



THE UNIVERSITY OF
WINNIPEG

Commuting Survey Results

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Student Commuting Survey Highlights

How do students currently get to campus?

Based on 2,111 student responses: transit (45%) is by far the most common way to get to campus followed by driving (21%), carpooling (11%), walking/running (11%), cycling (6%) and using transit park and ride lots (5%).

For those students who indicated they drive or carpool to campus, where do they typically park?

The majority park in commercial parking lots (31%) or on the street (32%). Another 14% are dropped off by a parent or carpool.

How many would consider trying an active or green mode of getting to campus?

There is great interest in carpooling with 39% willing to try it and 25% maybe willing to try it. Transit is also of interest, even though almost half of the students who responded already use it, with another 27% willing to try it and 9% on the maybe side. Cycling is also strong with 17% indicating willingness to try it and another 20% saying they might consider it. Walking interest is a little lower, likely due to the limitation of distance lived from campus, but 10% indicated they are willing to try walking to campus and another 7% indicating they might.

What factors are the most important to students in making this decision?

The following were ranked highest (4 or 5) by the 2,005 students who responded to this question: preferential parking spots for carpoolers (53%); protected bike lanes near campus (52%); lockers (50%); secure bike parking (49%); access to resources such as bike maps and bus schedules (49%); and SafeWalk / SafeRide (48%).

How much interest is there in introducing secure bike parking at the locations identified?

Of the 2,005 students 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 students to use the U-Pass?

The vast majority (70.2%) indicated they already use transit or are likely / very likely to use the U-Pass when it is introduced in 2016. A further 10.2% are not sure and 19.6% responded they are not likely to use it.

Are students aware of existing programs?

There is high awareness of the UWSA Bike Lab (79%) and the SafeWalk/SafeRide programs (75%). Less than half of students knew of the showers available at Richardson College and Duckworth Centre.

How important are personal safety concerns in choosing to walk or bus to campus?

Not surprisingly, well lit sidewalks are important with 76% of student respondents ranking it high (4 or 5). Visible presence of campus security staff also ranked high (74%) along with security monitors at transit shelters (70%).

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%).

1. Introduction

Commuting by students, faculty and staff can represent a considerable portion of campus greenhouse gas (GHG) emissions. Campuses that encourage and support their students, faculty and staff to ride transit, walk, cycle, or carpool can benefit in a variety of ways. The available commuting options can impact not only their travel choice but also their overall level of satisfaction, health and productivity at the University. Vehicle parking pressures can be reduced, along with negative impacts on neighbourhood residents, while financial savings can be realized through reductions in on-site parking as demand decreases.

As a component of the University's Sustainability Tracking, Assessment and Rating System (STARS), the results from this survey will help the University of Winnipeg understand the impact of students, faculty and staff commuting to-and-from the campus, and potentially develop strategies to provide more or enhanced commuting-related options.

2. Project Overview

Through the University of Winnipeg's Sustainability Office, Green Action Centre was contracted to conduct a baseline survey of student, faculty and staff commuting patterns, level of interest in switching to a more sustainable mode of travel, and interest in specific measures to enhance or improve commuting-related options. The Sustainability Office took on responsibility to promote awareness of the survey and ensure a high response rate. This report provides separate pictures of student and faculty/staff commuting patterns and related emissions, and general interest in commuting options and enhancements. To protect privacy, all data collected remains anonymous and is presented in the form of aggregate results only.

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.

3. Response Rate

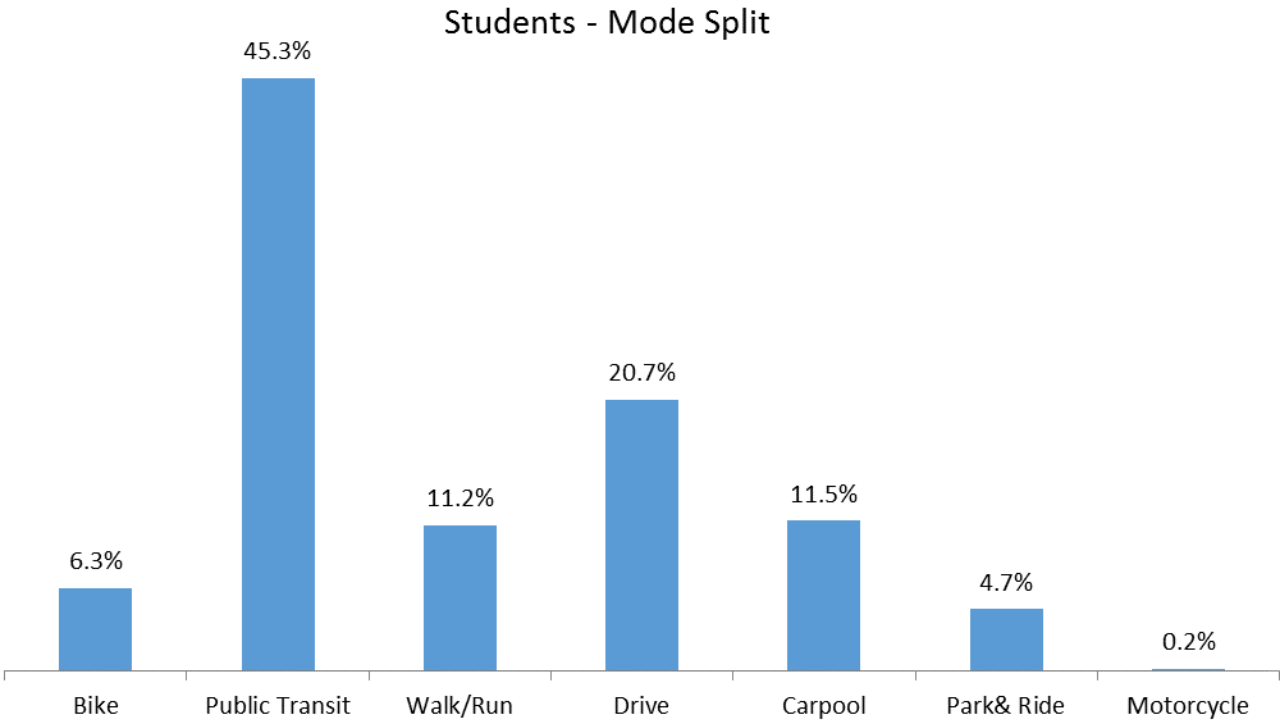
The student population at the time of the survey was 9,428 while total faculty and staff represented 832 individuals. Response rates were 22.3% (2,111) for students and 46.8% (389) for faculty and staff. The participation rates are slightly lower (21.9% and 46% respectively) in the GHG emissions calculation, as 50 student and 6 faculty/staff responses were disregarded. In particular, it appears some students provided the postal code for their 'home' address rather than the address at which they are currently residing in Winnipeg while attending university. Future survey questionnaires for students will need to clearly articulate this difference. Notably, the response rates for both groups exceeded expectations and past experience.

To reduce bias and thereby ensure statistical validity of the results, Green Action Centre used the distribution of distances that **all** faculty/staff and students lived from the campus to weight the survey responses. The total distances from the campus that faculty/staff and students lived were divided into even deciles, and the total number of faculty/staff and students living within these distance groupings were the weights assigned to the survey respondents living within each of the distance groupings. Further, to minimize the impact of those students who provided their ‘home’ address rather than the address at which they are currently residing in Winnipeg while attending university, we removed round trips over 150 kilometres. (See Appendix A)

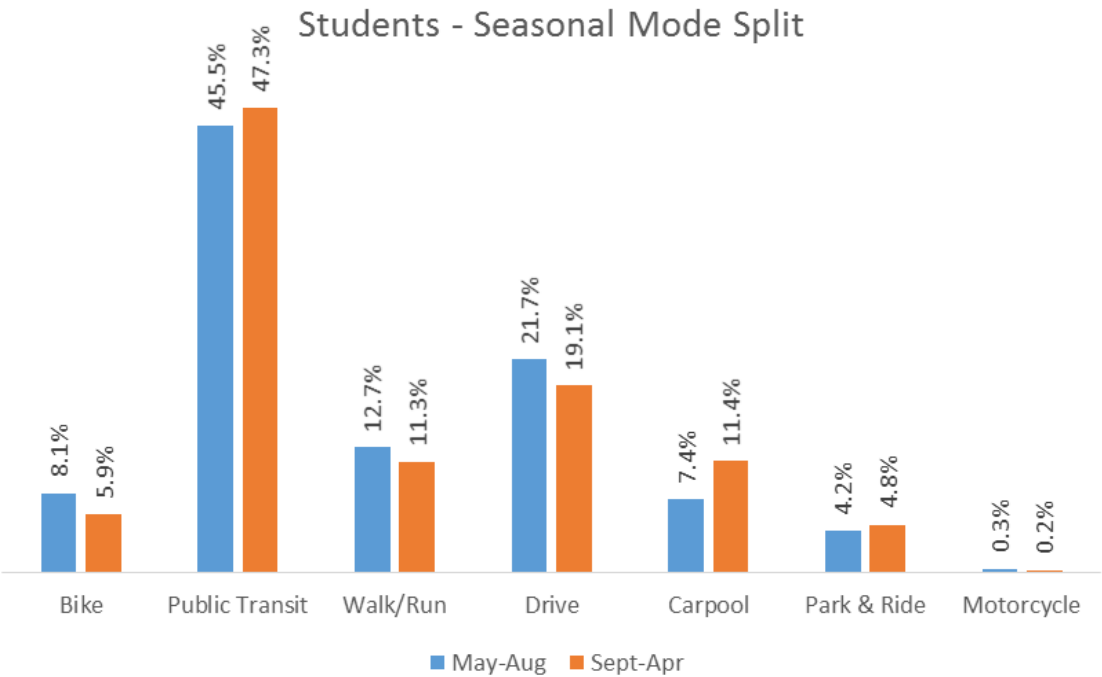
4. Survey Results - Students

4.1 Mode Share

Students were asked to indicate the primary mode they use to travel to campus in a given month. [n=2111]

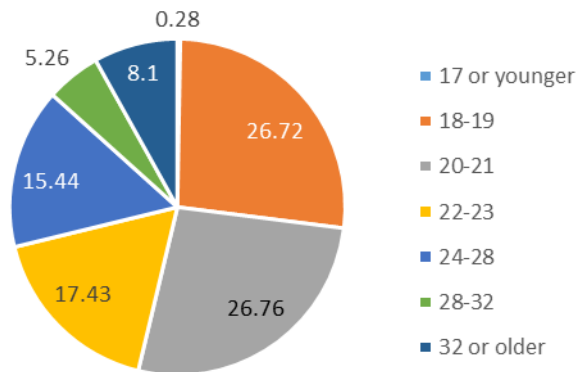


When looking at the two key timeframes of the year, May-August and September-April, there are slight variations in the primary mode used by students to travel to campus.



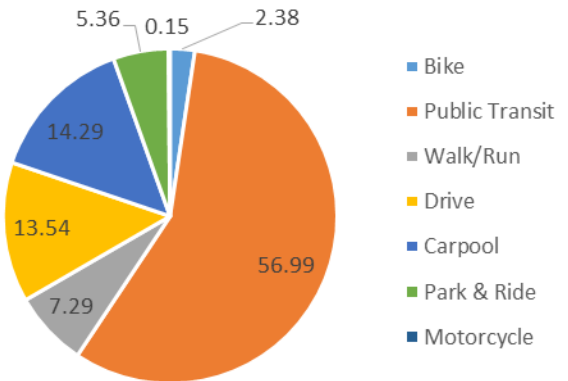
The survey also captured the modes used by various age categories of students, the majority of whom fall in the 18-21 range (54%) though another 34% fall in the 22-28 age range.

Student Respondents (%) by Age Category

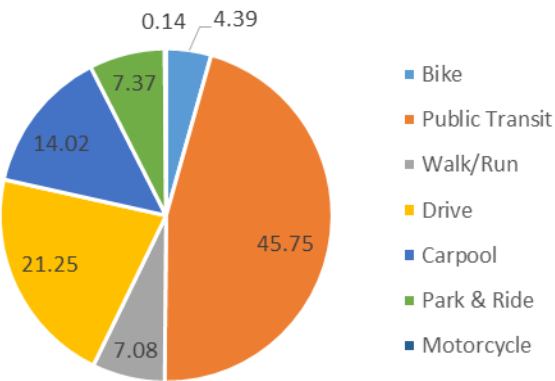


The following charts show a breakdown of percentage mode share by age category. Note that it does not contain the 17 or younger category due to the small number of respondents.

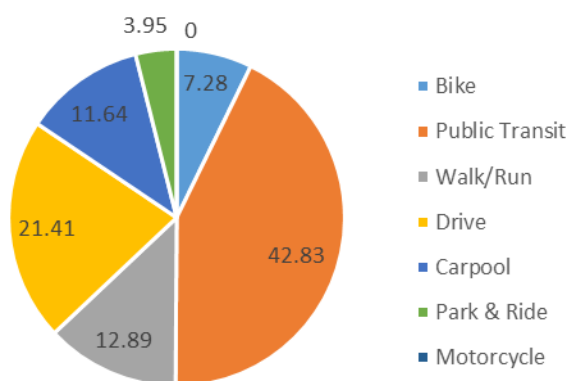
Mode Split: 18-19 year olds



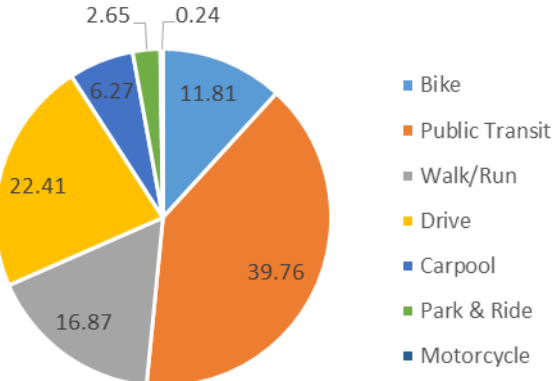
Mode Split: 20-21 year olds



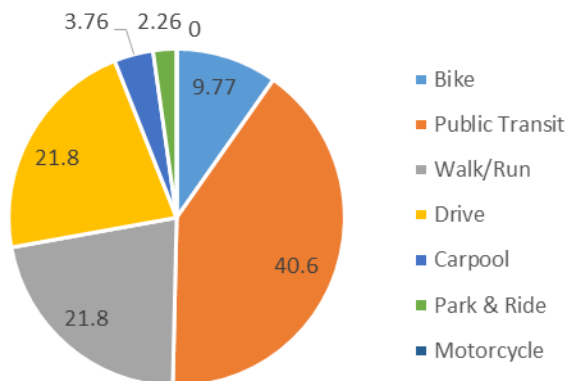
Mode Split: 22-23 year olds



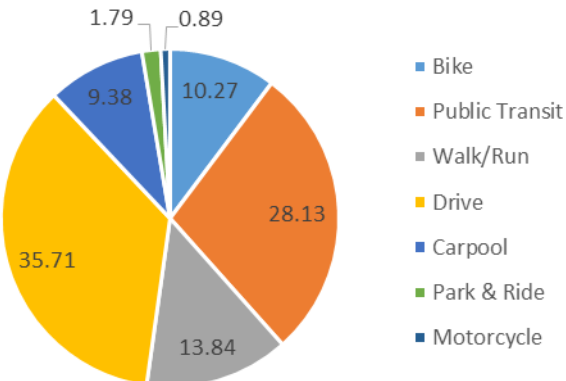
Mode Split: 24-28 year olds



Mode Split: 28-32 year olds



Mode Split: 32 years or older



4.2 Student GHG Emissions

Greenhouse gas (GHG) emissions related to commuting to campus were calculated based on data provided by respondents. Distance to work was determined using home postal codes provided by respondents. For those driving alone or carpooling, this distance was then applied to the respondents' estimated vehicle size and number of carpool partners if applicable. Transit emissions were calculated based on Winnipeg Transit ridership and fuel efficiency information (see Appendix A and B).

