

SEATTLE AND KING COUNTY, WA

The housing sites included in this assessment are the following:

Site Name	J40	Address	Housing Provider	URL
Ballinger Commons	no	2405 North 202nd Place, Shoreline, WA 98133	King County Housing Authority (KCHA)	https://www.kcha.org/housing/property.aspx?PropertyID=154
Birch Creek	no	27360 129th Place S.E., Kent, WA 98030	KCHA	https://www.kcha.org/housing/property.aspx?PropertyID=10
Greenbridge	yes	9839 Eighth Ave. S.W., Seattle, WA 98106	KCHA	https://www.kcha.org/housing/property.aspx?PropertyID=46
Windsor Heights	yes	17229 32nd Ave. S., SeaTac, WA 98188	KCHA	https://www.kcha.org/housing/property.aspx?PropertyID=115
High Point	yes	6400 Sylvan Way SW, Seattle, WA 98126	Seattle Housing Authority (SHA)	https://www.seattlehousing.org/properties/high-point
New Holly Campus	yes	7054 32nd Ave S, Seattle, WA 98118	SHA	https://www.seattlehousing.org/properties/newholly
Yesler	yes	120 8th Ave, Seattle, WA 98104	SHA	https://www.seattlehousing.org/about-us/redevelopment/redevelopment-of-yesler-terrace
Lake City Village	no	12546 33rd Ave NE, Seattle, WA 98125, USA	SHA	https://www.seattlehousing.org/properties/lake-city-house

As noted in the “Method” section at the end of this document, US Census Block Group (BG) data represents a significant data source for this analysis. These data include the housing sites, but should be interpreted with caution as the BG may not coincide fully with residents of each site. Justice40 (J40) sites that are located in Justice40 communities designated in the [Climate and Economic Justice Screening Tool](#) (CEJST) that identifies disadvantaged communities that are marginalized and overburdened by pollution and underinvestment.

Seattle and King County Overview

This assessment included four King County Housing Authority (KCHA) sites, including: Ballinger Commons, a 485-unit site in Shoreline, WA, about 10 miles north of downtown Seattle; Birch Creek, a 262-unit site in Kent, WA, about 22 miles south of downtown Seattle; Greenbridge, a 390-unit site in the White Center neighborhood of southwest Seattle, about 1 mile west of SR-509; and Windsor Heights, a 326-unit site in SeaTac, WA, located near the SeaTac airport about 11 miles south of downtown Seattle.

The assessment also included four Seattle Housing Authority (SHA) sites, including High Point, 600-unit community in West Seattle located about 6 miles southwest of downtown Seattle; New Holly, a 620-unit campus in the Beacon Hill neighborhood of Seattle located roughly 5 miles south of downtown; Yesler, also known as Yesler Terrace, a partially built out 30-acre 661-unit site very near Pioneer Square and downtown Seattle; and Lake City Village, including, Lake City Court, Lake City House, and Spring Lake Apartments, located about 6 miles north of downtown Seattle.

Figure 1 shows the site locations and J40 disadvantaged tracts – Greenbridge, Windsor Heights, High Point, New Holly, and Yesler are located in such tracts. The tracts with the darker shading indicate greater transportation barriers (higher relative cost and time spent on transportation relative to other tracts¹).

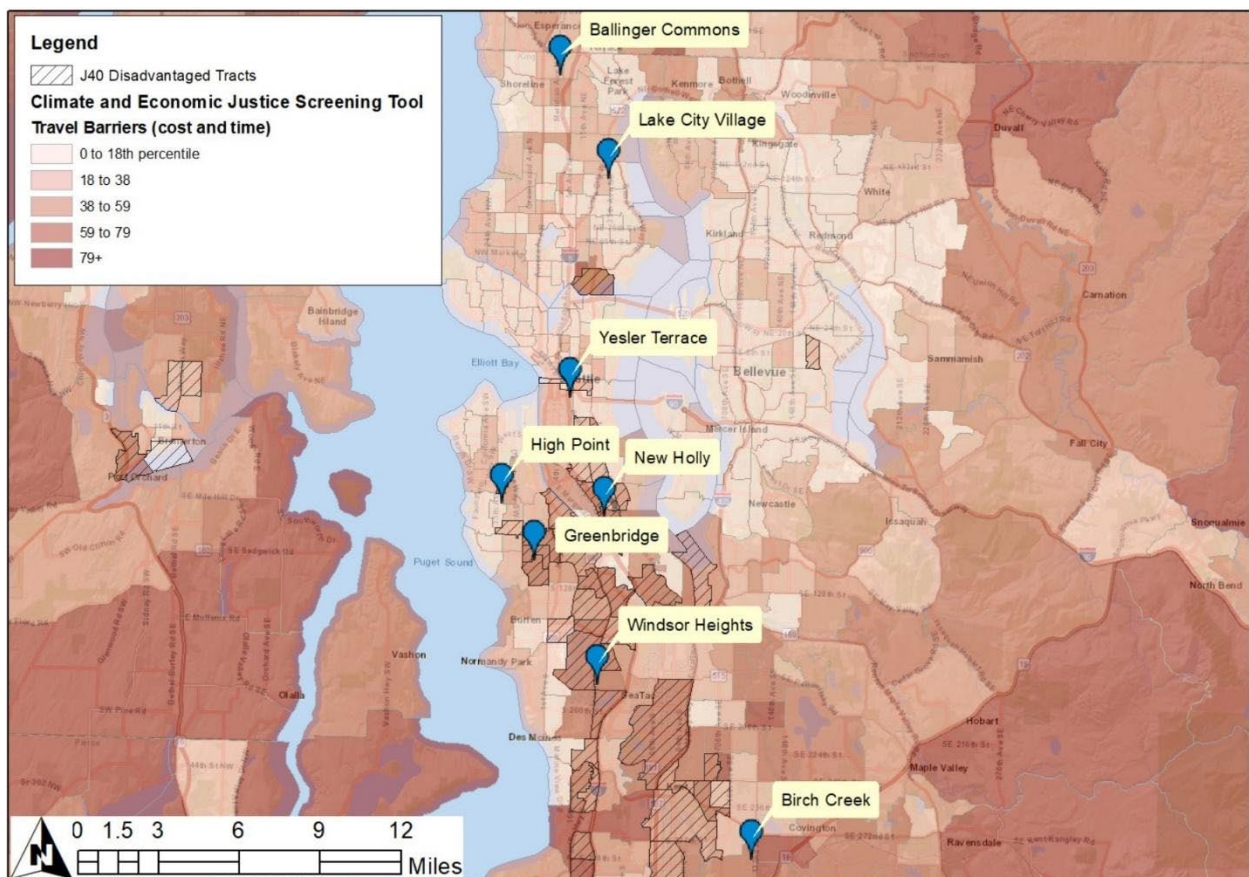


Figure 1. Washington sites mapped with J40 tracts (hashed area) and relative travel barriers (shading)

¹ See “transportation barriers” on the Climate and Economic Justice Screening tool “Methodology” web page: <https://screeningtool.geoplatform.gov/en/methodology>

HOUSEHOLD LANGUAGES SPOKEN

Language information, particularly areas with limited English households, can help reveal barriers that residents may face in learning about and utilizing car share, as well as inform possible outreach and service needs. All of the sites have greater levels of limited English households than their respective regions, with Asian / Pacific Island language households (particularly at New Holly, Yesler, and Greenbridge) and other languages (particularly at Windsor Heights, New Holly and High Point) being most common.

	English only	Limited English (total)	Spanish		Other Indo-European lang.		Asian / Pacific Island lang.		Other lang.	
			Limited English	Not	Limited English	Not	Limited English	Not	Limited English	Not
Ballinger Commons	64%	10%	0%	12%	1%	4%	9%	10%	0%	0%
Birch Creek	36%	19%	0%	2%	7%	17%	7%	16%	5%	10%
Greenbridge	48%	18%	0%	11%	0%	0%	13%	7%	5%	16%
Windsor Heights	31%	36%	19%	8%	1%	2%	1%	6%	14%	18%
County: King County	70%	6%	1%	5%	1%	7%	3%	10%	1%	2%
High Point	35%	11%	0%	2%	0%	13%	2%	16%	9%	23%
New Holly Campus	28%	32%	0%	7%	0%	3%	20%	13%	12%	18%
Yesler	51%	20%	1%	5%	1%	10%	13%	10%	5%	4%
Lake City Village	85%	8%	4%	0%	0%	1%	4%	2%	0%	3%
City: Seattle, WA	75%	5%	1%	4%	0%	6%	3%	9%	1%	2%

(Source: 2021 ACS 5-yr BG data)

HISPANIC/LATINO AND NOT HISPANIC/LATINO BY RACE

Information about race and ethnicity can help to understand the diversity of the area surrounding study sites, which can help inform outreach strategies. This section is closely related to household languages spoken, particularly Spanish. Ballinger Commons race and ethnicity roughly matches King County. All other sites had substantially higher proportion of Black or African American residents than the Seattle and King County averages of 7%, ranging from 18% at Yesler up to 65% at Windsor Heights. Asian populations at New Holly (42%) and Yesler (35%) were particularly above the Seattle average of 17%.

	Hisp. or Latino	Not Hispanic or Latino						
		White alone	Black or African American alone	American Indian / Alaska Native alone	Asian alone	Native Hawaiian / Pacific Islander alone	Some Other Race alone	Two or more races
Ballinger Commons	14%	54%	9%	1%	16%	1%	0%	6%
Birch Creek	14%	39%	22%	0%	14%	4%	1%	7%
Greenbridge	17%	26%	22%	1%	25%	1%	1%	6%
Windsor Heights	10%	9%	65%	0%	11%	1%	0%	4%
County: King County	11%	54%	7%	1%	20%	1%	1%	7%
High Point	8%	22%	47%	0%	16%	0%	1%	5%
New Holly Campus	4%	12%	37%	0%	42%	0%	0%	4%
Yesler	9%	30%	18%	1%	35%	0%	1%	6%
Lake City Village	10%	47%	20%	0%	16%	0%	1%	5%
City: Seattle, WA	8%	59%	7%	0%	17%	0%	1%	7%

(Source: 2021 ACS 5-yr BG data)

HOUSEHOLD COMPOSITION AND INCOME

Household level factors such as household size and income level can help to understand residents’ travel needs and budgets, and gauge the potential market and impact of reduced car share rates. All sites had higher proportion of rental households compared to King County and Seattle overall. Household sizes were larger than the city/county average at Birch Creek (3.9 people per household), Greenbridge (2.9), Windsor Heights (2.9), High Point (3.1), and New Holly (3.3). Average incomes at most sites were half or less than the county or city average.

	Percentage renter occupied	Average household size	Median Income (BG)	Median Income (Tract)
Ballinger Commons	81%	2.0	\$48,625	\$65,850
Birch Creek	64%	3.9	\$54,750	\$69,423
Greenbridge	62%	2.9	\$107,187	\$58,533
Windsor Heights	94%	2.9	\$52,214	\$69,118
County: King County	43%	2.5	\$106,326	\$110,586
High Point	76%	3.1	\$37,263	\$69,233
New Holly Campus	60%	3.3	\$53,967	\$49,725
Yesler	93%	1.7	\$54,032	\$61,633
Lake City Village	99%	1.3	\$31,033	\$71,476
City: Seattle, WA	55%	2.2	\$105,391	\$105,391

(Sources: 2021 ACS 5-yr BG and Census Tract data)

RESIDENT AGE AND POVERTY

Resident age can help understand the proportion of the population that is working age and older adult populations. Information about the proportion of the population living at or below poverty level can help reveal potential market and impact of reduced car share rates. Ballinger Commons and Yesler had slightly higher than average proportions of working age adults (18 to 64 years old), while old Lake City had a higher-than-average proportion of older adults. Four of the sites, Birch Creek (57%), Greenbridge (57%), High Point (59%), and New Holly (56%), had working age populations below 60%. Poverty rates in the SHA site tracts (ranging from 17% to 25%) were all much higher than the city average of 10%. For King County sites, Birch Creek and Greenbridge were higher than average, while Ballinger Commons and Windsor Heights’ tracts were about in line with the county average for percentage below poverty of 9%. Figure 2 shows the tracts with a higher proportion of residents living at or below 100% of the poverty level (shading by percentile among US tracts).

	Percentage of population age:		Percentage below poverty (tract)		
	18 to 64	65+	Total (tract)	Ages 18 to 64	Ages 65+
Ballinger Commons	74%	17%	7%	8%	6%
Birch Creek	57%	7%	19%	12%	17%
Greenbridge	57%	15%	26%	17%	36%
Windsor Heights	61%	5%	11%	10%	12%
County: King County	67%	13%	9%	9%	9%
High Point	59%	4%	20%	16%	16%
New Holly Campus	56%	13%	25%	20%	31%
Yesler	77%	14%	22%	19%	38%
Lake City Village	70%	26%	17%	17%	18%
City: Seattle, WA	73%	12%	10%	10%	11%

(Sources: 2021 ACS 5-yr BG and Census Tract data)

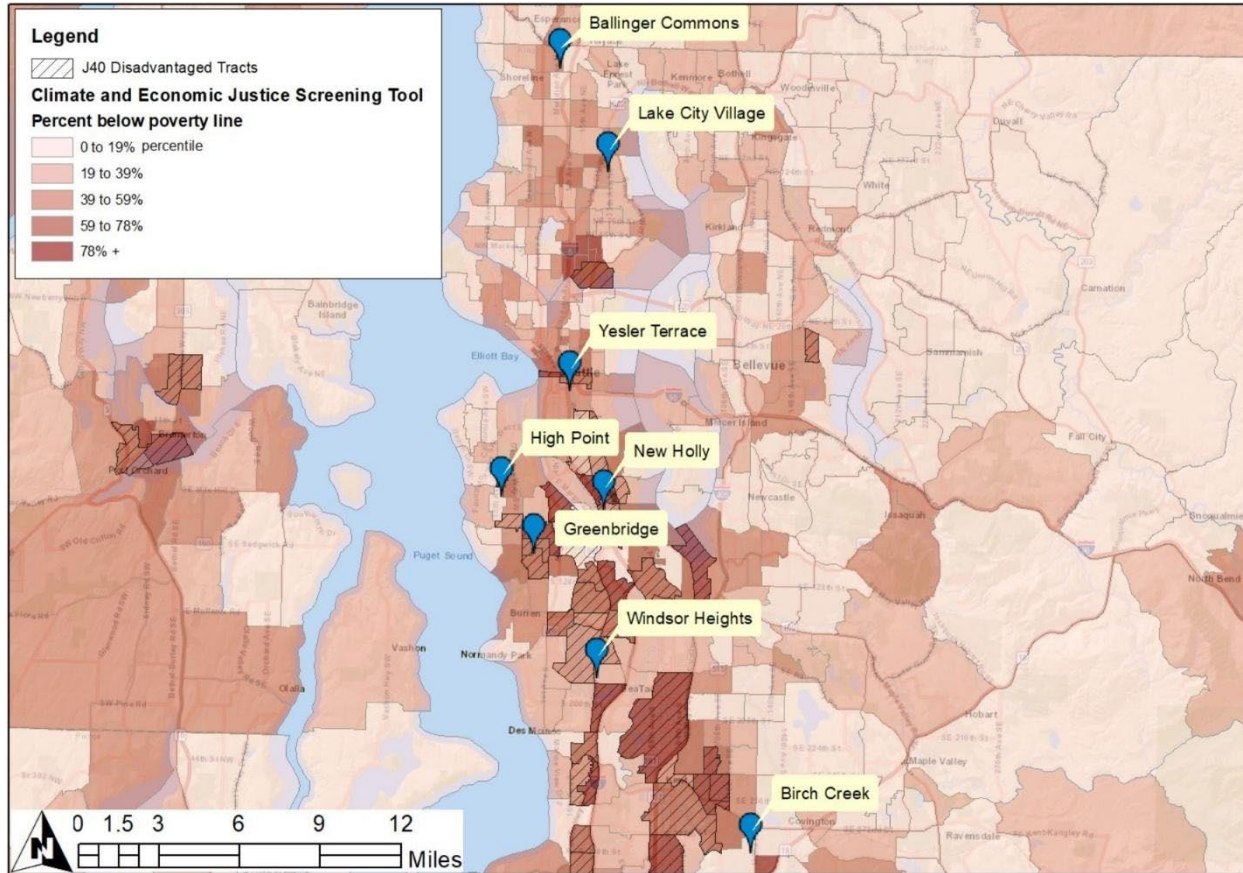


Figure 2. Washington sites mapped with J40 tracts (hashed areas) and proportion of population below the poverty level (shading)

Household vehicles and commuting

CAR OWNERSHIP

Zero-car households may be an indicator of need or market for alternative transportation modes. In addition, the proportion of single and multi-car households can reveal opportunities for car share. New Holly, Yesler, and Lake City all stand out with 44%, 42%, and 38% of households having no car. Greenbridge also has 28% with no car. High Point is also notable because, while only 5% of households do not own a car, 70% are one-car households; given the relatively large average household size (3.1 people per household), this also can represent a “low-car” household.

HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
Among renter occupied units			

Ballinger Commons	7%	69%	24%
Birch Creek	0%	52%	48%
Greenbridge	28%	40%	32%
Windsor Heights	17%	45%	38%
County: King County	21%	47%	32%
High Point	5%	70%	25%
New Holly Campus	44%	18%	39%
Yesler	42%	52%	6%
Lake City Village	38%	59%	3%
City: Seattle, WA	30%	49%	21%

(Source: 2021 ACS 5-yr BG data)

COMMUTE MODE

Commute mode information provides some insight into currently available and used travel modes, at least for work trip purposes. First, High Point and New Holly in particular have a relatively low percentage of residents who commute, at 25% and 32% respectively. Commute modes at these sites vary considerably by site. Birch Creek and High Point are relatively more dependent on drive alone trips, while Greenbridge and New Holly are relatively more likely to commute by carpool. Yesler and Lake City Village were more reliant on transit trips, both at around 38% commute mode share. Yesler also experienced about 25% walk mode share, followed by Windsor Heights at 19% walking.

