2018 Employee CTR Survey Comments Grouped by Topic

Note: If they fell into more than one category, some comments appear more than once.

**Bicycling**

You should pay people to bicycle! Anything will help!

Bikes are the BEST!!!!

Keep up the bike incentives!

I was a big bike commuter until I was hit and badly injured by a car. I would ride if there were trail systems that could get me there.

Mode of transportation dependent on weather (time of year). I'm looking forward to more regularly riding my bike to & from work!

I would like to bike commute to work or ride the bus. However, the Lincoln Creek park and ride now requires a fee and that combined with the bus pass cost make a parking pass more reasonable in my mind for the convenience. I would also be interested in bike commuting but I have been dismayed at lack of covered parking or any kind of employee storage or area to change besides the rec center which is on the other end of campus from me. It is difficult for me to be prepared and ready to go for morning meetings when I bike commute.

I actually purchased an electric-assist bicycle because I only live 2.6 miles away and it was taking over an hour to get to and from work using the public transportation as it is currently scheduled.

Safety for bicycle riders needs to be improved. Increase number of bike lanes.

I was a dedicated bicycle commuter for first 15 years or so of working at WWU. Between having moved 5 miles from campus and health issues, I've been unable to commute by bicycle. I am, however, shopping for an electric bike and will return to commuting by bicycle soon.

Please add more bike parking spaces behind Miller Hall (Southeast ending). That corner has only 4 slots and they are usually taken when I get to work. If WWU wants to incentive the use of bicycles, that should be a priority. WWU security says that there cannot be more bicycles' parking space there due to security reasons, as these bicycles' spaces may hinder people with moving difficulties from accessing the building. Minds put together may find a solution for that.

Add electric bike incentives. I bike the hill, but it can be a barrier if you are out of shape or not comfortable on a bike. An electric bike may help this. Also, creating a safer commute that includes local traffic, bikes and buses only up Billy Frank, Jr. to high st. That road isn't too busy, but may support new bikers to feel more comfortable. The downtown area is also not bike friendly and I imagine serves as a big barrier for many people.

I indicated that each day I mostly "bus" to work because on my commute to work, 3.3mi is on the bus, but 2.9mi is on bike. On my return trip, 3.4mi is on bike, and 3.1mi is on bus. So my answers aren't really reflecting my biking. I use the bus to bypass a portion of road that is not safe to bike during commuting time, due to a lack of uninterrupted bike lane.
More bike lines!
I really wish there were financial incentives for biking to work
better bicycle racks at our building would be slightly added incentive for bike commuters here (I will continue
to address this within WWU!) thanks ~

I ride my bike to work everyday, unless there is snow, then I walk.

I do wish we had more & better options for securing bikes on campus. I work in Old Main and the racks next to
the building are often full this time of year. Some of the other racks nearby (HU/Fraser) are in locations that
make it difficult to use a u-lock style bike lock. I have this experience around town too - with bike theft being
the problem it is around here, it would be great to have more good bike racks that make it easier to lock your
bikes to. I would also love to have the police dept do more of the bike registry events on campus instead of
having to go to the police station downtown.

I would use an e-bike if the cost was subsidied by my work. I was given one for a free-trial for 3 months last
year, I used it every day instead of driving. I would like to buy one, but they are expensive.

I'm a bike commuter. There are the rare times that riding the bus is needed because of snow/ice. It would be
helpful if a complimentary bus pass accompanied those who don't buy parking permits because they use
alternative transportation.

I would love to have the option to ride the bus, but the system does not come out our way. I have tried riding
my bike, but I am a fair weather bike rider. Also, I carry many things to and from work.

I would ride my bike to work if there were safe streets to ride on. I have been struck by a car twice and have
no more accidents left in me. As it is, to get from my house requires me to ride down Samish Way to cross I-5,
through the intersection and up Bill McDonald.

The city needs to build a bike lane along Lake Whatcom Blvd, and I would bike to work all the time. It's too
expensive to live in Bellingham, so I live in Sudden Valley. But that route is not safe for biking.

If I was allowed time in the morning to arrive at 8:30 instead of 8am when there is far less traffic on the road I
think I would ride more often. Part of my commute is on Mt Baker hwy and the shoulder is a harrowing place
to be during morning rush hour. A few years back I rode my bike more often to work. My confidence and
sense of safety has diminished with aging and also with the greater number of vehicles on the road during
morning rush. Thanks for distributing this survey.

I enjoy riding my bike to work but it's not always practical or enjoyable given the weather. My ride is just long
enough that I need to change clothes once I arrive at work and significant rain is also a disincentive. It takes
me longer to take the bus (half a mile from my house to bus stop) than it does to walk the 3 miles to my office.

I prefer to ride my e-bike when the weather makes it viable, but the traffic during my normal commute times
is too unsafe, so I have to either alter my work schedule by two to three hours or carpool instead. Riding the
bus takes twice as long as riding my e-bike due to the necessity to catch multiple bus lines. Taking the bus in
town has proven to take equally as long as walking the same distance for any of the destinations I go to.
1. The subsidized bus pass makes it much easier for me to bicycle to work, since it increases my flexibility. 2. A
few months ago I needed the Emergency Ride Home, specifically I needed to take a taxi to an emergency
doctor visit. I followed the procedures and it took 80 minutes for the taxi to show up. That meant I was 20
minutes late for my appointment and was very lucky the doctor was able to fit me in. I notified both WTA and
WWU Sustainability Office and got apologies from both, but it did not encourage me to depend on that service.

I also ride my bike to work, 6 miles to the downtown bus station, and then I take the bus up the hill. I do this probably 10 times per quarter, but would like to do it more when the weather is nicer.

I also sometimes bicycle commute--and will be doing it more as the weather gets better.

Make parking more expensive and do more to promote biking and walking, please!

When my son finishes preschool this August, I will be a full-time bike commuter! Can't wait. :)

Last week was a unique week. I typically bike five days/week. Occasionally I drive when I need to attend events/meetings off campus throughout the work day.

I would bike more if we had "real" bike lanes, more education for drivers to be safe around bikes, more secure bike parking/gear storage.

Bike lanes on Lakeway are not consistent; they appear and disappear in certain areas and car get dangerously close when there is no bike lane.

The greatest obstacle for cycling to work at WWU is the commuter coupon program. The limit of 10 days per quarter makes it infeasible for winter quarter when ice and snow limit the cycling days. Consequently use a full time permit winter quarter and then I usually lose my lot seniority when I switch to a commuter packet during spring quarter. For instance, this quarter I have been demoted from lot 19g to lot 12a (despite 20+ years of seniority). Also the commuter program requires going to a parking machine and punching in license, commuter packet number, etc. I do not understand why commuters need to do this when full time permit holders do not. I suspect that WWU is concerned that someone might get a free day of parking. One thing that has improved at WWU is the bicycle parking. The covered racks a very handy and are conveniently located.

I have been commuting by bike every week day since September 2017.

Suggestions: add more carpooling parking spots on campus; eliminate parking costs for employees at Western; provide convenient shower facilities for those of us who want to bike up the hill to campus.

I appreciate the covered bike parking available on campus

Although I selected bus as my mode of getting to work last week, my trip TO work is split pretty evenly between bus and bike ride. My trip home is always entirely by bike. Therefore I am on my bike more often and for more miles than I am on the bus.

I have various ways to get to work. I sometimes run to a ride and then carpool in, then carpool to a certain point and run home. I will ride my bicycle both ways. I sometimes, due to circumstances, (Mainly winter months) will run to bus stop and ride bus to work. Whenever I can run or ride my bicycle that's my first choice. You might consider adding another

I typically bike to work April - October; I ride WTA November - March.

I need to get on my bike more! I used to!
I have three comments/suggestions: 1. I carpool to work every day, but I was not awarded a carpool parking spot this year despite having received one last year. I must now park inconveniently far from my office. If you want people to carpool, then you should reward people who do so by offering as many spots at WWU as needed to meet the demand of carpoolers. 2. I find it absurd to pay for parking at my place of employment. Parking at WWU is expensive given that we are not in a major urban area. If I have to pay to park, then it is a pay-cut. Particularly since I choose to carpool, I believe that parking for carpoolers should be free or much reduced in order to incentivize carpooling. 3. I believe many more people would bike to campus if the campus of WWU was not on a large hill. Access to a shower facility for bike commuters would likely increase biking as a commuting option, as the ride gets one very sweaty.

The roads in Whatcom Co./Bellingham need improvement. They are Not bike friendly. To many close calls and drivers get irritated with bicyclist when there is Not enough room on the roads for both to be there.

WTA bus route to WWU needs to be investigated! Not enough busses and they are always overflowing! The bus driver regularly passes stops due to overcrowding. Walking and bicycling is not safe due to the poor condition of roads at WWU and in Bellingham. Please repair pot holes and cracks to it is safer to bike or walk. thanks.

It would be helpful for you to include the FROM parts of the trip too. I bus TO work and then bike home because my campus is at the top of the hill. I would highly recommend a system like UC Santa Cruz, where they have a free bike bus in the morning for campus commuters, who then bike down the hill in the afternoons and evenings. It's a great way to incentivize biking, especially for professionals who don't have access to a shower at the beginning of the day after biking a big hill!

I'm able to bike as often as I do because WWU provides a very affordable, quarterly, rec center pass that I can use to shower and clean up. It's a short ride to work, but very steep. If I couldn't shower, I would drive more often.

I average biking 3 miles each way to work, 2 X week.

It is important to understand that we have a grossly underdeveloped infrastructure. From my home to WWU there is no reasonably accessible public transportation. Additionally, only a small fraction of the route has a bike lane and our climate makes equipping oneself for foot or pedal commute very expensive.

When I lived in a different part of town, I biked to the downtown WTA station, took the bus part way to work, and biked the rest of the way. So I would use the bus 5 days/week.

