
FRONT RANGE TRAVEL COUNTS: NFRMPO HOUSEHOLD SURVEY

Final Report

April 2010



NuStats

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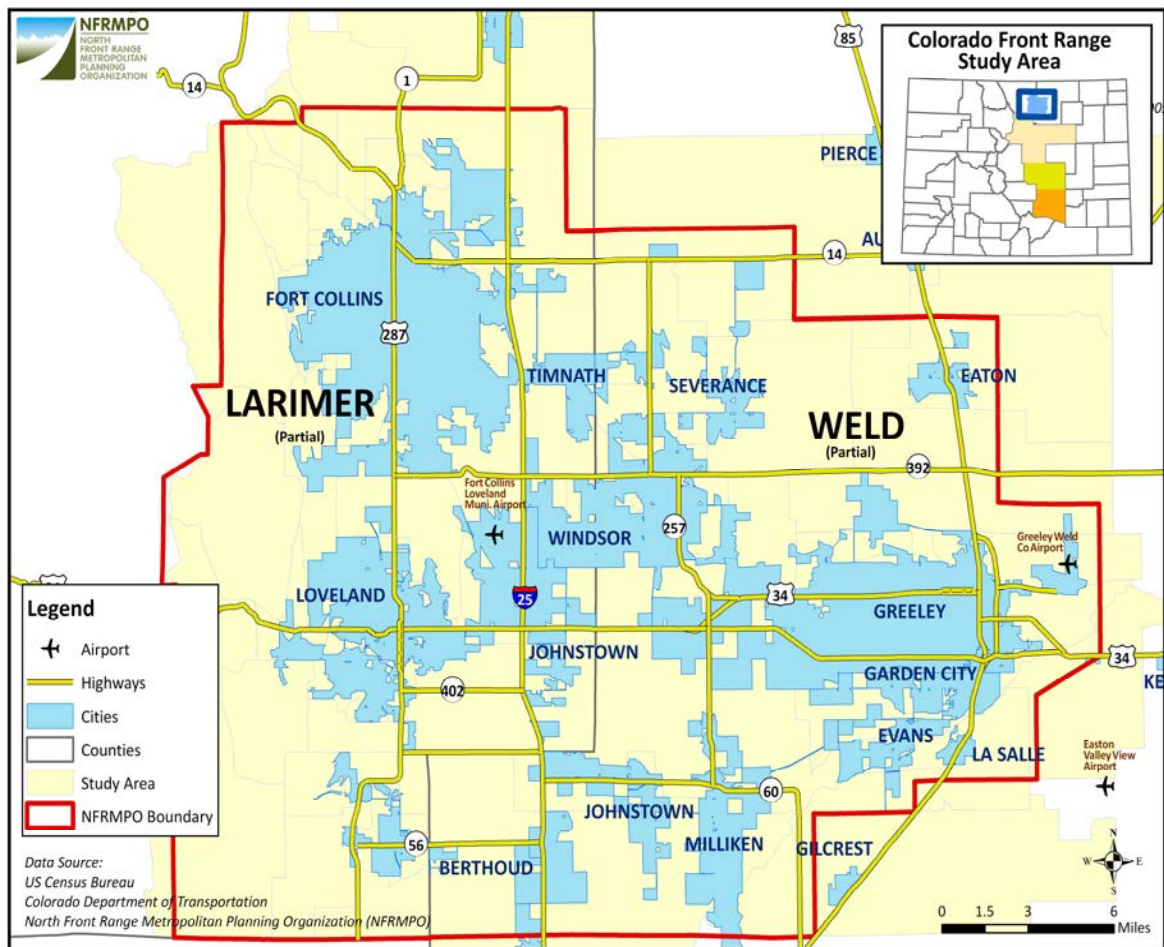
INTRODUCTION

The Front Range Travel Counts Survey (FRTC) is a comprehensive study of the demographic and travel behavior characteristics of Colorado Front Range residents across four MPO regions: North Front Range, Denver, Colorado Springs, and Pueblo (see Figure 1). The objective of the survey effort is to document demographic and travel behavior characteristics across the Front Range in order to support travel demand modeling and answer travel-related questions. The main metric obtained are “trip rates,” which are defined as the total number of trips reported at the household and/or person level for a given weekday. The survey data set obtained through this effort will support updates for several regional travel demand models, as well as support the development of new models.

As part of the FRTC, a household travel survey was conducted in all four MPO regions. In addition, supplemental surveys are planned to obtain data regarding commercial travel, travel within the region by non-residents, and travel by alternative modes (such as transit).

This report documents the design, implementation, and results of the FRTC Household Travel Survey within the North Front Range Metropolitan Planning Organization (NFRMPO) region, as shown in Figure 1.

FIGURE 1: NORTH FRONT RANGE STUDY AREA



Throughout all the regions, the FRTC household travel survey was conducted using standard travel survey methods and computer-aided telephone interviewing (CATI) technology. It entailed the collection of activity and travel information for all household members during a specific 24-hour weekday period. The survey relied on the willingness of regional households to (1) provide demographic information about the household, its members, and its vehicles and (2) have all household members record all travel-related details for a specific 24-hour period, including information for all locations visited, trip purpose, mode, and travel times. Incentives were offered to targeted, hard-to-reach demographic groups (low-income, households comprised of one person who works, and large households) in order to minimize unit non-response and provide a more representative data set.

Survey work began with a pilot in Spring 2009, followed by the North Front Range survey effort in Fall 2009. The other MPO regions were surveyed in Spring 2010. For the North Front Range survey effort, regional households recorded travel August 24 through November 6, 2009. In total, 2,125 households were recruited to participate in the study, and 1,505 provided complete travel data and are in the final data set. The overall response rate was somewhere in the range of 14% to 51%, with a recruitment rate that was somewhere between 20% and 72% and a 72% retrieval rate.

NuStats conducted this regional household travel survey in association with its affiliate, PTV DataSource. NuStats designed the survey, managed data collection, mailed the travel log packets, processed the data, provided quality control and assurance, and analyzed the survey data. PTV DataSource conducted the telephone interviews and monitored the calls for additional quality control.

This report has two sections: methods and results. The appendices contain the survey materials and questionnaires, as well as a frequency of unweighted responses to both the recruitment and the retrieval questionnaires.



SURVEY METHODS

The Front Range Travel Counts (FRTC) household travel survey is comprehensive study of travel behavior throughout the Front Range of Colorado. This report focuses on the study effort for the North Front Range MPO (NFRMPO). This is the northernmost MPO, comprised of portions of Larimer and Weld Counties. As indicated in Figure 1 above, this includes the communities of Fort Collins, Greeley, Evans, and Loveland.

The NFRMPO survey was conducted over a nine-month period, from March to November 2009. The general progression of the effort began in Spring 2009 with the design stage, where the data elements to support modeling and other desired analyses were identified and used to design the recruitment and retrieval questionnaires as well as the 24-hour travel diary provided to respondents to record their travel. At the same time that consideration was given to what would be collected, equal attention was given to who would be surveyed. This was used to formalize a sampling plan that would provide sufficient samples in desired proportions to support sub-regional modeling.

Once the design work was completed, a pilot test was conducted in late Spring 2009 to assess respondent reaction to the survey and to confirm that the survey questions would yield the desired data. Subsequent to the pilot test, the full study data collection began in the North Front Range MPO region, as noted above. As the travel data was collected, they were processed and subjected to a series of quality assurance tests, as documented in the FRTC Quality Control Plan. The final task was to create the weighting factors that would adjust the data with regard to geographic and demographic distribution.

This section of the report provides details about the methodology used to conduct the survey through the stages described above. It concludes with documentation on the development of the weights for use with the final data set. Within each section, the methods used, as well as the outcomes from those methods, are discussed.

SURVEY DESIGN

The goal of the study was to collect data from a minimum of 11,200 regional households, of which at least 1,500 households were to be from the NFRMPO region. The overall sample size, as well as that for the NFRMPO region, were set by the partner agencies, taking into account modeling needs, analysis plans, and available budget. The NFRMPO goal was achieved, and the final NFRMPO data set contains demographic and trip information for all members of 1,505 households.

The survey employed a generally accepted research method for documenting household travel behavior, in which all household members recorded all trips for a specified 24-hour period (focusing on weekdays, with each “travel day” beginning at 3 a.m. and ending at 2:59 a.m.) using a specially designed travel diary. In the survey materials and interview scripts, respondents were assured that their responses would be kept confidential and that their responses would be analyzed in the aggregate only. As a result, the data files were structured such that a 7-digit unique identifier (“sample number”) is provided to link each household’s data together across the files and documentation prepared to ensure the public use data files would be stripped of all identifying information prior to its release.

Households were randomly assigned to non-Holiday weekdays for recording their travel (Monday-Friday). The final distribution of households by day of week is shown in Table 1, which shows a fairly equal distribution of completed households among the days of the week.

TABLE 1: DISTRIBUTION OF HOUSEHOLDS BY DAY OF WEEK

| Day of Week | Frequency | Percent |
|-------------|-----------|---------|
| Monday | 320 | 21.3% |
| Tuesday | 279 | 18.5% |
| Wednesday | 317 | 21.1% |
| Thursday | 297 | 19.7% |
| Friday | 292 | 19.4% |
| Total | 1,505 | 100.0% |

Source: FRTC / NFRMPO Region, unweighted.

The following variables were obtained during the survey effort:

1) Household Data - Core household characteristics included the following:

- Geocoded household address,
- Household size,
- Household vehicle ownership and parking location when at home,
- Household bicycle ownership,
- Household income,
- Household ethnicity
- Residence type,
- Owner/renter status,
- Details regarding length of tenure, and if less than 5 years at current location, prior home location and reasons for moving,
- Indication of whether the household members use transit regularly or walks/bike to work/school,
- Day and date of travel, and
- Summary variables that indicated the number of trips made by household members, the number of workers and students, and the number of licensed drivers in the household.

2) Person Data – Demographic information was collected for all household members to help explain the impact of household dynamics on personal travel in the region. The person-level variables are:

- Age and gender of all household members,
- Relationship among household members,
- Disability status and type (following the American Community Survey design),
- Licensed Driver status (age 16+),
- Transit pass ownership (age 14+), type, and cost,
- Employment status (age 16+) or categorization of primary activity if not employed,
- If employed: for the primary job: geocoded work address, occupation, # hours worked per week, typical mode to work, telecommuting, whether the employer of the respondent provided transit pass and/or parking, length of time employed at that location and, if prior work location was in the Front Range region, where that work was located, carpool/vanpool participation, schedule flexibility,
- If employed: for the second job: geocoded work address, and # hours worked per week,
- Level of education attainment,
- Student status,
- If student: Geocoded school address, typical mode to school, type of school attended and if college student, number of days attend school (physically and on-line),
- A summary of the number of trips recorded or an explanation for non-travel if applicable.
- Details regarding the type of interview, the use of the diary, whether the day was typical for the respondent, and what type of traffic congestion encountered.

3) Vehicle data - The recruitment instrument included questions about the vehicles available to the household:

- Year,
- Make,

- Model,
- Body,
- Fuel type,
- Ownership status,
- Fleet composition questions including when vehicle was acquired, whether vehicle was a replacement or addition, and year/make/model of vehicle that was replaced,
- Whether vehicle was used on travel day and an explanation for non-use, if applicable.

4) Trip data –Trip data was collected for each household member during the retrieval interview. This data is the primary source of information to support the data needs of the travel demand model and analysis in mode choice, origin-destination patterns, and transportation facility use. Trip data collected included the following:

- An anchor point for the start of the day and to provide the origin information for the first trip of the 24-hour period (pinpointing the location of each household member at 3 a.m.),
- Geocoded address information for each location visited throughout the 24-hour period,
- Trip start and end times,
- Travel party size and composition,
- Travel mode,
 - If personal auto was used, an indication of which household vehicle was used
 - If personal auto was used, parking information
 - If transit was used, the number of transfers made, the bus fare, and bus pass information
 - For non-auto trips, the respondent perspective of parking costs (to determine if that had an influence on mode choice)
- Activity at place (trip purpose), and
- Summary variables to provide trip and activity duration.

SAMPLE DESIGN

Equally important as the decision of what to obtain during the survey is from whom to obtain that data. The objective was to provide a data set representative of the region’s population and travel patterns. As such, the sample design for the study needed to guide the collection of data such that the resultant data set would include adequate representation of households by geography as well as the key demographics of household size and household workers.

The general approach was that of a random population sample, proportionate across the study area and with oversampling of the hard-to-reach demographic groups including low-income, Hispanics, large households, and 1-person/worker households. Socioeconomic stratifications were also used, in which household size and employment status of the members in the household were stratified into the following strata:

- 1-person worker households
- 1-person non-worker households
- 2-person households with at least one worker
- 2-person non-worker households
- 3-or-more person households

The stratified sampling method assumed the following:

1. **Study Universe:** The survey universe was defined as all households within Larimer County and portions of Weld County.¹ The study universe comprises 135,249 households.
2. **Sampling Frame:** A multi-sampling frame was used that combined the strengths of two sampling frames – addressed-based frame and listed Random Digit Dial (RDD) frame. The address-based sample was randomly drawn from a current listing of all deliverable city and rural route residential postal addresses for the study area as contained in a direct mail database maintained by ADVO, Inc. The RDD sample was randomly generated by deriving unique blocks based on area code, exchange, and the 4th and 5th digits of known telephone number (e.g., 303-927-12). The last two digits were randomly generated, and each number was purged against known business listings and pre-dialed to purge non-working numbers.
3. **Target Number of Completes:** For the full study, the goal was to obtain travel data from 1,500 households.

The desired socio-economic distribution, according to the 2000 Census, is reflected in Table 2; the actual distribution of households in the final data set compared to the target numbers is in Table 3. During the course of the study, the distribution of recruited and retrieved households was monitored, and areas that were under-represented were targeted to attempt a distribution similar to the Census. The final distribution mirrored that of the 2000 Census fairly well, considering the age of the census data and the economic fluctuations of 2008 and 2009.

TABLE 2: SOCIO-ECONOMIC STRATIFICATION

| Demographic | Total Households | Percent of Total | Target Households |
|---------------------|------------------|------------------|-------------------|
| 1-person/worker | 18,480 | 13.4% | 201 |
| 1-person/non-worker | 12,918 | 9.4% | 141 |
| 2-person/worker | 38,380 | 27.9% | 419 |
| 2-person/non-worker | 10,006 | 7.3% | 109 |
| 3-person plus | 57,722 | 42.0% | 630 |
| Total | 137,506 | 100.0% | 1,500 |

Source: Census 2000, weighted

TABLE 3: ACTUAL DISTRIBUTION OF PARTICIPATING HOUSEHOLDS

| Demographic | Target | Actual | Percent of Goal |
|---------------------|--------|--------|-----------------|
| 1-person/worker | 201 | 241 | 119.9% |
| 1-person/non-worker | 141 | 116 | 82.3% |
| 2-person/worker | 419 | 536 | 127.9% |
| 2-person/non-worker | 109 | 78 | 71.6% |
| 3-person plus | 630 | 534 | 84.8% |
| Total | 1,500 | 1,505 | 100.0% |

Source: FRTC/NFRMPO Region, unweighted.

A distribution of all households sampled to participate in the study is shown in Figure 2. These are households that were randomly selected to participate in the survey. Ultimately, 1,505 households completed the entire study (their travel data was retrieved and passed all quality control checks). These “retrieved” households are shown geographically in Figure 3.

¹ The remainder of Weld County was outside the NFRMPO planning boundaries and thus not included in this effort.

FIGURE 2: SAMPLED HOUSEHOLD LOCATIONS

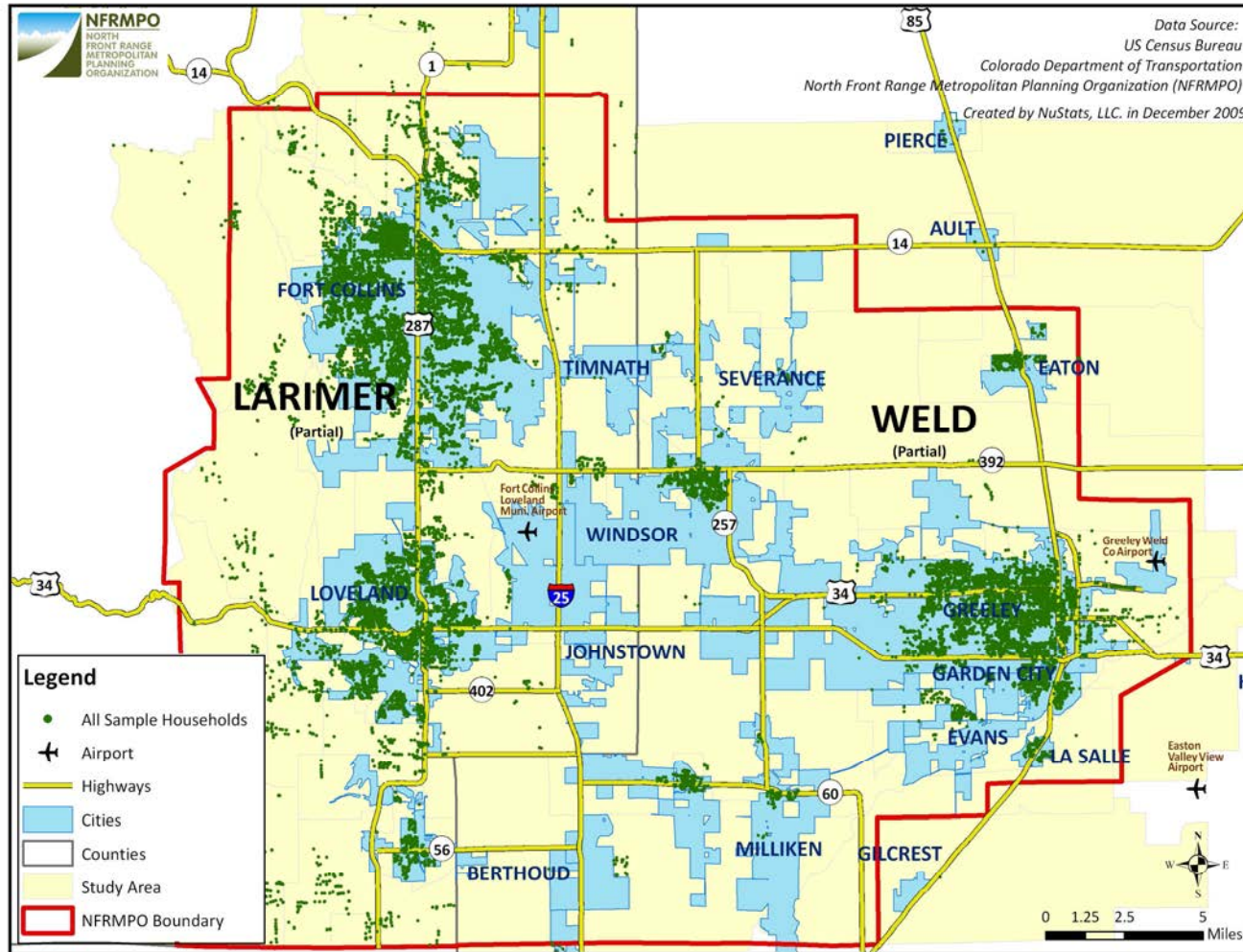
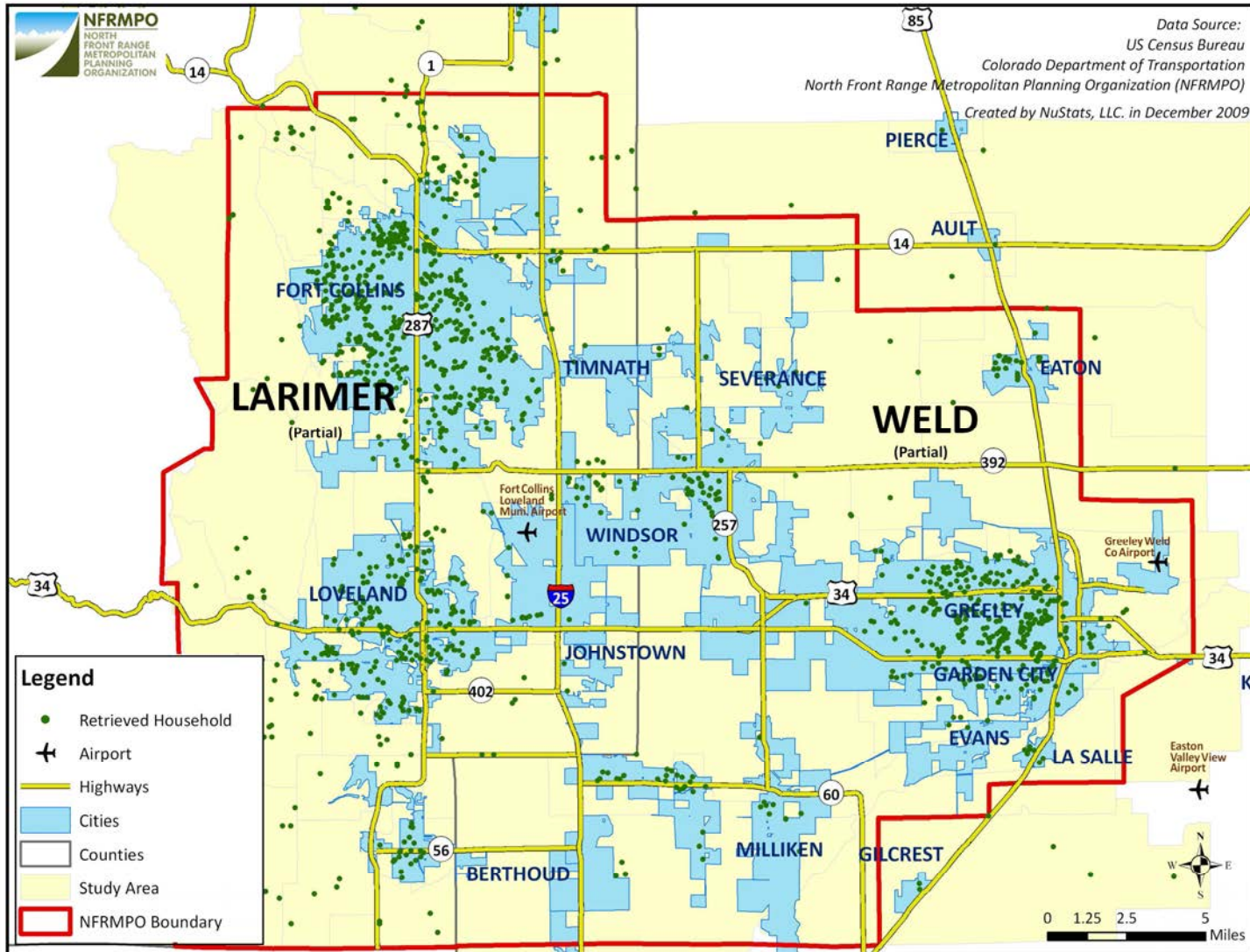


FIGURE 3: RETRIEVED HOUSEHOLD LOCATIONS



PILOT TEST

The pilot for the entire Front Range survey effort was conducted in the Spring of 2009. The purpose of the pilot phase of the study was to develop and test survey instruments and materials in order to assess respondent reaction and budget assumptions, in preparation for the full study effort. The three main objectives of the pilot phase were:

1. To test the core materials to ensure they are applicable and understood by all respondent groups despite differences in geography and demographics.
2. To identify variances, if any, between participation rates across regions.
3. To program and test the core programs and processes.

For the pilot data collection effort, the goal was to recruit 152 households from across the Front Range in order to assess how many would fully complete the survey. The focus included four geographic areas: a general area (selected to provide a benchmark for “typical” households in the full study) and three target areas (selected to provide insights into the low-income, minority, and military populations). To that end, the data collection team recruited 150 households. Complete and usable travel data were obtained from 102 households.

Prior to the start of the pilot test, evaluation criteria were developed to allow for an objective assessment of instruments, procedures, and processes. The pilot report focused on that objective assessment. The pilot test was designed as a “dress rehearsal” and allowed for the full evaluation of the survey procedures from sample generation to data file preparation. Overall, the pilot test was successful in terms of the procedures and collection of necessary data. These conclusions focus on three main areas: respondent participation, data, and methods.

- 1) **Respondent Participation.** The production and overall levels of recruitment show good levels of participation at the aggregate level. However, when you consider different groups of respondents, variation does suggest possible cost implications. With regards to recruitment, the retrieval rates suggest that some groups are easy to recruit, but they do not follow through. At the same time, other groups are more difficult to recruit, but when they commit, they fully complete the study. Full study recruitment estimates will be adjusted to reflect this (with the results of the “general” group guiding the effort more than for the special population groups included in the survey).
- 2) **Data.** With a few exceptions related to the need for programming adjustments, the data appear solid and sufficient to support the intended uses. A detailed review of the transit data shows that the materials and computer-aided telephone interviewing (CATI) programs are collecting the transit trip segments at the level of detail desired. Item non-response was highest for the new questions (hours worked at main and secondary jobs and year vehicle was acquired). Often, item non-response is correlated with the respondent’s interpretation of question relevancy – if these data items are kept in the survey, relevancy to the survey effort should be provided to the interviewers to help to mitigate item non-response.
- 3) **Methods.** The retrieval program was slightly longer than budgeted and should be shortened. In addition, the mail option is important for including some households in the study. All respondents should receive the study brochure in the diary packets.

DATA COLLECTION

Data collection activities for the NFRMPO survey began in August and continued through November 2009. These activities centered around five main stages: advance notification, recruitment, placement of materials, travel data retrieval, and processing. The details regarding each stage are provided in this section.

Advance Notification. A study letter and brochure were mailed to 1,500 households prior to the recruitment call. This mailing served as advance notification to the household that it had been randomly selected and would be receiving a call regarding the study; they were also provided the option of calling PTV DataSource to participate in the study. It provided information about the study sponsor, introduced PTV DataSource as the company that would be contacting them, and provided the web site address and a telephone number where additional information could be obtained. The letter and study brochure are included in Appendix A.

Recruitment. The recruitment interview was administered using a computer-assisted telephone interviewing (CATI) program. Each sampled household was telephoned by an interviewer to invite them to participate in the study. If the household agreed, demographic information was collected including income, household size, vehicle ownership, and other household characteristics. In addition, demographic characteristics were obtained for each member of the household such as age, gender, and employment and school status (see Appendix B for the recruitment questionnaire).

The recruitment calls began on August 12 and continued through October 25, securing participation from a total of 2,125 households. Over the course of the recruitment effort, 27,459 telephone numbers were called. Of these:

- 2,963 (10.8%) resulted in contact with eligible households.
- 4,707 (17.1%) were determined to be ineligible (non-working, non-household or non-voice lines), and
- 19,789 (72.1%) were unable to be classified as eligible or ineligible.

Of the eligible households reached, 2,125 of the 2,963 agreed to participate in the study (71.7%). The average length of the recruitment call was 20.6 minutes. It took an average of 2.7 call attempts to reach a household for recruitment. Table 4 shows the average interview length and the average number of call attempts it took to reach each household based on household size. As indicated in that table, the larger the household, the longer the interview length. The table also shows that it took fewer call attempts to reach households with fewer members.

TABLE 4: RECRUITMENT INTERVIEW LENGTH AND CONTACTS

| Household Size | N | Interview Length | # Attempts |
|----------------|-------|------------------|------------|
| 1 person | 456 | 14.5 min | 2.3 |
| 2 persons | 817 | 19.5 min | 2.6 |
| 3 persons | 313 | 22.9 min | 2.7 |
| 4+ persons | 539 | 26.1 min | 2.9 |
| Total | 2,125 | 20.6 min | 2.7 |

The recruitment instrument performed well. From a data quality point of view, item non-response is an important issue. This is defined as those instances where the respondent did not answer a survey question, either because they did not know the answer or refused to provide it. This is determined through a review of unweighted responses to all survey questions. As evidenced by the unweighted frequency of responses to the recruitment questionnaire contained in Appendix C, item non-response was marginal for this survey effort. A summary of the item non-response associated with the recruitment questionnaire are listed below. Each bullet includes the variable as well as the level of non-response.

- Home ownership status (0.1%)
- Length of time lived at current location (0.1%)
- Location of last home (0.3%)
- Factors influencing decision to move residence location (0.2%)
- Count of cellular phones in household (0.6%)
- Count of home telephone numbers in household (0.4%)
- Household income (7.4%)
- Where vehicle is parked at home (0.1%)

- Vehicle year (1.9%)
- Vehicle make (0.4%)
- Vehicle body (0.1%)
- Vehicle fuel type (0.1%)
- Vehicle ownership (0.1%)
- When acquired (2.3%)
- Vehicle a replacement or addition (0.1%)

- Age (1.7%)
- Disability (0.3%)
- Disability license (0.1%)
- Hispanic Origin (0.5%)
- Ethnicity (1.1%)
- Licensed Driver Status (0.1%)
- Transit Pass (0.4%)
- Employment Status (0.1%)
- Hours worked (1.2%)
- Volunteer status (0.1%)
- Primary Activity if not employed (0.1%)
- Occupation (0.6%)
- Length of time at this work site (0.8%)
- Last position in Front Range (0.5%)
- Typical Mode to Work (0.1%)
- Employer pays for parking (0.1%)
- Flexibility of work schedule (0.5%)
- Hours worked at 2nd job (0.5%)
- Educational Attainment (0.4%)
- Typical Mode to School (0.2%)
- Number of days attend school (college students) (0.1%)
- Number of days attend school on-line (college students) (0.2%)

Packet Mailout. The day following recruitment, the demographic information was processed into the master data set, and packets were assembled for each recruited households. These packets included a cover letter, travel diary, sample travel log, and a postage-paid envelope to return the completed logs after the retrieval interview (see Appendix D). Travel days were scheduled 7 to 10 days after recruitment to allow for sufficient time for packets to reach the households using First-Class mail.

Reminder Call. The night prior to the assigned travel day, reminder calls were made to the households. This reminder call served three key purposes:

1. Confirm that the household received the packet and answer any questions respondents might have about using the log to track their travel.
2. Schedule an appointment to conduct the retrieval interview.
3. Increase the likelihood that the household will follow through with recording their travel by reiterating the importance of the study and the household's commitment to participate.

For those instances where an answering machine was reached, the interviewers left brief messages that referenced a toll-free number for respondents to call if they had questions.

Retrieval. The day after an assigned travel day or at an agreed-upon time, telephone calls were made to retrieve the travel data recorded by each eligible household member in his/her travel diary. The interviews were guided using CATI programs of the retrieval instrument (see Appendix E). The average interview length was 33.9 minutes, and it took 6.5 call attempts to reach each household, on average.

TABLE 5: RETRIEVAL INTERVIEW LENGTH AND CONTACTS

| Household Size | N | Interview Length | # Attempts |
|----------------|------|------------------|------------|
| 1 person | 357 | 20.3 min | 5.5 |
| 2 persons | 614 | 30.4 min | 6.1 |
| 3 persons | 212 | 39.4 min | 7.2 |
| 4+ persons | 322 | 51.4 min | 7.9 |
| Total | 1505 | 33.9 min | 6.5 |

Travel days were assigned beginning August 24 and continued through November 6. Retrieval interviews began on August 25 and continued through November 16. Data were collected from all household members for the 1,505 households that completed the study. This is a retrieval rate of 70.8% (1,505 retrieved / 2,125 recruited).

To determine the overall response rate for the study, two different approaches are used. First, the participation by eligible households is calculated as the number of recruited households (2,125) divided by all eligible households (2,963). So of all eligible households, 72% agreed to participate in the study. Another measure is one that considers all recruits as a proportion of eligible sample plus a proportion of the sample for which eligibility could not be determined. According to that calculation, the recruitment rate is 20%, but this understates the recruitment rate as it considers sample that might be eligible but not that the eligible sample would result in completed surveys. As a result, the true recruitment rate lies somewhere in between 20% and 72%. The overall response rate for the study is determined by multiplying the recruitment rate by the retrieval rate (71.1%). For this study, the response rate is somewhere between 14% and 51%.

The retrieval instrument had minimal item non-response. As indicated in the unweighted frequencies contained in Appendix F to this report, the retrieval variable that experienced the highest item non-response was the question that asked the respondents who drove to a non-home location whether they parked on-site or off-site. This question experienced 0.8% item non-response.

Processing. Data processing took place throughout the study, beginning with the creation of the advance notification mailout, continuing with the release of sample for recruitment, processing recruitment data for the respondent mailout, appending the retrieval data to the master tables, and performing initial quality control measures on the data. A master control file tracked the progress of each household through the various survey stages, with codes to allow immediate identification of problem cases that were not

progressing according to schedule, as well as confirmation that cleared cases moved along as appropriate. A complete list of data checks is detailed in the FRTC Quality Control Plan. Example data checks from that more comprehensive list include the following:

- Data range checks to ensure data were inside the expected ranges for each variable and that there was agreement across data files (for example, if the household had 4 persons and 2 vehicles, there should be 4 records in the person file and 2 records in the vehicle file).
- If a person reported no travel, the household was flagged for manual review to confirm the reason for non-travel was appropriate based on the demographic characteristics of the household member. Those cases where the reason for non-travel was suspect or did not make sense within the context of the available demographic information were flagged and returned to PTV DataSource for confirmation or replacement.
- Within the travel data itself, several items were checked. The following are examples of conditions researched within the trip data:
 - Did each trip begin and end at a different location? Loop trips (those that have the same origin and destination) might be neighborhood walks, which were treated as at-home non-work activities rather than a trip.
 - Did each person return home at the end of the travel day? If not, did the final recorded destination make sense within the context of the household and person characteristics?
 - For all instances where a respondent reported traveling with other household members, was the shared trip reported for all other household members?
 - For all trips with “auto-driver” as the reported mode, was the respondent a licensed driver?
 - For all trips reported as “auto-passenger,” did another household member report the same trip as an auto-driver? If not, did the passenger report riding in a non-household vehicle with at least one other person making the trip?

Real-Time Geocoding with Trip Tracer. All trip-ends and habitual addresses were geocoded during the retrieval telephone interview using the Trip Tracer software. The Trip Tracer software was designed to provide interviewers with study area details (road names, landmark references). Interviewers used this additional detail to confirm respondent-reported locations in real time. An additional benefit of the use of the Trip Tracer software was that once the interview was completed, full address information, with matching x/y coordinates, for 100% of the locations, was immediately available. The availability of the location data at the x/y coordinate level means that data users can map to various geographies (such as traffic analysis zones or census tracts, using GIS software).

DATA WEIGHTING

As discussed earlier, the sample design was crafted to enable the collection of data from a representative and randomly selected sample of households from the region. Demographic and geographic targets were used to guide data collection with the goal of having a final data set that reflected the 2000 Census population proportions. Although the sample was randomly selected, not all sampled households agreed to participate, nor did all households that agreed to participate actually complete the study. This resulted in a non-response bias in the data set.

To correct for this, the final data set includes analytical weights computed at the household level. These weights adjust the relative importance of responses to reflect the different probabilities of selection of respondents and align the sample distributions to population distributions, thereby improving coverage and precision.

Sampling Weight. The first stage in developing the household weight was to adjust for the different probabilities of selection of respondents based on the sampling frames from which they were drawn. The sampling weight reflects the probability of selection of a telephone number or an address from the sampling frame. Considering the dual sampling framework employed in this study, separate sampling weights were calculated for the cell phone RDD, listed residential, and the address-based sampling frames. Specifically, the sampling weight for a sampling unit ij in the sampling frame, denoted as $W_{ij,SampFr}$, is simply the reciprocal of the selection probability of the sampling unit.

$$W_{ij,SampFr} = \frac{1}{\text{Prob}_{ij,SampFr}}$$

where,

- Sampling unit ij is an address in the listed residential or address-based sampling frame, and
- Sampling frame $SampFr$ is either the listed residential or the address-based sampling frame.

Raking Adjustment. Raking improves the reliability of the survey estimates. Hence, raking adjustments were used to align the weighted sample to the 2000 Census data using raking variables. In particular, the aforementioned weights were adjusted so that the sums of the adjusted weights are equal to known population totals from Census for certain subgroups of the population defined by demographic characteristics and geographic variables. The variables used for raking at the household level are as follows:

- Area of residence,
- Household size,
- Total Number of Workers in the households, and
- Household Income.

