

Appendix D
On-Line Survey Results

This was an iterative survey, which required that respondents who had indicated a “most days” preference regarding mode of transportation for commuting purposes in questions 1a and 1b, were only allowed to see and respond to the subsequent questions associated with their selected “most days” mode of transportation for commuting purposes.

On-Line Survey Results

A) Did you participate in the Winnipeg Commuter Challenge 2004?

	Frequency	Percent
No	155	35.7%
Yes	276	63.6%
No response	3	0.7%
Total	434	100.0%

A1) If yes, please select the modes of transportation used during the Commuter Challenge:

	Count	Case %
Car pool	105	38.0%
Transit	120	43.5%
Bicycle	118	42.8%
Walk	106	38.4%
Other	9	3.3%
None of the above	2	0.7%
Total	276	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

B) Have you participated in the Commuter Challenge in previous years?

	Frequency	Percent
No	236	54.4%
Yes	195	44.9%
No response	3	0.7%
Total	434	100.0%

B1) If yes, has your participation in past Commuter Challenge events had an effect on your year-round transportation choices?

	Frequency	Percent
No	139	71.3%
Yes	56	28.7%
Total	195	100.0%

1a) In the summer, how often do you use each of the following modes of commuting to and from work?

	Most days (>16 times / month)		Some days (6 – 15 times/month)		Few days (1 – 5 times / month)		Never		Total	
	Freq.	%	Freq.	%	Freq.	%	Freq.	%	Freq.	%
Drive Alone	107	24.7%	36	8.3%	95	21.9%	196	45.2%	434	100%
Carpool (2 people)	52	12.0%	34	7.8%	50	11.5%	298	68.7%	434	100%
Carpool (3 or more people)	12	2.8%	6	1.4%	19	4.4%	397	91.5%	434	100%
Winnipeg Transit	80	18.4%	33	7.6%	71	16.4%	250	57.6%	434	100%
Bicycle	103	23.7%	40	9.2%	28	6.5%	263	60.6%	434	100%
Walk	48	11.1%	28	6.5%	40	9.2%	318	73.3%	434	100%
Other	4	0.9%	8	1.8%	5	1.2%	417	96.1%	434	100%

1b) In the winter, how often do you use each of the following modes of commuting to and from work?

	Most days (>16 times / month)		Some days (6 – 15 times/month)		Few days (1 – 5 times / month)		Never		Total	
	Freq.	%	Freq.	%	Freq.	%	Freq.	%	Freq.	%
Drive Alone	123	28.3%	37	8.5%	77	17.7%	197	45.4%	434	100%
Carpool (2 people)	73	16.8%	34	7.8%	43	9.9%	284	65.4%	434	100%
Carpool (3 or more people)	16	3.7%	13	3.0%	10	2.3%	395	91.0%	434	100%
Winnipeg Transit	149	34.3%	29	6.7%	44	10.1%	212	48.8%	434	100%
Bicycle	16	3.7%	7	1.6%	8	1.8%	403	92.9%	434	100%
Walk	42	9.7%	15	3.5%	35	8.1%	342	78.8%	434	100%
Other	0	0.0%	1	0.2%	4	0.9%	429	98.8%	434	100%

1c) On average, how far do you travel to get to work?

	Frequency	Percent
Less than 2 km	22	5.1%
Between 2 and 4 km	53	12.2%
Between 4 and 6 km	59	13.6%
Between 6 and 8 km	69	15.9%
More than 8 km	231	53.2%
Total	434	100.0%

2) What are the first three digits of your home postal code? Various responses provided.

3) In the season(s) in which you mostly drive to work, why do you choose this mode of transportation? Up to three reasons could be selected.

	Count	Case %
Require my vehicle for work-related travel	51	38.1%
Transport family members to school or work	19	14.2%
Cost savings	3	2.2%
Long or irregular work hours	28	20.9%
Running personal errands before, during or after work	41	30.6%
Fast travel time	40	29.9%
Personal safety or security	3	2.2%
Convenience, comfort or enjoyment	41	30.6%
Weather	33	24.6%
Other commuting options not available or not feasible	44	32.8%
Other	16	11.9%
No response	23	17.2%
Total	134	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of “Other” Responses:

- Several responses elaborated on the options that could be chosen in the survey question:
 - 3 people said that no other commuting options were available or feasible because they lived out of town & public transportation was not available.
 - 2 people had to pick up school age children, one had time constraints & the other was constrained by

- distance.
- 1 person spoke of needing to run errands
- 1 person requires vehicle for work-related travel
- 2 people had safety concerns about bike travel
- 1 person talked about weather
- The most frequent responses could technically fall into the Fast travel time and Convenience categories, however the responses were phrased the other way around.
 - 5 people said taking the bus took too long
 - 4 people spoke of the Inconvenience of bus travel: no stop close by, overcrowded buses and unreliable schedules, too many transfers
- Only a few people had “other” responses that fell outside the survey question
 - 2 people car pool, but one said he/she never actually does the driving
 - 1 person commutes to university by bus all the time, but the question asked about work, and not school.
 - 1 person needed to transport equipment on a regular basis.

