2014 University of Colorado Faculty and Staff Transportation Survey
Summary of Results

January 2015
## Contents

**Survey Highlights** .......................................................................................................................... 1
  - Survey Background ......................................................................................................................... 1
  - Modal Share of the Work Commute .............................................................................................. 2
  - Characteristics of the Work Commute ........................................................................................... 6
  - Trips Made During the Work Day ............................................................................................... 14
  - Employee Parking ....................................................................................................................... 18
  - Transit Use .................................................................................................................................... 22
  - Teleworking and Compressed Work Week .................................................................................... 27
  - eGo CarShare and Boulder B-Cycle (Bike Share) Membership ................................................... 28
  - Hybrid or Electric Vehicle Usage for the Work Commute ............................................................. 28
  - Child Transportation ..................................................................................................................... 29
  - Availability and Use of Alternative Transportation Options ...................................................... 29

**Appendix A: Responses to Survey Questions** ................................................................................. 31

**Appendix B: Verbatim Responses to Open-ended Survey Questions** ........................................... 54

**Appendix C: Modal Share of the Work Commute by Respondent Characteristics** ....................... 223

**Appendix D: Survey Instrument** .................................................................................................... 231
Figures

Figure 1: Modal Share of the Primary Mode Used for the Work Commute on the Day of the Survey .................................................. 2
Figure 2: Modal Share of the Work Commute, 2005-2014 ............................................................ 3
Figure 3: Modal Share of the Work Commute During a “Typical” Week .............................................. 4
Figure 4: Modal Share of the Work Commute During a “Typical” Week, 2005-2014 ............................... 4
Figure 5: Modal Share of Work Commute, 1998-2014 ....................................................................... 5
Figure 6: Proportion Using Each Mode At Least Once During a Typical Week, 1998-2014 ................... 5
Figure 7: Average Distance of the Work Commute, 1998-2011 ......................................................... 6
Figure 8: Distance of Work Commute in Miles, 2005-2014 ............................................................... 6
Figure 9: Duration of Work Commute in Minutes .............................................................................. 7
Figure 10: Place of Residence, 2005-2014 ......................................................................................... 8
Figure 11: Modal Share by Distance from Work Home ..................................................................... 9
Figure 12: Modal Share by Area of Residence ................................................................................. 9
Figure 13: Respondents’ Arrival Time at Work .............................................................................. 10
Figure 14: Respondents’ Work Departure Time ............................................................................. 10
Figure 15: Arrival and Departure Times ......................................................................................... 11
Figure 16: Number of Stops Made on Commute from Work to Home on the Previous Work Day ...... 12
Figure 17: Number of Stops on the Way Home from Work, 2005-2014 .......................................... 12
Figure 18: Vehicle Occupancy, 2005-2014 ................................................................................... 13
Figure 19: Frequency of Trips Away from Worksite .................................................................... 14
Figure 20: Work-Related Errands or Off-site Meetings ................................................................. 15
Figure 21: Travel Mode Used for Work Commute on Survey Day by Vehicle Requirement for Workday Errands and Off-Site Meetings ................................................................. 15
Figure 22: Non-Commute Workday Trips .................................................................................. 16
Figure 23: Average Number of One-Way Workday Trips, 2005-2014 .......................................... 16
Figure 24: Mode of Non-Commute Workday Trips .................................................................. 17
Figure 25: Mode of Non-Commute Workday Trips, 2005-2014 .................................................. 17
Figure 26: Boulder Campus Parking Permit .................................................................................. 18
Figure 27: Satisfaction with Boulder Campus Parking Services ..................................................... 18
Figure 28: Type of Parking Used by CU Faculty and Staff on Day They Took the Survey, 2011-2014 ................................................................. 19
Figure 29: Usual Parking Place, 2011-2014 ................................................................................ 20
Figure 30: Parking Frequency, 2005-2014 .................................................................................. 20
Figure 31: Distance to Work by Ownership of Campus Parking Pass, 1998-2014 ......................... 21
Figure 32: Use of Transit for the Commute, 2011-2014 ................................................................ 22
Figure 33: Use of Transit for Non-Commute Trips, 1998-2014 .................................................. 23
Figure 34: Average Number of Non-Commute Transit Trips in a Typical Week, 2005-2014 .......... 23
Figure 35: Travel to DIA, 2005-2014 ......................................................................................... 24
Figure 36: Eco-Pass Status, 1998-2014 ....................................................................................... 25
Figure 37: Distance to Nearest Bus Stop ..................................................................................... 25
Figure 38: Average Satisfaction Ratings of RTD Services, 1998-2014 ............................................ 26
Figure 39: Satisfaction with RTD Services, 1998-2014 ............................................................... 26
Figure 40: Teleworking Status, 2005-2014 ................................................................................... 27
Figure 26: Ability to Work a Compressed Work Week .................................................................. 27
Figure 41: Membership in eGo CarShare and Boulder B-Cycle .................................................... 28
Figure 41: Characteristics of Car Used for Work Commute ............................................................. 28
Figure 42: Responsibility for Child Transportation ...................................................................... 29
Figure 43: Child Transportation on Survey Day ......................................................................... 29
Figure 47: Alternative Transportation Options Made Available by Employer, and Used by Employees ................................................................. 30
Survey Highlights

Survey Background

In March of 1998, the Regional Transportation District (RTD) conducted its first survey of Colorado University (CU) employees who are eligible for an Eco-Pass. The Eco-Pass allows faculty and staff to ride all regular RTD buses and light rail free of charge. Follow-up surveys were conducted in October 1998, May 1999, May 2000, May 2001 and winter 2002.

A similar effort for all Boulder County or Boulder Valley employees had been conducted every two years from 1991 to 2001, commissioned by the City of Boulder. In addition, the Downtown Management Commission also conducted a periodic survey of downtown Boulder employees every few years, beginning in 1993. In 2005, it was decided that these efforts could be combined to achieve some cost savings for all the involved agencies. In addition, the University also elected to survey the Boulder campus students. In 2011 and 2014, these efforts were again undertaken together.

The purpose of the Boulder Valley Employee Survey is to understand the work commute of Boulder’s “daytime” population; that is, those who are employed within the Boulder Valley, but may not live in the city of Boulder. Although all participating agencies had previously implemented some kinds of transportation surveys, in 2005, as much as possible, the same set of questions were used across all the study groups, to allow comparisons, and to realize the cost-efficiency savings. A similar survey was used in 2011 and 2014, with minor modifications.

In 2005, the survey was administered to all faculty and staff with a University-assigned e-mail address and a sample of those without such an address. Differences between the groups were not large, so in 2011 and 2014, only those with a University assigned e-mail address were surveyed. For the 2014 implementation, an e-mail invitation was sent asking recipients to complete an online survey in late October 2014. A few days later, a reminder e-mail was sent, and a few days after that, a second reminder was sent. Responses were received from 2,016 of the 7,842 faculty and staff contacted by this method, a response rate of approximately 26%.

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95 percent confidence level for the survey is generally no greater than plus or minus two percentage points around any given percent reported for the entire sample.

Where comparisons could be made results from previous surveys, they are included. For 1998, only the October 1998 results were used.
Modal Share of the Work Commute

One of the main purposes of the CU Faculty and Staff Transportation Survey was to determine the “modal share” of trips made to and from the Boulder Campus by University employees; that is, the proportion of work commute trips made via each method of transportation. As such, several questions on the survey completed by respondents were asked to allow estimation of the work commute modal share.

The first item on the questionnaire asked how the respondent got to work on the day they completed the survey. The most common mode used for the work commute on the survey day was a single-occupancy vehicle (SOV); 47% of those participating in the survey drove alone to work. The next most frequently used mode of travel was transit. About one in five respondents (21%) said they rode a bus to work. Less than ten percent of respondents had biked to work, while an additional 4% had walked. Five percent had used multiple modes, which likely included transit for some portion of the trip.

Figure 1: Modal Share of the Primary Mode Used for the Work Commute on the Day of the Survey

Drove alone 47%
Drove with at least one other person 9%
Walked 3%
Biked 11%
Rode a bus or buses 21%
Multi-mode 5%
Worked at home 3%
Other 2%
Since 2005, there has been an increase in the proportion of work commute trips made by driving alone. Commuting by bicycle has remained relatively constant since 2005, while the proportion of employees using the bus has decreased since 2005, although was similar to the proportion observed in 2011.

**Figure 2: Modal Share of the Work Commute, 2005-2014**

<table>
<thead>
<tr>
<th>How did you get to work today? (Please check all that apply.)</th>
<th>Percent of Respondents</th>
<th>Modal Shift 2011 to 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>2011</td>
</tr>
<tr>
<td>Drove alone</td>
<td>52%</td>
<td>49%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>11%</td>
<td>12%</td>
</tr>
<tr>
<td>Walked</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Biked</td>
<td>12%</td>
<td>9%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>24%</td>
<td>26%</td>
</tr>
<tr>
<td>Carried a bike on a bus or buses</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Used a Park-n-Ride</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>

*Percents may add to more than 100% as respondents could give more than one answer
Respondents were also asked how many days various modes of transportation were used for the commute to work during a typical week. Estimates of modal split using this question did not differ greatly from the estimates derived by asking how respondents traveled to work the day they completed the survey. Driving alone was the most common form of transportation used during a typical week, used for 46% of trips. Riding a bus was next, used for 16% of trips. Multi-mode trips, which often included a bus, accounted for 8% of work commute trips in a typical week. Bikes were used for about 12% of the work commute trips during a typical week, and about 4% of work commute trips were made by walking. Carpooling was used for 9% of trips. About 5% of trips were “virtual” or unmade trips, by those who worked at home or work a compressed work week.

Figure 3: Modal Share of the Work Commute During a “Typical” Week*

*Average percent of days traveled by each mode.

Compared to 2005, there has been an increase in drive alone trips with a corresponding decrease in bus trips for the “typical” work commute. However, compared to 2011, these changes were not statistically significant.

Figure 4: Modal Share of the Work Commute During a “Typical” Week, 2005-2014

<table>
<thead>
<tr>
<th>How did you get to work today? (Please check all that apply.)</th>
<th>Percent of Respondents 2014</th>
<th>Percent of Respondents 2011</th>
<th>Percent of Respondents 2005</th>
<th>Modal Shift 2011 to 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>46%</td>
<td>44%</td>
<td>36%</td>
<td>+2%</td>
</tr>
<tr>
<td>Drive with at least one other person</td>
<td>9%</td>
<td>11%</td>
<td>9%</td>
<td>-2%</td>
</tr>
<tr>
<td>Multi-mode (e.g., car then bus, bike then bus, etc.)</td>
<td>8%</td>
<td>6%</td>
<td>9%</td>
<td>-2%</td>
</tr>
<tr>
<td>Walk</td>
<td>4%</td>
<td>4%</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>Bike</td>
<td>12%</td>
<td>11%</td>
<td>13%</td>
<td>+1%</td>
</tr>
<tr>
<td>Ride a bus(es)</td>
<td>16%</td>
<td>19%</td>
<td>28%</td>
<td>-3%</td>
</tr>
<tr>
<td>Compressed work week (i.e., number of days not worked because work longer hours other days)</td>
<td>1%</td>
<td>1%</td>
<td>---</td>
<td>0%</td>
</tr>
<tr>
<td>Work at home</td>
<td>4%</td>
<td>4%</td>
<td>3%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>
Modal Share of the Work Commute over Time

Compared to past surveys of the University of Colorado staff and faculty (as can be seen in Figure 5), the proportion of University employees who commute to work by driving alone at least one day a week has decreased over from 1998 (67%) to 2005 (55%), but has increased since 2005 to 62% in 2014. Likewise, transit use has increased. In 1998, 19% of respondents reported using transit at least one day a week, while in 2014 38% reported using transit at least once a week for the work commute.

Figure 5: Modal Share of Work Commute, 1998-2014

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>62%</td>
<td>59%</td>
<td>55%</td>
<td>64%</td>
<td>67%</td>
<td>63%</td>
<td>66%</td>
<td>67%</td>
</tr>
<tr>
<td>Drive with Others</td>
<td>16%</td>
<td>18%</td>
<td>16%</td>
<td>16%</td>
<td>12%</td>
<td>16%</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>Biking</td>
<td>18%</td>
<td>17%</td>
<td>21%</td>
<td>13%</td>
<td>14%</td>
<td>16%</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td>Walking</td>
<td>8%</td>
<td>7%</td>
<td>8%</td>
<td>7%</td>
<td>7%</td>
<td>8%</td>
<td>9%</td>
<td>8%</td>
</tr>
<tr>
<td>Transit*</td>
<td>38%</td>
<td>31%</td>
<td>37%</td>
<td>32%</td>
<td>28%</td>
<td>27%</td>
<td>27%</td>
<td>24%</td>
</tr>
</tbody>
</table>

* In 2014, this included people who had used “multi-mode.”
Characteristics of the Work Commute

CU faculty and staff participating in the survey reported on several other characteristics of their work commute, beyond the mode. The average distance of a University employee’s work commute was 13.2 miles, while the average duration was 32 minutes. Work commute distances have increased for University employees over time; from 9.7 miles on average in 1998 to 13.2 miles in 2014, but remained the same in 2014 as had been observed in 2011.

Figure 7: Average Distance of the Work Commute, 1998-2011

Figure 8: Distance of Work Commute in Miles, 2005-2014

<table>
<thead>
<tr>
<th>About how far is your home from work?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
</tr>
<tr>
<td>0 to 2 miles</td>
<td>13%</td>
</tr>
<tr>
<td>3 to 5 miles</td>
<td>19%</td>
</tr>
<tr>
<td>6 to 10 miles</td>
<td>18%</td>
</tr>
<tr>
<td>11 to 20 miles</td>
<td>29%</td>
</tr>
<tr>
<td>over 20 miles</td>
<td>20%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

Average distance of the work commute: 13.2 miles, 13.2 miles, 14.9 miles
Median distance of the work commute: 10.5 miles, 10.0 miles, 12.0 miles
### Figure 9: Duration of Work Commute in Minutes

<table>
<thead>
<tr>
<th>About how many minutes did it take you?</th>
<th>Percent of Respondents Who Made No Stops on the Way to Work</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
</tr>
<tr>
<td>5 minutes or less</td>
<td>2%</td>
</tr>
<tr>
<td>6 to 10 minutes</td>
<td>9%</td>
</tr>
<tr>
<td>11 to 15 minutes</td>
<td>15%</td>
</tr>
<tr>
<td>16 to 20 minutes</td>
<td>15%</td>
</tr>
<tr>
<td>21 to 30 minutes</td>
<td>20%</td>
</tr>
<tr>
<td>31 to 45 minutes</td>
<td>19%</td>
</tr>
<tr>
<td>46 to 60 minutes</td>
<td>12%</td>
</tr>
<tr>
<td>More than 60 minutes</td>
<td>9%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Average duration of the work commute**: 32.9 minutes, 32.1 minutes, 28.1 minutes

**Median duration of the work commute**: 28 minutes, 30 minutes, 25 minutes
When asked where they lived, about one-third of respondents said they lived within the city limits of Boulder. An additional 7% said they lived in parts of unincorporated Boulder County. Longmont and Lafayette were the other cities most likely to be specifically mentioned as being home to respondents (9% and 6%, respectively).

**Figure 10: Place of Residence, 2005-2014**

<table>
<thead>
<tr>
<th>Where do you live?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
</tr>
<tr>
<td>Boulder (within the city limits)</td>
<td>32%</td>
</tr>
<tr>
<td>Longmont</td>
<td>9%</td>
</tr>
<tr>
<td>Unincorporated Boulder County</td>
<td>7%</td>
</tr>
<tr>
<td>Denver or other metro-area suburb</td>
<td>9%</td>
</tr>
<tr>
<td>Lafayette</td>
<td>6%</td>
</tr>
<tr>
<td>Other</td>
<td>7%</td>
</tr>
<tr>
<td>Louisville</td>
<td>5%</td>
</tr>
<tr>
<td>Broomfield</td>
<td>6%</td>
</tr>
<tr>
<td>Westminster</td>
<td>5%</td>
</tr>
<tr>
<td>Erie</td>
<td>2%</td>
</tr>
<tr>
<td>Ward/Nederland/Jamestown</td>
<td>1%</td>
</tr>
<tr>
<td>Superior</td>
<td>2%</td>
</tr>
<tr>
<td>Arvada</td>
<td>3%</td>
</tr>
<tr>
<td>Lyons</td>
<td>1%</td>
</tr>
<tr>
<td>Berthoud/Loveland/Fort Collins</td>
<td>2%</td>
</tr>
<tr>
<td>Weld County</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
As would be expected, the distance from work and place of residence was associated with mode choice for the work commute. Less than 30% of respondents who lived 5 miles or less from their workplace commuted to work by driving alone, while over 50% of those who lived 6 miles or more from their workplace did so (see Figure 11). Respondents who lived within 2 miles of their workplace were more likely to walk (20%) than were those who lived more than 2 miles away (>1%). Biking was much more common among those who lived 5 miles or less from work, with a few percent biking who lived 6 to 10 miles from work, but very few biked who lived more than 10 miles from work.

Those who lived in Boulder were more likely to use alternative modes of transportation than to commute alone in a private vehicle. Over half of those living outside Boulder commuted alone in a private vehicle, compared to about 30% of those who lived in Boulder, but they were about as likely to use a bus as those residing in Boulder (see Figure 12).

**Figure 11: Modal Share by Distance of Work from Home**

<table>
<thead>
<tr>
<th>How did you get to work today?</th>
<th>Distance of Home to Work</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 2 miles</td>
</tr>
<tr>
<td>Drove alone</td>
<td>18%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>5%</td>
</tr>
<tr>
<td>Walked</td>
<td>20%</td>
</tr>
<tr>
<td>Biked</td>
<td>32%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>17%</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>1%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>3%</td>
</tr>
<tr>
<td>Bike and bus</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and drive</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Figure 12: Modal Share by Area of Residence**

<table>
<thead>
<tr>
<th>How did you get to work today?</th>
<th>Respondent’s Area of Residence</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Boulder</td>
</tr>
<tr>
<td>Drove alone</td>
<td>29%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>5%</td>
</tr>
<tr>
<td>Walked</td>
<td>9%</td>
</tr>
<tr>
<td>Biked</td>
<td>30%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>19%</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>1%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and bus</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and drive</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
The 7:00 am and 8:00 am hours were the most popular work arrival times reported by CU faculty and staff participating in the study, with two-thirds of respondents indicating that was when they arrived at work. About 5% arrived before 7:00 am, while 21% arrived during the 9:00 am hour, and only 10% during the 10:00 am hour or later. Only 5% arrived at work at 11:00 am or later (see Figure 13, below, and Figure 15 on the following page). Employee departure times were even more sharply peaked; 42% said they leave during the 5:00 pm hour, with 26% leaving during the 4:00 pm hour and another 15% leaving during the 6:00 pm hour (see Figure 14 and Figure 15).

![Figure 13: Respondents’ Arrival Time at Work](chart.png)
Figure 14: Respondents’ Work Departure Time
### Figure 15: Arrival and Departure Times

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00am (Midnight)</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td>1:00am</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2:00am</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>3:00am</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td>4:00am</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>4%</td>
<td>0%</td>
</tr>
<tr>
<td>5:00am</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>0%</td>
<td>7%</td>
<td>0%</td>
</tr>
<tr>
<td>6:00am</td>
<td>3%</td>
<td>4%</td>
<td>5%</td>
<td>0%</td>
<td>2%</td>
<td>0%</td>
</tr>
<tr>
<td>7:00am</td>
<td>22%</td>
<td>28%</td>
<td>30%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td>8:00am</td>
<td>42%</td>
<td>39%</td>
<td>39%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>9:00am</td>
<td>21%</td>
<td>19%</td>
<td>16%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>10:00am</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>11:00am</td>
<td>2%</td>
<td>1%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>12:00pm (Noon)</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>1:00pm</td>
<td>1%</td>
<td>0%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>2:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>3:00pm</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>6%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>4:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>27%</td>
<td>20%</td>
<td>23%</td>
</tr>
<tr>
<td>5:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>42%</td>
<td>36%</td>
<td>45%</td>
</tr>
<tr>
<td>6:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>15%</td>
<td>14%</td>
<td>15%</td>
</tr>
<tr>
<td>7:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>3%</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>8:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>9:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>10:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>11:00pm</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
A majority (54%) of respondents had not made any stops on their commute to work on the day before they completed the survey, but instead traveled directly (see Figure 16). Of those who did make stops, the average number of stops was 1.5 (see Figure 17). These patterns have remained fairly stable since 2005.

**Figure 16: Number of Stops Made on Commute from Work to Home on the Previous Work Day**

![Pie chart showing the distribution of stops made on the commute from work to home on the previous work day. 54% made no stops, 31% made 1 stop, and 15% made 2 or more stops.]

**Figure 17: Number of Stops on the Way Home from Work, 2005-2014**

| Yesterday, or on the last day you worked, how many stops did you make on your way home? | Percent of Respondents |
|---|---|---|---|
| | 2014 | 2011 | 2005 |
| 0 (straight home from work) | 54% | 53% | 50% |
| 1 stop | 31% | 29% | 31% |
| 2 stops | 10% | 12% | 12% |
| 3 stops | 3% | 4% | 4% |
| 4 stops | 1% | 1% | 1% |
| 5+ stops | 2% | 1% | 2% |
| Total | 100% | 100% | 100% |

Average Number of Stops Made by Those Making Any Stops

1.5 stops

1.7 stops

1.8 stops
Most (81%) of the vehicles that were privately operated for the work commute were occupied by only the driver. The average vehicle occupancy was 1.2 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.4 persons per vehicle.

**Figure 18: Vehicle Occupancy, 2005-2014**

<table>
<thead>
<tr>
<th>Number of People in Automobiles for the Work Commute</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
</tr>
<tr>
<td>One (self)</td>
<td>84%</td>
</tr>
<tr>
<td>Two (self plus one)</td>
<td>11%</td>
</tr>
<tr>
<td>Three or more (self plus two or more)</td>
<td>5%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

Average Vehicle Occupancy, All Vehicles  
1.2 persons per vehicle  
1.3 persons per vehicle  
1.3 persons per vehicle

Average Vehicle Occupancy, Multiple-Occupancy Vehicles  
2.4 persons per vehicle  
2.3 persons per vehicle  
2.4 persons per vehicle
Trips Made During the Work Day

Survey participants were asked how often their job required them to run errands or attend meetings away from their primary work site. Thirteen percent of respondents reported they never have to go off-site. A few (7%) made such trips daily.

Figure 19: Frequency of Trips Away from Worksite

- Daily: 7%
- Several times a week: 17%
- About once a week: 17%
- About once every two weeks: 13%
- About once a month: 14%
- Less than once a month: 18%
- Never: 13%

Percent of Respondents
Those who reported they did have to go off-site were asked whether their employer provides transportation, or whether they must provide their own. In most cases (67%, see Figure 20), those who were ran errands or attended meetings away from their place of employment had to provide their own transportation. However, those who had to provide their own transportation and those whose employer provided transportation for these trips were about as likely to drive alone to work. Those who did not have to make work-related trips were more likely to not drive alone (see Figure 21 below).

Figure 20: Work-Related Errands or Off-site Meetings

- Never goes off-site for work: 14%
- Work requires off-site travel, employee must provide transportation: 67%
- Work requires off-site travel, employer provides vehicle: 5%
- Work requires off-site travel, employer provides bicycle: 1%
- Work requires off-site travel, uses ego CarShare: 0%
- Work requires off-site travel, uses Boulder B-Cycle: 0%
- Other: 13%

Figure 21: Travel Mode Used for Work Commute on Survey Day by Vehicle Requirement for Workday Errands and Off-Site Meetings

- Does not run errands: 38%
- Runs errands, employee must provide transportation: 53%
- Runs errands, employer provides vehicle/bicycle/CarShare/B-Cycle: 57%
Respondents were asked how many trips they made during their previous workday, not including the work commute trips. Over half (56%) had made no workday trips. Of those who made at least one trip, the average number of trips made during the workday was 2.9 trips. A greater proportion of respondents in 2014 (44%) reported making workday trips in 2014 than did in 2011 (33%, data not shown). The average number of trips made by respondents was correspondingly lower in 2011 and 2005.

**Figure 22: Non-Commute Workday Trips**

- Made a non-commute work day trip, 44%
- No non-commute work day trips, 56%

**Figure 23: Average Number of One-Way Workday Trips, 2005-2014**

| 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.) | Average Number of One-Way Trips |
|---|---|---|
| | 2014 | 2011 | 2005 |
| Average number of one-way trips by ALL respondents | 1.3 | 0.8 | 1.0 |
| Average number of one-way trips by those reporting making at least one trip | 2.9 | 2.4 | 2.1 |
The most frequent mode of transportation used for these trips was a single-occupancy vehicle (50%), followed by walking (20%), carpooling (17%), riding the bus (7%), biking (6%) or multi-mode trips (1%) (see Figure 24 and Figure 25).

**Figure 24: Mode of Non-Commute Workday Trips**

- Drove alone: 50%
- Walked: 20%
- Drive with at least one other person: 17%
- Rode a bus(es): 7%
- Biked: 6%
- Multi-mode (e.g., car then bus, bike then bus, etc.): 1%

**Figure 25: Mode of Non-Commute Workday Trips, 2005-2014**

| 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. | Average Percent of Non-Commute Trips |
| --- | --- | --- | --- |
|  | 2014 | 2011 | 2005 |
| Drove alone | 47% | 50% | 38% |
| Walked | 23% | 20% | 18% |
| Drove with at least one other person | 12% | 17% | 16% |
| Rode the bus | 7% | 7% | 16% |
| Biked | 8% | 6% | 11% |
| Multi-mode | 2% | 1% | 2% |
| Other | 0% | 0% | 0% |
| Total | 100% | 100% | 100% |
Employee Parking

CU faculty and staff were asked whether or not they had a Boulder campus parking permit. Forty-four percent reported they had such a permit, a similar proportion as observed in 2011 (45%). Those who have parking permit were asked about their satisfaction with the Boulder Campus Parking Services. Just under half (45%) rated their satisfaction as excellent or good, while another 30% rated it as only fair. About a quarter of respondents rated parking services as poor or unacceptable.

**Figure 26: Boulder Campus Parking Permit**

- Does NOT have Boulder campus permit, 56%
- Has Boulder campus permit, 44%

**Figure 27: Satisfaction with Boulder Campus Parking Services**

- Excellent, 9%
- Unacceptable, 8%
- Poor, 17%
- Good, 36%
- Fair, 30%
Respondents who had used a private vehicle for the work commute were asked where they had parked. Less than half (42%) had used a CU lot or structure with a parking permit. About one in 10 parked on a residential street, and 6% parked in a private lot or space at no charge. Respondents were also asked where they typically parked when they drove to work. Again, the most common response was in a CU lot or parking structure with a permit (see Figure 29 on the next page).

Figure 28: Type of Parking Used by CU Faculty and Staff on Day They Took the Survey, 2011-2014

- Didn’t drive to work: 35% (2014), 37% (2011)
- CU lot or structure with a permit: 42% (2014), 42% (2011)
- Residential street, no meter: 10% (2014), 10% (2011)
- Private lot or parking space, no charge: 4% (2014), 6% (2011)
- CU lot or structure with cash or credit card payment: 1% (2014), 2% (2011)
- Other lot, structure or space, with permit: 3% (2014), 2% (2011)
- Other lot, structure or space, with cash or credit card payment: 1% (2014), 2% (2011)
- On-street with meter: 0% (2014), 0% (2011)
- Residential street with a permit (NPPP): 0% (2014), 0% (2011)
- Other: 4% (2014), 1% (2011)
Almost half of respondents reported that they typically do not park on campus. Of those who do, most park on campus 5 days per week or more. There was an increase in the average number of days parked on the campus from 2011 to 2014.

Figure 29: Usual Parking Place, 2011-2014

<table>
<thead>
<tr>
<th>Parking Place</th>
<th>2014</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>CU lot or structure with a permit</td>
<td>46%</td>
<td>44%</td>
</tr>
<tr>
<td>Residential street, no meter</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td>Private lot or parking space, no charge</td>
<td>5%</td>
<td>7%</td>
</tr>
<tr>
<td>CU lot or structure with cash or credit card payment</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>Other lot, structure or space, with permit</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Other lot, structure or space, with cash or credit card payment</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>On-street with meter</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Residential street with a permit (NPPP)</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>Don't usually drive</td>
<td>20%</td>
<td>22%</td>
</tr>
</tbody>
</table>

Figure 30: Parking Frequency, 2005-2014

<table>
<thead>
<tr>
<th>During a typical week, how many days per week do you currently park a motor vehicle on campus?</th>
<th>2014</th>
<th>2011</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>46%</td>
<td>49%</td>
<td>61%</td>
</tr>
<tr>
<td>1 Day</td>
<td>6%</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>2 Days</td>
<td>4%</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>3 Days</td>
<td>5%</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>4 Days</td>
<td>7%</td>
<td>7%</td>
<td>5%</td>
</tr>
<tr>
<td>5 Days or More</td>
<td>33%</td>
<td>30%</td>
<td>22%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>AVERAGE NUMBER OF DAYS PARK ON CAMPUS</td>
<td>3.2</td>
<td>2.1</td>
<td>1.9</td>
</tr>
</tbody>
</table>
In 2014, University of Colorado’s faculty and staff who had a parking permit tended to have a longer commute distance (14.6 miles) than those who did not have a permit (12.3 miles). The overall commuting distance for faculty and staff increased from 1998 to 2005, but has remained fairly stable since then.

Figure 31: Distance to Work by Ownership of Campus Parking Pass, 1998-2014
Transit Use

Use of Transit for the Commute

Most of those surveyed claimed to at least occasionally use a bus for their work commute; about 40% said they never use the bus for the work commute (see Figure 32). Those who do not use the bus were asked why they did not. The most frequent reasons given were the extra time needed to take the bus, need for a vehicle to run errands during the workday or to transport children, or a lack of bus service (see Figure 33).

Figure 32: Use of Transit for the Commute, 2011-2014

<table>
<thead>
<tr>
<th>Year</th>
<th>Ever use the bus for the commute</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>59%</td>
</tr>
<tr>
<td>2011</td>
<td>63%</td>
</tr>
</tbody>
</table>

Figure 33: Reasons for Not Riding the Bus

- The bus takes too much time: 56%
- I need my vehicle before and/or after the workday to transport children or do errands: 34%
- There is no bus service to my home: 26%
- I need my vehicle for errands during the workday: 23%
- I am afraid of getting stranded or missing my bus: 16%
- There is no bus service to my employer's location: 5%
- I have not picked up my Buff OneCard: 1%
- Other: 29%
Use of Transit for Pleasure or Personal Business Trips

About 1 in 4 respondents reported that, during a typical week, they use the bus or light rail for at least one non-commute trip (see Figure 34). This is similar to what was observed prior to 2002, and then again in 2011, but represents a decrease compared to 2005 and 2002. The average number of trips per respondent made during a typical week for non-commute trips was 0.8 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 3.1.

**Figure 34: Use of Transit for Non-Commute Trips, 1998-2014**

<table>
<thead>
<tr>
<th>Year</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>30%</td>
</tr>
<tr>
<td>1999</td>
<td>27%</td>
</tr>
<tr>
<td>2000</td>
<td>30%</td>
</tr>
<tr>
<td>2001</td>
<td>31%</td>
</tr>
<tr>
<td>2002</td>
<td>38%</td>
</tr>
<tr>
<td>2005</td>
<td>38%</td>
</tr>
<tr>
<td>2011</td>
<td>29%</td>
</tr>
<tr>
<td>2014</td>
<td>27%</td>
</tr>
</tbody>
</table>

**Figure 35: Average Number of Non-Commute Transit Trips in a Typical Week, 2005-2014**

<table>
<thead>
<tr>
<th></th>
<th>Average Number of One-Way Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
</tr>
<tr>
<td>Average number of one-way trips by ALL respondents</td>
<td>0.8</td>
</tr>
<tr>
<td>Average number of one-way trips by those reporting making at least one trip</td>
<td>3.1</td>
</tr>
</tbody>
</table>
Use of skyRide

The majority of those surveyed (92%) reported going to DIA at least once in the past year, a similar proportion to that observed in 2005 and 2011. The average number of trips per respondent to DIA was 7.8 trips across all respondents, and 8.5 trips for those making at least one trip.

**Figure 36: Travel to DIA, 2005-2014**

<table>
<thead>
<tr>
<th>Travel to DIA</th>
<th>2014</th>
<th>2011</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Respondents Going to DIA at Least Once in Past Year</td>
<td>92%</td>
<td>90%</td>
<td>90%</td>
</tr>
<tr>
<td>Average Number of Trips to DIA for ALL Respondents</td>
<td>7.8</td>
<td>7.4</td>
<td>6.2</td>
</tr>
<tr>
<td>Average Number of Trips to DIA for Respondents Who Went at Least Once</td>
<td>8.5</td>
<td>8.3</td>
<td>7.0</td>
</tr>
<tr>
<td>Average Proportion of Trips paid for by Employer</td>
<td>22%</td>
<td>27%</td>
<td>34%</td>
</tr>
<tr>
<td>Average Proportion of Trips paid for by Employee</td>
<td>75%</td>
<td>73%</td>
<td>66%</td>
</tr>
</tbody>
</table>

Those who had traveled to DIA were asked how often they used various methods to get to and from the airport. Most frequently, respondents drove to the airport and parked, paying the parking fees themselves. About 30% of the trips made to and from the airport were made on skyRide, and for the large majority of those trips, the respondent paid the surcharge themselves.

**Figure 37: Method of Travel to DIA**

<table>
<thead>
<tr>
<th>Of these trips (to DIA), how many did you . . .?</th>
<th>Average Percent of Trips</th>
<th>Average Number of Trips</th>
<th>Percent of Average Number of Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have someone else drop you off or pick you up, mileage reimbursed by work</td>
<td>5%</td>
<td>0.43</td>
<td>5%</td>
</tr>
<tr>
<td>Have someone else drop you off or pick you up, no reimbursement</td>
<td>18%</td>
<td>1.31</td>
<td>16%</td>
</tr>
<tr>
<td>Drive and park, reimbursed by work</td>
<td>11%</td>
<td>1.22</td>
<td>15%</td>
</tr>
<tr>
<td>Drive and park, paid for by myself</td>
<td>28%</td>
<td>2.16</td>
<td>26%</td>
</tr>
<tr>
<td>Take commercial van service, reimbursed by work</td>
<td>1%</td>
<td>0.12</td>
<td>1%</td>
</tr>
<tr>
<td>Take commercial van service, paid for by myself</td>
<td>2%</td>
<td>0.12</td>
<td>1%</td>
</tr>
<tr>
<td>Take RTD skyRide paying full fare myself</td>
<td>2%</td>
<td>0.09</td>
<td>1%</td>
</tr>
<tr>
<td>Take RTD skyRide, full fare reimbursed by work</td>
<td>1%</td>
<td>0.03</td>
<td>0%</td>
</tr>
<tr>
<td>Take RTD skyRide using EcoPass, surcharge paid for by myself</td>
<td>25%</td>
<td>1.97</td>
<td>24%</td>
</tr>
<tr>
<td>Take RTD skyRide using EcoPass, surcharge reimbursed by work</td>
<td>4%</td>
<td>0.45</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
<td>0.29</td>
<td>4%</td>
</tr>
</tbody>
</table>
**Eco-Pass Status**

In 2014, Eco-Pass holdership was nearly universal (99%), as it had been in 2011 and 2005. There were gains in the proportion of University faculty and staff picking up an Eco-Pass since the 1998 survey, when only 80% of those responding reported they had picked up their card, but the saturation level was reached in 2005.

![Figure 38: Eco-Pass Status, 1998-2014](image)

**Distance from Home to Bus Stop**

Two in 10 respondents reported there was a bus stop less than two blocks from their home where they could catch a bus to work, and another 3 in 10 had a bus stop between 2 and 5 blocks of their home. Fifteen percent had a bus stop between 6 and 10 blocks, and for 31% the nearest bus stop at which they could catch a bus to work was more than 10 blocks away. Distances of CU faculty-staff from a bust stop has remained similar since 2011.

![Figure 39: Distance to Nearest Bus Stop](image)
Satisfaction with RTD Services

Average satisfaction with RTD services has remained fairly steady since University employees were first asked how they felt about RTD services. However, average satisfaction and the proportion of respondents who rate RTD services as “excellent” declined in 2011 compared to more recent years, even though the majority of ratings have been positive. Ratings in 2014 were similar to what had been observed in 2011.

![Figure 40: Average Satisfaction Ratings of RTD Services, 1998-2014](image)

![Figure 41: Satisfaction with RTD Services, 1998-2014](image)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>25%</td>
<td>23%</td>
<td>29%</td>
<td>38%</td>
<td>40%</td>
<td>41%</td>
<td>41%</td>
<td>32%</td>
</tr>
<tr>
<td>Good</td>
<td>52%</td>
<td>53%</td>
<td>55%</td>
<td>50%</td>
<td>48%</td>
<td>45%</td>
<td>47%</td>
<td>54%</td>
</tr>
<tr>
<td>Fair</td>
<td>16%</td>
<td>18%</td>
<td>13%</td>
<td>9%</td>
<td>8%</td>
<td>8%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Poor</td>
<td>5%</td>
<td>3%</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>3%</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
<td>Unacceptable</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
Teleworking and Compressed Work Week

Those completing the survey were provided with a definition of teleworking as when employees fulfill their job responsibilities by substituting work at home for work commute travel. They were then asked whether they ever telework. In 2014 and 2011 about half indicated that they had teleworked at least once, compared to 31% in 2005. Twenty-seven percent had teleworked at least once a month in 2014 and 2011, compared to 19% in 2005 (see Figure 42).

![Figure 42: Teleworking Status, 2005-2014](image)

In 2014, respondents were asked if their job allowed them to work a compressed work week, described as working 40 hours in four days or 80 hours in nine days. About 3 in 10 respondents said they were allowed to work a compressed work week, with 5 in 10 reporting they were not able to do so, and an additional 2 in 10 being unsure.

![Figure 43: Ability to Work a Compressed Work Week](image)
eGo CarShare and Boulder B-Cycle (Bike Share) Membership

In 2014, very few respondents were either members of Boulder B-cycle (2%) or eGo CarShare (4%), but these represented gains over 2011.

![Figure 44: Membership in eGo CarShare and Boulder B-Cycle](chart)

Hybrid or Electric Vehicle Usage for the Work Commute

In 2014, respondents were asked whether the car they used for their work commute was a hybrid or an electric vehicle. About 7% of vehicles used for the work commute were a hybrid, while 1% were an electric vehicle.

![Figure 45: Characteristics of Car Used for Work Commute](chart)
Child Transportation

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 a quarter of the faculty and staff 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. Sixteen percent had taken their child or children to school or child care on the day they completed the questionnaire. These results were similar to what had been observed in 2011. Transportation of children had an impact on the mode choice for the work commute. Those who did transport children on the day of the survey were more likely to drive (54%) compared to those who did not transport children (44%). Furthermore, those who did not transport their child(ren) were more likely to ride a bus or buses (see table on page 226 in Appendix C: Modal Share of the Work Commute by Respondent Characteristics).

Availability and Use of Alternative Transportation Options

Those completing the survey were presented with a list of options that employers can provide which can make it easier to choose alternatives other than driving alone for the work commute. For each, respondents were asked to indicate which their employer makes available to them and which they had used in the last six months. Nearly all respondents had an Eco-Pass available to them, and three-quarters had used it in the last 6 months (see Figure 48 on the next page). The other options used most often by respondents included flextime, telework options, bike lockers or other protected bike storage and showers and changing facilities.
Figure 48: Alternative Transportation Options Made Available by Employer, and Used by Employees

- Eco-Pass: 78% (Employer Makes Available) - 97% (Used in Last 6 Months)
- Flextime: 39% (Employer Makes Available) - 30% (Used in Last 6 Months)
- Telework option: 34% (Employer Makes Available) - 28% (Used in Last 6 Months)
- Bike lockers or other covered, protected storage: 27% (Employer Makes Available) - 21% (Used in Last 6 Months)
- Showers and changing facilities: 40% (Employer Makes Available) - 27% (Used in Last 6 Months)
- Walk and Bike Month (Bike to Work Day) participation: 46% (Employer Makes Available) - 17% (Used in Last 6 Months)
- Transit and or bicycle maps, schedules or information: 33% (Employer Makes Available) - 11% (Used in Last 6 Months)
- Compressed work week option: 24% (Employer Makes Available) - 11% (Used in Last 6 Months)
- Bike racks: 19% (Employer Makes Available) - 4% (Used in Last 6 Months)
- Boulder B-cycle (bike share) membership: 12% (Employer Makes Available) - 2% (Used in Last 6 Months)
- eGo CarShare (membership or reimbursement): 8% (Employer Makes Available) - 2% (Used in Last 6 Months)
- Pre-tax benefits for transit, vanpool: 5% (Employer Makes Available) - 2% (Used in Last 6 Months)
- Preferential parking for carpools/vanpools: 13% (Employer Makes Available) - 1% (Used in Last 6 Months)
- Ride matching for carpools/vanpools: 9% (Employer Makes Available) - 1% (Used in Last 6 Months)
- Employee Transportation Coordinator (ETC): 5% (Employer Makes Available) - 1% (Used in Last 6 Months)
- Subsidized vanpool or transit fares: 5% (Employer Makes Available) - 1% (Used in Last 6 Months)
Appendix A: Responses to Survey Questions

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

**Question 1**

<table>
<thead>
<tr>
<th>How did you get to work today? (Please check all that apply.)*</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>52%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>11%</td>
</tr>
<tr>
<td>How many others total?</td>
<td>1.36</td>
</tr>
<tr>
<td>How many under 16 years old?</td>
<td>0.46</td>
</tr>
<tr>
<td>Walked</td>
<td>7%</td>
</tr>
<tr>
<td>Biked</td>
<td>12%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>24%</td>
</tr>
<tr>
<td>Carried a bike on a bus or buses</td>
<td>1%</td>
</tr>
<tr>
<td>Used a Park-n-Ride</td>
<td>6%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
</tbody>
</table>

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

**Question 1: Primary mode used for work commute on day completed survey.**

<table>
<thead>
<tr>
<th>How did you get to work today? (primary mode)</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>47%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>9%</td>
</tr>
<tr>
<td>Walked</td>
<td>3%</td>
</tr>
<tr>
<td>Biked</td>
<td>11%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>21%</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>3%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and bus</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and drive</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 6

**About how far is your home from work?**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 mile or less</td>
<td>12%</td>
</tr>
<tr>
<td>2-5 miles</td>
<td>13%</td>
</tr>
<tr>
<td>6-10 miles</td>
<td>3%</td>
</tr>
<tr>
<td>11-15 miles</td>
<td>5%</td>
</tr>
<tr>
<td>16-20 miles</td>
<td>4%</td>
</tr>
<tr>
<td>More than 20 miles</td>
<td>63%</td>
</tr>
</tbody>
</table>

**AVERAGE NUMBER OF MILES**

13.2 miles

### Question 7

**About what time did you leave home for work today?**

<table>
<thead>
<tr>
<th>Time</th>
<th>Percent of Respondents</th>
<th>About what time did you leave home for work today?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00am (midnight)</td>
<td>0%</td>
<td>NOON</td>
<td>0%</td>
</tr>
<tr>
<td>12:30 AM</td>
<td>0%</td>
<td>12:30 PM</td>
<td>1%</td>
</tr>
<tr>
<td>1:00 AM</td>
<td>0%</td>
<td>1:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>1:30 AM</td>
<td>0%</td>
<td>1:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>2:00 AM</td>
<td>0%</td>
<td>2:00 PM</td>
<td>1%</td>
</tr>
<tr>
<td>2:30 AM</td>
<td>0%</td>
<td>2:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>3:00 AM</td>
<td>0%</td>
<td>3:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>3:30 AM</td>
<td>0%</td>
<td>3:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>4:00 AM</td>
<td>0%</td>
<td>4:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>4:30 AM</td>
<td>0%</td>
<td>4:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>5:00 AM</td>
<td>1%</td>
<td>5:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>5:30 AM</td>
<td>3%</td>
<td>5:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>6:00 AM</td>
<td>5%</td>
<td>6:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>6:30 AM</td>
<td>10%</td>
<td>6:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>7:00 AM</td>
<td>18%</td>
<td>7:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>7:30 AM</td>
<td>20%</td>
<td>7:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>8:00 AM</td>
<td>16%</td>
<td>8:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>8:30 AM</td>
<td>12%</td>
<td>8:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>6%</td>
<td>9:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>9:30 AM</td>
<td>2%</td>
<td>9:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>2%</td>
<td>10:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>10:30 AM</td>
<td>1%</td>
<td>10:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>1%</td>
<td>11:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>11:30 AM</td>
<td>1%</td>
<td>11:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Question 8

<table>
<thead>
<tr>
<th>Did you come straight to work from home today?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>81%</td>
</tr>
<tr>
<td>No</td>
<td>19%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 9

<table>
<thead>
<tr>
<th>About how many minutes did it take?*</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 minutes or less</td>
<td>2%</td>
</tr>
<tr>
<td>6 to 10 minutes</td>
<td>9%</td>
</tr>
<tr>
<td>11 to 15 minutes</td>
<td>15%</td>
</tr>
<tr>
<td>16 to 20 minutes</td>
<td>15%</td>
</tr>
<tr>
<td>21 to 30 minutes</td>
<td>20%</td>
</tr>
<tr>
<td>31 to 45 minutes</td>
<td>19%</td>
</tr>
<tr>
<td>46 to 60 minutes</td>
<td>12%</td>
</tr>
<tr>
<td>more than 1 hour</td>
<td>9%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
<tr>
<td>Average Number of Minutes</td>
<td>32.9 minutes</td>
</tr>
</tbody>
</table>

*Responses only from those who reported they came straight to work from home*

### Question 10

<table>
<thead>
<tr>
<th>About how many stops did you make on your way to work?*</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 stop</td>
<td>73%</td>
</tr>
<tr>
<td>2 stops</td>
<td>24%</td>
</tr>
<tr>
<td>3 stops</td>
<td>3%</td>
</tr>
<tr>
<td>4 stops</td>
<td>0%</td>
</tr>
<tr>
<td>5 or more stops</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
<tr>
<td>Average Number of Stops</td>
<td>1.3 stops</td>
</tr>
</tbody>
</table>

*Responses only from those who reported they did not come straight to work from home*
# Question 11

<table>
<thead>
<tr>
<th>Yesterday, or on the last day you worked, how many stops did you make on your way home?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 stops</td>
<td>54%</td>
</tr>
<tr>
<td>1 stop</td>
<td>31%</td>
</tr>
<tr>
<td>2 stops</td>
<td>10%</td>
</tr>
<tr>
<td>3 stops</td>
<td>3%</td>
</tr>
<tr>
<td>4 stops</td>
<td>1%</td>
</tr>
<tr>
<td>5 or more stops</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

- Average Number of Stops, All Respondents: 0.7 stops
- Average Number of Stops, Respondents Who Made At Least One Stop: 1.5 stops
### Question 12

<table>
<thead>
<tr>
<th>About what time do you usually arrive at work?</th>
<th>Percent of Respondents</th>
<th>About what time do you usually arrive at work?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00am (midnight)</td>
<td>0%</td>
<td>NOON</td>
<td>1%</td>
</tr>
<tr>
<td>12:30 AM</td>
<td>0%</td>
<td>12:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>1:00 AM</td>
<td>0%</td>
<td>1:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>1:30 AM</td>
<td>0%</td>
<td>1:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>2:00 AM</td>
<td>0%</td>
<td>2:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>2:30 AM</td>
<td>0%</td>
<td>2:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>3:00 AM</td>
<td>0%</td>
<td>3:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>3:30 AM</td>
<td>0%</td>
<td>3:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>4:00 AM</td>
<td>0%</td>
<td>4:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>4:30 AM</td>
<td>0%</td>
<td>4:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>5:00 AM</td>
<td>0%</td>
<td>5:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>5:30 AM</td>
<td>0%</td>
<td>5:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>6:00 AM</td>
<td>1%</td>
<td>6:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>6:30 AM</td>
<td>2%</td>
<td>6:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>7:00 AM</td>
<td>7%</td>
<td>7:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>7:30 AM</td>
<td>15%</td>
<td>7:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>8:00 AM</td>
<td>25%</td>
<td>8:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>8:30 AM</td>
<td>18%</td>
<td>8:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>15%</td>
<td>9:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>9:30 AM</td>
<td>6%</td>
<td>9:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>4%</td>
<td>10:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>10:30 AM</td>
<td>1%</td>
<td>10:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>1%</td>
<td>11:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>11:30 AM</td>
<td>0%</td>
<td>11:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Question 13

<table>
<thead>
<tr>
<th>About what time do you usually leave work?</th>
<th>Percent of Respondents</th>
<th>About what time do you usually leave work?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00am (midnight)</td>
<td>0%</td>
<td>NOON</td>
<td>0%</td>
</tr>
<tr>
<td>12:30 AM</td>
<td>0%</td>
<td>12:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>1:00 AM</td>
<td>0%</td>
<td>1:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>1:30 AM</td>
<td>0%</td>
<td>1:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>2:00 AM</td>
<td>0%</td>
<td>2:00 PM</td>
<td>2%</td>
</tr>
<tr>
<td>2:30 AM</td>
<td>0%</td>
<td>2:30 PM</td>
<td>1%</td>
</tr>
<tr>
<td>3:00 AM</td>
<td>0%</td>
<td>3:00 PM</td>
<td>2%</td>
</tr>
<tr>
<td>3:30 AM</td>
<td>1%</td>
<td>3:30 PM</td>
<td>3%</td>
</tr>
<tr>
<td>4:00 AM</td>
<td>1%</td>
<td>4:00 PM</td>
<td>9%</td>
</tr>
<tr>
<td>4:30 AM</td>
<td>4%</td>
<td>4:30 PM</td>
<td>12%</td>
</tr>
<tr>
<td>5:00 AM</td>
<td>3%</td>
<td>5:00 PM</td>
<td>23%</td>
</tr>
<tr>
<td>5:30 AM</td>
<td>3%</td>
<td>5:30 PM</td>
<td>13%</td>
</tr>
<tr>
<td>6:00 AM</td>
<td>1%</td>
<td>6:00 PM</td>
<td>10%</td>
</tr>
<tr>
<td>6:30 AM</td>
<td>0%</td>
<td>6:30 PM</td>
<td>3%</td>
</tr>
<tr>
<td>7:00 AM</td>
<td>1%</td>
<td>7:00 PM</td>
<td>2%</td>
</tr>
<tr>
<td>7:30 AM</td>
<td>0%</td>
<td>7:30 PM</td>
<td>1%</td>
</tr>
<tr>
<td>8:00 AM</td>
<td>0%</td>
<td>8:00 PM</td>
<td>1%</td>
</tr>
<tr>
<td>8:30 AM</td>
<td>0%</td>
<td>8:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>0%</td>
<td>9:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>9:30 AM</td>
<td>0%</td>
<td>9:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>0%</td>
<td>10:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>10:30 AM</td>
<td>0%</td>
<td>10:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>0%</td>
<td>11:00 PM</td>
<td>0%</td>
</tr>
<tr>
<td>11:30 AM</td>
<td>0%</td>
<td>11:30 PM</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
### Question 14
During a typical work week, how many days do you commute to work in each of the ways listed below?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Commute Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>46%</td>
</tr>
<tr>
<td>Drive with at least one other person</td>
<td>9%</td>
</tr>
<tr>
<td>Multi-mode (e.g., car then bus, bike then bus, etc.)</td>
<td>8%</td>
</tr>
<tr>
<td>Walk</td>
<td>4%</td>
</tr>
<tr>
<td>Bike</td>
<td>12%</td>
</tr>
<tr>
<td>Ride a bus(es)</td>
<td>16%</td>
</tr>
<tr>
<td>Compressed work week (i.e., number of days not worked because work longer hours)</td>
<td>1%</td>
</tr>
<tr>
<td>Work at home</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
</tr>
</tbody>
</table>

### Question 15
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)

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>28%</td>
</tr>
<tr>
<td>No</td>
<td>54%</td>
</tr>
<tr>
<td>Don't know</td>
<td>18%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 16
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.)

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Never</td>
<td>52%</td>
</tr>
<tr>
<td>Less than once a month</td>
<td>21%</td>
</tr>
<tr>
<td>1 to 3 days per month</td>
<td>13%</td>
</tr>
<tr>
<td>Once a week</td>
<td>7%</td>
</tr>
<tr>
<td>Twice a week</td>
<td>5%</td>
</tr>
<tr>
<td>Three days a week or more</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 17

<table>
<thead>
<tr>
<th>How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute.</th>
<th>Percent of Respondents Making A Trip During the Workday</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>56%</td>
</tr>
<tr>
<td>1 trip</td>
<td>6%</td>
</tr>
<tr>
<td>2 trips</td>
<td>24%</td>
</tr>
<tr>
<td>3 trips</td>
<td>2%</td>
</tr>
<tr>
<td>4 trips</td>
<td>7%</td>
</tr>
<tr>
<td>5 trips</td>
<td>1%</td>
</tr>
<tr>
<td>6 or more trips</td>
<td>4%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
<tr>
<td>Average Number of Trips, All Respondents</td>
<td>1.3 trips</td>
</tr>
<tr>
<td>Average Number of Trips, Respondents Making at Least One Trip</td>
<td>2.9 trips</td>
</tr>
</tbody>
</table>

### Question 19

<table>
<thead>
<tr>
<th>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.</th>
<th>Average Percent of Non-Commute Trips</th>
<th>Average Number of Non-Commute Trips</th>
<th>Percent of Average Number of Non-Commute Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>47%</td>
<td>2.37</td>
<td>62%</td>
</tr>
<tr>
<td>Drive with at least one other person</td>
<td>12%</td>
<td>0.34</td>
<td>9%</td>
</tr>
<tr>
<td>Used eGo CarShare</td>
<td>0%</td>
<td>0.02</td>
<td>1%</td>
</tr>
<tr>
<td>Multi-mode (e.g., car then bus, bike then bus, etc.)</td>
<td>2%</td>
<td>0.06</td>
<td>2%</td>
</tr>
<tr>
<td>Biked</td>
<td>8%</td>
<td>0.21</td>
<td>5%</td>
</tr>
<tr>
<td>Used Boulder B-cycle</td>
<td>0%</td>
<td>0.00</td>
<td>0%</td>
</tr>
<tr>
<td>Walked</td>
<td>23%</td>
<td>0.62</td>
<td>16%</td>
</tr>
<tr>
<td>Rode a bus(es)</td>
<td>7%</td>
<td>0.20</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>0%</td>
<td>0.03</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>3.85</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 19

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.

<table>
<thead>
<tr>
<th>Method</th>
<th>Average Percent of Non-Commute Miles</th>
<th>Average Number of Non-Commute Miles</th>
<th>Percent of Average Number of Non-Commute Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>49%</td>
<td>6.97</td>
<td>67%</td>
</tr>
<tr>
<td>Drive with at least one other person</td>
<td>12%</td>
<td>1.38</td>
<td>13%</td>
</tr>
<tr>
<td>Used eGo CarShare</td>
<td>0%</td>
<td>0.05</td>
<td>0%</td>
</tr>
<tr>
<td>Multi-mode (e.g., car then bus, bike then bus, etc.)</td>
<td>2%</td>
<td>0.36</td>
<td>3%</td>
</tr>
<tr>
<td>Biked</td>
<td>8%</td>
<td>0.38</td>
<td>4%</td>
</tr>
<tr>
<td>Used Boulder B-cycle</td>
<td>0%</td>
<td>0.00</td>
<td>0%</td>
</tr>
<tr>
<td>Walked</td>
<td>20%</td>
<td>0.35</td>
<td>3%</td>
</tr>
<tr>
<td>Rode a bus(es)</td>
<td>8%</td>
<td>0.88</td>
<td>8%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>0.06</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>10.43</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 21

About how often do you run work-related errands or attend meetings away from your primary work site?

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>7%</td>
</tr>
<tr>
<td>Several times a week</td>
<td>17%</td>
</tr>
<tr>
<td>About once a week</td>
<td>17%</td>
</tr>
<tr>
<td>About once every two weeks</td>
<td>13%</td>
</tr>
<tr>
<td>About once a month</td>
<td>14%</td>
</tr>
<tr>
<td>Less than once a month</td>
<td>18%</td>
</tr>
<tr>
<td>Never</td>
<td>13%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
**Question 22**

<table>
<thead>
<tr>
<th>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?*</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>I must use my own vehicle or other means of transportation</td>
<td>78%</td>
</tr>
<tr>
<td>I use an employer-provided vehicle</td>
<td>10%</td>
</tr>
<tr>
<td>I use an employer-provided bicycle</td>
<td>1%</td>
</tr>
<tr>
<td>I use eGo CarShare</td>
<td>1%</td>
</tr>
<tr>
<td>Other</td>
<td>19%</td>
</tr>
</tbody>
</table>

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

**Question 23**

<table>
<thead>
<tr>
<th>Do you currently have a Boulder Campus parking permit?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>44%</td>
</tr>
<tr>
<td>No</td>
<td>56%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Question 24**

<table>
<thead>
<tr>
<th>How much do you pay per month for your permit?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>less than $40</td>
<td>13%</td>
</tr>
<tr>
<td>$40 to $49</td>
<td>22%</td>
</tr>
<tr>
<td>$50 to $59</td>
<td>63%</td>
</tr>
<tr>
<td>$60 or more</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
<tr>
<td>AVERAGE</td>
<td>$60.60</td>
</tr>
</tbody>
</table>

**Question 25**

<table>
<thead>
<tr>
<th>If you drove a car to work today, where did you park?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>CU lot or structure with a permit</td>
<td>42%</td>
</tr>
<tr>
<td>CU lot or structure with cash or credit card payment</td>
<td>1%</td>
</tr>
<tr>
<td>Other lot, structure or space, with permit</td>
<td>3%</td>
</tr>
<tr>
<td>Other lot, structure or space, with cash or credit card payment</td>
<td>1%</td>
</tr>
<tr>
<td>Private lot or parking space, no charge</td>
<td>4%</td>
</tr>
<tr>
<td>On-street with meter</td>
<td>0%</td>
</tr>
<tr>
<td>Residential street, no meter</td>
<td>10%</td>
</tr>
<tr>
<td>Residential street with a permit (NPPP)</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
</tr>
<tr>
<td>I did not drive to work today</td>
<td>35%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 26
During a typical week, how many days per week do you currently park a motor vehicle on campus?

<table>
<thead>
<tr>
<th>Days per Week</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 days</td>
<td>46%</td>
</tr>
<tr>
<td>1 day</td>
<td>6%</td>
</tr>
<tr>
<td>2 days</td>
<td>4%</td>
</tr>
<tr>
<td>3 days</td>
<td>5%</td>
</tr>
<tr>
<td>4 days</td>
<td>7%</td>
</tr>
<tr>
<td>5 days</td>
<td>30%</td>
</tr>
<tr>
<td>6 days</td>
<td>2%</td>
</tr>
<tr>
<td>7 days</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
<tr>
<td>AVERAGE</td>
<td>3.2 days</td>
</tr>
</tbody>
</table>

### Question 27
When you drive to work, what type of parking space do you usually park in?

<table>
<thead>
<tr>
<th>Parking Space Type</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>CU lot or structure with a permit</td>
<td>46%</td>
</tr>
<tr>
<td>CU lot or structure with cash or credit card payment</td>
<td>4%</td>
</tr>
<tr>
<td>Other lot, structure or space, with permit</td>
<td>3%</td>
</tr>
<tr>
<td>Other lot, structure or space, with cash or credit card payment</td>
<td>1%</td>
</tr>
<tr>
<td>Private lot or parking space, no charge</td>
<td>5%</td>
</tr>
<tr>
<td>Street with meter</td>
<td>1%</td>
</tr>
<tr>
<td>Residential street, no meter</td>
<td>15%</td>
</tr>
<tr>
<td>Residential street with a permit (NPPP)</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
</tr>
<tr>
<td>I do not usually drive to work</td>
<td>20%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 119
How would you rate your overall satisfaction with Parking Services on campus?

<table>
<thead>
<tr>
<th>Satisfaction Level</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>7%</td>
</tr>
<tr>
<td>Good</td>
<td>29%</td>
</tr>
<tr>
<td>Fair</td>
<td>24%</td>
</tr>
<tr>
<td>Poor</td>
<td>13%</td>
</tr>
<tr>
<td>Unacceptable</td>
<td>7%</td>
</tr>
<tr>
<td>Don't know</td>
<td>21%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 28

**How would you rate your overall satisfaction with RTD service?**

<table>
<thead>
<tr>
<th>Rating</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>22%</td>
</tr>
<tr>
<td>Good</td>
<td>45%</td>
</tr>
<tr>
<td>Fair</td>
<td>14%</td>
</tr>
<tr>
<td>Poor</td>
<td>4%</td>
</tr>
<tr>
<td>Unacceptable</td>
<td>2%</td>
</tr>
<tr>
<td>Don't know</td>
<td>14%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 30

**How far from your home is the nearest bus stop that you would use to ride to work?**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 2 blocks</td>
<td>19%</td>
</tr>
<tr>
<td>2-5 blocks</td>
<td>28%</td>
</tr>
<tr>
<td>6-10 blocks</td>
<td>15%</td>
</tr>
<tr>
<td>11-15 blocks</td>
<td>7%</td>
</tr>
<tr>
<td>More than 15 blocks</td>
<td>24%</td>
</tr>
<tr>
<td>Don't know</td>
<td>6%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 31

**Do you have a RTD bus pass that allows you to ride RTD for free?**

<table>
<thead>
<tr>
<th>Pass Description</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>yes, a CU student CollegePass</td>
<td>0%</td>
</tr>
<tr>
<td>yes, a CU faculty/staff Eco-Pass</td>
<td>97%</td>
</tr>
<tr>
<td>yes, a downtown Eco-Pass</td>
<td>0%</td>
</tr>
<tr>
<td>yes, through my other employer</td>
<td>0%</td>
</tr>
<tr>
<td>yes, through my neighborhood</td>
<td>0%</td>
</tr>
<tr>
<td>no</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
**Question 32**

<table>
<thead>
<tr>
<th>Do you ever ride a bus to work?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>59%</td>
</tr>
<tr>
<td>No</td>
<td>41%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Question 33**

<table>
<thead>
<tr>
<th>Why don’t you ride the bus to and from work? (Choose all that apply.)*</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>I have not picked up my Eco-Pass</td>
<td>1%</td>
</tr>
<tr>
<td>There is no bus service to my employer’s location</td>
<td>5%</td>
</tr>
<tr>
<td>There is no bus service to my home</td>
<td>26%</td>
</tr>
<tr>
<td>The bus takes too much time</td>
<td>56%</td>
</tr>
<tr>
<td>I need my vehicle for errands during the workday</td>
<td>23%</td>
</tr>
<tr>
<td>I need my vehicle before and/or after the workday to transport children or do errands</td>
<td>34%</td>
</tr>
<tr>
<td>I am afraid of getting stranded or missing my bus</td>
<td>16%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>29%</td>
</tr>
</tbody>
</table>

*Responses only from those who reported "no" to Question 32. Percents may add to more than 100% as respondents could give more than one answer.

**Question 34**

<table>
<thead>
<tr>
<th>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?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>73%</td>
</tr>
<tr>
<td>1 trip</td>
<td>7%</td>
</tr>
<tr>
<td>2 trips</td>
<td>10%</td>
</tr>
<tr>
<td>3 trips</td>
<td>1%</td>
</tr>
<tr>
<td>4 trips</td>
<td>4%</td>
</tr>
<tr>
<td>5 or more trips</td>
<td>5%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
<tr>
<td>Average of All Respondents</td>
<td>0.8 trips</td>
</tr>
<tr>
<td>Average of Respondents Who Make At Least on Non-Commute RTD Trip</td>
<td>3.1 trips</td>
</tr>
</tbody>
</table>
### Question 35

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

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>8%</td>
</tr>
<tr>
<td>One or more times</td>
<td>92%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 36

**About how many times did you go to the airport (one-way trips)?**

- Average Number of One-way Trips: 8.5 trips

*Responses are from those who reported going to DIA.*

### Question 37

**Of these trips (to DIA), how many did you . . .?**

<table>
<thead>
<tr>
<th>Of these trips [to DIA], how many did you . . .?*</th>
<th>Average Percent of Trips</th>
<th>Average Number of Trips</th>
<th>Percent of Average Number of Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have someone else drop you off or pick you up, mileage reimbursed by work</td>
<td>5%</td>
<td>0.43</td>
<td>5%</td>
</tr>
<tr>
<td>Have someone else drop you off or pick you up, no reimbursement</td>
<td>18%</td>
<td>1.31</td>
<td>16%</td>
</tr>
<tr>
<td>Drive and park, reimbursed by work</td>
<td>11%</td>
<td>1.22</td>
<td>15%</td>
</tr>
<tr>
<td>Drive and park, paid for by myself</td>
<td>28%</td>
<td>2.16</td>
<td>26%</td>
</tr>
<tr>
<td>Take commercial van service, reimbursed by work</td>
<td>1%</td>
<td>0.12</td>
<td>1%</td>
</tr>
<tr>
<td>Take commercial van service, paid for by myself</td>
<td>2%</td>
<td>0.12</td>
<td>1%</td>
</tr>
<tr>
<td>Take RTD skyRide paying full fare myself</td>
<td>2%</td>
<td>0.09</td>
<td>1%</td>
</tr>
<tr>
<td>Take RTD skyRide, full fare reimbursed by work</td>
<td>1%</td>
<td>0.03</td>
<td>0%</td>
</tr>
<tr>
<td>Take RTD skyRide using EcoPass, surcharge paid for by myself</td>
<td>25%</td>
<td>1.97</td>
<td>24%</td>
</tr>
<tr>
<td>Take RTD skyRide using EcoPass, surcharge reimbursed by work</td>
<td>4%</td>
<td>0.45</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
<td>0.29</td>
<td>4%</td>
</tr>
</tbody>
</table>

*Responses are from those who reported going to DIA.*
### Question 42
Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, school</td>
<td>16%</td>
</tr>
<tr>
<td>Yes, childcare</td>
<td>5%</td>
</tr>
<tr>
<td>Yes, both school and childcare</td>
<td>5%</td>
</tr>
<tr>
<td>No</td>
<td>74%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 43
Did you take your child(ren) to school or child care today?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, school</td>
<td>39%</td>
</tr>
<tr>
<td>Yes, childcare</td>
<td>16%</td>
</tr>
<tr>
<td>Yes, both school and childcare</td>
<td>8%</td>
</tr>
<tr>
<td>No</td>
<td>37%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 44
How is your job categorized by the University?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Classified staff</td>
<td>25%</td>
</tr>
<tr>
<td>Professional exempt/OEP/University Staff</td>
<td>37%</td>
</tr>
<tr>
<td>Administrative</td>
<td>1%</td>
</tr>
<tr>
<td>Faculty</td>
<td>31%</td>
</tr>
<tr>
<td>Research</td>
<td>7%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 45

**Where is your primary work location?**

<table>
<thead>
<tr>
<th>Location</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Campus</td>
<td>70%</td>
</tr>
<tr>
<td>East Campus (along Marine Street)</td>
<td>14%</td>
</tr>
<tr>
<td>Research Park (Smiley Court, LASP, CASA, SyBase/Space Science, Biotech McAllister/SEEC)</td>
<td>5%</td>
</tr>
<tr>
<td>Williams Village/Bear Creek</td>
<td>1%</td>
</tr>
<tr>
<td>Skaggs Federal Building/South Broadway</td>
<td>2%</td>
</tr>
<tr>
<td>Pearl East Parkway</td>
<td>0%</td>
</tr>
<tr>
<td>Walnut and 33rd</td>
<td>0%</td>
</tr>
<tr>
<td>Exposition Drive/CINC</td>
<td>1%</td>
</tr>
<tr>
<td>South Campus</td>
<td>0%</td>
</tr>
<tr>
<td>Denver/Grant Street</td>
<td>3%</td>
</tr>
<tr>
<td>Denver/Fitzsimmons/Anschutz</td>
<td>0%</td>
</tr>
<tr>
<td>Denver/Auraria</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

### Question 46

**Are you a full or part-time employee?**

<table>
<thead>
<tr>
<th>Employment Type</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-time</td>
<td>89%</td>
</tr>
<tr>
<td>Part-time</td>
<td>11%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

### Question 47

**What category best describes your typical work schedule?**

<table>
<thead>
<tr>
<th>Schedule Type</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday through Friday, daytime</td>
<td>85%</td>
</tr>
<tr>
<td>Monday through Friday, mornings</td>
<td>1%</td>
</tr>
<tr>
<td>Monday through Friday, evenings</td>
<td>0%</td>
</tr>
<tr>
<td>Weekends</td>
<td>6%</td>
</tr>
<tr>
<td>Rotating/variable schedule</td>
<td>9%</td>
</tr>
<tr>
<td>Other</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
### Question 48

<table>
<thead>
<tr>
<th>What category best describes your job?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (research, professional, business, administrative,</td>
<td>63%</td>
</tr>
<tr>
<td>support, customer support)</td>
<td></td>
</tr>
<tr>
<td>Professor/teaching (faculty)</td>
<td>24%</td>
</tr>
<tr>
<td>Retail/sales</td>
<td>1%</td>
</tr>
<tr>
<td>Service/restaurant/delivery</td>
<td>1%</td>
</tr>
<tr>
<td>Medical/dental</td>
<td>1%</td>
</tr>
<tr>
<td>Manufacturing/production/&quot;high-tech&quot;</td>
<td>1%</td>
</tr>
<tr>
<td>Construction/trades/laborer</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>6%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 49

<table>
<thead>
<tr>
<th>What is your hourly pay rate at this job?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>$7.00 per hour or less</td>
<td>1%</td>
</tr>
<tr>
<td>$7.01 to $10.00 per hour</td>
<td>1%</td>
</tr>
<tr>
<td>$10.01 to $12.00 per hour</td>
<td>1%</td>
</tr>
<tr>
<td>$12.01 to $15.00 per hour</td>
<td>3%</td>
</tr>
<tr>
<td>$15.01 to $20.00 per hour</td>
<td>13%</td>
</tr>
<tr>
<td>$20.01 to $25.00 per hour</td>
<td>23%</td>
</tr>
<tr>
<td>$25.01 to $50.00 per hour</td>
<td>43%</td>
</tr>
<tr>
<td>$50.01 to $75.00 per hour</td>
<td>10%</td>
</tr>
<tr>
<td>$75.01 to $100.00 per hour</td>
<td>3%</td>
</tr>
<tr>
<td>$100.01 or more per hour</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 50

<table>
<thead>
<tr>
<th>Are you employed at another job?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, an additional full-time job</td>
<td>0%</td>
</tr>
<tr>
<td>Yes, one or more additional part-time jobs</td>
<td>10%</td>
</tr>
<tr>
<td>No, I am not employed at any other jobs</td>
<td>89%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 92

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

<table>
<thead>
<tr>
<th>Service</th>
<th>Yes</th>
<th>No</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ride matching for carpools/vanpools</td>
<td>9%</td>
<td>91%</td>
<td>100%</td>
</tr>
<tr>
<td>Eco-Pass</td>
<td>97%</td>
<td>3%</td>
<td>100%</td>
</tr>
<tr>
<td>Subsidized vanpool or transit fares</td>
<td>5%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Pre-tax benefits for transit, vanpool</td>
<td>5%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Transit and or bicycle maps, schedules or information</td>
<td>33%</td>
<td>67%</td>
<td>100%</td>
</tr>
<tr>
<td>Bike racks</td>
<td>19%</td>
<td>81%</td>
<td>100%</td>
</tr>
<tr>
<td>Bike lockers or other covered, protected storage</td>
<td>74%</td>
<td>26%</td>
<td>100%</td>
</tr>
<tr>
<td>Showers and changing facilities</td>
<td>40%</td>
<td>60%</td>
<td>100%</td>
</tr>
<tr>
<td>Telework option</td>
<td>34%</td>
<td>66%</td>
<td>100%</td>
</tr>
<tr>
<td>Compressed work week option</td>
<td>24%</td>
<td>76%</td>
<td>100%</td>
</tr>
<tr>
<td>Flextime</td>
<td>39%</td>
<td>61%</td>
<td>100%</td>
</tr>
<tr>
<td>Employee Transportation Coordinator (ETC)</td>
<td>5%</td>
<td>95%</td>
<td>100%</td>
</tr>
<tr>
<td>Walk and Bike Month (Bike to Work Day) participation</td>
<td>46%</td>
<td>54%</td>
<td>100%</td>
</tr>
<tr>
<td>Preferential parking for carpools/vanpools</td>
<td>13%</td>
<td>87%</td>
<td>100%</td>
</tr>
<tr>
<td>Boulder B-cycle (bike share) membership</td>
<td>12%</td>
<td>88%</td>
<td>100%</td>
</tr>
<tr>
<td>eGo CarShare (membership or reimbursement)</td>
<td>8%</td>
<td>92%</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 93

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

<table>
<thead>
<tr>
<th>Service</th>
<th>Yes</th>
<th>No</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ride matching for carpools/vanpools</td>
<td>1%</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Eco-Pass</td>
<td>78%</td>
<td>22%</td>
<td>100%</td>
</tr>
<tr>
<td>Subsidized vanpool or transit fares</td>
<td>1%</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Pre-tax benefits for transit, vanpool</td>
<td>2%</td>
<td>98%</td>
<td>100%</td>
</tr>
<tr>
<td>Transit and or bicycle maps, schedules or information</td>
<td>11%</td>
<td>89%</td>
<td>100%</td>
</tr>
<tr>
<td>Bike racks</td>
<td>4%</td>
<td>96%</td>
<td>100%</td>
</tr>
<tr>
<td>Bike lockers or other covered, protected storage</td>
<td>27%</td>
<td>73%</td>
<td>100%</td>
</tr>
<tr>
<td>Showers and changing facilities</td>
<td>24%</td>
<td>76%</td>
<td>100%</td>
</tr>
<tr>
<td>Telework option</td>
<td>28%</td>
<td>72%</td>
<td>100%</td>
</tr>
<tr>
<td>Compressed work week option</td>
<td>11%</td>
<td>89%</td>
<td>100%</td>
</tr>
<tr>
<td>Flextime</td>
<td>30%</td>
<td>70%</td>
<td>100%</td>
</tr>
<tr>
<td>Employee Transportation Coordinator (ETC)</td>
<td>1%</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Walk and Bike Month (Bike to Work Day) participation</td>
<td>17%</td>
<td>83%</td>
<td>100%</td>
</tr>
<tr>
<td>Preferential parking for carpools/vanpools</td>
<td>1%</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Boulder B-cycle (bike share) membership</td>
<td>2%</td>
<td>98%</td>
<td>100%</td>
</tr>
<tr>
<td>eGo CarShare (membership or reimbursement)</td>
<td>2%</td>
<td>98%</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 52
Is a car or other motor vehicle usually available to you for commuting to work?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>91%</td>
</tr>
<tr>
<td>No</td>
<td>9%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 94
Is this car...*

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hybrid (gas/electric)</td>
<td>7%</td>
<td>93%</td>
<td>100%</td>
</tr>
<tr>
<td>EV (electric vehicle)</td>
<td>1%</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Level 2 EV charger at work?</td>
<td>0%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>PZEV (partial zero emissions vehicle)?</td>
<td>7%</td>
<td>93%</td>
<td>100%</td>
</tr>
</tbody>
</table>

* This question only asked of those who had a car or other motor vehicle usually available for commuting to work.

### Question 53
Is a bicycle usually available to you for commuting to work?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>55%</td>
</tr>
<tr>
<td>No</td>
<td>45%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 54
Are you a member of eGo CarShare?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>4%</td>
</tr>
<tr>
<td>No</td>
<td>96%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 55
Are you a member of Boulder B-cycle (bike share)?

