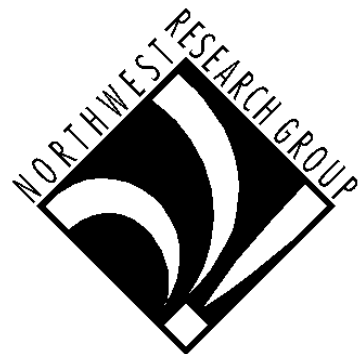




Puget Sound Transportation Panel
Wave 8, May – August 1999

Summary Report

Submitted by:



Northwest Research Group, Inc.

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Introduction

Background and Objectives

The Wave 8 Puget Sound Transportation Panel is the eighth phase of a travel behavior survey of households in the four-county Puget Sound region. The use of a panel study provides an opportunity to go beyond cross-sectional data to evaluate change by individuals over time. Moreover, the Puget Sound Transportation Panel has become a valuable tool for assisting with long-range forecasting of urban travel and the effects of transportation policies on travel behavior.

The Puget Sound Transportation Panel originated in 1989, with 1,712 households in King, Kitsap, Pierce, and Snohomish counties completing a telephone survey and two-day travel diaries. The most recent wave, Wave 7, was conducted in the fall of 1997 with 2,008 participating households. One-quarter of the original households had remained in the panel.

The Puget Sound Regional Council contracted Northwest Research Group, Inc. to conduct Wave 8 of the panel study during the Spring / Summer of 1999. Wave 8 consists of a telephone survey to update household information and recruit Wave 8 participants, two-day travel diaries for each household member who is 15 years of age or older, and an attitude and values survey that addresses the public's perceptions of the key policy issues identified for analysis in the Puget Sound Regional Council's update of the 1995 Metropolitan Transportation Plan. Wave 8 is the first wave that Northwest Research Group has worked with PSRC on the Transportation Panel.

Key objectives of Wave 8 include:

- To be a metropolitan "Current Population Survey;" tracking changes in employment, work characteristics, household composition, and vehicle availability.
- To monitor changes in travel behavior and responses to changes in the transportation environment
- To examine changes in attitudes and values as they affect mode choice and travel behavior.
- To provide public attitudinal data to support analysis being performed for the update of the region's Metropolitan Transportation plan.
- To retain the maximum number of households from Wave 7, so as to reduce the cost of implementing the study and to provide the continuity that is critical to the success of a panel survey.
- To gather accurate and sufficient household and personal information from continuing households, drop-out households, and replacement households in order to retain and match the composition of the panel, based on key demographics, as closely as possible.
- To encourage willingness to participate in the survey for another year, dependent on availability of research funding.

Scope of Work

Northwest Research Group provided the following services for the Wave 8 Transportation Panel:

- Contacting, or attempting to contact, all Wave 7 households, identifying their household and personal information that may have changed during the last 18 months, recruiting them to continue participating in the Puget Sound Transportation Panel, and providing household and personal information in final data file format;
- Identifying and retaining information on newly formed households from the Wave 7 sample, termed "Split Households," and recruiting them to continue participating in the Puget Sound Transportation Panel;

- Contacting households to replace Wave 7 participants who have left the Puget Sound region or who have chosen to no longer participate in the panel, termed 'Replacement Households," recording their household and personal information, recruiting them to become Puget Sound Transportation Panel members, and providing household and personal information in final data file format;
- Administering the attitude and values mail-back questionnaire; including preparation of mailing materials, processing returns, cleaning, coding, data entry and verification, and creation of the final data file;
- Collecting two-day trip diary information from all panel household members who are 15 years of age or older; including preparation of mailing materials, telephone survey to gather diary data, follow-up telephone calls to non-respondents, and creation of the final data files;
- Questionnaire consultation during all phases of the study; specifically assisting with the household and personal information screener, the two-day travel diary form and instructions, and the attitude and values questionnaire;
- Reporting; including monthly progress reports, an Interim Report, and the Final Summary Report.

The Summary Report contains the following:

- A detailed project methodology
- Final sample stratification and comparisons
- Project materials
- Cleaning and coding specifications
- Data files — each includes an SPSS data file, a layout file, and a description of data variable names and labels:
 - Continuing Household Information
 - Continuing Personal Information
 - Replacement Household Information
 - Replacement Personal Information
 - Attitude and Values Household Survey
 - Attitude and Values Personal Survey
 - Travel Data — Day 1
 - Travel Data — Day 2

Methodology

There were three primary tasks involved in conducting Wave 8 of the Puget Sound Transportation Panel: Wave 8 panel recruitment, travel diary data collection, and the administration of the attitude and values questionnaire. A detailed description of the methodology of each follows.

Northwest Research Group employed a slightly modified methodology for the Transportation Panel this year. Throughout previous waves, panel households received and returned the two-day travel diaries by mail. The diaries were then cleaned and data entered by the contracted firm. During Wave 8, travel diaries continued to be mailed out to survey respondents, but the participants' trip information was gathered largely by telephone and entered directly into the trip database. This revised methodology was used in order to reduce the incidence of unclear or missing information, respondent error, and, in turn, the necessity of re-calling for clarification.

All materials used to implement each task are located in the Project Materials section of this report.

Wave 8 Panel Recruitment

Wave 8 panel recruitment consisted of contacting, or attempting to contact all Wave 7 households for participation in this year's survey and replacing Wave 7 households who have moved, who were unable to be contacted, and who no longer wished to participate in the panel study, with new households whose demographic characteristics match those of Wave 7 drop-out households.

Continuing Household Recruitment

In order to recruit their ongoing participation in the Wave 8 Transportation Panel, Northwest Research Group was provided with contact information for 2,006 of the Wave 7 Continuing Households. Each of these households should have received a letter from PSRC preparing them for the upcoming Wave 8. Updated address and telephone information was also provided, if available, for those households that had moved within the past year and nine months.

Northwest Research Group attempted to contact all Wave 7 households via telephone to update their household information, to gather personal information on each member who is 15 years of age or older, and to invite the household to participate in Wave 8 of the Transportation Panel. One primary contact person per household was interviewed, and he/she provided information on the other members of his/her household. The contact person was informed that Wave 8 involves each panel member completing new two-day trip diaries on the same days of the week as was done in Wave 7, providing this information to Northwest Research Group by telephone, and filling out the attitude and values survey and returning it by mail.

In order to encourage their continued participation, each household member was offered a crisp, new \$2 bill as an incentive to complete Wave 8. This incentive method, \$2-per-person pre-completion, has proved to be the most effective throughout previous waves of the Transportation Panel.

Although some of the Wave 7 households were not recruited to continue as panel members, efforts were made to collect and retain as much demographic information from these "drop-out" households. "Drop-out" households are those that have moved out of the Puget Sound region, those that could not be reached after a minimum of 10 attempts, and those that simply refused to participate in Wave 8. The particular type of "drop-out" household is indicated in the final Continuing Household Data file.

Questionnaire

The screener that was used to update household and personal information with Continuing Panel Households was reviewed and revised as necessary for this wave. Any questions that were deemed irrelevant to the goals of Wave 8 were eliminated. However, the questionnaire contained many of the same questions used in previous waves in order to track changes in key household and personal characteristics over time.

The questionnaire used a variety of question formats, including closed single and multiple-response questions for all categorical data. In those situations where all possible responses were not known, an "other" category was included. These results were then reviewed and, where appropriate, post-coded into the database. Several open-ended questions were included to capture verbatim information on specific address locations and occupation information.

The screener was programmed into Saw tooth Software Ci3 System, a state-of-the-art computer-assisted interviewing package, by Northwest Research Group. Interviewing with Ci3 offers many advantages over the traditional pen-and-paper interviewing and data entry methods, including:

- Complete control of what the interviewer sees;
- Automatic skip or branch patterns based on previous answers, combinations of answers, or even mathematical computations performed on answers;
- Randomization of response categories or question order, thereby eliminating response order bias;
- Ability to incorporate mathematical computations;
- Customized questionnaires using respondents' previous responses; and
- Incorporation of data from the sample directly into the sample database.

Sample Management

Sample information from all 2,006 Wave 7 households was entered into a database to be called by Northwest Research Group's data collection staff. The information that was loaded into the sample database, and ultimately transferred to the final Continuing Household Data file, included telephone number, mailing address, county code, household transit type, household life cycle stage, and the full name, ID number, and gender of each household member 15 years of age or older.

All sampling and call management, including scheduling of callbacks, call disposition, quota controls, etc. was handled by Northwest Research Group's Ci3 CATI (computer-assisted telephone interviewing) networked system.

In addition to the survey administration, Ci3 CATI managed callbacks, monitored call dispositions, consolidated data, and tracked interviewer productivity throughout the study. At the beginning of the study the sample information was entered into the computer and each phone number was assigned a sample number. Ci3 CATI tracked the sample number throughout the project. Ci3 CATI runs on a local area network (LAN) to allow information exchange and to coordinate activities among workstations.

The benefits of Ci3 CATI are numerous:

- Questionnaires are administered exactly as intended, skip patterns are executed exactly as intended, answers are within range and constant sum questions add up correctly.
- Answers are entered directly into the computer, keypunching is eliminated and data analysis can start immediately.
- The computer handles call record keeping automatically, allowing the interview facility to operate more efficiently.
- Callbacks are handled by the computer and made according to schedule.

Northwest Research Group employed the following methods of contact and dialing protocol:

- Interviewers were provided with a sample of up to 50 numbers at the beginning of any given shift.
- Numbers, which had scheduled callbacks, were given precedence in the sample.
- For each number dialed, interviewers reviewed a complete call history which detailed the number of attempts made to a particular number and the status of the last attempt.
- Busy numbers were kept in the active queue and retried within 10 minutes of the first dialing.
- Numbers with a respondent no answer or with an answering machine were returned to the sample to be tried at a later time. These numbers were returned randomly at different days and times. Up to five callbacks were made on different days and at different times to reduce bias resulting from non-response due to respondent unavailability and busy numbers.
- Callback appointments were made with respondents who qualified and/or agreed to complete the survey but were not available for the required length of time. These numbers took precedence over all other calls and were automatically returned to the interviewer at the appointed time.

Final Sample Disposition

Of the 2,006 Continuing Households from Wave 7, with which Northwest Research Group was provided:

- 12 Households moved out of the four-county Puget Sound area.
- I was a duplicate household.
- 98 Households initially refused to continue as Panel Households.
- Northwest Research Group was unable to locate 306 Households: 18 were Households from the original sample for which we did not have telephone numbers, there was a communication barrier with 3 Households, 197 Households had non-working telephone numbers, and 88 Households had incorrect phone numbers, meaning none of the Wave 7 Panel members were residing in them.
- 87 Households had a final call disposition of no answer, busy, answering machine, or call-back; meaning that the household is considered as never reached. All efforts were made to reach these Households, with each number receiving a minimum of 10 attempts.
- Northwest Research Group updated household information on 1,533 of the Wave 7 Panel Households.
- 1,503 of Wave 7 Panel Households agreed to continue participating in the Puget Sound Transportation Panel.
- Additionally, Split Households, or new households created by the separation of Continuing Households, were pursued for ongoing participation in the Transportation Panel. Seventeen Split Households were recruited to the Panel for Wave 8, for a total Continuing Household recruitment of 1,520.

Final Sample Disposition Report

#	<u>Disposition</u>	<u>Total Sample</u>	<u>% Of Sample</u>
1	No Answer	23	1.1%
2	Busy	7	0.3%
3	Answering Machine / Voice Mail	34	1.7%
4	Business / Nonworking (5)	197	9.8%
5	Immediate Refusal (4)	48	2.4%
6	Language Barrier (3)	2	0.1%
7	Communication Barrier	1	0.0%
8	Screener Refusal (4)	-	0.0%
9	Callback Intro / Callback Soft Refusal	19	0.9%
10	Callback Interview (1)(7)	4	0.2%
36	Mid-Terminate (1) (8)	8	0.4%
37	Contact Not at this Phone Number	106	5.3%
38	Moved Out of Area	12	0.6%
39	Refused to Continue as Panel Household (2)	42	2.1%
40	Complete Interview (1) (6)	1,503	74.9%
	Sample attempted (5)	2,006	100.0%

- Effective Study Incidence = 90%. (Qualified Respondents(1) / [Qualified Respondents(1) + Unqualified Respondents(2)J)
- Response Rate = 98%. ([Completed Interviews(6) + Unqualified Respondents(2) + Respondents Terminated(3) + Respondents Refused(4) + Callback Interviews(7) + Mid-Terminated Interviews(8)] / [(Attempted Sample - Numbers No Longer Available(S))])
- Cooperation Rate = 95%. ([Qualified Respondents(1) + Unqualified Respondents(2) + Respondents Terminated(3) - Mid-Terminated Interviews(8)] / [Qualified Respondents(1) + Unqualified Respondents(2) + Respondents Terminated(3) + Respondents Refused(4) - Mid-Terminated Interviews(8)])
- Completion Rate = 83%. (Completed Interviews(6) / [Attempted Sample - Numbers No Longer Available(S)])

Quota Management

Due to the desire to maximize the number of continuing Wave 7 participants, quota groups were not used to control the type of households recruited from the Wave 7 sample. However, certain key household characteristics were tallied throughout the Continuing Household recruitment process for assistance with accurate and efficient replacement recruiting.