	Percent of residents who commute	Commute Mode				
		Drive Alone	Carpool	Public Transit	Walk	Taxi, motorcycle, bicycle, other
Ballinger Commons	55%	67%	10%	14%	7%	2%
Birch Creek	37%	76%	12%	3%	0%	9%
Greenbridge	39%	61%	24%	11%	3%	0%
Windsor Heights	38%	51%	10%	20%	19%	0%
County: King County	44%	68%	10%	13%	6%	3%
High Point	25%	70%	2%	20%	8%	0%
New Holly Campus	32%	51%	15%	27%	5%	1%
Yesler	51%	33%	3%	38%	25%	1%
Lake City Village	52%	47%	6%	38%	9%	0%
City: Seattle, WA	47%	52%	8%	23%	12%	6%

(Source: 2021 ACS 5-yr BG data)

PERCENTAGE OF COMMUTERS WITH 45+ MINUTE COMMUTES BY MODE

Commute mode travel information provides some insight on the length of time individuals need to travel to work. Often transit dependent individuals spend

significantly longer in getting to and from work. Of the sites in this assessment, Birch Creek has the highest proportion of commuters spending 45 or more minutes on their commute at 46%. In Seattle, King County, and across most of the sites, public transit commuters are more likely to have such long commutes.

45+ Minute commutes by	All commuters	Drive Alone	Carpool	Public Transit	Walk	Taxi, motorcycle, bicycle, other
Ballinger Commons	27%	13%	49%	87%	0%	100%
Birch Creek	46%	41%	100%	100%	n/a	0%
Greenbridge	23%	19%	28%	42%	0%	n/a
Windsor Heights	13%	26%	0%	0%	0%	n/a
County: King County	21%	17%	23%	47%	3%	21%
High Point	22%	19%	0%	44%	0%	n/a
New Holly Campus	25%	8%	15%	76%	0%	0%
Yesler	20%	4%	0%	32%	0%	0%
Lake City Village	11%	5%	0%	24%	0%	n/a
City: Seattle, WA	17%	13%	14%	36%	3%	16%

(Source: 2021 ACS 5-yr BG data)

Walkability

WALK SCORE

Walk Score (Walkscore.com) provides an all-in-one metric for gauging the walkability of a place based on a proprietary algorithm for accessing a set of defined key destination types. Scores range from 0 (completely car dependent) to 100 (all errands can be done by walking) ². Walkable neighborhoods and car share can be contributing factors to helping people accomplish daily needs without owning a car. Yesler, Lake City Village and Greenbridge all have higher than average Walk Score ratings for Seattle. Ballinger Commons, Birch Creek, Windsor Heights and High Point all have relatively low Walk Score ratings

² Walk Score Ratings: 90–100 Walker's Paradise (Daily errands do not require a car); 70–89 Very Walkable (Most errands can be accomplished on foot); 50–69 Somewhat Walkable (Some errands can be accomplished on foot); 25–49 Car-Dependent (Most errands require a car); 0–24 Car-Dependent (Almost all errands require a car)

	Walk Score Rating
Ballinger Commons	39
Birch Creek	50
Greenbridge	77
Windsor Heights	54
County: King County	n/a
High Point	58
New Holly Campus	65
Yesler	92
Lake City Village	85
City: Seattle, WA	74

(Source: walkscore.com)

KEY DESTINATIONS

Another way to assess walkability for everyday needs is to look at distances to key destinations, particularly to daily services (groceries, pharmacies, and schools) but also for medical services and other essential services. Birch Creek, High Point, New Holly and Lake City all have grocery stores and pharmacies within less than a mile walk. While Yesler has many destinations within less than a mile, the closest grocery store was 1.7 miles away.

Distance to:	Grocery	Pharm.	Hardware	Hosp. / ER	Urgent care	Elem. school	High school
Ballinger Commons	1.1 (Ballinger Thriftway)	1.1 (Rite Aid)	0.7 (Home Depot)	2.5 (Swedish Edmonds Campus)	2.0 (UW Medicine Urgent Care)	0.8 (Echo Lake)	2.7 (Shorewood)
Birch Creek	0.3 (Safeway)	0.3 (Safeway)	2.4 (Home Depot)	3.2 (MultiCare Covington)	2.8 (MultiCare Indigo)	1.2 (Millennium)	1.5 (Auburn Mountain view)
Greenbridge	1.2 (Safeway, smaller stores closer)	0.6 (Bartell)	1.4 (McLendon Hardware)	4.4 (St Anne)	4.2 (Franciscan Urgent Care - West Seattle)	0.4 (White Center Heights)	1.3 (Evergreen)
Windsor Heights	1.3 (Safeway)	1.3 (Safeway)	2.9 (Rockler Woodworking and Hardware)	4.6 (St. Anne)	2.8 (MultiCare Indigo Urgent Care)	0.8 (McMicken Heights)	1.8 (Tyee)
High Point	0.7 (Thriftway)	0.2 (Walgreens)	0.8 (Home Depot, Delridge Way)	5.7 (VA Puget Sound)	1.6 (Highline West Seattle Urgent Care)	2.2 (West Seattle)	1.1 (Chief Sealth International)
New Holly Campus	0.7 (Safeway)	0.7 (Othello Station Pharmacy)	3.4 (Lowe's, Rainier Ave)	2.3 (VA Puget Sound)	2.8 (MultiCare Indigo Urgent Care)	0.7 (Rising Star)	1.5 (Rainier Beach)
Yesler	1.7 (Belltown Grocery)	0.8 (Bartell Drubs)	2.0 (Lowe's, Rainier Ave)	0.2 (Harborview Medical)	1.0 (ZoomCare)	0.3 (Bailey Gatzert)	1.0 (Garfield)
Lake City Village	0.3 (Fred Meyer)	0.3 (Fred Meyer)	0.4 (Tweedy and Popp Hardware at Lake City)	3.9 (UW Medical Center - Northwest Seattle)	2.1 (Concentra Urgent Care)	0.9 (Cedar Park)	1.0 (Nathan Hale)

(Distance in miles. Source: Google Maps)

HOUSING AND JOBS DENSITY

Housing and employment densities provide information about the concentration of people and businesses in an area, which can inform the potential market or user base of a service. Employment density and ratios of jobs to households can also provide insight into the potential for local residents to easily access businesses and jobs. Yesler, New Holly and High Point are dense from a residential and population standpoint, while Yesler is also very dense from an employment density standpoint.

	Gross resid. density (HU/acre)	Gross pop. density (people/acre)	Gross empl. density (jobs/acre)	Jobs per household ³
Ballinger Commons	7.7	15.2	1.0	0.1
Birch Creek	3.4	13.3	3.1	0.9
Greenbridge	7.9	22.6	5.1	0.6
Windsor Heights*	0.3	1.0	7.7	23.6
County: King County	0.7	1.7	0.9	1.3
High Point	14.6	45.3	2.4	0.2
New Holly Campus	15.0	50.4	0.4	0.0
Yesler	62.1	108.1	207.6	3.3
Lake City Village	11.3	15.0	4.3	0.4
City: Seattle, WA	6.3	13.5	8.5	1.4

(*Note: Windsor Heights BG includes SeaTac airport, which is a very large area and few to no residents. Sources: SLD and US Census)

Transit access

Transit can be a useful means of transportation if people can easily get to a transit stop (bus or light rail), the service is relatively frequent, and it gets them where they need to go. Walk Score (Walkscore.com) also provides a Transit Score metric, which gauges access to destinations by transit. Yesler has a very high Transit Score, and similarly very high access to transit routes, trips, and jobs accessible. On the other end of the spectrum, Birch Creek has poor transit access, reaching only a fraction of the jobs within a 30-minute trip than other sites can reach.

³ EPA notes that “An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled” (<https://enviroatlas.epa.gov/enviroatlas/datafactsheets/pdf/supplemental/employmenthousingratio.pdf>)

Transit access stats	Transit Score	Transit Routes within 1/2 Mile	Transit Trips per Week within 1/2 Mile	Jobs Accessible in 30-minute trip	Commuters Who Use Transit
Ballinger Commons	53	12	4,995	263,871	22.9%
Birch Creek	n/a	0	746	51,118	14.1%
Greenbridge	n/a	7	3,174	290,348	16.2%
Windsor Heights	63	8	6,510	273,286	5.1%
County: King County	n/a	9	3,697	417,813	14.3%
High Point	48	5	1,415	217,056	13.6%
New Holly Campus	60	3	4,983	314,670	17.3%
Yesler	100	91	12,691	540,777	17.2%
Lake City Village	56	10	3,855	389,169	25.1%
City: Seattle, WA	60	22	6,152	401,239	23.0%

(Source: Transit Score from Walkscore.com. All other data from alltransit.ent.org)

Other transport

Zipcar is available in some areas of Seattle, although is only close to Yesler.

Jump and Veo offer dockless e-bike share in Seattle. Lime and Link offer e-scooter share in Seattle.

	Bike Score	Bike Share available within 1/4 Mile	Scooter Share available within 1/4 Mile	Zipcar available? Distance to
Ballinger Commons	61	No	No	5.7
Birch Creek	34	No	No	No
Greenbridge	55	No	Yes	4.6
Windsor Heights	30	No	No	1.2
County: King County	6	In some areas	In some areas	In some areas
High Point	63	Yes	Yes	1.7
New Holly Campus	58	Yes	Yes	1.9
Yesler	70	Yes	Yes	0.4
Lake City Village	74	Yes	Yes	2.7
City: Seattle, WA	71	Yes	Yes	Y

(Source: Bike Score from Walkscore.com; Bike and Scooter share data from US Bureau of Transportation Statistics <https://data.bts.gov/stories/s/Bikeshare-and-e-scooters-in-the-U-S-/fwcs-jprj/>; Zipcar data from Google Maps and Zipcar.com)

Seattle and King County Summary

OVERVIEW

- This comparative assessment supplements the individual site assessments previously submitted.
- Seattle and King County sites have many limited English households, particularly Asian / Pacific Island language households and other (non Indo-European) languages, likely principally African languages.
- Many of the sites experience large household sizes, particularly at Birch Creek (3.9 people per household), Greenbridge (2.9), Windsor Heights (2.9), High Point (3.1), and New Holly (3.3).
- New Holly, Yesler, and Lake City all stand out with 44%, 42%, and 38% of households having no car. Greenbridge also has 28% with no car.

LIMITATIONS

- Note that most of the data utilized in this assessment is based on the block group(s) which make up the preponderance of the site location, and the tract in which the site is located. These do not in most cases directly correlate to residents of the sites, as they often include residents of some adjacent blocks. The Methods section provides some additional detail on the block group as it relates to the individual sites.
- Relatedly, ACS 2021 5-year data is used for many Census variables, and would not, for example, include details on residents who had moved into the site since 2021.

Method

This basic transportation needs assessment is a review of transportation, sociodemographic and built environment data for the site.

Key data sources include the US Census American Community Survey (2021 5-year data in most cases), the 2020 Decennial US Census, the TransitCenter’s AllTransit tool (<https://alltransit.cnt.org/>), Walk Score (Walkscore.com), the US EPA Smart Location Database (“SLD”; <https://www.epa.gov/smartgrowth/smart-location-mapping>), and calculations using mapping software include ArcMap and Google Maps.

Primary address: For analyses utilizing walkscore.com, alltransit.cnt.org, and proximity to various specific types of destination, we utilize the primary address provided for each site, generally representing the building mailing address (for individual buildings) and/or housing site office. For larger multi-building complexes, the actual access information would be expected to vary slightly for residents housed elsewhere in the community.

Census data: A major component of the data in this analysis is based on census block group, or in a few cases, census tract data. In cases where a site made up less than a block group, the data presented is for the entire block group. In cases where a site made up more than 1 block group, or a portion of multiple block groups, we first looked to see if one single BG made up the preponderance of the site (and if so, data is present for that BG), or if significant portions of the site were split between multiple BGs, in which case we took the average of those BGs. See the table below for information about the BG used for each site.

2020 Census BG and Tract info	Primary Address	BG	BG notes	Tract
Ballinger Commons	2405 North 202nd Place, Shoreline, WA 98133	Block Group 2, Census Tract 203.01, King County, Washington	The site makes up roughly half of the block group	Census Tract 203.01, King County, Washington
Birch Creek	27360 129th Place S.E., Kent, WA 98030	Block Group 1, Census Tract 296.04, King County, Washington		Census Tract 296.04, King County, Washington
Greenbridge	9839 Eighth Ave. S.W., Seattle, WA 98106	Combination of Block Group 1, Census Tract 265, King County, Washington, Block Group 2, Census Tract 265, King County, Washington	the site makes up roughly half of bg 265002, and a quarter of 265001 (although most HUs)	Census Tract 265, King County, Washington
Windsor Heights	17229 32nd Ave. S., SeaTac, WA 98188	Block Group 4, Census Tract 284.02, King County, Washington	Windsor Heights is a very small portion of the BG by area.	Census Tract 284.02, King County, Washington
High Point	6400 Sylvan Way SW, Seattle, WA 98126	Block Group 2, Census Tract 107.02, King County, Washington	530330107022 is the bulk of the site	Census Tract 107.02, King County, Washington
New Holly Campus	7054 32nd Ave S, Seattle, WA 98118	Combination of Block Group 3, Census Tract 110.02, King County, Washington, Block Group 3, Census Tract 110.01, King County, Washington	the site also makes up a small portion of 530330110022	combination of Census Tract 110.02, King County, Washington, Census Tract 110.01, King County, Washington
Yesler	120 8th Ave, Seattle, WA 98104	Combination of Block Group 2, Census Tract 85, King County, Washington, Block Group 2, Census Tract 86, King County, Washington, Block Group 1, Census Tract 91, King County, Washington	The site is located at the intersection of the three block groups and is approximately equally distributed among them, the site makes up about a quarter to a third of the area of each BG.	combination of Census Tract 85, King County, Washington, Census Tract 86, King County, Washington, Census Tract 91, King County, Washington
Lake City Village	12546 33rd Ave NE, Seattle, WA 98125, USA	Block Group 3, Census Tract 1.02, King County, Washington	Large BG that extends into Lake Washington	Census Tract 1.02, King County, Washington

Annex 3

Seattle Housing Authority Transportation Needs Assessment Survey Results

DRAFT: June 28, 2023

Prepared by Nathan McNeil and John MacArthur, Transportation Research and Education Center, Portland State University

Methodology

Portland State University developed a survey in collaboration with Forth and Seattle Housing Authority to understand the experience, knowledge and interest of SHA residents in select communities with regard to car sharing and electric vehicles, along with information about residents' transportation options, choices and needs.

The survey available to be taken online in English, Oromo, Somali, Spanish and Vietnamese. SHA distributed survey links and information via email and other channels. Translators / interpreters were deployed to housing communities based on known resident language needs. Paper copies of surveys were also made available to residents.

The survey was fielded between June 10 and June 27, 2023.

Basic survey results are presented below. Basic statistical analysis was run to identify significant differences between the three main communities. Results identified as significant are marked with an asterisk (*), primarily through a chi-square with z-test post-hoc test.

Who responded to the survey?

The survey was distributed to three main SHA communities, including High Point, New Holly and Lake City (including Lake City Court, Lake City House, and Spring Lake Apartments), with 266 total responses across these three communities.

Table 1 Respondent SHA community

Community	Count	Percent
High Point	98	37%
New Holly	100	38%
Lake City, including:	68	26%
Lake City Court	29	11%
Lake City House	26	10%
Spring Lake Apartments	13	5%
# of Respondents	266	100%

On basic details (see Table 2), Lake City respondents were significantly different from other respondents on a number of measures, including being less likely to work outside the home (43% compared to 70-72%), less likely to have a driver’s license (61% compared to 86-88%), more likely to have an unlimited transit pass (71% compared to 52-53%), less likely to have a credit or debit card (79% compared to 88-94%), and less likely to have a smart phone with a data plan (79% compared to 94-96%).

Table 3 Respondent basic details

	High Point	New Holly	Lake City	Total	# of Resp.
Work outside the home	70%	72%	43%*	63%	259
Has driver’s license	86%	88%	61%*	80%	258
Has unlimited transit pass	53%	52%	71%*	57%	255
Has credit or debit card	88%	94%	84%*	89%	258
Has smart phone with data plan	94%	96%	79%*	91%	258

Difference at Lake City continued into household characteristics (Table 4), including having smaller households on average (1.9 people compared to 3.7 at New Holly and 4.1 at High Point), including being more likely have a 1 adult household and less likely to have children in the household.

Language data is also presented here. However, as noted in the table, the language question was added after ~94 completions had already been recorded, and therefore represent an incomplete picture of the respondents.

Table 5 Household details

	High Point	New Holly	Lake City	Total	# of Resp.
Average household size	4.1	3.7	1.9*	3.3	259
1 adult household	32%	30%	62%*	39%	259
Has children in household	75%	67%	21%*	58%	256
Languages spoken in household					
English	37%	42%	90%	58%	172*
Somali	20%	32%	5%	19%	172*
Vietnamese	31%	38%	2%	23%	172*
Tigrinya	4%	2%	2%	2%	172*
Oromo	14%	7%	3%	8%	172*
Amharic	2%	5%	2%	3%	172*
Cambodian	4%	0%	0%	1%	172*
Spanish	2%	0%	5%	2%	172*
Arabic	0%	3%	3%	2%	172*
Other	4%	0%	8%	4%	172*

*Language question added only after ~94 respondents had already completed the survey

Basic Transportation Information

Basic transportation information about the respondents and their households is presented in Table 6 through Table 7.

Table 8 Respondent main modes of transportation

	High Point	New Holly	Lake City	Total	# of Respondents
Transit	26%	24%	37%*	28%	253
Walk	19%	11%	19%*	16%	250
Drive a car	65%	60%	34%*	55%	253
Passenger in a car	27%	30%	18%*	26%	253
Taxi Uber, Lyft	5%	2%	6%*	4%	256
Bicycle	1%	0%	3%	1%	254

Overall 25% of households surveyed had zero cars (Table 9). Of the 46% of one-car households, slightly over half (26% of total households) had 2 or more adults in the household (e.g. more adults than cars). Overall, 61% of households surveyed had more adults than cars.

Table 10 Vehicles owned or leased by household

	High Point	New Holly	Lake City	Total	Fewer cars than adults
0	16%	19%	47%*	25%	25%
1	45%	56%	34%	46%	26%
2	34%	20%	18%	24%	7%
3 or more	5%	5%	1%	4%	2%
# of Respondents	95	96	68	259	61%

One possible coping strategy for people without access to a motor vehicle is to borrow one from a friend or relative (see Table 11). About 1 in 5 said they regularly or occasionally borrow a vehicle from a friend or relative, while a similar number said they could do so in an emergency.

