

City of Boulder



2011 Boulder Valley Employee Survey for Transportation Report of Results

June 2012



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Executive Summary

The Boulder Valley Employee Survey has been conducted for the Transportation Division eight previous times between 1991 and 2008. Workers are targeted through a two-stage sampling process: first a group of employers was randomly chosen, and then employees from within the selected organization were randomly sampled. All addresses with a zip code of 80301 through 80310 were considered to be a part of Boulder Valley. Selected companies are mailed an invitation letter asking them to participate and are then contacted to determine if they would participate. Surveys are then dropped off at participating companies and picked up at a later date. Employees also have the option of completing the survey online. A total of 1,436 surveys were collected from employees in 276 organizations. The company response rate was 18% in the downtown area and 28% in the rest of Boulder Valley. The employee response rate was 52% in both the downtown and in the rest of Boulder Valley. The data were weighted to account for the differential response rates of organizations and employees to more accurately represent employees of the Boulder Valley. With a sample size of over 1,000, the margin of error around the results is approximately $\pm 2\%$ per year.

Modal Split of the Work Commute

One of the main purposes of the Employee Transportation Survey is to determine the “modal split” of trips made to and from the place of employment by those who work in Boulder Valley; that is, the proportion of work commute trips made via each method of transportation.

On average, 62% of work commute trips made in a “typical week” were made by driving alone. About 8% of trips were made by bus, and an additional 3% were made via multiple modes (which often included transit). The average proportion of trips made via each mode was:

- Drove alone: 62%
- Drove with at least one other person: 10%
- Biked: 8%
- Rode a bus or buses: 8%
- Walked: 4%
- Multi-mode: 3%
- Compressed work week: 2%
- Worked at home: 2%
- Other: <1%

About a third of respondents indicated that they did not commute by driving alone at all during a typical week.

The “modal shift” of work commute trips (the change over time) in a typical week has remained relatively stable since 2008. There was a slight decrease in the proportion of drive alone trips (from 66% in 2008 to 62% in 2012), but the proportion of trips made by the other modes changed little.

Respondents were also asked to how they got to work on the day they completed the survey. Since 1991, the modal split has remained steady. The percentage of employees who drove to work alone hovered around 70% for much of the past 20 years; it was 73% in 1991, and 71% in

2011, up slightly from 67% in 2008. Multiple-occupancy vehicle use has fluctuated (12% in 1991, 6% in 2011) over this time span, while transit use increased from 2% in 1991 to 7% in 2011 (about the same as the 8% observed in 2008).

Employees who lived outside of Boulder were more likely to drive to work alone (80%, up from 74% in 2008) than employees who lived in Boulder (59%, up from 52% in 2008).

“Modal split” can also be represented by the number of miles traveled. As in previous survey years, Boulder Valley employees covered most of their commuting miles by driving alone:

- Drove alone, 80%
- Drove with at least one other person, 7%
- Rode a bus or buses, 6%
- Multi-mode, 5%
- Biked, 2%
- Worked at home, <1%
- Walked, <1%

Characteristics of the Work Commute

In 2011, the average Boulder Valley employee travelled 11.7 miles to work and took an average of 23.2 minutes to get to work. These values were slightly lower than those observed in 2008.

The distance of the work commute was compared by mode used for the work commute. Commutes by personal vehicle were just as likely to be short as they were to be long, and as would be expected, walking and biking commutes were much shorter than vehicular commutes.

Over half of responding Boulder Valley employees arrived at work during the 7:00 am and 8:00 am hours, making these the most popular work arrival times in 2011. Departure times followed a similar pattern; 38% of employees leave during the 5:00 pm hour, with only 14% leaving during the 4:00 pm hour and another 16% leaving during the 6:00 pm hour.

Most respondents (78%) of had not made any stops on their commute to work on the day they completed the survey, while over half (56%) reported traveling straight home from work at the end of the day. Employees who did stop during their commute home made almost two stops on average (1.8 stops).

Trips Made During the Work Day

Employees were asked how many one-way trips they made during the previous workday in addition to their work commute. About one-third (32%) said they had made no trips during their previous workday. The average number of trips was:

- 2.1 for those had made at least one workday trip
- 1.5 for all employees (those who made trips and those who didn't)

As in previous years, most of the workday trips were made by driving alone (62%) or carpooling (12%), but this was a decrease in the proportion driving alone from 2008 (70%)

Work-Related Errands and Off-Site Meetings

Almost half of respondents (49%) reported their job did not require them to go off-site. Of those employees whose job required they go off-site for meetings or errands, 61% needed to do so at least once a week. Furthermore, in most cases those who were required to run errands or attend meetings away from their place of employment had to provide their own transportation:

- Does not need to go off-site for work, 49%
- Work requires off-site travel, employee must provide transportation, 44%
- Work requires off-site travel, employer provides vehicle, 8%
- Work requires off-site travel, employer provides bicycle, 1%

The few employees whose employer provided daytime transportation were more likely to commute by a mode other than private vehicle.

Employee Parking

Employees who participated in the study, and who drove to work the day they completed the survey, were asked where they had parked their car:

- Private lot or parking space, no charge, 74%
- Public lot or structure with a permit, 12%
- Residential street, no meter, 6%
- Street with meter, <1%
- Public lot or structure with cash payment, <1%
- Other, 7%.

As in 2008, most Boulder Valley employees (88%) were provided free parking by their employer or landlord. While most (88%) pay \$0 for parking, less than 3% of all respondents pay more than \$100 a year (\$8 a month) to park and less than 2% pay more than \$500 a year(\$42 a month).

Use of Transit

Use of a Bus for Work Commute Trips

Sixty-seven percent of those participating in the study reported that they never use the bus for their work commute. This was on par with results from 2005, but represented a decrease from 2008.

Use of Transit for Pleasure or Personal Business Trips

In 2011, a slightly larger proportion of responding employees indicated that they have used RTD for pleasure or personal business trips than in 2008 (23% and 19% respectively). On average, respondents make about one (0.8) trip for pleasure or personal business during a typical week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 3.5.

Employees' ECO-Pass Status

In 2011, one-third (33%) of respondents reported they had an Eco-Pass. While Eco-Pass possession has increased from 14% in 1997, when it was first assessed, levels in 2011 decreased slightly among responding employees.

As in previous survey years, employees with an Eco-Pass were more likely to:

- Have used a bus to commute to work on the survey day.
- Have ever used a bus to commute to work.
- Have ever used a bus for a non-work trip.

Trips to Denver International Airport

The majority of those surveyed (88%) reported going to Denver International Airport (DIA) at least once in the past year. This was a slightly larger proportion than observed in 2008. The average number of trips to DIA per respondent for those that made at least one trip was 7.8 trips in the past year.

Mode Used for Trip to DIA

Of those employees who reported going to DIA at least once in the last year, driving and parking was the most popular mode used:

- Drove and parked, 42%
- Dropped off, 30%
- Used skyRide with EcoPass, 15%
- Used skyRide and paid fare, 10%
- Used commercial van service, 3%

Employer Encouraged Alternative Modes

Some employers offer incentives and/or resources to employees who use alternative modes of transportation. These incentives include allowing employees to telecommute, allowing a compressed work week and preferred parking for vanpoolers and carpoolers.

Approximately one in four employees was allowed to work a compressed work week in 2011. This was a smaller proportion than in 2005 and 2008.

Employees generally reported they do not telework (work at home instead of going into the office), although about 20% do at least once a month

- Do not telework, 72%
- Telework less than once a month, 10%
- Telework 1 to 3 days per month, 9%
- Telework at least once a week, 10%

Over half of survey respondents reported that their employers provided bike racks, and 4 in 10 said their employer provided showers and changing facilities. Approximately one-third were provided with an Eco-Pass, walk/bike to work participation or flextime. Less than 3% of

employees indicated their employer subsidized vanpool or transit fares, provided pre-tax benefits for transit or vanpool or provided eGo CarShare memberships.

Two-thirds of employees who were offered flextime, Eco-Pass and telecommute options; had used them at least once in the last six months. The compressed work week option was also used by almost two-thirds of those employees for whom it was provided.

Child Transportation Issues

About one in five of those completing the transportation survey reported they were responsible for transporting their child or children to and from school or child care at least some of the time. About 8% of all respondents had taken a child

About one in five survey respondents said they were responsible, at least some of the time, for transporting a child or children to and from child care or school. Eight percent of all respondents said they had transported a child or children on the day of the survey.

About one in five of those completing the transportation survey reported they were responsible for transporting their child or children to and from school or child care at least some of the time. Of those who had child transportation responsibilities the day they completed the survey, 94% used a private vehicle (alone or with others, who may have been the children they were transporting) for the work commute, while only 76% of those who did not have child transportation responsibilities did so. This means that only 6% of those who had child transportation responsibilities on the day of the survey used an alternate mode compared to 24% of those who did not have child transportation responsibilities (see Figure 74 and Figure 75 on the next page).

Report of Results

Survey Background

The Boulder Valley Employee Survey for Transportation has been conducted eight previous times: in 1991, 1993, 1995, 1997, 1999, 2001, 2005 and 2008. In iterations prior to 2005, the survey administration was handled by a research and evaluation division within the City of Boulder. For these surveys, data were collected in the summer months. A similar effort for Downtown Boulder employees was conducted in the fall of several of the same years. Starting with the 2005 iteration, it was decided that these efforts could be combined to achieve some cost savings for the involved agencies and would be conducted in the later half of September. The same set of questions was used across all the study groups, to allow for comparisons, and to realize the cost-efficiency savings. Also beginning in 2005, National Research Center, Inc. (NRC) was hired to handle data collection, analysis and report writing.

Employees were targeted for inclusion in the study through a two-stage sampling process; first a group of employers was randomly chosen, and then employees from within the selected organization were randomly sampled. All addresses with a zip code of 80301 through 80310 were considered to be a part of Boulder Valley. A database was purchased which provided the business names, addresses, sizes, and names of contact persons for all companies in Boulder Valley. In addition, a database was supplied by the Downtown Management Commission of all businesses within the Central Area General Improvement District (CAGID) and the Business Improvement District (BID) boundaries. Two separate samples were drawn, one for the downtown area and one for the remaining sections of Boulder Valley.

Each company selected was mailed a letter explaining the importance of the study and asking for participation. Over the next few weeks, the selected companies were contacted to determine if the organization would participate in the study and to explain the survey procedures. Surveys were dropped off to companies that agreed to participate, and picked up at a later date. Employees also had the option of completing the survey online.

For the downtown area, 353 companies were selected for the survey. Of the companies contacted 64 agreed to participate and provided at least one completed employee survey, for a company response rate of 18%. Employees within the companies were then selected to receive the survey. Not all employees elected to participate resulting in an employee response rate of 52%. A total of 420 completed surveys were collected from downtown employees.

For the rest of Boulder Valley, 750 companies were selected for the survey. Of these, once contacted, 212 agreed to participate and provided at least one completed employee survey, for a company response rate of 28%. Employees within the companies were then selected to receive the survey. Not all employees elected to participate; producing an employee response rate of 52%. A total of 1,015 completed surveys were collected from Boulder Valley employees not working in the downtown area.

Altogether, 1,436 surveys were collected from employees in the Boulder Valley. Surveys completed on paper were entered into an electronic dataset for analysis, and combined with surveys collected online. The data were weighted to account for the differential response rates of organizations and employees. The data were weighted to match information from the purchased business database and the databases provided by the Downtown Management Commission.

Thus, after these weights were applied, the employees in the sample represented all of those in the Valley (as best as it can be described) in terms of location (downtown versus the rest of Boulder Valley) and size of company (number of employees).

With a sample size of over 1,000, the margin of error around the results is approximately $\pm 2\%$ per year. Thus, for a difference to be statistically significant between years, there must be a shift of at least 4% (2% around each study year).

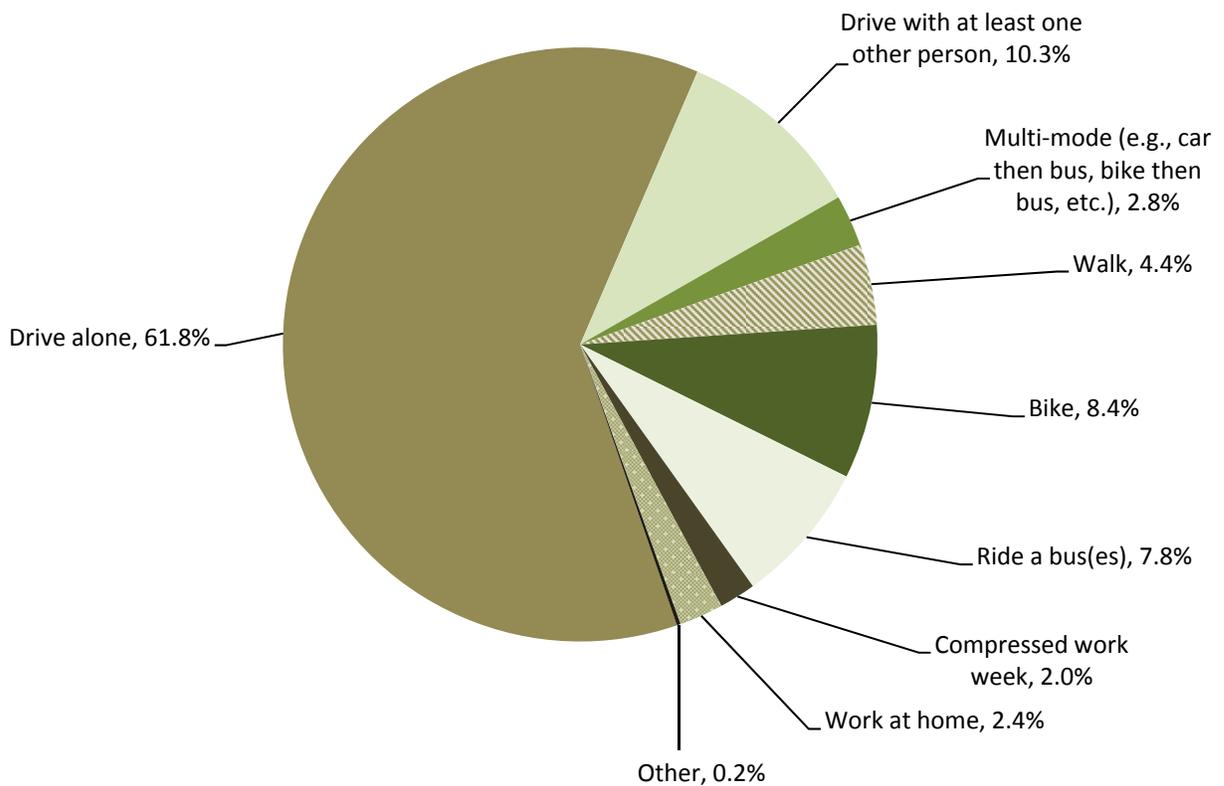
More information about the survey methodology can be found in Appendix D: Survey Methodology. A copy of the cover letters and survey given to employees can be found in Appendix E: Survey Materials.

Modal Split of the Work Commute

One of the main purposes of the Employee Transportation Survey is to determine the “modal split” of trips made to and from the place of employment by those who work in Boulder Valley; that is, the proportion of work commute trips made via each method of transportation. Several questions on the survey relate to the work commute modal split.

One question asked how many days various modes of transportation were used for the commute to work during a typical week. Driving alone was the most common form of transportation used during a typical week, used for 62% of trips. Driving with another person was used for 10% of trips. Riding the bus and biking were each used for 8% of trips. Multi-mode travel (e.g., car then bus, bike then bus, etc.) was used for 3% of trips in a typical week. Walking to work was used for 4% of trips. Working from home was used for less than 3% of trips, while a compressed work week made up 2% of trips. Less than 1% of trips were by other modes.

Figure 1: Modal Split of Work Commute Trips During a “Typical” Week



Note: represents average percent of work commute trips in a typical week made via each mode.

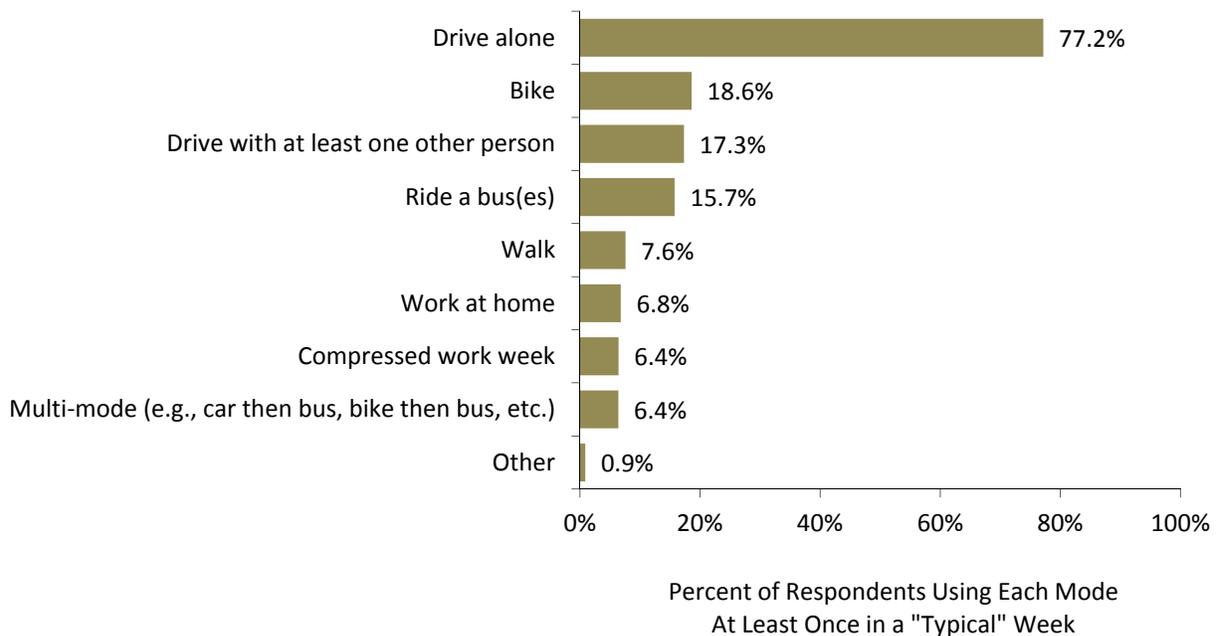
Modal shift examines how the use of various modes changes over time. There has been little change in the reported modal split of work commute trips in a typical week since the question was first asked in 2005. The largest observed change was an increase in use of the bicycle for the work commute.

Figure 2: Modal Shift of Work Commute Trips in a Typical Week, 2005-2011

Mode	2011	2008	2005	Modal Shift 1991 to 2011
Single-Occupancy Vehicle (SOV)	62%	66%	61%	+1%
Multiple-Occupancy Vehicle (MOV)	10%	9%	9%	+1%
Foot	4%	4%	4%	0%
Bicycle	8%	8%	5%	+3%
Transit	8%	8%	12%	-1%
Multi-mode (car/bus; bike/bus; 2 buses)	3%	2%	(not asked)	
Work at Home	2%	3%	4%	-2%
Compressed Work Week	2%	0%	(not asked)	(not asked)
Other	0%	1%	0%	0%
Total	100%	100%	100%	

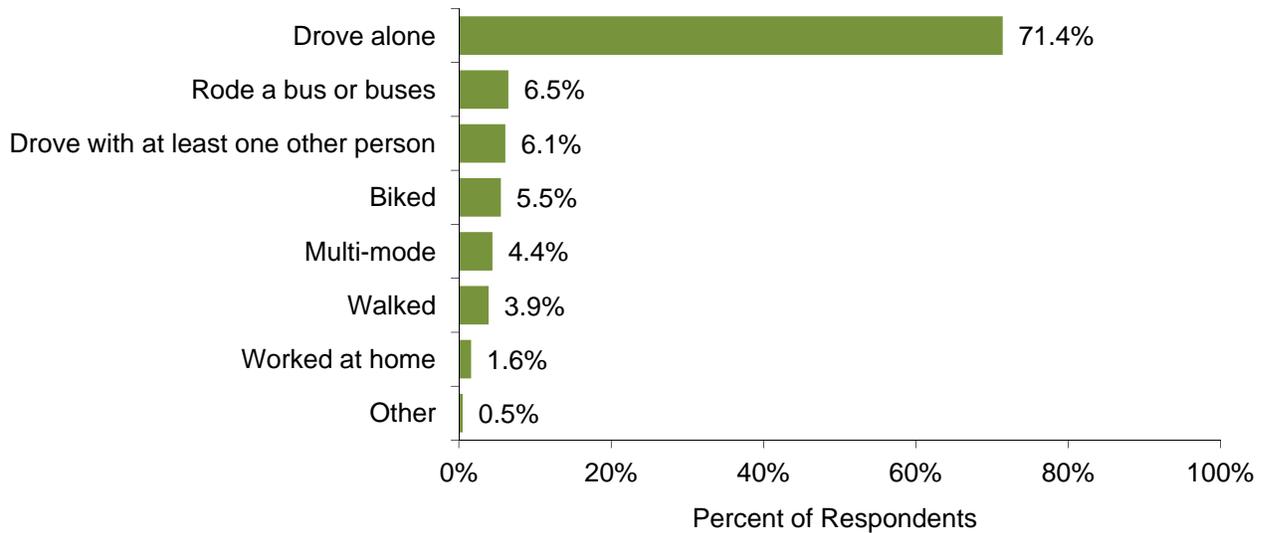
The typical week work commute responses were further analyzed to see what proportion of respondents used each mode at least once during a typical week. Just under 80% of respondents drove alone one or more days a week; this means that just over 20% never drive alone in a typical week. Sixteen percent rode a bus once or more per week, and an additional 6% used multiple modes, usually including a bus, at least once a week.

Figure 3: Proportion Using Each Mode At Least Once During a Typical Week



Employees were asked how they got to work on the day they completed the survey. In 2011, 71% of these trips were made by driving alone (see Figure 4) and 29% shared a ride (6%) or used an alternative form of transportation (23%). Carpooling and transit were each used by about 6% of survey respondents. Four percent walked to work, and an additional 6% rode their bicycle. Approximately 2% telecommuted on the day they completed the questionnaire and 4% used multiple modes.

Figure 4: Modal Split of Work Commute Trips on Survey Day



Of those who used automobiles with more than one person, about 80% were carpool that consisted of adults only, while 7% included only children, and 3% included both adults and children in addition to the driver.

Figure 5: Persons in Multiple Occupancy Vehicle

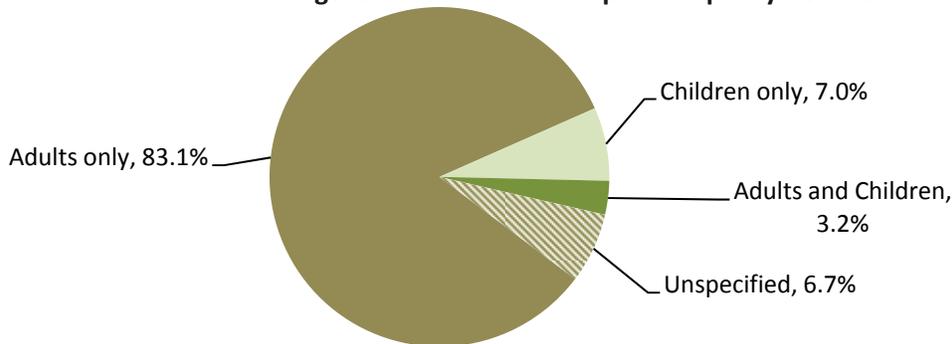


Figure 6: Persons in Multiple Occupancy Vehicle, 2008-2011

Mode	2011	2008
Adults only	83.1%	77.4%
Children only	7.0%	11.1%
Adults and Children	3.2%	3.8%
Unspecified	6.7%	7.7%
Total	100.0%	100.0%

Since the survey was first conducted in 1991, the proportion of those who work in Boulder Valley and commute to work using a single-occupancy vehicle (SOV) has remained fairly constant, ranging from a low of 67% in 2008 to a high of 74% in 1999.

