

City of Boulder



# **Downtown Boulder**

## **Employee Transportation Survey**

### **Report of Results**

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Prepared by:



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## Executive Summary

### Survey Background

The Downtown Boulder Employee Transportation Survey has been implemented four previous times: in 1993, 1995, 1997 and 1999. In each of the previous implementations, the survey administration was handled by a research and evaluation division within the City of Boulder. For the first implementation in 1993, the survey was administered by telephone. In subsequent implementations, however, a drop-off/pick-up methodology was employed, as described below.

In previous implementations, data for the Downtown Boulder Employee Transportation Survey was always conducted in the fall months. A similar effort for all Boulder County or Boulder Valley employees was conducted in the summer 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 were used across all the study groups, to allow comparisons, and to realize the cost-efficiency savings.

Each company selected for participation in the study was mailed a letter explaining the importance of the study and asking for participation. The letter was addressed to the contact person listed in the database or the company president or manager. A week after receiving the letter, a staff member from the Downtown Management Commission began calling the contact persons of the sampled companies 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. The surveys were dropped off to the contact person and the importance of random sampling and high response rates was explained to them. The contact person was then given approximately one week to administer the surveys, which were then picked up by DMC staff members. Employees also had the option of completing the survey on the Internet.

From the Downtown Boulder Business Database, a random sample of companies was selected for the study. From this list of 1,257 companies, 356 companies were chosen for the survey, and 54 of these companies 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 and the employee response rate was 34%. A total of 337 completed surveys were collected from downtown employees.

### Modal Split of the Work Commute

Several questions on the survey completed by employees were asked to allow estimation of the work commute modal split (the proportion of work commute trips made via each method of transportation).

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, followed by riding a bus:

- Drive alone, 36%
- Ride a bus(es), 28%
- Drive with at least one other person, 10%
- Multi-mode (e.g., care then bus, bike then bus, etc.), 9%
- Bike, 8%
- Walk, 8%
- Work at home, 1%
- Other, 1%

The survey asked respondents how they got to work on the day they completed the questionnaire to see if it was similar to how respondent's reported their "typical" mode of transportation. When allowed to select as many modes as applied, the modal split respondent's reported using on the day of the survey was very similar to what was reported as the "typical" mode of transportation. However, more of those surveyed reported using a bus on the day of the survey than on a "typical" day. The percent reporting using each of mode of transportation the day of the survey was:

- Drive alone, 39%
- Rode a bus or buses, 39%
- Drive with at least one other person, 10%
- Walked, 10%
- Bike, 8%
- Used a Park-n-Ride, 2%
- Worked at home, 1%
- Other, 1%

When all respondents who indicated more than one mode were assigned to the category of "multi-mode," the results were still quite similar as that seen for the typical week:

- Drove alone, 36%
- Rode a bus or buses, 34%
- Drove with at least one other person, 9%
- Walked, 8%
- Biked, 6%
- Multi-mode, 6%
- Other, 1%
- Worked at home, 0%

Since the baseline established in 1995, drive alone trips have decreased 20%, from 56% to 36%, while transit trips have increased, from 15% in 1995 to 34% in 2005. Gasoline prices were at record highs during the time of the survey (fall 2005), and this likely impacted employees' choice for the mode, with some employees not finding it cost-effective to drive.

## Characteristics of the Work Commute

In addition to answering questions about the mode(s) of transportation used for the work commute, downtown employees participating in the survey also reported on other characteristics of their work commute.

The average distance of a downtown employee's work commute is 7.9 miles, while the average duration is 25 minutes. 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. The average number of miles traveled for the work commute by different modes of transportation was:

- Drove alone, 10.9 miles
- Drove with at least one other person, 6.6 miles
- Walked, 0.9 miles
- Biked, 1.8 miles
- Rode a bus or buses, 10.3 miles
- Multi-mode, 3.9 miles
- Other, 3.5 miles

Respondents were asked to report about how many minutes their work commute took on the day of the survey. Work commute time varied based on mode of transportation chosen:

- Drove alone, 22 minutes
- Drove with at least one other person, 27 minutes
- Walked, 11 minutes
- Biked, 15 minutes
- Rode a bus or buses, 32 minutes
- Multi-mode, 29 minutes
- Other, 8 minutes

About a third of all downtown employees surveyed reported living within two miles of work, and another quarter lived within 5 miles:

- 0-2 miles, 31%
- 3-5 miles, 26%
- 6-10 miles, 18%
- 11-20 miles, 15%
- over 20 miles, 9%

When asked where they lived, just over half of respondents reported living in Boulder. This is a decrease from past survey years, when the proportion of downtown employees who resided in Boulder was close to 60% or more. As would be expected, those who lived in Boulder were less likely to drive alone to work and more likely to walk, ride a bike or carpool. However, those living outside Boulder (41%) were more likely to use transit than those residing in Boulder (29%).

The proportion of downtown employees who report that a motor vehicle is usually available to them for the work commute has been declining since 1993. The percent of people reporting having a motor vehicle available to them in 1993 and 2005 was:

- 1993: 91%
- 2005: 78%

Forty-four percent of those with access to a motor vehicle drove alone to work on the day they completed the survey, while 9% of those without access were still able to do so.

The average vehicle occupancy was 1.12 persons per vehicle. Most of the vehicles that were privately operated for the work commute were occupied by only the driver. The percent of people reported in automobiles for the work commute was:

- One, 92%
- Two, 3%
- Three, 4%

The average vehicle occupancy of vehicles with more than one person was 2.6 persons per vehicle. Most multiple-occupancy vehicles contained only one other person in addition to the driver:

- One (in addition to self), 58%
- Two or more (in addition to self), 42%

About 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:

- 0 stops (came straight home from work), 49%
- 1 stop, 28%
- 2 stops, 11%
- 3 stops, 5%
- 4 stops, 3%
- 5 + stops, 4%

Of those who did make stops, the average number of stops made was 2.09.

## **Employee Parking**

All employees completing the Downtown Employee Transportation Survey were asked where they park their car when they drive to work:

- Parking lot, structure or parking space, no charge, 29%
- Parking lot or structure with permit, 28%
- Residential street, no meter, 23%
- Parking lot or structure with cash payment, 9%
- Other, 6%
- Residential street with a permit (NPP), 3%
- Street with meter, 3%

Most downtown employees completing the survey were responsible for paying for their own parking at their worksite, while some employers paid for their employees parking or provided free parking:

- Employees pay for their own parking, 54%
- Free parking is provided by employer or landlord, 27%
- Employer pays for employee parking, 17%
- Employee and employer share the cost of parking, 1%

Most employees completing the questionnaire (60%) reported paying nothing for parking, while one in five reported paying more than \$200 for parking annually. The amount downtown employees reported paying for parking annually was:

- None (\$0), 60%
- Less than \$50, 8%
- \$50 to \$100, 8%
- \$101 to \$200, 3%
- \$201 to \$500, 10%
- More than \$500, 10%

### **Other 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. Across all workers, including those that made no trips during the workday, the average number of workday trips was 1.49. The percent of respondents reporting taking no trips, one to two trips, three to four trips and five or more trips was:

- No trips, 52%
- One to two trips, 29%
- Three to four trips, 14%
- Five or more trips, 6%

Of those who had made at least one workday trip, the average number of trips made was 2.85. The most common mode of transportation for those that made a workday trip was walking, followed by driving alone:

- Walked, 38%
- Drove alone, 35%
- Rode a bus(es), 13%
- Biked, 7%
- Drove with at least one other person, 6%
- Multi-mode, 1%

Those surveyed were asked how often they were required to travel off-site for meetings or errands:

- Daily, 12%
- Several times a week, 25%
- About once a week, 26%
- About once every two weeks, 15%
- About once a month, 11%

- Less than once a month, 9%
- Other, 2%

Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site, and who is required to provide the vehicle to run those errands:

- Does not run errands, 65%
- Runs errands, employee must provide transportation, 30%
- Runs errands, employer provides bicycle, 4%
- Runs errands, employer provides vehicle, 2%

The percent of respondents who drove alone to work was highest among employees reporting they needed to run errands and were responsible for providing their own transportation was:

- Does not run errands, 29%
- Runs errands, employee must provide transportation, 53%
- Runs errands, employer provides vehicle, 29%
- Runs errands, employer provides bicycle, 30%

## Transit Use

Most employees claim to at least occasionally use a bus for their work commute; only 2 in 10 claim to never use the bus for the work commute. Those who do not use the bus were asked to indicate the reasons why they did not. The various reasons people reported not using the bus included:

- I need my vehicle for errands during the workday, 25%
- The bus takes too much time, 23%
- There is no bus service to my home, 15%
- I need my vehicle before and/or after the workday to transport children or do errands, 14%
- My employer doesn't offer an Eco-Pass, 2%
- There is no bus service to my employer's location, 1%
- Other, 43%

The percent of respondents reporting having or not having an ECO-Pass was:

- Yes, a CU student Buff OneCard, 5%
- Yes, a CU faculty/staff Buff OneCard, 0%
- Yes, a downtown Eco-Pass, 77%
- Yes, through my neighborhood, 0%
- No, 18%

Those who held an ECO-Pass were much more likely to have used transit to get to work the day they completed the survey than those who did not hold an ECO-Pass. Transit use was higher by those having an ECO-Pass (40%) than by those that did not have an ECO-Pass (8%). Additionally, respondents that did not have an ECO-Pass reported driving alone more frequently than those that did have an ECO-Pass (52% vs. 32%, respectively).

Respondents were asked to report the distance from their home to the nearest bus stop. The percent of respondents reporting living at each of the various distances from a bus stop was:

- Less than 2 blocks, 34%
- 2-5 blocks, 33%
- 6-10 blocks, 15%
- 11-15 blocks, 2%
- More than 15 blocks, 15%

Curiously, distance from a bus stop was not significantly related to use of the bus for the work commute. In fact, those who lived further away from a bus stop they would use for work were somewhat more likely to have taken the bus; presumably they are driving to a Park-n-Ride to catch a bus to work.

### **Use of Transit for Pleasure or Personal Business Trips**

Four in 10 respondents reported they did use the bus for non-commute trips and 60% reported never using the bus for non-commute trips.

The average number of trips per respondent made during a typical week for non-commute trips was 1.73 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 4.38.

### **Use of skyRide**

The majority of those surveyed (81%) reported going to DIA at least once in the past year and the average number of trips to DIA made via the skyRide for all respondents was 3.01.

### **Teleworking**

Those completing the questionnaire were provided with a definition of teleworking (or telecommuting) 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:

- Never telecommute, 84%
- Telecommutes 1 to 3 days per month, 7%
- Telecommutes less than once a month, 6%
- Telecommutes once a week, 1%
- Telecommutes three days a week or more, 0%
- Telecommutes twice a week, 0%

## 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. Below are the percent of respondents that reported they were responsible for transporting a child at least some of the time:

- NOT responsible for transporting child(ren), 87%
- Responsible for transporting child(ren), 13%

On the day they completed the questionnaire 95% of those surveyed did NOT take a child to school or day care.

When asked directly about the impact of child transportation issues on their work commute, many felt that having to transport children did not affect their mode choice for the work commute. However, nearly half felt they might be likely to use modes other than driving if they did not have child transportation responsibilities:

- It doesn't affect my choice of transportation; I would make the same choices for my work commute with or without children to transport, 42%
- I might be more likely to use modes other than driving if I did not have to transport my child(ren), 17%
- I would definitely be more likely to use modes other than driving if I did not have to transport my child(ren), 35%
- Other, 6%