I have a daily stand-up meeting that starts at 8:10am. I have checked the bus routes. Unless I want to get up in the middle of the night and get to work way too early, there is no reasonable bus transport. It takes over an hour based on the transit website. 2+ hours commuting each day is not acceptable. I'd love to ride my bike but the roads/traffic are not safe. Also, my building has a shower but I don't see any area for lockers/change room, etc. Also, I would love to work remotely when I'm not needed in specific meetings, etc but that is not encouraged at all.

It's good to see WWU making steps to encourage more people to ride to campus. It would be nice to see campus take even more steps to make the campus and surrounding area more rideable more way finding and a few more trails opened up to link camps to the surrounding area.
I always walk or bicycle to work, but doing so often exposes me to safety risks from motor vehicles. Few routes in my area have mode separation that protects cyclists. More people would bicycle to work if cycling did not expose them to so many bicycle-vehicle conflict zones.

**Bus Pass - Employee**

Thank you for providing discounted bus passes to employees. It makes the commute that much easier.

I really appreciate the fact that Western encourages its employees to use alternative transportation and provides subsidized bus passes for its employees. I’m also grateful that we have such an excellent public transportation system here in Whatcom County (WTA).

Thank you for keeping the cost of bus passes reasonable.

The subsidized bus pass is a big incentive to take the bus as opposed to driving.

I am very sorry to hear the bus passes will no longer be pretax. That was a wonderful benefit.

I want to take advantage of mass transportation but I really only would if it were included in compensation. Even if a certain number of passes were available each year on a first come first serve basis, that would be helpful.

I think we should be provide with a free bus pass as WWU workers, and it should be good for the academic year so that we don't have to keep renewing it. This will save time and resources.

I have a good deal with subsidized busing, I should use it more.

**Bus Is Not Convenient**

I would be more willing to take the bus if there was a bus stop closer to my house. But it's more than a mile away and doesn't stop as late at night as I would need it to ride home at the end of my work day.

I should not have to pay $300+ for a parking space when I am required to be here to do a job. There should be a free staff lot. If there was a bus that conformed to my working hours, I would use it.

In Bellingham, the bus route from my house to work requires a transfer downtown. It takes 15 minutes (at the minimum) and up to 30 on a busy day driving by myself. To take the bus under any circumstance of traffic I'm looking at 45 minutes one way. I did take the bus daily when commuting from Sumner to Bellevue. No transfers required unless I wanted to jump on the train in Kent on the way home only. I understand there are challenges in Bellingham, but I suspect there might be a large contingent of Western Washington University employees coming from where I live that could justify a direct dedicated route to go by the university at least during commuting hours without transfers.

At the present time I carpool up to 3 days a week. Each day of the week we park down by Holly Street and bus up to campus. Parking on Campus is too expensive. I also live in Birch Bay and would take the bus but the connecting bus at the Bellingham station is too inconvenient. I get off at 4:30 and the bus does not pick up until 4:42 but is always late. Sometime getting to the Bellingham station late for the connecting bus. If I miss that bus then I have to wait another hour. There is another bus, but our office does not have flex time in work hours to accommodate leaving at 4:23 to catch the 4:28 bus. Having the bus arrive even 3-4 minutes earlier than 4:42 would be VERY helpful. 4:37?????? Bussing to Birch Bay is a very long commute as the bus stops thru Bellingham to get on the freeway. It would be really great if there was a bus straight from the Bellingham
station to Ferndale then onto Birch Bay without any stops. I think more people would be willing to use the buss is it was convenient for people who live out in the county. The commute time for people who choose to ride the bus for many reasons is at least 1 hour in the Am and up to 1.30 hours if using Birch Bay Square Station. That is a 10+ hour day.

I highly recommend that WTA utilize a better scheduling system which factors in variance for student ridership, particularly for the 190 and 14... I have been late to work several times because busses have been full. This indicates a lack of analytics, and recently there has been some press coverage of this issue.

I would consider using the bus more but then my commute would be over 50 minutes where right now it's 15 minutes.

I support the effort to get more employees to drive less. My hours are variable, and don't know what time I'll finish in the evening so sharing transportation isn't feasible. The bus has taken me a long time to get to work when I have used it occasionally.

WTA buses sometimes leave their stop early - which is a big inconvenience. I also ride Bus 512 which only leaves on the hour, so I sometimes drive my car so I can get home 45 minutes earlier.

Taking the bus requires a 10 minute walk, a transfer of buses and a 40 minute trip time. Driving takes 10-15 minutes. I also can't always get to the bus stop exactly when the bus comes which then requires a hour wait for the next bus. My route is too far and has too many hills for me to walk. I would bus part way but it now costs to park at a transfer lot so I might as well park on campus.

I actually purchased an electric-assist bicycle because I only live 2.6 miles away and it was taking over an hour to get to and from work using the public transportation as it is currently scheduled.

It would be so great if there could be more options for arriving/leaving campus that fit with the 8-5 work schedule. As of now, I arrive 5 min. late and have to stay 15 min. longer. Also, the go lines should have more options after 5:45 pm. It is not unusual that I need to work late, not having frequent buses after 5:45 is a huge inconvenience.

WTA changed the bus schedule after completing a poorly timed survey that didn't include peak times for student transportation. Bike racks are filled. They cut out a route through a heavily populated student area causing students to have to walk to another route, which over fills these buses. The service has been negatively impacted.

Much of my job could be done from home if this was allowed for people in my department. Supervisors should be encouraged to allow telework or flex schedules (such as four ten hour days) in order to cut down on commuting. I calculate that at least 10% of my take home salary is spent just on commuting to work (gas, parking, frequent oil changes), not including wear and tear on my vehicle (other repairs, new tires, depreciation). The following may be too specific as far as the intended scope of this survey, however I thought I would include this feedback in case this information is communicated to someone who can influence WTA bus scheduling. Although I do not frequently use the bus due to personal health reasons, it is extremely frustrating as a WWU employee to attempt to use the 80X bus route as the shuttle from WWU to the Lincoln Creek Park and Ride is overwhelmed with riders at the times needed to take the shuttle to meet the 80X. If you can't get on the shuttle due to volume, you cannot get another bus to Mount Vernon for at least an hour. Riders are turned away near the times classes are dismissed daily. More busses need to be added to these routes/times. Additionally, the drivers of the 80S shuttle pick up at all stops between WWU and Lincoln Creek.
and have been unwilling to contact the 80X drivers to ensure they do not depart for Mount Vernon before the 80S arrives if it is running late. It should be guaranteed that the shuttle created specifically to meet the 80X should be waited for before the 80X departs. Finally, it is frustrating that the bus schedule and shuttles change during breaks from school. Staff does not quit working during break, even if students are absent. It makes taking the bus an unreliable form of transportation and you end up paying for a bus pass and parking pass anyway.

The closest park and ride to my work is less than a mile from work. The closest bus stop to my home is a half mile walk.

As a disabled person, WTA is absolutely necessary for me to work. I wish there were options on my bus route for service after 6:00 pm on weekdays. I am unable to participate in the cultural life of the campus, unless I hitch a ride with a friend.

There is a shuttle service that runs between bus times however there is no posted shuttle schedule and therefore I don't feel that I can rely on it. I enjoy walking to work and it only takes about 15-20 minutes depending on whether I walk from my house or the closest parking lot. I drive my car most mornings and then park and walk or ride the bus because I have to transport my kids to school before going to work myself and I have a short time in which to complete these tasks.

It would be nice to have WWU pay for parking or offer more parking options. The bus system is very antiquated and it seems to be only used by students who don't want to walk from one side of the campus to the other. Also it is closer for me to walk to work then drive and park where I have to on the street. If I was to purchase a parking spot it would put me halfway between my building and my home. So no benefit for me to pay to park when I can just walk. Parking should not be done by seniority, it should be done by the proximity of the building where you work. I have come from other big cities and WWU should study how they do parking. Another incentive would be to have WWU provide free parking to employees. There are companies in larger cities that pay for employee parking in garages close to work. In a big city, the cost could be $200 - $500 a month per employee. That is an incentive to bring a higher caliber of employees in. I will say that WTA has clean buses, but ever since they changed the routes about a year ago that has made no sense.

Bring back the express 25x. Once the 25x was removed - my commute extended 30 minutes with three transfers. WTA has a training problem of too many new drivers not able to meet the time schedule, they are not ready for public. This impacts the regular passengers able to transfer.

For me to ride WTA I would have to drive at least 7 miles for park and ride, walk 3.5 to nearest bus stop at that point if I am going to drive that far I might as well drive in.

The bus that passes near my house leaves once an hour. I tried really hard to use it last year, but it does add a lot of time to my commute and also makes it difficult to do other things, like go to the gym.

I enjoy riding my bike to work but it's not always practical or enjoyable given the weather. My ride is just long enough that I need to change clothes once I arrive at work and significant rain is also a disincentive. It takes me longer to take the bus (half a mile from my house to bus stop) than it does to walk the 3 miles to my office.

Limited bus transportation out where I live and the bus doubles my commute time from 30 to 60+ minutes.

I prefer to ride my e-bike when the weather makes it viable, but the traffic during my normal commute times is too unsafe, so I have to either alter my work schedule by two to three hours or carpool instead. Riding the
bus takes twice as long as riding my e-bike due to the necessity to catch multiple bus lines. Taking the bus in
town has proven to take equally as long as walking the same distance for any of the destinations I go to.

I live near Everson. The closest bus stop is 1/2 mile away and service is sporadic. Even after getting to the bus
stop it would take at least 2 hours to commute one way, with a number of transfers. I am not allowed to
telework even though the nature of my work would be compatible.

I used to ride the bus frequently but the WTA bus system in Whatcom County removed the express route from
Lynden to Bellingham during the morning and evening. If that returned, I would again ride the bus rather than
drive.

I am a part time adjunct professor teaching off campus and use my private vehicle to get to teaching
assignments either at NSC or ECC campuses for the Ed Admin Dept in Woodring. Occasionally (two or three
times a year) I come to campus for dept meetings or technology consultation.

