Commuting Survey Results

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Faculty/Staff Commuting Survey Highlights

How do faculty and staff currently get to campus?
Based on 389 responses: transit (27%) is the most common way to get to campus followed by driving (24%), walking/running (19%), carpooling (15%), cycling (13%). Less than 1% use park and ride lots. There is, however, a noticeable difference between faculty (150) and staff (239) responses. Faculty members are more likely to drive (27%) or bike (18%) while staff members are more likely to use transit (33%) or carpool (16%).

For those faculty and staff who indicated they drive or carpool to campus, where do they typically park?
Faculty and staff most commonly park in underground parking on campus (31%), while the rest of the responses were fairly evenly spread over other options.

How many would consider trying an active or green mode of getting to campus?
The greatest interest by faculty and staff is in cycling, with 46% indicating willingness to try it and another 21% saying they might consider it. Carpooling is of interest with 20% willing to try it and 21% maybe willing to try it. Transit also is of interest, with 24% willing to try it and 14% saying maybe. Again, walking is lower, likely due to distance, with 9% willing to try it and another 8% willing to consider it.

What factors are the most important to faculty / staff in making this decision?
Protected bike lanes near campus and secure bike parking are by far the most important with 56% and 52% respectively of the 376 faculty and staff members who responded to the question ranking these factors highest (4 or 5).

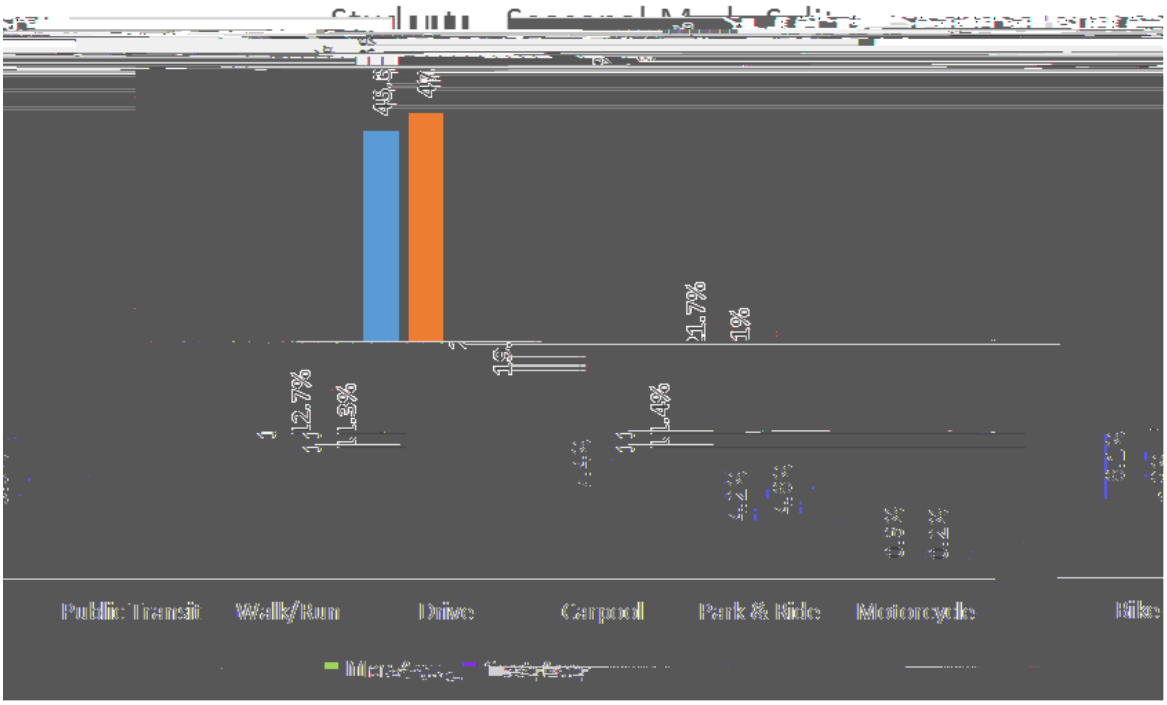
How much interest is there in introducing secure bike parking at the locations identified?
Of the 376 faculty and staff members who answered this question, 37.5% indicated they would use secure bike parking if it were available at the Rice Building/AnX. Interest is also strong in the Buhler Centre (32.2%) and slightly less for Richardson College (28.7%).

How likely are faculty and staff members to use a transit EcoPass if it were available?
Over 40% indicated they would very likely use transit if a 30% discounted monthly bus pass (EcoPass) were available to them and another 13% noted they would be likely to do so.

