



## Use of Alternatives to Driving Alone

**Goal:** A transportation system that provides safe, environmentally sensitive and efficient mobility choices for people and goods. Metro Vision also calls for a system that integrates with and supports the social, economic and physical land use development of the region and state.

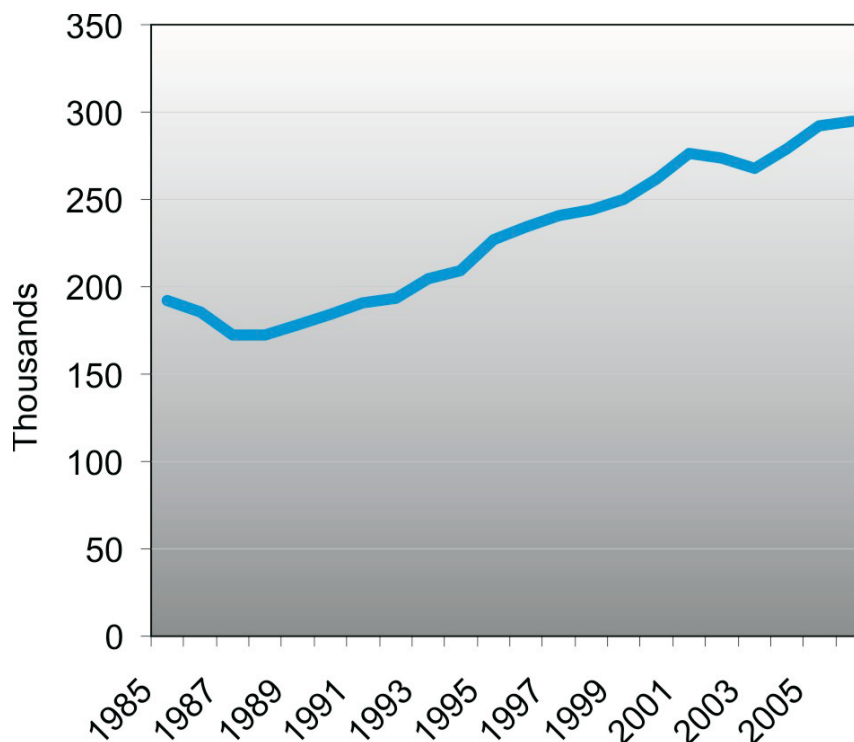
**Policies:** Provide increased transit service and facilities that stimulate travel by means other than the single-occupant motor vehicle, encourage transit-oriented development and provide mobility options.

**Measures:** Historical trends in use of transportation alternatives and comparisons to similar regions.

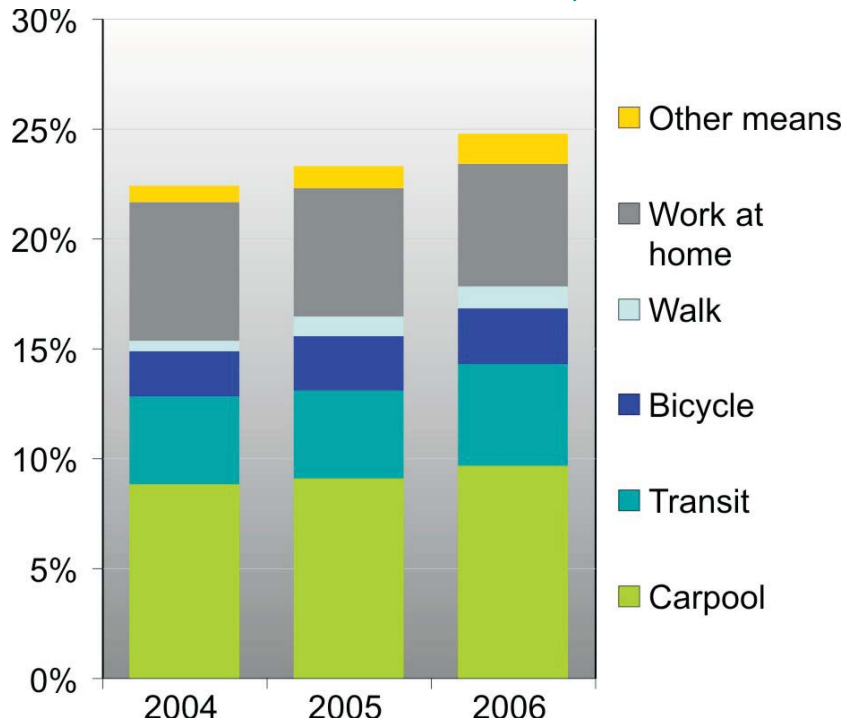
**Conclusions:** The use of alternative modes in general, and transit ridership specifically, dropped sharply in the 1980s. Much of this trend was due to increased auto ownership and the growing number of two-worker households. In the 1990s, both of these demographic trends leveled off.

