



# 2022 Boulder Valley Employee Survey for Transportation

Summary of Results

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## Executive Summary

The Boulder Valley Employee Survey has been conducted for the Transportation Division eleven times previous to the 2022 implementation: every two or three years between 1991 and 2022. 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 in the zip codes of 80301 through 80310, were eligible for the study. A total of 3,521 employers were selected for the study, 500 employers in downtown Boulder defined by the Central Area General Improvement District (CAGID), and 3,021 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. Employers were offered to access the survey online or through hard copies. Almost all recruited employers selected the online option. A total of 874 surveys were collected from employees in 277 organizations. The company response rate was 5% in the downtown area and 8% in the rest of Boulder Valley. The average employee response rate was 47% in the downtown area and 41% in the rest of Boulder Valley. The data were weighted to account for the differential response rates of organizations and employees to be a more accurate representative sample of employees of the Boulder Valley. With a sample size of 874 responses, the margin of error is approximately  $\pm 3\%$  around any given percent reported for the entire sample.

### Survey Highlights

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

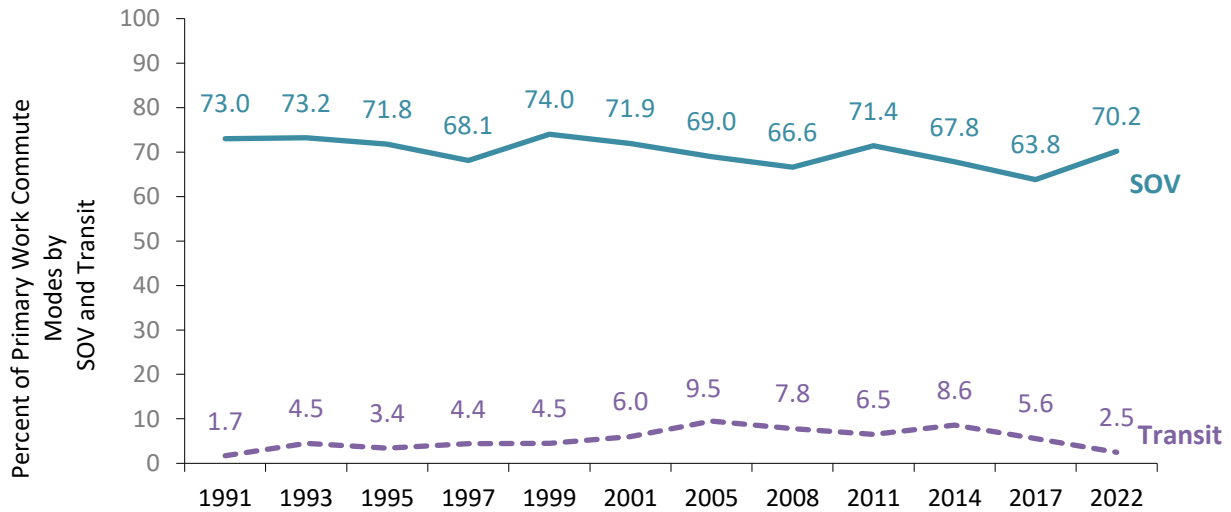
In 2022, 73% of respondents had driven alone for at least one segment of their commute, compared to 67% in 2017 and 71% in 2014. Six percent had biked, compared to 13% in 2017, and 4% had used transit, down from 12% in 2017.

In what is one of the main changes from 2017, 14% of respondents reported having worked from home on the day of the survey, compared to 5% in 2017.

**The proportion of those who worked in Boulder Valley and commuted to work using a single-occupancy vehicle (SOV) as their sole travel mode increased from 64% to 70%.**

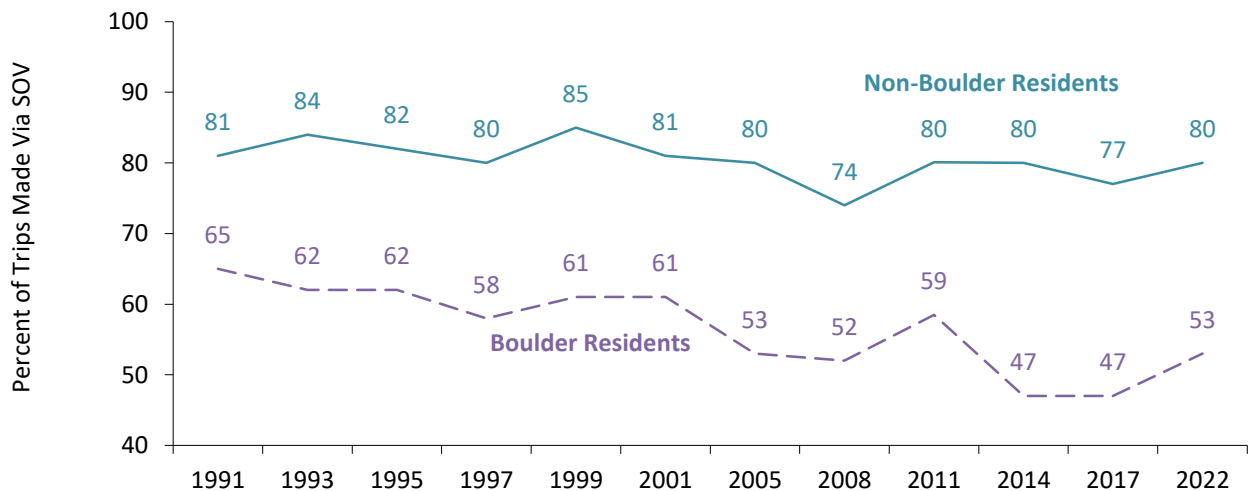
As a secondary way of considering modal shares, those who had used more than one mode to commute were categorized into a single “multi-mode” category, so that the percent of trips add to 100%. Using this construct, the 2022 increase in the proportion of employees commuting to work using a single-occupancy vehicle (SOV) broke the descending trend from 2014 to 2017 and brought the SOV commute level closer to that of 2011. More people worked from home, but when they did go to work they were more likely to use an SOV.

Transit as the primary mode for the work commute was the second lowest value in 30 year trend at 2.5%. In 2014, transit’s mode share was 9% of commutes, but shrank to 5.6% in 2017 and 2.5% in 2022. Biking as the primary mode for the work commute was 4.6%, a sharp decline in comparison to 10.4% in 2017.



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

About 34% of respondents reported they lived in the city of Boulder (8% below 2017), and the remaining 66% lived outside of Boulder. When the modal shift over time is examined by place of residence, it shows a consistent pattern of higher SOV use by those who live outside the City. The proportion of SOV trips fluctuates but stays centered around 80%. Looking at those who live within the City of Boulder, there is a long-term trend down from around 60% of commute trips being by SOV to around 50% being by SOV, with an uptick to 53% in 2022.



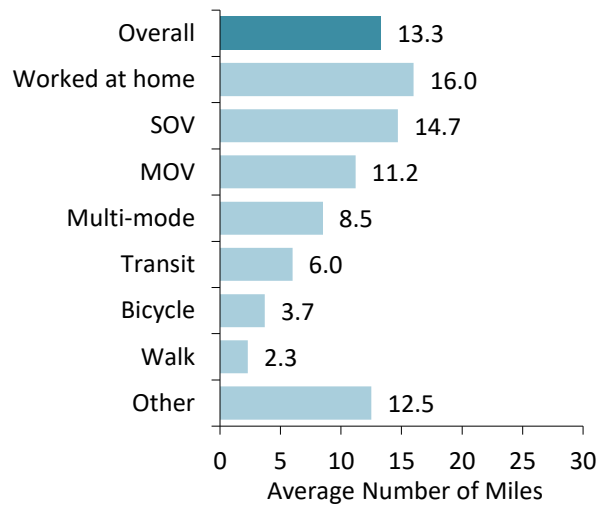
On average, employees residing within the Boulder city limits had a work commute of 3.9 miles, which typically took them about 15 minutes to complete. In contrast, employees living outside of the city limits had an average work commute of 18.3 miles, which usually took them about 32 minutes to complete.

**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 13.3 miles in 2022, while the average duration was 26 minutes.

The average walking commute distance was 2.3 miles, while the average bicycle commute was 3.7 miles.

The distance of the work commute increased gradually from 1991 to 2001 and has since remained relatively stable.



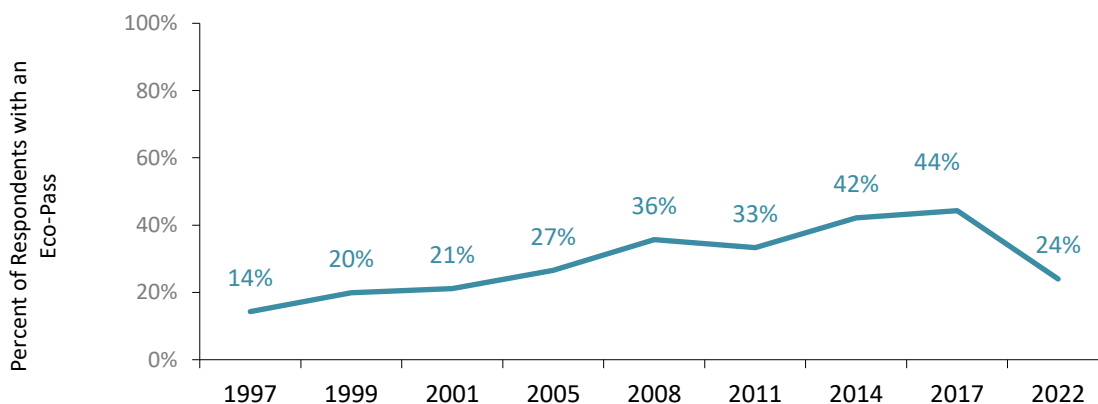
**About 13% of the private motor vehicles used for the work commute were hybrid vehicles or plug-in electric vehicles.**

About 8 in 10 respondents reported that a motor vehicle was available to them for their work commute. Of these respondents, about 6 in 10 had a car available, while 34% had an SUV, van or minivan. Nearly all were gas-powered vehicles, while 2% ran on diesel, 9% were hybrids and 4% were plug-in electric. The proportion of hybrid vehicles or plug-in electric vehicles doubled from 2017.

About 3 in 4 Boulder residents (76%) declared having a motor vehicle usually available for their commute to work while about 9 in 10 (87%) of those residing outside city limits indicated the same. When compared, the possession of cars is slightly more frequent among Boulder residents, while SUVs, vans or minivans are slightly more prevalent outside city limits.

**Eco-Pass ownership declined in 2022, returning to 2001-2005 levels.**

In 2022, 24% of respondents reported they had an Eco-Pass. Eco-Pass possession increased steadily from 1997 to 2017 and then showed a steep drop in 2022.

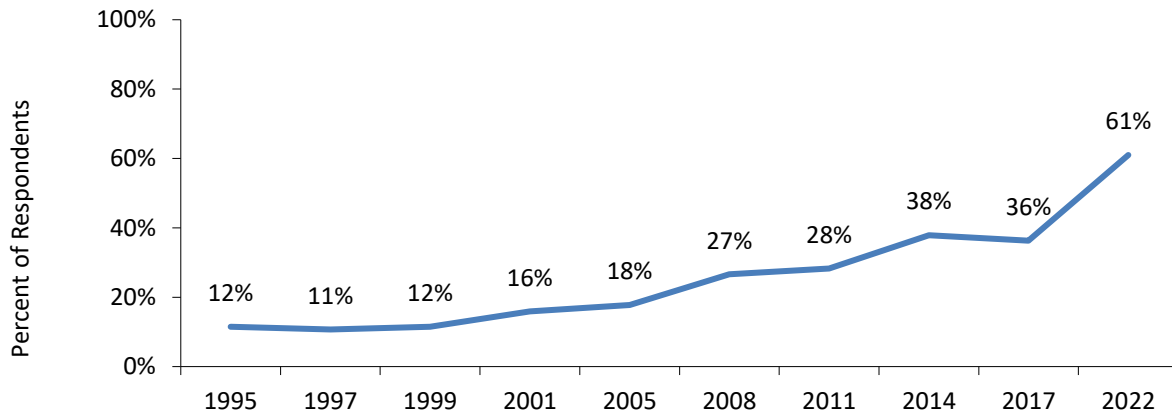


**When asked if they ever rode a bus to work or on personal business, between 1 and 2 out of 10 said they did so.**

When asked if they ever rode a bus to work, about a sixth of those completing the employee transportation survey said they did so. This was a substantial decrease from the results of previous years. Also, about 11% of respondents reported riding a bus for non-commute trips during a typical week, down from 24% in 2017. The average number of trips per respondent made during a typical week for non-commute trips on the bus was 0.4 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 2.8, similar to 2017.

**The proportion of employees who ever teleworked for their job jumped from 36% in 2017 to 61% in 2022.**

About 6 out of 10 respondents reported that they teleworked at least occasionally, a large increase from 2017. Half of the respondents who teleworked did so three days per month or less, while the other half reported they telework one or more times per week.





# Report of Results

## Survey Background

The Boulder Valley Employee Survey for Transportation has been conducted eleven previous times: in 1991, 1993, 1995, 1997, 1999, 2001, 2005, 2008, 2011, 2014 and 2017. 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 2022, these included the city government of Boulder and CU-Boulder faculty/staff. 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. 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. 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. Business in 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-, Boulder Junction and Alpine-Balsam areas were identified as of interest for this study and oversampled. From the DMC database, 500 companies were randomly selected for the study, while 3,021 were selected from the rest of Boulder Valley.

Two versions of the survey were available: a printed hard copy and an online version on Polco. A mobile app had also been offered in 2017 but was discontinued for the 2022 implementation as it did not improve response rates and had a much higher cost per response attained.

Each of the business 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. 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 implement the surveys.

For the downtown area, of the 500 employers selected for the survey, 23 agreed to participate and provided at least one completed employee survey, for a company response rate of 5%. A total of 61 completed surveys were collected from downtown employees. Not all employees elected to participate; the average downtown employee response rate was 47%.

For the rest of Boulder Valley, of the 3,021 employers selected for the survey, 254 agreed to participate and had at least one employee who completed the survey. This represents 8% of those organizations. A total of 813 completed surveys were collected from Boulder Valley employees not working in the downtown area. The average employee response rate was about 41%.

In total, 874 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 874 responses, the margin of error around the results is approximately  $\pm 3\%$  around any given percent reported for the entire sample. Thus, for a difference to be statistically significant between 2022 and 2017, there must be a shift of at least 5% (3% around this year study and 2% for the 2017 study).

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.

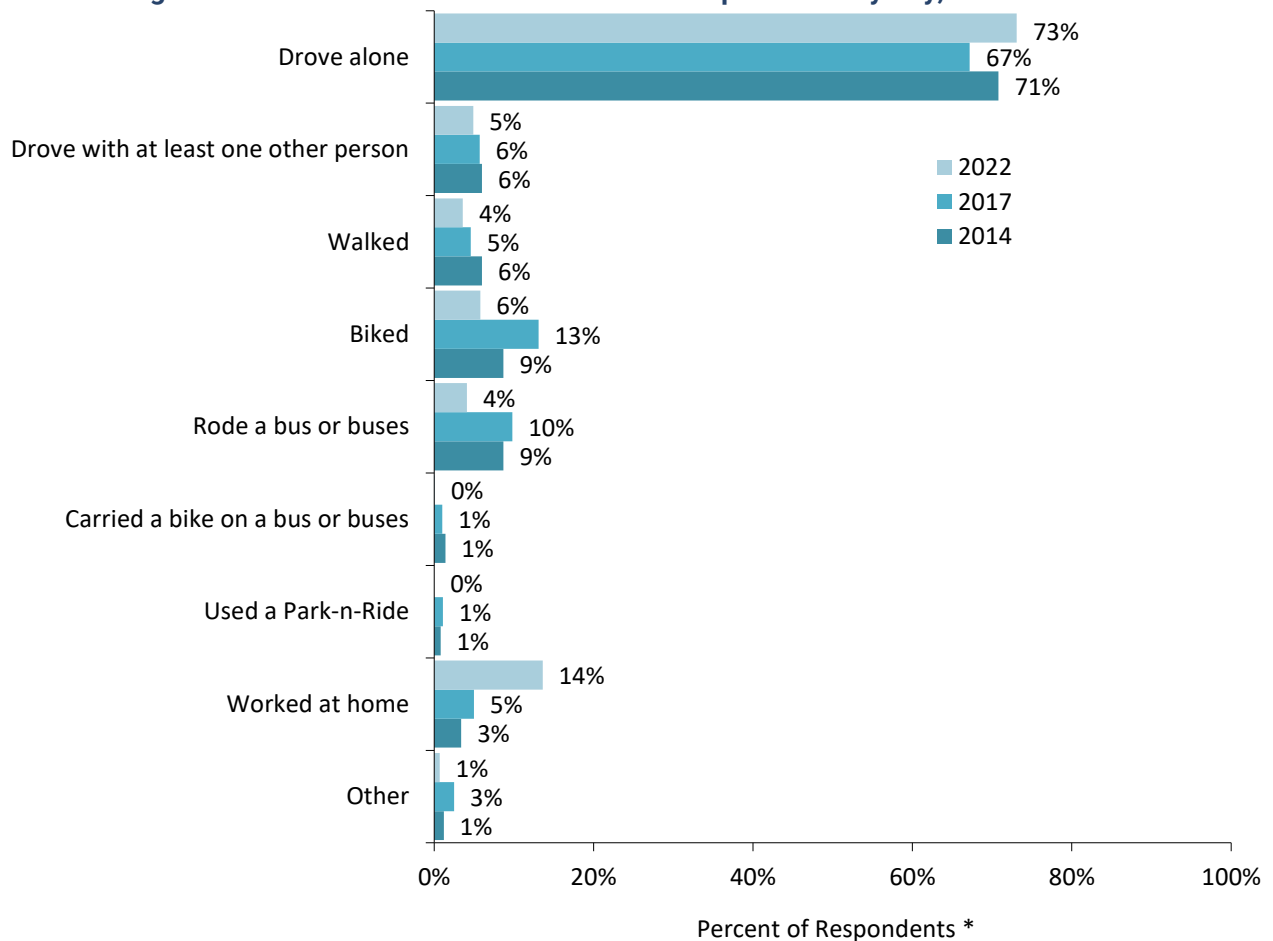
### Modal Share of the Work Commute

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 2022, 73% of respondents drove alone for at least one segment of their work commute trip, about 6% higher than in 2017. Six percent had biked for a portion of their commute, a decrease of 7% from 2017, while 4% had used a bus, 6% below 2017. Finally, about 14% of the respondents reported having worked from home, an increase of 9% from 2017.

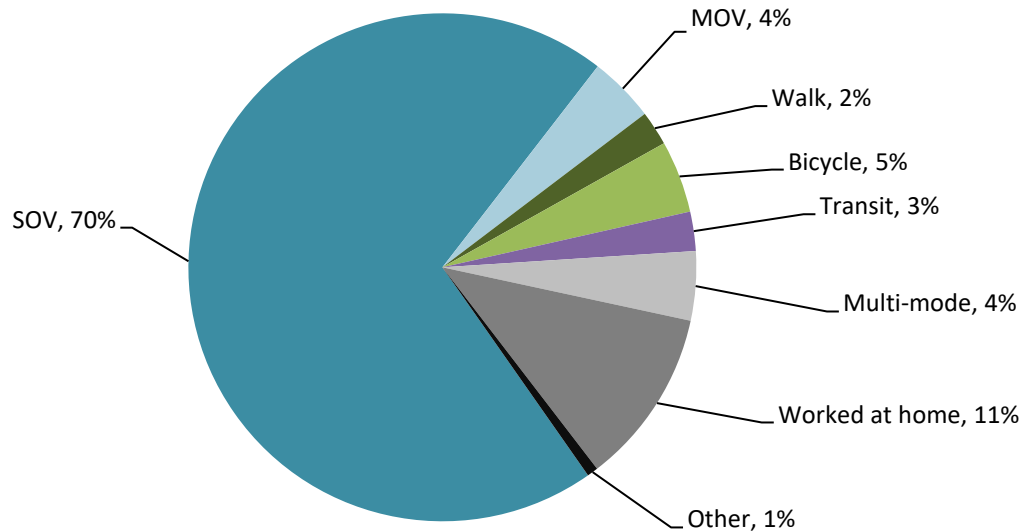
**Figure 1: Modal Share of All Work Commute Trips on Survey Day, 2014-2022**



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

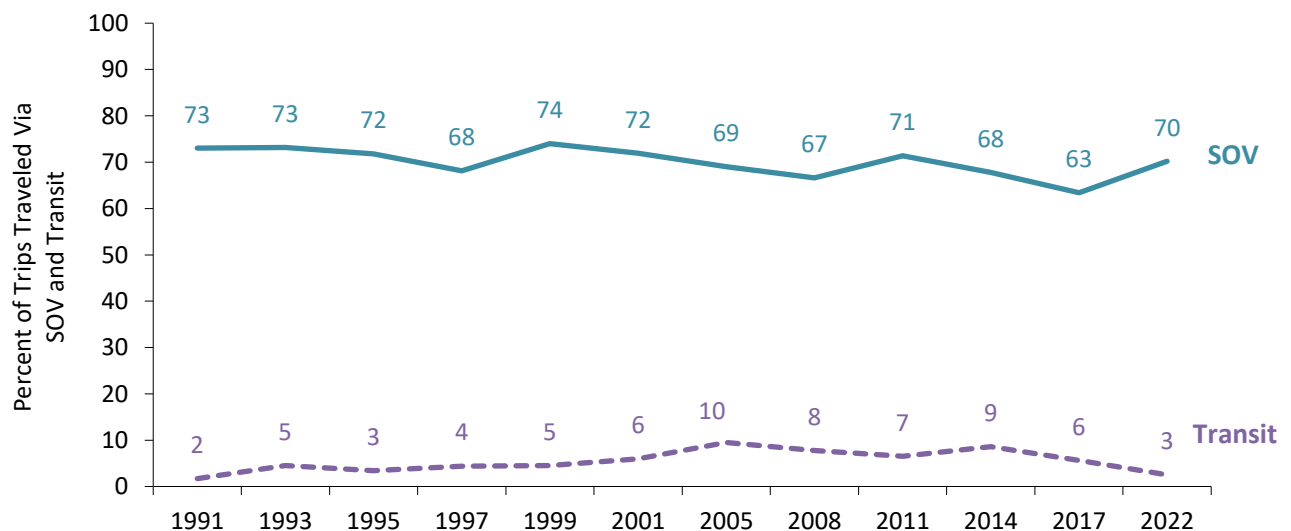
Those who had used more than one mode for their work commute were placed in a single “multiple modes” category, so that a single mode for the work commute could be assigned to each survey participant. As shown in the figure below, 4% of respondents had used multiple modes; many of these included transit as a portion of their commute. About two-thirds, 70%, of respondents had driven alone as their sole mode for their work commute. Eleven 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, 2022**



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 63% in 2017 to a high of 74% in 1999. In 2022 SOV usage grew 7 points to 70%. On the other hand, transit use reached its second lowest mark since 1991.

**Figure 3: Modal Shift of SOV and Transit Use for the Work Commute, 1991-2022**



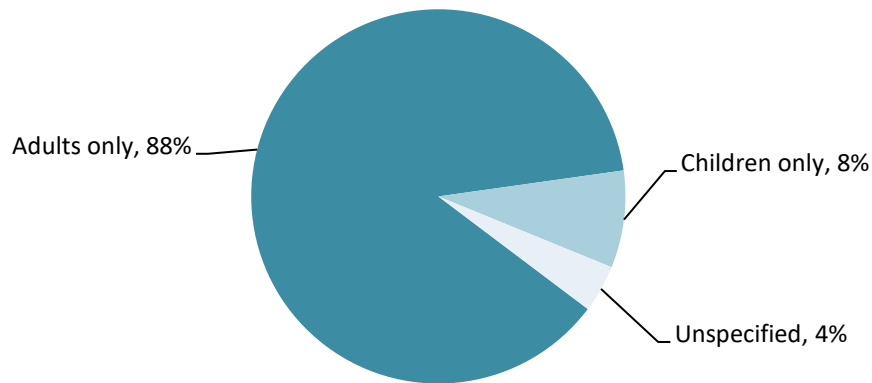
**Figure 4: Modal Shift of Work Commute Trips, 1991-2022**

Mode	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2022
Single-Occupancy Vehicle (SOV)	70.2%	63.4%	67.8%	71.4%	66.6%	69.0%	71.9%	74.0%	68.1%	71.8%	73.2%	73.0%	-4.4%
Multiple-Occupancy Vehicle (MOV)	4.2%	5.2%	5.4%	6.1%	8.0%	8.3%	8.9%	8.7%	10.1%	9.1%	9.1%	11.8%	-7.8%
Walk	2.2%	2.6%	4.4%	3.9%	3.0%	2.8%	2.7%	2.8%	5.3%	5.1%	1.9%	3.5%	-1.7%
Bicycle	4.6%	10.4%	7.9%	5.5%	6.9%	3.5%	6.5%	6.5%	9.0%	8.3%	9.2%	8.4%	-4.5%
Transit	2.5%	5.6%	8.6%	6.5%	7.8%	9.5%	6.0%	4.5%	4.4%	3.4%	4.5%	1.7%	+0.7%
Multi-mode (e.g., car/bus; bike/bus; 2 buses)	4.4%	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	11.2%	3.6%	3.3%	1.6%	1.9%	3.9%	2.6%	3.5%	3.1%	2.3%	2.1%	1.6%	+10.3%
Other	0.7%	1.6%	1.0%	0.5%	0.5%	0.8%	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%	

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

Of those who used automobiles with more than one person, about 90% were carpools that consisted of adults only, while about 10% included only children with the driver.

**Figure 5: Persons in Multiple Occupancy Vehicle, 2022**



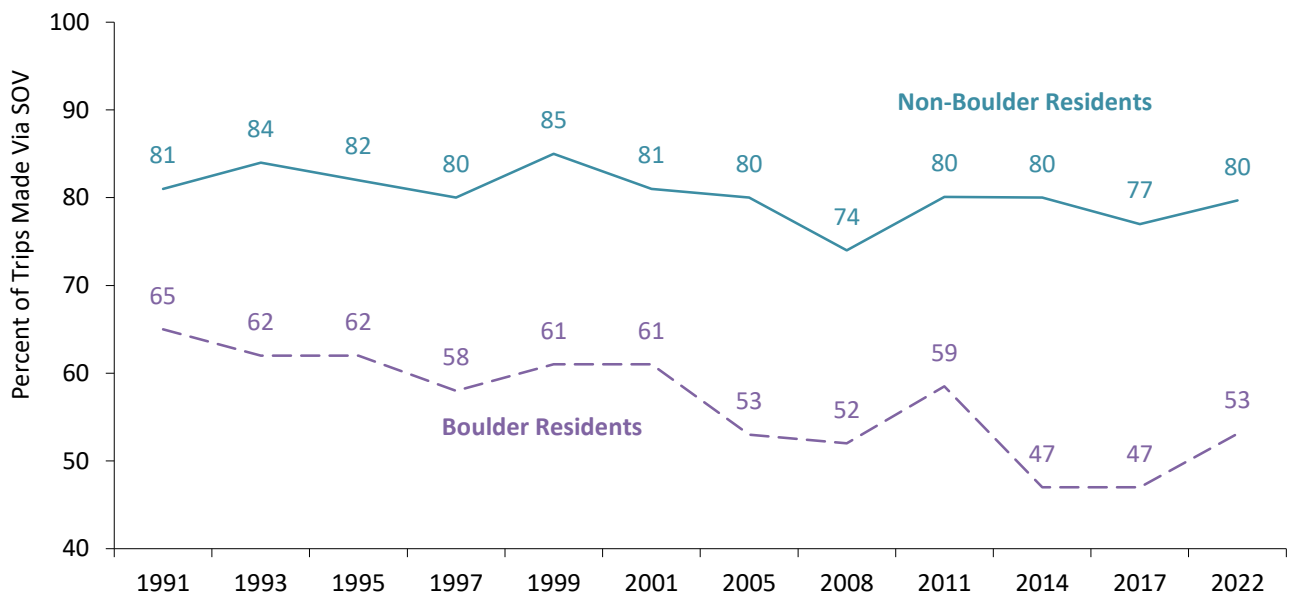
**Figure 6: Persons in Multiple Occupancy Vehicle, 2008-2022**

Mode	2022	2017	2014	2011	2008
Adults only	87.5%	67.4%	79.5%	83.1%	77.4%
Children only	8.4%	24.5%	9.1%	7.0%	11.1%
Adults and Children	0.0%	2.4%	1.2%	3.2%	3.8%
Unspecified	4.1%	5.6%	10.3%	6.7%	7.7%
Total	100%	100%	100%	100%	100%

About 34% of respondents reported they lived in the city of Boulder, and the remaining 66% 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 among those who lived in Boulder from around 60% to around 50% over the 30-year period. In 2022, the percentage of Boulder residents commuting by driving alone grew to 53%.

