PEDESTRIAN AND CYCLING STRATEGIES: A SURVEY OF WINNIPEG RESIDENTS

FINAL REPORT

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Prepared for:

City of Winnipeg

WINNIPEG | OTTAWA | EDMONTON | REGINA
admin@pra.ca www.pra.ca

Table of Contents

1.0 Introduction 1
1.1 Methodology 1
1.2 Demographic profile of respondents 2
1.3 Weighting 2

2.0 Profile of active transportation 3

3.0 Current active transportation behaviours 5
3.1 Frequency of activity 5
3.2 Commuting activity 7
3.3 Behaviours of school-age children 9
3.4 Neighbourhood destinations 10
3.5 Exercise 12

4.0 Attitudes toward active transportation 13
4.1 Attitudes toward doing more cycling and walking 13
4.2 Importance of cycling 14
4.3 Comfort cycling 15
4.4 Type of cyclist 16
4.5 Type of walker 18

5.0 Barriers and incentives 20
5.1 Top of mind barriers to cycling more 20
5.2 Top of mind barriers to walking 21
5.3 Incentives to cycling and walking more 22
5.4 Incentives to walk/cycle more 26

6.0 Summary and conclusion 27

Appendix A – Questionnaire

1.0 Introduction

As part of a wider consultation on active transportation in the City of Winnipeg, PRA was engaged to conduct a random sample telephone survey of adult Winnipeg residents. While active transportation issues can be wide-ranging, the purpose of this survey was to understand the following:

- The current behaviour of adult Winnipeg residents in terms of their cycling and walking, primarily in the summer months.
- The attitudes toward cycling and walking, and individuals' self-assessment of the place of these activities in their lives.
- The barriers that might stop them from cycling and walking more, and conversely, the changes that might encourage them to cycle and/or walk more often.

1.1 Methodology

The survey instrument was designed in consultation with Urban Systems, Freig and Associates, and the City of Winnipeg. The survey was designed to average about 10 minutes and involves some 40 questions. The goal was to include a representative sample of Winnipeg residents and include even those who currently do not cycle or walk for transportation.

The survey was conducted by telephone from PRA's call centre in Winnipeg. To help ensure a representative sample, we included a random mix of landline and cellphone numbers. To further ensure representativeness, we set quotas by age and area of the city to ensure a minimum numbers of groups. Further, post-fielding we compared the results to the 2011 Census information, and weighted the data to compensate for any discrepancies.

The survey was conducted between October 1 and November 12, 2013.

1.2 Demographic profile of respondents

Table 1 provides unweighted profile of respondents by age, gender, income, and area of the city.[1]

Table 1: Profile of respondents (unweighted) ***In what year were you born?*** ***Please tell me the first three characters of your postal code.*** ***Please stop me when I read the category that comes closest to your total household income.***	
	(n=601)
Age*	
18 to 29	11%
30 to 49	16%
50 to 64	52%
65 or older	21%
Gender	
Male	43%
Female	57%
School-age children**	
Yes	31%
No	69%
Household Income***	
Under $40,000	21%
$40,000 to $70,000	29%
$70,000 to $100,000	21%
$100,000 or more	31%
Area of the city****	
Northwest	31%
Southwest	26%
Southeast	22%
Northeast	21%
* 5% of respondents did not report their age, and have been removed from the calculations. ** Two respondents did not indicate if they had school age children living in their household and have been removed from the calculations. *** 30% of respondents did not report their income. They have been removed from the calculations. **** One respondent did not provide their area and has been removed from the calculations.	

1.3 Weighting

In some cases, when the random sample diverges from Canadian census data, we correct for slight discrepancies in gender, age, and income. For example, since younger respondents are often more difficult to find at home, we weight the data to conform more closely to Statistics Canada information. Since this technique assigns a percentage "weight" to respondents, the number of weighted respondents may be slightly different from the total number interviewed. Tables presented in this report show weighted outcomes, unless otherwise stated.

[1] The four quadrant division uses the rivers (the Red River separates the west from the east, and the Assiniboine River the northwest from the southwest), and two main roads (Nairn and Regent separates the northeast from the southeast) to segment the city.

2.0 Profile of active transportation

As shown in Table 2, almost 7 in 10 (68%) report that they own or have access to a bicycle. Bike ownership fluctuates based on age, with those 65 and older being the least likely to own or have access to a bike (51%) and those 30 to 49 the most likely (78%). Bike ownership and access increases with household income, those with annual household income of $40,000 or less being the least likely (54%), while those with an annual income of $100,000 or more being the most likely (87%).

About 1 in 5 (18%) say they have a health, physical, or sensory issue that limits their ability to walk or bike. As might be expected, the likelihood of these issues increases with age. While about 8% of those 18-to-29 years report such barriers, while 38% of those 65 or older report such issues.

Table 2: Active transportation
Do you own or have access to a bicycle?
Do you have a health, physical, or sensory issue that limits your ability to walk or bike?

	(n=601)
Own/have access to a bike	
Yes	68%
No	32%
Health issues that limit ability to walk/bike	
Yes	18%
No	82%

Over 6 in 10 (63%) respondents report that they travel to work, school or both. Involvement in school and work is a function of age.

- Among those 18-to-29 years of age, 88% travel to work (57%) or school (47%) including many that are doing both (17%).
- Among those 30-to-49, 82% report working (79%) and/or attending school (5%).
- Among those 50-to-64, 64% report working (63%) and/or attending school (2%).
- Among those 65 or older, 94% neither work nor attend school, while 6% report only working.

Almost all respondents (98%) report that there is destination within two kilometres of their home that they regularly visit. See Table 3.

Table 3: Destination profile
Do you travel to work or attend school, college, a university in Winnipeg?
Thinking about the area within two kilometres of your home, do you regularly use or visit a:

	(n=601)
Commuting activity	
Travel to work	51%
Travel to school	8%
Travel to both work and school	5%
Do not commute to work or school	37%
Destinations within two kilometres of home	
Yes, regular use/visit	98%

3.0 Current active transportation behaviours

3.1 Frequency of activity

We asked respondents about their use of two active transportations (cycling and walking) when commuting to work or school, visiting neighbourhood destinations such as grocery stores or restaurants, and for exercise or pleasure.

As shown in Figure 1, 93% of respondents walk and 45% cycle for these reasons at least once in a typical non-snow month. Respondents most commonly walk (81%) or cycle (41%) for exercise or pleasure, and are least likely to report walking (17%) or cycling (14%) to work or school.

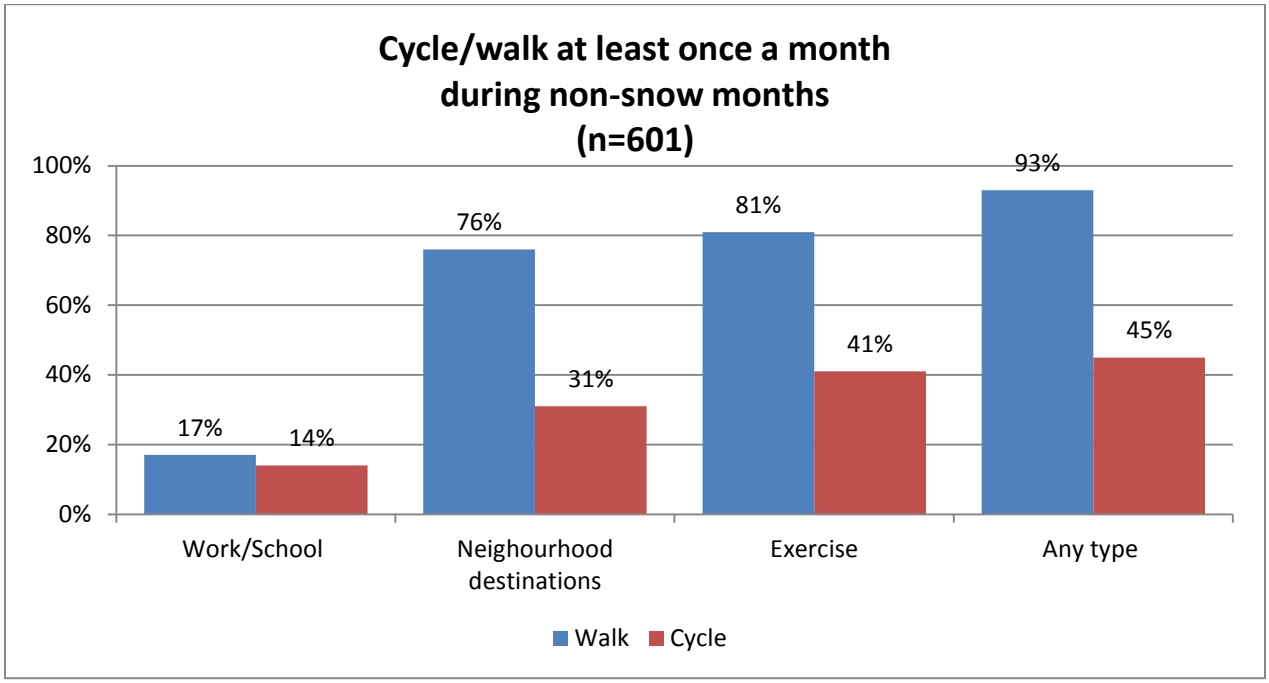

Figure 1

Almost everyone who cycles also walks in these situations. As shown in Figure 2.

- Over 8 in 10 walk or cycle at least once in a typical non-snow month for exercise or pleasure, including 36% who do both. Only 5% exclusively cycle.
- About 8 in 10 walk or cycle to get to neighbourhood destination, including 28% who do both. Only 3% exclusively cycle.
- Just over 1 in 4 walk or cycle to get to or from work or school, including 1 in 20 (5%) who use both methods. About 9% exclusively cycle.