Table 12 Do you ever borrow someone else’s car (such as a friend or relative) to get around?

	High Point	New Holly	Lake City	Total
Yes, regularly	7%	4%	9%	7%
Yes, but only occasionally	20%	11%	13%	15%
I could in an emergency	22%	26%	16%	22%
Never	51%	59%	62%	57%
# of Respondents	95	95	68	258

A third of respondents indicated that they face major transportation challenges (Table 13).

Table 14 Self-reported major transportation challenges

Agreement with “My family and I face major challenges related to transportation, such as cost, lack of car, and/or difficulty getting to places we need to go”	High Point	New Holly	Lake City	Total	# of Respondents
Agree (Somewhat or strongly)	30%	32%	41%	34%	261

Respondents who agreed that they face major challenges related to transportation were asked to briefly describe those challenges. Responses are included below:

- Cost related
 - Mechanical expensive gas
 - Gas
 - Gasoline prices, parking prices

- Gasoline, insurance, safety
- Gas prices are high so I try to make shopping trips to a minimum by buying things in bulk and meal prepping.
- Gas prices
- Gas money
- Gas is very expensive
- Cost of gas
- Cost of fuel, insurance and vehicle maintenance, but personal vehicle is best option due to my physical disabilities
- Cost of car maintenance, insurance, and payments.
- Cost and some places inaccessible by bus.
- commute, gas price
- cost, schedules and safety
- Not having enough money to take any type of transportation & the bus stops a lot of them are being taken away & if not there far
- No money to buy car
- Sometimes I don't have gas money my children go to school and to daycare and I have to work
- Sometimes gas is too expensive
- Price, availability, time
- Price of gas, lack of car
- Uber and Lyft are expensive, financial barriers and convenience.
- Too expensive
- The price of gas for my old Honda Civic.
- The cost of buying/owning a car. And have great difficulty getting to places. Also, bringing items home on a bus.
- Managing a car
 - Needs a caretaker or relative to take them to places. Can interfere with others schedules.
 - We have a baby who doesn't like car rides. I don't drive on freeway because of my kids
 - freeway, children, distance
 - Having to walk to a corner or travel with a car seat
 - I am the only one who drives and only one car my wife has to wait for me to get off work to get her what she needs
 - Only one vehicle with two working parents and a child in preschool.
 - Parking space is limited
 - Parking space availability and price of car so getting a vehicle is a barrier
 - when my car is not working I have missed appointments / engagements
 - Need new car
 - not enough cars at home with different schedules
 - sometimes when there is no car, it is difficult to get to places where I need to go
 - My car is old and reliable
 - As mentioned above currently we do have a form of transportation and are very fortunate for that but over my 18 years of living in *** there have been several

occasions in where I either was without a vehicle for whatever reason and therefore had to rely on other forms of transportation therefore making it hard to get around with little children and sometimes not a lot of money

- Not having a car
 - Not safe to have a car
 - Family does not have a car.
 - Lack of cars needed for the family.
 - lack of cars for all of us as the children get older
 - Lack of car & a gas prices
 - lack of car
 - Lack of transportation
 - I have no car
 - I don't have a license there for I don't have a car
 - I do not own my own vehicle and it makes it difficult and expensive to run errands and make appointments.
- Transit challenges
 - Long waiting time, not near my house
 - Waiting Bus for long period
 - the bus comes very late
 - Spending all day to take the bus when it could be quicker having a car
 - Getting to certain areas is difficult or impossible. Makes you use what is nearby. Not so good!
 - It takes very long to get to and from places. We use the bus to get to the link light rail, but to the bus to get to our destinations. If we miss one bus, that can set us back 60 - 80 minutes. The link light rail stations are supposed to show how far the next train is, but it does not. This makes it difficult to know if I should wait or take the bus that is at the bus stop.
 - It is hard to get to Lynnwood and visit out of town friends
 - I can't ever get things from where they are to where I need it to go it's hard when you need things that are heavy and large
 - I cannot always find a bus that would get me to my destination
 - Bus can be late or not show up at all
- Health
 - In a wheelchair
 - lack of driver's license and blind
 - Disability
 - Difficulty walking. I use a walker, which does not fit, or fit well, into a lot of cars.
 - Degenerative arthritis and Surgeries cause my legs not to work well for driving. Cost of driving is prohibitive. Many vehicles are too low to the ground to be used.
 - Has a free SHA orca card but is also disabled.

Car sharing

A section of the survey briefly described car sharing, and asked respondents a setup of questions about car sharing, starting with if they were familiar with the concept (Table 15) or had ever used car share before (Table 16). Only 21% said they were either moderately or very familiar with car sharing, and 81% said they had never used car sharing before.

Cost (Table 17) and convenience (Table 18) were both noted by respondents as being very important factors in whether they would use car sharing, with about two-thirds of respondents agreeing with statements to that effect.

On cost, 79% either agreed or were neutral about whether \$5 an hour and \$40 a day was a fair price for them to use car share.

On using a smart phone to reserve a car share vehicle, 79% either agreed or were neutral about being comfortable using the smart phone app. Not surprisingly, those without a smart phone and data plan were much more likely to disagree.

Finally, we asked respondents about how often they thought they or a household member might use car share. 19% thought they would use it one or more time per week, and 50% thought they would use it at least monthly. Only 18% said they would never use it.

Table 19 Are you familiar with car sharing?

	High Point	New Holly	Lake City	Total
Not familiar at all	50%	41%	40%	44%
Slightly familiar	37%	35%	35%	36%
Moderately familiar	5%	13%	12%	10%
Very familiar	8%	11%	13%	11%
# of Respondents	98	100	68	266

Table 20 Have you used car share before?

	High Point	New Holly	Lake City	Total
Never	85%	78%	81%	81%
Once or twice	12%	9%	15%	12%
3 to 5 times	2%	7%	3%	4%
6 or more times	1%	6%	1%	3%
# of Respondents	98	99	68	265

Table 21 I would like to try car share some time to see what it's like

	High Point	New Holly	Lake City	Total
Strongly disagree	8%	9%	12%	9%
Somewhat disagree	11%	7%	12%	10%
Neither agree nor disagree	22%	35%	25%	28%
Somewhat agree	36%	28%	25%	30%
Strongly agree	22%	20%	26%	23%
# of Respondents	98	99	68	265

Table 22 I don't think car share would be very useful for me

	High Point	New Holly	Lake City	Total
Strongly disagree	13%	13%	13%	13%
Somewhat disagree	19%	22%	15%	19%
Neither agree nor disagree	30%	36%	26%	31%
Somewhat agree	27%	18%	22%	22%
Strongly agree	11%	11%	24%*	14%
# of Respondents	98	100	68	266

Note: respondents without a driver's license were much more likely to strongly agree (30%) compared to those with a driver's license (12%)

Table 23 The cost of the car share service would be the most important factor for me

	High Point	New Holly	Lake City	Total
Strongly disagree	5%	7%	15%*	8%
Somewhat disagree	4%	3%	1%	3%
Neither agree nor disagree	31%	22%	18%	24%
Somewhat agree	29%	30%	16%	26%
Strongly agree	32%	37%	50%*	38%
# of Respondents	98	99	68	265

Table 24 I would only use car share if it was very convenient

	High Point	New Holly	Lake City	Total
Strongly disagree	7%	10%	13%	10%
Somewhat disagree	2%	5%	6%	4%
Neither agree nor disagree	25%	21%	18%	22%
Somewhat agree	31%	28%	27%	29%
Strongly agree	35%	36%	36%	36%
# of Respondents	97	100	67	264

Table 25 Vehicle size or type would be very important to me

	High Point	New Holly	Lake City	Total
Strongly disagree	9%	7%	13%	10%
Somewhat disagree	9%	13%	18%	13%
Neither agree nor disagree	32%	35%	22%	31%
Somewhat agree	22%	24%	24%	23%
Strongly agree	27%	20%	24%	24%
# of Respondents	96	98	68	262

Table 26 Around \$5 per hour (or \$40 per day) is a fair price for me to use car share

	High Point	New Holly	Lake City	Total
Strongly disagree	8%	12%	15%	11%
Somewhat disagree	16%	5%	7%	10%
Neither agree nor disagree	37%	33%	24%	32%
Somewhat agree	22%	27%	35%	28%
Strongly agree	16%	22%	19%	19%
# of Respondents	98	99	68	265

Table 27 I would be comfortable using a mobile phone app to reserve a vehicle

	High Point	New Holly	Lake City	Total
Strongly disagree	9%	19%*	16%*	15%
Somewhat disagree	9%	5%	1%	6%
Neither agree nor disagree	21%	21%	22%	21%
Somewhat agree	30%	22%	19%	25%
Strongly agree	30%	32%	40%	33%
# of Respondents	96	98	67	261

Note: respondents without a smart phone with data were much more likely to strongly disagree (45%) compared to those with a smart phone (12%)

Table 28 Car share sounds too complicated for me to bother

	High Point	New Holly	Lake City	Total
Strongly disagree	21%	13%	34%*	21%
Somewhat disagree	19%	17%	24%	19%
Neither agree nor disagree	35%	41%	18%	33%
Somewhat agree	16%	15%	6%	13%
Strongly agree	9%	16%	18%	14%
# of Respondents	97	96	67	260

Note: respondents without a driver's license were much more likely to strongly agree (26%) compared to those with a driver's license (12%)

Table 29 How often do you think that you or someone in your household would use car share if it was available near your home?

	High Point	New Holly	Lake City	Total
One or more times per week	17%	23%	13%	19%
A few times per month	27%	16%	29%	23%
Monthly	11%	6%	4%	8%
Every few months	8%	13%	9%	10%
Once or twice a year	23%	24%	18%	22%
Never	13%	16%	26%*	18%
# of Respondents	98	98	68	264

Note: respondents without a driver's license were much more likely to respond "never" (43%) compared to those with a driver's license (12%)

Open-Ended Responses: Most important factor for using car share

We asked respondents to “Please briefly explain the most important factor(s) for why you would (or would not) use car share.” Their responses were reviewed and coded according to themes and topics covered in the response. A summary of the responses is presented below, organized by overall thematic areas that emerged. 199 responses were coded (74 were either blank or otherwise did not give a response – e.g. “I don’t know”). 59 responses touched on multiple topics or themes.

First, a subset of responses touched on **generally important factors** that would determine whether or not they used car share. These included:

- Low / reasonable cost of the service: 48 respondents
- Convenience: 33 respondents
- Vehicle size / features (e.g. being big enough for family or to carry a load): 10 respondents
- Safety: 10 respondents
- Car condition (e.g. comfortable, clean): 2 respondents
- Car seat provision: 2 respondents

A subset of responses focused on the **reasons they would likely use car share**, including under what conditions or for what purposes:

- Use with or to see friends or family: 12 respondents
- Use during emergencies: 11 respondents
- Use for shopping / errands: 9 respondents
- Better than transit options (e.g., faster than bus, walking to bus is too far, etc.): 7 respondents
- Like EV / environment (including the fact that EVs don’t need gas): 5 respondents
- Use for appointments: 5 respondents
- Use to get across or out of town: 4 respondents
- Don’t have a car: 4 respondents

Similarly, a group of responses focused on **reasons they would NOT use car share**:

- Already have car: 19
- Too complicated or have concerns about using App / Smart phone: 17
- No license / does not drive: 18
- Don’t need / Have better options: 13
- Unsure about sharing / trusting other people: 6
- Physical limitations / disability: 5
- Don’t have insurance (fear of liability, possible misconception about needing separate insurance): 4
- Family too big: 2

Other **general concerns or issues emerged**:

- In addition to providing insight into how car share might fill transportation needs / gaps for residents, the responses also **reveal some misunderstandings** that may need to be addressed.

17 responses were marked as being likely to potentially based on misunderstandings. For example:

- Some people said they would use it for their commute, or because they have a long walk to get to the bus (its not clear if these people think the car share would be a point-to-point service, replacing the walk portion of the trip, or if they would use car share to replace an entire round-trip).
- Several responses suggest they view car sharing as sharing the vehicle at the same time as another user, rather than having the vehicle to themselves for the duration of the rental period.
- Several responses indicated that they would use it to go places where its hard to find parking – parking needs and requirements may need to be addressed.
- As noted above, some people thought not having their own car insurance meant they could not use a car share vehicle.
- Not knowing enough about car sharing to comment on it: 6 respondents indicated that they didn't know what car share is, and so could not respond.
- Fear it will be abused (e.g., reckless parking, or use by homeless people and drug uses): 2 respondents

About electric vehicles

A section of the survey asked questions about respondents' experience with and views about electric vehicles (EVs). Only 12% of respondents said they had driven an EV in the past (Table 30). Two-thirds of respondents indicated they the would need instruction in how to charge an EV (Table 31), while about half agreed that they would be worried about an EV running out of battery (Table 32).

Table 33 Have you ever driven an EV before?

	High Point	New Holly	Lake City	Total
Yes	18%*	9%	7%	12%
No	72%	80%	88%	79%
I'm not sure	9%	10%	4%	8%
# of Respondents	98	96	68	262

Table 34 I would be comfortable driving an EV

	High Point	New Holly	Lake City	Total
Strongly disagree	10%	8%	15%	11%
Somewhat disagree	13%	7%	3%	8%
Neither agree nor disagree	31%	46%	25%	35%
Somewhat agree	19%	22%	25%	22%
Strongly agree	27%	16%*	32%	24%
# of Respondents	98	97	68	263

Table 35 I would need instruction on how to charge an EV

	High Point	New Holly	Lake City	Total
Strongly disagree	6%	4%	10%	6%
Somewhat disagree	9%	4%	10%	8%
Neither agree nor disagree	15%	31%	19%	22%
Somewhat agree	32%	29%	25%	29%
Strongly agree	37%	32%	35%	35%
# of Respondents	97	97	68	262

Table 36 I would be more interested in driving an EV than a standard car

	High Point	New Holly	Lake City	Total
Strongly disagree	9%	9%	13%	10%
Somewhat disagree	11%	10%	9%	10%
Neither agree nor disagree	41%	45%	34%	41%
Somewhat agree	20%	23%	13%	19%
Strongly agree	19%*	12%	31%*	19%
# of Respondents	97	97	68	262

Table 37 I would worry that an EV car share vehicle would run out of battery charge

	High Point	New Holly	Lake City	Total
Strongly disagree	5%	7%	22%	10%
Somewhat disagree	11%	8%	13%	11%
Neither agree nor disagree	30%	34%	24%	30%
Somewhat agree	24%	26%	24%	25%
Strongly agree	30%	25%	18%	25%
# of Respondents	98	97	68	263

Appendix – Most Important Factors open ended responses

Open-ended responses to the prompt “Please briefly explain the most important factor(s) for why you would (or would not) use car share” are included below, organized by the themes described above.

Responses are included multiple times if they cross multiple themes / topics

Generally important factors

Low / reasonable cost of the service

- car share can save gas money
- Cost is the most important factor. As a low-income household with 2 disabled family members, it takes time for us to move from place to place. If the cost is \$5 per hour including when the car is parked and idle then that is not very practical for our family as a 10-minute ride to the grocery store might include spending 1-2 hours just spent walking at said grocery store to account for the physical disabilities.
- Desperate, money
- Economical, convenient.
- If price is right and am need for it
- I would use car share when I need to go to my grocery or do my errands but I cannot pay too much. I'm on a fix income on SSI! also a disability problem. Car can help people with disabilities and low-income people would be great help!
- The safety, price and the availability!
- it's cheaper and faster than renting cars at places such as enterprise or alamo
- might be costly and already own a car
- Taking the bus is cheaper transportation, If the location to pick up a car from carshare place is not within 1 mile of my home, and not very familiar with carshare.
- Would not use car share if it wasn't available in our area & the price to use car share is a big factor especially for low income families.
- Expensive
- If it is too expensive I won't use it
- Carshare is cheap and convenient for me
- Pricing
- It will be less expense and very convenient don't have to worry about the traffic and the driving.
- Convenience and affordable.
- we use Lyft and uber mostly. so, it depends on the price.
- The most important factor is price. If it is does not set us back a lot then we could use it. It would be beneficial.
- Rate per hr.
- cost availability
- Convenient, save money for fuel
- Save money
- What I don't have gas money and maybe a little cheaper to use car share
- I live in a very low-income neighborhood, not many people have a car or access to one. And if it's affordable, people will use it!

- fair price and convenience
- the price of renting and what are the benefits to those that already own one
- "Pro-Car Share Use: people share with the cost
- Con-Car Share Use: not comfortable be with people I do know."
- the price
- Convenience and price
- cost of renting the vehicle
- price, convenience, and peace of mind
- Space of vehicle, availability in the area, price
- Save money
- Having it close by is very important. And the hourly and daily rates are very important. And both compact for quick trips, and big enough to haul something bigger home.
- Cost
- If car share is affordable and only if car is electric or gas efficient.
- If the price is too high.
- Cost and convenience
- Price, size of vehicle, ease of use
- I worry it would be very complicated and have hidden costs
- Cost would be a very important factor
- I don't need one because I have a car but it sounds like a good idea. Price would be the feature that would make or break. I'd use it if my car broke down.
- "Cost
- There is a bus"
- Because I can't afford it due to being on a fixed income
- convenience, cost, safety
- Low Cost and the short waiting time would be the important factors
- I take the bus to get around much cheaper for me

Convenience

- It is advantageous to use EV because EV using no gas, no insurance, no customer toll, no maintenance
- Economical, convenient.
- If my car is having issues its always awesome to have something else available at a reasonable price but my concern would be availability and safety. Lots of people don't maintain a vehicle and run them into the ground. I'd be concerned about issues related to people driving and breaking things that could cause a serious accident. I would want to know that things are safe and not likely going to break down or put me in a bad position.
- Safe reliable transportation, which otherwise not be available.
- The safety, price and the availability!
- convenience during emergencies
- it's cheaper and faster than renting cars at places such as enterprise or alamo
- Time is important

- Would not use car share if it wasn't available in our area & the price to use car share is a big factor especially for low income families.
- Carshare is cheap and convenient for me
- It will be less expense and very convenient don't have to worry about the traffic and the driving.
- Convenience and affordable.
- Has to be easily accessible because I have to be at work early morning
- I would use for short inner-city errands, use to get to work (3-mile drive). Most important cleanliness, reliability, appearance and availability.
- Convenient, save money for fuel
- fair price and convenience
- I would use the car if I would drive in the downtown area. It's hard to find parking so the car share would be convenient
- I would use it when I go to downtown because it's hard to find parking. So, the car share would be convenient
- Places without parking No hassles about insurance, service
- Convenience and price
- Convenience
- could be useful when you are not close to your car or on errands you don't want to bring your use your own car for
- price, convenience, and peace of mind
- Space of vehicle, availability in the area, price
- Convenient and would use car share to drive grandkids around
- it is advantageous that I can use EV anytime I need; car sharing service is important
- Ease of use. Comfortable. Sized for large people.
- Easily get around town without worrying about long travel times.
- Having it close by is very important. And the hourly and daily rates are very important. And both compact for quick trips, and big enough to haul something bigger home.
- Cost and convenience
- Going to the airport would be a convenient time to use it
- Price, size of vehicle, ease of use
- convenience, cost, safety

Vehicle size / features (e.g. being big enough for family or to carry a load)

- I would use a van or truck to move things. Or take group outings.
- I would only use this service when I need a pick-up truck or van to transport large items.
- Household with many kids must have car for transportation
- I have a big family
- I would use for short inner-city errands, use to get to work (3 mile drive). Most important cleanliness, reliability, appearance and availability.
- Space of vehicle, availability in the area, price
- Ease of use. Comfortable. Sized for large people.
- Having it close by is very important. And the hourly and daily rates are very important. And both compact for quick trips, and big enough to haul something bigger home.

