

# Appendix C: Responses to Employee Survey

## Overall Employee Survey Results

The following tables show the complete set of responses for each question on the survey. For some of the questions, two tables are provided, one that includes the “don’t know” responses and one that excludes the “don’t know” responses. Each of the tables in this section show the number of respondents giving a response, and the percent of respondents giving a response or the average response of those answering the question. Table 174 through Table 177 provide a comparison to the number of businesses surveyed. The employers whose employees participated in the survey were more likely to have identified as an “other” type of employer (47% of surveys that could be linked to an employer survey) compared to the proportion of businesses surveyed who used that category (25%). They were also less likely to be in retail/sales (2%) or service/restaurant/delivery (9%) compared to all the businesses surveyed (14% and 16%, respectively).

(Note that only 339 employee responses could be matched to employer survey data, although City of Richardson employees were assumed to be in “Law enforcement/Law/Government/Public Services” type of business and employer size of 25 or more.)

**Table 174: Type of Business**

What type of business is this (for which respondent works)?	Percent of Employee Respondents		Percent of Businesses Surveyed	
	Percent	Number	Percent	Number
Retail/sales	1%	N=7	15%	N=155
Service/restaurant/delivery	6%	N=32	18%	N=185
Manufacturing/production/"high-tech"	7%	N=35	7%	N=69
Office (professional, business, administrative, support)	14%	N=75	24%	N=248
Medical/dental	6%	N=32	12%	N=123
Construction/trades/laborer	4%	N=24	8%	N=80
Other	23%	N=122	13%	N=134
Financial	1%	N=6	1%	N=10
Law enforcement/Law/Government/Public Services	37%	N=199	3%	N=29
Events / Entertainment	1%	N=3	0%	N=5
Nonprofit	0%	N=1	2%	N=16
Total	100%	N=536	100%	N=1039

**Table 175: Number of Employees in Businesses Surveyed**

How many full-time, part time and contract employees at the business where the respondent works?	Percent of Employee Respondents		Percent of Businesses Surveyed	
	Percent	Number	Percent	Number
Zero/none	0%	N=0	1%	N=7
1 to 3	1%	N=3	13%	N=137
4 to 5	2%	N=12	17%	N=170
6 to 10	7%	N=37	22%	N=221
11 to 25	17%	N=93	28%	N=286
More than 25*	73%	N=391	19%	N=198
Total	100%	N=536	100%	N=1019

\*Note: For the City of Richardson, the data came from InfoUSA.

**Table 176: Distance to Free Parking According to Employer**

How close is the business to free parking (according to employer respondent)?	Percent of Employee Respondents		Percent of Businesses Surveyed	
	Percent	Number	Percent	Number
On the same property or right next to your building	86%	N=251	85%	N=802
Within a block of your building	3%	N=9	6%	N=59
More than a block	11%	N=32	9%	N=83
Total	100%	N=292	100%	N=944

**Table 177: Type of Parking Available at Workplace According to Employer**

Type of Parking Available at Workplace According to Employer Percentages add to more than 100% as respondents could choose more than one response	Percent of Employee Respondents		Percent of Businesses Surveyed	
	Percent	Number	Percent	Number
No parking is provided	0%	N=0	2%	N=21
Free parking at building location	85%	N=287	87%	N=901
Paid parking at building location	9%	N=29	9%	N=88
Free parking at separate location	2%	N=7	6%	N=66
Paid parking at separate location	1%	N=5	4%	N=43
Free street parking	12%	N=39	12%	N=121
Metered street parking	2%	N=7	3%	N=31
Other	2%	N=6	1%	N=15
Total (Percents add to more than 100%)	---	N=333	---	N=1035

Table 178: Question #1

For what organization do you work?	Percent	Number
CITY OF RICHARDSON	24%	N=126
REGION 10 EDUCATION SVC	22%	N=119
RICHARDSON FIRE DEPT	6%	N=30
RICHARDSON POLICE DEPT	4%	N=23
BRW ARCHITECTS	4%	N=23
WARREN CENTER	3%	N=17
ACTION SPORTS WEAR INC	2%	N=13
RICHARDSON PUBLIC LIBRARY	2%	N=12
SIGNATURE TOWING	2%	N=10
DALLAS WOMEN'S FOUNDATION	1%	N=8
VARITECH CO	1%	N=8
WILKINS GROUP INC	1%	N=7
LINCOLN PROPERTY CO	1%	N=7
NATIONAL PRODUCE CONSULTANTS	1%	N=7
CITY OF RICHARDSON, EISEMANN CENTER	1%	N=6
COQUEST ENERGY SVC	1%	N=6
THR CREDIT UNION	1%	N=6
MILLER & BROWN LLP	1%	N=6
THORNTON-TOMASETTI GROUP INC	1%	N=6
DCBA LANDSCAPE ARCH	1%	N=5
JONES BAKER	1%	N=5
MILLET THE PRINTER INC	1%	N=5
DALCLAY CORP	1%	N=4
WALGREENS	1%	N=3
LEGACY COUNSELING	1%	N=3
ASSURNET INSURANCE	1%	N=3
3D EPITAXIAL TECHNOLOGIES LLC	1%	N=3
RITU M RAO DDS	1%	N=3
DRYTEC ROOF CONSULTANTS	1%	N=3
SKYLINE PROPERTIES INC	1%	N=3
DALLAS RHINOPLASTY CTR	1%	N=3
EVENT1013	1%	N=3
VESTED GROUP	1%	N=3
C PHARR & CO	0%	N=2
PARK IN PLANO	0%	N=2
OUR FRIENDS PLACE	0%	N=2

MICRO FORMS INC	0%	N=2
BRACE MANUFACTURING	0%	N=2
ULTRA MEDIA	0%	N=2
G C INTL INC	0%	N=2
BUETHER JOE & CARPENTER LLC	0%	N=2
MASSUMA KAZEMI MD	0%	N=2
FOREST LANE ANIMAL CLINIC	0%	N=2
WALKER & LONG	0%	N=2
MARK G SNYDER PC	0%	N=2
Oncor Electric Delivery	0%	N=1
SUN-KIST POOLS INC	0%	N=1
GARLAND STEEL	0%	N=1
EMERGENT RISK INTL	0%	N=1
JENG CHI RESTAURANT & BAKERY	0%	N=1
ALL TIME PRINT	0%	N=1
DALLAS VINTAGE SHOP	0%	N=1
DOWNTOWN DALLAS INC	0%	N=1
AT&T STORE	0%	N=1
HAMBRIC SPORTS MANAGEMENT LLC	0%	N=1
MINISTRY IN TRANSITION	0%	N=1
CENTER FOR LIFE SAFETY EDUCATI	0%	N=1
NORTH DALLAS OTOLARYNGOLOGY	0%	N=1
MYINT & HORTON PA	0%	N=1
UPTOWN DALLAS	0%	N=1
UMBRELLA PROJECT LLC	0%	N=1
DECORATING DEN INTERIORS	0%	N=1
VALQUEST SYSTEMS INC	0%	N=1
LOCKE WHOLESALE ELECTRIC SPLY	0%	N=1
RICHARDSON READY ELECTRIC INC	0%	N=1
WRIGHT LAW FIRM	0%	N=1
MADELINE W HARFORD MD	0%	N=1
D1 FITNESS	0%	N=1
Total	100%	N=536

