

City of Boulder



# Downtown Boulder

## Employee Transportation Survey

Report of Results

April 2009

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**NATIONAL  
RESEARCH  
C E N T E R INC.**

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## Executive Summary

### Survey Background

The Downtown Boulder Employee Transportation Survey has been implemented six previous times: in 1993, 1995, 1997, 1999, 2001 and 2005. In implementations prior to 2005, 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 collection for the Downtown Boulder Employee Transportation Survey was always conducted in the fall months. A similar effort for all 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 cost savings for all the involved agencies. The same set of questions was used across all the study groups, to allow comparisons, and to realize the cost savings.

In 2008, 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 a database of Downtown businesses 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 online.

From the list of 1,138 businesses listed in the Downtown Boulder Business Database, a random sample of 350 companies was selected for the study. Of the selected companies, 52 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 13%. A total of 406 completed surveys were collected from downtown employees, providing a 95% confidence interval (“margin of error”) of approximately  $\pm 5\%$ .

## Highlight 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.

Respondents were asked how frequently they used various modes for their work commute in a typical week. As seen in previous survey years, driving alone was the most frequently used mode:

- Drove alone, 35%
- Rode a bus, 26%
- Bike, 14%
- Walk, 10%
- Drove with at least one other person, 7%
- Multi-mode, 6%
- Work at home, 2%

Because it may be easy for respondents to over-estimate their use of travel modes other than driving alone (given the 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:

- Drove alone, 34%
- Rode a bus, 29%
- Biked, 13%
- Walked, 8%
- Multi-mode, 9%
- Drove with at least one other person, 6%
- Worked at home, <1%

Since the baseline established in 1995, drive alone trips have decreased 22%, from 56% to 34%, while transit trips have increased from 15% in 1995 to 29% in 2008.

### Characteristics of the Work Commute

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

The average distance of a downtown employee’s work commute was 11.4 miles, while the average duration was approximately 30 minutes.

The 8:00 am and 9:00 am hours were the most popular work arrival times reported by downtown employees participating in the study, with about 60% of respondents indicating that was when they arrived at work. Employee departure times are similarly peaked; 32% said they leave during the 5:00 pm hour, with only 16% leaving during the 4:00 pm hour and another 19% leaving during the 6:00 pm hour.

The percent of respondents who reported a vehicle was available to them for their work commute increased slightly in 2008 to 83%, but was still lower than what was seen in the 1993 baseline survey. Not surprisingly, those with access to a vehicle were more likely to drive to work alone (38% on the survey day) than those without access (10% on the survey day).

The majority of respondents did not make stops on their way to work or on their way home from work. Close to two-thirds of those who responded to the survey said they had not made any stops on the way home on their previous day of work, and the average number of stops made was 1.52 by those who did make stops.

## Employee Parking

All employees completing the Downtown Employee Transportation Survey were asked where they park their car when they drive to work. Below are the percent of respondents who reported parking in each location:

- Parking lot or structure with permit, 38%
- Parking lot, structure or parking space, no charge, 29%
- Residential street, no meter, 18%
- Parking lot or structure with cash payment, 6%
- Residential street with a permit (NPP), 4%
- Street with meter, 3%
- Other, 2%

Overall these trends were similar to 2005; however, the proportion of employees parking in a lot or structure increased 10% in 2008.

Almost as many respondents reported being responsible for paying for their own parking (39%) as were provided free parking (34%). Two-thirds of employees completing the questionnaire (69%) reported paying nothing for parking. About 1 in 10 respondents reported paying between \$1 and \$100 annually for parking, and approximately 2 in 10 respondents pay more than \$100 per year for employee parking.

## Other Trips Made During the Work Day

In addition to questions about the respondents' work commute, employees also were asked about other trips – including errands for work and non-work related trips.

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 said they had made no trips during their previous workday:

- No trips, 56%
- 1 to 2 trips, 31%
- 3 to 4 trips, 10%
- 5 or more trips, 3%

As in 2005, most trips were made by driving alone (33%) or walking (36%).

Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site. Approximately half of respondents (48%) reported their job did not require them to go off-site. The other half had to go off-site and most of these provide their own transportation(46%).

Most of those whose job required they go off-site for meetings or errands needed to do so at least once a week:

- Daily, 8%
- Several times a week, 28%
- About once a week, 20%
- About once every two weeks, 21%
- About once a month, 11%
- Less than once a month, 11%
- Other, 0%

## Transit Use

Most Downtown employees (68%) claim to have at least occasionally used a bus for their work commute, and close to half use have used transit for non-commute trips (46%).

## Trips to Denver International Airport

The majority of those surveyed (86%) reported going to Denver International Airport (DIA) at least once in the past year. The average number of trips to DIA for those going was 9.61. Respondents also were asked to indicate what mode they used for each trip to DIA. Below are the percentage of trips taken by each mode:

- Drove and park, 42%
- Used skyRide with EcoPass, 28%
- Dropped off, 24%
- Used commercial van service, 5%
- Used skyRide and paid fare, 2%

## Employees' EcoPass Status

A large majority, over 8 in 10, of those completing the survey said they have an EcoPass of some kind. Most identified their pass as a downtown EcoPass, although 36% said they had obtained one through their employer. Presumably, for most downtown employees, this means they received a downtown pass from their employer because they are within the CAGID boundaries:

- Yes, a downtown Eco-Pass, 42%
- Yes, through my employer, 36%
- Yes, a CU student Buff OneCard, 4%
- Yes, a CU faculty/staff Buff OneCard, <1%
- Yes, through my neighborhood, <1%
- No, 17%

As would be expected, those who held an EcoPass were much more likely to have used transit to get to work the day they completed the survey (42%) than those who did not hold an EcoPass (1%). Likewise, those without an EcoPass were more likely to have driven to work alone (59%) compared to those with an EcoPass (30%).

Below are the average number of non-commute trips taken via transit for those with an EcoPass and those without:

- Have an EcoPass, 1.8 non-work related transit trips
- Do NOT have an EcoPass, 0.2 non-work related transit trips

## Teleworking and Compressed Work Week

Those completing the questionnaire were provided with a definition of teleworking as when employees work at home instead of going into the office. They were then asked whether they ever teleworked. Most respondents reported they do not telework (62%). Of those who do telework, most do it only occasionally; only 8% of all those surveyed telework one day a week or more.

New to the 2008 survey the survey, respondents were asked if their employer allowed them to work a compressed work week (e.g., working 40 hours in four days or 80 hours in nine days). The majority of respondents (72%) were not given the option of working a compressed work week.

## 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. Close to 20% of respondents said they were at least sometimes responsible for transporting children to and from school or child care. Eleven percent of those surveyed had taken one or more children to child care or school on the day they completed the questionnaire.

Those who had taken children to school or child care on the day of the survey were more likely (53%) to have used a private vehicle for their work commute, while only 39% of those who did not have to take children to school or day care had used a private vehicle.

## Employer Provided Incentives

In 2008, survey respondents were asked for the first time whether their employer provided a set of incentives or resources for alternative transportation. Not surprisingly the most commonly provided incentive reported by respondents was the EcoPass (88%). Approximately half of employees said their employers provided bike racks (53%), showers and changing facilities (47%) and Walk/Bike Month incentives (47%).

For each incentive offered by their employer, respondents were asked whether they themselves actually used the incentive. For each incentive offered by an employer, at least 30% of respondents reported they used it. The most used incentives were teleworking (91%) and flextime (86%). Those incentives/resources offered by an employer but used the least were pre-tax benefits for transit/vanpool (30%) and subsidized vanpool or transit fares (27%).

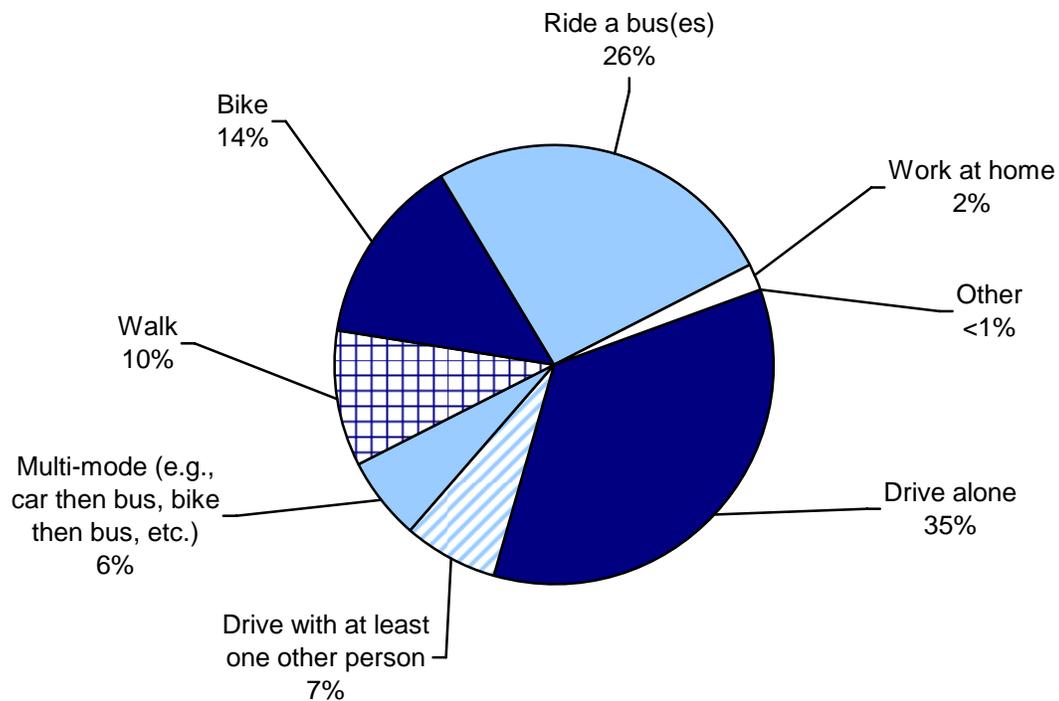
## Report of Results

### 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.

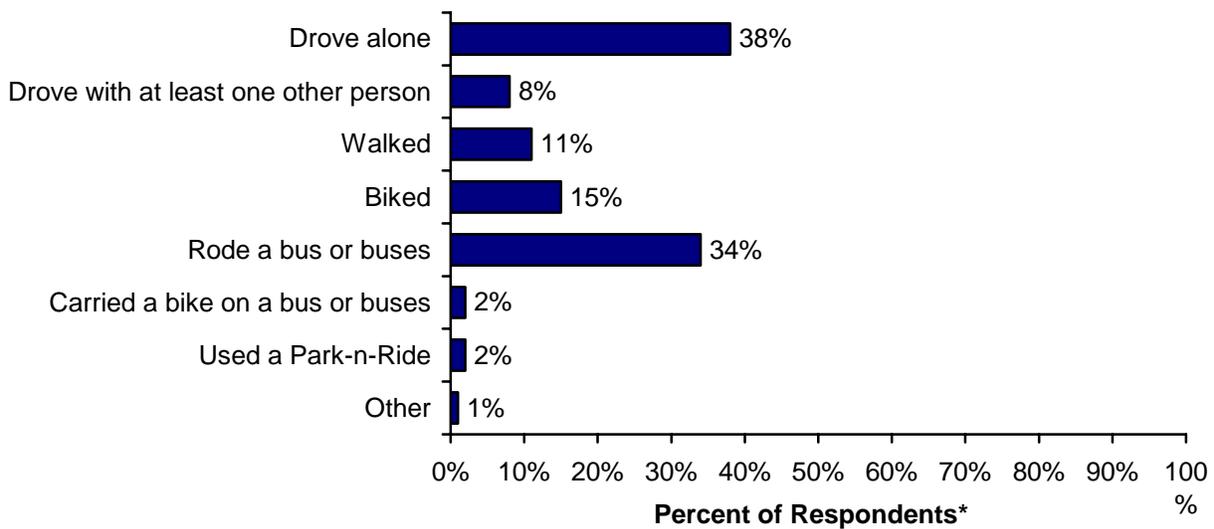
One question asked how many days various modes of transportation were used for the commute to work during a typical week. Driving alone was the most common form of transportation used during a typical week, accounting for 35% of trips. Riding a bus was next, used for 26% of trips. Multi-mode trips, which often included a bus, accounted for 6% of work commute trips in a typical week. Walking was used for 10% of trips, and biking for 14% of trips. Carpooling was used for 7% of trips, about 2% telecommuted (worked from home) and less than 1% of trips were “other” modes.

