
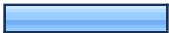


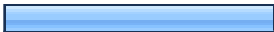




**1. What is your primary affiliation to CWRU?**

		Response Percent	Response Count
staff member		56.6%	193
faculty		24.0%	82
student		19.4%	66
		answered question	341
		skipped question	0





**2. Have you ever used a bicycle to get to work at CWRU?**

		Response Percent	Response Count
yes		59.8%	162
no		40.2%	109
		answered question	271
		skipped question	70


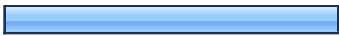
**3. Do you use a bicycle on a regular basis (more than 3 times per week) to get to work at CWRU, year round?**

		Response Percent	Response Count
yes		44.1%	71
no		55.9%	90
		answered question	161
		skipped question	180

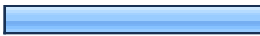

**4. How many months per year do you use a bicycle on a regular basis (more than 3 times per week) to get to work at CWRU?**

		Response Percent	Response Count
do not use on a regular basis		45.1%	41
1-3 months per year		17.6%	16
4-6 months per year		25.3%	23
7-9 months per year		12.1%	11
10-12 months per year		0.0%	0
		<b>answered question</b>	<b>91</b>
		<b>skipped question</b>	<b>250</b>




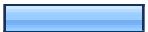
**5. Are you considering riding a bicycle to get to work at CWRU in the future?**

		Response Percent	Response Count
yes		50.0%	74
no		50.0%	74
		<b>answered question</b>	<b>148</b>
		<b>skipped question</b>	<b>193</b>



**6. Are you considering using a bicycle to get to work at CWRU on a regular basis, year round (more than 3 times per week)?**

		Response Percent	Response Count
yes		38.5%	25
no		61.5%	40
		<b>answered question</b>	<b>65</b>
		<b>skipped question</b>	<b>276</b>



**7. How many months per year do you plan to use a bicycle on a regular basis (more than 3 times per week) to get to work at CWRU?**

		Response Percent	Response Count
do not plan to use on a regular basis		16.4%	12
1-3 months per year		27.4%	20
<b>4-6 months per year</b>		<b>35.6%</b>	<b>26</b>
7-9 months per year		20.5%	15
10-12 months per year		0.0%	0
<b>answered question</b>			<b>73</b>
<b>skipped question</b>			<b>268</b>



**8. If the university could participate in a government bicycle tax credit program (Bike Credit Program) that allows bicycle commuters to be reimbursed for up to \$20 per month in bicycle commuting related costs (tires, repairs, equipment, etc.). Would you be interested in participating in this program?**

		Response Percent	Response Count
yes		93.6%	176
no		6.4%	12
<b>answered question</b>			<b>188</b>
<b>skipped question</b>			<b>153</b>



**9. If participants in the Bike Credit Program would only receive the credit if they attested to riding a bicycle to work more than 12 times per month, would you still be interested in participating?**

		Response Percent	Response Count
Yes		78.7%	148
No		21.3%	40
answered question			188
skipped question			153

**10. If participants in the Bike Credit Program would only receive the credit if they did not also receive their university parking paid on a pre-tax basis, would you still be interested in participating? To clarify, one cannot receive both the Bike Credit and have their university parking fees deducted from their pre-tax earnings.**

		Response Percent	Response Count
Yes		56.8%	105
No		43.2%	80
answered question			185
skipped question			156

**11. If participants in the Bike Credit Program could only receive the credit if they forfeited their university parking passes, would you still be interested in participating? To clarify, in this scenario, one cannot receive both the Bike Credit and have a university parking pass.**

		Response Percent	Response Count
Yes		39.2%	73
No		60.8%	113
		<b>answered question</b>	<b>186</b>
		<b>skipped question</b>	<b>155</b>

**12. Please feel free to add any comments concerning biking to work.**

		Response Count
		143
		<b>answered question</b>
		<b>143</b>
		<b>skipped question</b>
		<b>198</b>