Transit ridership grew steadily throughout the 1990s, leveled off in the early 2000s, and has been increasing in recent years. Transit use in the Southwest corridor increased from 11 percent in 1997 to 20 percent in 2001 after the Southwest light rail line opened.

Transit Ridership  
(Average Weekday Boardings)

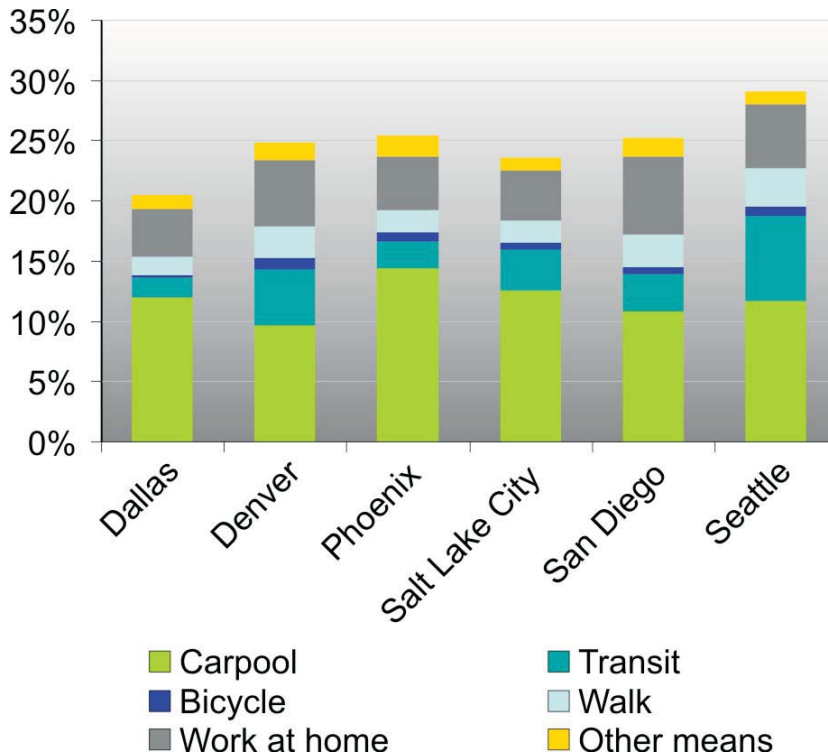


### Use of Alternative Modes (Percent of Work Trips)



Denver is comparable to other regions in alternative mode use. The region has a lower share of carpools, but a higher share of commuters who use transit and work at home (telework). The share of persons teleworking has grown steadily and was 5.6 percent in 2006, among the highest in the nation.

### Use of Alternative Modes Compared to Peer Regions (Percent of Work Trips)



DRCOG expects the share of alternative mode use to increase in the future, as our region invests in rapid transit, transit-oriented development and bicycle/pedestrian facilities, and as more people telework.

**Action Steps:** To encourage the use of transportation alternatives, our region can take the following actions:

- Invest in more transit.
- Invest in high-occupancy vehicle or high-occupancy/toll lanes.
- Promote a workplace culture that allows flexibility such as teleworking, compressed work weeks, or flex-time.
- Implement the urban centers called for in Metro Vision, which make alternative modes more convenient.
- Establish employer-based incentives for carpooling and vanpooling, such as parking cash-outs.