

Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

President Shinn signed the American College and University Presidents Climate Commitment (ACUPCC) in January 2007. The ACUPCC is a voluntary agreement to assess institutional carbon emissions and to set goals and a timeline for making reductions and eventually achieving carbon neutrality. One of the required components of this commitment is the completion of a Greenhouse Gas (GHG) inventory of total institutional emissions.

The first part of this survey is designed to gather relevant data about employee commuting habits and attitudes in order to estimate commuting-related GHG emissions during fiscal year 2008-09, which will then be used as part of Berea College's overall GHG inventory. All responses are anonymous, so please be as honest and accurate as possible when providing the requested information. This section of the survey should take 5-10 minutes to complete.

The second part of this survey has been designed to gather information concerning the feasibility of alternative transportation and attitudes toward alternative vehicles. This information will be used by Jason Coomes in his SENS 100 class, by Brad Christensen in the Technology and Industrial Arts Department, and by Peter Hackbert in the Entrepreneurship for the Public Good (EPG) program.

Thanks for your help on this important project!

Part I: Commuting Survey Section

What is your employment type at Berea College?

Staff	161	(61.7%)
Faculty	90	(34.5%)
Both faculty and staff	8	(3.1%)
Missing	2	(0.8%)

Gender

Male	93	(35.6%)
Female	164	(62.8%)
Missing	4	(1.5%)

Your age range

20 – 39	69	(26.4%)
40 – 59	144	(55.2%)
60+	44	(16.9%)
Missing	4	(1.5%)

What is the distance you travel each day to get to work and home again (round trip)? Please answer in MILES.

Mean: 13.86

How do you usually get to work each day?

Drive my own vehicle alone	187	(71.6%)
Drive or ride with others	25	(9.6%)
Walk or ride a non-motorized bike	49	(18.8%)

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Of the 25 who drive or ride with others, how many people are usually in the carpool vehicle for the commute?

Two	15	(60.0%)
Three	7	(28.0%)
Four or more	3	(12.0%)

Of the 49 who walk or ride a non-motorized bike, what are your major reasons for walking or biking?

Respondent 7 - In no specific order: environmental reasons: driving such a short distance is a waste of fuel; it's good for my body - the physical exercise; it's good for my spirit - I connect and appreciate the beauty of the physical environment strengthen community - as much as possible I walk with my child and several other kids/parents to their elementary school, for all the reasons above; and it strengthens our social network. So far this year, we have walked 85% of the school days.

Respondent 13 - I live close enough to do so.

Respondent 15 - I live too close to do anything else!

Respondent 18 - Health

Respondent 21 - It is affordable and enjoyable. It is a great way to begin and end my work day with time to transition between home and work.

Respondent 24 - Proximity and choice

Respondent 29 - Health, reducing expenses

Respondent 30 - I live close to campus. If it is very cold, raining, or if I need to carry items with me or run errands I do drive my vehicle. I would say that I end up driving between Nov-April while mostly walking or biking April-Oct. If we had a small electric shuttle than ran through campus, I would use it.

Respondent 34 - The distance from where I live to my office is no further than the distance between the nearest parking lot and my office is so it probably would not save any time to drive and I would have to buy a campus parking permit. So it would be more expensive and not save me any time to drive.

Respondent 36 - I live on campus and have an assigned parking space. There is no reason to drive a few yards to work.

Respondent 42 - faster, cheaper, healthier

Respondent 43 - convenience

Respondent 45 - More relaxing to stroll home at the end of the day, gets my blood moving and my body shaking in the morning. It is great to not have to rely on an automobile on a daily basis - overated!!!!

Respondent 67 - Too close to justify driving.

Respondent 72 - To not use gasoline and to get exercise. On days when I don't walk, I catch a ride with someone or I drive and park using my parking permit.

Respondent 73 - It's good exercise and good for the planet as well.

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Respondent 80 - Exercise and convenient parking.

Of the 49 who walk or ride a non-motorized bike, what are your major reasons for walking or biking?, continued:

Respondent 85 - I live too close to drive.

Respondent 86 - I deliberately purchased a house close enough to walk to work (and the library, city buildings, old town, parks, school, my church, etc. in 1996. I once lived the commuter life with a 1.5 hours round trip. I walk to shorten the time of my commute and spend the time with family, to save money, and to redeem the time of my commute by getting some exercise.

Respondent 89 - I live too close for driving to make any sense.

Respondent 91 - health; it's a short distance; save fuel

Respondent 94 - Reducing emissions.

Respondent 98 - Too close to drive.

Respondent 104 - health, sustainability

Respondent 107 - close and convenient

Respondent 111 - I live so close to my office that walking is more convenient than driving, finding a parking place, etc.

Respondent 113 - Good exercise and I enjoy it.

Respondent 117 - For one, it just seems weird to drive such a short distance. I also enjoy being outdoors and enjoy the exercise.; For one, it's such a short distance, it just feels silly to drive. I enjoy being outdoors and enjoy the exercise. It minimizes the gas I use and the emissions I produce.

Respondent 120 - I like it

Respondent 122 - It's healthier, cheaper, and more sustainable - makes me feel good!

Respondent 131 - gas, it's within walking distance

Respondent 137 - convenience

Respondent 139 - too much trouble to park

Respondent 143 - I live very close to campus and do not want to take up a parking place.

Respondent 148 - exercise and save fuel

Respondent 158 - walking is politically correct

Respondent 165 - Nicer, faster.

Respondent 167 - Close, easy: I only drive if I have to do something during the day (e.g. Dentist Appt, etc)

Respondent 187 - I live close enough to walk or ride a bike. Driving would actually take longer to find a parking spot and sit in traffic.

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Respondent 207 - I'm fine

Of the 49 who walk or ride a non-motorized bike, what are your major reasons for walking or biking?, continued:

Respondent 210 - exercise

Respondent 220 - consistent exercise, decrease gasoline use

Respondent 232 - Exercise is good for the body. Parking is limited in the places I need to go.

Respondent 237 - Health.

Respondent 251 - enjoyment/health

Respondent 253 - health, environment

Respondent 257 - I live close enough that walking only takes a few minutes.

Respondent 260 - Economical, sensible, fast, and the best way to make sure I get outside everyday. Also, no parking costs or issues.

Of the 49 who walk or ride a non-motorized bike, How do you get to work on days that you cannot walk or ride a bike?

I always walk or ride my bike.	21	(42.9%)
I catch a ride with someone.	7	(14.3%)
I drive using my parking permit.	19	(38.8%)
I drive, but park on the side streets.	2	(4.1%)

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Of the 212 who drive alone or carpool to work,

Approximately, how many gallons of fuel do you ALONE use each week for commuting?

1 – 3 gallons	92	(43.4%)
4 – 8 gallons	57	(26.9%)
9 – 12 gallons	17	(8.0%)
13 – 16 gallons	17	(8.0%)
17 – 20 gallons	6	(2.8%)
Over 20 gallons	4	(1.9%)
Missing	19	(9.0%)

As an estimate, what does it cost in each category below to keep your commute vehicle for a year?
Please estimate to the nearest \$100.

	<u>Mean</u>
Depreciation	\$753
Insurance	\$640
Maintenance and repair	\$374
Interest on car loan	\$193
Property tax/registration fees/licensing	\$152

Do you typically purchase a parking permit?

Yes	193	(91.4%)
No	2	(0.9%)
Missing	17	(8.0%)

Of the 193 who typically purchase a parking permit,

How many permits do you purchase?

One	127	(59.9%)
Two	58	(27.4%)
Three	8	(3.8%)
Missing	19	(9.0%)

How did you decide to purchase the permit for this vehicle? Check all that apply.

It is the only vehicle I own or I consider it “my” vehicle in our family.	105	(49.5%)
It gets better mileage than my other vehicle(s).	19	(9.0%)
Someone else in the family needs the other vehicle due to its features (better fuel economy, number of seats, reliability, etc.)	14	(6.6%)
It has the features that I need (number of seats, trunk capacity, etc.)	15	(7.1%)

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Of the 212 who drive alone or carpool to work,

You have indicated that you primarily commute using a motorized vehicle. We would like to understand why more employees do not walk or ride a non-motorized vehicle. To what extent are each of the following reasons applicable to you?

	To a great extent 7	6	5	4	3	2	Not at all 1	Mean
Distance is too great. (N = 188)	105 (56%)	12 (6%)	3 (2%)	10 (5%)	11 (6%)	13 (7%)	34 (18%)	5.08
Takes too long. (N = 178)	82 (46%)	19 (11%)	9 (5%)	14 (8%)	10 (6%)	10 (6%)	34 (19%)	4.90
Bad weather (N = 174)	68 (39%)	21 (12%)	29 (17%)	18 (10%)	11 (6%)	4 (2%)	23 (13%)	5.07
Don't want to arrive hot and tired. (N = 173)	39 (23%)	12 (7%)	23 (14%)	26 (15%)	8 (5%)	17 (10%)	48 (28%)	3.87
Personally, I do not feel safe riding a bicycle. (N = 171)	51 (30%)	14 (8%)	17 (10%)	12 (7%)	6 (4%)	12 (7%)	59 (35%)	3.95
No safe route (too much traffic, etc.). (N = 176)	94 (53%)	16 (9%)	9 (5%)	9 (5%)	3 (2%)	8 (5%)	37 (21%)	5.10
Riding a bicycle in not comfortable. (N = 167)	20 (12%)	11 (7%)	8 (5%)	19 (11%)	20 (12%)	17 (10%)	72 (43%)	2.92
Walking in not comfortable. (N = 167)	14 (8%)	2 (1%)	10 (6%)	17 (10%)	9 (5%)	14 (8%)	101 (61%)	2.30
I'm not in good enough physical shape. (N = 168)	10 (6%)	11 (7%)	9 (5%)	11 (7%)	12 (7%)	16 (10%)	99 (59%)	2.33
A health/physical disability condition prevents me. (N = 168)	12 (7%)	6 (4%)	5 (3%)	5 (3%)	7 (4%)	11 (7%)	122 (73%)	1.96
Too many hills between home/campus. (N = 168)	27 (16%)	11 (7%)	16 (10%)	10 (6%)	10 (6%)	16 (10%)	78 (46%)	3.07
Too much to haul. (N = 174)	35 (20%)	22 (13%)	17 (10%)	18 (10%)	15 (9%)	16 (9%)	51 (29%)	3.80
Must drop off/pick up kids. (N = 168)	28 (17%)	6 (4%)	4 (2%)	6 (4%)	7 (4%)	4 (2%)	113 (67%)	2.49
I need to drive to off-site locations as part of my job. (N = 172)	17 (10%)	9 (5%)	10 (6%)	14 (8%)	7 (4%)	11 (6%)	104 (61%)	2.48
I like to have my car to get off campus at lunch or for breaks. (N = 173)	26 (15%)	17 (10%)	15 (9%)	8 (5%)	11 (6%)	19 (11%)	77 (45%)	3.12

*All ratings above are based on 212 respondents unless otherwise indicated.