Table 179: Question #2 - Monday

<b>Mode used for work commute Percentages may add to more than 100% as respondents might have used more than one mode</b>	<b>Percent</b>	<b>Number</b>
Did not work this day	9.8%	N=53
Teleworked (worked from home)	0.7%	N=4
Drove a vehicle alone	83.0%	N=450
Car/vanpooled	3.9%	N=21
Took taxi, Uber or Lyft	0.4%	N=2
Drove motorbike or scooter	0.2%	N=1
Took train/light rail	1.8%	N=10
Took bus	0.4%	N=2
Walked	1.3%	N=7
Biked	0.2%	N=1
Total (Percents add to more than 100%)	---	N=542

Table 180: Question #2 - Tuesday

<b>Mode used for work commute Percentages may add to more than 100% as respondents might have used more than one mode</b>	<b>Percent</b>	<b>Number</b>
Did not work this day	7.0%	N=38
Teleworked (worked from home)	0.7%	N=4
Drove a vehicle alone	86.3%	N=468
Car/vanpooled	3.5%	N=19
Took taxi, Uber or Lyft	0.2%	N=1
Drove motorbike or scooter	0.2%	N=1
Took train/light rail	2.0%	N=11
Took bus	0.2%	N=1
Walked	1.1%	N=6
Biked	0.2%	N=1
Total (Percents add to more than 100%)	---	N=542

Table 181: Question #2 - Wednesday

<b>Mode used for work commute</b> <b>Percentages may add to more than 100% as respondents might have used more than one mode</b>	<b>Percent</b>	<b>Number</b>
Did not work this day	7.7%	N=42
Teleworked (worked from home)	0.9%	N=5
Drove a vehicle alone	84.3%	N=457
Car/vanpooled	4.1%	N=22
Took taxi, Uber or Lyft	0.6%	N=3
Drove motorbike or scooter	0.4%	N=2
Took train/light rail	1.8%	N=10
Took bus	0.0%	N=0
Walked	1.3%	N=7
Biked	0.4%	N=2
TOTAL (Percents add to more than 100%)	--	N=542

Table 182: Question #2 - Thursday

<b>Mode used for work commute</b> <b>Percentages may add to more than 100% as respondents might have used more than one mode</b>	<b>Percent</b>	<b>Number</b>
Did not work this day	9.6%	N=52
Teleworked (worked from home)	0.9%	N=5
Drove a vehicle alone	83.0%	N=450
Car/vanpooled	3.7%	N=20
Took taxi, Uber or Lyft	0.4%	N=2
Drove motorbike or scooter	0.4%	N=2
Took train/light rail	1.7%	N=9
Took bus	0.4%	N=2
Walked	1.5%	N=8
Biked	0.2%	N=1
TOTAL (Percents add to more than 100%)	--	N=542

**Table 183: Question #2 - Friday**

<b>Mode used for work commute Percentages may add to more than 100% as respondents might have used more than one mode</b>	<b>Percent</b>	<b>Number</b>
Did not work this day	13.5%	N=73
Teleworked (worked from home)	1.1%	N=6
Drove a vehicle alone	79.5%	N=431
Car/vanpooled	3.1%	N=17
Took taxi, Uber or Lyft	0.4%	N=2
Drove motorbike or scooter	0.2%	N=1
Took train/light rail	2.0%	N=11
Took bus	0.4%	N=2
Walked	1.3%	N=7
Biked	0.2%	N=1
TOTAL (Percents add to more than 100%)	--	N=542

**Table 184: Question #2 - Saturday**

<b>Mode used for work commute Percentages may add to more than 100% as respondents might have used more than one mode</b>	<b>Percent</b>	<b>Number</b>
Did not work this day	79.5%	N=431
Teleworked (worked from home)	1.1%	N=6
Drove a vehicle alone	17.3%	N=94
Car/vanpooled	1.1%	N=6
Took taxi, Uber or Lyft	0.6%	N=3
Drove motorbike or scooter	0.2%	N=1
Took train/light rail	0.2%	N=1
Took bus	0.2%	N=1
Walked	0.0%	N=0
Biked	0.2%	N=1
TOTAL (Percents add to more than 100%)	--	N=542

Table 185: Question #2 - Sunday

<b>Mode used for work commute</b> <b>Percentages may add to more than 100% as respondents might have used more than one mode</b>	<b>Percent</b>	<b>Number</b>
Did not work this day	83.2%	N=451
Teleworked (worked from home)	0.7%	N=4
Drove a vehicle alone	14.8%	N=80
Car/vanpooled	0.9%	N=5
Took taxi, Uber or Lyft	0.2%	N=1
Drove motorbike or scooter	0.2%	N=1
Took train/light rail	0.2%	N=1
Took bus	0.2%	N=1
Walked	0.0%	N=0
Biked	0.0%	N=0
TOTAL (Percents add to more than 100%)	---	N=542

Table 186: Question #2 - Percent of work days used each mode

<b>Average percent of work days each mode was used</b> <b>Average percentages may add to more than 100% because respondents could use more than one mode</b>	<b>Average</b>	<b>Number</b>
Average percent of work days teleworked	1.4%	N=542
Average percent of work days commuted by driving alone	92.0%	N=542
Average percent of work days commuted by car/vanpool	3.8%	N=542
Average percent of work days commuted by taxi/Uber/Lyft	0.4%	N=542
Average percent of work days commuted by motorbike/scooter	0.3%	N=542
Average percent of work days commuted by train/light rail	2.1%	N=542
Average percent of work days commuted by bus	0.4%	N=542
Average percent of work days commuted by walking	1.3%	N=542
Average percent of work days commuted by biking	0.2%	N=542



Table 187: Question #3

How often do you make a stop on your way to or from work for the following reasons?	Never		1 or fewer times a month		2-4 times a month		1-2 times a week		3-4 times a week		Every day		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
Drop off a child at school/child care	71%	N=350	4%	N=19	3%	N=13	4%	N=19	4%	N=22	15%	N=73	100%	N=496
Pick up a child at school/child care	73%	N=350	4%	N=19	4%	N=18	5%	N=25	5%	N=25	9%	N=45	100%	N=482
Run an errand or do some shopping	11%	N=61	12%	N=63	26%	N=137	32%	N=173	13%	N=69	6%	N=30	100%	N=533
Other activities (gym, social activities, eating out, etc.)	19%	N=96	15%	N=78	22%	N=109	23%	N=116	14%	N=73	6%	N=32	100%	N=504

Table 188: Question #3 combined

How often do you make a stop on your way to or from work for any reason?	Percent	Number
Once a week or more	68%	N=360
Less than once a week	32%	N=168
Total	100%	N=528

Table 189: Question #4

When do you usually arrive at work?	Percent	Number
Midnight to 5:59 AM	8%	N=41
6:00 AM to 6:29 AM	5%	N=28
6:30 AM to 6:59 AM	4%	N=24
7:00 AM to 7:29 AM	14%	N=78
7:30 AM to 7:59 AM	19%	N=101
8:00 AM to 8:29 AM	24%	N=129
8:30 AM to 8:59 AM	11%	N=60
9:00 AM to 9:29 AM	5%	N=25
9:30 AM to 9:59 AM	1%	N=8
10:00 AM to 11:59 AM	3%	N=15
Noon to 1:59 PM	1%	N=5
2:00 PM to 3:59 PM	1%	N=6
4:00 PM to 5:59 PM	1%	N=7
6:00 PM to 7:59 PM	0%	N=0
8:00 PM to 9:59 PM	1%	N=5
10:00 PM to 11:59 PM	0%	N=1
Work different shifts every day/week	2%	N=11
I work from home	0%	N=0
Total	100%	N=544

