

2005 Boulder Valley Employee Survey for Transportation

Report of Results

July 2006

Prepared by:



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Executive Summary

Survey Background

- The Boulder Valley Employee Survey for Transportation has been conducted six previous times: in 1991, 1993, 1995, 1997, 1999 and 2001. In each of the previous iterations, the survey administration was handled by a research and evaluation division within the City of Boulder. In the previous surveys, data were collected in the summer months.
- A similar effort for Downtown Boulder employees was conducted in the fall of several of the same years. In 2005, it was decided that these efforts could be combined to achieve some cost savings for all the involved agencies. The University of Colorado was also interested in joining the effort and the study was expanded to include a survey of students, faculty and staff on the Boulder campus. To the extent possible, the same set of questions was used across all the study groups in 2005 to allow for comparisons and to realize cost-efficiency savings.
- For the Boulder Valley Employee Survey for Transportation, workers were targeted for inclusion in the study through a two-stage sampling process; first a group of employers was randomly chosen, and then employees from within the selected organization were randomly sampled. All addresses with a zip code of 80301 through 80310 were considered to be a part of Boulder Valley. A database was purchased which provided the business names, addresses, sizes, and names of contact persons for all companies in Boulder Valley. In addition, a database was supplied by the Downtown Management Commission of all businesses within the Central Area General Improvement District (CAGID) boundaries. Two separate samples were drawn, one for the downtown area, and one for the remaining sections of Boulder Valley.
- Each company selected was mailed a letter explaining the importance of the study and asking for participation. Over the following few weeks, the selected companies were contacted to determine if the organization would participate in the study and to explain the survey procedures. Surveys were dropped off to companies which agreed to participate, and picked up at a later date. Employees in these companies also had the option of completing the survey on the Internet.
- A total of 1,155 surveys were collected from employees in 234 organizations. The company response rate was 15% in the downtown area and 26% in the rest of Boulder Valley. The employee response rate was 34% in downtown and 53% in the rest of Boulder Valley.
- The data were weighted to account for the differential response rates of organizations and employee. The standard to which these data were weighted was the information from purchased database. After these weights were applied, the employees in the sample represented all of those in the Valley (as best it can be described) in terms of location (downtown versus the rest of Boulder Valley) and size of company (number of employees).
- With a sample size of over 1,000, the margin of error around the results is approximately $\pm 2\%$ per year. Thus, for a difference to be statistically significant between years, there must be a shift of at least 4% (2% around each study year).

Modal Split

- One of the main purposes of the Employee Transportation Survey is to determine the “modal split” of trips made to and from the place of employment by those who work in Boulder Valley; that is, the proportion of work commute trips made via each method of transportation. The proportion making trips by each mode on the day they completed the survey was:
 - Drove alone, 69%
 - Drove with at least one other person, 8%
 - Walked, 3%
 - Biked, 4%
 - Rode a bus or buses, 10%
 - Worked at home, 4%
 - Multi-mode, 2%
 - Other, 1%
- Since the survey was first implemented in 1991, the proportion of those who work in Boulder Valley and commute to work using a single-occupancy vehicle (SOV) has remained fairly constant, ranging from a low of 68% in 1997 to a high of 74% in 1999. SOV mode share was 73% in 1991, the baseline year, and 69% in 2005, a shift of 4%. Transit use has increased over this period; in 1991 transit accounted for about 2% of work commute trips and in 2005 accounted for almost 10% of work commute trips.
- When the modal shift over time is examined by where employees live, a trend of decreasing use of the single occupancy vehicle (SOV) is seen over time among those who live in Boulder, while SOV share has remained fairly constant for those who live outside of Boulder. In 1991, 81% of those who lived outside Boulder commuted to work by driving alone, and in 2005 this proportion was 80%. However, for those who lived in Boulder, SOV share dropped from 65% in 1991 to 53% in 2005.

Characteristics of the Work Commute

- In addition to answering questions about the mode(s) of transportation used for the work commute, employees participating in the survey also reported on other characteristics of their work commute.
- In 2005, the average distance of an employee’s work commute was 11.2 miles, while the average duration was 22.9 minutes.
- These represent slight decreases from the last time the survey was conducted in 2001, but is a slight increase from the baseline observations in 1991.
- Less than 40% of those completing the survey reported that they live within the city limits of Boulder. The next most popular residences of Boulder Valley employees were in Longmont (14%), followed by unincorporated Boulder County (10%), Westminster, (6%), Louisville (5%), Lafayette (5%) and Denver or other metro-area suburbs (5%).
- Those who lived in Boulder were much more likely to have traveled to work using modes other than driving alone compared to those who lived outside of Boulder.
- A large majority (81%) of respondents had not made any stops on their commute to work on the day they completed the survey, but instead traveled directly to their worksite.

- Just over half of those who responded to the survey said they had not made any stops on the way home from work on the last day they had worked. Of those who did make stops, the average number of stops made was 1.76.
- Most (96%) of the vehicles that were privately operated for the work commute were occupied by only the driver. The average vehicle occupancy was 1.06 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.34 persons per vehicle.
- The average vehicle occupancy has decreased over time; in 1991, 87% of vehicles were occupied by only one person, and the average vehicle occupancy was 1.16 persons per vehicle.

Trips Made During the Work Day

- Those completing the questionnaire were asked how many one-way trips they made during the previous workday, not including the work commute. Just under half (46%) said they had made no trips during their previous workday.
- Of those who had made at least one workday trip, the average number of trips made was 2.72. Across all workers, the average number of workday trips was 1.55.
- The proportion of workday trips made by various modes was:
 - SOV, 69%
 - MOV, 13%
 - Walk, 10%
 - Bicycle, 4%
 - Transit, 3%
 - Other, 1%
 - Multi-mode, 0%
- Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site; 50% of respondents reported their job did not require them to go off-site.
- Most of those whose job required they go off-site for meetings or errands needed to do so at least once a week (63%).
- 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, those who were required to run errands or attend meetings away from their place of employment had to provide their own transportation.

Employee Parking

- Those employees participating in the study who drove to work the day they completed the survey were asked where they had parked their car. Those who parked reported parking in the following ways:
 - Private lot or parking space, no charge, 70%
 - Public lot or structure with a permit, 10%
 - Residential street, no meter, 10%
 - Public lot or structure with cash payment, 2%
 - Street with meter, 1%
 - Other, 7%
- For most respondents, (75%), free parking was provided by their employer or landlord. For 17% of those who completed the survey, employees at their worksite were responsible for paying for their own parking. In a handful of cases, the employee and employer share the costs (1%), while the employer pays for parking for 7% of employees.

Use of Transit

- About two-thirds (66%) of those participating in the study reported that they never use the bus for their work commute, while 34% said they at least sometimes commute using transit.
- Those who do not use the bus were asked why they did not. The most reasons given included:
 - The bus takes too much time, 37%
 - I need my vehicle for errands during the workday, 34%
 - I need my vehicle before and/or after the workday to transport children or do errands, 33%
 - There is no bus service to my home, 17%
 - My employer doesn't offer an Eco-Pass, 7%
 - There is no bus service to my employer's location, 6%
 - Other, 24%
- Two in 5 respondents reported that, during a typical week, they use the bus for at least one non-commute trip. The average number of bus trips per respondent made during a typical week for non-commute trips was 0.79 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 4.02.
- The majority of those surveyed (84%) reported going to Denver International Airport (DIA) at least once in the past year. The average number of trips to DIA per respondent was 6.77 trips in the past year. The average number of trips per respondent to DIA made via the skyRide was 0.85 trips in the last year.
- In 2005, just over a quarter (27%) of respondents reported they had an Eco-Pass. In the previous survey in 2001, Eco-Pass holdership was estimated at 21%. Since it was first assessed at 14% in 1997, Eco-Pass holdership has increased in every survey, indicating Eco-Pass penetration has continued to increase in the past four years.
- As observed in previous years, Eco-Pass holdership is associated with the use of transit for the work commute. In 2005, however, an even greater proportion of those with an Eco-Pass rode a bus for the work commute compared to previous years, about 26% in 2005 compared

to 13% in previous years, while bus use for the work commute among those without an Eco-Pass remained at about the same levels of 2% to 3%. Gas prices were quite high during the survey period and this may have influenced those with an Eco-Pass to use it to a greater extent than they might otherwise have done.

- Over a quarter of respondents (28%) reported there was a bus stop less than two blocks from their home where they could catch a bus to work, and another 30% had a bus stop within 5 blocks of home.
- Those who were not sure where the closest bus stop was where they could catch a bus to work were quite unlikely to have used a bus for the work commute on the day they completed the survey. Interestingly, distance from a bus stop was not a big predictor of bus use. Those within five blocks were slightly more likely to have used a bus for at least part of the work commute than those who lived 6 to 10 blocks away, but those who lived more than 10 blocks were about equally as likely to have taken a bus, probably because they drive to a park-n-ride or other bus stop.

Teleworking

- Those completing the questionnaire 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. Most respondents reported they do not telework (82%). About 5% of those surveyed telework one day a week or more.
- The proportion of respondents who report ever teleworking has increased slightly over the years, from 12% in 1995 when the question was first asked to 18% in 2005.

Child Transportation Issues

- Parents whose children live at home often are responsible for providing transportation for that child to and from school or day care, and will combine this trip with the work commute. This can constrain the travel mode choice for the commute of working parents.
- About one in five (21%) of those completing the transportation survey reported they were responsible for transporting their child or children to and from school or child care at least some of the time. Eleven percent had taken their child or children to school or child care on the day they completed the questionnaire.
- Of those who had child transportation responsibilities the day they completed the survey, 87% drove alone or drove with others, while 70% of those who did not have child transportation responsibilities used a private vehicle.
- Over half (54%) of those who were responsible for the transport of children felt they might be or would definitely be more likely to use alternative modes of transportation if they did not have child transportation issues.

Report of Results

Survey Background

The Boulder Valley Employee Survey for Transportation has been conducted six previous times: in 1991, 1993, 1995, 1997, 1999 and 2001. In each of the previous iterations, the survey administration was handled by a research and evaluation division within the City of Boulder. In the previous surveys, data were collected in the summer months. A similar effort for Downtown Boulder employees was conducted in the fall of several of the same years. In 2005, it was decided that these efforts could be combined to achieve some cost savings for all the involved agencies. The University of Colorado was also interested in joining the effort, and the study was expanded to include an Internet-based survey of students on the Boulder campus and a hard copy and Internet survey of faculty and staff. All participating agencies had previously implemented similar kinds of transportation surveys. As much as possible, in 2005 the same set of questions was used across all the study groups, to allow for comparisons, and to realize the cost-efficiency savings.

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

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

For the downtown area, 356 were selected for the survey. Once contacted, of these 54 agreed to participate and provided at least one completed employee survey, for a company response rate of 15%. Employees within the companies were then selected to receive the survey. Not all employees elected to participate resulting in an employee response rate of 34%. A total of 337 completed surveys were collected from downtown employees.

For the rest of Boulder Valley, 696 companies were selected for the survey. Once contacted, of these 180 agreed to participate and provided at least one completed employee survey, for a company response rate of 26%. Employees within the companies were then selected to receive the survey. Not all employees elected to participate resulting in an employee response rate of 53%. A total of 818 completed surveys were collected from Boulder Valley employees not working in the downtown area.

Altogether, 1,155 surveys were collected from employees in the Boulder Valley. Survey responses were entered into an electronic dataset for analysis. The data were weighted to account for the differential response rates of organizations and employee. The standard to which these data were weighted was the information from purchased database. Thus, after these weights were applied, the employees in the sample represented all of those in the Valley (as best as it can be described) in terms of location (downtown versus the rest of Boulder Valley) and size of company (number of employees).

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

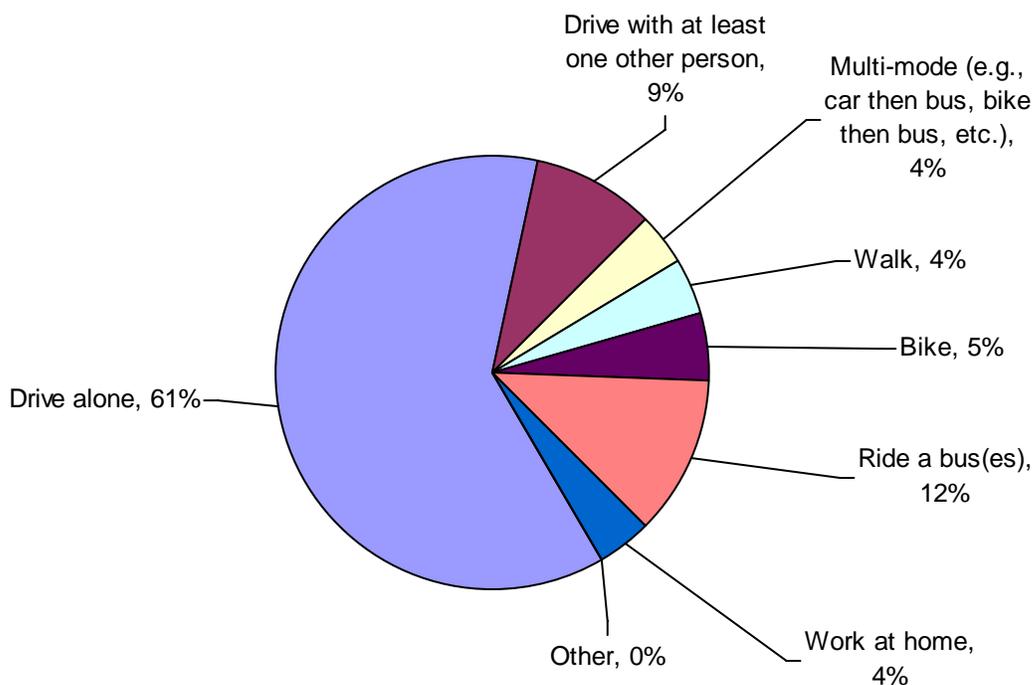
More information about the survey methodology can be found in Appendix D: Survey Methodology. A copy of the cover letters and questionnaires given to employees can be found in Appendix E: Survey Materials.

Modal Split of the Work Commute

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

One question asked how many days various modes of transportation were used for the commute to work during a typical week. Driving alone was the most common form of transportation used during a typical week, used for 61% of trips. Riding a bus was next, used for 12% of trips. Multi-mode trips, which often included a bus, accounted for 4% of work commute trips by Boulder Valley employees in a typical week. Walking and biking were each used for about 4% and 5% of trips, respectively. Carpooling was used for 9% of trips, and less than 1% of work commute trips were made by other modes, or by telecommuting from home.

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



* Average percent of work commute trips in a typical week made via each mode.

Employees completing the questionnaire were asked how they got to work on the day they completed the survey. In 2005, 69% of these trips were made by driving alone (see Figure 2). About 10% used transit, and 2% used multiple modes. Three percent walked to work, and an additional 4% rode their bicycle. Approximately 4% telecommuted on the day they completed the questionnaire and 8% carpooled. Of those who used automobiles with more than one person, more than half were carpoools that consisted of adults only, while another quarter included both adults and children in addition to the drive, and 13% included only children as passengers. Since the survey was first conducted in 1991, the proportion of those who work in Boulder Valley and commute to work using a single-occupancy vehicle (SOV) has remained fairly constant, ranging from a low of 68% in 1997 to a high of 74% in 1999 (see Figure 3).

Figure 2: Boulder Valley 2005 Modal Split of Work Commute Trips on Survey Day

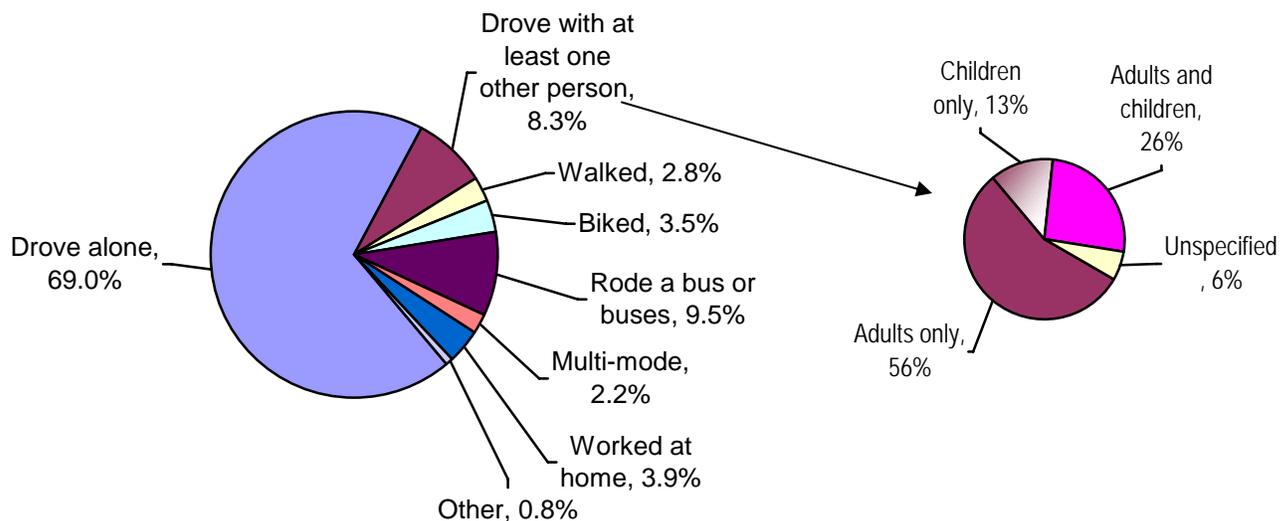
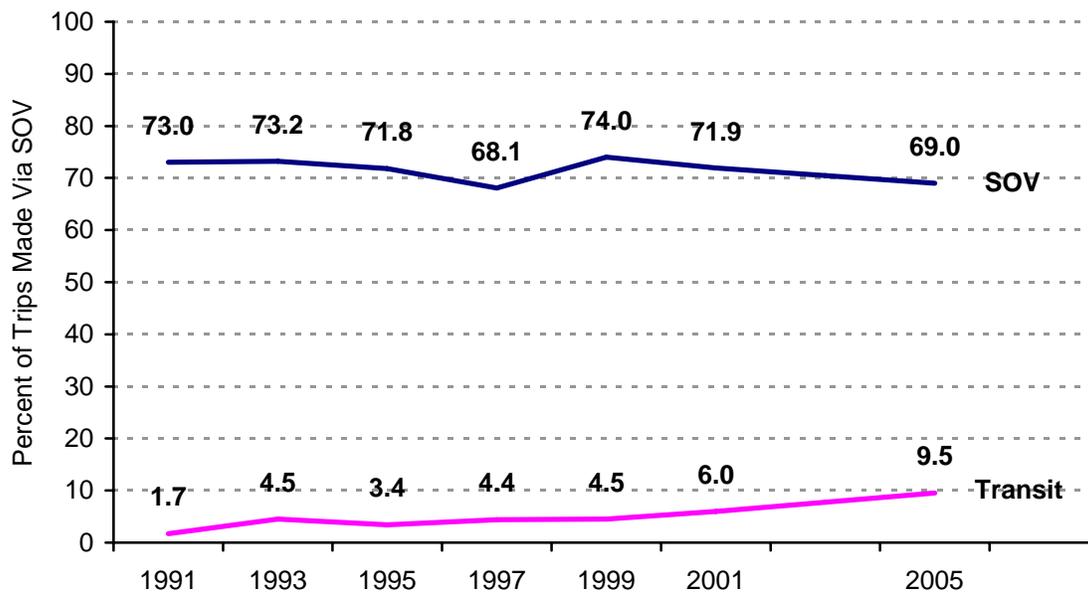