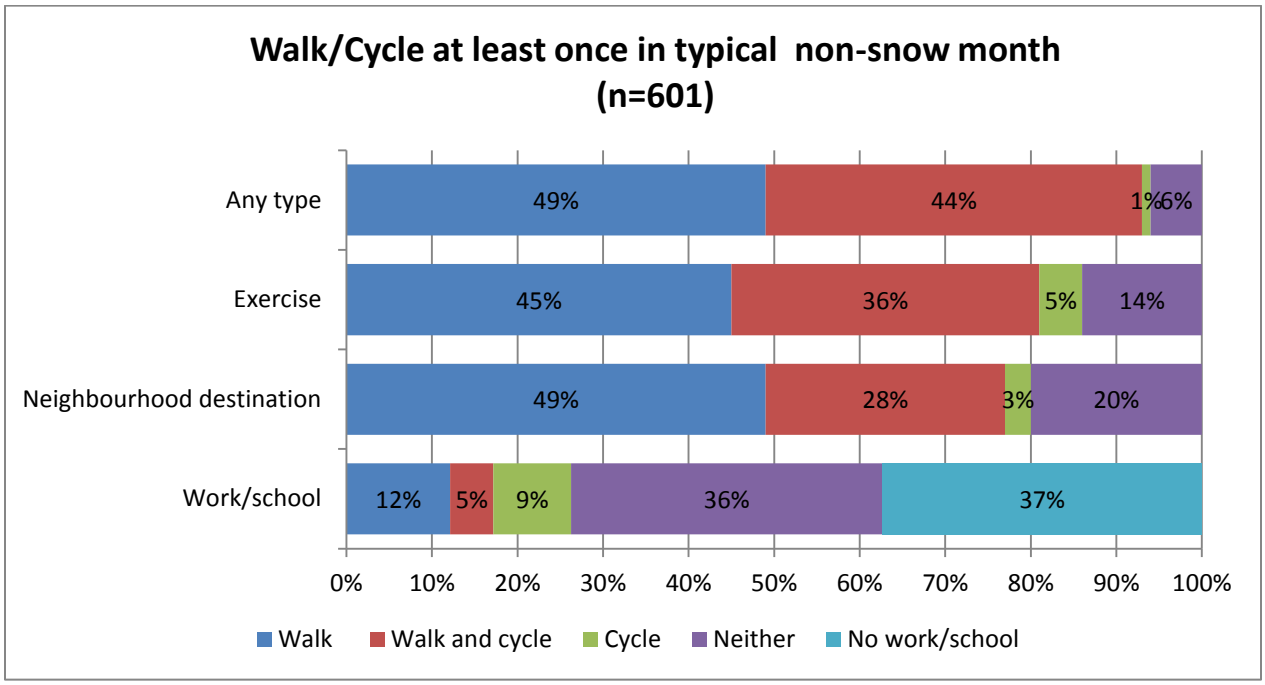

Figure 2

3.2 Commuting activity

About 63% of Winnipeg residents report travelling to or from work (55%) or school (12%), including 5% who use both methods. Respondents were asked to think about which transportation method they normally used to get to and from work or school in the non-snow months that occurred in the preceding twelve months.

- Among those who report travelling to work or school, the most common method of transportation is by private vehicle (64%), either driving alone (54%) or car pooling with at least one other (10%). Driving alone is most common among those who are working and not attending school (60%), and least common among those attending school (and not working — 19%). Those in the youngest age cohort (18-to-29 years of age) are the least likely to report driving alone (37%) to school or work.
- About 1 in 5 (19%) respondents report that their usual method of transportation is by Winnipeg Transit. This method is most common among those attending school and not working (52%) and least common among those working and not attending school (14%). Given this, it is not surprising that those 18-to-29 years of age are the most likely to report that their usual method of transportation to and from work or school is transit (37%).
- Almost as many respondents use active transportation methods, either biking (10%) or walking (7%) to get to work or school. Men (14%) are more likely than women (5%) to report biking to work or school. Conversely, women (10%) are more likely than men (3%) to walk to work or school. The rate of using of bikes or walking is similar whether respondent travel to work or school.

Figure 3 shows the most common method used to commute to or from work or school.

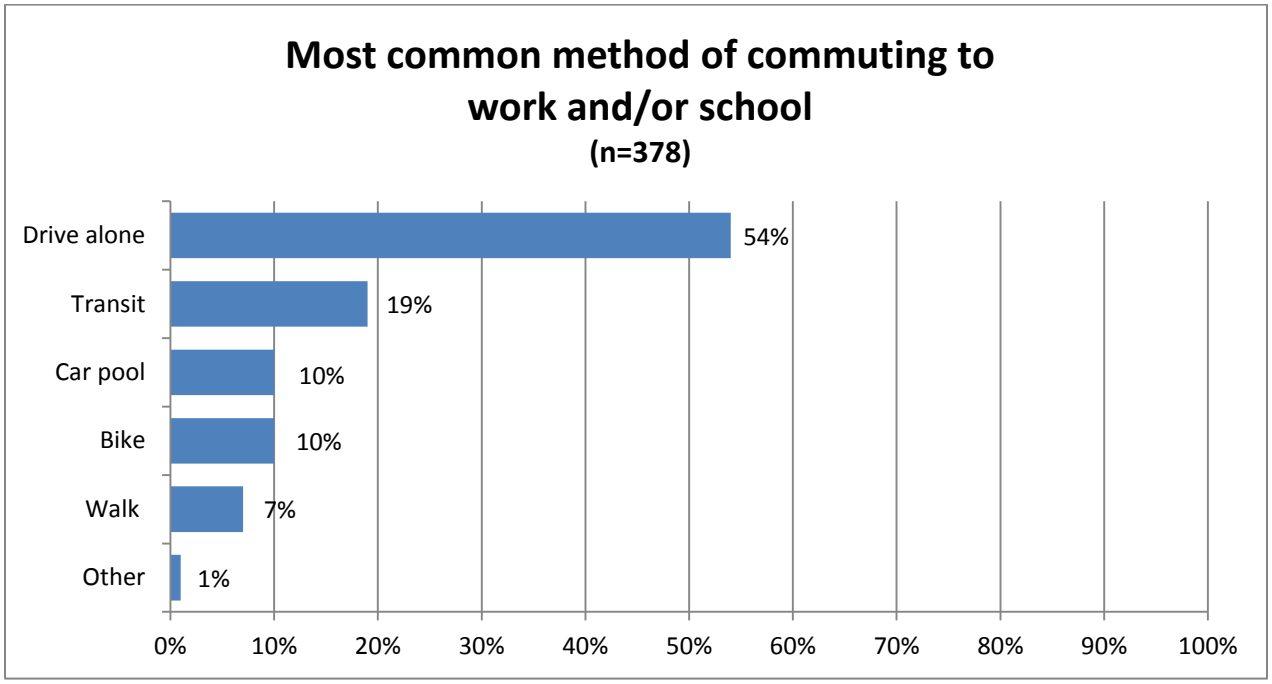

Figure 3

3.2.1 Use of active methods to commute to work or school

Although fewer that 1 in 5 report an active transportation method as their main method of commuting, far more at least occasionally use these methods. In all cases, we do not know the distance they are riding or walking. It could be a few blocks or several kilometres.

Cycling

- In a typical month when there is **no snow** on the ground, almost 1 in 4 (23%) report cycling to or from work or school at least once. This includes, about 7% who cycle to or from work/school almost daily (20 days or more per month), and another 7% who cycle at least a couple of days a week (10 to 19 days per month).
- In a typical month when there is **snow** on the ground, just over 1 in 20 (6%) report that they cycle at least once. This includes 2% who cycle almost daily (20 days or more per month) and another 1% who cycle at least a couple of days a week when there is snow on the ground.

Walking

- In a typical month when there is **no snow** on the ground, over 1 in 4 (27%) report walking at least once to or from work or school. This includes 7% who walk to or from work or school almost everyday (20 days or more per month), and another 8% who walk to or from work or school a couple of days per week (10 to 19 days per month).
- In a typical month when there is **snow** on the ground, almost 1 in 5 (17%) report walking at least once to or from work or school in a typical month. This includes 4% who walk to or from work or school almost daily (20 or more days a month), and another 5% who walk to or from work or school a couple of days per week (10 to 19 days a month).

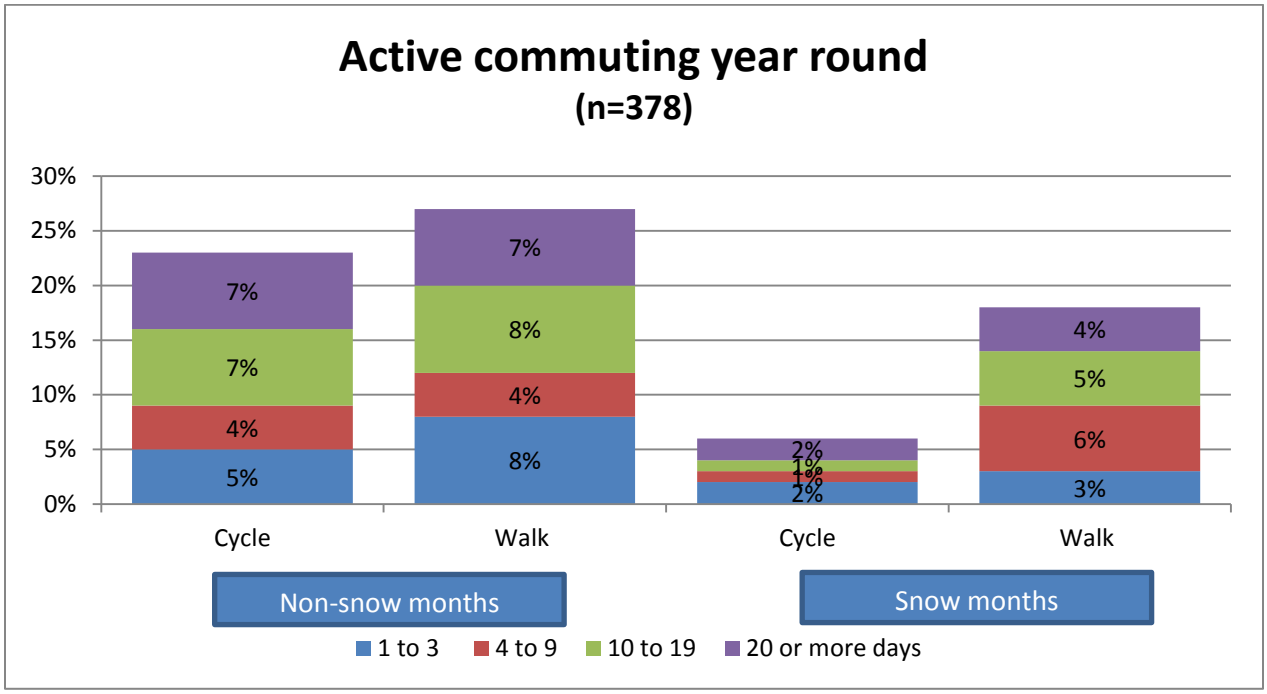

Figure 4

3.3 Behaviours of school-age children

About 3 respondents in 10 (31%) report having school-age children in their household. Multiple methods are used by these children to get to and from school.