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Of the 261 respondents,

To what extent would each of the following help increase the number of walkers and bikers?

	To a great extent 7	6	5	4	3	2	Not at all 1	Mean
A few free parking passes to use only as necessary (N = 204)	16 (8%)	12 (6%)	21 (10%)	26 (13%)	17 (8%)	26 (13%)	86 (42%)	2.85
Dedicated walking/bike paths (N = 220)	102 (46%)	35 (16%)	24 (11%)	13 (6%)	8 (4%)	7 (3%)	31 (14%)	5.30
Striping on roads allowing for a bike path (N = 213)	79 (37%)	32 (15%)	35 (16%)	21 (10%)	9 (4%)	7 (3%)	30 (14%)	5.05
Other walkers/bikers to commute with (N = 208)	17 (8%)	14 (7%)	31 (15%)	32 (15%)	13 (6%)	23 (11%)	78 (38%)	3.12
A place to clean up and change clothes at my building (N = 208)	28 (14%)	17 (8%)	27 (13%)	39 (19%)	24 (12%)	17 (8%)	56 (27%)	3.61

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Do you have any other suggestions to help increase the number of employees who walk or bike?

Respondent 1 - I am looking to move to Berea but the housing options in town are awful. Poor city planning. Over priced. No medium size houses.

Respondent 3 - Your survey does not really apply to me. I ride in with my spouse, and walk home alone.

Respondent 5 - While the measures listed in #12 might help for those who live closer, they would not affect my decision to drive to work because of the distance.

Respondent 7 - If I understand the first item above, reducing the free parking passes would run into huge opposition if the other items were't already in place.; If I understand the first item above, reducing the free parking passes would run into huge opposition if the other items were't already in place.

Respondent 8 - A safe place to keep the bike since a lot of bikes are stolen. A bike garage or storage unit would be nice.

Respondent 9 - Allow a little extra time to get here. I don't think folks would want to get up a whole lot earlier to arrive on time with a bike.

Respondent 10 - My main difficulty is taking too much work home with me and having to lug books, computer, etc. If the personal workload sustainability is ever tackled at this place, that would help. So would better time management on my part.

Respondent 15 - No

Respondent 21 - I believe it is Stanford that has a commuters club that offers monetary incentives. I'm not sure if that would be possible or not. It seems that if there were a few free parking passes for people who signed something to commit to carpooling and/walking/biking that might be useful. Painted bike lanes would be great! I've almost been run off the road multiple times.

Respondent 22 - I live 50 miles away and have tried riding my bike in the summer. After a couple of weeks i realizet it was a death wish. I think that every street in town should have a sidewalk and all major roads (421 25) should have a bike lane.

Respondent 29 - The primary thing seems to be keeping people living as close to campus as possible. Faculty housing certainly helps in this respect; assisting faculty with finding local housing for rent or purchase after their period in faculty housing might also help.

Respondent 30 - Departments encouraging flex lunch hours might help, the time squeeze at lunch sometimes forces me to drive back. A 15 minute walk each way leaves about 20 minutes for prep and eating. Also, better bike racks - I often have no room for my bike amidst the student's bikes and the racks are not big enough for my bike tires or shaped right for a good security lock.

Respondent 33 - Better sidewalks in the surrounding area/ city limits of Berea. There are no sidewalks on the main road that I would need to use to walk/ride a bike, so I would have to walk on the side of the road with cars going 55 mph or more and I just do not feel safe doing that.

Respondent 34 - The above suggestions would really only work for people who live in Berea, for those living further out than a few miles from campus biking or walking is probably not really feasible.

Respondent 35 - no

Respondent 39 - Many roads in Kentucky are too narrow and have no shoulder. For example, Scaffold Cane Road has no shoulder and is too narrow and twisting to allow for sufficiently safe bike travel. (One of my friends has actually been hit TWICE on his bike.) It needs to be widened.

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Do you have any other suggestions to help increase the number of employees who walk or bike?,
continued:

Respondent 42 - more bike racks are needed all over campus and they should be constructed so that grounds workers don't need to operate the weed eater near tires! I have had my tires torn up that way. bikes are the most time efficient way to get around campus, but adequate "parking" is needed or people won't do it.

Respondent 45 - It was a conscious choice for me to live close enough to work to make it a convenient and regular part of my life. It simplifies one's life to not have to rely on a vehicle and saves alot of money.

Respondent 46 - Make walking/bike path along Scaffold Cane Road

Respondent 50 - Offer incentives.

Respondent 52 - I think many people don't own bikes. Maybe if there was a place to rent them might be a good idea.

Respondent 53 - none

Respondent 54 - Prospect needs streets down past the Shell Station on Prospect St. It is not safe at all especially over the bridge.

Respondent 60 - Incentives. Bike giveaway, new pair of walking shoes giveaway, feature articles, catch a walker and give them a coupon for coffee at berea coffee and tea. And last but not least...education.

Respondent 61 - The local roads (particularly Scaffold Cane and Prospect) are not wide enough to be safe for walking or biking and need to be widened.

Respondent 62 - Improved bicycle parking options Improved availability of Berea Bikes workshop for bike maintenance

Respondent 65 - Make the local schools more bike & walking friendly--Shannon Johnson Elementary doesn't even have a sidewalk to it even though it is less than 10 years old

Respondent 67 - Extend city sidewalks out into nearby neighborhoods along the busier highways.

Respondent 68 - No

Respondent 71 - I drive when it is dark or I have an errand off campus after work. I don't know what incentives might work for this.

Respondent 75 - I think if the number of stairs are reduced on campus people may be more inclined to walk. Stairs belong inside not outside of buildings. With all the construction going on to build greenspace I think all that dirt would be better off decreasing the number of steep inclines that would make it more managable to walk or ride a bike to work.

Respondent 79 - Please have the current and future Bikers follow the rules of the road. Too often they expect the driver of a vehicle to watch out for him/her choices.

Respondent 80 - conduct events to increase awareness in the community, develop and culture of walking/biking and to help employees to see how it can fit into their busy lives.

Respondent 86 - When I drive, it often often because my work requires me to run an errand in Berea or Richmond that day. Make it easier and cheaper for a department to get and use a vehicle for short in-town trips (1 hr to half a day) and I would it would cut my driving by fifty percent.

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Do you have any other suggestions to help increase the number of employees who walk or bike?,
continued:

Respondent 88 - I would commute by foot or bicycle if two circumstances in my life were different: (1) there is no safe biking/walking route from my home to campus, even though it is only about one mile away, and (2) I drop off and pick up children from school each weekday.

Respondent 90 - Personal issues (since checklist did not actually address my reasons): Put all programs in same location as academic offices instead of opposite sides of campus. Since this is an expensive solution, vehicle becomes mobile office. Sustainable workload so work does not have to be taken home. Smokers having to smoke in gazebos is problematic, due to student use (I really am not looking to socialize) & locations (distances).

Respondent 97 - More bike racks.

Respondent 98 - Yes-bike sale/exchange/market. Perhaps the college can negotiate bike purchases at reduced rates and pass the savings along to employees.

Respondent 99 - possibly allow a 10-15 minute grace period to and from work; have a couple days a week dedicated to walking to work, i.e. walk to work day(s) and allow a 10-15 minute leniency arrival?

Respondent 101 - Sheltered parking for bikes might be nice so that on rainy days especially you don't ride a wet bike home.

Respondent 102 - Allow arrival and departure times to incorporate walking or riding times. Have student labor to do free bike maintenance. Create way up the hill behind the Alumni building, from the soccer field besides riding on Scaffold Cane. Right now, there is no place to keep a bike at the bottom of the stairs, but it might not be the safest place anyway. A good path up that hill to Chestnut Street, perhaps behind the music building to that parking lot that leads out by the Haaga house. Somehow, and I don't know how, make it safer to leave your bike on campus without being stolen or vandalized.

Respondent 104 - Flextime would help a lot, because people wouldn't be limited to commuting at the busiest times. By flextime, I mean that the employee can set the 8 hours she works, within limits (e.g. 8:45-5:45).

Respondent 107 - Since I don't ever drive, I don't have any idea what would encourage others.

Respondent 108 - When I lived in Berea, I always biked to work. It's the thing I miss most about living in Berea. I think the advantages are overwhelming, all that needs to happen is a cultural shift. In other words, rationally it's an obvious choice but the culture doesn't suggest it. I do think there is hope to make Berea much more walk/bike friendly, but the problem isn't structural. That said, it wasn't always easy to find a place to lock up my bike.

Respondent 109 - The only thing really preventing me from commuting by bicycle (other than inclement or dangerously hot weather) is the near total lack of sidewalks and bicycle paths between my home and the campus. Berea is not "bicycle conscious" like a lot of larger cities and most rural drivers pay little or no regard to someone commuting on a bicycle. The bridge on 1016 at Silver Creek, for instance, has two narrow lanes and is dangerous to walk or cross even with a bicycle any time of the day or night. Also several dangerous intersections along my route have stop signs but no stop lights and are somewhat dangerous to traverse even in an automobile. If it were up to me, and I could commute by bicycle, I most certainly would. It would go a long way towards the conservation of my tires, oil, gasoline and certainly reduce my personal carbon footprint. Good for the heart too!

Respondent 110 - Personally, I don't make enough to afford living in Berea, in which case I would walk, or at least ride a bike, but the property here is so much more expensive than in Richmond, and I refuse to throw my money away to rent.

