621
		%	2%	2%	1%	9%	8%	2%	3%
	Other	n	119	728	76	36	28	477	1464
		%	6%	5%	8%	4%	3%	11%	6%
Total		n	2129	14917	940	812	1004	4292	24094
		%	100%	100%	100%	100%	100%	100%	100%

Origin SAZ by Destination SAZ

			Destination SAZ 13 Zones													Total	
			Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle		External
Origin SAZ 13 Zones	Capitol Hill	n	135	210	456	1329	101	54	1759	159	755	1945	16	118	75	45	7157
		%	2%	27%	23%	18%	10%	3%	11%	8%	10%	12%	7%	10%	7%	5%	11%
	East King County	n	353	5	5	89	2	30	167	13	79	211	0	37	0	10	1001
		%	4%	1%	0%	1%	0%	2%	1%	1%	1%	1%	0%	3%	0%	1%	1%
	North King County	n	474	23	0	22	12	17	575	36	426	713	0	14	11	24	2347
		%	5%	3%	0%	0%	1%	1%	4%	2%	5%	4%	0%	1%	1%	3%	4%
	U-District	n	1555	131	5	7	259	239	1627	334	594	2702	0	291	468	306	8518
		%	18%	17%	0%	0%	26%	14%	10%	18%	8%	17%	0%	24%	45%	34%	13%
	Pierce County	n	85	0	14	249	0	11	287	41	82	251	0	0	0	0	1020
		%	1%	0%	1%	3%	0%	1%	2%	2%	1%	2%	0%	0%	0%	0%	2%
	Queen Anne	n	113	11	89	77	28	0	646	45	407	309	0	53	0	23	1801
		%	1%	1%	4%	1%	3%	0%	4%	2%	5%	2%	0%	4%	0%	3%	3%
	Rainier	n	1745	201	442	1138	79	628	3316	544	1861	5040	61	276	113	112	15556
		%	20%	25%	22%	15%	8%	36%	20%	29%	24%	31%	27%	22%	11%	12%	23%
	Renton	n	202	6	31	294	0	40	541	0	335	438	0	51	49	0	1987
		%	2%	1%	2%	4%	0%	2%	3%	0%	4%	3%	0%	4%	5%	0%	3%
	Sea-Tac	n	670	143	274	570	19	272	1673	196	959	2197	54	19	53	119	7218
		%	8%	18%	14%	8%	2%	16%	10%	10%	12%	14%	24%	2%	5%	13%	11%
	Seattle CBD	n	2887	38	617	2683	503	348	5102	517	1970	1389	93	372	261	260	17040
		%	33%	5%	31%	36%	50%	20%	32%	27%	25%	9%	41%	30%	25%	29%	25%
	Snohomish County	n	5	0	0	25	0	0	50	0	41	69	0	0	0	0	190
		%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
	South King County	n	166	17	27	366	0	56	301	0	102	639	3	0	0	0	1677
		%	2%	2%	1%	5%	0%	3%	2%	0%	1%	4%	1%	0%	0%	0%	3%
	West Seattle	n	149	5	21	330	0	0	34	0	62	170	0	0	0	0	771
		%	2%	1%	1%	4%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	1%
	External	n	116	0	15	207	0	31	108	0	122	85	0	3	0	0	687
		%	1%	0%	1%	3%	0%	2%	1%	0%	2%	1%	0%	0%	0%	0%	1%
Total	n	8655	790	1996	7386	1003	1726	16186	1885	7795	16158	227	1234	1030	899	66970	
	%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

Origin SAZ by Destination SAZ (AM Peak)

