

Bike parking survey Fall 2021

Western Active Transportation Society (WATS)

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Methods

The survey was conducted on Western’s MySurvey (Qualtrics) platform. The Survey contained 9 questions that were related to bike parking and 7 questions related to WATS. The survey was first posted on September 27th and we report all **404 responses** received before November 30th. The survey is now closed, but is still accessible at: https://uwo.eu.qualtrics.com/jfe/form/SV_1MP6uafUn9rYkT4.

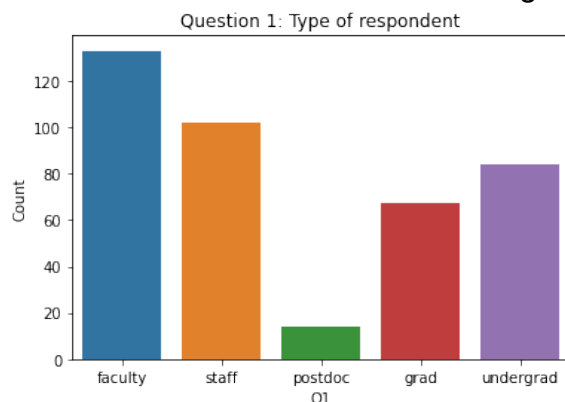
The survey was advertised over the WATS email list, tweets, Western sustainability’s Instagram feed, and was distributed by Western faculties on selected departmental email list. Furthermore, we distributed ~300 flyers with QR code linking to the survey by taping them to parked bikes across campus.

The raw survey data is available as the file ‘WATS_Survey_November_23.csv’ and the analysis code that produced the figures and results reported here as ‘Bike_parking_survey.ipynb’.

Results

Question 1: Employment status

Question 1 asked respondent to self-identify as a “Faculty member”, “Staff”, “Postdoc or research associate”, “Graduate student”, or “undergraduate student”. Figure 1 shows the basic counts across these 5 categories.



To some degree the bias to faculty and staff reflects the composition of the member of the WATS email list. The sample of undergraduate students, however, can be deemed sufficient for some basic conclusions.

Question 2+3: Cycling frequency

Question 2 asked how often the respondent rides a bike to campus in a typical week. The respondent is asked to answer the question based on their typical behaviour prior to the pandemic.

The options were: (Not at all, 1-2 times a week, 3-4 times a week, 5+ times a week).

Question 3 then asked: “If there were secure bicycle parking on campus, the number of times I would ride my bike to campus in a typical week is: (Not at all, 1-2 times a week, 3-4 times a week, 5+ times a week).”

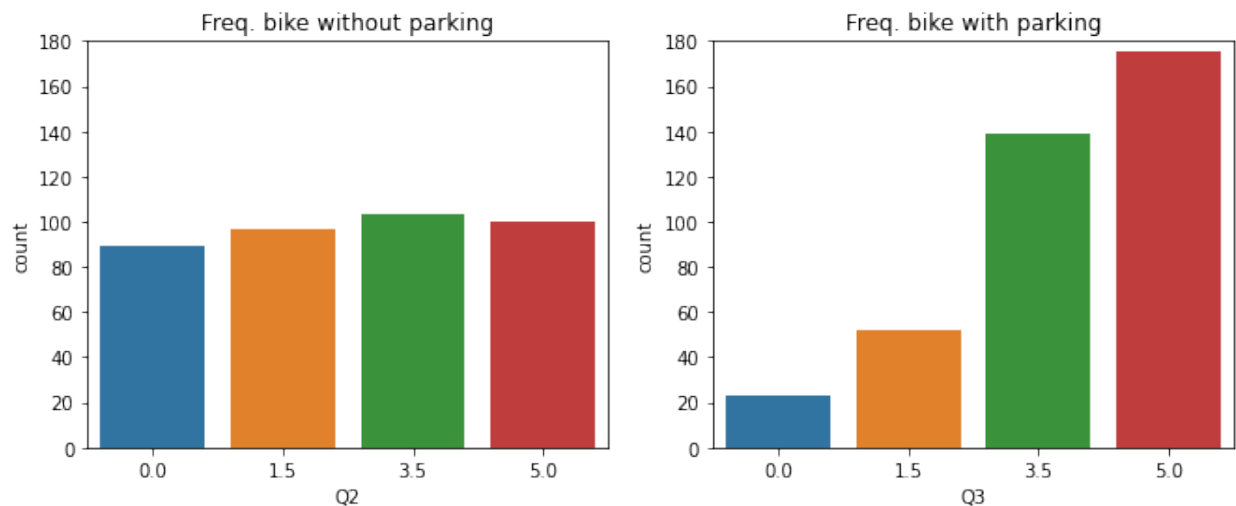


Figure 2 clearly shows that cycling behavior of the respondents is quite diverse – including a good number of people that currently do not cycle. The questions indicates that – based on self-report – we may expect a clear increase in cycling if secure bike parking was provided – with an estimates 1.1 days per week per respondent.

Question 5: Type of bike parking

Question 5 (there was no Question 4) was “What type of bike parking facilities would meet your needs? (Select all that apply)”. Illustrated by pictures, we gave the options:

- Open bike racks, as already present across campus
- Open bike racks, but moved to more visible location closer to building entrances (see image above for rack style)
- Covered parking with protection from the elements but without keyed access
- Fully-secured large bike structure accessible with key card (similar to the existing one near Alumni Hall, which is currently sold out)
- Individual secure bike lockers (similar to the existing ones near Weldon Library, which are currently sold out)