**Figure 1: Modal Split of Work Commute Trips During a “Typical” Week, 2008**



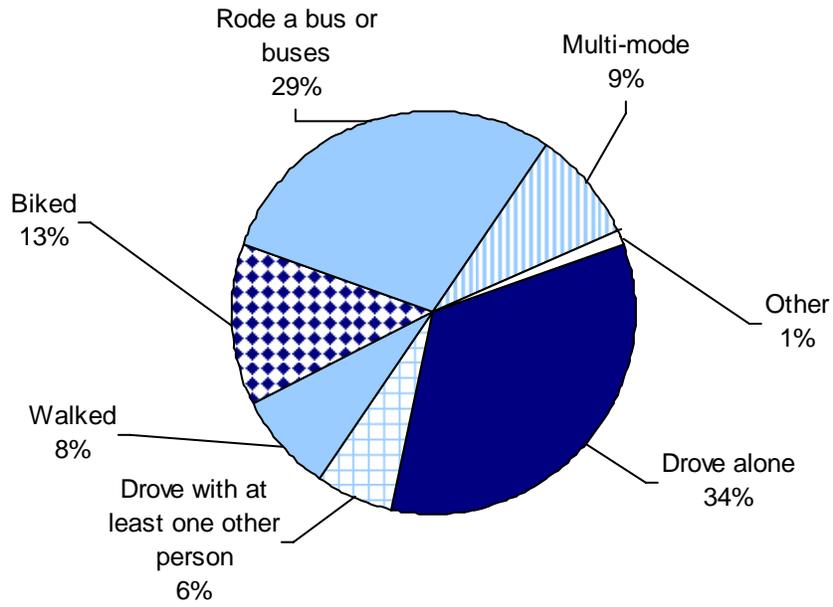
Because it may be socially desirable for respondents to over-estimate their use of alternate travel modes (other than driving alone), as there are many messages and influences in Boulder to encourage the use of alternative modes of transportation, the survey asked respondents how they got to work on the day they completed the questionnaire. Respondents could choose more than one mode – as many modes as they had used on that day. The modal split estimate using this method was quite similar to that found by asking about the typical week, although reported transit use was a bit higher than when asked about a typical week. As shown in Figure 2, when respondents could check all modes used for their commute, almost as many rode a bus for at least part of their commute as 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, 2008**



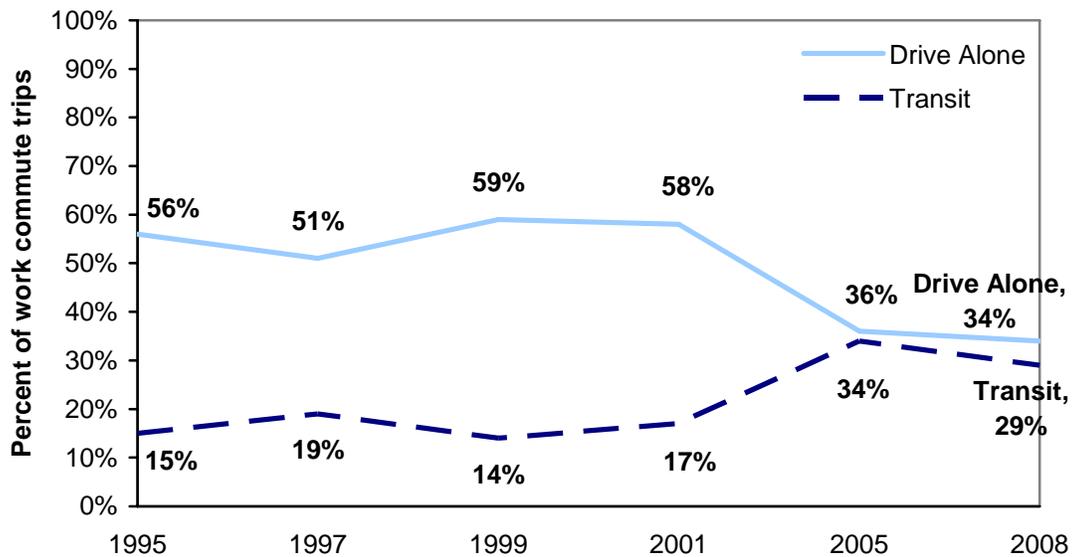
*\*Percents may add to more than 100% as respondents could give more than one answer.*

**Figure 3: Primary Mode of Work Commute on Survey Day, 2008**



Questions about the work commute have been asked of downtown employees since the first survey was implemented in 1993. However, the 1993 and 2001 surveys 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 22%, from 56% to 34%, while transit trips have increased, from 15% in 1995 to 29% in 2008.

**Figure 4: Modal Shift of Work Commute**



**Table 1: Travel Mode Used for Work Commute on Survey Day, 1995 to 2008**

What was your primary mode of transportation to work today?	Survey Year						Modal Shift, 1995-2008
	2008	2005	2001	1999	1997	1995	
Drove alone	34%	36%	58%	59%	51%	56%	-22%
Drove with at least one other person	6%	9%	17%	8%	7%	7%	-1%
Walked	8%	8%	9%	8%	10%	10%	-2%
Biked	13%	6%	7%	8%	11%	11%	+2%
Rode a bus or buses	29%	34%	5%	14%	19%	15%	+14%
Multi-mode	9%	6%	3%	1%	2%	N/A	N/A
Worked at home	0%	0%	N/A	N/A	N/A	N/A	N/A
Other*	1%	1%	1%	2%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	N/A

\*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 was 11.4 miles, while the average duration was approximately 30 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**

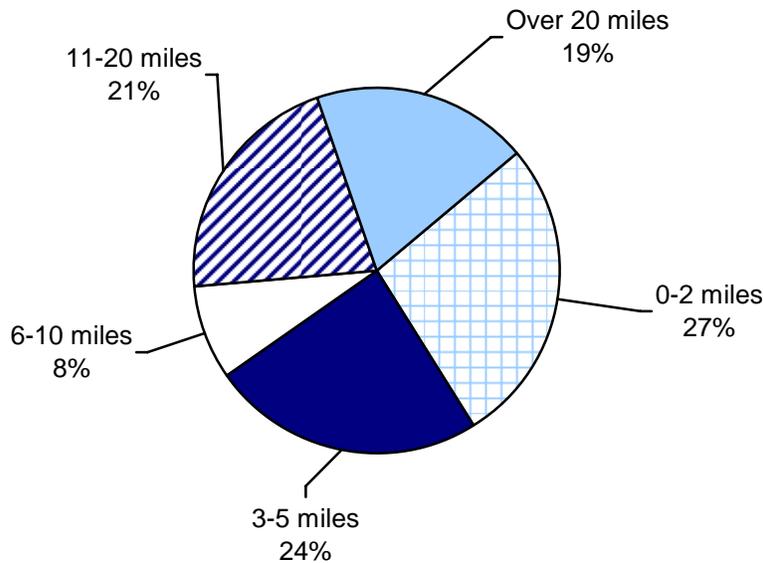
Primary Mode of Transportation	About how far is your home from work? (Average Number of Miles)					
	2008	2005	2001	1999	1997	1995
Drove alone	11.3	10.9	10.7	11.5	12.8	10.2
Drove with at least one other person	8.8	6.6	11.8	12.0	16.0	9.7
Walked	1.1	0.9	1.6	0.6	1.1	1.1
Biked	2.9	1.8	1.6	2.8	2.0	2.2
Rode a bus or buses	18.2	10.3	10.6	10.2	13.2	10.4
Multi-mode	13.7	3.9	12.6	12.2	15.5	NA
Other	2.7	3.5	NA	NA	NA	NA
OVERALL	11.4	7.9	9.6	9.4	10.8	8.5

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

Travel Mode Used for Work Commute on Survey Day	About how many minutes did it take? (Average)	
	2008	2005
Drove alone	22	22
Drove with at least one other person	19	27
Walked	13	11
Biked	12	15
Rode a bus or buses	46	32
Multi-mode	43	29
Other	12	8
OVERALL	29.7	25.0

About a third of all downtown employees surveyed reported living within two miles of work, and another quarter lived within 5 miles. Two in five 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 (see Table 5).

**Figure 5: Distance of Work Commute**



**Table 4: Distance of Work Commute, 2005 to 2008**

About how far is your home from work?	Percent of Respondents*	
	2008	2005
2 miles or less	27%	31%
3 - 5 miles	24%	26%
6 - 10 miles	8%	18%
11 - 20 miles	21%	15%
More than 20 miles	19%	9%

**Table 5: 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	23%	34%	47%	50%	28%
Drove with at least one other person	6%	7%	3%	6%	6%
Walked	27%	1%	0%	0%	0%
Biked	29%	14%	16%	1%	0%
Rode a bus or buses	10%	33%	26%	27%	56%
Multi-mode	4%	8%	8%	16%	10%
Worked at home	1%	0%	0%	0%	0%
Other	1%	2%	0%	0%	0%
Total	100%	100%	100%	100%	100%

When asked where they lived, just over half of respondents said they lived in Boulder. Longmont and the Denver metro area were the next most frequently mentioned city, each with 10% of respondents indicating these as their home. Overall 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 7 on the next page).

**Table 6: Location of Respondent Home**

<b>Where do you live?</b>	<b>Percent of Respondents*</b>
Boulder (within the city limits)	50%
Longmont	10%
Denver or other metro-area suburb	10%
Unincorporated Boulder County	7%
Lafayette	5%
Louisville	2%
Erie	2%
Broomfield	2%
Westminster	2%
Ward/Nederland/Jamestown	1%
Lyons	1%
Superior	1%
Arvada	1%
Berthoud/Loveland/Fort Collins	1%
Weld County	1%
Other	3%

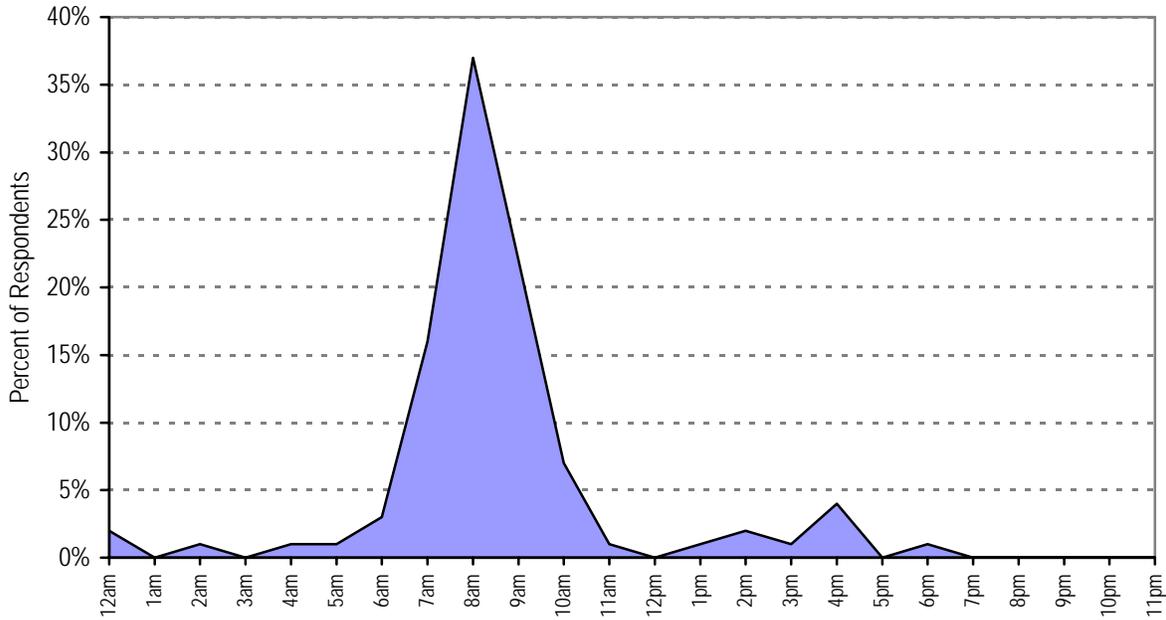
**Table 7: Work Commute by City of Residence**