Per Student Total Emissions – Fall and Winter (September-April)

	Average # Kgs. Per Student	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	53.06	48.16	57.96	2061
CH4	0.0045	0.004	0.005	2061
N2O	0.0096	0.0086	0.0106	2061

Per Student Total Emissions – Spring and Summer (May-August)

	Average # Kgs. Per Student	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	10.72	9.42	12.02	2061
CH4	0.0009	0.00078	0.0010	2061
N2O	0.0019	0.0016	0.0022	2061

4.3 Students and Vehicle Parking

Students who drive or carpool were asked to indicate where they currently park on or near campus. There is a distinct preference for commercial parking lots and on street parking.

Commercial parking lot	31%
Dropped off by parent or carpool	14%
On campus (covered)	4%
On campus (outside)	8%
On campus (underground)	2%
On street (metered or free)	32%
Rent from a homeowner	9%

[n=832]

4.4 Student Willingness to Try Sustainable Modes and Influences

Students were asked if they would consider trying to commute to campus using one of the following sustainable modes.

Mode	Yes	Maybe	Already Do	No
Carpooling	39%	25%	12%	23%
Transit	27%	9%	49%	15%
Cycling	17%	20%	9%	54%
Walking	10%	7%	15%	68%

[n=2005]

To help assess what factors might influence the decision to try using a sustainable mode of commuting to campus, students were asked to indicate how important each of the following infrastructure elements, policies or programs, if available, would be in their decision-making.

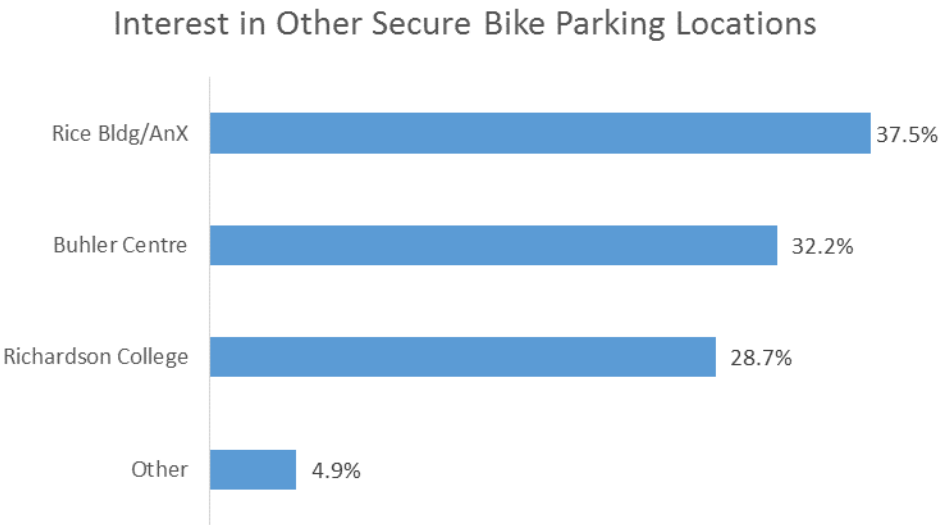
STUDENTS [n=2005]	5 (Very important)	4	3	2	1 (Not important)
Secure bike parking	36%	13%	11%	5%	35%
Lockers	31%	19%	16%	7%	26%
Showers	16%	13%	18%	14%	39%
Preferential parking for carpool	30%	23%	17%	8%	21%
Access to childcare	8%	5%	9%	8%	69%
Safewalk, SafeRide	30%	18%	20%	8%	24%
Assistance finding carpool partner	18%	18%	19%	11%	33%
Ability to carpool part-time	21%	20%	21%	10%	28%
Protected bike lanes near campus	39%	13%	12%	7%	29%
On-site workshops & presentations	14%	14%	20%	14%	38%
Access to bike maps, bus schedules, etc.	28%	21%	19%	9%	23%
Events and regular communication	12%	13%	23%	16%	36%
Mentorship programs	9%	9%	19%	18%	46%
Assistance with trip planning	11%	11%	18%	15%	44%

4.5 Student Interest in Secure Bike Parking

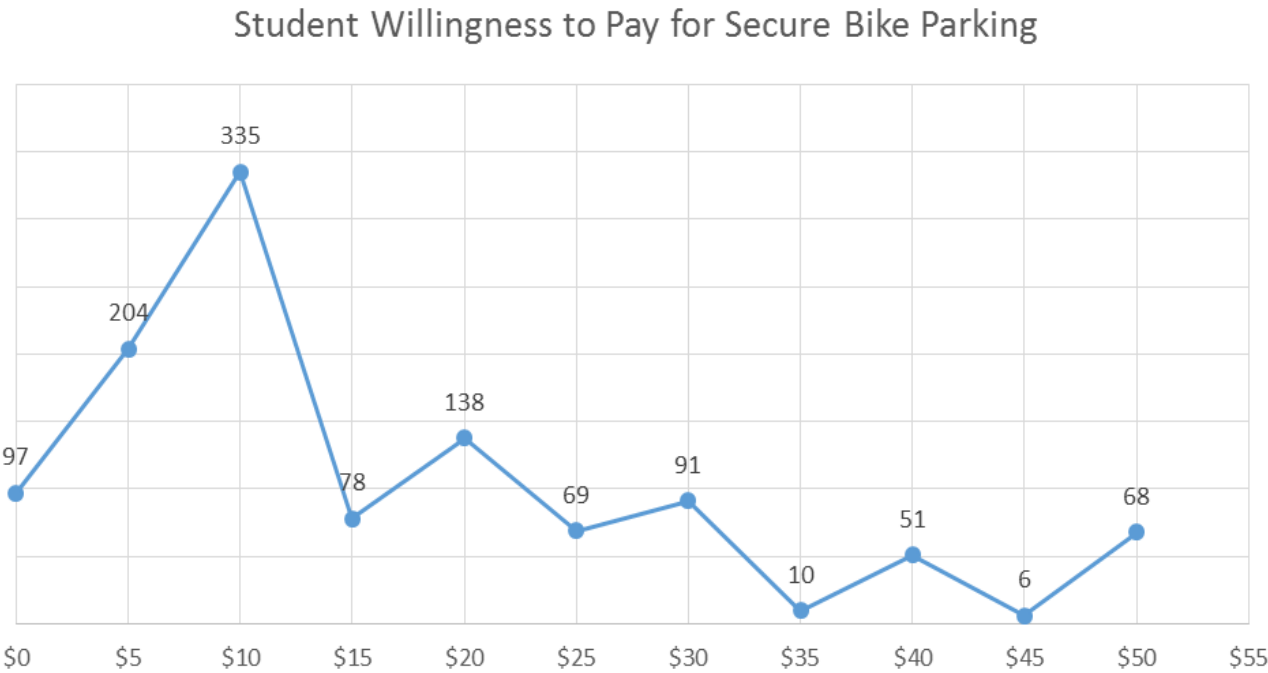
Students were asked about their experience using the secure bike parking facility already available in the Duckworth Centre along with their interest in additional locations and how much they would be willing to pay per month for access. Unfortunately, due to a coding error during revisions to the questionnaire, the data identifying why those who cycle do not use the secure bike parking facility at the Duckworth Centre and suggesting other locations other than the three provided was irretrievably lost.

Duckworth Centre: While the majority of students who responded to the question do not cycle (73%), of the 27% who cycle, at least occasionally, less than 1% had used this secure bike parking facility. [n=2005]

Other Locations: Students were asked if they would use secure bike parking if it were made available at the following locations. The chart below indicates how many indicated they would use each location if available. [n=2005]

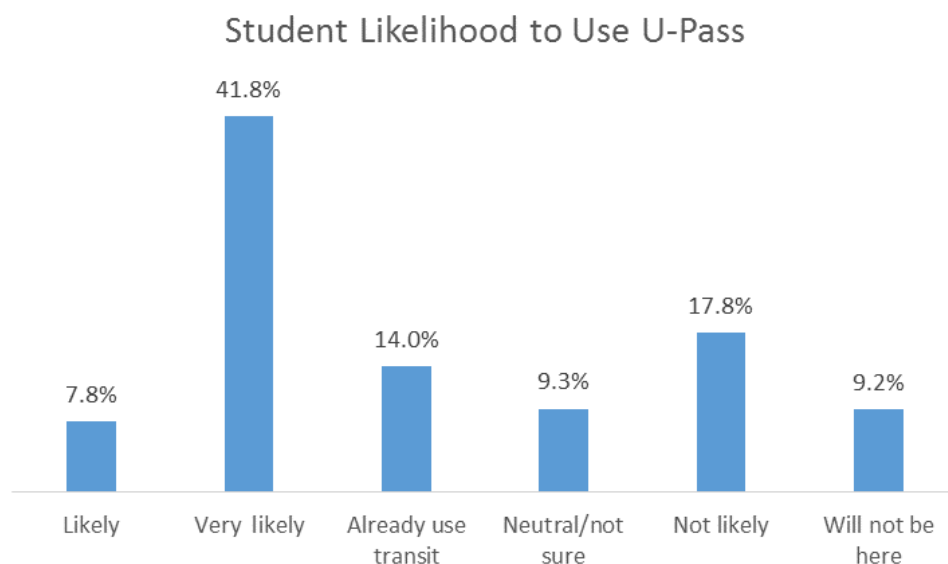


Willingness to pay: All students were asked to identify what monthly amount they would be willing to pay for secure bike parking. Responses were grouped to the highest amount, e.g. \$15-20 was included as \$20/mo. Other suggestions included an hourly or daily rate, e.g. \$2/4 hrs or \$2/day, charging \$50/semester or including the cost in tuition similar to the U-Pass. While not shown in the graph below, a further 33 students indicated they were willing to pay more than \$50 per month. [n= 1180]



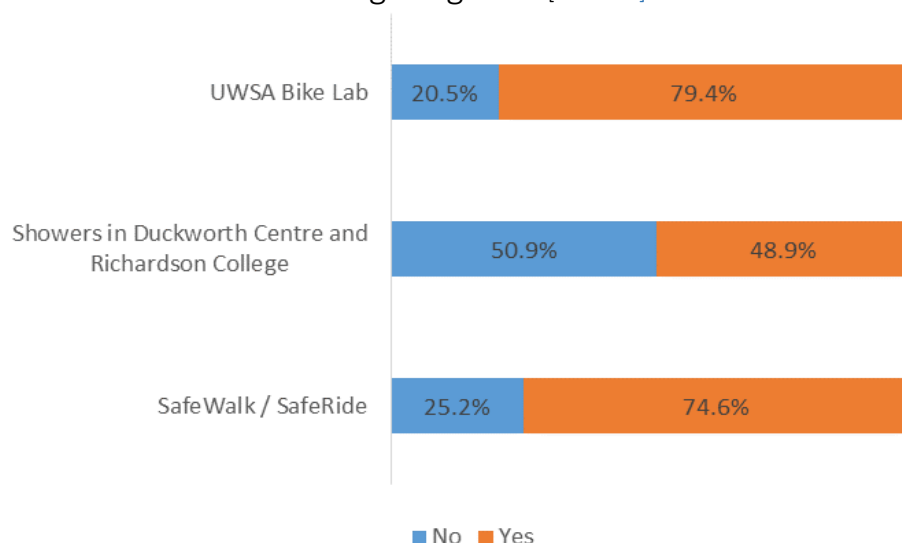
4.6 Student Likelihood to Use U-Pass

Students were asked how likely they were to use transit once the U-Pass is introduced in 2016. Note that based on responses to previous questions, we are assuming that the “Very likely” percentage also includes students who already use transit. Combining those who indicated they are “Likely”, “Very likely” and “Already use transit” shows a total of 63.6% of student respondents would use the U-Pass. [n=2005]



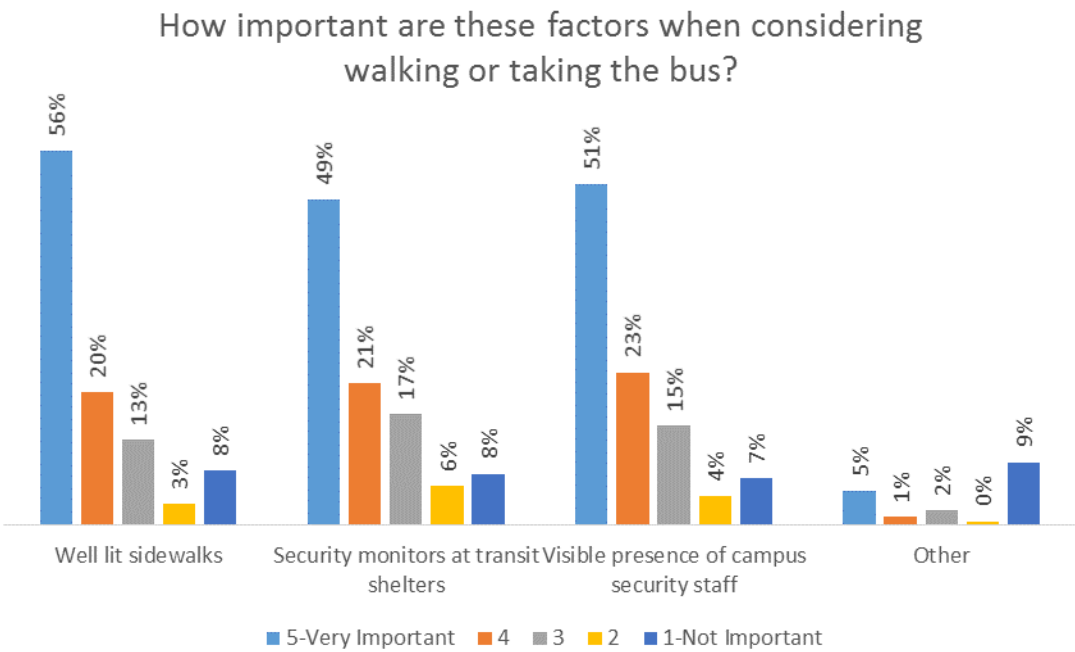
Removing those students who will not be here in 2016 shows that 70.2% would be “Likely”, “Very likely” or “Already use transit” while 10.2% are “Neutral/not sure” and 19.6% are “Not likely” to use transit with the introduction of the U-Pass. [n=1817]