Three primary household characteristics were tracked:

- County of Residence:
 - King
 - Kitsap
 - Pierce
 - Snohomish
- Household Transit Type:
 - SOV — No household members are regular transit users or carpoolers
 - Transit — One or more household members makes 4 or more one-way trips per week using public transit
 - Carpool — One or more household members take 4 or more one-way trips per week in a carpool or vanpool, and no household members are regular transit users
- Household Life Cycle Stage:
 - Stage 1 — Household with children under the age of 18
 - Stage 2 — One adult, no children
 - Stage 3 — Two or more adults, no children

Household Life Cycle Stage can be further stratified into more narrowly defined categories. While, the broader categories above were used for more convenient quota management, the following stages can also be found in the final household information database:

- Stage 1 — With pre-school age children (under 6 years old)
- Stage 2 — With school-age children (6 to 17 years old)
- Stage 3 — One adult under the age of 35, no children
- Stage 4 — One adult between the ages of 35 and 64, no children
- Stage 5 — One adult over the age of 64, no children
- Stage 6 — Two or more adults under the age of 35, no children
- Stage 7 — Two or more adults, between the ages of 35 and 64, no children
- Stage 8 — Two or more adults, over the age of 64, no children

Timeline

Telephone interviewing to screen and recruit Continuing Households took place between May 7 and June 21. Calling times were from 4:00 p.m. to 9:00 p.m. on weekdays and from 1:00 p.m. to 9:00 p.m. on weekends. Some weekday daytime hours were scheduled to reach people who are not typically at home during the evenings.

Wrap-Up

After making a minimum of 10 attempts to reach each Wave 7 household, Continuing Household Recruitment was considered complete.

Of the 1,520 Wave 8 Panel Continuing recruits, 1,355 successfully completed their travel diaries and remain as Puget Sound Transportation Panel members. The following table shows the breakdown of the key demographic characteristics among all 2,006 Wave 7 Panel Households compared to the participating Wave 8 Continuing recruits.

Participating Continuing Household Recruits by County, Transit Type, and Life Cycle Stage				
		Wave 8 Continuing Recruits		Wave 7 Panel Households
County		Count	%	Count %
1	1 King (COUNTY = 1)	646	47.7%	950 47.36%
2	Kitsap (COUNTY = 2)	145	10.7%	214 10.67%
3	Pierce (COUNTY =3)	288	21.3%	435 21.68%
4	Snohomish (COUNTY =4)	276	20.4%	407 20.29%
TOTAL		1355	100%	2006 100%
Household Transit Type				
5	SOV (HHTYPE =1)	1006	74.2%	1331 66.35%
6	Transit (HHTYPE =2)	247	18.2%	410 20.44%
7	Carpool (HH1YPE =3)	102	7.5%	265 13.21%
TOTAL		1355	100%	2006 100%
Life Cycle Stage				
8	With Kids (LIFESTG = 1)	412	30.4%	609 30.36%
9	1 Adult No Kids (LIFESTG = 2)	272	20.1%	454 22.63%
10	2+ Adults No Kids (LIFESTG = 3)	671	49.5%	943 47.01%
TOTAL		1355	100%	2006 100%

In summary, 1,520 Wave 7 Households, including Split Households, initially agreed to participate in Wave 8. Of these, 1,355 Households completed Wave 8 and remain on the Transportation Panel. Moreover, updated household information was gathered on 1,550 Wave 7 Households, including Split Households.

Challenges encountered during Continuing Household Recruitment include:

- An unexpectedly high rate of unreachable Wave 7 households — perhaps the extended length of time between Wave 7 and Wave 8, one year and nine months as opposed to the typical one year, allowed more time for Panel members to move and acquire new telephone numbers.
- A complicated Ci3 programming strategy to ensure the continued connection between household members and their existing personal data — interviewers had to be trained to handle situations in which the contact person was no longer in the household or in which new members took the place of old members, in order to retain the link between household members and their correct personal identification numbers.

Replacement Household Recruitment

The next step was to recruit Replacement Households to bring the total panel size up to approximately 1,750, while attempting to match as closely as possible the proportion of panel households based on the criteria discussed above under quota management.

Questionnaire

The survey instrument used to screen and invite replacement households is similar to the Continuing Household screener. The same household and personal characteristics are covered. A more detailed and thorough explanation of the Puget Sound Transportation Panel is included, emphasizing the importance of the participation of a diverse group of the region's residents. In addition, several questions addressing issues such as traffic congestion and gas prices, are part of the Replacement Household screener.

Sample Management

The sampling method used to replace "drop-out" households was largely ROD (random digit dialing). However, Pierce Transit also provided Northwest Research Group with names and telephone numbers of transit users in Pierce County. Efforts to obtain similar lists from the transit agencies in King, Kitsap, and Snohomish counties were unsuccessful.

Each record loaded into the sample database consisted of the following information: telephone number, zip code, county code, and sample type (RDD or Pierce Transit). County of residence was used to assist with quota management - production was maximized by masking out sample by county when certain quota groups closed.

Northwest Research Group attempted 20,533 telephone numbers in order to recruit 614 Replacement Households. It was estimated that approximately 25% of panel recruits would ultimately drop out even after agreeing to complete Wave 8. Therefore, replacements were over-recruited above and beyond the expected panel size of 1,750 households.

The same method of contact, survey administration, and sample management utilizing the Ci3 CATI network system was employed for replacement recruiting as was used to interview Continuing Households. Quota management was also handled by the Ci3 CATI system for replacement recruiting.

Final Sample Disposition Report

#	<u>Disposition</u>	<u>Total Sample</u>	<u>% Of Sample</u>
1	No Answer	2,523	12.3%
2	Busy	261	1.3%
3	Answering Machine / Voice Mail	1,573	7.7%
4	Business / Nonworking (5)	7,266	35.4%
5	Immediate Refusal (4)	3,395	16.5%
6	Language Barrier (3)	238	12%
7	Communication Barrier	149	0.7%
8	Screener Refusal (4)	144	0.7%
9	Callback Intro	212	1.0%
10	Callback Interview (1)(7)	11	0.1%
11	Mid-Terminate (1)(8)	139	0.7%
12	Refusal After Intro (4)	359	1.7%
13	Out of Area (2)	37	0.2%
14	Over Quota (2)	3,197	15.6%
15	Refused After Invite (2)	415	2.0%
40	Complete Interview (1)(6)	614	3.0%
	Sample attempted (5)	20,533	100.0%

- Effective Study Incidence = 17%. (Qualified Respondents(1) / [Qualified Respondents(1) + Unqualified Respondents(2)])
- Response Rate = 69%. ([Completed Interviews(6) + Unqualified Respondents(2) + Respondents Terminated(3) + Respondents Refused(4) + Callback Interviews(7) + Mid-Terminated Interviews(8)] / [(Attempted Sample - Numbers No Longer Available(5))])
- Cooperation Rate = 52%. ([Qualified Respondents(1) + Unqualified Respondents(2) + Respondents Terminated(3) - Mid-Terminated Interviews(8)] / [Qualified Respondents(1) + Unqualified Respondents(2) + Respondents Terminated(3) + Respondents Refused(4) - Mid-Terminated Interviews(8)])
- Completion Rate = 5%. (Completed Interviews(6) / [Attempted Sample - Numbers No Longer Available(5)])

Quota Management

Northwest Research Group attempted to match the composition of the Wave 8 Panel to that of the Wave 7 Panel based on county of residence, household transit type, and life cycle stage. Thirty-six quota groups, covering all possible combinations of these characteristics, were tracked during replacement recruiting. A formula was used to estimate the number of replacement recruits needed in each quota group to approximate the proportion of the total Wave 8 recruits in each group to the proportion of Wave 7 households in each group.

The following table illustrates the final proportions of Wave 8 Panel recruits compared to the desired proportion of the Wave 7 Panel.

	Quota Group	Replacement Recruits	Continuing Recruits	Total	Actual Proportion	Desired Proportion
1	King, Stage 1, SOV	11	126	137	7.58%	7.63%
2	King, Stage 2, SOV	45	103	148	8.19%	8.33%
3	King, Stage 3, SOV	17	214	231	12.78%	12.71%
4	King, Stage 2, Transit	14	38	52	2.88%	2.89%
5	King, Stage 3, Transit	37	72	109	6.03%	6.13%
6	King, Stage 1, Transit	13	50	63	3.48%	3.44%
7	King, Stage 3, Carpool	27	27	54	2.99%	3.69%
8	King, Stage 1, Carpool	22	12	34	1.88%	1.99%
9	King, Stage 2, Carpool	7	4	11	0.61%	0.55%
10	Kitsap, Stage 2, Transit	2	5	7	0.39%	0.45%
11	Kitsap, Stage 3, Transit	14	6	20	1.11%	0.85%
12	Kitsap, Stage 1, Transit	8	16	24	1.33%	1.20%
13	Kitsap, Stage 3, Carpool	2	6	8	0.44%	0.30%
14	Kitsap, Stage 1, Carpool	9	6	15	0.83%	0.75%
15	Kitsap, Stage 2, Carpool	0	0	0	0.00%	0.15%
16	Kitsap, Stage 1, SOV	1	29	30	1.66%	2.14%
17	Kitsap, Stage 2, SOV	11	16	27	1.49%	1.40%
18	Kitsap, Stage 3, SOV	8	61	69	3.82%	3.44%
19	Pierce, Stage 3, Carpool	5	7	12	0.66%	1.30%
20	Pierce, Stage 1, Carpool	16	10	26	1.44%	1.25%
21	Pierce, Stage 2, Carpool	15	2	17	0.94%	0.20%
22	Pierce, Stage 1, SOV	2	66	68	3.76%	4.64%
23	Pierce, Stage 2, SOV	16	49	65	3.60%	4.19%
24	Pierce, Stage 3, SOV	25	133	158	8.74%	8.03%
25	Pierce, Stage 2, Transit	17	7	24	1.33%	0.35%
26	Pierce, Stage 3, Transit	8	9	17	0.94%	0.90%
27	Pierce, Stage 1, Transit	8	5	13	0.72%	0.85%
28	Snohomish, Stage 1, SOV	10	65	75	4.15%	3.89%
29	Snohomish, Stage 2, SOV	15	42	57	3.15%	3.09%
30	Snohomish, Stage 3, SOV	27	102	129	7.13%	6.88%
31	Snohomish, Stage 2, Transit	7	4	11	0.61%	0.65%
32	Snohomish, Stage 3, Transit	6	17	23	1.27%	1.30%
33	Snohomish, Stage 1, Transit	5	18	23	1.27%	1.45%
34	Snohomish, Stage 3, Carpool	10	17	27	1.49%	1.50%
35	Snohomish, Stage 1, Carpool	11	9	20	1.11%	1.15%
36	Snohomish, Stage 2, Carpool	2	2	4	0.22%	0.40%
	Total	453	1355	1808	100%	100%

Ultimately, the key demographic characteristics of the participating Wave 8 panel members, Continuing and Replacement Households combined, approximate very precisely the proportion of the Wave 7 panel households.

Wave 8 Transportation Panel Households by County, Transit Type, and Life Cycle Stage				
County	Participating Wave 8 Panel Households		Wave 7 Panel Households	
	Count	%	Count	%
1 King (COUNTY = 1)	839	46.4%	950	47.4%
2 Kitsap (COUNTY = 2)	205	11.3%	214	10.7%
3 Pierce (COUNTY = 3)	395	21.9%	435	21.7%
4 Snohomish (COUNTY =4)	369	20.4%	407	20.3%
TOTAL	1808	100%	2006	100%
Household Transit Type				
5 SOV (HHTYPE=1)	1213	67.1%	1331	66.4%
6 Transit (HHTYPE = 2)	369	20.4%	410	20.4%
7 Carpool (HHTYPE = 3)	226	12.5%	265	13.2%
TOTAL	1808	100%	2006	100%
Life Cycle Stage				
8 With Kids (LIFESTG = 1)	551	30.5%	609	30.4%
9 1 Adult No Kids (LIFESTG = 2)	400	22.1%	454	22.6%
10 2+ Adults No Kids (LIFESTG = 3)	857	47.4%	943	47.0%
TOTAL	1808	100%	2006	100%

In-Migrant Households

Moreover, it was necessary to recruit new residents to the four-county Puget Sound area, or in-migrant households, to replace the 12 panel members who had moved out of the region since Wave 7. An in-migrant household is defined as one that moved into the Puget Sound area within the past year. Replacement recruiting yielded 26 in-migrant households, distributed across the four counties as follows:

In-Migrant Households		
County	Count	Percent
King	10	39%
Kitsap	3	11%
Pierce	9	35%
Snohomish	4	15%
Total	26	100%

Timeline

Telephone interviewing to screen and recruit Replacement Households took place largely after finishing the Continuing Household recruitment. This portion of data collection was spread out between June 7 and August 25. Waiting until the near completion of Continuing Household recruitment ensured a more accurate representation of the Transportation Panel, in that we were able to calculate the number of households needed in each quota group prior to Replacement recruiting. The other option would have been to recruit replacement households simultaneously with Continuing Households, and match replacement households one at a time to "drop-out" households.