- Car share would be most important for my use whenever I need a larger vehicle, such as a van or truck
- Price, size of vehicle, ease of use

Safety

- Safety is the most important factor to me.
- If my car is having issues its always awesome to have something else available at a reasonable price but my concern would be availability and safety. Lots of people don't maintain a vehicle and run them into the ground. I'd be concerned about issues related to people driving and breaking things that could cause a serious accident. I would want to know that things are safe and not likely going to break down or put me in a bad position.
- Safe reliable transportation, which otherwise not ba available.
- The safety, price and the availability!
- I would use car share if I knew that riding alone with other person that my safety will be protected
- Safety
- it is important to me for my safety and to get around anytime I need it.
- I have reservations for the safety part of it
- Safety
- Because it is risky

Car condition (e.g. comfortable, clean)

- Comfortable
- Cleanliness of the car interior. How quickly I can figure out how to use the car's features.

Car seat provision

- Car seat availability for family with multiple children
- If they supplied the car seat would work out great

Reasons they would likely use car share

Use with or to see friends or family

- it can be helpful when i don't have a car and my kids need one
- Use it for Emergencies, games etc.
- To get my daughter to school
- It may help out family get around
- We only have one car and our family might use it when we have multiple places to be at the same time.
- I would use it for my kids, to transport from Home and took school.
- I would use a van or truck to move things. Or take group outings.
- It is important to me because I have a big family and I cannot buy a car for each person so it's very important

- It's an opportunity to commute to work, taking family out, going to downtown.
- Car share is useful for getting to work, or could help if someone is visiting from out of town. Generally, it is a good back up plan.
- Convenient and would use car share to drive grandkids around
- "why they would use car share: local shopping, pleasure, road trips, visitation of friends
- Why they would not use car share: No license, they are blind, too much logistics since they cannot drive"

Use during emergencies

- I will use it if I have a problem
- very beneficial, especially for emergencies or possibly vacation, where I would car share.
- Use it for Emergencies, games etc.
- Desperate, money
- convenience during emergencies
- We can use it in case of emergency
- I might use it if I need to go somewhere in a rush
- I would for emergency
- might be convenient in an emergency
- Car share is useful for getting to work, or could help if someone is visiting from out of town. Generally, it is a good back up plan.
- I don't need one because I have a car but it sounds like a good idea. Price would be the feature that would make or break. I'd use it if my car broke down.

Use for shopping / errands

- It is important to use it for those who do not have a car. It is easier to use for buying household needs
- to get around for a short trip
- I would use car share when I need to go to my grocery or do my errands but I cannot pay too much. I'm on a fix income on SSI! also a disability problem. Car can help people with disabilities and low-income people would be great help!
- I would care share to get to my kid's doctors appointment or grocery shop
- I would use for short inner-city errands, use to get to work (3-mile drive). Most important cleanliness, reliability, appearance and availability.
- Going to the airport, grocery
- could be useful when you are not close to your car or on errands you don't want to bring your use your own car for
- Transporting home essential items.
- To appointments or to shop for food

Better than transit options (e.g., faster than bus, walking to bus is too far, etc.)

- I would use car share because I walk long to catch bus.
- it would be a better option than running to the bus stop especially on snow days or too much rainy days.

- "I will use it
- It's good more than waiting for the bus"
- Because I walk a long distance to catch bus so I would use car share if available
- Efficiency, faster than the bus
- I would agree on car share for situations that is great important when traveling for an appointment or places that regularly public transportation is not available in that area. I would not agree to allowed just anyone to use without permission that is required in great needs. Many homeless and drug addiction people around my area. Thank you!
- Getting somewhere far would be helpful in a situation where I could use these services.

Like EV / environment (including the fact that EVs don't need gas)

- It is advantageous to use EV because EV using no gas, no insurance, no customer toll, no maintenance
- it is important as it will decrease environmental impact and no gas is less expensive
- it's necessary to have EV because it's easy and uses no gas
- For the environment
- If car share is affordable and only if car is electric or gas efficient.

Use for appointments

- Very necessary when going to the hospital
- I would care share to get to my kids doctors appointment or grocery shop
- I would use car share for shopping needs and personal appointments it would also cut down on parking needs in the community
- I would agree on car share for situations that is great important when traveling for an appointment or places that regularly public transportation is not available in that area. I would not agree to allowed just anyone to use without permission that is required in great needs. Many homeless and drug addiction people around my area. Thank you!
- To appointments or to shop for food

Use to get across or out of town

- very beneficial, especially for emergencies or possibly vacation, where I would car share.
- To get to other Seattle communities
- Car share would be convenient for when she wants to get out of Seattle. She expressed that the car share should be in the Lake City House parking lot.
- "why they would use car share: local shopping, pleasure, road trips, visitation of friends
- Why they would not use car share: No license, they are blind, too much logistics since they cannot drive"

Don't have a car

- I think it would make it easy to travel for people with no cars and as someone that doesn't own a car I would be using it often
- I don't have a car

- I would said car share will be very helpful for someone who has no car or for some family members who cannot afford to buy a car
- I don't have a car

Reasons they would NOT use car share

Already have car

- As a family, we have our own car with big family members. But some time we want to use car share
- Currently I am fortunate to have a vehicle so this may not be of huge need to me at the moment but there have been several times when I did not have a vehicle and have had to walk, use public transportation, use car to go when that was available, and/or the seldom Uber or Lyft ride
- might be costly and already own a car
- have a car and don't see a reason to car share
- own a car and don't know how to operate apps for car sharing
- I have a car
- I have my own car
- Pricing
- I own a car
- I drive and my kids take the bus from school. Their schools are close to our home/community.
- already own a vehicle
- already have a car that meets my travel needs
- I don't need one because I have a car but it sounds like a good idea. Price would be the feature that would make or break. I'd use it if my car broke down.
- Has his own car and doesn't need car share.
- I have a car.
- I currently own my own car or take public transportation. I have family in the area so if I needed an emergency ride, I can rely on them. It's not a service I personally need.
- I have my own car and parking spot where I live
- Have car paid for & garage
- I have a car

Too complicated or have concerns about using App / Smart phone

- does not know how to use apps or how to go about renting
- don't know how to use mobile apps
- own a car and don't know how to operate apps for car sharing
- It seems to complicated and I don't really have a very good idea of what it id
- I cannot use carshare because I don't know app
- I don't have experience using an app
- Mobile app complications
- more knowledge on how to rent a car though phone apps
- unsure on how to work phone apps

- working an app through a smart phone sounds complicated
- complications with mobile phone applications and whether the app is compatible with my certain phones and brands
- unsure how i feel about using a mobile phone to rent a car
- Having a smartphone
- No opinion as I would need to understand the rules and responsibilities.
- "why they would use car share: local shopping, pleasure, road trips, visitation of friends
- Why they would not use car share: No license, they are blind, too much logistics since they cannot drive"
- No insurance or license. Doesn't know how to use app.
- Confusing

No license / does not drive

- feel more comfortable calling a taxi
- Since I don't have a license car sharing would not be really viable to me if we had a program that would help people get their license then maybe I will be able to feel more comfortable using a car share program
- I personally have a caregiver who takes me everywhere I need to because I'm disabled but otherwise it's a great idea maybe those in the area who need rides.
- I don't drive and don't have a license if I did I would absolutely use car share
- I don't drive
- not comfortable driving
- I get car sick
- doesn't drive anymore
- does not drive anymore and would not need to car share
- no longer driving
- Because I am very old
- Unfortunately, I will not be able to make use of car share program as I don't have a driver license.
- "why they would use car share: local shopping, pleasure, road trips, visitation of friends
- Why they would not use car share: No license, they are blind, too much logistics since they cannot drive"
- No insurance or license. Doesn't know how to use app.
- I would use if I had my license to just to point A and B if we're to have my license and no car
- I do not have a driver's license
- Lack of driver's license, physical limitations make it unfeasible.
- 1) I do not have a driver's license; 2) All of my shopping needs are within a few blocks and online; 3) Transportation to clinic and hospital are prearranged as needed per my disability insurance. :)

Don't need / Have better options

- rarely need a car to get around
- i have a big family, carshare is not helpful

- Taking the bus is cheaper transportation, If the location to pick up a car from carshare place is not within 1 mile of my home, and not very familiar with carshare.
- I drive and my kids take the bus from school. Their schools are close to our home/community.
- Know need to share a car
- Outlying because I can walk to the places I need to go
- Not very important -everything needed is in walking distance
- Bus
- "Cost
- There is a bus"
- I rather ride The Buses I'm comfortable with The Bus System & I have always ride the Buses.
- I am disabled in a wheelchair so I either ride Metro Access or Metro bus.
- 1) I do not have a driver's license; 2) All of my shopping needs are within a few blocks and online; 3) Transportation to clinic and hospital are prearranged as needed per my disability insurance. :)
- I take the bus to get around much cheaper for me

Unsure about sharing / trusting other people

- Other people leaving germs behind. And holding car insurance on my license when I would only drive a couple times a month
- Un known person and Fare share impact
- I don't know if I would use if I will use it. Only because I wouldn't know who would be picked up and how they are
- trusting others that have rented the vehicle before me
- Don't true ppl.
- Too many people

Physical limitations / disability

- I would use car share when I need to go to my grocery or do my errands but I cannot pay too much. I'm on a fix income on SSI! also a disability problem. Car can help people with disabilities and low-income people would be great help!
- I personally have a caregiver who takes me everywhere I need to because I'm disabled but otherwise it's a great idea maybe those in the area who need rides.
- Has a disability where they cannot drive and claustrophobic.
- Support disability. Be on time.
- Lack of driver's license, physical limitations make it unfeasible.

Don't have insurance (fear of liability, possible misconception about needing separate insurance)

- Other people leaving germs behind. And holding car insurance on my license when I would only drive a couple times a month
- Scare of anything happening to car and being liable for it
- Wouldn't use it because of insurance
- No insurance or license. Doesn't know how to use app.

Family too big

- Not really comfortable with kids
- Because I have large family and I don't want to car sharing

Other general concerns or issues

Misunderstandings

- Other people leaving germs behind. And holding car insurance on my license when I would only drive a couple times a month
- You don't explain it. I didn't know the difference between ride sharing and car sharing. Is car sharing using your own car?
- I would use car share if I knew that riding alone with other person that my safety will be protected
- I don't know if I would use if I will use it. Only because I wouldn't know who would be picked up and how they are
- Because the cars belong to me, I'm can't share for someone used.
- It's an opportunity to commute to work, taking family out, going to downtown.
- I would use for short inner-city errands, use to get to work (3-mile drive). Most important cleanliness, reliability, appearance and availability.
- Going to the airport, grocery
- Wouldn't use it because of insurance
- I would use the car if I would drive in the downtown area. It's hard to find parking so the car share would be convenient
- I would use it when I go to downtown because it's hard to find parking. So, the car share would be convenient
- I usually drive my own car and don't like to bring my children in other people's vehicles so I probably wouldn't use it unless I was alone.
- Don't true ppl.
- I'm too independent for car sharing.
- No insurance or license. Doesn't know how to use app.
- Going to the airport would be a convenient time to use it
- I am not comfortable with car share because I am not comfortable to use car share with other people

Not knowing enough about car sharing to comment on it

- Don't know what it is
- It seems to complicated and I don't really have a very good idea of what it id
- I did not know anything about it
- I did not know there is car share
- not familiar with car share
- Hello I Never share or use Share car before

Fear it will be abused (e.g., reckless parking, or use by homeless people and drug uses)

- The reason is when after people used car share they're park it anywhere either in a non-parking space or park double lane and the residents will not have space to park and that's what I'm afraid of. People will abuse the system and if the system seem helpful to eliminate that and not cause any problems in the community then I can see that being useful and and helpful people definitely. Nowadays people rent bike and just leave it at an appropriate area and I hope this doesn't do it. Thank you for listening and hopefully this change for the good.
- I would agree on car share for situations that is great important when traveling for an appointment or places that regularly public transportation is not available in that area. I would not agree to allowed just anyone to use without permission that is required in great needs. Many homeless and drug addiction people around my area. Thank you!

BALLINGER COMMONS

King County Housing Authority (KCHA)

Site address: 2405 North 202nd Place, Shoreline, WA 98133

URL: <https://www.kcha.org/housing/property.aspx?PropertyID=154>

Site Overview

Ballinger Commons housing community is a large site in Shoreline, WA, at the northern edge of King County, approximately half a mile west of I-5. The site is located between NE 205th St. and NE 195th St. and between Meridian Ave. N and 1st Ave. N.



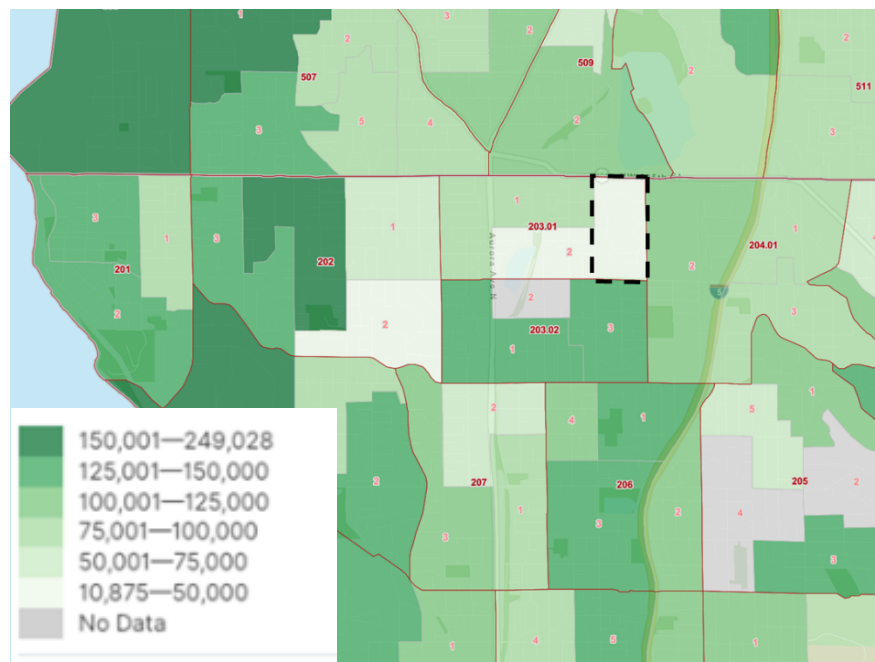
Ballinger Commons is a King County Housing Authority (KCHA) site. The property is a “workforce property” with many low-income working families and individuals.

Resident demographic snapshot

Metric	
Units	485 units ranging from 1 to 3 bedrooms in size. The average household size is 1.93 people for the census block group in which Ballinger is located.
Languages spoken	96% of residents speak English, with other languages including Tigrinya, Amharic, and Arabic.
Race and Ethnicity	57% of residents identify as White, 23% as Black or African American, 8% as Hispanic, 2% as American Indian/Alaska Native, 1% as Asian, and 8% as multiple or other.
Ages	24% of residents are under 18, 21% between 18 and 35, 43% between 36 and 61, and 10% 62 or older
Median Income	\$10,344

(Primarily KCHA)

Ballinger Commons’ median income is lower than surrounding areas



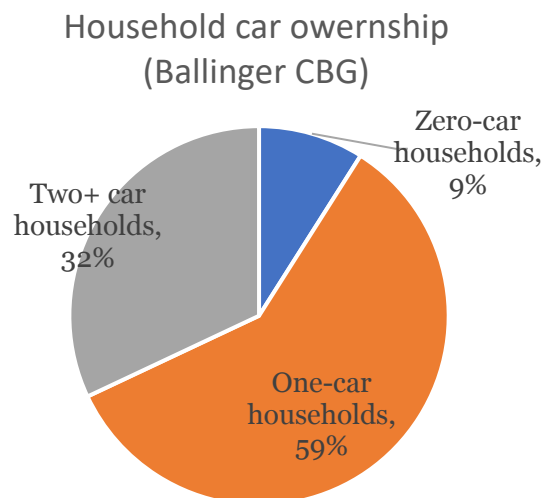
(<https://data.census.gov/>; 2021 ACS 5-yr data)

Household vehicles and commuting

Every unit at Ballinger Commons comes with a parking spot, and there are many additional parking spots available throughout the site. Car Ownership: 9% of households have zero cars, in line with King County; 59% have one-car, compared to 33% for King County.

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HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
Ballinger Commons (census block group)	9%	59%	32%
King County, block group average (urbanized area)	9%	33%	58%
King County, block group median (urbanized area)	4.5%	33%	60%



(EPA SLD; 2018 Census ACS 5-year data, Census block group 530330203001)

Ballinger Commons' travel modes is comparable to King County in general, with 77% commuting by car (drive alone or carpool), 14% by transit, and 9% using other modes including walking. Ballinger Commons transit commuters do, however, spend more time commuting (87% have commutes of 45 minutes or longer, compared to 47% for King County).