How did you get to work today?	2008		2005		2001		1999		1997		1995	
	Boulder	Other locations										
Drove alone	29%	41%	30%	44%	50%	71%	50%	73%	41%	64%	45%	73%
Drove with at least one other person	5%	7%	10%	7%	5%	5%	7%	10%	5%	9%	7%	7%
Walked	15%	0%	15%	0%	10%	<1%	12%	<1%	1%	3%	N/A	N/A
Biked	21%	4%	11%	1%	14%	<1%	14%	<1%	19%	0%	17%	1%
Rode a bus or buses	22%	36%	29%	41%	17%	18%	14%	14%	16%	22%	12%	18%
Multi-mode	7%	11%	4%	8%	3%	3%	1%	<1%	1%	3%	N/A	N/A
Worked at home	0%	0%	0%	0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other*	1%	0%	1%	0%	12%	>1%	2%	1%	1%	1%	2%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

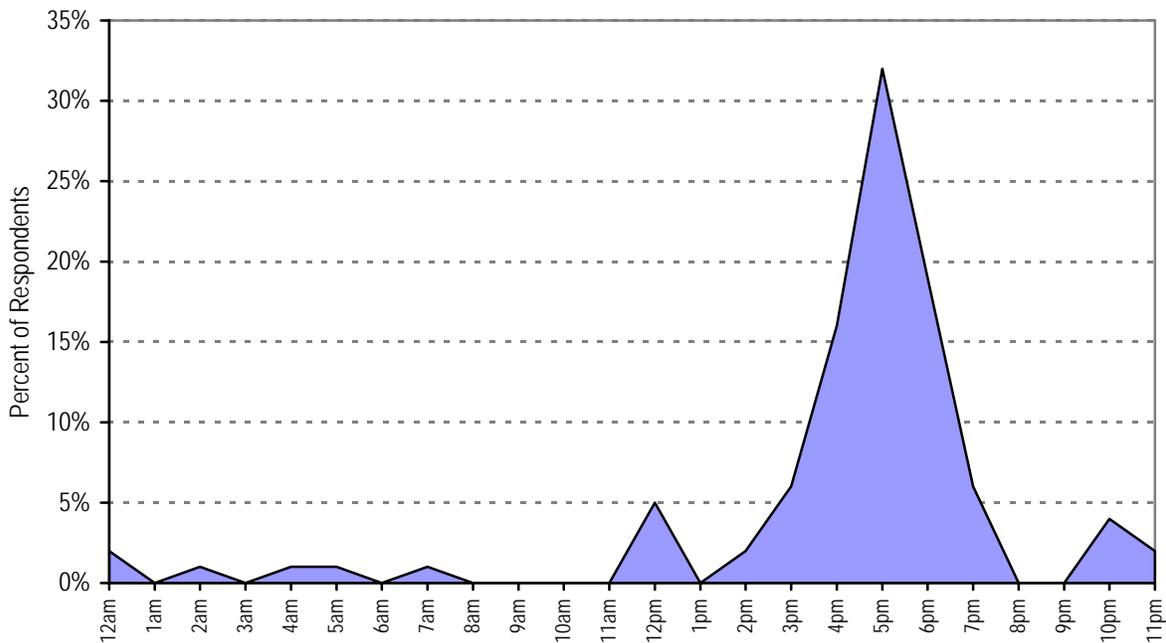
\*In years 1995-1999, the "Other" category included "Work at home."

The 8:00 am and 9:00 am hours were the most popular work arrival times reported by downtown employees participating in the study, with about 60% of respondents indicating that was when they arrived at work. About 3% arrived before 7:00 am, and 16% arrived during the 7:00 am hour. Only 17% worked shifts for which they arrived at work at 11:00 am or later (see Figure 6 and Table 8). Employee departure times are similarly peaked; 32% said they leave during the 5:00 pm hour, with only 16% leaving during the 4:00 pm hour and another 19% leaving during the 6:00 pm hour (see Figure 7 and Table 8).

**Figure 6: Employees' Arrival Time at Work**



**Figure 7: Employees' Work Departure Time**



**Table 8: Work Arrival and Departure Times**

Hour of the Day	Arrival Time	Departure Time
	Percent of Respondents	
12:00 am Midnight	2%	2%
1:00 am	0%	0%
2:00 am	1%	1%
3:00 am	0%	0%
4:00 am	1%	1%
5:00 am	1%	1%
6:00 am	3%	0%
7:00 am	16%	1%
8:00 am	37%	0%
9:00 am	22%	0%
10:00 am	7%	0%
11:00 am	1%	0%
12:00 pm Noon	0%	5%
1:00 pm	1%	0%
2:00 pm	2%	2%
3:00 pm	1%	6%
4:00 pm	4%	16%
5:00 pm	0%	32%
6:00 pm	1%	19%
7:00 pm	0%	6%
8:00 pm	0%	0%
9:00 pm	0%	0%
10:00 pm	0%	4%
11:00 pm	0%	2%
Total	100%	100%

The percent of respondents who reported a vehicle was available to them for their work commute increased slightly in 2008 to 83%, but was still lower than what was seen in the 1993 baseline survey.

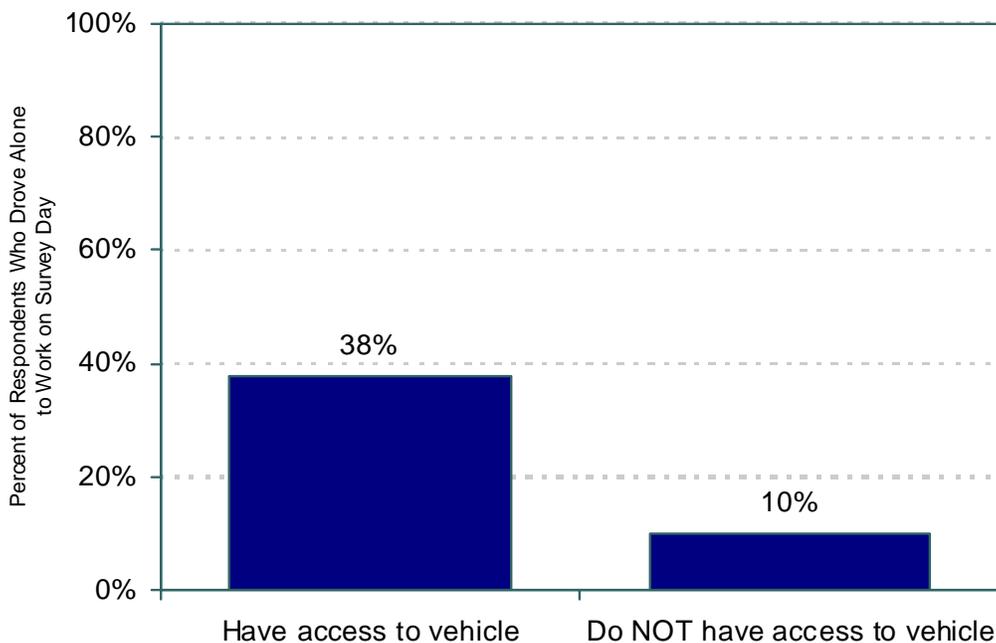
**Table 9: Vehicle Availability for the Work Commute**

Is a car or other motor vehicle usually available to you for commuting to work?	2008	2005	2001	1999	1997	1995	1993
Yes	83%	78%	80%	85%	85%	85%	91%
No (or sometimes*)	17%	22%	20%	14%	15%	15%	9%
Total	100%	100%	100%	100%	100%	100%	100%

\* "Sometimes" was not an option in the 2005 and 2008 survey.

Obviously, access to a motor vehicle is a strong predictor of commuting in a single-occupancy vehicle; among downtown employees, 38% of those with access to a motor vehicle drove alone to work on the day they completed the survey, while 10% of those without access were still able to do so.

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



As seen in previous survey years, most (95%) of the privately operated vehicles used for the work commute were occupied by only the driver. The average vehicle occupancy was 1.10 persons per vehicle. The average vehicle occupancy of vehicles with more than one person was 2.5 persons per vehicle.

**Table 10: Vehicle Occupancy**

<b>Number of People in Automobiles for the Work Commute</b>	<b>2008</b>	<b>2005</b>	<b>2001</b>	<b>1999</b>	<b>1997</b>	<b>1995</b>
<b>All Vehicles</b>						
One (self)	95%	92%				
Two (self plus one)	4%	3%				
Three (self plus two)	1%	4%				
Total	100%	100%				
Average Vehicle Occupancy, All Vehicles	1.10	1.12				
<b>Multiple Occupancy Vehicles</b>						
One (in addition to self)	57%	58%	68%	60%	63%	56%
Two or more (in addition to self)	43%	42%	32%	40%	37%	44%
Total	100%	100%	100%	100%	100%	100%
Average Vehicle Occupancy, Multiple-Occupancy Vehicles	2.5	2.6	2.5	2.5	2.5	3.2

Close to two-thirds of those who responded to the survey said they had not made any stops on the way home from work on the previous workday. Of those who did make stops, the average number of stops made was 1.52.

**Table 11: Stops on the Way Home from Work**

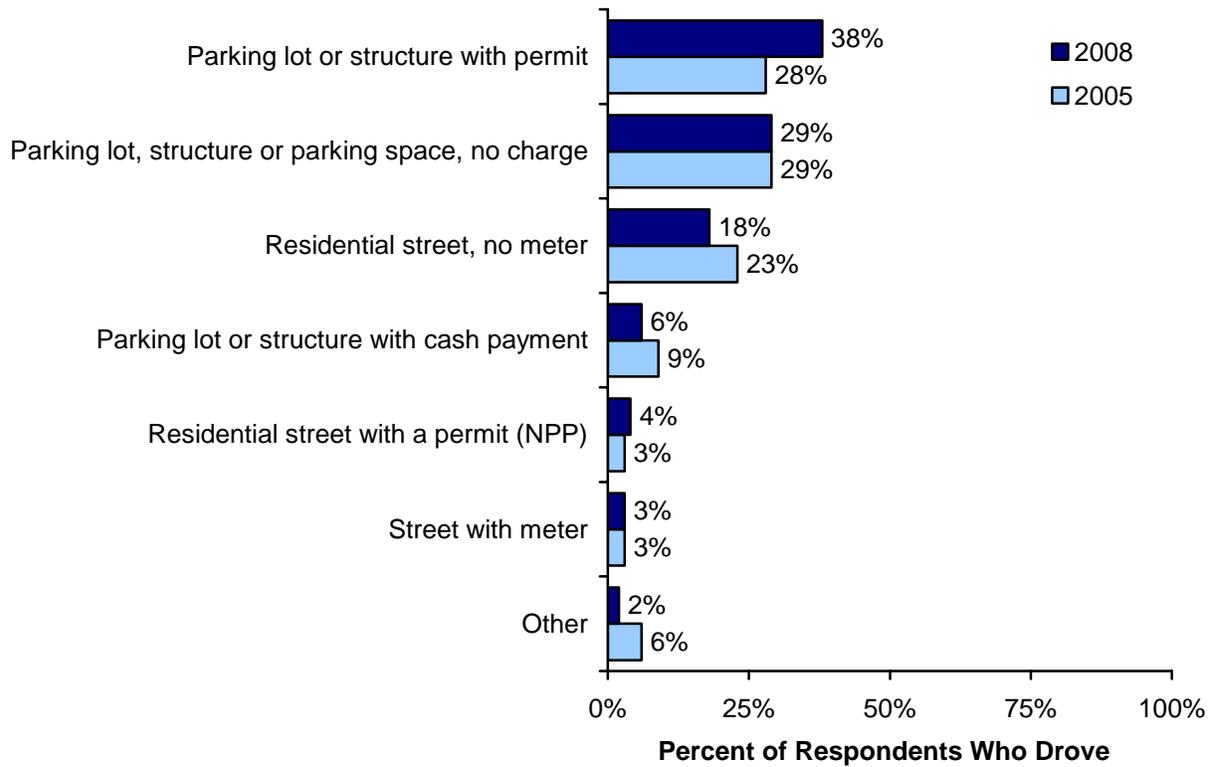
<b>Yesterday, or on the last day you worked, how many stops did you make on your way home?</b>	<b>Percent of Respondents</b>	
Number of stops on the way home from work	0 (straight home from work)	64%
	1 stop	23%
	2 stops	9%
	3 stops	3%
	4 stops	0%
	5 + stops	0%
	Total	100%
Average Number of Stops Made by All Respondents	.83	
Average Number of Stops Made by Those Making Any Stops	1.52	

## 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 close to 40% said they park in a lot or structure with a permit. Nearly 2 in 10 parked on a residential street where there was no meter. Less than 10% paid cash in a parking lot or parking structure, parked on a residential street with a permit or parked at a street meter.