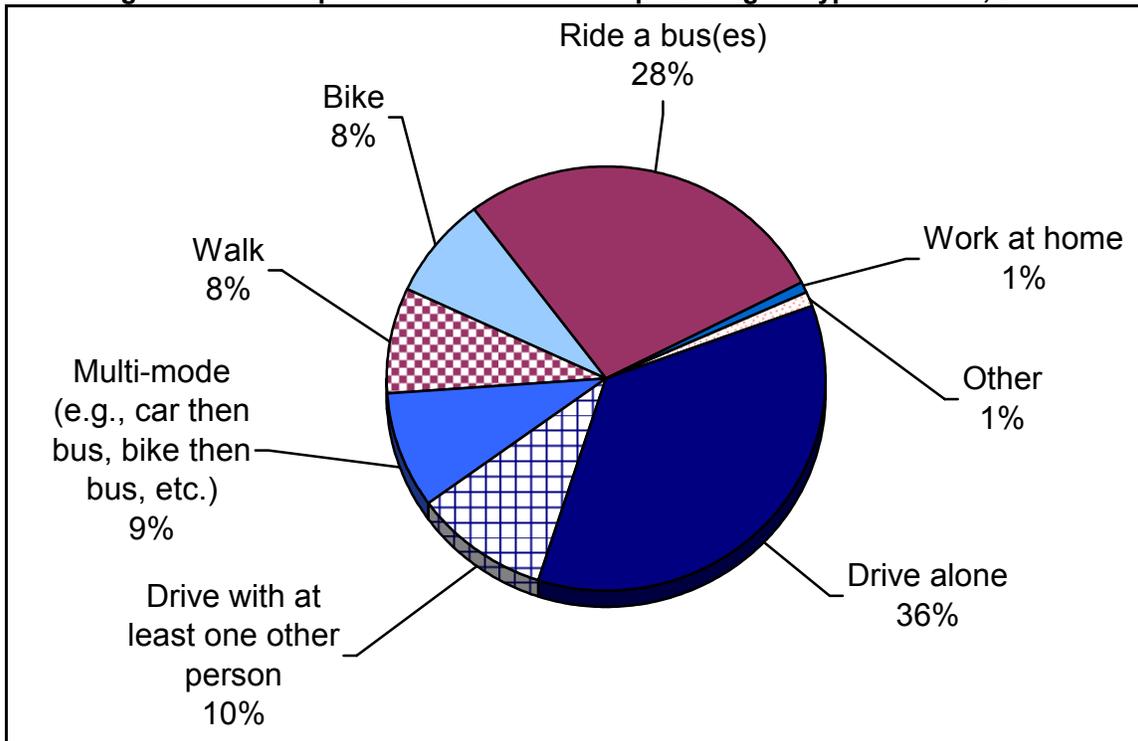
# Report of Results

## Modal Split of the Work Commute

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

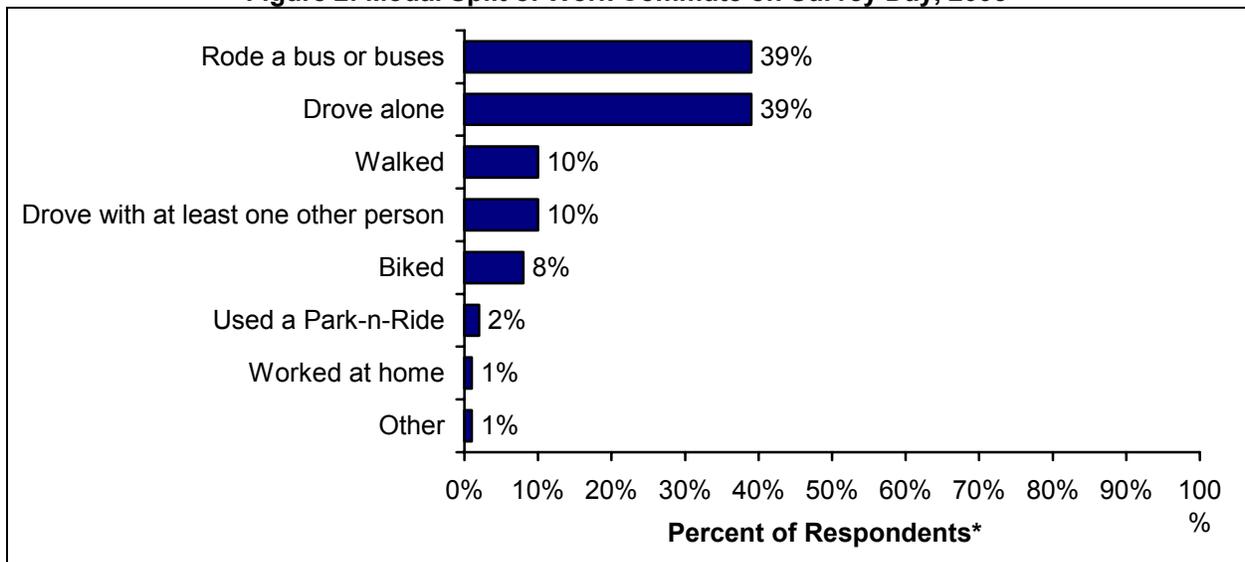
One question asked how many days various modes of transportation were used for the commute to work during a typical week. Driving alone was the most common form of transportation used during a typical week, used for 36% of trips. Riding a bus was next, used for 28% of trips. Multi-mode trips, which often included a bus, accounted for 9% of work commute trips in a typical week. Walking and biking were each used for about 8% of trips. Carpooling was used for 10% of trips, and about 1% of work commute trips were made by other modes, or by telecommuting from home.

**Figure 1: Modal Split of Work Commute Trips During a “Typical” Week, 2005**



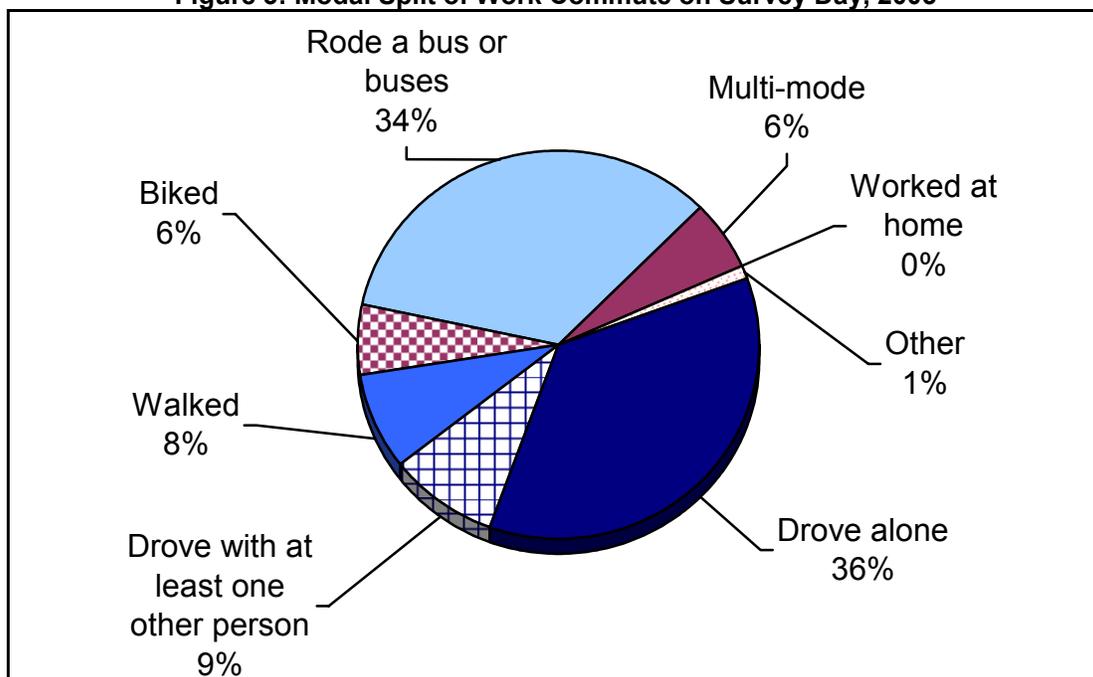
Because it may be easy for respondents to over-estimate their use of travel modes other than driving alone, as there are many messages and influences in Boulder to encourage the use of alternative modes of transportation, the survey asked respondents how they got to work on the day they completed the questionnaire. The modal split estimate using this method was quite similar to that found by asking about the typical week, although bus reported transit use was actually a bit higher for a typical week. As shown in Figure 2, when respondents could check all modes used for their commute, as many rode a bus for at least part of their commute as who drove alone. When all respondents who indicated more than one mode were assigned to the category of “multi-mode,” as in Figure 3, the results are quite similar as that seen for the typical week.

**Figure 2: Modal Split of Work Commute on Survey Day, 2005**



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

**Figure 3: Modal Split of Work Commute on Survey Day, 2005**



Questions about the work commute have been asked of downtown employees since the first survey was implemented in 1993. However, the 1993 survey did not include a question that asked about the work commute on the day of the survey. Figure 4 shows the change, or “shift,” over time in transportation mode choices for the work commute of downtown employees. Since the baseline established in 1995, drive alone trips have decreased 20%, from 56% to 36%, while transit trips have increased, from 15% in 1995 to 34% in 2005. Gasoline prices were at record highs during the time of the survey (fall 2005), and this likely impacted employees’ choice for the mode, with some employees not finding it cost-effective to drive.

Figure 4: Modal Shift of Work Commute

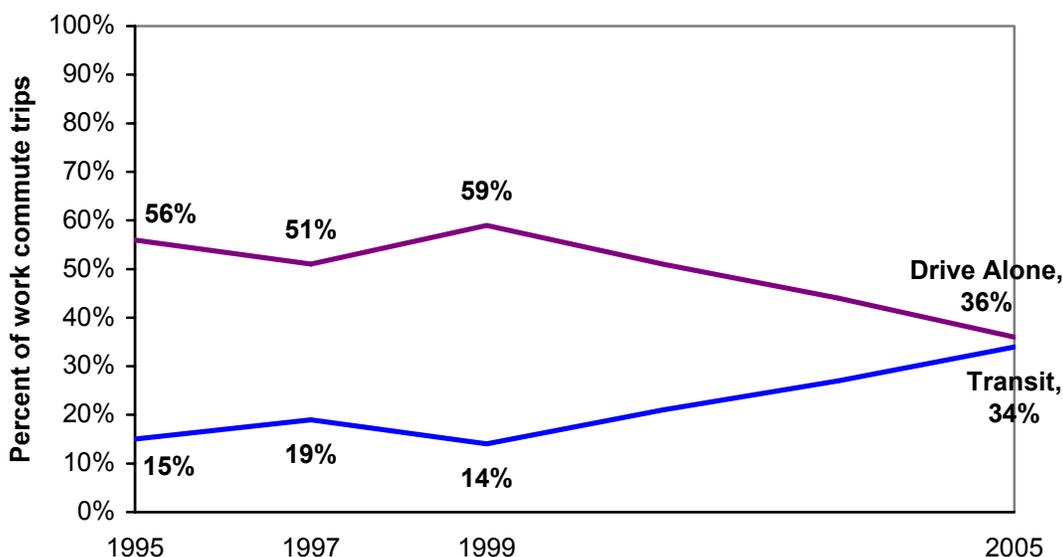


Table 1: Travel Mode Used for Work Commute on Survey Day, 1995 to 2005

What was your primary mode of transportation to work today?	Survey Year				Modal Shift, 1995-2005
	2005	1999	1997	1995	
Drove alone	36%	59%	51%	56%	-20%
Drove with at least one other person	9%	8%	7%	7%	+2%
Walked	8%	8%	10%	10%	-2%
Biked	6%	8%	11%	11%	-5%
Rode a bus or buses	34%	14%	19%	15%	+19%
Multi-mode	6%	1%	2%	N/A	**+4%
Worked at home	0%				---
Other*	1%	2%	1%	1%	---
Total	100%	100%	100%	100%	

\*In years 1995-1999, the “Other” category included “Work at home.”

\*\* 1997 to 2005.

## Characteristics of the Work Commute

In addition to answering questions about the mode(s) of transportation used for the work commute, downtown employees participating in the survey also reported on other characteristics of their work commute. The average distance of a downtown employee’s work commute is 7.9 miles, while the average duration is 25 minutes. 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.

**Table 2: Average Distance of the Work Commute by Travel Mode Used for Work Commute on Survey Day**

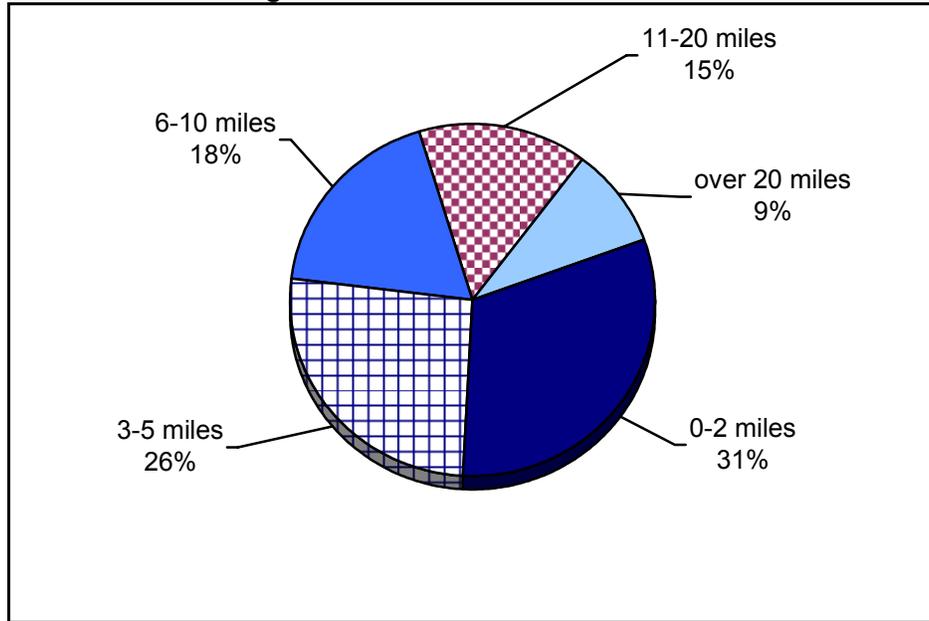
<b>Primary Mode of Transportation</b>	<b>About how far is your home from work? (Average Number of Miles)</b>
Drove alone	10.9 miles
Drove with at least one other person	6.6 miles
Walked	0.9 miles
Biked	1.8 miles
Rode a bus or buses	10.3 miles
Multi-mode	3.9 miles
Other	3.5 miles
<b>OVERALL</b>	<b>7.9 miles</b>

**Table 3: Duration of the Work Commute by Travel Mode Used for Work Commute on Survey Day**

<b>Travel Mode Used for Work Commute on Survey Day</b>	<b>About how many minutes did it take? (Average)</b>
Drove alone	22 minutes
Drove with at least one other person	27 minutes
Walked	11 minutes
Biked	15 minutes
Rode a bus or buses	32 minutes
Multi-mode	29 minutes
Other	8 minutes
<b>OVERALL</b>	<b>25 minutes</b>

About a third of all downtown employees surveyed reported living within two miles of work, and another quarter lived within 5 miles. Nearly one in four lived over 10 miles from work (see Figure 5). As would be expected, those who lived closer to work were more likely to walk or use a bike for their work commute; no respondents who lived more than 2 miles from their place of employment walked to work the day they completed the questionnaire, and no respondents who lived more than 5 miles from their place of employment biked to work (see Table 4).

**Figure 5: Distance of Work Commute**



**Table 4: Travel Mode Used for Work Commute on Survey Day by Distance of Work Commute**

Travel Mode Used for Work Commute on Survey Day	Distance of Work Commute				
	0-2 miles	3-5 miles	6-10 miles	11-20 miles	over 20 miles
Drove alone	16%	24%	38%	49%	47%
Drove with at least one other person	0%	23%	3%	10%	3%
Walked	39%	0%	0%	0%	0%
Biked	22%	8%	0%	0%	0%
Rode a bus or buses	14%	39%	52%	41%	50%
Multi-mode	8%	1%	7%	0%	0%
Worked at home	0%	0%	0%	0%	0%
Other	0%	5%	0%	0%	0%
Total	100%	100%	100%	100%	100%

When asked where they lived, just over half of respondents said they lived in Boulder. This is a decrease from past survey years, when the proportion of downtown employees who resided in Boulder was close to 60% or more (see Table 5). Longmont was the next most frequently mentioned city, with 10% of respondents indicating it as their home. As would be expected, those who lived in Boulder were more likely to use alternative modes of transportation, although those living outside Boulder were more likely to use transit than those residing in Boulder (see Table 6).