Figure 3: Modal Shift of SOV and Transit Use for the Work Commute
Boulder Valley Employee Survey 1991–2005

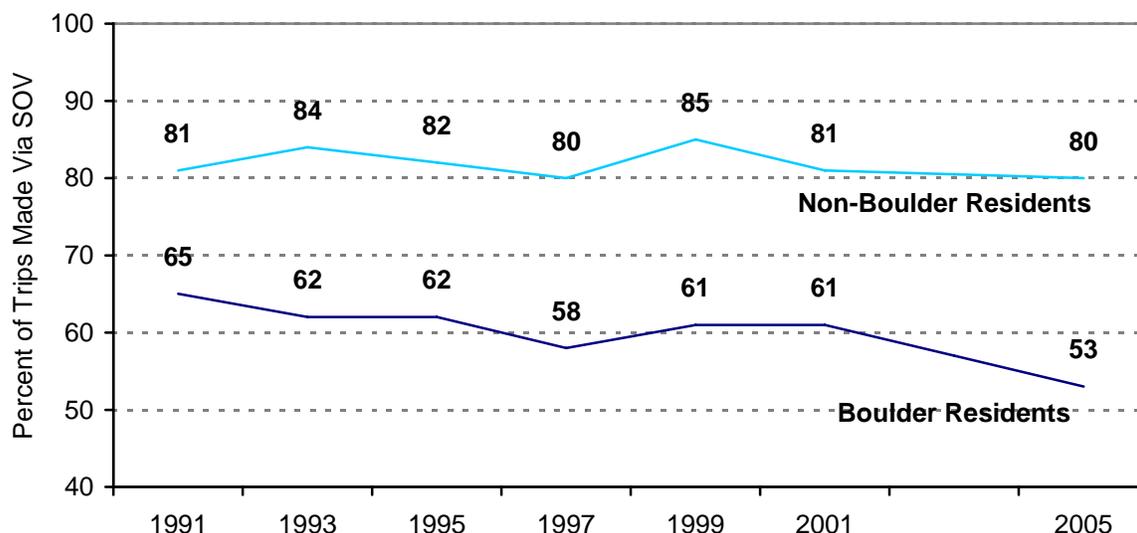


**Table 1: Modal Shift of Work Commute Trips
Boulder Valley Employee Survey 1991–2005**

Mode	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2005
Single-Occupancy Vehicle	69.0%	71.9%	74.0%	68.1%	71.8%	73.2%	73.0%	-4.0%
Multiple-Occupancy Vehicle	8.3%	8.9%	8.7%	10.1%	9.1%	9.1%	11.8%	-3.5%
Foot	2.8%	2.7%	2.8%	5.3%	5.1%	1.9%	3.5%	-0.7%
Bicycle	3.5%	6.5%	6.5%	9.0%	8.3%	9.2%	8.4%	-4.9%
Transit	9.5%	6.0%	4.5%	4.4%	3.4%	4.5%	1.7%	+7.8%
Multi-mode (car/bus; bike/bus; 2 buses)	2.2%	1.4%	N/A	N/A	N/A	N/A	N/A	N/A
Work at Home	3.9%	2.6%	3.5%	3.1%	2.3%	2.1%	1.6%	+2.3%
Other	.8%	N/A						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	N/A

When the modal shift over time is examined by where employees live, a trend of decreasing use of the single occupancy vehicle (SOV) was seen over time among those who lived in Boulder, while SOV share remained fairly constant for those who lived outside of Boulder. Those who lived outside of Boulder were more likely to commute to work by driving alone (80% in 2005) compared to those who lived in Boulder (53% in 2005).

**Figure 4: Modal Shift by Boulder and Non-Boulder Residents
Boulder Valley Employee Survey 1991–2005**

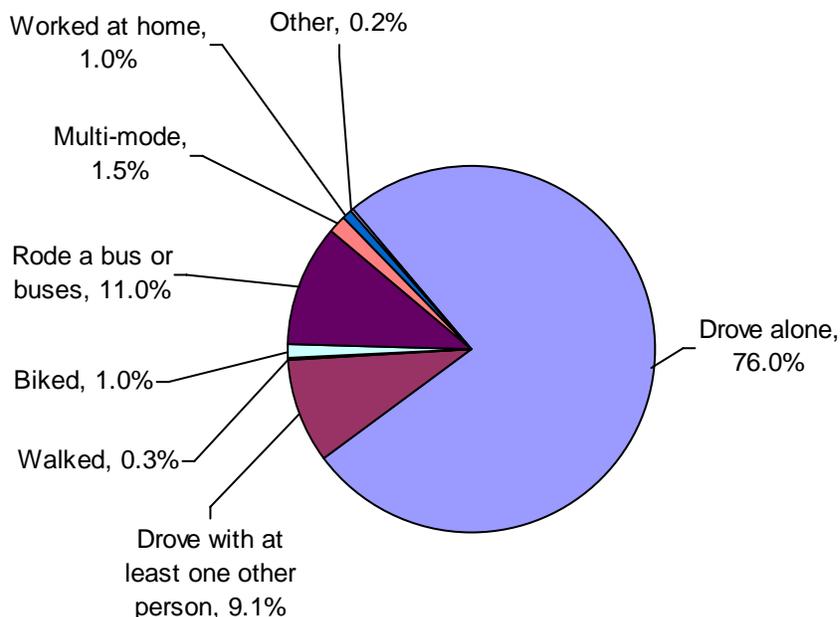


**Table 2: Modal Split by Boulder vs. Non-Boulder Residents
Boulder Valley Employee Survey 1991–2001**

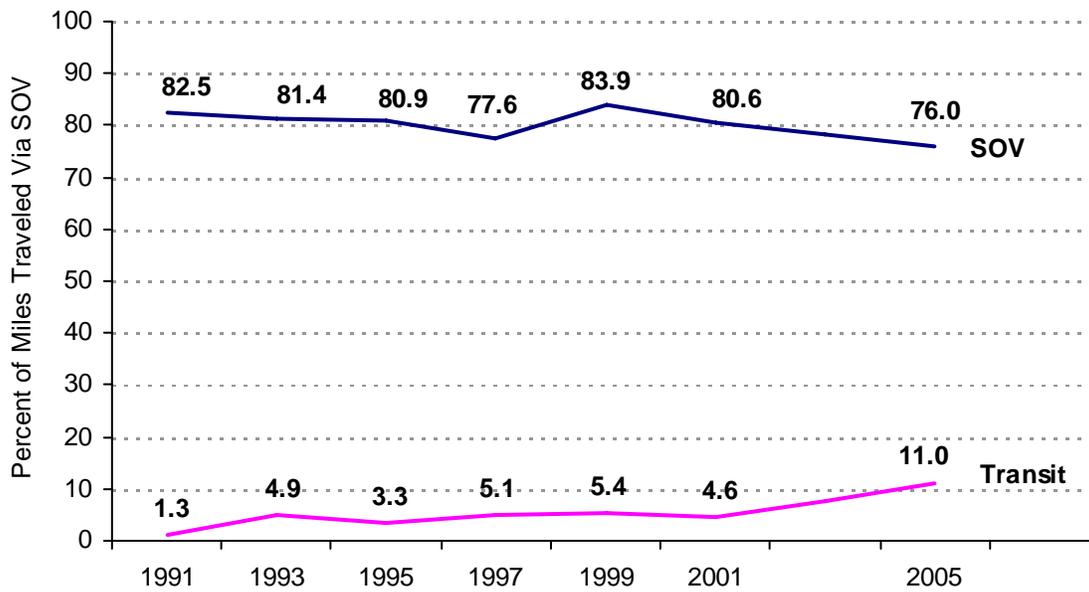
Mode	Boulder Resident							Resident of Other Cities						
	2005	2001	1999	1997	1995	1993	1991	2005	2001	1999	1997	1995	1993	1991
SOV	53%	61%	61%	58%	62%	62%	65%	80%	81%	85%	80%	82%	84%	81%
MOV	7%	5%	9%	8%	7%	7%	8%	9%	11%	9%	13%	12%	11%	15%
Foot	7%	6%	6%	9%	9%	4%	6%	0%	0%	0%	0%	0%	0%	0%
Bicycle	7%	13%	13%	16%	14%	17%	16%	1%	2%	1%	1%	2%	2%	1%
Transit	15%	9%	4%	5%	4%	5%	2%	6%	4%	5%	4%	3%	4%	1%
Multi-mode	2%	1%	N/A	N/A	N/A	N/A	N/A	2%	1%	N/A	N/A	N/A	N/A	N/A
Work at Home	7%	5%	7%	4%	4%	4%	2%	2%	1%	1%	1%	1%	0%	1%
Other	2%	NA	NA	NA	NA	NA	NA	0%	NA	NA	NA	NA	NA	NA
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

“Modal split” can also be defined using the number of miles traveled. As shown in Figure 5 below, 76% of the miles traveled for the work commute of Boulder Valley employees were traveled by driving alone. The proportion of work commute miles traveled by walking or bicycling was quite low; less than 1% of work commute miles were walked, and about 1% biked. The proportion of work commute miles traveled via SOV has declined somewhat since the survey was first implemented, from 83% of miles in 1991 to 76% of miles in 2005 (see Figure 6 and Table 3).

**Figure 5: Modal Split of Work Commute Miles
2005 Boulder Valley Employee Survey**



**Figure 6: Modal Shift of SOV Miles Traveled for the Work Commute
Boulder Valley Employee Survey 1991–2005**



**Table 3: Modal Shift of Miles Traveled for the Work Commute
Boulder Valley Employee Survey 1991–2005**

Mode	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2005
SOV	76.0%	80.6%	83.9%	77.6%	80.9%	81.4%	82.5%	-6.5%
MOV	9.1%	10.9%	8.6%	13.9%	12.1%	10.6%	13.5%	-4.4%
Foot	0.3%	0.3%	0.3%	0.5%	0.7%	0.2%	0.3%	0%
Bicycle	1.0%	2.3%	1.6%	2.9%	2.9%	2.9%	2.5%	-1.5%
Multi-mode	1.5%	1.3%	N/A	N/A	N/A	N/A	N/A	N/A
Transit	11.0%	4.6%	5.4%	5.1%	3.3%	4.9%	1.3%	+9.7%
Worked at home	1.0%	N/A						
Other	.2%	N/A						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Characteristics of the Work Commute

In addition to answering questions about the mode(s) of transportation used for the work commute, employees participating in the survey also reported on other characteristics of their work commute. In 2005, the average distance of an employee’s work commute was 11.2 miles, while the average duration was 22.9 minutes. These represent slight decreases from the last time the survey was implemented in 2001, but slight increases from the baseline observations in 1991. Those who biked or walked to work the day they completed the survey lived, on average, much closer to work than those who used other modes of travel for their work commute (see Table 4 and Table 5 on the next page).

**Figure 7: Average Length and Speed of the Work Commute
Boulder Valley Employee Survey 1991–2005**

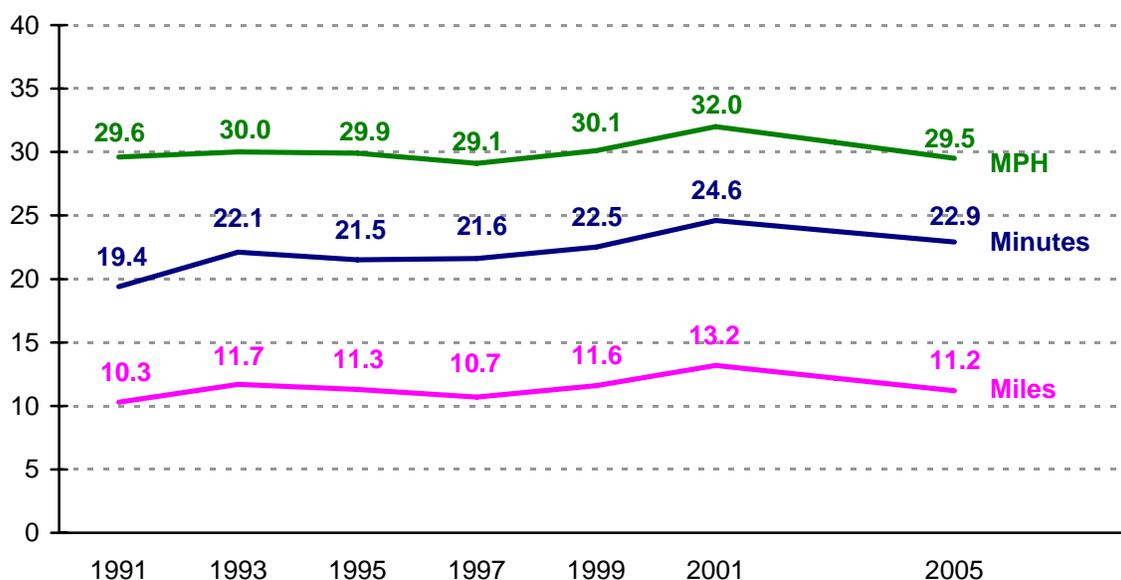


Table 4: Average Distance of the Work Commute (in Miles)
Boulder Valley Employee Survey 1991–2001

Mode	Average Distance in Miles							Average Change in Miles 1991-2005
	2005	2001	1999	1997	1995	1993	1991	
SOV	12.7	14.2	12.6	11.7	12.5	12.7	11.4	+1.3
MOV	11.3	15.6	11.6	14.3	15.0	13.4	11.5	-0.2
Walk	.7	1.7	1.1	0.9	1.4	1.2	1.0	-0.3
Bicycle	3.4	4.2	2.7	3.4	3.8	3.6	3.0	+0.4
Multi-mode	9.5	14.4	N/A	N/A	N/A	N/A	N/A	N/A
Transit	9.5	12.4	14.3	12.7	10.9	12.2	7.7	+1.8
Worked at home	3.4	N/A						
Other	1.8	N/A						
Overall	11.2	13.2	11.6	10.7	11.3	11.7	10.3	+0.9

Table 5: Duration in Minutes and Speed in Miles per Hour of the Work Commute
Boulder Valley Employee Survey 1991–2005

Mode	Average Duration in Minutes							Speed in Miles Per Hour						
	2005	2001	1999	1997	1995	1993	1991	2005	2001	1999	1997	1995	1993	1991
SOV	22.1	24.2	22.1	21.2	21.1	21.5	19.7	36.6	35.3	33.1	32.4	33.4	33.0	32.5
MOV	24.0	27.7	22.9	26.9	25.0	23.6	22.0	27.3	33.9	28.5	31.5	35.0	37.4	32.4
Walk	11.2	13.6	19.1	14.3	15.8	13.9	11.0	5.2	*	*	*	*	*	*
Bicycle	19.7	16.8	15.1	15.8	16.9	16.2	14.3	10.1	13.5	12.5	14.0	14.6	12.6	13.2
Multi-mode	24.9	38.4	N/A	N/A	N/A	N/A	N/A	14.7	17.7	N/A	N/A	N/A	N/A	N/A
Transit**	36.4	33.9	39.7	33.8	38.2	41.4	38.9	16.1	21.3	21.7	17.7	18.4	17.6	11.9
Other	29.7	N/A	N/A	N/A	N/A	N/A	N/A	10.8	N/A	N/A	N/A	N/A	N/A	N/A
Overall	22.9	24.6	22.5	21.6	21.5	22.1	19.4	29.5	32.0	30.1	29.1	29.9	30.0	29.6

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

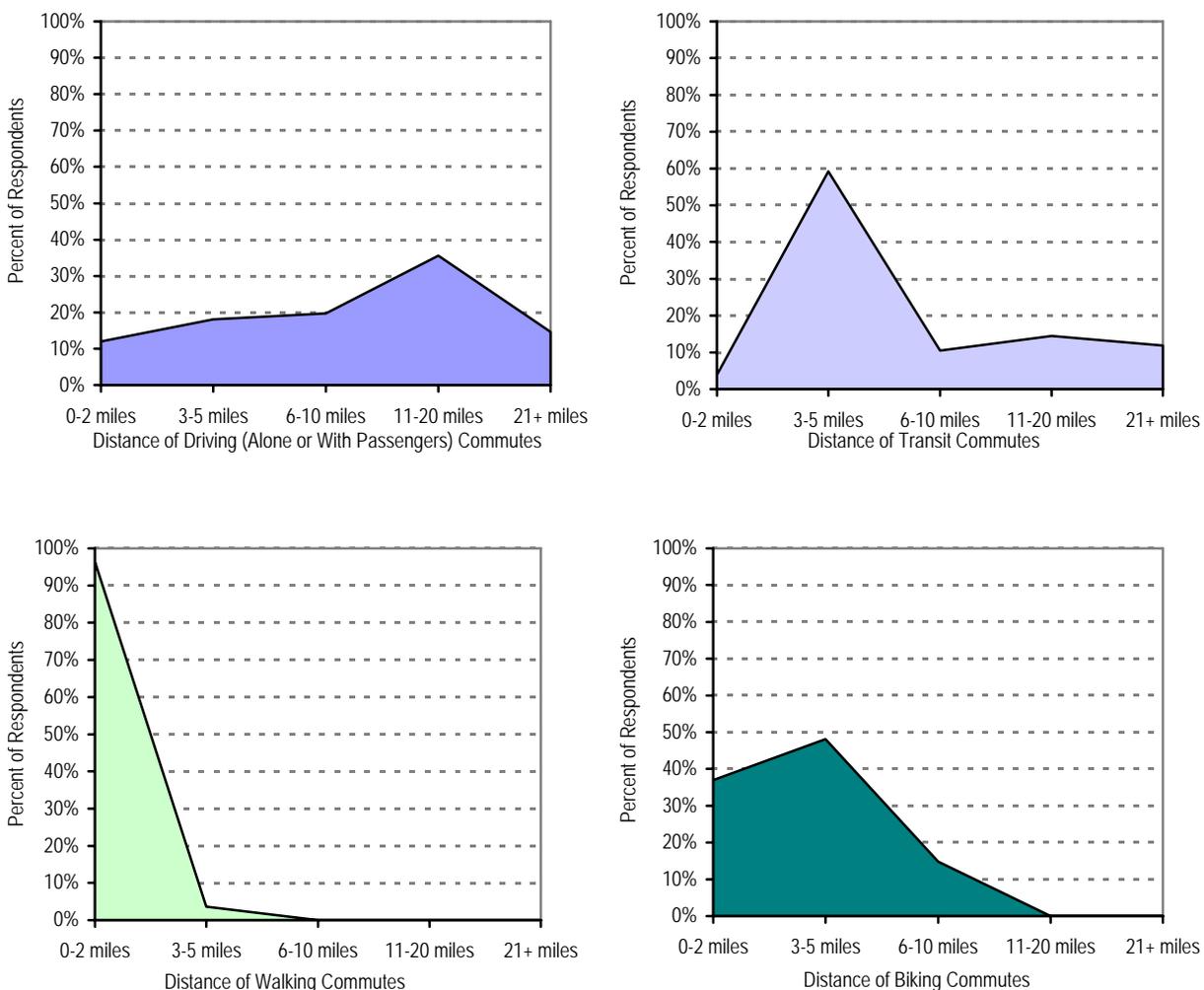
**In 2001, respondents were asked which form of transit they rode, but have been grouped here to make comparisons to other survey years.