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Do you have any other suggestions to help increase the number of employees who walk or bike?,
continued:

Respondent 117 - Perhaps the college could work with other green-lovin' businesses in the area to make a discount plan. People who walk or bikeride are probably less likely to travel far at lunch time, so maybe the restaurants downtown would give discounts so they could eat around here. Also, there isn't a bike shop in Berea. Could the bookstore carry more bike-related gear? (like baskets, locks, etc.)

Respondent 118 - Since neither pertains to my situation, I am not cognizant about what is already or not already in place and am not able to give worthwhile suggestions.; Since neither pertains to my situation, I am not cognizant about what is already or not already in place and am not able to give worthwhile suggestions.

Respondent 119 - More bike racks and protected areas (with roofing) for these bikes.

Respondent 122 - The free parking passes is a good idea as a tangible recognition of the contribution to sustainability of walking/biking. Any other type of "credits" would be appreciated. I currently purchase decals for two vehicles, though I rarely drive either.

Respondent 126 - I live on Elm Street. If I walk, I face the reality of NO SIDEWALKS on Scaffold Cane Road. This is entirely along College-owned land. The College could do something about this if it cared enough. I will not walk on Scaffold Cane Road because some drivers deliberately play "chicken" with cyclists and walkers. There are muddy cinder / gravel paths on the west side of the College's land along Scaffold Cane, and nothing on the east side. One cannot arrive safely, or mud free in wet weather with the present lack of sidewalks. I've been waiting since 1976 for the College to put in a sidewalk, and the City to put a sidewalk over the Brushy Fork Bridge. When will it happen? If you think I am angry about this, you are right. John Bolin

Respondent 132 - We need to emphasize this as part of the culture, such as you're doing with this survey.

Respondent 134 - My personal concern is road safety. I would need to walk on Scaffold Cane which does not have a shoulder or sidewalks or any kind of walking path.

Respondent 136 - I suspect that question 11 was directed to me personally. I simply live too far away to ride a bicycle or walk. I DO drive a Prius. :) If the question refers to general improvements, I think all of the things would help but only moderately. Other suggestions would include getting the crazy people off the roads so that it is safer to walk or bike (cell phoning, watching DVDs, etc while driving, driving too fast and not staying on the right side of the road, etc. etc. Don't know that you could have any control over the road idiots though.

Respondent 137 - Awareness campaign for motor vehicle operators which identifies cyclists as motorists as well.

Respondent 142 - A safe way to secure bikes to prevent theft.

Respondent 143 - I think we should start by simply talking about it. "Please consider walking if you live close enough to campus." Get the idea out there in a positive way.

Respondent 144 - A cheap place to get lunch. I go home for lunch which doubles my milage. I can't afford any place on campus or on Main Street.

Respondent 145 - Maybe offering a small annual rebate for employees who do not purchase a parking permit.

Respondent 153 - Because I live 10 miles away and arrive on narrow, curvy roads, this isn't something I'd even consider. But I would guess that it's an option for most who live within a few blocks of the campus.

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Do you have any other suggestions to help increase the number of employees who walk or bike?,
continued:

Respondent 155 - Put a 2 mile sidewalk down Scaffold Cane Road;

Respondent 157 - It's generally the need for bike paths from my neighborhood to town; if that were the case, I would ride my bike most days.

Respondent 159 - Driving is quicker and easier than walking or biking, and weather isn't a concern. That's why people drive, even when they live close enough to walk/bike. To change people's habits we can appeal to their consciences, to get them to exchange inconvenience for ecological responsibility. That probably won't have much effect. People who live close to the campus might change--but they don't burn much gas commuting anyway. If you live 2 miles away, that's only 4 miles a day round trip, or perhaps 800 miles a year. People who live further away are unlikely to become regular bikers.

Respondent 160 - Continue to promote dedicated paths or routes for this. Most of the local roads are just too dangerous. I think my life is worth a few gallons of gas in this circumstance.

Respondent 161 - no

Respondent 163 - No

Respondent 164 - none

Respondent 165 - there are no bike racks on main street! create a culture that allows folks to arrive or leave when it is light out.

Respondent 166 - Despite being a small town, Berea is heavily congested at times with traffic on certain roadways. Every year there are Berea College people who are struck by cars at crosswalks (and in one instance two students who were walking on a sidewalk were hit by a car). Safety, including but not limited to more sidewalks and bike paths, is the biggest issue to address in terms of trying to get more people to walk or bicycle to work. But allotting more time is also a problem which makes walking to work difficult; it takes me 40mins to walk 2miles to work-- I often don't have that much "extra" time and my work day isn't just M-F 8-5, so darkness is a big factor in not walking or biking to work.

Respondent 167 - Public relations work.

Respondent 172 - Free lunches

Respondent 174 - keep on eliminating parking spaces and we won't have a choice then.

Respondent 179 - no suggestions

Respondent 181 - borrow a bike program - some cities have, like Portland

Respondent 184 - Incentives to bike or walk to work could be included in the benefits package. If you walk or bike to campus you will receive a reduction in your health insurance premiums each year. If we had an employee wellness program this would assist with a walk/bike program.

Respondent 191 - Increase the number of decent and affordable places to live in Berea. Currently, I cannot foresee making the move from Lexington to Berea, primarily because the housing in this town is less than desirable. By this I mean the cookie-cutter development houses, which seem to be all that are on the market. Working with the city to create some zoning laws would be a good place to start.

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Do you have any other suggestions to help increase the number of employees who walk or bike?,
continued:

Respondent 195 - I live on Scaffold Cane. When I have walked home from work, there isn't an easy way for me to walk along side of the road without being too close to traffic. A sidewalk would be most helpful and a way across the bridge without walking on the road would be helpful as well. This issue does concern me, but I do plan to walk to work during the easier seasons. It only takes me 30 min. round-trip.

Respondent 196 - Hire people only from city of Berea.

Respondent 201 - Dedicated bike paths will do the most to encourage the use of bikes. If it isn't safe to bike around Berea, no amount of incentives will entice individuals to risk their safety.

Respondent 202 - What about a real incentive to stay on campus for lunch. I do most days and I enjoy eating in Food Service with colleagues and students. What about a free lunch day. (Preferably on a day when there are not other lunches offered like Tuesday chapels.)

Respondent 208 - The weather is the only reason I do not walk to work. I walk almost every day in the spring and summer, but winter is cold.

Respondent 210 - incentives for walking and biking. Earn college credits or other benefits at the college: i.e. free lockers at Seabury, free coffee at the cafe, free dinners at the dining service, free tickets to the theatre, lots of creative ways to reward walkers, bikers

Respondent 213 - Some passes for a \$1-\$2 lunch so I don't have to worry about packing a lunch if I don't have time. Bikers/walkers tend not to over-eat, so Food Service won't lose too much on that deal.

Respondent 221 - I live 12 miles from town and could not get here in time but I have seriously considering getting a moped but the lack of bike trail/lack of room on highway makes it dangerous...I may still get one this spring...but truly the road in without any room on the side (hilly and curvy) makes it very dangerous to be riding a bike. I'm also considering moving to town because of this.....

Respondent 225 - not really.

Respondent 226 - Make parking permits expensive. I've never seen a place with such cheap parking, or such whining over the ridiculously low price. The price shock and real burden of such a higher price on lower-paid employees could be moderated by a sliding price scale, based on distance from campus, age and health condition, ability to pay, etc.

Respondent 227 - Allow and or provide other green sources of transportation for elderly and disabled (ie. segway)

Respondent 228 - more hours in the day and less stuff to lug...

Respondent 233 - Place to change clothes. Difficult to ride in a dress, skirt or suit

Respondent 238 - I think that bike paths designed for commuting (rather than just for recreation) would help tremendously.

Respondent 240 - no

Respondent 241 - Berea lacks safe bike paths AND (shockingly) safe sidewalks. I live a very short distance from campus--merely 2 miles--but it is not safe for me either to walk or bike to campus. This is the least pedestrian friendly place I've ever lived.

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Compiled by the Office of Institutional Research and Assessment, December 2008

Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Do you have any other suggestions to help increase the number of employees who walk or bike?,
continued:

Respondent 242 - Berea just plain needs more sidewalks/bike paths and fewer roads with DEEP gutters (i.e. Prospect etc.)

Respondent 243 - Hire adjunct faculty full time. I would definitely walk if I could live in Berea.

Respondent 259 - Incentives, marketing/awareness plan

Respondent 260 - More bike racks in high-traffic places (eg, by the library, handicapped ramp at Draper, etc.) Also, please cut locks and remove bikes that have ben abandoned (the period for this might be to mark bikes after the semester that seem abandoned, and then to cut locks and remove them after 2 wks during a break. This would have the additional benefit of generating revenue from the removed bikes, which could be sold at auction or as surplus, or reconditioned and provided to the community to foster more biking. Finally, we need a 1x/wk availability on campus for a bike mechanic to come to campus and do repairs, which of course I would pay for out of pocket. The lack of a mechanic impairs my ability to maintain my bike as well as I would like.

Respondent 261 - Walking or riding a bike isn't an option for me. But, i am really interested in the idea of an electric car. I think they are the answer for the future.

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Fall 2008 Faculty and Staff Commuter Survey
 Response Rate: 261/539 or 48%

Of the 261 respondents,

Rate each of the following in terms of their importance to you.

	Extremely important 7	6	5	4	3	2	Not at all important 1	Mean
Reduction of my own "carbon footprint" (N = 238)	87 (37%)	69 (29%)	48 (20%)	16 (7%)	5 (2%)	5 (2%)	8 (3%)	5.71
Gasoline savings (N= 239)	102 (43%)	58 (24%)	36 (15%)	24 (10%)	8 (3%)	7 (3%)	4 (2%)	5.77
Better health (N = 239)	151 (63%)	56 (23%)	25 (11%)	3 (1%)	1 (0.4%)	0 (0%)	3 (1%)	6.43
Less pollution (N = 237)	119 (50%)	70 (30%)	27 (11%)	10 (4%)	6 (3%)	2 (1%)	3 (1%)	6.13
Less congestion on roadways (N = 234)	79 (34%)	61 (26%)	37 (16%)	26 (11%)	12 (5%)	13 (6%)	6 (3%)	5.45
Easy parking (N = 232)	67 (29%)	53 (23%)	46 (20%)	26 (11%)	13 (6%)	9 (4%)	18 (8%)	5.16
Comfort while commuting (N = 234)	45 (19%)	68 (29%)	41 (18%)	42 (18%)	18 (8%)	16 (7%)	4 (2%)	5.07
Safety while commuting (N = 234)	138 (59%)	53 (23%)	27 (12%)	10 (4%)	1 (0.4%)	1 (0.4%)	4 (2%)	6.27

*All ratings above are based on 261 respondents unless otherwise indicated.

Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Any other comments, ideas, suggestions, problems, related to commuting to campus?

Respondent 1 - I used to carpool but with my new position the hours (meeting - both college and with students) make it difficult to coordinate schedules.

Respondent 5 - Just one concern about your question #7. You asked about total cost of operating the vehicle. Most of the costs listed would not go away if someone biked or walked to work; they are part the cost of owning a vehicle. Also, the amount listed for depreciation is a pure guess. There is no depreciation on the tax return for personal vehicles, so it isn't a tax return amount. Most people would, I suppose, estimate the decrease in value of their vehicle from one year to the next which is, at best, a very subjective number. In short, even when an amount is entered for depreciation, it is not meaningful or reliable. For the entire question, it would have been more relevant to have respondents estimate the portion of these costs attributable to commuting, since that is the focus of your study.

Respondent 7 - Nice survey. For awesome bikeways and trails networks, you can refer to Ft. Collins Colorado, Boulder Colorado, and Cape Cod. A few more dedicated bike and walkways, such as the one to Artisan Center, can greatly increase the attractiveness of this community to local commuters, to bicycle tourism and to potential big employers. Please connect with the existing club, Madison County Greenways and Trails to report your findings and to network with them. They can be found on the web; or at least, send results to me, Mark Nigro, and I'll report them. I think they would love to have a student make a presentation and/or otherwise connect with their efforts. Thanks, mark; Nice survey. I think the time is finally right and urgent for this community, with huge College support, to provide a safe, innovative bicycle route along Chestnut, connecting Walmart with Glades road. The "ridge" is the key transit route through town, and sidewalks are not the answer for bikes. Our College students could be leaders in designing and using such a transit route. While it does seem that the lack of width of Chestnut is a crucial barrier to such a transit way, it also seems right for Berea community and College to apply vision and innovative thinking to make this a reality; to the BENEFIT of so much going forward. Perhaps a combination of bike lane and dedicated pathways would be the answer. Perhaps requiring a serious widening of Chestnut, perhaps not. Perhaps a dedicated path like the Beebe White trail located somehow parallel to Chestnut. The public must be involved in providing feedback. This will not be easy, especially because of the cost, but this seems to be the right time to go forward. Might such a project be funded (at least partially) by the soon to be forthcoming "public infrastructure" monies talked about in Washington? The time for designing potential bikeways is now, so that a plan can be ready if/when the funding is available. For awesome bikeways and trails networks, you can refer to Ft. Collins Colorado, Boulder Colorado, and Cape Cod. A few more dedicated bike and walkways, such as the one to Artisan Center, can greatly increase the attractiveness of this community to local commuters, to bicycle tourism and to potential big employers. Please connect with the existing club, Madison County Greenways and Trails to report your findings and to network with them. They can be found on the web; or at least, send results to me, Mark Nigro, and I'll report them. I think they would love to have a student make a presentation and/or otherwise connect with their efforts. Much Thanks, Mark

Respondent 8 - One major problem for the bikers...some of the traffic does not give the biker the right-of-way on the streets. It can be dangerous riding a bike to work. I value my life too much.

Respondent 10 - Thank you for doing this. I look forward to the results.

Respondent 23 - I would like to be able to commute with others from Lexington, but since I have been here I have not met many other staff or faculty who commute every day from Lexington. It is my suggestion to maybe create a carpool folder in the public folders as somewhere for people to go who are looking for someone to commute with.

Respondent 27 - I would walk or bike but with kids in school you need to have a car both to drop them off and be able to pick them up if they are sick or have appointments. I hope when they are older I can leave the car at home.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Any other comments, ideas, suggestions, problems, related to commuting to campus?, continued:

Respondent 30 - I don't know if pet sitting would help, I know several people who drive back home at lunch just to let out their dog. I have on occasion wondered if a healthy "hot dog stand" style cart or something on the quad during lunch hours would keep more people on campus instead of driving. As far as getting to work, it's tricky because people are so used to being independent, but an electric shuttle bus that people could sign up for that ran in areas 1/2 to 1 mile around campus might help, esp for older employees? People who live within 1/4 to 1/2 should be encouraged to walk and bike, but that is just advertising and peer pressure. Covered areas near crosswalks might be nice for inclement weather - they could have green roofs or mini-wind turbines on them, good student labor project.

Respondent 34 - I am pretty new here so I don't know that I really know all of the programs that currently exist regarding commuting. I think many people who live in Berea already walk or bike to campus. It seems like a fair amount of people carpool to work already as well, given that a large percentage of the people who work on campus live too far away for biking or walking to be feasible I don't know if there are ways to further encourage people to carpool or not.

Respondent 39 - Free stickers for mopeds and motorcycles. As well as parking areas dedicated to mopeds and motorcycles which can be used on narrow roads, have a lower carbon footprint because of higher gas mileage, but can be more safely used on narrow Kentucky roads.

Respondent 42 - in this busy community, the time savings alone is an important selling point. within a mile or so of campus, bikes are arguably faster for commuting and it is a no-contest for traveling around campus.

Respondent 53 - none

Respondent 56 - Distance from home to work is my issue. Relocation to Berea would then mean a commmte for my spouse. We buy used vehicles, well maintained, and keep them running well. We save and try to pay cash- no loans. We do not "trade up" every few years. We have reduced interstate travel speed to 62-65 mph. This has resulted in a 25% increase in gas savings.

Respondent 59 - You need to take scheduling into account -- I'm here earlier and later than almost anyone in my building. There is also the issue of commuting in the dark. The request to do this survey should warn that you want minutae about costs -- I don't keep that stuff in my head.

Respondent 62 - This survey would be improved by including a way to acknowledge partial bike/walk commuting. I bike to work about 1/3 of the time and would like to increase that. The question merely asked about my primary method of commuting.

Respondent 68 - No

Respondent 69 - Examine subsidizing parking passes for car poolers.

Respondent 75 - I think that there is a need for a staff and faculty clubhouse. A place where faculty and staff can go and maybe bring their lunch and break bread with one another. This would be a great tool to let us know who are neighbors really are. As a college administrator I often get so absorbed with my work in the office that I often do not know who my neighbors are. It would be nice to have a little clubhouse on campus for us folks where we can share ideas as well as rides.

Respondent 86 - 1) Infrastructure is key to everything! Provide the right infrastructure and people's behavior can change. If the infrastructure provides hindrances, people will not change behavior. 2) Don't expect to get it right in one try. Good process has a feedback loop. Plan a little, implement a a little, get feedback and assess, plan a little more, implement a little more, etc. etc.

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Fall 2008 Faculty and Staff Commuter Survey
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Any other comments, ideas, suggestions, problems, related to commuting to campus?, continued:

Respondent 88 - Perhaps the City and the College could be persuaded to create dedicated bicycle paths/lanes linking all neighborhoods contiguous to campus.

Respondent 93 - I would love to be able to walk or bike to campus, but we've made the decision to live in between our jobs so that the commuting load is split between us. If I lived in Berea, my spouse would be doubling *his* commute (he works in and around Lexington), and we'd have much less time together as a family.

Respondent 97 - Moveable parking permits -- when I do use the car I would prefer to be able to have a choice of vehicles.

Respondent 98 - Yes-walking past construction areas is a major problem. I have ruined shoes, have had my children slip and fall in the mud, and find it difficult to navigate the 'correct' path. The general construction housekeeping on campus is terrible. Also, I have observed construction workers hassling female students.

Respondent 101 - Car pooling is always a viable option worth mentioning to those that can work it out. Perhaps if staff can't help but drive we give a free annual permit to those that drive a hybrid and designate parking to hybrids as a reward for their contribution to the environment.

Respondent 102 - Well marked parking spaces. Consistent patrolling and managing of the spaces. It's very nice that you can get air for your tires down at facilities, perhaps more people don't know about this. Make sure the parking lots are salted and/or scraped in really bad weather. Walking can really be dangerous around here.

Respondent 103 - It might be helpful to have a ride board where people could find out who lives near them and would be willing to carpool.

Respondent 104 - why do you lump walking and biking together? i've done both but mostly walking. It seems to me that this misrepresents commuting options; for example, at present it's fairly easy to walk, but somewhat risky to bike (especially if you have to bike a long a busy street, as I do).

Respondent 108 - Obviously, the problem with me is that I live in Lexington. Moving to Berea wouldn't solve the problem as my wife works in Lexington, so there would still be just as much commuting, most likely. At some point, I keep thinking, Berea may need to ask me to either move to Berea or leave the institution. I don't know what I would do if it came to that, but it seems like a real possibility.

Respondent 109 - None at this time.

Respondent 113 - Four day work week would cut down on cars on the roads especially for those who live a considerable distance from work.

Respondent 114 - The other issue to consider is that despite desire to do so, not having the same or similar schedule (with others who commute from my area) which facilitate the ability to depend on others for transportation. For example, if I get off at 5:00 and they are off site it is harder to wait. That also inhibits the ability to run errands on the way home.

Respondent 115 - Parking is an issue, more and more spaces for parking are being eliminated. It is bad that sometimes I spend ten minutes searching for a parking place. Seabury Center is not the ideal place to park!!!! While probably not the furthest away it is down the hill and a very inconvenient walk especially in inclement and winter weather. The stairs up from that parking lot are awkward, you can't get a good rhythm as you have to take extra paces before stepping up again. "My rant for the day!"

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Fall 2008 Faculty and Staff Commuter Survey
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Any other comments, ideas, suggestions, problems, related to commuting to campus?, continued:

Respondent 122 - Some who live in Lexington already car pool - an all around savings - but with differing class schedules, this needs to be a conscious effort. Faculty/staff living in the same area could be encouraged to schedule office time (both for student access and personal work) to coincide with colleagues' schedules, to facilitate car pooling.

Respondent 126 - See point 12, above.

Respondent 128 - It is difficult to reflect my true commuting habits. I do a mix of driving and walking to work but the survey provided no means to indicate that. The winter is the only season when I generally do NOT walk, as I am susceptible to chronic respiratory problems (bronchitis) and walking in cold weather exacerbates it.