Figure 7: Modal Shift of SOV and Transit Use for the Work Commute, 1991-2011

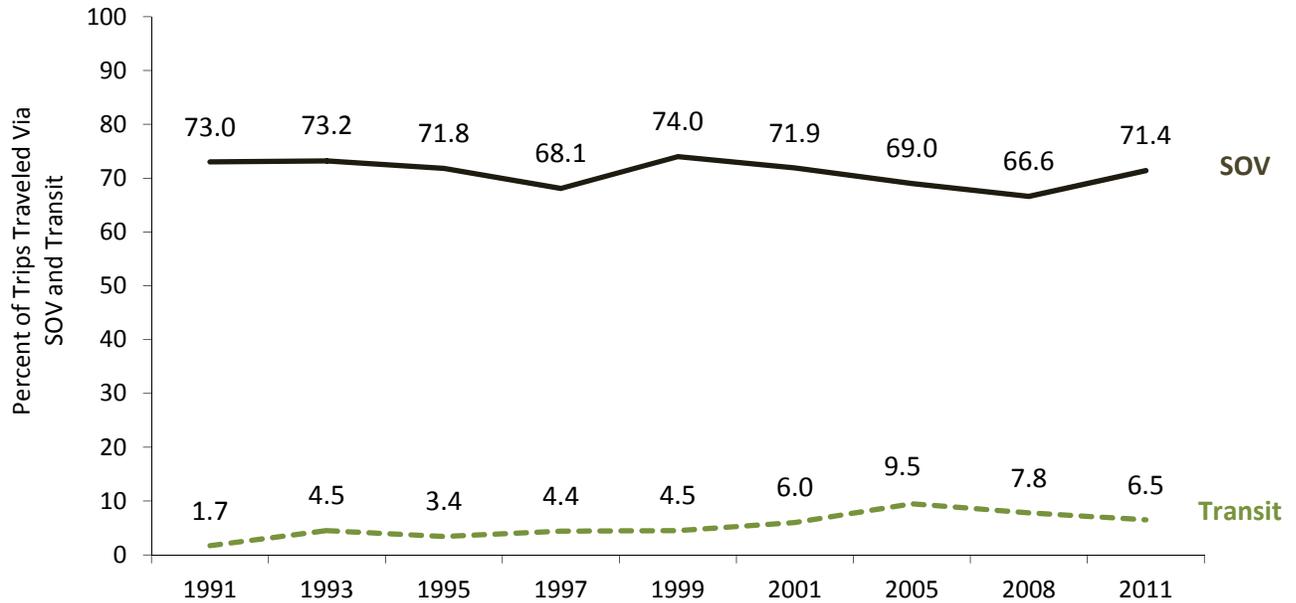


Figure 8: Modal Shift of Work Commute Trips, 1991-2011

Mode	2011	2008	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2011
Single-Occupancy Vehicle (SOV)	71.4%	66.6%	69.0%	71.9%	74.0%	68.1%	71.8%	73.2%	73.0%	-1.6%
Multiple-Occupancy Vehicle (MOV)	6.1%	8.0%	8.3%	8.9%	8.7%	10.1%	9.1%	9.1%	11.8%	-5.7%
Foot	3.9%	3.0%	2.8%	2.7%	2.8%	5.3%	5.1%	1.9%	3.5%	+0.4%
Bicycle	5.5%	6.9%	3.5%	6.5%	6.5%	9.0%	8.3%	9.2%	8.4%	-2.9%
Transit	6.5%	7.8%	9.5%	6.0%	4.5%	4.4%	3.4%	4.5%	1.7%	+4.8%
Multi-mode (car/bus; bike/bus; 2 buses)	4.4%	5.3%	2.2%	1.4%	N/A	N/A	N/A	N/A	N/A	N/A
Work at Home	1.6%	1.9%	3.9%	2.6%	3.5%	3.1%	2.3%	2.1%	1.6%	.0%
Other	.5%	.5%	.8%	N/A						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	N/A

When the modal shift over time is examined by where employees live, a trend of decreasing use of the single occupancy vehicle (SOV) was seen over time among those who lived in Boulder between 1999 and 2008. In 2011, however, rates increased and were similar to those of years prior to 2005. For those who lived outside of Boulder, SOV share decreased between 1999 and 2008. As with Boulder residents, SOV share increased in 2011. Similar to patterns seen over time, those who lived outside of Boulder were more likely to commute to work by driving alone (80% in 2011) compared to those who lived in Boulder (59% in 2011).

Figure 9: Modal Shift by Boulder and Non-Boulder Residents, 1991-2011

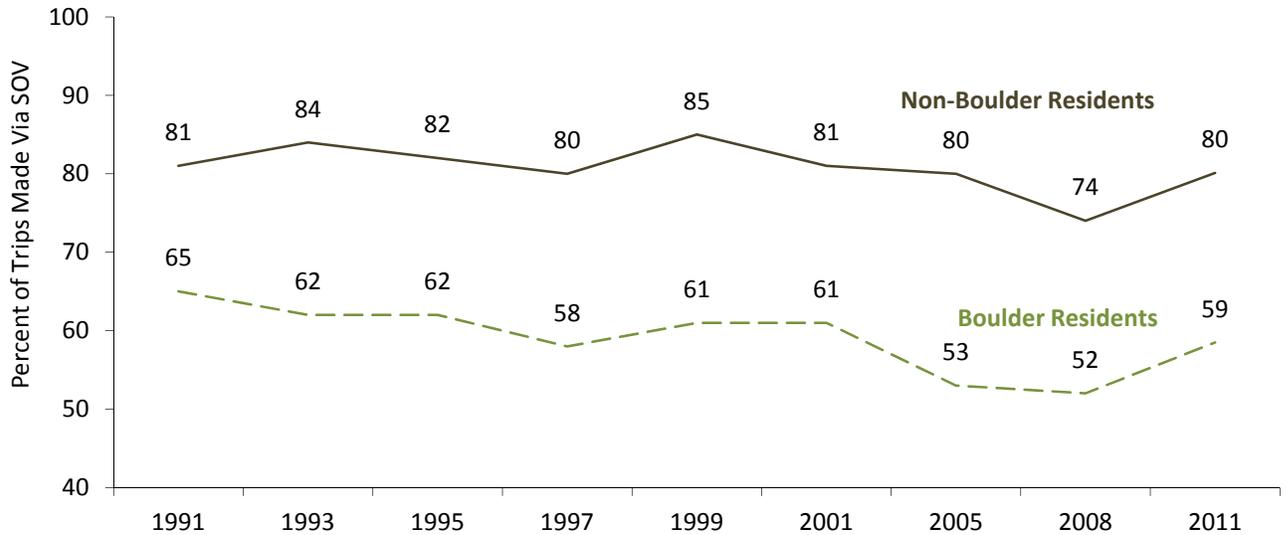


Figure 10: Modal Split by Boulder vs. Non-Boulder Residents, 1991-2011

Mode	Boulder Resident									Resident of Other Cities								
	2011	2008	2005	2001	1999	1997	1995	1993	1991	2011	2008	2005	2001	1999	1997	1995	1993	1991
SOV	58.5%	52.3%	53%	61%	61%	58%	62%	62%	65%	80.1%	74.3%	80%	81%	85%	80%	82%	84%	81%
MOV	3.1%	5.0%	7%	5%	9%	8%	7%	7%	8%	8.1%	9.5%	9%	11%	9%	13%	12%	11%	15%
Foot	9.8%	8.5%	7%	6%	6%	9%	9%	4%	6%	0.2%	0.2%	0%	0%	0%	0%	0%	0%	0%
Bicycle	12.5%	17.2%	7%	13%	13%	16%	14%	17%	16%	0.9%	1.6%	1%	2%	1%	1%	2%	2%	1%
Transit	9.1%	8.7%	15%	9%	4%	5%	4%	5%	2%	4.5%	6.9%	6%	4%	5%	4%	3%	4%	1%
Multi-mode	4.3%	4.3%	2%	1%	N/A	N/A	N/A	N/A	N/A	4.6%	5.8%	2%	1%	N/A	N/A	N/A	N/A	N/A
Work at Home	2.2%	3.4%	7%	5%	7%	4%	4%	4%	2%	1.2%	1.2%	2%	1%	1%	1%	1%	0%	1%
Other	0.5%	0.6%	2%	NA	NA	NA	NA	NA	NA	0.5%	0.4%	0%	NA	NA	NA	NA	NA	NA
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

“Modal split” can also be defined using the number of miles traveled. As shown in Figure 11, 80% of the miles by Boulder Valley employees traveled for their work commute were traveled by driving alone. The proportion of work commute miles traveled by walking or bicycling was quite low; less than 1% of work commute miles were walked, and about 2% biked.

The proportion of work commute miles traveled via SOV has remained mostly stable compared to the year the survey was first implemented, but has ranged from a low of 73% of miles in 2008 to a high of 84% of miles in 1999 (see Figure 12 and Figure 13 on the next page).

Figure 11: Modal Split of Work Commute Miles

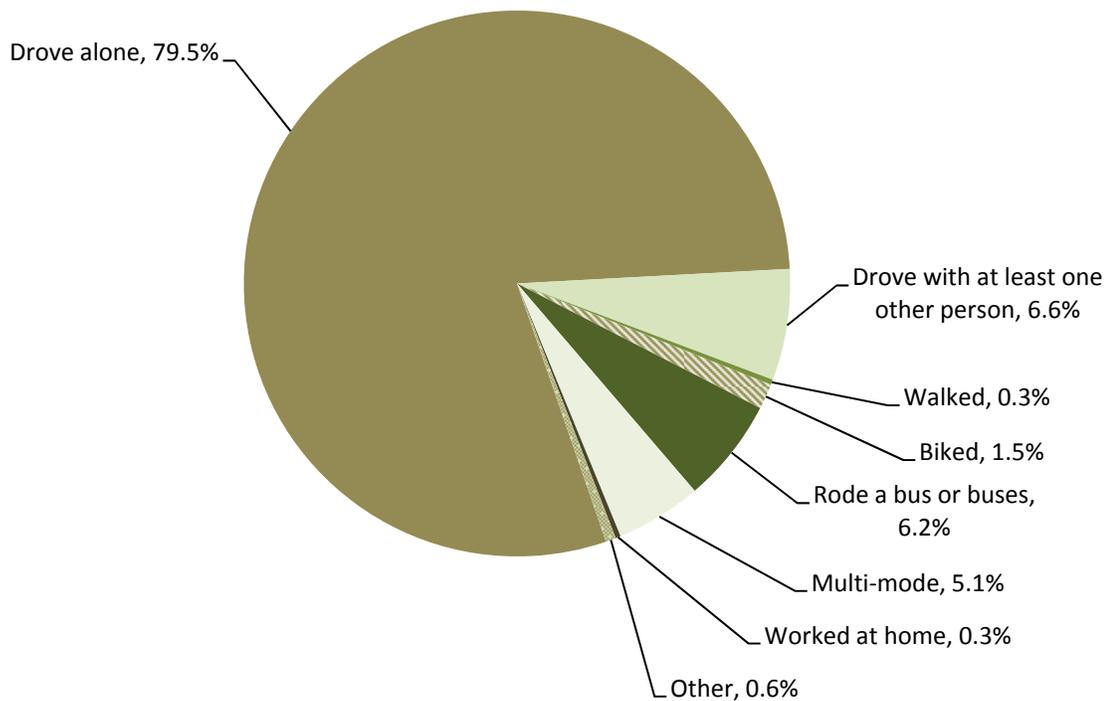


Figure 12: Modal Shift of Miles Traveled for the Work Commute, 1991-2011

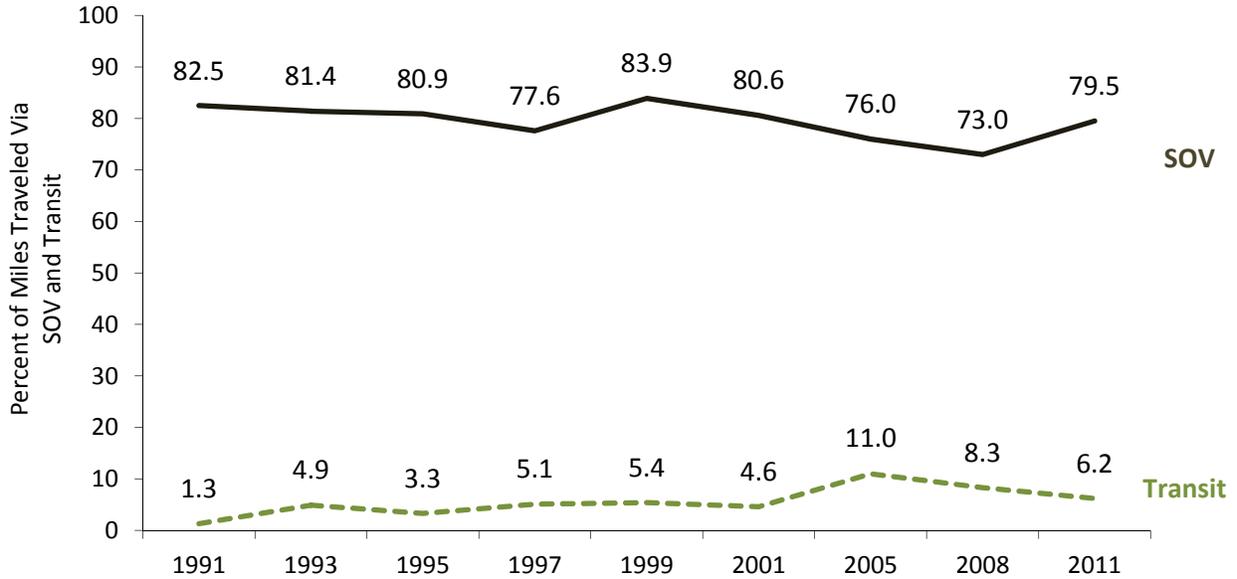


Figure 13: Modal Shift of Miles Traveled for the Work Commute, 1991-2011

Mode	2011	2008	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2011
SOV	79.5%	73.0%	76.0%	80.6%	83.9%	77.6%	80.9%	81.4%	82.5%	-3.0%
MOV	6.6%	9.7%	9.1%	10.9%	8.6%	13.9%	12.1%	10.6%	13.5%	-6.9%
Foot	0.3%	0.3%	0.3%	0.3%	0.3%	0.5%	0.7%	0.2%	0.3%	0.0%
Bicycle	1.5%	2.0%	1.0%	2.3%	1.6%	2.9%	2.9%	2.9%	2.5%	-1.0%
Transit	6.2%	8.3%	11.0%	4.6%	5.4%	5.1%	3.3%	4.9%	1.3%	+4.9%
Multi-mode	5.1%	5.2%	1.5%	1.3%						
Worked at home	0.3%	1.3%	1.0%							
Other	0.6%	0.2%	0.2%							
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Characteristics of the Work Commute

In addition to answering questions about the mode(s) of transportation used for the work commute, employees also reported other characteristics of their work commute. In 2011, the average distance of an employee’s work commute was 11.7 miles, while the average duration was 23.2 minutes. These were slightly lower to results from 2008. Those who biked or walked to work on the day they completed the survey lived, on average, much closer to work than those who used other modes of travel for their work commute (see Figure 15).

Figure 14: Average Length and Speed of the Work Commute, 1991-2011

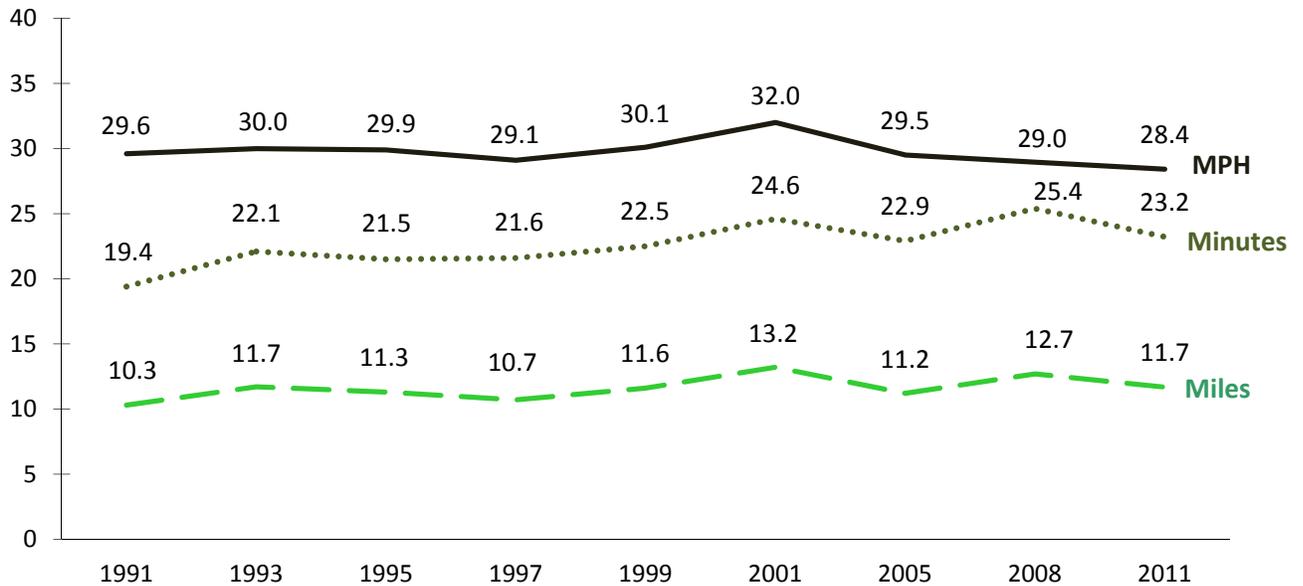


Figure 15: Average Distance of the Work Commute (in Miles), 1991-2011

Mode	Average Distance in Miles									Average Change in Miles 1991-2011
	2011	2008	2005	2001	1999	1997	1995	1993	1991	
SOV	13.0	13.9	12.7	14.2	12.6	11.7	12.5	12.7	11.4	+1.6
MOV	12.6	15.5	11.3	15.6	11.6	14.3	15.0	13.4	11.5	+1.1
Walk	1.0	1.2	0.7	1.7	1.1	0.9	1.4	1.2	1.0	0.0
Bicycle	3.2	3.7	3.4	4.2	2.7	3.4	3.8	3.6	3.0	+0.2
Transit	11.1	13.5	9.5	12.4	14.3	12.7	10.9	12.2	7.7	+3.4
Multi-mode	13.4	12.6	9.5	14.4	N/A	N/A	N/A	N/A	N/A	N/A
Worked at home	2.4	8.8	3.4	N/A						
Other	12.2	5.8	1.8	N/A						
Overall	11.7	12.7	11.2	13.2	11.6	10.7	11.3	11.7	10.3	+1.4

Figure 16: Average Duration of the Work Commute (in Minutes), 1991-2011

Mode	Average Duration in Minutes									Average Change in Minutes 1991-2011
	2011	2008	2005	2001	1999	1997	1995	1993	1991	
SOV	22.8	23.7	22.1	24.2	22.1	21.2	21.1	21.5	19.7	+3.1
MOV	23.2	26.6	24.0	27.7	22.9	26.9	25.0	23.6	22.0	+1.2
Walk	9.9	11.0	11.2	13.6	19.1	14.3	15.8	13.9	11.0	-1.1
Bicycle	15.5	14.8	19.7	16.8	15.1	15.8	16.9	16.2	14.3	+1.2
Transit	35.7	47.4	36.4	33.9	39.7	33.8	38.2	41.4	38.9	-3.2
Multi-mode	34.9	37.1	24.9	38.4	N/A	N/A	N/A	N/A	N/A	N/A
Worked at home	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	27.0	25.4	22.9	24.6	22.5	21.6	21.5	22.1	19.4	N/A
Overall	23.0	23.7	22.1	24.2	22.1	21.2	21.1	21.5	19.7	+3.3

Figure 17: Average Speed of the Work Commute (Miles per Hour), 1991-2011

Mode	Average Speed (Miles Per Hour)									Average Change in Miles 1991-2011
	2011	2008	2005	2001	1999	1997	1995	1993	1991	
SOV	32.5	33.1	36.6	35.3	33.1	32.4	33.4	33.0	32.5	0.0
MOV	31.3	33.1	27.3	33.9	28.5	31.5	35.0	37.4	32.4	-1.1
Walk	*	*	*	*	*	*	*	*	*	N/A
Bicycle	13.4	17.0	10.1	13.5	12.5	14.0	14.6	12.6	13.2	+0.2
Transit	18.6	18.4	16.1	21.3	21.7	17.7	18.4	17.6	11.9	+6.7
Multi-mode	22.9	22.7	14.7	17.7	N/A	N/A	N/A	N/A	N/A	N/A
Other	28.1	29.0	29.5	32.0	30.1	29.1	29.9	30.0	29.6	N/A
Overall	28.4	33.1	36.6	35.3	33.1	32.4	33.4	33.0	32.5	-4.1

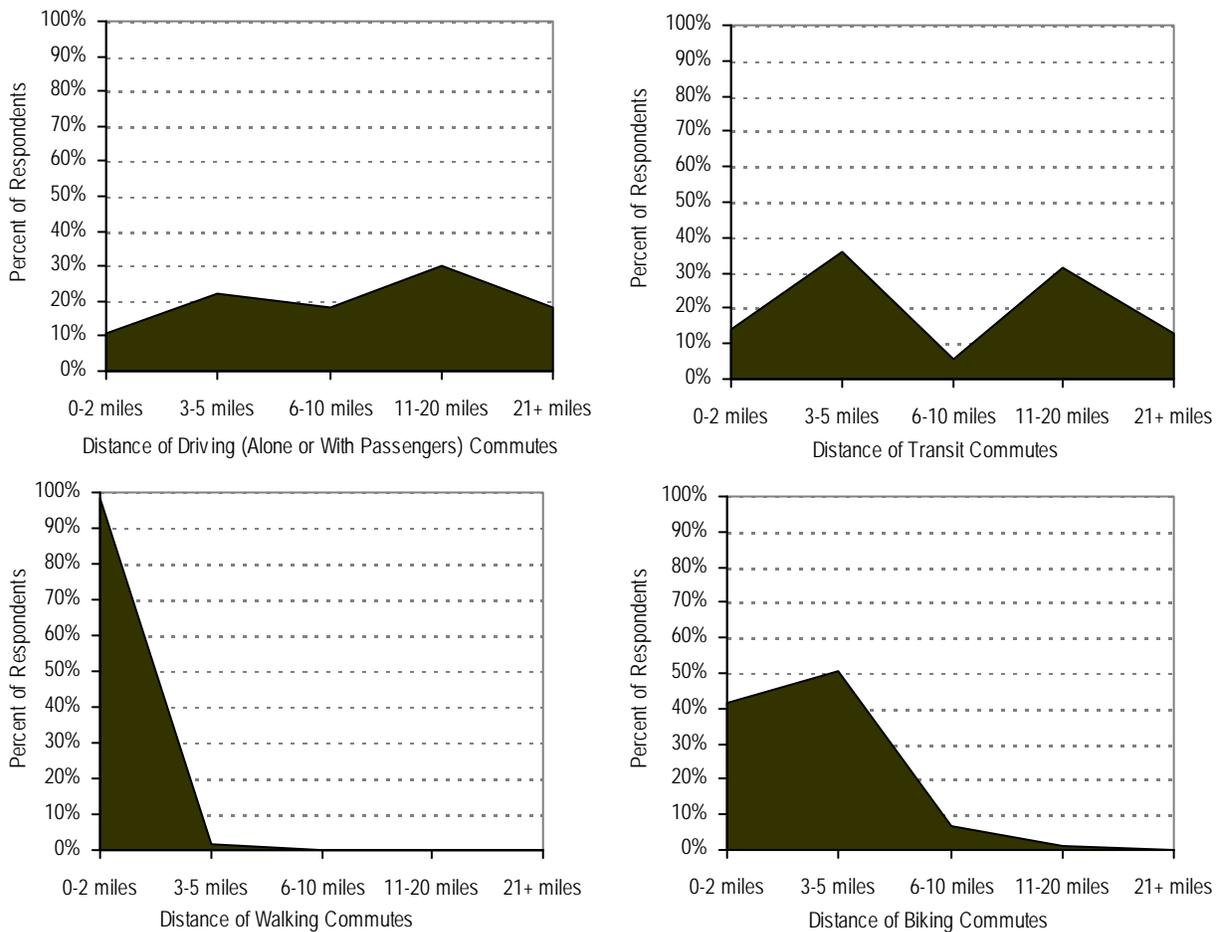
* Speed of the trip was not calculated for walking commutes, as the estimates were deemed highly unreliable because respondents tended to round both the time it takes to make the trip, and the distance of the trip, resulting in very high, but probably inaccurate, estimates of speed of walking trips.

Figure 18: Distance Traveled to Work, 1991-2011

Miles	Percent of Employees								
	2011	2008	2005	2001	1999	1997	1995	1993	1991
0-2	18.1%	16.5%	18.2%	15.4%	21.9%	20.8%	19.2%	20.2%	20.2%
3-5	23.5%	17.8%	21.6%	16.9%	15.7%	26.9%	23.8%	22.0%	24.1%
6-10	15.1%	17.1%	17.2%	18.6%	18.9%	14.3%	17.9%	17.7%	17.1%
11-20	27.2%	30.4%	29.9%	31.2%	28.8%	25.5%	25.2%	27.7%	27.8%
over 20	16.2%	18.2%	13.2%	17.9%	14.7%	12.6%	13.9%	12.4%	10.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Distance of the work commute was examined by the mode. As would be expected, walking and biking commutes were much shorter than vehicular commutes. Almost all walking commutes were 2 miles or less, with only 2% in the 3-5 mile range, and none longer than 5 miles. Biking commutes were slightly longer than walking commutes; 42% were 2 miles or less, 51% were 3 to 5 miles, and an additional 8% in the 6-20 mile range. Commutes in personal vehicles were somewhat more likely to be long, with the largest proportion (30%) in the 11-20 mile range. Transit commutes were most likely to be 3 to 5 miles or 11 to 20 miles.

Figure 19: Distance from Work by Mode Used for the Work Commute, 2011



Nearly 4 in 10 of Boulder Valley employees completing the survey reported that they live within the city limits of Boulder. Longmont (13%) was the next most common place of residence, followed by unincorporated Boulder County (9%) and Denver or other metro-area suburbs (6%). Five percent (each) reported Lafayette or Louisville as their place of residence, while 4% said they lived in Broomfield or Westminster.

Figure 20: Place of Residence

Where do you live?	Percent of Respondents
Boulder (within the city limits)	39.4%
Longmont	13.4%
Unincorporated Boulder County	8.7%
Denver or other metro-area suburb	5.7%
Lafayette	5.2%
Louisville	5.2%
Broomfield	3.9%
Westminster	3.9%
Erie	2.4%
Ward/Nederland/Jamestown	2.3%
Berthoud/Loveland/Fort Collins	1.4%
Weld County	1.3%
Superior	.9%
Arvada	.9%
Lyons	.4%
Other	5.0%
Total	100.0%

The 7:00 am and 8:00 am hours were the most popular work arrival times reported by employee respondents, with just over half (54%) indicating that was when they arrived at work. About 12% arrived before 7:00 am, and 15% arrived during the 9:00 am hour. The remaining 19% worked shifts for which they arrived at work at 10:00 am or later (see Figure 21 and Figure 23). Employee departure times were also sharply peaked; 38% said they leave during the 5:00 pm hour, with only 14% leaving during the 4:00 pm hour and another 16% leaving during the 6:00 pm hour (see Figure 22 and Figure 23).