Expand frequent bus service between 6:30-7:30 AM to downtown Bellingham bus station and from Western
Washington University to Lincoln Creek Park & Ride and downtown Bellingham bus station between 5:30 and
7:00 PM. I often work late and then I'm stuck on campus or have to walk downtown to catch a bus home, or
wait for 20-25 minutes for the next bus. The schedule totally changes after 6 PM, so it's hard to remember
what time to get to the bus stop.

I think we need more incentives for people to take the bus to work. Although I live only 6 miles from the
Western Washington University and there is a bus stop right outside my neighborhood, it takes me 80 minutes
(one way) to take the bus to work. If I drive to the park and ride and take the bus the rest of the way it takes
me 35 minutes, and if I drive by myself the whole way it takes me 15 minutes. Due to an increasingly busy
schedule, I am going to start driving by myself the whole way to work rather than taking the bus from the park
and ride. If the University were willing to reduce my working hours to compensate for the 65 additional
minutes it would take me to commute by bus, I would happily commute by bus every day.

My 45 min one way commute turns to 1.5 hours if I take the bus from Skagit County. Not reasonable for
someone with two small children.

Would ride the bus but there is only 1 bus/hour w/ a couple transfers. A 10 minute car commute takes almost
40 minutes by bus.

I teach in WWU's extension site in Everett, but I live in Seattle. Because my classes are at night, from 5:30 -
9:30, riding transit is not feasible. It would not be safe, and it would add considerably to my work day. I
sometimes attend B'ham department meetings via telephone, but this is not ideal, and I can't always hear all
conversations, so I drive to B'ham for these meetings when I can.

I have attempted to take the bus before for my 3-mile each way commute. My supervisor is supportive of my
efforts and even allowed me to shift my work schedule 3 minutes in each direction to allow me to catch the
most efficient bus route. Unfortunately, it still took me an extra 35 minutes on the way to work and an extra
15 minutes on the way home. 45-50 extra minutes of commute for a 4.5-hour shift is not worth the benefits of
not using a car given the other demands on my time right now. If my schedule changes in the future, or the
bus schedule changes in the future, or my other obligations decrease, I would like to go back to taking the bus
as I found it a more pleasant, less expensive, and overall better means of transport.
The cost of time to take public transport is not worth it from where I live, where instead of a 15 minute drive, it would take upwards of 1.5 hours each way. Even parking at Lincoln Creek adds over 30 minutes each way, let alone the fact that it still costs so much to either 1) park on campus, or 2) park at Lincoln Creek and buy a bus pass. I desperately want to do more, but there isn't an option that would work for the time/financial cost.

Taking the bus would add almost an hour in each direction to my commute.

Mass transit connections between Island, Skagit and Whatcom county take (literally) hours to navigate. Simply cannot be done in a single work day.

I have happily taken the bus (Whatcom Transit) in the past, but after the routes were redone, I actually have to change buses to ride the 3 miles from my home to work, which is frustrating and time-consuming. I may still do so in some circumstances, but the new bus routes made riding transit far less convenient.

I am truly sorry to be too selfish with my time and not willing to plan as needed to take advantage of public transit. I took the bus to work for a little over a year after I was first hired when I couldn't get parking on campus and I hated every day of it. The bus drivers were nice, the people were fine but it took extra time to get here and I felt trapped at work from 8:00 - 5:00. Parking is so expensive that I thought about signing up for the zip car but worry it would not be availability at the time I need it. I give money to environmental causes and will buy an electric car at some point in the future to make up for my current poor attitude.

I would gladly use a public transit (bus) if it's more convenient, but the first bus stop from my house I a mile away, steep downhill/uphill. We need more stops in the city that cover bigger areas, not just major streets.

I would like to ride the bus to work, but it simply takes too long from my home. (More than 1 hour each way for a 12 mile commute). I also find it difficult to consider alternate transportation when I am transporting my small children every day. In the future, I would like to consider alternative transportation, but at this time it is not realistic for me. Thanks for the work you all do to increase the options.

I have a daily stand-up meeting that starts at 8:10am. I have checked the bus routes. Unless I want to get up in the middle of the night and get to work way too early, there is no reasonable bus transport. It takes over an hour based on the transit website. 2+ hours commuting each day is not acceptable. I'd love to ride my bike but the roads/traffic are not safe. Also, my building has a shower but I don't see any area for lockers/change room, etc. Also, I would love to work remotely when I'm not needed in specific meetings, etc but that is not encouraged at all.

If there were more rural bus stops on busy rural highways and more frequent connecting buses to an express bus that stopped closer to my home, I would definitely feel safer and would use transit more often. I like the cost savings and lower environmental impact of commuting using transit. Thank you for this opportunity to express this :)

Parking is a huge expense. We live in Ferndale and I am unable to take the bus to work, because it would take too long. I do use the bus when I have a meeting downtown and I appreciate all the alternatives that the WWU sustainability office offers.

Several years ago, an express bus stopped in Ferndale, with a direct ride to Bellingham. This no longer the case, sadly.
I have been employed at Western for over 30 years, and there has never been a viable option for me to get to work other than driving myself. I've looked into WTA, but that adds over 2 hours each day to the commute time. That is not inconvenient. It is unfeasible.

No Bus Service

In the summer, I will have to drive to work more often as my regular bus will not run during summer session.

Too far to walk to the nearest bus stop. Need better transit access on the Samish Ridge. Should be a bus line on 40th street.

Typically I commute to Cain Lake (98284), a 14-miles trip on Mon evening, Tue, Wed, Thu, Fri morning. Note that it lies about 16 miles from downtown Sedro-Woolley. Before and after the weekend I commute to Coquitlam, BC, a 53-mile trip on Mon morning and Fri evening. In the summer months, typically for about 3 months, I commute daily to Coquitlam, BC. The questionnaire does not allow a Canadian postal V3J 7J1 and the only way to continue is to "refuse" to provide the zip-code. Indeed, public transportation is not convenient to Coquitlam, nor to Cain Lake.

I wish that WTA buses go all the way to Larabee State park. Then I would not drive.

Please regard those with early morning/late night shifts. Often the options of public transport are not available or there are anxieties about security during those darker hours employees must travel.

The days that I use the bus only mean that I still drive my car the half the distance from my home to the park and ride bus station.

*If there was a park and ride on the south side, we would use it. Makes no sense to drive to Lincoln and there isn't anything south Bellingham. We live a mile from the closest bus, and would have to walk up Chuckanut which is not safe. Get a bus down Chuckanut! LOTS of faculty/staff down there!

It would be great to have a bus that goes down Chuckanut Drive, but I think that wouldn't make financial or logistical sense.

No options when you start work at 5am, or work 4pm to 12:30am.

Please consider increasing funding for the county connector system to offer more early morning and evening ride options (especially evening) and to increase funding so that the shuttles that service campus during the academic year also run on the school breaks (when WWU is not in session). Currently, I have to drive on school breaks and purchase an expensive parking pass, because the 80X Shuttle does not operate (connecting campus with the 80X) on school breaks and summer sessions. The bus schedules are not always accommodating to employees who would like the option to utilize public transit, and are almost primarily based around student schedules (which is important also!).

The connections for busses is quite tight. If you miss one going out to Blaine you have to wait quite a long time before the next one. The evening schedule is inconsistent with their arrival times. It takes over 1.5 hours each direction via bus versus 35 minutes by car. I have co-workers in other departments who are not allowed to adjust their schedules by 5 minutes to catch the bus that gives them the best odds of catching their connecting bus.

My Hours with events are often outside the public transit hours as well as many times I have offsite events where i need to take my car
I commute from Vancouver, Canada (so my zip code was not an option). There is also no viable transit route.

I live in Sudden Valley, there is no public transit to get to my house directly. Walking from the closest bus stop to my house will require about 45 mins and when it’s dark, there is no street lamp. I would like to have option for telecommute for a couple days in a week. Thank you for the opportunity to provide feedback on this important topic.

If WTA was more extensive with more timely options, I would totally engage that alternative more. But I have too many places to go in a day, from 5am to 10pm most days.

It is important to understand that we have a grossly underdeveloped infrastructure. From my home to WWU there is no reasonably accessible public transportation. Additionally, only a small fraction of the route has a bike lane and our climate makes equipping oneself for foot or pedal commute very expensive.

I drop 2 of my children to school in Bellingham, we live in county. There is no bus transportation for the children, from our house, who go to different schools on opposite ends of town. Bus transportation is an option if i am alone but it would add 1 hour to my commute and i would not reach work before my shift begins.

I work 4am-12:30. As far as I know I'm the only person working this shift.

I would love to have the option to ride the bus, but the system does not come out our way. I have tried riding my bike, but I am a fair weather bike rider. Also, I carry many things to and from work.

I live out in Birch Bay and currently there is no convenient access to public transportation from my house. That aside, the last bus leaves Western right when my meetings are ending, so there is no way for me to catch it. If there was an efficient form of public transportation that worked with my work schedule, I would happily take it not only to save money, but also so I could maximize my time by working or doing other things on the bus.

My car is the only mode of transportation I can use due to the distance of my commute, I live in a rural area and there are no public transportation options from my home to WWU.

**Bus in General**

Please add a bus stop in front of Fairhaven College!!

I indicated that each day I mostly "bus" to work because on my commute to work, 3.3mi is on the bus, but 2.9mi is on bike. On my return trip, 3.4mi is on bike, and 3.1mi is on bus. So my answers aren't really reflecting my biking. I use the bus to bypass a portion of road that is not safe to bike during commuting time, due to a lack of uninterrupted bike lane.

I take two buses to get to Western for work from my home. The commute is only 30 minutes! Thank you, WTA. The downside is that to get home, if I don't catch the two busses right before the 5:00 hour, I will miss the connection for the bus downtown that will take me home to the Silver Beach neighborhood. The 5:00 hour is a pressure point for traveling on the bus off of campus and the buses are packed. If I don't catch the 5:10 525 Silver Beach bus, it puts me almost an hour of hanging out for the next bus to get me home. That is not effective use of time.

