

Active Transportation; Findings of a WRHA Survey Conducted in 2014/15

Background

Evidence demonstrates the positive impact of active transportation on employee wellbeing and its value to employers. Incorporating active transportation helps individuals achieve the recommended 150 minutes per week of physical activity (Canadian Society for Exercise Physiology, 2014). There is a large body of evidence indicating that people who are engaged in active transportation to work are healthier, happier, have better workplace attendance records and increased productivity (Wen, Kite & Rissel, 2010; Kitchen, Williams & Chowhan, 2011; Bopp, Kaczynski & Campbell, 2013; Brown et al., 2013). Please see Appendix A, "Active Transportation and Employee Productivity."

Research Overview

The Physical Activity Promotion team, of Population and Public Health, with the Winnipeg Regional Health Authority (WRHA), explored employee active transportation behaviours and perceptions within the organization. This work was part of the Physical Activity Promotion team participation in the national CLASP-funded Healthy Canada by Design initiative.

A survey was developed to explore:

- Barriers and facilitators to active transportation use for work in Winnipeg,
- The relationship between land use, site location and design, and employee active transportation use, and
- The relationship between employees' self-perceived health and active transportation use.

In follow-up to the surveys, focus groups were conducted at work sites with more than 100 survey responses to further explore some of the issues explored in the survey. Within the WRHA, 1630 employees completed the survey, including 103 at 490/496 Hargrave Ave.

Findings

A summary of the results are presented here, along with recommendation for future enhancements of transportation demand management strategies at 490/496 Hargrave Ave.

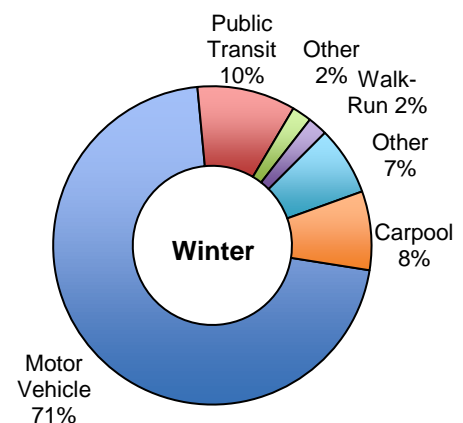
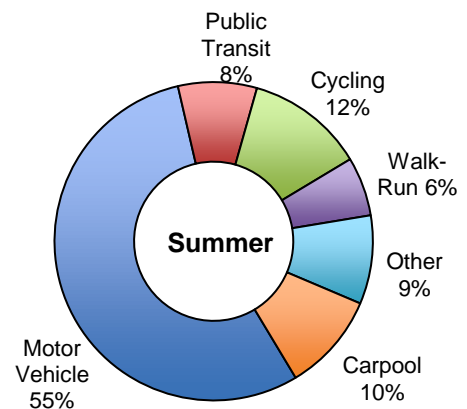
Supporting Active Transportation in the Workplace

Transportation Demand Management (TDM) strategies can influence employee transportation choices. TDM is the use of policies and programs to influence whether, why, when, where and how people travel. A list of policies and programs that employers can implement are found in Appendix B, "TDM Strategies for Employers".

Definition of Active Transportation

The Public Health Agency of Canada defines active transportation as "...any form of human powered transportation". It includes any kind of self-propelled movement, such as walking, cycling, inline skating, rollerblading, or wheeling, that is used to get individuals from place to place (e.g. from/to home, work, school, library, shopping, worship, etc.). Active transportation can be combined with other modes of transportation, such as walking or cycling with public transit.

Mode of Transportation Used Most Often



2% of respondents live WITHIN 2 KM (~25 min walk) of the workplace.