Table 190: Question #5

How many hours do you work in a typical day at this job?	Percent	Number
4 hours or less	2%	N=11
5 to 6 hours	4%	N=20
7 to 8 hours	64%	N=346
9 or more hours	30%	N=162
Total	100%	N=539

**Table 191: Question #6**

<b>When do you usually leave work?</b>	<b>Percent</b>	<b>Number</b>
Noon to 1:59 PM	1%	N=5
2:00 PM to 3:59 PM	3%	N=14
3:00 PM to 3:29 PM	2%	N=9
3:30 PM to 3:59 PM	3%	N=17
4:00 PM to 4:29 PM	19%	N=104
4:30 PM to 4:59 PM	13%	N=70
5:00 PM to 5:29 PM	26%	N=139
5:30 PM to 5:59 PM	10%	N=52
6:00 PM to 6:29 PM	7%	N=36
6:30 PM to 6:59 PM	3%	N=16
7:00 PM to 7:59 PM	2%	N=11
8:00 PM to 8:59 PM	1%	N=7
9:00 PM to 9:59 PM	0%	N=2
10:00 PM to 11:59 PM	1%	N=6
Midnight to 1:59 AM	0%	N=1
2:00 AM to 3:59 AM	1%	N=3
4:00 AM to 5:59 AM	0%	N=2
6:00 AM to 7:59 AM	6%	N=35
8:00 AM to 9:59 AM	0%	N=1
10:00 AM to 11:59 AM	0%	N=0
Work different shifts every day/week	1%	N=4
I work from home	2%	N=10
<b>Total</b>	<b>100%</b>	<b>N=544</b>

**Table 192: Work Schedule**

<b>Work weekdays arriving and leaving between 6:00 AM and 6:00 PM?</b>	<b>Percent</b>	<b>Number</b>
Work other times/days	38%	N=208
Work weekdays only, arriving and leaving between 6:00 AM and 6:00 PM	62%	N=334
<b>Total</b>	<b>100%</b>	<b>N=542</b>

**Table 193: Question #7**

<b>Approximately how many miles do you travel from home to work by your typical route?</b>	<b>Percent</b>	<b>Number</b>
3 miles or less	14%	N=74
3.1 to 5 miles	6%	N=34
5.1 to 7 miles	10%	N=53
7.1 to 10 miles	11%	N=61
10.1 to 15 miles	18%	N=98
15.1 to 20 miles	14%	N=77
20.1 miles to 35 miles	16%	N=85
35.1 miles or more	11%	N=62
Total	100%	N=544

**Table 194: Question #7**

<b>Approximately how many miles do you travel from home to work by your typical route?</b>	<b>Mean</b>	<b>Percentile 25</b>	<b>Median</b>	<b>Percentile 75</b>
Approximately how many miles do you travel from home to work by your typical route?	17.8	6.5	13.0	22.0

**Table 195: Question #8**

<b>Using your typical travel mode, how long does it usually take you to get from home to work?</b>	<b>Percent</b>	<b>Number</b>
5 minutes or less	3%	N=17
6 to 10 minutes	12%	N=67
11 to 15 minutes	9%	N=51
16 to 20 minutes	11%	N=59
21 to 30 minutes	19%	N=104
31 to 45 minutes	23%	N=124
46 to 60 minutes	5%	N=25
More than an hour	18%	N=95
Total	100%	N=542

**Table 196: Question #8**

<b>Using your typical travel mode, how long does it usually take you to get from home to work (in minutes)?</b>	<b>Mean</b>	<b>Percentile 25</b>	<b>Median</b>	<b>Percentile 75</b>
Using your typical travel mode, how long does it usually take you to get from home to work (in minutes)?	35.2	16.0	30.0	45.0

Table 197: Question #9a

Approximately how far is the nearest rail station or bus stop from your work?	Percent	Number
Right next to the building	9%	N=44
Within one block of the building	11%	N=54
Within two blocks	12%	N=59
Within three blocks	13%	N=65
More than three blocks away	41%	N=208
Don't know	15%	N=74
Total	100%	N=504

Table 198: Question #9b

Approximately how far is the nearest free parking from your work?	Percent	Number
Right next to the building	71%	N=335
Within one block of the building	2%	N=10
Within two blocks	2%	N=11
Within three blocks	1%	N=7
More than three blocks away	9%	N=41
Don't know	14%	N=66
Total	100%	N=470

Table 199: Question #10

If you drive to work, where do you typically park?	Percent	Number
Never drive to work	2%	N=10
Park for free in a lot or garage paid by my employer or that is part of the building	84%	N=457
In a free public parking lot or garage (not part of building where you work or paid for by your employer)	8%	N=44
Pay to park for the day	0%	N=2
Pay to park with a monthly permit	0%	N=2
Free street parking	1%	N=6
Metered street parking	0%	N=0
Other*	4%	N=24
Total	100%	N=545

\*The write-in responses to "other" can be found in section "Verbatim Responses to "Other" Responses page 332.

**Table 200: Question #11**

<b>If you usually drive to work now, what might lead you to switch your commute to DART? (Please check all that apply.) Percentages add to more than 100% as respondents could choose more than one response</b>	<b>Percent</b>	<b>Number</b>
Don't usually drive to work	0.3%	N=1
Lower transit fares	8.7%	N=29
Gas prices went way up	13.9%	N=46
Had to pay a lot more for parking	4.5%	N=15
More convenient and high quality walking/bicycling path between DART and my workplace	12.3%	N=41
I am highly unlikely to ever use DART for my work commute	55.1%	N=183
Living closer to a DART stop or station	27.1%	N=90
Shuttle service between my work place and a DART station	12.3%	N=41
More frequent bus/rail service that matches my schedule	18.4%	N=61
Higher quality, comfort, and security of DART vehicle/train	17.8%	N=59
If using DART did not add/reduced time from my commute (coded from write-in "other" responses)	1.8%	N=6
Easy/no transfers (coded from write-in "other" responses)	0.9%	N=3
DART goes directly to/from where I want it to go (coded from write-in "other" responses)	2.1%	N=7
If childcare/transporting children was not a factor (coded from write-in "other" responses)	0.9%	N=3
My job makes using DART unlikely (coded from write-in "other" responses)	3.0%	N=10
Increased traffic or car issues (coded from write-in "other" responses)	1.5%	N=5
Other*	0.6%	N=2
<b>Total (Percents add to more than 100%)</b>	<b>---</b>	<b>N=332</b>

\*The write-in responses to "other" can be found in section "Verbatim Responses to "Other" Responses page 332.