4.7 Student Awareness of Existing Programs [N=2005]



4.8 Student Personal Safety Concerns

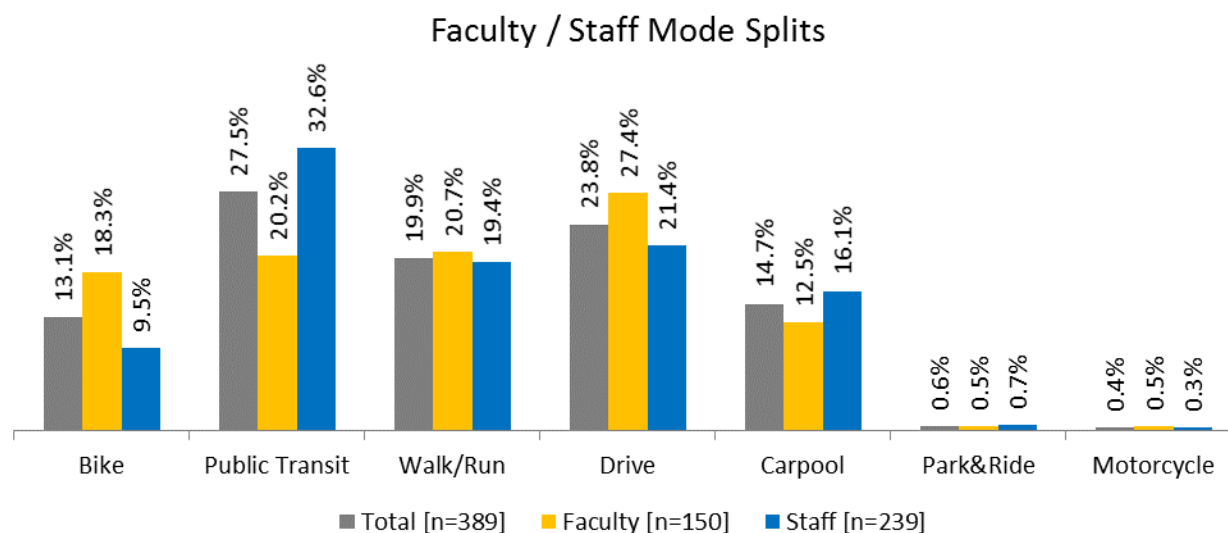
Students were asked whether any of the following factors were important to them when considering walking or taking the bus to campus. Clearly, personal safety is a concern with 76% of respondents rating well lit sidewalks as important or very important. (Find other areas of concern and comments in Appendices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



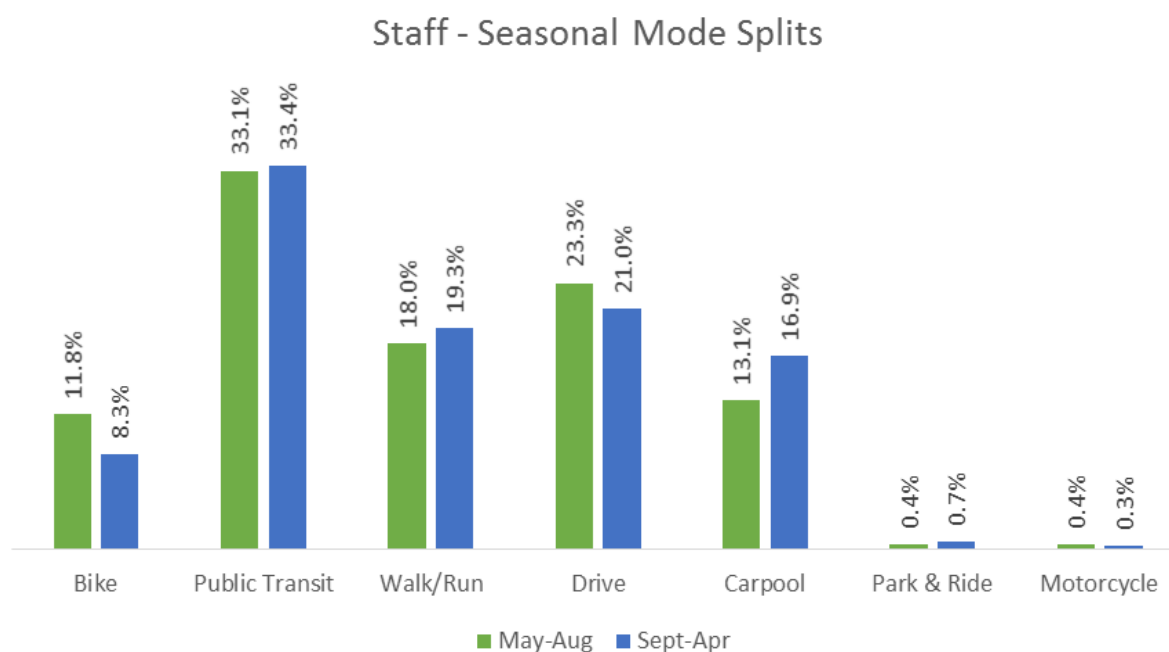
5. Survey Results – Faculty and Staff

5.1 Mode Share

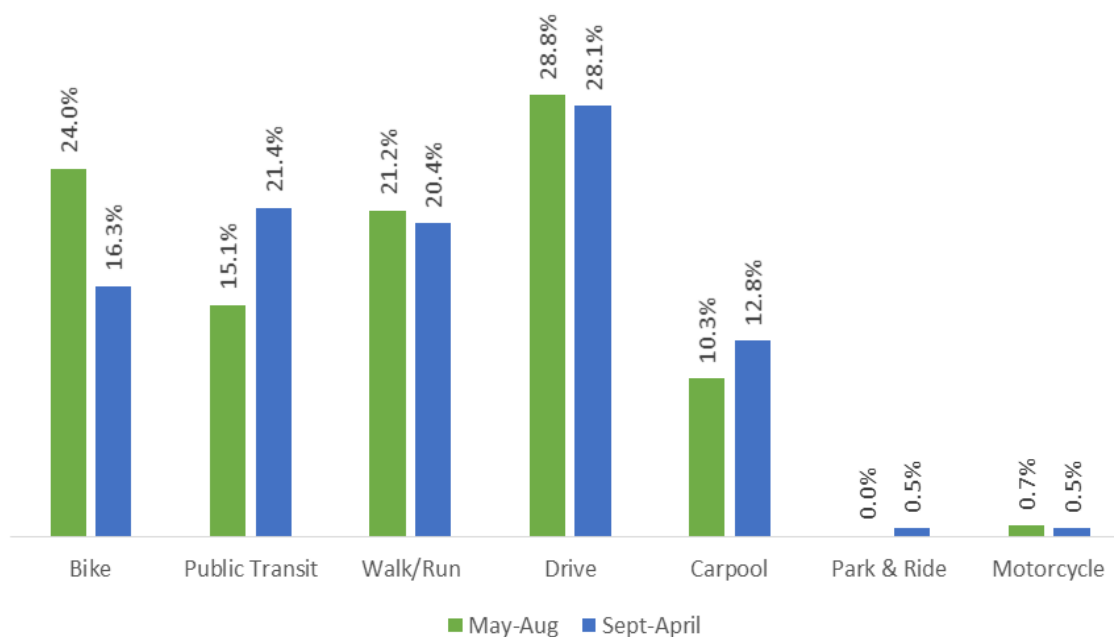
Faculty and staff were asked to indicate the primary mode they use to travel to campus in a given month.



Looking at the primary mode used during the two key times of the year, May-August and September-April, reveals only slight differences.



Faculty - Seasonal Mode Splits



5.2 Faculty and Staff GHG Emissions

Greenhouse gas (GHG) emissions related to commuting to campus were calculated based on data provided by respondents. Distance to work was determined using home postal codes provided by respondents. For those driving alone or carpooling, this distance was then applied to the respondents' estimated vehicle size and number of carpool partners if applicable. Transit emissions were calculated based on Winnipeg Transit ridership and fuel efficiency information. (See Appendix A and B)

Per Faculty/Staff Total Emissions – Fall and Winter (September-April)

	Average # Kgs. Per Employee	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	59.45	52.11	66.79	383
CH4	0.0055	0.0048	0.0062	383
N2O	0.0115	0.0100	0.0130	383

Per Faculty/Staff Total Emissions – Spring and Summer (May-August)

	Average # Kgs. Per Employee	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	26.06	22.58	29.54	383
CH4	0.0024	0.0021	0.0027	383
N2O	0.0050	0.0043	0.0057	383

5.3 Faculty and Staff - Vehicle Parking Locations

Faculty and staff who drive or carpool were asked to indicate where they currently park on or near campus. The numbers are fairly evenly distributed across all options, with the exception of underground parking on campus, which is significantly higher.

Commercial parking lot	15%
Dropped off by carpool	14%
On campus (covered)	11%
On campus (outside)	13%
On campus (underground)	29%
On street (metered or free)	11%
Rent from a homeowner	6%

[n=195]

5.4 Faculty and Staff Willingness to Try Sustainable Modes and Influences

Faculty and staff were asked to indicate their level of interest in carpooling, transit, cycling, or walking to help assess potential interest in using these sustainable modes.

Mode	Yes	Maybe	Already Do	No
Carpooling	20%	21%	17%	43%
Transit	24%	14%	36%	25%
Cycling	46%	21%	18%	15%
Walking	9%	8%	29%	54%

[n=376]

To help assess whether the following infrastructure elements, policies or programs, if available, would influence the decision to try a sustainable mode of commuting, faculty and staff were asked to indicate the importance of each in their decision-making.

FACULTY / STAFF	5 (Very important)	4	3	2	1 (Not important)
Secure bike parking	39%	13%	8%	3%	38%
Lockers	16%	10%	11%	9%	54%
Showers	21%	13%	13%	9%	45%
Preferential parking for carpools	16%	16%	15%	8%	45%
Access to childcare	12%	5%	5%	3%	75%
Emergency Ride Home program	16%	15%	18%	9%	42%
Assistance finding carpool partner	11%	16%	16%	9%	48%
Ability to carpool part-time	13%	18%	14%	7%	48%
Protected bike lanes near campus	41%	15%	9%	4%	32%
On-site workshops & presentations	8%	15%	15%	13%	50%
Access to bike maps, bus schedules, etc.	15%	17%	16%	12%	40%
Events and regular communication	5%	14%	20%	15%	46%
Mentorship programs (ex. bike buddy)	3%	11%	15%	13%	58%
Assistance with route/trip planning	7%	7%	16%	12%	58%

[n=376]

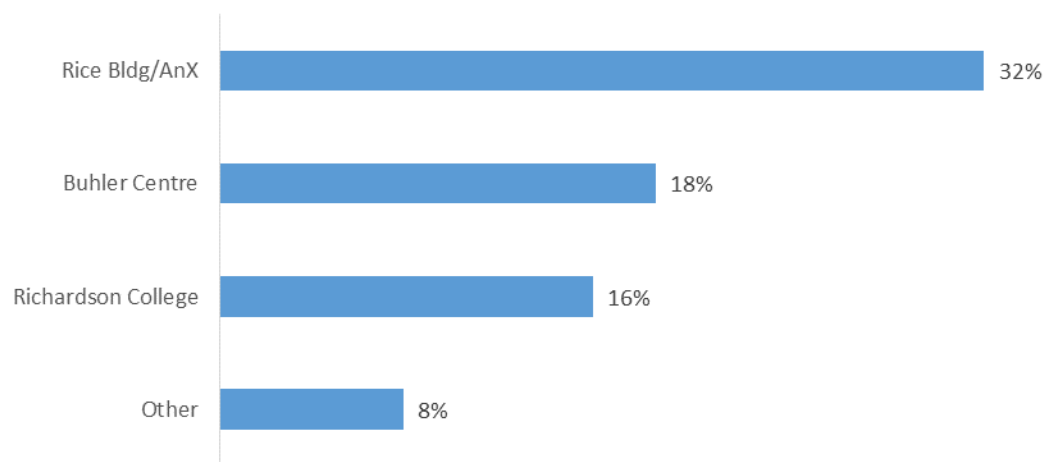
5.5 Faculty and Staff Interest in Secure Bike Parking

Faculty and staff were asked about their experience using the secure bike parking facility already available in the Duckworth Centre along with their interest in additional locations and how much they would be willing to pay per month for access. Unfortunately, due to a coding error during revisions to the questionnaire, the data identifying why those who cycle do not use the secure bike parking facility at the Duckworth Centre and suggesting other locations other than the three provided was irretrievably lost.