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>2%</td>
</tr>
<tr>
<td>No</td>
<td>98%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
**Question 56**

<table>
<thead>
<tr>
<th>Are you a student at CU Boulder?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, an undergraduate student</td>
<td>1%</td>
</tr>
<tr>
<td>Yes, a graduate student</td>
<td>2%</td>
</tr>
<tr>
<td>Yes, a Continuing Education student</td>
<td>1%</td>
</tr>
<tr>
<td>No</td>
<td>97%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Question 57**

<table>
<thead>
<tr>
<th>Where do you live?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulder (within the city limits)</td>
<td>32%</td>
</tr>
<tr>
<td>Unincorporated Boulder County</td>
<td>7%</td>
</tr>
<tr>
<td>Ward/Nederland/Jamestown</td>
<td>1%</td>
</tr>
<tr>
<td>Lyons</td>
<td>1%</td>
</tr>
<tr>
<td>Superior</td>
<td>2%</td>
</tr>
<tr>
<td>Lafayette</td>
<td>6%</td>
</tr>
<tr>
<td>Longmont</td>
<td>9%</td>
</tr>
<tr>
<td>Louisville</td>
<td>5%</td>
</tr>
<tr>
<td>Erie</td>
<td>2%</td>
</tr>
<tr>
<td>Broomfield</td>
<td>6%</td>
</tr>
<tr>
<td>Westminster</td>
<td>5%</td>
</tr>
<tr>
<td>Arvada</td>
<td>3%</td>
</tr>
<tr>
<td>Denver or other metro-area suburb</td>
<td>9%</td>
</tr>
<tr>
<td>Berthoud/Loveland/Fort Collins</td>
<td>2%</td>
</tr>
<tr>
<td>Weld County</td>
<td>1%</td>
</tr>
<tr>
<td>Other</td>
<td>7%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 58

<table>
<thead>
<tr>
<th>What is your home zip code?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Did not answer</td>
<td>20%</td>
</tr>
<tr>
<td>80303</td>
<td>7%</td>
</tr>
<tr>
<td>80304</td>
<td>7%</td>
</tr>
<tr>
<td>80305</td>
<td>6%</td>
</tr>
<tr>
<td>80027</td>
<td>6%</td>
</tr>
<tr>
<td>80301</td>
<td>6%</td>
</tr>
<tr>
<td>80302</td>
<td>5%</td>
</tr>
<tr>
<td>80026</td>
<td>5%</td>
</tr>
<tr>
<td>80020</td>
<td>4%</td>
</tr>
<tr>
<td>80501</td>
<td>4%</td>
</tr>
<tr>
<td>80504</td>
<td>3%</td>
</tr>
<tr>
<td>80503</td>
<td>3%</td>
</tr>
<tr>
<td>80021</td>
<td>2%</td>
</tr>
<tr>
<td>80516</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>20%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Question 60

<table>
<thead>
<tr>
<th>Do you rent or own your housing unit?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rent</td>
<td>26%</td>
</tr>
<tr>
<td>Own</td>
<td>73%</td>
</tr>
<tr>
<td>Live in a residence hall</td>
<td>0%</td>
</tr>
<tr>
<td>Live in a fraternity or sorority</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Question 62

**How much do you anticipate your household's total income before taxes will be for 2014?**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>0%</td>
</tr>
<tr>
<td>$10,000 to $19,999</td>
<td>1%</td>
</tr>
<tr>
<td>$20,000 to $29,999</td>
<td>2%</td>
</tr>
<tr>
<td>$30,000 to $39,999</td>
<td>5%</td>
</tr>
<tr>
<td>$40,000 to $49,999</td>
<td>10%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>20%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>18%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>25%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>11%</td>
</tr>
<tr>
<td>$200,000 to $249,999</td>
<td>5%</td>
</tr>
<tr>
<td>$250,000 or more</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
<tr>
<td>Less than $10,000</td>
<td>0%</td>
</tr>
</tbody>
</table>

### Question 63

**What is the highest level of education you have completed?**

<table>
<thead>
<tr>
<th>Education Level</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-11 years, no diploma</td>
<td>0%</td>
</tr>
<tr>
<td>High school graduate or GED</td>
<td>2%</td>
</tr>
<tr>
<td>Some college, no degree</td>
<td>7%</td>
</tr>
<tr>
<td>Associate's degree</td>
<td>3%</td>
</tr>
<tr>
<td>Bachelor's degree</td>
<td>30%</td>
</tr>
<tr>
<td>Graduate degree</td>
<td>58%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

### Question 64

**In which category is your age?**

<table>
<thead>
<tr>
<th>Age Category</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>0%</td>
</tr>
<tr>
<td>18-24 years</td>
<td>3%</td>
</tr>
<tr>
<td>25-34 years</td>
<td>22%</td>
</tr>
<tr>
<td>35-44 years</td>
<td>23%</td>
</tr>
<tr>
<td>45-54 years</td>
<td>26%</td>
</tr>
<tr>
<td>55-64 years</td>
<td>21%</td>
</tr>
<tr>
<td>65 years or older</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
### Question 65

<table>
<thead>
<tr>
<th>What is your gender?</th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woman</td>
<td>57%</td>
</tr>
<tr>
<td>Man</td>
<td>41%</td>
</tr>
<tr>
<td>Trans*64 (</td>
<td>0%</td>
</tr>
<tr>
<td>Genderqueer/non-binary</td>
<td>0%</td>
</tr>
<tr>
<td>Blank</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
Appendix B: Verbatim Responses to Open-ended Survey Questions

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

- Also rode a light rail
- bike 1 mile to work
- Biked to pick up car at repair shop, parked in remote parking, biked to INSTAAR and then main campus
- carpooled
- Dropped child at school first
- dropped off
- Dropped to work by spouse
- Drove alone, then walked
- drove and bussed
- Drove my child to school and then parked in Martin Acres and took the bus in
- Drove to bus stop, took bus.
- drove with my 2 little kids
- Drove with two kids who were dropped off at two schools on the way to my office.
- Drove, parked at 29th St. mall and then took HOP up to campus
- got a ride
- I am working from home now, but will ride my bike to work later
- I drive to golden from Highlands Ranch then take a bus from Golden here
- I was dropped off
- Light Rail
- Light Rail
- Light Rail
- Lichtrail
- Lichtrail
- Longboarded to bus
- Motor Scooter
- motorcycle
- Motercycle
- Motercycle
- Motercycle
- Motercycle
- Motercycle
- ON SABBATICAL IN AUSTRALIA
- Ran
- Ran
- Ride with spouse
- Rode a motorcycle
- Rode scooter
- Rode the Light Rail
- RTD BUS
- scooter
- Scooter
- Skateboard
- taxi
- Today is Saturday. I usually drive, bike, or ride the bus
- uber
- vanpooling
- Walk and light rail
- was driven, because of injury
- Was traveling back from meeting
- worked at home for 1 hour then drove to work
About how often do you run work-related errands or attend meetings / away from your primary work site? (Other responses)

- 1-2 times a year
- 1-4/year
- 2x a week
- 2xs per week
- 3-5 times day
- a week twice a year for expos
- depends on events planned, could be 1/mo. could be 5/mo.
- Depends on if it is travel season for recruitment
- depends-at least 2 times a month-depends on the time of year
- I have daily meetings away from my primary work building but they are usually on main campus and I can walk to them
- It depends on the week
- Not sure how you are defining primary work site (my building or the campus?)
- occasionally
- Occassionally
- Police - varies
- Rarely (once in 6 months)
- Rarely; maybe once a year?
- Several times daily
- several times per day
- twice a week
- twice a week
- Twice a week
- Twice a week
- Twice a year
- unsure; recent hire
- walk
- work orders

If you drove a car to work today, where did you park? – other responses

- 29th St. Parking Garage, no charge
- 29th street
- 29th Street Mall
- 29th Street Mall parking garage
- After hours parking in 436
- Broomfield Park-n-Ride
- bus park & ride
- Carpool w/ spouse-CU parking structure
- closest free parking
- CU lot after hours for free
- cu lot- no permit (overnight)
- CU Lot, no permit required
- DC parking lot
- Downtown parking garage
- Dropped off
- Dropped off
- Drove to Park & Ride, then took local bus
- DSRC
- DSRC, 325 Broadway, Boulder
- DSRC/NOAA
- E campus building with free parking (CINC)
- east campus
- garage parking
- Get dropped off at work
- Husband dropped me off
- Husband dropped me off and took the car
- husband has the car
- Husband's work place not far from family housing
- I carpool with my husband, who parks our car at his office in the 29th street mall.
- I did not drive to work. I drove to an RTD Park-n-Ride in Lakewood, from where I took the bus to work.
- I don't own a car
- I have a visitor pass when I go to Boulder, I work in Denver
- I was dropped off
- I was dropped off by other driver
- In lot with vendor permit
- industeral street no meter
- It's Bull shit that we are charged to come to work. This is not NYC, please.
- lot after hours
- M lot
- neighborhood
- NIST
- NOAA
• NOAA
• NOAA
• NOAA
• NOAA
• NOAA CIRES
• NOAA DSRC
• NOAA lot
• NOAA site lot
• NOAA Skaggs Building Parking Lot
• On street, no permit required
• On-Street no meter
• on-street, no meter
• On-Street, not residential
• Our office is in the middle of nowhere Broomfield.
• Park & Ride
• Park and Ride
• park and ride lot
• park and ride, took local bus in
• Park n ride
• park n ride
• park n ride
• park n ride
• Park n Ride
• Park N Ride
• parking lot by building-no charge to park
• Park-n-ride
• Park-N-Ride
• Park-n-Ride lot, no charge
• PNR
• power house
• presidents office
• Regent parking garage after hours
• rtd lot
• RTD lot
• RTD Lot (Free)
• RTD park and ride
• RTD park n ride
• RTD park n ride
• RTD Park N Ride
• RTD parking
• RTD parking lot on Broadway
• RTD Park-n-Ride
• RTD PnR
• RTD PnR
• Scott Carpenter Park parking lot
• shopping center parking 2 blocks away
• Spouse dropped me off on his way to work in North Boulder where he parked in his parking lot
• street no meter
• The person I drive with parks at their office in Boulder
• two hour street
• Wife's place of work
When you drive to work, what type of parking space do you usually park in? – other responses

- 27 way PnR
- 29th St Mall then take HOP
- 29th St Parking Garage, no charge
- 29th Street Mall
- After hours parking in 436
- Boulder Park-n-Ride
- business street, no meter
- CINC - no charge for parking
- CLEAR has a free parking lot
- CU building with free parking (CINC)
- CU free lot on Saturday
- CU lot ADA permit
- CU lot or structure with free parking on weekends
- CU lot, free after hours
- CU lot, no charge (also, i do not usually drive to work)
- CU lot, no permit or charge
- CU remote lot
- Do not own a car
- Do not usually drive all the way there, but if I do, I use residential parking, no meter
- Downtown parking garage
- Dropped off
- DSRC
- DSRC, 325 Broadway, Boulder
- DSRC/NOAA
- handicap with permit in lot
- home depot
- I get dropped off
- I need my car for work, but cannot afford a permit, so its either partked in loading zone or on residential street.
- In Broomfield, before we moved here it was said...it’s great there is plenty of parking! Who cares, it’s not near anything and I hate driving.
- mall
- mall parking, campus parking too expensive
- monthly CU garage parking
- Motorcycle Parking
- My husband parks our car at his office. (Cheaper parking pass than CU.)
- My office is in Denver; I am on the Boulder campus about once a week and park in a CU lot; in Denver, if I don't take the bus, I park in a private lot using credit card.
- NIST
- NIST lot
- no charge for parking at building
- NOAA
- NOAA
- NOAA
- NOAA
- NOAA
- NOAA DSRC
- NOAA lot
- NOAA loty
- NOAA site lot
- NOAA Skaggs building parking lot
- On days I have to drive due to a meeting I park in a lot with a paying machine
- On street, no permit required
- On street, not residential
- On w-end only, use on-campus free parking
- on-screen, no meter
- on-street with no meter
- on-street, no meter
- Park & Ride
- Park & Ride
- Park & Ride. Occasionally buy a daily pass for lot 308
- Park and Ride
- Park and Ride
- Park and Ride
- Park and Ride
- park and ride
- Park and Ride (No Charge)
- park and ride and use local bus
- park and ride lot
- Park and Ride Lot
- Park and Ride Lot
- park n ride
- Park N Ride
- park n ride
- park n ride
- parking garage after hours
- park-n-ride
- Park-N-Ride lot, no charge
- PNR
- PNR
- private with paid permit
- Public parking lot
- public street no meter
- public street parking
- RTD (Free)
- rtd lot
- RTD lot
- RTD lot, then take bus
- RTD Park N Ride
- RTD Park N Ride
- RTD parking
- RTD parking lot
- RTD PnR
- RTD PnR

- RTD PnR
- Same question: Park-N-Ride
- Scott Carpenter Park parking lot. CU lots are too expensive and I only need access for a couple hours at a time.
- shopping center parking 2 blocks away
- structure after hours
- System Office
- The other person I drive with parks at their office in Boulder
- two hour street
- wherever I don't have to pay to come to my office. You already get plenty of free hours out of me and then you want me to pay.
- work off campus
- Your mom's
Any comments about your satisfaction with Parking Services on campus?

- I am suffering the pain of dealing with several years now of construction related disruptions to my parking. I am currently in the lot behind Carlson.
- I do not feel I should have to pay to park my car at work.
- I have parked in front of a building for literally less than a minute (I needed to verify a room number located 30 feet from the building entrance) while on campus business and found a parking jackboot already completing a ticket in that one minute. I have also witnessed a parking jackboot writing a ticket for a pickup truck was parked in a valid unloading zone conducting valid campus business. An altercation followed when the truck owner returned from his business in the building, driven mainly by the insistence of the jackboot to write the ticket. It seems like these people are paid on commission! I could go on but I'm sure you are getting an earful about the parking jackboots already from other survey participants. Bottom line - I think parking services does a disservice to the campus community, and a full review of their tactics and procedures is in order.
- I work on East Campus and go to Main Campus to teach and for meetings. I have a proximate lot permit and a business permit, for which $100/month is paid to parking services. When I arrive on main campus mid-day with my vehicle, I find very few available spaces in which to park my car. Often, I need to remain on campus for more than 2 consecutive hours and find that my parking is even more restricted in this case. Given the large amount of money I pay every month to parking services, and the necessity of my commute to/from campus at least once, if not several, times per day, I would expect much more in terms of proximate parking availability. On several occasions, I have arrived on main campus to find that the lot I planned to park in has been closed for a special event, and yet, I received no notification about said event/closure. There should at least be a maintained website or a place one can sign up to be informed about parking closures on campus in advance. It is terrible to arrive late to one's own lecture simply because parking was unavailable.
- Need to Further Explain Parking Rates have MORE Visitor parking Spaces With No Parking Meters.
- There are not enough bike racks and no enforcement for bikes attached to ADA railings, benches, trees, stairways. For dept doing business (shipping and receiving) there are no longer dept parking permits to allow temp. parking for large deliveries.
- $51.00 per month is too much especially when there have not been any improvements made to the parking lot. Employees should not have to pay for parking.
- $9/day for parking in a small town is outrageous.
- 1) The parking fees and daily rates are exhorbitant, and tickets are issued with little regard to faculty and staff needs. 2) Faculty (particularly) and staff should provided preferred parking places at reduced rates.
- 1) When the parking station machine is out and a flyer is posted with a number to call to make payment, ANSWER THE PHONE, INCLUDING THE LUNCH HOUR. If someone parks during lunch hour, then cannot make payment because the parking management office is closed! This is not a service-orientate policy. 2) Exceptions to issue parking permits should be made to dignitaries visiting campus, i.e., Supreme Court Justices 3) MORE 2-Hour pay stations spaces should be designated in the parking lots. Often times we have visitors/guest speakers for classes that will only be on campus for 1-hour yet we need to purchase full-day parking permits @ $9 because we don't have enough pay station spaces in our lots.
- 24/7 lots run out of paper to print paid permits. This has happened on the weekend too.
- 50cc scooters should be allowed to park with bikes
- A bit on the pricey side!
- a bit too costly
- A couple of kiss-and-rides would be nice...
- A little hard to tell from the maps what parking lots are available for a new permit purchaser.
Absurdly expensive, abusive/extortionate policies and enforcement, and lack of accountability for PTS employees and management. I've never had a positive experience with PTS and would love to see everyone involved fired immediately. I've worked and studied at several other universities and without question every one had far more fair and reasonable parking arrangements than CU. The department justifies it's insanely high fees based on its operating costs, which are so high precisely because of the amount of money spent on enforcing those ridiculous fees. Alternatively they claim that it's necessary to charge high rates to ensure there is enough parking available on campus, yet they continue to charge in the summer when lots are virtually empty, and purchasing an overpriced pass is no guarantee of getting a spot during the academic year. The university could save everybody a lot of money and frustration by eliminating the department entirely.

Abysmal parking pass costs and a shame that they charge more to park next to your building. Only Directors can afford to park near building. One day pass should be cheaper as well and more convenient to purchase. Also football parking is outrageously expensive.

Adrian at Parking Services is very efficient and communicative responding to questions and providing alternative parking options, such as remote lots for summertime use when bicycling is convenient.

Affordable parking for custodians is too far from worksite and located in an area that is representative of the university's value of the custodial staff.

All I know is that it seems like my co-workers who drive to work are able to park near our building; I never hear any complaints.

All meters should take credit cards. I have research participants who come to my lab.

Although I take the bus most days, it would be nice if I could purchase a few "one-day permits" so I could park near my place of work.

Although I work for System in Denver, currently I have a regular weekly meeting at UCB at the C4C. There have been a couple of times where both the meter lot next to the C4C and the one across Regent are both full and I was unable to park in a paid spot. (I ended up parking in the loop in front of Regent, but that's limited to one hour.) I believe that my department has a permit that I can use. I'm going to try to get that before the next meeting I have on campus.

Am able to split between two lots, because I have two offices. Very good.

Amount paid for a monthly permit is a bit high.

An issue with my meter card too several visits and escalations to Parking Services to resolve. Additionally, when I mentioned issues with using my gate key in my permitted lot, I was told that I must not be inserting the key correctly. It still sometimes takes several attempts for the gate key or proximity card to open the gate, and I'm insulted that Parking Services would suggest I'm using it incorrectly. It's simple to use, it just doesn't work correctly much of the time, and they failed to investigate it properly.

as a for profit company there is no conscience in the organization for any academic priorities or requirements. Profit not assistance or even safety is the one and only motive apparent in the organization.

As a lecturer I am required to be on campus for one or two consecutive class periods. When I cannot ride my bike (from CINC, where I also work), parking is expensive and unwieldy. It is especially unwieldy when I have to park in a time-limited space and move my vehicle between classes. Parking should be free or subsidized for faculty; it should also be designed as much as possible for their convenience, not to aggravate them, which seems to be the current model.

As a low salaried employee who can't afford to live close to campus, I believe that I should not have to pay to park my vehicle on campus, and that it should be a benefit of permanent employment. Bus and Bike are not an option for me. I use free off campus residential parking whenever possible. I also think it is unacceptable that the lot under C4C is closed on evenings and weekends to people coming to events there such as elderly foreigners being honored with themed dinners, so they get discouraged and the whole university gets a bad name in the community because of the lack of access. I have received tickets under dubious circumstances due to bad signage, and other issues such as lack of access to
university parking due to sporting events that I do not care about. Generally, over the years I have succumbed to thinking of parking services as overly restrictive.

- As an employee of the university, temporary parking should be available to me when conducting business at no charge.
- As an employee the parking is so limited and what is near by is too expensive and unreasonable.
- As an employee we make doing our jobs harder and waste time because of all the parking regulations. We pass university funds around the campus spending CC transaction fees for a service that should be internal to our needs. I accepted my job and salary here in a place that was dirt lot no charges. Campus changed this recently and I had to pay for a pass. This was a direct pay cut to me that I had no recourse for and $50.00 a month on an admin salary after 4 years of no pay raises was hard to swallow. I recently had an event on campus where I paid for the guests to park and they were given tickets in the lot we advertised for them to have parking access. The access to come and go from parking lot on campus from sporting events almost makes you want to stay home. The time it takes to get out of the lots after events many times takes an hour.
- As an employee, parking is overpriced and inconvenient. Working with parking services on a department-need basis is terrible. No common sense, all they are worried about is sucking every drop of money possible out of any one on campus.
- As I worked for other public university, the parking fee is expensive in UCB for faculty and staff.
- As someone who only rarely needs to drive to campus, I wish I was rewarded for not driving and had access to 1 or 2 low cost daily passes per month.
- Aside from occasionally not finding out about events until I'm sitting in traffic for them (very rarely), parking services is excellent. The permit price is a bit steep.
- At this point alternatives need to be offered for having a parking spot one day a week. Having to pay for a full month is not at all compatible with encouraging alternative transportation. Parking needs to be less disrupted by football and permit holders need to be compensated by parking or athletics for lost access.
- bad attitude, poor customer support, to hard to fined all the information needed to questions
- Bad customer service in dealing with parking enforcement..... The tellers on the other hand are fantastic with their customer service in helping people.
- Because I mostly do not drive to work, it is hard to plan getting a parking pass for a whole day close to my office, which is not close to PTS. It would be nice to be able to pay by phone or the like and be able to park close to my office (at an affordable price too) during the few days I drive per month. I also could have used a T Th pass, but that is not available either. / / Also, parking prices have kept going up at a higher rather than faculty-staff's salaries, which feels unfair coming from one's employer.
- Because there are no restrictions on the lot I park in (i.e., gates or fences), students and visitors without permits often park there. Many times they park for several days before moving their vehicles. Pedestrians and bicyclists cut through the lot on their way to other buildings, sometimes going very fast. I've had my mirrors knocked almost completely off by what I assume was a passing bicyclist. Also, there is obviously a lot of partying that goes on after hours in my lot. There are empty food containers, beer bottles, wine bottles, condoms, etc. on a regular basis.
- Being on the East Campus where there is an abundance of University parking and NO public parking available, I would like to see a different pay structure than what is on the Main Campus. We pay the same amount for permit parking as those on campus where parking is at a premium. I understand the City of Boulder and University would like everyone to walk and ride bikes everywhere but I can't afford to live in Boulder, I commute from Lafayette and have children that have activities before and after work so riding the bus doesn't work. Would love to pay less for parking on the East Campus as we don't have the amenities those on Campus have access to.
- Betsy does a great job making her expectations and needs known.
- biggest problem is my need (as for many other faculty) to attend occasional meetings on east campus. despite being essential to my job, I cannot use my permit, and need to pay additional for parking.
- Boulder parking services is no good.
- Buying day/week permits takes an incredibly long time, but these are necessary in addition to a bike commute. It would be nice if there were incentives for bike/bus commuters.
- campus parking closure due to games. should open more parking lots on holidays for non-permit cars. (I saw lots of empty lots on the weekends or at night!) It is important for safety and convinience to have free parking lots in campus for a late night work.
- Can be a bit expensive
- Can be ticket happy
- Charge too much for what employees are paid at CU.
- Charging employees to park at their workplace is absolutely unacceptable. On top of that, the price for a pass means only those at the highest of the totem pole can afford it. Very plutocratic.
- charging employees to park at work is a tax on workers
- Cheaper permits would be great! I know it is an auxiliary fund, but it would be great. Also I find it annoying that people who work in C4C pay less to park in covered, heated, spaces directly under their building than I pay to walk half way across campus in an uncovered lot.
- close parking is unavailable and parking permit expense is too high. No value!
- cost is more than it should be and keeps going up
- Cost is too much and the parking lot needs work
- cost is way too much for them to be able to displace at their convience, example - move in days. location we are forced to park is not a easy location to get to work building - just close office for these days or allow to work from home
- Cost of monthly parking permit is very expensive.
- Cost us significant esp if you aren't on campus daily
- costs to much
- costs too much . my site is off campus and I sometimes have to drive as I have to pick up kids afterwards. In any case, getting to campus takes a long time each way if I don't drive and so I avoid going there for anything other than mandatory meetings.
- CSU charges lots less for their staff and students. Why do you charge so much more? Answer: Because you can.
- CU has a fascination with making parking as difficult as possible on campus, rather than acknowledging and accepting the need that many people need to park on campus. Also requiring faculty and staff to pay for parking permits is absolutely ridiculous.
- CU is the first employer I worked for who made me pay for parking close to the building I work at. Not sure how it compares to other employers who charge for parking.
- CU is the only campus I know of where Faculty/Staff have to buy a parking permit
- CU Parking permit is to expensive for me. I come in at 4:00 a.m. / They start checking parking lots at 8:00 a.m. / Why do I have to pay that much money?
- CU Parking Services is awful. They are unresponsive, when they do respond they are rude, and they ticket for absurd offenses. They recently ticketed me for $50 parking a few inches over the front line of my vehicle in my parking lot - I had pulled in opposite a car in the opposite space, and so did not prevent a car from parking in that spot. They declined my appeal. I also recently arrived at my lot and they had the bar down, swipe cards would not work, and there was a line of cars unable to enter the lot. Upon calling them - to park in the lot I pay to park in - they were rude and did not even offer a simple apology. These are just the latest examples of a string over the last few years.
- Customer service is horrible insofar as one can expect at least a 15 minute wait to gain a temporary permit or transact any other business at their office. It is hard to tell whether this is because the process is onerous and time-consuming, or the employees just don't care enough to be efficient. Further, it is not at all clear whether one must pay to park in the nearby lot while attempting to purchase a temporary permit. There is little so asinine as having to pay to park in order to pay to park! Please provide designated short-term parking for use while waiting in line at Parking Services.
• Dangerous Lot 360, with students walking through parking lot and (much worse) students running stop signs while riding their bikes at high speeds. I have been crashed into by students running stop signs ($5000 damage to car). The Boulder Campus police do not enforce traffic regulations for bikes.
• Designated lot or street parking for staff and faculty that we are not required to pay for. First come first serve. Not all of us can afford to pay for parking.
• dissatisfaction with narrow parking spots
• Do not allow student parking if they live in a dorm on campus. Put them in outlying campus parking -- east campus or WillVill
• Do Not Apply. Never park on Campus
• Do not interact with Parking Services with regards to parking on campus.
• Don't get me started...
• Don't have any need to park so am not in position to evaluate.
• don't have enough contact to rate overall satisfaction
• Don't have much interaction with parking services since I park off campus. Seems to me that there are alot of parking spaces not used , especially outside parking for instance in the regent st. parking structure, it would be nice if as staff we could use those spaces to park on campus!!!
• Don't like being bumped from my parking lot for athletic events and oftent he access to my lot is blocked on Saturday or Sunday mornings for other events
• Don't use
• Don't work on campus. If I have to go there I walk from NOAA.
• Due to the high cost of parking on campus, I have no real knowledge of Parking Services
• During winter time - parking lot is always icy and snow covered, and we must walk through the parking lot to access our building. it is very difficult for me as i have a walking disability and there is no state handicap parking space in the parking lot that is by our ramp that i need to use. i have a state issued handicap placard, and the only space marked is a the building next door, and must walk through the parking lot to access our ramp.
• East campus parking lot on many days in the afternoon is difficult to find an available parking place.
• east campus parking passes too expensive
• Employees should not be required to pay to park at their place of employment
• Employees should not have to pay to park at their place of employment. It is extremely a steep price especially when staff went without raises for five years. We pay to park and during move in days or special events we are the ones that have to park elsewhere. Doesn't seem right for someone who is a paying customer. This policy needs to be changed.
• Employees should receive parking permits as a benefit and should not have to pay for parking, especially on East Campus.
• Euclid Parking Garage charges excessive rates - especially if I have to park there and work until 5. If I leave at 5:10 - the time it takes me to get from my office to the parking attendant I am charged the full $4 after 5 rate. There are many times that I have to drop off supplies at the museum (Lot 208) and the loading spot is occupied by a CU vehicle. There is also a red meter there, for which I have a CU card and am willing to pay, but CU vehicles are also parked in it much of the time and have NOT paid. Communication is poor. Get parking attendants out of their car and have them walk through the lots to id cars without permits to save money and resources. Too much incentive for parking to collect money. Most of us are trying to follow the rules and to be sustainable, but there need to be better ways to meet our needs on the times when we do have to bring a vehicle to campus for work-related tasks.
• Even though I have a parking permit, it is difficult at times to find an available spot. Once I almost risked not to get to class on time.
• every time there is a home football game, I have to use another lot. And I am accosted by two people at the entrance, who are paid to ensure that I know when the lot closes (11:30 pm the night before the game. I'm a college professor. I can remember that). At times, I have to SIGN a statement that I
understand this timing. This is a waste of money. I think these people might not be part of the parking system, but I thought I'd mention it. They are in addition to well-placed signage about this timing.

- Everyone realizes that parking is at a premium, not just on campus, but all over Boulder. However, it is rather disconcerting that it costs so much. I mean, it can't really be necessary to charge so much every month for a parking permit. I have also had recent complaints from students that areas in which they used to park have gone way up in price, such as near the library, where they want to go to study at night, but don't feel safe walking and can't afford to pay the meter prices. I am also very frustrated with the increased amount for parking tickets in general. Inflation? Ok, but this IS a college campus and most of the people around here can't really afford $30 for a parking ticket. It's greedy.
- Everything comes down to pennies for them. Even when pay lot machines aren't working correctly, we are punished.
- Excellent. When I need to visit different CU campuses I'm able to find parking easily and it's cheap, no problemas.
- Except for delays in obtaining my permit in the first place, parking facilities appear fairly well maintained, signage is clear, and things look generally organized. There are plenty of parking options for visitors, the meters are straightforward, and $1.75/hr seems reasonable.
- Excessively expensive parking fees
- Expensive
- Expensive
- Expensive but fair when I forgot to display my permit.
- expensive day rates
- Expensive given that I have a 15 minute walk from the parking lot to my office on main campus
- Expensive lot parking, expensive permits
- Expensive parking
- Expensive per month fee. Other schools charge faculty this much per year. Here it is per month. / / Inflexible parking tag that is only good at one lot. With expanding campus I need to park on east campus as well.
- Expensive to park and no part time worker options. I only work 3day/week but would have to purchase a monthly pass
- Expensive!
- Expensive, too expensive
- expensive--sometimes I must drive in from Denver--for work-related activities--and I do not have time to find "free" parking, so I pay a high price for parking in a lot all day.
- extremely expensive
- fac man vehicles get tickets where vendors or private vehicles don't.
- Faculty members in MCDB often need to attend seminars and meetings on East Campus. We really need to be able to park in the lot of the Biotech Building. Taking the bus simply takes too much time out of the day, especially when a seminar is at the end of the day and we could leave straight from East Campus after the seminar. The same is true for Biochemistry faculty who need to come to seminars and meetings on Main campus. The division of closely tied departments has been a disaster from a collegial and intellectual standpoint. Having reciprocal parking privileges in lots on East campus and Main campus would be an enormous help. My understanding is that Parking Services has refused to consider this possibility.
- Faculty parking too expensive
- Faculty should not be charged to park at their place of work. Perpetual resentment for the thousands of dollars (my wife is also a faculty member, and we have had two permits for years) that this has cost us. We felt that we could not afford to live within the city limits, so we have no choice. It is also unbelievable that, having paid for this permit, we are prevented from working on multiple occasions when our parking lot is commandeered so that parking services can make even more money during football games. Even greater resentment!
• Faculty should not have to pay to drive and park at work.
• Faculty/Staff shouldn't have to pay to park. At the very least, motorcycle parking should be free to faculty/staff.
• Faculty member colleagues of mine keep getting jerked around my parking services, writing tickets, moving their spots around, raising rates etc. This is unacceptable since without the faculty the university would cease to exist. *Support* the faculty CU -- don't jerk them around.
• Fees are high for what used to be free parking for work.
• Free parking is hard to find and adds on to my daily commute. I can park for free but then have to work for 15 minutes, which adds 30 minutes to an already long daily commute. The parking permit is great but expensive.
• Free parking should be made available for staff and faculty. Most staff is paid a modest wage and to pay a monthly fee for parking on top of that is ridiculous.
• From my time driving a university vehicle, the consistancy of parking regulations is frustrating. The cost of a parking permit, even on east campus where there is plenty of parking, is disappointing. I can't afford to drive to work.
• Frustrating. Some of the machines don't accept Visa cards. Generally displeased with the rates. Not a fan of parking services in general, but have to use the pay lots sometimes. And then there's the sports events that make things even more complicated! I find it a mess, though I can't imagine there's a way to do it better.
• Getting more difficult to find a free space during the day because of construction.
• Getting out of parking can be improved. / Getting out of parking on an event day, we could use police direction. / Move-in and parking at the same time is very difficult.
• Given my pay rate, I can not afford to park on campus.
• Gives parking tickets during the free parking times.
• god but expensive
• Good overall, but should be more flexible with use of overflow lots (nobody knows your lot has to be full); and getting a handicap permit is difficult when you're handicapped. There should be a way to do this by phone or campus mail.
• Good. Customer service at the HQ has improved. Could be more flexible on motorcycle parking.
• Greatest annoyance is being kicked out of parking that we have paid for by the athletic department, so athletic supporters can get drunk before games.
• HA HA HA!
• Hard to find a spot at times. Expensive. Lot not available anytime there is an on campus activity. Lots of construction around our lot (360) in recent years that make it painful
• Have gotten several parking tickets, though rules are clear and fair, and customer service I thought was good at the Parking Services office.
• Have never had a problem with Parking Service. Employees have always gone out of their way to accommodate my needs.
• Have never parked on campus other than occasionally on weekends.
• Have to wait in line several minutes when visit Parking Services window. / Unfair to have expiration of one-day parking permits. Why? I'm stuck with 2 of them.
• Having different passes for different lots is frustrating as I often need to move from East Campus (where I pay for a pass) to Main Campus (where my pass does not work) for meetings and presentations. Although the department has temp passes for main campus, there is only two for the 7 people in the office and they are not always available, so I end up paying out of pocket
• Having more options for parking University owned vehicles at jobs sites is helpful because of the amount of technology that we move in and out of buildings
• Having to estimate how long I will be parked is always tricky. it only takes one meeting running long to get a ticket.
• Hey, it's cheaper than the AnSchultz campus by $8/month.
• High cost for permit and the permit revenue subsidizes other costs.
• High cost of monthly permit contributed to my now riding the bus.
• Highly frustrating. I work on the East campus. When I need to go to the main campus there is not enough parking close to where I need to be, so it's a major trip requiring lots of extra time for parking. And, I have to pay for parking there even though I pay $55/month to park at my department. My parking permit is very expensive. And, in my case, my department spans two buildings a block apart, but we need a separate pass for each, which is a royal PITA. / / Years ago I thought the University was about learning, until I learned it was really about football revenue. Now, I realize it's actually about parking revenue. / / How can you separate parking from bus service? I would take the bus to main campus if it was more efficient, but it's not.
• horrible response times, only checking certain lots, giving false info
• Hourly parking is too expensive to be viable.
• I also have a motorcycle permit and the number of motorcycle parking spots on East campus are too few.
• I am a System Administration employee that typically goes into downtown Denver and shares a vendor permit purchased by my department for use on the Boulder campus when needed for work on that campus. I have little contact with Parking Services except to handle non-working gate cards but they have always been very helpful.
• I am an infrequent driver and I wish there was a way for me to be able to get something other than pretty expensive one-day permits for the times I drive. If I drive it is often because my work requires it of me, not because I need a car to get to and from work. It is just irritating.
• I am disappointed that I have to pay to park at my place of employment.
• I am frustrated that I have to hang a permit from my rearview (and get ticked when I fail to) even though parking services knows my licence plate # and that I have purchased a valid permit. If the Park and Rides on the Front Range can known whether you have paid by your license plate #, why can't parking services? Also, I park in a lot that is nearly always only 1/2 full. Yet I have to pay full price for a parking permit. This is nonsensical.
• I am in the process of seeking a close-in handicap permit, for the days I have appointments before and after work.
• I am not always pleased with the number of contractors given temporary permits to park in my lot. Given what I pay for the lot, I want to be able to park without worrying whether it will be full of construction vehicles. Also, better enforcement of permit would be good. There are both often non-permit cars in the lot, and construction vehicles parked in the few spaces that are suppose to be reserved for holders of permits for that lot only.
• I am not always sure where to park under what circumstances, like which lot is strictly for students, which are for only a short period of time, etc. I usually just opt to not park on campus because I am not sure and do not want to risk getting a ticket.
• I am often frustrated by how many non-permit vehicles park in CU permit lots and don't get caught. It's a real problem in lot 260 and I have reported it several times, but rarely does the issue get addressed.
• I am the PPL for our department, so I often make trips to the customer service desk to pick up parking validations. There is always a really long wait at the customer service desk. Even if there is only one person ahead of you. I've never been in and out in less than 15 minutes, sometimes with only one customer ahead of me in line; and I always place my order in advance over the phone, so I am just there to pick-up my order. Also, I notice when I go to the customer service desk, that usually only one person is working at the window. I don't understand that, seems like parking services is understaffed in their customer service area. I would like to see more parking services services automated online. I'd like to place orders online for what I am buying and have them sent to me in campus mail or held for pick-up. Also, I'd like to be able to pay our parking invoices online too.
• I appreciate that the Parking Services are reasonable. I forgot my parking permit once, notified them and they did not give me a ticket. I know it's a hassle for them, so that was nice.

• I avoid parking on campus. It's impossible for me to be satisfied with parking services because it is not a service I want to pay for. I'd rather walk 2 miles from my car to my desk than pay $600 a year to walk less and go to the gym more.

• I barely use it. My only complaint is the expiration on purchases of parking permits, which I do at work for guests coming in from out of town.

• I believe it to be very distasteful to charge you staff to park at work. It is just another tax place on us, and it is unfair! You don't see folk in the private sector being charge these type of fees/taxes!

• I believe it is utterly unethical and morally repulsive to pay an employer to park on their premises so that I can work for them. That is why I will NEVER purchase a parking pass to park where I work. I will continue to look for public on street parking on those days that I must drive in. It is fortunate that parking on campus is free for certain lots after 5pm so when I attend class after work I can park on campus without worrying that I will be ticketed.

• I cannot get a permit anywhere near my office without being on a ridiculous waiting list. When I have to pay the meter it is ridiculously expensive. The CU faculty permits are expensive too.

• I can't afford a permit but need to drive across town for meetings on a regular basis. I am too busy to take the bus for meetings during the work day and parking is painful. I commute by city bus when I don't have cross-town meetings, but these days are limited. Many of my meetings are at UCAR (FREE PARKING! WAHOO!) or on main campus. Even if I pay for a daily or weekly parking permit for East campus, I then pay again when I need to get to main campus. Is there any way a valid east campus parking permit could cover main campus lots, at least for an hour or two at a time? / Figuring out transportation and parking on a daily basis is one of the most painful, time-consuming regular activities of my life.

• I can't believe we have to pay to park where we work.

• I can't park long enough to finish teaching (there's a limit of 4 hours) so I have to leave and walk far to park/pay again. The machines don't always work, and one of the main ones I use takes a very long time to use.

• I chose a lot farther away from my building to save money, but it looks like it costs the same to park right in front of my building as it does to park farther away. I would love to take public transport, but I need to drop off and pick up my daughter from the CU daycare and with my teaching schedule, I can't get there and pick her up using public transport in any sort of reasonable amount of time.

• I do not believe that I should have to pay to park for my job. I believe that a parking permit should be one of the benefits of my job.

• I do not like to get tickets when I am just dropping off something at my work place for work.

• I do not park on campus.

• I do not park on campus. I have heard it is very difficult and expensive.

• I do not think that CU employees should have to pay for parking. when we do it is like getting a cut in pay.

• I do not use Parking Services for my own personal use as I commute to work by bike or bus. I do use Parking Services for departmental needs and they have always been very helpful.

• I do not use parking services on campus.

• I do not want to pay close to $500 dollar per year just to park. So I park in the surrounding area and walk about 1 mile each way. I like the walk except for in the winter and when it is dark. The sidewalks can be treacherous with ice and snow especially as you descend down a hill.

• I do not work on campus

• I do not work on the Boulder Campus. I work on the System Campus, and park in the Parking Garage below the building daily.
I don't want to pay for parking to work. I'd like to take the bus, but living in Louisville and working on East campus, I'll need to take two buses to go to work, that would be too long and I won't have enough flexibility to adapt to my kids school and activities schedule if a bus transfer is involved.

I don't believe that University employees should have to pay for parking.

I don't drive regularly, so when I do, it is very difficult to park (without having a permit).

I don't feel CU employees should have to pay for parking.

I don't have a permit it's too expensive.

I don't know what the rules are for parking so I just use the bus.

I don't know why more lots aren't free after 5 pm like on other large state university campuses. Also, the crosswalk between the Regent parking deck and Engineering Center might be the most ridiculous system I've ever seen.

I don't like it but, I understand that space is limited, we want to encourage other modes of transportation to get to work that does not include driving one's car alone.

I don't like that we get kicked out our lot due to special events. We still need to work and have access to our office, plus we pay a lot for the permit. This is very frustrating.

I don't like the fact that I have to pay additional parking fees to support free bus passes for university employees. From where I live, taking the bus is not a reasonable option, so the free bus passes -- supported by my parking fees -- is paternalistic and unfair. I understand the need for parking fees, but the rates at CU Boulder are simply outrageous. If I had another option, I would use it.

I don't park myself, however, my co-workers all complain about the situation. Hence the "Poor" mark. It does seem expensive.

I don't park on campus.

I don't park on campus because I don't have a permit and rarely drive.

I don't park on campus, so I have no opinion.

I don't park on campus.

I don't think we should have to pay our employer to come to our jobs. Public transportation isn't a viable option for many of us. From my home in Arvada it would be a minimum of 2 hours to travel to work via bus.

I don't understand why I had to go to parking services to submit my parking application and then had to go back there to pick it up. I send PDF invoices across the country for hundreds of thousands of dollars each month, but I had to go there to set up and pick a permit that is $51/month. Why can't this be done through email? I work on the east campus, I am not over on Main campus often and not in that area when I am over there.

I don't use Parking Services.

I drive a hybrid. I teach in various buildings, so it would be nice to have more choice in terms of parking. I generally walk across campus two or three times a day, and I would love to be able to park depending on where I happen to be teaching that day. Just a thought. Walking is nice, too.

I drive a variety of vehicles and often forget my permit. PS is very good about giving me the password but it would be nice to have a permit in each car so I don't have to move them around.

I drive an electric car. There is only one charging station, in the extreme southeast corner of campus. It is quite inconvenient for me, and I assume much of the rest of the campus community. Two folks in my building drive electrics. I would like to see more charging stations. Considering how "green" the rest of campus is, I would say CU parking services is behind in providing this service.

I drive back and forth each day from East to Main campus. I can't always park at the closest location to where my meeting is at causing loss of productivity. PTS should look at ways to facilitate productivity for employees trying to do their job rather than operating as an enforcement agency. They should focus on the service aspects of their role rather than revenue generation and job sustainability.
• I especially appreciate being able to get a "daily pass word" on the days I forget to transfer my permit from one car to another.
• I feel as though Parking Services is punitive for current staff, who have business needs on other parts of campus. I've gotten 2 parking tickets during work hours for conducting university business...yet it feels as though they don't take this into account. I understand non-work related tickets needing to be paid, but don't make staff jump through hoops. It is very deflating and frustrating. We are all one campus and on the same team!!
• I feel if we have a permit we should be allowed to park anywhere on campus. First come First serve. I feel we should not have to pay at all but I know that's not going to happen either.
• I feel that the cost for parking for a CU staff member is exorbitant (~$600/year!) and should not be nearly that expensive!
• I feel that the cost of a parking permit is too high.
• I feel that the cost of parking is too high (especially in relation to the salary I earn by working at CU), but I live in a semi-rural location and need to drop off/pick up my child from childcare each day, so taking public transportation is completely impractical. (As in, it would take several hours to get to/from work, even though I live in Boulder County.)
• I find $9 a little pricey for a day parking pass. I used to work in LoDo, and even those lots were only $6-7 on the rare days I drove to work. It would be great if there was some kind of punch card available for occasional drivers, but I suppose the $9 does provide extra incentive for me to keep using public transportation!
• I find it annoying at times when I get bumped from my parking spot that I pay for to accommodate special events. I believe if I pay for parking I should have first priority and others should have to park in different lots for these events.
• I find it awfully expensive, especially for an outlying building.
• I find it crazy that staff, who often don't make very much money, have to pay $50+ a month to park at their work. I understand that in part this provides incentive for staff to carpool and take the bus, which I am fully in support of, but at the least, I think it should be much easier and cheaper for people who typically use the bus or other means of transportation to buy one day parking passes. I have to do errands after work sometimes and would appreciate being able to buy a one day pass about once a week. However, at the current price of $9 a day, that would be $36 a month--not really a great deal.
• I find it difficult to make payments at the meters. All meters should be available via park mobile
• I find it incredibly ungenerous that the university charges so much money for parking for its faculty (who by the way are paid under the average across the US) I also find the parking services way too ungenerous when one gets a ticket for parking. (same could be said as last parenthesis)
• I find it ludicrous that CU would charge their own employees to park on campus. Nobody that I work with has a parking permit, (8 people) and everyone drives in and parks in residential zones. The policies enacted by parking services do not deter people from driving, but rather force the burden of parking onto the community, forcing neighborhoods to enact parking permits and limit parking. The parking around campus has always been a nightmare, and the policies of the administration and parking services are directly to blame. And laughably, there is always an abundance of open parking spots here on east campus, that no one parks in because they charge to park. It's idiotic and a true lesson in unintended consequences.
• I find it shameful that, as a full-time faculty member, the university cannot grant me a parking permit free of charge, and that for some reason it is more interested in "selling" passes. This isn't a for-profit enterprise, is it? Or have I been lied to in that regard?
• I find it very annoying that I cannot park in my usual lot during special events such as graduation. It seems that if I pay for a permit, I should be able to use it and not have to pay "extra" for special events.
• I find it very inconsiderate to bike riders and counterproductive to the desire to encourage alternative transportation that when one *has* to drive due to icy streets too dangerous to bike, it costs a huge amount of money to park and in most cases one has to go back to the place to keep refilling the meter. It only takes 4 days like this a month to be paying the same amount of money one would for an ongoing permit, and in a place closer to one's work and guaranteed. Most people will thus buy a permit and then go on using it more than they need to just because it's so easy to bring a car. / / A limited use permit that was reasonably priced and would allow better access to main campus, the way one could have if one purchased a regular permit, would encourage people to use their car only a very limited amount, and it would be much fairer to those of us who try hard to be ecological and not to overcrowd CU's parking spaces
• I find parking on campus inaccessible.
• I find the Parking Services staff to be very responsive and professional whether my inquiries are personal or business related.
• I generally take the bus, but when I have to drive to work, parking is very expensive and inaccessible. Most of the lots require a permit. It would be nice to have a lot close by that doesn't require an expensive monthly permit for the occasional trips into town.
• I get a ridiculous number of emails about the Parking Office closing for an hour every other day, when I can't possibly imagine why I'd care. This is annoying.
• I get to work ahead of the rush, usually, and leave before it gets too hectic, so I don't deal with much parking angst.
• I got a ticket a while back (already resolved) for parking in one of my overflow lots rather than the primary lot. The primary lot was full at the time I arrived and since my tag has two other "secondary" lots for me to park in, I thought I would. I received a ticket and when I called to resolve the ticket, I'm told I have to call ya'll when my lot is full, before I park in my overflow lot, to inform you that my lot is full. That's kinda assinine, don't you think? You give me secondary lots that I can't use without your permission, though I've paid my share of the upkeep for those lots for the month. Yeah, that's preddy darn stupid, if you ask me.
• I got a ticket one time and the fee was waved. Thank you. I've worked on campus for over 20 years and have taken the bus almost everyday.
• I had to purchase a temporary parking permit this summer for health reasons. Everyone with whom I worked was incredibly kind and helpful. My only complaint is cost. As a classified employee of the University for 19 years, I think I should get some kind of discount on parking based on my loyalty and dedication to CU, even though my salary is so low (even with a college degree) that I qualify for affordable housing through the City of Boulder Affordable Housing program.
• i hate paying for parking, so i rarely use the parking services. / the meters are a pain in the …… take forever to process charge card….the ticketing on this campus is approaching harassment level
• I hate the hang tag permits, since I don't have a car that I can leave it hanging up all the time. I have to remember to put it up every time I park at work or else I get a ticket! I've talked my way out of the tickets so far, but why not have a sticker permit like every other campus in the world? / / I am also dissatisfied with the amount I have to pay per month. It's more than my health insurance costs, just to park in a half-full parking lot.
• I have a demanding job in multiple locations, CHEM(cristol), JSCBB (Biot), and CINC. I often have to transport expensive, and bulky research/test equipment between labs, so I must pay for two permits (East & Main campus), plus now all of the parking near my CINC lab has been claimed by Boulder Audi at 1777 Exposition Drive. Parking in front is the furthest from my lab in the NW corner. I pay my own gas, parking, personal vehicle to do my job, and parking policies make it even more difficult. I'm not allowed to have a gate-key to go between campuses via Colorado Ave., which makes my job even more difficult. CU Facilities & Distribution can use that route, and I don't understand why they get special privilege over someone like me who is responsible for supporting many millions of dollars worth of research instrumentation that serves not just my department but many departments, colleges, and institutes. Policies make absolutely no sense.
I have a dual parking pass and have to deal with getting tickets even though I am in a registered lot. Then, I have to spend time calling or waiting in line to get it fixed.

I have appealed a couple of parking infractions that were not approved. I pay close to $50 a month for parking. Give me a tiny break.

I have been employed at CU-Boulder for over ten years. I take a bus from Lakewood to Boulder on a daily basis. Despite the fact that this adds more than an hour to my daily commute, I prefer public transportation because it is environmentally sound. But, about once a month, I need the flexibility provided by driving (e.g., the last GS bus leaves Boulder for Lakewood after 6:00 PM and I need to be on campus later than that or I have to be on campus on the weekend when there is no bus service). It would be wonderful to have a free temporary parking permit for these occasions. Since I am on campus for University events (e.g., a late meeting or an Admissions Sampler), paying for parking strikes me as a bit ridiculous. I feel as if I am being penalized for doing the right thing. Please understand, I can certainly afford the cost; it is more a matter of principle. If CU-Boulder wants people to use public transportation, then they should make available additional options on the infrequent occasions that we need to drive.

I have been ticketed several times and even towed once, so I don't have warm and/or fuzzy feelings toward Parking Services.

I have been ticketed twice when the permit was upside down (moved by the sun shield in the window). Rather than the effort of producing a ticket and me having to call to get it cleared, why can't they just double check that the license number is paying customer? What a waste of time to produce a warning when the permit is obvious, just skewed because of a sun shield.

I have called repeatedly to improve signs for entrance to lot 380 -- very frequently there are non-permit-holders trying to enter the lot before 5pm, and the signs are not sufficiently clear that this is not allowed. Yes, it does say it in one place, but it should say it more clearly in a large, bold font, on the sign that is about pay parking, and it should say it directly on the ticket vending machine. It typically takes people several minutes to figure it out. This causes significant delays to entering the lot. My satisfaction would be much higher if this was addressed.

I have found parking services to be difficult to work this, and uninterested in accommodating faculty who work different areas of campus (and thus need to park in different places different days of the week.) I also think it is essential that we devise a way for faculty to be able to buy a permit for specific days of the week. For instance, parking in a campus lot only on MWF as aligned with teaching schedule.

I have had limited experience. The reason is that I cannot afford parking, or a car. The rise in cost of living and relative low rise in income prohibits me from owning a vehicle. I also believe it's not necessary in Boulder County to own a vehicle, and until cars are not fueled from carbon sources people should not be driving everywhere. Boulder has an awesome system that enables alternative transport. If more people used cars only when absolutely necessary (hardly ever) we could invest in better buses and more of them, and improve some of the very poorly maintained bike lanes.

I have had significant problems entering the parking structure, as the transponder never works the first time driving up to the gate. I have contacted PTS x5 about this issue. They have replaced the card x2, but have been unable to suggest anything else. They have x2 stated that someone will contact me to come to the site, but have never received any follow up calls. / Otherwise, I have found staff to be pleasant and generally responsive.

I have issues with the signage in parking lots on campus. It's often quite hard to tell if you're allowed to park in the lot without a permit, and it's difficult to discern from many of the signs whether the lot is free on the weekends or evenings. In addition, it's often not possible to see signage from many places in some of the parking lots. I've gotten several tickets and had a difficult time figuring out why I was ticketed after the fact.

I have just one issue, I do have a handicap placard. But most of the time there are no handicap parkings available, they are already occupied. Is it okay to park in a paying parking spot?

I have means to know whether what we pay for a permit is appropriate or not.
• I have never had any problem or concerns
• I have never interacted with them and therefore have no opinion.
• I have never worked for a company other than a University that charges its employees to park - I've always felt that is absolutely ridiculous, especially when I have a job that I am regularly required to use my own vehicle to run errands. / / Second, I've tried to use the "pay by phone" service using both the app and the "speak the numbers." and both of them are miserable failures. The app has never worked for me (it installs, but can never connect and give me a permit), and of the three times that I tried to use the "speak the numbers" option (i.e. call the telephone number), it took me about twice as long to fail to get a permit as it did to just drive over to the parking services office, wait in line, and drive back to the parking lot. / / I also feel like I am penalized for not driving very much, rather than being incentivized to reduce my impact on the environment and reduce my burden on the university parking infrastructure. For example, if I purchase a monthly permit through payroll deduction (I believe approx $40) paid for through my payroll, it costs the same as only driving about once per week (give or take... $8/day 5 times a month=$40). Since I provide my own transportation for running work related errands, I usually have to drive anywhere from once a week to once every other week. My errands often consist of moving things - often LARGE things - using my truck from East Campus Storage to campus, or moving things from our lab to NCAR or the Broomfield airport for campaigns, or running errands to pickup supplies and/or equipment for use in field or lab experiments most of which I cannot do on a bus, over half of which I could not do without a truck or large SUV). There are weeks when I need to drive in nearly every day (leading up to a field campaign), and weeks or months where I drive in not at all, but it probably averages out to about once a week that I need to drive in. I am considering purchasing a monthly/yearly permit (i.e. the one debited from my payroll) because on average it will work out about the same as not having a permit. / / However I also know that if I do purchase the monthly/yearly permit I will be more likely to drive to campus on days that I don't need to just because I've already got the permit, and it may save me a few minutes waiting for the bus, or it will allow me to run an errand after work, or whatever.
• I have no experience with Parking Services because I always bike.
• I have relationships with many folks there that contributes to my understanding of their work and valuing the people.
• I have responsibilities on east campus and main campus, and the daily commute between these locations is terrible. It hampers education and research and productivity on campus, because we are all spread out all the time, and it is difficult to coordinate meetings. I do drive some days, but generally bike because it's the most efficient way between these locations. But it's ridiculous-- I have to commute 1.5 miles from my office to my department to duplicate materials like exams for my class that I teach in a location midway between these places. Students rarely make the trek to my east campus office; I don't want to go sit in a main campus location on the off chance a student will come to office hours. I cannot get a parking permit that works on east campus and main campus. There is no program that offers parking options for the days I do need to drive (appointments, weather, health, kids). The buses from east campus to main campus are terrible. Heaven help me when or if I'm unable to bike.
• I have to haul equipment back and forth between ARCE and Regent. I have a business permit to do this. However, Parking Services seems fit to keep taking away parking spaces close to Regent so it is hard to load/unload equipment. Don't suggest the loading dock as it is almost always full with big trucks making deliveries and since the last remodel at Regent essentially made the loading dock half the size of what it was, it has become worthless for the loading/unloading of computer equipment. This was a basic Parking Services FU to those of us that support departments in multiple locations. / / Parking Services also keeps making the spots as narrow as possible to try and convince people not to drive or their door might get scratched or dinged. In the parking lot behing ARCE, I notice that Parking Serices, Housing and Dining Services and FacMan vehicles are parked in many of the prime parking spots that staff pay for. Why not make those cars park all the way back by the creek?!
• I have to pay for the full parking fee, and use parking less than half the time. As I said in the survey last year (from which no results are published) the very fact that you charge people to park is (in my
I have to work for 5 hours on Saturdays as a professional at Wardenburg. On game days I am not able to park in the free lot unless I pay 25 dollars. That is not cool. The people who sell permits are really great, helpful and nice.

I have watched parking services wait for up to 10 minutes just so they could write someone a ticket. I have come out to pay my meter and am running just a few seconds late, but still get given the ticket even though I am there to attempt to put more money in the meter. The people are never nice, I haven't ever once had a smile or pleasant comment from them. The prices for a piece of asphalt are outrageously overpriced. Some of the pay stations force you to pay for several hours at certain times of day even if all you need is 10 minutes. Cost for meters is more than Boulder rates and tickets are higher cost too. Finally, it is unacceptable that I have to pay such an outrageous price just to put my vehicle at my place at work and prices keep going up every year. At least have reduced prices for faculty/staff.

I have worked at other Universities and this is the first one that I have encountered that an employee has to pay to park at.

I haven't used parking because I refuse to pay to come to work. You pay me, not the other way around.

I hear many complaints from other people about the lack of appropriate customer service

I hope to never use them. I always ride bus or bike or walk at least for the past 7 years.

I just think it's too expensive to pay for parking

I Just think the cost is way to high.

I just wish I didn't have to pay so much per month to park as I live in a rural area from which there is no bus service

I know of no other job where it is required to pay the employer for the privilege of parking a car near the workplace.

I know they are kick to provide a ticket

I left Parking Services because it is too expensive and just getting worse. I can park for less $s elsewhere.

I like being able to buy week-long passes to park on campus. I use them when I work longer hours or need my car closer.

I like having an indoor parking lot that lead right into the building

I like it that the department gets parkign passes so I can give them to guest lecturers.

I like parking services they seem to try to work with departments to make parking work.

I like they can usually help if you're in a different vehicle, or forgot your pass. (But Parking is way too expensive for east campus employees)

I live in Martin Acres. Because CU charges a fortune for parking, and because RTD has started charging for Park and Rides, CU's staff, faculty, and students over run our neighborhood with their cars. They park in front of driveways, block residents from getting into their homes, and leave their cars here overnight and sometimes for days. It is completely unacceptable, and CU is not popular around here.

I make use of public transportation daily, however there are days when it is just not possible and driving to campus is the only option. Parking Services should provide bus & bicycle riders with a small number of single day parking passes for days when public transport is not realistic. This is common practice at other universities. / / There are also far too few bicycle racks and parking spots for motorcycles and scooters on campus.

I often have to transport equipment by vehicle between Imig and Macky and find it frustrating when my access is impeded or denied - even though I'm on legitimate university business - because of some event (football, 4/20, etc.)

I park at the East Campus. It is very convenient.

I park in 169 which becomes very rutty and dusty. However, I have found the staff at the counter and on the phone to be very helpful and professional.
• I park in a small lot that only has 5 spaces. We often have cars park illegally in our spaces, and it is a considerable inconvenience to find another lot in which to park. This lot is adjacent to the EC and I often go out for meetings off campus and return to no parking space.

• I park in an East Campus lot (580) whose lines are striped so narrowly that not only is it a test of skill to park in them, I've had someone scrape along the side of my (new!) car trying to extricate their car from the lot. For upwards of 50 bucks a month, I should be able to park my car stress-free, and not feel like I'm trying to squeeze my Honda Civic into a motorcycle parking spot.

• I park in lot 169, and pay monthly to park here. I am both faculty and staff at CU Boulder. I both teach and academic advise in the departments of integrative physiology, communication, and real estate. I can walk to all 3 from the gravel lot 169. I also have the xc/track recruiting ncaa coordinator and track coach at Metro State University. For this reason, I have late arrival approved with my associate director for many days, and I stay late to work and I teach evening courses. Because I arrive later than many others, sometimes I arrive and there is no parking space available to park in in my gravel lot 169 that I pay to park in because of moms taking kids to football practice in the summer, or other reasons. This lot is taken away from me on football game days, and many other occasions as well when I'm the one who has to carry teaching materials up a large hill. Finally, I have been given parking tickets for parking in this lot in a spot not in front of a cement block, but since I have late arrival, all the cement block spots were taken, and EVERYONE for months has been parking in overflow rows in nice, neat lines, and so I did just like every other car in that lot has done for the past few months since the floods, and parked on the dirt in nice rows like the other cars, and yet, I get ticketed for not parking at a cement block--well it is not my fault that CU parking and transportation services sells more parking permits for lot 169 than there are actually cement blocks available, which means someone is bound to get a ticket. I pay monthly for lot, so it's ludicrous that I should be given parking tickets that costs $50 for parking in the lot I pay for, in a spot that I have parked in for months without problems, and suddenly given a ticket. The last time I asked a parking attendant giving others tickets in fact what to do because I arrived to work at 10:30am after many other employees and students were already parked in lot 169, and they specifically told me NOT to go park in an overflow or some other lot b/c no other lots accept parking permit 169, and if I were to park there, I would get a ticket. It is a catch 22 situation. If my lot is full, I have to park elsewhere and get a ticket. If I park in the lot I pay for, I also get a ticket. That's ridiculous. When I tried to appeal my ticket, they didn't know what to do and sent me away to write an appeal and submit it, and I'm still in the process of writing it because we are in the middle of midterm exams with teaching and registration time so I see 16 students per day for advising and have not had time to write an essay and appeal something and bring it back to parking and transportation services for a ridiculous ticket that should not have been incurred in the first place. / / I'm a competitive elite athlete. I run 60 miles a week, and train before work, and after, and lift 4 times a week. I coach xc/track at Metro State University before I drive up to teach/advise at CU Boulder. Taking public transportation is not an option because there's no way I'd get everything I need to done, or be able to carry all my teaching materials, or have all the change of clothes options I need, or would ever make it on time to anything if I took public transportation. As it is, I do a lot of running and track workouts in the dark before the sun has risen or set. To come back to my car, where I pay for a parking spot, and find a ticket is just insane to me. I think CU abuses their faculty and staff in this manner, as I have never dealt with such awful customer service in parking transportation services at any other university or company in my lifetime. My email is angelina.ramos@colorado.edu if anything can be done to remedy this situation.

• I park in the Grandview Zone. I have received 2 tickets when I parked on the street in the parking zone because of tree trimming and the spaces not being clearly marked. These tickets are in addition to my monthly fee. I also have to walk at least 10 minutes to my building from my parking space. When I leave during the day, I frequently can't find a spot when I return.

• I park in the lot 2 to 3 times a week and pay $51.00 per month. I wish they could work something out so I wouldn't have to pay so much. I would be willing to park in a different lot. Also I got hit in the lot, while it was parked, two weeks ago. There are no cameras and the"guilty party" did not leave a
note. I think all the lots should have cameras. When I worked in another department someone tore off my rear view mirrow and, again, I had no way to find the person who did the damage.

- I park in the underground parking lot at C4C. I find it offensive for people to continue to not read the sign and drive through the one way. I was almost hit by a driver going down the one way. And another time my car was almost hit because we were trying to drive on the same lane because the driver was driving down the one way. I have complained to PTS and nothing has been done about this issue. Thank you.

- I park on the CU-Boulder campus only about 2x per year. I park on the AMC campus about 5x per year. I park on the UCCS campus about 2x per year.

- I pay $500/year to park on campus IF THERE IS A SPOT AVAILABLE when I arrive. This is the sole reason for my flex work schedule. One day per week, I don't drive to Boulder so that I can make appointments in my home city. If I scheduled a dentist appointment in the morning, I may not be able to find a parking spot by the time I got to campus. I pay to park on campus, specifically so I will have a designated spot when . . . . President Obama comes to campus, there are sporting events on campus, there are graduation ceremonies on campus, etc. It's unacceptable that I'm paying an outrageous amount to park on campus and I'm the one that has to scavenge for residential parking spots when the students move in in the fall - or when there's any event that draws lots of people to campus.

- I pay a lot for a permit and sometimes cannot find parking in my lot. / My husband and I carpool, but if we need to drive separately (which happens a couple of times per month) there is not a good option for paying for parking for a second car.

- I paying for parking because I cannot walk long distances (injury to my foot). It is not permanent so in December I will return to ride the bus. I wish I could continue with the option of parking in the Lot I'm parking right now (but it is full for regular parking)

- I rarely use parking services. I think staff parking is too expensive based on my income, so I park near the 29th St. Mall when I drive.

- I really really wish there were more 2-level structures on campus. I suppose it's about looks or costs or whatever, but driving myself fits my flexible schedule. There is no bus that stops w/in a mile of my home, so connections are problematic, at best. I believe driving myself all the way to work is better for my vehicle than driving for 5 minutes twice a day to the PnR. I'm never quite certain exactly what time I'll be leaving work, so I need my own vehicle. It's almost always after 6pm, when buses stop running as frequently anyway. Rock: meet hard place. The lot under C4C has a horrible entrance situation: always dodging pedestrians & traffic from 3 directions; difficult to line up just right so the car doesn't get scraped up on entry.

- I received 2 tickets in 2 days for not having a permit on my motorcycle when there was clearly a permit on my motorcycle. I don't have a permit for my car because $51 a month is ridiculous.

- I received a parking ticket my first day of employment after following my manager's orders of where to park. I even had an office pass but my manager was confused and used it in an incorrect lot. My appeal was denied since I didn't follow a PTS policy which trumped my verbal and email instructions from my new boss. Needless to say, this was an awful first impression of Parking services. I got the sense it was not "a service" for employees. / / Also, my son is in the CU children's center and when I leave my office at C4C, the traffic is so bad trying to exit the university, it takes me almost 30 minutes from lot 408 to get to Arapahoe. That is an additional 2 hours of drive time per week just to pick up my son! Perhaps someone could be directing traffic at critical times. /

- I seldom use Parking Services on campus. I drive to work as little as possible. On those occasions when I drive, I never park on campus.

- I should be allowed to park in my lot on home football games -- I was a student athlete but I think the work of faculty is certainly as important as parking spots for boosters

- I shouldn't have to pay to park at my office.

- I sometimes drive to campus in the evening to attend classes at the Rec Center and park on University. I do not like that I need to pay a $4 flat fee when I only intend to park for 60-75 minutes max. I end up parking off campus for free (usually University and 11th or so) or parking in the cheaper parking
further down on University but both are a nuisance when I'm rushing to get back to class after a long
day.

- I sometimes ride a 50 cc scooter and can only park on designated motorcycle lots (I can park anywhere
  on sidewalks in the city) and getting a permit for those lots that are at inconvenient locations for me
  costs me twice as much as gasoline. This does not help minimize car traffic.
- I sometimes use the metered lot near engineering. Everything is fine, I'd prefer it to cost less.
- I started about a month ago, I did find it interesting that I had to pay to park during my four hour
  interview time slot, and frustrating that the maximum time on the meter was 2 hours, there was no
  where to park for an extended period of time. An interview is stressful enough without arriving and
  trying to figure out how you handle saying "excuse me I need to go plug the parking meter" in the
  middle of the interview. And I know that prospective visiting students find the same issue as I
  overhead a parent who had gotten a ticket during the time that they were on a campus interview
  because they hadn't wanted to leave the tour program and miss something to run all the way back
  across campus and plug the meter when it ran out in the middle of the / their tour. My suggestion
  would be if you are going to require that visitors pay for parking it might be a good idea to have some
  of the meters available for longer period of time. /
- I take the bus to work in part because of the $50 fee to park at work, which feels unacceptable.
- I teach one class in Kittredge West from 9-10. I park in lot 380, which might be a two mile walk to
  Kittredge west. So, I try to park in metered parking next to Kittredge west, but often it is not available,
  so I park illegally and then I get two tickets per week. I can't seem to get a parking pass for just one
  hour in one of the lots near this building. As tenure track faculty are encouraged to teach in the RAPs,
  we need to have some flexible parking abilities.
- I think having CU staff pay to "work" on campus and support campus is a poor business decision.
  Paying over $600 a year just so I can have the privilege to come to work is unacceptable.
- I think having to pay for parking in the East Campus because I work at LASP is ridiculous.
- I think it is ridiculous that I have to pay to park at my work on East Campus. Living in Boulder is
  expensive and academia doesn't pay enough to spend more than $600 a year to park at work.
- I think it is ridiculously expensive for employee parking permits.
- I think it is terrible that employees that don't work on main campus still have to pay to park anywhere.
- I think it is unreasonable that I have to pay $5 a day to park on the medical Anschutz campus where I
  work.
- I think it's insane that I'm forced to pay for parking with no other options available to me due to the
  nature of my job.
- I think it's ridiculous that CU employees should have to pay so much money for parking.
- I think out-lying lots like the one around RL-2 and RL-3 should be less expensive to park in than lots
  on main campus
- I think parking is overpriced. I've worked at several universities and this is by far the most expensive.
  I also don't think I should have to pay a meter when I go to East Campus from Main Campus on work
  business. I drive rather than take the bus for these trips because I'm carrying frozen biological
  specimens.
- I think parking services does a pretty good job. My issue is mainly with letting main campus cars park
  in our lots at a discounted rate.
- I think Parking Services Staff are great: I don't like having to pay to go to work (i.e., for parking). It's
  just wrong!
- I think that $51 is too expensive for a monthly permit in a lot that I've never seen full (580).
- I think that charging $25 for football parking on gameday is a bad idea when 1) the football team is not
  winning. 2) I get told by cops/parking that I can't set up a table behind my truck and 3) a motorhome
  will take up 5 spots and only pay $75 which is 3 spots. Should be back at $20 and who cares if a table
  is behind your vehicle it was never a safety hazard the last 15 years.
I think that the use of parking as a profit center overwhelms common sense - students should be able to park in lots close to buildings where they study AT NIGHT for free.

I think the amount charged to park on campus is completely ridiculous

I think the cost for staff/faculty parking is high, and there is not enough parking for the guests that my office has to bring on campus.

I think the parking fees for the University are outrageous, especially for East Campus. Unfortunately riding the bus from where I live would add an hour or more to my one-way commute.

I think the parking permits are expensive.

I think the permit cost is high especially when I am only allowed to park in one specific lot on campus for that price.

I think the price to park in the garages are too high, but otherwise I don't really deal with parking since I almost always bike.

I think there should be fewer spots to park and you should charge more for parking.

I think they are too aggressive and unpleasant to deal with about minor issues.

I try not to ever drive to work. Though when I do, I appreciate the fact that there are a lot more meters with flexible pay options than there used to be.

I use lot 310 to attend concerts, etc. at night and on weekends. I think the cost ($4) is too high.

I use parking services as little as possible because of the cost. I'd prefer that you not charge at campus meters on Sundays to be consistent with the City.

I used to own a parking permit for 436, but not longer do. $50 a month is outrageously expensive. Permits don't mean anything at all during game days. Parking should be free for staff / faculty.

I utilize the BX or BMX for commuting back and forth to downtown Denver where I reside. I utilize my EcoPass for this. I do maintain a parking permit for C4C because on days when I have multiple meetings on east campus there is not convenient bus service between East and Main Campus. Transitioning between both campus' becomes problematice due to the timeliness of the bus (Stampede) schedule. It also does not run by C4C so getting to East campus is even more difficult.

I very rarely park on campus because of the extremely high price, even when it would be necessary for picking up and transporting things.

I was moved from my former campus lot so many times during the year for football games, move in days, Memorial day prep, etc. and not reimbursed for the inconvenience of having to park a huge distance from the building where I work. And the cost of parking increased ridiculously every year. So, I looked for a private lot which is convenient, much more affordable and I never have to park anywhere else.

I was very happy with parking services until I lost my spot by Mackey due to a Parking Service error: I continued to pay for my parking spot, was not alerted I needed a new hangtag, and was issued a ticket. After petitioning the ticket, I was moved to a new, farther away parking spot, though I had never received a warning, notification for renewal, and had continued to pay.

I wish I had more options for where I could park, instead of just one lot.

I wish it didn't cost money to park at my job. Feels like I'm being nickeled and dimed.

I wish it wasn't so expensive to park on campus.

I wish it were a little less cost as a staff person to park on campus--I do understand that the fee is to try and discourage cars on campus, but for me it is not a choice. --I have to take my son to school each day and pick him up, so public transportation is not an option. I am very thankful for the space that I have and what has been provided for me to accommodate my schedule in parking.

I wish parking at System was more affordable. I would drive my motorcycle to work on days I need to drive instead of having to move my bike every 2 hours. Maybe a flex parking program where you are only allowed to park so many days a month.

I wish Parking lot 360 weren't so expensive and had visitor parking! I would be more productive because I could stay at work later if I could park in that lot, but instead I ride the bike so I don't ever stay past 9:30pm. / / I also hate making guests park 5-10 minutes away from my lab in a lot that only
permits 2 hour parking. I sometimes ask people to park in the main parking lot on Euclid, but directions to my lab are complicated from there.

- I wish parking on campus was less expensive. And that I could somehow only pay for parking on the days I parked, that would encourage me to take the bus more, but still know I could park in my lot when I needed to.
- I wish parking services had hours before 8am. When I drive to work I'm required to be on time (around 8am) since the parking services opens at 8am I have to buy a temp 30 minute ticket then go to the office when the open (taking an additional 10-15 minutes). It would be nice to offer a payment system that charges the same amount as the parking services office (if you are a CU staff member).
- I wish that parking permits were a little easier for me to rationalize especially with using so much gas to get here just to pay for parking anyway.
- I wish that some of our parking lots were below ground parking structures
- I wish there was a way to buy a spot on campus for less then the $9 per day for those days when I need a car because the bus doesn't work with my schedule.
- I wish there was an easier way to transfer your permit or have the ability to park in multiple lots around campus.
- I wish there were more flexible options for parking passes.
- I wish they would let us park a motor scooter on campus like a bike, I.e for free. Also wish they would let us cyclists use covered parking in garages for free.
- I wish they would look again at how many staff permits have been sold in my lot because it is often completely full.
- I work at CINC. If I need to attend a meeting on campus there are no convenient places to park on an irregular basis.
- I work at the 1800 Grant location in Denver, and do not have much perspective to offer. The only time I have been on campus, was to get my Eco-Pass and Buffs Card.
- I work for CIERES on the NOAA site and therefore I do not park on CU campus. HOWEVER, it is very irritating when there are seminars on CU campus and I have to drive to the campus and find a place to park and it always costs money. This makes having a duel-campus job with seminars hosted at both campuses frustrating.
- I work for the CU system office at 1800 Grant, I can't speak to the parking on the CU Boulder campus.
- I work in Employee Services in downtown Denver. I commute from Boulder to Denver every day. This entire survey implied I work on the Boulder Campus. Very poorly designed survey in this regard.
- I work in the Broomfield office with free parking
- I work in the System building at 1800 Grant Street and seldom get to the Boulder campus
- I work in the System Office in Downtown Denver, so I don't use any parking services on Campus. We have a parking garage that require a monthly permit
- I work on East Campus and the lot directly outside my building is NEVER close to full yet it costs like $40 or $50/month to park in the very back of this lot. Thus just about everyone I know that drives to work parks on the street near our building leaving this parking lot less utilized than it could be. Also, there are zero options for visitor parking in this lot and this is very frustrating when we have visitors for work related meetings etc.
- I work on the East campus and there is a lot of parking available but I can't afford $600/year for parking.
- I would bike to work everyday, except I am required to have a car to transport heavy equipment, for which I have a vendor permit. I park either in loading zones, or find free spaces on the street when my car isn't needed.
- I would like an easy and free way to use my car for campus business. I have recently learned that I can get re-embursed for my expenses when I drive to work to conduct campus business, this is one viable solution. Alternatively, a shared car would work.
- I would like to go to the gym in the morning without having to pay for parking
I would like to occasionally drive to work but it's such a hassle to get a one day permit and get to work on time. I avoid it I can and it seems like that's the way Parking Services prefers it. Make it hard enough so people don't really want to do it. I truly do not understand why the fees for parking close to your office are higher than parking further away from your office. What is the true meaning or reason for doing this? I would love to see a seasonal parking option. I bike whenever the weather permits but it would be really amazing to able to drive during the really cold winter months. But then again living 3.5 miles from work, my affordable parking lot would be one mile from my house and then I'd still have to get a bus to my office. It just doesn't make any sense...I really don't understand the policies.

I would love it if there was some better way to occasionally park on campus. I bike most every day, and the only time I don't is when the weather is bad. On such days, I'd like to be able to go on line in the morning and secure a permit for the day that doesn't cost too much and allows me to park in a reasonable location.

I would love to have different permit options, like a Monday, Wednesday, Friday or Tuesday permit. Something that would allow me to drive some days but not every day in a week. Something so there is a less expensive option.

I would never pay to park on campus. It's just too expensive and my current salary does not allow for it.

