



Office of the City Manager

INFORMATION CALENDAR

December 6, 2005

To: Honorable Mayor and
Members of the City Council

From: *PK* Phil Kamlarz, City Manager

Submitted by: Claudette Ford, Acting Director, Public Works

Subject: 2005 Employee Transportation Survey Results

INTRODUCTION

The City of Berkeley's General Plan Policy T-11 calls for the establishment of "The City of Berkeley as a 'Model Employer' in the area of trip and emission reductions." To this end, the City of Berkeley has instituted a number of programs and policies to support alternative transportation and reduce the number of single-occupant vehicle trips made by its employees.

In order to evaluate the effectiveness of the City's commute programs, staff has conducted employee transportation surveys in 1994, 2001 and 2005. In addition, smaller employee surveys were conducted in 2002 and 2003 that focused on the Eco Pass program.

CURRENT SITUATION AND ITS EFFECTS

The 2005 survey provided an important opportunity to gauge the impact of transportation demand management efforts that the City has instituted since 2001. Since that time, the City has established significant new programs including the Eco Pass, the pre-tax transit benefits program (Commuter Checks), and the fleet car-sharing program.

The survey was conducted from May 24 until June 17, 2005 and was distributed to 1,800 employees via Berkeley Matters and Everyone Email. The survey was offered in both paper form and online. A raffle prize was offered to encourage a higher response rate. In total, 327 responses were received and are analyzed in this survey report, a response rate of 18%.

The survey indicates significant improvements in City employees' commute behavior. The drive-alone rate for City employees in 2005 is 36.4%, a decrease from the 2001 rate of 47.4%. This drive alone rate is substantially lower than the average drive alone rate for those who work in Berkeley and Alameda County. The survey also indicates an increase in use of BART (from 12.9% to 19.7%), bus (from 6.2% to 13.8%), bicycling (4.9% to 13.8%) and walking (4.7% to 6.5%) among City employees between 2001 and 2005. Carpooling and vanpooling has decreased from 12.8% to 7.7%. The reason for the decline in carpooling and vanpooling is unknown; it may be partially explained by the significant increase in transit use, but may also point to a need for additional rideshare marketing and outreach.

The survey also examined employee commute distance, since it is an important factor in transportation mode choice. Approximately one-third of City employees live in Berkeley, and nearly 60% live in Berkeley, Oakland, Richmond, or Albany. Approximately 70% live within the AC Transit District service area, and nearly 40% live within the same zip code of a BART station. Of note is the fact that 13% of those who drive alone to work live within two miles of their workplace, and 23% live within two to five miles.

Respondents answered several questions asking how the availability of the EcoPass affected their choice of transportation mode. Of those who reported driving alone to work before they had an EcoPass, 20% now use AC Transit and an additional 17% use another type of alternative transportation mode. If their EcoPass was not available, 59% of respondents would reduce their use of AC Transit services, including 25% who would stop using AC Transit services completely.

The survey also asked respondents to report on incentives that would encourage them to start or continue using an alternative commute mode. Not surprisingly, the greatest incentive is a financial allowance or subsidy for using an alternative to driving alone. Fifty-one percent of respondents also reported that the fleet car-sharing program implemented in 2005 provides encouragement to commute to work by alternate means.

Additional survey analysis is provided in the attached 2005 Employee Transportation Survey (Attachment 1).

POSSIBLE FUTURE ACTION

The City should continue to administer voluntary commute surveys to its employees on a periodic basis. Staff recommends that the City conduct another City employee survey in 24 to 36 months.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

Currently, transportation planning staff are capable of administering the survey and analyzing the results with few expenses. Expenses include photocopying the survey instrument, placing notices in Berkeley Matters, which is required to publicize the survey, and providing a raffle prize, which is very useful to increase response rates. Finally, the use of an online survey instrument can be very cost-effective. The total expense for these activities is less than \$2,000.

CONTACT PERSON

Kara Vuicich, Associate Planner, Public Works Department, Transportation Division, 981-7065

Attachments:

1: 2005 Employee Transportation Survey Report

City of Berkeley

2005 Employee Transportation Survey Report

Introduction

The City of Berkeley's General Plan Policy T-11 calls for the establishment of "the City of Berkeley as a 'Model Employer' in the area of trip and emission reductions." To this end, the City of Berkeley has instituted a number of programs and policies to support alternative transportation and reduce the number of single-occupant vehicle trips made by its employees.

In order to evaluate the effectiveness of the City's commute programs, staff has conducted employee transportation surveys in 1994, 2001 and 2005. In addition, smaller employee surveys were conducted in 2002 and 2003 that focused on the Eco Pass program.

Since the 2001 employee transportation survey, the City has established significant new programs including the Eco Pass, the pre-tax transit benefits program (Commuter Checks), and the fleet carsharing program. The 2005 survey results therefore provide an important opportunity to gauge the impact of these transportation efforts.

The survey was conducted from May 24 until June 17, 2005 and was distributed to 1,800 employees via Berkeley Matters and Everyone Email. The survey was offered in both paper form and via a web-based site. A raffle prize was offered to encourage a higher response rate. In total, 327 responses were received and are analyzed in this survey report, a response rate of 18%.