Moreover, Replacement recruiting covered such a wide stretch of time, because diary data collection occurred simultaneously - and a sufficient panel size had to be guaranteed, despite dropout after screening and recruiting panel participants.

Wrap-Up

In summary, 614 Replacement Households were initially recruited to the Puget Sound Transportation Panel. Of these, 453 successfully completed Wave 8 travel diaries. Therefore, the Wave 8 Puget Sound Transportation Panel consists of 1,808 households.

Challenges encountered during Replacement recruiting include:

- Detailed management of quota groups - as diary collection transpired and panel recruits decided to discontinue their participation, quota groups had to be carefully monitored to maintain the required proportions.
- Soft refusals — data collection personnel were trained specifically to handle soft refusals when inviting new households to join the panel. The responsibility of being on the panel may have seemed too great to new respondents, so interviewers emphasized the importance of the panel to city planning and improvements and the importance of including all household types.

Travel Diary

Modifications to the Puget Sound Transportation Panel study methodology occurred most notably in the travel diary procedures. Northwest Research Group chose to employ a new method of collecting diary data from Wave 8 Panel members.

Previously, travel diaries were mailed to survey respondents along with written instructions, a letter from PSRC, a \$2 incentive, and return envelopes. Upon receiving the mail-in returns, travel information was data entered, and survey respondents were called back for clarification when needed.

During Wave 8, travel diaries were mailed to survey respondents along with written instructions, a letter from PSRC, and a \$2 incentive. However, when respondents were called to confirm receipt of their study materials, they were asked to make an appointment for reporting their household's trip information via telephone. While a return envelope was not provided, respondents were given the option to return their diaries via mail, if they were opposed to being interviewed by telephone.

This method of collecting the travel data has several advantages. Collecting the trip information over the telephone gives trained interviewers the opportunity to probe for clarity, to decrease the amount of missing data, to answer respondent questions, and to guide respondents as to the correct way to fill out their diaries. Consequently, the need to make return calls to survey respondents is reduced, and the quality of the data collected is more accurate and more complete.

Questionnaire

The two-day travel diary and diary instructions used for Wave 8 were similar to the materials used during previous waves of the panel. Northwest Research Group reviewed the diary materials and made some minor changes to increase compatibility with the new Wave 8 methodology.

Each member of the household who is at least 15 years of age received a Day 1 and a Day 2 travel log. All participating household members were instructed to complete their diaries on the same two days.

The following information was gathered about personal travel during the assigned two-day period:

- Whether any trips were made on each assigned day,
- The starting location of each day and the reason for being there,
- The start and end times of each trip,
- The address of each destination,
- The trip purpose,
- The mode of travel,
- The total number of people traveling, and
- The relationship to others traveling.

The diaries contained mostly open-end boxes for respondents to enter their answers. Examples of valid responses were written on the survey instrument for assistance. All responses, with the exception of the address information, were coded into pre-existing categories. An "other" option was available for responses that interviewers could not fit into any existing category. The address information was provided as written by the respondent, and it was cleaned and standardized to the best of our ability.

Personal ID Numbers

In order to link the trip data to the personal information gathered during the screening process, each travel log was labeled with a name, id number, telephone number, and the day and date to which the household was assigned. The id number was created by combining a Wave 8 id number with the household id number and the personal id number from previous waves for Continuing Panel members. Therefore, Wave 8 personal and trip information can be connected to data from previous waves. As they were recruited, Replacement Household members were assigned new household id numbers and personal id numbers, beginning where the Wave 7 household id numbers left off.

Travel Diary Mailing

Distribution of the travel diaries involved preparing the mail-out materials, scheduling the diary dates, and making reminder calls to panel participants. Each Continuing and Replacement Household was mailed a travel diary packet that included the following:

- Envelope addressed to the household contact person
- Cover letter from PSRC
- Diary instruction sheet
- Completed sample diary illustrating a variety of potential trips
- One \$2 bill for each participating household member
- Two clearly labeled travel logs (Day 1 and Day 2) for each participating household member

The diary instructions explained each section of the travel log, as well as provided guidance for handling special situations, such as ferry trips, picking up carpool members, bus transfers, etc.

Diary packets were mailed to panel households in batches. Mailings took place within a couple weeks of contacting panel households. Mailings and panel recruiting were done concurrently, so that panel members who were recruited early in the process did not have to wait until the end of recruitment to receive their diaries.

Continuing Household mailings were prepared by pulling the names, id numbers, addresses, telephone numbers, and Wave 7 diary dates for all participating household members from the Wave 8 screener data. Wave 8 diary dates were assigned with enough advance notice to panel members. If there were any discrepancies in the number of household members participating in the study, the contact person was re-called to clarify the correct number of people, their names, and to make sure their personal information was updated. These households may have been assigned dates later than other households in their batch.

Continuing Household diary dates were assigned according to the following schedule:

Wave 8 Travel Diary Mailings		
	Diary Dates	Count
Batch 1	Monday, May 24- Tuesday, May 25	92
	Tuesday, May 25- Wednesday May26	127
	Wednesday, May 26- Thursday, May 27	114
	Thursday, June 3- Friday, June 4	104
	Monday, June 7- Tuesday, June 8	5
	Tuesday, June 8- Wednesday, June 9	5
	Wednesday, June 9-Thursday, June 10	5
	Thursday, June 10- Friday, June 11	6
	Total	458
Batch 2	Tuesday, June 1 - Wednesday, June 2	185
	Wednesday, June 2- Thursday, June 3	185
	Thursday, June 3- Friday, June 4	211
	Monday, June 7- Tuesday, June 8	222
	Monday, June 14-Tuesday, June 15	5
	Tuesday, June 15- Wednesday, June 16	5
	Wednesday, June 16- Thursday, June 17	7
	Thursday, June 17- Friday, June 18	3
	Total	823
Batch 3	Thursday, June 10- Friday, June 11	59
	Monday, June 14- Tuesday, June 15	57
	Tuesday, June 15-Wednesday, June 16	59
	Wednesday, June 16- Thursday, June 17	47
	Total	222
Split		
Hholds	Tuesday, June 15-Wednesday, June 16	2
	Thursday, June 17- Friday, June 18	1
	Monday, June21 -Tuesday, June22	4
	Wednesday, June 23- Thursday, June 24	2
	Thursday, June 24- Friday, June 25	2
	Monday, June 28- Tuesday, June 29	2
	Tuesday, June 29- Wednesday, June 30	4
	Total	17
GRAND TOTAL		1,520

Diary mailings to Replacement Households followed a similar procedure. However, batches were mailed more often and over a longer time period. There were sixteen diary mailings to Replacement Households with dates ranging from Wednesday, June 16 to Tuesday, August 31.

Reminder Calls

Survey respondents received reminder calls approximately two to three days before their assigned diary dates. Reminder calls served several purposes:

- Interviewers offered to answer any questions that respondents may have had,
- Households who did not receive their diary materials for one reason or another were identified and re-mailed survey packets, and
- Panel members who were unable to complete their diaries on their assigned dates were instructed to keep their materials and record their travel information on the same two days of a later week.

Sample Management

The two-day travel diary was programmed into Ci3 CATI, similarly to the recruitment screener. Each household member's two-day diary was entered into a separate record using the computer-assisted telephone interviewing system.

While Ci3 CATI controlled the survey administration, scheduling of callback interviews, and call disposition, the management of diary sample was handled manually. This means that sample records resided outside of the CATI system, and records were entered one at a time by data collection staff at the point of the interview. Sample was managed using note cards and a detailed system of labeling and organization. Each note card contained one household and listed the telephone number, the number of household members, the name of each member, and the scheduled appointment time for diary collection. Sample information was entered into CATI only when a survey respondent was reached and prepared to give the household's trip information.

This system of survey administration and sample management was also able to accommodate the mail-in returns. Sample records were organized, so that households who mailed in their diaries were easily found and marked as complete. Interviewers data entered mail-in returns into the same database used for telephone interviewing. If necessary, respondents were called back for clarification of ambiguous or missing information.

Northwest Research Group attempted to reach all Continuing and Replacement panel recruits. Messages were left for participating households, and they were given the option to call in at their convenience to relate their household diary data.

Note cards for households from which only partial diary data was collected were flagged, and attempts were continually made to complete diary collection for all of their household members.

Final Sample Disposition

Of the initial panel recruits, 1,808 households successfully completed their travel diaries. Final sample disposition was either complete, incomplete/unreachable, or refused.

Final Sample Disposition Diary Data Collection			
Disposition	Continuing	Replacement	Total
Complete	1355	453	1,808
Incomplete / Unreachable	122	124	246
Refused	43	37	80
Total	1,520	614	2,134

Wrap-Up

Diary data collection took place over a three-month period, from May 27 to September 3. However, no diary dates extended past the end of August. All interviewers assigned to the project attended a project briefing / training session. The sessions included the purpose and background of the study, a discussion of issues and technical information specific to the study, and a question-by-question examination. Daily interviewing was continually monitored with a supervisor to interviewer ratio of 1:8. A complete interview was observed at least once every shift for each interviewer. A supervisor was immediately available to handle any questions that arose during an interview. Supervisors were also responsible for handling incoming calls from panel members and connecting callers to trained interviewers for immediate diary collection.

In summary, Northwest Research Group recruited a total of 2,134 households to reach a final panel size of 1,808 households with completed diaries.

Challenges encountered during diary data collection include:

- Respondents completing diaries incorrectly, doing their diaries on the wrong dates, or returning blank diaries when out of town during their assigned dates - although the new methodology improved the clarity and accuracy of travel data, troublesome situations were still encountered. When possible, respondents were called back to rectify their situations. This may have involved a simple clarification or having to issue new travel diaries and dates.
- Increased refusal rate due to the modified data collection method - some of the Continuing Households were accustomed to returning their diaries by mail and were unwilling to give their information over the telephone. Northwest Research Group tried to accommodate all respondents by giving them the option to return diaries by mail.
- High level of detail management needed to assign id numbers accurately and distribute materials to the correct households and household members - even down to the level of placing labels on envelopes and individual diaries, attention to detail was imperative.
- Sample management - because sample was not managed by the computer system, it was more difficult to track the outcome of each call. The field staff used a standardized method to indicate whether the last attempt made to a household was a call-back, no answer, refusal, complete, etc. Furthermore, sample records were organized by appointment times, in order to contact respondents as scheduled.
- Ensuring a final panel size of at least 1,750 - Replacement recruiting occurred simultaneously with diary collection, so that late "drop-out" households could be replaced in the appropriate proportions. Soft refusals and over quota households were saved and re-called if they fit the desired demographic profile. Each quota group was over-recruited by a calculated amount, in order to ensure a sufficient Wave 8 panel.

Attitude and Values Survey

All Wave 8 panel recruits were also asked to complete an attitude and values survey that addressed transportation issues relevant to the current planning efforts of the Regional Council. Attitude surveys were mailed to respondents separately from and after the travel diary packets. Attitude survey packets were mailed in three batches during July and August. Each household received the following materials:

- Envelope addressed to the household contact
- Cover letter from PSRC
- One Household Survey
- Personal Surveys for each household member, 16 years of age or older, labeled with name and personal id number
- A postage-paid return envelope addressed to Northwest Research Group

Processing Returns

Upon receiving the Attitude Survey returns, data entry staff batched the Household Surveys into envelopes of 100 and the Personal Surveys into envelopes of 50. Each household id number, which was indicated on the Personal Survey label as a part of the personal id, was hand-written on the Household Survey as they were batched.

Of the 2,164 Household Attitude Surveys mailed, 1,101 were returned. This translates to a response rate of 51%. Northwest Research Group received Personal Surveys from 2,039 members of these households.

Data Entry

Once batched, the paper surveys were cleaned and coded by data entry staff according to predetermined rules. This standardized cleaning and coding procedure simplifies and expedites the task of data entry. These cleaning and coding rules can be found in the Project Materials section of this report.

Surveys were then data entered and verified for accuracy. The final database was reviewed for quality by the project manager before data preparation.

Two data files were prepared for final delivery: one Household Survey file and one Personal Survey file.

Stratification of Wave 8 Panel

One of the important goals of this study was to match the composition of the Wave 8 panel to that of the previous Transportation Panel. As was mentioned earlier, the stratification of the Wave 8 panel by County, Transit Type, and Life Cycle reveals success in approximating the expected number of panel members in each category.