**Table 5: Location of Respondent Home**

Where do you live?	2005	1999	1997	1995	1993
Boulder	55%	65%	59%	67%	67%
Denver/Suburbs	7%	7%	13%	7%	7%
Louisville/Superior	4%	5%	6%	6%	4%
Broomfield/Westminster/Arvada	8%	5%	6%	4%	4%
Lafayette	4%	4%	6%	4%	4%
Longmont	10%	6%	5%	4%	8%
Mountain towns/other	8%	5%	4%	7%	6%
Lyons and north	1%	2%	2%	2%	N/A
Erie	2%	1%	N/A	N/A	N/A
Total	100%	100%	100%	100%	100%

*\*Surveys prior to 2005 included Gunbarrel and Niwot with Boulder and Rock Creek with Louisville/Superior*

**Table 6: Work Commute by City of Residence**

How did you get to work today?	2005		1999		1997		1995	
	Boulder	Other locations						
Drove alone	30%	44%	50%	73%	41%	64%	45%	73%
Drove with at least one other person	10%	7%	7%	10%	5%	9%	7%	7%
Walked	15%	0%	12%	<1%	1%	3%	N/A	N/A
Biked	11%	1%	14%	<1%	19%	0%	17%	1%
Rode a bus or buses	29%	41%	14%	14%	16%	22%	12%	18%
Multi-mode	4%	8%	1%	<1%	1%	3%	N/A	N/A
Worked at home	0%	0%	N/A	N/A	N/A	N/A	N/A	N/A
Other*	1%	0%	2%	1%	1%	1%	2%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%

*\*In years 1995-1999, the "Other" category included "Work at home."*

The 7:00 am and 8:00 am hours were the most popular work arrival times reported by downtown employees participating in the study, with about 50% of respondents indicating that was when they arrived at work. About 6% arrived before 7:00 am, and nearly 30% arrived during the 9:00 am or 10:00 am hours. Only 14% worked shifts for which they arrived at work at 11:00 am or later (see Figure 6 and Table 7). Employee departure times are even more sharply peaked; 38% said they leave during the 5:00 pm hour, with only 14% leaving during the 4:00 pm hour and another 15% leaving during the 6:00 pm hour (see Figure 7 and Table 7).

Figure 6: Employees' Arrival Time at Work

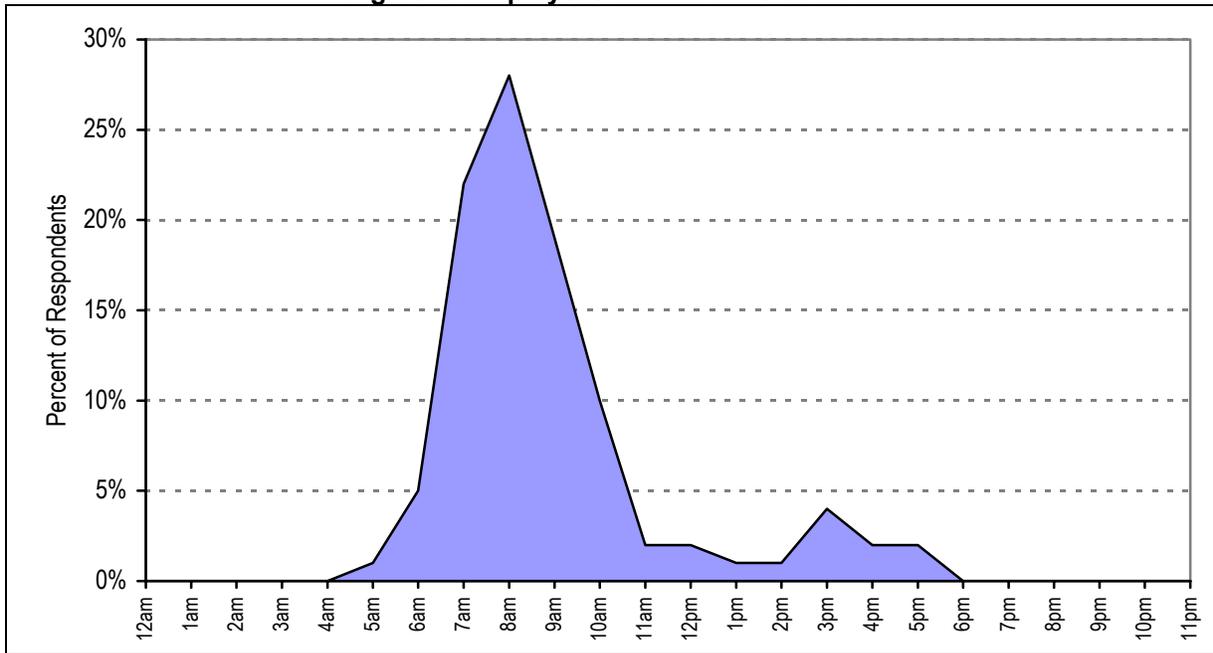
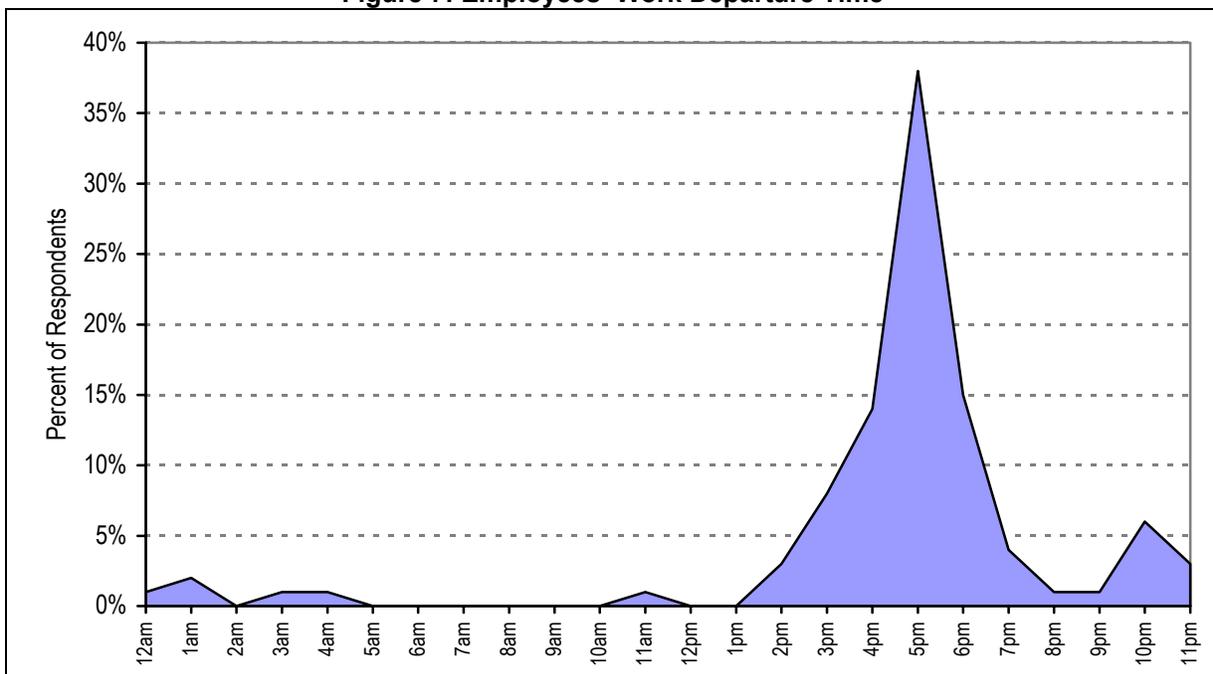


Figure 7: Employees' Work Departure Time



**Table 7: Work Arrival and Departure Times**

Hour of the Day*	Arrival Time	Departure Time
	Percent of Respondents	
0	<1%	1%
1	0%	2%
2	0%	<1%
3	0%	1%
4	0%	1%
5	1%	0%
6	5%	<1%
7	22%	<1%
8	28%	0%
9	19%	<1%
10	10%	0%
11	2%	<1%
12	2%	0%
13	1%	<1%
14	1%	3%
15	4%	8%
16	2%	14%
17	2%	38%
18	<1%	15%
19	<1%	4%
20	0%	1%
21	<1%	1%
22	0%	6%
23	0%	3%
<b>Total</b>	<b>100%</b>	<b>100%</b>

\* Times are reported in military time at the hour increment

The proportion of downtown employees who report that a motor vehicle is usually available to them for the work commute has been declining since 1993, from about 9 in 10 respondents who said they had access to an automobile for the work commute at that time, to just under 8 in 10 respondents in 2005.

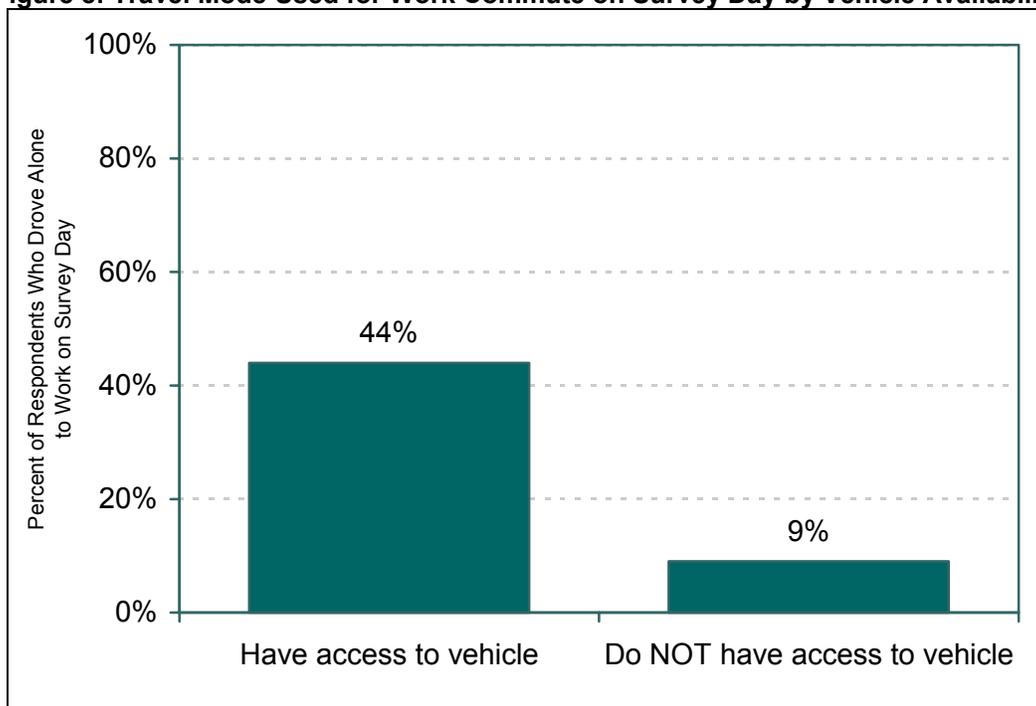
**Table 8: Vehicle Availability for the Work Commute**

Is a car or other motor vehicle usually available to you for commuting to work?	2005	1999	1997	1995	1993
Yes	78%	85%	85%	85%	91%
No or sometimes*	22%	14%	15%	15%	9%
Total	100%	100%	100%	100%	100%

\* "Sometimes" was not an option in the 2005 survey.

Obviously, access to a motor vehicle is a strong predictor of commuting in a single-occupancy vehicle; among downtown employees, 44% of those with access to a motor vehicle drove alone to work on the day they completed the survey, while 9% of those without access were still able to do so.

**Figure 8: Travel Mode Used for Work Commute on Survey Day by Vehicle Availability**



Most (92%) of the vehicles that were privately operated for the work commute were occupied by only the driver. The average vehicle occupancy was 1.12 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.6 persons per vehicle.

**Table 9: Vehicle Occupancy**

<b>Number of People in Automobiles for the Work Commute</b>	<b>2005</b>	<b>1999</b>	<b>1997</b>	<b>1995</b>
<b>All Vehicles</b>				
One (self)	92%			
Two (self plus one)	3%			
Three (self plus two)	4%			
Total	100%			
Average Vehicle Occupancy, All Vehicles	1.12			
<b>Multiple Occupancy Vehicles</b>				
One (in addition to self)	58%	60%	63%	56%
Two or more (in addition to self)	42%	40%	37%	44%
Total	100%	100%	100%	100%
Average Vehicle Occupancy, Multiple-Occupancy Vehicles	2.6	2.5	2.5	3.2

About 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 2.09.

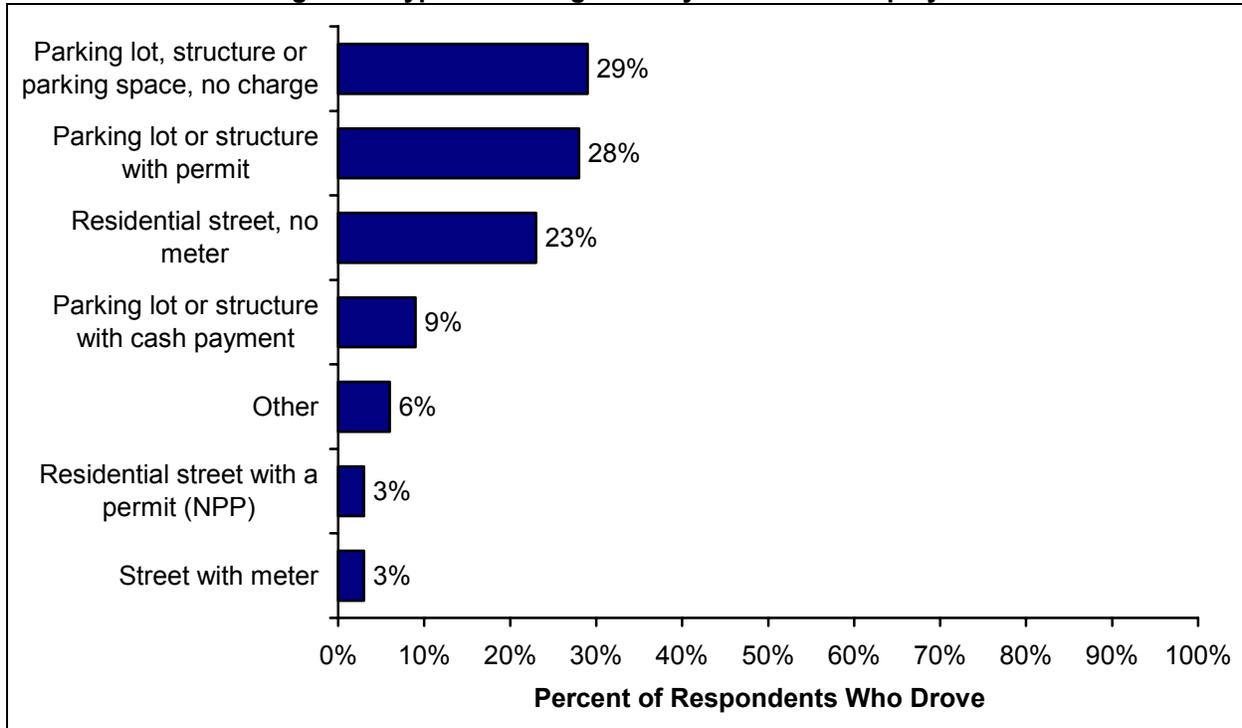
**Table 10: Stops on the Way Home from Work**

<b>Yesterday, or on the last day you worked, how many stops did you make on your way home?</b>	<b>Percent of Respondents</b>	
Number of stops on the way home from work	0 (straight home from work)	49%
	1 stop	28%
	2 stops	11%
	3 stops	5%
	4 stops	3%
	5 + stops	4%
	Total	100%
Average Number of Stops Made by All Respondents	1.12 stops	
Average Number of Stops Made by Those Making Any Stops	2.09 stops	