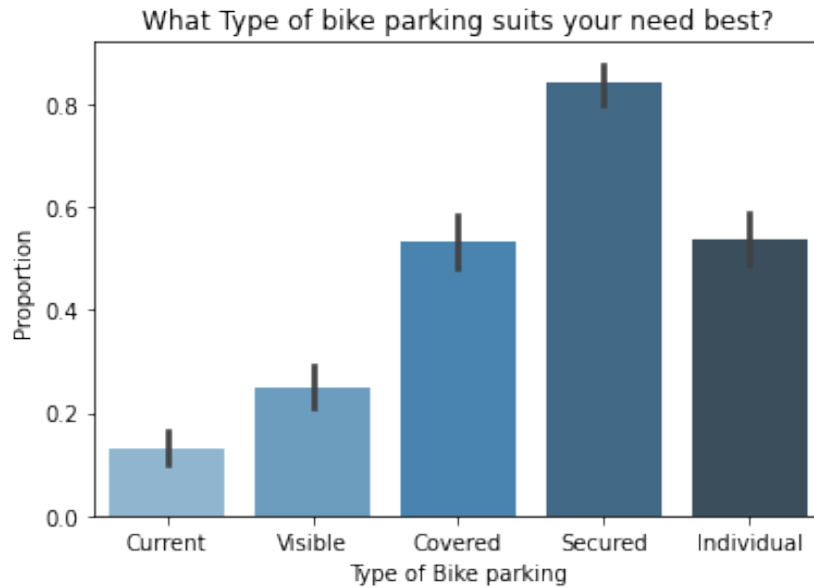


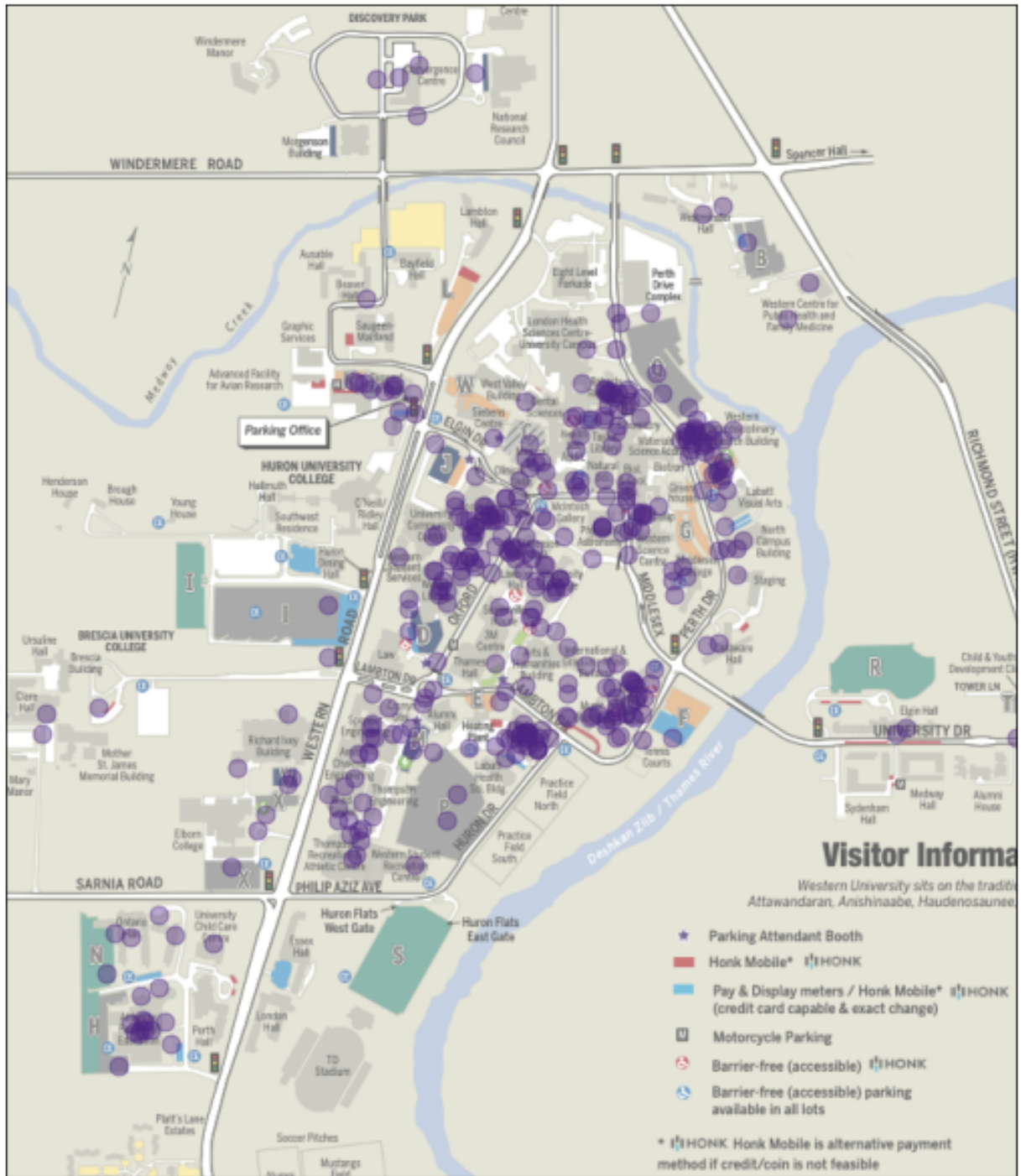
Figure 3 shows the distribution across the response options. Respondents selected 2.16 options on average. The current open racks only met the needs of 13% of the respondents. This increased already to 53% for covered but not secured options. Finally, the secured sheds were the most popular option – with individual secured bike boxes being less popular. Indeed, only 3.4% of the respondents selected the individual secured bike boxes, but not the secured bike cages.

	Q1	faculty	staff	postdoc	grad	undergrad
Current		0.09	0.07	0.00	0.16	0.28
Visible		0.13	0.23	0.00	0.32	0.46
Covered		0.48	0.45	0.36	0.63	0.67
Secured		0.85	0.87	0.93	0.92	0.70
Individual		0.51	0.54	0.86	0.57	0.48

When breaking these numbers by respondent type, we can see clearly that covered bike parking options would already meet the need of the majority for undergraduates. ~ 26.2% of the undergraduates respondents selected a secure bike parking shelter, but not the unsecured covered shelter.