Actual vs. Expected Wave 8 Transportation Panel Households by County, Household Transit Type, and Life Cycle Stage				
County	Actual Wave 8 Panel Households		Expected Households Based On Wave 7 Proportions	
	Count	%	Count	%
1 King (COUNTY = 1)	839	46.4%	856	47.4%
2 Kitsap (COUNTY = 2)	205	11.3%	193	10.7%
3 Pierce (COUNTY = 3)	395	21.9%	392	21.7%
4 Snohomish (COUNTY =4)	369	20.4%	367	20.3%
TOTAL	1808	100%	1808	100%
Household Transit Type				
5 SOV (HHTYPE=1)	1213	67.1%	1200	66.4%
6 Transit (HHTYPE = 2)	369	20.4%	369	20.4%
7 Carpool (HHTYPE = 3)	226	12.5%	239	13.2%
TOTAL	1808	100%	1808	100%
Life Cycle Stage				
8 With Kids (LIFESTG = 1)	551	30.5%	550	30.4%
9 1 Adult No Kids (LIFESTG = 2)	400	22.1%	409	22.6%
10 2+ Adults No Kids (LIFESTG = 3)	857	47.4%	850	47.0%
TOTAL	1808	100%	1808	100%

Comparison of Travel Diary Participants and Wave 8 Non-respondents

It is also valuable to compare the demographic profiles of participating Wave 8 panel households and non-respondents to assess the possible effects of nonresponse bias in this study. The following tables outline the significant differences between Wave 8 diary returners, or those who completed- travel diaries, and those who did not participate. Those who did not participate include immediate refusals who at least allowed us to update their household information, refusals post-recruitment, and those who Northwest Research Group was unable to reach for collection of their diary data.

Demographic Differences Between Wave 8 Diary Returners and Non-respondents		
	Percent of Total	
	Diary Returners	Non-respondents
Years at Current Address		
Less than 1	6%	14%
1 to 5	26	30
6 to 10	22	20
11 to 20	22	19
More than 20	25	17
Years in Current County		
Less than 1	2%	5%
1 to 5	11	12
6 to 10	14	16
11 to 20	21	20
More than 20	53	47
Household Size		
One	22%	19%
Two	40	33
Three	14	18
Four	16	17
Five	5	8
More than Five	2	6
Mean	2.5	2.8
Presence of Children		
Yes	30%	38%
No	70	62
Number Employed Full-Time		
Zero	25%	16%
One	35	32
Two	33	37
Three	6	9
More than Three	2	5
Mean	1.3	1.6

Demographic Differences Between Wave 8 Diary Returners and Non-respondents [continued]		
	Percent of Total	
	Diary Returners	Non-respondents
Life Cycle Stage		
1 -- Preschool Age Children	10%	11%
2 -- School Age Children	20	27
3 -- One Adult Under 35	2	4
4 -- One Adult 35 to 64	12	10
5 -- One Adult Over 65+	8	4
6 -- Two Adults Under 35	3	7
7 -- Two Adults 35 to 64	27	29
8 -- Two Adults Over 65+	17	8
Household Transit Type		
SOV	67%	55%
Transit	20	27
Carpool	13	18
Wave		
One	22%	8%
Two	3	2
Three	4	2
Four	5	3
Five	5	3
Six	16	11
Seven	20	27
Eight	25	44

- Diary returners have lived at their current residence longer than have non-respondents. Similarly, those who returned their diaries have lived in their current county longer than those who did not return them. Perhaps longer-term residents have a greater interest in the topic of this study, and therefore may be more inclined to participate.
- Larger households, meaning households with more than five members, are less likely to be diary returners. Completing a diary for each household member 15 years of age or older may have been a more onerous task for larger households.
- Households with children under the age of 18 are also less likely to have returned their travel diaries. Again, the inconvenience of completing the survey may have played a role in the greater nonresponse among households with children.
- Households in which zero members are employed full-time were more likely to complete their travel diaries. Perhaps the individuals in these households had more time to fill out their diaries and give the trip information over the telephone. Those employed full-time may have perceived the burden of a telephone interview (the new methodology) as too time-consuming.
- Again, households in Stage 2 of the Life Cycle, those with school-age children, were less likely to complete travel diaries. On the other hand, older respondents living in multi-person households without children were more likely to be diary returners. Nonresponse was more typical among households with at least one transit user, while SOV households were more likely to complete travel diaries.
- Households that have been panel members since the beginning of the study were much more likely to have continued their participation. Only eight percent of non-respondents were recruited in Wave 1, compared to twenty-two percent of diary returners.

- Panel members from all four counties were equally likely to complete travel diaries. Kitsap County had the highest participation rate (88%), and Pierce had the lowest (81%).
- Furthermore, no significant differences were found in the average age, income, or number of vehicles among participating panel households and non-respondents.

Comparison by Travel Mode

Significant differences were also observed between panel households of the three transit types. Among the 1,808 Wave 8 Households, two-thirds (67%) were SOV, twenty percent had at least one regular transit user, and thirteen percent had at least one carpooler.

Demographic Differences by Household Transit Type			
	SOV	Percent of Total Transit	Carpool
County			
King	43%	61%	44%
Kitsap	11	14	11
Pierce	25	10	23
Snohomish	22	15	23
Years at Current Address			
Less than 1	4%	8%	10%
1 to 5	23	32	31
6 to 10	21	22	24
11 to 20	22	20	23
More than 20	30	17	13
Years in Current County			
Less than 1	1%	2%	3%
1 to 5	9	15	14
6 to 10	12	20	15
11 to 20	19	22	25
More than 20	59	41	44
Household Size			
One	25%	21%	9%
Two	42	36	33
Three	12	17	22
Four	14	17	26
Five	5	5	7
More than Five	2	3	4
Mean	2.4	2.6	3.0
Presence of Children			
Yes	27%	33%	42%
No	73	67	58
Number of Vehicles			
Zero	2%	13%	0%
One	25	33	16
Two	43	35	40
Three	22	12	21
More than Three	9	7	23
Mean	2.2	1.5	2.1

Demographic Differences by Household Transit Type [continued]			
	SOV	Percent of Total Transit	Carpool
Income			
Less than \$10,000	2%	3%	1%
\$10,000 to \$15,000	3	5	1
\$15,000 to \$25,000	9	7	4
\$25,000 to \$35,000	13	10	9
\$35,000 to \$45,000	18	18	12
\$45,000 to \$55,000	15	12	14
\$55,000 to \$75,000	17	25	27
\$75,000 or More	23	22	32
Wave			
One	26%	13%	14%
Two	3	1	3
Three	5	3	1
Four	6	5	1
Five	5	5	3
Six	16	20	12
Seven	22	19	11
Eight	17	33	55

- King County households had the highest incidence of transit users — 61% of Transit households are from King County.
- Longer-term residents to the area are more likely to be drive-alone households. This may also reflect difference in the ages of panel members among the different household transit types.
- Carpool households are typically larger, with an average household size of three. This would be expected, because commuting with other household members was considered carpooling.
- Households without children were more likely to be SOV households.
- A relationship exists between the number of vehicles per household and household transit type. Those with fewer vehicles were more likely to have a regular transit user in the household.
- It appears as if higher income households were more likely to have a member who regularly carpools to work. However, by definition, carpool households had to have at least one member employed outside the home. This possibly explains the higher income among carpool households.
- A higher percentage of drive-alone households began the study during its first wave (26%), compared to transit and carpool households (13% and 14%, respectively). Moreover, Replacement Households make up one-third (33%) of transit households and over half of carpool households (55%). Only seventeen percent of SOV households were recruited during Wave 8. This could indicate a higher incidence of 'drop-out' among transit and carpool households.

Discussion of Wave 8 Attrition

Throughout the course of this study, Panel Households may have moved out of the four-county Puget Sound Region or decided to discontinue their participation. The resulting panel attrition had to be offset by replacing "drop-out" households with new recruits.

- The attrition rate for Wave 8 was initially estimated at 20%.
- Of the original 2,006 Continuing Households, 1,355 successfully completed Wave 8 of the Transportation Panel. Therefore, the actual attrition rate for Wave 8 was approximately 32%.
 - However, since the final Panel size was reduced to 1,808 this period, only one-fourth (25%) of the Wave 8 Panel is made up of Replacement Households.

Two factors that may have contributed to the attrition during Wave 8 are:

- The extended time period between Wave 7 and Wave 8 — there was one year and nine months separating Wave 7 and Wave 8, leaving more time for Panel members to relocate or neglect their commitment to the Transportation Panel.
- The new methodology employed by Northwest Research Group during Wave 8— Panel members were asked to report their Travel Diary information over the telephone as opposed to through the mail. While this method may be more accurate in terms of the data collected, some Panel members could be adverse to a change in a methodology they have become accustomed to, or they may be disinclined to give personal information over the telephone in general. In order to retain the maximum number of Panel members, Northwest Research Group provided the additional option of returning the Travel Diaries by mail.

The following table illustrates the breakdown by Wave of current Panel members:

Panel Households by Wave		
Wave	Wave 8 Participating Panel Households	
	Count	%
1	392	21.7%
2	47	2.6%
3	70	3.9%
4	97	5.4%
5	92	5.1%
6	297	16.4%
7	360	19.9%
8	453	25.0%
TOTAL	1,808	100.0%

Survey Retention Rates per Year									
1989-1999									
	Wave	1	2	3	4	5	6	7	8
1	Cont.	1,712	1,385	1,080	937	808	543	468	389
1989		100%	81%	63%	55%	47%	32%	27%	23%
	Replace		399	154	137	117	78	68	47
2			100%	39%	34%	29%	20%	17%	12%
1990	Total		1,784	1,234	1,074	925	621	536	436
			100%	69%	60%	52%	35%	30%	24%
	Replace			362	267	190	116	94	69
3				100%	74%	52%	32%	26%	19%
1992	Total			1,596	1,341	1,115	737	630	505
				100%	84%	70%	46%	39%	32%
	Replace				565	319	175	134	97
4					100%	56%	31%	24%	17%
1993	Total				1,906	1,434	912	764	602
					100%	75%	48%	40%	32%
	Replace					335	173	124	91
5						100%	52%	37%	27%
1994	Total					1,769	1,085	888	693
						100%	61%	50%	39%
	Replace						668	443	295
6							100%	66%	44%
1996	Total						1,753	1,331	988
							100%	76%	56%
	Replace							659	356
7								100%	54%
1997	Total							1,990	1,344
								100%	68%
	8 Replace								436
1999	Total								1,780

Project Materials

Recruitment

Initial Letter to Continuing Households

Dear Puget Sound Transportation Panel Member:

Thank you for your past participation in the Puget Sound Transportation Panel Survey. We are finding the results very helpful in planning transportation improvements for the region. Knowing how your travel patterns change helps us improve our ability to forecast future travel patterns. Some findings can be found on our Web page (www.psrc.org). You can request a copy of the information by writing to Neil Kilgren at the Puget Sound Regional Council, 1011 Western Avenue, Suite 500, Seattle WA 98104, or by calling him at 206-464-7964.

The panel continues to attract great interest from researchers and planners from throughout the nation and the world. Wave 7, the most recent phase conducted in 1997, focused on intelligent transportation systems that supply traveler information for the Seattle Metropolitan Area using high technology and advanced telecommunications systems. The survey data results are being used to support the Puget Sound region's Smart Trek project as well as assisting research for the USDOT's Intelligent Transportation Systems (ITS) Model Deployment Initiative. We plan to revisit those ITS issues in Wave 9 which will be conducted in the spring of 2000. In the meantime, we are gearing up to do Wave 8 this spring, which will focus on your perception and understanding of the many transportation and growth issues that the region is facing. The information you provide will be used to help us update the region's Metropolitan Transportation Plan.

Because the panel is unique and our only source of data on changes in travel patterns, your continuing participation is extremely important. Your continuing participation helps us get the most value from this research and improve mobility for all of us in the region.

Northwest Research Group of Bellevue will be conducting the survey for the Regional Council. They will call you within the next few weeks and arrange to send you a panel survey. We would appreciate your continued participation.

Sincerely,

Robert Sicko
Program Manager

Continuing Screener

Puget Sound Transportation Panel – Wave 8
99-127

Continuing Household Screener

INT1 May I please speak with _____?

[IF NECESSARY: This is _____ from Northwest Research Group, a public opinion research firm in Bellevue. We are working with the Puget Sound Regional Council and local transportation planners on a study of travel patterns, needs, and opinions in the Puget Sound area. Our records indicate that your household is a member of the Puget Sound Transportation Panel.]

INT2

[IF CONTACT NOT AVAILABLE, HIT CTRL-END TO SCHEDULE A CALLBACK]

[IF CONTACT NO LONGER AT THIS NUMBER:

PROBE: "Are you a member of the Puget Sound Transportation Panel?"

IF "Yes"

PRESS ANY KEY TO CONTINUE WITH PERSON ON PHONE

IF "No"

PROBE: "Do you have a new phone number for _____?"

RECORD THIS INFORMATION ON YOUR CALL RECORD SHEET

IF NO NEW CONTACT NUMBER,

HIT CTRL-END AND DISPOSITION AS MOVED (DISPOS = 37)

INTROA

[CONTACT ON PHONE]

(Hello, this is _____ from Northwest Research Group, a public opinion research firm in Bellevue. We are working with the Puget Sound Regional Council and local transportation planners on a study of travel patterns, needs, and opinions in the Puget Sound area. Our records indicate that your household is a member of the Puget Sound Transportation Panel.) The Regional Council recently mailed you a letter regarding Wave 9 of this research project. The continuing participation of your household in Wave 9 is very important to the study and will help improve mobility for everyone in the region. I would like to take a few minutes to update your household information and note any changes from when you last participated in the study. This call may be monitored for quality purposes.