Please continue to subsidize public transportation for public employees!!
I would love to use public transportation. I find it much more relaxing than driving my own car. Recently I was visiting another university and rode my bus from the hotel to the university for a few days in a row, reminded me how much I miss living in a city/bigger town with a good bus system. Anything WWU can do to incentivize employee bus riding by making it easy, (free passes, lots of good maps and helpful advice about how to find routes, etc) would be great. However, I caution WWU against incentivizing this by making parking conditions worse for employees, as this will create a backlash of bitterness and employee dissatisfaction. Because of my family situation I must commute an hour to work, and there are no decent public transportation options. Please don't make parking worse so I feel a nudge towards the ranks of employees and faculty grumbling at our employer! Thanks so much!

Skagit Transit is the other bus system I use for my commute, with the County Connector setup they share with Whatcom Transit Authority.

For years I took the Skagit commuter bus to and from Bellingham and Alger (this is approximately 13 miles of my 25 mile commute). The times were fairly convenient, but it took me forever to get to work with the stop at Lincoln Creek, waiting for another bus, and then getting to campus. Busses were very crowded and stuffy, particularly during rush hour times, and I was not cutting off a huge amount of my commute for the effort it took to ride the bus. I finally decided that after 25 years of commuting I could drive myself. The trade off is that I pay very high fees for a parking space on campus, and have only in the last 2 years been able to park in a lot close to my office.

More frequent buses on the 108 route would be appreciated -- there is a high density of WWU students, faculty and staff who live in that area.

When I started at WWU, I was trying to use the Lincoln lot and take the bus to campus. However, most days of the week, I need to get home to children or pick them up ASAP. And bus times always varied for evening pick ups. I was also trying to save money by using the bus. I was disappointed to learn the following year, Lincoln lot would also require a paid parking pass. For those trying to seek out carpooling efforts, I thought this didn't seem fair. I've also looked into carpooling with other WWU employees that live near me. But unfortunately, we have different start/end times to our shifts.

My commuting schedule changes each quarter depending on my husband's teaching schedule. Typically, I commute with him twice a week two and from work and take the bus twice a week to and from work. I like taking the bus whenever I feasibly can because it involves a short walk to the bus stop that is almost the only exercise I get right now. I also feel better about decreasing my carbon footprint when I take the bus instead of driving. My husband and I really try to bus as often as possible, and we try to take the car only when both of us are coming up to campus. I'm not loving my schedule this quarter and imagine it will change and include more busing in the summer, etc.

I have been a regular bus rider for 24 years. When the weather is ok I leave the downtown Bellingham station and walk to work which is about 20-25 minutes of good exercise and will do this every day when I can. On those rare occasions when I need a vehicle it is for multiple errands involving dropping off/picking up materials and goods I cannot haul single-handedly on the bus. I do my best to organize these one-off trips to 1 or 2 times per month. Whatcom Transportation Authority provides a wonderful, safe, and efficient mode of transportation, especially for county (rural) participants of which I am. 2 to 3 times per year I have to drive to Olympia or Ellensburg for work related meetings. The Puget Sound traffic is absolutely insane and what once could be done in 3 hours now requires 4-5 due to unexpected traffic issues. The I5 corridor needs a reliable public transit system. If there was a train system that could connect Bellingham to Olympia on a decent daily
schedule I would go for it and leave the car at home. The next time there is money for adding a lane to the freeways, invest in rapid transit instead.

WTA in Bellingham changes routes without investigating the full impact of those changes, which has caused several bus riders to change their schedules are take a lot longer to get home. And after they do make a change that messes people up, they can't do anything about it for an entire year, since they only review routes once a year. So basically they respond with sorry, have a nice day!

I really appreciate the fact that Western encourages its employees to use alternative transportation and provides subsidized bus passes for its employees. I'm also grateful that we have such an excellent public transportation system here in Whatcom County (WTA).

One of my daughters takes public transportation regularly, and when my youngest is of an age in which it is safe for her, all three of us will probably utilize it more.

One of the key factors of my wife and I purchasing the home we did was because it was within walking distance to my job at the university, and public transportation is often to crowded and parking options on campus are terrible.

Last week (the reporting week) was not typical because it was the beginning of a month-long bike-to-work initiative. So I am doing that. BUT typically, for the past 3 years that I've been working here, I ride the bus (WTA) almost exclusively. Will I go back to that after the month of May? Perhaps, or maybe I'll be in such good shape I'll continue to bicycle.

I am on medical leave. Normally I would take WTA every day (10 trips a week)

Although I selected bus as my mode of getting to work last week, my trip TO work is split pretty evenly between bus and bike ride. My trip home is always entirely by bike. Therefore I am on my bike more often and for more miles than I am on the bus.

I typically bike to work April - October; I ride WTA November - March.

WTA bus route to WWU needs to me investigated! Not enough busses and they are always overflowing! The bus driver regularly passes stops due to overcrowding. Walking and bicycling is not safe due to the poor condition of roads at WWU and in Bellingham. Please repair pot holes and cracks to it is safer to bike or walk. thanks.

In Bellingham we need effective public transportation and a better design of the buses routes.

It would be helpful for you to include the FROM parts of the trip too. I bus TO work and then bike home because my campus is at the top of the hill. I would highly recommend a system like UC Santa Cruz, where they have a free bike bus in the morning for campus commuters, who then bike down the hill in the afternoons and evenings. It's a great way to incentivize biking, especially for professionals who don't have access to a shower at the beginning of the day after biking a big hill!

I drive my car to a park-and-ride location, where I take a Whatcom Transit shuttle into Western's campus Monday-Thursday every week. It's very convenient and helps reduce traffic on campus, as well as helping the environment.
I wasn't sure how to answer the questions about driving alone. I drive alone to where I catch the bus. I am not driving alone all the way to work.

Public Transportation is SOOOOO important. If you build it, people will use it. I love the WTA here in Bellingham and I love the WWU effort to encourage people to use it. I would like to see trains going frequently to Seattle..... Thanks!

The changes in the bus routes for the Whatcom Transportation Authority over they past year have greatly impacted specific routes to Western Washington University, making them extremely over-crowded and unpleasant commutes. It is great to see specific routes and buses riding consistently at capacity or what feels at times over-capacity, but it degrades the quality of the commute and increases safety concerns.

I take a WTA bus more often during the winter.

I would be willing to travel by public transit, if there was 24 hour service. It was very convenient when I was on light duty for 5 months.

Bus/public transportation service that is more frequent on all routes, continues outside of regular school hours well into the night is necessary. More covered bus stops to protect from weather. Better connections to getting around town.

The public transportation bus is pretty convenient at Bellingham city. I like it very much.

I like the public transportation system in Bellingham. I feel very convenient living here in Bellingham even I don't have a car. I can always depend on their service.

**Carpool/Ride Sharing**

WWU does not offer any real incentives for carpooling. We still pay the same amount for parking and there are no carpool parking stalls located at our office.

Having a ride board for local employees to connect via text may be helpful to connect last minute commuting in the South Hill neighborhood nearby campus, which is not convenient to walk to bus stop or to work if raining.

I carpool with my wife as we work at the same university.

For some employees ride share it alternative transportation just isn’t an option.

Nobody in Lynden works my hours to commute and I need to be available asap for my elderly mother

I would love to carpool--am on the list but have not been able to match up with anyone in my area.

When I started at WWU, I was trying to use the Lincoln lot and take the bus to campus. However, most days of the week, I need to get home to children or pick them up ASAP. And bus times always varied for evening pick ups. I was also trying to save money by using the bus. I was disappointed to learn the following year, Lincoln lot would also require a paid parking pass. For those trying to seek out carpooling efforts, I thought this didn't seem fair. I've also looked into carpooling with other WWU employees that live near me. But unfortunately, we have different start/end times to our shifts.
My commuting schedule changes each quarter depending on my husband's teaching schedule. Typically, I commute with him twice a week two and from work and take the bus twice a week to and from work. I like taking the bus whenever I feasibly can because it involves a short walk to the bus stop that is almost the only exercise I get right now. I also feel better about decreasing my carbon footprint when I take the bus instead of driving. My husband and I really try to bus as often as possible, and we try to take the car only when both of us are coming up to campus. I'm not loving my schedule this quarter and imagine it will change and include more busing in the summer, etc.

A carpooling network - finding partners - would be great. Public transit doesn't go everywhere in our county.

I have various ways to get to work. I sometimes run to a ride and then carpool in, then carpool to a certain point and run home. I will ride my bicycle both ways. I sometimes, due to circumstances, (Mainly winter months) will run to bus stop and ride bus to work. Whenever I can run or ride my bicycle that's my first choice. You might consider adding another

Commitments Before and After Work

There were not many options to select for driving children to school before driving to work. School/childcare schedules limit my ability to take alternate transportation or bike commute.

I would love to leave my car at home, but as a single parent with very little time outside of work to get the child to where she needs to be for school and after school, I don't think it's possible. I appreciate this survey very much though! I'm going to learn more about the emergency ride home benefit and the timing of that to see if it could be useful on some days, but it's likely that I'll be driving every day alone for the time being.

I support the effort to get more employees to drive less. My hours are variable, and don't know what time I'll finish in the evening so sharing transportation isn't feasible. The bus has taken me a long time to get to work when I have used it occasionally.

Nobody in Lynden works my hours to commute and I need to be available asap for my elderly mother

For some/many people, taking public transportation or carpooling is not an viable (or realistic) option in order to keep the balance between work and caring for the family. I used to take the bus to work, but I can't any more because I would not be able to take care of my family needs on top of keeping a full-time job.

I need my car to assist my elderly mother with appointments and other needs. I also need my car for my own appointments. Most of these appointments are in Bellingham. It would be very inconvenient to ride a bus all the way to Ferndale where I live to get my car to come back to Bellingham for an appointment.

I used to bike everyday. For over four years. Then I got divorced. I will spare you the terrible commentary I could follow that up with but suffice it to say.....now it's really not an option with my family obligations.