Duckworth Centre: While the majority of faculty/staff who responded to this question do not cycle (58%), of the 42% who cycle, at least occasionally, 2.7% had used this secure bike parking facility. [n=376]

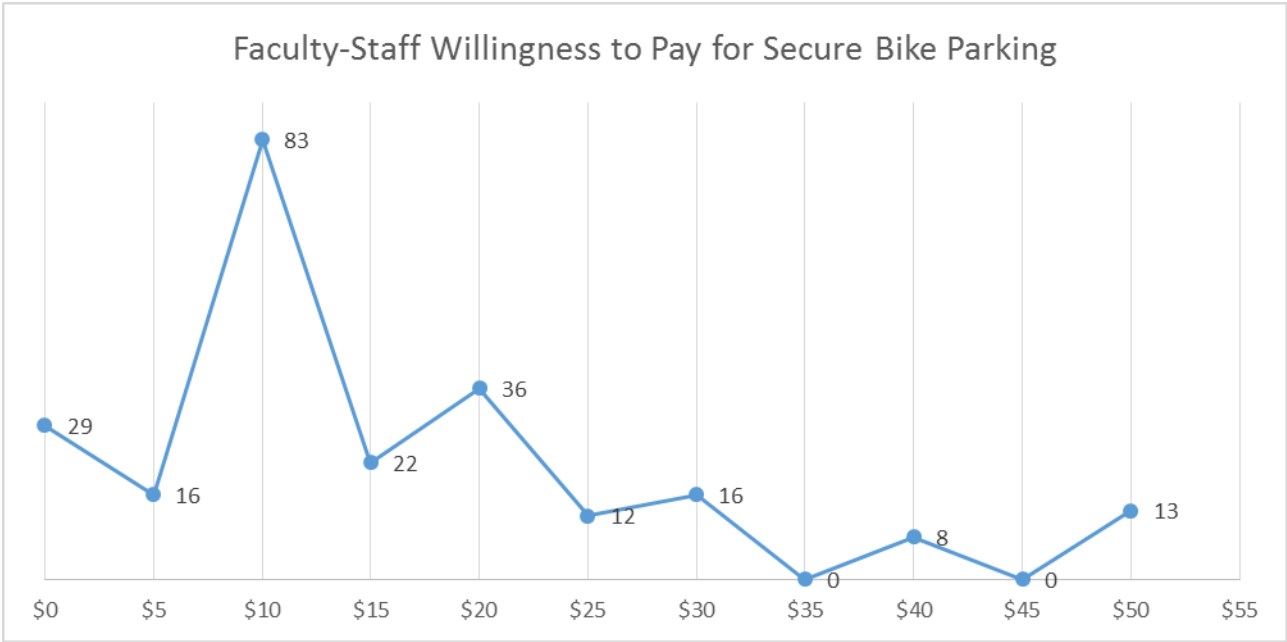
Interest in other locations: Faculty/staff were asked if they would use secure bike parking if it were made available at the following locations. The chart below indicates how many indicated they would use the location if available. [n=376]

Faculty-Staff Interest in Other Secure Bike Parking Locations



Willingness to pay: All faculty and staff were asked to identify whatever monthly amount they would be willing to pay for secure bike parking. Responses were grouped to the highest amount, e.g. a willingness to pay \$15-20 was included as \$20/mo. One respondent noted there should be a difference between what is charged off-season and during the summer, e.g. \$5/mo off-season and \$15/mo in summer. While not shown in the graph below, a further three respondents indicated they were willing to pay more than \$50 per month. [n= 238]

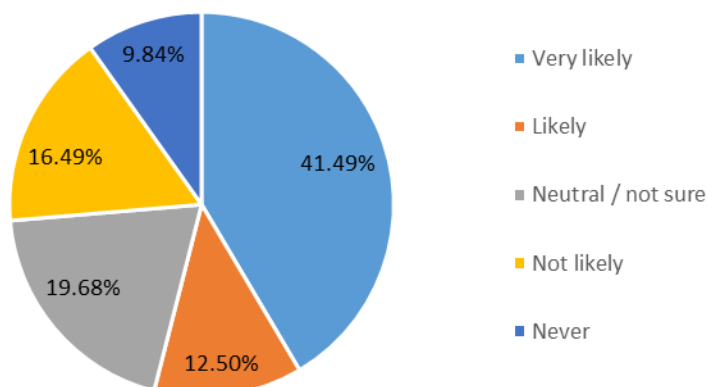
Faculty-Staff Willingness to Pay for Secure Bike Parking



5.6 Faculty and Staff Likelihood to Use Transit EcoPass

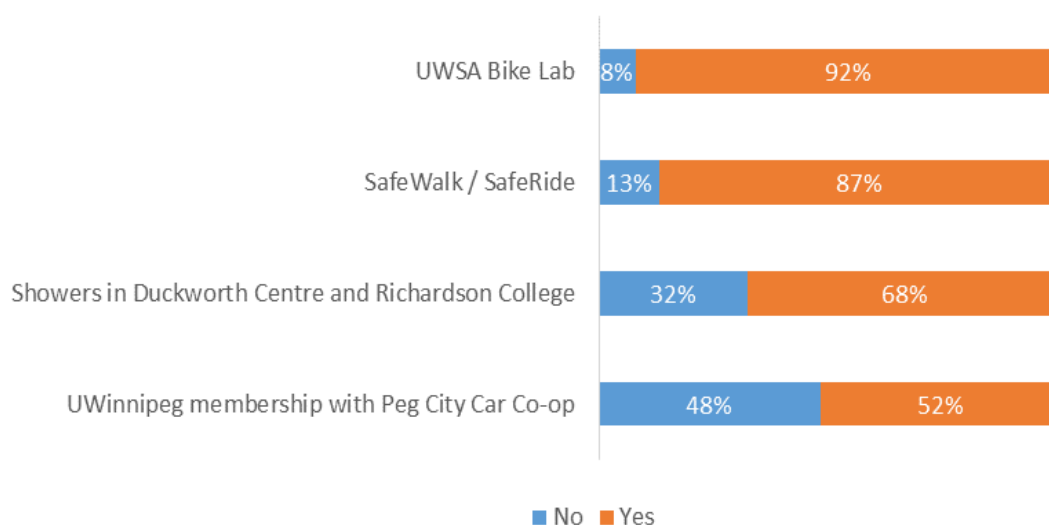
Faculty and staff were asked how likely they would be to use transit if a 30% discounted monthly bus pass (EcoPass) were available to them. [n=376]

Faculty-Staff Likelihood to Use Transit EcoPass



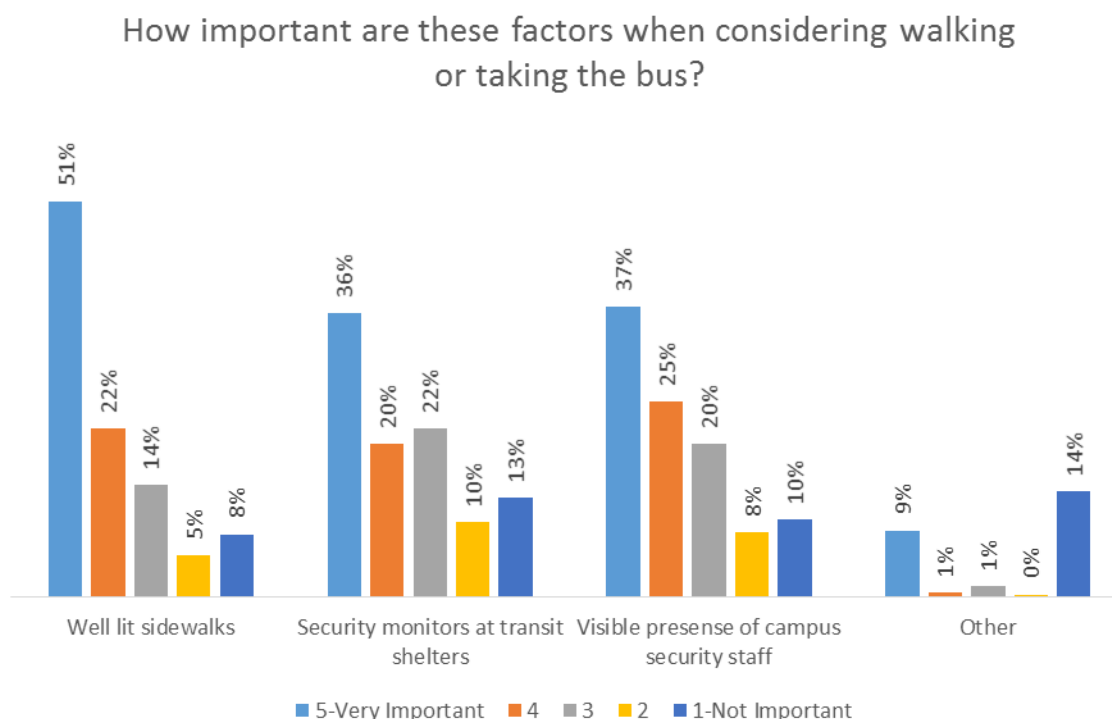
5.7 Faculty-Staff Awareness of Existing Programs [n=376]

Faculty-Staff Awareness of Existing Programs



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 A – Confidence Intervals and Weighted Correction Factor

Per Student Total Emissions – Fall and Winter (September-April)

	Average # Kgs. Per Student	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	53.06	48.16	57.96	2061
CH4	0.0045	0.004	0.005	2061
N2O	0.0096	0.0086	0.0106	2061

Per Student Total Emissions – Spring and Summer (May-August)

	Average # Kgs. Per Student	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	10.72	9.42	12.02	2061
CH4	0.0009	0.00078	0.0010	2061
N2O	0.0019	0.0016	0.0022	2061

Per Faculty/Staff Total Emissions – Fall and Winter (September-April)

	Average # Kgs. Per Employee	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	59.45	52.11	66.79	383
CH4	0.0055	0.0048	0.0062	383
N2O	0.0115	0.0100	0.0130	383

Per Faculty/Staff Total Emissions – Spring and Summer (May-August)

	Average # Kgs. Per Employee	Lower Confidence Interval	Upper Confidence Interval	Number of Respondents
CO2	26.06	22.58	29.54	383
CH4	0.0024	0.0021	0.0027	383
N2O	0.0050	0.0043	0.0057	383

C. Formulas for Calculating the Confidence Intervals

Per Student/Faculty-Staff Emissions = $\pm 1.96 [(variance/n) \times (N-n/N)]^{1/2}$

where,

N=total employees (9,428 students and 832 faculty/staff);

n= survey respondents (2,061 students and 383 faculty/staff);

Variances:

Pollutant	Student –F/W	Student-S/S	Faculty/Staff-F/W	Faculty/Staff-S/S
CO2	16406.0	1154.5	9948.4	2236.7
CH4	0.00017	0.00001	0.00010	0.00002
N2O	0.00071	0.00005	0.00043	0.00010

Weights Used to Correct for Survey Bias in Distance Lived from the University

Because of the low response rate to the two surveys (21% for the student survey and 46% for the faculty survey), it was decided to obtain information on the distances **all** faculty and students lived from the campus and use the distribution of these distances to weight the survey responses. The total distances from the campus that faculty/staff and students lived were divided into even deciles, and the total number of students and faculty living within these distance groupings were the weights assigned to the survey respondents living within each of the distance groupings. Tables 1 and 2 present the distance groupings and the percent of all faculty/staff and students living within each grouping as well as the proportion of faculty/staff and student respondents to the survey.

Table 1: Distances Lived from Campus by Faculty/Staff, Showing Distribution for Total Faculty/Staff and Survey Respondents

Return Distance From Campus	All Faculty	Survey Respondents
Less than 3.27 km.	10.0%	10.9%
3.27 to 4.44 km.	9.9%	9.8%
4.5 to 6.37 km.	10.1%	9.1%
6.38 to 8.68 km.	10.0%	10.9%
8.69 to 11.60 km.	10.1%	10.6%
11.61 to 15.80 km.	10.0%	11.1%
15.81 to 19.77 km.	10.0%	10.4%
19.78 to 23.23 km.	9.9%	8.8%
23.24 to 26.83 km.	10.3%	9.8%
26.84 and over	9.9%	8.5%

Table 2: Distances Lived from Campus by Students, Showing Distribution for Total Students and Survey Respondents

Return Distance From Campus	All Students	Survey Respondents
Less than 3.75 km.	9.1%	12.3%
3.75 to 7.63 km.	10.7%	13.1%
7.64 to 11.11 km.	10.8%	9.5%
11.12 to 14.75 km.	11.0%	9.5%
14.76 to 17.59 km.	10.8%	8.3%
17.60 to 20.02 km.	10.7%	9.6%
20.03 to 22.74 km.	10.8%	8.2%
22.75 to 25.67 km.	11.0%	10.1%
25.68 to 40.85 km.	10.1%	9.6%
40.86 and over	4.9%	9.8%

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

Truck/SUV = 12.32

Hybrid = 9.7

Motorcycle = 0.26

Scooter = 0.26

Commute distances are calculated automatically through Google mapping technology based on employee home postal codes as provided by respondent.

Carpool emissions are based on the fuel emissions factor, vehicle fuel efficiency data, commute distance, and number of adult carpoolers (including driver) indicated.

Transit emissions are calculated based on commute distance and annual fuel usage and ridership data provided by Winnipeg Transit.

Park & Ride emissions are based on vehicle fuel efficiency data, commute distance from home postal code to park & ride site, transit emissions formulas, and commute distance from park & ride site to primary work address.

Appendix C – Specific Sidewalk Locations of Concern

Both students and faculty/staff were asked to identify specific locations of concern for well-lit sidewalks.