For those who lived outside of Boulder, where the prevalence of driving alone for the work commute was greater, the trend line fluctuated slightly, but remained centered around 80%.

**Figure 7: Modal Shift by Boulder and Non-Boulder Residents, 1991-2022**



**Figure 8: Modal Split by Boulder vs. Non-Boulder Residents, 1991-2022**

Mode		2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991	
Boulder Residents	SOV	53%	47%	47%	59%	52%	53%	61%	61%	58%	62%	62%	65%	
	MOV	3%	5%	4%	3%	5%	7%	5%	9%	8%	7%	7%	8%	
	Foot	6%	6%	11%	10%	9%	7%	6%	6%	9%	9%	9%	4%	6%
	Bicycle	11%	23%	18%	13%	17%	7%	13%	13%	16%	14%	17%	16%	
	Transit	6%	10%	10%	9%	9%	15%	9%	4%	5%	4%	5%	2%	
	Multi-mode	8%	4%	1%	4%	4%	2%	1%	N/A	N/A	N/A	N/A	N/A	
	Work at Home	13%	4%	4%	2%	3%	7%	5%	7%	4%	4%	4%	2%	
	Other	0%	2%	3%	1%	1%	2%	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%	
Residents Outside Boulder	SOV	80%	77%	80%	80%	74%	80%	81%	85%	80%	82%	84%	81%	
	MOV	4%	6%	6%	8%	10%	9%	11%	9%	13%	12%	11%	15%	
	Foot	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Bicycle	1%	2%	1%	1%	2%	1%	2%	1%	1%	2%	2%	1%	
	Transit	1%	6%	8%	5%	7%	6%	4%	5%	4%	3%	4%	1%	
	Multi-mode	3%	2%	1%	5%	6%	2%	1%	N/A	N/A	N/A	N/A	N/A	
	Work at Home	10%	3%	2%	1%	1%	2%	1%	1%	1%	1%	0%	1%	
	Other	1%	3%	1%	1%	0%	0%	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%	

On average, employees residing within the Boulder city limits have a work commute of 3.86 miles, which typically takes about 15 minutes to complete. In contrast, employees living outside Boulder have an average work commute of 18.3 miles, which takes them about 32 minutes.

**Figure 9: Work trip length in miles by Boulder vs. Non-Boulder Residents**

		Boulder Residents	Residents Outside Boulder
About how far is your home from work?	0 to 2 miles	31.8%	1.4%
	3 to 5 miles	53.2%	3.5%
	6 to 10 miles	12.0%	17.1%
	11 to 20 miles	1.8%	48.6%
	Over 20 miles	1.2%	29.3%
	<b>Mean</b>	<b>3.86 miles</b>	<b>18.29 miles</b>

**Figure 10: Work trip length in minutes by Boulder vs. Non-Boulder Residents**

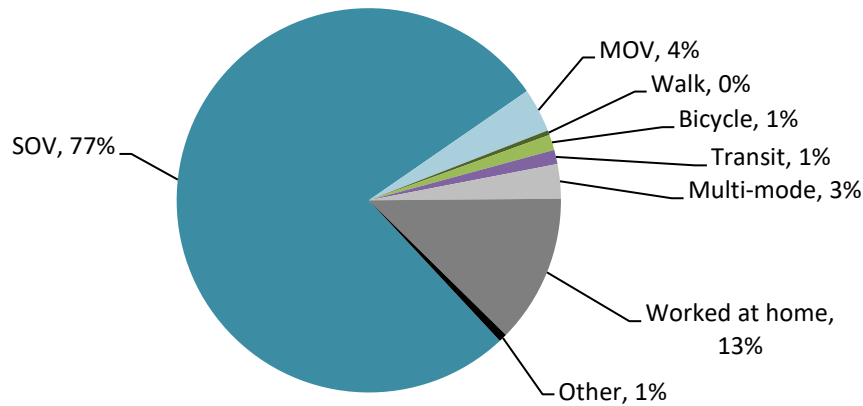
		Boulder Residents	Residents Outside Boulder
About how many minutes did it take?	5 minutes or less	13.2%	0.2%
	6 to 10 minutes	32.2%	1.3%
	11 to 15 minutes	22.5%	10.7%
	16 to 20 minutes	17.8%	13.5%
	21 to 30 minutes	7.9%	32.7%
	31 to 45 minutes	4.1%	30.5%
	46 to 60 minutes	2.4%	7.9%
	More than 60 minutes	0.0%	3.2%
<b>Mean</b>	<b>14.83 minutes</b>	<b>32.2 minutes</b>	

The proportion of miles traveled by various modes for the work commute was also examined. As shown in Figure 11, 77% 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 0.5% of work commute miles were walked, and about 1% biked. Transit accounted for about 1% of the miles traveled.

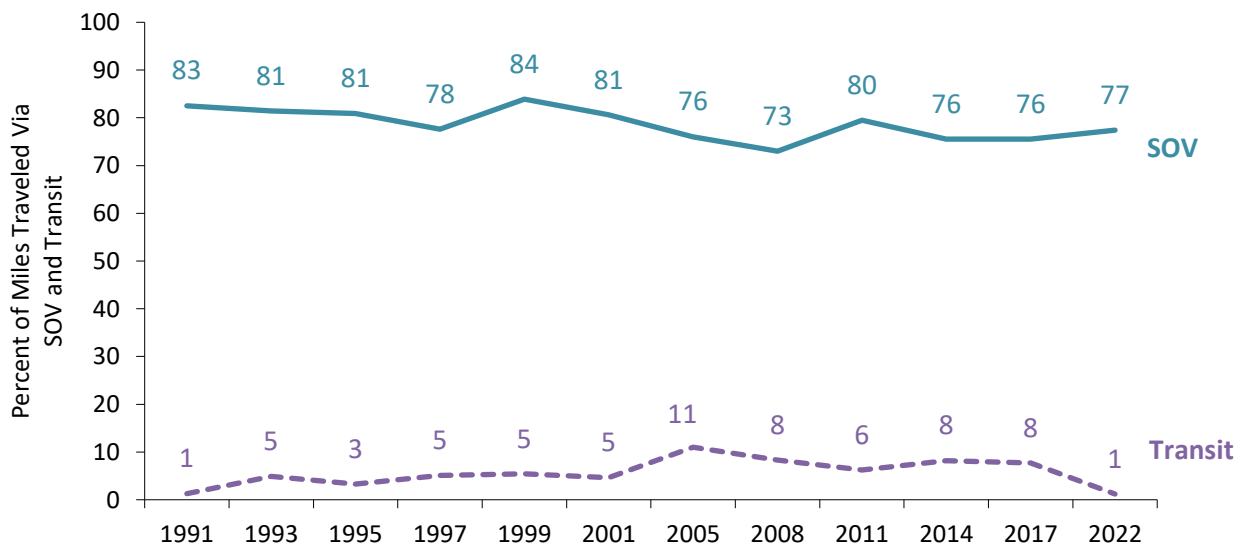
The proportion of work commute miles traveled via SOV has been gradually decreasing from the baseline in 1991, with a few fluctuations over the years. From 1991 to 2022, the decrease has been of about 5%. In 2022 the proportion of work commute miles traveled via SOV increased 1.9% from 2017 (see Figure 12 below and Figure 13 on the next page).

In 2022 the modal share of transit for work commute miles decreased (from 7.7% in 2017) to the lowest value of the whole trendline at 1.2%.

**Figure 11: Modal Share of Work Commute Miles, 2022**



**Figure 12: Modal Shift of Miles Traveled for the Work Commute, 1991-2022**





**Figure 13: Modal Shift of Miles Traveled for the Work Commute, 1991-2022**

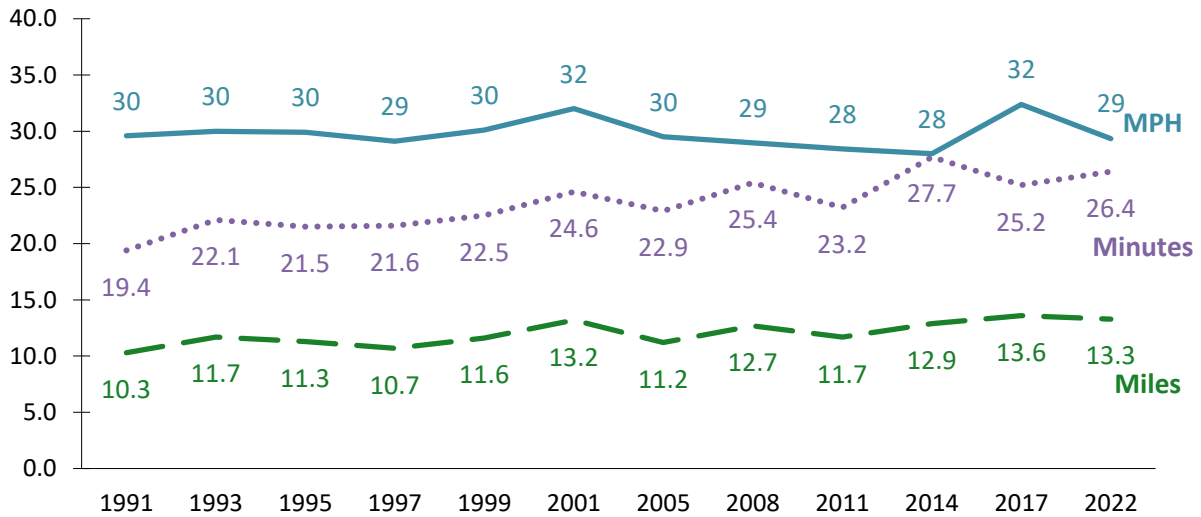
Mode	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991	Modal Shift 1991 to 2022
SOV	77.4%	75.5%	75.5%	79.5%	73.0%	76.0%	80.6%	83.9%	77.6%	80.9%	81.4%	82.5%	-4.6%
MOV	3.7%	6.4%	8.7%	6.6%	9.7%	9.1%	10.9%	8.6%	13.9%	12.1%	10.6%	13.5%	-10.2%
Walk	0.4%	0.3%	0.4%	0.3%	0.3%	0.3%	0.3%	0.3%	0.5%	0.7%	0.2%	0.3%	+0.0%
Bicycle	1.3%	3.2%	2.1%	1.5%	2.0%	1.0%	2.3%	1.6%	2.9%	2.9%	2.9%	2.5%	-1.4%
Transit	1.2%	7.7%	8.2%	6.2%	8.3%	11.0%	4.6%	5.4%	5.1%	3.3%	4.9%	1.3%	-0.2%
Multi-mode	2.9%	2.4%	1.1%	5.1%	5.2%	1.5%	1.3%	NA	NA	NA	NA	NA	
Worked at home	12.5%	0.9%	2.9%	0.3%	1.3%	1.0%	NA	NA	NA	NA	NA	NA	
Other	0.7%	3.6%	1.1%	0.6%	0.2%	0.2%	NA	NA	NA	NA	NA	NA	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

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

### Characteristics of the Work Commute

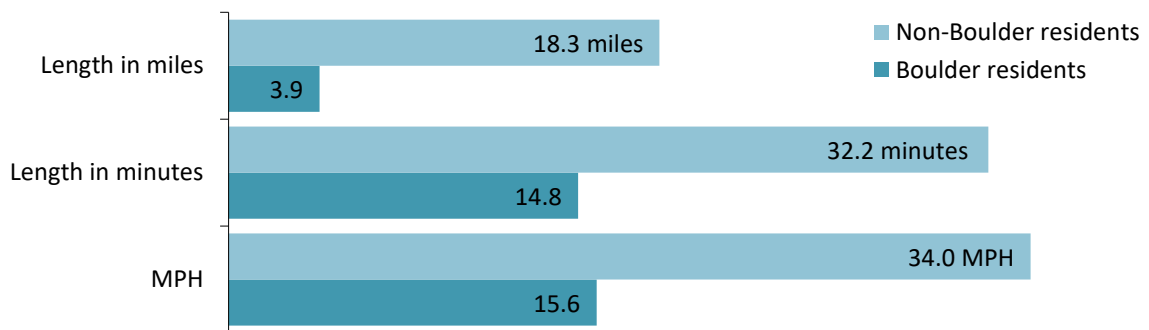
In addition to answering questions about the mode(s) of transportation used for the work commute, employees also reported other characteristics of their work commute. In 2022, the average distance of an employee’s work commute was 13.3 miles, while the average duration was 26.4 minutes. Average duration of the work commute has been generally increasing over time. The distance of the work commute increased gradually from 1991 to 2001, and then remained relatively stable.

**Figure 14: Average Length and Speed of the Work Commute, 1991-2022**



The 2022 average distance for Non-Boulder employee’s work commute was about 18 miles while for Boulder Residents it was around 4 miles. The average work commute length in minutes was 32 minutes for Non-Boulder residents and about 15 minutes for Boulder residents.

**Figure 15: Average Length and Speed of the Work Commute by Boulder and Non-Boulder Residents**



Those who walked or bicycled for their work commute lived closer to work, on average, than did those who used vehicles, either private or transit, for their work commute (see Figure 16 below). Likewise, even though the average speed of bike commutes was slower than other modes (see Figure 18), the duration of walk and bike commutes was less than for vehicular modes (see Figure 17).

**Figure 16: Average Distance of the Work Commute (in Miles), 1991-2022**

Mode	Average Distance in Miles											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
SOV	14.7	13.6	14.4	13.0	13.9	12.7	14.2	12.6	11.7	12.5	12.7	11.4
MOV	11.2	13.8	20.6	12.6	15.5	11.3	15.6	11.6	14.3	15.0	13.4	11.5
Walk	2.3	1.2	1.3	1.0	1.2	0.7	1.7	1.1	0.9	1.4	1.2	1.0
Bicycle	3.7	3.3	3.4	3.2	3.7	3.4	4.2	2.7	3.4	3.8	3.6	3.0
Transit	6.0	11.9	12.4	11.1	13.5	9.5	12.4	14.3	12.7	10.9	12.2	7.7
Multi-mode	8.5	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	16.0	12.9	16.7	2.4	8.8	3.4	N/A	N/A	N/A	N/A	N/A	N/A
Other	12.5	12.4	8.0	12.2	5.8	1.8	N/A	N/A	N/A	N/A	N/A	N/A
Overall	13.3	13.6	12.9	11.7	12.7	11.2	13.2	11.6	10.7	11.3	11.7	10.3

**Figure 17: Average Duration of the Work Commute (in Minutes), 1991-2022**

Mode	Average Duration in Minutes											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
SOV	26.5	25.0	27.8	22.8	23.7	22.1	24.2	22.1	21.2	21.1	21.5	19.7
MOV	31.8	27.8	38.3	23.2	26.6	24.0	27.7	22.9	26.9	25.0	23.6	22.0
Walk	18.5	17.0	12.6	9.9	11.0	11.2	13.6	19.1	14.3	15.8	13.9	11.0
Bicycle	16.5	13.0	16.0	15.5	14.8	19.7	16.8	15.1	15.8	16.9	16.2	14.3
Transit	29.5	40.6	40.6	35.7	47.4	36.4	33.9	39.7	33.8	38.2	41.4	38.9
Multi-mode	35.6	47.5	55.0	34.9	37.1	24.9	38.4	N/A	N/A	N/A	N/A	N/A
Other	N/A	15.0	21.8	27.0	25.4	22.9	24.6	22.5	21.6	21.5	22.1	19.4
Overall	26.4	25.2	27.7	23.0	23.7	22.1	24.2	22.1	21.2	21.1	21.5	19.7

**Figure 18: Average Speed of the Work Commute (Miles per Hour), 1991-2022**

Mode*	Average Speed (Miles Per Hour)											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
SOV	33.3	30.1	30.5	32.5	33.1	36.6	35.3	33.1	32.4	33.4	33.0	32.5
MOV	21.1	26.2	33.8	31.3	33.1	27.3	33.9	28.5	31.5	35.0	37.4	32.4
Bicycle	13.5	14.1	13.2	13.4	17.0	10.1	13.5	12.5	14.0	14.6	12.6	13.2
Transit	12.2	19.1	17.7	18.6	18.4	16.1	21.3	21.7	17.7	18.4	17.6	11.9
Multi-mode	14.3	24.2	23.5	22.9	22.7	14.7	17.7	N/A	N/A	N/A	N/A	N/A
Other	N/A	19.1	17.7	28.4	33.1	36.6	35.3	33.1	32.4	33.4	33.0	32.5
Overall	30.2	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.

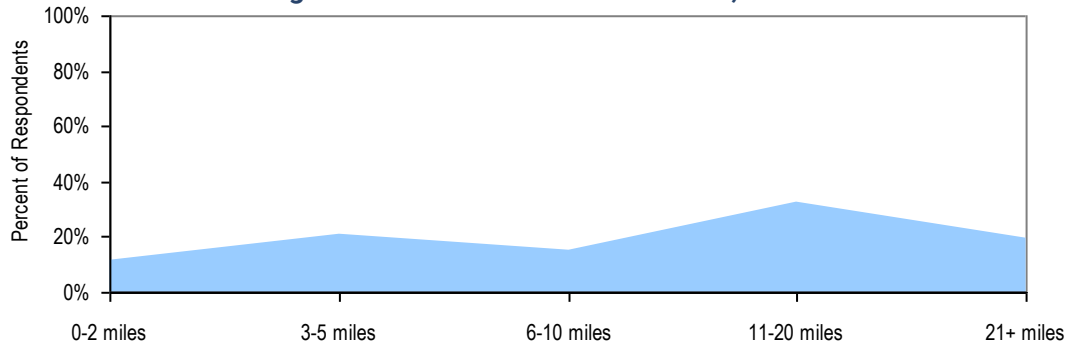
The work commute for Boulder residents averaged 3.9 minutes and 14.8 miles, while the work commute for Non-Boulder residents averaged 32.2 minutes and 18.3 miles. Boulder residents drove (SOV) on average 4.3 miles in 12.1 minutes to get to work while Non-Boulder Residents drove 18.3 miles in 31.1 minutes. The transit trips were also very different: 3.8 miles in 23.7 minutes for Boulder residents vs. 16.3 miles in 56.3 minutes for Non-Boulder residents.

**Figure 19: Average Length of the Work Commute by Boulder vs. Non-Boulder Residents, 2022**

Mode	Boulder Residents		Residents Outside Boulder	
	Miles	Minutes	Miles	Minutes
SOV	4.3	12.1	18.3	31.1
MOV	3.8	11.5	15.0	25.5
Bicycle	2.9	12.2	7.8	37.0
Transit	3.8	23.7	16.3	56.3
Multi-mode	3.6	34.0	16.9	38.2
Other	1.6	10.0	13.0	N/A
Overall	3.9	14.8	18.3	32.2

While the average distance of the work commute was 13.3 miles, there was great variability in the distance between employees’ homes and their workplaces. Nearly as many lived 10 miles or less from work (48%) as lived more than 10 miles from work (52%). This pattern has been observed in most years that the survey has been implemented, with somewhat fewer long commutes in the 1990s.

**Figure 20: Distance Traveled to Work, 2022**

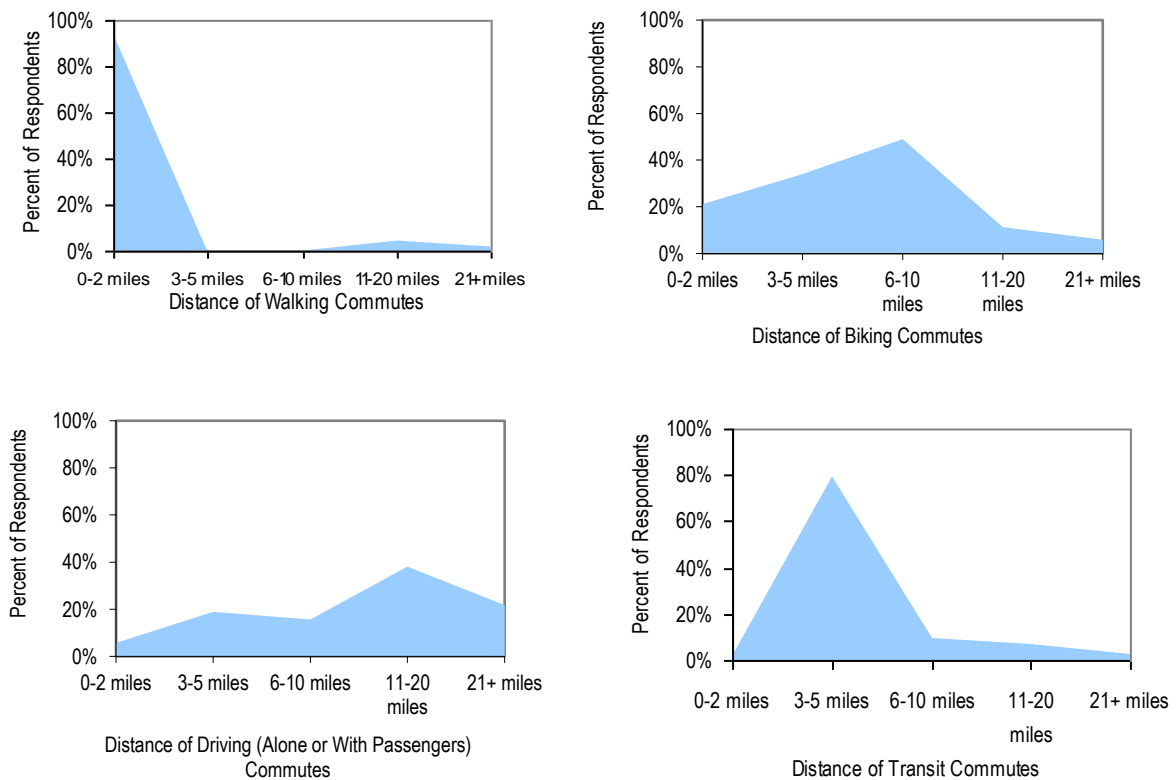


**Figure 21: Distance Traveled to Work, 1991-2022**

Miles	Percent of Employees											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
0-2	11.7%	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%	20.9%	18.8%	23.5%	17.8%	21.6%	16.9%	15.7%	26.9%	23.8%	22.0%	24.1%
6-10	15.3%	15.7%	14.3%	15.1%	17.1%	17.2%	18.6%	18.9%	14.3%	17.9%	17.7%	17.1%
11-20	32.4%	26.6%	29.2%	27.2%	30.4%	29.9%	31.2%	28.8%	25.5%	25.2%	27.7%	27.8%
Over 20	19.7%	16.9%	20.2%	16.2%	18.2%	13.2%	17.9%	14.7%	12.6%	13.9%	12.4%	10.8%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

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. Biking commutes were slightly longer than walking commutes; 34% were 2 miles or less. Commutes made by driving alone were somewhat more likely to be long, with the largest proportion (38%) in the 11–20-mile range, and 22% of work commutes being 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.

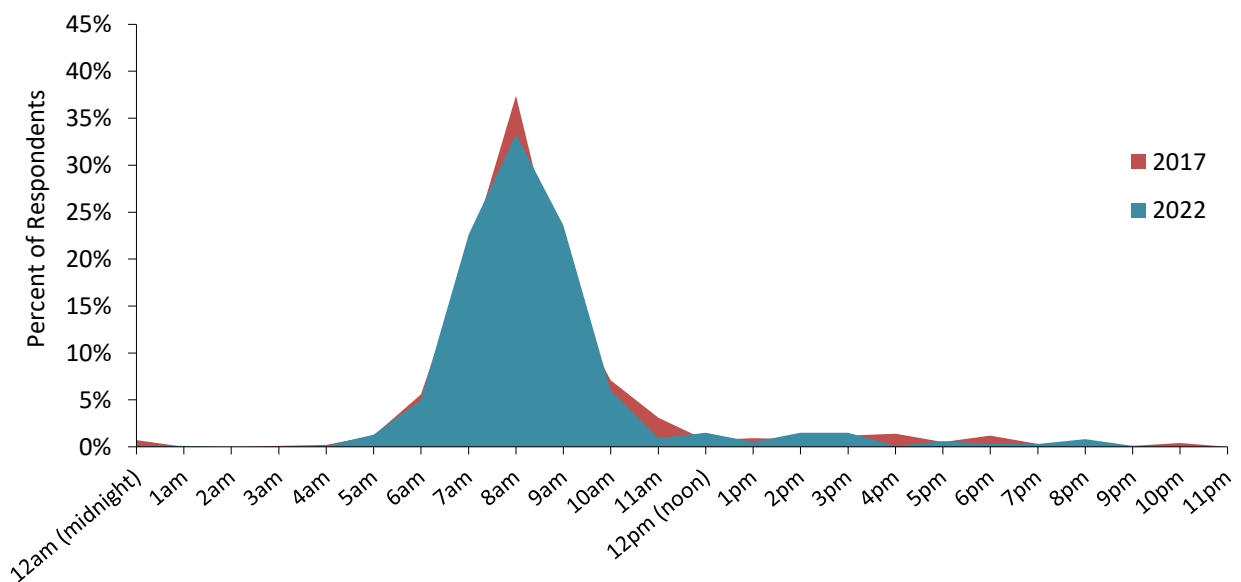
**Figure 22: Distance from Work by Mode Used for the Work Commute, 2022**



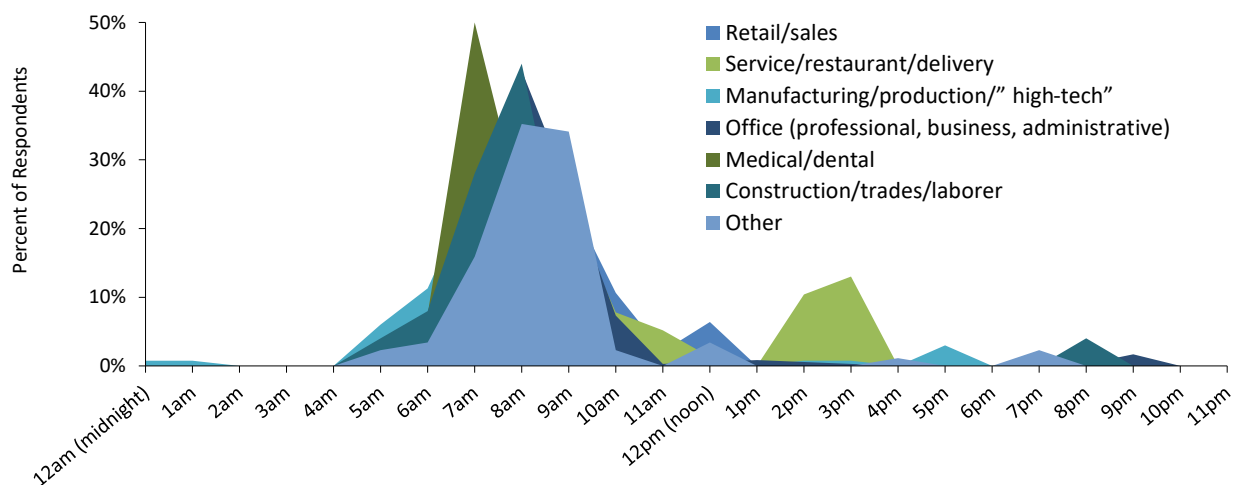
The 8:00 am hour was the most popular work arrival time reported by employee respondents, with over a third (33%) indicating that was when they arrived at work. About 23% arrived during the 7:00 am hour, and 24% arrived during the 9:00 am hour. About 7% arrived at work before 7:00am, while the remaining 14% worked shifts for which they arrived at work at 10:00 am or later (see Figure 23 and Figure 27).

Employee departure times were also sharply peaked; 35% said they leave during the 5:00 pm hour, with 21% leaving during the 4:00 pm hour, a 12% leaving at 3 pm and another 12% leaving during the 6:00 pm hour (see Figure 25 and Figure 27). There were some responses for leaving at the 4:00 am or 5:00am 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.