4) In the season(s) in which you mostly drive, which of the following factors is MOST likely to encourage you to use an alternate mode of commuting to work? Only one response could be selected.

	Frequency	Percent
It saved me money	9	6.7%
It improved my health	2	1.5%
It was a healthy choice for the environment	3	2.2%
It saved me time	21	15.7%
Alt. commuting incentives part of 'employee benefits pkg.'	5	3.7%
A guaranteed taxi ride home (ex. family emergencies, etc.)	1	0.7%
More of my co-workers chose different commuting options	1	0.7%
I worked closer to home	37	27.6%
Active transportation facilities were available on my route	22	16.4%
No response	33	24.6%
Total	134	99.8%

5a) In the season(s) in which you mostly drive, which of the following reasons are more likely to encourage you to carpool to work? Up to three responses could be selected.

	Count	Case %
Preferential parking for carpools	7	5.2%
Subsidized parking for carpools	14	10.4%
Assistance finding compatible carpool partners at/near work	43	32.1%
Ability to carpool on a part-time basis	28	20.9%
Driving alone when necessary	28	20.9%
Guaranteed ride home	17	12.7%
More flexible work hours	11	8.2%
Childcare facilities at or near the workplace	2	1.5%
Access to a vehicle for travel during the day for work	26	19.4%
Other	44	32.8%
No response	37	27.6%
Total	134	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of “Other” responses:

- Most of the “Other” responses revolved around the difficulty of finding someone that lived in the same area (5) and had a similar schedule (3), & having access to a car when needed, for work, errands or emergencies (3). 2 People said they already carpool. Several people gave reasons of why it wasn’t feasible for them to car pool.
 - 2 people spoke of needing to get their children to school.
 - 1 person said it wasn’t feasible because of the amount of traveling they do for work.
 - 1 person said it wasn’t feasible because they work part time
 - 1 person doesn’t like the cold winter weather.
- One person said that none of the suggestions would entice them. One person implied they might if their car was in for repairs, and one suggested dedicating traffic lanes to multi passenger vehicles.

5b) If you would not consider carpooling, please explain:

	Frequency	Percent
Explanation given	31	23.1%
No explanation	103	76.9%
Total	134	100.0%

Summary of the explanations given:

- Varied work hours or the unpredictability of work hours were the biggest single reason given for not

considering carpooling (10). One other person spoke of after work commitments.

- Family reasons were the next largest category (8). These ranged from getting children to and from school to family emergencies.
- Several people needed a car for their work (6).
- Don't live close to co-workers (4)
- Several respondents had people issues- they did not want to rely on others (3) or having a car provided them with more flexibility (2), or convenience (1)
- Some said they prefer to take the bus (2), or cycle (1)
- Payment for carpool invalidates 3rd party insurance coverage (1)
- One person felt that environmental concerns could be alleviated by improving the condition of the roads, and the timing of the traffic lights, so cars would not have to idle at red for so long. (1)

6a) In the season(s) in which you mostly drive, which of the following reasons are more likely to encourage you to take Winnipeg Transit to work? Up to three responses could be selected.

	Count	Case %
Reduction in regular Transit fares	21	15.7%
Faster Transit service	49	36.6%
More frequent or reliable Transit service	42	31.3%
Tickets/passes available from workplace at reduced rate	16	11.9%
Bus stop closer/easier to walk to and from work and home	20	14.9%
Access community bike lock-up facilities near transit stop	1	0.7%
Better shelter/seating/lighting at the bus stop at work/home	21	15.7%
Safer route to and from bus stop	3	2.2%
Access to info. on locations of Transit 'Park & Ride' lot	5	3.7%
More flexible work hours	5	3.7%
Other	22	16.4%
No response	44	32.8%
Total	134	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "other":

- The most frequent reason given has to do with the transit route or lack of transit service.
 - No transit service where they live.(5), or they live to far away (1)
 - More direct bus route (4), additional stops (1) or better time of service (1), fewer transfers (3), reduced travel time (2)
- 3 people said they already regularly take the bus
- 3 people said they would not consider taking public transit
- 2 people mentioned the weather
- 1 said they need a car for work

- 1 person suggested a rapid transit system
- 1 person suggested timely, on-demand, door-to-door service at a reasonable cost