The raking procedure is based on an iterative proportional fitting procedure and involves simultaneous ratio adjustments to two or more marginal distributions of the population counts. The raking procedure is carried out in a sequence of adjustments. First, the base weights are adjusted to one marginal distribution and then to the second marginal distribution, and so on. One sequence of adjustments to the marginal distributions is known as a cycle or iteration. The procedure is repeated until convergence is achieved.

Table 6 shows the survey and Census population distribution by demographic and geographic raking variables for the NFRMPO area. A comparison of the unweighted difference and weighted difference between the survey data and the census indicates that the raking procedure has aligned the sample statistics to the population statistics.

TABLE 6: RAKING ADJUSTMENT AT HOUSEHOLD LEVEL

| Characteristic | Unweighted Data | Weighted Data | Census Data |
|-------------------------------|-----------------|---------------|-------------|
| Area of Residence | | | |
| Larimer County – Fort Collins | 41.4% | 40.6% | 40.6% |
| Larimer County – Loveland | 16.1% | 17.5% | 17.5% |
| Larimer County – Remainder | 10.2% | 7.7% | 7.7% |
| Weld County – Greeley/Evans | 22.7% | 24.7% | 24.7% |
| Weld County – Other | 9.6% | 9.5% | 9.5% |
| Household Size | | | |
| 1 | 23.7% | 22.3% | 22.4% |
| 2 | 40.8% | 35.6% | 35.5% |
| 3 | 14.1% | 16.5% | 16.5% |
| 4 or more | 21.4% | 25.6% | 25.6% |
| Household Workers | | | |
| 0 | 13.7% | 9.0% | 9.0% |
| 1 | 34.5% | 25.7% | 25.7% |
| 2 | 45.6% | 52.9% | 52.9% |
| 3 or more | 6.2% | 12.4% | 12.4% |
| Household Income* | | | |
| \$0 – \$29,999 | 14.5% | 30.7% | 30.7% |
| \$30,000 – \$49,999 | 18.0% | 23.4% | 23.4% |
| \$50,000 – \$74,999 | 23.2% | 21.7% | 21.7% |
| \$75,000 – \$99,999 | 17.5% | 11.8% | 11.8% |
| \$100,000 + | 26.8% | 12.4% | 12.4% |
| Residence Type | | | |
| Single family | 85.8% | 86.2% | 78.1% |
| All other types | 14.2% | 13.8% | 21.9% |

*Income was imputed for those cases where it was not provided by the respondent using a hot-deck imputation process that considered household size, household vehicles, household workers, and residence type.

Final Household Weight. The final analytic weight is simply the product of sampling weight and raking adjustment. This weight was normalized to represent the number of survey respondents in the study.



SURVEY RESULTS

A total of 1,505 households in the NFRMPO region completed the Front Range Travel Counts (FRTC) survey. These households provided details about their 3,686 household members, including age, gender, disability status, and employment and student status. They provided the year, make, and model for each of their 3,337 vehicles. In addition, they willingly provided trip destinations, travel times, travel modes, and the reasons for making 14,631 trips during a 24-hour period. In all, the households reported an average of 9.72 daily household trips and 3.97 daily person trips.

The purpose of this section is to summarize the characteristics of participating households. This begins by a review of the household members, which serves to inform differences in their travel behavior, as is presented in the second section of this chapter. Details about their trip characteristics comprise the third section, followed by a more detailed look at mode choice. This chapter concludes with a review of the travel times reported by respondents, including travel destinations during specific time periods.

RESPONDENT SUMMARY

The 1,505 households had an average of 2.58 persons each. Households in the outlying Weld County were the largest (3.19 persons), while those in Greeley/Evans were the smallest (2.48 persons on average).

TABLE R-1: HOUSEHOLD SIZE BY AREA

| Household Size | Area | | | | | |
|----------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| 1 Person | 24.9% | 26.3% | 29.9% | 16.7% | 11.9% | 22.3% |
| 2 Persons | 32.7% | 37.4% | 27.4% | 46.9% | 21.0% | 35.5% |
| 3 Persons | 19.0% | 11.5% | 16.2% | 14.3% | 21.0% | 16.5% |
| 4+ Persons | 23.4% | 24.8% | 26.5% | 22.1% | 46.2% | 25.7% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 2.52 | 2.48 | 2.62 | 2.51 | 3.19 | 2.58 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

With regard to household vehicle ownership, the regional average was 2.22 vehicles per household. As with household size, households with the most vehicles were in the outlying counties, while those in Greeley/Evans had the smallest reported fleet sizes.

TABLE R-2: HOUSEHOLD VEHICLES BY AREA

| Household Vehicles | Area | | | | | |
|--------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| 0 Vehicles | 2.8% | 5.7% | 1.7% | 0.0% | 0.0% | 2.3% |
| 1 Vehicle | 31.4% | 25.5% | 31.6% | 14.2% | 10.5% | 24.2% |
| 2 Vehicles | 41.4% | 46.4% | 36.8% | 34.9% | 39.2% | 40.1% |
| 3+ Vehicles | 24.4% | 22.4% | 29.9% | 50.8% | 50.3% | 33.5% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 1.98 | 1.93 | 2.11 | 2.69 | 2.61 | 2.22 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

According to the detailed information provided for each household vehicle, most of the households own vehicles manufactured before 2004.

TABLE R-3: FLEET AGE BY AREA

| Vehicle Year | Area | | | | | |
|--------------|------------------------|------------------------|-------------------|--------------------------------|----------------------------|------------------|
| | Fort Collins n=1210 | Greeley/Evans n=507 | Loveland n=245 | Other Larimer County n=1000 | Other Weld County n=373 | Total n=3,337 |
| Before 1995 | 22.3% | 21.7% | 21.0% | 18.3% | 17.1% | 20.4% |
| 1995-1999 | 26.2% | 30.6% | 19.8% | 20.6% | 24.1% | 24.5% |
| 2000-2004 | 26.4% | 23.5% | 33.7% | 29.6% | 30.2% | 27.9% |
| 2005 | 6.4% | 4.1% | 5.3% | 5.7% | 7.2% | 5.8% |
| 2006 | 4.9% | 5.1% | 3.7% | 9.7% | 6.7% | 6.5% |
| 2007 | 4.2% | 4.9% | 7.8% | 5.3% | 7.0% | 5.2% |
| 2008 | 2.6% | 5.1% | 3.7% | 8.4% | 3.5% | 4.9% |
| 2009 | 2.2% | 2.6% | 1.6% | 0.4% | 3.2% | 1.8% |
| 2010 | 0.3% | 0.0% | 0.4% | 0.0% | 0.0% | 0.1% |
| Refused | 4.5% | 2.4% | 2.9% | 2.1% | 1.1% | 3.0% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 1998 | 1998 | 1999 | 1999 | 1999 | 1999 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Virtually all households had at least one licensed driver, with the regional average at 1.92 licensed drivers per household.

TABLE R-4: HOUSEHOLD LICENSED DRIVERS BY AREA

| HH Licensed Drivers | Area | | | | | |
|---------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| 0 | 1.6% | 3.4% | 2.6% | 0.0% | 0.0% | 1.5% |
| 1 | 26.6% | 32.3% | 30.2% | 19.6% | 15.4% | 25.1% |
| 2 | 56.7% | 52.9% | 50.9% | 64.5% | 58.7% | 57.7% |
| 3+ | 15.1% | 11.4% | 16.4% | 15.9% | 25.9% | 15.8% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 1.89 | 1.73 | 1.83 | 2.03 | 2.19 | 1.92 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Forty percent of regional households reported having at least one member that was a student. Households in Weld County had a higher proportion of student members than households in other areas. Those in outlying Larimer County reported the lowest proportion of students.

TABLE R-5: HOUSEHOLD STUDENTS BY AREA

| HH Workers | Area | | | | | |
|-------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| 0 Students | 58.3% | 66.9% | 59.5% | 65.5% | 43.4% | 60.2% |
| 1 Students | 17.8% | 12.9% | 17.2% | 20.5% | 25.9% | 18.4% |
| 2+ Students | 23.9% | 20.2% | 23.3% | 14.0% | 30.7% | 21.4% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 0.76 | 0.68 | 0.80 | 0.52 | 1.00 | 0.71 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Households in outlying Weld County also reported the highest proportion of workers in the household as compared to the other areas. Households in Greeley/Evans reported the lowest average number of workers per household.

TABLE R-6: HOUSEHOLD WORKERS BY AREA

| HH Workers | Area | | | | | |
|------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| 0 Workers | 9.5% | 13.3% | 9.4% | 6.7% | 4.9% | 9.0% |
| 1 Worker | 27.7% | 29.5% | 32.5% | 21.2% | 16.8% | 25.7% |
| 2+Workers | 62.8% | 57.2% | 58.1% | 72.0% | 78.3% | 65.2% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 1.67 | 1.54 | 1.61 | 1.79 | 2.03 | 1.71 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Households in the outlying Larimer and Weld Counties reported higher incomes, on average, than those in the cities.

TABLE R-7: HOUSEHOLD INCOME BY AREA

| HH Income | Area | | | | | |
|-------------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| < \$15,000 | 8.2% | 7.6% | 7.7% | 2.7% | 4.9% | 6.4% |
| \$15,000 - < \$20,000 | 9.0% | 6.5% | 9.4% | 2.4% | 1.4% | 6.3% |
| \$20,000 - < \$30,000 | 15.7% | 25.9% | 17.1% | 19.7% | 10.5% | 18.1% |
| \$30,000 - < \$40,000 | 10.2% | 15.2% | 12.0% | 8.1% | 9.1% | 10.6% |
| \$40,000 - < \$50,000 | 12.0% | 14.4% | 12.8% | 8.1% | 25.9% | 12.8% |
| \$50,000 - < \$60,000 | 6.9% | 6.1% | 9.4% | 9.7% | 4.9% | 7.5% |
| \$60,000 - < \$75,000 | 14.6% | 12.2% | 10.3% | 14.6% | 19.6% | 14.3% |
| \$75,000 - < \$100,000 | 10.8% | 6.1% | 11.1% | 16.8% | 14.7% | 11.8% |
| \$100,000 - < \$135,000 | 6.9% | 3.8% | 6.0% | 7.6% | 2.8% | 6.1% |
| \$135,000 - < \$150,000 | 2.3% | 1.5% | 1.7% | 4.1% | 2.8% | 2.6% |
| \$150,000 + | 3.4% | 0.8% | 2.6% | 6.2% | 3.5% | 3.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | \$40k -< \$50k | \$40k -< \$50k | \$40k -< \$50k | \$50k -< \$60k | \$50k -< \$60k | \$40k -< \$50k |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Income imputed as documented in Technical Memo on Weighting.

Seven percent of regional households indicated they were of Hispanic origin. Hispanic households were more likely to be found in Greeley/Evans and outlying Weld County.

TABLE R-8: HOUSEHOLD HISPANIC ORIGIN BY AREA

| Hispanic Origin | Area | | | | | |
|-----------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| Hispanic | 5.2% | 18.6% | 2.6% | 2.7% | 10.6% | 7.2% |
| Non-Hispanic | 94.3% | 81.0% | 96.6% | 97.0% | 88.0% | 92.2% |
| Refused | 0.5% | 0.4% | 0.9% | 0.3% | 1.4% | 0.5% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Most households (95%) were not of minority descent. Households in Greeley/Evans were most likely to report being of a non-white ethnic background.

TABLE R-9: HOUSEHOLD ETHNICITY BY AREA

| Ethnicity | Area | | | | | |
|----------------------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| White | 94.4% | 90.5% | 94.9% | 99.2% | 97.9% | 95.3% |
| African American | 0.2% | 0.4% | 0.0% | 0.0% | 0.0% | 0.1% |
| American Indian or Alaska Native | 0.2% | 0.8% | 0.9% | 0.0% | 0.0% | 0.3% |
| Asian | 1.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.5% |
| Other | 3.3% | 7.2% | 1.7% | 0.3% | 2.1% | 3.0% |
| Refused | 1.0% | 0.8% | 2.6% | 0.5% | 0.0% | 0.9% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Most respondent households own their own home (86%). Renters were more prevalent in Greeley/Evans and Loveland, as compared to the rest of the areas.

TABLE R-10: HOME OWNERSHIP BY AREA

| HH Ownership | Area | | | | | |
|-----------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| Owned/Mortgaged | 82.7% | 76.5% | 80.2% | 97.0% | 95.8% | 86.2% |
| Not Owned | 17.3% | 23.5% | 19.9% | 3.0% | 4.2% | 13.8% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted. “Not Owned” includes one case in Loveland where ownership was refused.

Two-thirds of households in the region reported owning at least one bicycle, with an overall average of 1.87 bikes per household. Households in Fort Collins reported higher-than-average bike ownership (2.18 bikes per household). Bicycle ownership levels were lowest in Greeley/Evans.

TABLE R-11: HOUSEHOLD BICYCLES BY AREA

| HH Bicycles | Area | | | | | |
|-------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| 0 | 26.4% | 46.4% | 39.3% | 27.4% | 34.0% | 31.9% |
| 1 | 14.6% | 16.7% | 19.7% | 19.4% | 16.0% | 16.7% |
| 2 | 26.0% | 19.8% | 14.5% | 25.8% | 22.2% | 23.6% |
| 3+ | 33.1% | 17.1% | 26.5% | 27.4% | 27.8% | 27.9% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 2.18 | 1.32 | 1.60 | 1.86 | 1.85 | 1.87 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

One-fourth of households in the North Front Range region indicated that someone in the household typically walked or biked to work/school at least once a week. This was highest in Fort Collins (35%) and lowest in the outlying Larimer and Weld County areas.

TABLE R-12: HOUSEHOLD MEMBERS WALK OR BIKE TO WORK/SCHOOL AT LEAST ONCE PER WEEK BY AREA

| Non-Motorized Travel | Area | | | | | |
|----------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| Yes | 35.4% | 20.5% | 21.6% | 14.2% | 13.9% | 24.4% |
| No | 64.6% | 79.5% | 78.4% | 85.8% | 86.1% | 75.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Fewer households reported using transit at least once a week. Overall, only 7% of participating households indicated they used transit at least once a week. Reported usage was highest in Greeley/Evans and lowest in the outlying Larimer and Weld County areas.

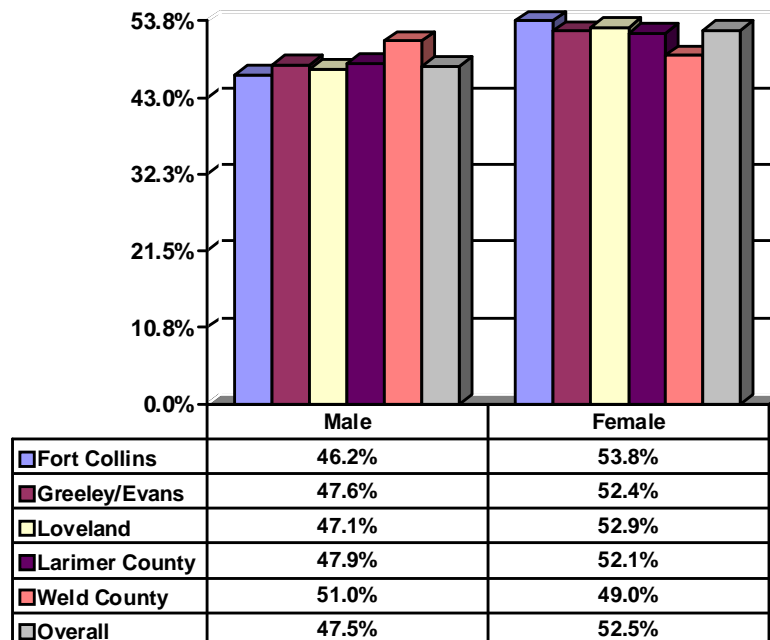
TABLE R-13: HOUSEHOLDS USE TRANSIT AT LEAST ONCE PER WEEK BY AREA

| Used Transit | Area | | | | | |
|--------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| Yes | 6.9% | 12.2% | 8.6% | 3.8% | 2.1% | 6.7% |
| No | 93.1% | 87.8% | 91.4% | 96.2% | 97.9% | 93.3% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Person Characteristics. The distribution of respondents by gender was fairly consistent across the region. As shown in Figure R-1, 47% of respondents were male and 53% were female.

FIGURE R-1: RESPONDENT GENDER BY AREA



Source: Front Range Travel Counts – NFRMPO HH Survey, weighted. Excludes respondents that did not provide Gender.

Eighty percent of those participating in the survey were over age 16. Children were most likely to be reported in households in Loveland and the outlying Weld County area. Seniors were most prevalent in Greeley/Evans. In general, young adults (age 20-24) were under-represented in this study, and the elderly (age 55+) were slightly over-represented, as compared to 2000 Census distributions.

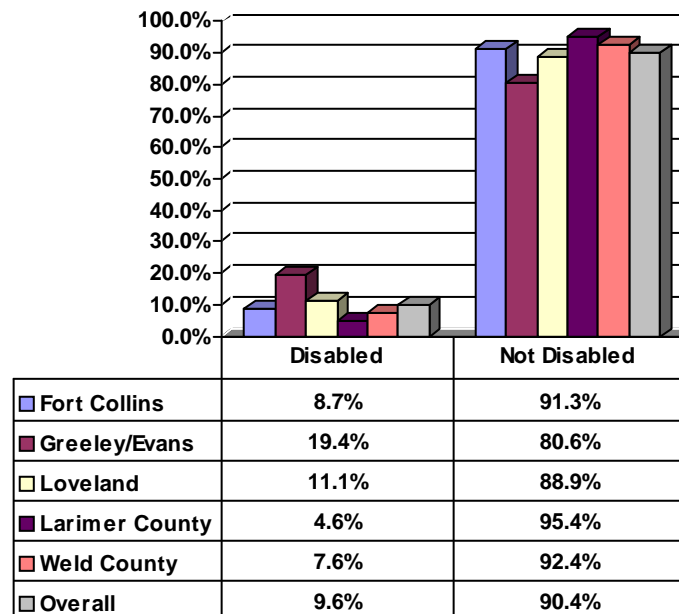
TABLE R-14: RESPONDENT AGE BY AREA

| Age | Area | | | | | |
|--------------|------------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=1443 | Greeley/Evans n=614 | Loveland n=287 | Other Larimer County n=868 | Other Weld County n=413 | Total n=3,625 |
| Under 16 | 18.5% | 20.0% | 26.5% | 18.2% | 24.0% | 19.9% |
| 16-19 | 7.5% | 4.6% | 6.6% | 3.8% | 4.6% | 5.7% |
| 20-24 | 5.8% | 3.3% | 1.0% | 3.3% | 5.8% | 4.4% |
| 25-34 | 8.6% | 6.4% | 11.5% | 9.2% | 6.8% | 8.4% |
| 35-44 | 11.7% | 10.7% | 10.1% | 9.1% | 18.4% | 11.6% |
| 45-54 | 21.4% | 19.4% | 12.5% | 15.7% | 15.0% | 18.3% |
| 55-64 | 13.3% | 18.7% | 18.5% | 30.4% | 15.7% | 19.0% |
| 65 and older | 13.2% | 16.9% | 13.2% | 10.3% | 9.7% | 12.7% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Average | 39.30 | 42.97 | 37.57 | 41.91 | 36.64 | 40.10 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted. Excludes cases where age was not provided.

The survey design followed the American Community Survey approach to documenting disability levels in the region. This entailed asking a series of questions about the presence of specific disabilities for each household member (see Appendix the questions). If at least one disability was present, the household member was identified as being “disabled” for this summary. Approximately one in ten respondents indicated they had some type of disability (10%), which is consistent with an estimate of 11% disability according to the American Community Survey for the same general geographic region.² Respondents in Greeley/Evans reported the highest disability rate at 19% of respondents. Those in outlying Larimer County reported the lowest disability rate at 5% of respondents.

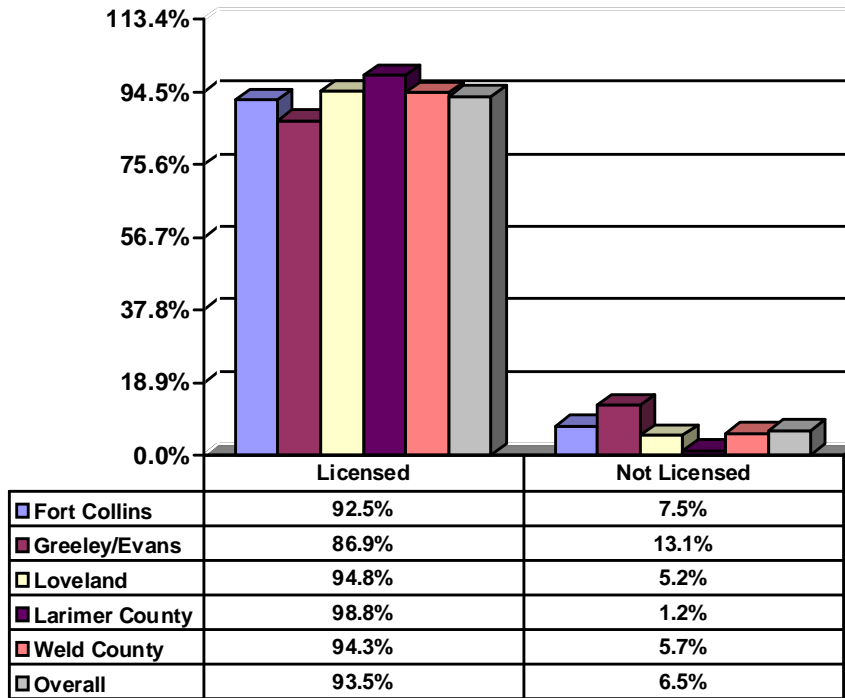
FIGURE R-2: DISABILITY STATUS BY AREA



² American Community Survey estimate derived from the 3-year (2005-2007) ACS database with a geography of the Fort Collins-Loveland MSA (the lowest level geography for which disability data was available) using American Fact Finder at www.census.gov, as summarized in the Table DP3YR-2. Note that the disability question used in the survey is from the 2008 ACS but data are not yet available from that source for a direct comparison.

The majority of respondents age 16 or older (94%) were licensed to drive. Licensure rates were highest in outlying Larimer County (99%). They were lowest in Greeley/Evans (87%).

FIGURE R-3: LICENSED DRIVER STATUS BY AREA



Respondents were asked if they held a transit pass for any provider in the Front Range region. About 4% of adults indicated they did hold a transit pass. This level was highest in Fort Collins (7% reporting holding a transit pass) and lowest in outlying Larimer County (less than 1%).

TABLE R-15: ADULT RESPONDENT HAS TRANSIT PASS BY AREA

| Transit Pass | Area | | | | | |
|-----------------------|------------------------|------------------------|-------------------|-------------------------------|----------------------------|-----------------|
| | Fort Collins n=1175 | Greeley/Evans n=490 | Loveland n=211 | Other Larimer County n=709 | Other Weld County n=315 | Total n=2900 |
| Yes | 7.2% | 2.1% | 3.2% | 0.5% | 1.7% | 3.8% |
| No/Don't Know/Refused | 92.8% | 97.9% | 96.8% | 99.5% | 98.3% | 96.2% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Of all respondents age 16 and older, most (83%) were employed in a paying job or held a regular volunteer position. Employment levels were highest in outlying Larimer and Weld Counties (87-88%) and lowest in Greeley/Evans (78%). Figure R-5 is a map of all work locations reported by these employed respondents.

FIGURE R-4: EMPLOYMENT STATUS BY AREA

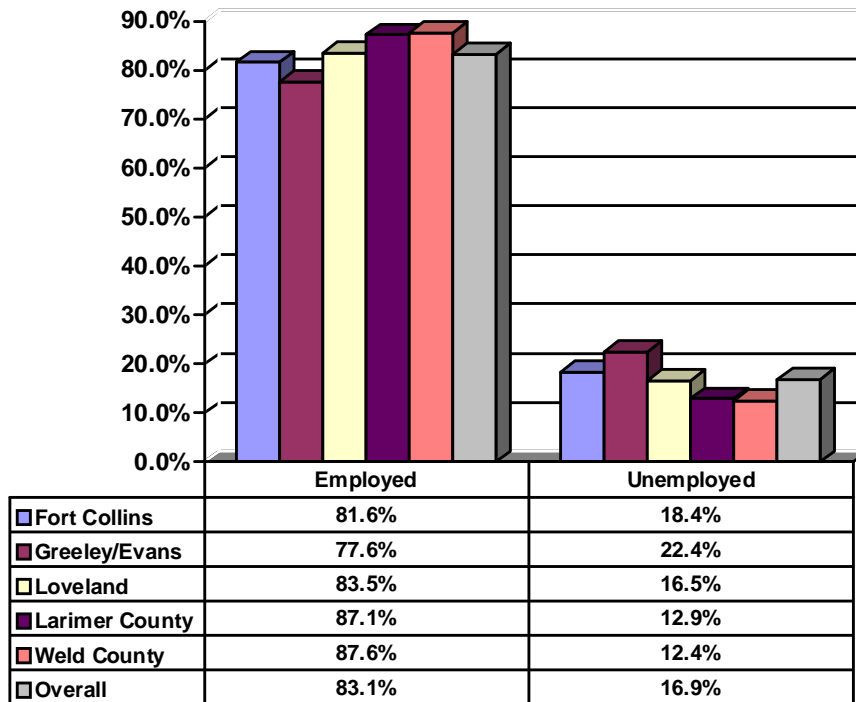
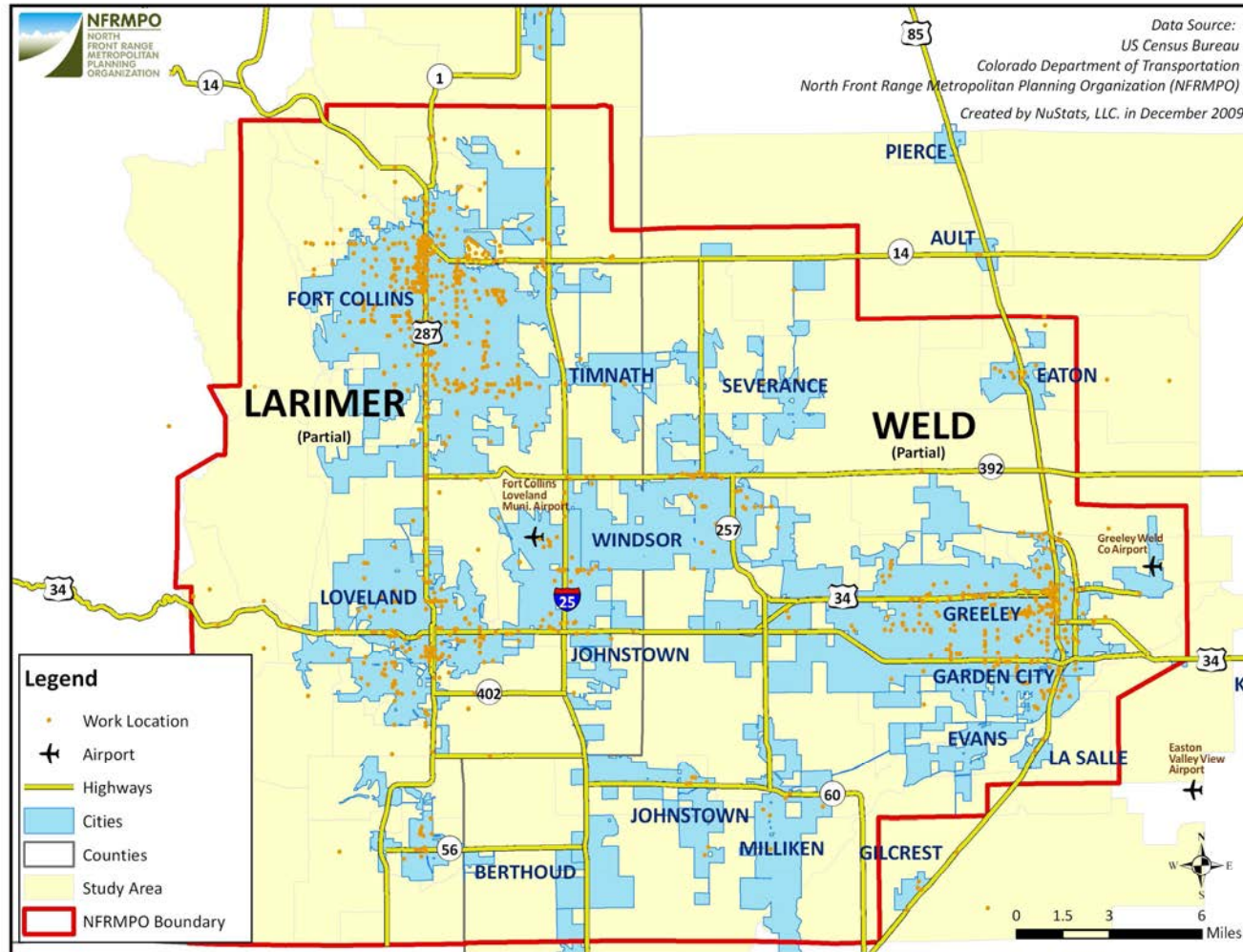


FIGURE R-5: WORK LOCATIONS



Most employees and volunteers commute to their work location by auto (85% as driver, 5% as passenger). An additional 6% indicate they travel by bike, with 3% indicating they walk to work. Non-motorized commutes were highest in Fort Collins (17% by walk or bike) and lowest in the outlying counties.

TABLE R-16: PRIMARY MODE TO WORK BY AREA

| Work Mode | Area | | | | | |
|---------------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|-----------------|
| | Fort Collins n=820 | Greeley/Evans n=356 | Loveland n=146 | Other Larimer County n=538 | Other Weld County n=228 | Total n=2088 |
| Walk | 3.7% | 5.1% | 2.1% | 3.2% | 1.8% | 3.4% |
| Bike | 13.3% | 4.2% | 0.7% | 0.6% | 0.9% | 6.2% |
| Auto/van/truck driver | 76.7% | 82.0% | 89.7% | 93.9% | 90.8% | 84.5% |
| Auto/van/truck passenger | 4.4% | 8.1% | 6.2% | 2.2% | 6.1% | 4.8% |
| Local Bus | 0.7% | 0.6% | 1.4% | 0.0% | 0.0% | 0.5% |
| Express Bus | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Other/Don't Know/ Refused | 1.2% | 0.0% | 0.0% | 0.2% | 0.4% | 0.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

For employed and volunteer respondents, 94% reported that their employer provides parking at work for no charge.

TABLE R-17: EMPLOYER PROVIDES PARKING BY AREA

| Employer Provides Parking | Area | | | | | |
|---------------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|-----------------|
| | Fort Collins n=965 | Greeley/Evans n=386 | Loveland n=178 | Other Larimer County n=632 | Other Weld County n=277 | Total n=2438 |
| Yes | 89.6% | 95.1% | 97.8% | 98.4% | 96.4% | 94.1% |
| No/Don't Know/Refused | 10.3% | 4.9% | 2.2% | 1.6% | 3.6% | 5.9% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Only 1% of all employed or volunteer respondents reported that they have an employer-provided transit pass (provided for free). Fort Collins workers had the highest reported proportion of 3%, while less than 1% of Loveland and Weld County workers reported having one.

TABLE R-18: EMPLOYER PROVIDES TRANSIT PASS BY AREA

| Employer Provides Transit Pass | Area | | | | | |
|--------------------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|-----------------|
| | Fort Collins n=965 | Greeley/Evans n=386 | Loveland n=178 | Other Larimer County n=633 | Other Weld County n=276 | Total n=2438 |
| Yes | 3.0% | 1.1% | 0.9% | 1.8% | 0.4% | 1.4% |
| No | 97.0% | 98.9% | 99.1% | 98.2% | 99.6% | 98.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Among those adults who do not work, most (38%) are retired or a student (22%). Retirees were most prevalent in Greeley/Evans (53%), and students were most prevalent in Fort Collins and outlying Larimer and Weld Counties.

TABLE R-19: PRIMARY ACTIVITY OF UNEMPLOYED RESPONDENTS BY AREA

| Primary Activity | Area | | | | | |
|-------------------------------|-----------------------|------------------------|------------------|------------------------------|---------------------------|----------------|
| | Fort Collins n=217 | Greeley/Evans n=111 | Loveland n=35 | Other Larimer County n=94 | Other Weld County n=39 | Total n=497 |
| Retired | 34.4% | 53.2% | 37.1% | 37.2% | 20.0% | 38.2% |
| Disabled/on disability status | 9.6% | 13.5% | 5.7% | 6.4% | 2.5% | 9.0% |
| Homemaker | 7.8% | 11.7% | 11.4% | 9.6% | 42.5% | 12.0% |
| Unemployed but seeking | 10.1% | 9.0% | 37.1% | 34.0% | 10.0% | 16.3% |
| Unemployed not seeking | 4.1% | 2.7% | 0.0% | 0.0% | 0.0% | 2.4% |
| Student | 33.0% | 9.9% | 8.6% | 11.7% | 25.0% | 21.5% |
| Other | 0.9% | 0.0% | 0.0% | 1.1% | 0.0% | 0.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

With regards to levels of educational attainment, 28% of NFRMPO area residents do not have a high school diploma (this includes children as well as adults). Thirty-seven percent of residents have a bachelor's degree or higher. Educational levels were higher in Fort Collins and outlying Larimer County, and lowest in outlying Weld County.

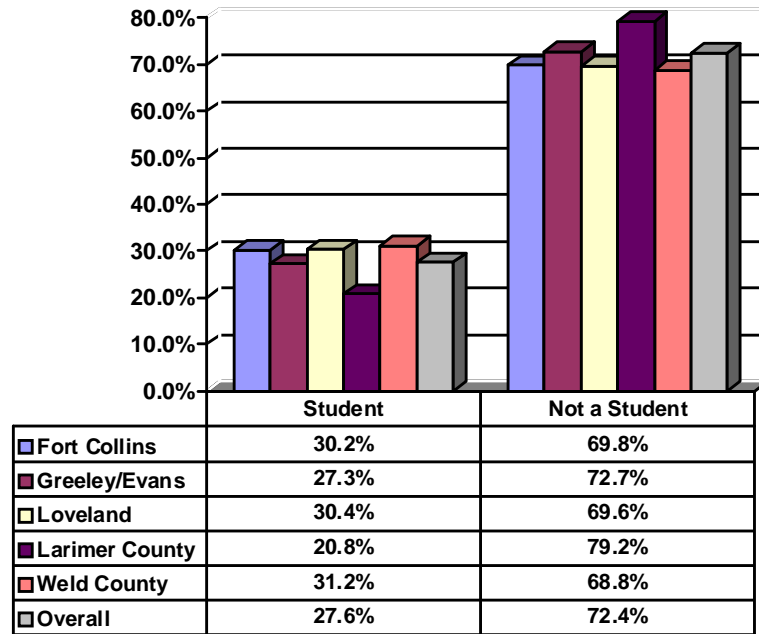
TABLE R-20: EDUCATIONAL ATTAINMENT BY AREA

| Education Level | County | | | | | |
|---------------------------------------|------------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=1460 | Greeley/Evans n=620 | Loveland n=289 | Other Larimer County n=884 | Other Weld County n=433 | Total n=3,686 |
| Not a high school graduate | 26.7% | 31.5% | 30.0% | 21.4% | 35.9% | 27.6% |
| High school graduate (diploma or GED) | 11.2% | 15.0% | 12.1% | 12.4% | 20.5% | 13.3% |
| Some college, but no degree | 12.1% | 16.5% | 16.6% | 15.8% | 15.2% | 14.4% |
| Associate or technical school degree | 6.4% | 6.9% | 7.2% | 6.8% | 6.0% | 6.6% |
| Bachelor's or undergraduate degree | 23.0% | 16.5% | 18.6% | 20.4% | 17.7% | 20.3% |
| Graduate degree | 20.3% | 12.3% | 14.8% | 22.7% | 4.6% | 17.2% |
| Other/Don't Know/Refused | 0.3% | 1.5% | 0.7% | 0.5% | 0.0% | 0.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Twenty-eight percent of respondents reported being a student. Student levels were higher in outlying Weld County, Fort Collins, and Loveland. The levels were lowest in outlying Larimer County.