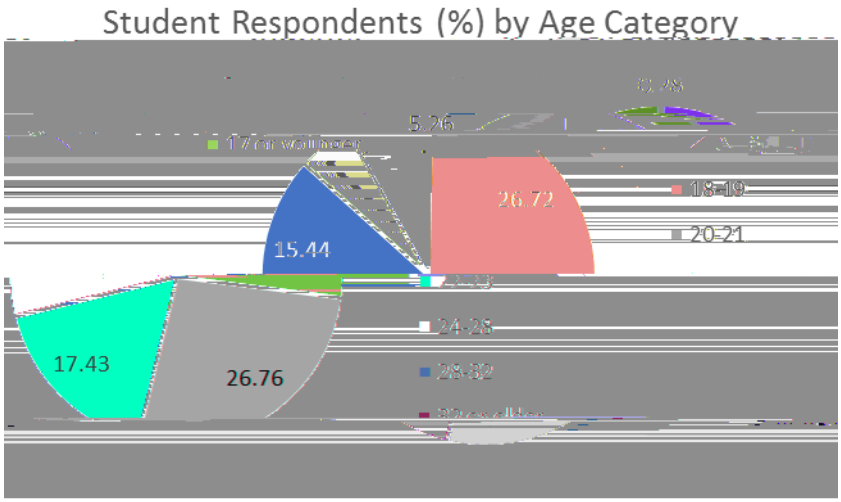
Are faculty and staff members aware of existing programs?
There is high awareness of the UWSA Bike Lab (92%) and the SafeWalk/SafeRide programs (87%). Most are aware of the availability of showers at both Richardson College and Duckworth Centre (68%) but only half knew of the University's membership in Peg City Car Co-op.

How important are personal safety concerns in choosing to walk or bus to campus?
Well lit sidewalks are once again very important with 73% of faculty and staff respondents ranking it as highest (4 or 5). Visible presence of campus security staff was also seen as important (62%) and security monitors at transit shelters (56%).

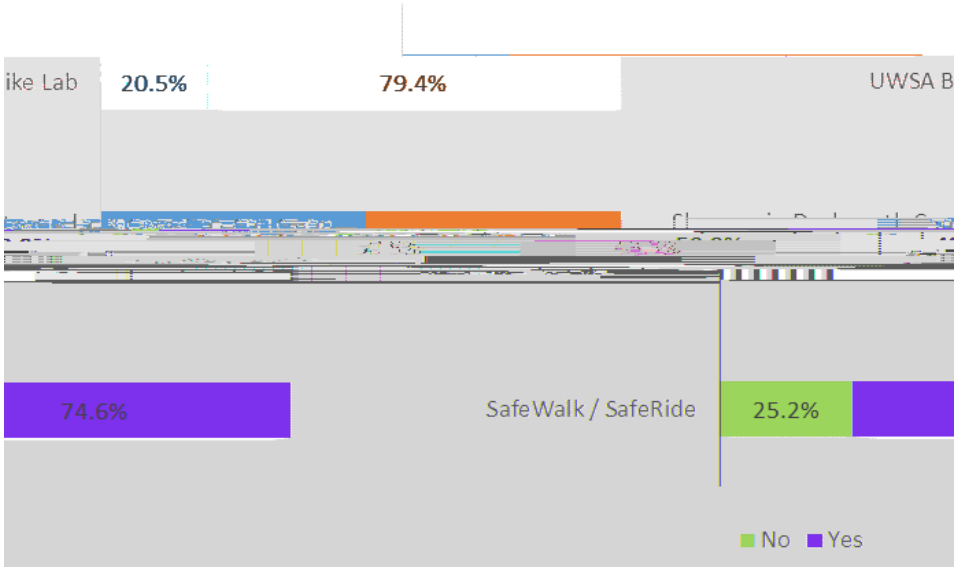
When looking at the two key timeframes of the year, May-August and September-April, there are slight variations in the primary mode used by students to travel to campus.



The survey also captured the modes used by various age categories of students, the majority of whom fall in the 18-21 range (54%) though another 34% fall in the 22-28 age range.