**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

1	I would love to bike to work at CWRU and have biked to work at other universities. I currently live too far away (30 miles) but used to bike 6 miles to work.	Dec 13, 2011 9:46 AM
2	I would only bike in the warmer months IF there were biking lanes created along major roads and busy roads like Edgehill. Currently, I am deterred from cycling to work because I am afraid of the proximity to drivers. A few of my colleagues have been in accidents where they were the biker and were hit by a car.	Dec 6, 2011 2:48 PM
3	Given how reckless some of them are on the road not to mention how blind some drivers and walkers are, I wouldn't chance it!	Dec 6, 2011 8:57 AM
4	This is a personal life style choice and I do not think the Fringe Benefits Committee should be addressing this. Benefits costs need to be reduced not increased for a few select members of the community. Any man hours input on this issue, should be input on proper administration of the benefits currently in place and assessing and reducing the true cost of those benefits,	Dec 5, 2011 11:22 PM
5	I like turtles	Dec 5, 2011 4:38 PM
6	I live 25 miles from the university and the commute would take approx. an hour and a half each way.	Dec 5, 2011 3:55 PM
7	live too far to bike (bout 45 mintues east of campus)	Dec 5, 2011 3:09 PM
8	I live 34 miles away from Case and travel interstate highways to get here, so riding a bike to work would not be feasible.	Dec 5, 2011 2:50 PM
9	I would consider this if I lived closer.	Dec 5, 2011 2:40 PM
10	Interesting survey though I consider a more important issue to be the lack of courtesy on the part of students who zip by walkers with no warning. I have had a few close calls as a result and am waiting for the university to set up some regs for bikers. I find the problem is generally not with staff bikers but with students. Getting in an accident with a bike could result in serious injuries.	Dec 5, 2011 2:37 PM
11	Live too many miles away to make biking an option. Otherwise would consider doing so.	Dec 5, 2011 2:36 PM
12	Think it's a great idea - but just live too far away - would definitely consider it if I lived closer	Dec 5, 2011 2:35 PM
13	biking is not just a commuting issue. there are many people who might consider using a bike for more cross campus trips if they had a place to secure a bike overnight. being out on the edge of campus I often wish I had the option of taking a bike to meetings (or lunch, etc) rather than waiting on the unreliable shuttle or having to find a parking spot on the street or pay for additional parking (which are also usually not near meeting or full).	Dec 5, 2011 2:31 PM
14	It would be different if I didn't live in Parma! I can't even imagine how long it would take me to bike down here, and the route I would have to take would most likely involve great personal risk.	Dec 5, 2011 2:29 PM
15	only reason is distance from home to work is about 30-40 miles	Dec 5, 2011 2:26 PM

**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

16	This sounds like a great program and very much in keeping with Case's values of sustainability!	Dec 5, 2011 2:08 PM
17	I almost invariably walk to work.	Dec 2, 2011 10:20 AM
18	I live too far to consider biking, plus it's kind of dangerous to bike in such a busy and heavy traffic area. I have actually seen someone bit hit by a car while biking on Mayfield Hill by Little Italy. Too many people rushing and not paying attention to what they are doing.	Dec 2, 2011 9:41 AM
19	GREAT GREAT IDEA. I have been riding my bike to work (5+ miles to the 117/Madison RTA Station - then train then bike again to BRB. Love every minute of it. Thanks for doing this survey.	Dec 1, 2011 10:10 PM
20	Given the distance of my commute and my childcare schedule, biking would need to supplement, rather than replace, my auto transportation.	Nov 28, 2011 12:20 PM
21	Almost never go directly to and/or from work.	Nov 22, 2011 11:24 AM
22	This should also be considered as a health wellness program, meaning some type of reward/incentive on the health insurance benefit to those who bike to work.	Nov 21, 2011 6:58 PM
23	The big issue in participating is losing the parking tax credit. I bike, on average more than 4 days/ week to campus (including winter). But on the days when I need my parking permit, I must have it. Unfortunately, the tax benefit I get from pre-tax parking deduction well exceeds the proposed \$240 reimbursement. In a sense, it is the pre-tax deduction which makes the luxury of a parking pass affordable, even though I rarely use it. As a side note, I keep a log of my daily bike mileage, so demonstrating that I ride 12 days per month of bike commuting would be easy.	Nov 21, 2011 10:48 AM
24	I would love to be able to bike to work (and have in other places), but the traffic patterns and road conditions around campus are intimidating.	Nov 21, 2011 9:42 AM
25	bicycling year-round is not an option for me. I will not ride when the pavement is slippery, or through snow, or if snow is covering the shoulders of roadways. I don't think there should be a bicycling credit, but I also do not think that pre-tax dollars should be applied towards parking passes. Drivers won't be enticed to give up parking passes by a small monthly credit for bicycling. Drivers probably won't even stop relying on cars if parking passes are only available with post-tax funds.	Nov 19, 2011 4:49 PM
26	I bike to work because I love biking. I don't do it for money. I have a suggestion that would be very easy and not expensive to implement. Install air pumps at several locations throughout campus. The parking garages have electric car pumps. Why not air pumps as well even if they are coin operated?	Nov 18, 2011 9:11 AM
27	Bikers need to have access to parking in case they need to use other transportation on certain days with office hours at satellite clinics, etc.	Nov 15, 2011 10:48 PM
28	I usually walk to work from a neighborhood close to campus. I do not bike as I doubt my abilities and the safety on our local roads (especially with potholes,	Nov 14, 2011 4:22 PM



**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

traffic, and weather) and difficulties biking on sidewalks filled with many pedestrians. I support biking to work, though, and I hope that biking lanes might be introduced to help encourage this will increasing safety.