Table 201: Question #12

How much is each of the following a reason you do not use DART or do not use it more often for your commute to or from work or school?	Very big reason		Big reason		Small reason		Not a reason		Total	
	%	N	%	N	%	N	%	N	%	N
I don't know enough about it, I need more information	5%	N=23	7%	N=31	16%	N=71	73%	N=333	100%	N=458
Service is not frequent enough to be convenient	19%	N=87	12%	N=54	15%	N=68	54%	N=250	100%	N=459
Trip takes too long / too many transfers	24%	N=112	17%	N=80	11%	N=51	47%	N=216	100%	N=459
Costs too much	7%	N=30	7%	N=30	18%	N=81	69%	N=313	100%	N=454
Too crowded/ seating is not available	6%	N=28	4%	N=19	16%	N=73	73%	N=324	100%	N=444
It is not comfortable to ride DART (uncomfortable seats, too hot or too cold, etc.)	5%	N=22	5%	N=24	16%	N=72	73%	N=325	100%	N=443
I need my car before or after work	48%	N=228	18%	N=86	13%	N=61	21%	N=102	100%	N=477
I need my car during the day (while at work)	43%	N=206	16%	N=77	12%	N=58	29%	N=138	100%	N=479
It is too far from my home to the stop/station	45%	N=215	12%	N=56	10%	N=47	34%	N=165	100%	N=483
It is too far from my work to the stop/station	24%	N=111	12%	N=56	15%	N=71	48%	N=223	100%	N=461
Trouble finding my way before or after the trip	6%	N=25	3%	N=14	12%	N=54	79%	N=351	100%	N=444
Physical barriers (missing sidewalks, can't cross busy roadway/highway, etc.)	8%	N=34	5%	N=21	11%	N=51	77%	N=347	100%	N=453
Walking to and from stop/station is an unpleasant experience	13%	N=58	12%	N=52	16%	N=70	60%	N=266	100%	N=446
I don't feel safe from crime walking to stop/station	17%	N=77	8%	N=38	14%	N=64	60%	N=272	100%	N=451
I don't feel safe from traffic walking to stop/station	13%	N=59	10%	N=43	12%	N=56	65%	N=294	100%	N=452
I don't feel safe riding DART trains and buses	13%	N=59	9%	N=42	15%	N=67	63%	N=285	100%	N=453
I just don't like riding DART	9%	N=40	7%	N=30	13%	N=60	71%	N=316	100%	N=446
Bad weather (rain, too hot, too cold, etc.)	13%	N=61	17%	N=79	19%	N=89	50%	N=228	100%	N=457
Parking is free, so no need to use DART	27%	N=123	10%	N=46	14%	N=63	50%	N=230	100%	N=462

**Table 202: Question #12 other responses (coded)**

<b>How much is each of the following a reason you do not use DART or do not use it more often for your commute to or from work or school? Percents may add to more than 100% as respondents could check more than one category -- only includes those who wrote in an "other" response</b>	<b>Percent</b>	<b>Number</b>
I don't know enough about it, I need more information	0.7%	N=1
Service is not frequent enough to be convenient	0.7%	N=1
Trip takes too long / too many transfers	6.7%	N=10
Costs too much	1.3%	N=2
I need my car during the day (while at work)	5.4%	N=8
It is too far from my home to the stop/station	6.0%	N=9
It is too far from my work to the stop/station	2.0%	N=3
Trouble finding my way before, during, or after the trip	2.7%	N=4
Physical barriers (handicap, missing sidewalks, can't cross busy roadway/highway, etc.) xx	2.7%	N=4
I don't feel safe from crime walking to stop/station	1.3%	N=2
I don't feel safe from traffic walking to stop/station	1.3%	N=2
I don't feel safe riding DART trains and buses	6.7%	N=10
I just don't like riding DART	0.7%	N=1
Parking is free, so no need to use DART	0.7%	N=1
It is not accessible/it does not run near me/is not in my town	16.1%	N=24
I find it unnecessary/inconvenient	6.0%	N=9
Does not go where I want/need it to	6.0%	N=9
I prefer the convenience of my car	10.1%	N=15
The hours don't work for me	4.0%	N=6
I live too close to my work to use the bus	18.8%	N=28
Other*	9.4%	N=14
TOTAL (Percents add to more than 100%)	---	N=149

\*The write-in responses to "other" can be found in section "Verbatim Responses to "Other" Responses page 333.



**Table 203: Question #13**

During a typical work week, how many times do you leave work and return during the workday for personal reasons (e.g., go to lunch, shop or run a personal errand) or for work-related reasons (e.g., go to a meeting, make a delivery, visit another work site)?	Percent	Number
Never	23%	N=123
4 times/week	11%	N=56
1-2 times/week	29%	N=152
Once every day	16%	N=86
3 times/week	11%	N=60
More than once each day	9%	N=50
Total	100%	N=527

Table 204: Question #14

About how often do you use each of the following modes to leave work during the workday for personal reasons (e.g., shop, run an errand) or for work-related reasons (e.g., go to a meeting, make a delivery, visit another work site)? (Please check one box for each mode of transportation: if you never use the mode to leave work for personal reasons, choose "never.")	Never		1 or fewer times a month		2-4 times a month		1-2 times a week		3-4 times a week		Every day		Total	
Drive a company vehicle by myself	80%	N=309	6%	N=24	5%	N=18	2%	N=9	1%	N=5	5%	N=19	100%	N=384
Drive a personal vehicle by myself	6%	N=24	6%	N=25	11%	N=44	15%	N=59	19%	N=76	43%	N=175	100%	N=403
Drive motorbike or scooter	98%	N=368	2%	N=6	1%	N=2	0%	N=0	0%	N=0	0%	N=0	100%	N=376
Car/van pool (go with others) in a private vehicle	71%	N=271	11%	N=42	8%	N=31	5%	N=19	2%	N=7	3%	N=11	100%	N=381
Car/van pool (go with others) in a company vehicle	90%	N=340	5%	N=17	2%	N=9	2%	N=9	0%	N=1	0%	N=1	100%	N=377
Walk	74%	N=277	13%	N=49	7%	N=28	3%	N=11	2%	N=9	1%	N=2	100%	N=376
Bike	98%	N=368	1%	N=3	1%	N=2	0%	N=1	0%	N=0	0%	N=1	100%	N=375
Bus (any type including shuttle or circulator bus)	99%	N=374	1%	N=2	0%	N=0	0%	N=0	1%	N=2	0%	N=0	100%	N=378
DART rail	94%	N=357	4%	N=14	1%	N=3	1%	N=2	1%	N=2	0%	N=0	100%	N=378
Taxi, Uber, Lyft	84%	N=318	11%	N=43	2%	N=7	2%	N=6	1%	N=3	0%	N=0	100%	N=377
Some other way*	98%	N=302	1%	N=2	1%	N=2	0%	N=1	0%	N=1	0%	N=1	100%	N=309

\*The write-in responses to "other" can be found in section "Verbatim Responses to "Other" Responses page 338.

Table 205: Question #15 part 1

Please tell us (1) which of the following benefits or services are available to you from your employer or another organization, (2) whether or not you have used them in the last six months or (3) if you would use them if they were available. (1) Employer or other organization provides	yes		no		Total	
	Teleworking (a regular, off-site work arrangement)	9%	N=41	91%	N=412	100%
Compressed work weeks (i.e. 40 hours in 4 days, 80 hours in 9 days)	14%	N=64	86%	N=389	100%	N=453
Flexible work schedules (varying starting and ending times)	29%	N=133	71%	N=320	100%	N=453
Free/subsidized DART passes	26%	N=118	74%	N=335	100%	N=453
Organized carpool/vanpool	5%	N=21	95%	N=432	100%	N=453
Incentives for carpooling (e.g., preferred parking, etc.)	3%	N=13	97%	N=440	100%	N=453
Incentives for walking or bicycling	2%	N=8	98%	N=445	100%	N=453
Shuttles to transit or other frequently used locations	1%	N=4	99%	N=449	100%	N=453
Access to vehicles or bicycles for mid-day trips	5%	N=22	95%	N=431	100%	N=453
Bike storage (bike racks, bike lockers)	23%	N=105	77%	N=348	100%	N=453
On-site amenities for walkers and bicyclists (i.e. showers, lockers)	16%	N=72	84%	N=381	100%	N=453