## Employee Parking

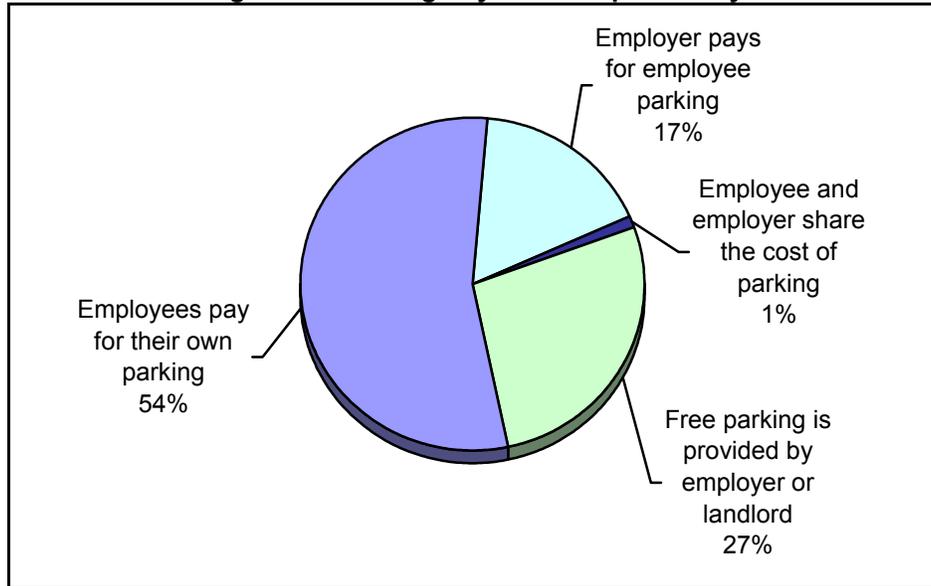
All employees completing the Downtown Employee Transportation Survey were asked where they park their car when they drive to work. Of those who drive at least sometimes to work, nearly 30% said they park without paying a charge, while another 30% said they park in a lot or structure with a permit. Nearly one in four parked on a residential street where there was no meter. About one in 10 paid cash in a parking lot or parking structure. About 3% park on a residential street with a permit, and 3% park at a street meter.

Figure 9: Type of Parking Used by Downtown Employees



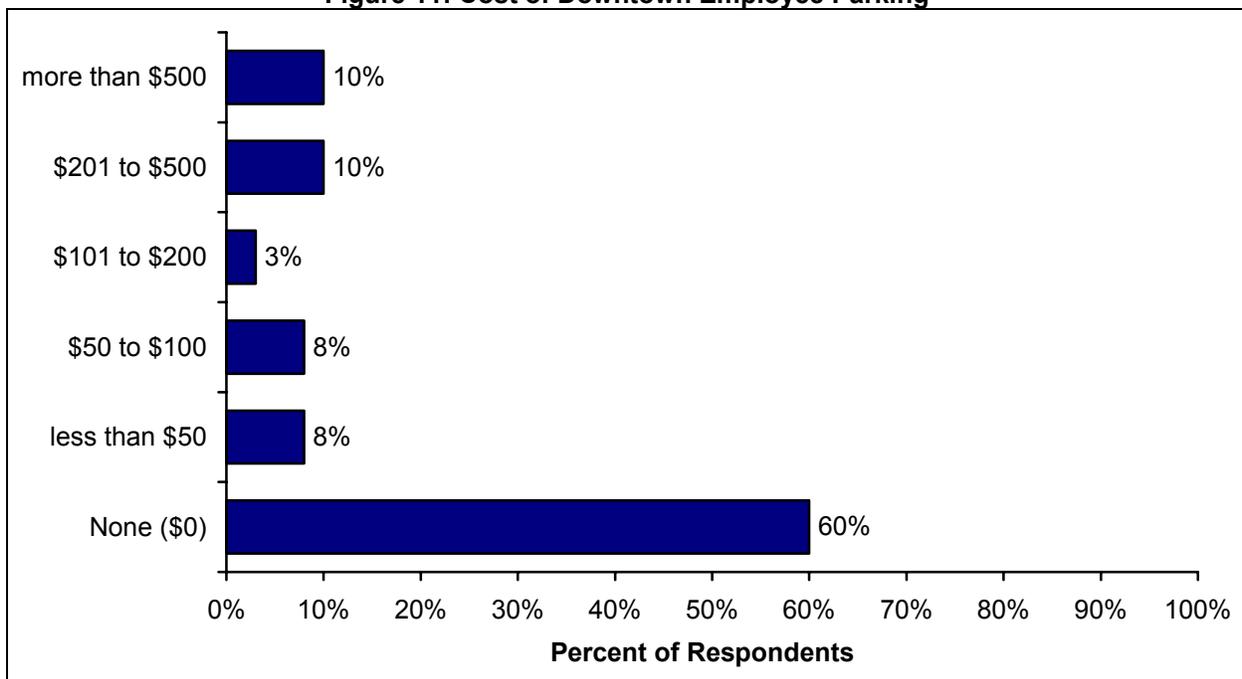
For most downtown employees completing the survey (54%), employees at their worksite are responsible for paying for their own parking. In a handful of cases, the employee and employer share the costs, while free parking is provided for 27% of employees either by their employer or landlord, and 17% of those participating in the survey said their employer pays for employee parking.

Figure 10: Parking Payment Responsibility



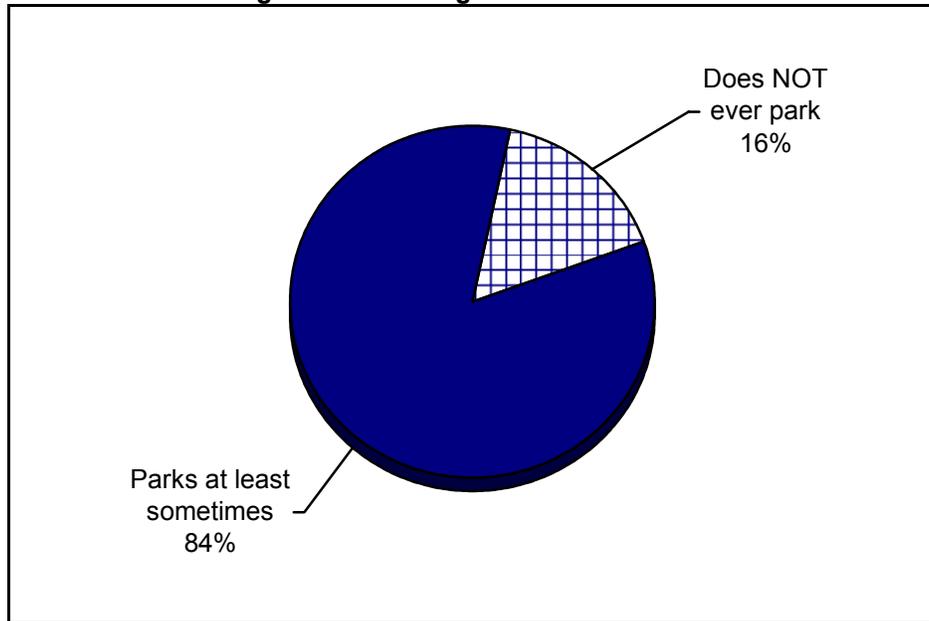
Most employees completing the questionnaire (60%) reported paying nothing for employee parking. About 3 in 20 respondents reported paying \$100 or less annually for parking. About 2 in 10 respondents pay \$200 or more per year for employee parking.

Figure 11: Cost of Downtown Employee Parking



The majority of all respondents reported that they do park at least occasionally as a part of their work commute. All respondents that reported they did not usually park also reported that they were responsible for paying for parking.

**Figure 12 : Parking for Work Commute**



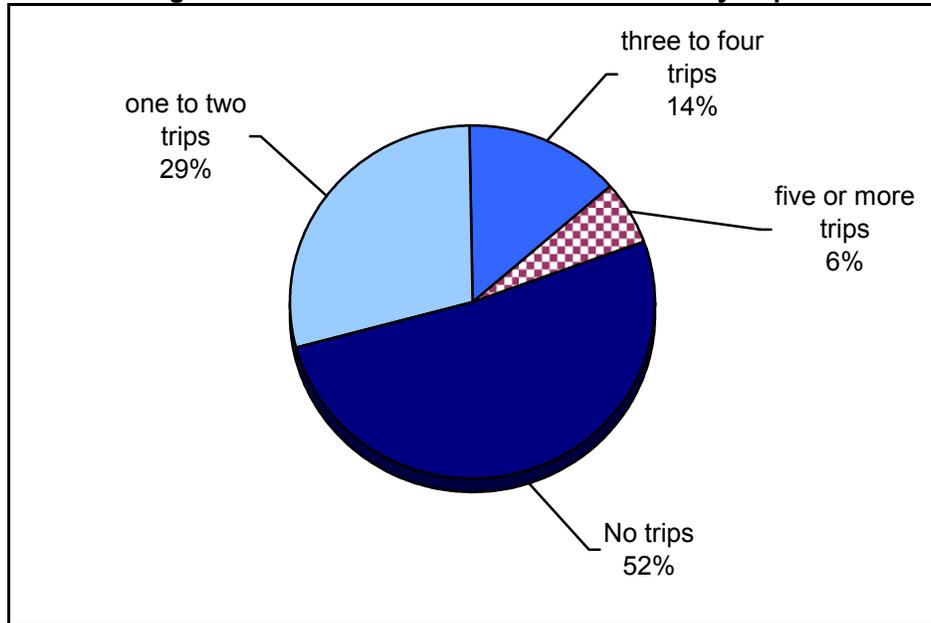
**Table 11: Who Parks by Responsibility to Pay for Parking**

Generally, who pays for employee parking at your organization?	Percent of Respondents	
	Parks	Does not Park
Free parking is provided by employer or landlord	28%	0%
Employees pay for their own parking	53%	100%
Employer pays for employee parking (e.g., reimbursement or permit)	17%	0%
Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	2%	0%
Total	100%	100%

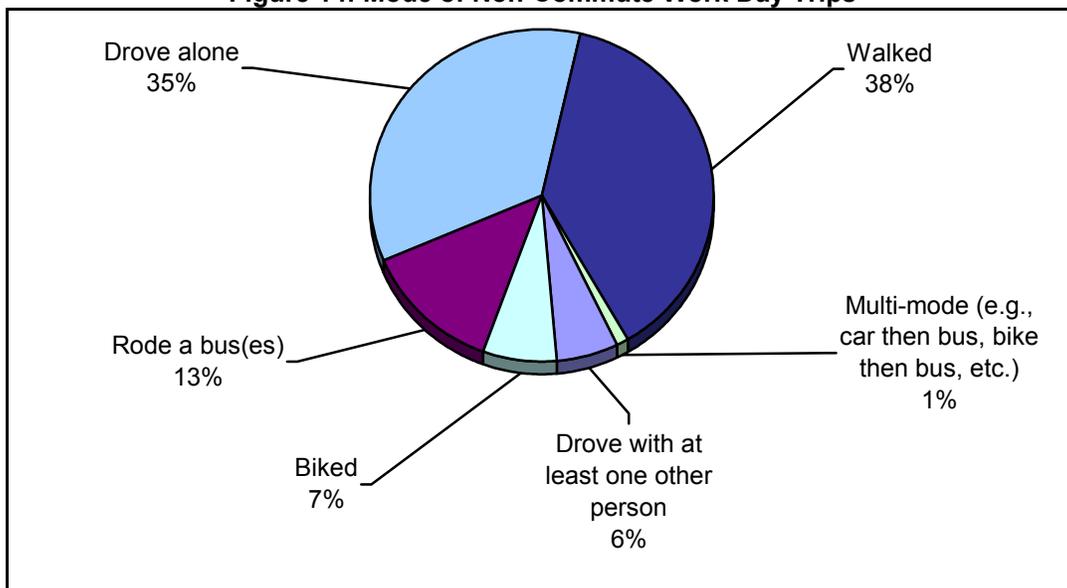
## Other Trips Made During the Work Day

Those completing the questionnaire were asked how many one-way trips they made during the previous workday, not including the work commute. Just over half (52%, 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 2.85. Across all workers, the average number of workday trips was 1.49. Most of the workday trips were either made by walking (38%) or driving alone (35%, see Figure 14).