FIGURE R-6: STUDENT STATUS BY AREA



Summary. The household characteristics did vary based on the area of residence within the NFRMPO modeling area. These demographic variations affect the travel behavior summaries and are important to keep in mind while reviewing the following sections.

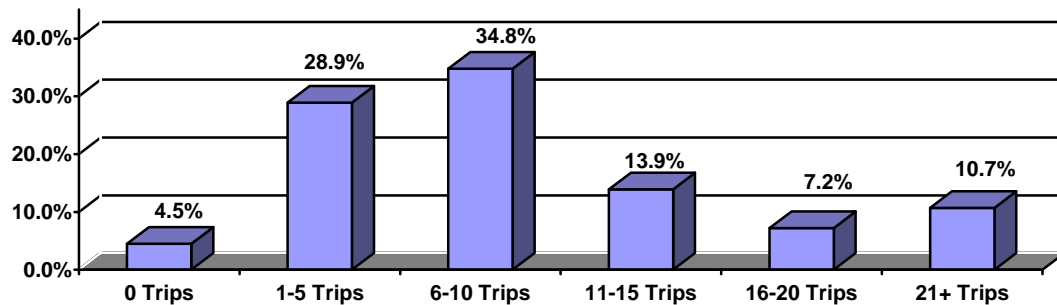
- Fort Collins. Fort Collins households reported smaller household sizes than average as well as fewer vehicles, but an average number of workers per household. These households reported the highest levels of non-motorized travel in a typical week and the highest levels of holding a transit pass. Household members had higher-than-average education levels, and more students per household than the other areas.
- Greeley/Evans. Households in the Greeley/Evans area were the most different from the other four areas. Comprised more of retirees and minorities, these households were smaller, with fewer vehicles, fewer students, fewer workers, lower incomes, and highest disability rates. This area had higher rental rates, and respondents were more likely to hold a transit pass.
- Loveland. Loveland households generally tended towards average characteristics for the region. They reported somewhat lower household sizes and workers per household, but higher-than-average renters and above average transit usage. They also reported good levels of non-motorized travel.
- Larimer County. Households in outlying Larimer County were smaller than most, but reported the most vehicles. They had the highest licensure rate, lowest levels of disability, above average workers per household, were the least diverse, and had the higher income levels in the area.
- Weld County. Respondents in Weld County were similar to those in Larimer County, except that they had lower education rates and more Hispanic households than average. They were younger, had more students, and reported the largest household size.

TRAVEL BEHAVIOR

The previous section provided a summary of the demographic characteristics for the participating households. The variations among participating households based on the area of residence suggest that travel behavior also varies throughout the region. The purpose of this section is to review the travel behavior reported by the 1,505 participating households in order to document the extent to which the travel behavior does vary. This includes summaries of trip rates by the different household and person characteristics for each area of the region, as well as for the total study area. All results in this section use weighted data.

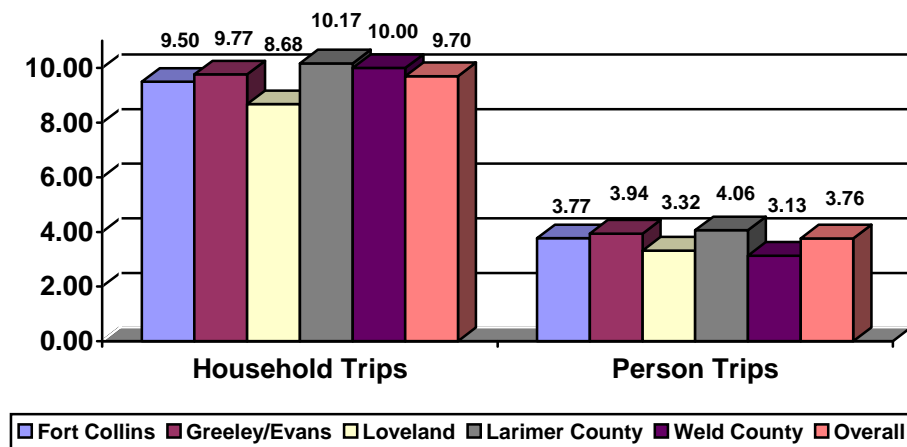
Household Travel. Of the 1,505 participating households, 5% reported making no travel on the assigned travel day, which is well within the standard of a 0-trip household rate not to exceed 10% and is a strong indicator of data quality. Of those households that did report travel, most reported making 10 trips or less (68%), but 11% reported making more than 20 trips during their assigned 24-hour period.

FIGURE R-7: HOUSEHOLD TRIP VOLUME (AGGREGATE)



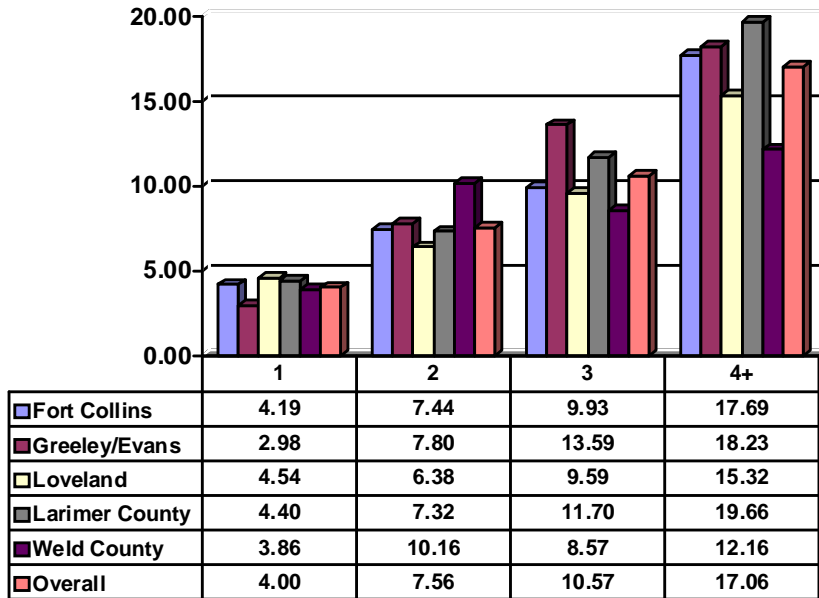
The average household daily trip rate was 9.70 trips (weighted), while the average daily person trip rate was 3.76 trips (weighted). The rates did vary by area, as shown in Figure R-8.

FIGURE R-8: AVERAGE TRIP RATES BY AREA



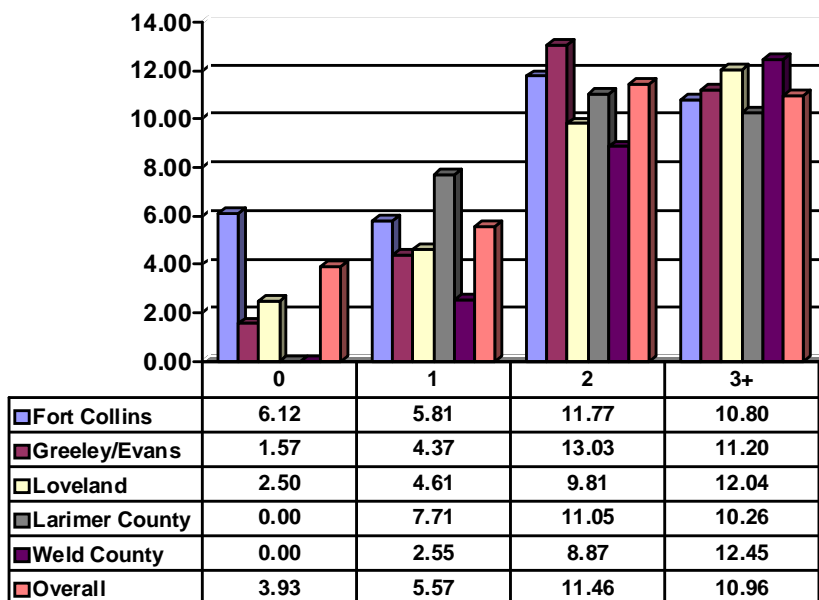
The average number of reported daily household trips increased as household size increased, as expected. Figure R-9 shows the average household trip rate for one-person households was 4.00, while households with four or more members took 17 trips on average.

FIGURE R-9: AVERAGE HOUSEHOLD TRIP RATES BY HOUSEHOLD SIZE AND AREA



The rate of household travel also increased as vehicle ownership increased. Households with no vehicles reported taking 3.93 trips on their travel day, while households with one vehicle reported 5.57 trips. Households in outlying Weld County with three or more vehicles reported the highest number of trips, 12.45.

FIGURE R-10: AVERAGE HOUSEHOLD TRIP RATES BY HOUSEHOLD VEHICLES AND AREA



The average daily household trip rate by the demographic groups is shown in Table R-21. The larger households made the most trips during their travel day, 14.52.

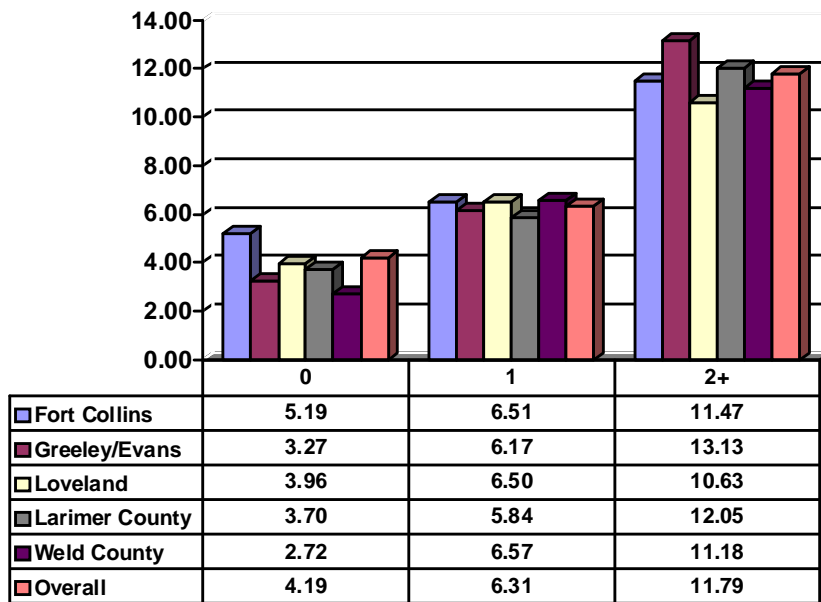
TABLE R-21: TRIP RATES FOR HOUSEHOLD SIZE BY NUMBER OF HOUSEHOLD WORKERS

| Demographic | Trip Rate |
|---------------------|-----------|
| 1-person worker | 4.39 |
| 1-person non-worker | 3.09 |
| 2-person worker | 7.61 |
| 2-person non-worker | 6.45 |
| 3+ persons | 14.52 |
| Total | 9.70 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Overall, households with 2 or more workers reported nearly three times the number of trips as those with no workers (11.79 and 4.19, respectively). The lowest level of trip-making was reported by 0-worker households in outlying Weld County (2.72 trips).

FIGURE R-11: AVERAGE HOUSEHOLD TRIP RATES BY HOUSEHOLD WORKERS AND AREA



Generally, household trip rates across the region increased as income increased, as shown in Table R-22. Households earning less than \$15,000 had the lowest rates at 5.80 trips per household, while households making at least \$50,000 traveled at least twice that amount.

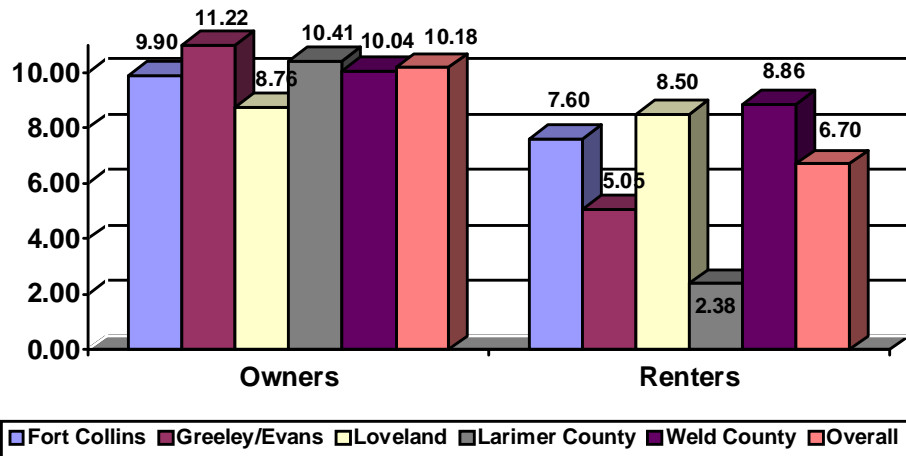
TABLE R-22: AVERAGE HOUSEHOLD TRIP RATES FOR HOUSEHOLD INCOME AND AREA

| HH Income | Area | | | | | |
|-------------------------|-----------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | Fort Collins n=611 | Greeley/Evans n=263 | Loveland n=116 | Other Larimer County n=372 | Other Weld County n=143 | Total n=1,505 |
| < \$15,000 | 7.44 | 4.95 | 5.21 | 2.40 | 2.33 | 5.80 |
| \$15,000 - < \$20,000 | 4.65 | 4.93 | 5.29 | 2.00 | 0.42 | 4.40 |
| \$20,000 - < \$30,000 | 7.57 | 4.84 | 5.51 | 6.43 | 13.08 | 6.73 |
| \$30,000 - < \$40,000 | 5.04 | 11.13 | 7.94 | 9.41 | 10.33 | 8.09 |
| \$40,000 - < \$50,000 | 9.72 | 15.09 | 8.13 | 6.52 | 6.83 | 9.59 |
| \$50,000 - < \$60,000 | 11.35 | 9.28 | 15.33 | 18.76 | 5.08 | 13.45 |
| \$60,000 - < \$75,000 | 11.89 | 13.93 | 9.47 | 10.35 | 13.88 | 11.92 |
| \$75,000 - < \$100,000 | 13.20 | 14.70 | 9.48 | 14.54 | 12.40 | 13.43 |
| \$100,000 - < \$135,000 | 14.71 | 12.52 | 12.79 | 8.77 | 12.66 | 12.39 |
| \$135,000 - < \$150,000 | 10.76 | 15.12 | 12.58 | 13.34 | 12.96 | 12.53 |
| \$150,000 + | 11.64 | 12.28 | 14.58 | 8.46 | 10.41 | 10.38 |
| Total | 9.50 | 9.77 | 8.68 | 10.17 | 10.00 | 9.70 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Finally, average daily household trip rates by home ownership type are examined in Figure R-12. Overall, respondents that owned their home tended to report four more trips on average than those that rented.

FIGURE R-12: AVERAGE HOUSEHOLD TRIP RATES BY HOME OWNERSHIP AND AREA



Note: Less than 30 observations of Renters in Loveland, Larimer, and Weld County – interpret results with caution.

Person Travel. The 1,505 participating households had 3,686 members who reported travel. The average daily person trip rate for these respondents was 3.76 (weighted). The following table summarizes the average daily person trip rates for those household members. As indicated in Table R-23:

- **Gender.** On average, women reported significantly more trips than men did. This was consistent across all five areas.
- **Age.** Age played a significant role on person trip rates across the region. Overall, respondents 20-24 years old traveled the least with 2.33 reported trips, while 25 to 54-year-olds traveled the most with an average of 4.06 trips.
- **Licensed to Drive.** Licensed drivers (age 16+) reported making one more trip, on average, than non-licensed drivers.
- **Worker Status.** Respondents who were employed reported more trips than those who were unemployed. This ranged from 0.7 more trips in Fort Collins to almost 2 full trips more in outlying Larimer County.
- **Student Status.** Throughout the region, non-students reported higher travel than students with the exception of outlying Larimer County.

TABLE R-23: AVERAGE DAILY PERSON TRIP RATES BY AREA

| | | Area | | | | | |
|-------------------|---------|------------------------|------------------------|-------------------|-------------------------------|----------------------------|------------------|
| | | Fort Collins n=1460 | Greeley/Evans n=620 | Loveland n=289 | Other Larimer County n=884 | Other Weld County n=433 | Total n=3,686 |
| Gender | Male | 3.57 | 3.72 | 2.79 | 3.94 | 3.00 | 3.55 |
| | Female | 3.96 | 4.14 | 3.79 | 4.16 | 3.28 | 3.95 |
| Age | < 20 | 3.40 | 3.28 | 2.77 | 4.43 | 2.95 | 3.47 |
| | 20 – 24 | 2.53 | 3.38* | 3.81* | 1.98* | 1.01* | 2.33 |
| | 25 – 54 | 3.97 | 4.86 | 3.42 | 4.27 | 3.32 | 4.06 |
| | 55 – 64 | 4.12 | 3.64 | 4.10 | 3.63 | 4.28 | 3.86 |
| | 65+ | 4.02 | 3.37 | 3.34 | 4.44 | 2.60 | 3.76 |
| | | Area | | | | | |
| | | Fort Collins n=1183 | Greeley/Evans n=496 | Loveland n=213 | Other Larimer County n=726 | Other Weld County n=316 | Total n=2,933 |
| Licensed to Drive | Yes | 4.00 | 4.43 | 3.58 | 3.94 | 3.44 | 3.96 |
| | No | 2.72 | 1.91 | 2.67* | 4.58* | 0.72* | 2.35 |
| Worker Status | Yes | 4.03 | 4.52 | 3.68 | 4.20 | 3.42 | 4.06 |
| | No | 3.35 | 2.62 | 2.81 | 2.30 | 2.27 | 2.87 |
| | | Area | | | | | |
| | | Fort Collins n=1460 | Greeley/Evans n=620 | Loveland n=289 | Other Larimer County n=884 | Other Weld County n=433 | Total n=3,686 |
| Student Status | Yes | 3.43 | 3.71 | 2.79 | 4.24 | 2.86 | 3.49 |
| | No | 3.92 | 4.02 | 3.55 | 4.01 | 3.26 | 3.86 |
| Overall | | 3.77 | 3.94 | 3.32 | 4.06 | 3.13 | 3.76 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted. *fewer than 30 observations

TRIP CHARACTERISTICS

Participants in the NFRMPO Front Range Travel Counts Survey recorded a total of 14,467 trips (weighted) during the course of the study. While the previous section focused on the characteristics of the travelers, the purpose of this section is to present the characteristics of the trips themselves. Trip data includes the main reason for travel, mode, and origin-destination flows by trip purpose. In addition, details specific to transit-using households and those reporting non-motorized travel are presented.

Of the 14,467 trips recorded, nearly one-third (34%) were to return home for non-work-related activities. Other frequently reported reasons for traveling included for work (11%), routine shopping (9%), and attending class (6%). A map of all trip destinations located within the study area is shown in Figure R-13. For details on origins and destinations of travel, see Appendix G.

The average reported trip length averaged 16.8 minutes. The longest trips were loop-trips (usually for exercise), which lasted almost 40 minutes. Other trip purposes that had longer trip durations were visiting friends and relatives (34 minutes), trips for outdoor recreation/entertainment (23 minutes), and business-related travel (20 minutes). The shortest trips made were for drive through activities such as a bank, ATM, or fast food (10 minutes).

TABLE R-24: PRIMARY REASONS FOR TRAVELING

| Main Reason for Traveling | N | % | Avg. Trip Duration (minutes) |
|---|-------|--------|------------------------------|
| Working at home | 127 | 0.9% | 14.16 |
| Shop at home | 0 | 0.0% | -- |
| On-line school at home | 7 | 0.0% | 8.80 |
| All other at home activities | 4920 | 34.0% | 17.17 |
| Work/job | 1637 | 11.3% | 19.34 |
| All other activities at work | 70 | 0.5% | 17.82 |
| Attending class | 790 | 5.5% | 15.53 |
| All other activities at school | 92 | 0.6% | 11.75 |
| Change of mode/transportation | 354 | 2.4% | 15.43 |
| Dropped off passenger from car | 566 | 3.9% | 12.95 |
| Picked up passenger from car | 557 | 3.8% | 14.60 |
| Drive through | 88 | 0.6% | 9.93 |
| Other – travel related | 37 | 0.3% | 10.97 |
| Work/business related | 618 | 4.3% | 20.36 |
| Service private vehicle | 160 | 1.1% | 13.21 |
| Routine shopping (groceries, clothing, etc) | 1236 | 8.5% | 12.50 |
| Shopping for major purchases or specialty items | 91 | 0.6% | 18.35 |
| Household errands (bank, dry cleaning, etc) | 475 | 3.3% | 11.18 |
| Personal business (attorney, accountant, etc) | 241 | 1.7% | 16.86 |
| Eat meal outside of home | 577 | 4.0% | 12.09 |
| Health care (doctor, dentist) | 224 | 1.5% | 18.59 |
| Civic/religious activities | 196 | 1.4% | 14.89 |
| Outdoor recreation/entertainment | 254 | 1.8% | 23.18 |
| Indoor recreation/entertainment | 516 | 3.6% | 16.42 |
| Visit friends/relatives | 435 | 3.0% | 33.89 |
| Loop trip | 18 | 0.1% | 38.74 |
| Other | 180 | 1.2% | 14.33 |
| Total | 14467 | 100.0% | 16.76 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

The following tables detail trip purpose by area of residence and reported travel mode.

TABLE R-25: PRIMARY REASONS FOR TRAVELING BY AREA

| Main Reason for Traveling | Fort Collins n=5751 | Greeley/Evans n=2548 | Loveland n=1001 | Other Larimer County n=3746 | Other Weld County n=1418 | Total n=14,464 |
|---|------------------------|-------------------------|--------------------|--------------------------------------|--------------------------------|-------------------|
| Working at home | 1.2% | 0.9% | 0.7% | 0.5% | 1.0% | .9% |
| Shop at home | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | .0% |
| On-line school at home | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | .0% |
| All other at home activities | 34.3% | 35.1% | 35.8% | 32.1% | 34.6% | 34.0% |
| Work/job | 10.7% | 11.5% | 9.5% | 12.1% | 12.6% | 11.3% |
| All other activities at work | 0.5% | 0.6% | 0.5% | 0.3% | 0.4% | .5% |
| Attending class | 5.6% | 5.4% | 7.0% | 4.1% | 7.7% | 5.5% |
| All other activities at school | 0.6% | 1.1% | 0.4% | 0.6% | 0.1% | .6% |
| Change of mode/transportation | 3.7% | 1.3% | 1.5% | 1.8% | 2.0% | 2.4% |
| Dropped off passenger from car | 3.5% | 4.0% | 4.4% | 4.2% | 4.6% | 3.9% |
| Picked up passenger from car | 3.1% | 5.6% | 3.9% | 4.2% | 2.9% | 3.8% |
| Drive through | 0.5% | 1.1% | 0.4% | 0.6% | 0.5% | .6% |
| Other – travel related | 0.2% | 0.3% | 0.9% | 0.2% | 0.0% | .3% |
| Work/business related | 3.8% | 4.5% | 4.6% | 4.5% | 5.1% | 4.3% |
| Service private vehicle | 0.8% | 1.5% | 1.2% | 1.4% | 0.8% | 1.1% |
| Routine shopping (groceries, clothing, etc) | 8.2% | 6.3% | 9.1% | 10.3% | 8.7% | 8.5% |
| Shopping for major purchases or specialty items | 0.7% | 0.6% | 0.4% | 0.6% | 0.6% | .6% |
| Household errands (bank, dry cleaning, etc) | 3.7% | 2.6% | 2.1% | 3.4% | 3.6% | 3.3% |
| Personal business (attorney, accountant, etc) | 1.8% | 1.6% | 1.6% | 1.8% | 1.0% | 1.7% |
| Eat meal outside of home | 3.0% | 4.4% | 3.3% | 5.4% | 3.7% | 4.0% |
| Health care (doctor, dentist) | 1.8% | 1.0% | 1.4% | 1.5% | 1.9% | 1.5% |
| Civic/religious activities | 1.0% | 2.0% | 1.6% | 1.2% | 1.6% | 1.4% |
| Outdoor recreation/entertainment | 2.5% | 1.8% | 1.6% | 1.0% | 1.1% | 1.8% |
| Indoor recreation/entertainment | 4.6% | 1.9% | 2.7% | 3.7% | 2.8% | 3.6% |
| Visit friends/relatives | 3.2% | 3.7% | 4.3% | 2.2% | 2.3% | 3.0% |
| Loop trip | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | .1% |
| Other | 0.8% | 1.0% | 1.2% | 2.4% | 0.6% | 1.2% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

TABLE R-26: PRIMARY REASONS FOR TRAVELING BY MODE

| Main Reason for Traveling | Auto (Driver) n=9445 | Auto (Passenger) n=3132 | Transit n=84 | Walk n=1011 | Bike n=443 | Other n=354 | Total n=14,469 |
|---|-------------------------|----------------------------|-----------------|----------------|---------------|----------------|-------------------|
| Working at home | 1.2% | 0.0% | 0.0% | 1.6% | 0.5% | 0.0% | 0.9% |
| Shop at home | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| On-line school at home | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% |
| All other at home activities | 33.8% | 36.3% | 0.0% | 31.8% | 39.7% | 25.7% | 34.0% |
| Work/job | 14.8% | 3.0% | 0.0% | 4.6% | 22.6% | 0.0% | 11.3% |
| All other activities at work | 0.6% | 0.1% | 0.0% | 0.7% | 0.0% | 0.0% | 0.5% |
| Attending class | 1.5% | 10.7% | 0.0% | 10.6% | 9.0% | 48.0% | 5.5% |
| All other activities at school | 0.2% | 1.7% | 0.0% | 1.0% | 0.0% | 1.7% | 0.6% |
| Change of mode/transportation | 0.5% | 1.7% | 89.3% | 12.9% | 1.1% | 13.0% | 2.4% |
| Dropped off passenger from car | 4.6% | 3.8% | 1.2% | 0.7% | 0.0% | 2.5% | 3.9% |
| Picked up passenger from car | 4.5% | 3.7% | 0.0% | 1.3% | 0.2% | 0.0% | 3.8% |
| Drive through | 0.8% | 0.5% | 0.0% | 0.2% | 0.0% | 0.0% | 0.6% |
| Other – travel related | 0.1% | 0.1% | 0.0% | 2.0% | 0.0% | 0.0% | 0.3% |
| Work/business related | 6.0% | 0.3% | 0.0% | 1.9% | 4.1% | 0.3% | 4.3% |
| Service private vehicle | 1.5% | 0.5% | 0.0% | 0.7% | 0.0% | 0.0% | 1.1% |
| Routine shopping (groceries, clothing, etc) | 9.5% | 9.2% | 1.2% | 4.5% | 1.4% | 0.3% | 8.5% |
| Shopping for major purchases or specialty items | 0.8% | 0.4% | 0.0% | 0.1% | 0.2% | 0.0% | 0.6% |
| Household errands (bank, dry cleaning, etc) | 4.2% | 1.6% | 0.0% | 2.3% | 0.7% | 0.0% | 3.3% |
| Personal business (attorney, accountant, etc) | 1.7% | 1.7% | 1.2% | 2.0% | 0.5% | 0.6% | 1.7% |
| Eat meal outside of home | 3.4% | 6.2% | 0.0% | 3.8% | 4.7% | 0.8% | 4.0% |
| Health care (doctor, dentist) | 1.7% | 1.7% | 0.0% | 0.5% | 0.2% | 0.0% | 1.5% |
| Civic/religious activities | 1.5% | 1.5% | 0.0% | 0.8% | 0.5% | 0.0% | 1.4% |
| Outdoor recreation/entertainment | 1.0% | 2.6% | 0.0% | 5.2% | 4.3% | 2.0% | 1.8% |
| Indoor recreation/entertainment | 2.9% | 5.6% | 1.2% | 3.5% | 5.2% | 0.8% | 3.6% |
| Visit friends/relatives | 2.4% | 4.0% | 0.0% | 5.4% | 4.5% | 4.0% | 3.0% |
| Loop trip | 0.0% | 0.0% | 0.0% | 1.5% | 0.7% | 0.0% | 0.1% |
| Other | 0.8% | 3.2% | 6.0% | 0.3% | 0.0% | 0.3% | 1.3% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

The average trip distance in miles between origin and destination was 5.58 miles. The longest trips were for visiting friends and relatives (22 miles), related to transit travel (intermediate changes of mode – 9 miles), and work related (8.5 miles). The shortest trips were for shopping or drive throughs (<2 miles), and returning home to perform on-line school activities (2 miles).

In terms of relative position of the destinations or trip ends as compared to the home location, the destinations within four miles of home were those associated with trip purposes of using a drive through, attending class, returning home to work for pay, and other miscellaneous activities. Those destinations within five miles of work were also for miscellaneous activities: school-related activities (for self or a household member), loop trips, returning home for on-line school activities, and other unspecified activities.

TABLE R-27: AVERAGE DISTANCES

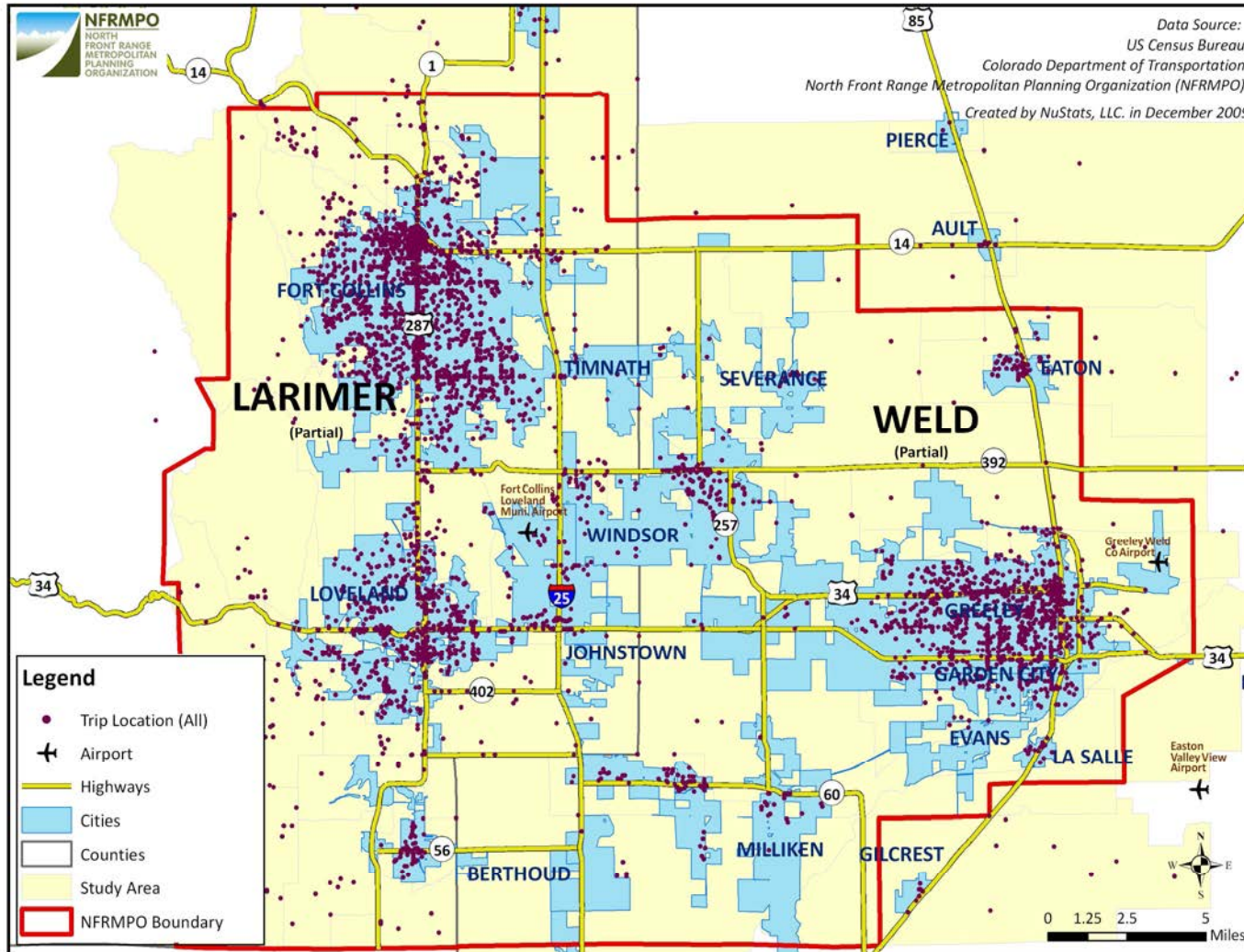
| Main Reason for Traveling | N | % | Avg. Distance Traveled from Origin to Destination | Avg. Distance from Home to non-Home Location* | Avg. Distance from Work to non-Work Location* |
|---|-------|--------|---|---|---|
| Working at home | 127 | 0.9% | 4.06 | 3.24 | 11.87 |
| Shop at home | 0 | 0.0% | 1.66** | N/A | 5.49** |
| On-line school at home | 7 | 0.0% | 2.03 | N/A | 4.23 |
| All other at home activities | 4920 | 34.0% | 5.30 | 176.79** | 7.02 |
| Work/job | 1637 | 11.3% | 7.14 | 8.13 | 8.51 |
| All other activities at work | 70 | 0.5% | 5.82 | 5.38 | 17.83 |
| Attending class | 790 | 5.5% | 2.59 | 2.89 | 6.20 |
| All other activities at school | 92 | 0.6% | 3.72 | 4.08 | 0.93 |
| Change of mode/transportation | 354 | 2.4% | 9.37 | 10.35 | 20.93 |
| Dropped off passenger from car | 566 | 3.9% | 4.36 | 4.18 | 6.32 |
| Picked up passenger from car | 557 | 3.8% | 3.47 | 4.32 | 6.59 |
| Drive through | 88 | 0.6% | 1.80 | 3.96 | 7.38 |
| Other – travel related | 37 | 0.3% | 2.71 | 3.57 | 4.94 |
| Work/business related | 618 | 4.3% | 8.48 | 10.81 | 10.79 |
| Service private vehicle | 160 | 1.1% | 5.44 | 5.72 | 9.29 |
| Routine shopping (groceries, clothing, etc) | 1236 | 8.5% | 2.76 | 4.29 | 5.42 |
| Shopping for major purchases or specialty items | 91 | 0.6% | 6.15 | 6.13 | 7.89 |
| Household errands (bank, dry cleaning, etc) | 475 | 3.3% | 2.34 | 4.82 | 4.90 |
| Personal business (attorney, accountant, etc) | 241 | 1.7% | 5.50 | 6.78 | 7.33 |
| Eat meal outside of home | 577 | 4.0% | 3.10 | 7.04 | 7.16 |
| Health care (doctor, dentist) | 224 | 1.5% | 6.39 | 7.87 | 9.29 |
| Civic/religious activities | 196 | 1.4% | 5.13 | 6.70 | 10.15 |
| Outdoor recreation/entertainment | 254 | 1.8% | 6.60 | 8.06 | 16.78 |
| Indoor recreation/entertainment | 516 | 3.6% | 4.80 | 5.69 | 7.39 |
| Visit friends/relatives | 435 | 3.0% | 22.43 | 23.81 | 19.60 |
| Loop trip | 18 | 0.1% | N/A | N/A | 3.97** |
| Other | 180 | 1.2% | 5.37 | 8.19 | 17.39 |
| Total | 14467 | 100.0% | 5.58 | 7.20 | 8.08 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted. Distance measured in miles.

*These are not traveled distances – only calculated distances from the home/work location to the destination of each reported trip to a non-home/non-work location.