- Just under half report children go to or from school by private vehicle, either their parents drive them (42%) or they carpool with others (7%).
- Over 4 in 10 (44%) report children walk to or from school.
- Almost 1 in 5 (17%) report taking Winnipeg Transit.
- Another 1 in 5 (17%) take a school bus.
- About 1 in 20 (5%) bike to school.

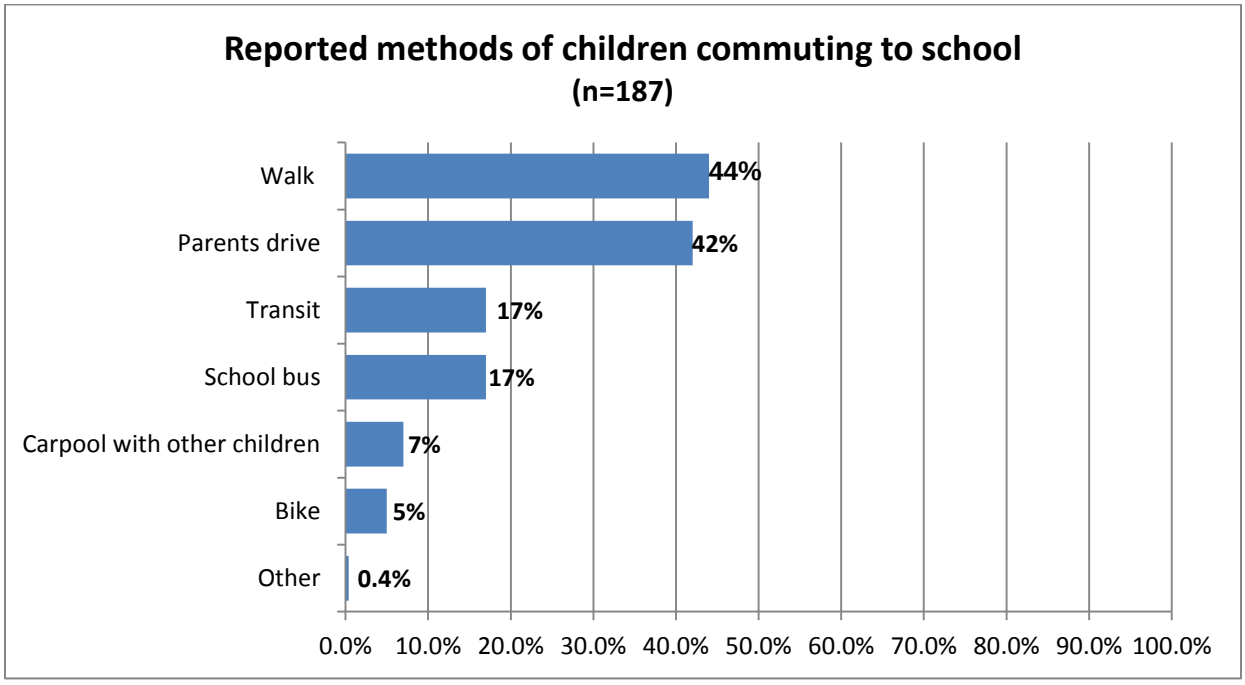

Figure 5

3.4 Neighbourhood destinations

As noted earlier, about 98% of respondent report that there are neighbourhood destinations within two kilometres of their home that they regularly visit.

The most common neighbourhood destinations are: grocery stores (91%), restaurants (70%), and playgrounds, parks, or community centres (67%).

These and other destinations are shown in Figure 6.

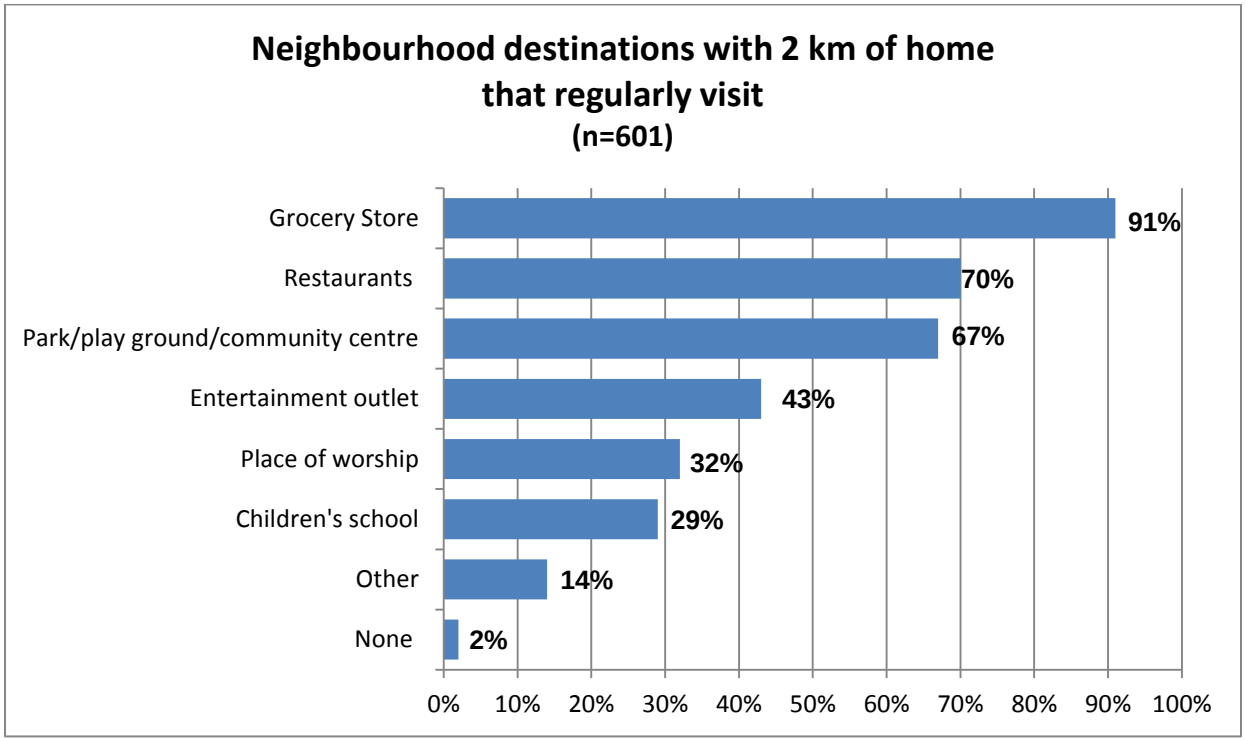

Figure 6

Asked how often in a typical month, when there is **no snow** on the ground, they would cycle or walk to any of these destinations, 8 in 10 report they do so at least once a month. As shown in Figure 7,

- About 1 in 3 reports that having cycled at least once to these neighbourhood destinations. This includes 5% who report cycling to these neighbourhood destinations almost daily (20 or more days in a typical non-snow month). Another 8% do so two or more days a week (10 to 19 days per month).

- Over 3 in 4 report walking at least once a month to these neighbourhood destinations. This includes 19% who walk almost every day to one of these destinations (20 or more days in a typical non-snow month). Another 19% report walking at least two days per week (10 to 19 days a month).

Other than being within two kilometres of their homes, we do not know the distance of the destinations to which they regularly walk; they could be within a few blocks. Remember, this refers to those only those months when there is no snow on the ground.

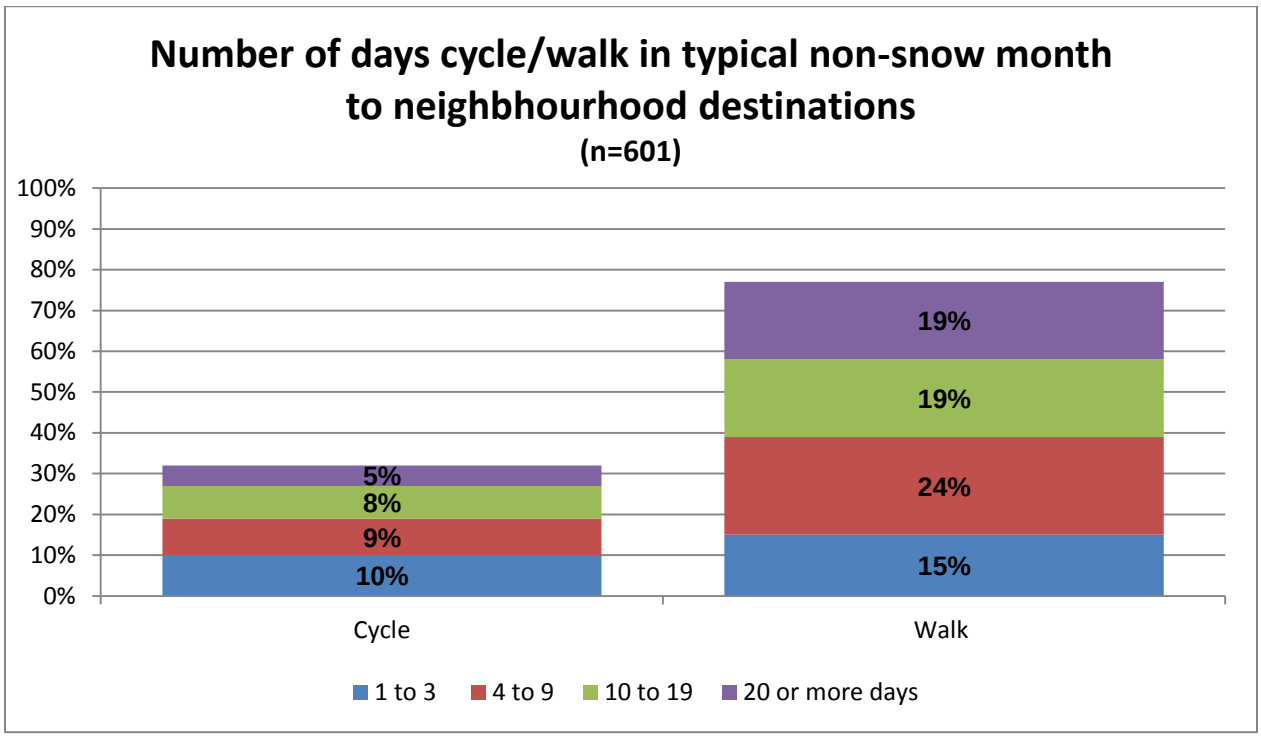

Figure 7

3.5 Exercise

Almost 9 in 10 (86%) respondents report that they exercise at least once per month by cycling or walking outside during non-snow months. As shown in Figure 8.