Table 206: Question #15 part 2

Please tell us (1) which of the following benefits or services are available to you from your employer or another organization, (2) whether or not you have used them in the last six months or (3) if you would use them if they were available. (2) Used in the last 6 months	yes		no		Total	
	Teleworking (a regular, off-site work arrangement)	74%	N=32	26%	N=11	100%
Compressed work weeks (i.e. 40 hours in 4 days, 80 hours in 9 days)	48%	N=32	52%	N=34	100%	N=66
Flexible work schedules (varying starting and ending times)	73%	N=99	27%	N=36	100%	N=135
Free/subsidized DART passes	4%	N=5	96%	N=115	100%	N=120
Organized carpool/vanpool	26%	N=6	74%	N=17	100%	N=23
Incentives for carpooling (e.g., preferred parking, etc.)	27%	N=4	73%	N=11	100%	N=15
Incentives for walking or bicycling	20%	N=2	80%	N=8	100%	N=10
Shuttles to transit or other frequently used locations	0%	N=0	100%	N=6	100%	N=6
Access to vehicles or bicycles for mid-day trips	50%	N=12	50%	N=12	100%	N=24
Bike storage (bike racks, bike lockers)	3%	N=3	97%	N=104	100%	N=107
On-site amenities for walkers and bicyclists (i.e. showers, lockers)	11%	N=8	89%	N=66	100%	N=74

**Table 207: Question #15 part 3**

Please tell us (1) which of the following benefits or services are available to you from your employer or another organization, (2) whether or not you have used them in the last six months or (3) if you would use them if they were available. (3) Would use if offered	yes		no		Total	
	Teleworking (a regular, off-site work arrangement)	35%	N=132	65%	N=246	100%
Compressed work weeks (i.e. 40 hours in 4 days, 80 hours in 9 days)	34%	N=120	66%	N=235	100%	N=355
Flexible work schedules (varying starting and ending times)	25%	N=71	75%	N=215	100%	N=286
Free/subsidized DART passes	31%	N=94	69%	N=207	100%	N=301
Organized carpool/vanpool	16%	N=62	84%	N=336	100%	N=398
Incentives for carpooling (e.g., preferred parking, etc.)	16%	N=64	84%	N=342	100%	N=406
Incentives for walking or bicycling	10%	N=43	90%	N=368	100%	N=411
Shuttles to transit or other frequently used locations	14%	N=59	86%	N=356	100%	N=415
Access to vehicles or bicycles for mid-day trips	13%	N=52	87%	N=345	100%	N=397
Bike storage (bike racks, bike lockers)	8%	N=24	92%	N=290	100%	N=314
On-site amenities for walkers and bicyclists (i.e. showers, lockers)	19%	N=66	81%	N=281	100%	N=347

Table 208: Question #16

When you accepted a position with this company, how much of an influence was each of the following reasons for working there? Note: Your employer will not see these results. (Circle one number for each reason, where 1= Not an influence and 10= Very strong influence)	1 Not an influence	2	3	4	5	6	7	8	9	10 Very strongly influence	Total
Liked the job (e.g., salary/wage; good benefits, company reputation, interesting or meaningful work)	5%	0%	0%	1%	2%	1%	4%	10%	12%	66%	100%
Easy commute by car	23%	3%	4%	3%	10%	5%	8%	9%	7%	27%	100%
Easy access to car parking	32%	4%	4%	2%	9%	4%	5%	8%	7%	26%	100%
Easy commute by DART	81%	3%	3%	1%	3%	1%	1%	1%	1%	2%	100%
Access by walking/bicycling	83%	4%	3%	1%	2%	1%	2%	2%	0%	3%	100%
Convenient amenities nearby (food, shopping, etc.)	57%	5%	5%	3%	7%	4%	4%	5%	3%	7%	100%

Table 209: Question #16 - Averages

When you accepted a position with this company, how much of an influence was each of the following reasons for working there? Note: Your employer will not see these results. (Circle one number for each reason, where 1= Not an influence and 10= Very strong influence)	Average	Number
Liked the job (e.g., salary/wage; good benefits, company reputation, interesting or meaningful work)	8.9	N=502
Easy commute by car	6.0	N=497
Easy access to car parking	5.4	N=490
Easy commute by DART	1.8	N=484
Access by walking/bicycling	1.8	N=485
Convenient amenities nearby (food, shopping, etc.)	3.1	N=492

Table 210: Question #17

Do you work at this employer full time, part time or on a contract basis?	Percent	Number
Full time	93%	N=467
Part time	7%	N=34
Contract work	1%	N=3
Total	100%	N=504

Table 211: Question #18

What is your hourly wage at this job?	Percent	Number
Less than \$10 per hour	2%	N=9
\$10 to \$20 per hour	25%	N=122
More than \$20 per hour	73%	N=358
Total	100%	N=489

Table 212: Question #20

Who else lives with you? Percentages add to more than 100% as respondents could choose more than one response	Percent	Number
Only me	26.5%	N=132
My spouse/partner	71.1%	N=355
Children	41.5%	N=207
Other adults	19.6%	N=98
Total (Percents add to more than 100%)	---	N=499

Table 213: Question #20, #21, #22

Persons (and children) per household, number of drivers per household, number of bikes per household, number of vehicles per household	None		One		Two		Three		Four		Five or more		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
Persons per household	0%	N=0	15%	N=74	36%	N=179	17%	N=85	22%	N=109	10%	N=52	100%	N=499
Children per household	59%	N=292	14%	N=72	19%	N=97	5%	N=25	2%	N=10	1%	N=3	100%	N=499
Number of persons with driver's licenses per household	1%	N=3	17%	N=86	58%	N=288	16%	N=81	6%	N=31	2%	N=9	100%	N=498
Vehicles per household	5%	N=23	18%	N=89	46%	N=228	23%	N=114	6%	N=29	3%	N=17	100%	N=500
Bicycles per household	48%	N=242	16%	N=80	19%	N=93	7%	N=37	7%	N=33	3%	N=15	100%	N=500



**Table 214: Question #20, #21, #22**

<b>Persons (and children) per household, number of drivers per household, number of bikes per household, number of vehicles per household</b>	<b>Mean</b>	<b>Percentile 25</b>	<b>Median</b>	<b>Percentile 75</b>
Persons per household	2.9	2.0	2.0	4.0
How many children	0.8	0.0	0.0	2.0
How many people in your household, including you, have a driver's license?	2.2	2.0	2.0	2.0
How many bikes are at your household that are currently in good condition and available for use?	1.2	0.0	1.0	2.0
How many vehicles are at your household that are currently in good condition and available for use? (cars, trucks, motorcycles, scooters, etc.)	2.2	2.0	2.0	3.0

**Table 215: Question #21, #22**

<b>Drivers per vehicle</b>	<b>Percent</b>	<b>Number</b>
Less than one vehicle per driver	15%	N=73
One vehicle per driver	67%	N=330
More than one vehicle per driver	18%	N=89
Total	100%	N=492

**Table 216: Question #20, #22**

<b>Bicycles per household member</b>	<b>Percent</b>	<b>Number</b>
Less than one bicycle per person	75%	N=374
One bicycle per person	19%	N=97
More than one bicycle per person	5%	N=27
Total	100%	N=498

**Table 217: Question #23**

<b>What is your gender?</b>	<b>Percent</b>	<b>Number</b>
Male	40%	N=203
Female	60%	N=302
Total	100%	N=505