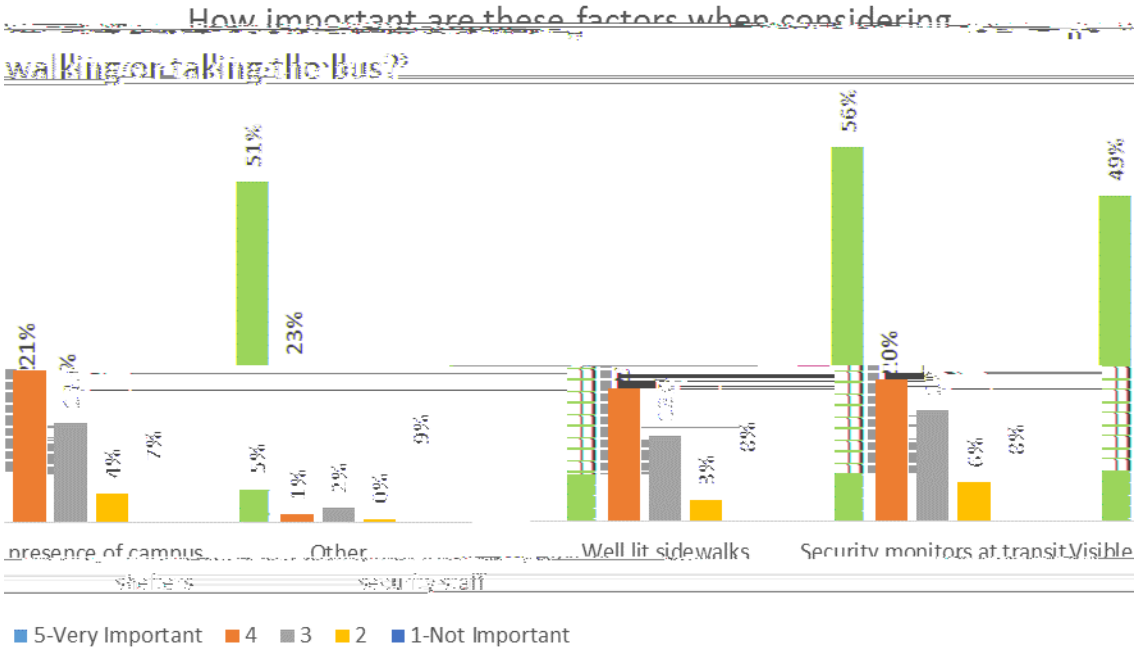


4.6 Student Likelihood to Use U-Pass



4.8 Student Personal Safety Concerns

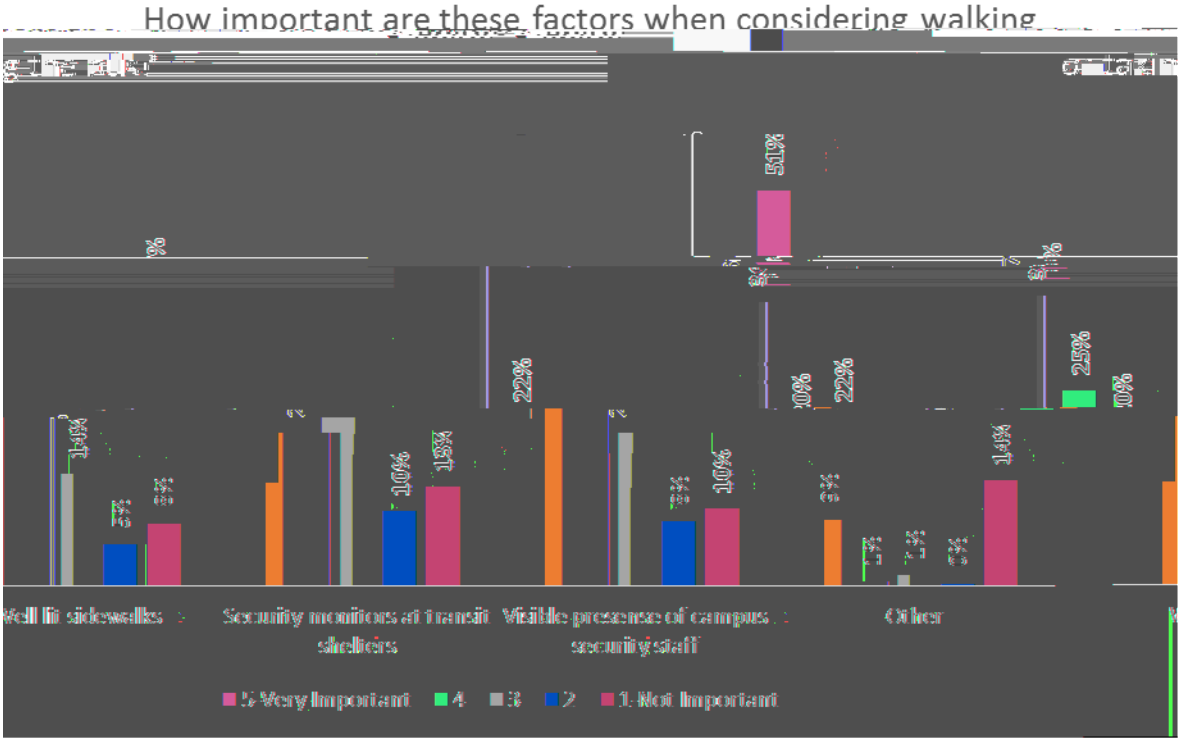
Students were asked whether any of the following factors were important to them when considering walking or taking the bus to campus. Clearly, personal safety is a concern with 76% of respondents rating well lit sidewalks as important or very important. (Find other areas of concern and comments in



5.6 Faculty and Staff Likelihood to Use Transit EcoPass

5.8 Faculty-Staff Personal Safety Concerns

Faculty and staff were asked whether any of the following factors were important to them when considering walking or taking the bus to campus. Similar to students, personal safety is a clear concern, with approximately 90 respondents providing other suggestions or identifying areas they consider unsafe (see Appendices C through E). [n=376]



6. Next Steps

The survey results and feedback can now be used to set targets and create an action plan outlining what measures will be implemented to increase the number of students, faculty and staff riding the bus, walking, cycling or carpooling to campus, and reduce the number who drive alone.

As measures chosen from the action plan are implemented and sufficient time is allowed for students, faculty and staff to learn about and try out the changes, a follow-up survey is recommended to help evaluate whether targets were achieved. This typically represents a 2-3 year cycle depending upon the types of measures implemented.