Commute Mode	Mode Spilt - Ballinger	Mode Split - King Co.	Commute length in minutes (Ballinger)			Commute length in minutes (King Co.)		
			Less than 20	20 to 44	45 +	Less than 20	20 to 44	45 +
Drove alone	67%	68%	37%	51%	13%	32%	51%	17%
Carpool	10%	10%	0%	51%	49%	28%	49%	23%
Public Transit	14%	13%	0%	13%	87%	7%	46%	47%
Walk	7%	6%	100%	0%	0%	66%	30%	3%
Taxi, motorcycle, bicycle, other	2%	3%	0%	0%	100%	34%	45%	21%

(2021 ACS 5-yr data for Block Group 530330203012, Table B08134)

Walkability

Walk Score: The Walk Score for the Ballinger Commons main address (2405 North 202nd Place) is a relatively low 39 out of 100 (source: walkscore.com). The overall score is based on the walkability of several types of amenities, including groceries (15), shopping & errands (50), schools (60), dining (40), and parks (0).

Key destinations: Shopping locations are not very walkable. Distances to a set of key destinations (in miles, using the street network) are shown below:

- Distance to grocery store: 1.1 miles (Ballinger Thriftway) and 1.0 mile (Costco)
- Distance to pharmacy: 1.1 miles (Rite Aid) and 1.7 miles (Bartell Drugs)
- Distance to home supplies: 0.9 miles (Home Depot)
- Distance to hospital / emergency room: 2.5 miles (Swedish Edmonds Campus) and urgent care 1.1 miles (UW Medicine Urgent Care at Mountlake Terrace)
- Distance to elementary school: 0.8 miles (Echo Lake Elementary)
- Distance to high school: 2.7 miles (Shorewood High School)

Housing and jobs density: The primary census tract for Ballinger Commons has an average of 6.93 housing units per acre, a population density of 12.59 people per acre, but only 1 job per acre (SLD, primarily 2018 Census data). The jobs to household ratio of 0.14 is relatively low, consistent with fewer walkable destinations and the need to travel further afield to access employment.

	Ballinger Commons	King Co. median (urbanized BGs)
Gross residential density (HU/acre) on unprotected land	6.9	4.0
Gross population density (people/acre) on unprotected land	12.6	10.1
Gross employment density (jobs/acre) on	1.0	1.3
Jobs per household ¹	0.14	0.33

(SLD, primarily 2018 Census data, data excludes protected land from acreage calculations)

Transit access

Transit access is relatively good at Ballinger Commons, with 12 transit routes, representing 4,995 possible transit trips accessible within a half mile, with 263,871 jobs

¹ EPA notes that “An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled” (<https://enviroatlas.epa.gov/enviroatlas/datafactsheets/pdf/supplemental/employmenthousingratio.pdf>)

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accessible with a 30-minute transit trip. 22.85% of households in the tract have transit commuters. (source: alltransit.cnt.org).

Transit access stats (alltransit.cnt.org)	Ballinger Commons	Shoreline average	King Co. average
Transit Routes within ½ Mile	12	9	10
Transit Trips per Week within ½ Mile	4,995	1,911	3,051
Jobs Accessible in 30-minute trip	263,871	229,663	233,130
Commuters Who Use Transit	22.9%	16.3%	14.0%

Transit routes with stops located within a half-mile walk: RapidRide E Line / CT Swift Blue Line / 301 / 302 / 303 / 331 / 342 / 346 / CT 101 / CT 115 / CT 130

Although transit is a viable commute option for many people at Ballinger Commons, people use public transportation are over 6 times as likely to experience commutes of 45 minutes or more (see commute mode table above).

Other transport

Zipcar is not readily available in the vicinity of Ballinger Commons, with the closest location being 5.7 miles away.

Bike share and scooter share do not serve the immediate community.

Car Share Factors

Parking: lots of available parking, both designated for units and visitor parking.

Car share locations: several possible locations in Ballinger Commons, including two community buildings. The large size of the Ballinger Commons site makes siting car share where all residents can easily walk to the cars a challenge.

Ballinger Commons Summary

Overview: Ballinger Commons residents without a car (or multi-driver households that share one car) have limited options for walking to meet their needs. Transit is available but comes at a significant time cost.

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Category	Low, moderate or high	Explanation
Need	moderate	Limited walkability for meeting key needs. Transit serves commute mode relatively well, although at a significant time cost. Lack of alternative and shared mobility options.
Interest	n/a	Interest to be derived from resident surveys (TNA survey not deployed for Ballinger Commons)
Viability	moderate	There is space, they have had one existing charging location but it is not in service. Few language barriers likely. While there are relatively few zero-car households, the high proportion of single car households may be a key market segment (e.g. for multi-driver households).

Cautions / Concerns:

- Time spent walking to and from car share vehicles may be a barrier if vehicles are not close to residents’ homes (given the large size of the Ballinger Commons campus).
- Approximately 60% of households do have a car, which may impact residents’ interest in using car share. Multi-family and one-car households are likely to be an important segment of the potential car share market in at Ballinger Commons.
- If Ballinger Commons is selected as a site, AMP surveys will provide more detail on resident interest, concerns, etc.

Method

This basic transportation needs assessment is based on interviews with King County Housing Authority (KCHA) program staff and the site property manager, and a review of transportation, sociodemographic and built environment data for the site.

Ballinger Commons primary address is 2405 North 202nd Place and contained within and makes up most of Census Block group 530330203001 (pre 2020) and 530330203012 (current). Key data sources include the US EPA Smart Location Database (“SLD”; <https://www.epa.gov/smartgrowth/smart-location-mapping>), the TransitCenter’s AllTransit tool (<https://alltransit.cnt.org/>), and calculations using mapping software include ArcMap and Google Maps.

BIRCH CREEK

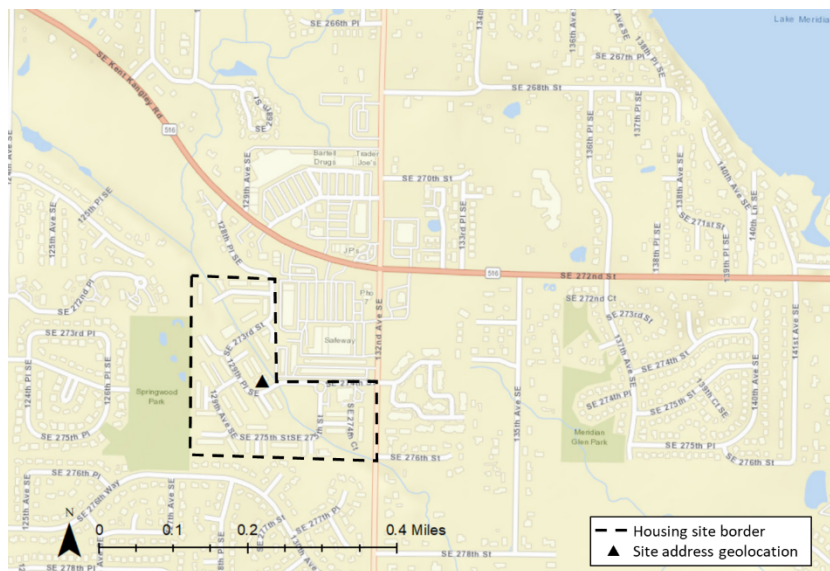
King County Housing Authority (KCHA)

Site address: 27360 129th Place S.E., Kent, WA 98030

URL: <https://www.kcha.org/housing/property.aspx?PropertyID=10>

Site Overview

Birch Creek housing community is a large site in the southeast area of Kent, WA, approximately 8 miles east of I5 and 22 miles south of downtown Seattle. The site is located south of Kent Kangley Road – SR 516 and just west of 132nd Ave SE, between Springwood Park and a Safeway grocery store.



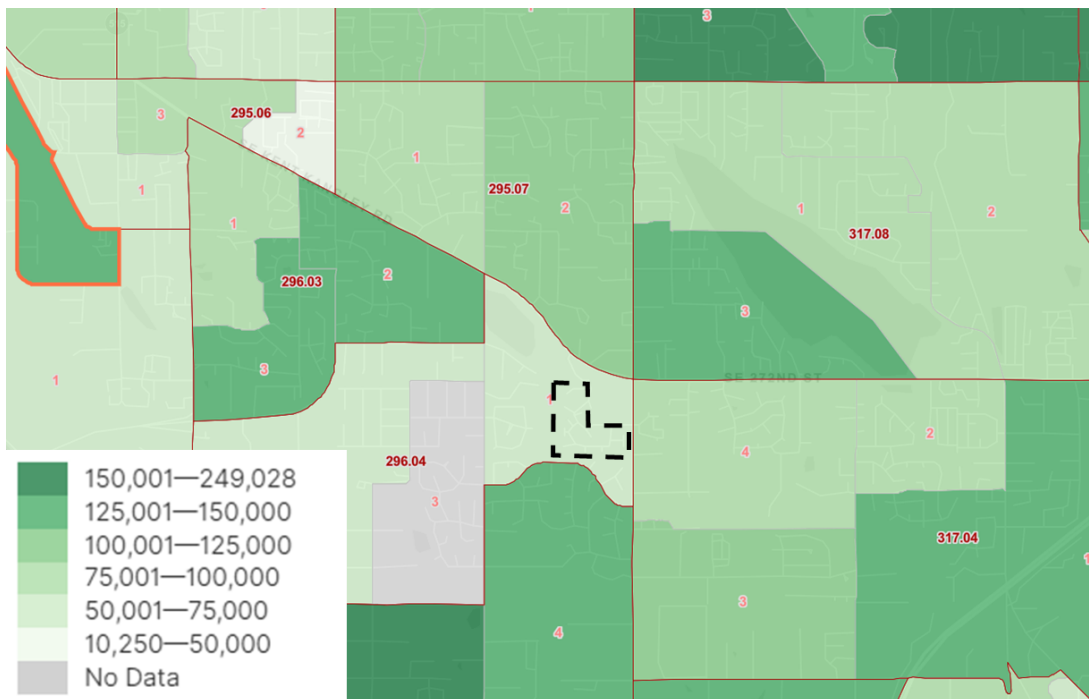
Birch Creek is a King County Housing Authority (KCHA) site. The property houses a mix of mixed-income families, seniors 55+ and people with disabilities.

Resident demographic snapshot:

Metric	
Units	262 units ranging from 1 to 5 bedrooms in size. The average household size is 3.56 people for the census block group in which Birch Creek is located.
Languages spoken	45% of residents speak English, 9% Ukrainian, 8% Somali, 6% Spanish, 6% Arabic, and 26% all other languages (KCHA data).
Race and Ethnicity	33% of residents identify as White, 31% as Black or African American, 11% as Hispanic, 11% as Asian, 7% as Native Hawaiian/Other Pacific Islander, 1% as American Indian/Alaska Native, and 7% as multiple or other (KCHA data)
Ages	46% of residents are under 18, 22% between 18 and 35, 26% between 36 and 61, and 6% 62 or older (KCHA data).
Median Income	\$16,900

(Primarily KCHA)

Birch Creek’s median income is lower than surrounding areas



(<https://data.census.gov/>; 2021 ACS 5-yr data)

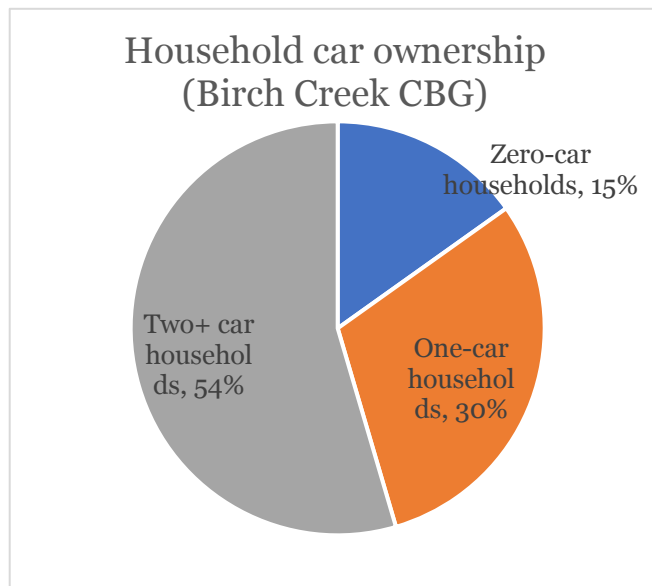
Household vehicles and commuting

While most Birch Creek households have at least one car, ownership rates fall short of the average for King County: 15% of households in the Birch Creek Census block group have zero cars, compared to 9% for King County, 30% have one-car, compared to 33%

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for King County. Residents are allotted one parking spot per household, and it was noted that parking is a problem given that many residents have multiple cars. Guest spots are available, but are intended to be used for less than 24 hours, and parking in a fire lane has been a problem at times.

HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
Birch Creek (census block group)	15%	30%	54%
King County, block group average (urbanized area)	9%	33%	58%
King County, block group median (urbanized area)	4.5%	33%	60%



(EPA SLD; 2018 Census ACS 5-year data, Census block group 530330296013)

Birch Creek is more car dependent than King County overall, with 88% of residents commuting by car (drive alone or carpool), and just 3% by transit 0% by walking, and 9% using other modes. Birch Creek commuters generally have much longer commute times than King County residents overall, with 41% of drive alone commuters and 100% of carpool and public transit commuters spending over 45 minutes on their commutes.

Commute Mode	Mode Spilt - Birch Creek	Mode Split - King Co.	Commute length in minutes (Birch Creek)			Commute length in minutes (King Co.)		
			Less than 20	20 to 44	45 +	Less than 20	20 to 44	45 +
Drove alone	76%	68%	14%	45%	41%	32%	51%	17%
Carpool	12%	10%	0%	0%	100%	28%	49%	23%
Public Transit	3%	13%	0%	0%	100%	7%	46%	47%
Walk	0%	6%	0%	0%	0%	66%	30%	3%
Taxi, motorcycle,	9%	3%	100%	0%	0%	34%	45%	21%

bicycle,
other

(2021 ACS 5-yr data for Block Group 530330296013, Table B08134)

Walkability

Walk Score: The Walk Score for the Birch Creek main address (27360 129th Place S.E., Kent, WA 98030) is 59 out of 100, which is described by Walk as “somewhat walkable” (source: walkscore.com). The overall score is based on the walkability of several types of amenities, including groceries (15), shopping & errands (50), schools (60), dining (40), and parks (0).

Key destinations: Some shopping locations are very walkable, particularly those located in the shopping areas near 132nd Ave SE and SE Kent-Kangley Road. Many other essential services are not walkable. Distances to a set of key destinations (in miles, using the street network) are shown below:

- Distance to grocery store: 0.3 miles (Safeway)
- Distance to pharmacy: 0.3 miles (Safeway)
- Distance to home supplies / hardware: 2.5 miles (Home Depot)
- Distance to hospital / emergency room: 3.2 miles (MultiCare Covington Emergency Department) and urgent care 2.8 miles (MultiCare Indigo Urgent Care)
- Distance to elementary school: 1.5 miles (Pine Tree Elementary School)
- Distance to high school: 7.2 miles (Kent Lake High School)

Housing and jobs density: The primary census tract for Birch Creek has an average of 4.14 housing units per acre, a population density of 14.73 people per acre, and 3.13 jobs per acre (SLD, primarily 2018 Census data). This jobs per household ratio of 0.76 represents a good mixing of land uses, which can support walkability and access to employment.

	Birch Creek	King Co. median (urbanized BGs)
Gross residential density (HU/acre) on unprotected land	4.1	4.0
Gross population density (people/acre) on unprotected land	14.7	10.1
Gross employment density (jobs/acre) on	3.1	1.3

Jobs per household¹	0.76	0.33
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(SLD, primarily 2018 Census data, data excludes protected land from acreage calculations)

Transit access

Transit access at Birch Creek is primarily served by 3 lines (162, 165, 168), representing 746 possible transit trips per week accessible within a half mile, with 51,118 jobs accessible with a 30-minute transit trip. This jobs access number is very low compared to the 325,344 jobs accessible, on average, to residents of other affordable housing sites in the Seattle area in this study (source: alltransit.cnt.org).

Transit access stats (alltransit.cnt.org)	Birch Creek	Kent average	King Co. average
Transit Routes within ½ Mile	3	0	10
Transit Trips per Week within ½ Mile	746	1,138	3,051
Jobs Accessible in 30-minute trip	51,118	103,026	233,130
Commuters Who Use Transit	14.1%	8.4%	14.0%

According to AllTransit, 14.05% of households in Birch Creek’s census tract have transit commuters; however, as noted above, the block group in which Birch Creek is located has much lower (see commute mode table above).

Other transport

Zipcar is not readily available in the vicinity of Birch Creek.

Bike share and scooter share do not serve the immediate community.

Car Share Factors

Parking: Parking is limited to 1 parking space per household in Birch Creek, with limited guest or street parking. It is not known how many total cars are owned by residents.

Car share locations: Several possible locations in Birch Creek, although there is limited available parking at all locations, including at the Family Center, at the parking area on SE 274th/131st SE near the play area, and at the parking area at SE 275th and 130th SE.

¹ EPA notes that “An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled” (<https://enviroatlas.epa.gov/enviroatlas/datafactsheets/pdf/supplemental/employmenthousingratio.pdf>)

Birch Creek previously had a 1st Gen EV charger.

Birch Creek Summary

Overview: Birch Creek has more zero-car households (15%) than in King County overall, and has a high average household size (3.56 people per household). While many daily needs may be met by walking to nearby stores in the shopping areas near 132nd Ave SE and SE Kent-Kangley Road, trip for other needs are not walkable. Car share could serve a valuable addition for meeting these types of travel needs for zero-car households and for households with more drivers than cars.

Category	Low, moderate or high	Explanation
Need	Moderate to high	Relatively high zero-car households; large household size; longer distances to some services / needs that are unwalkable.
Interest	n/a	Interest to be derived from resident surveys (TNA survey not deployed for Birch Creek)
Viability	Moderate	Limited parking may pose implementation challenges (although a successful car share program could ease some need for personal vehicle ownership); Language and cultural differences may present challenges to car share adoption

Cautions / Concerns:

- Interviews with site staff noted that comfort with technology, including online reservations and payment, may be a barrier to many Birch Creek residents.
- Access for people living outside Birch Creek is limited given a lack of through streets, providing limited opportunity to attract a larger market to these car share vehicles.
- If Birch Creek is selected as a site, AMP surveys will provide more detail on resident interest, concerns, etc.