Figure 21: Work Arrival Times

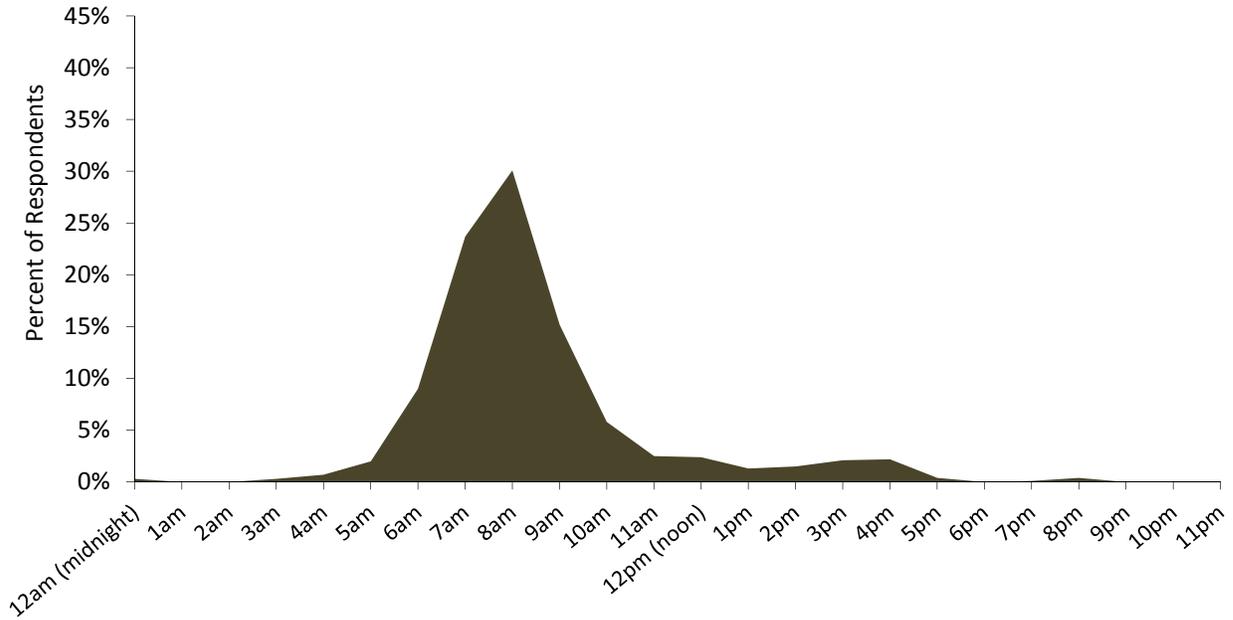


Figure 22: Work Departure Times

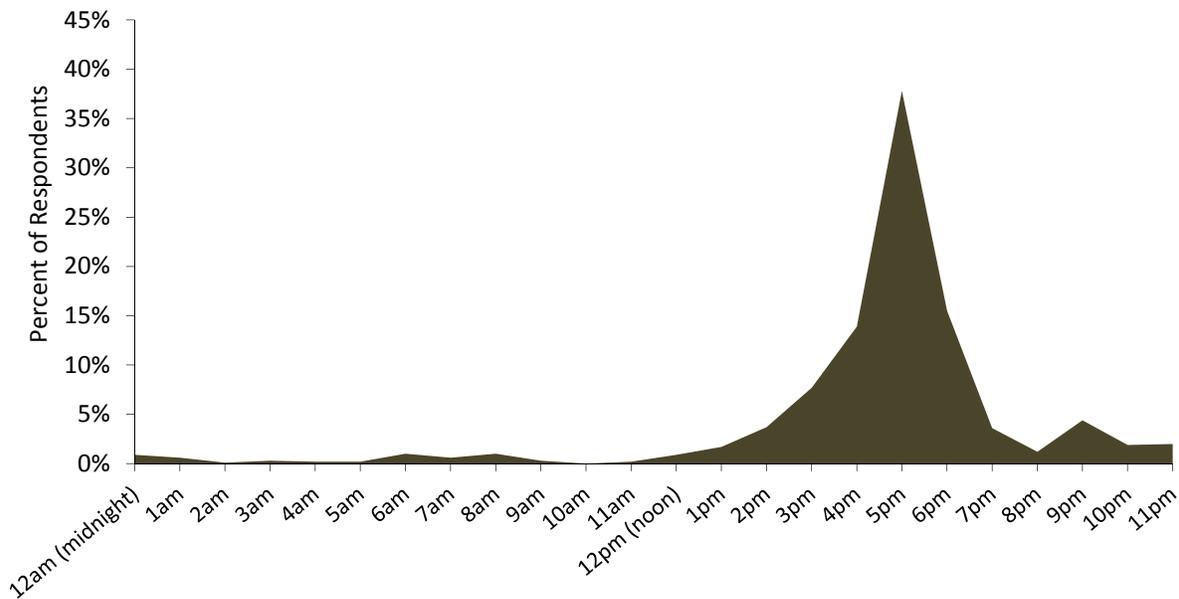


Figure 23: Usual Work Arrival and Departure Times

	Percent of Respondents Arriving	Percent of Respondents Departing
12:00 am Midnight	.3%	.9%
1:00 am	.0%	.6%
2:00 am	.0%	.1%
3:00 am	.3%	.3%
4:00 am	.7%	.2%
5:00 am	2.0%	.2%
6:00 am	9.0%	1.0%
7:00 am	23.7%	.6%
8:00 am	30.1%	1.0%
9:00 am	15.2%	.3%
10:00 am	5.8%	.0%
11:00 am	2.5%	.2%
12:00 pm Noon	2.4%	.9%
1:00 pm	1.3%	1.7%
2:00 pm	1.5%	3.7%
3:00 pm	2.1%	7.7%
4:00 pm	2.2%	13.9%
5:00 pm	.4%	37.8%
6:00 pm	.0%	15.5%
7:00 pm	.1%	3.6%
8:00 pm	.4%	1.2%
9:00 pm	.0%	4.4%
10:00 pm	.0%	1.9%
11:00 pm	.0%	2.0%
Total	100.0%	100.0%

A large majority (78%) of respondents had not made any stops on their commute to work on the day they completed the survey, but instead traveled directly to their worksite (see Figure 24). Those participating in the survey were also asked whether they had made any stops on the way home from work on the previous workday. Just over half of those who responded to the survey said they had not made any stops on the way home from work on the previous workday (see Figure 25). Of those who did make stops on their way home, the average number of stops made was 1.8 (see Figure 27 on the next page).

Figure 24: Number of Stops Made on the Way to Work from Home

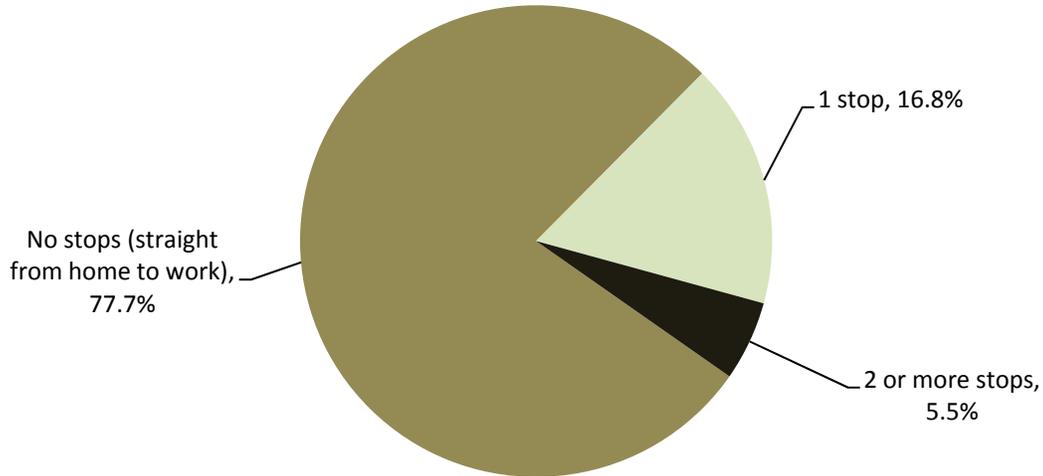


Figure 25: Number of Stops Made on Commute from Work to Home on the Previous Work Day

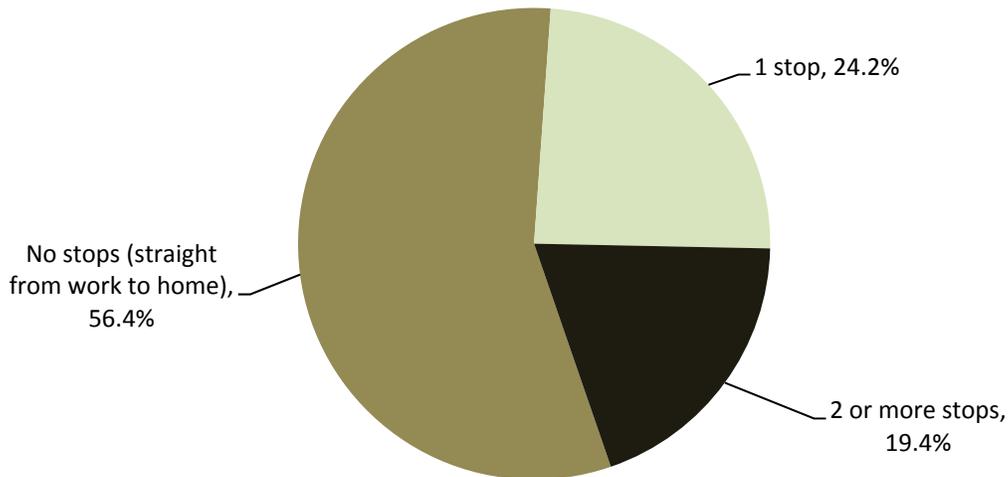


Figure 26: Number of Stops Made on Way to Work from Home, 2001-2011

How many stops did you make on your way to work?	Percent of Employees			
	2011	2008	2005	2001
0 (straight from home to work)	77.7%	81.8%	81.3%	76.2%
1 stop	16.8%	13.4%	13.6%	15.1%
2 stops	4.4%	3.6%	3.8%	3.8%
3 stops	0.6%	0.6%	0.7%	1.9%
4 stops	0.5%	0.5%	0.5%	0.9%
5 + stops	0.0%	0.2%	0.1%	2.1%
Total	100.0%	100.0%	100.0%	100.0%
Average Number of Stops for ALL respondents	0.29 stops	0.25 stops	0.26 stops	0.54 stops

Figure 27: Number of Stops Made on Way Home from Work, 1991-2011

Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Employees								
	2011	2008	2005	2001	1999	1997	1995	1993	1991
0 (straight home from work)	56.4%	57.9%	53.0%	55.1%	46.3%	50.2%	46.2%	50.0%	47.8%
1 stop	24.2%	23.7%	28.5%	25.5%	26.8%	25.7%	24.2%	26.5%	25.2%
2 stops	12.4%	12.2%	12.0%	11.6%	16.0%	12.5%	16.0%	13.3%	13.7%
3 stops	4.3%	3.9%	3.9%	3.9%	6.2%	7.2%	7.8%	6.7%	8.3%
4 stops	1.4%	1.3%	1.6%	1.1%	2.1%	2.0%	1.9%	2.0%	1.3%
5 + stops	1.2%	1.0%	1.1%	2.8%	2.6%	2.4%	4.0%	1.5%	3.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average Number of Stops for ALL respondents	0.8	0.72	0.85	0.90	1.10	0.98	1.28	0.89	1.08
Average Number of Stops for Respondents Making At Least One Stop	1.8	1.70	1.76						

Most (92%) of the private vehicles used for the work commute were occupied by only the driver; this was an increase from 2008, but similar to prior survey years (see Figure 28). The average vehicle occupancy was 1.10 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.31 persons per vehicle.

Figure 28: Vehicle Occupancy, 1991-2011

Number of Persons in Vehicles	All Automobile Commutes Percent of Respondents								
	2011	2008	2005	2001	1999	1997	1995	1993	1991
1 person	92.1%	89.3%	95.8%	90.6%	91.1%	87.2%	86.1%	88.5%	86.5%
2 persons	6.3%	8.1%	3.4%	8.1%	7.6%	8.9%	9.5%	9.9%	12.2%
3 persons	1.1%	1.7%	0.4%	0.9%	0.7%	3.6%	1.1%	0.9%	0.9%
4 persons or more	0.5%	0.8%	0.4%	0.3%	0.6%	0.3%	0.3%	0.7%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Vehicle Occupancy (all cars)	1.10	1.14	1.06	1.14	1.13	1.17	1.13	1.14	1.16
Mean Vehicle Occupancy (cars with more than one person)	2.31	2.32	2.34	2.14	2.23	2.33	2.16	2.24	2.15

Trips Made During the Work Day

Those completing the questionnaire were asked how many one-way trips they made during the previous workday, not including the work commute. About one-third (32%, see Figure 29) said they had made no trips during their previous workday. Of those who had made at least one workday trip, the average number of trips made was 2.1. Across all workers, the average number of workday trips was 1.5. Most of the workday trips were made by driving alone (62%, down from 70% in 2008) or carpooling (12%, see Figure 30).

Figure 29: Number of Non-Commute Work Day Trips

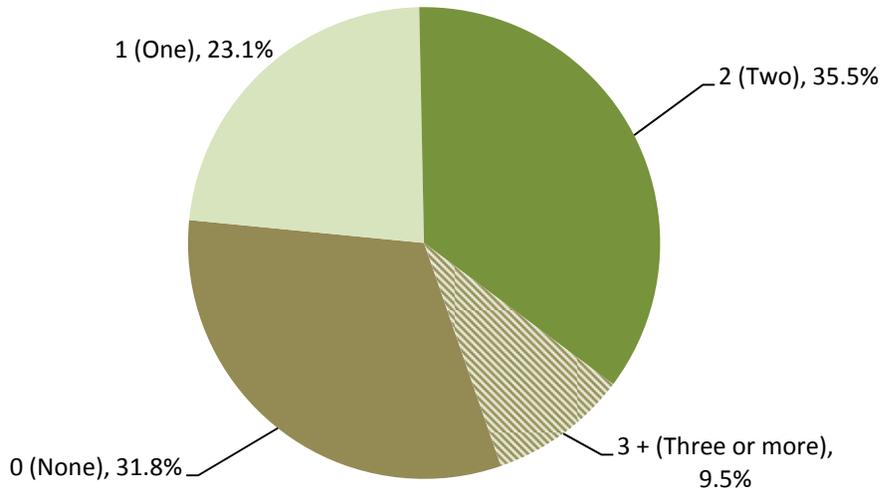


Figure 30: Mode of Non-Commute Work Day Trips

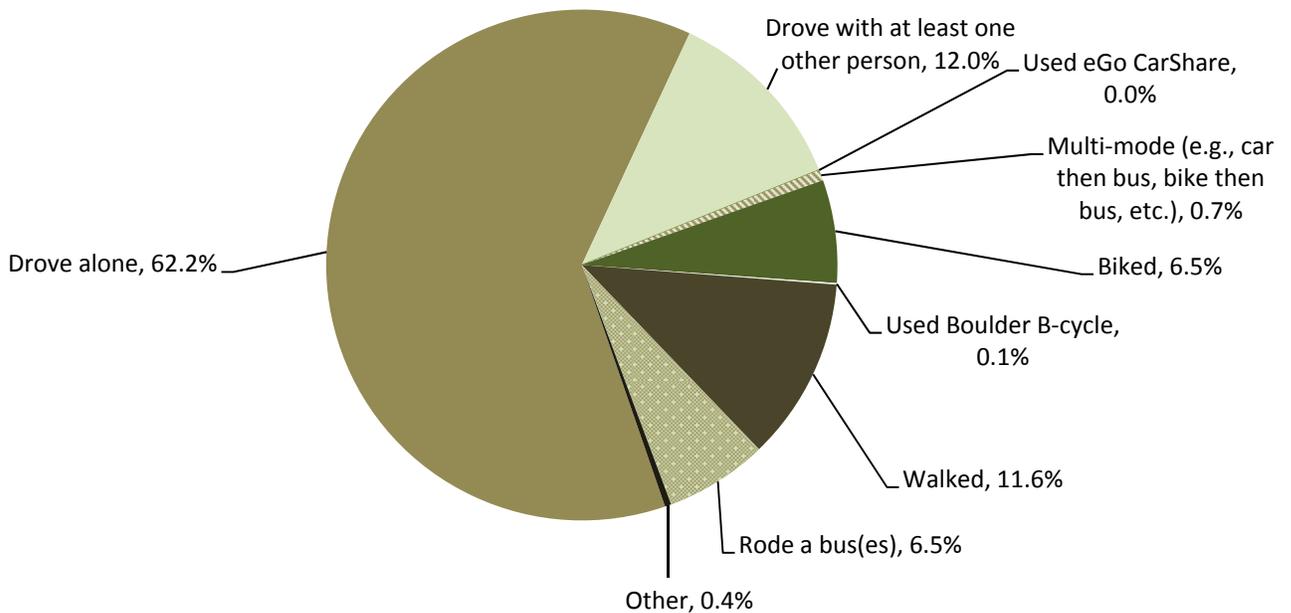


Figure 31: Number of Trips Made During the Work Day, 1991-2011

How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute.	Percent of Employees								
	2011	2008	2005	2001	1999	1997	1995	1993	1991
0	31.8%	50.0%	45.9%	34.9%	35.7%	35.6%	36.2%	35.0%	36.8%
1-2	58.6%	33.0%	36.5%	40.0%	36.9%	39.0%	37.3%	38.1%	36.2%
3-4	5.2%	11.5%	12.3%	16.0%	17.0%	15.2%	16.5%	17.4%	18.3%
5+	4.3%	5.4%	5.3%	9.1%	10.4%	10.1%	10.0%	9.5%	8.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average number of trips of all respondents	1.5	1.40	1.55	1.95	2.03	1.99	2.14	2.19	2.06
Average number of trips of respondents making at least one trip	2.1	2.81	2.72	3.05	3.16	3.09	3.36	3.36	3.31

Figure 32: Modes Used for Trips Made During the Work Day, 1991-2011

Mode	Percent of Employees									Modal Shift of Workday Trips 1991 to 2011
	2011	2008	2005	2001	1999	1997	1995	1993	1991	
SOV	62.2%	70.1%	68.9%	64.9%	69.9%	65.9%	65.1%	71.8%	68.2%	-6.0%
MOV	12.0%	12.5%	13.1%	17.1%	16.7%	14.2%	18.4%	15.0%	18.8%	-6.8%
Used eGo										
CarShare	0.0%	N/A								
Walk	0.7%	8.1%	10.1%	10.7%	6.6%	11.3%	9.3%	6.5%	6.6%	-5.9%
Bicycle	6.5%	4.1%	3.6%	3.2%	3.7%	6.9%	6.6%	4.8%	5.3%	+1.2%
Used Boulder B-cycle										
Bicycle	0.1%	N/A								
Multi-mode	11.6%	0.7%	.4%	0.3%	N/A	N/A	N/A	N/A	N/A	N/A
Transit	6.5%	4.1%	3.4%	3.8%	2.7%	1.2%	0.6%	1.5%	1.2%	+5.3%
Other	0.4%	0.4%	.5%	N/A						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Figure 33: Primary Mode of Trips Made During the Work Day by Residence, 1991-2011

Mode	Percent of Employees																	
	Boulder*									Other Cities								
	2011	2008	2005	2001	1999	1997	1995	1993	1991	2011	2008	2005	2001	1999	1997	1995	1993	1991
SOV	47.1%	57.6%	66%	59%	65%	59%	61%	66%	66%	73.2%	77.2%	71%	71%	75%	75%	69%	78%	71%
MOV	7.2%	9.4%	9%	16%	16%	14%	12%	14%	14%	15.4%	14.4%	16%	18%	18%	14%	25%	16%	24%
Used eGo CarShare	.0%	N/A	.0%	N/A														
Walk	20.2%	13.6%	11%	15%	9%	13%	14%	9%	8%	5.4%	4.9%	9%	6%	4%	10%	4%	4%	4%
Bicycle	11.1%	9.2%	7%	5%	6%	11%	11%	8%	10%	3.0%	1.1%	1%	1%	2%	1%	2%	1%	5%
Used Boulder B-cycle	.2%	N/A	.0%	N/A														
Multi-mode	1.3%	1.0%	<1%	1%	N/A	N/A	N/A	N/A	N/A	.3%	0.6%	<1%	0%	N/A	N/A	N/A	N/A	N/A
Transit	11.8%	8.9%	7%	4%	4%	2%	1%	3%	2%	2.7%	1.4%	1%	4%	1%	<1%	<1%	1%	1%
Other	1.1%	0.4%	<1%	N/A	N/A	N/A	N/A	N/A	N/A	.0%	0.5%	<1%	N/A	N/A	N/A	N/A	N/A	N/A
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*2011, 2008 and 2005 Boulder calculations do not include unincorporated Boulder as the previous years did.

Work-Related Errands and Off-Site Meetings

Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site. About half of respondents reported their job did not require them to go off-site (see Figure 34). Most of those whose job required they go off-site for meetings or errands needed to do so at least once a week (61%, see Figure 35). Those who reported they did have to go off-site were asked whether their employer provided transportation, or whether they provided their own. In most cases, those who were required to run errands or attend meetings away from their place of employment had to provide their own transportation. This can be an obstacle to the use of alternative modes of transportation for the work commute, although in 2011 the differences were not large. Of those who had to go off-site and provide their own means of transportation, 75% drove alone to work on the day they completed the survey, compared to 73% of those who do not need to go off-site for their job (see Figure 36). For the few whose workplace provided a bike or vehicle for offsite meetings or errands, only 54% of those who needed to go offsite had driven alone to work on the day they completed the survey.

Figure 34: Status of Job Requiring Work-Related Errands or Off-site Meetings

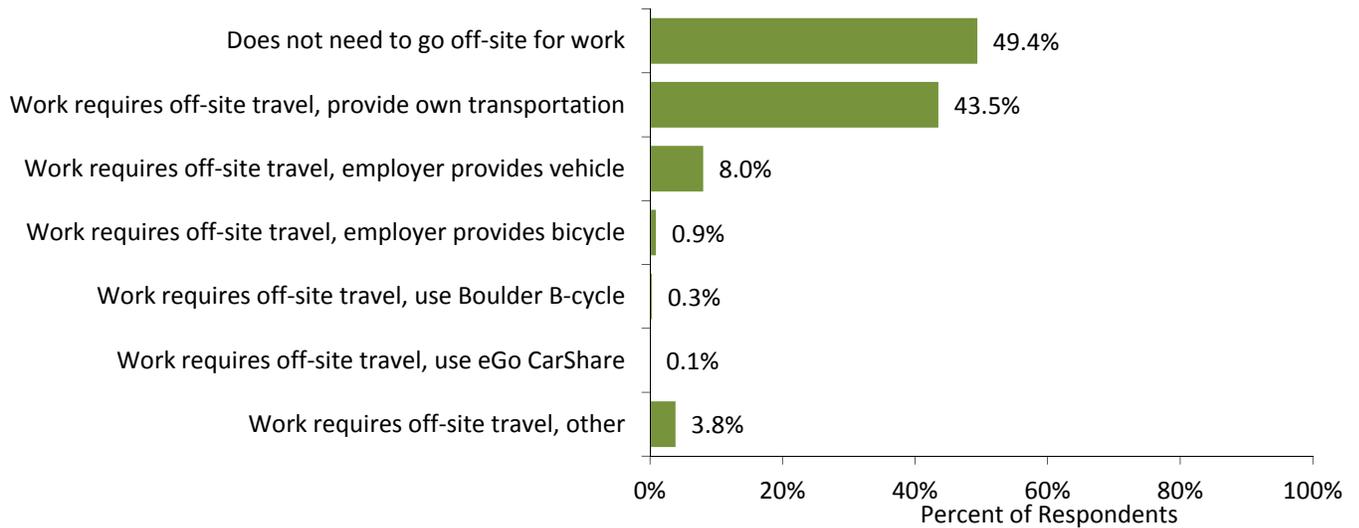


Figure 35: Frequency of Off-Site Work-Related Travel

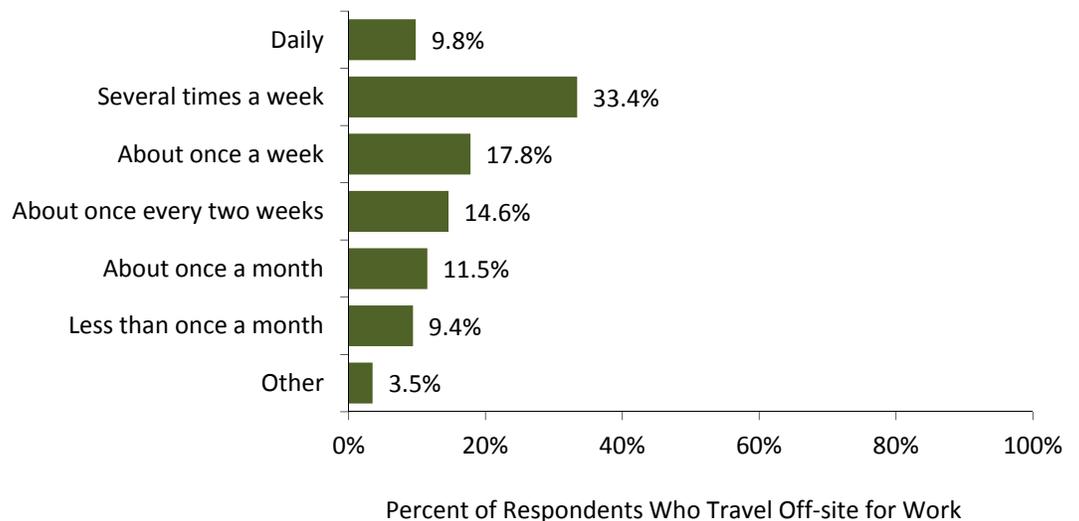


Figure 36: Travel Mode Used for Work Commute on Survey Day by Vehicle Requirement for Work-Related Errands and Off-Site Meetings

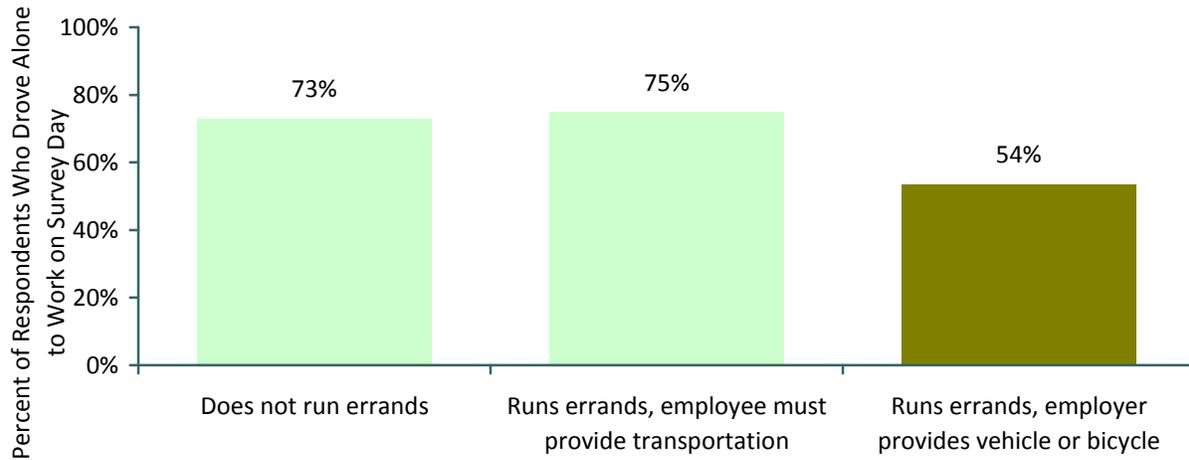


Figure 37: Vehicle Requirements of Employees, 1991-2011

Vehicle Requirements	Percent of Respondents								
	2011	2008	2005	2001	1999	1997	1995	1993	1991
Does Not Travel Off-Site for Work	49.4%	60.3%	50.0%	55.2%	55.9%	58.6%	57.9%	62.8%	61.2%
Work requires off-site travel, employee must provide transportation	43.5%	33.1%	43.8%	33.8%	35.3%	34.2%	32.6%	24.3%	29.7%
Work requires off-site travel, employer provides vehicle	8.0%	0.0%	5.5%	5.8%	6.6%	7.1%	9.5%	12.9%	9.1%
Work requires off-site travel, employer provides bicycle	0.9%	6.3%	0.3%	0.2%	0.5%	N/A	N/A	N/A	N/A
Work requires off-site travel, use Boulder B-cycle	0.3%	N/A							
Work requires off-site travel, use eGo CarShare	0.1%	N/A							
Other (includes use of alternate modes, etc.)	3.8%	0.3%	0.4%	5.0%	1.7%	N/A*	N/A*	N/A*	N/A*
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 38: Modal Split by Whether Job Requires Off-site Travel, 1991-2011

Vehicle Requirements	Percent Driving Alone for the Work Commute								
	2011	2008	2005	2001	1999	1997	1995	1993	1991
Job does not require errands or off-site meetings	73.0%	65.2%	66.7%	66.3%	73.7%	65.4%	69.6%	74.4%	68.8%
Job does require off-site travel, employee must provide own vehicle	75.4%	69.2%	73.6%	82.8%	78.8%	84.1%	86.3%	83.2%	83.4%
Job does require off-site travel employer provides vehicle	53.5%	72.0%	64.3%	78.1%	67.3%	68.1%	66.5%	73.4%	84.5%

Employee Parking

Those employees participating in the study who drove to work the day they completed the survey were asked where they had parked their car that day. Three in four said they parked in a lot, structure or space without paying a charge. Close to 12% parked in a parking lot or structure with a permit, 6% reported parking on a residential street with no meters, and less than 1% either paid cash in a lot or structure or parked on a street with a meter. “Other” parking spaces used, such as “store lot” and “private lot with charges” can be seen in Appendix B: Verbatim .