Table 218: Question #24

What is your age?	Percent	Number
under age 18	0%	N=0
18 to 24 years old	4%	N=21
25 to 34 years old	15%	N=74
35 to 44 years old	21%	N=107
45 to 54 years old	27%	N=136
55 to 64 years old	25%	N=128
65 years or older	8%	N=39
Total	100%	N=505

Table 219: Question #25

Which category best describes your race? (Check all that apply) Percentages add to more than 100% as respondents could choose more than one response	Percent	Number
Hispanic	12.0%	N=58
African American/black	8.2%	N=40
Asian or Pacific Islander	3.5%	N=17
Caucasian/white	77.9%	N=378
Native American	1.9%	N=9
Total (Percents add to more than 100%)	---	N=485

Table 220: Question #26

How much education have you completed?	Percent	Number
Did not graduate high school	1%	N=5
High school or GED	9%	N=46
Some college, Associates degree or technical/trade school	30%	N=150
Bachelor's degree	29%	N=149
Graduate/professional degree	31%	N=156
Total	100%	N=506

**Table 221: Question #27**

<b>How much was your household's total income before taxes in 2018? Please include income from all sources for all persons living in your household.</b>	<b>Percent</b>	<b>Number</b>
Less than \$15,000	1%	N=4
\$15,000 to \$19,999	2%	N=9
\$20,000 to \$29,999	4%	N=18
\$30,000 to \$39,999	8%	N=37
\$40,000 to \$49,999	6%	N=29
\$50,000 to \$74,999	15%	N=74
\$75,000 to \$99,999	17%	N=81
\$100,000 to \$149,999	25%	N=121
\$150,000 or more	23%	N=109
<b>Total</b>	<b>100%</b>	<b>N=482</b>

**Table 222: Distance to Nearest Station from Employer**

<b>Distance to Nearest Station</b>	<b>Percent</b>	<b>Number</b>
quarter-mile	4%	N=23
half-mile	33%	N=176
one-mile	63%	N=337
<b>Total</b>	<b>100%</b>	<b>N=536</b>

**Table 223: Whether or Not Nearest Station from Employer Includes a Park And Ride**

<b>Whether or Not Nearest Station Includes a Park And Ride</b>	<b>Percent</b>	<b>Number</b>
Park and Ride	81%	N=436
Without Park and Ride	19%	N=100
<b>Total</b>	<b>100%</b>	<b>N=536</b>

**Table 224: Number of Lines Serving Nearest Station from Employer**

<b>Number of Lines Serving Nearest Station</b>	<b>Percent</b>	<b>Number</b>
1 line	4%	N=22
1 line plus peak	41%	N=222
2 lines	48%	N=259
3 lines	6%	N=33
<b>Total</b>	<b>100%</b>	<b>N=536</b>

**Table 225: Transit Ridership Around Nearest Station from Employer**

Transit Ridership Around Nearest Station	Percent	Number
Less than 600	1%	N=7
600 to 1,000	10%	N=56
1,000 to 1,3000	71%	N=381
1,300 to 2,000	6%	N=33
2,000 or more	11%	N=59
Total	100%	N=536

**Table 226: City in Which Nearest Station is Located from Employer**

City in Which Nearest Station is Located	Percent	Number
Dallas	22%	N=116
Garland	4%	N=20
Plano	6%	N=33
Richardson	68%	N=367
Total	100%	N=536

**Table 227: Geographic Area in Which Nearest Station is Located from Employer**

Geographic Area in Which Nearest Station is Located	Percent	Number
Blue Line East	4%	N=22
Central Dallas	12%	N=63
North Dallas	10%	N=51
Oak Cliff/ Lancaster Road	0%	N=0
Plano / Richardson	75%	N=400
West Oak Cliff	0%	N=0
Total	100%	N=536

**Table 228: Walkability of Area Around Nearest Station from Employer**

Walkability of Area Around Nearest Station	Percent	Number
Very Car-Dependent	0%	N=0
Car- Dependent	35%	N=188
Somewhat walkable	47%	N=253
Very walkable	12%	N=65
Walker's paradise	6%	N=30
Total	100%	N=536

**Table 229: Land Use Type Around Nearest Station from Employer**

Land Use Type Around Nearest Station	Percent	Number
Employment	91%	N=489
Mixed	9%	N=47
Residential	0%	N=0
Total	100%	N=536

**Table 230: Density Around Nearest Station from Employer**

Density Around Nearest Station	Percent	Number
High Density	17%	N=90
Mid-high Density	7%	N=39
Mid-low Density	9%	N=50
Moderate Density	67%	N=357
Low Density	0%	N=0
Total	100%	N=536

**Table 231: Approximate Age of Neighborhood Around Nearest Station from Employer**

Approximate Age of Neighborhood Around Nearest Station	Percent	Number
Older	0%	N=0
Older w/ redevelopment	8%	N=44
1950 - 1990	40%	N=215
1950 - 1990 w/ redevelopment	44%	N=237
Mostly new/ greenfield	7%	N=40
Total	100%	N=536

**Table 232: Type of Housing Around Nearest Station from Employer**

Type of Housing Around Nearest Station	Percent	Number
Multi-Family Majority	23%	N=121
Mixed Housing	73%	N=393
Single-Family Majority	4%	N=22
Total	100%	N=536

**Table 233: Median Income Around Nearest Station from Employer**

<b>Median Income Around Nearest Station</b>	<b>Percent</b>	<b>Number</b>
High Income	4%	N=22
High Middle Income	81%	N=434
Low Middle Income	14%	N=73
Low Income	1%	N=7
Total	100%	N=536

## Verbatim Responses to “Other” Responses

### *Q10. If you drive to work, where do you typically park? – Other responses*

- AT WORK
- COMPANY PARKING LOT
- DRIVE A ROUTE TO CLEAN POOLS
- FREE OFFICE PARKING
- FREE PARKING LOT BUILT BY EMPLOYER
- HANDICAP PARKING
- IN A FREE PARKING LOT PART OF BUILDING
- PARK AT WORK FREE
- WORK

### *Q11. If you usually drive to work now, what might lead you to switch your commute to DART? – Other responses*

- A bus that goes directly to the area, no transfers, and doesn't add an hour to my commute.
- Access to more kid friendly dart locations
- Anything that made public transportation faster and/or required less advance planning
- better handicapped service/// We need on demand wheelchair taxis
- Better walkways from DART Rail to City Hall
- Can't use DART, no station in McKinney TX
- Children that can drive themselves to school
- Connections times between TRE or TexRail to minimize time
- Dart does not run thru Wylie
- DART IS GREAT FOR CRIMINALS
- Dart would have to be near my home in order to use DART
- Drive to work on multiple locations
- due to shift work
- Faster transit times. DART is too slow. Also, no direct route to work.
- Highly Highly Highly Unlikely
- I cannot use mass transit since I do field inspections for my job and need my car during the day.
- I general need my car especially during severe weather season as I volunteer
- I live in an area that does not have DART or bus service
- I love Dart but my commute is to counties outside of Dart services
- If my commute time was drastically reduced
- If somehow my children could get to daycare without me
- If there was a straight route from Forney to Richardson and it stopped closer to my office
- Increased freeway congestion (transit time <= drive time)
- It isn't faster than driving. Also, homeless individuals are a major safety concern.
- lost my car