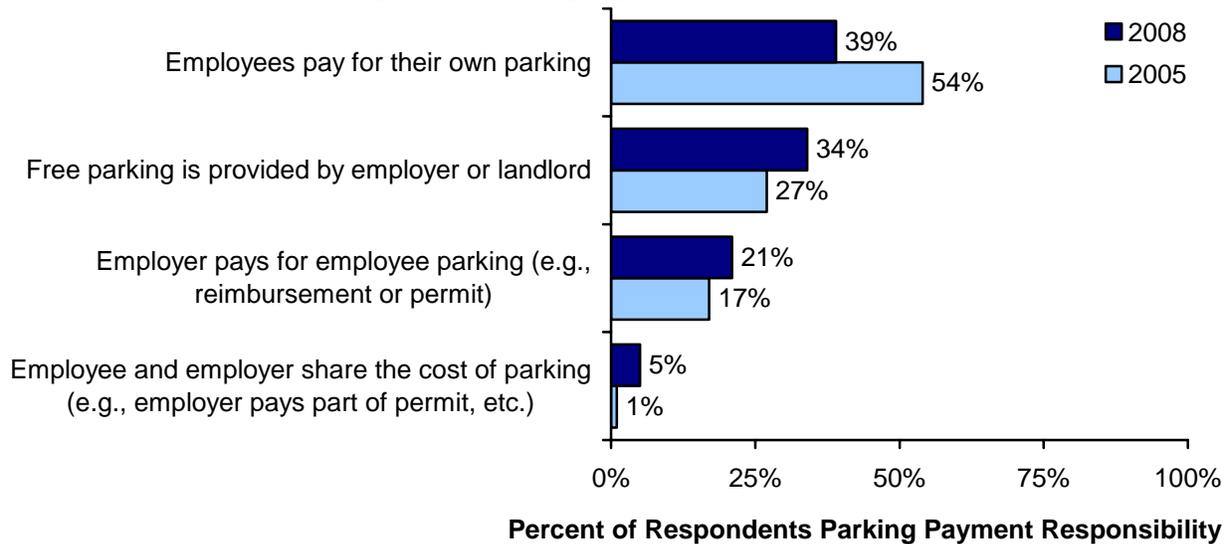
Overall these trends were similar to 2005; however, the proportion of employees parking in a lot or structure has increased 10% in 2008 compared to 2005.

**Figure 9: Type of Parking Used by Downtown Employees**



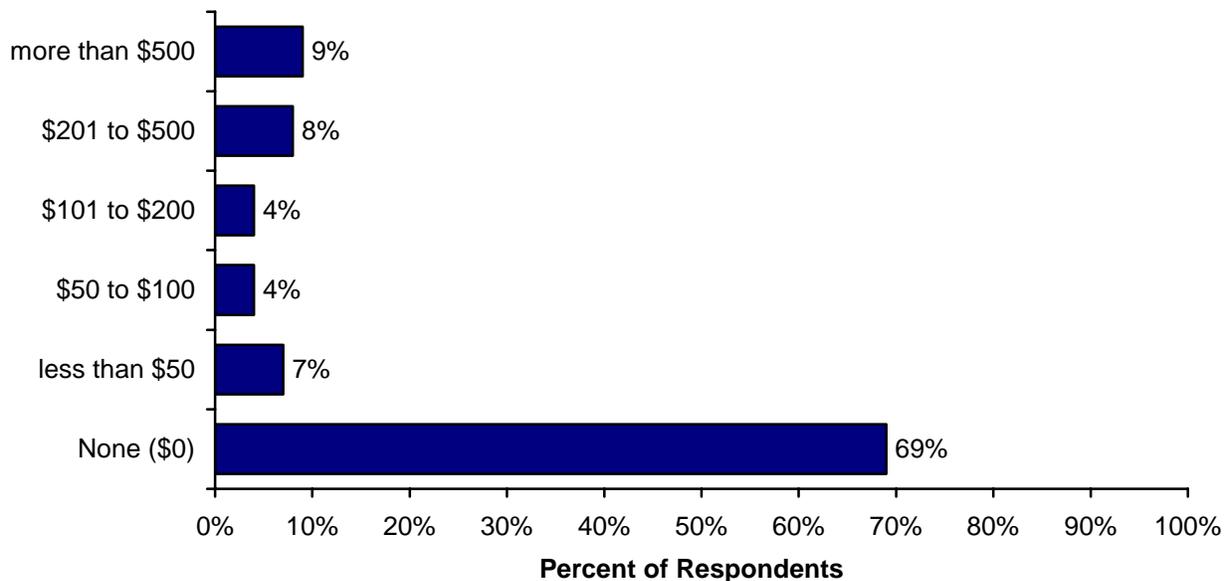
Nearly 4 in 10 downtown employees completing the survey (39%), reported that employees at their worksite were responsible for paying for their own parking. In a handful of cases, the employee and employer shared the costs, while free parking was provided for 34% of employees either by their employer or landlord, and 21% of those participating in the survey said their employer pays for employee parking.

**Figure 10: Parking Payment Responsibility**



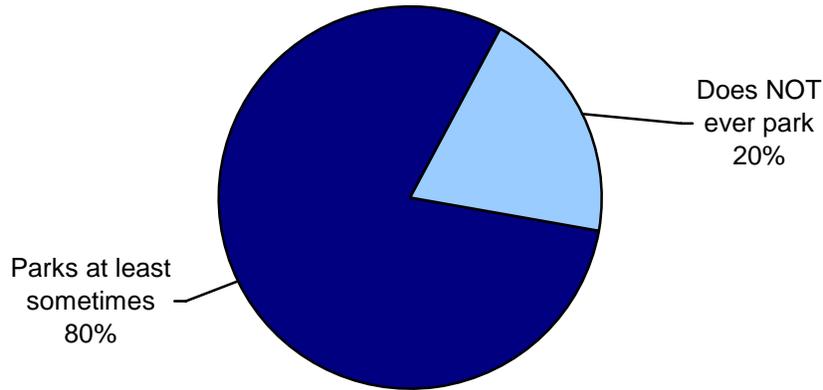
Two-thirds of employees completing the questionnaire (69%) reported paying nothing for employee parking. About 1 in 10 respondents reported paying between \$1 and \$100 annually for parking and approximately 2 in 10 respondents pay \$100 or more per year for employee parking.

**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 (Figure 12). Those who said they never park were somewhat more likely to have to pay at least part of their parking costs (53%) compared to those who do park (44%).

**Figure 12 : Parking for Work Commute**



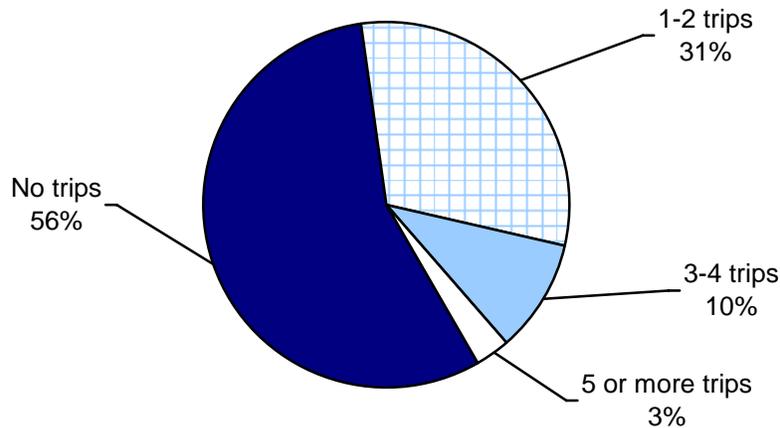
**Table 12: Responsibility to Pay for Parking by Whether Respondent Parks**

Generally, who pays for employee parking at your organization?	2008	
	Parks	Does not Park
Free parking is provided by employer or landlord	35%	47%
Employees pay for their own parking	39%	35%
Employer pays for employee parking (e.g., reimbursement or permit)	22%	0%
Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	5%	18%
Total	100%	100%

## Other Trips Made During the Work Day

Those completing the survey were asked how many one-way trips they made during the previous workday, not including the work commute. Just over half (56%, see Figure 13) said they had made no trips during their previous workday. Most of the workday trips were either made by walking (36%) or driving alone (33%, see Table 13).

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



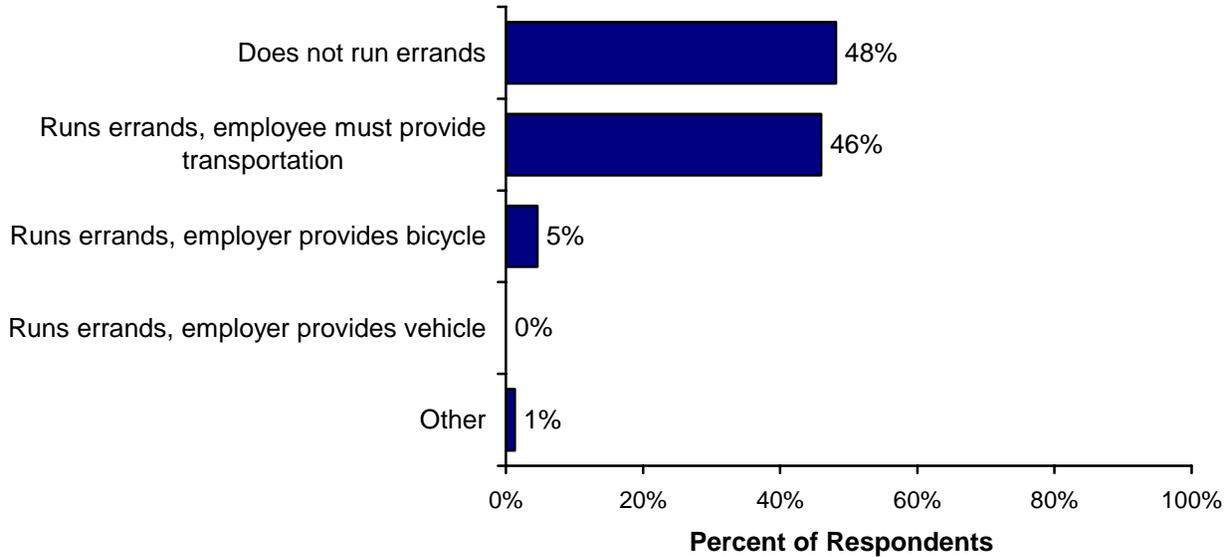
**Table 13: Mode of Non-Commute Work Day Trips**