- 4 in 10 report cycling outdoors for pleasure or exercise at least once in a typical non-snow month. This includes 8% who report cycling almost daily (20 days or more) and 10% who reports cycling two days a week or more (10 to 19 days).
- 8 in 10 report walking outdoors for exercise at least once in a typical non-snow month. This includes 31% who walk almost daily (20 days or more) and another 23% who walk at least two days in a week (10 to 19 days a month).

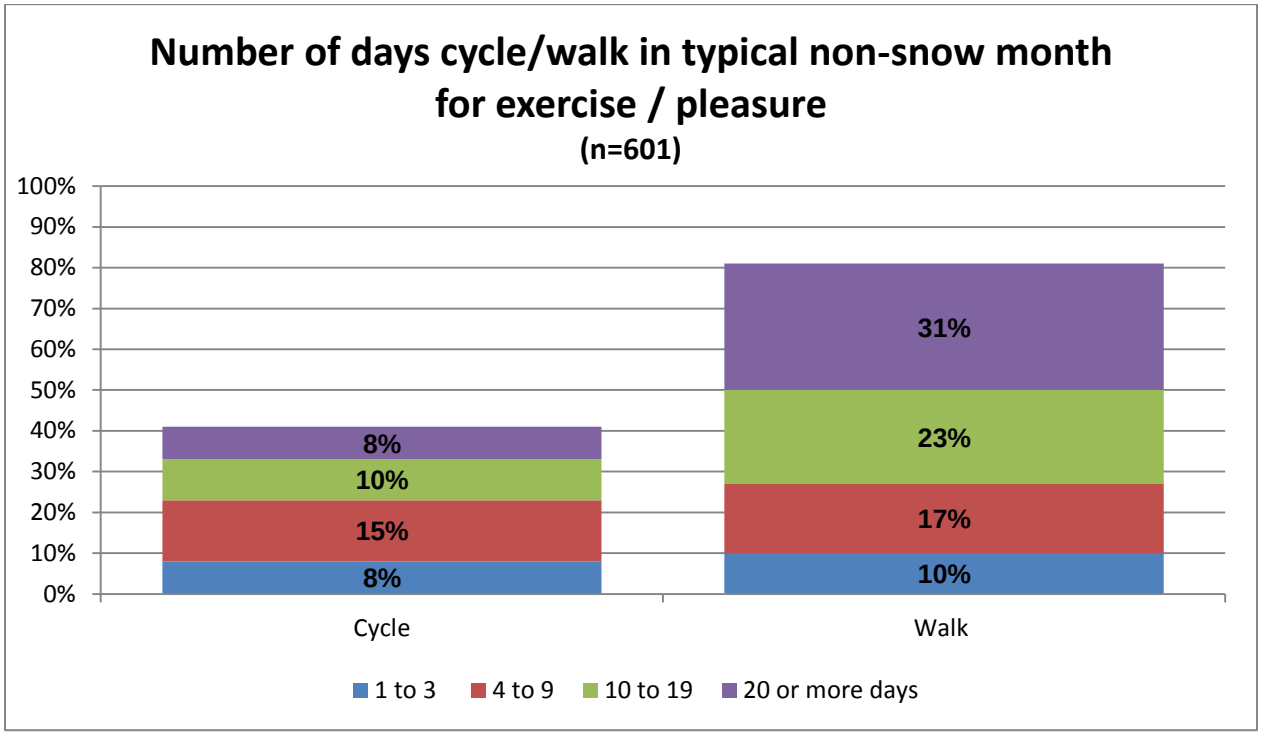

Figure 8

4.0 Attitudes toward active transportation

4.1 Attitudes toward doing more cycling and walking

We asked respondents choose a statement that best describes their own attitude to their own cycling and walking behaviour. As shown in Figure 9, almost half of respondents would like to walk and cycle more often.

Walk

- Almost half say that they would like to walk more, whether they currently do not walk often (23%) or walk a lot (25%).
- Over 4 in 10 say they are walking as often as they want to (36%) or have no interest in walking more as a method of transportation (8%).

Cycle

- Almost half say they would like to cycle more often. Whether they currently ride a bike a lot (15%) or not often (31%), they are interested in riding more. The younger the respondents are the more likely they are to say they would like to cycle more often. Those 18-to-29 years of age (61%) are the most likely to classify themselves this way, and it declines as respondents get older (30 to 49, 54%; 50 to 64, 41%; and 65 or older, 27%).
- About 4 in 10 say they are not interested in riding a bike more often. They have either no interest whatsoever in riding a bike (28%) or already ride a bike as often as they want (15%).

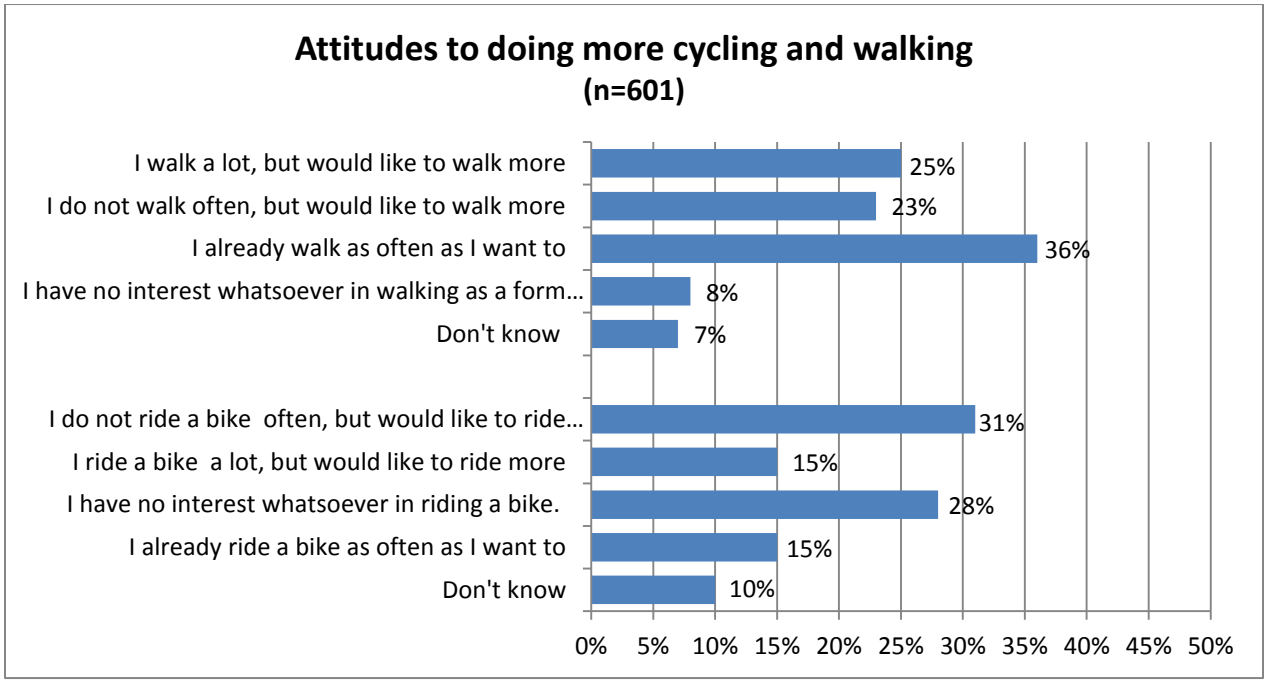

Figure 9

Those who are interested in biking more also tend to be the same respondents who are interested in walking more. Of those who would like to ride a bike more, 66% would also like to walk more.

4.2 Importance of cycling

Almost 4 in 10 (38%) agree at least somewhat with the statement: "Riding a bike is an extremely important part of my life." This includes about 1 in 5 (19%) who strongly agree. Over 4 in 10 (44%) somewhat or strongly disagree. See Figure 10.

Not surprisingly, those who agree (and especially those who strongly agree) are likely to ride more often than others, whether that is to work or school, to neighbourhood destinations, or for exercise or pleasure.

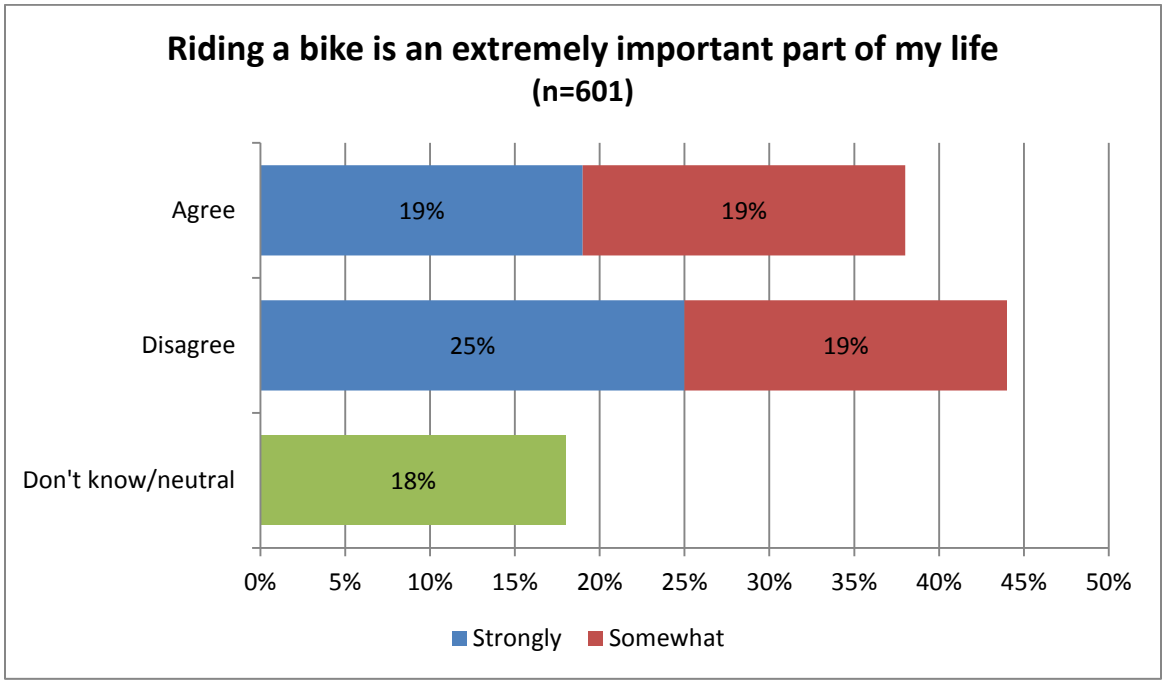

Figure 10

4.3 Comfort cycling

We asked respondents about their comfort in cycling in different types of roads.