**Less than 30 observations – interpret with caution

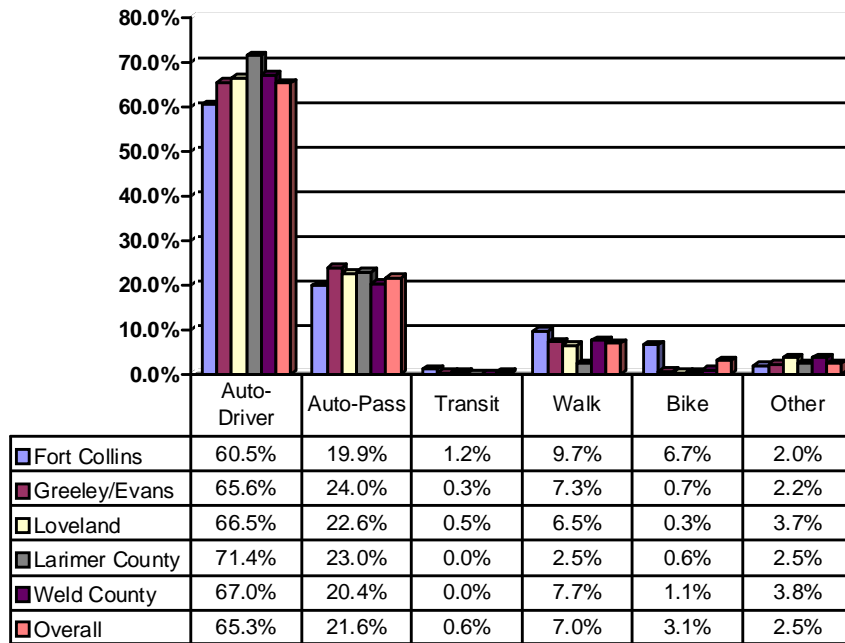
FIGURE R-13: ALL TRIP DESTINATIONS



MODE CHOICE

In addition to recording trip purpose and location information, respondents were asked to record the mode of travel they used to make each trip. The distribution of trips by mode is shown in Figure R-14. As indicated, auto was the dominant mode throughout the region, accounting for 87% of all trips (65% as drivers and 22% as passengers). Approximately 10% of trips were made by non-motorized modes, and less than 1% of reported trips were made by public transit.

FIGURE R-14: TRAVEL MODE BY AREA



Trip duration varied by mode and region. As shown in Table R-28, the average trip length was 16.76 minutes. Overall, walk trips were the shortest, taking only 10.49 minutes on average, while school bus trips took the longest at 23.97 minutes. Respondents from the outlying Larimer and Weld Counties reported longer trips (18 and 19 minutes respectively), while those in Fort Collins reported the shortest trip durations of 15 minutes, on average.

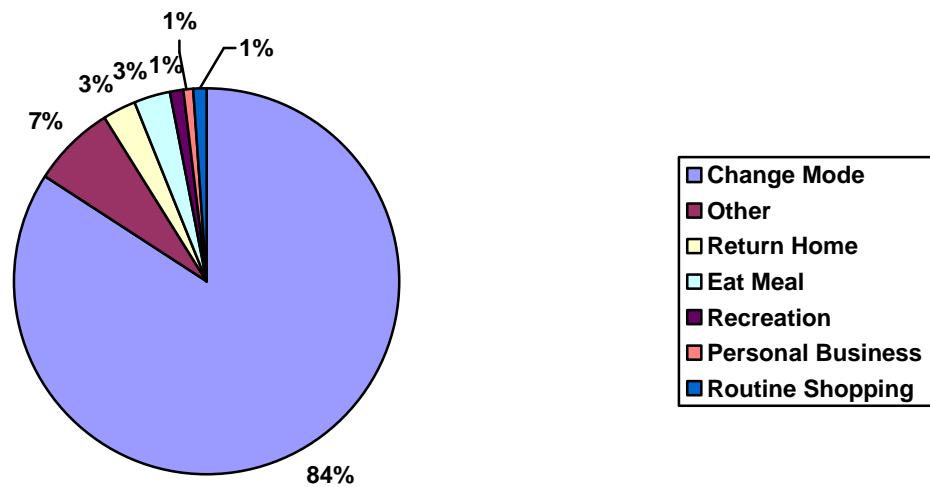
TABLE R-28: AVERAGE TRIP DURATION BY AREA AND MODE

| Mode | Area | | | | | |
|--------------------------|------------------------|-------------------------|--------------------|--------------------------------|-----------------------------|------------------|
| | Fort Collins n=5751 | Greeley/Evans n=2549 | Loveland n=1001 | Other Larimer County n=3747 | Other Weld County n=1419 | Total n=14467 |
| Walk | 11.10 | 10.60 | 5.89 | 12.46 | 8.27 | 10.49 |
| Bike | 17.85 | 35.26* | 26.69* | 55.42* | 32.73* | 20.95 |
| Auto/van/truck driver | 14.58 | 16.24 | 17.37 | 18.55 | 19.62 | 16.70 |
| Auto/van/truck passenger | 16.00 | 24.80 | 14.69 | 14.68 | 17.30 | 17.38 |
| Local Bus | 18.27* | 14.98* | 5.00* | -- | -- | 17.95 |
| Express Bus | -- | 22.73* | -- | -- | -- | 22.73* |
| Train | 6.00* | -- | 7.33* | -- | -- | 7.04* |
| Dial-a-ride/paratransit | 73.00* | 5.38* | 10.00* | -- | -- | 16.20* |
| Taxi | -- | -- | -- | 16.00* | -- | 16.00* |
| School bus | 21.04 | 19.89 | 19.77 | 25.62 | 33.84 | 23.97 |
| Other | 136.48* | -- | 100.00* | -- | -- | 133.37* |
| Total | 15.02 | 18.06 | 16.11 | 17.89 | 18.95 | 16.76 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted. Duration in minutes. *fewer than 30 observations

Travel by Transit. Of the 1,505 households that participated in the study, 24 households (weighted) reported using transit on the assigned travel day. In total, those 24 households reported 91 unlinked transit trips. This means that intermediate stops to transfer (i.e., from another mode to transit, from one type of transit to another, or within the same transit mode – such as transferring from one bus to another) are all captured as trip purposes for transit trips. As shown in Figure R-15, these transfers dominated the reason for travel. Since respondents were instructed to record each address visited as a separate “place,” it was expected that most transit trips would be to transfer. For example, a trip from home to work via transit by bus then light rail was actually recorded as four places: walk to bus stop, transfer to bus, transfer to light rail, walk to work. In this example, two of those trips would be reflected in the figure below, both with a purpose of “change mode.” Those few cases where the reason for the transit trip was something other than “change mode” are trips where the final leg of the transit trip dropped the rider off exactly at their destination and there was no egress trip.

FIGURE R-15: REASON FOR TRANSIT TRIP



As shown in Figures R-16 and R-17, transit-using households were mainly located in Fort Collins, although some lived in Loveland and Greeley. The trip destinations were mainly in these same cities.

FIGURE R-16: LOCATIONS OF TRANSIT-USING HOUSEHOLDS

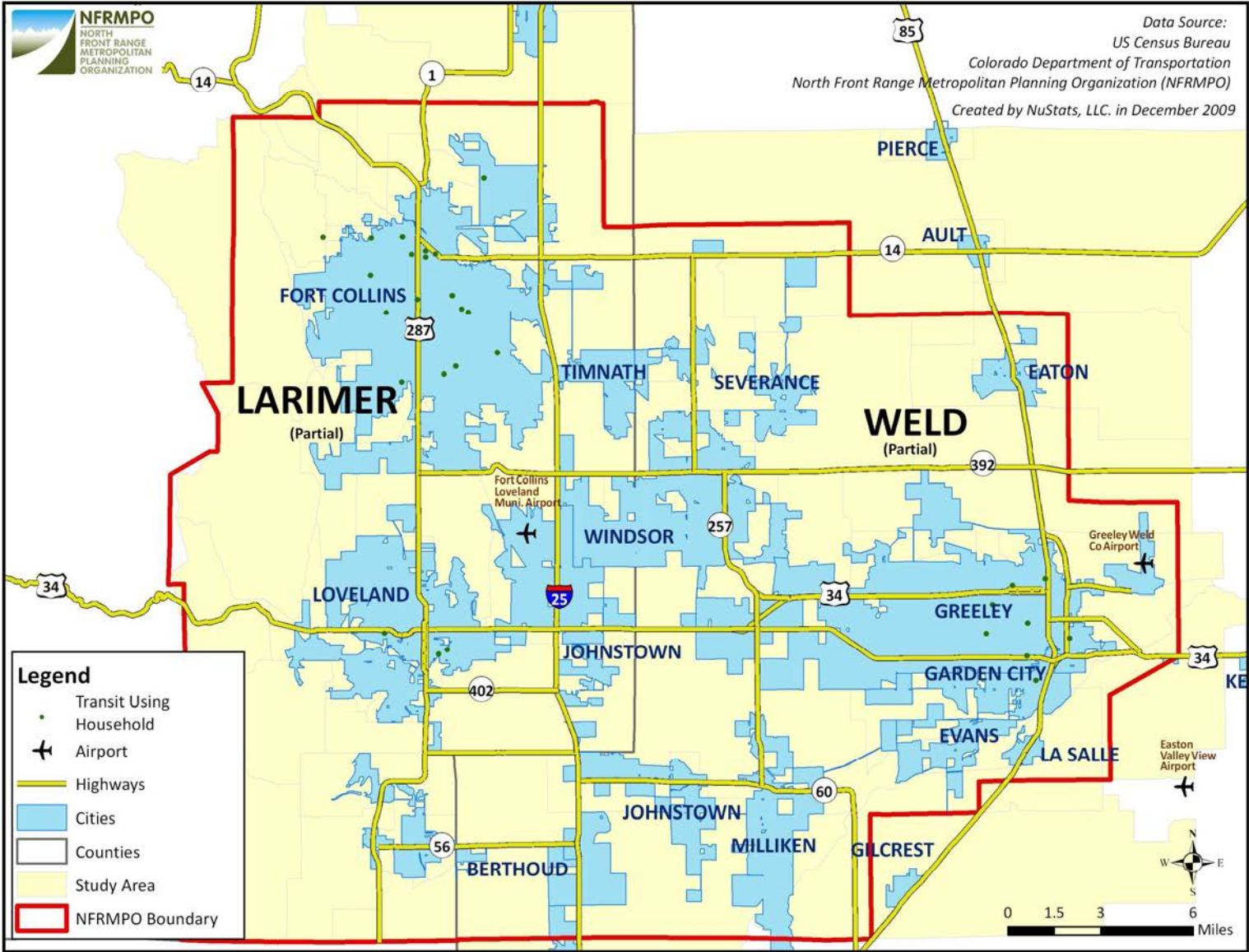
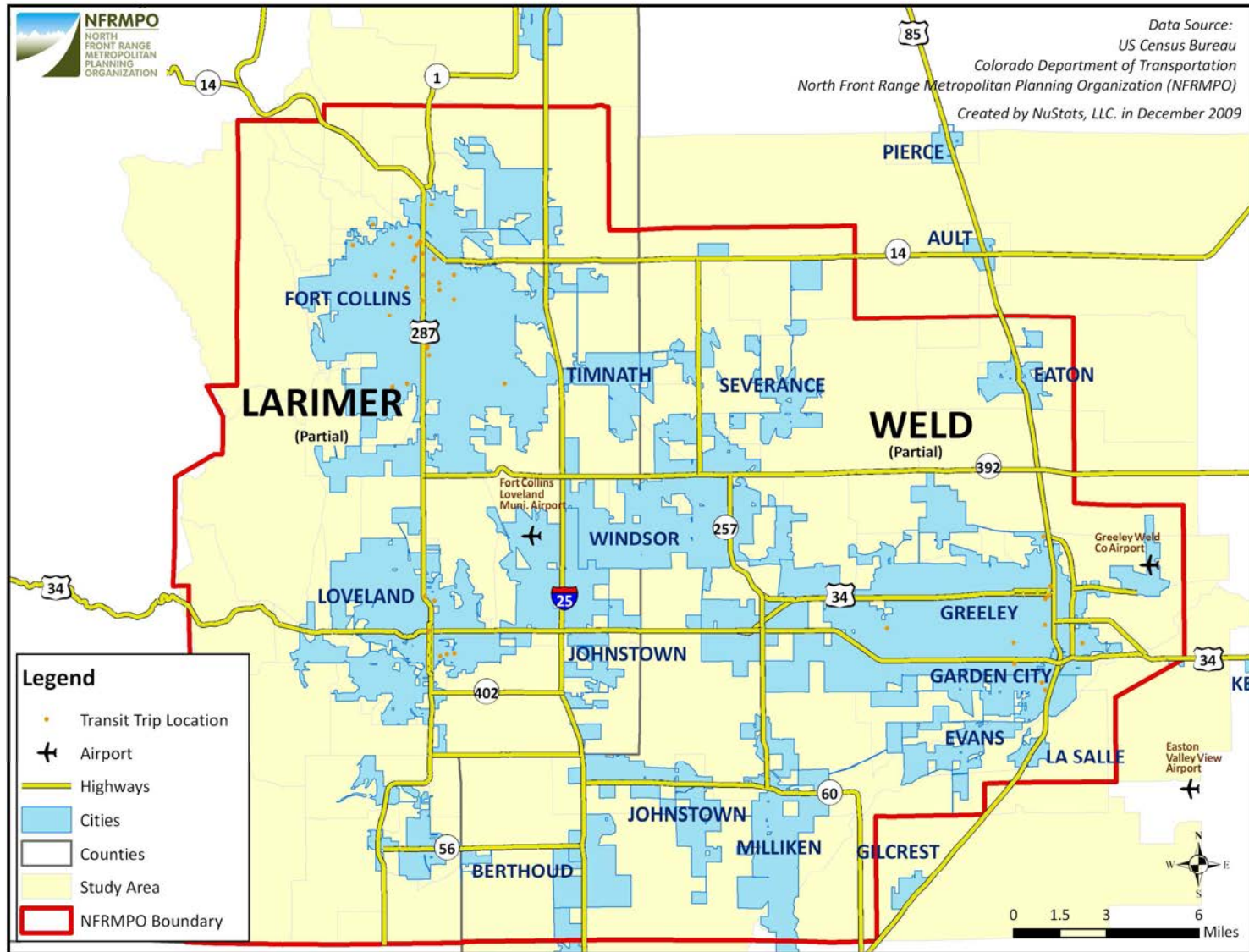


FIGURE R-17: TRANSIT DESTINATIONS



The following is a summary of household characteristics for these 24 transit-using households. The households tended to be smaller and have fewer vehicles available to them. Most reported low incomes. Most transit trips were reported on Mondays and Fridays.

TABLE R-29: TRANSIT-USING HOUSEHOLD CHARACTERISTICS

| CHARACTERISTIC | FREQUENCY | PERCENT |
|------------------------------------|-----------|---------|
| Household Size | | |
| 1 | 11 | 44.5% |
| 2 | 5 | 20.5% |
| 3 | 1 | 3.6% |
| 4+ | 8 | 31.4% |
| Household Vehicles | | |
| 0 | 10 | 42.2% |
| 1 | 5 | 20.7% |
| 2 | 4 | 18.6% |
| 3+ | 4 | 18.5% |
| Household Workers | | |
| 0 | 6 | 26.4% |
| 1 | 10 | 41.6% |
| 2+ | 8 | 32.0% |
| Household Income | | |
| < \$15,000 | 12 | 48.2% |
| \$15,000 - < \$19,000 | 2 | 8.6% |
| \$20,000 - <\$30,000 | 2 | 6.6% |
| \$30,000 - <\$40,000 | 0 | 1.2% * |
| \$40,000 - < \$50,000 | 0 | 0.0% |
| \$50,000 - < \$60,000 | 1 | 3.3% |
| \$60,000 - < \$75,000 | 2 | 8.8% |
| \$75,000 - < \$100,000 | 3 | 11.2% |
| \$100,000 - < \$135,000 | 2 | 7.9% |
| \$135,000 - < \$150,000 | 1 | 3.9% |
| \$150,000 + | 0 | 0.3% * |
| Residence Type | | |
| Single family | 15 | 60.8% |
| Duplex | 0 | 1.0% |
| Building with 3 or more apartments | 6 | 26.6% |
| Mobile Home | 3 | 11.5% |
| Home Ownership | | |
| Owned/mortgaged | 15 | 61.4% |
| Rented | 9 | 38.6% |
| Area | | |
| Fort Collins | 20 | 81.0% |
| Greeley/Evans | 3 | 11.8% |
| Loveland | 2 | 7.2% |
| Larimer County | 0 | 0.0% |
| Weld County | 0 | 0.0% |
| Day of Week | | |
| Monday | 9 | 35.6% |
| Tuesday | 3 | 11.9% |
| Wednesday | 3 | 12.3% |
| Thursday | 1 | 2.1% |
| Friday | 9 | 38.1% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

Totals for each variable vary due to SPSS rounding.

*indicates at least one case is present but SPSS rounded that count down to zero

Non-Motorized Travel. The final data set includes 1,455 trips (weighted) by walking and bike, reported by 364 households (weighted). The average walk trip lasted 11 minutes, and the average bike trip lasted 21 minutes. Walk trips were primarily associated with returning home (32%), changing mode of travel (13%) and attending class (11%). Bike trips were also to return home (23%), but also to go to work (23%) and attend class (9%).

TABLE R-30: REASON FOR NON-MOTORIZED TRAVEL AND TRIP DURATION

| Main Activity | Walk | | | Bike | | |
|-------------------------|-----------|---------|----------|-----------|---------|----------|
| | Frequency | Percent | Duration | Frequency | Percent | Duration |
| Work at home | 16 | 1.6% | 5.42 | 2 | 0.5% | 22.19 |
| On-line school | 2 | 0.2% | 1.62 | 0 | 0.0% | -- |
| All other home | 322 | 31.9% | 10.68 | 176 | 39.7% | 21.46 |
| Work | 47 | 4.7% | 8.66 | 100 | 22.5% | 18.02 |
| Other act at work | 7 | 0.7% | 6.66 | 0 | 0.0% | -- |
| Attend class | 107 | 10.6% | 12.03 | 40 | 9.0% | 22.41 |
| Other act/school | 10 | 0.9% | 5.30 | 0 | 0.0% | 5.00 |
| Change mode | 130 | 12.8% | 7.31 | 5 | 1.1% | 21.49 |
| Drop off | 7 | 0.7% | 5.97 | 0 | 0.0% | -- |
| Pick up | 13 | 1.3% | 4.53 | 1 | 0.2% | 7.03 |
| Drive through | 2 | 0.2% | 14.33 | 0 | 0.1% | 40.00 |
| Other travel | 20 | 2.0% | 7.76 | 0 | 0.0% | -- |
| Work related | 19 | 1.9% | 4.70 | 18 | 4.0% | 10.77 |
| Service private vehicle | 7 | 0.6% | 3.99 | 0 | 0.0% | -- |
| Routine shopping | 46 | 4.6% | 11.26 | 6 | 1.2% | 10.44 |
| Major shopping | 1 | 0.1% | 14.72 | 1 | 0.3% | 16.72 |
| HH errands | 23 | 2.3% | 6.89 | 3 | 0.6% | 6.20 |
| Personal business | 20 | 2.0% | 11.31 | 2 | 0.5% | 16.07 |
| Eat meal out | 38 | 3.7% | 6.43 | 21 | 4.8% | 22.04 |
| Health care | 5 | 0.5% | 12.68 | 1 | 0.3% | 22.71 |
| Civic/religious | 8 | 0.8% | 10.40 | 2 | 0.4% | 17.46 |
| Outdoor recreation | 53 | 5.2% | 14.90 | 19 | 4.3% | 32.07 |
| Indoor recreation | 35 | 3.5% | 9.91 | 23 | 5.2% | 23.07 |
| Visit friends/family | 55 | 5.4% | 16.42 | 20 | 4.6% | 29.25 |
| Loop trip | 15 | 1.5% | 42.88 | 3 | 0.7% | 20.00 |
| Other | 3 | 0.3% | 5.80 | 0 | 0.0% | -- |
| Total | 1011 | 100.0% | 10.57 | 444 | 100.0% | 20.95 |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted. Mean Trip Duration reported in minutes.

To understand the distribution of non-motorized travel throughout the region, Table R-31 shows the distribution of non-motorized trips by geography, as well as the number of non-motorized trips reported by households living in each region.

TABLE R-31: NON-MOTORIZED TRAVEL THROUGHOUT THE REGION

| Area | # HH | % HH | # Trips | % Trips |
|----------------|------|--------|---------|---------|
| Fort Collins | 216 | 59.3% | 947 | 65.1% |
| Greeley/Evans | 57 | 15.6% | 201 | 13.8% |
| Loveland | 17 | 4.8% | 68 | 4.6% |
| Larimer County | 34 | 9.3% | 114 | 7.9% |
| Weld County | 40 | 10.9% | 125 | 8.6% |
| Total | 364 | 100.0% | 1455 | 100.0% |

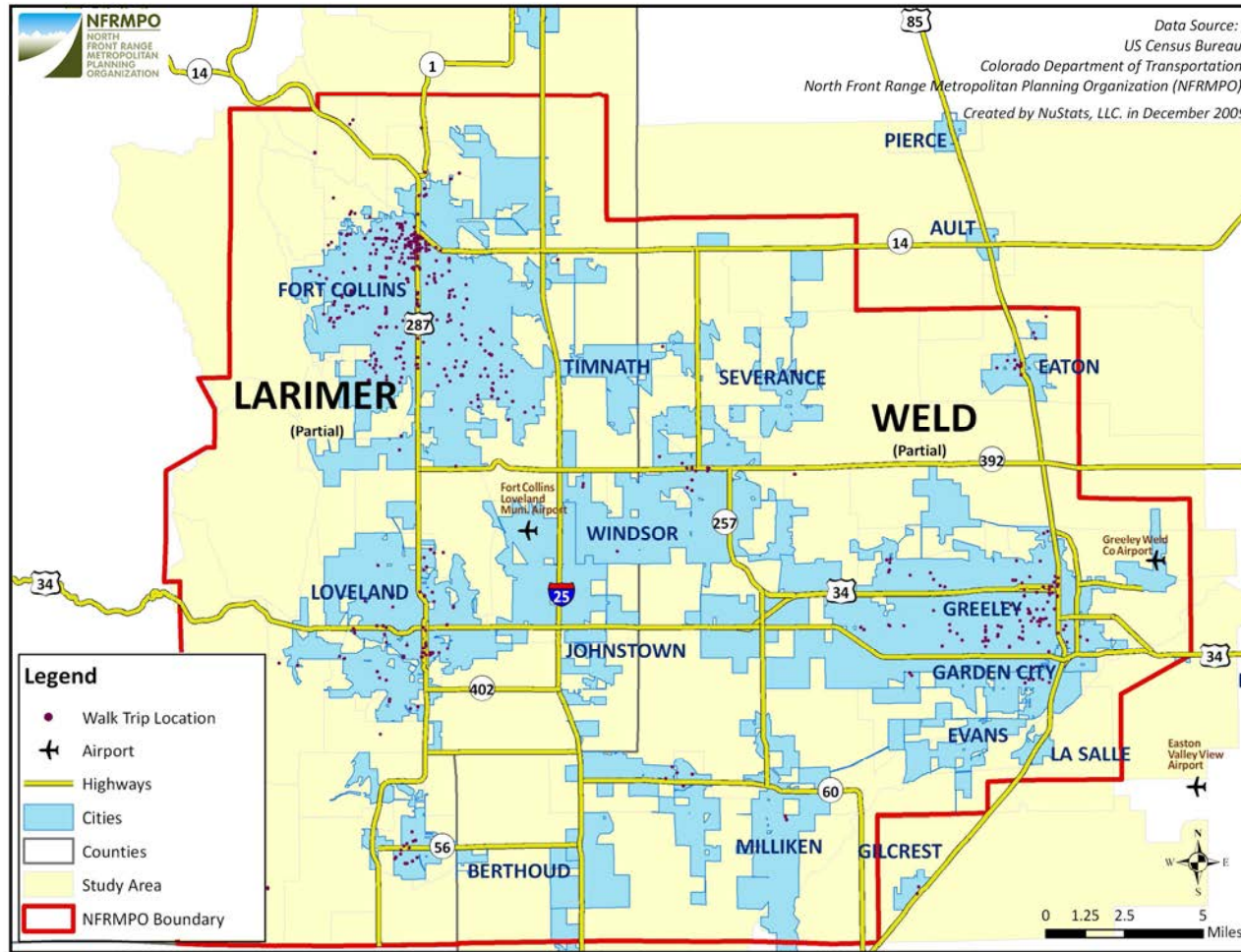
In terms of characteristics of the 364 households for which walk or bike trips were reported, these households tended to be have more occupants than the regional average, and more workers living in each one. These households tended to report living in owner-occupied single-family dwellings and own at least one bicycle. Non-motorized trips tended to be reported equally throughout the week, except for Thursdays. See Figure R-18 for a map of the non-motorized trips.

TABLE R-32: CHARACTERISTICS OF HOUSEHOLDS REPORTING NON-MOTORIZED TRAVEL

| CHARACTERISTIC | FREQUENCY | PERCENT |
|------------------------------------|-----------|---------|
| Household Size | | |
| 1 | 53 | 14.7% |
| 2 | 94 | 26.0% |
| 3 | 65 | 17.8% |
| 4+ | 151 | 41.6% |
| Household Vehicles | | |
| 0 | 17 | 4.6 |
| 1 | 101 | 27.8 |
| 2 | 146 | 40.0 |
| 3+ | 100 | 27.6 |
| Household Workers | | |
| 0 | 21 | 5.9% |
| 1 | 64 | 17.6% |
| 2+ | 279 | 76.6% |
| Household Income | | |
| \$0 - \$14,999 | 21 | 5.7% |
| \$15,000 - \$19,999 | 27 | 7.4% |
| \$20,000 - \$29,999 | 51 | 14.2% |
| \$30,000 - \$39,999 | 36 | 9.9% |
| \$40,000 - \$49,999 | 41 | 11.2% |
| \$50,000 - \$59,999 | 24 | 6.6% |
| \$60,000 - \$74,999 | 64 | 17.7% |
| \$75,000 - \$99,999 | 58 | 15.8% |
| \$100,000 - \$134,999 | 24 | 6.5% |
| \$135,000 - \$149,999 | 7 | 2.0% |
| \$150,000 - More | 11 | 3.1% |
| Residence Type | | |
| Single family | 299 | 82.2% |
| Duplex | 19 | 5.2% |
| Building with 3 or more apartments | 41 | 11.2% |
| Mobile home | 5 | 1.4% |
| Home Ownership | | |
| Owned/mortgaged | 300 | 82.4% |
| Rented | 64 | 17.6% |
| Day of Week | | |
| Monday | 73 | 20.1% |
| Tuesday | 73 | 20.1% |
| Wednesday | 89 | 24.4% |
| Thursday | 46 | 12.5% |
| Friday | 83 | 22.8% |
| Household Bikes | | |
| 0 | 76 | 20.8% |
| 1 | 66 | 18.0% |
| 2 | 59 | 16.2% |
| 3+ | 163 | 45.0% |

Source: Front Range Travel Counts – NFRMPO HH Survey, weighted.

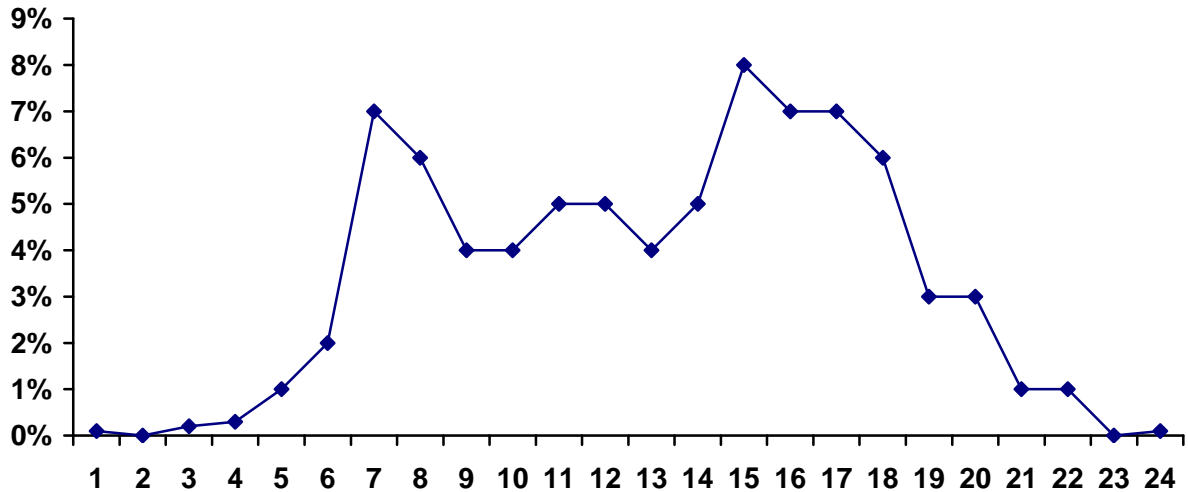
FIGURE R-18: WALK DESTINATIONS



TRAVEL TIMES

As part of the Front Range Travel Counts Survey, respondents were asked to record the arrival and departure times for all locations visited during the designated 24-hour travel period. All travel days began at 3 a.m. and ended at 2:59 a.m. the next day. As shown in Figure R-19, most trip departures took place during daylight hours. Morning travel peaked at 7 a.m. (7% of all trip departures), then declined slightly until the PM peak occurred at 3 p.m.

FIGURE R-19: TRIP DEPARTURE TIMES



The departure times can be grouped into time slots, representing travel in the morning, mid-day, afternoon, evening, and late at night. The following is a distribution of trips based on these travel time categories. Almost 40% of all travel occurred between the mid-day hours of 10 a.m. to 3:59 p.m., while 24% and 29% of all travel occurred from 6 a.m. to 9:59 a.m. and 4 to 7:59 pm, respectively. Figures R-21 through R-25 show the travel destinations throughout the day, within these same time periods.