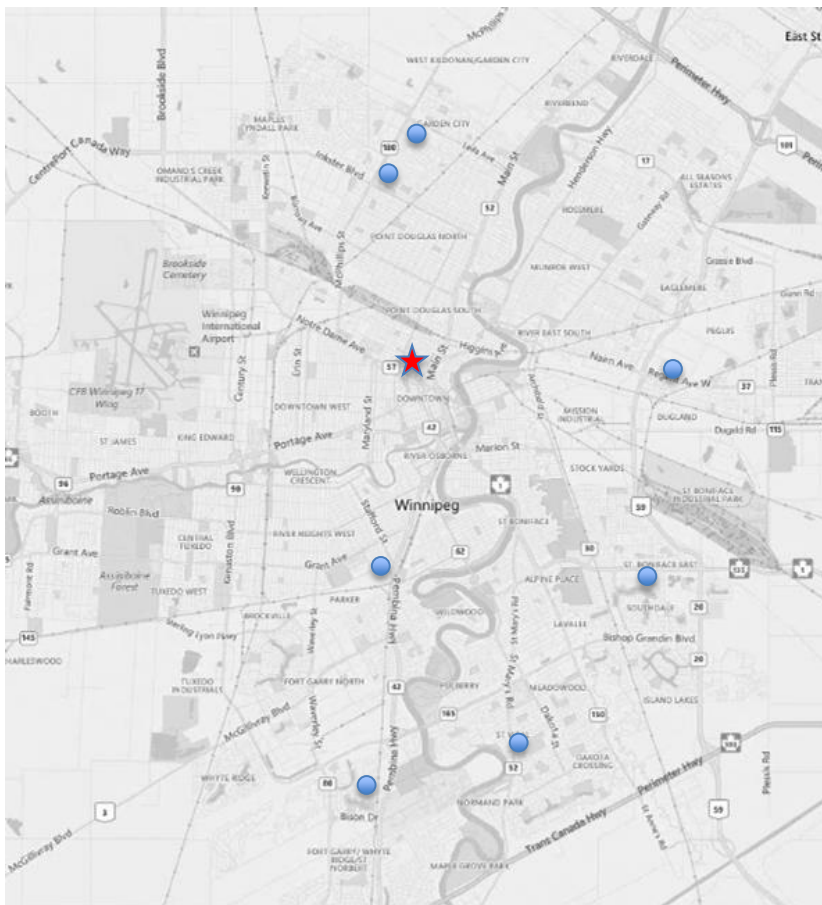
15% of respondents live WITHIN 5 KM (~20 min bike) of the workplace.

26% of respondents who DRIVE, LIVE WITHIN 5 km of the workplace.

Average Commute	By ALL Methods	By Motor Vehicle/Carpool	By Public Transit	By Cycling	By Walking/Running
Distance*	14.1 km	17.1 km	12.2 km	7.2 km	4.0 km
Time*	29 min	29 min	32 min	25 min	28 min

* Distance and time were reported separately.

Winnipeg Transit Park and Ride locations with bus routes to 490/496 Hargrave Ave.



4

Bus routes available within a 3 minute walk

48

Bus routes available within an 8 minute walk

Monthly costs (approx.)

- \$88.55 monthly bus pass
- \$82.00 monthly parking fees at 490/496 Hargrave Ave.
- \$135.00 monthly parking fees at nearby private lot

HOW can WE help to make the CHANGE?

Overall 490/496 Hargrave Ave. Staff identified many factors that influence the transportation modes they use for their commute. Broadly, these factors can be grouped into three categories: 1) policies and programs that could be implemented by 490/496 Hargrave Ave. or the WRHA; 2) infrastructure projects that could be undertaken by 490/496 Hargrave Ave. or the WRHA; and 3) policy and infrastructure changes that could be undertaken by the City of Winnipeg. Below are some of the factors that were TOP RATED by respondents interested in changing their travel mode, sorted into their respective categories.

WRHA and/or 490/496 Hargrave

Organizational Policy & Programming Opportunities

Potential improvements that could be considered include:

- Workplace car share
- Subsidized bus passes
- Flexible start/finish times

Site Infrastructure & Building Design Opportunities

Potential improvements that could be considered include:

- Improved bike infrastructure

“Parking downtown is a nightmare all the time, and I am very limited in my visit. (Using active transportation means) not having to worry about my parking spot or my meter running out.” – focus group participant

Policy & Infrastructure Opportunities

Potential improvements that could be considered include:

- Short Distances to Key Destinations
Daycare was highlighted as a key destination that influences employees' transportation mode choices.
- Improved Active Transportation Infrastructure
Maintenance and cleaning of curb lanes and bike lanes was identified as a priority for supporting cycling.