- 1 OK – CONTINUE [SKIPTO A1A]
- 2 CALL BACK AT A MORE CONVENIENT TIME [CTRL-END]
- 3 HOUSEHOLD DOES NOT WANT TO CONTINUE ON THE PANEL

INTROB [IF INTROA = 3] I would like to point out that the transportation panel is a unique study because the travel patterns of panel members are studied over time, and this is our only source of data on changes in transportation patterns. Therefore, your continuing participation is extremely important. The information you provide will be used to help us measure the impact and benefits of advanced traveler information systems in the region as well as update the region's Metropolitan Transportation Plan. Are you willing to continue as a panel household?

- 1 OK – CONTINUE [SKIPTO A1A]
- 2 CALL BACK AT A MORE CONVENIENT TIME [CTRL-END]
- 3 HOUSEHOLD REFUSES TO CONTINUE ON THE PANEL

INTROC [IF INTROB = 3] Ok. I would to ask you just a few brief questions to note any changes in your household information since you last participated in the study.

- 1 OK – CONTINUE [QUIT = 1]
- 2 CTRL-END – IMMEDIATE REFUSAL

A1A Do you still live in _____ county?

- 1 YES [SKIPTO A2A]
- 2 NO
- 9 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]

PUGET SOUND REGIONAL COUNCIL

PUGET SOUND TRANSPORTATION PANEL - WAVE 8

MAY - AUGUST 1999

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- A1B **[IF A1A = 2]** What county do you live in?
- 1 KING
 - 2 KITSAP
 - 3 PIERCE
 - 4 SNOHOMISH
 - 5 OTHER **[SKIPTO THANK2]**
 - 9 DON'T KNOW / REFUSED **[SKIPTO THANK9; DISPOS = 8]**
- A2A To verify, is your home zip code still _____?
- 1 YES **[SKIPTO A3]**
 - 2 NO
 - 9 DON'T KNOW / REFUSED **[SKIPTO THANK9; DISPOS = 8]**
- A2B **[IF A2A = 2]** What is your correct zip code?
- _____ ENTER ZIP CODE
- 99999 DON'T KNOW / REFUSED **[SKIPTO THANK9; DISPOS = 8]**
- A3 **[IF QUIT = 1, SKIP]** How long have you lived in your current residence?
[READ IF REFUSED]
- 1 (Less Than One Year)
 - 2 (One To Three Years)
 - 3 (Four To Five Years)
 - 4 (Six To Ten Years)
 - 5 (Eleven To Twenty Years)
 - 6 (More Than Twenty Years)
 - 9 DON'T KNOW / REFUSED
- A4 **[IF QUIT = 1, SKIP]** And how long have you lived in your county?
[READ IF REFUSED]
- 1 (Less Than One Year)
 - 2 (One To Three Years)
 - 3 (Four To Five Years)
 - 4 (Six To Ten Years)
 - 5 (Eleven To Twenty Years)
 - 6 (More Than Twenty Years)
 - 9 DON'T KNOW / REFUSED
- C1A How many people in your household, age fifteen or older, ride a local bus at least four times a week?
Please count a round-trip as two rides.
- _____ ENTER NUMBER OF PEOPLE
- 8 8 OR MORE
 - 9 DON'T KNOW / REFUSED
- C1B **[IF QUIT = 1, SKIP] [IF C1A GT 0 AND LT 9]** Which bus system is that?
- 1 METRO / KING COUNTY METRO
 - 2 COMMUNITY TRANSIT / CT
 - 3 EVERETT TRANSIT
 - 4 PIERCE TRANSIT
 - 5 KITSAP TRANSIT
 - 6 OTHER: SPECIFY
 - 9 DON'T KNOW / REFUSED
- C2 How many household members are employed outside the home?
- _____ ENTER NUMBER OF PEOPLE
- 8 8 OR MORE
 - 9 DON'T KNOW / REFUSED
- C3 **[IF C2 GT 0 AND LT 9]** How many, if any, in your household carpool or vanpool to work? Please count family members riding together as more than one person.
- _____ ENTER NUMBER OF PEOPLE
- 8 8 OR MORE
 - 9 DON'T KNOW / REFUSED

C4 **[IF C3 GT 0 AND LT 9]** Would that be four or more trips per week? Please count each way as one trip.

[IF MORE THAN ONE PERSON, TAKE ONE WHO CARNANPOOLS MOST FREQUENTLY]

- 1 YES
- 2 NO
- 9 DON'T KNOW / REFUSED

HHTYPE

1 = SOV [DEFAULT]

2 = TRANSIT

3 = CARPOOL

[C1A GT 0 AND LT 9]

[C4 = 1 AND C1A = 0 OR 9]

DINT **[IF QUIT = 1, SKIP]** These next questions are to help us group your answers with the answers of other people in the survey.

[PRESS ANY KEY TO CONTINUE]

D1 **[IF QUIT = 1, SKIP]** How many cars, vans, pick-up trucks, or motorcycles in working condition are available for use by members of your household? Please include company cars.

- ENTER NUMBER OF VEHICLES
- 8 8 OR MORE
- 9 DON'T KNOW / REFUSED

D2 Including yourself, how many people are currently living in your household?

- ENTER NUMBER OF PEOPLE
- 99 DON'T KNOW / REFUSED

D3 How many of these are age eighteen or older?

- ENTER NUMBER OF PEOPLE
- 99 DON'T KNOW / REFUSED

D4 **[IF D3 LT D2]** And how many are between six and seventeen?

- ENTER NUMBER OF PEOPLE
- 99 DON'T KNOW / REFUSED

D5 **[IF D3 + D4 LT D2]** And under age six?

- ENTER NUMBER OF PEOPLE
- 99 DON'T KNOW / REFUSED

[D3 + D4 + D5 MUST EQUAL D2]

[IF QUIT = 1 SKIP TO THANK1]

LIFESTG

1 = ANY CHILDREN

2 = 1 ADULT, NO CHILDREN

3 = 2+ ADULTS, NO CHILDREN

[(D4 + D5) GT 0]

[D2 = 1 AND (D4 + D5) = 0]

[D3 GT 0 AND (D4 + D5) = 0]

D6 Is your total annual household income above or below \$35,000 per year?

- 1 BELOW \$35,000
- 2 ABOVE \$35,000 [SKIPTO D8]
- 9 DON'T KNOW / REFUSED [SKIPTO EEINT]

D7 **[IF D6 = 1]** Would that be . . .

- 1 Less than \$10,000,
- 2 \$10,000 to \$15,000,
- 3 \$15,000 to \$25,000, or
- 4 \$25,000 to \$35,000?
- 9 DON'T KNOW / REFUSED

D8 **[IF D6 = 2]** Would that be . . .

 1 \$35,000 to \$45,000,

 2 \$45,000 to \$55,000,

 3 \$55,000 to \$75,000, or

 4 \$75,000 or more?

 9 DON'T KNOW / REFUSED

EEINT Now I need to update the information about the members of your household who will fill out the travel logs.

[PRESS ANY KEY TO CONTINUE]

EE1 How many household members are 15 years of age or older?

 _____ ENTER NUMBER OF PEOPLE

 99 DON'T KNOW / REFUSED

[FINT THRU FI 7 WILL BE LABELED SEQUENTIALLY, F THRU P. FOR ALL HOUSEHOLD MEMBERS]

FINT Let's start with you. / Next I am going to ask you about PERSON#X.

 REMINDER: IF YOU ARE NOT SPEAKING WITH ORIGINAL CONTACT, PRESS 2 TO GET NEW CONTACT INFORMATION.

 1 CONTINUE **[SKIPTO F4]**

 2 NOT SPEAKING TO ORIGINAL CONTACT / PERSON IS NO LONGER IN THE HOUSEHOLD

FI **[IF FINT =2]** May we update the address and telephone number for PERSON#X, so that we may ask him/her to continue as a panel household for this study?

 1 YES **[F1CON=1]**

 2 NO **[SKIPTO GINT]**

F2A ENTER NEW ADDRESS OF PERSON#X

F2B ENTER TELEPHONE NUMBER OF PERSON#X **[SKIPTO GINT]**

F3A **[FOR NEW HHOLD MEMBERS ONLY]** ENTER NAME OF PERSON#X

F3B **[FOR NEW HHOLD MEMBERS ONLY]** ENTER GENDER OF PERSON#X

 1 MALE

 2 FEMALE

F4 What is your age? / How old is PERSON#X?

 _____ ENTER EXACT AGE

 99 DON'T KNOW / REFUSED

F5 **[IF F4 = 99]** Are you between

 1 18 and 24,

 2 25 and 34,

 3 35 and 44,

 4 45 and 54,

 5 55 and 64, or

 6 65 and older?

 9 DON'T KNOW / REFUSED

F6 Are you currently employed outside the home?

 1 YES

 2 NO

 9 DON'T KNOW / REFUSED

F7 What is your occupation, that is, what type of work do you do?

[OPEN-END]

F8 What is your work address?

[PROBE IF DKIREF: What are the nearest cross streets?]

[OPEN-END: USE ONE LINE FOR EACH PIECE OF INFORMATION]

F9 And in what town do you work?

[IF THE TOWN WAS PROVIDED IN F8, VERIFY TOWN AND RE-ENTER]

[OPEN-END]

- F10 How many days a week do you normally work?
 [IF NECESSARY PROBE FOR NUMBER OF DAYS IN A TYPICAL WEEK]
 — ENTER NUMBER OF DAYS
 9 DON'T KNOW / REFUSED
- F11 How do you usually get to and from work?
 [CAN BE MULTIPLE RESPONSE, BUT DO NOT PROBE]
 1 CAR
 2 BUS
 3 MOTORCYCLE
 4 BICYCLE
 5 WALK
 6 OTHER: [SPECIFY]
 9 DON'T KNOW / REFUSED
- F12A [IF F11 = 1 AND F11 NE 2] Do you drive alone, drive but with others in the vehicle, or ride with others?
 1 DRIVE ALONE
 2 DRIVE BUT WITH OTHERS IN THE VEHICLE
 3 RIDE WITH OTHERS
 4 TAKE TURNS / VARIES
 9 DON'T KNOW / REFUSED
- F12B [IF F11 = 1 AND F11 NE 2] In the past six months or so, have you regularly taken the bus to or from work?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12C [IF F11 = 1 AND F11 NE 2] In the past six months or so, have you regularly ridden to or from work with others or had others riding with you?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12D [IF F11 = 1 AND F11 NE 2] Does your job require that you have a car at work?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12E [IF F11 = 1 AND F11 NE 2] Do you need the car before or after work to pick up children?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12E [IF F11 = 1 AND F11 NE 2 AND F12E = 1] How many days a week?
 [IF NECESSARY PROBE FOR NUMBER OF DAYS IN A TYPICAL WEEK]
 — ENTER NUMBER OF DAYS
 9 DON'T KNOW / REFUSED
- F13 Do you currently attend school?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12E [IF F13 = 1] What is the name of the school?
 [OPEN-END]
- F14B [IF P13 1] And in what town?
 [OPEN-END]

F14C **[IF F13 = 1]** How do you usually get to and from school?

[CAN BE MULTIPLE RESPONSE, BUT DO NOT PROBE]

- 1 CAR
- 2 BUS
- 3 MOTORCYCLE
- 4 BICYCLE
- 5 WALK
- 6 OTHER: (SPECIFY)
- 9 DON'T KNOW / REFUSED

F14D **[IF F14C = 1 AND F14C NE 2]** Do you drive alone, drive but with others in the vehicle, or ride with others?

- 1 DRIVE ALONE
- 2 DRIVE BUT WITH OTHERS IN THE VEHICLE
- 3 RIDE WITH OTHERS
- 4 TAKE TURNS / VARIES
- 9 DON'T KNOW / REFUSED

F15 How many times a week do you ride the bus? Please count a round-trip as two rides.

____ ENTER NUMBER OF ONE-WAY RIDES
99 DON'T KNOW / REFUSED

F16 Do you have a transit pass?

- 1 YES
- 2 NO
- 9 DON'T KNOW / REFUSED

F17 Do you currently have a valid driver's license?

- 1 YES
- 2 NO
- 9 DON'T KNOW / REFUSED

[SKIPTO NEXT PERSON – CONTINUE UNTIL YOU REACH THE NUMBER RECORDED IN EE1]

THANKA Thank you for agreeing to continue as a member of the Puget Sound Transportation Panel!

Within the next week we will be mailing [# TO BE MAILED] travel-log diaries to your household to be filled out during an assigned two-day period. Each household member who is 15 years of age or older will receive a travel diary. When the diaries arrive in the mail, please distribute them to the appropriate household members. The name of each person, as well as the assigned two-day period for recording your household's travel information, will be noted at the top of each diary. Please carefully review the instructions for filling out the travel-logs with all panel participants. When the diaries have been completed on paper, please gather them from each participant.

This year we will be calling you back to collect your household's travel diary information over the telephone. This method will ensure more accurate and timely survey results.

THANKB As part of this year's study, we are also asking each member of the panel who is 16 or older to fill out an attitude survey that addresses policy issues related to the region's Metropolitan Transportation Plan. The surveys will be mailed to your household within the next month. Please distribute the surveys to the appropriate household members and collect them when they have been completed on paper. We ask that you mail back the completed attitude surveys in the return envelope we will provide.

