

# Freeway HOV Lane User Survey

*Carpoolers, Vanpoolers and Bus Riders in the Puget Sound Region*

## Preliminary Results

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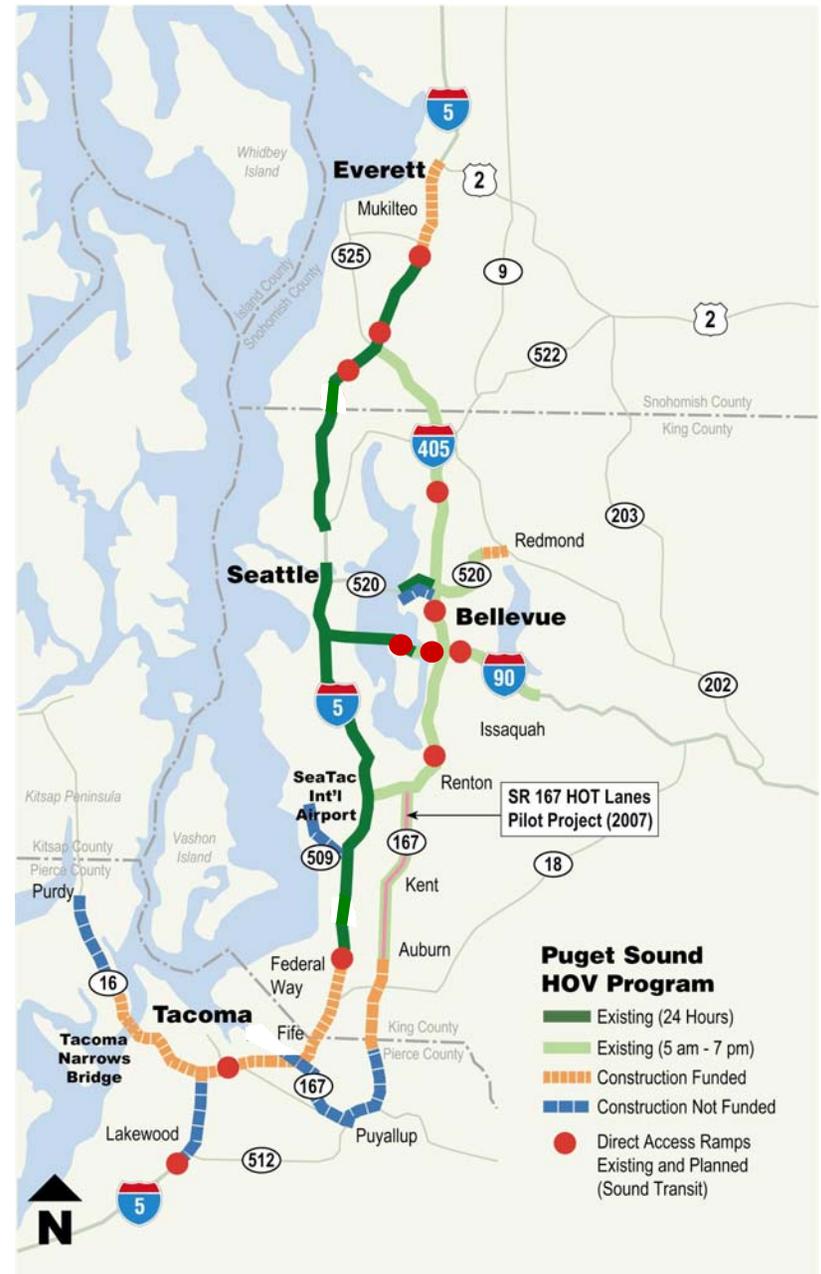


# Major Project Goals

- 1. Determine the extent to which HOV lanes encourage the choice of shared-ride modes.**
- 2. Develop data concerning the use of HOV lanes during the mid-day period compared to peak period use.**

# HOV Lanes Surveyed

- I-5
- I-405
- SR 167
- SR 520
- I-90



Freeway HOV System

# Survey Questions

**All questions separated by AM Peak, Mid-Day, and PM Peak**

- Usual travel mode(s) during the weekday
- Usual freeways traveled
- Frequency
- Relationship to other member(s) of carpool or vanpool
- Trip purpose
- Top 3 reasons for ride mode choice
- Most likely mode choice if HOV lanes not available
- Utilization of employer incentives and effect on mode choice
- Demographic information (zip, number of drivers in household, number of working vehicles, age range, gender)

# Survey Distribution & Collection

Distribution was targeted to HOV lane users for all three groups.

