2017 Boulder Valley
Employee Transportation Survey Report of Results

May 2018

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Mr.TinDC: Boulder B-cycle bikesharing station on Pearl Street in Boulder, Colorado ; Kent Kanouse: On Pearl Street in Boulder

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Executive Summary

The Boulder Valley Employee Survey has been conducted for the Transportation Division ten times previous to the 2017 implementation; every two or three years between 1991 and 2014. Employees were targeted for inclusion in the study through a two-stage selection process; first a group of employers was randomly chosen, and then employees from within the selected organization were invited to participate in the survey. All companies in Boulder Valley, considered to be the zip codes of 80301 through 80310, were eligible for the study. A total of 1,630 employers were selected for the study, 400 from the downtown area, and 1,238 from the rest of Boulder Valley. These selected organizations were mailed a letter explaining the importance of the study, and were contacted over the next few weeks to invite participation. The sample was divided so that some employers were told about the opportunity for their employees to participate using an app, while others were recruited with the traditional methods of offering the survey online or hard copy. Most employers emailed an invitation to the app survey or the online survey to their employees. For some organizations like restaurants, retail stores and hotels, research staff worked with a contact person at the organization to drop off hard copy surveys which the employer would distribute and collect, to be later picked up by research staff. A total of 2,399 surveys were collected from employees in 374 organizations. The company response rate was 17% in the downtown area and 23% in the rest of Boulder Valley. The employee response rate was 48% in the downtown area and 60% in the rest of Boulder Valley. The data were weighted to account for the differential response rates of organizations and employees to more accurately represented employees of the Boulder Valley. With a sample size of over 1,000, the margin of error around the results is approximately ±2% per year.

Survey Highlights

When asked how they traveled to work on the day they completed the survey, about two-thirds of respondents had traveled by driving alone for at least one segment of their commute.

In 2017, 67% of respondents had driven alone for at least one segment of their commute, compared to 71% in 2014. Thirteen percent had biked, compared to 9% in 2014, and 12% had used transit, similar to the 11% who had done so in 2014.

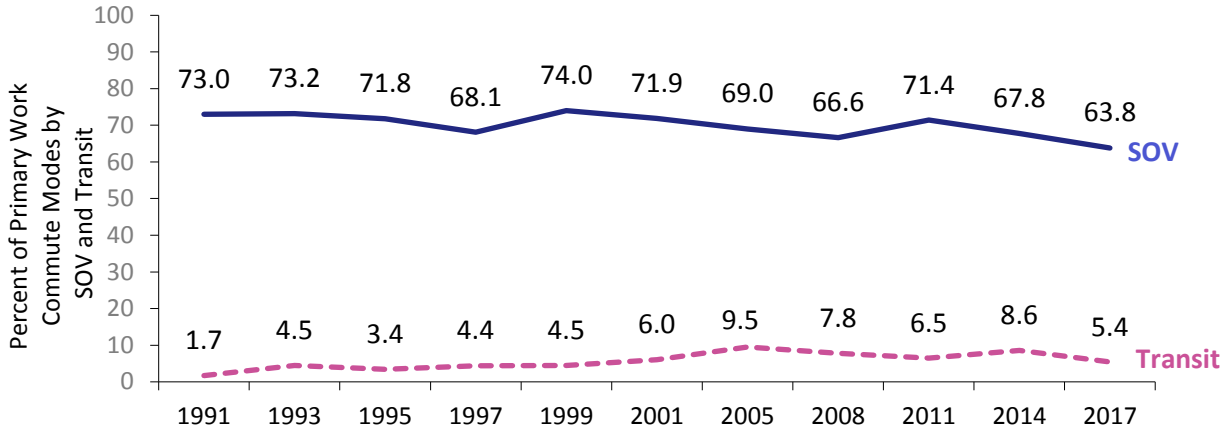
In order to examine modal shift with the percent of trips adding to 100%, those who had used more than one mode were categorized into a “multi-mode” category.

Since the survey was first conducted in 1991, the proportion of those who work in Boulder Valley and commuted to work using a single-occupancy vehicle (SOV) asl their sole travel mode has declined from 73% to 64%.

There has been some volatility in the trend since 1991, but the general trend is one of decreasing SOV commutes.

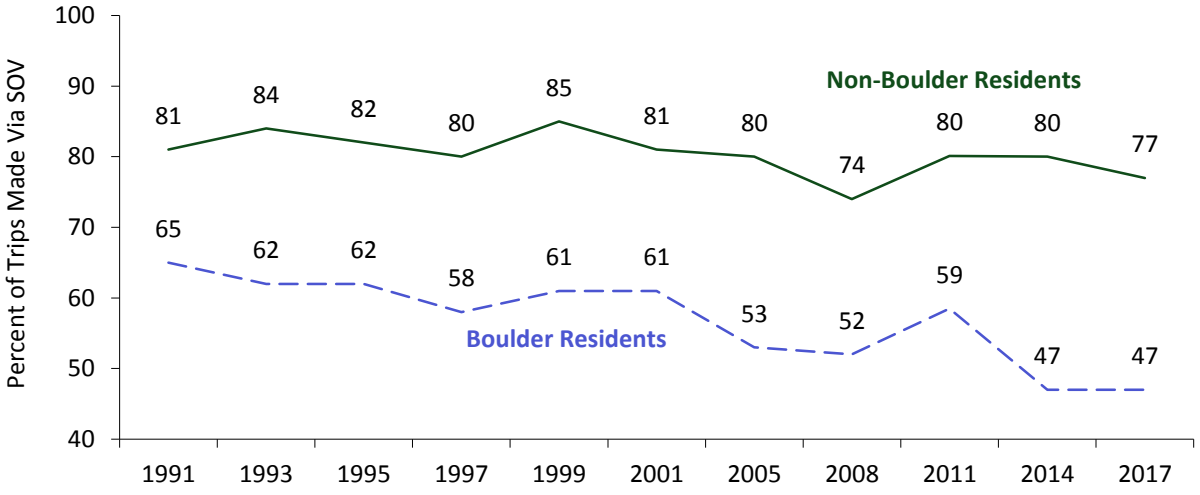
Transit as the primary mode for the work commute use reached a peak of nearly 10% in 2005 from a low of 1.7% the first time the survey was administered in 1991. In 2014, transit was nearly as high as the peak with 9% of respondents reporting the rode a bus to work on the day the completed the survey, but was 5.4% in 2014. However, the proportion of commutes made with multiple modes increased from 2% in 2014 to 8% in 2017, with many of the multi-mode trips

including a segment using transit. (As noted above, the proportion of respondents using transit for one or more segments of their commute was actually slightly higher in 2017 than in 2014.)



Those who live outside Boulder were more likely drive alone for the work commute than were those who live in Boulder.

About 42% of respondents reported they lived in the city of Boulder, and the remaining 58% lived outside of Boulder. When the modal shift over time is examined by place of residence, a trend of decreasing use of the single occupancy vehicle (SOV) was seen over time among those who lived in Boulder between 1999 and 2008. In 2011, however, rates increased and were similar to those of years prior to 2005. Then, in 2014 a large decrease was seen, to 47%, a level five percentage points below that observed in 2008, continuing the overall downward trend. In 2017, the percent of Boulder residents commuting by driving alone had remained flat, at 47%. For those who lived outside of Boulder, where the prevalence of driving alone for the work commute was greater, SOV share decreased between 1999 and 2008. As with Boulder residents, SOV share increased in 2011, but then leveled off in 2014 and 2017.

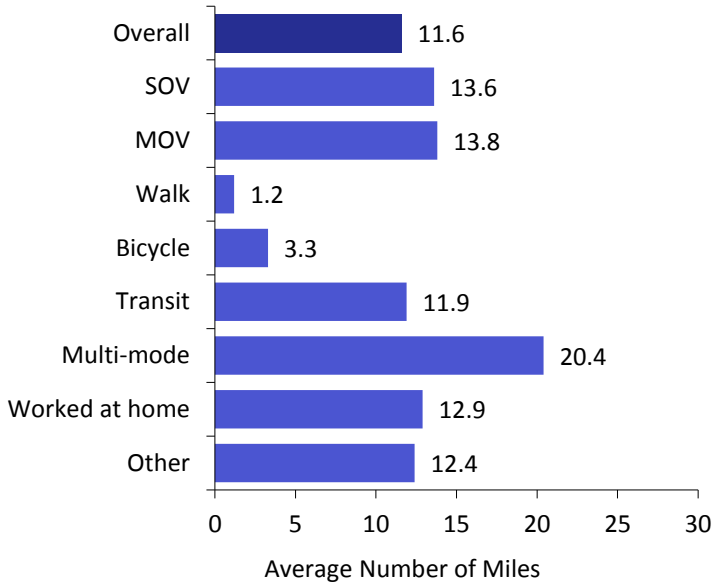


Those who walked or bicycled for their work commute lived much closer to work, on average, than did those who used vehicles, either private or transit, for their work commute.

The average distance of an employee's work commute was 11.6 miles in 2017, while the average duration was 25 minutes.

The average walk commute distance was 1.2 miles, while the average bicycle commute was 3.3 miles.

The distance of the work commute increased gradually from 1991 to 2001, and then has remained relative stable. Average duration of the work commute has been generally increasing over time.

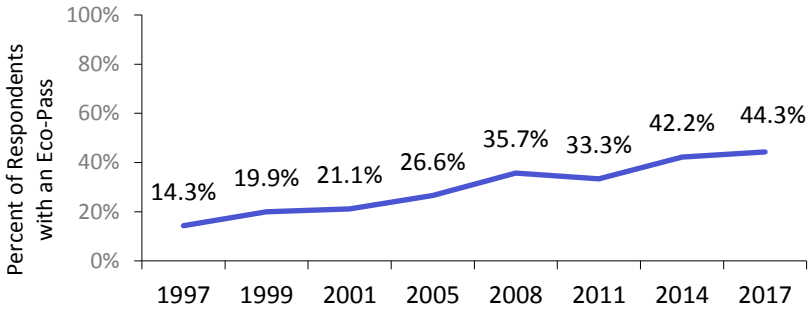


About 6% of the private motor vehicles used for the work commute were hybrid gas/electric vehicles or plug-in electric vehicles.

About 8 in 10 respondents reported a motor vehicle was available to them for their work commute. These respondents were asked about the type of vehicle that was available for their work commute. About a two-thirds were a car, while 27% were an SUV, van or minivan. Nearly all were gas-powered vehicles, while 1% ran on diesel, 5% were hybrids and 1% were plug-in electric cars.

Eco-Pass holdership has been steadily increasing since 1997.

In 2017, 44% of respondents reported they had an Eco-Pass. Eco-Pass possession increased steadily from 1997 to 2008, leveled off from 2008 to 2011, and then increased again in 2014. A small increase was seen in 2017 compared to 2014.

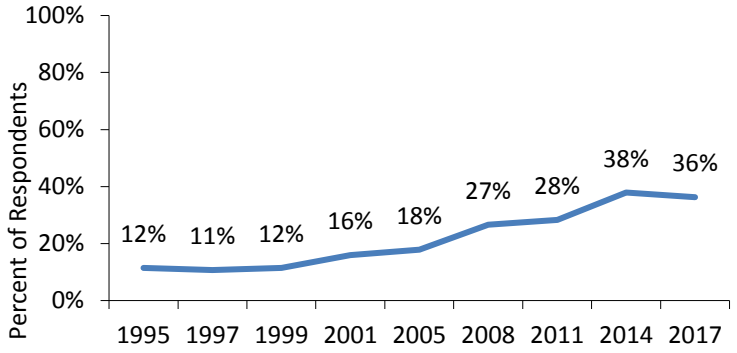


When asked if they ever ride a bus to work, about a third of those completing the employee transportation survey said they did so.

This was similar to results from previous years. About one in four respondents reported riding a bus for **non-commute trips** during a typical week, also similar to what had been seen in previous surveys. The average number of trips per respondent made during a typical week for non-commute trips on the bus was 0.7 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 2.9.

As observed in previous years, Eco-Pass possession was associated with use of transit for work and non-work trips. Almost 1 in 5 of employees with an Eco-Pass rode a bus for the work commute on the survey day compared to just 4% of those without an Eco-Pass. About 6 in 10 of respondents with an Eco-Pass reported ever using a bus for their work commute, and 4 in 10 used a bus for non-work trips, compared to less than 15% of respondents without an Eco-Pass who had used a bus for work or non-work trips.

The proportion of employees who ever telework for their job remained steady from 2014 to 2017, after having steadily climbed from 1999 to 2014.



The percentage of respondents who telework at least some of the time increased from 2005 to 2008 and remained stable between 2008 and 2011, with another increase in 2014. As this question was only asked of those who completed the web version of the survey in 2014, the increase compared to 2011 was examined by mode in which the respondent completed the survey. Even when comparing only those who completed the online version of the survey in 2011 and 2014, an 8% increase was seen in the proportion those ever able to telework.

Report of Results

Survey Background

The Boulder Valley Employee Survey for Transportation has been conducted ten previous times: in 1991, 1993, 1995, 1997, 1999, 2001, 2005, 2008, 2011 and 2014. In iterations prior to 2005, the survey administration was handled by a research and evaluation division within the City of Boulder. For these surveys, data were collected in the summer months. A similar effort for Downtown Boulder employees was conducted in the fall of several of the same years. Starting with the 2005 iteration, it was decided that these efforts could be combined to achieve some cost savings for the involved agencies and would be conducted in the latter half of September. In addition, other agencies or groups have joined the data collection efforts. In 2017, these included the city government of Boulder, CU-Boulder faculty/staff, CU-Boulder students and the Boulder Valley School District. Separate reports were produced for these other groups, and an additional report that compares results across all of the entities can be found under separate cover.

Employees were targeted for inclusion in the study through a two-stage selection process; first a group of employers was randomly chosen, and then employees from within the selected organization were invited to participate in the survey. A database was purchased which provided the business names, addresses, sizes, and names of contact persons for companies in Boulder Valley, considered to be in the zip codes of 80301 through 80310. In addition, a database was supplied by the Downtown Management Commission (DMC) of all businesses within the Central Area General Improvement District (CAGID) and the Business Improvement District (BID) boundaries. The Boulder Valley database was geocoded to exclude businesses within the CAGID or BID boundaries. Additionally, three other areas in the Boulder area were of interest for this study: the Boulder Junction area, the University Hill (UHGID) area, and the East Arapahoe corridor, defined on the western edge as Folsom Street, the eastern edge as approximately Westview Drive, and one-half mile to the south and one-half mile to the north of Arapahoe Avenue.. From the DMC database, 400 companies were randomly selected for the study, while 1,238 were selected from the rest of Boulder Valley.

Three versions of the survey were available: a printed hard copy, an online version, and an app that could be downloaded from the Apple Store or Google Play for iOS or Android phones. The app was a new addition in 2017, and the sample of employers was divided so that some would be offered the app option in addition to the online or paper surveys, while the others would be offered only the online and paper surveys as had been done in previous implementations.

Each of the organizations selected was mailed a letter explaining the importance of the study and asking for participation. (See *Appendix E: Survey Materials* for a copy of the letters.) Over the next few weeks, the selected companies were contacted by research staff members or by the downtown employee transportation coordinator to determine if the organization would participate in the study and if they would, to explain the survey procedure. The contact person served as the survey administrator within each company. For many companies, that contact person could send an email invitation to the organization's employees inviting them to participate in the online survey or participate in the app survey. For some organizations where employees did not have computer access at work, a research staff member or the downtown employee transportation coordinator dropped off hard copy surveys to the contact person and

explained the importance of high response rates. The contact person was then given approximately two weeks to administer the surveys.

For the downtown area, of the 400 employers selected for the survey, 67 agreed to participate and provided at least one completed employee survey, for a company response rate of 17%. A total of 424 completed surveys were collected from downtown employees. Not all employees elected to participate; the average downtown employee response rate was 48%.

For the rest of Boulder Valley, of the 1,238 employers selected for the survey, 280 agreed to participate and had at least one employee who completed the survey. This represents 23% of those organizations. A total of 1,030 completed surveys were collected from Boulder Valley employees not working in the downtown area. The employee response rate was about 60%.

A late push was made to try to increase the number of surveys completed using the app. The response rate was low to this effort, but an additional 19 surveys were collected; 12 online and 7 via the app. An open participation invitation was publicized by the City to enroll additional Boulder Valley employees in the study. A total of 89 surveys were collected through this effort; 79 online and 10 via the app. These results were examined to see if they were significantly different from the traditional data collection method; no significant differences were seen, so they were included in the final dataset for analysis. In addition, a total of 777 employees from Boulder Valley School District participated in the study using the online version of the survey.

In total, 2,339 surveys were collected from Boulder Valley employees. The data were weighted to account for the differential response rates of organizations and employees to more accurately represented employees of the Boulder Valley.

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

More information about the survey methodology can be found in *Appendix D: Survey Methodology*. A copy of the employee transportation survey administered to employees can be found in *Appendix E: Survey Materials*.

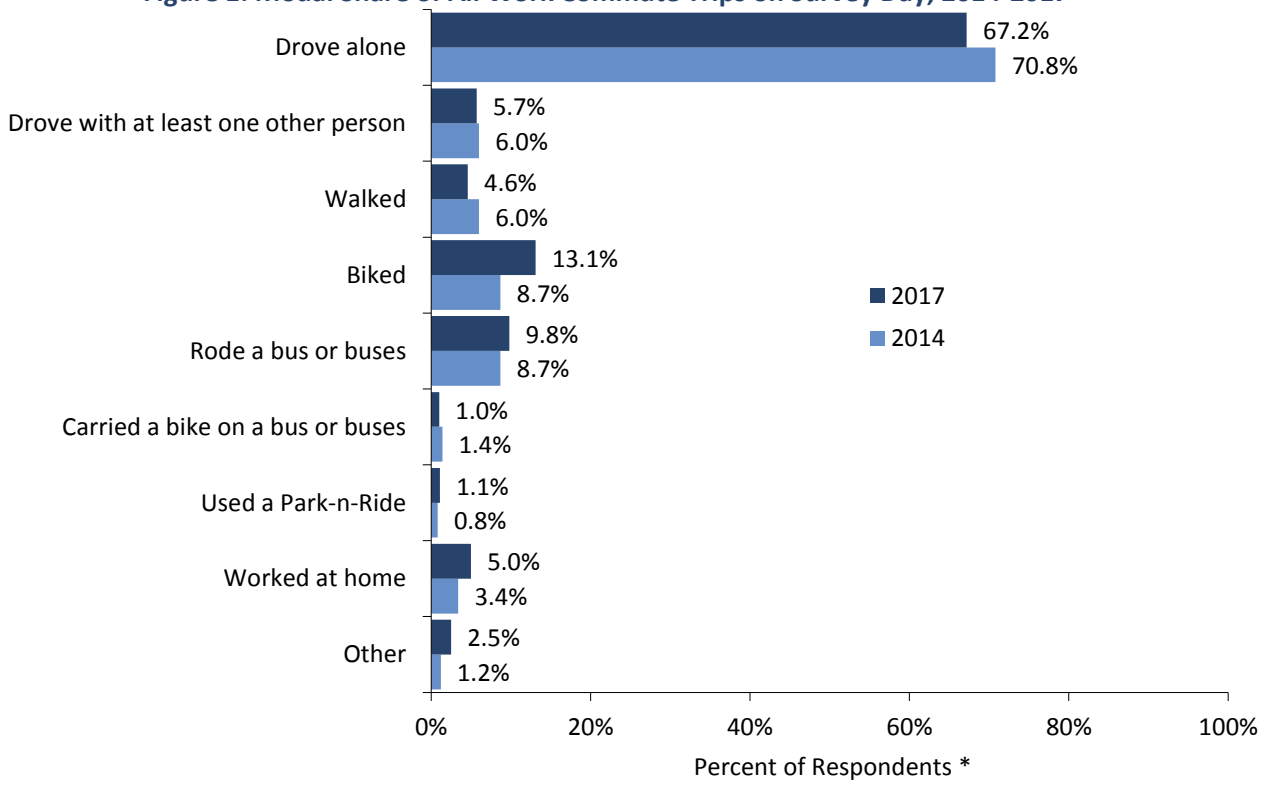
Modal Share of the Work Commute

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

Those completing the survey were asked which modes they had used to commute to work the day they were completing the survey. They could choose more than one mode.

In 2017, 67% of respondents drove alone for at least one segment of their work commute trip, about 4% fewer than in 2014. Thirteen percent had biked for a portion of their commute, an increase of 4% from 2014. About 12% had used a bus, similar to the 11% observed in 2014.

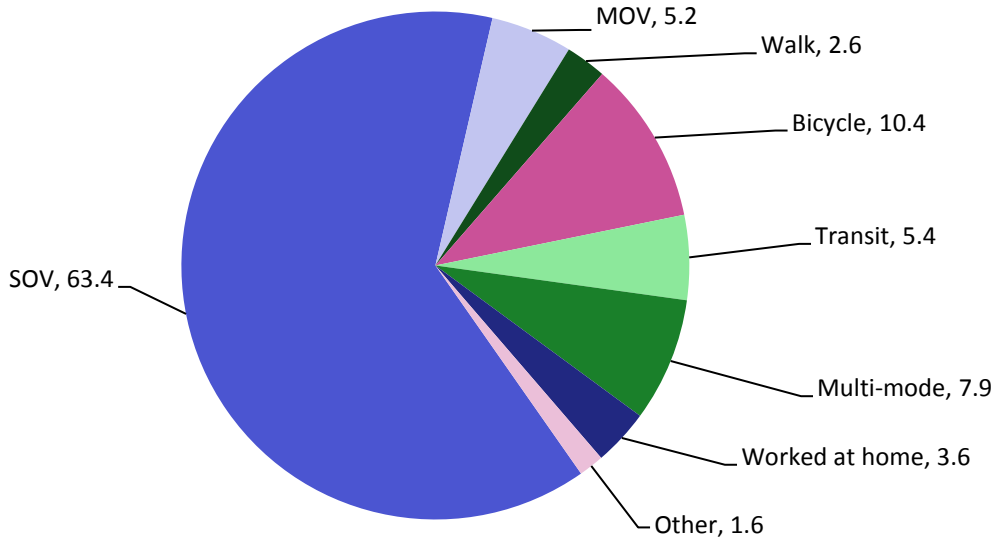
Figure 1: Modal Share of All Work Commute Trips on Survey Day, 2014-2017



** Percents add to more than 100% as respondents could choose more than one mode*

Those who had used more than one mode for their work commute were placed in a "multiple modes" category, so that a single mode for the work commute could be assigned to each survey participant. As shown in the figure below, 8% of respondents had used multiple modes; many of these included transit as a portion of their commute. About two-thirds, 63%, of respondents had driven alone as their sole mode for their work commute. Four percent of respondents had worked at home, not using any travel mode for their commute on the day of the survey.

Figure 2: Modal Share of Work Commute Trips (Primary Mode) on Survey Day, 2017



Since the survey was first conducted in 1991, the proportion of those who work in Boulder Valley and commute to work using a single-occupancy vehicle (SOV) has remained fairly constant, ranging from a low of 67% in 2008 to a high of 74% in 1999. Transit use reached a peak of nearly 10% in 2005 from a low of 1.7% the first time the survey was administered. In 2014, transit was nearly as high as the peak with 9% of respondents reporting the rode a bus to work on the day the completed the survey.

Figure 3: Modal Shift of SOV and Transit Use for the Work Commute, 1991-2017

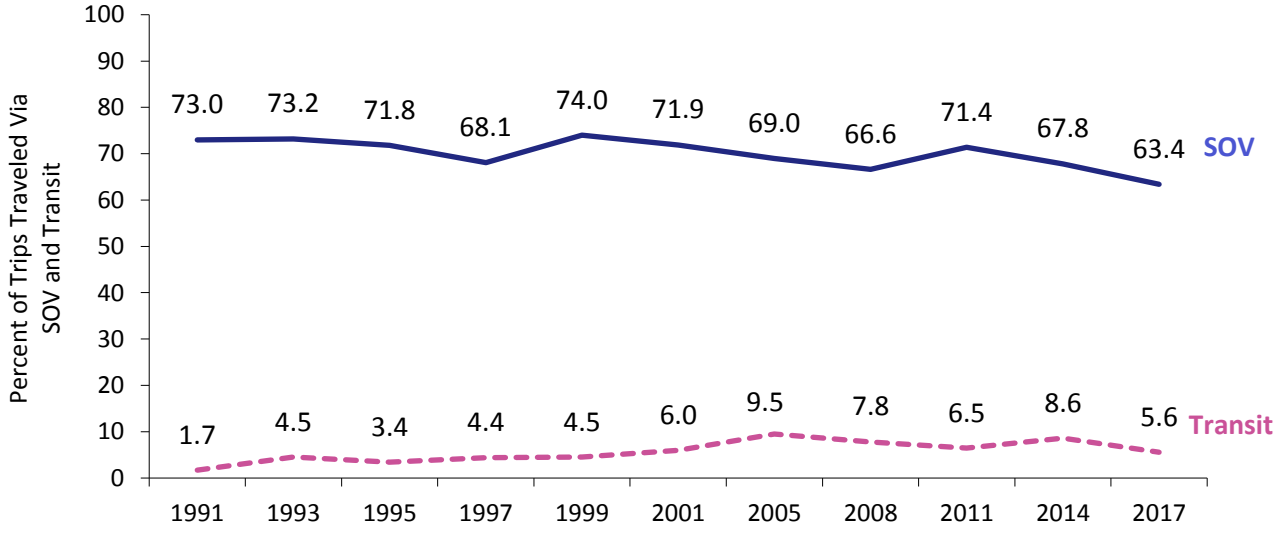


Figure 4: Modal Shift of Work Commute Trips, 1991-2017

Mode	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2017
Single-Occupancy Vehicle (SOV)	**63.4%**	**67.8%**	71.4%	66.6%	69.0%	71.9%	74.0%	68.1%	71.8%	73.2%	73.0%	-9.6%
Multiple-Occupancy Vehicle (MOV)	5.2%	5.4%	6.1%	8.0%	8.3%	8.9%	8.7%	10.1%	9.1%	9.1%	11.8%	-6.6%
Walk	2.6%	4.4%	3.9%	3.0%	2.8%	2.7%	2.8%	5.3%	5.1%	1.9%	3.5%	-0.9%
Bicycle	**10.4%**	**7.9%**	5.5%	6.9%	3.5%	6.5%	6.5%	9.0%	8.3%	9.2%	8.4%	+2.0%
Transit	**5.4%**	**8.6%**	6.5%	7.8%	9.5%	6.0%	4.5%	4.4%	3.4%	4.5%	1.7%	+3.7%
Multi-mode (e.g., car/bus; bike/bus; 2 buses)	**7.9%**	**1.5%**	4.4%	5.3%	2.2%	1.4%	N/A	N/A	N/A	N/A	N/A	---
Work at Home	3.6%	3.3%	1.6%	1.9%	3.9%	2.6%	3.5%	3.1%	2.3%	2.1%	1.6%	+2.0%
Other	1.6%	1.0%	0.5%	0.5%	0.8%	N/A	N/A	N/A	N/A	N/A	N/A	---
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Note: Shading indicates differences from 1991 to 2017 are statistically significant. Bold text indicates differences from 2014 to 2017 are statistically significant.

Of those who used automobiles with more than one person, about two-thirds were carpools that consisted of adults only, while a quarter included only children besides the driver, 2% included at least one other adult and at least one child, and 6% were unspecified (the respondent did not record how many adults or children were in the vehicle).