Are there any questions you would like to ask me about the travel diary or about the Attitude Survey?

[ANSWER IF POSSIBLE]

THANKC Finally, I would like to verify your mailing address, so that we can be sure to send the survey materials to the correct household.

[PRESS ANY KEY TO CONTINUE]

ADDR Do you still live at...

ADDRESS:

[SHOW ADDRESS]

MAILING ADDRESS:

[SHOW MAILING ADDRESS]

THANKD Thank you very much for your time today, and we Look forward to speaking with you again soon.

THANK1 **[IF QUIT = 1]** Thank you very much for your time. The information you have provided will be very useful.

THANK2 Thank you for your time, but in order to continue as a panel household, you must live in the four-county Puget Sound area.

THANK3 Thank you for your time.

THANK9 Thank you for your time, however, we cannot continue without that information.

Replacement Screener

Puget Sound Transportation Panel – Wave 8
99-127

Recruiting Household Screener

- INT1 Hello, this is _____ from Northwest Research Group, a public opinion research firm in Bellevue. We are working with the Puget Sound Regional Council and local transportation planners on a study of travel patterns, needs, and opinions in the Puget Sound area. For this study, I need to speak with a household member who is 18 years of age or older. This call may be monitored for quality purposes.
- 1 OK – CONTINUE
 - 2 CALL BACK AT A MORE CONVENIENT TIME [CTRL-END]
 - 3 HOUSEHOLD DOES NOT WANT TO BE ON THE PANEL [SKIPTO THANK1; DISPOS = 12]
- A1B First, what county do you live in?
- 1 KING
 - 2 KITSAP
 - 3 PIERCE
 - 4 SNOHOMISH
 - 5 OTHER [SKIPTO THANK2; DISPOS = 13]
 - 9 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]
- A2B What is your home zip code?
- _____ ENTER ZIP CODE
- 99999 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]
- A3 How long have you lived in your current residence?
- [READ IF REFUSED]
- 1 (Less Than One Year)
 - 2 (One To Three Years)
 - 3 (Four To Five Years)
 - 4 (Six To Ten Years)
 - 5 (Eleven To Twenty Years)
 - 6 (More Than Twenty Years)
 - 9 DON'T KNOW / REFUSED
- A4 And how long have you lived in your county?
- [READ IF REFUSED]
- 1 (Less Than One Year)
 - 2 (One To Three Years)
 - 3 (Four To Five Years)
 - 4 (Six To Ten Years)
 - 5 (Eleven To Twenty Years)
 - 6 (More Than Twenty Years)
 - 9 DON'T KNOW / REFUSED
- A5 [IF A4 = 1] What county did you live in one year ago?
- 1 KING
 - 2 KITSAP
 - 3 PIERCE
 - 4 SNOHOMISH
 - 5 OTHER [NEWR = 1]
 - 9 DON'T KNOW / REFUSED

- B1 One topic that has received a lot of attention recently is traffic congestion. Do you believe that the state and local governments have adequate financial resources to meet transportation needs?
- 1 YES
 - 2 NO
 - 9 DON'T KNOW / REFUSED
- B2 When beginning your commute, if you knew that you would be caught in traffic congestion due to an incident, would you...
- 1 Take an alternate route,
 - 2 Delay your departure time,
 - 3 Switch mode of travel,
 - 4 Not make the trip, or
 - 5 Not do anything different?
 - 8 NONE OF THE ABOVE
 - 9 DON'T KNOW / REFUSED
- B3 What level of gas price **increase** would prompt you to drive less? Would you say...
- 1 10 cents per gallon,
 - 2 11 to 25 cents per gallon,
 - 3 25 to 50 cents per gallon,
 - 4 More than 50 cents per gallon, or
 - 5 Price has no effect?
 - 9 DON'T KNOW / REFUSED
- C1A How many people in your household, age fifteen or older, ride a local bus at least four times a week? Please count a round-trip as two rides.
- _____ ENTER NUMBER OF PEOPLE
- 8 8 OR MORE
 - 9 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]
- C1B [IF C1A GT 0 AND LT 9] Which bus system is that?
- 1 METRO / KING COUNTY METRO
 - 2 COMMUNITY TRANSIT / CT
 - 3 EVERETT TRANSIT
 - 4 PIERCE TRANSIT
 - 5 KITSAP TRANSIT
 - 6 OTHER: SPECIFY
 - 9 DON'T KNOW / REFUSED
- C2 How many household members are employed outside the home?
- _____ ENTER NUMBER OF PEOPLE
- 8 8 OR MORE
 - 9 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]
- C3 [IF C2 GT 0 AND LT 9] How many, if any, in your household carpool or vanpool to work? Please count family members riding together as more than one person.
- _____ ENTER NUMBER OF PEOPLE
- 8 8 OR MORE
 - 9 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]
- C4 [IF C3 GT 0 AND LT 9] Would that be four or more trips per week? Please count each way as one trip.
- 1 YES
 - 2 NO
 - 9 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]

HHTYPE

1 = SOV [DEFAULT]

2 = TRANSIT

3 = CARPOOL

[C1A GT 0 AND LT 9]

[C4 = 1 AND C1A = 0 OR 9]

DINT These next questions are to help us group your answers with the answers of other people in the survey.

[PRESS ANY KEY TO CONTINUE]

D1 How many cars, vans, pick-up trucks, or motorcycles in working condition are available for use by members of your household? Please include company cars.

____ ENTER NUMBER OF VEHICLES
8 8 OR MORE
9 DON'T KNOW / REFUSED

D2 Including yourself, how many people are currently living in your household?

____ ENTER NUMBER OF PEOPLE
99 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]

D3 How many of these are age eighteen or older?

____ ENTER NUMBER OF PEOPLE
99 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]

D4 [IF D3 LT D2] And how many are between six and seventeen?

____ ENTER NUMBER OF PEOPLE
99 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]

D5 [IF D3 + D4 LT D2] And under age six?

____ ENTER NUMBER OF PEOPLE
99 DON'T KNOW / REFUSED [SKIPTO THANK9; DISPOS = 8]

[D3 + D4 + D5 MUST EQUAL D2]

LIFESTG

1 = ANY CHILDREN [(D5 + D6) GT 0]
2 = 1 ADULT, NO CHILDREN [D3 = 1 AND (D5 + D6) = 0]
3 = 2+ ADULTS, NO CHILDREN [D4 GT 0 AND (D5 + D6) = 0]

D6 Is your total annual household income above or below \$35,000 per year?

1 BELOW \$35,000
2 ABOVE \$35,000 [SKIPTO D8]
9 DON'T KNOW / REFUSED [SKIPTO EEINT1]

D7 [IF D6 = 1] Would that be . . .

1 Less than \$10,000,
2 \$10,000 to \$15,000,
3 \$15,000 to \$25,000, or
4 \$25,000 to \$35,000?
9 DON'T KNOW / REFUSED

D8 [IF D6 = 2] Would that be . . .

1 \$35,000 to \$45,000,
2 \$45,000 to \$55,000,
3 \$55,000 to \$75,000, or
4 \$75,000 or more?
9 DON'T KNOW / REFUSED

EEINT1 As you may know, planning organizations at the local, county, and state levels are looking at transportation and people's needs. As a further part of this study, we are putting together a panel of households in King, Kitsap, Pierce, and Snohomish counties. The transportation patterns of the members of panel households will be studied over time. The information will be used in planning for highway systems, transit systems, the state ferry system, and local roads.

It is important that the panel be truly representative across the Puget Sound area. We would like to include your household as a member. PAUSE FOR RESPONSE.

EEINT2 As a first step, all household members, age fifteen and older, will be asked to keep a record of local trips for two days. Actually, a lot of people find it kind of interesting to see where they really do go!

Panel households may be recontacted once or twice a year to update household member information or to be a part of additional transportation studies. Would you like to be a Puget Sound Transportation Panel household?

IF NEEDED: That's what we do need -- people with all types of activity, from a lot to a very little. It is important that we do include people like yourself.

1 YES, WILLING TO PARTICIPATE. **[CONTINUE]**

2 NO, NOT WILLING TO PARTICIPATE. **[SKIP TO THANK4; DISPOS = 15]**

EE1 Great! First, I need to get some background information about the members of your household. How many are 15 years of age or older?

____ ENTER NUMBER OF PEOPLE
99 DON'T KNOW / REFUSED

EE2F May I have their names so we can address the travel-log diary to each person? Let's start with you. Your first name is?

OPEN - ENDED

[PROBE FOR LAST NAME]

EE2FG RECORD GENDER

1 MALE
2 FEMALE

EE2G And the next person's name is?

OPEN - ENDED

EE2GG RECORD GENDER

1 MALE
2 FEMALE

[REPEAT THROUGH EE2A - EE2F TO OBTAIN NAME/GENDER OF EACH HH MEMBER]

FINT Let's start with you. / Next I am going to ask you about PERSON#X.

PRESS ANY KEY TO CONTINUE

F4 What is your age? / How old is PERSON#X?

____ ENTER EXACT AGE
99 DON'T KNOW / REFUSED

F5 **[IF F4 = 99]** Are you between . . .

1 15 and 17,
2 18 and 24,
3 25 and 34,
4 35 and 44,
5 45 and 54,
6 55 and 64, or
7 65 and older?
9 DON'T KNOW / REFUSED

F6 Are you currently employed outside the home?

1 YES
2 NO
9 DON'T KNOW / REFUSED

F7 What is your occupation, that is, what type of work do you do?

[OPEN-END]

F8 What is your work address?

[PROBE IF DK/REF: What are the nearest cross streets?]

[ENTER "HOME" FOR HOME ADDRESS, IF THEY WORK AT HOME]

F11B And in what town do you work?

[IF THE TOWN WAS PROVIDED IN F8, VERIFY TOWN AND RE-ENTER]

[OPEN-END]

- F10 How many days a week do you normally work?
 [IF NECESSARY PROBE FOR NUMBER OF DAYS IN A TYPICAL WEEK]
 _____ ENTER NUMBER OF DAYS
 9 DON'T KNOW / REFUSED
- F11 How do you usually get to and from work?
 1 CAR
 2 BUS
 3 CAR/BUS COMBINATION
 4 MOTORCYCLE
 5 BICYCLE
 6 WALK
 7 OTHER: : [SPECIFY]
 9 DON'T KNOW / REFUSED
- F12A [IF F11 = 1 AND F11 NE 2] Do you drive alone, drive but with others in the vehicle, or ride with others?
 1 DRIVE ALONE
 2 DRIVE BUT WITH OTHERS IN THE VEHICLE
 3 RIDE WITH OTHERS
 4 TAKE TURNS / VARIES
 9 DON'T KNOW / REFUSED
- F12B [IF F11 = 1 AND F11 NE 2] In the past six months or so, have you regularly taken the bus to or from work?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12C [IF F11 = 1 AND F11 NE 2] In the past six months or so, have you regularly ridden to or from work with others or had others riding with you?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12D [IF F11 = 1 AND F11 NE 2] Does your job require that you have a car at work?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12E [IF F11 = 1 AND F11 NE 2] Do you need the car before or after work to pick up children?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F12F [IF F11 = 1 AND F11 NE 2 AND F12E = 1] How many days a week?
 [IF NECESSARY PROBE FOR NUMBER OF DAYS IN A TYPICAL WEEK]
 _____ ENTER NUMBER OF DAYS
 9 DON'T KNOW / REFUSED
- F13 Do you currently attend school?
 1 YES
 2 NO
 9 DON'T KNOW / REFUSED
- F14A [IF F13 = 1] What is the name of the school?
 [OPEN-END]
- F14B [IF F6 = 4 OR F6 = 5] And in what town?
 [OPEN-END]

F14C **[IF 13 = 1]** How do you usually get to and from school?

[CAN BE MULTIPLE RESPONSE, BUT DO NOT PROBE]

- 1 CAR / VAN / SUV / TRUCK
- 2 BUS
- 3 MOTORCYCLE
- 4 BICYCLE
- 5 WALK
- 6 OTHER: : [SPECIFY]
- 9 DON'T KNOW / REFUSED

F14D **[IF F14C = 1 AND F14C NE 2]** Do you drive alone, drive but with others in the vehicle, or ride with others?

- 1 DRIVE ALONE
- 2 DRIVE BUT WITH OTHERS IN THE VEHICLE
- 3 RIDE WITH OTHERS
- 4 TAKE TURNS / VARIES
- 9 DON'T KNOW / REFUSED

F15 How many times a week do you ride the bus? Please count a round-trip as two rides?

- _____ ENTER NUMBER OF ONE-WAY RIDES
- 99 DON'T KNOW / REFUSED

F16 Do you have a transit pass?

- 1 YES
- 2 NO
- 9 DON'T KNOW / REFUSED

F17 Do you currently have a valid driver's license?

- 1 YES
- 2 NO
- 9 DON'T KNOW / REFUSED

[SKIPTO NEXT PERSON – CONTINUE UNTIL YOU REACH THE NUMBER RECORDED IN EE1]

THANKA Thank you for agreeing to continue as a member of the Puget Sound Transportation Panel!

