

2023 Downtown Denver Travel Survey

What's driving employees back to the office?



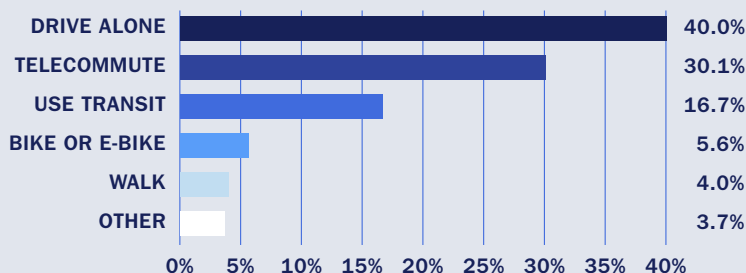
In fall of 2023, the Partnership distributed its annual Travel Survey to gain insights into current commuting trends and experiences of Downtown Denver employees and collected over 2,600 responses. The information shown in this report is an annual assessment of how the downtown transportation system is utilized. Furthermore, this report explores opportunities for employers to improve their mobility options and transportation benefits for their employees.

The Downtown Denver Partnership's 2023 Travel Survey demonstrates the strong relationship between employer-provided transportation benefits and travel behavior. Today, the decision to work in-person versus working at home is often driven by the quality of the commute. Accessible, convenient, safe and affordable transportation modes continue to resonate most with commuters and are a primary influence on mode choice. For further insights as to survey methodology and results, please contact mobility@downtowndenver.com.

Telework Policies Continue to Impact Commuter Behavior and Mode Preference

MODE CHOICE OF COMMUTERS IN 2023

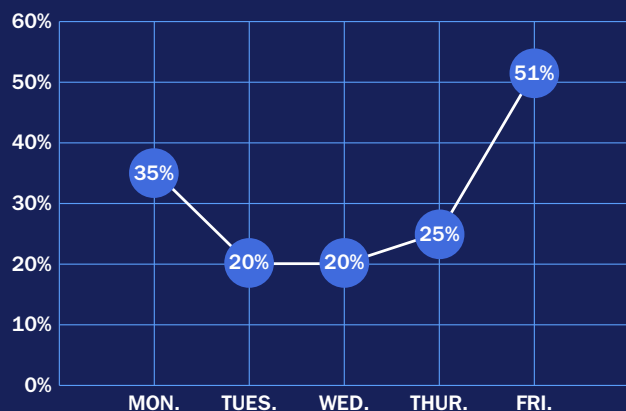
Monday - Friday



2023 vs 2022

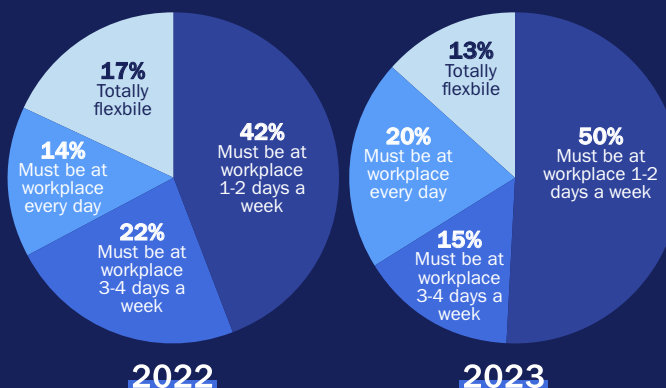
- Driving alone continues to increase, with **40%** of commute trips consisting of employees driving alone
- Telecommuting continues to decrease with only **30%** of total commute trips consisting of employees working from home
- Transit use among downtown employees remained largely stagnant year-over-year

Weekly Telecommuting Patterns



About **21.4%** of downtown employees telecommute Tuesdays and Thursdays, compared to **43.6%** on Mondays and Fridays.

Employees Are Coming Back to the Office



More downtown employees are required to be at their workplace every day.

*Values due not include "other" work from home policies

Since 2020, employees have increasingly favored a parking space as a mobility benefit over a transit pass.

Why is the gap widening?

Based on survey results, people choose to drive alone for the following reasons:

- ↑ Increased flexibility when traveling alone
- ⌚ Other options like cycling or using transit takes too much time
- ⚡ Concerns with transit and cycling safety

How do we close the gap?

Survey respondents answered that they are likely to use transit more if there were:

- ⚙️ Enhanced comfort and cleanliness on board buses and trains
- ⌚ Faster, more frequent trips on transit
- 🛡️ Safety improvements on-board buses and rails
- 🏠 Transit services that are closer to home

A Tale of Two Wheels: All Things Cycling



One third of downtown bicycle commuters responded that they use an e-bike to commute to their office



More cyclists may be opting for e-bikes due to the Colorado Energy Office Electric Bicycles Rebate Program and City and County of Denver E-bike Rebate Program.

How does this affect our transportation infrastructure?



■ <5 miles ■ 5-9.9 miles ■ 10 miles

Acoustic bikes, or traditional bicycles continue to be a great commuting option for employees traveling less than 5 miles. E-bikes, however can elongate traditional bicycle trips by overcoming long commute trips or changes in topography with the help of thumb throttles and/or pedal assists.

Navigating Forward: Pathways to Sustainable Mobility

In 2023, the number of downtown employees commuting to work by driving alone increased by 15.6% compared to 2022, while transit use and cycling remained relatively unchanged during the same period. Despite the fact that 40% of drive-alone commute trips were less than 10 miles in distance, offering a potential shift to alternative modes of commuting, survey respondents highlighted flexibility, travel time, and safety as the primary influencers of their commute choices, likely contributing to the decision to drive alone.

While there was a surge in drive-alone trips, 2023 also saw significant efforts to bolster multi-mobility in the Denver Metro area:

Regional Wins for Alternative Transportation

The City and County of Denver celebrated the completion of 137 miles of new bike infrastructure over the past five years, exceeding the target of 125 miles set by former Mayor Hancock in 2018.

RTD sustained its Zero Fare for Better Air campaign throughout July and August, while introducing a Zero Fare for Youth initiative, granting free public transit services to customers aged 19 and younger for a year.

The Colorado Energy Office, in collaboration with Denver's Office of Climate Action, Sustainability, and Resiliency, introduced e-bike rebate vouchers to promote increased cycling trips.