

# 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 232 at Grace Hospital and 280 Booth.

## Findings

A summary of the results are presented here, along with recommendation for future enhancements of transportation demand management strategies at Grace Hospital and 280 Booth.

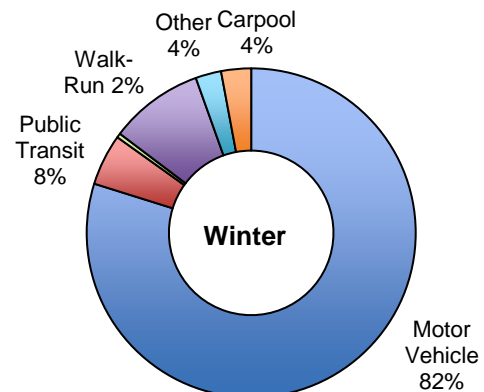
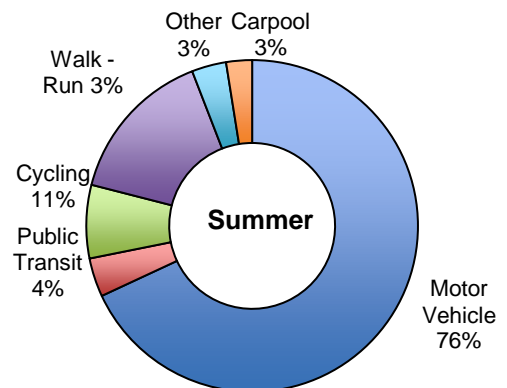
### Supporting Active Transportation in the Workplace

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



17% of respondents live WITHIN 2 KM of Grace Hospital (~25 min walk)

46% of respondents live WITHIN 5 KM of Grace Hospital (~20 min bike)

48% of respondents who DRIVE, LIVE WITHIN 5 km of Grace Hospital

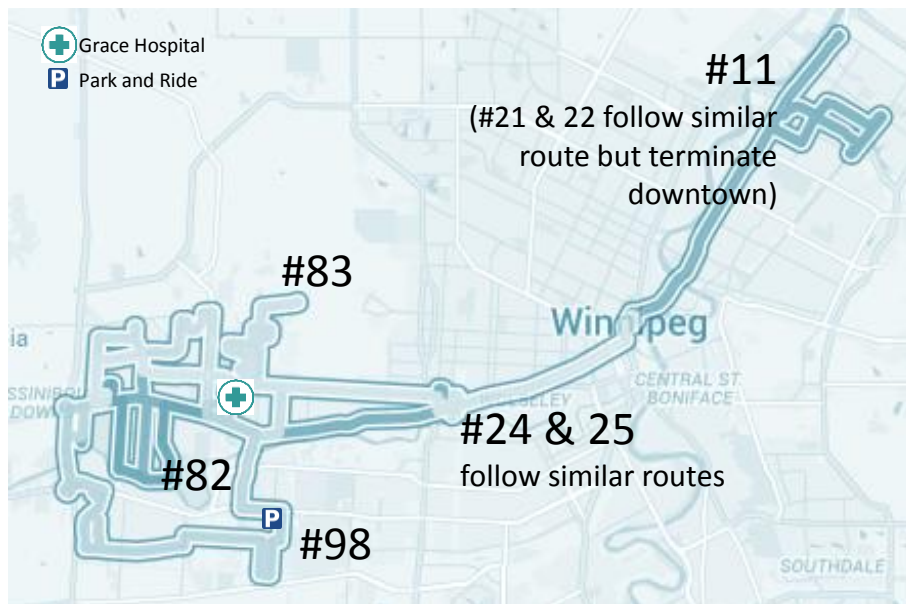
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Average Commute	By ALL Methods	By Motor Vehicle/ Carpool	By Public Transit	By Cycling	By Walking/ Running
Distance*	11.8 km	14.6 km	10.6 km	4.5 km	1.8 km
Time*	20 min	20 min	26 min	18 min	17 min

\* Distance and time were reported separately.

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## Bus Routes within a 10 minute walk of Grace Hospital



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## MONTHLY COSTS (approx.)

\$88.55 monthly bus pass

\$35.00 monthly parking

# So HOW could WE encourage AT use among Grace Hospital staff?

Overall Grace Hospital & 280 Booth 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 Grace Hospital or the WRHA; 2) infrastructure projects that could be undertaken by Grace 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 Grace

### 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
- Improved active transportation infrastructure
- On-site showers and lockers
- Improved lighting

For more information on policies and programs that employers can implement see

[TDM Strategies for Employers.](#)

“I would be much happier if I did not have to pay for my parking spot during the summer months when I ride my bike to work!”

– 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:

- 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.

“We both wanted to be able to walk to work, so we chose this neighbourhood. Because I live close by, I can be really flexible and come in just for a little bit if I’m needed.” – focus group participant

For more information, please contact [hbe@wrha.mb.ca](mailto:hbe@wrha.mb.ca)

## Observations

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

May to September; WEEKLY or More Often – 74% Less Often than Weekly – 26%  
December to March; WEEKLY or More Often – 45% Less Often than Weekly – 55%

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

Motor Vehicle – 87% Public Transit – 27% Walking/Running – 41% Carpool – 14%  
Cycling – 24% Combination Methods (ex. Walk then Bus) – 5% Telecommute – 0%  
Inline Skating/Skateboarding/Wheeling – 3% Other – 3%

### 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 WEEK;

Do you use ANY form of ACTIVE TRANSPORTATION? 31% - YES  
Which Modes of AT do you use MOST OFTEN?

Cycling – 10% Public Transit – 11% Walking/Running – 24%

Of those using active transportation weekly, 61% use active transportation 4+ DAYS PER WEEK!

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

Carpooling; Yes/Maybe – 50% Public Transit; Yes/Maybe – 40%  
Cycling; Yes/Maybe – 42% Walking; Yes/Maybe – 28%

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

EVERY DAY – 19% SOMETIMES – 36%

### Q7. WHY do you use your CURRENT mode of TRANSPORTATION?

TOP 3 reported

AT Users Health/Fitness – 48% Cost Savings – 41% Convenience/Comfort – 23%  
Non-AT Users Convenience/Comfort – 51% Time Savings – 47% Long Travel Distance – 34%

### Q8. 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 68% using a motor vehicle in the summer to 80% in the winter. The percentage of participants using public transit also increases from summer to winter, but much less – from 4% to 5%.

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;
Short Distances to Destinations – 70%	Short Distances to Destinations – 63%
Secure Bike Parking – 63%	Parking Cash-Out Program – 52%
Better Bike Infrastructure – 58%	Better Bike Infrastructure – 52%
Emergency Ride Home Program – 56%	Flexible Work Start/Finish Times – 50%
Subsidized Bus Pass – 55%	Secure Bike Parking – 48%

### 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