Within the next week we will be mailing [# TO BE MAILED] travel-log diaries to your household to be filled out during an assigned two-day period. Each household member who is 15 years of age or older will receive a travel diary. When the diaries arrive in the mail, please distribute them to the appropriate household members. The name of each person, as well as the assigned two-day period for recording your household's travel information, will be noted at the top of each diary. Please carefully review the instructions for filling out the travel-logs with all panel participants. When the diaries have been completed on paper, please gather them from each participant.

We will be calling you back to collect your household's travel diary information over the telephone. This method will ensure more accurate and timely survey results.

[PRESS ANY KEY TO CONTINUE]

THANKB As part of this year's study, we are also asking members of the panel who is 16 or older to fill out an attitude survey that addresses policy issues related to the region's Metropolitan Transportation Plan. This survey will be mailed to your household sometime within the next month. Please distribute the surveys to the appropriate household members and collect them when they have been completed on paper. We ask that you mail back the completed attitude surveys in the return envelope we will provide.

THANKC Finally, I would like to get your mailing address, so that we can be sure to send the survey materials to the correct household.

Full Name:

Address:

Apt #:

City:

State:

Zip:

THANKD Thank you very much for your time today, and we look forward to speaking with you again soon.
Are there any questions you would like to ask me about the travel diary or about the Attitude Survey?

THANK1 Thank you very much for your time.

THANK2 Thank you for your time, but in order to continue as a panel household, you must live in the four-county
Puget Sound area.

THANK3 Those are all of the questions I have today. May I just get your first name?
Thank-you for your time.

[RESPONDENT IS OVER QUOTA – PLEASE RECORD NAME, PHONE NUMBER, COUNTY, TRANSIT
TYPE, AND LIFE CYCLE STAGE ON OVER QUOTA SHEET]

THANK4 That concludes our survey. Thank you very much for your time.

THANK9 Thank you for your time, however, we cannot continue without that information.

Background

The Puget Sound Transportation Panel, initiated in 1989, is continuing with the eighth phase of this longitudinal study in 1999. The information collected throughout this study is useful in analyzing changes in travel patterns and transportation needs over time. In addition, the focus of Wave 8 is to provide public attitudinal data to support analysis being performed for the update of the region's Metropolitan Transportation Plan.

Specific objectives of the Puget Sound Transportation Panel are:

- To be a metropolitan "Current Population Survey" to track changes in employment, work characteristics, household composition, and vehicle availability.
- To monitor changes in travel behavior and responses to changes in the transportation environment
- To examine changes in attitudes and values as they affect mode choice and travel behavior.

Data collection efforts for this study are split up into several different steps:

- Contact panel members from Wave 7 and identify household and personal changes occurring within the past eighteen months. Determine characteristics of "drop-out" households in order to recruit a representative mix of replacement households. Update household data for Wave 8 using the recruitment screener.
- Recruit panel members to replace those from Wave 7 that have left the region or that chose not to continue as panel members. Gather household member data using the recruitment screener.
- Make reminder calls to Wave 8 panel members to encourage participation, answer questions, and set appointments to re-contact participants for collection of their diary information.
- Collect diary information via telephone. For panel members who did not fill out their diaries on the appropriate dates, assign new dates and set another appointment for re-contact.

What is a Panel Household?

- Panel households are representative of the general population in the Puget Sound's four-county region. Counties included in this region are King, Snohomish, Pierce, and Kitsap county.
- Panel households can be one of three transportation types. They are either classified as:
 1. "SOV" households (66% of panel households)
 - Households without any members who are regular transit users or carpoolers
 2. Transit user households (21% of panel households)
 - At least one household member takes 4 or more one-way trips per week using transit
 3. Carpool households (13% of panel households)
 - At least one working household member who takes 4 or more one-way trips per week in a carpool or vanpool using no transit
- Panel households will be classified into eight life cycle stages: With pre-school age children, with school age children, one adult less than 35 with no children, one adult 35-64 with no children, one adult 65 or older with no children, two or more adults less than 35 with no children, two or more adults 35-64 with no children, two or more adults 65 or older with no children.

- All household members who are 15 years of age or older are asked to participate in the panel. This means that everyone who is 15 years of age or older in a panel household should complete a 2-day diary.

Continuing Household Screener

We will be contacting continuing panel households between **May 6** and **June 4**.

The continuing household screener updates key household characteristics, as well as household member information.

The purpose of the continuing household screener is to update key household characteristics, and household member information that has been tracked over the course of the study. Other objectives include getting an accurate count of the number of household members (who are 15 years of age or older) and, more importantly, encouraging them to continue as Puget Sound Transportation Panel members.

Things to Know

- We will only be speaking with one contact person, whose name and phone number we already have, to update his/her household data. We will speak to the same household contact when collecting the diary data.
- All continuing households should have received a letter from the Puget Sound Regional Council within the past couple of months notifying them that Wave 8 of the panel is coming up. In that letter, they were told that they would receive a call from Northwest Research Group.
- There were 2,023 panel households in Wave 7. We will attempt to reach each and every one. It is estimated that 30% either will have moved or will no longer choose to be a part of the panel. The desired sample size for Wave 8 is 1,750 households. Therefore, we expect to recruit 350 replacement panel households.
- When household members have moved, we will attempt to get new contact information for them (i.e. a new phone number). When a household member moves and we are able to contact him/her, this is called a "split" household. The new, or "split" household is now considered a new panel household.
- The screener should take an average of 15 minutes to complete, depending on household size.
- We will be keeping track of certain household characteristics as the study progresses, so that we will know what types of households we need to recruit as replacements. The key variables that we will track are: County, Household Transit Type, Life Cycle Stage, Zip Code and Telephone Prefix.
- We will try to encourage all households to continue with the panel. However, there will be some participants who do not wish to continue.

It is very important that we still ask these "Refusals" to answer a few brief questions, so that we can get an accurate picture of what type of household it is. We need this information so we will know what type of household to recruit as a replacement.

Screener Topics

The following topics will be included in the screener:

- introduction to the panel study and request for participation in Wave 8, including the travel diary, attitude and values survey, and follow-up contacts.
- Household member data for each person (15 years and older):
 - Age, gender, labor force participation, student status, license to drive.
 - For household members in the labor force: primary commute mode, work location including zip code, parking cost/subsidy, number of days worked per week, job classification, past 6 months use of transit or carpooling.

- Household Characteristics:
 - Persons in household, household composition, income, length at current residence, length of residence in current county, and number of household vehicles.

Screener

- INTRO -- We are asking to speak with a certain household member.
- If the contact name no longer lives there, we need to ask if the household is a member of the panel (because maybe just the contact has moved). If yes, then we will continue with the individual on the phone. If no, hit CTRL-END and disposition the call as "Panel Household has Moved - DISPOS = 37.
- When the contact is on the phone, introduce yourself and the study.
- If the household does not want to continue on the panel, we make one more attempt to encourage participation. If they still do not wish to continue, we will do our best to get them to answer a few Important questions.
- SEC. A -- This section updates area of residence information.
- Beginning here, but throughout the survey, try to probe Don't Know / Refused answers because all of the information is extremely important to the study, as well as for driving questionnaire variables.
- SEC. B -- There is no section B in the continuing screener, but there will be in the recruitment screener.
- SEC. C. -- This section updates household transit type.
- SEC. D -- This section updates household life-cycle stage. It is important that we have an accurate count of the number of household members in the various age groups
- SEC. E -- This section introduces the household member information update. EEI, the number of people age 15 and older, is a very Important question to the survey.
- SEC. F -- This section repeats for each household member who is 15 years of age or older.
- The sample we have has names of each household member who participated in Wave 7.
- If the number respondents Indicated In EEI is greater than the number of participants from Wave 7, the loop will continue, and you will ask for Information on any new household members.
- If the number respondents indicated in EEI is less than the number of participants from Wave 7, you will still ask about all household members in the sample. However, when respondents inform us that "Bob" (for example) is no longer in the household, we will ask them if they know how we can contact "Bob" to continue as a panel member. If they won't give us that information, that's ok, too.
- If the contact person does not know the information on another household member, it is ok for them to ask the other member (if the other member is at home). It is even Ok for the other member to get on the phone to complete their portion of the survey. When this section loops to another household member, you should ask to speak with the contact person again. it's also ok for them to just say "Don't Know" if the other member is not present.
- In the event that the person you are speaking with is not the original household contact name (i.e. In the INTRO, we discovered that "Harry" is no longer a member of the household, but the household would still like to be a panel member, and now

we are speaking with "Sally."), the computer will think that we are still speaking with "Harry" when we get to FINT. Therefore, you will need to be aware that FINT does not refer to the new contact person.

To deal with this problem you will have to write the original contact name and the new contact name on your call record sheet in the space provided, and remember that when you get to FINT you will be talking about the original contact. At this time you will have to enter "2" in FINT, so that the next question will be "May we update the address and telephone number for Harry..."

Then, when you get to GINT, it may say, "Next let's talk about Sally." You should remember that you are talking to "Sally" and simply say "Now let's talk about you." However, the second person who comes up will not necessarily be "Sally," so you will have to be aware.

- THANK -- In this section we describe to respondents what will happen next and what is expected of them as a panel household.
- At the end of the survey we need to verify the mailing address, so that we can be sure they get their diaries (and so we didn't go through this whole survey for nothing!!) You can read the current address information on your screen, and then enter pieces of the address that have changed. Be sure to get directional information on streets.
- Finally, we give the respondents the opportunity to ask us any questions about the panel.

Answering Questions

1. When will you be calling me back to collect the diary information?
 - We will be calling you back within one or two weeks after the dates you are assigned to fill out your diaries.
2. What if I forget to / cannot fill out my diary on the day that I am assigned?
 - You can still participate in the panel even if you forget to/cannot fill out your diary on your assigned day! It is important that you fill out your diary on the exact **days of the week** you are assigned. But if you miss the **date**, you can wait one week and fill out your diary on the same two-day period the following week.
3. Will I receive an incentive this year?
 - We will send you a two-dollar bill for each person aged fifteen and over as a small "Thank You" for your help.
4. What if I think of a question later? I want to speak to the person in charge of this study.
 - If you have any questions, don't hesitate to call the project manager.
 - NWRG - Laurel White at (425) 635-7481 or 1-800-545-5909
 - Puget Sound Regional Council - Neil Kilgren at (206) 464-7964

Respondents may ask questions that have already been explained in either the Intro or the Thank screen.

Also, please become familiar with the purpose and the components of this study, so that you can answer questions that refer to each.

If a respondent asks a question that you cannot answer, please tell him/her that he/she can call one of the project managers, or if they prefer, we can have someone get back to them with the answer to their question.

- In that case, you must write the question clearly on your call record sheet and flag the call record sheet with a colored paperclip so that we know he/she would like to be contacted.

Code Lists

■ City

Code	City	County
1	Algona	King
2	Auburn	King
3	Ballard	King
4	Bellevue	King
5	Black Diamond	King
6	Bothell	King
7	Carnation	King
8	Clyde Hill	King
9	Des Moines	King
10	Duvall	King
11	Enumclaw	King
12	Hunts Point	King
13	Issaquah	King
14	Kent	King
15	Kirkland	King
16	Lake Forest Park	King
17	Medina	King
18	Mercer Island	King
19	Milton	King
20	Normandy Park	King
21	North Bend	King
22	Pacific	King
23	Redmond	King
24	Renton	King
25	Seattle	King
26	Skykomish	King
27	Snoqualmie	King
28	Tukwila	King
29	Yarrow Point	King
30	Burien	King
31	Midway	King
32	Sea-Tac	King
33	Federal Way	King
34	White Center	King
35	Riverton Hgts	King
36	Vashon Island	King
37	Kenmore	King
38	Woodinville	King
39	Maple Valley	King
40	Richmond Beach	King
41	Fall City	King
42	Shoreline	King
43	Covington	King
99	Eastside	King
400	Bremerton	Kitsap
401	Port Orchard	Kitsap

Code	City	County
402	Poulsbo	Kitsap
403	Winslow	Kitsap
404	Silverdale	Kitsap
405	Kingston	Kitsap
406	Keyport	Kitsap
407	Bangor	Kitsap
408	Bainbridge Isl	Kitsap
409	Southworth	Kitsap
411	Suquamish	Kitsap
412	Manchester	Kitsap
415	Gorst	Kitsap
416	Retsil	Kitsap
418	Port Gamble	Kitsap
419	Indianola	Kitsap
420	Holly	Kitsap
421	Olalla	Kitsap
499	Kitsap County	Kitsap
500	Bonney Lake	Pierce
501	Buckley	Pierce
502	Carbonado	Pierce
503	Du Pont	Pierce
504	Eatonville	Pierce
505	Fife	Pierce
506	Fircrest	Pierce
507	Gig Harbor	Pierce
508	Milton	Pierce
509	Orting	Pierce
510	Puyallup	Pierce
511	Roy	Pierce
512	Ruston	Pierce
513	South Prairie	Pierce
514	Steilacoom	Pierce
515	Sumner	Pierce
516	Tacoma	Pierce
517	Wilkeson	Pierce
518	Lakewood	Pierce
520	Fort Lewis	Pierce
521	Spanaway	Pierce
522	Parkland	Pierce
525	McMillan	Pierce
526	McChord AFB	Pierce
528	Graham	Pierce
529	Lakebay	Pierce
530	Tillicum	Pierce
531	Greenwater	Pierce
533	Purdy	Pierce