Figure 5: Persons in Multiple Occupancy Vehicle, 2017

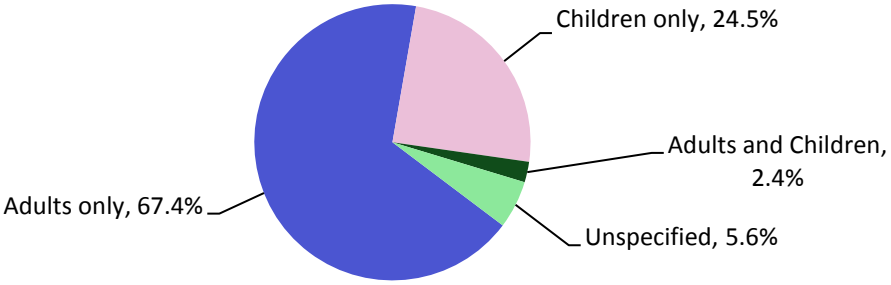


Figure 6: Persons in Multiple Occupancy Vehicle, 2008-2017

Mode	2017	2014	2011	2008
Adults only	67.4%	79.5%	83.1%	77.4%
Children only	24.5%	9.1%	7.0%	11.1%
Adults and Children	2.4%	1.2%	3.2%	3.8%
Unspecified	5.6%	10.3%	6.7%	7.7%
Total	100.0%	100.0%	100.0%	100.0%

About 42% of respondents reported they lived in the city of Boulder, and the remaining 58% lived outside of Boulder. When the modal shift over time is examined by place of residence, a trend of decreasing use of the single occupancy vehicle (SOV) was seen over time among those who lived in Boulder between 1999 and 2008. In 2011, however, rates increased and were similar to those of years prior to 2005. Then, in 2014 a large decrease was seen, to 47%, a level five percentage points below that observed in 2008, continuing the overall downward trend. In 2017, the percent of Boulder residents commuting by driving alone had remained flat, at 47%. For those who lived outside of Boulder, where the prevalence of driving alone for the work commute was greater, SOV share decreased between 1999 and 2008. As with Boulder residents, SOV share increased in 2011, but then leveled off in 2014 and 2017.

Figure 7: Modal Shift by Boulder and Non-Boulder Residents, 1991-2017

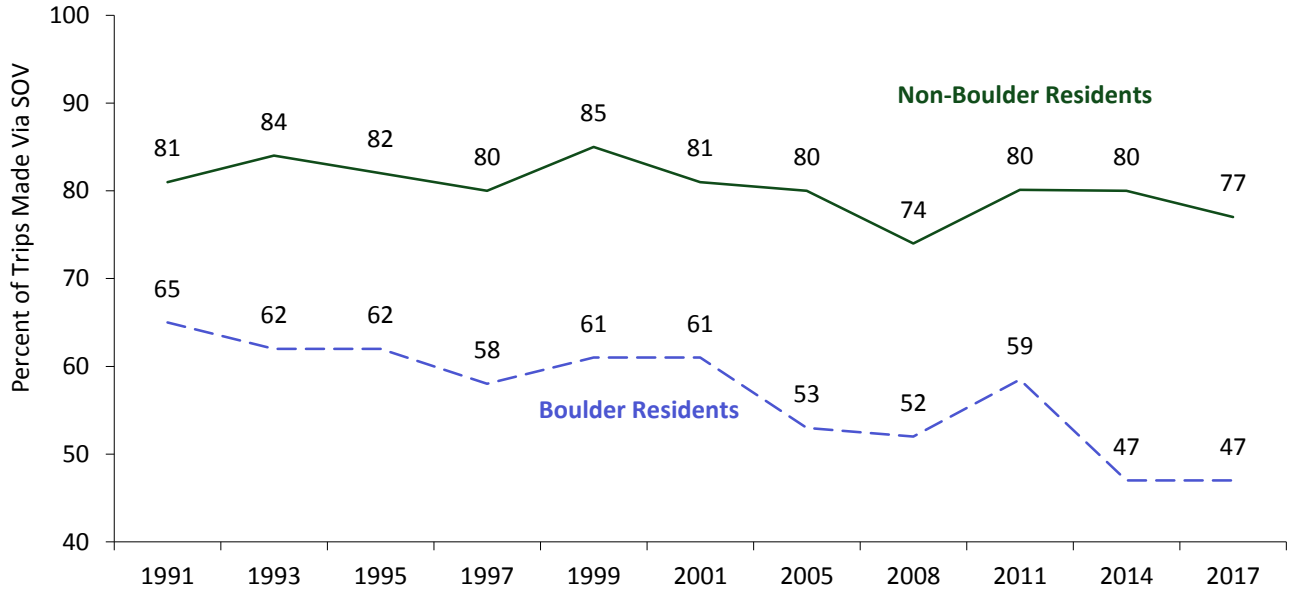


Figure 8: Modal Split by Boulder vs. Non-Boulder Residents, 1991-2017

Mode		2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
Boulder Residents	SOV	47%	47%	59%	52%	53%	61%	61%	58%	62%	62%	65%
	MOV	5%	4%	3%	5%	7%	5%	9%	8%	7%	7%	8%
	Foot	6%	11%	10%	9%	7%	6%	6%	9%	9%	4%	6%
	Bicycle	23%	18%	13%	17%	7%	13%	13%	16%	14%	17%	16%
	Transit	10%	10%	9%	9%	15%	9%	4%	5%	4%	5%	2%
	Multi-mode	4%	1%	4%	4%	2%	1%	N/A	N/A	N/A	N/A	N/A
	Work at Home	4%	4%	2%	3%	7%	5%	7%	4%	4%	4%	2%
	Other	2%	3%	1%	1%	2%	NA	NA	NA	NA	NA	NA
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residents Outside Boulder	SOV	77%	80%	80%	74%	80%	81%	85%	80%	82%	84%	81%
	MOV	6%	6%	8%	10%	9%	11%	9%	13%	12%	11%	15%
	Foot	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Bicycle	2%	1%	1%	2%	1%	2%	1%	1%	2%	2%	1%
	Transit	6%	8%	5%	7%	6%	4%	5%	4%	3%	4%	1%
	Multi-mode	2%	1%	5%	6%	2%	1%	N/A	N/A	N/A	N/A	N/A
	Work at Home	3%	2%	1%	1%	2%	1%	1%	1%	1%	0%	1%
	Other	3%	1%	1%	0%	0%	NA	NA	NA	NA	NA	NA
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

The proportion of miles traveled by various modes for the work commute was also examined. As shown in Figure 9, 76% of the miles Boulder Valley employees traveled for their work commute were traveled by driving alone. The proportion of work commute miles traveled by walking or bicycling was quite low; less than 1% of work commute miles were walked, and about 2% biked. Transit accounted for about 8% of the miles traveled.

The proportion of work commute miles traveled via SOV has gradually decreased from the baseline in 1991, with a few increase bumps over the years. From 1991 to 2017, the decrease has been 7%. (see Figure 10 below and Figure 11 on the next page). As with work commute trips, the modal share of transit work commute miles has increased from the baseline, although at 7.7% in 2017 is lower than the peak of 11.0% in 2005.

Figure 9: Modal Share of Work Commute Miles, 2017

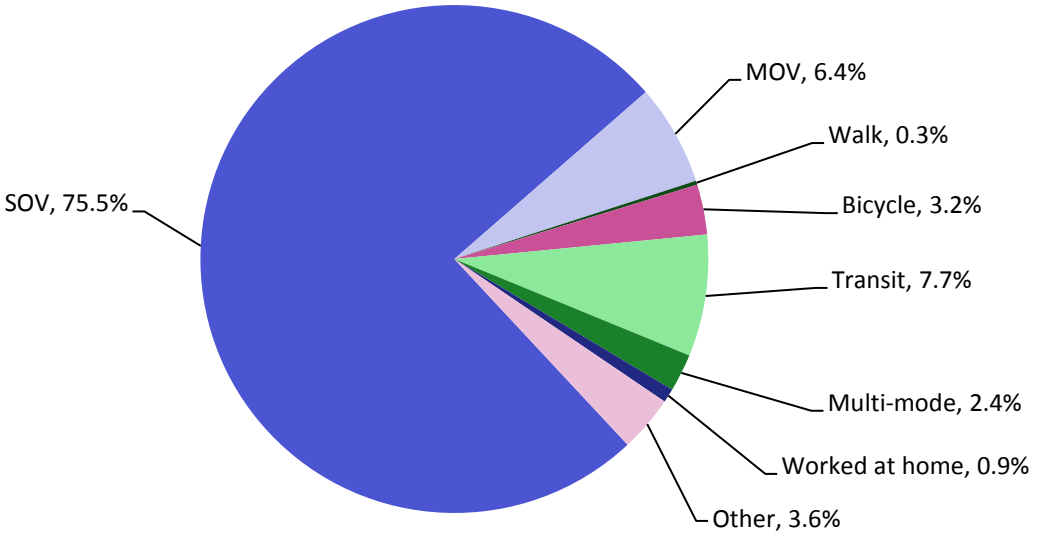


Figure 10: Modal Shift of Miles Traveled for the Work Commute, 1991-2017

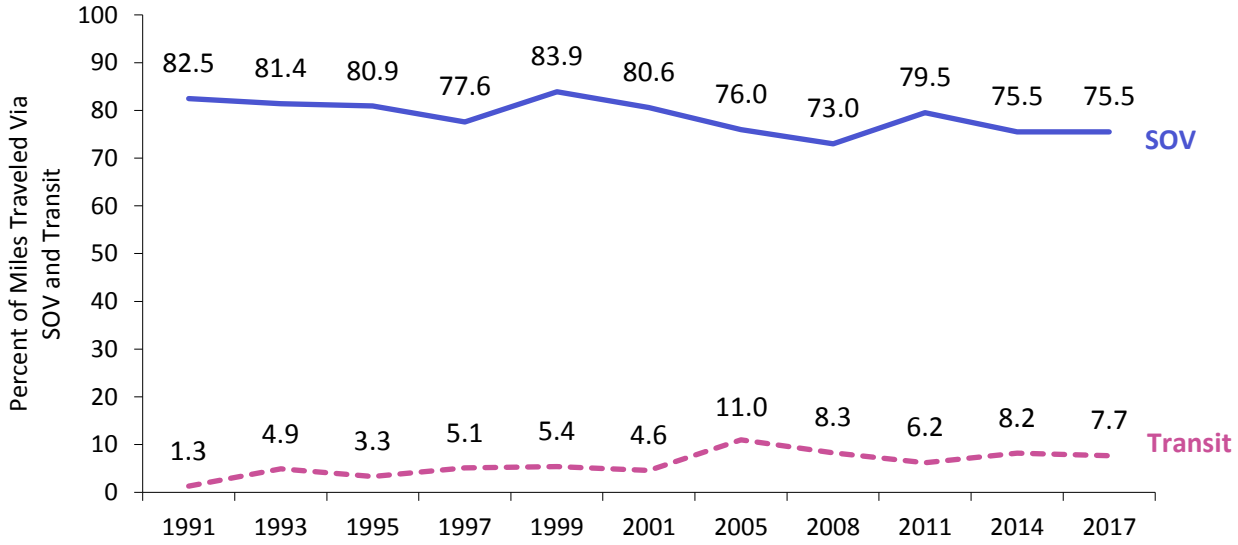


Figure 11: Modal Shift of Miles Traveled for the Work Commute, 1991-2017

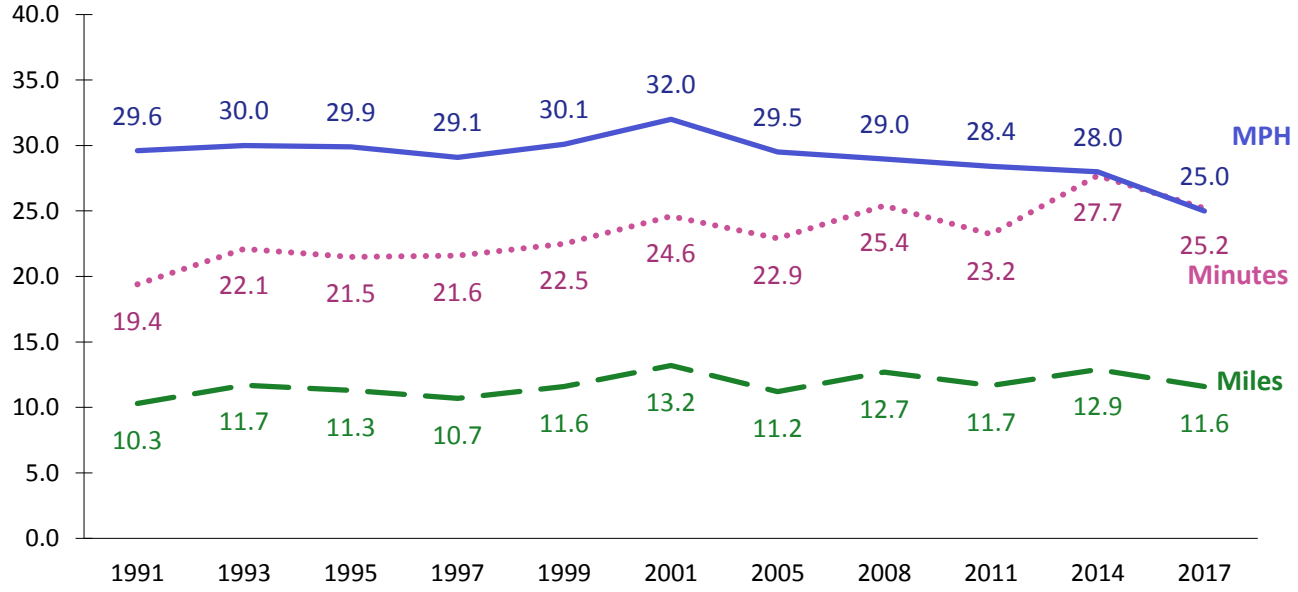
Mode	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2017
SOV	75.5%	75.5%	79.5%	73.0%	76.0%	80.6%	83.9%	77.6%	80.9%	81.4%	82.5%	-7.0%
MOV	**6.4%**	**8.7%**	6.6%	9.7%	9.1%	10.9%	8.6%	13.9%	12.1%	10.6%	13.5%	-7.1%
Walk	0.3%	0.4%	0.3%	0.3%	0.3%	0.3%	0.3%	0.5%	0.7%	0.2%	0.3%	0.0%
Bicycle	3.2%	2.1%	1.5%	2.0%	1.0%	2.3%	1.6%	2.9%	2.9%	2.9%	2.5%	+0.7%
Transit	7.7%	8.2%	6.2%	8.3%	11.0%	4.6%	5.4%	5.1%	3.3%	4.9%	1.3%	+6.4%
Multi-mode	2.4%	1.1%	5.1%	5.2%	1.5%	1.3%	NA	NA	NA	NA	NA	
Worked at home	**0.9%**	**2.9%**	0.3%	1.3%	1.0%	NA	NA	NA	NA	NA	NA	
Other	**3.6%**	**1.1%**	0.6%	0.2%	0.2%	NA	NA	NA	NA	NA	NA	
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Note: Shading indicates differences from 1991 to 2017 are statistically significant. Bold text indicates differences from 2014 to 2017 are statistically significant.

Characteristics of the Work Commute

In addition to answering questions about the mode(s) of transportation used for the work commute, employees also reported other characteristics of their work commute. In 2017, the average distance of an employee's work commute was 12.0 miles, while the average duration was 25.2 minutes. Average duration of the work commute has been generally increasing over time. The distance of the work commute increased gradually from 1991 to 2001, and then has remained relative stable.

Figure 12: Average Length and Speed of the Work Commute, 1991-2017



Those who walked or bicycled for their work commute lived much closer to work, on average, than did those who used vehicles, either private or transit, for their work commute (see Figure 13 below). Likewise, even though the average speed of bike commutes was slower than other modes (see Figure 15 on the next page), the duration of walk and bike commutes was less than for vehicular modes (see Figure 14, also on the next page).

Figure 13: Average Distance of the Work Commute (in Miles), 1991-2017

	Average Distance in Miles										
Mode	**2017**	**2014**	**2011**	**2008**	**2005**	**2001**	**1999**	**1997**	**1995**	**1993**	**1991**
SOV	13.6	14.4	13.0	13.9	12.7	14.2	12.6	11.7	12.5	12.7	11.4
MOV	13.8	20.6	12.6	15.5	11.3	15.6	11.6	14.3	15.0	13.4	11.5
Walk	1.2	1.3	1.0	1.2	0.7	1.7	1.1	0.9	1.4	1.2	1.0
Bicycle	3.3	3.4	3.2	3.7	3.4	4.2	2.7	3.4	3.8	3.6	3.0
Transit	11.9	12.4	11.1	13.5	9.5	12.4	14.3	12.7	10.9	12.2	7.7
Multi-mode	20.4	18.4	13.4	12.6	9.5	14.4	N/A	N/A	N/A	N/A	N/A
Worked at home	12.9	16.7	2.4	8.8	3.4	N/A	N/A	N/A	N/A	N/A	N/A
Other	12.4	8.0	12.2	5.8	1.8	N/A	N/A	N/A	N/A	N/A	N/A
Overall	11.6	12.9	11.7	12.7	11.2	13.2	11.6	10.7	11.3	11.7	10.3

Figure 14: Average Duration of the Work Commute (in Minutes), 1991-2017

	Average Duration in Minutes										
Mode	**2017**	**2014**	**2011**	**2008**	**2005**	**2001**	**1999**	**1997**	**1995**	**1993**	**1991**
SOV	25.0	27.8	22.8	23.7	22.1	24.2	22.1	21.2	21.1	21.5	19.7
MOV	27.8	38.3	23.2	26.6	24.0	27.7	22.9	26.9	25.0	23.6	22.0
Walk	17.0	12.6	9.9	11.0	11.2	13.6	19.1	14.3	15.8	13.9	11.0
Bicycle	13.0	16.0	15.5	14.8	19.7	16.8	15.1	15.8	16.9	16.2	14.3
Transit	40.6	40.6	35.7	47.4	36.4	33.9	39.7	33.8	38.2	41.4	38.9
Multi-mode	47.5	55.0	34.9	37.1	24.9	38.4	N/A	N/A	N/A	N/A	N/A
Other	15.0	21.8	27.0	25.4	22.9	24.6	22.5	21.6	21.5	22.1	19.4
Overall	25.2	27.7	23.0	23.7	22.1	24.2	22.1	21.2	21.1	21.5	19.7

Figure 15: Average Speed of the Work Commute (Miles per Hour), 1991-2017

	Average Speed (Miles Per Hour)										
Mode*	**2017**	**2014**	**2011**	**2008**	**2005**	**2001**	**1999**	**1997**	**1995**	**1993**	**1991**
SOV	30.1	30.5	32.5	33.1	36.6	35.3	33.1	32.4	33.4	33.0	32.5
MOV	26.2	33.8	31.3	33.1	27.3	33.9	28.5	31.5	35.0	37.4	32.4
Bicycle	14.1	13.2	13.4	17.0	10.1	13.5	12.5	14.0	14.6	12.6	13.2
Transit	19.1	17.7	18.6	18.4	16.1	21.3	21.7	17.7	18.4	17.6	11.9
Multi-mode	24.2	23.5	22.9	22.7	14.7	17.7	N/A	N/A	N/A	N/A	N/A
Other	19.1	17.7	28.4	33.1	36.6	35.3	33.1	32.4	33.4	33.0	32.5
Overall	25.0	28.0	32.5	33.1	36.6	35.3	33.1	32.4	33.4	33.0	32.5

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

While the average distance of the work commute was 12.0 miles, there was great variability in the distance between employees' homes and their workplaces. Nearly as many lived 10 miles or less from work (57%) as lived more than 10 miles from work (43%, see Figure 16 below and Figure 17 on the next page). This pattern has been observed in most years that the survey has been implemented, with somewhat fewer long commutes in the 1990s.

Figure 16: Distance Traveled to Work, 2017

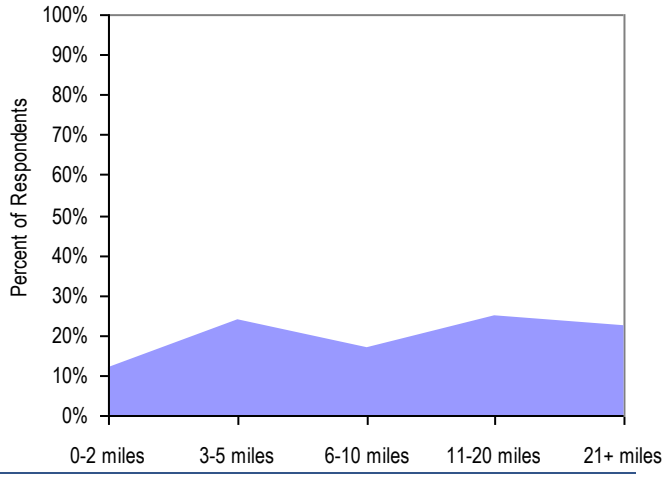
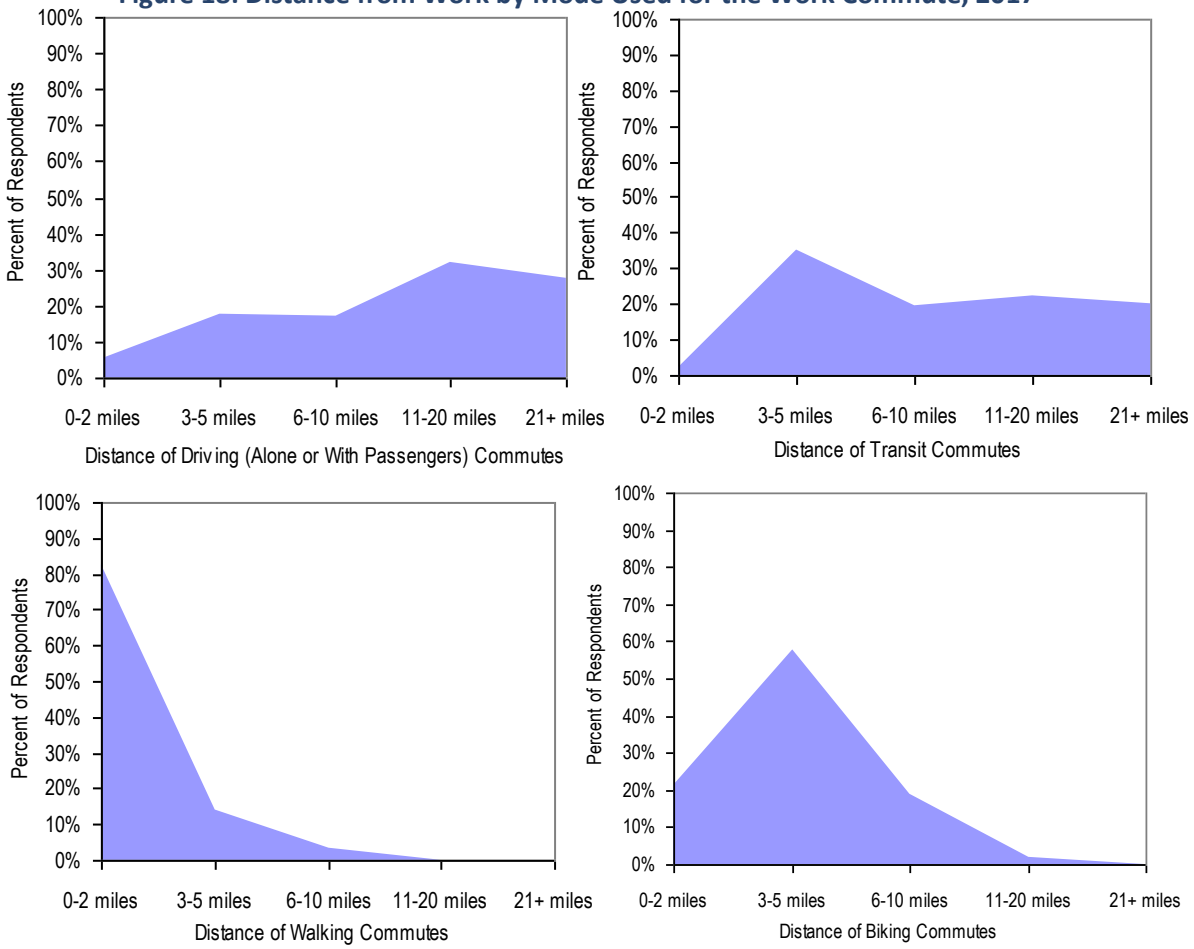


Figure 17: Distance Traveled to Work, 1991-2017

	Percent of Employees										
Miles	**2017**	2014	**2011**	**2008**	**2005**	**2001**	**1999**	**1997**	**1995**	**1993**	**1991**
0-2	19.9%	17.6%	18.1%	16.5%	18.2%	15.4%	21.9%	20.8%	19.2%	20.2%	20.2%
3-5	20.9%	18.8%	23.5%	17.8%	21.6%	16.9%	15.7%	26.9%	23.8%	22.0%	24.1%
6-10	15.7%	14.3%	15.1%	17.1%	17.2%	18.6%	18.9%	14.3%	17.9%	17.7%	17.1%
11-20	26.6%	29.2%	27.2%	30.4%	29.9%	31.2%	28.8%	25.5%	25.2%	27.7%	27.8%
over 20	16.9%	20.2%	16.2%	18.2%	13.2%	17.9%	14.7%	12.6%	13.9%	12.4%	10.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Distance of the work commute was examined by the mode. As would be expected, walking and biking commutes were much shorter than vehicular commutes. Almost all walking commutes were 2 miles or less, with only 13% in the 3-5 mile range, and 3% in the 6 to 10 mile range and none longer than 10 miles. Biking commutes were slightly longer than walking commutes; 21% were 2 miles or less, 58% were 3 to 5 miles, an additional 19% in the 6-10 mile range and 2% in the 11 to 20 miles range. Commutes made by driving alone were somewhat more likely to be long, with the largest proportion (32%) in the 11-20 mile range, and other 28% greater than 20 miles. Transit commutes peaked at the 3-5 mile range, with somewhat fewer of 2 miles or less, and somewhat more in the 11 to 20 mile range or more than 20 miles.

Figure 18: Distance from Work by Mode Used for the Work Commute, 2017



The 8:00 am hour was the most popular work arrival time reported by employee respondents, with over a third (37%) indicating that was when they arrived at work. About 20% arrived during the 7:00 am hour, and 16% arrived during the 9:00 am hour. About 7% arrived at work before 7:00am, while the remaining 17% worked shifts for which they arrived at work at 10:00 am or later (see Figure 19 and Figure 21). Employee departure times were also sharply peaked; 33% said they leave during the 5:00 pm hour, with 19% leaving during the 4:00 pm hour and another 13% leaving during the 6:00 pm hour (see Figure 20 and Figure 21). There were some responses for leaving at the 4:00 am, 5:00am or 6:00am hour; some of these may be those working night shifts, but likely some are also respondents who chose the am time period instead of the pm.