6b) If you would not consider taking Transit, please explain:

	Frequency	Percent
Explanation given	38	28.4%
No explanation	96	71.6%
Total	134	100.0%

Summary of explanations:

- The most frequent explanation for why commuters would NOT consider taking transit had to do with them not living in an area with any or adequate transit service (n=14).
 - 13 people said they live out of town, and there is no transit service. 1 of these would consider park & ride, but does not think their car would be safe.
 - 1 person said the transit service isn't adequate in the off hours
 - 1 person said the bus commute is too long & the bus stop too far away from their house.
- The next most common reason had to do with time.
 - the bus is slow, stops too often, takes too long (9)
 - too many transfers (5)
 - work to long hours (1)
 - not efficient use of time (1)
- Several respondents need their car for work purposes (4), or to run errands (3), or to take their children to school/daycare (4)
- A few expressed a preference in riding a bike (3) or would prefer riding a bike if it were an option (1). In 2 instances riding a bike was faster or more reliable than taking the bus.
- Other methods of commuting were more convenient (4). Their vehicle is fuel efficient, easier just to jump in the car and go, or faster to go by bike.
- Some people do not like the taking the bus (5), because it's boring or the people are weird and it's too expensive (even compared to operating a car), or they don't like waiting or walking to the bus stop in the cold or they simply don't want to get out of their car.

7a) In the season(s) in which you mostly drive, which of the following reasons are more likely to encourage you to cycle to work? Up to three reasons could be selected.

	Count	Case %
Access to shower/change room/locker facilities at/near work	29	21.6%
Access to secure bicycle lock-up facility at/near work	17	12.7%
Safer cycling routes (bike paths/lanes) built by the city	46	34.3%
More convenient cycling routes between home and work	39	29.1%
Assistance in finding info. on safe/enjoyable cycling routes	5	3.7%
Access to seminars on cycling safety/maintenance/clothing	2	1.5%
More flexible work hours	1	0.7%
Cycling incentives were part of 'employee benefits pkg.'	8	6.0%
Better maintenance of roads/shoulders along my route	26	19.4%
If my workplace were closer to home	38	28.4%
Other	11	8.2%
No response	48	35.8%
Total	134	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of Other:

- The most frequent “other” responses had to do with Weather related factors would have to change in order for to encourage people to cycle. (5), Three had to do with winter riding, one with rain, and one with weather in general.
- Not feasible because of work (2)
- Not feasible because of transporting children to/from school/daycare. (2)
- A few people offered suggestions (5), such as offering a subsidy for a bike purchase, improving the cycling infrastructure, make winter riding safer, allowing a more flexible dress code and offering a guaranteed parking spot if the weather doesn't permit cycling.

7b) If you would not consider cycling, please explain:

	Frequency	Percent
Explanation given	35	26.1%
No explanation	99	73.9%
Total	134	100.0%

Summary of explanations:

- The most frequent reason for not considering cycling was distance. The work place was too far from where they lived. (19) Related to this was the amount of time it would take to cycle to work was too much.
- Safety was also a big concern: traffic, no bike lanes, pollution, too dangerous in winter, no safe place to leave a bike. (12)
- Weather was another reason given (10). For some this reason was season specific and they do cycle at other times of the year (6)
- A few people gave health reasons (4). They were not fit enough or other health concerns, or too old.
- Not feasible because of transporting kids (2)
- Work related: (3) too much equipment to take to and fro, no showers at work, wear a suit
- Need to be able to run errands (1)
- Some people did not own a bike (3), or don't cycle (2), don't feel it's an option (1) or practical (1)
- Same reason as other question (2)

8) Do you cycle for recreational purposes in the season(s) in which you mostly drive to work?

	Frequency	Percent
Yes	76	56.7%
No	35	26.1%
No response	23	17.2%
Total	134	100.0%

9a) In the season(s) in which you mostly drive, which of the following reasons are more likely to encourage you to walk to work? Select up to three.

	Count	Case %
Access to shower/change room/locker facilities at/near work	12	9.0%
A sense of personal safety on my route between home and work	14	10.4%
Direct walking routes, removed from heavy traffic	20	14.9%
If my workplace were closer to home	82	61.2%
Assistance finding info. on safe/enjoyable walking routes	4	3.0%
More flexible work hours	7	5.2%
Walking incentives were part of 'employee benefits pkg.'	14	10.4%
Other	5	3.7%
No response	40	29.9%
Total	134	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of ‘other’:

- Weather related comments dominated the responses (3). Would require cleared sidewalks, if it wasn't cold.
- Require a car for work (2)
- Need to take kids to school, so time doesn't permit walking to work (1)
- Does not want to walk, but no specific reason given.