Key Findings and Recommendations

The survey indicates significant improvements in City employees' commute behavior. Although external factors such as traffic congestion, gas prices, the need to pick up or drop off children and other dependents, and home-to-work distance are certainly important, the improvements that have occurred between 2001 and 2005 are correlated with the implementation of the EcoPass and Commuter Check programs. These programs have successfully encouraged more employees to use BART and AC Transit buses. Additionally, the fleet carsharing program (implemented in 2005) has enabled employees to no longer use their personal cars for work trips, allowing them to commute to work by alternate means.

The City of Berkeley's Employee Transportation Programs

The City of Berkeley has been designated as one of the Best Workplaces for CommutersSM by the U.S. Environmental Protection Agency. Berkeley qualified for this designation by offering a range of transportation services to employees including:

- \$20 monthly transit benefit included in most employee contracts
- 1,400 Eco Passes provided at no cost to eligible employees
- 458 participate in the Pre-tax Commute Benefit (Commuter Check) Program
- 69 employees enrolled in Guaranteed Ride Home Program.
- 110 employees enrolled in Fleet Carsharing program
- Discounted Carpool/Vanpool Parking Permits
- Secure employee bicycle parking
- Fleet Bicycle Pool

The survey also illustrates opportunities to further improve the City's commute programs. Following is a list of recommendations for future efforts which are drawn from the survey responses.

1. Continue and expand the City's alternative commute-supportive programs and policies.
2. Investigate expanding EcoPass to include BART and to utilize new TransLink smart cards.
3. Investigate the possibility of providing a greater financial subsidy to those employees who use transit systems other than BART or AC Transit to travel to work.
4. Develop incentives targeting those employees who live within five miles of their workplace but who drive alone.
5. Improve bicycle facilities for employees and provide assistance and incentives to encourage additional employees to commute by bicycle.
6. New carpools/vanpools for employees who live 20 or miles from their workplace.
7. Better publicize existing programs, particularly Guaranteed Ride Home, 511 ridematching, carpool parking discounts, and the bicycle fleet pool.

Summary of Survey Results

The City of Berkeley 2005 Employee Transportation Survey asked employees about their commuting habits and preferences, including:

- How they traveled to work;
- Employees' residential locations and commute distances;
- Specific characteristics about their commute, including where they parked their car or bicycle, how they accessed transit services, and whether or not they had to transfer if using public transit; and
- What factors either made them more or less likely to use an alternative to driving alone.

The survey also asked employees for their feedback on the City's existing alternative commute incentive programs and on potential new incentives that might result in further shifts to transit use, walking, bicycling, or ridesharing.

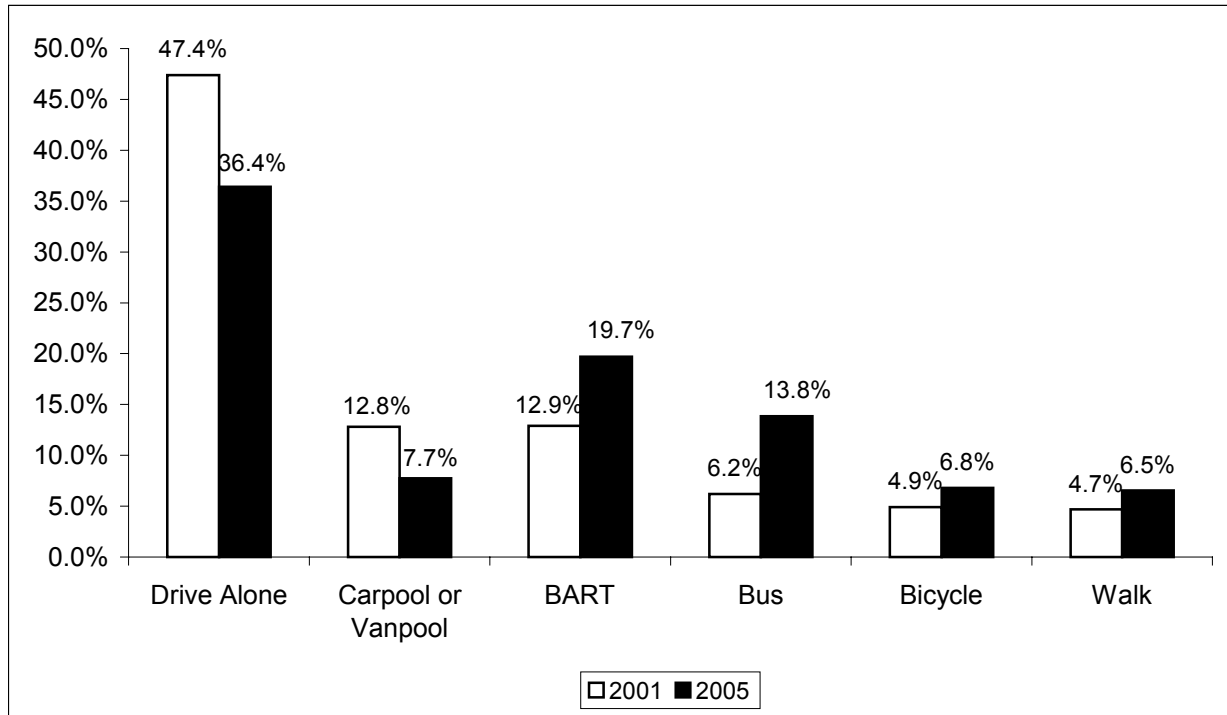
Following is a summary analysis of the results from the 2005 City of Berkeley Employee Transportation Survey. Detailed survey results and a copy of the survey instrument are available from the City's Transportation Division of the Public Works Department.