Figure 39: Type of Parking Space Used on Day Completed the Survey

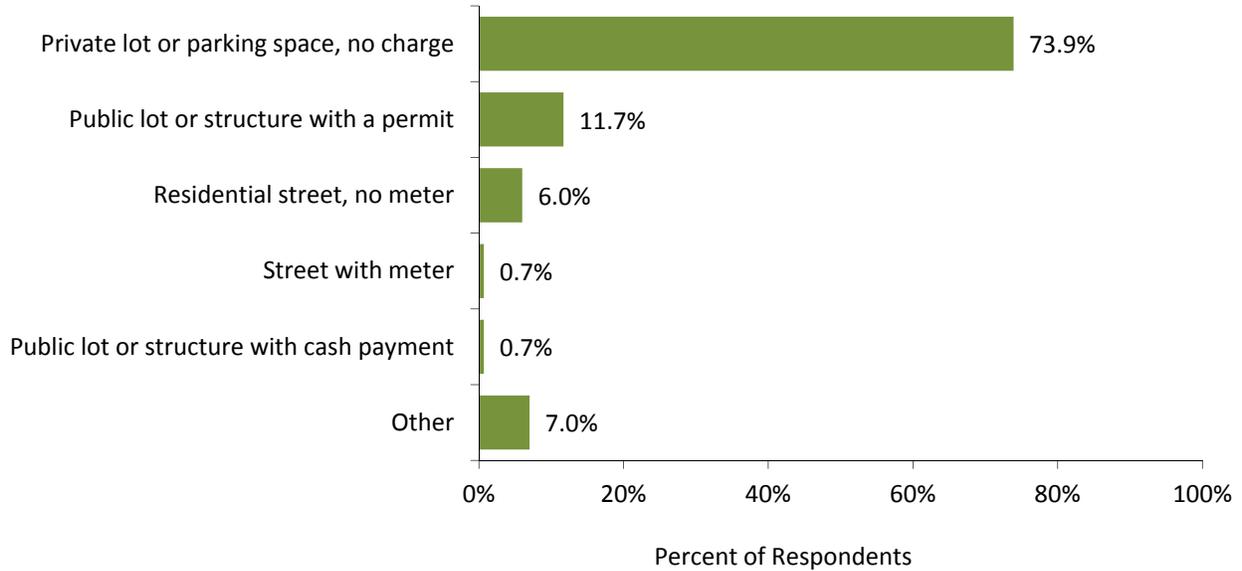


Figure 40: Type of Parking Space Used on Day Completed the Survey

If you drove a car to work today, where did you park?	Percent of Responses		
	2011	2008	2005
Private lot or parking space, no charge	73.9%	80.7%	70.0%
Public lot or structure with a permit	11.7%	7.5%	10.0%
Residential street, no meter	6.0%	6.1%	10.0%
Public lot or structure, no charge	N/A	1.9%	N/A
Public lot or structure with cash payment	0.7%	0.5%	2.0%
Street with meter	0.7%	0.3%	1.0%
Other	7.0%	3.0%	7.0%
Total	100.0%	100.0%	100.0%

In addition to being asked where they parked the day of the survey, if they drove, all employees completing the Boulder Valley Transportation Survey were asked where they usually park their car when they drive to work. About 7 in 10 said they usually park in a lot, structure or space without paying a charge, while 14% reported they usually park in a lot or structure with a permit. About 7% usually park on a street with no meter; and less than 1% on streets with permits, streets with a meter and or in a lot or structure with cash payment. The percentage of respondents who reported usually parking in a lot, structure or space at no charge decreased from 76% in 2008 to 68% in 2011.

Figure 41: Type of Parking Space Typically Used by Respondents When They Drive to Work

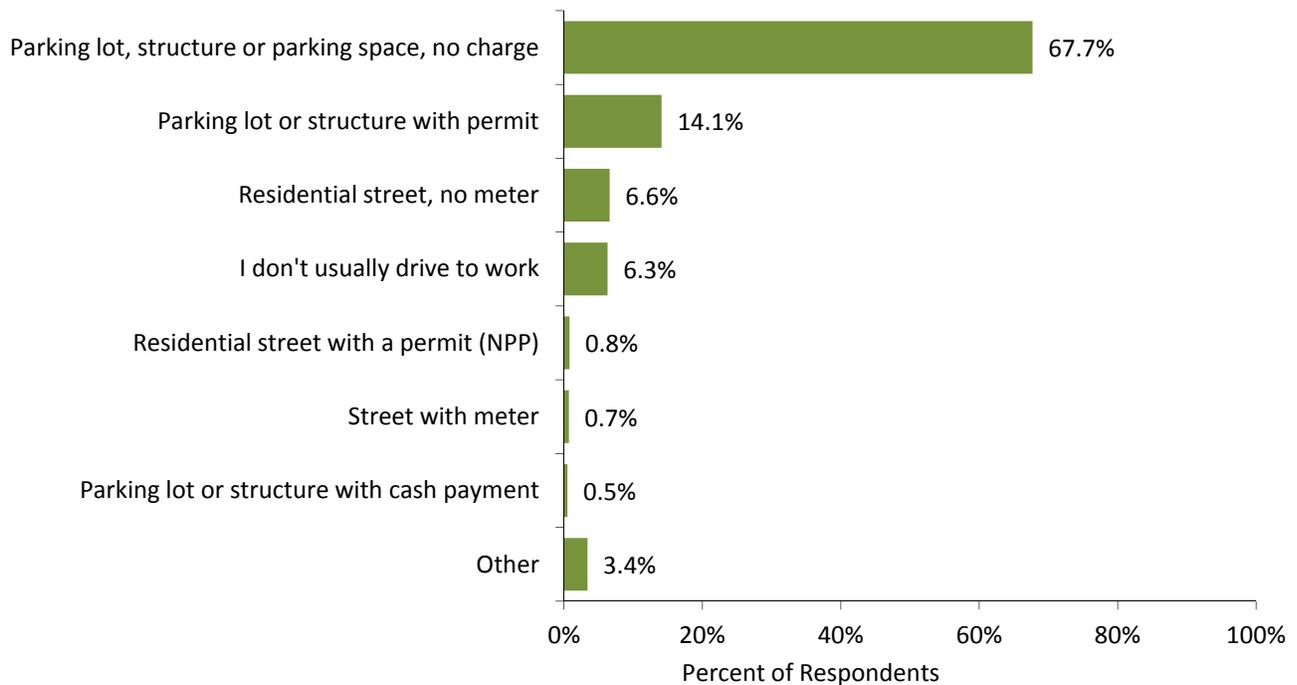


Figure 42: Type of Parking Space Typically Used

When you drive to work, what type of parking space do you usually park in?	Percent of Responses		
	2011	2008	2005
Parking lot, structure or parking space, no charge	67.7%	75.8%	60.3%
Parking lot or structure with permit	14.1%	8.8%	11.7%
I don't usually drive to work	6.3%	6.4%	9.3%
Residential street, no meter	6.6%	5.7%	10.4%
Parking lot or structure with cash payment	0.5%	.8%	2.3%
Street with meter	0.7%	.4%	1.3%
Residential street with a permit (NPP)	0.8%	.4%	0.8
Other	67.7%	1.7%	3.9%
Total	100.0%	100.0%	100.0%

For the majority of employees, (88%), free parking was provided by their employer or landlord. For 7% of those who completed the survey, employees at their worksite were responsible for paying for their own parking. In a handful of cases, the employee and employer share the costs, while the employer pays for parking for 4% of employees. The percentage of respondents who reported free parking provided by their employer or landlord remained stable in 2011 compared to 2008.

Figure 43: Parking Payment Responsibility

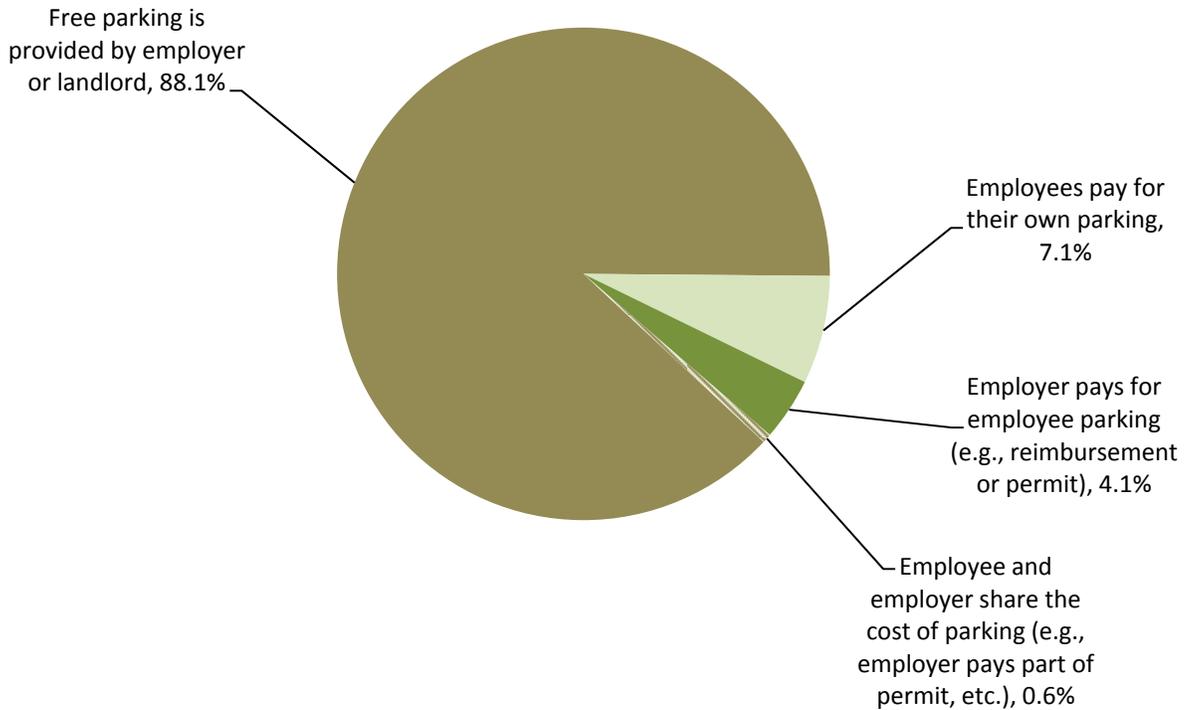


Figure 44: Parking Payment Responsibility

Generally, who pays for employee parking at your organization?	Percent of Responses		
	2011	2008	2005
Free parking is provided by employer or landlord	88.1%	89.0%	75.0%
Employees pay for their own parking	7.1%	6.7%	17.0%
Employer pays for employee parking (e.g., reimbursement or permit)	4.1%	3.7%	7.0%
Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	.6%	.6%	1.0%
Total	100.0%	100.0%	100.0%

A large majority of those completing the questionnaire (93%) reported paying nothing for employee parking. This proportion likely includes those who can park for free and those who would have to pay to park but do not drive to work. Approximately 3% of all respondents pay over \$100 annually to park; less than 2% pay more than \$500 a year.

Figure 45: Cost of Employee Parking

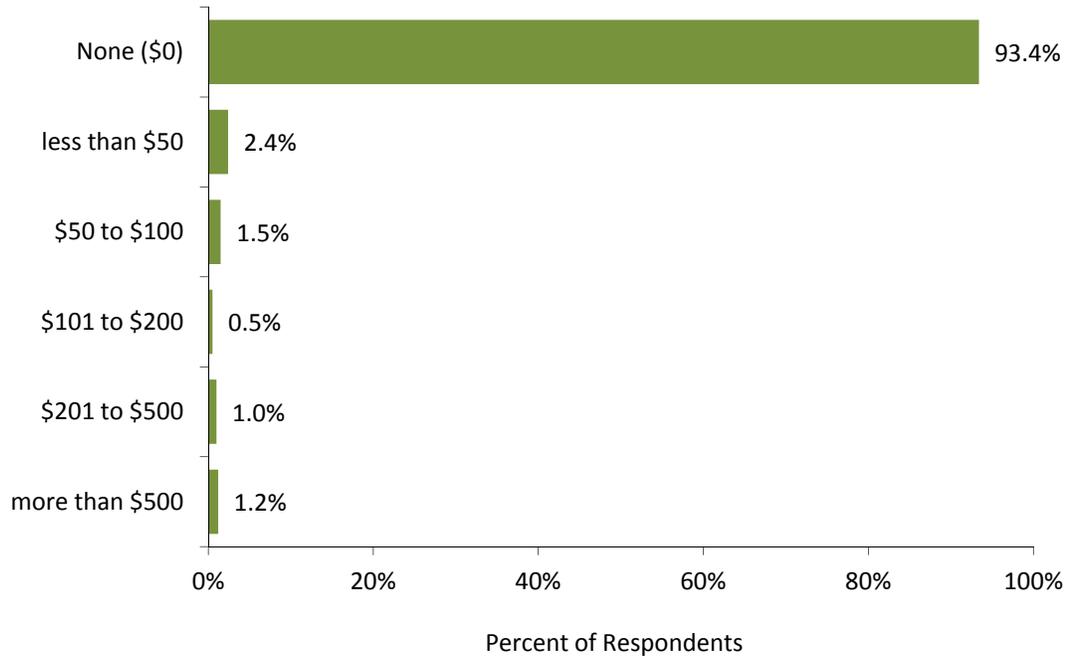


Figure 46: Cost of Employee Parking, 2005-2011

How much do you estimate you will spend on employee parking for your work commute in the [current] year?	Percent of Responses		
	2011	2008	2005
More than \$500	1.2%	1.5%	1.7%
\$201 to \$500	1.0%	1.2%	1.2%
\$101 to \$200	0.5%	.8%	0.8%
\$50 to \$100	1.5%	1.1%	1.9%
Less than \$50	2.4%	2.3%	3.4%
None (\$0)	93.4%	93.0%	91.0%
Total	100.0%	100.0%	100.0%

Use of Transit

Use of a Bus for Work Commute Trips

Two-thirds of those participating in the study reported that they never use the bus for their work commute. This was on par with results from 2005, but represented a decrease from 2008.

Figure 47: Use of Transit for the Commute

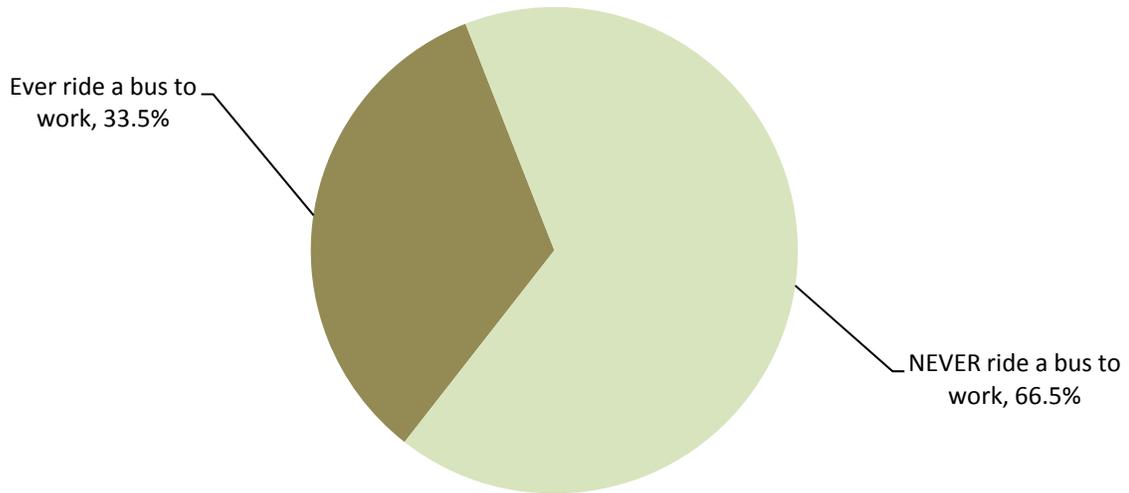


Figure 48: Use of Transit for the Commute, 2005-2011

Do you ever ride a bus to work?	Percent of Respondents		
	2011	2008	2005
Yes	33.5%	27.8%	34.0%
No	66.5%	72.2%	66.0%
Total	100.0%	100.0%	100.0%

Use of Transit for Pleasure or Personal Business Trips

While the percent of respondents who reported using transit for the work commute decreased slightly since 2008, use of transit for pleasure or personal business increased slightly since 2008. About 1 in 5 respondents reported that, during a typical week, they use the bus for at least one non-commute trip (see Figure 49). The average number of trips per respondent made during a typical week for non-commute trips was 0.80 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 3.47.

Figure 49: Use of Transit for Non-Commute Trips

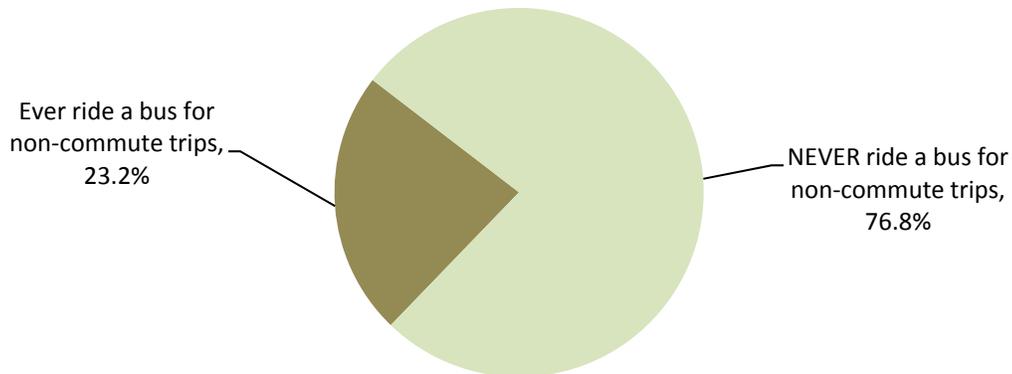


Figure 50: Average Number of Non-Commute Transit Trips in a Typical Week, 2005-2011

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting but are for pleasure or personal business?	Average Number of One-Way Trips		
	2011	2008	2005
Average number of one-way trips by ALL respondents	0.80	0.61	0.79
Average number of one-way trips by those reporting making at least one trip	3.47	3.31	4.02

Figure 51: Percent of Respondents Making Non-Commute Transit Trips in a Typical Week, 2005-2011

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting but are for pleasure or personal business?	Average Number of One-Way Trips		
	2011	2008	2005
Make no transit trips	76.8%	81.5%	80%
Make one or more transit trips	23.2%	18.5%	20%
Total	100.0%	100.0%	100%

Employees' ECO-Pass Status

In 2011, one-third (33%) of respondents reported they had an Eco-Pass. Eco-Pass possession increased steadily from 1997 to 2008, and then leveled off from 2008 to 2011.

Figure 52: Eco-Pass Status, 1997-2011

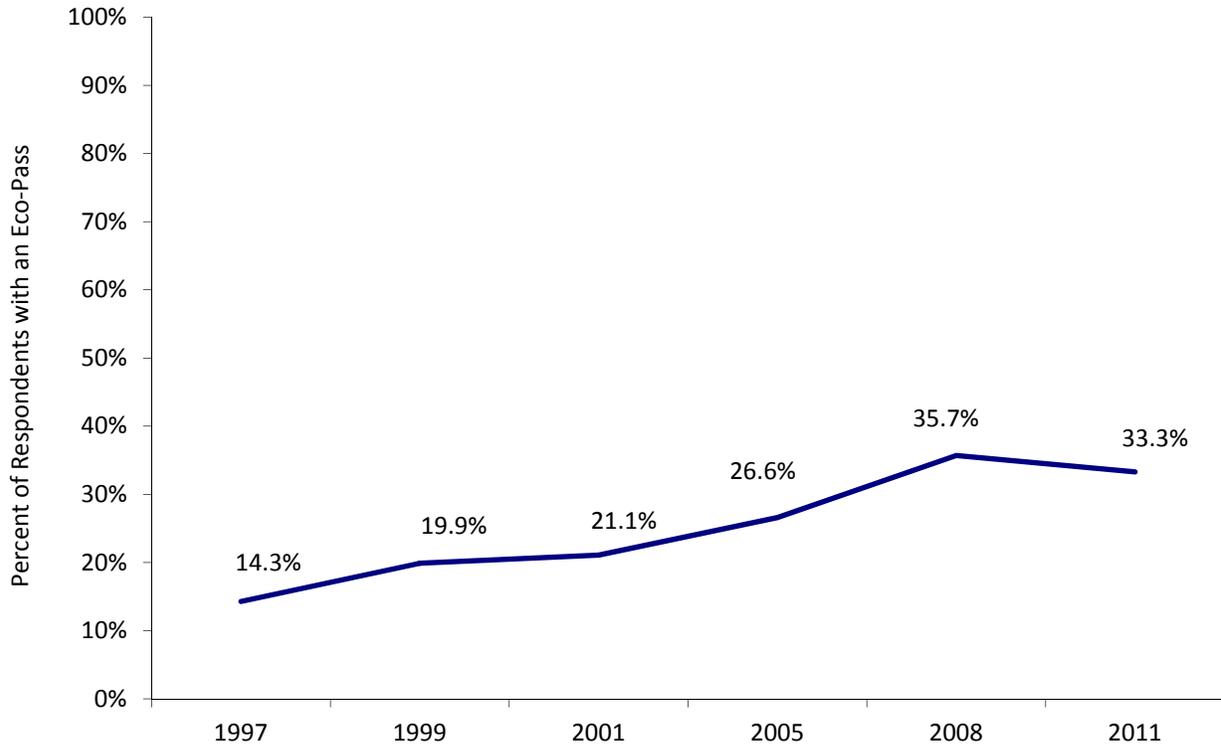


Figure 53: Percent of Employees Who Have an Eco-Pass, 1997-2011

Do you have an Eco-Pass?	Percent of Respondents					
	2011	2008	2005	2001	1999	1997*
Yes, through my employer	19.1%	18.6%	11.4%	15.6%	13.4%	14.3%
Yes, a downtown Eco-Pass**	6.4%	6.4%	6.9%			
Yes, through my neighborhood	3.3%	2.0%	3.3%	1.4%	1.6%	
Yes, a CU Boulder Student Pass	2.4%	4.2%	4.5%	3.3%	4.2%	
Yes, a CU Boulder faculty/staff pass	2.1%	4.6%	0.5%	0.8%	0.7%	
No	66.7%	64.3%	73.4%	78.9%	80.1%	85.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*In 1997, employees were not asked what type of Eco-Pass they had.