Table 6: Distance Traveled to Work
Boulder Valley Employee Survey 1991–2005

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

Distance of the work commute was examined by the mode used for the work commute. As would be expected, walking and biking commutes were much shorter than vehicular commutes. Almost all walking commutes were 2 miles or less, with only 4% in the 3-5 mile range, and none longer than 5 miles. Biking commutes were slightly longer than walking commutes; 85% were 5 miles or less, with an additional 15% in the 6-10 mile range. No biking commutes were longer than 10 miles. Commutes in personal vehicles were about equally likely to be of any distance, with slightly more in the 11-20 mile range. Transit commutes were most likely to be in the 3-5 mile range (59%). A few were shorter than this (4%) while the rest were longer and about equally likely to be in the 6-10 mile range, 11-20 mile range or more than 20 miles.

Figure 8: Distance from Work by Mode Used for the Work Commute, 2005



Less than 40% of those completing the survey reported that they live within the city limits of Boulder. The next most popular residences of Boulder Valley employees were in Longmont (14%), followed by unincorporated Boulder County (10%), Westminster, (6%), Louisville (5%), Lafayette (5%) and Denver or other metro-area suburbs (5%). As shown previously in Figure 4 and Table 2, those who lived in Boulder were much more likely to have traveled to work using modes other than driving alone compared to those who lived outside of Boulder.

Table 7: Place of Residence

Where do you live?	Percent of Respondents
Boulder (within the city limits)	38.3%
Longmont	13.9%
Unincorporated Boulder County	9.7%
Westminster	5.6%
Louisville	5.3%
Lafayette	4.8%
Denver or other metro-area suburb	4.8%
Broomfield	3.4%
Erie	1.8%
Superior	1.7%
Ward/Nederland/Jamestown	1.4%
Berthoud/Loveland/Fort Collins	1.3%
Weld County	1.0%
Lyons	0.9%
Arvada	0.7%
Other	5.3%
Total	100.0%

The 7:00 am and 8:00 am hours were the most popular work arrival times reported by employee respondents, with about two-thirds of indicating that was when they arrived at work. About 5% arrived before 7:00 am, and 15% arrived during the 9:00 am hour. The remaining 13% worked shifts for which they arrived at work at 10:00 am or later (see Figure 9 and Table 8). Employee departure times were also sharply peaked; 38% said they leave during the 5:00 pm hour, with only 19% leaving during the 4:00 pm hour and another 17% leaving during the 6:00 pm hour (see Figure 10 and Table 8).

Figure 9: Boulder Valley Employee Work Arrival Times

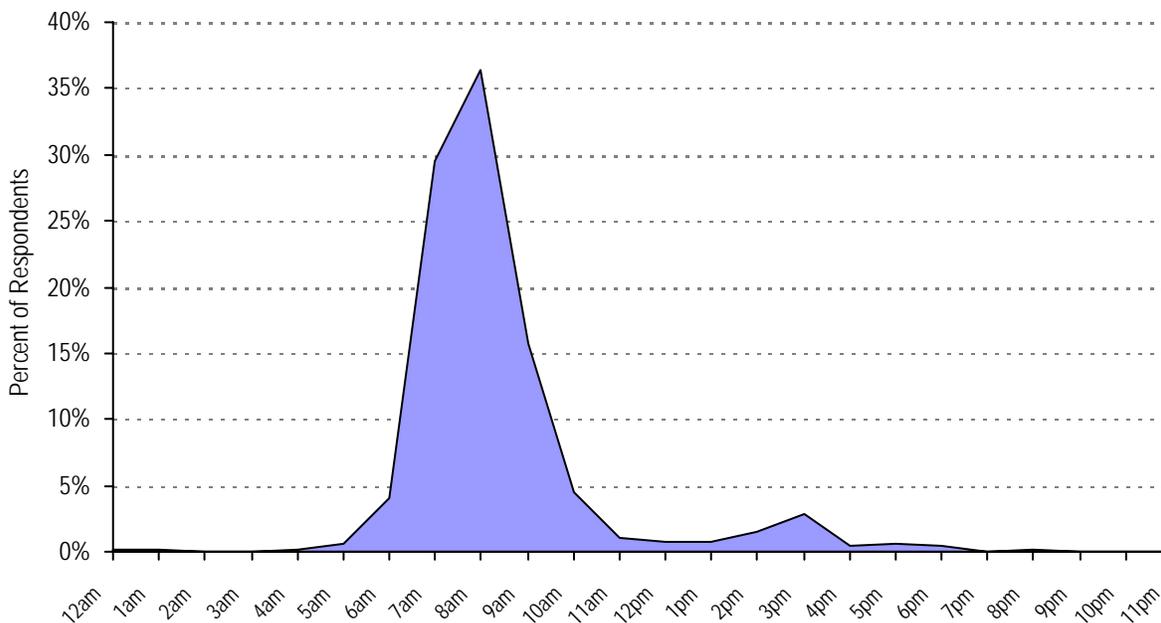
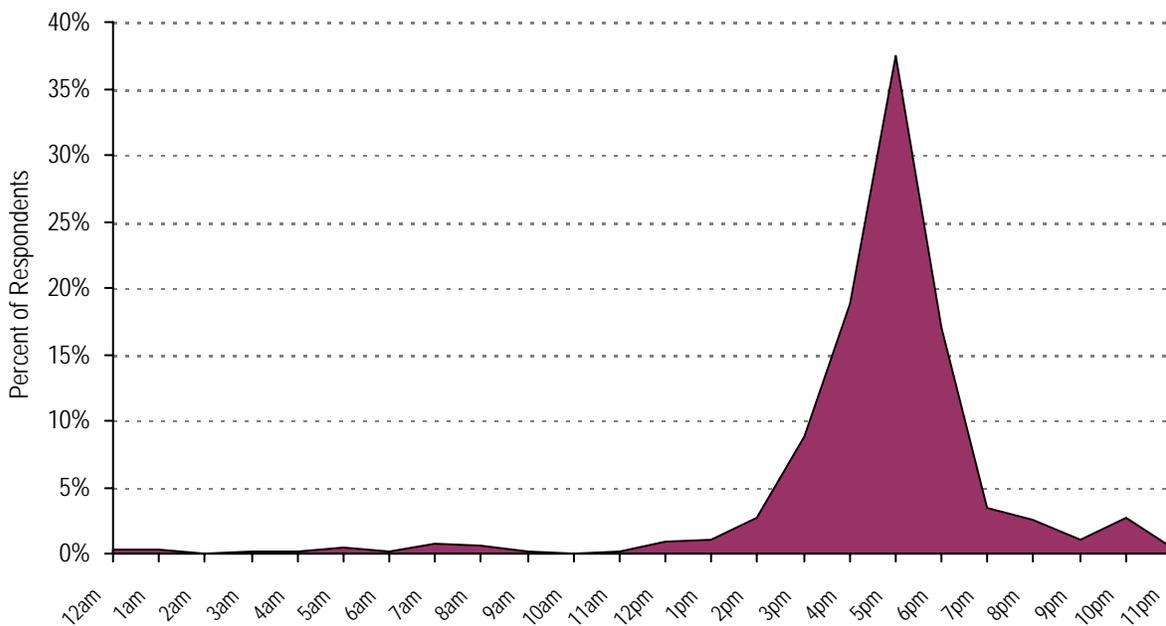


Figure 10: Boulder Valley Employee Work Departure Times



**Table 8: Work Arrival and Departure Times
Boulder Valley Employee Survey 2005**

	Percent of Respondents Arriving	Percent of Respondents Departing
12:00 am Midnight	.2%	.3%
1:00 am	.1%	.3%
2:00 am	.0%	.0%
3:00 am	.0%	.1%
4:00 am	.1%	.1%
5:00 am	.6%	.5%
6:00 am	4.0%	.1%
7:00 am	29.5%	.8%
8:00 am	36.4%	.6%
9:00 am	15.8%	.1%
10:00 am	4.5%	.0%
11:00 am	1.1%	.2%
12:00 pm Noon	.8%	.9%
1:00 pm	.8%	1.0%
2:00 pm	1.5%	2.7%
3:00 pm	2.9%	8.8%
4:00 pm	.4%	18.8%
5:00 pm	.6%	37.5%
6:00 pm	.5%	17.0%
7:00 pm	.0%	3.5%
8:00 pm	.1%	2.5%
9:00 pm	.0%	1.1%
10:00 pm	.0%	2.7%
11:00 pm	.0%	.4%
Total	100.0%	100.0%

A large majority (81%) of respondents had not made any stops on their commute to work on the day they completed the survey, but instead traveled directly to their worksite (see Figure 11). Those participating in the survey were also asked whether they had made any stops on the way home from work on the last day they had worked. Just over half of those who responded to the survey said they had not made any stops on the way home from work on the last day they had worked (see Figure 12). Of those who did make stops, the average number of stops made was 1.76 (see Table 10 on the next page).

Figure 11: Number of Stops Made on the Way to Work from Home

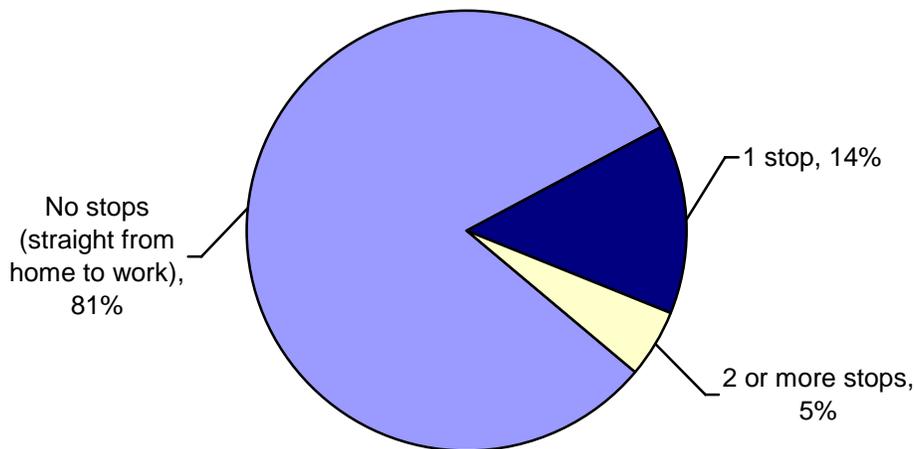


Figure 12: Number of Stops Made on Commute from Work to Home on the Previous Work Day

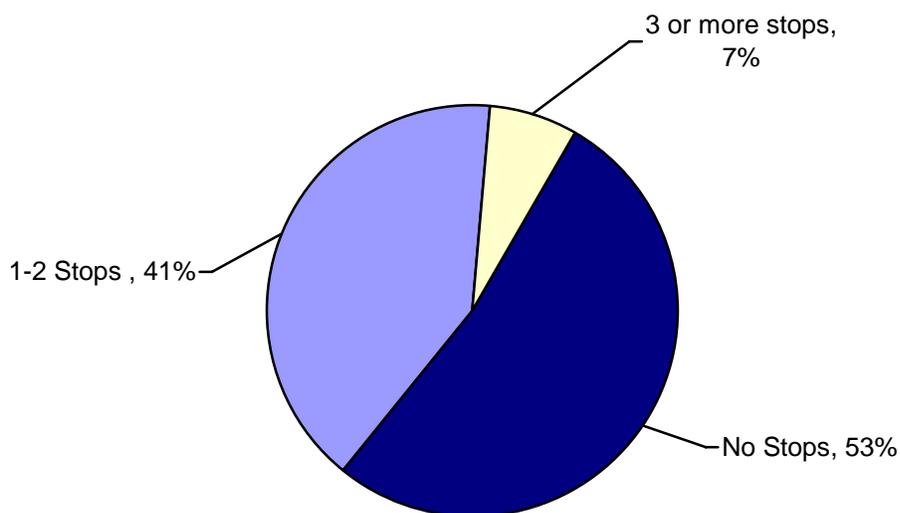


Table 9: Number of Stops Made on Way to Work from Home
Boulder Valley Employee Survey 2001–2005

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

Table 10: Number of Stops Made on Way Home from Work
Boulder Valley Employee Survey 1991–2005

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

Most (96%) of the vehicles that were privately operated for the work commute were occupied by only the driver. The average vehicle occupancy was 1.06 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.34 persons per vehicle.

Table 11: Vehicle Occupancy
Boulder Valley Employee Survey 1991–2005

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

Trips Made During the Work Day

Trips Made During the Workday

Those completing the questionnaire were asked how many one-way trips they made during the previous workday, not including the work commute. Just under half (46%, see Figure 13) said they had made no trips during their previous workday. Of those who had made at least one workday trip, the average number of trips made was 2.72. Across all workers, the average number of workday trips was 1.55. Most of the workday trips were made by driving alone (69%) or carpooling (13%, see Figure 14).

Figure 13: Number of Non-Commute Work Day Trips

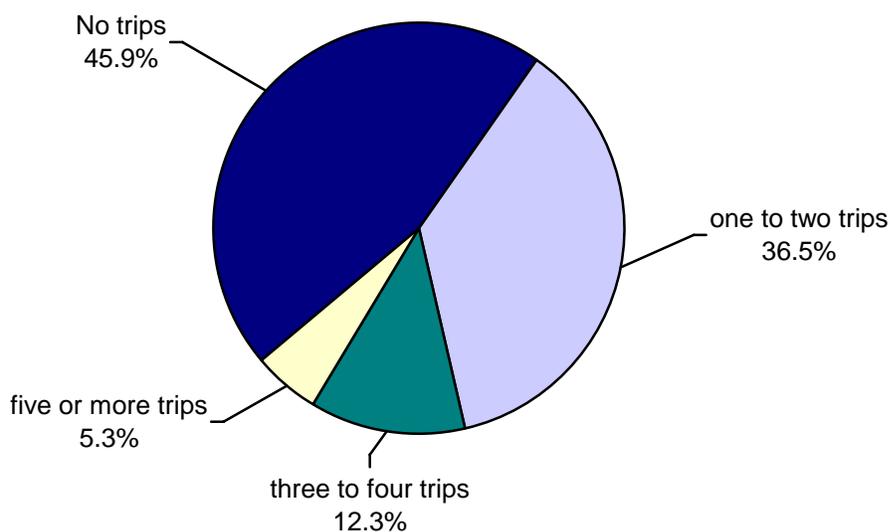


Figure 14: Mode of Non-Commute Work Day Trips

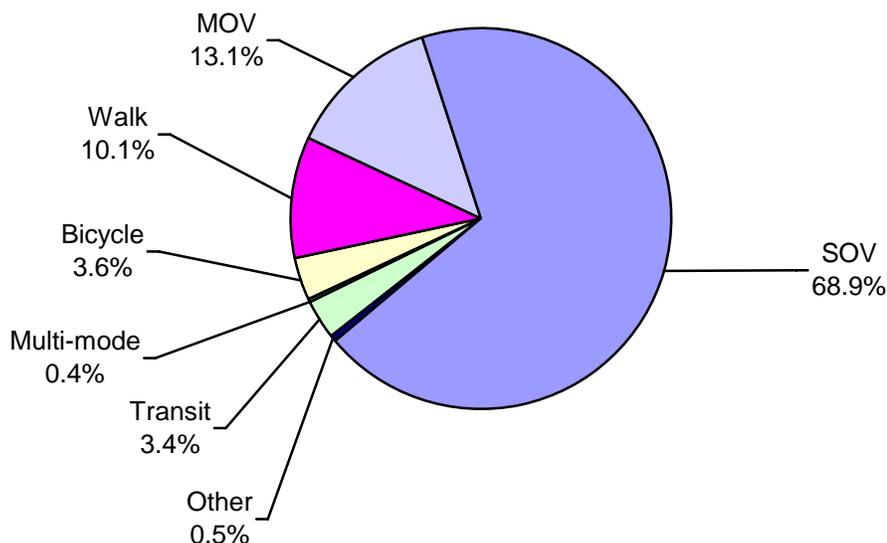


Table 12: Number of Trips Made During the Work Day
Boulder Valley Employee Survey 1991–2005

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

Table 13: Modes Used for Trips Made During the Work Day
Boulder Valley Employee Survey 1991–2005

Mode	Percent of Employees							Modal Shift of Workday Trips 1991 to 2005
	2005	2001	1999	1997	1995	1993	1991	
SOV	68.9%	64.9%	69.9%	65.9%	65.1%	71.8%	68.2%	+0.7%
MOV	13.1%	17.1%	16.7%	14.2%	18.4%	15.0%	18.8%	-5.7%
Walk	10.1%	10.7%	6.6%	11.3%	9.3%	6.5%	6.6%	+3.5%
Bicycle	3.6%	3.2%	3.7%	6.9%	6.6%	4.8%	5.3%	-1.7%
Multi-mode	.4%	0.3%	N/A	N/A	N/A	N/A	N/A	N/A
Transit	3.4%	3.8%	2.7%	1.2%	0.6%	1.5%	1.2%	+2.2%
Other	.5%	N/A						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 14: Primary Mode of Trips Made During the Work Day by Residence
Boulder Valley Employee Survey 1991–2005

Mode	Percent of Employees													
	Boulder*							Other Cities						
	2005	2001	1999	1997	1995	1993	1991	2005	2001	1999	1997	1995	1993	1991
SOV	66%	59%	65%	59%	61%	66%	66%	71%	71%	75%	75%	69%	78%	71%
MOV	9%	16%	16%	14%	12%	14%	14%	16%	18%	18%	14%	25%	16%	24%
Walk	11%	15%	9%	13%	14%	9%	8%	9%	6%	4%	10%	4%	4%	4%
Bicycle	7%	5%	6%	11%	11%	8%	10%	1%	1%	2%	1%	2%	1%	5%
Multi-mode	<1%	1%	N/A	N/A	N/A	N/A	N/A	<1%	0%	N/A	N/A	N/A	N/A	N/A
Transit	7%	4%	4%	2%	1%	3%	2%	1%	4%	1%	<1%	<1%	1%	1%
Other	<1%	N/A	N/A	N/A	N/A	N/A	N/A	<1%	N/A	N/A	N/A	N/A	N/A	N/A
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*2005 Boulder calculations do not include unincorporated Boulder as the previous years did.

Work-Related Errands and Off-Site Meetings

Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site. About half of respondents reported their job did not require them to go off-site (see Figure 15). Most of those whose job required they go off-site for meetings or errands needed to do so at least once a week (63%, see Figure 16). 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, those who were required to run errands or attend meetings away from their place of employment had to provide their own transportation. This can be an obstacle to the use of alternative modes of transportation for the work commute, although in 2005, the differences were not large. Of those who had to go off-site and provide their own means of transportation, 74% drove alone to work on the day they completed the survey, compared to 67% of those who do not need to go off-site for their job (see Figure 17 on the next page).