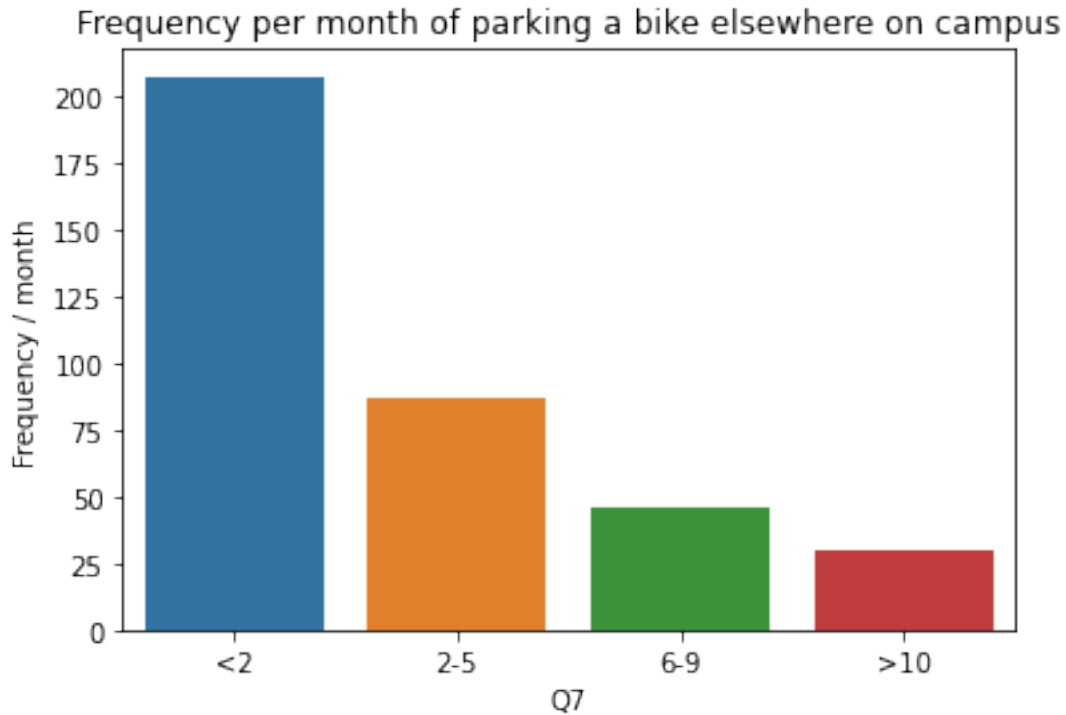
Question 6: Desired location

Question 6 asked respondent to indicate the location where they most like to park their bike with a click on the campus map.



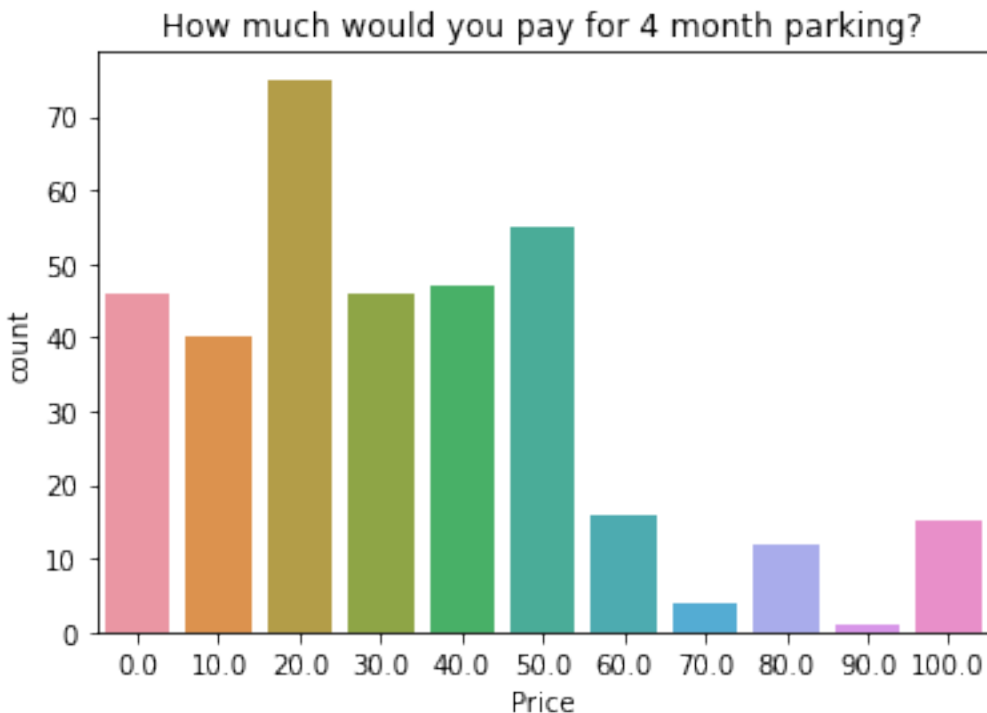
Clear clusters of responses can be seen around the Robarts building, WIRB, Chemistry, Physics and Astronomy, Talbot College, FIMS & Nursing, the UCC and Oxford drive, the Faculty of Education and the Support Services building.

Question 7: How many times per month do you park your bike somewhere on campus that is not your usual parking area?