I have two children to drop off every morning and pick up every evening - and they are at two different daycare locations. This makes commuting in anything less than a car extremely challenging. I do have a double bike trailer, but I'd probably need electrical assistance in order to get where I need to go in a timely manner while pulling two kids who total 65lbs, plus the weight of the trailer and our bags. I leave work at 5:00pm and have to have them both picked up by 5:30pm - a half hour window doesn't allow for a leisurely commute.
There is a shuttle service that runs between bus times however there is no posted shuttle schedule and therefore I don't feel that I can rely on it. I enjoy walking to work and it only takes about 15-20 minutes depending on whether I walk from my house or the closest parking lot. I drive my car most mornings and then park and walk or ride the bus because I have to transport my kids to school before going to work myself and I have a short time in which to complete these tasks.

I stop and do most of my personal errands (grocery shopping, etc) on my way home from work, so I don't have to make separate trips into town on the weekend.

Modified work weeks as incentives for carpooling or using electric vehicles is something I have seen my brother benefit from in his job with a public agency in California. This type of program lowers the environmental impact of commuters, reduces the number of vehicles on the road, and provides a significant personal benefit that allows him to have every other Friday off to spend with his family. It would be nice to see public agencies in Washington adopt these types of programs. As a parent, I currently drive my son to school on a daily basis so at the present time carpooling is not possible for our family.

Hello, I am a mom and don't have enough extra time to take the bus to and from work, plus I need to be readily available to pick child up from school if sick, etc. Taking the bus would require too much time to get to my child.

Although my zip code indicates a Bellingham address, I live near Everson which is 15 miles one-way from work. Almost every day I have elder care or child care before and/or after work, so riding with someone else is not an option.

I commuted by bus for 8 years every day when I worked part time and was able to schedule appointments after working hours. Now that I work full time I feel I can't take the time to attend appointments during the day - getting there via bus. I drive so that I can get to my appointments in a reasonable amount of time. I telecommute 2 hours, 2 days a week which is great, but doesn't reduce my car driving time, as I still need to get to appointments during the week.

As I have to get my daughter to school by 8:00, I can only bike when it's nice enough that she will bike also. And the bus from her school to work would take too long to get me here by 8:30.

I drive in from Ferndale and drop my son off at daycare every morning so riding my bike or taking the bus isn't a great option for me, unfortunately.

I would like to ride the bus to work, but it simply takes too long from my home. (More than 1 hour each way for a 12 mile commute). I also find it difficult to consider alternate transportation when I am transporting my small children every day. In the future, I would like to consider alternative transportation, but at this time it is not realistic for me. Thanks for the work you all do to increase the options.

Emergency Ride Home

1. The subsidized bus pass makes it much easier for me to bicycle to work, since it increases my flexibility. 2. A few months ago I needed the Emergency Ride Home, specifically I needed to take a taxi to an emergency doctor visit. I followed the procedures and it took 80 minutes for the taxi to show up. That meant I was 20 minutes late for my appointment and was very lucky the doctor was able to fit me in. I notified both WTA and WWU Sustainability Office and got apologies from both, but it did not encourage me to depend on that service.
Lack of Affordable Housing Near Western

I think there should be later 80x buses and more buses on Billy Frank Jr heading towards WWU campus. Also, the primary reason I commute with a car instead of use alternative transportation is because I live 30 miles away, which is a consequence of the lack of affordable housing. We need more housing options for lower and middle income people and single people. If we built our transportation needs with our housing needs, the entire economy would be better off, people would have more opportunities to take public transportation or walk/bike, safety would increase, and we'd reduce our carbon footprint.

Cost of living plays a part in my decisions. With my current compensation I can no longer afford the average rent in Bellingham, or anywhere close to the University campus. I wish I could live closer to the University where I could walk or bike as transportation, but I would not be able to save any money.

I'm really lucky because the WTA bus picks up and drops off near my house. I also have the option to walk to and from campus, which I do on sunny days or when I'm not in a hurry. I don't think many WWU employees have these options because there is not a lot of available housing in my neighborhood and what little is available is pretty expensive.

Due to the high cost of housing in Bellingham (and the low vacancy rate) my spouse and I (also a Western faculty member) had to find housing outside of Bellingham proper, which means we have a commute that we would rather not have. We live in Sudden Valley by necessity. We are both avid exercises and outdoors people and would bike to work despite the distance, but the roads are not safe between Sudden Valley and campus.

Miscellaneous

I live in a rural area, so I like to drive and do all my shopping in Bellingham before I go home. I also use my car periodically to travel to other WWU off campus sites and to get to presentations at the other end of campus.

Actual distance from home to work is 2.5 miles. So, using own car is most suitable.

Thanks

Nope

I would like to move closer to town, but my spouse likes country living.

Thanks for all your work on getting the word out on conscientious commuting!

My wife and I share one car, and I live close enough to work that I never drive and do not have a parking permit. I sometimes need a car while at work, but my employer provides a car and a van that I can use. We also borrowed an electric assist bike from our Sustainable Connections office for a few months and I used that a number of times as well.

Thanks!

please provide a safe way to cross the rail road tracks on Marine drive in whatcom county, this is near the wynn road marine drive intersection
I have about a 14 mile trip to work each day. Typically I drive each day and park about a mile from work. I either take the bus or walk from there to the office.

I have two houses and I teach part time at University of Washington Bothell and Western Washington University. My commute to work is about 10 miles from both residences. However, it is 85 miles between residences and I do usually two round trips a week. So I am not your typical commuter. I love buses and trains but too infrequent for my use - bicycles scare me - disrespectful cyclists and vehicles drivers! Keep improving public transportation. We all benefit.

I work in Snohomish County and visit students at various schools whenever a visit/observation/conference is scheduled.

I live next to the university. This survey doesn't apply!

My situation is unusual in that I'm on professional leave (since January) and therefore not required to come to campus except occasionally (about once every two weeks).

No comments or questions. Thank you.

I rarely ever drive, but last week since I had an infection and needed to get to medical appointments in auto-dependent areas of the city, I had no choice but to drive or I would have missed far more hours of work.

I commute from Seattle for TR classes and stay (airbnb) Tuesday and Wednesday nights here in Bellingham.

I am a Western employee, but work at Shannon Point Marine Center and live in Anacortes. I do not work on the main campus in Bellingham.

I work for WWU in Port Angeles. I travel to WWU's Poulsbo and Everett campus sites.

It's work, necessary to arrive and depart as per individual necessity. Does anyone like going to work in the dark or in the rain or in the cold, or especially leaving work in the dark, in the cold, in the rain, six months of the year, maybe 45 minutes to and 45 minutes to get home walking or biking if one is lucky, before and after eight hours of working? Many people also cannot physically manage this. IMO, the major problem is not 'driving to work,' the main issue is fuel source and financial gain; it is well paid corporate 'leaders' who refuse to transition to a healthier, less costly to individuals and the environment, fuel source, not the lowly, low paid worker bees who seem to always be quizzed and confronted with helping or solving this issue, which is, not their issue. Are 'we' trying to solve a problem, or just discuss? Solve greed and sociopathy, and we will have solve this issue, and many more.

Thank you for the opportunity.

I'm something of an outlier, as I commute to Bellingham from Seattle.

I retire soon.

In general, I drive or walk a short distance to a bus stop -- time is important, because a bus commute alone takes about as long as walking the entire distance (at a slow pace and up the hill). The faculty bus pass is a real incentive. But this survey is not relevant to the recent past -- I've been on leave winter and spring quarter.
I live just a few minutes from the freeway. I drive in and park and then ride the bus up to campus. I had three vacation days last week and was on vacation the whole week before that when you were doing the survey.

I don't hate mass transit. Biking is first choice, then walking, then driving alone. (I've driven alone to work about 4 times in the last two years).

I used to take the bus every day until two things happened. First, WWU started charging for the park and ride lot. This is the lot where I have gotten flat tires TWICE in the winter and it is absurd to charge for this. Secondly, I had a baby. It takes me 5 minutes to drive to work but it can take upwards of 45 minutes to walk to the closest bus and catch it, especially when it is only running every hour later in the day. I used to be able to afford to do this because I really hate driving and REALLY want to support public transit, but I simply cannot justify the time drain, given my parental responsibilities. Biking is also very dodgy safety wise and I find this harder and harder to justify these days. I really wish alternatives to driving were an option!!

**Motorcycle**

Thank you for including Motorcycle in this survey: I have been a daily motorcycle commuter for decades now (except when snow or ice on road). A recent accident has forced me to drive my car. I would really like to ride the bus to work; however, my sensitivity to scents, mostly perfumes and colognes, prevents me from using public transportation. Looking forward to riding a bicycle soon, then my motorcycle again when torn MCL is stronger.

I had a difficult time with the reasons that I did not drive to work. How do I explain why I did not do something? I didn't do it. The survey assumes that if I "drove" to work by myself, it was in a car. I ride a motorcycle.

**Parking**

Please don't let the result of this survey be the addition of more parking spaces for employees at WWU. There are so many other ways to get to work, and people need to step up. Parking should be prioritized for the mobility challenged and for guests of the university.

I should not have to pay $300+ for a parking space when I am required to be here to do a job. There should be a free staff lot. If there was a bus that conformed to my working hours, I would use it.

Adjunct faculty need to be able to get parking permits close to their building. I have been asking for a permit near PAC for 3 years and always get placed too far away. I'm am there until late at night and will not walk across campus with all of my expensive instruments at 10pm. My monthly parking bill is over $100. That is too much for how little I am being paid.

I both drive and ride bus. I drive from Ferndale to a lot in Bellingham, and then take the bus to campus. The majority of my commute is in my car, however I do not park on campus because of cost/distance of the lot in which I can get a pass.

I think it is a crime that we have to pay to park at our place of employment!!!

I prefer to walk most places given the option. However, when I have to be at work at 8 a.m. and it takes an hour to walk (and nearly as long on the bus given a bus change) then the 10 minute drive is the only real option. I do carpool occasionally. However, WWU parking costs are ridiculously expensive and the permit system is odd. I've been here more than a decade and am still in 12A.
Anything you can do to make parking easier for faculty and staff would be greatly appreciated. Many of us have no choice but to drive, and parking on campus can be difficult. It would helpful if we didn't have to stress about it. Thank you for the survey.