- **Busy roads that are Transit bus routes that have bike lanes.** Almost 4 in 10 agree at least somewhat that they feel comfortable cycling on this type of road. This includes 15% who strongly agrees. The younger the respondents the more likely they are to agree (60% of those 18-to-29 agree, 36% of those 30-to-49, 31% of those 50-to-64, and 22% of those 65 or older.)
- **Main roads with high traffic volumes and speeds.** About 1 in 10 agree at least somewhat that they feel comfortable cycling on this type of road. This includes 5% who strongly agree.
- **Busy roads that are Transit bus routes without bike lanes.** About 1 in 10 agree at least somewhat that they feel comfortable cycling on this type of road, including 3% who strongly agree. Men (14%) are more likely to agree than women (5%).

Those who strongly agree that riding a bike is an extremely important part of their life, are the most likely to also agree about feeling comfortable on each of these road types. But even among this group that sees bike riding as a central part of their life, only 1 in 4 or less agree (somewhat or strongly) that they feel comfortable on main roads (25%) or busy roads with no bike lanes (22%).

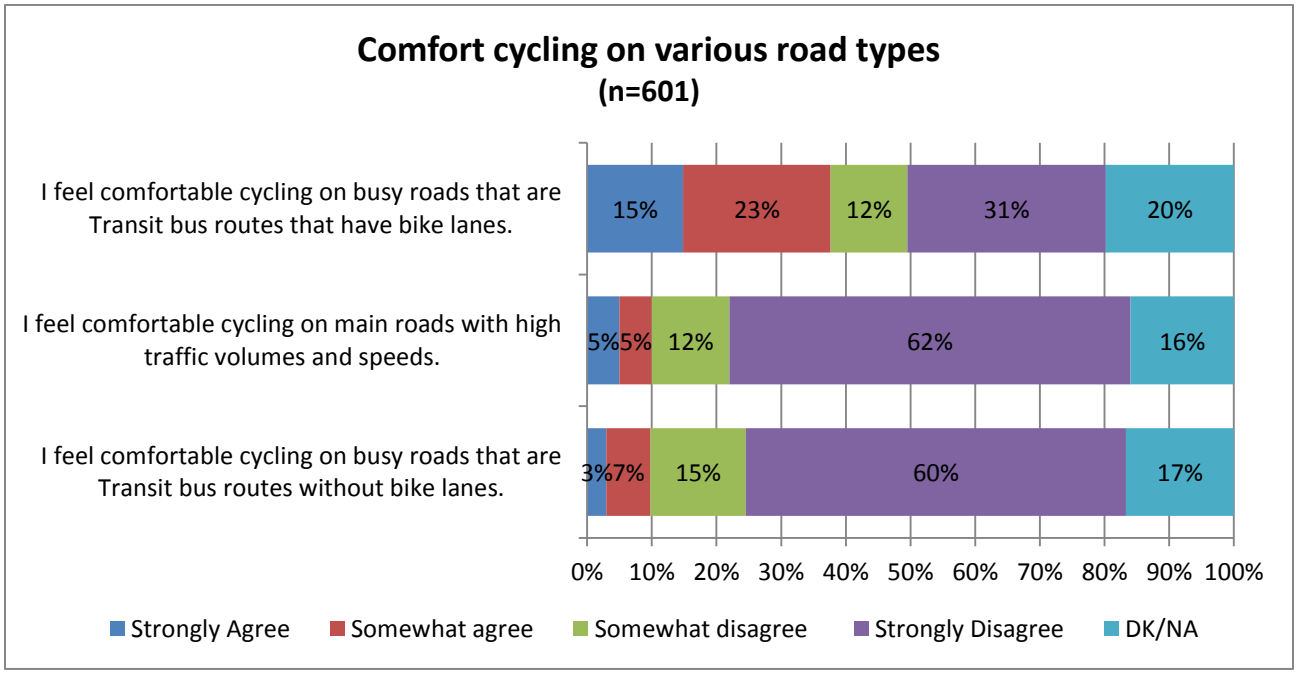

Figure 11

Those who say they already ride a bike as often as they want are the most likely to agree with all these statements, suggesting that many of them are very confident cyclists who do not let the type of roadway prevent them from riding. However, even in this group many do not feel comfortable on some types of roadways. Of those who claim they currently ride as much as they want to, 31% agree that they feel comfortable on main roads and 27% feel comfortable on busy roads without bike lanes.

4.4 Type of cyclist

We created a single variable that utilizes several pieces of information to create a single measure of cyclist type.

- **Fearless cyclists.** About 2% of Winnipeggers are classified as fearless cyclists. These are cyclist who ride when there is snow on the ground, ride frequently in the non-snow months (at least once a week), and generally feel comfortable riding on any type of roadway. They also agree that cycling is an important part of their life.

- **Comfortable cyclists.** About 1 Winnipegger in 4 (24%) is classified as a comfortable cyclist. These cyclists ride often (at least once every two weeks in a non-snow month). They tend not to be comfortable riding on busy main roads and transit routes without bike lanes, but are comfortable on transit routes with bike lanes. They tend to agree that cycling is an important part of their life.

- **Interested cyclists.** About 1 Winnipegger in 3 (36%) is an interested cyclist. These cyclist do not ride often (at least once every 3 or 4 weeks) or at all. They generally are not comfortable riding on any type of road that is busy or has transit routes.

- **Reluctant cyclists.** About 1 Winnipeg in 3 (36%) is a reluctant cyclist. These individuals generally do not ride in a typical non-snow month. They are not comfortable riding on any type of road way that is busy or has transit routes, or cannot say because they have no experience. They typically do not see cycling as important part of their life and they often do not have access to a bike.

A few respondents (2%) could not be classified because of lack of responses to key indicators.

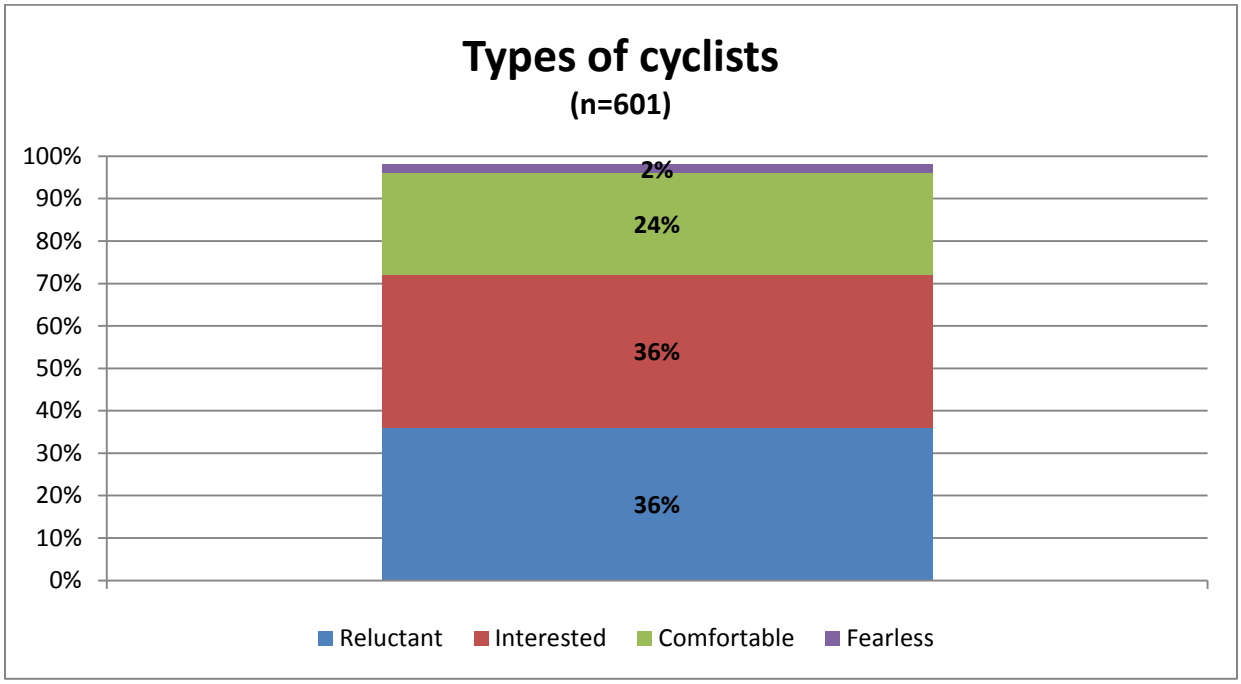

Figure 12

Table 4 shows the characteristics of these types of cyclists.

- **Fearless.** These cyclists tend to be the youngest (average age 35), male, working or attending school, with a household income over $70,000 and school-age children.
- **Comfortable**. These cyclists also tend to be the younger (average age 41), working or attending school, and with a household income divided between over and under $70,000.
- **Interested.** These cyclists tend to be older (average age 48), but most still work or go to school. They tend to have a household income under $70,000.
- **Reluctant.** These cyclists are the oldest (average age 52), are less likely to work or go to school, have household incomes of under $70,000, and no school-age children in the household. Many have health issues that prevent them from riding. Many do not own or have access to a bike.