- |    |   |                       |
|----|---|-----------------------|
| 29 | I regularly bike to work 4 days a week from March/April through November/December (when it snows). I maintain a full time parking pass in lot 55 that I only use one day a week during this time and full time in the winter. I cannot give up my parking pass because it need it one day a week and during the winter but I am interested in a more realistic option that would allow me to pay for the parking space usage that I actually use. Perhaps some sort of shared space might be considered. I am open to suggestions.  | Nov 14, 2011 2:25 PM  |
| 30 | When I drive (cold, rain) I park off campus. If I parked on campus I would not want to give up my parking pass.   | Nov 14, 2011 1:22 PM  |
| 31 | Cycling to work is a viable option for commuters from most parts of town (where it's not? well, perhaps it would encourage more people moving into the city or closer to CWRU). It would be great to encourage group rides into work from various neighborhoods. We should promote the healthy aspects of riding, as well as its time-effectiveness (get your commute AND your cardio workout in one effort), traffic-reduction and cost-friendliness. We're an active, involved and enthusiastic bunch. Please USE US to promote these messages!   | Nov 14, 2011 12:43 PM |
| 32 | Living in Cleveland, I can't imagine a program where any kind of forfeit of parking privileges need to be given up - would be successful. But I like the idea - and think it could encourage me to bike more because of it.   | Nov 14, 2011 11:38 AM |
| 33 | It is just not feasible to ride to CWRU year-round. That shouldn't stop us from encouraging biking in those months that are safe and feasible   | Nov 14, 2011 11:03 AM |
| 34 | Thank you for conducting this survey. I have contacted SAC in the past about this program and I am very grateful SAC is moving in this direction! If there are any questions please contact me: Bill Schwing (216) 791-3800 x6777. or william.schwing@case.edu.   | Nov 14, 2011 10:17 AM |
| 35 | I would like to see a parking option that could be more flexible. Rather than have to buy a year parking pass, could one be sold for 50 times/year? 100 times/year? Or even a daily rate that is reduced for people who show a CWRU staff/faculty ID? Can CWRU offer bikers the same RTA benefits that students get? Bikers need an alternate route to work in inclement weather - either discounted parking, or discounted RTA. Having the federal credit for bikers - and a more flexible, less expensive parking fee and/or a less expensive RTA pass - would be the incentive I'd need to commute via bike year round - not just in the summer. | Nov 14, 2011 10:04 AM |
| 36 | If there is going to be any sort of initiative regarding biking and the CWRU campus, there MUST be a program aimed at promoting safe and legal biking. Only 1 of about every 5 (or less) bikers ride in a safe and legal manner around campus.  | Nov 14, 2011 9:27 AM  |
| 37 | I must admit that I'm a wimp when it comes sto commuting by bicycle. I don't do it in the snow or pouring rain. And I don't do it when I am likely to be doing clinical work until after 10 PM--I think it is too dangerous and I am too tired. So  | Nov 13, 2011 5:54 PM  |

**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

12 times or more a month would apply for 6 months of the year, but maybe not in the snowy months. What I would like to see is a discount on parking, which would make up for the fact that I am not parking there very often, but still need the parking pass when I am called to the hospital in the middle of the night--e.g., for a patient in labor--or in snowy weather or pouring rain.

38	Do not live close enough to bike to work but am concerned about parking on campus.	Nov 12, 2011 11:44 PM
39	There must be an overall plan to improve safety and security for cyclists and their bikes. Cleveland Heights and the City of Cleveland need to cooperated in providing at least one well maintained bike lane especially for uphill returns to the Heights. (e.g. Overlook-where the road conditions are appalling)	Nov 12, 2011 10:13 AM
40	I started biking to work four summers ago, and I should have started to do that years earlier. The exercise benefit was immediate. My back stopped hurting after one week of daily riding. I bike to work 5 days per week, April through November, and use the 32 bus during the winter months. I have no parking permit down here. The ride to from the Fairmount and Taylor neighborhood takes about 18 minutes, and the uphill return trip requires about 23 minutes. The residential neighborhoods in Cleveland Hts amount to a virtual bike trail There is little automobile traffic in the residential neighborhoods. CWRU might think about some active encouragement of bicycle commuting. Is there some possibility of providing some locker rooms for changing out of and into bicycling clothes? Have you considered construcion of a bike commuting resource web page, and pointing to that frequently in the daily newsletter? A short class for tentatively interested bike commuters, possibly in partnership with Cain Park Cycles or Bicycle Boulevard, or a bicycle club? A bike maintenance class? A class specifically for women riders? Some on street instruction from experienced commuters? Using the University's influence (however much it has) with Cleveland Hts and some of the other eastern suburbs to provide some road sharing signage and pavement that doesn't bend bike wheels on Edgehill Rd and some of the other feeder streets that east side bicyclists use? During warm weather there are about 50 bikes parked in front of the school of medicine on most weekdays. You might find some volunteers to help with some of this by appealing directly through the daily newsletter.	Nov 11, 2011 7:04 PM
41	I work in Foley, and there is no nearby bike rack that I'm aware of, and of course nowhere to shower and change when I arrive sweaty or rained on.	Nov 11, 2011 6:21 PM
42	I know the implementation of this legislation is still a bit nebulous, but it's very exciting to see CWRU investigating it!	Nov 11, 2011 3:36 PM
43	YES YES YES!	Nov 11, 2011 2:48 PM
44	Keep in mind with my answers - I do not have a parking pass - I only bike or am dropped off by carpool in bad weather. I think a bike lane going up Cedar Hill and Edgehill would really help university bicycle commuters.	Nov 11, 2011 2:44 PM
45	I live too far from work to bike. I have utilized the RTA for several months - but that doubles the length of an already long commute for me. I would love to ride my bike to work, but it is not practical. Unfortunately, that is the compromise I have had to make in the balance of work and family.	Nov 11, 2011 2:26 PM