I would prefer that a price break be given to the people who have to park in two lots for two work locations--paying only the higher fee of that charged for each lot. It is unethical to charge 150% of the parking fee to be able to park in both lots.

I would rate it excellent except for the difficulty getting into my lot due to construction associated with the Rec Center renovation. Will get better now that that is done.

I would take the bus more if I were possible to get a cheaper weekly and/or daily pass. Mostly I ride the bus when the weather is bad, but I would take it more often if daily parking passes were not so expensive.

I'd like cheaper parking that's closer to my office. I also often have trouble getting the gate to open using my card.

I'd prefer to have more inexpensive parking a greater distance from main campus. I think it would be better for main campus to move parking out towards Will Vill or East Campus, and encourage employees to ride the bus or walk/bike the half-mile or mile to campus. There's a lot of congestion at 5pm due to the number of people who are leaving all at once, and roads in and out of campus just don't handle the volume very well since they're arteries that have very high volume to begin with.

If I do drive I usually purchase a temporary permit. The staff in the parking services building on Regent are extremely helpful, professional and courteous.

If I do park on campus, which is approximately 1 or 2 times a month, I have to use metered parking. My building does not allow for employee day permits at the building lot. So if I were to get a day permit, costing me significantly less, it puts me in an overflow lot, which negates the purpose for why I actually have to park at the building, due to loading/unloading/driving from and back to work throughout the day. Only having the option to park in the overflow lot is disciminatory against those who cannot afford or choose not to pay for a monthly permit, but work right at the building and have legitimate reasons for procuring a day pass close enough to access the building without walking 5 minutes and/or pay significantly more for metered parking.

If I use it at all, I buy a temp pass from Parking Services. It is usually slow in the morning, but the employees there are very nice.

If it's one of the things Parking Services does, I wish they would remove abandoned bikes from bike racks more often.

I'm assigned work locations at both main campus and east campus. It's absurd that this require two separate parking permits, at 50% greater cost.

I'm essential personal. I have to walk from a neighborhood and have to cross baseline rd when arriving or leaving for the day. I also work a 1-man shift. I believe that its putting my life in jeopardy having to cross the road every day I come to work. I also believe when it comes to essential personal that to have
to pay for parking is ridiculous not to mention too high! if the University had any concern for my safety they would do something about it. Essential personel should not have to pay to park. / 

- i'm handicapped and the handicap parking on campus is wonderful. thank you
- i'm on east campus and pay the same as if the euclid structure on campus
- I'm shocked how much parking costs for a lot that is empty most of the time.
- Impossible
- In my experience, loading zone spaces could be marked clearer. (I.e. in the 'restricted' lot directly behind ECES)
- In the six years I have been working for CU, I only had to call on Parking services to get me out of a few jams..I really don't interact too much with them. / 
- Inconsistant and rude
- Inflated prices for a false demand on east campus, lots are poorly maintained during weather and frequently used for special events. Of several universities, this is far and away the worst experience in parking I have ever experienced.
- Information on parking lot rates, hours and availability isn't particularly easy to find; when I drive I usually park in the few lots I'm familiar with.
- interactions with parking services is fine. I wish the cost to park on campu was less.
- It can be inconvenient when special events (sports, graduations, etc) displace permit holders and make our day inconvenient. It's also annoying when the FacMan vehicles take up the prime spots in parking areas. Especially those people who drive their personal car to work, back out their FacMan vehicle and put their personal vehicle in that spot. There is no reason for them to take up the close and/or convenient parking spots (next to exits, elevator, etc) when they are just going to drive away.
- It can be very hard to find a parking space.
- It costs too much to park on campus even though it would save me an hour of my time every day instead of having to ride the bus. / / They are not very accessible. There should be a kiosk that would be easy to use on campus if you wanted to buy a day parking pass. Make it easy, make it accessible. They don't seem to care about handicap parking either. I was on crutches for six weeks and it was a nightmare finding close parking.
- It has always been a significant strain on my budget, so I have never purchased a parking pass (I have been at CU over 30 years). I have several experiences of parking at a meter, but either underestimated the amount of time my errand will take (usually because I am waiting on someone else) or I didn't have adequate change and ended up getting a parking ticket. It's always been for a few minutes overage, was expensive, and I resented it.
- It has always seen absurd to me that CU employees are required to pay to park at work when the university owns the land. Parking services should be a "service" to CU employees and not a drain on the system. I am also frustrated that I often need to go to east campus for meetings and that my lot 436 permit is not valid anywhere on east campus. This inhibits my ability to work effectively and complete my job.
- It is a big inconvenience that the meters in lot 415 (west of Wolf Law) are broken and you have to pay by phone. These meters have been broken for months. Please fix them.
- It is appalling that as a low-paid staff person I must pay to park on campus. I did pay for a parking pass once, but I found that faculty, who come once or twice a week, are given the closest parking spaces, while those who work 40 hours/week must park far from their offices - ridiculous to pay $40/month and still have to walk 20 minutes to work. Parking in the residential areas near campus has been increasingly restricted over the years - the City of Boulder keeps turning these neighborhoods into permit only parking. I am very grateful for the EcoPass which allows me to take the bus. Without that I would not work at CU.
- It is difficult to get visitors on and off campus. Getting daily passes is difficult for lots near the Law School for important guests, which impacts the effectiveness of meetings and events. / The expense for parking related to events, lectures, and conferences is a significant portion of the cost of hosting such
an event, and can be an impediment to hosting one at all. Also, having to pay to park in order to work here is generally frustrating, when considering the Campus is located in a town that is unaffordable to live in for many employees on campus.

- It is difficult to park on campus at a reasonable price when you only need to do so a few days a month.
- It is expensive
- It is expensive and inconvenient for those of us who have to drive one day per week to make up for lost time taking the bus the rest of the week
- It is fine other than being too expensive
- It is frustrating to go to another place on campus with it being work-related and having to pay and then be afraid to get fined (or get fined). We have overheard parking staff give tickets out like it's a game to other staff and say "shoot, he game back too quickly before I could give him a ticket." That's ridiculous; there has to be another way to make money on campus.
- It is insane that we must pay to park at work.
- It is just too expensive for me
- It is much improved since you can manage your account online. I really appreciate being able to park in my lot during athletic events and not have to pay extra (since I have to work), however, the parking attendants don't always recognize that I'm an employee.
- It is not cost effective to park on campus. The Euclid rates keep increasing and is too high for those who don't drive to work regularly but park there if they need to go to an apt during the day. The ease of getting a daily pass from parking services is not there. It would be nice if you could purchase this online.
- It is not reasonable to ask employees to pay for their own parking when driving/commuting to work.
- It is pretty expensive for faculty. I know other universities where parking is not charged or reduced for people who work at the university.
- It is rather inconvenient when we have to go to meetings at east campus and back - we cannot park anywhere on east campus with a parking permit on main campus, so we go to King Soopers or the park. It would be nice if there could be some visitor spaces (with no charge) for faculty paying the full $50+ monthly parking….
- It is really difficult to get around campus and even more difficult to find parking near my office.
- It is really difficult to purchase CHIP parking permits without planning far in advance. It would be really helpful if you could pay online and print a permit to place on your dashboard.
- It is ridiculous to charge people to park at work. I could not even get a lot close to my building.
- It is the worst organization on campus. They are rude, and their services are completely over priced. Employers charging their employees for a park spot is ridiculous and usual. We're coming here to work, not play. Fuck that.
- It is too expensive for faculty and staff to park on campus
- It is too expensive to park in Boulder and there are few free parking areas where they will not randomly ticket besides RTD Park and Rides. It would be nice if all CU employees received free parking passes/multi-day passes to park in the ARC parking lot if needed.
- it is unreasonable to ask employees to pay OUTRAGEOUS prices to park on campus. esp. classified employees who don't always make a lot of money! you would be amazed at how many employees use the park and rides up and down broadway and then take the skip in to campus. AMAZED. if you want people to use public or CU transport, why don't you provide a free outlying option?
- it is very difficult and un-safe to go in and out of Parking spaces located at East of Broadway and along University near Macky Auditorium. / / It will be nice to see Free parking for employees.
- It is very difficult parking on campus so I avoid it entirely
- It is very difficult to pay this amount monthly based on my income. It is also confusing with the permits and lots sometimes where is a valid place to park.
- It is very expensive and difficult to get a lot close to my work building
- It is very expensive to park at the University. I usually ride, car pool, or take the bus.
- It is very inconvenient to be displaced from our parking lot during new student move-in. It took 30 minutes to be dropped off at the east campus lot which meant I missed my yoga class.

- It is way too expensive to park on campus. I don't think an employee should have to pay $50 per month to park at their place of employment.

- It seems expensive. Plus it is confusing to figure out how/where to buy passes or what kind of pass to get. So I just bike. However, during the winter, I'll be biking home in the dark, which is not ideal.

- It seems to me that staff, who devote their life and talents to better the CU experience should at least get a discount on parking.

- It seems to me that there are not enough parking spaces on campus and the cost is too high. Resolving this may not be easy or cheap, but should be resolved.

- It should be possible to get one day permits for those who don't drive but need to have a car on a particular day (to usher a visiting speaker around or bring heavy materials to work).

- It took over 2-3 weeks to get a staff parking permit. They don't offer a plan wherein an employee can pay for a permit for partial days of the week (when one needs their car to run errands, etc.) but wish to bike, walk or take the bus on other days. To make this simple and affordable seems to be an option that should be offered in this day and age.

- It took over a month for my parking pass (and it was not during a busy time). Eventually I went to the parking office during my lunch break and they "found" my application and processed it.

- It took us over a month to get our permanent permit -- we had to keep purchasing temporary permits, and no explanation was given for the delay. We also had to submit our materials twice.

- It was fine when I previously used a parking permit.

- It would be great if full time employees could get a parking pass near where they work.

- It would be helpful to have more close-in short-term parking and meters that accepted cards at all locations. It would also be helpful to be able to purchase a single-use day pass to park anywhere on campus.

- It would be helpful to know whether or not Parking Services monitors lots during the day in order to ensure that cars being parked in lots have a current permit, as well as monitoring if any "criminal mischief" is occurring as well.

- It would be incredible to have an employee parking lot that was pro-rated (discounted) or free of charge. There currently seems to be an overwhelming amount of spaces near the housing facilities building that are very, very, rarely ever filled. Being a state employee, the amount of income seldom meets the amount of expenses going out. Monthly, full-priced, parking permits are definitely a challenge for most of us to pay, especially when families are brought into the picture and every penny is spoken for.

- It would be nice for faculty to receive or be able to purchase a parking permit for a block of hours, say 50 hours of parking. I typically ride the bus, but there are rare times when I need to drive my car (night time final exams, doctor appointment after teaching), and it would be nice to be able to park at a reduced rate near campus.

- It would be nice for those who do not have a parking permit and who commute to work by bike or bus, to have the option to obtain up to 5 free daily permits per year for free, to use in case of emergency or other reason when there is a need to get to work quickly and bike or bus is not an option.

- It would be nice if employees could use the student parking lots that are vacant during the summer break at a discount or for free.

- It would be nice to have a few slots for "errand" days in which employees could drive in without paying a fee 1x/week. I am very much in favor of compressed weeks and telecommuting and hope our department starts to allow this.

- It would be nice to have more free parking options for employees on weekends who have to come into work for a few hours, especially as the buses on my route do not run on the weekend.

- It would be nice to provide a more inexpensive parking option for staff/employees of the University.
• It would be safer and nice if most paid parking lots were open to park after 6pm each day and all day on the weekends. When I worked in Gold and had a permit for lot 169, I found it so unsafe to park there on the weekends or evenings when I needed to come in. I had to pay to park in a closer lot out of my own pocket. I used to work at University of Michigan. All lots opened up at night and on the weekends for you to park closer...had to do with safety.
• it's better now with more meters taking credit cards AND coins
• It's challenging to carpool when I don't know in advance where someone can drop me off or pick me up; special events parking and road closures without significant advance notice is a pain.
• It's cost prohibitive, which is why I choose not to park on-campus.
• It's expensive. Other than that, it's a good service with adequate availability.
• it's expensive.. and it is troubling that athletics has priority over our research, teaching, service mission
• It's extremely expensive to park on campus without a parking pass. If my carpool buddy doesn't go to work, I either need him to drop me off and pick me up at work, or he needs to drop me off and pick me up at a park-and-ride so I can take the bus.
• its fine
• It's hard to get off campus when an event is let out. The difficult part is actually getting out of the lots if cars are backed up because no one will let the cars from the lots onto the road.
• It's hard to tell online which parking lots you can park at all day. A lot of them have time limits, and it's unclear which ones do not.
• It's hugely expensive to pay for that permit, and despite that high cost, getting into and out of my lot is difficult because of how poorly pedestrian and construction traffic are managed. Also, even though my lot is supposed to be permit parking all the time, there is a high percentage of cars who park there without permits, making it difficult to get in and out, especially in the afternoons.
• It's just too expensive for an adjunct salary.
• It's predatory in its fee structure and is not oriented towards CU workers.
• It's really hard to get out of C4C parking structure at 5pm. There's a lot of cross traffic on Regent and no stop signs or stop lights. Maybe a police or traffic officer could help with the congestion.
• It's ridiculous that you have to pay for parking on weekends.
• It's ridiculous what we're asked to pay to park on campus.
• it's SO EXPENSIVE to get a parking permit to park your vehicle on campus; I think there should be free parking for faculty and staff near the buildings where they work; sometimes I have to drive around for 15-20 min before I can park for free near campus and then haul all my teaching materials for 15 min from that spot to my building on foot; TOTALLY UNACCEPTABLE; I feel like CU doesn't value its employees
• It's super expensive and very restrictive. I mean, it used to cost me more than $600/year to park on campus, and I was only driving once or twice a week. That's why you don't have my business anymore.
• It's too expensive
• It's too expensive
• Its too expensive for employees to park on campus - especially those of us who have no other choice but to drive private vehicles
• It's too expensive for fac/staff.
• Its too expensive to get a parking permit on campus so I'd rather park off campus for free.
• It's too expensive to park on campus for staff. the cost of a permit should be based on income.
• It's too expensive to park on campus.
• It's too expensive, and the policies are often unfair. I've seen co-workers who pay 50 dollars a month ticketed on top of that for simply doing the most logical thing which is better for the entire campus. (ie. when a large rack was on top of the vehicle, parking in an outdoor lot rather than one underground
which the rack would have potentially damaged upon driving in) People like that who've broken a policy, but in demonstrable good faith, should get a pass.

- It's too expensive. As an employee I shouldn't have to pay to park, or I should at least be given the option of a bus pass or subsidy for my parking pass. I live in rural Nederland, so it is not feasible for me to drive to the park and ride and then down to Boulder as it more than doubles my commute time. I don't use the bus pass, would rather have help with parking permit.
- It's very expensive. Previous University's that I worked at had discounted parking for faculty. When I have to park on campus for work, for example, giving a night exam (and my bus only runs 'til 6pm), I don't like having to pay so much for parking.
- It's way too expensive for employees. Also limited parking available.
- I've found the parking pay station defective two times at the ARC. One time the display wasn't working and I couldn't choose more time so I got a ticket. Two days ago, it wasn't working at all! Parking is always a challenge and expensive.
- I've had issues in the past if I have forgotten to put up my parking permit on my mirror- it takes time and sometimes arguments and sometimes money to get a ticket cleared up. Since the cost of the parking permit is so high and the vehicle license plate is on file, it would make logical sense that an attendant could look up the license plate of a familiar car (parking 5 days a week in roughly the same spot would seem to breed familiarity) instead of ticket on the car.
- I've had to work late nights in the winter, all unpaid and came in and parked a car on Sunday night at 10pm only to find a ticket on the window. Really!?
- I've never had a permit, it's an expense I do not want
- I've worked at CU for 20 years and have never had a parking permit thanks to the bus pass.
- Just wish their were better (cheaper) options for those who drive once/week. Be great if we could reserve a parking pass for a day (share it within a department).
- Lack of flexibility.
- Lack of parking flexibility (one and only one lot) makes parking on campus unattractive.
- lighting is insufficient, pathways not maintained to and from lot, trash cans not maintained. payment amount is outrageous and if interact w/ parking staffers--not pleasant experience / over kill on pricing for access to library on campus, no alternatives, bridges have not been reworked, construction obstruction
- Lines are too long and the wait time can be very long. Seems like the software the 2 attendants use at parking services is pretty dated. Need more help over there or better software.
- Long history of being inflexible, poor attitude and bad customer service. Everyone has a negative story or 5 about them.
- Lot 169 is always a mess. Pot holes that are seldom addressed, and dust/dirt ALWAYS collects on vehicles parked there. Can never have a clean car because of the amount of dust/mud.
- Lot 169 is typically in really bad shape with lots of pot holes.
- Lot 169 needs to be paved. I am paying for a car wash every Friday which costs me an extra $8 a week. ($32 month) Also the pot holes are deep and awful. If you park in certain spots you will get blocked in.
- Lot 436 is usually very full midday. It's a challenge finding parking when one comes in midday say from a Doctor's visit.
- Lot closures seem to be the norm but there is no compensation for the inability to park in my assigned lot - very frustrating!
- Lot EC gets very slippery in the winter and is quite dangerous. I think I fall in the lot at least once or twice each year.
- Lot is not well maintained
- Lot is often full. card activated gate does not work well. people skateboarding and walking through lot presents a safety hazard.
- Lots of technology goes into catching you when you park where/when you shouldn't but not a lot into helping you park legally. For example, if I preregister with Parking Services, the licence plate reading
Prius should just auto-bill me at the end of the month for the number of times I parked. Instead, I have to walk in, make a cash transaction, walk back out, hang the piece of paper from my mirror, then walk back. / / There should also be a GPS enabled smart phone app that can definitively say "Yes, I can park at this Lat/Long from now until X:XX" without hopping out to look at signs. If I can't park in that space, it should direct me to nearby lots and list their fees. / / One of the many reasons I almost always bike to work is so Parking Services doesn't get my money.

- Love that I don't have to scrape snow (park in covered structure)!!
- Machines accepting credit cards instead of coin-operated ones will be great.
- Machines are broken and you are running late for a meeting and still get a ticket if you park there. The liability is on the driver vs. parking services and their control of the machines. This happens frequently with meters and pay machines. There have been times I have had to park/re-park 3 times because of machine issues. / / Monthly parking fees for staff/faculty are way too high. / / Would love if parking services could be more flexible with summer lot parking.
- Many clients with and without disabilities come to the SLHS clinic for therapy services every week day. Many have limited incomes. The cost for parking meters or related services for these clients is often prohibitive, whether they come for weekly or one-time clinic sessions. Faculty have often scrounged for coins to help families pay meters, when their focus (families, clients, faculty) should be on the communication and health needs of the clients. I was especially upset when the accessible parking space without a meter had a meter added to it last year. / In addition, the number of metered spaces in lot 419 for these clients is often too few during some of the busy clinic hours. We have informed students that these spaces are "reserved" for clients. We often serve many people with speech and language needs within our on-campus clinic. / There needs to be a cost effective, accessible, and affordable way for the clients to the clinic to have parking available. / Thank you for your attention to this. / /
- Maybe once or twice a month I need to drive my car to work for work, usually because I am giving an exam that ends very late at night, or because I must pick up a visitor to campus. On those occasions, I usually purchase a day pass. And even to park in a remote lot, it ends up costing me $20 , which is nearly half the cost of a monthly parking permit. (If I parked in the Euclid lot then two trips per month would surpass the cost of a monthly permit.) There needs to be a more cost effective system for folks who drive to work maybe once every week or two.
- Meters are quite expensive for people to stop by campus.
- More attention needs to be paid to handicapped spaces. There are some that I cannot park in even with my work permit and handicapped plates.
- More expensive than I would like, otherwise convenient.
- More flexibility would sometimes be helpful. I once parked in my "alternate" lot when both my primary and alternate lots were completely empty. (It was on semester break). I still got a parking ticket because I was only supposed to use the alternate lot when the primary lot was full. But both were completely empty. / / In our department, we also do research studies with human participants. They need a place to park. We have had our participants get tickets within two minutes of arriving while they walk into let us know they are here so we can give them their parking pass. We are then not allowed to pay for the parking tickets that our participants got through not fault of their own. It can be really frustrating.
- More flexible and affordable parking options should be offered, especially for occasional parking, such as meetings on a different campus (main or east campus).
- More lots should be free or more discounted after business hours. If I need to go to work at night, when it's inconvenient to take the bus, it's also inconvenient to drive and pay and walk. If I park in the Euclid autopark for even half an hour, it costs $4. This discourages me from coming into work at night. Since it is difficult to park on the main campus, I wonder why there isn't a place to park at Williams Village that is free at night, which would allow me to take the Buff Bus. / / Also the parking map is very unclear. It is not obvious where the entrances/exits are for the parking lots, and the legend isn't very helpful. For example, what is the meaning of "faculty and staff parking area" or "lots not controlled by PTS"? And for the "pay lots," how much do they cost? There should be more
descriptions of the parking fees/restrictions for each lot, perhaps on another page of the map. I am not going to drive to each parking lot and read the signs.

- MORE PARKING PLEASE. Less expensive parking as well.
- more spaces!
- Most confusing and stingy system I have ever encountered on any campus. I'd sooner eat glass than pay them a nickel.
- Mostly the price of permits for people who work on campus, or that all lots are typically priced the same even the empty one's on east campus.
- much better than Indiana university but also more expensive--dont offer many options for pay structure (no cheaper alternatives for less attractive lots)
- Much too expensive
- multi campus parking is disconnected, and I am required to pay for more than one permits
- My assigned lot for work doubles as an event lot for the campus, so I am occassionally displaced from the lot I pay for. (Macky Auditorium, Alumni center, football games, etc.)
- My comment is that I only need to park on campus because twice a week I need to pick up my children. So I had to buy a monthly pass. And because of this I find that I drive more often to campus when I could really take the bus because I have the pass. If there was an option to buy a pass that would be used only twice or three times a week for a cheaper price I would choose that and it would constrain me from taking my car just for convenience sake. / / Also, as everyone knows, trying to leave at five p.m. means you can sit in your car on Regent for twenty minutes.
- My data may not be useful. I commute in one way with my spouse who drops me off and he parks our vehicle at his place of work which is free so we have no use for parking services at this time. Also most of my trips between areas are on foot or by bicycle for campus activities. Lastly I commute home by bike...even in the dark unless it's painfully cold. If it's too cold, I ride the bus
- My expensive lot is often unavailable. One summer it was completely useless due to construction issues--but I still had to pay in order to keep it. I also think that in this day and age, the parking guys who check lots--when they find a car without a hanging placard that they can see (sometimes it falls, etc.) they should be able to verify the permit via the license plate and NOT issue a ticket to someone who has a permit.
- My lot has had continual construction and obstruction. But that is my only complaint
- My lot is typically 5% full on any given day, but it still costs 50+ a month to park there.
- My main complaint is around sports events. Often I run into limits on how I can access or leave work because there are sporting events. This occurs both when I leave late in the evening, and when I work on weekends. It feels as if sporting events are a higher priority than academics -- at least as far as parking is concerned.
- My main concern is the backup trying to leave the parking garage. Not only that, the sign blocks students so it can be scary to pull out of the garage with students walking in front of you.
- My office is not on campus so I cannot rate any campus parking services.
- My only concern is that parking passes are expensive, especially when there are park and rides parking locations and buses we can ride.
- My only small dissatisfaction is our inability to use our parking pass for other lots on campus when our meetings are across campus. Its frustrating that we pay for our parking pass and then have to pay for a meter (or a parking ticket) if our meeting/event is not in our vicinity. Though I understand managing and providing spaces for those who hold permits to those lots, but most lots are not full to capacity year-round.
- My permit is for a lot that is used during football games. Communications from Parking Services have generally been unclear and inconsistent, both internally and with the event-staff's instructions. In addition, moving my car into alternative lots has been inconvenient given the physical restrictions (e.g. gates) across campus, and it's been unclear when I can move my car into and out of these alternative lots.
- My permit is for a student lot and it does not seem to get plowed when it snows.
- My personal satisfaction is high; however, in admissions, we host many visitors on campus and our guests are often dissatisfied with the fact that we charge them to park on campus and they frequently get tickets. This can be a factor in whether or not a student chooses to attend CU-Boulder.
- My preference is to bike as much as possible. But evening meetings and job-related errands require me to drive periodically. Daily parking rates are prohibitive and I cannot be reimbursed for those. Further, the restrictions for game day parking are ridiculous. If we discouraged first year students from bringing cars to campus, it would solve some parking issues. AND build a stronger community if so many of them don’t go home every weekend.
- My primary permit lot is often full; when I leave for a meeting and return I am often forced to my overflow lot. Even that lot is almost full. There are too many restrictions lot wise with the business permit. Many meters are going away from accepting meter cards, limits ease of use.
- My suggestions: 1) Our parking fees subsidize the athletic events by providing parking to attendees. This is unacceptable. 2) There should be designated parking areas for faculty who spend a lifetime on campus. 3) Permits should allow parking a few times a month in different lots. I work at BioFrontiers in collaborations and need to pay for my parking there in addition to my $500+ annual parking fees effectively doubling my costs. 4) Suggestion for rush hour traffic decongestion - open an exit to Colorado Ave on the NE corner of lot 436 including a merging lane.
- My wife and I commute together. We often change cars because of low gas, etc. On occasion we forget to move the permit from one car to another. The option of using the 'word of the day' is a pain in the rear. Sometimes we forget the permit, or getting the 'word of the day.' We invariably get a ticket. On this last one our appear was accepted but with the note "If this offense occurs again, it will not be excused." Give me a break. I see plenty of the cars with the license plate readers driving around, our plate is in the system, why do they feel the need to be so heavy handed? Not only is it ridiculous to have employees have to pay to park on the employer's property, but our every experience with Parking Services shows them to be unpleasant and rigid. Glad they have their own little kingdom there, but I can't imagine their institution mindset and behavior would be tolerated anywhere else in the "real world."
- N/A. I do not drive.
- Need 8-hour meters or daily scratcher permits please!
- Need better options for quick stopoffs on weekends
- Need more bicycle parking; All the racks are always full.
- Need more bicycle racks.
- Need more covered bike parking
- Need more flexible permits eg 1-2 days per week could function as punch tag or a way to park four hours only / Law school needs more meters
- Need more parking close to my office
- Need more public and staff parking.
- Need more temporary spots for quick trips to campus
- Need to study and revise the number of ADA spaces. I've never seen the ADA spaces all filled - even when the rest of the parking lot is beyond full, and rarely see more than one car using the 8 ADA spaces.
- Need variety of options such as 2-days/week permit. The full parking pass is too expensive.
- Never any space, always get a ticket... it's just so much easier to bike.
- No incentives for carpooling. My wife and I both commute quite a distance. There is no possibility to reduce permit fees by sharing a permit. Unbelievable, as may other Universities offer this. I often travel from main campus to BioFrontiers and the inability to honor permits at both places is unacceptable. The least you could do is offer a group of spaces for shared permits. The Stampede is unreliable and CU should have its own transportation to and from the East Campus. I find Parking at this campus unacceptable.
• No notification of future lot closures. This would make a tremendous difference to know ahead of time that a lot will be closed. Finding out at 6am is unacceptable. Closing entire lots for outside groups when they only need a handful of spots. Given tickets when having paid.
• No price breaks for people who car pool and the price to park is way too high, very unacceptable.
• No real alternative parking lot for East Campus which forces the $51/month lot.
• No, they seem to be doing a good job. I have no complaints, and I have not heard any recently from co-workers or students.
• none
• none
nonfunctioning meters are a problem
• Not being able to park in the closest lot (but still being charged the highest amount) just because your department isn't allotted enough spaces is not acceptable, especially when the lot is never full. / We are staff, not students. Why are we being charged to come to work?
• Not enough bike racks
• Not enough drop off/pickup free very short term parking.
• Not enough easily accessible parking for staff on the main campus
• Not enough parking near main campus (affordable for staff)
• not enough parking on east campus
• Not enough parking options. Should not have to pay for parking at work.
• Not enough service vehicle parking on main campus.
• Not even close to enough spaces.
• Not even close to enough spaces and far too expensive.
• Not sure if they offer a large parking lot for significantly less money and then a shuttle service to and from campus that is pretty frequent especially during rush hour. That would be nice. Would be good if there are several areas (e.g. in North, East, and South Boulder?).
• Not the easiest process.
• Number and location of lots is excellent. Cost is sky-rocketing and that's a big concern.
• Occasional over-full lots due to construction.
• Occasionally I have had some personal situation (injured mother) that required more driving, and spent the money to park in Euclid because of the flexibility but it was expensive. It would have been nice to have a temporary parking permit for a semi-close lot for this kind of situation.
• Officious and arrogant. No acknowledgement that employees have multiple worksites during the day and should be allowed access to available parking near them. Permits close to workplaces are not allowed, even if there is ample space in these parking areas. Multiple permits are not allowed, and so employees with multiple worksites are forced to buy expensive temporary permits every week for wide-open parking lots, just to do their job. While I can understand that parking is limited in parts of campus, the priority seems not to manage this resource to support people's work activities, but instead to make parking as inconvenient and expensive as possible. Perhaps good incentive for people who have choices for transportation, but an expensive and frustrating waste of time for those who have no choices. Please help, not hinder us in doing our jobs.
• Often my lot is so full that I can not find a parking spot. / I think it's pathetic that we have to pay to come to work. / CU salaries are not sufficient to enable me to live close to campus.
• Often parking lot is full, construction affects parking space
• Okay for parking permits. Very unaccommodating for guest or irregular issues - they always (yes, I mean always) fail to show their human side.
• On campus parking for handicaped people is not close or convenient. /
• On days when meetings are being held in IBS Building, parking is scarce and have to drive around or wait for one.
• On East Campus, there is a large monthly fee to park in the CU lot. I think this forces people on to other residential streets, clogging them up and making for bad neighbors. The main east campus lots are not filled to capacity. I try to use alternative transportation, but sometimes one has places to go. I think the east campus asphalt lots, if not used for parking, should be converted to something useful and/or fun. Thanks. /

• On parking extortionist best day they still rank lower than pedophiles and rapist!

• On the rare occasions (once every couple of months) that I have to drive and park on Campus I always find the parking on campus to be mostly full and very expensive. Having to spend ~$20 to park on campus for half of the day is fucking ludicrous. Especially given that when I do drive/park on campus it is for work related activities (e.g. driving to Anschutz for meetings and then coming back to work). Congratulations on continually gouging the employees of the University, when all they are trying to do their jobs.

• On the rare occasions (rare because the cost is far too high) when I must use the Euclid Parking garage, there is almost always a delay getting out, often with one of the two booths not operating -- and a long line at the other one. For the money charged, this is ridiculous.

• On the rare occasions that require me to drive to work, the cost of parking at a meter is very expensive. This added expense is difficult from a personal budgetary standpoint. There should be a system that would allow staff to park occasionally for a reduced or free rate, say 2 to 4 times a month. In my opinion having such an accomodation would not burden employees with added expenses, but would still provide an incentive to use other forms of transportation that are environmentally friendly.

• One time the ticket machine did not work and I was ticket anyway even though I left a note on my windshield saying the machine did not work. All of my appeals were turned down and I was forced to pay the fine.

• One tiny detail: Entering campus coming from 17th Street into Macky Drive I often wish the plants on that one spot to the right were lower -- it blocks the view so that cars coming from University Ave. cannot be seen properly.

• Only use Parking when coming to evening events. Spaces are usually available nearby, but not always.

• Other institutions I have worked at have had special sections for faculty/staff parking, which I much prefer. When I have to leave to run errands during the day, it is VERY difficult to find sufficient parking when I return.

• Our building is located off campus so we do not have to purchase a parking permit which is really great but no one polices it and there are lots of people who park in our lot and do not work in our building, that is frustrating. / Also, when I have to go to campus, my available meters are often occupied and I have troubles finding a place to park.

• Our lab is not even on campus and we have a huge lot (that no one uses now) and you want to charge us to park. Please how about some incentive to come to work. Most positions are under paid compared to industry and then you want to charge us to come to work too. what is that.

• Our paid parking spaces in lot 580 are too small, my car is always getting dinged by other car doors.

• Our parking lot at ARC is never full, and often only about two-thirds full, but parking is very expensive. I am able to conveniently take the bus, but there are days when I need to drive for appointments or other reasons when taking the bus is not a viable option. It would be really helpful if those who ride the bus could get a few parking passes for a low rate, or even for free (if we truly want to encourage using mass transit). Currently a one-day pass is $9, while those who have a monthly pass are only paying about $2 a day. If I do need to drive I have to either try to find a public parking stop or risk parking in a store lot, and many of the businesses around my work will often tow or boot cars if they believe they belong to CU employees. I do appreciate the free bus pass, however.

• Over priced for parking

• Overall my parking experience has been great but it's difficult to justify paying $50/month for parking for my job. I am considering cancelling my permit to save money. If the cost was lower I would rate PTS as Excellent.

• Overpriced parking permits considering we work here.
- Overpriced!
- Overpriced, especially for a postdoctoral fellow on a limited salary
- Parking at after hours and on weekends should be allowed close to your work area. / It is unfair to have a ticket after parking to work on weekends or late at night /
- Parking cards don't work, even after loading it with cash and having parking services check it. Parking services oversold our lot.
- Parking cost for faculty is far too high - this is our job.
- Parking costs are excessive, parking pricing is non-sensical.
- parking costs are too high
- Parking costs too much
- Parking enforcement is so aggressive I've felt harrassed, and it makes it difficult to get to work, and feel secure leaving my car here. Its unfortunate that we have to pay so much to get to work, just to do our jobs. I love the idea of the eco-pass but for some, its unrealistic. The campus should do a better job of allowing us to choose a transportation benefit. I can't afford monthly parking passes on my salary, so it is a hassle to juggle with parking on the hill.
- Parking enforcement is unreasonable. They are occassionally unable to locate my pass when it is in my windshield and are rather uncooperative and unable to take responsibility when it is pointed out to a parking representative.
- Parking fees for university staff and classified staff are too high.
- Parking for faculty and staff is ridiculously expensive
- parking costs are too high
- Parking for faculty is terrible, too expensive and seems to be run as if we were the enemy
- Parking is a big hassle around campus and Parking Services is not very flexible in understanding our needs
- Parking is awfully expensive for the services provide, especially considering the lot at LASP was free up until a few years ago.
- Parking is difficult the first week of employment.
- Parking is expensive
- parking is expensive / / when fines are applied they are excessive and there is no leniency or exceptions made for parking tickets issued due to unforeseen circumstances that happen
- Parking is expensive and there are no affordable options for part-time employees to park on campus.
- parking is expensive so i park off campus and ride a bike in the last mile, / i wish that i could park for free twice per month when i have to drop off or pick up heavy, work related objects
- Parking is expensive.
- Parking is far too expensive and there's no contingency for days when I accidentally forget my pass or my wife, who is also faculty, and I both need to park our cars on campus. We have one pass, but it would be nice to have a handful of temporary permits for the rare days when we take separate cars.
- Parking is far too limited and FAR too expensive. The campus is not convenient for commuters, and professors (social science professors at least) can't afford to live in Boulder, making commuting necessary--and parking services exacerbates the problem.
- Parking is horrible on this campus - not enough spaces, far from offices, and really expensive - I can't believe I pay over $600 a year as an employee to park where I work - unacceptable.
- Parking is inadequate, expensive and a far distance walk from my building.
- Parking is much more expensive than it should be, and the system seems to be run as a profit earning device. Parking should be able to fund the parking systems and that's it. We don't need Prius' driving around with advanced technology to scan license plates, we need parking spaces that are affordable.
- Parking is pricey and you still have to walk in some cases a good distance to your office. It less expensive and more convenient to park in the residential area on the street.
- Parking is the worst part about working at CU. If I drive, I have to get to Boulder by 7:30 in the morning to allow adequate time to find parking--it can sometimes take up to 30 minutes to find
something. Paying extra for parking in a lot that's far away from my building is not something I'm willing to do, so I have to resort to residential parking on the hill.

- Parking is too expensive and actually further from work than parking off campus.
- Parking is too expensive.
- Parking is too expensive.
- Parking is too expensive. I used to take the RTD bus but then they reduced the number of trips between Boulder and Lafayette. If I miss my bus I have to wait 30 minutes or longer to get the next bus home. I drive since my work hours very from day to day. You did not ask this question. Many CU employees do not have flexible work hours.
- Parking is too expensive. / / Snow and ice removal is terrible.
- Parking is very expensive, so it is a good incentive to use other modes of transit.
- Parking is WAY to expensive. I cannot afford to park here. If I searched for a parking place up on the hill, it would take me as long as it does when I ride the bus.
- Parking lot upkeep is behind schedule; e.g. the parking lot by ARCE and RL2 has a center pedestrian path that collects water which turns to ice in winter and I do not think a wheelchair could navigate. Staff have slipped and hurt themselves.
- Parking lots are not kept clear of snow in the winter, causing ice build up and hazardous walking conditions. I have fallen in the parking lot as well as others. This is an unsafe condition.
- Parking lots are poorly marked and ticketing is ruthless. I work here and provide a good portion of my life to this University. You would think the University would provide me a place to park.
- Parking meters are too expensive.
- Parking near my office is oversold, so hunting for a spot took a long time. That's why I now park in a non-CU lot.
- Parking needs to be cheaper.
- Parking on campus is difficult for our guests. PTS is not open to new ideas to assist schools departments on campus. Very costly visitor permit process and limited quantity. Need to offer assistance and solutions.
- parking on campus is expensive, so I typically park off-campus.
- Parking on campus is FAR too expensive for not NEARLY enough convenience. Further, Parking & Transportation are far too zealous with tickets that are far too expensive. I'm not saying that they shouldn't give out tickets, just that it seems that they work very hard at giving tickets but not too hard at expanding affordable parking options around campus.
- Parking on campus is far too expensive.
- parking on campus is horrific, accessible spots are not where a map shows them, difficult to park a work vehicle, system is confusing to visitors, prices are outlandish
- Parking on campus is to expensive for a commuter.
- Parking on campus is too expensive! / And not enough options/spaces.
- Parking on campus is very expensive. I understand the lack of available parking and maybe it's good to be expensive so that it encourages me to ride the bus and I get more exercise by walking further to my office.
- Parking on campus is very expensive. I gave up my regular parking permit, and now only use CHIP permits because I can't afford a monthly permit. However, I do appreciate that you offer CHIP permits.
- Parking on CU campus is typical of similar universities. It is convenient that I could buy a CU permit to park right outside the building in which I work, but I am only half-time (by choice) and drive to campus 3 days/week. Parking permits are too expensive for me to pay for one when I would only need it 3 days/week.
- Parking pass is too expensive.
- Parking passes are too expensive. I also object to PS writing so many tickets when potential students and family come to visit campus. This is usually evident in the summer when people come from out of
town and are not familiar with the parking process here at CU and at C4C. I think it reflects poorly on CU when a family comes to look at campus and they get dinged for a parking ticket. Not the best way to provide an initial view of the campus. I would encourage PS to think of ways to mitigate this.

- Parking Passes cost too much for employees
- Parking permit is prohibitively expensive for me. It would work if I could purchase parking for a single month or semester.
- Parking permit is too expensive for me as a staff member to pay for it.
- Parking permit is too expensive; will probably cancel when weather warms up
- Parking permit prices are ridiculous for faculty and staff! $50/mo just to park in the engineering lot a 10min walk away from MCDB??! Come on! This is one of the reasons I no longer wish to work at cu. As an employee who cannot afford skyrocketing housing prices in Boulder, having either an adequate bus route down highway 93 from Golden (more than once every hour and later than 6pm) or a parking spot is a basic amenity most expect from their employer. The fact that we are expected to pay our employer to be able to park at our place of employment is absolutely ridiculous and downright scandalous. I park in a neighborhood then take the stampede which adds a good 10-15min to my already 40min commute because of the construction on highway 93 that Boulder instigated because it wants bigger bike lanes! No one is going to commute via bike from Golden to Boulder! We need better buses in that area! We need the ability to park at our place of employment!
- Parking permits are expensive
- Parking permits are too expensive, signage in parking lots is often confusing, tickets are over-issued
- Parking permits are too expensive.
- Parking permits are way too expensive for faculty.
- Parking permits are way too expensive for faculty.
- Parking permits are way too expensive, the availability of campus parking for campus vehicles is too limited and not near the destination buildings
- Parking permits are too expensive.
- Parking permits are way too expensive. I just can't afford one.
- Parking permits are too expensive. I have kids that depend on me now and the evening parking permit starts at 3 pm and we start working on fridays only at 2 pm.
- Parking services does not provide a good option for people like me (and many others!!) who don't commute every day. I don't want or need a monthly parking permit, but there is no good option for occasional parking. I would like a punch pass or similar option to park about once a week, and I would buy one if you offered it.
- Parking services is bad for employees. We should get free parking
- Parking services is doing a great job. It's just that the permits are expensive for the average classified staff worker on campus that does not make much money. I work full time but I only clear $2700.00 per month and that is without any 401 savings plan and with the very cheap $14 per month high deductible health plan. How are we supposed to survive on this amount of money? And, I make more than some people! I would ride the bus but it would take me 45 minutes or more to get here when I live only 15 minutes away - my time is more valuable!
- Parking services is responsive and friendly.
- Parking services is very strict and inflexible. My job requires my department to purchase an all lots pass. I have multiple locations I am responsible for and have to travel to them daily. I find myself
ticketed frequently, at least each year two to three times. I have been towed even with an all lots pass for parking too close to the locations I go to. My job is 24/7 and often times I am restricted in movements due to games and special events. If I my job did not require me to use my personal vehicle I would walk to work daily. Buff Buss is not adequate. Nor is RTD for what I do.

- Parking Services only priority is revenue. / Loss of faculty staff parking spaces on schooldays in advance of evening football games is a misplaced priority - students still have classes so we still have to work. / There are problems with snow removal in lots and ticketing based on lines that are covered by snow. / I think Parking Services creates a bad impression for visitors.

- Parking Services staff, including some high-level staff, do not seem to understand that their primary purpose is to support the mission of the University (i.e., education and research).

- Parking Services used to be known as the North Korean Parking Services among faculty members for their unyielding stance on tickets and special accommodations, but I have to say that they have gotten better this past year. faculty-in-residence families were finally allowed to have reserved spaces. it is frustrating that the new meter lots do not accept meter cards (one of the only perks that instructors sometimes get, and the easiest way for us to pay for guest speaker parking). a critical issue is that the parking lot 406 was destroyed with zero accommodations for added meter spots around Kittredge. the Fleming meter lot is inadequate because it only allows for TWO HOURS of parking, not nearly enough for invited guest speakers to come to class and meet with students.

- Parking should be cheaper and the directions for what happens when you forget your permit should be more clear and more accessible.

- Parking should be free for employees

- Parking should be more affordable for campus employees.

- Parking should be more expensive, however there should be more free or cheap short term parking <3 hrs for guests and visitors

- Parking spaces are narrow, when big trucks park. If they do not park in the middle of the lines, it is sometimes a problem to park because the trucks almost occupy two lanes. May be there should be parking spaces allotted for big trucks with wider lanes and you should probably charge them higher fees.

- Parking still charges too much for staff and faculty to park on campus. It also took a long time to get set up in the system as a new staff person, about 4 weeks. In that time, I was taking the bus or paying for parking around campus.

- Parking systems seem to be a 'no win' type of service. / There doesn't seem to be a way to make everyone happy. I have the circumstance that I don't park on campus, but at least once a week bring material to work, or transport material between two offices and need to park on campus. I have many, many parking tickets for the meter running out before I can get back to my car. I've chatted with the PS office about this several times, but we haven't yet found a satisfactory solution. The easiest would be to allow me to park at the lot nearest my office, but since that lot is full and has a multi-year waiting list, that doesn't seem likely.

- Part of the reason I do not drive to work is parking availability and cost.

- Passes are too expensive, staff are not customer oriented (providing working equipment is part of parking services job, not a favor to the customer). Design of parking structures/ lots leads to huge wait times during start of business and close of business. Hours are terrible, you need to have support staff available when people are getting to work (before 8am) as they might have problems with the equipment (IE the C4C garage gate) while getting into work. For these reasons I park in residential areas and walk in.

- Paying my employer for parking is a difficult pill to swallow. The letter suggesting I use a rubber band to display my parking permit was a bit laughable ... since my permit was actually displayed as directed ... seemed it was more convenient (oddly) for the parking monitor to write a citation than to step a little closer to my vehicle. Why not issue stickers and make it easier for everyone? Or, better yet, not charge for parking for employees. The lots are well-lit and offer enough parking.
- Paying to park at work feels strange when the owner of the parking lot is your employer. Is CU generating profit from charging employees to park at work?
- Paying to park in Euclid Auto Park can be a nightmare, especially in early/mid afternoon.
- People are nice - permits are way too expensive.
- Permit is too expensive... would love to be able to buy a part-time permit or park further away from the building for a reduced cost.
- Permit parking is satisfactory; however, I've experienced times when parking services was quite unreasonable.
- Permit policy too restrictive with respect to on which lot the permit is valid.
- Permits are overpriced. / The word of the day is appreciated.
- Permits are too expensive.
- Permits are too expensive. Taking the bus/biking is not feasible for me, as I live in Gunbarrel. CU is the only employer I know of that forces you to pay for the privilege of coming to work.
- Please continue to make public transit, biking, walking a priority. We don't need any more parking spaces; they just encourage people to drive more and detract from the landscape.
- Poor satisfaction was received because of ticketing of university vehicles by parking services.
- Pretty happy over all - of course I'd like it to be free but I get why it can't be.
- Price is too expensive.
- Prices are far too expensive per month for someone who only is on campus 2-3 days per week. Also, there is no parking available close to where I work.
- Prices are high and should be tiered for staff based on classification and/or salary.
- Prices for permits are too high, does not justify the need to walk from as far as I need to when I park off campus and walk in or even take the bus in, takes same amount of time. Availability is terrible and FREQUENTLY interrupted by no-notice "special events" or the never ending construction.
- Pricey.
- Process of getting a permit is difficult, requiring in person meetings and paperwork rather than being complete online. Parking fees for my area are purposefully punitive (stated on pts website) rather than based on use and costs. I usually ride a bike and would like to have a permit for a few months in the winter and/or an occasional use permit but getting a permit seems to require a lot of paperwork and no occasional use permits appear to be available. Previous institution rewarded employees for using alternate transportation and offered multiple ways for employees to ensure that they could get to work in bad weather or get home quickly in the event of an emergency.
- prohibitively expensive.
- PTS has extremely inconsistent application of its policies, and its policies are in places very unclear. On the back of my business permit (which is the only place to get many of the specific Business Permit regulations), one of the mandates is that it be used only "at a campus location away from your primary workplace" but nowhere is "away" specified. I often have meetings just down the street from my office, where I drive in from home, park at that meeting, and then proceed on to my lot. Is this far enough "away"? / / Many of PTS's other policies are equally unclear, and have resulted in tickets for myself and my colleagues. When we challenge them, PTS is almost never able to quote from its publicly-available policies document which rule has been broken and how. This then results in an appeal to a neutral third party, which inevitably overturns the ticket. This is time consuming and expensive for the university, and it often seems that PTS is using the public's ignorance of the policies to essentially steal money from them. This is unacceptable. / / Furthermore, policies designed specifically to make parking on campus unattractive, such as different pricing tiers for different people in the same lot based on how distant that lot is from their place of work, make PTS seem unhelpful and obstructive. / / Finally, the price of parking permits is outrageous. I spend more to park each month than I do on either dental or vision insurance coverage--both of which are services provided in a helpful and useful way, and I opt to pay extra for them for that reason. My parking permit is the opposite. I work for the
University, but have to pay PTS (a part of the University) an additional cost each month simply for the privilege of working here. This is also unacceptable.

- PTS is awful. There is not enough parking in general. FacMan takes up 1/4 of the spaces and CUPD takes up another quarter. What are we paying for? / / They are also awful for special events. They are horribly inefficient and rude to visitors. Anyone could do a better job of emptying lots after sporting events.
- punitive ... clearly used as a revenue generator
- Rates are reasonable, and staff is friendly.
- Rates have gone up significantly recently.
- Rates too high. Replacement bus pass fee too high. Parking lot surface issues (there's a low spot that always fills with water, a tree than hits the windshield and spaces too narrow.
- Rather than monthly passes, there should be the option to pay by the day.
- Really expensive
- Really no issues. Just a bit expensive, but I like having a guaranteed spot on campus.
- Removal of meter cards has been problematic
- Renewal of permits and assignment of permit to car should be able to be conducted online. Small static clinging stickers on windshields would be less wasteful, and not obstruct driver view like a hang tag. / / When using a vendor permit, there should not be such elaborate restrictions and exceptions of which lots may be used. / / Time limit to dispute a parking violation should be clearly stated on the face of a ticket, not hidden in the print on the back of the ticket. / / The entire customer experience at the parking office is slow, old-fashioned and unfriendly.
- Required permits for emergency staff is frustrating
- Requiring employees whose schedule do not allow for commuting by any other means to pay for parking permits is just plain dumb.
- right now I am working 30ish hours a week, so it makes sense to buy a parking pass. But come Dec I'll only be working 16 hrs a week, 12 during the week. Buying a parking pass for that is super expensive. I happen to live where it would take me about an hour to get to work if I took public transportation, that is on a good day. The buses that go near my house after 6:30 run very rarely. So depending on what time I were to get out of work, it could be even longer. There is no park n ride between my house and the campus. This leaves me with very few good options.
- ruthless!
- Seasonally I need to pull outreach materials from our office, once a week, twice daily. The UMC has terrible parking for staff to run errands. The meters are always full and pulling a trolley full of stuff into the Euclid Auto Park is a lot of work. I usually use the metered parking for the UMC catering trucks, but am waiting for the day that they say, I can't do that, even if I feed the meter.
- Seeing co-workers have to park off-campus just because of cost is annoying. I don't drive, so it doesn't impact me too much.
- Seems to be not enough and too expensive!
- Seems too expensive.
- Seems unjust that all employees pay the same fees- should be based on a percentage of income / We need more spaces for vehicles performing work...and there should be some forgiveness if fines are assessed performing work
- Semester parking passes are too expensive
- Service is good, people are helpful, but the price of the permit is expensive.
- Service is inconsistent. For example, wait times are sometimes long. When I've called, I've been placed on hold for over five minutes. And, simple transactions such as getting the word of the day can be incredible arduous.
- Services have improved and parking staff no longer behave in an overzealous way.
- Should have free parking on weekends!
• should not have to pay to park to work here?
• Should offer better parking price incentives to reduce days parked on campus. We had a meter card, it never worked, and no one came out to our lot to figure it out.
• should provide free permits to faculty and staff that are not living locally
• Signage is confusing as to rules for different lots.
• Signage is not clear and has lead to tickets especially around construction areas.
• Simply too expensive for me to park on campus.
• Since I am able to park close to my workplace in covered parking for free, I can't complain much. I work the graveyard shift so I am not required to pay any parking fees. I do know that sometimes we have to hold over since we are an emergency dept and get held over without being able to sort out their parking fees. For example, if I work until 7am usually I won't have to pay for a permit, but if there is a big accident or situation we may get held over and many of us get ticketed. Sometimes this is problematic - and I think some kind of special permit could be worked out for police service people.
• since I need to be on campus 4 days a week, it feels unfair to need to pay for parking.
• Since I ride my bike to the Park N Ride than get on a buss and come to work the vast majority of my commute I really do not use the parking services for my personnel vehicle. I am on East Campus and travel to main campus daily. I ride a bike to main campus April thru October, then it is usually too cold to ride the bike without bundling up many layers of clothing and it is too much of a hassle to unlyer and relayer for each meeting I have on campus. So November thru March I drive a company provided vehicle to campus, and usually drive alone.
• Since I work Downtown Denver they keep closing parking lots to build buildings and thus it is harder and harder to find parking when I have to drive for work due to work related purposes. When I do park in lots they are extremely expensive and my department does not allow reimbursement for parking at work even if you had to drive to work when you normally don't for work related purposes. It does get frustrating.
• Since Parking Services is the first contact many community members have with the university, it is important that they make it easy to access campus and that the experience of visiting campus is a good one. If it is not, then it reflects poorly on the entire campus.
• Small windshield stickers or a smaller hang-tag would be preferable (don't like having to remove and remember to re-hang daily).
• So expensive!
• so expensive... the bus doesn't work for my schedule two days/week, so I drive--but I spend 30 dollars/week parking
• So many handicap spots empty, wish they were meters.
• Some of the infractions are counter-productive to making CU a great place to work. There is much to be done about parking prices in general for employees, but currently the parking situation for new employees on their first day of work is very poor because departments are not able to provide a parking permit for their own employees. In addition, parking enforcement of the business permit substitutes good business judgment and need with disconnected parking policies (i.e. ticketing if a business permit is used too close to the permit holders home lot - something that happens when heavy or large items are being transported or time is in short supply for any reason). The cost of the business permit is also unreasonably high, especially in light of the purpose behind purchasing the permit (to conduct campus business). Lastly, it is a cost on our employees efficiency that they need to register every car they bring to campus. Either doing the update as their 1st order of business when using a new car, or spending the time handling the associated ticket if they don't register the car quickly enough, is bad policy. Employees usually have a different car because something has happened to their regular car, like it's being repaired or replaced, so they are already stressed out enough that this seems petty and unnecessary. If you buy the permit, you are buying the right to park in that lot. It should not matter what car you use, especially since you can register an unlimited number of cars on the permit anyway. What does this policy buy the campus?
• Some of the lot signs are misleading about when to pay.
• Some of the paying stations do not accept credit cards or at least, they are not recognized. This is not an isolated event; I have seen other people having the same problem specially with Wells Fargo credit cards.

• Some of their policies and rules do not make sense. And if you are going to increase fees, there should be some kind of corresponding increase in services, not just paying more for the same thing.

• Some parking lot signs seem confusing or contradict other nearby signs without a clear defining line where one requires permit and other requires fee.

• Sometimes gate does not function or has a problem.

• Sometimes hard to find spaces on some campuses.

• Sometimes I'm not sure about the logic behind parking enforcement methods. For example, I forgot to put up my permit one day and received a ticket. But they require my license plate # when issuing me a permit, so why are they unable to check my license plate? If the paper hanger was smaller, I could keep it up at all times, but at its huge size, it presents a visual obstruction.

• Sometimes it is very frustrating if I try to run a personal errand over the lunch hour there is almost no parking available close to my work area.

• Sometimes its difficult for staff to know the correct process for updating information. New cars, license plates, map for alternative parking is hard to figure out. But to the benefit of Parking Services the construction is a bigger portion of that issue.

• sometimes not enough spaces

• Sometimes parking signs on campus are not in plain sight and some even contain conflicting messages.

• Sometimes with snow removal there are not enough parking slots for every permit holder

• Spending over $300 in parking so I can do my work for the university seems wrong.

• Staff should not have to pay $50+ per month to park on campus.

• Staff should not have to pay to park at their work location!

• State Employees are not paid well... So asking them to kick in another $50+/month to park on campus is in my opinion too much to ask. /

• Stop taking up parking spaces we pay for with everything BUT the people who paid for the space.

• Students should not be allowed to park in faculty/staff lots. Lots need be better policed to people parking without permits

• Teleworking would be a great option for my job, even once a week. CU tends to discourage use of vehicles, though it encourages bus and bike transportation. The ECO Pass is GREAT! The problem is for those who are too far away for biking or bus doesn't run near them.

• tend to over sell lots. It is very expensive monthly to by a parking permit.

• The amount of visitor parking available is very low!

• The C4C garage entrance is in a poor location. there are two other lots that feed off into Regents making it hard to get out of the underground structure at 5:00. Often times its backed up down the ramp and takes time to get out because of people trying to make a left turn on Regents and the right lane is blocked. the right lane is often blocked by the bus stop there and the walk way where people are trying to cross. Once you make a right turn you are backed up again at the light at Regents and Broadway. Sometimes it takes a good 10 min just to get out of the garage and onto Broadway.

• The C4C garage entrance/exit is problematic with student crossings through the parking lot in order to get to the bus. Their access was very poorly thought out. Once out of the garage, there is also a large sign that blocks the view of Regent Drive until you've pulled into the crosswalk, which is also problematic.

• The cash box in Lot 208 is a disaster. You have to insert 4 one dollar bills and the machine RARELY works efficiently. So if you use that lot with any regularity, say 6 to 8 time per semester (at night) it is best to take the time and trouble to go to Parking Services and get a plastic "key" and pre-paid hang tags. / Why not set that box up so that it will take credit or debit cards????

• The charging rate for permits, when I do work during the day time, does not make sense to me. / / Why would I pay more for a monthly auto deduct permit, than the person who purchases a week to week
permit? Shouldn't there be a price incentive for those who commit to a long term permit? This is the case with any other business when you commit to a product the longer the term the greater the discount.

- The cost for parking a vehicle on campus is ridiculous. Next to medical insurance my RTD pass is the best benefit I get from CU.
- The cost is too high.
- The cost is too much
- The cost of a parking permit (even on East Campus, where I work) is far too expensive for staff of my salary to purchase each semester. This causes a burden as I am required to run errands many days a week and need to use my personal car for transportation.
- The cost of a permit is higher than the cost for a permit for the city of Boulder. The cost to park at a meter is higher than the City of Boulder. All these costs are higher yet we are told annually that rates have to be raised to pay for the wonderful quality of parking we get on campus. My parking is regularly given away when their are special events on campus and years ago the option of an overflow lot was removed from my permit. On more than one occasion I was tempted to let Parking Services know that they needed to inform my supervisor that they were the reason I would not be able to come into work that day. For the first five years I worked at CU there was no bus service within ten miles of my home and no safe way to bike to a bus so driving in was the only viable option. I have since moved, but taking the bus adds about half an hour each way to the commute so I do not take it often. I feel that Parking Services actually inhibits me from doing my job considering that if I were to drive to a meeting on East Campus my permit would not be good and I would need to pay to park there, out of my own pocket, in order to do my job. In fact, now that I am thinking about it, I am changing my above response from poor to unacceptable.

- The cost of parking in the CU lot is outrageous
- The cost of parking permits is too high and all-lots pass should not need to be paired with a personal parking pass.
- The customer service is great. It's a shame parking on campus is so overpriced for staff members. / The EC Permit methodology between EC staff and Main campus staff is completely out of whack.
- The Euclid lot is very expensive
- The exit/entrance ramps into the parking lot are not very well configured or managed.
- The expensive permits, low availability of spaces, and busy commute are reasons I don't drive to work. Also, the extensive amount of parking tickets given out deter me from even trying to park on campus, especially at meters.
- The extended construction in our lot was unacceptable. The policy on guest parking passes is unacceptable.
- The fact that we have to pay so much for parking where we work is absolutely horrid. I have taken bus but sometimes it's more convenient to drive own vehicle, esp. if have appointment after work. In winter I will definitely take bus more. Would love to car pool and will look into that.
- The faculty representative is always very helpful. In addition, they have worked with me and I have a very convenient handicapped parking space for which I am VERY GRATEFUL. I wouldn't be teaching if I didn't have that space.
- The fee for the monthly parking permit is pretty steep, especially when I still have a fairly long walk across campus to get to my building, so that is hard to swallow. Also, there was one time when I accidentally threw out my gate opener in the trash (it was attached to a previous year's permit that had been hanging behind the current year's permit). I got to work and the gate wouldn't open - that's when I realized my error. I tried calling parking services (several times) using the intercom at the entrance to the lot, but no one answered. Needing to get to work for a meeting, I noticed an overflow lot listed on my permit that was just across the street, so I parked there, not knowing what else to do. I got a parking ticket because overflow lots are not supposed to be used for this purpose... I would've known that if parking services had answered their phone when I tried calling for help. So I contested the
parking ticket -- and it was denied. I had to pay the parking ticket. It felt like very poor customer service.

- the gate into campus by Sewell is often obstructed b/c someone who has not read the signs gets all the way to the gate, then has to back out when they realized (too late) that they cannot get in. / / 
- The gates to the lots often don't work properly; sometimes you can't get out, or in; also, parking that I pay for is not available to me during FOOTBALL GAMES or community events that bring outsiders to campus; because of the FOOTBALL GAMES I can't park in my lot on weekends; the parking permits are way too expensive for what you get; parking officials are always trying to give out parking tickets to anyone anywhere anytime, despite the fact that parking is so poor on campus; parking services are extremely unhelpful and often downright rude should one call them up to ask a question about their 'services'. The list could go on.
- The gravel lot I park in is not well maintained.
- The lack of free off-hours parking is frustrating. For example, I used to swim in the morning at the rec center, and could park for free in the circle at the end of University Ave until 7am. Now that area is 24 hours/day paid parking. Why? There were always lots of spaces, so it wasn't a question of controlling demand via charging. Almost no one was using those spaces that early in the morning. Same for evenings and nights. This has happened almost everywhere on campus. / / Parking Services does a pretty good job, though. Facilities are in good shape, signs and clear and well-placed. I've gotten a couple tickets over the years for expired meters, and I've obviously deserved them: I've never been ticketed for being a couple of minutes over, so that's friendly and fair.
- the last time I drove to work was on a weekend and I got a ticket for parking in an almost empty lot for an hour. enforcement at that time is not needed and just a slap in the face to a dedicated employee. I tried to contest, was denied, and paid the fine.
- The line is always long at the window, but the service is very good once I get to the window! I appreciate being able to obtain campus maps for our college to give to prospective and current students. They are a popular item and the last time I requested them from PTS, Rita Martin boxed them up and had them available the same day I made the request. Great customer service!
- The lot I am supposed to use sometimes has no spaces at all. Because I have appointments in more than one department I often have meetings on campus far away from my normal lot, and i have to pay to park there.
- The lot in which I park (169) is in poor condition. The pot holes make it nearly impassable in my vehicle.
- The lot is not as clean as it used to be. The spaces are very close together making it hard to get in and out of car. Snow removal is not done or done badly. The sidewalk to get to the parking lot is rarely shoveled when it snows.
- The lot is wonderful, but it is very difficult to exit campus from Regent parking structure at 5 PM most days. I turn left from the lot and drive to Colorado Blvd. One day last week I entered my car at 5:05 PM and arrived at Colorado intersection (with the light) at 5:18 PM.
- The lot that I'm in is a mix of surfaces, including gravel that gets muddy in bad weather. Some of the spaces are extremely hard to navigate. If arriving later in the day, finding a spot can be difficult. Given the cost of parking, this is all extremely frustrating.
- The lots and adjoining sidewalks are often very icy, snowy and slippery in the winter - makes it treacherous in spots to walk from car to building, even with good snow boots.
- The lots and garages are clean!
- The lots in 169 and 384 are either closed, blocked off for other activities or have construction vehicles parked in them. We are expected to follow the rules and be patient, but will receive a ticket without any consideration to the situation that is going on in the lot.
- the meters are not fair, in the sense that you can pay for time after 5pm, when 5pm should be the maximum. / a couple weeks ago i got a ticket, as my paid parking had expired just a few minutes earlier, which made me feel slighted, since i pay so much and so often to park on campus during the week
- The meters where you have to put in $0.50 (two quarters) all at once or it eats your money are UNACCEPTABLE. I've learned, by now, but I work with the public and get confusion/complaints ALL THE TIME. You need better signage (or fix them)!!!!!!

- The monthly pass is extremely expensive. I went without a pass for the past three years as I am part time and the expense really eats into my budget. However, with two kids at two different schools with start/end times 10 min apart, I rely on the convenience of parking close to my office and not building in an additional 20-30 minutes to find parking off campus.

- the number of broken meters and payment machines is very frustrating. you cannot count on a reliable space.

- The only complaint is getting off campus at end of day

- the only time we really interact with parking services is when somebody is illegally parked here at the Williams Village plant

- The parking lot system is very confusing to people who rarely use it. It is difficult to figure out where to park if you have to drive from East Campus to Main Campus. Parking is also very expensive for people who have to drive everyday. I appreciate my bus pass and wish more people would ride the bus. Maybe you should charge more for parking so more people would ride the bus. :) I don't really mean that because the parking fee is a hardship for many people I know.

- The parking lots near RL-2 on the East Campus are never full because the cost is high.

- The parking pass is pretty expensive and not all lots are well maintained, particularly in the winter.

- The parking pass is too expensive.

- The parking permit is too expensive for the JSCBB Building on East Campus. $51 a month is outrageous for a researcher paycheck.

- The parking permits are too expensive.

- The parking permits for faculty/staff are ridiculously overpriced, and the PTS policies regarding faculty/staff parking permits are overly inflexible. It is ridiculous that I have to pay my employer to drive my personal vehicle to work. It is an effective salary cut.

- The parking services team is great and very helpful, but for non-covered parking with limited security on a "best efforts, first-available" basis, it's pretty expensive.

- The ParkMobile app is great, but I've received tickets even when I'm paid because the person checking incorrectly types in my license plate (this was not one isolated incident). I've also received a ticket in the first minute after expiration, as I approached my car - it's just bad customer service because from speaking to the parking staff person, they would have no way to know it had just expired, and may have come back after 2 or 3 minutes had passed on a paper ticket, but can't use their judgment to do so with the mobile app.

- The pay lots are expensive.

- The payment structure is rather ridiculous. I could pay less to park on East Campus and take a bus over to main campus but that costs me time, and time is precious. Someone who works on East Campus would pay more to park in that lot since it is closer to their building. There should just be a flat rate per lot. Also, it is unfair that some employees, such as faculty, have precedence over staff to obtain parking in more desirable lots.

- The people at Parking Services are great, I just wish parking wasn't so expensive.

- The people in the office are mostly very helpful, but getting a permit in the first place was awful. I dealt with someone who seemed particularly obstructive. I was asking about a lot that had changed numbers and instead of telling me this they kept telling me I was ineligible for that lot. The whole exchange was needlessly adversarial. This was back in 2008 or 9. Every time I have contacted parking services since then they have been very professional.

- The people that work the front desk at parking services are awesome. However the people issuing tickets are very extreme that part of parking services seems to practice Napoleon Law where you are automatically guilty and have to prove yourself innocent. I know they are a necessary evil but when a University employee is out doing their job and they are issued a ticket on a minor technicality, then the
purpose of a parking attendant swings from being necessary to just evil and useless. The parking signs around campus need to be updated and color coded to reflect if it is a Pay parking lot or a restricted parking lot like at the stadium. All the signs are in blue lettering and it is not until actually get a ticket that you realize the subtle discrepancies. Parking services needs to quit treating employees like we are the enemy.

- The permit can take a while to process but everyone is pretty helpful and friendly.
- The permits are too expensive which is why I have to be dropped off or ride my bike.
- The price for a monthly parking permit seems to be extremely high.
- The price is extremely high and does not encourage (or give discounts for) telecommuting, carpooling, or other means to get to work.
- The price of parking is exhorbitant! And the $4.00 charge for the public use of CU parking lots is charged to employees at off-hours even though they have a CU parking permit! I received a $25 citation without even receiving a warning first despite the parking permit I had on my car. A rise in parking fees is not acceptable given the fact that no improvements are being made.
- The price of parking is way too high on this campus. I've worked at 4 other research institutes/universities, and CU-Boulder has the most expensive on-street parking.
- The pricing structure of parking on campus does not maximize efficiency. Most efficient would be if Faculty and staff were provided lots closest to their primary offices. It's difficult to understand the tiered pricing structure that now exists and I can't imagine any private industry that wanted to maximize employee efficiency operating as we do for parking.
- The rate structure does not make sense and there is little incentive (monetarily) to use public transportation when you hold a monthly permit. I feel I should park on campus each and every work day just to get my money's worth! (especially now that fuel prices are on the decline)
- The rates and fees are too high.
- The rates for parking have increased more that my cost of living pay increases which means I take a pay decrease most years. Parking rates are way too HIGH.
- The self-pay kiosks are unbelievably slow and cumbersome.
- The service is good. Spaces are good. I really believe charging faculty/staff a percentage of their salary, rather than charging everyone the same fee would be a more fair and still profitable way to handle parking fees. That way the folks who make $20,000 per year would pay a fee they could afford while those folks who make $200,000 per year would also pay a fee they could afford. Just make it a bit easier on folks, so they can get to work in their own vehicle, if they wish.
- The service is poor for football games. I park in lot 204 where we have an all CU staff tailgate club for each home game and they only let us with the exact parking lot tag to park in this lot- even thought the other folks have CU parking permits. This lot is almost always empty because they say it is just for 'Doners' Well- we are all doners! We pay for parking permits and pay for season tickets and for the Buff club- which is a considerable amount of money. Some flexibility on this would be nice considering how much we pay each month!
- The signage into log 380 needs serious improvement. It is not clear that it is permit only during the day and so people often get "stuck" at the 380 gate that can't get in. Also - there is no "loading/unloading" dock zone at University Club and that makes it extremely difficult to do University business in the building.
- The system to review parking tickets is defective.
- The ticket kiosk next to Duane was broken last week (I was trying to park to give an evening exam)
- The ticketing is overzealous.
- The University should negotiate a much broader range of supplemental off campus / on street parking made available to faculty and staff who cannot park on campus or for whom parking on campus proper is not a solution to their needs. My building is off campus so my only workable solution is to park on street, nearly all of which is either full or charges at a rediculous rate. Any consitent and reliable free parking is often more than 8 blocks (10 minutes) from my building.
• The woman with the reddish hair (sorry I don't know her name!) at the front desk area is exceptionally nice. Behind Wardenburg where I park my motorcycle twice weekly there is a lack of spaces. I believe and there are several bikes there which seem to be there 24/7 so it's more storage? When I don't have to worry about driving my kids, my motorcycle saves me about 2/3rds in gas, it takes up far less space (those 6 spaces look to take up about 1 car space), plus I'm able to park (when space is open) a foot from my office which is great.

• Their decision-making process on fines is too rigid and does not account for simple mistakes made in good faith while serving the university community.

• Their job is to take money from people - they're very good at it. They control a lot of campus quite efficiently. "Satisfied" is just not the term I would use. They're good at what they're supposed to do, but that doesn't mean I like it.

• Their management of parking on campus is criminal. I have received tickets on my personal truck for something as simple as having snow covering my permit. I have an easily identified truck and I park in the same spot 5 days a week and yet somehow the idiot ticket writers managed to forget over the time span of 24 hours that my permit was valid. It is insane that we have to pay $50 a month to park anywhere near where we work. How can we pay so much and yet still be subjected to ticketing like everyone else? Parking services is a money machine and yet they keep jacking up our rates while providing what is terrible service, this is basically extortion. We don't have any choice but to pay and try not to make them mad. I have received tickets on my state issued WORK vehicle while doing WORK related things!! How is this even possible? The simple fact that every employee on campus refers to parking services as the "parking Nazis" should give you an idea as to how well they are viewed on campus. We have done many of these surveys over the years and it is apparent that their level of service is only getting worse! If you are going to ask us for these surveys, for the love of God, implement some of the resolutions to the complaints. Every single person in charge of implementing the parking program on campus should be fired!

• Their process for handling parking permits is antiquated. I have both an automobile permit and a motorcycle permit (which is issued at no cost because I pay for my automobile permit). The vehicle permit expires annually, with Parking Services providing notice of renewal. The motorcycle permit expires every two years, with no notice provided. When I questioned this process, I was told that the system couldn't handle linking the two.

• There are a couple of days a year when there are no parking spaces at all in my assigned permit lot.

• There are far too few bike racks on campus.

• There are far too many parking lots. It's unacceptable to keep tearing up beautiful fields and replacing them with parking lots. If more parking space is needed, we should build more multi-level parking garages. Some of the current one-level parking lots should be replaced with fields. Creating more grassy areas has been proven to reduce stress and improve happiness.

• There are few or no sensible options for people like me to park on campus occasionally. It makes no sense to buy a full parking permit only to take the bus most days (which the campus allegedly encourages), because that's the largest cost of driving to work, and it's not pro-rated to the amount I'd use it. There are meters with a 2- or 4-hour limit, but no option for me to park on east campus all day for a flat fee without risking a ticket.

• There are hardly parking spots available near Carlson and the Rack Center.

• There are many empty spaces on East Campus where I park. We should not have to pay the same rate as it costs to park on campus, we should pay less.

• There are never any parking spots available.

• There are no close parking spots to MCDB that can be used for middle of the night science timepoints. Parking in the loading dock gets you ticketed. It is dangerous to have to walk at night as a woman and still be expected to get your work done.

• There are no convenient places to load and unload things in and around the UMC. Additionally, there is no space to move my vehicle closer to the UMC to pick something up quickly and then leave quickly. This would be very helpful for me.
• There are no options for the occasional car commuter, besides paying for public parking. It would be
great to have a space set aside where people could park 2-4 times a month using temporary coupons of
some sort.
• There are not enough available spaces in good locations for CU employees and parking permits are too
expensive. It is also pretty ridiculous that I can't park in the space that I may for on game days, when
I'm actually on campus doing work. Nice priorities!
• There are not enough bicycle racks. Some buildings (like A&S OB1) have no bike rack and need them,
while others have bike racks but need more because they fill up.
• There are not enough spaces for faculty.
• There are some lots that appear largely empty on weekdays after 5:00pm and weekends that should be
added to free cross-parking for permit holders.
• There are too many appealed tickets. Some lots have PM payment required signs that are not clear to
the customer.
• There is a lot of traffic where I park (stadium), which is not Parking Services' fault (e.g., food vendors,
fac man vehicles). I don't like HAVING to turn right out of that parking area, although most of the time
I would anyway because of traffic (bikes and cars and people).
• There is a major traffic problem leaving C4C at 5 pm.
• There is a severe lack of parking on campus and the parking permits are unreasonably expensive for
staff who are essential to the operation of the university. The lighting on campus is terrible and
combines with the lack of parking to create a general lack of safety for employees (and students).
• There is absolutely no parking available if I get to work after 8 am or if I leave in the middle of the day
and want to come back.
• There is always an issue with parking. Whether it is permits not being available for the lot when we
have an event or unnecessary ticketing of guests when attending an event on campus and they have
valid permits, or the gate not working. I am tempted to even say that my satisfaction with parking
services is unacceptable, but it sometimes works, so I guess my satisfaction is just at Poor.
• There is currently no attention paid to staff who do not regularly drive to campus, but might need to
bring a vehicle unexpectedly a few days per month for a special event, loading gear in and out of
buildings, running an important unexpected work-related errand, etc. It is difficult and time consuming
to purchase a vehicle pass in advance on those days. Meters are few and far between, and often full.
The meter credit card available through PTS does not work in MANY meter lots, making it kind of a
joke. Tickets received in the fulfillment of required work duties are rarely if ever rescinded. It creates
an atmosphere of serious lack of customer service. It seems the PTS office exists to accommodate and
help those who purchase monthly permits and drive to campus every day. The rest of us are out of luck.
• There is never enough parking available on campus, even if you have a permit to park in specific lots.
• There is no free visitor parking anywhere. Every parking spot has to have a permit or it’s metered. In
order to buy a permit you have to go to another building. There aren't enough parking spacing on main
campus or east campus to park without having a permit.
• There is no handicapped or close by parking near my building that does not involve navigating a huge
hill which is a problem for me due to knee injuries.
• There is not a lot of convenient parking on campus. I walk 10-15 minutes from my parking lot to my
office.
• There is not covered, secure bike parking nor lockers near the Engineering center (similar to the RTD).
I have talked with students and know five (5) who have had their bicycles stolen in this location within
the past two years. This is why I have given an unacceptable grade. / I have had to buy another bike
(a junker) with the reasoning that if (when?) it gets stolen, my losses are minimized. /
• there is not enough parking and games always make parking harder. / macky also does not have enough
parking area for performances it is sad we do not have a proper place for people to park close to macky.
• There is not enough parking for visitors and CUPD officers should not have to pay for parking for
CUPD vehicles. I always use the bus because I can't afford parking on campus let alone a car. I use the
bus even though the customer service, except for a couple of drivers, is unacceptable. If I wasn't given a bus pass by the university I would be walking every day to get to work.