**Figure 13: Number of Non-Commute Work Day Trips**

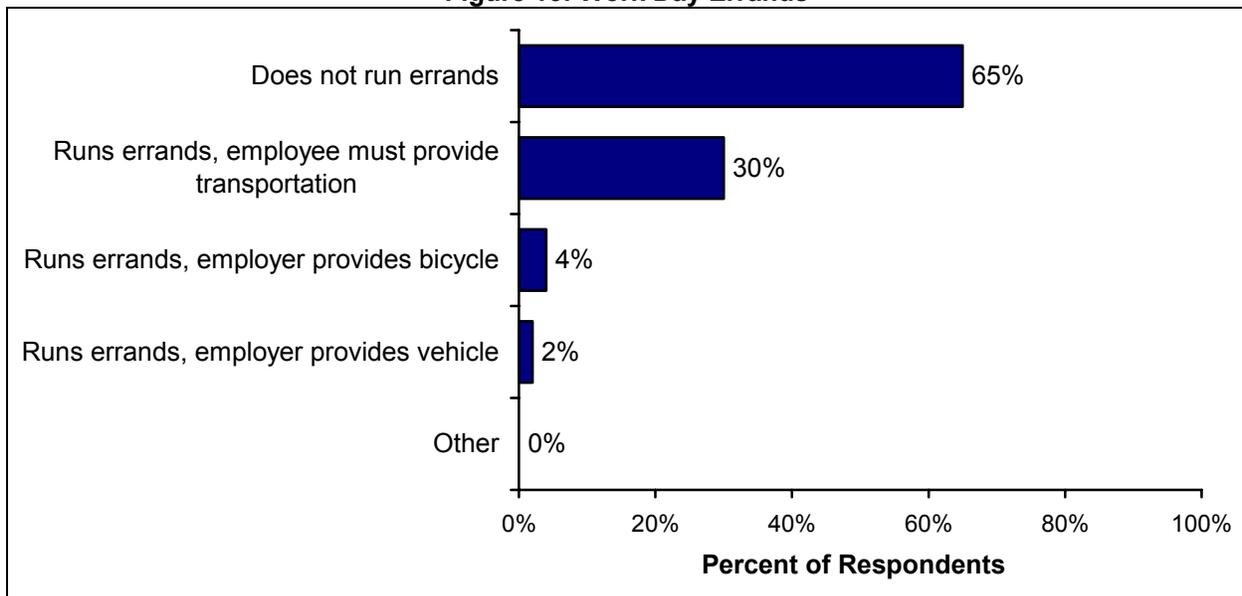


**Figure 14: Mode of Non-Commute Work Day Trips**

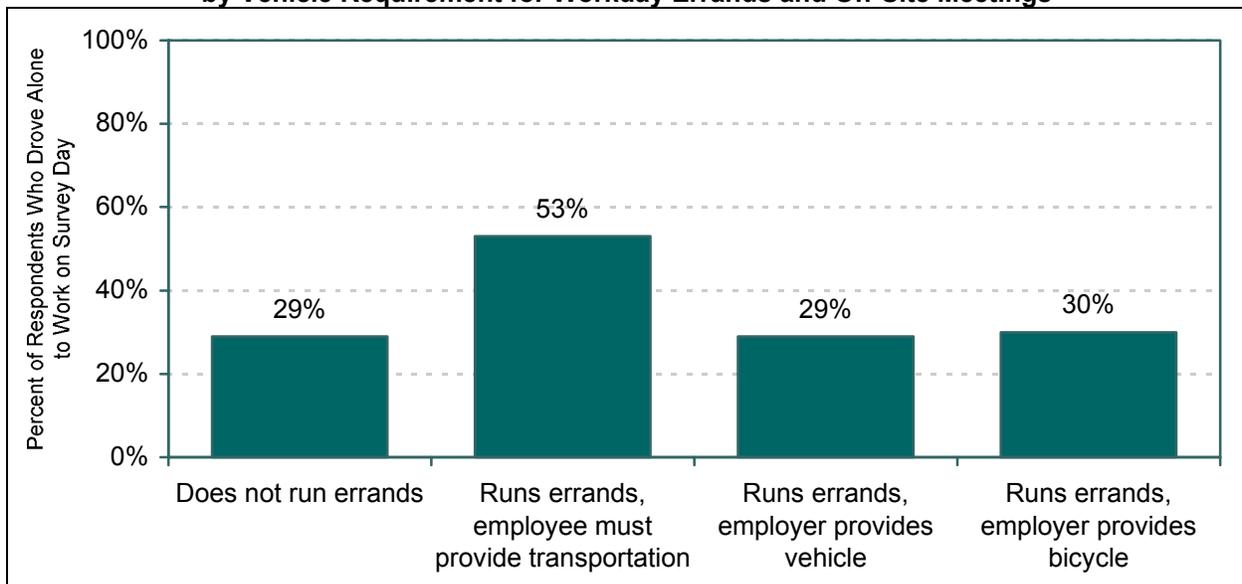


Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site. Nearly two-thirds of respondents (65%, see Figure 15) reported their job did not require them to go off-site. Those who reported they do have to go off-site were asked whether 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. In fact, as seen in Figure 16, 53% of those who must go off-site and provide their own means of transportation drove alone to work on the day they completed the survey.

**Figure 15: Work Day Errands**



**Figure 16: Travel Mode Used for Work Commute on Survey Day by Vehicle Requirement for Workday Errands and Off-Site Meetings**



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 Table 12).

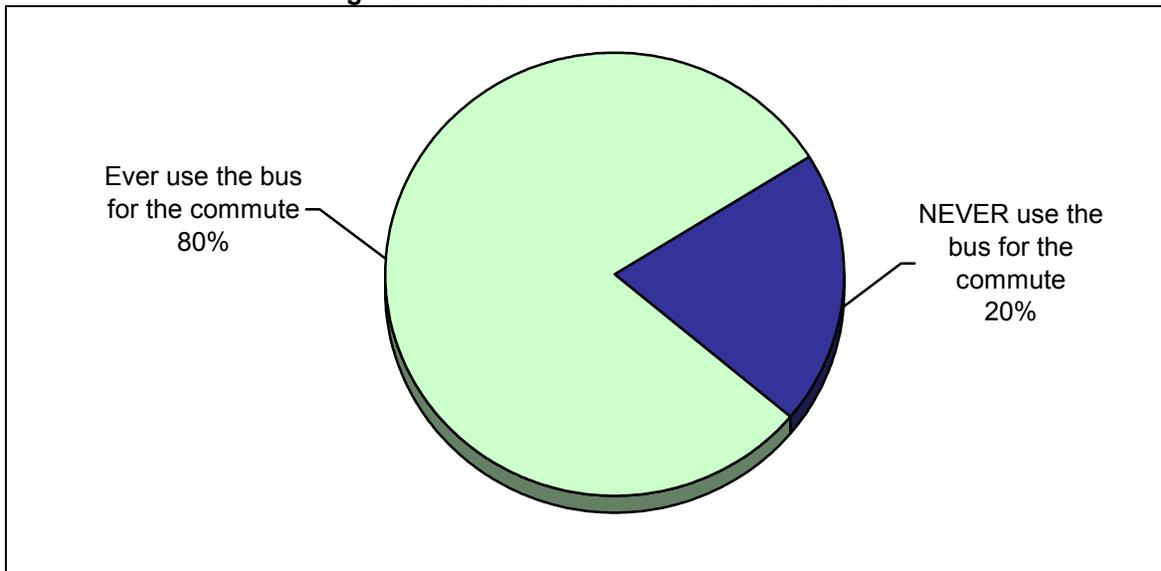
**Table 12: Frequency of Off-Site Requirements**

<b>About how often are you required to do so?</b>	<b>Percent of Respondents Who Must Go Off-Site for Errands or Meetings</b>
Daily	12%
Several times a week	25%
About once a week	26%
About once every two weeks	15%
About once a month	11%
Less than once a month	9%
Other	2%
Total	100%

## Transit Use

Most employees claim to at least occasionally use a bus for their work commute; only 2 in 10 claim to never use the bus for the work commute (see Figure 17). Those who do not use the bus were asked why they did not. The most frequent reasons given were the need for a vehicle to run errands during the workday, the need to transport children, the time added to the commute to use the bus, and a lack of bus service (see Table 13).

**Figure 17: Use of Transit for the Commute**



**Table 13: Reasons for Not Riding the Bus**

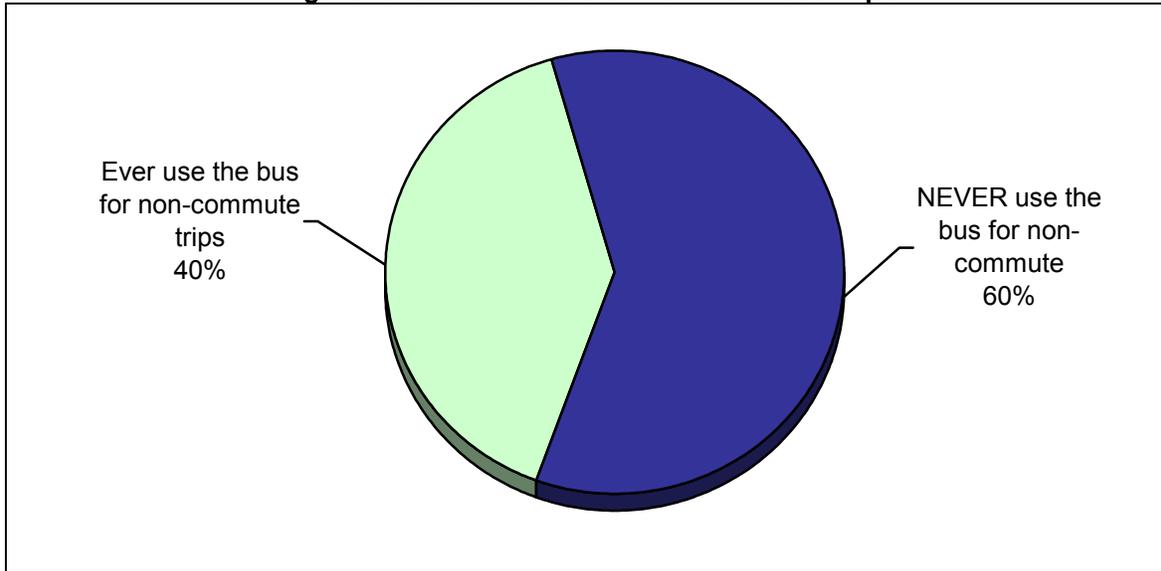
If no, why don't you ride the bus to and from work?	Percent of Respondents*
I need my vehicle for errands during the workday	25%
The bus takes too much time	23%
There is no bus service to my home	15%
I need my vehicle before and/or after the workday to transport children or do errands	14%
My employer doesn't offer an Eco-Pass	2%
There is no bus service to my employer's location	1%
Other	43%

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

**Use of Transit for Pleasure or Personal Business Trips**

About 2 in 5 respondents reported that, during a typical week, they use the bus for at least one non-commute trip (see Figure 18). The average number of trips per respondent made during a typical week for non-commute trips was 1.73 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 4.38.

**Figure 18: Use of Transit for Non-Commute Trips**



**Use of skyRide**

The majority of those surveyed (81%) reported going to DIA at least once in the past year. The average number of trips per respondent to DIA made via the skyRide was 3.01 trips per year.

**Table 14: Use of skyRide for Trips to Denver International Airport**

Percent of Respondents Going to DIA at Least Once in Past Year	81%
Average Number of Trips to DIA for ALL Respondents	6.26
Average Number of Trips to DIA for Respondents Who Went at Least Once	7.49
Average Number of Trips to DIA made via skyRide (All Respondents)	3.01

**Employees' ECO-Pass Status**

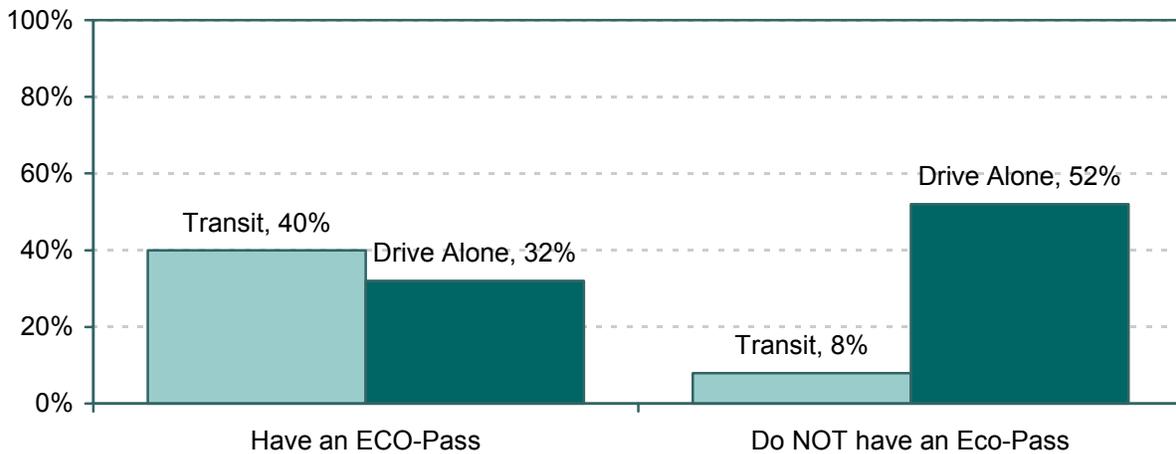
A large majority, over 8 in 10, of those completing the survey said they have an ECO-Pass of some kind. Most identified their pass as a downtown ECO-Pass, although 35% said they had obtained one through their employer. Presumably, for most downtown employees, this means they received a downtown pass because they are within the CAGID boundaries.

**Table 15: ECO-Pass Status**

<b>Do you have an ECO-Pass?</b>	<b>Percent of Respondents</b>
Yes, a CU student Buff OneCard	5%
Yes, a CU faculty/staff Buff OneCard	0%
Yes, a downtown Eco-Pass	42%
Yes, through my employer	35%
Yes, through my neighborhood	0%
No	18%
<b>Total</b>	<b>100%</b>

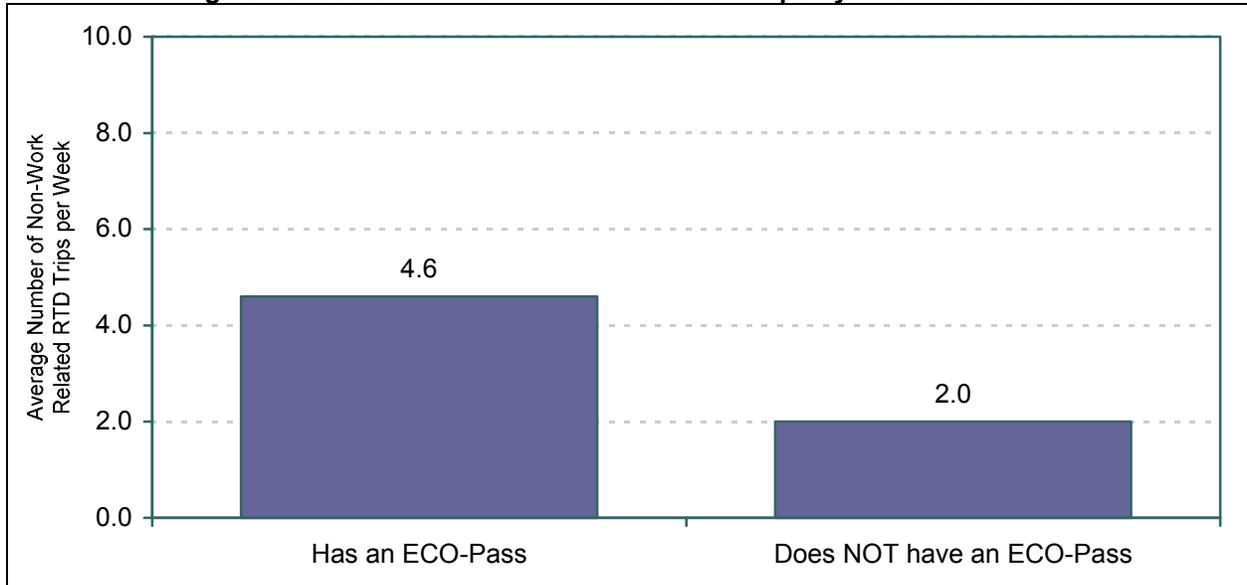
Those who held an ECO-Pass were much more likely to have used transit to get to work the day they completed the survey (40%) than those who did not hold an ECO-Pass (8%). Likewise, those without an ECO-Pass were more likely to have driven to work alone (52%) compared to those with an ECO-Pass (32%, see Figure 19).

**Figure 19: Travel Mode Used for Work Commute on Survey Day by ECO-Pass Status**



Of respondents who reported making non-work related RTD or Light Rail trips, those who had an ECO-Pass took an average of 4.6 non-work related trips per week and those without an ECO-Pass took an average of only 2.0 non-work related trips per week.