Figure 19: Work Arrival Times, 2017

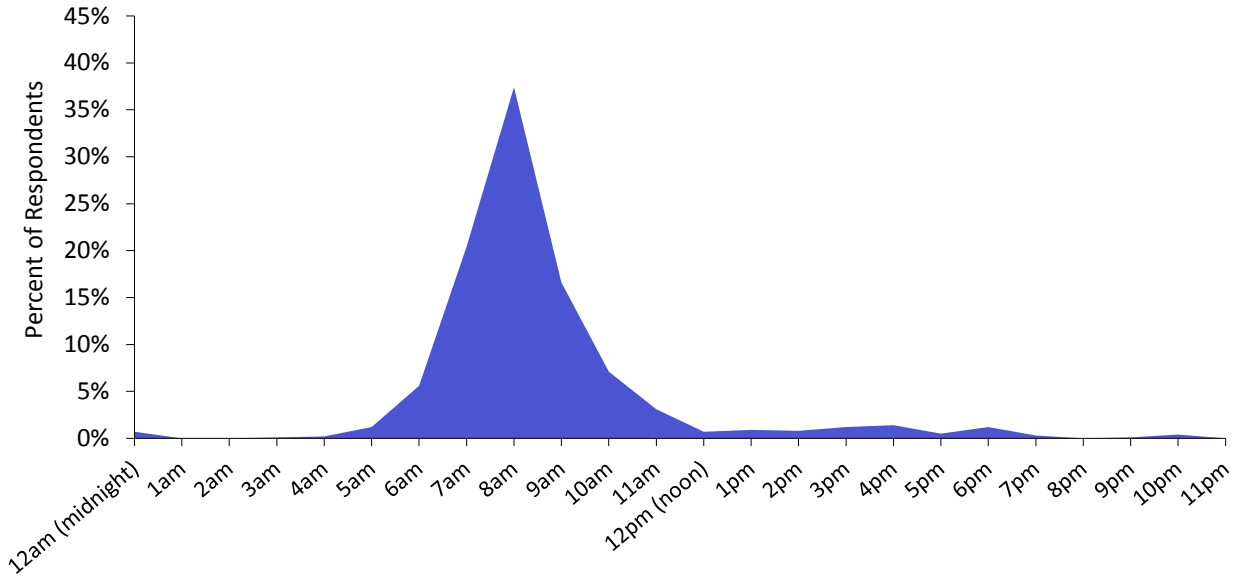


Figure 20: Work Departure Times, 2017

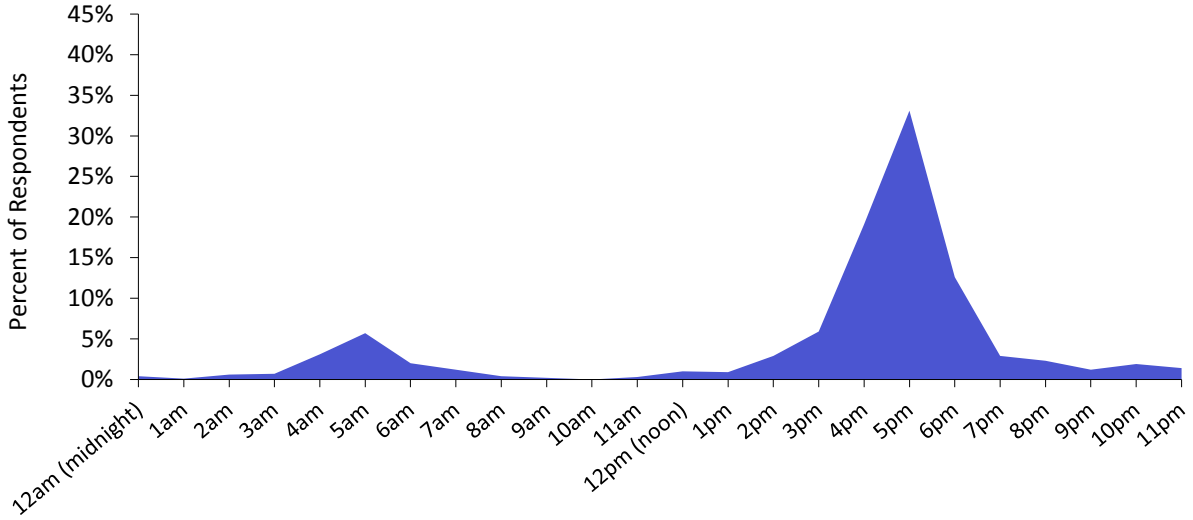


Figure 21: Usual Work Arrival and Departure Times, 2017

	Percent of Respondents Arriving	Percent of Respondents Departing
12:00 am Midnight	0.7%	0.4%
1:00 am	0.0%	0.1%
2:00 am	0.0%	0.6%
3:00 am	0.1%	0.7%
4:00 am	0.2%	3.1%
5:00 am	1.2%	5.7%
6:00 am	5.6%	2.0%
7:00 am	20.4%	1.2%
8:00 am	37.4%	0.4%
9:00 am	16.6%	0.2%
10:00 am	7.1%	0.0%
11:00 am	3.1%	0.3%
12:00 pm Noon	0.7%	1.0%
1:00 pm	0.9%	0.9%
2:00 pm	0.8%	2.9%
3:00 pm	1.2%	5.9%
4:00 pm	1.4%	19.1%
5:00 pm	0.5%	33.1%
6:00 pm	1.2%	12.6%
7:00 pm	0.3%	2.9%
8:00 pm	0.0%	2.3%
9:00 pm	0.1%	1.2%
10:00 pm	0.4%	1.9%
11:00 pm	0.0%	1.4%
Total	100.0%	100.0%

A large majority (81%) of respondents had not made any stops on their commute to work on the day they completed the survey, but instead traveled directly to their worksite (see Figure 22). Those participating in the survey were also asked whether they had made any stops on the way home from work on the previous workday. Just over half of those who responded to the survey said they had not made any stops on the way home from work on the previous workday (see Figure 23). Of those who did make stops on their way home, the average number of stops made was 1.9.

Figure 22: Number of Stops Made on the Way to Work from Home, 2017

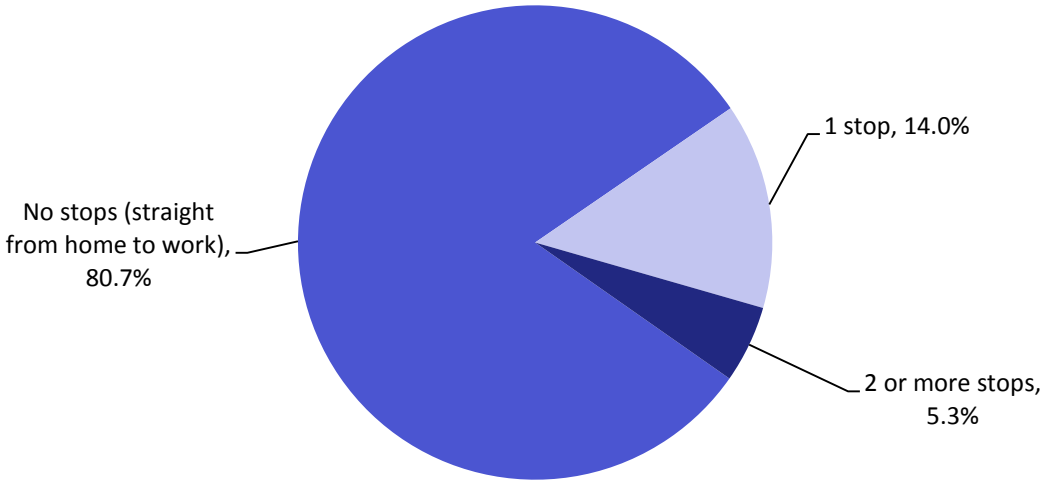


Figure 23: Number of Stops Made on Commute from Work to Home on the Previous Work Day, 2017

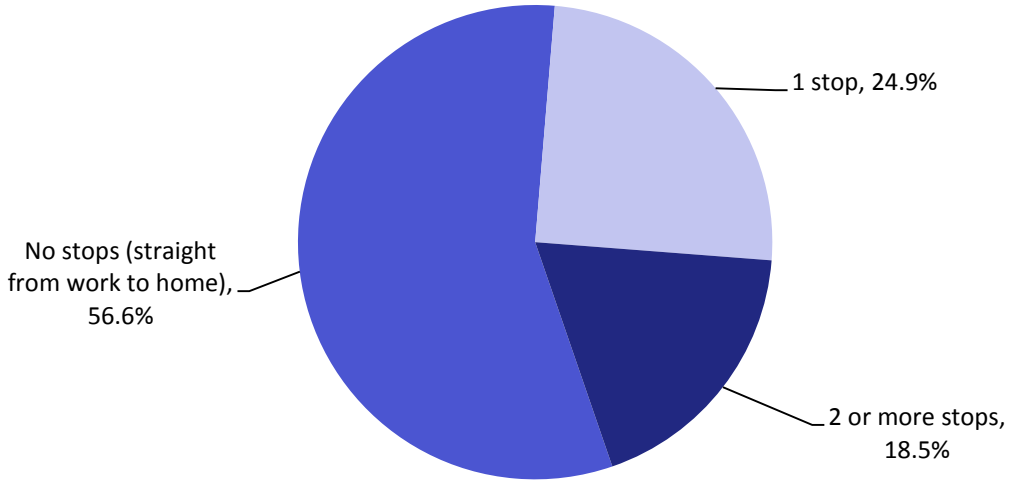


Figure 24: Number of Stops Made on Way to Work from Home, 2001-2017

How many stops did you make on your way to work?	Percent of Employees					
	2017	2014	2011	2008	2005	2001
0 (straight from home to work)	80.7%	84.7%	77.7%	81.8%	81.3%	76.2%
1 stop	14.0%	11.2%	16.8%	13.4%	13.6%	15.1%
2 stops	3.7%	2.7%	4.4%	3.6%	3.8%	3.8%
3+ stops	1.5%	1.4%	1.1%	1.3%	1.3%	4.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average Number of Stops for ALL respondents	0.29 stops	0.23 stops	0.29 stops	0.25 stops	0.26 stops	0.54 stops

Figure 25: Number of Stops Made on Way Home from Work, 1991-2017

Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Employees										
	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
0 (straight home from work)	56.6%	25.7%	56.4%	57.9%	53.0%	55.1%	46.3%	50.2%	46.2%	50.0%	47.8%
1 stop	24.9%	45.8%	24.2%	23.7%	28.5%	25.5%	26.8%	25.7%	24.2%	26.5%	25.2%
2 stops	11.8%	19.1%	12.4%	12.2%	12.0%	11.6%	16.0%	12.5%	16.0%	13.3%	13.7%
3 stops	2.7%	4.1%	4.3%	3.9%	3.9%	3.9%	6.2%	7.2%	7.8%	6.7%	8.3%
4 stops	1.6%	2.0%	1.4%	1.3%	1.6%	1.1%	2.1%	2.0%	1.9%	2.0%	1.3%
5 + stops	2.4%	3.3%	1.2%	1.0%	1.1%	2.8%	2.6%	2.4%	4.0%	1.5%	3.6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average Number of Stops for ALL respondents	0.8	1.2	0.8	0.72	0.85	0.90	1.10	0.98	1.28	0.89	1.08
Average Number of Stops for Respondents Making At Least One Stop	1.9	1.6	1.8	1.70	1.76						

About 8 in 10 respondents reported a motor vehicle was available to them for their work commute. These respondents were asked about that vehicle. About a two-thirds were a car, while 27% were an SUV, van or minivan. Nearly all were gas-powered vehicles, while 1% ran on diesel, 5% were hybrids and 1% were plug-in electric cars.

Figure 26: Availability of a Motor Vehicle for the Work Commute, 2017

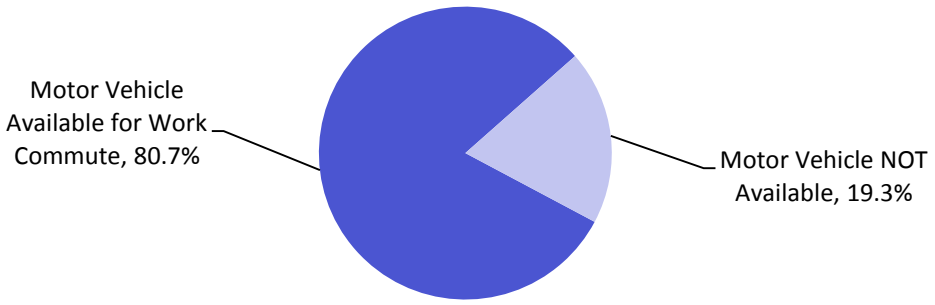
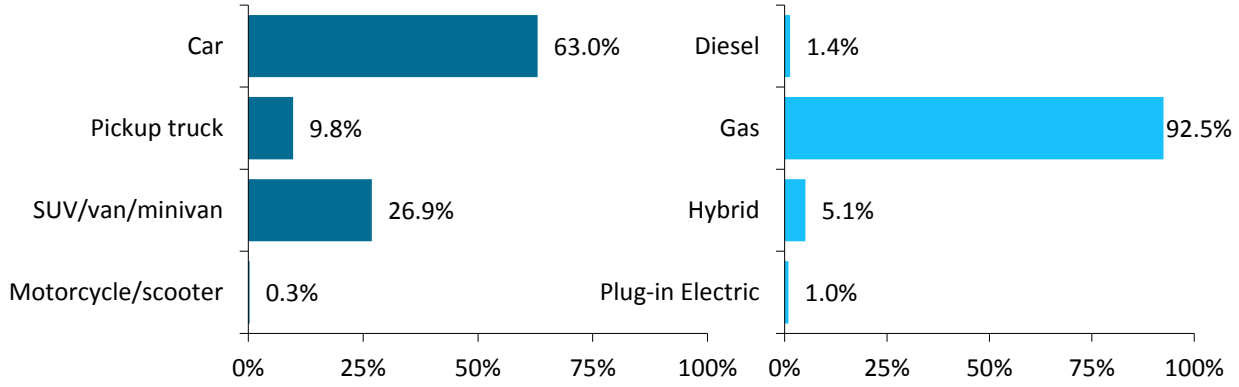
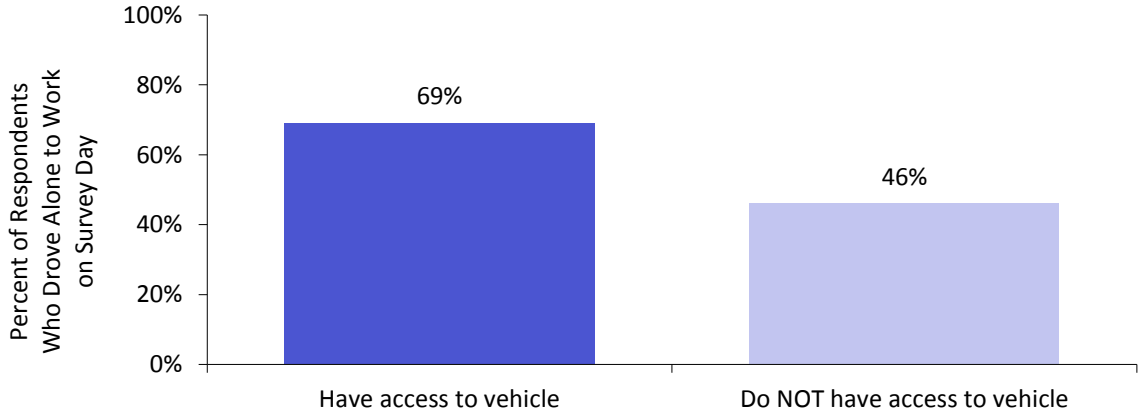


Figure 27: Type of Motor Vehicle Used for the Work Commute, 2017



Access to a motor vehicle is a strong predictor of commuting in a single-occupancy vehicle. Among employees surveyed; 69% of those with access to a motor vehicle drove alone to work on the day they completed the survey, while 46% of those without access were still able to do so.

Figure 28: Travel Mode Used for Work Commute on Survey Day by Vehicle Availability, 2017



Most (93%) of the private vehicles used for the work commute in 2017 were occupied by only the driver (see Figure 29). The average vehicle occupancy was 1.09 persons per vehicle, similar to the averages seen since 2005, but lower than those seen in 2001 and earlier. The average vehicle occupancy of vehicles with more than one person was 2.27 persons per vehicle.

Figure 29: Vehicle Occupancy, 1991-2017

Number of Persons in Vehicles	All Automobile Commutes Percent of Respondents										
	2017	2014	**2011**	**2008**	**2005**	**2001**	**1999**	**1997**	**1995**	**1993**	**1991**
1 person	92.8%	93.5%	92.1%	89.3%	95.8%	90.6%	91.1%	87.2%	86.1%	88.5%	86.5%
2 persons	5.7%	5.0%	6.3%	8.1%	3.4%	8.1%	7.6%	8.9%	9.5%	9.9%	12.2%
3 persons	1.3%	1.5%	1.1%	1.7%	0.4%	0.9%	0.7%	3.6%	1.1%	0.9%	0.9%
4 persons or more	0.1%	0.1%	0.5%	0.8%	0.4%	0.3%	0.6%	0.3%	0.3%	0.7%	0.5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean Vehicle Occupancy (all cars)	1.09	1.08	1.10	1.14	1.06	1.14	1.13	1.17	1.13	1.14	1.16
Mean Vehicle Occupancy (cars with more than one person)	2.27	2.25	2.31	2.32	2.34	2.14	2.23	2.33	2.16	2.24	2.15

Trips Made During the Work Day

When asked about trips they made during the previous workday, not including the work commute, half (see Figure 30) reported having made no trips during their previous workday. Of those who had made at least one workday trip, the average number of trips made was 2.9, while the average number of trips across all respondents, including those who made no trips, was 1.4 (see Figure 31). While there has been some variability in the proportion of respondents saying they make trips during the workday, it's been about half of respondents since 2005, while previous to that it was only about a third of respondents.

Figure 30: Number of Non-Commute Work Day Trips, 2017

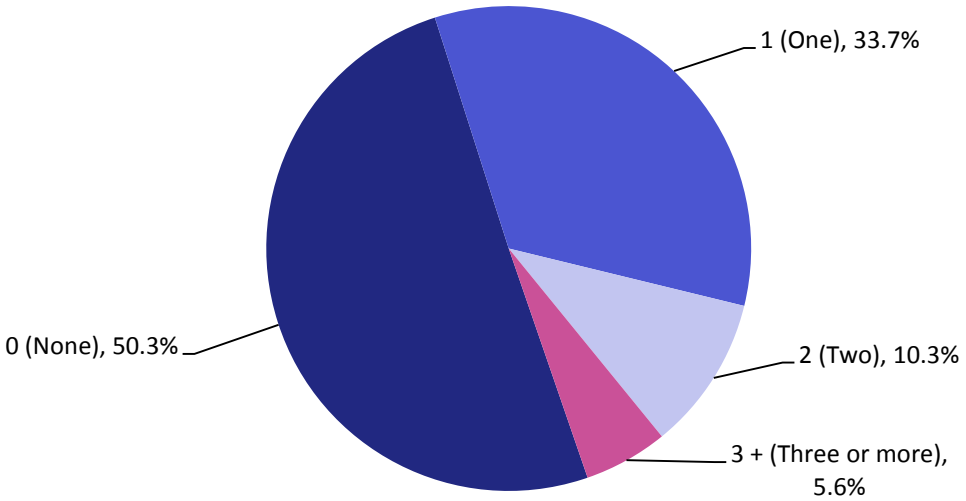


Figure 31: Number of Trips Made During the Work Day, 1991-2017

How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute.*	Percent of Employees										
	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
0	50.3%	55.5%	31.8%	50.0%	45.9%	34.9%	35.7%	35.6%	36.2%	35.0%	36.8%
1-2	33.7%	29.2%	58.6%	33.0%	36.5%	40.0%	36.9%	39.0%	37.3%	38.1%	36.2%
3-4	10.3%	10.5%	5.2%	11.5%	12.3%	16.0%	17.0%	15.2%	16.5%	17.4%	18.3%
5+	5.6%	4.8%	4.3%	5.4%	5.3%	9.1%	10.4%	10.1%	10.0%	9.5%	8.7%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average number of trips of all respondents	1.4	1.2	1.5	1.40	1.55	1.95	2.03	1.99	2.14	2.19	2.06
Average number of trips of respondents making at least one trip	2.9	2.8	2.1	2.81	2.72	3.05	3.16	3.09	3.36	3.36	3.31

**In 2014 questions about workday trips were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.*

About 63% of non-commute workday trips were made by driving alone, whether in a private vehicle or a company vehicle. This was lower than had been observed in 1991, the baseline year, and the lowest ever observed. The proportion of non-commute work day trips made by driving alone has ranged from between this observation of 63% to a high of 73% over the years, with much variability from survey to survey.

Figure 32: Mode of Non-Commute Work Day Trips, 2017

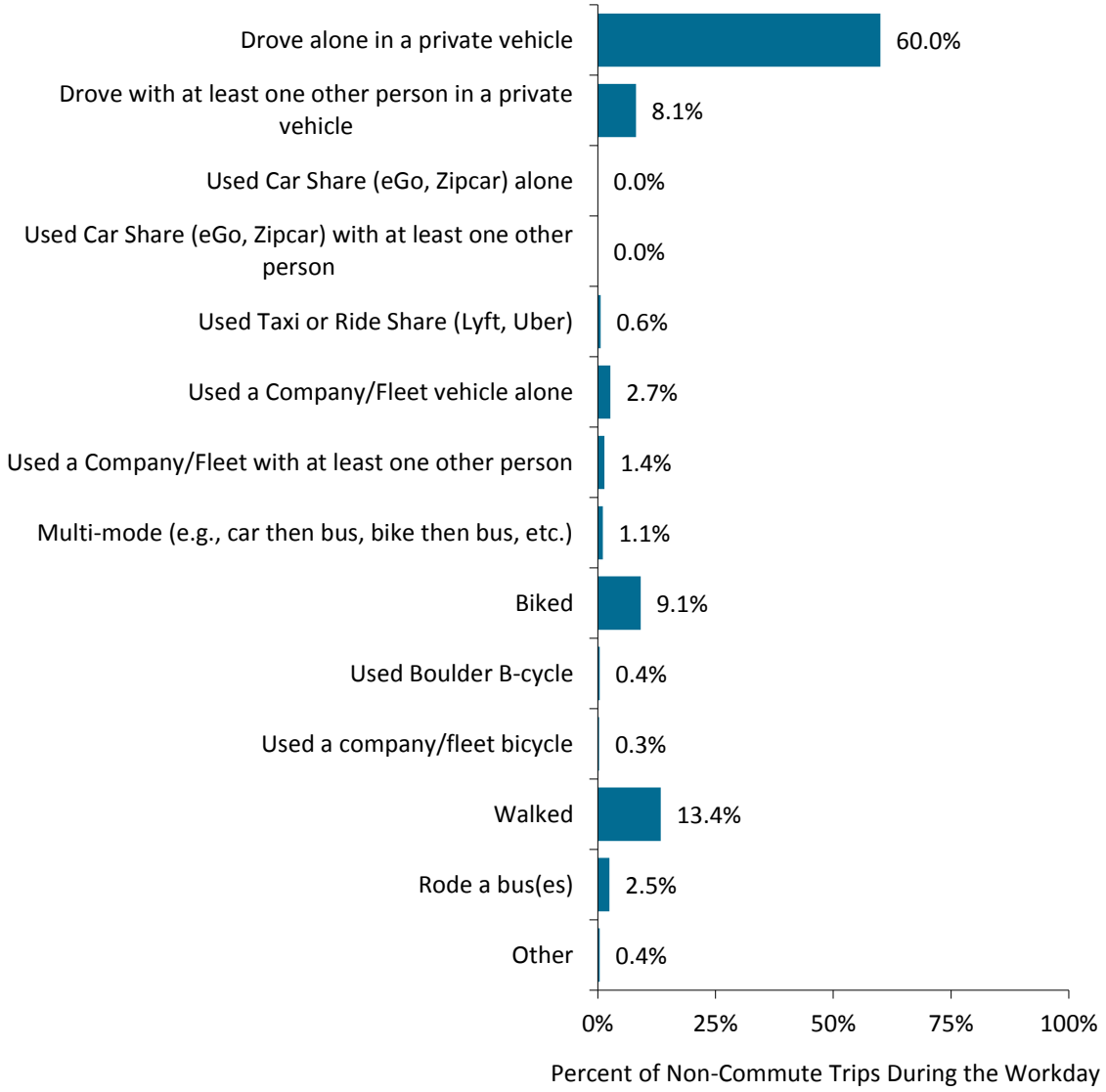


Figure 33: Modes Used for Trips Made During the Work Day, 1991-2017

		2014		2011									
Mode*	**2017**	**All**	**Web**	**All**	**Web**	**2008**	**2005**	**2001**	**1999**	**1997**	**1995**	**1993**	**1991**
SOV	62.7%	72.7%	70.7%	62.2%	59.2%	70.1%	68.9%	64.9%	69.9%	65.9%	65.1%	71.8%	68.2%
MOV	10.1%	11.8%	12.4%	12.0%	11.1%	12.5%	13.1%	17.1%	16.7%	14.2%	18.4%	15.0%	18.8%
Used eGo CarShare	0.0%	0.2%	0.2%	0.0%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Walk	13.4%	7.9%	0.1%	11.6%	16.0%	8.1%	10.1%	10.7%	6.6%	11.3%	9.3%	6.5%	6.6%
Bicycle	9.4%	5.8%	6.1%	6.5%	7.0%	4.1%	3.6%	3.2%	3.7%	6.9%	6.6%	4.8%	5.3%
Used Boulder B-cycle	0.4%	0.1%	0.0%	0.1%	0.2%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-mode	1.1%	0.4%	9.0%	0.7%	0.1%	0.7%	0.4%	0.3%	N/A	N/A	N/A	N/A	N/A
Transit	2.5%	1.1%	1.3%	6.5%	6.2%	4.1%	3.4%	3.8%	2.7%	1.2%	0.6%	1.5%	1.2%
Other	0.4%	0.1%	0.2%	0.4%	0.3%	0.4%	.5%	N/A	N/A	N/A	N/A	N/A	N/A
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**In 2014 questions about workday trips were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.*

As with the work commute, non-work commute trips were more likely to be made by driving alone by those who lived outside of Boulder than those who lived in Boulder.

Figure 34: Primary Mode of Trips Made During the Work Day by Residence, 1991-2017

			2014		2011									
Mode		2017	All	Web	All	Web	2008	2005	2001	1999	1997	1995	1993	1991
Boulder Resident	SOV	46.9%	61.8%	59.2%	47.1%	46.2%	57.6%	66%	59%	65%	59%	61%	66%	66%
	MOV	10.6%	12.1%	14.1%	7.2%	7.2%	9.4%	9%	16%	16%	14%	12%	14%	14%
	Used eGo CarShare	0.0%	0.5%	0.5%	.0%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Walk	20.5%	10.5%	0.2%	20.2%	0.2%	13.6%	11%	15%	9%	13%	14%	9%	8%
	Bicycle	18.0%	12.6%	13.4%	11.1%	10.4%	9.2%	7%	5%	6%	11%	11%	8%	10%
	Used Boulder B-cycle	0.1%	0.2%	0.0%	0.2%	0.3%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Multi-mode	0.9%	0.6%	10.8%	1.3%	25.6%	1.0%	<1%	1%	N/A	N/A	N/A	N/A	N/A
	Transit	2.1%	1.3%	1.5%	11.8%	9.5%	8.9%	7%	4%	4%	2%	1%	3%	2%
	Other	0.9%	0.3%	0.4%	1.1%	0.6%	0.4%	<1%	N/A	N/A	N/A	N/A	N/A	N/A
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Resident Outside Boulder	SOV	76.3%	80.8%	79.8%	73.2%	70.5%	77.2%	71%	71%	75%	75%	69%	78%	71%
	MOV	9.5%	12.1%	11.8%	15.4%	14.1%	14.4%	16%	18%	18%	14%	25%	16%	24%
	Used eGo CarShare	0.0%	0.0%	0.0%	0.0%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Walk	7.4%	5.4%	0.1%	5.4%	0.0%	4.9%	9%	6%	4%	10%	4%	4%	4%
	Bicycle	2.1%	0.8%	0.4%	3.0%	4.1%	1.1%	1%	1%	2%	1%	2%	1%	5%
	Used Boulder B-cycle	0.6%	0.1%	0.1%	0.0%	0.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Multi-mode	1.4%	0.3%	7.0%	0.3%	7.8%	0.6%	<1%	0%	N/A	N/A	N/A	N/A	N/A
	Transit	2.9%	0.6%	0.8%	2.7%	3.4%	1.4%	1%	4%	1%	<1%	<1%	1%	1%
	Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	<1%	N/A	N/A	N/A	N/A	N/A	N/A
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**From 2005 and after, Boulder calculations do not include unincorporated Boulder as the previous years did.*
In 2014 questions about workday trips were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.