Figure 15: Status of Job Requiring Work-Related Errands or Off-site Meetings. 2005

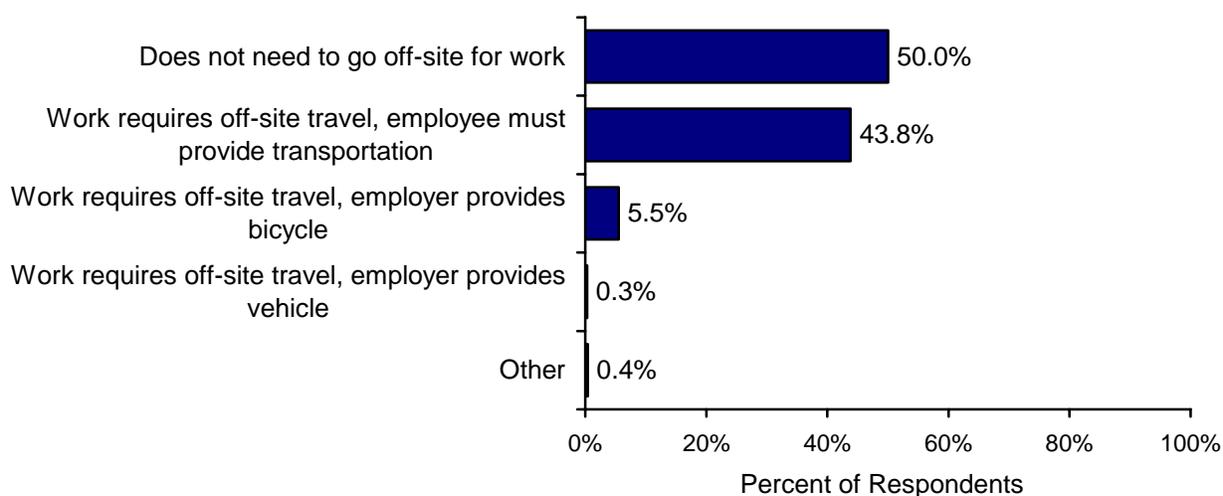


Figure 16: Frequency of Off-Site Work-Related Travel, 2005

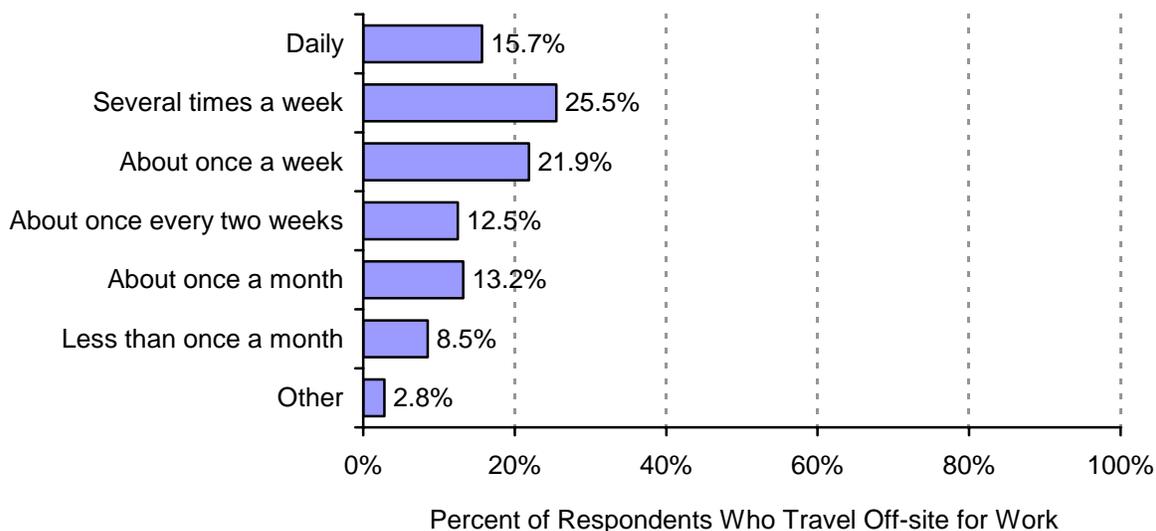


Figure 17: Travel Mode Used for Work Commute on Survey Day by Vehicle Requirement for Work-Related Errands and Off-Site Meetings, 2005

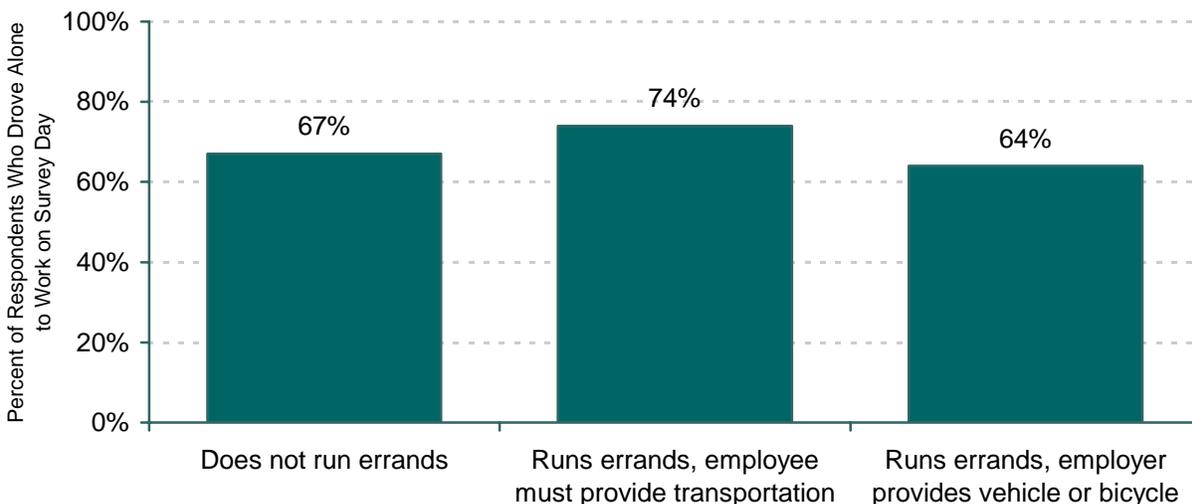


Table 15: Vehicle Requirements of Employees Boulder Valley Employee Survey 1991–2005

Vehicle Requirements	Percent of Respondents						
	2005	2001	1999	1997	1995	1993	1991
Does Not Travel Off-Site for Work	50.0%	55.2%	55.9%	58.6%	57.9%	62.8%	61.2%
Travels Off-Site for Work, Employee Must Provide Own Vehicle	43.8%	33.8%	35.3%	34.2%	32.6%	24.3%	29.7%
Travels Off-Site for Work, Employer Provides Vehicle	5.5%	5.8%	6.6%	7.1%	9.5%	12.9%	9.1%
Travels Off-Site for Work, Employer Provides Bicycle	0.3%	0.2%	0.5%	N/A*	N/A*	N/A*	N/A*
Other (includes use of alternate modes, etc.)	0.4%	5.0%	1.7%	N/A*	N/A*	N/A*	N/A*
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

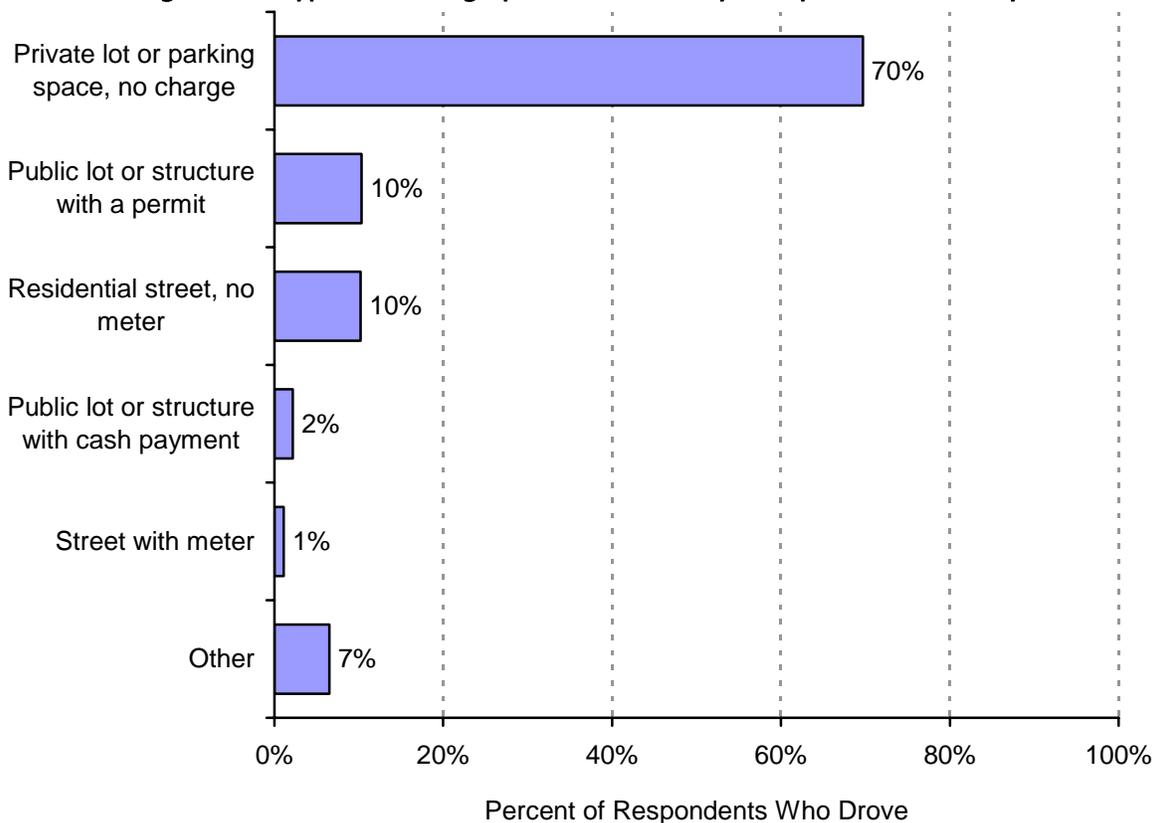
Table 16: Modal Split by Whether Job Requires Off-site Travel Boulder Valley Employee Survey 1991–2005

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

Employee Parking

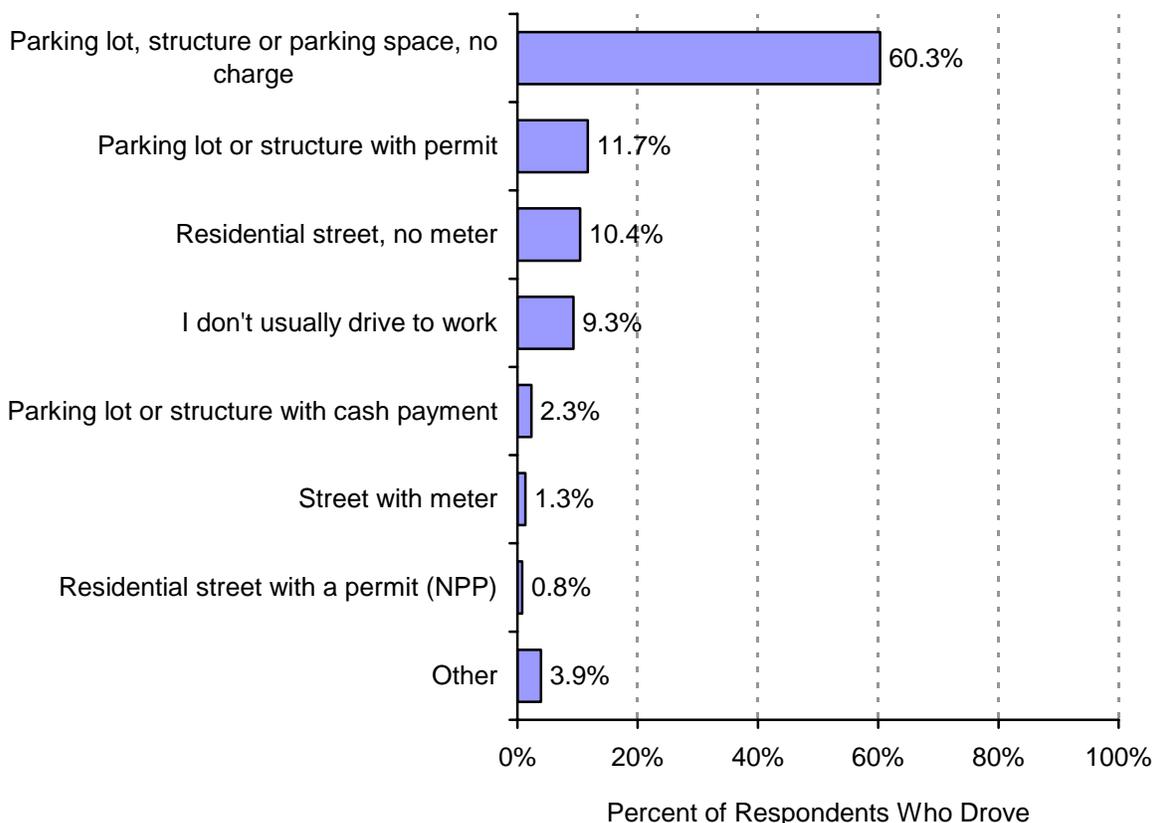
Those employees participating in the study who drove to work the day they completed the survey were asked where they had parked their car. Seven in 10 said they said they parked in a lot, structure or space without paying a charge. About one in 10 parked in a parking lot or structure with a permit, while 2% paid cash in a lot or structure. About 10% parked on a street in a space with no meter, while only 1% parked at a street meter.

Figure 18: Type of Parking Space Used on Day Completed the Survey



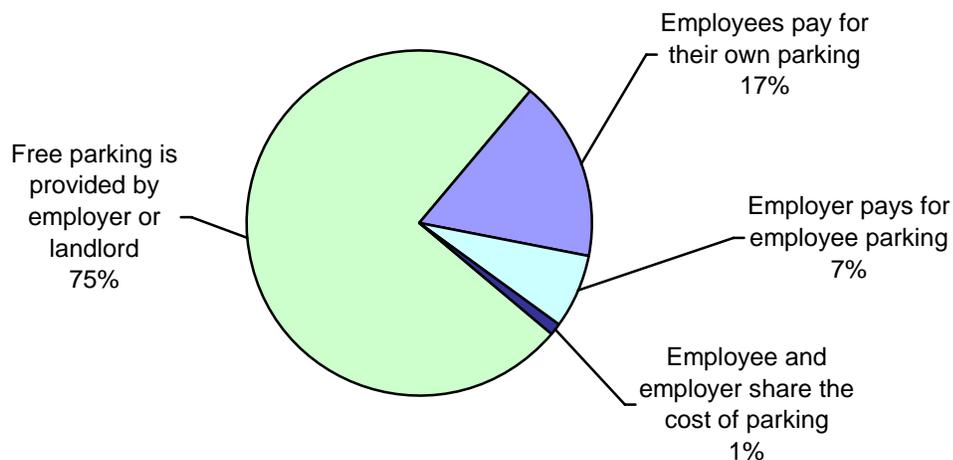
All employees completing the Boulder Valley Transportation Survey were asked where they park their car when they drive to work. Nearly one in 10 said they do not usually drive to work. About six in 10 said they said they park in a lot, structure or space without paying a charge, while 14% reported they usually park in a lot or structure with a permit or cash payment. About 12% park on a street; 9% in spaces with no meters, 1% in spaces with a meter, and less than one percent with a permit.

Figure 19: Type of Parking Space Typically Used by Respondents When They Drive to Work



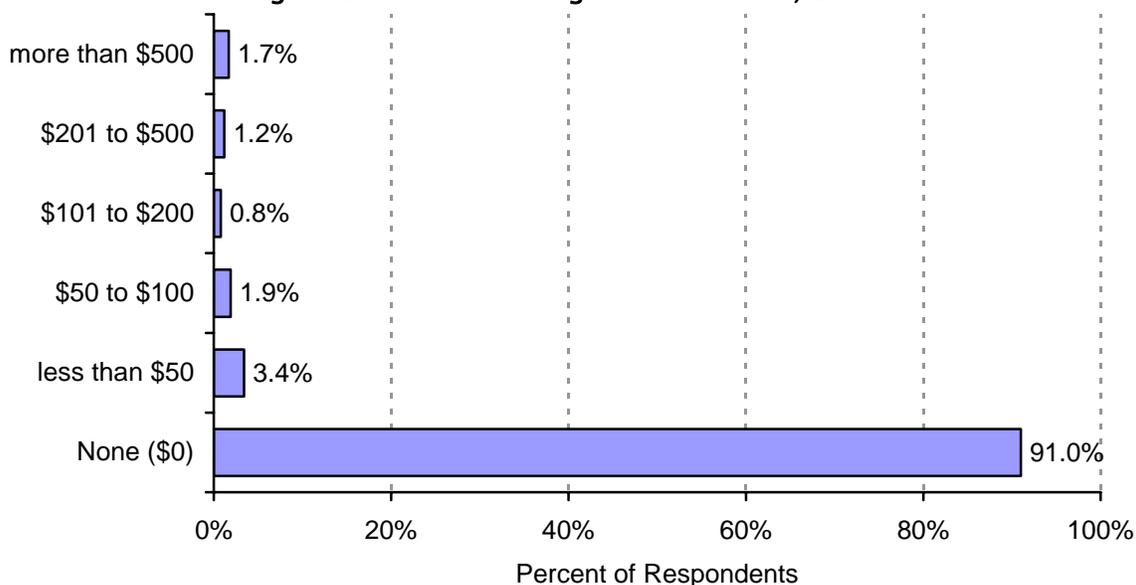
For most respondents, (75%), free parking was provided by their employer or landlord. For 17% of those who completed the survey, employees at their worksite were responsible for paying for their own parking. In a handful of cases, the employee and employer share the costs, while the employer pays for parking for 7% of employees.

Figure 20: Parking Payment Responsibility



A large majority of those completing the questionnaire (91%) reported paying nothing for employee parking. This proportion likely includes those who can park for free and those who would have to pay to park but do not drive to work. About 4% of all respondents pay \$100 or more annually to park.

Figure 21: Cost of Parking Work Commute, 2005



Use of Transit

About two-thirds of those participating in the study reported that they never use the bus for their work commute (see Figure 22). Those who do not use the bus were asked why they did not. The most frequent reasons given were the time added to the commute to use the bus, the need for a vehicle to run errands during the workday, and the need to transport children or run errands after work (see Figure 23). Overall, about 17% of respondents mentioned the lack of bus service at their home as a reason for not riding the bus. Among those who lived in Boulder, only 2% cited this explanation, while 23% of those who lived outside Boulder gave it as a reason (see Table 17 on the next page).