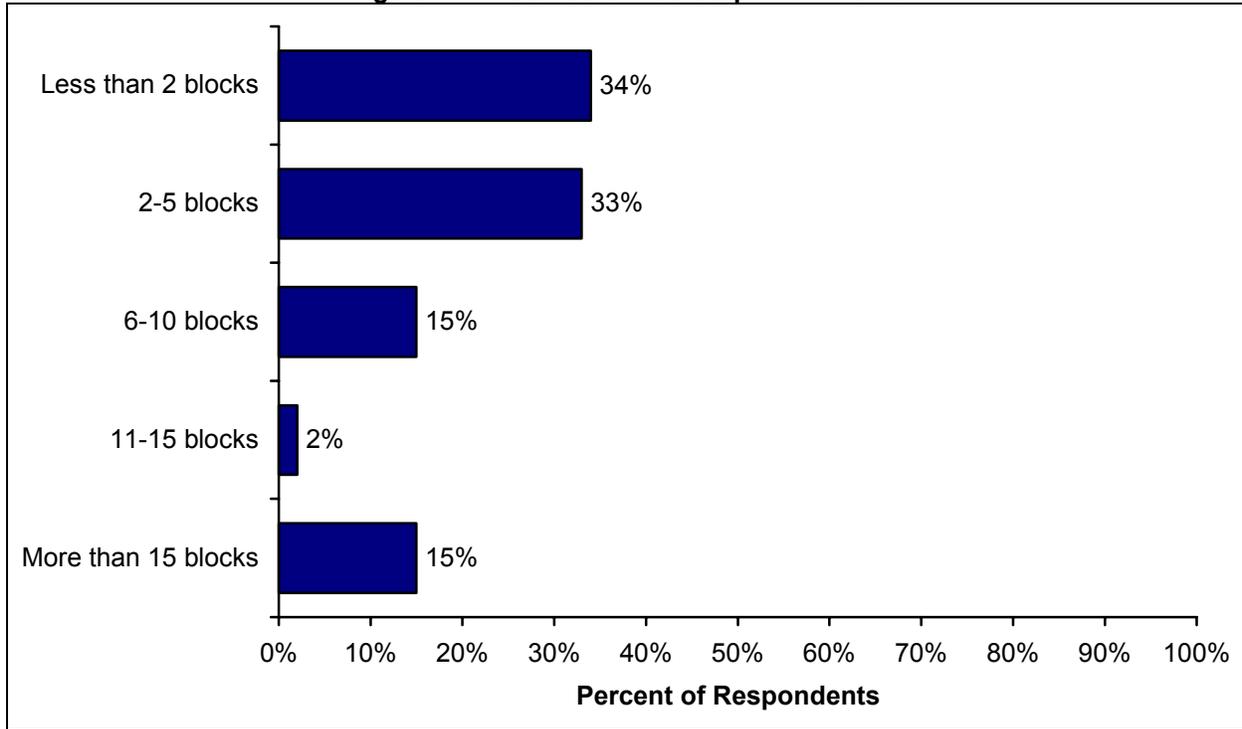
**Figure 20: Use of RTD for Non-Work Related Trips by ECO-Pass Status**



**Distance from Home to Bus Stop**

Almost a third 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 third had a bus stop within 5 blocks of home. Fifteen percent had a bus stop within 10 blocks, and for 17% the nearest bus stop at which they could catch a bus to work was more than 10 blocks away.

**Figure 21: Distance of Bus Stop From Home**



Curiously, distance from a bus stop was not significantly related to use of the bus for the work commute. In fact, those who lived further away from a bus stop they would use for work were somewhat more likely to have taken the bus; presumably they are driving to a Park-n-Ride to catch a bus to work.

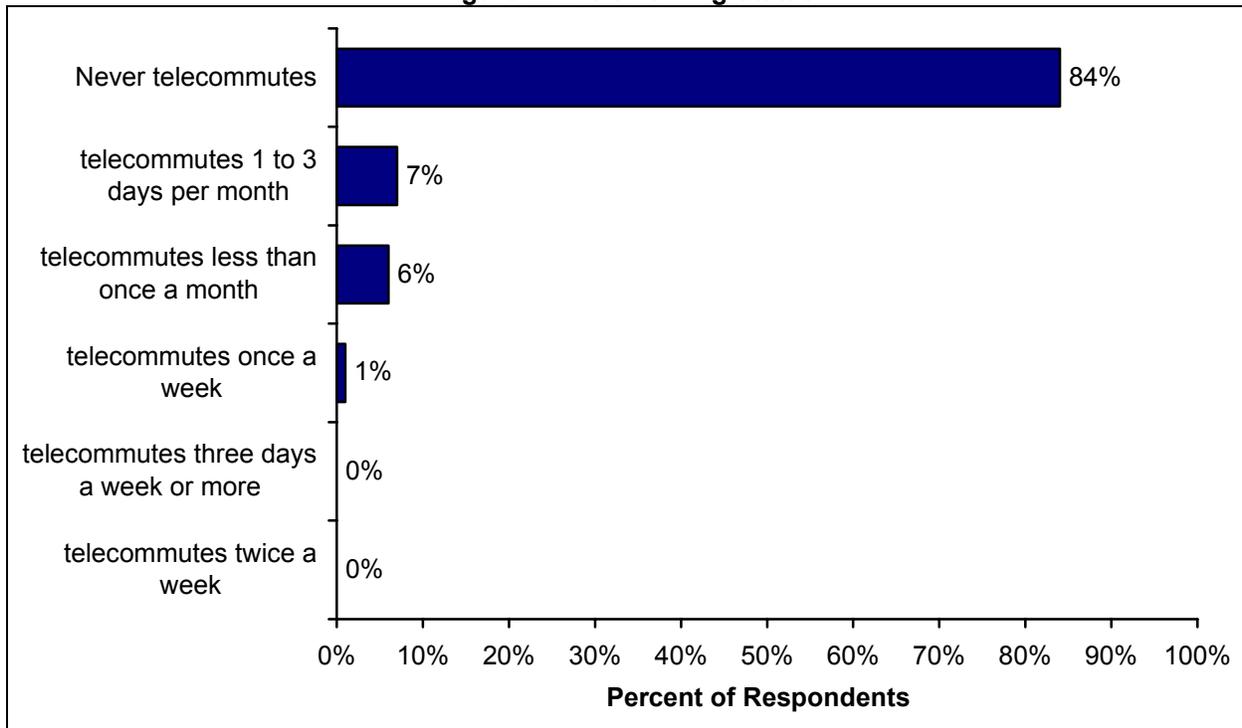
**Table 16: Distance from Bus Stop by Percent of Using Transit on the Survey Day**

How far from your home is the nearest bus stop that you would use to ride to work?	Percent Using Transit
Less than 2 blocks	34%
2-5 blocks	35%
6-10 blocks	35%
11-15 blocks	43%
More than 15 blocks	38%

## 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 (84%, see Figure 22). Of those who do telework, most do it only occasionally; only 1% of all those surveyed telework one day a week or more.

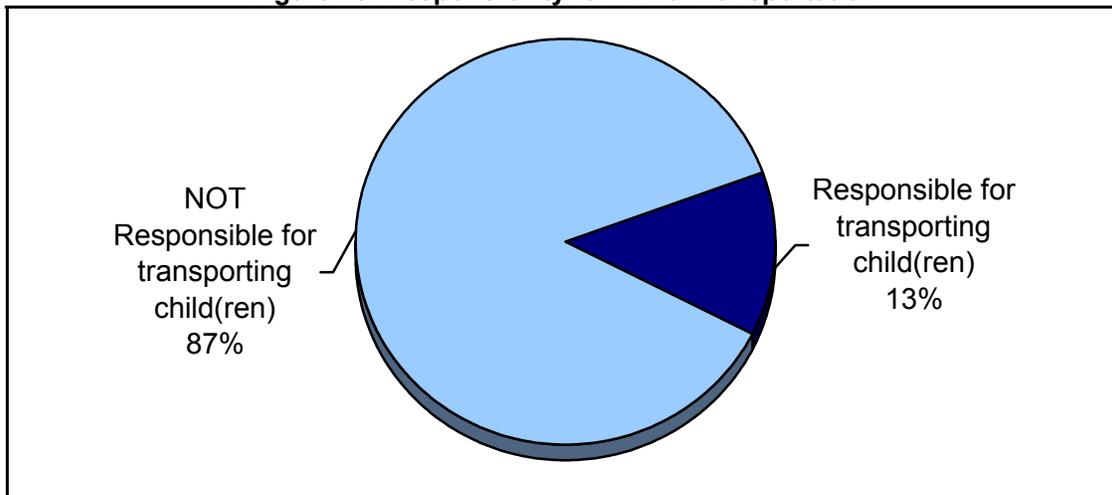
Figure 22: Teleworking Status



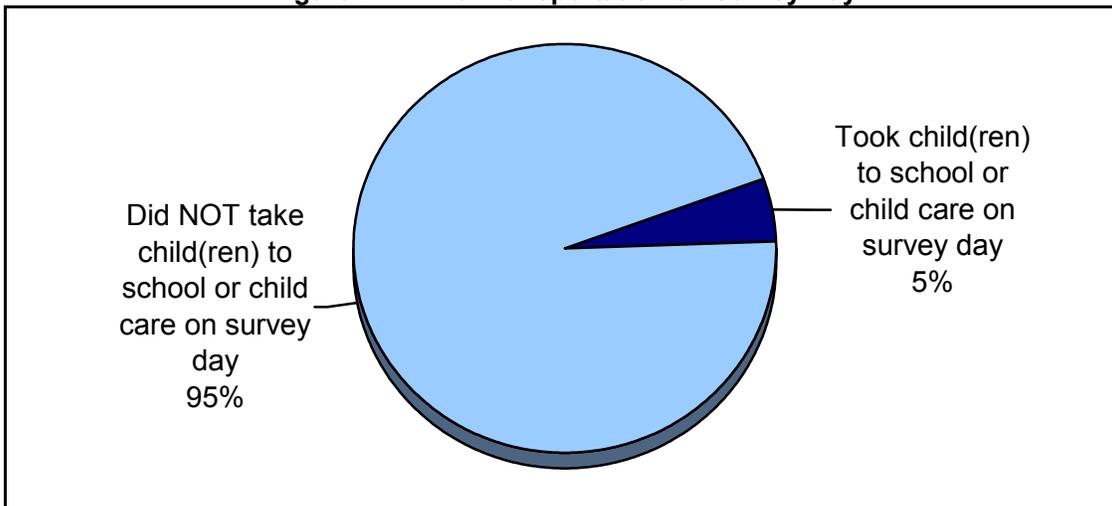
## Child Transportation Issues

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. Just over 1 in 10 (13%, see Figure 23) respondents said they were at least sometimes responsible for transporting children to and from school or child care. Five percent of those surveyed had taken one or more children to child care or school on the day they completed the questionnaire (see Figure 24). The proportion of downtown employees who have child transportation responsibilities has remained relatively stable over the years (see Table 17 on the next page).

**Figure 23: Responsibility for Child Transportation**



**Figure 24: Child Transportation on Survey Day**



**Table 17: Responsibility of Transporting Children to Child care**

Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?	2005	1999	1997	1995	1993
Yes	13%	12%	14%	10%	12%
No	87%	83%	81%	85%	84%
Sometimes*	N/A	5%	5%	5%	4%
Total	100%	100%	100%	100%	100%

\* Not an option in current survey.

Those who had taken children to school or child care on the day of the survey were more likely (69%) to have used a private vehicle for their work commute; 44% drove alone, and 25% drove with at least one other person, quite likely the child for whose transport they were responsible, while only 44% of those who did not have to take children to school or day care had used a private vehicle.

**Table 18: Travel Mode by Transporting Children**

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	44%	36%
Drove with at least one other person	25%	8%
Walked	0%	8%
Biked	0%	7%
Rode a bus or buses	25%	34%
Multi-mode	6%	6%
Worked at home	0%	0%
Drove alone	44%	36%

When asked directly about the impact of child transportation issues on their work commute, many (42%) felt that having to transport children did not affect their mode choice for the work commute. However, nearly half felt they might be likely to use modes other than driving if they did not have child transportation responsibilities.

**Table 19: Work Commute and Child Transportation**

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 the same choices for my work commute with or without children to transport	42%
I might be more likely to use modes other than driving if I did not have to transport my child(ren)	17%
I would definitely be more likely to use modes other than driving if I did not have to transport my child(ren)	35%
Other	6%
Total	100%

## Appendix A: Respondent Demographics

Some characteristics of the survey respondents are displayed in the charts on the following pages of this appendix; all respondent demographics are included in Appendix B: Complete Survey Responses.