There is not enough parking in campus (metered) and it is impossible to get a permit. I’m in a waitlist, now for 4 years, and can’t get a permit by my building even though there are always open spots. Plus a raffle would be great instead of a never ending waitlist.

I park for free with permission from a nearby business, or use off street parking, because there is ample off street parking nearby (I work off campus on 32nd Street).

WWU Parking is the absolute worst.

Parking is a huge expense. We live in Ferndale and I am unable to take the bus to work, because it would take too long. I do use the bus when I have a meeting downtown and I appreciate all the alternatives that the WWU sustainability office offers.

I really believe that we need a very large multi-level parking garage - not just for our staff and faculty but for the community to be able to come up and watch our shows, sports, concerts, plays, community outreach speeches, etc. The number one complaint I have on why people do not attend our shows is the parking.

I would like to see free parking for employees with 20 or more years of service.

WWU parking pass costs are unjustifiable for many low-wage hourly employees, myself included.

It would be great to help raise pedestrian awareness on WWU's campus. I fully grant pedestrian right of way, but an alarming number of people have both eyes and ears electronically distracted from their surroundings and hence move in unexpected ways around car and bicycle traffic. Parking Services needs a serious review of some of their policies. I have a carpool permit, but usually, when I don't carpool, I bike. On the few occasions that I need to drive separately, I'd like to use a commuter pack. But commuter packs don't carry over from quarter to quarter. No one has been able to give me a reason why. So that creates an incentive to drive to campus more: I've already paid for all those days parking, so I may as well use them. If I can stretch my commuter pack over multiple quarters, then the incentive is to only drive if I absolutely have to. Isn't that what we want? Furthermore, I've been told that commuter packs are only good in 12A. But a recent experience parking there was very difficult when I had to get to campus following a doctor appointment in mid-day. I needed to get to a meeting, and if I hadn't gotten very lucky finding a spot, I would have had no other options. Or had to pay separately. Why can't commuter packs be used in the C lots also? I have to admit that dealing with Parking Services usually makes me feel that they should change their name to Parking Hassles.

The zone area parking that was tested last year worked great. More flexibility in parking.

I would like to bike commute to work or ride the bus. However, the Lincoln Creek park and ride now requires a fee and that combined with the bus pass cost make a parking pass more reasonable in my mind for the convenience. I would also be interested in bike commuting but I have been dismayed at lack of covered parking or any kind of employee storage or area to change besides the rec center which is on the other end of campus from me. It is difficult for me to be prepared and ready to go for morning meetings when I bike commute.
When I started at WWU, I was trying to use the Lincoln lot and take the bus to campus. However, most days of the week, I need to get home to children or pick them up ASAP. And bus times always varied for evening pick ups. I was also trying to save money by using the bus. I was disappointed to learn the following year, Lincoln lot would also require a paid parking pass. For those trying to seek out carpooling efforts, I thought this didn’t seem fair. I’ve also looked into carpooling with other WWU employees that live near me. But unfortunately, we have different start/end times to our shifts.

Western makes it very easy to drive alone to work every day. It's relatively cheap, it's easy to purchase a pass and you get the best parking spots. If you want to find another way to work (i.e. car pool or buy a limited parking pass), it's harder to do and more expensive on a per parking day basis.

I takes me approximately 35 minutes to drive from home to work and another 50 minutes to drive from work to home. I park approximately a half mile down the hill from campus where I either take the bus or walk depending on the time and weather. I make this trip 5 days a week.

If I drove a small electric car, like a Leaf, could I get free parking at the Physical Plant where I work? (Charging station is unnecessary.)

Parking on campus should NOT cost as much as it does! I feel completely ripped off by having to pay so much to get to work, especially when there are no reasonable alternatives.

I hope parking could offer a carpool discount for those who still have to use the C lot. It would need to be on a trust basis, but we should be putting our trust into our workers.

It would be nice to have WWU pay for parking or offer more parking options. The bus system is very antiquated and it seems to be only used by students who don’t want to walk from one side of the campus to the other. Also it is closer for me to walk to work then drive and park where I have to on the street. If I was to purchase a parking spot it would put me halfway between my building and my home. So no benefit for me to pay to park when I can just walk. Parking should not be done by seniority, it should be done by the proximity of the building where you work. I have come from other big cities and WWU should study how they do parking. Another incentive would be to have WWU provide free parking to employees. There are companies in larger cities that pay for employee parking in garages close to work. In a big city, the cost could be $200 - $500 a month per employee. That is an incentive to bring a higher caliber of employees in. I will say that WTA has clean buses, but ever since they changed the routes about a year ago that has made no sense.

Would use transit regularly if convenient and low cost options for occasionally parking on site for those few days when I need a car (for off site appointments) were available.

I used to use the WWU park and ride when it was free. When it began to cost money, it made the hassle of not having evening access not worth the cost.

Parking is horrible and confusing on this campus.

I hope to never pay WWU for parking throughout the rest of my employment. I have had horrible experiences dealing with that office.

One major obstacle to alternative transportation is that I have already paid to park at the university. Why would I pay more for the bus? If there were more options like the commuter pack, which I use during the summer because I don’t come to campus each day, I would use them.
The cost of parking on campus is ridiculous. They system is rigid and punitive.

We need to better manage our parking system. Over the break time, the parking lots are empty, why we need to pay a fee to park on a parking lot like 19G? this doesn't make any sense. Right now, 12A permit will work on 19G after 4.30PM, and over weekend. I think it should also work on the term break weeks as well. thanks!!

Parking is ridiculously expensive at WWU and very limited to certain places. I have to walk a long way to get to my office from the parking lot. The rules around parking are also ridiculous, in terms of when you get fined for parking--the fine is very expensive. There is no practical way to park for a short-term at WWU since all of the stalls are usually filled. There are very limited options in terms of coming to work 2-3 days a week.

I would like to take my car to work, however the parking lot I can park in is further from my office than my home is.

make parking more expensive and do more to promote biking and walking, please!

The greatest obstacle for cycling to work at WWU is the commuter coupon program. The limit of 10 days per quarter makes it infeasible for winter quarter when ice and snow limit the cycling days. Consequently use a full time permit winter quarter and then I usually lose my lot seniority when I switch to a commuter packet during spring quarter. For instance, this quarter I have been demoted from lot 19g to lot 12a (despite 20+ years of seniority). Also the commuter program requires going to a parking machine and punching in license, commuter packet number, etc. I do not understand why commuters need to do this when full time permit holders do not. I suspect that WWU is concerned that someone might get a free day of parking. One thing that has improved at WWU is the bicycle parking. The covered racks a very handy and are conveniently located.

continue "demand management“ approach, even though it is uphill sometimes. AVOID building parking garages! Keep providing many options and promoting them. Make it favorable financially to not drive. Accommodate individual needs, etc.

Regular parking for faculty/staff became less accessible especially after 10:30 am during last 2 years. Lot 12A is an example, remodeling killed many available spots; allowing one-time visitors to pay-and-park further reduced parking available for the employees. Overfill parking on other/alternative lots became more common leading to time loss.

The cost of parking at WWU is ridiculous. No other police department requires their employees pay $80+ per quarter to park. As the sole provider for my family, I cannot justify paying for a parking permit. As it stands I park 2-3 blocks down the hill, and carry my gear each day to work. This is the most unpleasant and frustrating part of working for WWU.

Suggestions: add more carpooling parking spots on campus; eliminate parking costs for employees at Western; provide convenient shower facilities for those of us who want to bike up the hill to campus.

One of the reasons I will leave my job at the end of this academic year is that I have to double my commute time because of lack of parking.

I have three comments/suggestions: 1. I carpool to work every day, but I was not awarded a carpool parking spot this year despite having received one last year. I must now park inconveniently far from my office. If you want people to carpool, then you should reward people who do so by offering as many spots at WWU as needed to meet the demand of carpoolers. 2. I find it absurd to pay for parking at my place of employment.
Parking at WWU is expensive given than we are not in a major urban area. If I have to pay to park, then it is a pay-cut. Particularly since I choose to carpool, I believe that parking for carpoolers should be free or much reduced in order to incentivize carpooling. I believe many more people would bike to campus if the campus of WWU was not on a large hill. Access to a shower facility for bike commuters would likely increase biking as a commuting option, as the ride gets one very sweaty.

Why do bike riders have to pay parking if they come after hours at WWU when people driving or riding the bus and adding to global warming don't?

Western should provide some sort of reduced fee for parking passes when two or more people whose permanent address is the same purchase parking passes. My husband and I are able to carpool three days/week but since we cannot on the other two, we are forced to purchase two separate parking passes for our vehicles. There should be a reduced fee for the second pass in this situation. I realize this may be hard to enforce but make it an application based system or have the SBO confirm legal address for the two permit holders (staff/faculty option only) per our HR address on file.

Closer parking. I work in the Viking Union and I have to park down on State Street everyday....

I have been to a few different colleges in the last three months and the parking at all of those places has been far better than westerns parking situation.

The assignment of parking at WWU does not encourage progressive commuting practices.

I would love to have a way for people who walk to campus to get access to the same 10 days of discounted parking that people who ride the bus have access to; sometimes I feel like walkers are ignored in favor of bikers and bus-riders even though it's an extremely environmentally friendly mode of transportation!

I pay for my parking out of my paycheck for the entire year....................many times I arrive and the lot to which I am assigned is full...... double selling parking is not acceptable. For those of us who must commute long distances do not have the time to drive all over this campus to find another parking place. We are trying to the classes which are scheduled to teach. And our students are also finding parking difficult when trying to reach the classes on time.

