

# DENVER SOUTH 2020 COMMUTER SURVEY

## HIGH-LEVEL SNAPSHOT

Denver South conducted its annual regionwide survey throughout the fourth quarter of 2020. The 2020 survey received nearly 2,200 responses, doubling 2019 numbers.

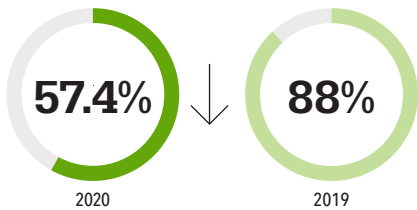
As with most industries, transportation and mobility were significantly impacted by the COVID-19 pandemic, which is clearly reflected in the response data. According to TomTom traffic data, average national congestion was down 40% during rush hour, correlating to Denver South's 35% reduction in single occupancy vehicles (SOV) year-over-year.



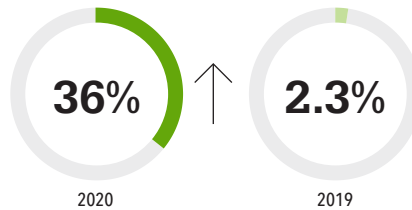
### HOW PEOPLE GOT TO WORK

With all commute modes totaling 100%

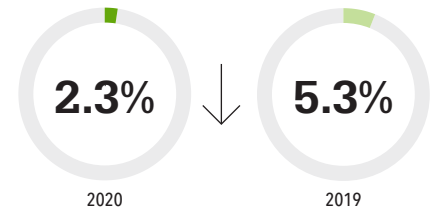
#### DROVE THEMSELVES IN SINGLE OCCUPANCY VEHICLES (SOV)



#### TELECOMMUTED



#### TOOK TRANSIT



As a result of COVID-19 the SOV rate **DECREASED BY 35% FROM 2019**

Average one-way employee commute into Denver South is approximately

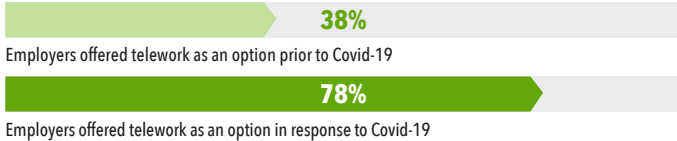
→ **14 MILES**



### TELEWORK AND COVID-19 RESPONSES\*

\*Respondents who could not telework/flexwork (healthcare, retail) did not answer these questions based on not qualifying

#### PROGRAMS MORE THAN DOUBLED AMONG EMPLOYERS



#### UTILIZATION INCREASED

Pre-COVID-19: Commuters eligible to telecommute did so less than one day per week (.80) on average

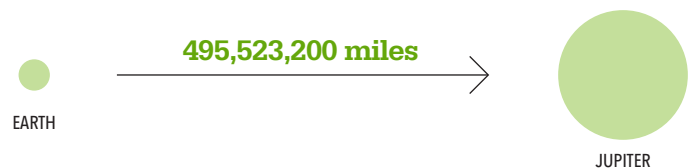


Post-COVID-19: Commuters eligible to telecommute did so 3.7 days per week on average



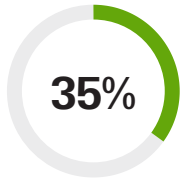
### VEHICLE MILES TRAVELED REDUCTION (VMT-R)

The decrease in drive-alone rate represents daily VMT-R of 2,064,680 miles. When applied to a full year (average 240 work days per year) there were 495,523,200 miles of VMT-R. This is nearly the distance from the Earth to Jupiter.

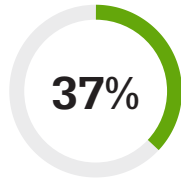




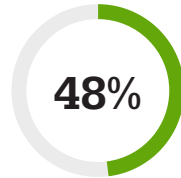
## FIRST/LAST MILE PREFERENCES



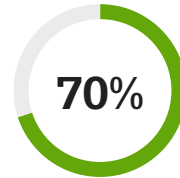
of respondents who do not have access to a **free shuttle** would utilize one if it were available



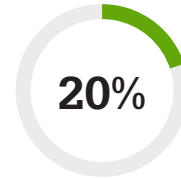
of respondents would ride a bike more if **protected bike lanes** were available along their route



of respondents would walk more to/from Denver South with an **enhanced walking experience** (better lighting, connectivity, fewer obstructions, more shade)



of employees commuting into Denver South say it is **very easy** to find **parking**



of respondents would use a **personal/shared bike or e-scooter** to complete their first/ last mile



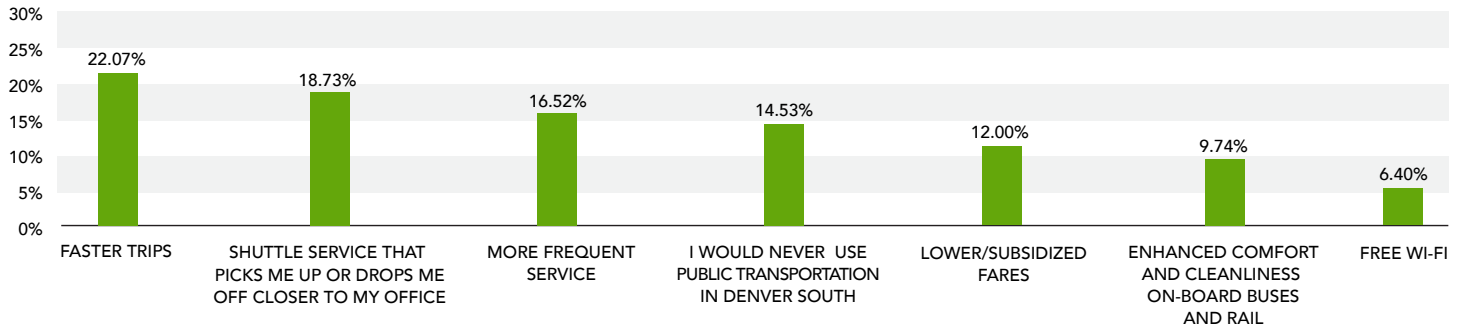
## BUS/TRANSIT TAKEAWAYS

29%



Would use a **transit pass an average of 3 days per week** if it were provided by their employers

### WHAT SINGLE IMPROVEMENT FROM THE LIST BELOW WOULD ENCOURAGE YOU TO USE PUBLIC TRANSPORTATION MORE TO/FROM/WITHIN DENVER SOUTH?



### REPRESENTATIVE OPEN-ENDED SURVEY RESPONSES (DRAWN FROM HUNDREDS OF QUOTES)

Need to have better East/West routes.

Connect businesses to businesses with sidewalks.

Let's find a shuttle solution!

Allowing more flexibility to telecommute post COVID would make a large difference in how long I choose to extend my employment in Denver South...RTD must be reliable, safe and affordable.

Safety is a concern when walking or riding a bike in Denver South... streets are too busy to ride alongside cars... dedicated bike paths and sidewalks are needed. Drivers do not yield properly so I do not walk or ride, but drive.