**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

46	The University could aid cyclists with better bike lanes and signals on the streets that run through campus. Bike parking is adequate, but not ample in many places.	Nov 11, 2011 2:24 PM
47	This is a strange review. As a biker, I expected some of the really important questions coming up, like: Is your bike path to work safe or life threatening. It is the latter. Or: Do you have suggestions to furthermore entice more people to use bikes to come to Case. Yes. Should the university be invested in improving bike paths on campus and around? Of course it should. etc. Who cares in the first place about tax credit for biking? I don't. And, of course I still need a parking lot when there is a foot snow out there. This is Case and not UC Davis.	Nov 11, 2011 2:13 PM
48	This question: If participants in the Bike Credit Program would only receive the credit if they attested to riding a bicycle to work more than 12 times per month, would you still be interested in participating? my concern with being held to this standard is that it might force some participants to ride the 12 days in bad weather... ie in the winter months some of the commute days are NOT safe to be riding a bike. Also in response to the last two questions: a choice for answer as does not apply would be good. I park in Little Italy so I do not have a payroll deduction plan nor a parking spot on a campus lot so I cannot answer those two questions accurately. THANK YOU for the sruvey and interest in bike commuting!!!	Nov 11, 2011 2:11 PM
49	I'm assuming the above questions allow one to make different choices in different months (eg, mostly bike in Sept; mostly drive in Jan.) Also, it would be very helpful if there were partial parking plans (eg, reduced rate that allowed one to park 1-2 days per week). Such a plan would help with congestion in Severance on Friday mornings with the Orchestra plays (eg, there could be a parking plan that did not include parking on such Fridays).	Nov 11, 2011 1:41 PM
50	Maybe the university could work with the surrounding communities to facilitate bike riders. For example, bike lanes or extra road space for bikers is very limited on the few main arteries to campus from the east (Mayfield Rd, the Edgehill hill leading into Cornell Rd).	Nov 11, 2011 1:32 PM
51	Consideration of staff/faculty showering needs in new building construction would be awesome. Getting the City of Cleveland or Cleveland Heights to repave a 3 foot wide strip going up Edgehill Rd from Murray Hill Rd would make biking home much safer.	Nov 11, 2011 1:26 PM
52	I would chose the benefit that would have the biggest financial gain to me, and it would not affect how much or little I rode my bike to and from work.	Nov 11, 2011 12:58 PM
53	It is a 7 mile round trip, not a huge distance but enough that I would have to start doing it 1 or 2 times a week before committing to a plan/program I would be comfortable signing on	Nov 11, 2011 12:48 PM
54	I work 20 hrs/week so I could not commit to biking everyday to qualify for 3x/wk. thanks for your interest	Nov 11, 2011 12:46 PM
55	What about walking to work? It would be nice to get a parking discount if you bike/walk to work part of the time.	Nov 11, 2011 12:36 PM