Table 4: Characteristic of cyclists types

Type	Characteristic
Fearless*	Almost all under 50, 30-to-49 most common. Average age 35 Almost all work or go to school Household income mostly over $70,000 Most likely to have school-age children Mostly male No health issues
Comfortable	Most under 50, evenly divided between those 18-to-29, and 30-to-49 Average age 41 Most work and go to school Household income evenly divided between over and under $70,000 Mix of male and female Few with health issues
Interested	Most often 30 to 49 Average age 48 Most work and go to school More likely to be female Most have household income under $70,000 Some with health issues
Reluctant	Majority over 50 Average age 52 Half do not work or go to school Majority have household income under $70,000 Most likely not to have school age children Mix of male and female Many with health issues Many do not own/have access to a bike
*Caution small sample	

4.5 Type of walker

This variable classifies respondents based on their walking behaviour and their attitudes to doing more walking. In some ways, this new variable is similar to that shown above in Figure 9, but confirms that amount of walking involved and focuses on walking as method to get to a destination (that is, not for exercise or pleasure).

- **Enthusiastic walkers**. These are individuals who already walk a lot but want to walk more. These individuals walk at least once a week or more to or from work or school, or to neighbourhood destination, and say they would like to walk more. This represents the largest single group (31%).
- **Enthusiastic non-walkers.** These are individual who currently do not walk a lot, but would like to walk more. These individuals do not walk at weekly to or from work or school or to neighbourhood destination, but are interested in walking more (16%).
- **Unenthusiastic walkers**. These individuals currently walk several times week or more to or from work or school, or to neighbourhood destination, and are not interested in walking more (28%).
- **Unenthusiastic non-walkers**. These are individuals who currently do not walk at least weekly to or from work or school, or to neighbourhood destinations, and are not interested in walking more (16%).

About 10% of respondents did not provide enough information to classify them.

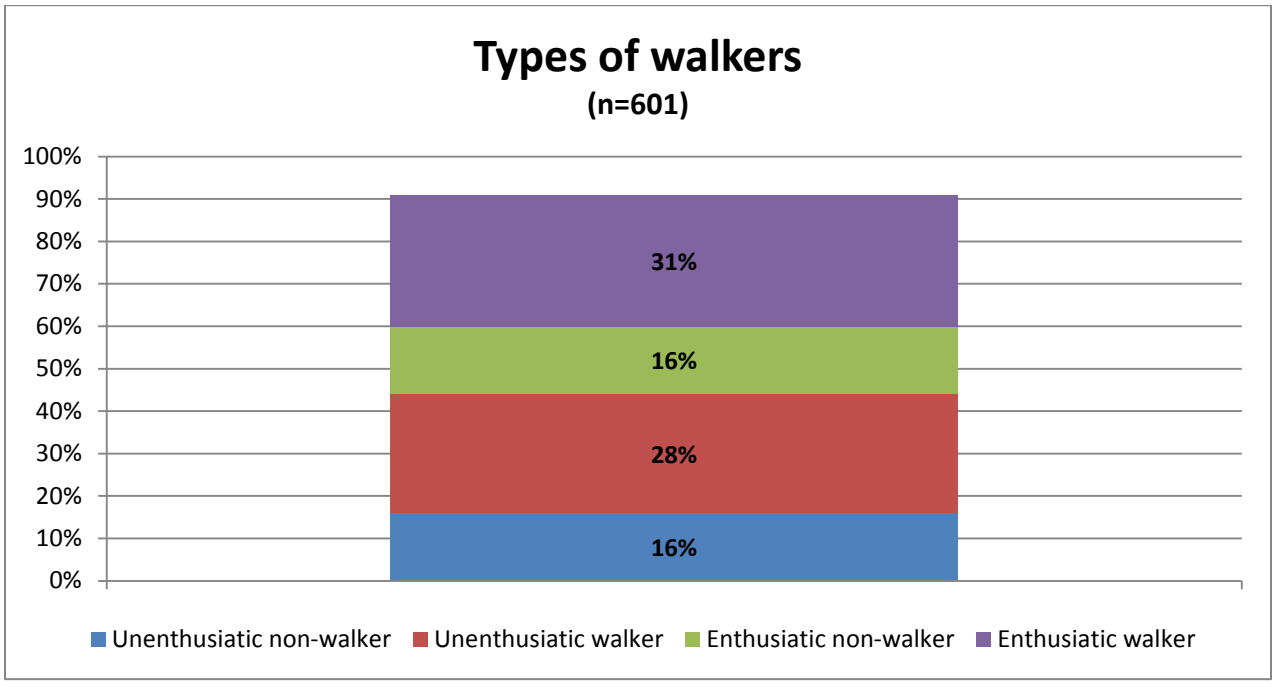

Figure 13

While there is a lot of overlap among these groups, each type of walker appears to have some pronounced characteristics. See Table 5.

- **Enthusiastic walkers.** These individuals are more likely to be female, between the ages of 30-to-49, and are on average the youngest type of walker (age 43). They are the group that is most likely to have school-age children in their household. They have household incomes of under $70,000, and are less likely to report any health issues that might prevent them from walking.

- **Enthusiastic non-walkers.** This group is also more likely to be female, cover all age groups but most are 50 years of age or older. With the average age of 49, they are the second youngest group. They are not as likely as enthusiastic walkers to have school-age children, but more likely than either of the unenthusiastic types of walkers. They have a mix of incomes, and like the enthusiastic walkers rarely report health issues.

- **Unenthusiastic walkers**. This group tends to be male and while they come from all age groups, they are most likely to be 50 and older. They are typically 47 years of age, do not have school-age children, have a mix of incomes, and are least likely than the enthusiasts to have health issues.

- **Unenthusiastic non-walker**. This is the oldest group on average (54 years), with the majority being 50 years of age or older. They are the least likely to have school-age children in their household and the most likely to have health issues that prevent them for walking.

Table 5: Characteristic of walker types

Type	Characteristic
Enthusiastic walkers	Female Most likely to be 30-to-49 Average age: 43 Most likely to have school-age children Majority under $70,000 Less likely to have a health issue
Enthusiastic non-walkers	Female Covers all age groups but most 50 or over Average age: 49 Somewhat likely to have school-age children A mix of under and over $70,000 Less likely to have a health issue
Unenthusiastic walkers	Mix of male and female Majority under $70,000 Covers all age groups, but most under 50 Average age: 47 More likely not to have school-age children A mix of under and over $70,000 Least likely to have a health issue
Unenthusiastic non-walkers	Male Majority 50 or older Average age: 54 Least likely to have school-age children. A mix of under and over $70,000

	Most likely to have a health issue

5.0 Barriers and incentives

5.1 Top of mind barriers to cycling more

We asked all respondents why they do not cycle more often. Table 6 shows their responses grouped into broad themes.

- The most common barrier to cycling more is that they do not like riding on busy streets, the lack of bike-only lanes or paths, or limited access to existing bike lanes. About 3 in 10 (32%) provided this reason for not cycling more often. A few say they would ride more often if they could ride on the sidewalk away from the traffic (2%).
- About 1 in 5 (20%) report they do not cycle more because they do not have access to a bike.
- About 1 in 7 (16%) says that cycling more often is impractical, the distances they have to travel are too great; they need their vehicle for work or need a vehicle to carry items (e.g., groceries), or opportunities to cycle are the same occasions that they have children or pets with them.
- About 1 in 7 (16%) say that they do not feel safe cycling in the city. This mainly refers to the fear of sharing the road with other vehicles. A few say they are particularly fearful when taking children along (2%).
- About 1 in 10 (11%) says they are just too busy to find the time to cycle more.

Table 6: Barriers to cycling more
What are the reasons you do not cycle more often? (PROMPT: Are there any other reasons?)

	(n=601)
Lack of bike-only lanes / don't like riding on busy streets	32%
Don't have a bike	20%
Impractical	16%
Fear / don't feel safe	16%
Busy lifestyle / lack of time / other commitments	11%
Health - balance / vision / mobility issues (e.g.arthritis)	7%
Weather	7%
Not interested	6%
Age	5%
Already cycle as much as I want to	5%
Prefers walking	4%
Prefers car / bus – more convenient	3%
Lack of safe storage at destination	3%
Lazy / lack of motivation	2%
Would like to use sidewalk to cycle	2%
Fear associated with having children along	2%
Poor condition / maintenance of city streets	2%
Lack of change facilities / don't want to be sweaty	1%
Prefer other exercise method – gym / treadmill	1%
Other	2%
Don't know / no response	6%

5.2 Top of mind barriers to walking

We also asked all respondents why they do not walk more often. Table 7 shows their responses grouped into broad themes.

- The most common barrier to walking more often is that it is impractical (30%), the distances they have to travel are too great; they need their vehicle for work or need a vehicle to carry items (e.g., groceries), or opportunities to walk more are the same times they have children with them.
- Almost 1 in 5 (19%) says they are just too busy to find the time to walk more.
- Almost 1 in 5 says that they already walk as much as they want to (11%) or they already walk a lot (7%).
- Some cite health reasons (8%), while others say the simply prefer other methods of transportation (vehicle — 7%, Bike —2%). Still others say the weather prevents them from walking more (7%).
- Some say they lack the motivation (6%), while others feel unsafe walking (4%). Unlike cycling, most feel safe in their neighbourhood.

Table 7: Barriers to walking more
What are the reasons you do not walk more often? (PROMPT: Are there any other reasons?)

	(n=601)
Impractical	30%
Busy lifestyle / lack of time / other commitments	19%
Walk as much as I want to	11%
Health - balance / vision / mobility issues (arthritis)	8%
Already walk a lot	7%
Prefer car / bus – more convenient	7%
Weather	7%
Lazy / lack of motivation	6%
Fear / don't feel safe	4%
Prefer other exercise method — gym / treadmill / mall walking	3%
Prefers — biking	2%
Would like more / better routes or paths	2%
Poor condition – repair maintenance of sidewalks (slippery / not cleared)	2%
Age	1%
Other	1%
Don't know / no response	11%

5.3 Incentives to cycling and walking more

We asked all respondents what might encourage them to cycle or walk more in their neighbourhood. While about half say that they could think of nothing that would encourage such behaviour, others spoke of the need for better infrastructure.

