APPENDIX F
Fall Telephone Survey Results

ACTIVE TRANSPORTATION IN WINNIPEG

December 3, 2004

Prepared for:

Marr Consulting

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1.0 Introduction

It has been over 10 years since a survey was last conducted to understand Winnipeggers' behaviours regarding and attitudes toward active transportation.

Active transportation is any non-motorized method used to transport an individual. Modes of active transportation include walking, bicycling, and other self-propelled locomotion.

The purpose of this study was to understand:

- current methods of transportation used to commute to work, school, and shopping
- both the general and specific uses of active transportation methods
- the barriers that exist to better use of active transportation methods
- the awareness and use of current facilities to encourage active transportation.
- changes that might encourage more active transportation behaviour.

1.1 Methodology

PRA Inc. last conducted a survey of Winnipeggers' attitudes toward active transportation, specifically bicycle use, in 1992. The current study focuses on a broader array of active transportation modes, but builds on some of the knowledge garnered from that original study.

This research was commissioned for the City of Winnipeg's Active Transportation Study. Using the 1992 questionnaire as a guide and including an extensive list of issues needing to be addressed in 2004, PRA developed a questionnaire for review by Marr Consulting and Active Transportation Steering Committee.

Once the questionnaire was approved, PRA pre-tested it with 20 Winnipeg residents. The purpose of the pre-test was to ensure that question wording was clear to respondents and to time the overall length of the questionnaire. As a result of the pre-test, a number of wording changes were made, and several questions were dropped to reduce the overall length.

The survey was conducted in late October. Respondents were selected by random digit dialling (which allows us to include those with unlisted or new numbers). This technique produces a random sample that includes the highest possible percentage of eligible respondents.

Table 1 summarizes the methodology.

Table 1: Summary of methodology	
Survey dates	October 1 to 21, 2004
Sample size	602
Interviewing method	Telephone
Sample selection	Random digit dialling
Approximate error rate (theoretical)	$\pm$ 4.1%, 19 times out of 20

1.1.1 Weighting

The general population data for Winnipeg were weighted to correct for differences in the demographics of the population. Tables presented are weighted unless otherwise stated.

In some cases, when the random sample produces a divergence from Canadian census data, we correct for slight discrepancies in gender, age, and income. For example, since men tend to refuse to participate more often than women, and since younger respondents are often more difficult to find at home, we re-weight the data to conform more closely to Statistics Canada information.

Since this technique assigns a percentage "weight" to a respondent, the number of weighted respondents may be slightly different from the total number interviewed.

1.2 Profile of respondents

Table 2 shows the demographic profile of respondents. After weighting, the sample closely resembles the Winnipeg population on such key demographics as age, gender, and household income.

Table 2: Profile of respondents	
	(n=602)
Gender	
Female	52%
Male	48%
Age	
18 to 24	12%
25 to 39	27%
40 to 64	39%
65 or older	16%
Household income	
Under $35,000	19%
$35,000 to $50,000	14%
$50,000 to $75,000	21%
$75,000	25%
Education	
High school or less	33%
Some post-secondary	12%
University/college grad	53%
Number of people in household	
One	20%
Two	35%
Three or more	43%
Note: Some respondents did not supply this information. While not shown here, these non-responses are included in the calculations.	

2.0 Current behaviour

In this section, we review the various methods that Winnipeggers use to commute to work and school, as well as transportation methods used for other activities with particular emphasis on modes of active transportation.

2.1 Access to transportation methods

We asked these adult residents of Winnipeg about the methods of transportation to which they have access.

- Almost 9 Winnipeggers in 10 report having a valid driver's licence.
- The same number report having access to a motorized vehicle. Some 96% of those with a valid driver's licence also have access to a motorized vehicle. In other words, 84% of Winnipeggers have both a licence and access to a vehicle.
- About 7 Winnipeggers in 10 have access to a bicycle. In 1992, 65% of respondents reported owning a bicycle.[1] Thus, little has changed over the last 12 years.
- About 3 Winnipeggers in 10 have access to other gear such as in-line skates or a skateboard.[2]

See Figure 1 on the next page.

[1] Final Report on a Survey of Bicycle Users prepared by PRA Inc. for Street and Transportation Department, City of Winnipeg, December 11, 1992.

[2] The questions asked were: 1-3. Do you own or have access to …? 4. Do you have a valid driver's licence?

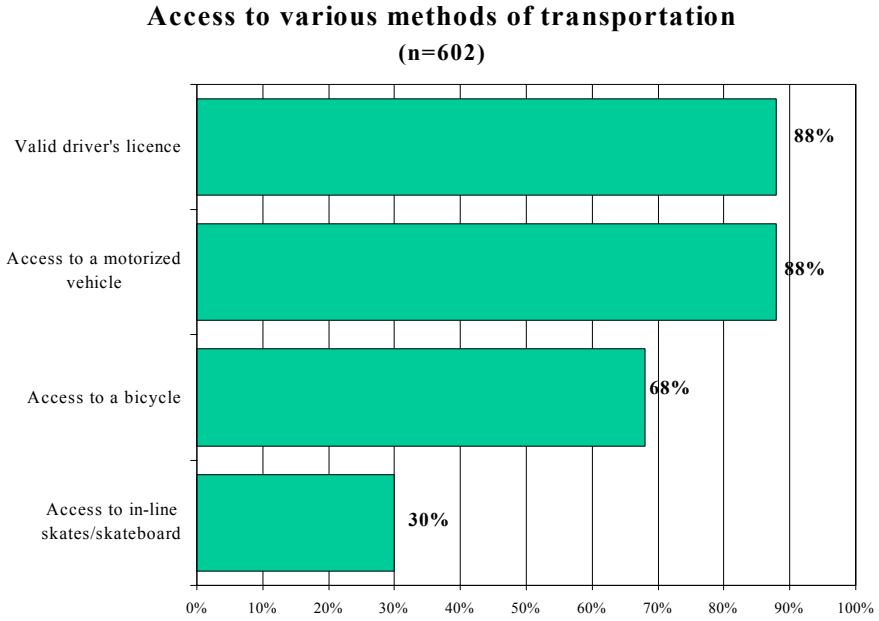

Figure 1

Approximately 63% of Winnipeggers have access to both a motorized vehicle and a bicycle.

Regardless of their age, the vast majority of adult Winnipeggers have both a driver's licence and access to a motorized vehicle. However, depending on their age, some are more or less likely to have access to other transportation methods.

- The youngest adult cohort (18 to 24) is the most likely (54%) to have access to in-line skates or skateboards.
- The oldest age cohort (65 plus) is the least likely to have access to any of these, but especially a bicycle (37%) and in-line skates or skateboards.
- Those in the mid-age cohorts (25 to 64 years) are the most likely to have access to motorized vehicles (over 90%).

See Table 3.

Table 3: Access by age				
	18 to 24	**25 to 39**	**40 to 64**	**65 or older**
Driver's licence	89%	91%	92%	76%
Motorized vehicle	83%	92%	91%	79%
Bicycle	73%	76%	75%	37%
In-line skates/skateboard	54%	46%	25%	1%

We asked Winnipeg residents to think about non-winter months and which modes of transportation they use to commute to work or school, or for outdoor recreation or other purposes.

- Almost 8 Winnipeggers in 10 report that they walk.
- Over 4 Winnipeggers in 10 report that they bike. Among those with access to a bike, this increases to 59%.
- About 1 in 7 uses other forms of active transportation such as in-line skating or skateboarding. Among those with access to this type of equipment, 44% report using it in a typical non-winter month.

Overall, 84% report using as least one of these forms of active transportation in non-winter months, including 42% who use more than one.[3] See Figure 2.

[3] The question was: *Q8-10. Thinking of non-winter months, do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)?*

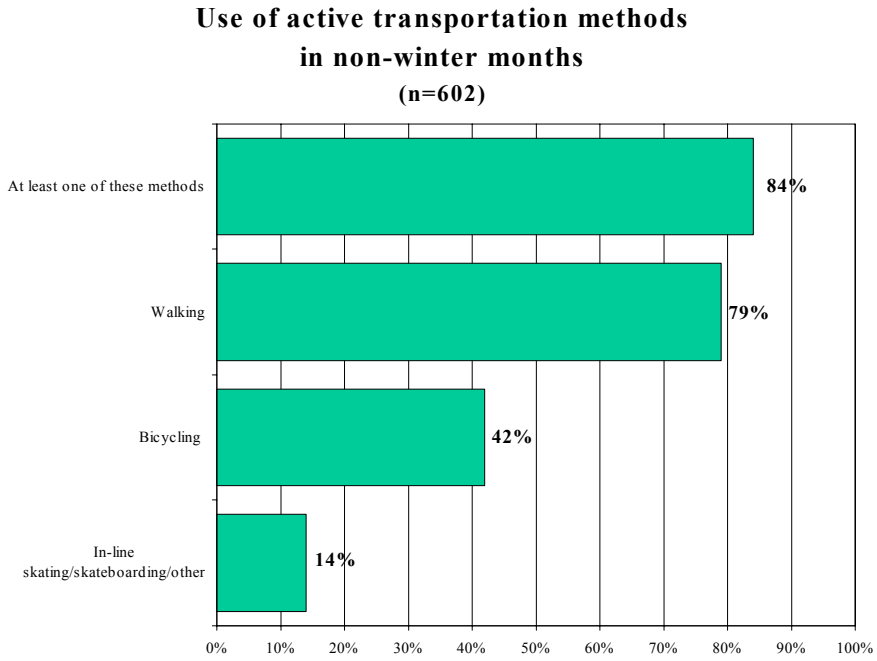

Figure 2

Reflecting access issues, as well as other considerations, age plays an important role in the type of active transportation methods respondents use.

- Almost 8 Winnipeggers in 10, regardless of age, claim to walk when commuting to work or school, or for outdoor recreational or other purposes in non-winter months.

- About half of those under 65 years of age report bicycling in a typical non-winter month. Only 14% of those 65 or older typically ride a bike.

- Use of in-line skates, skateboards, and other active methods of transportation decline with age. Among our youngest age cohort (18 to 24), some 30% report using these methods in a non-winter month.[4] This drops slightly in the 25 to 39 year-old group (23%) and then dramatically among those 40 years of age or older.

[4] Even though use is highest among the youngest cohort, all those in this age group who have access (54%) do not use these modes of transportation.

See Table 4.

Table 4: Modes of active transportation by age				
Modes used in non-winter months	Age			
	18 to 24 (n=71)	25 to 39 (n=161)	40 to 64 (n=236)	65 or older (n=98)
Walking	78%	83%	78%	79%
Bicycling	47%	53%	46%	14%
In-line skating/skateboarding	30%	23%	9%	1%

While 84% use some form of active transportation during non-winter months, fewer are committed to such activities on a regular basis.

As shown in Figure 3, almost 7 adult Winnipeggers in 10 claim to incorporate cycling, walking, in-line skating, or other modes of active transportation into their regular routine.

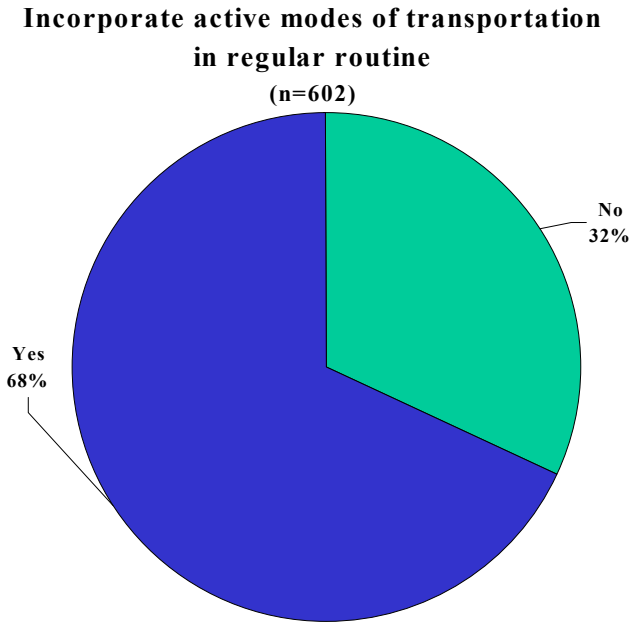

Figure 3

2.2 Commuting to work

Almost two-thirds of respondents report working outside their homes. Among those who work:

- About 7 respondents in 10 report commuting to work five days a week. In fact, the typical working Winnipegger commutes 4.8 days a week.

- Most Winnipeggers live quite a distance from their place of work. About 1 in 3 lives within eight kilometres of his/her workplace, including almost 1 in 5 who live within 4 kilometres. Most live much further, with at least half living eight kilometres or more from their place of work. Indeed, on average respondents estimate they have to travel 12 kilometres to get to work.

See Table 5.

Table 5: Work outside the home
11. Do you work outside of your home in Winnipeg?
12. How many times a week do you commute to work?
13. Approximately how far do you travel to get to work? (PROMPT: We are looking for your best guess, for example is it less than 2 kilometres, 2 to 4 kilometres, etc.)