9b) If you would not consider walking, please explain:

	Frequency	Percent
Explanation given	27	20.1%
No explanation	107	79.9%
Total	134	100.0%

Summary of explanation:

- The distance between home and work is too great (30) & the time it would take is too long (6). One person lives too far away but combines transit and walking.
- Other time related reasons were that it was not the quickest commuting method (1), would reduce billable time at work (1), would rather spend the extra time sleeping (1)
- Need to take kids to school (1)
- Prefers cycling (1)
- Weather (4), too cold, rainy
- Walk for exercise, not to pay taxes for programs that don't have the supporting infrastructure (1)

10) Do you walk for recreational purposes in the season(s) in which you mostly drive to work?

	Frequency	Percent
Yes	95	70.9%
No	15	11.2%
No response	24	17.9%
Total	134	100.0%

11a) In the season(s) in which you mostly carpool to work, why do you choose this mode of transportation? Up to three reasons could be selected.

	Count	Case %
Fast travel time	21	21.9%
Safety or security	8	8.3%
Convenience, comfort or enjoyment	26	27.1%
Weather	22	22.9%
Companionship	17	17.7%
Good for the environment	18	18.8%
Costs shared with passenger(s)	30	31.3%
Carpool partner works nearby	26	27.1%
Other options not available or not feasible	11	11.5%
Other	11	11.5%
No response	21	21.9%
Total	96	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "other" reasons for carpooling:

- The most frequently reported reason for carpooling was Living together and working close to each other (4) or living enroute to work as colleagues (2)
- They only have or use one car (2)
- Car needed for work (1), or to run errands (1)
- Drive children to school/daycare (3)
- Combine carpooling with cycling or bus or walking (2)
- Distance requires driving

11b) In the season(s) in which you mostly carpool to work, which of the following factors would make it easier or more enjoyable? Up to three factors could be selected.

	Count	Case %
Preferential parking for carpools	26	27.1%
Subsidized parking for carpools	26	27.1%
Assistance finding compatible carpool partners at/near work	11	11.5%
Ability to carpool on a part-time basis	7	7.3%
Driving alone when necessary	17	17.7%
Guaranteed taxi ride home (ex. family emergencies, etc.)	14	14.6%
More flexible work hours	18	18.8%
Childcare facilities at or near the workplace	5	5.2%
Carpooling incentives were part of 'employee benefits pkg.'	24	25.0%
Access to a vehicle for travel during the day for work	20	20.8%
Other	4	4.2%
No response	21	21.9%
Total	96	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of suggestions that would make carpooling easier or more enjoyable:

- Car pool lanes on major routes (1)
- Have access to a vehicle in case of an emergency at home (1)
- Public education campaign to “shame” single occupancy drivers to try carpooling or alternative methods (1)
- Enjoy carpooling, and parking is free

12a) In the season(s) in which you mostly carpool, which of the following reasons are more likely to encourage you to cycle to work? Up to three reasons could be selected.

	Count	Case %
Access to shower/change room/locker facilities at/near work	24	25.0%
Access to secure bicycle lock-up facility at/near work	14	14.6%
Safer cycling routes (bike paths/lanes) built by the city	42	43.8%
More convenient cycling routes between home and work	28	29.2%
Assistance in finding info. on safe/enjoyable cycling routes	1	1.0%
Access to seminars on cycling safety/maintenance/clothing	2	2.1%
More flexible work hours	6	6.3%
Cycling incentives were part of 'employee benefits pkg.'	7	7.3%
Better maintenance of roads/shoulders along my route	16	16.7%
If my workplace were closer to home	22	22.9%
Other	10	10.4%
No response	24	25.0%
Total	96	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "other":

- The most frequent response was in regards to winter travel with ice and snow (4) and
- Public education to make drivers aware of cyclists (4). Related to this are the safety concerns (2)
- Don't own a bike and can't afford one (1)
- If wife didn't need to work, wouldn't have to drive her to and from work.

12b) If you would not consider cycling, please explain:

	Frequency	Percent
Explanation given	22	20.8%
No explanation	74	77.0%
Total	96	100.0%

Summary of explanation for not cycling:

- Winter weather or poor weather conditions unsuitable for cycling (10)

- Distance between work and home (9)
- Safety concerns (8): traffic related (4), weather related (3), dangerous neighborhood (1)
- Not feasible (4) because need to take kids to school/daycare (2), no showers available (1), require a change of clothes, need to be able to respond to family emergencies (1), physical limitations (1)

13) Do you cycle recreationally in the season(s) in which you mostly carpool to work?