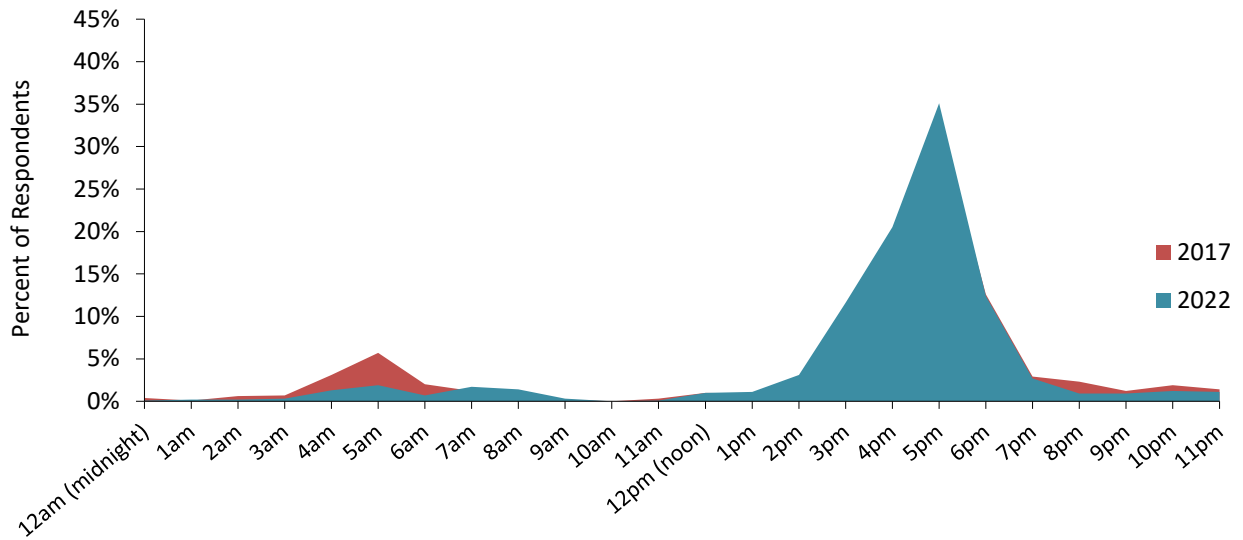
**Figure 23: Work Arrival Times, 2017-2022**



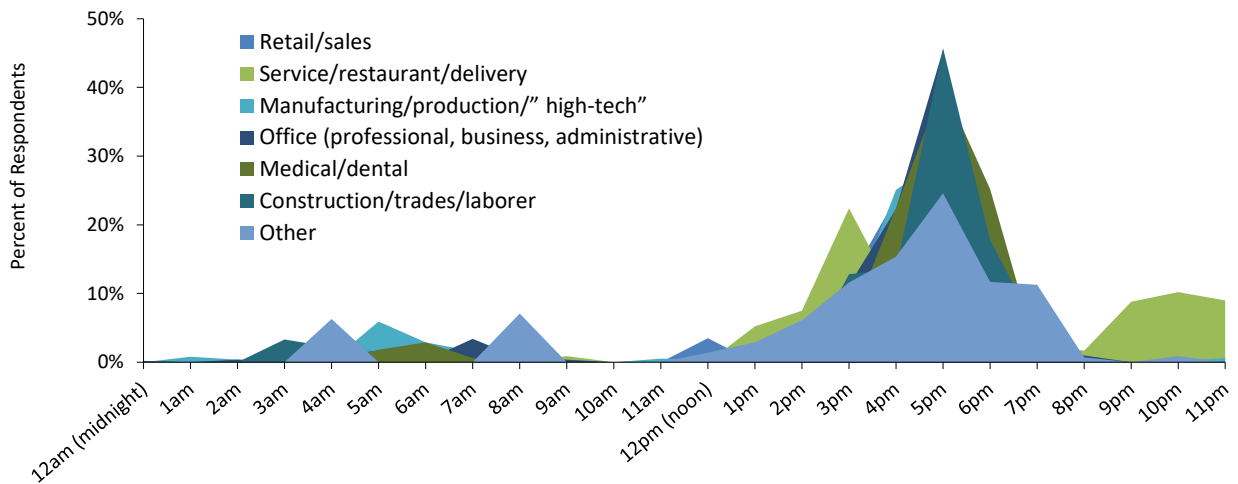
**Figure 24: Work Arrival Times by Job Type, 2022**



**Figure 25: Work Departure Times, 2017-2022**



**Figure 26: Work Departure Times by Job Type, 2022**



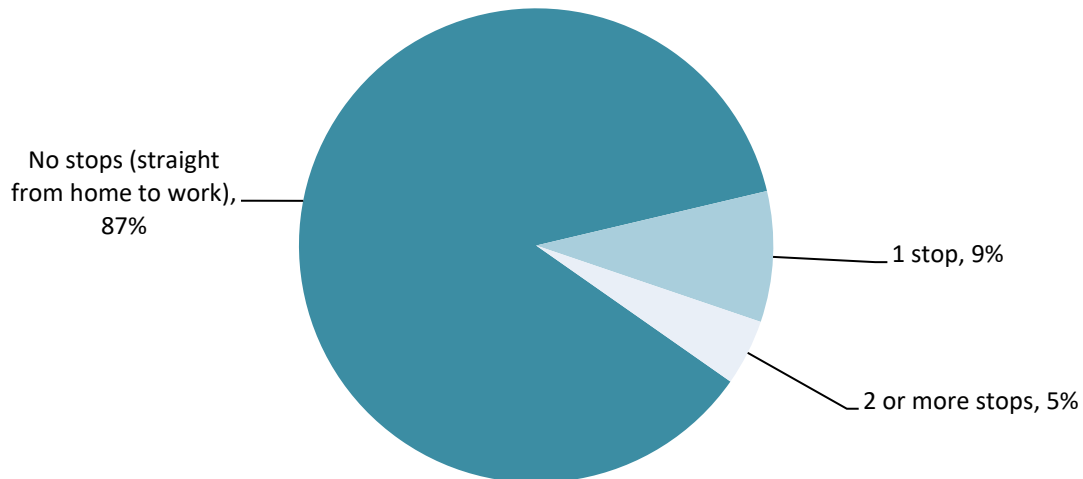


**Figure 27: Usual Work Arrival and Departure Times, 2022**

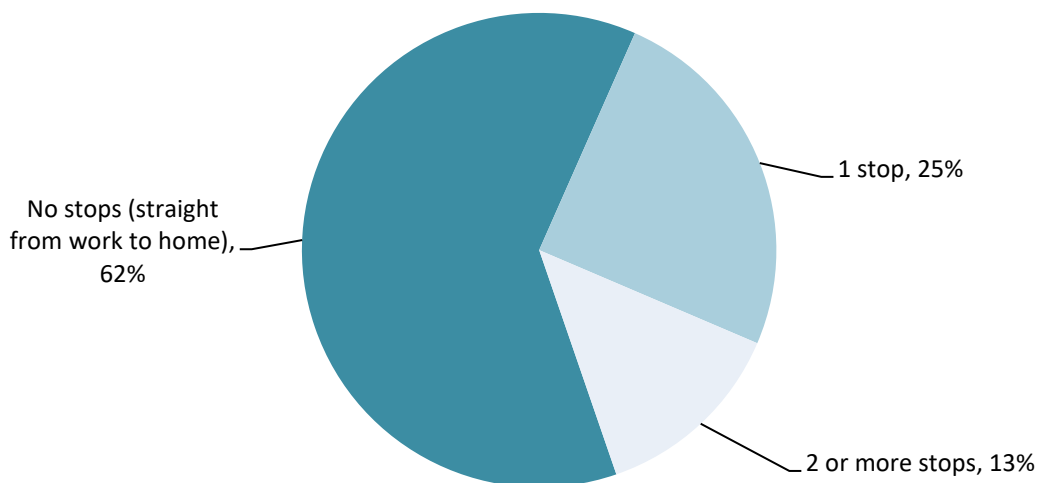
	<b>Percent of Respondents Arriving</b>	<b>Percent of Respondents Departing</b>
12:00 am Midnight	0.1%	0.1%
1:00 am	0.1%	0.2%
2:00 am	0.0%	0.2%
3:00 am	0.0%	0.3%
4:00 am	0.1%	1.3%
5:00 am	1.3%	1.9%
6:00 am	5.0%	0.7%
7:00 am	22.6%	1.7%
8:00 am	33.3%	1.4%
9:00 am	23.6%	0.3%
10:00 am	6.0%	0.0%
11:00 am	0.9%	0.1%
12:00 pm Noon	1.5%	1.0%
1:00 pm	0.5%	1.1%
2:00 pm	1.5%	3.1%
3:00 pm	1.5%	11.6%
4:00 pm	0.1%	20.5%
5:00 pm	0.6%	35.1%
6:00 pm	0.3%	12.4%
7:00 pm	0.3%	2.7%
8:00 pm	0.8%	0.9%
9:00 pm	0.1%	0.9%
10:00 pm	0.0%	1.2%
11:00 pm	0.0%	1.1%
Total	100%	100%

A large majority (87%) 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 28). Those participating in the survey were also asked whether they had made any stops on the way home from work on the previous workday. About two-thirds of those who responded to the survey said they had not made any stops on the way home from work on the previous workday (see Figure 29). Of those who did make stops on their way home, the average number of stops made was 1.6.

**Figure 28: Number of Stops Made on the Way to Work from Home, 2022**



**Figure 29: Number of Stops Made on Commute from Work to Home on the Previous Work Day, 2022**



**Figure 30: Number of Stops Made on Way to Work from Home, 2001-2022**

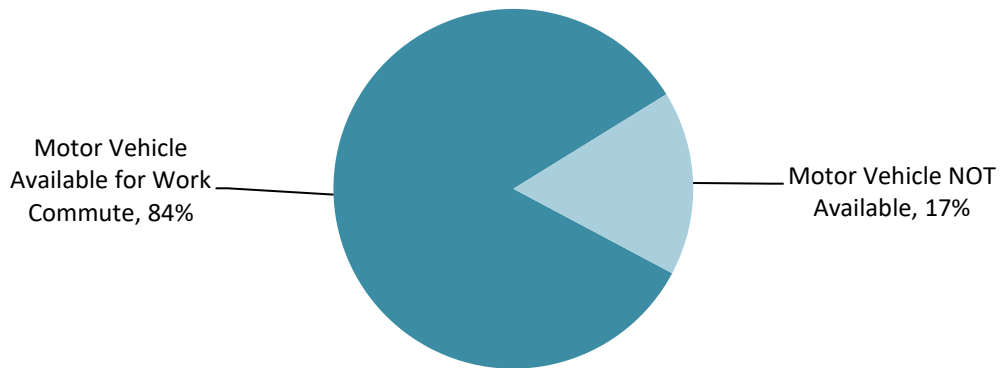
How many stops did you make on your way to work?	Percent of Employees						
	2022	2017	2014	2011	2008	2005	2001
0 (straight from home to work)	86.5%	80.7%	84.7%	77.7%	81.8%	81.3%	76.2%
1 stop	8.9%	14.0%	11.2%	16.8%	13.4%	13.6%	15.1%
2 stops	4.2%	3.7%	2.7%	4.4%	3.6%	3.8%	3.8%
3+ stops	0.3%	1.5%	1.4%	1.1%	1.3%	1.3%	4.9%
Total	100%	100%	100.0%	100%	100%	100%	100%
Average Number of Stops for ALL respondents	0.18 stops	0.29 stops	0.23 stops	0.29 stops	0.25 stops	0.26 stops	0.54 stops

**Figure 31: Number of Stops Made on Way Home from Work, 1991-2022**

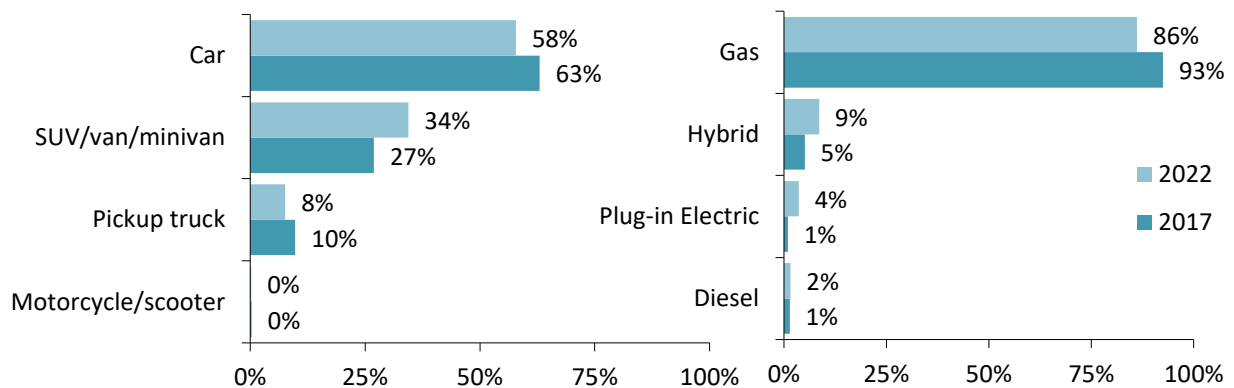
Yesterday, or on the last day you worked, how many stops did you make on your way home?	Percent of Employees											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
0 stops	61.9%	56.6%	25.7%	56.4%	57.9%	53.0%	55.1%	46.3%	50.2%	46.2%	50.0%	47.8%
1 stop	24.8%	24.9%	45.8%	24.2%	23.7%	28.5%	25.5%	26.8%	25.7%	24.2%	26.5%	25.2%
2 stops	10.2%	11.8%	19.1%	12.4%	12.2%	12.0%	11.6%	16.0%	12.5%	16.0%	13.3%	13.7%
3 stops	1.6%	2.7%	4.1%	4.3%	3.9%	3.9%	3.9%	6.2%	7.2%	7.8%	6.7%	8.3%
4 stops	0.9%	1.6%	2.0%	1.4%	1.3%	1.6%	1.1%	2.1%	2.0%	1.9%	2.0%	1.3%
5 + stops	0.6%	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%	100%
Average Number of Stops for ALL respondents	0.6	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	1.6	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 6 out of 10 were a car, while one-third were in an SUV, van or minivan. Nearly all were gas-powered vehicles, although hybrids and plug-in electric cars now account for more than 1 in 10 vehicles, doubling the proportion of 2017.

**Figure 32: Availability of a Motor Vehicle for the Work Commute, 2022**



**Figure 33: Type of Motor Vehicle Used for the Work Commute, 2017-2022**



Most (94%) of the private vehicles used for the work commute in 2022 were occupied by only the driver (see Figure 34). The average vehicle occupancy was 1.06 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 2.09 persons per vehicle, the lowest figure since 1991.

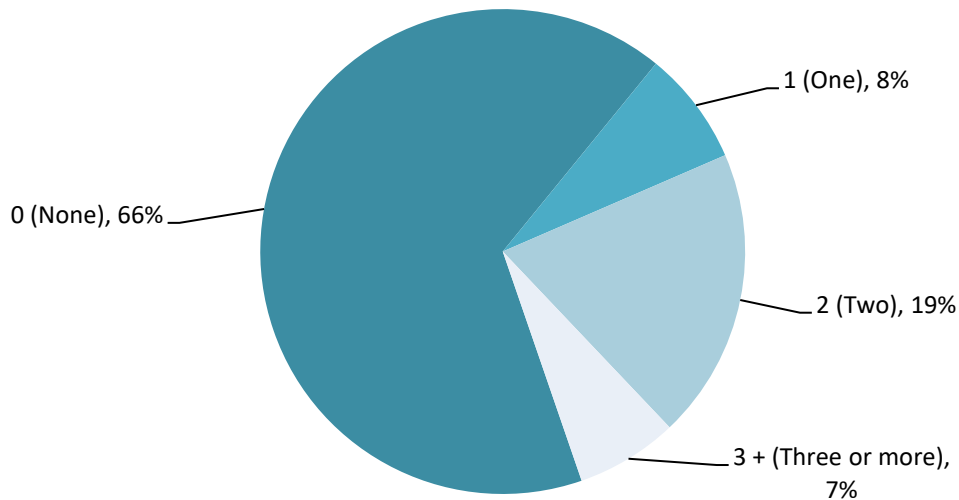
**Figure 34: Vehicle Occupancy, 1991-2022**

Number of Persons in Vehicles	All Automobile Commutes Percent of Respondents											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
1 person	93.9%	92.8%	93.5%	92.1%	89.3%	95.8%	90.6%	91.1%	87.2%	86.1%	88.5%	86.5%
2 persons	5.5%	5.7%	5.0%	6.3%	8.1%	3.4%	8.1%	7.6%	8.9%	9.5%	9.9%	12.2%
3 persons	0.6%	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	0.0%	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%	100%
Mean Vehicle Occupancy (all cars)	1.06	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)	2.09	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, two-thirds reported having made no trips during their previous workday (see Figure 35). Of those who had made at least one workday trip, the average number of trips made was 2.2, while the average number of trips across all respondents, including those who made no trips, was 0.8 (see Figure 36). While there has been some variability in the proportion of respondents saying they make trips during the workday, overall the number has been steadily declining over the years.

**Figure 35: Number of Non-Commute Work Day Trips, 2022**



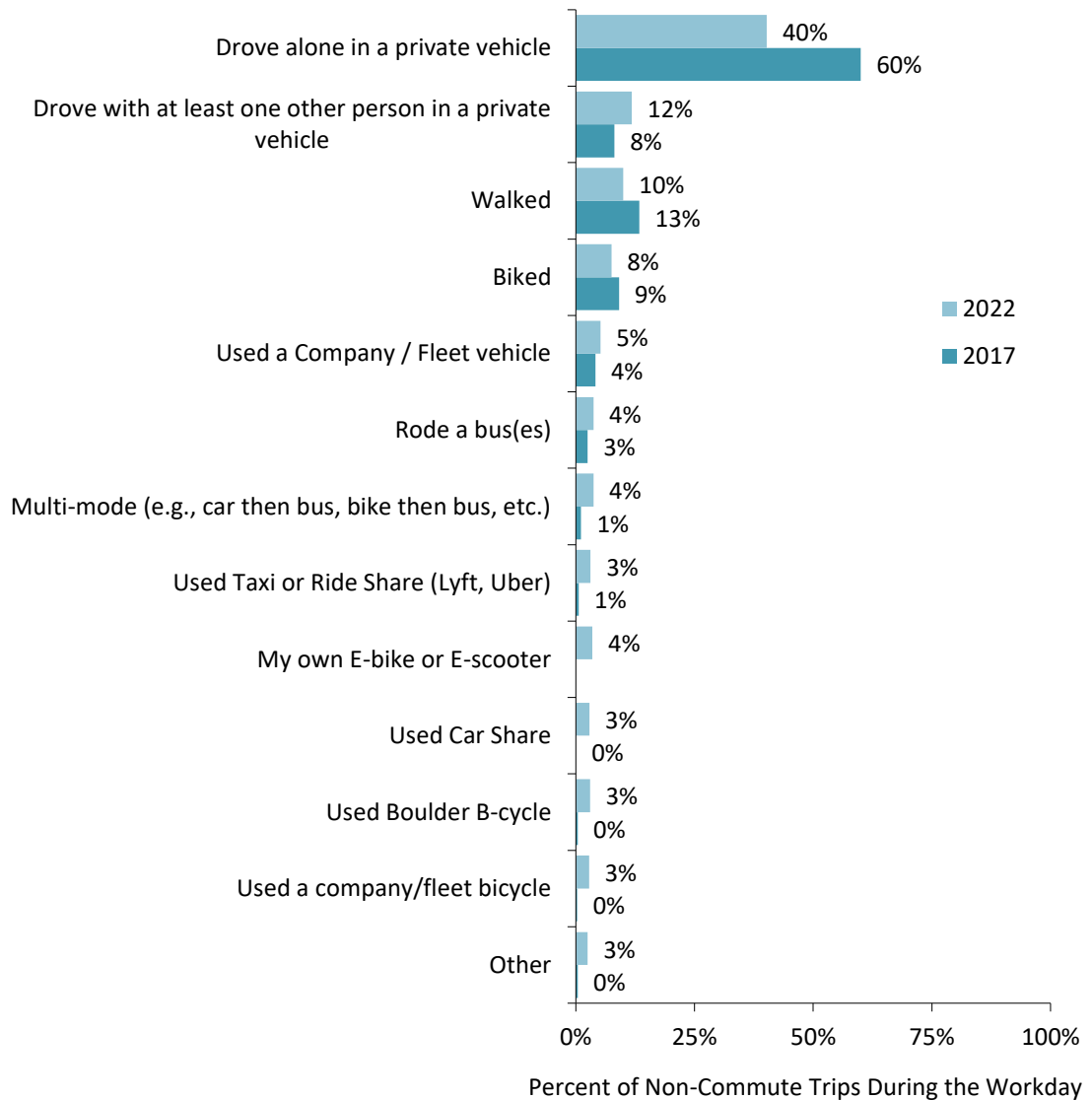
**Figure 36: Number of Trips Made During the Work Day, 1991-2022**

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											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
0	66.1%	50.3%	55.5%	31.8%	50.0%	45.9%	34.9%	35.7%	35.6%	36.2%	35.0%	36.8%
1-2	27.0%	33.7%	29.2%	58.6%	33.0%	36.5%	40.0%	36.9%	39.0%	37.3%	38.1%	36.2%
3-4	5.9%	10.3%	10.5%	5.2%	11.5%	12.3%	16.0%	17.0%	15.2%	16.5%	17.4%	18.3%
5+	0.9%	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%	100%
Average number of trips of all respondents	0.8	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	2.2	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.

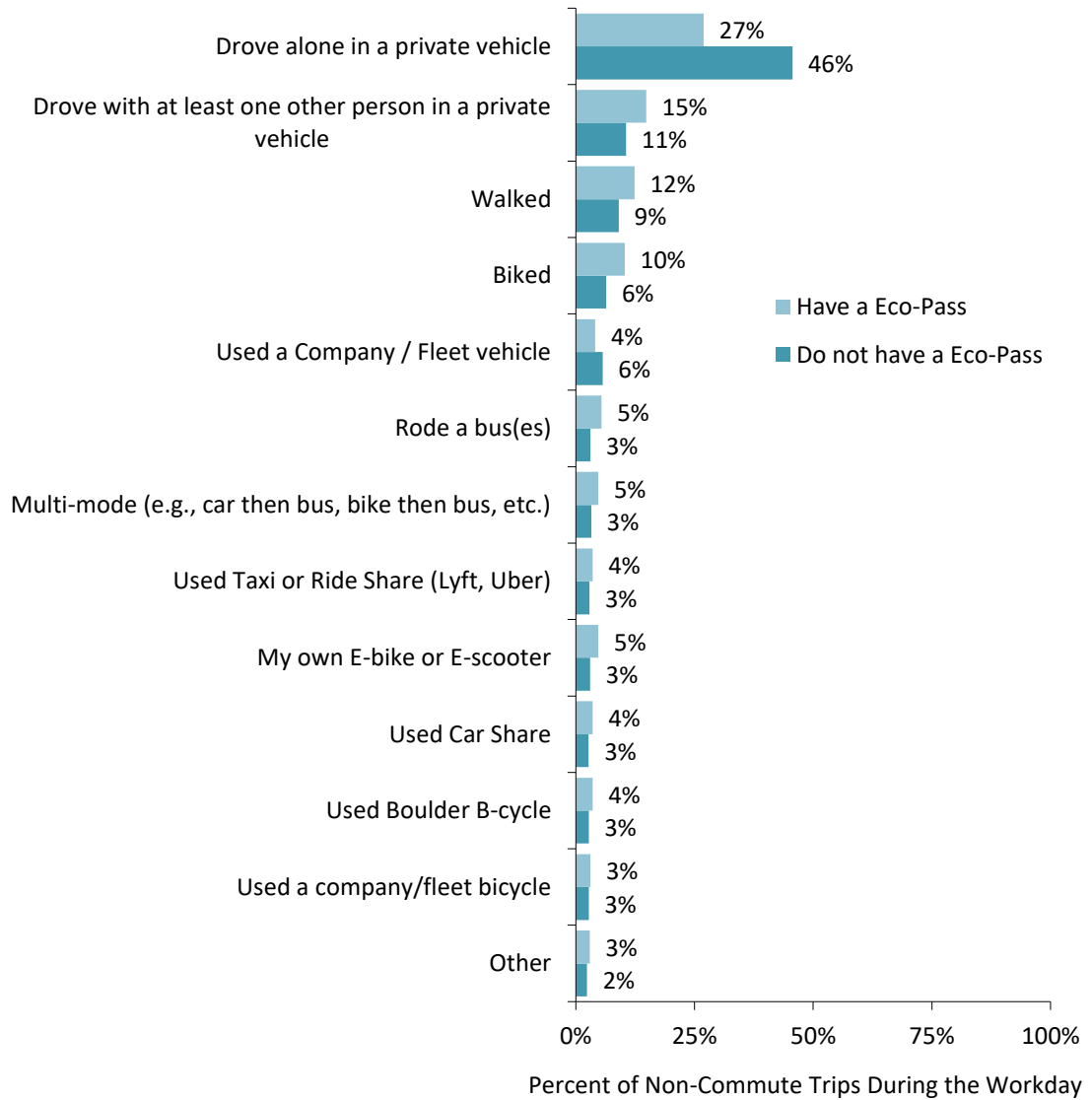
About 50% of non-commute workday trips were made by driving a private vehicle, a company vehicle or a car-share. This was lower than had been observed in 1991, the baseline year, and the lowest ever observed. The proportion of non-commute work day trips made by driving alone dropped to an all-time low of 40%.

**Figure 37: Mode of Non-Commute Work Day Trips, 2017-2022**



Eco-Pass holders tended to drive alone in private vehicles less than employees without an Eco-Pass for completing non-work commute trips. At the same time, Eco-Pass holders tended to walk, ride bikes and buses more frequently than other employees without an Eco-Pass.