**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

56	I commute by bike year round, and I only have the parking pass to get evening and weekend parking in the med school lot. If I could get that without holding a pass, I'd gladly do so.	Nov 11, 2011 12:28 PM
57	I think it is RIDICULOUS to expect anyone to bike to work for a large part of the year. Most people live in suburbs, so its not a viable option anyway. Most importantly, it is not correct to impose lifestyle choices on people, or reward/punish lifestyle choices. If you are so concerned about this - then why don't you FIRST raise health insurance rates for smokers? This is a nonsensical attempt to try to show to others that we are becoming "GREEN". If you really want to make the university green, look for sensible alternatives. This is not one of them.	Nov 11, 2011 12:12 PM
58	Please do what you can to support bicycling for CWRU, University Circle, and Cleveland.	Nov 11, 2011 12:07 PM
59	I already gave up my parking space. I bike to work most days until the weather makes it too cold or dangerous--then I usually walk, or rarely get a ride with my husband , who also works at case. I usually do go home in the car with my husband at night.	Nov 11, 2011 12:07 PM
60	The issue is really the safety of the bike. I've hesitated riding my bike because I'm afraid it would be stolen. There need to be more secure, well lighted, safe places for bikes to be locked. I can imagine that I would pay some sort of nominal fee for this, but it would have to be low enough not to be prohibitive. I'm not sure what that is (\$10/month?). The higher the fee, the less likely people will be to ride.	Nov 11, 2011 11:50 AM
61	I've commuted by bike to the university since I started working here in 1993 (2 miles one way). It's an excellent way to get to work, while reducing costs, pollution and contributing to fitness. I will continue doing it even if I don't get a tax credit. University support for bicycle commuting, as a stand for the environment and for fitness, would be a truly transformative policy decision.	Nov 11, 2011 11:49 AM
62	the only reason that I do not bike to work is because once I get here, I would need to shower and change. I like 12 miles away and in the summer months I would be drenched by the time I got here. Additionally, as an administrative faculty, I need to be dressed professionally, I cannot ride my bike in my professional clothing. We need facilities to shower and change.	Nov 11, 2011 11:42 AM
63	As a long time bike commuter, I am all for encouraging more folks to bike to work. However, if the incentive requires either 1) sacrificing one's pre-tax deduction of parking fees or 2) sacrificing one's parking permit altogether, it renders the proposed biking incentive of no value to many. If parking fees no longer had pre-tax status, the personal income taxes paid on them would in many cases would be higher than the proposed \$20 per month biking allowance (take a look at current garage rates!) Would the bike allowance be "pre-tax" compensation? Except for those who already do not use University parking at all, the \$20 for biking to work would appear to cost many of rather than reward us. (If any part of the motivation behind this initiative is to relieve pressure on parking lots that eat up precious real estate, the incentive should be more generous.) While I would dearly like to abandon my parking fees, I and many faculty members have regularly recurring responsibilities that necessitate keeping a	Nov 11, 2011 11:42 AM

**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

parking spot. We regularly participate in activities such as faculty recruitment, graduate student recruitment, hosting visiting speakers or collaborators, attending off-campus retreats etc.. All these professional and work-related activities routinely involve driving recruits to dinner, to their hotel, giving them a personal tour, or driving them to the airport. And this does not include the other obvious personal reasons why many of us, even the most dedicated bike commuters, retain a parking spot. For those of us with families, it is often simply a matter of being prepared to respond quickly to an unanticipated family emergency on those days when a working spouse is out of town, or of sharing in parenting responsibilities on days when a half hour of bike commuting time just doesn't fit into the family schedule. If the University would like to encourage more folks to ride their bikes to work, whether to promote the personal health benefits or because it presents an opportunity to save the institution some money, it should not be done by forcing a trade-off with parking or pre-tax deductions. Even though I ride my bike to work most days, I tried giving up parking twice and found that it simply not practical, even though I do use it enough to get my money's worth!

64	I would like to ride in the summer (spring/fall) but would have to continue to pay 80+ dollars a month to hold my parking space. Which is a huge amount on a department assistants pay!	Nov 11, 2011 11:41 AM
65	When I lived in Cleveland Heights I bicycled to work on almost every day of the year. Since moving to Geauga County this is not an option any longer. If I could leave my car at the Farm (which I pass every day on my way in) and bike from there I might consider it.	Nov 11, 2011 11:37 AM
66	Add bike lanes to the campus roads, and keep bikes off sidewalks. A bike terminal--a secure, indoor place to leave bike with clothes locker and showers--would be wonderful.	Nov 11, 2011 11:30 AM
67	I biked in when I was younger and lived closer to campus. Now, I live too far away and do not feel safe biking on hills or riding in streets. Would only consider if I were closer and if there were designated bike lanes the whole way.	Nov 11, 2011 11:30 AM
68	I would love to bike to work; however, I live on the West side and would have to travel through some of Cleveland's more dangerous neighborhoods in order to get to work. I would consider biking if I was with a group of people.	Nov 11, 2011 11:18 AM
69	I would bike more if there were bike lanes. That way I would feel safer.	Nov 11, 2011 11:17 AM
70	I live too far away.	Nov 11, 2011 11:14 AM
71	Live too far away, 8 miles, no bike-paths or side walks for much of the way. While living in Europe, I used a bike a lot.	Nov 11, 2011 11:14 AM
72	As long as the program does not mandate year-round participation, I would consider participating. The proposal of biking to work 12 months out of the year is not feasible in northeast Ohio due to the cold temperatures and inclement weather in the winter months.	Nov 11, 2011 11:09 AM
73	The University does not provide adequate "parking" for bicyclists. Unsecured, outdoor bike racks are no place to put the thing that you depend on to get you to	Nov 11, 2011 11:07 AM