Figure 22: Use of Transit for the Commute

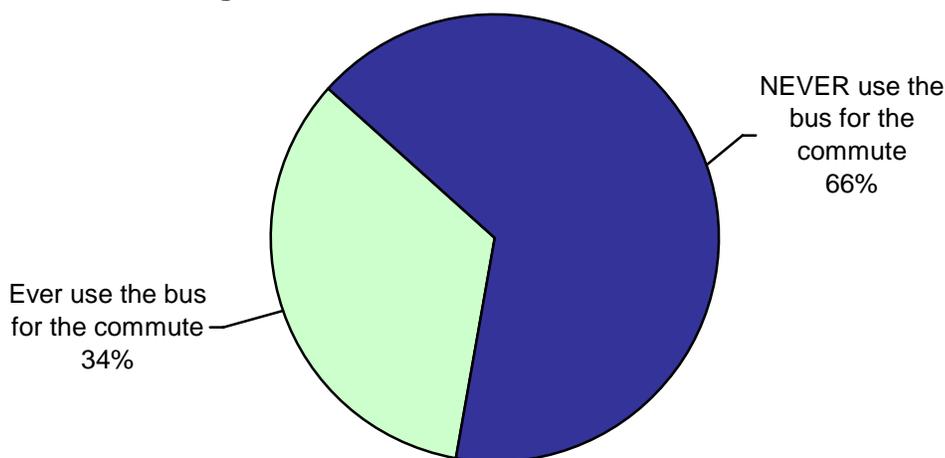
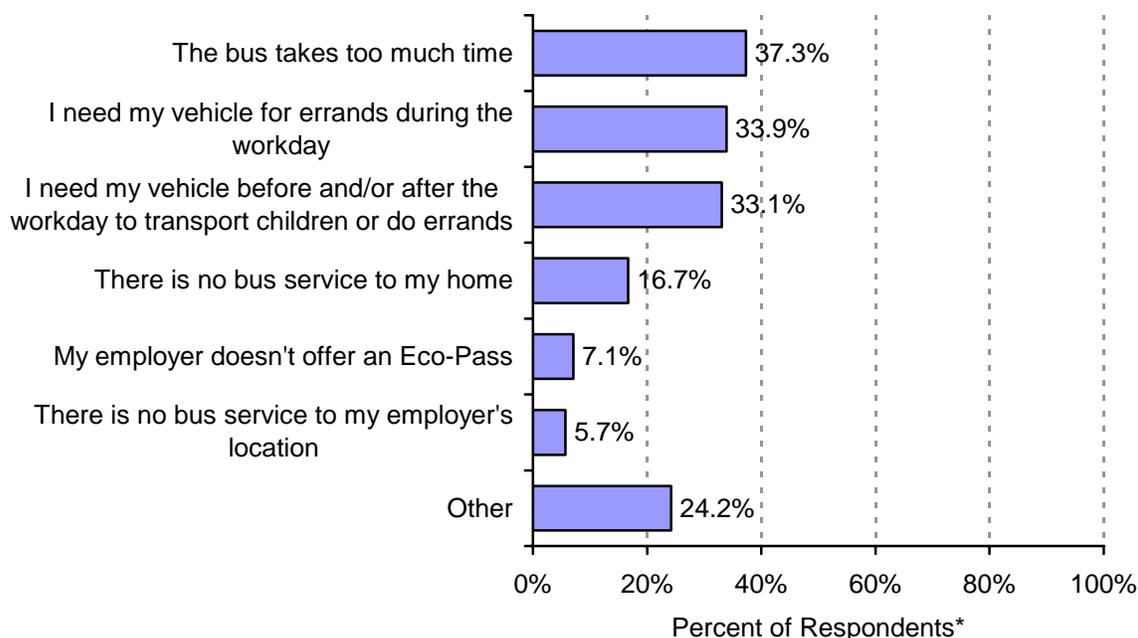


Figure 23: Reasons for Not Riding the Bus



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

Table 17: Reasons for Not Riding the Bus by Place of Residence

Why don't you take the bus to and from work?	Percent of Respondents*	
	Boulder	Non-Boulder
The bus takes too much time	33.8%	39.3%
I need my vehicle for errands during the workday	33.0%	34.6%
I need my vehicle before and/or after the workday to transport children or do errands	27.0%	36.3%
My employer doesn't offer an Eco-Pass	7.5%	7.0%
There is no bus service to my employer's location	5.4%	5.6%
There is no bus service to my home	2.4%	23.0%
Other	31.8%	20.7%

*Percents may add to more than 100% as respondents were allowed more than one answer.

Use of Transit for Pleasure or Personal Business Trips

About 1 in 5 respondents reported that, during a typical week, they use the bus for at least one non-commute trip (see Figure 24). The average number of trips per respondent made during a typical week for non-commute trips was 0.79 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 4.02.

Figure 24: Use of Transit for Non-Commute Trips, 2005

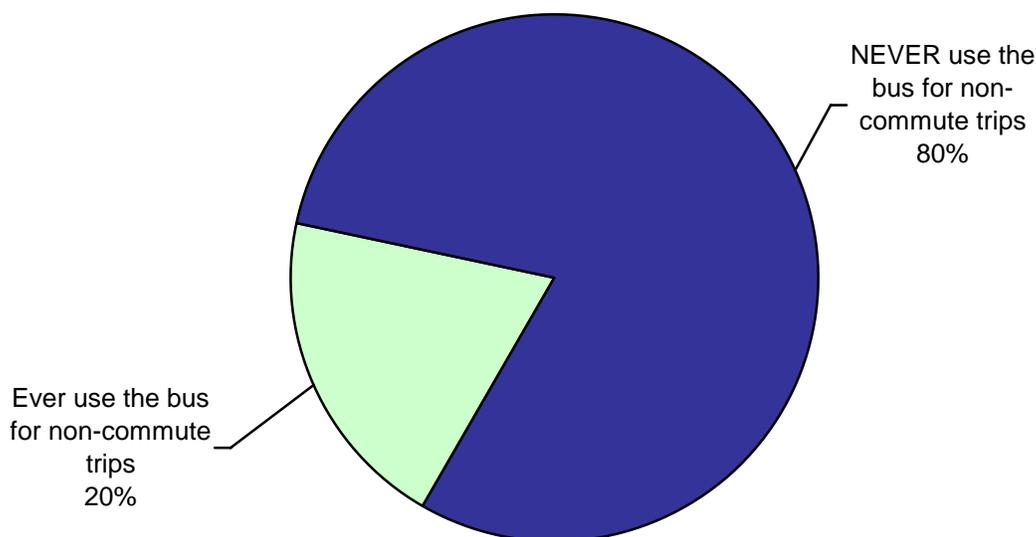


Table 18: Average Number of Non-Commute Transit Trips in a Typical Week

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

Use of skyRide

The majority of those surveyed (84%) reported going to Denver International Airport (DIA) at least once in the past year. The average number of trips to DIA per respondent was 6.77 trips in the past year. The average number of trips per respondent to DIA made via the skyRide was 0.85 trips in the last year.

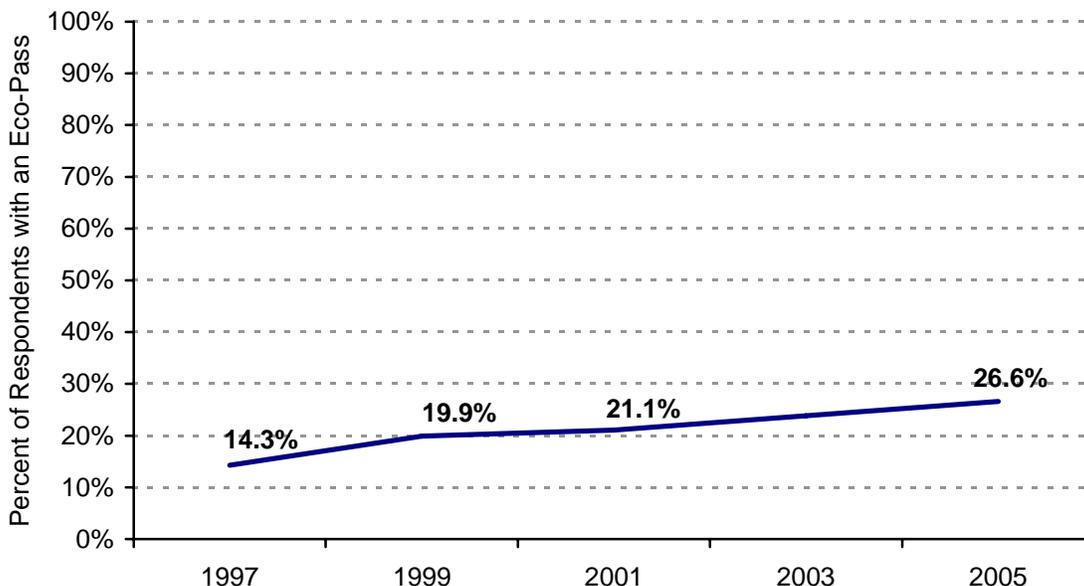
Table 19: Use of skyRide for Trips to Denver International Airport

Percent of Respondents Going to DIA at Least Once in Past Year	84%
Average Number of Trips to DIA for ALL Respondents	6.77
Average Number of Trips to DIA for Respondents Who Went at Least Once	8.25
Percent of Respondents Who Went to DIA and Used skyRide at Least Once	35%
Percent of All Respondents Who Used skyRide at Least Once	30%
Average Number of Trips to DIA made via skyRide (All Respondents)	0.85
Average Number of Trips to DIA made via skyRide by Respondents Using skyRide at Least Once	4.57

Employees' ECO-Pass Status

In 2005, just over a quarter (27%) of respondents reported they had an Eco-Pass. Eco-Pass holdership has increased in every survey since it was first assessed, at 14% in 1997. In the previous survey conducted in 2001, Eco-Pass holdership was estimated at 21%, indicating Eco-Pass penetration has continued to increase in the past four years.

**Figure 25: Eco-Pass Status
Boulder Valley Employee Survey 1997-2005**



**Table 20: Percent of Employees Who Have an Eco-Pass
Boulder Valley Employee Survey 1997-2005**

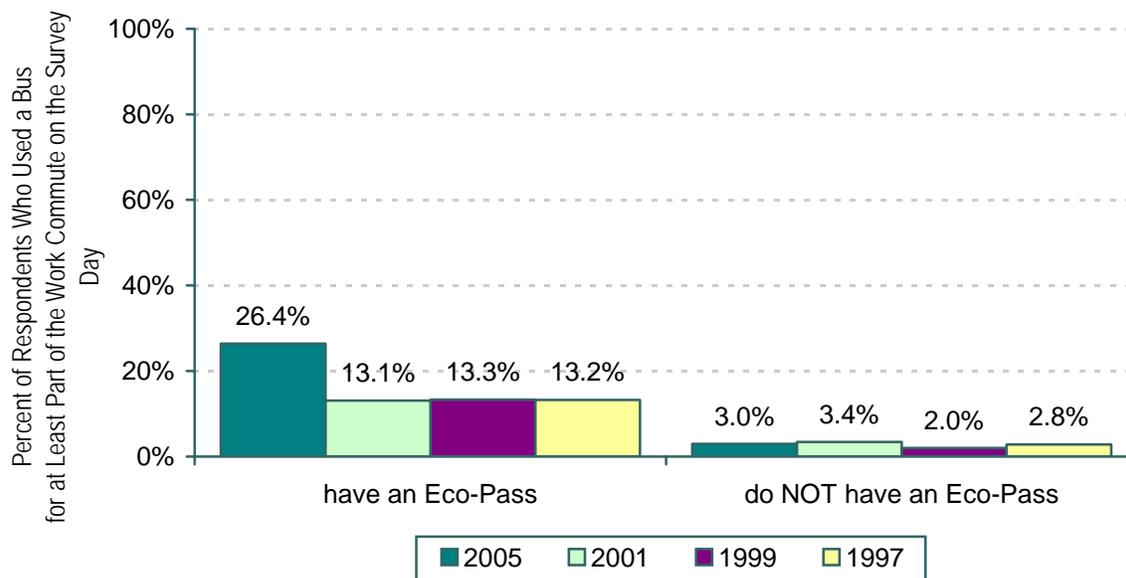
Do you have an Eco-Pass?	Percent of Respondents			
	2005	2001	1999	1997*
yes, through my employer	11.4%	15.6%	13.4%	14.3%
Yes, a downtown Eco-Pass**	6.9%			
yes, through my neighborhood	3.3%	1.4%	1.6%	
yes, a CU Boulder Student Pass	4.5%	3.3%	4.2%	
yes, a CU Boulder faculty/staff pass	0.5%	0.8%	0.7%	
no	73.4%	78.9%	80.1%	85.7%
Total	100.0%	100.0%	100.0%	100.0%

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

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

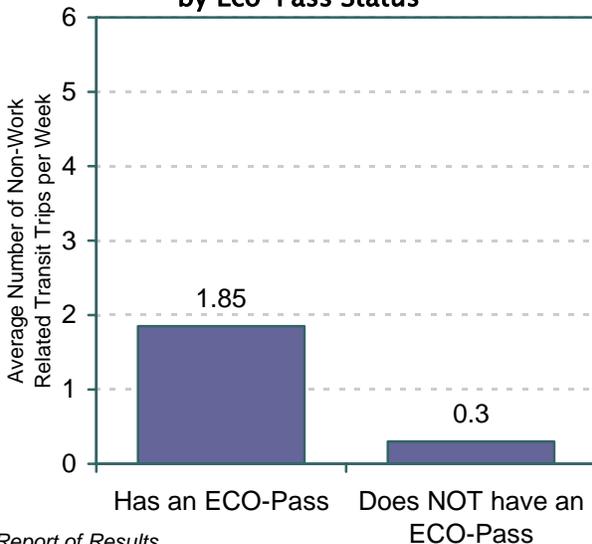
As observed in previous years, Eco-Pass holdership is associated with use of transit for the work commute. In 2005, however, an even greater proportion of those with an Eco-Pass rode a bus for the work commute compared to previous years, about 26% in 2005 compared to 13% in previous years, while bus use for the work commute among those without an Eco-Pass remained at about the same levels of 2% to 3% (see Figure 26). Gas prices were quite high during the survey period, and this may have influenced those with an Eco-Pass to use it to a greater extent than they might otherwise have done.

**Figure 26: Used a Bus for the Work Commute by Eco-Pass Status
Boulder Valley Employee Survey 1997-2005**

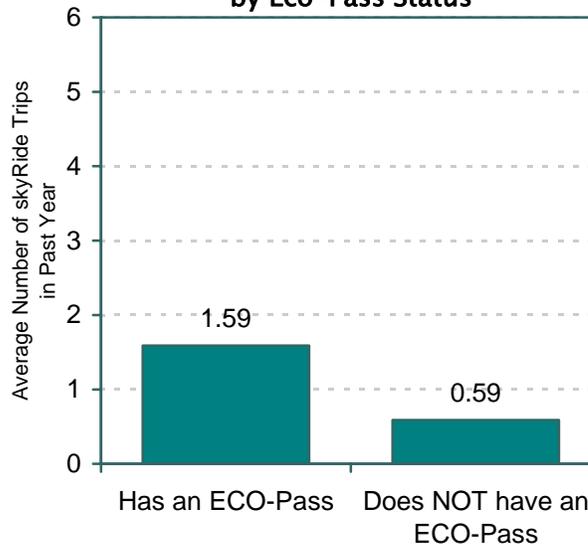


Those with an Eco-Pass made more non-work commute trips via transit than did those who did not have an Eco-Pass. Likewise, Eco-Pass holders made more trips on skyRide in the past year than did those without an Eco-Pass.

**Figure 27: Use of Transit for Non-Work Commute Trips
by Eco-Pass Status**



**Figure 28: Use of skyRide
by Eco-Pass Status**



Distance from Home to Bus Stop

Over a quarter of respondents reported there was a bus stop less than two blocks from their home where they could catch a bus to work, and another 30% had a bus stop within 5 blocks of home. Fifteen percent were not sure how far it was from their home to a bus stop where they could catch a bus to work.

Figure 29: Distance of Bus Stop From Home

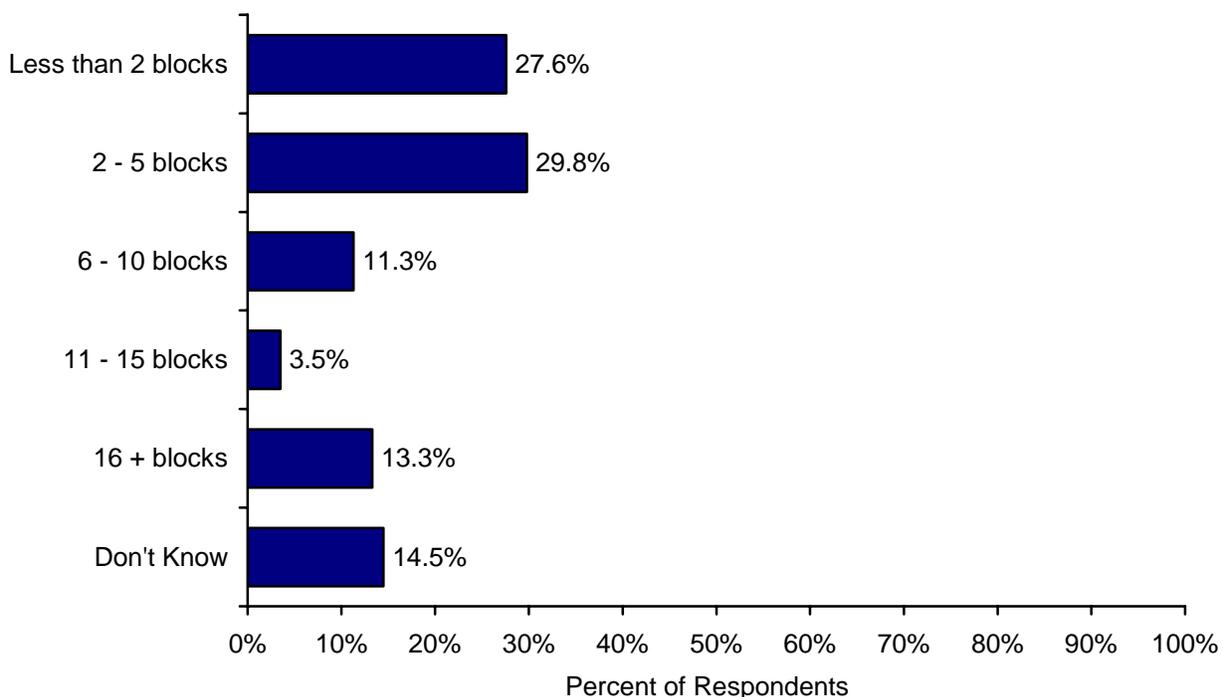
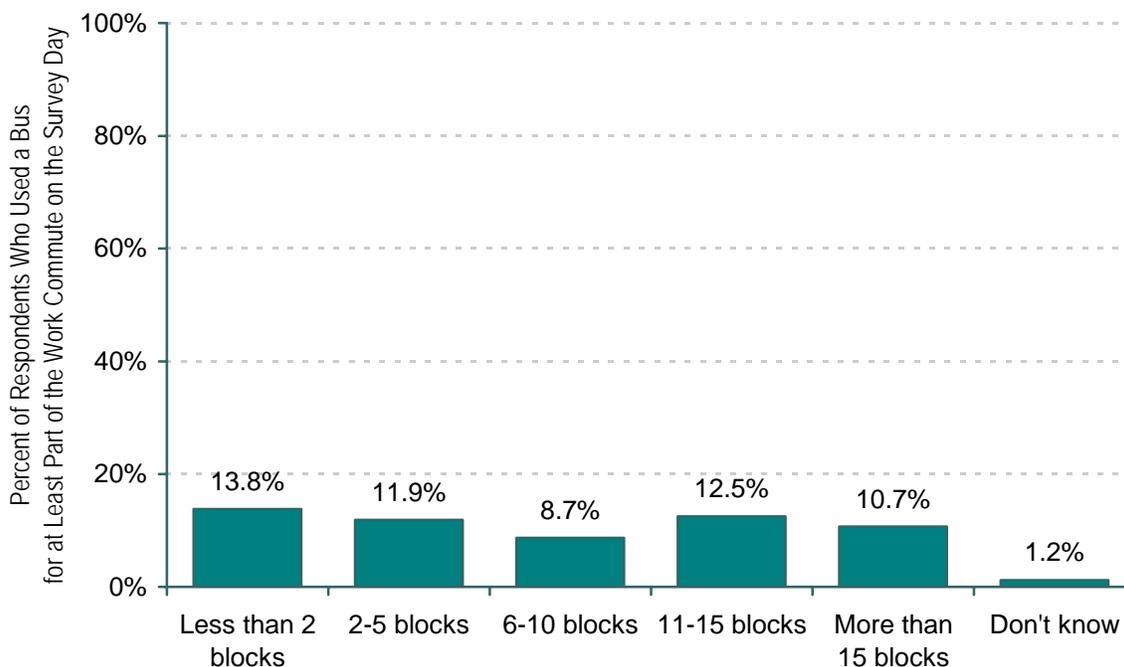


Table 21: Distance to Closest Bus Stop
Boulder Valley Employee Survey 1991-2005

Blocks to Closest Bus Stop	Percent of All Employees						
	2005	2001	1999	1997	1995	1993	1991
Less than 2 blocks	27.6%	22.8%	26.3%	28.2%	29.5%	26.5%	28.2%
2 - 5 blocks	29.8%	27.4%	28.3%	28.9%	29.4%	28.3%	29.0%
6 - 10 blocks	11.3%	9.7%	7.9%	9.1%	10.4%	14.8%	11.8%
11 - 15 blocks	3.5%	4.7%	3.8%	3.0%	2.7%	4.6%	2.4%
16 + blocks	13.3%	19.0%	15.8%	13.9%	11.7%	12.4%	12.9%
Don't Know	14.5%	16.4%	17.9%	16.9%	16.2%	13.7%	15.7%
Total	100.0%	100.0%	100.0%	100.05	100.0%	100.0%	100.0%

Those who were not sure where the bus stop was where they could catch a bus to work were quite unlikely to have used a bus for the work commute on the day they completed the survey. Interestingly, distance from a bus stop was not a big predictor of bus use. Those within five blocks were slightly more likely to have used a bus for at least part of the work commute than those who lived 6 to 10 blocks away, but those who lived more than 10 blocks were about equally as likely to have taken a bus, probably because they drive to a park-n-ride or other bus stop.