**This category was new in 2005; in previous implementations, these responses would have been included in the category "yes, through my employer."

As observed in previous years, Eco-Pass possession is associated with use of transit for work and non-work trips. Almost one-quarter of employees with an Eco-Pass rode a bus for the work commute on the survey day compared to just 2% of those without an Eco-Pass. This is similar to levels reported since 2008.

Figure 54: Use of Transit by Eco-Pass Status

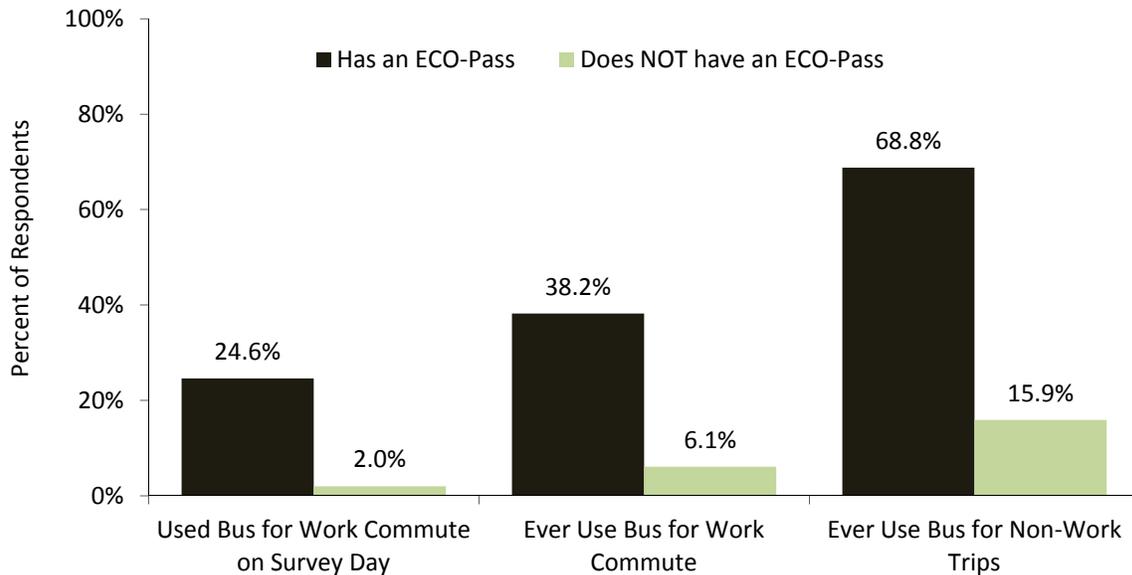


Figure 55: Used a Bus for the Work Commute on the Day of the Survey by Eco-Pass Status, 1997-2011

Used a bus for any part of the work commute on the survey day	Percent of Respondents Who Used a Bus					
	2011	2008	2005	2001	1999	1997
have an Eco-Pass	24.6%	23.3%	26.4%	13.1%	13.3%	13.2%
do NOT have an Eco-Pass	2.0%	3.2%	3.0%	3.4%	2.0%	2.8%

Figure 56: Used Transit for Non-Work Commute Trips by Eco-Pass Status, 2005-2011

Use of transit for non-work commute trips	Percent of Respondents Who Used a Bus		
	2011	2008	2005
have an Eco-Pass	38.2%	37.9%	38.2%
do NOT have an Eco-Pass	6.1%	8.0%	6.1%

Figure 57: Ever Ride a Bus for Work Commute by Eco-Pass Status, 2005-2011

Do you ever ride a bus to work?	Percent of Respondents Who Used a Bus		
	2011	2008	2005
have an Eco-Pass	68.8%	54.6%	62.5%
do NOT have an Eco-Pass	15.9%	12.4%	10.3%

Trips to Denver International Airport

The majority of those surveyed (88%) reported going to Denver International Airport (DIA) at least once in the past year. This was a slightly larger proportion as observed in 2008. The average number of trips to DIA per respondent for those that made at least one trip was 7.79 trips in the past year.

Figure 58: Trips to Denver International Airport, 2005-2011

	2011	2008	2005
Percent of Respondents Going to DIA at Least Once in Past Year	87.6%	83.9%	84%
Average Number of Trips to DIA for ALL Respondents	6.05	5.34	6.77
Average Number of Trips to DIA for Respondents Who Went at Least Once	7.79	7.26	8.25

Mode Used for Trip to DIA

Of those employees who reported going to DIA at least once in the last year, driving and parking was the most popular mode used (42% of trips); this was followed closely by having someone else drop them off or pick them up (30% of trips). Approximately 25% of trips were taken via the skyRide. Most of these trips were paid for with an Eco-Pass (15% of all DIA trips).

Figure 59: Trips to Denver International Airport

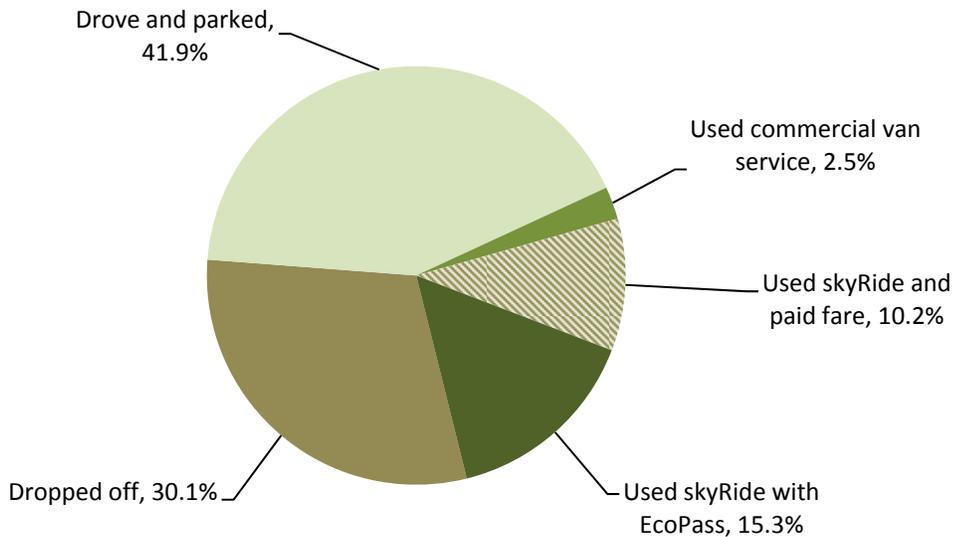


Figure 60: Transportation to and from Denver International Airport, 2008-2011

Transportation to and from DIA	Percent of DIA Trips	
	2011	2008
Of these trips, how many did you have someone else drop you off...	30.1%	29.5%
Of these trips, how many did you drive and park...	41.9%	45.7%
Of these trips, how many did you take commercial van service...	2.5%	5.3%
Of these trips, how many did you take skyRide and paid fare	10.2%	8.9%
Of these trips, how many did you take skyRide with EcoPass	15.3%	10.6%
Total	100.0%	100.0%

Employer Encouraged Alternative Modes

In recent years employers have begun to offer incentives and/or resources to employees who use alternative modes of transportation. These incentives include allowing employees to telecommute, allowing a compressed work week and preferred parking for vanpoolers and carpoolers. Approximately one-quarter of respondents were allowed to work a compressed work week. This was a smaller percentage than in 2005 and 2008.

Figure 61: Allowed to Work a Compressed Work Week

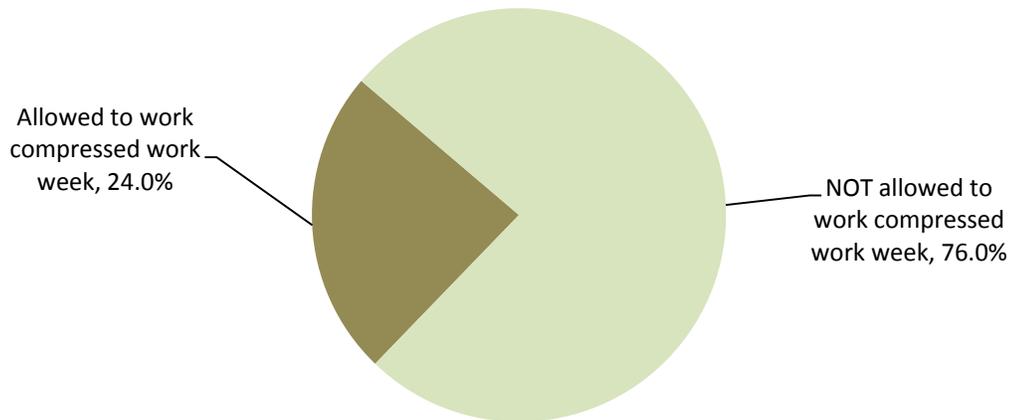


Figure 62: Workplace Allows Compressed Work Week, 2005-2011

Does your job allow you to work a compressed work week? (For example, working 40 hours in four days or 80 hours in nine days)	Percent of Respondents		
	2011	2008	2005
Yes	24.0%	27.8%	34.0%
No	76.0%	72.2%	66.0%
Total	100.0%	100.0%	100.0%

Those completing the questionnaire were provided with a definition of teleworking as when employees work at home instead of going into the office. They were then asked whether they ever telework. Most respondents reported they do not telework (72%, see Figure 63). The percentage of respondents who telework at least some of the time increased from 2005 to 2008 and remained stable between 2008 and 2011 (27% and 28% respectively). Nearly 10% of all respondents telework once a week or more.

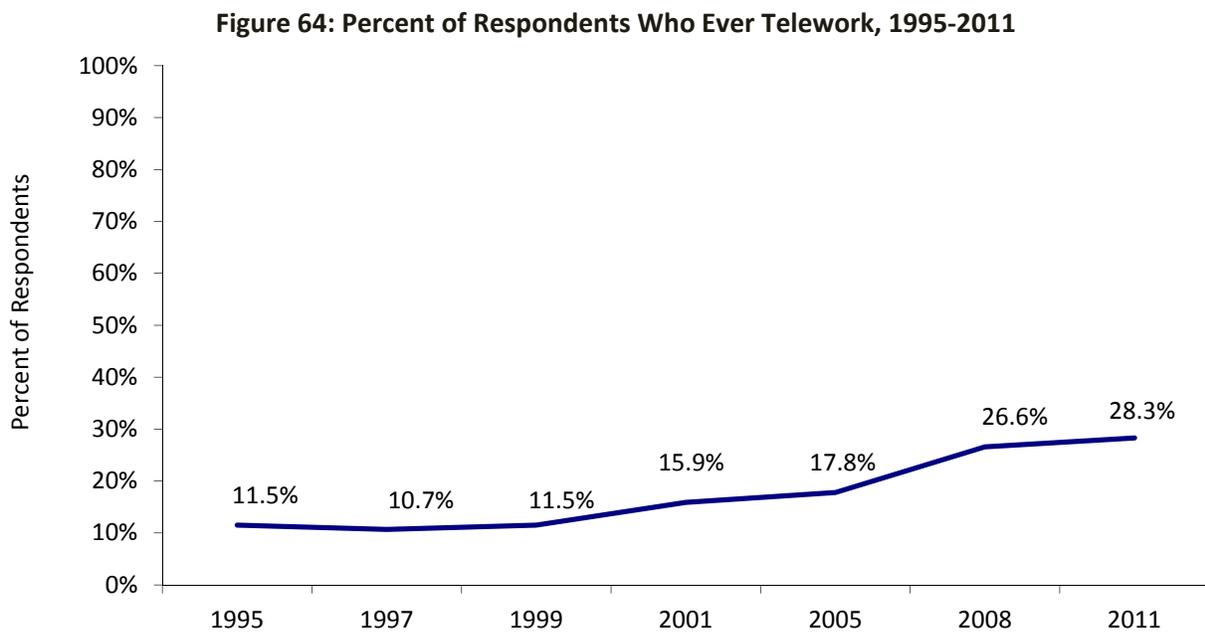
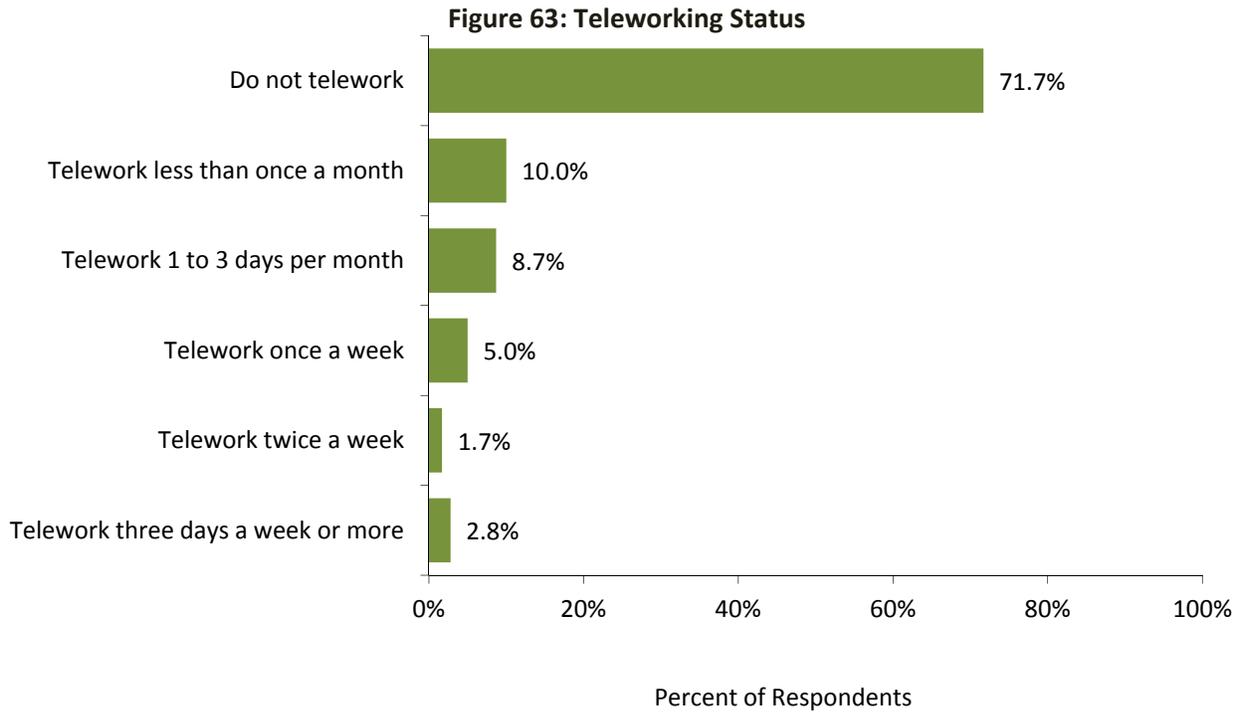


Figure 65: Percent of Respondents Who Worked at Home the Day They Completed the Survey, 1991-2011

How did you get to work today?	Percent of Respondents								
	2011	2008	2005	2001	1999	1997	1995	1993	1991
Worked at Home	1.9%	1.9%	3.9%	2.6%	3.5%	3.1%	2.3%	2.1%	1.6%
Other Mode	98.1%	98.1%	96.1%	97.4%	96.5%	96.9%	97.7%	97.9%	98.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Note: Surveys were received at the workplace and so it is more likely to be completed at work.

Figure 66: Teleworking Patterns of Respondents, 1995-2011

Employees telework (or telecommute) when they fulfill their job responsibilities by substituting work at home for work commute travel. Do you ever telework? If yes, on average, how often do you telework a month? (Include only full days at home when you did not travel to your work place.)	Percent of Employees						
	2011	2008	2005	2001*	1999	1997	1995
never telecommutes	71.7%	73.4%	82.2%	84.1%	88.5%	89.3%	88.5%
telecommutes less than once a month	10.0%	11.7%	5.9%	5.1%	5.8%	3.0%	3.9%
telecommutes 1 to 3 days a month	8.7%	8.4%	5.9%	5.0%	2.8%	2.8%	3.0%
telecommutes once a week	5.0%	2.3%	2.4%	1.9%	0.9%	1.3%	1.2%
telecommutes twice a week	1.7%	1.9%	1.4%	2.1%	1.0%	1.3%	0.8%
telecommutes 3 days a week or more	2.8%	2.3%	2.1%	1.7%	1.6%	2.2%	2.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**In 2001, the question about telecommuting was limited to “teleworking” in the last 3 months. In previous years, and the current year, the surveys asked how often respondents ever telecommute.*

The 2011 survey provided respondents with a list of incentives and resources their employer might provide to encourage alternative modes of transportation. Respondents were asked to indicate if their employer provided the resource, and how frequently they used it if it was provided.

Over half of survey respondents reported that their employers provided bike racks, and 4 in 10 said their employer provided showers and changing facilities. Approximately one-third were provided with an Eco-Pass, walk/bike to work participation or flextime. Less than 3% of employees indicated their employer subsidized vanpool or transit fares, provided pre-tax benefits for transit or vanpool or provided eGo CarShare memberships.

Those who reported their employer offered an incentive were then asked whether they themselves had ever used that incentive. The most used of these resources and incentives were the flextime, Eco-Pass and telecommute options; two-thirds or more of those who were given these options had used them at least once in the last six months. The compressed work week option was also used by almost two-thirds of those employees for whom it was provided.

Figure 67: Employer Provided Incentives and Use of Incentives

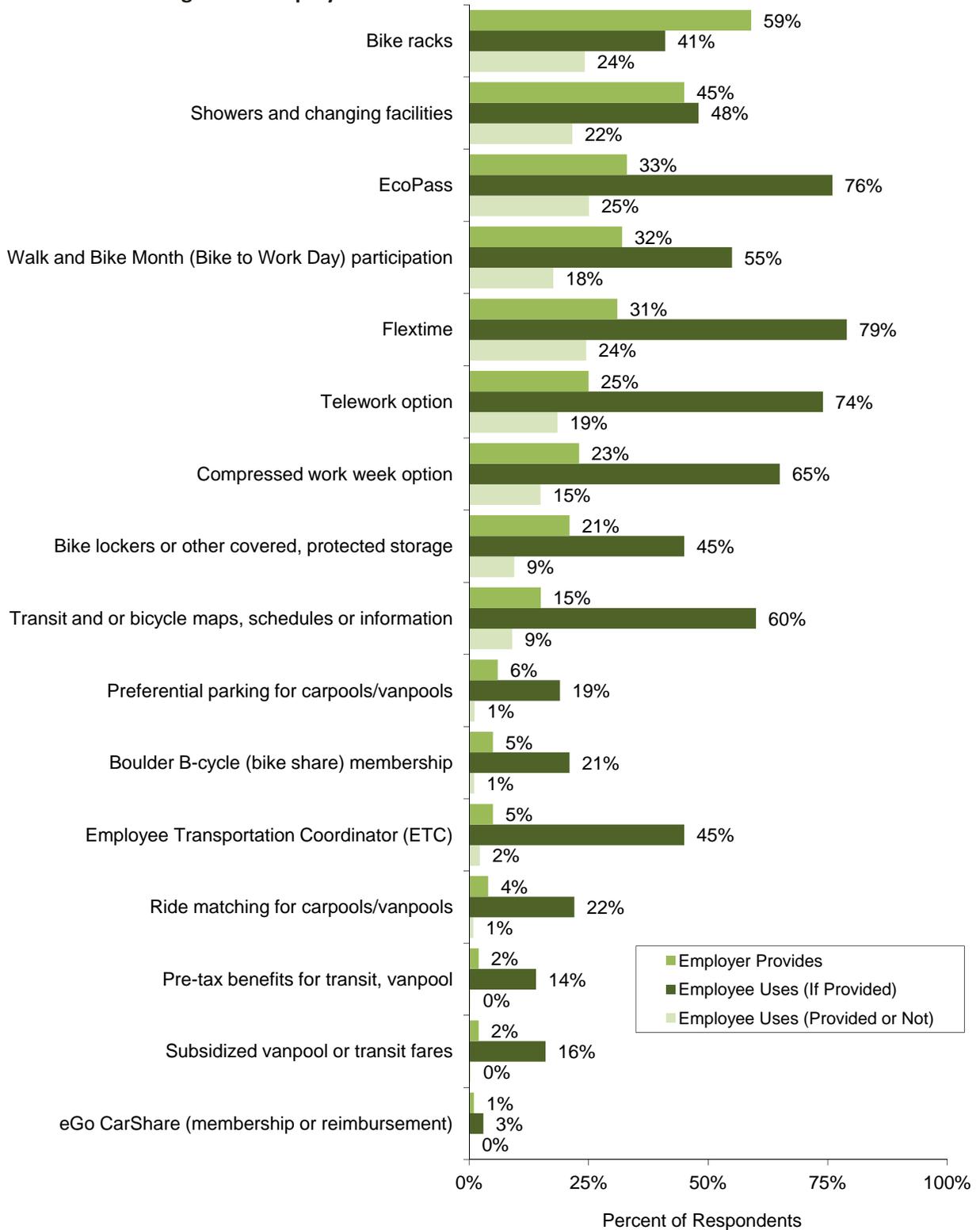


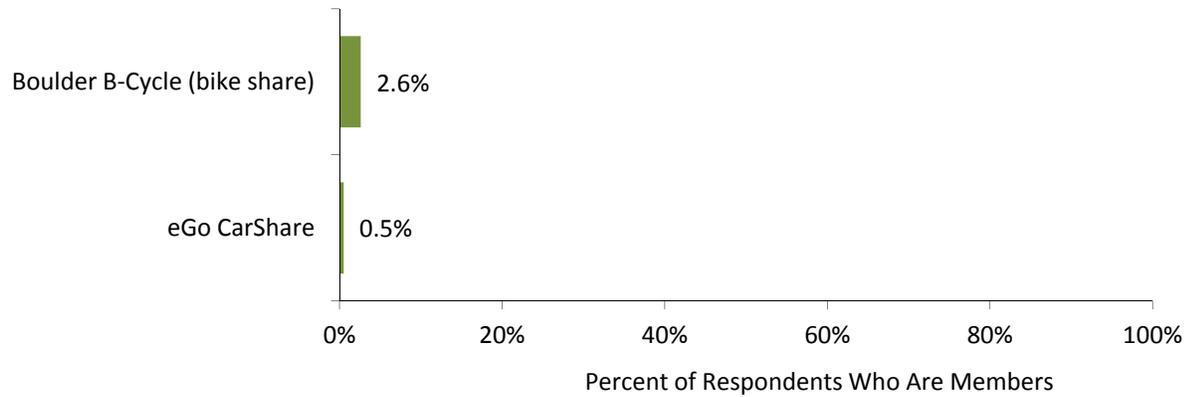
Figure 68: Employer Provided Transportation Incentives, 2008-2011

For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.	Employer Provides		Employee Uses (If Provided)		Employee Uses (Provided or Not)	
	2011	2008	2011	2008	2011	2008
Bike racks	59%	57%	41%	34%	19%	24%
Showers and changing facilities	45%	43%	48%	35%	15%	22%
EcoPass	33%	36%	76%	61%	22%	25%
Walk and Bike Month (Bike to Work Day) participation	32%	31%	55%	46%	14%	18%
Flextime	31%	33%	79%	78%	26%	24%
Telework option	25%	22%	74%	76%	17%	19%
Compressed work week option	23%	19%	65%	66%	13%	15%
Bike lockers or other covered, protected storage	21%	20%	45%	48%	10%	9%
Transit and or bicycle maps, schedules or information	15%	16%	60%	40%	6%	9%
Preferential parking for carpools/vanpools	6%	2%	19%	34%	1%	1%
Employee Transportation Coordinator (ETC)	5%	3%	45%	44%	1%	2%
Boulder B-cycle (bike share) membership	5%	N/A	21%	N/A	N/A	1%
Ride matching for carpools/vanpools	4%	4%	22%	28%	1%	1%
Subsidized vanpool or transit fares	2%	2%	16%	24%	0%	0%
Pre-tax benefits for transit, vanpool	2%	2%	14%	10%	0%	0%
eGo CarShare (membership or reimbursement)	1%	N/A	3%	N/A	N/A	0%

eGo CarShare and Boulder B-Cycle (Bike Share) Membership

Very few respondents were members of either Boulder B-Cycle (3%) or eGo CarShare (<1%).

Figure 69: Membership in eGo CarShare and Boulder B-Cycle



Child Transportation Issues

Parents whose children live at home often are responsible for providing transportation for that child to and from school or day care, and will combine this trip with the work commute. This can constrain the travel mode choice for the commute of working parents.

About one in five survey respondents said they were responsible, at least some of the time, for transporting a child or children to and from child care or school. Eight percent of all respondents said they had transported a child or children on the day of the survey.

Of those who had child transportation responsibilities the day they completed the survey, 94% used a private vehicle (alone or with others, who may have been the children they were transporting) for the work commute, while only 76% of those who did not have child transportation responsibilities did so. This means that only 6% of those who had child transportation responsibilities on the day of the survey used an alternate mode compared to 24% of those who did not have child transportation responsibilities (see Figure 74 and Figure 75 on the next page).