1. Transportation to Work

The survey asked employees to report on how they traveled to work each day during a typical work week during the survey period. The results reported here are an average of the results from Monday through Friday.

The number of employees who drive alone to work decreased significantly from 2001 to 2005, from 47.4% to 36.4%, as shown in Figure 1. Correspondingly, the number of employees who traveled to work via BART, bus, walking, or bicycling increased in 2005.

Figure 1 City of Berkeley Employees' Transportation to Work



Total respondents = 318

City employees' drive alone rate of 36% is substantially lower than the overall drive alone rate for those who work in Berkeley and Alameda County, as shown in Figure 2.

Figure 2 Transportation to Work 2000, Employees Who Work in Berkeley and Alameda County

Mode of Transportation to Work	Berkeley		Alameda County	
	Count	Percentage	Count	Percentage
Drive Alone	37,760	54%	471,571	71%
Carpool or Vanpool	8,544	12%	89,435	13%
Bus or Trolleybus	4,735	7%	23,921	4%
Subway	3,364	5%	19,220	3%
Bicycle Commuters	3,600	5%	8,355	1%
Walk Only Commuters	7,593	11%	21,469	3%
Total Other	1,011	1%	9,050	1%
Workers working at home	3,725	5%	23,950	4%

Source: U.S. Census Transportation Planning Package, 2000

2. Residential Location and Commute Distance

Residential location and commute distance are important factors in transportation mode choice and in developing effective commute alternative programs. Figure 3 lists the home cities of employees and the percent of employees living in each.

Most City employees live in Alameda or Contra Costa counties. Approximately one-third live in Berkeley, and nearly 60% live in Berkeley, Oakland, Richmond, or Albany. Approximately 70% live within the AC Transit District service area, and nearly 40% live within the same zip code of a BART station.

Figure 3 City of Berkeley Employees' Residential Locations

City	% of Survey Respondents
Berkeley	30.4%
Oakland	14.1%
Richmond	5.8%
San Francisco	5.5%
Albany	4.9%
El Cerrito	4.0%
Alameda	3.4%
Vallejo	3.1%
Antioch	2.5%
Concord	2.5%
Hayward	1.8%
Martinez	1.5%
Dublin	1.2%
El Sobrante	1.2%
Walnut Creek	1.2%
Fairfield	1.2%
Pinole	1.2%
San Pablo	1.2%
Castro Valley	0.9%
Hercules	0.9%
Kensington	0.9%
San Leandro	0.9%
Pleasant Hill	0.9%
American Canyon	0.6%
Benicia	0.6%

Total Respondents = 326

Nearly 60% of employees live less than ten miles from their workplace, and over 40% live within five miles, as shown in Figure 4. Figure 5 shows the relationship between mode choice and commute distance. As one would expect, those who walk or ride a bicycle to work generally live within five miles of their workplace. Those who use BART or who carpool or vanpool tend to live farther away from their workplace.

Of note is the fact that 36% of those who drove alone to work lived within five miles of their workplace. More specifically, 13% of those who drove alone lived within two miles and 23% live within two to five miles.

Figure 4 Commute Distance

Distance between Home and Work	% of Respondents
0-2 miles	20.8%
2-5 miles	21.7%
5-10 miles	15.6%
10-15 miles	11.0%
15-20 miles	11.0%
20 or more miles	19.9%

Total Respondents = 327

Figure 5 Commute Distance by Transportation Mode*

Distance between Home and Work	Drove Alone	BART	Bicycle	Bus	Car and Vanpool	Walk
0-2 miles	13%	0%	50%	31%	17%	76%
2-5 miles	23%	9%	41%	33%	14%	24%
5-10 miles	16%	20%	9%	16%	17%	0%
10-15 miles	12%	22%	0%	8%	7%	0%
15-20 miles	13%	22%	0%	4%	10%	0%
20 or more miles	23%	28%	0%	8%	34%	0%
Total	100%	100%	100%	100%	100%	100%
Total Respondents	117	65	22	51	29	25

*Note: Based on reported transportation mode for Wednesday.

3. Existing City Programs

The survey asked employees about their awareness of and participation in existing commute programs. This question only included programs for which employees must register; it did not include the EcoPass program since EcoPasses are automatically distributed to all eligible employees. These results highlight marketing opportunities for existing programs of which respondents stated they were not aware.