STUDENTS
*along Spence Street south/Balmoral St.
All
All areas in downtown
all areas of campus
All areas on campus
All campus and towards the bay bus stops
All of downtown
All of Downtown
All over the entire campus
All round downtown and bus shelters
All side streets around campus
all surrounding
All University Locations
alleyways
Alleyways around the university
Along portage
Along Portage Avenue and throughout the campus
Along spence street
Annex Entrance from Portage
Anx
ANX Bus loop
anX to main building
any areas that get especially dark at night
any path from the Richardson building to the main campus
Any transit stop on Ellice to campus buildings
Area behind University of Winnipeg facing Ellice
area between langside and university
Areas around campus, adjoining sidewalks (such as beside the bookstore), sidewalk from the Bay up towards school
Around all campus buildings
Around campus, in between buildings.
Around Ellice and the old bus depot
AROUND Main building and balmoral station
around the university
assiniboine ave, spence street

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
Balmoral street
Balmoral, Ellice, Path from Richardson to Main Campus
balmoral, ellis, around the Anx
Balmoral, Home St
Balmoral, Nassau
Balmoral, Spence
Beaver Bus Stop
Beaver Bus-stop on Balmoral
Behind Menno Simmons building
Behind the Bay (Graham)
being safe
beside buhler
beside the rice centre
Between bus stops and locations
Between campus and bus loop.
between campus and St. Matthews
Between Centennial and the Richardson Complex
between duckworth and richardson (along young street)
between ellice and sargent
Between main campus and residence
Between portage avenue and the main campus
Between Rice center and housing
between Richardson and the recplex

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
down portage and off sid around universitye streets
down portage and vaughn
Down Sargent st e is minimal light source
down side streets
downtown
Downtown
downtown location
Duck worth centre
Elice and balmoral bus stop and from Balmoral at Ellice to Balmoral at Sargent
Ellice and Colony area
Ellic
Ellice
ellice
Ellice @ Spence
ellice and colony

ellice and portage
Ellice at Colony stop, and Portage and Vaughan (Staples side)
Ellice Ave
Ellice ave
ellice ave entrance
ellice ave.
Ellice Avenue
Ellice Avenue, Balmoral, Vaughn Street
Ellice Avenue, Young Street
Ellice enterance doors
Ellice entrance
ellice entrance
Ellice side of Main Building
Ellice side streets
Ellice street
Ellice, AnX
ellice, portage, memorial
ellice, sargent
Ellice, Young, etc.
Ellie and Furby
entrance by duckworth & ellice
Everywhere
everywhere
Everywhere - all of the sidewalks are poorly lit at night
everywhere the campus
everywhere!
Everywhere, especially vaughn@graham
Exiting main building in between doors and bike lab
From campus to Bus Stops
From Centennial to the bus stop especially
from city place to the bay
from Duckworth to the Spence stop
From main campus to AnX and from campus to all bus stops
From Main Campus to McFeetors
from main campus to portage bus shelter and from anx to portage bus shelter
From main campus to Richardson
from Main Campus to Richardson
From Richardson to Main Campus
from richardson to main campus

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
Front of the Main Campus
Front of University
furmore
Garry street
Graham - University
graham and vaughan
Graham and Vaughan needs improvement
Graham and Vaughn area
Graham at Vaughn
Graham, Vaughan, Portage
in between duckworth and Richardson College (that walkway) could be brighter
In between Richardson and main campus
in front of main campus
In front of the university, near the residences
In the down town area
Junction of Ellice and Spence is terrifying in the late afternoon/early evening.
Kildonan place
Langside
Langside and Portage ave
langside street
Langside Street (by Richardson College and Student Residence), between Recplex and Uwinipeg Main Campus
Langside, Ellice doors
leaving campus leading to Portage Ave.
Lockheart Doors
main campus to portage
Main Campus zone area - surrounding residential streets
Manitoba hall
Manitoba hall street entrance, spence st. sidewalk to bus stop on portage
Mcfeetors to campus
Memorial blvd
Menno Simons
Near ANX and area around Portage Place
Near Portage Place

near Richardson's
Near Young St parking lot
nearby residential streets (Spence, Young, etc.)
neighbouring streets, ie. Spence, Landside, etc.
northbound Vaughan @ Graham
On Balmoral, Ellice and Spence Street
On campus
on campus
On Ellis
on main campus, the walkway up to the front doors
On Portage to Vaughan and from Langside to Maryland
On the walk to the science building from the main campus, the grass walkway between apartments and houses.
On the way to bus stand
On the way to Richardson College
Osborne St.
outside centennial at the front entrance
Path between Rec Centre and Langside Street
path between residential to duckworth centre
Path from Daycare to Campus
Path from RC to C hall
Pathway between main campus and the parking lot behind Richardson
Portage
portage
Portage (not just downtown)
Portage and Colony
Portage and Ellice
Portage and Main
Portage and maryland
Portage and side streets
portage and side streets
portage and vaughan
Portage and Vaughan
Portage av.
Portage Ave
Portage ave
Portage ave from Richardson to Vaughan & Graham st.
Portage Avenue
Portage Avenue in front of Centennial, sidewalk going to Centennial from Portage
Portage avenue, from University to Portage Place

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 bus stops
Vaughn at st Mary
Vaughn/Portage
Walking from Richardson to main campus (Centennial, Manitoba etc.)
Walking to the Bay
walkway between RecPlex and McFeetors
Walkway to Richardson from Campus
Western side of Duckworth centre
Westminster
young
Young and spence street
Young st
young st and cbc parking lot
Young St.
Young st., balmoral st.
Young Street back alley
Young street, anywhere down portage ave
young street, langside
Young/Spence Street

FACULTY / STAFF
all areas of the city
all around campus
all the way to work
along entire route
ANX, portage ave, colony
anywhere within 1km radius of Centennial Hall
Balmoral close to Ellice
Balmoral St.
Balmoral Street
Corner of Ellice and Spence
Downtown, Osborne
downtown; west broadway
Ellice
ellice at spence
Ellice Ave. and all streets between Ellice and Portage Ave.
Ellice Avenue
everywhere!
from Main Campus to Richardson College
Graham Street Mall to Campus; UWSA Daycare to Campus
Henderson, Redwood, Hespler
Honeyman Ave, and Borrowman Pl.
I part in a back lane
Main Building to Richardson College Along Portage
my home area
non icy walks in winter
North side of Ellice unlit for several blocks
osborne bridge
Osborne Street underpass
oung, Langside
Portage Ave in front of the Bay
Portage Avenue, Sherbrook
portage conrners
RCFE
Richardson Corridor & Balmoral
Spence
Spence near the church, Behind Buhler
Spence st
spence to portage
Spence, Balmoral s. of campus
Spence, south Centennial through to Portage

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

Appendix D – Other Factors Influencing Decision to Walk/Bus to Campus

Students and faculty-staff had the opportunity to identify factors other than well-lit sidewalks that affect their decision to walk or take transit to campus.

STUDENTS
A better manufactured and heated bus shack at Ellice and Balmoral (less artsy, more temperature controlled)
A bus shelter that actually has working heaters
Accessible Routes/Speedy Commute
Accessible Safe Walkers to walk me to my car/bus stop
accessible transit schedule
all safety measures and easy access routes
available staff for safe walk
better bus routes
Better heating systems in bus shelters
Bridges connecting Richardson to Main Campus
bus frequency
bus security
Bus stops near entrances
Bus Stops nearer to the University - from Osborne goes to The Bay
Bus time monitor
catching the bus at the Vaughan St. North indoor bus waiting area can become dangerous at times(violent/stoned/drunk teen guys)
Certain streets to avoid and times of day
Charter buses straight to UW
clean sidewalks
clear sidewalks/walkways in winter
Cleared sidewalks in Winter/Spring
Condition of Sidewalks - evenness, free of snow/ice, etc.
convenience
Cost
Distance
Distance and accessibility to a bus that gets me where I need to go.
Ellice Av.
emergency siren buttons
Everywhere
Express busses serving late hours
Feeling safe
Flexibility of bus times
frequency of bus service
Frequent Buses

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 6 pm at bus stops
More security around the Ellice side, not as busy as portage
Nervous of being at the bay bus stop at night
Nike routes that are safe in all seasons
Nina Simone playing in speakers on every pole
Not a lot of cords walk down Sargent street
outdoor temperature above freezing
Parking lot security
Police presence on campus, instead of/in addition to security officers
Proximity of carpool parking to the school...
proximity to emergency buttons
Responsiveness of security staff when called

Road/sidewalk conditions
Safety
Safety walking on roads between Richardson and main campus. A tunnel or secure walkway for campus would be more secure.
Safewalk phonebooth
Secure neighborhood
security monitored to Sargent via SpenceSt
Security patrol
Security staff that aren't noticeably old and obese
Security visibility around the campus
security walk you to bus/car
Shorter wait times/increased frequency of # of buses scheduled onto routes heading into downtown near The UWinnipeg on weekdays and Saturdays
shoveled sidewalks
Shovelled sidewalks
Simply length of journey.
Solely student busses
the walk to the 18 or 29 bus is too far from campus
uswa outside vendors coffee juice etc
walking security while dark
Warm bus shelters and access to relevant bus routes and times
warm shelters
Warm shelters well lit and monitored
Weather
weather/street conditions

FACULTY-STAFF
An express bus route from Dakota and Aldgate DIRECTLY up Osborne to Anx bus stop would be MOST beneficial
A UW transit pass for faculty would be wonderful
above apply only at night
Access to bus shelters in Winnipeg
anti-racist practices
Bike lanes
Buildings should have windows so there are eyes on the street
Bus Reliability
Bus stop closer to home
CLEARED sidewalks
Clearing snow & ice from sidewalks
Climate- sometimes too cold to walk

code Blue - Blue light phones
commuting needs of other family members
distance, frequency of bus, outdoor temperature
Do not feel safe after dark, deserted streets
Frequency
High cost of taking the bus
I am nervous alone in the buildings
I don't see well so shovelled, well-maintained, level pavement is important to me
I live outside the city and there is no bus to my house
Inefficient/slow routes are my main concern, I can't walk here from where I live in good time, and taking the bus is a drag because the routes are complex and slow. There's a stop right in front of my house, but it's only a loop for U of M and St. Vital M
Know your community
neighbourhood sidewalks need to be shovelled properly in the winter; otherwise, too easy to slip and fall on ice.
only walk in daylight
overcrowded buses
Physical challenge/off hours
sidewalks being snow cleared; huge problem in this city
Sidewalks clear of slush and snow, pedestrian crosswalk does not change automatically on spence when crossing portage, cars making a left turn across portage avenue onto Young Street
Sidewalks cleared of snow, ice, leaves, and other debris; careful car, bus, and truck drivers who understand that stopping for pedestrians is the law, not an option
Slippery Sidewalks/Puddles (winter/spring)
snow clearing of sidewalks
Snow clearing/sidewalk repair
The timing and frequency of transit from Lindenwoods to campus is appalling. It takes 3-5 times longer to take the bus than the car and the bus runs so infrequently that it is hardly worth it.
Theft of bike
Time accurate
Transit routes and schedules are not conducive to work schedule
transit system does not work
weather
Weather, evening classes
well plowed sidewalks for walking in winter; safe pedestrian/bike crossings at intersections
well-sanded sidewalks

Appendix E – General Comments

STUDENTS
I have had a \$2500 bike stolen, this is not only a U of W issue, but the provincial government should supply some sort of "lock system." I do not even want to take my bike out that much anymore, knowing how times I had a bike stolen. This prevents people
I park on Sargent, so I walk 1 block to school on Spence...I would suggest there should be security walking this street as I often get harassed (even in broad day light at 11am) from the local men that live on this street - they are often drunk as well whi
Very much looking forward to the UPass, if only I wasn't graduating 4 months after its introduction.
I think that the Portage/Spence intersection is very dangerous both for cyclists and pedestrians. Often, cyclists have to use the sidewalk to cross Portage at this intersection when traveling to campus from the west. This means there is a confusion of par
The Safewalk needs to be promoted better. I have tried using it in the past but was unsure of how to actually find the person on campus and their hours. Their hours should be the same as the university hours (library hours at least) if it isn't already. A
Last year I rented a parking space from a local homeowner down Spence st. (On the south side of Portage), and with night classes until 9pm walking (running) to the car is nerve racking. I would much prefer to park physically in campus, but the spaces are
Love the idea of Safe Walk Nice to see security around campus Security monitors would make me feel safer when catching the bus downtown More security at night for between buildings would be calming. I and others have had people approach us who are int
Honestly, I have driven sometimes because of free parking on Young and Spence. Maybe give residents a pass and ask the city to install meters. Yes, I am suggesting something against my immediate interests, but thinking long term of getting rid of cars t
I like to walk when the weather allows it, but it's just not an option even in the summer once the sun goes down which is an issue. It's not the UW's fault-- it just comes with a downtown location. Also, more security presence in the evenings/weekends on
I feel secure during the day. I am cautious at night.
I would love to start biking if I felt safe and if my bike was safe.
u pass should have been for the whole year as in other provinces
Biking is good but not an option during the winter.
cheaper bus rates. I only take the bus for convenience, but I would rather drive because I would be paying 2.60 per way which is \$5.20. If I parked on the street from when class starts at 1:30 until 5:30 it would only cost me \$4.00. What really gets to
The bus service from Charleswood is not frequent enough for me to prefer bussing over driving, other than in the winter when I will bus rather than drive on icy roads.
Having discounted parking available downtown for commuters from out of town would be extremely beneficial. It costs students who drive alone from remote locations a lot of money in gas to get there, then pay full price parking on top of the amount. Even i
Bus security is of upmost concern
I would be biking the majority of days but I would like a physically separated bikelane to keep bikers safe. A secure location for my bike is secondly most important. Figuring out a way to limit the amount of exhaust that is breathed in during the commu

Transit is good for those who live in the city and the Upass will help however for people like me who live outside the city and don't have extra time to use transit it is simply a waste of money.
good service and security at the school
Some buses do not come to the transit stations near or on the university campus. The Graham bus stop at the Bay can sometimes be a scary place at night.
I hate taking the bus by the bay (where the 16, 18, etc comes) after evening classes, especially in the winter. I find it dark and secluded from campus activity.
where I live is a nightmare for getting to the university, i spend at least 2 hours a day on transit. The 181 stops running after 9, and not again until 3. its BS, makes me wonder why I don't go to the UofM where atlas I could park for less \$
Hello, I live north on Maryland (Ellice area) so I'm fortunate that it is a quick jaunt for me to school on foot. I would very much like to voice my strong feelings of how important it is to promote and facilitate cycling/transport options within t
The U of W is not a very accessible place for students who live outside of campus. Even with park and ride available it takes too long and becomes very costly.
All is well
u of w is in the heart of the shitty west end, the best thing happened when the free pay phones all broke at the bottom of the escalators. I have had 3 bmx bikes stolen over the last 3 years. needless to say I don't take my bike anymore. the security p
I would like to see more staff visible in the evenings. Even during broad day light walking from the bus stop on Portage @ Colony to Campus in front of Wesley hall I was followed and felt very nervous until I was well onto Campus grounds and there were ot
None at all. I'm good.
Live too far to bike. walk.
I have no real problem with the mode of transportation I use to get to campus. However, it will be nice having the u-pass instead of always getting a monthly pass which adds up very quickly financially.
I use transit all the time since I have become a student of the university and I can say that i really like the transit system at UW.
Currently, I attend university after work, so transportation time is limited and non-negotiable. Public transport is too difficult at this time.
I am a part-time student, currently working on my thesis; so many of the features you ask about don't apply. However, were I attending U on a regular basis or more frequently, I would value them more.
Although I will be using the U-Pass, I don't think it should be mandatory in the tuition payment. School is expensive enough already.
I hope my participation helped a lot! :)
From January to April, I selected that I alternate between driving alone and transit. I do not do this on a monthly basis rather 2 days/week I drive and 2 days/week I take the bus. This was not an option
Every thing seems to be perfectly alright but I believe that in the evening specially in dark security should be walk.
I think the U-Pass is a very good idea as it is very convenient for university to have.
It would really be nice to find some people that I could talk to about safe bike routes to and from school, because I have considered cycling to school but don't really know where the safest routes are.