			Destination SAZ 13 Zones													Total	
			Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle		External
Origin SAZ 13 Zones	Capitol Hill	n	15	142	56	402	5	8	306	40	151	806	0	21	34	0	1986
		%	1%	56%	22%	16%	14%	1%	12%	37%	11%	12%	0%	29%	32%	0%	13%
	East King County	n	56	0	0	34	0	0	46	0	33	83	0	9	0	0	261
		%	4%	0%	0%	1%	0%	0%	2%	0%	2%	1%	0%	13%	0%	0%	2%
	North King County	n	160	0	0	11	0	0	180	6	106	323	0	0	0	0	786
		%	13%	0%	0%	0%	0%	0%	7%	6%	8%	5%	0%	0%	0%	0%	5%
	U-District	n	85	0	0	0	5	33	165	0	50	497	0	8	34	8	885
		%	7%	0%	0%	0%	14%	6%	7%	0%	4%	8%	0%	11%	32%	62%	6%
	Pierce County	n	57	0	0	101	0	0	156	0	24	210	0	0	0	0	548
		%	4%	0%	0%	4%	0%	0%	6%	0%	2%	3%	0%	0%	0%	0%	4%
	Queen Anne	n	0	0	11	23	0	0	48	0	64	76	0	0	0	0	222
		%	0%	0%	4%	1%	0%	0%	2%	0%	5%	1%	0%	0%	0%	0%	1%
	Rainier	n	384	86	112	564	27	299	628	24	243	2517	0	25	28	0	4937
		%	30%	34%	43%	22%	73%	53%	25%	22%	18%	39%	0%	35%	26%	0%	32%
	Renton	n	64	6	10	162	0	17	69	0	109	255	0	0	0	0	692
		%	5%	2%	4%	6%	0%	3%	3%	0%	8%	4%	0%	0%	0%	0%	4%
	Sea-Tac	n	155	20	30	221	0	82	335	38	219	739	12	0	11	5	1867
		%	12%	8%	12%	9%	0%	14%	13%	35%	17%	11%	52%	0%	10%	38%	12%
	Seattle CBD	n	108	0	11	431	0	62	331	0	164	319	11	9	0	0	1446
		%	8%	0%	4%	17%	0%	11%	13%	0%	12%	5%	48%	13%	0%	0%	9%
	Snohomish County	n	0	0	0	20	0	0	44	0	10	56	0	0	0	0	130
		%	0%	0%	0%	1%	0%	0%	2%	0%	1%	1%	0%	0%	0%	0%	1%
	South King County	n	102	0	4	224	0	35	143	0	52	474	0	0	0	0	1034
		%	8%	0%	2%	9%	0%	6%	6%	0%	4%	7%	0%	0%	0%	0%	7%
	West Seattle	n	34	0	11	253	0	0	0	0	42	126	0	0	0	0	466
		%	3%	0%	4%	10%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%	3%
	External	n	57	0	15	136	0	31	41	0	60	52	0	0	0	0	392
		%	4%	0%	6%	5%	0%	5%	2%	0%	5%	1%	0%	0%	0%	0%	3%
Total	n	1277	254	260	2582	37	567	2492	108	1327	6533	23	72	107	13	15652	
	%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

Origin SAZ by Destination SAZ (PM Peak)

			Destination SAZ 13 Zones														Total
			Capitol Hill	East King County	North King County	U-District	Pierce County	Queen Anne	Rainier	Renton	Sea-Tac	Seattle CBD	Snohomish County	South King County	West Seattle	External	
Origin SAZ 13 Zones	Capitol Hill	n	58	39	164	393	89	23	670	80	369	417	5	51	15	38	2411
		%	1%	14%	16%	20%	11%	5%	9%	8%	13%	13%	3%	7%	3%	6%	10%
	East King County	n	239	5	5	5	0	26	104	4	19	67	0	12	0	10	496
		%	6%	2%	0%	0%	0%	6%	1%	0%	1%	2%	0%	2%	0%	2%	2%
	North King County	n	119	23	0	0	0	10	199	19	65	82	0	3	0	18	538
		%	3%	8%	0%	0%	0%	2%	3%	2%	2%	3%	0%	0%	0%	3%	2%
	U-District	n	711	56	0	0	174	115	748	169	265	748	0	172	207	188	3553
		%	18%	20%	0%	0%	22%	26%	10%	18%	9%	23%	0%	25%	41%	32%	14%
	Pierce County	n	19	0	10	48	0	7	41	41	23	8	0	0	0	0	197
		%	0%	0%	1%	2%	0%	2%	1%	4%	1%	0%	0%	0%	0%	0%	1%
	Queen Anne	n	91	0	67	44	28	0	352	31	114	132	0	43	0	23	925
		%	2%	0%	6%	2%	4%	0%	5%	3%	4%	4%	0%	6%	0%	4%	4%
	Rainier	n	534	73	237	148	46	128	1566	225	624	839	55	105	42	40	4662
		%	14%	26%	23%	8%	6%	29%	22%	24%	22%	26%	38%	15%	8%	7%	19%
	Renton	n	86	0	0	27	0	4	186	0	79	64	0	26	0	0	472
		%	2%	0%	0%	1%	0%	1%	3%	0%	3%	2%	0%	4%	0%	0%	2%
	Sea-Tac	n	208	39	125	103	0	46	524	81	293	400	14	0	13	23	1869
		%	5%	14%	12%	5%	0%	10%	7%	9%	10%	12%	10%	0%	3%	4%	8%
	Seattle CBD	n	1725	30	420	1115	459	72	2768	297	991	396	70	268	231	253	9095
		%	45%	11%	40%	57%	58%	16%	38%	31%	34%	12%	49%	39%	45%	43%	37%
	Snohomish County	n	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
		%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	South King County	n	19	8	14	21	0	8	45	0	17	57	0	0	0	0	189
		%	0%	3%	1%	1%	0%	2%	1%	0%	1%	2%	0%	0%	0%	0%	1%
	West Seattle	n	40	5	10	25	0	0	8	0	6	21	0	0	0	0	115
		%	1%	2%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
	External	n	20	0	0	12	0	0	30	0	8	9	0	3	0	0	82
		%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total		n	3869	278	1052	1941	796	439	7241	947	2876	3240	144	683	508	593	24607
		%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Transfers by Time Period

			Time period				Total
			AM Peak	Midday Off Peak	PM Peak	Evening Off Peak	
Total number of transfers	0	n	10120	14186	16740	5160	46206
		%	65%	72%	68%	73%	69%
	1	n	4718	4547	6887	1725	17877
		%	30%	23%	28%	24%	27%
	2	n	812	907	970	187	2876
		%	5%	5%	4%	3%	4%
	3	n	0	6	11	0	17
		%	0%	0%	0%	0%	0%
Total		n	15650	19646	24608	7072	66976
		%	100%	100%	100%	100%	100%