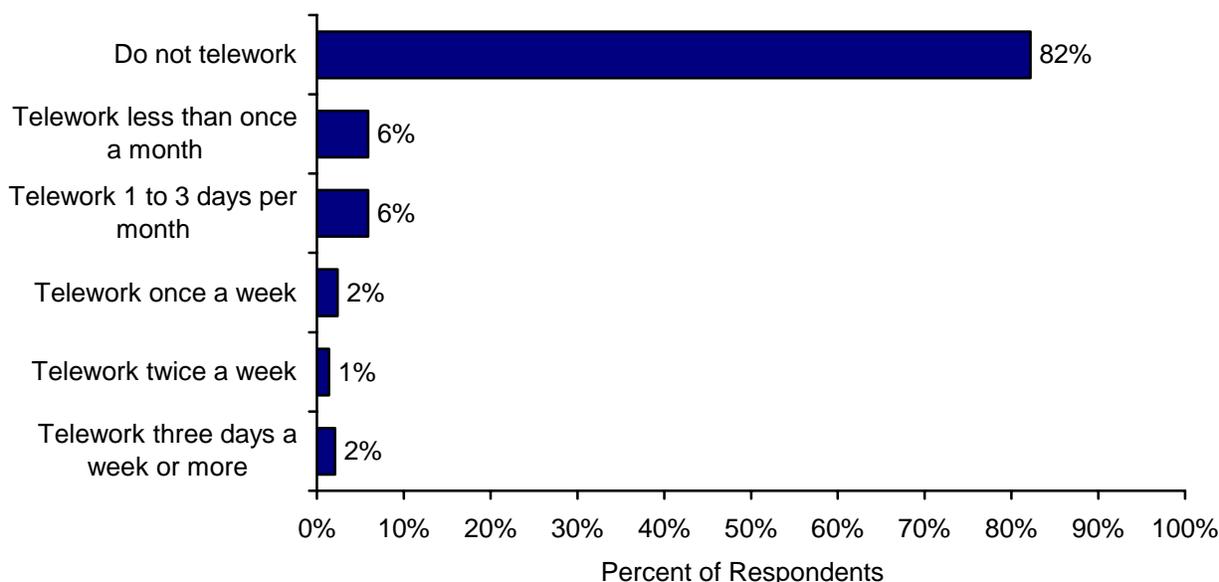
Figure 30: Used a Bus for the Work Commute by Distance from the Bus Stop, 2005



Teleworking

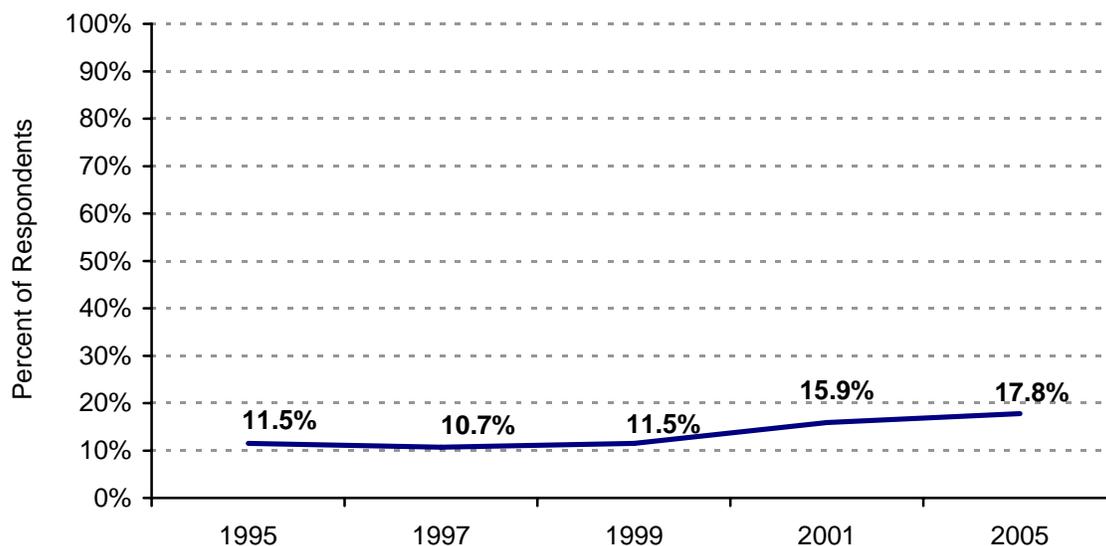
Those completing the questionnaire were provided with a definition of teleworking as when employees fulfill their job responsibilities by substituting work at home for work commute travel. They were then asked whether they ever telework. Most respondents reported they do not telework (82%, see Figure 31). About 5% of those surveyed telework one day a week or more.

Figure 31: Teleworking Status



The proportion of respondents who report ever teleworking has increased slightly over the years, since the question was first asked in 1995.

**Figure 32: Percent of Respondents Who Ever Telecommute
Boulder Valley Employee Survey 1995–2005**



**Table 22: Percent of Respondents Who Worked at Home the Day They Completed the Survey
Boulder Valley Employee Survey 1991–2005**

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

**Table 23: Telecommuting Patterns of Respondents
Boulder Valley Employee Survey 1995–2005**

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

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

Child Transportation Issues

Parents whose children live at home often are responsible for providing transportation for that child to and from school or day care, and will combine this trip with the work commute. This can constrain the travel mode choice for the commute of working parents. About one in five of those completing the transportation survey reported they were responsible for transporting their child or children to and from school or child care at least some of the time. Eleven percent had taken their child or children to school or child care on the day they completed the questionnaire. Of those who had child transportation responsibilities the day they completed the survey, 87% drove alone or drove with others, while 70% of those who did not have child transportation responsibilities used a private vehicle. Over half (54%) of those who were responsible for the transport of children felt they might be or would definitely be more likely to use alternative modes of transportation if they did not have child transportation issues (see Figure 36 on the next page).

Figure 33: Responsibility for Child Transportation

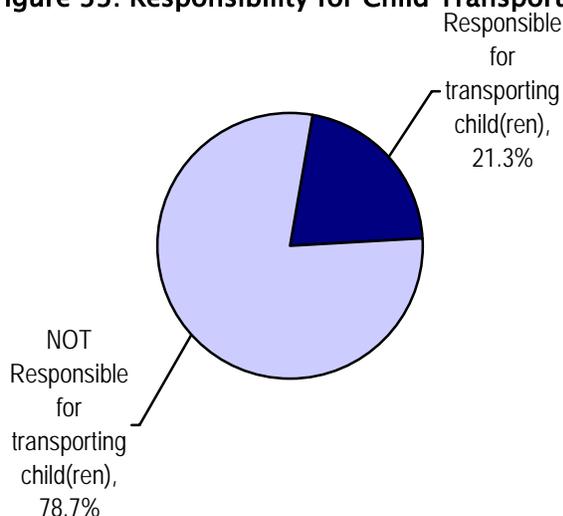


Figure 34: Child Transportation on Survey Day

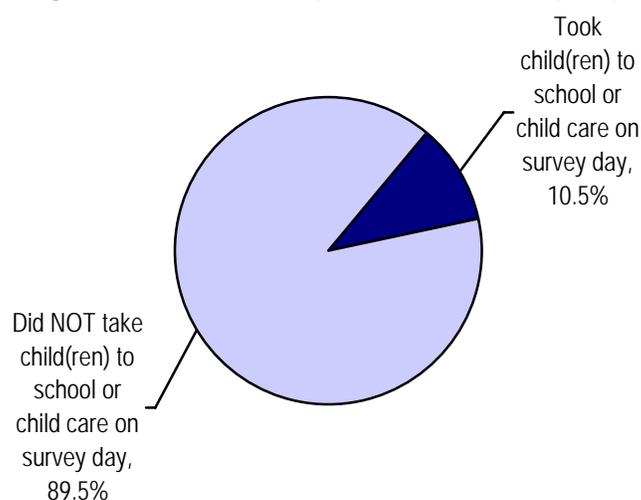


Figure 35: Proportion of Respondents Driving Alone or With Others for the Work Commute on Survey Day by Whether Transported Children

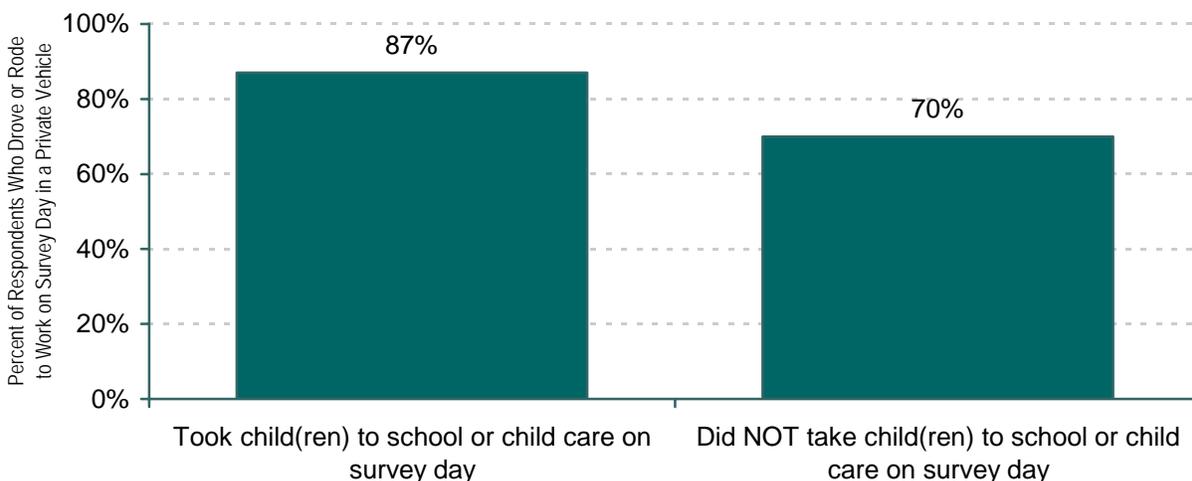
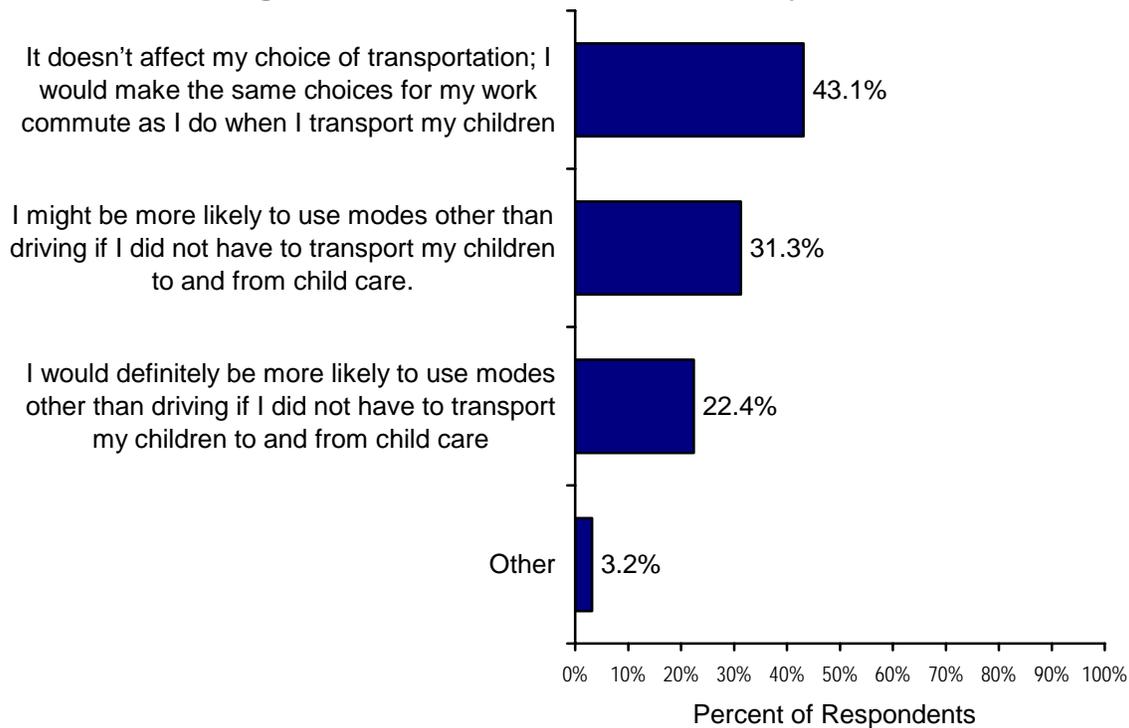


Figure 36: Work Commute and Child Transportation



**Table 24: Responsibility for Transportation of Children To or From School or Child Care
Boulder Valley Employee Survey 2001–2005**

	Percent of All Employees	
	2005	2001
Responsible for transportation of children to school or child care at least some of the time	21.3%	22%
Not responsible for transportation of children	78.7%	78%
TOTAL	100%	100%

**Table 25: Took Child(ren) to Child Care on Survey Day
Boulder Valley Employee Survey 1999–2005**

	Percent of All Employees		
	2005	2001	1999
Took child(ren) to school or child care today	10.5%	7.2%	7.9%
Did not transport child(ren) today	89.5%	92.8%	92.1%
TOTAL	100.0%	100.0%	100.0%

**Table 26: Commute Mode on Survey Day by Those Who Took Child(ren) to Child Care
Boulder Valley Employee Survey 1999–2005**

Primary mode used for work commute on day completed survey	Did you take your child(ren) to school or child care today?	
	Yes	No
Drove alone or with at least one other person	86.9%	70.3%
Walked	.9%	4.1%
Biked	.0%	4.6%
Rode a bus or buses	5.2%	14.3%
Multi-mode	3.5%	2.8%
Worked at home	3.5%	3.1%
Other		.7%
Total	100%	100%

**Table 27: Effect of Transporting Child(ren) on Choice of Transportation Mode for Work
Commute Boulder Valley Employee Survey 1999–2005**

	Percent of Employees Who Ever Transport Children		
	2005	2001	1999
It doesn't affect my choice of transportation; I would make the same choices for my work commute as I do when I transport my children	43.1%	61%	45%
I might be more likely to use modes other than driving if I did not have to transport my children to and from child care.	31.3%	26%	22%
I would definitely be more likely to use modes other than driving if I did not have to transport my children to and from child care	22.4%	10%	32%
Other	3.2%	3%	1%
TOTAL	100.0%	100%	100%

Appendix A: Respondent Demographics

Characteristics of the survey respondents are displayed in the tables on the following pages of this appendix.

Work Status	
Are you a full or part-time employee?	Percent of Respondents
Full-time	80.0%
Part-time	20.0%
Total	100%

Respondent Work Schedule	
What category best describes your typical work schedule?	Percent of Respondents
Monday through Friday, daytime	71.8%
Monday through Friday, evenings	2.3%
Weekends	.7%
Rotating/variable schedule	16.7%
Other	8.5%
Total	100%

Respondent Job Category	
What category best describes your job?	Percent of Respondents
Retail/sales	14.5%
Service/restaurant/delivery	7.9%
Manufacturing/production/high-tech	9.6%
Office (professional, business, administrative, support)	45.2%
Medical/dental	7.7%
Construction/trades/laborer	3.2%
Other	11.9%
Total	100%

Respondent Pay Rate	
What is your hourly pay rate at this job?	Percent of Respondents
\$7.00 per hour or less	2.5%
\$7.01 to \$10.00 per hour	9.1%
\$10.01 to \$12.00 per hour	9.3%
\$12.01 to \$15.00 per hour	13.3%
\$15.01 to \$20.00 per hour	17.9%
\$20.01 to \$25.00 per hour	11.5%
\$25.01 to \$50.00 per hour	28.7%
\$50.01 or more per hour	7.6%
Total	100.0%

Number of Jobs Held by Respondent	
Are you employed at another job?	Percent of Respondents
Yes, an additional full-time job	2.7%
Yes, one or more additional part-time jobs	12.4%
No, I am not employed at any other jobs	84.8%
Total	100.0%

Respondent's Household Vehicles	
At present, how many motorized vehicles - cars, vans, or light trucks - does your household have the use of?	Percent of Respondents
0	1.8%
1	26.4%
2	45.7%
3	18.6%
4	5.3%
5	1.9%
6	.2%
7	.2%
9	.0%
Total	100.0%

Respondent's Availability of Motor Vehicle	
Is a car or other motor vehicle usually available to you for commuting to work?	Percent of Respondents
Yes	87%
No	13%
Total	100%

Respondent's Availability of a Bicycle

Is a bicycle usually available to you for commuting to work?	Percent of Respondents
Yes	87.5%
No	12.5%
Total	100.0%

Respondent's Internet Access

Do you have internet access at home and/or work?	Percent of Responses
Yes	92.1%
No	7.9%
Total	100.0%

Respondent's Student Status

Are you a student at CU Boulder?	Percent of Respondents
Yes, an undergraduate student	4.5%
Yes, a graduate student	.6%
No	94.9%
Total	100.0%

Respondent's Area of Residence

Where do you live?	Percent of Respondents
Boulder (within the city limits)	38.3%
Unincorporated Boulder County	9.7%
Ward/Nederland/Jamestown	1.4%
Lyons	.9%
Superior	1.7%
Lafayette	4.8%
Louisville	5.3%
Longmont	13.9%
Erie	1.8%
Broomfield	3.4%
Westminster	5.6%
Arvada	.7%
Denver or other metro-area suburb	4.8%
Berthoud/Loveland/Fort Collins	1.3%
Weld County	1.0%
Other	5.3%
Total	100.0%

Respondent's Tenure

Do you rent or own your housing unit?	Percent of Respondents
Rent	30.8%
Own	69.1%
Live in a dormitory or fraternity or sorority	.1%
Total	100.0%

Children in Respondent's Household

Does your household include children under the age of 16?	Percent of Respondents
no	71.2%
yes	28.8%
Total	100.0%

Respondent's Household Vehicle Ratio

Ratio of vehicles to household members age 16 or older.	Percent of Respondents
less than one vehicle per household member age 16+	19%
one vehicle per household member age 16+	64%
more than one vehicle per household member age 16+	18%
Total	100%

Respondent's Income

How much do you anticipate your household's total income before taxes will be for 2005?	Percent of Respondents
Less than \$10,000	2.9%
\$10,000 to \$19,999	4.7%
\$20,000 to \$29,999	6.5%
\$30,000 to \$39,999	10.0%
\$40,000 to \$49,999	11.0%
\$50,000 to \$74,999	25.1%
\$75,000 to \$99,999	17.6%
\$100,000 to \$149,999	14.7%
\$150,000 or more	7.5%
Total	100.0%

Respondent's Education Level	
What is the highest level of education you have completed?	Percent of Respondents
0-11 years, no diploma	3.4%
High school graduate or GED	8.4%
Some college, no degree	23.8%
Associate's degree	4.7%
Bachelor's degree	37.0%
Graduate degree	22.7%
Total	100.0%

Respondent's Age	
In which category is your age?	Percent of Respondents
Under 18	.1%
18-24 years	11.3%
25-34 years	22.6%
35-44 years	22.6%
45-54 years	26.3%
55-64 years	15.1%
65 years or older	2.0%
Total	100.0%

Respondent's Gender	
What is your gender?	Percent of Respondents
Female	59.1%
Male	40.9%
Total	100.0%

Appendix B: Complete Set of Survey Responses

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

Question 1	
How did you get to work today?	Percent of Respondents*
Drove alone	70.2%
Drove with at least one other person	8.9%
Walked	3.8%
Biked	3.8%
Rode a bus or buses	10.6%
Used a Park-n-Ride	.6%
Worked at home	4.3%
Other	1.1%

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

Question 1	
How did you get to work today?	Percent of Respondents
Drove alone	69.0%
Drove with at least one other person	8.3%
Walked	2.8%
Biked	3.5%
Rode a bus or buses	9.5%
Multi-mode	2.2%
Worked at home	3.9%
Other	.8%
Total	100.0%

Question 2	
About how far is your home from work?	Percent of Respondents
1 mile or less	9.9%
2-5 miles	29.8%
6-10 miles	17.2%
11-15 miles	16.1%
16-20 miles	13.8%
more than 20 miles	13.2%
Total	100.0%

Question 3

About what time did you leave home for work today?	Percent of Respondents
Midnight	.2%
1:00 am	.2%
3:00 am	.1%
4:00 am	.5%
5:00 am	2.9%
6:00 am	11.8%
7:00 am	37.0%
8:00 am	27.0%
9:00 am	7.9%
10:00 am	2.4%
11:00 am	1.4%
12:00 pm	.1%
1:00 pm	2.3%
2:00 pm	1.1%
3:00 pm	1.2%
4:00 pm	.5%
5:00 pm	.6%
6:00 pm	2.6%
7:00 pm	.1%
8:00 pm	.2%
10:00 pm	.1%
11:00 pm	.0%
Total	100.0%

Question 4

Did you come straight to work from home today?	Percent of Respondents
Yes	79.3%
No	20.7%
Total	100.0%

Question 4a

	Average Number of Minutes*
About how many minutes did it take?	22.9.