Work-Related Errands and Off-Site Meetings

Survey participants were asked how often they traveled away from their primary workplace during the workday for work-related errands or to attend off-site meetings. About a quarter of respondents reported said they never traveled off-site for their job (see Figure 35), while another 16% needed to do so less than once a month. About 18% made off-site trips between once and twice a month. Nearly 1 in 10 had to travel off-site daily, and another 3 in 10 did so once to several times a week. Those who reported they did have to go off-site were asked whether their employer provided transportation, or whether they provided their own. In most cases (90%), those who were required to run errands or attend meetings away from their place of employment had to provide their own transportation (see Figure 36 on the next page). This can be an obstacle to the use of alternative modes of transportation for the work commute. Of those who had to go off-site and provide their own means of transportation, 71% drove alone to work on the day they completed the survey, compared to 53% of those whose employers provide transportation when they need to go off-site for their job (see Figure 37 on the next page). Of those who "never" go off site for their job, 63% drove alone to work the day of the survey.

Figure 35: Frequency of Off-Site Work-Related Travel, 2014-2017

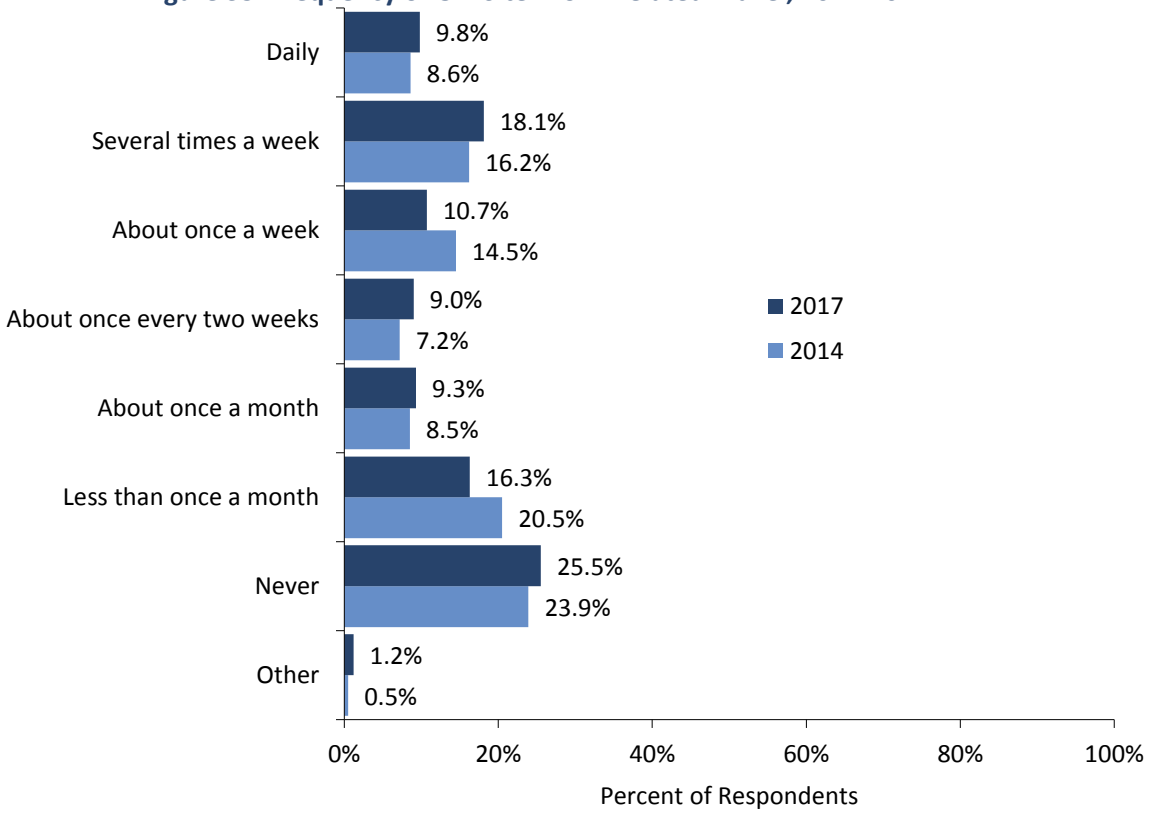
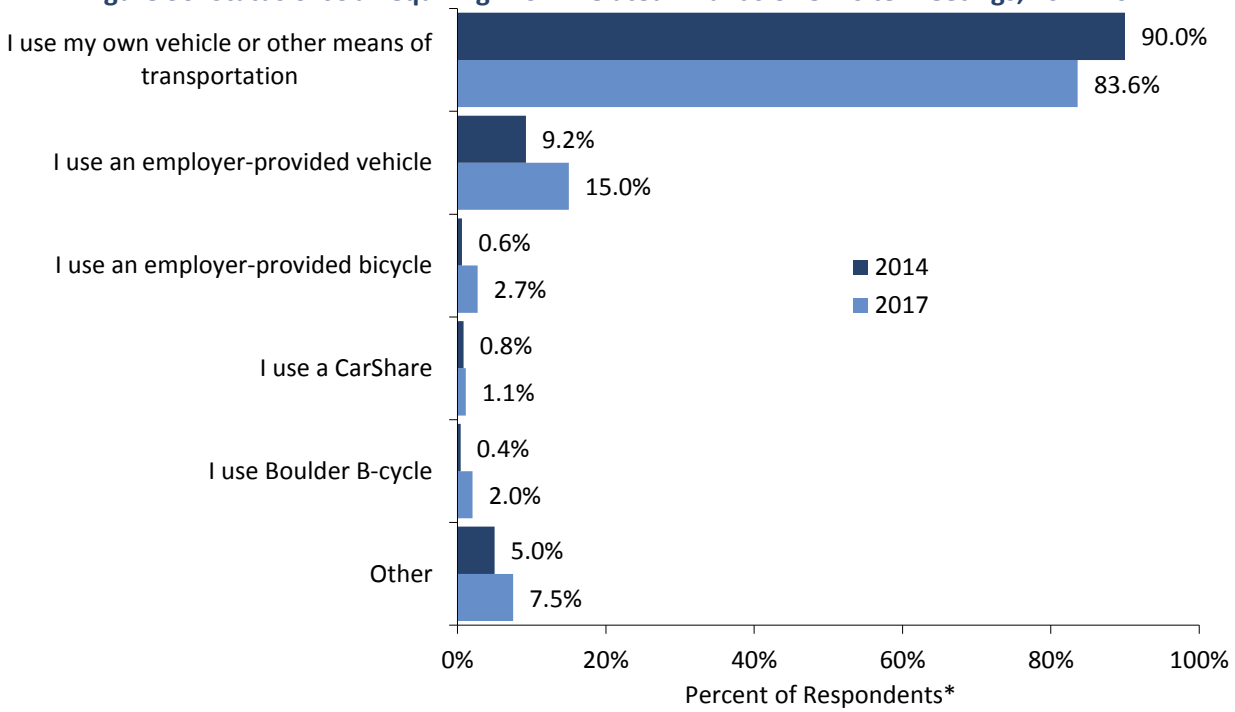


Figure 36: Status of Job Requiring Work-Related Errands or Off-site Meetings, 2014-2017



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

Figure 37: Travel Mode Used for Work Commute on Survey Day by Vehicle Requirement for Work-Related Errands and Off-Site Meetings, 2017

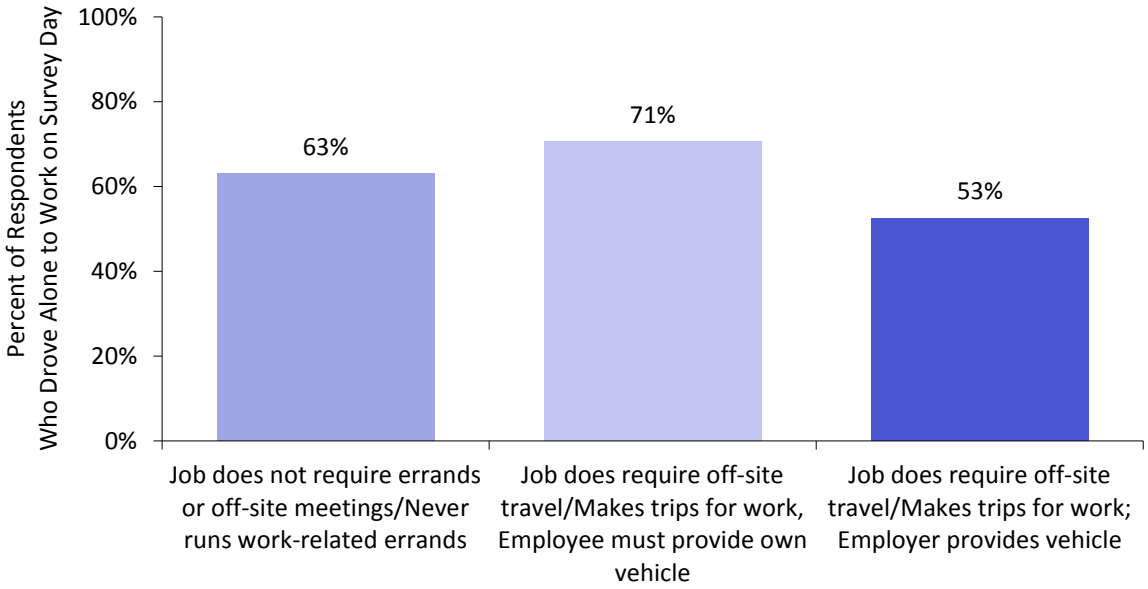


Figure 38: Modal Share of the Work Commute by Whether Job Requires Off-site Travel, 1991-2017

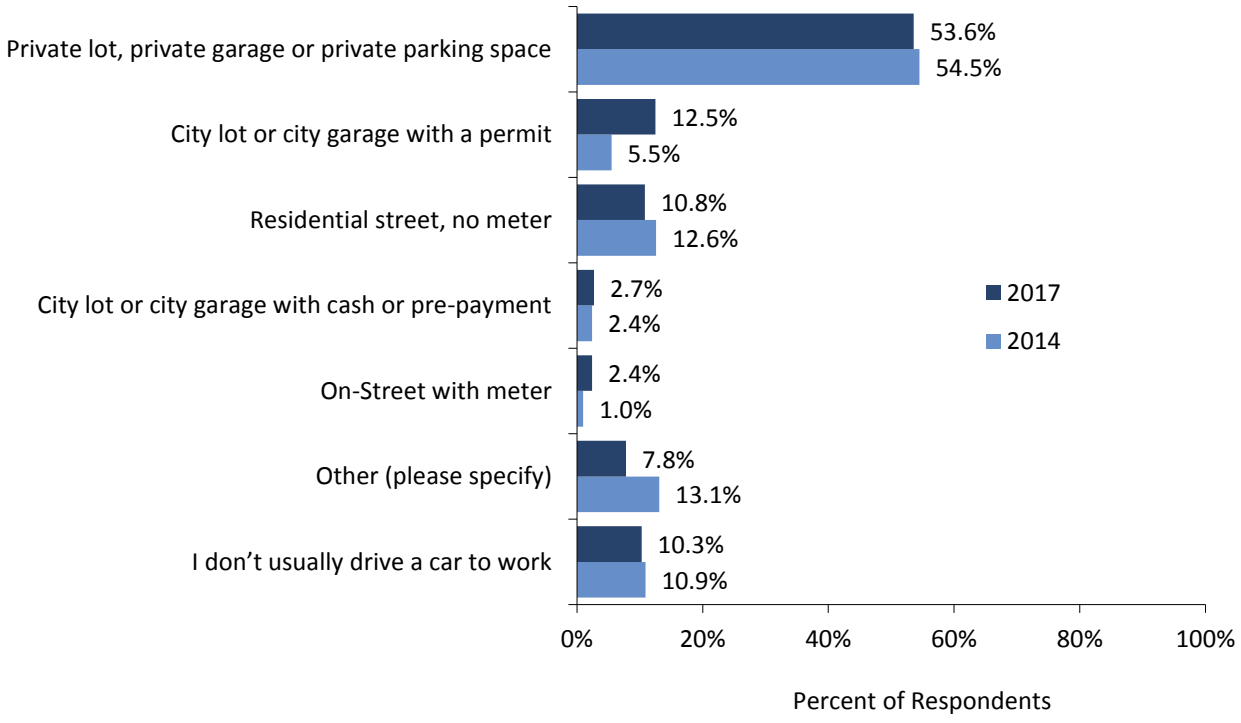
	Percent Driving Alone for the Work Commute										
Vehicle Requirements	**2017**	**2014**	**2011**	**2008**	**2005**	**2001**	**1999**	**1997**	**1995**	**1993**	**1991**
Job does not require errands or off-site meetings/ Never runs work-related errands*	63.0%	61.6%	73.0%	65.2%	66.7%	66.3%	73.7%	65.4%	69.6%	74.4%	68.8%
Job does require off-site travel/ Makes trips for work , Employee must provide own vehicle*	70.5%	77.0%	75.4%	69.2%	73.6%	82.8%	78.8%	84.1%	86.3%	83.2%	83.4%
Job does require off-site travel/ Makes trips for work; Employer provides vehicle*	52.5%	65.9%	53.5%	72.0%	64.3%	78.1%	67.3%	68.1%	66.5%	73.4%	84.5%

**Question wording about running work-related errands or attendance of off-site meetings changed somewhat in 2014. Also, in 2014 questions about work-related travel were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.*

Employee Parking

Employees participating in the study were asked where they usually parked when they drive a car to work. Just over 10% said they don't usually drive a car to work. Over half of respondents said they parked in a private lot, private garage or a private parking space. Eleven percent park on a residential street with no meter, while an additional 2% park on street at a meter. About 15% park in a city lot or city garage, either with a permit, with pre-payment or by paying cash. "Other" parking spaces used, such as "store lot" and "private lot with charges" can be seen in *Appendix B: Verbatim* .

Figure 39: Type of Parking Space Usually Used, 2014-2017



Use of Transit

Use of a Bus for Work Commute Trips

When asked if they ever ride a bus to work, about a third of those completing the employee transportation survey said they did so. This was similar to results from previous years.

Figure 40: Use of Transit for the Commute, 2017

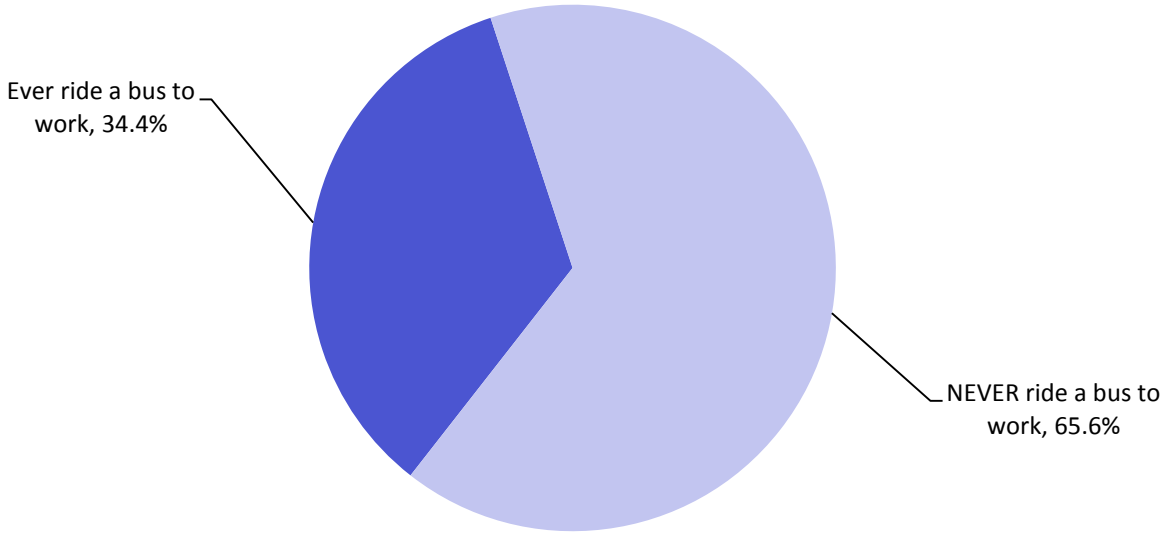


Figure 41: Use of Transit for the Commute, 2005-2017

	Percent of Respondents				
Do you ever ride a bus to work?	**2017**	**2014**	**2011**	**2008**	**2005**
Yes	34.4%	32.0%	33.5%	27.8%	34.0%
No	65.6%	68.0%	66.5%	72.2%	66.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Use of Transit for Pleasure or Personal Business Trips

About one in four respondents reported riding a bus for non-commute trips during a typical week. This represents a slight increase from 2011, but is similar to what had been observed in 2011, with fewer having reported using the bus for non-work trips in 2008 and 2005. The average number of trips per respondent made during a typical week for non-commute trips on the bus was 0.7 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 2.9.

Figure 42: Use of Transit for Non-Commute Trips, 2017

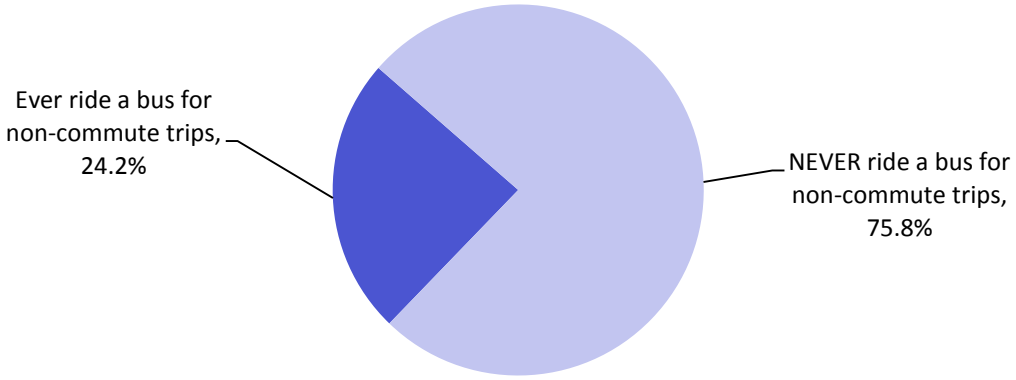


Figure 43: Average Number of Non-Commute Transit Trips in a Typical Week, 2005-2017

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting but are for pleasure or personal business?	Average Number of One-Way Trips				
	2017	2-14	2011	2008	2005
Average number of one-way trips by ALL respondents	0.7	0.6	0.8	0.6	0.8
Average number of one-way trips by those reporting making at least one trip	2.9	3.0	3.5	3.3	4.0

Figure 44: Percent of Respondents Making Non-Commute Transit Trips in a Typical Week, 2005-2017

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting but are for pleasure or personal business?	Percent of Respondents				
	2017	2014	2011	2008	2005
Make no transit trips	75.8%	79.6%	76.8%	81.5%	80%
Make one or more transit trips	24.2%	20.4%	23.2%	18.5%	20%
Total	100.0%	100.0%	100.0%	100.0%	100%

Employees' Eco-Pass Status

In 2014, four in 10 respondents reported they had an Eco-Pass. Eco-Pass possession increased steadily from 1997 to 2008, leveled off from 2008 to 2011, and then increased again in 2014 and 2017.

Figure 45: Eco-Pass Status, 1997-2017

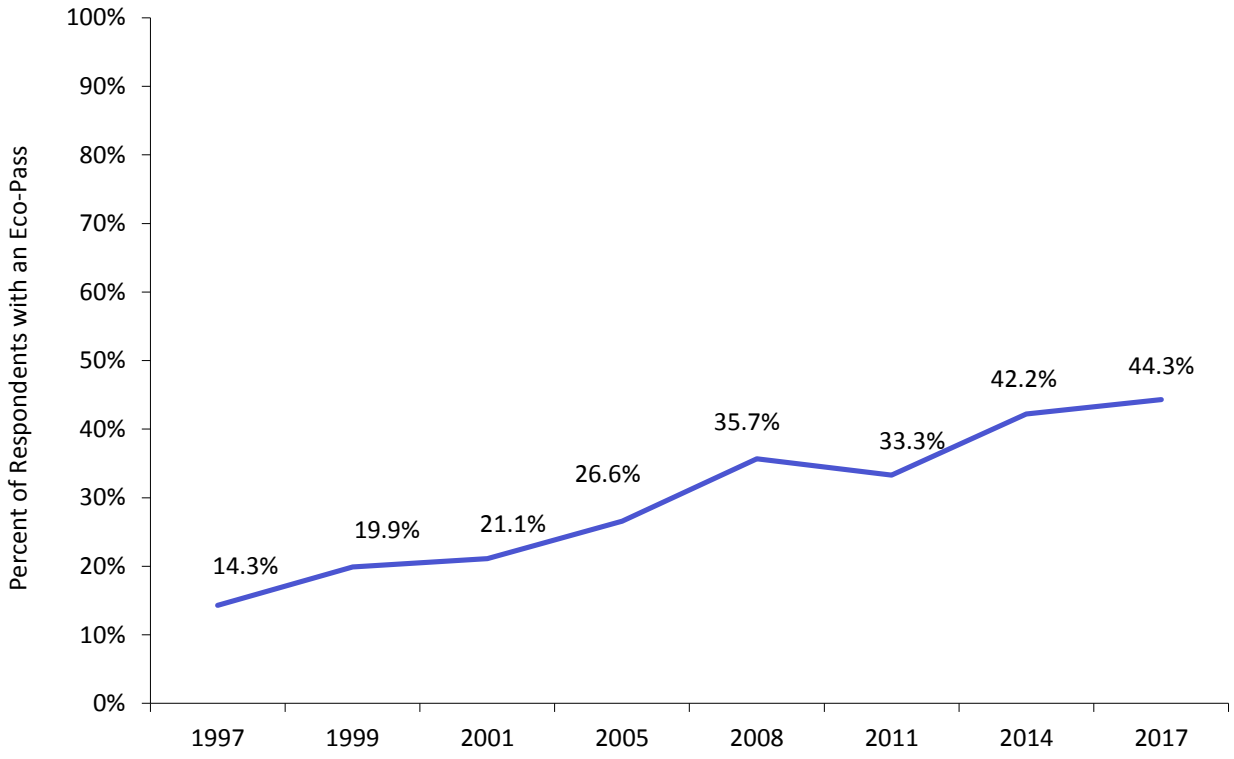


Figure 46: Percent of Employees Who Have an Eco-Pass, 1997-2017

	Percent of Respondents							
Do you have an Eco-Pass?	**2017**	**2014**	**2011**	**2008**	**2005**	**2001**	**1999**	**1997***
Yes, through my employer	3.4%	26.7%	19.1%	18.6%	11.4%	15.6%	13.4%	14.3%
Yes, a downtown Eco-Pass**	0.3%	8.4%	6.4%	6.4%	6.9%			
Yes, through my neighborhood	7.0%	2.6%	3.3%	2.0%	3.3%	1.4%	1.6%	
Yes, a CU Boulder Student Pass	30.4%	2.8%	2.4%	4.2%	4.5%	3.3%	4.2%	
Yes, a CU Boulder faculty/staff pass	3.2%	1.6%	2.1%	4.6%	0.5%	0.8%	0.7%	
No	55.7%	57.8%	66.7%	64.3%	73.4%	78.9%	80.1%	85.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**In 1997, employees were not asked what type of Eco-Pass they had.*
***This category was new in 2005; in previous implementations, these responses would have been included in the category "yes, through my employer."*

As observed in previous years, Eco-Pass possession was associated with use of transit for work and non-work trips. Almost 1 in 5 of employees with an Eco-Pass rode a bus for the work commute on the survey day compared to just 4% of those without an Eco-Pass. Those with an Eco-Pass were much more likely to have said they had ever used a bus for the work commute or for non-work trips than were those without an Eco-Pass.

Figure 47: Use of Transit by Eco-Pass Status, 2017

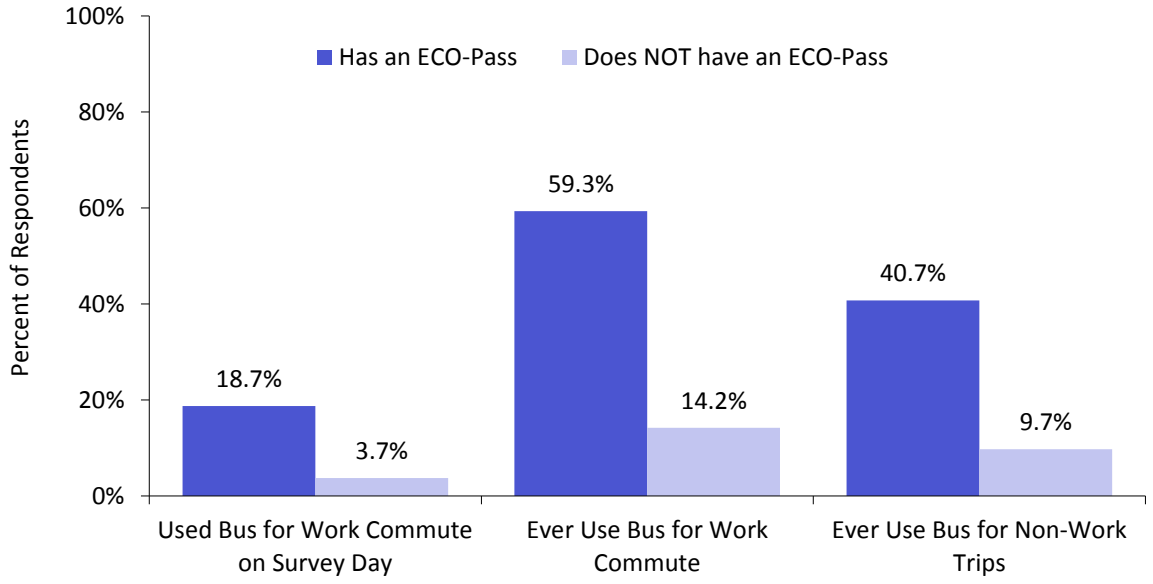


Figure 48: Used a Bus for the Work Commute on the Day of the Survey by Eco-Pass Status, 1997-2017

Used a bus for any part of the work commute on the survey day	Percent of Respondents Who Used a Bus							
	2017	2014	2011	2008	2005	2001	1999	1997
have an Eco-Pass	18.7%	18.6%	24.6%	23.3%	26.4%	13.1%	13.3%	13.2%
do NOT have an Eco-Pass	3.7%	3.7%	2.0%	3.2%	3.0%	3.4%	2.0%	2.8%

Figure 49: Ever Ride a Bus for Work Commute by Eco-Pass Status, 2005-2017

Do you ever ride a bus to work?	Percent of Respondents Who Used a Bus				
	2017	2014	2011	2008	2005
have an Eco-Pass	59.3%	59.2%	68.8%	54.6%	62.5%
do NOT have an Eco-Pass	14.2%	12.0%	15.9%	12.4%	10.3%

Figure 50: Used Transit for Non-Work Commute Trips by Eco-Pass Status, 2005-2017

Use of transit for non-work commute trips	Percent of Respondents Who Used a Bus				
	2017	2014	2011	2008	2005
have an Eco-Pass	40.7%	35.9%	38.2%	37.9%	38.2%
do NOT have an Eco-Pass	9.7%	8.3%	6.1%	8.0%	6.1%

Trips to Denver International Airport

The majority of those surveyed (89%) reported going to Denver International Airport (DIA) at least once in the past year. This was similar to what had been observed in previous years. The average number of trips to DIA per respondent for those that made at least one trip was 8.4 trips in the past year.

Figure 51: Trips to Denver International Airport, 2005-2017

Trips to Denver International Airport*	2017	2014	2011	2008	2005
Percent of Respondents Going to DIA at Least Once in Past Year	88.9%	84.3%	87.6%	83.9%	84%
Average Number of Trips to DIA for ALL Respondents	7.5	6.0	6.1	5.3	6.8
Average Number of Trips to DIA for Respondents Who Went at Least Once	8.4	7.3	7.8	7.3	8.3

**In 2014 questions about trips to Denver International Airport were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.*

Mode Used for Trip to DIA

Of those Boulder Valley employees who made airport trips, driving and parking was the most popular mode used (39% of trips); while about 27% of airport trips were made by being dropped off (see Figure 52 below). About 4% of trips were made using a shuttle or commercial van service. About 30% of DIA trips were made using skyRide. Slightly more of the skyRide trips were paid for by the employee or their employer (49%, see Figure 54 on the next page), but a large proportion were made by using an Eco-Pass (43%).