Green Action Centre would be happy to work with the Campus Sustainability Office, as needed, to review the results enclosed in this report, and contribute to the discussion regarding targets and developing an action plan.

Appendix B – GHG Emissions Calculations

GHG emissions are calculated based on fuel emissions factors, vehicle class fuel efficiency data, commute distance provided, and Winnipeg Transit fuel usage and ridership data.

Fuel emissions factors used in this calculation include (based on The Climate Registry):

Gasoline: 2.29 kg CO2/L

Diesel: 2.69 kg CO2/L

Vehicle fuel efficiency data (L/100 km) is based on vehicle class averages provided by Natural Resources Canada and includes:

Subcompact = 6.9

Compact = 7.59

Mid-size = 8.97

Full-size = 9.57

Van = 10.56

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Back/side streets
backalleys and streets near campus
backside of at ellice
Balmoral
balmoral
Balmoral alley, shortcut from Richardson-RecPlex-Main Campus
Balmoral and Spence
Balmoral beside the AnX
Balmoral between Broadway and Portage
Balmoral Bus Station
Balmoral st south of UW
Balmoral Station
Balmoral station
Balmoral station and on elice Avenue
Balmoral station and the walk from the Richardson building to the eastbound UW bus stop
Balmoral Station area

between riddell and duckworth
between spence and langside when walking from recplex to richardson college
Between UW and Richardson
B-Lot
Both Ellice and Portage
Broadway street
Buhler Center
Buhler Centre
buhler parking lot
Bus loops, path to McFeetors
bus stop at portage
bus stops
Bus stops
Bus stops by the bay
By perths
By the bay
By the bus depot
by the bus shelters and main enterence as well as elice enterence
By the bus stops
By the circle garden
by the rice building
colony / good street
colony at Elice bus stop it's not safe
Down Portage

From Richardson to the U of W stops on portage avenue
From the near entrance to The Bay all the way through the AnX and especially between the AnX and Manitoba Hall
from UW to Edmonton, in front of Menno Simons
front entrance at 515 portage and side of building and back of building balmoral

Front of main campus building block

Portage Place
Portage side of campus, Ellis side of campus
portage to graham @ vaughn
Portage, Ellice
portage, ellice, young street
Portage, Main Street
Residential streets
Richardson College for the Environment and Science Complex
Richardson to Main Campus
Richardson to main campus
Riverbend subdivision, barely any lights on red maple, so dark at 6pm in winter.
Safety
SAFTEY
Sherbrook (Route 70) and Portage
Sherbrook stop to Richardson building
sherbrook to sargent
Short pathway from Recplex to Richardson College for the Environment and Science Complex
Side streets
side streets
Side Streets and paths around the University
side streets around the school, Portage, Vaughn
Side streets in West Broadway
Side streets on south side of Portage Ave ex. Balmoral, Young, Spence etc.
Sidewalks going to university dorms inc lions manor
Sidewalks to Ellice stop
some areas near main campus
Spence
spence
spence and ellice
Spence and Ellice
Spence and langside street
spence ave, and backlanes
Spence St
spence st, young st
Spence st. on both sides of Portage
Spence street
Spence Street
spence street
Spence street off of Ellice

Spence Street, corridor between Wesley and Bryce, Ellice Ave
Spence, Ellice
St. Mary Ave
-street of science building walking toward ellice, renting parking spaces - back lanes
Streets surrounding campus
Student walking path to and from the Science building and the main campus
the back side when late classes
The Bay
the bay
The Bay, Portage and Balmoral
The bus stop itself is very poorly lit at portage heading westbound
The entire campus not secure
The entire university, and shovel the sidewalks, some people are disabled.
The parking lot next to the recplex
Transit Stops by the intersection by Ellice & Memorial Blvd
Vaughan
Vaughan and Graham
Vaughan Street
vaughn
vaughn and portage Ave

Spence, Young, Ellice, Sargent
st. maries
streets, alleys and sidewalks near campus
Tacche Ave. by the river side
Waiting on Ellice for a bus home late at night after work
walking from main campus to Richardson/Buhler
West End
Yonge and Furby

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Frequent busses after evening class
from main campus to bus station
Full Buses
Have to stand on Balmoral if after 6:25
HEAT IN ALL BUS STOPS
Heat in bus shelters
Heated bus shacks
heated bus shacks in winter
Heated Bus Shelters
Heated bus shelters
heated shelter
Heated shelters
heated shelters in winter
heated transit shelter - its cold out!
Heaters in bus waiting areas
Heating
Higher Foot Patrol Presence i.e. Cadets, Police
How far I live from campus (ie: extremely far)
Increase in frequency of bus times.
knowing a number to call if in need of assistance
Lack of creeps
Later Hours for Info Booth. We turn the campus into a morgue evenings, weekends and around Dec and Apr exams while still open.
Live Updated Buss schedules inside University Buildings for major buss routes
Location of bus stops that go directly down Osborne
lots
Lots of undesirable people lurk around the streets in the evening, especially near Graham and Vaughan where I have to catch the bus, I witnessed a fight yesterday while waiting for the bus.
more security after