- There is tension between event revenue and employee service priority.
- There is too much emphasis on making revenue from parking. Events that benefit the campus and/or the greater good should be managed in such a way that parking is not a hindrance either by availability of parking or through cost. Also, the rule about using a business permit near your building prohibits employees who need to load/unload for events or special circumstances. This should be allowed. The assumption should be that offenders are minimal rather than people are misusing the business permit. Let's make it all easier.
- Employees in the parking office are usually very helpful.
- There is very limited parking for a campus of this size and it seems to be decreasing all the time. I hope to start taking the bus next year when I don't have to drop my child off at daycare en route.
- There really ought to be one off parking passes for faculty who normally commute by bus/bike/foot for days when you need a car to go to doctors appointments or the like.
- There should be 2 types of entry to the lots near Sewall Hall/Macky. One type for permit holders; the other for cash. There is often a line because the cash payers take so long to figure out the payment system or have to back up because they don't want to use it. In the meantime, permit holders wait for several minutes. A separate entry for permit holders would expedite the process.
- There should be free parking for research faculty/graduate students after hours and on weekends. There are currently 3 lots (436/494, 169, 396) near the building I work in that have free parking after before 7:30 a.m., after 5 p.m. and on weekends, but they are about a 7-10 minute walk away. If I am only going to be in the lab for 10 minutes, having a round trip walk that takes longer than the amount of time I actually need to be at work is a little annoying. Also, if I have to come in for an experiment at 2 a.m., I don't like having a 7-10 minute walk in the dark in the middle of the night. Finally, these lots are often reserved on weekends for activities going on on campus, making them unavailable for use and forcing me to find parking in residential areas off campus.
- There should be more validated parking for fast trips into the UMC or to a residence hall etc.
- There's always a spot... because I pay way too much for it.
- They are an income producing department but most of the errands I used to run were for my job and they were run on my way off campus for the day. The trips were to deposit money at the Bursar's office and the patrols would station themselves there to watch to make sure the meter's were fed. The stop usually took less than three minutes, and I could feed the meter for 5 minutes but they placed new meters in the area (and all over campus) that require pay for a minimum of $.50. This is a waste. There should be some meters (especially in front of Regent) that address this.
- They are friendly and reasonable
- They are Nazis when it comes to fines.
- They are not cooperative in terms of facilitating guest parking, which makes collaborations difficult. Also, the permits that hang from mirrors are very inconvenient, since to be safe, they need to be removed when driving, but if you forget to re-hang it when you park, then you are ticketed. Every other university on the planet uses a small window sticker.
- They are not customer service oriented. They seem to have the attitude that their customers (fellow employees) are trying to cheat. It's very annoying. I think they should provide assistance at any time parking gates are closed. On a few occasions I was unable to get into the parking garage where I work and had to be at 8:00, but since they don't open until 8:00, there was no help to be had to get in. Then when I called, they were clearly annoyed to be asked for help.
- They are overzealous with their fines.
- They are parking Nazi. Its there way or you pay. If your tire is on a line in the parking lot you get a ticket. If you forget something in your office and stop in front and run in for 3 minutes, coming out to a ticket and they are no where to be found.
- They are responsive when I call for the Word of the Day. They are prompt and kind
• They are supposed to have a person at the customer window at 7:30 a.m. but there is no sign that says that. So, if you arrive on campus at, say, 7:20 and go there to buy a one-day permit, you see a sign that says the office opens at 8 a.m. If you're providing a helpful service, spread the word!

• They are too lax on monitoring vehicles parking without a permit

• They are typically unfriendly, extremely rigid, basically exhibit zero customer service skills. It would be great if softskills/people skills was a consideration when hiring employees, definitely would need to start at the top of the organization.

• They are unforgiving about parking on weekends when needed for work

• They are very combative if you ever have to interact with them

• They are very variable when dealing with them. / sometimes they are reasonable others just stupidly ridged and very inconsistent in their own rules

• They are way to rigid. More interested in making a buck instead of being reasonable with employees.

• They basically scam other departments out of money to make their budgets. They write tickets to FACMAN employees, driving FACMAN vehicles when responding to campus emergencies. They drive up the cost of all work forcing contractors to pay for parking, which in turn just adds to the cost of the project because the contractor just charges it right back to the user, basically devaluing CU assets.

• They can just be so rude especially when a special event is taking place.

• They could do a better job of clearing parking lots.

• They definitely have a tough job, but I find that the way the services are executed don't particularly consider the needs of the person. They are very dictatorial.

• They do the best job that they can do, especially considering almost all new facilities displace parking.

• They have an "always right" attitude, brook no arguments, and strong-arm their fees and tickets from the public.

• They have given my work vehicle a ticket before, for parking in my dock, and they wouldn't dismiss it when I complained. They also price gouge for parking on campus, when I have no other choice, as I have a child who needs to get to daycare offsite.

• They have no flexibility for people who work in more than one building

• They know we have permits by our plate numbers - so when we forget to hang permits - they should only give reminders not tickets! Be a bit more customer friendly. / Parking Services is one of the least customer friendly departments on campus.

• They need a better way to identify whether a person is legally parked. For example, if a person forgets to hang their permit, it seems silly to give them a ticket. If they had some type of interactive database where the vehicle license could be checked to see if it is in the Parking Services database with a valid permit. One is allowed 3 instances but it still means having to deal with the ticket.

• They need to be more flexible with parking permits and the lot designation. / Need to be able to park on main campus lots and east campus lots with same permit.

• They need to communicate better with CU employees.

• They need to figure out a better parking pass system.

• They overcharge for employees, we have to work on campus and there is no bus route easily accessible from my home.

• They over-sell the lots and it causes a lot of problems for events and guest speakers.

• They provide the worst service on campus

• They raised the permit fees for FULL TIME STAFF....seriously? We work here, EVERYDAY. We are forced to pay more, when the students, visitors etc. remain at original rates...You just squeezed our paychecks, making it just one more more expensive to commute to WORK!!!

• They seem more interested in generating revenue by giving tickets than helping people
• They tend to be inflexible and not problem-solving oriented. I sometimes teach a class very far away from my office/parking lot, on a tight schedule, and PTS will not help me figure out how to park closer to the classroom.
• They tend to be over-zealous with ticketing
• They're just awful. I got an incorrect ticket once (parking meter on East campus where there's plenty of space took money off our meter card, then malfunctioned) and it was, of course, a pain in the ass to get them to overturn it even though I gave as much account info off the card as I could (and oh boy, there wasn't a malfunction charging the card). Instead of an apology I got a lecture about how I need to stop parking at broken meters, though I'd parked there all morning and the day before without incident. Meanwhile, coworkers I despise park illegally in front of our building and never get ticketed. Combine this with the guy at new employee orientation who whined about the cost of a new parking garage, like he was gonna have to pay for it himself, and you have a department of jackasses who are denial about the fact that in America, people like to drive to work. It's not like the bus system outside of Boulder is anywhere near as good as the system within it, you know? I'd love to take the freaking London Underground to work. But it's not an option, so stop acting like it is and put up some damn lots.
• This is just my experience at the satellite campus where I work. I have no work related experience with standard CU parking lots.
• Ticket practices are not consistent and parking should be more flexible - e.g., open lots available for the same rate. If you pay to park at CU-Boulder, you can park any lot unless it is a super restricted lot...
• Ticketing is far too aggressive!
• Tiny parking spaces
• To clarify, the people in Parking Services are wonderful, but there is no where to park on campus. I have to park somewhere off campus and take the HOP into work which is frustrating because it adds time to my commute. Additionally, I can't leave campus to run errands or get lunch so I am basically stuck here during the day. I would pay for parking if parking was closer to my building (Physics), but the waiting list is ridiculous and seemingly arbitrary. I wasn't even offered a chance to put my name on it since it seemed so highly discouraged. Yet, the lot doesn't seem to be used to its full potential as there are still plenty of open spaces at all hours of the day.
• To pay $600+ per year to park at work is completely ludicrous. Most of the staff here already make very little money, so to lose that much in parking fees each year is a huge hit. Parking Services does not enforce the lot policies (during finals week or busy times on-campus, permitted drivers can hardly find an open space among people who are parked in the lot illegally), nor are they helpful or customer-service oriented. Working with them to plan for on-campus events is a nightmare and parking attendants at games or events are a total waste of money and space. Not to mention that the lots are neglected during the winter months. Plowing is abysmal and they are covered in ice most of the time. What am I paying $600 for them to do?
• too costly to afford
• too costly to use for daily parking
• TOO EXPENSIVE
  • Too expensive
  • Too expensive
  • Too expensive
  • too expensive
  • Too expensive
  • Too expensive
  • Too expensive
  • too expensive
  • Too expensive
  • Too expensive
  • Too expensive
  • Too expensive
  • too expensive
  • Too expensive
- too expensive
- too expensive
- Too expensive for employees but I suppose it makes me ride my bike more!
- Too expensive for employees, no incentive to use alternate transportation other than to avoid the cost of a parking permit
- Too expensive for lots close to work
- Too expensive for me to be able to pay for it
- Too expensive for parking and fees are raised every year whether there is a cost of living raise or not.
- Too expensive for the monthly permit.
- Too expensive for the monthly permit. Kind of ridiculous that I have to pay to park where I work.
- Too expensive to park, almost not affordable
- Too expensive to park.
- Too expensive!
- Too expensive!
- Too expensive, available lots too far from my building
- Too expensive, Not enough lots/parking structures. I can park on the hill or baseline for free
- Too expensive.
- Too expensive.
- Too expensive.
- Too expensive.
- Too expensive. And it's ridiculous on game days
- Too expensive. I think about changing to a private parking location - It is only inertia that keeps me from doing this.
- Too expensive. No fee should be charged.
- Too expensive. Need better signage.
- Too expensive. Should make it free for faculty.
- Too expensive. We work here, we should be allowed to park here for a reasonable price!
- Too expensive. We work here, we should be allowed to park here for a reasonable price!
- Too few spaces for number of parking permits distributed. Difficult to get a parking space close to the office I work in
- Too inflexible
- Too limited in time or too high priced for the occasional day when I need to drive rather than bus and the ticketing off campus becomes too much of a hassle.
- Too many cars who cheat and do not get tickets. They're often in my lot in the morning, especially Mondays. After 5 pm, the double-parking on the street in between Wardenburg and Imig Music Building is out of control! Who monitors that? (the answer is - no one)
- Too many parking lots
- Too much money for too little reward.
- Transportation is one area where I feel I am really in sync with the program that CU and Boulder would like me to follow--and have done this for 20 years. I would like to see some of my effort reciprocated with more flexibility and understanding from the parking and transporation department in order to accomplish what is important with my job and our students. / 1. as the proctor/building manager of an old complex and important building on campus I often need to respond to off-hour emergencies or do checkups on the building, construction projects or an odd errand delivery. I wish there was a way I could have the means for short-term parking at this building that didn't cost me an arm and a leg personally. These instances that occur usually once or twice a month--they usually come in groups- are accompanied by fear, paying a lot of money, or entail wasting valuable off-hours time to avoid traffic tickets. And I get at least 2 costly tickets a year, usually appealed to no avail. / 2. The
same applies to a few of my staff members. But more importantly for student assistants who work security for our building. I feel very bad about asking students (and yes, particularly female students) to work until 10PM or midnight or 2 AM (finals) often in bad weather without offering them close-in parking during their work periods. / / In fairness to Parking and transportation, I haven't made these cases formally if a few years and I understand there have been changes in these departments and in the "climate" at CU. I should try again and I hope these requests will be strongly considered. / / 

- Two bikes seem to be parked permanently on the bike rack behind Wardenburg, taking up our precious spots. They are never moved. Could they please be removed?
- Two comments about east campus: / / 1) Adding the JSCBB lot to an additional (main campus) lot should be free. / 2) The JSCBB meter/pay per hour parking is severely limited. It should be possible to park in the bigger (permit) lot. / / One main goal of parking services should be to support faculty in being as productive as possible, not simply to make money.
- Two problems. One is that it's too expensive. We aren't in a big city and its terrible when you have to say to new employees: welcome, here is your salary...we're going to take a huge chunk back every month for the privilege of actually showing up at work. Second, the parking garage at C4C is dangerous with people walking right in front of the garage and a sign just at the head of the ramp so that if you look right to see those people or other cars when exiting, it's blocked by a sign. I am surprised more people aren't killed there.
- UIS charges $90/month to park in the building we work = not good
- Unacceptable that I have to pay to park in my employer's parking lots
- Unpleasant customer service, difficult to work with for guest parking, inflexible
- Very Expensive.
- very far from where I work so the walk is quite a distance-it adds another 30 minutes of unusual commute time to an already busy day. I spend 2 hours per day going to/from work which is wasted time.
- Very uncooperative hard to deal with
- Way overpriced for services offered to employees
- Way to Go!
- Way too expensive for a monthly permit!!
- Way too expensive for faculty usage.
- Way too expensive for staff and faculty.
- Way too expensive to park anywhere on east campus.
- Way too expensive, prohibitive.
- Way too expensive. The people working at the parking services office have been very nice.
- we all work on campus for the University, they will give University trucks a ticket if we are responding to building to make repairs. That's like charging your wife to drive, it all comes from the same pot of funds. How about a courtesy call to the service desk.
- we are super low paid- yet we are charged out the yang for insurance, parking, on campus food ect. And we are frequently pushed out of our paid parking so the university can use it-
- We can no longer pay for guest parking on East Campus. The loading dock is always full so I've gotten ticketed for loading in a parking spot (I locked the car between trips because I didn't want anyone to take our equipment). There should be a bridge between the two halves of East Campus. I take the bus but it drops me off at an unprotected crossing so I have to jay-walk across a major thoroughfare to get home. East Campus employees should pay less than main campus employees to park in our lot because we have to drive up to campus or ride the bus up to campus much more frequently than those on main campus. We also have no covered guest parking which is lame.
- We had a free lot which changed to a fee lot a few years ago. The price charged is very high & I drive very infrequently so there is no need to suffer the price. Now the parking lot is half full and the walk in from the surrounding neighborhood adds ten minutes. We are having a negative impact on the neighborhood and the lot is underutilized.
• We have to be to work before they are open so any issues can't be dealt with at that time. They usually are closed or understaffed during lunch and are closed after I get off work so it is hard to do any business with them during work time and they are closed during non work times.

• We need less parking on campus. And we need more investment in bus rapid transit to Denver, Golden, Lafayette, Longmont, Lyons, Fort Collins, Greeley, Colorado Springs. We should replace parking lots with new university buildings built up close to the campus boundaries, such as along Broadway. We should change the master plan for the perimeter of campus and replace the "golf course-style landscaping buffer" and parking lots with new campus buildings that front onto lovely wide tree lined sidewalks and bike paths along Broadway.

• We need more affordable parking for staff near their work.

• We need more faculty parking, more affordable parking passes for faculty.

• We should have electronic means to provide parking permits for guests/visitors, like they have at DU. Someone should calculate the number of employee work hours spent standing in front of buildings waiting for guests to physically hand them a permit.

• We should not be paying for parking services on East Campus, there is no security provided, lots are routinely used by non permit vehicles. For a Research institute with a large volume of Government and Commercial customers and collaborators on multi-million dollar programs having to pay for parking sends the wrong message. / Repair of the parking lots is not maintained and requires intensive complaining to get resolution.

• We should not be made to feed a meter if we have a parking permit for work related meetings.

• Weekend workers should be allowed to park on campus during weekends.

• Well-lighted, safe parking lots.

• When a ticket expires, it seems there should be a 10 or 15 minute frame of time that the driver is not ticketed- the meter police seem to ticket within minutes of a parking (metered) ticket expiring.

• When an event happens on campus and our parking lot is used for these events. Parking Services gives priority to guests, rather than to us paying customers. Parking Services is more accommodating to visitors rather than to us.

• When events are taking place sponsored by a campus department, PTS should not both charge the department for the cost of parking as well as also charge the customer parking. It should be one or the other, but not both.

• When I (rarely) drive to work, I park on the far side of Scott Carpenter Park from my building on East Campus. In the winter when it is dark, this requires me to either a) walk through the park, which is unsafe because it is not well-lit or b) walk around the softball fields where there is street lighting. As a woman walking alone I take these precautions, but it would be nice if I had an alternative way to park in the East Campus lot and simply pay when I need to. For a long time after I gave up my regular permit I was using the parking services one-time permits, but these have an expiration date on them and I simply didn't use them often enough, so I forfeited the cost of several of them. Also having to personally go to main campus to buy them is also an impediment.

• When I do drive to work, it's usually because I need to run work errands. My choices are Euclid Auto park for $20 plus, metered parking where I have to leave work to move or feed the meter every 4 hours or waste time searching for free residential parking which adds quite a bit of time to my commute.

• When I first started working here, I was surprised by how much CU wanted to charge for faculty and staff to park on campus. My salary is already below what I would be making in private industry, so I was very disappointed to find that I would have to pay an additional exorbitant fee to park near my place of work. Using the free RTD pass is not an option for me, as the bus stops near my house only a few times per day and my work schedule varies from day to day. I really like working for CU in general, but this is one area in which I believe employee satisfaction could be improved upon.

• When I hired on, over the first month it took me 4 walk up visits to the PTS counter to get my monthly pass. They claimed (each time) I never submitted the paperwork, however I have email verification that I sent it to them. / I pay $51 / month for a parking permit, but I can't use it for my motorcycle. There are no nearby lots to use the complimentary motorcycle pass PTS issues so I am forced to find
residential street parking. Additionally, the parking map PTS gave me incorrectly identified lot 232M as 432M for General Motorcycle parking, and I got a ticket. PTS says I should have read the lot signs not the map. They excused their own mistake but charged me $15.

- When I need to deal with parking services it's usually a big hassle, with a long wait and incorrect information frequently provided. I had a parking permit for years before I found out that I could save money by paying for the permit pre-tax. When I needed to get a second permit for work meetings on east campus, I was told that wasn't possible - then at some point the policy was changed, but I didn't find out about that for a long time. The gate card that I need to get into my campus parking lot frequently breaks and has to be replaced. The gate infrastructure was recently replaced in the lot I use (360) and the new gate card reader was installed so far back from the curb that it is very hard to reach from inside a car, now I'm constantly having to get out of my car to put my card in the reader and open the gate. The rate of increase of parking permit prices seems high.

- When I worked on Main Campus, the parking in parking structure behind PTS was worth the monthly permit fee, but the price of the permit and the parking options on East Campus was not worth the fee.

- When it is dangerous to bike, there is no reasonably priced parking available - this encourages people to buy permits and then they get lazy and always drive. CU needs to encourage bikers by offering us 10 days of free parking a year - this would make biking more feasible.

- When it snows the lot remains snow packed and icy. Several people have fallen. Man CU vehicles take up prime spots. As well as construction & repair trucks.

- When there is ice and snow, a lot of work goes into cleaning off the sidewalk, yet the parking lot is very dangerous and icy. Some attempt is made to plow it, sometimes, but a lot of snow and ice is left next to the curb where it refreezes into ice. To get onto the clean sidewalk, I have to negotiate this large swath of ice which is too large to step or jump over. Trying to get out of your car without falling down is quite difficult (and I am fit and coordinated). In the afternoon it is three or four inches of water or slush; to get around it I have to walk over many yards of refrozen ice. How about more effort on clearing some walkways within the parking lot to reach the building safely? / The parking lot next to my building (RL-2) is generally very hazardous, with delivery trucks, contractors, construction equipment, etc. and fast-moving traffic pulling off 30th St. It can be full of contractors' vehicles, which sometimes damage your car as they unload tools and supplies, and the Fedex truck double-parking right where people are whipping off the street. The east parking lot is so full of service vehicles there is hardly any place to park. It would be nice if a) contractors and Fedex parked somewhere else, like near the loading dock, b) the service vehicle parking was moved to the furthest southeast corner of the east lot.

- When using my parking permit on weekends, especially when campus is hosting sporting events, I am often denied entry into my parking lot.

- When we needed an additional ADA parking space in our lot one was added very quickly

- While I do not have many interactions with Parking Services, when I do they are uniformly unpleasant. I have never encountered a more aggressive and anti-customer organization than parking services on this campus. As a result, even though I rarely have a problem parking on campus, I have an extremely negative view of Parking Services and do everything I can to avoid having to interact with them. Their appeal process for parking tickets is absurdly antagonistic. I have an e-mail message that I saved from that process with language that would make the TSA blush in terms of its aggressive nature towards its recipient. The entire department needs to be rebooted and reformed around having positive interactions with their customers.

- While I don't like the idea of paying for parking Parking Services has been easy to work with especially when I drive a different car and forget to bring the parking pass with me.

- While I stopped parking in CU pay lots, when I did park there, I found them crowded. Leaving Euclid parking is a nightmare due to numbers leaving after work hours.

- While I understand that parking is at a premium, the cost of parking on campus is really cost prohibitive. When people are "put out" of their lots for construction, etc. generally alternative parking is inconvenient and there is no discount or compensation for that inconvenience.
• While lines are usually not too long, it takes a long time for the counter attendant in Parking Services main office on Regent to work through each customer. Very labor and time intensive process. Would be very helpful to get more counter backup to alleviate some of this wait time. I was there last week. It took 20 minutes for ONE customer before me. That was a long time to wait!

• Why do I have to pay to park at the place where I work? When I talk to other friends in the community who don’t work at CU they think that is the stupidest thing...no one else pays to park where they work. Stop trying to make money off of faculty by making us pay to park where we work.

• Why do I need a special permit to park my bike? And the campus is unfriendly to motorcycle parking as well. Those would be my options, but I do not take them for these reasons. When I go to campus I sometimes park in Euclid and my hosts eat the cost. Not optimal.

• Why is it that CU is the only employer in Boulder County that requires employees to pay for parking?

• Wildly overpriced, but I realize this is in order to discourage people from driving and parking on campus.

• Winter can be difficult with slippery pavement and plowing can be tricky

• Wish it was less expensive for employees to park on campus.

• Wish there were some loading zones/10-15 minute parking... / Also, campus is well known for being too strict with (expensive) parking tickets

• With today’s technology, I hope we can eventually pay for parking passes using the internet to avoid making trips to Parking Services to get a temporary (day/weekly/monthly) pass. I plan to park for only one more month, then begin taking the bus again.

• Worst service organization on campus

• Would like an option where you can use a permit less than full time.

• Would like to park on campus but it’s too expensive

• You did not ask how much time people are taking to walk from street parking spaces. / / My nonfaculty status means that I would have to walk the same amount of time from a permitted lot as with residential street parking. That is about a 10 minute walk, which is OK with fine weather and miserable when snowy or bitter cold. / / I would be nice to see parking services work with the city to make new options available on residential streets for 8h, 6h, and 4h parking. The 2h time limit is too restrictive making large swaths of nearby neighborhood parking underused. 6h parking would open up better options for workers who have to leave in mid-afternoon to pick up school kids. / / Pressure could be reduced on neighbors by designating only one side of a current 2h parking street with less restrictive parking.

• You need to be able to buy a day pass for parking that is good in any permit lot, not just in one lot. I sometimes have meetings in multiple locations on the same day and must pay to park in each location.
What one improvement to service, if any, would encourage you to ride RTD more often? Please be as specific as possible.

- An online app (or map) that indicated where the RTD bus was at any given time (based GPS location of the bus). Especially for the commuter buses, i.e. the J, BOLT. This way riders don’t have to come out to the bus stop too early and this would minimize standing out in the cold at the bus stop which is a huge issue for employees taking the bus from Gunbarrel, Niwot, Longmont, etc. /
- Greater frequency of buses and later times available
- I'm unable to use bus because my work shedule Buses do not run at 3:30 a.m.
- I have no desire to commute via bus. I am not willing to put my life on a bus timetable. I am not comfortable with the safety or health concerns I have putting myself in that situation.
- I need to take 2 buses to get to/from work. On the way to work, the buses are timed well so I only have to wait a few minutes for the 2nd bus. The problem is the trip home. I would have to wait 15 minutes for the second bus. At that point, it basically doubles the time to get home. I find it isn't worth the extra wait time.
- I use the BV. It is fine.
- more frequent JUMP busses; better publication of schedule at the stop itself
- More often. The busses are too full in the peak hours and people step on you.
- More Staff and Students NEED To USE RTD More Often Give All Staff & Student an Incentives to Ride RTD or Other Transportation.
- Stampede route no longer directly serves 30th ST and has no stops on foothills on or near foothills. / Hop is unreliable through 29th St, and no signage when routes are changed due to 29th construction etc. / Bus service through campus has been very limited summers due to construction. / Remainder of RTD service is excellent.
- there should be some express routes from the east... Brighton, Thornton area to Boulder.. I would take the RTD more if there was a route that didn't take me 1 and a half to 2 times as long to get to work. When Fast Tracks is done to 124th I will take that to Denver, then on to Boulder if the commute time is comparable to driving
- We dont have service in the mountains where we have lived for over twenty years, but if there were routine bus routes that made sense I would ride.
- weekend or night time service
- (1) More direct line from community to campus / (2) More frequent buses. One per hour negates desire to commute / (3) Schedule posted at every bus stop (like Germany)
- 1. Have gps tracking app so in inclement weather you would know how close or far your bus is so you can stay indoors as long as possible or text alerts directly to you if you bus will be late. / Sorry one more would like my bus to run more often and throughout the day.
- 1. Routes. I live circa Centennial Middle School. Name the bus route(s) that will take me from my residence to campus in less than ~40 minutes… Oh that’s right there aren’t any. / 2. Adherence to schedule. One of the reasons “in town” bus trips take so long is because the buses are consistently late, so missing bus transfers is common place. / 3. Capacity. I’ve not been able to get on the bus at peak commute times because they are full. How difficult is it to run more busses during peak travel times? /
- A *much* more direct route from my home in Thornton (120th & Colorado) to my workplace in Boulder (East campus computing center.) Right now that’s a 2-hour proposition each way, which is simply not feasible for me.
- A 5:00pm option on the J route. Right now the only options in the evening are 4:40pm (too early) and 5:30pm (too late).
- A better app.
- A better website so I could know the routes and park and ride options. It is not user friendly.
- a bit more frequency, although that’s asking a lot, as it is really quite good.
- A bus directly from Lafayette to campus. The current routes either wind through downtown Louisville, downtown Lafayette, and/or leave me several blocks from campus.
- A bus directly from my house at 29th and Valmont to work- currently I take the bound then the stampede.
- A bus from cherry creek to boulder in the morning and boulder to cherry creek in the afternoon
- A bus from Lyons more often and reaching all the way to CU, not just downtown.
- A bus outside my driveway that dropped me off near my building.
- A bus route from Longmont, CO directly to the Boulder campus.
- A bus stop closer to home, east of the city on Valmont RD
- A bus that comes up 17th
- A bus that drives more direct from my house to the university. It would take me almost twice as long to take the bus as it does to drive my car.
- A bus that goes from Rock Creek Parkway in Superior directly to East Campus and Main Campus. If they had this service, I would ride the bus every day.
- A bus that goes to East Campus from north boulder
- A bus that goes up highway 36 and has a stop near East campus would make me more likely to ride RTD. Currently, I have to take 2 buses to get to work (making my commute 60+ min by bus each way, instead of 25 min if I drive).
- A bus that went to my kids' schools, then to my work ;-)
- A bus that would come closer to my place of work without having to change busses. Changing busses means my commute time would more than double.
- A call system that all drivers can use to call for holds on connecting buses when a major bus route (regional) is a few minutes late, so that connecting buses (local) will wait. This sometimes works, but I have been burned a few too many times. / For example, a Denver Boulder bus will be pulling up to a major stop (like the Broomfield PNR STOP) and the local buses that connect there will pull out before we get off the regional bus, even though the local bus drivers can obviously see the regional routes pulling up.
- A direct route between Louisville (S.Boulder Road) and CUs East campus.
- a completed HOV/express lane on 36! (or a lightrail)
- A direct bus from Fort collins to Boulder that doesn't take 3 1/2 hours and 2 transfers to ride. The flex bus is unacceptably slow and inconvenient.
- A direct bus from Longmont to campus would be ideal. Having to transfer to busses that don't wait for the Bolt to arrive is nerve wracking as I can't count on arriving on time.
- A direct commute to Regent & Colorado Ave. (without transfer - or the funky, get off at the creek crossing on Arapahoe, cross under Arapahoe to the south side of Arapahoe and catch the Stampede going back east that goes south on Foothills and then comes around to Colorado Ave. and onto campus). Besides being complicated, it takes lots longer than my 25 minute commute in my own car, and going home is even worse. With the number of employees on main campus and east campus, and the number that live in Lafayette, it would seem that it should behoove someone to make this more convenient. / I have mentioned this on every Parking-Transportation survey I've taken since I started work here 12 years ago, and nothing has changed that I know of. If there has been a more convenient route devised since I last looked, it would be good for it to be advertised.
- A frequent, regular, quick shuttle between East campus and main campus.
A larger bus in the morning- Rt 204 serves high school students and is a "short bus"- in the afternoon when there are few people on it, it is a large bus. There is only standing room most mornings, and it is extremely full.

A later DM service would be nice.

A lot of buses don't stay at a stop until the designated time. I have to make sure I'm 5 to 10 minutes early because it may pull up and leave before the reported time.

A mobile app that tells us in real time when the next bus is coming and shows schedules

A more accurate "Trip Planner" on their website and more frequent buses.

A more convenient stop near my house

A more direct route from campus to Table Mesa and Lehigh.

A more direct route from my home.

A more direct route from Niwot to campus

A more direct route on HOP

A more direct route or faster service from Fort Collins to Boulder.

A more direct route to campus from the area near my home (east Boulder) would be great. Otherwise, it just takes too long.

--A more direct route to CU Police Department from Table Mesa. Gillaspie at South Boulder Rec Center direct to Regent Drive at Colorado. --it's cold to wait for the bus in the cold weather --I have to pay for parking even if I use it once a month.

A more express bus from my home to CU.

A neighborhood EcoPass. Once I retire and lose my EcoPass, I'm not sure how much I will ride the bus.

A park and ride location close to home, and an express bus ride to boulder

A park-n-ride closer to my house, and less chance of having to stand on the bus during busy times. Right now I would have to back track to go to a park-n-ride, or go most of the way to work to get to one and likely be standing on the bus from there all the way to Boulder. I also know there is a "guaranteed ride home", but as a parent of kids in school 15 to 20 miles away, I am concerned that it would still take too long in an emergency situation for me to wait for a ride.

A PDA app that allows you to see when the next bus will appear and illustrates the route of each bus.

A quicker way to get to campus from North Denver and more buses running because once you get on, they are often times packed, especially in the winter months.

A rapid rail line might make a difference. As is the bus would add an extra 1 to 1.5 hours commuting to my day. With a child to get ready every morning, and whom I want to see before bed, the savings in money for taking the bus just doesn't overcome the loss of time for me.

A real time app that would tell me which bus is the best based on my location and destination

A regular bus schedule for one. If a bus is scheduled to arrive at a stop at 7:30 then it should arrive at 7:30 instead of never showing up and having to wait for the next scheduled bus. The buses are so full which are disgusting especially in flu season. Cleanliness of the buses can be much improved. Taking the bus adds an additional 1 hour a day to commute because the park in rides are so far and infrequent.

A reliable bus service than ran from near my home to near work.

A route from Longmont to Boulder with fewer stops around the Niwot area - that adds too much time and increases my bus transit time to over 60 minutes when it's half that time or less if I drive myself.

A route straight up Foothills parkway. I live 3.5 miles from work on east campus but it takes me 50-60 minutes to get to work via bus. This is simply not practical although I would over to commute via bus.

A route than runs through east (30-35th along Colorado) and by 28th and Colorado before going to the main transit terminal from routes that orginate in Longmont and Golden. This would preclude the transfer delays and incentivize the use of bus transportation vice auto. The only reason I drive is the time. I moved here from the DC metro area and used the bus system extensively simply because it was just as fast or faster than driving.
• A route that follows close to the foothills from Fort Collins to Golden. I know that Lyons to golden exits so why not push it to the north.
• A route where it wouldn't take over an hour to get to work. Or one where I wouldn't have to drive 3/4 of the way there to park.
• A RTD park and ride in downtown Denver would be great, as would keeping a high frequency of BX/BMX buses going later in the evening (until 7) before dropping to every 30 minutes. When I used to take the bus, there would be days when traffic was so bad on US 36 that scheduled bus after scheduled bus simply wouldn't show up. Some better way to track where the buses are would be helpful.
• A schedule that reflects more accurate times. Busses are usually late
• A service to real-time track bus location, and an app to go along with this.
• A single route that comes closer to my house and work. Right now it takes 2-3 routes to get to work or requires driving to a park'n'ride and then walking a mile at the other end of the route. It takes more than an hour on the bus, while it takes 15 minutes to drive and park, and 15 minutes to walk to work from where I park.
• A slightly earlier BX would be nice, but other than that I am quite satisfied!
• A stop closer to my house and closer to my office.
• A stop closer to my office, which is on east campus
• A stop for the Stampee at Foothills/Arapahoe. It's inefficient to get off, cross and walk the wrong direction to the stop.
• A straighter shot to where I live. Changing buses 4 or 5 times and adding at least an hour to my commute each day is completely unacceptable to me. RTD otherwise, to go from East campus to West is OK. / What I'd really prefer is more working from home, but management seems either have trust issues with employees getting work done, or for some reason acts as if it's a huge perk to allow it. In my previous job I worked from home several days a week and would always stay home during bad winter driving conditions. Seems CU isn't very far ahead on this trend and thinks most people live in Boulder. I'm pretty sure I'm not alone in this boat.
• A tracker for buses to monitor their location online
• A tracking app for all RTD buses that go through campus - so I know exactly where they are and how close they are to me.
• A train on the 36 corridor.
• A way to transit from Frederick to the CU campus
• Ability to pay with credit card.
• Ability to track the bus online or via an app to get estimated arrival times.
• About 95% of the time I ride RTD but to encourage more people to ride the bus I would offer wi-fi services so staff can work on the bus so they can get work done. Additionally, some sort of CU service that goes straight from the CU Denver or Anschutz office to Boulder (without any stops in between). It takes about 1-2 hours for me to get to work or get home since I drive my car to the station and then take the bus.
• Actually having a bus that comes within 6 miles of my house!!
• Add more routes to the DASH line, which is always full and unreliable in the winter time. If I could take the DASH from a stop near my house reliably, I wouldn't have to drive to another location to take the bus
• Add more service areas to the call and ride.
• Add Northwest Boulder routes.
• Add one more S route in the PM around 3:30pm stop at Marine St and Arapahoe
• Add very high cadence route between main campus and the east campus research park on Colorado, including the loop past McAllister, the LASP Space Sciences building and Biotech building.
• adding a J bus leaving campus at 5:10 instead of 5:40 --- and having additional J bus for morning commuters
• adhere to schedule - i.e. if running early wait at PND
• Adhere to schedules more rigidly - buses are often up to 10 minutes late. They either come too early and don't wait for the correct departure time or come way late which is usually case for me.
• Afternoon J bus needs to pick up at 30th and Marine closer to 4:30 and make fewer stops along 119.
• Again, I work at CINC. The Stampede stops at Marine & 30th. It would be great to have a closer stop - at least at Arapahoe & 30 on the eastbound loop, if not a loop through to Exposition Drive - we have quite a few employess out here so seems it would be used regularly.
• All routes on time as weather permits
• Allow bikes on local buses would be great. That way I could ride more often, even when the weather is bad. The bike racks outside the bus are usually full.
• Allow dogs
• Almost never on time, needs to have more busses on routes, especially during poor weather days
• ALWAYS call out stops, in the winter it is hard to see where the stops are when the streets aren't well lighted
• An app that let me track bus arrival to nearby stops.
• An app that tells me the time the bus will arrive in real time.
• An app that tells me where the buses are in real time
• An app that would let me (accurately) track the next bus or nearest stop based on my GPS location
• An easier route from North Boulder to east campus. Right now, it would take almost an hour to get to work and two buses, but it takes 12 minutes to drive directly and 20 min to bike.
• An express bus from Broomfield or Westminster to Boulder
• An express from Denver to Boulder and a bus stop near my home in the Highlands neighborhood in Denver that runs straight to Boulder.
• An express line on the Dash. It takes almost an hour to get from Lafayette to campus (stop the loop around Louisville downtown!). Also, the Hop used to have a website where we could find out how much longer until the next bus (clockwise) but this has stopped working (nextbus.com).
• An express route between Boulder and Longmont with fewer stops would be awesome.
• An extra bus on the 225 Boulder route, like the old 203, for busy times late afternoon/early evening. This is still a problem for seating/getting out these times.
• Around Boulder, the service is very good. But outside of the city, to outlying areas, it is poor.
• Arrival times that get me to work on time, not 15 -20 minutes before or after my workday begins. I used to take the bus half the time but was either at work either early or late on those days.
• At the beginning of a semester for BVSD and college the bus can be extremely crowded on the way in. Sometimes there is a secondary bus to absorb some of the passengers, and sometimes there isn't.
• At times I take the bus (Dash) daily for several weeks. It really is a great service and I should use it more.
• Availability in my area.
• Be more punctual during bad weather
• Be on time
• Be on time!
• Be on time, but please don't leave early.
• Be on time.
• Being able to count on busses being on time.
• Being able to take my bike on the bus when rack is full- especially at night. If the driver knows me, he says yes, if not, then I need to wait 20-30 minutes for another bus. It is a terrible feeling. I usually won't ride if I know the weather is going to turn, so I won't need to, but sometimes I need my bike. Mostly I will check out a staff bike at the Bike station if I need that. But I like my bike best, you know? This can happen if I don't have my bike lights, or I don't feel well at the end of the day too.
Being able to track buses online. Occasionally I have waited an hour in terrible weather.
Better access to east campus (I know this is far more important for those who commute up 36 to east campus).
Better access to far North Boulder and CU. No routes down 28th st if you are north of Jay road.
Better access to getting on buses. It is too difficult to step on the bus.
Better accommodation for bikes. Being forced to stand with a bike at the end of the car on light rail negates most advantages of traveling by that mode (not enjoyable, can't get any work done, can't even talk with a friend), and the uncertainty of whether there will be space for a bike on a regional bus means I won't even try it even when I conceivably could. It is not practical for me to commute via RTD without a bike - connections, even when they work on time, make the trip too long. And because I live near the (Denver) city center and not in a suburb, there are no great park and ride options for me. Additionally, the times I've been stuck on the bus in traffic to or from Boulder make for a much more miserable commute than if I was driving and able to listen to the radio free of others' conversations and not crowded by fellow passengers (although there's not much RTD can do about this).
Better app to track where buses are and when they arrive at stops
Better bus frequency. Cleaner bus
Better bus service through campus. It takes me about 45 minutes to get to my office by bus.
Better communication of delays or problems at airport and at stops (table mesa park and ride, for example).
Better connection from rural Boulder county (near Longmont) to Boulder/CU east campus
Better connection timing with regional buses coming into and out of Boulder and local buses. For instance the S bus connecting with the 92 Summit Grove out of Westminster.
Better connections to minimize travel time for shorter trips
Better designed shelters; for example, the one on the east side of Broadway at Euclid, by CU, is nearly useless.
better east-west connections across town. There's no way for me to get from North Boulder to the east side of campus (eng. center) without a 10-15 minute walk
Better Jump times in mornings and evenings
Better notification of bus arrival, departure and cancelation. Waiting in varied weather conditions (especially for riders with connections) travel would be eased greatly if delays could be easily communicated to riders. Websites, apps, even a phone number that had real-time information would be game changing. Countless times last winter I arrived at Market Street Station and waited 2 hours plus without seeing a single bus arrive or leave, while the single person at the RTD counter had zero information. Had the massive delays been broadcast somehow, I could have waited elsewhere or better yet found alternate transportation. Someone has to know where these buses are, surely this could be communicated SOMEHOW. Please.
Better reach of routes to areas between Denver and Boulder (e.g., Broomfield, not merely the PNR on 36).
Better reliability
Better reliability of the HOP and the connection between the HOP and the BOLT going from campus to the Longmont-bound BOLT. Too easy to either waste half an hour because of allowing too much time, or miss the BOLT by only a minute or two. Better reliability of NextBus recording where the HOP buses are; there have been a lot not being tracked lately even though they are on the route. (Make sure the BOLT is running properly too; there have been several instances where it is NOT running its schedule.) Better stop where the HOP meets the BOLT on Canyon (south side of street)! Better stop where BOLT and 205 drop off for campus-bound HOP. (Where In the Buff used to be.)
Better routes; more availability; more variety in terms of types of transportation. Need a subway system!
Better safety/lighting and more parking at ParknRide structures
• Better schedules for service from Longmont to East campus area. Takes more than twice as long to
commute by bus. Not worth the extra time. Also there isn't service to East Campus unless I want to
leave and arrive at work an hour early. Going home takes almost 1 and a half hours. Not worth the
time and inconvenience.
• Better service for handicapped so that it doesn't delay everyone on the bus and remove 6 seats from
others being able to sit (such as having a private service for handicapped rather than having them delay
everyone on the bus). Also more frequent run times between 4pm and 5pm and after 5pm (after a
certain point the bus runs every 20 minutes versus every 10 minutes).
• better tracking
• Better weekend service to Boulder. Would love a non smoking stop.
• Better, covered bus shelters with wind-shield sides and back
• Bigger jump buses.
• Bike rack and vehicle parking at the stop nearest my house (Highway 36 and Middle Fork Road) on the
Y route.
• Bike racks on buses should hold more bikes. The bike racks hold only two bikes are often full with
bikes and this is very frustrating. Sometimes I have to wait for 2 busses (30 minutes) before one that
has an open spot. If the bike racks held 3 bikes this would be better.
• Boulder has an awesome system of RTD routes. If it wasn't so expensive to live here, I would, and I'd
leave my car at home. Unfortunately I have to drive for several miles to get to an RTD stop from my
house, and it would about double my commute time.
• Boulder options are great but there is no bus service near my home in north Thornton (near the
proposed Fasttracks North Metro line). If I get in my car to go to a park-n-ride, then I might as well
drive all the way. It's also important not to have to wait a half hour or more for a bus. I don't want my
life and work to have to revolve around the bus schedule. I want to be able to go to a stop when I am
ready. I'm willing to tolerate up to double the commute time.
• Bring back the DD bus line to more service hours!
• Bring back the Erie Jump that was discontinued a couple of years ago. Sadly it is faster to ride my bike
to work 8 miles than mess with the bus.
• Bring the light rail along 36 from Denver to Boulder with all of the current bus stops also serviced by
trains for ease of movement and less congestion. Can't wait until the bike path is completed along 36,
I intend to use this twice/week. Also, please add another S bus in the morning which would run on the
1/2 hour in between the two current early morning S buses, i.e. it would hit the Broomfield Park n Ride
at 6:45am.
• Build out the Light Rail to Longmont and Boulder, please!!! Taxpayers voted for and funded it only to
receive bus-based rapid transit in its place.
• Bus "S" - would be helpful if they added more times in the morning. There is ~ 40 minutes between
buses and they are full. Where as the BX comes ~ every 10 minutes
• Bus between east and main campus takes a long looping route that extends the trip significantly.
• Bus driver could drive safer and not skip stops. Bus driver drives right by stops even though cord is
pulled.
• Bus drivers could be a little more courteous.
• Bus drivers could be more friendly and helpful. Some bus drivers are very friendly and nice but there
are a few bad apples. Once at the intersection of Regent and Broadway, a Skip driver saw me running
to his bus from the front but closed the door when I was about 10 feet from the bus. He then was
stopped by the red light at the intersection, which is where the bus stop is. When I stood at the front
door, wave my EcoPass to him ,and asked if he could let me in, he just shook his head and looked
away. There is another bus driver (with taboos on his arms and legs) who is very rude. He never
responds when people say "thank you" to him, and never waits when people run to his bus. These
behaviors/drivers do not make riding their buses a good experience.
• Bus drivers frequently get ahead of schedule, especially when BVSD out of session. They don't stop and wait, so those of us who are not excessively early to the bus stop risk missing the bus. My bus runs every 30 minutes. Not an option.
• Bus from Firestone (i25/hwy119) to Boulder/Longmont. More times. Ex: every 10/15 mins. Buses so full have to stand a lot.
• Bus has missed my stop because of construction detours on 36
• Bus is very delayed far too often.
• Bus lanes will be helpful on Hwy 36.
• Bus rapid transit to all surrounding cities - such as denver, golden, lafayette, longmont, fort collins, greeley, lyons, estes park.
• Bus Rapid Transit to Denver
• Bus route along Folsom avenue.
• Bus routes and times were cut back and don't run often enough.
• Bus schedule more aligned with my commute time. It takes me two buses and 1+ hr of my time each way, vs my 18 min each way. Hard to justify taking the bus.
• Bus service out to East County is horrible. I live about 8 miles away and it takes 45 minutes and two bus routes to get to CU
• Bus service to Boulder from the East side of Broomfield
• bus specific lanes, or better yet trains. by riding rtd, one still sits in the same traffic, and at the same horribly timed traffic lights. also, allowing friendly dogs to ride. it is too long of a day, for my dogs, to add on another hour each way to my commute.
• Bus stop closer to my home, more reliable schedule.
• bus stop closer to my office
• Bus stop closer to office (but already quite good).
• Bus up to Jamestown!
• Bus with direct route between Innovation Drive and Table Mesa. I drive because the Stampede/Skip and Bound/Skip can sometimes take 1 hour, one way.
• Buses are often off schedule, for example, waiting more than 20 minutes for a bus on a 10 minute schedule. Drivers are distracted and have forgotten to stop the bus when a stop is requested. If transfers are involved, the bus is an unreliable method of transportation because the schedules can be so inaccurate. I do not drive and have relied on public transportation in many different cities and RTD is the least reliable.
• Buses being on time
• Buses between Boulder & Longmont more regularly; having to wait an hour if I miss a bus is frustrating -- my work often has a person needing assistance real quick at the last minute and I prefer not not tell them no. Better, a light rail line between Longmont/Boulder/Denver would be fantastic. (Hasn't this been in the works for well over a decade now?)
• BUSES do not run on time. This is vexing.
• Buses don't late enough for some of us.
• buses go more frequently or take less long-winded routes
• Buses more often and better routes.
• Buses must leave at least every 15 min. for it to be worth my while
• Buses need to be more frequent
• Buses need to be on time! It's a sad reflection on RTD when the bus is 10-15 min late and there is standing room only and then the other scheduled bus comes right behind and they have empty seats. And this happens more often than not. Traffic is not backed up, nor is there an accident, etc. / So when we have empty buses does that mean another scheduled stop will be eliminated? I used to drive a bus so I do know the things that can and will go wrong. It's amazing that I have to take 2 earlier buses just to get to work on time because the bus will be late or the driver refuses to drive the speed limit
- Buses need to stay on schedule
- Buses need to stay on schedule. SKIP is my primary mode of transportation and the buses often get stacked up behind one another, leaving large gaps in service.
- Buses often arrive either 1 minute apart, or what seems like 20. Some stops are too close together, thus slowing down one's commute. The cost per ride is too expensive for those without a bus pass. The fare should allow for a full day of travel, not just a single ride.
- Buses on time with their schedule.
- Buses that run more often and have more direct routes.
- Busses always seem to be late arriving to Boulder. / / The park-n-ride for Church Ranch Blvd. and 36 is poorly planned. There is a long barricade forcing riders to walk the whole way, which may present a danger as a female rider is worries me especially when its dark. Please talk to RTD about this.
- Busses are more frequent to Lafayette.
- Busses every 5 minutes would help.
- Busses more often and monitoring people who take up two seats during busy commute times.
- Busses need to be on time more often.
- Busses take forever. If I miss the Stampede, I can walk to JSCBB (over 20 minutes) before the next one arrives. They claim a frequency (every 10-15 minutes) that is rarely met. Often instead of being evenly spaced, one Stampede will follow another by 5 minutes, then the next one won't come for 25 minutes. I can't rely on RTD to get me to East Campus and Back in a timely manner to get me where I need to be. It is truly an abismal system, and as more activity happens on East Campus requiring fast, efficient transport between campuses, RTD will not be a viable solution.
- Busses that come more often during peak commute hours. The reason I stopped riding was 1) the Jump only comes every 20-30 minutes and 2) It was getting dark on my evening commute and I couldn't leave 20-30 minutes earlier from work.
- but there is no bus stop near my house so taking the bus turns a 7 minute commute into a 30-40 minute commute
- BX, BMX, BV should have a route going to east campus not just main campus. Only the 'S' bus goes to main campus and if you miss that you have to travel to main campus or main bus terminal to catch an alternative route.
- Can't ride RTD to work because I need to drive my kids to school/preschool. No direct bus service would allow me to get to work on time and I need a car for emergencies.
- Can't use it because of the equipment I have to take to and from work.
- Cleaner Bus Stops and Cleaner Buses - less rude riders
- cleaner buses? more frequent schedules to campus, more park and ride options around campus. and as much as I hate to say this, there are frequently homeless people and psychiatric cases on almost every bus I take, horrid teenagers commuting to high school, etc. nobody monitors any of this behavior, even if riders become abusive, are obviously drunk, screaming on their cell phones, etc.
- Clearer schedule information and where specific buses stop.
- Closer access to my home.
- Closer bus stop to where I live and a shelter to stand in during inclement weather.
- Closer bus stop with direct route to campus.
- Closer lot to my home
- closer to my house
- Connecting Skip to the bus station. / Using RTD parking for non-tax paying counties.
- Connection to campus from transit center always leaves as we get off bus. Delaying connection (dash) by one minute would, on average, save passengers ten minutes on their commute (bolt to dash)
- Consistency in application of rules by bus drivers
- Consistency with clean buses. locals can be kind of iffy, the regional are nice.
- Consistent and reliable service
• Construction delays on Hwy 93 really discouraged my use of RTD this year.
• Convenience. When I began working downtown, there was a bus route that picked up and dropped off directly in front of my house. It was a 37 minute commute between home and work. They cancelled that route, and my bus commute jumped to 50 minutes each way. They cancelled that route, and my bus commute jumped to 1 hour and 15 minutes each way. I stopped taking the bus and now drive the 11 miles to work alone in 20-30 minutes.
• convert all BMX routes to BX routes, stopping in Louisville & Superior duplicates and overlaps with the BV routes.
• Coordinate schedules better. I go from the 128 to the BV, and if the 128 is a minute late then everyone misses the BV.
• Coverage near my home in Boulder (Kings Ridge and Valmont). Currently, bus service is infrequent, and requires two transfers to get to work. Riding the bus would add hours to my commute each day.
• Covered stops for the buses that go to Longmont so it doesn't suck when it rains.
• Create an app that shows GPS location of buses. Sometimes they are early; sometimes they are late. And it's very frustrating when they leave 2-3 minutes early. I take the S bus and those only come every 30-45 minutes. Please tell the bus drivers to never leave early.
• Currently RTD comes to my home location every 1/2 hour only during the first 3 hrs in the morning 6-9AM and 3 hrs in the afternoon 3:30-6:30PM. I have to transfer buses which usually is another 15 min. It takes me 1-1/2 hrs to get to work and home from work IF I am able to make connections VS 1/2 hour to get to work or to home by private vehicle. Able for me to make evening meetings and commitments RTD doesn't work because I am late to meetings or don't get home from an evening meeting that ends at 9PM until 10:45PM.
• DASH---I'll take it more often, if it runs more frequently especially at night.
• Decreasing the time it takes to get to my destination. Express lanes/ HOV lanes for buses to avoid rush hour traffic daily would drastically help. Also, the never-ending construction on highway 36 makes any type of commuting, especially taking a bus, difficult and frustrating. Half the bus stops on westbound 36 are under construction.
• Dedicated bus lane or light rail from Denver, where I live, to Boulder. Traffic on 36 is terrible, with or without construction.
• Dedicated bus lanes that allow buses to skip traffic congestion.
• Depending on the bus driver, my arrival time to campus will vary. However, they are all friendly and great drivers.
• Develop a more accurate schedule for BOLT recognizing realities of rush hour traffic between Longmont/Boulder. BOLT is frequently late and now makes side trips to technology center that adds 6 minutes to the commute for one or two passengers.
• DIA skyride is so poorly organized and run - so inefficient and always, always very slow loading and coming back to boulder. Never on time and too few buses scheduled. In Boulder can't use RTD around town as there is nowhere to park and then use the bus. Parking zones all over boulder make bus use impractical.
• different hours.
• Digital bus signs at stops with arrival times.
• direct bus between home and work. although it is only a mile, I would have to walk 10 minutes, then take two buses. It's easier just to walk direct (25 minutes). I live in Martin Acres and work at Colorado & Folsom. I would also like a convenient bus between home and Folsom Arapahoe area.
• Direct buses from the stops along I-36 to the part of campus near the engineering buildings.
• Direct route from Foothills and Valmont to the campus.
• Direct route from home to CU so I don't have to transfer buses.
• Direct route from near my house to campus. That would mean traveling from Valmont and 28th to campus without requiring me to switch buses.
• Direct route from the Bus Stop in far North Boulder (currently served by SKIP and 204) to East Campus-ish area (within 5 blocks from 30th & Colorado). Currently I need to change busses (SKIP or 204 to the JUMP) when it is too cold to bicycle (temperature <20 F).
• Direct route to childcare
• Direct service from Boulder to Thornton
• Direct service from Longmont to Regent Hall
• Discounted or free passes for kids in elementary school. I know that there is a discounted monthly pass, but it is still cheaper for me to pay for my monthly parking pass than to buy two discounted monthly bus passes. I can't understand why RTD wouldn't give free bus passes to elementary school kids. Kids this age LOVE to ride the bus. If they became savvy users of the bus at this age, I believe that they would become life-long riders of public transportation.
• Do what Europeans do: link buses to GPS apps so riders can tell exactly how far their bus is away from their stop. Because RTD's buses do not run as frequently as they should to provide a real incentive to ride (5-6 minute intervals), and because they are still subject to traffic, weather and road conditions, it's a huge hassle to miss the bus by 30 seconds to wait another 15 minutes for the next one and then have it be late by 5 or 10 minutes, plus the 10 minute ride to wear I'm going. If a rider can walk to their destination faster than it takes the bus to get them there, that's a dicentive to ride.
• Does not come out to Gunbarrel where I live
• Doesn't run often enough, so it takes way to long to travel between main and east campus.
• don't use RTD as it adds 2hrs to each day for travel...not worth my time
• Drivers and dispatchers should use Google's navigation app on Android to see when Hwy 36 is stopped or unbearably slow so they can more easily avoid sections of it. The drivers should not have to rely on asking passengers if anyone has a smart phone and can check for them. Passengers REALLY appreciate it when an express bus avoids the hwy instan hourad of sitting still on it stuck for a traffic accident. Dispatch's communication on these things to drivers is not sufficiently up to the minute. / Also, the technology exists to allow commuters to check the exact location of the next bus supposed to arrive at a stop. "MyStop" option is not helpful when the bus is late and you don't know what to expect.
• Drivers need to follow their schedules more closely. I live near the Broomfield event center, where the driver should be waiting to depart at an exact time, but drivers have left several minutes early. This happens a lot for the B bus that should leave at 6:02 am in particular, when there is NO TRAFFIC to be beating.
• Driving to work takes 30 min. Taking the bus to work will take 90 minutes!!!! No direct buses from Westminster to Boulder.
• during snowy days they need to be reliable
• During snowy or bad weather conditions, it would be nice to know if bus services has been cancelled or on delay. / I take the bus to & from Erie & during this type of weather, I do not get the information or I get conflicting reports.
• During the hours that many people are off work, the BV route busses are not adequately spaced timewise, making the commute crowded and miserable. There is one that leaves Broadway and Euclid at 4:19, then not another until 4:42, which usually runs a few minutes late, then another at 4:47 then not another until 5:06. So if I leave at 4:15 or 5:00 I have to run to the bus stop but if I leave at 4:30 I have to wait about 15 minutes. The timing is just absolutely rediculous.
• During the summer with construction the bus routes and times are not communicated well. Bus schedules are less often which makes getting around campus and other areas difficult which means driving your own car to get around makes more sense than waiting for a bus that never arrives (HOP).
• Earlier "S" bus in afternoon. The first "S" bus is 4pm, if my schedule is to leave earlier than that, i drive alone.
• earlier and later service on key North-South Bound route on weekends; would make getting to airport much easier at odd hours when flights are much cheaper
• Earlier buses and more frequent buses on the 120
• Earlier buses. Have yo be at work before the buses run.
• EARLIER RIDES
• earlier rides, / more variety
• Earlier start times in winter
• earlier time start on routes.
• Early morning service of some kind to allow custodians a transportation alternative at those very early hours. The population who most needs an alternative to expensive transport has none available
• Easier access to east Boulder (say, 29th St Mall) from South Boulder (along the Skip route)
• Efficient service from my home to my department. The RTD service near my home is very infrequent and very slow and does not leave me anywhere near my department. I would try a bus/bike combo, but I can never be sure there will be space for my bike on the bus on the way home. / / I gave up using RTD to the airport after buses never showed up and the boarding at the airport is insanely unfair and uncomfortable, especially in winter months. Unbelievably bad service. / / I don't know whether it should be RTD or the University itself, but there should be quick, easy, free shuttle between main and East campuses.
• Either more bus routes or more frequency of current buses for commute from Denver (metro area, not just downtown) to Boulder
• Electric rails will be more reliable on time and not being affected by traffic.
• Ensuring the buses are consistent (sometimes they just don't show up) and efficient as possible (on time)
• especially when the weather is bad the Skip buses bunch up and two will come, literally, one behind the next but then there will be a long wait between buses.
• Even if I did not have any other errands/stops to make, it takes me about an hour to get home (door-to-door) using RTD.
• even more frequent Skips
• Evening bus service to Lyons.
• Everyday I use ABA bus parking at the 40 and Airport p&R. It is a long ride. Looks like some drivers cannot control the comfortable temperature on a bus. / It is very cold on summer time and hot during the winter. /
• Expand schedule earlier in the morning /
• Express bus from Olde Town Arvada to Boulder
• express buses from Broomfield park and ride. Taking the bus added an hour to my commute time, so I quit doing it. That hour of extra time is valuable
• Express buses from Longmont, and other outside Boulder locations.
• Express from Westminster P&R to Boulder
• Extending the 10 minute schedule til 8 pm at night instead of 7 for the Bound.
• faster and more frequent service to and from Longmont
• Faster commute
• Faster door to door service and more late night service near my house. It takes about twice as much time each way to get to and from my house using RTD, assuming I drive to the park n ride. Since I regularly work after 5pm, and the bus stops running the route near my house at 9pm, it typically means walking 2 miles from the nearest park n ride.
• Faster service, less crowded buses
• Faster travel times and options. / Clearer routes and waiting locations... / In general, it often doesn't seem like very good service for the cost (financially & time-wise) :(
• faster trips. Currently when I ride the bus it adds an hour to my day. Broomfield park-n-ride is atrocious. It’s an extra 5 minutes just to get through the traffic lights which usually have no cross traffic.
• Felt uncomfortable with homeless people on bus who were loud and aggressive.
• Few reasonable bus options in Gunbarrel
• Finish us 36
• First it will be better when construction on 36 is done, but the only long term solution is a rail line into Boulder.
• First of all, I cannot ride a bus to work in the morning because it would take 1 1/2 hours, one way, to get to work. On campus, it would be more convenient if the Stampede ran more frequently but overall, I’m fairly satisfied with the on-campus service.
• For my situation, RTD works as well as can be expected.
• For RTD to enforce the no alcohol policy, cell phone use,
• For the AB bus to offer more times to Boulder from Stapleton P and R, this would cut out one and half hours of my transport time.
• For the bus I have to take, ABA, I wish it ran more often and started earlier allowing me to arrive before 7am.
• For the morning schedule, the Jump runs about 5-7 minutes late westbound on Arapahoe. Last year, during a few months of the winter, the Jump did not stop westbound across from Eisenhower Dr for the scheduled 8:02 stop at 55th. On one of these days, I called RTD to confirm the bus’s location and was told that the bus had checked in on time at the transit center on Walnut and 14th. It seemed that for Tuesdays at this particular time and stop, the driver did not stop at this non-timed stop, but RTD was unable to confirm it.
• For those of us who live in North Thornton/Erie, we must drive half-way to Boulder to catch the bus. In my case I have to drive 10 miles from the Orchard Mall area, to Lafayette to catch the 225 or to Broomfield to catch the BV. It would be nice if there was an option farther East to catch the bus.
• For where I would need to transit, there would need to be more frequent trips...as of now if I miss a bus due to traffic, I’d have to wait an hour for the next one.
• Free SkyRide to DIA!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
• Frequency of buses
• Frequency of Golden bus if increased
• Frequency of service
• Frequency of stops, takes too long to wait for the bus to get to meetings and then get back from main campus to the office.
• Frequent service from my home to and from work
• Frequently it fills up and passes people waiting at stops
• From Heatherwood to campus vicinity
• From Louisville to East Campus I would need to change buses. This keeps me from using RTD because it adds on additional time to my commute to work. I could go to the McCaslin RTD stop but that is almost as much time as just driving in to East Campus.
• From my house it takes 30 minutes to get to an RTD stop (due to traffic congestion). In that time, I’m at work if I drive myself.
• Get a park n ride between campus and Gunbarrel (north Boulder somewhere). Then I could use RTD services. Also, there need to be more buses to Gunbarrel.
• Get from my house to work in 15min or less. My car takes 9 min, bus route takes 45 min using 2 buses. I live in East Boulder.
• Get more transportation options from South Denver/Castle Rock area to AMC campus
• Get rid of the BMX route b/c of poor utilization and the delay it causes on the trip
• Get the HOP’s app to be work more consistently. Also, it would help a lot if the service were more frequent until 9PM and extended until 9pm on Sundays (½ hour between is okay on Sunday). Having such limited service on Sunday makes it difficult to be carless, which otherwise would be totally doable for anyone living in Central Boulder.
• Getting to a park-and-ride and riding the bus to work and back takes significantly more time than driving to work. If taking the bus took less time than driving, I would ride the bus more often.
• Go into the foothills. Unable to ride bus because it doesn't serve close in mountain communities
• Go to more places.
• Good if you don't have to be somewhere exactly at a time ... love it otherwise
• Got down the commuting time from Longmont and have a bus that goes directly to the CU campus instead of stopping downtown.
• GPS on Bus. I Have multiple Bus Options Or Sometimes AmRunningLate And It Would Be Nice To Know The Location Of The Bus. Can I Still Make This Bus?... Do I Have Time To Use The Restroom Across The Street?...Being Able To Time The Bus So I'm Not Waiting In The Cold For Too Long.
• Gps on buses so you can get accurate arrival and departure times especially for inclement weather.
• Great service!
• Greater frequency and off-peak hours though I know that’s not realistic. When I need to work it's stressful to time it with an infrequent bus. that adds too much time to my workday when I have children to take care of.
• greater frequency of service between main campus and east campus
• Greater frequency of the Stampede
• Greater geographic coverage of Louisville on the DASH route, more frequent DASH service.
• Greater number of scheduled buses on my route (GS).
• Guaranteed connections. It’s easy for me to get to work in the morning, but having only 4 busses 1 hr apart in the evening, means I have to leave very early to assure that I don't miss my connection, in bad weather it's even worse. (I ride the ABA to stapleton, and work on east Campus)
• hard to depend on times as busses often run off schedule. I teach a night class and the long wait in the cold and dark after 9:00 has brought me to drive most often.
• Have a bus stop closer to my origination and destination.
• Have a bus stop on the intersection of Highway 25 and Highway 52 on the West Side. The LX or similar goes this route, however as an "express" it does not make any stops here. Even if limited to commute hours, both ways, at this point, would be beneficial. (Construction and Housing is also increasing in this area)
• Have a route that went anywhere near my home in between Berthoud and Carter Lake.
• have a stop w/in walking or reasonable biking distance of my house / have more regular bus service that goes directly to campus -- no transfer downtown
• Have an express bus that meets the W light rail line. When the line was put through, the GS bus was supposed to make a stop at the Golden terminus. That has never happened. The current GS bus route is local through Golden and stops about 20 times. It adds over an hour commute time to the time it takes me to drive.
• Have another GS bus leave from Federal Center between 7:15 am and 8:22 am. Hour span of no GS bus too long. Have another GS leave from Boulder Transit Center between 5:10 pm and 6:10 pm. Hour span of no GS bus too long. Have better training for new bus drivers taking over a route.
• Have busses run past the university after 8 pm
• have exact times when buses are arriving to various stops - use GPS please - its available.
• Have more buses and routes available for errands.
• Have more buses between cities and Boulder (for example between Longmont and Boulder).
• Have stops further out in the county.
• Have the 15” routes like route 204 run til 7pm. If I miss, I wait half hour or take the SKIP.
• Have the bus automatically recite upcoming stops to help you decide when you need to pull the "stop request" thing.
• Have the HOP bus run on a waypoint schedule versus an approximate circulation rate.
• have to wait until my children are done with school - then I could use RTD more often. Right now I have to have a car available.
• Have transportation from Fort Collins leaving at 4 am and pm each day and returning at 6:15am and 6:15pm. I know it isn't going to happen but I can dream.
• Having a bus stop closer to my home and a more direct route to work... if that were the case, I'd ride the bus nearly every day.
• Having a GPS tracker on the bus (ie Nextbus) so that I know more precisely when it will arrive. Add buses (SKIP in particular) during cold and snowy weather to help mitigate the inevitable delays due to heavy ridership and poor road conditions.
• Having an express option from Lafayette that runs more than once a day. Having more HX buses. I HATE driving to Broomfield to catch a bus. Hate, hate, hate it. That and SRO on the HX has effectively turned me into a driver of a single-occupancy-vehicle, and that is sad. I cannot tell you how I loathe the 9+ mile drive to the bus stop, especially when I get to the bus 10 minutes early and STILL have to stand. (I know, I know, I could leave the house at 5:55 a.m. and not have to stand. I get it.) The L, which stops 1/3 mile away from my house, is the proverbial milk run, and extends my one-way commute to 1.5 hours. That's one-way. That's three hours a day commuting. If I drive off-hours, I have a 1 hour, 15 minute commute total. If I have meetings on the Boulder campus, I drive, because I have so many meetings on- and off-campus that it doesn't make sense to take public transportation in (takes too much time to hoof it or try to find a bus). I would love to be an RTD fan, I truly would. But RTD makes it awfully hard. You should see the emails I get back from them when I complain or request an additional LX stop at the Walmart on 287 and Baseline. They are nonsensical.
• Having an RTD location close to my home
• having service closer to my home or a route with parking possiblities closer to my home . Closest park and ride is 20 mins drive and it only takes me 20 mins to drive to work. Closest bus stop is 3 miles from my house, with no spaces for bike or car parking and very infrequent service.
• Having systems (apps) to specify the actual estimated time of arrival of specific buses (they are often late). In places I have previously lived, there were tracking devices on the buses that gave estimated arrival times to certain stops rather than just giving a schedule.
• Having the SAME RTD drivers for my route each day. Some weeks, there are different substitute drivers every single trip, so as many as 10 different drivers a week. It is ridiculous.
• HEAT ON THE BOLT!!!
• Higher frequency
• Higher frequency of service, especially 8:00-9:30am and 4:30-6:00pm. Smaller busses if necessary to make this feasible.
• Higher frequency on route 209
• Higher frequency service to DIA (AB route) is needed. Many people don't use the AB bus because it runs only once per hour.
• Higher number of buses on route 225 during the morning campus rush hour between 8-10. The buses are standing room only.
• Historically, I have ridden often but am unable to currently due to after-school transportation needs for my kids. If there was one thing that would make it easier for me to ride, it would be making a bus available from east Arapahoe that ended on or near campus. Currently, utilizing RTD requires multiple buses and/or a walk of a mile combined with a bus ride and then another shorter walk. The number of late/no-show buses has been really problematic recently, too, which is frustrating even for an avid bus rider.
• Honestly - I'm pretty happy with RTD. Since I moved to a new residence far more convenient for taking RTD, the only reason that I haven't cancelled my parking pass on campus is that due to ongoing
medical issues related to a car accident I have appointments I need to get to and it isn't convenient by bus (except my chiropractor - which is just a short HOP away!). When winter hits I have a feeling that more frequent services (DASH) and more substantial shelters (or a shelter of any kind at S. Boulder and Via Appia Westbound) would be nice! The ECO pass is a terrific benefit that allows me to be more environmentally friendly and allows me to relax a bit more - but I do have the luxury of not having to be in my office at 8am on the dot - so if I am running late/miss the bus it isn't as problematic as it might be for others.

- Honestly, it has mostly to do with the fact that I enjoy sleep too much to ride RTD, more than the service. The service, when I HAVE used it, has been excellent.
- Honestly, only a few more buses in the schedule. I ride one of the regional bus routes, and there are numerous times, it is standing room only.
- I already have to take RTD every day anyway, because it's too expensive to park here on campus. But if I could make an improvement, I would have more BV and GS runs between Boulder and Denver. Sometimes the BV is so crowded in the evening - especially at 5PM - there is standing room only on the bus. Who wants to stand all the way from Boulder to Denver? That doesn't seem very safe to me, either. For the GS, I think it needs to be more than just one per hour. Lots of people live on the west side of Denver!!
- I already rid RTD most of the time I go to work. More daytime buses would help, as that would make occasional mid-day commute easier.
- I already ride almost every day, but the most frustrating part is the large number of people who won't move over or move their bag off an empty seat so that others can sit down when the bus is full.
- I already ride as often as practical.
- I already ride RTD every day. I'd like to see a more streamline J route, or a BOLT route that stops closer to campus.
- I already use the bus for most of my errands monday through Friday.
- I always use the local buses to get to meetings on East campus, etc. but there is not a stop close to my residence so I do not ride the bus to and from work.
- I am a regular rider. My stop is on highway 93 and 68th avenue. It would be nice to have more lights in parking area we have along side of the rode. It would also be nice to have a shelter to stand in during inclement weather.
- I am hoping that with the completion of BRT, I will be able to park at a park-and-ride near my house in Denver and take that and arrive within a reasonable timeframe, but the specifics of BRT operation haven't been released yet.
- I cannot get to my job from my house using RTD without taking 2 hours to get here. If it were a quicker timeframe I probably would ride the bus.
- I can't ride RTD. I have young kid and have to be ontime for drop off and pickup. It is more difficult on time if ride RTD during winter time.
- I can't think of an improvement. The bus is just not always and option due to time constraints.
- I can't think of anything. Maybe more of the "S" buses.
- I commute from Evergreen and the RTD service schedule/frequency to travel to and from Boulder is abysmal. If an expanded RTD schedule/frequency from Evergreen to Boulder and Boulder to Evergreen was available then I would utilize my EcoPass to get to and from work.
- I commute from Boulder to the President's office at 1800 Grant St. in Denver. There are not a lot of options in the morning and afternoon that I can take to and from this area.
- I commute to Boulder daily from downtown Denver. Any time there is a sporting event, taking the bus home is a non-option because all the regular commuter routes fill with drunk college kids. I've waited 90 minutes to leave Boulder because the AB, A, BX, and BMX were all full.
- I commute, usually, by bus from Longmont, with the exception of days I have appointments or errands to do. My biggest frustration with the service between Longmont and Boulder is that there are no "express" buses. It takes me one hour to commute to work in the morning and 1 1/2 hours in the
evening. My husband, who works in Denver, can often times have a shorter commute (by bus) than I do. This is absurd. There should be an express bus from the main terminal in Longmont to the downtown terminal in Boulder, with no stops. Many more individuals might ride the bus, if that was the case.

- I commuted by bus 100% when I lived in Boulder, but I can't afford to live there anymore because of rising rents. If I take the bus and eat lunch away from my desk for a 1/2 hour, my day is 12 hours long. I am not short, but some seats on the BOLT are set too high with no foot rest. I live near Front Range Community College but I can't walk to the bus stop there because it is too distant and also very isolated after 5pm. Most BOLTs don't stop there, AND I would have to go out of my way just to cross the street safely! So I have to drive out of my way to the ParknRide. So each bus ride I take is bad for my back, lasts from 45 min to 1 hour and 15 min, and prevents me from taking a lunch hour (or even 15 minutes). I would like to move back to Boulder, but my responsibilities preclude me from living in a 400 sq ft studio. I am not allowed to work from home on a regular basis, even though I work independently 90% of the time. One of the great advantages of working for CU (a great and cheap commute) is gone now. / / SUGGESTIONS: / - Put a regular (every bus) BOLT stop in both directions on Lefthand Drive and S. Sunset St. in Longmont. To be used by the residents of the area, both stops must be EAST of S. Sunset St. / - Create an express bus route from Longmont to Boulder and make the aforementioned stop a regular stop for it. Make sure this route intersects with the HOP or goes to the campus. Sorry, but the BOLT is not an express route. / - Put folding foot rests on ALL commuter bus seats. / / / / I could use park n ride. I am not using it because, the bus stop is not close to my work place. You have to walk after the bus ride, which would increase my commuting time more.

- I dislike paying to park at the park-n-rides overnight. I would consider taking the bus to the airport more often if it were free to park at the park-n-ride. By the time we pay to ride the bus and pay to park at the park-n-ride, it's almost as expensive as driving to the airport and paying to park there.

- I do love taking the bus and I would more often if I didn't have 2 kids to transfer places.

- I do not like the fact that they are no longer any BOLT trips that do not have a diversion route (IBM, Front Range or the new one near IBM). These extended routes mean that I have to take an earlier bus to get here on time, and I have to get to work early in order to get to work on time.

- I do not take the RTD except for once or twice a year.

- I do take the rtd on snowy days and it would be nice if there was a bus for the J route that came closer to 5 when a lot of staff get out of work. It comes at like 5:25 and then because I take it on the snowy days it's always late and so I get off at 5 but end up getting home at like 7:30. That's crazy!

- I don't have the time in my work day to wait for a bus and the additional time to get to meetings. I am unwilling to work unpaid overtime to use the bus.

- I don't know. I have small children and daycare pick-up and drop-off seem to make using RTD impossible or really difficult and I just can't manage the logistics of figuring it all out: where to pick up and when, where to park my car for the day, what to do if my kid gets sick mid-day, etc.

- I don't like buses

- I don't live in an area where RTD is a useful alternative to driving my car to work each day. / From my home, it would require driving to a 'park and ride', riding the bus in, then walking across campus. This seems a little extreme - in that it would take more than an hour and 1/2 each way.

- I don't really know where they go or at what type of schedule. Maybe an RTD map/schedule provided to new employees when they get their parking pass would help. I would love to know how the airport transportation works as well, however I have not had time to look into that yet. How about a video on your website that you could direct new employees to watch that would show the process of getting a parking pass, how to use RTD & the airport transportation. A "follow" the new employee through through the steps of using their parking pass, business passes & amenities that parking & transportation services offers.

- I don't ride it enough to have an opinion. It's been fine when I have used it.