**Page 8, Q1. Please feel free to add any comments concerning biking to work.**

and from work. Everyone I know who bikes to work puts their bike in their office or lab. Instead of asking big brother for a tax break, the University could promote biking to work by a) providing free, dry, and secure parking for bikes, and b) encouraging a bike shop to open up somewhere in University Circle c) Adequately plowing the roads and shoveling the sidewalks in University Circle

74	I live too close. It is more convenient to walk. :)	Nov 11, 2011 10:56 AM
75	There should be some provisional parking pass that one could use in bad weather that would cost less than the full time parking pass. This would also be helpful for days with important meetings where one needs to drive to work to entertain guests, etc.	Nov 11, 2011 10:52 AM
76	The neighborhoods are not safe for a woman to bike through alone after work, especially if you work late. We also have only 2 toilets--no other facilities--for four floors of staff in the building where we work. It is insufficient for the most basic bathroom functions. It certainly doesn't afford a place where you can refresh yourself from a sweaty bicycle ride, so you can maintain a professional appearance for work.	Nov 11, 2011 10:49 AM
77	I have a bike and ride it for pleasure. I wouldn't ride a bike to work because there are no bike lanes and because it would be all uphill going home. Also, I wouldn't ride it in bad weather.	Nov 11, 2011 10:45 AM
78	I've been biking to work regularly for 15-20 years 150-160 times/year and in the 10 years before that more sporadically (it was more difficult to do with young kids in day care who needed to be picked up by a certain time.) One big issue is a secure out of the weather place to keep your bike at work. I am faculty with an office so I can keep it inside a building near my office but not everyone has that opportunity. Also, although I average 150+ times/year I still need parking available b/c in the months of Dec to Feb I only average 5-10 times/month as I won't ride when it is snowing or the roads are snow and ice covered or when it is below 20° F or the rest of the year in heavy rain.	Nov 11, 2011 10:45 AM
79	I think a bike credit is an excellent motivator for this program.	Nov 11, 2011 10:42 AM
80	It would be nice to have a "maybe" option on some of these given that there are few details. In particular, asking whether I would be interested in giving up parking or pre-tax deductions is something that I would have to assess economically, but there's not enough info here.	Nov 11, 2011 10:35 AM
81	I think biking to Case for work is great, but on a regular basis I prefer to walk as I live less than a mile from Case.	Nov 11, 2011 10:26 AM
82	weather related issue prevents the ability to bike every day especially that I would be biking 7miles each way	Nov 11, 2011 10:25 AM
83	Bike safety is a problem on this campus and I am not referring to theft. Cyclists need to be held accountable for irresponsible cycling practices and injuries sustained by pedestrians caused by such actions.	Nov 11, 2011 10:25 AM
84	I live in Kent. Biking to work would be impossible. I can't even get a train or bus	Nov 11, 2011 10:23 AM

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	to get me here in less than 2 hours.	
85	I ride my bike sometimes and walk sometimes, so I can't be sure that I'd definitely ride my bike to work at least 12 times every month. We could use a little more rack space around FPB and the dental school.	Nov 11, 2011 10:23 AM
86	Do grad students count as staffers? Inquiring minds want to know. (They don't always count as students.)	Nov 11, 2011 10:23 AM
87	Safety is a big concern of mine.	Nov 11, 2011 10:22 AM
88	I work for CWRU at a location off campus (in New York). I bicycle to work approximately 30% of the time barring poor weather.	Nov 11, 2011 10:21 AM
89	It is absurd to PRESSURE, even indirectly, people to bike to work YEAR ROUND in Northern Ohio!!! You must think of some way to encourage biking and/or public transportation and still offer reasonable parking for dangerous situations: e.g. shift workers, winter weather, etc.	Nov 11, 2011 10:21 AM
90	Aside from having to bring children on my way to work... If I didn't have children and it was just me, I'd cringe at the 11 mile bike ride every morning, through some pretty bad areas of east Cleveland. Also, I wear professional dress, so I couldn't imagine having to put my nice dress clothes on and do my hair after sweating from an 11 mile bike ride. If convenient showers and permanent lockers were provided and a leeway be given for the time it would take to get here, I MIGHT consider it.	Nov 11, 2011 10:20 AM
91	I bike to campus largely from mid-March to mid-November. Then I drive. I am retired, but am on campus 3-4 days a week during the academic year. Getting money for biking would be nice, but not necessary. I do it because I enjoy it, it is good for my health, and it is convenient. I really would like to see more bike lanes in the Heights and more bike racks around town and on campus.	Nov 11, 2011 10:19 AM
92	Concerned about bicycles being stolen on campus	Nov 11, 2011 10:18 AM
93	Since the University does not subsidize parking this isn't a very good couple of options. Perhaps the university should start subsidizing RTA passes and biking better, in addition to this tax credit. Perhaps reduced health insurance premiums could be obtained for people on the bike to work program. Likewise for people who walk to work.	Nov 11, 2011 10:17 AM
94	bike parking can be a problem. Old bikes locked up for years need to be removed. People should be encouraged to bike with ski pants and goggles through the whole winter. I have been doing this for 10 years.	Nov 11, 2011 10:15 AM
95	I occassionally ride my bike to work and love it, but also need to drive. Absolutely do not ride to work in the winter. I would like to add, off topic a little, students need to asked to be more courteous on the bikes on the sidewalks, around the quad. They ride past you at high speeds, don't even make a noise to let you know they're coming. The University should pass out bells when the pass out the locks. I use one to alert pedestrians to my presence.	Nov 11, 2011 10:14 AM
96	Bike lanes should be added.	Nov 11, 2011 10:13 AM