Figure 52: Trips to Denver International Airport, 2017

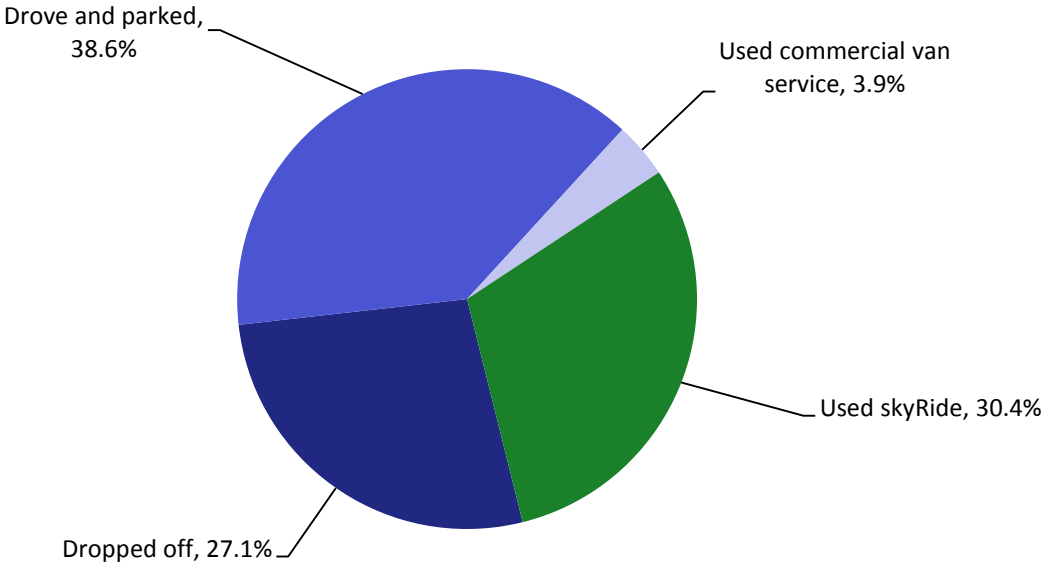
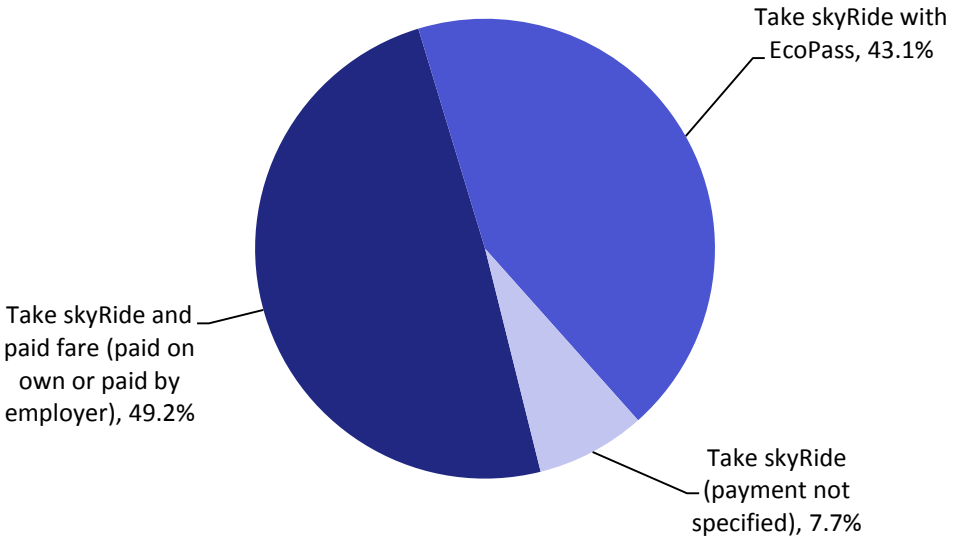


Figure 53: Transportation to and from Denver International Airport, 2008-2014

Transportation to and from DIA*	Percent of DIA Trips			
	2017	2014	2011	2008
Of these trips, how many did you have someone else drop you off...	27.1%	27.9%	30.1%	29.5%
Of these trips, how many did you drive and park...	38.6%	47.1%	41.9%	45.7%
Of these trips, how many did you take commercial van service...	3.9%	3.3%	2.5%	5.3%
Of these trips, how many did you take skyRide and paid fare	30.4%	10.5%	10.2%	8.9%
Of these trips, how many did you take skyRide with EcoPass		11.2%	15.3%	10.6%
Total	100.0%	100.0%	100.0%	100.0%

**In 2014 questions about trips to Denver International Airport were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.*

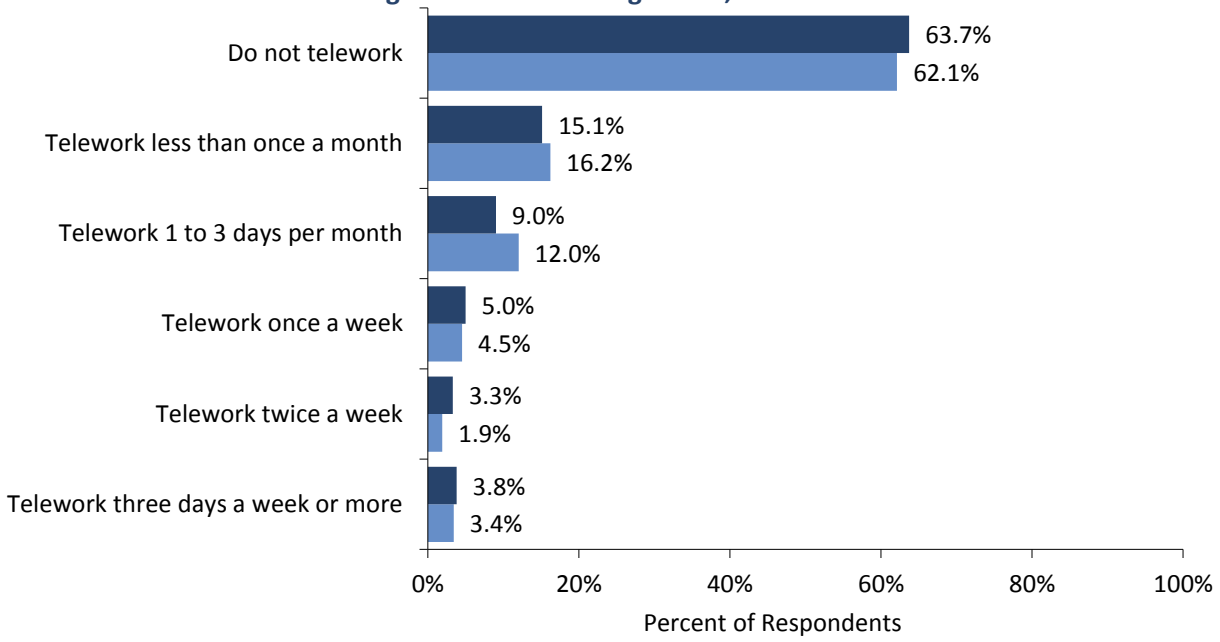
Figure 54: Payment for DIA skyRide Trips, 2017



Employer Encouraged Alternative Modes

Those completing the questionnaire were provided with a definition of teleworking as employees working at home instead of going into the office. They were then asked how often, if ever, they telework. Just over a third of respondents (36.3%) reported that they telework at least occasionally. Most respondents who did telework do so three days per month or less, about 24% of all respondents, and about three-quarters of those who telework. Among all respondents, about 12% reported they telework one or more times per week.

Figure 55: Teleworking Status, 2014-2017



The percentage of respondents who telework at least some of the time has been increasing in the last 20 years, from about 12% in 1995 to 36% in 2017. Most of the increases occurred starting in 2001, with bigger increases in 2008 and 2014.

Figure 56: Percent of Respondents Who Ever Telework, 1995-2017

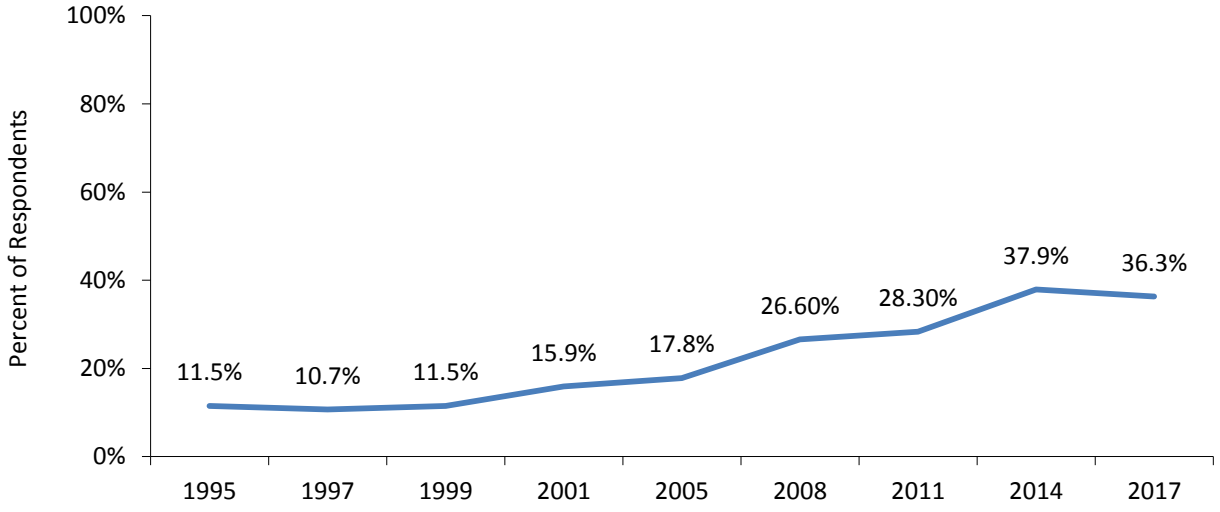


Figure 57: Teleworking Patterns of Respondents, 1995-2017

Employees telework (or telecommute) when they fulfill their job responsibilities by substituting work at home for work commute travel. Do you ever telework? If yes, on average, how often do you telework a month? (Include only full days at home when you did not travel to your work place.)	Percent of Employees								
	2017	2014*	2011	2008	2005	2001*	1999	1997	1995
never telecommutes	63.7%	62.1%	71.7%	73.4%	82.2%	84.1%	88.5%	89.3%	88.5%
telecommutes less than once a month	15.1%	16.2%	10.0%	11.7%	5.9%	5.1%	5.8%	3.0%	3.9%
telecommutes 1 to 3 days a month	9.0%	12.0%	8.7%	8.4%	5.9%	5.0%	2.8%	2.8%	3.0%
telecommutes once a week	5.0%	4.5%	5.0%	2.3%	2.4%	1.9%	0.9%	1.3%	1.2%
telecommutes twice a week	3.3%	1.9%	1.7%	1.9%	1.4%	2.1%	1.0%	1.3%	0.8%
telecommutes 3 days a week or more	3.8%	3.4%	2.8%	2.3%	2.1%	1.7%	1.6%	2.2%	2.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**In 2001, the question about telecommuting was limited to "teleworking" in the last 3 months. In previous years, and the current year, the surveys asked how often respondents ever telecommute.*
In 2014 questions about teleworking were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.

Figure 58: Percent of Respondents Who Worked at Home the Day They Completed the Survey, 1991-2017

How did you get to work today?	Percent of Respondents										
	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
Worked at Home	5.0%	3.3%	1.9%	1.9%	3.9%	2.6%	3.5%	3.1%	2.3%	2.1%	1.6%
Other Mode	95.0%	96.7%	98.1%	98.1%	96.1%	97.4%	96.5%	96.9%	97.7%	97.9%	98.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Note: Hard copy surveys were received at the workplace and so it is more likely to be completed at work. In early years of this survey, all surveys were completed hard copy.

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

Just under half of respondents, 45%, reported their employer provides an Eco-Pass. Among all employees, 32% had used an Eco-Pass. About a third of those completing the survey reported their employer provides a telework option, and about a quarter of all respondents had teleworked in the past year.

About a third of employees said their showers and changing facilities are provided at their workplace, but only 11% of all employees had used these facilities.

Figure 59: Employer Provided Incentives and Use of Incentives, 2017

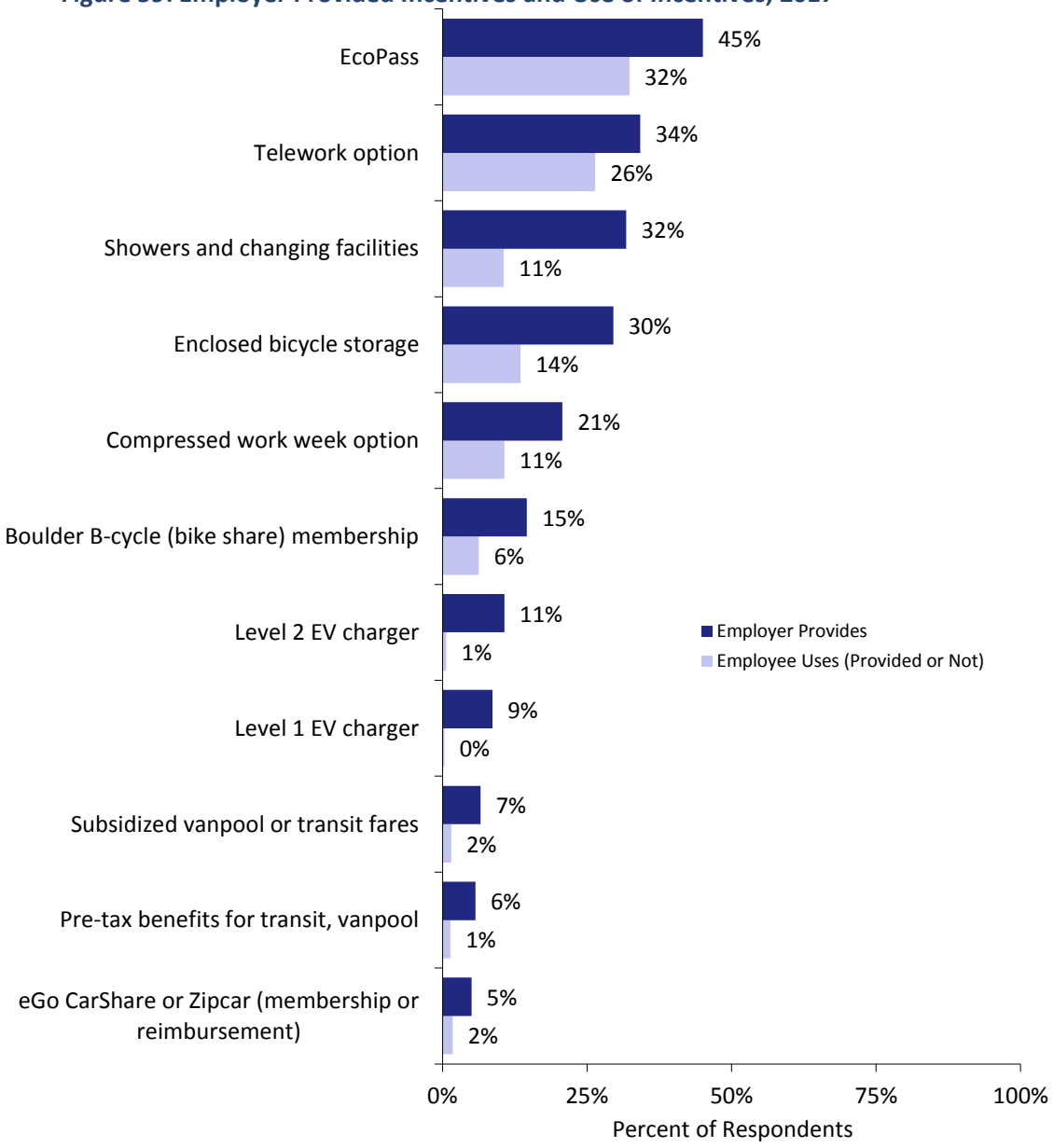


Figure 60: Employer Provided Transportation Incentives, 2008-2017

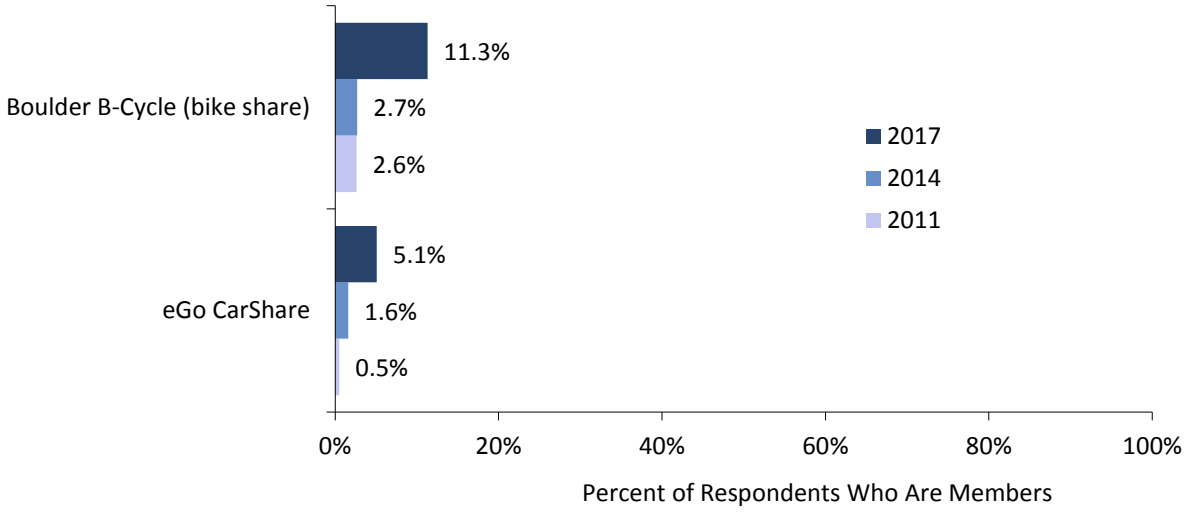
For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.*	Employer Provides						Employee Uses (If Provided)						Employee Uses (Provided or Not)					
	2017	2014 All	2014 Web	2011 All	2011 Web	2008	2017	2014 All	2014 Web	2011 All	2011 Web	2008	2017	2014 All	2014 Web	2011 All	2011 Web	2008
EcoPass	45%	32%	42%	32%	52%	36%	65%	55%	56%	73%	83%	61%	32%	20%	25%	23%	43%	25%
Telework option	34%	34%	43%	24%	37%	22%	76%	77%	79%	69%	79%	76%	26%	26%	34%	16%	30%	19%
Showers and changing facilities	32%	36%	45%	43%	59%	43%	32%	31%	31%	41%	45%	35%	11%	11%	14%	18%	26%	22%
Compressed work week option	30%	26%	31%	22%	33%	19%	42%	75%	77%	63%	58%	66%	14%	19%	24%	14%	19%	15%
Enclosed bicycle storage	21%	28%	21%	20%	29%	20%	50%	37%	39%	41%	46%	48%	11%	11%	10%	8%	13%	9%
Boulder B-cycle (bike share) membership	15%	7%	9%	5%	10%	N/A	37%	10%	9%	22%	27%	N/A	6%	3%	4%	1%	3%	1%
Level 2 EV charger	11%						4%						1%					
Level 1 EV charger	9%						2%						0%					
Subsidized vanpool or transit fares	7%	7%	8%	2%	5%	2%	16%	7%	2%	2%	18%	24%	2%	1%	0%	0%	1%	0%
Pre-tax benefits for transit, vanpool	6%	2%	2%	2%	3%	2%	20%	22%	21%	2%	31%	10%	1%	0%	1%	0%	1%	0%
eGo CarShare (membership or reimbursement)	5%	2%	3%	1%	1%	N/A	15%	15%	18%	1%	1%	N/A	2%	1%	1%	0%	0%	0%

**In 2014 questions about employer-provided transportation incentives were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions. To make comparisons easier, web-only responses are shown for 2014 and 2011 in addition to responses from all respondents.*

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

The proportion of respondents reporting having a membership in Boulder B-cycle or eGo CarShare increased in 2017. About 1 in 10 respondents said they were members of Boulder B-Cycle, compared with only 3% in 2014 and 2011. EGo CarShare membership also increased, from 2% in 2014 to 5% in 2017.

Figure 61: Membership in eGo CarShare and Boulder B-Cycle, 2011-2017



Appendix A: Complete Set of Survey Responses

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

Table 1: Question 1

How did you get to work today? (Please check all that apply.)	Percent of Respondents
Drove alone	67.2%
Drove with at least one other person how many others total? .....1.26 (average) How many who were under age 16? .....0.26 (average)	5.7%
Walked	4.6%
Biked	13.1%
Rode a bus or buses	9.8%
Carried a bike on a bus or buses	1.0%
Used a Park-n-Ride	1.1%
Worked at home	5.0%
Other	2.5%

Table 2: Question 1: Primary mode used for work commute on day completed survey.

How did you get to work today? (primary mode)	Percent of Respondents
Drove alone	63.8%
Drove with at least one other person	5.3%
Walked	2.9%
Biked	10.9%
Rode a bus or buses	7.6%
Multi-mode	0.5%
Worked at home	4.3%
Other	2.5%
Bike and bus	2.1%
Bike and drive	0.0%
Total	100.0%

Table 3: Question 1 Motorists: Type of vehicle used.

If drove, what type of vehicle?	Percent of Respondents
Private vehicle	97.4%
Company/fleet vehicle	1.9%
Car share (eGo, Zipcar)	0.0%
Taxi/Ride share (Lyft, Uber)	0.7%
Total	100.0%

Table 4: Question 1 Bicyclists: Type of bicycle used.

If bicycled, what type of bicycle?	Percent of Respondents
Private bike	99.8%
Bike share	0.2%
Company bike	0.0%
Total	100.0%

Table 5: Question 2

About how far is your home from work?	Percent of Respondents
0 to 2 miles	19.9%
3 to 5 miles	20.9%
6 to 10 miles	15.7%
11 to 20 miles	26.7%
more than 20 miles	16.7%
Total	100.0%
Average number of miles	**11.6 miles**

Table 6: Question 3

About what time did you leave home for work today?	Percent of Respondents
12:00 to 12:59 AM	1.1%
1:00 to 1:59 AM	1.1%
2:00 to 2:59 AM	4.6%
3:00 to 3:59 AM	6.1%
4:00 to 4:59 AM	3.8%
5:00 to 5:59 AM	3.9%
6:00 to 6:59 AM	9.9%
7:00 to 7:59 AM	28.4%
8:00 to 8:59 AM	22.4%
9:00 to 9:59 AM	9.0%
10:00 to 10:59 AM	3.4%
11:00 to 11:59 AM	1.6%
12:00 to 12:59 PM	0.4%
1:00 to 1:59 PM	0.2%
2:00 to 2:59 PM	0.4%
3:00 to 3:59 PM	1.3%
4:00 to 4:59 PM	0.0%
5:00 to 5:59 PM	0.8%
6:00 to 6:59 PM	0.4%
7:00 to 7:59 PM	0.0%
8:00 to 8:59 PM	0.2%
9:00 to 9:59 PM	0.1%
10:00 to 10:59 PM	0.3%
11:00 to 11:59 PM	0.3%
Total	100.0%

Table 7: Question 4

Did you come straight to work from home today?	Percent of Respondents
Yes	80.7%
No	19.3%
Total	100.0%

Table 8: Question 4a

About how many minutes did it take?*	Percent of Respondents
5 minutes or less	6.4%
6 to 10 minutes	18.2%
11 to 15 minutes	13.9%
16 to 20 minutes	9.4%
21 to 30 minutes	24.2%
31 to 45 minutes	17.1%
46 to 60 minutes	7.1%
More than 60 minutes	3.6%
Total	100.0%
Average number of minutes	**25.2 minutes**

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

Table 9: Question 4b

About how many stops did you make on your way to work?*	Percent of Respondents
1 stop	72.7%
2 stops	19.3%
3 or more stops	8.0%
Total	100.0%
Average number of stops	**1.5 stops**

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

Table 10: Question 5

Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Respondents
0 stops	56.6%
1 stop	24.9%
2 stops	11.8%
3 stops	2.7%
4 stops	1.6%
5 or more stops	2.4%
Total	100.0%
Average number of stops, all respondents	**0.8 stops**
Average number of stops, respondents who made at least one stop	**1.9 stops**

Table 11: Question 6

About what time do you usually arrive at work?	Percent of Respondents
12:00 to 12:59 AM	0.7%
1:00 to 1:59 AM	0.0%
2:00 to 2:59 AM	0.0%
3:00 to 3:59 AM	0.1%
4:00 to 4:59 AM	0.2%
5:00 to 5:59 AM	1.2%
6:00 to 6:59 AM	5.6%
7:00 to 7:59 AM	20.4%
8:00 to 8:59 AM	37.4%
9:00 to 9:59 AM	16.6%
10:00 to 10:59 AM	7.1%
11:00 to 11:59 AM	3.1%
12:00 to 12:59 PM	0.7%
1:00 to 1:59 PM	0.9%
2:00 to 2:59 PM	0.8%
3:00 to 3:59 PM	1.2%
4:00 to 4:59 PM	1.4%
5:00 to 5:59 PM	0.5%
6:00 to 6:59 PM	1.2%
7:00 to 7:59 PM	0.3%
8:00 to 8:59 PM	0.0%
9:00 to 9:59 PM	0.1%
10:00 to 10:59 PM	0.4%
11:00 to 11:59 PM	0.0%
Total	100.0%

Table 12: Question 7

About what time do you usually leave work?	Percent of Respondents
12:00 to 12:59 AM	0.4%
1:00 to 1:59 AM	0.1%
2:00 to 2:59 AM	0.6%
3:00 to 3:59 AM	0.7%
4:00 to 4:59 AM	3.1%
5:00 to 5:59 AM	5.7%
6:00 to 6:59 AM	2.0%
7:00 to 7:59 AM	1.2%
8:00 to 8:59 AM	0.4%
9:00 to 9:59 AM	0.2%
10:00 to 10:59 AM	0.0%
11:00 to 11:59 AM	0.3%
12:00 to 12:59 PM	1.0%
1:00 to 1:59 PM	0.9%
2:00 to 2:59 PM	2.9%
3:00 to 3:59 PM	5.9%
4:00 to 4:59 PM	19.1%
5:00 to 5:59 PM	33.1%
6:00 to 6:59 PM	12.6%
7:00 to 7:59 PM	2.9%
8:00 to 8:59 PM	2.3%
9:00 to 9:59 PM	1.2%
10:00 to 10:59 PM	1.9%
11:00 to 11:59 PM	1.4%
Total	100.0%

Table 13: Question 8

When you drive a car to work, where do you usually park?	Percent of Respondents
City lot or city garage with a permit	12.5%
City lot or city garage with cash or pre-payment	2.7%
Private lot, private garage or private parking space	53.6%
On-Street with meter	2.4%
Residential street, no meter	10.8%
Other (please specify)	7.8%
I don't usually drive a car to work	10.3%
Total	100.0%

Table 14: Question 9

On average, how often do you telework (work at home instead of going into the office) a month? (Include only full days at home when you did not travel to your work place.)	Percent of Respondents
Never	63.7%
Less than once a month	15.1%
1 to 3 days per month	9.0%
Once a week	5.0%
Twice a week	3.3%
Three days a week or more	3.8%
Total	100.0%

Table 15: Question 10

Do you work a compressed week, for example, four 10-hour days per week, or nine 9-hour days every two weeks?	Percent of Respondents
No	88.5%
Yes	11.5%
Total	100.0%

Table 16: Question 10a

If you work a compressed work week, what type of schedule?	Percent of Respondents
Four 10-hour days in a week	41.5%
Nine 9-hour days in two weeks	9.1%
Other	49.4%
Total	100.0%