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This University does nothing for the protection of students. I worked at the AnX, I've seen confrontations with homeless people and students. And I'm not one to point fingers, sometimes it's the students who get drunk and bother the homeless. However, tha
Seriously, the campus security crew is fat. Even if they're fit enough, they do not inspire confidence or feelings of safety. And get them outside. The weirdos that wander around drunk/high spend a lot of time making ruckus just outside of the mai

Green Action Centre

arrive are also extremely important.
I really do not agree that all students should have to pay for UPass. I understand that everyone has to pay for it to work but the reason I go to U of W is because it is cheaper for me, since it is close to my house and I don't have to pay for my way of t
I sure hope U-Pass can be fast-tracked.
I bicycle before snow and ice occur, then I drive, and occasionally walk or bus. I have no evening classes, so have never felt unsafe coming or going. I have not had any issues with bike security over the past 5 years, and was unaware of the secure lockup

I, and mostly everyone I associate with at UW, greatly l5ha-5(n)3(e)-3(I as)11(so)-5(ciat)10(e)7(with at)8(

thanks! Actually i am scared of taking safewalks. i dont feel safe thinking about it! : /
I honestly think the UW and UWSA has done a great deal to encourage cycling to school and make it worthwhile, particularly with the Bike Lab.
I like to bike when the temperature allows for it, but once it gets too cold, the walk just from my house to the bus stop alone takes longer than driving all the way from my house to school. It is quickest to bike, but when I have to drive on Ellice I fee
Do not live within city limits, practicum makes it nearly impossible to carpool twice a week, then getting to class around work schedules makes it harder on other days. Does not work for me.

I am impressed with this survey for the fact that it does not allow for me to state that I take a Beaver Bus from Selkirk to Winnipeg. Which is NOT transit, which receives NO government funding or subsidies, and in no way is ever mentioned with regards to
I dont live in the city, I personally will never use the bus pass or bike to school.
I do not live in Winnipeg. I pay a lot to take the Beaver Bus to school. It would be nice if students who don't live in Winnipeg could opt out of the fees that pay for Winnipeg residents to take Winnipeg Transit. I already pay more than $140 per month to
The university needs a bus pass from September to April, at a discounted price, nobody wants to pay $70 a month.
I think people are afraid of me walking down the street, so if there was more light and community-minded design and Nina Simone playing, I would seem less frightening and more like a welcoming chap!
I take the beaver bus, which is more expensive than transit. Two weeks worth of tickets is $126
If prices for a monitored bike parking is too high it will be hard for students to pay for it. transit is costly enough and if bike parking is close to what transit costs students will choose transit over taking their bike.
I live in Transcona and work full time 5 days a week in the Murray Park Industrial Area so the two nights a week that I am at the UofW does not allow me any other choice but to drive alone and park in a commercial parking lot (as by the time I arrive stre
It's diffcult to make my school scheduale when I'm scared to be around campus in the evening because it feels unsafe. Plus I can't afford to be paying for bus passes but parking is way too expensive so i don't have any other choice.
Living on campus everything is in walking distance therefore I dont use transport often at all. I think that the UPASS should be optional because for the students who live on campus we wont use it therefore its just extra money we could be saving instead
Convenient hours for buying a student bus pass would be helpful (part-time students who work full-time 9-5 can't easily get to the school during the day).
The U-Pass is a great first step, but we should have free transit rides like university students do in PEI. I would never use the secure bike parking because there are so many racks around and so many other bikes around that I never feel unsafe leaving my
I would love to bike if there were more bike paths/lanes. If I lived close enough I would definitely walk, I feel safe walking around the area. I drive because I find the price of a bus pass is not worth the inconvenience of Winnipeg transit. I am likely
I wish there were more efficient bus routes laid out for students. I live in Garden City and my bus takes about 1 hour each way which is ridiculous considering it takes me about 7 minutes to drive my own car to school. I would much rather drive my car to
I work a block from school and have parking provided so I'm not an accurate source likely
I am very against the Upass and believe there should be an option to opt out. I do not take transit to campus because it is not a realistic option.
I bus and carpool 50/50 during the week. I do not bike because I am too far away.
nice to have a tax break for gas
I used to take the bus to school, however I the winter with heavy snow fall the busses are so backed up that I can't catch a ride for sometimes hours. I have a little boy who gets off a school bus at a certain time and I need to be there.

It would be very nice to see a bike lane on portage avenue separate from traffic as that is the main road I

I am very upset about the U-Pass, and am extremely disappointed in the way it is being implemented. Having to go between school and work means that I do not have time to take the bus, which leaves me paying extra money for absolutely nothing.
It is unreasonable for me to take the bus on a day to day basis as it would cost me more than to drive myself at this point in time with the current gas prices. Even with increased prices it was within $2 of taking the bus, but without the hassle, inconvi

Lowered cost on parking at the University, we are already paying many fees and things within our tuition especially with UPass, parking on campus shouldn't be as much as it is
It would be cool if the city cleared the side walks a bit more, especially when the weather warms up a bit and the side walks become a wet slushy mess, sucks to walk in.