**Figure 38: Mode of Non-Commute Work Day Trips by Eco-Pass Status, 2022**





**Figure 39: Modes Used for Trips Made During the Work Day, 1991-2022**

<b>Mode*</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>	<b>2011</b>	<b>2008</b>	<b>2005</b>	<b>2001</b>	<b>1999</b>	<b>1997</b>	<b>1995</b>	<b>1993</b>	<b>1991</b>
SOV	48.5%	62.7%	72.7%	62.2%	70.1%	68.9%	64.9%	69.9%	65.9%	65.1%	71.8%	68.2%
MOV	11.8%	10.1%	11.8%	12.0%	12.5%	13.1%	17.1%	16.7%	14.2%	18.4%	15.0%	18.8%
Used Car Share	2.9%	0.0%	0.2%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Walk	10.0%	13.4%	7.9%	11.6%	8.1%	10.1%	10.7%	6.6%	11.3%	9.3%	6.5%	6.6%
Bicycle	10.3%	9.4%	5.8%	6.5%	4.1%	3.6%	3.2%	3.7%	6.9%	6.6%	4.8%	5.3%
Used Boulder B-cycle	3.0%	0.4%	0.1%	0.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-mode	3.7%	1.1%	0.4%	0.7%	0.7%	0.4%	0.3%	N/A	N/A	N/A	N/A	N/A
Transit	3.7%	2.5%	1.1%	6.5%	4.1%	3.4%	3.8%	2.7%	1.2%	0.6%	1.5%	1.2%
Private E-bike or E-scooter	3.5%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	2.5%	0.4%	0.1%	0.4%	0.4%	0.5%	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

*\*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 40: Primary Mode of Trips Made During the Work Day by Residence, 1991-2022**

Mode		2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
Boulder Resident	SOV	40.5%	46.9%	61.8%	47.1%	57.6%	66%	59%	65%	59%	61%	66%	66%
	MOV	10.9%	10.6%	12.1%	7.2%	9.4%	9%	16%	16%	14%	12%	14%	14%
	Used Car Share	2.6%	0.0%	0.5%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Walk	12.8%	20.5%	10.5%	20.2%	13.6%	11%	15%	9%	13%	14%	9%	8%
	Bicycle	16.4%	18.0%	12.6%	11.1%	9.2%	7%	5%	6%	11%	11%	8%	10%
	Used Boulder B-cycle	2.6%	0.1%	0.2%	0.2%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Multi-mode	4.2%	0.9%	0.6%	1.3%	1.0%	<1%	1%	N/A	N/A	N/A	N/A	N/A
	Transit	4.6%	2.1%	1.3%	11.8%	8.9%	7%	4%	4%	2%	1%	3%	2%
	Private E-bike or E-scooter	3.9%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Other	1.8%	0.9%	0.3%	1.1%	0.4%	<1%	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	
Resident Outside Boulder	SOV	53.7%	76.3%	80.8%	73.2%	77.2%	71%	71%	75%	75%	69%	78%	71%
	MOV	12.2%	9.5%	12.1%	15.4%	14.4%	16%	18%	18%	14%	25%	16%	24%
	Used Car Share	3.1%	0.0%	0.0%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Walk	8.2%	7.4%	5.4%	5.4%	4.9%	9%	6%	4%	10%	4%	4%	4%
	Bicycle	6.9%	2.1%	0.8%	3.0%	1.1%	1%	1%	2%	1%	2%	1%	5%
	Used Boulder B-cycle	3.2%	0.6%	0.1%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Multi-mode	3.3%	1.4%	0.3%	0.3%	0.6%	<1%	0%	N/A	N/A	N/A	N/A	N/A
	Transit	3.1%	2.9%	0.6%	2.7%	1.4%	1%	4%	1%	<1%	<1%	1%	1%
	Private E-bike or E-scooter	3.3%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Other	2.9%	0.0%	0.0%	0.0%	0.5%	<1%	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	

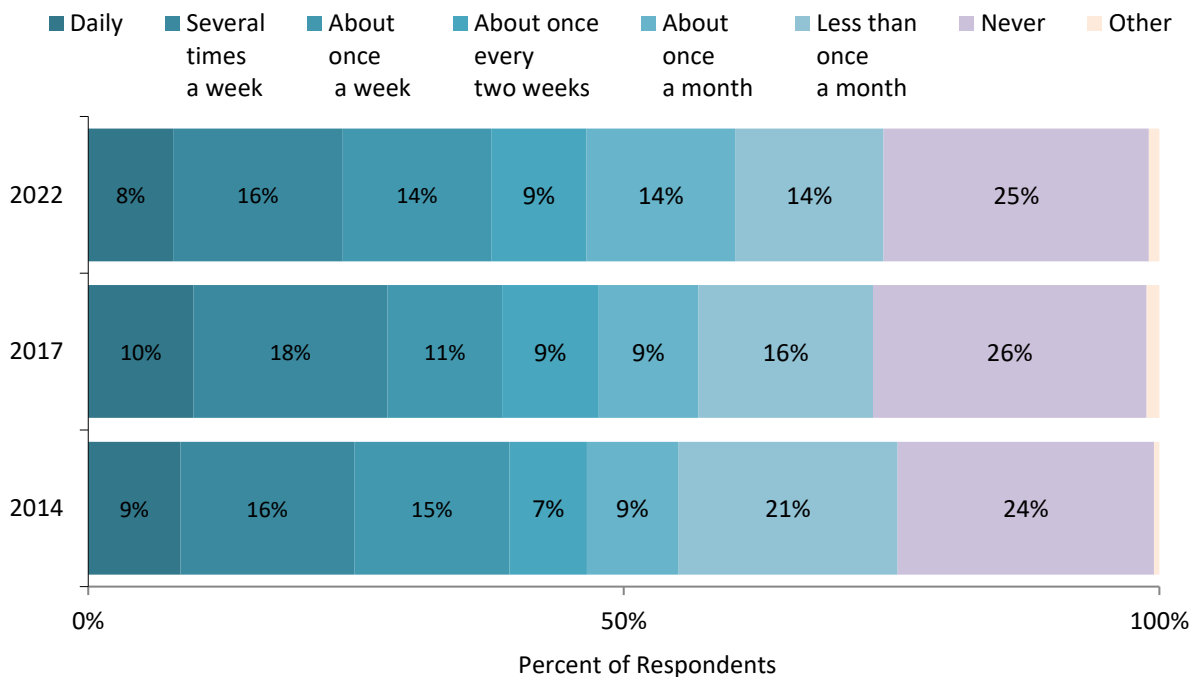
*\*From 2005 and after, Boulder calculations do not include unincorporated Boulder as the previous years did. In 2014 questions about workday trips were only included on the web version of the survey and the 4-page version of the hard copy survey, so some respondents were not asked these questions.*

### Work-Related Errands and Off-Site Meetings

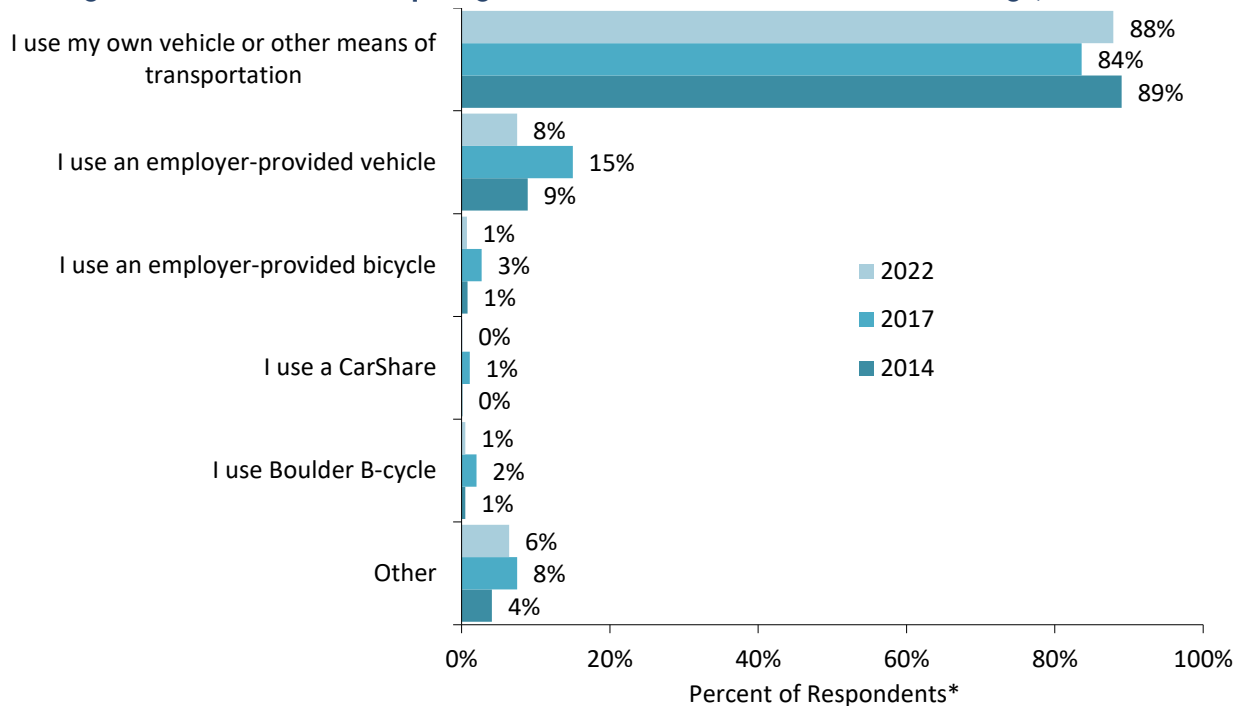
Survey participants were asked how often they traveled away from their primary workplace during the workday for work-related errands or to attend off-site meetings. About a quarter of respondents said they never traveled off-site for their job (see Figure 41), while another 14% needed to do so less than once a month. About 23% 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 at least once a week (but not daily).

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 (88%), those who were required to run errands or attend meetings away from their place of employment had to provide their own transportation (see Figure 42 on the next page).

**Figure 41: Frequency of Off-Site Work-Related Travel, 2014-2022**



**Figure 42: Status of Job Requiring Work-Related Errands or Off-site Meetings, 2014-2022**



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

**Figure 43: Modal Share of the Work Commute by Whether Job Requires Off-site Travel, 1991-2022**

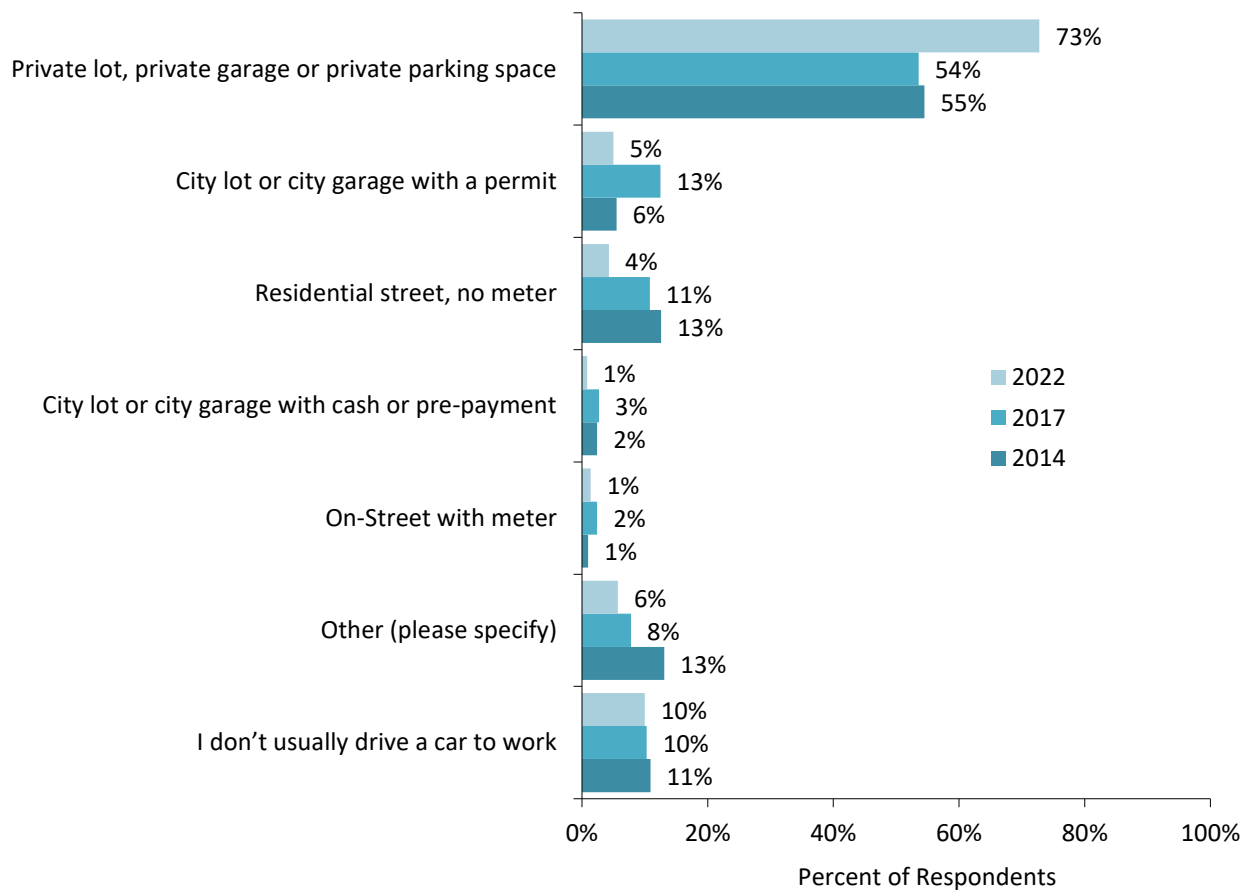
Vehicle Requirements	Percent Driving Alone for the Work Commute											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
Job does not require errands or off-site meetings/ Never runs work-related errands*	66.0%	63.0%	61.6%	73.0%	65.2%	66.7%	66.3%	73.7%	65.4%	69.6%	74.4%	68.8%
Job does require off-site travel/ Makes trips for work; Employee must provide own vehicle*	73.8%	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*	69.6%	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 drove a car to work. Only 10% said they don't usually drive a car to work. Over two-thirds of respondents said they parked in a private lot, private garage or a private parking space. Four percent parked on a residential street with no meter, while an additional 1% parked on street at a meter. About 6% parked 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 Answers to "Other, Specify" Responses*.

**Figure 44: Type of Parking Space Usually Used, 2014-2022**

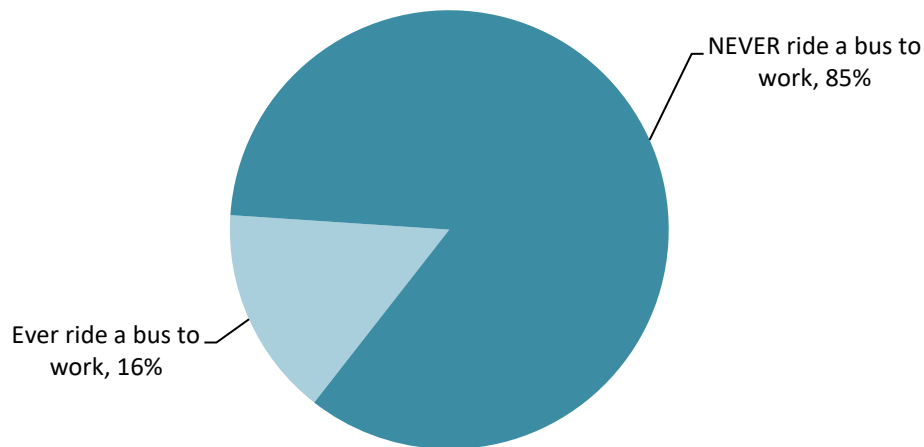


## Use of Transit

### Use of a Bus for Work Commute Trips

When asked if they ever rode a bus to work, about one-sixth of those completing the 2022 employee transportation survey said they did so. This was a substantial decrease from previous years (see Figure 46). Boulder residents tended to ride a bus to work in greater proportion than residents living outside the city limits (see Figure 47).

**Figure 45: Use of Transit for the Commute, 2022**



**Figure 46: Use of Transit for the Commute, 2005-2022**

Do you ever ride a bus to work?	Percent of Respondents					
	2022	2017	2014	2011	2008	2005
Yes	15.5%	34.4%	32.0%	33.5%	27.8%	34.0%
No	84.5%	65.6%	68.0%	66.5%	72.2%	66.0%
Total	100%	100%	100%	100%	100%	100%

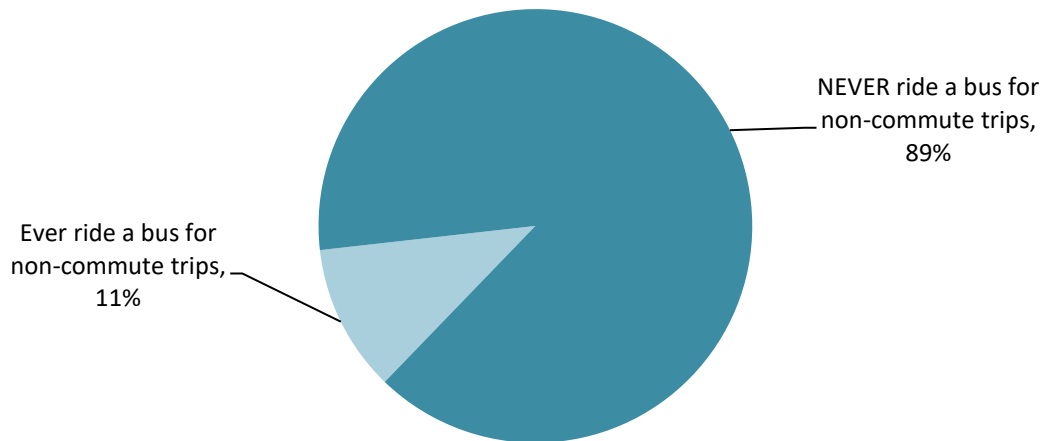
**Figure 47: Use of Transit for the Commute by Boulder and Non-Boulder Residents, 2022**

Do you ever ride a bus to work?	Boulder Residents	Non-Boulder residents
Yes	22.0%	11.5%
No	78.0%	88.5%
Total	100%	100%

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

About 1 in 10 respondents reported riding a bus for non-commute trips during a typical week. This represents a sharp decrease from 2017 and the lowest level since 2005. The average number of trips per respondent made during a typical week for non-commute trips on the bus was 0.4 trips per week. Among those who typically made at least one trip, the average number of non-commute bus trips per week was 2.8.

**Figure 48: Use of Transit for Non-Commute Trips, 2022**



**Figure 49: Average Number of Non-Commute Transit Trips in a Typical Week, 2005-2022**

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					
	2022	2017	2-14	2011	2008	2005
Average number of one-way trips by ALL respondents	0.4	0.7	0.6	0.8	0.6	0.8
Average number of one-way trips by those reporting making at least one trip	2.8	2.9	3.0	3.5	3.3	4.0

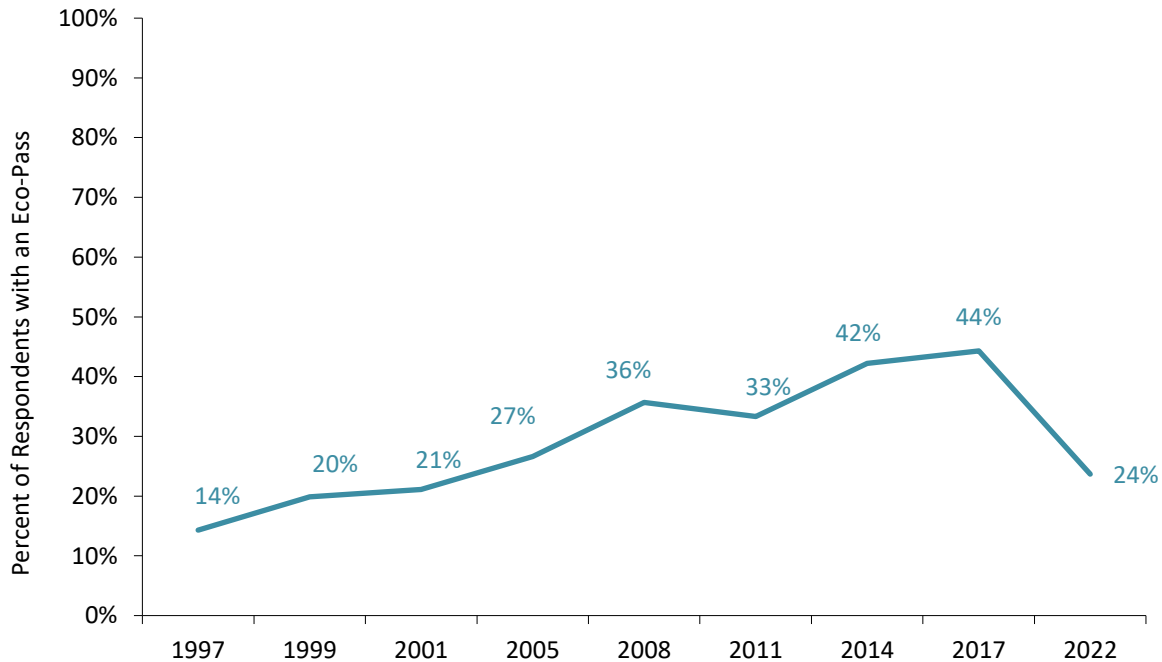
**Figure 50: Percent of Respondents Making Non-Commute Transit Trips in a Typical Week, 2005-2022**

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					
	2022	2017	2014	2011	2008	2005
Make no transit trips	89.0%	75.8%	79.6%	76.8%	81.5%	80%
Make one or more transit trips	11.0%	24.2%	20.4%	23.2%	18.5%	20%
Total	100%	100%	100%	100%	100%	100%

### Employees’ Eco-Pass Status

In 2022, a quarter of respondents reported they had an Eco-Pass. Eco-Pass possession increased steadily from 1997 to 2008, leveled off from 2008 to 2011, increased again in 2014 and 2017 and sharply dropped in 2022.

**Figure 51: Eco-Pass Status, 1997-2022**



**Figure 52: Percent of Employees Who Have an Eco-Pass, 1997-2022**

Do you have an Eco-Pass?	Percent of Respondents								
	2022	2017	2014	2011	2008	2005	2001	1999	1997*
Yes, through my employer	13.9%	30.4%	26.7%	19.1%	18.6%	11.4%	15.6%	13.4%	14.3%
Yes, a downtown Eco-Pass**	5.8%	7.0%	8.4%	6.4%	6.4%	6.9%			
Yes, through my neighborhood	2.0%	3.2%	2.6%	3.3%	2.0%	3.3%	1.4%	1.6%	
Yes, a CU Boulder Student Pass	0.6%	3.4%	2.8%	2.4%	4.2%	4.5%	3.3%	4.2%	
Yes, a CU Boulder faculty/staff pass	1.7%	0.3%	1.6%	2.1%	4.6%	0.5%	0.8%	0.7%	
No	76.1%	55.7%	57.8%	66.7%	64.3%	73.4%	78.9%	80.1%	85.7%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

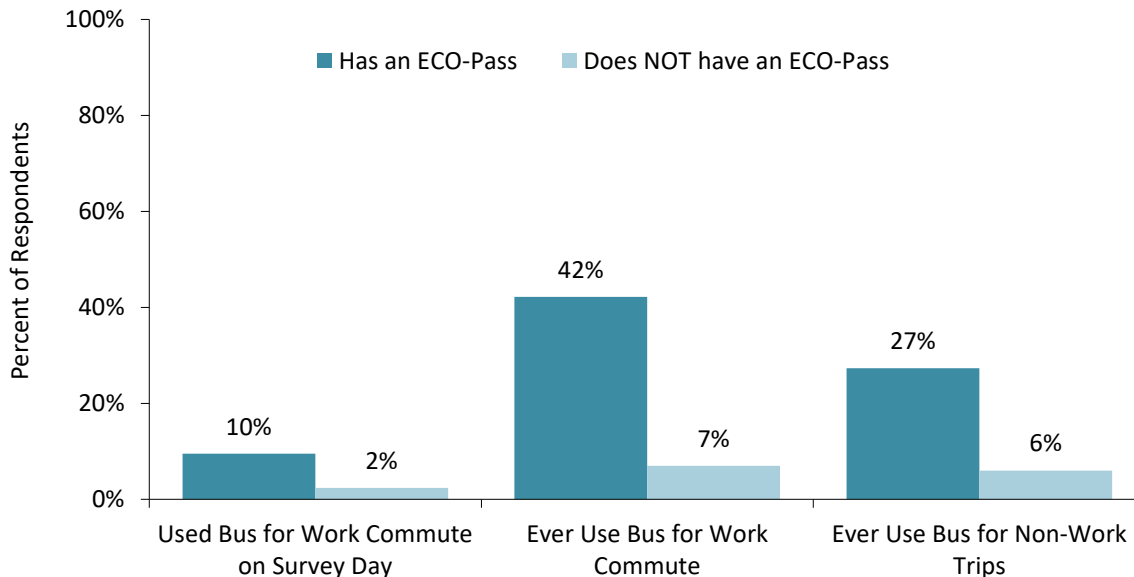
\*In 1997, employees were not asked what type of Eco-Pass they had.

\*\*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 higher use of transit for work and non-work trips. About 10% of employees with an Eco-Pass rode a bus for the work commute on the survey day compared to just 2% 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 53: Use of Transit by Eco-Pass Status, 2022**



**Figure 54: Used a Bus for the Work Commute on the Day of the Survey by Eco-Pass Status, 1997-2022**

Used a bus for any part of the work commute on the survey day	Percent of Respondents Who Used a Bus								
	2022	2017	2014	2011	2008	2005	2001	1999	1997
Have an Eco-Pass	9.5%	18.7%	18.6%	24.6%	23.3%	26.4%	13.1%	13.3%	13.2%
Do NOT have an Eco-Pass	2.4%	3.7%	3.7%	2.0%	3.2%	3.0%	3.4%	2.0%	2.8%

**Figure 55: Ever Ride a Bus for Work Commute by Eco-Pass Status, 2005-2022**

Do you ever ride a bus to work?	Percent of Respondents Who Used a Bus					
	2022	2017	2014	2011	2008	2005
Have an Eco-Pass	42.2%	59.3%	59.2%	68.8%	54.6%	62.5%
Do NOT have an Eco-Pass	7.0%	14.2%	12.0%	15.9%	12.4%	10.3%

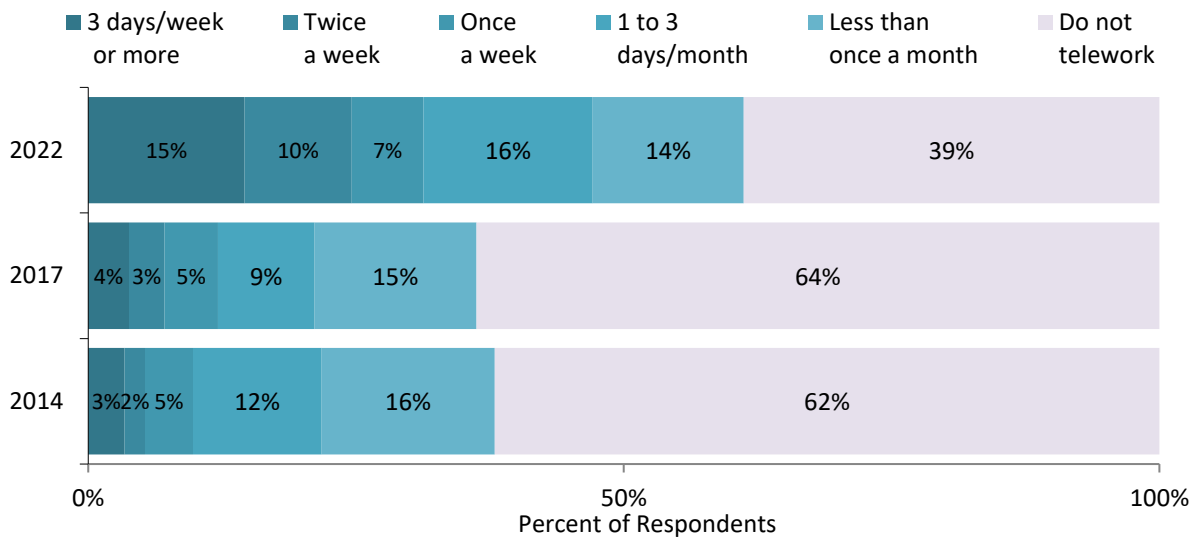
**Figure 56: Used Transit for Non-Work Commute Trips by Eco-Pass Status, 2005-2022**

Use of transit for non-work commute trips	Percent of Respondents Who Used a Bus					
	2022	2017	2014	2011	2008	2005
Have an Eco-Pass	27.3%	40.7%	35.9%	38.2%	37.9%	38.2%
Do NOT have an Eco-Pass	6.0%	9.7%	8.3%	6.1%	8.0%	6.1%

### Employer Encouraged Alternative Modes

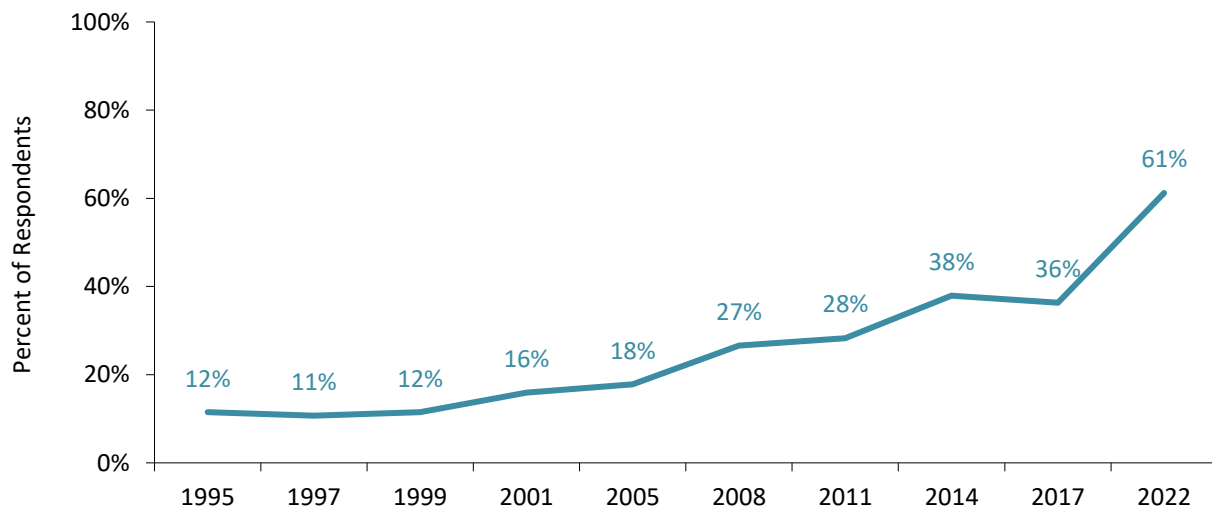
Respondents were provided with a definition of teleworking as employees working at home instead of going into the office. They were then asked how often, if ever, they teleworked. About 6 out of 10 respondents reported that they teleworked at least occasionally, a major bump from 2017. Half of the respondents who did telework did so three days per month or less, while the other half reported they teleworked at least once per week.