Method

This basic transportation needs assessment is based on interviews with King County Housing Authority (KCHA) program staff and the site property manager, and a review of transportation, sociodemographic and built environment data for the site.

Birch Creek primary address is 27360 129th Place S.E., Kent, WA 98030 and contained within and makes up a considerable portion of Census Block group 530330296013. Key data sources include the US EPA Smart Location Database (“SLD”);

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<https://www.epa.gov/smartgrowth/smart-location-mapping>), the TransitCenter's AllTransit tool (<https://alltransit.cnt.org/>), and calculations using mapping software include ArcMap and Google Maps.

GREENBRIDGE

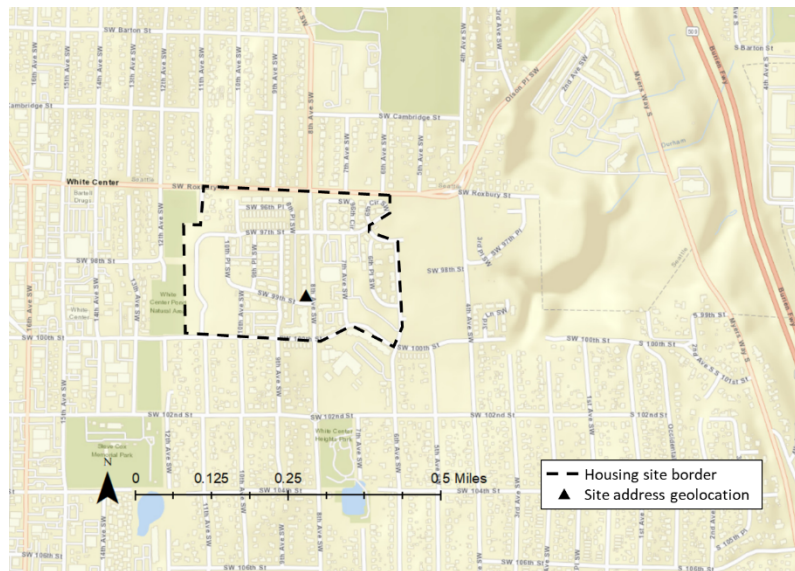
King County Housing Authority (KCHA)

Site address: 9839 Eighth Ave. S.W., Seattle, WA 98106

URL: <https://www.kcha.org/housing/property.aspx?PropertyID=45>

Site Overview

Greenbridge housing community is a large site in the White Center neighborhood of southwest Seattle, about 1 mile west of SR-509. The site is located between SW Roxbury Street to the north, SW 102nd to the South, with most of the site being between 10th Ave SW to the west and 4th Ave SW to the east.



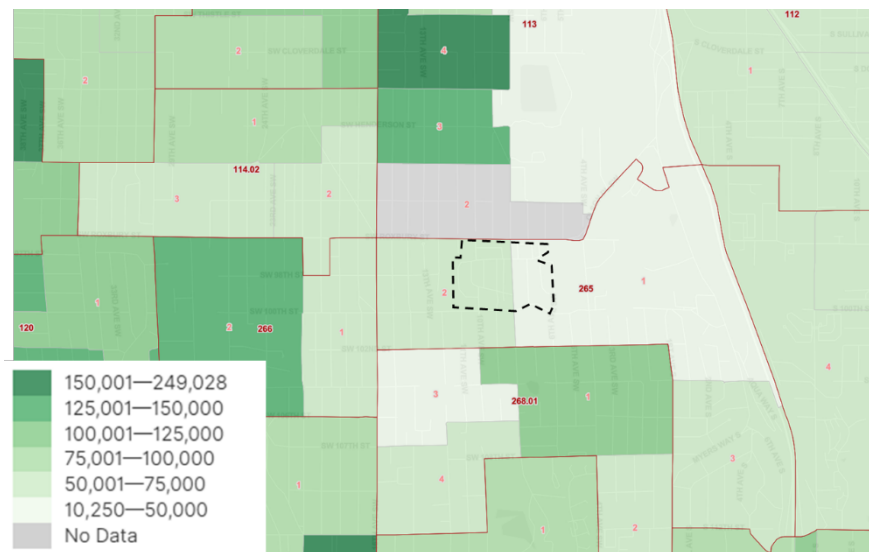
Greenbridge is a King County Housing Authority (KCHA) site. The property is a mix of rent-subsidized, workforce and for-sale homes, and is open to families, seniors (55+), and people with disabilities.

Resident demographic snapshot

Metric	
Units	390 units ranging from 1 to 5 bedrooms in size. The average household size is 2.86 people for the census block group in which Greenbridge is located.
Languages spoken	45% of residents speak English, 23% Vietnamese, 20% Somali, 4% Cambodian, 2% Arabic, and 6% other languages.
Race and Ethnicity	49% of residents identify as Black or African American, 28% as Asian, 12% White, 7% Hispanic, 1% Native Hawaiian or Other Pacific Islander, and 2% as multiple or other
Ages	34% of residents are under 18, 17% between 18 and 35, 27% between 36 and 61, and 22% 62 or older
Median Income	\$12,614

(Primarily KCHA)

Greenbridge’ median income is lower than surrounding areas



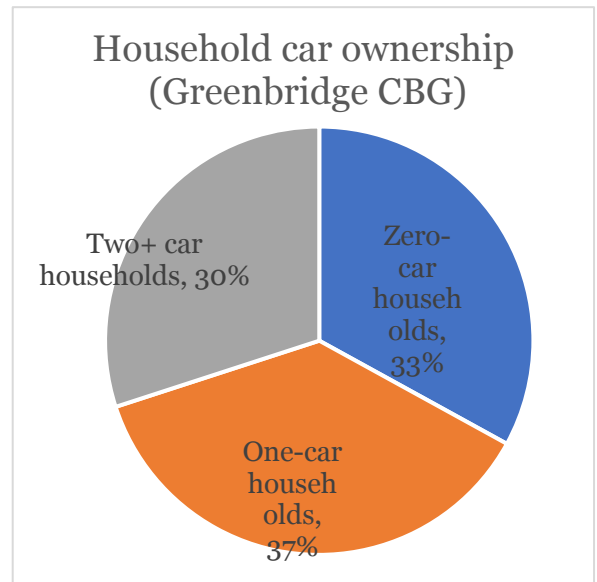
(<https://data.census.gov/>; 2021 ACS 5-yr data)

Household vehicles and commuting

Greenbridge has permit parking, plus guest and street parking, and parking is usually very full. Car Ownership: 33% of households have zero cars, a much higher number than the average of 9% in King County and 19% in Seattle. 37% have one-car, compared to 33% for King County.

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HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
Greenbridge (Census block group)	33%	37%	30%
King County, block group average (urbanized area)	9%	33%	58%
King County, block group median (urbanized area)	4.5%	33%	60%



(EPA SLD; 2018 Census ACS 5-year data, Census block group 530330265002)

Greenbridge is comparable to the rest King Co. in terms of percentage of commuters driving alone (65% compared to 68%), but is above average for percentage carpooling, at 26% compared to 10% for King Co. The percentage commuting by transit, walk, bike or other modes is low compared to King County overall, at a total of 10% across those modes compared to 22% for King County overall. Greenbridge commuter commute times are slightly longer than King Co. overall for driving, and a bit shorter for transit.

Commute Mode	Mode Split - Greenbridge	Mode Split - King Co.	Commute length in minutes (Greenbridge)			Commute length in minutes (King Co.)		
			Less than 20	20 to 44	45 +	Less than 20	20 to 44	45 +
Drove alone	65%	68%	19%	57%	24%	32%	51%	17%
Carpool	26%	10%	17%	59%	24%	28%	49%	23%
Public Transit	6%	13%	22%	58%	20%	7%	46%	47%
Walk	4%	6%	5%	62%	33%	66%	30%	3%
Taxi, motorcycle, bicycle, other	0%	3%	0%	54%	46%	34%	45%	21%

(2021 ACS 5-yr data for Block Group 530330265002, Table B08134)

Walkability

Walk Score: The Walk Score for the Greenbridge main address (9839 Eighth Ave. S.W., Seattle, WA 98106) is 77 out of 100, corresponding to a “very walkable” environment in which most errands can be done on foot (source: walkscore.com).

Greenbridge and the surrounding neighborhood are well connected by the street network (i.e. most streets are through streets), making walking through, from and to Greenbridge relatively direct for most local destinations.

Key destinations: Shopping locations are not very walkable. Distances to a set of key destinations (in miles, using the street network) are shown below:

- Distance to grocery store: 1.2 miles (Safeway, many smaller stores are closer)
- Distance to pharmacy: 0.6 miles (Bartell’s Drugs)
- Distance to home supplies: 0.6 miles (McLendon Hardware)
- Distance to hospital / emergency room: 4.4 miles (St. Anne) and urgent care: 4.8 miles (MultiCare Indigo Urgent Care)
- Distance to elementary school: 0.4 (White Center Heights)
- Distance to high school: 1.3 (Evergreen)

Housing and jobs density: The primary census tract for Greenbridge has an average of 5.67 housing units per acre, a population density of 15.31 people per acre, and 5.07 jobs per acre (SLD, primarily 2018 Census data). The jobs per household ratio of 0.89 represents a good mixing of land uses, which can support walkability for destinations and support good access to employment.

	Greenbridge	King Co. median (urbanized BGs)
Gross residential density (HU/acre) on unprotected land	5.7	4.0
Gross population density (people/acre) on unprotected land	15.3	10.1
Gross employment density (jobs/acre) on	5.1	1.3
Jobs per household ¹	0.89	0.33

(SLD, primarily 2018 Census data, data excludes protected land from acreage calculations)

¹ EPA notes that “An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled” (<https://enviroatlas.epa.gov/enviroatlas/datafactsheets/pdf/supplemental/employmenthousingratio.pdf>)

Transit access

Transit access at Greenbridge is below average for Seattle, with 7 transit routes, representing 3,174 possible transit trips per week accessible within a half mile, with 290,348 jobs accessible with a 30-minute transit trip. 16.2% of households in the tract have transit commuters. (source: alltransit.cnt.org). According to AllTransit, 16.2% of households in Greenbridge’s census tract have transit commuters; however, as noted above, the block group in which Greenbridge is located is much lower (see commute mode table above).

Transit access stats (alltransit.cnt.org)	Greenbridge	Seattle average	King Co. average
Transit Routes within ½ Mile	7	22	10
Transit Trips per Week within ½ Mile	3,174	6,152	3,051
Jobs Accessible in 30-minute trip	290,348	401,239	233,130
Commuters Who Use Transit	16.2%	23.0%	14.0%

Transit routes with stops located within a half-mile walk: RapidRide H LineF / 60F / 113P / 128 / 131.

Other transport

Zipcar is not readily available in the vicinity of Greenbridge, with the closest location being 4.6 miles away.

Bike share and scooter share do serve the White Center neighborhood, but few to no vehicles were available within a mile of Greenbridge when we checked.

Car Share Factors

Parking: parking is limited at Greenbridge.

Car share locations: There is no real community center at Greenbridge, although the Greenbridge Library and Southwest Boys & Girls Club may serve as central destinations. A car share vehicle would most likely need to be placed in street parking, which could be a concern for local businesses.

Greenbridge previously had EV charging, but had some problems with vandalism.

Greenbridge Summary

Overview: Commuters in the Greenbridge Census block group are very car dependent (91% commute by car), although the carpool rate is very high. This might predispose that residents here are willing to being creative in mobility and open to car sharing. At the same time, the proportion of zero-car households (33%) is very high and 37% of households have one car.

Category	Low, moderate or high	Explanation
Need	High	Very walkable area for some trips, although some key destinations may be beyond how far most people would want to walk (e.g. over a mile to a large grocery store). High number of zero-car households. High rate of carpooling among commuters.
Interest	n/a	Interest to be derived from resident surveys (TNA survey not deployed for Greenbridge)
Viability	Moderate to high	High carpool levels and low vehicle ownership suggest possible good market among Greenbridge residents. Connectivity between Greenbridge and surrounding neighborhood provides an opportunity for nearby residents to increase the demand for a car share service. Limited parking may pose implementation challenges (although a successful car share program could ease some need for personal vehicle ownership). Language and cultural differences may present challenges to car share adoption.

Cautions / Concerns:

- There does not seem to be any site-specific concerns outside of other programmatic challenges related to language and cultural barriers and unfamiliarity with car sharing in general.

Method

This basic transportation needs assessment is based on interviews with King County Housing Authority (KCHA) program staff and the site property manager, and a review of transportation, sociodemographic and built environment data for the site.

Greenbridge primary address is 9839 Eighth Ave. S.W., Seattle, WA 98106 and is primarily contained in Census Block group 530330265002. Key data sources include the

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US EPA Smart Location Database (“SLD”; <https://www.epa.gov/smartgrowth/smart-location-mapping>), the TransitCenter’s AllTransit tool (<https://alltransit.cnt.org/>), and calculations using mapping software include ArcMap and Google Maps.

HIGH POINT

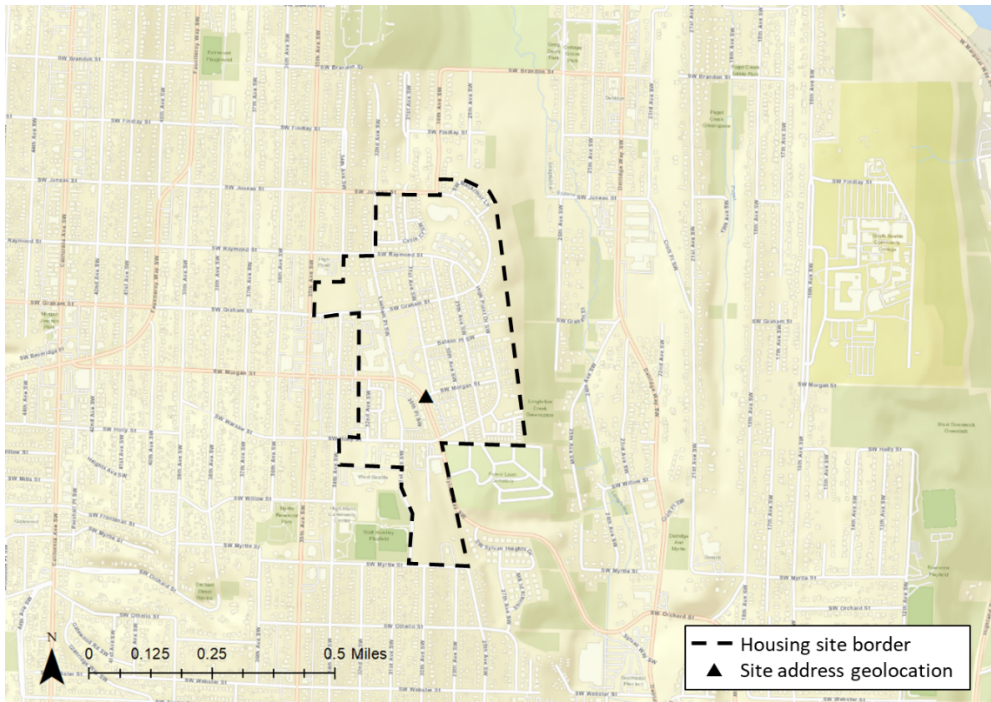
Seattle Housing Authority

Site address: 6400 Sylvan Way SW, Seattle, WA 98126

URL: <https://www.seattlehousing.org/properties/high-point>

Site Overview

High Point is a 60 acre, 600-unit community in West Seattle located east of 35th Avenue SW and on either side of Sylvan Way SW. It is about 6 miles southwest of downtown Seattle.



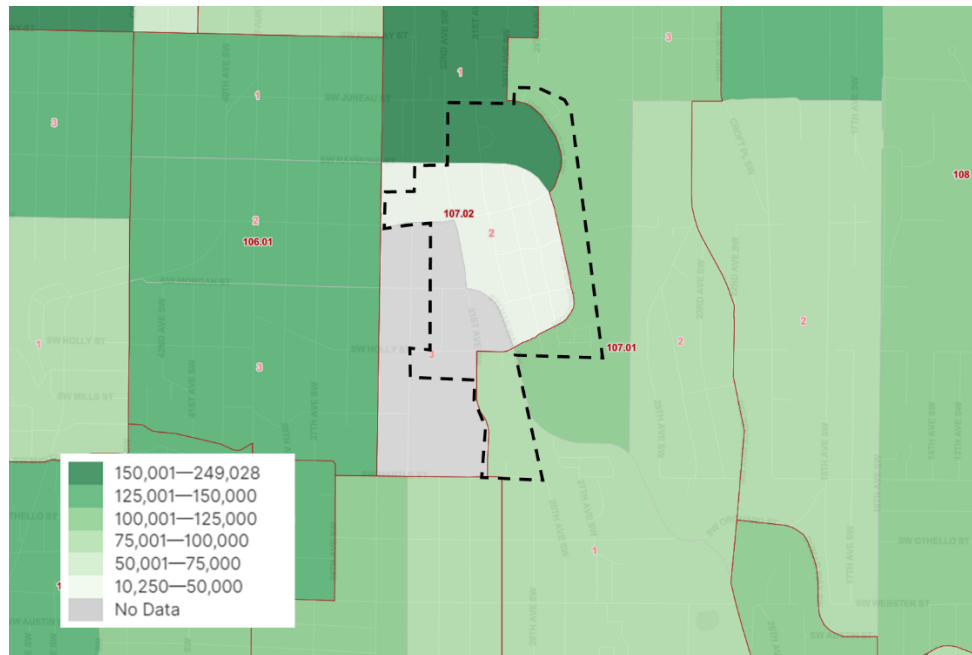
High Point is a Seattle Housing Authority (SHA) site with a mix of low-income and affordable housing, senior housing, assisted and independent living, and some market rate apartments. Homeowner units are also mixed throughout the site, accounting for about 48% of all units.