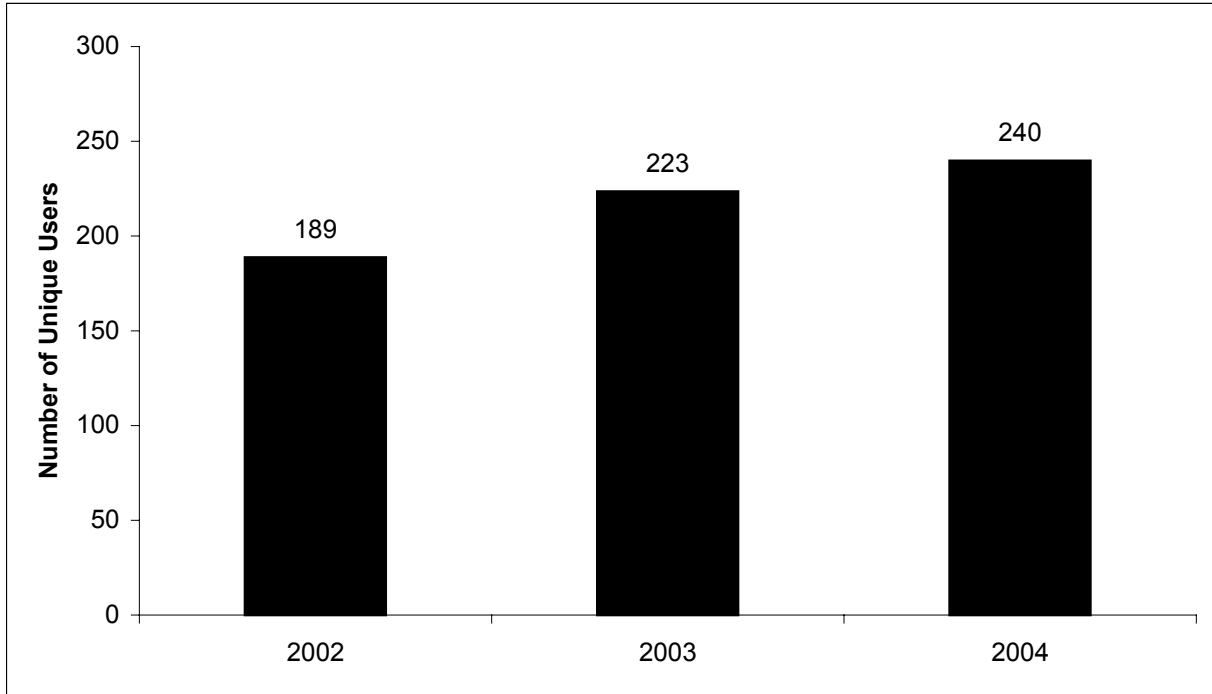
Figure 6 Participation in and Awareness of Existing City Programs

Program	Aware, but Don't Use or Participate	Not Aware	Not Eligible	Participate or Enrolled in this Program	Total	Total Respondents
\$20 transit subsidy (via Commuter Checks)	32%	16%	6%	46%	100%	290
Commuter Checks via payroll deduction (above \$20)	39%	23%	5%	32%	100%	279
Guaranteed Ride Home	35%	51%	4%	11%	100%	279
Carpool/vanpool matching through 511.org	42%	47%	7%	5%	100%	273
Parking discounts for carpools and vanpools	41%	49%	7%	3%	100%	268
Bicycle Fleet Pool	37%	57%	4%	2%	100%	274
Secure bike parking at 2180 Milvia	58%	29%	7%	6%	100%	272

3.1 EcoPass

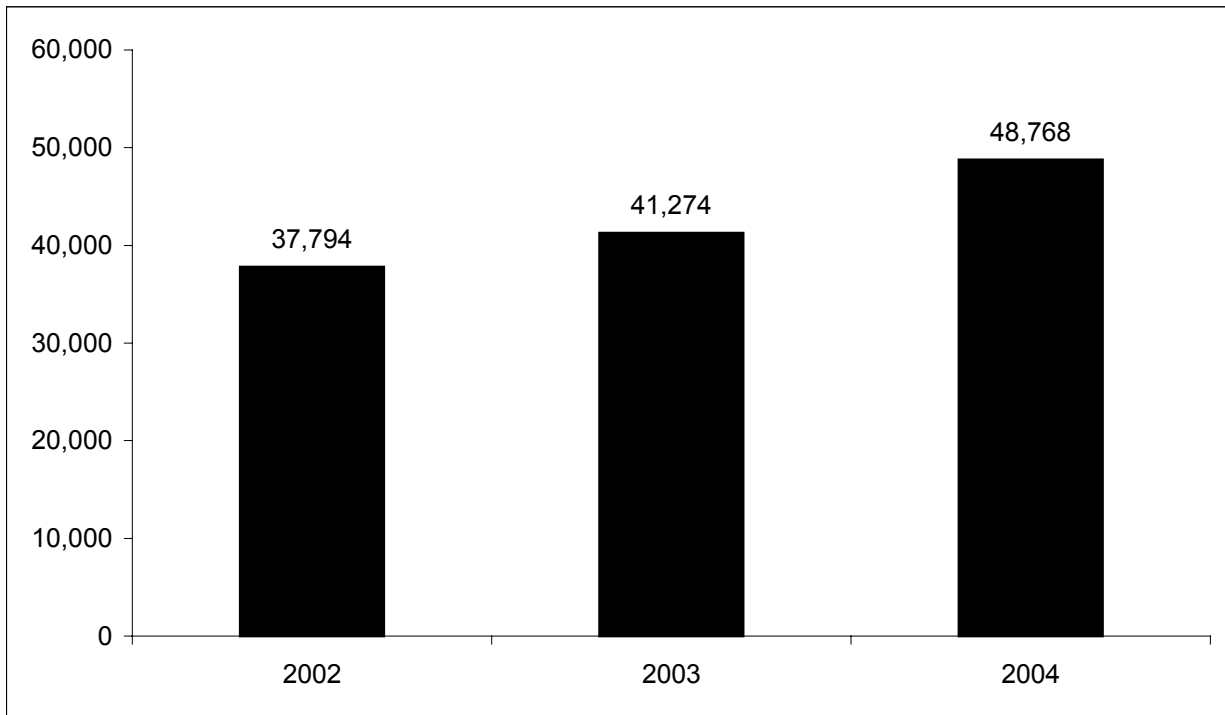
The survey asked respondents several questions about the City's EcoPass program. The program provides eligible employees with a free AC Transit bus pass that can be used on any AC Transit route at any time. The City implemented the program in late 2001, and both participation and bus usage has grown steadily since that time, as shown in Figures 7 and 8. Figure 9 shows that most EcoPass users utilize their EcoPass on an occasional basis – one to ten times per month.