	Frequency	Percent
Yes	28	29.2%
No	14	14.6%
No response	54	56.3%
Total	96	100.0%

14a) In the season(s) in which you mostly carpool, which of the following reasons are more likely to encourage you to walk to work? Up to three reasons could be selected.

	Count	Case %
Access to shower/change room/locker facilities at/near work	11	11.5%
A sense of personal safety on my route between home and work	8	8.3%
Direct walking routes, removed from heavy traffic	18	18.8%
If my workplace were closer to home	53	55.2%
Assistance in finding info. on safe/enjoyable walking routes	2	2.1%
More flexible work hours	8	8.3%
Walking incentives were part of 'employee benefits pkg.'	9	9.4%
No response	26	27.1%
Total	96	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

14b) If you would not consider walking, please explain:

	Frequency	Percent
Explanation given	28	29.2%
No explanation	68	70.8%
Total	96	100.0%

Summary of explanations for not walking:

- The overwhelming majority said it was too far to walk between their home and place of work (29), and one added that they combine a drive and park with a cycle the rest of the way.
- Two added that the time required was too great
- One requires a vehicle for work
- If the wife didn't have to work, he wouldn't have to drive her to and fro.
- Weather related (2). Don't walk in winter when it's too cold
- Not feasible (1)

15) Do you walk recreationally in the season(s) in which you mostly carpool to work?

	Frequency	Percent
Yes	34	35.4%
No	7	7.3%
No response	55	57.3%
Total	96	100.0%

16a) In the season(s) in which you mostly take transit to work, why do you choose this mode of transportation? Up to three reasons could be selected.

	Count	Case %
Cost savings	72	47.7%
Fast travel time	12	7.9%
Safety or security	3	2.0%
Convenience, comfort or enjoyment	39	25.8%
Productive use of travel time	32	21.2%
Access to tickets/passes at a reduced rate from employer	17	11.3%
Personal health or disability reasons	2	1.3%
Good for the environment	70	46.4%
Parking not available	22	14.6%
Don't drive or don't like to drive	28	18.5%
Don't have access to a vehicle	39	25.8%
Other options not available or not feasible	10	6.6%
Other	21	13.9%
No response	15	9.9%
Total	151	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary "other":

- Personal reasons, down time, read, study, relax (4)
- Don't like winter driving or warming up vehicle (5)
- So others can use the vehicle (2)
- Parking is too expensive downtown (5)
- Transit is affordable it's convenient (many buses to choose from) (2),
- It's the civic-minded thing to do (1)
- Don't bike in the winter (1)
- When it's too cold (3)
- Don't have a car (1)
- If I don't need to work outside the office I take the bus (1)

16b) In the season(s) in which you mostly take transit, which of the following factors would make your ride to work easier or more enjoyable? Up to three factors could be identified.

	Count	Case %
Reduction in regular Transit fares	84	55.6%
Faster Transit service	57	37.7%
More frequent or reliable Transit service	76	50.3%
Tickets and passes available from workplace	34	22.5%
Access to Transit information at the office	3	2.0%
Bus stop closer/easier to walk to/from work and home	13	8.6%
Better shelter/seating/lighting at the bus stop at work/home	33	21.9%
Easy access for taking my bike with me	10	6.6%
Access to info. on locations of a Transit 'Park & Ride' lot	1	.7%
More flexible work hours	7	4.6%
Other	18	11.9%
No response	15	9.9%
Total	151	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "other":

- 3 people were happy with the service.
- A few people commented on the bus routes, better connections (1), more frequent service (2) or extended service hours (not in service buses drive by when it is still busy) (1), design routes so they require less transfers (2), and not to change the route the bus takes at various times of day (1), Better enforcement of diamond lanes (1)
- A few suggestions were made regarding the bus stops. More signage with bus schedules at the bus stops, not all buses schedules available (2), bike parking at bus stops (1), TV monitors with weather/tourist info (1), clean up busses & stops (1), better security at stops & on buses (1), Better bus shelters (like the old heated ones with wooden benches (1)
- Light rail rapid transit (2) combined with subway (1)
- Comments about the bus ride itself : 1 person wants less crowded buses, so they wouldn't have to stand the whole trip. 1 person said to remove the advertising on the outside of the buses so they can see out the window.
- 1 person suggested web-based real time transit tracking

17a) In the season(s) in which you mostly take transit, which of the following reasons are more likely to encourage you to cycle to work? Up to three reasons could be selected.