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
Having a more secure bike complex would be very nice
I bus downtown all the day and the bus passes are expensive for a university student to dish out but they are cheaper than driving, which is nice. However, I am shocked with how iffy and unreliable the winnipeg transit system has been lately, and with the
Transit is the only really reasonable way for me to get to university.
The upass is great idea. Students will be excited to have that option.
From my area, the nearest bus stop to campus is on graham. If would be fantastic if the routes took me closer to the university in places like, portage ave or the Balmoral Station. Also the u-pass would make a world of difference for me.
Just a note for revision on question 4. You wrote in the text of the question "Please indicate why not (please rank in order of applicability, with 1 being most applicable)", but when you look at the actual bubble sheet that you click to fill out, it has 4
I take a 14 Ellice bus from the University of Winnipeg all the way to the end of the route at Burland. Waiting for the bus in the shack located by the cube on Ellice and Balmoral is terrible. The glass panes let in so much wind, snow, rain water and cold
Don't make me pay for what I will not use
I used to bus but don't any more because I am only there once or twice a week. Bus passes and fares are too expensive when I can get street parking for equal or less. Besides bussing takes me over an hour whereas I can usually drive in about 20 minutes.
It is ridiculous that students in this city pay full fare for buses.
i almost always come to school by bus. I buy the monthly pass. It's expensive so the u-pass would be perfect for me and a lot of my friends who are also coming and going from campus. Lit sidewalks, cameras, and a presence of security is important for stud
The U pass is an added expense in which I do not need nor want.
This commuting survey was aimed at students who bike. Please consider more questions and show more concerns with people who do not live within walking and biking distance.
Living outside of the city (and public transit zone) limits the ability to participate in other methods besides driving.
u-pass should be introduced very soon.
I would ride my motorcycle all of the time if there was cheap/secure motorcycle parking. (Please note: I am an unusual respondent in that I receive free parking at Portage Place Mall from my employer.)
Good survey
I feel safe coming and going on campus.
Preferred parking for car poolers would be ideal
U pass is a necessity.. Ubc the most expensive city in the country has the why don't we
I find it unusual that students who live outside city limits are granted an exception to the new mandatory bus pass while students who live within a one/two kilometer radius of the University are not. While I understand that students living outside city

I live close to Selkirk, so driving or car-pooling are the only options for me. Also the U-Pass can never be used for people like me who live outside city limits.
The problem with parking here is that it is quite expensive. Some of the streets around the university are not well-lit and pose risks. Even Centennial Hall is not well lit during evenings especially outside.
There is not enough of a visible security presence around the streets of U of W.
I take the bus every day for approx. an hour each way, U-Pass would benefit me personally. I live quite a distance and Winnipeg weather is not well suited for long bike commutes.
Visible Security is extremely important, and also the presence of the Police.
Those of us who come from out of town are at an unfair advantage, we drive an hour (or more) to get to the University to find no parking. Being downtown isn't easy to provide parking, but the parking fees should be cheaper. It's not that simple for us to pay
I feel absolutely safe on campus, even at night. I have lived in the downtown area for over 20 years and have never been molested in any way. My form of transportation is the bus and I sometimes walk. I appreciate the efforts of trying to encourage student
I would say better parking for cars, it's really hard to find a parking spot around the university, also when taking the bus bunch of homeless people always try talking to you, some are kinda scary, don't feel too safe at times.
Not pleased, or surprised, to now be forced into purchasing the U-Pass. As a mature student with a part-time job and spousal support as the only means by which I am able to afford University, the extra amount that I will now be forced to pay for the Pass
I walk to school but would greatly encourage other people to take the bus or cycle rather than driving their own vehicle.
Better parking for those who live in the country. U-Pass has no relevancy for those living outside of the city.
Overall, I think improvements on roads for cyclists would be an amazing improvement.
Provide a parking structure strictly for students with a fair monthly rate. I highly advocate for cycling (if in an appropriate distance) and busing. I work as well as attend full-time so busing and cycling aren't applicable to me due to my current job
I'm within walking distance, so this isn't too applicable to my school commute. However, I'm excited to have an affordable transit pass for using the bus to get other places. Thanks, UWinnipeg!
For students who have a long walk to the closest bus stop in cold weather like me, I am more inclined to drive to school. However, only coming to school 2 days a week is not sufficient enough to purchase a parking pass as it is expensive and not worth my money
U-Pass should be optional in 2016. I have made choices to limit my emissions, by buying a compact car known for efficiency, invested money so it runs now cleanly, and I get where I need to be more conveniently than busing. I will likely leave UWinnipeg
I live out in the country in a landmark, maybe. Biking, walking and busing are not an option. Park and ride might be.
I think that the U-Pass is going to be an amazing thing for UW - even if I will graduate before it's implemented, it definitely represents a step in the right direction
I find travel to and from the University to be adequate but acknowledge that many of the problems are outside of the University's scope. Logistic issues involving traffic bottlenecks / poor light placement fall on the city and there isn't much the University can do
Continued efforts towards a system where buses can remain punctual even throughout rush hour during the winter months are essential. And warmer bus shelters and real-time information on when buses will

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 lament the U-pass initiative and the poor manner in which the UWSA executed it. Most students were unaware of the voting dates or even that the issue had come to a referendum. I have yet to meet someo
This survey was tough to answer because I live outside the city. If I lived within the city and closer to the city, my answers might be slightly different. Living outside the city makes my transportation options very limited.
I live out of town, so most of the time I take the Beaver bus from Selkirk. So, none of these factors affect me.
Should have reduced rates for parking for students who have no other choice but to drive.
I commute 90 km each way, to and from my house outside of the city. I am a great supporter of cycling/walking/transit for city transportation but I am unable to use these because of where I live.
SECURITY IS NOT WORTH AT ALL THEY DO NOT DO ANYTHING AT CAMPUS
I live three blocks away so I dunno really
In favour of bike parks as long as bike user's pay fair parking and it is not subsidized by other non-biking students.
I enjoy using transit to get to the university, and at times I walk to the university or walk from the university to home. It is definitely among the things I view as being the most important aspect for myself in terms of transportation. I wouldn't be wil
All things perfectly alright just motivate student that they can comfortably use security. And also aware them if they don't.
Transit not very accessible in residential area
Because i live outside of the city, and there is a lack of park and rides around north henderson area, i have to get my father to drop me off at a bus stop. A little inconvenient for him but better than the expensive parking at the university!
there should always be someone in the safe walk office for those who need the service, and the staff should be willing to walk the student to their spot of choice
Should have more affordable parking and parking spaces for people that live out of the city that cannot use transit because it wouldn't make sense driving to park to take a bus.
For myself, other methods of transportation are not an option since I am a mother and remain 'on call' to my children in case of emergency. I think younger students like my teens would be interested in transit since they also do not have a car. Security a
generally better commute especially now that anx has been here for two years now, i get off at the bay bus stop and enter anx. No complaints on richardson to main campus walk bcause i dont stay at school until night.
I think it is nuts to force students to pay for bus pass when the price of tuition is already very high. I saved up and bought a car so i don't need to to rely on the bus but now I am being forced to buy a bus pass something that takes longer for me to ge

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.
Whose idea was it to build an arty bus shelter for the Route 14. It is the only bus route around campus that does not have a heated bus shelter. While I recognize the universities need to look cultured, I feel like having a heated bus shelter when the maj
I live in the country and doing anything other than driving is not practical
The cost of bus fare is ridiculous.
I myself will benefit from the U-pass, however I am aware that some students (who does not take transit) are disagreeing with the fact that the U-pass will be included in our tuition.
I only drive into work because of the distance, however having security in the parking lots would be a sense of safety and drastically reduce anxiety when parking there.
I commute from outside of the city so public transit, walking or riding a bike is not an option for me. I hope that will be considered when implementing mandatory bus passes in our tuition.
A lot of these questions focus on commuting via bike, and I will never be able to bike to school due to the distance from my home location to the school.
For the people biking or walking, there needs to be heightened security. There are too many vehicles being broken into and people getting harassed by criminals and trouble makers in the area. Safety for the students and staff should be the number 1 priori
I do not approve of all students paying for transit especially when they are car pooling.
Transportation is a vital part of everyone's day. In specific reference to cycling to school, I would love to see specific areas for cyclists to travel on, not just bike lanes on the roads. There needs to be more for people who do not want to drive and to
I wish that there was a parking space monthly for UofW students only
Generally I only carpool due to lack of service available for transit. I live too far away from campus to walk or bike ride.
Looking forward to the U-pass if i understand it correctly. Um i should start biking but as a first year student new to winnipeg i think the systems are already ok but do need improvement.
I live too far away so biking is not an option, hence my answers of "no" to all the bike options. I also have no fear outside the university so busing does not bother me.
Late nights nervous at bus stops
more bike lanes
I feel more safe when I see security walking around, and I am very glad there is a safe walk and a safe ride.
I would not pay to add bike parking when it is not a useful tool - ie. I would not pay extra tuition for installation. The lighting throughout campus is lacking, walking from the centennial building to portage ave or over to the bus stop at spence is far

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 difficult to make my school schedule 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 use to come to campus. It is often too dangerous so I will use Wolseley avenue to Sherbrook bike lane.
I don't bike or walk because I am already a half hour/45 minute drive from the school and I'm not a masochist. I would love to bike but currently physically cannot. Next to nothing can change my mind about how I commute to Campus. I carpool and bus becaus
I mostly go to school in the winter months and it is too awful outside to bike. I take public transit and have no issues.
I don't bike because I live too far away. I think there needs to be an increase in parking spots for people who can't take the transit or bike or just an increase in a available parking for students.
U enjoy taking the bus
The reason I mainly drive alone to campus is because I live 30 km from the University of Winnipeg, and have few students I have a good relationship with and that have similar schedules that live in the town I am driving from (so carpooling is rarely an op
I have driven to school fro outside the city all the way through. Car pooling assistance would be the thing that helps me the most, though I graduate in spring.
I am a full-time professional who works full-time, and is returning to university to complete a degree that was started years ago. I am not able to take a bus or bike to evening classes, as it is impractical as I attend classes immediately after work.
Safety for bussing and waiting downtown for buses after 9 pm.
it is an interesting ori
Bike paths/routes/lanes aren't clearly identified. Seems overwhelming and conjested if you plan on doing the trip via bike the first time.
I generally feel safe when I travel to school. But I'm a 30 y.o. male. I'm quite sure well lit streets and security presence in bus stops and around the university would be well appreciated by more vulnerable demographics.
Carpooling seems like a good idea. I'd definitely be open to it if it was easier to get carpooling partners
Buses do not reach my house.
I generally think some incentive for carpooling is in need since it can encourage less inconvenience for visitors seeking parking and help the general public commuting within the area.
U-Pass will be appreciated. Good lighting around the university at night.
I'm looking forward to the upass
there should be more events at the school as well as more options for eateries, cafés, and stores within the main building.
I live by the perimeter so busing is unlikely as it would take too long to do so and I work right after classes and then come back at night, it is not useful for me to bus back and forth, I'd be losing time. If I was just a student and lived closer, I wou
I live outside the city so I do not have the option of walking, biking, or taking Winnipeg transit.
I believe this school is a great fit for me and I would highly recommend it to ANYONE. Especially love the no water bottles on campus!
could you reduce the bus fares if possible?
It would be really helpful if there was more monitoring of transit shelters especially during night, because I have evening classes and I would like to take the bus home feeling safe.

I think if someone is carpooling to the university they should offer discounts for those students because students are already on a budget and it will help with the costs of parking or provide a special parking pass for University students so we can park
I think having well lit sidewalks and security on campus is very important. We do need more lighting for a safer environment.
Lower parkade prices would be nice.
Security for everybody
There needs to be better transportation for off campus classes such as the Selkirk campus. Bus schedules do not sync well with class schedule. Ideally during the lunch break there would be a shuttle of some sort, especially through out the winter.
bussing is difficult after night classes since it becomes so dark
I take the bus because it is cheaper, but the Graham (The Bay) bus location is not always very safe. Often I am asked for change or harassed. Some days I park at the school rather than using the Park-and-Ride system.
There should be more access to parking!
I think that parking is a hassle to find but it is doable. My concern is as the demand for U of W continues to increase this will get much worse.
I walk to school every day and have never been concerned about safety. This is because I mostly commute during the day. I would be more concerned late at night, and if i was worried I would use safe walk or safe ride.
More affordable parking to students who have to commute (ie. hour away from bus stop) It is difficult to find people to carpool with as I am often at school from 6am-730/830pm or I need to rush to work right after class. In addition, I feel extremely un
The bus pass would be used if introduced in earlier years
Parking is RIDICULOUSLY expensive for those of us who have long commutes...remember, not everyone lives within the city and we can't all access buses or carpools, or cycle to school. It's a pain to either have to pay to park, or park for an hour and the
none.
I use transit on a a daily basis, but i'm not interested in cycling. I do enjoy walking/running and thankfully where I walk it is well lit.
I only take Transit to campus, so the U-Pass is something I would use, though I will be graduating in June 2016, so I won't be using it very much.
Due to distance of travel, I bus to school, so the UPass is the more beneficial and interesting new option for me, personally.
I drive and I don't even feel safe parking on most streets around there because of the short walk to the building. The building also locks most doors meaning a longer walk outside on the street.
I think the university provides enough good services as well as security.
I think that one of the most important things is bike paths which are safe to use both in summer AND winter, particularly that they be slowed regularly and completely separate from cars. Obviously this is a long term goal but I know lots of people who don
As a transit rider, I would like to see live Bus schedules for major Bus routes inside the University. For example, in the Richardson College for the Environment Building. It is cold in the winter, so having the opportunity to be inside and waiting for a

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
in terms of transit buses, it would be helpful to have more going to the u of w campus, therefore, if a bus is running late, a student is not running as late for a class by having to walk an extra couple blocks
It would be nice to plan/consider a better path to the Richardson building on very cold weather.
more efficient (i.e. faster and actually on time) bus routes to campus would make commuting much less stressful.
Some people live too far to bike or walk, even with all of these added benefits.
The campus is kind of scary to walk around at night. This is a major reason I do not take evening courses.
As a daily commuter, I feel that the on campus parking lots are too expensive for students. Assistance from the University to lower costs would benefit the commuters who have no choice but to drive to school and do not have the option to use a U-Pass.
I am from out of town, so car pooling can be inconvenient. There are friends in town that do to u of w, however I have 2 children in car seats. Cycling would only be an option from my children's day care. The biggest reason I do not is because of the extr
More 'pay by hour' parking for students who aren't at the university all day. Too much 'monthly pay' parking.
I may change my transportation habits if I see the better way
Good luck!
How much does the president/director of student life makes?
Security has a good presence. A lot of people who dont go to the campus tend to walk around inside at night
U-Pass is an excessive expense for students who do not take transit and already pay for other means of transportation. Tuition is already expensive enough, this added cost isn't easy for many students to pay.
With the proposal to expand metered street parking to 8:30, it would impact students immensely. I would like to see a 'BIZ' pass implemented for evening parking downtown. Whether I am going downtown for entertainment, or for a night course at U of W, s
If parking wasn't such a hassle I would most likely drie to school, but I do enjoy the bus!
Transit is great but we need more buses on the road to alleviate demand.
I commute to school from work and then go back to work. Transit schedules and fares do not make this a timely or economical option. Biking and walking are also not timely options
The U-Pass is ridiculous. As someone who takes the bus, there should 100% be an opt out option available for ANYBODY who chooses not to use it. The opt out as it is, right now, is only available if you can prove you cant afford it or are disabled. I alon
Things like secure bike parking should not have to be paid for extra. Tuition is already enough, and U Winnipeg is not in as great of an area as U of M, and so it is natural for there to be more worry about your bike being stolen. That's not the student's
Can changing bus routes from Osborne to come closer to the UW be an option? I like a number of ideas that the survey suggests including help finding a carpool and the bike and transit related workshops.