PLEASE FIX PARKING ON CAMPUS. It is a JOKE that WWU makes WWU employees buy a permit for a lot they can not park in. Circling for a spot to park in a lot where I have paid full price and then find Jersey, Oregon, Montana plates sitting in my spot is beyond insulting. The triple selling of each spot should be forbidden by WWU. It is a discourtesy to employees who need our lunch hours for mental health therapy or to get to the gym. Yes I used mental health as an example not so that you would say SEE This one is NUTS. Parking on campus should be recognized as an issue. We can’t all walk and bus. I for example am old and do not live on a bus line, yet I am five miles from work. You'll think that’s a lie, but it’s not. The bus line only goes to Willow Rd and they never go out beyond. It's a one mile walk uphill and I physically can not do it. But more, I also need flexibility. I NEED to park reliably.

Part time permits for MWF or TTh are needed on WWU campus. Part time permits are only available if you are on campus mornings or afternoons. Many faculty and staff work part time and yet are required to purchase full time permits if they are on campus for the whole day 2 or 3 days a week.

For years I took the Skagit commuter bus to and from Bellingham and Alger (this is approximately 13 miles of my 25 mile commute). The times were fairly convenient, but it took me forever to get to work with the stop at
Lincoln Creek, waiting for another bus, and then getting to campus. Busses were very crowded and stuffy, particularly during rush hour times, and I was not cutting off a huge amount of my commute for the effort it took to ride the bus. I finally decided that after 25 years of commuting I could drive myself. The trade off is that I pay very high fees for a parking space on campus, and have only in the last 2 years been able to park in a lot close to my office.

parking is way to expensive for a University who pays below the cost of living

I feel cheated to pay for lot 12C parking for the academic year as a tenure track faculty and yet, I come to work (it's only 11am) and the lot is always full.

I would love to use public transportation. I find it much more relaxing than driving my own car. Recently I was visiting another university and rode my bus from the hotel to the university for a few days in a row, reminded me how much I miss living in a city/bigger town with a good bus system. Anything WWU can do to incentivize employee bus riding by making it easy, (free passes, lots of good maps and helpful advice about how to find routes, etc) would be great. However, I caution WWU against incentivizing this by making parking conditions worse for employees, as this will create a backlash of bitterness and employee dissatisfaction. Because of my family situation I must commute an hour to work, and there are no decent public transportation options. Please don't make parking worse so I feel a nudge towards the ranks of employees and faculty grumbling at our employer! Thanks so much!

Our parking services policies are not employee friendly. We purchased a home walking distance to work in large part to avoid dealing with that horrid office.

Thank you for the remainder. Perhaps, if there is way to keep parking permit for employees a little bit lower cost?, that would be very much appreciated. Thank you.

Parking at WWU is horrible please build more lots and make permits affordable please

Bellingham has several large employees - The hospital and Whatcom Community College. Neither of those two employers require their employees to pay for parking. Western Washington University's parking situation is dysfunctional at best and a mere form of revenue generation at worst. The expectation for part-time faculty members to take parking from their low wages is unjust. A campus-wide forum is long overdue. The university has announced its current mission statement that pays lip service to equity and justice.

We pay so much money so that we can park at our place of employment (WWU) and they keep changing the rules about parking. For example, our parking permits now allow for employees to float to different parking spots, which is a big hassle. Please don't do it again. Ever. Thanks! :) 

Not everyone is able to take alternative forms of transportation. While people with disabilities often have to work less and pay additional medical costs we also end up paying more for accessible parking near our offices on campus. Disabilities are not currently factors in the parking lottery so many of us end up having to park too far for our capacity to walk and pay for the exertion in pain and fatigue flares after.

The parking at WWU is HORRIBLE! ART: We have a University gallery that NO ONE can access because there is NO FREE PUBLIC PARKING. Don't tell them to "take the bus." If you're visiting Bellingham--enroute to Vancouver, you just want to stop and see the Outdoor Collection and visit the gallery--YOU SHOULD NOT HAVE TO PAY TO PARK OFF SITE and shuttle to campus--ridiculous! THE COMMUNITY: Furthermore, WWU has little or no relationship with the larger Bellingham community because people can not park on campus.
RECRUITMENT: Telling a prospective student and their family--you'll have to PAY FOR PARKING while your son/daughter consider going to WWU--is CRAZY! MONEY!$ MONEY!$ MONEY!$: THE ELECTRONIC PARKING system is also a HOT MESS! The university and the state are using the parking as a CASH COW and it should be audited ASAP! Where does all the money go? Employees? Students? MILLIONS collected every year in fines and parking passes. The parking is a HUGE problem at WWU and needs to be looked at more closely!

I pay 400 plus dollars for parking and have for years because I cannot hand carry my work home and back.

Problems with the Survey

I'm blind, I don't drive. It would be helpful to have a heading at the start of each question in the survey. It would make it more usable and accessible. Check out Policy 188 from the Washington State CIO.

I drive an all electric vehicle to work. And I know of at least three other people who do the same. This might be worth surveying on your next round.

Actual place of residence is British Columbia, but Zip Code question didn’t allow letters, so I selected the closest US zip code.

Lots of problems with your survey’s ability to capture atypical commuting (e.g., telecommuting mornings and driving in later; working for WWU, but not in Bellingham, etc.).

It wasn't possible to give a clear indication of my commute since the form had you choose only one. I park and walk to work, or park and ride the bus.

The last question should provide the option of driving my own car or car pooling, etc.

Please stop forcing us to take this stupid survey every year. It is a waste of tax money, and more important, a waste of people's attention. I walk or bike to work whenever I have time. If I use my car it is because there is something at work I cannot afford to be late for. There is no way in the world this will change unless people stop having morning commitments. It would be fantastic if we were not asked to fill this out annually by nudge-oriented bureaucrats.

My answers re: how many days I start before 9am, depends on my teaching schedule that changes each quarter. Same with the working from home question.

I take the bus about 1-2 days/month. Just not in the last week. I'd recommend a larger sample size for this study overall to better capture week-by-week variation.

Many questions revolve around the easy and increased access to public transportation found in the metro areas of the state, not smaller less dense areas of population with less frequent transportation options. Potentially this survey could be divided between large metro areas of commuting to smaller rural areas of commuting.

I work for WWU but at the SPMC located in Anacorte's site. I will to do your survey but not sure how it will apply.

Y'all shouldn't count kids under 16 driving in the car as non-carpool. What am I gonna do, take an infant on the bus? Carpool is carpool. Having childcare at work reduces my overall transit/pollution/carbon emission, yet
the convenience of driving kids to on-site childcare is not reflected in this survey. In fact, going through this survey, the issue of "I'm a parent who needs to get 3 kids to some sort of care plus get my own ass to work" doesn't really seem to be reflected anywhere. We ain't all foot-loose and fancy-free DINKs who have the freedom to hop on a $2000 commuter bike or sit at a bus stop with our gaggle of offspring hoping they don't run out into the road. I drive my car around because I've got a family. That's the optimal solution and will be for the foreseeable future, and y'all treating it like my employer isn't doing enough to convince me to choose a more eco-friendly solution. That's all. Not tryin' to poo-poo what you're doing, just thinking it doesn't fully capture different life situations.

There are no checkboxes on these forms for someone who drives as a function of their work (meetings in different locations).

Recall data is not very accurate. Perhaps you should choose a small number of people who can log their trips for a week or two.

This survey provides over simple alternatives that don't exactly fit my transportation habits.

Work in two different locations. That isn't reflected on the survey.

It would be helpful if you could unclick a box when you've checked it in error, without clicking on another box. I probably shouldn't have marked "telecommute" for work on Saturday because I graded papers but deliberately avoided my email. But I couldn't unclick it.

There was not much space to comment about disabilities that might affect transportation choices.

I am an NTT instructor who teaches only online me classes. I don't go to campus often. Most of these questions were not applicable.

This survey assumes that people have cars. If we are trying to decrease car usership then maybe we should start by checking our assumptions and not promoting a dominant narrative that 'of course you have a car'.

It would be helpful for you to include the FROM parts of the trip too. I bus TO work and then bike home because my campus is at the top of the hill. I would highly recommend a system like UC Santa Cruz, where they have a free bike bus in the morning for campus commuters, who then bike down the hill in the afternoons and evenings. It's a great way to incentivize biking, especially for professionals who don't have access to a shower at the beginning of the day after biking a big hill!

Amtrak should be included in this survey. Maybe so should something indicating that I don't drive because I don't have a car, because I choose not to own one.

Why did you not give my place of work in Everett as a choice?

How come the ZipCar wasn't a part of the survey? I choose to not have a car because I can cover 90% of my transportation needs with WTA and ZipCar. ZipCar is an important part of my car-free lifestyle.

This survey was limited. It didn't take into account the people who only drive. The screens right before this one should give us a none apply'. I had a difficult time with the questions. Also there is an assumption that alternative ways of commuting is safe for all however the survey should take into account diverse populations and the reasons they might not feel safe to walk or bus.
you asked about my transportation TO work but not from? On the days that I carpool too work, I walk home.

There were inadequate answer options to suit my case to some questions....eg: multi-tasking in one trip, meeting up with others for part of a journey, transporting luggage, goods, equipment on daily basis, sharing rides for portions of journeys, seasonal variations, highway vs city road concerns, parking payment amounts & method. Transportation decisions are a lot more complicated than this survey captures. eg: no amount of public transport will allow me to pack in my various tasks in any day, given my daily schedule for working (need backpack of text books and binders, graded papers etc) & training (need gym bag and hurdles, weight sled, javelins etc, and meet up with other people at a wide variety of times and places) & errands (groceries etc). I could not function on public transport, regardless of the cost or schedule.

**Things WWU Should Do**

WA State -- you need to provide bus passes for all WWU employees regardless of usage stats, etc. This is a serious concern for the community, for WA taxpayers & road repairs / road safety, our environment / fossil-fuel consumption; employee health / self-care, anxiety, work performance, etc. Next step after that (would take longer, I’m sure) is to get more frequent bus trips like Seattle has (where instead of posting times, they can post "every 7 minutes", etc. Just do it already -- get to work on this! -- make this a priority! So tired of hearing WTA say "riding the bus is a privilege"; so tired of seeing local voters choose to remove service from areas that service low-income / mental health communities. Let's be civic-minded, environmentally conscious, community-focused grown-ups and get this done.