Figure 7 EcoPass Usage, Monthly Average of Unique Users for 2002-2004



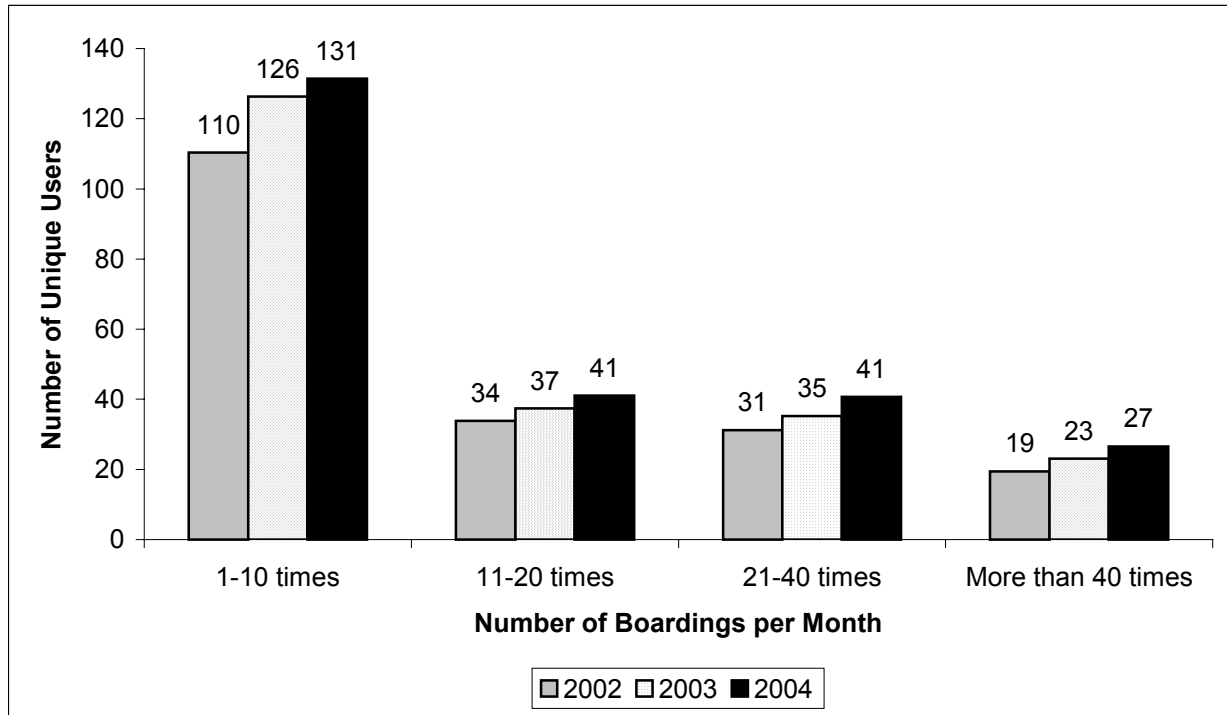
Source: AC Transit farebox data

Figure 8 EcoPass Bus Boardings, Annual Totals 2002-2004



Source: AC Transit farebox data

Figure 9 EcoPass Usage Frequencies, 2002-2004



Source: AC Transit farebox data

The survey asked respondents about the types of trips they made while using their EcoPasses. As shown in Figure 10, the most frequent use (more than four times per week) is for travel to and from work. Employees also use their EcoPasses for work-related trips and for personal errands during non-work hours, but on a much less frequent basis.