Resident demographic snapshot:

Metric	
Units	600 SHA rental units ranging from 1 to 5 bedrooms in size, with 85% falling into the 2- to 3-bedroom size range. The average household size is 3.24 people for the census block group in which High Point is located.
Languages spoken	29% of residents speak Somali, 20% English, with other languages including Oromo (7%), Vietnamese (7%), Spanish (3%), and Arabic, Cambodian, and Tigrinya at 2%.
Race	68% of residents identify as Black or African American, 17% as Asian, 11% as White, 2% as Pacific Islander, and 2 % as multiple or other.
Average Age	26
Median Income	\$25,256

(Sources: EPA Smart Location Database, Seattle Housing Authority)

High Point’s median income is considerably lower than surrounding areas:



(<https://data.census.gov/>; 2021 ACS 5-yr data)

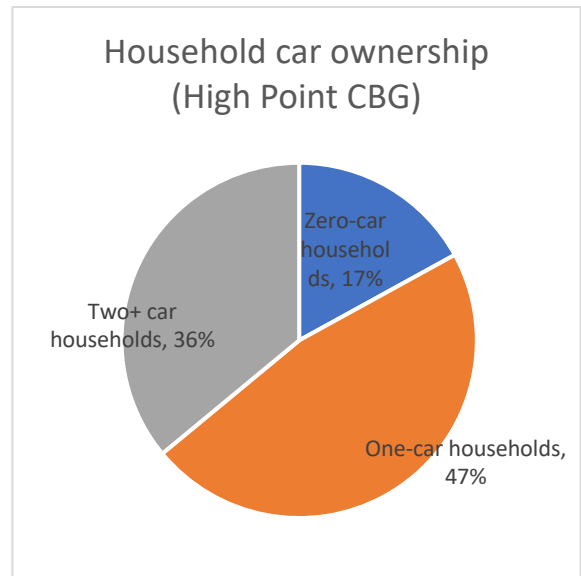
Household vehicles and commuting

Residents with cars at High Point are required to have parking permits for off-street parking, but parking is not assigned, and is there is more demand than availability for parking.

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Car Ownership: 17% of households have zero cars, about double the King County rate; while 47% have one-car, compared to 33% for King County.

HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
High Point (census block group)	17%	47%	36%
King County, block group average (urbanized area)	9%	33%	58%
King County, block group median (urbanized area)	4.5%	33%	60%



(EPA SLD; 2018 Census ACS 5-year data, Census Tract 107.02, block group 2)

For commute mode by car, High Point is comparable to King County for drive alone commuters (70% compared to 68%). High Point commuters are less likely to commute by carpool (2% compared to 10% for King County) and more likely to commute by transit (20% compared to 13%).

Commute Mode	Mode Spilt - High Point	Mode Split - King Co.	Commute length in minutes (High Point)			Commute length in minutes (King Co.)		
			Less than 20	20 to 44	45 +	Less than 20	20 to 44	45 +
Drove alone	70%	68%	15%	66%	19%	32%	51%	17%
Carpool	2%	10%	0%	100%	0%	28%	49%	23%
Public Transit	20%	13%	18%	38%	44%	7%	46%	47%
Walk	8%	6%	100%	0%	0%	66%	30%	3%
Taxi, motorcycle, bicycle, other	0%	3%	0%	0%	0%	34%	45%	21%

(2021 ACS 5-yr data for Census tract 107.02, block group 2, Table B08134)

Walkability

Walk Score: The Walk Score for the High Point main address (6400 Sylvan Way SW) is 56 out of 100 (source: walkscore.com), corresponding to a “somewhat walkable” rating.

Key destinations: Access to essential service and shopping locations are a mix of very walkable and not very walkable. Distances to a set of key destinations (in miles, using the street network) are shown below:

- Distance to grocery store: 0.7 (Thriftway)
- Distance to pharmacy: 0.2 (Walgreens)
- Distance to home supplies: 0.8 (Home Depot, Delridge Way)
- Distance to hospital / emergency room: 5.7 (VA Puget Sound Health Care System Emergency Room) and urgent care: 1.6 (Highline West Seattle Urgent Care)
- Distance to elementary school: 2.2 (West Seattle Elementary)
- Distance to high school: 1.1 (Chief Sealth International High School)

Housing and jobs density: The primary census tract for High Point has an average of 10.73 housing units per acre, a population density of 33.71 people per acre, and 2.44 jobs per acre (SLD, primarily 2018 Census data). These densities are relatively high for King County. The ratio of jobs per household of 0.22 is relatively low, consistent with fewer walkable destinations and the need to travel further afield to access employment.

	High Point	King Co. median (urbanized BGs)
Gross residential density (HU/acre) on unprotected land	10.7	4.0
Gross population density (people/acre) on unprotected land	33.7	10.1
Gross employment density (jobs/acre) on	2.4	1.3
Jobs per household ¹	0.22	0.33

(SLD, primarily 2018 Census data, data excludes protected land from acreage calculations)

Transit access

Transit access is relatively poor at High Point, with 5 transit routes, representing 1,415 possible weekly transit trips accessible within a half mile, with 217,056 jobs accessible

¹ EPA notes that “An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled” (<https://enviroatlas.epa.gov/enviroatlas/datafactsheets/pdf/supplemental/employmenthousingratio.pdf>)

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with a 30-minute transit trip. 13.6% of households in the tract have transit commuters. (source: alltransit.cnt.org).

The nearest bus stops are on Sylvan Way SW or 35th Ave SW, and some residents may need to walk uphill a number of blocks to access these buses.

Transit access stats (alltransit.cnt.org)	High Point	Seattle average	King Co. average
Transit Routes within ½ Mile	5	22	10
Transit Trips per Week within ½ Mile	1,415	6,152	3,051
Jobs Accessible in 30-minute trip	217,056	401,239	233,130
Commuters Who Use Transit	13.6%	23.0%	14.0%

Other transport

Zipcar is available 1.7 miles from High Point (location on 39th Ave).

Bike share and scooter share are both available within one mile of the community.

Car Share Factors

Parking – as noted above, off street spaces require a permit and on-street parking is in high demand.

Car share locations – Among potential locations for a car share charging location include near Bridge Park, Elizabeth House, and Neighborhood House, which are all centrally located at High Point.

Key Survey Findings

Between June 10 and June 27, 2023, a survey was conducted of residents at High Point and select other SHA communities to understand the experience, knowledge and interest of residents with regard to car sharing and electric vehicles, along with information about residents' transportation options, choices and needs.

A total of 98 High Point residents completed the survey.

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Key characteristics of High Point survey respondents:

	High Point	# of Resp.
Work outside the home	70%	96
Has driver's license	86%	95
Has unlimited transit pass	53%	95
Has credit or debit card	88%	95
Has smart phone with data plan	94%	95

Key insights on car share:

- 50% of High Point respondents said they were “not at all familiar” with car share, while another 37% said they were only “slightly familiar.”
- 85% have never used any car share service before
- 58% agreed that they would like to try car share some time to see what it's like
- Important factors affecting potential use of car share included:
 - Cost (61% agreed this was the most important factor for them),
 - Convenience (66% agreed they would only use car share if it was very convenient) and
 - Vehicle size and type (49% this would be very important to them).
- 38% agreed that \$5 per hour or \$40 per day was a fair price to them to use car share. (37% were neutral and 24% disagreed)
- Asked how often they felt they or someone in their household would use car share:
 - 17%: one or more times per week
 - 27% A few times per month
 - 11% Monthly
 - 8% Every few months
 - 23% Once or twice a year
 - 13% Never

Several questions touched on electric vehicles:

- 18% of respondents said they had driven and EV before
- 69% agreed they would need instruction on how to charge an EV
- 39% agreed they would be more interested in driving an EV than a standard car (41% were neutral)
- 54% agreed they would worry that an EV car share vehicle would run out of battery charge.

High Point Summary

Overview: High Point residents experience relatively low car ownership, and limited walkability and transit access.

Category	Low, moderate or high	Explanation
Need	Moderate to High	High Point residents experience relatively low car ownership, and limited walkability and transit access.
Interest	Moderate	Although few High Point residents are familiar with car share, most thought they would use car share at least occasionally if the cost were low and it was convenient.
Viability	Moderate	Large proportion of no and one car household. Language and cultural barriers will present a challenge.

Cautions / Concerns:

- Language is a significant barrier to consider both for outreach and for car share operation as many residents may not read, or read English. Outreach through personal / individual networks, and hands-on demonstrations of car share may be needed to convey how the program works.
- Large average household size (3.24 people per household), some large units and families. Vehicles that can accommodate more people would be helpful.
- Many households at High Point have young children, making provision of car seats an important consideration for car share.
- We heard concern from High Point staff that market rate residents may be the primary users of the service. It will be important to work to ensure that the vehicles would be available when affordable housing residents need them.

Method

This basic transportation needs assessment is based on interviews with Seattle Housing Authority (SHA) program staff and the site property manager, and a review of transportation, sociodemographic and built environment data for the site.

High Point primary address is 6400 Sylvan Way SW, Seattle, WA 98126. Block Group 530330107022 (Tract 107.02, BG 2) makes up a significant portion of the community area. Key data sources include the US EPA Smart Location Database (“SLD”; <https://www.epa.gov/smartgrowth/smart-location-mapping>), the TransitCenter’s AllTransit tool (<https://alltransit.cnt.org/>), the US Census, and calculations using mapping software include ArcMap and Google Maps.

NEW HOLLY

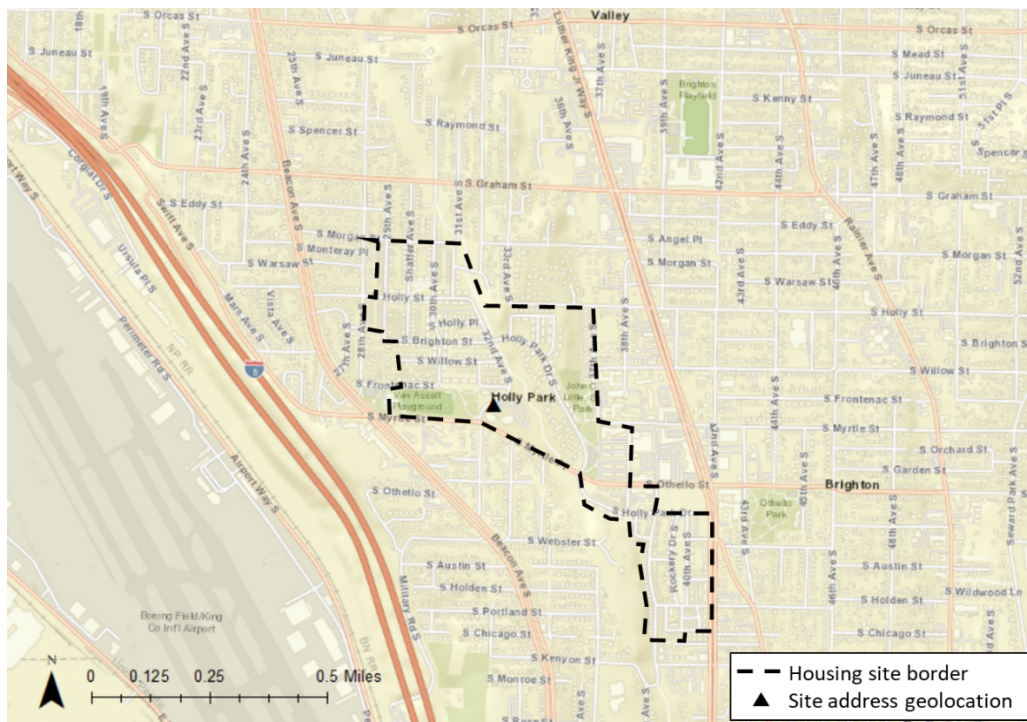
Seattle Housing Authority

Site address: 7054 32nd Ave S, Seattle, WA 98118

URL: <https://www.seattlehousing.org/properties/newholly>

Site Overview

New Holly is a large Seattle Housing Authority campus consisting of 620 units in the Beacon Hill neighborhood of Seattle. Located just east of I-5 and roughly 5 miles south of downtown, the campus is between Beacon Ave S. (to the west), Martin Luther King Jr Way S. (to the east), and S Morgan St. (to the north) and S Chicago St. (to the south). The Chief Sealth Trail, a walking and biking trail, runs North/South through the community.



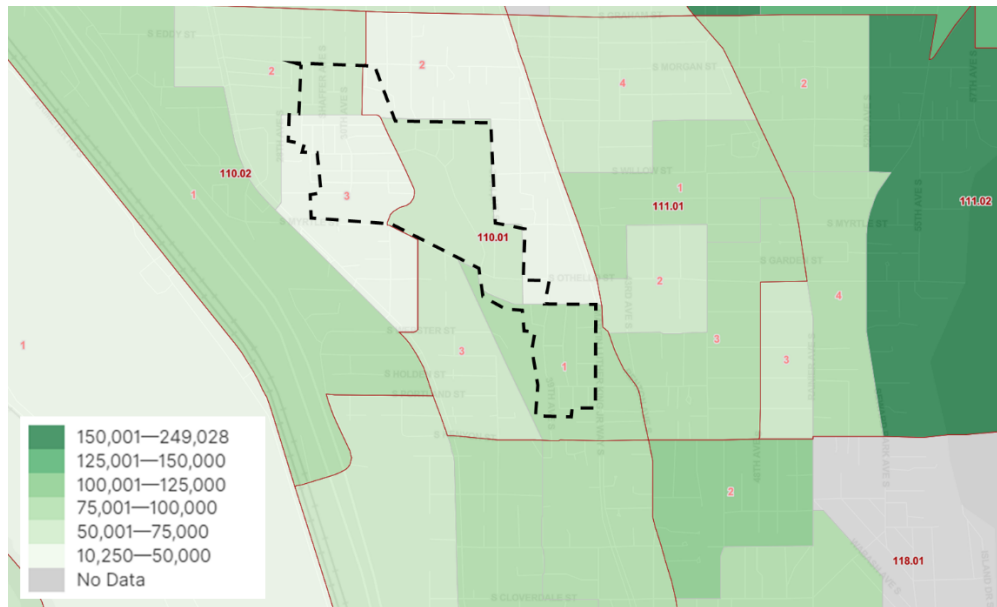
New Holly was redeveloped from a public housing site to a mixed income community, and contains a mix of single family, duplex, townhome, small multifamily, and condo style buildings, consisting of a mix of tax credit, market rate, affordable housing, and owner-occupied units including new low-income homeowners through Habitat for Humanity.

Resident demographic snapshot:

Metric	
Units	620 units ranging from 1 to 5 bedrooms in size, with just over 80% being 2- and 3-bedroom units. The average household size is 3.63 people for the Census block groups in which New Holly is located (530330110011 and 530330110022, pre-2020 block groups).
Languages spoken	42% of resident households speak Somali as their primary language, with other languages including Vietnamese (17%), English (14%), 7% Tigrinya, 5% Oromo, 3% Amharic, 2% Cambodian, and 2% Spanish.
Race	72% of residents identify as Black or African American, 22% as Asian, 5% as white, and 1% as multiple or other.
Average Age	28.9
Median Income	\$24,440

(Sources: EPA Smart Location Database, Seattle Housing Authority)

New Holly’s median income is near or below surrounding areas.



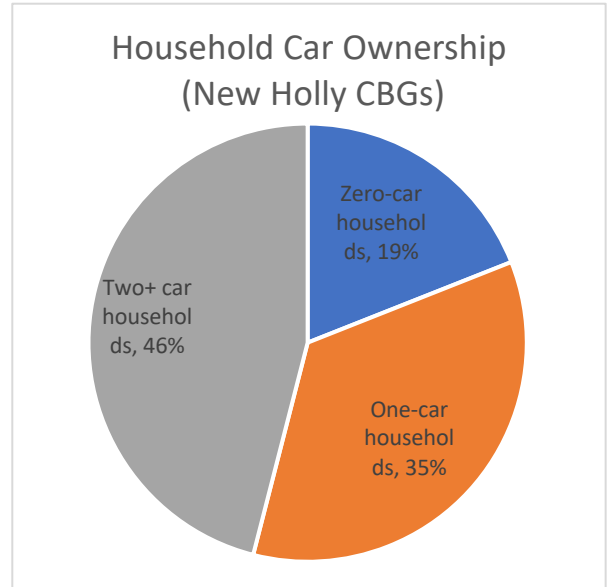
(<https://data.census.gov/>; 2021 ACS 5-yr data)

Household vehicles and commuting

Some units at New Holly come with off-street parking, although many residents rely on street parking. Parking spots can be difficult to find. Car Ownership: 19% of households have zero cars, twice as many as the average in King County; 35% have one-car, compared to 33% for King County.

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HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
New Holly (census block groups)	19%	35%	46%
King County, block group average (urbanized area)	9%	33%	58%
King County, block group median (urbanized area)	4.5%	33%	60%



(EPA SLD; 2018 Census ACS 5-year data, Census block groups 530330110011 and 530330110022 [pre-2020 block groups])

For commute mode, New Holly has fewer people driving alone (61%) than the King County average (68%) or walking (1% compared to 6%), and more commuting via carpool (15% to 10%) and public transit (22% to 13%). Two-thirds of New Holly transit commuters had commutes of 45 minutes or more, compared to 47% of transit commuters in King County.

Commute Mode	Mode Spilt - New Holly	Mode Split - King Co.	Commute length in minutes (New Holly)			Commute length in minutes (King Co.)		
			Less than 20	20 to 44	45 +	Less than 20	20 to 44	45 +
Drove alone	61%	68%	33%	65%	2%	32%	51%	17%
Carpool	15%	10%	9%	48%	43%	28%	49%	23%
Public Transit	22%	13%	0%	33%	67%	7%	46%	47%
Walk	1%	6%	50%	50%	0%	66%	30%	3%
Taxi, motorcycle, bicycle, other	1%	3%	45%	55%	0%	34%	45%	21%

(2021 ACS 5-yr data for Block Groups 530330110023; 530330110013; 530330110011, Table B08134)

Walkability

Walk Score: The Walk Score for the New Holly main address (7054 32nd Ave S, Seattle, WA 98118) is 65 out of 100 (source: walkscore.com), which is considered “somewhat walkable.”