	Count	Case %
Access to shower/change room/locker facilities at/near work	34	22.5%
Access to secure bicycle lock-up facility at/near work	24	15.9%
Safer cycling routes (bike paths/lanes) built by the city	88	58.3%
More convenient cycling routes between home and work	46	30.5%
Assistance in finding info. on safe/enjoyable cycling routes	4	2.6%
Access to seminars on cycling safety/maintenance/clothing	4	2.6%
More flexible work hours	2	1.3%
Cycling incentives were part of 'employee benefits pkg.'	17	11.3%
Better maintenance of roads/shoulders along my route	27	17.9%
If my workplace were closer to home	29	19.2%
Ability to take my bike on the bus	11	7.3%
Other	15	9.9%
No response	31	20.5%
Total	151	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "Other":

- Of those people who responded to the "other" segment of the question, the most frequent response was weather related- don't want to cycle in the winter (6)
- Another big concern was the lack of safe cycling routes (3). What Winnipeg calls cycling routes aren't limited to cyclists and aren't safe.
- 2 people said they couldn't limit their response to 3 choices
- 4 people would not consider cycling, 1 of these was for health reasons
- Adequate showers and change rooms necessary at the work place (2)
- Logistics of transporting clothes (suit) (1)

17b) If you would not consider cycling, please explain:

	Frequency	Percent
Explanation given	32	21.2%
No explanation	119	78.8%
Total	151	100.0%

Explanation for not considering cycling:

- The most frequent response is that people would not cycle in the winter (17) even if they do at other times of the year
- Safety concerns was also a big issue (9), lack of safe routes, inconsiderate motorists
- Distance between home and work was too great (6)
- Don't own a bike (4) or don't have the right equipment (2) (for winter riding, for transporting kids)
- No showers at work (2)
- Health Reasons (1)
- Not a cyclist (1)

18) Do you cycle recreationally in the season(s) in which you mostly take transit to work?

	Frequency	Percent
Yes	41	27.2%
No	37	24.5%
No response	73	48.3%
Total	151	100.0%

19a) In the season(s) in which you mostly take transit, which of the following reasons are more likely to encourage you to walk to work? Up to three reasons could be selected.

	Count	Case %
Access to shower/change room/locker facilities at/near work	14	9.3%
A sense of personal safety on my route between home and work	24	15.9%
Direct walking routes, removed from heavy traffic	47	31.1%
If my workplace were closer to home	81	53.6%
Assistance in finding info. on safe/enjoyable walking routes	3	2.0%
More flexible work hours	3	2.0%
Walking incentives were part of 'employee benefits pkg.'	18	11.9%
Other	12	7.9%
No response	29	19.2%
Total	151	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of “other”:

- Weather related reasons provided for the most frequent response (6), most of them deal with the cold, but one person also referred to the splash from cars.
- Distance and time required (3)
- A few people combined walking with taking the bus (3)
- Safety issues: Area of walk wasn't great or too many panhandlers (3), improve walk ways (snow removal, make better street-scapes)
- A few would not consider walking (3) and other's could not for health reasons (1)
- One would consider it when children are older & they have more time (1)
- 2 do walk to work
- One person suggested incorporating walking incentives into an “employee benefits package.”

19b) If you would not consider walking, please explain:

	Frequency	Percent
Explanation given	33	21.9%
No explanation	118	78.1%
Total	151	100.0%

Explanation for not walking:

- The overwhelming majority of respondents said they would not consider walking because work was too far

- away from their home (31)
- Related to distance is the time it would take to walk, and some said it would take too long (6).
- For some weather was also a factor (5)
- One person said there aren't any showers at work
- One prefers to cycle
- One can't for health reasons

20) Do you walk recreationally in the season(s) in which you mostly take transit to work?

	Frequency	Valid Percent
Yes	62	41.1%
No	16	10.6%
No response	73	48.3%
Total	151	100.0%

21a) In the season(s) in which you mostly cycle to work, why do you choose this mode of transportation? Up to three reasons could be selected.

	Count	Case %
Cost savings	56	53.3%
Fast travel time	41	39.0%
Convenience, comfort or enjoyment	27	25.7%
Exercise or fitness	76	72.4%
Access to bike lock-up area	11	10.5%
Access to shower/change room/locker facilities	9	8.6%
Good for the environment	43	41.0%
Automobile parking not available	2	1.9%
I have a safe cycling route to and from work	7	6.7%
Don't have access to a vehicle	5	4.8%
Other	7	6.7%
No response	11	10.5%
Total	105	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "other":

Two people said that limiting the list to 3 choices for this question was too constraining. Most reasons applied to them.

- faster than bus (1), buses are always stuck in traffic (1)

- enjoyment (1) , it's easier in the winter than people think (1), efficient mode of transportation (1)
- no worries about parking, less frustration with slow/ bad drivers

21b) In the season(s) in which you mostly cycle, which of the following factors would make your ride to work easier or more enjoyable? Up to three factors could be selected.