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97	Please consider extending this to the students.	Nov 11, 2011 10:13 AM
98	I'm sure it's nice to have a hobby	Nov 11, 2011 10:12 AM
99	Weather permitting rider	Nov 11, 2011 10:10 AM
100	if the university is going to support this, I would hope that better bicycle storage facilities could be created on campus (sheltered from weather, etc).	Nov 11, 2011 10:09 AM
101	It's not feasible when you live far away. And while a minority of CWRU employees might live within biking distance, I would guess the majority don't.	Nov 11, 2011 10:07 AM
102	Any chance of us getting a ski lift up Edgehill? (yeah, I thought not)	Nov 11, 2011 10:07 AM
103	I would also be more interested in biking to work if there were showers/locker rooms available in my building. Thanks!	Nov 11, 2011 10:06 AM
104	This would be a great service!	Nov 11, 2011 10:05 AM
105	This area is ideal for bicycle commuting and a reduction in local vehicular traffic is beneficial to all commuters both in terms of safety and convenience. I support all efforts to encourage the practice.	Nov 11, 2011 10:03 AM
106	I live 37 miles east of University Circle. My commute by car is 45 minutes to an hour. Can't imagine how long it would take to ride my bike! :)	Nov 11, 2011 10:02 AM
107	While I won't complain about an additional tax credit for cycling, I believe it more important for the university to help in promoting awareness to drivers how to behave responsibly around cyclists and while encouraging cycling to encourage those cyclist to obey the traffic laws to help them stay safe themselves. Also, an program where you could rent/purchase a bicycle lock if you forgot your lock may be helpful.	Nov 11, 2011 10:00 AM
108	I would love to bike to work more often, but I live 26 miles away from campus. I've done it a few times, but am considering moving closer when my kids get out of high school. We need to have showers in the school of nursing so I can clean up after biking (helmet hair isn't cool).	Nov 11, 2011 9:59 AM
109	I would be willing to bike to work more often with the proposed credit, however, I would still need a parking pass as I have several commitments that are too far for me to bike to. Plus they end too late at night and I do not feel safe biking after dark.	Nov 11, 2011 9:58 AM
110	I live on the opposite side of town and don't wish to bike home from work in the dark during the winter. Also, I'm physically handicapped and would have difficulty using a bicycle.	Nov 11, 2011 9:56 AM
111	What keeps me from biking to work is the extreme danger riding down either Fairhill or Cedar Hill. Getting bike lanes respected by motorists is far more important than \$20 per month.	Nov 11, 2011 9:55 AM
112	The biggest obstacle to my regular commute to work is the difficulty in approaching or leaving the university from Cleveland Heights safely. the absence of bike lanes up and down the hill in particular is extremely dangerous	Nov 11, 2011 9:55 AM



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for cyclists, all the more so in wet, snow-covered or icy conditions.

113	I do not have a parking pass, and have never had one since I started working at the university over 2 years ago. I commute to work by bike year round, about 7 miles one way. When it is too cold or rainy to get to work by bike I either take the train or the bus to campus. With the increased development on campus (which is GREAT) and the lack of available parking, it is only prudent to encourage alternative methods of transportation.	Nov 11, 2011 9:55 AM
114	My circumstances may be a little unusual. I must drive Mondays and Fridays. I ride the other three days, until the roads become icy.	Nov 11, 2011 9:54 AM
115	whatever you can do...	Nov 11, 2011 9:51 AM
116	When I lived closer to campus, I walked to and from work. I now use public transportation. I would like to see more encouragement from the University for all types of alternative commuting arrangements, including the bicycle credit.	Nov 11, 2011 9:51 AM
117	I live in Clev Hts and am NOT a biking zealot, but choose it as a healthy lifestyle. I will not ride in rain or below freezing or too hot, but otherwise either ride my bike or walk to work. I am most interested in somebody fixing the Cornell Rd hill up to Clev Hts before someone gets killed- it is in terrible shape that you can't see well at night with lots of traffic- it is an accident waiting to happen.	Nov 11, 2011 9:51 AM
118	would like to bike but live too far away	Nov 11, 2011 9:50 AM
119	I would love to bike to work (am an avid speed walker and gym groupie) but 35 miles one way is just too far.	Nov 11, 2011 9:48 AM
120	Safe bike routes are holding back enthusiasm for biking. Driver awareness is a problem. Places at work to change / shower. Safe / covered parking for bikes.	Nov 11, 2011 9:48 AM
121	We need more covered bike racks.	Nov 11, 2011 9:48 AM
122	I live 30 miles away. It would take me 90 minutes-2 hours to bike to work, and that assumes I'm taking expressways.	Nov 11, 2011 9:47 AM
123	More showers on campus!	Nov 11, 2011 9:46 AM
124	Live too far away to bike to work. Would consider taking the bus if there was a direct route to UC from Mentor.	Nov 11, 2011 9:45 AM
125	I actually bike to the rapid station and take the rapid to work. Sometimes I leave my bike at the rapid and sometimes I bring it all the way so that I have it on campus.	Nov 11, 2011 9:45 AM
126	I live too far from campus to ride my bike (20 miles), and there are too many dangerous intersections to deal with - not a lot of driver courtesy on the road. Additionally, I would be all sweaty by the time I got here, and would need to shower and change clothes. It is a great mode of transportation for those who live within 10 miles.	Nov 11, 2011 9:45 AM
127	The university should lobby to get Edgehill Rd (on the hill) repaved. It is fast hill with a lot of traffic, and riddled with potholes. It is the main bike commuter artery	Nov 11, 2011 9:44 AM