Figure 10 EcoPass Use by Trip Purpose

Trip Purpose	1-4 Times per Month	2-4 Times per Week	Just Once	More than 4 Times per Week	Never	Total	Total Respondents
Travel to and from work	21%	15%	15%	18%	31%	100%	163
Travel to or from work in one direction only	22%	13%	18%	12%	34%	100%	147
Personal errands during lunch	21%	3%	19%	3%	53%	100%	154
Personal errands during non-work hours	28%	8%	21%	5%	37%	100%	155
Work-related travel	25%	4%	25%	1%	45%	100%	159

The survey asked respondents how they traveled to work *before* they received their EcoPass. Only 11% used an AC Transit bus while 43% reported driving alone (Figure 11). The EcoPass has reduced the number of drive-alone trips made by employees.

Figure 11 Mode of Travel Used Before EcoPass Program

Mode	Respondents
AC Transit bus	11%
BART	22%
Bicycle	10%
Carpool or vanpool	4%
Drove alone	43%
Other (please describe)	1%
Walk	6%

Total Respondents = 187

Respondents answered several questions asking how the availability of the EcoPass affected their choice of transportation mode. Of those who reported driving alone to work before they had an EcoPass, 20% now use AC Transit and an additional 17% use another type of alternative transportation mode, as shown in Figure 12. If the EcoPass was not available, 59% of respondents would reduce their use of AC Transit services, including 25% who would stop using AC Transit services completely (Figure 13).

Figure 12 Mode Shift Before and After EcoPass

Mode of Transportation Used Now*	% of Respondents Who Stated that They Drove Alone before Receiving EcoPass
BART	5%
Bicycle	5%
Bus	20%
Carpool or Vanpool	6%
Drove alone	60%
Walk	1%

Total Respondents = 83

*Reported mode use for Wednesday.

Figure 13 Affect on Bus Use if EcoPass Was not Available

If the EcoPass was not available, would you:	% of Respondents
Continue using AC Transit services with the same frequency	13%
Continue using AC Transit services, but much less frequently	34%
I do not use AC Transit services currently	28%
Stop using AC Transit services completely	25%

Total Respondents = 186

The survey asked respondents which factors might encourage them to use their EcoPasses more frequently. Similar to previous surveys, respondents indicated that they would use their EcoPasses more frequently if BART was included in the EcoPass program. Respondents also stated that more frequent bus service would also encourage their use of the EcoPass. Conversely, respondents indicated that marketing measures and information about how to ride the bus would not encourage more frequent EcoPass use. Figure 14 lists the options for increasing EcoPass use and the percent of respondents who stated that the given option would encourage or strongly encourage them to use their EcoPasses more frequently.

Figure 14 Increasing EcoPass Use

Potential Options to Increase EcoPass Use	Encourage or Strongly Encourage
Including BART in the EcoPass program	68%
More frequent bus service near my home	47%
More frequent bus service near my workplace	42%
Increased safety at bus stops	39%
More passenger amenities (shelters, benches, lights, schedules, maps at the bus stop)	37%
Nighttime bus service near my home	33%
More marketing programs and incentives around the EcoPass program	28%
Nighttime bus service near my workplace	29%
Reminders via email or Berkeley Matters about the EcoPass program	19%
More information about how to ride the bus	19%

5. Other Factors Affecting Transportation Mode Choice and Potential New Incentives to Further Reduce Drive-Alone Trips

The survey asked respondents who drove alone to work how important certain factors were in preventing them from using a commute alternative. Figure 15 lists these factors in order of importance, as indicated by the survey responses. The results are nearly identical to those of the 2001 survey.

Figure 15 Obstacles to Alternative Mode Use

Reason	Important or Very Important
Using an alternative to driving would increase my commute time too much.	59%
I work late or irregular hours.	58%
I live too far to walk or bike to work.	55%
I need a car for personal business before, during, or after work.	51%
Transit service is not frequent enough.	52%
I need my car during the day for work related travel.	43%
I may need to get home in an emergency.	44%
My schedule does not allow me to leave at the same time every day.	45%
I prefer to drive my own car.	38%
It is difficult to find other to rideshare.	31%
There is no transit service available for my trip.	31%
I need to drop off or pick up children or other dependents.	29%
I do not feel safe riding my bike to work.	23%
I do not feel safe walking to work.	16%
There is a lack of secure bicycle parking and/or lockers and changing rooms.	12%

Some of the drive-alone commuters who responded to the survey indicated that they were willing to try an alternative mode. Figure 16 shows which alternatives drive-alone commuters might be most likely to try.

Figure 16 Which Alternative Commute Modes are Drive-Alone Commuters Willing to Try?

Commute Alternatives	% of Respondents
BART	50%
Bus	48%
Telecommute	31%
Carpool	21%
Bicycle	20%
Take a shuttle from a distant satellite parking facility	19%
Walk	18%
Vanpool	12%

Total Respondents = 137

Note: Respondents could choose more than one option.