**Figure 57: Teleworking Status, 2014-2022**



The percentage of respondents who teleworked at least some of the time has been increasing over the last 25 years, from about 12% in 1995 to 36% in 2017, with a large increase to 61% in 2022, a likely collateral effect of the Covid-19 pandemic.

**Figure 58: Percent of Respondents Who Ever Telework, 1995-2022**



**Figure 59: Teleworking Patterns of Respondents, 1995-2022**

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									
	2022*	2017	2014*	2011	2008	2005	2001*	1999	1997	1995
Never telecommutes	38.8%	63.7%	62.1%	71.7%	73.4%	82.2%	84.1%	88.5%	89.3%	88.5%
Telecommutes less than once a month	14.1%	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	15.8%	9.0%	12.0%	8.7%	8.4%	5.9%	5.0%	2.8%	2.8%	3.0%
Telecommutes once a week	6.7%	5.0%	4.5%	5.0%	2.3%	2.4%	1.9%	0.9%	1.3%	1.2%
Telecommutes twice a week	10.0%	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	13.6%	3.8%	3.4%	2.8%	2.3%	2.1%	1.7%	1.6%	2.2%	2.6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

\*Full text of the question was “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)”.

-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.

-In 2022 “Telecommutes 3 days a week or more” was replaced by “Three or four days a week” and “Every day (I always work at home)”, see Appendix A: Complete Set of Survey Responses.

**Figure 60: Percent of Respondents Who Worked at Home the Day They Completed the Survey, 1991-2022**

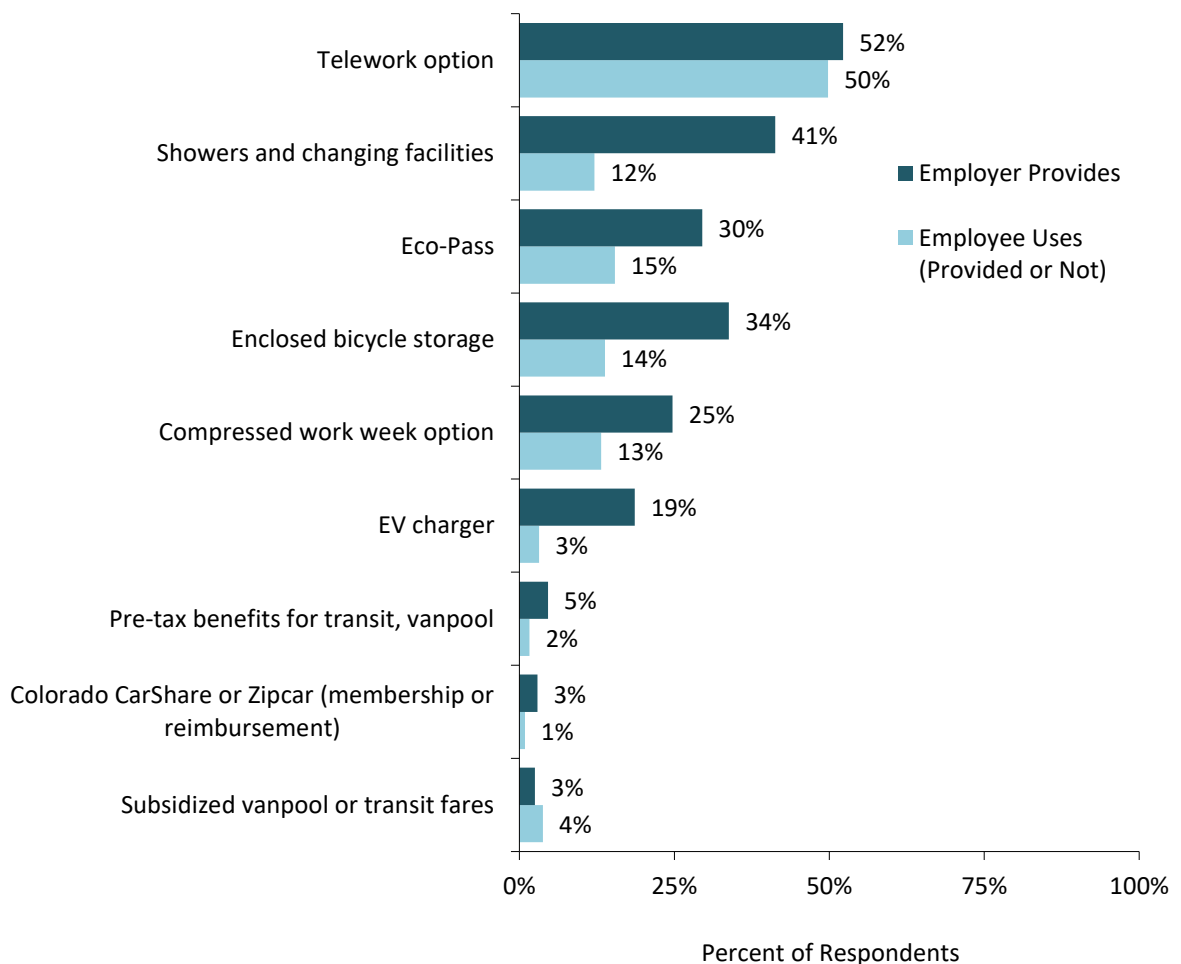
How did you get to work today?	Percent of Respondents											
	2022	2017	2014	2011	2008	2005	2001	1999	1997	1995	1993	1991
Worked at Home	13.6%	5.0%	3.3%	1.9%	1.9%	3.9%	2.6%	3.5%	3.1%	2.3%	2.1%	1.6%
Other Mode	86.4%	95.0%	96.7%	98.1%	98.1%	96.1%	97.4%	96.5%	96.9%	97.7%	97.9%	98.4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*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.

About half of respondents, 52%, reported their employer provided a telework option and most of them had used it. Meanwhile, 41% of respondents reported their employer provided showers and changing facilities, although just 12% of all respondents has used them. About one-third of those completing the survey reported their employer provided an Eco-Pass option, and half of them had used one in the past year.

Figure 61: Employer Provided Incentives and Use of Incentives, 2022



**Figure 62: Employer Provided Transportation Incentives, 2008-2022**

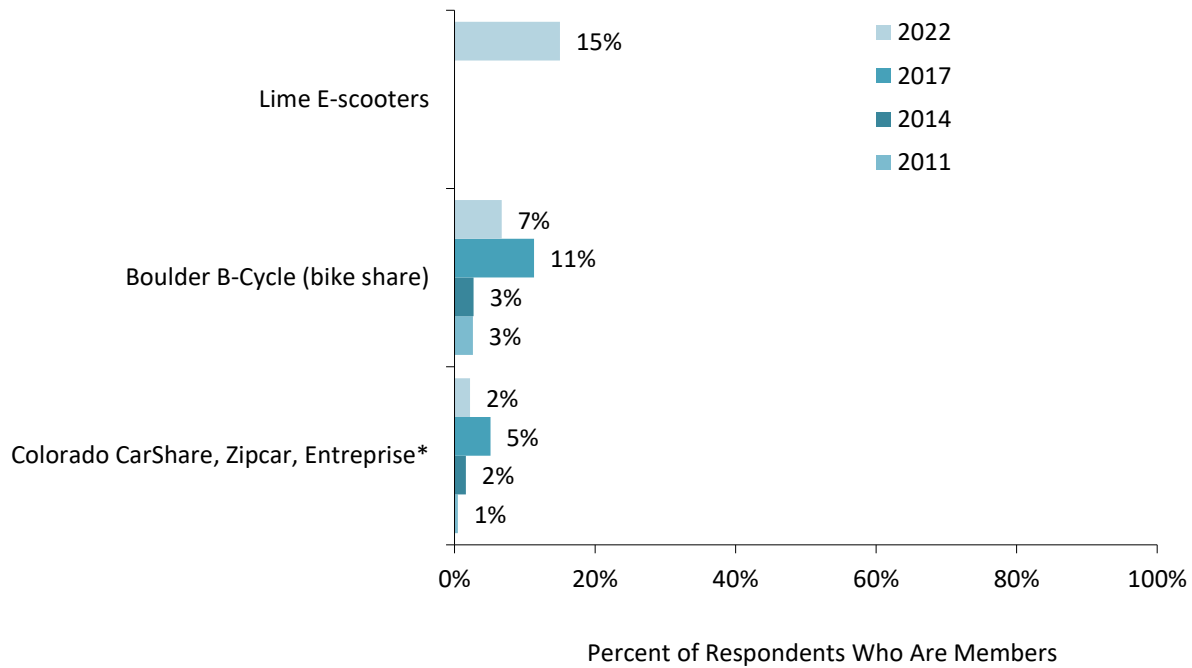
For each of the following, please indicate which your employer makes available to you and which you have used in the past 6 months.*	Employer Provides					Employee Uses (If Provided)					Employee Uses (Provided or Not)				
	2022	2017	2014	2011	2008	2022	2017	2014	2011	2008	2022	2017	2014	2011	2008
Eco-Pass	30%	45%	32%	32%	36%	52%	65%	55%	73%	61%	15%	32%	20%	23%	25%
Telework option	52%	34%	34%	24%	22%	95%	76%	77%	69%	76%	50%	26%	26%	16%	19%
Showers and changing facilities	41%	32%	36%	43%	43%	29%	32%	31%	41%	35%	12%	11%	11%	18%	22%
Compressed work week option	25%	30%	26%	22%	19%	53%	42%	75%	63%	66%	13%	14%	19%	14%	15%
Enclosed bicycle storage	34%	21%	28%	20%	20%	41%	50%	37%	41%	48%	14%	11%	11%	8%	9%
Boulder B-cycle (bike share) membership	N/A	15%	7%	5%	N/A	N/A	37%	10%	22%	N/A	N/A	6%	3%	1%	1%
Level 2 EV charger	19%	11%	N/A	N/A	N/A	17%	4%	N/A	N/A	N/A	3%	1%	N/A	N/A	N/A
Level 1 EV charger		9%	N/A	N/A	N/A		2%	N/A	N/A	N/A		0%	N/A	N/A	N/A
Subsidized vanpool or transit fares	3%	7%	7%	2%	2%	N/A	16%	7%	2%	24%	4%	2%	1%	0%	0%
Pre-tax benefits for transit, vanpool	5%	6%	2%	2%	2%	35%	20%	22%	2%	10%	2%	1%	0%	0%	0%
Colorado CarShare or Zipcar (membership or reimbursement)	3%	5%	2%	1%	N/A	31%	15%	15%	1%	N/A	1%	2%	1%	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.

### Shared mobility users

The proportion of respondents reporting having a membership of car-share and bike-share companies decreased in 2022. About 15% of respondents said they were members of Lime E-scooters, while 7% said the same about Boulder B-Cycle, compared with 11% in 2017. Colorado CarShare, Zipcar and Enterprise membership also decreased, from 5% in 2017 to 2% in 2022.

**Figure 63: Membership of shared mobility apps, 2011-2022**



\*Before 2022 the question asked about “eGo CarShare”.

## 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 (or the last day you worked)? (Please check all that apply)*	Percent	Number
Drove alone	73%	N=639
Drove with at least one other person. How many others total? ..... 1.06 (average) How many who were under age 16?.....0.10 (average)	5%	N=43
Walked	4%	N=31
Biked	6%	N=51
Used E-scooter or another lightweight EV	0%	N=2
Rode a bus or buses	4%	N=36
Carried a bike on a bus or buses	0%	N=1
Used a Park-n-Ride	0%	N=0
Taxi / Ride share (Uber / Lyft)	0%	N=1
Worked at home	14%	N=119
Other	1%	N=6

**Table 2: Question #1 (multiple responses coded as multiple modes)**

How did you get to work today (or the last day you worked)? (Please check all that apply)*	Percent	Number
Drove alone	70%	N=613
Drove with at least one other person	4%	N=37
Walked	2%	N=19
Biked	5%	N=40
Used E-scooter or another lightweight EV	0%	N=0
Rode a bus or buses	2%	N=21
Carried a bike on a bus or buses	0%	N=1
Used Park and Ride	0%	N=0
Taxi / Ride share (Uber / Lyft)	0%	N=0
Worked at home	11%	N=98
Other	1%	N=6
Multiple modes	4%	N=38
Total	100%	N=874

**Table 3: Question #1 Type of Vehicle**

If you drove, what type of vehicle?	Percent	Number
Private vehicle	99%	N=666
Company/fleet vehicle	1%	N=10
Car share	0%	N=0
Vanpool	0%	N=0
Taxi/Ride share (Uber/ Lyft)	0%	N=0
Total	100%	N=676

**Table 4: Question #1 Type of Bike**

Was it a...?	Percent	Number
Private bike	71%	N=36
Company bike	2%	N=1
Private Ebike	24%	N=12
BCycle	2%	N=1
Total	100%	N=50

**Table 5: Question #1 Type of E-Scooter**

Was the e-scooter or lightweight EV...	Percent	Number
Private	78%	N=2
Shared	22%	N=1
Total	100%	N=2

**Table 6: Question #1 Number of Passengers**

If you drove with others, how many others?	0		1		2		Total	
	Percent	Number	Percent	Number	Percent	Number	Percent	Number
How many others were in the vehicle?	4%	N=2	86%	N=37	10%	N=4	100%	N=43
How many of them were under 16 years old?	92%	N=39	7%	N=3	1%	N=1	100%	N=43

**Table 7: Question #2**

About how far is your home from work? (miles)	Percent	Number
0 to 2 miles	12%	N=99
3 to 5 miles	21%	N=177
6 to 10 miles	15%	N=129
11 to 20 miles	32%	N=274
Over 20 miles	20%	N=166
Total	100%	N=844
<b>Average number of miles</b>	<b>13.3 miles</b>	



**Table 8: Question #3**

About what time did you leave home for work today (or the last day you commuted to work)?	Percent	Number	Time	%	N	Time	%	N
0:40	0%	N=1	7:54	0%	N=1	11:40	0%	N=1
1:30	0%	N=1	7:54	0%	N=1	11:45	0%	N=2
2:39	0%	N=0	7:56	0%	N=0	11:55	0%	N=2
2:40	0%	N=0	8:00	11%	N=89	12:00	0%	N=2
4:00	0%	N=0	8:05	0%	N=1	12:30	0%	N=1
4:30	0%	N=3	8:07	0%	N=0	12:40	0%	N=1
4:40	0%	N=1	8:09	1%	N=4	12:45	1%	N=6
4:45	0%	N=1	8:13	0%	N=1	13:00	0%	N=1
4:50	0%	N=0	8:15	2%	N=17	13:30	1%	N=7
5:00	1%	N=5	8:16	0%	N=2	14:00	1%	N=6
5:15	0%	N=1	8:20	1%	N=12	14:15	1%	N=7
5:20	0%	N=3	8:24	1%	N=5	14:30	0%	N=1
5:30	2%	N=13	8:30	6%	N=52	14:35	0%	N=1
5:40	0%	N=1	8:35	1%	N=7	14:45	0%	N=1
5:45	1%	N=5	8:40	1%	N=5	14:50	0%	N=0
5:55	0%	N=0	8:45	4%	N=32	15:00	0%	N=0
6:00	2%	N=18	8:50	1%	N=8	15:15	1%	N=6
6:10	0%	N=1	8:55	0%	N=2	15:24	0%	N=1
6:12	0%	N=0	9:00	4%	N=33	15:30	0%	N=1
6:15	1%	N=4	9:05	0%	N=2	15:40	1%	N=6
6:20	0%	N=1	9:15	1%	N=6	15:45	0%	N=0
6:24	0%	N=0	9:20	1%	N=6	16:00	0%	N=3
6:30	3%	N=24	9:25	0%	N=1	16:19	0%	N=0
6:40	1%	N=7	9:30	3%	N=29	16:45	0%	N=0
6:45	3%	N=21	9:35	0%	N=3	17:00	0%	N=2
6:50	0%	N=2	9:38	0%	N=1	17:30	0%	N=0
6:55	0%	N=1	9:45	0%	N=4	18:00	0%	N=0
7:00	8%	N=69	9:50	1%	N=5	18:45	0%	N=1
7:07	0%	N=2	10:00	1%	N=9	19:30	0%	N=2
7:09	1%	N=9	10:02	0%	N=3	20:25	0%	N=0
7:13	0%	N=0	10:10	0%	N=1	20:30	1%	N=6
7:15	4%	N=34	10:15	0%	N=1	21:05	0%	N=1
7:19	2%	N=19	10:20	1%	N=6	23:40	0%	N=0
7:21	0%	N=0	10:30	0%	N=4	23:45	0%	N=1
7:25	1%	N=5	10:40	0%	N=3			
7:30	9%	N=78	10:45	0%	N=2			
7:35	1%	N=6	10:50	0%	N=1			
7:40	1%	N=12	10:55	0%	N=1			
7:45	6%	N=47	11:00	0%	N=2			
7:50	1%	N=12	11:30	0%	N=3	<b>Total</b>	<b>100%</b>	<b>N=841</b>

**Table 9: Question #4**

<b>Did you come straight to work from home today (or the last day you commuted to work)?</b>	<b>Percent</b>	<b>Number</b>
Yes	86%	N=741
No	14%	N=119
Total	100%	N=861

**Table 10: Question #4a**

<b>(Among those who came straight to work from home) About how many minutes did it take?</b>	<b>Percent</b>	<b>Number</b>
5 minutes or less	4%	N=32
6 to 10 minutes	12%	N=87
11 to 15 minutes	14%	N=104
16 to 20 minutes	15%	N=108
21 to 30 minutes	24%	N=176
31 to 45 minutes	22%	N=156
46 to 60 minutes	6%	N=43
More than 60 minutes	2%	N=16
Total	100%	N=722
<b>Average number of minutes</b>	26 minutes	

**Table 11: Question #4b**

<b>(Among those who made stops) How many stops did you make on the way to work?</b>	<b>Percent</b>	<b>Number</b>
1 stop	66%	N=77
2 stops	31%	N=36
3 stops	2%	N=3
Total	100%	N=116
<b>Average number of stops</b>	1.4 stops	

**Table 12: Question #5**

<b>Yesterday, or on the last day you commuted to work, how many stops did you make on your way home?</b>	<b>Percent</b>	<b>Number</b>
No stops	62%	N=522
1 stop	25%	N=210
2 stops	10%	N=86
3 stops	2%	N=13
4 stops	1%	N=7
5 or more stops	1%	N=5
Total	100%	N=844
<b>Average number of stops</b>	0.6 stops	

**Table 13: Question #5**

<b>(Among those who made stops) Yesterday, or on the last day you commuted to work, how many stops did you make on your way home?</b>	<b>Percent</b>	<b>Number</b>
1 stop	65%	N=210
2 stops	27%	N=86
3 stops	4%	N=13
4 stops	2%	N=7
5 or more stops	2%	N=5
Total	100%	N=322
<b>Average number of stops</b>	<b>1.6 stops</b>	

**Table 14: Question #6**

About what time do you usually arrive at work?	Percent	Number	Time	%	N	Time	%	N
0:30	0%	N=1	7:50	2%	N=15	11:56	0%	N=2
1:30	0%	N=1	7:54	1%	N=11	12:00	1%	N=6
2:30	0%	N=0	8:00	11%	N=90	12:30	1%	N=5
4:40	0%	N=0	8:05	0%	N=2	12:45	0%	N=0
4:55	0%	N=0	8:07	0%	N=2	12:55	0%	N=2
5:00	0%	N=2	8:09	1%	N=9	13:00	0%	N=3
5:15	0%	N=1	8:15	3%	N=26	13:30	0%	N=0
5:20	0%	N=1	8:20	0%	N=3	13:54	0%	N=0
5:25	0%	N=0	8:24	1%	N=6	14:00	1%	N=10
5:30	0%	N=3	8:30	10%	N=85	14:15	0%	N=0
5:35	0%	N=1	8:35	1%	N=4	14:30	0%	N=1
5:40	0%	N=1	8:40	1%	N=6	14:45	0%	N=1
5:45	0%	N=2	8:45	3%	N=26	15:00	1%	N=9
5:50	0%	N=1	8:50	1%	N=4	15:15	0%	N=1
6:00	1%	N=9	8:52	0%	N=1	15:30	0%	N=1
6:10	0%	N=0	8:55	1%	N=5	15:45	0%	N=1
6:15	0%	N=2	8:58	0%	N=1	15:49	0%	N=1
6:20	0%	N=1	9:00	17%	N=139	16:00	0%	N=1
6:30	2%	N=15	9:01	0%	N=0	17:00	0%	N=1
6:32	0%	N=0	9:05	0%	N=4	17:15	0%	N=0
6:34	0%	N=1	9:10	0%	N=3	17:20	0%	N=0
6:40	0%	N=0	9:15	1%	N=12	17:30	0%	N=2
6:45	1%	N=5	9:20	0%	N=1	17:50	0%	N=0
6:50	1%	N=4	9:30	3%	N=21	17:55	0%	N=0
6:55	0%	N=2	9:45	1%	N=8	19:30	0%	N=3
7:00	4%	N=35	9:50	0%	N=1	20:00	0%	N=2
7:05	0%	N=1	9:55	0%	N=1	21:15	0%	N=1
7:09	0%	N=2	10:00	4%	N=34	21:30	1%	N=6
7:15	1%	N=8	10:10	0%	N=0	11:56	0%	N=2
7:19	2%	N=12	10:15	0%	N=4			
7:25	1%	N=5	10:20	0%	N=0			
7:30	7%	N=59	10:30	0%	N=4			
7:35	0%	N=1	10:40	1%	N=6			
7:37	0%	N=0	10:45	0%	N=1			
7:40	1%	N=6	11:00	0%	N=4			
7:45	4%	N=29	11:10	0%	N=0			
7:47	0%	N=1	11:30	0%	N=1	<b>Total</b>	<b>100%</b>	<b>N=811</b>

**Table 15: Question #7**

About what time do you usually leave work?	Percent	Number	Time	%	N	Time	%	N
0:30	0%	N=1	9:00	0%	N=2	17:40	0%	N=0
1:00	0%	N=0	9:30	0%	N=1	17:45	1%	N=7
1:05	0%	N=1	9:45	0%	N=0	17:55	0%	N=0
1:39	0%	N=0	11:00	0%	N=1	18:00	10%	N=85
2:00	0%	N=1	11:30	0%	N=0	18:05	0%	N=1
2:30	0%	N=1	12:00	1%	N=5	18:10	0%	N=1
3:00	0%	N=1	12:04	0%	N=2	18:15	1%	N=5
3:15	0%	N=0	12:30	0%	N=2	18:20	0%	N=3
3:30	0%	N=2	13:00	1%	N=7	18:30	1%	N=4
4:00	1%	N=4	13:12	0%	N=1	18:45	0%	N=4
4:30	1%	N=4	13:30	0%	N=1	18:50	0%	N=1
4:35	0%	N=0	14:00	2%	N=20	19:00	1%	N=9
4:45	0%	N=1	14:30	1%	N=6	19:05	0%	N=2
4:50	0%	N=0	14:35	0%	N=0	19:08	0%	N=2
5:00	1%	N=12	14:45	0%	N=0	19:10	0%	N=3
5:30	0%	N=3	15:00	5%	N=43	19:15	1%	N=6
5:45	0%	N=1	15:10	0%	N=2	19:30	0%	N=1
6:00	0%	N=3	15:15	1%	N=6	20:00	1%	N=5
6:15	0%	N=1	15:20	0%	N=1	20:15	0%	N=1
6:24	0%	N=0	15:30	5%	N=38	20:30	0%	N=2
6:30	0%	N=1	15:40	1%	N=6	21:00	0%	N=1
6:40	0%	N=0	15:45	0%	N=1	21:30	1%	N=6
6:50	0%	N=1	15:49	0%	N=1	21:50	0%	N=0
6:55	0%	N=1	16:00	7%	N=60	22:00	0%	N=4
7:00	0%	N=4	16:10	0%	N=3	22:30	1%	N=7
7:07	0%	N=1	16:15	1%	N=8	23:00	0%	N=2
7:15	0%	N=2	16:19	0%	N=2	23:30	1%	N=7
7:19	0%	N=0	16:30	10%	N=84			
7:30	1%	N=6	16:40	0%	N=1			
7:37	0%	N=2	16:45	1%	N=10			
8:00	0%	N=2	16:49	0%	N=3			
8:09	0%	N=0	17:00	20%	N=171			
8:20	0%	N=1	17:10	0%	N=1			
8:30	0%	N=3	17:15	3%	N=24			
8:40	1%	N=5	17:20	0%	N=3			
8:45	0%	N=1	17:30	10%	N=88			
8:55	0%	N=1	9:00	0%	N=2	<b>Total</b>	<b>100%</b>	<b>N=836</b>

**Table 16: Question #8**

<b>When you drive a car to work, where do you usually park?</b>	<b>Percent</b>	<b>Number</b>
City lot or city garage with a permit	5%	N=43
City lot or city garage with cash or credit card	1%	N=7
Private lot, private garage or private parking space	73%	N=629
On-Street with meter	1%	N=12
Residential street, no meter	4%	N=37
Other	6%	N=49
I don't usually drive a car to work	10%	N=86
<b>Total</b>	<b>100%</b>	<b>N=864</b>

**Table 17: Question #9**

<b>On average, how often do you telework (work at home instead of going into the office) a month? (Include only full days at home when you did not travel to your work place.)</b>	<b>Percent</b>	<b>Number</b>
Never	39%	N=338
Less than once a month	14%	N=123
1 to 3 days per month	16%	N=138
Once a week	7%	N=58
Twice a week	10%	N=87
Three or four days a week	9%	N=82
Every day (I always work at home)	5%	N=45
<b>Total</b>	<b>100%</b>	<b>N=871</b>

**Table 18: Question #10**

<b>Do you work a compressed week, for example, four 10-hour days per week, or nine 9-hour days every two weeks?</b>	<b>Percent</b>	<b>Number</b>
No	90%	N=786
Yes	10%	N=83
<b>Total</b>	<b>100%</b>	<b>N=869</b>

**Table 19: Question #10a**

<b>What type of schedule?</b>	<b>Percent</b>	<b>Number</b>
Four 10-hour days in a week	35%	N=29
Nine 9-hour days in two weeks	9%	N=7
Other	56%	N=46
<b>Total</b>	<b>100%</b>	<b>N=83</b>

**Table 20: Question #11**

<b>About how often do you run work-related errands or attend meetings away from your primary work site?</b>	<b>Percent</b>	<b>Number</b>
Daily	8%	N=69
Several times a week	16%	N=136
About once a week	14%	N=124
About once every two weeks	9%	N=77
About once a month	14%	N=118
Less than once a month	14%	N=125
Never	25%	N=216
Other	1%	N=7
Total	100%	N=873

**Table 21: Question #12**

<b>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.)*</b>	<b>Percent</b>	<b>Number</b>
I use my own vehicle or other means of transportation (bike, scooter, etc.)	89%	N=580
I use an employer-provided vehicle	9%	N=58
I use an employer-provided bicycle	1%	N=5
I use a CarShare	0%	N=1
I use Boulder B-cycle or Lime scooter	1%	N=4
Other	4%	N=27

**Table 22: Question #13**

<b>How many one-way trips did you make during the workday the last day you commuted to work, not including your work commute.</b>	<b>Percent</b>	<b>Number</b>
1	23%	N=66
2	57%	N=169
3	6%	N=18
4	11%	N=33
5	0%	N=1
6	1%	N=2
7	1%	N=2
10	0%	N=1
14	0%	N=1
18	0%	N=1
Total	100%	N=294
<b>Average number of one-way trips</b>	<b>2.2 trips</b>	