- **Routes designed for biking/walking**. Most commonly respondents say they would cycle more if there were more on-road bike lanes (9%), bike paths or trails (7%), designated signed bike routes or networks (7%), routes specifically designed for biking or walking that start near their home (5%), bike lanes added with barriers to major streets (3%), or bikes allowed on sidewalks (2%).
- **Improved sidewalks.** Several respondents mentioned the need for constructing new or repairing existing sidewalks (4%), or making it easier to walk on sidewalks in the winter (2%).
- **Traffic and road issues.** A few noted that they would need streets with more stop lights, lower speed limits, or less traffic (3%), or that the road surfaces would need to be in better repair (4%) before they would walk or bike more.
- **Other safety issues**. A few say they would bike or walk more if there were more police around or if their neighbourhood were generally safer (4%). A few others say that ensuring routes were well-lit (4%) would encourage them to be more active.

These and other suggestions are found in Table 8.

Table 8: Encourage more cycling/walking in neighbourhood
Thinking of your neighbourhood, what changes might encourage you to bike or encourage you to walk more often?

	(n=601)
Nothing	48%
On-road bike lanes that are striped and signed / bike lanes (e.g., designated / wider / safer)	9%
Bike paths / trails (unspecified)	7%
Designated signed bike routes / networks / extend infrastructure	7%
Amenities / destinations closer (e.g., shops / parks / etc.)	6%
Routes specifically designed for biking / walking	5%
Constructing new sidewalks / repairing existing sidewalks	4%
Safety issues addressed — more police / safer neighbourhood / less crime	4%
Ensuring routes are well-lit	4%
Repair roads / potholes	4%
Traffic issues — more lights / lower speed limits / less traffic	3%
On major / busy streets, adding bike lanes separated (by barriers)	3%
Easier to walk on sidewalks in winter (better snow removal / ice)	2%
Routes to my destination more pleasant to walk / bike (nicer views / more appealing)	2%
Allow bikes on sidewalks	2%
Get a bike / people to walk with	2%
Providing facilities to shower / change	1%
More time	1%
Nicer weather	1%
Other	5%
Don' know/no response	4%

We also asked respondents to rate how much more often they might cycle or walk if specific changes or additions were made in the city. In total, we tested 13 changes asking how much more often respondents would cycle or walk if these were implemented.

5.3.1 Cycling incentives

Six of the changes tested are related specifically to cycling. Of these six, two stand out:

- **On major streets, adding bike lanes separated from traffic by barriers.** Almost half (47%) say such a change would make them cycle more often (20%) or much more often (27%).

- **Providing secure facilities to park your bike at your destination**. Almost half (46%) say such facilities would make them cycle more often (25%) or much more often (21%).

About 3 in 10 say these changes would make them cycle more or much more often:

- **Adding more designated signed bike routes** (34%, including 11% who would cycle much more)

- **Coordinating transit with bike use** (29%, including 12% who would cycle much more)

- **Adding more on-road bike lanes that are striped and signed** (30%, including 9% who would cycle much more)

- **Giving cyclists priority on specific roadways** (28%, including 9% who would cycle much more)

In almost all cases, the likelihood of cycling more decreases with age. The youngest age cohort is the most likely to say these changes will make the cycle more or much more. Conversely, the oldest cohort is the least likely to say these changes will increase their cycling. For example, 51% of those 18-to-29 years of age say that they would cycle more or much more if transit was coordinated with bike use providing bike park and rides, bike racks on buses, etc. This compares to only 15% of those 65 years of age or older.

In almost all cases whether they will cycle more depends on the type of cyclist they currently are. The fearless and comfortable cyclists are the most likely to say each of these changes would result in them riding more or much more often, followed by the interested cyclists. The reluctant cyclists are the least likely to modify their behaviour as a result of any of these changes.

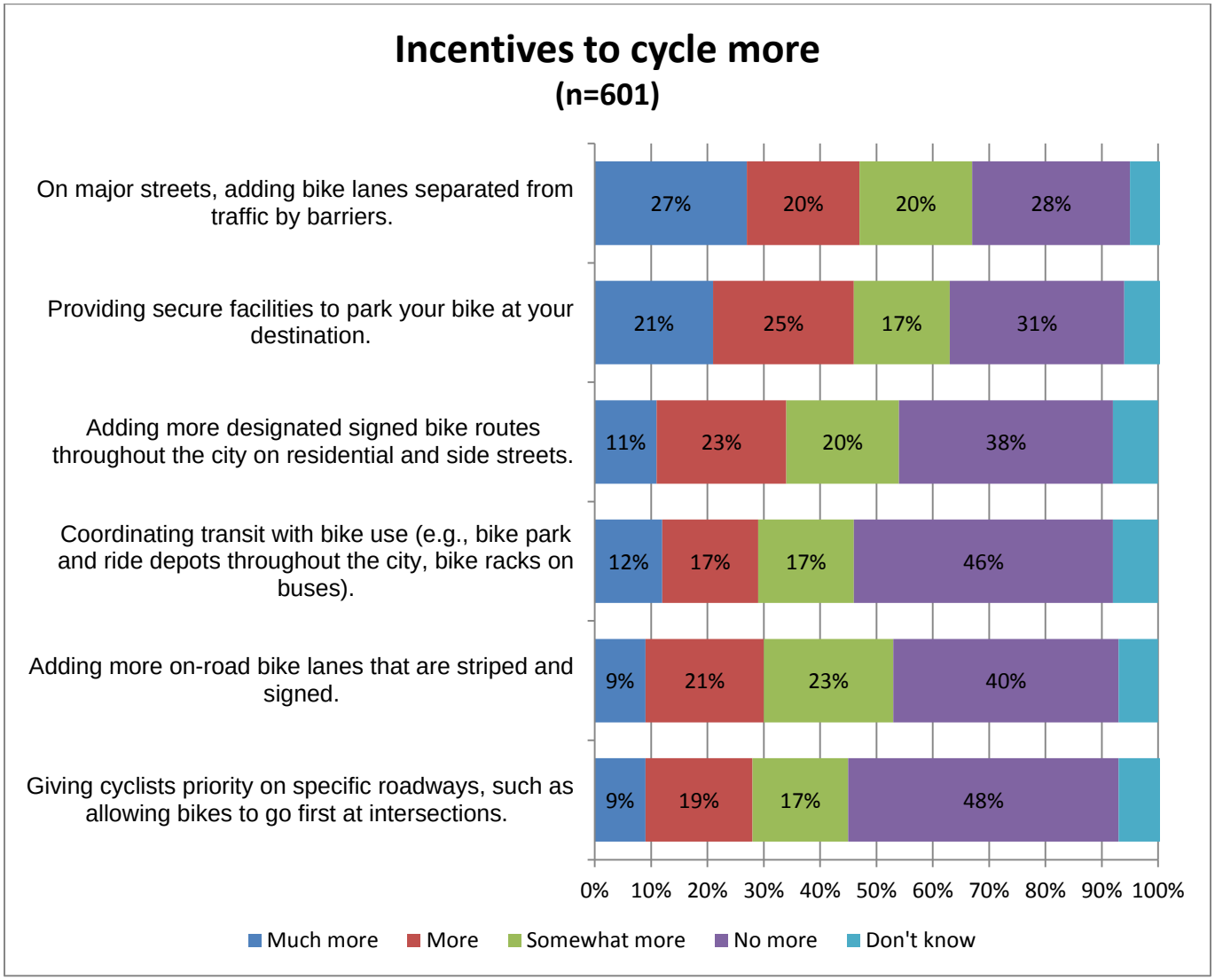
Incentives to cycle more
(n=601)
On major streets, adding bike lanes separated from traffic by barriers.
27%
20%
20%
28%
Providing secure facilities to park your bike at your destination.
21%
25%
17%
31%
Adding more designated signed bike routes throughout the city on residential and side streets.
11%
23%
20%
38%
Coordinating transit with bike use (e.g., bike park and ride depots throughout the city, bike racks on buses).
12%
17%
17%
46%
Adding more on-road bike lanes that are striped and signed.
9%
21%
23%
40%
Giving cyclists priority on specific roadways, such as allowing bikes to go first at intersections.
9%
19%
17%
48%
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
Much more
More
Somewhat more
No more
Don't know

Figure 14

5.3.2 Incentives to walk more

Three of the incentives tested focused on changes to encourage more walking. Over half of respondents say they would walk more or much more if these changes were implemented.

- **Easier to walk on sidewalks in the winter time**. Almost 6 in 10 (58%) say they would walk more (30%) or much more (28%) if sidewalks were easier to use in the winter time.
- **Constructing new sidewalk where there are gaps or repairing existing sidewalks**. Over half (53%) say they would walk more (31%) or much more (22%) if sidewalks were added or repaired.

Less than half say this change would make them walk more or much more.

- **Providing pedestrian-activated traffic lights.** Less than half (45%) say such lights would make them walk more (26%) or much more (19%).