	(n=602)
Work outside home	63%
Number of days commute to work	**(n=379)**
Less than five days	21%
Five days	68%
More than five days	10%
Average	4.8 days
Distance to work	
Less than 2 km	9%
2 to less than 4 km	10%
4 to less than 6 km	11%
6 to less than 8 km	3%
8 to less than 10 km	5%
11 to less than 15 km	18%
15 km or more	29%
Don't know	16%
Average	11.5 km

2.2.1 Methods of getting to work in non-winter months

We asked Winnipeggers what methods of transportation they use when commuting to and from work in non-winter months.

- Over 8 Winnipeggers in 10 drive to work, including over 7 in 10 who drive alone. For 66%, driving alone is the method they use most often.
- Over 1 in 5 use Winnipeg Transit, including 13% who report using this method most often.
- About 1 in 7 report walking to work, including 8% who report that this is the method they use most often.
- Over 1 in 10 bike to work, including 5% who report using this method most often.

Overall, over one-quarter of working Winnipeggers use some form of active transportation at least occasionally to get to work in non-winter months, including 13% who report that these methods are the ones they use most often. See Table 6.

Table 6: Methods of getting to work
14. When commuting to and from work, what methods of transportation do you use?
14a. Which method do you use most often?

	(n=379)	
	Methods used	**Most often**
Motorized		
Drive alone	72%	66%
Drive with others	10%	6%
Winnipeg Transit	22%	13%
Active		
Walk	14%	8%
Bicycle	12%	5%
Other	<1%	-
Don't know/no response	<1%	3%

- Less than one-fifth (14%) of those who drive alone also use active methods of transportation, either walking (6%) or riding (10%), at least occasionally.

- Almost one-third (30%) of those who use Winnipeg Transit also use active modes of transportation (either walking–17% or biking–18%), at least occasionally, to get to work.

- About one-quarter (25%) of those who walk to work also, at least occasionally, bike.

Distance to work appears to play an important role in the choice of transportation method.

- Those who always drive tend to live furthest from work, an average 14 kilometres. That being said, 20% live within eight kilometres of their place of work.

- Those who use transit (even occasionally) live slightly closer than those who drive, an average of 12 kilometres. Indeed, 37% live within eight kilometres of their place of work.

- Those who use active forms of transportation, at least occasionally, to get to work live the closest to their workplace, an average of six kilometres. Some 65% live within eight kilometres of their workplace. Those who cycle live further away than those who walk. Indeed, almost all those who walk to work live within three kilometres of their workplace.

See Table 7.

Table 7: Transportation method and distance to work			
Distance to work	Method used		
	Always drive (n=233)	Use transit (n=57)	Use active methods (n=87)
Less than 2 km	3%	3%	26%
2 to less than 4 km	5%	10%	23%
4 to less than 6 km	10%	17%	10%
6 to less than 8 km	2%	7%	6%
8 km or more	63%	45%	25%
Don't know	18%	17%	10%
Average	14 km	12 km	6 km

Of those who live within eight kilometres of their workplace and always drive alone to work, 67% have access to a bike. This represents 13% of those who always drive and about 8% of all individuals working outside of the home.

2.2.2 Errands during the day in non-winter months

When running errands during the day, Winnipeggers are most likely to drive.

- Some 8 Winnipeggers in 10 **drive** at least some of the time when making short trips during the day, either to run errands or for work purposes. Indeed, 7 in 10 drive alone to run such errands. Driving alone is the most often used method to run errands (63%).

- Almost 4 Winnipeggers in 10 **walk** at least some of the time when running such errands, including 19% who use this method most often.

- Over 1 in 10 use **Winnipeg Transit**, including 6% who use this method most often.

- About 1 in 10 ride a **bike** for such errands, including 4% who use this method most often.

See Table 8.

Table 8: Methods of running errands *15. During regular weekdays, what methods of transportation do you use when making short trips to run errands or for work purposes?* *15a. (IF MORE THAN ONE) Which method do you use most often?*		
Method	**(n=602)**	
	Used	**Most often**
Motorized		
Drive alone	70%	63%
Drive with others	10%	5%
Winnipeg Transit	13%	6%
Active		
Walk	39%	19%
Bicycle	11%	4%
Other	3%	1%
Don't know/No response	1%	1%

The method of transportation used most often to run errands varies depending on whether or not the respondent works outside of home.

- About 7 in 10 of those who work report that they will most often drive alone to run errands or for work-related purposes during the day. It appears that respondents who drive rely on a vehicle more when they are running errands during the day. Indeed, it appears that they will purposely take a vehicle to work on those days that they plan to run errands or have work-related activities outside the office.

- Walking is another common method, with 1 in 5 respondents (whether working or not) saying that they most often walk when doing errands during the week.

- Compared to working Winnipeggers, those without a job outside their home are less likely to drive alone and are more likely to rely on others to drive them, or take Winnipeg Transit, for daytime errands.

See Table 9.

Table 9: Method most often used to run errands by work situation		
Method	Work outside home	
	Yes	No
Motorized		
Drive alone	70%	52%
Drive with others	2%	10%
Winnipeg Transit	5%	9%
Active		
Walk	18%	21%
Bicycle	4%	5%
Other	1%	<1%
Don't know/No response	1%	2%

Regardless of the methods used to get to work, in most cases, the most common method of transportation to run errands is to drive alone.

- Among those who drive alone to work, the vast majority (86%) would use this same method to run errands.
- People who use transit to get to work are most likely to depend on driving (49%) or walking (48%) when doing errands.
- Similarly, those who walk to work are most likely to use this same mode of transportation to do errands (56%), although driving is a close second (48%).
- Those who bike to work even occasionally tend to rely on driving when they run errands (57%), but will also consider walking (36%) or biking (30%).

The mode of transportation used is likely a function of the distance required to travel to complete the errand. See Table 10.

Table 10: Methods of running errands by methods of getting to work				
Methods used to run errands	Methods used at least occasionally to get to work			
	Drive alone (n=273)	Transit (n=83)	Walk (n=54)	Bike (n=46)
Drive alone	86%	49%	48%	57%
Transit	3%	24%	19%	9%
Walk	33%	48%	56%	36%
Bike	8%	10%	9%	30%

2.3 Commuting to school

We asked respondents if they are currently attending school, college or university.

- Some 13% of adult Winnipeggers are currently in school.
- Of those who attend school, respondents are split with half commuting to school less than five days a week, and the other half commuting five or more days a week. The average number is almost 4 (3.7) days.
- For 24% of these respondents, their school is relatively close, within four kilometres of their home. However, the typical student must commute almost 11 kilometres.

See Table 11.

Table 11: Attend school *16. Do you attend school, college, or university full or part time?* *17. How many times a week do you commute to school?* *18. Approximately how far do you travel to get to school?*	
	(n=602)
Go to school	13%
Number of days commute to school	(n=80)*
Less than five days	50%
Five days	46%
More than five days	4%
Average	3.7 days
Distance to school	
Less than 2 km	15%
2 to less than 4 km	9%
4 to less than 6 km	11%
6 to less than 8 km	3%
8 to less than 10 km	5%
11 to less than 15 km	12%
15 km or more	28%
Don't know	17%
Average	10.7 km
* Caution small sample	

2.3.1 Methods of getting to school in non-winter months

Those attending school are much less likely than workers to commute by driving.

- While students are less likely to drive than working Winnipeggers, driving alone is still the most common method of commuting. Over 4 students in 10 report driving by themselves to school. Indeed, 42% say that this is the method they use most often.
- Driving with others is no more common among students than among those commuting to work. Just less than 1 respondent in 10 reports car pooling to school, including 8% who say that they use this method most often.
- Winnipeg Transit is a much more common method of getting to school than it is to get to work. Almost 3 students in 10 use Winnipeg Transit at

least some of the time. Indeed, for 18%, it is the method they use most often.

- Over 1 student in 5 reports walking to school at least sometimes, including 17% who say that this is their most common method of getting to school.
- Over 1 student in 10 reports riding a bicycle to school at least occasionally, including 8% who report that this method is the one they use most often.
- About 1 student in 3 reports using an active method of transportation to get to school at least occasionally. In fact, 24% report using active transportation most often.

See Table 12.

Table 12: Methods of getting to school
19. When commuting to and from school, what methods of transportation do you use?
19a. Which method do you use most often?

Method	(n=80)*	
	Methods used	Most often
Motorized		
Drive alone	44%	42%
Drive with others	9%	8%
Winnipeg Transit	28%	18%
Active		
Walk	22%	17%
Bicycle	11%	8%
Other	1%	1%
Don't know/No response	7%	7%

*Caution small sample.

While the sample is small, the pattern of transportation used and distance to travel is similar for those working outside the home. The closer to school a respondent lives, the more likely he or she is to use active forms of transportation at least occasionally.

2.3.2 Methods children use to get to school

Some 26% of respondents report school age children living in their household. Private vehicles remain the most common method of transporting children to school.

- Almost half (46%) of respondents report that they either drive their children or their children drive themselves alone to school. Less than 1 in 10 reports car-pooling with other children at least some of the time.

- Over 1 in 5 reports that his/her children take a school bus, and almost the same number rely at least some of the time on Winnipeg Transit.

While use of motorized vehicles is common, school age children are more likely to use active forms of transportation on their commute to school than are adults commuting to work or school.

- About 4 respondents in 10 report that the children in their households walk to school at least some of the time.

- About 1 in 7 reports that the children ride a bike at least some of the time.

- About 1 household in 20 reports that the children in-line skate, skateboard, or scooter to school at least some of the time.

See Table 13.

Table 13: Method children use to get to school *20. Do you have school age children living in your household?* *21. What methods of transportation do your children use to get to school?*	
	(n=602)
School age children in household	26%
Method of getting to school	**(n=156)**
Motorized	
Drive alone/alone with parents	46%
School bus	22%
Winnipeg Transit	21%
Car pool with other children	7%
Active	
Walk	39%
Bicycle	16%
In-line skate	4%
Skateboard	1%
Scooter	1%
Other	1%

2.4 Profile of commuters who use active modes of transportation

While active modes of transportation may be incorporated into most Winnipeggers' regular routines, only about 1 in 5 (17%) use such methods to commute to work or school even occasionally during non-winter months.

As might be expected, younger respondents are more likely to use active modes of transportation when commuting.

- Those 18 to 24 are the most likely (35%) to report commuting to work or school using an active mode of transportation at least occasionally during non-winter months. This drops steadily as respondents age.

- Men and women are just as likely to use modes of active transportation.

- Reflecting the age of adults most likely to use active modes of transportation, those with some post-

secondary education are more likely than others to walk, bike, or use some other method of active transportation.

Table 14: Profile of active transportation work/school commuters	
Use active modes to commute	**(n=602)**
Overall	17%
Age	
18 to 24	35%
25 to 39	22%
40 to 64	17%
65 or older	0%
Gender	
Female	17%
Male	17%
Education	
High school or less	15%
Some post-secondary	31%
University/college grad	16%

2.5 Transportation to go shopping

Some 86% of respondents report that they regularly shop in stores within about two kilometres of their home.

We asked these respondents to think about non-winter months and how many times in a typical week they go to these stores using active transportation, such as walking or cycling.

About 7 respondents in 10 report that during a typical week they use an active transportation method to visit these stores. (This represents about 63% of all adult Winnipeggers.)

- Almost half visit one or two times a week using active transportation.
- About one-fifth visits three or four times a week.

- About one-tenth visits five or more times a week either walking, riding a bike, or using some form of active transportation.

On average, those who report regularly shopping in stores within two kilometres , also report making almost two trips a week using some form of active transportation. See Table 15.

Table 15: Shopping within 2 kilometres of home
21. Are there stores within about two kilometres of your home where you regularly shop?
22. In non-winter months, how many times in a typical week do you go to these stores using active transportation (PROMPT: That is, walk, cycle, skate, etc. to)?

	Shop within 2 km (n=517)	All (n=602)
Stores regularly shop at within 2 km of home	100%	86%
Number of times use active transportation to get to these stores		
Never/less than once a week	27%	37%
1 to 2 times a week	46%	40%
3 to 4 times a week	18%	15%
5 times or more a week	9%	8%
Average per week	1.8 times	1.6 times

2.6 Transportation in winter months

We asked Winnipeggers what methods of transportation they use during the winter to commute to work or school, or for outdoor recreational or other purposes.

- Use of private motorized vehicles dominates with over 3 Winnipeggers in 4 mentioning this method. Indeed, this is the only method used by 44% of respondents.

- Almost 3 in 10 use a public motorized vehicle, most often Winnipeg Transit.

- About 3 Winnipeggers in 10 walk or run in the winter months.

Few report other active modes (e.g., skating, biking, or skiing), which may reflect respondents' focus on these methods as transportation rather than recreation.

These and other modes of transportation are shown in Table 16.

Table 16: Transportation in winter months
62. Now thinking about the winter months, what modes of transportation do you use to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc)?