Respondent 133 - This is such an important issue! I would walk or bike if I lived in Berea, but I live in Jackson County, and I also use my vehicle to drive to other counties for my job on a regular basis. Do you all you can to encourage more people to bike and walk to work!!!

Respondent 137 - Great place to start, run with it!

Respondent 143 - People who need to use a vehicle to get to campus should have available parking. Those who do not need to drive a vehicle should help out by walking as much as possible.

Respondent 144 - If we are valued as employees a place to park should be provided for us free.

Respondent 150 - I might be interested in carpooling on days when I don't have a school visit.

Respondent 151 - My primary reason for commuting is that I am on call and need a vehicle in case of an emergency.

Respondent 153 - All the best!

Respondent 160 - I work at night here on campus. Bicycles are just not going to "get it" in these local conditions.

Respondent 161 - no

Respondent 163 - No

Respondent 164 - no

Respondent 166 - More sidewalks have been constructed since I came to Berea 3yrs ago, but for its size, I think the town of Berea has been very poorly planned. It is not a place conducive to pedestrian traffic. I cannot think of any one thing that would be "cheap" enough for the city to implement quickly to address the previously mentioned safety concerns or any "perk" that would encourage people who live 2miles or less to walk to work more often. And that's really too bad.

Respondent 167 - Work with the City to develop "commuter" baik & walking paths. right now, the City sees paths as purely recreational (e.g. trail to Indian Fort) and not commuter. they lack the resolve to claim legal road righs-of-way for that use. Wotrk with State DOT would help, too.

Respondent 170 - Usually am not ready to leave for work in time to get to the office on time. My get time is already 5:30 am. It takes me 20-30 minutes to walk in and I like to get to the office by 7:45.

Respondent 174 - Keep on with the good work of making the campus less accessable and then we won't have to worry at all about commuting.

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Fall 2008 Faculty and Staff Commuter Survey
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Any other comments, ideas, suggestions, problems, related to commuting to campus?, continued:

Respondent 178 - Walking and biking is not practical for those that live miles outside of Berea. It would be interesting to see a schematic that illustrates the numbers of staff/faculty and their distance from the college. If we do in fact have many faculty/staff that drive in to Berea perhaps we should concentrate on assisting with carpooling or work on a public transportation plan.

Respondent 179 - no suggestions

Respondent 181 - There absolutely needs to be safer biking routes around town. I bike to work sometimes but I don't feel safe doing it at all and I have a small child who I definitely would not put on the back of a bike in this town. One of the least pleasant things about Berea is the constant traffic and congestion around campus.

Respondent 182 - Some campuses are working 4 day, instead of 5 day, work weeks to reduce their employees carbon footprint. It is something that should be considered as an option for employees, especially when it isn't feasible to walk or ride a bike.

Respondent 184 - Rideshare postings would be helpful with incentives for people to share vehicles.

Respondent 187 - Many of the roads that lead into Berea are not safe to bike on. I know several people that would commute if it was safer.

Respondent 194 - Although 2 miles does not seem a long distance to walk or bike, there have been at least 3 people killed between my home and work, and I would not feel safe.

Respondent 195 - Next car I buy will be a small one, so that when I park I can easily find my way out. (smile)

Respondent 196 - I am the bread winner and since my spouse is disabled, I use my lunch hour to run errands that lots of people would normally run in the evenings. I run my errands during lunch so I can get home as early as possible to be with my spouse.

Respondent 202 - No new information, but there simply is not enough accessible parking for many buildings on campus. With the reduced parking related to Fee Glade there is a real strain on parking for all surrounding buildings.

Respondent 203 - I don't have a physical handicap, but I see others with handicaps who must park long distances from the bldg they work in and struggle to get to work every day. I think this should be addressed before the college is reported - it sometimes makes we wonder if the college is trying to make it as hard as possible for these handicapped folks.

Respondent 210 - there are not enough bike racks the streets are not safe for bikes

Respondent 211 - I would love to bike to work (I think 5 miles is a little too far to walk, especially with no safe route!) but I think my road is extremely dangerous.

Respondent 213 - Try carpool parking spaces - 2 or more people per car only, scattered around the campus in popular lots, close in. Offer good quality bike helmets, chains and locks at a discount. Once or twice a year, have a clinic where you get fitted, shown the best way to use the chain, how to change a tire (and sell the inner tubes and tools there, at a discount), and try out the bikes in the 'borrow a bike' program (is that still happening?). Maybe bring in a recumbent, a tandem, etc. for folks to try. Make the Seabury lot more popular with a pot of coffee at the corner or a weekly drawing (number the spots, put all numbers in a hat, win a lunch or student craft item). The walk to and from the lot is part of the exercise mind-set. Must have a sticker to win.

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Fall 2008 Faculty and Staff Commuter Survey
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Any other comments, ideas, suggestions, problems, related to commuting to campus?, continued:

Respondent 215 - go to flex time and you will decrease the number of cars commuting each day.

Respondent 221 - I really wish we would have bike trails or bike lanes that went out of town

Respondent 223 - I'm interested in carpooling from Lexington, but scheules/staying late obviates this quite a bit.

Respondent 225 - more bike racks, too many bikes stolen on campus

Respondent 226 - Berea is not very pedestrian or bike friendly. The bridge at the bottom of Prospect Street is a case in point. It is a relic of the 1950s and should have been replaced or upgraded decades ago. I hear it is now slated for replacement, but that is only one of many potentially deadly spots. Almost all the roads have no shoulders, drivers overspeed well beyond their skill level (look at the number of crosses on KY 21), and it's just plain dangerous to ride a bike, in my opinion. I'm within biking distance, at least in good weather, but without some reasonable expectation of arriving alive I'm too scared to try.

Respondent 228 - i have 3 issues...getting to work, then to swim practice, then to cdl..and i carry different bags to each...it is too much to carry..i have actually thought of getting a locker at seabury and an office space at cdl so i don't have to carry stuff to all 3 places and then i could ride my bike..and that would be great for my health and the green factor...

Respondent 234 - just too far

Respondent 236 - Affordable electric vehicles with on-campus charging stations

Respondent 240 - none

Respondent 241 - I'd appreciate being able to park in places like the Boone Tavern parking lot. Parking there allows me to have at least a short walk to work--but I've been ticketed (by the College) for parking there because of my College permit.

Respondent 244 - My wife and I chose to live 33 miles away because her place of employment was 55 miles away. Now that we are getting a divorce, if we can sell our house, I may move to Berea.

Respondent 249 - My challenge is that I have more to haul than is comfortable. Recovering from back surgery has slowed me down but not for long. The route from my home is dangerous but could be changed.

Respondent 257 - None of the reasons from question 10 really apply to me. I walk because I live so close, no other reason. I'd drive if I lived further away.

Respondent 259 - Suggestions as to the appropriate bike to purchase, where to purchase, best locks to purchase, seats, baskets, etc. How effective is the Berea bike shop on campus?

Respondent 260 - Bike lanes would be very helpful.

Respondent 261 - We need more parking.

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Fall 2008 Faculty and Staff Commuter Survey
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Part II: Alternative Vehicles Survey Section

A number of electric vehicles that attempt to match the speed and range of a gasoline car are commercially available. This level of performance is possible with electricity, but quite expensive (well over \$25,000 per car).

Research is currently being conducted at Berea College on the design and use of low-cost electric vehicles with the performance and range necessary only for short-range, local commuting. Your comments will aid us in determining required features, performance, and acceptable pricing.

Thank you,

Jason Coomes, Brad Christensen, and Peter Hackbert.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Rate each of the following qualities in an alternative commuting vehicle in terms of their importance to you.

	Extremely important 7	6	5	4	3	2	Not at all important 1	Mean
Better fuel mileage (N = 222)	149 (67%)	49 (22%)	11 (5%)	5 (2%)	1 (1%)	2 (1%)	5 (2%)	6.41
Low cost (much lower than a standard car) (N = 219)	97 (44%)	66 (30%)	23 (11%)	16 (7%)	4 (2%)	5 (2%)	8 (4%)	5.86
Could use it safely for commuting and local errands (N = 220)	135 (61%)	58 (26%)	14 (6%)	8 (4%)	1 (1%)	1 (1%)	3 (1%)	6.38
Would have to pay for itself within 3-4 years (N = 221)	95 (43%)	46 (21%)	33 (15%)	25 (11%)	6 (3%)	7 (3%)	9 (4%)	5.64

To what extent would each of the following incentives entice you to use alternative forms of transportation?

	To a great extent 7	6	5	4	3	2	Not at all 1	Mean
Free parking for non-polluting vehicles (N = 216)	47 (22%)	40 (19%)	36 (17%)	26 (12%)	14 (7%)	11 (5%)	42 (19%)	4.44
Outlets for charging electric vehicles at designated parking spots (N = 217)	65 (30%)	56 (26%)	28 (13%)	21 (10%)	9 (4%)	9 (4%)	29 (13%)	5.02
Designated parking for alternative modes (including Car pooling) (N = 217)	44 (20%)	58 (27%)	28 (13%)	30 (14%)	11 (5%)	10 (5%)	36 (17%)	4.63
College-run bus service for employees (N = 218)	48 (22%)	37 (17%)	35 (16%)	21 (10%)	11 (5%)	19 (9%)	47 (22%)	4.29
Special rates to ride the city bus system (Foothills Express) (N = 216)	15 (7%)	20 (9%)	39 (18%)	30 (14%)	16 (7%)	19 (9%)	77 (36%)	3.25
An organized system for matching commuters Interested in carpooling (N = 216)	35 (16%)	29 (13%)	39 (18%)	29 (13%)	15 (7%)	17 (8%)	52 (24%)	3.99

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Fall 2008 Faculty and Staff Commuter Survey

Response Rate: 261/539 or 48%

Imagine a 2-seat, lightweight commute vehicle powered by a small electric motor and pedals (human/electric hybrid). It is capable to speeds of around 25-30 mph and has an enclosed body with some room for cargo. It would be licensed and regulated as a “moped.” If such a vehicle existed, what would you be willing to pay for it?