City of WINNIPEG

The WRHA does not have direct influence on policy and infrastructure changes at a MUNICIPAL LEVEL, but can certainly support policies and investments made in this area.

“Public Health Nurses need their cars to get around the whole city. With homecare, I see more consistent people so it's easier to coordinate riding a bike.” – focus group participant

AT during the work day!

45% of respondents indicated utilizing active transportation to travel for work-related purposes. This includes traveling to meetings or between work sites. **WALKING and PUBLIC TRANSIT** are the most common modes used for these trips.

70% of respondents would **CONSIDER USING** or are **ALREADY USING** some form of **ACTIVE TRANSPORTATION** for commuting.

For more information, please contact hbe@wrha.mb.ca

Observations

Question-by-question Analysis & Commentary

Q1. How often do you travel AT LEAST 10 minutes to ANY destination using active transportation?

May to September; WEEKLY or More Often – 75% Less Often than Weekly – 25%
December to March; WEEKLY or More Often – 57% Less Often than Weekly – 43%

Q2. Which modes of transportation have you used in the previous year to commute to/from work?

Motor Vehicle – 83% Public Transit – 32% Walking/Running – 39%
Cycling – 23% Combination Methods (ex. Walk then Bus) – 10% Telecommute – 10%
Carpool – 26% Inline Skating/Skateboarding/Wheeling – 1% Other – 6%

Q3. Which mode of transportation did you use MOST OFTEN to get to/from work?

SEE GRAPHS on page 1.

Q4. Thinking of your commute to work in a TYPICAL SUMMER WEEK;

Do you use ANY form of active transportation? YES - 39%

Which modes of AT do you use MOST OFTEN? Public Transit – 8% Cycling – 12% Walking – 6%

Of those using active transportation weekly, 76% use active transportation 4+ DAYS PER WEEK!

Q5. Would you CONSIDER trying to commute to/from work using the following modes?

Carpooling: Yes/Maybe – 35% Public Transit: Yes/Maybe – 34%
Cycling: Yes/Maybe – 35% Walking: Yes/Maybe – 10%

Q6. Do you require a motor vehicle for work related purposes?

EVERY DAY – 41% SOMETIMES – 32%

Q7. Do you use active transportation for work-related purposes during your work day?

YES - 45%

What MODES of active transportation do you use for work-related purposes?

Walking/Running; 55% Cycling; 21%

Q8. WHY do you use your CURRENT MODE of transportation? TOP 3 reported

AT Users Health/Fitness – 48% Cost Savings – 35% Convenience/Comfort – 35%

Non-AT Users Long Travel Distance – 54% Work Related Vehicle Required– 46% Time Savings – 41%

Q9. Does your MODE of transportation CHANGE with the SEASON?

The percentage of participants using a motor vehicle as their primary mode of transportation increases substantially in the winter – from 55% using a motor vehicle in the summer to 71% in the winter. The percentage of participants using public transit also increases from summer to winter, but much less – from 8% to 10%.

While 12% of participants cycled regularly in the summer, 2% cycled regularly in the winter. The percentage of walkers also decreased in the winter from 6% to 2%.

Q10. For each factor, rate how IMPORTANT it could be in AFFECTING the mode of transportation you use to get to/from work on a typical day. TOP 5 (ranked 4 or 5/critical) reported here.

AT Users;

Better Bike Infrastructure 53%
Workplace Car Share 48%
Short Distances to Destinations 45%
Flexible Work Start/Finish Times 45%
Subsidized Bus Pass 45%

Non-AT Users;

Short Distances to Destinations 59%
Better Bike Infrastructure 59%
Flexible Work Start/Finish Times 38%
Workplace Car Share 38%
Subsidized Bus Pass 37%