- I don't ride the RTD
• I don't take the bus because it takes too long to commute from Longmont. It adds an extra 1 to 1.5 hrs to my work day.
• I don't think that's going to be in the cards for me in the future. I have a baby in daycare and am not willing to be without ready access to a vehicle in an emergency.
• I don't think they run where I live, so it's not an option for me, but if you're in their area they're great.
• I don't use the bus because the service where I live is very inconvenient. I have to drive at least halfway to work to get to a park and ride site, and from there would have to transfer at least twice to get to my building. By the time I do all of that, I may as well just drive in.
• I drive from Wheat Ridge to the park n ride at the Lakewood Federal Center, and then take the GS regional bus to Boulder. I wish there were more times to catch the bus, particularly going from Boulder back to the Federal Center. I can't catch a bus back home until 2:10 if something comes up at home, and the bus runs only once an hour. Also, the last bus of the day is not late enough. If there is an early evening event at the law school, I usually have to drive because the bus doesn't run late enough.
• I end up standing in the aisle more frequently than I'd like, otherwise bussing isn't too bad.
• I feel that RTD does not acknowledge that people actually live north of I-70. RTD has made some strides towards those living along Hwy 36, but some of us live north of Hwy 36. All the way up to 144th and beyond on I-25.
• I hate the bus
• I have 3 children at 3 different schools whom all have start and end times within 20 minutes in addition to living 10 miles east of Boulder. It would take about 10 hours off my work day to accommodate and navigate those different pieces.
• I have 4 stops to get to work if I use RTD, plus a half-mile walk in. The additional time it takes adds an hour, or more, to my one-way commute.
• I have been an RTD bus commuter for 25+ years, having lived in Louisville, Lafayette, and now Longmont. The main disappointment in my current commute is that the BOLT route requires a connection via the HOP from 28th & Canyon onto the campus. A few direct BOLT routes onto campus during rush hours would be a great improvement. The J route does go through campus, but it there are so many side trips en route (IBM, Spine Road, etc.), that the trip is unacceptably long. The BOLT seems to be well populated nearly every time I ride to and from CU. When I called RTD to suggest this improvement to BOLT, they were resistant, telling me that J is their "commuter route." Numerous other CU staff and faculty would benefit from the improvement I've suggested (I've spoken to many while waiting for the unreliable HOP buses).
• I have been extremely please with the service except that last night I waited 56 minutes for the BMX bus to arrive at Regent and Broadway on my way home after work.
• I have had a cast on my ankle and to walk from either the bus stop near the UMC or near Fairview HS is more than I can do.
• I have loved taking the BV from Westminster to Boulder every day, but I now have to drop my son off at daycare which is at 134th and Huron. Since there isn't a bus in that area that goes directly to Boulder, I will now be driving to work everyday. I'd prefer to take the bus but with having to drop my son off, that makes it an hour and 15 minute commute already, and taking the bus would just make it longer.
• I have never used RTD.
• I have ridden RTD for extended periods but when work gets busy and long hours are necessary the additional commute time and planning required makes it difficult to share in family responsibilities.
• I have taken the bus in to work only twice ever. I would like to use it daily but this would almost double my commute time. Some of this has to do with the contruction on HWY 36.
• I have to drive from Westminster, there is no direct bus that leaves me at my building, I would need to take 2 buses to get to my job; or 1 bus and walk across campus for the 2nd half of my commute. I have COPD and a bad hip, so I am forced to drive instead.
I have to ride the DASH, which is the milk bus from east county. We make every damn stop. We really need an express that just runs along south boulder road and doesn't detour through downtown louisville. There is also a big problem trying to get home. The DASH is often very crowded when I try to get home (and even worse in inclement weather). I have actually been told by the criver I can't get on because it's too crowded even though this is the only bus I can take to get home in Lafayette. There are definitely people who are on that bus that aren't going to Loisville or Lafayette, so it really ticked me off that I had to wait out in the cold. RTD needs to do a better job of providing more of a Skip type shuttle that runs down broadband and makes the turn onto Table Mesa/South Boulder Road and goes as far as the Table Mesa Park n' Ride.

I have to stop at Walnut Transit and board a second bus. This takes time.

I have to take too many buses to get from my house to my office in order to make it worthwhile. More bus options from Broomfield would help.

I have to walk about 10 minutes to get to the nearest stop on campus because RTD eliminated the Reagent stop from my route (AB/ABA). It is not an unreasonable route but it impacts when I get to the office or when I have to leave in order to make the bus. I'm not sure why the stop was discontinued (many people used it).

I have too much to do before and after work; any athlete does. It's not ammenable to anyone who trains or has athletic goals, especially if they are trying to get those goals in before the sun goes down. Try getting to a running trail up boulder canyon on a bus-- that's not happening. You need a car for that. In fact, I have students I coach and train at Boulder who want to run fabulous trails and often times I pick them up before evening runs or some morning runs if I have a later arrival time that day before teaching. A personal vehicle allows greater athleticism and training to be incorporated into one's lifestyle, and that's important value wise.

I have zero complaints with RTD! Having relocated from another major city, I am SO impressed with RTDs service, and am constantly surprised that more people do not utilize it, especially since the bus pass is a perk of CU employment and a huge savings.

I honestly have no complaints about RTD. The service runs conveniently for me, despite my distance from Boulder, and the drivers are professional and friendly.

I know nothing can be done about this, but I hate the change in the Broomfield Park and Ride.

I know they're trying, but in many countries there are busses coming by every corner every 5 or 10 minutes. The reason I take my car instead of the bus in icy days is that it's so far for me to reach a bus stop. I believe midway between Broadway and Fulsom, and I have to walk a long ways to get to bus stops, which is too much on cold, icy days with all the supplies I take to campus,

I like the current RTD between boulder and longmont. I don't use it more often because of transporting my kids to/from school as part of my commute.

I live 7 miles from boulder. The only access I have to a bus stop is on the diagonal, standing on the street, with limited protection. If I decide to take the bus in, there are transfers necessary to get to the University. becomes too much of an ordeal.

I live in Berthoud and would have to leave almost 3 hours before work to make it in time and would not get home for 3 hours after work leaving me with no time to do anything but work and sleep.

I live in Denver (Stapleton). There is bus service that would get me to work on time (8:00 am); however, if I were to take RTD back and get in my car to pick up my son from daycare, I would need to leave work before 4:00. This does not allow me to work the required 8 hour day. There seems to be frequent service from Boulder to Denver but not in the reverse direction. I would love to take RTD. traffic on 36 is getting worse and worse with construction and accidents happening several times a week during my commute. The other reason I would not take RTD is because the bus is often delayed from Denver and my coworker comes in late every now and then because of this. I cannot afford to work late to make up the time becuase my child's day care closes at 6:00 in Denver.

I live in Denver and commute to Boulder and have children, so I have to be responsive if I need to rush back for a sick kid. RTD does not have fast or flexible enough schedules for me to use the bus for my commute.
• I live in Gunbarrel. A bus route running down Twin Lakes Road/Williams Fork might cut down my commute time. Currently it takes me 30 minutes door-to-door if I drive and I hour door-to-door if I take the bus. I am unwilling to invest that amount of time for my commute. / / Many CU employees and students live in our neighborhood.

• I live in Lafayette and the busses to/from run fairly infrequently. During peak hours I share my commute with ALL lafayetters going into Boulder, including a ton of high school students. Busses more often during peak hours would really help. Or an express route that goes straight from a Park N ride in Lafayette to Boulder would be awesome.

• I live in Lakewood and work on East campus. It would be terrific to ride RTD, but doing so would more than double my commute - which is already long.

• I live in Longmont and I work until 5:00. The J bus comes less frequently than I prefer. I usually catch a bus to the transit center after work and then take a Bolt home, because I don't like to wait until 5:35 to catch the J bus.

• I live in Longmont and there is no easy way to get to work in a timely manner. That is why I drive 5 days a week and pay for monthly parking. / / I live in Longmont, so more frequent options for getting between Longmont and Boulder would be preferable.

• I live in Longmont. Taking the bus (including time to and from bus stops) takes almost twice as long as driving my own car....that's if it is running on time (which it doesn't in bad weather). If there was a way to make it more timely, I'd be happy to take the bus instead.

• I live in Louisville, and my primary work location is in Denver, at 1800 Grant St (system office). I used to bus almost daily, but tweaks in routes have lengthened the bus commute, so that it now takes me almost an hour door to door to arrive home. / / I would take the bus more frequently if there were a regional Boulder-Denver route that picked up closer to uptown Denver.

• I live in Lousiville and there is not a route that can get me to east campus. I have to connect and it makes communting the 9 miles by bus take longer than biking it.

• I live in Lyons, and there is only one line that runs up there, and it only comes once an hour. If it came more often than an hour I would be taking it DAILY.

• I live in Nederland and buses do not run often enough. You really have to plan your day around the bus schedule if you wish to use the service.

• I live in North Boulder near 28th St. and Lee Hill Rd. and work on CU's east campus. Because there is not a convenient bus route (even a route that runs down 28th St.), I opt to drive to work and pay CU's ridiculous parking fees. A multi-bus, bus-bike combination, or just bike route to/from work would take about 40-45 minutes, so I opt for the 10-15 minute drive. When I worked on CU's main campus, I would take the bus all the time because the route was relatively quick and convenient.

• I live in North Longmont. It takes 2-3 times longer to get to work on the bus than if I drive. there is no direct route to campus. Rode the bus for 2 months and never have again. It doesn't help that my schedule fluctuates and there are few efficient choices from Longmont unless you're traveling during peak time.

• I live in North Thornton. I would rather take a bus than drive to Boulder everyday. If there was a bus that ran east west between Boulder and North Thornton, I would try to take RTD into Boulder. Currently my closest options for a direct bus is Lafayette or a park and ride off of 36. These locations are already half of the distance of my commute towards Boulder. It is much faster for me to drive all the way into Boulder. May I suggest the Larkridge shopping center as a potential Park and Ride for an East-West running bus from Boulder to Thornton? I've suggested this every year with this survey. I'm hoping one day the idea will be implemented.

• I live in Salina -- I would take the Climb if it ran mid-day, but I cannot expect that there would be any significant numbers taking the bus at my times;

• I live in the mountains and the closest RTD stop is one mile from my house. If I chose to walk to it (on a narrow road with no shoulder), I would then have to transfer busses to get to campus. I would only consider using RTD if there was a stop closer to my home that went directly to campus.
• I live in West Denver and would love to take the GS to work. I have a few times but it adds almost an hour of commute time each way (2 hours per day) which is not acceptable. The primary reason for the increased time is all of the stops it makes in town. I would love for the GS to be an express bus and go from Highway 6 to Highway 93. I would be much more likely to take the bus then.
• I live in Windsor and travel a very long way already to campus, often at odd hours. Unfortunately this makes taking the bus nearly impossible. If there was a shuttle or something I would take it, but I'm usually going against the flow. When I lived in Boulder, ten minutes from campus, I would have had to take TWO buses to work! It wasn't worth all the time and effort.
• I live N of Hygiene. If possible, I would take public transportation but the options are very limited and I cannot connect to RTD from anywhere near my house. I can drive either to Lyons or Longmont but the time involved getting there, waiting for a bus and transport that does not go directly to CU but instead to a transfer station simply takes too much of my time. I realize I am an unusual case but for anyone N or W of Longmont the options are very slim.
• I love riding the BX/BMX. I would encourage RTD to look at running the BX/BMX off of 36 from Louisville onto the Northwest Parkway during the 4:30-6:30 evening routes and 7-9 morning routes until BRT is completed.
• I love RTD
• I love RTD regional service and ride it all the time.
• I love the Skip.
• I love using the buses around town for transportation.
• I normally bike to work. In the winter, when it's cold, I ride the Bound, which goes from right near my condo at 29th & Valmont to my office at 30th & Marine. So, for getting to work, RTD is excellent for me. It really couldn't be easier. Speaking generally, however, RTD needs better connections. Getting from my house down to South Boulder is a real hassle.
• I normally do not use RTD, not compatible with my needs.
• I only live two miles away but have to take two buses, which in the end takes longer than a bike ride. I'd love to see a route that goes straight from North Boulder to campus, but I of course know that there's likely no money for this. Having the Stampede run on weekends would also be wonderful.
• I only ride the RTD service when I travel to Denver maybe one or two times a mount
• I only ride to airport. It is too far for me to walk.
• I only take the bus when there is too much snow and ice to bike.
• I pretty much ride the Bolt every day, usually with my bike. Sometimes the bike rack and under-seat bays are all full, so I have to wait for another bus. So I guess I'd like to see more bike carrying capacity on buses, if possible.
• I rarely ride RTD, so I do not have an opinion on this.
• I really, really wish that the 206 bus would run later on weekday evenings and would run on weekends. It's frustrating that the last 206 bus for me to catch on weekdays runs at about 6:45pm, so if I have any errands that I have to do after work and need to take the bus, I need to really scurry and complete them so that I can make that last bus. /
• I ride a bus from Lyons to the Transit Station in Boulder. The drivers allow bicyclists to bring their bikes on through the front of the bus and they to sit on the handicapped seats so they can hold their bikes. I don't make an issue of it but I do have diabetes and prefer to stretch out my legs and move my feet once in a while. I think the bicycles should be in the back of the bus where there are less people.
• I ride it every day, so no improvement would have me ride it more often. I would be more satisfied with the experience if the construction on 36 were complete and there were rapid transit lanes. I am very excited for the bike path connecting Boulder to Westminster/Arvada, and hope to ride the bus to work, and bike home regularly over the summer.
• I ride RTD a lot, it would be great if they could not allow cell phone use on buses.
• I ride RTD almost every day. The regional buses to Boulder are great.
• I ride RTD every time I come to campus.
I ride RTD everyday from Denver to Boulder. With the growth on East Campus, LASP/Biotech research park area, I would like to see a bus from east campus to Table Mesa Park n Ride to access express routes rather than the Stampede through campus to catch express routes on Broadway.

I ride RTD everyday. The scheduling really bites as I have to leave my house at 7AM to get to work by 8AM and I live in the city of Boulder. RTD needs to adjust the route I use (205) so that connections won't be so long. Right now it only runs every hour. If it ran every half hour, 10 and 40 minutes after the hour (like it used to), that would solve a lot of my commute issues.

I ride RTD fairly often to travel to evening events in Denver, to travel to and from DIA, and personal use of the Boulder in-town lines. Providing the Eco pass to CU employees is a terrific benefit, and I would ride to and from work more, except my role requires off-campus meetings frequently so I often need a car.

I ride RTD frequently from Boulder to the airport and around Boulder when there is a convenient direct route. I don't ride it to/from work because there isn't a direct route to the east campus where I work.

I ride RTD from Westminster almost everyday. It is excellent.

I ride RTD to the airport an dto Denver on work related trips. I like the service.

I ride the 225 from Lafayette. There are only 2 buses from 7:30 - 9:00 in the morning, which is prime commute time. Both buses are standing room only when they get to town. Another bus during the busy time would be very helpful.

I ride the BOLT bus daily, connecting at the Boulder Transit Center with the Dash or 204, but sometimes having to walk a few blocks to the SKIP route, when the schedule doesn't align or a bus is late. Having an express BOLT with less stops than the current regional bus, maybe just two or three stops in Longmont and two or three stops in Boulder would significantly cut my overall commute time. Unfortunately, RTD has been adding stops to the BOLT line, which there doesn't seem to be enough ridership for and it wastes everyone's time. I am thankful for RTD and the bus pass provided by CU, otherwise I might not have transportation to and from work. I depend on this, so overall I am grateful for the bus service.

I ride the bus almost every day, so I don't need any more encouragement to ride it.

I ride the bus as often as my schedule will allow....the times I don't are work related.

I ride the bus every day that I come to work. I am grateful to be able to do that and to have a pass.

I ride the bus three times a week, and would ride five days a week, but I have commitments two days a week that require me to drive in order to get to my next destination on time across town.

I ride the bus when I go to main campus -- i am happy with the service / / However, i was a temp employee for a while and the bus cost $$$.

I ride the GS and typically need to be at work later than the 6:20p bus. I would like to see a later bus on Wednesday - Friday, even if it is only 1 at 9p without any other service once the 6p bus goes through or something like that. This would allow me to ride the bus for work and either work late or stay in Boulder for social reasons and then catch the later bus home. I have heard this complaint from a number of co-workers.

I ride the GS between Golden and Boulder about 95% of work days. Unfortunately, the last bus leaves Boulder ~6pm and thus if I have commitments later than this it requires me to drive myself to work and not use the bus.

I ride the J bus and pick it up at ~7AM at Nelson and Airport Rd, Longmont which takes me through campus to the DSRC. If I miss that, the next bus isn't until 8am. It would be nice to have a 7:30AM bus. I think CU students would benefit from a bus in between the current 2 times.

I ride the J bus occasionally. If I don't have meetings or plan to go to the gym after work (classes start at 6pm), I'll take the bus. I don't mind taking the bus but it does take longer than driving my car, so I have to really have to make an effort to bus rather than drive, even considering that it's difficult to find a parking place near campus.

I ride when I can use the system. I cannot for work commute due to not enough timing hours for the Climb. If Climb could be more frequent I would use it.
• I rode RTD daily before I got married to someone who also works here, and now we commute together, or drive separately. It is more convenient to drive since I have an older dog who can't wait for me to take the bus home sometimes before he relieves himself in the house.
• I said this in the previous comment. RTD needs to offer more bus times between Lafayette and Boulder. / It is ridiculous that we did not get a light rail and then they do not increase the available of the bus. We paid taxes for the light rail and only Denver gets one. RTD should refund the tax to everyone who lives in Boulder County!
• I see a lot of bus drivers drive off while someone is chasing the bus. Just last week I saw a bus driver go right by a person waiting to get on the bus. This particular bus driver didn't even stop at his stop.
• I see a lot of buses run red lights and that is extremely concerning. I once saw 2 buses run red lights in a 5 minute span of time.
• I sometimes wait 20-30 minutes for a HOP Bus that's supposed to come every 7-10 minutes. It's super stressful; I teach, so I really can't be late. Also, the NextBus site is pretty much totally useless. It's never even close to accurate.
• I still have to drive approx. 2 1/2 miles. to bus stop.
• I take a regional bus, which most of the time is very reliable, but when I really need it (very bad weather), it's often unreliable
• I take the 204 and it is fairly inconsistent in the afternoon.
• I take the 225, which used to be a direct trip from Lafayette to Boulder. It has now absorbed two other bus routes and makes additional side trips during the day. The length of time from home to work on this bus has increased so dramatically and the bus is so overcrowded that it is becoming a deterrent to riding it. More trips on this route and/or removing the East Boulder Rec Center from the route by reinstating the 203 are obvious solutions.
• I take the bus as frequently as possible--and I am fortunate that there is a light rail station close to my home. But RTD needs to invest in better security--I arrive home late at night--and the elevator I take up to exit is frequently scary--install cameras not only on trains--which is great--but on exit points at stops.
• I take the RTD every day I come into the office and I have no choice or say in the service. Overly hot buses is annoying - everyone dresses for the weather = the bus does not need to be 90 degrees when you get on in the winter. Just ruins my day by making me sweat profusely before I get to work.
• I think it is a very good system.
• I think the NextBus system didn't work out. I would like RTD to explore a similar alternative.
• I think they run too often and carry too few people, except, of course, during peak hours.
• I think they should have park and rides and expresses, as it is doesn't work for me. Too much stop and go and honestly some shady characters (passengers) on some of the lines.
• I try to ride the RTD in the summer when I do not have to drop off/pick up children from school. The rest of the year I have to drive because I would spend most of my day riding the bus to get to my various destinations and not have time to actually work. But when I do ride the bus, it is usually a good experience. An app or some way to tell exactly where your bus is and when it will arrive at your stop would be great.
• I try to take the Long Jump from my house in Erie, CO and when I can make it work it is great, but often times only coming once every 30 minutes is too restrictive. If it would run every 15 minutes in the mornings and evenings I would be more likely to take it. I worry that if I miss the afternoon bus back it will be an hour before I can get on another one.
• I use light rail service when working downtown Denver but drive if I have to visit other campuses. I love the convenience of light rail and don't mind the few blocks I have to walk to get to my destination from the light rail/mall shuttle stop. I wish, however, that there was more parking at light rail station near my home. I have to drive to the next station. I love the pass and use it whenever I can. I have not used bus service to Boulder or Colorado Springs but might look into it, especially in winter months.
• I use NextBus often when I ride the Hop. But I can only use this on my work computer. Would be great if NextBus was more mobile-user friendly, and if more RTD routes could be accurately tracked like this.

• I use RTD 5 days a week almost every week throughout the year. It would be helpful if their bike racks could hold more than 2 bikes. I’ve seen bike racks in the Seattle, WA area of a different design that hold 3 bikes. / / For several weeks I could not get my bike on the bus. The bike rack was filled and the driver would not allow bikes on the bus. I was still happy to take the bus. It was an inconvenience that I had to lock my bike up at the bus stop instead of taking it with me.

• I use RTD all the time, not only to get to work every day, but I also use my Eco-Pass on weekends. The same applies for my wife, who also works at CU. There is hardly any way that we could use RTD more often; it is an integral part of our life.

• I use RTD as often as possible, but the bus often doesn't arrive on time, sometimes not at all, and with 36 construction the estimated arrival times are generally extremely off. I try to ride to save on gas and money, but I end up spending a couple hours of time commuting to work and I only live 16 miles away.

• I use RTD to go to the airport. Nothing else.

• I use the bus whenever I can.

• I used to take the bus to work regularly, but I have not done so since they changed the 205 route so it no longer goes through Palo Park on North 30th Street (between Palo Parkway and Jay Road), since it is now too far for me to walk to catch it - I have severe arthritis in my knees and it is difficult for me to walk long distances. If the 205 route resumed it's former route I would probably take it again.

• I used to take the light rail daily, however, on ce I moved into a non-RTD county, I was required to pay for parking, so now I drive the whole way to work.

• I usually don't take the bus because it's very time consuming. The bus winds through many neighborhoods and takes about 30 minutes longer than it does for me to drive. I understand this is necessary. Also, I have Multiple Chemical Sensitivity and to be exposed to the various scented products that the public wears makes me very ill, so driving my own vehicle is the safest way for me to be transported.

• I will be more likely to ride RTD when I do not have a school-age child.

• I will not ride the bus to/from work because it would take too long to get to/from work each day because of transfers and traffic. There has been a need for a train or light rail service between Denver and Boulder for many years, yet there has been no action on the part of the state or local governments to make that happen. Toll roads are expensive and are not a cost effective alternative for many drivers.

• I wish RTD stopped in outlying areas more often, but I don't know how feasible this would be given the lower expected ridership in less populated areas.

• I wish the Nextbus app would be fixed. It hasn't worked in a while and has made my life more challenging in terms of utilizing my time effectively and efficiently! PLEASE highly recommend that they fix that resource.

• I wish there metro ride was more consistent or move the RTD bus schedule up by 5 minutes. Since the Metro ride was introduced I miss my regular bus home on a regular basis and my commute home turns from 1 hr to 1.5 hrs.

• I wish there was a light rail service to Boulder. Also I wish there was a light rail service from Denver to the airport.

• I wish there were more routes/time tables from Longmont direct to main campus.

• I wish there were more RTD options between Longmont and Boulder. The Bolt does not go directly to campus, so I have to transfer bus lines (to the Hop), which can add 10-15 minutes of wait time, after already riding my bike 1.5 miles to a bus stop in Longmont. Total commute is ~1+hrs. Very frequently, the bus does not have room to take on more bicycles, which is inconvenient. / I therefore take the J line, strictly because it has stops directly on campus and I don't have to transfer. This commute takes a good deal longer because the bus goes through Gunbarrel instead of directly from Longmont to Boulder. It also only comes once and hour during morning and afternoon hours, and there is a huge gap.
(Northbound services from Boulder to Longmont don't even start until 3pm, leaving no option to leave work early/work half-days). Total commute time is 1hr 20+ minutes.

- I wish they had a route closer to my home
- I wish they would bring back the "Dash Direct", which goes from Lafayette directly to Boulder rather than around Louisville for 20 minutes
- I work a second job teaching in Longmont- bussing is only an option maybe 1-2 days a month
- I work an offset early-early schedule. The bus I take from Denver (ABA from Stapleton park-n-ride) does not come as early as I would like, and does not leave Boulder as early as I would like. If there were one earlier on both the to Boulder and home to Denver side I would ride the bus daily.
- I work at the System campus and the Civic Center express buses don't start running in the afternoon until after 3:00. I wish there were more after 12:00 so that in case of an appointment I could ride the bus.
- I work on East Campus. I can use the S bus, however, it doesn't come enough times during the day to be useful.
- I work on the East Campus and take the S bus to work. There is only 3 routes in the morning and 3 in the afternoon/evening. The S bus seems to be running at capacity during these times. It would be wonderful to have additional routes added. As an added note: I believe that more people are commuting via bus who use the US 36 corridor due to construction and delays caused by volume that has exceeded capacity.
- I would advise RTD to enforce stricter rules about passengers riding the bus. For example, ensuring that patrons do not use excessive volume or vulgar language.
- I would appreciate if the Hop was more easily tracked or actually behaved according to its official schedule.
- I would be happier if I wouldn't have to wait so long to catch the next bus. I would be super happy if I didn't have to transfer buses at all.
- I would have to be able to get from Louisville to East campus without changing buses. Otherwise it's too time-consuming.
- I would have to drive to a bus parking lot to catch the bus at 5:30 am to get to work by 8 am. Not going to happen.
- I would have to take two or three different bus routes/trips to take the bus to work, depending on the time of day.
- I would keep a steady number of BV busses during rush hours, which for me are 5 to 7. They drop off considerably around 6 pm.
- I would like another bus route coming through East Boulder -- a bus line that went through 55th St between Arapahoe and Baseline would be very helpful.
- I would like it if RTD had a direct bus between 8 and 9 am in the mornings that drove by campus. By this I mean a 225 that didn't have an D or E loop OR a Dash that didn't turn off South Boulder road and drive through downtown Louisville.
- I would like it to run to Weld County
- I would like the GS to run more often instead of in the morning and night only
- I would like to ride a bus that goes straight from work to Lafayette without going through Louisville. It takes me 1/2 longer to get home riding the bus than it does to drive and during snow storms the buses aren't on schedule and not sure if they are even coming when it's really bad so you're stuck at work.
- I would like to see less stops on my route (RTD 205) to speed up the commute
- I would like to see light rail on Highway 93 from Golden to Boulder and on Boulder Turnpike, Highway 36 between Westminster and Boulder. I would feel more comfortable taking light rail than the bus. I don't feel comfortable riding the bus.
- I would like to see more frequent bus service (every 30 minutes) to and from the Airport.
- I would like to see regional routes add more available route times. The N only goes once an hour and ends too early at night.
• I would like to see the stampede run more frequently (more times) for students. Otherwise I think RTD is a great transportation around Boulder, Denver etc.

• I would love a later bus from Boulder to Lyons - the last bus to Lyons in the evenings requires me to leave work before 6 to get to the Jump to the downtown bus station at Walnut and 14th. No late night buses also means that if I have an evening meeting in town then I have to drive because I can't get home on the bus. / / I would also like there to be a 9 am bus from Lyons to Boulder

• I would love to go home for lunch, but the 225 during the afternoon is only ever 30 minutes, and the times are not frequent enough to ensure that I can get a ride on time. I wish the 225 or a "Baseline" bus ran every 15 minutes within Boulder. I live near Foothills Pkwy and Baseline, FYI.

• I would love to see 225 work on the weekends. Then, I would depend on it more and get more into the habit of riding the bus. I like riding the bus so much that I chose to buy a house with the idea that it had to be on some bus line that would get me to work.

• I would never use it because my commute to work time is already too long at 45 minutes. Any bus ride would increase the time it takes for me to get to/from work and home

• I would not ride the bus to or from work. I have two children to pick up after work and many errands and activities after work, including school pick ups at two different schools.

• I would not use it - not convenient

• I would prefer more local service in Broomfield

• I would prefer to take a bus to work to save money & help the environment, but I live in Lyons & with the bus schedule & need to transfer it would turn a 30 minute driving commute I way into a 90 minute commute.

• I would really, really like an app or service that gives specific times as to where the bus is. this week alone, i waited for my bus for 30 minutes before it showed up....that is time i could have been working

• I would ride more often if it was faster, but with stops and whatnot there's really nothing to do to fix it.

• I would ride my bus route on the weekend if it was available but it is just a weekday route.

• I would ride RTD every day if I didn't have to wait 30+ minutes after I got out of work for the next bus (J) to come by. I just don't have that much time to waste every day. If you want people to commute long distances by bus, the buses need to come every 15 minutes instead of every half hour. Or FORCE (not encourage) supervisors to be flexible with work schedules so that people can tailor their arrival/departure times to the bus schedule.

• I would really, really like an app or service that gives specific times as to where the bus is. this week alone, i waited for my bus for 30 minutes before it showed up....that is time i could have been working

• I would ride more often if it was faster, but with stops and whatnot there's really nothing to do to fix it.

• I would ride my bus route on the weekend if it was available but it is just a weekday route.

• I would ride RTD if the commute time home was comparable to driving. I would have to leave work too early to get home at the same time (I need to be home at a certain time for our babysitter).

• I would ride RTD more often if I could do it without a car in a reasonable amount of time. Right now, the bus terminal I would use is in the midst of construction chaos at McCaslin.

• I would take advantage of riding from Longmont if it didn't double my commute time. On campus, it sometimes takes longer than walking.

• I would take RTD every day if they had express or pretty direct service from I-25 and 120th or 144th area.

• I would take the bus but can't because it doesn't come frequently enough. If I take the bus the whole way, I have to leave my house at 5:30 am to get here at 7:30 am. If I drive to a park and ride, I can leave the house at 6:00, but the bus back to the park and ride in the evening only comes once and hour, and I would just miss it, so I have to wait an hour for the next bus.

• I would take the bus much more often if there were parking available near Union Station in Denver or near the Wewatta stop so that I could take the express bus. If there were a park and ride with express service near my house in Park Hill, so much the better (but probably unrealistic).

• I would take the bus to work if it didn't add so much time to my commute. Adding 20 minutes each trip (40 min/day) is not worth it to me.

• I would take the bus more often if it were a direct shot, but I have to change buses and wait 15 minutes in between adding more time that I am willing to absorb to my commute.
• I would use it on the weekends if I could find shopping, grocery and other locations that are within walking distance of light rail stations on the C or D routes.

• I would use RTD if there was an easy way to get from Longmont to the Boulder campus. Right now, I'd have to transfer at the primary station in East Boulder and catch a second bus to the Broadway & Regent bus stop and my commute one-way would be 1.5 hours. Seems ridiculous that RTD doesn't have better service between the 2 cities. Also, if I were to use RTD I'd have to purchase a regional bus pass (the same as if I was going from Longmont to Denver) and those passes are quite expensive-why is this considered "regional" travel? If I had an eco pass and the commute was reasonable I'd commute this way. I know quite a few people that work on this campus and commute from Longmont and they would use RTD if direct service(s) to campus were offered. WE NEED SERVICE FROM LONGMONT TO BOULDER.

• I'd like to see RTD adhere to a schedule. If a bus is early to a stop, I think it should wait to depart from that stop at the time it's scheduled to depart. / / It'd be a perk if some of the drivers were a little less surly - there are some very courteous RTD drivers, but there are others who are just mean, scolding passengers for not being visible in the dark at the dark RTD stops, giving a passenger a tongue-lashing when at a red light that passenger knocks on the door to see if the driver will let them board considering he was formerly sprinting to catch the bus (with passengers noting as much) only for the bus to close the door and leave him behind so the bus could pull up to sit at a red light.

• I'd love a route that went up and down Folsom the whole way

• I'd love to be able to check the status of buses in real time. That way I know if a bus is running late as opposed to having to rely only on the schedule.

• If a service such as nextbus.com can be extended from HOP to other buses in Boulder, to provide real-time information when a bus is going to arrive.

• If an earlier than 6:39 am ABA was available from Aurora's Airport Blvd and 40th avenue PNR

• If an express bus ran from Church Ranch--or even closer to Bradburn Village--to campus, I'd ride daily. It just takes too long to drive to the park and ride, walk to the bus stop, and wait for the bus. The expectation that I'll be adding another hour to my daily commute while still requiring that I drive my car leads me just to keep driving.

• If bus drivers are taking their breaks at a bus stop, an extra bus should come at that time so that riders don't have to wait for the bus driver's break to end. (It is important for driver's to have their breaks, but riders are still trying to get to where they need to go on time.)

• If I am walking from East Campus to 55th street, I can beat RTD in both directions (i.e. start walking and never see a bus). In order to ride RTD, I have to have at least 30 minutes of slack time in my schedule waiting for the bus. Often I would not feel confident making a meeting on time without having at least an hour extra.

• If I could get home sooner then I would take the Bus. But when I do I don't get home until 6 pm rather than 4:30 or 5 by driving. Wish we had light rail or a train going through.

• If I could purchase a less expensive parking permit for 2 - 3 days per week, I may consider the bus for the other days.

• If I did not get such bad motion sickness, then the RTD might be more of an option.

• If I did not have to transfer buses.

• If I did not have to transfer, I would love to ride the bus. When I worked on main campus, where there was no residential street parking, I did ride the bus even though the commute could be 1.5 hours each way [because of the transfer]. If I *drive* to the park-n-ride, so that I can take a bus with no transfer, the commute takes about 1 hour, instead of 25 minutes driving, or 1.5 hours doing door to door doing a bus transfer [counting door to door]. I have tried to find a place to move on a direct route, but the rent/value ratio is much less when on a direct route, because landlords have figured that out too. Still looking and trying to figure a way. Also, a bike commute is also not a direct route, to either the park-n-ride or work.
• If I did not have to transfer, or if the station was closer. As it is, I would have to drive approx. 40 minutes to get to the bus that comes up to Boulder. I also have to leave work at different times, and that work schedule is not always predictable.
• If I didn’t have to change busses to get to campus
• If I didn’t have to ride multiple busses to get to my office
• If I didn’t have to transfer buses
• If I felt safer on the bus. Drivers tend to be erratic.
• If I knew exactly where to to ride the RTD bus
• If I ride the bus from Longmont to Boulder it adds an additional 1 to 1.5 hours each way!
• If I take RTD to work my commute time expands too much to make it worthwhile. Plus I usually stop on the way home for an errand which I cannot do if I take bus.
• If I wait for a bus 1 hour a day (total), that is roughly equal to 32 8-hour days a year, or 6+ working weeks. I find that an incredible waste of my personal time, and I’ve got a lot of better things to do than to wait for buses. I used to ride RTD every day and still had to commute to the park and ride.
• If I wasn’t so lazy the bus would be easy
• If I were to take a bus back-and-forth to work, it would more than double my commute time. I’m not willing to sacrifice that time just to avoid driving.
• If it did not double my commute time, I would ride RTD all of the time. There are too many stops and a 40 minute commute takes over an hour, then drops me off 2 miles from my office. I still ride from time to time, but in general I cannot afford to spend that much time.
• If it didn’t take so long to get here...It’s at least an hour once you get on the bus from Longmont.
• If it took less time to get from the park-and-ride near my home (flatirons) to campus
• If it took less time to take the bus than to drive, I’d be more inclined to take the bus. Rapid Transit lanes may help in this regard.
• If it were easier to get around Denver for meetings via bus/walking
• if it were easier to get to Union Station or to a park and ride with the BV bus that was closer to my house.
• If it were more convenient to get to, I might consider it more often, but I do have 2 kids to drop off in the morning to school.
• if it would get me to work faster
• If RTD had an expanded schedule for the GS line from Golden to Boulder, I would be able to stay in Boulder for a few hours after work. As it is, the last bus departs Boulder for Golden at 6:20pm. Also, weekend service between Golden and Boulder would allow me to connect with the ski bus from Boulder to Eldora.
• If the 209 returned to a set loop schedule, which ALWAYS covered the full campus to Table Mesa PnR loop and could be counted on to come by ALL stops at least every half an hour.
• if the 225 ran ever 20 minutes instead of every 30
• If the 225 route had more buses running, and thus it came to the stops I need more frequently.
• If the bike racks on the front of the Hop and similar buses could accommodate my bicycle, i would do the bike/bus combination more often. My bicycle has a wider wheel base than those racks can accommodate. My bike is a commuter/cruiser style and the racks are not quite long enough for it to fit.
• If the BOUND came to campus
• If the bus schedules were a little bit more consistent with times. Or if there was an app that let you know about delays or late/early arrivals
• If the buses actually ran on schedule during peak periods, it would be much nicer. As it is, on the major routes (Arapahoe, Broadway, etc.) buses get stacked up so that 2 or three arrive within minutes of each other, followed by a 20+ minute wait for the next stack of 2 or 3 buses.
• If the buses could be on time, you never know if it's going to be late or early. I ride the 225 fairly frequently and often it's early! I'm arriving at my bus stop 4 - 6 minutes before it's supposed to come and then there goes the bus! Other days I'm waiting 15 minutes. Pretty annoying and inconvenient.

• If the buses ran more frequently, I would use RTD every day. The hard part is running errands during lunch or after work and knowing the wait for a bus will eat up 20-30 minutes that I can't spare.

• If the buss stop was where I live. It seems pointless to drive to a stop, then take the buss.

• If the Climb service to Rollinsville was covered under the Eco-pass.

• If the commute took less time.

• If the Jump would drive down Baseline and over to Arapahoe like it used to do-the 225 that drives down Baseline into Boulder is very crowded and always ends up with people standing in the isles which is unsafe

• If the Long Jump Erie bus would make a circuit through Erie Downtown ie; County Line Rd 1, Cheeseman, Briggs, Leon Wurl back to the Erie Rec Center.

• If the RTD came closer to the CINC building then it would be easier and more time efficient to use for on campus meetings.

• If the small, regional bus that drove past my apartment stopped at the nearest park-and-ride, that would be super convenient. The park-and-ride is too far from my apartment to walk to on a workday morning.

• If the Stampede bus went back down Regent Drive. I stopped riding the bus to main campus from East campus when RTD changed the route!!

• If the Stampede went to CINC I would take it much more often.

• If the transportation services were more on time. Often times they are running behind.

• If the website would tell you what all the stops were, not just the major stops. I understand not putting EVERY stop on a standard route on the website, but if there were some way to expand a route or map so that a user could see everything, that would be extremely helpful.

• If their services in Arvada were better and had buses during the day instead of sometimes during rush hour. They don't even have rush hour service long enough for those that need to work later. / / I know you mentioned nly one thing, but I wanted to bring up anothe thing. It would have been nice if they kept their lightrail building schedule on time instead of always complaining that they don't have enough money, which is completely rediculous because we pay taxes for lightrail to be built. What are they doing with their money.

• If there was a bus stop in walking distance of my house.

• If there was a bus that I could take from Greeley to Boulder that didn't double or triple my commute time. Currently there isn't a bus that travels that route.

• If there was a bus that went from Niwot to CU Research Park (LASP), I would take the bus to work.

• If there was a dedicated lane on highway 36 for RTD buses.

• If there was a direct and closer route to my home location I would be more likely to ride RTD to work.

• If there was a direct bus from north boulder (28th and diagonal) to the west side of campus on Broadway

• If there was a route closer to my home (SE Aurora), I would use RTD regularly. The Anshcutz <=> Boulder bus would be somewhat convenient (enough to use on a frequently), but runs the exact opposite times I need.

• If there was less wait times for a bus = ie more frequency of buses running / If RTD would stick to its bus schedule = ie not leave before it's supposed to / If RTD drivers would stop when they are supposed to (I have missed buses to DIA when the drivers don't stop to pick you up!)

• If there were a campus/east-campus-bound route that picked up on 55th street halfway between Arapahoe and Baseline, I'd bus all the time to work.

• If there were a direct bus from my home (Eisenhower Drive) to my job (East campus, Colorado Ave), I would take the bus more often. I live less than a mile and a half from work, and I either have to transfer
buses (which seems excessive given that I'm so close by) or have to walk 10 minutes from the nearest bus to my office (which is really unpleasant in cold or inclement weather).

- if there were a direct bus to the DMNS in Denver from campus
- If there were more convenient connections.
- If there were more routes, it would make it possible to get places faster without taking multiple buses.
- If there were more trips from Boulder to Golden, I would take the bus
- If there were routes that connected my child's school with campus so that I could commute to school and then work in less than an hour.
- If there were shorter waits between pick-up times I would ride the bus more frequently.
- If they actually had service all the way from I-25/Hwy 7 /
- If they had a more frequent bus schedule and more direct route to my house in Gunbarrel.
- if they had bus service to Sugarloaf. Not everyone lives in downtown BOulder. I have no other way to get to work than a car because I live in the Foothills
- If they would add wi-fi to the buses, then I could do some work while I ride. Also would like there to be more trips from Lyons to Boulder; Lyons to Longmont. Would also like to see Boulder to Denver light rail - as well as light rail out to the airport.
- I'm also a student at UC Denver and I'm charged for the ecopass as a student even though I get it for free through work. I spoke to many people about this and no one helped. Ridiculous.
- I'm not interested
- I'm not sure how the RTD system works but I've heard from neighbors that is pretty expensive ... you might as well drive as you'll be spending money anyway but you can customize your trip. I have several stops to make before getting on my way to work so making one more stop @ the bus stop, then waiting for the bus, then walking from the nearest bus stop would actually make me late to work.
- improve reliability during snow and other inclement weather
- Improve schedule
- Improve the shelter area at Hwy 93 and 68th Ave stop.
- Improved service (more buses more often) between Aurora and Boulder, including Anschutz Medical Campus, Stapleton, and Auraria Campus.
- Improved service to Longmont along Pike Road
- Improvement to construction on highway 36 would be the best improvement for service. With the current construction, there is a massive increase in accidents and traffic along with highway, which makes the bus schedules erratic with busses arriving early or late often, thereby affecting my arrival time at work and arrival time at home.
- In bad weather, make sure extra busses are able to run
- In Denver: better timing of light rail/bus connections. This problem keeps me from riding the bus except in bad weather
- In general I am very happy with RTD but sometimes buses are very late, other times right on time or a minute or two early - just inconsistent, I suppose. Drivers who "drive hard" (start/stop quickly and jerkily) make me less likely to ride the bus.
- In order to take RTD, it would add about an hour to my commute time. I would need to change buses twice and where the bus would drop me off, there isn't a bus from there that comes to campus
- In the evenings especially, they could have more buses driving the "SKIP" route in order to stay on schedule better.
- increase direct routes into boulder from baseline corridor in lafayette
- Increase frequency and dependability of DASH
- Increase frequency and speed
- Increase frequency of 225/225 E bus in the afternoon/after work hours
- Increase frequency of buses
- Increase reliability of service: drivers should show up at a stop on time or late, not 5 minutes early when buses are every 30 min; A/B drivers need to make every stop, not sail by the McCaslin ParkNRide without every stopping as happened this summer; in the snow, I have given up taking the bus because buses are too infrequent. I have had to wait up to 90 min. for the DASH in normal snowy conditions, not 3 ft of snow, and that's too long, too cold.
- Increase service frequency of Skip route.
- Increase the time as seen as 'high traffic time'. I often take the bus home between 6:45-8:30, the buses are full, yet they only come at 1/2 hour intervals. Students stay later on campus. ending the 15 min span on the Dash at 6:15 is not responsive to the number of riders. Usually very packed (6:45-7:30) with standing room only. Would like to see a 7pm dash.
- Increase times for route GS- it doesn't run southbound until 2pm, and then it runs too little. Needs another route for folks who get off at 5pm (you have to wait 20min or more after 5pm to get home). / / Northbound GS- there isn't a bus that gets you to CU at 9am...only 8a, 8:30a, and 9:30a.
- Increased bicycle-handling for passengers.
- Increased bus frequency
- increased frequency of buses
- install benches at all stops
- It is actually quicker for me to ride my bike in door-to-door, despite the 12 mile distance. The frequent stops is discouraging, especially in the morning when we are standing-room only. The frequent issues (e.g. a student vomiting on another passenger, high school students fighting in the back, etc.) is also discouraging. / / Although I do not intend to stop taking the bus soon, I would be incredibly excited if there was a 3-stop Buff bus from the Lafayette PnR to downtown Louisville to CU.
- It is not possible to get the bus from my home in Louisville without significant effort and added time.
- It is possible I will ride the 228 bus to our office park when the weather is bad. It doesn't seem like there is any convienient spot to get off the bus because we have to cross weird parking lots that don't have sidewalks to get to the bus stop, so maybe a better stop near the 10901 W. 120th building would be helpful or better signage. Posting route times is a huge help.
- It is too difficult for me to get to on a regular basis. My work hours also vary so I can't be sure of the schedule.
- It is tricky for me to figure out how I would incorporate the bus in the hours after work... I pick up kids afterwards, get to various school events, games, etc. and am usually cutting it close, as it is.
- It is very difficult to get across campus by bus, for example from the Kitridge (near the Law School) area to IBS. This is a notable walking distance (20-30 min), but taking the busses is inconvenient and would take as much (and sometimes more) time. There needs to be better within-campus bus transport. Williams Village bus is useless for this purpose and the Baseline busses come by only about once every 30 minutes.
- It is very time-consuming to get from Heatherwood in Gunbarrel to work or back. It takes about one hour each way.
- It is working fine, but it lacks some fast-lane busses. Most of them stop everywhere, therefore a small trip costs you a lot of time
- It may be unavoidable, but several times a year an intercity busy just doesn't show up, presumably because of a breakdown, and I have to scramble to fins an alternate way to / from work.
- It seems that the clockwise loop of the Hop always runs slower than the counter clockwise loop. And it is the clockwise loop that has more passengers waiting. I feel that there should be more Hop buses running during peak times.
- It simply takes too long. I find that if I go to the park N Ride, park, wait for the bus (BV), coe to work, it takes me easily 70 minutes or more one way. With the construction on Rt 36, traffic is often delayed. In a car, I can get off and take alternate routes. I have spent well ovr one hour from Boulder to Church Ranch in the past - it just takes too long!
• It takes >35 minutes to take bus each way and just 7 to drive so it would be better if it was much quicker. I have 1 transfer and a long walk. Perhaps if I sold my kids I would take the bus more as taking the bus means I can't get them to sports, music....
• It takes double the time to get to and from work using RTD. Time is valuable. There are too many stops along the way, the busses are slow.
• It takes longer than just driving to get home. Shorten the amount of time it takes to get home by bus.
• It takes me 15 minutes to walk to the bus stop near my home, and 12 minutes to walk from the bus stop on campus to my office. So if I had more time, and did not have errands and appointments to go to during the week, I would take the bus more regularly.
• It takes one hour to get home from work and one hour to go to work plus the time you stand at the bus stop. That is about two and a half hours per day that is wasted.
• It takes too long to get to my workplace compared to driving. Also, sometimes I work long hours and then the schedule gets even worse.
• It takes too long to get to/from work using the bus, and times are not reliable. When you have kids at home, time is important, and riding the bus does not work.
• It takes too long. / There is not a stop by my house -- so I have to drive to a lot anyway, might as well drive to work.
• It was great when I lived in Boulder and took the SKIP. Now I live in Louisville and the stop at MCcaslin is too dirty/close to traffic. I hope to ride the bus again when the construction is complete.
• It would be a lot better if the 120 bus route went back to being available every half hour instead of once per hour. The buses are always over crowded and there is not always room for multiple bikes.
• It would be great if the Hop would actually run on its assigned schedule--it's hard to rely on because it varies its service so frequently.
• It would be great to have a phone app for tracking buses.
• It would be nice if the Buff Bus could transport passengers from East Campus on a regular basis beginning at 6:30/6:45 a.m. in order for employees to arrive at work earlier than the 7:00 a.m. RTD bus.
• It would be nice if the DM ran a little bit longer in the morning for people who don't need to be at work at Anschutz until 9:30 or 10 am. Right now the latest DM arrives at the Anschutz campus just before 9. If there were one or two more DMs in the morning that would make the DM much more flexible and useful (in my opinion and based on my schedule).
• It would be nice to have a bus run down Folsom farther north than Arapahoe.
• It would be wonderful if RTD could have a commuter BOLT bus make a stop at CU. Many of the BOLT riders work at CU, and we have to take another bus (making the commute much longer) or walk to campus. The BOLT now does a new loop on Monarch Park (at the most, one passenger uses this stop per route). If the BOLT made a CU loop, I think you would have MANY CU employees getting off at this stop. As it stands now, I have to drive to the bus stop in Longmont, take the bus to Boulder, then walk to campus or take a bus to campus. Overall it takes over an hour for the commute (each way).
• It would not make a difference. I prefer to drive my own car.
• It would take 5 hours to go from my house to Boulder.
• It would take me more than twice as long to commute by bus from Lafayette. As a working mother, I do not have the extra time to spare.
• It's an excellent service and it's free!
• It's just not an option where I live. I do take RTD once in awhile (about 4 times a year) when I'm running an errand for work. But, their schedule is not conducive to my lunch hour needs.
• It's just not convenient for me to ride, as I have to get my child to daycare at a specific time and still be at work on time. I could never make it to either, without stress, if I took public transit. I would love to though!
• It's not about me, but I want RTD to be better scheduled to meet the needs of my kids' schools. RTD accords with certain schools, but not my neighborhood school or New Vista. It's really irritating, and I have complained, to no avail.

• I've been wondering when they last analyzed commuting time patterns for the B/BMX/BX and HX routes. After 8 am the frequency of the buses drops significantly. I'm sure that matches the demand to a high degree, but it's possible that having a few more options after 8 am would draw more commuters to take the bus then. / / Having a pick up/drop off area on the eastbound side of the Table Mesa Park-n-Ride might help with bus ridership and carpooling. / / When traffic affects the bus schedules, it can be confusing (both at the PnRs and at Union Station) about which buses have come and gone and which haven't arrived yet. Sometimes a bus scheduled for later arrives before one that one supposed to be at the station earlier and I've seen riders in line angry that the bus is sitting at the station because they don't realize it's actually the later bus. That's probably an edge case but RTD could do more to make current situations/status clearer to riders at each stop.

• I've lived in the North Denver area (I-25 and Highway 7) for many years now. RTD keeps talking about extending service out to my area, but so far has not. The bus currently goes into downtown Lafayette. It is a shame they can't extend service out east just a short distance to I-25. I'd ride the bus every day if they picked up near my neighborhood.

• Just found out my route was shorter, more direct from Erie, so that helps. It cut down in-bus time from 60-45 minutes, if I had known that sooner I would've picked back up on busses more.

• Just moved to Boulder and do not know routes yet. Most concerned about the extra time RTD would take out of my morning. If work had flex arrival time when Boulder RTD was utilized, I'd be more likely to use.

• Knowing one could make transfer connections at all times (i.e. bad weather). My experience has been transfers don't work well. I took the BX from Boulder to Denver for over 10 years. But never had to worry about transfers, co-workers who did rely on transfers were often left in the weather for long periods of time on any poor weather day.

• Later bus back to Golden like 7pm when i'm scheduled late

• Later bus service to Lyons.

• Later morning busses on routes that only run in the morning and afternoon.

• Later service from Boulder to Golden, GS line.

• Lengthen hours of operation.

• Less bus transfers between Thornton and Boulder.

• Less circuitous routes - although a bus route will pick me up 1/2 block from my home and deposit me even closer to my office, the route circumnavigates the city in between. It will take 3 times as long to ride as it does to drive or cycle.

• Less crowded buses - run more buses during peak times. Additional ways to reach the park n ride besides just one route

• Less delay by traffic conditions.

• Less stops

• Less stops from Lafayette/Louisville. It takes a while to get into Boulder

• Less stops on long routes would help. But RTD is not a good option for someone with young kids living outside of Boulder.

• Less stops, more express routes

• Less wait time between my neighborhood bus and the bus to Boulder

• Lifestyle does not allow for RTD services at this time . . .

• Less stops.

• lighter rail

• Light rail along 36. A way for them to not be on 36 with all other traffic.

• Light rail between Denver or Golden and Boulder
- Light rail from Denver to Boulder
- Light rail from Longmont into Boulder
- Light rail from Longmont to Boulder.
- Light rail from the north side
- Light Rail to Boulder! However, I ride RTD everyday anyway.
- Light rail to Denver.
- Light rail to Downtown Denver!!!!!!!!!! (and from downtown, light rail to airport)
- Lightrail
- Lightrail from Denver to Boulder
- Lightrail or a more direct bus route.
- Light rail or mono rail to Longmont would be nice. Especially since we already are paying for it!
- Likely none, but if anything, better service in the suburbs
- Live vehicle tracking - to know if the bus is going to be on-time or late.
- Local buses within Boulder run very similar routes, but instead of being spaced out (so different local routes arrive at a stop every 7 or 8 minutes) they come fairly close together and then the wait for the next bus is longer than it needs to be.
- Local connection from Arvada to GS Route.
- Longer hours at night fir J route
- Longer hours of the "commuter" routes. I frequently am at work until 8 pm and 9 pm and there is no bus option home by then. The "commuter" routes support the traditional 8-9 hour day, with the traditional 7 am or 8 am start time, than the reality of working in higher ed.
- Love RTD
- Lower the heat during winter and increase air conditioning in summer.
- Make it easier for carpoolers to drop people at park-n-ride lots! At the moment, a driver (who may not need to park) has to go far out of their way at most park-n-rides along Hwy 36 in order to drop people at the bus stop. There should be easy-off/ easy-on pull-offs near the bus stops on 36 that allow drivers to stop for a moment before continuing on (without having to compete with the buses coming off/on the highway).
- Make it easier to find routes, time, suggestions of which bus stops to go to, get off and where to change buses (route)
- Make it faster than walking. It takes an equivalent time to walk the 3.7 miles to work than to take the 2 buses it requires for me to get to work.
- Make it free to the rider
- Make sure the buses are timely with the posted schedule.
- make the busses to Denver (and Union Station) more bike friendly. / A second one would be to not have the AB tool around in stapleton--that adds 40 minutes to my ride to the airport.
- Making connections at the Broomfield PnR, I usually have to wait 45 min for my connection home. / / Light rail from Wagon Road to Boulder. / / Express bus from Wagon Road to Boulder.
- Making Eco Passes more readily available. Our neighborhood is made up of seniors who do not ride the bus, therefore we can never qualify for the neighborhood pass. Having the University extend the Eco Pass program to spouses would be a nice gesture!
- Making it easier to find out when exactly a bus is running from point A to point B, particularly from my phone. Maybe via an app? I use Google Maps primarily to look for bus times, but it's annoying during the summer when I have no idea if they have updated info on buses running less often or different routes due to construction, etc.
- Maybe more weekend hours.
- mobile app showing where buses are in real time
• More access options to the east side of campus (Engineering Center)
• More accessibility to other places in town I need to get to in a timely fashion and later buses available.
• More accurate times for SKIP busses, a bus that loops around campus and/or transfers that would work well (i.e. going from Arapahoe to Broadway)
• More am and pm times
• More area to carry bikes
• More bike racks
• More bike racks on the outside buses or allow bikes on the interior of the buses
• More bike racks.
• More bike racks. Many cities have 3 spaces in the front and 3 in the back -- 6 bikes total. The 2 bike racks currently available on RTD buses generally fill up quickly.
• More Bound buses in the summer (frequency drops to half-hour off peak hours). / Bus from Table Mesa neighborhood to near East Campus.
• More bus lines covering more parts of the city
• More buses
• More buses
• More buses and more on time buses. Also, we should have had Light Rail by now.
• More buses available at the end of the business day, the route I take gets excessively crowded so that its standing room only most days.
• More buses down highway 93 between Boulder and Golden (they only run once an hour from 7am-6pm). What if I need to work later than 6pm? Taxi? Forget that.
• More buses during certain peak times.
• More buses during peak time, ex. 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40 am and starting at 4:30 pm until 5:40 pm. / Also more buses that stop at the Flatirons park and ride. / For example, if a new driver forget to stop at the park and ride going south, and it happens everytime we have a new driver on that route, I would have to ride all the way to the Broomfield Park and Ride and wait at least an hour before the next bus.
• More buses in the winter. Hop bus get packed.
• More buses on Boulder-Lyons route. If there was more frequent service I would use the bus and an Ecopass. We live just off Highway 36 north of the city but the service is not as frequent as I would like to make it work for me.
• More buses on route J. If I miss the 6:40 am going to Boulder, it's 45 minutes for the next one and I'm late for work. If I drive, I can leave my house at 7:20 and get there door-to-door by 8:00 am. Then, in order to catch one of the two J buses that runs to Longmont at night, I need to leave work by 4:25 to catch the 4:40, which gets me to my stop in Longmont at 5:45. If I need to work late and I miss the last bus at 6:09, I'm out of luck getting back to Longmont. / The BOLT has much better hours, but it only goes to the Boulder Transit Center so I have to walk several blocks to Broadway, then wait for the SKIP in the snow, wind and frigid temps.
• More buses out to erie they only run in the morning and a couple in evening... when I need it it does not run so I drive my car. Bus do not run often enough for many of us who do not have time to be waiting to change buses and it is worst in the winter months
• More buses to east campus.
• More buses to Longmont
• More buses with the high frequency timetables like the JUMP so that I do not need to pay attention to schedules.
• More buses, more often.
• More buses. Less 36 construction.
- More busses from Denver to East Campus. Currently there is one bus the S bus and RTD has cut the number of trips this bus takes. In the morning there are 3 busses and in the evening there are 3 busses. I end up driving myself when I have to be in Denver earlier than the bus runs, in the evening and when I have to be at work earlier than the bus runs. ALL the S busses are full at all times.
- More busses on the morning 225 westbound route, because MWF it's standing room only
- More BX rides from Denver to Boulder in the mornings
- More carriers for bicycles.
- More comfortable seats
- More consistency and reliability
- More consistency in routes. When the route schedules change during the summer, it completely throws off my routine, which discourages bus commuting. The HOP, though not RTD, is supposed to run every 7-10 minutes during peak hours, but rarely runs even every 15 in my experience.
- More consistency. Buses are too often late. RTD stops on my route have no restrooms.
- More convenient schedule on weekends
- More convenient times to and from my area: Erie Community Center. If I miss the early morning bus at 6:57, I have to wait forever for the next bus that drops off at the Community Center.
- More convenient times. More express services.
- More Denver/Boulder bound buses during inclement weather so riders do not have to wait at the sta for more than an hour while buses are stuck on CO-36 traffic.
- More direct route all the way from home to campus.
- More direct route from Kings Ridge to Engineering
- More direct route from my home along Broadway North Boulder to East Campus (I will be in the SEEC building January onwards).
- More direct route to East Campus
- More direct routes from Heatherwood/Gunbarrel to East Campus.
- More direct routes from my house to campus. I live near Foothills Pkwy and Valmont.
- More direct routes to campus taking less time.
- More direct routes to campus, and a bit few stops. Some of them are only a single block apart; it would take two minutes to walk between them. Right now I have to transfer to another bus to get to campus.
- More direct routes with fewer stops to and from campus during peak hours.
- More direct routes.
- More East Boulder bus times
- More East Campus service from US 36
- More efficient. Driving at the right time yields a 25 minute commute, versus driving to a park and ride then riding the bus for an hour or more.
- More electronic signs that indicate when the next bus is scheduled to arrive.
- More evening bus frequency
- More express bus service from Longmont / Hover and 21st to CU campus. The J bus is awful.
- More express buses to and from Denver
- More express buses to Denver
- More express options; faster travel time
- More flexibility from Nederland, and a bus that went directly to campus.
- More frequency to DIA
- More frequency.
- More frequent 204
- More frequent 204 service
- More frequent AB buses to the airport. / / Direct service from Boulder to City Park in Denver.
• More frequent airport bus service.
• More frequent airport buses from Boulder
• More frequent and later service, especially on weekends. GPS location tracking should be available for all routes (like for the Hop).
• More frequent bus arrival for stampede route
• More frequent bus options between Longmont & Boulder.
• More frequent bus schedule
• More frequent bus schedule to my closest park-n-ride during peak times.
• More frequent bus service (specifically the Dash).
• More frequent bus service between Boulder and Lyons
• More frequent bus service to and from DIA. Once an hour is not enough, especially during busy times
• More frequent bus service to the ARC building. More bus service to the Research Park when there is no service.
• More frequent bus trips between 9 and 10 am.
• More frequent buses
• More frequent buses
• More frequent buses (half an hour between buses is inconvenient), easier transfer system, and please please please BE LESS EXPENSIVE.
• More frequent buses along my route (GS)
• More frequent buses and a longer schedule (they finish too early in the evenings).
• More frequent buses during heavy commute hours.
• More frequent buses during peak hours
• More frequent buses during peak riding times and buses that go on regent as well as through the middle of campus.
• More frequent buses during rush hour - it's standing room only on Baseline from about 7:15 am to 9:15 am. Buses are also dirty, and needing upgrades and repair.
• More frequent buses for the 225 bus
• More frequent buses from DIA
• More frequent buses from Louisville. The schedule is such that missing the bus can mean waiting a VERY long time for the next one. In bad weather, or when trying to get in to teach your class on time, any error is just too costly. And since reading on the bus makes me sick, I just drive.
• More frequent buses in the evening
• More frequent buses on my route. Weekend service on my route.
• More frequent buses servicing the outlying neighborhoods
• More frequent buses so that I don't have to stand up on a 30 minute bus ride. / / Also, a commuter lane that made the ride go more quickly.
• More frequent buses to Louisville.
• More frequent buses to/from Nederland and Boulder.
• -More frequent buses: my bus (the 205) only comes every 30 minutes, which is not a very convenient schedule. / -Less expensive: $2.25 each way gets a bit pricey to be riding very frequently.
• More frequent buses
• More frequent busses during peak hours like 7-9am and 4-6pm. At those times busses are crowded.
• More frequent busses to the airport (more than once an hour)
• More frequent Bxx routes
• More frequent DASH buses (full route, not short DASH)
• More frequent DASH pick-up after 6pm on M-F. Some days I have to wait over 30 minutes for my DASH bus from CU-Boulder M-F (final destination of Louisville) if I chose to leave the office at 6pm
or later. It would be great if service could be more frequent until 8pm. This is because I often go to the
gym on campus directly after work.

- More frequent DASH schedule
- More frequent direct service from US36 to CU East Campus or Marine St. (For example the S bus.)
  When I worked on main campus I could bus pretty much every day regardless of my schedule. Now
  that I'm on Marine St I can't risk bussing unless I am sure I won't have to work an irregular schedule.
- More frequent local buses. 120th to Broomfield
- more frequent or at least one more Nederland N route trips. / the current schedule makes it impossible
  for me to get my home stuff done and catch the bus
- More frequent pick up times for neighborhood specific routes on weekday mornings (the 204 only
  comes every half hour)
- More frequent pickups
- More frequent regional (i.e., BV, BMX, AB, ABA) runs to alleviate standing room only conditions
  during peak commute hours.
- More frequent runs between EBCC and Boulder TC.
- More frequent runs of route J.
- more frequent service
- More frequent service
  - More frequent service and a route directly from my home to campus.
  - More frequent service and/or an express route from East to Main campus.
  - More frequent service on SKIP. During peak hours it comes every 7 minutes, which is fantastic. But
    off-peak, waiting 20-30 minutes, is rough.
  - More frequent service on the bus line I travel on. Hourly buses, only during peak hours make it hard to
    use the bus everyday considering other life issues. (GS from Golden to Boulder)
- more frequent service outside the regular commute hours
- More frequent service through Broomfield/Superior/Louisville
- More frequent service through campus during rush hour. Set up a stop closer to Norlin library.
- more frequent service to Denver
- More frequent service to the airport. (AB route.)
- More frequent service. Once an hour is too inconvenient.
- More frequent service. It can be hard to get home by a specific time if I am waiting on a bus, while
  having my car gives me more flexibility.
- more frequent SKIP in the evening
- More frequent Skip service after 6pm
- More frequent Skip service at midday
- More frequent Stampede routes in the morning; closer parking to Stampede routes
- more frequent stops for the skip. I wish it came every 5-10 minutes. It would be awesome to have a
  sign at the stop saying when the next bus would arrive.
- More frequent stops near my home and campus.
- More frequent trips for the Stampede. I use it on a regular basis, but I often have to wait for it.
- More frequent. Also, I live up Linden. If a bus went up there I would ride it. Maybe one of the
  Broadway busses could have a Linden loop twice an hour?
- More HX buses at the end of the day
- More HX buses with more reliable times. Especially on the commute back to Boulder.
- More integration into google maps.
- More JUMP trips to/from Erie - especially late at night. When I work a concert on campus it can be
  10:00 before I leave and the options to get me back home to Erie are pretty limited by that time.
- More light rail routes.
• More lines available on the east side of campus (Folsom, 28th st).
• More morning northbound GS Bus depatures from Federal Center especially after 7:15 a.m. Shorter GS routes (No one ever gets on/off at NREL or along Colfax) GS route is 90 min. each way! Plus additonal minutes with conctruction delay on CO 93 for last 2 years. What's going on there by the way? No communication whatsoever about two-yr old 93 construction delay. Also Stampede is advertised as departing every 15 min. It's actually every 30 min. Drivers take 15 minute breaks on both ends each route! You need to plan at least 45 min to get from Main Campus to East Campus!
• More of the major routes, more often. The BX is usually packed to capacity and it is not uncommon for people to have to stand. It makes for a miserable ride.
• more options during rush hours
• More options to get to/from campus from connecting bus routes. J service takes so long and seems to have fewer and fewer runs. BOLT is great service, but taking the HOP to connect to it makes me miss it and have to wait until the next one more often than not. PLEASE!!! find some way to improve HOP service. EXTREMELY inconstant and it is unbelievable how long it takes to get from one place to another using that service. Trying to plan using the Next Bus for HOP is useless as the arrival time is never accurate. The Metro Ride in downtown Denver provides excellent service in heavier traffic than than the Hop service does in less.
• more pick up times
• More proximate access to j bus
• More racks for bikes
• More regional buses serving after work. Returning home averages 30 min more than arriving for work.
• More regular service to my neighborhood
• More regular service using route S - most regional buses run with at least a 30-minute frequency, but the S runs on a 40+ minute frequency. The current schedule doesn't allow me to start before 7am, and certainly gets me in later than 7:30am (unless I get in shortly after 7am). There is too much time connecting between the local bus route 92 in Westminster and the route S (more than 15 minutes in each direction, which in the winter feels a lot longer).
• more reliable accommodation of bicycles. For example, the 205 busses only have room to carry 2 bicycles; I think this is true of many of the busses
• More reliable scheduling for buses like the SKIP and DASH
• More reliable service. I primarily use the Hop, and I need it to run as frequently as it's supposed to (every 8 minutes, though I sometimes have to wait 20-30 minutes for a bus). In addition, although there is a bus tracker on nextbus.com, over half the Hop buses do not transmit their location, so this is mostly useless now.
• More reliable times/times that would get me to campus with a few minutes before the hour/half hour rather than half an hour early
• More room for bicycles on all buses. I have to either walk or ride my bike in order to use the bus and I have sometimes had to wait for a bus with room for my bike.
• More room for bikes! Always risk that rack is full (happens regularly), which screws up my commute and makes it not worth it to take the risk
• More routes
• More routes
• More routes between where I could catch the bus and my workplace. A place to park to catch a bus to my workplace as I live outside of the RTD area.
• More routes inter-city - more importantly, more times! If one is in Boulder there are plenty of options, but once one is outside the city limits RTD is a very limited option - it takes more time, and if you miss it you're out of luck.
• More routes on J bus. Earliest I can come in is 6:45, earliest i can leave is 3. I rarely leave before 3, but it'd be nice to have that option. Also wish there was a bus between 3 & 4 (like bus between 4 & 5.
• More routes on the east side of Boulder, esp. from north Boulder down 28th and 30th streets. More frequent service to the airport.
• More routes running more frequently from communities like Firestone, Frederick, Lafayette, Louisville, etc. Even the park and ride sucks.
• More routes serving different locations.
• More routes that serve northern Broomfield and Broomfield county; more routes offered on the 225 line all the way to Broomfield Park and Ride;
• more routes to/from Anchutz - example mid morning/mid afternoon. Faculty/staff w/ CU Health appointments are difficult to schedule and get to/from work
• More routes would reduce the connections I'd have to take to getto and from home, which would make a large difference in how often I ride the bus.
• More routes.
• more runs for the GS bus. They stop running from 8 in the morning to 2 in the afternoon.
• More secure park-and-ride locations
• More service along 28th street or Folsom. There are no buses that go directly to campus from the 28th/Iris area, and there are many businesses along 28th St., so it is very difficult to live in northeast Boulder, or to run errands before or after work if you don't drive.
• More service between Lyons & Boulder, such as more mid-day service and later on weekday evenings (perhaps a 7:30 or 8pm bus to allow CU faculty & staff to attend after social & educational work events). Also make the Friday night & weekend service year round, not just in the summer. I often come into work on the weekends to catch up on projects, and I used the weekend service each summer it was provided. However, it does tend to get off schedule easily, so having a more realistic schedule (or more buses/vans, in order to keep it hourly) would be wonderful. Finally ,please institute bus service between Lyons & Longmont, especially along Route 66 to North Main in Longmont. I would use that for personal errands, and I know others would, too. In addition, many students from Longmont attend Lyons High School (and a bit vice-versa), so that could be a good option for those students. Perhaps Via's "On demand" service would work well for a Lyons to Longmont route.
• More service in my local area toand from the regional line/park and ride on 36 would make a big difference. I would also use it more if there were wi fi on the regional buses (most other cities have this on their buses) - then I could actually get some work done during my commute.
• More service trips to Nederland
• More services (bus routes, more frequent buses)
• more shuttles from union station down 17th street.
• More Skip busses during busy times. The bus is often very crowded and not always on schedule.
• more Skip service later at night
• More space for bicycles.
• More space for bikes on the Denver/Boulder bus or more bike parking at Union Station
• More specific scheduling for the HOP bus.
• More stops
• More stops/routes by Williams Village from Denver
• more than one bus an hour from Longmont
• More time options from Longmont.
• MORE TIMELY COMPUTE TIME, MORE DIRECT ROUTE, LARGER BUSES (BUSES IN BETTER CONDITION)
• More trains - they are getting super packed and it would be nice if they could add one or two times during busy hours
• More trip options on GS route (later than 8:20am departure from Federal Center, earlier return from Boulder (i.e., before 2pm) and later return from Boulder (after 6:15pm)).
• More weekend bus service, especially lines 225 and 206.
• more Y busses, better Y schedule
• Most of the drivers are great, friendly, and smooth drivers. Some of the drivers have attitudes at times. They sometimes speed up to the curb and I’ve seen folks who are waiting at the curb sort of jump back and they were not standing too close to the curb. I’ve had a driver see me jogging to the stop while I was probably 10 feet to the stop and they veer toward the stop then have drove on. Not right.
• Most of the time service is good. Many high school students on my routes on Baseline from Lafayette to Boulder in the morning, at times bus becomes too full, increased service for RTD 225 in mornings recommended.
• Moves faster in traffic
• Multiple buses during rush hour. Buses are too crowded and pass passengers on the street.
• my bus pass does not work ;(
• My bus route 205 takes at least 40 minutes. The new schedule with 205T is ridiculous and confusing. I end up stranded and having to wait for an extra bus at Lookout road. If they change this schedule to be more frequent and not stopping having routes that end at Lookout and pause at Heatherwood I would ride more often.
• My bus, the BOLT, is not as dependable as it used to be.
• My department is moving to the SEEC building and I believe the current Stampede service is NOT ADEQUATE (feel very strongly about this; this point is why I choose to take this survey). I cannot imagine how I will be able to commute between classes and meetings on main campus and work when bus is my only option. With the east campus expanding the way it is, a more reliable service like the buff bus needs to be established. Current options are not acceptable.
• My life as a faculty member is not structured such that I can use RTD in a regular fashion. In the handful of times that I have been a customer over my 16.5 years here in Boulder, the service has been fine.
• My limited experience with RTD has been great. I wish there were direct routes from where I live to Boulder--I would take RTD every day. It's too complicated to get from Thornton to Boulder on RTD in a timely fashion--I refuse to spend 4 hours/day on the bus to get to and from work.
• my local collection is poor as it takes too long with too many stops to be worth my time to take it to RTD to Boulder. Quicker to ride my bike to bus or drive directly to Boulder from Denver.
• My pass doesn't work when swiped and if I were to use the bus to commute from my home in Longmont, I would have to drive 7 minutes to the main pick up on Coffman and or endure an hour to an hour and a half trip to go to work in East campus for a 17 mile trek from LONGMONT. That's ridiculous. My time is worth more than that. Sorry.if you could get it down to a half hour, then I’d take the bus or shuttle or light rail. Too bad RTD screwed up our light rail chances by spending our tax dollars without providing what they promised.
• My route unavailable on weekends and late night
• My staff cannot afford to live in Boulder and consequently they all drive. RTD is not a reasonable and reliable mode of transport unless the staff intends to give additional hours each day to ensure they are at work on time and ensure they work a full 8 hour day. In my case it would take a minimum of 2 hours travel time each day that I am not willing to give.
• My top request for RTD would be to provide a bus tracking service, that would show where each bus is, and can be accessed from a smartphone. That would help with knowing when buses are late. / / My number two would be wifi on all buses.
• My work schedule varies, and usually includes evenings & weekends. The RTD bus I use (GS to Golden), stops running around 6pm.
• N/A
• n/a
• N/A
• N/A
• N/A - don't use it very often
• N/A - I live up one of the canyons north of Boulder; no service there and I'm not sure the roads would allow any. The potential rider population is likely not sufficient enough to sustain added service, anyway.

• N/A Never use RTD as it takes too long to get to work from Broomfield making connections with different buses

• N/A. I drive form Arvada to Boulder, drop off my little kids at daycare and then drive to work...if it take the bus to do all that, it will take 2 hours each way.

• Need a stop within walking distance of my house - once I am in my car I am driving in.

• Need GPS so we could have real-time arrival times for buses.

• Need to have the Baseline Road bus route #225 travel to Lafayette more often after 5:00 p.m. For example, if you miss catching the #225 bus at 5:20 p.m on Broadway & 16th Street, the next one that will travel to Lafayette will not come until 6:00 p.m., and for someone who doesn't get off of work until 5:00 p.m., and has a 15-minute walk to the bus stop from campus, then missing the bus at 5:20 p.m. is plausible. Waiting 40 minutes for the next bus is not conducive to enticing people to commute via RTD.

• need to run later in the night/ earlier in the morning

• Need to travel up Lee Hill and other mountain communities

• never on time, crazy drivers

• Nicer bus drivers

• No bus comes within walking distance of my house. I'd need a convenient park-and-ride to make it worthwhile.

• No charge to DIA

• No direct way to get from south Boulder to east campus so bus is not really an option for me, it would just take too much time to get there and back

• No I will NOT ride the freakin bus. Get it through your head. I can be in to work in 12-50 mins, home in 20. The bus can take 40-50 minutes one way, no thanks, my time is worth more than your little utopian fantasy of everyone riding the bus.

• No improvement needed - I just like biking more

• No improvements - RTD is my only mode of transportation to work and it is an excellent system, with routes, route times, and the eco-pass benefit.

• No improvements for me; it's perfect. I both live and work very near a bus route and use it for 95% of my commute to work.

• No improvements to suggest. I would ride RTD if I did not have commitments later in the evening that I needed to rush home for.

• No reasonable improvements would encourage me to ride more.