What method(s) of travel did you use for non-commute workday trips during your workday yesterday?	Percent of Commute Trips*	
	2008	2005
Drove alone	33%	35%
Drove with at least one other person	9%	6%
Multi-mode (e.g., car then bus, bike then bus, etc.)	0%	1%
Walked	36%	38%
Biked	13%	7%
Rode a bus(es)	7%	13%
Other	2%	0%

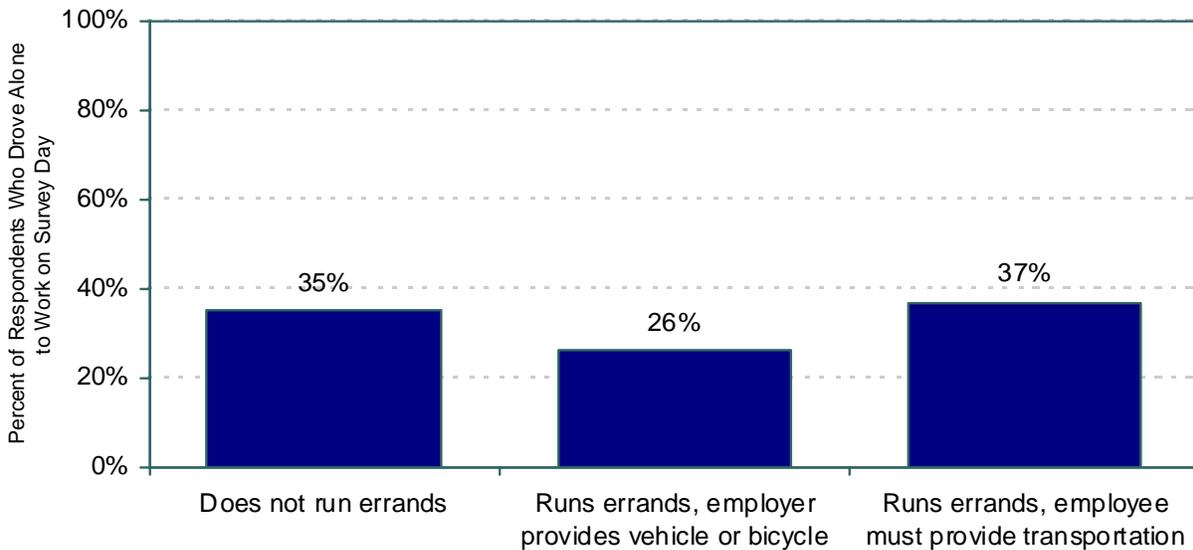
\*Percents may add to more than 100% as respondents were allowed more than one response

Survey participants were asked whether their job required them to run errands or attend meetings away from the primary work site. Approximately half of respondents (49%, see Figure 14) 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. As seen in Figure 15, 37% 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 14: Work Day Errands**



**Figure 15: 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 (56%, see Table 14).

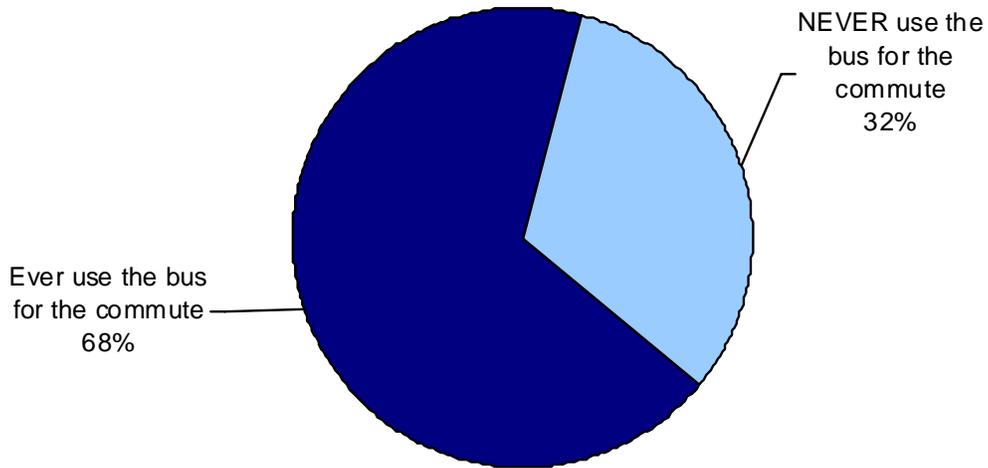
**Table 14: Frequency of Off-Site Requirements**

<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	8%
Several times a week	28%
About once a week	20%
About once every two weeks	21%
About once a month	11%
Less than once a month	11%
Other	0%
Total	100%

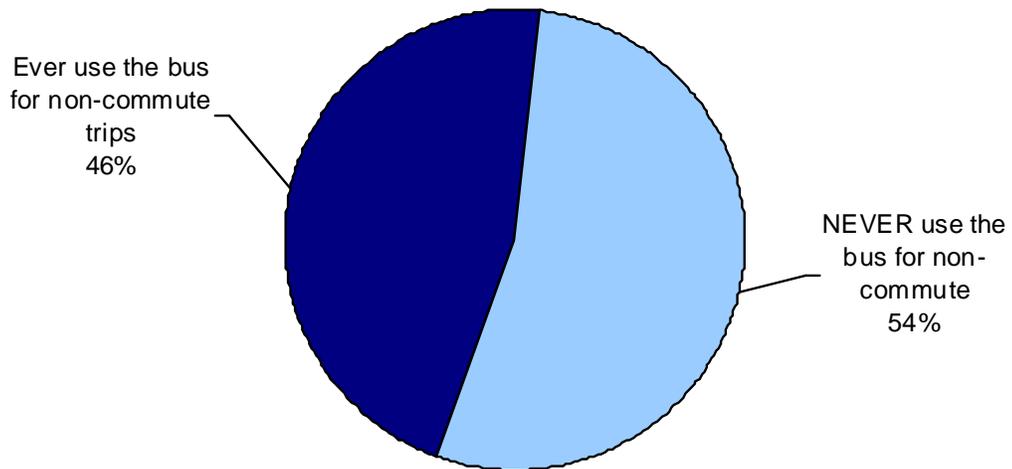
## Transit Use

Most employees claimed to at least occasionally use a bus for their work commute; only one-third claimed to never use the bus for the work commute (see Figure 16). About 2 in 5 respondents reported that, during a typical week, they use the bus for at least one non-commute trip (see Figure 17).

**Figure 16: Use of Transit for the Commute**



**Figure 17: Use of Transit for Non-Commute Trips**



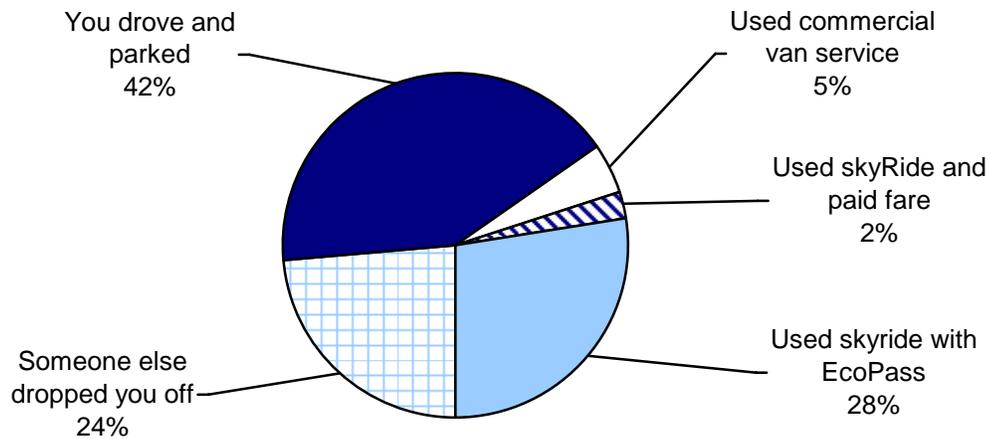
### Trips to Denver International Airport

The majority of those surveyed (86%) reported going to Denver International Airport (DIA) at least once in the past year. The average number of trips to DIA for those going was 9.61. Respondents also were asked to indicate what mode they used for each trip to DIA. Four in 10 residents reported that they drove alone. The skyRide was used for 30% of trips, 2% of the trips the respondent paid the fare and 28% of trip the EcoPass was used.

**Table 15: Use of skyRide for Trips to Denver International Airport**

	2008	2005
Percent of Respondents Going to DIA at Least Once in Past Year	86%	81%
Average Number of Trips to DIA for ALL Respondents	7.25	6.26
Average Number of Trips to DIA for Respondents Who Went at Least Once	9.61	7.49

**Figure 18: Trips to Denver International Airport**



### Employees' EcoPass Status

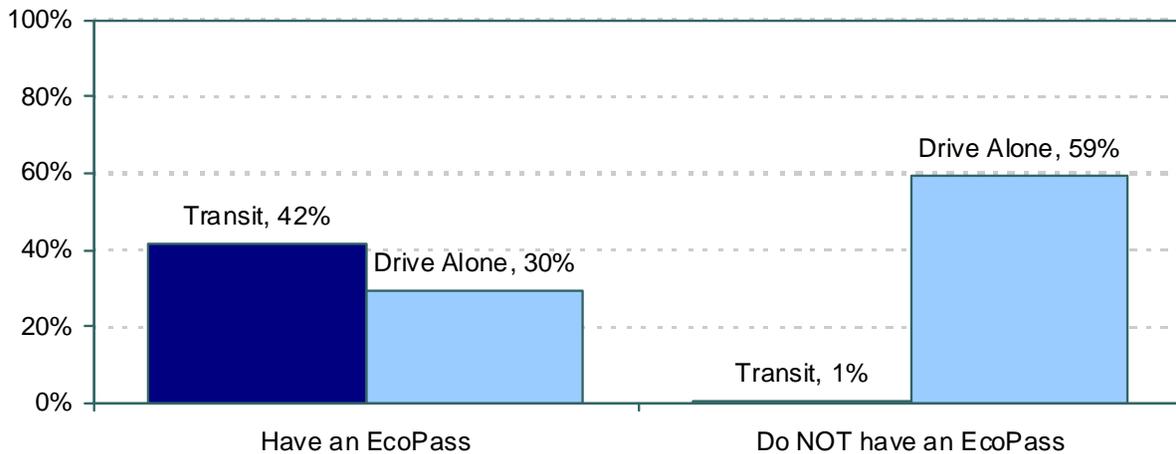
A large majority, over 8 in 10, of those completing the survey said they have an EcoPass of some kind. Most identified their pass as a downtown EcoPass, although 36% said they had obtained one through their employer. Presumably, for most downtown employees, this means they received a downtown pass from their employer because they are within the CAGID boundaries, but did not recognize it as a “downtown” pass.