Figure 25: Respondent Work Status

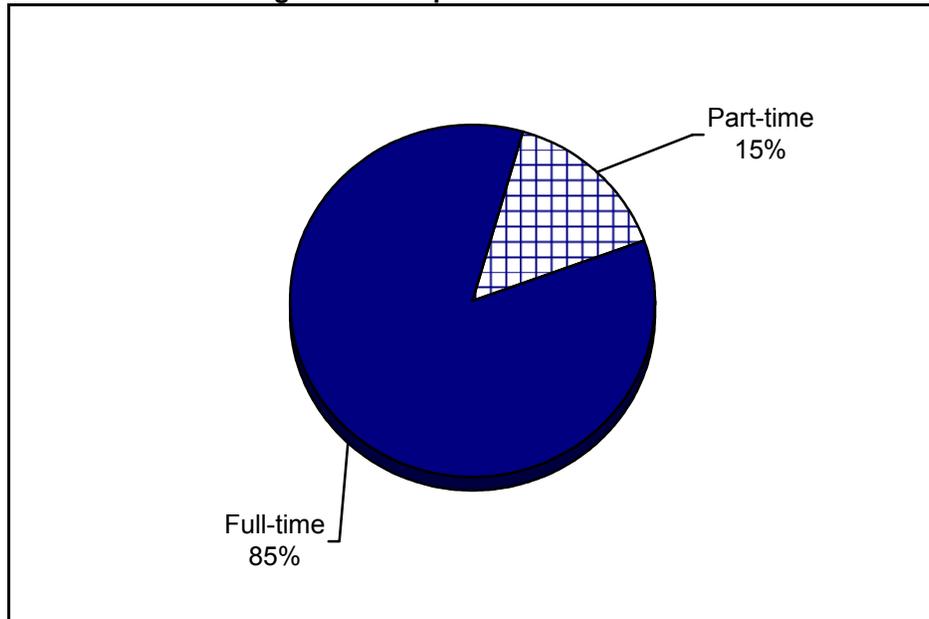


Figure 26: Respondent Job Category

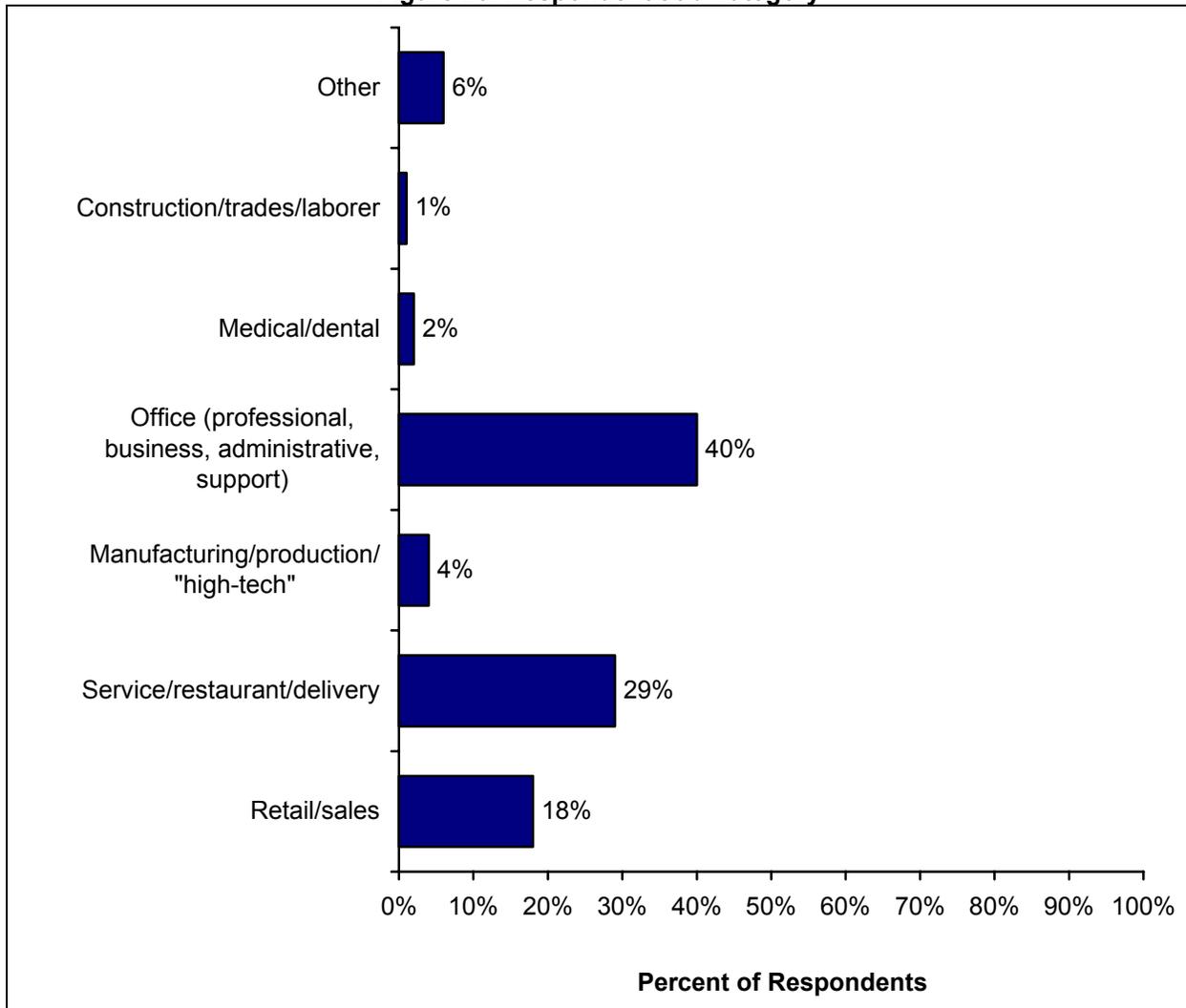


Figure 27: Hourly Wage

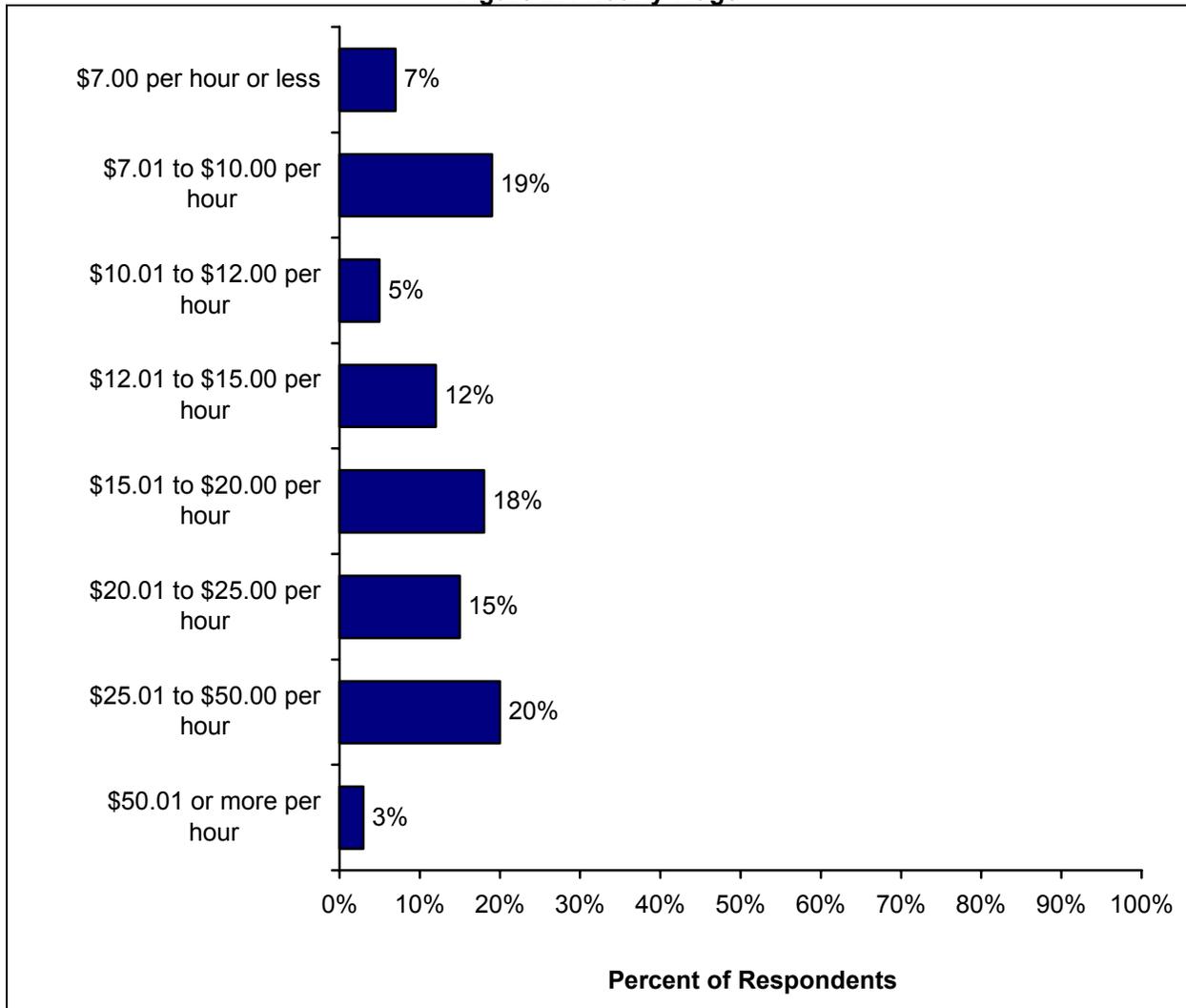


Figure 28: Age

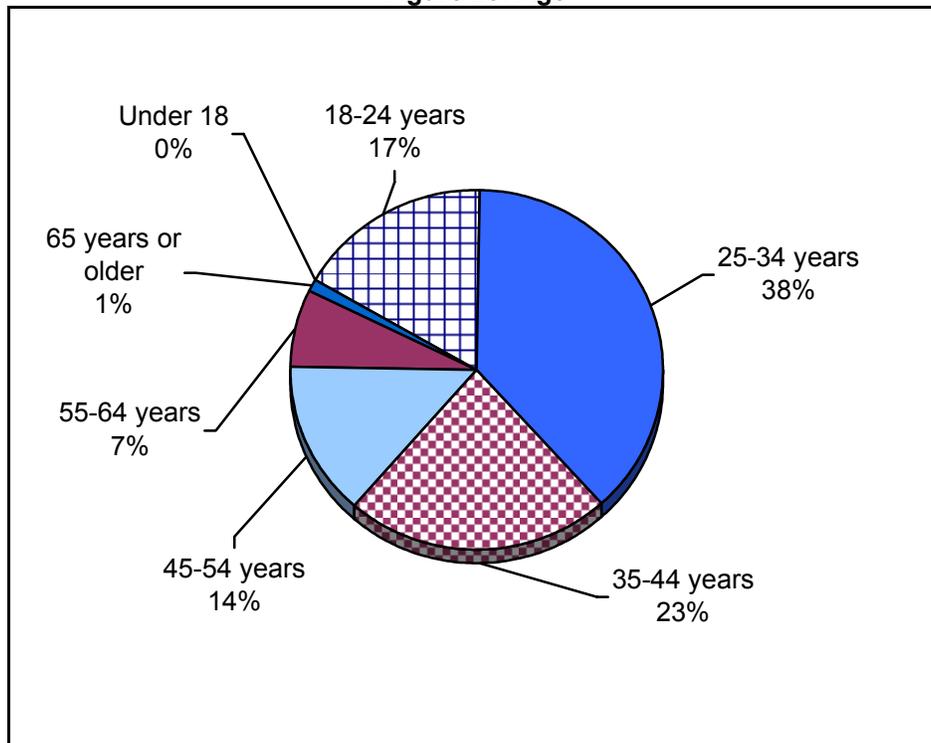
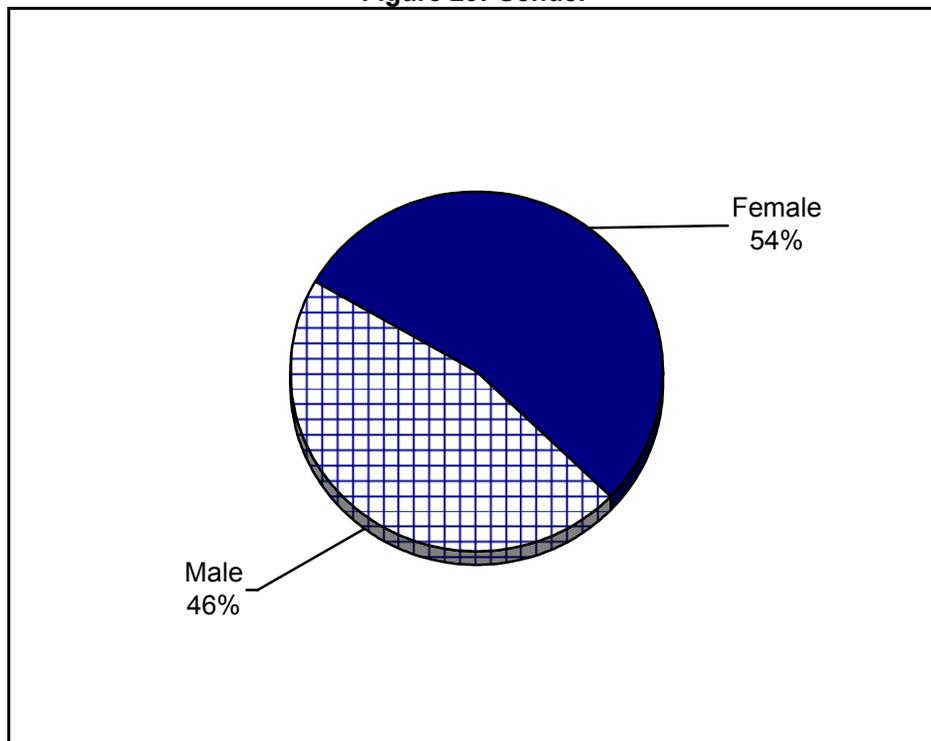


Figure 29: Gender



## Appendix B: Complete 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	39%
Drove with at least one other person	10%
Walked	10%
Biked	8%
Rode a bus or buses	39%
Used a Park-n-Ride	2%
Worked at home	1%
Other	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	36%
Drove with at least one other person	9%
Walked	8%
Biked	6%
Rode a bus or buses	34%
Multi-mode	6%
Worked at home	0%
Other	1%
Total	100%

Question 2	
About how far is your home from work?	Percent of Respondents
1 mile or less	14%
2-5 miles	43%
6-10 miles	18%
11-15 miles	9%
16-20 miles	6%
more than 20 miles	9%
Total	100%

<b>Question 3</b>	
<b>About what time did you leave home for work today?*</b>	<b>Percent of Respondents</b>
0.00 (midnight)	1%
3.00	0%
4.00	0%
5.00	3%
6.00	15%
7.00	27%
8.00	20%
9.00	14%
10.00	6%
11.00	2%
12.00 (noon)	1%
13.00	1%
14.00	2%
15.00	5%
16.00	2%
17.00	1%
19.00	0%
20.00	0%
Total	100%

*\*Times are reported in military time at the hour increment.*

<b>Question 4</b>	
<b>Did you come straight to work from home today?</b>	<b>Percent of Respondents</b>
Yes	85%
No	15%
Total	100%

<b>Question 4a</b>	
	<b>Average Number of Minutes*</b>
About how many minutes did it take?	25

*Of those who did not make stops on the way to work.*

<b>Question 4b</b>	
	<b>Average Number of Stops*</b>
How many stops did you make on your way to work?	1.41

*Of those who made stops on the way to work.*

<b>Question 5</b>	
<b>Yesterday, or on the last day you worked, how many stops did you make on your way home?</b>	<b>Percent of Respondents</b>
0	46%
1	29%
2	12%
3	5%
4	3%
5	1%
6	1%
7	1%
8	1%
9	0%
10	1%
15	0%
Total	100%

<b>Question 6</b>	
<b>About what time do you usually arrive at work?*</b>	<b>Percent of Respondents</b>
.00 (midnight)	0%
5.00	1%
6.00	5%
7.00	22%
8.00	28%
9.00	19%
10.00	10%
11.00	2%
12.00 (noon)	2%
13.00	1%
14.00	1%
15.00	4%
16.00	2%
17.00	2%
18.00	0%
19.00	0%
21.00	0%
Total	100%

*\*Times are reported in military time at the hour increment.*

<b>Question 7</b>	
<b>About what time do you usually leave work?*</b>	<b>Percent of Respondents*</b>
.00 (midnight)	1%
1.00	2%
2.00	0%
3.00	1%
4.00	1%
6.00	0%
7.00	0%
9.00	0%
11.00	1%
13.00	0%
14.00	3%
15.00	8%
16.00	14%
17.00	38%
18.00	15%
19.00	4%
20.00	1%
21.00	1%
22.00	6%
23.00	3%
Total	100%

\* Times are reported in military time at the hour increment.