**Table 23: Question 14 Percent of Trips**

<b>What method(s) of travel was used for these non-commute workday trips during your workday yesterday?</b>	<b>Average Percent of Non-Commute Trips</b>	<b>Average Number of Non-Commute Trips</b>
Drove alone in a private vehicle	40.2%	2.43
Drove with at least one other person in a private vehicle	11.8%	.96
Used Car Share	2.9%	.46
Used Taxi or Ride Share (Lyft, Uber).	3.1%	.49
Used Company / fleet vehicle.	5.2%	.62
Multi-mode (e.g., car/bike then bus, etc.)	3.7%	.55
Biked (my bike/private bike)	7.5%	.66
Used Boulder B-cycle or Lime scooter	3.0%	.46
My own E-bike or E-scooter	3.5%	.53
Used a Company / fleet bicycle.	2.8%	.45
Walked	10.0%	.90
Rode a bus(es)	3.7%	.56
Other	2.5%	.40

**Table 24: Question 14 Percent of Miles**

<b>Please indicate how many miles you used each of the following modes.</b>	<b>Average Percent of Non-Commute miles</b>	<b>Average Number of Non-Commute miles</b>
Drove alone in a private vehicle	62.0%	9.66
Drove with at least one other person in a private vehicle	12.5%	2.82
Used Taxi or Ride Share (Lyft, Uber).	0.5%	.22
Used a Company / Fleet vehicle	3.7%	1.38
Multi-mode (e.g., car/bike then bus, etc.)	0.4%	.08
Biked (my bike/private bike)	5.5%	.51
Used Boulder B-cycle or Lime scooter	0.1%	.01
My own E-bike or E-scooter	3.2%	.34
Used a Company / fleet bicycle	0.8%	.03
Walked	10.0%	.44
Rode a bus(es)	1.4%	.27
Other	0.0%	.00



**Table 25: Question #15**

<b>Do you have an Eco-Pass, the annual pass which allows you to ride RTD buses and the Community Transit Network buses for no additional charge?</b>	<b>Percent</b>	<b>Number</b>
Yes, a CU student College Pass	1%	N=5
Yes, a CU faculty/staff Eco-Pass	2%	N=14
Yes, a downtown Eco-Pass	6%	N=50
Yes, through my employer	14%	N=121
Yes, through my neighborhood	2%	N=18
No	76%	N=662
Total	100%	N=870

**Table 26: Question #16**

<b>Do you ever ride a bus to work?</b>	<b>Percent</b>	<b>Number</b>
Yes	15%	N=133
No	85%	N=727
Total	100%	N=860

**Table 27: Question #17**

<b>During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?</b>	<b>Percent</b>	<b>Number</b>
No trips	89%	N=709
1 trip	4%	N=32
2 trips	3%	N=21
3 trips or more	4%	N=34
Total	100%	N=797

**Table 28: Question #18**

<b>Are you a full or part-time employee?</b>	<b>Percent</b>	<b>Number</b>
Full-time	88%	N=760
Part-time	12%	N=108
Total	100%	N=868

**Table 29: Question #19**

What category best describes your typical work schedule?	Percent	Number
Monday through Friday, daytime	75%	N=649
Monday through Friday, evenings	1%	N=11
Weekends	0%	N=2
Rotating/variable schedule	12%	N=105
Other	11%	N=100
Total	100%	N=867

**Table 30: Question #20**

What category best describes your job?	Percent	Number
Retail/sales	12%	N=107
Service/restaurant/delivery	11%	N=96
Manufacturing/production/" high-tech"	16%	N=137
Office (professional, business, administrative)	42%	N=369
Medical/dental	5%	N=41
Construction/trades/laborer	3%	N=24
Other	11%	N=95
Total	100%	N=869

**Table 31: Question #21**

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. If you work 9 months of the year, divide your salary by 1,560 work hours)	Percent	Number
\$7.00 per hour or less	1%	N=5
\$7.01 to \$10.00 per hour	1%	N=8
\$10.01 to \$12.00 per hour	2%	N=13
\$12.01 to \$15.00 per hour	4%	N=34
\$15.01 to \$20.00 per hour	13%	N=102
\$20.01 to \$25.00 per hour	14%	N=117
\$25.01 to \$50.00 per hour	44%	N=359
\$50.01 or more per hour	21%	N=172
Total	100%	N=810

**Table 32: Question #22**

For each of the following, please indicate which your employer makes available to you.	Yes		No		Total	
	Percent	Number	Percent	Number	Percent	Number
EcoPass	29%	N=243	71%	N=582	100%	N=825
Subsidized vanpool or transit fares	2%	N=19	98%	N=754	100%	N=773
Pre-tax benefits for transit, vanpool	5%	N=36	95%	N=741	100%	N=777
Enclosed bicycle storage	34%	N=268	66%	N=524	100%	N=792
Showers and changing facilities	41%	N=329	59%	N=469	100%	N=798
Telework option	52%	N=425	48%	N=390	100%	N=815
Compressed work week option	25%	N=197	75%	N=601	100%	N=798
EV charger	19%	N=146	81%	N=638	100%	N=784
Colorado CarShare or Zipcar (membership or reimbursement)	3%	N=22	97%	N=757	100%	N=779

**Table 33: Question #22**

For each of the following, please indicate which you have used in the past 6 months.	Yes		No		Total	
	Percent	Number	Percent	Number	Percent	Number
EcoPass	15%	N=125	85%	N=688	100%	N=813
Subsidized vanpool or transit fares	4%	N=29	96%	N=748	100%	N=777
Pre-tax benefits for transit, vanpool	2%	N=13	98%	N=768	100%	N=780
Enclosed bicycle storage	14%	N=109	86%	N=679	100%	N=788
Showers and changing facilities	12%	N=94	88%	N=687	100%	N=782
Telework option	50%	N=404	50%	N=408	100%	N=812
Compressed work week option	13%	N=104	87%	N=687	100%	N=791
EV charger	3%	N=25	97%	N=757	100%	N=781
Colorado CarShare or Zipcar (membership or reimbursement)	1%	N=7	99%	N=772	100%	N=779

**Table 34: Question #23**

Which, if any, of the following are usually available to you for commuting to work?	Private		App/membership		Neither		Total	
	Percent	Number	Percent	Number	Percent	Number	Percent	Number
Bike	41%	N=335	1%	N=10	58%	N=477	100%	N=823
E-bike	7%	N=59	6%	N=45	87%	N=694	100%	N=798
E-scooter	1%	N=10	7%	N=52	92%	N=716	100%	N=778

**Table 35: Question #24**

Are you a member or do you have an app for?	Yes		No		Total	
	Percent	Number	Percent	Number	Percent	Number
Boulder BCycle	7%	N=56	93%	N=776	100%	N=832
Lime E-scooters	15%	N=128	85%	N=705	100%	N=833

**Table 36: Question #25**

Is a car or other motor vehicle usually available to you for commuting to work?	Percent	Number
Yes	83%	N=711
No	17%	N=142
Total	100%	N=853

**Table 37: Question #26**

What year was the vehicle made?	Percent	Number			
1967	0%	N=0	2008	2%	N=16
1977	0%	N=0	2009	3%	N=19
1987	0%	N=1	2010	5%	N=33
1988	0%	N=1	2011	2%	N=12
1990	0%	N=2	2012	4%	N=28
1991	0%	N=1	2013	6%	N=39
1993	0%	N=2	2014	6%	N=41
1995	0%	N=1	2015	8%	N=57
1996	1%	N=7	2016	8%	N=57
1997	0%	N=2	2017	10%	N=68
1998	0%	N=1	2018	5%	N=35
1999	1%	N=4	2019	10%	N=68
2000	2%	N=12	2020	3%	N=19
2001	0%	N=3	2021	4%	N=31
2002	1%	N=5	2022	4%	N=28
2003	3%	N=18	2023	1%	N=8
2004	1%	N=4			
2005	4%	N=25			
2006	4%	N=25			
2007	3%	N=24	<b>Total</b>	<b>100%</b>	<b>N=696</b>

**Table 38: Question #27**

What kind of vehicle is it?	Percent	Number
Car	58%	N=410
Pickup truck	8%	N=54
SUV/van/minivan	34%	N=244
Motorcycle/motor scooter	0%	N=1
Total	100%	N=709

**Table 39: Question #28**

What kind of fuel does the vehicle use?	Percent	Number
Diesel	2%	N=11
Gas	86%	N=610
Hybrid or plug-in hybrid	9%	N=61
Plug-in Electric	4%	N=26
Total	100%	N=708

**Table 40: Question #29**

Are you a member of Colorado CarShare, Zipcar, Enterprise or any other car share program?	Percent	Number
Yes	2%	N=19
No	98%	N=840
Total	100%	N=859

**Table 41: Question #30**

Do you live in Boulder (within the city limits)?	Percent	Number
Yes	34%	N=297
No	66%	N=570
Total	100%	N=868

Table 42: Question #31

What is your home zip code?	Percent	Number	ZIP	%	N	ZIP	%	N
8051	0%	N=0	80221	0%	N=1	80528	0%	N=1
33713	0%	N=1	80226	0%	N=2	80529	0%	N=0
44056	0%	N=0	80227	0%	N=0	80530	1%	N=10
80002	0%	N=3	80229	1%	N=6	80534	0%	N=1
80003	1%	N=5	80231	0%	N=0	80537	1%	N=7
80004	1%	N=10	80232	0%	N=1	80538	0%	N=3
80005	1%	N=13	80233	1%	N=5	80540	1%	N=5
80007	0%	N=3	80234	1%	N=9	80542	0%	N=2
80013	0%	N=1	80235	0%	N=1	80543	0%	N=1
80014	0%	N=0	80236	0%	N=1	80550	0%	N=1
80020	3%	N=29	80238	0%	N=2	80601	0%	N=0
80021	3%	N=26	80239	0%	N=1	80602	1%	N=11
80022	0%	N=2	80241	0%	N=3	80603	0%	N=1
80023	1%	N=12	80247	0%	N=0	80621	1%	N=6
80026	5%	N=42	80249	0%	N=1	80631	0%	N=0
80027	6%	N=49	80260	0%	N=1	80634	0%	N=2
80030	0%	N=4	80301	10%	N=82	80640	0%	N=0
80031	2%	N=16	80302	6%	N=54	80643	0%	N=1
80033	1%	N=5	80303	5%	N=45	80645	0%	N=1
80103	0%	N=1	80304	11%	N=97	80921	0%	N=2
80112	0%	N=0	80305	6%	N=49			
80120	0%	N=0	80401	1%	N=7			
80122	0%	N=1	80403	0%	N=4			
80126	0%	N=1	80422	0%	N=2			
80128	0%	N=0	80423	0%	N=2			
80202	0%	N=4	80439	0%	N=2			
80203	0%	N=3	80453	0%	N=4			
80204	0%	N=2	80466	0%	N=1			
80205	0%	N=2	80470	0%	N=0			
80206	0%	N=1	80501	5%	N=40			
80207	1%	N=7	80503	4%	N=33			
80209	0%	N=1	80504	3%	N=24			
80210	0%	N=1	80513	1%	N=7			
80211	1%	N=7	80516	6%	N=53			
80212	0%	N=2	80517	0%	N=1			
80214	0%	N=1	80524	0%	N=3			
80215	0%	N=1	80525	0%	N=1			
80218	0%	N=3	80526	0%	N=1	<b>Total</b>	<b>100%</b>	<b>N=860</b>

**Table 43: Question #33**

<b>Are you a student at CU Boulder or any other college or university?</b>	<b>Percent</b>	<b>Number</b>
Yes, an undergraduate student	1%	N=13
Yes, a graduate student	1%	N=12
No	97%	N=840
Total	100%	N=865

**Table 44: Question #34**

<b>How much do you anticipate your household's total income before taxes will be for 2022? (Please include income from all sources for all persons living in your household.)</b>	<b>Percent</b>	<b>Number</b>
Less than \$10,000	1%	N=7
\$10,000 to \$19,999	1%	N=12
\$20,000 to \$29,999	3%	N=25
\$30,000 to \$39,999	4%	N=32
\$40,000 to \$49,999	6%	N=50
\$50,000 to \$74,999	17%	N=138
\$75,000 to \$99,999	13%	N=107
\$100,000 to \$149,999	16%	N=132
\$150,000 or more	27%	N=228
Prefer not to answer	13%	N=106
Total	100%	N=838

**Table 45: Question #35**

<b>In which category is your age?</b>	<b>Percent</b>	<b>Number</b>
Under 18	1%	N=4
18-24 years	7%	N=60
25-34 years	26%	N=222
35-44 years	18%	N=152
45-54 years	21%	N=178
55-64 years	19%	N=159
65 years or older	9%	N=80
Total	100%	N=854

**Table 46: Question #36**

<b>What is your gender?</b>	<b>Percent</b>	<b>Number</b>
Woman	55%	N=473
Man	39%	N=331
Identify another way	2%	N=15
Prefer not to say	5%	N=39
Total	100%	N=857



## Survey Responses 2022 Compared to 2017 and 2014

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

**Table 47: Question 1**

How did you get to work today? (Please check all that apply.)	2022	2017	2014
Drove alone	73.1%	67.2%	70.8%
Drove with at least one other person	4.9%		
How many others total?.....1.26 1.23 1.06			
How many who were under age 16?.....0.36 0.20 0.10		5.7%	6.0%
Walked	3.6%	4.6%	6.0%
Biked	5.8%	13.1%	8.7%
Used E-scooter or another lightweight EV	0.3%	---	---
Rode a bus or buses	4.1%	9.8%	8.7%
Carried a bike on a bus or buses	0.1%	1.0%	1.4%
Used a Park-n-Ride	0.0%	1.1%	.8%
Taxi / Ride share (Uber / Lyft)	0.1%	---	---
Worked at home	13.6%	5.0%	3.4%
Other	0.7%	2.5%	1.2%

**Table 48: Question 1: Primary mode used for work commute on day completed survey.**

How did you get to work today? (primary mode)	2022	2017	2014
Drove alone	70.2%	63.8%	67.8%
Drove with at least one other person	4.2%	5.3%	5.4%
Walked	2.2%	2.9%	4.4%
Biked	4.6%	10.9%	7.9%
Used E-scooter or another lightweight EV	0.0%	---	---
Rode a bus or buses	2.4%	7.6%	8.6%
Multi-mode	4.4%	0.5%	0.7%
Worked at home	11.2%	4.3%	3.3%
Other	0.7%	2.5%	1.0%
Bike and bus	0.1%	2.1%	0.6%
Bike and drive	---	0.0%	0.2%
Total	100.0%	100.0%	100.0%

**Table 49: Question 2**

<b>About how far is your home from work?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
0 to 2 miles	11.7%	19.9%	17.6%
3 to 5 miles	20.9%	20.9%	18.8%
6 to 10 miles	15.3%	15.7%	14.3%
11 to 20 miles	32.4%	26.6%	29.2%
More than 20 miles	19.7%	16.9%	20.2%
Total	100.0%	100.0%	100.0%
<b>Average number of miles</b>	<b>13.3 miles</b>	<b>13.6 miles</b>	<b>12.9 miles</b>

**Table 50: Question 3**

<b>About what time did you leave home for work today?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
12:00 to 12:59 AM	0.1%	1.1%	0.0%
1:00 to 1:59 AM	0.1%	1.1%	0.0%
2:00 to 2:59 AM	0.1%	4.6%	0.3%
3:00 to 3:59 AM	0.0%	6.1%	1.1%
4:00 to 4:59 AM	0.7%	3.8%	0.1%
5:00 to 5:59 AM	3.3%	3.9%	7.7%
6:00 to 6:59 AM	9.5%	9.9%	9.4%
7:00 to 7:59 AM	35.2%	28.4%	32.8%
8:00 to 8:59 AM	27.9%	22.4%	24.4%
9:00 to 9:59 AM	10.8%	9.0%	12.8%
10:00 to 10:59 AM	3.5%	3.4%	4.6%
11:00 to 11:59 AM	1.2%	1.6%	1.1%
12:00 to 12:59 PM	1.2%	0.4%	1.9%
1:00 to 1:59 PM	1.0%	0.2%	0.6%
2:00 to 2:59 PM	1.9%	0.4%	1.8%
3:00 to 3:59 PM	1.8%	1.3%	0.4%
4:00 to 4:59 PM	0.4%	0.0%	0.1%
5:00 to 5:59 PM	0.3%	0.8%	0.3%
6:00 to 6:59 PM	0.2%	0.4%	0.0%
7:00 to 7:59 PM	0.2%	0.0%	0.1%
8:00 to 8:59 PM	0.7%	0.2%	0.2%
9:00 to 9:59 PM	0.1%	0.1%	0.4%
10:00 to 10:59 PM	0.0%	0.3%	0.0%
11:00 to 11:59 PM	0.1%	0.3%	0.0%
Total	100.0%	100.0%	100.0%

**Table 51: Question 4**

<b>Did you come straight to work from home today?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Yes	86.1%	80.7%	84.7%
No	13.9%	19.3%	15.3%
Total	100.0%	100.0%	100.0%

**Table 52: Question 4a**

<b>About how many minutes did it take?*</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
5 minutes or less	4.5%	6.4%	7.2%
6 to 10 minutes	12.0%	18.2%	13.5%
11 to 15 minutes	14.4%	13.9%	13.9%
16 to 20 minutes	14.9%	9.4%	12.1%
21 to 30 minutes	24.3%	24.2%	17.7%
31 to 45 minutes	21.6%	17.1%	24.3%
46 to 60 minutes	6.0%	7.1%	6.0%
More than 60 minutes	2.2%	3.6%	5.2%
Total	100.0%	100.0%	100.0%
<b>Average number of minutes</b>	<b>26.4 minutes</b>	<b>25.2 minutes</b>	<b>27.7 minutes</b>

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

**Table 53: Question 4b**

<b>About how many stops did you make on your way to work?*</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
1 stop	66.3%	72.7%	72.9%
2 stops	31.4%	19.3%	17.8%
3 or more stops	2.4%	8.0%	9.3%
Total	100.0%	100.0%	100.0%
<b>Average number of stops</b>	<b>1.4 stops</b>	<b>1.5 stops</b>	<b>1.5 stops</b>

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

**Table 54: Question 5**

<b>Yesterday, or on the last day you worked, how many stops did you make on your way home?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
0 stops	61.9%	56.6%	25.7%
1 stop	24.8%	24.9%	45.8%
2 stops	10.2%	11.8%	19.1%
3 stops	1.6%	2.7%	4.1%
4 stops	0.9%	1.6%	2.0%
5 or more stops	0.6%	2.4%	3.3%
Total	100.0%	100.0%	100.0%
<b>Average number of stops, all respondents</b>	<b>0.6 stops</b>	<b>0.8 stops</b>	<b>1.2 stops</b>
<b>Average number of stops, respondents who made at least one stop</b>	<b>1.6 stops</b>	<b>1.9 stops</b>	<b>1.6 stops</b>

**Table 55: Question 6**

<b>About what time do you usually arrive at work?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
12:00 to 12:59 AM	0.1%	0.7%	0.0%
1:00 to 1:59 AM	0.1%	0.0%	0.1%
2:00 to 2:59 AM	0.0%	0.0%	0.0%
3:00 to 3:59 AM	0.0%	0.1%	0.1%
4:00 to 4:59 AM	0.1%	0.2%	1.1%
5:00 to 5:59 AM	1.3%	1.2%	0.3%
6:00 to 6:59 AM	5.0%	5.6%	3.0%
7:00 to 7:59 AM	22.6%	20.4%	20.6%
8:00 to 8:59 AM	33.3%	37.4%	37.1%
9:00 to 9:59 AM	23.6%	16.6%	24.0%
10:00 to 10:59 AM	6.0%	7.1%	7.3%
11:00 to 11:59 AM	0.9%	3.1%	1.4%
12:00 to 12:59 PM	1.5%	0.7%	0.3%
1:00 to 1:59 PM	0.5%	0.9%	0.8%
2:00 to 2:59 PM	1.5%	0.8%	0.7%
3:00 to 3:59 PM	1.5%	1.2%	1.1%
4:00 to 4:59 PM	0.1%	1.4%	0.7%
5:00 to 5:59 PM	0.6%	0.5%	0.8%
6:00 to 6:59 PM	0.3%	1.2%	0.1%
7:00 to 7:59 PM	0.3%	0.3%	0.0%
8:00 to 8:59 PM	0.8%	0.0%	0.3%
9:00 to 9:59 PM	0.1%	0.1%	0.0%
10:00 to 10:59 PM	0.0%	0.4%	0.1%
11:00 to 11:59 PM	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%

**Table 56: Question 7**

<b>About what time do you usually leave work?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
12:00 to 12:59 AM	0.1%	0.4%	0.3%
1:00 to 1:59 AM	0.2%	0.1%	0.7%
2:00 to 2:59 AM	0.2%	0.6%	0.4%
3:00 to 3:59 AM	0.3%	0.7%	0.9%
4:00 to 4:59 AM	1.3%	3.1%	0.6%
5:00 to 5:59 AM	1.9%	5.7%	1.1%
6:00 to 6:59 AM	0.7%	2.0%	1.4%
7:00 to 7:59 AM	1.7%	1.2%	1.2%
8:00 to 8:59 AM	1.4%	0.4%	0.9%
9:00 to 9:59 AM	0.3%	0.2%	0.7%
10:00 to 10:59 AM	0.0%	0.0%	0.3%
11:00 to 11:59 AM	0.1%	0.3%	0.1%
12:00 to 12:59 PM	1.0%	1.0%	0.3%
1:00 to 1:59 PM	1.1%	0.9%	0.5%
2:00 to 2:59 PM	3.1%	2.9%	2.7%
3:00 to 3:59 PM	11.6%	5.9%	8.5%
4:00 to 4:59 PM	20.5%	19.1%	13.5%
5:00 to 5:59 PM	35.1%	33.1%	44.9%
6:00 to 6:59 PM	12.4%	12.6%	12.1%
7:00 to 7:59 PM	2.7%	2.9%	4.7%
8:00 to 8:59 PM	0.9%	2.3%	2.2%
9:00 to 9:59 PM	0.9%	1.2%	0.4%
10:00 to 10:59 PM	1.2%	1.9%	0.7%
11:00 to 11:59 PM	1.1%	1.4%	0.7%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Table 57: Question 8**

<b>When you drive a car to work, where do you usually park?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
City lot or city garage with a permit	5.0%	12.5%	5.5%
City lot or city garage with cash or pre-payment	0.8%	2.7%	2.4%
Private lot, private garage or private parking space	72.8%	53.6%	54.5%
On-Street with meter	1.4%	2.4%	1.0%
Residential street, no meter	4.3%	10.8%	12.6%
Other (please specify)	5.7%	7.8%	13.1%
I don't usually drive a car to work	10.0%	10.3%	10.9%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Table 58: Question 9**

<b>On average, how often do you telework (work at home instead of going into the office) a month? (Include only full days at home when you did not travel to your work place.)</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Never	38.8%	63.7%	62.1%
Less than once a month	14.1%	15.1%	16.2%
1 to 3 days per month	15.8%	9.0%	12.0%
Once a week	6.7%	5.0%	4.5%
Twice a week	10.0%	3.3%	1.9%
Three days a week or more	---	3.8%	3.4%
Three or four days a week	9.4%	---	---
Every day (I always work at home)	5.2%	---	---
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Table 59: Question 10**

<b>Do you work a compressed week, for example, four 10-hour days per week, or nine 9-hour days every two weeks?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Yes	90.5%	88.5%	---
No	9.5%	11.5%	---
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>---</b>

**Table 60: Question 10a**

<b>Do you work a compressed week, for example, four 10-hour days per week, or nine 9-hour days every two weeks?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Four 10-hour days in a week	35.4%	41.5%	---
Nine 9-hour days in two weeks	8.7%	9.1%	---
Other	56.0%	49.4%	---
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>---</b>

**Table 61: Question 11**

<b>About how often do you run work-related errands or attend meetings away from your primary work site?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Daily	7.9%	9.8%	8.6%
Several times a week	15.6%	18.1%	16.2%
About once a week	14.2%	10.7%	14.5%
About once every two weeks	8.9%	9.0%	7.2%
About once a month	13.5%	9.3%	8.5%
Less than once a month	14.3%	16.3%	20.5%
Never	24.7%	25.5%	23.9%
Other	0.9%	1.2%	0.5%
Total	100.0%	100.0%	100.0%

**Table 62: Question 12**

<b>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?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
I use my own vehicle or other means of transportation	89.0%	83.6%	90.0%
I use an employer-provided vehicle	8.9%	15.0%	9.2%
I use an employer-provided bicycle	0.8%	2.7%	0.6%
I use a CarShare	0.1%	1.1%	0.8%
I use Boulder B-cycle	0.5%	2.0%	0.4%
Other	4.1%	7.5%	5.0%

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

**Table 63: Question 13**

<b>How many one-way trips did you make during your workday yesterday (or on the last day you worked), not including your work commute?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
None	66.3%	50.3%	55.5%
1 trip	7.6%	7.0%	5.8%
2 trips	19.4%	26.7%	23.4%
3 trips	2.1%	2.5%	3.1%
4 trips	3.8%	7.8%	7.4%
5 trips	0.1%	0.6%	1.4%
6 or more trips	0.8%	5.0%	3.4%
Total	100%	100.0%	100.0%
<b>Average number of workday trips, all respondents</b>	<b>0.8 trips</b>	<b>1.4 trips</b>	<b>1.2 trips</b>
<b>Average number of workday trips, respondents who made at least 1</b>	<b>2.2 trips</b>	<b>2.9 trips</b>	<b>2.8 trips</b>

**Table 64: Question 15**

<b>Do you have an Eco-Pass, the annual pass which allows you to ride RTD buses and the Community Transit Network buses (e.g., SKIP, HOP, JUMP, etc.) for no additional charge?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Yes, a CU student College Pass	0.6%	3.4%	2.8%
Yes, a CU faculty/staff Eco-Pass	1.7%	0.3%	1.6%
Yes, a downtown Eco-Pass	5.8%	7.0%	8.4%
Yes, through my employer	13.9%	30.4%	26.7%
Yes, through my neighborhood	2.0%	3.2%	2.6%
No	76.1%	55.7%	57.8%
Total	100.0%	100.0%	100.0%

**Table 65: Question 16**

<b>Do you ever ride RTD bus(es) to work?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Yes	15.5%	34.4%	32.0%
No	84.5%	65.6%	68.0%
Total	100.0%	100.0%	100.0%

**Table 66: Question 17**

<b>During a typical week, how many one-way trips do you make on an RTD bus or Light Rail that are not for commuting to work but are for pleasure or personal business?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
None	89.0%	75.8%	79.6%
1 trip	4.1%	6.8%	5.8%
2 trips	2.7%	8.3%	7.5%
3 trips	1.0%	3.7%	0.8%
4 trips	1.3%	2.2%	3.2%
5 or more trips	1.8%	3.1%	3.1%
Total	100.0%	100.0%	100.0%
<b>Average number of RTD trips, all respondents</b>	<b>0.4 trips</b>	<b>0.7 trips</b>	<b>0.6 trips</b>
<b>Average number of RTD trips, respondents making at least 1 trip</b>	<b>2.8 trips</b>	<b>2.9 trips</b>	<b>3.0 trips</b>

**Table 67: Question 18**

<b>Are you a full or part-time employee?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Full-time	87.6%	82.7%	83.2%
Part-time	12.4%	17.3%	16.8%
Total	100.0%	100.0%	100.0%



**Table 68: Question 19**

<b>What category best describes your typical work schedule?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Monday through Friday, daytime	74.9%	67.5%	63.2%
Monday through Friday, evenings	1.2%	2.0%	1.0%
Weekends	0.3%	2.1%	1.3%
Rotating/variable schedule	12.1%	15.8%	21.0%
Other (please specify)	11.5%	12.6%	13.5%
Total	100.0%	100.0%	100.0%

**Table 69: Question 20**

<b>What category best describes your job?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Retail/sales	12.3%	13.0%	14.3%
Service/restaurant/delivery	11.1%	15.3%	14.5%
Manufacturing/production/"high-tech"	15.8%	6.1%	3.7%
Office (professional, business, administrative, support)	42.5%	47.9%	44.9%
Medical/dental	4.7%	6.7%	8.0%
Construction/trades/laborer	2.7%	2.4%	4.2%
Other (please specify)	10.9%	8.7%	10.3%
Total	100.0%	100.0%	100.0%

**Table 70: Question 21**

<b>What is your hourly pay rate at this job?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
\$7.00 per hour or less	0.7%	2.3%	0.8%
\$7.01 to \$10.00 per hour	1.0%	3.6%	6.8%
\$10.01 to \$12.00 per hour	1.6%	6.5%	4.9%
\$12.01 to \$15.00 per hour	4.2%	8.7%	8.4%
\$15.01 to \$20.00 per hour	12.6%	14.5%	18.5%
\$20.01 to \$25.00 per hour	14.4%	15.0%	16.2%
\$25.01 to \$50.00 per hour	44.3%	33.4%	33.5%
\$50.01 or more per hour	21.2%	15.9%	10.9%
Total	100.0%	100.0%	100.0%

Table 71: Question 22

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		
	2022	2017	2014
EcoPass	29.5%	45.1%	32.4%
Subsidized vanpool or transit fares	2.5%	6.6%	6.5%
Pre-tax benefits for transit, vanpool	4.6%	5.7%	1.8%
Enclosed bicycle storage	33.8%	29.5%	27.9%
Showers and changing facilities	41.3%	31.8%	36.1%
Telework option	52.2%	34.2%	33.7%
Compressed work week option	24.7%	20.7%	25.9%
Level 2 EV charger	18.6%	10.7%	---
Level 1 EV charger		8.7%	---
EV charger		1.6%	---
Boulder B-cycle (bike share) membership	---	14.6%	7.0%
Colorado CarShare or Zipcar (membership or reimbursement)*	2.9%	5.0%	2.3%
Vehicle for work trips	---	3.1%	---

\*Before 2022 "Colorado CarShare or Zipcar (membership or reimbursement)" was "eGo CarShare or Zipcar (membership or reimbursement)".