Method	Winter months (n=602)
Motorized	
Private motorized vehicle	77%
Public motorized vehicle	27%
Active	
Walking/running	30%
Ice skating	3%
Bicycle	2%
Cross-country skiing	2%
Other	1%
Don't know/No response	7%

3.0 Active transportation

In this section, we review the frequency of active modes of transportation, perception in changes in behaviour over the past five years, and reasons for any changes in active transportation behaviour.

3.1 Frequency of active transportation

We asked respondents how often in a typical non-winter week, they use the various modes of active transportation to commute to work or school, or for outdoor recreational or other purposes, such as shopping or running errands.

Walking

- Almost 1 Winnipegger in 5 reports never walking in a typical week. Conversely, 4 out of 5 report typically walking at least once a week.
- Over 1 Winnipegger in 5 walks once or twice a week, and a similar number do so three or four times.

- Almost 4 Winnipeggers in 10 walk five or more times a week, including 22% who walk at least seven times a week.

- A typical Winnipegger reports walking four times a week. While this sounds impressive, we do not know the distance involved.

Bicycling

- About 4 Winnipeggers in 10 ride a bike at least weekly, most often once or twice a week (22%). In fact, the typical Winnipegger rides a bike about once a week.

- Among Winnipeggers who have access to a bike, about 6 respondents in 10 ride them weekly and, as would be expected, the average rides per week for those with access to a bike is higher: 1.6 rides.

Other forms of active transportation

- Only 1 adult Winnipegger in 10 reports using other forms of active transportation on a weekly basis, most often once or twice a week (9%).

- Among those who have access to other forms of active transportation (such as in-line skates, skateboards, etc.), almost 4 in 10 use them on a weekly basis. The average for those with access remains less than once a week.

See Table 17.

Table 17: Times use *28-30. Thinking still of non-winter months, in a typical week how many times do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)?*		
	Those with access	**All respondents (n=602)**
Walk		
Never	n/a	17%
1 or 2 times per week	n/a	22%
3 or 4 times per week	n/a	23%
5 or 6 times per week	n/a	16%
7 or 8 times per week	n/a	16%
More than 8 times	n/a	6%
Average	n/a	3.9 times
Bicycle		
Never	44%	62%
1 or 2 times per week	33%	22%
3 or 4 times per week	12%	8%
5 or 6 times per week	7%	5%
7 or 8 times per week	2%	2%
More than 8 times	2%	1%
Average	1.6 times	1.1 times
Other forms of active transportation		
Never	62%	89%
1 or 2 times per week	30%	9%
3 or 4 times per week	5%	2%
5 or 6 times per week	2%	1%
7 or 8 times per week	-	-
More than 8 times	-	-
Average	0.7 times	0.2 times

When these activities are combined, Winnipeggers appear to be quite active. Indeed, a typical Winnipegger claims to participate in these activities five times a week in non-winter months. Again, we do not know the duration or distance involved in these activities.

In fact, the frequency of activities varies considerably. As shown in Figure 4:

- while 15% report doing none of these activities in a typical non-winter week,

- some 17% report doing these activities more than eight times a week.

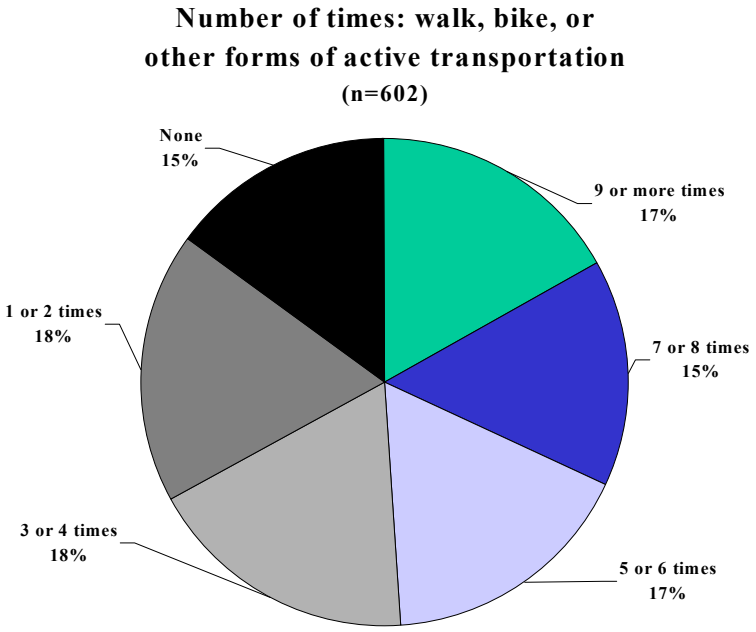

Figure 4

Not surprisingly, those who use active transportation methods to commute (at least occasionally) to work or school tend to be more active in general. For example, on average, such respondents report doing these activities over eight times a week.

We can define three groups of Winnipeggers in terms of their use of active transportation methods during non-winter months.

- About half are irregular users (51%), that is, they walk less than five times a week or ride or use other forms of active transportation less than three times a week.

- About one-third are regular users (32%), that is, they walk five times a week or more, or ride or use other modes of active transportation more than three times a week.

- Less than one-fifth are commuters (17%), that is, they commute to work or school (at least occasionally) using active modes of active transportation.

See Figure 5.

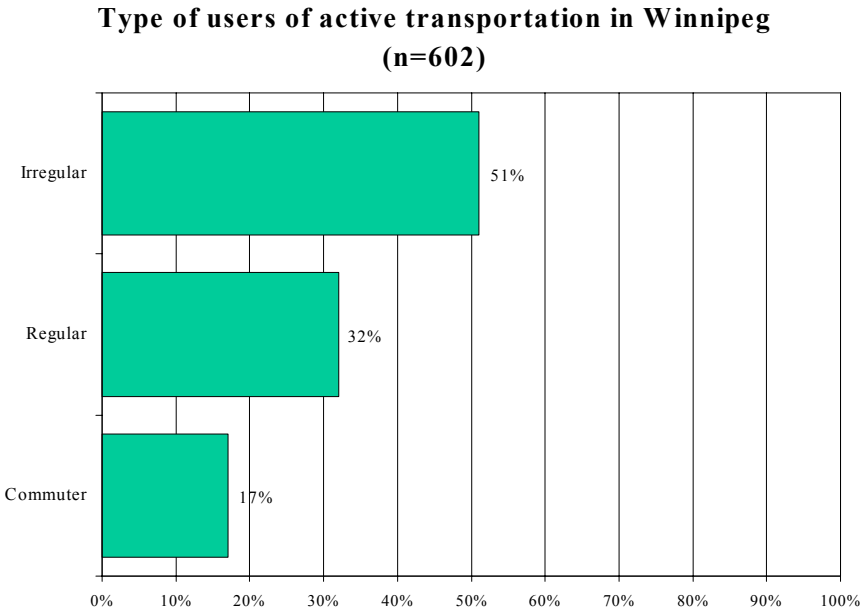

Figure 5

3.2 Active transportation compared with five years ago

We asked Winnipeggers whether the amount they walk or bike is more, less, or about the same as five years ago.

- Respondents are split on the amount they walk now compared to five years ago. While 35% say they walk more, 27% say they walk less.

- Bicycle use appears to be declining. While some 17% say they bike more now compared to five years ago, twice as many (35%) say they bike less.

See Table 18.

Table 18: Compared to five years ago
32. Compared to five years ago, would you say that the amount you walk is more, less, or about the same?
33. Again compared to five years ago, would you say that the amount you ride a bike is more, less, or about the same?

Compared to five years ago…	(n=602)	
	Walk	Bicycle
More	35%	17%
About the same	38%	43%
Less	27%	35%
Don't know/No response	<1%	5%
Total	100%	100%

There is no statistically significant pattern among age groups and whether they walk more or less.

- Among young adults, respondents are split with almost as many walking more as walking less. Among those 25 to 64 years of age, a larger percentage report walking more. Among those 65 or older, more are walking less, but this likely depends on their age. New retirees are likely walking more, while those much older are probably walking less due to health issues.

Regardless of the age group, more respondents report biking less than they did five years ago.

- The most dramatic decrease in bike riding is among young adults. Over half of those 18 to 24 report biking less now than five years earlier. Among other things, this may reflect availability of alternatives (e.g., vehicle ownership), changes in destinations (e.g., post-secondary institutions), and general changes in lifestyle (e.g., less time or willingness to ride a bike). Only a few (14%) report biking more now.

See Table 19.

Table 19: More now by age				
	18 to 24 (n=71)	25 to 39 (n=161)	40 to 64 (n=236)	65 or older (n=98)
Walk				
More	38%	41%	34%	26%
Less	36%	22%	23%	37%
Bike*				
More	14%	24%	19%	4%
Less	54%	37%	32%	30%
* Differences are statistically significant at p=.000				

3.2.1 Why walking more or less

We asked those who are walking more, why that is. Most say that it has to do with lifestyle issues. The greatest motivator for increased walking appears to be health and fitness.

- Some decided to walk more in order to exercise, keep fit, or lose weight (37%), while others had the decision made for them because of health reasons (20%).

- Some experienced a change in location that made walking to destinations such as work, shopping, or recreation, more achievable (23%).

- Some spoke of other changes that have encouraged them to walk more, such as no longer having access to a vehicle (7%), getting a dog (7%), having more free time (5%), or less time but spent more actively with children (5%).

Table 20 shows the results of verbatim responses summarized in broad categories

Table 20: Reasons walking more *33. Why are you walking more or less frequently compared with five years ago?*	
	Walking (n=209)
Lifestyle change	
Exercise/fitness/keep fit/lose weight	37%
Other health reasons	20%
Other life circumstances	
Change in location: Close to destinations, work, shopping, parks	23%
No access to vehicle	7%
Walk with dog	7%
More free time	5%
Walk with children	5%
Other	
Enjoyment	7%
Best mode of transportation: suitable, quick	4%
Save money	3%
Environmentally friendly	2%
Other	3%
Not sure	2%
Note: Respondents could provide more than one answer. Therefore, column will not sum to 100%.	

Respondents gave similar reasons for walking less, and most reasons appear to be connected with some change in life circumstances.

- Most commonly, a debilitating health-related problem (such as arthritis or a stroke – 23%), health in general, or simply old age (16%) prevents many of them from walking as much as they did five years ago.

- Some have moved away from the destinations that were convenient to walk to (17%), while others are simply busier now than they were before (17%).

- Others walk less because they gained access to alternatives (e.g., they can now drive – 16%), while others have lost something that motivated them (e.g., no one to walk with – 2% or no longer have a dog – 1%.

See Table 21 for these and other reasons.

Table 21: Reasons for walking less *33. Why are you walking more or less frequently compared with five years ago?*	
Reasons	**(n=162)**
Health	
Specific health reasons: (arthritis/knee surgery/stroke)	23%
Older	16%
Health reasons generally	5%
Other life circumstances	
Location (farther from destinations)	17%
No time	17%
Have a car/learned to drive	16%
Not so much need anymore	4%
Have to go alone/no one to go with	2%
No dog	1%
Other	
Out of habit/lazy/tired	7%
Inconvenience	4%
Does other exercise (bike, skateboard)	3%
Other reasons	3%
Don't know	2%
Note: Respondents could provide more than one answer. Therefore, column will not sum to 100%.	

3.2.2 Reasons for cycling more or less

The reasons for biking more are similar to those for walking more.

- Health-related reasons are common, with the desire to exercise, stay in shape, or lose weight (31%) the single most common.

- A change in life circumstances can also play an important role. While buying a bike is a common reason (16%) why they ride more, it is the result, not the cause, of the decision to ride. However, a change in location (15%) is a common reason to bike more if destinations are now within riding distance. Children are important influences (9%) in the decision of some.

- Other reasons include that they: simply enjoy biking recreationally (9%), or they find biking a

quick or easy (9%) or inexpensive (7%) method of transportation.

See Table 22.

Table 22: Why bicycling more *35. Why are you riding more or less frequently compared with five years ago?*	
	(n=101)
Health	
Exercise/lose weight	31%
Health reasons	14%
Other life circumstances	
Own bike now/no bike five years ago	16%
Location (closer to destinations)	15%
Closer to bike paths	2%
Children to bike with	9%
More time on hands	5%
Other	
Enjoyment/recreation	9%
Easy to park/quick	9%
Cheap/economical	7%
Other reasons	6%
Don't know/No response	1%
Note: Respondents could provide more than one answer. Therefore, column will not sum to 100%.	

The reasons for bicycling less are similar to those for walking less.

- Health is a common factor, some respondents cite specific health reasons (16%), while others speak of simply getting older (10%) and not being able to bicycle as much.

- Other life circumstances influence biking. Some report that they no longer have access to a bike (16%), although this appears to be more of an outcome of the decision rather than the motivator itself. Others say they are too busy now to bike (14%), often because they have small children (6%). Others say a location change has made biking destinations too far away (9%), or they now have alternative methods of transportation (usually a car) that they did not have access to before (8%).