I don't use WTA vanpools anymore because I moved to town and they became self-supporting, but I felt WWU should have supported them by helping coordinate ridership. I see very little meaningful effort go into commuter reduction other than subsidized bus passes.

more support for bicycling, skateboarding and walking buses on 15 minute schedule should be supported

If WWU had a policy that allowed employees a 10 min grace period if they rode the bus. I would really like to bus. However, I was told I would have to catch the earlier bus that would make me 50min early. It would be like being at work for 5 hours a week and not being paid.

I feel that the employer states one thing but appears to act in another way or at least in the past

I would be curious as to what various departments are doing or are required to do to decrease the amount of mileage/trips for university maintenance/service vehicles.

**Transportation Demand Management**

continue "demand management" approach, even though it is uphill sometimes. AVOID building parking garages! Keep providing many options and promoting them. Make it favorable financially to not drive. Accommodate individual needs, etc.

**Walking**

I walk to WWU, which is convenient and if I lived a little farther away , I would bus to WWU which is also convenient. When I work off-site at Bellingham Schools, I drive alone. My students carpool though.
I have walked to work daily for 12 years-

It would be great to help raise pedestrian awareness on WWU's campus. I fully grant pedestrian right of way, but an alarming number of people have both eyes and ears electronically distracted from their surroundings and hence move in unexpected ways around car and bicycle traffic. Parking Services needs a serious review of some of their policies. I have a carpool permit, but usually, when I don't carpool, I bike. On the few occasions that I need to drive separately, I'd like to use a commuter pack. But commuter packs don't carry over from quarter to quarter. No one has been able to give me a reason why. So that creates an incentive to drive to campus more: I've already paid for all those days parking, so I may as well use them. If I can stretch my commuter pack over multiple quarters, then the incentive is to only drive if I absolutely have to. Isn't that what we want? Furthermore, I've been told that commuter packs are only good in 12A. But a recent experience parking there was very difficult when I had to get to campus following a doctor appointment in mid-day. I needed to get to a meeting, and if I hadn't gotten very lucky finding a spot, I would have had no other options. Or had to pay separately. Why can't commuter packs be used in the C lots also? I have to admit that dealing with Parking Services usually makes me feel that they should change their name to Parking Hassles.

I drive for health reasons that make regular walking difficult; specifically a hip flexor and arthritis in my hips.

My husband's position requires him to live on campus, therefore I live on the WWU campus and walk to work. I commute to many errands off of campus before my work day begins at 8AM and after my work day ends at 5PM.

One of the key factors of my wife and I purchasing the home we did was because it was within walking distance to my job at the university, and public transportation is often to crowded and parking options on campus are terrible.

make parking more expensive and do more to promote biking and walking, please!

WTA bus route to WWU needs to be investigated! Not enough busses and they are always overflowing! The bus driver regularly passes stops due to overcrowding. Walking and bicycling is not safe due to the poor condition of roads at WWU and in Bellingham. Please repair pot holes and cracks to it is safer to bike or walk. thanks.

I would love to have a way for people who walk to campus to get access to the same 10 days of discounted parking that people who ride the bus have access to; sometimes I feel like walkers are ignored in favor of bikers and bus-riders even though it's an extremely environmentally friendly mode of transportation!

Work Schedule/Working from Home

If I was allowed time in the morning to arrive at 8:30 instead of 8am when there is far less traffic on the road I think I would ride more often. Part of my commute is on Mt Baker hwy and the shoulder is a harrowing place to be during morning rush hour. A few years back I rode my bike more often to work. My confidence and sense of safety has diminished with aging and also with the greater number of vehicles on the road during morning rush. Thanks for distributing this survey.

My job is perfect for periodic telecommuting and I would be happy telecommute an average of 1 - 2 days per week
If it is not clear, I work at home online with WWU Independent Learning, Continuing Education.

All my courses are taught on-line. I have a remote location almost 3,000 miles from campus.

Encourage WWU to allow Telecommuting!!!!!!! MORE Telecommuting!!!!!

I live in Sudden Valley, there is no public transit to get to my house directly. Walking from the closest bus stop to my house will require about 45 mins and when it's dark, there is no street lamp. I would like to have option for telecommute for a couple days in a week. Thank you for the opportunity to provide feedback on this important topic.

I think having the possibility of working 4 - 10 hour shifts would save on commuting for the entire university. I can imagine the huge benefit to the environment and fuel savings if the entire university ran this way. Also how much more productive everyone would be if they had 3 days off every week. There are many ways to make this work for everyone.

With our campus constraints, Western would benefit greatly from an increased focus on tele-work, shared offices and/or established 'in office' meeting schedules. We could increase staffing, increase classroom space and improve employee satisfaction.

Much of my job could be done from home if this was allowed for people in my department. Supervisors should be encouraged to allow telework or flex schedules (such as four ten hour days) in order to cut down on commuting. I calculate that at least 10% of my take home salary is spent just on commuting to work (gas, parking, frequent oil changes), not including wear and tear on my vehicle (other repairs, new tires, depreciation). The following may be too specific as far as the intended scope of this survey, however I thought I would include this feedback in case this information is communicated to someone who can influence WTA bus scheduling. Although I do not frequently use the bus due to personal health reasons, it is extremely frustrating as a WWU employee to attempt to use the 80X bus route as the shuttle from WWU to the Lincoln Creek Park and Ride is overwhelmed with riders at the times needed to take the shuttle to meet the 80X. If you can't get on the shuttle due to volume, you cannot get another bus to Mount Vernon for at least an hour. Riders are turned away near the times classes are dismissed daily. More busses need to be added to these routes/times. Additionally, the drivers of the 80S shuttle pick up at all stops between WWU and Lincoln Creek and have been unwilling to contact the 80X drivers to ensure they do not depart for Mount Vernon before the 80S arrives if it is running late. It should be guaranteed that the shuttle created specifically to meet the 80X should be waited for before the 80X departs. Finally, it is frustrating that the bus schedule and shuttles change during breaks from school. Staff does not quit working during break, even if students are absent. It makes taking the bus an unreliable form of transportation and you end up paying for a bus pass and parking pass anyway.

Encourage remote work

I've managed to bunch up all my on-campus work at WWU to three days a week: MWF On TR I intensively work at home. It would be impossible for me to ride WTA on MWF because it would add over two hours to my daily commute and at home I help take care of an elderly parent, which would become impossible of the extra hours were added to my MWF days. There are no other WWU employees near me that I could carpool with.

Western should consider allowing employees to work from home one day per week.
I live near Everson. The closest bus stop is 1/2 mile away and service is sporadic. Even after getting to the bus stop it would take at least 2 hours to commute one way, with a number of transfers. I am not allowed to telework even though the nature of my work would be compatible.

Modified work weeks as incentives for carpooling or using electric vehicles is something I have seen my brother benefit from in his job with a public agency in California. This type of program lowers the environmental impact of commuters, reduces the number of vehicles on the road, and provides a significant personal benefit that allows him to have every other Friday off to spend with his family. It would be nice to see public agencies in Washington adopt these types of programs. As a parent, I currently drive my son to school on a daily basis so at the present time carpooling is not possible for our family.

I really want to work a compressed work week. I'd love four-10s or 9/80 or 4.5 9 hour shifts. My management seems unwilling to accommodate my request. Even though our contract, our University policy and state policy all agree that schedule alternatives are beneficial for the environment and work life balance. I'd really like to see WWU extend this flexibility to those of us in the trades that want an alternative to the traditional 5-8 work week schedule.

Telecommuting is an option at WWU with manager approval. The university policy on telecommuting doesn't go far enough to actually encourage working from home. -Even for those of us that can do 85% of our jobs from home.

Parking is ridiculously expensive at WWU and very limited to certain places. I have to walk a long way to get to my office from the parking lot. The rules around parking are also ridiculous, in terms of when you get fined for parking--the fine is very expensive. There is no practical way to park for a short-term at WWU since all of the stalls are usually filled. There are very limited options in terms of coming to work 2-3 days a week.

One of the key factors of my wife and I purchasing the home we did was because it was within walking distance to my job at the university, and public transportation is often too crowded and parking options on campus are terrible.

Telecommuting would be a great option as family dynamics could make carpooling for after school activities possible.

I would gladly telecommute from home some days if there were good systems set up to do skype meetings, etc.

As a faculty member, my productivity is much higher if I don't need to stress over a long commute (90 miles one-way) to work. Sometimes I feel like I have to commute to work due to pressure from peers. So, I have been wishing for the university to establish some practices to encourage the acceptance of teleworking. It takes time to cultivate such an understanding and specific policy guidance may be helpful. In addition, if telecom facilities are made more available at workplace, it would also promote a wider acceptance of teleworking.

I would like to have an alternate work week to cut down on trips. I used to be able to work 4 ten hour days (this is allowed by the University), however my present supervisor will not allow 10 hour, 4 day weeks even though I do not work in a position that needs to report daily in order for the same work to be completed.

Telecommuting and flex schedules would help with transportation! Often if I drive, it's because start and end times are inflexible and I miss being able to walk or carpool by less than an hour.
I would like to telecommute more, as not only do I save a trip, but I'm more productive.

I have a daily stand-up meeting that starts at 8:10am. I have checked the bus routes. Unless I want to get up in the middle of the night and get to work way too early, there is no reasonable bus transport. It takes over an hour based on the transit website. 2+ hours commuting each day is not acceptable. I'd love to ride my bike but the roads/traffic are not safe. Also, my building has a shower but I don't see any area for lockers/change room, etc. Also, I would love to work remotely when I'm not needed in specific meetings, etc but that is not encouraged at all.

I would hope that Western offers more support and resources that facilitate teleworking and encourages teleworking. My home is located in Bellevue, WA. I typically drive to Bellingham four days/week. As a faculty member, my typical teaching schedules and office hours are on Tu, Wed, and Th. But I also come to office on Mondays or Fridays to attend meetings. Many of these meetings can be through teleconferencing. It would be beneficial if Western provides necessary teleconferencing or teleworking facilities/equipment and encourages teleworking when appropriate.