Figure 70: Responsibility for Child Transportation

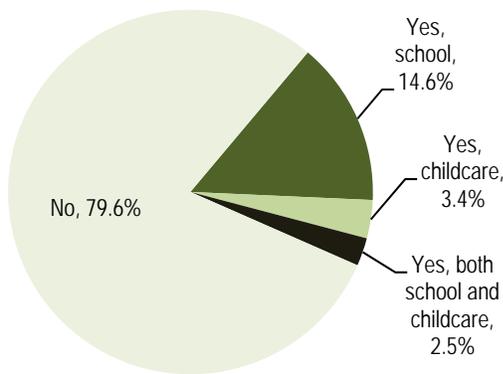


Figure 71: Child Transportation on Survey Day

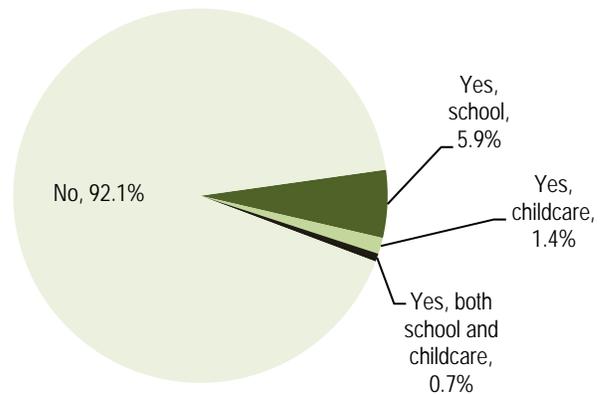


Figure 72: Responsibility for Transportation of Children to or from School or Child Care, 2001-2011

Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?	Percent of All Employees			
	2011	2008	2005	2001
Responsible for transportation of children to school or child care at least some of the time	20.4%	21.3%	21.3%	22%
Not responsible for transportation of children	79.6%	78.7%	78.7%	78%
TOTAL	100.0%	100.0%	100.0%	100.0%

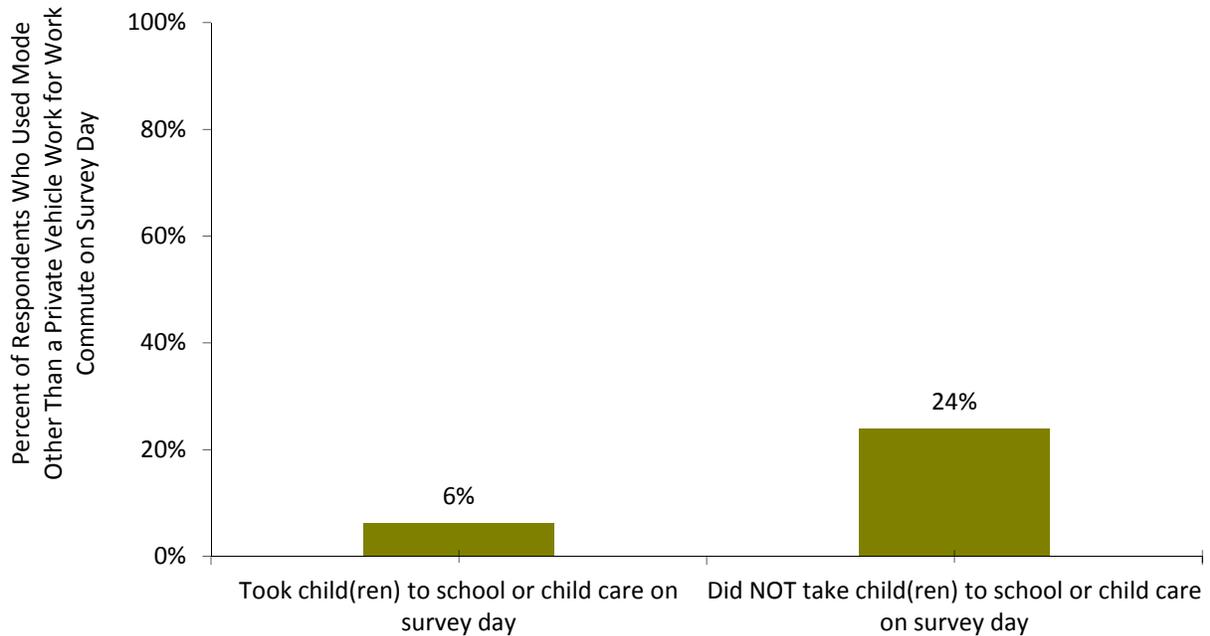
Figure 73: Took Child(ren) to or from School or Child Care on Survey Day, 1999-2011

Did you take your child(ren) to school or child care today?	Percent of All Employees				
	2011	2008	2005	2001	1999
Took child(ren) to school or child care today	7.9%	12.4%	10.5%	7.2%	7.9%
Did not transport child(ren) today	92.1%	87.6%	89.5%	92.8%	92.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 74: Commute Mode on Survey Day by Those Who Took Child(ren) to Child Care

Primary mode used for work commute on day completed survey	Did you take your child(ren) to school or child care today?	
	Yes	No
Drove alone	86.1%	70.1%
Drove with at least one other person	7.6%	5.9%
Walked	.0%	4.4%
Biked	1.4%	5.8%
Rode a bus or buses	0.7%	6.9%
Multi-mode	0.7%	4.8%
Worked at home	2.1%	1.6%
Other	1.4%	0.4%
Total	100.0%	100.0%

Figure 75: Proportion of Respondents Using Mode Other Than Driving Alone or With Others for the Work Commute on Survey Day by Whether Transported Children



Appendix A: Complete Set of Survey Responses

The following pages contain a complete set of responses to each question on the survey.

Question 1

How did you get to work today?	Percent of Respondents*
Drove alone	74.3%
Drove with at least one other person	6.7%
Walked	5.1%
Biked	7.3%
Rode a bus or buses	9.0%
Carried a bike on a bus or buses	1.7%
Used a Park-n-Ride	.3%
Worked at home	1.9%
Other	.7%

* Percents may add to more than 100% as respondents could give more than one answer.

Question 1: Primary Mode of Transportation

How did you get to work today?	Percent of Respondents
Drove alone	71.4%
Drove with at least one other person	6.1%
Walked	3.9%
Biked	5.5%
Rode a bus or buses	6.5%
Multi-mode	4.4%
Worked at home	1.6%
Other	.5%
Total	100.0%

Question 2

About how far is your home from work?	Percent of Respondents
1 mile or less	11.0%
2-5 miles	30.6%
6-10 miles	15.1%
11-15 miles	15.5%
16-20 miles	11.7%
more than 20 miles	16.2%
Total	100.0%
AVERAGE DISTANCE	11.7 miles

Question 3

About what time did you leave home for work today?	Percent of Respondents
12:00am (midnight)	.1%
1:00am	.3%
2:00am	.0%
3:00am	.2%
4:00am	1.1%
5:00am	7.5%
6:00am	12.1%
7:00am	31.1%
8:00am	23.9%
9:00am	8.2%
10:00am	4.5%
11:00am	2.1%
12:00pm (noon)	2.9%
1:00pm	.9%
2:00pm	1.0%
3:00pm	2.7%
4:00pm	.5%
5:00pm	.4%
6:00pm	.2%
7:00pm	.0%
8:00pm	.1%
9:00pm	.0%
10:00pm	.0%
11:00pm	.0%
Total	100.0%

Question 4

Did you come straight to work from home today?	Percent of Respondents
Yes	77.7%
No	22.3%
Total	100.0%

Question 4a

About how many minutes did it take?	Percent of Respondents Who Came Straight to Work from Home
5 minutes or less	11.7%
6 to 10 minutes	16.8%
11 to 15 minutes	13.9%
16 to 20 minutes	15.1%
21 to 25 minutes	10.0%
26 to 30 minutes	9.3%
31 to 45 minutes	14.6%
46 to 60 minutes	5.7%
more than 60 minutes	2.9%
Total	100.0%
AVERAGE DURATION	23.2 minutes

Question 4b

How many stops did you make on your way to work?	Percent of Respondents Who Made Stops on Way to Work
1	75.5%
2	19.6%
3	2.8%
4	2.1%
Total	100.0%
AVERAGE NUMBER OF STOPS	1.3 stops

Question 5

Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Respondents
0	56.4%
1	24.2%
2	12.4%
3	4.3%
4	1.4%
5	.5%
6	.1%
7	.0%
8	.2%
10	.3%
12	.0%
20	.1%
Total	100.0%
AVERAGE NUMBER OF STOPS ALL RESPONDENTS	0.8 stops
AVERAGE NUMBER OF STOPS RESPONDENTS WHO MADE ANY STOPS	1.8 stops

Question 6

About what time do you usually arrive at work?	Percent of Respondents
12:00am (midnight)	.3%
1:00am	.0%
2:00am	.0%
3:00am	.3%
4:00am	.7%
5:00am	2.0%
6:00am	9.0%
7:00am	23.7%
8:00am	30.1%
9:00am	15.2%
10:00am	5.8%
11:00am	2.5%
12:00pm (noon)	2.4%
1:00pm	1.3%
2:00pm	1.5%
3:00pm	2.1%
4:00pm	2.2%
5:00pm	.4%
6:00pm	.0%
7:00pm	.1%
8:00pm	.4%
9:00pm	.0%
10:00pm	.0%
11:00pm	.0%
Total	100.0%

Question 7

About what time do you usually leave work?	Percent of Respondents
12:00am (midnight)	.9%
1:00am	.6%
2:00am	.1%
3:00am	.3%
4:00am	.2%
5:00am	.2%
6:00am	1.0%
7:00am	.6%
8:00am	1.0%
9:00am	.3%
10:00am	.0%
11:00am	.2%
12:00pm (noon)	.9%
1:00pm	1.7%
2:00pm	3.7%
3:00pm	7.7%
4:00pm	13.9%
5:00pm	37.8%
6:00pm	15.5%
7:00pm	3.6%
8:00pm	1.2%
9:00pm	4.4%
10:00pm	1.9%
11:00pm	2.0%
Total	100.0%

Question 8

During a typical work week, how many days do you commute to work in each of the ways listed below?	Percent of Commute Trips
Drive alone	61.8%
Drive with at least one other person	10.3%
Multi-mode (e.g., car then bus, bike then bus, etc.)	2.8%
Walk	4.4%
Bike	8.4%
Ride a bus(es)	7.8%
Compressed work week	2.0%
Work at home	2.4%
Other	.2%

Question 9

Does your job allow you to work a compressed work week? (For example, working 40 hours in four days or 80 hours in nine days)	Percent of Respondents
Yes	24.0%
No	76.0%
Total	100.0%

Question 10

On average, how often do you telework (work at home instead of going into the office) a month? (Include only full days at home when you did not travel to your work place.)	Percent of Respondents
Never	71.7%
Less than once a month	10.0%
1 to 3 days per month	8.7%
Once a week	5.0%
Twice a week	1.7%
Three days a week or more	2.8%
Total	100.0%

Question 11

How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute	Percent of Respondents
0	31.8%
1	23.1%
2	35.5%
3	1.5%
4	3.7%
5	1.4%
6	1.0%
7	.1%
8	.5%
9	.0%
10	1.0%
12	.0%
15	.1%
16	.1%
20	.1%
Total	100.0%
AVERAGE NUMBER OF TRIPS ALL RESPONDENTS	1.5 trips
AVERAGE NUMBER OF TRIPS RESPONDENTS WHO MADE ANY TRIPS	2.1 trips

Question 12

Please indicate how many times you used each of the following modes.	Percent of Workday Trips
Drove alone	62.2%
Drove with at least one other person	12.0%
Used eGo CarShare	.0%
Multi-mode (e.g., car then bus, bike then bus, etc.)	.7%
Biked	6.5%
Used Boulder B-cycle	.1%
Walked	11.6%
Rode a bus(es)	6.5%
Other	.4%

Question 13

Does your job require you to run errands or attend meetings away from the work site?	Percent of Respondents
Yes	50.6%
No	49.4%
Total	100.0%

Question 14

If yes, about how often are you required to do so?	Percent of Respondents
Daily	9.8%
Several times a week	33.4%
About once a week	17.8%
About once every two weeks	14.6%
About once a month	11.5%
Less than once a month	9.4%
Other	3.5%
Total	100.0%

Question 15

If you run errands or attend meetings for your job, is there a work vehicle available to you or must you provide your own transportation?	Percent of Respondents*
I must use my own vehicle or other means of transportation	86.0%
I use an employer-provided vehicle	15.9%
I use an employer-provided bicycle	1.8%
I use eGo CarShare	.2%
I use Boulder B-cycle	.6%
Other	7.6%

* Percents may add to more than 100% as respondents could give more than one answer.

Question 16

If you drove a car to work today, where did you park?	Percent of Respondents
Public lot or structure with a permit	11.7%
Public lot or structure with cash payment	.7%
Private lot or parking space, no charge	73.9%
Street with meter	.7%
Residential street, no meter	6.0%
Other	7.0%
Total	100.0%

Question 17

When you drive to work, what type of parking space do you usually park in?	Percent of Respondents
Parking lot or structure with permit	14.1%
Parking lot or structure with cash payment	.5%
Parking lot, structure or parking space, no charge	67.7%
Street with meter	.7%
Residential street, no meter	6.6%
Residential street with a permit (NPP)	.8%
Other	3.4%
I don't usually drive to work	6.3%
Total	100.0%

Question 18

Generally, who pays for employee parking at your organization?	Percent of Respondents
Free parking is provided by employer or landlord	88.1%
Employees pay for their own parking	7.1%
Employer pays for employee parking (e.g., reimbursement or permit)	4.1%
Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	.6%
Total	100.0%

Question 19

How much do you estimate you will spend on employee parking for your work commute in the year 2011?	Percent of Respondents
None (\$0)	93.4%
less than \$50	2.4%
\$50 to \$100	1.5%
\$101 to \$200	.5%
\$201 to \$500	1.0%
more than \$500	1.2%
Total	100.0%

Question 20

Do you have an Eco-Pass, the annual pass which allows you to ride RTD buses and the Community Transit Network buses (e.g., SKIP, HOP, JUMP, etc.) for no additional charge?	Percent of Respondents
yes, a CU student Buff OneCard	3.3%
yes, a CU faculty/staff Buff OneCard	2.1%
yes, a downtown EcoPass	6.4%
yes, through my employer	19.1%
yes, through my neighborhood	2.4%
no	66.7%
Total	100.0%

Question 21

Do you ever ride a bus to work?	Percent of Respondents
Yes	33.5%
No	66.5%
Total	100.0%

Question 22

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?	Percent of Respondents
None (0)	76.8%
1 or 2	12.0%
3 or 4	5.8%
5 to 8	3.7%
8 or more	1.7%
Total	100.0%

Question 23

During the last year, about how many times have you been to Denver International Airport?	Percent of Respondents
None	12.4%
One or more times	87.6%
Total	100.0%

Question 23b

Transportation to and from DIA	Percent of DIA Trips
Of these trips, how many did you have someone else drop you off...	30.1%
Of these trips, how many did you drive and park...	41.9%
Of these trips, how many did you take commercial van service...	2.5%
Of these trips, how many did you take skyRide and paid fare (paid on own, paid by employer)...	10.2%
Of these trips, how many did you take skyRide with EcoPass	15.3%

Question 24

Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?	Percent of Respondents
Yes, school	14.6%
Yes, childcare	3.4%
Yes, both school and childcare	2.5%
No	79.6%
Total	100.0%

Question 25

Did you take your child(ren) to school or child care today?	Percent of Respondents
Yes, school	28.7%
Yes, childcare	6.8%
Yes, both school and childcare	3.5%
No	61.1%
Total	100.0%

Question 26

Are you employed at another job?	Percent of Respondents
yes, an additional full-time job	1.5%
yes, one or more additional part-time jobs	14.8%
no, I am not employed at any other jobs	83.7%
Total	100.0%

Question 27

Are you a full or part-time employee?	Percent of Respondents
Full-time	77.6%
Part-time	22.4%
Total	100.0%

Question 28

What category best describes your typical work schedule?	Percent of Respondents
Monday through Friday, daytime	65.6%
Monday through Friday, evenings	1.9%
Weekends	3.2%
Rotating/variable schedule	16.7%
Other	12.6%
Total	100.0%

Question 29

What category best describes your job?	Percent of Respondents
Retail/sales	13.5%
Service/restaurant/delivery	17.4%
Manufacturing/production/high-tech	9.8%
Office (professional, business, administrative, support)	35.6%
Medical/dental	10.0%
Construction/trades/laborer	2.7%
Other	11.1%
Total	100.0%

Question 30

What is your hourly pay rate at this job?	Percent of Respondents
\$7.00 per hour or less	2.5%
\$7.01 to \$10.00 per hour	9.7%
\$10.01 to \$12.00 per hour	9.5%
\$12.01 to \$15.00 per hour	14.1%
\$15.01 to \$20.00 per hour	17.9%
\$20.01 to \$25.00 per hour	13.7%
\$25.01 to \$50.00 per hour	23.1%
\$50.01 or more per hour	9.5%
Total	100.0%

Question 31: Employer Provides

For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.	Yes	No	Total
Ride matching for carpools/vanpools	4%	96%	100%
EcoPass	33%	67%	100%
Subsidized vanpool or transit fares	2%	98%	100%
Pre-tax benefits for transit, vanpool	2%	98%	100%
Transit and or bicycle maps, schedules or information	15%	85%	100%
Bike racks	59%	41%	100%
Bike lockers or other covered, protected storage	21%	79%	100%
Showers and changing facilities	45%	55%	100%
Telework option	25%	75%	100%
Compressed work week option	23%	77%	100%
Flextime	31%	69%	100%
Employee Transportation Coordinator (ETC)	5%	95%	100%
Walk and Bike Month (Bike to Work Day) participation	32%	68%	100%
Preferential parking for carpools/vanpools	6%	94%	100%
Boulder B-cycle (bike share) membership	5%	95%	100%
eGo CarShare (membership or reimbursement)	1%	99%	100%

Question 31: Used in Last 6 Months

For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.*	Yes	No	Total
Ride matching for carpools/vanpools	22%	78%	100%
EcoPass	76%	24%	100%
Subsidized vanpool or transit fares	16%	84%	100%
Pre-tax benefits for transit, vanpool	14%	86%	100%
Transit and or bicycle maps, schedules or information	60%	40%	100%
Bike racks	41%	59%	100%
Bike lockers or other covered, protected storage	45%	55%	100%
Showers and changing facilities	48%	52%	100%
Telework option	74%	26%	100%
Compressed work week option	65%	35%	100%
Flextime	79%	21%	100%
Employee Transportation Coordinator (ETC)	45%	55%	100%
Walk and Bike Month (Bike to Work Day) participation	55%	45%	100%
Preferential parking for carpools/vanpools	19%	81%	100%
Boulder B-cycle (bike share) membership	21%	79%	100%
eGo CarShare (membership or reimbursement)	3%	97%	100%

**Responses are only from those who reported their employer provided the incentive.*

Question 32

At present, how many motorized vehicles - cars, vans, or light trucks - does your household have the use of?	Percent of Respondents
.00	4.0%
1.00	27.2%
2.00	40.3%
3.00	20.0%
4.00	6.3%
5.00	1.2%
6.00	.2%
7.00	.1%
8.00	.5%
9.00	.1%
12.00	.1%
15.00	.0%
20.00	.0%
Total	100.0%
AVERAGE NUMBER OF MOTOR VEHICLES	2.1

Question 33

Is a car or other motor vehicle usually available to you for commuting to work?	Percent of Respondents
Yes	88.8%
No	11.2%
Total	100.0%

Question 34

Is a bicycle usually available to you for commuting to work?	Percent of Respondents
Yes	62.6%
No	37.4%
Total	100.0%

Question 35

Are you a member of eGo CarShare?	Percent of Respondents
Yes	.5%
No	99.5%
Total	100.0%

Question 36

Are you a member of Boulder B-cycle (bike share)?	Percent of Respondents
Yes	2.6%
No	97.4%
Total	100.0%

Question 37

Where do you live?	Percent of Respondents
Boulder (within the city limits)	39.4%
Unincorporated Boulder County	8.7%
Ward/Nederland/Jamestown	2.3%
Lyons	.4%
Superior	.9%
Lafayette	5.2%
Louisville	5.2%
Longmont	13.4%
Erie	2.4%
Broomfield	3.9%
Westminster	3.9%
Arvada	.9%
Denver or other metro-area suburb	5.7%
Berthoud/Loveland/Fort Collins	1.4%
Weld County	1.3%
Other	5.0%
Total	100.0%

Question 38

What is your home zip code?	Percent of Respondents
80301	11.5%
80304	10.1%
80305	8.5%
80303	7.8%
80302	7.6%
80503	7.5%
80027	6.0%
80501	5.2%
80026	5.1%
80504	3.7%
80020	2.7%
80516	2.3%
80031	2.0%
80021	1.4%
80229	1.1%
80422	1.1%
80023	1.0%
80466	1.0%
80241	.9%
80403	.8%
80513	.7%
80234	.6%
80310	.6%
80209	.5%
80211	.5%
80233	.5%
80005	.4%
80202	.4%
80203	.4%
80538	.4%
80540	.4%
80003	.3%
80205	.3%
80218	.3%
80260	.3%
80401	.3%
80542	.3%
80602	.3%
50302	.2%

What is your home zip code?	Percent of Respondents
80004	.2%
80022	.2%
80206	.2%
80421	.2%
80455	.2%
80537	.2%
80601	.2%
80640	.2%
80007	.1%
80030	.1%
80033	.1%
80113	.1%
80120	.1%
80122	.1%
80127	.1%
80204	.1%
80210	.1%
80212	.1%
80215	.1%
80219	.1%
80221	.1%
80223	.1%
80224	.1%
80228	.1%
80230	.1%
80231	.1%
80237	.1%
80514	.1%
80524	.1%
80526	.1%
80530	.1%
80534	.1%
80543	.1%
80550	.1%
80621	.1%
80623	.1%
80634	.1%
80651	.1%
80904	.1%
80012	.0%

What is your home zip code?	Percent of Respondents
80025	.0%
80032	.0%
80121	.0%
80214	.0%
80216	.0%
80220	.0%
80222	.0%
80227	.0%
80235	.0%
80236	.0%
80307	.0%
80465	.0%
80474	.0%
80502	.0%
80521	.0%
80544	.0%
Total	100.0%

Question 40

Does your household include childrent under the age of 16?	Percent of Respondents
no	75.9%
yes	24.1%
Total	100.0%

Vehicle Ratio

Ratio of vehicles to household members age 16 or older.	Percent of Respondents
less than one vehicle per hh member age 16+	26.2%
one vehicle per hh member age 16+	57.5%
more than one vehicle per hh member age 16+	16.4%
Total	100.0%

Question 41

Are you a student at CU Boulder?	Percent of Respondents
Yes, an undergraduate student	4.8%
Yes, a graduate student	1.9%
No	93.3%
Total	100.0%

Question 42

How much do you anticipate your household's total income before taxes will be for 2011?	Percent of Respondents
Less than \$10,000	3.5%
\$10,000 to \$19,999	4.9%
\$20,000 to \$29,999	7.5%
\$30,000 to \$39,999	12.3%
\$40,000 to \$49,999	8.4%
\$50,000 to \$74,999	19.0%
\$75,000 to \$99,999	15.5%
\$100,000 to \$149,999	17.4%
\$150,000 or more	11.5%
Total	100.0%

Question 43

In which category is your age?	Percent of Respondents
Under 18	.2%
18-24 years	12.9%
25-34 years	24.6%
35-44 years	17.9%
45-54 years	23.9%
55-64 years	17.2%
65 years or older	3.2%
Total	100.0%

Question 44

What is your gender?	Percent of Respondents
Female	59.5%
Male	40.5%
Total	100.0%

Appendix B: Verbatim Answers to “Other, Specify” Responses

Following are verbatim responses to open-ended questions. Because these responses were written by survey participants, they are presented here in verbatim form, including any typographical, grammatical or other mistakes. Within each question the responses are in alphabetical order.