- Others feel less comfortable biking now, saying that the streets are too dangerous to ride on (9%), that they prefer other active forms of transportation such as walking (9%), or that they lost interest in biking (6%) or became more lazy (5%).

See Table 23.

Table 23: Why bicycling less
35. Why are you riding more or less frequently compared with five years ago?

	(n=212)
Health	
Specific health reasons: arthritis, too sick	16%
Older	10%
Health reasons (unspecified)	1%
Life circumstance	
No bike/broken/stolen/given away	16%
Too busy	14%
Location (longer distances)	9%
Have a car/use a car now	8%
Have small children	6%
No one to go with	1%
Other	
Streets are dangerous/too much traffic	9%
Walking more instead/prefer walking	9%
Other interests/lost interest	6%
Lazy/tired	5%
Other reasons	4%
Don't know/No response	3%

Note: Respondents could provide more than one answer. Therefore, column will not sum to 100%.

4.0 Encourage active transportation

In this section, we review what would encourage Winnipeggers to use active modes of transportation more often, their awareness of changes made by the City of Winnipeg to encourage biking, and their self-assessed increase in the use of active transportation if certain facilities were improved.

4.1 Encourage use of active methods of transportation

We asked Winnipeggers what might encourage them to use active methods of transportation more often to go to work, school, shopping or for errands during the day.

- About 6 respondents in 10 could name something that might encourage them to use active transportation more often. Some 32% explicitly state that nothing will make them use active methods more often.

Among those who could name something that might encourage them to use active methods of transportation:

- Improvement to facilities is the most commonly mentioned change that would encourage more use of active modes of transportation. This includes different suggestions for dedicating space to biking, including more or better bike paths (16%), designated lanes on roads for bikes (7%), and more bike routes (6%).

- Similarly, many say that their safety concerns will have to be addressed before they will cycle (14%), and that Winnipeg drivers will have to improve (3%).

- For some, their own health (15%) is the barrier, and they will have to feel better (3%) before they will consider active transportation.

- Changes to their life circumstances will also encourage their use of active transportation methods, in particular, having more time (10%), living closer to key destinations (8%), or their children growing up (3%).

Table 24 presents the verbatim reasons provided by respondents grouped into broad themes.

Table 24: Encourage active transportation methods
36. What might encourage you to cycle, walk, or use some other physical method of transportation more often to go to work, school, university, shopping, or for travel/errands during work or school?

	Might become more active (n=375)	All Respondents (n=602)
Facilities		
More/better bicycle paths/trails	16%	10%
Widen curb lanes/create lanes beside roads	7%	4%
More/better bike routes	6%	4%
More multi-use paths	3%	2%
More/better lock-up areas for bikes	3%	2%
Better travel system/rapid transit	1%	1%
More park and ride/bus racks	1%	1%
Safety		
Safety concerns	14%	9%
Better drivers	3%	2%
Health		
Health reasons	15%	10%
Felt better	3%	2%
Other life circumstances		
More time/someone to go with	10%	6%
Close to work/destination	8%	5%
Necessity/if no choice	3%	2%
Kids grow up	3%	2%
Other		
Better weather	12%	7%
Cost saving	6%	4%
A bike	4%	2%
Already do it enough	3%	2%
Environmental	1%	1%
Other	5%	3%
Nothing	-	32%
Don't know	-	6%

4.2 Health benefits

Most Winnipeggers feel that they are knowledgeable about the community and individual health benefits arising from using active modes of transportation as part of their regular routine.

- About 6 Winnipeggers in 10 rate themselves as knowledgeable about these health benefits, including 19% who consider themselves to be very knowledgeable.
- Another 1 in 5 says that he or she is somewhat knowledgeable.
- Just over 1 in 10 consider themselves to be not knowledgeable.
- The average rating is 7.2 out of 10, where 10 means very knowledgeable, which means that the typical Winnipegger feels somewhat knowledgeable about the health benefits of active transportation.

See Table 25. Winnipeggers' self-assessed knowledge appears to be the same regardless of whether or not they currently use modes of active transportation to commute to work or school. Further, knowledge does not appear to be connected to age or gender, although those with higher levels of education appear to rate themselves as knowledgeable.

Table 25: Knowledge of health benefits of active transportation
Q37. There are many individual and community health benefits to incorporating active transportation as part of your regular routine. Using a scale of 1 to 10 where 1 means not at all knowledgeable and 10 means very knowledgeable, how knowledgeable would you say you are about these health benefits?

	(n=602)
Knowledgeable (8 to 10)	57%
Somewhat knowledgeable (6 or 7)	18%
Neither	9%
Not knowledgeable	13%
Don't know	4%
Total	101%
Average of out 10	7.2

Note: Total may not sum to 100% due to rounding.

4.2.1 Health benefits and increases in active transportation

Although most Winnipeggers feel that they are already quite knowledgeable about the health benefits of active modes of transportation, many would be more likely to adopt these modes of transportation if they knew it would make them be and feel healthier.

- About 4 Winnipeggers in 10 report that they would be much more likely to adopt active modes of transportation if they knew it would make them be and feel healthier. This includes 19% who would be much more likely.
- Almost 1 in 7 would be somewhat more likely if they knew these health benefits would be realized.
- For about 1 in 4, knowing the health benefits would not make them more likely to adopt these modes of transportation.
- The average rating is 6.3 out of 10, where 10 means very much more likely, suggesting that the typical Winnipegger would be somewhat more likely to adopt active methods if they knew it would make them be and feel healthier.

See Table 26.

Table 26: Health benefits and increased active transportation
Q37A. Using a scale of 1 to 10 where 1 means not at all and 10 means very much, how much more likely would you be to adopt active modes of transportation if you knew it would make you be and feel healthier?

	(n=602)
Much more likely (8 to 10)	41%
Somewhat more likely (6 or 7)	15%
Neither (5)	14%
No more likely (1 to 4)	23%
Don't know	7%
Total	100%
Average of out 10	6.3

Note: Total may not sum to 100% due to rounding.

Greater knowledge of the health benefits appears to have a similar impact on all types of Winnipeggers,

regardless of age, gender, or education. Current methods of transportation do not produce a statistically significant difference, although it appears that those who currently use active methods to commute are more likely to adopt active modes of transportation (60% rate themselves as much more likely) and those who drive to work or school appear to less likely (32% rate themselves as much more likely).

4.3 Awareness of facilities

We asked participants to name, top-of-mind, any changes they are aware of that the City of Winnipeg has made to encourage the use of bicycles. About half of our respondents could name some change.

- The most common change respondents are aware of is that there are more bike paths, trails, or routes than there were 10 years ago. Almost 3 Winnipeggers in 10 say such changes have occurred in the last 10 years.

- Almost 1 Winnipegger in 7 is aware of bus routes for cyclists including bike racks on buses (15%).

- About 1 in 10 is aware of bike lanes on roadways, wider lanes on some streets for bikes, or bike lanes on bridges.

- Over 1 in 20 is aware of the diamond lanes or bus-bike lanes on some streets.

About 4 Winnipeggers in 10 explicitly state that as far as they know, there have been no changes in the last 10 years to encourage the use of bicycles. See Table 27.

Table 27: Aware of changes made to encourage use of bicycles *38. Over the past 10 years, what changes, if any, are you aware of that the City of Winnipeg has made to encourage the use of bicycles?*	
Changes	**(n=602)**
More bike paths/bike trails/routes	29%
Bike racks on buses/bus routes for cyclists	15%
Bike lanes on roads/wider lanes/lanes on bridges	11%
Diamond lanes/bike-bus lanes	6%
Promotion/advertising/education	4%
Street closures	2%
Safety issues	2%
Law enforcement	1%
Other things	1%
Need to do more	2%
None	41%
Don't know/No response	12%

4.3.1 Aware of specifics

We asked respondents if they were aware of six changes the City has made. The City of Winnipeg has:

- *Established diamond lanes on some of the major roadways for transit buses and cyclists, such as Main and Osborne Streets through downtown.* This is the most well-known change, with 77% of respondents claiming to be aware of it. Overall, 6% have personally used these lanes to bike during a non-winter month.

- *Equipped buses with bike racks attached to the front of them for cyclists*. About half of respondents are aware that such bike racks on buses exist, but only 1% report using them during non-winter months.

- *Established bicycle routes through the city designated with green and white signs.* Half are aware of these bike routes, and overall, 15% report using them during non-winter months.

- *Been developing a designated bicycle/pedestrian parkway system that connects all parts of the city utilizing trails and residential streets that run along the*

Red and Assiniboine Rivers. About half are aware of the parkway system, and 14% report having used it.

- *Established bike lanes on Norwood Bridge.* One-third of Winnipeggers claim to be aware of these lanes, and 6% have used them.

- *Widened curb lanes on some of the major streets, such as Sherbrook north of the Assiniboine River and St. Anne's Road, to accommodate bicycles*. About one-third are aware that lanes have been widened to accommodate cyclists. Overall, about 7% have used these lanes.

See Table 28.

Table 28: Aware of specific improvements
39-41. Are you aware that the City of Winnipeg has:
44-47. How many times in a typical non-winter month do you personally ride your bike on …
25. Are you aware that some buses have bike racks attached to the front of them for cyclists?
26. In the last year, have you used these bike racks?

Change	(n=602)	
	Aware	Used
Diamond lanes	77%	6%
Bike racks attached to front of buses	51%	1%
Designated bike routes	50%	15%
Parkway system	47%	14%
Bike lanes on Norwood Bridge	35%	6%
Widened curb lanes	32%	7%

Table 29 shows use of these facilities by a proportion of each of three groups: respondents who both are aware of the improvement and have access to a bike, all respondents who have access to a bike, and respondents overall.

- Almost half of those respondents who are aware of the parkway system and have access to a bike, report using the parkway system at least once during non-winter months. This represents one-fifth of bike owners, and again, about 14% of all Winnipeggers.

- Over 4 in 10 of those aware and with access to a bike have used designated bike routes. This represents about one-fifth of Winnipeggers with access to a bike.

- Almost 4 in 10 of those aware and with access to a bike have used the widened curb lanes, representing about 10% of those with access to a bike.

Table 29: Use of improvement by respondent types			
Improvement	Use at least once		
	Aware and with bike	With bikes (n=410)	Overall (n=602)
Parkway system	47%	20%	14%
Designated bike routes	44%	22%	15%
Widened curb lanes	37%	10%	7%
Bike lanes on Norwood Bridge/diamond lanes	22%	10%	6%
Bike racks attached to buses	3%	2%	1%

Table 30 shows respondents' estimated use of these facilities in a typical non-winter month. Among those who have access to a bike and are aware of:

- Widened curb lanes, the typical number of uses in a non-winter month is four times. This dropped to an average of about once a month for all residents with a bike, and to less than once a month for all Winnipeggers.

- Designated bicycle routes, they typically use them four times a season.

- The parkway system, which is typically used three times per month.

- Bike lanes on the Norwood Bridge or the diamond lanes, they typically use them less than once a season.

Table 30: Average number of times per month by respondent type			
Improvement	Average use		
	Aware and with bike	With bikes (n=410)	Overall (n=602)
Widened curb lanes	4.2	1.1	0.7
Designated bike routes	4.0	2.0	1.3
Parkway system	3.3	1.4	1.0
Bike lanes on Norwood Bridge/diamond lanes	0.9	0.8	0.5

4.4 Use of street closures

We asked Winnipeggers about their use of streets closed to motor vehicles on Sundays and holidays, giving pedestrians, cyclists and in-line skaters free access to the use of these streets.

- About one-quarter of all Winnipeggers report having used these streets at least once in a typical non-winter month. On average, Winnipeggers make use of these street closures once a month.

- Winnipeggers with access to bikes are more likely to report using these streets, with almost one-third using these streets to ride (walk, skate or run) in a typical month between May and October.[5] In fact, a typical bike owner will have used these streets 1.3 times a month.

See Table 31.

Table 31: Use of closed streets
49. As you may know, from May to October Wellington Crescent, Scotia Street, Wolseley Avenue, and Lindale Drive are closed to motor vehicles, other than local traffic, on Sundays and holidays, allowing pedestrians, cyclists, and in-line skaters to travel on these streets. In a typical month, how often have you ridden a bike, walked, run, or in-line skated on these streets on the days when they're closed to motor vehicle traffic?

	Overall (n=602)	Access to bike (n=410)
Never	74%	68%
1	5%	6%
2	5%	7%
3	3%	4%
4	6%	8%
5	2%	3%
6 to 10 times	2%	2%
Over 10 times	2%	2%
Average	1.1 times	1.3 times

[5] This appears to be an increase since 1992 when 21% of cyclists reported using such streets in the previous month. However, comparisons are difficult due to the focus on a typical month and the fact that the 2004 question expanded the range of activities on these streets.

4.5 Impact of improved facilities

We asked respondents to rate how much more often they would be to cycle, in-line skate, walk, or use other methods of active transportation for either recreation or commuting purposes if certain improvements were made. We asked them to use a scale of 1 to 10, where 1 meant they would use active modes of transportation no more often than they do now, and 10 meant they would use active transportation methods much more often. Thus, any rating other than a 1 would suggest that they would use active transportation even a little more often.