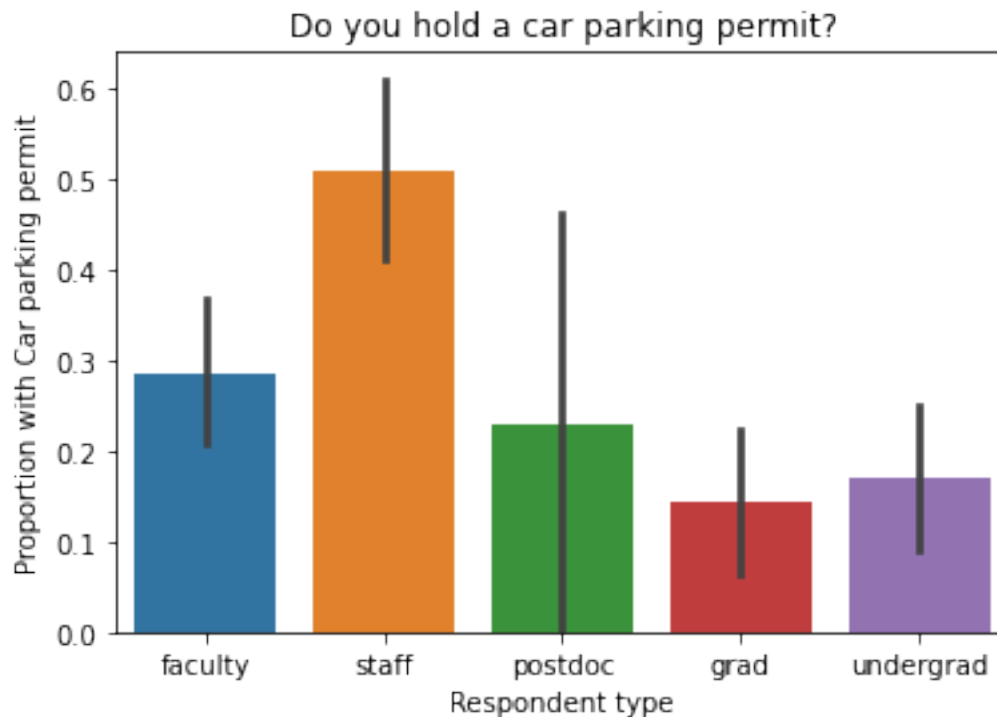
Most respondents do mostly park their bike in a single, specified location. There is a substantial group, however, that park their bikes in various locations. As would be expected, this group includes an especially high number of undergraduate students.

Question 8: How much would you be willing to pay for secure bicycle parking per 4-month term? - Cost per semester (\$)



A Price point of \$20-30 seems to be acceptable to a majority of respondents. Somewhat surprisingly, these numbers are relatively stable over the type of respondents (Undergraduate to Faculty). Many open responses (see appendix 1) indicate, however, that the 40 respondents that selected \$0 felt very strong that the University should support sustainable behaviors, rather than charge for them.

Question 9: Do you also have a car parking permit at Western?



A little more than 30% of the respondent also currently hold a car parking permit at Western. For Staff, this is substantially higher but also includes nearly 20% of the undergraduate students. Interestingly, in the group that hold parking permits, we can expect an increase of bike use of 1.6 days / week (Q2 , Q3) with the provision of secure bike parking, higher than the expected increase for people that do not hold a permit. Thus, there is a substantial potential to free up parking spaces with increasing availability of secure bike parking.

Q10. Any other comments about bicycle parking?

There was a large number of open responses, mainly focussing around strong support for more secure bike parking on campus. Some respondents felt that bike racks have been reduced recently. Many faculty and staff reported that they currently park their **bikes in University building as the only viable option**. Furthermore, respondents expressed the need for parking for e-bikes and cargo-bikes, and kids trailers (level access and parking). **Western is clearly perceived as prioritizing cars and car parking**. Outside of parking, the need for safe routes to campus was pointed out repeatedly.

Detailed responses are listed in Appendix 1.

Q17. What change project do you want WATS to champion next?

We are including this WATS related question, as it provides information about the issues outside of bike parking that respondent felt concerned and passionate about. The main concern was **safe and protected bike routes to and on campus**. This includes especially bike lanes to the **Sarnia-Western** intersection. As problematic spots on campus, **Perth road** is often named. **Closing the bridge** to individual motorized vehicles to reduce through traffic through campus, or creating an entirely **car-free campus** is another popular topic. Provision of more secure / sheltered bike parking, a bike share program, and working with the city to improve alternative transportation are other frequently named issues.

Conclusions

The survey clearly shows the need for more secure bike parking on campus. While the area surrounding Middlesex college is most in need, the UCC, Talbot College, FIMS & Nursing, the Faculty of Education, and the Support Services building are other hot-spots to consider for new shelters. Mid-sized secure bike shelters close to university buildings are the most popular addition. The survey directly documents the need of 320 **secure bike parking spaces**. Assuming that we under-sampled the interested campus population by a ratio of 2:1 - 5:1, we can extrapolate that the university would have to provide **somewhere between 600-1500 secure bike parking spaces** to satisfy the need for secure bike parking.

The survey also shows that, especially for many undergraduates, a simple open sheltered option with good visibility from buildings would suit the need. Even simple bike racks close to building entrances could be more popular than some current options. Thus, the survey clearly provides evidence that a **mixture of strategies** (including non-secured but sheltered options) would be the optimal approach.

The open questions also highlighted the need for **ground-level parking options for e-bikes, cargo-bikes, and kids trailers** that cannot be hung, but need a flat space to park. The new structures need to take the rapidly increasing use of e-bike in mind. Most respondents appear willing to pay \$20-30 per semester as an nominal access fee. It is clear that it needs to be clearly communicated that this fee is only a sign-up fee to prevent abuse / theft.

The survey clearly shows that the universal provision of secure bike parking has the potential to induce a substantial mode-shift, with all benefits to land use, carbon emission, campus community health, safety, and overall campus experience. For a more dramatic mode-shift, addressing the Sarnia-Western intersection, reducing car speeds on Perth road, and the closure of the University Bridge to individual motorized traffic emerge as some important potential tools.

The open comments also show that Western is currently not generally perceived as being particularly environmentally friendly or supportive of active transportation. Thus the University clearly has the chance to improve its image here substantially.