Q1: HOW DID YOU GET TO WORK TODAY? “OTHER” RESPONSES

- home base
- home based
- rode a motorcycle
- carried bike to use to get home
- light rail
- light rail
- work from home
- No work today
- drove/biked
- Rode a moped
- Work at home; use conference room occasionally
- I'm home and laid off for the season
- Motorcycle
- motor scooter
- Rode 50cc scooter

Q14: IF YES, (DOES YOUR JOB REQUIRE YOU TO RUN ERRANDS OR ATTEND MEETINGS AWAY FROM THE WORK SITE?) ABOUT HOW OFTEN ARE YOU REQUIRED TO DO SO? “OTHER” RESPONSES

- twice weekly
- just a few time/yr
- every 2-3 months
- random
- once a year
- 12
- 2 a year
- twice a year
- never
- 1-3 x year
- 2 a year
- once in a blue moon
- 3x a year
- about every 2 months
- for outreach events that vary throughout the year
- every 6 months
- varies seasonally from none to several
- Some times work at home, sometimes on the road in a van with 4-5 others
- 5 days a week for one week each month
- 1-3 times
- 1x quarterly
- to/from post office
- a few times a year
- 7
- about twice a year
- 3-4 times a year
- 3 times a year

Q15: IF YOU RUN ERRANDS OR ATTEND MEETINGS FOR YOUR JOB, IS THERE A WORK VEHICLE AVAILABLE TO YOU OR MUST YOU PROVIDE YOUR OWN TRANSPORTATION? "OTHER" RESPONSES

- Use personal vehicle, sometimes, city vehicle when available
- Bicycle
- Bike
- Walk
- I walk
- Bus
- bus - eco pass
- ride w/other employees
- walk or take the bus
- both work vehicle or my own
- I choose to use my own vehicle
- Both, employers if it is available
- I use my own vehicle, however an employer's car is also provided
- bus or bike
- Bus
- Public bus
- I use my own and company car
- bike, walk, bus
- Ride the bus
- yes, downtown - which is not convenient
- I can use my own car or schedule a fleet car, or use a employer-provided bike, or use B-cycle
- My bike
- my bike
- bus
- Ride with my employer
- Walk
- Walk
- Walk
- National and International Travel
- i walk
- bus
- I walk
- Bus system
- I also walk or take the bus
- MY OWN BIKE OR BUS OR MY CAR
- I use my own bike
- There is a Boulder B-Cycle but I did not ride it
- I walk
- Walk
- My own bicycle I keep at work.
- I get a ride with a co-worker

Q16: IF YOU DROVE A CAR TO WORK TODAY, WHERE DID YOU PARK? "OTHER" RESPONSES

- Varies
- Didn't drive
- public lot no permit necessary
- public lot no charge, no permit
- property parking
- private lot have to pay
- public lot free shopping center
- unless not available then street parking
- with permit
- Parking garage
- free parking lot
- company parking lot
- street
- company parking lot
- Didn't drive
- took the bus
- Public-No Permit
- public lot no payment
- public lot no payment
- mall parking lot
- public lot no charge
- at work
- don't drive
- residential lot parking
- company parking lot
- I take the bus
- I take the bus
- parking lot free
- don't drive
- walked
- I didn't drive to work
- Work at home
- employer parking lot
- Parked at home
- business area-no meter
- did not drive
- University lot; charged a monthly fee
- Employer parking lot with (highly overpriced) permit
- Did not drive
- Didn't drive
- do not drive
- Work at Home
- parking lot
- I don't drive
- Assigned spot in DA parking lot
- Na
- telecommuted today (redundant question with # 24)
- did not drive
- Public lot
- I did not work today
- none, bus everyday
- scooter
- did not drive
- park n ride
- don't drive
- did not
- don't have a car
- store parking
- residential street w/permit
- scooter on sidewalk
- no drive
- I did not drive
- public on weekends only
- work parking lot
- 2hr parking because its only till 6pm
- reserved spot paid by employer
- private paid parking
- ...and I hate it.
- did not drive
- Rode bus
- Private lot, leased spot
- Rented Church parking space
- private structure with a permit
- Public Lot, no charge
- N/A - Used RTD Bus
- Private Spot - Leased by Company
- did not drive today
- didn't drive to work today.
- Don't own a car
- 500cc scooters can park on the sidewalk - that's a real important benefit!
- 3 hour parking
- N/A
- Company lot
- Park and Ride
- Commuter Parking Pass
- don't drive
- private lot with a permit and monthly fee

Q17: WHEN YOU DRIVE TO WORK, WHAT TYPE OF PARKING SPACE DO YOU USUALLY PARK IN? “OTHER”

RESPONSES

- public lot no permit
- property parking
- same as above
- private lot
- public free lot in shopping center
- parking lot
- private parking lot
- parking garage
- parking lot
- private parking lot
- company parking lot
- private lot
- public lot no payment
- mall parking lot
- work property
- company parking lot
- walked
- back alley
- private lot
- job site
- private lot
- normal parking
- business area--no meter
- Free, on-site parking lot.
- depends on job site
- Dexofon Records work is largely at home, but my work as a freelance musician requires lots of solo driving, and my touring is in a van (see above)
- I don't drive
- I never drive to work
- DA parking lot
- na
- private lot owned by my work
- street with meter sundays only
- store parking lot
- work lot
- 2/3 hr parking
- reserved spot paid by employer
- Private parking at work
- private paid parking
- because the parking garage monthly pass guys are horrible to work with
- Park-n-Ride
- Private lot, leased spot
- Rented church parking space
- private structure with a permit
- Private Spot - Leased by Company
- Businesses parking lot
- I drive maybe 2x a year; park on street, no meter, then take HOP to work
- Don't own a car
- see above
- 3 hour parking
- private lot
- Street Parking with Commuter Parking Pass

Q28: WHAT CATEGORY BEST DESCRIBES YOUR TYPICAL WORK SCHEDULE? “OTHER” RESPONSES

- t-s, daytime
- 7days 24/7 as needed
- Mon-Sat
- mon-sun
- mon-sat
- 7 days
- Some Saturdays
- Tues and Thurs
- depends on time of year
- m,t,sat,sun-13 hr. days
- sun,am, wed thurs,sat
- Mondays and Tuesdays
- mon, wed, fri
- 7 days a week
- Monday - Thursday
- Saturdays
- some weekends also
- Sat eves
- M-F 7:30a-6:30p,sat time varies
- mon-sat 8:30-8
- every 3rd Sat.
- Monday - Saturday morn. To even.
- m-t-th
- Saturdays Jan-April
- Mon-Thur Daytime
- T,W,Th
- Mon-Sat daytime
- mon wed fri
- varies
- mon-sat daytime
- m w f evenings
- tues-thurs wed/fri
- m/w/f
- tues-fri daytime
- 7 days a week
- some weekends
- wed/fri
- afternoon
- m-thurs daytime
- mon-thurs daytime
- tues-sat days
- mon tues weds daytime
- m-thur 730 - 500
- tues-sat daytime
- tues-thur
- some Saturday mornings
- m w f/sat daytime
- tues-fri
- m-f evenings sat evenings
- m t w f s daytime & evenings
- sun-thur evenings
- mon-sun
- mon-thurs
- weekends and some weekdays
- week 1;3 eve. Shift and (overnight) 2 weekends. Week 2; 1 day weekend, 2 eve. And 1 night
- wed - sun
- m-th daytime
- mon-fri varies
- mon tues wed fri
- 4 days mon - thurs
- wed - sun evenings
- m w f s daytime
- once during week
- m-Sunday
- mon-thurs
- Monday-Thursday, daytime
- tues wed thurs sat sun
- tues/wed evening thur/fri morning
- tues thru sat
- tues-sat
- tues-sat daytime
- tues-sat 10-6
- tues thurs fri days
- tues-sat
- tues-sat days
- tues-sat daytime
- everyday
- business owner operator 7 days a week
- 7days
- tues-sun daytime
- m-tues thu-fri sun
- 5/4/2009
- self employed drywall finisher
- mon to fri days with some eveninge, some sat
- 40hrs/week fitted in any time 7 days a week
- Monday, Tuesday, Thursday, Friday
- Tuesday through Saturday 9:30 am to 7 pm
- Monday through Thursday

- M - R, Sunday
- 2X/week
- Monday - Thursday, daytime
- Tue - Fri 8:30-3:30
- Mon-Fri or Tues-Sat
- Monday through Thursday, daytime
- MON-THUR
- MWF, daytime
- monday-wed and every other weekend (sat/sun)
- Mon-Sun daytime and evenings
- Tuesday, Wednesday, Thursday
- Monday through Wednesday, daytime
- Mon -thur
- self-employed; may work some each day or not
- self-employed, really 7 days a week
- 1 day per week
- Tuesday through Saturday
- Monday, Wednesday, Friday
- Monday through Thursday, Daytime
- M, t, th, f
- 2 10-hour days/week
- M, T, Th noon -3pm, F 8:30-11:30am
- 3 days per week
- Mon Tues Wed Fri
- monday wednesday friday
- often work weekends off site
- one job is days other is in evenings
- Monday through Thursday
- Mon thru Wed, daytime
- Friday-Tuesday daytime
- Sunday through Friday
- 2 nights, 1 day per week
- Sat-Weds
- tue-sat
- tue-sat
- tue-sav evening
- M T Th F nights
- wed-sat evenings
- Startup... everyday all day
- Monday through Thursday, daytime
- All the time
- Tuesday Through Saturday Day time
- Some weekends
- business owner - 7 days a week
- Thursday through Tuesday
- Tues through Sat days
- Weekdays, nights
- m, w, f
- M-F, daytime and M-W, evenings
- Monday-Friday for full time job, weekends for part time job
- Tues. Wed. Thurs. daytime

Q37: WHERE DO YOU LIVE? "OTHER" RESPONSES

- Aurora
- Bailey, Park County
- Berthoud
- Black Hawk
- Brighton
- Coal Creek Canyon
- Colorado Springs
- commerce city
- Commerce City
- Commerce City
- Eldorado Springs
- Firestone
- Firestone
- firestone
- FireStone
- Frederick
- Frederick
- ft collins
- Gilpin County
- golden

- Golden
 - Golden
 - Golden
 - Golden
 - Golden
 - Greeley
 - Greeley
 - Gunbarrel
 - gunbarrel
 - Gunbarrel
 - Henderson
 - Henderson
 - Henderson
 - Henderson
 - hygiene
 - in my van
 - Lakewood
 - loch buie
 - mead
 - Mead
 - Milliken
 - Morrison
 - Nederland
 - Niwot
 - Niwot
 - Niwot
 - Niwot
 - niwot
 - northglenn
 - northglenn
 - northglenn
 - northglenn
 - northglenn
 - Platteville
 - rural Jefferson county golden gate canyon
 - Thornton
 - Thornton
- Thornton
 - Thornton
 - Thornton
 - Thornton, Co.
 - thornton/adams county
 - Thornton/Westminster
 - Unincorporated Adams County
 - unincorporated Weld County
 - Wheat Ridge
 - Windsor
 - Wondervu

Appendix C: Modal Split by Respondent Characteristics

The tables in this Appendix display modal split of the work commute by selected respondent characteristics. Where differences are statistically significant, they are shaded. In addition, shading has been used to indicate which modes were most likely to have caused the statistically significant differences in the modal split between groups to occur.

Primary work commute mode on day of survey by job classification and wage

Primary work commute mode on day of survey	What category best describes your job?							What is your hourly pay rate at this job?						
	Retail/sales	Service/restaurant/delivery	Manufacturing/production/high-tech	Office (professional, business, administrative, support)	Medical/dental	Construction/trades/laborer	Other	\$10.00 per hour or less	\$10.01 to \$12.00 per hour	\$12.01 to \$15.00 per hour	\$15.01 to \$20.00 per hour	\$20.01 to \$25.00 per hour	\$25.01 to \$50.00 per hour	\$50.01 or more per hour
Drove alone	75%	63%	80%	75%	71%	77%	60%	63%	59%	66%	74%	60%	80%	79%
Drove with at least one other person	3%	7%	4%	3%	22%	0%	7%	8%	2%	5%	4%	21%	4%	3%
Walked	2%	13%	5%	2%	0%	3%	1%	10%	4%	7%	3%	4%	1%	2%
Biked	7%	6%	5%	6%	1%	5%	6%	9%	5%	3%	8%	3%	6%	3%
Rode a bus or buses	9%	8%	1%	8%	3%	4%	3%	4%	14%	14%	6%	8%	2%	2%
Multi-mode	3%	3%	2%	4%	1%	2%	18%	2%	16%	4%	4%	4%	4%	2%
Worked at home	1%	0%	1%	2%	1%	6%	3%	3%	0%	0%	0%	1%	1%	7%
Other	0%	0%	2%	0%	0%	3%	1%	0%	1%	0%	0%	0%	1%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Primary work commute mode on day of survey by job characteristics

Primary work commute mode on day of survey	Number of Employees in Organization					Generally, who pays for employee parking at your organization?				Are you a full or part-time employee?		What category best describes your typical work schedule?	
	1 to 4	5 to 9	10 to 19	20 to 49	50 or more	Free parking is provided by employer or landlord	Employees pay for their own parking	Employer pays for employee parking (e.g., reimbursement or permit)	Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	Full-time	Part-time	Monday through Friday, daytime	Other
Drove alone	68%	82%	78%	72%	81%	86%	53%	68%	41%	83%	76%	83%	68%
Drove with at least one other person	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Walked	0%	4%	4%	6%	4%	2%	3%	5%	0%	5%	4%	1%	9%
Biked	6%	6%	9%	9%	2%	3%	17%	5%	7%	4%	5%	5%	6%
Rode a bus or buses	6%	3%	4%	9%	8%	4%	19%	13%	30%	5%	4%	5%	7%
Multi-mode	4%	3%	4%	3%	5%	4%	7%	4%	6%	2%	10%	3%	7%
Worked at home	12%	2%	0%	0%	0%	0%	1%	4%	16%	1%	0%	1%	2%
Other	4%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Primary work commute mode on day of survey by household and transportation characteristics

Primary work commute mode on day of survey	Ever Transport Children to School and/or Childcare?		Does household include children under age 16?		Ratio of vehicles to household members age 16 or older			EcoPass status		Is a car or other motor vehicle usually available to you for commuting to work?		Is a bicycle usually available to you for commuting to work?	
	yes	no	no	yes	less than one vehicle per hh member age 16+	one vehicle per hh member age 16+	more than one vehicle per hh member age 16+	have Ecopass	do NOT have Ecopass	Yes	No	Yes	No
Drove alone	86%	68%	69%	79%	43%	79%	87%	52%	81%	77%	31%	66%	81%
Drove with at least one other person	6%	6%	6%	7%	13%	4%	2%	9%	5%	7%	3%	7%	5%
Walked	0%	5%	5%	1%	9%	3%	0%	4%	4%	2%	17%	3%	5%
Biked	3%	6%	6%	5%	10%	4%	4%	8%	4%	4%	16%	9%	0%
Rode a bus or buses	2%	7%	7%	5%	18%	2%	4%	17%	1%	4%	23%	7%	5%
Multi-mode	1%	5%	5%	2%	5%	5%	1%	9%	2%	4%	8%	6%	2%
Worked at home	2%	2%	2%	1%	2%	2%	1%	0%	2%	1%	2%	1%	2%
Other	1%	0%	1%	0%	0%	1%	0%	0%	1%	1%	0%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Primary work commute mode on day of survey by annual household income and CU student status

Primary work commute mode on day of survey	How much do you anticipate your household's total income before taxed will be for 2011?									Are you a student at CU Boulder?	
	Less than \$10,000	\$10,000 to \$19,999	\$20,000 to \$29,999	\$30,000 to \$39,999	\$40,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Yes	No
Drove alone	63%	58%	70%	84%	60%	74%	85%	82%	83%	66%	79%
Drove with at least one other person	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Walked	11%	18%	7%	8%	3%	1%	1%	5%	1%	5%	4%
Biked	12%	6%	7%	2%	11%	6%	4%	5%	8%	6%	5%
Rode a bus or buses	6%	9%	7%	3%	17%	14%	3%	4%	2%	4%	6%
Multi-mode	6%	6%	8%	2%	7%	1%	5%	2%	1%	19%	3%
Worked at home	2%	2%	1%	0%	2%	2%	2%	2%	3%	1%	2%
Other	0%	1%	0%	1%	1%	2%	0%	0%	1%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Primary work commute mode on day of survey by demographic characteristics

Primary work commute mode on day of survey	Boulder versus non-Boulder resident		In which category is your age?						What is your gender?	
	Boulder Resident	Non-Boulder Resident	Under 24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years or older	Female	Male
Drove alone	59%	80%	63%	71%	74%	80%	67%	57%	76%	65%
Drove with at least one other person	3%	8%	4%	7%	5%	3%	14%	2%	7%	4%
Walked	10%	0%	7%	3%	3%	1%	8%	4%	3%	6%
Biked	13%	1%	11%	6%	7%	4%	1%	2%	3%	9%
Rode a bus or buses	9%	4%	5%	5%	9%	8%	4%	11%	5%	8%
Multi-mode	4%	5%	11%	7%	2%	1%	3%	5%	5%	4%
Worked at home	2%	1%	0%	0%	0%	3%	2%	18%	1%	3%
Other	1%	1%	0%	0%	0%	1%	1%	0%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Typical work commute mode by job classification and wage

Typical work commute mode	What category best describes your job?							What is your hourly pay rate at this job?						
	Retail/ sales	Service/ restaurant / delivery	Manufac- turing/ production/ high-tech	Office (professional, business, administrative, support)	Medical/ dental	Construction/ trades/ laborer	Other	\$10.00 per hour or less	\$10.01 to \$12.00 per hour	\$12.01 to \$15.00 per hour	\$15.01 to \$20.00 per hour	\$20.01 to \$25.00 per hour	\$25.01 to \$50.00 per hour	\$50.01 or more per hour
No days driving alone	16%	34%	17%	18%	31%	14%	28%	32%	37%	19%	22%	33%	16%	13%
One or more days driving alone	84%	66%	83%	82%	69%	86%	72%	68%	63%	81%	78%	67%	84%	87%
No days carpooling	84%	88%	86%	87%	48%	86%	85%	84%	90%	88%	87%	68%	75%	93%
One or more days carpooling	16%	12%	14%	13%	52%	14%	15%	16%	10%	12%	13%	32%	25%	7%
No days multi-mode	92%	95%	98%	93%	100%	98%	84%	97%	81%	94%	94%	93%	93%	99%
One or more days multi-mode	8%	5%	2%	7%	0%	2%	16%	3%	19%	6%	6%	7%	7%	1%
No days walking	92%	81%	92%	95%	99%	94%	94%	84%	94%	86%	92%	94%	97%	95%
One or more days walking	8%	19%	8%	5%	1%	6%	6%	16%	6%	14%	8%	6%	3%	5%
No days biking	79%	80%	85%	81%	95%	93%	67%	81%	75%	73%	81%	84%	85%	84%
One or more days biking	21%	20%	15%	19%	5%	7%	33%	19%	25%	27%	19%	16%	15%	16%
No days by bus	87%	87%	94%	84%	75%	96%	78%	89%	72%	84%	86%	65%	92%	95%
One or more days by bus	13%	13%	6%	16%	25%	4%	22%	11%	28%	16%	14%	35%	8%	5%

Typical work commute mode by job characteristics

Typical work commute mode	Number of Employees in Organization					Generally, who pays for employee parking at your organization?				Are you a full or part-time employee?		What category best describes your typical work schedule?	
	1 to 4	5 to 9	10 to 19	20 to 49	50 or more	Free parking is provided by employer or landlord	Employees pay for their own parking	Employer pays for employee parking (e.g., reimbursement or permit)	Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	Full-time	Part-time	Monday through Friday, daytime	Other
No days driving alone	20%	18%	18%	24%	26%	16%	35%	30%	39%	21%	23%	21%	27%
One or more days driving alone	80%	82%	82%	76%	74%	84%	65%	70%	61%	79%	77%	79%	73%
No days carpooling	91%	91%	88%	85%	76%	82%	80%	87%	90%	83%	81%	82%	83%
One or more days carpooling	9%	9%	12%	15%	24%	18%	20%	13%	10%	17%	19%	18%	17%
No days multi-mode	98%	98%	97%	91%	92%	94%	92%	87%	88%	96%	88%	95%	92%
One or more days multi-mode	2%	2%	3%	9%	8%	6%	8%	13%	12%	4%	12%	5%	8%
No days walking	96%	92%	92%	87%	94%	95%	90%	95%	90%	92%	92%	96%	85%
One or more days walking	4%	8%	8%	13%	6%	5%	10%	5%	10%	8%	8%	4%	15%
No days biking	85%	80%	82%	75%	84%	84%	72%	89%	78%	87%	80%	83%	77%
One or more days biking	15%	20%	18%	25%	16%	16%	28%	11%	22%	13%	20%	17%	23%
No days by bus	86%	92%	88%	87%	79%	87%	61%	75%	67%	92%	84%	85%	84%
One or more days by bus	14%	8%	12%	13%	21%	13%	39%	25%	33%	8%	16%	15%	16%

Typical work commute mode by household and transportation characteristics'

Typical work commute mode	Ever Transport Children to School and/or Childcare?		Does household include children under age 16?		Ratio of vehicles to household members age 16 or older			Ecopass status		Is a car or other motor vehicle usually available to you for commuting to work?		Is a bicycle usually available to you for commuting to work?	
	yes	no	no	yes	less than one vehicle per hh member age 16+	one vehicle per hh member age 16+	more than one vehicle per hh member age 16+	have Ecopass	do NOT have Ecopass	Yes	No	Yes	No
No days driving alone	10%	25%	25%	17%	50%	15%	10%	36%	16%	17%	66%	26%	17%
One or more days driving alone	90%	75%	75%	83%	50%	85%	90%	64%	84%	83%	34%	74%	83%
No days carpooling	76%	85%	81%	85%	79%	82%	90%	76%	86%	81%	94%	80%	88%
One or more days carpooling	24%	15%	19%	15%	21%	18%	10%	24%	14%	19%	6%	20%	12%
No days multi-mode	96%	93%	93%	96%	94%	93%	95%	85%	98%	94%	90%	92%	97%
One or more days multi-mode	4%	7%	7%	4%	6%	7%	5%	15%	2%	6%	10%	8%	3%
No days walking	99%	91%	91%	97%	85%	95%	96%	90%	93%	95%	73%	92%	93%
One or more days walking	1%	9%	9%	3%	15%	5%	4%	10%	7%	5%	27%	8%	7%
No days biking	91%	79%	79%	89%	71%	84%	90%	68%	88%	83%	69%	71%	100%
One or more days biking	9%	21%	21%	11%	29%	16%	10%	32%	12%	17%	31%	29%	0%
No days by bus	95%	82%	82%	90%	66%	91%	89%	61%	97%	87%	65%	80%	92%
One or more days by bus	5%	18%	18%	10%	34%	9%	11%	39%	3%	13%	35%	20%	8%

Typical work commute mode by annual household income and CU student status

Typical work commute mode	How much do you anticipate your household's total income before taxed will be for 2011?									Are you a student at CU Boulder?	
	Less than \$10,000	\$10,000 to \$19,999	\$20,000 to \$29,999	\$30,000 to \$39,999	\$40,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Yes	No
No days driving alone	35%	36%	21%	22%	34%	17%	22%	10%	21%	38%	21%
One or more days driving alone	65%	64%	79%	78%	66%	83%	78%	90%	79%	62%	79%
No days carpooling	95%	81%	85%	85%	86%	87%	82%	74%	88%	94%	82%
One or more days carpooling	5%	19%	15%	15%	14%	13%	18%	26%	12%	6%	18%
No days multi-mode	89%	97%	94%	98%	93%	95%	91%	92%	99%	82%	94%
One or more days multi-mode	11%	3%	6%	2%	7%	5%	9%	8%	1%	18%	6%
No days walking	81%	78%	86%	86%	94%	97%	96%	91%	96%	88%	93%
One or more days walking	19%	22%	14%	14%	6%	3%	4%	9%	4%	12%	7%
No days biking	75%	84%	80%	84%	72%	81%	83%	82%	81%	70%	82%
One or more days biking	25%	16%	20%	16%	28%	19%	17%	18%	19%	30%	18%
No days by bus	85%	89%	89%	95%	79%	81%	86%	90%	90%	73%	85%
One or more days by bus	15%	11%	11%	5%	21%	19%	14%	10%	10%	27%	15%

Typical work commute mode by demographic characteristics

Typical work commute mode	Boulder versus non-Boulder resident		In which category is your age?						What is your gender?	
	Boulder Resident	Non-Boulder Resident	Under 24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years or older	Female	Male
No days driving alone	28%	19%	28%	22%	21%	18%	24%	45%	22%	24%
One or more days driving alone	72%	81%	72%	78%	79%	82%	76%	55%	78%	76%
No days carpooling	82%	83%	90%	84%	89%	73%	80%	91%	78%	89%
One or more days carpooling	18%	17%	10%	16%	11%	27%	20%	9%	22%	11%
No days multi-mode	94%	94%	88%	93%	96%	93%	96%	95%	92%	95%
One or more days multi-mode	6%	6%	12%	7%	4%	7%	4%	5%	8%	5%
No days walking	83%	99%	88%	90%	93%	99%	88%	94%	93%	91%
One or more days walking	17%	1%	12%	10%	7%	1%	12%	6%	7%	9%
No days biking	62%	94%	71%	77%	79%	85%	91%	97%	84%	77%
One or more days biking	38%	6%	29%	23%	21%	15%	9%	3%	16%	23%
No days by bus	84%	85%	84%	85%	85%	89%	76%	86%	83%	86%
One or more days by bus	16%	15%	16%	15%	15%	11%	24%	14%	17%	14%

Appendix D: Survey Methodology

The Boulder Valley Employee Survey for Transportation has been implemented eight previous times: in 1991, 1993, 1995, 1997, 1999, 2001, 2005 and 2008. Prior to the 2005 implementation, the survey administration was handled by a research and evaluation division within the City of Boulder. In previous implementations, data were collected in the summer months. A similar effort for Downtown Boulder employees was conducted in the fall of several of the same years. In 2005, it was decided that these efforts could be combined to achieve some cost savings for the involved agencies. In 2005 the same set of questions was used across all the study groups, to allow comparisons, and to realize the cost-efficiency savings. This was continued in 2008 and 2011.

Sample Selection

Employees were targeted for inclusion in the study through a two-stage sampling process; first a group of employers was randomly chosen, and then employees from within the selected organization were randomly sampled. The number of employees within each organization to be given the survey was based on the size of the organization.

Figure 76: Number of Employees to Be Surveyed by Size of Organization

Size of Company	Number of Employees within the Company to be Surveyed
1-4 employees	All
5-9 employees	5
10-19 employees	10
20-49 employees	20
50 or more employees	50

All addresses with a zip code of 80301 through 80310 were considered to be a part of Boulder Valley. A database was purchased from Dunn & Bradstreet that provided the business names, addresses, sizes, and names of contact persons for all companies in Boulder Valley. In addition, a database was supplied by the Downtown Management Commission of all businesses within the Central Area General Improvement District (CAGID) and the Business Improvement District (BID) boundaries. Companies from the Dunn & Bradstreet database within the CAGID and BID boundaries were eliminated from the sample selection, and only the Downtown Management Commission list was used. Two separate samples were drawn, one for the downtown area, and one for the remaining sections of Boulder Valley.

Survey Administration

Each company selected was mailed a letter explaining the importance of the study and asking for participation (for examples of the letters and survey, see Appendix E: Survey Materials). The letter was addressed to the contact person listed in the database or the company president or manager. For companies within downtown, this letter was signed by the downtown employee transportation coordinator. For companies outside downtown, the letter was signed by the City Manager.

Over the next few weeks, the selected companies were contacted by research staff members or by the downtown employee transportation coordinator to determine if the organization would

participate in the study and to schedule an appointment to get employee names and explain the survey procedure. The contact person served as the survey administrator. Surveys were dropped off to the contact person, and further explanations given on the importance of random sampling and high response rates. The contact person was then given approximately one week to administer the surveys, which were then picked up by research staff or the transportation coordinator. Employees also had the option of completing the survey on the Internet.

Response Rates

For the downtown area, 350 employers were selected for the survey from a list of 1,161 organizations. An additional 3 larger employers were selected to ensure adequate representation by the larger businesses. Of these, once contacted, 64 agreed to participate and provided at least one completed employee survey, for a company response rate of 18%. Employees within the organization were then selected to receive the survey. Not all employees elected to participate; the employee response rate was 52%. A total of 420 completed surveys were collected from downtown employees.