In order to understand which incentives might be effective in overcoming the obstacles to using alternative modes, the survey asked all respondents to report on the extent to which certain

incentives would encourage them to start or continue using an alternative commute mode (Figure 17). Not surprisingly, the greatest incentive is a financial allowance or subsidy for using an alternative to driving alone. Providing personalized commute assistance appears to have the least impact on encouraging employees to use commute alternatives.

Figure 17 Potential Incentives to Encourage Alternative Mode Use

Potential Incentives	Strongly Encourage or Encourage
A financial incentive (allowance/subsidy) for using an alternative to driving alone	68%
Increased subsidy for BART (above the \$20 per month already available to most employees)	61%
A free AC Transit bus pass (EcoPass)	59%
An immediate ride home in case of an emergency or mandatory overtime (guaranteed ride home)	57%
An employer-provided car for work purposes during work hours (fleet or CarShare vehicle)	51%
Transit ticket/pass sales at your work location	47%
A more flexible work schedule to meet carpools, vanpools, the bus, etc.	46%
More frequent bus service to and from your work site	42%
Transportation during lunch or breaks for personal errands	33%
Priority, reserved, and/or discounted parking for carpools/vanpools	33%
Lockers and showers for walkers and bicyclists	32%
Secured, covered parking for your bicycle	32%
Assistance with transit information	29%
More information about commute alternatives	29%
Shuttle from transit station to work location	26%
On-site or nearby (within walking distance) childcare and other services	24%
Personalized help forming a carpool or vanpool	21%
Personalized help finding bus times and routes	19%
Assistance finding a bike route to work	13%

6. Comments

The survey asked respondents to provide any additional comments or suggestions they may have had. Following is a representative selection of the comments received on the survey. The full list of comments can be obtained from the City's Transportation Division of the Public Works Department.

Compliments

The City of Berkeley has a very supportive commute assistance program and it is a model for other employers to follow. Thank you.
I think the City is doing an excellent job promoting other options to driving to work alone.
I very much appreciate the EcoPass and am sure that I ride AC Transit more with it than I would otherwise.
Ecopasses are good for recreation employees for the summer field trips it saves the city money during the summer and they don't need adult tickets.
I love my ecopass and I use it in combination with my bike and BART all the time.
The Eco-Pass is a great program. The only reason I don't drive to work and for friends is because of the ecopass.
My Eco Bus Pass really encourages me to use public transportation to work. Additionally I walk at lunch (exercise) and sometimes take the bus back.
I use Car Share for day business. This has virtually eliminated my need to drive to work since I use my personal auto for city business.

Obstacles to Using Alternative Modes and Suggestions

I moved and my transportation needs changed; my child needs to be driven to out-of-town school; I like the option of using bus service, but its hours are not late and I work late at times.
I would probably use the EcoPass more frequently if AC's ability to meet their afternoon schedule were reliable. Because it is unreliable, I tend to opt for a commute method under my control, namely driving alone or walking because I cannot be late for scheduled family-related activities and commitments that occur after work.
Adaptable work schedules to reduce commute times (early in late out, etc.) would be beneficial.
Childcare and financial assistance is huge for many of us parents in the City that live in other cities. An educational, safe, program in one or more of our Recreation Centers specifically for City employee children from 7:30 to 6:00 would cover most employees. If the center is far from a bus route and or the route and times are not conducive to use, a shuttle before and after work would encourage me to get on BART, and bring my daughter to daycare using public transportation.
The City may benefit having electric scooters or older bikes available for employees to use during breaks or lunch to run errands. I have to do a lot of errands during lunch and when it is very hectic the only way I can run errands is if I bring the car.
We use our personal vehicles to conduct City business. Our work is often complaint driven and sporadic. We don't know how long our inspections will take, each site is different and complaints and emergency response calls are called in as they occur and we must respond. Therefore, having a vehicle available at all times is pertinent.
Having a car is a requirement of my position as a public health nurse. We make home visits all over Berkeley.
CarShare is too inflexible for me to use for job related site visits. I need to leave office on short notice to check a jobsite, meet with contractor/owner. Making CARShare reservation long time in advance (and

being penalized if it is not used) is unworkable.
Please make CarShare cars available for personal errands during the day. Employee can reimburse the department for their trips. I drive to work on days I will need to run errands at lunch.
My primary obstacle to using public transportation to and from work is child pickup and transportation issues. The carshare has been fantastic for my work-related transportation issues once I'm at work.
I used to ride BART inclusively. however, my job requires a car to do all my fieldwork. if I had a car at my disposal 3-4 days a week here, I would gladly take BART as it is close to work and home. Our dept needs carpool vehicles or city car share !!!
It's difficult to depend on public transportation if you have to pick up children at a specific time or you have to get to work at a specific time. This factor as well as how long it takes to use the bus/BART are primary reasons why I don't use them even though they are fairly accessible to me. It's quicker for me to park in the neighborhood and walk/ride 8 blocks to the downtown area. In this way, I can plan on exactly how long my commute will be.
For my commute, BART costs more and takes longer than using my personal vehicle. \$20 BART subsidy is not enough to encourage a longer BART trip. As the city does not provide employee parking, I park at North Berkeley BART and ride to Downtown - an ineffective use of BART that simply provides a parking spot and stretches my \$20 BART ticket.
The City of Berkeley should provide parking for those required to use their personal vehicles for work.