Appendix 1: Open responses about Bike parking (Q10)

- Currently parking bike in basement illegally
- there should be more bicycle parking available
- Really hope you can make secure parking more accessible. I think there is a lot of interest for a more bike-friendly campus!
- Some spots don't have a 'level grade' to access the rack--woud be helpful if they did. Covered would really be nice in the rain and snow.
- It,Ãs not safe to leave a good quality cycle on this automobile-infested campus.
- My experience is that bikes are more often stolen if the parking is close to roads. A courtyard or, of course, inside buildings, might be safe alternatives. Bike rooms and shower options are standard in Europe, while car parking is standard here. Why?? Denial of science?
- Make it okay to take bikes inside buildings for grad students,.faculty and staff
- We pay you enough. Give us free bicycle parking so we don't have to use gas. Let us do something good for the world without paying you more.
- I usually use my office, but suspect this is not cool with the fire code
- Bike theft is so high, secure bike parking is needed.
- If Western is serious about meeting climate goals, then they shouldn,Ãt make people pay to ensure that they,Ãre bikes aren,Ãt stolen.
- The new facility by Alumni is awesome, but it's too far from my building. We need more of these, even if smaller, for staff and students.
- I would prefer a focus on small bike parking facilities in as many spots around campus as possible, over creating very large facilities in a few areas. I think being able to securely park your bike right next to your building would be an additional enticement for more people to cycle to work.
- It would be awesome if Western supported cyclists by providing better and diverse parking options for bicycles.
- I understand that enforcing proper parking of motor vehicles involves (wo)manpower and hence parking fees are reasonable. However, the outdoors key-access bike racks can be solar-powered, so I think they should be free. Moreover, we shouldn,Ãt penalise people who choose to ride bikes in the time of a climate-change approaching crisis.
- My bike doesn't fit in the secure bike lockers, or I would use them
- Acutely aware that I am very priviledged -- I can bring my bike into my office. Biggest issue to me is lack of secure and covered parking on campus at other locations
- I'm very lucky to have the support of my leader to park my bike in my office. Are there policies about bringing bicycles into buildings? Thank you to the WATS group for helping to improve the cycling experience on campus.
- More spots needed in more campus locations, and very importantly, they need to be covered.
- Needs to be available in winter. FM needs to understand that bike parking is not synonymous with 'freely available storage space for whenever is convenient'

- We need more secure bike parking on campus! All of the present sites are too far away from my office to be worthwhile.
- Like many others, I bring my bike into my office because of the lack of secure outdoor bike parking. This solution (which is not great for efficiently using indoor space, or keeping floors clean although I do wipe up with old towels on wet days) is not available to students, who also deserve secure bike parking. I do not think it is reasonable to ask students to pay for bike parking on campus.
- I always bring my bike into my office. I am not sure that I am willing to pay to park it elsewhere. But I realize I am privileged.
- I typically would bring my bike right into my office if possible. I really do not enjoy leaving it outside due to the amount of theft (and I typically lock outside with a minimum of 2 locks, sometimes 3)
- I would LOVE to bike to campus more often but I'm concerned about bike theft. This is the only deterrent for me.
- Thanks for everything you're doing to "green" the campus! The changes are wonderful to see!
- Please make secure bike parking as plentiful as possible on campus--it will encourage more people to opt for cycling as an active transportation option for their commute. Traffic around campus is unacceptable, and more of our community needs to feel that cycling is a safe, secure, and convenient option for their commute.
- Bike parking on campus should be secure, convenient and most of all FREE! As a campus community, we should incentivize cycling and other active transportation (incl. bus) over driving.
- Because of high bicycle theft on campus/London and because I have five locked bikes stolen in five years, I will only store my bike in my office or lock it in my line of vision (e.g. at the grad club). There is no penalty for bike theft in London so caged bike sites remain the safest for any better than a beater bike
- I am fortunate to be able to take my bike into my office, but with secure, key-access bike parking, perhaps I would prefer that.
- Thank you for doing this
- Bicycle parking only becomes relevant once there is a safe bikepath between where I live and my place of work. With Western & Windermere Road as they are, I prefer to walk,
- We need a solution for cargo bikes like a Nihola Family or a Tern HSD. None of the current options are great and it's not safe for those bikes to be seen.
- Would love to see a room inside my building converted to bicycle parking
- I don't park my bike on campus because I believe it will be stolen. If I go to the grad club I bring it around back with me. I also bring my bike to my office - obv not an option for students and others. We need secure bike parking on campus.
- It should be free to promote biking to work instead of driving/bus
- Why was the rack behind Stevenson Hall removed? I was using it constantly, as were others.
- Please stop moving the existing racks. Please provide more racks.

- It should be free.
- Don't forget about us on Althouse Island!! Full racks out front almost every day.
- Please make it safe. This summer I knew of at least two bikes stolen around the Robarts Research Institute. I don't want my \$5k e-bike to be stolen!!!
- My answers reflect that I have a spot in the current secure parking facility. Previous to that I would bring my bike into my office for security. Having said that, while I am glad to have the secure shelter the design is not very accessible. Many folks cannot pick their bike up into the air to hang it vertically.
- I park my bike in my office. I would only change this if bike storage was secure.
- Having had two bikes stolen on campus, this matters a great deal!
- You really shouldn't be trying to charge that much to get people out of their cars and on a bike. I'm currently number 1 on the bicycle locker waiting list.... Still waiting.... :)
- Let's get into the 21 Century.
- I wish there were more secure places to park my bike.
- Maybe have a membership for Sept to November and April as I would be less inclined to bike in the winter months
- I'd be happy with pay-per-use lockers. that'd be great.
- secure bicycle parking should be free to all students and staff...raise car parking fees if needed to cover costs, but cycling should always be encouraged/rewarded
- I just take my bike right into whatever classroom I'm teaching in that day. For longer durations on campus there is time-shared office space for contract faculty. Still, covered and secure bike stations would be great to have. There should be no cost for these.
- please fix Sarnia Rd (not about parking sorry)
- I actually bring my bike into my office, but recognize this is not an option for most!
- I already have a bike locker on the concrete beach, and will never give it up (this explains some of my answers), but I know many grad students and colleagues who ask about secure bike parking... we need more!
- the bike infrastructure is pretty terrible on campus. Lanes are regularly commandeered for construction projects. Brescia asks cyclists to dismount and walk their bike through campus (if only we could ask this of motorists). Sarnia road lacks bike lanes for much of its length, as does Western Road.
- I currently use an individual bike parking box and like it a lot.
- Aside from COVID, I ride when there's not ice and have a parking pass or walk between <> November and March or thereabouts. Until there's safer winter cycling infrastructure, I'm not likely to ride in the winter.
- I had to speculate answering these questions. I work at Continuing Studies downtown and we are currently relocating to the NRC building. When I saw the bike rack not at the entrance my first thought is that I would try to bring my bike inside my office like I did downtown. This survey has been helpful, and my hopes are that the secure covered options will be more readily available.
- Bike lanes. We need some adjacent sidewalks not roads.
- Need for flexibility in payment structure, ie: I have /pay for stall on Mondays, Tuesdays, and one else has Wednesday, Thursday, Fridays.