FIGURE R-20: TRAVEL BY TIME OF DAY

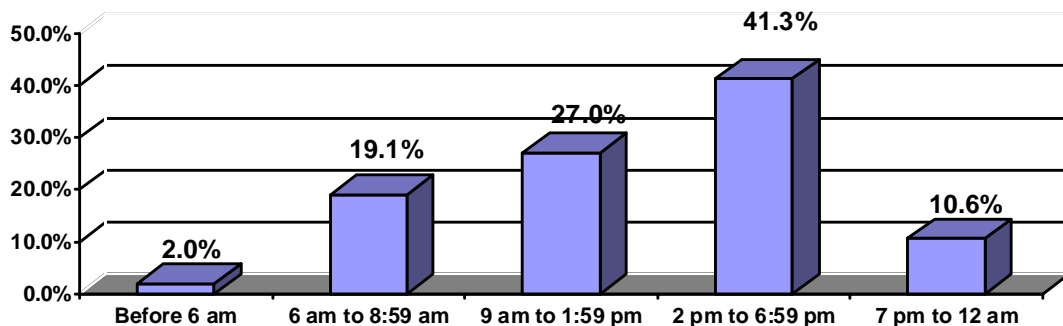


FIGURE R-21: DESTINATIONS VISITED BETWEEN 6 AM AND 9:59 AM

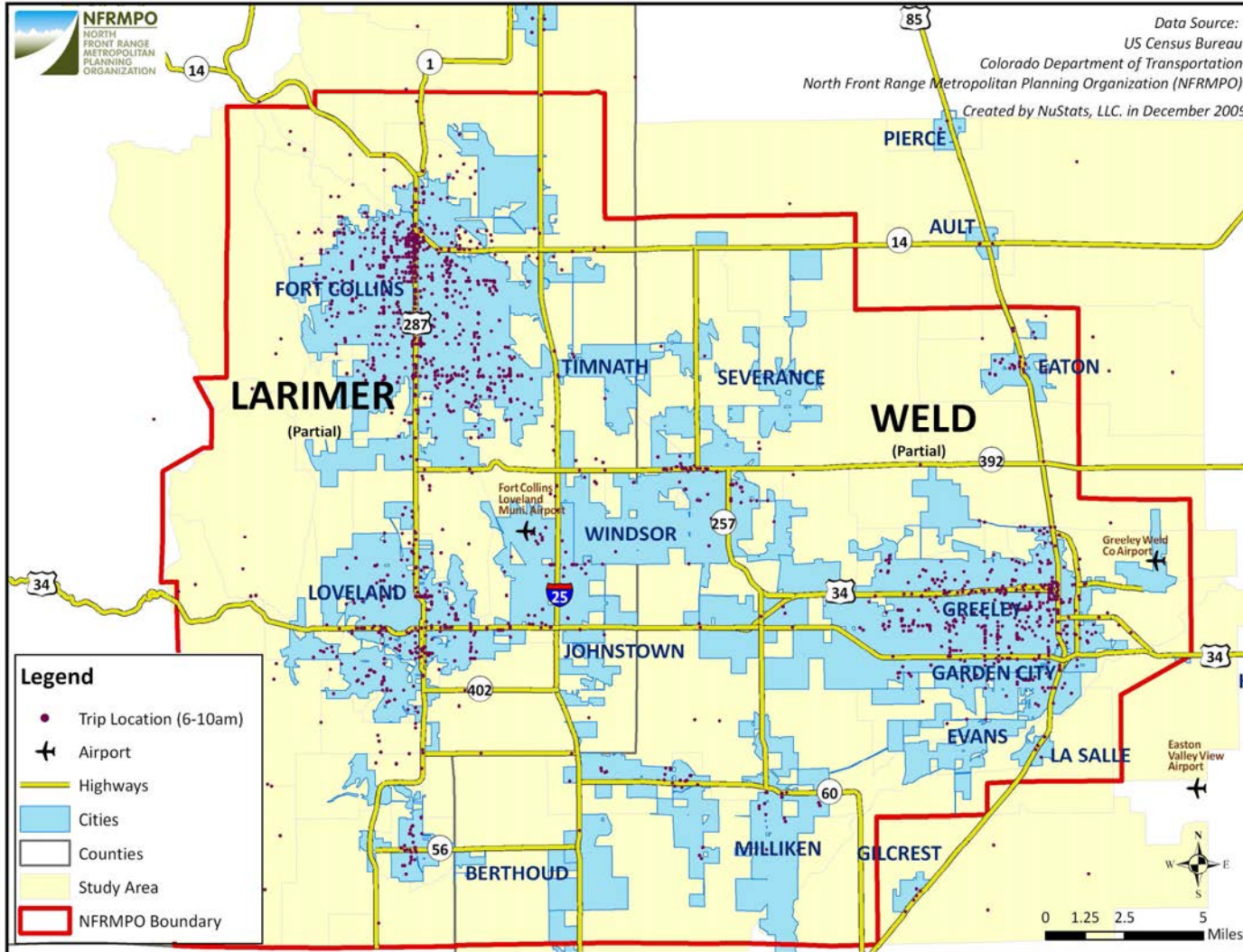


FIGURE R-22: DESTINATIONS VISITED BETWEEN 10 AM AND 3:59 PM

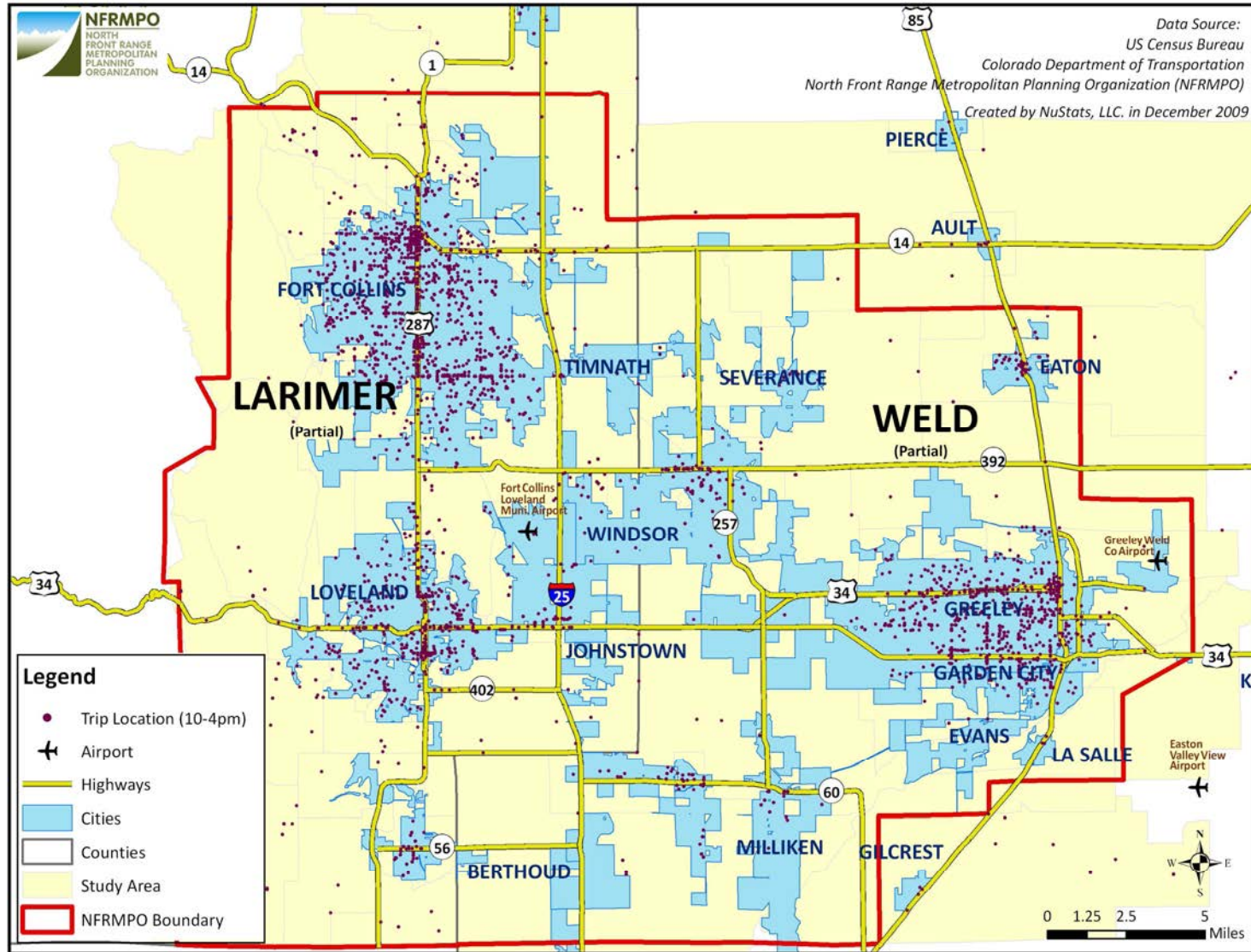


FIGURE R-23: DESTINATIONS VISITED BETWEEN 4 PM AND 7:59 PM

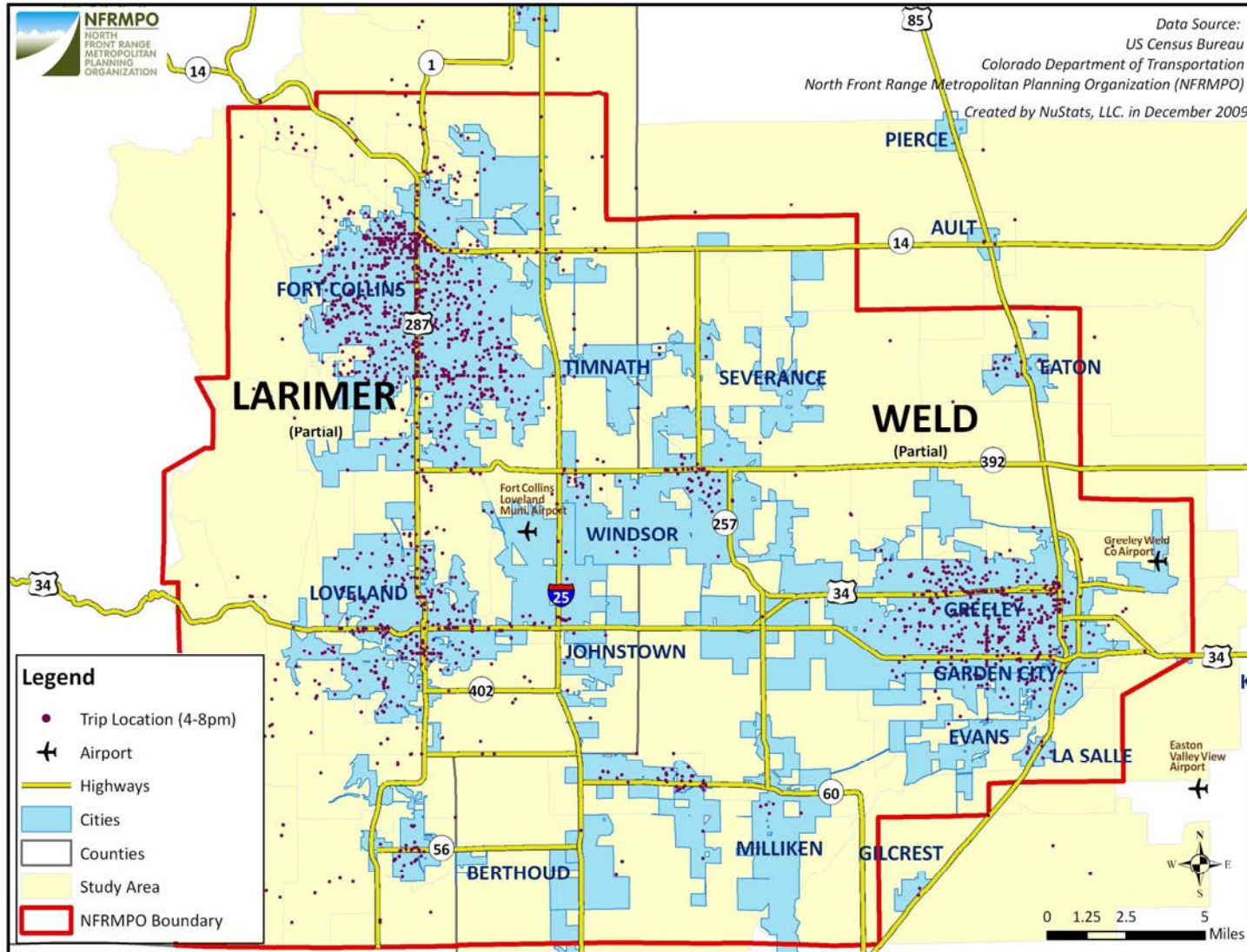


FIGURE R-24: DESTINATIONS VISITED BETWEEN 8 PM AND 10:59 PM

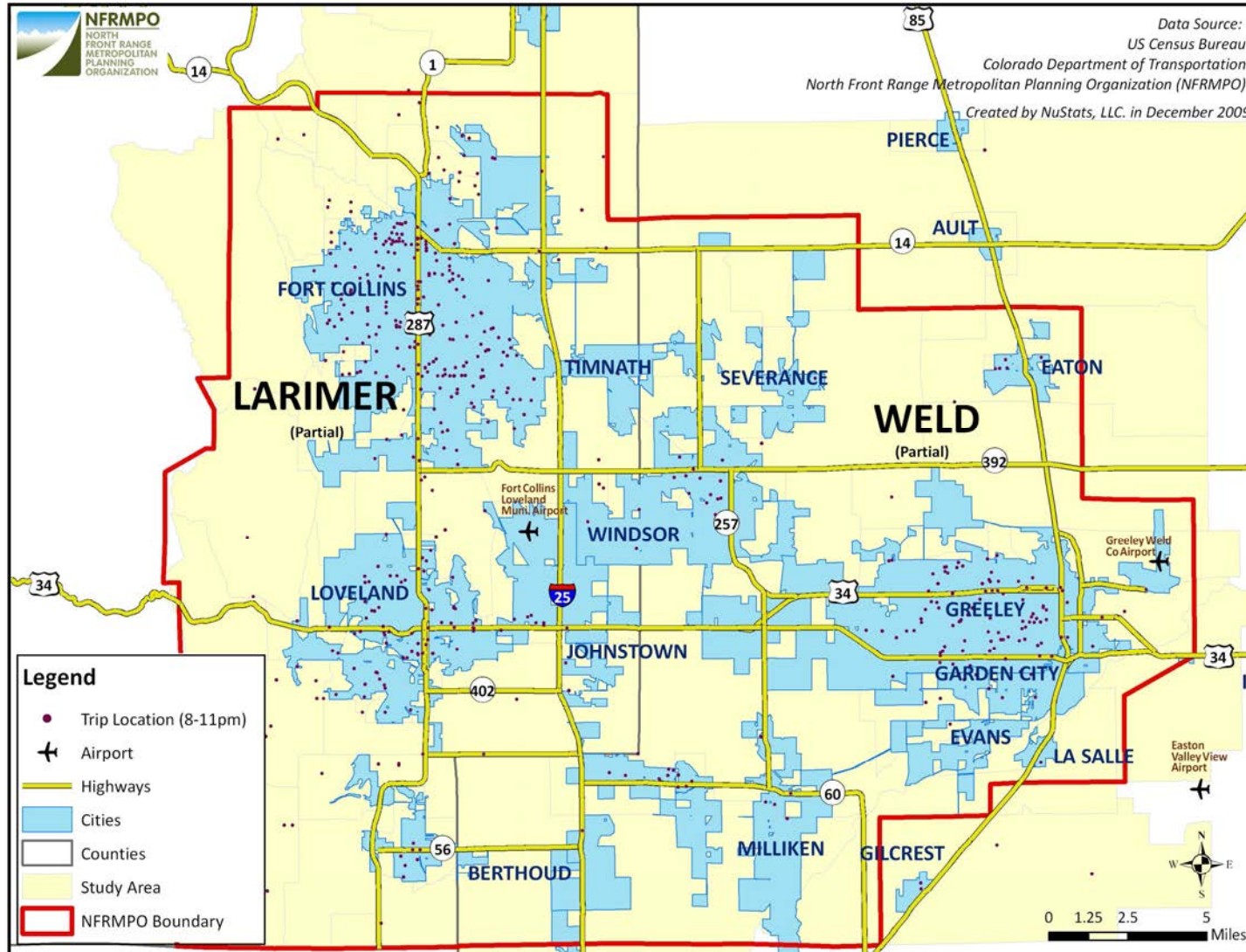
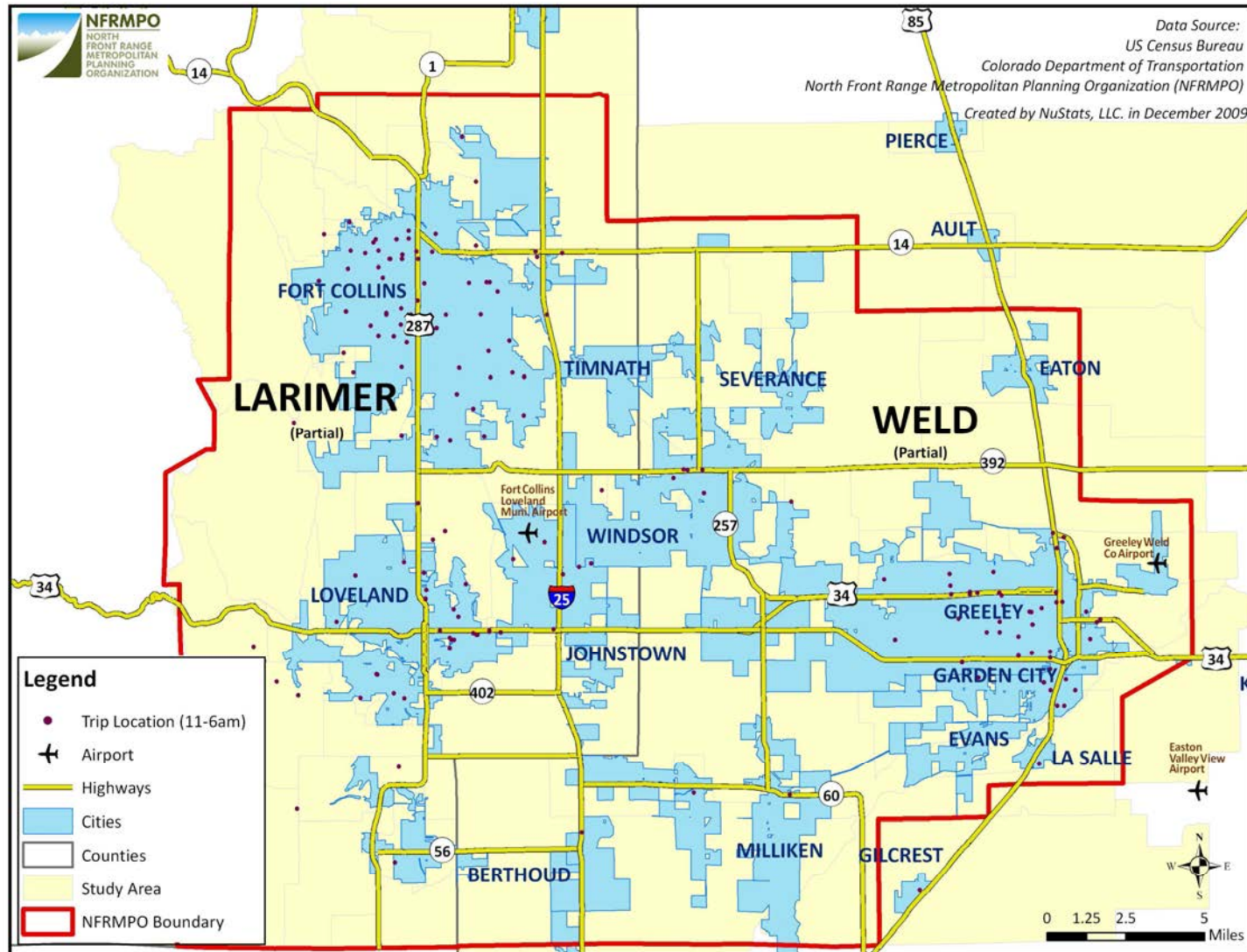


FIGURE R-25: DESTINATIONS TRAVELED TO BETWEEN 11 PM AND 5:59 AM



The proportion of trips by time of day among the areas was fairly consistent. Figure R-25 shows the overall distribution of travel by time of day for each area.

FIGURE R-26: TRAVEL BY TIME OF DAY AND AREA

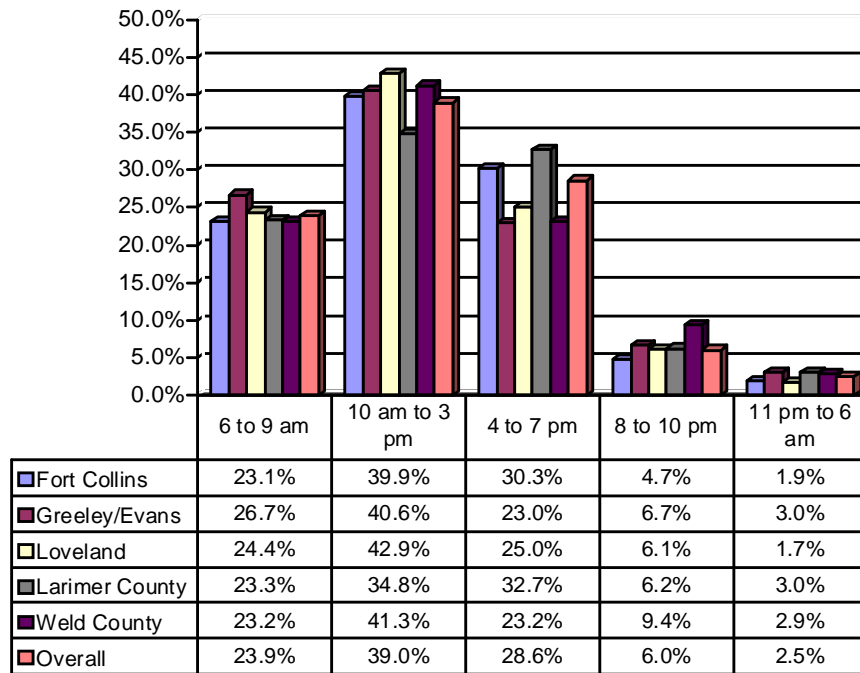
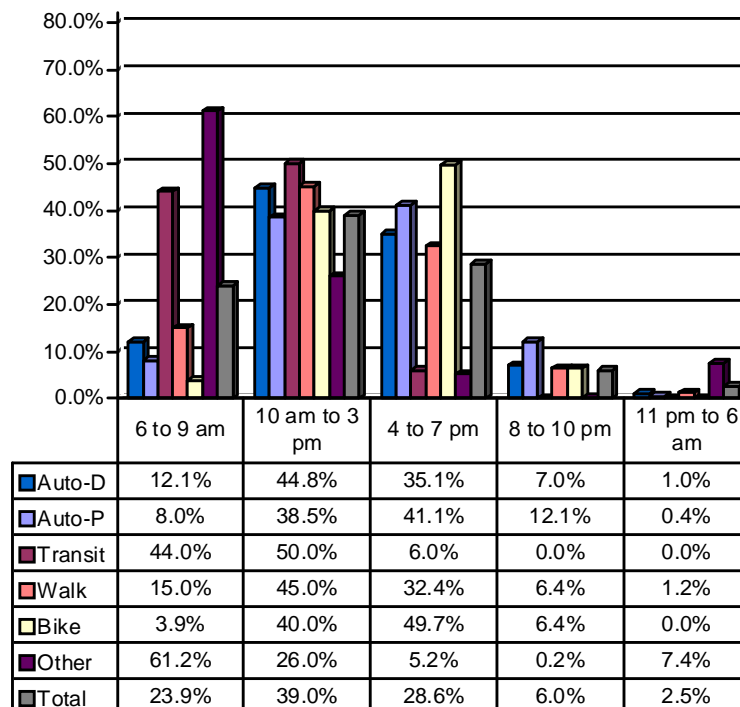


Figure R-26 shows the distribution of travel by mode by these same time periods. As indicated, the “other” travel in the morning peak is largely school bus travel, balanced by the increased passenger travel in the afternoon.

FIGURE R-27: TRAVEL BY TIME OF DAY AND MODE





APPENDIX A: ADVANCE NOTIFICATION MATERIALS

FIGURE A1: ADVANCE LETTER



Dear Colorado Front Range Resident:

Are you concerned about traffic, air quality, access to jobs and quality of life in the Front Range region? You are part of a small group of households selected to participate in the Colorado Front Range Household Travel Survey. Your participation in this survey will help identify where highway, street, public transit, and bicycle and pedestrian facility improvements will be made in the Front Range.

The survey is a joint effort between the Denver Regional Council of Governments, the North Front Range Metropolitan Planning Organization, the Pikes Peak Area Council of Governments, the Pueblo Area Council of Governments, the Regional Transportation District, the Colorado Department of Transportation, and the Federal Highway Administration. The purpose is to understand how and why people travel in the Front Range region, to aid in forecasting future travel patterns and to define transportation improvements.

Developing transportation plans relies on data about travel and trips. It is important to know how people make travel decisions as part of their daily activities. Indicating what you do and where you go on a specific day helps the region identify its transportation needs and determine how best to meet those needs in the future. Children's activities are important as well. Inside this packet, you will find a brochure that explains the project and how to participate.

The survey is being conducted by NuStats, a professional research company, and its affiliate PTV DataSource. NuStats ensures that all information collected will be held strictly confidential and will be used for this research project only. The information from your household will be used only in combination with data from other participating households. Your name will never be attached to your responses.

If you have questions related to this survey, please visit the survey website at www.nustats.com/FrontRange, call the toll-free survey hotline at 1-888-222-7734, or contact Julie Paasche of NuStats at 1-800-447-8287, ext. 2241 (e-mail jpaasche@nustats.com).

Thank you in advance for participating in this important project. Your responses will help ensure our transportation system continues to meet the needs of Colorado's Front Range residents.

Sincerely,

Bill Ritter, Jr.
Governor



FIGURE A2: STUDY BROCHURE



The brochure is titled "Top 5 Reasons to Participate" and is designed to encourage community involvement in the Front Range Travel Counts survey. It features a list of five reasons, contact information for Julie Paasche and Arvilla Kirchhoff, and a list of participating organizations. The design includes a mountain range graphic at the top and a "Where Ya Going?" slogan.

Top 5

Reasons to Participate

- 1 Everybody needs access to transportation to do their daily activities.
- 2 We need reliable travel information to help us determine the best roads, rail and bus lines to build.
- 3 Making the right transportation improvements helps improve our local economy.
- 4 Improving air quality, and access to jobs and other places improves quality of life in our community.
- 5 Your participation will help make sure that future transportation projects reflect what our community needs and that our money is spent wisely.

To participate now, call us toll-free at:
1-888-222-7734

Want to know more about how to participate?
Call Julie Paasche, NuStats, toll-free 800-447-8287, ext. 2241, or email, jpaasche@nustats.com
visit: www.nustats.com/FrontRange

Want to know more about how your travel information will be used?
Call Arvilla Kirchhoff, North Front Range Metropolitan Planning Organization, 970-224-6147, or email, akirchhoff@nfrmpo.org

Survey Information

Survey is a joint effort between:

- NFRMPO: NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION
- DRCOG: FRONT RANGE DISTRICT COUNTY ORGANIZATION
- Pikes Peak Area Council of Governments: COOPERATION WORKING TOGETHER
- FACOG: FRONT RANGE AREA COUNCIL OF GOVERNMENTS
- DOT: DEPARTMENT OF TRANSPORTATION
- RTD: REGIONAL TRANSIT DISTRICT

Thank you for your participation!



What is Front Range Travel Counts?

How do you participate? Follow these 3 easy steps...

The **Front Range Travel Counts** collects information about **WHERE** you go, **HOW** you get there, and **WHAT** you do when you get there to help understand how well our roads, highways, and transit systems are working.

And most importantly, the information is used to help plan for future improvements!



Confidentiality

We respect your privacy and promise to protect it. The information your household provides will be kept strictly confidential.

Step 1

Telephone Interview

In the next few days, you will receive a phone call between 5 and 9 p.m. from NuStats, a professional research company, and their affiliate PTV DataSource. The interviewer will first answer any questions you have about the survey and then will collect information about your household such as the number of people, their ages and race/ethnicity, where they work or go to school, and the number and type of vehicles you own.

This information is important because it helps to ensure that the survey represents all different types of households in your area.



Step 2

Record your Travel and Activities on an Assigned Day

We will mail you instructions and personalized travel diaries for each person in your household. These diaries should be used by each person to record all the places they visit and stops they make on an assigned date. We ask that a parent or guardian fill out the diaries for any children under age 12.

Step 3

Provide your Travel Information by Phone or Mail

An interviewer will call you after your travel day to collect your travel information. Ideally, they would like to speak directly to each person age 16 or older. You may also call us toll-free at **1-888-222-7734** at a convenient time for you. Or, simply return your completed diaries to us in the postage-paid envelope.





APPENDIX B: RECRUITMENT QUESTIONNAIRE

Front Range Travel Counts Survey- NFRMPO - Recruitment Interview

Version: Draft 8/6/09

Notes:

- Items in ALL CAPS are programmer/interviewer notes or response codes that are not read to the respondent.
- Items appearing in caps with brackets such as [AGENCY] denote merge fields where the actual information to be read may vary across respondents or other special programming notes.
- Items in upper and lower case (unless otherwise noted) are read to the respondent verbatim.
- The numbering of the choice sets may sometimes not be continuous. This is because we use standard codes for response categories of “other – specify”, don’t know, and refused.
- “DK” and “RF” are abbreviations for “Don’t Know” and “Refused”. Sometimes these appear together, other times separate, depending on the variable.

INTRODUCTION – NON-CELL/NON-PASSIVE SAMPLE

Hi –I’m calling on behalf of [<AGENCY>] and the Colorado Department of Transportation about the Front Range Travel Counts survey that’s being conducted in your area. You may have seen a recent newspaper article about this study.

May I speak with an adult who is age 18 or older?

ADULT ON PHONE: In this study, we’re interviewing households throughout the Colorado Front Range about their travel behavior. Your participation in this survey will help planners improve transportation in Colorado by learning how local residents travel in and around the state.

INTRODUCTION – CELL SAMPLE

Hi, I apologize for calling your cell phone but it’s important. My name is _____. I’m calling on behalf of [<AGENCY>] and the Colorado Department of Transportation to invite you to be interviewed about your daily travel. The information we’re asking for will help improve transportation throughout the Colorado Front Range and we really need to include people that have cell phones. Is this a good time to talk?

IF THEY SAY NO, IT’S NOT SAFE TO TALK: I can call you at a landline number when it’s convenient to you. What is the number? When would you like me to call?

IF THEY SAY THIS IS NOT A CELL PHONE, CONTINUE WITH THE SURVEY

IF THEY MENTION COST OF THEIR CELL MINUTES: We will reimburse you \$5 to cover the cost of being on your cell phone for the interview. [PROGRAMMER NOTE: include CFLAG variable to track when this is offered]

IF ASKED, “HOW DID YOU GET THIS NUMBER?” A computer randomly generated a list of possible phone numbers. We do this because we need to talk with people who have listed and unlisted phone numbers, including cell phones, in order to be sure we have a random sample of Front Range residents for this survey.

IF NEEDED: This is not a sales call and I will not be asking for donations of any kind.

Screener Questions – asked of everyone

S0 [non-cell sample] I show that you live in [CTFIP]. Is this correct? IF NOT, what county do you live in? [cell sample FORCE: What county do you live in?] TERMINATE IF NOT IN STUDY AREA.

08069 Larimer County
08123 Weld County
99997 Other specify (TERMINATE)

S1 Do you or any members of your household use transit on a regular basis during the week?

[RIBUS]

1 YES
2 NO
9 DK/RF

S2 Do you or any members of your household walk or bike to work or school at least once a week?

[WABIK]

1 YES
2 NO
9 DK/RF

V1 And how many motor vehicles are owned, leased, or available for regular use by the people who currently live in your household? Please be sure to include motorcycles, mopeds, and RVs. [HHVEH]

ENTER NUMBER

98...DON'T KNOW → TERMINATE

99...REFUSED → TERMINATE

H1. How many people, including yourself, live in your home? [HHSIZ]

NOTE TO INTERVIEWER: INCLUDE IN THIS NUMBER FOSTER CHILDREN, ROOMERS, HOUSEMATES, PEOPLE LIVING HERE MOST OF THE TIME WHILE WORKING, EVEN IF THEY HAVE ANOTHER PLACE TO LIVE, HOUSEHOLD MEMBERS ON ACTIVE DUTY. **DO NOT INCLUDE** COLLEGE STUDENTS LIVING AWAY WHILE ATTENDING COLLEGE OR PEOPLE WHO LIVE AT ANOTHER PLACE MOST OF THE TIME.

ENTER NUMBER

98...DON'T KNOW → TERMINATE

99...REFUSED → TERMINATE

H1a And of these, how many are employed full-time or part-time in a paid working position?

HHMEM – used to track hysize/worker goals.

Thank you. The second part of this study is to understand why, when, and where people travel in the region. To do this, we're asking households to record their travel for a 24-hour period. If you could help us with this study, we'd like to ask you some questions about your household today to make sure that we're talking to all types of households in the region. Then we will ask for some details about each person in your household in order to prepare personalized diaries, which we'd mail to you. After you record your local travel and activities for the assigned travel period, we will call back to collect your information. Everything asked is for research purposes only and will be held in strict confidence.

- S3 Are you interested in helping improve the future of transportation in your area by recording your household's travel for this study?
- 1 AGREE TO PARTICIPATE
 - 2 REFUSAL – RECORD VERBATIM REMARKS

| |
|--|
| VEHICLE ROSTER (ZERO VEHICLE HOUSEHOLDS SKIP TO BIKES) |
|--|

V1-V4 Earlier, you indicated that you had [HHVEH] vehicles. I have a few questions about each of these vehicles. Let's start with the vehicle that is driven the most. What is the make, model, and year of this vehicle?

PROGRAMMING NOTE: SHOW MATRIX ON SCREEN

VEH # [VEHNO] V2 [MAKE] V3 [MODEL] V4 [YEAR]

- 01
- 02
- 03
- 04

V5 [For each vehicle] And is this a/an? [BODY]

- 1 Car, sedan, or station wagon?
- 2 Van (ANY TYPE)
- 3 SUV
- 4 Pick-up Truck
- 5 Other kind of truck
- 6 RV
- 7 Motorcycle,
- 97 Or something else (SPECIFY)?
- 99 REFUSED

V6 [For each vehicle] What type of fuel does it take? [FUEL]

- 1 Gas
- 2 Diesel
- 3 Hybrid
- 4 Flex Fuel
- 7 Other, SPECIFY

V7 [For all vehicles] And is this vehicle owned, leased, or employer provided? [VHOWN]

- 1 Owned
- 2 Leased
- 3 Employer Provided
- 7 Other, Specify
- 8 Don't Know
- 9 Refused

V8 [If VHOWN=1 or 2] When did you acquire this vehicle? [WHEN]
ENTER YEAR [RANGE 1901-2010]

V9 [If VHOWN=1 or 2] And was the purchase or lease of this vehicle a replacement of a vehicle you used to have, or did it add to the number of vehicles available to your household? [VREPL]

- 1 Replacement
- 2 Addition
- 8 DON'T KNOW

9 REFUSED

V10 [IF VREPL=1] What was the year, make and model of the vehicle that this one replaced?
[PVYR]. [PVMK], [PVMD]

V11 [FOR ALL VEHICLES] When you are home, where is this vehicle parked? [VEHPK]

- 1 Garage
- 2 Driveway
- 3 On the Street
- 4 In a Parking Lot
- 7 Other, SPECIFY
- 9 DK/RF

V12 [FOR ALL VEHICLES] Do you have to pay for parking at home? [VEHHP]

- 1 YES
- 2 NO
- 9 DK/RF

V12a [IF VEHHP=1] How much do you have to pay to park at home?
COST [VPCST] PER UNIT [VPUNT]

- 1 Per Day
- 2 Per Week
- 3 Per Month
- 4 Per Semester
- 5 Per Year
- 7 OTHER SPECIFY
- 8 DON'T KNOW
- 9 REFUSED

| |
|---------------------------|
| HOUSEHOLD ROSTER (PART 1) |
|---------------------------|

H2 How many bicycles does your household own and use on a regular basis? [BIKES]

- ENTER NUMBER
- 98...DON'T KNOW
- 99...REFUSED

H3 Which best describes your home? [RESTY] (note – these are the ACS categories)

- 1 Single family unit
- 2 Duplex
- 3 Building with 3 or more apartments [CONDO, APARTMENT, ETC]
- 4 Mobile home
- 7 Or something else? SPECIFY
- 9 REFUSED

H4 Is your home owned or rented? [OWN]

- 1 Owned/Mortgaged
- 2 Rented
- 7 Other, Specify
- 9 Refused

H5 How long have you lived at this location? [HLIVE]

- 1 Less than 1 year
- 2 At least 1 year but less than 2 years
- 3 At least 2 years but less than 5 years
- 4 At least 5 years but less than 10 years
- 5 10 or more years
- 9 Refused

[IF LIVED AT CURRENT ADDRESS LESS THAN 5 YEARS (HLIVE<4), ASK H6-H6d, ELSE SKIP TO CPLNS]

H6 Where did you live before this? [BFCIT] [BFSTA] [BFZIP]
CITY, STATE, ZIP [PROGRAMMER NOTE: ALLOW RF, RF, 99999]

H6b What type of home was this? [BFRES]

- 1 Single family unit
- 2 Duplex
- 3 Building with 3 or more apartments [CONDO, APARTMENT, ETC]
- 4 Mobile home
- 7 Or something else? SPECIFY
- 9 REFUSED

H6c Which of the following factors influenced your decision to move? MULTIPLE RESPONSE
[BFMOV]

- 1 Change in marital status?
- 2 Change in the number of persons in the household? (IF YES, did it increase or decrease?)
- 3 To reduce overall household expenses?
- 4 Change in household income (IF YES, did it increase or decrease?)
- 5 A change of employment status?
- 6 A change in workplace location?
- 7 Desired a different house
- 8 Desired a different location
- 9 Change in ability of a household worker to work from home part-time or full-time
- 97 Something else (specify)
- 98 DON'T KNOW
- 99 REFUSED

H6d [IF MORE THAN ONE FACTOR SELECTED IN H6c] Of these, which was the most important in deciding to move? [BFTOP]
DK/RF not an option here

H7 Since we are conducting this survey by telephone, I have some questions about the telephones in your household. How many cellular telephone numbers do members of your household have? [CPLNS]

- ENTER NUMBER
- 98...DON'T KNOW
 - 99...REFUSED

H8 [IF CPLNS>0: "Not counting the cellular phones,"] How many home telephone numbers does your household have? [IF NEEDED: This includes only land-lines but excludes cellular phones.] [PHLNS]
 ENTER NUMBER
 98...DON'T KNOW
 99...REFUSED

H10 And to ensure your household properly represents others in the region, can you tell me if your total household income for 2008 for all sources before taxes was above or below \$60,000?

H10a[IF BELOW \$60,000] Is it above or below \$20,000?

H10b If below \$20,000, Is it above or below \$15,000?
 IF BELOW \$15,000, INCOME=1
 IF AT/ABOVE \$15,000, INCOME=2

H10c [If at/above \$20,000] Is it above or below \$40,000?
 IF BELOW \$40,000, Is it above or below \$30,000?
 IF BELOW \$30,000, INCOME=3
 IF AT/ABOVE \$30,000, INCOME=4

H10d [If at/above \$40,000] Is it above or below \$50,000?
 IF BELOW \$50,000, INCOME=5
 IF AT/ABOVE \$50,000, INCOME=6

H10e [IF AT/ABOVE \$60,000] Is it above or below \$100,000?
 IF BELOW \$100,000, Is it above or below \$75,000?
 IF BELOW \$75,000, INCOME=7
 IF AT/ABOVE \$75,000, INCOME=8

H10f [If at/above \$100,000] Is it above or below \$150,000?
 IF BELOW \$150,000, Is it above or below \$135,000?
 IF BELOW \$135,000, INCOME=9
 IF AT/ABOVE \$135,000, INCOME=10

IF AT/ABOVE \$150,000, INCOME=11

IF REFUSED: I appreciate your concerns about providing this information, but I only need to properly identify your household as belonging to one of the following categories: [INCOM]

- 1 \$0 - \$14,999
- 2 \$15,000 - \$19,999
- 3 \$20,000 - \$29,999
- 4 \$30,000 to \$39,999
- 5 \$40,000 to \$49,999
- 6 \$50,000 to \$59,999
- 7 \$60,000 to \$74,999
- 8 \$75,000 to \$99,999
- 9 \$100,000 to \$134,999
- 10 \$135,000 to \$149,999
- 11 \$150,000 or more
- 99 Refused

PERSON ROSTER

Now I need to get some information about each household member. Earlier you indicated that there were <HHSIZ> persons in your household. First I need the names for each person in the household.

[IF HHSIZE=2] What is the first name of the other person living in your home?

[IF HHSIZE>2] What is the first name of the next person in your home, from oldest to youngest? IF RELUCTANT: Initials are okay at this point.

P1 What is this person's gender? [GENDE] (recorded by observation for the main respondent)

- 1 Male
- 2 Female
- 9 RF

P2 What is your/this person's age? [AGE]

- ENTER AGE
- 99...REFUSED

P3 IF AGE = 99: Many of our questions about this person are based on his/her age. Can you tell me if NAME is at least 16 years of age? [AGEB]

- 1 Under 16
- 2 Age 16+
- 9 REFUSED [PROGRAMMER NOTE: IF AGEB=9, TREAT AS AGE 16+ (AGEB=2)]

P3 [DON'T ASK FOR RESPONDENT] How is this person related to you? [RELAT]

- 0 REFERENCE PERSON [CAN'T USE FOR OTHER HH MEMBERS]
- 1 SPOUSE/PARTNER/SIGNIFICANT OTHER
- 2 CHILD
- 3 PARENT
- 4 GRANDPARENT
- 5 GRANDCHILD
- 6 OTHER RELATED
- 7 NOT RELATED
- 9 REFUSED

P4 [IF PERNO=1, DATA STORED IN HH FILE] Are you of Hispanic, Latino or Spanish origin? [HISP]

- 1 YES
- 2 NO
- 9 DKRF

P5 [IF PERNO=1, DATA STORED IN HH FILE] And which of the following best describes your race? [RACE].