## Carpools

- 16,600 surveyed
- 2000 responses
- 12% response rate

## Vanpools

- 6600 distributed 6597
- 1275 responses
- 19% response rate

## Transit

- 6350 distributed
- 2425 responses
- 38% response rate

## Overall collection data:

- Study-wide response rate: **19.3%**
- Study-wide margin of error (n = 5,702): **±1.3%**

# **Goal #1: Determine the extent to which HOV lanes encourage the choice of shared-ride modes.**

**HOV lanes serve as a significant inducement for all three modes (would revert to single occupant vehicle):**

- Carpools 18%
- Vanpools 15%
- Transit 17%

**However, a large percentage would continue using a shared ride mode if HOV lanes were not available:**

- Carpools 45%
- Vanpools 71%
- Transit 71%

**The top three reasons users choose shared-ride modes:**

- Carpools Traveltime, Convenience, Stress
- Vanpools Finances, Stress, Traveltime
- Transit Finances, Stress, Convenience

# If HOV lanes were not available, what is the one thing you would be most likely to do?

Answer	Mode		
	Carpool	Vanpool	Transit
Continue to travel the same way	39%	66%	68%
Switch to driving alone	18%	15%	17%
Switch to carpool	n/a	3%	2%
Switch to vanpool	1%	n/a	1%
Switch to transit	5%	2%	n/a
Switch to a motorcycle	1%	1%	0.3%
Telecommute	1%	2%	1%
Walk or bike	1%	0.2%	1%
Switch to driving on a different route	19%	4%	3%
Switch to different hours of travel	7%	4%	2%
Not make the trip	5%	1%	1%
Other	4%	2%	3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: WSDOT Urban Planning Office, 2006

# What are the top three reasons you utilize a shared-ride mode?

Carpools		Vanpools		Transit	
Traveltime	78%	Save money	85%	Save money	81%
Convenience	66%	Less stressful	56%	Less stressful	63%
Less stressful	43%	Traveltime	54%	Convenience	51%
Save money	41%	Convenience	41%	Traveltime	37%
Other	23%	Environmental impacts	27%	Environmental impacts	27%
Environmental impacts	18%	Reliability	21%	Reliability	19%
Reliability	16%	Other	6%	No other options	8%
No other options	9%	No other options	3%	Other	5%

Source: WSDOT Urban Planning Office, 2006

## **Goal #2: Develop data concerning the use of HOV lanes during the mid-day period to compare to peak period use.**

**Midday HOV users are more likely than peak period users to switch to single-occupant vehicles if HOV lanes are unavailable:**

- Transit 23% (vs. 16% peak period)
- Vanpools 18% (vs. 15% peak period)
- Carpools 18.4% (vs. 18.2% peak period)

**Midday HOV users are more likely than peak period users to switch to walking, biking, or not making the trip at all if HOV lanes are unavailable:**

- Transit 8% (vs. 1% peak period)
- Vanpools 3% (vs. 1% peak period)
- Carpools 8% (vs. 3% peak period)

**Other members of mid-day carpools are more likely to be family members than peak period carpools:**

- Vanpools 7 % (vs. 4 % peak period)
- Carpools 72% (vs. 67% peak period)

# What will WSDOT do with the results of this survey?

- Evaluation of proposed changes to the HOV System.
- Input for modeling and analysis efforts (i.e. *Congestion Relief Analysis* and *Comprehensive Tolling* studies).
- Source data for regional planning including Commute Trip Reduction (CTR), Transit Mobility, and Transportation Demand Management (TDM).
- Department messaging.

# Contact Information

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