Table 72: Question 22

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		
	2022	2017	2014
EcoPass	15.4%	32.3%	19.5%
Subsidized vanpool or transit fares	3.8%	1.5%	0.7%
Pre-tax benefits for transit, vanpool	1.6%	1.4%	0.5%
Enclosed bicycle storage	13.8%	13.5%	11.3%
Showers and changing facilities	12.1%	10.6%	11.0%
Telework option	49.8%	26.4%	26.3%
Compressed work week option	13.2%	10.7%	19.3%
Level 2 EV charger	3.2%	0.7%	---
Level 1 EV charger		0.3%	---
EV charger		0.2%	---
Boulder B-cycle (bike share) membership	---	6.3%	3.0%
Colorado CarShare or Zipcar (membership or reimbursement)*	0.9%	1.8%	1.1%
Vehicle for work trips	---	2.5%	---

\*Before 2022 "Colorado CarShare or Zipcar (membership or reimbursement)" was "eGo CarShare or Zipcar (membership or reimbursement)".

**Table 73: Question 23**

Is a bicycle usually available to you for commuting to work?	2022	2017	2014
Yes	40.7%	47.5%	47.1%
No	59.3%	52.5%	52.9%
Total	100.0%	100.0%	100.0%

**Table 74: Question 24**

Are you a member of Boulder B-cycle (bike share)?	2022	2017	2014
Yes	6.7%	11.3%	2.7%
No	93.3%	88.7%	97.3%
Total	100.0%	100.0%	100.0%

**Table 75: Question 25**

Is a car or other motor vehicle usually available to you for commuting to work?	2022	2017	2014
Yes	83.4%	80.7%	82.7%
No	16.6%	19.3%	17.3%
Total	100.0%	100.0%	100.0%

**Table 76: Question 27**

Is a car or other motor vehicle usually available to you for commuting to work?	2022	2017	2014
Car	57.8%	63.0%	---
Pickup truck	7.6%	9.8%	---
SUV/van/minivan	34.4%	26.9%	---
Motorcycle/motor scooter	0.2%	0.3%	---
Total	100.0%	100.0%	---

**Table 77: Question 28**

What kind of fuel does the vehicle use?	2022	2017	2014
Diesel	1.6%	1.4%	---
Gas	86.2%	92.5%	---
Hybrid or plug-in hybrid	8.6%	5.1%	5.7%
Plug-in Electric	3.6%	1.0%	0.3%
Total	100.0%	100.0%	---

**Table 78: Question 29**

Are you a member of Colorado CarShare, Zipcar, Enterprise or any other car share program?*	2022	2017	2014
Yes	2.2%	5.1%	1.6%
No	97.8%	94.9%	98.4%
Total	100.0%	100.0%	100.0%

Before 2022 the question was worded "Are you a member of eGo CarShare?"

**Table 79: Question 30**

Do you live in Boulder (within the city limits)?	2022	2017	2014
Yes	34.3%	42.5%	38.4%
No	65.7%	57.5%	61.6%
Total	100.0%	100.0%	100.0%

**Table 80: Question 33**

Are you a student at CU Boulder?	2022	2017	2014
No	97.1%	94.6%	96.7%
Yes, an undergraduate student	1.5%	4.0%	2.7%
Yes, a graduate student	1.4%	1.4%	0.6%
Total	100.0%	100.0%	100.0%

**Table 81: Question 34**

How much do you anticipate your household's total income before taxes will be for 2014?	2022	2017	2014
Less than \$10,000	0.8%	3.6%	4.8%
\$10,000 to \$19,999	1.4%	3.3%	5.9%
\$20,000 to \$29,999	3.0%	6.2%	8.1%
\$30,000 to \$39,999	3.9%	8.8%	7.4%
\$40,000 to \$49,999	5.9%	7.2%	8.6%
\$50,000 to \$74,999	16.5%	15.5%	15.1%
\$75,000 to \$99,999	12.7%	17.6%	16.2%
\$100,000 to \$149,999	15.8%	19.0%	20.7%
\$150,000 or more	27.2%	18.8%	13.2%
Prefer not to answer	12.7%	---	---
Total	100.0%	100.0%	100.0%

**Table 82: Question 35**

<b>In which category is your age?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Under 18	0.5%	0.9%	0.3%
18-24 years	7.0%	11.8%	11.1%
25-34 years	26.0%	21.7%	25.9%
35-44 years	17.9%	21.1%	13.3%
45-54 years	20.8%	19.6%	19.2%
55-64 years	18.6%	20.5%	25.8%
65 years or older	9.3%	4.4%	4.4%
Total	100.0%	100.0%	100.0%

**Table 83: Question 36**

<b>What is your gender?</b>	<b>2022</b>	<b>2017</b>	<b>2014</b>
Female	55.1%	56.4%	54.6%
Male	38.6%	43.6%	45.4%
Identify another way	1.7%	0.1%	---
Prefer not to say	4.5%	---	---
Total	100.0%	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.

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

- Agilent Property
- Airport Parking Lot
- At my business
- At our business
- Autobus
- Autobus
- Boulder Airport Termil Parking lot
- Business parking lot
- company parking
- company parking lot
- company parking lot
- County lot at site where I'm working
- Desigted employee parking
- Facility (federal) parking lot
- Free lot near bus stop
- I often walk in warm weather. I think its a city lot.
- I work remotely from Florida and never drive to work
- It's a lot that is public right in front of my building, you don't need a permit or cash though to park there
- My dad drives me so I just get dropped off.
- On business street.
- on street, in commercial/non-residential area
- On street, no meter (non-residential)
- On the street in a commercial area (Flatirons Park).
- OUR BUSINESS ADDRESS HAS PARKING
- Our church has reserved spaces for volunteers/employees
- Park at private lot or at residential jobsite - usually on road
- parking lot
- Parking lot at the office building. Not considered private
- Parking lot of my building
- private driveway
- Private lot
- Public lot
- Public shopping center parking lot
- Public street in front of employer's property
- Retail Parking Lot
- shopping center parking lot
- Store parking lot
- The RTD lot at the Boulder Depot (FYI, I would take the bus if it was still offered but the station is closed)
- The school parking lot across the street
- The Village Shopping Center, were our store is located
- walked to work, don't need parking
- WEST SIDE PARKING LOT
- When I drive to a performance gig I park there, generally a parking lot for a library, school, church, senior center, or other organization. So it is a public parking lot of sorts.
- Work parking space, no permit needed

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

- 12
- 12 hour day
- 12 hour shifts
- 12 hour shifts
- 12 hour shifts 2 on 2 off 3on 2off 2on 3off
- 12 hr rotating shift
- 12 hr shifts, 7 days in two weeks
- 14 hours
- 2 - 7 hour & 1 - 6 hour
- 2 on 2 off 3 on 2 off then 2 on 3 off
- 2-12 hour shift, off 2 days, 3-12 hour shifts, off 2 days, 2-12 hour shifts, off 3 days
- 2-3-2. Ex: M-Tu, F-Sat-Sun on week one, then W-Thu week two.
- 2.5 11-hour days
- 3 14hr days
- 3 10 hours days 2 5 hour days
- 3 14-hour days in a week
- 3 day work week
- 3 or 4 12 hour day
- 3days average 24 hours
- 4 - 9 hour days
- 4 12-hour shifts
- 4 7-hour days
- 4 days for 9 hours a day
- 4 days/week
- 4 nine hour days, 1 half day a week
- 5 days a week about 9hrs a day
- 7 12-hour days in two weeks
- chaotic hourly schedule
- Either 3 12 hour days then 4 12 hour days per week
- Every Wednesday
- five 8 hour days in a week
- Four 5-hour days in a week
- four day workweek
- I have my real estate license, and run a bike repair service shop out of my home. Work schedule changes on time of the year, and personal/business needs.
- I make my own schedule, sometimes I pack it in, sometimes I work in the evening and weekends
- I work seven 12-hour days in two weeks
- i'm part time so scale it down.
- M-Th 8AM-5PM, Fri 8AM-2PM
- part time
- part time - 3-4 days per week
- Part time, 4 6-8hour days
- part time, Tuesday - Friday
- part-time 3x per wk
- rotating 12 hr shifts
- Semi-Retired: two 4 to 5-hour days
- Three 10-hour days a week, two 4-hour days a week
- Three 13-hour days in a week
- Three 5-hour days a week, Tuesday thru Thursday
- Three 9-hour days per week
- traditional five day work week
- Two 10-hour days and one 11-hour day
- Two Week rotation. Week 1: M, T, F, Sa, Sun. Week 2 W, Th
- Varies

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

- 2 to 3 times/wk
- Once a week in winter months
- Online meetings
- Random times
- Twice a week

### 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

- Autobus
- Autobus
- Bus
- Bus
- bus or cab
- Bus/Walk
- Company car
- I don't drive but someone who can would go
- I walk
- I walk to the post office at 15th and Walnut
- I walk.
- Own vehicle or share with coworker
- personal car or office employer-provided vehicle if available
- Ride my own bike
- Sometimes I drive my own car.
- Sometimes I carpool with co-workers in their cars. Sometimes we carpool in a employer-provided vehicle.
- Sometimes I use a work vehicle, sometimes I use my own vehicle. It depends on the task and the distance.
- Sometimes my own vehicle and sometimes carpool with company vehicle. I drive my own vehicle if it is closer and faster for me to drive directly home after the event.
- Uber or Lyft if outside of Boulder
- Walk
- Walk
- Walk or ride bike
- walk to local vendors
- We have an employer-provided vehicle and sometimes I use my own vehicle.

### Q19: What category best describes your typical work schedule? "Other" responses

- 12 hrs S-T every other wednesday
- 2-3-2. Ex: M-Tu, F-Sat-Sun on week one, then W-Thu week two.
- 4 AM - Noon
- 6 days hours vary
- 7 days a week, 5 at the office, 2 working from home
- 8am-7pm sunday monday wednesday thursday
- As a performance artist my schedule is highly variable. Seven times this year I took RTD to the airport for work out of state. That is less than pre-pandemic levels which would be twelve or more round trips to the airport. A few times a month I drive to gigs. I need to drive because I have significant performance-related gear to carry with me, so bus is not an option. I have three such engagements in October: one in South Denver, and two in Boulder. Much of my work is at home, so most days I have no driving to work.
- Day and nights varies
- early to late
- Every other day night
- Full Time plus overtime including weekends and holidays
- I tend to work full time during the week and generally some on Saturday and Sunday.
- I work almost every day, full days
- Mon - Thurs
- Mon - Wed and Saturday
- Mon, Tues, Weds, Friday and Saturday
- Mond, Tues, Thurs. and Frid., daytime schedule. Wed. I do not drive to Boulder.
- Monday - Saturday, 8:30 am - 7 pm
- Monday 8 - 4, Tuesday 8 - 4, Friday 9 - 4
- Monday through Friday, daytime & evenings plus weekends from home
- Monday through Friday, daytime, plus evenings and weekends 1 week a month
- MONDAY THROUGH SATURDAY
- MONDAY THROUGH SATURDAY, DAY TIME



- Monday through Saturday, with occasional Sunday's
- Monday through Thursday
- Monday through Thursday
- Monday through Thursday
- Monday through Thursday - daytime
- Monday through Thursday, daytime
- Monday Through Thursday, daytime and weekends
- Monday thru Thursday and Saturday
- Monday thru Thursday day
- Monday-saturday
- Monday-Thursday
- Monday-Thursday
- Monday-Tuesday and Friday-Saturday
- Monday, Friday, Saturday
- Monday, Wednesday, Thursday, weekends
- Mondays
- Part-time Daytime During the Week
- Permanent on call
- Saturday through Wednesday, daytime
- Sunday 10-2, Monday & Wednesday 8-Noon
- Sunday through Thursday
- Sunday through Thursday, daytime
- Sunday through Thursday, evenings
- Sunday, mornings; Monday through Thursday, afternoons
- T/W/Sat
- Thursday and Friday evening, Saturday all day
- Thursday through Saturday, swing shift
- Tues, Wed, Fri, Sat daytime
- tuesday - friday
- Tuesday - Friday
- Tuesday - Friday, overnight
- Tuesday - Thursdays
- Tuesday -Saturday evenings
- Tuesday days, Thursday-Sunday nights
- Tuesday through Friday, daytime
- Tuesday through Saturday
- Tuesday through Saturday
- Tuesday through Saturday, daytime
- Tuesday through Sunday Daytime
- Tuesday thru Friday
- Tuesday thru Saturday
- Tuesday thru Thursday
- Tuesday-Saturday
- Tuesday-Saturday morning or evening shifts
- Tuesday, Wednesday, and Friday
- Tuesdays and Thursdays and Saturdays
- Two 4 to 5-hour days
- Wednesday-Saturday, daytime
- Wednesday, Friday, and Saturday
- work 4 days, on call 2 days, off one day
- WORK 7 DAYS/WEEK FROM HOME

### Q32: What is the intersection nearest to your home?

- 1-25 and 119
- 100th Ave and Wadsworth Blvd
- 103rd and Simms
- 104th & Church Ranch
- 104th & Colorado Blvd
- 104th & Tower
- 104th and Chambers
- 104th and Federal
- 104th and Federal
- 104th and Pecos
- 104th and Ura Lane
- 104th and Wadsworth
- 104th and Washington st
- 108th & Wadsworth
- 108th and Colorado Blvd
- 108th Ave & Irma Dr
- 108th Ave and Simms St
- 109th and Westminster Blvd
- 10th / Hover
- 10th and Washington
- 112 and federal
- 112th & Federal
- 112th & Federal
- 112th & Sheridan

- 112th & Sheridan Blvd
- 112th and Sheridan
- 112th ave and colorado
- 114th & Zuni
- 119
- 119 and county road 1
- 119 and Niwot Road
- 119 diagol and 47th
- 119th & erie parkway
- 119th and Erie Pkwy
- 119th/Austin
- 11th and Colllyer
- 11th ave n and 40th st
- 120 and main
- 120th & Colorado
- 120th & Colorado
- 120th & Sheridan
- 120th & Sheridan Blvd.
- 120th & Washington
- 120th and Chambers Drive
- 120th and Federal
- 120th and Huron
- 120th and Main
- 120th and main st
- 120th and Zuni
- 120th Lowell
- 120th/Holly
- 128th & Colorado
- 128th and Holly
- 128th and Quebec
- 128th and Washington
- 136/Zuni
- 136th and Lowell
- 136th and Main
- 136th and Sheridan
- 13th st. and 23rd Ave.
- 144th & Washington St.
- 144th and holly
- 144th Ave. & Huron St.
- 14th and Balsam
- 14th and Tulip street
- 15th & Hover
- 15th and Hawthorne
- 15th and Yarmouth
- 15th Street & Arapahoe Avenue
- 15th/Francis
- 16th and Baseline
- 17th
- 17th & lashly
- 17th & Quince
- 17th & Spruce
- 17th and County Line Road in Longmont
- 17th and Gilpin
- 17th and Pace
- 17th and Yarmouth
- 17th Ave
- 18 & 21
- 18 and baseline
- 18th and Wewatta St.
- 18th and Yarmouth
- 18th St and Canyon Blvd
- 19th & Goss
- 19th and Arapahoe
- 19th and Grape
- 19th and Iris
- 19th and Kalmia
- 19th and Spruce
- 19th St
- 19th St and Poplar Ave
- 19th Violet
- 1st and Harrison
- 20th and Broadway
- 20th and Grape
- 20th and Lawrence
- 21
- 21st and Arapaho
- 21st and Canyon
- 21st and Cheyenne st
- 21st and Francis
- 21st and Sumac
- 21st and Walnut
- 21st Ave and Hover
- 23 and Mapelton
- 23rd and bluff
- 23rd and Grape Ave.
- 23rd and main st
- 23rd and Pine st.
- 24/bluff
- 25
- 25th and Fremont
- 26th and Pine

- 26th St & Jay Road
- 28 and Pearl
- 287
- 287
- 287
- 287 & 10th Ave in Broomfield
- 287 & 119
- 287 & Arapahoe
- 287 & Baseline
- 287 & basline
- 287 & Jasper
- 287 & Lookout Road
- 287 and 11th.
- 287 and 36
- 287 and 57th
- 287 and Arapahoe
- 287 and Baseline
- 287 and Baseline
- 287 and Baseline
- 287 and Baseline
- 287 and Empire Rd.
- 287 and Hwy 56
- 287 and isabel
- 287 and Isabel
- 287 and Isabelle
- 28th & Colorado
- 28th & diagol
- 28th & Iris
- 28th & Iris
- 28th and Colorado
- 28th and Diagol
- 28th and glenwood ct.
- 28th and Iris
- 28th and Jay
- 28th and Jay
- 28th and Kalmia
- 28th and Kalmia
- 28th and Kalmia
- 28th and Kalmia
- 28th and Kalmia
- 28th and Palo Parkway
- 28th and winding trail
- 28th St & Kalmia Ave
- 28th street & Palo Parkway
- 28th street and Glendwood Dr
- 28th street and Iris
- 28th/Mapleton
- 29th and Glenwood
- 2nd and Welch
- 30th and Arapahoe
- 30th and Colorado
- 30th and Coro Trail
- 30th and Glenwood Drive
- 30th and iris
- 30th and Iris
- 30th and Iris
- 31st & Pearl
- 35th and Aurora
- 36
- 36 and Kiowa Road
- 36 and left hand canyon
- 36/66
- 36th and ute highway
- 37th and Baseline
- 3rd & Grant
- 3rd and judson
- 3rd and Pace
- 3rd avenue
- 3RD ST & MARTIN
- 3rd Street and Highway 119 (aka Ken Pratt Blvd)
- 44th and Irving
- 44th and Wadsworth
- 47th & Valmont
- 47th and Iris
- 4th and balsam
- 4th and Spruce
- 52 and Federal
- 55th and Arapahoe
- 55th and Arapahoe
- 55th and Baseline
- 55th and Diagol Hwy
- 55th and Valmont
- 55th and Wadsworth
- 5th and lashley
- 5th Street & Kansas Avenue
- 60 and I25
- 63rd & Spine
- 63rd and 119
- 63rd and habitat drive
- 63rd and Lookout
- 63rd and Lookout
- 63rd and Niwot Rd
- 63rd and Twin Lakes

- 63rd and Twin Lakes
- 63rd St. and Jay Rd.
- 63rd Street & Twin Lakes Road
- 64th and Eldridge
- 64th and sheridan
- 66/287
- 66th and 75th
- 6th & College
- 6th and alpine
- 6th and Cascade
- 6th and India
- 6th and Kipling
- 6th and University Ave
- 7
- 70 and Federal
- 71st/spine
- 72 nd and Federal
- 72nd and federal
- 72nd and Federal
- 72nd Ave & Sheridan Blvd
- 74th and Wadsworth
- 74th Ave. and Federal Blvd.
- 75/Jay
- 75th and Baseline
- 75th and Clubhouse Road
- 75th and Jay road
- 75th St and Baseline Rd
- 75th/Nelson
- 76th and South Boulder Rd
- 79th & Hwy 52
- 7th and Alpine
- 80th & Wadsworth
- 80th and wadsworth
- 80th and Wadsworth
- 82nd Ave and Hwy 93
- 83rd & Niwot Road
- 84th and I-25
- 84th and Pecos
- 84th pl and yucca
- 88th & Wadsworth, Westminster
- 88th and Rock Creek
- 8th and Coffman
- 8th and Emerson
- 8th St. and Briarwood Dr.
- 90th and West Dover ST
- 92nd & Sheridan
- 92nd and Pierce
- 92nd and Sheridan
- 92nd Federal
- 93 and Heritage
- 95 / Araphoe
- 95th / Paschal
- 95th & Baseline
- 95th and Baseline
- 95th and Baseline
- 95th and Baseline
- 95TH STREET
- 96th & NW Parkway
- 9th & Baseline
- 9th & Hover
- 9th & Walnut
- 9th and Alpine
- 9th and Fordham Street
- 9th and Francis
- 9th and Francis
- 9th and Grandview
- 9th and Lashley
- 9th and Maxwell Ave
- 9th Ave. & Airport Road
- 9th/Pine
- Airport & Nelson
- Airport & Nelson
- Airport and
- Airport and 119
- Airport and Nelson
- Airport and Nelson
- Airport and Reissance
- Airport Rd & Nelson Rd, Longmont
- Airport Road and Nelson Road
- Airport/Nelson
- Albion Way and Gillaspie
- Alpine & North Streets
- Alpine and 19th
- Alpine and 19th Street
- Alpine Street and Independence Drive
- angelo ct and wilmington dr
- Anpolis and County 5
- apache road and inca parkway
- Arapahoe / 30th
- Arapahoe / Baseline
- Arapahoe & 55th
- Arapahoe & County line Road

- Arapahoe and 111th
- Arapahoe and 111th
- Arapahoe and 22nd
- arapahoe and 55th
- Arapahoe and Folsom
- Arapahoe and Foothills
- Arista Place and Broomfield Avenue
- Arvada
- Ash and S 31st
- Autrey & flatiron crossing circle
- Baseline
- Baseline
- Baseline & 18th
- Baseline & 287
- Baseline & 287
- Baseline & 28th
- Baseline & Foothills
- Baseline & HWY 287
- Baseline & Vista parkway
- Baseline and 20th
- Baseline and 76th Street
- baseline and 95th
- Baseline and Arapahoe
- Baseline and Broadway
- Baseline and Broadway
- Baseline and Courtesy Rd
- Baseline and hwy 287
- Baseline and HWY 287
- Baseline and HWY287
- Baseline and Indian Peaks
- Baseline and Mohawk
- Baseline x 287
- Baseline/Foothills
- Baseline/Mohawk
- basline and 287
- bear mountain dr and Lehigh st
- Blue Ridge Ln and San Juan Dr
- Bonza and Erie Parkway
- Bonza Drive
- Bowen and 119
- Bradburn Blvd. and 118th Street
- Brentwood Way and N. Independence Dr.
- Briggs Place and Bristol
- Broadway & Chambers
- Broadway & Dellwood
- Broadway & Iris
- Broadway & Kalmia
- Broadway & Orchard
- Broadway & Yarmouth
- Broadway + Table Mesa
- Broadway and Balsam
- Broadway and Baseline
- Broadway and Dartmouth
- Broadway and Dellwood
- Broadway and Elder
- Broadway and Evergreen
- Broadway and Evergreen
- Broadway and Greenbriar
- Broadway and High St.
- Broadway and Iris
- Broadway and Kalmia
- Broadway and Lee Hill
- Broadway and Lee Hill
- Broadway and Linden
- Broadway and Maxwell
- Broadway and Sumac
- Broadway and Sumac
- Broadway and Table Mesa
- Broadway and Table Mesa
- Broadway and US-36
- Broadway st
- broadway/linden
- Bromley Lane & CO-85
- C-470 and Broadway
- Camp Eden and Leon Lane
- canyon and fourmile
- Canyon boulevard
- Cedar St. & 10th Ave
- Cedar Way/Regal St
- Centennial and SOutH Boulder RD
- Centennial Trail and Merritt
- Centerra
- Central Park Blvd and 29th St.
- Central Park/MLK Blvd
- Chambers drive
- Cherryvale & South Boulder
- Cherryvale and Arapahoe
- Church Ranch and Wadsworth
- Clark St & Boyd St
- clover basin and airport road
- clover basin and airport road

- CO 119 and Hwy 72
- Co rd 21 & co rd 16
- CO-119 (Peak to Peak HWY and Wagon Wheel Trail
- CO-14 and I-25
- CO72 and 119 Peak to Peak
- Coalton and McCaslin
- Coalton Rd and Rock Creek Pkwy
- Coalton Rd and Summit Blvd
- Coffman & 3rd
- Colfax and Newton St
- Colfax and youngfield
- College and 13th
- college and harmony
- Colliers Blvd and Erie Pkwy
- colorado and 120 th
- Colorado and 35th
- Colorado and Eisenhower
- Colorado and Euclid
- Colorado and Folsom
- Colorado and Foothills
- Colorado and Foothills
- Colorado and Sable
- Colorado Ave and Foothills Pkwy
- Colorado Blvd
- Colorado Blvd and 12th
- Colorado Blvd and Bella Rosa
- Colorado Blvd and Martin Luther King Blvd
- colorado blvd hwy 52
- Colorado Blvd. and 136th Ave
- Colorado/28th
- County line and erie parkway
- County Line and Quebec, Centennial CO
- County Line Rd & 17th Ave
- County Line Rd and County Road 10 1/2
- County line Road and County Round 10 1/2
- County Road 4 and County Road 23
- County Road 5 & Erie Parkway
- County Road 7 / County Road 38
- CR 7 and CR 36
- CR 7 and HWY 66
- CR6 and CR23E
- CR9
- Crossroads Blvd and I25
- Curtis and 18th
- Darley & Edinborough
- Darley & Gillaspie
- Darley and Gillespie
- darmouth/broadway
- Dartmouth and Broadway
- Deer Trail and Mine Ln
- denver boulder turnpike
- Diagol/47th
- Downtown Evergreen
- Dry Creek and Clackson
- E 144th Ave and Holly St.
- Eisenhower and Arapahoe
- Eisenhower and Boyd Lake Ave
- Elder and 17th
- Elder and Washington
- Erie Parkway
- Erie Parkway
- Erie Parkway and County Line Road
- Erie Parkway and County Road 5
- Erie Parkway and Meadow View Parkway
- Erie Parkway and Meller Street
- Erie Pkwy, E County Line Rd
- Fairfield Dr and Georgetown
- federal 120th
- Federal and 26th Ave.
- Federal and 50th
- Federal Blvd. and 26th Ave.
- first street and taft loveland colorado
- Fletcher and CR10.5
- Florida and Quebec
- Folsom & Iris
- Folsom and Canyon
- Folsom and Canyon
- Folsom and Iris
- folsom and pearl
- Foothills & Baseline
- Foothills and Arapahoe
- Foothills and Arapahoe
- Foothills and Colorado
- Foothills and Niwot Rd
- Foothills and Table Mesa
- Foothills Intersection
- Foothills/ baseline
- Forest and 7th