- Love the bike shelters. Hoping to see more to deter theft on campus and keep our bikes safe!
- I REALLY WANT COVERED AND KEY ACCESS PARKING BUT ITS SOLD OUT!! Climate Change!!!!
- I really think that the biggest difference would be covered bike parking, to keep our bikes out of the elements (which means they will last longer too).
- As a faculty member, I have the ability to bring my bike into my office. But this is a privilege I know many do not have. Bike lockers are the most secure and perhaps a sliding pay/fee scale would make the most sense. Many who bike often do so out of financial necessity and should not be fined/ penalized. I would be happy to pay more to support increase bike parking/ security for all. Thank you for the opportunity to respond!
- It would be great to have automobile parking passes available to those people who commute regularly but need to drive very occasionally
- Covered parking around UC building would be a great improvement! Thanks for considering that aspect of the campus.
- For future surveys, please include King, on the map. I placed my marker as close as possible. King, only has space for 2 bikes to be covered, which is problematic in the winter and rainy weather. The covered area is also in a high risk area for theft due to low foot traffic.
- Campus needs to realize that secure and protected bike parking is an important step in a more sustainable campus... not only on main areas of campus but also at residences and student apartments/townhouses on the more remote parts of campus. More people would bike with a better place to keep their bikes and a lowered risk of bike thefts! Thank you for running the survey.
- It would be awesome to have a bike pump or a few tools at the enclosed shelters
- I own an E-bike which is far more expensive than a normal bike. The only reason I am not riding it to campus is because there is not a proper and safe place to park it.
- It is not safe on campus. Even with u locks bikes are stolen regularly and there is not enough deterrence to stop people from stealing other bikes.
- I bring my bike into my office because it's easier. Outdoor parking would need to be right outside Weldon Library (they took away the racks there and now I'd have to lock it at UCC).
- Though I haven't biked TO work, I have kept my bike in my office to ride to meetings, but I always bring it inside with me bc it, a nice bike and I worry about it being stolen. It stays in my office.
- Bike parking is only half of the issues. We also need safe, protected dedicated bike lanes throughout campus and leading to campus.
- I don't bike much to campus, but the racks I usually do see this year have all been filled up! It makes me worried about theft.
- We need more secure bike parking on campus to encourage biking to campus as an option

- bicycle parking places have disappeared alarmingly recently, as if the admin would prefer us not to cycle to campus. plus the bike parking that remains is inconvenient and word of mouth suggests much vandalism and attempted theft. it's a shame - admin should offer incentives for healthy and non-polluting commuting, not penalties. its a scandal. I'm embarrassed by my employer.
- Secure parking near the larger/more central residence buildings would prevent theft and help quickly encourage a growing population/culture of cyclists on campus! Many of the locking areas aren't secure, and I've seen bikes taken consistently over the years from there.
- This survey seems to be aimed at staff... a student will probably park all over the place, depending on where they have classes. I would bet that students would want a solution that lets them park anywhere and not be restricted to one secure spot.
- This is sorely needed!
- I would ride my bike to campus if not for the fact bike lanes/pathways in this city are fragmented and inadequate for my safety
- It becomes especially important in the winter. I ride year round, so do many colleagues I know that work in MSB
- what are we doing about theft? There should be student job monitoring these parking areas.
- Shared "City Bikes" on campus?
- I work at Talbot College and have never had a problem with parking my bike near an entrance. I have never had a bike vandalized, so I'm not concerned by a lack of secure parking areas. That said, I sometimes leave my bike here over the weekend. At times like that, it would be nice to have a secure parking area.
- I have a cargo bike so I need more room than a regular bike
- Western spends significant amounts of money to promote employee wellness, I would think providing free bike parking would qualify as a good use of wellness-related funds for the employer. A combined occasional parking + bike storage option would be most valuable I believe (e.g. 50 days of parking on campus + bike storage).
- I really hope this initiative is successful. We live in times that require us to radically change the way we commute. We have to make it safe and attractive for people to ride to campus and this will go a long way in achieving this urgent goal. Plus it will make our campus more modern and could play a role in recruitment and retention.
- Worried about London bike thieves
- Please do not charge for secure bike parking! People riding bikes often do so to save money. Adding a fee to that service may further increase disparities and serve to demotivate others.
- I would stop my use of a parking pass if I could park my bicycle securely. I currently take my bike inside, as it's more valuable than most cars and there is no secure place for it.
- We want to bike to campus, please let us do that more.
- Bicycle theft is a major deterrent to commuting by bicycle. Also there is not enough flexibility for those who would like to drive sometimes and bike others.