Table 17: Question 11

About how often do you run work-related errands or attend meetings away from your primary work site?	Percent of Respondents
Daily	9.8%
Several times a week	18.1%
About once a week	10.7%
About once every two weeks	9.0%
About once a month	9.3%
Less than once a month	16.3%
Never	25.5%
Other	1.2%
Total	100.0%

Table 18: Question 12

If you run errands or attend meetings for your job, is there a work vehicle available to you or do you provide your own transportation?	Percent of Respondents*
I use my own vehicle or other means of transportation	83.6%
I use an employer-provided vehicle	15.0%
I use an employer-provided bicycle	2.7%
I use a CarShare	1.1%
I use Boulder B-cycle	2.0%
Other	7.5%

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

Table 19: Question 13

How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute?	Percent of Respondents
None	50.3%
1 trip	7.0%
2 trips	26.7%
3 trips	2.5%
4 trips	7.8%
5 trips	0.6%
6 or more trips	5.0%
Total	100.0%
Average number of workday trips, all respondents	**1.4 trips**
Average number of workday trips, respondents who made at least 1	**2.9 trips**

Table 20: Question 14 Percent of Trips

What method(s) of travel was used for these non-commute workday trips during your workday yesterday? Please indicate how many times you used each of the following modes.	Average Percent of Non-Commute Trips	Average Number of Non-Commute Trips	Average Percent of Non-Commute Miles	Average Number of Non-Commute Miles
Drove alone in a private vehicle	60.0%	1.85	62.2%	12.46
Drove with at least one other person in a private vehicle	8.1%	0.24	8.7%	1.35
Used Car Share (eGo, Zipcar) alone	0.0%	0.00	0.0%	0.00
Used Car Share (eGo, Zipcar) with at least one other person	0.0%	0.00	0.0%	0.00
Used Taxi or Ride Share (Lyft, Uber)	0.6%	0.02	0.6%	0.04
Used a Company/Fleet vehicle alone	2.7%	0.11	3.2%	0.49
Used a Company/Fleet with at least one other person	1.4%	0.03	1.4%	0.11
Multi-mode (e.g., car then bus, bike then bus, etc.)	1.1%	0.09	1.2%	0.37
Biked	9.1%	0.22	9.3%	0.56
Used Boulder B-cycle	0.4%	0.02	0.1%	0.01
Used a company/fleet bicycle	0.3%	0.02	0.1%	0.01
Walked	13.4%	0.35	10.2%	0.19
Rode a bus(es)	2.5%	0.07	2.5%	0.42
Other	0.4%	0.02	0.5%	0.02

Table 21: Question 15

Do you have an Eco-Pass, the annual pass which allows you to ride RTD buses and the Community Transit Network buses (e.g., SKIP, HOP, JUMP, etc.) for no additional charge?	Percent of Respondents
yes, a CU student College Pass	3.4%
yes, a CU faculty/staff Eco-Pass	0.3%
yes, a downtown Eco-Pass	7.0%
yes, through my employer	30.4%
yes, through my neighborhood	3.2%
no	55.7%
Total	100.0%

Table 22: Question 16

Do you ever ride RTD bus(es) to work?	Percent of Respondents
Yes	34.4%
No	65.6%
Total	100.0%

Table 23: Question 17

During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?	Percent of Respondents
None	75.8%
1 trip	6.8%
2 trips	8.3%
3 trips	3.7%
4 trips	2.2%
5 or more trips	3.1%
Total	100.0%
Average number of RTD trips, all respondents	**0.7 trips**
Average number of RTD trips, respondents making at least 1 trip	**2.9 trips**

Table 24: Question 18

During the last year, about how many times have you been to Denver International Airport?	Percent of Respondents
None	11.1%
One or more times	88.9%
Total	100.0%
Average number of trips, all respondents	**7.5 trips**
Average number of trips, respondents making at least 1 trip	**8.4 trips**

Table 25: Question 18 Percent of Trips

Of these trips {to DIA}, how many did you . . .*	Average Percent of DIA Trips	Average Number of DIA Trips
Have someone else drop you off or pick you up	27.1%	1.70
Drive and park	38.6%	3.37
Take commercial van service	3.9%	0.23
Take skyRide	30.4%	2.60
Total	100.0%	7.80

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

Table 26: Question 18 Percent of skyRide Trips

Of these trips {to DIA}, how many did you . . .*	Average Percent of DIA skyRide Trips	Average Number of DIA skyRide Trips
Take skyRide and paid fare (paid on own or paid by employer)	49.2%	1.28
Take skyRide with EcoPass	43.1%	1.12
Take skyRide (payment not specified)	7.7%	0.20
Total skyRide	100.0%	2.60

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

Table 27: Question 19

Are you a full or part-time employee?	Percent of Respondents
Full-time	82.7%
Part-time	17.3%
Total	100.0%

Table 28: Question 20

What category best describes your typical work schedule?	Percent of Respondents
Monday through Friday, daytime	67.5%
Monday through Friday, evenings	2.0%
Weekends	2.1%
Rotating/variable schedule	15.8%
Other (please specify)	12.6%
Total	100.0%

Table 29: Question 21

What category best describes your job?	Percent of Respondents
Retail/sales	13.0%
Service/restaurant/delivery	15.3%
Manufacturing/production/"high-tech"	6.1%
Office (professional, business, administrative, support)	47.9%
Medical/dental	6.7%
Construction/trades/laborer	2.4%
Other (please specify)	8.7%
Total	100.0%

Table 30: Question 22

What is your hourly pay rate at this job?	Percent of Respondents
$7.00 per hour or less	2.3%
$7.01 to $10.00 per hour	3.6%
$10.01 to $12.00 per hour	6.5%
$12.01 to $15.00 per hour	8.7%
$15.01 to $20.00 per hour	14.5%
$20.01 to $25.00 per hour	15.0%
$25.01 to $50.00 per hour	33.4%
$50.01 or more per hour	15.9%
Total	100.0%

Table 31: Question 23

For each of the following, please indicate which your employer makes available to you and which you have used in the last 6 months	Employer Makes Available		
	Yes	No	Total
EcoPass	45.1%	54.9%	100.0%
Subsidized vanpool or transit fares	6.6%	93.4%	100.0%
Pre-tax benefits for transit, vanpool	5.7%	94.3%	100.0%
Enclosed bicycle storage	29.5%	70.5%	100.0%
Showers and changing facilities	31.8%	68.2%	100.0%
Telework option	34.2%	65.8%	100.0%
Compressed work week option	20.7%	79.3%	100.0%
Level 2 EV charger	10.7%	89.3%	100.0%
Level 1 EV charger	8.7%	91.3%	100.0%
EV charger (app did not break out)	1.6%	98.4%	100.0%
Boulder B-cycle (bike share) membership	14.6%	85.4%	100.0%
eGo CarShare or Zipcar (membership or reimbursement)	5.0%	95.0%	100.0%
Vehicle for work trips (app only)	3.1%	96.9%	100.0%

Table 32: Question 23

For each of the following, please indicate which your employer makes available to you and which you have used in the last 6 months	Employee Uses		
	Yes	No	Total
EcoPass	32.3%	67.7%	100.0%
Subsidized vanpool or transit fares	1.5%	98.5%	100.0%
Pre-tax benefits for transit, vanpool	1.4%	98.6%	100.0%
Enclosed bicycle storage	13.5%	86.5%	100.0%
Showers and changing facilities	10.6%	89.4%	100.0%
Telework option	26.4%	73.6%	100.0%
Compressed work week option	10.7%	89.3%	100.0%
Level 2 EV charger	0.7%	99.3%	100.0%
Level 1 EV charger	0.3%	99.7%	100.0%
EV charger (app did not break out)	0.2%	99.8%	100.0%
Boulder B-cycle (bike share) membership	6.3%	93.7%	100.0%
eGo CarShare or Zipcar (membership or reimbursement)	1.8%	98.2%	100.0%
Vehicle for work trips (app only)	2.5%	97.5%	100.0%

Table 33: Question 24

Is a bicycle usually available to you for commuting to work?	Percent of Respondents
Yes	47.5%
No	52.5%
Total	100.0%

Table 34: Question 25

Are you a member of Boulder B-cycle (bike share)?	Percent of Respondents
Yes	11.3%
No	88.7%
Total	100.0%

Table 35: Question 26

Is a car or other motor vehicle usually available to you for commuting to work?	Percent of Respondents
Yes	80.7%
No	19.3%
Total	100.0%

Table 36: Question 27

What year was the vehicle made?	Percent of Respondents
1969	0.0%
1977	0.2%
1981	0.1%
1985	0.1%
1989	0.2%
1990	0.1%
1991	1.0%
1992	0.1%
1993	0.6%
1994	0.1%
1995	0.3%
1996	1.3%
1997	0.5%
1998	1.1%
1999	2.3%
2000	2.2%
2001	3.6%
2002	4.3%
2003	3.6%
2004	4.6%
2005	5.0%
2006	4.4%
2007	4.3%
2008	4.9%
2009	3.0%
2010	4.9%
2011	4.5%
2012	9.1%
2013	10.0%
2014	4.7%
2015	8.6%
2016	5.5%
2017	4.8%
Total	100.0%

Table 37: Question 28

What kind of vehicle is it?	Percent of Respondents
Car	63.0%
Pickup truck	9.8%
SUV/van/minivan	26.9%
Motorcycle/scooter	0.3%
Total	100.0%

Table 38: Question 29

What kind of fuel does the vehicle use?	Percent of Respondents
Diesel	1.4%
Gas	92.5%
Hybrid	5.1%
Plug-in Electric	1.0%
Total	100.0%

Table 39: Question 30

Are you a member of eGo CarShare?	Percent of Respondents
Yes	5.1%
No	94.9%
Total	100.0%

Table 40: Question 31

Do you live in Boulder (within the city limits)?	Percent of Respondents
Yes	42.5%
No	57.5%
Total	100.0%

Table 41: Question 33

What is your home zip code?	Percent of Respondents
80304	12.3%
80301	11.1%
80303	8.4%
80302	8.3%
80026	6.2%
80027	5.9%
80305	5.2%
80504	5.0%
80501	4.2%
80503	4.2%
80020	3.9%
80516	2.6%
80021	2.0%
80031	1.5%
80466	1.0%
80004	0.7%
80537	0.6%
80233	0.6%
80241	0.5%
80003	0.4%
80540	0.4%
80234	0.3%
80005	0.3%
80422	0.3%
80513	0.2%
80212	0.1%
80260	0.1%
80229	0.0%
80206	0.0%
Other	13.6%
Total	100.0%

Table 42: Question 35

Are you a student at CU Boulder?	Percent of Respondents
No	94.6%
Yes, an undergraduate student	4.0%
Yes, a graduate student	1.4%
Total	100.0%

Table 43: Question 36

How much do you anticipate your household's total income before taxes will be for 2014?	Percent of Respondents
Less than $10,000	3.6%
$10,000 to $19,999	3.3%
$20,000 to $29,999	6.2%
$30,000 to $39,999	8.8%
$40,000 to $49,999	7.2%
$50,000 to $74,999	15.5%
$75,000 to $99,999	17.6%
$100,000 to $149,999	19.0%
$150,000 or more	18.8%
Total	100.0%

Table 44: Question 37

In which category is your age?	Percent of Respondents
Under 18	0.9%
18-24 years	11.8%
25-34 years	21.7%
35-44 years	21.1%
45-54 years	19.6%
55-64 years	20.5%
65 years or older	4.4%
Total	100.0%

Table 45: Question 38

What is your gender?	Percent of Respondents
Female	56.4%
Male	43.6%
Other	0.1%
Total	100.0%

Survey Responses 2017 Compared to 2014

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

Table 46: Question 1

How did you get to work today? (Please check all that apply.)	2017	2014
Drove alone	67.2%	70.8%
Drove with at least one other person how many others total? ..... 1.26 1.23 How many who were under age 16? 0.36 0.20	5.7%	6.0%
Walked	4.6%	6.0%
Biked	13.1%	8.7%
Rode a bus or buses	9.8%	8.7%
Carried a bike on a bus or buses	1.0%	1.4%
Used a Park-n-Ride	1.1%	.8%
Worked at home	5.0%	3.4%
Other	2.5%	1.2%

Table 47: Question 1: Primary mode used for work commute on day completed survey.

How did you get to work today? (primary mode)	2017	2014
Drove alone	63.8%	67.8%
Drove with at least one other person	5.3%	5.4%
Walked	2.9%	4.4%
Biked	10.9%	7.9%
Rode a bus or buses	7.6%	8.6%
Multi-mode	0.5%	0.7%
Worked at home	4.3%	3.3%
Other	2.5%	1.0%
Bike and bus	2.1%	0.6%
Bike and drive	0.0%	0.2%
Total	100.0%	100.0%

Table 48: Question 2

About how far is your home from work?	2017	2014
0 to 2 miles	19.9%	17.6%
3 to 5 miles	20.9%	18.8%
6 to 10 miles	15.7%	14.3%
11 to 20 miles	26.6%	29.2%
more than 20 miles	16.9%	20.2%
Total	100.0%	100.0%
Average number of miles	**13.6 miles**	**12.9 miles**

Table 49: Question 3

About what time did you leave home for work today?	2017	2014
12:00 to 12:59 AM	1.1%	0.0%
1:00 to 1:59 AM	1.1%	0.0%
2:00 to 2:59 AM	4.6%	0.3%
3:00 to 3:59 AM	6.1%	1.1%
4:00 to 4:59 AM	3.8%	0.1%
5:00 to 5:59 AM	3.9%	7.7%
6:00 to 6:59 AM	9.9%	9.4%
7:00 to 7:59 AM	28.4%	32.8%
8:00 to 8:59 AM	22.4%	24.4%
9:00 to 9:59 AM	9.0%	12.8%
10:00 to 10:59 AM	3.4%	4.6%
11:00 to 11:59 AM	1.6%	1.1%
12:00 to 12:59 PM	0.4%	1.9%
1:00 to 1:59 PM	0.2%	0.6%
2:00 to 2:59 PM	0.4%	1.8%
3:00 to 3:59 PM	1.3%	0.4%
4:00 to 4:59 PM	0.0%	0.1%
5:00 to 5:59 PM	0.8%	0.3%
6:00 to 6:59 PM	0.4%	0.0%
7:00 to 7:59 PM	0.0%	0.1%
8:00 to 8:59 PM	0.2%	0.2%
9:00 to 9:59 PM	0.1%	0.4%
10:00 to 10:59 PM	0.3%	0.0%
11:00 to 11:59 PM	0.3%	0.0%
Total	100.0%	100.0%

Table 50: Question 4

Did you come straight to work from home today?	2017	2014
Yes	80.7%	84.7%
No	19.3%	15.3%
Total	100.0%	100.0%

Table 51: Question 4a

About how many minutes did it take?*	2017	2014
5 minutes or less	6.4%	7.2%
6 to 10 minutes	18.2%	13.5%
11 to 15 minutes	13.9%	13.9%
16 to 20 minutes	9.4%	12.1%
21 to 30 minutes	24.2%	17.7%
31 to 45 minutes	17.1%	24.3%
46 to 60 minutes	7.1%	6.0%
More than 60 minutes	3.6%	5.2%
Total	100.0%	100.0%
Average number of minutes	**25.2 minutes**	**27.7 minutes**

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

Table 52: Question 4b

About how many stops did you make on your way to work?*	2017	2014
1 stop	72.7%	72.9%
2 stops	19.3%	17.8%
3 or more stops	8.0%	9.3%
Total	100.0%	100.0%
Average number of stops	**1.5 stops**	**1.5 stops**

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

Table 53: Question 5

Yesterday, or on the last day you worked, how many stops did you make on your way home?	2017	2014
0 stops	56.6%	25.7%
1 stop	24.9%	45.8%
2 stops	11.8%	19.1%
3 stops	2.7%	4.1%
4 stops	1.6%	2.0%
5 or more stops	2.4%	3.3%
Total	100.0%	100.0%
Average number of stops, all respondents	**0.8 stops**	**1.2 stops**
Average number of stops, respondents who made at least one stop	**1.9 stops**	**1.6 stops**

Table 54: Question 6

About what time do you usually arrive at work?	2017	2014
12:00 to 12:59 AM	0.7%	0.0%
1:00 to 1:59 AM	0.0%	0.1%
2:00 to 2:59 AM	0.0%	0.0%
3:00 to 3:59 AM	0.1%	0.1%
4:00 to 4:59 AM	0.2%	1.1%
5:00 to 5:59 AM	1.2%	0.3%
6:00 to 6:59 AM	5.6%	3.0%
7:00 to 7:59 AM	20.4%	20.6%
8:00 to 8:59 AM	37.4%	37.1%
9:00 to 9:59 AM	16.6%	24.0%
10:00 to 10:59 AM	7.1%	7.3%
11:00 to 11:59 AM	3.1%	1.4%
12:00 to 12:59 PM	0.7%	0.3%
1:00 to 1:59 PM	0.9%	0.8%
2:00 to 2:59 PM	0.8%	0.7%
3:00 to 3:59 PM	1.2%	1.1%
4:00 to 4:59 PM	1.4%	0.7%
5:00 to 5:59 PM	0.5%	0.8%
6:00 to 6:59 PM	1.2%	0.1%
7:00 to 7:59 PM	0.3%	0.0%
8:00 to 8:59 PM	0.0%	0.3%
9:00 to 9:59 PM	0.1%	0.0%
10:00 to 10:59 PM	0.4%	0.1%
11:00 to 11:59 PM	0.0%	0.0%
Total	100.0%	100.0%

Table 55: Question 7

About what time do you usually leave work?	2017	2014
12:00 to 12:59 AM	0.4%	0.3%
1:00 to 1:59 AM	0.1%	0.7%
2:00 to 2:59 AM	0.6%	0.4%
3:00 to 3:59 AM	0.7%	0.9%
4:00 to 4:59 AM	3.1%	0.6%
5:00 to 5:59 AM	5.7%	1.1%
6:00 to 6:59 AM	2.0%	1.4%
7:00 to 7:59 AM	1.2%	1.2%
8:00 to 8:59 AM	0.4%	0.9%
9:00 to 9:59 AM	0.2%	0.7%
10:00 to 10:59 AM	0.0%	0.3%
11:00 to 11:59 AM	0.3%	0.1%
12:00 to 12:59 PM	1.0%	0.3%
1:00 to 1:59 PM	0.9%	0.5%
2:00 to 2:59 PM	2.9%	2.7%
3:00 to 3:59 PM	5.9%	8.5%
4:00 to 4:59 PM	19.1%	13.5%
5:00 to 5:59 PM	33.1%	44.9%
6:00 to 6:59 PM	12.6%	12.1%
7:00 to 7:59 PM	2.9%	4.7%
8:00 to 8:59 PM	2.3%	2.2%
9:00 to 9:59 PM	1.2%	0.4%
10:00 to 10:59 PM	1.9%	0.7%
11:00 to 11:59 PM	1.4%	0.7%
Total	100.0%	100.0%

Table 56: Question 8

When you drive a car to work, where do you usually park?	2017	2014
City lot or city garage with a permit	12.5%	5.5%
City lot or city garage with cash or pre-payment	2.7%	2.4%
Private lot, private garage or private parking space	53.6%	54.5%
On-Street with meter	2.4%	1.0%
Residential street, no meter	10.8%	12.6%
Other (please specify)	7.8%	13.1%
I don't usually drive a car to work	10.3%	10.9%
Total	100.0%	100.0%

Table 57: Question 9

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.)	2017	2014
Never	63.7%	62.1%
Less than once a month	15.1%	16.2%
1 to 3 days per month	9.0%	12.0%
Once a week	5.0%	4.5%
Twice a week	3.3%	1.9%
Three days a week or more	3.8%	3.4%
Total	100.0%	100.0%

Table 58: Question 11

About how often do you run work-related errands or attend meetings away from your primary work site?	2017	2014
Daily	9.8%	8.6%
Several times a week	18.1%	16.2%
About once a week	10.7%	14.5%
About once every two weeks	9.0%	7.2%
About once a month	9.3%	8.5%
Less than once a month	16.3%	20.5%
Never	25.5%	23.9%
Other	1.2%	0.5%
Total	100.0%	100.0%

Table 59: Question 12

If you run errands or attend meetings for your job, is there a work vehicle available to you or do you provide your own transportation?	2017	2014
I use my own vehicle or other means of transportation	83.6%	90.0%
I use an employer-provided vehicle	15.0%	9.2%
I use an employer-provided bicycle	2.7%	0.6%
I use a CarShare	1.1%	0.8%
I use Boulder B-cycle	2.0%	0.4%
Other	7.5%	5.0%

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

Table 60: Question 13

How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute?	2017	2014
None	50.3%	55.5%
1 trip	7.0%	5.8%
2 trips	26.7%	23.4%
3 trips	2.5%	3.1%
4 trips	7.8%	7.4%
5 trips	0.6%	1.4%
6 or more trips	5.0%	3.4%
Total	100.0%	100.0%
Average number of workday trips, all respondents	**1.4 trips**	**1.2 trips**
Average number of workday trips, respondents who made at least 1	**2.9 trips**	**2.8 trips**

Table 61: Question 15

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?	2017	2014
yes, a CU student College Pass	3.4%	2.8%
yes, a CU faculty/staff Eco-Pass	0.3%	1.6%
yes, a downtown Eco-Pass	7.0%	8.4%
yes, through my employer	30.4%	26.7%
yes, through my neighborhood	3.2%	2.6%
no	55.7%	57.8%
Total	100.0%	100.0%

Table 62: Question 16

Do you ever ride RTD bus(es) to work?	2017	2014
Yes	34.4%	32.0%
No	65.6%	68.0%
Total	100.0%	100.0%

Table 63: Question 17

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?	2017	2014
None	75.8%	79.6%
1 trip	6.8%	5.8%
2 trips	8.3%	7.5%
3 trips	3.7%	0.8%
4 trips	2.2%	3.2%
5 or more trips	3.1%	3.1%
Total	100.0%	100.0%
Average number of RTD trips, all respondents	**0.7 trips**	**0.6 trips**
Average number of RTD trips, respondents making at least 1 trip	**2.9 trips**	**3.0 trips**

Table 64: Question 18

During the last year, about how many times have you been to Denver International Airport?	2017	2014
None	11.1%	15.7%
One or more times	88.9%	84.3%
Total	100.0%	100.0%
Average number of trips, all respondents	**7.5 trips**	**6.0 trips**
Average number of trips, respondents making at least 1 trip	**8.4 trips**	**7.3 trips**

Table 65: Question 18 Percent of Trips

	Average Percent of DIA Trips		Average Number of DIA Trips	
Of these trips {to DIA}, how many did you . . .*	**2017**	**2014**	**2017**	**2014**
Have someone else drop you off or pick you up	27.1%	27.9%	1.70	1.52
Drive and park	38.6%	47.1%	3.37	4.12
Take commercial van service	3.9%	3.3%	0.23	0.21
Take skyRide	30.4%	22.7%	2.60	1.40
Total	100.0%	100.0%	7.80	7.25

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

Table 66: Question 19

Are you a full or part-time employee?	2017	2014
Full-time	82.7%	83.2%
Part-time	17.3%	16.8%
Total	100.0%	100.0%

Table 67: Question 20

What category best describes your typical work schedule?	2017	2014
Monday through Friday, daytime	67.5%	63.2%
Monday through Friday, evenings	2.0%	1.0%
Weekends	2.1%	1.3%
Rotating/variable schedule	15.8%	21.0%
Other (please specify)	12.6%	13.5%
Total	100.0%	100.0%

Table 68: Question 21

What category best describes your job?	2017	2014
Retail/sales	13.0%	14.3%
Service/restaurant/delivery	15.3%	14.5%
Manufacturing/production/"high-tech"	6.1%	3.7%
Office (professional, business, administrative, support)	47.9%	44.9%
Medical/dental	6.7%	8.0%
Construction/trades/laborer	2.4%	4.2%
Other (please specify)	8.7%	10.3%
Total	100.0%	100.0%

Table 69: Question 22

What is your hourly pay rate at this job?	2017	2014
$7.00 per hour or less	2.3%	0.8%
$7.01 to $10.00 per hour	3.6%	6.8%
$10.01 to $12.00 per hour	6.5%	4.9%
$12.01 to $15.00 per hour	8.7%	8.4%
$15.01 to $20.00 per hour	14.5%	18.5%
$20.01 to $25.00 per hour	15.0%	16.2%
$25.01 to $50.00 per hour	33.4%	33.5%
$50.01 or more per hour	15.9%	10.9%
Total	100.0%	100.0%

Table 70: Question 23

For each of the following, please indicate which your employer makes available to you and which you have used in the last 6 months Percent who said employer makes available	Employer Makes Available	
	2017	2014
EcoPass	45.1%	32.4%
Subsidized vanpool or transit fares	6.6%	6.5%
Pre-tax benefits for transit, vanpool	5.7%	1.8%
Enclosed bicycle storage	29.5%	27.9%
Showers and changing facilities	31.8%	36.1%
Telework option	34.2%	33.7%
Compressed work week option	20.7%	25.9%
Level 2 EV charger	10.7%	---
Level 1 EV charger	8.7%	---
EV charger (app did not break out)	1.6%	---
Boulder B-cycle (bike share) membership	14.6%	7.0%
eGo CarShare or Zipcar (membership or reimbursement)	5.0%	2.3%
Vehicle for work trips (app only)	3.1%	---

Table 71: Question 23

For each of the following, please indicate which your employer makes available to you and which you have used in the last 6 months Percent who said they use	Employee Uses	
	2017	2014
EcoPass	32.3%	19.5%
Subsidized vanpool or transit fares	1.5%	0.7%
Pre-tax benefits for transit, vanpool	1.4%	0.5%
Enclosed bicycle storage	13.5%	11.3%
Showers and changing facilities	10.6%	11.0%
Telework option	26.4%	26.3%
Compressed work week option	10.7%	19.3%
Level 2 EV charger	0.7%	---
Level 1 EV charger	0.3%	---
EV charger (app did not break out)	0.2%	---
Boulder B-cycle (bike share) membership	6.3%	3.0%
eGo CarShare or Zipcar (membership or reimbursement)	1.8%	1.1%
Vehicle for work trips (app only)	2.5%	---

Table 72: Question 24

Is a bicycle usually available to you for commuting to work?	2017	2014
Yes	47.5%	47.1%
No	52.5%	52.9%
Total	100.0%	100.0%

Table 73: Question 25

Are you a member of Boulder B-cycle (bike share)?	2017	2014
Yes	11.3%	2.7%
No	88.7%	97.3%
Total	100.0%	100.0%

Table 74: Question 26

Is a car or other motor vehicle usually available to you for commuting to work?	2017	2014
Yes	80.7%	82.7%
No	19.3%	17.3%
Total	100.0%	100.0%

Table 75: Question 29

What kind of fuel does the vehicle use?	2017	2014
Diesel	1.4%	---
Gas	92.5%	---
Hybrid	5.1%	5.7%
Plug-in Electric	1.0%	0.3%
Total	100.0%	---

Table 76: Question 30

Are you a member of eGo CarShare?	2017	2014
Yes	5.1%	1.6%
No	94.9%	98.4%
Total	100.0%	100.0%

Table 77: Question 31

Do you live in Boulder (within the city limits)?	2017	2014
Yes	42.5%	38.4%
No	57.5%	61.6%
Total	100.0%	100.0%

Table 78: Question 35

Are you a student at CU Boulder?	2017	2014
No	94.6%	96.7%
Yes, an undergraduate student	4.0%	2.7%
Yes, a graduate student	1.4%	0.6%
Total	100.0%	100.0%