• No stop near to my house - makes bus commute impossible

• non stop service from golden or nederland

• Non stop trip

• None

• None

• none

• None

• none

• none

• None

• none -- I am not interested in a one hour commute both ways to Gunbarrel. I work a 50-60 week and I am not giving up my spare time hours. I drive a hybrid that gets 50+ mpg

• None - I have to rush my kids around to and from school and extracurricular activities. No way to use RTD.
• None come to mind.
• None I can think of.
• None, RTD is not available from where I live to Boulder.
• None, very convenient, I feel guilty for not taking bus more often.
• None. I only use RTD to go to the airport.
• None. It's very convenient, and usually pretty much on time.
• None. Too slow, and too many transfers to get to where I want/need to go.
• not convenient enough for families with daycare children
• Not convenient, never use it.
• Not enough busses or bus routes -- we need a light rail from Denver to Boulder soon!
• Not enough coverage
• Not enough space to sit on the bus during morning commute
• Not frequent enough to the east in the evenings or other times. I won't ever let my young (teen) daughters hang out on a street waiting for a bus for as long as nearly an hour sometimes. I realize there is an issue of demand at those times, but this is a deal breaker for using the bus.
• not having to exchange buses
• Not having to make multiple connections to travel from South Boulder to East Campus
• not having to transfer to get to work site
• Not many direct options to East Campus that leave frequently enough. If I take a bus from my home in Superior to connect with the S, the timing of the connection so poor that I triple the commute time over driving. It's not worth the lost time.
• Not practical from where I live my 27 minute commute turns into a 1 hour and 40 minute commute. / As to riding bus on campus to east campus - takes 20-25 minutes - I do not always have that much time between meetings.
• not related to RTD-it is the location of my home relative to regional bus stop in Denver so makes driving to park-n-ride to catch appropriate bus somewhat time consuming and a bother. Other than me moving, not much to be done about that.
• Nothing that RTD could do, I love the bus. It is just hard with my kids as I need to drop them at school in the morning.
• Nothing will encourage me to ride a bus to work. I see so many city busses with nearly no-one riding. I think a lot of busses are a waste of fuel and space on the road. They block traffic and visibility on the roads.
• nothing would encourage me to ride RTD
• Nothing, I think it's fine!
• Nothing. I don't like buses.
• Nothing. I think RTD is fine, but I prefer biking.
• Now that I live in Denver, I have to walk, then take a bus, then take another bus to get to Boulder, which makes my commute almost double that of driving. When I lived closer to a park-n-ride in Westminster, I often took the bus. I wish there was a park-n-ride near 1-25 and Park Ave for buses to Boulder.
• Obviously the construction on 36 should help the bus schedules be more regular. Often they are unreliable and late. I would also like more express buses.
• off hours; my work hours do not allow for me to ride RTD
• Offer more BX/BMX busses in the early morning. I'm really looking forward to the highway improvements and bus lane on 36 when it's finished. I believe the commute will be much more bearable when traffic isn't as terrible.
• On any day with weather (e.g. snow), the schedule falls completely apart. Skip busses will take 35 minutes, then 4 will show up in a bunch. I understand why this occurs, but it is very frustrating.
• on time
• On time ab bus service
• Once construction on US36 is complete, I would consider riding. Currently buses are full in the morning and afternoon during peak hours (6:45-7:15 am to 4:30-6 pm so most of the time I'm having to stand for the whole ride. I don't need the additional stress.
• once express lanes are completed on US 36, it will improve commute time greatly.
• Once highway 36 is completed, I will strongly consider riding RTD again. With all of the construction I loose a lot of time on the road and can not estimate constantly when I will arrive to work or to the Westminster Park-n-Ride. I currently use alternate routes to commute back and forth from work, avoiding 36.
• One more stop for GS in morning at 64th and 93, and another stop in afternoon for GS at euclid and Broadway. Also, more storage room for bicycles.
• One time I wanted to take the bus down to attend a Nuggets game. With the schedule of the buses I would have been able to get down there, watch five minutes of the game and get back on a bus in order to make the last bus that goes to my neighborhood. Same with getting to work. I would want a direct route that would not take three transfers and two hours to get to work.
• online/mobile phone bus trackers so you could see how soon a bus was going to be at a stop nearby
• On-time more often.
• Operate later at night.
• Other than my bus permit not working early this year, I've had no problems with RTD service.
• Our family takes RTD lightrail to get to downtown for events. I probably would not use it for work. The commute is longer and I would have to get up earlier so sorry I probably wouldn't unless traffic gets worse for driving.
• Our house is too far from a route, and our schedule too unpredictable, to be able to utilize RTD.
• our work is not conducive to regular use of RTD unfortunately.
• outlying communities need to have better bus services. would rather be able to catch the bus a block or two from house rather than driving to park n ride to catch.
• Perhaps providing vouchers or RTD fare passes? I would probably use it more often attending football games or other events on campus if others in my party who did not have an RTD pass could come along with me.
• PErsonal circumstances (daycare drop off) currently limit my ability to take RTD. I hope to use it more next year, although off-site meetings make that challenging as well. RTD service has been excellent and I typically use it when I have meetings in Denver.
• Phone app to track bus locations for Boulder/Denver/other regional buses
• Pick me up within a block or two from my house in Boulder and drop me off within a block or two at my office building in Denver. (And I am not holding my breath on that ever happening.)
• Please expand route 204. It used to go through the neighborhood just to the North of Table Mesa. Now no buses serve this neighborhood. I like to ride the bus, but between having to drop my son at school and walk quite a ways to the bus it gets complicated.
• Post route changes clearly and in an easy to find spot.
• Probably cause more traffic jams in Boulder and cause more people to sit running their cars wasting emissions waiting on buses than they save by people actually riding the buses. With the exception of campus buses.
• problem is end of the day when buses become less frequent
• Prohibit smoking at bus stops. Eastbound, afternoon JUMP routes are often late. Can you add more routes?
• Properly covered shelters to protect waiting passengers from wind & snow; the old plexiglass shelters did this reasonably well. What happened with Light Rail?? We were promised Light Rain from Denver to Boulder. Instead we've got several lines in SOUTH Denver. >.< Making connections in downtown Denver in the 80s & 90s was AWESOME. I could make smooth transitions within 1-2 minutes from bus to bus. Have NEVER experienced this in Boulder since 1999. Connections in Louisville were the
worst: One bus was supposed to arrive BEFORE the other bus, but was always arriving AFTER it. Some days, the late bus could catch up & notify the driver by honking his horn so I could transfer. Other days were NOT so lucky. THAT is inexcusable! If there's a wait time between buses of 3-4 minutes, it should remain that way, not overlap backwards like that! This was on the 227 line, I think, or the 228. Was always trying to catch the 228 to get to Flatirons Mall from Laffayette, and it was totally hit or miss. Was told by one bus driver that a 5 min window before or after his scheduled time was the true allowance. WHAT??? So, don't schedule the buses so close to one another, then!

- Provide bus stops all over the city and surrounding areas that are ACCESSIBLE to everyone! And then run regular services at 5-10 minute intervals, all day and at night, and on the weekends. Do a study of public transportation in Europe, in Japan, etc. where public transportation actually lives up to its name. Try and move into the 21st century.
- Provide night service for Stampede or 209.
- put in light rail to Boulder!
- Quicker service to and from Longmont, directly to the CU Boulder campus. If driving I can get home in 30 minutes, and hour on the bus at best. With a dual parent working family with kids, time is the most important quantity in life.
- Quicker trip to Loveland area. Express route from CU to farthest Longmont Stop.
- Quit requiring visibility of Ecopasses when tapping. Boston uses the same RFID system, but does not require to have a photo ID. This allows you to board a bus without removing your bus pass from your wallet.
- rail from northwest corridor to Boulder. I don't ride the bus often because it takes too long and usually gives me a headache from all the stops and turns.
- Rail service linking Denver and Boulder.
- Rail service to Denver
- Rail service!!! / It is a huge disappointment that the rail service is not being implemented. This drastically changes the future for my lifestyle here in Boulder County. The impact of this will be a contingent factor with all future plans. /

- rail system
- Real time arrival notification
- Real time bus arrival times via mobile app.
- real time bus tracking
- Real time bus tracking.
- Real-time GPS tracking.
- Real-time tracking of buses via the internet so that I can see if I've just missed my bus or not. I often find that the buses run a little early (I often find myself arriving at the bus stop between 1 and 3 minutes prior to the scheduled departure time according to the RTD Trip planner). I have many times had to wait for the next bus because the bus was running early. Of course, as my luck would have it, when I arrive 5-10 minutes early, the bus is often 5-10 minutes late. It would be wonderful if I could open an app, select a bus line, and see the location of all the buses on the line (and even better if I could get an "ETA" for the next bus to arrive at a particular stop). Related to this, the RTD Trip Planner is a pain in the you know what to use it doesn't work consistently well across different web browsers, I often find myself having to enter an intersection in twice (after I press the "plan trip" button it replaces the intersection in the second box with the information from the first box so I have to type in the second box again and press "plan trip again." In addition I almost always use the same bus, almost always use the same stop. I'd like to be able to have some "favorites" available... or a way o save a route between two stops so that I can quickly get the info without having to go through the crazy interface.
- Regular, on-time pick-up by the HOP. I stopped using it regularly because I had to wait for far longer than the normal interval multiple times during freezing winter evenings.
- Reinstall Nextbus tracking for lines other than the HOP. And make sure all HOP busses are equipped with transponders so that they can be followed in realtime using Nextbus.
- reliable schedule (HOP and 204)
- Reliable schedule in the evening
- Reliable schedule. RTD frequently misses bus connections along the US-36 corridor, local buses are often late, average time lost per day is 45-90 minutes, nearly doubling my commute time and making it impossible to meet family obligations. They're nearly worse than useless unless you have nothing going on in your life.
- Reliable service would help. The BRT will hopefully address this.
- Removing the extra fee we have to pay to use an eco pass to go to the airport.
- Replace some buses with light rail.
- Re-route Stampede to include Regent drive. Colorado/Regent/Broadway/Euclid
- restore more frequent service on Baseline to downtown
- Restore service to Coal Creek Canyon.
- Restore the route (used to be 206) that went from Table Mesa to east campus (Arapahoe & 30th intersection or thereabouts). I used to have a one-bus commute and now I have to transfer, always.
- Resume the Coal Creek Canyon Bus (Route CC)
- Ride it daily
- Riding the bus doesn't work with my schedule because it takes an extra 45 min each way if I ride the bus. Don't have that extra time in my day.
- Right now I can get to work faster driving than by bus.
- Right now, the Bolt is the most direct route to Boulder from Longmont, but it doesn't come to campus, so there's a long walk up a very steep hill to get from the bus to campus. The alternatives of transferring to another bus like the Hop, or taking the J, are so much slower that they don't really help with the time. Given that it's also a 20 minute walk from my house to the nearest Bolt stop, the entire commute is about an hour and half one way, which is just way too much of the day to spend on the bus. I would absolutely switch to the bus if the Bolt came to campus (without touring through Niwot and Gunbarrel on the way down like the J). There is a bus in Longmont that goes right by my house, but it doesn't intersect with the Bolt, so again that doesn't help me. I would love to take public transportation, but a commute of 3 hours per day becomes unacceptably long on the bus, not to mention the added difficulty of getting up and down that hill between the bus and campus in either cold or hot weather.
- Route 128 only works until 6:40 pm on weekdays if the service could be extended until 8:00 pm it will be great to have more flexibility and be able to leave work a little later.
- route change to come closer to my home
- Route North/South on Indiana stopping at Indiana and 87th PKWY to and from Boulder Stopping at Broadway and Euclid
- Routes closer to Regent Administrative Center.
- Routes that better fit my needs (I don't use it to get to campus because I'm so close, but might use it to get to various stores if I didn't have to change buses to get there). Also, any improvements to finding out schedules might help (is there an app, for example?)
- RTD app, for smart phones. plug in destination and get real time data such as route, bus, traffic, delays.
- RTD buses need to be either on-time, or a little late, but they should not come earlier than their schedule. I miss buses sometimes because they come a little too early.
- RTD can work, but it takes around 80 minutes each way and requires that I ride a bike since the stops don't go to LASP from Denver in an efficient way.
- RTD does not provide acceptable service within Longmont and nor to assist with commuting between Longmont and Boulder. Stops are not actively serviced throughout the city, major arteries are not serviced, and it is really is a "reason to drive" rather than a public transportation service. I would rather my taxes supported a local Longmont city provided service than RTD. RTD has gone back on its agreement to provide high speed transportation to Longmont. Rapid bus is a joke, yet that's the joke RTD is perpetuating on Longmont. If I have to drive 10 minutes to an RTD stop, and then take a bus
for 40 mins to get to work, why not drive 20-30 mins and just be there. Longmont has insufficient park-n-ride available parking.

- RTD does not service my neighborhood with direct service to CU. Because I'd have to change buses downtown (or elsewhere), my typical commute quadruples in time, which is unacceptable. The excellent rating is for the Stampede service which has greatly improved over the past year. It is an excellent way to get from LASP to main campus and back.
- RTD does not work very well for me because I have to walk four miles/day to use the service and must transfer buses. This adds several hours to my work day, plus the transfer bus has very limited hours so if I am running late and arrive when it is no longer running I must walk another 5 miles.
- RTD doesn't provide service anywhere near my home
- RTD doesn't run on time. It also takes a huge amount of time to and from work. I have to park at a park and ride that is 10 mins from my house. It usually takes me 45 mins to and from work when I drive, but when I take the bus it takes an hour because all the stops, and I still have to drive. I would love to live in Boulder so I wouldn't have to drive at all, but it has become too expensive. I do enjoy taking the bus, but it really takes a lot of travel time.
- RTD doesn't serve my area of Broomfield, so I still have to drive deeper into heavy traffic to reach a transit station... adds significant time to my commute.
- RTD DRiver quite a few times missing the stop at the bust stop on Poplar & Broaday.
- RTD has been excellent and provides me with a great way to commute to work. The buses could be more timely and it would be amazing if they had Wi-Fi service, but overall I am just glad I can utilize them to get to work.
- RTD in general is fabulous; I particularly like SkyRide. / RTD bus service from east to west campus is not good. RTD bus service going east-west in Boulder is not good. I cannot get from home to office on one bus, but I can get from home to my department (on main campus) on Skip, so use this on some days. Skip to Jump or Skip to Stampede would work, but the double jeopardy of waiting for two different buses increases the commute time too much to make it worthwhile. (In fact, the Jump goes and sits at Boulder station for a few minutes right after you get on it at Broadway if you're heading east; it's almost better to walk the 1.5 miles down the creek path to east campus from Broadway, certainly more pleasant)
- Rtd is excellent.
- RTD is fantastic to get me from home to work (I don't even need to catch a connection!). However, when i need to cross town (even get from East campus to main) quickly in the middle of the day, i can't waste the time needed to wait for the bus. A mobile app with dynamic bus locations and ETAs for different stops would be helpful, but even better would be a regular east campus to main shuttle.
- RTD may be good in Boulder but I live in South Longmont. Taking the bus to work would add about 40 minutes to each trip, or 80 minutes round trip/day. That is not something I'm willing to do. I have taken mass transit and carpooled to work regularly in the past in other locations (DC, Madison, WI) but I am not willing to spend 2 hours per day sitting on a bus in traffic, making multiple stops. It is just not going to happen.
- RTD needs to expand its ability to transport bicycles. The combination of bicycling and RTD can enable long distance travel without a car and without taking forever.
- RTD offers a great service; overall, they are a professional and convenient service. My family and I bus or walk exclusively and we would appreciate more service on weekends from Lafayette, particularly down Baseline Road to Boulder and also out to Denver.
- RTD options are very good. I live in Louisville and could ride a single bus to my office on campus each day. However, the closest bus stop is about .75 miles from my house and the door-to-door trip by bus is one hour. Door-to-door in my car (including locating parking) is 30 minutes. I have small children and value my time greatly, so I drive and search for parking each day on a nearby residential street.
- RTD service has declined in recent years. Arranging schedules so that many buses are too crowded to get a seat is dangerous. Since buses are overcrowded now, the anticipation of hours standing in the
snow, waiting for a bus, only to have several pass by because they are full (as happened last year), is not a positive feeling.

- RTD service is not available in my area. When it was available it doubled my commute time when I used the service. I would never use it for daily transportation. I think its a good back up option.
- RTD service to, from, and within Gunbarrel is minimal
- RTD skip is not dependable for times in the morning to try to use, also don't want to walk from those stops to work in the dark on winter mornings
- Rude airport driver in Westminster
- Run buses more on schedule. Currently, buses come and go without regard to schedule. Sometimes two buses are running back to back, other times you wait for two entire cycles without the bus arriving.
- Run closer to schedule.
- Run earlier< I may ride it.
- Run on time, not be standing room only.
- Run route B throughout the day
- running more often after 6 PM
- Running more than one bus during scheduled peak times, rather than just having buses run every 10-15 minutes for the BV route. Frequently, the buses reach capacity because of other delays or seating is reduced because a passenger requiring mobility assistance needs that accommodation. For instance, having two busses arrive at 5pm would eliminate regular standing-room only situations.
- schedule reliability or more frequent dash buses at peak commuter times.
- Schedule runs at odd times and way too far apart, not a useful schedule in the middle of the day at all, maybe 2 busses if you get sick. My husband, tries to drive to Boulder and takes a bus to Denver instead of driving all the way but Boulder has made it nearly impossible to park anywhere for him to do this.
- Scheduleing for myself is difficult, living out of town, also I have personal needs with my own time that does'nt allow me to use bus frequently.
- Seats and cover at all bus stops. / RTD does not run on time and is thus not reliable. / /
- Service does not run enough. It should not take me more than an hour to take my 10 minute commute. If you miss a bus, you are in serious trouble since the busses do not run often enough.
- Service intervals in the evening are not conducive to my work schedule. If I miss one bus I have to wait 25 for my connecting bus, while the same bus runs at other times in 15 minutes intervals. Too often standing room only on the later busses or busses are full and you have to wait for the next bus, which can add 30-50 minutes to my commute.
- Service near my house with a more direct route
- Service out to Firestone, if it existed, I would ride it.
- Service that is on time per the schedule more often. Also, a direct bus from Longmont to Boulder that I could walk to from my house (instead of having to drive to the pickup location). Currently, I either have to drive 10 minutes to the J direct bus, or I can walk to the BOLT but have to connect. Either option nearly doubles my commute time. Dedicated bus lanes/HOV lanes that would make the commute faster by bus than by car when there's traffic.
- Service times do not match what people would use, and distances to walk, and waiting for connections, add a lot of time to the total travel time. Fiasco with eco passes being expired without warning
- service to the airport does not run late enough, and as such is not reliable to return flights that sometimes are delayed and arrive after the last bus.
- shelters at stops
- Shorten the time it takes to ride from Longmont to Boulder
- Shorter commute time. I can drive to work in 20 minutes. The bus takes 45 minutes.
- Shorter commute time. More direct bus from Longmont to Campus
- Shorter commute time...1 hour vs. 35 minutes.
- shorter commute times
• Shorter commuting time
• Shorter route with only one bus to take.
• should run more often
• Signs could be better at stops showing schedules or when reduced service is in effect.
• Since I don’t own a car, I either bus or walk. I totally depend on RTD!
• Since I have not owned a vehicle since June 1992, I use the public bus system RTD as my primary means of transportation.
• Since I’m used to driving, I wish RTD was quicker.
• Skip bus has too many stops too close together. Airport bus has too many stops, so I don’t use it.
• Skip gets behind its schedule during rush hours.
• Skip is really good. It is crowded in early morning with students (high school and CU). Can be standing room only. Many run a few more buses in the morning? I live in North Boulder near the SKIP and 204 so bus service works good. I can understand why some folks don’t bus. They want to get somewhere quicker and not have to wait. Sometimes bicyclists can’t get on cause the bicycle rack is full. So if a family wanted to bus and bike it would be more difficult. I often drive part of the way and park near the rec center and then bus to work. Then I bus to the rec center so I can work out and then sometimes do a few errands on my way, or go directly home. Depending on how I feel after working out (I am a single senior citizen), I may or may not take the bus after working out. Sometimes I leave my car parked near the North Boulder rec center for several days since I might just do the bus. It is sort of a juggling act but works okay. I prefer to bus more and drive less. I did have a companion pet for 13 years and would drive her to a friend’s/sitter’s home. Being single that was what I did for her sake. I try to keep my driving to a minimum. Again, with my pet I would drive to take her on hikes, swimming, etc. She was basically the reason I did as much driving as I did. I have decreased my amount of bicycling. I think it’s because as I’ve aged I have noticed decreased response times and have had hearing loss. Also visual field has be slightly impacted due to very beginning/some, but not significant amount of cataract formation.
• slightly extended peak time bus frequency (until 9 AM)
• slightly more frequent btwn 7 and 8
• smaller buses/vans but more of them
• Smaller busses. More frequent service. More cross town routes. Most routes are now North-South and East-west. We need more NW to SE routes.
• smell
• Some direct bus line from north east boulder (28th and Kalmia or 30th and Palo Parkway) to campus would be useful.
• Some of the bus drivers are not very nice. They see you walking to the bus stop and the bus is not scheduled to leave until a few minutes and they take off (even though it’s before the scheduled time). They also do not wait until everyone is seated to start driving - which can be a bit dangerous and throws people around a bit. This is specific to the Dash bus (morning 7:45am ish time in Louisville). Other than this, I have appreciated RTD.
• Some of the people on the bus make me feel unsafe, especially when I ride after dark
• Something that will likely never happen: Either bus rapid transit or a tram system running down the Diagonal Highway from Longmont through Niwot (where I live) to Boulder. BRT would be fine; a tram better. But again, I have no hope that it will ever happen. Boulder County cannot even manage to pave the roads, let alone participate as a partner in a BRT construction plan.
• Sometimes buses from Boulder to Denver are too crowded (for example, at 5pm).
• Sometimes it is really late (by 30 minutes). It’s arrived over 5 minutes early and I had to wait 40 minutes for the next S route. If riding the Stampede you have to leave 30 minutes prior to your meeting and it add 1 hour of commute time to your work day whereas driving only adds 30 minutes.
• Sometimes the bus is late / The bus shows up early and I end up missing or not show up
- Sometimes the wait times are a little long to use unless timed just right. Definitely makes it hard to go places/meetings during the workday.
- sometimes their schedules don't seem to be accurate. If they are full, they don't stop. They need more buses at busy times to anticipate people wanting to get on.
- Space for more bicycles. / I commute in from Longmont several days a week. It is crucial I'm able to bring my bike, in order to finish my commute on each end (and get to the numerous places I need to be in a single day). / When the bike racks and bays are full, it is a huge inconvenience.
- Speed to work. Bus is about an hour with transfers. Completely unacceptable.
- Spouse should be able to buy a discounted pass or discounted fare books or tokens to encourage public transportation use outside of work. If each Ecopass came with a few partner passes or swipes per month we would definately use them for local trips. We would use the bus together more often if this was available to go to Denver or Downtown Boulder but single ride fares are expensive compared to the cost of driving especially for local use.
- Stampede bus route - From ARC detoured route from summer of 2014 was a better route with more convenient stops and better access to campus.
- Stampede circuit takes too long to be practical riding between meetings on main campus and east campus.
- Stampede route it would be nice if it ran in both a clockwise and counter clockwise way as well as the redevelopment of the Regent loop. / / The J route would be great if it ran in both directions. vs. currently longmont to boulder in the morning and boulder longmont in the evening. I would also like to see the J run during the day not as much as peak hours but maybe a few around the noon hour. a Sat J would be Great!
- Stampede route should include Regent and Colorado, our department drives when we have south side meetings. Another broader suggestion is to provide a more positive incentive for your drivers to attach their chains during snowstorms. It would help to keep your buses on schedule and instill greater confidence in your service during snow days.
- Stampede running later at night and on weekends.
- Stampede stop near Regent/C4C
- Stampede-the route being shorter/faster from East campus. It takes at least 20 minutes to get the the UMC and then there is walking an additional 5 minutes to the C4C.
- start earlier, can't get to work on time
- Start earlier. I live in Lafayette. Two days each week I get into the office bt 6 am, but none of the uses from Lafayette would get me in on time, so I drive to boulder
- Sticking to the schedule
- Stop bus drivers from blowing by stops when people are waiting. It happens quite often.
- Stop charging for Park and Rides so people stop over-running residential neighborhoods.
- Stop closer to my home.
- Stops/ pick up locations and route cycles in the outskirts (i.e. Lafayette) are too far and not frequent enough to make taking the bus practical. Busing it adds at least an hour to 1.5 hours to my travel time (beyond the 30 min drive time options).
- Sunday service could use a lot of work, especially for the regional buses.
- Sundays are often workdays for me, and service runs less often on Sundays.
- Take less time to get form point a to point b.
- Takes me an hour to get to work using the bus. 30 mins if I drive myself. Not worth it to me.
- Takes over solid hour to get from Longmont to campus! And that's in decent weather. in the winter it's taken up to 2 hours! This is unacceptable.
- Taking the bus would mean a one hour commute. Transfer from the HOP to the 205 bus.
- Taking the bus would unfortunately add 94 minutes per day to my commute. This is almost 8 hours a week or an additional work day per week of commuting time. The route near my home makes 41 stops
before it arrives at the office. Additionally there are no routes during the times I begin and finish working. I don't expect to have an RTD route close to my home and don't believe it would be beneficial to RTD to add it.

- Telework most of the time. Use of RTD mostly for SKYRIDE
- Text messaging the "my stop" number to RTD and having it reply with the exact time the bus will be at your stop. This was very convenient when I used the bus system in Portland, OR.
- The "J" route is the bus I take, and I would love to have a time between the first and second stops, both in the morning and afternoon. Considering there is 40 minutes between this first and second stop, I would like to arrive to work early, without it being 30min before we open.
- The $2.50 charge for AB (DIA shuttle) is a weird amount. None would be better, or at least an even dollar amount.
- The 209 bus has a schedule that is supposed to arrive at Regent at 7:59. But it's NEVER on time, so I'm always 2-4 minutes late to work if I take that bus. Move that one to earlier time! If I miss the earlier bus, then I get my husband to drive me to work since the later one is always late.
- The 225 RTD from Boulder to Lafayette is always very crowded during morning and evening rush hour times. Another bus could help!
- The AB no longer makes stops in the Denver area except during rush hour (now called the ABA route). This means I can no longer use the bus for my commute, as the last run that makes a stop is before I drop my children off at school/day care. Reverting the AB to it's former strategy of actually using the stapleton and 40th park n rides would allow me to begin using the bus again.
- The AB route to the airport running more often, e.g. every 45 min instead of every hr.
- The availability was cut due to lack of riders. Sadly we had a full bus in the afternoon just not in the mornings. Wish there was an alternative closer to my house. Otherwise I'm still driving to get to a pickup spot.
- The boulder transit services are really hard to understand and I never know what bus is where. When I do the trip planner I'm told that my route is only peak times and the bus drops me off 8 blocks away and says it's the closest -- it's not, I've figured it out -- but the maps and routes should be more understandable.
- The bus Bund keeping running a little over mid night to can caught.
- The bus by my house runs only three times per day.
- The bus driver could let the passengers sit down before they go forward.
- The bus drivers are friendly however, the schedule tends to be unpredictable and grudging the RTD doubles my commute time. I want to use public transportation but I need to arrive at work on time and I prefer a shorter commute time to help with my work/life balance. It's difficult to justify a 75 min bus commute time compared to a 25 min car commute time
- The bus from Denver to Boulder is slow and crowded
- The bus gets me where I am going, but it is never as quick as an automobile. If you want more people to use the RTD System those numbers would need to be flipped. I would love to see a Transit Station to Transit Station direct. No stops between, then it would be more worth my time to use a bus. Also a better bike rack. I don't want to cram my bike in a luggage space. It's hard on the bike hence why I ride more than I use a bus. As it stands, auto commuters will not change their behavior to use a bus because the waits can be long, and even 15 minutes is valuable.
- The bus is great
- The bus is unpredictable from my home, Lafayette. I come from the city where you can count on buses... Here, not so much otherwise I would ride. Plus I coach off campus and the bus does not go to my local.
- The bus route I take to work has limited service going into my neighborhood... many of the runs start/stop just outside of my neighborhood. So there is a very limited number of times that I can use the RTD to get to/from work. If the number of runs going into my neighborhood was more frequent (which I've heard from neighbors used to be the case), I would use the RTD more often.
• The bus to DIA is very uncomfortable. Although I never take my car to DIA, the bus ride is as uncomfortable as the plane flight. The seats are stiff and there is not enough room for my legs.

• The bus trip would need to not take double the time of the trip if I drive myself. So maybe more limited express kinds of routes or more frequent bus routes?

• The buses are completely unreliable and slow. They do not show up at the times they are supposed to show up. Most bus drivers are very nice but some of them are rude and impolite. US 36 is a terrible highway, slow and the traffic is ridiculous. Instead of making a bigger highway, the public transportation should be improved so that people used public transit instead of their own car. It is ridiculous that in a State as Colorado the public transit is so bad. They should have more spaces for bikes in the buses.

• The buses are VERY crowded - so more buses during busy times.

• The buses need to be more frequent.

• The buses need to be more on time! Because I have a multi bus commute I often miss one bus due to the fact that the other was late

• The buses seem irregular (off schedule by 5-15 min). This is understandable but I'm usually cutting things pretty close to get to and from meetings/classes, pick up kids, etc.

• The buses are often quite dirty

• The BV only runs every 30 minutes mostly, and it's inconsistent. I moved here from Chicago, and they had tracking Apps and reliable transit. Sometimes, the bus comes 2 minutes early to a stop, and then doesn't come for 40 minutes. It can turn what should be a 30 minute commute into 60 minutes of just standing outside waiting. The BV needs to run more frequently and more consistently.

• The BV route for off hours is often a wait of 1 hour during late nights. That's a whole lot of waiting time for transportation just because it's not a peak time. The bus stop now by the UMC almost doubled the walking distance to catch the bus. The walkways approach the busses from behind as they are pulling away which leads to a lot of people missing busses by a few moments, whereas if they walkways were in front of the bus stop, people could be seen and the bus would wait a few moments.

• The closest bus stop (to catch a direct bus, the Stampede, from my house to my office) is about .75 mi from my house. If there were a closer bus stop, I would take the bus on those days when I don't have to run personal errands.

• The commuter route from Longmont does not run often enough and takes twice the time that commuting by car does. Can we just have a bus that goes from CU to Longmont with no stops?

• The conductors announcing for people to move back and to exit in the back when the bus is busy and to not let people take a whole seat with they belongings or bodies.

• The connections from my neighborhood downtown tithe express bus used to be great. Now you have to wait 40 minutes or more for the express bus to leave after my bus from home gets downtown. It's just too long especially in the winter.

• The DASH loop through Louisville adds so much time to the overall trip duration that even though the bus stop is about 50' from my home, I still can't justify taking it. For commuter buses that serve areas close by I think it's really important that there be some 'Express' options that are competitive with driving a SOV.

• The Dash service at the Table Mesa Park and Ride is confusing - although the extra bus that goes between the park and ride and boulder downtown (stops at Gate C) is very useful, it's hard to tell on the RTD website when the bus is going to be a Gate C bus (usually at the :15 and :45 of the hour) or a Gate E bus (across the street, coming from Louisville/Lafayette). If they could be more explicit on the website it would be very useful - crossing the street there between gates E and C takes a long time.

• The Dash takes a "local" route through Lousville. On the days I ride the bus, my travel time doubles each way.

• The drivers need to look at the bus stop and drive by when another bus is parked letting off people. I ride the SKIP and have had to walk because the driver never stopped, left early or was 20 to 50 minutes late. Most to the drivers do not get up to help the elderly or the physically impaired. When a stop has been closed they for weeks at a time they don't move the sign or announce the stop has been closed.
Calling RTD over irate drivers does not do any good. The drivers are not made accountable and I was told by other drivers that if a driver is called into his supervisors office they get a break and are still paid.

- The Environment and using less fossil fuel.
- The failure of RTD to provide light rail from Boulder, from which they get lots of money, to Denver is shameful.
- The first improvement would be for there to be more buses on several routes that come into Boulder. Limited availability forces me to take 2 buses just to get to my workplace. Also, I would like to see buses arrive and leave on time and not early and there should be smoother transfers to other buses. During the summer months, there is reduced availability of local buses in Boulder. This requires that I take two buses from the park n ride just in order to make it to my workplace. I always end up wasting 20 minutes waiting for a transfer to catch my next bus. What is the point of a transfer if I have to waste 20 minutes waiting for a bus? Without fail, when my Regional bus gets to Regent and Broadway in Boulder, the local bus is already gone or there is simply no way for me to make it from the Regional bus to the bus stop for the local bus. Now, this might not be the fault of RTD. However, it makes taking public transportation very difficult and not appealing. It is simply faster to drive. Also, RTD should train their drivers to be aware of time. There have been countless times that a Regional bus is early and leaves early from stops. That isn't acceptable. Especially if that is the last bus for the day. So to say I am frustrated and dissatisfied with RTD service will be an understatement.
- The GS, linking Boulder and Golden, needs more runs.
- The HOP buses are NEVER on time! I wish each stop had a digital estimated time of arrival sign the way they do in London.
- The HOP timings are terrible. The buses just come and go as they please. They should stick to the schedule (modify the schedule accordingly). LIVE bus tracking should be provided.
- The HX departs from Civic Center Station. It would be more convenient if some of buses running in the opposite direction than the HX also departed from Civic Center Station.
- The J bus comes very seldom. When one drops out people have to wait 30-40 minutes. Can you send a replacement bus? / Shut down the air conditioning!!! Every bus has it blasting -- even when it's cold outside. I bring a sweater and a hat just for my commute. / The busses are poorly designed. The seats are high with no footrest. Very uncomfortable on a 45-minute ride. / Having wheelchair access in every bus is not cost effective. For the purchases of these special busses, I bet one could run an individual on-call transportation service. / The nearest Bus stop is nine miles from my house. I'd love to ride my bike that distance rather than drive that distance but there are no bike lanes on mountain roads and it's nearly impossible during the winter. Also RTD is not accommodating enough to people who need to bring their bikes with them.

Report of Results (2015-01-02)
Considering most of their bike racks only hold two or three bikes and four or five people are Biking/riding per bus.

- The Nederland route needs more buses. They are completely full, and many CU employees use them (or would if there were more frequent buses).
- The nextbus website is great for the hop but not for other buses.
- The only improvement I would like to see is the J running more often during peak times, especially in cold weather. From what I hear from others they would ride the bus more since there would not be transfers involved in low temperatures and also the arrival would be more reliable since you are not depending on connecting busses. Also, the bolt traveling through the neighborhood off the south side of the diagnol has discouraged some riders.
- The only improvement I would like to see with RTD is being on schedule. With that being said, I ride the bus during the winter months or inclement weather, even though they might not be on time. The only reason I don't ride the bus is because I prefer to ride my bike and the Boulder bike paths/lanes are FANTASTIC! I commute to work by bike 7 months and commute by RTD 5 months out of the year.
- The opportunity to take only one bus, maybe two, (instead of several) to get to/from work/home.
- The regional buses to and from Boulder are fine. The Stampede from East Campus to Main Campus is not regular and the route is not conducive to Staff doing work on main campus. The hub of CU's admin services are located on Regent Drive. In the summer when the Stampede goes down Regent, my trips errands to main campus take approximately 20 min round trip. When the Stampede goes down Colorado Ave (exclusively) the same errand can take up to 40 min round trip. Almost double - that is not very efficient.
- The ride is too long
- The RTD bus from Nederland is getting full lately, standing room. The bus needs to be run more frequently for the increased use.
- The RTD schedule from Longmont doesn't allow me to pick up my son from school each day, it takes twice as long to get back to Longmont by bus as it does by car. People who have to drop off or pick up kids have very little flexibility, even driving themselves, so riding the bus is nearly impossible for most people.
- The schedule does not meet my needs
- The service of HOP is really inconvenient. Never on time and counterclockwise HOP as said is not run for every 7 min, sometimes it takes more than 30 min. So the wait is too high.
- The Stampede is borderline useless for people moving between main campus and east campus. It really needs to be fixed
- The stop at Monroe/Colorado should have a light or protected means of crossing Colorado.
- The time in between the afternoon busses from 4:20-5:30 for the J is a very long time there should be one closer to 5 pm
- The time it takes to get from Longmont to Boulder is double. Makes it hard to justify commuting by bus when it adds an hour to my commute time.
- The time it would take me to commute by bus is simply unacceptable.
- There are a few RTD drivers who are not that great at driving. Sometimes I get car sick, b/c they drive fast and brake hard. Maybe you guys should provide more training, so that passengers don't get hurt.
- There are no buses from Arvada to Boulder that match my schedule. More buses on highway 93 would help.
- There are no direct routes from 26th St to CU. The addition of a bus route from the intersection of Folsom and Colorado to North Boulder along 28th or Folsom/26th would be ideal.
- There are no direct routes from where I live to Boulder. The commute would be much longer were I to take RTD.
- There are no park n rides near where I live so if I wanted to do this I would have to drive 1/2 way to work anyway or all the way to Boulder and then walk into work, which I've done in the past.
• There are not enough options to travel efficiently without requiring a transfer. If taking the bus got me to work & home anywhere within thirty minutes of a commute by car and did not require a transfer, I would consider it. As it is, it would take me an extra hour on both ends. Furthermore, after almost thirty years in Boulder I've seen RTD consistently fail to arrive (at all), and cannot afford to have my earnings curtailed because the public transportation cannot run effectively.

• There are not enough times available for morning routes and after work routes to and from the Lafayette P n R. I live in Broomfield and must drive 10-15 minutes to get to a P n R to catch a bus into Boulder. It would be nice if there were a possibility for there to be a bus stop somewhere in the north part of Broomfield, somewhere along 144th would be ideal. The traffic there is terrible if you don't get on the road before 6:30 a.m. and after work it can take me 20-25 minutes to get from the Lafayette P n R to 144th! Just like Boulder, there are only a couple of options in and out.

• There is a bus route that goes by my neighborhood, but it runs extremely infrequently. If it were more convenient, I might take it more often.

• There is no decent app available for checking on buses, and the phone information system is terrible. (For example, if I enter the stop number on Baseline in front of the law school, it wants me to choose among four different routes and then it gives me only information about the route I choose. But three of the routes are just different versions of the 225, and if I'm going downtown I could take any of them or the 204.)

• There is no direct (i.e., no transfer) route from northeast Boulder (30th & Iris area) to campus. And none of the transfers link up very well in terms of timing. So even though there's a bus stop practically outside my door I rarely take the bus all the way to work: it can take up to an hour, which is actually slower than it would take me to walk! Instead I drive to 29th Street Mall, park in the garage there, and take the Hop to campus. That seems silly to me, but it's the most time-efficient and cost-effective way to get to work.

• there is no direct route from my house to my building on campus
• there is no direct route from my residential area to boulder. it turns out to be a three hour commute daily if i had to ride and change buses to get to boulder.

• There is no reasonable set of routes/connections to take RTD from my home to my office. It takes about 3 times longer to take RTD as it takes me to bike to work.

• There is no service on weekends to or from where I live, and the last bus in the evening is at 6:39 p.m. so that rules out attending any events on campus in the evenings (e.g., music performances).

• There is no service to where I live. If there were service out to Frederick/Firestone from Boulder I might be able to use RTD for transportation to work, if the length of the trip was acceptable.

• There is not a bus early enough to get me to work on time. / If there was I would ride the bus /

• there is on rtd service from my home

• There isn't a direct route from South Boulder (Table Mesa area) to CU's East campus, where I work. It's somewhat difficult to coordinate taking buses from home, even though it's really easy to take the bus to main campus. I really like that RTD's routes are on google maps and I can use my smart phone to figure out the best bus to take.

• There isn't a good bus rout near my house in Arvada that goes straight to Boulder (55th Ave. and Wadsworth)

• There needs to be a direct RTD route from south Lakewood/Littleton to Boulder without having to stop at 10 or more stops in Golden. The RTD bus takes 80 to 90 minutes to get to work (they are hardly ever on time) and more to get home due to traffic. The schedules are limited. I can drive to a Park-N-Ride and take a commuter bus in less amount of time and not get stuck for hours during snow days. However, the Boulder commuter buses need to be kept cleaner. The ride is often rough and the driver moves the vehicle before people are seated. The seats are worn and filthy. I'm afraid to sit and to touch the handrails or bars. Often, I will treat myself to a paid parking lot owned by Boulder.

• There needs to be secure bike parking (lockers)for RTD to be a more viable option for the last mile issue. / Also, the HOP I believe takes an odd jog to the 29th street mall before it continues to
downtown Boulder. This turns what could be a 5 minute bus ride from campus to downtown into a 20 minute bus ride.

- There should be a direct route from north Boulder (near Iris and 28th) to campus without having to transfer. When I take only the bus and don't drive, it often take me 45 - 60 minutes to get to work. For travelling 4 miles, this is ridiculous. The time I spend waiting for bus transfers at the station is way too long.

- There should be a reservation system for buses to/from the airport. I have had multiple nueva to e experiences with full AB buses. (Including standing on the bus from Boulder to the airport while 6 months pregnant). Neatly everyone taking an airport bus knows which bus they'll take ahead of time and could easily reserve to make rtd planning better.

- There should be less non-BV buses and more BVs. It always appears that the BMXs and other Boulder-Denver options are much less occupied, esp. in the afternoons and the BVs are often crowded between 3:30-6 pm.

- There should be more buses going to the campus. I live near Jay & 28th in Boulder. The only bus I can take is #205, which going to downtown. If I take the bus to the campus, I need to transfer in Downtown which takes too much time. And I have to leave early and go home late some day. The bus service just does not work for me. That is the main reason why I have to drive. / It would be much helpful if there are frequent buses going from Gunbarrel to CU (routes like 205) during rush hours.

- There should be more buses that stop along 36 (i.e. more BV buses). It is common for me to have to stand both to and from work which is exhausting. Seriously, about half the bus gets off at Flatirons. Maybe it would be helpful to have a bus that doesn't go all the way to Denver, but just goes to Westminster and back to Boulder. There are a TON of commuters from that area. In fact, out of the 10 people in my team, only 2 live in Boulder. The rest live in Broomfield or Westminster.

- There should be no permit needed to ride between campus, i.e., the Stampede

- There would need to be a stop closer to my home. Right now the closest stop is .5 miles away.

- They need to arrive and leave on time. sometimes the come very late or dont come at all and screws up my entire schedule

They need to change the schedule times, taking into account rush hours.

- They need to finish the road work on highway 36. The morning and afternoon commute on the bus is often delayed because of road work and being stuck in traffic.

- They need to have more buses stop at Flat Irons mall. They only one I can ride is the BV. Why not have like an express bus from Flat Irons to the campus only. It could be a Flat Irons express from there to the station. / / The BVs are so packed when I get on in the morning that I am getting to the point of wanting to drive to work again./ / RTD definitely doesn't cater to those of us that pick it up at Flat Irons. I can't count the amount of times drivers forget to even stop there.

- They should bring back the service of having a clock at the stops, and an estimated time they will be there. They used to do this but they never work. I was also an unfortunate victim of being caught up in the campus construction with RTD. I attempted to take RTD to an east campus meeting and ended up being 30 minutes late to my meeting because the stop wasn't closed or marked yet the bus was not coming. I called RTD and they told me it should be coming - it wasn't. When I ran to another stop farther away, the driver said "oh yeah, we don't stop there anymore". Very frustrating. The frequency of the Dash & Skip is very convenient.

- They should run BV Local busses between Boulder and Denver more frequently during traditional commute times.

- They would have to start a bus route to my home town which is 42 miles away; but unfortunately, I get car sick if I try to read or work with my eyes in a moving vehicle - and because the bus takes so much
longer than it does for me to drive, it would be a waste of my time to bus so I probably wouldn't take the bus anyway. I also need my own vehicle several times during the week - so again, probably would only use the bus once in awhile - even if they did offer service to my remote area.

- This improvement would simply be for RTD to create a bus line between Boulder and Frederick (in Weld county)
- Time of travel to home
- Timeliness of the DASH
- Timeliness. Last week, a bus that was supposed to arrive at 5:50pm never showed, and I had to have someone pick me up (40 minutes later).
- Timeliness. Local buses are often late causing missed connections. It would be great if RTD implemented a GPS tracking system so you knew where the buses were.
- Times
- To add more S bus routes in the morning and at night. They removed one from each about 3 years ago and these routes are very crowded now.
- To get from my house (northeast of Denver) it takes over two hours via bus to get to Boulder while driving separately takes 35-1 hour. I cannot justify the extra time away from my children to ride the bus. I wish there were a light rail from Boulder to near the airport, I could ride that instead!
- To get to work by bus, I need to take a local bus (76), then a regional bus (S). The connections are poor in the morning except for one. In the evening, I sometimes miss the connection to 76 due to the S being late, which adds an extra half hour to my commute. Taking the bus and using the best connections means that my commute is 1.5 hours each way. I would love a way to get that down to an hour. If there was an express 76 or more frequent 76 and/or S buses, this would help.
- To my understanding the closest park and ride to my house is about 9 miles away from me. At that point I would be half way to work, so I haven't found it time or all that gas efficient to utilize park and ride. Also my parking on campus is covered so that is preferable to a park and ride (closest one to me on 287 by Niwot road isn't).
- To take RTD makes my commute double what it is if I drive myself. More express buses out of Denver would be helpful.
- Too far and takes too long from Fort Collins to consider using it
- Too much air-conditioning in the summer. The buses are freezing!!!!
- Too much waiting time when work schedule and bus schedule don't match. Not blaming RTD, I think they do all they can, however, buses tend to run late during rush hours which is another reason why I went back to driving.
- too time consuming
- train from boulder to denver
- Transferring needs to be easier and quicker. Getting anywhere in and around Boulder requiring more than 1 bus ride is a total inconvenient hassle and takes too long -- this is why people don't ride the bus more often.
- Transfers from the 120x to the BX has been a challenge in the past around 6:00 am however it is great right now.
- Transit to main campus and Denver is great. The change last year to timing of the S route have made it impractical to take the bus to my office on east campus.
- Traveling by bus takes too much time. Also, as essential services we need to be here early / late at times. Dealing with a bus on those days just isn't worth it.
- Unfortunately the closest RTD stop is 1.5 miles from my home. / I would ride more if I could get closer to the stop, so more stops on the Bolt line in Longmont are needed. / We also voted for the RTD higher taxes for the Boulder-Longmont rail line - still waiting for that to happen.
- Unfortunately, it's due to the route/frequency of the service. From Old Town Longmont to Central Boulder, it can take more than an hour (depending upon the length of the walk) on either end. I can ride my bike door to door (Longmont to Boulder) in less time. I used to commute by the Bolt bus 5
days/week and there was a change to the route in the mornings at the time I was taking it and now it
doesn't get me to work before 7:30. I would now have to leave by 6:00 in order to take the earlier bus,
which will get me to my office by 7:15. Now, I can leave between 6-6:30 and complete several errands
before arriving at 7:30 as the drive only takes me 18 minutes, door to door.

- Use of satellite tracking. Especially in winter, this would avoid frequent situations where I wait outside
for 30-60 minutes for a delayed bus.
- Usually on time, but sometimes not.
- Very limited services...not very accurate on schedules for distance commuting.
- Waiting for the bus, especially after dark in the wintertime is miserable. The shelters are inadequate
for the most part.
- We just moved, but I still have to drive my daughter to Boulder for daycare. I will ride almost daily
once I get my daughter situated in a new daycare closer to our new home.
- We need Park-n-Ride lots on the outskirts of Boulder (N. Broadway, Diagonal, Arapahoe, S. Boulder
Rd, S. Broadway explicitly for people to park their cars and take RTD into Boulder. Current Park-n-
Ride lots are designed for commuting to Denver.
- We need service to Dacono even if its a stop on the LX buses at 52 and I 25
- We used to use the Stampede to go Colorado and Foothills to campus. On the return trip, the driver
would always take a break and the bus would just sit for ten minutes at the East Campus Research
Center.
- Weekend 225 service, Bound actually being on time during rush hours
- weekend service on Stampeed route
- Well, for one thing, the commuter bus from Longmont that comes clear to campus, the J, takes forever
winding through Gunbarrel and it only runs morning and night instead of all day. That is very difficult
to deal with. I get car sick on that bus because of the winding, long, circuitous route it takes. I much
prefer the BOLT because it is a straight shot, but then you have to get off one place, walk, and switch
buses if you are coming to campus. I might use the bus more if there was a route from Longmont that
came straight to campus instead of winding through Gunbarrel. That could be it's own bus route.
- Well-trained drivers. I take the bus every day, and this past year, I have had more drivers miss exits and
have to turn around and go back (this is the BV route on 36). This causes riders to be late for
appointments and work. It is certainly understandable that buses are late because of traffic. But to have
so many miss stops and have to turn around is tough to take sometimes. There have been several
occasions where the driver has to ask passengers when to exit. I know some of this may be due to
construction on 36 too (it does make things confusing), but the management should have protocols in
place to help new drivers, or drivers who have not driven the route in a while, navigate their way to and
from destinations.
- What stops me from riding the bus more is a childcare issue. I sometimes have tight schedules and
don't have time for the longer commute of bus/walk that I have taken in the past.
- when I could ride the bus, there was only one per hour from my Stapleton PNR, the local bus to get
there had a tight connection and it was too easy to miss by one minute, then stuck for an hour and end
up late to work. It can be a trap on 36 to be stuck on a bus. They need more express routes serving the
corridor and not just Bx downtown.
- When I do have to take the bus (e.g. when my car is in the shop) it never comes on time.
- When I lived in Chapel Hill, NC they had a NextBus app that would give real-time information
regarding the location of the buses on the bus routes and how long it would be till they arrived at
certain stops. It would be great if RTD could implement a similar system.
- When I retire I would like to have a bus pass either free or for a nominal charge
- When I took the bus from Lafayette, it made a major detour through Louisville, doubling my commute
(overall, it took 3x as long as driving). If the bus was direct, I would probably use bus service.
- When the weather is bad, RDT lets you down.
• Where I live it would take 3 buses and about triple my commute time. If you could improve that I'd be interested.
• While RTD does service my neighborhood (Heatherwood), the bus takes a totally inefficient route into Boulder (from the perspective of my needs). A 20 minute car drive = about an hour bus ride to get to campus. This is not realistic for a working parent who needs to minimize travel time in order to get home to kids!
• wifi access on buses
• WiFi on buses, more frequent Denver-Boulder service
• WiFi on the bus would be extremely helpful. / More express (BX) buses in the morning would be great. i.e. every 15 minutes from Union station.
• WiFi on the bus. Timing the buses to run more often early in the morning.
• WiFi service on the GS route.
• Wireless internet access in busses; real-time bus tracking (like NextBus) to know when the next bus will get to the bus stop
• Wireless internet access on the bus / Also, higher route frequency - a few mid-day and more often than every 30 mins or so in the evening
• Wish there was a Hov line. Too much traffic on 36
• Wish there was a one bus ride from Longmont to Boulder. right now have to switch bussed and it takes to long because of the switch. If there was a one bus I would take it.
• Wish there was better direct route - I have to take at least 2 buses. Takes much longer to commute by bus than to drive or bike.
• Wish there were more direct, fast buses from my area of east Denver to Boulder
• Would be nice if there was an express J route
• Would be really exited to see a new "Hop" type route running a loop north from campus along Folsom, 19th/20th, up 17th Street hill, and through campus.
• Would never use this
• Would take bus from home but service from Thornton to Boulder not available.
• your other bus connection, only if they would wait alittle longer.
Why don’t you ride the bus to and from work? (Choose all that / apply.)-Other (please specify)-TEXT

- 25 Miles/30 Min to first bus stop and then another hour to work
- add 1 hour to 20 min drive
- always running late
- As I said earlier, bus service is too far away
- bad bus schedule - scheduled bus doesn't show and buses in between to infrequent
- because the bus still sits in the same traffic and sits at the same horribly, horribly timed traffic lights.
- Becuase of the route, the bus would take longer than walking.
- bike
- Bike
- bike
- bike instead
- bike is faster
- bike is more flexible
- Biking is faster and healthier
- Bus can get me to work, but as I get off at 2am, can't get me home.
- Bus change would be required
- bus does not run early enough
- Bus does not run when I leave for work
- Bus does not stop near my house often enough
- bus doesn't come frequently enough
- Bus doesn’t come often enough/at the time I need
- bus frequency
- Bus is inconvenient and not a very peaceful commute
- bus is not dependable for getting to an essential services position on time
- bus is not good fro time
- Bus is only a Rush Hour bus. So if you need to go home at any other time, you are out of luck
- Bus schedule is now VERY limited since routes were reduced several years ago
- Bus Schedule is too far apart from my neighborhood (Gunbarrel)
- Bus stop is on the opposite side of campus, which means a very long walk to and from
- Bus stop is too far away from my home, especially in the winter
- bus stop is too far- faster to walk all the way.
- Bus stop is too far from home and i dont want to leave my car at the park & ride.
- bus stops at work too far from my office
- Bus times are not convienent
- Bus too crowed going home.
- Bus was packed when I tried to ride it and I like having my car
- buses are full before my stop
- buses do not run at end of shift
- Buses don't run early enough
- buses drop off too far from my office.
- by the time i walk to the bus stop i am halfway to work
- can't walk far
- cant work 8h and get back to denver in time for daycare closure
- Climb hours not helpful for me
Commuting Preferences:

- Commute with someone
- Current lifestyle with many non-work commitments does not allow for RTD.
- Does not align with my work schedule
- Doesn't run early enough
- Doesn't run frequently enough and stops running at 6pm
- Don't want to pay. Bike when I can. Car otherwise.
- Don't want to stand on the diagonal to wait for the bus
- Easier for me to just walk
- Easier to bike
- Emergencies
- Faster to walk
- Frequent meetings during the day
- From my home to many stops to get to Boulder
- Have second job - need to get to it in a timely manner
- Have to bring my dog to the petsitter and the bus doesn't allow dogs.
- Have to transfer
- I have you been on a bus lately? No thanks.
- I always ride my bike - no need for a bus
- I am close enough to walk/bike easily
- I am essential services
- I am in a vanpool
- I bike
- I bike
- I bike or walk, which is faster than taking the two buses required to get to my office.
- I bike to work (except at night when I drive)
- I bike.
- I can walk
- I can walk faster if I have to take the bus
- I can walk in 20 minutes
- I can walk to my office in ten minutes.
- I carry duty gear and job sensitive equipment
- I come to work at 4am there are no buses running at that time.
- I commute from another job
- I dislike riding the bus.
- I do not like waiting for the bus.
- I do ride the bus home occasionally.
- I don't live in RTD district
- I don't need to - I bicycle to CU
- I drive back/forth from East campus to Main campus for meetings
- I enjoy bike commuting
- I get motion sick
- I give somebody a ride home because bus service ends before our shift ends.
- I go home at lunch to walk my dog
- I go to FRCC after work and the time is takes for the bus I would miss classes.
- I go to the gym in the morning
• I hate buses
• I have a chronic sickness
• I have a disability
• I have a dog that I need to sometimes go let out at lunch and would not have time to do so riding the bus at lunch
• I have lots of heavy equipment
• I have mobility issues and bus transport would not be safe.
• I have to bring heavy equipment to work
• I have to drive 35 miles to get to a bus stop from the mountains, and if I miss it, I would need to wait too long for the next one and would be late to work.
• I have to drive to and from the bus stop
• I have to take multiple buses to get to campus
• I have to transfer, and that is too complicated in terms of time and carrying things.
• I leave from CU to another job in Westminster.
• I leave too early.
• I like to drive my Porsche.
• I live 3 blocks from campus.
• I live a block away from work
• I live close enough to bike
• I live close to campus
• I live in a 5 minute walking distance
• I live in Fort Collins, I don't think the buses run from that area
• I live in the foothills
• I live off a main road in foothills and need my car to get to my home. Unsafe to walk at night and too far from main road
• I live so close I just ride my bike
• I live so close I just walk or bike even in inclement weather
• I live so close to campus it makes more sense to walk
• I live too close to campus
• I live too close to campus
• I live too close to campus
• I live within walking distance of work.
• I live within walking distance.
• I love driving my all-electric vehicle!
• I need my vehicle for work during the day
• I need to drop my son off at school and he is off a bus line
• I need two bus ride from Louisville to East campus, that is too long, to unpredictable
• I never know when I am going to leave in the evening time. Sometimes I work as late as 8pm and there would be no service directly to Golden that late.
• I often work late.
• I plan to use occasionally
• I prefer bike and walking for exercise
• I prefer riding my bike or walking
• I prefer to bike.
• I prefer to walk.
• I prefer to walk. If I drive, it's for a specific purpose.
• I sometimes need to stay late or come in early
• I take the lightrail
• I teach after work in aurora
• I think where I'd need to get the bus would require driving
• I took the bus first winter I lived here and in bad weather I was stranded, frozen. Terrible will not put myself through that again.
• I tried it and it's just too crowded for me.
• I use the lightrail
• I use the lightrail. No need to take a bus.
• I walk
• I walk
• i walk
• I walk
• I walk
• I walk
to work
• I walk to work
• I walk to work
• I walk to work.
• I want to be free to come and go as I wish.
• I would be 30% to work to find a stop/parking place
• I would have to two buses to get to work and would take more time than driving
• I would need to transfer buses.
• I would prefer to use the bus, but the commute is nearly twice as long based on where I live
• I would rather bike.
• I'm so close it's easier to walk
• In bad weather buses just do not show up.
• In the winter don't want to wait in the snow at a bus stop
• inconvenient and scary at night
• inconvenient schedule
• Inefficient means of transportation
• infrequent service
• Infrequent service (1 hour gaps).
• insufficient park and ride parking spaces
• insufficient service at late hours
• It has been nice enough to ride my bike. When it is colder and darker, I may take the bus more.
• it is faster for me to ride my bike or walk
• It is faster to bike.
• It is faster to walk.
• it is not efficient from my home
• It seems like a lot of logistical planning.
• It takes a while, doesn't run late enough, and makes it hard to run errands in town.
• it would not allow me to adequately have all the materials I need for athletic endeavors before/after work and for teaching in my classroom and for various meetings. As well, it helps me get to meetings between work days or get to lunch in pearl street mall if I need to do an off campus errand like go to the bank. To eat lunch on the hill I walk faster than I would drive and I walk to all meetings on campus, but if I have to bring materials to the cu business school, I go get them from my car first, and then walk over there from my lot 169.
• it would take longer to take the buses than to walk
- It would take me two hours to get to work according to the RTD trip planner.
- it would take multiple buses plus walking to use RTD, also too much time.
- It would take too long
- It would take two buses which takes too much time.
- It's a nice walk.
- it's faster to walk
- it's more convenient to walk or ride my bike
- it's more convenient to walk or ride my bike
- it's too crowded and there's never any seats
- just started on campus; route schedule does not fit a 9/80 schedule very well
- just won't work for me.
- lack of faith in the service
- Light rail is the best option for me. Faster than busses.
- Lightrail
- like to bike
- limited times available from near home to CU
- Live 6 blocks away
- Live close enough it is unnecessary.
- My job doesn't always allow me to leave at normal hours.
- My job hours are not routine
- my office is only two blocks from my home
- my schedule and Fort Collins
- My schedule does not allow for flexibility to be early or late to work.
- My work day varies, and I start teaching at different times on different days. Keeping up with the bus schedule is not as convenient as my car, which I made sure was a hybrid because I do want to mitigate my carbon. I hope my next car is full electric.
- My work schedule
- My work time fluctuates on no specific schedule, so being able to catch a bus to Longmont and getting back at a reasonable hour, isn't always feasible
- Nearest stop is too far away
- Nederland is 8 miles from office
- Need car in case of child pickup
- Need car to transport work-related equipment and ability to travel to any part of campus.
- need flexability of having car at work
- need to take 2 buses or walk part way to get from my house to work
- Need to walk, then take 3 different buses
- New to area. need to find my way and get timing down pat. Will explore RTD when I can, just not a priority yet.
- no bus @ 4:30 in Boulder Canyon
- no bus service at the time that I star working
- no Buses at 3:30 a.m.
- No direct bus service from home to work
- No direct bus, too many transfers
- No direct route - requires 2 buses, over an hour wait for the bus at the times when i'm headed home
- No direct service from home to campus.
- no need live close
- no Park-n-Ride
- no place to park and get on the bus
- No service at 4am
- not always safe
- Not as convenient as walking/biking
- Not available during off-hours on weekdays or weekends
- not far away to need to
- Not frequent enough
- off campus business meetings throughout the day
- on-campus drop off is too far from my office; no close bus stop near home
- Parking never implemented permits for limited numbers of days per month as was proposed many years ago. I couldn't ride the bus full time and would need a way to park on campus on the days when I need my car
- Pickup/drop off not close to my office
- please see prior comments
- Police have odd schedules + guns & equip
- poor bus service
- Poor RTD service schedule in my area (Evergreen).
- Prefer to ride bike
- quicker by bike; but I use the bus when I need to commute to Denver
- requires a transfer
- requires bus transfer
- riding my bike is more fun. if i can't ride my bike, walking is more fun.
- riding the bus gives me motion sickness and I arrive at work feeling ill which directly impacts my productivity.
- rode the bus during undergrad, prefer not to anymore
- route times inconvenient
- schedule is inconvenient
- See my comment on my satisfaction with RTD.
- see previous note about the McCaslin bus stop
- service too infrequent
- stop is 1 mile from house
- takes too long
- The available routes between my home and business are so indirect that it would take way too much time.
- the bus does not reduce the distance I would walk.
- The bus is for losers - the Loser Cruiser
- the bus is not convenient and takes a long time
- The bus service is too infrequent.
- The bus smells makes me sick.
- The errands are all work-related.
- The HOP turns a 5 minute walk into a 20 min bus ride by going to the 29th st mall
- the nearest access is roughly 5 miles away towards Boulder.
- the nearest bus stop is miles away from my home. I do not get paid enough to live in Boulder county
- The nearest stop is 10 miles away. 2 hours (each way) to get to and from work.
- The park and ride is too far from my home and does not make sense for me to drive to take the bus.
- The time to take the bus would far exceed my commute time because I would have to go to Downdown and transfer. Estimated time is 2.5 hours one way
- There is no bus service to Boulder from a park and ride near my home. Flexibility for daycare drop off and pick up.
- There is no bus that goes straight to my work. I have to change buses.
- There is no combination of bus routes from my residence to CU Boulder that doesn’t take less than ~40 min, involve walking numerous blocks and making transfers.
- There is no convenient bus service to my building.
- There is no direct route and the route that currently exists is far too long to make taking the bus time efficient if you are not located on main campus.
- There is no route during the times I arrive and leave work.
- Timing between taking the Stampede to where I pick up the Jump.
- Timing doesn’t work out well with my work start time.
- Too damn far away when you live in another city.
- Too many bus connections.
- Too many materials for work.
- Too many transfers would be needed.
- Too slow.
- Too unpredictable lots of meetings.
- Unnecessary. my commute is short enough that I can walk.
- Unnecessary.
- Unreliable.
- Variable schedule.
- Varied work hours.
- Walk to work.
- Walking is faster and I want to exercise.
- Walking/Biking is faster.
- Waste time waiting for a bus.
- Work a lot of weekends.
- Work hours where catching the bus isn't an option.
- Work is a short walk.
- Would double my commute time.
- Would double the commute time, already an hour.
- Would have to catch the bus before 7 am to get to work on time.
- Would have to cut work down 2 hrs daily to accommodate.
- Would need to ride three different buses and then walk to work.
- Would need to transfer 3 x's and schedule does not fit my work hours.
Where is your primary work location? (Other responses)

- "The Hill" in Boulder
- 1030 13th Street
- 1030 13th Street Boulder
- 10901 West 120th- Walnut Street office is closed now. Now we are near no campus.
- 1305 University Ave
- 1350 20th St
- 13th St
- 13th Street IEC
- 1800 Grant St
- 18th and Grant
- ALL CAMPUS BLDGS
- Arapahoe
- Both Main and East Campus
- Boulder - off campus
- Broomfield
- Broomfield
- Broomfield - Advancement
- Broomfield CU Advancement
- Broomfield-Advancement Office
- CINC
- cu boulder
- CU Boulder Campus and City of Boulder
- CU Mtn Research Station
- Denver / Office of the President
- Denver/225 E 16th Avenue
- Denver/Sheridan
- Don't have parking pass.
- DSRC, 325 Broadway, Boulder
- East and Main Campus
- East Campus BIOT
- East campus/JSCBB
- family housing
- Family Housing
- family housing
- FAMILY HOUSING
- Family Housing 20th and Marine
- Golden
- Grandview
- Home
- home and main campus
- I am responsible for 6 locations split between WillVill and main campus.
- IBS
- JSCBB
- JSCBB
- JSCBB
- Kittredge Loop
- Marine St and Denver/Grant Street
- Mountain Research Station
- Newton Court at the Children's Center
- newton court, boulder
- NIST
- NIST
- NIST/Boulder
- NOAA DSRC
- Off campus; Boulder Hill
- Off of 20th & Arapahoe
- On the Hill in Boulder
- RTD lots
- The Hill
- The Hill 13th and College
- UMC
- University Hill
- Wardenberg
- Wardenburg hc
What category best describes your typical work schedule? (Other responses)

- M - F daytime into evenings
- 1 afternoon per week
- 1 evening per week
- 1 evening/week
- 1% on call worker
- 14 hrs, 7 days a week
- 2 or 3 days per week, part time
- 2-3 days per week
- 24/7/365
- 3 days a week
- 3 days a week at CU, 2 days a week at Naropa, 3 days working from home
- 3 days at campus, rest of the week work from home
- 3 days/wk, depends on teaching schedule
- 30 hour week M-TH
- 35 hrs weekly during semesters
- 4 10 hour days
- 4 tens
- 4-10 Sun. thru Wed.
- 6-7 days a week
- 7 days
- 7 days
- 7 days a week
- 7 days a week
- 7 days a week
- 7 days a week
- 7 days a week
- 7 days a week
- 7 days a week, 7am to 1-2am consistently (with breaks for childcare and other life incidentals)
- 7 days a week, daytime, evenings
- 7 days and evenings
- 7 days per week
- 7 days per week
- 7 days per week!
- 7 days/wk during football season
- 80% Tuesday-Friday
- 9/80 Daytime
- 95%, M, W, TH, F
- all days
- All days and time
- All days, daytime and evenings. Sometimes nights.
- all my waking hours
- All of the above (Monday-Sunday all the time)
- As a faculty member, I work all the time.
- As a faculty member, I work at least part of the day almost every day, including weekends.
- as much as needed to get the work done
- Athletics Coach - Varied and extensive
- can be 7 days and nights
- Daily for 6 mos., m-F for 6 mos
- days, evening and weekends
- Days, nights, weekends
- daytime + frequent evenings and nights
- daytime and evenings, every day, several hours at a time
- Daytime Monday through Friday. Variable weekends and evenings.
- every day
- Every day
- everyday
- feels like 24x7
- Friday through Monday, evenings
- full days on M, T, TH, F
- I teach Tuesday and Thursday and work from my office on other days, except when there are meetings and talk, in which case I walk to campus.
- I work every day
- I'm a postdoc, I work during the week and usually weekends.
- I'm a teacher, so I work all the time. My be-in-my-office schedule is Monday-Friday, daytime.
- late night off at 1am or 4am
- long hours, but paid halftime
- M - TH, daytime
- M T Th
- M W F
- M W F
- M, W and Th, daytime
- M, W, Th, F
- M,T,W
- M/T/TH
- majority M-F evenings but also some weekends
- M-F + one weekend usually
• M-F days, evening and weekend rehearsals seasonally
• M-F daytime plus several evenings and weekends
• M-F early shift
• M-F Noon-6:30
• M-F normal, but also a large number of nights and weekends
• M-F on campus, S & S working from home
• M-F plus events/wkends
• M-F Saturdays seasonally
• M-F, but work ~20 Saturdays/year
• M-F, daytime, plus 2 or 3 evenings, plus one weekend day
• Mon through Thu
• Mon- Thurs
• Mon to Fri, daytime plus some weekends and evenings
• Mon, Thurs, Fri, Sat
• Mon, Tue, Thu
• Mon, Wed, Fri daytime
• Mon,Tues,Wed,Fri
• monday - thursday
• Monday - Thursday, daytime
• Monday and Thursday (on part-time maternity leave)
• Monday through Frida daytime plus some weekends and evenings
• Monday through Friday and Saturday or Sunday at home
• Monday through Friday and weekends
• Monday through Friday daytimes, plus evenings and weekends for Athletic events
• Monday through Friday plus evenings and weekends
• Monday through Friday, both daytime and evenings
• Monday through Friday, daytime plus evening work and weekends
• Monday through Friday, daytime, plus some evenings, plus time on weekends
• Monday through Friday, plus one day each weekend
• Monday through Saturday daytime
• Monday through Sunday
• Monday through Thursday
• Monday through Thursday
• Monday through Thursday 10 hour days
• Monday through Thursday 1-6:30
• MONDAY THROUGH THURSDAY DAYTIME
• Monday through Thursday daytime
• Monday through Thursday, afternoons and one evening
• Monday through Thursday, daytime
• Monday through Thursday, daytime and Friday evenings
• Monday through Thursday, evenings
• Monday through Thursday, evenings
• Monday through Thursday, nights
• Monday to Thursday
• monday to wednesday
• Monday, & Wed-Fri
• Monday, Tuesday, and Thursday, daytimes
• Monday, Tuesday, Thursday
• monday, tuesday, wednesday, friday
• Monday, Wednesday, and Friday daytime
• Monday/Wednesday/Thursday work from home 4 hours total Tues/Fri
• Mondays 8-5pm, Tuesday-Thurs 10:30-8:30pm, Fri 10am-6pm
• Monday-Sunday
• Monday through Thursday 8-3
• Monday through Thursday 10 hr. days
• Monday-Tuesday
• Mond-Friday, daytime and evening and Saturday events
• mon-friday with some weekends
• MON-THU
• mon-thurs
• Mon-Thurs
• mon-thurs
• Mon-Thurs daytime (40 hrs)
• Mon-Thurs, and Sat
• mon-tues
• Mon-Wed daytime, Thurs/Fri part time day
• Mon-Wed-Fri
• Mostly Mon-Fri daytime but also on-call
• M-R 0900-2000
• M-S
• M-Su
• M-TH
• M-Th daytime
• M-Th daytime 10 hours
• MTW
- MWF
- MWF daytime and late evenings once a month during the semester to give evening auditorium exams and then grade them (typically grading goes until 3 a.m.) Students are kept on campus at least until 1 a.m. by the Applied Math Dept.
- MWF daytime into evening (sometimes past 9PM), often on weekends
- MWF on campus, the rest of the week at home
- MWF teaching
- MWF, daytime
- MWF, daytime, 2-3 weekend days per month
- nights
- No set schedule, just get all my work done
- non paid
- none, I work during the weekdays, evenings, and weekends
- On call 24/7, depending on issue may have to come into office on off hours or weekends.
- On campus M-F, add'l work from home 20 hrs/week
- permanent per diem
- Postdoc fellow, I work when I work
- pretty much 24/7
- Research hours - i.e., 120+ hours per week
- Sat-Tues, nights
- Sunday - Thursday
- Sunday through Saturday, daytime and evenings
- Sunday through Thursday, daytime
- Sunday-Wednesday evenings
- T, Th, F
- T, W, TH daytime
- teach MW--and come to campus apprx. two more days a week for student conferences, committee and faculty meetings, etc.
- Teach on campus Tuesdays and Thursdays
- T-F
- Th - Sat
- Thursday & Friday evening & weekends.
- Thursday PM
- TTH on campus MWF home or office
- Tu & Th, daytime
- TU/th
- tues - sat evenings
- Tues & Thurs mornings
- Tues and Thurs
- Tues and Thurs evenings only
- Tues thru Friday
- Tues Wed Thur
- Tues, Weds, Thurs daytime
- tue-sat nights
- Tuesday - Thursday, evenings
- Tuesday and Thursday, daytime
- Tuesday- Friday, day
- Tuesday through Friday, daytime
- Tuesday through Friday, daytime
- Tuesday through Friday, nights
- Tuesday through Saturday
- Tuesday, Wednesday & Thursday
tuesday/saturday
- Tuesday/Thursday
- Tuesday-Friday, daytime
tues-thurs
- Tues-Thursday
- Tues-Wed-Thurs
- Tu-Fr Days & Sat Evenings
- tu-Sat daytime
twice a week
- W, Th, Fri
- wed to sat
- Wed-Fri
- Wednesday-Saturday
- weekends occasionally and evenings
- Whenever I'm awake
- work full time in office and have to be here in evenings for athletic events
What category best describes your job? (Other responses)

- Academic Advisor - Pre Law
- academic research (NOT office)
- Animal Care
- Athletics
- athletics academic support
- Athletics coach
- AV
- Building manager
- Bus operator
- Campus Building Services
- career counseling
- child care
- Clinical Supervision of Graduate Clinicians
- Coach
- Coach
- Coach
- Coach
- Consultant with the Writing Center--my job title is "lecturer" but I'm more like a tutor
- Custodial
- Custodial
- custodial
- Custodial.
- custodian
- Development
- Development/Alumni
- dining
- Distribution manager
- emergency services
- Engineer
- Engineer
- engineer
- Engineering
- equipment operator
- event services, AV production
- facility manager
- faculty
- Faculty instructor in multiple departments & academic advisor
- faculty/administrative
- Grounds
- half teaching, half research
- Heath and Safety
- HVAC
- I am both the director of my division and an active teacher
- IPM
- IT
- IT
- IT
- IT
- lab coordinator
- lab coordinator, chemistry education
- Lab manager
- Lab Tech
- laboratory
- Laboratory
- Laboratory and field research
- laboratory research
- Laboratory research
- laboratory technician
- Law Enforcement
- Law enforcement
- Law enforcement
- Librarian
- Library Tech
- marketing and communications
- Mechanic
- Mental Health
- Museum Director
- Office AND teaching, tenure-track Librarian
- operations
- Outdoor services
- outreach
- Parking management field work
- part-time in office, part-time in field.
- PD&C
- Police
- police
- Police
- Police
- Police patrol
- Police Services
- Preschool
- Preschool teacher
- professional research assistant
- Professional Research Assistant
- Professional Research Assistant
• Professor/research
• Project Specialist
• Psychological Health
• Psychologist
• Psychology
• Public safety
• Public Safety
• Public safety
• Public Safety
• Recreation
• Research
• Research
• research
• research
• Research
• Research
• Research
• Research
• Research
• Research
• Research
• Research
• Research Associate

• Research Faculty
• Research Professor/Laboratory Director
• Research Scientist
• Research scientist - laboratory intensive
• Research/labwork
• researcher
• Researcher
• researcher
• researcher in lab
• software
• Software Engineer
• Software Engineer
• staff
• staff/support
• Student affairs
• Student Affairs
• student services - academic advising
• Student Services; Advising
• support
• technical coordinator
• technical support
• Utilities
• Warehouse, administrative
• will also teach beginning fall 2015
Where do you live? (Other responses)

- 10 miles beyond Lyons
- Adams County
- Arapahoe County
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Aurora
- Bailey
- Black Hawk
- black hawk
- Black Hawk - Unincorporated Gilpin County
- Boulder Heights
- Boulder Mountains
- brighton
- brighton
- Brighton
- Brighton
- Brighton
- Brighton
- Brighton
- Brighton
- brighton
- brighton
- Castle Rock
- Castle Rock
- Castle Rock
- Centennial
- Coal Creek Canyon
- Coal Creek Canyon
- Coal Creek Canyon
- coal creek,canyon
- Commerce City
- Commerce City
- Dacono
- Denver
- Eldorado Springs
- Estes Park
- Estes Park
- Estes Park
- Evergreen
- Evergreen
- Evergreen
- Evergreen
- Federal Heights
- Federal Heights
- Firestone
- Firestone
- Firestone. No bus available
- Fort Collins
- Fort Collins
- Fort Collins
- Fort Collins
- Fort Collins
- Fort Collins
- Frederick
- Frederick
- Gilpin
- Gilpin county
- Gilpin county
- Golden
- Golden
- Golden
- Golden
- Golden
- Golden
- Golden
golden
- Golden
- Golden
- Greeley
- Gunbarrel
- Gunbarrel
- Gunbarrel
- Henderson
- Henderson (Adams county)
- Jamestown
- JUST outside city limit of Boulder
- Lakewood
- Lakewood
- Lakewood
- lakewood
- Lakewood
- lakewood
- Lakewood
- Lakewood
- Lakewood Littleton border
- Larimer County
- Larimer County
- Larimer County outside of Lyons
- Littleton
- Littleton
- Littleton
- Longmont area
- loveland
- Loveland
- Monument
- MORRISON
- Morrison CO
- mountains
- Nederland
- Niwot
- Niwot
- Niwot
- Niwot
- North Thornton (near Erie)
- Northglenn
- Northglenn
- Northglenn
- Northglenn
- Northglenn
- Northglenn
- Northglenn
- Off lee hill road
- Other county
- park co
- Pinewood Springs
- Rollinsville / Gilpin County
- South Denver
What is your gender? (Other responses)

- Don't Gender Identify
- Why has this question become so fucking political?
Any additional comments or suggestions?