Key destinations: Some key destinations are somewhat walkable while others are less accessible on foot. Distances to a set of key destinations (in miles, using the street network) are shown below:

- Distance to grocery store: 0.7 (Safeway)
- Distance to pharmacy: 0.7 (Othello Station Pharmacy)
- Distance to home supplies: 3.4 (Lowe's, Rainier Ave)
- Distance to hospital / emergency room: 2.3 (VA Puget Sound Health Care System Emergency Room); and urgent care: 2.8 (MultiCare Indigo Urgent Care)
- Distance to elementary school: 0.7 (Rising Star Elementary School)
- Distance to high school: 1.5 (Rainier Beach High School)

Housing and jobs density: The primary census block groups for New Holly have an average of 7.21 housing units per acre, a population density of 24.69 people per acre, but only .2 job per acre (SLD, primarily 2018 Census data). The very low jobs per household ratio (0.03) suggests few walkable destinations and the need for residents to travel further to reach employment.

	New Holly	King Co. median (urbanized BGs)
Gross residential density (HU/acre) on unprotected land	7.2	4.0
Gross population density (people/acre) on unprotected land	24.7	10.1
Gross employment density (jobs/acre) on	0.2	1.3
Jobs per household	0.03	0.33

(SLD, primarily 2018 Census data, data excludes protected land from acreage calculations)

Transit access

Transit access at New Holly is relatively good, although worse than average for Seattle by some aggregate measures. Although there is only access to 3 transit routes within a half mile, this represents 4,983 possible weekly transit trips, with 314,670 jobs

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accessible with a 30-minute transit trip. 17.3% of households in the tract have transit commuters. (source: alltransit.cnt.org).

Link light rail is nearby on MLK Jr Way South, and several bus lines pass through the community.

Transit access stats (alltransit.cnt.org)	New Holly	Seattle average	King Co. average
Transit Routes within ½ Mile	3	22	10
Transit Trips per Week within ½ Mile	4,983	6,152	3,051
Jobs Accessible in 30-minute trip	314,670	401,239	233,130
Commuters Who Use Transit	17.3%	23.0%	14.0%

Although transit is a viable commute option for many people at New Holly, people using public transportation are much more likely to experience commutes of 45 minutes or more (67%) compared to people who commute by car (2% drive alone and 43% of carpool commuters experience such long commutes).

Other transport

Zipcar is available 1.9 miles from New Holly (location on S Hudson St).

Bike share and scooter share are both available within one mile of the community.

Car Share Factors

Parking – As noted above, parking can be challenging to find in the New Holly community, and taking parking spaces may be concerning to residents. Site staff expressed concern over how any charging site parking restrictions would be enforced, if necessary, with staff having limited capacity to monitor such parking.

Car share locations – The New Holly Neighborhood Campus, which houses a library branch, early childhood center, and other gathering spaces, has parking availability, and is in a relatively central location.

Key Survey Findings

Between June 10 and June 27, 2023, a survey was conducted of residents at New Holly and select other SHA communities to understand the experience, knowledge and

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interest of residents with regard to car sharing and electric vehicles, along with information about residents' transportation options, choices and needs.

A total of 100 New Holly residents completed the survey.

Key characteristics of New Holly survey respondents:

	New Holly	# of Resp.
Work outside the home	72%	96
Has driver's license	88%	95
Has unlimited transit pass	52%	95
Has credit or debit card	94%	95
Has smart phone with data plan	96%	95

Key insights on car share:

- 41% of New Holly respondents said they were “not at all familiar” with car share, while another 35% said they were only “slightly familiar.”
- 78% have never used any car share service before
- 48% agreed that they would like to try car share some time to see what it's like
- Important factors affecting potential use of car share included:
 - Cost (67% agreed this was the most important factor for them),
 - Convenience (64% agreed they would only use car share if it was very convenient) and
 - Vehicle size and type (44% this would be very important to them).
- 49% agreed that \$5 per hour or \$40 per day was a fair price to them to use car share. (33% were neutral and 17% disagreed)
- Asked how often they felt they or someone in their household would use car share:
 - 23%: one or more times per week
 - 16% A few times per month
 - 6% Monthly
 - 13% Every few months
 - 24% Once or twice a year
 - 16% Never

Several questions touched on electric vehicles:

- 9% of respondents said they had driven and EV before
- 61% agreed they would need instruction on how to charge an EV
- 35% agreed they would be more interested in driving an EV than a standard car (45% were neutral)
- 51% agreed they would worry that an EV car share vehicle would run out of battery charge.

New Holly Summary

Overview: Car share could provide a useful transportation mode to New Holly residents, but meeting the needs of residents, including access to vehicles, language and cultural barriers, etc. will be a challenge.

Category	Low, moderate or high	Explanation
Need	Moderate to High	Relatively low car ownership. Many trips are not walkable, although transit does provide a solid option.
Interest	Moderate to High	Although few High Point residents are familiar with car share, most thought they would use car share at least occasionally if the cost were low and it was convenient.
Viability	Moderate	Campus location is central, but New Holly is a large site, and only having one car share location may result in some people needing to walk quite far to access.

Cautions / Concerns:

- Language is a significant barrier to consider both for outreach and for car share operation as many residents may not read, or read English. Outreach through personal / individual networks, and hands-on demonstrations of car share may be needed to convey how the program works.
- Large average household size (3.63 people per household), some large units and families. Vehicles that can accommodate more people would be helpful.

Method

This basic transportation needs assessment is based on interviews with Seattle Housing Authority program staff and the site property manager, and a review of transportation, sociodemographic and built environment data for the site.

New Holly primary address is 7054 32nd Ave S, Seattle, WA 98118 and mostly contained within the Census block group [BGs] 530330110011 (Tract 110.01, BG 1) and 530330110022 (Tract 110.02, BG 2) [pre-2020 block groups used in Smart Location Database Data] and BGs 530330110023 (Tract 110.02, BG 3); 530330110013 (Tract 110.01, BG 3); 530330110011 (Tract 110.01, BG 1) for 2020 onward block groups.

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Key data sources include the US EPA Smart Location Database (“SLD”; <https://www.epa.gov/smartgrowth/smart-location-mapping>), the TransitCenter’s AllTransit tool (<https://alltransit.cnt.org/>), the US Census, and calculations using mapping software include ArcMap and Google Maps.

YESLER

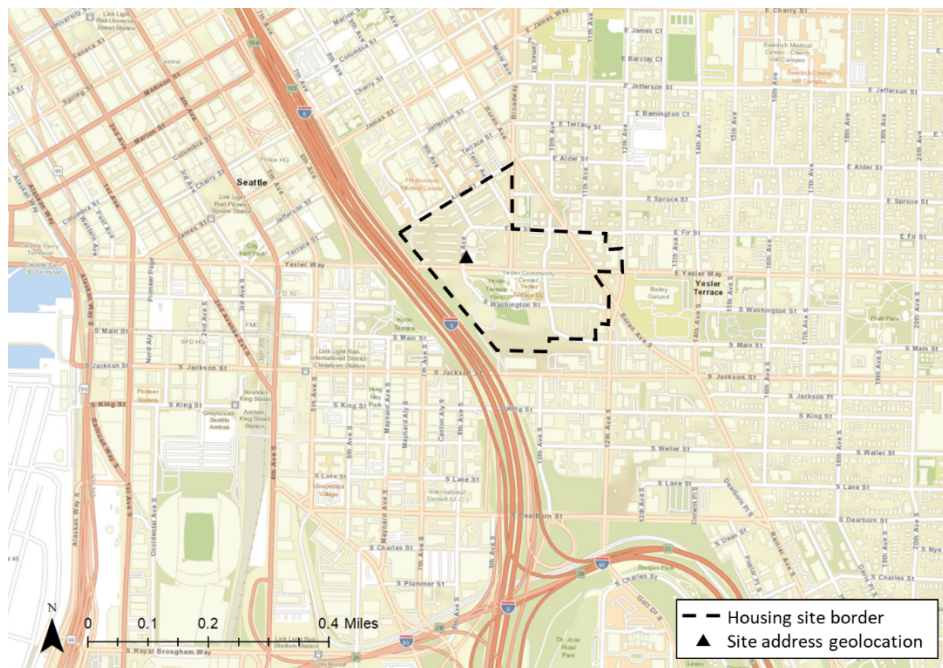
Seattle Housing Authority

Site address: 120 8th Ave, Seattle, WA 98104

URL: <https://www.seattlehousing.org/properties/yesler>

Site Overview

Yesler (also known as Yesler Terrace) is a partially built out 30-acre site very near Pioneer Square and downtown Seattle, mostly contained in the wedge east of I-5, west of Boren Avenue, south of Alder St and north of South Jackson St.



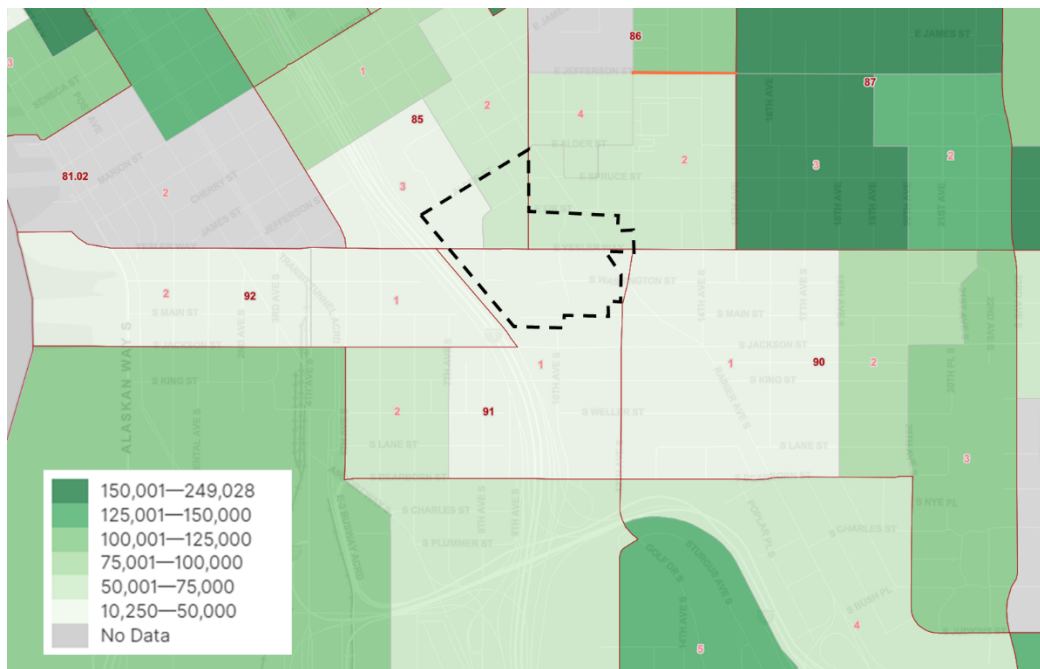
Yesler is a Seattle Housing Authority (SHA) site with 8 multifamily buildings and a range of low-income units. New buildings are still planned and/or under construction. Most buildings are new, although two were older rehabbed buildings. There are also 4-5 market rate buildings integrated into the community.

Resident demographic snapshot:

Metric	
Units	Currently 661 units (with a planned total of approx. 1100 units once complete in 2026). Unit ranging up to four bedrooms in size. The average household size is 1.56 people for the census block groups in which Yesler is located (Tract 85 BG2 and Tract 91 BG 1).
Languages spoken	29% of residents speak English, with other languages including Vietnamese (11%), Somali (9%), Tigrinya, Amharic, and Oromo all at 6%. Data was unavailable for others.
Race and Ethnicity	Over half of residents identify as Black or African-American, followed by Asian, white, and multiple races.
Average Age	37.9
Median Income	\$19,900

(Sources: EPA Smart Location Database, Seattle Housing Authority)

The median income from the block groups in which Yesler is contained are similar to be immediately surrounding areas, but generally lower than those a bit further away.



(<https://data.census.gov/>; 2021 ACS 5-yr data)

Household vehicles and commuting

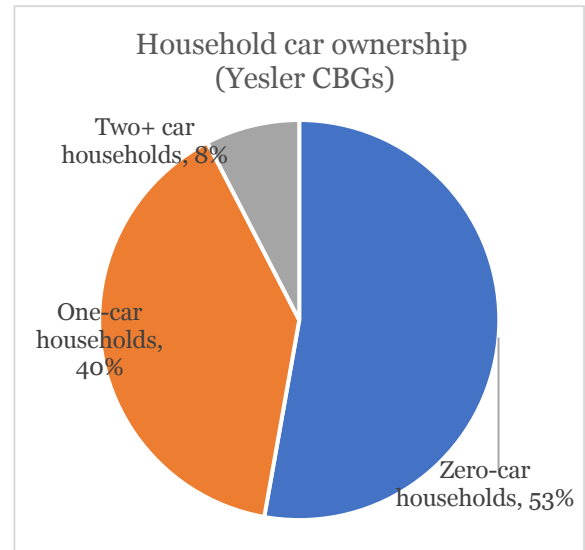
Parking at Yesler varies by building, but is generally very limited. Each building has underground parking, with fewer available spots than units (about 60-70% for SHA

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buildings, and a lower ratio of 30 to 50% for market rate buildings). Street parking is very limited and is permitted or metered. Household can each register 1 car.

Car Ownership: 53% of households have zero cars, much higher than the average for King County; 40% have one-car, compared to 33% for King County.

HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
Yesler (census block group)	53%	40%	8%
King County, block group average (urbanized area)	9%	33%	58%
King County, block group median (urbanized area)	4.5%	33%	60%



(EPA SLD; 2018 Census ACS 5-year data, Census block groups 530330085002 and 530330091001)

For commute mode, Yesler is much more oriented around commuting by public transit (33%) and walking (30%) than the rest of King County (13% and 4%, respectively). Though 35% of the residents do use a car for commuting.

Commute Mode	Mode Spilt - Yesler	Mode Split - King Co.	Commute length in minutes (Yesler)			Commute length in minutes (King Co.)		
			Less than 20	20 to 44	45 +	Less than 20	20 to 44	45 +
Drove alone	35%	68%	47%	48%	5%	32%	51%	17%
Carpool	2%	10%	44%	51%	6%	28%	49%	23%
Public Transit	33%	13%	100%	0%	0%	7%	46%	47%
Walk	30%	6%	4%	73%	23%	66%	30%	3%
Taxi, motorcycle, bicycle, other	0%	3%	100%	0%	0%	34%	45%	21%

(2021 ACS 5-yr data Census block groups 530330085002 and 530330091001, Table B08134)

Walkability

Walk Score: The Walk Score for the Yesler main address (120 8th Ave) is 94 out of 100 (source: walkscore.com), which is described as a “walker’s paradise”.

Key destinations: While there are many walkable destinations nearby, some key destinations less easily walkable. Distances to a set of key destinations (in miles, using the street network) are shown below:

- Distance to grocery store: 1.7 (Belltown Grocery)
- Distance to pharmacy: 0.8 (Bartell Drubs)
- Distance to home supplies: 2.0 (Lowe's, Rainier Ave)
- Distance to hospital / emergency room: 0.2 (Harborview Medical) and urgent care: 1.0 (ZoomCare)
- Distance to elementary school: 0.3 (Bailey Gatzert Elementary)
- Distance to high school: 1.0 (Garfield High School)

Housing and jobs density: The primary census tract for Yesler has an average of 12.1 housing units per acre, a population density of 14.2 people per acre, and 86.7 jobs per acre (SLD, primarily 2018 Census data). The job density is quite high, consistent with many destinations and high walkability. However, the high jobs to household ratio results in many people needing to commute into the area, likely resulting increased congestion.

	Yesler	King Co. median (urbanized BGs)
Gross residential density (HU/acre) on unprotected land	12.1	4.0
Gross population density (people/acre) on unprotected land	14.2	10.1
Gross employment density (jobs/acre) on	86.7	1.3
Jobs per household	7.16	0.33

(SLD, primarily 2018 Census data, data excludes protected land from acreage calculations)

Transit access

Transit access is excellent at Yesler, with 91 transit routes, representing 12,691 possible transit trips accessible within a half mile, with 540,777 jobs accessible with a 30-minute transit trip. 17.17% of households in the tract have transit commuters. (source:

alltransit.cnt.org). The Seattle streetcar pass through Yesler, and bus stops are located on many to most corners.

Transit access stats (alltransit.cnt.org)	Yesler	Seattle average	King Co. average
Transit Routes within ½ Mile	91	22	10
Transit Trips per Week within ½ Mile	12,691	6,152	3,051
Jobs Accessible in 30-minute trip	540,777	401,239	233,130
Commuters Who Use Transit	17.2%	23.0%	14.0%

People use public transportation generally experience short commute times of 20 minutes or less (see commute mode table above).

Other transport

Zipcar is available in the vicinity of Yesler, with the closest location being 0.4 miles away (Cherry Street).

Bike share and scooter share are both available within one mile of Yesler.

Car Share Factors

Parking – Most available parking is underground, but restricted to residents of that particular building. Street parking is quite limited.

Car share locations – Car share locations would likely need to use street parking in order to be available to residents beyond one specific building. A secondary location could be in one of the few parking spots at the Yesler Community Center at 10th Avenue South and South Washington Street.

Yesler Summary

Overview: Yesler is a much more urban style of location than any of the other housing communities included in the TNA, with much lower car ownership and higher walkability and transit access.

Category	Low, moderate or high	Explanation
Need	Moderate	Although there are many people who do not own cars at Yesler, there are also good alternatives (Transit and

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		Walking).
Interest	n/a	Surveys not deployed for Yesler.
Viability	High	With the large proportion of residents without cars, and the high density of activity in the area, car share vehicles would likely be utilized.

Cautions / Concerns:

- Non-SHA residents may also access car share locations near Yesler, which could help the viability of the service, but also threaten to reduce the utility to Yesler residents.

Method

This basic transportation needs assessment is based on interviews with Seattle Housing Authority (SHA) program staff and the site property manager, and a review of transportation, sociodemographic and built environment data for the site.

Yesler primary address is 120 8th Ave, Seattle, WA 98104. The Yesler site is partially contained in four US Census block groups, but most of the currently built out space is contained within block groups 530330085002 (Tract 85 BG2) and 530330091001 (Tract 91 BG 1). Key data sources include the US EPA Smart Location Database (“SLD”; <https://www.epa.gov/smartgrowth/smart-location-mapping>), the TransitCenter’s AllTransit tool (<https://alltransit.cnt.org/>), the US Census, and calculations using mapping software include ArcMap and Google Maps.