Under \$500	16	(6%)
\$500 - \$1000	35	(13%)
\$1001 - \$2000	35	(13%)
\$2001 - \$4000	30	(12%)
\$4001 - \$8000	13	(5%)
\$8001 - \$12000	1	(0.4%)
More than \$12,000	0	(0%)
I'm really not interested	88	(34%)
Missing	43	(17%)

Consider the vehicle described above and rate to what extent each of the following is attractive to you?

	To a great extent 7	6	5	4	3	2	Not at all 1	Mean
Reduced pollution making for a healthier environment (N = 211)	107 (51%)	51 (24%)	29 (14%)	6 (3%)	5 (2%)	0 (0%)	13 (6%)	5.93
Personal health due additional exercise (N = 210)	87 (41%)	55 (26%)	33 (16%)	17 (8%)	5 (2%)	2 (1%)	11 (5%)	5.72
Money savings on gasoline (N = 209)	99 (47%)	46 (22%)	30 (14%)	14 (7%)	6 (3%)	3 (1%)	11 (5%)	5.79
Less noise (N = 208)	61 (29%)	40 (19%)	33 (16%)	34 (16%)	12 (6%)	6 (3%)	22 (11%)	4.99
Low-cost alternative to buying a car for commuting (N = 207)	74 (36%)	40 (19%)	27 (13%)	18 (9%)	12 (6%)	8 (4%)	28 (14%)	5.05
Fun to drive (N = 205)	37 (18%)	34 (17%)	31 (15%)	38 (19%)	16 (8%)	12 (6%)	37 (18%)	4.29
It is different; it would stand out and make a statement (N = 206)	15 (7%)	13 (6%)	28 (14%)	36 (18%)	15 (7%)	17 (8%)	82 (40%)	3.05
The “moped” designation keeps it very inexpensive to purchase, license, and insure (N = 206)	52 (25%)	49 (24%)	34 (17%)	28 (14%)	10 (5%)	6 (3%)	27 (13%)	4.90

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

If a short-range local commute vehicle was available for SALE that was powered by something other than petroleum (electric, hydrogen fuel cell, alcohol, bio-diesel, natural gas, etc.), to what extent would each of the following entice you to buy one?

	To a great extent 7	6	5	4	3	2	Not at all 1	Mean
It cost under \$5,000 (N = 206)	110 (53%)	25 (12%)	17 (8%)	14 (7%)	10 (5%)	4 (2%)	26 (13%)	5.46
It cost about \$10,000 (N = 193)	12 (6%)	10 (5%)	16 (8%)	26 (14%)	24 (12%)	14 (7%)	91 (47%)	2.69
It could be used for commuting AND most of my in-town errands. (N = 207)	93 (45%)	45 (22%)	25 (12%)	8 (4%)	6 (3%)	4 (2%)	26 (13%)	5.46
It could pay for itself in fuel savings in two or three years (N = 204)	75 (37%)	50 (25%)	22 (11%)	21 (10%)	7 (3%)	3 (2%)	26 (13%)	5.25

Comments about the item above:

Respondent 3 - Again, none of this really matter to me. I only drive when the weather is bad. I LIKE to walk.

Respondent 6 - it is an interesting idea. Perhaps more than one person could even share such a vehicle, and/or some vehicles could be loaned or rented by the College.

Respondent 8 - It's a shame this vehicle was not available years ago.

Respondent 20 - My Commute is too far for a vehicle of this type. It would not be practical in any way. I live a good distance from Berea due to other obligations as a local church pastor. Telecommuting or higher speed efficient vehicles that could travel on the interstate would be more effective in my situation.

Respondent 22 - I can average about 22 miles per hour on a bike and would feel safer on it than a car that i can't ditch. Electric does not seam like the answer to me. First of all how is the electric made second everytime you switch from on kind of power to another there is wast (mechanical to electric and back) and batteries are expensive and form a wast even when recycled. Third I buy cars that have between 100 and 200 thousand miles on them they are reliable enough to drive on long trips and get me back and forth to work with little to no problems i figure i get 50 miles per dollar on the cars i buy excluding gas and rutine mantanance and i buy cars that get over 30 miles to the gallon

Respondent 23 - This vehicle does not apply to me because it would not be safe on the interstate.

Respondent 24 - Given my centrl location on campus, this section of alternatives is not really necessary for me. Still, I am replying so that my preferences can be noted.

*All ratings above are based on 261 respondents unless otherwise indicated.

Fall 2008 Faculty and Staff Commuter Survey

Response Rate: 261/539 or 48%

Comments about the item above, continued:

Respondent 29 - Because I commute on foot, the vast majority of driving I do is long-distance (e.g., to Cincinnati). So a commute vehicle would not be especially useful to me.

Respondent 30 - I would love to rent such a vehicle, more than purchase one.

Respondent 33 - I don't think that I would be able to use such a vehicle because with two kids and two car seats we would not fit, plus I don't know that children under a certain age would be able to ride a moped. I just don't see me being able to use this, but I do think it's a great idea!

Respondent 37 - You really need to take into consideration that answers will be skewed for the ones with a long commute, because those people will not be able to take advantage to these solutions.

Respondent 39 - In this area, there are no pollution-free vehicles unless they are solar cars!! Externalizing costs with electric cars which use coal-generated electricity, using diesel burners for power-peaking capacity SHOULD NOT be considered as better. If we had solar charging stations, that would be better, but I don't believe we are doing that even with the electric vehicles we have.

Respondent 40 - The human/electric hybrid vehicle sounds great, but it wouldn't work for me because I live in Lexington.

Respondent 45 - A small vehicle with a motor displaces a simpler, more efficient mode of transport I already have and grew up on - a bicycle. For me to justify adding another large item to my already "lots of stuff" life and to invest thousands of dollars it would need to give me a longer range than local, at least to Louisville and Cincinnati or better yet 250-300 miles.

Respondent 51 - All of this sounds great except that I commute 80 miles a day. Such a vehicle is not going to help me at all.

Respondent 53 - none

Respondent 68 - none

Respondent 71 - I am not interested because I have a fuel efficient and recently purchased car. I also don't like moped types because I have issues with their safety on the road.

Respondent 75 - I do not think that short-range vehicles are really the answer. I think it would be ok if you live close to an airport but I do not live close to an airport. It does not seem sustainable to own a second vehicle that is only used for short travel. I have a vehicle right now that sustains my every need.

Respondent 79 - Space for hauling stuff would be a requirement.

Respondent 80 - Regarding the electric/pedal vehicle, I would sooner ride my bike than use a more complicated pedal powered vehicle. On the other hand, a simple fully electric (or otherwise powered) vehicle would be very attractive.

Respondent 88 - My foremost concern about the vehicle proposed above has nothing to do with economy or comfort, but rather with safety. Would it be as safe as a conventional vehicle for the transportation of children?

Respondent 93 - My commute is too far for this kind of vehicle to be appropriate (14 miles one way via I-75, even longer if I stay on 25, which still has a 55 mph speed limit).

Respondent 97 - I use a bicycle or walk to work; the transportation I need is to connect me to Lexington and the rest of the world without a car.

NOTE: All comments are verbatim, spelling and grammar errors have not been corrected.

Compiled by the Office of Institutional Research and Assessment, December 2008

Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Comments about the item above, continued:

Respondent 99 - On my salary, paying close to \$5000 for an additional source of transportation is out of the question.

Respondent 103 - I love the idea. Right now, I only have room in the budget for low-cost vehicles (why I buy used cars) so that drives my answers right now. Because I live so far from work I would have to also have a car anyway - it would be hard to support two vehicles instead of one unless it was quite low cost.

Respondent 104 - Money's tight. Why doesn't the College switch to sustainable travel, and also have a fleet for low-cost leasing for commuters living x distance from campus.

Respondent 107 - I will always walk to work, so this is not really relevant for me.

Respondent 108 - The problem for me with all of this is that I'm not interested in a commuting vehicle. For the things this could do, I can use a bicycle.

Respondent 109 - Would "moped" insurance coverage be sufficient to cover the range of risks that are encountered in an everyday commute? Would vehicle insurance be more or less costly than a standard automobile?

Respondent 110 - Personally speaking, I'm not investing in something that I can't use for all my needs. It has to be able to make highway speeds, so a local commuter isn't all that attractive.

Respondent 114 - Not clear from info if it would be able to be on main roads. Clearly not highway. IT would increase my commute time and my need to get up earlier. I would still like the option to use it in town(where I live)

Respondent 115 - Construction design and safety would attract me more than the choices given.

Respondent 117 - I've never purchased a car so my answers on the first two are probably very skewed. I really have no past experience that could help me judge from context what such a car would be worth. But I think that it being short-range would decrease the price considerably. I would think that if someone bought a car they would want it to be versatile and this local car would be very limited.

Respondent 119 - Since I live so far out of town and on a rough gravel road, a totally local commute vehicle would be mostly useless to me although I would consider it strongly if I lived in town. I would, however, be concerned about switching to an electric vehicle since it would be powered by Kentucky coal and mountaintop removal unless we (the college and my family) switches to a renewable energy source. Bio-diesel has food implications unless waste vegetable/cooking oil is being used.

Respondent 133 - Because I live 17 miles out of Berea in a very rural, hilly part of Jackson County, I would have to be able to use it to commute in order to consider purchasing it.

Respondent 136 - A short-range vehicle would not get me to and from my home. I live too far away. I would also be concerned about safety driving in the midst of gigantic trucks and SUVs.

Respondent 142 - I'm afraid I live a bit outside the commuting range for one of these right now.

Respondent 144 - Could it be parked closer to the building I work in?

Respondent 145 - One of the most important considerations for me that was not asked about is the safety rating of such a vehicle. I would have a strong hesitation to purchase and use such a vehicle if I didn't feel that I would stand a chance in a collision with the many over-sized SUVs and larger cross-overs (not to mention the numerous logging trucks that continually race down our highways) that are clogging up our roadways.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Comments about the item above, continued:

Respondent 153 - I would have to be able to pay for my car up front (we don't do long-term credit purchases), and usually purchase a used car under \$15,000. Will probably need another car within the next 3-4 years.

Respondent 160 - My current vehicle for commuting is a pickup truck which also gives me great versatility in hauling scrap wood for heating and such other utilitarian tasks. I also buy used vehicles and repair and maintain them myself.

Respondent 163 - None

Respondent 166 - Above all else, I need to feel safe in anything I "drive" whether I'm commuting to work or running errands. I'm much more concerned with car motorists hitting those using alternative modes of transportation.