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into the campus area. The current conditions are dangerous.

128	University engagement in the development of plans for safe and smooth bike paths from the Heights would be most welcome. There is simply no safe and well-maintained path from the top of the hill. Edgehill and MLK are both treacherous, road conditions are terrible. Mayfield is no better. The short span of "bike lane" (i.e. the parked car, debris, tree branch, and leaf pile area) is neither cleared nor maintained. I'm forced to bike because I can't afford parking, pre or post tax. However, I am sure that more people would bike if there were a better way to work.	Nov 11, 2011 9:44 AM
129	I will only ride if I have someplace 'safe' to store my bike once here. I will not leave it outside on a bike rack.	Nov 11, 2011 9:43 AM
130	I ride my bike to work every day, except I walk during December, January and February because of the snow. I cannot afford snow tires for my bike. Would this still count towards this credit since I ride 9 months out of the year?	Nov 11, 2011 9:42 AM
131	I think the Cedar / Cedar Hill stretch is too dangerous for bikers. I cringe every time I drive past one.	Nov 11, 2011 9:41 AM
132	I have considered biking to work but am fearful of riding down Mayfield Road. It would be great if there were more bike paths. Also, I worry about being too sweaty when I got to work, with no way to freshen up.	Nov 11, 2011 9:41 AM
133	A bike-to-work credit is potentially a great idea. However, excluding participation for staff/faculty who also need to retain a parking pass would be a horrible idea, and would likely lead to very low program use.	Nov 11, 2011 9:41 AM
134	I walk to work. It's a little too close to really need to bike. I don't have a parking pass. I'm not sure I'm really the target for your survey.	Nov 11, 2011 9:40 AM
135	The university should also reward those who bike to work on their health insurance bill. Those of us who bike long distances on a regular basis not only offset parking challenges, traffic issues, but we also don't contribute to air pollution that causes health problems to others and we don't use health care services nearly as much. Bikers are also more likely to use preventive care and use public transportation when not biking.	Nov 11, 2011 9:39 AM
136	The bike paths are insufficient for safe riding. I would love to bike to work.	Nov 11, 2011 9:38 AM
137	Campus is very bike friendly with a couple exceptions. First, there's no ramp from the School of Medicine (Robbins) entrance plaza level down to the front of the BRB and the main pathway to Adelbert. In addition to not being handicapped-friendly, this is an impediment for bicyclists.	Nov 11, 2011 9:38 AM
138	I would gladly bike to work more if there was more incentive to do so. Also, if the parking would be waived during the biking months, I would also be more inclined to do so.	Nov 11, 2011 9:38 AM
139	it's a bit hard to bike commute year round in Cleveland so expecting people to give up their parking passes is unrealistic	Nov 11, 2011 9:38 AM

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140	I would think there are few year-round bicycle commuters in Cleveland. But it appears that the number of bike commuters in the summer months is increasing, which is a good thing. I think the university does a good job of providing secure parking for bikes.	Nov 11, 2011 9:38 AM
141	If you really want people to bike to work more you should have incentives like reduced parking rates for the months that we bike. Dis-incentives like losing parking altogether will have the opposite effect. But that's probably pretty obvious.	Nov 11, 2011 9:37 AM
142	The real problem is that we need better bike lanes/routes in the area to even begin to make it safe. Also, we should be able to purchase winter parking passes - it's not realistic to expect people to bike to work in 1+ feet of snow.	Nov 11, 2011 9:36 AM
143	Adelbert would have to be a bit more bike-friendly... you take your life into your hands biking down it.	Nov 11, 2011 9:35 AM