**Table 16: ECO-Pass Status**

Do you have an ECO-Pass?	Percent of Respondents						
	2008	2005	2001	1999	1997	1995	1993
Yes, a CU student Buff OneCard	4%	5%	66%	54%	57%	47%	41%
Yes, a CU faculty/staff Buff OneCard	0%	0%					
Yes, a downtown Eco-Pass	42%	42%					
Yes, through my employer	36%	35%					
Yes, through my neighborhood	0%	0%					
No	17%	18%	34%	46%	43%	53%	59%
Total	100%	100%	100%	100%	100%	100%	100%

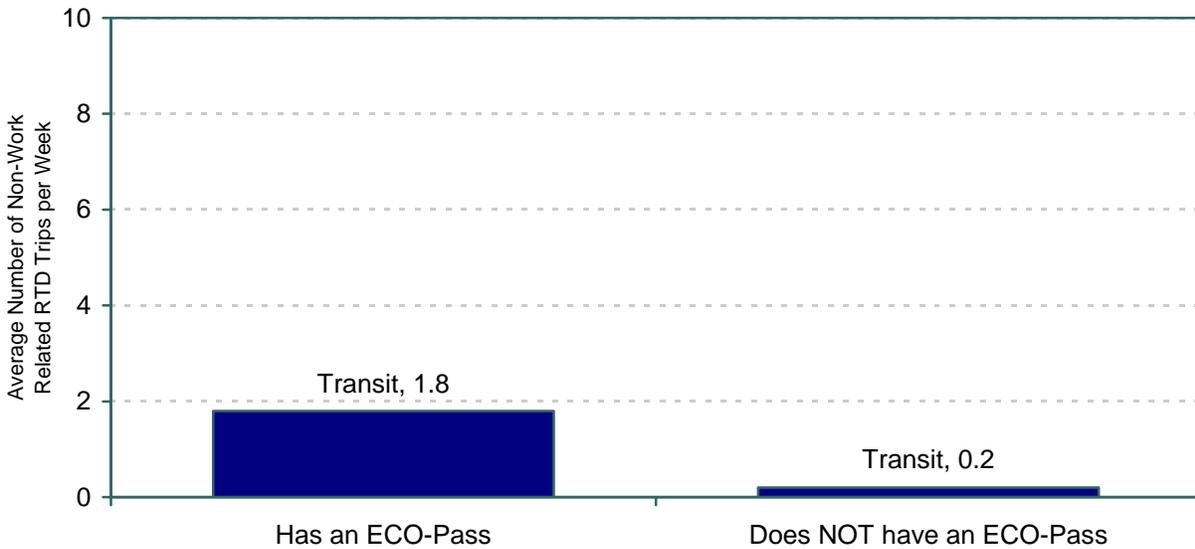
Those who held an EcoPass were much more likely to have used transit to get to work the day they completed the survey (42%) than those who did not hold an EcoPass (1%). Likewise, those without an EcoPass were more likely to have driven to work alone (59%) compared to those with an EcoPass (30%, see Figure 19).

**Figure 19: Travel Mode Used for Work Commute on Survey Day by EcoPass Status**



Of respondents who reported making non-work related RTD or Light Rail trips, those who had an Eco-Pass took an average of 1.8 non-work related trips per week and those without an EcoPass took an average of only 0.2 non-work related transit trips per week.

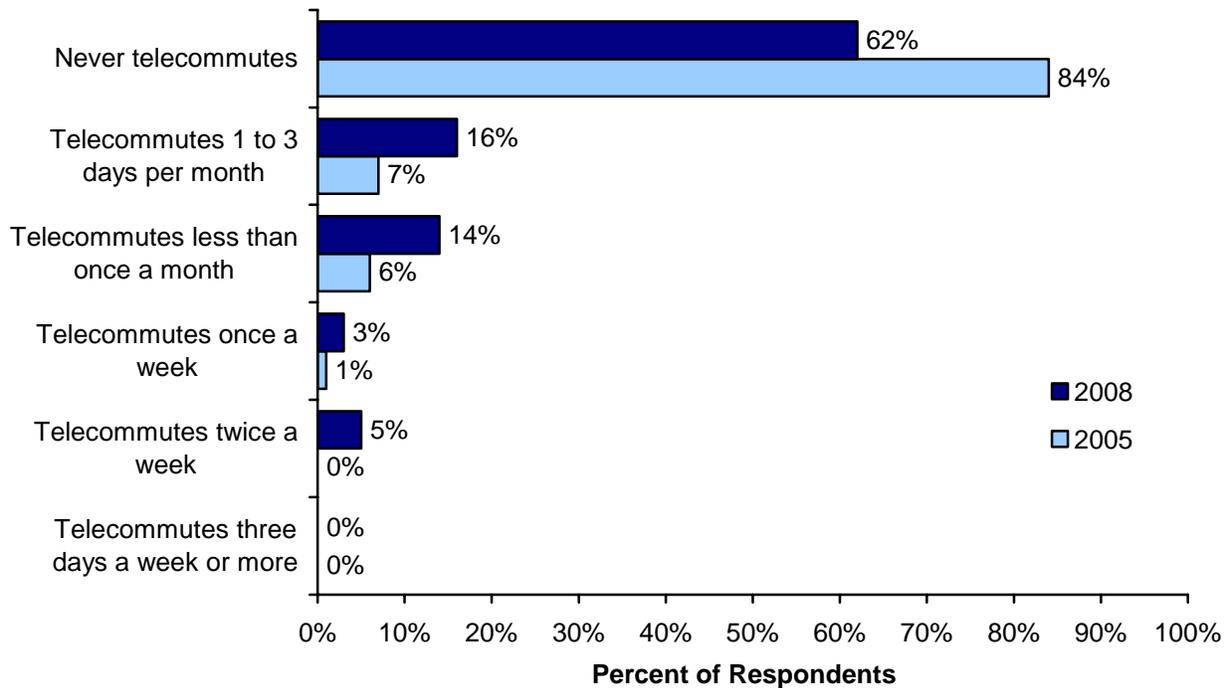
**Figure 20: Use of RTD for Non-Work Related Trips by ECO-Pass Status**



## Teleworking and Compressed Work Week

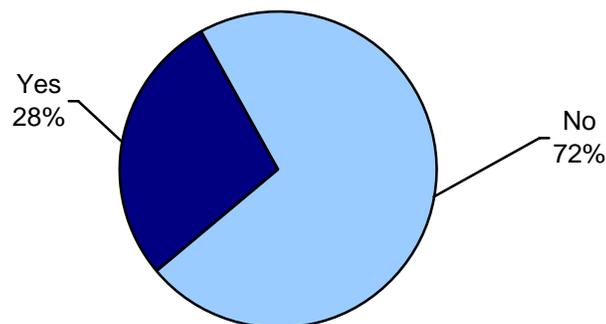
Those completing the questionnaire were provided with a definition of teleworking as when employees work at home instead of going into the office. They were then asked whether they ever teleworked. Most respondents reported they do not telework (62%, see Figure 21). Of those who do telework, most do it only occasionally; only 8% of all those surveyed telework one day a week or more.

**Figure 21: Teleworking Status**



New to the 2008 survey, respondents were asked if their employer allowed them to work a compressed work week (e.g., working 40 hours in four days or 80 hours in nine days). The majority of respondents (72%) were not given the option of working a compressed work week, although nearly 3 in 10 were.

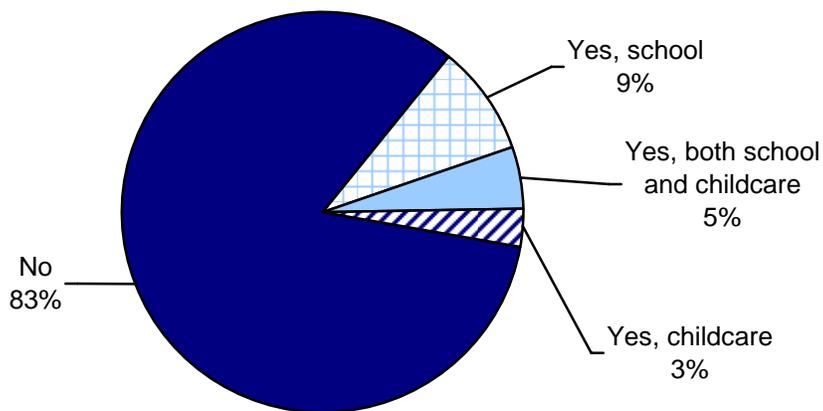
**Figure 22: Allowed to Work a Compressed Work Week**



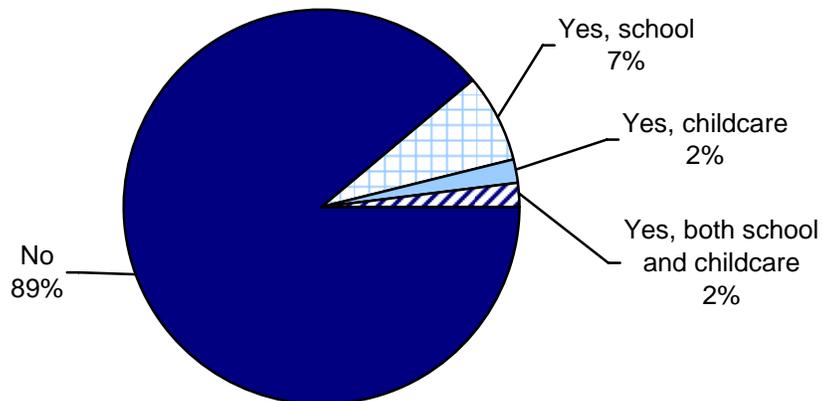
## Child Transportation Issues

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. Close to 20% (see Figure 23) of respondents said they were at least sometimes responsible for transporting children to and from school or child care. Eleven 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 with a slight increase in 2008 compared to previous survey 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?	2008	2005	2001	1999	1997	1995	1993
	Yes	17%	13%	10%	12%	14%	10%
No	83%	87%	83%	83%	81%	85%	84%
Sometimes*	N/A	N/A	7%	5%	5%	5%	4%
Total	100%	100%	100%	100%	100%	100%	100%

\* Was not an option in 2005 or the 2008 survey.

Those who had taken children to school or child care on the day of the survey were somewhat more likely to have used a private vehicle for their work commute (53%) compared to those who did not have to take children to school or day (39%). They were also much less likely to have used a bus or multiple modes (9% compared to 41%).

**Table 18: Child Transportation on Survey Day**

Did you take your child(ren) to school or child care today?	Percent of Respondents	
	2008	2005
Yes	11%	5%
No	89%	95%

**Table 19: 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	32%	35%
Drove with at least one other person	21%	4%
Walked	5%	8%
Biked	30%	11%
Rode a bus or buses	1%	33%
Multi-mode	8%	8%
Worked at home	0%	0%
Other	2%	1%

## Employer Provided Incentives

A new question set was added to the 2008 survey: respondents were asked whether their employer provided a set of incentives or resources for alternative transportation, and whether they had themselves used any of the offered incentives. Not surprisingly, the most commonly provided incentive reported by respondents was the EcoPass (88%). Approximately half of employees said their employer provided bike racks (53%), showers and changing facilities (47%) and Walk/Bike Month (47%). Least provided to employees were an Employee Transportation Coordinator (3%), preferential parking for carpools/vanpool (3%) and ride matching for carpools/vanpools (2%).

**Table 20: Employer Provided Incentives**

For each of the following, please indicate which your employer makes available to you.	Percent of Respondents		
	Yes	No	Total
EcoPass	88%	12%	100%
Bike racks	53%	47%	100%
Showers and changing facilities	47%	53%	100%
Walk and Bike Month (Bike to Work Day) participation	47%	53%	100%
Flextime	39%	61%	100%
Telework option	31%	69%	100%
Bike lockers or other covered, protected storage	29%	71%	100%
Compressed work week option	28%	72%	100%
Transit and or bicycle maps, schedules or information	20%	80%	100%
Pre-tax benefits for transit, vanpool	7%	93%	100%
Subsidized vanpool or transit fares	4%	96%	100%
Employee Transportation Coordinator (ETC)	3%	97%	100%
Preferential parking for carpools/vanpools	3%	97%	100%
Ride matching for carpools/vanpools	2%	98%	100%

For each incentive offered by an employer, at least 30% of respondents reported they used it. The most used incentives were teleworking (91%) and flextime (86%). The least used incentives/resources were pre-tax benefits for transit/vanpool (30%) and subsidized vanpool or transit fares (27%).

**Table 21: Use of Employer Provided Incentives**

For each of the following, please indicate which you have used in the past 6 months.	Percent of Respondents Whose Employer Offered the Incentive		
	Yes	No	Total
Telework option	91%	9%	100%
Flextime	86%	14%	100%
EcoPass	79%	21%	100%
Transit and or bicycle maps, schedules or information	79%	21%	100%
Compressed work week option	74%	26%	100%
Preferential parking for carpools/vanpools	71%	29%	100%
Walk and Bike Month (Bike to Work Day) participation	69%	31%	100%
Ride matching for carpools/vanpools	66%	34%	100%
Bike lockers or other covered, protected storage	65%	35%	100%
Bike racks	62%	38%	100%
Showers and changing facilities	47%	53%	100%
Employee Transportation Coordinator (ETC)	32%	68%	100%
Pre-tax benefits for transit, vanpool	30%	70%	100%
Subsidized vanpool or transit fares	27%	73%	100%

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

When looking at the use of incentives for transportation alternatives across ALL respondents (so that those whose employer did not offer the incentive were assumed not to have used it), the EcoPass was used by the majority of all respondents (69%). One-third of all respondents took advantage of flextime, Walk and Bike Month participation or bike racks.