**Responses only from those that reported "yes" to Question 4*

Question 4b

	Average Number of Stops*
How many stops did you make on your way to work?	1.3

**Responses only from those that reported "no" to Question 4.*

Question 5

Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Respondents
0	49.1%
1	30.8%
2	13.0%
3	4.2%
4	1.7%
5	.1%
6	.4%
7	.2%
8	.3%
9	.0%
10	.1%
15	.0%
Total	100.0%

Question 6

About what time do you usually arrive at work?	Percent of Respondents
.00	.2%
1.00	.1%
4.00	.1%
5.00	.6%
6.00	4.0%
7.00	29.5%
8.00	36.4%
9.00	15.8%
10.00	4.5%
11.00	1.1%
12.00	.8%
13.00	.8%
14.00	1.5%
15.00	2.9%
16.00	.4%
17.00	.6%
18.00	.5%
19.00	.0%
20.00	.1%
21.00	.0%
Total	100.0%

* Times are reported in military time at the hour increment

Question 7	
About what time do you usually leave work?	Percent of Respondents
Midnight	.3%
1:00 am	.3%
2:00 am	.0%
3:00 am	.1%
4:00 am	.1%
5:00 am	.5%
6:00 am	.1%
7:00 am	.8%
8:00 am	.6%
9:00 am	.1%
11:00 am	.2%
12:00 pm	.9%
1:00 pm	1.0%
2:00 pm	2.7%
3:00 pm	8.8%
4:00 pm	18.8%
5:00 pm	37.5%
6:00 pm	17.0%
7:00 pm	3.5%
8:00 pm	2.5%
9:00 pm	1.1%
10:00 pm	2.7%
11:00 pm	.4%
Total	100.0%

Question 8

During a typical work week, how many days do you commute to work in each of the ways listed below?	Percent of Commute Trips
Drive alone	67.6%
Drive with at least one other person	8.9%
Multi-mode (e.g., car then bus, bike then bus, etc.)	2.8%
Walk	2.9%
Bike	4.4%
Ride a bus(es)	7.9%
Work at home	5.1%
Other	.5%

Question 10

Do you ever telework?	Percent of Responses
Yes	18.5%
No	81.5%
Total	100.0%

Question 11

If yes, on average how often do you telework a month?	Percent of Responses
Less than once a month	32%
1 to 3 days per month	30%
Once a week	15%
Twice a week	9%
Three days a week or more	14%
Total	100%

Question 12

	Average Number of One-way Trips
How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute	1.6

Question 13

Please indicate how many times you used each of the following modes.	Percent of Commute Trips
Drove alone	68.9%
Drove with at least one other person	13.1%
Multi-mode (e.g., car then bus, bike then bus, etc.)	.4%
Walked	10.1%
Biked	3.6%

Question 13

Please indicate how many times you used each of the following modes.	Percent of Commute Trips
Rode a bus(es)	3.4%
Other	.5%

Question 15

Does your job require you to run errands or attend meetings away from the work site?	Percent of Responses
Yes	54.0%
No	46.0%
Total	100.0%

Question 16

If yes, about how often are you required to do so?	Percent of Responses
Daily	16.3%
Several times a week	25.6%
About once a week	21.2%
About once every two weeks	12.1%
About once a month	13.5%
Less than once a month	8.4%
Other	3.0%
Total	100.0%

Question 17

If you run errands or attend meetings for your job, is there a work vehicle available to you or must you provide your own transportation?	Percent of Respondents*
I must use my own vehicle or other means of transportation	88.0%
I use an employer-provided vehicle	13.0%
I use an employer-provided bicycle	.9%
Other	2.6%

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

Question 18

If you drove a car to work today, where did you park?	Percent of Respondents
Public lot or structure with a permit	7.3%
Public lot or structure with cash payment	1.2%
Private lot or parking space, no charge	76.7%
Street with meter	.6%
Residential street, no meter	7.9%
Other	6.3%
Total	100.0%

Question 19

When you drive to work, what type of parking space do you usually park in?	Percent of Respondents
Parking lot or structure with permit	8.8%
Parking lot or structure with cash payment	1.0%
Parking lot, structure or parking space, no charge	69.1%
Street with meter	1.0%
Residential street, no meter	8.3%
Residential street with a permit (NPP)	.4%
Other	3.7%
I don't usually drive to work	7.6%
Total	100.0%

Question 20

Generally, who pays for employee parking at your organization?	Percent of Respondents
Free parking is provided by employer or landlord	86.3%
Employees pay for their own parking	8.0%
Employer pays for employee parking (e.g., reimbursement or p	4.6%
Employee and employer share the cost of parking (e.g., emplo	1.1%
Total	100.0%

Question 21

How much do you estimate you will spend on employee parking for your work commute in the year 2005?	Percent of Respondents
None (\$0)	91.0%
less than \$50	3.4%
\$50 to \$100	1.9%
\$101 to \$200	.8%
\$201 to \$500	1.2%
more than \$500	1.7%
Total	100.0%

Question 22

How far from your home is the nearest bus stop that you would use to ride to work?	Percent of Respondents
Less than 2 blocks	27.6%
2-5 blocks	29.8%
6-10 blocks	11.3%
11-15 blocks	3.5%
More than 15 blocks	13.3%
Don't know	14.5%
Total	100.0%

Question 23

Do you have an ECO-Pass?	Percent of Respondents
Yes, a CU student Buff OneCard	4.5%
Yes, a CU faculty/staff Buff OneCard	.5%
Yes, a downtown Eco-Pass	6.9%
Yes, through my employer	11.4%
Yes, through my neighborhood	3.3%
No	73.4%
Total	100.0%

Question 24

Do you ever ride the bus to work?	Percent of Respondents
Yes	24.1%
No	75.9%
Total	100.0%

Question 24a

If no, why don't you ride the bus to and from work?	Percent of Respondents*
My employer doesn't offer an Eco-Pass	7.1%
There is no bus service to my employer's location	5.7%
There is no bus service to my home	16.7%
The bus takes too much time	37.3%
I need my vehicle for errands during the workday	33.9%
I need my vehicle before and/or after the workday to transport children or do errands	33.1%
Other	24.2%

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

Question 25

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?	Percent of Respondents
None (0)	80.0%
1 or 2	9.7%
3 or 4	4.6%
5 to 8	3.9%
8 or more	1.8%
Total	100.0%

Question 26

During the last year, about how many times have you been to Denver International Airport?	Percent of Respondents
None	16%
One or more times	84%
Total	100%

Question 26a

	Average Number of One-way Trips*
About how many times did you go to and from the airport (one-way trips)?	8.2

*Responses are from those who reported going to DIA.

Question 26b

Of these trips, how many were:	Percent of Trips*
How many were paid for by you?	78.2%
How many were paid for by your employer?	21.8%

*Responses are from those who reported going to DIA.

Question 27

Did you take the RTD skyRide bus for any of your trip(s) to and from the airport?	Percent of Respondents
No	64.7%
Yes	35.3%
Total	100%

Question 27a

	Average Number of One-way Trips*
For about how many one-way trips did you use this service?	3.5

*Responses are from those who reported using the skyRide to travel to and from the airport.

Question 28

Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?	Percent of Respondents
Yes	21.3%
No	78.7%
Total	100%

Question 29

Did you take your child(ren) to school or child care today?	Percent of Respondents
Yes	54.2%
No	45.8%
Total	100%

xx

Question 30

How, if at all, does the need to transport children affect your choice of transportation for the work commute?	Percent of Respondents
It doesn't affect my choice of transportation; I would make	43.1%
I might be more likely to use modes other than driving if I	31.3%
I would definitely be more likely to use modes other than driving	22.4%
Other	3.2%
Total	100%

Question 31

Are you a full or part-time employee?	Percent of Respondents
Full-time	80.0%
Part-time	20.0%
Total	100%

Question 32

What category best describes your typical work schedule?	Percent of Respondents
Monday through Friday, daytime	71.8%
Monday through Friday, evenings	2.3%
Weekends	.7%

Question 32

What category best describes your typical work schedule?	Percent of Respondents
Rotating/variable schedule	16.7%
Other	8.5%
Total	100%

Question 33

What category best describes your job?	Percent of Respondents
Retail/sales	14.5%
Service/restaurant/delivery	7.9%
Manufacturing/production/high-tech	9.6%
Office (professional, business, administrative, support)	45.2%
Medical/dental	7.7%
Construction/trades/laborer	3.2%
Other	11.9%
Total	100%

Question 34

What is your hourly pay rate at this job?	Percent of Respondents
\$7.00 per hour or less	2.5%
\$7.01 to \$10.00 per hour	9.1%
\$10.01 to \$12.00 per hour	9.3%
\$12.01 to \$15.00 per hour	13.3%
\$15.01 to \$20.00 per hour	17.9%
\$20.01 to \$25.00 per hour	11.5%
\$25.01 to \$50.00 per hour	28.7%
\$50.01 or more per hour	7.6%
Total	100.0%

Question 35

Are you employed at another job?	Percent of Respondents
Yes, an additional full-time job	2.7%
Yes, one or more additional part-time jobs	12.4%
No, I am not employed at any other jobs	84.8%
Total	100.0%

Question 36

At present, how many motorized vehicles - cars, vans, or light trucks - does your household have the use of?	Percent of Respondents
0	1.8%
1	26.4%
2	45.7%
3	18.6%
4	5.3%
5	1.9%
6	.2%
7	.2%
9	.0%
Total	100.0%

Question 37

Is a car or other motor vehicle usually available to you for commuting to work?	Percent of Respondents
Yes	87%
No	13%
Total	100%

Question 38

Is a bicycle usually available to you for commuting to work?	Percent of Respondents
Yes	87.5%
No	12.5%
Total	100.0%

Question 39

Do you have internet access at home and/or work?	Percent of Responses
Yes	92.1%
No	7.9%
Total	100.0%

Question 40

Are you a student at CU Boulder?	Percent of Respondents
Yes, an undergraduate student	4.5%
Yes, a graduate student	.6%
No	94.9%
Total	100.0%

Question 41

Where do you live?	Percent of Respondents
Boulder (within the city limits)	38.3%
Unincorporated Boulder County	9.7%
Ward/Nederland/Jamestown	1.4%
Lyons	.9%
Superior	1.7%
Lafayette	4.8%
Louisville	5.3%
Longmont	13.9%
Erie	1.8%
Broomfield	3.4%
Westminster	5.6%
Arvada	.7%
Denver or other metro-area suburb	4.8%
Berthoud/Loveland/Fort Collins	1.3%
Weld County	1.0%
Other	5.3%
Total	100.0%

Question 44

Do you rent or own your housing unit?	Percent of Respondents
Rent	30.8%
Own	69.1%
Live in a dormitory or fraternity or sorority	.1%
Total	100.0%

Question q45

Does your household include children under the age of 16?	Percent of Respondents
no	71.2%
yes	28.8%
Total	100.0%

Question Vehicle Ratio

Ratio of vehicles to household members age 16 or older.	Percent of Respondents
less than one vehicle per household member age 16+	19%
one vehicle per household member age 16+	64%
more than one vehicle per household member age 16+	18%
Total	100%

Question 46

How much do you anticipate your household's total income before taxes will be for 2005?	Percent of Respondents
Less than \$10,000	2.9%
\$10,000 to \$19,999	4.7%
\$20,000 to \$29,999	6.5%
\$30,000 to \$39,999	10.0%
\$40,000 to \$49,999	11.0%
\$50,000 to \$74,999	25.1%
\$75,000 to \$99,999	17.6%
\$100,000 to \$149,999	14.7%
\$150,000 or more	7.5%
Total	100.0%

Question 47

What is the highest level of education you have completed?	Percent of Respondents
0-11 years, no diploma	3.4%
High school graduate or GED	8.4%
Some college, no degree	23.8%
Associate's degree	4.7%
Bachelor's degree	37.0%
Graduate degree	22.7%
Total	100.0%

Question 48

In which category is your age?	Percent of Respondents
Under 18	.1%
18-24 years	11.3%
25-34 years	22.6%
35-44 years	22.6%
45-54 years	26.3%
55-64 years	15.1%
65 years or older	2.0%
Total	100.0%

Question 49

What is your gender?	Percent of Respondents
Female	59.1%
Male	40.9%
Total	100.0%

Appendix C: Modal Split by Respondent Characteristics

The tables in this Appendix display modal split of the work commute by selected respondent characteristics. Where differences are statistically significant, they are noted. 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.

How did you get to work today?	What is your gender?*	
	Female	Male
Drove alone	64.4%	58.6%
Drove with at least one other person	9.5%	6.0%
Walked	5.2%	3.0%
Biked	2.7%	6.2%
Rode a bus or buses	12.3%	15.9%
Multi-mode	3.3%	4.9%
Worked at home	2.2%	4.2%
Other	.5%	1.1%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	In which category is your age?*				
	under 24 years	25-34 years	35-44 years	45-54 years	55+ years
Drove alone	47.5%	59.9%	63.1%	66.1%	69.9%
Drove with at least one other person	8.5%	6.8%	10.4%	8.5%	3.7%
Walked	11.3%	2.8%	2.3%	5.2%	2.5%
Biked	4.3%	6.5%	6.2%	2.4%	.0%
Rode a bus or buses	21.3%	16.4%	13.1%	9.3%	11.0%
Multi-mode	5.0%	5.6%	2.7%	4.4%	1.8%
Worked at home	.0%	.9%	1.9%	4.0%	10.4%
Other	2.1%	1.2%	.4%	.0%	.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	What is the highest level of education you have completed?*					
	0-11 years, no diploma	High school graduate or GED	Some college, no degree	Associate's degree	Bachelor's degree	Graduate degree
Drove alone	50.0%	56.5%	61.8%	69.2%	64.0%	59.0%
Drove with at least one other person	15.0%	12.0%	7.1%	9.2%	6.3%	8.1%
Walked	5.0%	5.6%	6.3%	1.5%	3.7%	3.2%
Biked	.0%	1.9%	3.1%	3.1%	5.0%	6.3%
Rode a bus or buses	15.0%	18.5%	16.1%	12.3%	14.3%	9.9%
Multi-mode	10.0%	4.6%	3.5%	3.1%	4.3%	2.3%
Worked at home	.0%	.0%	.8%	1.5%	2.0%	10.4%
Other	5.0%	.9%	1.2%	.0%	.4%	.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	How much do you anticipate your household's total income before taxed will be for 2005?*								
	Less than \$10,000	\$10,000 to \$19,999	\$20,000 to \$29,999	\$30,000 to \$39,999	\$40,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more
Drove alone	47.1%	45.1%	46.4%	57.1%	59.2%	59.7%	66.7%	67.1%	72.1%
Drove with at least one other person	8.8%	5.9%	8.9%	6.6%	5.8%	9.1%	9.0%	9.5%	5.8%
Walked	17.6%	11.8%	10.7%	6.6%	2.9%	2.6%	3.2%	.6%	1.2%
Biked	11.8%	7.8%	5.4%	6.6%	2.9%	4.8%	2.1%	3.8%	5.8%
Rode a bus or buses	11.8%	19.6%	17.9%	15.4%	24.3%	16.5%	12.2%	10.1%	7.0%
Multi-mode	2.9%	9.8%	5.4%	5.5%	1.0%	4.8%	2.1%	4.4%	5.8%
Worked at home	.0%	.0%	1.8%	1.1%	2.9%	2.6%	3.2%	3.2%	2.3%
Other	.0%	.0%	3.6%	1.1%	1.0%	.0%	1.6%	1.3%	.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	What is your hourly pay rate at this job?*							
	\$7.00 per hour or less	\$7.01 to \$10.00 per hour	\$10.01 to \$12.00 per hour	\$12.01 to \$15.00 per hour	\$15.01 to \$20.00 per hour	\$20.01 to \$25.00 per hour	\$25.01 to \$50.00 per hour	\$50.01 or more per hour
Drove alone	41.7%	45.5%	64.6%	66.2%	58.0%	62.3%	64.7%	62.0%
Drove with at least one other person	5.6%	6.8%	9.2%	12.9%	10.6%	4.9%	7.2%	4.2%
Walked	11.1%	10.2%	3.1%	5.8%	4.8%	3.1%	2.2%	1.4%
Biked	11.1%	8.0%	1.5%	2.2%	3.2%	3.1%	6.5%	4.2%
Rode a bus or buses	19.4%	22.7%	16.9%	7.9%	18.1%	19.8%	11.2%	9.9%
Multi-mode	8.3%	5.7%	4.6%	2.9%	3.7%	4.9%	3.6%	5.6%
Worked at home	2.8%	.0%	.0%	.7%	.5%	1.2%	3.6%	12.7%
Other	.0%	1.1%	.0%	1.4%	1.1%	.6%	1.1%	.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Do you rent or own your housing unit?*	
	Rent	Own
Drove alone	51.6%	67.0%
Drove with at least one other person	7.6%	8.0%
Walked	8.3%	2.1%
Biked	5.2%	3.9%
Rode a bus or buses	20.1%	10.9%
Multi-mode	5.2%	3.3%
Worked at home	.5%	4.4%
Other	1.6%	.4%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Does household include children under age 16?*	
	no	yes
Drove alone	61.4%	63.0%
Drove with at least one other person	5.7%	13.4%
Walked	5.2%	1.6%
Biked	4.4%	3.4%
Rode a bus or buses	15.7%	9.6%
Multi-mode	3.5%	5.6%
Worked at home	3.2%	2.8%
Other	.9%	.6%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Ratio of vehicles to household members age 16 or older*		
	less than one vehicle per hh member age 16+	one vehicle per hh member age 16+	more than one vehicle per hh member age 16+
Drove alone	36.1%	68.2%	72.6%
Drove with at least one other person	8.7%	7.5%	7.9%
Walked	7.1%	4.0%	1.6%
Biked	7.9%	3.5%	1.1%
Rode a bus or buses	29.5%	9.8%	9.5%
Multi-mode	5.8%	3.8%	2.6%
Worked at home	2.9%	2.8%	4.2%
Other	2.1%	.4%	.5%
Total	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Is a car or other motor vehicle usually available to you for commuting to work?*	
	Yes	No
Drove alone	66.3%	30.9%
Drove with at least one other person	8.2%	6.5%
Walked	3.8%	7.2%
Biked	3.7%	8.6%
Rode a bus or buses	10.9%	36.0%
Multi-mode	3.3%	7.9%
Worked at home	3.2%	.0%
Other	.5%	2.9%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Is a bicycle usually available to you for commuting to work?*	
	Yes	No
Drove alone	58.7%	66.1%
Drove with at least one other person	7.2%	9.1%
Walked	4.6%	3.8%
Biked	7.7%	.0%
Rode a bus or buses	13.0%	15.4%
Multi-mode	4.1%	3.4%
Worked at home	3.8%	1.6%
Other	.9%	.6%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Do you have an Eco-Pass?*	
	yes	no
Drove alone	40.1%	74.6%
Drove with at least one other person	6.5%	9.2%
Walked	7.0%	2.4%
Biked	6.0%	3.4%
Rode a bus or buses	32.3%	3.0%
Multi-mode	6.7%	2.6%
Worked at home	.9%	3.8%
Other	.5%	1.0%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	What category best describes your typical work schedule?*	
	Monday through Friday, daytimes	Other
Drove alone	63.0%	57.1%
Drove with at least one other person	8.7%	5.9%
Walked	3.1%	7.7%
Biked	4.2%	4.9%
Rode a bus or buses	13.6%	14.6%
Multi-mode	4.2%	3.8%
Worked at home	2.6%	4.5%
Other	.6%	1.4%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Are you a full or part-time employee?	
	Full-time	Part-time
Drove alone	61.3%	62.7%
Drove with at least one other person	8.1%	8.0%
Walked	3.5%	8.0%
Biked	4.5%	4.0%
Rode a bus or buses	14.5%	10.9%
Multi-mode	4.5%	2.0%
Worked at home	3.1%	3.0%
Other	.6%	1.5%
Total	100.0%	100.0%