On average, all of these improvements would make Winnipeggers use active modes of transportation more often, if only somewhat more often in some cases. Figure 6 shows the rank order (based on means score) of these improvements from the one with the greatest impact to the one with the least. The order is:

- *creating pathways connecting parks through the city*
- *developing more riverbank pathways*
- *setting up new multi-use paths along major arterial streets, such as Pembina Highway, that would accommodate cyclists, pedestrians, and in-line skaters*
- *adding on-road bike lanes that are striped and signed*
- *adding more designated signed bike routes throughout the city on residential and side streets*
- *setting up park and ride depots throughout the city (where cyclists can lock their bikes such as at a shopping mall, and then take the bus to their destination*)
- *including more street closures similar to Wellington Crescent on Sunday and holidays.*

Figure 6 is on the next page.

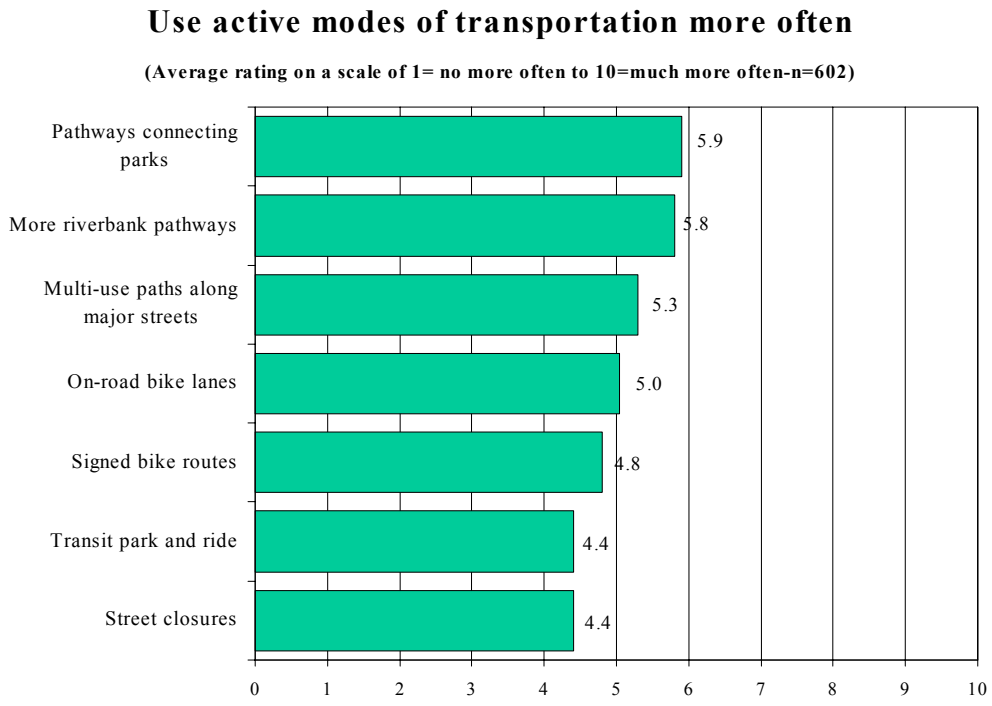

Figure 6

If we assume that those who rated an improvement a 6 or higher out of 10 would use it significantly more often, all these improvements would appear to greatly increase use of active modes of transportation.

- Half or more would use active methods of transportation more often if these improvements were made: pathway connecting parks throughout the city; more riverbank pathways; or multi-use paths along arterial streets.

- About 4 Winnipeggers in 10 would use active methods of transportation more often if these improvements were made: on-road bike lanes that are striped and signed; or more designated signed bike routes.

- About 1 Winnipegger in 3 would use active methods more often if: there were park and ride depots, or more streets were closed on Sundays and holidays.

- Those who currently have access to a bike would be more likely to be more active if any of these improvements were made.

Some 6 Winnipeggers in 10 rate themselves as cycling, in-line skating, walking, or using other methods of active transportation **much more often** (a rating of 8 or higher) to at least one of these improvements. Many claim that several of these improvements would result in their using active methods much more often.

Table 32: Impact of improved facilities
50-56 I'm going to read some possible improvements. As I read each, please indicate how much more often you think you would cycle, in-line skate, walk, or use other methods of active transportation for either recreation or commuting purposes if the improvement was made. Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.

Improvements	More often (6-10)	
	Average (n=610)	Bike access (n=410)
Creating pathways connecting parks throughout the city	55%	64%
Developing more riverbank pathways	55%	62%
Multi-use path along major arterial streets	47%	55%
Adding on-road bike lanes that are striped and signed	43%	52%
Designated signed bike routes throughout the city	40%	48%
Park and ride depots throughout the city	36%	40%
More street closures on Sunday and holidays	33%	38%

The impact of these improvements varies depending on whether respondents use active methods of transportation irregularly, regularly, or to commute to work or school.

Table 33 shows the percentage of respondents who would use active transportation methods much more often (a rating of 8 to 10) as a result of any of these improvements.

Generally, regardless of the improvement, those who use active transportation to commute to work or school (even occasionally in the non-winter months) are the most likely to report that they would use active transportation much more often. Commuters are followed by regular users of active transportation (that is, those who walk, bike, or use some other form of active transportation several times a week but not for commuting) in terms of using active methods much more often.

Among those who use active transportation methods to commute:

- The improvement that would increase their use of active methods the most is a multi-use pathway. Some 58% of those currently commute to work or school by biking, walking, or some other method of active transportation would do so much more often if multi-use pathways along major streets were in place.

- About half would use active transportation much more often with improvements such as creating a pathway connecting parks (53%), on-street bike lanes (52%), and more riverbank pathways (51%).

- The improvement with the least impact would be more street closures on Sundays and holidays (23%).

Among Winnipeggers who regularly use active transportation (but do not use it to commute to work or school):

- The improvements encouraging the most to use active transportation much more often are pathways connecting parks throughout the city (46%) and more riverbank pathways (43%). This appears to reflect their interest in active transportation as a recreational activity rather than a method of commuting.

- While interest is highest in recreational use, many are interested in improvements that might be seen as adding commuters. In particular, many regular users would use active transportation much more often if multi-use pathways (37%) or on-road bike lanes (31%) were developed.

- The improvement with the least impact on their use would be additional street closures on Sundays and holidays and transit park and ride (both 24%).

Irregular users of active transportation are the least likely to report being more likely to increase their use active transportation given these improvements. That being said, among irregular active transportation users:

- The improvements with the biggest impact are those that might be regarded as primarily recreational: pathways connecting parks (30%) and riverbank pathways (28%).
- Many would use active transportation much more often if these improvements were made: multi-use pathways (23%), on-road bike lanes (21%), or designated signed bike routes (18%).
- As with the other groups, the improvement with the least impact would be more street closures on Sundays and holidays (15%).

The idea of park and ride depots is most attractive to Winnipeggers who currently take transit to work or school. Some 45% say that they would cycle much more often if they could ride their bike to a depot and then catch a bus.

Table 33: Impact of improved facilities by type
50-56. I'm going to read some possible improvements. As I read each, please indicate how much more often you think you would cycle, in-line skate, walk, or use other methods of active transportation for either recreation or commuting purposes if the improvement was made. Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.

	Much more often (8-10)		
	Type of user		
	Irregular (n=306)	Regular (n=190)	Commuter (n=105)
Developing more riverbank pathways*	30%	43%	51%
Creating pathways connecting parks throughout the city*	28%	46%	53%
Multi-use path along major arterial streets*	23%	37%	58%
Adding on-road bike lanes that are striped and signed*	21%	31%	52%
Park and ride depots throughout the city*	20%	24%	35%
Designated signed bike routes throughout the city*	18%	27%	43%
More street closures on Sunday and holidays*	15%	24%	23%
*Statistically significant difference			

5.0 Satisfaction with facilities in Winnipeg

In this section, we review: Winnipeggers' satisfaction with current active transportation facilities in the city; their perceptions of facilities in Winnipeg compared to other major Canadian cities; how such facilities make them feel about the city in which they live; the importance of such facilities; and what type of budgetary priorities should be given to active transportation improvements.

5.1 Satisfaction

We asked respondents to rate their satisfaction with the active transportation facilities in Winnipeg.[6]

- On average, Winnipeggers rate their satisfaction with active transportation facilities in the city 5.7 out of 10, where 10 means very satisfied.
- About half of Winnipeggers are at least somewhat satisfied with the active transportation facilities in Winnipeg, although only 20% are highly satisfied.
- Conversely, about one-quarter is dissatisfied with these facilities, including 8% who are highly dissatisfied.
- Of the remaining, one-quarter are neither satisfied nor dissatisfied (a rating of 5 out of 10), suggesting that they either are indifferent to such facilities or do not know enough to comment one way or the other.

Those respondents who have access to a bike are significantly less likely to be satisfied with Winnipeg's active transportation facilities.

See Figure 7.

[6] Question *59. Using a scale of 1 to 10, where 1 means very dissatisfied and 10 means very satisfied, overall, how would you rate your satisfaction with the active transportation facilities in Winnipeg?*

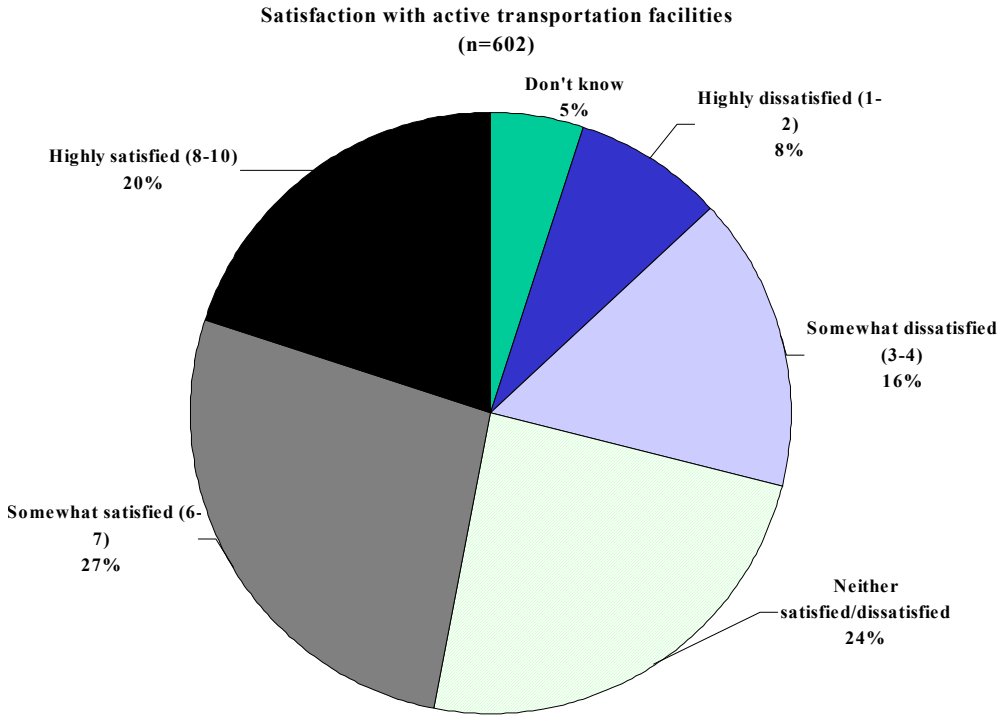

Figure 7

The more Winnipeggers currently use active modes of transportation, the less satisfied they are with active transportation facilities in Winnipeg.

As shown in Table 34, regardless of their current use of active transportation methods, a majority is not satisfied with the current active transportation facilities in Winnipeg. The least satisfied are those who use active transportation methods to commute to work or school. Only 12% are very satisfied with existing facilities, and 35% are dissatisfied.

Table 34: Satisfaction with active transportation facilities by use of active transportation			
Satisfaction rating	Type of active transportation user		
	Irregular (n=306)	Regular (n=190)	Commuter (n=105)
Very satisfied	22%	23%	12%
Somewhat satisfied	25%	26%	33%
Neutral	28%	21%	19%
Dissatisfied	18%	28%	35%
Don't know	8%	3%	-
Total	101%	101%	99%
Note: Totals may not sum to 100% due to rounding.			

5.2 Winnipeg compared to other cities

We asked respondents to tell us, based on what they had seen or heard, how the bicycle facilities in Winnipeg compare to those in other major cities in Canada.[7] Many (33%) say they do not know enough about facilities in other centres to make a judgment.

- Few think that Winnipeg's facilities are either somewhat or much better (13%). Even among those who have an opinion, only 19% feel that Winnipeg's facilities are better.
- Many think they are about the same (25%).
- Many others think that they are worse (30%). Among those who have an opinion, some 45% believe Winnipeg's bicycle facilities are worse than those in other major cities in Canada.

Figure 8 shows the results for respondents overall and among those who have an opinion.