- PARKING SERVICES PEOPLE ARE TO BE COMPARED TO NAZIS....................
- I like to ride the RTD to work but because the time that I star to work . and if I change to the evening shift the I get out too late to catch the bus to go home.
- I received a BS in Traffic Management. I am a strong advocate of alternative means of transportation and an been so for over 35 years. I believe a solution to our transportation issues will become a necessity withing the next two decades and hope light rail becomes a reality for Boulder and surrounding communities in the near future.
- /(*) There needs to be a stop light at 63rd St. and Gunbarrel Ave. (the Habitat stop) where the 205 lets riders off. At the Habitat bus stop, the riders, after getting of the bus, have to then cross 63rd St., which is typically quite busy. There is no cross walk at this stop to cross the road nor is there a light. Given that this quite a busy intersection, this is putting the riders health in jeopardy and putting RTD in liability. / /(*) Re-routing the RTD 205 route so that it always passes by Spine Rd and Gunbarrel Ave would increase ridership of that line and make commuting to campus more convenient. / /(*) The Eco-Pass is fantastic! Thanks! /
- I could not commute to work without the Eco pass. Please continue to provide this!
- make a more direct or express route from east to boulder before I retire in 10 years
- would really REALLY love to take the RTD bus to work everyday, if they could modify the route time/make them more often I definitely would take advantage of that
- "Don't know" would be an appropriate choice for some of these questions.
- (1) I find parking in Euclid ridiculously expensive when I have occasion to use it. / (2) There are not enough bike racks outside Duane Physics. The kind that is installed seems no more efficient that what we had before (a couple of years ago) but has the disadvantage that because bikes get jammed in, they are easily damaged by other bicycles. Perhaps these racks were designed for road bikes with narrow handle bars but the fact is that many people on campus have mountain bikes. The number of students in our department has doubled over the last few years and the number of available bike racks (especially covered ones) has simply not kept up with demand. On the other hand, the little "bike schack" outside the UMC is a nice perk.
- 0) I suppose it'll never happen, but free parking for employees (i.e. faculty and staff) / 1) Better and cheaper parking pass option for those that drive on average once per week. / 1a) A more flexible parking pass that I could purchase (and add) an arbitrary number of "day permits" to. i.e. purchase a pass that will allow me to park on campus 52 times a year (-or 20 or 60 or whatever number makes sense for a particular person) with some way to check my "balance" and add a few days to it if need be, preferably at rates comparable to a yearly parking pass (i.e. $1.50/day give or take...). / 2) Real-time bus tracking via the web with ability to know/calculate in real-time what the ETA of the "next bus" is for a particular stop. / 3) Improved RTD Trip Planner application with "favorites" and a way to easily "cut and paste" an address in a browsers address bar that will give the next available bus and schedule between two points. / 4) improved RTD Trip planner that works better/more consistently with different browsers (i.e. Chrome and Firefox), especially with the ability to save particular points so you don't have to type them every time you go back and forth. / 5) Perhaps a way to lookup an intersection and get a unique number for that stop that could be entered into something like Trip Planner so I don't have to constantly be bugged with the popup window asking if I mean Broadway & 16th in Boulder or Denver (ie if I could enter from stop 1234 to stop 6789, and know for a fact that stop 1234 is Baseline and King street and stop 6789 is Broadway and Euclid... that would be great. /
- 1. Longmont to airport bus / 2. Longmont to Boulder campus express buses between 7 and 8:30 and between 4 and 5 (via main, ken pratt, folsom) / 3. Longmont to DTC bus /
- 1. Thanks for making an effort to improve the transportation. / 2. We do need more buses going to campus. / /
- 1: I live close to work so that I can reduce my carbon footprint and personal costs by walking/biking to work. HOWEVER, it is a critical challenge facing staff/faculty like me that the only housing
(affordable or not) within that range of campus is filled with students. Consequently, my home lifestyle is very poor. CU should be supporting affordable, non-student housing in Boulder proper. / / 2: Since the CU Rec Center does not offer free admission to staff/faculty there is nowhere to shower or change clothes on the main campus after a hot/sweaty bike ride or walk to work. / / Both of these are a major hindrance to walk/bike commuters. / / It's in CU's best interest to support walk/bike commuting employees. Both as an environmental and health friendly campus, but also because of the infrastructure cost of parking and congestion on campus.

- A compressed work week and telecommuting are options at work but do not work well all year for the type of work we do. / / If the bus had a more direct route to our office location I would be more apt to take it on a regular basis. I usually go home to let my dogs out at lunch and the bus takes too long based on the current schedule- driving is much, much faster.
- A driver in my household does not take RTD bus from Niwot to Hwy 36 at Church Ranch, although a bus route making one connection is available, because it costs him less to drive his economy car to work than pay for the bus ticket with transfer. This was also a problem that prevented using a bus to commute from Niwot to south Louisville near McCaslin and Cherry. The cost of taking a bus from one region to another and then having to take a local bus to the final destination is too high given other options. Also, the bus routes do not "line up" well such that one wouldn't have to wait on the curb for 20 minutes before the connecting bus and could have drove there in half the time it took them to take 2 buses.
- A little flexibility on work schedule will go a long way to using the bus schedule.
- A membership to b-cycle would be a fantastic employee benefit
- A park and ride on the north ease corner of Arapahoe and 95th would be a great incentive for me to take the bus. Right now the walk to the bus stop takes longer than the ride into Boulder.
- A poorly designed survey, too long, too many personal questions.
- A stipend for commuting would be appreciated.
- Add bussing times on the RTD Y line.
- Additional options for the 'S' route would be helpful both in the morning and evening. Covered bike storage would also be a great addition. / / Affordable parking on campus is an issue.
- Again - please improve bus service between east and main campus.
- Again, I think the employee should be given the option of a Eco Pass or a Parking Permit (or at least a discounted parking permit) instead of ONLY giving the Eco pass.
- All my answers concerning my commuting habits pertain to the CU Academic Year (Sept-May). During the Summer months (June-August) I am usually able to ride the RTD into work Monday-Friday. Although this appears to be a comprehensive survey, you may want to consider that Faculty/Staff at CU have different commuting habits depending on the the time of year. Thank you.
- Alot of this survey was geared to UC Boulder - I work at the system Office, so alot was not geared toward our office
- Alternate transportation is time-consuming. Too much work at work to spend time on busses or bikes. Work full-time from home could be done, but UCB is not ready for that, even though businesses around the world have done so for 20+ years.
- Alternative transportation options are plentiful, but I don't feel that enough attention is given to the fact that many can't use them - they are all very localized. Many can't ride bikes due to physical issues, or simply live too far to make "bike to work" a real option. Many live outside the Boulder city limits and work early/late hours, and have children in daycare and school on strict schedules, work extra jobs, etc. - meaning RTD really isn't an option at all without adding literally hours to their commute or causing serious upheaval. My suggestions? Don't vilify cars, for one - they're a necessary part of our lives whether we like them or not (and most can't afford an electric vehicle). For another, don't shut down what little RTD access there is quite so often - summers are the worst lately! And bikes are great, but remember that not everyone has that as an option. Thanks for listening.
• Although I appreciate having an ecopass, because I transport my kid to school most days per week, the bus is not an option for us, due to transfers and the time of day we would have to leave and weather, etc. I find it crazy that I pay $50.00 per month in order to have the privilege of parking where I work. That seems crazy to me. Perhaps if someone bypasses their ecopass for a year, they could be able to park at work for free? Then if they wanted to ecopass, they would be required to pay for the parking pass?

• Any expansion by RTD bus or Light Rail (especially Boulder-Denver Light Rail) would be nice.

• Appreciate that the City and the University value transportation options and seek to create variables to allow for multiple modalities for their staff and the citizenry of Boulder. Would like to see re-loadable monthly passes, similar to the Orca pass which we had access to while living in the Seattle area. Easier access to the neighborhood Eco pass by not having to qualify as a block but as instead, as an entire neighborhood, would go a long way toward increased ridership and loyalty to both the RTD brand and the viability of the City in recognizing the transportation needs of the community at large. / / Thanks for taking the time to listen

• Are there any routes coming soon that will go from east Denver to Boulder in the morning, returning in the evening? The DD schedule is exactly what I need just in the opposite direction in the morning, then again at night.

• As more classes are being held on East Campus (especially once the SEEC Building is complete), you MUST have a bus line (not the Stampede) directly commuting back and forth between East Campus and Main Campus for students, faculty and staff to utilize. I want to be able to continue commuting via mass transit without having to add a considerable amount of transit time, in order to transfer from BV or ABA by main campus to the shuttle bus. It should be a direct route, NOT one that has to loop through Marine Street and Foothills Parkway.

• As soon as the expanded HOV lanes on I-25 from 120th are completed, I will take the bus more often. When commuter rail begins in 2017, I will use that option. The Eco Pass is a valuable benefit.

• Asking people's salary's is a little much for any survey in my opinion. The rest of the survey was my pleasure to fill out.

• At my old place of employment, faculty who did not buy an annual parking pass were eligible for 10 days of free parking on campus per year. It was a way to encourage alternative modes of transportation while recognizing that on a few days a year a faculty member would have to drive. It was a nice reward for not driving regularly to campus. Please consider doing the same.

• Attach plows on the front of RTD busses....lol

• Before coming to CU I telecommuted full-time from my home for several years. I feel if CU continues to invest in it's technology, telecommuting at least part-time will be a good option for several administrative level staff in the future. I realize not all positions can telecommute, but several could have the option

• Besides commuting to and from work, I typically travel to Denver, DIA, Golden, Ft. Collins etc. almost daily. I typically travel to DIA once per week or every other week for domestic flights

• Better communication from parking services. For a group that plays such a large role in campus life, communication is not there. Work with Boulder Police on gameday staffing. Poor customer service.

• Better hours.... Understand that normally campus is open from 8-5.... Be open from 7-6 so people can come before or after work..... customer service training for ticket issuers..... more patrols to enforce parking..... its not random for the most part. If i am paying for a monthly pass, I want to make sure i have a spot

• Better RTD service for those during rush hour commutes and popular destinations like broomfield.

• Better sinkage at gates that ther is no non permit parking during the work day. I can't tell you how many times a whole line of people have to back up to lest someone back up and turn around who thought they could enter as a pay lot.

• Bicycle access to my office has been very bad and slow due to the rec center construction. They should make sure to open up the hill behind the stadium. It's not worth biking if I have to get off and walk down the hill. / I wish they hadn't closed the alley between the VCAC and the UMC; it costs me five
minutes every day when I go from the parking lot to my office. 

We don’t use the bus in part because there is no direct access from our neighborhood to the bus stop at Footnill and Colorado. You have to go south to the bike bridge and then back north to the stop. A little bike path going straight east from Colorado would make the bus more attractive to the neighborhood.

- Bike lockers. The current state of bike theft on campus is quite simply unacceptable. Given that I know 5 students who have had their bikes stolen in the past 2 years, I fear for the security of my bicycle on campus. If this were car theft, there would be a Federal inquiry!

- Biking more attractive if I didn’t wear suit on teaching days

- Both CU parking and City of Boulder parking need major overhaul. Boulder parking is a terrible mess and way over regulated. There should be some residential parking permits and zones but not every street and space in a neighborhood. Over the top.

- Both the government and the citizens of Boulder do awesome things in the transportation area, carry on. However, the questions on the bike and car sharing puzzle me, if you think the bike and car sharing options would work for commuting you need your head examined.

- Boulder is unbelievably expensive to live in, and for that matter so is Denver. A well intentioned policy to limit growth has some terrible side effects—just drive down 36 at rush hour. Are we really protecting the environment if we are just forcing great carbon emissions? Furthermore, few middle class families can afford to live in Boulder.

- Build more parking

- Bus service to Fleming as long as faculty and staff are stuck out there while buildings on main campus are being renovated.

- Bus: I won’t add an extra hour to each day to walk 1/2 mile to a bus stop and switch buses to walk to work only to not have my car to do the errands I do once I’m in town from Gunbarrel. / Bike: I’m not your typical athletic Boulderite and won’t spend the time or energy to ride to work...not to mention the rain and snow will ruin my stylish pumps.

- Business incentives for living near your work. Commuting is the problem.

- Campus needs more covered bike rack or storage facility. In winter, if the snow and ice doesn’t melt from the frame and chain, it can cause damage. RTD doesn’t run when I need to go to work. The parking on campus that is affordable is too far from my work location and can take 20 minutes to walk in the winter.

- Campus needs more designated and separated bike lanes. It is very dangerous to ride on campus because of pedestrian and skateboard traffic

- Can you help with this? The number of motorized vehicles driving on internal campus sidewalks is frightening and way too high. This survey has re-opened my eyes to the telecommuting and flex-time issues. Why isn’t there more discussion about those? Thank you for doing this.

- Carpooling is pretty much a non-starter on the hwy 36 corridor unless you live in a neighborhood with others having the same hour hours and location. There is no quick way at any of the on/off ramps on 36 that won’t take you less than 10-15 minutes to pick up or drop-off an individual. If one has to get off the highway, one loses any advantage of using the HOV lane. Very poor planning for carpools or sharing enroute. Even when construction completed.

- Chaning facilities/locker rooms would be great! I would be more interested in biking to work if I knew I could clean up and be presentable.

- Cheaper campus parking, more variety to the cost of permits (farther lots should be significantly cheaper than they are), better public transit options for unincorporated boulder co

- Clear out bike racks of abandoned bikes more often. Increased security for bike racks (video cameras?). More covered parking for bicycles. Allow exemptions for bike parking within offices (no fire hazard).

- Commuting between locations that are both on campus should be considered; many people wind up driving from one campus lot to another just to make meetings, teaching assignments, etc.
• Commuting from Boulder to Denver every day is challenging. It would be wonderful if supervisors were strongly encouraged to support those in their units who are interested in and capable of telecommuting or compressed work weeks to reduce commute times. It is important to remember that not all are able to live in Boulder.

• Commuting to Boulder would be made easier if there was a heavy rail/light rail line that came into the city. Unfortunately, any means to get to Boulder from Denver/Aurora proper where I live has to be routed back to downtown Denver to do a transfer. The commute time is far too long, at least 2.5 hours one way with decent traffic. Utilization of the Eco Pass on campus to get around from Main to east is good, likewise to get from campus to downtown.

• Cool that you listed trans as gender option!!! The survey was too long and too personal. / /

• Couple of comments that I should have put in other blanks-- / Skyride service from Boulder is too infrequent and takes too long. It should run more often and use the toll road (470). / Why should I have to pay for parking if I'm using my own car (unreimbursed) to run a work-related errand on East campus? Having to pay a meter to visit HR or academic offices/labs on other parts of campus when I'm already paying for a monthly parking permit makes me feel victimized by a rapacious approach to collecting money wherever possible.

• Covered bike parking on east campus would be awesome!

• Create a parking pass for folks who use a car once or twice a week but use public transit/bike the other days.

• Create affordable parking on campus. It's a disgrace to charge as much as Parking Services charges for parking for CU employees.

• CU Boulder should offer an option for parking that is accessible for staff who use RTD as their primary commuting method, but due to the duties of their role need a parking space when the schedule of buses conflicts with the work needs. I fully support the use of RTD EcoPass, just need to make sure the connections between the campus’ work effectively. Pulling the BX/BMX off the 36 corridor and onto the Northwest Parkway would also ease the commute for many who ride it every day. Many times the bus is sitting when it could be moving on the NW Parkway instead it is further congesting the 36 corridor during high traffic times. This could be a good option until BRT is completed in 2016.

• CU needs showers and changing facilities on campus for bike commuters...especially since you won't let faculty be members of the rec center with paying a lot of money.

• CU should offer flextime and telecommuting as a clear and defined program. Parking should not cost $50/mo in the empty giant lots on East Campus - this is a tax on workers (why do we have free parking at rec centers and parks but paid parking at work?). Finally, most CU employees drive from very far away, alone. I do this now, but after childcare duties end I plan on reducing my car trips and increasing bike or bus trips. CU needs to figure out how to reduce the loads on the streets from communting students and staff each day - it's a total clusterf*ck.

• CU-Boulder parking lots do not have clear signs as to what times permits are required.

• CU-Boulder should pursue gold-level certification from the the League of American Wheelmen. I'd spoken with David Cook about this briefly and had suggested we have a followup conversation. Not many universities in the U.S. have achieved this honor, and I believe there would be strong support for such an effort from the CU-Boulder community. I would love to see the bicycle road crossings in particular improved -- just yesterday I saw a person get hit by a car at the Regent Drive and Engineering Drive intersection. Please feel free to contact me! Thanks, Stephen Kupecz (303) 492-3891.

• Don't ask for income

• Don't charge hard working people to come to their job. And don't make bull shit excuses to charge for parking. our lot was free and still should be, as it's not on the main campus. sure you could make the lot permitted, but you dont need to charge the employees.

• Drop down menus did not work on my phone.

• eco pass is a life saver
• Employee Services was forced to move from Boulder to Denver in 2011. This required half of the staff to commute two or three hours per day. The Administration should consider the welfare of their employees before making changes that cause transportation problems.
• Encourage motorcycle/scooter transportation. It saves my husband nearly $40 a week in gas when he rides his Suzuki to his work in Lakewood.
• Essential service employees should get a discounted or free parking pass. Due to the fact that we are required to be here at odd hours or long periods the bus is not the best option and we must drive. Therefore we are somewhat forced to get a parking permit.
• Expanded covered bike parking at JSCBB would be much appreciated as the current area fills up quickly.
• Extending the bus run frequency beyond 7 pm at night such as Skip, Bound, Jump
• Extremely grateful for the Eco pass provided by CU Boulder. Has saved me hundreds in bus fare to and from work. The commute is the only reason why I would leave CU Boulder in the next year though and wish there was a better option in terms of either commute, flex working schedule, or relocation assistance if I wanted to move closer to work.
• Faculty give up on biking bc it is too difficult to bike everyday given the weather and the need to bring bulky items (such as food for co-workers). They then buy parking passes and use them all the time bc it is easier to. There needs to be a system that allows for occasional driving but encourages biking on most days. For instance, give bikers 10 free or low cost parking passes per year.
• faculty need free parking close to the buildings where they teach on campus!
• Faculty/staff parking is too expensive. Instead of having a high price on parking permits why don't we try to make high quality incentives for car pooling, ride shares and biking to work?
• Find someone to help you with survey design. Redundant questions and irrelevant questions. You need to code in a skip pattern.
• Fix lot 169
• Fix the problems of assignments both to Main Campus and East Campus so people aren't charged extra because their work requires parking in different places.
• Flex hours/ telecommuting would be a great option at the PSC. It would be nice to be given that opportunity.
• Flex work schedules and telecommuting are the answers!
• Flexibility for transportation times throughout any given day is extremely important to me, due to a constantly changing teaching schedule, as well as kids' extra-curricular activities and family obligations.
• For the record my Jetta is a TDI Diesel that regularly gets well over 40mpg and often closer to 50mpg during my daily commute, depending on the conditions. Filling landfills with batteries from electric cars is not necessarily the only "greener than just a gas car" option.
• Form a carpool center for employee, perhaps connecting people with parking permits to those without. They can share costs.
• Free bike rentals or memberships would help quite a bit. Additionally, perhaps a Go Car share membership with Assistant Hall Director to use when on duty would be incredibly helpful!
• Free parking for employee
• Free parking for staff
• Free SkyRide to DIA!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
• From LASP/SPSC building on research park on campus, / / / The bus stop is a bit too far (in front of LSTB) and the extra 30min needed for whatever errant from this isolated building is not attractive.I and my colleagues would usually take a car for whatever errants; either teaching on campus, going to an external seminar or going to lunch. / / It is a pity because I used to work on Campus before we were moved to the research park and I used to take the bus everyday. That was very convenient and I bought my house in Louisville in a location close to a DASH bus stop on purpose. / Then we were moved to the SPSC building on Research park and the bus is decidedly not convenient at all. /
• From riding the bus, I can say that my observation is that MANY people that work at CU utilize their bus pass on a daily basis. It is a great luxury to working here. I don't think if it wasn't free nearly the amount of people would ride the bus. Thank you for that, it has made my modest salary more able to work, my stress level reduced and my overall health better. / / Thank you!

• Get rid of the redundant and conflicting questions on this survey.

• Getting around campus from one end to the other in a timely fashion is still a big challenge despite the bus to east campus from main campus. / Would appreciate better climate control on the RTD buses. Often the fans are running full swing, which can be very uncomfortable when settings are high/low. Have had chills riding a bus with too much power in the fans. Have had problems on the other end with too much heat. This and the irregularity of bus schedules are the two main factors that make it less pleasant to ride the RTD buses.

• give us the option Eco pass or Bicycle membership

• Given my current situation of still needing a car for appointments (medical) - I wish there was a way to pay a reduced rate for my pass for use less than 5 working days a month without resorting to a daily pass as that quickly would add up and exceed the monthly pass; however, I understand that administratively that would be a nightmare. So, I am just grateful that I can save on petrol and other associated costs by using the ECO pass more often than not during a typical work week. / /

• Good luck.

• good survey

• Good survey. Please seriously consider (and adopt [smile]) a pecentage based fee system to help out.

• Have a discounted parking price for faculty who typically bus/bike to campus but occasionally need to be on campus for unusual hours (meetings) that require them to need an alternative parking option.

• Have speed limits (enforced) for bicycle riders on campus

• Having to for parking at one's actual workplace is ridiculous and insulting.

• Help B Cycle put a station on East Campus.

• Hi. / / I am very interested in taking public transportation to work. I get discouraged because the buses tend to get delayed in traffic, which can cause me to have a 2-hour one-way trip typically on the evening segment from East Boulder to the Olde Town Arvada Park and Ride. / / With the new multi-family housing being built near the Olde Town Arvada Park and Ride, I can see that there may be more commuters between Arvada Park and Ride and Boulder. I would like to see a better bus connection between the two. If there was a way to make the whole trip 1 hour, I would ride all the time. I would like to see an express 76 or more frequent 76 and S buses. / / Thank you!

• Historically, I've bused a lot. Unfortunately, my boys have standing classes and appointments after school this year that they aren't able to bus to (not enough time to get there) so I'm driving more.

• hope you guys can help some of us buy changing the evening parking hours from 3pm to 2pm that will help a lot of our CU employess and in the evening is not to much trafic in campus and a lot of parking lots where we work are free after 5pm. / thank you and have a beautiful day.

• I already gave them in the RTD section. THANKS!

• I also often drive a Motorcycle to work, but that is weather dependent. I'd say I use it at least half of the time thus far this semester.

• I also think that if a staff member pays for a parking permit on campus, they should be able to park for free in other lots on campus in the evening, especially if they are attending a campus event such as IFS. / / IFS deserves to have some kind of free parking available to participants especially parking that is close to Muenzinger...for safety AND convenience. Maybe a voucher system...if someone sees a film at IFS they get a voucher for free parking. Please!!!!

• I am a big fan of Skip

• I am a System employee, not Boulder

• I am also in school at University of Denver and need to get to school so can't rely on bus.

• I am amazed by the inordinate length of this survey. Good luck getting sufficient response!
• I am fine with taking my bike or the bus to work every day, but I would appreciate some leeway with
the university in providing staff a limited amount of parking passes to use in emergencies and
exceptional situations. One day I needed to drive my car to work and was unable to find parking in the
East Campus lot—it was entirely full, including the meters. It put me in a real pickle and almost an
hour late to work to have to drive my car home, then catch the bus and come back, all because I wasn't
able to park my car for a couple of hours. It would be great to be provided some parking passes, even
just a half day or for a few hours, to accommodate exceptions. I'm a big proponent of public
transportation and am grateful for the EcoPass I am provided, but you can't expect people to never have
to take their car. It is too expensive and unnecessary for me to buy a monthly parking pass. I don't like
CU's "one size fits all" policy regarding parking lot access. It's rigid and should have more flexibility.

• I am retired faculty (77 years old). Biking is not an option. My schedule (TR at 12 to 3) is too unusual
for car share and for bus.

• I am solely a bicycle commuter at the present time. If the weather is inclement enough, I take an RTD
bus.

• I am very happy with the EcoPass benefit, and I think CU does a good job subsidizing public
transportation while charging for parking. I wish the RTD service (especially the Hop) were more
reliable, but I still much prefer it over driving. I've constructed my lifestyle around not having a car,
and I think CU makes this easier than most other universities would.

• I am very happy with the Nederland bus but sometimes the drivers don't use chains in the winter when
they should.

• I am very pleased that CU is a proponent of clean energy, including providing the eco-pass to reduce
emissions. The bus system is accessible, efficient, and cost-effective, which is why it is so easy to use. /  / I'm very happy with the the RTD Staff/Faculty EcoPass and commuting to work would be almost
impossible/unaffordable without it. I am also thankful that I work in an office that let's me store my
bike in my office while I work.

• I applaud the University for local options for commuting, but I really don't want to live in Boulder in a
smaller yet far more expensive home to take advantage of them. I continue to push management to
allow more work-from-home days during the week, but find myself not getting far since a handful of
people (who ironically live much closer than I do) have been abusing work from home as a "vacation
from work", but again, this is a management and trust issue that should be dealt with, not a
technological or equipment-availability issue. /  / People tote around CU-paid smartphones but don't
use them except for mostly personal use, and we have IM, but mostly for someone just down the hall.
Conference phones are all over, but it's rare that people call in from elsewhere to join a meeting. ALL
of these were used as tools by my previous employers to pull together onsite, offsite, and WFH
employees, and I've worked all over the world in that mode. What's up with CU? Does the entire
planet need to revolve around the Campus? More flexibility is needed just as much as transportation
options in my opinion. /  / I wouldn't want full-time WFH and I do very much enjoy personal
interaction with everyone, but quite a bit more than a few days each month would be excellent. I'm a
senior-level person, and quite frankly, I get a LOT more project work done when I am allowed to work
from home and can stay focused without endless drive-bys at my office door. /  / ZEV's and buses are
great, but NO emissions, NO commute, and NO carbon burned to energize the grid and charge batteries
is even better. Thanks for listening!

• I appreciate all of the options for the gender question.

• I appreciate all the options we have as CU employees for transportation. I must say I have had two
very bad experiences with the bike station at the UMC. I have a bike on campus, and sometimes use it
to run errands, etc. In the past several months, I have gone twice to pump up a bike tire and received
very little help from the employees there. Once, there were several people chatting at the station and I
was ignored. Last week (10/23/2014), I went again to pump up my bike tires and the employee sat in
the bike station and completely ignored me (it looked like he was busy doing his homework). I was
having a hard time getting the pump to work, so I finally wet in and asked him for help. He came out
and helped me for less than one minute, then went back inside to work on homework. He was very unfriendly, and not very helpful. I understand allowing the employees to do homework when no one is at the station, but they should come out and be ready to help when someone comes by. Next time I'll go to the bike shop on the hill, where they are friendly and helpful.

- I appreciate driving to work and parking in my handicap space, then hobbled in and working a satisfying job.
- I appreciate that CU has provided my with an EcoPass and I wish I could use it to commute to work. However, I cannot afford to spend the amount of time each day that bus commuting requires. There is bus service to my neighborhood, but the route does NOT provide efficient access CU main campus. Taking the bus would double or triple my commute time, compared to driving my car.
- I appreciate the ECO-Pass benefit and extent of bus service within Boulder (especially STAMPEDE for getting to East campus during my regular work hours, as well as SKIP, DASH, HOP) and regional bus service. / I also appreciate the availability of reduced-cost one-day permits when I do drive to work and prefer to park on campus. / Customer Service from Parking & Transportation staff is terrific (in my experience as a parking liaison). /
- I appreciate the parking services office in providing parking on campus and making the RTD eco pass available. I use the eco pass usually when the weather is really bad and don't want to drive in heavy snow. I wish RTD would run buses more regularly in my neighborhood and connecting buses would be more convenient. Shelters for RTD stops would be appreciated in bad weather.
- I believe some of the questions here were redundant (hourly pay + full-time then asking for total salary, or asking if I am a student after I answer I am a professor, etc, etc).
- I bike five days a week to work in the daytime... but often have to be in at night for research. I drive at these times since night work can be at very late hours. I thus hold-on to my parking pass, despite the expense.
- I bike more during the warmer months, so my answers would have been different even a month ago.
- I came from Stanford University, they had a fantastic set of transportation options, incentives for alternative commuting, policies, etc. Some of those may be helpful here?
- I commute by bicycle most days during the summer, but I answered survey based on current time of year. / / Bike racks are often full. Make sure there are enough bicycle parking options.
- I commute on a motorcycle mostly everyday possible. 3400 miles this year alone. The motorcycle parking lots on CU are few and far between. In the ONE car space you could allow nearly 6 motorcycles to park. They get better gas mileage than most cars 45-80 mpg, and they take up less space. / / The Designated Motorcycle spot are in out of the way, spaces. Take every main lot, take out TWO car spots, or find the dead corners in the lot itself and allow FREE motorcycle parking. It will reduce the number of cars in the lot, and it will help encourage a higher percentage of motorcyclists.
- I could easily work from home one day a week if it were permitted. / / It would be less stressful to take the bus if my work hours were more flexible. In that case, I would take the bus at least 1-2 times per week.
- I did not answer the questions on what car I drive to work because I walk. / / I did not check what things my employers provides other than those I use because I don't know. / i do have the eco pass from CU. / It's great!
- I do not like that the survey is asking for personal and household information.
- I do wish there was a staff benefit for parking; at least a sliding scale. I would bus and bike more often if I didn't also have the kids to chauffeur around.
- I don't appreciate the unstated purpose of this survey (to clearly to tell those of us who drive that we need to change our habits). There are many reasons people choose to commute in their own personal cars, and that is their right. There are also reasons many may live farther from campus which makes commuting by bus impractical, or because of physical limitations unable to bike. The surveys will continue, but they will not influence my right to make personal choices.
I don't believe for a single minute that CU would even consider giving essential personnel free or even reduced parking rates. I'll have to cross Baseline Rd. for the rest of my time at the University. Parking services should keep their Eco Pass and save the University some money, I don't have any need for it.

I don't know how to do this, but it would be good if students, staff, and faculty were somehow rewarded/encouraged to bike/bus/walk to campus. Currently, the CU community is discouraged from driving (by parking fees), but there is no positive reward for biking or busing to work. My experience is that carrots work better than sticks. The eco-pass for CU faculty is a wonderful perk and I hope the system continues.

I drive a private car 7 miles and bike the last 1 mile to work.

I drive my son to childcare in the morning, drop off the car at my spouse's work, and take the bus home every day. My wife does the opposite, taking the bus in the morning and picking up my son in the afternoon. Although I have a bike, Arapahoe between 95th and 75th has no bike lane and no shoulder.

I enjoy using the bus (Fort Collins Transit/RTD) to commute between home and work, however the 2 hour one-way trip is a major drawback. Reducing the one-way trip by 30 minutes would be a major incentive for me to commute by bus more often.

I feel like my answers to the questions don't present the picture of my use of transportation. For the past two years, I had shoulder surgeries and was unable to drive to/from work, so for over two years I was 100% dependent on RTD. I took 2 buses each morning/evening to/from work, and would not have been able to get to work without the bus system. Also a wonderful savings because of my University ECO pass. Now, because I have Physical Therapy mid-day, it is more advantageous to pay for parking and have ready access to my car - otherwise the time needed to wait for and ride the buses would make a 1 hour drive to/from and appointment take well-over 2 hours. Visiting other parts of campus via the Stampede is an excellent option - in fact, it is the only way to get around campus.

I found some of the questions to be poorly worded and confusing. For example the ones regarding airport trips... Also, I never provide answers to my overall family income level. I skipped this question, you should include an option of "I prefer not to answer". Thank you.

I have a feeling I can access some of the benefits you've listed but I've never received information or education on these benefits. I never really knew, prior to this survey, what the Eco-pass was ... I think I have a vague understanding now. Also, I've never received education on how the bus system works for commuters ... I would try the bus, potentially, if I had more information. There is a bus stop right outside of our neighborhood but my understanding is that it only goes to Denver. Having the responsibility of taking kids to school can make the idea of using the bus a complicated prospect.

I have a major complaint, the bus passes do not work on the buses and the drivers often give me attitude about this (negative comments, judgmental facial expressions or vocalizations), which dissuades me from taking the bus. I've called the CU transportation office and left messages multiple times about this and no one ever calls me back. This really upsets me. Other comments about the service: the Skip bus is great, because it comes frequently, we just go use it rather than checking schedules. On the other hand, In general it is difficult to go east/west across town, I wish it were easy to get from Broadway to 28th at a couple of north/south locations.

I have an idea that I think would make a huge difference. People see bike/walk/bus commuters as the "other" in many ways. They see not driving as a MAJOR lifestyle change. We want it to be easier for them to see themselves as trying other transportation means. So what if we came up with a branding program called "ONE IN FIVE" and all we want people to do is to walk, bike, or bus ONE DAY A WEEK. Give ONE IN FIVE participants discount cards at restaurants, movies, bike stores, etc. You could have a ONE IN FIVE app in which people actually show their commuting patterns and share this information with others. If you are a ONE IN FIVE user, you get an email link that says "how'd you get to work today" and you click. This gives GREAT data and people could BOAST about their gas savings, etc. / I was thinking that the city could do this but it could be a CU thing and we'd get credit for the national ONE IN FIVE movement. We'd need a cool icon maybe a big O followed by "ne" with a 5 in the middle of the O / Okay...those are my comments.
• I have an RTD bus pass but last time I used it it beeped that it was invalid, but the drive let me on anyway - I have not used it since as I'm afraid if I rely on the bus to get here and my pass is invalid (it's the university provided EcoPass), then I'll be stuck. Also, I attempted to rely on the bus to get back home at the beginning of the year, and the first day of classes they were running short on buses with my bike, so I had to miss 3 buses in order to find one with room for my bike and had to scramble to get someone to pick my child up from daycare as I missed the pickup time - since then, will never rely on RTD for reliable transportation, particularly when I have to pick my child up from childcare and are charged $1/minute when I'm late and threatened to have her kicked out.

• I have been interested in Biking to work but I cannot shower or change after I arrive.

• I have really loved and appreciated the EcoPass. I hope that someday there is a train system between Boulder and Denver which would be faster. Thanks!

• I kept receiving emails bugging to be complete this, but I am an anomaly. I live 50 miles away from Boulder, I have a full time business in the Denver Tech Center, and I only come to campus to teach one course as and Adjunct two evenings a week. Alternative modes for me do not make any sense in traveling to from Boulder. I got tired of the emails bugging me to take this, but I am not sure my responses are of any real value given the nature of my employment at CU.

• I like taking the bus to Nederland. I would like to see more times available. / Recently, the city of Boulder made the parking lot (Settler's Parking?) at the bottom of the Canyon no overnight parking. I always use to park here and take the bus home. It would be nice to have parking there again.

• I live in Denver and I would like to be able to work from home, for a few days a week at least. Most of my work with students on campus is done over e-mail or phone, and my job could totally be done from home. I would like this to be an option for more people on campus. Many people who work here cannot afford to live in Boulder; I commute from Denver, and it is a long commute. Working from home would be a huge benefit to me.

• I love biking to work! That's one of the reasons I took this job!

• I love having access to the Ecopass and access to bike racks/lockers/paths etc on campus. Please continue to give faculty and staff a free ecopass and provide more bike infrastructure wherever possible.

• I love having an Eco-Pass and use it as often as I can when I work at Grant Street. Because I work from home, it's usually only once or twice a month. I have not looked into bus service for the times I work at the other campuses, but have thought about it. / One of the reasons I don't take the bus is because it takes longer to take light rail (or drive) to Union Station to take the bus to Boulder than it does to drive to Boulder. I have not looked at the schedules to either Anschutz or Colorado Springs, but I guess similar issues would be involved. I often read or work during the rail commute and enjoy it.

• I love having the RTD EcoPass, use it frequently and is such a nice benefit the University provides.

• I love my eco pass, but I hate on-campus parking. I understand the need to charge for parking on campus as well as for ticketing, but it just drives to the Park N Ride and buses.

• I love RTD and my Eco pass!

• I love that employees are offered an eco pass through CU. I think that is a great perk to working here and hope it continues.

• I love the Eco pass!

• I love the Ecopass and the other alternative transportation options.

• I love the EcoPass. It is one of the benefits that boosted my salary to allow me to take a job at CU. Please keep it as a benefit to faculty and staff.

• I love the fact that CU provides the RTD eco pass. I use it as often as I can and it has definitely saved me money. However, commuting on 36 is a nightmare. The construction and traffic volume make rush hour commuting a very unpleasant experience. I'm also very disappointed that RTD has been unable to provide the Fast Tracks light rail service that was promised to those living along highway 36 (and all the way to Longmont). I feel like we have been paying for every other area of Denver to get light rail but we'll never be able to use it in our area.
• I love using my ecopass. I get to live in Denver which I love, but ride the lightrail to catch the bus to Boulder everyday. I'm so glad I don't have to worry about the traffic. And it's good for the environment. Ecopass is one of my favorite benefits!

• I might ride my bike to work but there is no bike lane on Arapahoe until reaching Boulder.

• I miss working closer to campus. Our building is really nice here and the office space is great for our group but it feels like it's the middle of nowhere. I feel completely disconnected from Boulder and the Boulder campus. I visit the other campuses for work and it's really nice to feel like a part of the university. I miss being able to run errands conveniently, walk along the creek, be able to visit doctors and take care of minor emergencies quickly. Working in an office park is the antithesis of being green. When I visit the Denver campus I take the bus which is looked down upon because it takes more time to get there, but the stress of having to drive into the city when I don't have to doesn't make sense. In short, I'd rather work on a campus where I can either ride the bus there or just drive the car and park it and not have to drive again. Everything out here is a car trip and it's beyond frustrating.

• I noticed that before I had seen/completed a second or third item on a page. survey allowed me to advance. And it seemed I could not go back. I am aware that I missed answering at least 2 items. / / One was related to when I usually leave work. That would be 4 pm (or between 3 and 5 PM). / The other item was related to my educational attainment level. That would be PhD/doctorate. / / Thank you!

• I occasionally do a bus/bike thing from my home to and from work. I really enjoy the ride, but I find that I will spend 3 hours commuting on that day. It would help if there was a high quality, secure bike parking facility at Church Ranch so I could park a bike there (my bike is an $800 bike, I don't want it stolen!). But I have to say, I have found the bus to be simply too slow a way for commuting. I need to make dinner, walk the dog, all the things that an extra hour of commuting cuts into. I have just recently become part time, so I haven't entirely sorted my schedule out yet. But I have started working 4 days/week, not 5.

• I plan to start taking the bus at least 1/2 way beginning in November. We need better/more frequent bus service between Longmont and campus.

• I really appreciate and love my work sponsored ECO-pass. I use it during the week for short trips or I walk to where I need to go. I think parking in the East campus lots is too expensive. I wish the Y route from Lyons to Boulder ran more frequently and also on weekends. / / I would like there to be a way for my spouse to purchase a discounted ECO-pass from CU - that would encourage us to use the bus more.

• I really appreciate CU's EcoPass program and the wonderfully robust service that RTD provides. I also appreciate CU's willingness to ask for our feedback on transportation issues.

• I really appreciate this survey opportunity. Thank you. I am generally an environmentalist and Green voter, but I feel put off by the efforts of the city and University to discourage driving. I would LOVE to be able to bike or bus to work. I did so in Boulder for 15 years of my CU career before buying a home and having children. Now, the timing of life is too tight, the salaries are too low, and the cost of living IN Boulder is too high to allow me this luxury. My car is small and averages 31 mpg and as long as I have kids in charter schools near campus I will be driving to work. I would like the university to support the needs of employees (and students) like myself by providing as much free or inexpensive parking as possible into the future. Thanks again for inquiring.

• I really hope that this survey isn't looking to get rid of Eco pass for employees. Just because I find it very difficult to use the bus for the daily commute, I do use my bus pass and especially once the weather gets bad. There is a park and ride in my neighborhood so generally if I do use the bus I drive my car to that lot. I just wish as previously stated, that there was a better Longmont to campus bus that was quicker and more direct than the horrible, sick making, only available a couple times a day, J bus.

• I really think that the University should be putting most of its transportation effort into sustainable methods, instead of wasting 25 million on a parking lot, increase bus service, bike parking, and carpool services, and even help lobby the county to make sure that employees have safe and efficient means of transportation that are congruent with typical university work schedules.
• I really wish they would clean the bus shelters across from Muenzinger. There are four of them, and they are all filthy, full of spider webs, and they look like they have never been cleaned before. I am afraid to stand inside of them -- yuck!

• I ride the bus in bad weather. It's been great this week and last, so there was no opportunity for me to make that fact clear on this survey.

• I ride the bus to work 99% of the time so the information about my car is somewhat irrelevant.

• I ride the Jump bus five days a week, every week throughout the year. I'd like there to be bus shelters at every bus stop with lighting and a place to sit. At the least, each bus stop should be well-lit. At night, I've heard bus drivers say, "it's lucky I saw you!" or "I could hardly see you."  /  / I'd like to see buses have the capability to carry more than 2 bikes. As I mentioned, the Seattle, WA area has bike racks for three bikes. I've also seen photos with designs for a bike carrier at the rear of the bus, where bikes hang from a horizontal bar mounted at the back.

• I rode the J bus once last winter. Poor parking (beside Humane Society) for getting out when leaving the lot and need to turn left. No shelter to block snow and very cold wind. On my commute from the bus stop to my work building I stepped into a snow-covered hole and fell. I have since decided another stop would be in my best interest to get off at. If I can't walk to a close stop at home and have to drive the distance I have to, I might as well drive the rest of the way in to work. With a closer bus stop, I would probably start riding the bus.

• I share my car with my CU student, who uses the car to run errands while I am at work.  /  / I can ride a bike, but I experience numbness in my hands when I do so.  /  / I use RTD more in the winter than in other months.  /  / I drive, even though I have other options, because it is most efficient and because I typically am dropping off or picking up high school children from events on both ends of my commute.

• I shower/change at the Recreation Center when I bike, but I pay for a membership there. It would be nice to have showers/changing facilities available for those who don't have a rec center membership.

• I sure hope that other people ride the new bus between Denver and Boulder so that Highway 36 has less congestion. For myself, between the inconvenience of the bus (schedules that reduce my flexibility, crowdedness that makes it less pleasant, and unreliable bike transport) and my responsibilities for child transportation and errand running, I don't think it will ever be the preferred option for me on days I come to Boulder. I used to ride the bus four days a week to Boulder, but I got so fed up with the drawbacks that I decided I'd rather pay the petroleum premium for flexibility, peace of mind, and what amounts to an extra hour or more a day that I can spend productively rather than waiting at a bus stop or stopping to let passengers on and off. I would ride the light rail more often to meetings down in South Denver if there were good options for riding with a bike. And I would ride light rail to the airport when that line is finished, but my experience with the airport bus has been that the park and rides convenient to me (near downtown or northeast Denver) fill up often, which can pose a catastrophic problem for travel plans, so I don't bother trying the bus anymore. Although I like the idea of riding public transit and would welcome the economic benefits of doing so with my EcoPass, in practice it almost never presents the best option for me, and I have trouble imagining who it does present a good option for among those with families, demanding jobs, and dynamic schedules.

• I take the bus when possible, but it is only possible perhaps one day a week. On the other days I simply have to make too many stops, run too many errands, and attend too many meetings off campus. The bus service is not good enough for these purposes--hours would be taken up. Biking is not practical (I have to carry too much stuff) and far too dangerous at my age.

• I take Via Mobility during the winter months because I am terrified of falling and not being able to work and pay my bills.

• I teach in the art department and it requires trips to the hardware store to the post office trips to museums, art openings, transporting art works, I want to use the bus system but for me it does not work. Cheaper parking on campus would be great and more parking locations is important. I do not fit into your questions due to the odd amount of driving I need to do for my position at CU.

• I think because there is so much turnover in population in Boulder/at CU, an education PR campaign about the rules of the road would be very useful. A lot of out of town drivers are surprised by the
cyclists here and do not look for them, and a lot of the cyclists - imports and natives - do not follow correct traffic rules. It makes everyone look bad an puts us smaller, squishier cyclists at risk.

- I think it would be super helpful for employees to pay a sliding scale for parking. Those who make more from the University pay more, those who make less (clerical, office support, etc.) pay less. Thanks!
- I think it would benefit many people in our office if flex time were allowed. It would ease the congestion in parking, etc.
- I think more people would take public transportation to work if they have flexible work schedules. Many of us don't, and therefore, it is often difficult to take several buses in the morning to get to work on time...unless you want to wake up at 4 am, which is ridiculous. Many of us spend almost 10+ hours of the day dedicated to work - getting here, working, and getting back home. Let's be more flexible and make our employees happy.
- I think the cost of parking for faculty should be lowered or included as part of our employment.
- I took RTD every day for my first 4 years until I got pregnant and very sick from the bus. The motion sickness has stayed with me and sadly I cannot take the bus anymore without getting sick. I take dramamine when using RTD skyride to airport and am so grateful for that service -- wish I could still ride teh bus every day.
- I truly appreciate having the university-provided EcoPass
- I typically see these survey's lead to outcomes that do not consider working families with young children. I understand the desire to encourage alternate transportation options, but for some the combination of cost to live in Boulder and family obligations do not make that a possibility. Continued programs that leave this group out only hurts CU and Boulder's ability to attract and retain good workers. We need a much broader strategy, and it can't involve Boulder's plans to make housing affordable for these people within Boulder. Not too many people will give up their 4 bedroom house in a nice family friendly community in East Boulder county to live in a poorly constructed condo on 30th street under Boulder's affordable housing program. Please do not leave the working family demographic out of your process.
- I understand the need to charge for parking in a city where parking is at a premium. However, I have two primary suggestions: / 1. Make daily parking passes cheaper and easier to obtain. / 2. Provide some sort of sliding scale that will benefit lower income University employees, or offer some sort of subsidy to help them out. Although I could afford to buy a parking pass if I wanted one, the cost for many employees is prohibitive, and taking the bus often adds huge amounts of time to daily commutes.
- I used to have great RTD options when I lived in Lyons. But the flood took care of that, and we had to move to Larimer County. Boulder County was too expensive to buy the type of home/size of home we wanted/needed to care for my elderly mother. And there are no good bus options where I now live.
- I used to live in Denver until a few weeks ago..... the Eco pass is the best thing ever...I do not drive
- I used to ride the bus more and would like to again if the regional bus arrived on campus by 6:15AM The ECO Pass is a very good resource however the bus schedule just doesn't get me here on time for my work schedule
- I used to use RTD transportation and purchased a parking permit for convenience on some days. The expense of the permit has discouraged me from using RTD.
- I usually ride the bus to campus and am very happy with that. The biggest problem involves days that I need to a) run an errand during work hours or b) run an errand in Boulder after work (since I live outside of Boulder, it's more efficient to drive and have my car near campus to run the errand right after work instead of going back home and driving back into the city). I really wish that we could purchase some kind of punch card that provides us with a certain number of days per month in certain parking lots on campus. Paying the hourly/daily rate is not cost-effective. Nearby Park & Rides often get full and if running an errand during the day, it can take 1.5 hours by the time you catch local busses each way AND run your errands. Having a community car available for these days would also work well.
- I very much appreciate the EcoPass and enjoy riding the buses. I have gotten a lot of work done on the buses (I kept track one year, and read 11 books just on the buses, but that was 2001 and after 9 11 I
never wanted to just read on the bus--now I mostly do mixed tasks--reading, taking notes, lesson plans, etc.).

- I want to be sure it's clear that I would use public transportation if it were convenient. There are two things keeping me from it: 1) There are no reasonable routes from Firestone (nor from Louisville, where I last lived--the route went way out of my way) and 2) I have to transport my dog to daycare every day, which makes buses impossible and rideshare difficult.

- I was the chair of the transportation task force for the last master plan. We came up with a strong suggestion that CU operate a bus service up and down Colorado to service east campus. I was told that would be put into effect but have seen no sign of it. I still think it is a good idea especially with east campus expanding as it is. / / As for my commute I enjoy driving my BoxsterS so I am going to drive it to and from work as much as I can.

- I wish I could bike/or use public transportation more often. I love living in a walkable area but unfortunately have to use my car to get to work most days. After adding up all of my housing/transportation costs, it still makes sense to live where I do, though.

- I wish parking passes for staff were more affordable. Especially on east campus. I prefer to ride my bike and typically would do so, but taking a break until after the baby arrives. Some people have kids they have to pick up by a certain time and parking passes are necessary, but also a big expense.

- I wish that the city could, at bare minimum, do more routine maintenance on timing traffic lights. going north to south in this county is a huge challenge because of how unbelievably horrible almost every traffic light is timed. it causes severe frustration and huge amounts of traffic back-ups. i understand that all lights cannot be green, and that traffic patterns must be regulated, but in my commute (13 lights to work and 12 lights home) i consistently hit every single light. on my route home, i consistently hit 12 red lights almost every single commute. also, a rail system would be incredible, which i used to ride almost everyday at my last residence, or more roads. both are not easy, and very costly. i wish the county could please time the traffic lights on major routes at all, or more routinely. I'm not sure how they get so far out of sync. thank you.

- I wish the campus would stop surveying us about everything and actually do something about parking!!

- I wish there was a bike lock up option at Linden and Broadway

- I wish there was a bus option for me. When I worked in downtown Boulder several years ago, I caught a bus at Twin Peaks mall and it dropped me off 1 block from my work, I did that for 3 years.now I have to drive everyday because I cannot find a quick way to get to work on the bus.

- I wish there were showers available for employees who bike/run to campus. I was told that I am not allowed to use the showers in the C4C building since my office is not in that building.

- I work for the College of Arts & Sciences and despite sharing an office with another program I am not allowed to work from home. The College of Arts & Sciences needs to update its antiquated ideas about working conditions and show some trust and respect for its employees.

- I work in the University Theatre building. We produce over 14 shows a semester, usually 8 performances per show, with an average audience of 100 for dance and 150 for theatre per performance. During the summer, the Colorado Shakespeare Festival performs in this building, 2 shows equaling 20 performances with an average audience of 250 per performance. THERE IS NOWHERE FOR THEM TO PARK!

- I would absolutely love to take a bus if the route existed to my town! When we lived in Lafayette, I rode the RTD buses often to commute. / / Please give us a sticker permit as an option! And lower the parking rates - especially for those on East Campus where parking is not so stressed, and most of us are professionals (not students) who have to drive to work for one reason or another (kids, living out of Boulder, etc.)

- I would appreciate a prefer not to answer on the income questions, I did finish it this year but might not in the future because of that. I know it is a good measure but I work within my budget for my preferred transportation and you have / no idea what my bills are overall......

- I would be very likely to bicycle to work often if locker room / shower facilities were located in 1800 Grant. I have heard that this could be in the planning phase.
• I would definitely bike to work sometimes (once the bike route from Westminster to Boulder is completed) if I had a place to shower and change in Regent Hall.
• I would definitely use a carshare program if the membership was provided or subsidized by the University.
• I would gladly ride the bus to work if there was a bus that ran straight from Lochbuie/Brighton to Boulder. To take the bus I have to ride into the city and then to Boulder and my transport time would be 2.5 hours each way. I work shift work so I work from 9p-7a. There is also no buses that run that late from Brighton to get me to Boulder.
• I would gladly trade my eco pass for a decent raise.
• I would greatly appreciate more covered bike parking on campus, particularly at the south end.
• I would like to be able to take public transportation from my home (Gunbarrel) to my work place (CU campus). However, there is no direct bus to take methere, I need to make one or two transfers and the commuting time is usually an hour or more than driving. / /
• I would like to see all parking permits cost the same, no free or reduced parking for anyone, gated lots w/ permit scanning and a low barrier/fence around the outer perimeters of open lots to prevent pedestrian traffic through the lots.
• I would like to see an EcoPass provided to retirees of the university.
• I would like to see fewer parking spaces (or if necessary, more multi-level parking garages instead of single-level parking lots) and many more grassy areas on campus. / / Thank you for your time and attention.
• I would like to see my institute on main campus, or transportation that erased the distance between main campus and east campus. I thought the gondola idea was fabulous. This notion that a few high capacity vehicles can move enough people fast enough is wrong-headed. There needs to be something leaving my building every 5 minutes, max. That means many small vehicles. / Parking options need to be more flexible- I should be able to park on both east and west campus on the days that I need to do that. I can't always bike, and the bus options are terrible. / The commute on campus seriously affects how I conduct my job- my availability to students, my ability to provide service, my research.
• I would like to suggest an incentive for bicycle commuters who work on campus and possibly interest those who haven’t begun bicycle commuting yet. There is a serious lack of secure, protected bicycle parking for employees and non-undergraduates. If there were places across campus that offered covered, lighted limited access bicycle parking, that would be an easy way to get people interested in commuting to and from work. This is a great way to get in a little exercise and often is faster than driving a car or waiting for a bus.
• I would love for there to be faster commute options from Boulder/DIA Airport area. Highway 36 is horrible. / / My typical commute would include I-76 to US-36 and both are typically "red" on the traffic maps EVERY day! Ugh.
• I would love if CU promoted a telework option with more enthusiasm. I get so much more work done, and more focused work done, at home. One day a week would really change my workload and my work-life balance.
• I would love to bike/take rtd to work. I don't like that I must commute alone. / / It just isn't reasonable with how I dress for work (professional/skirts/heels) and it would add extra hours to fairly long days. I prefer to spend this time with my family instead of on a bus.
• I would love to have more support from my department, the Office of Development and CU to be able to telework, hold more flex hours and work a compressed work week schedule. I don't like driving to...
work and would like to be able to ride the bus but it takes too much time coming from Denver. Working from home more days would allow me to save money on gas and be more green and it also allows for more productivity time and less time wasted sitting in a car.

- I would love to participate in the eGo Car Share program but it seemed a little pricy. It would be great if we could get some better options for participating in that.
- I would love to see more Boulder B-Cycle stations -- all of the stations are clustered by campus right now, so I can't use any of them to commute home. I would also like to see more/more updated showering facilities on campus for folks that bike to work to use. / / It would also be great if there was an app for live tracking of various bus lines, so you could see if there are any delays going on, and when a bus is expected to arrive at a specific stop.
- I would love to use the light rail again. the only thing that stops me is the parking fee for non-RTD counties
- I would pay to park my car at a secure park n ride in Broomfield. Something that I had to use my Buffone card to get in the gate or something like that. I used to take the bus, but it takes too long and there is never anywhere to sit now. Also, my car was crashed in to at the park n ride. That is why I would rather pay for a more secure lot, if that makes any sense.
- I would prefer more options to use car-share and/or RTD without doubling my commute times.
- I would really love to have a coordinator carshare or vanpool program through my work. I am exhausted driving 3 hours every day, waking up very early, getting home late, spending $120 per WEEK on gas, and knowing that my car will need heavy maintenance. Help would be great!
- I would ride public transportation much more often if a bus was available from Hygiene or traveled along Hwy 66 with regularity. I would need a place to park as well. I did try to commute by driving to Lyons but the time involved and the fact that the Lyons bus has a very limited schedule is a problem for me as my work time requires flexibility.
- I would use mass transit more if it served my region
- I would use the bus more often, but they are doing construction around my home which has closed/moved stops and makes it difficult to get to a stop.
- I would very much like for CU to provide Boulder Bcycle annual membership. If that was provided, I would use RTD & bike share MUCH more often.
- I would walk to work if there was a better way to cut across Research Park to East Campus. It's entirely too meandering to get around over there, so I have to walk the sidewalks along the roads and they are often not as well maintained as the bike paths, so I find it easier to walk. If there was also a place to get food/coffee in the ARC building I would not need to drive, but I normally drive to Starbucks or McDonalds for coffee then get dropped off at work.
- I'd just like to re-emphasize that I think CU's Parking Services in general is terrific, but I do think it's bad policy and unfair to bicyclists not to have an option of a limited use parking permit for icy days, so that one doesn't end up spending so much money on parking on those days—^and having to walk long distances on difficult days because lots that can be used all day are so far—that one decides to buy a much more advantageous parking permit and then ends up driving all the time
- I'd love to have an EV charging plug at work. There are standard plugs in my lot for PTS buses, but I don't expect I'd be able to use those. This is the biggest hurdle to my purchasing an EV for commuting to and from work.
- I'd love to have more realistic transportation options from Westminster near 120th and Sheridan or Federal. Ideally, something that would be an express to Boulder from there. Then I would use it all the time. Light rail would be dreamy.
- I'd probably ride the bus at least a couple of days a week if it was available from my home in SW Weld county.
- If a partial month parking pass had ever been available I would have ridden the bus several days a week, but I run errands during the day and after work, so I need a place to park on campus at least several days a week. Unfortunately this never happened
If Boulder County offered a bike path (not street) riding then I would ride by bike to work when the weather is nice which in Boulder County is around 3/4 of year. You asked if I rode the RTD light rail. Really!! There is no RTD light rail in Boulder County. I drive because my work hours are not regular. I come to work early in the morning and often have to stay late at night. My work day is always longer than 8 hours. I do not want to wait 1/2 hour or longer to then take home a bus because RTD cannot offer more ride times. I used to take the bus but I got really tired of the bus that was so full I could not sit or sometimes the bus would not even stop right outside Regent. They would just drive right by. I gave up, bought a parking pass and now drive to work. There are so many things that could be done to fix the commuter problems but I am told there is no money. If we could get back all of the tax that we paid into RTD and create a great commuter bike path that connects Erie, Lafayette, Louisville and Boulder, I know a lot more people would ride to work. I will not ride on the road with buses and cars. I have a family and do not want my kids to be without a mom just because someone did not see me riding my bike to or from work. You did not ask if people if they were taking classes at other locations. I actually attend a study group at night and a class on the weekends. It is not through CU. You need to look at the questions you asked because you did not allow for other choices. Your times to and from work are too ridged.

If our company has these other transportation programs, I'd like to hear about them.

If the university offered a cheaper deal on joining the Rec Center I would not need to drive so that I can go to my gym or hiking after work. The rec center is not cheaper than joining an outside gym these days.

If there was a direct bus route from Broomfield/Westminster Park and Ride to Colorado and 28th I would use that instead of driving.

If there were a B-Cycle station near my house (e.g., Table Mesa shopping center, Martin Park, Moorhead & Table Mesa) I would use it for commuting very frequently - near daily. (I don't have a convenient place to store a bike at home)

If there were shower facilities available in my building (the Computing Center at 3645 Marine Street), I would definitely want to bike to work sometimes.

I'll consider riding the bus when the express lane is added but I often have to unexpectedly go to main campus so it's difficult to not have a car.

I'm concerned about the public transportation options once the new CU building in Wilderness place opens.

I'm glad CU is interested in how our mode of transportation impacts or job but I don't know how this is going to help me. I live 12 miles up Hwy 36 from Lyons. I know there are employees who live in Estes Park. If this survey can help people to carpool that would be great.

I'm glad the campus is conducting this survey and I hope it will result in some positive cost-effective change. Since CU is the 4th largest employer in the state, and a very large percentage us can't afford housing in Boulder, we make up the majority of the traffic jams on 36. Its frustrating that RTD doesn't have enough express routes serving a variety of metro destinations. But more importantly, for employees with children, we have school drop off times dictating when we can leave for work, and forcing us into peak commuting times. Since the school drop-off time guarantees that I arrive to work late everyday, I don't have extra time to sacrifice to get to a PNR changing to a bus, I have to drive all the way in and then struggle with costly parking. I try to get free parking on the hill or in 27th PNR, but sometimes have to pay for the monthly pass on campus, since the free parking options take an extra 10-20 minutes to get to my building.

I'm happy that you value my opinion. I'm also very grateful to CU-Boulder for providing me with an EcoPass that lets me communt to/from Boulder/Louisville for free. I find it very expensive to live in this area, and a free work commute helps immensely.

I'm surprised there was no mention here of scooters/motorcycles. During the warm months I drive my scooter virtually every day, using neither RTD nor driving. My parking permit is for the scooter. I rely on the bus and/or drive more (depending on my day's schedule) in the winter. / / Can't stress enough
how much more I would simply take the bus all the way to work if there was a direct route. I've suggested relatively modest changes that would accomplish this (via the Bound) but to no avail.

- Improve the RTD bus system by finding friendly, helpful drivers.
- Is there eGo membership available to faculty? That would be great to learn about. My household of 4 owns only 1 car, but a car-share would be of interest at times.
- It is absolutely impossible to ride a bike to work. In addition to distance and big hills, my street into Boulder out where I live literally has 3 inches on the shoulder. Otherwise you are in a water ditch or running into a semi or cement truck that is wizzing by only a couple of inches away. I and my family will never ride a bike from our home for this reason.
- It is frustrating to me that I have to drive every day to work, as I know it's not good for the environment, contributes to traffic backups, and is also expensive. I would like nothing more than a solution that would allow me to take public transportation to work every day, but the options available for Longmont are just unacceptable, especially with a supervisor who frowns on flexible work schedules. My commute is already over an hour each day with driving. I would have to leave my house 30 minutes earlier in order to catch the bus to get to work by 8am, and would get home 45 minutes later based on the first available bus after 5pm - that's an extra hour and 15 minutes every day on top of what I already spend commuting. I just don't have that much time to spare.
- It is getting harder and harder to use the buses as I get older. Many bus drivers hesitate to kneel the bus or to park close to the curb so that the passenger isn't taking a big step down into the street. I don't know how to find out about van pools and other alternate transportation.
- It is rather bothersome that my identity is easily identified by answering all of the questions.
- It might be worth the survey's while to differentiate TO WORK habits vs. FROM WORK habits.
- It would be good if the University provided some sort of bike lockers even if I had to rent them.
- It would be great if our office would allow flex time, telecommuting, and compressed work weeks. As long as the new schedule does not impact our advising times there does not seem to be a reason for not allowing it. I have worked at several institutions that are much more flexible. If there was more time between when I end work and when my yoga class starts I would consider alternative transportation and carpooling.
- It would be great if the GS line ran more frequently because I would take that to save gas.
- It would be great if the PSC allowed a flex schedule or working from home one day per week.
- It would be great if there were affordable parking closer to my office and if CU would offer discounts on Ecopasses for family members of employees. If so, I could commute fully by bus and not use a car at all.
- It would be great to have a bus that goes east all the way to Brighton. Straight across 144th or 160th not through Westminster or Denver.
- It would be great to have an inexpensive parking punch pass, like a card for 10 - 20 parking days per year. That way, I could drive on rare days when I have to but not drive all the time.
- It would be helpful if Parking Services would have flex-hours for your employees in order to provide availability to employees before "standard work hours".
- It would be helpful if the CU Boulder campus would help the ADA help faculty with mobility issues. I use a cane and am having difficulty getting to class to teach. I have asked students to help me because the university can't offer anything. I am afraid of falling and when the weather turns to snow and ice, without any assistance, I would be in danger to walk to class without a ride. Therefore, I will have to cancel class. So far, no one has offered or been able to help me. You should pay attention to mobility issues for faculty on campus.
- It would be nice if more campus departments provided a shared department vehicle for getting around to meetings and such. I love riding the bus, but the Stampede takes too long to get between East & Main Campus. Alternatively, it would be nice to have a car for meetings on main campus. I often drive to work for that purpose. With a department car, I could still ride the bus to work.
- It would be nice to be able to have flex days offered to every one, no matter what position your in.
- It would be nice to have a free parking lot pass instead of the RTF bus pass. I don't ride the bus at all.
- It would be nice to have the RTD bus come closer to Colorado Avenue to make use of the bus pass. There could be employee buses that run during commuting times.
- It would be really helpful if more flexibility was provided for answering the transportation mode question—allow seasonal answers. More people (myself included) commute by bicycle during the summer (or spring/summer/fall/Daylight Savings) than in winter, so providing a "typical" week (or even month, although that would be better than week). / / It would be better to ask for distance to bus stop in miles than blocks, or allow the option, since "block" becomes a fuzzy number in many suburban neighborhoods.
- It would be really nice to be able to park on campus for a discounted price. If my neighborhood had closer and more frequent bus transportation to the park and ride I would take the bus into work more often. At least 3/5 days.
- It'd be pretty cool if there were a shuttle available to pick people up from Marine, Athens and Faculty Staff courts at Graduate and Family Housing to bring them to main campus (kind of like for Williams Village), especially in the winter. To get to the right RTD stop, it takes a pretty long walk.
- Keep the eco pass program and create more car share programs that are like Zipcar but more affordable. Also, lobby for Uber.
- Keep the eco pass. I think this is the best "perk" the University gives us and once my kids are older, I will use it daily.
- Last mile is always the most difficult to obtain in public transportation. Please encourage expansion of the call-and-ride service. / / This survey was far too long.
- Last summer I commuted by bicycle, but the weather is a limitation now and it gets dark too early in the winter. I am a former NIST employee and Fellow in JILA, former professor adjoint in Physics, and am not currently being paid. However, I still am conducting research, am a Fellow Adjoint in JILA, and still have an appointment in the Physics Department. / Peter L. Bender
- Light rail
- Light rail from Longmont to Boulder with direct bus to campus that departs after each train arrives.
- Light rail from Longmont to Boulder, please.
- Light Rail to Boulder!
- Light rail to Denver! Please! Please?
- Light rail to Longmont
- Light Rail!!! Lets make commuting safer and easier!
- Long Survey
- Longer hours for RTD J route and I could take it more often; I teach 6-9pm
- longest survey ever
- Look into the "slug" system used in Northern Virginia for commuting to work. This incentivizes people to ride share and use the HOV. This would work for Hwy 36 commuters if the HOV was completed to Boulder. / Need to adjust the bus routes or decrease connection times to make the time it takes to bus to work more competitive with driving as an alternative. / May want to consider EXPRESS bus routes, point to point service without intermediary stops that take time. If there was CU to Longmont route, twice in the morning and twice at night that was within 30 mintues point to point, I'd quit driving. /
- Love cu ski bus!
- Love that CU offers RTD ecopass; don't like that I can't afford to park my vehicle at work and have to find parking somewhere else and walk to work after commuting for 45 minutes; love RTD, but the schedule for some of the buses is hard to make work for me.
- love the eco pass
- Love the ecopass -- it makes getting to work so easy.
- make a better survey
• Make a policy that if you ride a bus/public transportation employees are not penalized for time due to bus breakdowns, or conditions outside of our control. I am very tired of having to take vacation for these circumstances. I think this would do wonders for bus ridership.
• make internal bike availability wider to all campus areas. / restrict freshman car usage / subsidize Boulder B-bike membership / get the eco passes to work on buses (still has trouble) / educate all students coming to campus that yielding to pedestrians and bikes is the law (I almost get killed at the beginning of every fall session) /
• Make next survey shorter!
• Make parking available for employees to park at there work place for free / I DONT WANT TO OWN MY SOUL TO THE COMPANIES STORE
• Make parking easier, rational, logical and cheaper
• Make parking more affordable in campus.
• Make showers/lockers available for bike commuters on campus.
• Make the parknrides easier to access and waiting for the bus more pleasant. Standing in the wind and the rain right next to the highway doesn't make me want to take the bus.
• make this shorter
• Make this survey easier to take on a phone. / /
• Make to to keep providing free ecopasses. I use transit all the time and drive much less because of it.
• Many transportation options offered make sense if you live within Boulder. Unfortunately, Boulder is cost-prohibitive compared to our household's debt-to-income, especially in light of our current wages. Transportation options for most of my co-workers is thus limited to the car or bus. Biking would also be a wonderful option. However, without showers, it quickly loses its appeal.
• More B-Cycle stations would be awesome. Also, a limit over 30 minutes would be great for longer trips.
• More bicycle racks are needed on main campus.
• More bike parking (often totally overcrowded, in particular around Engineering Center); more bike lanes (both on and near to campus)
• More bike racks and bike rooms.
• More bike racks are absolutely needed!! Especially around the dormitories!! The current number of racks is completely inadequate.
• More bike racks are need on campus, and more places to park bikes under a cover.
• More bike racks around campus, would be very helpful.
• More bike racks on the CU campus.
• More bus options into and out of Longmont to Boulder, please!! Also, making light rail a priority for longmont to boulder commuters.
• More charging stations and reserved spots for electric vehicles!
• More frequent bus service between east campus and main campus. Every 5 mins
• more in house training. Use the 9 credits for the community college associates degree programs.
• More motorcycle parking areas
• Much better RTD Service GS and Stampede would be appreciated with details noted in prior question. A more direct route from Littleton via C470, W. 6th, CO 93. Also more frequent service from W. Littleton (in unincorporated South Jefferosn County) to Fed Center to catch connecting bus to Boulder.
• My bike is currently broken (front fork shattered) but once I get it fixed I'm going back to 100% bike commute again. I ride in any weather condition, just can't ride without a front fork :( 
• My child is a special needs child with serious health concerns. One reason I can't carpool (and to a lesser extent take public transportation) is because I need to be able to make it to the hospital or to her school or to our home on short notice. I need my car always to be readily accessible. I wish with all my heart that I could afford to live in boulder and bike to/from work like I did when I was in school. This is no longer practical. Also, I eagerly look forward to the day I can purchase an affordable all electric
car. I don't like being part of the problem, but I have no other viable solution. Lastly, despite the inconvenience the highway 36 renovation is causing me on a daily basis, it will not help me in the end at all.'

- My commute is the worst part of my job and I often contemplate leaving this job for one closer to home even though I really enjoy working here.
- My driving amount is low and it saves me time and carrying lots of stuff. I rarely go home right after work as I work out or run errands. I would have to take 2 buses or walk part way to get to work with nice work clothes on. I work with the public and need to look nice. I walk from my parking spot which saves me money (parking pass is cheaper) and the walk is enjoyable but not too long.
- My home location is the entire reason I don't use my bus pass. I used to live in North Boulder, and I used it several times a day. I just don't need it with how close I am to campus now.
- My husband and I have discussed taking the bus to work many times, but with the present infrequency of the bus service to Gunbarrel, we do not feel that we want to spend the time on our commute.
- My husband often drops me off and picks me up. This wasn't a clear option in many of your questions.
- My job involves traveling to different preschools in Boulder County every Monday. I carry audiometers and other testing materials. I tutor students in their homes for my other part-time job. For someone like me, public transportation just doesn't make sense.
- My position requires me to work at multiple sites in Boulder beyond CU, including frequent meetings with collaborators at other laboratories in Boulder and Golden. On days when I need to travel to these meetings, there is no reasonable method for using public transportation. Bicycling is not an option in all weather (I bike when I can) or when I need to pick up a child from school or child care. Some meetings cannot be conducted over the phone, so local travel is required. My first year at CU, I tried very hard to use public transportation and biking to fulfill my responsibilities, but the added stress and wasted time in transit motivated me to get a parking permit. Any changes to the parking process at CU should recognize that many faculty and staff have responsibility for transporting children before/after work, and that many of us are very involved with the local scientific community and need flexibility in transportation options to enable reasonable work/life balance. Further, I use my ecopass to take RTD to the airport whenever possible (i.e. when my return flight is not so late in the evening that waiting an hour for a ride back to Boulder is acceptable). The CU parking discount at Canopy Parking is excellent.
- My scenario is awfully strange, but it's a result of the huge disparity in pay and cost of living at CU Boulder. Boulder is no where near affordable, and still wouldn't be if I were full time (if you factor student loan debt, etc).
- My transportation needs are greatly influenced by need to provide car for my non-ambulatory spouse. I have to have a car with me so that I can reach home quickly at all times. If it were not for this factor I would be riding the J bus to work every day.
- My transportation options will increase when my two kids are driving age and/or have graduated from high school.
- N/A
- NA
- NA
- NA
- need more charging stations on campus
- need to better regulate bikes and skateboards on campus sidewalks and streets.
- Needing to be able to get from work to my son's school quickly each day is the center of my work schedule. My department only allows 4 hours a week from home, if I could, I would work up to 20 of my 40 hours a week from home, but this is not allowed by my department.
- Never asked if someone has handicap or mobility issues.
- no
- No
- no
• no
• no
• no
• No
• No
• No
• No
• No
• No
• No
• No
• No
• No
• No
• No
• No
• no
• no
• No
• no
• NO
• no
• no
• no
• no
• no
• no
• No bus service from Firestone.
• No Gracias
• No, just an area that has extended metered parking for interviewees or prospective visiting students so that those interested in working or attending school here don't have a stressful/negative experience their first time on campus. Or, for interviewees a pass required that could be provided by a department to cover the time they need to be on campus.
• No, not at this time
• No, Thank You very much.
• No. Thanks.
• None thank you
• nope just a waste of my time
• Not a very efficient survey... could be improved and made shorter and more effective to get at these issues...
• Not at this moment -
• Not everyone can take public transportation. Please do not get rid of on campus parking!
• Not sure if anything can really be done but getting out of the C4C parking lot onto Regent between 5 and 5:20 is a pain.
• Occasionally, the bus drivers are rude if I am running to the bus. They have either not stopped as they are just pulling out of the bus stop, or they have scolded me for not being on time when I get on (the exact comment was "you should plan to be here on time". Scolding is totally inappropriate, and there is no reason that a bus driver shouldn't stop for someone who is running to the bus. And I work near a break bus stop, so if I miss the bus pulling away I have to sit for 10-15 minutes for the next bus to leave, even if it is already there while the bus driver finishes her/his break (I don't begrudge them that-they deserve it, I'm simply making a neutral statement). I can't always leave my office exactly on time to get to the bus stop due to work (phones, meetings, walk-ins, etc). And on a cold day I don't want to
stand outside waiting 15 minutes for a bus. Overall, this is not a bus atmosphere that I appreciate or enjoy.

- offensive questions about income and pay rate.
- Offer discount parking for employees to be able to park on campus
- often I drive because of volunteer position that I go to first before coming to work. Also some health issues like bad back and feet problems that sometimes make it impossible to walk that far.
- On the days that I have to bring my car to work for off-site meetings (rather than taking the bus to work which is my preference), I would like to be reimbursed if I have to pay for parking at a meter or a lot.
- On the question for "does your employer provide X? Have you used it in the last six months?" I would have preferred a "Don't know" option for the first question. Most of my "no" answers for the first question are actually "Don't know" responses.
- One impediment to biking is the lack of bike racks on the east side of the Engineering Center. During class hours they are jammed full. We need more racks.
- One thing you are missing from this survey is a consideration of the seasonality of transport. For three quarters of the year I ride my bike almost exclusively. However in the winter when it is cold and snowy and dangerous to bike I often carpool. I fear that by treating the whole year as the same you will miss information. For example there wasn't a single question about seasonality of transport - only questions related to how many times one uses a car (for example) during the work week.
- On-site or near-site child care would make bus commuting much more feasible for parents of young children. Before my children were born, I bus commuted every day for several years. With changes to RTD routes, and with a new responsibility (split with my husband) to drop my children off or pick them up at their childcare center, bus commuting became essentially impossible for the foreseeable future.
- parking costs too much
- Parking for scooters and cars should be free after hours and in weekends for people working at the university
- Parking has been challenging; I've been ticketed in my designated overflow lot. Getting out of Regent Parking Ramp onto Regent Drive can be difficult and turning onto Regent from Colorado is often unsafe for drivers and peds/cyclists alike. I wish there was more strategic planning for bus stocks; parking exits; lights, etc. I love RTD and am glad that service is available for free to CU employees.
- Parking is not readily available on campus. Infact driving to work is discouraged, by lack of parking and extremely high parking fees. Therefore push RTD to provide more bus runs to East campus. Main campus has alot of choices, East campus is very limited in choices. I love working at the University, however the commute sucks! anytime US 36 receives moisture the road is vertialy a parking lot and my normal 40 minute commute turns into 60 minutes or longer. Ask CDOT to sand the hill out of boulder in the winter time.
- Parking is too high for the salaries we make.
- parking lot too small, and the entrance blocker doesn't always swing up (half the time, and never with entry card on rear view mirror as we are instructed. / / Bikes should not be allowed on pedestrian paths---really dangerous and they pay no attention to pads, weave rapidly around me with no warning at all; most unsettling when they come from behind, but they also come from the front. Where are the dismount zones we used to have. This is a major transportation issue. Get more bike racks and restore dismount zones!
- Parking needs to be more affordable. Employees should not have to make up the cost for mistakes made by poor decisions when developing new buildings. I do not have the option to use alternate methods of transportation, due to daycare needs.
- Parking on campus is too expensive and since I live outside of Boulder, using the bus is not practical with all the stops I need to make after work.
- Parking passes are very expensive here, and the traffic leaving campus around 5:00 is horrendous!
• Parking permits are too expensive for employees - I've never had to pay to park at any other place of employment.

• Parking permits are too expensive. Having worked at other universities located in metro areas much larger than UCB and Colorado as a whole, this has been the highest by far, and the most restrictive in use. In fact, this is more than double in comparison to some, and again far more restrictive. / / Parking should re-categorize their lots to staff/faculty so that parking permits can be used universally across campus regardless of office location. This is particularly important for faculty/staff that have to constantly run errands back and forth to campus, or attend business-related meetings. The current restrictiveness has been a particular hardship for myself and my staff. / / A crosswalk and flashing alert lights should be added to Colorado Avenue at the RTD bus stop closer to 30th. Currently, people are crossing 30th to JSCBB through the dirt and grass. They are also partially blocked from the view of oncoming traffic because of the median vegetation. This poses a hazard that can easily be rectified by adding the crosswalk and lights, and by cutting back some of the growth.

• Parking rates (decals) may be fair when considering a cross section of faculty salaries, but for myself and a fair number of my colleagues, it means having to make difficult choices at home regarding children, school, meals, etc. The university and city seem to rely heavily on the income generated by parking fees/decals/etc. Witness the number of parking options that once were available in the adjoining neighborhoods and how they have been methodically removed from consideration (unless you only work 2 hours a day). If RTD schedules were more frequent and actually ran to/from my neighborhood, I'd likely rely more on it, except when I have to transport myself to secondary jobs making RTD a far more inconvenient option.

• A place to park bikes under c4c is needed in winter for employees!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

• Placing a more protected bus stop at 20th and Baseline. When it snows or rains, anyone standing on the sidewalk takes a shower with the runoff.

• Please add more reasonable parking for faculty/staff on the northwest/west side of campus.