**Table 22: Use of Employer Provided Incentives for ALL Respondents**

<b>For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.</b>	<b>Yes</b>	<b>No</b>	<b>Total</b>
EcoPass	69%	31%	100%
Flextime	32%	68%	100%
Walk and Bike Month (Bike to Work Day) participation	31%	69%	100%
Bike racks	30%	70%	100%
Telework option	27%	73%	100%
Showers and changing facilities	21%	79%	100%
Compressed work week option	20%	80%	100%
Bike lockers or other covered, protected storage	19%	81%	100%
Transit and or bicycle maps, schedules or information	16%	84%	100%
Preferential parking for carpools/vanpools	3%	97%	100%
Ride matching for carpools/vanpools	2%	98%	100%
Pre-tax benefits for transit, vanpool	2%	98%	100%
Subsidized vanpool or transit fares	1%	99%	100%
Employee Transportation Coordinator (ETC)	1%	99%	100%

*Responses are from all respondents - those whose employer provided the incentive and those who did not*

## 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.

### Number of Jobs Held by Respondent

Are you employed at another job?	Percent of Respondents
Yes, an additional full-time job	1%
Yes, one or more additional part-time jobs	7%
No, I am not employed at any other jobs	92%
Total	100%

### Work Status

Are you a full or part-time employee?	Percent of Respondents
Full-time	86%
Part-time	14%
Total	100%

### Respondent Work Schedule

What category best describes your typical work schedule?	Percent of Respondents
Monday through Friday, daytime	67%
Monday through Friday, evenings	2%
Weekends	2%
Rotating/variable schedule	21%
Mon through Thursday, daytime	1%
Other	8%
Total	100%

### Respondent Job Category

What category best describes your job?	Percent of Respondents
Retail/sales	12%
Service/restaurant/delivery	21%
Manufacturing/production/high-tech	7%
Office (professional, business, administrative, support)	47%
Medical/dental	0%
Construction/trades/laborer	1%
Other	11%
Total	100%

**Respondent Pay Rate**

<b>What is your hourly pay rate at this job?</b>	<b>Percent of Respondents</b>
\$7.00 per hour or less	5%
\$7.01 to \$10.00 per hour	6%
\$10.01 to \$12.00 per hour	5%
\$12.01 to \$15.00 per hour	13%
\$15.01 to \$20.00 per hour	16%
\$20.01 to \$25.00 per hour	22%
\$25.01 to \$50.00 per hour	24%
\$50.01 or more per hour	9%
Total	100%

**Respondent Household Vehicles**

<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	7%
1	31%
2	42%
3	12%
4	4%
5	3%
6	0%
8	0%
Total	100%

**Respondent Availability of Motor Vehicle**

<b>Is a car or other motor vehicle usually available to you for commuting to work?</b>	<b>Percent of Respondents</b>
Yes	83%
No	17%
Total	100%

**Respondent Availability of a Bicycle**

<b>Is a bicycle usually available to you for commuting to work?</b>	<b>Percent of Respondents</b>
Yes	67%
No	33%
Total	100%

**Respondent Internet Access**

<b>Do you have Internet access at home and/or work?</b>	<b>Percent of Respondents*</b>
Yes, at home	92%
Yes, at work	76%
No	4%

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

**Respondent Area of Residence**

<b>Where do you live?</b>	<b>Percent of Respondents</b>
Boulder (within the city limits)	50%
Unincorporated Boulder County	7%
Ward/Nederland/Jamestown	1%
Lyons	1%
Superior	1%
Lafayette	5%
Louisville	2%
Longmont	10%
Erie	2%
Broomfield	2%
Westminster	2%
Arvada	1%
Denver or other metro-area suburb	10%
Berthoud/Loveland/Fort Collins	1%
Weld County	1%
Other	3%
Total	100%

**Children in Respondent's Household**

<b>Does your household include children under the age of 16?</b>	<b>Percent of Respondents</b>
Yes	24%
No	76%
Total	100%

**Respondent Household Vehicle Ratio**

<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+	32%
One vehicle per hh member age 16+	56%
More than one vehicle per hh member age 16+	12%
Total	100%

**Respondent Student Status**

<b>Are you a student at CU Boulder?</b>	<b>Percent of Respondents</b>
Yes, an undergraduate student	3%
Yes, a graduate student	1%
No	96%
Total	100%

**Respondent Household Income**

<b>How much do you anticipate your household's total income before taxes will be for 2008?</b>	<b>Percent of Respondents</b>
Less than \$10,000	4%
\$10,000 to \$19,999	2%
\$20,000 to \$29,999	10%
\$30,000 to \$39,999	5%
\$40,000 to \$49,999	14%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	17%
\$100,000 to \$149,999	16%
\$150,000 or more	13%
Total	100%

**Respondent Age**

<b>In which category is your age?</b>	<b>Percent of Respondents</b>
Under 18	0%
18-24 years	16%
25-34 years	35%
35-44 years	21%
45-54 years	15%
55-64 years	12%
65 years or older	0%
Total	100%

**Respondent Gender**

<b>What is your gender?</b>	<b>Percent of Respondents</b>
Female	57%
Male	43%
Total	100%

## 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	37.5%
Drove with at least one other person	7.5%
Walked	11.5%
Biked	15.4%
Rode a bus or buses	33.9%
Carried a bike on a bus or buses	2.3%
Used a Park-n-Ride	2.2%
Worked at home	.4%
Other	.7%

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

Question 1: Primary Mode of Transportation	
How did you get to work today?	Percent of Respondents
Drove alone	34.4%
Drove with at least one other person	5.9%
Walked	7.8%
Biked	12.9%
Rode a bus or buses	29.2%
Multi-mode	8.9%
Worked at home	.2%
Other	.7%
Total	100.0%

Question 2	
About how far is your home from work?	Percent of Respondents
1 mile or less	14.7%
2-5 miles	36.9%
6-10 miles	8.5%
11-15 miles	13.3%
16-20 miles	7.7%
more than 20 miles	19.0%
Total	100.0%

<b>Question 3</b>	
<b>About what time did you leave home for work today?</b>	<b>Percent of Respondents*</b>
12:00 am Midnight	2%
1:00 am	0%
2:00 am	1%
3:00 am	0%
4:00 am	1%
5:00 am	1%
6:00 am	3%
7:00 am	16%
8:00 am	37%
9:00 am	22%
10:00 am	7%
11:00 am	1%
12:00 pm Noon	0%
1:00 pm	1%
2:00 pm	2%
3:00 pm	1%
4:00 pm	4%
5:00 pm	0%
6:00 pm	1%
7:00 pm	0%
8:00 pm	0%
9:00 pm	0%
10:00 pm	0%
11:00 pm	0%
Total	100.0%

\* 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	80.6%
No	19.4%
Total	100.0%

<b>Question 4a</b>	
<b>About how many minutes did it take?</b>	<b>Average Number of Minutes*</b>
About how many minutes did it take?	29.7

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

<b>Question 4b</b>	
	<b>Average Number of Stops*</b>
How many stops did you make on your way to work?	.3

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

<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	45.2%
1	35.1%
2	13.5%
3	5.1%
4	.4%
5	.2%
7	.1%
10	.2%
Total	100.0%

<b>Question 6</b>	
<b>About what time do you usually arrive at work?</b>	<b>Percent of Respondents*</b>
12:00 am Midnight	2%
1:00 am	0%
2:00 am	1%
3:00 am	0%
4:00 am	1%
5:00 am	1%
6:00 am	3%
7:00 am	16%
8:00 am	37%
9:00 am	22%
10:00 am	7%
11:00 am	1%
12:00 pm Noon	0%
1:00 pm	1%
2:00 pm	2%
3:00 pm	1%
4:00 pm	4%
5:00 pm	0%
6:00 pm	1%
7:00 pm	0%
8:00 pm	0%
9:00 pm	0%
10:00 pm	0%
11:00 pm	0%
Total	100.0%

<b>Question 7</b>	
<b>About what time do you usually leave work?</b>	<b>Percent of Respondents*</b>
12:00 am Midnight	2%
1:00 am	0%
2:00 am	1%
3:00 am	0%
4:00 am	1%
5:00 am	1%
6:00 am	0%
7:00 am	1%
8:00 am	0%
9:00 am	0%
10:00 am	0%
11:00 am	0%
12:00 pm Noon	5%
1:00 pm	0%
2:00 pm	2%
3:00 pm	6%
4:00 pm	16%
5:00 pm	32%
6:00 pm	19%
7:00 pm	6%
8:00 pm	0%
9:00 pm	0%
10:00 pm	4%
11:00 pm	2%
Total	100.0%

<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	35.1%
Drive with at least one other person	6.8%
Multi-mode (e.g., car then bus, bike then bus, etc.)	5.9%
Walk	9.8%
Bike	14.0%
Ride a bus(es)	26.4%
Work at home	1.8%
Other	.4%

**Question 10**

<b>Does your job allow you to work a compressed work week? (For example, working 40 hours in four days or 80 hours in nine days)</b>	<b>Percent of Respondents</b>
Yes	28.2%
No	71.8%
Total	100.0%

**Question 11**

<b>On average, how often do you telework (work at home instead of going into the office) a month? (Include only full days at home when you did not travel to your work place.)</b>	<b>Percent of Respondents</b>
Never	61.9%
Less than once a month	13.7%
1 to 3 days per month	15.7%
Once a week	3.3%
Twice a week	4.8%
Three days a week or more	.5%
Total	100.0%

**Question 12**

	<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	1.1

**Question 13**

<b>Please indicate how many times you used each of the following modes for non commute workday trips.</b>	<b>Percent of Non-Commute Workday Trips</b>
Drove alone	33.2%
Drove with at least one other person	8.6%
Multi-mode (e.g., car then bus, bike then bus, etc.)	0.1%
Walked	35.5%
Biked	13.0%
Rode a bus(es)	7.1%
Other	2.4%

<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	52.6%
No	47.4%
Total	100.0%

<b>Question 16</b>	
<b>If yes, about how often are you required to do so?</b>	<b>Percent of Respondents</b>
Daily	8.4%
Several times a week	27.8%
About once a week	20.4%
About once every two weeks	20.8%
About once a month	11.3%
Less than once a month	10.8%
Other	.3%
Total	100.0%

<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	94.1%
I use an employer-provided vehicle	8.9%
I use an employer-provided bicycle	3.3%
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	36.2%
Public lot or structure with cash payment	4.6%
Private lot or parking space, no charge	33.9%
Street with meter	1.6%
Residential street, no meter	20.0%
Other	3.4%
Public lot or structure, no charge	.3%
Total	100.0%

**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	30.4%
Parking lot or structure with cash payment	5.1%
Parking lot, structure or parking space, no charge	23.6%
Street with meter	2.1%
Residential street, no meter	14.6%
Residential street with a permit (NPP)	3.4%
Other	1.2%
I don't usually drive to work	19.6%
Total	100.0%

**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	34.3%
Employees pay for their own parking	39.4%
Employer pays for employee parking (e.g., reimbursement or permit)	21.3%
Employee and employer share the cost of parking (e.g., employer pays part of permit, etc.)	5.0%
Total	100.0%

**Question 21**

<b>How much do you estimate you will spend on employee parking for your work commute in the year 2008?</b>	<b>Percent of Respondents</b>
None (\$0)	69.2%
less than \$50	6.7%
\$50 to \$100	3.9%
\$101 to \$200	4.0%
\$201 to \$500	7.5%
more than \$500	8.6%
Total	100.0%

