

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 622 at the Health Sciences Centre campus (includes respondents from Health Sciences Centre, Children's Hospital & 771 Bannatyne Ave.).

Findings

A summary of the results are presented here, along with recommendation for future enhancements of transportation demand management strategies at the Health Sciences Centre campus.

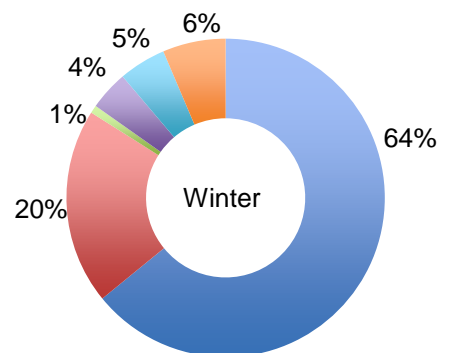
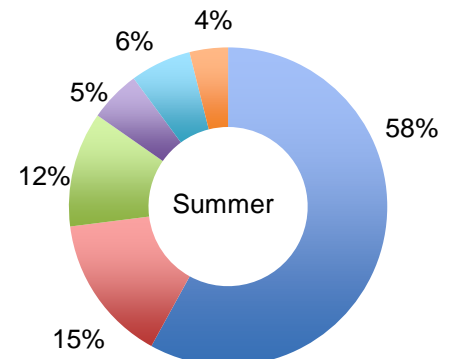
Supporting Active Transportation in the Workplace

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



Motor Vehicle Public Transit
Cycling Walking/Running
Other C a r p o o l

4% of respondents live WITHIN 2 KM of HSC campus (~25 min walk)

21% of respondents live WITHIN 5 KM of HSC campus (~20 min bike)

12% of respondents who DRIVE, LIVE WITHIN 5 km of HSC campus

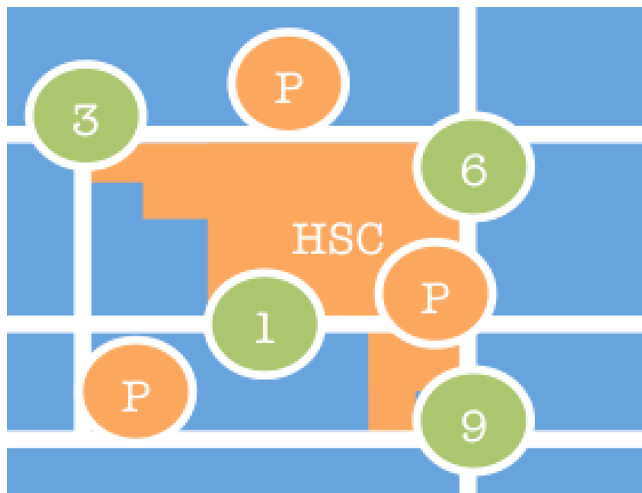
Average Commute	By ALL Methods	By Motor Vehicle/ Carpool	By Public Transit	By Cycling	By Walking/ Running
Distance*	10 km	15.9 km	12.1 km	7.5 km	3.1 km
Time*	25 min	28 min	33 min	26 min	25 min

* Distance and time were reported separately.

Bus Routes within a 10 minute walk of the HSC Campus



Of Bus Routes Available



MONTHLY COSTS (approx.)

\$88.55 Monthly Bus Pass

\$82.00 Parking Pass for Emily or Tecumseh Parkade, or Outdoor Surface Lots

\$125.00 Parking Pass for William Parkade

HOW can WE help to make the CHANGE?

Overall Health Sciences Centre 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 Health Sciences Centre or the WRHA; 2) infrastructure projects that could be undertaken by Health Sciences Centre 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
HSC

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

“The (bike) racks aren’t even secured to the ground ... and are not designed to allow for a front wheel and frame lock.” – focus group participant

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.

“The GOAL of a transit system should be to SERVE the public and relieve pressure on infrastructure, NOT to make MONEY”

– focus group participant

ADDING some minutes of AT to a daily commute!

Only 7% of respondents indicated utilizing a combination of transportation methods. Parking a few blocks away and walking, or picking ONE day of the week to BUS are options staff could incorporate in the short term until larger changes are made.

78% 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 – 78.1% Less Often than Weekly – 21.8%
 December to March; WEEKLY or More Often – 55.8% Less Often than Weekly – 44.2%

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

Motor Vehicle – 80.2% Public Transit – 42.3% Walking/Running – 31.6% Carpool – 28.6%
 Cycling – 19.5% Combination Methods (ex. Walk then Bus) – 7.2% Telecommute – 2.1%
 Inline Skating/Skateboarding/Wheeling – 0.6% Other – 2.7%

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 WEEK;

Do you use ANY form of ACTIVE TRANSPORTATION? 42.4% - YES

Which Modes of AT do you use? Public Transit – 27% Walking/Running – 17.7% Cycling – 13.3%

Which Modes of AT do you use MOST OFTEN? Public Transit – 19.1% Cycling – 9.6% Walking – 5.3%

How many days in the week would you use AT? 4 or MORE Days – 30.6%

Q5. In a TYPICAL WEEK, do you make any WORK-RELATED trips using AT during regular work hours?

YES – 16.8%, what types of AT are used? Walking/Running - 9.5% Public Transit – 3.1% Cycling - 1.8%

Q6. Do you currently have ACCESS to a MOTORIZED VEHICLE? Everyday – 86.7% Sometimes – 8.4%

Q7. Do you REQUIRE a MOTORIZED VEHICLE for work? Never – 57.4% Sometimes – 33.1%

Q8. WHY do you use your CURRENT method of TRANSPORTATION in SUMMER? TOP 3 reported here.

TOTAL; Convenience/Comfort – 40.2% Time Savings – 34.9% Cost Savings – 25.7%

AT Users; Cost Savings – 55.3% Health/Fitness Benefits – 35.2% Convenience/Comfort – 27.7%

Non-AT Users; Convenience/Comfort – 49.4% Time Savings – 49.2% Safety/Security – 29.6%

WHY do you use your CURRENT method of TRANSPORTATION in WINTER? TOP 3 reported here.

TOTAL; Weather – 50.6% Convenience/Comfort – 40.2% Time Savings – 34.9%

AT Users; Cost Savings – 47.3% Weather – 43.2% Convenience/Comfort – 37.1%

Non-AT Users; Convenience/Comfort – 58.1% Weather – 56.1% Time Savings – 49.2%

Q9. Would you CONSIDER trying to commute to/from work using the following;

Carpooling; Yes/Maybe – 58.1% Already Using It – 11.4%

Public Transit; Yes/Maybe – 43.1% Already Using It – 24.6%

Walking; Yes/Maybe – 16.4% Already Using It – 14.8%

Cycling; Yes/Maybe – 38.1% Already Using It – 12.1%

Other; Yes/Maybe – 11.7% Already Using It – 1.3%

Q10. For each FACTOR, rate how IMPORTANT it is 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 Buss Pass – 75% Short Distances to Destinations – 58.6%

Transit Availability – 68.1% Better Biking Infrastructure – 55.5%

Better Biking Infrastructure – 65.1% Flexible Start/Finish Work Hours – 52.5%

Secure Bike Parking – 64.4% Secure Bike Parking – 49.5%

Short Distances to Destinations – 55.7% Parking Cash-Out Program – 48.9%