• Please consider employees time when setting goals. Spending over an hour on a bus each day for a Boulder resident is not a worthwhile use of employees time. While it is nice for people not to drive (especially for those who are driving), it can impose a significant hardship and wouldn't necessarily decrease total driving miles. If I couldn't pick up/drop off kids, I would have to hire someone to do so and they would still have to drive. Also, not everyone has the health to ride a bike (and it can be dangerous; scrapes aren't fun and there is always the possibility someone driving will hit you, esp when it is snowy and/or dark).

• Please continue the ECO-Pass. It's a great benefit and needs to be utilized more.

• Please do more to make parking affordable for those of us who do not have the luxury of living in Boulder. And push for Light Rail development. It would be great for CU and the whole area.

• Please expand Stampede (or other route) stops to include CINC.

• Please find more adequate parking on campus-some of us live too far to bike and the public transportation systems are not feasible. Being able to park at your place of employment without having to pay a ridiculous fee should be a basic right.

• Please implement a RTD route direct Boulder to Thornton. I would love to be able to ride the bus to Boulder.

• Please keep the bus passes for free, if possible. I like having it as a BENEFIT to use. I wouldn't like to pay for it. I do enjoy using it. It is great to have an eco pass.

• Please let us park our bikes in the c4c parking garage this winter!!!

• Please make parking lots available during events, to those of us who pay for permits.

• Please never take the eco-pass away, I rely on it heavily as I don't want to have a car.

• Please offer reduced rates for the B-Cycle program. This would enable quicker cross-campus transportation.

• Please provide more bicycle racks...the ones on campus are almost always completely full.

• Please publish results.
• Please return the DD bus line to better service. I would absolutely ride in back and forth to work were it running with better service hours. If I want to ride the bus into Boulder now, from my home in Denver's Park Hill neighborhood, it requires me riding the 15 all the way downtown to catch the B at union station. This makes the commute around two hours. The DD would take half that time.
• Please space out the CU surveys. It feels like I've spent major time on several in the last couple of weeks.
• Please stop trying to force political agendas through university parking/transportation regulations. There are much better uses of time and money than trying to force people to ride the bus or punish them for driving cars.
• Poor survey experience for those like me who simply walk to work and don't own a car.
• Poor written survey.
• Poorly prepared survey, many redundant or irrelevant questions.
• Poorly written survey
• Price for parking too much for parking just one day a week
• Prices for parking passes to park next to my work are much too expensive. I feel fortunate that I am able to bike to work everyday.
• Promote more bike use!
• provide a free shuttle from Anschutz to CU Boulder Main campus during commute hours to offset the times that RTD does not offer service
• Provide an incentive next time for taking this loooong survey
• Provide charging stations for electric cars in parking lots. I had an EV car but gave it up due to lack of charging stations.
• Provide free parking for essential personnel who have to be here on time with certain equipment to make sure they can stop a mass murderer or mitigate natural disasters.
• Public buses with more room for bikes is my biggest issue, as well as cost of parking anywhere near my building, so I end up driving around the hill looking for a spot everyday - really inefficient.
• Put a four way stop sign at Regent drive and Engineering center intersection.
• Quit trying to force people to take the bus, if they want to take it they will. Parking Services is basically a Ponzi scheme, keep charging higher rates so that we can hire more people and give ourselves raises, what a scam.
• reasonable parking fees
• Recent relocation to Boulder. Have no experience with public transit, but seems like Boulder has a good system. Would be more likely to utilize for trips to Denver/DIA than everyday commute to work. Would consider biking to work if bike wasn't broken during move. / In addition, CU does not seem to provide adequate campus transportation for individuals with mobility disabilities or temporary injuries. To take a valid survey, these populations and this issue should also be highlighted.
• Replace parking lots with new campus buildings on the main Boulder campus. On the main Boulder campus, replace the "golf-course-style" perimeter landscaping with a tree lined sidewalk and bike path that is fonted onto by new "infill" campus buildings. The perimeter of Boudler main campus should be URBAN, not suburban, and should be denser -- encouraging movement via bus and bus rapid transit.
• Replace that awful crosswalk light on Regent Drive that teaches drivers to ignore pedestrians in crosswalks. Either create an underpass or overpass, or block non-emergency thru traffic on Regent. Improve bicycle routes and traffic planning through campus, particularly east-west.
• RTD and EcoPass are greatly appreciated
• RTD Eco Pass is a tremendous perk that I use almost daily. I'm very grateful for it and it's the reason I only drive to work once or twice a week and feel good when I have to go to UCD or elsewhere in downtown Denver for meetings and conferences.
• RTD is a wonderful service, except for the employees who work 1st or 3rd shift
• RTD is great, but would appreciate more local coverage in Broomfield or at least a park-n-ride on the north east portion. Even a Park-n-Ride along highway 7 west of I-25.
• RTD provides a great service to Nederland, but the safety of the riders is put in jeopardy due to inexperienced bus drivers and unsafe vehicles.
• RTD seems to have many busses for residents in the city of Boulder. It also seems that most of them drive around half-empty at best with the exception of those serving the CU campus. Those busses are packed! I recommend that CU and RTD work together to commit more of those busses to CU students and staff. The arrival and departure times on campus are fairly predictable. Offer more busses at those peak times and make more routes go directly to campus.
• RTD sucks
  Seriously, make the buses less expensive and/or run more frequently!
• Service between Denver/US 36 and east campus by RTD is currently lacking. It would be great to see this improved.
• Shorten this survey
• Shorter surveys.
• Shower facilities for cyclists needed. Maybe access to Rec Ctr.
• Showers in every building would be awesome
• Shuttle service provided to get to the new behavioral neuroscience building and back to main campus.
• Since I have my car at work I am able to get to an exercise class almost daily. That would be hard to do without having the car here.
• Since parking passes at CU are expensive, it seems that lots of people don't purchase them. It would be nice to have an occasional way to park in a nearby lot on a once/week basis without having to buy a monthly pass (because I typically try to bike, but sometimes weather or kids don't allow).
• Some comments on this survey: / - it was very long (and I didn't get a clear sense of how long it would be before I started) / - some questions were redundant -- for example I feel as if I was asked whether I was faculty or student several times / - some personal questions I did not wish to disclose (cross streets for my home address, personal income)
• Some of the questions with this questionnaire are personal and have nothing to do with transportation.
• Some of these questions seem intrusive. / / I really wish I had a better option than to drive. I wish the bus service to and around town was more convenient. I wish transportation from East campus to main campus was more convenient.
• Some of your questions are inappropriate (e.g. income level)
• some of your questions are redundant ... speed humps needed on main campus. car drivers speed on campus which is dangerous considering the number of pedestrians. / / paved driveway to Boulder Creek Path that was removed for construction near Folsom Field needs to be re-constructed and re-opened.
• Staff shouldn't have to pay to park at work.
• Stop making employees pay their employer to park St work, it makes them feel unappreciated. And taking the bus makes then feel poor.
• STOP SENDING THIS SURVEY OUT. If I want assistance on getting to work I will takecare of it on my own.
• Stop subsidizing the police force with revenue made off of employees. The pay scale here is already atrocious, we should not be your source of income.
• Strange survey.
• Sure hope the hwy 36 expansion is enough. Some are very pessimistic about it. Trains as promised would be awesome.
• Survey doesn't cover complexities of East Campus, especially those who have to work both places. Of course, the survey was already long enough.
• Survey is too long!!!
• survey is way too long. you should do reliability tests for second half of survey.
• Survey too long
- Survey was long
- Survey wasn't well designed. Many questions could have been removed based on previous answers.
- Take away parking services ability to ticket FACMAN vehicles. It is 100% counterproductive and aside from making all employees dislike the parking services personnel, it drives down productivity because most work done on campus requires additional equipment. The worker must park at the closest red meter spot (walking past vast empty parking lots) carrying their equipment sometimes taking multiple trips and hours of productivity time. Sure there is a "service vehicle only" spot near most buildings, but frequently multiple shops must coordinate together for a job requiring all of their own tools and vehicle and there are not enough spaces. Then everyone is so afraid of getting a ticket, they will not start the work until they can find a spot driving around campus wasting time and gas.
- Telecommuting & flex time are not permitted by the management in my department. Being allowed these options would be extremely welcome!
- Terrible survey
- Thank you for all of your hard work!
- Thank you for asking. I've seen a B-cycle station appear on campus. Is this something we can use for work transit? No information has been distributed about it. Also I park on east campus for work and use a department provided parking card. It seems fewer and fewer meters accept the card. Does the new system accept the old cards? Information needs to be distributed about our options. What pressure can CU put on RTD to provide better service for this area?
- Thank you for offering an Eco-Pass to Faculty and Staff. It was one of the deciding factors in choosing to take a position with CU Boulder, since I am very pro-public transportation / carpool / bike. It is something I am proud to have as an employee of CU Boulder and also I speak fondly of the connection CU has with the community, especially in promoting the use of the public transportation system RTD. THANK YOU!
- Thank you!
- Thank you.
- Thank you. Please do consider my suggestion to expand the 204 bus route. It would also be useful to have an option for faculty to have a "part time" parking permit. Some days I really need to park on campus, but it only ends up being on average one day a week.
- Thanks
- Thanks for asking!
- Thanks for asking. I hope you're able to use this information in a meaningful way to improve transportation and parking for CU folks.
- Thanks for caring...
- Thanks for letting us be a part of the process of evaluating the transportation needs of the campus (and east campus, too).
- Thanks for putting the different options for gender!
- Thanks for this survey. It is much better and thorough than previous ones. I consider pets as important as children and have the same needs in terms of day care. Would encourage consideration as to how to meet their transportation needs. Also, may be nice to have some kind of bus trips that would take folks to recreational areas (with children and/or pet). Don't have any idea how to do this and make it effective, efficient and cost neutral.
- The $2.50 surcharge to ride the AB bus is very inconvenient. Why not make it $5 on return and $0 for going to the airport like it used to be? I am not happy that I have to have changes to pay the charge. Traveling is already stressful and RTD is not helping by forcing us to remember to have 2 quarters in our wallets or pay extra.
- The alternatives for transportation to and from the University are varied and the EcoPass, etc. programs are much appreciated. If it were more time efficient and convenient to ride RTD everyday, I would. Carpooling with a co-worker is great. I know many that benefit from the EcoPass. On a different note,
it is hard for those who work hours other than the regular business day at the University (such as our service workers. Having convenient on campus parking is great, especially during the later afternoon and evening hours when it gets dark and sometimes snowy/cold outside. Keep up the good work.

- The bike path along Broadway is becoming increasingly dangerous due to the location of bus stops and the increased use of the path as a 'road' by grounds keepers who drive vehicles at speeds considerably faster than your average cyclist can travel. The path is dangerous enough as it is with pedestrians, skate boarders, and cyclists. Grounds crew should not be driving on it unless absolutely necessary, and even then they should avoid peak traffic times (especially between 8:30a and 9:30a). Their use of the path has increased dramatically in the past year. The Broadway underpass near the Law School is also another very dangerous point. I was hit by another cyclist traveling too fast there, and collisions are a near constant risk. The two worst points seem to be the entry/exit on the west side (blind corner, entrants coming down hill are often wide on the corner) and the approach on the east side that funnels pedestrians onto the bike path. The increased use of headphones by pedestrians makes them unaware of efforts to communicate with them via bells and voice.
- The bike path system in Boulder is amazing!
- The buses are two hard to get on for elderly and handicaped people. The steps are too high off the ground.
- The campus needs more bike racks on main and east campus.
- The care for pedestrians during the current spate of construction on campus has been abysmal- the most dangerous and unpleasant part of my commute is on the campus. There is little care for the safety of bicyclists and pedestrians- I imagine OSHA would have a field day if they did an audit.
- The closest bus stop for me to go to Boulder in order to catch a bus to Boulder (in a reasonable time frame) is 16 miles. I have to drive to Lafeyete. I've been told for years that RTD would put something in from Brighto to Boulder but it has never happened in the 15 years I've been working in Boulder.
- The CU Eco Pass is a fantastic benefit and I commute to work by bus at least five months out of the year (the other months I commute by bike). I try to encourage my colleagues to commute by bus, as we all need to do our part to protect the environment. I truly appreciate that CU sees the value in providing this benefit and wish more employees would take advantage of this service.
- The current structure of transport to east campus is inadequate for teaching faculty to ever travel between east campus and main campus on a regular basis.
- The Eco Pass is one of the best perks about working at CU. Please keep it.
- The EcoPass is great and I just wish I could use it more often. / But why no Ecopass for CU Denver faculty? Unfair.
- The Eco-Pass is the greatest benefit I have at CU-Boulder, and without it I could not work here. Please do everything you can to keep the Eco-Pass as a viable option for staff.
- The Eco-Pass is very valuable. I have used it for years.
- The EcoPass saves me nearly $1,000 per year in transportation cost and I use it almost every day. Thanks to CU Boulder for providing this to employees.
- The express lane to boulder would greatly improve my commute to work. Also more bus availability on 120th street in broomfield would be nice. Currently the 120 bus runs only every hour. If it ran every half an hour I wouldn't need to drive to the park n ride.
- The formula used to calculate the hourly rate of pay is strange, since I am only paid for 9 months, but work more than 40 hours per week all year round.
- The lack of a rail line is the most significant issue affecting me.
- The lot I pay for parking in sits half empty everyday and yet our staff, athletes, and visitors have no where to park without paying. Our budgets have no way to cover the Athletes needs when they are at the facility and CU has no concern about the staff they expect us to pay. 1. Give all staff parking at facility closest to office. 2. Allow parking in lots around campus that acknowledges if you have a permit you might also need to attend meeting or others things in another area of campus without a charge. 3. Have a meter grace period. I have received a ticket within 5 minutes of my meter expiring
and returning to my car. Which means the attendant was standing waiting to for the meter to expire so he could give a ticket. Parking on campus is the biggest deterrent to even wanting to come here.

- The main reason that I do not take the bus is that it adds 20 minutes on to my already long commute. I recently moved and plan to ride the bus 1-2 days a week when I can.
- The managers in the Office of International Education are adamant about not allowing for any kind of reasonable flex time for no good operating reason. Many of my colleagues would benefit greatly from being allowed to arrive earlier and leave earlier or have a compressed work week.
- the nature of my job is such that i could do most of my duties via telecommute/VPN (at least 1 day per week). Unfortunately, my department does not allow this option. If it were avialable, that would save a tremendous amount of commute time and energy.
- the north side of marine street between the computing center, and housing services could benefit from a sidewalk. It's a fairly high traffic path, and it's incredibly dangerous.
- The only reason I don't take the bus daily is because of the additional commute time added to my 9 1/2 hour work day - it adds over one hour additional time which would have me leaving my house at 6:00am and getting home around 6:00pm which is not conducive to a healthy work-life balance.
- The path system is really nice to and from campus. I would love to see more biking. I feel that most of the bus ridership gains over the years has been at a lost to bikers and walkers not SOV users. Traffic continues to get worse and that is a major negative feedback for people biking more.
- The performance of Parking Services should be evaluated at CU.
- The psychology and neuroscience dept will be moving off campus next year. I feel that a shuttle b/w campus and the new location will be imperative. /
- the questions about "today" are useful, but I'm on parental leave so this isn't a great representation for me. / / I used to bike to the office frequently, but now that I'm usually responsible for a day care drop off and pick up, I'm in the habit of driving.
- The questions about "what kind of car do you drive to work" should be worded more like "what kind of car would be available to you to drive to work if you were to drive to work" or there should be an option something like "I don't drive to work"  
- The questions are not worded for someone who rides WITH someone parking on campus.
- The questions on this survey did not seem well suited to learning the actual travel habits of faculty. We have to be on campus at a variety of times (late night exams, weekend review sessions, special events), attend meetings on other campuses at a variety of times (late night exams, weekend review sessions, special events), go to meetings in Denver or Golden at least monthly, and occasionally travel out of state for work, some paid by federal agencies, foundations, or other universities. My teaching schedule has regular classes on either a MWF or TuTh schedule, so my commute times change with day of week in order to reach campus on time while avoiding high traffic times around campus. I have to transport my children a couple days each week as well. Even though I chose to buy a house on a bus route to CU, I drive on an everyday basis because schools and care for my kids are not on bus routes.
- The recent changes to Broadway along campus are hugely disappointing and misguided. We used to have crosswalks every few blocks, and now they're ALL gone. The goal seems to be to get as many cars through that road as possible, with no regard for people who travel by other means.
- The renovations to highway 7 in east Boulder were not very effective. The 5 foot wide sidewalks are never used, nor are the bus lanes often used. The traffic on the road is horrible, especially at 5pm. Please remove the bus lanes and use the additional space that was added for traffic lanes.
- The single most useful boon to public transporation in the county would be a light rail line from Boulder to Longmont. Where is the will to make this happen?
- The snow clearing on the Boulder Creek path is amazing, timely and thorough! I am able to commute by bike for most of the winter, which I love. /
- The survey asks some of the same questions repeatedly. If you want people to do surveys such as this, eliminating redundant questions would be helpful.
• The survey is poorly designed. I already answered I'm faculty and then it asks if I'm a student several pages later, etc etc. Super repetitive. Why doesn't it use a flowchart style to save time? We're volunteers, us survey takers, whose time you should appreciate.

• The survey is too long. / The questions on home/age/income are intrusive.

• The survey was a bit long. These should be shorter.

• The survey was not very well formulated. Most people I know take TWO forms of transportation to get to work. That is, they drive their personal vehicles to reach public transportation, which they then take to and from Boulder. The survey questions were slanted toward people taking a single form of transport to work. That is unfortunate and will limit your ability to analyze the results.

• The survey was too long

• The survey was way too long, and asked redundant questions. I almost quit.

• The timescales for scheduling trips to campus were not finegrained enough to get my accurate response. they were in 1/2-hour increments. If the bus runs every 1/2 hour, and I miss the bus, you can see how this would take over an hour to get to campus (which is less than 10 minutes from my home). This would be a terrible waste of my time. / / For health reasons, I can't ride a bike to work. Don't preclude driving to work and parking near the workplace. / / Hope this helps! / /

• The university needs to do a better job of plowing the bike paths in the early mornings after it has snowed.

• The university should not profit from their faculty, they should make parking free and accessible. (especially given the pay scale of CU Boulder)

• The university should place a higher priority on telework for those professionals whose jobs qualify for the option. Many of us are more productive when we work at remote, quiet locations, but approval of this work practice, which reduces parking and traffic congestion and GHG emissions, is disallowed in my office.

• The way campus is laid out I have none, unless there is a way that a continuous transit system can be designed that stops at key points and is available every 10 minutes.

• There are 2 items you are up against trying to get people to ride the bus, ride their bike, walk or car-pool to work. / 1. Most of us are priced out of Boulder. (My income is in the higher bracket and I feel like that). So that doesn't make it easy to walk, bike or bus to work. / 2. I don't want to spend 3 hours a day commuting to/from work. That would be my commute if I could drive to the nearest bus stop first and have the buses all be on time. My hours are odd because I come in early and leave early to avoid traffic, so that doesn't allow car-pooling. I do walk up from where I park and ride the bus down-1 mile each way. I doubt that is the kind of savings you have in my mind. / / The best suggestion I have is a light rail. If I could drive to a station, legally park my car and commute to CU that would be a savings for us all.

• There are people who have a disability and cannot walk or bike and there are people who cannot walk the many blocks to a bus stop. This survey had no questions addressing these needs. I am a disabled Veteran but don't have a handicap but can't walk or bike long distances and there is nothing in this process to help people like me.

• There is a lot of identifying information in this survey. I really hope it is not misused.

• There seems to be an increasing push to make residential street parking near campus metered parking. If this continues to the point where I am unable to find free parking near campus, I will leave my job and find a workplace more helpful and considerate to its employees. Requiring employees to pay to park is kind of ridiculous. I understand that parking on campus is limited, but the city forcing all parking to be pay parking is worse.

• There was no question asking if we care for an elderly person, which I do. It is very important to have a vehicle that I have easy access to in case my mother gets sick suddenly, as she has to have an advocate in the hospital. This is why I don't use the bus or bike. I would do these things at least once per week if not in my situation. I usually don't drive one day during the weekend.

• This is a poor time to give this survey - my commute changes when the time changes (from bike to bus this time of year because it gets dark too early; bus to bike in the spring). / /
• this is a pretty invasive survey towards the end!
• this is a very long survey.
• This is actually a great survey -- very comprehensive. The questions were good -- though there were some questions that were "yes or no," when my answer was "don't know," so I left them blank.
• This is stupid - I have no viable option other than driving to get to work. All of the other questions are really irrelevant.
• This is the one of the worst surveys I have ever filled out. Next time, please consult an expert when writing a survey.
• This survey asked a lot of personal questions that I'm not sure were necessary but in an effort to participate, I decided to complete the survey. Please try to ask fewer personal questions next time.
• This survey asks too many personal bio data questions and the structure of the survey should be reviewed by external employees before it is used again.
• this survey could use improvement, why would i be asked if my subaru outback be electric. / you ask how many miles from home to work, then later you ask where i live. / how many faculty members are also students?
• This survey didn't allow me to explain seasonal differences. Whenever weather allows, which is much of the time, I ride my bike. During the winter, though, I often take the Bound to work. Thus my bus use increases greatly in the winter. / / My job requires me to make frequent trips from 30th & Marine to Main Campus and the Research Park. Cars are made available by the department for these trips, but I virtually always bike, walk, and/or take the Stampede. It's really nice to incorporate exercise into my day. When I get to Main Campus, I usually park my bike somewhere central and then walk to various meetings. / / Riding from 30th & Marine to Main Campus would be much more pleasant if there were an underpass at 30th & Colorado. I understand that the City is contemplating this. I can skip that intersection and instead take the creek path to Stadium Drive, but that area is all torn up now with construction. So I usually go via 30th & Colorado. / / Something that makes biking to work much more feasible is having a casual dress code. I wouldn't be able to ride if I had to be in highly professional clothes. I think that many women don't ride as much as they could because they are wearing nicer clothes and inappropriate footwear for riding (heels). There is also a shower over in ARC, though my ride is so short that I don't really need it. / / On the very rare occasion that I drive my car to work, I park in the 29th Street Mall underground parking lot. / / My commuting situation is pretty awesome -- from 29th & Valmont to 30th & Marine. Honestly, it's a huge reason for keeping me at my job. I could potentially find a better job if I wanted, but it's just so easy (and healthy). Sometimes I even go home for lunch. / / My husband works in downtown Boulder and also rides to work or takes the 205 with his EcoPass. We don't really use our car much during the week. We always take SkyRide to the airport. Because we share one car, it makes paying Boulder rents affordable. We could live in Lafayette, etc., for less, but would likely need to invest in a second car. / / In summary, please allow a casual dress code. And have showers when possible. One more thing -- my office keeps a floor pump on hand for people who bike to work. It's nice having a few tools and stuff around like that.
• this survey has redundant questions
• This survey is far too long and asks too many personal questions unrelated to transportation.
• This survey is poorly designed and far too long. Please streamline, you will get better, more meaningful results.
• This survey is redundant. Once one says one doesn't drive to work, one is still asked questions about driving to work. Silly and annoying.
• This survey is too long
• This survey is too long and contains too much personal information.
• This survey is too long and intrusive
• This survey is too long and too many specific, identifying questions
• This survey is too long.
- This survey is too long. / / More questions about biking. I would like to have the option to get a membership to bicycle through my employer. Same situation with car sharing programs. It is a great option to complement the RTD pass. / / 
- This survey is too rambling, incoherent and intrusive. 
- This survey is WAY TOO LONG! 
- This survey is way too long!!!!! 
- This survey is WAY TOO LONG. I cannot see how some of the questions could help Parking and Transportation services. 
- This survey is WAY TOO LONG. / I am surprised anyone is filling it out. 
- This survey seems quite invasive and includes much financial information that I would prefer not to divulge. In the future I will not participate. 
- This survey was a waste of time, too long. Stop bothering people with surveys, I am over surveyed. 
- This survey was cumbersome to complete. Please have someone look at the survey design - it took too long to fill out and some of the structure could have been laid out in a better manner. 
- This survey was quite long and could have been shorter. 
- This survey was really long. While I am a supporter of planning and sustainability I found it intrusive. 
- This survey was too long and asked too many questions that could be used to identify the respondent. 
- This survey was too long, and for some of the options I needed an "I don't know" button. At the beginning of the survey there wasn't an option for whether "riding together' included with kids. / I would like to see options for parking that work well for part-time employees. And also that show the employees the benefit they get from paying high rates for parking when the service doesn't improve. It seems like when paying more money for the same service, the benefit should improve. 
- This survey was very long and seemed repetitive and poorly designed. For example, the questions about which services my employer offers would be best answered by my employer -- I may not be aware of some services that are offered. Similarly, I don't drive, but even after saying that I had to answer several questions about driving/parking. 
- This survey was very long. i hope it is helpful 
- This survey was waaaay longer than I expected it to be. Next time, please make a simpler survey or be more clear up front that it's going to take a while and you're going to ask some questions that, at least on the surface, don't appear to be related to transportation. 
- This survey was way to long. I almost gave up on it. 
- This survey was way too long for most people to take. : ) 
- This survey was way too personal. Why do you care what kind of car I drive??? The questions talking about travel were specific to one day. I took the survey on a day that was cold so I drove. On warm days I ride a bike. 
- This survey's too stinking long. It took me 40 min. 
- This was a little too invasive. I did not appreciate the requests for so much information. Please mind you own business. 
- This was a much longer survey than I anticipated, although all easy questions. Some more private questions (e.g. salary, household income) may benefit from including a "Prefer not to answer" option, although I see the survey did not require answers to these. The survey does have me thinking more about trying RTD out for my commute. Perhaps that would be useful for bad weather days. 
- This was a really long survey! 
- This was an exceptionally long survey --- you're going to have a poor response rate. 
- This was entirely too long. Too many questions and too many that were not considerate of previous answers. 
- This was the longest survey ever. Many people will quit. Learn to write shorter. surveys
• To answer the things this survey doesn't seek: / / I ride my bike to work most days; when I don't commute by bike, I carpool with my partner typically. Some days, when he's not driving into work for one reason or another, but I'm playing hockey (Lafayette) prior to work, I have to drive myself.

• Today I drove because I volunteered for overtime and did not want to wait for a bus once they begin to come more infrequently in the evening. Normally I take the bus every day. I probably drive to work only once or twice per month. I love that the EcoPass is a CU employee benefit. It saves me so much money, and really has become a financial consideration to changing jobs.

• too long
• Too many personal info questions, this felt VERY INVASIVE
• Too many questions.
• Too much personal information is requested in this survey!
• Took the survey because transit is important to me, but it is way, way too long. I almost abandoned, and won't take it again. You asked how much I make twice!

• Train!!!!
• Transportation options between East Campus CU-Boulder and Main Campus CU-Boulder need to be improved.

• Trying to force people into bus/car share/bike only does not address the time issue for the employees, who most likely would rather drive so they can get home faster to spend time with people or on hobbies outside of work.

• Upgrade your bus stops with GPS tracking of the buses so that people waiting can see what's going on. Also, improve the shelters from wind and weather conditions. Have shovels available at stops so that people can keep the snow removed and place some sand to prevent slipping. I keep hearing the horror stories of colleagues who are using your service, until these become less common I will chose to drive. There are things out of your control but those within it - at least try.

• Urgently needed: better RTD routes/frequency between main campus and east campus - situation is untenable for holding classes on east campus now and will become much worse when SEEC opens in 2015. Need to solve this!

• Waiting for my daughter to grow older before we consistently use public transportation. I would need for her to be more independent and less at risk because she would frequently travel alone to meet me at campus after school. Hoping that a light rail will be built to Boulder sooner than later. Very concerned about rumors of I-36 becoming a toll road. I wish that information had been included in this survey.

• Way too long of a survey.
• Way too many redundant questions.
• We bought a house outside of Boulder because we could not afford living inside the city. However, transportation is a HUGE issue from Longmont, and takes ~3 hours round trip by bus. We are really hoping for better RTD options as more young people are pushed to move outside the Boulder city limits. And, we are crossing our fingers for a light rail service one day!

• We need more bike racks around Norlin building.

• We need more transportation options in dacono
• We need to ban cars from campus. Buses, bikes, skateboards, utility vehicles, and pedestrians fill it up as it is.

• We used to commute on the bus quite regularly, but it has become inconvenient in terms of scheduling from our local to the regional bus, plus our daughter's afterschool schedule. All the new traffic due to construction is just crazy. Our commute was 20 minutes from our house to our campus parking spot. Now its about 45 minutes.

• Weather is a big factor in whether I ride the bus, as well as how far I have to walk to get to work after riding the bus. Again weather is a factor in whether I ride a bike or not. I can't come to work with wet clothes from rain or snow. I have to pay for a parking permit whether I use it one time a month or not; I have to leave work for dr. appointments or leave early for other appointments, personal needs and need
the parking. Trying to ride the bus from where I live I have to go to either Broadway to the east or Broadway at Table Mesa. Getting the bus on the way home, I have to walk to Broadway at Regent.

- When I worked for UW-Madison we had Flex Parking. Please make this an option. This description is taken from UW-Madison: / Can you bike, bus, carpool, vanpool, or walk most of time? The Flex parking program is for those few times when driving is necessary. Combine the commute alternatives that work best for you with infrequent driving to save money and improve the campus environment. With Flex, you only pay for when you park and there is no up-front cost. Flex payment is accepted via an automated phone system by a third party vendor called PayByPhone. Approximately 1,500 employees participate in the Flex parking program. Flex Rates /

<table>
<thead>
<tr>
<th>Day</th>
<th>Time</th>
<th>Trip Charge</th>
<th>Hourly Charge</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday - Friday</td>
<td>7 am - 4:29 pm</td>
<td>$4 for first 4 hours</td>
<td>$1 / hour after 4 hours</td>
<td>$8</td>
</tr>
<tr>
<td></td>
<td>4:30 pm - Midnight</td>
<td>None</td>
<td>$0.75 / hour</td>
<td>$3.75</td>
</tr>
<tr>
<td>Saturday - Sunday</td>
<td>7 am - Midnight</td>
<td>None</td>
<td>$0.75 / hour</td>
<td>$3.75</td>
</tr>
</tbody>
</table>

- While a bus does take me close to my home it stops running at 6:20 so if I have to work late or there is too much traffic I have to walk home in the dark. / Also, I have experienced intoxicated and aggressive men on the bus that make me feel unsafe

- Why doesn't RTD make public transportation free to all -- just the need to carry an eco-pass gets in the way of using the bus for some people. And, very few people actually pay in cash on the bus so someone has purchased the people a bus pass. The Universities, school districts, and other business could chip in and the rest supported by taxes (maybe on cars -- drivers of cars benefit every time someone takes the bus). Anyone who takes the bus is likely to be going to/from work or school or doing business of some sort -- why not make it easier for people to get around without a car? People would give up their cars if transportation was free and frequent.

- Why such specific questions?
- why wasn't a light rail installed?
- Wish CU would give us B-Cycle memberships!
- Wish there was more buses with more space...buses often time get crowded during monday and evening peak hours

- Work from home in our department is discouraged by HR, even when employees have jobs that can be completed at home. Better policy and guidance from HR central would be helpful.

- Work with the City of Boulder on getting rid of those "permit" parking in residence streets things. It's awful and elitist

- Would absolutely love to park on campus since I commute from a long distance and have materials for research that need to be brought back and forth. The cost of the annual parking pass is too expensive. Need other options.

- Would appreciate having an option to pay part of the fee of a parking permit as I'd only use it 3/5 days per week; however, I realize there probably isn't a method for CU to do this without some users paying for a part-time permit, but using it more frequently.

- Would be nice if CU offered the biking membership for the spots around town, I would use them more. Trying to use the bus as much as possible, but some parts of my year my job increases to 60-70 hours per week and it's not possible. The more direct bus route will allow me to use the bus more, also dependent on day care and getting three kids to school, etc.

- Would consider taking a bus to work if it wouldn't double my already long commute time. I ride my bike part way instead.

- Would like an express Bus from CU to farthest stop in Longmont. Norther Colorado is growing and I can ride two buses from Loveland to CU Boulder, but this takes 2 hours each way so it is not economical. My commute is a 45 minute drive and is about 30 minutes from northeastern Longmont.

- Would like the Boulder DIA route to have more express busses that will get you to the airport between 4:30-6:30

- Would love flexible schedule to match my husband's. We commute together, but can't on Fridays. He works 9/9/9/9/4 and leaves at noon on Friday. / Would like to buy parking passes online. I use the one-day permits occasionally when I have to have my car nearby at work, for either work or personal
reasons, on the one day I drive to Boulder. Wish I could purchase them without the hassle of a trip to the Parking Services office. / /

- Would love the light rail to run along Highway 36 with the same stops as the current bus Park N Rides. Would love for the university to promote telecommuting and compressed work week to four days a week to decrease our environmental footprint and save money on heating the building. Look at the City of Westminster's model for this. They only work a four day work week. Would like to see more solar parking lot trees and electrical charging stations to encourage the use of electric cars along Highway 36. Having these at all the park n rides would be great! Also, the bike path along 36 will be wonderful, I intend to use this 2 times a week for commuting to work. Need the ability to put more bikes on the buses also. This is getting crowded.

- Would LOVE to see the front range transit system become more economical and viable for regular travel. I use it some now and more happily that I receive a free eco-pass, but still usually get dropped off/picked up at park and ride locations so that my commute doesn't take too long. When I worked in South Denver, RTD seemed exessively priced and took way too long. I could easily maintain a car for the price of the commute. My previous employer saw I was unsatisfied and looked into getting us eco-passes or some sort of employer-assisted pass, and it was way too expensive for them to participate. I know this is a constant struggle and something I'm sure RTD wants to improve but is limited by funding, but hopefully it's something we can figure out... as some other places (Curritaba Brazil & Bogota, Colombia for example) have done. / Thank you.

- Would love to take advantage of the Eco Bicycle program to get around campus but per usage fees (in addition to the membership fees) seem excessive.

- Wow, this was a detailed survey. I got increasingly uncomfortable with the level of detailed requested as the survey went on (salary and nearest intersection? too much).

- Wow...lots of questions. Just want CU to keep funding RTD.

- Yes, answering a survey about transportation where I have to tell you what car I drive and enough other demographic info to identify me personally makes me worried that Parking Services is going to target me. Seriously. That's how evil I think they are.

- Yes, please improve the bus service from Longmont! Quick, direct bus to CU Boulder campus would make it possible for me to use it more regularly than reverting to my car.

- Yes, RTD needs to provide WAY more support for the shuttle between DIA and Boulder. The bus is often full, even on standard weekends with no CU breaks. I have even been unable to take the bus home because it was too full, having to wait an hour for the next one (at 10 pm after traveling for many hours). Also, during holidays, fear of the busses being too full adds stress to the commute to the airport. In my opinion, there should be a bus every 30 minutes and even every 15 minutes during the holidays.

- You completely overlooked he issue of being disabled or needing special care/

- You do NOT need to ask questions about incomes; they are irrelevant. If you ask them you should have an answer option that is NA. And the amount of duplication in your questions is far too much; if I answered that I am a faculty member I should not later have to answer whether I am a student.

- you mention all these alternative means of communication, but most of these options are not workable for people who live outside of Boulder, would take too long to commute (bike from Golden?), cost too much (who can afford hybrid vehicles?), are too complicated (who has time to arrange car-sharing?), and are just inconvenient and unrealistic. maybe faculty members who have all the time in the world and only come to campus a few hours a week on Tuesday & Thursday and live in Boulder can bike to work and buy hybrid cars. my options are 1) pay an outrageous monthly fee for parking on campus 2) take the bus from Lafayette which takes 45-60 minutes and is full of unruly teenagers talking about drugs and sex 3) drive and park someplace free like the hill or the park n ride and then walk or take the bus the rest of the way to campus.

- You need to take Genderqueer out of your servay

- You only allowed the time left from home and the time arrived at work to be entered in half hour increments, which is rather crude.
• You questionnaire totally ignores that in the summer many people ride bicycles to work and in the winter they drive.
• You survey was WAY TOO LONG. I almost quit doing it. Do you think we have nothing to do with our time but take your surveys?
• Your demographic questions are very questionable
Appendix C: Modal Share of the Work Commute by Respondent Characteristics

The tables in this Appendix display modal share 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.

<table>
<thead>
<tr>
<th>Primary work commute mode on day of survey</th>
<th>Main Campus</th>
<th>East Campus (along Marine Street)</th>
<th>Research Park (Smiley Court, LAP, CASA, SyBase/Space Science, Biotech, McAllister/SEEC)</th>
<th>Williams Village/ Bear Creek</th>
<th>Skaggs Federal Building/ South Broadway</th>
<th>Pearl East Parkway</th>
<th>Walnut and 33rd</th>
<th>Exposition Drive/ CINC</th>
<th>South Campus</th>
<th>Denver/Grant Street</th>
<th>Denver/ Fitzsimmons/Anschutz</th>
<th>Denver/ Auraria</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>44%</td>
<td>55%</td>
<td>52%</td>
<td></td>
<td>52%</td>
<td>38%</td>
<td>100%</td>
<td>63%</td>
<td>47%</td>
<td>80%</td>
<td>39%</td>
<td>67%</td>
<td>50%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>9%</td>
<td>8%</td>
<td>11%</td>
<td></td>
<td>12%</td>
<td>11%</td>
<td>0%</td>
<td>13%</td>
<td>0%</td>
<td>20%</td>
<td>6%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Walked</td>
<td>3%</td>
<td>1%</td>
<td>6%</td>
<td>8%</td>
<td>5%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Biked</td>
<td>11%</td>
<td>10%</td>
<td>20%</td>
<td></td>
<td>0%</td>
<td>22%</td>
<td>0%</td>
<td>13%</td>
<td>21%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Rode a bus or bikes</td>
<td>24%</td>
<td>17%</td>
<td>4%</td>
<td>24%</td>
<td>15%</td>
<td>0%</td>
<td>13%</td>
<td>16%</td>
<td>0%</td>
<td>28%</td>
<td>33%</td>
<td>0%</td>
<td>11%</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>3%</td>
<td>3%</td>
<td>1%</td>
<td>4%</td>
<td>5%</td>
<td>0%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
<td>11%</td>
<td>0%</td>
<td>50%</td>
<td>2%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
<td>6%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
<td>7%</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and bus</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>0%</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>5%</td>
</tr>
<tr>
<td>Bike and drive</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Primary work commute mode on day of survey by job classification and hourly pay

<table>
<thead>
<tr>
<th>Primary work commute mode on day of survey</th>
<th>Classified staff</th>
<th>Professional exempt/OEP/University Staff</th>
<th>Administrative</th>
<th>Faculty</th>
<th>Research</th>
<th>$15.00 per hour or less</th>
<th>$15.01 to $20.00 per hour</th>
<th>$20.01 to $25.00 per hour</th>
<th>$25.01 to $50.00 per hour</th>
<th>$50.01 or more per hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>51%</td>
<td>54%</td>
<td>59%</td>
<td>36%</td>
<td>38%</td>
<td>40%</td>
<td>42%</td>
<td>45%</td>
<td>49%</td>
<td>6%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>8%</td>
<td>10%</td>
<td>11%</td>
<td>8%</td>
<td>10%</td>
<td>8%</td>
<td>7%</td>
<td>9%</td>
<td>10%</td>
<td>6%</td>
</tr>
<tr>
<td>Walked</td>
<td>1%</td>
<td>2%</td>
<td>0%</td>
<td>5%</td>
<td>6%</td>
<td>4%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td>Biked</td>
<td>5%</td>
<td>6%</td>
<td>11%</td>
<td>19%</td>
<td>17%</td>
<td>8%</td>
<td>7%</td>
<td>8%</td>
<td>11%</td>
<td>18%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>28%</td>
<td>19%</td>
<td>15%</td>
<td>20%</td>
<td>13%</td>
<td>34%</td>
<td>33%</td>
<td>24%</td>
<td>18%</td>
<td>15%</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>3%</td>
<td>4%</td>
<td>0%</td>
<td>3%</td>
<td>2%</td>
<td>2%</td>
<td>5%</td>
<td>3%</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>1%</td>
<td>2%</td>
<td>0%</td>
<td>4%</td>
<td>8%</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>2%</td>
<td>0%</td>
<td>2%</td>
<td>1%</td>
<td>0%</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Bike and bus</td>
<td>1%</td>
<td>2%</td>
<td>4%</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
<td>3%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Bike and drive</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Primary work commute mode on day of survey by distance of commute and place of residence

<table>
<thead>
<tr>
<th>Primary work commute mode on day of survey</th>
<th>Distance of work commute</th>
<th>Place of residence</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 2 miles</td>
<td>3 to 5 miles</td>
</tr>
<tr>
<td>Drove alone</td>
<td>18%</td>
<td>35%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>Walked</td>
<td>20%</td>
<td>1%</td>
</tr>
<tr>
<td>Biked</td>
<td>32%</td>
<td>29%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>17%</td>
<td>20%</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Bike and bus</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and drive</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
## Primary work commute mode on day of survey by other characteristics

<table>
<thead>
<tr>
<th>Primary work commute mode on day of survey</th>
<th>Responsible for taking children to school and/or childcare?</th>
<th>Is a car or other motor vehicle usually available to you for commuting to work?</th>
<th>Is a bicycle usually available to you for commuting to work?</th>
<th>Age of Respondent</th>
<th>Gender of Respondent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Take children to school and/or childcare</td>
<td>Do NOT take children to school or childcare</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Drove alone</td>
<td>54%</td>
<td>44%</td>
<td>50%</td>
<td>13%</td>
<td>38%</td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>14%</td>
<td>7%</td>
<td>9%</td>
<td>4%</td>
<td>8%</td>
</tr>
<tr>
<td>Walked</td>
<td>1%</td>
<td>4%</td>
<td>2%</td>
<td>8%</td>
<td>4%</td>
</tr>
<tr>
<td>Biked</td>
<td>9%</td>
<td>11%</td>
<td>9%</td>
<td>24%</td>
<td>20%</td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>14%</td>
<td>24%</td>
<td>19%</td>
<td>42%</td>
<td>20%</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>2%</td>
<td>4%</td>
<td>4%</td>
<td>1%</td>
<td>3%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>2%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Bike and bus</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Bike and drive</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Typical work commute modes by job location

<table>
<thead>
<tr>
<th>Typical work commute mode</th>
<th>Main Campus</th>
<th>East Campus (along Marine Street)</th>
<th>Research Park (Smiley Court, LASP, CASA, SyBase/Space Science, Biotech McAllister/SEEC)</th>
<th>Williams Village/Bear Creek</th>
<th>Skaggs Federal Building/South Broadway</th>
<th>Pearl East Parkway</th>
<th>Walnut and 33rd</th>
<th>Exposition Drive/CINC</th>
<th>South Campus</th>
<th>Denver/Grant Street</th>
<th>Denver/Fitzsimmons/Anschutz</th>
<th>Denver/Auraria</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>No trips by driving alone</td>
<td>41%</td>
<td>34%</td>
<td>36%</td>
<td>29%</td>
<td>39%</td>
<td>17%</td>
<td>13%</td>
<td>21%</td>
<td>20%</td>
<td>46%</td>
<td>17%</td>
<td>50%</td>
<td>22%</td>
</tr>
<tr>
<td>1 or more trips by driving alone</td>
<td>59%</td>
<td>66%</td>
<td>64%</td>
<td>71%</td>
<td>61%</td>
<td>83%</td>
<td>88%</td>
<td>79%</td>
<td>80%</td>
<td>54%</td>
<td>83%</td>
<td>50%</td>
<td>78%</td>
</tr>
<tr>
<td>No trips by carpooling</td>
<td>83%</td>
<td>85%</td>
<td>84%</td>
<td>75%</td>
<td>80%</td>
<td>83%</td>
<td>88%</td>
<td>95%</td>
<td>60%</td>
<td>86%</td>
<td>100%</td>
<td>100%</td>
<td>75%</td>
</tr>
<tr>
<td>1 or more trips by carpooling</td>
<td>17%</td>
<td>15%</td>
<td>16%</td>
<td>25%</td>
<td>20%</td>
<td>17%</td>
<td>13%</td>
<td>5%</td>
<td>40%</td>
<td>14%</td>
<td>0%</td>
<td>0%</td>
<td>25%</td>
</tr>
<tr>
<td>No trips by multi-mode</td>
<td>85%</td>
<td>91%</td>
<td>93%</td>
<td>83%</td>
<td>89%</td>
<td>100%</td>
<td>88%</td>
<td>89%</td>
<td>100%</td>
<td>54%</td>
<td>83%</td>
<td>100%</td>
<td>88%</td>
</tr>
<tr>
<td>1 or more trips by multi-mode</td>
<td>15%</td>
<td>9%</td>
<td>7%</td>
<td>17%</td>
<td>11%</td>
<td>0%</td>
<td>13%</td>
<td>11%</td>
<td>0%</td>
<td>46%</td>
<td>17%</td>
<td>0%</td>
<td>12%</td>
</tr>
<tr>
<td>No trips by walking</td>
<td>92%</td>
<td>95%</td>
<td>93%</td>
<td>92%</td>
<td>91%</td>
<td>100%</td>
<td>88%</td>
<td>95%</td>
<td>100%</td>
<td>90%</td>
<td>83%</td>
<td>50%</td>
<td>95%</td>
</tr>
<tr>
<td>1 or more trips by walking</td>
<td>8%</td>
<td>5%</td>
<td>7%</td>
<td>8%</td>
<td>9%</td>
<td>0%</td>
<td>13%</td>
<td>5%</td>
<td>0%</td>
<td>10%</td>
<td>17%</td>
<td>50%</td>
<td>5%</td>
</tr>
<tr>
<td>No trips by biking</td>
<td>83%</td>
<td>82%</td>
<td>72%</td>
<td>96%</td>
<td>74%</td>
<td>67%</td>
<td>88%</td>
<td>74%</td>
<td>100%</td>
<td>93%</td>
<td>83%</td>
<td>100%</td>
<td>85%</td>
</tr>
<tr>
<td>1 or more trips by biking</td>
<td>17%</td>
<td>18%</td>
<td>28%</td>
<td>4%</td>
<td>26%</td>
<td>33%</td>
<td>13%</td>
<td>26%</td>
<td>0%</td>
<td>7%</td>
<td>17%</td>
<td>0%</td>
<td>15%</td>
</tr>
<tr>
<td>No trips by bus</td>
<td>69%</td>
<td>77%</td>
<td>91%</td>
<td>67%</td>
<td>74%</td>
<td>83%</td>
<td>63%</td>
<td>74%</td>
<td>100%</td>
<td>68%</td>
<td>67%</td>
<td>50%</td>
<td>78%</td>
</tr>
<tr>
<td>1 or more trips by bus</td>
<td>31%</td>
<td>23%</td>
<td>9%</td>
<td>33%</td>
<td>26%</td>
<td>17%</td>
<td>38%</td>
<td>26%</td>
<td>0%</td>
<td>32%</td>
<td>33%</td>
<td>50%</td>
<td>22%</td>
</tr>
</tbody>
</table>
Typical work commute modes by job classification and hourly pay

<table>
<thead>
<tr>
<th>Typical work commute mode</th>
<th>Classified staff</th>
<th>Professional exempt/OEP/University Staff</th>
<th>Administrative</th>
<th>Faculty</th>
<th>Research</th>
<th>$15.00 per hour or less</th>
<th>$15.01 to $20.00 per hour</th>
<th>$20.01 to $25.00 per hour</th>
<th>$25.01 to $50.00 per hour</th>
<th>$50.01 or more per hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>No trips by driving alone</td>
<td>38%</td>
<td>33%</td>
<td>33%</td>
<td>45%</td>
<td>43%</td>
<td>42%</td>
<td>42%</td>
<td>42%</td>
<td>37%</td>
<td>35%</td>
</tr>
<tr>
<td>1 or more trips by driving alone</td>
<td>62%</td>
<td>67%</td>
<td>67%</td>
<td>55%</td>
<td>57%</td>
<td>58%</td>
<td>58%</td>
<td>58%</td>
<td>63%</td>
<td>65%</td>
</tr>
<tr>
<td>No trips by carpooling</td>
<td>85%</td>
<td>82%</td>
<td>81%</td>
<td>84%</td>
<td>84%</td>
<td>86%</td>
<td>83%</td>
<td>83%</td>
<td>83%</td>
<td>86%</td>
</tr>
<tr>
<td>1 or more trips by carpooling</td>
<td>15%</td>
<td>18%</td>
<td>19%</td>
<td>16%</td>
<td>16%</td>
<td>14%</td>
<td>17%</td>
<td>17%</td>
<td>17%</td>
<td>14%</td>
</tr>
<tr>
<td>No trips by multi-mode</td>
<td>84%</td>
<td>84%</td>
<td>100%</td>
<td>88%</td>
<td>89%</td>
<td>80%</td>
<td>83%</td>
<td>82%</td>
<td>85%</td>
<td>93%</td>
</tr>
<tr>
<td>1 or more trips by multi-mode</td>
<td>16%</td>
<td>16%</td>
<td>0%</td>
<td>12%</td>
<td>11%</td>
<td>20%</td>
<td>17%</td>
<td>18%</td>
<td>15%</td>
<td>7%</td>
</tr>
<tr>
<td>No trips by walking</td>
<td>94%</td>
<td>94%</td>
<td>93%</td>
<td>90%</td>
<td>88%</td>
<td>88%</td>
<td>92%</td>
<td>92%</td>
<td>94%</td>
<td>90%</td>
</tr>
<tr>
<td>1 or more trips by walking</td>
<td>6%</td>
<td>6%</td>
<td>7%</td>
<td>10%</td>
<td>12%</td>
<td>12%</td>
<td>8%</td>
<td>8%</td>
<td>6%</td>
<td>10%</td>
</tr>
<tr>
<td>No trips by biking</td>
<td>91%</td>
<td>88%</td>
<td>81%</td>
<td>71%</td>
<td>73%</td>
<td>87%</td>
<td>88%</td>
<td>86%</td>
<td>81%</td>
<td>74%</td>
</tr>
<tr>
<td>1 or more trips by biking</td>
<td>9%</td>
<td>12%</td>
<td>19%</td>
<td>29%</td>
<td>27%</td>
<td>13%</td>
<td>12%</td>
<td>14%</td>
<td>19%</td>
<td>26%</td>
</tr>
<tr>
<td>No trips by bus</td>
<td>69%</td>
<td>75%</td>
<td>70%</td>
<td>70%</td>
<td>77%</td>
<td>64%</td>
<td>63%</td>
<td>69%</td>
<td>75%</td>
<td>76%</td>
</tr>
<tr>
<td>1 or more trips by bus</td>
<td>31%</td>
<td>25%</td>
<td>30%</td>
<td>30%</td>
<td>23%</td>
<td>36%</td>
<td>37%</td>
<td>31%</td>
<td>25%</td>
<td>24%</td>
</tr>
</tbody>
</table>
## Typical work commute modes by distance of commute and place of residence

<table>
<thead>
<tr>
<th>Typical work commute mode</th>
<th>Distance of work commute</th>
<th>Place of residence</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 2 miles</td>
<td>3 to 5 miles</td>
</tr>
<tr>
<td>No trips by driving alone</td>
<td>70%</td>
<td>52%</td>
</tr>
<tr>
<td>1 or more trips by driving alone</td>
<td>30%</td>
<td>48%</td>
</tr>
<tr>
<td>No trips by carpooling</td>
<td>91%</td>
<td>83%</td>
</tr>
<tr>
<td>1 or more trips by carpooling</td>
<td>9%</td>
<td>17%</td>
</tr>
<tr>
<td>No trips by multi-mode</td>
<td>94%</td>
<td>90%</td>
</tr>
<tr>
<td>1 or more trips by multi-mode</td>
<td>6%</td>
<td>10%</td>
</tr>
<tr>
<td>No trips by walking</td>
<td>66%</td>
<td>94%</td>
</tr>
<tr>
<td>1 or more trips by walking</td>
<td>34%</td>
<td>6%</td>
</tr>
<tr>
<td>No trips by biking</td>
<td>54%</td>
<td>53%</td>
</tr>
<tr>
<td>1 or more trips by biking</td>
<td>46%</td>
<td>47%</td>
</tr>
<tr>
<td>No trips by bus</td>
<td>72%</td>
<td>65%</td>
</tr>
<tr>
<td>1 or more trips by bus</td>
<td>28%</td>
<td>35%</td>
</tr>
</tbody>
</table>
### Typical work commute modes by other characteristics

<table>
<thead>
<tr>
<th>Typical work commute mode</th>
<th>Responsible for taking children to school and/or childcare?</th>
<th>Is a car or other motor vehicle usually available to you for commuting to work?</th>
<th>Is a bicycle usually available to you for commuting to work?</th>
<th>Age of Respondent</th>
<th>Gender of Respondent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Take children to school and/or childcare</td>
<td>Do NOT take children to school or childcare</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>No trips by driving alone</td>
<td>31%</td>
<td>41%</td>
<td>34%</td>
<td>80%</td>
<td>46%</td>
</tr>
<tr>
<td>1 or more trips by driving alone</td>
<td>69%</td>
<td>59%</td>
<td>66%</td>
<td>20%</td>
<td>54%</td>
</tr>
<tr>
<td>No trips by carpooling</td>
<td>77%</td>
<td>86%</td>
<td>83%</td>
<td>90%</td>
<td>84%</td>
</tr>
<tr>
<td>1 or more trips by carpooling</td>
<td>23%</td>
<td>14%</td>
<td>17%</td>
<td>10%</td>
<td>16%</td>
</tr>
<tr>
<td>No trips by multi-mode</td>
<td>89%</td>
<td>84%</td>
<td>86%</td>
<td>84%</td>
<td>84%</td>
</tr>
<tr>
<td>1 or more trips by multi-mode</td>
<td>11%</td>
<td>16%</td>
<td>14%</td>
<td>16%</td>
<td>16%</td>
</tr>
<tr>
<td>No trips by walking</td>
<td>96%</td>
<td>91%</td>
<td>94%</td>
<td>83%</td>
<td>92%</td>
</tr>
<tr>
<td>1 or more trips by walking</td>
<td>4%</td>
<td>9%</td>
<td>6%</td>
<td>17%</td>
<td>8%</td>
</tr>
<tr>
<td>No trips by biking</td>
<td>82%</td>
<td>82%</td>
<td>84%</td>
<td>68%</td>
<td>68%</td>
</tr>
<tr>
<td>1 or more trips by biking</td>
<td>18%</td>
<td>18%</td>
<td>16%</td>
<td>32%</td>
<td>32%</td>
</tr>
<tr>
<td>No trips by bus</td>
<td>81%</td>
<td>69%</td>
<td>74%</td>
<td>50%</td>
<td>70%</td>
</tr>
<tr>
<td>1 or more trips by bus</td>
<td>19%</td>
<td>31%</td>
<td>26%</td>
<td>50%</td>
<td>30%</td>
</tr>
</tbody>
</table>
Appendix D: Survey Instrument

The following pages contain the survey instrument.

CU-Boulder Faculty/Staff Transportation Survey 2014

The University of Colorado and the City of Boulder are conducting a survey of a select number of CU faculty and staff regarding their transportation needs and behavior. The results will be used to help improve all modes of transportation for the campus and community at large. Your cooperation is strictly voluntary. Your individual responses to the questions will be held in complete confidence. Results will be aggregated and analyzed by National Research Center, Inc., an independent research firm, and the responses will reported in group form only.

department For what department do you work?

Work Commute

q1 How did you get to work today? (Please check all that apply)
   - Drove alone (2)
   - Drove with at least one other person (6)
   - Walked (7)
   - Biked (8)
   - Rode a bus or buses (9)
   - Carried a bike on a bus or buses (1)
   - Used a Park-n-Ride (11)
   - Worked at home (10)
   - Other (5) ____________________

Answer If How did you get to work today? (Please check all that apply)
   Drove with at least one other person Is Selected

With how many others did you drive?
   - Q4 how many others total? (1)
   - Q5 how many who were under 16 years of age? (2)

q6 About how far is your home from work in miles? (Please enter a number; you can use up to one decimal place.)[Note: If you worked from home today, how far would it be to get to work if you worked at your worksite.]
**q7 About what time did you leave home for work today?**

*If you are working from home, what time did you start working?*

- [ ] MIDNIGHT (1)
- [ ] 12:30 AM (2)
- [ ] 1:00 AM (3)
- [ ] 1:30 AM (4)
- [ ] 2:00 AM (5)
- [ ] 2:30 AM (6)
- [ ] 3:00 AM (7)
- [ ] 3:30 AM (8)
- [ ] 4:00 AM (9)
- [ ] 4:30 AM (10)
- [ ] 5:00 AM (11)
- [ ] 5:30 AM (12)
- [ ] 6:00 AM (13)
- [ ] 6:30 AM (14)
- [ ] 7:00 AM (15)
- [ ] 7:30 AM (16)
- [ ] 8:00 AM (17)
- [ ] 8:30 AM (18)
- [ ] 9:00 AM (19)
- [ ] 9:30 AM (20)
- [ ] 10:00 AM (21)
- [ ] 10:30 AM (22)
- [ ] 11:00 AM (23)
- [ ] 11:30 AM (24)
- [ ] NOON (25)
- [ ] 12:30 PM (26)
- [ ] 1:00 PM (27)
- [ ] 1:30 PM (28)
- [ ] 2:00 PM (29)
- [ ] 2:30 PM (30)
- [ ] 3:00 PM (31)
- [ ] 3:30 PM (32)
- [ ] 4:00 PM (33)
- [ ] 4:30 PM (34)
- [ ] 5:00 PM (35)
- [ ] 5:30 PM (36)
- [ ] 6:00 PM (37)
- [ ] 6:30 PM (38)
- [ ] 7:00 PM (39)
- [ ] 7:30 PM (40)
- [ ] 8:00 PM (41)
- [ ] 8:30 PM (42)
- [ ] 9:00 PM (43)
- [ ] 9:30 PM (44)
- [ ] 10:00 PM (45)
- [ ] 10:30 PM (46)
- [ ] 11:00 PM (47)
- [ ] 11:30 PM (48)

**Answer If How did you get to work today?** (Please check all that apply) Worked at home Is Not Selected

**q8 Did you come straight to work from home today?**

- [ ] Yes (1)
- [ ] No (2)

**Answer If Did you come straight to work from home today? Yes Is Selected And How did you get to work today?** (Please check all that apply) Worked at home Is Not Selected

**q9 About how many minutes did it take to get from home to work?** (Please enter a whole number for the number of minutes.)

**Answer If Did you come straight to work from home today? No Is Selected And How did you get to work today?** (Please check all that apply) Worked at home Is Not Selected

**q10 How many stops did you make on your way to work today?**

- [ ] 1 stop (1)
- [ ] 2 stops (2)
- [ ] 3 stops (3)
- [ ] 4 stops (4)
- [ ] 5 or more stops (5)
### q11 Yesterday, or on the last day you commuted to your workplace (did not work at home), how many stops did you make on your way home?
- 0 stops (6)
- 1 stop (1)
- 2 stops (2)
- 3 stops (3)
- 4 stops (4)
- 5 or more stops (5)

### q12 About what time do you usually arrive at work?
- MIDNIGHT (1)
- 12:30 AM (2)
- 1:00 AM (3)
- 1:30 AM (4)
- 2:00 AM (5)
- 2:30 AM (6)
- 3:00 AM (7)
- 3:30 AM (8)
- 4:00 AM (9)
- 4:30 AM (10)
- 5:00 AM (11)
- 5:30 AM (12)
- 6:00 AM (13)
- 6:30 AM (14)
- 7:00 AM (15)
- 7:30 AM (16)
- 8:00 AM (17)
- 8:30 AM (18)
- 9:00 AM (19)
- 9:30 AM (20)
- 10:00 AM (21)
- 10:30 AM (22)
- 11:00 AM (23)
- 11:30 AM (24)
- NOON (25)
- 12:30 PM (26)
- 1:00 PM (27)
- 1:30 PM (28)
- 2:00 PM (29)
- 2:30 PM (30)
- 3:00 PM (31)
- 3:30 PM (32)
- 4:00 PM (33)
- 4:30 PM (34)
- 5:00 PM (35)
- 5:30 PM (36)
- 6:00 PM (37)
- 6:30 PM (38)
- 7:00 PM (39)
- 7:30 PM (40)
- 8:00 PM (41)
- 8:30 PM (42)
- 9:00 PM (43)
- 9:30 PM (44)
- 10:00 PM (45)
- 10:30 PM (46)
- 11:00 PM (47)
- 11:30 PM (48)

### q13 About what time do you usually leave work?
- MIDNIGHT (1)
- 12:30 AM (2)
- 1:00 AM (3)
- 1:30 AM (4)
- 2:00 AM (5)
- 2:30 AM (6)
- 3:00 AM (7)
- 3:30 AM (8)
- 4:00 AM (9)
- 4:30 AM (10)
- 5:00 AM (11)
- 5:30 AM (12)
- 6:00 AM (13)
- 6:30 AM (14)
- 7:00 AM (15)
- 7:30 AM (16)
- 8:00 AM (17)
- 8:30 AM (18)
- 9:00 AM (19)
- 9:30 AM (20)
- 10:00 AM (21)
- 10:30 AM (22)
- 11:00 AM (23)
- 11:30 AM (24)
- NOON (25)
- 12:30 PM (26)
- 1:00 PM (27)
- 1:30 PM (28)
- 2:00 PM (29)
- 2:30 PM (30)
- 3:00 PM (31)
- 3:30 PM (32)
- 4:00 PM (33)
- 4:30 PM (34)
- 5:00 PM (35)
- 5:30 PM (36)
- 6:00 PM (37)
- 6:30 PM (38)
- 7:00 PM (39)
- 7:30 PM (40)
- 8:00 PM (41)
- 8:30 PM (42)
- 9:00 PM (43)
- 9:30 PM (44)
- 10:00 PM (45)
- 10:30 PM (46)
- 11:00 PM (47)
- 11:30 PM (48)
q14 During a typical week, how many days do you commute to work in each of the ways listed below?
- Drive alone (1)
- Drove with at least one other person (2)
- Multi-mode (e.g., car then bus, bike then bus, etc.) (3)
- Walk (4)
- Bike (5)
- Ride a bus(es) (6)
- Compressed work week (i.e., number of days not worked because work longer hours other days) (7)
- Work at home (only count those days where you work at home INSTEAD of commuting to work) (8)
- Other (9)

q15 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 (4)
- No (5)
- Don’t know (6)

Teleworking

q16 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 (1)
- Less than once a month (2)
- 1 to 3 days per month (3)
- Once a week (7)
- Twice a week (8)
- Three days a week or more (9)
Work Day Trips

q17 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.)

Answer If Text Response Is Greater Than 0

q19a-i 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, and then below in the Number of miles section, please record how many miles you traveled via each mode yesterday.

<table>
<thead>
<tr>
<th>Number of trips</th>
<th>Number of miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone (1)</td>
<td>Drove alone (1)</td>
</tr>
<tr>
<td>Drove with at least one other person (2)</td>
<td>Drove with at least one other person (2)</td>
</tr>
<tr>
<td>Used a CarShare (3)</td>
<td>Used a CarShare (3)</td>
</tr>
<tr>
<td>Multi-mode (e.g., car then bus, bike then bus, etc.) (4)</td>
<td>Multi-mode (e.g., car then bus, bike then bus, etc.) (4)</td>
</tr>
<tr>
<td>Biked (5)</td>
<td>Biked (5)</td>
</tr>
<tr>
<td>Used Boulder B-cycle (6)</td>
<td>Used Boulder B-cycle (6)</td>
</tr>
<tr>
<td>Walked (7)</td>
<td>Walked (7)</td>
</tr>
<tr>
<td>Rode a bus(es) (8)</td>
<td>Rode a bus(es) (8)</td>
</tr>
<tr>
<td>Other (9)</td>
<td>Other (9)</td>
</tr>
</tbody>
</table>

Answer If Text Response Is Greater Than 0

q19aa-ii
q21 About how often do you run work-related errands or attend meetings away from your primary work site?
- Daily (1)
- Several times a week (2)
- About once a week (3)
- About once every two weeks (4)
- About once a month (5)
- Less than once a month (6)
- Never (7)
- Other (please specify) (8) ____________________

Answer If About how often do you run work-related errands or attend meetings away from your primary work site? Never Is Not Selected

q22 If you run errands or attend meetings for your job, is there a work vehicle available to you or do you provide your own transportation? (Please check all that apply.)
- I use my own vehicle or other means of transportation (1)
- I use an employer-provided vehicle (2)
- I use an employer-provided bicycle (3)
- I use a CarShare (4)
- I use Boulder B-cycle (5)
- Other (please specify) (6) ____________________

Parking

q23 Do you currently have a Boulder Campus parking permit?
- Yes (1)
- No (2)

Answer If Yes Is Selected
q24 How much do you pay per month for your permit?
- $ (1)
q25 If you drove a car to work today, where did you park?
- CU lot or structure with a permit (1)
- CU lot or structure with cash or credit card payment (2)
- Other lot, structure or space, with permit (3)
- Other lot, structure or space, with cash or credit card payment (8)
- Private lot or parking space, no charge (9)
- On-Street with meter (4)
- Residential street, no meter (5)
- Residential street with a permit (NPPP) (10)
- Other (please specify) (6) ____________________
- I did not drive to work today (7)

q26 During a typical week, how many days per week do you currently park a motor vehicle on campus?
- 0 days (1)
- 1 day (2)
- 2 days (3)
- 3 days (4)
- 4 days (5)
- 5 days (6)
- 6 days (7)
- 7 days (8)

q27 When you drive to work, what type of parking space do you usually park in?
- CU lot or structure with a permit (1)
- CU lot or structure with cash or credit card payment (2)
- Other lot, structure or space, with permit (3)
- Other lot, structure or space, with cash or credit card payment (8)
- Private lot or parking space, no charge (9)
- On-Street with meter (4)
- Residential street, no meter (5)
- Residential street with a permit (NPPP) (10)
- Other (please specify) (6) ____________________
- I do not usually drive to work (7)

Q119 How would you rate your overall satisfaction with Parking Services on campus?
- Excellent (1)
- Good (2)
- Fair (3)
- Poor (4)
- Unacceptable (5)
- Don’t know (7)

Q122 Any comments about your satisfaction with Parking Services on campus?
Transit

q28 How would you rate your overall satisfaction with RTD service?
- Excellent (1)
- Good (2)
- Fair (3)
- Poor (4)
- Unacceptable (5)
- Don’t know (7)

Q125 What one improvement to service, if any, would encourage you to ride RTD more often? Please be as specific as possible.

q30 How far from your home is the nearest bus stop that you would use to ride to work?
- Less than 2 blocks (1)
- 2 - 5 blocks (2)
- 6 - 10 blocks (3)
- 11 - 15 blocks (4)
- More than 15 blocks (5)
- Don’t know (6)

q31 Do you have an RTD bus pass that allows you to ride RTD for free?
- Yes, a CU student College Pass (1)
- Yes, a CU faculty/staff Eco-Pass (2)
- Yes, a downtown Eco-Pass (3)
- Yes, through my other employer (4)
- Yes, through my neighborhood (5)
- No (6)

q32 Do you ever ride a bus to work?
- Yes (1)
- No (2)

Answer If Do you ever ride a bus to work? No Is Selected

q33 Why don’t you ride the bus to and from work? (Choose all that apply.)
- I have not picked up my Eco-Pass (1)
- There is no bus service to my employer’s location (2)
- There is no bus service to my home (3)
- The bus takes too much time (4)
- I need my vehicle for errands during the workday (5)
- I need my vehicle before and/or after the workday to transport children or do errands (6)
- I am afraid of getting stranded or missing my bus (7)
- Other (please specify) (8) ____________________
q34 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? (Each time you go to a different location is one trip. A transfer to another bus is part of the same trip and does not count as another trip. A round trip counts as two one-way trips). Record zero if no non-work bus trips are taken during a typical week, otherwise record the number of one-way trips.

q35 During the last year, about how many times have you been to Denver International Airport?
- None (1)
- One or more times (2)

Answer If During the last year, about how many times have you been to Denver International Airport? One or more times Is Selected

q36 About how many trips did you make either to or from the airport (i.e., how many one-way trips)?

Answer If During the last year, about how many times have you been to Denver International Airport? One or more times Is Selected

Q36 Of these trips, how many did you:
- Have someone else drop you off or pick you up, mileage reimbursed by work (1)
- Have someone else drop you off or pick you up, no reimbursement (14)
- Drive and park, reimbursed by work (2)
- Drive and park, paid for by myself (8)
- Take commercial van service, reimbursed by work (3)
- Take commercial van service, paid for by myself (9)
- Take RTD skyRide paying full fare myself (6)
- Take RTD skyRide, full fare reimbursed by work (12)
- Take RTD skyRide using EcoPass, surcharge paid for by myself (7)
- Take RTD skyRide using EcoPass, surcharge reimbursed by work (10)
- Other (11)

Child Care

q42 Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?
- Yes, school (1)
- Yes, childcare (2)
- Yes, both school and childcare (3)
- No (5)

Answer If Did you take your child(ren) to school or child care today? No Is Not Selected

q43 Did you take your child(ren) to school or child care today?
- Yes, school (1)
- Yes, childcare (2)
- Yes, both school and childcare (3)
- No (5)
About Your Job

q44 How is your job categorized by the University?
- Classified staff (1)
- Professional Exempt/OEP/University Staff (2)
- Administrative (3)
- Faculty (4)
- Research (5)

q45 Where is your primary work location?
- Main Campus (1)
- East Campus (along Marine Street) (2)
- Research Park (Smiley Court, LASP, CASA, SyBase/Space Science, Biotech, McAllister/SEEC) (3)
- Williams Village/Bear Creek (4)
- Skaggs Federal Building/South Broadway (5)
- Pearl East Parkway (6)
- Walnut and 33rd (7)
- Exposition Drive/CINC (8)
- South Campus (9)
- Denver/Grant Street (10)
- Denver/Fitzsimons/Anschutz (11)
- Denver/Auraria (12)
- Other (please specify) (13) ____________________

q46 Are you a full or part-time employee?
- Full-time (1)
- Part-time (2)

q47 What category best describes your typical work schedule?
- Monday through Friday, daytime (1)
- Monday through Friday, evenings (2)
- Weekends (3)
- Rotating/variable schedule (4)
- Other (please specify) (5) ____________________
q48 What category best describes your job?
- Office (research, professional, business, administrative, support, customer support) (1)
- Professor/teaching (faculty, instructor) (2)
- Retail/sales (3)
- Service/restaurant/delivery (4)
- Medical/dental (5)
- Manufacturing/production/"high-tech" (6)
- Construction/trades/laborer (8)
- Other (please specify) (7) ____________________

q49 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 2,080 work hours per year.)
- $7.00 per hour or less (1)
- $7.01 to $10.00 per hour (2)
- $10.01 to $12.00 per hour (3)
- $12.01 to $15.00 per hour (4)
- $15.01 to $20.00 per hour (5)
- $20.01 to $25.00 per hour (6)
- $25.01 to $50.00 per hour (7)
- $50.01 to $75.00 per hour (8)
- $75.01 to $100.00 per hour (9)
- $100.01 or more per hour (10)

q50 Are you employed at another job?
- yes, an additional full-time job (1)
- yes, one or more additional part-time jobs (2)
- no, I am not employed at any other jobs (3)
q93 For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.

<table>
<thead>
<tr>
<th>Employer Provides?</th>
<th>Used in Last 6 Months?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
<tr>
<td>Yes (1)</td>
<td>No (2)</td>
</tr>
</tbody>
</table>

**About You and Your Household**

q52 Is a car or other motor vehicle usually available to you for commuting to work?

- Yes (1)
- No (2)
Answer if Is a car or other motor vehicle usually available to you for commuting to work? Yes Is Selected

**CarYear**
What is the year of the vehicle that you usually drive to work?

- 1960 (1)
- 1961 (2)
- 1962 (3)
- 1963 (4)
- 1964 (5)
- 1965 (6)
- 1966 (7)
- 1967 (8)
- 1968 (9)
- 1969 (10)
- 1970 (11)
- 1971 (12)
- 1972 (13)
- 1973 (14)
- 1974 (15)
- 1975 (16)
- 1976 (17)
- 1977 (18)
- 1978 (19)
- 1979 (20)
- 1980 (21)
- 1981 (22)
- 1982 (23)
- 1983 (24)
- 1984 (25)
- 1985 (26)
- 1986 (27)
- 1987 (28)
- 1988 (29)
- 1989 (30)
- 1990 (31)
- 1991 (32)
- 1992 (33)
- 1993 (34)
- 1994 (35)
- 1995 (36)
- 1996 (37)
- 1997 (38)
- 1998 (39)
- 1999 (40)
- 2000 (41)
- 2001 (42)
- 2002 (43)
- 2003 (44)
- 2004 (45)
- 2005 (46)
- 2006 (47)
- 2007 (48)
- 2008 (49)
- 2009 (50)
- 2010 (51)
- 2011 (52)
- 2012 (53)
- 2013 (54)
- 2014 (55)
- 2015 (56)

Answer if Is a car or other motor vehicle usually available to you for commuting to work? Yes Is Selected

**CarMake**
What is the make of the vehicle that you usually drive to work? (E.g., Ford, Toyota, Subaru)

**CarModel**
What is the model of the vehicle that you usually drive to work?

Answer if Is a car or other motor vehicle usually available to you for commuting to work? Yes Is Selected

Is this car . . .

<table>
<thead>
<tr>
<th>CarHybrid</th>
<th>Yes (1)</th>
<th>No (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hybrid (gas/electric) (1)</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>CarEV</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>EV (electric vehicle) (2)</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>CarLevel2</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Level 2 EV charger at work? (3)</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Car PZEV</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>PZEV (partial zero emissions vehicle)? (4)</td>
<td>○</td>
<td>○</td>
</tr>
</tbody>
</table>

q53 Is a bicycle usually available to you for commuting to work?

- Yes (1)
- No (2)
q54 Are you a member of eGo CarShare or any other car share program?
   - Yes (1)
   - No (2)

q55 Are you a member of Boulder B-cycle (bike share)?
   - Yes (1)
   - No (2)

q57 Where do you live?
   - Boulder (within city limits) (1)
   - Unincorporated Boulder County (2)
   - Ward/Nederland/Jamestown (3)
   - Lyons (4)
   - Superior (5)
   - Lafayette (6)
   - Louisville (9)
   - Longmont (8)
   - Erie (10)
   - Broomfield (11)
   - Westminster (12)
   - Arvada (13)
   - Denver or other metro-area suburb (14)
   - Berthoud/Loveland/Fort Collins (15)
   - Weld County (16)
   - Other (please specify) (17) _______________

q58 What is your home zip code?

intersection1 intersection2 What is the intersection nearest to your home?
   - 1st cross street (1)
   - 2nd cross street (2)

q60 Do you rent or own your housing unit?
   - Rent (1)
   - Own (2)
   - Live in a residence hall (3)
   - Live in a fraternity or sorority (4)

q56 Are you a student at CU Boulder?
   - Yes, an undergraduate student (1)
   - Yes, a graduate student (2)
   - Yes, a Continuing Education student (4)
   - No (3)
q62 How much do you anticipate your household's total income before taxes will be for 2014? (Please include income from all sources for all persons living in your household.)
- Less than $10,000 (1)
- $10,000 to $19,999 (2)
- $20,000 to $29,999 (3)
- $30,000 to $39,999 (4)
- $40,000 to $49,999 (5)
- $50,000 to $74,999 (6)
- $75,000 to $99,999 (7)
- $100,000 to $149,999 (8)
- $150,000 to $199,999 (9)
- $200,000 to $249,999 (10)
- $245,000 or more (11)

q63 What is the highest level of education you have completed?
- 1-11 years, no diploma (1)
- High school graduate or GED (2)
- Some college, no degree (3)
- Associate's degree (4)
- Bachelor's degree (5)
- Graduate (6)

q64 In which category is your age?
- Under 18 (1)
- 18-24 years (2)
- 25-34 years (3)
- 35-44 years (4)
- 45-54 years (5)
- 55-64 years (6)
- 65 years or older (7)

q65 What is your gender?
- Woman (1)
- Man (2)
- Trans* (3)
- Genderqueer/non-binary (5)
- Blank (6) ____________________

Q135 Do you have any additional comments or suggestions?