Table 79: Question 36

How much do you anticipate your household's total income before taxes will be for 2014?	2017	2014
Less than $10,000	3.6%	4.8%
$10,000 to $19,999	3.3%	5.9%
$20,000 to $29,999	6.2%	8.1%
$30,000 to $39,999	8.8%	7.4%
$40,000 to $49,999	7.2%	8.6%
$50,000 to $74,999	15.5%	15.1%
$75,000 to $99,999	17.6%	16.2%
$100,000 to $149,999	19.0%	20.7%
$150,000 or more	18.8%	13.2%
Total	100.0%	100.0%

Table 80: Question 37

In which category is your age?	2017	2014
Under 18	0.9%	0.3%
18-24 years	11.8%	11.1%
25-34 years	21.7%	25.9%
35-44 years	21.1%	13.3%
45-54 years	19.6%	19.2%
55-64 years	20.5%	25.8%
65 years or older	4.4%	4.4%
Total	100.0%	100.0%

Table 81: Question 38

What is your gender?	2017	2014
Female	56.4%	54.6%
Male	43.6%	45.4%
Other	0.1%	---
Total	100.0%	100.0%

Appendix B: Verbatim Answers to "Other, Specify" Responses

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

Q1: How did you get to work today? "Other" responses

- 3 TIMES A WEEK
- CAMEL
- Didn't work there today
- Drive my kids to school
- Dropped daughter off at school in Longmont
- DROPPED OFF BY FRIEND
- DROPPED OFF BY PERSON
- Dropped off one middle-schooler to get the us and picked up a 4th grader to carpool with my daughter and me.
- Dropped son off at school & then went to work
- Drove alone school to school, too
- Drove myself and my child who attends the school where I work
- Drove with child
- DROVE, PARKED, RODE BIKE
- drove, parked, took the hop
- I drive my vehicle to my local clients
- I work from home. I do not commute.
- LONG BOARDED
- Lyft
- LYFT
- mom dropped me off
- Motorcycle
- My daughter and wife take turns driving me to work
- Occasionally ride motorcycle.
- Often drive kids to school on way to work as they are not serviced by a bus and it is too far for them to walk or bike
- Ordered a Lyft
- ROLLERBLADE
- scooter
- TRUCK WITH MY TOOLS
- Uber
- UBER
- used Lyft
- walked then rode a bus
- WEEKDAYS IN BUS

Q8: When you drive a car to work, where do you usually park? "Other" responses

- 1/2 On-Street with meter, 1/2 Residential street, no meter -- usually both in same day
- 2 hour parking, which is ridiculously enforced. Construction crews have taken all legal day-parking around our building.
- 29TH ST FREE CAR PARK
- 29th St garage
- 29TH ST MALL PARKING GARAGE
- 29th Street Mall parking garage, no permits, payments, and also not private.
- 3 hour parking
- alcove of my building off alley
- ANYWHERE I CAN FIND
- City garage or lot, free parking
- city lot but no permit. There are limited spaces so I usually then park in a residential area that isn't 2 hours parking.
- City lot no permit
- city lot without a permit
- City lot, no permit
- company lot
- COMPANY PARKING LOT
- Company Parking Lot-open to public for restaurant
- company provided lot
- DIRT PARKING LOT
- Either on-street with meter or residential street without meter.
- Employee parking lot
- EMPLOYEE PARKING LOT
- Free Garage
- FREE PARKING
- Free Parking garage off 29th St
- Free public parking
- Free public parking near bus stop
- GAS STATION
- GAS STATION PARKING LOT
- GREAT CLIPS EMPLOYEE PARTY
- I don't own a car
- I have to move my car every 2 hours in the Steelyards and worry about being booted every single day
- I have to spend an ungodly amount of time moving my car from place to place
- I never drive because I would have to pay for parking
- I never drive. Ever.
- i park on the street to leave our paid for garage spaces to other coworkers
- ILLEGALLY PARK FOR 3 HOURS
- in employee parking at my work
- in parking lot at facility
- LEASED PARKING ACROSS THE STREET
- LIQUOR MART FOR FREE PARKING
- LONGMONT YARD
- Lot with 2 hour parking and residential
- MALL PARKING LOT
- Match only has a few parking spots and if not, in the Steelyard complex. There is limited parking and now they have decided to switch whatever parking was left to 2 hour parking.
- Most of the above--I run distribution for a magazine, I use loading zones, paid garages, on street w/ meters and residential streets/no meter
- My husband takes the car with him. With share 1 car for the family
- My office hardly has any spots to park. It's a constant game of moving my car around to avoid a parking boot. It's a terrible frustration and inconvenience to my workday.
- NO CAR
- Normal lot
- North Boulder Recreation Center lot
- Office Building Parking Lot
- on site staff parking at secure city facility
- On street in front of building
- On street/No Meter Cul-De-Sac
- on the street or in the office parking lot
- OUTSIDE VIA GARAGE
- PANDA PARKING
- Parking at Chunch
- Parking garage that requires no permit
- parking lot
- PARKING LOT
- Parking lot at my place of work
- parking lot at my shop
- PARKING LOT EMPLOYEE DESIGNATED SPOT
- PARKING LOT FREE
- Parking lot in front of the gym
- Pearl St No Meter

- plaza parking lot
- public lot
- public lot - no permit/payment needed
- Public lot at office building
- PUBLIC LOT W/OUT PERMIT
- PUBLIC LOT WITHOUT PERMIT/CASH
- Public Parking Garage on 29th St
- Residential street, 2 hour parking, move car every 2 hours
- RESIDENTIAL STREET, NO METER. ONLY DRIVE SATURDAY AND SUNDAY
- RETAILS PARKING LOT
- RTD park and ride
- RTD Park n Ride
- SHOPPING CENTER LOT
- Steel yards. Residential / business but not enough spaces to support the businesses
- STORE LOT
- street
- Streets in Railyards
- SUNRISE LOT AND DIRT LOT OF ELKS LODGE
- SUNRISE PARKING LOT
- target
- TDA PARKING SPOTS
- THE VILLAGE PARKING LOT
- underneath 29th street mall
- Vacant Business Accross the street
- varies by client
- varies depending on day and client
- VIA PARKING LOT
- where ever I can find a spot. No parking available at 3020 Carbon. Usually in the vitamin cottage parking lot. Construction has TAKEN all the spots
- WORK
- work at home
- work parking lot
- WORK PARKING LOT
- work place
- WORK PLACE LOT

Q10: What type of schedule worked if work a compressed work week "Other" responses

- Four 5 hour days
- 10 - 5hr shifts in 2 weeks
- 13 HR DAYS ON WEEKANDS
- 2 10 hour days
- 2-10 HOURS PER WEEK
- 2-11 HR AND 2/7 HR
- 2-6 HOUR DAYS
- 263 TIMES WEEK
- 3 9-hour days, just barely over the 'full-time' threshold.
- 3 DAYS 8ISH HOURS
- 3- 10 HOUR DAYS
- 3- 6 HOUR SHIFTS A WEEK
- 3-10 HOUR DAYS
- 3-12 HOUR DAYS
- 3/10 HR
- 32 hours per week
- 39 HOURS A WEEK
- 4. 5DAYS/WK
- 5 9-12hr days per week
- 5 DAYS/8HOURS
- 5 dias 8 horas en una semana
- 5-11 HOUR DAYS
- 5-6, 10 HOURS
- 5/ 6-8 HOUR SHIFTS
- 6-10 HOUR
- 8 HOURS
- 8 HRS DAY 40 HRS A WEEK
- 8.5,8.5,9 ETC
- ALL THE ABOVE MARKED PLUS OVERTIME
- DEPENDS
- EVERYDAY
- FIVE 10 HOUR DAYS
- Flexible Schedule
- Four 10 Hours days ....Summer Only
- Four 10-hour days only in June & July
- Four 8 1/2 hr days & one 6 hr day in a week
- Four 8-hour days in a week
- four 8-hours days in a week
- Four 9 hour days and one 4 hour day per week
- Four 9-hour days in a week
- four days, 8-10 hrs per day
- full time including school, internship, and paid job
- M, Tue, Thurs, Fri
- monthly, 30-35 hrs/wk/mo then 15 hr days 4 days per month
- One 10 hour shift per week on average
- ONE 3 1/2 DAY ONE 10 HOUR DAY
- only 4 days a week
- PART TIME
- part time, 3.5 days a week
- RANDOM 6-14 HOUR DAYS
- salaried employee, I work the hours needed to get the job done.
- SEVEN 6 HOUR DAYS
- Six 7 hour work days
- Special event
- Summer hours = four 9-hour days and one 4-hour day per week
- Summers - 10 hour days -- during the school year I work 8 to 10 hours 5 days a week.
- Ten 8-hour days in two weeks
- three 10 hour days
- Three 10-hour days in a week
- Three 8-hour days in a week
- Three 9 hour days
- THREE-TENS
- Two 10-hour days in a week
- VARIABLE
- VARIES
- varies, not measured hourly
- Week to week basis. Avg: Four 7-hour days in a week
- WORK PART TIME

Q11: About how often do you run work-related errands or attend meetings away from your primary work site? “Other” responses

- 1-2 times s school year
- 2 times a year
- 2 TIMES A YEAR
- 2 to 3 times a year
- 2 x a month
- 2-3 2-3 DAY TRIPS/YEAR
- 3-4 times a year
- about 3-4 times a year
- About every couple of months
- Anywhere from once a week to three times a week
- at least once or twice a week; sometimes more sledom less
- biannually
- Comes in waves. It can once a week or so, or 3 times a week pending the current project I'm involved with.
- DRIVER
- once a year
- ONE TIME A YEAR
- only BVSD staff development days
- Rarely
- RARELY
- seldom
- Some times
- Twice a month
- twice a week
- varies depending on the week and month
- Varies week to week
- Varies, either all the time or nothing at all.
- When I've to training; once or two a year

Q15: If you run errands or attend meetings for your job, is there a work vehicle available to you or must you provide your own transportation? “Other” responses

- bike
- Bike
- bus
- Bus
- BUS
- Bus pass paid for by Zayo
- Bus, walk
- COMPANY BUS
- DOES NOT APPLY
- dont run errands for work
- DRIVER
- I can usually walk for most of my errands
- I drive or ride in a co-worker's car, if it is in the city of Boulder, I ride my own bike
- I drive to Lone Tree, Greenwood Village, etc., with no charging option & go to another destination at the end of the day.
- I generally use by bike and occasionally borrow a car
- I often ride my bike if the weather is warm
- I often walk to these errands.
- I only run personal errands
- I use my own bicycle
- I use the RTD or an EV provided to BVSD Education Center employees
- I walk
- I walk or drive depending on time
- i walk or take the bus
- I walk.
- My bike
- My Bike
- my own car or terminal shuttle bus to school site in service
- NEVER
- NO TRIPS FOR WORK
- Private Bike
- Public transportation
- Rarely use company truck, usually walk/bike
- Ride my bike
- Ride with an EE who Drove
- RTD
- Sometimes
- taxi
- There is a company vehicle to use if I request, but I use my own car currently.
- Travel by bus using eco-pass or travel by personal bike
- Use BVSD electic vehicle when available, about 25% of the time, otherwise I use my car
- use my scooter
- Usually walk
- usually walking distance
- walk
- Walk
- WALK
- WALK AND BUS
- WALK NEVER OFF PEARL
- Walk on the mall, to clients place of business
- Walk or use my own bike, sometimes bus
- WALK/BIKE
- we are in the process of acquiring a work vehicle, we use rental vehicles/cargo vans often
- We can’t take work vehicles home at night; for this reason it off and inconvenient to borrow a city car
- When the schedule works, I take the bus - though it often comes irradically

Q20: What category best describes your typical work schedule? "Other" responses

- 2 WEEKNIGHTS AND 1 WEEKEND SHIFT
- 24-7
- 24/7/365
- 3 1/2 DAYS A WEEK
- 3 NIGHTS/WEEK
- 5 PER WEEK E. SCHEDULE
- 5 to 10 hrs a week
- 6 DAYS A WEEK 2 JOBS 60 HOURS
- 6-7 DAYS WEEK, BUSINESS OWNERS
- 6-7 DAYS/WK
- 7 DAYS A WEEK
- 7 days a week, 3 am to 10 pm, mostly teleworking
- all days
- ALL THE ABOVE
- As necessary to complete my work
- CLOSE TO 40 HOURS
- Dinner shifts M-F, can work mornings as well on weekends (school)
- Evenings 2x a week
- EVERYDAY
- EVERYDAY, MIDDLE OF DAY
- EVERYDAY/2 JOBS
- FRIDAY THROUGH TUESDAY
- FRIDAY THROUGH TUESDAY DAYTIME
- FRIDAY THRU TUESDAY
- friday-tuesday, evenings
- FRIDAY-TUESDAYS DAYS
- Fridays & Mondays
- Fridays through Tuesdays, daytime and evening
- I DON'T KNOW YET
- I have my own business and have been working everyday
- I work at least one evening per week, sometimes more.
- M-F daytime, 2 evenings, and at least 2-3 hours each weekend
- M-F daytime, with events on some weekends
- M-F plus seasonal weekends
- M-F w/ weekends 1-2x/mo
- M-F with some days starting early (7:00AM) and ending late into the night (after 8:30PM)
- M-Sun, mornings evenings and weekends
- M-Th
- m-th in school, friday telecommute
- M-Thursday
- M-Thursday, daytime
- M, W, F
- M, W, Th
- M,T,TH,FR
- M,W,T
- Mon - Thurs, Days
- Mon through Friday daytime plus sundays
- Mon thru Thurs daytime
- mon wed fri
- Mon- Th Daytime
- MON-FRI DAYTIME-AND EVERY OTHER SAT.
- MON-SAT EVENINGS
- Mon-Thu office, Friday, work from home
- MON-THURS.
- MON, TUE, THUR, FRI
- MON, TUE, THURS, FRI
- mon, wed, thu
- Mon, Wed, Thurs, daytime
- MON. THRU FRIDAY EVENINGS
- MON. TUES, WED, FRI, SAT
- Mon.-Thurs.
- Monday - Saturday
- Monday - Thursday
- Monday - Thursday daytime
- Monday and Tuesday daytime
- MONDAY AND TUESDAY MORNING TO AFTERNOONS
- MONDAY AND WEDNESDAY
- Monday thr Thursday (9 to 1 at the office, 2 to 4 at home), Fridays I work at home
- MONDAY THROUGH FRIDAY DAYTIME AND EVERYOTHER SATURDAY FOR 4 HOURS
- MONDAY THROUGH FRIDAY DAYTIME AND SOME SATURDAYS
- Monday through Friday daytime and weekends
- Monday through Friday scheduled, Nights and Weekends as Necessary
- Monday through Friday with travel on weekends
- Monday through Friday, daytime with floating off hours for 40 hours

- monday through saturday
- Monday through Saturday days and evenings
- Monday through Saturday daytime
- monday through saturday, daytime
- monday through Thursday
- Monday through Thursday
- MONDAY THROUGH THURSDAY
- Monday through Thursday, daytime
- monday through wednesday, daytime
- monday tuesday wednesday
- MONDAY-SAT
- monday-thursday
- Monday-Thursday
- Monday-Thursday, daytime
- Monday, Wednesday, Thursday
- Monday/Wednesday
- MORNINGS TUES-SAT
- Mostly Mon-Fri 12-4pm
- MTW daytime
- ONE DAY
- plus emergency calls
- RANDOM
- RANDON
- RESTAURANT
- ROTATING DURING THE MORNING
- ROTATING/VARIABLE SCHEDULE
- SAT-THURS 10am-8pm
- SATURDAY
- self employed & work as needed
- self employed 6+ days a week, very flexible
- SUN-THUR DAYTIME
- SUN-THUR.
- SUN-THURS, PM
- SUN-WED
- SUN. THRU THURS.
- Sunday only
- Sunday thru Thursday
- SUNDAY THRU THURSDAY 2:00PM TO 10:30 PM
- SUNDAY-THURS
- T,th
- TH/FR/SA
- THUR, FRI, SAT
- THURS-MON. DAYTIME
- THURSDAY THROUGH MONDAY
- THURSDAY-MONDAY
- Thursdays plus other days as needed
- Tue-Thu daytime
- Tues through Friday, daytime
- TUES-FRI (DAYS)
- Tues-Sat
- TUES-SAT
- TUES-SAT ALL DAY
- TUES-SAT EVENING
- TUES-THUR
- Tuesday - Friday
- Tuesday - Thursday, daytime
- Tuesday through Friday day time
- Tuesday through Friday, daytime
- Tuesday through Thursday
- Tuesday thru Saturday
- Tuesday Wednesday Thursday
- Tuesday-Saturday
- TUESDAY-SATURDAY EVENINGS
- Tuesday-Saturday, daytime
- Tuesday, Wednesday, 11 am to 5 pm
- Tuesday, Wednesday, Thursday, daytime
- Tuesdays, Wednesdays, Thursdays, in general but not always
- WED, THUR, FRI, SAT
- Wednesday and Thursday
- Wednesday through Sunday 12hr shifts
- Weekday mornings
- WEEKENDS
- whenever i want

Appendix C: Modal Split by Respondent Characteristics

The tables in this Appendix display modal split of the work commute by selected respondent characteristics. In addition, there are tables that examine the proportion of respondents who reported teleworking, working a compressed work week, having an Eco-Pass, or ever riding a bus for work or non-work trips. Where differences are statistically significant, they are shaded.

Table 82: Primary work commute mode on day of survey by job classification

Primary work commute mode on day of survey	What category best describes your job?						
	Retail/ sales	Service/ restaurant/ delivery	Manufacturing / production/ "high-tech"	Office (professional, business, administrative, support)	Medical/ dental	Construction/ trades/ laborer	Other
Drove alone	66%	58%	54%	62%	82%	83%	71%
Drove with at least one other person	3%	11%	5%	4%	3%	9%	6%
Walked	6%	5%	2%	1%	0%	0%	4%
Biked	14%	11%	12%	14%	5%	2%	3%
Rode a bus or buses	7%	8%	6%	11%	0%	4%	3%
Multi-mode	0%	1%	0%	1%	0%	0%	0%
Worked at home	0%	1%	17%	2%	5%	0%	11%
Other	4%	6%	4%	5%	5%	1%	2%
Total	100%	100%	100%	100%	100%	100%	100%

Table 83: Primary work commute mode on day of survey by job status (full-time vs part-time) and hourly pay

Primary work commute mode on day of survey	Are you a full or part-time employee?		Hourly pay rate					
	Full-time	Part-time	$12.00 per hour or less	$12.01 to $15.00	$15.01 to $20.00	$20.01 to $25.00	$25.01 to $50.00	$50.01 or more
Drove alone	67%	52%	55%	52%	65%	78%	70%	54%
Drove with at least one other person	5%	6%	4%	13%	9%	4%	3%	5%
Walked	2%	4%	7%	7%	2%	3%	1%	2%
Biked	9%	22%	13%	9%	12%	10%	13%	9%
Rode a bus or buses	8%	7%	9%	13%	7%	4%	10%	7%
Multi-mode	1%	0%	0%	0%	1%	0%	1%	0%
Worked at home	3%	3%	4%	1%	1%	1%	2%	11%
Other	4%	5%	8%	5%	3%	1%	1%	12%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 84: Primary work commute mode on day of survey by distance of commute and place of residence

Primary work commute mode on day of survey	Distance of work commute (in miles)					Do you live in Boulder (within the city limits)?	
	less than 2 miles	2 to less than 5 miles	5 to less than 10 miles	10 to less than 20 miles	20 or more miles	Live in Boulder Limits	Live Outside Boulder Limits
Drove alone	30%	47%	64%	85%	77%	47%	78%
Drove with at least one other person	1%	5%	7%	5%	7%	5%	6%
Walked	18%	1%	1%	0%	0%	6%	0%
Biked	20%	27%	12%	1%	0%	23%	2%
Rode a bus or buses	2%	11%	9%	7%	7%	10%	6%
Multi-mode	0%	0%	0%	0%	2%	0%	1%
Worked at home	28%	1%	0%	1%	2%	4%	3%
Other	1%	8%	6%	2%	5%	5%	4%
Total	100%	100%	100%	100%	100%	100%	100%

Table 85: Primary work commute mode on day of survey by EcoPass status and work characteristics

	Have an Eco-Pass?		How frequently telework?		Work a compressed work week?		Work M-F daytime or something else?	
Primary work commute mode on day of survey	**Have an Eco-Pass**	**Do NOT have an Eco-Pass**	**Telework less than once a month**	**Telework once a month or more**	**Do NOT worked a compressed week**	**Work a compressed week**	**Monday-Friday daytime**	**Other schedule**
Drove alone	51%	76%	68%	50%	66%	63%	68%	59%
Drove with at least one other person	6%	5%	5%	6%	5%	3%	5%	5%
Walked	4%	2%	3%	0%	3%	1%	2%	4%
Biked	16%	7%	11%	13%	11%	12%	10%	14%
Rode a bus or buses	16%	1%	8%	8%	8%	7%	9%	7%
Multi-mode	1%	0%	1%	0%	1%	0%	1%	0%
Worked at home	1%	5%	1%	12%	3%	6%	3%	4%
Other	5%	4%	3%	10%	4%	8%	3%	7%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 86: Primary work commute mode on day of survey by other characteristics

Primary work commute mode on day of survey	Is a car or other motor vehicle usually available to you for commuting to work?		Are you a member of eGoCarShare, Zipcar, car2go or any other car share program?		Age of Respondent			Gender of Respondent	
	Yes	No	Yes	No	under 34 years old	35 to 54 years old	55 years or older	Female	Male
Drove alone	69%	46%	33%	66%	53%	64%	76%	68%	59%
Drove with at least one other person	5%	7%	6%	5%	9%	4%	3%	4%	7%
Walked	2%	7%	7%	2%	4%	2%	2%	2%	3%
Biked	10%	18%	40%	10%	16%	13%	4%	11%	13%
Rode a bus or buses	7%	13%	9%	8%	8%	9%	8%	8%	8%
Multi-mode	1%	0%	0%	1%	0%	1%	0%	1%	0%
Worked at home	3%	3%	2%	3%	3%	3%	5%	3%	4%
Other	4%	6%	2%	5%	6%	4%	4%	3%	7%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 87: Modes used for work commute mode on day of survey by job classification

Modes used for work commute mode on day of survey	What category best describes your job?						
	Retail/ sales	Service/ restaurant/ delivery	Manufacturing / production/ "high-tech"	Office (professional, business, administrative, support)	Medical/ dental	Construction/ trades/ laborer	Other
Drove alone	71%	60%	56%	66%	83%	84%	73%
Drove with at least one other person	3%	13%	5%	4%	3%	9%	7%
Walked	7%	8%	4%	3%	2%	0%	6%
Biked	17%	14%	14%	16%	5%	2%	3%
Rode a bus or buses	10%	11%	8%	14%	0%	4%	3%
Carried a bike on a bus or buses	0%	2%	1%	0%	0%	0%	0%
Used a Park-n-Ride	1%	1%	0%	2%	0%	0%	1%
Worked at home	0%	1%	17%	4%	5%	0%	11%
Other	1%	3%	2%	3%	5%	1%	2%
Total*	100%	100%	100%	100%	100%	100%	100%

**Percents add to more than 100% as respondents could use more than one mode*

Table 88: Modes used for work commute mode on day of survey by job status (full-time vs part-time) and hourly pay

Modes used for work commute mode on day of survey	Are you a full or part-time employee?		Hourly pay rate					
	Full-time	Part-time	$12.00 per hour or less	$12.01 to $15.00	$15.01 to $20.00	$20.01 to $25.00	$25.01 to $50.00	$50.01 or more
Drove alone	70%	58%	61%	55%	66%	79%	74%	57%
Drove with at least one other person	6%	7%	6%	15%	9%	4%	3%	5%
Walked	4%	5%	10%	9%	4%	3%	3%	3%
Biked	11%	26%	17%	12%	13%	11%	13%	14%
Rode a bus or buses	10%	11%	13%	17%	8%	4%	11%	12%
Carried a bike on a bus or buses	1%	1%	1%	3%	2%	0%	0%	0%
Used a Park-n-Ride	1%	0%	0%	1%	0%	1%	3%	0%
Worked at home	4%	3%	4%	1%	1%	1%	2%	16%
Other	3%	2%	3%	1%	2%	0%	1%	7%
Total*	100%	100%	100%	100%	100%	100%	100%	100%

**Percents add to more than 100% as respondents could use more than one mode*

Table 89: Modes used for work commute mode on day of survey by distance of commute and place of residence

Modes used for work commute mode on day of survey	Distance of work commute (in miles)					Do you live in Boulder (within the city limits)?	
	less than 2 miles	2 to less than 5 miles	5 to less than 10 miles	10 to less than 20 miles	20 or more miles	Live in Boulder Limits	Live Outside Boulder Limits
Drove alone	33%	49%	66%	88%	83%	49%	81%
Drove with at least one other person	2%	5%	8%	5%	7%	5%	6%
Walked	23%	4%	1%	0%	2%	9%	1%
Biked	20%	32%	14%	3%	1%	27%	3%
Rode a bus or buses	2%	16%	11%	7%	9%	14%	8%
Carried a bike on a bus or buses	0%	1%	0%	2%	1%	1%	1%
Used a Park-n-Ride	0%	0%	0%	2%	3%	0%	2%
Worked at home	28%	1%	0%	1%	5%	4%	4%
Other	1%	3%	5%	1%	4%	2%	3%
Total*	100%	100%	100%	100%	100%	100%	100%

**Percents add to more than 100% as respondents could use more than one mode*

Table 90: Modes used for work commute mode on day of survey by EcoPass status and work characteristics

	Have an Eco-Pass?		How frequently telework?		Work a compressed work week?		Work M-F daytime or something else?	
Primary work commute mode on day of survey	**Have an Eco-Pass**	**Do NOT have an Eco-Pass**	**Telework less than once a month**	**Telework once a month or more**	**Do NOT worked a compressed week**	**Work a compressed week**	**Monday-Friday daytime**	**Other schedule**
Drove alone	55%	78%	71%	55%	69%	67%	70%	64%
Drove with at least one other person	6%	6%	6%	6%	5%	3%	6%	6%
Walked	6%	3%	5%	3%	4%	4%	4%	6%
Biked	18%	9%	12%	17%	12%	19%	12%	16%
Rode a bus or buses	19%	4%	10%	12%	9%	14%	11%	9%
Carried a bike on a bus or buses	1%	0%	1%	0%	1%	0%	1%	1%
Used a Park-n-Ride	2%	0%	1%	0%	1%	0%	1%	1%
Worked at home	1%	6%	1%	16%	4%	6%	3%	7%
Other	4%	2%	1%	7%	3%	1%	1%	5%
Total*	100%	100%	100%	100%	100%	100%	100%	100%

**Percents add to more than 100% as respondents could use more than one mode*

Table 91: Modes used for work commute mode on day of survey by other characteristics

Modes used for work commute mode on day of survey	Is a car or other motor vehicle usually available to you for commuting to work?		Are you a member of eGoCarShare, Zipcar, car2go or any other car share program?		Age of Respondent			Gender of Respondent	
	Yes	No	Yes	No	under 34 years old	35 to 54 years old	55 years or older	Female	Male
Drove alone	73%	49%	37%	69%	58%	68%	77%	71%	62%
Drove with at least one other person	5%	8%	7%	6%	10%	4%	3%	5%	7%
Walked	3%	11%	9%	4%	6%	5%	3%	5%	4%
Biked	11%	22%	43%	12%	19%	16%	4%	11%	16%
Rode a bus or buses	9%	17%	10%	10%	11%	13%	7%	10%	11%
Carried a bike on a bus or buses	0%	2%	1%	1%	2%	0%	0%	1%	1%
Used a Park-n-Ride	1%	0%	1%	1%	1%	2%	0%	1%	1%
Worked at home	4%	3%	2%	4%	3%	3%	8%	3%	6%
Other	3%	2%	1%	3%	3%	1%	4%	2%	3%
Total*	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Percents add to more than 100% as respondents could use more than one mode*