	Count	Case %
Access to shower/change room/locker facilities at/near work	27	25.7%
Access to secure bicycle lock-up facility at/near work	17	16.2%
Safer cycling routes (bike paths/lanes) built by the city	74	70.5%
More convenient cycling routes between home and work	35	33.3%
Access to seminars on cycling safety/maintenance/clothing	2	1.9%
More flexible work hours	1	1.0%
Cycling incentives were part of 'employee benefits pkg.'	30	28.6%
Better maintenance of roads/shoulders along my route	60	57.1%
If my workplace were closer to home	4	3.8%
Other	9	8.6%
No response	11	10.5%
Total	105	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "other":

- Driver education – Share the road
- Bike racks (1), covered bike lock-up (1)
- Weather (no rain) (1)
- Proper bike lanes/quality bike routes (2)
- No cars (1)
- We have access to showers and lock-up at work which is important for cycling

22) If you could make one change to improve your route to work during the season(s) in which you mostly cycle, what would it be?

	Frequency	Percent
Suggestion made	88	83.8%
No suggestion	17	16.2%
Total	105	100.0%

Suggestions for cycling route improvements:

- The overwhelming majority of responses had to do making better bike paths (76).
 - Suggestions included dedicated bicycle lanes.
 - Adding bike paths and lanes to specific areas (over Donald St. bridge, between Bishop Grandin Red River bridge & behind Plaza Drive, across the railway tracks at the Jubilee underpass for Pembina Hwy south (3), more paths like the one along Wellington Crescent, continue Riverside Drive towards Scotia St., downtown bike path (2), Diamond Lane or path that follows Pembina (5), better Bike corridor over the river along the Disraeli Freeway (2) or btwn the Louise Bridge & Waterfront Drive, Path or shoulder on Saskatchewan Ave on west side of the airport , cycling path along Moray St., make room on Ness, along Main St.)
 - They also give suggestions on how to create the paths: pave shoulders on Fermor Ave & St. Annes Road south of Bishop Grandin, extend bike/walk path on Bishop Grandin to Lagimodiere; give the right hand 3 feet of road way to cycling paths along major routes (eg. Pembina) (2); take 3ft. off the side walks along Pembina for a dedicated bike path. Create a bike lane on the boulevard between the sidewalk and road, Make sidewalks along Main St. multi use, to share with Pedestrians, create more paths like the river walkway, create paths along the river that aren't flooded, have routes away from major traffic, raise Omands Creek Foot bridge at the end of Wolsley to provide access year round, improve connections between paths, existing paths are often underwater, crumbling hand have dead ends; bike lanes that are NOT shared with buses (2), paint bike corridors on the road (3), better plowing of roads & bike paths in winter; more direct routes, routes along side streets (less traffic, less pollution); cycling short cuts
- Another big concern was the condition and maintenance of the road ways, filling potholes, ensuring water drainage, shoulder maintenance, maintaining curb lane, making them wider, reducing trash in curb lane (26)
- Tied into both of these are safety concerns (15). Making routes safer from traffic, cars and buses. Bus drivers not very considerate of cyclists, safer passage over bridges
- Enforcement of traffic regulations (eg. Ticketing cars using diamond lanes) (4)
- Fewer Cars (4) including allowing “local access only” on Wellington Cres.
- Driver/ Cyclist education/awareness, including transit drivers (3)
- Decrease # of Stop signs (2)
- No winter (1)
- Like current route for the most part (4)

23) Other than building infrastructure along your route to work, is there something the city or your employer could do to improve your commute during the season(s) in which you mostly cycle?

	Frequency	Percent
Suggestion made	83	79.0%
No suggestion	22	21.0%
Total	105	100.0%

Summary of suggestions:

- Several respondents focused on infrastructure items already mentioned in Q22, building bike paths, fixing roads, widening curb lanes, marking bike lanes, keeping streets clean of glass & litter, instead of rapid transit corridor, build a bike path corridor or build a bike path along side rapid transit corridor (25)
- Safe Secure Bicycle lock up, which ranged from bicycle racks to indoor heated lock-up, to allowing people to bring their bikes into the building (16), move smoking area away from bike racks (1)
- Employers could provide, shower facilities, lockers and change rooms (13)
- Employers could provide incentives (flexible working hours, benefit packages, financial incentives for those who don't use up premium parking spots, time-off (10)
- Public Education for drivers and cyclists (12), including bus drivers, use signage
- Enforce traffic rules (5),

- More bike racks on buses (3)
- Allow riding on sidewalks, on major arteries, where there are no bike paths, on busy streets (6)
- Hire a Bicycle coordinator at city hall (2)
- 4 people were happy with their route to work or with the facilities their employer provided for them as cyclists
- Provide room for cyclists around construction areas (1)
- 6 said No. Of these 2 elaborated and said infrastructure was the city’s responsibility
- Raise gas taxes (1)

24a) In the season(s) in which you mostly walk to work, why do you choose this mode of transportation? Up to three reasons could be selected.