- More bus routes to get from my neighborhood to the nearest DART station (CityLine or Galatyn Station); also, full time employees are eligible for discounted DART passes, and I am a part-time employee, so I wish there were discounts for us as well.
- More direct DART route from my home to my office
- must drive for work/need car
- My commute to work is not necessary to use any other transportation other than walking
- my job doesn't allow it
- Need vehicle for my work
- New job
- no chance, too risky
- No longer had a car
- No options closer to my home
- Not having to drop my son at school
- Not having to maintain a car for any other reason
- Other
- Personal vehicle required for my job by my employer
- SPEED
- The drive to a DART station is longer than my drive to work
- Unsafe area near office, safer to drive than to walk or take dart
- vehicle down
- we dont have DART where i live
- We need a route that follows the tollway
- Won't switch to DART for any reason.
- work place DART vouchers

**Q12 other: Are there any other reasons you do not use DART for your commute?**

- 6 MILES ACROSS ONE CITY-NO DART
- A waste of public money and promotes crime and homeless.
- At this time it is not a necessity. If it became a necessity, other factors would prevent me from using public transportation.
- BECAUSE WE LIVE IN FRISCO TO AND THER IS NO TRANSPORTATION AVAILABLE
- Children & their daycares are at different locations at the moment
- CLOSER TO DRIVE FROM HOME TO WORK VERSUS DRIVE TO DART STATION LIVE IN WYLIE
- Convenience of having my own vehicle.
- crime
- DART DOES NOT GO TO MOST LOCATIONS I WORK IN
- DART IS NOT AVAILABLE IN MY CITY OF SACHSE
- DART WOULD HAVE TO BE MORE SAFE AND CONVENIENT FOR ME TO USE IT
- Does not go to to places that are convenient and that I want to go (out to eat, drink, be social). Focused primarily on residential areas and not destination locations for entertainment activities



(i.e. Uptown, Knox/Henderson, Design District, West Dallas, etc.). Inconsistent ride times and lack of quick service near me at all.

- Doesn't work for the hours I work
- DON'T USE B/C HAVE CAR
- Don't feel safe riding DART
- EASIER/FASTER TO DRIVE 2.4 MILES THAN BUS
- HANDICAPPED
- Having tools/equipment in my car that I need to use when I'm at work.
- HOME IS NOT VERY FAR FROM WORK AND DART IS NOT OFFEED IN MY CITY SO I WOULD HAVE TO COMMUTE TO COMMUTE
- home is very close to office
- homeless people / the odor
- Honestly a lot of it is convenience and force of habit.
- I ALREADY MAINTAIN VEHICLE COSTS, DART IS ADDITIONAL COST.
- I am 1 mile from work. I can walk faster than riding the bus or train.
- I am a busy executive, but in a wheelchair. It is far too cumbersome and impossible to get a taxi or rideshare on demand. I am happy to pay for this service, but it does not exist. When I call Yellow Cab, the people who answer often don't know about the 48 hours to book an accessible taxi. I often have meetings come up and need to pop over, but can't due to no accessible taxis. I have had friends in wheelchairs trapped at the airport because there is no wheelchair option. We are trying to be a world class city, but have very little accessibility access. The bus takes a very long time with lots of transfers and the sidewalks often are inoperable, so the bus does not work for me.
- I am only 6 minutes from my job
- I am so close to work. It would take me just as long to drive to a DART station or even walk to the bus stop that's a few blocks away, and then it still wouldn't go directly to my work. 5-7 minute drive with free parking is just too easy to try something else.
- I am traveling during the day at work. Not often at the office.
- I believe that Dart is a convenient way to get around Dallas. When I am traveling to sites around Dallas with my small kids, Dart does not feel safe. There are too many free-riding people using the Dart Trains.
- I do not want to ride in a stinky van with strangers to a faraway destination to get on a DART Train.
- I do use DART for my commute.
- I don't live in or near a DART city, so I would have to drive my car a portion of the trip anyway - seems easier just to stay in my car for the whole trip.
- I drive 15 minutes to get to work. It would take me longer than that to walk to the station then from the station to work.
- I drive a 100% electric Tesla and have already reduced my carbon footprint. I think allowing electric cars to travel in HOV lanes, express lanes, etc would encourage other drivers to switch to electric cars.
- I drive outside of DART area in counties east of the metroplex. I drive 100-150 miles a day and with multiple stops.
- I drop a young child off at school on my way to work and pick him up on my way home.

- I go from school to school in north area of Collin and Grayson counties and live in McKinney. No services in those areas.
- I have 2 small children going to different schools, the transfer from home to one school then to another would take too long.
- I have 5-6 visits a day. I try to stay in 1 area (Oak Lawn 1 day, NW Dallas 1 day, Carrollton the other, etc), I go all these areas of Dallas which can change at any time, any day. I'd have to research bus, DART stops and sched every day. Too confusing and not flexible for my job
- I HAVE A CAR
- I have to many trips to make before and after work. Afterschool programs
- I have to pick up my child and drop them off everyday.
- I like having my own vehicle. I can go out at lunch and I can make any stops I want before or after work. I do not car pool because I like the alone time during my drive. I can listen to the music I like without wondering if I am offending or bothering a rider in my vehicle. I also do not want someone depending on me every day. I have the privilege of flex time at my job so I may arrive or leave at varying times.
- I LIVE 1/2 MILE FROM MY WORK. NOT NEEDED
- I LIVE 10 MINUTES FROM MY JOB, TOO LONG TO TAKE BUS
- I live close to work. However I do like to use DART for personal. Worst part is when I need to switch to TRE, which doesn't run on Sunday's or holidays.
- I live in Arlington tx and Dart is not in the Arlington.
- I live in McKinney, DART train stops in Plano, a few more miles in my car or on my bike and I am in Richardson. For the price of a fare, its not worth it.
- I LIVE IN ROCKWALL DART DOESN'T HAVE A RAIL THERE
- I live in Sherman where there is no DART
- I live in Wylie and DART doesn't go through my town to my work.
- I live in wylie tx and dart does not commute there.
- I LIVE NEXT TO MY WORK
- I LIVE NORTH OF MCKINNEY
- i live only about 10 minutes away
- I live so close to work that DART is not serviceable
- I LIVE VERY CLOSE TO WORK
- I live way out of the metroplex.
- I ONLY HAVE A 2 MILE COMMUTE. NO NEED!
- I only live a mile from work so I do not need to ride the train.
- I really enjoy TRE and TexRail but the quality of the DART is not appealing. I have been riding DART for 5 years and it has gotten some what better. Security was an issue but is better. Just this morning the TSSI (I think) agent was sleeping on train. I have learned to ride front train to feel safe. But sometimes seats smell like urine which is unpleasant. I love riding train but to get from Grapevine to Cedars takes me 1.45 hours.
- I some times have doctor appointments, meetings and or volunteer after work, It would take too much time to ride dart home and get my car. Sometimes getting someplace is time sensitive.
- I take and pick up one of my kids from school/daycare.
- I TOOK DART TO WORK FOR 8 YEARS. IT WAS VERY CONVENIENT. I NOW WORK ON CLOSER EDGE AT DOWNTOWN DALLAS AND DRIVING IS EASIER