Respondent 167 - Safety is important.

Respondent 174 - Electric hook ups are not feasible on this campus due to lack of available parking spaces

Respondent 175 - Short-range would have to work for my 50 mile round trip and have room for my kids.

Respondent 177 - I live in Richmond. It would not be practical to take this to work. Doesn't sound safe or possible for interstate travel or travel to surrounding counties as my work requires.

Respondent 178 - As someone with small children who drives the small curvy country roads to and from work safety is paramount. I drive a large vehicle for these safety reasons. I wouldn't drive an alternative vehicle as a commuter vehicle unless it had safety features - including a decent size.

Respondent 179 - no comments

Respondent 191 - What is not included in this theoretical vehicle is that if it is electric, it is really no better than a gas powered car. Since we live in KY, the electricity used to power the vehicle would come from coal-fired power plants. I am not too sure what the emissions are for the other fuel options you list. But I would guess that they aren't exactly carbon-free. Don't mean to rain on the parade, but you have to be 100% honest about the big picture here. Also, for those people who commute on the interstate, a vehicle of this type would be completely impractical.

Respondent 194 - I only paid \$2500 for the car I currently drive, so I do not want to take on an additional payment for a 2nd vehicle that I could only use for commuting.

Respondent 195 - Do they come in red? :)

Respondent 196 - At my close to retirement age and the distance I live from city of Berea, I am not interested in alternative transportation at this time.

Respondent 213 - It needs to be cheap! It won't replace a normal car/truck for many folks so it has to be affordable as an addition. If it's more than \$1000, it needs to be weatherized - enclosed, rain and wind proof, heated. I can't afford \$2000 for a fair-weather-only vehicle.

Respondent 221 - as I said previously I have been looking into a moped (and actually have one that I got very inexpensively but haven't been able to find someone to fix it).....I would consider buying another one if the road into town wasn't so bad to drive one in

Respondent 226 - If it has limited potential uses, that means one must have another vehicle, which in turn puts pressure on pricing for the limited-use vehicle. I think electric is the way to go.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Comments about the item above, continued:

Respondent 240 - Since I live 32 miles away from my job in Berea, the car would also need to travel 60 mph with no problem.

Respondent 241 - Again, safety is an issue. Berea is NOT SAFE for cyclists or mopeds, so why would it be safe for the vehicle described above? The safety features described below are necessary, not only because of Berea's inadequate roads but because of other vehicles.

Respondent 247 - Safety of such a vehicle outside City limits is the real drawback here.

Respondent 248 - I could not afford to purchase and maintain an additional vehicle.

Respondent 249 - I would LOVE to have one! Especially if I could afford it up front. Even a rental situation could be cool!

Respondent 251 - Since I walk now, any "alternative" would be less healthy and more expensive. To replace my auto, the vehicle would need to go 70 mph for my occasional trips to Richmond or Lexington

Respondent 253 - Not interested in the vehicle.

Respondent 257 - I'd never buy or use such a vehicle, so it was difficult to answer the questions.

Respondent 259 - Whether it could pay for itself is not as important as saving the environment and just generally a good idea-like health for instance.

Respondent 260 - Sounds good in general.

Respondent 261 - i am very interested in alternative types of transportation

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Compiled by the Office of Institutional Research and Assessment, December 2008

Fall 2008 Faculty and Staff Commuter Survey
 Response Rate: 261/539 or 48%

If some type of alternative-powered commute vehicle was available for LEASE, to what extent would each of the following entice you to participate?

	To a great extent 7	6	5	4	3	2	Not at all 1	Mean
The lease price per month would have to be less than what I am now spending on gasoline (N = 202)	57 (28%)	35 (17%)	22 (11%)	18 (9%)	10 (5%)	4 (2%)	56 (28%)	4.38
The lease price per month would have to be less than what I am now spending on car ownership (insurance, maintenance, depreciation, interest, etc.) and fuel costs (N = 205)	57 (28%)	26 (13%)	33 (16%)	15 (7%)	12 (6%)	4 (2%)	58 (28%)	4.30
I'd be willing to spend more per month on The alternative commute vehicle simply Because it would not be as harmful to the Environment as my current vehicle (N = 207)	16 (8%)	23 (11%)	41 (20%)	28 (14%)	13 (6%)	19 (9%)	67 (32%)	3.43

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Fall 2008 Faculty and Staff Commuter Survey
 Response Rate: 261/539 or 48%

Please rate the following safety features in regard to commute vehicles?

	Would buy a vehicle without it	Depends on the cost	Would NOT buy a vehicle without it
Ability to see and be seen (height of standard car, Large windows, lights, turn signals, etc.) (N = 207)	12 (6%)	28 (14%)	167 (81%)
Roll-over protection (N = 206)	27 (13%)	59 (29%)	120 (58%)
Reinforced sides and front (N = 207)	17 (8%)	49 (24%)	141 (68%)
Air bags (N = 203)	49 (24%)	52 (26%)	102 (50%)
Seat belts (N= 206)	20 (10%)	16 (8%)	170 (83%)
Crumple zones (N = 201)	32 (16%)	76 (38%)	93 (46%)
Collapsible steering column (N= 201)	41 (20%)	83 (41%)	77 (38%)
Padded interior (N = 200)	46 (23%)	82 (41%)	72 (36%)
Anti-lock brakes (N = 203)	49 (24%)	63 (31%)	91 (45%)
Ability to accelerate quickly (N = 205)	53 (26%)	81 (40%)	71 (35%)

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Fall 2008 Faculty and Staff Commuter Survey
 Response Rate: 261/539 or 48%

Recent actions by the Kentucky Legislature allows individual cities to authorize the use of electric golf carts on city streets. The golf cart can only be used during daylight hours on streets with a speed limit of 35 mph or less and only within a 5-mile radius of the golf course. If the City of Berea passed such an ordinance, would you be interested in driving a golf cart to work? (N = 214)

Yes	18	(8%)
Yes, but I'd have to find an inexpensive cart (under \$3000)	37	(17%)
Yes, but I'd need to lease a cart at \$50 - \$100 a month	7	(3%)
No, the restrictions would make it impossible for me	59	(28%)
No, I don't think that filling our city streets with golf carts would be a good idea	46	(22%)
<u>Other, please specify</u>	47	(22%)

Respondent 1 - I don't want to own a golf cart.

Respondent 6 - Partly because it is not enclosed and very safe, I don't find it an attractive alternative

Respondent 8 - Weather conditions were be a concern.

Respondent 20 - For those living outside of Berea City Limits this would have no benefit

Respondent 25 - I live too far out of town to drive a cart

Respondent 34 - Right now I walk to work.

Respondent 35 - i don't live that close to campus

Respondent 39 - Only with solar charging available.

Respondent 40 - No, I don't live in Berea (but if I did, I would be interested)

Respondent 42 - bike is easier and cheaper

Respondent 43 - It is easier to walk

Respondent 47 - I live too far away for this to apply to me

Respondent 49 - Don't live near enough.

Respondent 50 - Not safe for the roads I have to travel.

Respondent 51 - No, I do not live in Berea.

Respondent 60 - distance too great to use this option

Respondent 65 - I would not be comfortable taking my small children to school in a golf cart

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Other, please specify, continued:

Respondent 88 - I would not transport children in a golf cart on city streets.

Respondent 91 - i would still walk or bike

Respondent 93 - I don't live in Berea

Respondent 98 - No-I would prefer a bike for the exercise.

Respondent 103 - I think it's an interesting idea but couldn't do it since I live out of town

Respondent 104 - I would still walk.

Respondent 107 - no, I will always walk

Respondent 108 - I live in Lexington. Impossible.

Respondent 117 - No, I don't really need it because I walk

Respondent 118 - N/A

Respondent 119 - Again, I live outside the city. If I lived in town, I would consider it.

Respondent 120 - walking and biking work for my local commutes

Respondent 123 - Maybe

Respondent 125 - I do not live within 5 miles of Berea

Respondent 129 - I have a golf cart and unless city improved streets to accommodate golf carts it would be a very bumpy and nonsafe trip. Cartnotclosedinbad weather

Respondent 133 - I don't live in Berea.

Respondent 143 - I live close enough that I don't really need any vehicle

Respondent 158 - simply no

Respondent 162 - Live on state highway; assume not allowable

Respondent 167 - Rather bike or walk for those type of distances

Respondent 175 - I live too far away for this to benefit me.

Respondent 182 - Not sure

Respondent 205 - I do not live in Berea

Respondent 209 - Unsure what I think about this. Would have to consider the above and more.

Respondent 221 - no because I live 12 miles from town so wouldn't be able to use it

Respondent 223 - I could not use it to commute fromLex.

Respondent 240 - No, I live too far away.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Other, please specify, continued:

Respondent 241 - No. It is not safe.

Respondent 249 - It is often dark when I start and end my day

Respondent 257 - This is just a completely crazy idea.

Please share your comments concerning alternative commute vehicles. Any ideas, suggestions, problems?

Respondent 5 - These questions (beginning w/#16) are not applicable. I live too far away from campus to use a short-range local commute vehicle.

Respondent 6 - It was hard to answer some of these questions because I honestly had not thought in detail about them before. Simply having some conversation on campus on these and other alternatives would make it easier for me and others to seriously consider them.

Respondent 8 - I cannot think of any more suggestions or problems.

Respondent 20 - Alternative vehicles are not the only option, part time telecommuting would be a good option for those that live at a distance without others available to carpool. This could also help with parking issues and office space issues.

Respondent 22 - I wonder how you are going to get people to ride golf carts when so many drive SUV's and big trucks with no need for them other than they like them.

Respondent 25 - Safety is a Key feature for me because my commute requires traveling on busy highways. I do minimize extra trips during the week to save gas, etc. but I do like the freedom of having my own vehicle on campus in case of emergency or the need to run errands on breaks if necessary.

Respondent 29 - Golf carts don't do a very good job in rain or snow, and the only circumstances under which I can imagine wanting to drive anything is in case of inclement weather.

Respondent 30 - Anything creative - let's try some stuff! More students should know how to build small electric motors and human-powered systems.

Respondent 34 - We might be interested in buying a golf cart if it were cheap and we were able to drive it legally in Berea even if I continue to walk to work.