Transfers by Purpose

			Purpose		Total
			Commute	Non-Commute	
Total number of transfers	0	n	24904	21302	46206
		%	63%	77%	69%
	1	n	12291	5586	17877
		%	31%	20%	27%
	2	n	2137	739	2876
		%	5%	3%	4%
	3	n	6	11	17
		%	0%	0%	0%
Total		n	39338	27638	66976
		%	100%	100%	100%

Fare Payment by Time Period

			Time period				Total
			AM Peak	Midday Off Peak	PM Peak	Evening Off Peak	
How did you pay your fare?	ORCA, as pass	n	9413	9336	14185	3329	36263
		%	64%	51%	62%	50%	58%
	ORCA Day Pass	n	1982	2775	3302	946	9005
		%	14%	15%	14%	14%	14%
	ORCA, as e-purse	n	2179	3050	3062	1265	9556
		%	15%	17%	13%	19%	15%
	Police/Peace Officer	n	302	785	548	304	1939
		%	2%	4%	2%	5%	3%
	U-PASS (ORCA)	n	64	232	141	79	516
		%	0%	1%	1%	1%	1%
	Free	n	18	0	0	0	18
		%	0%	0%	0%	0%	0%
	Cash	n	30	87	134	4	255
		%	0%	0%	1%	0%	0%
	Train Ticket-One Way (Vending Machine Ticket)	n	306	1103	653	327	2389
		%	2%	6%	3%	5%	4%
	Train Ticket-Day Pass (Vending Machine Ticket)	n	190	573	439	227	1429
		%	1%	3%	2%	3%	2%
	Transit Go (Mobile Ticket)	n	96	227	252	117	692
		%	1%	1%	1%	2%	1%
	Other	n	92	216	168	59	535
		%	1%	1%	1%	1%	1%
Total		n	14672	18384	22884	6657	62597
		%	100%	100%	100%	100%	100%

Fare Payment by Purpose

			Purpose		Total
			Commute	Non-Commute	
How did you pay your fare?	ORCA, as pass	n	23828	12434	36262
		%	64%	49%	58%
	ORCA Day Pass	n	5217	3788	9005
		%	14%	15%	14%
	ORCA, as e-purse	n	6254	3303	9557
		%	17%	13%	15%
	Police/Peace Officer	n	506	1433	1939
		%	1%	6%	3%
	U-PASS (ORCA)	n	207	309	516
		%	1%	1%	1%
	Free	n	18	0	18
		%	0%	0%	0%
	Cash	n	86	167	253
		%	0%	1%	0%
	Train Ticket-One Way (Vending Machine Ticket)	n	220	2169	2389
		%	1%	9%	4%
	Train Ticket-Day Pass (Vending Machine Ticket)	n	357	1072	1429
		%	1%	4%	2%
	Transit Go (Mobile Ticket)	n	186	505	691
		%	1%	2%	1%
	Other	n	220	315	535
		%	1%	1%	1%
Total		n	37099	25495	62594
		%	100%	100%	100%

Fare Payment by Income

			Annual Household Income				Total
			Less than \$32,000	\$32,000 to \$56,999	\$57,000 to \$99,999	\$100,000+	
How did you pay your fare?	ORCA, as pass	n	4331	5632	6560	12014	28537
		%	48%	56%	59%	63%	58%
	ORCA Day Pass	n	1188	1614	1406	3073	7281
		%	13%	16%	13%	16%	15%
	ORCA, as e-purse	n	1926	1583	1874	1980	7363
		%	21%	16%	17%	10%	15%
	Police/Peace Officer	n	504	313	288	287	1392
		%	6%	3%	3%	2%	3%
	U-PASS (ORCA)	n	96	69	37	143	345
		%	1%	1%	0%	1%	1%
	Free	n	0	0	0	18	18
		%	0%	0%	0%	0%	0%
	Cash	n	74	82	27	36	219
		%	1%	1%	0%	0%	0%
	Train Ticket-One Way (Vending Machine Ticket)	n	331	402	359	762	1854
		%	4%	4%	3%	4%	4%
	Train Ticket-Day Pass (Vending Machine Ticket)	n	194	153	304	403	1054
		%	2%	2%	3%	2%	2%
	Transit Go (Mobile Ticket)	n	204	89	212	97	602
		%	2%	1%	2%	1%	1%
	Other	n	120	89	74	123	406
		%	1%	1%	1%	1%	1%
Total		n	8968	10026	11141	18936	49071
		%	100%	100%	100%	100%	100%

ORCA Pass by Purpose

			Purpose		Total
			Commute	Non-Commute	
If you selected ORCA, was it provided by your employer?	Yes	n	15744	5962	21706
		%	60%	43%	54%
	No	n	10089	7678	17767
		%	38%	55%	44%
	Didn't Use ORCA	n	575	354	929
		%	2%	3%	2%
Total		n	26408	13994	40402
		%	100%	100%	100%