[7] Question *58. Based on what you have seen or heard, how do the bicycle facilities in Winnipeg compare to those in other major cities in Canada? Would you say the facilities are much better, somewhat better, about the same, somewhat worse, or much worse than in other cities?*

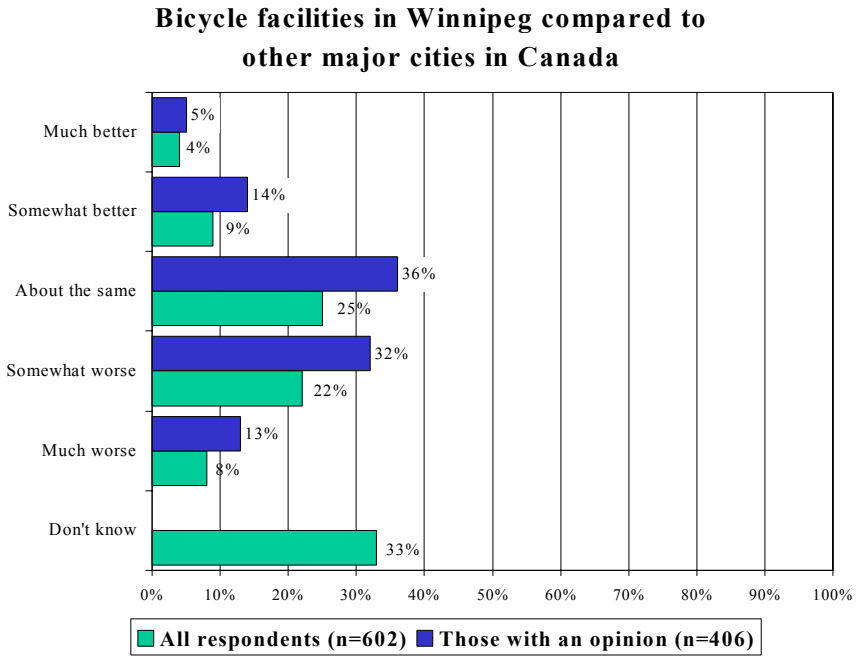

Figure 8

5.3 How facilities make people feel about Winnipeg

We also asked Winnipeggers how active transportation facilities such as the parkway system make them feel about the city.

- About 8 Winnipeggers in 10 say that such facilities make them more (58%) or much more (21%) positive about the city.

See Figure 9.

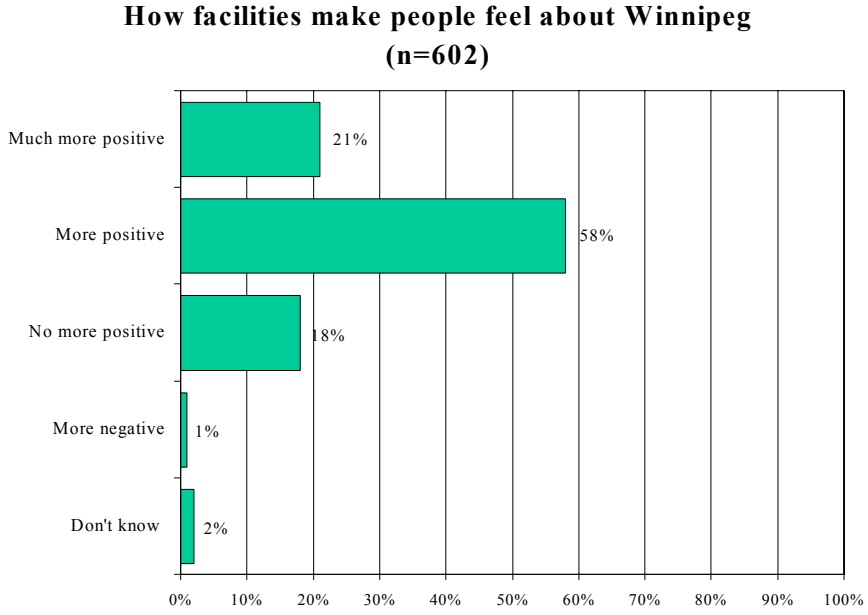

Figure 9

5.4 Importance of transportation facilities

We also asked Winnipeggers how important it is for the City to upgrade and increase its transportation facilities, such as bike paths or trails in parks, bike lanes on existing roadways, and diamond lanes for buses.[8]

- On average, most think it is important (an average rating of 7.4 out of 10 where 10 means extremely important).
- About 3 Winnipeggers in 4 think it is at least somewhat important, including 56% who rate it as very important.

[8] Question *60. In general, how important is it for the City of Winnipeg to upgrade and increase its transportation facilities such as bike paths or trails in parks, bike lanes on existing roadways, and diamond lanes for buses? Please use a scale of 1 to 10, where 1 means it is not at all important and 10 means it is extremely important.*

- About 1 Winnipegger in 10 thinks it is not very important, including 6% who say it is not important.

See Figure 10.

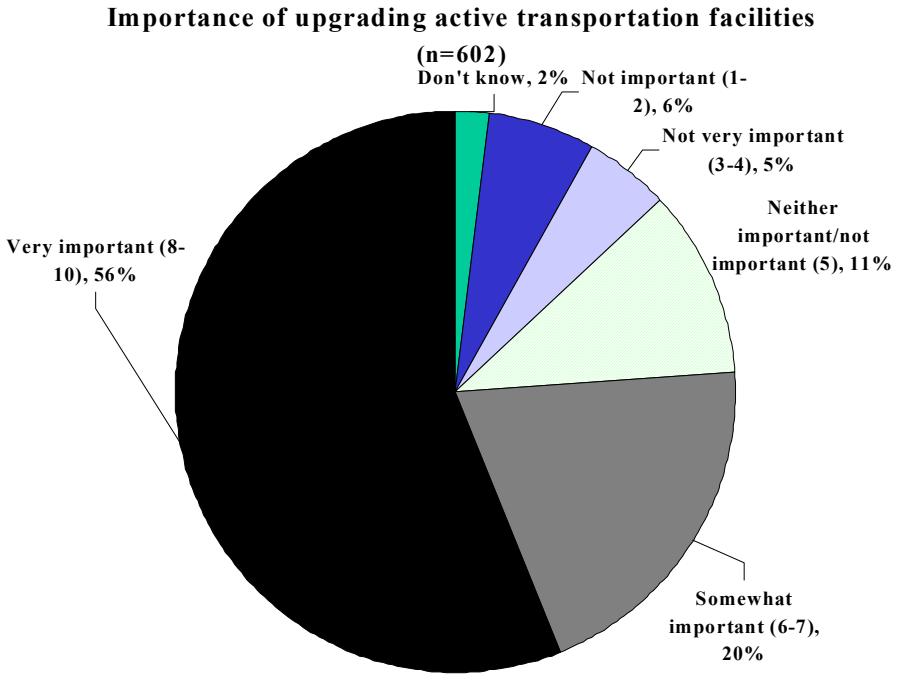

Figure 10

Those who currently use active modes of transportation, especially to commute, are more likely to believe it is very important for the City of Winnipeg to upgrade and increase its transportation facilities, such as bike paths or trails in parks, bike lanes on existing roadways, and diamond lanes for buses?

- About 7 respondents in 10 who commute to work or school at least occasionally rate such improvements as very important.

- About 6 respondents in 10 who regularly use modes of active transportation (but do not

commute to work or school) also rate such improvements as very important.

- Just less than half of those who use active transportation irregularly believe such improvements are very important. It should be noted that even among this group, a majority thinks such upgrading and increases are at least somewhat important and few think them not important.

See Table 35.

Table 35: Importance of improving facilities by use of active transportation

Importance rating	Type of active transportation user		
	Irregular (n=306)	Regular (n=190)	Commuter (n=105)
Very important	46%	62%	71%
Somewhat important	24%	17%	14%
Neutral	14%	8%	7%
Not important	13%	11%	7%
Don't know	2%	2%	1%
Total	99%	100%	100%

Note: Totals may not sum to 100% due to rounding.

5.5 Budgetary priority

We explained to respondents that the City's budget for transportation infrastructure and initiatives is spent on a variety of areas including building and maintaining major and residential roads, bridges, and sidewalks. We asked Winnipeggers what priority should be given in the budget for active transportation facilities and programs.[9]

- On average, Winnipeggers rate active transportation facilities and programs as a priority in the transportation budget, but not a high priority. The average rating is 6.7 out of 10 where 10 means it should be the highest priority.

[9] Question *61. The City's budget for transportation infrastructure and initiatives is spent in a variety of areas including building and maintaining major and residential roads, bridges and sidewalks. Using a scale of 1 to 10, where 1 means it should be given the lowest priority and 10 means it should be give the highest priority, what priority should be given in the budget for active transportation facilities and programs?*

- Almost 7 Winnipeggers in 10 rate such facilities and programs as a priority, including 38% who rate them as a high priority.
- About 1 Winnipegger in 6 rates active transportation facilities and programs as a lower priority, including 6% who see it as nearly the lowest priority.

See Figure 11.

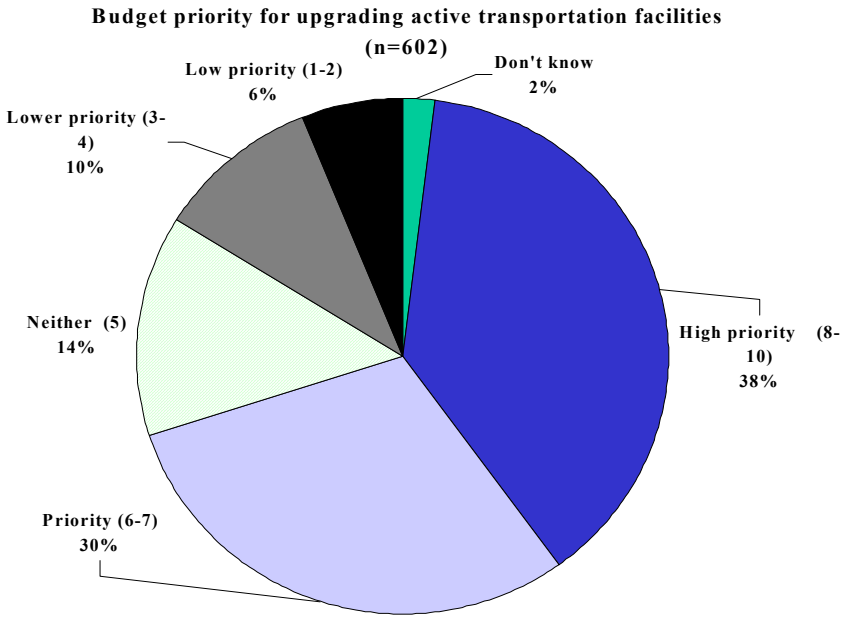

Figure 11

5.6 Methods of commuting and attitudes toward active transportation

Depending on their current active transportation use (i.e., irregular, regular, or commuter), respondents have different attitudes toward active transportation issues.

- Regardless of the type of user, about 80% say that facilities such as the parkway system make them feel more positive about Winnipeg.
- A majority of regular (62%) and commuter (71%) users believe it is very important for the City of Winnipeg to upgrade and increase its transportation facilities such as bike paths or trails in parks, bike

lanes on existing roadways, and diamond lanes for buses. Even among irregular active transportation users, nearly half (46%) say this is very important.

- The importance is reflected in the fact that respondents often see active transportation facilities and programs as a high budget priority. Regardless of current active transportation use, many think that such facilities should be given a high priority within the City's transportation budget. While 34% of irregular users say that such facilities and programs should be given a high priority, over 40% of regular or commuter users say the same.

- Regardless of whether they are irregular, regular, or commuter users, most are not "very satisfied" with the active transportation facilities in Winnipeg. This suggests that whether or not the public actively uses them, most people do not think the facilities are particularly good. The least satisfied are commuters. Only 12% are very satisfied, and 35% are dissatisfied with the current facilities in Winnipeg.

- As we saw above, few respondents think that Winnipeg's active transportation facilities are better than other Canadian cities, and many think that they are worse. Indeed, this is true regardless of respondents' transportation behaviour. That being said, those who are currently using methods of active transportation to commute are the least likely to think that Winnipeg's facilities are better (8%) and the most likely to report that they are worse than other cities (44%).

Table 36 shows these results.

Table 36: Current behaviour and attitudes toward facilities			
	Type of active transportation user		
	Irregular (n=306)	Regular (n=190)	Commuter (n=105)
More positive about the city	77%	78%	83%
Very important*	46%	62%	71%
High priority	34%	42%	41%
Very satisfied*	22%	23%	12%
Some/Much better than other cities*	14%	13%	8%
* Statistically significant difference.			

6.0 Summary and conclusion

Private vehicles remain the dominant form of transportation, especially when respondents are commuting to work or school. Among Winnipeggers who work, most report commuting in private vehicles (72%), and most often, they drive alone (66%). While one-quarter of Winnipeggers claim to walk or bike to work at least occasionally during non-winter months, only about 13% do so regularly.