Table 92: Teleworking, compressed work week, use of bus by job classification

Percent of respondents who . . .	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
Telework once a month or more	5%	3%	40%	31%	19%	8%	26%
Work a compressed work week	9%	14%	3%	9%	23%	0%	33%
Have an Eco-Pass	42%	44%	40%	52%	12%	17%	31%
Ever ride a bus to work	34%	41%	46%	40%	12%	8%	14%
Ever ride a bus for non-work trips	34%	34%	19%	26%	11%	5%	8%

Table 93: Teleworking, compressed work week, use of bus by job status (full-time vs part-time) and hourly pay

Percent of respondents who . . .	Are you a full or part-time employee?		Hourly pay rate					
	Full-time	Part-time	$12.00 per hour or less	$12.01 to $15.00	$15.01 to $20.00	$20.01 to $25.00	$25.01 to $50.00	$50.01 or more
Telework once a month or more	21%	25%	10%	2%	8%	15%	25%	51%
Work a compressed work week	11%	16%	18%	12%	11%	13%	11%	9%
Have an Eco-Pass	45%	45%	36%	38%	43%	44%	55%	35%
Ever ride a bus to work	34%	40%	37%	37%	30%	28%	34%	42%
Ever ride a bus for non-work trips	22%	34%	36%	25%	25%	24%	22%	21%

Table 94: Teleworking, compressed work week, use of bus by distance of commute and place of residence

Percent of respondents who . . .	Distance of work commute (in miles)					Do you live in Boulder (within the city limits)?	
	less than 2 miles	2 to less than 5 miles	5 to less than 10 miles	10 to less than 20 miles	20 or more miles	Live in Boulder Limits	Live Outside Boulder Limits
Telework once a month or more	26%	21%	21%	17%	23%	20%	22%
Work a compressed work week	9%	17%	9%	10%	10%	15%	8%
Have an Eco-Pass	50%	59%	46%	39%	30%	55%	37%
Ever ride a bus to work	38%	52%	39%	24%	22%	46%	26%
Ever ride a bus for non-work trips	32%	41%	25%	11%	12%	40%	12%

Table 95: Teleworking, compressed work week, use of bus by EcoPass status and work characteristics

Percent of respondents who . . .	Have an Eco-Pass?		How frequently telework?		Work a compressed work week?		Work M-F daytime or something else?	
	Have an Eco-Pass	Do NOT have an Eco-Pass	Telework less than once a month	Telework once a month or more	Do NOT worked a compressed week	Work a compressed week	Monday-Friday daytime	Other schedule
Telework once a month or more	22%	21%	0%	100%	20%	17%	23%	19%
Work a compressed work week	9%	13%	12%	10%	0%	100%	7%	22%
Have an Eco-Pass	100%	0%	44%	45%	45%	35%	45%	44%
Ever ride a bus to work	59%	14%	31%	46%	31%	45%	34%	34%
Ever ride a bus for non-work trips	41%	10%	23%	30%	20%	37%	22%	27%

Table 96: Teleworking, compressed work week, use of bus by other characteristics

Percent of respondents who . . .	Is a car or other motor vehicle usually available to you for commuting to work?		Are you a member of eGoCarShare, Zipcar, car2go or any other car share program?		Age of Respondent			Gender of Respondent	
	Yes	No	Yes	No	under 34 years old	35 to 54 years old	55 years or older	Female	Male
Telework once a month or more	24%	12%	41%	21%	20%	23%	24%	19%	26%
Work a compressed work week	11%	13%	1%	12%	11%	15%	8%	13%	11%
Have an Eco-Pass	43%	49%	73%	43%	48%	47%	40%	47%	44%
Ever ride a bus to work	33%	41%	62%	33%	41%	38%	25%	33%	38%
Ever ride a bus for non-work trips	21%	39%	36%	24%	33%	23%	17%	23%	27%

Appendix D: Survey Methodology

The Boulder Valley Employee Survey for Transportation has been implemented ten previous times: in 1991, 1993, 1995, 1997, 1999, 2001, 2005, 2008, 2011 and 2014. Prior to the 2005 implementation, the survey administration was handled by a research and evaluation division within the City of Boulder. In previous implementations, data were collected in the summer months. A similar effort for Downtown Boulder employees was conducted in the fall of several of the same years. In 2005, it was decided that these efforts could be combined to achieve some cost savings for the involved agencies. In addition, other agencies or groups have joined the data collection efforts. In 2017, these included the city government of Boulder, CU-Boulder faculty/staff, CU-Boulder students and the Boulder Valley School District. Separate reports were produced for these other groups, and an additional report that compares results across all of the entities can be found under separate cover.

Developing the Questionnaire and App

The survey from 2014 was used as the starting point to develop the 2017 questionnaire. Over the years, the number of questions on the survey had increased to the point where it was becoming burdensome for employees, so one of the goal of the survey development was to decrease the number of questions. In an iterative process between the City of Boulder and other stakeholders with NRC, the Employee Transportation Survey was finalized. A copy of the questionnaire can be found in *Appendix E: Survey Materials*.

The City of Boulder has been interested in using new technology to increase participation in the study, as experience across the country shows increasing difficulty in soliciting participation in surveys. They contracted with DVMobile to create a travel survey app for both Android smartphones and Apple iPhones. One version was first used for the 2015 Boulder Travel Diary study, and has continued to be refined. The app included many of the demographic and descriptive questions from the Employee Transportation Survey along with the ability to use the phone's GIS to track all trips takes in a day and then annotate each trip with the purpose and mode. This information was used to replace the questions on the survey asking about travel modes used for the work commute and trips made during the work day. As the app matures, it could also be used to capture data that is difficult to collect through a survey study. The "wireframe" for the app can also be found in *Appendix E: Survey Materials*; this shows all the possible screens that could be displayed to a user of the app, with the flow of how the app would progress through the screens.

Links to access the app from the Apple Store and Google Play were included on website hosted by NRC. This website also included general instructions for participating in the study with specific instructions for the app and the option to complete the survey online for those who did not want to download the app.

Selecting Employers for the Survey

The first step in recruiting employees for the survey was to select employers who would be asked to invite their employees to participate in the survey. All addresses with a zip code of 80301 through 80310 were considered to be a part of Boulder Valley. Separate processes were used for selecting employers for the Downtown portion of Boulder Valley and the rest of the study area. For the Downtown Boulder sample, a database was available from the Downtown Management

Commission that included nearly all organizations within the Central Area General Improvement District (CAGID) and the Business Improvement District (BID) boundaries. For the rest of Boulder Valley, a database was purchased from InfoUSA that provided the organization names, addresses, sizes, and names of contact persons for all companies in Boulder Valley. In addition, a database was supplied by the Downtown Management Commission of all businesses within the Central Area General Improvement District (CAGID) and the Business Improvement District (BID) boundaries. Companies from the InfoUSA database within the CAGID and BID boundaries were eliminated from the database for selection into the study. Additionally, three other areas in the Boulder area were of interest for this study: the Boulder Junction area, the University Hill (UHGID) area, and the East Arapahoe corridor, defined on the western edge as Folsom Street, the eastern edge as approximately Westview Drive, and one-half mile to the south and one-half mile to the north of Arapahoe Avenue.

A stratified, cluster sampling procedure was used to randomly select companies by number of employees to participate in the study. For the downtown area, 400 employers were selected for the survey from a list of 1,406 organizations. For the rest of Boulder Valley, 1,229 organizations were selected from a list of 6,612. These employers were further stratified by the areas, such that 600 were randomly selected from East Arapahoe Corridor, 29 from UHGID and 600 from the rest of the Boulder Valley. Additionally, the City elected to do a special outreach of their own to employers in Boulder Junction; there were nine employers in that area. Boulder Valley School District also elected to participate in 2017.

In order to try to get additional app users, an additional sample of 400 was drawn from all of Boulder Valley excluding the downtown/CAGID/BID areas after the initial data collection with an emphasis on collecting data by app only.

Once the sample was pulled, employers from each area were randomly assigned to either the "traditional" data collection method or to a data collection method that included offering employees the opportunity to participate in the study using the app.

Survey Administration

Each organization selected was mailed a letter explaining the importance of the study and asking for participation (for examples of the letters and survey, see *Appendix E: Survey Materials*). The letter was addressed to the contact person listed in the database or the company president or manager. For companies within downtown, this letter was signed by the City of Boulder City Manager and the Executive Director of Downtown Boulder, Inc. For companies outside downtown, the letter was signed by the City Manager and the President and CEO of the Boulder Chamber of Commerce. These letters were mailed in September, 2017.

Over the next few weeks, the selected companies were contacted by research staff members or by the downtown employee transportation coordinator to determine if the organization would participate in the study and if they would, to explain the survey procedure. The contact person served as the survey administrator within each organization. For many companies, that contact person could send an email invitation to the organization's employees inviting them to participate in an online survey, or, for those organization's where the app was also offered, an email that included links to the Apple Store or Google Play to download the app. For some organizations where employees did not have computer access at work, a research staff member or the downtown employee transportation coordinator 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 two weeks to administer the surveys.

Response Rates

For the downtown area, of the 400 employers selected for the survey, 67 agreed to participate and provided at least one completed employee survey, for a company response rate of 17%. The organization response rates were similar among the app and no app samples.

A total of 424 completed surveys were collected from downtown employees. Of these, 198 were hard copy surveys and 224 were completed online with 2 app participants. Not all employees elected to participate; the average employee response rate was 48%; the overall employee response rate was 34% (calculated as the total number of responses divided by the total number employees in the companies where at least one employee responded; smaller companies tended to have higher response rates, thus skewing the average company response rate higher). The table below breaks down the company response rates and employee response rates within companies by the size of the company (number of employees) and type of sample (app offered or not).

Figure 62: Downtown Employer and Employee Response Rate

Number of Employees in Organization	Number of Organizations Contacted			Percent of Organizations Participating in Study			Average Employee Response Rate within Organization		
	App	No App	Total	App	No App	Total	App	No App	Total
1-4	105	66	171	8%	14%	10%	59%	59%	59%
5-9	52	30	82	19%	17%	18%	46%	59%	50%
10-19	38	33	71	21%	18%	20%	51%	39%	46%
20-49	25	17	42	40%	29%	36%	39%	25%	34%
50-99	5	2	7	40%	0%	29%	41%		41%
100 or more	1		1	100%		100%	20%		20%
unknown	14	12	26	7%	17%	12%	71%	47%	55%
Total	240	160	400	16%	17%	17%	48%	47%	48%

For the rest of Boulder Valley, of the 1,238 companies originally selected for the survey, 280 agreed to do so and had at least one employee who completed the survey. This represents 23% of the selected employers.

A total of 1,030 completed surveys were collected from these Boulder Valley employees not working in the downtown area. Of these, 789 were completed online, 205 were hard copy surveys and 37 were app surveys. Not all employees at every organization elected to participate in the survey; the employee response rate was about 60%. This was calculated as the number of surveys collected divided by the estimated number of employees at each organization.

Figure 63: Rest of Boulder Valley Employer and Employee Response Rate

Number of Employees in Organization	Number of Organizations Contacted			Percent of Organizations Participating in Study			Average Employee Response Rate within Organization		
	App	No App	Total	App	No App	Total	App	No App	Total
1-4	364	243	607	19%	21%	20%	96%	73%	86%
5-9	149	95	244	23%	35%	30%	57%	36%	47%
10-19	87	52	139	25%	31%	28%	41%	46%	43%
20-49	48	34	82	29%	35%	32%	10%	32%	20%
50-99	14	9	23	7%	0%	4%	18%		18%
100 or more	10	9	19	40%	33%	37%	10%	20%	13%
unknown	71	53	124	8%	11%	10%	27%	77%	52%
Total	743	495	1238	20%	24%	23%	65%	54%	60%

A late push was made to try to increase the number of surveys completed using the app. The response rate was low to this effort, but an additional 19 surveys were collected; 12 online and 7 via the app. An open participation invitation was publicized by the City to enroll additional Boulder Valley employees in the study. A total of 89 surveys were collected through this effort; 79 online and 10 via the app. These results were examined to see if they were significantly different from the traditional data collection method; no significant differences were seen, so they were included in the final dataset for analysis.

In addition, a total of 777 employees from Boulder Valley School District participated in the study. The final number of surveys collected from Boulder Valley employees was 2,339.

Data Entry, Weighting and Analysis

Completed hard copy questionnaires were checked for accuracy by National Research Center, Inc. staff. The data from these surveys were then data entered into an electronic dataset using a key and verify methodology. This means that the data were entered twice and the two datasets compared. Where there were discrepancies, the results are compared to the hard copy survey and keyed correctly. The data from the web-based survey were imported from the webserver to a SPSS (Statistical Package for the Social Sciences) dataset, the application used to analyze the data. The app data required some additional coding and processing to impute values to the questions about the mode used and miles traveled from the GIS data tracked by the app. All three datasets were combined into one final dataset for analysis.

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

Due to differential participation and response rates of companies of varying size, a weighting scheme was utilized to ensure greater representation of the workforce. The first step of the weighting scheme was to adjust for the response rates within organizations. The next step was to compare the percent of employees in organizations of different sizes and areas of Boulder Valley to the percent of respondents and making the statistical adjustments so these were comparable. The table below show the results of applying the survey weights. Adjustments were also made to compensate for the differential response rates within the types of invitations (app or no app).

Figure 64: Employee Survey Weighting

Percent of Employees in Businesses:	List of Businesses in Boulder Valley	Unweighted Survey Responses	Weighted Survey Responses
Size			
1 to 4 employees	11.5%	11.6%	11.6%
5 to 9 employees	12.5%	11.3%	12.9%
10 to 19 employees	13.6%	12.5%	13.8%
20 to 49 employees	18.5%	12.7%	18.8%
50-99 employees	9.4%	2.6%	2.0%
100+ employees	27.0%	41.3%	29.0%
Unknown size	7.4%	8.1%	11.9%
Area of Boulder Valley			
Downtown	14.1%	18.1%	14.6%
East Arapahoe Corridor	22.2%	20.2%	19.7%
Boulder Valley School District	4.2%	33.2%	4.3%
Rest of Boulder Valley (including UHGID and Boulder Junction)	59.6%	28.4%	61.4%

Further Information

The City of Boulder funded this research, for further information about this study please contact Randall Rutsch, Senior Transportation Planner (RutschR@bouldercolorado.gov).

Appendix E: Survey Materials

The following pages contain a copies of the Downtown and Boulder Valley Employee Survey initial letters to employers, as well as the survey employees were asked to complete. The online survey was identical to the questionnaire. Also included is a very condensed document with all the screens for the app.

CITY OF BOULDER
CITY MANAGER'S OFFICE
P.O. Box 791
Boulder, Colorado 80306
303-441-3090

Boulder Chamber
2440 Pearl Street
Boulder, CO 80302
(303) 442-1044

September, 2017

Dear Boulder Valley Employer,

Your company has been randomly chosen to participate in a City of Boulder survey of travel patterns of employees working in the Boulder region. This survey is being conducted by National Research Center, Inc. (NRC) on the City's behalf.

The Boulder Chamber is partnering with the City of Boulder in this outreach and input effort because it recognizes that efficient local and regional transportation networks are key requirements for our community's economic, social and environmental health.

The views of employees who work in Boulder, whether living here or elsewhere, are vital to transportation planning. **Information from this survey will help us improve the transportation options available to your employees.**

We are asking you to ask your employees to participate through a paper survey, on the Web or by using a new smart phone app. This survey will only take about 10 minutes for an employee to complete while the app largely automates the survey and provides additional information for transportation planning. Someone from NRC will be contacting you regarding the survey procedures, but more information about accessing the survey can also be found at **www.nrc-survey.com**.

If you have any questions or comments about the survey, please call National Research Center, Inc. at 720-563-0040.

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

Thank you,

Jane S. Brautigam
Boulder City Manager
City of Boulder

John Tayer
Boulder Chamber President and CEO

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The views of employees who work in Boulder, whether living here or elsewhere, are vital to transportation planning. **Information from this survey will help us improve the transportation options available to your employees.**

We are asking you to ask your employees to participate. This survey will only take about 10 minutes for an employee to complete (online or on paper). Someone from NRC will be contacting you regarding the survey procedures, but if your employees are mostly computer –based, you can also have employees access the online survey at **www.bit.ly/cob2017**.

If you have any questions or comments about the survey, please call National Research Center, Inc. at 720-563-0040.

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

Thank you,

Jane S. Brautigam
Boulder City Manager
City of Boulder

John Tayer
Boulder Chamber President and CEO

CITY MANAGER'S OFFICE
Boulder, Colorado 80306
303-441-3090

DEPARTMENT OF COMMUNITY VITALITY
P.O. Box 791 • 1500 Pearl Street, Suite 302
Boulder, CO 80302
303-413-7317

September 2017

Dear Downtown Employer,

Your business has been randomly selected to participate in a City of Boulder survey of travel patterns of Boulder employees. This survey has been conducted every few years since 1993 to determine the transportation needs and behavior of those working in Boulder Valley and Downtown Boulder. Downtown Boulder Partnership is partnering with the City of Boulder in this effort because it recognizes that efficient local and regional transportation networks are key requirements for our community's economic, social and environmental health.

Information from the survey shows us trends in transportation habits and the success of transportation programs. This information also helps guide the planning for transportation improvements within Boulder and between Boulder and other communities, and gathers important information about the free City of Boulder downtown EcoPass program.

The views of all employees, both those who live in Boulder and those who live in other communities, are vital to transportation planning. **Information from this survey will help us improve the future transportation options available to your employees.**

This questionnaire, available via an app, online and in print version, including Spanish, will only take about 10 minutes for an employee to complete.

Lane Landrith from the City's Department of Community Vitality will be contacting you regarding the survey procedures. If you have any questions or comments about the survey, please call him at 303-413-7316, or email: landrithl@bouldercolorado.gov

If your organization is comprised of employees who work at computers, you can invite them now to complete the survey, online or by app, at **www.nrc-survey.com**

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

Thank you,

Jane S. Brautigam
Boulder City Manager

Sean Maher
CEO, Downtown Boulder Partnership

DOWNTOWN **BOULDER**

CITY MANAGER'S OFFICE
Boulder, Colorado 80306
303-441-3090

DEPARTMENT OF COMMUNITY VITALITY
P.O. Box 791 • 1500 Pearl Street, Suite 302
Boulder, CO 80302
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If your organization is comprised of employees who work at computers, you can invite them now to complete the survey online at **www.bit.ly/cob2017**

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

Thank you,

Jane S. Brautigam
Boulder City Manager

Sean Maher
CEO, Downtown Boulder Partnership

DOWNTOWN **BOULDER**

Boulder Valley Employee Survey 2017

The City of Boulder is conducting a survey of a select number of Boulder Valley employees regarding their transportation needs and behavior. **Information from this survey will help us improve the future transportation options available to employees who work in Boulder.**

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.

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., or mail it directly to:

National Research Center, Inc.; 2955 Valmont Road, Suite 300; Boulder, CO 80301

Today's Date: _____/_____/2017_____ **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 →

What type of vehicle?
- ❑ Private vehicle
- ❑ Company/fleet vehicle
- ❑ Car share (eGo, Zipcar)
- ❑ Taxi/Ride share (Lyft, Uber)

how many others total?....._____

how many under 16 years old?......_____

- ❑ Walked
- ❑ Biked → ❑ Private bike ❑ Bike share ❑ Company bike
- ❑ Rode a bus or buses
- ❑ Carried a bike on a bus or buses
- ❑ Used a Park-n-Ride
- ❑ Worked at home
- ❑ Other _____

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

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

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

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

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

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

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

Parking

8. When you drive a car to work, where do you usually park?

- ❑ City lot or city garage with a permit
- ❑ City lot or city garage with cash or credit card
- ❑ Private lot, private garage or private parking space
- ❑ On-Street with meter
- ❑ Residential street, no meter
- ❑ Other _____
- ❑ I don't usually drive a car to work

Teleworking and Compressed Work Week

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

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

10. Do you work a compressed week, for example, four 10-hour days per week, or nine 9-hour days every two weeks?

- ❑ No
- ❑ Yes → **What type of schedule?**
  - ❑ Four 10-hour days in a week
  - ❑ Nine 9-hour days in two weeks
  - ❑ Other: _____

Work Day Trips

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

- ❑ Daily
- ❑ Several times a week
- ❑ About once a week
- ❑ About once every two weeks
- ❑ About once a month
- ❑ Less than once a month
- ❑ Never → *go to question #13*
- ❑ Other _____

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

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

Work Day Trips

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

(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 yesterday during the workday, please go to question #15

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

	# of trips	# of miles
Drove alone in a private vehicle.	_____	_____
Drove with at least one other person in a private vehicle.	_____	_____
Used Car Share (eGo, Zipcar) alone.	_____	_____
Used Car Share (eGo, Zipcar) with at least one other person.	_____	_____
Used Taxi or Ride Share (Lyft, Uber).	_____	_____
Used a Company/Fleet vehicle alone.	_____	_____
Used a Company/Fleet with at least one other person.	_____	_____
Multi-mode (e.g., car then bus, bike then bus, etc.)	_____	_____
Biked.	_____	_____
Used Boulder B-cycle.	_____	_____
Used a company/fleet bicycle.	_____	_____
Walked.	_____	_____
Rode a bus(es)	_____	_____
Other.	_____	_____

Transit

15. 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 College Pass
- ❑ Yes, a CU faculty/staff Eco-Pass
- ❑ Yes, a downtown Eco-Pass
- ❑ Yes, through my employer
- ❑ Yes, through my neighborhood
- ❑ No

16. Do you ever ride a bus to work?

❑ Yes ❑ No

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

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

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

_____ ***one-way bus trips (not for work)***

18. During the last <u>year</u>, about how many times have you been to Denver International Airport?

- ❑ None → *go to question #19*
- ❑ One or more times→

About how many times did you go either <u>to</u> ***or*** <u>from</u> the airport (i.e., how many one-way trips)?.. _____

Of these trips, how many did you:

Have someone else drop you off..... _____

Drive and park ..... _____

Take commercial van service..... _____

Take skyRide and paid fare (paid on own or paid by employer) ..... _____

Take skyRide with EcoPass ..... _____

About Your Job

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

❑ Full-time ❑ Part-time

20. What category best describes your typical work schedule?

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

21. 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

22. What is your hourly pay rate at this job?
(Please include the value of any tips or commissions you receive. If you are paid an annual salary, estimate your hourly rate by dividing by 2,080 work hours per year.)

- ❑ $7.00 per hour or less
- ❑ $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

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

	Employer Provides?		*Used in last 6 months?*	
	Yes	No	Yes	No
EcoPass	❑	❑	❑	❑
Subsidized vanpool or transit fares	❑	❑	❑	❑
Pre-tax benefits for transit, vanpool	❑	❑	❑	❑
Enclosed bicycle storage	❑	❑	❑	❑
Showers and changing facilities	❑	❑	❑	❑
Telework option	❑	❑	❑	❑
Compressed work week option	❑	❑	❑	❑
Level 2 EV charger	❑	❑	❑	❑
Level 1 EV charger	❑	❑	❑	❑
Boulder B-cycle (bike share) membership	❑	❑	❑	❑
eGo CarShare or Zipcar (membership or reimbursement)	❑	❑	❑	❑

About You and Your Household

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

❑ Yes ❑ No

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

❑ Yes ❑ No

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

❑ Yes ❑ No → *go to question #30*

27. What year was the vehicle made? _____

28. What kind of vehicle is it?

❑ Car ❑ SUV/van/minivan
❑ Pickup truck ❑ Motorcycle/scooter

29. What kind of fuel does the vehicle use?

- ❑ Diesel
- ❑ Gas
- ❑ Hybrid
- ❑ Plug-in Electric

30. Are you a member of eGoCarShare, Zipcar, car2go or any other car share program?

❑ Yes ❑ No

31. Do you live in Boulder (within the city limits)?

❑ Yes ❑ No

32. What is your home zip code? _____

33. What is the intersection nearest to your home?

_____

& _____

34. Are you a student at CU Boulder or any other college or university?

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

35. How much do you anticipate your household's total income before taxes will be for 2017? (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

36. 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

37. What is your gender?

❑ Female ❑ Male

CoB BVES

DVmobile Inc.

Confidential

Revision 22

August 10, 2017

What do we want to validate with this?

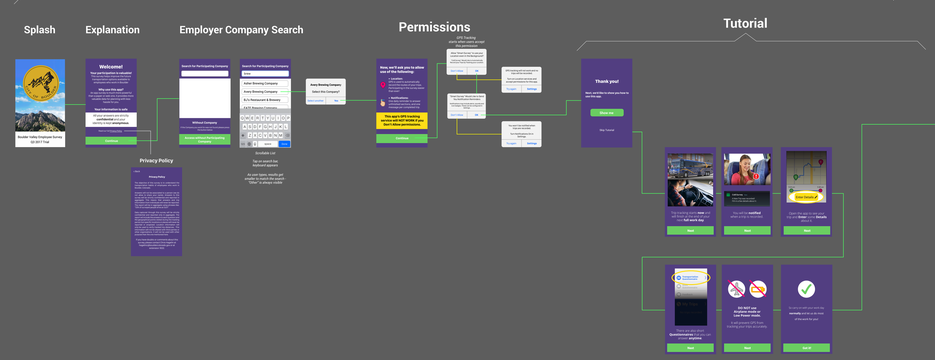
- Percentage of participants that fully annotate Trip Details
- Tutorials influence an increase in completion
- Users understand the Workday Tracking concept
- Scheduling of Notifications is helpful and not annoying
- BVETS questionnaire (wireframe needs approval by NRC)
- UI improvements encourage clarity and influence an increase in completion

One Metric That Matters: % of COMPLETION

What is new in this version?

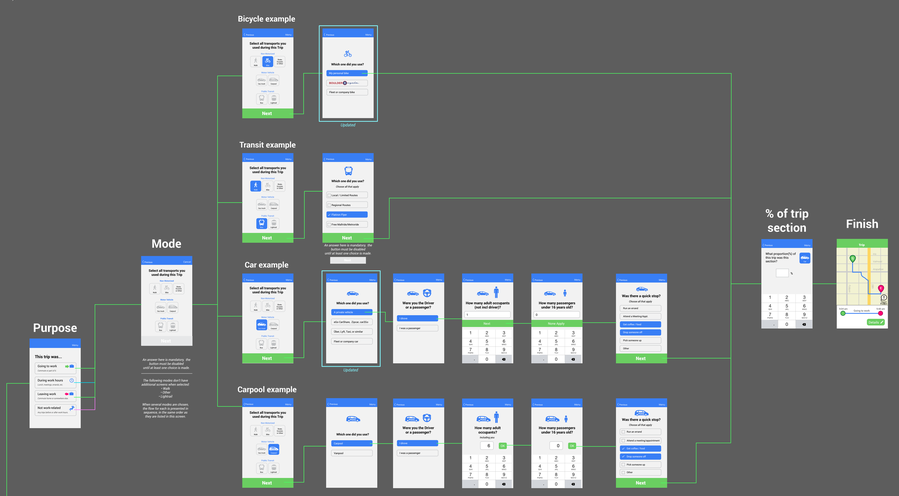
- Added "company vehicle available for work trips" in employee benefits
- Added "EV charger station" in employee benefits
- Specified "Plug-in Electric" in fuel type for vehicle.
- Added Airport questions
- New options for gender question
- Updated options for car mode details
- Added Fleet bike option
- Ask details for non-work trips
- Added Compressed Work Week option
- Ask if used benefits in last 6 months
- Added Vehicle type, fuel, and year questions

Onboarding



Menu

Details of trip

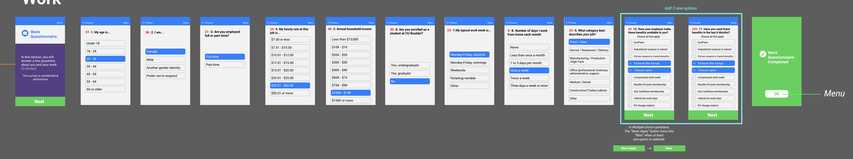


Report Problem

Questionnaires

Transportation

Work



UX Feedback