	Count	Case %
Cost savings	31	50.8%
Fast travel time	8	13.1%
Convenience, comfort or enjoyment	29	47.5%
Exercise or fitness	45	73.8%
Good for the environment	28	45.9%
Parking not available	1	1.6%
Safe walking route	2	3.3%
Don't have access to a vehicle	6	9.8%
Other	8	13.1%
No response	7	11.5%
Total	61	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of “other”:

- Combine walking with bus (4). One person takes the bus in the morning and walks home. 3 combine taking the bus and walking rather than transferring to another bus, or if they missed the connection
- Relaxing, enjoyable (2)
- 1 walks when their car is in for maintenance or if it’s been stolen
- 1 drives if they have an out of office meeting

24b) In the season(s) in which you mostly walk, which of the following factors would make your trip to work easier or more enjoyable? Up to three factors could be identified.

	Count	Case %
Access to shower/change room/locker facilities at/near work	8	13.1%
A sense of personal safety on my route between home and work	17	27.9%
Direct walking routes, removed from heavy traffic	25	41.0%
If my workplace were closer to home	10	16.4%
Assistance in finding info. on safe/enjoyable walking routes	4	6.6%
More flexible work hours	8	13.1%
Walking incentives were part of 'employee benefits package'	23	37.7%
Other	10	16.4%
No response	8	13.1%
Total	61	100.0%

Note: Respondents could provide more than one answer; totals may sum to more than 100%

Summary of "other":

- Improve snow/ice removal from sidewalks in winter. (5)
- Route specific comments (4): nice walking route- not through traffic, downtown; more trees along my route; a cross walk at Sara & Maryland & Sara-Sherbrooke; walking trail between Ness & Salteaux Cres.
- No panhandlers
- Public education of health benefits of walking
- To far to walk (1)
- Promote things – (“Commuter Challenge”? or web survey?) in other ways other than just the internet, because not everyone has internet access at work. (1)

25) If you could make one change to improve your route to work during the season(s) in which you mostly walk, what would it be?

	Frequency	Percent
Suggestion made	43	70.5%
No suggestion	18	29.5%
Total	61	100.0%

Suggestions for walking route improvements:

- Snow removal/ sidewalk maintenance (12)
- Walkways, away from traffic (7), pollution, dust, splashing from vehicles

- Happy the way things are (8)
- Improve safety (6). 1 had to do with snow removal, others had to do with physical safety (adding better lighting, concerns about vagrants, panhandlers)
- Add bike lanes over bridges so that cyclists would get off sidewalks (2)
- Eliminate panhandling (2)
- Add paths (5) , including adding more nature parks (1)
- Add Crosswalks or make them more visible (2)
- Protection from the wind (1)
- Driver/cyclist education (2)
- Urban Planning issues (2): tear down Shopper’s Drugmart at Portage & Burnell and build something that is more sensitive to the neighborhood, adequate building standards – typically not possible on Winnipeg walkways
- Distance – live to far away (1)
- No comment (1)

26) Other than building infrastructure along your route to work, is there something the city or your employer could do to improve your commute during the season(s) in which you mostly walk?

	Frequency	Percent
Suggestion made	43	70.5
No suggestion	18	29.5
Total	61	100.0

Summary of suggestions for improving walk to work:

- Education: proper footwear (1), Driver education: not to block access to sidewalk, yielding to pedestrians (2), Public education of health benefits (1)
- Safety (5), two of these respondents was referring to snow and ice (1); others were referring to physical safety from drug dealers on Portage Avenue, drivers who run amber or red lights
- Snow removal, sidewalk maintenance (10), including cleaning up the grit in spring, and the garbage on the streets.
- Showers and change rooms (2)
- Incentives (4): They varied to incentives for transit users (1), more flexible work hours (1), provide incentives to walk (1), employer based fitness programs to encourage walking (1)
- Eliminate/ reduce/ provide services for panhandlers (5)
- Designate bike lanes (2) / enforce keeping cyclists off sidewalks (2)
- Route specific suggestions: more green zones, with trees, benches (3), provide connecting trails, plough the boulevard on the East side of Moray St. to create a walking trail in winter.
- Build public awareness to encourage participation (1)
- Employer could chose a better location for the workplace (1)
- Lights should allow for more time for pedestrians to cross the street (1)
- Route is fine as is (1)
- Distance is too far (1)
- Add crosswalks (1) Sara & Maryland/ Sherbrooke