I already pay too much to bus to school. I don't want to pay any more than I already do.

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Convenience and flexibility were key determiners in my decision to drive to school. If those needs could be met by other options, I might consider switching (back).
I live out of town and I am a single parent so transit/walking/cycling is not an option for me at this time.
I feel there should be more places to park cars in and around the University area that do not cost an arm and a leg. As bus prices keep going up it is making driving my car to school much more appealing. I find that after rush hour there are not enough bu
The U-Pass would greatly help! With the prices for bus passes going up, it's hard make room in the budget to afford other essentials. I'm inclined to try biking to and from school come summertime, but during winter having a U-Pass would make such a big di
Need more parking options, monthly parking is to expensive at the school, and there is never enough commercial parking around the school.
The Beaver Bus is also a method of transportation. Not all students live in Winnipeg and drive to school daily

It is near impossible for me to bike all the way to University since I live almost at the perimeter. I usually take the bus, except for the month of exams because in my area the bus is too unreliable. The bus I normally took to class one day broke down,

Green Action Centre

I think this is a good survey because a lot more people are considering more green friendly way of transportation in this generation.
I live less than a 10 minute walk from the university, so biking and walking are really my main options
I live outside of the city and only take City of Winnipeg Transit occasionally.
Its important for students as many are broke to have different options
I live outside of Winnipeg and cannot use the city transit
I hope we can find a convenience way for both, drivers and transit-users, with U-Pass. Its nice to hear that U-Pass will be included with our tuitions but its does not benefits the drivers, unless these are the reasons why they are driving. My other conc
I live far from the university and I find the bus system is unreliable and takes significantly longer to get me from home to school (i.e. 3 to 4 times longer than driving)
I used to bus to school all the time, and I would have to take 2 buses for a total of 40-60 minutes one way. I realized I could park for free for two hours on langside, so I drive now. It reduced my travel time to 15-20 minutes one way.
I think the Wpg Transit system has a much larger role in solving the problems of suburb students. Until I can get downtown on a bus (90min+++) in close to the same time as driving (15 minutes), the benefits are almost zero.
I drive to school and i give free rides to students whom i know that need rides. I pay 480 every3 months and that is for my car insurance if parking was a little cheaper it would make it easier for most who pay for parking i pay sometimes 10$ a day to pa
It would be nice if Winnipeg transit could run ON TIME. AND extend bus lanes till 6 pm. Obviously neither are in the control of the u of w, but still.
I am really interested in the U-Pass that is upcoming for 2016. I feel like it is going to be very beneficial for university students and for the environment's pollution.
Awesome
I think UPass sounds pretty useless to a large portion of the UofW because our transit system sucks for communities that aren't on main roads or are farther out from the city centre. So making everybody pay for it even though it is not going to be used is
There are few options for students outside of the city. It could cost up to $100 per week to bus to the city from some areas. A cheaper bus pass for these buses would be useful.
I am disappointed with the introduction of the U-Pass because even though I currently take transit or walk to campus, I feel it won't offer much benefit to me. I am often able to take the free Downtown spirit, and when I used to take the bus from the sub
I generally feel safe on campus, don't have any complaints. Also, never had any issues with the public bike racks!
For the factors being considered when walking or taking the bus to campus in question 7, this is mainly for when taking night classes.
Not every student need the U-Pass and bicycle. So just give they need the Upass, they can buy by themselves.
I live an hour outside of Winnipeg, so the majority of these questions don't really apply to me. I do walk from my parking spot by Richardson to Riddell Hall, and although that isn't a very long walk, I do find that having sidewalks well lit along the way
I used to park on surface lots at night until my car got broken into. Now I park in Rice center parkade. It costs more but it should be safer.

I feel secure and honored with the advantages the University of Winnipeg provides I couldn't say it any better that it feels like home.

safety reason (road condition is not v
separated bike lane is a must for cycling.
With more and more sexual assaults occurring on buses and at bus stops, security is very important to me. I took night classes last term and I felt safer waiting inside at Garbonzo's than outside at the bus stop.
I am forced to drive to school everyday since I live out of town - I'm lucky to have a relatively cheap parking spot each year, but I used to have to park and take the bus which cost a lot and was a huge hassle. Driving everyday can be frustrating in traf
I take a combination of carpool and transit depending upon circumstances. Many people do not take just one method to school.

I've had my bike stolen from the university property, outside richardson, and was not informed that there was a secure lockup option even after reporting it to security. I feel like communication of information is very poor as far as university services g