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.
pleasssssssssssse solve the issue to build sky walk or whatever to walk inside from portage place to the Anx building... or from the bay at least . tooooooooooooooooooooo cooooooooooooooooooooooooold
I cannot bike or use public transit for i live an hour out of the city
Most of my problems with transportation are out of U of W control. U Pass will be a great addition for me.
I feel pretty safe already bussing, and live too far to walk to school.
Introduce the smart card for the monthly bus pass. It is more handy and convenient It can be easily replace when lost or misplace
I drive in from out of town. I have to go straight to work after classes so I dont have time for public transport. If my circumstances were different I would love to park and ride.
Looking forward to uPass implementation
The University of Winnipeg just needs to get new solid bike racks that appropriately fit a large amount of bikes and are actually BOLTED to the ground.
I think in general improved bike parking would be a plus to the UW though not nearly as big of a factor as improved cycling infrastructure / transit integration.
Although my home address is in the city, I often commute from outside the city, entering from Route 90. I would like to see an official Park and Ride location set up in the Polo Park area. Many U of W students and downtown employees park there already. Of
I live out of town (north), so it is unlikely that I will ever not drive to school. However, I think that well lit streets/sidewalks would be very helpful, as well as more information for the safewalk/saferide as I park 1.5km away and feel unsafe walking
I am excited for the U- pass which Will be starting this September
The city of Winnipeg is just not built for biking and the fixes that they have tried are lacking. Our transit system is inefficient and overpriced with difficult and poorly timed routes. These together make it a difficult task to get students to trave
Transportation and parking isn't much of an issue for me as I live very near to the University now. When I was previously enrolled (10 years ago), parking availability was an issue for me. I'm sure students that live in the sub-urbs (as I used to), or out
Local parking for University students should be free! We already pay an arm and leg for tuition and other additional school fees why suck us dry for money we clearly dont have?
I would consider biking to school but the point of me biking is to save money so if i have to pay lots of money just to safely park my bike i would rather just bus or drive because it will be the same price if not cheaper then what it currently costs at t
I live to far away to do anything other than drive.
Do the best for students so that there is no regret.
Biking isn't an option for me, but I think that it would be a smart idea to develop more of an opportunity for people to do so.

More bike parking options closer to the other buildings would be helpful. The bike parking near the bike lab feels secure but all other racks by AnX, Buhler and Menno Simmons seem more on the flimsy side.
This is a good survey for those who already live in Winnipeg, but there are many students who live outside of Winnipeg whose only option is to drive, it would be nice if the university would deal with issues around that instead of trying to make things be
I generally feel safe on campus and transit is fairly convenient as is.
Not all methods are available to all students. As a wheelchair user I use transit year round, however it's incredibly difficult in the winter. improved snow clearing on campus would make a significant difference. As would improved communication/collabo
I can't wait for the U-Pass to be available!
If I could bike I would absolutely bike to the university! I live pretty far and it would take me a long time, but I might consider biking if biking on Portage Avenue wasn't so dangerous.
Too far to Bike or Walk, would consider a bike rental to get around downtown
There should be cheaper parking available and yearly parking pass
Bus tickets for university students should be cheaper.
Still strongly disagree with the UPass: subsidizing those who can take the bus by those who cannot is ridiculous. People need to start paying their own way, U of W has far too many fees that result in students subsidizing each other. I already pay for p
Communication this year from the Student Association has been lacking. Did the UPass get accepted?
Good idea
I carpool from 45 minutes away. Sometimes I bus to carpool with other people who work at different areas of the city. Occasionally I drive by myself when others are not in the city. I am not likely to change this, as I feel like I am practising environmen
because of the location of the campus with a night class it can feel unsafe to go outside and walk to a parking spot which results in myself having to be picked up from those classes. If monthly parking was not as high priced and also there were many more
more info about safe walk/saferide should be provided for new students
It would be great if there was a bikeshare program at the university. Something like they have at Google as a benefit for their employees. I know this could be costly but it could be a great investment into future enrolment.
Using transit during the day is fine, however, in the evening it doesn't feel as safe waiting around to catch the bus.
It is too far for me to commute to school via bicycle, and do not have a vehicle so the bus is my only transport. The UPass i think is a fantastic idea.
I find the locations of the bus stops around the university very well placed, they are close to the school and well lit so I never worry about being unsafe.
I appreciate the safe walk at night even when walking to my car and am fully on board with carpooling as my work schedule does not allow for biking or transit.
I would love it if the 18 or 29 took me closer to campus. I don't mind during the day, but at night I end up driving rather than hiking through downtown alone to get the bus.
I find it ridiculous that car owners cannot opt out of the U-pass fee. We already spend much more money than people who bus....

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,
we should be ENCOURAGING cycling, rather than charging students for bike lockups. the majority of student cyclists are both \$\$ and environmentally conscious, and charging for a service ON TOP of the already exorbitant student fees is blatant exploitation
I feel fairly safe right now. Just having access to transportation resources, expanding carpooling opportunities would be great.
bike lanes are the most important.
I travel to class in evenings. I may park at meters or commercial parking. I have been hassled several times by panhandles or worse. I do not feel secure around the campus area at all.
I use Winnipeg Handi Transit, the fact that the only designated drop off areas are Elice and Duckworth is sometimes inconvenient.
I feel pretty safe on campus and I am excited to have the U-Pass
The new U-Pass is fantastic, I used buses to get to the school for 6 years and I wish it had been available sooner
The UPass would be a great thing to have. I walk to school however there are some days when I wouldn't mind taking the bus. It is a 4.5 minute bus ride from my home to school and it isn't worth \$6.10 for 9 minutes (both ways together) on the bus. I end up
I live in east St. Paul and hope that I don't have to pay for the stupid u pass because there isn't even transit that I can take out here or past the perimeter in General.
We need parking.
My main reasons for taking the transit bus so infrequently are 1) They do not get me efficiently to my home; the one bus which takes me home comes only a couple times a day and never on weekends, all other routes takes over an hour and a half and still re
I don't stay a the bus stop for very long as I time my busses.
I think the idea of secure bike parking on campus is a really great idea!
If I was returning for 2016, I would definitely use transit full-time because of the U-Pass.
I have been a student at the U of W for a really long time and I am interested at how preoccupied with safety this survey seems to be. I have never once felt unsafe walking to and from campus, I have never had a bike or anything else stolen from campus, n

I drive to school all the time, I own my car and pay insurance and gas and I'd much rather use my car. Although I do enjoy biking, and the commute would be more pleasant if it were safer and secure.
I feel safe at the university. But at times I do feel isolated and I feel like there isn't a lot of people to talk to about my insecurities when it comes to my regular routine.
I generally feel safe walking in the evening around campus
I think being able to provide things like bike locks, spare chains, helmets, etc. would be a good way to produce revenue for the UofW as well as encouraging students to participate in more cycling. Although I wouldn't want to see the university jack up th
More frequent buses especially around the end of evening classes, but just in general, the wait time between buses can be a deterrent in taking the bus since it then takes close to an hour on the bus in itself to get home....wasted time commuting, if i miss
I don't students should have to pay for transit if they won't or don't use it, what about the student in residence, it will be just another cost and headache for these students
There needs to be improvement of some park and ride facilities at the locations away from the facility. Currently there is difficulty with finding parking spots there which limits the ability to park and ride for most.
I would like to be able to bike to school, but I do not feel safe biking home if I am to stay later at night at the University. A program where I would be able to feel safe and continue to bike would be great.
Limited buses from university to my area after 6:20. If I have to stay late I have to walk down Balmoral and wait for a bus. It is a safety concern after dark!
Between work and school alternative transportation does not provide a viable option for me at this time.
I find that from my house using Winnipeg transit is very simple and cost effective. However, if there were to be specific bike paths then I would certainly bike to school often!
unfortunately I live too far away to walk or ride a bike. Park and ride is inconvenient because by the time I make it there I am almost on campus and the cost would increase to purchase a bus pass and insure/run a vehicle.
As I live outside the city I cannot cycle nor use the transit. My choices are very limited to using the beaver bus or having to pay extortionate amounts for parking. This survey would be more accurate if it accounted for those students who have to commu
Safe bike lock up should be considered apart of the facilities usage fee. We pay for fitness and showers are included...
I am not concerned for my safety on campus. (White & male privilege aware). I only need buses that get to where I actually need to go in timely manner.
Because I live near the university, biking is the best way for me to get here (about 10 min bike ride). Walking takes about 20-25 minutes, so I'd rather bike in the winter but I don't feel safe doing so due to the increased risk of traffic accidents and I
UPass will be the biggest attribute to efficient travel to and from the University. Although with it going through at the University of Winnipeg and the University of Manitoba, the added number of people will create many more packed buses... even more tha
Live outside the city so buses do not run to my location, therefore bus pass is useless to me. Cycling in Winnipeg winter is not an option on highways.
We need more parking available to those who do drive.
I would take the transit more often if it was more reliable, the buses weren't so packed full, and the drivers weren't so rude.

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.
Please have buses for students ONLY.
This shouldn't be all about biking. Not everyone bikes, it's not always an option!
I travel by transit and am satisfied with my transportation, although I am looking forward to U-Pass.
I drive to school. I will not be changing this. It is unjust to tax all students for the needs of transit users. Winnipeg transit is inefficiently run as well as deeply uncomfortable. I hate taking the bus. Making me pay for something that I don't want or
I am happy with the un-secure bike parking at the U. The only reason I take a car in the winter is b/c I need to deliver one child to school and the other to UWSA daycare and I haven't figured out how to do that in a reasonable amt of time without a car
As someone who lives outside Winnipeg, driving is my only option. Parking is very expensive downtown and I wish there was an option for students to buy a parking pass for select days. Most parking lots have a one charge fee and do not allow students to
It would be better if university students would get Upass until 1 year of completing their studies from Uwinnipeg.
I live outside of the city and therefore cycling is not of utmost concern for me. I utilize the park and ride feature of winnipeg transit so as to reduce the amount of driving I must do as well as the cost of parking downtown.
Generally I believe that more bus stops on the 33-35 route should be more well lit.
As a 28 year old, 6'1" male who lives 1.2km from campus, I don't have much of an issue walking to school but I can see how a 19 year old, 5'6" female might feel differently especially on the Ellice side of things.
I think the u-pass is a great idea, however making it compulsory for everyone wouldn't be fair for those who bike and walk mostly as well as for students who couldn't afford to pay the fee every month. It is important to have an opt out option for those w
Daytime is generally fine for security and feeling safe, sundown is a little more dodgy. There are numerous ways to get to the university which is great, however if the universal buss pass is to be effective more partnerships for park and ride throughout
nothing
I would drive to the University if there was more parking available. Student pricing on parking would be greatly appreciated,
The u of w should look into getting more student parking because personally, i commute an hour to school every day, and pay over \$130 a month for parking, which doesn't even guarantee me a spot. I understand the environmental concerns over having parking
I really have no problems with transit to and from the university at the moment. Even if more bike opportunities wee introduced, I wouldn't use them.
I LOVE THIS SCHOOL.
There are no other modes of transportation available for individuals who live in the RM of Springfield, as this is a growing community, a transportation system much like the one to Selkirk could be very valuable to many of the University of Winnipeg stude
Its a bit far for me to bike to university.I still walk to the richardson complex anyway but it gets really cold when walking outside in the winter.
I bike to school all the year currently because 1. Save the transportation fee 2. Avoid the Traffic jam 3. Environmental friendly However, after the U-Pass starts, I'm most likely to take a bus for winter for the

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
I bike to school when I can, but I do not like to. I have had two bikes stolen while I was in class, even though I used a U-Lock and locked them within eyesight of the security office. I have found the security staff to be flippant and disrespectful when
There should be more cost friendly parking for vehicles and bikes at U of W. Tuition is expensive.
I am looking forward to the U-Pass. Bus passes cost too much.
Very excited about the Upass!
I live too far away to bike or walk and parking is too expensive downtown.
New bus routes, to my area.
I would ride a bike everywhere if bike lanes were physically separated from motor vehicle traffic! Instead of trying to get them next to regular lanes, they should be next to sidewalks.
The university already has the security buttons in case of emergency, however if you are at school late its a worry to be outside at the bus loop (balmoral) when there are no visible security measures available. Especially when you have to walk from the b
It seems as though the security on campus do not care about student safety. It would be great to see more security around campus.
As a student I' am mainly looking to save money as I do not make much right now,
There's no way I will start walking or biking to school. It's super far and gets to -40 in the winter.
Hope this helps. I can't believe I got the price right lol. xP
I live over an hour away from campus. I am not able to carpool because of my schedule. I am here two days a week so park and ride is not worth the money. I am displeased to learn that I have to pay for something there is no way I can use.
This survey has no mention for students going to campus out of town. I take the beaver bus in from Selkirk and in no way does this survey benefit any students coming in from Selkirk...Nor does the UPASS help us out in any way shape or form
More accessible parking for vehicles is more important than investing time and money into bus passes and secure bike parking.
Need a lot more parking space with affordable price.
In general, parking downtown suck. It's expensive and horrible. It would be nice if as of September 2015 the U-Pass would be introduced and available. People think students are made of money. Tuition is where most students money goes too. Half the time it

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.