How did you get to work today?	What category best describes your job?*						
	Retail/sales	Service/restaurant / delivery	Manufacturing/production/ high-tech	Office (professional, business, administrative, support)	Medical /dental	Construction / trades/ laborer	Other
Drove alone	64.2%	45.4%	60.6%	63.4%	75.3%	60.5%	61.0%
Drove with at least one other person	5.0%	4.3%	9.2%	8.0%	12.9%	10.5%	10.2%
Walked	5.0%	10.6%	.9%	3.0%	2.2%	10.5%	3.4%
Biked	3.3%	5.7%	10.1%	3.0%	1.1%	.0%	8.5%
Rode a bus or buses	16.7%	24.8%	7.3%	14.3%	7.5%	7.9%	10.2%
Multi-mode	3.3%	7.8%	6.4%	3.8%	.0%	5.3%	1.7%
Worked at home	2.5%	.7%	4.6%	3.8%	1.1%	.0%	3.4%
Other	.0%	.7%	.9%	.6%	.0%	5.3%	1.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Generally, who pays for employee parking at your organization?*			
	Free parking is provided by employer or landlord	Employees pay for their own parking	Employer pays for employee parking (e.g., reimbursement or parking pass)	Employee and employer share the cost of parking
Drove alone	77.8%	46.7%	44.1%	60.0%
Drove with at least one other person	9.5%	7.7%	13.6%	.0%
Walked	1.7%	5.3%	1.7%	.0%
Biked	3.5%	5.3%	1.7%	.0%
Rode a bus or buses	4.1%	29.0%	25.4%	.0%
Multi-mode	2.4%	4.1%	10.2%	20.0%
Worked at home	.6%	1.8%	3.4%	.0%
Other	.4%	.0%	.0%	20.0%
Total	100.0%	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Does the employer participate in the Eco-Pass program?*	
	yes	no
Drove alone	38.6%	72.1%
Drove with at least one other person	8.6%	8.7%
Walked	7.6%	2.5%
Biked	6.4%	3.8%
Rode a bus or buses	31.8%	3.6%
Multi-mode	6.4%	3.0%
Worked at home	.5%	4.9%
Other	.2%	1.3%
Total	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Does the employer have an Employee Transportation Coordinator?*		
	yes	no	unknown
Drove alone	48.1%	57.7%	84.3%
Drove with at least one other person	17.3%	8.2%	5.2%
Walked	7.7%	4.6%	1.2%
Biked	7.7%	4.8%	1.2%
Rode a bus or buses	11.5%	16.3%	5.8%
Multi-mode	5.8%	4.4%	1.2%
Worked at home	1.9%	3.1%	1.2%
Other	.0%	.9%	.0%
Total	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

How did you get to work today?	Number of Employees in Organization*				
	1-4	5-9	10-19	20-49	50+
Drove alone	54.7%	69.0%	73.5%	55.2%	57.7%
Drove with at least one other person	4.7%	12.5%	7.0%	11.5%	6.6%
Walked	5.4%	3.8%	5.9%	4.0%	3.2%
Biked	2.0%	4.3%	2.7%	4.0%	6.1%
Rode a bus or buses	10.8%	7.6%	8.6%	19.5%	19.2%
Multi-mode	3.4%	1.1%	2.2%	5.2%	5.8%
Worked at home	16.9%	1.1%	.0%	.0%	.7%
Other	2.0%	.5%	.0%	.6%	.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

* Differences between at least two subgroups are statistically significant, $p < 0.05$, tested with chi-square.

Appendix D: Survey Methodology

The Boulder Valley Employee Survey for Transportation has been implemented six previous times: in 1991, 1993, 1995, 1997, 1999 and 2001. In each of the previous implementations, the survey administration was handled by a research and evaluation division within the City of Boulder. In previous implementations, data were collected in the summer months. A similar effort for Downtown Boulder employees was conducted in the fall of several of the same years. In 2005, it was decided that these efforts could be combined to achieve some cost savings for all the involved agencies. The University of Colorado was also interested in joining the effort, and the study was expanded to include an Internet-based survey of students on the Boulder campus and a hard copy and Internet survey of faculty and staff. All participating agencies had previously implemented some kinds of transportation surveys. As much as possible, in 2005 the same set of questions was used across all the study groups, to allow comparisons, and to realize the cost-efficiency savings.

Sample Selection

Employees were targeted for inclusion in the study through a two-stage sampling process; first a group of employers was randomly chosen, and then employees from within the selected organization were randomly sampled. The number of employees within each organization to be given the survey was based on the size of the organization (see Table 28).

Table 28: Number of Employees to Be Surveyed by Size of Organization

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

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

Survey Administration

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

transportation coordinator. For companies outside downtown, the letter was signed by the City Manager.

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

Response Rates

For the downtown area, 356 employers were selected for the survey from a list of 1,257 organizations. Of these, once contacted, 54 agreed to participate and provided at least one completed employee survey, for a company response rate of 15%. Employees within the organization were then selected to receive the survey. Not all employees elected to participate; the employee response rate was 34%. A total of 337 completed surveys were collected from downtown employees.

Table 29: Downtown Employer and Employee Response Rate

Number of Employees in Company	Number of Companies Sampled	Participated?		Company Response Rate	Employee Response Rate
		yes	no		
1-4	182	11	171	6%	46%
5-9	68	12	56	18%	48%
10-19	37	10	27	27%	38%
20-49	26	11	15	42%	37%
50+	15	10	5	67%	31%
unknown	28		28	0%	NA
Grand Total	356	54	302	15%	34%

For the rest of Boulder Valley, 696 companies were selected for the survey. Of these, once contacted, 180 agreed to participate and provided at least one completed employee survey, for a company response rate of 26%. Employees within the companies were then selected to receive the survey. Not all employees elected to participate; the employee response rate was 53%. A total of 818 completed surveys were collected from Boulder Valley employees not working in the downtown area.

Table 30: Downtown Employer and Employee Response Rate

Number of Employees in Company	Number of Companies Sampled	Participated?		Company Response Rate	Employee Response Rate
		no	yes		
1-4	249	166	83	33%	72%
5-9	62	18	44	71%	69%
10-19	35	9	26	74%	55%

Number of Employees in Company	Number of Companies Sampled	Participated?		Company Response Rate	Employee Response Rate
		no	yes		
20-49	17	4	13	76%	38%
50+	16	6	10	63%	38%
unknown	317	313	4	0%	NA
Grand Total	696	516	180	26%	53%

Data Entry, Weighting and Analysis

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

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

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

Examination of Necessity of Calibration

When the Boulder Valley Employee Survey for Transportation had been conducted previously, data collection occurred during the summer months. With the 2005 implementation, data collection was performed during the autumn months. Since one of the purposes of the study is to examine change in the mode choice for the work commute, it was important to determine whether the change in the data collection time period would influence the results. In the past, surveys were collected for the Downtown Employee Transportation Survey in the fall of the same year in which the Boulder Valley Employee Survey was conducted. Similar questions were asked on the two surveys. Thus, by looking at the results of employees who work in the

downtown area from the Boulder Valley survey and comparing them to the Downtown Survey results, it could be determined whether there was a seasonal affect on reported mode choice for the work commute.

For many years, mode choice was assessed on the Downtown survey by asking about the number of days various modes were used in the past week. On the Boulder Valley survey, mode choice was assessed by asking how the respondent got to work on the day they completed the questionnaire. However, in 1999 a question about the number of days traveled to work by each mode in the past week was added to the survey. Very similar responses to this question were given among downtown employees from the Boulder Valley survey in the summer of 1999 and respondents of the Downtown Employee Survey in the fall of 1999. In 1999, it was also observed in the Boulder Valley survey that the proportion of downtown employees reporting they “drove alone” to work on the day of the survey was about 4% lower than the average percent of drive alone trips reported in the past week. In 1997, when the Boulder Valley survey only included a question about the commute on the survey day and the Downtown survey only included a question about the past week, it can be seen that the drive alone proportion was about 4% lower in the Boulder Valley survey compared to the Downtown survey, which would be expected given the 1999 results. Thus, it seemed that employees exhibited similar work commute patterns in the summer and the fall, and no adjustments are necessary to compare the 2005 results to previous years.

Table 31: Comparison of Mode Choice Results by Season

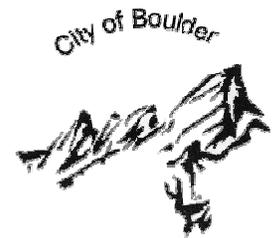
Modal Choice	1999		1997	
	Boulder Valley (downtown employees) Summer	Downtown Fall	Boulder Valley (downtown employees) Summer	Downtown Fall
percent of respondents using each mode to get to work day of the survey				
drove alone	57%	NA	47%	NA
carpooled	9%	NA	12%	NA
walked	10%	NA	10%	NA
biked	10%	NA	20%	NA
bus/transit	13%	NA	10%	NA
work at home	1%	NA	0%	NA
TOTAL	100%	NA	100%	NA
average percent of days respondent get to work the previous week	1999		1997	
drove alone	60%	59%	NA	51%
carpooled	7%	8%	NA	7%
walked	10%	8%	NA	10%
biked	10%	8%	NA	11%
bus/transit	13%	14%	NA	19%
work at home/other	1%	3%	NA	3%
TOTAL	100%	100%	NA	101%

NA=not asked

Appendix E: Survey Materials

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

**CITY
OF
BOULDER**
FRANK BRUNO, CITY MANAGER



Fall 2005

Dear Boulder Valley Employee,

The City of Boulder is conducting a survey of a select number of Boulder Valley employees regarding their transportation needs and behavior. The results will be used to help improve the transportation system in Boulder. The views of employees who work in Boulder are considered vital in transportation planning involving work-related trips.

Your employer has agreed to participate in this study by providing us with your name as an individual to survey. You were randomly selected to participate and your cooperation is strictly voluntary. Your responses to the questions will be held in complete confidence. Responses of the employees of the approximately 700 organizations surveyed will be sent to National Research Center, Inc. (a professional survey firm working with the City) and the questionnaires will be aggregated and reported in group form only.

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

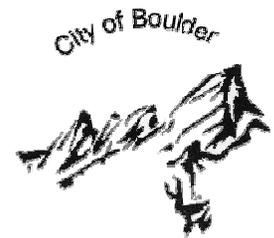
If you have any questions or comments about the survey, please call Paula Noble from National Research Center, Inc. at 303-444-7863 x107.

I really appreciate your help on this important project.

Thank you,

Frank Bruno,
City Manager

**CITY
OF
BOULDER**
FRANK BRUNO, CITY MANAGER



Fall 2005

Dear Downtown Employee,

The City of Boulder is conducting a survey of a select number of Boulder Valley and Downtown Boulder employees regarding their transportation needs and behavior. The results will be used to help improve the transportation system in Boulder. The views of employees who work in Boulder are considered vital in transportation planning involving work-related trips.

Your employer has agreed to participate in this study by providing us with your name as an individual to survey. You were randomly selected to participate and your cooperation is strictly voluntary. Your responses to the questions will be held in complete confidence. Responses of the employees of the approximately 500 organizations surveyed will be sent to National Research Center, Inc. and the questionnaires will be aggregated and reported in group form only.

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

If you have any questions or comments about the survey, please call Jan Ward at Downtown University Hill Management at 303-413-7316.

I really appreciate your help on this important project.

Thank you,

Frank Bruno,
City Manager

Boulder Valley Employee Survey 2005

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

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

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

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

Today's Date: _____ / _____ / 2005 The organization for which you work: _____

Work Commute

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

- Drove alone
- Drove with at least one other person →
how many others total? _____
how many under 16 years old?... _____
- Walked
- Biked
- Rode a bus or buses → Which route(s) did you use?
(e.g., AB, SKIP, 208, etc.) . _____
- Used a Park-n-Ride →
Which one? _____
- Worked at home
- Other _____

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

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

4. Did you come straight to work from home today?
 Yes → About how many minutes did it take?.. _____ min
 No → How many stops did you make on your way to work?..... _____ stops

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

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

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

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

- Drive alone..... _____
- Drive with at least one other person..... _____
- Multi-mode (e.g., car then bus, bike then bus, etc.)..... _____
- Walk..... _____
- Bike..... _____
- Ride a bus(es)..... _____
- Work at home..... _____
- Other..... _____

9. If you ride a bus for your work commute in a typical week, which routes do you use? (e.g., AB, SKIP, HOP, 208, etc.)?

Route(s) _____

Teleworking

10. Employees telework (or telecommute) when they fulfill their job responsibilities by substituting work at home for work commute travel.

Do you ever telework?

- Yes
- No → go to question #12

11. If yes, on average, how often do you telework a month? (Include only full days at home when you did not travel to your work place.)

- Less than once a month
- 1 to 3 days per month
- Once a week
- Twice a week
- Three days a week or more

Work Day Trips

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

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

_____ workday one-way trips

If you made no trips during the workday, please go to question #15

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

Drove alone..... _____

Drove with at least one other person..... _____

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

Walked..... _____

Biked..... _____

Rode a bus(es)..... _____

Other..... _____

14. If you rode a bus for your workday trips, which routes did you use? (e.g., AB, SKIP, 208, etc.)?

Route(s) _____

15. Does your job require you to run errands or attend meetings away from the work site?

- Yes No → go to question #18

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

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

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

- I must use my own vehicle or other means of transportation
 I use an employer-provided vehicle
 I use an employer-provided bicycle
 Other _____

Parking

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

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

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

- Parking lot or structure with a permit
 Parking lot or structure with cash payment
 Parking lot, structure or parking space, no charge
 Street with meter
 Residential street, no meter
 Residential street with a permit (NPP)
 Other _____
 I don't usually drive to work → go to question #21

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

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

21. How much do you estimate you will spend on employee parking for your work commute in the year 2005?

\$_____ for employee parking in 2005

Transit

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

- Less than 2 blocks 11 – 15 blocks
 2 – 5 blocks More than 15 blocks
 6 – 10 blocks Don't know

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

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

24. Do you ever ride a bus to work?

- yes
- no →

Why don't you ride the bus to and from work?

- My employer doesn't offer an Eco-Pass
- There is no bus service to my employer's location
- There is no bus service to my home
- The bus takes too much time
- I need my vehicle for errands during the workday
- I need my vehicle before and/or after the workday to transport children or do errands
- Other _____

25. During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?

(A round trip counts as two one-way trips, although a transfer to another bus as part of the same trip does not count as another trip. Each time you went to a different location is one trip.)

Record zero if no bus trips are taken during a typical week.

_____ one-way bus trips

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

- None → go to question #28
- One or more times →

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

Of these trips, how many were:
paid for by you _____
paid for by your employer _____

27. Did you take the RTD skyRide bus for any of your trip(s) to and from the airport?

- No
- Yes → For about how many one-way trips did you use this service? ... _____

Child Care

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

- Yes
- No → go to question #31

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

- Yes
- No

30. How, if at all, does the need to transport children affect your choice of transportation for the work commute?

- It doesn't affect my choice of transportation; I would make the same choices for my work commute with or without children to transport
- I might be more likely to use modes other than driving if I did not have to transport my child(ren)
- I would definitely be more likely to use modes other than driving if I did not have to transport my child(ren)
- Other _____

About Your Job

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

- Full-time
- Part-time

32. What category best describes your typical work schedule?

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

33. What category best describes your job?

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

34. What is your hourly pay rate at this job?

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

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

35. Are you employed at another job?

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

About You and Your Household

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

_____ motorized vehicles

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

- Yes No

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

- Yes No

39. Do you have Internet access at home and/or work?

- Yes No

40. Are you a student at CU Boulder?

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

41. Where do you live?

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

42. What is your home zip code? _____

43. What is the intersection nearest to your home?

_____ & _____

44. Do you rent or own your housing unit?

- Rent
 Own
 Live in a dormitory or fraternity or sorority → go to question #47

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

how many 16 and older..... _____

how many **under** 16..... _____

how many total..... _____

46. How much do you anticipate your household's total income before taxes will be for 2005? (Please include income from all sources for all persons living in your household.)

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

47. What is the highest level of education you have completed?

- 0-11 years, no diploma
 High school graduate or GED
 Some college, no degree
 Associate's degree
 Bachelor's degree
 Graduate degree

48. In which category is your age?

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

49. What is your gender?

- Female Male

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

You can also mail it to:
National Research Center, Inc.
3005 30th St.
Boulder, CO 80301