Live in Bird's Hill; it would take far too long to bike.
Biking is something I would consider if it was possible to do without a concern for my safety.
never heard about the Secure bike parking on campus in the Duckworth Centre or any other info , is that with the new recplex parKade?
University of Winnipeg's Safety is increasing each year. Keep it up!
Secured bike parking should be available to students at no cost. As a compromise, security around the existing outdoor bike parking should be improved. I have had my bicycle vandalized/parts stolen from it on multiple occasions, even while parked adjace
People that car pool shouldn't have to pay for U-pass. That's a double whammy. We pay to drive, have a car, insurance and then pay for people to take the bus. What a joke.
I drive because a bus pass is overpriced for someone who only goes to campus 3 days week. I spend $30 a month on parking and gas is cheap right now
I take my vehicle because I have to with work. The fact that I am now being financially raped in parking fees for lack of better wording, is absolutely appalling. Thanks to no help from the UWSA or the University of Winnipeg, parking fees continue to incr
Major bus shelters in the downtown area have heaters but they are never turned on. Having them on would be a huge help to regular transit users in the winter months.
Parking is way too expensive. I would rent a space in a university lot but cannot afford it. Also, it would be helpful to send out notices about parking availability and how many spaces are left for monthly rent in each lot. It is way too hard to carpool
Thank you the information.
For me transit is much more important than biking, since I live outside the city and it isn't possible to bike to school for me.
On days that I have night class I get picked up because bussing at night, especially in the winter when it gets dark so early, I feel uncomfortable and scared. It would be nice to know how to get ahold of the same walk/safe walk people!
Seeing more security outside after evening classes are dismissed would be nice. I encounter very creepy people when i am waiting for the bus.
The location of the University of Winnipeg is a centralized area in that one can take any means of transportation to get there. An increase in the focus of making the commute for students to and from campus safer and more efficient needs to be addressed.
I live outside the city so transit is not a realistic option. However if tams it came out to birds hill I would prefer to take the bus
During the week, I catch a bus at 6:30 AM in order to be at school by 6:55 AM. My bus drops me off along Vaughn Street, which is very dark in the morning, as is much of the walk along Portage Avenue to school. It would make me feel more comfortable to hav
too expensive taking bus
I had the rear wheel of my bike stolen during the day locked right beside the security office. That is ridiculous. Get some better bike lock options please
Cheaper Parking lots and being able to op out of the UPass
I am constantly on the Ellice and Balmoral side of the main building walking to my practicum placements across the street on Sargent and it is a constant struggle for me to cross as the vehicles don't pay attention to the right of way for pedestrians at t
Please do not charge me anymore, I'm very poor.

Green Action Centre

Encouragement to bikes should be given .if possible bikes should be given to students at a very low price.
Along Wellington up buy Sargent and sherburn there is no crossing walk indicator it take more then 30 mins to cross awaiting for the ability to cross that street. Expecially if there are two pre-k to 8 schools in the area it is not safe for the kids to cr
All these are great initiatives to be discussed, debated and hopefully implemented. UW already has some great facilities and resources on campus but the situation can be better, particularly bike lanes and secure bike lock up spaces.
Bike and transit is important..but not for me...I work full time and drive to the university to/from work. My biggest concern is finding a place to park before my class. If it was only a student, for sure I'd take transit (as I did when I was younger an
I wish there were buses coming from the Maples area that would do drop offs at the ANx busloop.
Buses never come on time.. especially during winter months. I almost died from waiting in the cold. There needs to be heated shelters. Sometimes the bus just doesn't show up. They're extremely unreliable, not to mention dirty and crowded. If the bus is t
Safety is paramount. I generally feel quite safe using transit and walking around campus at any hour, but many people do not. For me, feeling safe is due to experience and awareness, as well as practical matters such as lit sidewalks.
I think we need to be very aware of campus safety.
It is frustrating to see a poorly funded university have tons of visible security open to escorting 'homeless' off campus, yet we struggle to pay professors well!
U Pass would be great especially for rural students who drive AND bus to get to u of w. Cheaper bus pass would help.

oaigeaboowgh4(o)5(s)e)6(v)4(e)8)2.5 15 439.96 0 gBDC 6(f*54 452.68 Tf 1 0 0 1 [illegible] Tm [(o)-5(o)-5

FACULTY AND STAFF
- too far from home for me to walk or cycle. - when carpool is unavailable, I take the bus (Portage and Spence stop). This is fine in the day, but I sometime feel unsecure when leaving late. - when I have car access and am leaving late, I use SafeWalk.

#14 Ellice Westbound bus is always over-crowded and always has three or more baby carriages during