- 1 White
- 2 Black or African American
- 3 American Indian or Alaska Native
- 4 Asian
- 7 or some other race? SPECIFY [O_RACE]
- 9 Refused

P6a Is this person deaf or does he/she have serious difficulty hearing? [DIS1]

- 1 Yes
- 2 No
- 8 DON'T KNOW
- 9 REFUSED

P6b Is this person blind or does he/she have serious difficulty seeing even when wearing glasses? [DIS2]

- 1 Yes
- 2 No
- 8 DON'T KNOW
- 9 REFUSED

P6c [AGE>4 or AGE=DK/RF] Because of a physical, mental or emotional condition, does this person have serious difficulty concentrating, remembering, or making decisions? [DIS3]

- 1 Yes
- 2 No
- 8 DON'T KNOW
- 9 REFUSED

P6d [AGE>4 or AGE=DK/RF] Does this person have serious difficulty walking or climbing stairs? [DIS4]

- 1 Yes
- 2 No
- 8 DON'T KNOW
- 9 REFUSED

P6e [AGE>4 or AGE=DK/RF] Does this person have difficulty dressing or bathing? [DIS5]

- 1 Yes
- 2 No
- 8 DON'T KNOW
- 9 REFUSED

P6f [AGE>14 or AGE=DK/RF] Because of a physical, mental, or emotional condition, does this person have difficulty doing errands alone such as visiting a doctor's office or shopping? [DIS6]

- 1 Yes
- 2 No
- 8 DON'T KNOW
- 9 REFUSED

COMPUTE DISAB=1 (YES) if YES to any DIS1-DIS6 – else DISAB=2 (No)

P6g [IF DISAB=1] And does this person have any of the following? MULTIPLE RESPONSE [DSLIC]

- 1 A disabled license plate or mirror hangtag
- 2 A registration to use special transit services for persons with disability
- 3 None of the Above
- 7 OTHER, Specify
- 8 DK
- 9 RF

P10 [AGE=14+] Does NAME have a transit pass? [TRANS]

- 1 YES
- 2 NO
- 9 DK/RF

P10a [IF TRANS=1] What type of pass is it? [TPTYP]

- 1 Day Pass
- 2 Ticketbook containing a set amount of rides
- 3 Monthly Unlimited Pass
- 4 An Annual Unlimited Pass
- 5 An Eco, Neighborhood or PassFort Pass
- 6 A College Pass
- 7 A FREX (Front Range Express Commuter Bus) Pass
- 97 Other, Specify
- 99 DK/RF

P10b [IF TRANS =1]How much did you pay for it?

COST [TPCST] PER UNIT [TPUNT]

- 1 Per Day
- 2 Per Week
- 3 Per Month
- 4 Per Semester
- 5 Per Year
- 7 OTHER SPECIFY
- 8 DON'T KNOW
- 9 REFUSED

M1 [AGENCY = PPACG] Do you now, or have you ever, served in the US Military? [MILSV]

- 1 YES – CURRENTLY SERVING
- 2 YES – NOT CURRENTLY SERVING
- 3 NO
- 8 DON'T KNOW
- 9 REFUSED

M2 [IF MILSV<3] How many years have you served? [MILYR]

ENTER YEARS

- 98 DK
- 99 RF

PROGRAMMER NOTE: IF UNDER AGE 16, SKIP TO EDUCA

P9 Does NAME have a valid driver's license? [LIC]

- 1 YES
- 2 NO
- 9 DK/RF

P11 Are YOU employed, either full-time or part-time? [EMPLY] AS NEEDED, CLARIFY WE ARE ONLY INTERESTED for this question IN THEIR MAIN EMPLOYMENT STATUS (MAIN JOB)

- 1 YES
- 2 NO
- 9 DK/RF

P11a IF EMPLY=1: How many hours a week do you work at this job? [HOURS] INTERVIEWER
NOTE: IN THIS QUESTION, WE ARE ONLY INTERESTED IN HOURS WORKED AT THIS
MAIN JOB.

98 DK
99 RF

P11b IF EMPLY=1: [SAME SCREEN AS HOURS] Of these hours, how many do you work from
home on a regular basis (IF NEEDED: often referred to as Telecommuting)? [TCHRS]
[TCHRS MUST BE =< HOURS]

98 DK
99 RF

P12 [IF EMPLY>1] Does NAME do any type of volunteer work on a regular basis? [VOLUN]

- 1 YES – TREAT AS EMPLOYED
- 2 NO
- 9 DK/RF

PROGRAMMING NOTE: CALCULATE WORKS=1 IF EMPLY=1 OR VOLUN=1, ELSE
WORKS=2 (NULL IF AGE<16)

P13 [IF EMPLY>1 AND VOLN>1] Which of the following best describes NAME's status? [PRIMA]

- 1 Retired,
- 2 Disabled / On Disability Status,
- 3 Homemaker,
- 4 Unemployed but looking for work,
- 5 Unemployed and not looking for work, or
- 6 a Student?
- 7 OTHER (specify)
- 9 REFUSED

Work-Related Data –WORKS=1 (REST SKIP TO SCHOOL SECTION)

If VOLN=1 read: For this next series of questions, please answer them based on NAME's volunteer
position.

W1 [IF EMPLY=1] How many jobs does NAME have? Please include all paid positions that
he/she works on a regular basis. [JOBS]

_____ # Jobs (MUST BE AT LEAST ONE. CANNOT BE DK/RF)

IF MORE THAN ONE JOB: For this next series of questions, please consider only NAME's primary
job.

W2. What is your/his/her occupation? [OCCUP]

ENTER VERBATIM

W3 And is NAME'S work address fixed (IF NEEDED: i.e, NAME typically travels to the same
address for work), is it at your home, or does it vary from day to day or week to week?

- [WLOC]
- 1 FIXED
 - 2 HOME
 - 3 VARIES

Note: DK/RF NOT AN OPTION FOR THIS QUESTION!

W4 We're interested in [workplace/volunteer] locations because travel to [work/volunteer] activity often affects other daily activities and travel. What is the name of this person's [employer/volunteer location]? [WNAME]

Note for Interviewers: For each workplace, we need to know what type of PLACE it is (grocery store, book store, manufacturing plant, bank, school, etc.). Obtain the best place name possible. If the place name is not self-descriptive (i.e., Safeway Grocery Store), then probe for type of place and add that to the place name (Tattered Cover Book Store).

LOOK UP IN MPO-PROVIDED LIST. IF ON LIST, CONFIRM ADDRESS, ENTER EMPLOYER ID INTO [EMPID] FIELD.

IF SELF-EMPLOYED, ENTER NAME OF COMPANY IF AVAILABLE, ELSE ENTER 'SELF-EMPLOYED' IN [WNAME]

W4A [IF WLOC=1] What is the address of your workplace?
[IF WLOC=3] What is the address of the place you worked at most recently?
[WADDR] [WCITY][WSTAT] [WZIP] [INTERVIEWER NOTE: HABITUALS ARE REQUIRED FOR DATA DELIVERY]

W4B [IF REFUSED WADDR] Can you tell me the nearest cross streets of this work location?
[WXSTR] city, state, zip [INTERVIEWER NOTE: HABITUALS ARE REQUIRED FOR DATA DELIVERY]

W5 [IF WLOC<3 AND EMPLY=1] How long have you worked at this location? [WLIVE]
1 Less than 1 year
2 At least 1 year but less than 2 years
3 At least 2 years but less than 5 years
4 At least 5 years but less than 10 years
5 10 or more years
9 Refused

W6 [IF WLIVE<4] Was your last work location in the Front Range region? [WPIFR]
1 YES
2 NO
9 DK/RF

W7 [IF WPIFR=1] What is the name of your previous employer? [BFNAM]

LOOK UP IN MPO-PROVIDED LIST. IF ON LIST, CONFIRM ADDRESS, ENTER EMPLOYER ID INTO [BFEID] FIELD.

IF NOT ON LIST, OBTAIN [BFADD]

W7A [IF WLIVE<4] What city and state was that? [BFCIT] [BFSTA]

W8 How does this person normally get to work/their volunteer activity? [WMODE]

- 1 Walk
- 2 Bike
- 3 Auto / van/ truck driver
- 4 Auto / van / truck passenger
- 5 Local Bus
- 6 Express Bus
- 7 Train
- 8 Light Rail
- 9 Dial-a-ride/paratransit
- 10 Taxi
- 97 OTHER (specify)
- 98 DON'T KNOW
- 99 REFUSED

W9 Does NAME's employer provide you parking free of charge? [EPARK]

- 1 YES
- 2 NO
- 8 DK
- 9 RF

W9A [IF EPARK>1] Regardless of how NAME typically gets to work, if HE/SHE were to drive and park, how much would it cost to park at HIS/HER work?

COST [WPRKC] PER UNIT [WPRKU]

- 1 Per Day
- 2 Per Week
- 3 Per Month
- 4 Per Semester
- 5 Per Year
- 7 OTHER SPECIFY
- 8 DON'T KNOW
- 9 REFUSED

W10 Does your employer provide NAME with a transit pass at no charge? [TPASS]

- 1 YES
- 2 NO
- 8 DK
- 9 RF

W11 [IF AGENCY=NFRMPO] Do you carpool or vanpool to work at least once a month?

[WCPVP]

- 1 YES – CARPOOL
- 2 YES – VANPOOL
- 3 YES - BOTH
- 4 NO
- 8 DK
- 9 RF

W11A [WCPVP<4] Is it a formal or informal carpool/vanpool program? [FCPVP]

- 1 FORMAL (Arvilla – could you provide the names of some formal programs?)
- 2 INFORMAL – INCLUDES CARPOOLS COMPRISED OF FAMILY MEMBERS
- 7 OTHER, SPECIFY

W11B [FCPVP=1] What program do you participate in? VERBATIM

W12 Which of the following statements best describes NAME'S work schedule? [SCHED]

- 1 no flexibility in my work schedule
- 2 some flexibility in my work schedule
- 3 pretty much free to adjust schedule
- 9 DK/RF

W13 [IF JOBS>1] Earlier you mentioned that you work more than one job. How many hours a week do you work at your 2nd workplace? [HOUR2] (INTERVIEWER NOTE: IF NEEDED, THE JOB THAT YOU WORK THE MOST AFTER YOUR MAIN JOB)

- 97 DK
- 98 RF

W14 [IF JOBS>1] And at your 2nd job (IF NEEDED: THE JOB THAT YOU WORK THE MOST AFTER YOUR MAIN JOB), is your work address fixed (i.e, you typically travel to the same address for work), is it at your home, or does it vary from day to day or week to week?

[WLOC2]

- 1 FIXED
- 2 HOME
- 3 VARIES

Note: DK/RF NOT AN OPTION FOR THIS QUESTION!

W15 What is the name of YOUR employer at YOUR 2nd workplace? [WNAM2]

LOOK UP IN MPO-PROVIDED LIST. IF ON LIST, CONFIRM ADDRESS, ENTER EMPLOYER ID INTO [EMP2] FIELD.

IF SELF-EMPLOYED, ENTER NAME OF COMPANY IF AVAILABLE, ELSE ENTER 'SELF-EMPLOYED' IN [WNAM2]

W15A [IF WLOC2=1] What is the address of your 2nd workplace?

[IF WLOC2=3] What is the address of the place you worked at most recently for your 2nd job?
[WADD2] [WCIT2][WSTA2] [WZIP2] [INTERVIEWER NOTE: HABITUALS ARE REQUIRED FOR DATA DELIVERY]

W15B [IF REFUSED WADD2] Can you tell me the nearest cross streets of this second work location? [WXST2] city, state, zip [INTERVIEWER NOTE: HABITUALS ARE REQUIRED FOR DATA DELIVERY]

School-Related Data – Ask of all HH members

C1 What is the highest degree or level of school you've completed? [EDUCA]

- 1 Not a high school graduate, 12th grade or less (THIS INCLUDES VERY YOUNG CHILDREN TOO)
- 2 High school graduate (high school diploma or GED)
- 3 Some college credit but no degree
- 4 Associate or technical school degree
- 5 Bachelor's or undergraduate degree
- 6 Graduate degree (includes professional degree like MD, DDs, JD)
- 7 OTHER, SPECIFY
- 9 DK/RF

C2 Is this person currently enrolled in any type of school, including [if age<6 “daycare”], technical school, or university? IF AGE 18+, FOLLOW UP WITH: IS THAT FULL-TIME OR PART-TIME? [STUDE]

- 1 YES – FULL TIME
- 2 YES – PART TIME
- 3 NO
- 9 DK/RF

C3 What school grade or level does this person attend? [SCHOL]

- 1 Daycare
- 2 nursery school, pre-school
- 3 Kindergarten to Grade 8
- 4 Grade 9 to 12
- 5 Technical/Vocation School
- 6 2-year college (Community College)
- 7 4-year college or university
- 8 Graduate school/professional
- 97 OTHER, SPECIFY
- 99 DK/RF

C4 And is this person home-schooled? [SLOC]

- 1 YES
- 2 NO
- 9 DON'T KNOW/ REFUSED (treat as NOT HOMESCHOOLED)

C5 [SLOC>1] What is the name of YOUR school? LOOK UP LIST. [SNAME]

C5A [SLOC>1] What is the address of this school? [SADDR][SCITY][SSTAT][SZIP]
[INTERVIEWER NOTE: HABITUALS ARE REQUIRED FOR DATA DELIVERY]

C5B [IF REFUSED SADDR] Can you tell me the nearest cross streets of this school? [SXSTR] city, state, zip [INTERVIEWER NOTE: HABITUALS ARE REQUIRED FOR DATA DELIVERY]

C6 [SLOC>1] How does this person normally get to school? [SMODE]

- 1 Walk
- 2 Bike
- 3 Auto / van/ truck driver
- 4 Auto / van / truck passenger
- 5 Local Bus
- 6 Express Bus
- 7 Train
- 8 Light Rail
- 9 Dial-a-ride/paratransit
- 10 Taxi
- 11 School Bus
- 97 OTHER (specify)”
- 98 DON”T KNOW
- 99 REFUSED

C7 [IF SCHOL=5 THROUGH 8] IF UNIVERSITY STUDENT: In a typical week, how many days do you go to school?

98 DK

99 RF

C8 [IF SCHOL=5 THROUGH 8] IF UNIVERSITY STUDENT: In a typical week, how many days do you do on-line classes?

98 DK

99 RF

| |
|-------------------------|
| HOUSEHOLD ROSTER PART 2 |
|-------------------------|

D1 Understanding your household's travel and activities is very important for improving transportation in your area. We will send you a diary for each member of your household to keep track of your travel and activities for 24 hours on [DAY AND DATE].

1 YES

2 NO – Well, let's try a different time. How about [ALT DAY AND DATE].

ENTER ASSIGNMENT NUMBER [ASSN]

PROGRAMMING NOTE: SHOW 6 ASSN DAYS FOR SCHEDULING PURPOSES

[PRN10] We are offering <INAMT> in appreciation of your efforts, but only if EVERYONE in your household completes a travel diary and reports your travel information by <[ASN10]>. Once all your travel information is complete and confirmed for EVERYONE in your household, we will mail you a check.

D2 To whom should we address the envelope? [CONFIRM LISTED NAME/IMPORTED OR OBTAIN NEW}

FIRST NAME _____ LAST NAME _____

9 REFUSED --> INDICATE THAT INFORMATION IS NECESSARY, IF STILL REFUSE, TERMINATE

D3 In order to mail the diaries to you, I need your address. [IF LISTED SAMPLE, CONFIRM ADDRESS, IF UNLISTED: OBTAIN

****MAILING ADDRESS HERE****

D4 Is this also where you live? IF NOT, OBTAIN PHYSICAL ADDRESS

D5 We will mail the diaries to you in a few days and will call you again on [REMIND DATE] to make sure you have received the packet and to answer any questions. Then we will call to ask about your travel and activities on [BEGDATE]. When would be the best time to reach you? OBTAIN DAY AND TIME

D6 And should we call you at this telephone number or is there a different phone number where you would prefer to be called?

1 This number

2 Different number ___ - ___ - ____

D7 When we call back to collect your travel and activities, we will not ask to speak to anyone under 16 years old, but we would like to ask about their travel. Who would be the best person to give that information? ENTER PERSON NUMBER.

| |
|------------|
| CONCLUSION |
|------------|

Thank you for participating in the Front Range Travel Counts Survey. Please tell the other members of your household how important their participation is for the success of the study. We look forward to talking with you again. If you have any questions or comments, you can reach us at **888-222-7734**. Thank you and have a good day/night.



APPENDIX C: RECRUITMENT UNWEIGHTED FREQUENCIES

S0 [non-cell sample] I show that you live in [CTFIP]. Is this correct? IF NOT, what county do you live in? [cell sample FORCE: What county do you live in?] TERMINATE IF NOT IN STUDY AREA.

| County | Geographic Area | | | | | Total |
|---------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| Larimer | 623 | 0 | 243 | 153 | 0 | 1019 |
| Weld | 0 | 341 | 0 | 0 | 145 | 486 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

S1 Do you or any members of your household use transit on a regular basis during the week? [RIBUS]

| | Geographic Area | | | | | Total |
|-------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| Yes | 44 | 29 | 18 | 6 | 6 | 103 |
| No | 579 | 312 | 225 | 147 | 139 | 1402 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

S2 Do you or any members of your household walk or bike to work or school at least once a week? [WABIK]

| | Geographic Area | | | | | Total |
|-------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| Yes | 240 | 65 | 45 | 28 | 21 | 399 |
| No | 383 | 276 | 198 | 125 | 124 | 1106 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

V1 And how many motor vehicles are owned, leased, or available for regular use by the people who currently live in your household? Please be sure to include motorcycles, mopeds, and RVs. [HHVEH]
ENTER NUMBER

| | Geographic Area | | | | | Total |
|-------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| 0 | 12 | 13 | 6 | 0 | 0 | 31 |
| 1 | 169 | 83 | 62 | 20 | 15 | 349 |
| 2 | 285 | 143 | 87 | 66 | 60 | 641 |
| 3 | 109 | 71 | 60 | 36 | 39 | 315 |
| 4 | 34 | 20 | 22 | 20 | 20 | 116 |
| 5 | 6 | 8 | 4 | 8 | 7 | 33 |
| 6 | 3 | 2 | 1 | 2 | 1 | 9 |
| 7 | 4 | 1 | 1 | 1 | 3 | 10 |
| 8 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

H1. How many people, including yourself, live in your home? [HHSIZ]

| | Geographic Area | | | | | Total |
|-------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| 1 | 157 | 94 | 60 | 26 | 20 | 357 |
| 2 | 243 | 136 | 99 | 79 | 57 | 614 |
| 3 | 101 | 43 | 27 | 20 | 21 | 212 |
| 4 | 85 | 40 | 33 | 15 | 27 | 200 |
| 5 | 23 | 20 | 18 | 10 | 15 | 86 |
| 6 | 7 | 3 | 5 | 2 | 5 | 22 |
| 7 | 4 | 3 | 1 | 1 | 0 | 9 |
| 8 | 3 | 2 | 0 | 0 | 0 | 5 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

H1a And of these, how many are employed full-time or part-time in a paid working position?
HHMEM – used to track hhsiz/workers goals.

| | Geographic Area | | | | | Total |
|-------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| 0 | 74 | 58 | 43 | 16 | 15 | 206 |
| 1 | 217 | 135 | 79 | 46 | 42 | 519 |
| 2 | 292 | 133 | 106 | 82 | 73 | 686 |
| 3 | 35 | 12 | 14 | 7 | 12 | 80 |
| 4 | 4 | 3 | 1 | 2 | 3 | 13 |
| 5 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

VEHICLE ROSTER (ZERO VEHICLE HOUSEHOLDS SKIP TO BIKES)

V1-V4 Earlier, you indicated that you had [HHVEH] vehicles. I have a few questions about each of these vehicles. Let's start with the vehicle that is driven the most. What is the make, model, and year of this vehicle?

PROGRAMMING NOTE: SHOW MATRIX ON SCREEN

VEH # [VEHNO] V2 [MAKE] V3 [MODEL] V4 [YEAR]

| | Frequency | Percent |
|-------------|-----------|---------|
| Before 1990 | 334 | 10.0% |
| 1990-1994 | 327 | 9.8% |
| 1995-1999 | 724 | 21.7% |
| 2000-2004 | 1019 | 30.5% |
| 2005 | 230 | 6.9% |
| 2006 | 183 | 5.5% |
| 2007 | 201 | 6.0% |
| 2008 | 157 | 4.7% |
| 2009 | 89 | 2.7% |
| 2010 | 7 | 0.2% |
| DK/RF | 66 | 2.0% |
| Total | 3337 | 100.0% |

V5 [For each vehicle] And is this a/an? [BODY]

| | Frequency | Percent |
|---------------|-----------|---------|
| Car/Sedan | 1594 | 47.8 |
| Van | 304 | 9.1 |
| SUV | 625 | 18.7 |
| Pick-up Truck | 627 | 18.8 |
| Other Truck | 25 | .7 |
| RV | 20 | .6 |
| Motorcycle | 117 | 3.5 |
| Other | 23 | .7 |
| Refused | 2 | .1 |
| Total | 3337 | 100.0 |

V6 [For each vehicle] What type of fuel does it take? [FUEL]

| | Frequency | Percent |
|------------|-----------|---------|
| Gas | 3172 | 95.1 |
| Diesel | 96 | 2.9 |
| Hybrid | 50 | 1.5 |
| Flex Fuel | 14 | .4 |
| Other | 1 | .0 |
| Don't Know | 2 | .1 |
| Refused | 2 | .1 |
| Total | 3337 | 100.0 |

V7 [For all vehicles] And is this vehicle owned, leased, or employer provided? [VHOWN]

- 4 Owned
- 5 Leased
- 6 Employer Provided
- 7 Other, Specify
- 10 Don't Know
- 11 Refused

| | Frequency | Percent |
|-------------------|-----------|---------|
| Owned | 3251 | 97.4 |
| Leased | 26 | .8 |
| Employer Provided | 56 | 1.7 |
| Refused | 4 | .1 |
| Total | 3337 | 100.0 |

V8 [If VHOWN=1 or 2] When did you acquire this vehicle? [WHEN]
ENTER YEAR [RANGE 1901-2010]

| | Frequency | Percent |
|-------------|-----------|---------|
| Before 1990 | 98 | 2.9% |
| 1990-1994 | 133 | 3.9% |
| 1995-1999 | 385 | 11.3% |
| 2000-2004 | 999 | 29.4% |
| 2005 | 276 | 8.1% |
| 2006 | 324 | 9.5% |
| 2007 | 372 | 10.9% |
| 2008 | 352 | 10.3% |
| 2009 | 261 | 7.7% |
| 2010 | 137 | 4.0% |
| DK/RF | 66 | 1.9% |
| Total | 3403 | 100.0% |

V9 [If VHOWN=1 or 2] And was the purchase or lease of this vehicle a replacement of a vehicle you used to have, or did it add to the number of vehicles available to your household? [VREPL]

| | Frequency | Valid Percent |
|-------------|-----------|---------------|
| Replacement | 2184 | 66.6 |
| Addition | 1076 | 32.8 |
| Don't Know | 14 | .4 |
| Refused | 3 | .1 |
| Total | 3277 | 100.0 |

V11 [FOR ALL VEHICLES] When you are home, where is this vehicle parked? [VEHPK]

| | Frequency | Valid Percent |
|------------------|-----------|---------------|
| Garage | 887 | 60.2 |
| Driveway | 308 | 20.9 |
| On the Street | 61 | 4.1 |
| In a Parking Lot | 55 | 3.7 |
| Other | 162 | 11.0 |
| Refused | 1 | .1 |
| Total | 1474 | 100.0 |

V12 [FOR ALL VEHICLES] Do you have to pay for parking at home? [VEHHP]

| | Frequency | Valid Percent |
|-------|-----------|---------------|
| Yes | 5 | .3 |
| No | 1469 | 99.7 |
| Total | 1474 | 100.0 |

HOUSEHOLD ROSTER (PART 1)

H2 How many bicycles does your household own and use on a regular basis? [BIKES]
ENTER NUMBER

| | Geographic Area | | | | | Total |
|-------|-------------------------------------|--------------------------------|---------------------------------|----------------------------------|-------------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| 0 | 150 | 166 | 90 | 45 | 44 | 495 |
| 1 | 97 | 47 | 41 | 28 | 22 | 235 |
| 2 | 161 | 66 | 50 | 32 | 40 | 349 |
| 3 | 77 | 28 | 24 | 16 | 14 | 159 |
| 4 | 67 | 18 | 21 | 16 | 15 | 137 |
| 5 | 34 | 9 | 10 | 6 | 5 | 64 |
| 6 | 18 | 2 | 5 | 5 | 3 | 33 |
| 7 | 9 | 1 | 1 | 2 | 1 | 14 |
| 8 | 7 | 2 | 1 | 2 | 1 | 13 |
| 10 | 2 | 0 | 0 | 1 | 0 | 3 |
| 12 | 1 | 1 | 0 | 0 | 0 | 2 |
| 20 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

H3 Which best describes your home? [RETY] (note – these are the ACS categories)

Count

| | Geographic Area | | | | | Total |
|--------------------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| Single Family Unit | 527 | 281 | 195 | 149 | 139 | 1291 |
| Duplex | 24 | 13 | 20 | 3 | 0 | 60 |
| Multi-family Unit | 54 | 38 | 21 | 0 | 4 | 117 |
| Mobile Home | 18 | 9 | 7 | 1 | 2 | 37 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

H4 Is your home owned or rented? [OWN]

| | Geographic Area | | | | | Total |
|---------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| Owned | 564 | 290 | 201 | 149 | 140 | 1344 |
| Rented | 59 | 51 | 40 | 4 | 5 | 159 |
| Refused | 0 | 0 | 2 | 0 | 0 | 2 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

H5 How long have you lived at this location? [HLIVE]

- 6 Less than 1 year
- 7 At least 1 year but less than 2 years
- 8 At least 2 years but less than 5 years
- 9 At least 5 years but less than 10 years
- 10 10 or more years
- 9 Refused

hlive * Geographic Area Crosstabulation

Count

| | Geographic Area | | | | | Total |
|--------------|-------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| < 1 year | 23 | 18 | 7 | 5 | 6 | 59 |
| 1 - <2 years | 30 | 18 | 14 | 2 | 5 | 69 |
| 2-<5 years | 87 | 51 | 45 | 23 | 22 | 228 |
| 5-<10 years | 151 | 91 | 66 | 39 | 50 | 397 |
| 10+ years | 332 | 162 | 111 | 84 | 62 | 751 |
| Refused | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

H10 And to ensure your household properly represents others in the region, can you tell me if your total household income for 2008 for all sources before taxes was above or below \$60,000?

| | Geographic Area | | | | | Total |
|-----------------------|-------------------------------------|--------------------------------|---------------------------------|----------------------------------|-------------------------------------|-------|
| | Fort Collins (Larimer County) | Greeley/Evans (Weld County) | Loveland (Larimer County) | Remainder (Larimer County) | Other (Weld County - partial) | |
| \$0 - \$14,999 | 19 | 21 | 16 | 4 | 3 | 63 |
| \$15,000 - \$19,999 | 23 | 18 | 12 | 1 | 2 | 56 |
| \$20,000 - \$29,999 | 34 | 31 | 20 | 8 | 4 | 97 |
| \$30,000 - \$39,999 | 46 | 36 | 17 | 11 | 7 | 117 |
| \$40,000 - \$49,999 | 46 | 31 | 21 | 10 | 15 | 123 |
| \$50,000 - \$59,999 | 48 | 24 | 18 | 12 | 8 | 110 |
| \$60,000 - \$74,999 | 83 | 48 | 24 | 23 | 22 | 200 |
| \$75,000 - \$99,999 | 88 | 44 | 37 | 27 | 34 | 230 |
| \$100,000 - \$134,999 | 95 | 45 | 29 | 22 | 16 | 207 |
| \$135,000 - \$149,999 | 39 | 9 | 11 | 6 | 7 | 72 |
| \$150,000 - More | 60 | 14 | 13 | 17 | 14 | 118 |
| Refused | 42 | 20 | 25 | 12 | 13 | 112 |
| Total | 623 | 341 | 243 | 153 | 145 | 1505 |

PERSON ROSTER

P1 What is this person's gender? [GENDE] (recorded by observation for the main respondent)

| | Frequency | Percent |
|---------|-----------|---------|
| Male | 1764 | 47.9 |
| Female | 1914 | 51.9 |
| Refused | 8 | .2 |
| Total | 3686 | 100.0 |

P3 [DON'T ASK FOR RESPONDENT] How is this person related to you? [RELAT]

| | Frequency | Percent |
|----------------------|-----------|---------|
| Self | 1505 | 40.8 |
| Spouse | 1025 | 27.8 |
| Child | 1041 | 28.2 |
| Parent | 20 | .5 |
| Grandparen t | 5 | .1 |
| Grandchild | 32 | .9 |
| Other Related | 33 | .9 |
| Other not related | 25 | .7 |
| Total | 3686 | 100.0 |

P4 [IF PERNO=1, DATA STORED IN HH FILE] Are you of Hispanic, Latino or Spanish origin? [HISP]

| | Frequency | Percent |
|---------|-----------|---------|
| Yes | 77 | 5.1 |
| No | 1420 | 94.4 |
| Refused | 8 | .5 |
| Total | 1505 | 100.0 |

P5 [IF PERNO=1, DATA STORED IN HH FILE] And which of the following best describes your race? [RACE].

| | Frequency | Percent |
|-----------------|-----------|---------|
| White | 1419 | 94.3 |
| Black | 3 | .2 |
| Native American | 8 | .5 |
| Asian | 8 | .5 |
| Other | 51 | 3.4 |
| Refused | 16 | 1.1 |
| Total | 1505 | 100.0 |

P6a Is this person deaf or does he/she have serious difficulty hearing? [DIS1]

| | Frequency | Percent |
|------------|-----------|---------|
| Yes | 155 | 4.2 |
| No | 3521 | 95.5 |
| Don't Know | 2 | .1 |
| Refused | 8 | .2 |
| Total | 3686 | 100.0 |

P6b Is this person blind or does he/she have serious difficulty seeing even when wearing glasses? [DIS2]

| | Frequency | Percent |
|------------|-----------|---------|
| Yes | 62 | 1.7 |
| No | 3615 | 98.1 |
| Don't Know | 1 | .0 |
| Refused | 8 | .2 |
| Total | 3686 | 100.0 |

P6c [AGE>4 or AGE=DK/RF] Because of a physical, mental or emotional condition, does this person have serious difficulty concentrating, remembering, or making decisions? [DIS3]

| | Frequency | Percent |
|------------|-----------|---------|
| Yes | 79 | 2.2 |
| No | 3431 | 97.5 |
| Don't Know | 2 | .1 |
| Refused | 8 | .2 |
| Total | 3520 | 100.0 |

P6d [AGE>4 or AGE=DK/RF] Does this person have serious difficulty walking or climbing stairs? [DIS4]

| | Frequency | Percent |
|------------|-----------|---------|
| Yes | 192 | 5.5 |
| No | 3319 | 94.3 |
| Don't Know | 1 | .0 |
| Refused | 8 | .2 |
| Total | 3520 | 100.0 |

P6e [AGE>4 or AGE=DK/RF] Does this person have difficulty dressing or bathing? [DIS5]

| | Frequency | Percent |
|------------|-----------|---------|
| Yes | 34 | 1.0 |
| No | 3477 | 98.8 |
| Don't Know | 1 | .0 |
| Refused | 8 | .2 |
| Total | 3520 | 100.0 |

P6f [AGE>14 or AGE=DK/RF] Because of a physical, mental, or emotional condition, does this person have difficulty doing errands alone such as visiting a doctor's office or shopping? [DIS6]

| | Frequency | Valid Percent |
|------------|-----------|---------------|
| Yes | 74 | 2.5 |
| No | 2911 | 97.2 |
| Don't Know | 1 | .0 |
| Refused | 9 | .3 |
| Total | 2995 | 100.0 |

COMPUTE DISAB=1 (YES) if YES to any DIS1-DIS6 – else DISAB=2 (No)

| Disabled? | Frequency | Percent |
|-----------|-----------|---------|
| Yes | 366 | 9.9 |
| No | 3320 | 90.1 |
| Total | 3686 | 100.0 |

P10 [AGE=14+] Does NAME have a transit pass? [TRANS]

- 3 YES
- 4 NO
- 9 DK/RF

TRANS

| | Frequency | Valid Percent |
|---------|-----------|---------------|
| Yes | 111 | 3.6 |
| No | 2931 | 95.9 |
| Refused | 13 | .4 |
| Total | 3055 | 100.0 |

P10a [IF TRANS=1] What type of pass is it? [TPTYP]

| | Frequency | Valid Percent |
|------------|-----------|---------------|
| Day Pass | 4 | 3.6 |
| Ticketbook | 7 | 6.3 |
| Monthly | 8 | 7.2 |
| Annual | 30 | 27.0 |
| Special | 3 | 2.7 |
| College | 12 | 10.8 |
| FREX | 2 | 1.8 |
| Other | 32 | 28.8 |
| Refused | 13 | 11.7 |
| Total | 111 | 100.0 |

PROGRAMMER NOTE: IF UNDER AGE 16, SKIP TO EDUCA

P9 Does NAME have a valid driver's license? [LIC]

| | Frequency | Valid Percent |
|---------|-----------|---------------|
| Yes | 2770 | 95.2 |
| No | 138 | 4.7 |
| Refused | 2 | .1 |
| Total | 2910 | 100.0 |

P11 Are YOU employed, either full-time or part-time? [EMPLY] AS NEEDED, CLARIFY WE ARE ONLY INTERESTED for this question IN THEIR MAIN EMPLOYMENT STATUS (MAIN JOB)

| | Frequency | Valid Percent |
|---------|-----------|---------------|
| Yes | 1940 | 66.7 |
| No | 968 | 33.3 |
| Refused | 2 | .1 |
| Total | 2910 | 100.0 |

P11a IF EMPLY=1: How many hours a week do you work at this job? [HOURS]

P11b IF EMPLY=1: [SAME SCREEN AS HOURS] Of these hours, how many do you work from home on a regular basis (IF NEEDED: often referred to as Telecommuting)? [TCHRS]

Descriptive Statistics

| | N | Minimum | Maximum | Mean | Std. Deviation |
|-------|------|---------|---------|-------|----------------|
| HOURS | 1897 | 1 | 120 | 38.18 | 14.651 |
| TCHRS | 1894 | 0 | 100 | 6.59 | 13.488 |

P12 [IF EMPLY>1] Does NAME do any type of volunteer work on a regular basis? [VOLUN]

| | Frequency | Valid Percent |
|---------|-----------|---------------|
| Yes | 248 | 25.6 |
| No | 719 | 74.1 |
| Refused | 3 | .3 |
| Total | 970 | 100.0 |

PROGRAMMING NOTE: CALCULATE WORKS=1 IF EMPLY=1 OR VOLUN=1, ELSE WORKS=2 (NULL IF AGE<16)

| | Frequency | Valid Percent |
|---------------|-----------|---------------|
| Works | 2188 | 75.2 |
| Does not work | 722 | 24.8 |
| Total | 2910 | 100.0 |

P13 [IF EMPLY>1 AND VOLN>1] Which of the following best describes NAME's status? [PRIMA]

| | Frequency | Valid Percent |
|--------------------------|-----------|---------------|
| Retired | 340 | 47.1 |
| Disabled | 65 | 9.0 |
| Homemaker | 99 | 13.7 |
| Unemployed – looking | 85 | 11.8 |
| Unemployed – not looking | 17 | 2.4 |
| Student | 110 | 15.2 |
| Other | 2 | .3 |
| Refused | 4 | .6 |
| Total | 722 | 100.0 |

Work-Related Data –WORKS=1 (REST SKIP TO SCHOOL SECTION)