<b>Question 8</b>	
<b>During a typical work week, how many days do you commute to work in each of the ways listed below?</b>	<b>Percent of Commute Trips</b>
Drive alone	36%
Drive with at least one other person	10%
Multi-mode (e.g., car then bus, bike then bus, etc.)	9%
Walk	8%
Bike	8%
Ride a bus(es)	28%
Work at home	1%
Other	1%

<b>Question 10</b>	
<b>Do you ever telework?</b>	<b>Percent of Respondents</b>
Yes	16%
No	84%
Total	100%

<b>Question 11</b>	
<b>If yes, on average how often do you telework a month?</b>	<b>Percent of Respondents</b>
Less than once a month	38%
1 to 3 days per month	47%
Once a week	9%
Twice a week	3%
Three days a week or more	2%
Total	100%

<b>Question 12</b>	
	<b>Average Number of One-way Trips</b>
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

<b>Question 13</b>	
<b>Please indicate how many times you used each of the following modes.</b>	<b>Percent of Commute Trips</b>
Drove alone	35%
Drove with at least one other person	6%
Multi-mode (e.g., car then bus, bike then bus, etc.)	1%
Walked	38%
Biked	7%
Rode a bus(es)	13%
Other	0%

<b>Question 15</b>	
<b>Does your job require you to run errands or attend meetings away from the work site?</b>	<b>Percent of Respondents</b>
Yes	36%
No	64%
Total	100%

<b>Question 16</b>	
<b>If yes, about how often are you required to do so?</b>	<b>Percent of Respondents</b>
Daily	12%
Several times a week	25%
About once a week	26%
About once every two weeks	15%
About once a month	11%
Less than once a month	9%
Other	2%
Total	100%

<b>Question 17</b>	
<b>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?</b>	<b>Percent of Respondents*</b>
I must use my own vehicle or other means of transportation	88%
I use an employer-provided vehicle	14%
I use an employer-provided bicycle	1%
Other	8%

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

<b>Question 18</b>	
<b>If you drove a car to work today, where did you park?</b>	<b>Percent of Respondents</b>
Public lot or structure with a permit	27%
Public lot or structure with cash payment	7%
Private lot or parking space, no charge	31%
Street with meter	4%
Residential street, no meter	23%
Other	8%
Total	100%

**Question 19**

<b>When you drive to work, what type of parking space do you usually park in?</b>	<b>Percent of Respondents</b>
Parking lot or structure with permit	23%
Parking lot or structure with cash payment	8%
Parking lot, structure or parking space, no charge	24%
Street with meter	3%
Residential street, no meter	19%
Residential street with a permit (NPP)	2%
Other	5%
I don't usually drive to work	16%
<b>Total</b>	<b>100%</b>

**Question 20**

<b>Generally, who pays for employee parking at your organization?</b>	<b>Percent of Respondents</b>
Free parking is provided by employer or landlord	27%
Employees pay for their own parking	54%
Employer pays for employee parking (e.g., reimbursement or permit)	17%
Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	1%
<b>Total</b>	<b>100%</b>

**Question 21**

<b>How much do you estimate you will spend on employee parking for your work commute in the year 2005?</b>	<b>Percent of Respondents</b>
None (\$0)	60%
less than \$50	8%
\$50 to \$100	8%
\$101 to \$200	3%
\$201 to \$500	10%
more than \$500	10%
<b>Total</b>	<b>100%</b>

<b>Question 22</b>	
<b>How far from your home is the nearest bus stop that you would use to ride to work?</b>	<b>Percent of Respondents</b>
Less than 2 blocks	32%
2-5 blocks	31%
6-10 blocks	15%
11-15 blocks	2%
More than 15 blocks	14%
Don't know	5%
Total	100%

<b>Question 23</b>	
<b>Do you have an ECO-Pass?</b>	<b>Percent of Respondents</b>
Yes, a CU student Buff OneCard	5%
Yes, a CU faculty/staff Buff OneCard	0%
Yes, a downtown Eco-Pass	42%
Yes, through my employer	35%
Yes, through my neighborhood	0%
No	18%
Total	100%

<b>Question 24</b>	
<b>Do you ever ride the bus to work?</b>	<b>Percent of Respondents</b>
Yes	71%
No	29%
Total	100%

<b>Question 24a</b>	
<b>If no, why don't you ride the bus to and from work?</b>	<b>Percent of Respondents*</b>
My employer doesn't offer an Eco-Pass	2%
There is no bus service to my employer's location	1%
There is no bus service to my home	15%
The bus takes too much time	23%
I need my vehicle for errands during the workday	25%
I need my vehicle before and/or after the workday to transport children or do errands	14%
Other	43%

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

<b>Question 25</b>	
<b>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?</b>	<b>Percent of Respondents</b>
None (0)	49%
1 or 2	20%
3 or 4	13%
5 to 8	14%
8 or more	5%
Total	100%

<b>Question 26</b>	
<b>During the last year, about how many times have you been to Denver International Airport?</b>	<b>Percent of Respondents</b>
None	14%
One or more times	86%
Total	100%

<b>Question 26a</b>	
	<b>Average Number of One-way Trips*</b>
About how many times did you go to and from the airport (one-way trips)?	7

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

<b>Question 26b</b>	
<b>Of these trips, how many were:</b>	<b>Percent of Trips*</b>
How many were paid for by you?	47%
How many were paid for by your employer?	53%

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

<b>Question 27</b>	
<b>Did you take the RTD skyRide bus for any of your trip(s) to and from the airport?</b>	<b>Percent of Respondents</b>
No	57%
Yes	43%
Total	100%

<b>Question 27a</b>	
	<b>Average Number of One-way Trips*</b>
For about how many one-way trips did you use this service?	4

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

<b>Question 28</b>	
<b>Are you responsible at least some of the time for transporting your child(ren) to and/or from school or child care?</b>	<b>Percent of Respondents</b>
Yes	13%
No	87%
Total	100%

<b>Question 29</b>	
<b>Did you take your child(ren) to school or child care today?</b>	<b>Percent of Respondents</b>
Yes	38%
No	62%
Total	100%

<b>Question 30</b>	
<b>How, if at all, does the need to transport children affect your choice of transportation for the work commute?</b>	<b>Percent of Respondents</b>
It doesn't affect my choice of transportation; I would make the same choices for my work commute with or without children to transport	42%
I might be more likely to use modes other than driving if I did not have to transport my child(ren)	17%
I would definitely be more likely to use modes other than driving if I did not have to transport my child(ren)	35%
Other	6%
Total	100%

<b>Question 31</b>	
<b>Are you a full or part-time employee?</b>	<b>Percent of Respondents</b>
Full-time	85%
Part-time	15%
Total	100%

**Question 32**

<b>What category best describes your typical work schedule?</b>	<b>Percent of Respondents</b>
Monday through Friday, daytime	67%
Monday through Friday, evenings	4%
Weekends	5%
Rotating/variable schedule	18%
Other	6%
<b>Total</b>	<b>100%</b>

**Question 33**

<b>What category best describes your job?</b>	<b>Percent of Respondents</b>
Retail/sales	18%
Service/restaurant/delivery	29%
Manufacturing/production/high-tech	4%
Office (professional, business, administrative, support)	40%
Medical/dental	2%
Construction/trades/laborer	1%
Other	6%
<b>Total</b>	<b>100%</b>

**Question 34**

<b>What is your hourly pay rate at this job?</b>	<b>Percent of Respondents</b>
\$7.00 per hour or less	7%
\$7.01 to \$10.00 per hour	19%
\$10.01 to \$12.00 per hour	5%
\$12.01 to \$15.00 per hour	12%
\$15.01 to \$20.00 per hour	18%
\$20.01 to \$25.00 per hour	15%
\$25.01 to \$50.00 per hour	20%
\$50.01 or more per hour	3%
<b>Total</b>	<b>100%</b>

**Question 35**

<b>Are you employed at another job?</b>	<b>Percent of Respondents</b>
Yes, an additional full-time job	2%
Yes, one or more additional part-time jobs	14%
No, I am not employed at any other jobs	84%
<b>Total</b>	<b>100%</b>

<b>Question 36</b>	
<b>At present, how many motorized vehicles - cars, vans, or light trucks - does your household have the use of?</b>	<b>Percent of Respondents</b>
0	4%
1	40%
2	39%
3	13%
4	3%
5	1%
6	0%
7	0%
Total	100%

<b>Question 37</b>	
<b>Is a car or other motor vehicle usually available to you for commuting to work?</b>	<b>Percent of Respondents</b>
Yes	78%
No	22%
Total	100%

<b>Question 38</b>	
<b>Is a bicycle usually available to you for commuting to work?</b>	<b>Percent of Respondents</b>
Yes	57%
No	43%
Total	100%

<b>Question 39</b>	
<b>Do you have internet access at home and/or work?</b>	<b>Percent of Respondents</b>
Yes	84%
No	16%
Total	100%

<b>Question 40</b>	
<b>Are you a student at CU Boulder?</b>	<b>Percent of Respondents</b>
Yes, an undergraduate student	5%
Yes, a graduate student	1%
No	94%
Total	100%

<b>Question 41</b>	
<b>Where do you live?</b>	<b>Percent of Respondents</b>
Boulder (within the city limits)	55%
Unincorporated Boulder County	5%
Ward/Nederland/Jamestown	0%
Lyons	0%
Superior	2%
Lafayette	4%
Louisville	3%
Longmont	10%
Erie	2%
Broomfield	4%
Westminster	3%
Arvada	1%
Denver or other metro-area suburb	7%
Berthoud/Loveland/Fort Collins	0%
Weld County	1%
Other	3%
Total	100%

<b>Question 44</b>	
<b>Do you rent or own your housing unit?</b>	<b>Percent of Respondents</b>
Rent	49%
Own	51%
Live in a dormitory or fraternity or sorority	0%
Total	100%

<b>Question q45</b>	
<b>Does your household include children under the age of 16?</b>	<b>Percent of Respondents</b>
no	80%
yes	20%
Total	100%

<b>Question Vehicle Ratio</b>	
<b>Ratio of vehicles to household members age 16 or older.</b>	<b>Percent of Respondents</b>
less than one vehicle per hh member age 16+	33%
one vehicle per hh member age 16+	55%
more than one vehicle per hh member age 16+	12%
Total	100%

<b>Question 46</b>	
<b>How much do you anticipate your household's total income before taxes will be for 2005?</b>	<b>Percent of Respondents</b>
Less than \$10,000	5%
\$10,000 to \$19,999	9%
\$20,000 to \$29,999	8%
\$30,000 to \$39,999	12%
\$40,000 to \$49,999	12%
\$50,000 to \$74,999	21%
\$75,000 to \$99,999	20%
\$100,000 to \$149,999	8%
\$150,000 or more	6%
Total	100%

<b>Question 47</b>	
<b>What is the highest level of education you have completed?</b>	<b>Percent of Respondents</b>
0-11 years, no diploma	1%
High school graduate or GED	14%
Some college, no degree	21%
Associate's degree	6%
Bachelor's degree	45%
Graduate degree	13%
Total	100%

<b>Question 48</b>	
<b>In which category is your age?</b>	<b>Percent of Respondents</b>
Under 18	0%
18-24 years	17%
25-34 years	38%
35-44 years	23%
45-54 years	14%
55-64 years	7%
65 years or older	1%
Total	100%

<b>Question 49</b>	
<b>What is your gender?</b>	<b>Percent of Respondents</b>
Female	54%
Male	46%
Total	100%

## Appendix C: Survey Methodology

The Downtown Boulder Employee Transportation Survey has been implemented four previous times: in 1993, 1995, 1997 and 1999. In each of the previous implementations, the survey administration was handled by a research and evaluation division within the City of Boulder. For the first implementation in 1993, the survey was administered by telephone. In subsequent implementations, however, a drop-off/pick-up methodology was employed, as described below.

In previous implementations, data for the Downtown Boulder Employee Transportation Survey was always conducted in the fall months. A similar effort for all Boulder County or Boulder Valley employees was conducted in the summer 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 were used across all the study groups, to allow comparisons as possible, and to realize the cost-efficiency savings.

### Study Design

Each company selected for participation in the study (see below for more details) was mailed a letter explaining the importance of the study and asking for participation. The letter was addressed to the contact person listed in the database or the company president or manager. A week after receiving the letter, Jan Ward from the Downtown Management Commission called the contact person to determine if the company would participate and to schedule an appointment to get employee names and explain the survey procedure. The contact person served as the survey administrator. Jan dropped off the surveys to the contact person and explained 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 Jan or one of her assistants. Employees also had the option of completing the survey on the Internet.

**Sample Selection**

For the Downtown Boulder sample, a database was available that included nearly all organizations within the CAGID boundaries. A stratified, cluster sampling procedure was used to randomly select companies by number of employees to participate in the study. From the list of 1,257 companies, 356 were selected for the survey. 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 companies 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.

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%

**Data Analysis and Weighting**

Completed questionnaires were checked for accuracy by National Research Center, Inc. staff. The data were then entered, and the results analyzed by National Research Center, Inc. staff using the Statistical Package for the Social Sciences (SPSS).

Due to differential participation and response rates of companies of varying size and location, a weighting scheme was utilized to ensure greater representation of the workforce. The responses were weighted in two steps. The first step weighted all companies to a 100% response rate; that is, for every company that had less than the number of employees desired who responded (e.g., 4 workers respond from a company of 8 employees, which should have had 5 returned surveys), the data were weighted up to the number that would have existed if all requested employees in the company selected had responded. This procedure gave each company or cluster the weight it was intended to have. 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 downtown business 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 size of company.

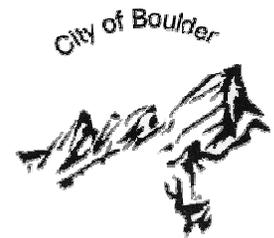
For the most part, frequency distributions and mean ratings are presented in the body of the report. A complete set of frequencies for each survey question is presented in Appendix B: Complete Survey Responses.

## **Appendix D: Survey Instrument**

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The following pages contain the survey instrument.

**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
- 2 – 5 blocks
- 6 – 10 blocks
- 11 – 15 blocks
- More than 15 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