- forest park
- Forrest Lane / Deer Trail Rd.
- Francis and Mountain View
- Front Range Drive and Broadway Street
- Gillaspie and Albion
- Gilpin and Aurora
- Ginger Ave and CR 34
- Glenwood dr and 28th st
- Glenwood Drive and 28th street
- Gold Hill Road and Hill Street, Gold Hill, CO
- Grandview/Lincoln
- Greenbriar and Gillaspie
- Greenbriar Blvd and Greenbriar Ct
- Greenbriar/Smuggler Pl
- Hapgood and 6th St
- Harmony and county road 19
- Harmony/County RD 13
- Hey 36 & interlocken
- Highway 119 and Golden Gate canyon
- highway 119 and highway 52
- Highway 128
- Highway 34 and Madison
- Highway 36 / Highway 287
- Highway 36 and 104th Ave.
- Highway 42 and S. Boulder Rd.,
- Highway 52 and Ridgeway Boulevard
- Highway 6 and Colfax
- Highway 66
- Highway 66 & WCR 9.5
- Highway 66 and Main St(highway 287)
- highway 7
- Highway 7 and I 25
- Highway 7 and Riverside
- Highway 72 & India
- Highway 93 and 56th Ave
- Holly & 128th
- Holly and 128th
- Holmes Place and Merrit Drive
- Hover and Mountain View, Longmont
- Hover and Ninth
- hover/nelson
- HR Pkwy
- HWY 119
- Hwy 119 and 3rd Ave Longmont
- Hwy 119 and CR1
- Hwy 119 and Hwy 46
- HWY 285 and Mt. Evans Blvd.
- Hwy 285 and North Turkey Creek Rd
- HWY 287 / South Boulder Rd
- Hwy 287 & Miramonte
- Hwy 287 and Arapahoe Avenue
- Hwy 287 and Berthoud Pkwy
- Hwy 287 and South Boulder Road Lafayette
- hwy 34
- HWY 36 & Wadsworth
- Hwy 52
- Hwy 52 and County Line Rd
- Hwy 52 and County Line Rd.
- HWY 52/Ridgeway Blvd
- hwy 60 and I 25
- HWY 66
- hwy 7 and prospect
- Hwy 7 and Sheridan
- HWY 7 and Yosemite
- Hwy 7/Sheridan Blvd
- hwy 85
- Hwy 93 / Hwy 72
- Hwy52 and I25
- Hwy56 & CR21
- I 25 and 20th
- I don't know
- I live in Greeley, RTD does not have a route near there
- I-25
- I-25 & W 120th Ave
- I-25 and Erie Parkway
- I-25 and Hwy 119
- I-25/136
- I-25/Hwy 119
- I-76
- I25 and 119
- I25 and 120th
- I25/HWY52
- I70 & tower
- I70 and federal blvd
- inca and apache rd
- Inca and Baseline
- India
- India and 72nd
- India and 80th ave

- India and Coalton rds
- India St and W 64th Ave
- Interlocken and HW 35
- Interstate 25 and 20th Street
- Iowa and S. Ogden
- Iris and 19th
- Iris and 28th
- Iris and 30th
- Iris and 30th
- Iris and 34th
- Iris Folsom
- Isabelle and 119th Street
- Ithaca and Findlay
- Jay and 75th
- Jay and 75th
- Jay and North 30th
- Jay Rd. & 63rd St.
- Jay Road and 47th Street
- Jewell and Garrison
- Juniper and Lilac
- kalmia and 28th
- kalmia and paonia
- Ken pratt and Martin St?
- ken Pratt and South Bowen
- Kendall and Newland
- Kimbark and S. Carr
- Kincross Drive & Kincross Way
- kipling and 44th
- Kipling and 58th
- Kipling and 72nd Ave Arvada, CO
- Kipling and Colfax
- Kipling and Morrison
- Kohler
- Lee Hill & Olde Stage
- Lee Hill and Olde Stage Road
- Lee Hill Dr. & Old Stage Rd.
- Lefthand Drive and Bowen
- Lehigh & Bear Mountain Dr
- Lehigh & Table Mesa
- LeMay Ave and Country Club Road
- Linden and Broadway
- Linden and Broadway
- Little Raven Street and 20th
- lookout and 71st
- Lookout Rd/Idylwild Trl
- lookout road
- Lost Angel Rd. and Sugarloaf Rd.
- Lowel and W 136th Ave
- Lowell and 136th
- Lowell and 64th
- Lowell Blvd & 97th Avenue
- Lowelle
- Madera and Monterey
- Magnolia Drive and Lazy Z Rd
- main & highway 66
- Main + Griffith
- main and 120th
- Main st & 102th st
- Main St and 120th
- Main St and 2nd Ave
- Main St and Sheridan
- Main St and W 112th Ave
- Manhattan and Cimmaron Way
- Manhattan Dr. and Baseline Rd.
- Martin and 119
- Martin Luther King Blvd and Central Park Blvd
- Martin Luther King Jr., Blvd
- Mc Caslin and Cherry
- McCaslin
- McCaslin / Coalton
- McCaslin & S. Boulder
- mccaslin and 36
- McCaslin and Century
- McCaslin and Marshall
- McCaslin and South Boulder Road
- Meller street & Erie Parkway
- meredith way
- Mississippi Ave and South Parker Rd
- mohawk and baseline
- Morning Dr. and hwy 34(Eisenhauer)
- Morrison Rd & Interstate 470
- Mountain View Ave and Grant St
- Mt VIEW and PACE
- N 30th and Corriente
- N 75th St & Jay Rd
- N. Franklin Ave and Morch
- N/A
- Nelson and Airport Rd, Longmont
- Nelson Road and Dry Creek Drive
- Niwot Road and Meadowdale Road
- No



- North st. and Alpine
- Northbrook Dr and Winding Trail Dr
- Northglenn Drive and Leord Lane
- Not sure where city boundaries lie, but I usually take Valmont Rd in towards Flatiron
- NR
- Odgen & 11th Ave
- oneal circle and 30th street
- Pace and 17th
- Palo Park and 28th
- Palo Parkway and 28th Street
- Palo Parkway x 30th
- Park Avenue and Colfax
- Paschal and 95th St
- Paseo Del Prado and Palo Parkway
- Pearl and 30th
- pearl street and 28th
- Pecos and 104th
- Peoria and 56th
- Piedra Ct and Piedra Pl
- Pike & Airport
- pike and sunset
- Pike Rd & Airport Rd
- Pike rd and S. Pratt parkway
- Pike Road and Clover Creek Drive
- Pike/Airport
- Pine and ViaAppia
- Pine Street and Hoover
- Porter Lane
- Pratt Street and 10th Street
- public rd and Emma
- Public road and kimbark street
- Quaker & 64th
- Quebec & South Emery
- Quebec and Highway 7
- Quince & Broadway
- Redwood and Broadway
- ridgeview drive and w dahlia
- Rock creek
- Rock Creek Circle and Coalton
- Rock Creek Parkway and Coalton Rd.
- Roslyn & E 28th Avenue
- route 8
- S Boulder Road and 95th/Hwy42
- S Boulder Road and 96th Street
- S Broadway / Table Mesa Rd
- S Cleveland Ave & S Tyler Ave
- S. Boulder Road and Via Appia
- S. Harrison and Kentucky
- SE 4th and Madison
- SENTINEL DRIVE
- Sheridan & 64th
- Sheridan 120th
- Sheridan and 120th
- SHERIDAN AND 120TH
- Sheridan and 144th
- Sheridan and 44th
- Sheridan and 76th
- Sheridan and Colfax
- Sheridan and Dartmouth
- Sheridan and Midway
- Sheridan Blvd and US Highway 285
- Sheridan Parkway & Baseline (CO 7)
- short street and courtesy road
- Silver Birch and Gooding Hallow
- Silver Birch and Highway 52
- south beaver creek and 119
- South Boulder & Barcelo
- South Boulder and Centaur Circle
- South Boulder and Public in Lafayette
- South Boulder Road and Centaur Village Dr
- South Boulder Road and Main St. in Louisville CO
- South Boulder Road and Plaza Drive
- South Boulder Road and S. Public Road
- South Boulder Road and Via Appa
- South Boulder Road and Via Appia
- Speer / Pennsylvania
- Speer and 5th
- Speer Blvd and University
- Spine and White Rock Circle
- Spine and Williams Fork
- Spine Rd & Gunbarrel Ave
- Spine Rd and Lookout Rd
- Spruce Ave and Bowen St (Longmont)
- Stearns and Ravenwood Rd.
- Sugarloaf road and Betasso Road
- Sunrise lan/Brook Rd
- Sunset and 9th
- Sunset and Lefthand in Longmont

- Sunset St and 3rd Ave
- table mesa
- Table Mesa & Broadway
- Table Mesa & Broadway
- Table Mesa & Tantra
- Table Mesa and 36
- Table Mesa and 36
- Table mesa and 39th
- Table Mesa and 44th
- Table Mesa and Broadway
- Table Mesa and Broadway
- Table Mesa and Broadway
- table mesa and foothills
- Table Mesa and Moorhead
- Table Mesa and S Broadway
- TABLE MESA AND US36
- table mesa/broadway
- Table Mesa/Foothills Parkway
- Table Mesa/Lehigh
- Taft & 1st
- Taft and 45th
- Taft and 8th
- taft and drake
- Taft Ave
- Thornton Parkway and Washington
- Tipple and Silver Birch
- Tower and Hampden
- Traver Dr and Indian Peaks
- twin lakes road and brandon creek drive
- Tyler and Coalton
- University and 5th
- Unknown
- Uptown Ave and Wadsworth Blvd
- US 36
- US 36 - US 34
- US 36 and 104th
- US 36 and Lefthand Canyon
- US-36 and Sheridan
- US36
- US36
- US36 and McCaslin
- VALMOND 30 TH
- Valmont & 30th
- Valmont and 28th
- valmont and folsom
- Valmont and Folsom
- Valmont and Foothill
- Valmont Rd & Kings Ridge Blvd
- Valmont/30th
- Viewpoint Rd and Bear Mountain Drive
- Violet and Broadway
- w 50th pl & mcintyre
- W 68th Ave and Flower St
- Wadsworth & 38th
- Wadsworth & 92nd
- Wadsworth and 287
- Wadsworth and 80th
- Wadsworth and 91st
- Wadsworth and Arista Place
- Wadsworth and Ralston
- wadsworth blvd and 44th ave
- Wadsworth Pkwy and W 90th Ave.
- Wadsworth/Chatfield
- Wadsworth/church ranch
- Wadsworth/church ranch
- Wadworth & 64th
- Walnut (street?) & McKinley Avenue
- walnut and 17th
- Ward & i70
- Ward and 64th
- ward road and Mcintyre
- WCR 168
- Weld County Road 9 and Firestone Blvd.
- White Rock Circle and 63rd St
- Williams Fork Trail and Brandon Creek Drive
- Winding Trail Dr 28th st
- Yale and University
- Yarmouth & 18th
- York/120th
- Yosemite and Akron
- Zuni and 136th

## 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.

Chi-square or ANOVA tests of significance were applied to these breakdowns of survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of the sample represent “real” differences among those populations. As subgroups vary in size and each group (and each comparison to another group) has a unique margin of error, statistical testing is used to determine whether differences between subgroups are statistically significant.

For each pair or set of subgroup ratings within a row (a single question item) that has a statistically significant difference, an upper-case letter denoting significance is shown in the cell with the larger column proportion. The letter denotes the subgroup with the smaller column proportion from which it is statistically different. Subgroups that have no upper-case letter denotation in their column and that are also not referred to in any other column were not statistically different.

For example, on the next page, respondents who work on “Service / restaurant / delivery” (designated as Column B) drove alone for their commute on the day of the survey on a higher proportion than those employees working on “Retail / sales” (designated as Column A), “Manufacturing / production / high-tech” (Column C), “Office” (Column D) and “Others” (Column G) and is indicated by the letters “A”, “C”, “D” and “G” found in the cell for employees working on “Service / restaurant / delivery”.

**Table 84: 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)	Medical / dental	Construction / trades / laborer	Other
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
Drove alone	62%	87% A D G	70%	67%	89% A	80%	68%
Drove with at least one other person	5%	7%	7%	2%	0%	7%	2%
Walked	9% C D	2%	0%	2%	0%	0%	0%
Biked	8%	1%	2%	6%	1%	10%	4%
Used E-scooter or another lightweight EV	0%	0%	0%	0%	0%	0%	0%
Rode a bus or buses	5%	1%	1%	2%	4%	1%	5%
Carried a bike on a bus or buses	0%	0%	0%	0%	0%	0%	0%
Used Park and Ride	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	0%	0%	0%
Worked at home	6%	0%	12% B	17% B	2%	0%	13% B
Other	0%	0%	4%	0%	0%	0%	0%
Multiple modes	5%	2%	3%	5%	3%	2%	8%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 85: 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	\$25.00 per hour or less	\$25.01 to \$50.00	\$50.01 or more
	(A)	(B)	(A)	(B)	(C)
Drove alone	71%	69%	74% C	73% C	58%
Drove with at least one other person	4%	3%	3%	5%	2%
Walked	2%	1%	4% B	1%	2%
Biked	4%	6%	4%	3%	9% B
Used E-scooter or another lightweight EV	0%	0%	0%	0%	0%
Rode a bus or buses	2%	4%	5% B	0%	4% B
Carried a bike on a bus or buses	0%	0%	0%	0%	0%
Used Park and Ride	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	0%
Worked at home	11%	12%	4%	13% A	20% A
Other	1%	0%	0%	0%	3% A
Multiple modes	4%	5%	5%	5%	3%
Total	100%	100%	100%	100%	100%

**Table 86: Primary work commute mode on day of survey by distance of commute and place of residence**

Primary work commute mode on day of survey	About how far is your home from work?					Do you live in Boulder (within the city limits)?	
	0 to 2 miles	3 to 5 miles	6 to 10 miles	11 to 20 miles	Over 20 miles	Yes	No
	(A)	(B)	(C)	(D)	(E)	(A)	(B)
Drove alone	36%	62% A	68% A	83% A B C	80% A B	53%	80% A
Drove with at least one other person	1%	5%	8%	4%	2%	3%	4%
Walked	18% D E	0%	0%	0%	0%	6% B	0%
Biked	14% C D	11% D	3%	1%	0%	11% B	1%
Used E-scooter or another lightweight EV	0%	0%	0%	0%	0%	0%	0%
Rode a bus or buses	0%	9% A C D E	2%	1%	0%	6% B	1%
Carried a bike on a bus or buses	0%	0%	0%	0%	0%	0%	0%
Used Park and Ride	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	0%	0%	0%
Worked at home	24% B D	4%	12% B	6%	16% B D	13%	10%
Other	0%	0%	0%	2%	0%	0%	1%
Multiple modes	6%	8% E	6%	3%	1%	8% B	2%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 87: Primary work commute mode on day of survey by Eco-Pass status and work characteristics**

Primary work commute mode on day of survey	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
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)
Drove alone	55%	75% A	81% B	66%	71%	66%	70%	74%
Drove with at least one other person	5%	4%	6%	3%	4%	2%	4%	4%
Walked	5% B	1%	3% B	1%	2%	4%	2%	3%
Biked	10% B	3%	5%	5%	4%	8%	5%	4%
Used E-scooter or another lightweight EV	0%	0%	0%	0%	0%	0%	0%	0%
Rode a bus or buses	7% B	1%	2%	3%	2%	2%	2%	2%
Carried a bike on a bus or buses	0%	0%	0%	0%	0%	0%	0%	0%
Used Park and Ride	0%	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	0%	0%	0%	0%
Worked at home	11%	11%	0%	15% A	12%	5%	12%	8%
Other	3% B	0%	0%	2% A	1%	0%	1%	0%
Multiple modes	5%	4%	4%	5%	4%	12% A	4%	5%
Total	100%	100%	100%	100%	100%	100%	100%	100%

**Table 88: 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 Colorado CarShare, Zipcar, Enterprise or any other car share program?		Age			Gender	
	Yes	No	Yes	No	18-34	35-54	55+	Female	Male
	(A)	(B)	(A)	(B)	(A)	(B)	(C)	(A)	(B)
Drove alone	74% B	60%	38%	72% A	70%	72%	71%	74%	68%
Drove with at least one other person	4% B	1%	1%	4%	3%	3%	4%	3%	3%
Walked	2%	6% A	2%	2%	3%	3%	1%	3%	2%
Biked	5%	4%	29% B	4%	4%	4%	6%	2%	8% A
Used E-scooter or another lightweight EV	0%	0%	0%	0%	0%	0%	0%	0%	0%
Rode a bus or buses	1%	9% A	0%	2%	4%	1%	3%	2%	3%
Carried a bike on a bus or buses	0%	1%	0%	0%	1%	0%	0%	0%	0%
Used Park and Ride	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	0%	0%	0%	0%	0%
Worked at home	9%	13%	30% B	10%	2%	10%	12% A	12%	11%
Other	1%	0%	0%	1%	0%	0%	1%	0%	2% A
Multiple modes	4%	7%	0%	5%	13% C	6% C	2%	4%	5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%



**Table 89: 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)	Medical/dental	Construction/trades/laborer	Other
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
Drove alone	66%	87% A D	72%	71%	92% A	82%	69%
Drove with at least one other person	6%	7%	7%	3%	0%	9%	2%
Walked	10% C D	3%	0%	3%	1%	0%	6%
Biked	8%	2%	4%	7%	3%	10%	6%
Used E-scooter or another lightweight EV	2% D	0%	0%	0%	0%	0%	0%
Rode a bus or buses	7%	3%	2%	3%	4%	1%	12% C D
Carried a bike on a bus or buses	0%	1%	0%	0%	0%	0%	0%
Used a Park-n-Ride	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	1%	0%	0%	0%	0%	0%	0%
Worked at home	6%	0%	13% B	20% A B	3%	0%	20% B
Other	0%	0%	4%	0%	0%	0%	0%

**Table 90: 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	\$25.00 per hour or less	\$25.01 to \$50.00	\$50.01 or more
	(A)	(B)	(A)	(B)	(C)
Drove alone	73%	73%	78% C	75% C	61%
Drove with at least one other person	5%	4%	5%	6%	2%
Walked	4%	2%	6%	3%	2%
Biked	6%	6%	5%	5%	10% B
Used E-scooter or another lightweight EV	0%	2% A	1%	0%	0%
Rode a bus or buses	4%	6%	7% B	3%	4%
Carried a bike on a bus or buses	0%	0%	0%	0%	0%
Used a Park-n-Ride	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	0%
Worked at home	14%	13%	5%	16% A	22% A
Other	1%	0%	0%	0%	3% A

**Table 91: Primary work commute mode on day of survey by distance of commute and place of residence**

Primary work commute mode on day of survey	About how far is your home from work?					Do you live in Boulder (within the city limits)?	
	0 to 2 miles	3 to 5 miles	6 to 10 miles	11 to 20 miles	Over 20 miles	Yes	No
	(A)	(B)	(C)	(D)	(E)	(A)	(B)
Drove alone	39%	66% A	73% A	86% A B C	81% A B	58%	82% A
Drove with at least one other person	1%	7%	9%	5%	2%	4%	5%
Walked	21% B C D E	5% D E	0%	0%	0%	10% B	0%
Biked	16% C D E	13% D E	5%	1%	1%	14% B	2%
Used E-scooter or another lightweight EV	0%	0%	1%	0%	0%	1%	0%
Rode a bus or buses	5% D	14% C D E	2%	1%	1%	10% B	1%
Carried a bike on a bus or buses	0%	0%	0%	0%	0%	0%	0%
Used a Park-n-Ride	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	1%	0%	0%	0%	0%	0%	0%
Worked at home	25% B D	9%	15%	8%	17% D	16%	12%
Other	0%	0%	0%	2%	0%	0%	1%

**Table 92: Primary work commute mode on day of survey by Eco-Pass status and work characteristics**

Primary work commute mode on day of survey	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
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)
Drove alone	58%	78% A	84% B	69%	73%	70%	73%	76%
Drove with at least one other person	7%	4%	7% B	3%	5%	4%	4%	4%
Walked	7% B	2%	5%	3%	3%	11% A	3%	6% A
Biked	11% B	4%	6%	6%	5%	9%	6%	4%
Used E-scooter or another lightweight EV	0%	0%	0%	0%	0%	0%	0%	0%
Rode a bus or buses	10% B	2%	3%	5%	4%	9% A	3%	6%
Carried a bike on a bus or buses	0%	0%	0%	0%	0%	0%	0%	0%
Used a Park-n-Ride	0%	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	0%	0%	0%	0%
Worked at home	13%	14%	0%	20% A	13%	16%	14%	12%
Other	3% B	0%	0%	2% A	1%	0%	1%	0%

**Table 93: 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 Colorado CarShare, Zipcar, Enterprise or any other car share program?		Age			Gender	
	Yes	No	Yes	No	18-34	35-54	55+	Female	Male
	(A)	(B)	(A)	(B)	(A)	(B)	(C)	(A)	(B)
Drove alone	77% B	61%	38%	75% A	81%	76%	72%	77% B	70%
Drove with at least one other person	5% B	1%	1%	4%	10% B	3%	4%	4%	3%
Walked	2%	11% A	2%	4%	10% C	5% C	1%	4%	4%
Biked	6%	5%	29% B	5%	8%	5%	6%	3%	10% A
Used E-scooter or another lightweight EV	0%	0%	0%	0%	0%	0%	0%	0%	0%
Rode a bus or buses	2%	15% A	0%	4%	13% B C	4%	3%	4%	5%
Carried a bike on a bus or buses	0%	1%	0%	0%	1%	0%	0%	0%	0%
Used a Park-n-Ride	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi / Ride share (Uber / Lyft)	0%	0%	0%	0%	2%	0%	0%	0%	0%
Worked at home	12%	17%	30% B	13%	3%	14% A	13% A	14%	13%
Other	1%	0%	0%	1%	0%	0%	1%	0%	2% A

**Table 94: 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, adminis.)	Medical / dental	Construction / trades / laborer	Other
Telework once a month or more	16%	16%	45%	62%	11%	32%	51%
Work a compressed work week	11%	3%	20%	6%	12%	6%	14%
Have an Eco-Pass	30%	21%	20%	27%	5%	11%	20%
Ever ride a bus to work	20%	20%	12%	14%	7%	6%	18%
Ever ride a bus for non-work trips	19%	13%	7%	8%	9%	0%	16%

**Table 95: 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	\$25.00 per hour or less	\$25.01 to \$50.00	\$50.01 or more
Telework once a month or more	45%	36%	31%	45%	63%
Work a compressed work week	8%	18%	10%	13%	4%
Have an Eco-Pass	25%	13%	21%	23%	28%
Ever ride a bus to work	15%	16%	16%	15%	15%
Ever ride a bus for non-work trips	10%	11%	12%	11%	8%

**Table 96: Teleworking, compressed work week, use of bus by distance of commute and place of residence**

Percent of respondents who...	About how far is your home from work?					Do you live in Boulder (within the city limits)?	
	0 to 2 miles	3 to 5 miles	6 to 10 miles	11 to 20 miles	Over 20 miles	Yes	No
Telework once a month or more	40%	45%	48%	44%	47%	41%	46%
Work a compressed work week	8%	11%	9%	11%	8%	10%	9%
Have an Eco-Pass	36%	32%	14%	23%	17%	32%	19%
Ever ride a bus to work	21%	28%	6%	18%	5%	22%	12%
Ever ride a bus for non-work trips	23%	17%	5%	8%	4%	19%	6%

**Table 97: Teleworking, compressed work week, use of bus by Eco-Pass 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	60%	39%	0%	100%	47%	19%	51%	22%
Work a compressed work week	7%	10%	13%	4%	0%	100%	6%	19%
Have an Eco-Pass	100%	0%	18%	34%	25%	17%	25%	18%
Ever ride a bus to work	42%	7%	10%	23%	15%	17%	14%	18%
Ever ride a bus for non-work trips	26%	6%	9%	12%	10%	13%	9%	14%

**Table 98: 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 Colorado CarShare, Zipcar, Enterprise or any other car share program?		Age			Gender	
	Yes	No	Yes	No	18-34	35-54	55+	Female	Male
Telework once a month or more	44%	42%	63%	44%	22%	48%	43%	49%	37%
Work a compressed work week	9%	12%	3%	10%	7%	11%	9%	9%	10%
Have an Eco-Pass	24%	23%	40%	23%	18%	22%	26%	23%	26%
Ever ride a bus to work	12%	31%	27%	15%	14%	11%	19%	14%	18%
Ever ride a bus for non-work trips	7%	31%	32%	10%	18%	12%	8%	8%	14%



## Appendix D: Survey Methodology

The Boulder Valley Employee Survey for Transportation has been implemented eleven previous times: in 1991, 1993, 1995, 1997, 1999, 2001, 2005, 2008, 2011, 2014 and 2017. 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 2022, these included the city government of Boulder and CU-Boulder faculty/staff. 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

The survey from 2017 was used as the starting point to develop the 2022 questionnaire. In an iterative process between the City of Boulder and other stakeholders with Polco, the Employee Transportation Survey was finalized. A copy of the questionnaire can be found in Appendix E: Survey Materials.

### 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. 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. Companies from the InfoUSA database within the CAGID and BID boundaries were eliminated from the database for selection into the study. Business in 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-, Boulder Junction and Alpine-Balsam - defined on the western edge at 9th Street to 13th Street on the eastern edge, and between Balsam and North Avenue on the north and south edges- areas were identified as of interest for this study and oversampled.

A stratified, cluster sampling procedure was used to randomly select companies by number of employees to participate in the study. For the downtown area, 500 employers were selected for the survey from a list of 1,015 organizations. For the rest of Boulder Valley, 3,021 organizations were selected from a list of 5,280. These employers were further stratified by the areas, such that 728 were randomly selected from East Arapahoe Corridor, 70 from UHGID, 49 for Alpine-Balsam, 21 for Boulder Junction and 2,162 from the rest of the Boulder Valley.

## 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 CEO of Downtown Boulder Partnership. 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 October 2022.

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 most companies, that contact person could send an email invitation to the organization's employees inviting them to participate in an online survey. For the few organizations where employees did not have computer access at work, a research staff member 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 conduct the surveys.

A late push was made in December to try to increase the number of surveys completed by employees of large companies in the Boulder Valley area. An additional 177 surveys were collected; no significant differences were seen, so they were included in the final data set for analysis.

## Response Rates

For the Boulder Valley -excluding Downtown-, of the 3,021 companies originally selected for the survey, 254 agreed to do so and had at least one employee who completed the survey. This represents 8% of the selected employers.

A total of 813 completed surveys were collected from these Boulder Valley employees not working in the downtown area. Not all employees at every organization elected to participate in the survey; the employee response rate was about 24%. This was calculated as the number of surveys collected divided by the estimated number of employees at each organization.

**Figure 64: 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
1-4	1,843	7%	58%
5-9	641	9%	29%
10-19	282	11%	25%
20-49	153	18%	16%
50-99	56	14%	21%
100 or more	46	13%	21%
Total	3,021	8%	41%

For the downtown area, of the 500 employers selected for the survey, 23 agreed to participate and provided at least one completed employee survey, for a company response rate of 5%.

A total of 61 completed surveys were collected from downtown employees. Not all employees elected to participate; the average employee response rate was 47%; the overall employee response rate was 27% (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).

**Figure 65: 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
1-4	203	4%	74%
5-9	127	2%	51%
10-19	74	7%	16%
20-49	53	9%	16%
50-99	9	0%	-
100 or more	4	0%	-
Unknown	30	0%	-
Total	500	5%	47%

## Data Entry, Weighting and Analysis

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 few surveys that were completed on hard copy questionnaires were checked for accuracy by Polco staff and data entered into the webserver.

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.

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 in the next page show the results of applying the survey weights.

**Figure 66: Employee Survey Weighting**

<b>Percent of Employees in Businesses:</b>	<b>List of Businesses in Boulder Valley</b>	<b>Unweighted Survey Responses</b>	<b>Weighted Survey Responses</b>
<b>Size</b>			
1 to 4 employees	13%	18%	8%
5 to 9 employees	17%	16%	15%
10 to 19 employees	16%	12%	17%
20 to 49 employees	22%	13%	28%
50-99 employees	13%	12%	11%
100+ employees	19%	29%	20%
<b>Area of Boulder Valley</b>			
Downtown	21%	7%	17%
East Arapahoe Corridor	23%	28%	26%
Rest of Boulder Valley	56%	66%	57%

### Further Information

The City of Boulder funded this research, for further information about this study please contact Chris Hagelin, Principal Planner ([Hagelinc@bouldercolorado.gov](mailto:Hagelinc@bouldercolorado.gov)).

## **Appendix E: Survey Materials**

The following pages contain 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.