That said, Winnipeggers appear to use active modes of transportation regularly to shop at stores within two kilometers of their homes. Almost two-thirds of Winnipeggers claim to use active modes of transportation at least once a week in such shopping excursions. Further, almost all report walking, biking, or using other forms of active transportation (usually for recreational purposes) in a typical non-winter week.

Most would like to be more active, but identify several barriers to increasing their use of active modes of transportation, especially when commuting. While the main barriers to greater use of active modes of transportation are often circumstantial (e.g., poor health or location too distant from destinations), the motivators to increase their activity are often the same (e.g., a desire to get fit, exercise to stay healthy, or destinations are within achievable distance when walking or riding). Many participants (32%) tell us that nothing will encourage them to use active modes of transportation, but among

those who specify a change, the most common that would lead to greater use of active methods is improved facilities, especially facilities that address safety concerns.

This focus on facilities is reflected in the fact that Winnipeggers are not particularly satisfied with the current active transportation facilities in the city (they give an average rating of 5.7 out of 10 where 10 is very satisfied). Winnipeggers are also more than twice as likely to think that the city's bicycle facilities are worse (30%) not better (13%) than those of other major Canadian cities.

The relatively low satisfaction score coupled with perceptions that Winnipeg is not keeping up with other major cities in developing active transportation facilities, makes many Winnipeggers feel less positive about their city. Indeed, almost 8 out of 10 say that good active transportation facilities would make them feel more positive about their city.

Given these feelings, it is not surprising that most respondents rate upgrading active transportation facilities as important (82%), and that most would give such facilities and programs priority in the City's transportation budget.

APPENDIX F-1
Questionnaire

INTRO

ACTIVE TRANSPORTATION SURVEY

Hello, is this $N ? CALLBACK INFO: NAME: <NAME > GENERAL INFORMATION: <INFO1 > <INFO2 >

(ANYTHING IN UPPER CASE IS NOT TO BE READ TO RESPONDENT)

YES, Continue with survey	1	D	
Terminate Call	2		=> /INT01

INTR1

ACTIVE TRANSPORTATION SURVEY

Hello, this is _____. I'm calling from Prairie Research Associates, an independent research company. We are calling on behalf of the City of Winnipeg to get citizens opinions and experiences with transportation methods in the city and especially active transportation, such as walking and cycling.

Continue to next screen	1	D	

INTR2

ACTIVE TRANSPORTATION SURVEY

Would you have some time now to answer some questions? First I need to speak with someone who is 18 years of age or older in the household. Would that be you?

YES, Continue with survey	1	D	=> /SCREE
NO - Not 18 years of age or older	0		=> /REQ
Terminate Call/Callback	7		=> /INT01

REQ

REQUEST TO SPEAK WITH SOMEONE WHO IS 18 YEARS OF AGE OR OLDER

May I please speak to someone who is - 18 years of age or older?

Yes	1	=> /INTR1
No/Not Available/Callback/Termination	0	=> /INT01

SCREE

SCREENER FOR REMOVING MEDIA & MARKET RESEARCH ELEMENTS

Before we begin, I would like to ask whether or not you belong to certain occupational groups. Do you work for a market research company or the news media (radio, television, newspaper)?

No	0	D	=> /Q1
Yes, work for market research company	1		=> /TERM
Yes, news media	2		=> /TERM
No Response	9		=> /TERM

Q1

CURRENT ACTIVE TRANSPORTATION

Q1. First I'd like to review with you your use of different methods of transportation. Do you own or have access to: A motorized vehicle? (PROMPT: Cars, vans, motorcycles)

Yes 1
No 0
No Response 9

Q2

Q2. Do you own or have access to: A bicycle?

Yes 1
No 0
No Response 9

Q3

Q3. Do you own or have access to: Other gear such as in-line skates or a skateboard?

Yes 1
No 0
No Response 9

Q4

Q4. Do you have a valid driver's licence?

Yes 1
No 0
No Response 9

Q5

Q5. Do you incorporate cycling, walking, in-line skating and other modes of active transportation in your regular routine? (PROMPT: By active modes of transportation we mean any non-motorized activity for going place to place.)

Yes 1
No 0
Don't Know 8
No Response 9

Q6

=> +1 if 1==1

Q6. Thinking of non-winter months, do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)? Driving, including riding as a passenger in a car, truck, bus, or taxi

Yes 1
No 0
Don't Know 8
No Response 9

Q8

Q8. Thinking of non-winter months, do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)? Walking

Yes 1
No 0
Don't Know 8
No Response 9

Q9

Q9. Thinking of non-winter months, do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)? Bicycling

Yes 1
No 0
Don't Know 8
No Response 9

Q10

Q10. Thinking of non-winter months, do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)? Other forms of active transportation such as in-line skating or skateboarding

Yes 1
No 0
Don't Know 8
No Response 9

Q11

WORK

Q11. Do you work outside of your home in Winnipeg?

Yes 1
No ..... 0 => Q15
No Response 9

Q12

Q12. How many times a week do you commute to work?
$R 1 14
Less than once per week.....00
Don't Know.....88
No Response.....99

Q13

Q13. Approximately how far do you travel to get to work? (PROMPT: We looking for your best guess, for example is it less than 2 kilometre, 2 to 4 kilometres, etc.) ENTER VALUE
$R 1 50
Less than one 00
Don't Know.....88
No Response.....99

Q13A

=> +1 if Q13=88,99

Q13A. Approximately how far do you travel to get to work? (PROMPT: We looking for your best guess, for example is it less than 2 kilometre, 2 to 4 kilometres, etc.) ENTER WHETHER MILES OF KMS
Miles 1
Kilometers.....2

Q14

Q14. When commuting to and from work, what methods of transportation do you use? (CHECK ALL MENTIONS - PROMPT: Are there any others?)

Drive alone	01	
Drive with others (Car pool)	02	
Winnipeg Transit	03	
Bicycle	04	
Walk	05	
Other (specify)	66	O
Don't Know	88	X
No Response	99	X

Q14A

=> +1 if	Q14:2=WR

(IF MORE THAN ONE IN Q14)

Q14A. Which method do you use most often?

Elimination => 6 (NOT Q14)

Drive alone	01	
Drive with others (Car pool)	02	
Winnipeg Transit	03	
Bicycle	04	
Walk	05	
Other (specify)	66	O
Don't Know	88	X
No Response	99	X

Q15

Q15. During regular weekdays, what methods of transportation do you use when taking short trips to run errands or for work purposes? (CHECK ALL MENTIONS - PROMPT: Are there any others?)

Drive alone	01	
Drive with others (Car pool)	02	
Winnipeg Transit	03	
Bicycle	04	
Walk	05	
Other (specify)	66	O
Don't run errand during weekday	77	X
Don't Know	88	X
No Response	99	X

Q15A

=> +1 if	Q15:2=WR

(IF MORE THAN ONE IN Q15)

Q15A. Which method do you use most often?

Elimination => 6 (NOT Q15)

Drive alone	01	
Drive with others (Car pool)	02	
Winnipeg Transit	03	
Bicycle	04	
Walk	05	
Other (specify)	66	O
Don't run errand during weekday	77	X
Don't Know	88	
No Response	99	X

Q16

SCHOOL

Q16. Do you attend school, college, or university full or part time?

Yes	1	
No	0	=> Q20
No Response	9	=> Q20

Q17

Q17. How many times a week do you commute to school?

$R 1 14

Less than once a week	00
Don't Know	88
No Response	99

Q18

Q18. Approximately how far do you travel to get to school? -ENTER VALUE HERE-

$R 1 300

Less than one	000
Don't Know	888
No Response	999

Q18A

=> +1 if Q18=888,999

Q18A. Approximately how far do you travel to get to school? -ENTER WHETHER MILES OF KMS-

Miles	1
Kilometers	2

Q19

Q19. When commuting to and from school, what methods of transportation do you use? (RECORD ALL MENTIONS) (PROMPT: Any others?)

Drive alone	01	
Drive with others (Car pool)	02	
Winnipeg Transit	03	
Bicycle	04	
Walk	05	
Other (specify)	66	O
Don't Know	88	X
No Response	99	X

Q19A

=> +1 if	Q19:2=WR

(IF MORE THAN ONE IN Q19)

Q19A. Which method do you use most often?

Elimination => 6	(NOT Q19)

Drive alone	01		
Drive with others (Car pool)	02		
Winnipeg Transit	03		
Bicycle	04		
Walk	05		
Other (specify)	66	O	
Don't Know	88	X	
No Response	99	X	

Q20

Q20. Do you have school age children living in your household?

Yes	1	
No	0	=> Q22
No Response	9	=> Q22

Q21

Q21. What methods of transportation do your children use to get to school? (RECORD ALL MENTIONS) (PROMPT: Any others?)

Parents drive / student drives alone	01	
Car pool with kids living in other homes	02	
School bus	06	
Winnipeg Transit	03	
Bicycle	04	
Walk	05	
Other (specify)	66	O
Don't Know	88	X
No Response	99	X

Q22

SHOPPING

Q22. Are there stores within about two kilometres of your home where you regularly shop?

Yes	1	
No	0	=> Q25
Don't Know	8	=> Q25
No Response	9	=> Q25

Q23

Q23. In non-winter months, how many times in a typical week do you go to these stores using active transportation? (PROMPT: That is, walk, cycle, skate, etc. to)

$R 1 25

Never / Less than once per week.....00
Don't Know.....88
No Response.....99

Q25

TRANSIT

Q25. Are you aware that some buses have bike racks attached to the front of them for cyclists?

Yes 1
No.....0 => Q28
Don't Know.....8 => Q28
No Response.....9 => Q28

Q26

Q26. In the last year, have you used these bike racks?

Yes 1
No.....0
Don't Know.....8
No Response.....9

Q28

RECREATION

Q28. Thinking still of non-winter months, in a typical week how many times do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)? -- WALK --
(ONE TIME EQUALS ONE TRIP THERE AND BACK)

$R 0 50

Don't Know.....88
No Response.....99

Q29

=> +1 if Q2=0

Q29. Thinking still of non-winter months, in a typical week how many times do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)?(PROMPT: One time equals one trip there and back) -- BICYCLE --

$R 0 50

Don't Know.....88
No Response.....99

Q30

=> +1 if Q3=0

Q30.Thinking still of non-winter months, in a typical week how many times do you use the following modes of transportation to commute to work, school, or for outdoor recreational or other purposes (such as shopping, running errands, etc.)? -- USE OTHER FORMS OF ACTIVE TRANSPORTATION SUCH AS IN-LINE SKATING OR SKATEBOARDING --

$R 0 50

Don't Know 88
No Response 99

Q32

Q32. Compared to five years ago, would you say that the amount you walk is more, less, or about the same?

More 3
About the same ..... 2 => Q34
Less 1
DON'T KNOW ..... 8 => Q34
NO RESPONSE ..... 9 => Q34

Q33

Q33. Why are you walking <Q32 > frequently compared with five years ago? (RECORD VERBATIM)

Reason (SPECIFY) ..... 66 O
Don't Know 88
No Response 99

Q34

Q34. Again compared to five years ago, would you say that the amount you ride a bike is more, less, or about the same?

More 3
About the same ..... 2 => Q36
Less 1
DON'T KNOW ..... 8 => Q36
NO RESPONSE ..... 9 => Q36

Q35

Q35. Why are you riding <Q34 > frequently compared with five years ago? (RECORD VERBATIM)

Reason (SPECIFY) ..... 66 O
Don't Know 88
No Response 99

Q36

CHANGING BEHAVIOUR

Q36. What might encourage you to cycle, walk, or use some other physical method of transportation more often either to go to work, school, university, shopping, or for travel/errands during work or school? (RECORD VERBATIM)

Thing(s) that might encourage (SPECIFY)	66	O
Nothing	00	X
Don't Know	88	X
No Response	99	X

Q37

Q37. There are many individual and community health benefits to incorporating active transportation as part of your regular routine. Using a scale of 1 to 10 where 1 means not at all knowledgeable and 10 means very knowledgeable, how knowledgeable would you say you are about these health benefits?

1 - Not at all knowledgeable	01
2	02
3	03
4	04
5	05
6	06
7	07
8	08
9	09
10 - Very knowledgeable	10
Don't Know	88
No Response	99

Q37A

NEW QUESTION ADDED OCT. 5 - AFTER PRE-TEST

Q37A. Using a scale of 1 to 10 where 1 means not at all and 10 means very much, how much more likely would you be to adopt active modes of transportation if you knew it would make you be and feel healthier?

1 - Not at all likely	01
2	02
3	03
4	04
5	05
6	06
7	07
8	08
9	09
10 - Very much more likely	10
Don't Know	88
No Response	99

Q38

AWARENESS OF FACILITIES/PROGRAMS

Q38. Over the past 10 years, what changes, if any, are you aware of that the City of Winnipeg has made to encourage the use of bicycles? (RECORD VERBATIM)

Thing(s) to encourage bike use (SPECIFY)	66	O
None	00	X
Don't Know	88	X
No Response	99	X

Q39

Rotation => Q43

(Q39-Q43 ROTATED)

Q39. Are you aware that the City of Winnipeg has: Widened curb lanes on some of the major streets, such as Sherbrook north of the Assiniboine River and St. Anne's Road, to accommodate bicycles?