**Question 22**

<b>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?</b>	<b>Percent of Respondents</b>
Yes, a CU student Buff OneCard	4.3%
Yes, a CU faculty/staff Buff OneCard	.0%
Yes, a downtown EcoPass	42.3%
Yes, through my employer	36.0%
Yes, through my neighborhood	.4%
No	16.9%
Total	100.0%

**Question 23**

<b>Do you ever ride the bus to work?</b>	<b>Percent of Respondents</b>
Yes	68.1%
No	31.9%
Total	100.0%

**Question 24**

<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)	54.4%
1 or 2	28.1%
3 or 4	6.7%
5 to 8	6.8%
8 or more	3.9%
Total	100.0%

**Question 25**

<b>During the last year, about how many times have you been to Denver International Airport?</b>	<b>Percent of Respondents</b>
None	13.7%
One or more times	86.3%
Total	100.0%

<b>Question 25b</b>	
<b>Of these trips to DIA, how many did you</b>	<b>Percent of DIA Trips</b>
have someone else drop you off...	23.5%
drive and park...	41.8%
take commercial van service...	4.8%
take skyRide and paid fare (paid on own, paid by employer)...	2.3%
take skyRide with EcoPass...	27.6%

<b>Question 26</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, school	9.3%
Yes, childcare	2.6%
Yes, both school and childcare	4.7%
No	83.4%
Total	100.0%

<b>Question 27</b>	
<b>Did you take your child(ren) to school or child care today?</b>	<b>Percent of Respondents Who Every Take Child(ren) To/From School/Childcare</b>
Yes, school	41.8%
Yes, childcare	11.3%
Yes, both school and childcare	12.4%
No	34.4%
Total	100.0%

<b>Question 28</b>	
<b>Are you employed at another job?</b>	<b>Percent of Respondents</b>
Yes, an additional full-time job	1.0%
Yes, one or more additional part-time jobs	7.4%
No, I am not employed at any other jobs	91.6%
Total	100.0%

**Question 29**

<b>Are you a full or part-time employee?</b>	<b>Percent of Respondents</b>
Full-time	86.4%
Part-time	13.6%
Total	100.0%

**Question 30**

<b>What category best describes your typical work schedule?</b>	<b>Percent of Respondents</b>
Monday through Friday, daytime	67.0%
Monday through Friday, evenings	1.8%
Weekends	1.9%
Rotating/variable schedule	20.6%
Other	8.1%
Mon through Thursday, daytime	.6%
Total	100.0%

**Question 31**

<b>What category best describes your job?</b>	<b>Percent of Respondents</b>
Retail/sales	12.4%
Service/restaurant/delivery	21.0%
Manufacturing/production/high-tech	7.3%
Office (professional, business, administrative, support)	47.0%
Medical/dental	.0%
Construction/trades/laborer	1.1%
Other	11.2%
Total	100.0%

**Question 32**

<b>What is your hourly pay rate at this job?</b>	<b>Percent of Respondents</b>
\$7.00 per hour or less	4.7%
\$7.01 to \$10.00 per hour	6.2%
\$10.01 to \$12.00 per hour	5.3%
\$12.01 to \$15.00 per hour	12.7%
\$15.01 to \$20.00 per hour	16.0%
\$20.01 to \$25.00 per hour	22.4%
\$25.01 to \$50.00 per hour	24.1%
\$50.01 or more per hour	8.6%
Total	100.0%

**Question 33: Employer Provides**

<b>For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.</b>	<b>Yes</b>	<b>No</b>	<b>Total</b>
Ride matching for carpools/vanpools	2%	98%	100%
EcoPass	88%	12%	100%
Subsidized vanpool or transit fares	4%	96%	100%
Pre-tax benefits for transit, vanpool	7%	93%	100%
Transit and or bicycle maps, schedules or information	20%	80%	100%
Bike racks	53%	47%	100%
Bike lockers or other covered, protected storage	29%	71%	100%
Showers and changing facilities	47%	53%	100%
Telework option	31%	69%	100%
Compressed work week option	28%	72%	100%
Flextime	39%	61%	100%
Employee Transportation Coordinator (ETC)	3%	97%	100%
Walk and Bike Month (Bike to Work Day) participation	47%	53%	100%
Preferential parking for carpools/vanpools	3%	97%	100%

**Question 33: Used in Last 6 Months**

<b>For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.</b>	<b>Yes</b>	<b>No</b>	<b>Total</b>
Ride matching for carpools/vanpools	66%	34%	100%
EcoPass	79%	21%	100%
Subsidized vanpool or transit fares	27%	73%	100%
Pre-tax benefits for transit, vanpool	30%	70%	100%
Transit and or bicycle maps, schedules or information	79%	21%	100%
Bike racks	62%	38%	100%
Bike lockers or other covered, protected storage	65%	35%	100%
Showers and changing facilities	47%	53%	100%
Telework option	91%	9%	100%
Compressed work week option	74%	26%	100%
Flextime	86%	14%	100%
Employee Transportation Coordinator (ETC)	32%	68%	100%
Walk and Bike Month (Bike to Work Day) participation	69%	31%	100%
Preferential parking for carpools/vanpools	71%	29%	100%

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

<b>Question 34</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	6.5%
1	31.3%
2	42.3%
3	12.0%
4	4.3%
5	3.3%
6	.1%
8	.2%
Total	100.0%

<b>Question 35</b>	
<b>Is a car or other motor vehicle usually available to you for commuting to work?</b>	<b>Percent of Respondents</b>
Yes	82.6%
No	17.4%
Total	100.0%

<b>Question 36</b>	
<b>Is a bicycle usually available to you for commuting to work?</b>	<b>Percent of Respondents</b>
Yes	67.1%
No	32.9%
Total	100.0%

<b>Question 37</b>	
<b>Do you have Internet access at home and/or work?</b>	<b>Percent of Respondents*</b>
Yes, at home	92.0%
Yes, at work	75.8%
No	4.4%

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

<b>Question 38</b>	
<b>Where do you live?</b>	<b>Percent of Respondents</b>
Boulder (within the city limits)	50.5%
Unincorporated Boulder County	7.5%
Ward/Nederland/Jamestown	1.3%
Lyons	.6%
Superior	1.2%
Lafayette	4.5%
Louisville	2.3%
Longmont	9.7%
Erie	2.1%
Broomfield	2.3%
Westminster	2.4%
Arvada	1.1%
Denver or other metro-area suburb	10.1%
Berthoud/Loveland/Fort Collins	.9%
Weld County	.8%
Other	2.8%
Total	100.0%

<b>Question 41</b>	
<b>Does your household include children under the age of 16?</b>	<b>Percent of Respondents</b>
Yes	24.0%
No	76.0%
Total	100.0%

<b>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+	31.8%
One vehicle per hh member age 16+	56.2%
More than one vehicle per hh member age 16+	12.0%
Total	100.0%

**Question 42**

<b>Are you a student at CU Boulder?</b>	<b>Percent of Respondents</b>
Yes, an undergraduate student	2.9%
Yes, a graduate student	1.1%
No	96.0%
Total	100.0%

**Question 43**

<b>How much do you anticipate your household's total income before taxes will be for 2008?</b>	<b>Percent of Respondents</b>
Less than \$10,000	3.7%
\$10,000 to \$19,999	2.4%
\$20,000 to \$29,999	10.3%
\$30,000 to \$39,999	5.1%
\$40,000 to \$49,999	13.8%
\$50,000 to \$74,999	18.6%
\$75,000 to \$99,999	17.5%
\$100,000 to \$149,999	15.8%
\$150,000 or more	12.9%
Total	100.0%

**Question 44**

<b>In which category is your age?</b>	<b>Percent of Respondents</b>
Under 18	.0%
18-24 years	16.5%
25-34 years	34.8%
35-44 years	21.3%
45-54 years	15.3%
55-64 years	11.7%
65 years or older	.4%
Total	100.0%

**Question 45**

<b>What is your gender?</b>	<b>Percent of Respondents</b>
Female	56.6%
Male	43.4%
Total	100.0%

## Appendix C: Verbatim Responses

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

### Question 1: How did you get to work today? (“Park-n-Ride” response)

- 14th/Walnut
- 23rd / main shopping center lot
- 27th/Broadway
- 8th & Coffman Longmont
- 8th and Coffman, Longmont, CO
- Broomfield
- Broomfield
- Broomfield
- Broomfield
- Broomfield
- Broomfield Park n Ride
- Cold Spring
- Lafayette
- Lafayette
- Main St - 23rd Ave
- McCaslin
- McCaslin & 36
- Nederland
- Park on South Boulder Road in Louisville, take dash
- Roosevelt Park
- South more
- St. Julien
- Stapleton
- Stapleton
- Twin Peaks Mall
- Westminster
- Westminster
- Westminster
- Westminster

### Question 1: How did you get to work today? (“Other” response)

- Drive a scooter
- Rode a scooter

### Question 16: Does your job require you to run errands or attend meetings away from the work site? If yes, how often are you required to do so? (“Other” response)

- Very minimal, hospitality errands

**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? (“Other” response)**

- & own car
- Airplanes
- Both mine and work

**Question 18: If you drove a car to work today, where did you park? (“Other” response)**

- 20th St
- 3 hr permit parking
- Bike racks with scooter
- I have a commuter residential parking pass.
- Liquor Mart parking lot
- Our lot
- Private lot that we must pay montly for each space
- Private lot, monthly permit
- Private, charge

**Question 19: when you drive to work, what type of parking space do you usually park in? (“other” response)**

- Blocks away from work
- Church
- Parking lot - private, paid
- Parking lot with a punch card

**Question 30: What category best describes your typical work schedule? (“Other” response)**

- 3-4 weekdays 1 or 2 weekend
- Dias variables por la Manana
- Durante la Semana
- Everyday but Tues and Sunday
- Friday thru Tuesday daytime
- I own a business and work 7 day a week
- Mon, Tues, Thurs
- Mon., Tues., Wed., Sat.
- Mon.-Sat.
- Monday, Wednesday, Friday
- Monday, Wednesday, Friday day
- Monday-Friday and often Saturday
- Monday-Sat, daytime
- Mon-Sat
- Mon-Sat daytime
- Sat-Wed days
- Some evenings
- Sometimes 7 a week if in busy season
- Thurs-Sat days
- Tuesday through Saturday, 9am-6pm
- Tuesday-Friday
- Tuesday-Saturday
- Tuesday-Saturday-mid
- Tues-Friday
- Twt Fri/Sun. Off Mon/Sat
- Wed-Sun
- Wed-Sun
- Wed-Sun days
- Weekdays & Saturdays daytime
- Weekends & weekdays = 3
- Wend-Sunday

**Question 38: Where do you live? (“Other” response)**

- Aurora
- Brighton
- Brighton
- Brighton
- Centennial/Parker
- Coal Creek Canyon
- Eldorado Springs
- Gilpin County
- Gold hill
- Golden
- Greeley
- Jefferson County; unincorporated
- Mountains-Black Hawk
- Thornton
- Unincorporated Jeffco

## Appendix D: Survey Methodology

The Downtown Boulder Employee Transportation Survey has been implemented six previous times: in 1993, 1995, 1997, 1999, 2001 and 2005. In implementations before 2005, 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.

Before 2005, 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 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, Lane Landrith 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. Lane 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 to two weeks to administer the surveys, which were then picked up by Lane 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 and BID boundaries. A stratified, cluster sampling procedure was used to randomly select companies by number of employees to participate in the study. For the downtown area, 350 employers were selected for the survey from a list of 1,138 organizations. Of these, once contacted, 52 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 13%. A total of 406 completed surveys were collected from downtown employees, providing a 95% confidence interval (“margin of error”) of approximately  $\pm 5\%$ .

Number of Employees in Company	Number of Companies Sampled	Participated?		Company Response Rate	Employee Response Rate
		yes	no		
1-4	194	10	183	6%	3%
5-9	61	12	49	20%	7%
10-19	39	9	30	23%	8%
20-49	22	14	8	64%	15%
50+	10	7	3	70%	26%
unknown	24				
Grand Total	350	52	297	15%	13%

### 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 E: Survey Instrument

The following pages contain the survey instrument.