- It is in everyone's interest to encourage biking as a mode of transport. It is an employers civic duty.
- Bikes are stolen often around Talbot - we need secure bike parking
- The bike parking fee should be included with the vehicle parking fee for those with core parking passes
- please work with the city of London about safe bike lanes!
- If you build it, we will bike!
- I know the demand is great among my colleagues at the Faculty of Music. This would be something we would all love to see without a massive cost to us.
- Bicycle parking is great, but you are putting the 'cart before the horse' what REALLY is required is safe separated bike lanes on and OFF campus that are maintained year round to allow for winter biking, creating biking as a viable mode of transportation instead of our hopelessly car-dependent commuter culture here in London
- I keep my bike in my office for peace of mind, but it would be nice to be able to trust the bike parking at the foot of the FIMS Nursing building - where I have been told bike theft is imminent
- I never bike to campus because I am concerned with outdoor theft, and find storing my bike in my office a hassle. I would bike far more frequently if there were secure bike parking available.
- My bike was stolen outside FNB two years ago. Maybe put a camera there? I no longer park my bike there.
- more secure bicycle parking will mean less cars on campus which can only be a good thing strategically, environmentally, for wellbeing and health. there really is no downside
- If you want to encourage people to cycle to campus, you need to provide much more secure parking for bicycles and it should be free or very low cost.
- I'm glad there are more secured options being considered for campus! I only ride my bike when I have a more secure storage option (a bike lock is not enough because of theft)!
- I am able to 'park' my bike in my office (dry, secure, no cost).
- We definitely need secure parking. Thanks for sending this survey.
- I ride my bike to work year round, every day. The covered bike parking would be great. I ride a basic bicycle and lock it securely...I have never had a bike stolen from Western so I am not interested in the secured parking, which means additional work (getting to the parking spot, then accessing it, then locking your bike) to park and pick up your bike. I would prefer to have lots of parking spots (ideally covered) close to buildings. The bicycle racks in front of medical science were perfect, but were moved over beside Kresge, I'm not sure why because the Med Sci spot was active and visible.
- Covered from the elements even with key access would be GREAT. Thank you!
- Western prioritizes cars to the detriment of everything else. This should change
- Please add more shelters. This would drastically reduce traffic, making students and staff happier and more productive. There is no reason why any student shouldn't feel safe riding and leaving their bike on campus

- Secure bike racks on residences (or one in each residence neighbourhood) would be nice. Indoor/sheltered so students don't have to worry about snow in the winter. Lots of residence students have bikes.
- I would honestly be very happy if they added a small roof over top of the outdoor exposed racks so my bike doesn't get soaked everytime it rains
- Make more bike racks

Appendix 2: Question 17: What change project do you want WATS to champion next?

- more secure bike shelters, a time-share process for the bike shelter, eliminating all non-transit vehicles from campus
- SAFE BIKE TRAILS TO CAMPUS AND ON CAMPUS. Educating vehicle drivers on campus about bike lane rules and etiquette.
- Bike path access between Hospital/Robarts/WIRB to upper level (Nat Sci/Physics and astronomy). There is still no accessible way to do this without going all the way around to University hill or Western road (not just for bikes, but for wheelchairs/strollers, too). Although that seems very small-scale, so probably advance stops for bikes at all intersections on campus, with education about 'filtering' through to the front for bikes, would be an awesome message.
- Civil disobedience
- Bike lanes at Sarnia/Western, more protected bike lanes on campus, close bridge to cars
- Close campus for cars. Close University Dr bridge for cars.
- Reduce vehicular traffic on campus.
- Better bike paths on Perth Drive. It can be frightening on this stretch of road.
- Maybe this is a pipe dream but I would love to see university bridge closed to motor traffic. Also lobbying for separated bike lanes Colborne north of Oxford to Huron, and Huron to campus!
- More secure bike shelters!
- I'd like a focus on ease of accessing campus by bike from all directions.
- Car-free Campus with perimeter parking only.
- Safe dedicated bike routes to campus, and getting campus to actually provide detours when they close the bike routes on campus
- Bike lanes -- think of the students. It is beyond ridiculous to me how poorly the city has promoted cycling for students to get to campus (e.g. WTF on Sarnia road -- a bike lane ends on the way to campus?). Other on-campus changes would certainly help, and on campus the need for secure and covered parking is 100% where WATS can have the most impact with the admin. Congrats on secure bike shelters near Alumni Hall; continued expansion of these types of things is so important for the students. Bike thefts as well are a big problem, and I noticed that there was no talk in this survey about security cameras or other solutions. Should this be in the mix?
- More secure bike shelters. Pressure on the city / UWO to complete the network of bike paths into and around campus PROPERLY.

- Greater promotion through spring-summer of monthly bike or walk to work day and further involvement with the campus development plan to encourage safe cycling
- covers over bike parking
- Better cycle lanes through campus.
- Dedicated bike lanes on campus.
- Active transport prioritized by Facilities - such as when construction impacts travel and they (obviously) don't consider impact on bike and ped-x movement
- I think the threat of bike theft is still a major deterrent to students wanting to ride to campus. Continuing to push for more secure bike parking (taking over a few spaces in each parking lot?) seems worthwhile to me. I also think this is a good moment to push the administration on its (supposedly) new/revived interest in sustainability. I was disappointed to see how weak the strategic plan was on climate change and sustainability. If they're serious, then the university should incentivize its employees to NOT drive to work. I admit I haven't joined the new wellness tracking system, but maybe that could be a means of building up reward points etc by taking active or low-carbon transportation to campus?
- more shelters and continuing to apply pressure for bicycle infrastructure off campus. Coming to campus northbound is dangerous.
- Bike lanes to campus, in particular the intersection of Sarnia and Western road
- Another bike shelter
- More accessible shower/change facilities
- Limit cars on campus; reduce campus speed limits; make it unlawful to make right turns on red lights.
- Closing university bridge for drivers. Open only for buses
- More bike routes through campus--particularly ones that are connected. As well, we know there is currently construction outside Physics & Astronomy, which blocks a good section of the bike lanes on campus. Lobbying campus partners to create bike lane detours (and publicize them!) in these instances would be amazing.
- Free and secure bike parking on campus. Love the bike shelter near AH but it's too expensive and too far away from my building to be useful for me. I'd also love to see some incentives to encourage fewer cars on campus. Thank you!
- Keep on pressuring Facilities/Management for more caged bike parking sites
- Subsidized bus pass for those of us who cycle to campus.
- More bike shelters across campus; more secure bike lanes coming to the university.
- improving biking on western road especially near Western and Sarnia Rd.
- Will you please inform me to what is WATS, I am new to Western.
- Keep going with your secure bike shelter efforts...we need even more!
- More bike parking period - I have no problem but I just found out that my partner does.
- A network of safe bikepaths - not dotted lines on a street of speeding, large motor vehicles. Western needs to put pressure on the city to make clear that the city is simply an embarrassment for any person who knows what is normal in other countries.
- More protected bike lanes on campus. And also close to campus so that more students can ride bikes