Yes	1
No	0
Don't Know	8
No Response	9

Q40

(Q39-Q43 ROTATED)

Q40. Are you aware that the City of Winnipeg has: Established bicycle routes through the city designated with green and white signs?

Yes	1
No	0
Don't Know	8
No Response	9

Q41

(Q39-Q43 ROTATED)

Q41. Are you aware that the City of Winnipeg has: Established bike lanes on the Norwood Bridge?

Yes	1
No	0
Don't Know	8
No Response	9

Q42

(Q39-Q43 ROTATED)

Q42. Are you aware that the City of Winnipeg has: Been developing a designated bicycle/pedestrian parkway system that connects all parts of the city utilizing trails and residential streets that run along the Red and Assiniboine Rivers?

Yes 1
No 0
Don't Know 8
No Response 9

Q43

(Q39-Q43 ROTATED) -- WORDING CHANGED BY KM, OCT. 6

Q43. Are you aware that the City of Winnipeg has: Established diamond lanes on some of the major roadways for transit buses and cyclists, such as Main and Osborne?

Yes 1
No 0
Don't Know 8
No Response 9

Q44

=> +1 if NOT Q39=1

IF YES TO Q39 AND RESPONDENT HAS A BIKE (OR ACCESS TO A BIKE)

Q44. How many times in a typical summer month do you personally ride your bike on: Widened traffic lanes designed to accommodate bicycles?

ENTER A VALUE BETWEEN 0 AND 120

$R 0 120

No bike ..... 777 N => Q48
Don't Know 888
No Response 999

Q45

=> +1 if NOT Q40=1

IF YES TO Q40 AND RESPONDENT HAS A BIKE (OR ACCESS TO A BIKE)

Q45. How many times in a typical summer month do you personally ride your bike on: Bicycle routes designated by green and white signs?

ENTER A VALUE BETWEEN 0 AND 120

$R 0 120

Don't Know 888
No Response 999

Q46

=> +1 if	NOT Q41=1 & NOT Q43=1

IF YES TO Q41 AND RESPONDENT HAS A BIKE (OR ACCESS TO A BIKE)

Q46. How many times in a typical summer month do you personally ride your bike on: Either the diamond lanes or bikes lanes on the Norwood Bridge?

ENTER A VALUE BETWEEN 0 AND 120

$R 0 120
Don't Know 888
No Response..... 999

Q47

=> +1 if	NOT Q42=1

IF YES TO Q42 AND RESPONDENT HAS A BIKE (OR ACCESS TO A BIKE)

Q47. How many times in a typical summer month do you personally ride your bike on: The bike/pedestrian parkway system along the Red & Assiniboine Rivers?

ENTER A VALUE BETWEEN 0 AND 120

$R 0 120
Don't Know 888
No Response..... 999

Q48

Q48. Does knowing that the City of Winnipeg has these facilities in place make you much more likely, somewhat more likely, or no more likely to ride a bike?

Much more likely..... 3
Somewhat more likely..... 2
No more likely..... 1
Don't Know 8
No Response..... 9

Q49

Q49. As you may know, from May to October Wellington Crescent, Scotia Street, Wolseley Avenue, and Lindale Drive are closed to motor vehicles, other than local traffic, on Sundays and holidays, allowing pedestrians, cyclists, and in-line skaters to travel on these streets. In a typical month, how often have you ridden a bike, walked, run, or in-line skated on these streets on the days when they're closed to motor vehicle traffic?

$R 0 120
Don't Know 888
No Response..... 999

Q50X

(Q50-Q56 ROTATED)

Q50X. I'm going to read some possible improvements. As I read each, please indicate how much more often you think you would cycle, in-line skate, walk, or

use other methods of active transportation for either recreation or commuting purposes if the improvement was made. Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.

----------> NEXT SCREEN TO CONTINUE

Q50

Rotation => Q56

(Q50-Q56 ROTATED)

Q50. Creating pathways connecting parks throughout the city (PROMPT: If this improvement was made...how much more often do you think you would use it for either recreation or commuting purposes. ...Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.)

1 - No more often.....01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Much more often.....10
Don't Know.....88
No Response.....99

Q51

(Q50-Q56 ROTATED)

Q51. Developing more riverbank pathways (PROMPT: If this improvement were made...how much more often do you think you would use it for either recreation or commuting purposes. ...Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.)

1 - No more often.....01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Much more often.....10
Don't Know.....88
No Response.....99

Q52

(Q50-Q56 ROTATED)

Q52. Including more street closures similar to Wellington Crescent on Sundays and holidays (PROMPT: Scotia St. Wolseley Av. and Lindale Dr. on Sundays and holidays) (PROMPT:If this improvement were made how much more often do

you think you would use them for either recreation or commuting purposes. ... Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.)

more often

1 - No more often 01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Much more often 10
Don't Know 88
No Response 99

Q53

(Q50-Q56 ROTATED)

Q53. Adding more designated signed bike routes throughout the city on residential and side streets (PROMPT: If this improvement were made...how much more often do you think you would use those routes for either recreation or commuting purposes. ...Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.)

more often.

1 - No more often 01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Much more often 10
Don't Know 88
No Response 99

Q54

(Q50-Q56 ROTATED)

Q54. Adding on-road bike lanes that are striped and signed (PROMPT: How much more often do you think you would use them for either recreation or commuting purposes if this improvement was made. Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.)

1 - No more often....01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Much more often....10
Don't Know....88
No Response....99

Q55

(Q50-Q56 ROTATED)

Q55. Setting up Transit 'Park and Ride' depots throughout the city (where cyclists can lock their bikes, such as at shopping malls, and then take the bus to their destination) (PROMPT: How much more often do you think you would use these depots for either recreation or commuting purposes if this improvement was made. Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.)

1 - No more often....01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Much more often....10
Don't Know....88
No Response....99

Q56

(Q50-Q56 ROTATED)

Q56. Setting up new multi-use paths along major arterial streets, such as Pembina Highway, that would accommodate cyclists, pedestrians, and in-line skaters (PROMPT: How much more often do you think you would use them for either recreation or commuting purposes if this improvement was made. Please use a 1 to 10 scale where 1 means no more often and 10 means much more often.)

1 - No more often	01
2	02
3	03
4	04
5	05
6	06
7	07
8	08
9	09
10 - Much more often	10
Don't Know	88
No Response	99

Q57

ATTITUDES TOWARD IMPROVEMENTS

Q57. How do facilities such as the parkway system make you feel about the City of Winnipeg? Would you say you feel much more positive, more positive, no more positive, or more negative about the City?

Much more positive	4
More positive	3
No more positive	2
More negative	1
Don't Know	8
No Response	9

Q58

Q58. Based on what you have seen or heard, how do the bicycle facilities in Winnipeg compare to those in other major cities in Canada? Would you say the facilities are much better, somewhat better, about the same, somewhat worse, or much worse than in other cities?

Much better	5
Somewhat better	4
About the same	3
Somewhat worse	2
Much worse	1
Don't Know	8
No Response	9

Q59

Q59. Using a scale of 1 to 10, where 1 means very dissatisfied and 10 means very satisfied, overall, how would you rate your satisfaction with the active

transportation facilities in Winnipeg? (PROMPT: Facilities include those discussed above such as, bike paths, marked routes on city street, etc.)

1 - Very dissatisfied 01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Very satisfied 10
Don't Know 88
No Response 99

Q60

Q60. In general, how important is it for the City of Winnipeg to upgrade and increase its transportation facilities such as bike paths or trails in parks, bike lanes on existing roadways, and diamond lanes for buses? Please use a scale of 1 to 10, where 1 means it is not at all important and 10 means it is extremely important.

1 - Not at all important 01
2 02
3 03
4 04
5 05
6 06
7 07
8 08
9 09
10 - Extremely important 10
Don't Know 88
No Response 99

Q61

Q61. The City's budget for transportation infrastructure and initiatives is spent in a variety of areas including building and maintaining major and residential roads, bridges and sidewalks. Using a scale of 1 to 10, where 1 means it should be given the lowest priority and 10 means it should be give the highest priority, what priority should be given in the budget for active transportation facilities and programs?

1 - Lowest priority	01	
2	02	
3	03	
4	04	
5	05	
6	06	
7	07	
8	08	
9	09	
10 - Highest priority	10	
Don't Know	88	
No Response	99	

Q62A

QUESTION ADDED OCT. 6 (KM)

Q62A. Now thinking about the winter months, what modes of transportation do you use to commute to work, school or for outdoor recreational or other purposes (such as shopping, running errands, etc.)? (RECORD ALL MENTIONS -- PROMPT AS NECESSARY)

Private motorized vehicle (Car, truck, van, etc.)	01	
Public motorized vehilce (Bus, taxi, etc.)	02	
Walking	03	
Bicycling	04	
Crosscountry skiing	05	
Ice skating	06	
Other (SPECIFY)	66	O
Don't Know	88	X
No Response	99	X

Q63X

BACKGROUND

Q63X. And finally a few background questions. We use this information only to ensure that our sample is representative of Winnipeg's population. But, if there are any questions you'd prefer not to answer, please let me know.

----------> NEXT SCREEN TO CONTINUE

Q63

Q63. How many people, including yourself, live in your household?

$R 1 25

No Response	99

Q64

Q64. How many members, including yourself, are 18 years of age or older?
Q64 CANNOT BE GREATER THAN Q63 - TOTAL IN HOUSEHOLD: <Q63 >
$R 1 25
No Response.....99

Q65

Q65. In what year were you born? (ENTER COMPLETE YEAR)
AGE OF RESPONDENT
$E 1905 1986
Don't Know/No Response .....8888 => /Q66

.....

Q66

Q66. What is your highest level of education?
0 - 9 GRADE SCHOOL.....1
10 - 11 SOME HIGH SCHOOL.....2
12 HIGH SCHOOL GRAD 3
SOME UNIVERSITY/COLLEGE/TECHNICAL SCHOOL 4
COMPLETED COLLEGE/TECHNICAL.....5
UNIVERSITY GRAD.....6
GRADUATE SCHOOL/PROFESSIONAL 7
Don't Know.....8
No Response.....9

Q67

FIRST THREE LETTERS OF POSTAL CODE

Q67. Please tell me the first three characters of your postal code. READ BACK TO RESPONDENT TO CONFIRM ACCURACY. ONLY VALID POSTAL CODES ACCEPTED.

R0M (SOUTHWEST MB) ..... R0M I
R0J (WESTMAN) ..... R0J I
R0H (SOUTH-CENTRAL MB) ..... R0H I
R1N (PORTAGE) ..... R1N I
R4K (CARTIER) ..... R4K I
R4L (ST. FRANCOIS-XAVIER) ..... R4L I
R1A (SELKIRK) ..... R1A I
R0E (EASTMAN) ..... R0E I
R0L (WESTMAN) ..... R0L I
R7N (DAUPHIN) ..... R7N I
R0C (INTERLAKE) ..... R0C I
R0B (NORTH) ..... R0B I
R9A (THE PAS) ..... R9A I
R8A (FLIN FLON) ..... R8A I
R8N (THOMPSON) ..... R8N I

Q68

Q68. And finally I'm going to read some broad income categories. Please stop me when I read the category that comes closest to your total household income.

Under $20,000 1
$20,000 to $35,000 2
$35,000 to $50,000 3
$50,000 to $75,000 4
$75,000 to $100,000 5
Over $100,000 6
Don't Know 8
No Response 9

GENDR

RECORD GENDER - DO NOT ASK

Thank you for your time. Those are all the questions I have. On behalf of Prairie Research Associates we thank you for your time and assure you that all your answers will be kept confidential.

GENDER:

Female ..... 1 => /INT
Male ..... 2 => /INT
Undetermined ..... 3 => /INT

APPENDIX F-2
Call Record

Call record for Winnipeg Active Transport Study

Call Record for Winnipeg Active Transport Study			
	Outcome	**n**	**%**
A	Total numbers attempted	4,489	100%
1.	Not in service	1,347	30%
2.	Fax	114	3%
3.	Business	105	2%
Remaining		2,923	65%
B	Total eligible numbers	2,923	100%
4.	Busy	17	1%
5.	Answering machines	469	16%
6.	No answer	271	9%
7/8.	Language/illness/incapability	241	8%
9.	Selected/eligible respondent not available	605	21%
Remaining		1,320	45%
C	Total asked	1,320	100%
10.	Household refusal	22	2%
11.	Respondent refusal	439	33%
12.	Qualified respondent break off	211	16%
Remaining		648	49%
D	Co-operative contacts	648	100%
13.	Disqualified	46	7%
14.	Completed interviews	602	93%
Refusal rate = (10+11+12)/C		672	51%
Response rate (D/B)		648	22%