- I use DART Everywhere I go, most of the time.
- I USE DART FROM PARKER STATION TO CITY PLACE UP TOWN STATION
- I use my car during the day for work
- I will be moving to McKinney soon. I wish there was a red line extension further North. I would take the DART for certain.
- I WORK 3 MILES FROM WORK
- I work home health. Otherwise, I would be using DART!
- I work in Richardson but live in McKinney, so I can't get on a DART train without driving 2/3 of the way to the office. Therefore it doesn't make since to use the train.
- I work into counties that do not have DART accessibility.
- I WORK LESS THEN 4 MILES FROM WORK PLACE. ONLY USE DART TO TRAVEL TO DALLAS FOR SPECIAL EVENTS
- I work too close to home and would stop at the same stop I start with if I took the train.
- I would drive past my work to go to the dart station.
- If I have to work later than 7 pm (a frequent occurrence), I do not feel safe waiting at the platform, on the train, and walking to my car in a dark parking lot.
- I'm on call and public transportation isn't an option.
- It comes no where near my work. Going to DART station from home & then work from DART station would add ALOT of time to my commute.
- it does not go where I need it to go
- IT DOES NOT GO WHERE OR WHEN I NEED IT
- It doesn't get me through some areas of the DFW area. There are places I would love to take the DART to but it's not there.
- It is not offered where I live.
- IT IS NOWHERE NEAR WHERE I NEED TO BE-SHERMAN AND N. FRISCO
- It just isn't convenient. I'd have to drive to the station so I might as well just drive to work.
- It takes way too long on a bus for in-town trips; an hour on the bus versus 12 minutes in the car.
- It would take significantly longer for me to get to work using DART than by driving.
- ITS MOSTLY ABOUT SECURITY FOR ME. AND THE SMELL OF URINE!SANITATION AS WELL AS RULES FOR CLEANING SEATS, RAILS, ETC
- It's much more convenient to drive myself and I work non-traditional hours.
- Lack of communication from conductors during commute during random stops, that are not at a designated station stopped.
- Listed these on previous answer.
- LIVE CLOSE TO WORK/DART IS FARTHER THAN WORK
- LIVE TOO CLOSE FOR IT TO BE CONVENIENT
- Living only 7 miles, I would rather ride my bike or roller blade (for free) before using DART.
- LOCATIONS OF STOP NEAREST TO WORK IS TOO FAR, ABOUT A MILE
- Main reason is lack of safety. Crime is high and I rarely observe a Dart Officer that may be able to help me if I were to be victimized.
- MAINLY DON'T KNOW ABOUT ROUTES AND NEVER CONSIDERED
- Mainly neither station is very close to my house or my work.
- Mainly the amount of time it actually takes to make the commute.

- Many dirty, rude, and dangerous people ride Dart.
- May have to relocate to another location during my work shift
- My community does not have DART. If I drive to a DART station, I might as well drive to work.
- My commute is 10 min from my house and not necessary to use DART or any other form of transportation other than my car or walking
- My commute is too short
- My current commute is less than 10 minutes. It would take way longer than that if I were to travel by bus. It's just too much of an inconvenience.
- My drive to work is short, about equal to the drive to the DART station.
- My house is very close to my job. Wouldn't make sense to park and get on DART.
- MY JOB IS CLOSE ENOUGH TO WALK I HAVE A CAR AND IT WOULD TAKE LONGER TO WALK TO A STOP THAN TO JUST DRIVE
- Need my car all day
- Need to drop kids at school
- no
- no
- NO Dart Rail Service to Forney
- no dart service in north west mckinney
- NO DART SERVICE NEAR MY HOME
- No Dart station within 30 miles of my home.
- NO DIRECT ROUTE, MAJOR DETOUR THROUGH DOWNTOWN
- No shower facilities at work. Any walking in Texas would require a shower upon arrival at work..... for 8 of 12 months.
- NO. COMMUTE TO STATION FROM HOME IS HALF THE TRIP. TOO FAR.
- NOT A GOOD CHOICE FOR ME
- NOT APPLICABLE. I LIVE CLOSE BY
- NOT AVAILABLE WHERE I LIVE
- not enough routes to where I live (close to addison). please build a route that goes that way. I have to pay to use the tollway, I would rather ride the Dart
- Not enough stop stations or the stops are far from work
- NOT IN MY AREA
- NOT IN MY NEIGHBORHOOD
- Not in the area I live
- not practical. straight short shot from home to office
- NOT SAFE AT ALL
- Other
- Part of my job requires driving to various locations and having a vehicle to drive.
- Riding DART would make my commute at least twice as long, if not longer. I live too close to work for DART to make sense for me.
- Shift work. Do not work consistent hours
- stop near my apt in carrollton off N Josey Ln, is too far from my apt & the route time is so long
- The 2 closest bus stops from my home in Mesquite are 3 miles away and one of them is in another city all together with no place to leave my car.

- The closest line from my house is the station that is 3-4 blocks from my work. I would literally ride to the station, park and walk to work without ever getting on a train. I would also have to cross Central Expy to get to work. The walk is too dangerous and would add time to my commute so I would have to leave earlier. The extra few blocks are worth the drive.
- The nearest DART station is 38 miles from my house. There is never enough public transportation going south. I would use it, if it were available to me.
- There are homeless camps on the walking trail to the Forest Station, which is where I would have to get on the train. There is a lot of crime in this area. I do not feel safe walking this path.
- THERE AREN'T CROSS TOWN TRAINS/RAILS! ONLY NORTH, SOUTH
- Time - by the time I get to DART station and take it - it is quicker for me to drive. Also have to cross busy busy intersection at Arapaho and Central Expressway.
- TOO FAR FROM A STOP
- Too many criminal predators and gang members hanging out at DART stations and on trains.
- TOO MANY HOMELESS PEOPLE, CAN'T TRUST THEM!
- Total commute is too long. Need more routes on the rail.
- VEHICLE IS MUCH MORE CONVENIENT
- VERY CLOSE TO WORK
- Where I currently reside in is approximately a mile away from where I work. It takes about 20 to 25 mins to walk from my house to work. No need for DART at all.
- with my anxiety i do not like being in crowded places.
- work requirements/locations not on DART line; have to carry supplies and would not be able to do so easily on DART when locations are on DART line
- Work schedule is variable.
- work too close to home

**Q14. About how often do you use each of the following modes to leave work during the workday for personal reasons (e.g., shop, run an errand) or for work-related reasons (e.g., go to a meeting, make a delivery, visit another work site) – Other modes used**

- buddy
- CAR RENTAL
- car rental
- carpool
- company vehicle
- have someone pick me up
- I like to eat in my car if not going out with friends
- Just drive myself
- just my car
- my car
- My own car. I am itinerant and travel a lot for work
- Plan to start biking when my daughter starts driving..November
- Rent Car
- RENTAL CAR
- RENTAL CAR FOR LONG DISTANCE

- With so many people moving to Texas the traffic is so bad. People go 10 plus miles over the speed limit, weave in and out of traffic, bounce using the on off ramps. There are days where it can take 2 hours to get home! Due

**Q15. Please tell us (1) which of the following benefits or services are available to you from your employer or another organization, (2) whether or not you have used them in the last six months or (3) if you would use them if they were available – Other responses**

- accessible taxi or rideshare
- COMPANY CAR
- DISCOUNT ENTERPRISE RENTAL
- ELECTRIC CHARGING STATIONS
- FREE PARKING
- FREE PARKING PAID BY EMPLOYER
- HEALTH INS
- I am unsure of whether or not part-time workers are eligible for subsidized DART passes
- I drive 50-60 miles a day to get to schools I serve outside the DART area. Company provides ability to work from home 2x month and in office on Abrams' and spring valley 2xper month.
- just routine ways to grocery or restaurants to eat
- light rail
- Other
- Subsidized parking