- More individual bike lockers for an affordable (= \$20) price.
- A safe way to get from Perth Hall to Alumni Hall. That stretch of Western Rd is a nightmare.
- University bridge closed permanently to cars
- More if that, and better bike lanes through campus, and shortened arms that block parking lots- they are hard to get around and obv people on bikes will need to go through them if leaving a nearby building
- More bike shelters around campus, dedicated bike lanes throughout campus
- Great work on campus. City needs to work on its bike paths now as getting to campus is risky.
- Closing the bridge!
- more fun outdoor stuff to do on campus without having to pay for it. Example: shuffleboard courts where you can show your ID to borrow equipment for an hour, or cornhole with borrowed beanbags, or frisbee golf courses!
- Bike lockers seem to be on demand but there are not many of them. They may be expensive. I have been on a wait list for several months. Woul it be possible to have more of those? Or what about assigning one room on each building to safely store bikes?
- bike paths bypassing the 'no biking' zone at Brescia when coming from West London
- safer routes on to campus from the West.
- Lobbying City of London for AT infrastructure throughout City, but especially routes leading to campus.
- Car-free campus!
- Making sure campus stays pedestrian friendly (no one driving fast, clean sidewalks, good paths from edges of campus like Richmond and Windermere) more places to sit outdoors in general (not just during the pandemic)
- More secure bike parking!
- Safer bike transport on western road and western and Sabrina intersection
- Fix Sarnia Rd or ask Brescia to allow us to ride through campus (or create a bike path through the back of Brescia)
- completion of bike lane network in surrounding roads around campus (e.g., western road)
- Winter maintenance of the TVP!!! More secure bike storage near Social Sci
- Better cycling infrastructure in the city, perhaps with a start by linking Western to other places people might need to go.
- Na
- to secure bike shelters accross campus.
- Bike lanes adjacent walking paths not roads
- More bike shelters would be great. Clearly there's a demand since they're sold out.
- ANOTHER ONE! Also, advocating for more of these in the city.
- Showers available for staff in buildings to help with arrival on campus after bike commuting
- Covered but open bike shelters across campus

- I would like WATS to focus on safe routes to bike through campus. Alt house, for example, is nearly impossible to access by bike.
- secure bike shelter at WIRB
- More secure shelters on main campus and at residences & student apartments/townhouses.
- I would like to see more secure bike shelters on campus
- how about a reduced fee for parking passes for people who agree to use active transport a certain number of days per week or month? I bet that would encourage more people to try biking to work.
- Another shelter would be amazing closer to UCC
- We need more secure bike storage areas. Probably not possible, but also - advocating with the city to create safer bike lanes down western road and on edges of the campus (I.e. Windermere, Philip azimuth/Sarnia)
- Bike lanes!
- Bike routes to get to campus via Richmond St., Sarnia Rd. and essentially anywhere that gets into campus.
- I ride my bike all winter and generally just bring it into my building to drip all over the floor when it's covered with snow and slush. I would be willing to consider parking it somewhere enclosed rather than to that. Admin should pay for this in support of community health and not charge as if bikes were cars.
- Bike lane all the way down Sarnia to campus
- Making campus car free.
- A complete bike network through campus, as it currently has a few gaps at big intersections like by the 7/11.
- If the city ever gets back to thinking about an LRT, then that for sure.
- More parking to keep bikes dry if it rains.
- More secure bike shelters and more (free) covered bike shelters. Dedicated bike rooms in each (new) building.
- protected bike lanes on the bridge
- Better cycling paths around campus. Too many places where cyclists and pedestrians intermingle.
- Continuation of the two-way bike lanes from University Dr hill through Middlesex Dr. (past Nat Sci)
- I would like WATS to bring in a e-scooter share program.
- Shared bikes on campus, connected to student card with several stations around campus
- Bike share options on campus; (2) Making university bridge more active-transport friendly (e.g. by making it one-way for cars, thus creating more space for cyclists and pedestrians)
- Another one of those
- secure parking seems like a great initiative. Bike lanes also good - esp with construction on campus I find I have to ride on sidewalks or in pedestrian areas a lot
- No more public vehicles on campus. Imagine?

- more places to park bikes to be sheltered, especially as more and heavier rainstorms keep coming.
- Keep going with the secure bike shelters
- Building a secure bike structure close to Talbot College, so bicyclists coming to campus from Richmond/the Thames river path can dismount and park there without having to bike up the hill.
- A comprehensive separated and safe bikelane infrastructure throughout campus and integrated into the city of London encouraging cycling as a viable alternative mode of transportation to cars - this requires the infrastructure be robust, well-maintained throughout the year - We need to look to The Netherlands and how they have, over time, transitioned from a car-dependent culture in the 70s to a bike-centric commuter culture of today
- Not sure yet! New staff
- no through car traffic on campus :-)
- More of same
- Pressuring the city on better/more complete bike routes to campus
- Dedicated bike lanes on every street on campus.
- see above
- Bigger thinking beyond WATS, collaboration with city of London, promotion to all dwellers of London especially students,
- The lights at Perth and Middlesex, which favour drivers over cyclists and pedestrians who vastly outnumber the drivers. The advanced left-turn is particularly dangerous and annoying. You can have 20 pedestrians waiting to cross, along with couple of cyclists, and we all have to watch three or four cars go through before we can move forward. And there is the habit of drivers to push the light and continue turning left through the amber and red lights, endangering pedestrians. Removing the advanced left turn signal from this intersection would be excellent for reducing traffic through campus (most of these people are driving through to get to Sarnia Rd., or drop their children or friends off). This would be the first step towards the ultimate goal of shutting down campus completely to automobile traffic, except for buses and deliveries.
- Thank you for doing this.
- I want more bike storage