W1 [IF EMPLY=1] How many jobs does NAME have? Please include all paid positions that he/she works on a regular basis. [JOBS]

| | N | Minimum | Maximum | Mean | Std. Deviation |
|--------------------|------|---------|---------|------|----------------|
| JOBS | 2188 | 1 | 5 | 1.14 | .454 |
| Valid N (listwise) | 2188 | | | | |

W3 And is NAME'S work address fixed (IF NEEDED: i.e, NAME typically travels to the same address for work), is it at your home, or does it vary from day to day or week to week? [WLOC]

| | Frequency | Valid Percent |
|--------|-----------|---------------|
| Fixed | 1609 | 73.5 |
| Home | 298 | 13.6 |
| Varied | 281 | 12.8 |
| Total | 2188 | 100.0 |

W5 [IF WLOC<3 AND EMPLY=1] How long have you worked at this location? [WLIVE]

| | Frequency | Valid Percent |
|----------------|-----------|---------------|
| < 1 year | 210 | 11.0 |
| 1 - < 2 years | 179 | 9.4 |
| 2 - < 5 years | 401 | 21.0 |
| 5 - < 10 years | 433 | 22.7 |
| 10+ years | 656 | 34.4 |
| Refused | 28 | 1.5 |
| Total | 1907 | 100.0 |

W6 [IF WLIVE<4] Was your last work location in the Front Range region? [WPIFR]

| | Frequency | Valid Percent |
|---------|-----------|---------------|
| Yes | 511 | 64.7 |
| No | 259 | 32.8 |
| Refused | 20 | 2.5 |
| Total | 790 | 100.0 |

W8 How does this person normally get to work/their volunteer activity? [WMODE]

| | Frequency | Valid Percent |
|-------------|-----------|---------------|
| Walk | 52 | 2.8 |
| Bike | 116 | 6.1 |
| Auto-D | 1647 | 87.1 |
| Auto-P | 47 | 2.5 |
| Local Bus | 8 | .4 |
| Express Bus | 1 | .1 |
| Other | 17 | .9 |
| Don't Know | 2 | .1 |
| Total | 1890 | 100.0 |

W9 Does NAME's employer provide you parking free of charge? [EPARK]

| | Frequency | Valid Percent |
|------------|-----------|---------------|
| Yes | 2061 | 94.2 |
| No | 120 | 5.5 |
| Don't know | 2 | .1 |
| Refused | 5 | .2 |
| Total | 2188 | 100.0 |

W10 Does your employer provide NAME with a transit pass at no charge? [TPASS]

| | Frequency | Valid Percent |
|------------|-----------|---------------|
| Yes | 58 | 2.7 |
| No | 2044 | 93.4 |
| Don't know | 80 | 3.7 |
| Refused | 6 | .3 |
| Total | 2188 | 100.0 |

W11 [IF AGENCY=NFRMPO] Do you carpool or vanpool to work at least once a month? [WCPVP]

| | Frequency | Valid Percent |
|--------------|-----------|---------------|
| Yes, Carpool | 205 | 9.4 |
| Yes, Vanpool | 17 | .8 |
| Yes, Both | 7 | .3 |
| No | 1941 | 88.7 |
| Don't know | 12 | .5 |
| Refused | 6 | .3 |
| Total | 2188 | 100.0 |

W11A [WCPVP<4] Is it a formal or informal carpool/vanpool program? [FCPVP]

| | Frequency | Valid Percent |
|----------|-----------|---------------|
| Formal | 12 | 5.2 |
| Informal | 217 | 94.8 |
| Total | 229 | 100.0 |

W12 Which of the following statements best describes NAME'S work schedule? [SCHED]

| | Frequency | Valid Percent |
|------------------|-----------|---------------|
| No flexibility | 572 | 26.1 |
| Some flexibility | 895 | 40.9 |
| Full flexibility | 702 | 32.1 |
| Refused | 19 | .9 |
| Total | 2188 | 100.0 |

W13 [IF JOBS>1] Earlier you mentioned that you work more than one job. How many hours a week do you work at your 2nd workplace? [HOUR2]

| | N | Minimum | Maximum | Mean | Std. Deviation |
|--------------------|-----|---------|---------|------|----------------|
| HOUR2 | 206 | 1 | 50 | 9.70 | 8.925 |
| Valid N (listwise) | 206 | | | | |

School-Related Data – Ask of all HH members

C1 What is the highest degree or level of school you've completed? [EDUCA]

| | Frequency | Percent |
|----------------------------|-----------|---------|
| Not HS Graduate | 953 | 25.9 |
| HS Graduate | 399 | 10.8 |
| Some college (no degree) | 447 | 12.1 |
| Associate/Technical degree | 231 | 6.3 |
| Bachelors degree | 862 | 23.4 |
| Graduate degree | 774 | 21.0 |
| Other | 4 | .1 |
| Refused | 16 | .4 |
| Total | 3686 | 100.0 |

C2 Is this person currently enrolled in any type of school, including [if age<6 "daycare"], technical school, or university? IF AGE 18+, FOLLOW UP WITH: IS THAT FULL-TIME OR PART-TIME? [STUDE]

| | Frequency | Percent |
|----------------|-----------|---------|
| Yes, Full time | 760 | 20.6 |
| Yes, Part time | 207 | 5.6 |
| No | 2719 | 73.8 |
| Total | 3686 | 100.0 |

C3 What school grade or level does this person attend? [SCHOL]

| | Frequency | Valid Percent |
|----------------------|-----------|---------------|
| Daycare | 28 | 2.9 |
| Pre-school | 49 | 5.1 |
| K – 8 | 477 | 49.3 |
| 9 – 12 | 228 | 23.6 |
| Technical/Vocational | 7 | .7 |
| 2-year College | 62 | 6.4 |
| 4-year College | 70 | 7.2 |
| Graduate school | 43 | 4.4 |
| Other | 2 | .2 |
| Refused | 1 | .1 |
| Total | 967 | 100.0 |

C4 And is this person home-schooled? [SLOC]

| | Frequency | Valid Percent |
|-------|-----------|---------------|
| Yes | 79 | 8.2 |
| No | 888 | 91.8 |
| Total | 967 | 100.0 |

C6 [SLOC>1] How does this person normally get to school? [SMODE]

| | Frequency | Valid Percent |
|-------------|-----------|---------------|
| Walk | 99 | 11.1 |
| Bike | 73 | 8.2 |
| Auto-D | 172 | 19.4 |
| Auto-P | 364 | 41.0 |
| Local Bus | 8 | .9 |
| Express Bus | 3 | .3 |
| School Bus | 150 | 16.9 |
| Other | 14 | 1.6 |
| Don't Know | 2 | .2 |
| Refused | 3 | .3 |
| Total | 888 | 100.0 |

C7 [IF SCHOL=5 THROUGH 8] IF UNIVERSITY STUDENT: In a typical week, how many days do you go to school?

C8 [IF SCHOL=5 THROUGH 8] IF UNIVERSITY STUDENT: In a typical week, how many days do you do on-line classes?

| | N | Minimum | Maximum | Mean | Std. Deviation |
|--------------------|-----|---------|---------|------|----------------|
| SDAYS | 178 | 0 | 7 | 3.19 | 1.799 |
| OLDAY | 173 | 0 | 7 | .85 | 1.756 |
| Valid N (listwise) | 172 | | | | |



APPENDIX D: DIARY MATERIALS

FIGURE D1: RESPONDENT LETTER CONTAINED IN DIARY MATERIALS



Dear Colorado Front Range Resident:

Are you concerned about traffic, air quality, access to jobs and quality of life in the Front Range region? You are part of a small group of households selected to participate in the Colorado Front Range Household Travel Survey. Your participation in this survey will help identify where highway, street, public transit, and bicycle and pedestrian facility improvements will be made in the Front Range.

The survey is a joint effort between the Denver Regional Council of Governments, the North Front Range Metropolitan Planning Organization, the Pikes Peak Area Council of Governments, the Pueblo Area Council of Governments, the Regional Transportation District, the Colorado Department of Transportation, and the Federal Highway Administration. The purpose is to understand how and why people travel in the Front Range region, to aid in forecasting future travel patterns and to define transportation improvements.

Developing transportation plans relies on data about travel and trips. It is important to know how people make travel decisions as part of their daily activities. Indicating what you do and where you go on a specific day helps the region identify its transportation needs and determine how best to meet those needs in the future. Children's activities are important as well. Inside this packet, you will find easy-to-use travel diaries for everyone in your household and a brochure that explains the project.

The survey is being conducted by NuStats, a professional research company, and its affiliate PTV DataSource. NuStats ensures that all information collected will be held strictly confidential and will be used for this research project only. The information from your household will be used only in combination with data from other participating households. Your name will never be attached to your responses.

If you have questions related to this survey, please visit the survey website at www.nustats.com/FrontRange, call the toll-free survey hotline at 1-888-222-7734, or contact Julie Paasche of NuStats at 1-800-447-8287, ext. 2241 (e-mail jpaasche@nustats.com).

Thank you in advance for participating in this important project. Your responses will help ensure our transportation system continues to meet the needs of Colorado's Front Range residents.

Sincerely,

Bill Ritter, Jr.
Governor



FIGURE D2: DIARY PACKET, PAGE 1



Personal One-Day Travel Diary for:

<<First Name>>
 of the
 <<Last Name>> Household

**Carry your diary with you and record
 your travel on:**
 <<TDATE>>

NTR<<SAMPN>><<NDIARIES>>/<<HH3ZE>><<ASSN>>

Begin Here:

In general, would you say this is a typical day for you? Yes No
 Why or why not? _____

Did you go to work today? Yes No Not Employed
 If no, why not? _____

Did you go to school today? Yes No Not a Student
 If no, why not? _____

Did you experience any delays in your travel on this day? Yes No
 If yes, why? Construction Traffic Accident
 Other: _____ Don't know

See the Instructions & Example inside! →

Thank You for Your Participation!

If you need help filling out your Travel Diary,
 please call the
 toll-free Survey Hotline:

1-888-222-7734

For more information about the survey,
 please call:

Julie Paasche, NuStats
 1-800-447-8287, ext. 2241
 jpaasche@nustats.com

or

Arvilla Kirchoff, NFRMPO
 970-224-6147
 akirchoff@nfrmpo.org

or

Visit the project web page at
www.nustats.com/FrontRange

Survey conducted by NuStats/PTV DataSource
 on behalf of:



FIGURE D3: DIARY PACKET, PAGE 2

Diary Instructions

Use this diary to record information about **ALL** the **PLACES** you visit on your assigned travel day beginning at 3 a.m. (or when you wake up) and ending at 2:59 a.m. the next day (or when you go to sleep). Record one **PLACE** per page. Specifically, tell us the:

What is a **PLACE**?

A **PLACE** is any location you travel to, whether it's for just a few minutes (such as a gas station, drive-thru window, dropping your child off at school, etc.) or for many hours (work, attending a sporting event, etc.)

✓ **PLACES** you visit.

The place name and type, exact address and/or cross-streets, city, state, and zip are all critical for assessing areas with traffic congestion.

IF YOU RIDE THE BUS/TRAIN OR CARPOOL/VANPOOL: please record EACH bus stop, train station, or carpool/vanpool meeting place where you get on or off as a separate **PLACE**.

- ✓ **EXACT TIMES** you arrive and leave each place. (Arrival time is defined as when you walk in the door at each **PLACE** and the departure time is when you walk out the door of each **PLACE**.)
- ✓ **How you TRAVELED** to each place. Write the code from **LIST 1** (codes are on the flap of this diary).
- ✓ **Other travel information.** Questions D1 and D2 ask how many other people were in your travel party, and of those, how many were members of your household. Questions E1-E3 ask additional details depending on how you traveled.
- ✓ **ACTIVITIES** or what you did at each place. Write the code from **LIST 2** (codes are on the flap of this diary). First, write the code for the main activity you did and then write codes for any other activities.

Keep your completed Travel Diaries by the phone. We'll call you to collect the information, or you can call us toll-free at 1-888-222-7734. For anyone who is unable to complete a diary, we ask that a parent or other adult complete the diary for them. **Thank you!**

Confidentiality:

We respect your privacy and promise to protect it. The information your household provides will be kept strictly confidential.

Questions? Call the toll-free Survey Hotline: 1-888-222-7734

EXAMPLE PLACE

- A** WHAT is this **PLACE**? My Home My School
 My Primary Job Transit Stop
 My Second Job Other Place

Please tell us the **NAME, TYPE, and ADDRESS** of this **PLACE**:

Happy Kids Day Care Day Care Center
 Name of Other Place OR Transit stop Type of Place (restaurant, bookstore, etc.)
 901 Main St.
 Street address OR nearest cross-streets
 Anytown CO 99999
 City State Zip

B What **TIME** did you **ARRIVE**? (Exact time) 7:32 am pm

C **HOW** did you **TRAVEL** there? (Write code from **LIST 1** on flap) Code: 3

D1 How many people traveled with you? (DON'T include yourself) 1 **D2** Of those, how many were household members? 1

E1 If traveled by **AUTO/TRUCK/VAN**: **OR** **E2** If by **PUBLIC TRANSIT**:

Which household vehicle did you use?
 Make/Model: Toyota Camry
 Did not use a household vehicle
 Did you get out of your vehicle?
 Yes No (drive-thru, drop off/pick up)
 If yes, where did you park?
 Parking lot Street
 Parking garage Other:
 Driveway or residential garage
 What are the nearest cross-streets to this parking location?
 Main St. & E. Broadway
 How much did you pay to park?
 \$ _____ per _____ Did not pay

What was the Route/Line?

 How much did you pay for this trip?
 Cash: \$ _____ Pass
 If you used a pass, what type?

 How much did the pass cost?
 \$ _____ per _____

E3 If you **DID NOT** travel by Auto/Truck/Van:
 What would you have had to pay for parking if you had driven to this place? \$ _____ per _____

F What **ACTIVITIES** did you do there? Main activity (code): 10
 (Write code from **LIST 2** on flap) Other activity (code): _____

G What **TIME** did you **LEAVE**? 7:46 am pm → **Next PLACE**
 (Please record exact time) Did not leave → **DONE**



APPENDIX E: RETRIEVAL QUESTIONNAIRE

Front Range Travel Counts Survey- NFRMPO - Retrieval Interview

Version: Draft 8/4/09

Note #1 for Interviewers: If ALL members of the household are unrelated AND as many of the other HH members as possible. NON-RELATED HH will be flagged and interviewer will know prior to calling the household if this is a non-related hh

Note #2 for Interviewers: Obtain details for all trips, even those that are work-related or for work purposes. This includes trips made by commercial drivers as well as work-related deliveries, errands, etc. Basically, all respondents should record ALL trips that they make.

Note #3 for Interviewers: For each non-home location visited, we need to know what type of PLACE it is (grocery store, book store, manufacturing plant, bank, school, etc.). Obtain the best place name possible. If the place name is not self-descriptive (i.e., Safeway Grocery Store), then probe for type of place and add that to the place name (Tattered Cover Book Store).

Note #4 for Interviewers: Arrival time is defined as the time the respondent walks in the door at each place and the departure time is when the respondent walks out the door of each place.

Introduction

Hi – this is _____ and I'm calling about the Front Range Travel Counts Survey. We recently spoke with [FNAME] and are calling back now to complete the interview.

E1. You are [informant's name or initials]. [INDICATE IF TRIP INFORMATION IS BEING PROVIDED BY THE INFORMANT OR BY PROXY. [PROXY]

INFORMANT 1
PROXY 2 Enter PERNO of Person Reporting

E2. Last week, we spoke with you about the travel survey and sent you a diary to record your travel and activities on [ASSN]. I'd like to collect your information now.

[PROGRAMMER NOTE: SHOW TEXT IF HOUSEHOLD QUALIFIES FOR INCENTIVE]. Just a reminder, your household is being offered <INAMT> to thank you for your participation in this study. If EVERYONE in the household completes the study with valid travel information, we will send your household <INAMT> in the next 6-8 weeks.

First, demographic information is verified: HHSIZ, household member characteristics (age, worker status, student status), and household vehicle info (year, make, model), and INCOM is re-asked if it was refused in recruitment.

PROGRAMMER NOTE: THIS SHOULD BE MODIFIED TO DO THE FOLLOWING: WHERE THE INTERVIEWER STARTS WILL TAKE HIM THROUGH THE DIFFERENT SECTIONS UNTIL THE END. FOR EXAMPLE, IF HE CHOOSES "UPDATE PERSONAL INFORMATION", #1, IT SHOULD TAKE HIM THROUGH #2 EMPLOYMENT INFORMATION, THEN #3 STUDENT INFORMATION. IF HE CHOOSES #2, IT WILL TAKE HIM ONLY THROUGH #2 AND #3. AND SO ON.

Verify Habituals (Home, Work, School) [INTERVIEWER NOTE: HABITUALS REQUIRED FOR DATA DELIVERY] [INTERVIEWER NOTE: REMEMBER TO COPY HABITUALS TO HOTLIST]

E3 [IF NOT PROXY INTERVIEW] In general, would you say that ASSN was a typical day for you? [TYPDY] [INTERVIEWER NOTE: PROBE: Did all workers work? Did all students go to school?] Yes/No – if no, why not? [O_TYPDY]

E4 [IF NOT PROXY INTERVIEW] Was most of your travel and activities for this day planned in advance or did you change your plans as the day progressed? [TYPPL] IF CHANGED PLANS, what happened that caused the change in plans? [O_TYPPL]

E5 [IF NOT PROXY INTERVIEW AND AGENCY=NFRMPO] Did you experience any delays in your travel on this day? (For example, construction, congestion, accident, railroad crossings, etc.) [TDELY] IF YES, what was the cause for the delay(s)?

E6. Now I'd like to talk about the travel and activities [this person] recorded in the diary we sent. Did [NAME] complete the travel diary? [CMPLG]

- 1 YES [COMPLETED]
- 2 NO [NOT COMPLETED] → GO TO TOTPL
- 3 DID NOT RECEIVE MATERIALS → GO TO TOTPL
- 8 DON'T KNOW → GO TO TOTPL
- 9 REFUSED- → GO TO TOTPL

E7. [if CMPLG=yes] Do you have [the/this person's] completed diary with you now? [IF NEEDED: I can wait while you get it.]

- 1 YES
- 2 NO
- 9 REFUSED

-----→SAY: Let's continue with the interview anyway. Please try to recall the information as best as you can.

BEGIN TRIP COLLECTION

T1 How many total places did<YOU >visit over the course of the travel day? [TOTPL]

T2 IF PLACE 1: Okay, where were you at 3 am on [ASSN]? [PTYPE]

OTHERWISE: Where did you go next?

- 1 Home
- 2 Primary Job
- 3 Second Job
- 4 School
- 5 Transit Stop
- 6 Other Place (Specify)

ADDRESS INFORMATION CAPTURED IN TRIP TRACER

[INTERVIEWER NOTE: PLACE NAME SHOULD INCLUDE INFORMATION DESCRIBING THE PLACE IF IT IS UNCERTAIN. EXAMPLE: "Tattered Cover" SHOULD BE "Tattered Cover Bookstore". ASK "What type of place is this?" IF YOU DO NOT KNOW THE TYPE OF THE PLACE]

LOCATION NAME: What was that place? [PNAME]

ADDR: What is the street address of that place? And the city? Is that in Colorado? Do you know the zip code?

T3 [IF PLANO>1] Did you/NAME make any stops along your travel to [home/work/school/this place], such as a quick errand, to stop for fuel, pick up food, or to pick up drop off a friend or family member?

- 1 Yes –collect unreported trip info.
- 2 No – CONTINUE COLLECTING CURRENT TRIP

T4 What time did you arrive there? MILITARY TIME [ARRTM]

T5 TRIP DURATION CALCULATED

T6. How did you get there? [MODE] [NOTE: MODE LIST WILL BE CHANGED FOR FULL STUDY]

- 1 Walk
- 2 Bike
- 3 Auto / van/ truck driver
- 4 Auto / van / truck passenger
- 5 Local Bus
- 6 Express Bus
- 7 Train
- 8 Light Rail
- 9 Dial-a-ride/paratransit
- 10 Taxi
- 11 School Bus
- 97 OTHER (specify)"

(DK/RF INVALID – MUST HAVE MODE FOR ALL TRIPS (REGARDLESS OF MODE) [TOTTR]

T8 How many others traveled with<YOU2 >? NOT INCLUDING THIS RESPONDENT [PARTY]

T9 [IF T8 >0] Of these, how many were household members? [HHMEM]

T10 [IF T9>0] Who were the household members (enter PERNO) [PERTP]

COMPUTE NON-HH MEMBERS [NONHH]

COMPUTE [TOTTR] = PARTY + 1

IF MODE=3 OR 4:

A1 Which vehicle did<YOU >use? [VEHNO]
ENTER HH VEH NUMBER OR 97 FOR NON-HH VEHICLE

A2 Did you get out of your vehicle at this place ? [SKIP IF PTYPE=1] [DYGOV]
1 YES
2 NO [would be appropriate for dropping off passengers, drive through, etc.]

[PROGRAMMER NOTE: Ask the parking-related questions for auto driver only]

A4 [IF DYGOV=1 and MODE=3] Did you park at this destination or off-site? [PLOC]
1 AT THIS DESTINATION
2 OFF SITE
9 DK/RF

A6 [If PLOC=NO] What are the nearest cross streets to this location? [PXSTR] [INTERVIEWER COLLECT DUMMY WAYPOINT] [PXSTR]

A3 [IF DYGOV=1] Which of the follow best describes the place you parked? [PRKTY]
1 Parking Lot
2 Parking Garage
3 Street
4 Driveway or Residential garage
7 Or something else (SPECIFY)
8 DON'T KNOW
9 REFUSED

A7 [IF NOT HOME and DYGOV=1 and PRKTY <>4] Did you pay to park? [PAYPK]
1 YES
2 NO
9 DK/RF

A5 [IF PAYPK=1] How much did you pay to park? [PKAMT] Amount per unit [PKUNT]
1 Per Hour
2 Per Day
3 Per Week
4 Per Month
5 Per Semester
6 Per Year
8 DON'T KNOW
9 REFUSED

IF TRANSIT: [IF MODE=5, 6, 7, 8 OR 9].

R1 How many buses or trains did you use to make this trip? [TRANSIT]
NOTE: IF TRANSIT>1, REMIND RESPONDENT THAT WE WILL CAPTURE EACH LEG OF THE TRANSIT TRIP AS A SEPARATE TRIP, BEGINNING WITH ACCESS TO TRANSIT AND ENDING WITH THE TRIP FROM TRANSIT TO THE DESTINATION.

R2 IF NEEDED: For the first bus or rail you took, What was the route/line? (LIST) [ROUTE]

R3 Did you pay with cash or did you use a pass? [FARE]
1 CASH → "How much did <YOU> pay?" \$_____ [FAREC]
2 USED PASS

[PROGRAMMER NOTE: IMPORT TRANS, TPTYP, TPCST, AND TPUNT FROM RECRUITMENT.
IF FARE=2 and TRANS=2 or 9, THEN ASK THE FOLLOWING:]

P10a [IF FARE=2 and TRANS=2 or 9] What type of pass is it? [BUSPS]

- 1 Day Pass
- 2 Ticketbook containing a set amount of rides
- 3 Monthly Unlimited Pass
- 4 An Annual Unlimited Pass
- 5 An Eco, Neighborhood or PassFort Pass
- 6 A College Pass
- 7 A FREX (Front Range Express Commuter Bus) Pass
- 97 Other, Specify
- 99 DK/RF

P10b [IF FARE=2 and TRANS=2 or 9] How much did you pay for it?

COST [BPFAR] PER UNIT [FRBAS]

- 1 Per Day
- 2 Per Week
- 3 Per Month
- 4 Per Semester
- 5 Per Year
- 7 OTHER SPECIFY
- 8 DON'T KNOW
- 9 REFUSED

X1 [PROGRAMMER NOTE: ASK FOR ALL NON-AUTO MODES IF NON-PROXY INTERVIEW
AND FOR ALL NON-HOME DESTINATIONS] What would you have had to pay for parking if
you had driven to this destination? [WOPYP]

Amount per unit [ESBAS] PARKING FARE UNITS

- 0 FREE
- 1 Per Hour
- 2 Per Day
- 3 Per Week
- 4 Per Month
- 5 Per Semester
- 6 Per Year
- 8 DON'T KNOW
- 9 REFUSED

ALL MODES:

T12. What was<YOUR >your main activity there? [TPURP]

T13 And what else did you do there? [TPUR2]

Lists for TPURP and TPUR2

AT MY HOME:

- 1 WORKING AT HOME (for pay)
- 2 SHOPPING (on-line, catalog, or by phone)
- 3 ON-LINE SCHOOL ACTIVITIES
- 4 ALL OTHER AT HOME ACTIVITIES

AT MY WORK/VOLUNTEER LOCATION:

- 5 WORK/JOB
- 6 ALL OTHER ACTIVITIES AT WORK

AT MY SCHOOL:

- 7 ATTENDING CLASS
- 8 ALL OTHER ACTIVITIES AT SCHOOL

WHILE TRAVELING

- 9 CHANGE TYPE OF TRANSPORTATION/TRANSFER
- 10 DROPPED OFF PASSENGER FROM CAR
- 11 PICKED UP PASSENGER FROM CAR
- 12 DRIVE THROUGH (ATM, BANK, FAST FOOD, ETC).
- 13 OTHER – SPECIFY

AT OTHER PLACES

- 14 WORK/BUSINESS RELATED
- 15 SERVICE PRIVATE VEHICLE (GAS, OIL LUBE, ETC)
- 16 ROUTINE SHOPPING (GROCERIES, CLOTHING, CONVENIENCE STORE, HH MAINTENANCE)
- 17 SHOPPING FOR MAJOR PURCHASES OR SPECIALTY ITEMS (APPLIANCES, ELECTRONICS, NEW VEHICLE, MAJOR HH REPAIRS)
- 18 HOUSEHOLD ERRANDS (BANK, DRY CLEANING, ETC.)
- 19 PERSONAL BUSINESS (VISIT GOVERNMENT OFFICE, ATTORNEY, ACCOUNTANT)
- 20 EAT MEAL OUTSIDE OF HOME (but not at a friend/relative home.)
- 21 HEALTH CARE (DOCTOR, DENTIST)
- 22 CIVIC/RELIGIOUS ACTIVITIES
- 23 OUTDOOR RECREATION/ENTERTAINMENT
- 24 INDOOR RECREATION/ENTERTAINMENT
- 25 VISIT FRIENDS/RELATIVES
- 96 LOOP TRIP (for interviewer only – not listed in diary)
- 97 OTHER, SPECIFY

T14. IF LAST PLACE OF THE DAY, ENTER 0259. OTHERWISE: What time did <YOU> leave for the next place? ENTER IN MILITARY TIME [DEPTM]

IF REPORTED NO TRAVEL

T15. So,<YOU >made no trips, including for work or school? [NOGO] [INTERVIEWER NOTE: REFER PARTICIPANT TO FRONT OF DIARY IF NEEDED]

TRUE: Why not? (USE LIST)

- 1 PERSONALLY SICK
- 2 CARETAKING SICK KIDS
- 3 CARETAKING SICK OTHER
- 4 HOME-BOUND ELDERLY OR DISABLED
- 5 WORKED AT HOME FOR PAY
- 6 WORKED AROUND HOME (NOT FOR PAY)
- 7 OUT OF AREA
- 97 OTHER, SPECIFY

FALSE OBTAIN TRAVEL

AT END OF SURVEY, CHECK TO SEE IF ALL HH VEHICLES WERE USED, IF NOT:

V1 Did anyone drive the [VEHICLE YEAR, MAKE, MODEL] on TRAVEL DAY? [CNTV]

- 1 YES
- 2 NO – Why not? [O_CNTV]
- 9 REFUSED

CONCLUSION

Thank you for participating in the Front Range Travel Counts Survey. At this point, I wish to reiterate how important your participation was for the success of the study.

If contacted, would you be willing to participate in any future surveys? [FUTURE]

- 1 YES
- 2 NO

If you have any questions or comments, you can reach us at [888-222-7734]. Thank you and have a good day/night.



APPENDIX F: RETRIEVAL UNWEIGHTED FREQUENCIES

E1. You are [informant's name or initials]. [INDICATE IF TRIP INFORMATION IS BEING PROVIDED BY THE INFORMANT OR BY PROXY. [PROXY]

| | Frequency | Percent |
|-----------|-----------|---------|
| In Person | 2152 | 58.4 |
| Proxy | 1534 | 41.6 |
| Total | 3686 | 100.0 |

E3 [IF NOT PROXY INTERVIEW] In general, would you say that ASSN was a typical day for you? [TYPDY] [INTERVIEWER NOTE: PROBE: Did all workers work? Did all students go to school?]

| | Frequency | Valid Percent |
|-------|-----------|---------------|
| Yes | 1682 | 78.2 |
| No | 470 | 21.8 |
| Total | 2152 | 100.0 |

E4 [IF NOT PROXY INTERVIEW] Was most of your travel and activities for this day planned in advance or did you change your plans as the day progressed? [TYPPL]

| | Frequency | Valid Percent |
|-------------|-----------|---------------|
| Planned | 1191 | 55.3 |
| Not Planned | 179 | 8.3 |
| Don't Know | 782 | 36.3 |
| Total | 2152 | 100.0 |

E5[IF NOT PROXY INTERVIEW AND AGENCY=NFRMPO] Did you experience any delays in your travel on this day? (For example, construction, congestion, accident, railroad crossings, etc.)

| | Frequency | Valid Percent |
|-----------|-----------|---------------|
| Valid Yes | 321 | 14.9 |
| No | 1740 | 80.9 |
| Refused | 91 | 4.2 |
| Total | 2152 | 100.0 |

E6. Now I'd like to talk about the travel and activities [this person] recorded in the diary we sent. Did [NAME] complete the travel diary? [CMPLG]

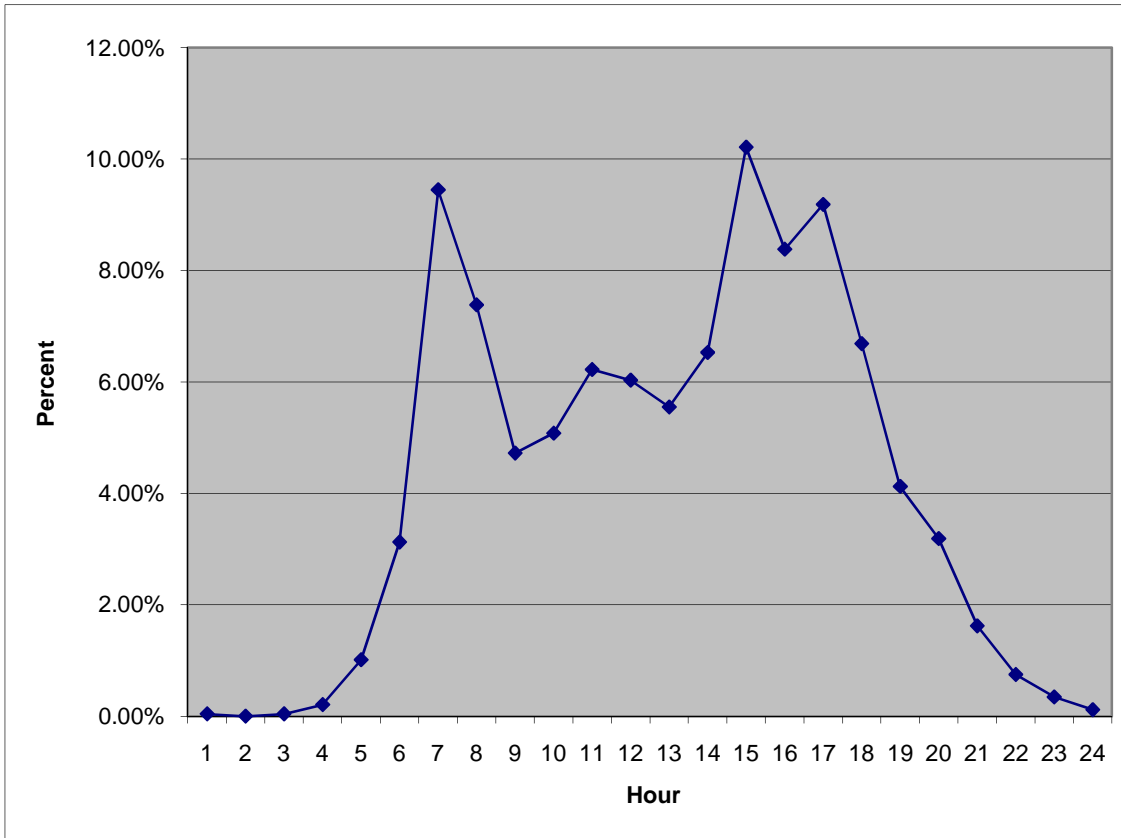
| | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-----------|---------|---------------|--------------------|
| Yes | 3082 | 83.6 | 83.6 | 83.6 |
| No | 604 | 16.4 | 16.4 | 100.0 |
| Total | 3686 | 100.0 | 100.0 | |

BEGIN TRIP COLLECTION

T1 How many total places did<YOU >visit over the course of the travel day? [TOTPL]
 18,317 places, 14,631 trips. Average daily household trip rate is 9.72 / Average daily person trip rate is 3.97.

T2 IF PLACE 1: Okay, where were you at 3 am on [ASSN]? [PTYPE]
 OTHERWISE: Where did you go next?
 Home – 3608 of 3686 places (97.8%)
 Non-Home – 78 of 3686 places (2.2%)

T4 What time did you arrive there? MILITARY TIME [ARRTM]



T5 TRIP DURATION CALCULATED

| | N | Minimum | Maximum | Mean | Std. Deviation |
|--------------------|-------|---------|---------|-------|----------------|
| trpdur | 14631 | 1 | 660 | 16.09 | 19.362 |
| Valid N (listwise) | 14631 | | | | |

T6. How did you get there? [MODE]

| | Frequency | Valid Percent |
|-------------|-----------|---------------|
| Walk | 932 | 6.4 |
| Bike | 421 | 2.9 |
| Auto-D | 9703 | 66.3 |
| Auto-P | 3229 | 22.1 |
| Local Bus | 58 | .4 |
| Express Bus | 5 | .0 |
| Train | 4 | .0 |
| Light Rail | 7 | .0 |
| Taxi | 1 | .0 |
| School Bus | 264 | 1.8 |
| Other | 7 | .0 |
| Total | 14631 | 100.0 |

T8 How many others traveled with<YOU2 >? NOT INCLUDING THIS RESPONDENT [PARTY]

T9 [IF T8 >0] Of these, how many were household members? [HHMEM]

| | N | Minimum | Maximum | Mean | Std. Deviation |
|--------------------|-------|---------|---------|------|----------------|
| tottr | 14631 | 1 | 9 | 1.80 | 1.284 |
| hhmem | 14631 | 0 | 7 | .57 | .942 |
| nonhh | 14631 | 0 | 8 | .23 | .899 |
| Valid N (listwise) | 14631 | | | | |

IF MODE=3 OR 4:

A1 Which vehicle did<YOU >use? [VEHNO]

| | Frequency | Valid Percent |
|----------------|-----------|---------------|
| 1 | 7494 | 57.9 |
| 2 | 3820 | 29.5 |
| 3 | 779 | 6.0 |
| 4 | 150 | 1.2 |
| 5 | 40 | .3 |
| 7 | 8 | .1 |
| Non HH Vehicle | 641 | 5.0 |
| Total | 12932 | 100.0 |

A2 Did you get out of your vehicle at this place ? [SKIP IF PTYPE=1] [DYGOV]

| | Frequency | Valid Percent |
|-------|-----------|---------------|
| Yes | 7346 | 86.6 |
| No | 1138 | 13.4 |
| Total | 8484 | 100.0 |

[PROGRAMMER NOTE: Ask the parking-related questions for auto driver only]

A4 [IF DYGOV=1 and MODE=3] Did you park at this destination or off-site? [PLOC]

| | Frequency | Valid Percent |
|----------------|-----------|---------------|
| At Destination | 5450 | 97.3 |
| Off Site | 9 | .2 |
| Refused | 144 | 2.6 |
| Total | 5603 | 100.0 |

A3 [IF DYGOV=1] Which of the follow best describes the place you parked? [PRKTY]

| | Frequency | Valid Percent |
|-----------------|-----------|---------------|
| Parking Lot | 4374 | 78.1 |
| ParkingGarage | 62 | 1.1 |
| Street | 633 | 11.3 |
| Driveway/Garage | 330 | 5.9 |
| Other | 125 | 2.2 |
| Don't Know | 54 | 1.0 |
| Refused | 25 | .4 |
| Total | 5603 | 100.0 |

A7 [IF NOT HOME and DYGOV=1 and PRKTY <>4] Did you pay to park? [PAYPK]

| | Frequency | Valid Percent |
|---------|-----------|---------------|
| Yes | 89 | 1.7 |
| No | 5082 | 96.4 |
| Refused | 102 | 1.9 |
| Total | 5273 | 100.0 |

IF TRANSIT: [IF MODE=5, 6, 7, 8 OR 9].