Respondent 39 - This survey seemed to presume that: 1) Most decisions are made based upon cost. 2) That alternatives to gasoline are always better, which is especially maddening when electric was thrown into the mix of alternatives, because of many externalized environmental costs of producing electricity in this area. I strongly object to both these assumptions, making some of the questions on this survey quite difficult to answer. Consider the three cylinder Geo metro, which I own. It gets 50 miles to the gallon on the highway and 40 in the city, which is comparable to the available hybrids, and better when traveling longer distances. Thought it was not expensive to buy, the decision to buy it was not based on cost, but on energy use and footprint.

Respondent 40 - Madison County could really benefit from regional bus service that connected Berea and Richmond to Lexington.

Respondent 42 - need to hype the health benefits more - many folks are too busy to schedule exercise - this would address that problem.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Please share your comments concerning alternative commute vehicles. Any ideas, suggestions, problems?, continued:

Respondent 45 - As long as Kentucky uses "dirty coal" and chooses to extract coal using mountain top removal I do not see a shift to electric vehicles as a positive solution, especially if the shift occurs too quickly and in large numbers statewide, giving more impetus to the coal industry to mine more coal for higher consumption due to a new subculture of commuters.

Respondent 53 - none

Respondent 54 - Golf Carts are safer than the small motorized two wheel bikes.

Respondent 59 - Many of us are still going to need a car capable of getting us out of Berea, sometimes on the freeway.

Respondent 62 - I am mostly interested in improvements in the ability to safely and conveniently use a bicycle for commuting and errands. However, one area that attracts me to the type of vehicle described above is the ability to use it in rainy weather.

Respondent 67 - Around here, it seems there would be a need for a separate sidewalk for the carts. Otherwise, it seems they would not mesh with current traffic and be safe on the road with cars/trucks no matter the speed limit.

Respondent 68 - no

Respondent 71 - I don't like these questions as they seem leading in that they posit an either or situation for commuters

Respondent 75 - I am not against alternative vehicles. I think that they are good but I do not believe that they could sustain my every need at the moment. I do think the golf cart idea is a good idea though. I think I live a little more than 5 miles from the golf course though. I also do not have a golf cart but if I were to pick up golfing I might get one to save on the rental. I think the golf cart idea is feasible but I do not know that it would be a good idea to drive them on the streets. It seems like a good idea on paper but there is still some wrinkles to be ironed out. Here is one issue I have with it I think it should be 25mph and less because 35mph is too fast for a golf cart. This is because most people speed. Police officers are not likely to pull over a speeder unless they are 10mph or more over the speed limit. I would not want to be on the road in a golf cart knowing that someone could be coming down a hill at 40plus mph.

Respondent 81 - I would love trains (preferably) or public buses that travel between Richmond and Berea. If they ran regularly, I would definitely park and ride.

Respondent 85 - The questions should have another option; I live so close that only walking makes sense.

Respondent 88 - It should be clear that my commuting habits are dictated by my responsibilities as a parent. Such responsibilities should be taken into account when formulating any policy or institutional changes in response to concerns about carbon emissions.

Respondent 99 - I feel as though the problem with this would be the initial cost in purchasing these fuel efficient/alternative commute vehicles. Yes, it would be very inexpensive to drive one on a regular base, but most employees here cannot afford an additional vehicle.

Respondent 103 - Again, many of us live out of town so it seems that we would need something that would work for longer distances in varying weather conditions.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Please share your comments concerning alternative commute vehicles. Any ideas, suggestions, problems?, continued:

Respondent 104 - As stated above, the College should model its commitment to sustainability (plain living, in the Great Commitments) by converting motor pool. It would also be nice to offer low-cost leases from a pool of electric cars, human/electric options.

Respondent 109 - The golf cart idea is an excellent one and I hope we are able to entice a dealer to enter into leasing arrangements with us. 95% of all my campus related job activities fall within a 5 mile radius of the campus. For those times when a standard automobile may be required, it would still be available if needed.

Respondent 110 - Berea doesn't have a complete local economy, we only have one decent store, a poor selection of restaurants, and very precious little in the sense of entertainment. People want to be able to go out and DO things, and to do so at this point in time requires driving elsewhere, which means high speeds. Not that all alternative fuel vehicles are incapable of this, but it's a greater underlying problem that needs to be solved for it to be truly viable. Examine why someone might live further away than here in town.

Respondent 114 - Regarding ques 23: Safety is important, but the question was not clear i. if the vehicle in question is the "moped or golf cart-like" variety described, then many of those safety features would not be an issue. If you were referring to a vehicle that would be highway permissible then more of those features would be a must.

Respondent 115 - Considering the reduced speed of the type of vehicles described as alternatives the city would need to address congestion problems. I don't think that most of our streets and roads would accommodate these types of vehicles. Just as bicycles are not safe on most of our roads into campus, I don't think these vehicles would be safe either. Also, increasing the time to commute puts a strain on already busy schedules.

Respondent 117 - I'm sorry that I might not be very helpful. Please look at my answers knowing that I walk to work and have never purchased a car. So I may not have the most informed opinion about purchasing a car. Also, because I don't need an alternative vehicle, it was difficult to answer the questions asking how I could be convinced to purchase one.

Respondent 118 - At this time, alternative commute vehicles are not feasible for my situation.

Respondent 126 - See my response in point 12.

Respondent 131 - Great idea.

Respondent 134 - Lack of evening driving would make it impractical.

Respondent 143 - It will be interesting to see what kind of technical solutions can be found. The re-design of towns and cities is probably more likely the solution to commuting problems.

Respondent 144 - Good idea!

Respondent 145 - Great idea, but you'd have to really convince me on the safety features of such of vehicle.

Respondent 153 - Again, distance is the biggest problem. We will be buying a smaller car the next time around, with better fuel mileage, but doubt we can afford a hybrid.

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Fall 2008 Faculty and Staff Commuter Survey
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Please share your comments concerning alternative commute vehicles. Any ideas, suggestions, problems?, continued:

Respondent 157 - If the sidewalks in town and on campus were connected within 3-5 miles from the campus, the need for anything other than a bicycle would be greatly reduced. While I would consider a smaller, fuel-alternative vehicle, I would prefer the bicycle, but not on HWY 1016.

Respondent 163 - No

Respondent 166 - I'm disturbed by Berea's traffic congestion. I think it poses real challenges to alternative commute vehicles as well as pedestrian traffic. Berea seems to be a "through" town in many respects-- drivers are not considerate or particularly watchful. A small town whose livelihood is bolstered by tourism is both a blessing and a curse in this regard.

Respondent 168 - alternative fuels are still only alternative,..to run electric still costs and means coal burning fossil fuels to generate.

Respondent 175 - I think these are good ideas, but just not sure if it will benefit me due to the distance I drive.

Respondent 177 - i love the idea and would be interested but I live too far away from my office for it to be safe or practical for me.

Respondent 179 - The city of Peachtree Georgia has golf cart paths in many sections fo the city for this purpose.

Respondent 191 - Personally, I would love to have a car powered by an alternative fuel, or at least a hybrid of some sort. Unfortunately, they are currently far too expensive for me. I don't know how many Berea employees live in Lexington (or Richmond, or Jessamine County, etc), but I imagine those that do, do so for a reason and aren't currently interested in living in Berea. Thus, for these people, any kind of alternative vehicle is going to have to be suitable for use on the interstate. That means it has to go at least 60-65 mph. It has to have all (or most) of the common safety features. It has to be affordable. I think most people would pay what they pay for a gas-powered car if it could purchase them an alternative vehicle. Right now, that's just not feasible. Furthermore, if the College offered incentives to employees who owned alternative vehicles, it could be construed as discrimination. If it is not practical for me to drive such a vehicle, or if it is unaffordable, why should I be punished because I don't make enough money, or because the alternative option is unsafe for long-distance commutes? For an institution that espouses egalitarianism as one of its primary tenets, this aspect must be addressed. Finally, as stated earlier, for this sort of idea to work, and for the College to reduce its carbon footprint by encouraging commuting employees to use alternative vehicles, the alternative has to be carbon neutral itself. I don't think electricity is really as attractive as people make it out to be due to its reliance on coal. Natural gas is itself a non-renewable resource. Hydrogen is currently unfeasible. So, obviously a carbon study for alternative fuels would have to be created before any campus-wide actions were implemented.

Respondent 196 - As per my earlier comments, my personal and family obligations require me to have my own vehicle available to me throughout the day to help me provide the things needed by my husband. Therefore, carpooling is not a good option for me. Hopefully, I'll be retiring in 2-3 years so it won't affect me.

Respondent 215 - Flex time!!

Respondent 221 - More mopeds and regular bicycles would be great but we need more space on the roads for such!!!!

Respondent 222 - Walking would be the ideal why for me to get to work. But, it is very unsafe to walk most of the way, as the roads are narrow, no side walks nor bike ways.

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Fall 2008 Faculty and Staff Commuter Survey
Response Rate: 261/539 or 48%

Please share your comments concerning alternative commute vehicles. Any ideas, suggestions, problems?, continued:

Respondent 223 - OUR COUNTRY NEEDS ALTERNATIVES. THANKS FOR DOING THIS SURVEY AND SHARING THE RESULTS!!

Respondent 226 - The biggest obstacle, besides the seeming need for a macho appearance and thus a 3-ton Bulgemobile, is safety. Visibility of the vehicle to drivers is paramount. When you mix a small, lightweight and somewhat slow vehicle with poorly skilled but impatient drivers of vehicles that barely fit the roadways anyhow, it's awfully easy to get knocked down.

Respondent 228 - i'd love to use a gold cart...

Respondent 240 - There would need to be separate lanes for these vehicles that can only drive so fast, similar to bike lanes - perhaps, they could share bike lanes.

Respondent 241 - I have to reiterate safety. Unless the city steps up and builds the necessary infrastructure, the College is tilting at windmills here.

Respondent 245 - Live too far out of town for much of this to be feasible.

Respondent 249 - I can't wait to see what you can come up with - this is very exciting!

Respondent 257 - I think a lot more bike paths would make a big difference.

Respondent 260 - Work hardest on bikes and then the alternative vehicles and ride-share; these seem most practicable and widely applicable.

Respondent 261 - I am very interested in having a vehicle that doesn't use gas. I hope they will be available in the near future.

*All ratings above are based on 261 respondents unless otherwise indicated.