Figure 77: Downtown Employer and Employee Response Rate

Number of Employees in Company	Number of Companies Sampled	Participated?		Company Response Rate	Within Company Employee Response Rate
		Yes	No*		
1-4	209	17	192	8.1%	100.0%
5-9	67	20	47	29.9%	100.0%
10-19	48	14	34	29.2%	42.1%
20-49	17	6	11	35.3%	46.7%
50+	12	6	6	50.0%	39.3%
Grand Total	353	63	290	17.8%	51.7%

* Some of these companies were no longer in business.

For the rest of Boulder Valley, 750 companies were selected for the survey. Of these, once contacted, 212 agreed to participate and provided at least one completed employee survey, for a company response rate of 28%. Employees within the companies were then selected to receive the survey. Not all employees elected to participate; the employee response rate was 52%. A total of 1,015 completed surveys were collected from Boulder Valley employees not working in the downtown area.

Figure 78: Boulder Valley excluding Downtown Employer and Employee Response Rate

Number of Employees in Company	Number of Companies Sampled	Participated?		Company Response Rate	Within Company Employee Response Rate
		Yes	No*		
1 to 4	455	108	347	23.7%	100.0%
5 to 9	108	33	75	30.6%	100.0%
10 to 19	74	25	49	33.8%	42.1%
20 to 49	62	30	32	48.4%	46.7%
50 or more	51	16	35	31.4%	39.3%
Grand Total	750	212	538	28.3%	51.7%

* Some of these companies were no longer in business.

Data Entry, Weighting and Analysis

Completed hard copy questionnaires were checked for accuracy by National Research Center, Inc. staff. The data from these surveys were then data entered into an electronic dataset using a key and verify methodology. This means that the data are entered twice and the two datasets compared. Where there are discrepancies, the results are compared to the hard copy survey and keyed correctly. The data from the web-based survey were imported from the webserver to an SPSS (Statistical Package for the Social Sciences) dataset, the application used to analyze the data. The two datasets were combined for analysis. For the most part, frequency distributions and mean ratings are presented in the body of the report. A full set of responses for each survey question is presented in Appendix A: Complete Set of Survey Responses.

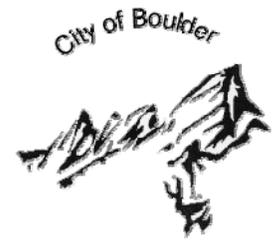
Due to differential participation and response rates of companies of varying size and location, a weighting scheme was utilized to ensure greater representation of the workforce. The responses were weighted in two steps. The first step weighted all companies to a 100% response rate; that is, for every company that had less than the number of employees desired who responded (e.g. 4 workers respond from a company of 8 employees, which should have had 5 returned surveys), the data were weighted up to the number that would have existed if all requested employees in the company selected had responded. This procedure gave each company or cluster the weight it was intended to have. Because some large companies may have only had one or two employees complete the questionnaire, this weight was capped at 3; that is, all surveys with weights greater than three were assigned a weight of 3, so that no individual employee's responses received too great a weight.

The second step was to reweight the newly weighted data to account for differential refusal rates of companies of different size and location. The standard to which these data were weighted was the information from purchased database. Thus, after these weights were applied, the employees in the sample represented all of those in the Valley (as best it can be described) in terms of location (downtown versus the rest of Boulder Valley) and size of company (number of employees).

Appendix E: Survey Materials

The following pages contain a copy of the Downtown and Boulder Valley Employee Survey for Transportation cover letters and questionnaire.

**CITY
OF
BOULDER**
CITY MANAGER'S OFFICE



Fall 2011

Dear Boulder Valley Employer,

Your company has been randomly chosen to participate in a City of Boulder survey of travel patterns of Boulder Valley employees. This survey is being conducted by National Research Center, Inc. (NRC) to determine the transportation needs and behavior of those working in Boulder Valley and Downtown Boulder. This information will help guide the planning for transportation improvements within Boulder and between Boulder and other communities.

The views of employees who work in Boulder but may not necessarily live in Boulder are considered vital in transportation planning involving work-related trips. **Information from this survey will help us improve the future transportation options available to your employees.**

A select number of your employees will be asked to complete a short questionnaire. This questionnaire will only take about 10 minutes for an employee to complete. Someone from NRC will be contacting you regarding the survey procedures.

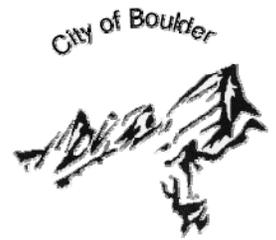
If you have any questions or comments about the survey, please call Chelsey Stackhouse at National Research Center, Inc. at 303-226-6985.

I hope that your business and employees will participate in this survey. I really appreciate your help on this important project.

Thank you,

Jane S. Brautigam
City Manager

**CITY
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CITY MANAGER'S OFFICE



Fall 2011

Dear Downtown Employer,

Your company has been randomly chosen to participate in a City of Boulder survey of travel patterns of Boulder Valley and Downtown Boulder employees. This survey has been conducted every few years since 1993 to determine the transportation needs and behavior of those working in Boulder Valley and Downtown Boulder. Over time this information shows us trends in transportation habits and the success of transportation programs. This information also helps guide the planning for transportation improvements within Boulder and between Boulder and other communities, and gathers important information about the free downtown EcoPass that is provided by the City of Boulder Downtown Management and Parking Services.

The views of employees, those who work in Boulder but may not necessarily live in Boulder, are considered vital in transportation planning involving work-related trips. **Information from this survey will help us improve the future transportation options available to your employees.**

A select number of your employees will be asked to complete a short questionnaire. This questionnaire will only take about 10 minutes for an employee to complete. Lane Landrith from the City of Boulder Downtown Management and Parking Services will be contacting you regarding the survey procedures. If you have any questions or comments about the survey, please call him at 303-413-7316.

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Thank you,

Jane S. Brautigam
City Manager

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Fall 2011

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Your employer has agreed to take part in this study, and you were randomly selected to participate. Your cooperation is strictly voluntary and your responses to the questions will be held in complete confidence. Responses of the employees of the approximately 700 organizations surveyed will be sent to National Research Center, Inc. (a professional survey firm working with the City) and the questionnaires will be aggregated and reported in group form only. **Information from this survey will help us improve the future transportation options available to employees who work in Boulder.**

Please complete the enclosed survey, staple or tape it closed and return it to your company's contact person. If you prefer, you may also take the survey online by visiting: <http://www.n-r-c.com/survey/BVEmployee.htm>

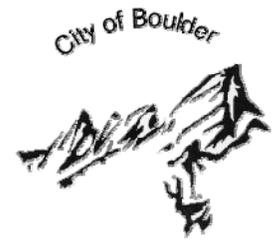
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If you have any questions or comments about the survey, please call Chelsey Stackhouse from National Research Center, Inc. at 303-226-6985.

I hope you will complete this survey and really appreciate your help on this important project.

Thank you,

Jane S. Brautigam
City Manager

Boulder Valley Employee Survey 2011

Please take a few minutes to complete the following questionnaire for the City of Boulder's Transportation Division. If you would prefer to do the survey on-line, please go to the website:

<http://www.n-r-c.com/survey/Employee.htm>

If you have more than one job, please answer these questions ONLY for the job you do for the employer through which you received this survey.

All of your responses are completely confidential, and will be reported in group form only.

Today's Date: _____ / _____ /2011 The organization for which you work: _____

Work Commute

1. How did you get to work today? (Please check all that apply)

- Drove alone
- Drove with at least one other person →
how many others total?..... _____
how many under 16 years old? .. _____
- Walked
- Biked
- Rode a bus or buses
- Carried a bike on a bus or buses
- Used a Park-n-Ride
- Worked at home
- Other _____

2. About how far is your home from work? _____ miles

3. About what time did you leave home for work today?..... _____ AM/PM

4. Did you come straight to work from home today?

- Yes → About how many minutes did it take?.. _____ min
- No → How many stops did you make on your way to work?..... _____ stops

5. Yesterday, or on the last day you worked, how many stops did you make on your way home?..... _____ stops

6. About what time do you usually arrive at work? _____ AM/PM

7. About what time do you usually leave work? _____ AM/PM

8. During a typical week, how many days do you commute to work in each of the ways listed below?

- Drive alone _____
- Drive with at least one other person _____
- Multi-mode (e.g., car then bus, bike then bus, etc.) _____
- Walk _____
- Bike _____
- Ride a bus(es) _____
- Compressed work week _____
(i.e., number of days not worked because work longer hours other days)
- Work at home _____
(only count those days where you work at home INSTEAD of commuting to work)
- Other _____

9. Does your job allow you to work a compressed work week? (For example, working 40 hours in four days or 80 hours in nine days)

- Yes
- No

Teleworking

10. On average, how often do you telework (work at home instead of going into the office) a month? (Include only full days at home when you did not travel to your work place.)

- Never
- Less than once a month
- 1 to 3 days per month
- Once a week
- Twice a week
- Three days a week or more

Work Day Trips

11. How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute.

(Please include trips made for lunch, meetings, or errands – personal or work-related. A round trip counts as 2 one-way trips. For example, a round trip to and from lunch is 2 one-way trips. Each time you went to a different location is one trip. Record zero if no workday trips were taken besides your work commute.)

_____ workday one-way trips

If you made no trips during the workday, please go to question #13

12. What method(s) of travel was used for these non-commute workday trips during your workday yesterday? Please indicate how many times you used each of the following modes.

Drove alone_____

Drove with at least one other person_____

Used eGo CarShare_____

Multi-mode (e.g., car then bus, bike then bus, etc.)_____

Biked_____

Used Boulder B-cycle_____

Walked_____

Rode a bus(es)_____

Other_____

13. Does your job require you to run errands or attend meetings away from the work site?
- Yes No → go to question #16

14. If yes, about how often are you required to do so?

- Daily
 Several times a week
 About once a week
 About once every two weeks
 About once a month
 Less than once a month
 Other _____

15. If you run errands or attend meetings for your job, is there a work vehicle available to you or must you provide your own transportation? (Please check all that apply.)

- I must use my own vehicle or other means of transportation
 I use an employer-provided vehicle
 I use an employer-provided bicycle
 I use eGo CarShare
 I use Boulder B-cycle
 Other _____

Parking

16. If you drove a car to work today, where did you park?

- Public lot or structure with a permit
 Public lot or structure with cash payment
 Private lot or parking space, no charge
 Street with meter
 Residential street, no meter
 Other _____

17. When you drive to work, what type of parking space do you usually park in?

- Parking lot or structure with a permit
 Parking lot or structure with cash payment
 Parking lot, structure or parking space, no charge
 Street with meter
 Residential street, no meter
 Residential street with a permit (NPP)
 Other _____
 I don't usually drive to work → go to question #19

18. Generally, who pays for employee parking at your organization?

- Free parking is provided by employer or landlord
 Employees pay for their own parking
 Employer pays for employee parking (e.g., reimbursement or permit)
 Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)

19. How much do you estimate you will spend on employee parking for your work commute in the year 2011?

\$ _____ for employee parking in 2011

Transit

20. Do you have an Eco-Pass, the annual pass which allows you to ride RTD buses and the Community Transit Network buses (e.g., SKIP, HOP, JUMP, etc.) for no additional charge?

- yes, a CU student Buff OneCard
 yes, a CU faculty/staff Buff OneCard
 yes, a downtown Eco-Pass
 yes, through my employer
 yes, through my neighborhood
 no

21. Do you ever ride a bus to work?

- yes
 no

22. During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?
 (A round trip counts as two one-way trips, although a transfer to another bus as part of the same trip does not count as another trip. Each time you went to a different location is one trip.)
 Record zero if no bus trips are taken during a typical week.

_____ one-way bus trips

23. During the last year, about how many times have you been to Denver International Airport?

- None → go to question #24
- One or more times →
 About how many times did you go to and from the airport (one-way trips)? _____
 Of these trips, how many did you:
 Have someone else drop you off ... _____
 Drive and park _____
 Take commercial van service _____
 Take skyRide and paid fare (paid on own, paid by employer) _____
 Take skyRide with EcoPass _____

Child Care

24. Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?

- Yes, school
- Yes, childcare
- Yes, both school and childcare
- No → go to question #26

25. Did you take your child(ren) to school or child care today?

- Yes, school
- Yes, childcare
- Yes, both school and childcare
- No

About Your Job

26. Are you employed at another job?

- yes, an additional full-time job
- yes, one or more additional part-time jobs
- no, I am not employed at any other jobs

27. Are you a full or part-time employee?

- Full-time
- Part-time

28. What category best describes your typical work schedule?

- Monday through Friday, daytime
- Monday through Friday, evenings
- Weekends
- Rotating/variable schedule
- Other _____

29. What category best describes your job?

- Retail/sales
- Service/restaurant/delivery
- Manufacturing/production/"high-tech"
- Office (professional, business, administrative, support)
- Medical/dental
- Construction/trades/laborer
- Other

30. What is your hourly pay rate at this job?
 (Please include the value of any tips or commissions you receive. If you are paid an annual salary, estimate your hourly rate by dividing by 2080 work hours per year.)

- \$7.00 per hour or less
- \$7.01 to \$10.00 per hour
- \$10.01 to \$12.00 per hour
- \$12.01 to \$15.00 per hour
- \$15.01 to \$20.00 per hour
- \$20.01 to \$25.00 per hour
- \$25.01 to \$50.00 per hour
- \$50.01 or more per hour

31. For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.

	<u>Employer Provides?</u>		<u>Used in last 6 months?</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
Ride matching for carpools/vanpools.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
EcoPass.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Subsidized vanpool or transit fares.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pre-tax benefits for transit, vanpool.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit and or bicycle maps, schedules or information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike racks.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike lockers or other covered, protected storage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Showers and changing facilities .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Telework option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Compressed work week option...	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flextime.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Employee Transportation Coordinator (ETC).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk and Bike Month (Bike to Work Day) participation.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preferential parking for carpools/vanpools.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boulder B-cycle (bike share) membership.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
eGo CarShare (membership or reimbursement)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

About You and Your Household

32. At present, how many motorized vehicles – cars, vans, or light trucks – does your household have the use of?

_____ motorized vehicles

33. Is a car or other motor vehicle usually available to you for commuting to work?

- Yes
 No

34. Is a bicycle usually available to you for commuting to work?

- Yes
 No

35. Are you a member of eGo CarShare?

- Yes
 No

36. Are you a member of Boulder B-cycle (bike share)?

- Yes
 No

37. Where do you live?

- Boulder (within the city limits)
 Unincorporated Boulder County
 Ward/Nederland/Jamestown
 Lyons
 Superior
 Lafayette
 Louisville
 Longmont
 Erie
 Broomfield
 Westminster
 Arvada
 Denver or other metro-area suburb
 Berthoud/Loveland/Fort Collins
 Weld County
 Other _____

38. What is your home zip code? _____

39. What is the intersection nearest to your home?

_____ & _____

40. How many people currently live in your household?
Please include yourself:

how many 16 and older _____

how many *under* 16 _____

how many total _____

41. Are you a student at CU Boulder?

- Yes, an undergraduate student
 Yes, a graduate student
 No

42. How much do you anticipate your household's total income before taxes will be for 2011?
(Please include income from all sources for all persons living in your household.)

- Less than \$10,000
 \$10,000 to \$19,999
 \$20,000 to \$29,999
 \$30,000 to \$39,999
 \$40,000 to \$49,999
 \$50,000 to \$74,999
 \$75,000 to \$99,999
 \$100,000 to \$149,999
 \$150,000 or more

43. In which category is your age?

- Under 18 45-54 years
 18-24 years 55-64 years
 25-34 years 65 years or older
 35-44 years

44. What is your gender?

- Female
 Male

Thank you very much for completing this survey!

Please fold the survey, staple or tape it and return it to your organization's contact person for pick-up by a staff member from National Research Center.

You can also mail it to:

National Research Center, Inc.
3005 30th St.
Boulder, CO 80301

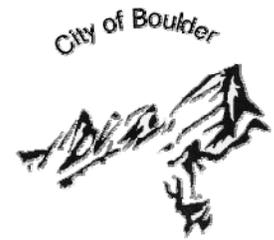
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Fall 2011

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Your employer has agreed to take part in this study, and you were randomly selected to participate. Your cooperation is strictly voluntary and your responses to the questions will be held in complete confidence. Responses of the employees of the approximately 350 organizations surveyed will be sent to National Research Center, Inc. (a professional survey firm working with the City) and the questionnaires will be aggregated and reported in group form only. **Information from this survey will help us improve the future transportation options available to employees who work in Boulder.**

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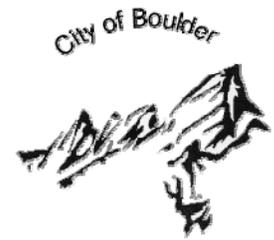
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If you have more than one job, please answer these questions ONLY for the job you do for the employer through which you received this survey.

All of your responses are completely confidential, and will be reported in group form only.

Today's Date: _____ / _____ /2011 The organization for which you work: _____

Work Commute

1. How did you get to work today? (Please check all that apply)

- Drove alone
- Drove with at least one other person →
how many others total?..... _____
how many under 16 years old? .. _____
- Walked
- Biked
- Rode a bus or buses
- Carried a bike on a bus or buses
- Used a Park-n-Ride
- Worked at home
- Other _____

2. About how far is your home from work? _____ miles

3. About what time did you leave home for work today?..... _____ AM/PM

4. Did you come straight to work from home today?

- Yes → About how many minutes did it take?.. _____ min
- No → How many stops did you make on your way to work?..... _____ stops

5. Yesterday, or on the last day you worked, how many stops did you make on your way home?..... _____ stops

6. About what time do you usually arrive at work? _____ AM/PM

7. About what time do you usually leave work? _____ AM/PM

8. During a typical week, how many days do you commute to work in each of the ways listed below?

- Drive alone _____
- Drive with at least one other person _____
- Multi-mode (e.g., car then bus, bike then bus, etc.) _____
- Walk _____
- Bike _____
- Ride a bus(es) _____
- Compressed work week _____
(i.e., number of days not worked because work longer hours other days)
- Work at home _____
(only count those days where you work at home INSTEAD of commuting to work)
- Other _____

9. Does your job allow you to work a compressed work week? (For example, working 40 hours in four days or 80 hours in nine days)

- Yes
- No

Teleworking

10. On average, how often do you telework (work at home instead of going into the office) a month? (Include only full days at home when you did not travel to your work place.)

- Never
- Less than once a month
- 1 to 3 days per month
- Once a week
- Twice a week
- Three days a week or more

Work Day Trips

11. How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute.

(Please include trips made for lunch, meetings, or errands – personal or work-related. A round trip counts as 2 one-way trips. For example, a round trip to and from lunch is 2 one-way trips. Each time you went to a different location is one trip. Record zero if no workday trips were taken besides your work commute.)

_____ workday one-way trips

If you made no trips during the workday, please go to question #13

12. What method(s) of travel was used for these non-commute workday trips during your workday yesterday? Please indicate how many times you used each of the following modes.

Drove alone_____

Drove with at least one other person_____

Used eGo CarShare_____

Multi-mode (e.g., car then bus, bike then bus, etc.)_____

Biked_____

Used Boulder B-cycle_____

Walked_____

Rode a bus(es)_____

Other_____

13. Does your job require you to run errands or attend meetings away from the work site?
- Yes No → go to question #16

14. If yes, about how often are you required to do so?

- Daily
 Several times a week
 About once a week
 About once every two weeks
 About once a month
 Less than once a month
 Other _____

15. If you run errands or attend meetings for your job, is there a work vehicle available to you or must you provide your own transportation? (Please check all that apply.)

- I must use my own vehicle or other means of transportation
 I use an employer-provided vehicle
 I use an employer-provided bicycle
 I use eGo CarShare
 I use Boulder B-cycle
 Other _____

Parking

16. If you drove a car to work today, where did you park?

- Public lot or structure with a permit
 Public lot or structure with cash payment
 Private lot or parking space, no charge
 Street with meter
 Residential street, no meter
 Other _____

17. When you drive to work, what type of parking space do you usually park in?

- Parking lot or structure with a permit
 Parking lot or structure with cash payment
 Parking lot, structure or parking space, no charge
 Street with meter
 Residential street, no meter
 Residential street with a permit (NPP)
 Other _____
 I don't usually drive to work → go to question #19

18. Generally, who pays for employee parking at your organization?

- Free parking is provided by employer or landlord
 Employees pay for their own parking
 Employer pays for employee parking (e.g., reimbursement or permit)
 Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)

19. How much do you estimate you will spend on employee parking for your work commute in the year 2011?

\$ _____ for employee parking in 2011

Transit

20. Do you have an Eco-Pass, the annual pass which allows you to ride RTD buses and the Community Transit Network buses (e.g., SKIP, HOP, JUMP, etc.) for no additional charge?

- yes, a CU student Buff OneCard
 yes, a CU faculty/staff Buff OneCard
 yes, a downtown Eco-Pass
 yes, through my employer
 yes, through my neighborhood
 no

21. Do you ever ride a bus to work?

- yes
 no

22. During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?
 (A round trip counts as two one-way trips, although a transfer to another bus as part of the same trip does not count as another trip. Each time you went to a different location is one trip.)
 Record zero if no bus trips are taken during a typical week.

_____ one-way bus trips

23. During the last year, about how many times have you been to Denver International Airport?

- None → go to question #24
- One or more times →
 About how many times did you go to and from the airport (one-way trips)? _____
 Of these trips, how many did you:
 Have someone else drop you off ... _____
 Drive and park _____
 Take commercial van service _____
 Take skyRide and paid fare (paid on own, paid by employer) _____
 Take skyRide with EcoPass _____

Child Care

24. Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?

- Yes, school
- Yes, childcare
- Yes, both school and childcare
- No → go to question #26

25. Did you take your child(ren) to school or child care today?

- Yes, school
- Yes, childcare
- Yes, both school and childcare
- No

About Your Job

26. Are you employed at another job?

- yes, an additional full-time job
- yes, one or more additional part-time jobs
- no, I am not employed at any other jobs

27. Are you a full or part-time employee?

- Full-time
- Part-time

28. What category best describes your typical work schedule?

- Monday through Friday, daytime
- Monday through Friday, evenings
- Weekends
- Rotating/variable schedule
- Other _____

29. What category best describes your job?

- Retail/sales
- Service/restaurant/delivery
- Manufacturing/production/"high-tech"
- Office (professional, business, administrative, support)
- Medical/dental
- Construction/trades/laborer
- Other

30. What is your hourly pay rate at this job?
 (Please include the value of any tips or commissions you receive. If you are paid an annual salary, estimate your hourly rate by dividing by 2080 work hours per year.)

- \$7.00 per hour or less
- \$7.01 to \$10.00 per hour
- \$10.01 to \$12.00 per hour
- \$12.01 to \$15.00 per hour
- \$15.01 to \$20.00 per hour
- \$20.01 to \$25.00 per hour
- \$25.01 to \$50.00 per hour
- \$50.01 or more per hour

31. For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.

	<u>Employer Provides?</u>		<u>Used in last 6 months?</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
Ride matching for carpools/vanpools.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
EcoPass.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Subsidized vanpool or transit fares.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pre-tax benefits for transit, vanpool.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit and or bicycle maps, schedules or information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike racks.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike lockers or other covered, protected storage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Showers and changing facilities .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Telework option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Compressed work week option...	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flextime.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Employee Transportation Coordinator (ETC).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk and Bike Month (Bike to Work Day) participation.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preferential parking for carpools/vanpools.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boulder B-cycle (bike share) membership.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
eGo CarShare (membership or reimbursement)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

About You and Your Household

32. At present, how many motorized vehicles – cars, vans, or light trucks – does your household have the use of?

_____ motorized vehicles

33. Is a car or other motor vehicle usually available to you for commuting to work?

- Yes
 No

34. Is a bicycle usually available to you for commuting to work?

- Yes
 No

35. Are you a member of eGo CarShare?

- Yes
 No

36. Are you a member of Boulder B-cycle (bike share)?

- Yes
 No

37. Where do you live?

- Boulder (within the city limits)
 Unincorporated Boulder County
 Ward/Nederland/Jamestown
 Lyons
 Superior
 Lafayette
 Louisville
 Longmont
 Erie
 Broomfield
 Westminster
 Arvada
 Denver or other metro-area suburb
 Berthoud/Loveland/Fort Collins
 Weld County
 Other _____

38. What is your home zip code? _____

39. What is the intersection nearest to your home?

_____ & _____

40. How many people currently live in your household?
Please include yourself:

how many 16 and older _____

how many *under* 16 _____

how many total _____

41. Are you a student at CU Boulder?

- Yes, an undergraduate student
 Yes, a graduate student
 No

42. How much do you anticipate your household's total income before taxes will be for 2011?
(Please include income from all sources for all persons living in your household.)

- Less than \$10,000
 \$10,000 to \$19,999
 \$20,000 to \$29,999
 \$30,000 to \$39,999
 \$40,000 to \$49,999
 \$50,000 to \$74,999
 \$75,000 to \$99,999
 \$100,000 to \$149,999
 \$150,000 or more

43. In which category is your age?

- Under 18 45-54 years
 18-24 years 55-64 years
 25-34 years 65 years or older
 35-44 years

44. What is your gender?

- Female
 Male

Thank you very much for completing this survey!

Please fold the survey, staple or tape it and return it to your organization's contact person for pick-up by a staff member from National Research Center.

You can also mail it to:

National Research Center, Inc.
3005 30th St.
Boulder, CO 80301

Please fold the survey, staple or tape it and return it to your organization's contact person for pick-up by a staff member from the Downtown Management Commission.

You can also mail it to:

National Research Center, Inc.
3005 30th St.
Boulder, CO 80301

If you prefer, you may also take the survey online by visiting:
<http://www.n-r-c.com/survey/DowntownEmployee.htm>