

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 110 at Concordia Hospital.

Findings

A summary of the results are presented here, along with recommendation for future enhancements of transportation demand management strategies at Concordia Hospital.

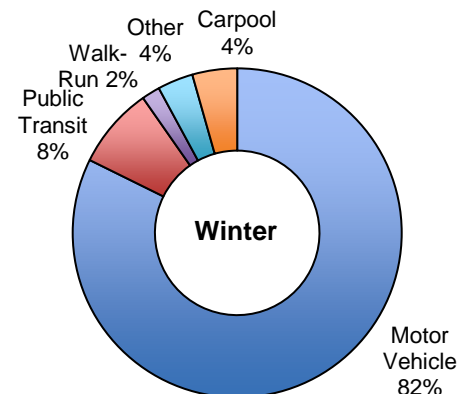
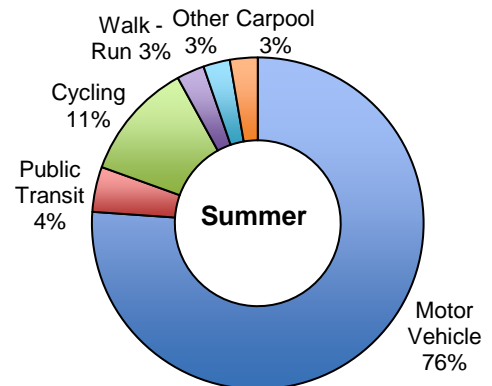
Supporting Active Transportation in the Workplace

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.

Most Often Used Mode of Transportation



6% of respondents live WITHIN 2 KM of Concordia Hospital (~25 min walk)

22% of respondents live WITHIN 5 KM of Concordia Hospital (~20 min bike)

14% of respondents who DRIVE, LIVE WITHIN 5 km of Concordia Hospital

Average Commute	By ALL Methods	By Motor Vehicle/ Carpool	By Public Transit	By Cycling	By Walking/ Running
Distance*	13.6 km	15.0 km	12.1 km	6.7 km	1.0 km
Time*	23 min	22 min	45 min	21 min	13 min

* Distance and time were reported separately.

Bus Routes within a 10 minute walk of Concordia Hospital



MONTHLY COSTS (approx.)

\$88.55 monthly bus pass

\$35.00 monthly parking

So HOW could WE encourage AT use among Concordia staff?

Overall Concordia Hospital 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 Concordia Hospital or the WRHA; 2) infrastructure projects that could be undertaken by Concordia Hospital 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.

Below are some of the TOP RATED factors that could influence employee use of AT.

WRHA and/or Concordia

Organizational Policy & Programming Opportunities

Potential improvements that could be considered include:

- Subsidized bus passes
- Flexible start/finish times
- Parking spot cash-out programs
- Emergency ride home program

Site Infrastructure & Building Design Opportunities

Potential improvements that could be considered include:

- Secure bike parking
- Bike lane improvements
- On-site showers and lockers

For more information on policies and programs that employers can implement see **TDM Strategies for Employers.**

“Right now it doesn’t make financial sense to drive part-way and then switch to a bus.” – survey respondent

Policy & Infrastructure Opportunities

Potential improvements that could be considered include:

- Improved Public Transit availability and accessibility
- Improved Active Transportation Infrastructure
- Short Distances to Key Destinations

Specific examples of the above include:

Some more specific examples of the above include;

- Improved traffic calming measures and community design
- Lighting of sidewalks, paths and active transportation corridors
- More inclusive public transit routes, stops and fares, including the expansion of rapid transit and integrated AT options.

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.

“Cycle lanes are always designed for recreational users, not commuters. This results in less efficient and desirable routes.” – survey respondent

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 – 63% Less Often than Weekly – 37%
 December to March; WEEKLY or More Often – 36% Less Often than Weekly – 64%

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

Motor Vehicle – 85%	Public Transit – 19%	Walking/Running – 20%
Cycling – 21%	Combination Methods (ex. Walk then Bus) – 4%	Telecommute – 1%
Carpool – 14%	Inline Skating/Skateboarding/Wheeling – 2%	Other – 1%

Q3. Which mode of transportation did you use MOST OFTEN to get to/from work? See graphs Pg#1

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

Do you use ANY form of ACTIVE TRANSPORTATION? 29% - YES

Which modes of AT do you use MOST OFTEN?

Cycling – 8% Public Transit – 7% Walking/Running – 5%

Of those using active transportation weekly, 67% use active transportation 4+ DAYS PER WEEK!

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

Carpooling: Yes/Maybe – 53%	Public Transit: Yes/Maybe – 34%
Cycling: Yes/Maybe – 31%	Walking: Yes/Maybe – 18%

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

EVERY DAY – 13% SOMETIMES – 42%

Q7. WHY do you use your CURRENT mode of TRANSPORTATION? TOP 3 reported

AT Users	Health/Fitness – 55%	Cost Savings – 45%	Enjoyment/Fun – 28%
Non-AT Users	Time Savings – 43%	Convenience/Comfort – 41%	Long Travel Distance – 36%

Q8. Does your MODE of transportation CHANGE with the SEASON?

The percentage of participants using public transit increases in the winter – from 4% using public transit in the summer to 8% in the winter - but so does the percentage of participants using a motor vehicle as their primary mode of transportation – from 76% to 82%.

While 12% of participants cycled regularly in the summer, 0% cycled regularly in the winter.

Q9. 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;		Non-AT Users;	
Subsidized Bus Pass	55%	Short Distances to Destinations	58%
Better Bike Infrastructure	52%	Better Bike Infrastructure	53%
Secure Bike Parking	52%	Flexible Work Start/Finish Times	48%
Short Distances to Destinations	52%	Parking Cash-Out Program	46%
AT separate from street	48%	Transit Availability	43%

Q10. What factors WOULD NOT INFLUENCE your MODE of transportation?

Minimal staff support for the following:
 Onsite workshops and AT presentations in the workplace
 Workplace bike fleet program