

## COMMUTING TO THE REGION'S DOWNTOWN AREAS

A higher percentage of workers in central business districts (CBDs) are now commuting by transit than in 1990, but often not at rates as high as in 1980. Seattle CBD, Denny Regrade, and Bellevue have the highest percentages of people commuting by transit. Denny Regrade, Bellevue CBD, and Overlake have seen increases in the percentage of transit users since 1980.

Walking to work has increased significantly in Seattle CBD, Denny Regrade, Overlake, and Redmond CBD, but the share of walkers has declined elsewhere. Walking to work in Bellevue is up from 1990, but down from its peak in 1980. The share of driving alone to CBDs has generally declined, and carpooling has shown little change. The share of motorcycle riders, always small, has decreased steadily. And the share of ferry riders to Seattle CBD and Denny Regrade has nearly doubled.

Overall, alternative modes are popular in the central Puget Sound region, accounting for at least 20% of commutes to downtown areas. At almost 60%, downtown Seattle has the highest percentage of people not arriving to work as the sole occupant of a car, followed by Denny Regrade at 50%, and downtown Bremerton at 40%.

Part 3 of the CTPP, which shows the flows between residences and work locations, is expected to be released around the end of March 2004. If you have further questions about these data, contact Larry Blain at 206-464-5402 or [lblain@psrc.org](mailto:lblain@psrc.org).

	DRIVE ALONE	CARPPOOL	TRANSIT	MOTOR-CYCLE	BIKE	WALK	FERRY*	OTHER	WORK AT HOME
<b>Seattle CBD</b>									
1980	35.7%	16.6%	43.7%	0.4%	0.3%	2.9%	N/A	0.3%	0.1%
1990	45.5%	13.7%	34.3%	0.3%	0.8%	2.9%	1.9%	0.4%	0.1%
2000	40.9%	13.3%	36.9%	0.3%	1.0%	3.9%	3.1%	0.4%	0.1%
<b>Bellevue CBD</b>									
1980	78.6%	13.8%	4.7%	0.3%	0.1%	2.2%	N/A	0.3%	0.0%
1990	82.2%	11.5%	5.1%	0.2%	0.0%	0.4%	0.2%	0.2%	0.0%
2000	76.9%	12.7%	8.0%	0.1%	0.3%	1.5%	0.1%	0.2%	0.1%
<b>Everett CBD</b>									
1980	70.4%	18.5%	4.3%	0.7%	0.4%	4.6%	N/A	0.6%	0.6%
1990	83.7%	10.0%	2.3%	0.4%	0.2%	2.4%	0.2%	0.5%	0.3%
2000	79.9%	14.0%	2.6%	0.1%	0.4%	1.7%	0.2%	0.4%	0.7%
<b>Tacoma CBD</b>									
1980	73.8%	16.6%	6.0%	0.8%	0.4%	1.6%	N/A	0.4%	0.5%
1990	80.9%	12.2%	3.4%	0.4%	0.3%	2.0%	0.0%	0.3%	0.5%
2000	81.9%	12.1%	3.4%	0.1%	0.2%	1.3%	0.0%	0.5%	0.4%
<b>Bremerton CBD</b>									
1980	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1990	44.7%	23.4%	7.8%	1.0%	1.4%	6.4%	3.3%	0.6%	11.4%
2000	59.4%	23.4%	5.2%	0.5%	0.7%	6.6%	1.5%	1.4%	1.2%
<b>Denny Regrade</b>									
1980	55.6%	19.1%	20.0%	0.7%	0.2%	3.4%	N/A	0.5%	0.3%
1990	56.2%	15.6%	20.5%	0.4%	1.0%	4.1%	1.0%	0.7%	0.7%
2000	50.4%	14.1%	24.8%	0.3%	1.1%	5.7%	2.1%	0.6%	1.0%
<b>Overlake</b>									
1980	77.0%	15.2%	1.1%	1.8%	0.8%	1.6%	N/A	0.4%	2.0%
1990	83.6%	11.4%	2.1%	0.5%	0.2%	0.9%	0.0%	0.3%	0.9%
2000	77.7%	14.4%	3.9%	0.3%	0.8%	1.6%	0.1%	0.2%	1.0%
<b>Redmond CBD</b>									
1980	74.5%	15.5%	3.2%	2.5%	0.3%	1.8%	N/A	0.8%	1.4%
1990	85.9%	8.1%	1.3%	0.2%	0.1%	1.3%	0.0%	0.4%	2.5%
2000	80.6%	12.3%	1.7%	0.3%	0.6%	1.9%	0.1%	0.3%	2.2%

\* "Ferry" included on "Other" in 1980.

The Census Transportation Planning Package (CTPP) summarizes data collected by the Census in response to questions such as "At what location did you work last week?" and "How did you usually get to work last week?" Part 2 of the CTPP aggregates the data according to the locations at which workers reported that they worked. By focusing on central business districts (CBDs), we can look back to 1980 for comparisons. Due to changes in Census geography the boundaries don't match exactly over the years, but they are close enough to allow reasonable comparisons of mode shares.

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