I would not take transit while my husband works downtown and we both come together, but if per chance he was transferred to another area, I would consider taking transit with an EcoPass discount. I think that a secure bike place would be a good idea and
I would prefer to walk to work everyday, and I will eventually, but currently I have two young children (one an infant) which makes this more difficult in the winter -- so I currently carpool in the winter and we take transit in warmer weather.
If I could keep my bike in my office (Rice bldg.) on nice days (dry tires) I would be significantly more likely to bike to work.
I'll always drive to work, the bus service is not good in my neighbourhood plus I have too many activities after work that require I drive.
In the first part of the survey, I listed a different type of transportation for each month, based the form of transportation I use most that month. However, every month I use a variety of transportation methods (walk, bike, transit, and occasional carpoo
It would be great to get a reduced bus fair.
It would be great to have bike space at the Anx/Rice Centre for those of us who work here.
Last time I was on sabbatical and not needing to come to campus much, I cancelled my indoor campus parking and switched to the bus, which worked well and saved money. But it did raise some security concerns in the campus neighourhood, especially at night.
Monthly bus pass inconvenient if walking more than half the time... Better to have a discount on buying tickets for example Often use free bus to the fork and walk to go back Drive more often summer because of field work (research) Should probably prov
Monthly bus pass price is very expensive. It should be lowered by at least 30% Parking is overpriced. It should be more accessible for staff. It is too expensive.
more and better facilities for storing bikes, as well as showering, storing clothes and changing would encourage me to ride to work. currently the meager facilities in Duckworth are not sufficient for me to consider it.
Most options (except carpooling) are not much use to rural residents. Something like Go-train service to and from Selkirk would be practical, though. I would love to bike to work, and would certainly use secure bike parking, but commuting from Clandeboy
My bike was stolen from directly in front of the security office. I would be extremely pleased to have decent, secure parking available.
My 'commute' to UofW is only two blocks, so too short for transit, bikes, etc. to make sense. But, I expect that I will need to commute between the Menno Simons building/UofW & CMU more regularly in future & I would really like to do so by cycling or by
My life is very intense with responsibilities to children, elsders and animals - can't do without a car at this point in my life.
My restriction on bringing my car to work is that I drive my kids to two different schools. They do not attend schools that have bus service and their schools are not near our house. Therefore, our only option to getting them to/from school is by car. Nex
My riding/walking is mostly influenced by weather.
My work hours very highly from day to day. Live too far from bus. Walking too far, cycling too far and safety is an issue. car pooling too complicated due to variation in work day.
Not enough flexibility re: type of car (I use a mini-SUV, hard to slot into your categories; also, I have a medical issue that keeps me from cycling, which I used to do from April through October.

Not much point to security monitors if they're covered by campus security. Or of the visible presence of campus security, as that organization is dysfunctional and useless in an emergency (e.g., poor and slow response, poor training, personnel basically
On question four, the 'least applicable'/'most applicable' are backwards compared to the instructions. The reason I do not use the RecPlex secure bike lockup, is that I had no idea it was ready, where it is located, or how to get my bike into the parkade.
Outside bike racks should have protective fencing or better video monitoring to prevent theft
Parking facility that is less than $10/day when I have to bring my car as I have an appointment during the day with the ability to leave and come back without having to pay twice.
Please note my postal code; I live between the main UW campus and the Richardson Complex and would not consider anything but walking simply due to convenience. Any number of these items would be far more important to me if my commute was further. Thank yo
Safe Ride/Emergency Ride Program should include a wheelchair accessible van to provide service to all members of the campus community.
Survey questions useful for informed decisions.
Thank you for the opportunity to provide feedback, good luck with the rest of the process!
Thank you for your concern!
Thanks
The 1 block radius of UW campus limitation for Safe Walk is too small.
The biggest concern to me is knowing that I'm safe riding/walking in the evening from Campus to my home in the West End. I don't always feel comfortable doing so. A secondary concern is not knowing a whole lot about the Bike Lab and what they do there a
The difference between my driving to work or taking the bus is based on cost. If it made financial sense for my wife and I to take the bus, we would. Right now it is cheaper for us to have a parking spot and carpool to work than it is to purchase two mo
The logistics of child care & school for my children dictate my travel plans. My day begins by driving to North Kildonan and dropping off my kids at their school (also the place of before/after school care) before traveling downtown to work. At th
The pedestrian crossing Portage Avenue in front of the university (by Long Island Cafe) does not always feel safe for pedestrians. Often cars drive through the intersection, even on a red light. On many instances I have seen people almost hit at the inter
The university needs robe proactive in supporting faculty-staff carpooling.
There needs to be more security outside at night during the winter. Staff and faculty should be encouraged to use safe ride and safe walk.
There should be more emphasis on encouraging people to walk if they live within a certain radius of the University. It is the easiest, cheapest, healthiest and most environmentally-conscious way to get to and from work, and yet the U of W offers no inc
This is not an anonymous survey as you are collecting postalcode and computer ip addresses. Participants should be able to leave questions blank that they are uncomfortable with or are non-applicable. There is ample space to park bikes underground in
Transit discount would be the biggest factor for me. I would take the bus everyday if was significantly cheaper than driving, but right now it just doesn't make sense because it costs so much.

Very important that security measures do not target indigenous people, racialized people, and poor people. Also I do not feel safe around officious and rude security personnel
Wasn't sure as to how to answer some of these questions as it is impossible for me to use any other method beside commuting - distance to work is around 115 km
Well laid out survey. Question for states 1 most applicable but the table states 4 most applicable. I filled in my answers according to 4 being most applicable.
When i was living downtown I walked to work. Now that I'm living in Transcona I rely on Transit.
When staff is required to use their own car for working purposes , parking and insurance should be paid by UW - NOT BY THE STAFF
Would carpool if day to day - morning/evening flexibility Also most important determining factor re: transportation has to do with child's before and after school transportation needs - before child, used cycling and walking (and bus when necessary) as p
You only ask if adults are present in the car, not children. To me if I'm already paying $120 a month to park, plus my car insurance etc. it not worth taking the bus. I would have to pay $86.65 for my bus pass. Plus a youth fare pass at $60.45 beca