R3 Did you pay with cash or did you use a pass? [FARE]

1 CASH → "How much did <YOU> pay?" \$_____ [FAREC]

2 USED PASS

| | Frequency | Valid Percent |
|-------|-----------|---------------|
| Cash | 16 | 21.6 |
| Pass | 58 | 78.4 |
| Total | 74 | 100.0 |

ALL MODES:

T12. What was<YOUR >your main activity there? [TPURP]

| | Frequency | Percent |
|--------------------------------|-----------|---------|
| Work at Home | 224 | 1.2 |
| Shop from Home | 4 | .0 |
| On-Line School Activities | 27 | .1 |
| All other Home Activities | 8346 | 45.6 |
| Work | 1615 | 8.8 |
| All other at work activities | 61 | .3 |
| Attending Class | 726 | 4.0 |
| All other at school activities | 86 | .5 |
| Change Mode | 310 | 1.7 |
| Drop off someone | 651 | 3.6 |
| Pick up someone | 590 | 3.2 |
| Drive through | 127 | .7 |
| Other travel activity | 38 | .2 |
| Work related | 616 | 3.4 |
| Service vehicle | 201 | 1.1 |
| Routing shopping | 1217 | 6.6 |
| Major shopping | 106 | .6 |
| Household errands | 438 | 2.4 |
| Personal business | 287 | 1.6 |
| Eat meal (outside home) | 642 | 3.5 |
| Health care | 263 | 1.4 |
| Civic/religious | 237 | 1.3 |
| Outdoor recreation | 280 | 1.5 |
| Indoor recreation | 551 | 3.0 |
| Visit friends/relatives | 469 | 2.6 |
| Loop trip | 22 | .1 |
| Other | 183 | 1.0 |
| Total | 18317 | 100.0 |

If contacted, would you be willing to participate in any future surveys? [FUTURE]

| | Frequency | Percent |
|-------|-----------|---------|
| Yes | 894 | 59.4 |
| No | 611 | 40.6 |
| Total | 1505 | 100.0 |



APPENDIX G: ANALYSIS OF TRIP DESTINATIONS – 2009 SURVEY DATA

Table G-1 CITIES where trips ENDED (ENTIRE REGION)

| <u>CITY</u> | <u>Number</u> | <u>%</u> |
|------------------|---------------|----------|
| FORT COLLINS | 6673 | 45.6% |
| GREELEY | 2812 | 19.2% |
| LOVELAND | 2486 | 17.0% |
| WINDSOR | 433 | 3.0% |
| BERTHOUD | 268 | 1.8% |
| JOHNSTOWN | 255 | 1.7% |
| EVANS | 253 | 1.7% |
| EATON | 204 | 1.4% |
| DENVER | 186 | 1.3% |
| LONGMONT | 151 | 1.0% |
| WELLINGTON | 141 | 1.0% |
| BOULDER | 137 | 0.9% |
| MILLIKEN | 116 | 0.8% |
| LAPORTE | 48 | 0.3% |
| LA SALLE | 45 | 0.3% |
| BROOMFIELD | 21 | 0.1% |
| AULT | 20 | 0.1% |
| ESTES PARK | 18 | 0.1% |
| GILCREST | 18 | 0.1% |
| PIERCE | 15 | 0.1% |
| KELIM | 13 | 0.1% |
| AURORA | 12 | 0.1% |
| ELWELL | 12 | 0.1% |
| ENGLEWOOD | 12 | 0.1% |
| FORT LUPTON | 12 | 0.1% |
| PLATTEVILLE | 12 | 0.1% |
| ARVADA | 11 | 0.1% |
| BELLVUE | 11 | 0.1% |
| LARIMER | 11 | 0.1% |
| COLORADO SPRINGS | 10 | 0.1% |
| BRIGHTON | 9 | 0.1% |
| FORT MORGAN | 9 | 0.1% |
| HAMBERT | 9 | 0.1% |
| TIMNATH | 9 | 0.1% |
| WHEAT RIDGE | 9 | 0.1% |
| CHEYENNE | 8 | 0.1% |
| GILLETTE | 8 | 0.1% |
| SEVERANCE | 8 | 0.1% |
| WESTMINSTER | 8 | 0.1% |
| NUNN | 7 | 0.0% |
| VAIL | 7 | 0.0% |
| EAGLE | 5 | 0.0% |
| BASALT | 4 | 0.0% |

| | | |
|------------------|---|------|
| COMMERCE CITY | 4 | 0.0% |
| ELM | 4 | 0.0% |
| GARDEN CITY | 4 | 0.0% |
| GOLDEN | 4 | 0.0% |
| GOULD | 4 | 0.0% |
| HARMONY | 4 | 0.0% |
| KERSEY | 4 | 0.0% |
| LOUISVILLE | 4 | 0.0% |
| MEAD | 4 | 0.0% |
| ALLENSPARK | 3 | 0.0% |
| GLEASON | 3 | 0.0% |
| LITTLETON | 3 | 0.0% |
| LUCERNE | 3 | 0.0% |
| ROSEDALE | 3 | 0.0% |
| SALT LAKE CITY | 3 | 0.0% |
| STERLING | 3 | 0.0% |
| BLACK HAWK | 2 | 0.0% |
| CHEYENNE WELLS | 2 | 0.0% |
| CRAIG | 2 | 0.0% |
| DILLON | 2 | 0.0% |
| ERIE | 2 | 0.0% |
| FARMERS | 2 | 0.0% |
| FRISCO | 2 | 0.0% |
| GEORGETOWN | 2 | 0.0% |
| GLENWOOD SPRINGS | 2 | 0.0% |
| HENDERSON | 2 | 0.0% |
| IDAHO SPRINGS | 2 | 0.0% |
| KERNS | 2 | 0.0% |
| LOGAN | 2 | 0.0% |
| SILVERTHORNE | 2 | 0.0% |
| WALDEN | 2 | 0.0% |
| ATLANTA | 1 | 0.0% |
| ATWOOD | 1 | 0.0% |
| BENNETT | 1 | 0.0% |
| BIG ELK MEADOWS | 1 | 0.0% |
| BIG SPRINGS | 1 | 0.0% |
| BRECKENRIDGE | 1 | 0.0% |
| BRIGGS DALE | 1 | 0.0% |
| BRUSH | 1 | 0.0% |
| BURBANK | 1 | 0.0% |
| CARR | 1 | 0.0% |
| CASPER | 1 | 0.0% |
| CASTLE ROCK | 1 | 0.0% |
| COWDREY | 1 | 0.0% |
| DACONO | 1 | 0.0% |
| DRAKE | 1 | 0.0% |
| LA JUNTA | 1 | 0.0% |
| LAFAYETTE | 1 | 0.0% |
| LARAMIE | 1 | 0.0% |
| LOG LANE VILLAGE | 1 | 0.0% |
| LOS ANGELES | 1 | 0.0% |
| LYONS | 1 | 0.0% |
| ORCHARD | 1 | 0.0% |

| | | |
|-------------------|-------|--------|
| RED FEATHER LAKES | 1 | 0.0% |
| RINN | 1 | 0.0% |
| THORNTON | 1 | 0.0% |
| TRINIDAD | 1 | 0.0% |
| WIGGINS | 1 | 0.0% |
| WOODLAND PARK | 1 | 0.0% |
| Total | 14631 | 100.0% |

Table G-2 CITIES where trips ENDED (FORT COLLINS RESIDENTS ONLY)

| City | Frequency | Percent |
|------------------|-----------|---------|
| FORT COLLINS | 5673 | 92.2% |
| LOVELAND | 175 | 2.8% |
| DENVER | 59 | 1.0% |
| WINDSOR | 35 | 0.6% |
| BOULDER | 33 | 0.5% |
| GREELEY | 32 | 0.5% |
| LAPORTE | 24 | 0.4% |
| LONGMONT | 15 | 0.2% |
| WELLINGTON | 12 | 0.2% |
| ESTES PARK | 9 | 0.1% |
| CHEYENNE | 7 | 0.1% |
| BROOMFIELD | 6 | 0.1% |
| LARIMER | 5 | 0.1% |
| WESTMINSTER | 5 | 0.1% |
| ARVADA | 4 | 0.1% |
| BASALT | 4 | 0.1% |
| BERTHOUD | 4 | 0.1% |
| GOULD | 4 | 0.1% |
| HARMONY | 4 | 0.1% |
| ALLENSPARK | 3 | 0.0% |
| BELLVUE | 3 | 0.0% |
| ENGLEWOOD | 3 | 0.0% |
| JOHNSTOWN | 3 | 0.0% |
| MEAD | 3 | 0.0% |
| SALT LAKE CITY | 3 | 0.0% |
| BLACK HAWK | 2 | 0.0% |
| GLENWOOD SPRINGS | 2 | 0.0% |
| ATLANTA | 1 | 0.0% |
| AULT | 1 | 0.0% |
| AURORA | 1 | 0.0% |
| BIG ELK MEADOWS | 1 | 0.0% |
| BRIGGSDALE | 1 | 0.0% |
| BRIGHTON | 1 | 0.0% |
| BURBANK | 1 | 0.0% |
| CASPER | 1 | 0.0% |
| COMMERCE CITY | 1 | 0.0% |
| CRAIG | 1 | 0.0% |
| ERIE | 1 | 0.0% |
| GILCREST | 1 | 0.0% |
| GLEASON | 1 | 0.0% |
| GOLDEN | 1 | 0.0% |
| LA SALLE | 1 | 0.0% |
| LARAMIE | 1 | 0.0% |
| LOGAN | 1 | 0.0% |
| LOUISVILLE | 1 | 0.0% |
| ORCHARD | 1 | 0.0% |
| STERLING | 1 | 0.0% |
| TIMNATH | 1 | 0.0% |
| TRINIDAD | 1 | 0.0% |
| WHEAT RIDGE | 1 | 0.0% |
| Total | 6155 | 100.0% |

Table G-3 CITIES where trips ENDED (GREELEY-EVANS RESIDENTS ONLY)

| CITY | Frequency | Percent |
|-------------------|-----------|---------|
| GREELEY | 2538 | 81.3% |
| EVANS | 243 | 7.8% |
| FORT COLLINS | 63 | 2.0% |
| DENVER | 60 | 1.9% |
| LOVELAND | 44 | 1.4% |
| WINDSOR | 29 | 0.9% |
| EATON | 15 | 0.5% |
| BOULDER | 11 | 0.4% |
| FORT MORGAN | 9 | 0.3% |
| GILLETTE | 8 | 0.3% |
| JOHNSTOWN | 8 | 0.3% |
| VAIL | 7 | 0.2% |
| AULT | 5 | 0.2% |
| BRIGHTON | 5 | 0.2% |
| GILCREST | 5 | 0.2% |
| WHEAT RIDGE | 5 | 0.2% |
| AURORA | 4 | 0.1% |
| FORT LUPTON | 4 | 0.1% |
| LA SALLE | 4 | 0.1% |
| MILLIKEN | 4 | 0.1% |
| ARVADA | 3 | 0.1% |
| EAGLE | 3 | 0.1% |
| ELM | 3 | 0.1% |
| LITTLETON | 3 | 0.1% |
| LONGMONT | 3 | 0.1% |
| PLATTEVILLE | 3 | 0.1% |
| BERTHOUD | 2 | 0.1% |
| BROOMFIELD | 2 | 0.1% |
| CHEYENNE WELLS | 2 | 0.1% |
| KERSEY | 2 | 0.1% |
| NUNN | 2 | 0.1% |
| ROSEDALE | 2 | 0.1% |
| STERLING | 2 | 0.1% |
| ATWOOD | 1 | 0.0% |
| BENNETT | 1 | 0.0% |
| BIG SPRINGS | 1 | 0.0% |
| BRUSH | 1 | 0.0% |
| CARR | 1 | 0.0% |
| CHEYENNE | 1 | 0.0% |
| DACONO | 1 | 0.0% |
| ENGLEWOOD | 1 | 0.0% |
| ESTES PARK | 1 | 0.0% |
| GLEASON | 1 | 0.0% |
| GOLDEN | 1 | 0.0% |
| HENDERSON | 1 | 0.0% |
| LOG LANE VILLAGE | 1 | 0.0% |
| LOGAN | 1 | 0.0% |
| RED FEATHER LAKES | 1 | 0.0% |
| RINN | 1 | 0.0% |
| THORNTON | 1 | 0.0% |
| WELLINGTON | 1 | 0.0% |

| | | |
|---------|------|--------|
| WIGGINS | 1 | 0.0% |
| Total | 3122 | 100.0% |

Table G-4 CITIES where trips ENDED (LOVELAND RESIDENTS ONLY)

| City | Frequency | Percent |
|---------------|-----------|---------|
| LOVELAND | 1780 | 76.6% |
| FORT COLLINS | 275 | 11.8% |
| LONGMONT | 49 | 2.1% |
| WINDSOR | 43 | 1.8% |
| GREELEY | 36 | 1.5% |
| BOULDER | 32 | 1.4% |
| DENVER | 24 | 1.0% |
| JOHNSTOWN | 15 | 0.6% |
| BERTHOUD | 13 | 0.6% |
| KELIM | 13 | 0.6% |
| BROOMFIELD | 7 | 0.3% |
| AURORA | 5 | 0.2% |
| ARVADA | 4 | 0.2% |
| ENGLEWOOD | 2 | 0.1% |
| ESTES PARK | 2 | 0.1% |
| GEORGETOWN | 2 | 0.1% |
| LARIMER | 2 | 0.1% |
| MILLIKEN | 2 | 0.1% |
| PLATTEVILLE | 2 | 0.1% |
| WHEAT RIDGE | 2 | 0.1% |
| BRIGHTON | 1 | 0.0% |
| COMMERCE CITY | 1 | 0.0% |
| ERIE | 1 | 0.0% |
| FRISCO | 1 | 0.0% |
| GLEASON | 1 | 0.0% |
| GOLDEN | 1 | 0.0% |
| KERSEY | 1 | 0.0% |
| LAFAYETTE | 1 | 0.0% |
| LOS ANGELES | 1 | 0.0% |
| LOUISVILLE | 1 | 0.0% |
| SILVERTHORNE | 1 | 0.0% |
| TIMNATH | 1 | 0.0% |
| WELLINGTON | 1 | 0.0% |
| WESTMINSTER | 1 | 0.0% |
| WOODLAND PARK | 1 | 0.0% |
| Total | 2325 | 100.0% |

Table G-5 CITIES where trips ENDED (OTHER LARIMER COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|------------------|-----------|---------|
| FORT COLLINS | 544 | 35.6% |
| LOVELAND | 404 | 26.4% |
| BERTHOUD | 237 | 15.5% |
| WELLINGTON | 126 | 8.2% |
| LONGMONT | 50 | 3.3% |
| BOULDER | 46 | 3.0% |
| LAPORTE | 24 | 1.6% |
| GREELEY | 19 | 1.2% |
| DENVER | 15 | 1.0% |
| WINDSOR | 11 | 0.7% |
| COLORADO SPRINGS | 8 | 0.5% |
| BELLVUE | 7 | 0.5% |
| TIMNATH | 7 | 0.5% |
| ESTES PARK | 5 | 0.3% |
| JOHNSTOWN | 5 | 0.3% |
| LARIMER | 4 | 0.2% |
| EATON | 3 | 0.2% |
| AURORA | 2 | 0.1% |
| WALDEN | 2 | 0.1% |
| WESTMINSTER | 2 | 0.1% |
| BRIGHTON | 1 | 0.1% |
| BROOMFIELD | 1 | 0.1% |
| CRAIG | 1 | 0.1% |
| DRAKE | 1 | 0.1% |
| GOLDEN | 1 | 0.1% |
| LOUISVILLE | 1 | 0.1% |
| LYONS | 1 | 0.1% |
| MEAD | 1 | 0.1% |
| MILLIKEN | 1 | 0.1% |
| Total | 1530 | 100.0% |

Table G-6 CITIES where trips ENDED (OTHER WELD COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|------------------|-----------|---------|
| WINDSOR | 315 | 21.0% |
| JOHNSTOWN | 224 | 14.9% |
| GREELEY | 187 | 12.5% |
| EATON | 186 | 12.4% |
| FORT COLLINS | 118 | 8.0% |
| MILLIKEN | 109 | 7.3% |
| LOVELAND | 83 | 5.5% |
| LA SALLE | 40 | 2.7% |
| LONGMONT | 34 | 2.3% |
| DENVER | 28 | 1.9% |
| BOULDER | 15 | 1.0% |
| PIERCE | 15 | 1.0% |
| AULT | 14 | 0.9% |
| BERTHOUD | 12 | 0.8% |
| ELWELL | 12 | 0.8% |
| GILCREST | 12 | 0.8% |
| EVANS | 10 | 0.7% |
| HAMBERT | 9 | 0.6% |
| FORT LUPTON | 8 | 0.5% |
| SEVERANCE | 8 | 0.5% |
| PLATTEVILLE | 7 | 0.5% |
| ENGLEWOOD | 6 | 0.4% |
| BROOMFIELD | 5 | 0.3% |
| NUNN | 5 | 0.3% |
| GARDEN CITY | 4 | 0.3% |
| LUCERNE | 3 | 0.2% |
| COLORADO SPRINGS | 2 | 0.1% |
| COMMERCE CITY | 2 | 0.1% |
| DILLON | 2 | 0.1% |
| EAGLE | 2 | 0.1% |
| FARMERS | 2 | 0.1% |
| IDAHO SPRINGS | 2 | 0.1% |
| KERNS | 2 | 0.1% |
| BELLVUE | 1 | 0.1% |
| BRECKENRIDGE | 1 | 0.1% |
| BRIGHTON | 1 | 0.1% |
| CASTLE ROCK | 1 | 0.1% |
| COWDREY | 1 | 0.1% |
| ELM | 1 | 0.1% |
| ESTES PARK | 1 | 0.1% |
| FRISCO | 1 | 0.1% |
| HENDERSON | 1 | 0.1% |
| KERSEY | 1 | 0.1% |
| LA JUNTA | 1 | 0.1% |
| LOUISVILLE | 1 | 0.1% |
| ROSEDALE | 1 | 0.1% |
| SILVERTHORNE | 1 | 0.1% |
| WELLINGTON | 1 | 0.1% |
| WHEAT RIDGE | 1 | 0.1% |
| Total | 1499 | 100.0% |

Table G-7 CITIES where trips to WORK ENDED (ENTIRE REGION)

| City | Frequency | Percent |
|------------------|-----------|---------|
| FORT COLLINS | 739 | 46.3% |
| GREELEY | 292 | 18.2% |
| LOVELAND | 206 | 12.9% |
| WINDSOR | 51 | 3.2% |
| LONGMONT | 50 | 3.1% |
| BOULDER | 49 | 3.1% |
| DENVER | 34 | 2.1% |
| EVANS | 28 | 1.8% |
| BERTHOUD | 15 | 0.9% |
| EATON | 15 | 0.9% |
| MILLIKEN | 15 | 0.9% |
| JOHNSTOWN | 11 | 0.7% |
| BROOMFIELD | 10 | 0.6% |
| WELLINGTON | 10 | 0.6% |
| GILCREST | 7 | 0.4% |
| AURORA | 6 | 0.4% |
| CHEYENNE | 6 | 0.4% |
| FORT LUPTON | 6 | 0.4% |
| LA SALLE | 5 | 0.3% |
| ENGLEWOOD | 4 | 0.3% |
| ESTES PARK | 4 | 0.3% |
| ARVADA | 3 | 0.2% |
| BRIGHTON | 3 | 0.2% |
| LOUISVILLE | 3 | 0.2% |
| LUCERNE | 3 | 0.2% |
| PLATTEVILLE | 3 | 0.2% |
| AULT | 2 | 0.1% |
| GOLDEN | 2 | 0.1% |
| LAPORTE | 2 | 0.1% |
| WESTMINSTER | 2 | 0.1% |
| COLORADO SPRINGS | 1 | 0.1% |
| COMMERCE CITY | 1 | 0.1% |
| HENDERSON | 1 | 0.1% |
| LARAMIE | 1 | 0.1% |
| LARIMER | 1 | 0.1% |
| LOGAN | 1 | 0.1% |
| MEAD | 1 | 0.1% |
| RINN | 1 | 0.1% |
| SEVERANCE | 1 | 0.1% |
| STERLING | 1 | 0.1% |
| TIMNATH | 1 | 0.1% |
| Total | 1597 | 100.0% |

Table G-8 CITIES where trips to WORK ENDED (FORT COLLINS RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| FORT COLLINS | 564 | 83.4% |
| LOVELAND | 51 | 7.5% |
| WINDSOR | 13 | 1.9% |
| BOULDER | 7 | 1.0% |
| GREELEY | 7 | 1.0% |
| CHEYENNE | 6 | 0.9% |
| DENVER | 5 | 0.7% |
| LONGMONT | 5 | 0.7% |
| WELLINGTON | 3 | 0.4% |
| BROOMFIELD | 2 | 0.3% |
| LAPORTE | 2 | 0.3% |
| AURORA | 1 | 0.1% |
| BRIGHTON | 1 | 0.1% |
| ENGLEWOOD | 1 | 0.1% |
| ESTES PARK | 1 | 0.1% |
| GILCREST | 1 | 0.1% |
| JOHNSTOWN | 1 | 0.1% |
| LARAMIE | 1 | 0.1% |
| LARIMER | 1 | 0.1% |
| LOGAN | 1 | 0.1% |
| LOUISVILLE | 1 | 0.1% |
| TIMNATH | 1 | 0.1% |
| Total | 676 | 100.0% |

Table G-9 CITIES where trips to WORK ENDED (GREELEY-EVANS RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| GREELEY | 234 | 66.4% |
| EVANS | 25 | 7.1% |
| FORT COLLINS | 22 | 6.3% |
| DENVER | 15 | 4.3% |
| LOVELAND | 13 | 3.7% |
| WINDSOR | 11 | 3.1% |
| BOULDER | 6 | 1.7% |
| EATON | 4 | 1.1% |
| GILCREST | 3 | 0.9% |
| LONGMONT | 3 | 0.9% |
| FORT LUPTON | 2 | 0.6% |
| MILLIKEN | 2 | 0.6% |
| ARVADA | 1 | 0.3% |
| AURORA | 1 | 0.3% |
| BERTHOUD | 1 | 0.3% |
| BRIGHTON | 1 | 0.3% |
| GOLDEN | 1 | 0.3% |
| JOHNSTOWN | 1 | 0.3% |
| LA SALLE | 1 | 0.3% |
| PLATTEVILLE | 1 | 0.3% |
| RINN | 1 | 0.3% |
| STERLING | 1 | 0.3% |
| WELLINGTON | 1 | 0.3% |
| Total | 351 | 100.0% |

Table G-10 CITIES where trips to WORK ENDED (LOVELAND RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| LOVELAND | 100 | 45.9% |
| FORT COLLINS | 49 | 22.5% |
| LONGMONT | 21 | 9.6% |
| GREELEY | 12 | 5.5% |
| BOULDER | 11 | 5.0% |
| BERTHOUD | 5 | 2.3% |
| DENVER | 5 | 2.3% |
| BROOMFIELD | 4 | 1.8% |
| AURORA | 3 | 1.4% |
| ARVADA | 2 | 0.9% |
| MILLIKEN | 2 | 0.9% |
| PLATTEVILLE | 2 | 0.9% |
| ENGLEWOOD | 1 | 0.5% |
| WINDSOR | 1 | 0.5% |
| Total | 218 | 100.0% |

Table G-11 CITIES where trips to WORK ENDED (OTHER LARIMER COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| FORT COLLINS | 66 | 39.1% |
| LOVELAND | 30 | 17.8% |
| LONGMONT | 18 | 10.7% |
| BOULDER | 16 | 9.5% |
| BERTHOUD | 9 | 5.3% |
| GREELEY | 6 | 3.6% |
| WELLINGTON | 5 | 3.0% |
| DENVER | 3 | 1.8% |
| ESTES PARK | 3 | 1.8% |
| WINDSOR | 3 | 1.8% |
| WESTMINSTER | 2 | 1.2% |
| AURORA | 1 | 0.6% |
| BRIGHTON | 1 | 0.6% |
| BROOMFIELD | 1 | 0.6% |
| GOLDEN | 1 | 0.6% |
| JOHNSTOWN | 1 | 0.6% |
| LOUISVILLE | 1 | 0.6% |
| MEAD | 1 | 0.6% |
| MILLIKEN | 1 | 0.6% |
| Total | 169 | 100.0% |

Table G-12 CITIES where trips to WORK ENDED (OTHER WELD COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| FORT COLLINS | 38 | 20.8% |

| | | |
|------------------|-----|--------|
| GREELEY | 33 | 18.0% |
| WINDSOR | 23 | 12.6% |
| LOVELAND | 12 | 6.6% |
| EATON | 11 | 6.0% |
| MILLIKEN | 10 | 5.5% |
| BOULDER | 9 | 4.9% |
| JOHNSTOWN | 8 | 4.4% |
| DENVER | 6 | 3.3% |
| LA SALLE | 4 | 2.2% |
| FORT LUPTON | 4 | 2.2% |
| LUCERNE | 3 | 1.6% |
| LONGMONT | 3 | 1.6% |
| GILCREST | 3 | 1.6% |
| EVANS | 3 | 1.6% |
| BROOMFIELD | 3 | 1.6% |
| ENGLEWOOD | 2 | 1.1% |
| AULT | 2 | 1.1% |
| WELLINGTON | 1 | 0.5% |
| SEVERANCE | 1 | 0.5% |
| LOUISVILLE | 1 | 0.5% |
| HENDERSON | 1 | 0.5% |
| COMMERCE CITY | 1 | 0.5% |
| COLORADO SPRINGS | 1 | 0.5% |
| Total | 183 | 100.0% |

Table G-13 CITIES where trips to SHOP ENDED (ENTIRE REGION)

| City | Frequency | Percent |
|------------------|-----------|---------|
| FORT COLLINS | 964 | 46.1% |
| GREELEY | 419 | 20.0% |
| LOVELAND | 392 | 18.7% |
| WINDSOR | 53 | 2.5% |
| LONGMONT | 41 | 2.0% |
| BOULDER | 31 | 1.5% |
| WELLINGTON | 31 | 1.5% |
| DENVER | 27 | 1.3% |
| EVANS | 27 | 1.3% |
| JOHNSTOWN | 17 | 0.8% |
| EATON | 14 | 0.7% |
| LA SALLE | 9 | 0.4% |
| LAPORTE | 9 | 0.4% |
| BERTHOUD | 5 | 0.2% |
| ENGLEWOOD | 5 | 0.2% |
| WHEAT RIDGE | 5 | 0.2% |
| AULT | 3 | 0.1% |
| MILLIKEN | 3 | 0.1% |
| WESTMINSTER | 3 | 0.1% |
| LARIMER | 3 | 0.1% |
| AURORA | 2 | 0.1% |
| BROOMFIELD | 2 | 0.1% |
| ELM | 2 | 0.1% |
| FORT LUPTON | 2 | 0.1% |
| GLENWOOD SPRINGS | 2 | 0.1% |
| IDAHO SPRINGS | 2 | 0.1% |
| KELIM | 2 | 0.1% |
| MEAD | 2 | 0.1% |
| PLATTEVILLE | 2 | 0.1% |
| VAIL | 2 | 0.1% |
| ARVADA | 1 | 0.0% |
| BENNETT | 1 | 0.0% |
| BRECKENRIDGE | 1 | 0.0% |
| CHEYENNE | 1 | 0.0% |
| EAGLE | 1 | 0.0% |
| FORT MORGAN | 1 | 0.0% |
| GOLDEN | 1 | 0.0% |
| LITTLETON | 1 | 0.0% |
| KERSEY | 1 | 0.0% |
| ROSEDALE | 1 | 0.0% |
| STERLING | 1 | 0.0% |
| Total | 2092 | 100.0% |

Table G-14 CITIES where trips to SHOP ENDED (FORT COLLINS RESIDENTS ONLY)

| City | Frequency | Percent |
|---------------------|-----------|---------|
| FORT COLLINS | 774 | 89.2% |
| LOVELAND | 37 | 4.3% |
| BOULDER | 10 | 1.2% |
| DENVER | 7 | 0.8% |
| GREELEY | 7 | 0.8% |
| LONGMONT | 7 | 0.8% |
| LAPORTE | 6 | 0.7% |
| WINDSOR | 4 | 0.5% |
| WESTMINSTER | 3 | 0.3% |
| ENGLEWOOD | 2 | 0.2% |
| GLENWOOD SPRINGS | 2 | 0.2% |
| LARIMER | 2 | 0.2% |
| MEAD | 2 | 0.2% |
| ARVADA | 1 | 0.1% |
| BROOMFIELD | 1 | 0.1% |
| CHEYENNE | 1 | 0.1% |
| GOLDEN | 1 | 0.1% |
| WELLINGTON | 1 | 0.1% |
| Total | 868 | 100.0% |

Table G-15 CITIES where trips to SHOP ENDED (GREELEY-EVANS RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| GREELEY | 358 | 81.7% |
| EVANS | 25 | 5.7% |
| FORT COLLINS | 15 | 3.4% |
| LOVELAND | 9 | 2.1% |
| DENVER | 7 | 1.6% |
| WHEAT RIDGE | 4 | 0.9% |
| LA SALLE | 3 | 0.7% |
| AULT | 2 | 0.5% |
| ELM | 2 | 0.5% |
| VAIL | 2 | 0.5% |
| WINDSOR | 2 | 0.5% |
| AURORA | 1 | 0.2% |
| BENNETT | 1 | 0.2% |
| EAGLE | 1 | 0.2% |
| FORT MORGAN | 1 | 0.2% |
| LITTLETON | 1 | 0.2% |
| KERSEY | 1 | 0.2% |
| PLATTEVILLE | 1 | 0.2% |
| ROSEDALE | 1 | 0.2% |
| STERLING | 1 | 0.2% |
| Total | 438 | 100.0% |

Table G-16 CITIES where trips to SHOP ENDED (LOVELAND RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| LOVELAND | 255 | 73.7% |
| FORT COLLINS | 50 | 14.5% |
| WINDSOR | 9 | 2.6% |
| DENVER | 7 | 2.0% |
| GREELEY | 6 | 1.7% |
| LONGMONT | 6 | 1.7% |
| BOULDER | 5 | 1.4% |
| JOHNSTOWN | 4 | 1.2% |
| KELIM | 2 | 0.6% |
| BROOMFIELD | 1 | 0.3% |
| WHEAT RIDGE | 1 | 0.3% |
| Total | 346 | 100.0% |

Table G-17 CITIES where trips to SHOP ENDED (OTHER LARIMER COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| FORT COLLINS | 106 | 42.6% |
| LOVELAND | 68 | 27.3% |
| WELLINGTON | 30 | 12.0% |
| LONGMONT | 13 | 5.2% |
| BOULDER | 12 | 4.8% |
| DENVER | 4 | 1.6% |
| JOHNSTOWN | 4 | 1.6% |
| BERTHOUD | 3 | 1.2% |
| LAPORTE | 3 | 1.2% |
| GREELEY | 2 | 0.8% |
| WINDSOR | 2 | 0.8% |
| AURORA | 1 | 0.4% |
| LARIMER | 1 | 0.4% |
| Total | 249 | 100.0% |

Table G-18 CITIES where trips to SHOP ENDED (OTHER WELD COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|---------------|-----------|---------|
| GREELEY | 46 | 24.1% |
| WINDSOR | 36 | 18.8% |
| LOVELAND | 23 | 12.0% |
| FORT COLLINS | 19 | 9.9% |
| LONGMONT | 15 | 7.9% |
| EATON | 14 | 7.3% |
| JOHNSTOWN | 9 | 4.7% |
| LA SALLE | 6 | 3.1% |
| BOULDER | 4 | 2.1% |
| ENGLEWOOD | 3 | 1.6% |
| MILLIKEN | 3 | 1.6% |
| BERTHOUD | 2 | 1.0% |
| DENVER | 2 | 1.0% |
| EVANS | 2 | 1.0% |
| FORT LUPTON | 2 | 1.0% |
| IDAHO SPRINGS | 2 | 1.0% |
| AULT | 1 | 0.5% |
| BRECKENRIDGE | 1 | 0.5% |
| PLATTEVILLE | 1 | 0.5% |
| Total | 191 | 100.0% |

Table G-19 CITIES where trips to MEDICAL/DENTAL ended (ENTIRE REGION)

| City | Frequency | Percent |
|----------------|-----------|---------|
| FORT COLLINS | 132 | 50.8% |
| LOVELAND | 52 | 20.0% |
| GREELEY | 49 | 18.8% |
| DENVER | 11 | 4.2% |
| LONGMONT | 4 | 1.5% |
| WINDSOR | 4 | 1.5% |
| CHEYENNE WELLS | 2 | 0.8% |
| WELLINGTON | 2 | 0.8% |
| BERTHOUD | 1 | 0.4% |
| EVANS | 1 | 0.4% |
| TIMNATH | 1 | 0.4% |
| WHEAT RIDGE | 1 | 0.4% |
| Total | 260 | 100.0% |

Table G-20 CITIES where trips to MEDICAL/DENTAL ended (FORT COLLINS RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| FORT COLLINS | 100 | 87.0% |
| LOVELAND | 8 | 7.0% |
| DENVER | 4 | 3.5% |
| GREELEY | 1 | 0.9% |
| WHEAT RIDGE | 1 | 0.9% |
| WINDSOR | 1 | 0.9% |
| Total | 115 | 100.0% |

Table G-21 CITIES where trips to MEDICAL/DENTAL ended (GREELEY-EVANS RESIDENTS ONLY)

| City | Frequency | Percent |
|----------------|-----------|---------|
| GREELEY | 36 | 80.0% |
| FORT COLLINS | 3 | 6.7% |
| CHEYENNE WELLS | 2 | 4.4% |
| WINDSOR | 2 | 4.4% |
| EVANS | 1 | 2.2% |
| LOVELAND | 1 | 2.2% |
| Total | 45 | 100.0% |

Table G-22 CITIES where trips to MEDICAL/DENTAL ended (LOVELAND RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| LOVELAND | 35 | 77.8% |
| FORT COLLINS | 9 | 20.0% |
| TIMNATH | 1 | 2.2% |
| Total | 45 | 100.0% |

Table G-23 CITIES where trips to MEDICAL/DENTAL ended (OTHER LARIMER COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| FORT COLLINS | 15 | 51.7% |
| LOVELAND | 6 | 20.7% |
| LONGMONT | 3 | 10.3% |
| DENVER | 2 | 6.9% |
| WELLINGTON | 2 | 6.9% |
| BERTHOUD | 1 | 3.4% |
| Total | 29 | 100.0% |

Table G-24 CITIES where trips to MEDICAL/DENTAL ended (OTHER WELD COUNTY RESIDENTS ONLY)

| City | Frequency | Percent |
|--------------|-----------|---------|
| GREELEY | 12 | 46.2% |
| DENVER | 5 | 19.2% |
| FORT COLLINS | 5 | 19.2% |
| LOVELAND | 2 | 7.7% |
| LONGMONT | 1 | 3.8% |
| WINDSOR | 1 | 3.8% |
| Total | 26 | 100.0% |