Code	City	County
535	McNeil Island	Pierce
537	Vaughn	Pierce
539	Rainier	Pierce
540	Fox Island	Pierce
541	University Place	Pierce
542	McKenna	Pierce
599	Pierce County	Pierce
750	Arlington	Snohomish
751	Bothell	Snohomish
752	Brier	Snohomish
753	Darrington	Snohomish
754	Edmonds	Snohomish
755	Everett	Snohomish
756	Gold Bar	Snohomish
757	Granite Falls	Snohomish
758	Index	Snohomish
759	Lake Stevens	Snohomish
760	Lynnwood	Snohomish
761	Marysville	Snohomish
762	Mill Creek	Snohomish
763	Monroe	Snohomish
764	Mountlake Terr	Snohomish
765	Mukilteo	Snohomish
766	Snohomish	Snohomish
767	Stanwood	Snohomish
768	Sultan	Snohomish
769	Woodway	Snohomish
772	Maltby	Snohomish
777	Alderwood Manor	Snohomish
778	Silver Lake	Snohomish

Code	City	County
779	Canyon Park	Snohomish
782	Machias	Snohomish
783	Smokey Point	Snohomish
787	Oso	Snohomish
788	Tulalip	Snohomish
790	Snohomish County	Snohomish
413	Belfair	Other
410	Port Ludlow	Other
414	Port Townsend	Other
417	Shelton	Other
422	Port Angeles	Other
423	Forks	Other
519	Olympia	Other
523	Lacey	Other
532	Yelm	Other
534	Elma	Other
770	Mount Vernon	Other
771	Camano Island	Other
773	Concrete	Other
774	Sedro Wooley	Other
775	Bellingham	Other
776	Whidbey Island	Other
784	Burlington	Other
785	Anacortes	Other
786	Blaine	Other
800	Out of Region	Other
998	Multiple Location	Other
999	Non-specific	Other

■ School

Code	School Name	County
1	Highline HS	King
2	North Seattle CC	King
3	Cornish	King
4	Highline CC	King
5	Renton HS	King
6	Green River CC	King
7	Lindberg HS	King
8	Mercer Island HS	King
9	Seattle Voc. Inst.	King
10	Kentridge HS	King
11	Kent-Meridian HS	King
12	Satellite Cont. Sch	King
13	Univ. of Wash	King
14	Renton Voc. Tech.	King
15	Shoreline CC	King
16	Lk Wash Voc Tech	King
17	Bothell HS	King
18	Roosevelt HS	King
19	Kentwood HS	King
20	Foster HS	King
21	Ingraham HS	King
22	Kennedy HS	King
23	Newport HS	King
24	Auburn HS	King
25	Evergreen HS	King
26	Inglemoor HS	King
27	Nathan Hale HS	King
28	Tahoma HS	King
29	Ballard HS	King
30	Enumclaw HS	King
31	Issaquah HS	King
32	Shorewood HS	King
33	Juanita HS	King
34	Interlake HS	King
35	Franklin HS	King
36	Mount Si HS	King
37	Lk Washington HS	King
38	Redmond HS	King
39	Eastside Catholic HS	King
40	Mt Rainier HS	King
41	Kings HS	King
42	O'Dea HS	King
43	Bellevue CC	King
44	Seattle Central CC	King
45	South Seattle CC	King
46	Watson-Groen Christian HS	King
47	Kent View Christian School	King
48	Seattle Christian	King
49	Best Alternative HS	King
50	Maywood Alternative School	King

Code	School Name	County
51	Bastyr College	King
54	Seattle Pacific Univ	King
55	Seattle Univ	King
56	Eastlake HS	King
57	Sealth HS	King
58	Garfield HS	King
59	Liberty HS	King
60	Seattle Alt Inst	King
61	Holy Names Academy	King
62	Bellevue Christian	King
63	Shorecrest HS	King
64	Northwest College	King
65	Nova School	King
66	Bellevue HS	King
67	Lakeside HS	King
68	City University	King
69	Decatur HS	King
70	Jefferson HS	King
71	Federal Way HS	King
72	Woodinville HS	King
73	Tyee HS	King
74	Blanchet HS	King
75	Hazen HS	King
76	Sequoia JHS	King
77	Skyview JHS	King
78	Olympic JHS	King
79	Kent JHS	King
80	Northshore JHS	King
81	Challenger HS	King
82	Seattle Prep HS	King
83	West Seattle HS	King
84	Rainier Beach HS	King
85	ITT	King
86	Kilo JHS	King
87	Auburn Riverside HS	King
88	Lifetime Learning Ctr	King
89	U.W. Extension	King
90	Vashon HS	King
91	U.W. Bothell Campus	King
92	Maple Valley HS	King
93	Kirkland JHS	King
94	Diocese of Olympia	King
95	Other	King
97	Fuller Theological	King
98	Antioch University	King
400	North Kitsap HS	Kitsap
401	South Kitsap HS	Kitsap
403	Olympic HS	Kitsap
404	Bremerton HS	Kitsap
405	Central Kitsap HS	Kitsap

Code	School Name	County
406	Bainbridge HS	Kitsap
423	Marcus JHS	Kitsap
424	Fairview Mid Sch	Kitsap
425	John Sedgwick JHS	Kitsap
426	Ridgetop Mid Sch	Kitsap
432	Olympic College	Kitsap
433	Chapman College	Kitsap
434	Poulsbo JHS	Kitsap
435	Bremerton Middle	Kitsap
495	Other	Kitsap
500	Tacoma CC	Pierce
501	Pierce College	Pierce
502	Univ of Puget Sound	Pierce
503	Bates Voc. Tech.	Pierce
504	White River HS	Pierce
505	Washington HS	Pierce
506	Stadium HS	Pierce
507	Wilson HS	Pierce
508	Orting HS	Pierce
509	Puyallup HS	Pierce
510	Mount Tahoma HS	Pierce
511	Lincoln HS	Pierce
512	Clover Park HS	Pierce
513	Rogers HS	Pierce
514	Lakes HS	Pierce
515	Foss HS	Pierce
516	Oakland Alternative HS	Pierce
517	Bellarmino HS	Pierce
518	Spanaway HS	Pierce
519	Franklin-Pierce HS	Pierce
520	Bethel HS	Pierce
521	Curtis HS	Pierce
522	Fife HS	Pierce
523	Sumner HS	Pierce
524	Gig Harbor HS	Pierce
525	Challenger HS	Pierce
531	Hudtloff JHS	Pierce
532	Lochburn JHS	Pierce
533	Spanaway JHS	Pierce
534	Lakeridge JHS	Pierce
535	Ballou JHS	Pierce
536	Curtis JHS	Pierce
537	City University	Pierce
538	Pacific Lutheran U	Pierce
539	Knapp College	Pierce
540	Griffin College	Pierce
541	Charles Wright Academy	Pierce
542	Tacoma Baptist HS	Pierce
545	Clover Park Voc Tech	Pierce
546	S.U. Law School (Tacoma)	Pierce
549	Steilacoom HS	Pierce

Code	School Name	County
550	Peninsula HS	Pierce
551	Kalles JHS	Pierce
552	Aylen JHS	Pierce
553	Cedarcrest JHS	Pierce
554	U.W. Tacoma Branch	Pierce
555	Pierce College (Puyallup)	Pierce
595	Other	Pierce
750	Grace Academy	Snohomish
751	Stanwood Middle Sch	Snohomish
752	Stanwood HS	Snohomish
753	Edmonds CC	Snohomish
754	Darrington HS	Snohomish
755	Arlington HS	Snohomish
756	Everett CC	Snohomish
758	Marysville Pilchuck HS	Snohomish
759	Olympic View JHS	Snohomish
760	Snohomish HS	Snohomish
761	Monroe HS	Snohomish
762	Mountlake Terr HS	Snohomish
763	Mariner HS	Snohomish
764	Cascade HS	Snohomish
765	Lake Stevens HS	Snohomish
766	Sultan HS	Snohomish
767	Meadowdale HS	Snohomish
768	Holy Cross HS	Snohomish
769	Lynnwood HS	Snohomish
770	Granite Falls HS	Snohomish
771	Henry Jackson HS	Snohomish
772	Everett HS	Snohomish
773	Sno-King Lutheran HS	Snohomish
774	Edmonds HS	Snohomish
775	Lakewood HS	Snohomish
776	Woodway HS	Snohomish
777	Kamiah HS	Snohomish
778	Scriber Lake HS	Snohomish
779	Eton Tech. Inst.	Snohomish
780	Aces Alternative HS	Snohomish
781	Everett Alternative HS	Snohomish
782	Snohomish Alternative HS	Snohomish
784	Cedarcrest Intermediate	Snohomish
785	Snohomish JHS	Snohomish
795	Other	Snohomish
541	St Martins College	Other
757	West. Wash. Univ.	Other
783	Skagit Valley College	Other
801	Other	Other
803	Out of area	Other
805	Home Schooling	Other
895	Out of State	Other
999	Non-Specific	Other

■ Transportation Mode

1	Car Only
2	Bus
3	Car/ Bus Combination
4	Motorcycle
5	Bicycle
6	Walk
7	Other
9	Metro Vanpool
10	Ferry/Walk
11	Ferry
12	Carpool
13	Ferry/Car
14	Don't Know/Refused

■ Occupation

1	Professional / Technical
2	Manager / Admin. / Business Owner
3	Secretary / Clerical
4	Retail Sales
5	Other Sales
6	Shop or Production Worker
7	Craftsman or Foreman
8	Equipment / Vehicle Operator
9	Service Workers
10	General Laborer
11	Military
12	Other
14	Don't Know/Refused

Travel Diary

Cover Letter to Continuing Panel Members

Thank you, again, for your continuing participation in the Puget Sound Transportation Panel. As we begin this eighth wave of travel diaries, you will notice that the diary form is similar to the one used in the seventh wave. We will later send you an attitude and value survey that will be used to help us update the region's Metropolitan Transportation Plan. The survey will focus on your perception and understanding of the many transportation and growth issues that the region is facing.

We have changed our survey procedures this year. Instead of mailing your diaries back, the contact person for the household should collect and keep in a safe place all the completed diaries. We will call you soon to collect the information by phone. However, the attitude survey will still be returned by mail. Please take a minute to read the instructions and review the sample diary to make sure that you fill out all the forms correctly. Remember, whether you make a lot of trips or just a few, your information is important to us.

The diary and survey are an important part of the Regional Council's transportation planning effort. They have been used to implement transportation management programs in the region and will be used to refine the transportation plans in the future. Nationally, other researchers have used the surveys and reported their findings in transportation journals. Representatives from the Federal Highway Administration and local transportation planners are very interested in this project. The information we have gathered enhances our travel forecasting and transportation planning in the Puget Sound Region.

For more information about this and other travel survey activities by the Regional Council, go to our Web site at <http://www.psrc.org/view/viewmain.htm>.

We have enclosed two dollars for each person aged fifteen and over as a small "Thank You" for your help. Northwest Research Group in Bellevue is conducting the survey this year. If you have any questions, don't hesitate to call Laurel White at (425)635-7481. Or you can call me at (206)464-7964.

Thanks again for your help.

Sincerely,

Neil Kilgren

Associate Planner, Puget Sound Regional Council

Cover Letter to Replacement Panel Members

Welcome to the Puget Sound Transportation Panel!

This is the eighth wave of a continuing study to collect information on travel in the region. As the region's population changes -- in terms of age, who is participating in the labor force, household composition, and so forth -- our transportation needs change too. Thus, planning for our future transportation needs depends on collecting and analyzing information about how travel behavior is changing. Information obtained in this project will help shape important decisions on transportation facilities such as highways, roads, ferries and transit and carpool services. This panel survey is the only one of its type being performed in the United States.

Your household is one of a small number that was drawn at random. For the results to truly represent the travel needs of the population of the Puget Sound Region, it is important that each diary be completed and returned. The information you provide will be strictly confidential and will be combined with other households to analyze travel patterns and needs in the region.

We have enclosed two dollars for each person aged fifteen and over as a small 'Thank You' for your help. Each diary is labeled with the name of a member of your household and a day of the week. Please have each member record all of their trips for the two days indicated (the same two days for each member of the household) on the diary with his/her name. Instructions and an example are enclosed. When the diaries are finished, the contact person for the household should collect them and put them in a safe place. We will call the contact person soon to collect all of the information by phone.

We will later send you an attitude and value survey that we would like you to fill out and return. The survey will focus on your perception and understanding of the many transportation and growth issues that the region is facing and will be used to help us update the region's Metropolitan Transportation Plan. For more information about this and other travel survey activities by the Regional Council, go to our Web site at <http://www.psrc.org/view/viewmain.htm>

Northwest Research Group of Bellevue is conducting the survey. If you have any questions, don't hesitate to call Laurel White at (425)635-7481. Or you can call me at (206)464-7964. Thanks again for your help.

Sincerely,

Neil Kilgren

Associate Planner, Puget Sound Regional Council