Bus Service and EcoPass

The EcoPass made the difference for me to use AC Transit. I think it would be great to have a single pass that included BART, as well. The only times I drive my car into town during a work day is when I either have to go someplace else after work & there's no easy way home later, or when I'm staying late for work, such as to attend a Council meeting.
Except for the \$20 subsidy and Commuter Checks, all your programs are aimed for people who live in Alameda County. There are a lot of people who live in Contra Costa County or elsewhere; quit ignoring us.
I frequently use my ecopass to travel throughout the City on business.
Thank you very much for the free City pass. It is so convenient not to have to go purchase a pass each month at a store. It would be more convenient if we could just show it to the bus driver instead of putting it into the fare box.
The Ecopass would be great if Bart participated. I currently have to take 3 buses, which is why I generally only use the pass one-way.

BART

Most days, I drive from North Oakland to Ashby BART, where I pay for parking (about a 7 minute drive). I take BART to work, then walk back in the p.m. (when it's light outside). I use the EcoPass mostly for errands, but used it quite a bit earlier this year when my car was in the shop for several days.
Provide more of a subsidy for BART. Twenty dollars a month is a joke.
I take BART everyday and if the benefit amount would increase, I would really appreciate it!
As a BART commuter, any efforts from the City in offsetting rising BART fees is encouraging.
As the BART fares continue to rise, an increase in the \$20 BART subsidy with the funds currently going to the AC transit pass would be appreciated.
I spend over \$180 a month for Bart and the fare is going to be increased soon. In my case, the first \$80 is pre-tax and \$20 is City subsidy. I have to purchase the remaining \$80 to \$90 of tickets at regular price. I know many companies offer Bart tickets at a discount. Could the City consider offer discounted ticket for those employees whose BART commute cost is > \$100?

Other Public Transit Issues

Currently to use Public transportation from Pinole to Berkeley it takes over 1 hour and 20 minutes. It requires a WestCat bus to Del Norte Bart and then BART to Berkeley. At this point I would not consider it. Van Pools are not conducive to Police work, due the staggered hours and frequent hold overs.
The survey does not address AMTRAK riders from Sacramento/Fairfield and there are at least 4 of us.
We need other bus pass aside from AC transit; like Westcat Transit that serve connection from and to El Cerrito Del Norte Bart Station.
Need more work on transportation to/from outlying cities such as Fairfield, Vallejo, etc. If I had AC buses to/from work at various times I would use that bus service because the Vallejo Transit Service is not reliable. Evening transportation and safety are my primary concerns.
Monthly bus from Fairfield to El Cerrito has jumped to \$92.00 per month. Increased Commuter Check from the City. would be extremely helpful.

Bicycles

The bike cage is poorly designed. The bars to which you anchor your bike are located too close to the outside of the cage. The inside racks should be center mounted far way from the sides of the cage or else the inside of the cage should have closer spaced bars so no one can reach in past their arms. A person can reach into the cage and remove parts off a bike even if they cannot steal the whole bike. People can get access by climbing the cage from the retaining wall that is on the north side of the building and next to the cage. I have witnessed kids doing this. The high school kids can jump into the cage because there is no rooftop on the cage or they can squeeze between the bars far enough to remove parts off some of the bikes or vandalized them.
A roof over the bike cage at 2180 Milvia would be nice.
Encourage bicycling by encouraging the exercising 'lifestyle'. Do so by allowing greater flexibility to exercise & bathe in the middle of the work week (especially for blue-collar workers with more regimented work schedules).
Thank you. 1. The bicycle cage next to 2180 needs additional locking posts, as per a passage in the SEIU contract. 2. The City bicycle fleet needs improved marketing ... numerous individuals at HHS/MH would take advantage of a City bike (instead of a City motor vehicle) to do work-related errands, if one were available. The test and authorization procedure is confusing and cumbersome ... no one has time to organize it ... and, we don't know if we would have 1-2 City bikes assigned to MH even if staff sign up for it.
Give an incentive to bicyclists. Give us amenities at our worksites, and decent parking.
Clarify rules for bikes- like wait for an empty elevator - More bikes on the job- Repair shop, an air pump in the cage. Bikes at city facilities for emergencies, earthquakes etc.
I might use the cage bicycle parking if I knew how to access it. The bicycle parking at Center St. garage is secure only on the side where the ticket booth is located. I've had wheels stolen at the other end.
I wish we had Car Share, Bike Pool- Incentive to ride Bikes- Bikers that are city employees should get Discounts for parts/repairs, products.

Car/Vanpool

I would very much like to join a carpool group, but have been unsuccessful through 511 and other local means.
I would prefer to carpool or vanpool to work however as a manager my work hours are variable during certain parts of the month. I have looked into joining a van pool however I have not found one that goes through my area.
I would love to carpool with other cob employees that work from 8-5pm Monday-Friday, and come from

the Richmond area, and if you have lower rates for parking that would save a lot of expenses from employees if we could get discounts with carpools at the lots around 1947 center St.