Generally I use the transit bus to come and go from school and there are times when I am leaving campus rather late and it is reassuring to see security around campus, although I believe there needs to be more of an effort to explain how to access safewal
It would be more convenient if there was more parking for cars.
I live quite far and so I'm really looking forward to U-Pass in Jan 2016.
Waiting for the u-paas.
As an older student, I have been taking 2 courses and my form of commuting is by car as I also work full-time. Thus far, I have not had any issues finding parking because the courses are either early morning or late afternoon. For the morning class, I h
The Transit UPass is a tough pill to swallow for me. I live in the north-east side of the city, work in the south, and normally attend school in the evenings 2-3 times per week. 100% of the time when attending school it is after my work day, so taking pub
It would be nice if an alert went out, maybe on Nexus when balmoral station is under construction, this affects the transit routes and therefore how a lot of people get to school
I live out of town. Busing is not an option for me. Neither is biking or walking
well we all care about safety for student in general we need a better community around.
I live out of Winnipeg so I need to drive. It would be more expensive to drive to Winnipeg and bus because I am already paying for gas and it costs me 25 bucks a month to park (due to carpool).
There are no bike racks at the North End Urban studies campus and the ones on Ellice are not sufficient
No bike lanes, far too dangerous to bike to school
Partnerships with commercial lots around the university an option? Reduced rates for students? Allocated spots?
Overall, I typically bike/walk to school when the weather is nice. However during the winter months, transit is unreliable, and the 1 hour limitations on residential streets is quite the hassle. Specifically, since a class typically takes over an hour. If
This is a great survey that promotes more environmentally friendly options of transportation.
I would also appreciate to see staff walking in between buildings, not only within the main campus area.
Transit does not come frequently to take people to all areas of Winnipeg which results in a long wait. I prefer not to wait 20-40 minutes for a bus to Windsor Park
Paying for bicycle parking is unnecessary. I could buy another bike every year for what I'd pay in parking. (I don't spend a lot on bikes, just enough to get by).
I used to bus to school but I absolutely hated it. I felt unsafe all of the time. Even though I am a broke student I would rather go into further debt by paying incredibly high parking fees to be close to the university and feel slightly safer.
I would have to take over 2 busses to get to school and they are not safe busses and it would take me over an hour and a half. Not worth it to me for my safety and convenience.
I'm aware of Safe Ride and Safe Walk, but I haven't seen them much lately. I have seen them at least once in action, but I have heard of it from a teacher from my high school that attended the University of Winnipeg. If anything, I would like to see progr
Some bus stops need benches or shelters because they don't have either.
I think it's very unfair for the majority of people who do not use transit have to pay for the u-pass. That is a very high cost to charge every student and I know a lot of university students both from uofm and uofw who feel the same way. Transit buses do
I would bike if I wasn't so far from campus

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.
Right now my husband and I carpool to work together as he works at and has parking at Investors Group which is very close vicinity to the University. I have one evening class which I attend after work. Either my husband or daughter come and pick me up a
I live in the Corydon area, and walking to the UW is, for me, very convenient and safe.
seriously what happened to heated bus shelters?
I would like \$250 now... daddy has to eat to you know?
Bus passes are far too expensive. I can barely afford it.
The u pass would be very helpful to manage as a student
Around the university there needs to be more security inside walking hallways to keep safe, in early mornings especially because I never see security walking around except sitting in the office and its always quiet, not a lot of people in the morning, it
I would like if students would be able to opt out of the UPass
There needs to be a better bus route to get here from white ridge
Having the U-pass would be great!
Bslmoral is scary after 6 pm
SafeWalk is a great initiative - the only problem is that it is RARELY in use. I have stood at the door and waited over 10 minutes before and no one has arrived. As well, you can knock and here people inside, but they don't answer the door. I think the
Better lighting on sidewalks that are used for commuting from any University building to another would be nice. It would feel safer.

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 the evening rush hour, and winter cycling is unsafe on Ellice Ave, so walking is my only real winter option.
A bike lane along Wellington crescent, through Assiniboine park, and along Vialoux that is cleared of snow and ice would go a long way to making the winter commute by bike less challenging.
A subsidized/discounted bus pass program would be a great way to encourage more people to take transit.
A UW reduced transit pass for faculty would be a wonderful option for many people. More accessible information for faculty about all of these options.
Age and disability make it unlikely that I would change transportation patterns or take Transit.
All-in-all I find the University to be very amenable to helping people use different means to get to the school. I am thinking about becoming a winter cyclist since I find taking the bus at night and evening to be problematic as I'm uncomfortable being do
As a staff member and a parent I drove my children and their friends while they attended university. It was worth it to drive as we were coming and going at all hours. When they graduated, I decided to take the bus as the price of parking was getting pret
As part time faculty, particularly when teaching in the evenings, it does not make sense for me to invest in a transit pass. I live too far away to bike.
At the moment I car pool to work with my husband and we pay for gas and a parking spot. These two expenses are still cheaper than buying two bus passes. I have previously taken the bus and would be willing to again if it were a more economical choice,
Before I lived in Winnipeg, I rode my bike, walked and occasionally used the transit to cover 90% of my day to day travel needs, year round (including food shopping and getting kids to school). The winter weather is a real barrier here, but it's mainly th
Bike lanes in the downtown are long overdue.
Bus frequency after peak hours, esp. during the cold months, is quite pathetic. Until the transit system is more efficient (on-time, more frequency, more connections, direct fast routes), public transit is not an option. Transit is not an option for indiv
Bus service is often unreliable when trying to get to campus for a specific time from my area. I often need to run out to pick up equipment.
Bus service to and from my neighbourhood is not ideal, especially in winter. I only use transit when my carpool is unavailable. If my carpool was no longer available at all, I might use the Eco-pass.
Can't rely on the bus or bike(have to cross portage).
Ecopass would be great! An even greater discount (like the one that RRC Exchange District Campus staff get) would be better though.
Even with the efforts made already to accommodate cyclists in Wpg, I still do not feel ready to accept the risk entailed by cycling in this city.

express routes available during peak commuter times also need to be available in the evening and mid-day, even if the frequency is lower. Taking multiple buses when buses on express routes aren't available can more than double my commute times and limit f
For cyclist that commute to work with an infant/child at the UWSA daycare, there is nowhere to securely park the Burley child trailer. Also the trailer should be out of the elements so it does not get wet in the rain. I would like to see improved and se
FYI: I take transit AND walk on my return to home from work.
Go active transport!
I admire the efforts of the University to make commuting greener and friendlier. I have been walking to and from my work here almost every day for over seven years, rain or snow, and that will not change, aside from the odd day I need to take a vehicle.
I am a senior staff member so would not consider a bike commute. Would like to see some kind of indoor walkway connect the RCE. I will not walk on the pathway alongside duckworth from RCE at night - -- it is too deserted and scary. I prefer to walk on P
I am considering no longer taking the bus (and I know of at least 3 other people who have stopped taking the bus) due to the unreliable nature of Winnipeg Transit. My bus (and many others) are regularly more than 15 mins late and are often so full that th
I am disappointed by the mandatory bus pass. We have 3 people in our car pool - two students - they are looking at a huge addition to their fees due to the mandatory Unipass, which makes no sense for them given where we live. They should be exempt from th
I am physically disabled and as a result was a bit frustrated by the questions, in that there was no opportunity to indicate "why" I was not considering walking, cycling, etc. It really is NOT an option.
I am so perplexed that UWinnipeg does not offer Ecopass transit discounts for staff and faculty. It seems like an obvious choice to demonstrate our commitment to being a sustainability minded post secondary institution. I would most definitely like to see
I am unlikely to switch from carpooling because the bus is too expensive. Both myself and my spouse drive downtown and rent a spot down a lane for \$45/month and even with the cost of gas included, a bus pass for both of us doesn't match up. My spot also
I bike in the summer months. My issue is that I have two children who need to be driven to school or from school several days per week. It is problematic for biking so I can usually only bike at most 2-3 times a week. I live 10 miles from campus and when
I choose to drive my car to work, due to health issues. Perhaps the university would like to consider reducing their parking rates for those of us who have to drive - rather than raising them. Where is that support?
I commute from outside the city. Every other week I drive in with my husband. The other weeks I either drive in and park with impark or I bus in on the beaver charter bus.
I continue to believe that if we continue to promote all the great things we do like safe walk, well lit sidewalks, friendly & helpful security staff and more, we'll be well on our way to have more people use transit and bikes because safety is a number o
I cycle to work all year, except possibly when there is a lot of fresh snow. On those days I try to walk, if not I take the bus. As I get older I anticipate that my winter cycling will become more limited. When that happens reduced cost for transit would
I cycle to work and showers are very important. Luckily my office is in the Duckworth Centre. I did not realize the Richardson building also had showers. I think showers are very important for cyclists. Also, I typically do not purchase a bus pass bec

I drive because I am the only person who can pick my child up from school. If possible i take transit. I do support bike-positive initiatives.
I drop off 3 kids at two locations each morning and never know what time I will be leaving at night. If / when my kids get older I will definitely consider transit. Improved routes close to my house and a discount would be incentives towards my use of tr
I enjoy walking to work, it is a nice walk and I'm fairly certain it is faster than driving in rush hour!
I found part of question 4 a bit confusing; it wasn't clear whether 1 was supposed to be most or least applicable.
I generally use my vehicle for work purposes. Having access to U of W owned vehicles to conduct Department business would increase the likelihood I would take alternate methods of transportation to and from work
I happily take the bus from South St. Vital every day. I have been asking for years for consideration of the Eco Pass. It's too far for me to walk and I do not feel safe biking in the city. I am not interested in car pooling. I do think that there are
I have an old bike, so bike security isn't paramount and security seems to do a good job at paying attention to the public bike racks. What I think would increase the biking to campus are the routes to the campus that may be largely beyond the control of
I have tried a couple of times to suggest the Eco-pass with no traction. Someone else tried again a couple of months ago. I think it would be a great thing. I know at least a half dozen employees who commute by bus just on my route alone.
I live extremely close to the university and walking is the only transportation that makes sense to me. If I lived farther away, I would bus because I am legally blind so cannot cycle or drive. If I need to commute by transit in future, my main priorities
I live in Anola so no matter what you do I will never bike, walk, or take city transit.
I live outside of the perimeter highway and it is therefore unlikely that transit, walking or cycling are viable options for me to get to the University. I may be interested in "Park and Ride" or "Park and Walk/Cycle" options, if they were available. Ca
I live outside the city so must commute to work by personal vehicle. My kids who attend at U of W carpool when academic schedules permit.
I live outside Winnipeg nearly 70 km away from the U of W, and I am a senior citizen, so it is not practical for me to cycle to work.
I live too far away to walk to work. My main way to commute to work is by transit and I drive to work here and there.
I prefer taking the bus downtown. It is convenient and relaxing. The time difference is minimal between the bus and using my own vehicle. I would like to use a bike during the summer months but security is an issue. Do we have secure scooter parking?
I sometimes drive sometimes walk in a week I'm not sure biking holds appeal for me.
I stay late quite often and come in early. Car-pooling would be very difficult when my schedule is so erratic. I also visit my mom after work and run errands for her. I would consider a bus if I did not have these commitments, but she is my priority ri
I take the bus to work most of the year. I have 2 children and in winter term teach at 8:30 I find it difficult to get my kids to daycare and then take the bus and get to class on time so I drive. Before kids I walked to work. I don't bike anymore I hav
I take transit to work already. I carpool home with my husband most days.
I think an ecopass would be very helpful.

I use multiple methods, bike walk, transit sometimes drive. I didn't get to express this I'm the question that asked about primary method of transportation each month.
I used to bicycle to campus fairly regularly until the streets got icy but I am no longer able to cycle. The bus service from my neighbourhood to the UW goes a circuitous route and the last bus leaves the U around 18:30, which is why I don't take the bus
I used to bus to work regularly, but moved to an area where my bus ride increased to often an hour each way with traffic. By carpooling I can get home in about 15 minutes (by avoiding high-traffic areas). I enjoyed taking the bus before, but the time sav
I used to walk to and from work every day. But, with two kids in the UWSA daycare, I can't do that anymore. (I used to use the bus when we only had one kid). Your survey didn't include a "carpool" with kids option, so I had to select "Travel Alone". T
I usually carpool in the mornings and either walk or bus home in the afternoons. More dependable buses to River heights would be an asset. I used to use the #20 but find that it does not always come and the indicated time. I like to cycle as well but don'
I usually feel fine walking to and from campus. When I am on campus late at night I am more aware of my surroundings when I leave.
I walk everyday now, ride occasionally (a handful of times a year).
I will always walk if possible, bike if needed , but need to be assured of bike security.
I wish that there was a nicer bus shack at Sherbrook x Portage, or that the Langside bus stop could become a stop for more buses.
I would consider biking to campus seasonally if there were safe routes for cyclists from my area - to date, I am not aware of any that do not involve competing for space on the road with vehicles downtown. As a driver, I often see cyclists being crowded
I would consider taking transit if there was a bus stop closer to my house and if that bus would take me to UW without transfers. Also, I find the seats on the bus uncomfortable for my back
I would definitely make use of proper bike routes (separated from traffic) to cycle as much as possible to work, if available. Currently I feel the city of Winnipeg is not cyclist-friendly. I think the city needs to spend funds on "getting with the times"
I would like the ability to shower in the duckworth center when I cycle into work. It is my understanding that I can only shower there if I have a membership to the workout facility. Showering at the Richardson science complex isn't very convenient beca
I would like to see affordable bike rentals in summer months and affordable transit pass. Eco pass for \$60.65 is very good. If that can come down to a
I would like to take the bus more, but the inconvenient schedule does not work for our family. Solve the transit issues for the children in our family and I would take the bus to work. It takes 1 hour and 2 buses for my child to get to school because we
I would love to bike to work in the summer, but I feel like it would be dangerous for me to do so. With little or no bike paths on my route (that I know of), I would be quite worried. Access to resources and better routes would be very beneficial to me.
I would love to receive a discount of monthly bus passes, especially for the summer months rather than driving to work.
I would love to ride my bike during the warmer months, but it is too dangerous currently on Arlington and Salter.
I would love to use a more eco-friendly mode of transportation however I live quite rural (between Lasalle and Morris) which makes this considerably more difficult.

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 carpool
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 neighbourhood, 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, elders 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 vary 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.
Transit is simply too infrequent, too slow and too uncomfortable to be a viable option. I took transit for the first 10 years that I worked at U of W. When I left after 10 PM, which was frequently, the wait for a bus was ridiculous. I live over 10 km f

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