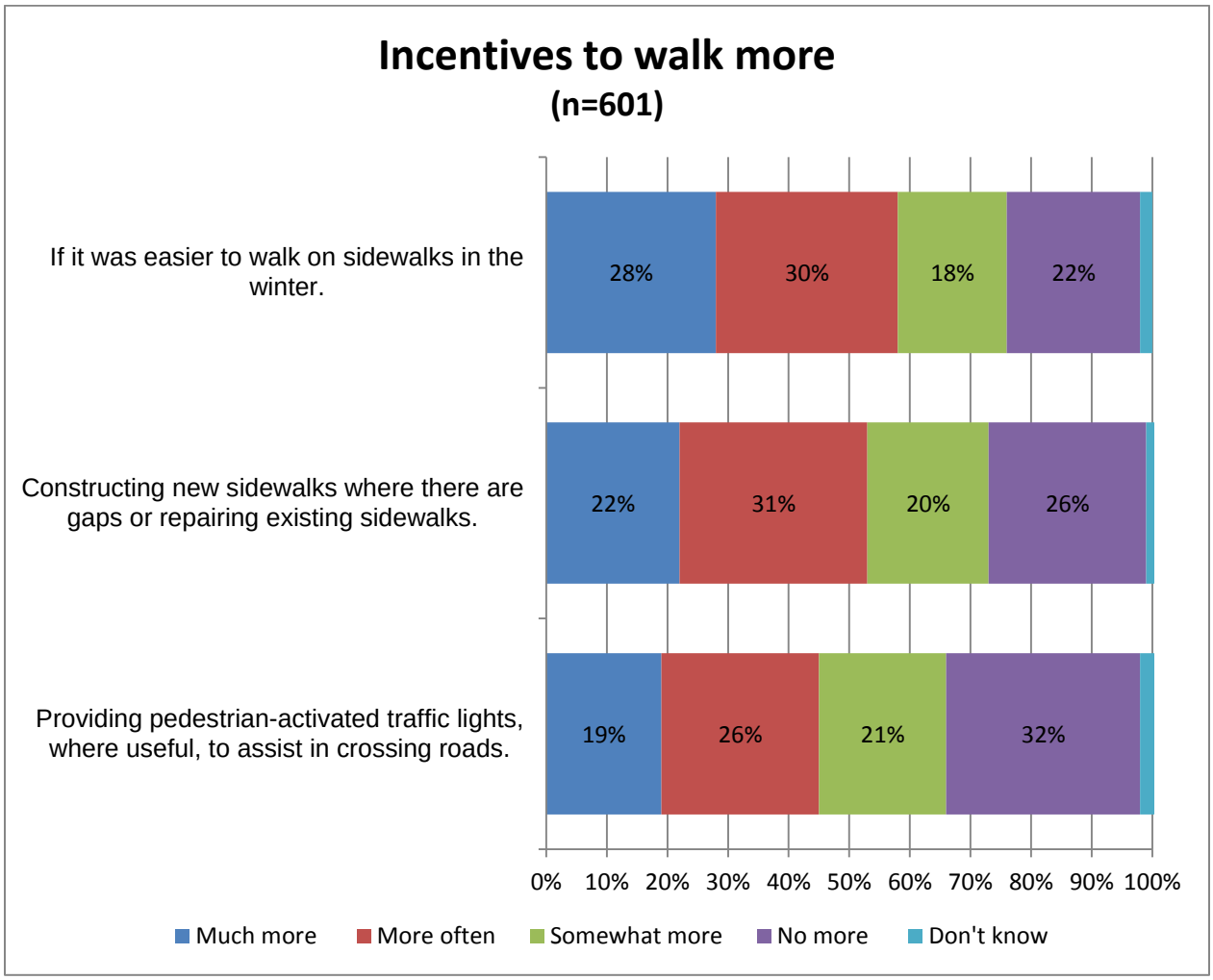

Figure 15

5.4 Incentives to walk/cycle more

Four of the incentives might encourage more walking and/or cycling.

- **Creating routes designed for biking/walking that start near your home and end close to destinations**. Over half (55%) say that such routes encourage them to walk or cycle more (25%) or much more (30%).
- **Ensuring routes are well-lit.** Over half (53%) say well-lit routes would encourage them to walk or cycle more (27%) or much more (25%).
- **Routes were more pleasant to walk or bike.** Over 4 in 10 (45%) say that such routes would encourage them to walk or bike more (24%) or much more (21%). Again, younger respondents are more likely to say they would walk or cycle more if routes to their destination were more pleasant (18-to-24, 57%; 30-to-49, 48%; 50-to-64, 42%, 65 or older, 30%).
- **Providing facilities to shower, change, and store clothes at work or school**. Among those who travel to work or school, 4 in 10 (38%) say that such facilities would encourage them to walk or bike more (20%) or much more (18%).

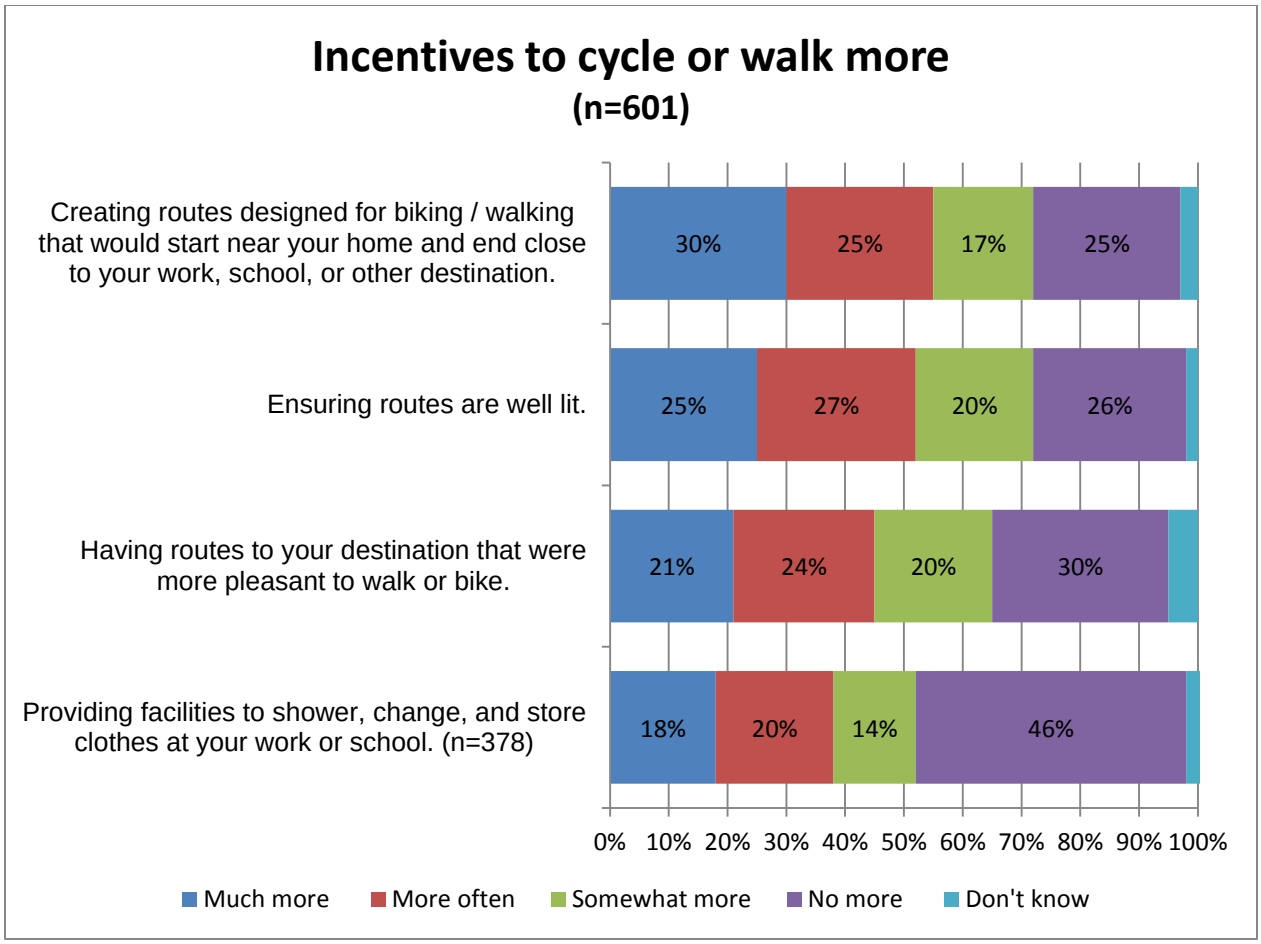

Figure 16

6.0 Summary and conclusion

Currently, many Winnipeg residents regularly cycle during non-snow months to get to work or school, to destinations in their neighbourhood, or for exercise or pleasure (45%). Almost all Winnipeg residents also report walking at least monthly in non-snow months for pleasure or exercise, to visit neighbourhood destination, or to travel to work or school (93%).

Among those who travel to work or school, the most common means of transportation remains the private vehicle (64%). Some claim active transportation — either biking (10%) or walking (7%) is the method they use most often. In fact, these active transportation methods are far more commonly used that this would suggest. In a typical non-snow month, over 1 in 5 (23%) report cycling and over 1 in 4 (27%) report walking at least once a month to or from work or school. The use of active transportation methods drops significantly in months with snow of the ground. Still some (6%) report cycling and many (17%) report walking to or from work or school at least once in a typical winter month.

Winnipeg residents use active transportation often to get to neighbourhood destinations within two kilometres of their homes. About 3 in 10 (31%) report cycling and 8 in 10 (78%) walking to these destinations at least once per month during non-snow months. In addition, 4 in 10 (41%) residents cycle and 8 in 10 (81%) walk at least once per month when there is no snow for exercise or pleasure.

All of which suggests that Winnipeggers are fairly active and this represents a strong base from which to encourage more use of these transportation methods. Indeed, a large portion of Winnipeg residents would like to use these methods more often than they currently do. Almost half of adult Winnipeggers are interested in cycling (46%) more often. Similarly, although Winnipeggers seem to walk to a variety of destinations, half (49%) would like to walk more often.

Residents cite many barriers to why they do not cycle or walk more. One barrier that does not exist for most is the means to cycle, since almost 7 in 10 (68%) report owning or having access to a bike. While respondents identify many of the same barriers to cycling and walking (e.g., distance of the destination, practicality, limited time), they tend to identify infrastructure barriers more often for cycling than for walking. Few respondents report feeling comfortable riding on busy main roads (10%) or roads with transit but no bike lanes (9%). Even on transit routes with bike lanes, only 15% report strongly agree that they feel comfortable riding on such roads. This need for infrastructure that will deal with their concerns about riding with vehicle traffic is reflected in the changes that respondents say will encourage them to ride more.

- Top changes for cycling:
  - bike lanes separated by barriers on major streets (47% would ride more or much more)
  - facilities to securely park bikes (46%)

- Top changes for walking:
  - easier to walk on sidewalks in the winter (58%)
  - constructing new sidewalks or repairing existing sidewalks (53%)

- Top changes that would encourage both walking and cycle:
  - routes designed for biking/walking that start near home and end close to destination (55%)
  - ensuring routes are well-lit (52%)

To increase cycling, changes would need to be made to address perceived concerns about their safety while riding and security of their bike at their destination. To increase walking, changes would need to improve the year round quality of sidewalks. That being said, there appears to be great interest among Winnipeg resident to increase their use of active transportation methods.

Appendix A – Questionnaire

INTR1:

INTR1. 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, such as walking and cycling. Would you have 10 minutes 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 => AGEGR
SET CALLBACK..... 2 => /INT01
TERMINATE CALL..... 9 => /INT01

TERM:

I'm sorry but that disqualifies you from our survey. thank you very much for your time today.

CODE AS NON-QUALIFIED..... 1 D => /INT01

AGEGR:

First, we want to make sure we are speaking to people from all different age groups - which of the following age groups do YOU belong to? Is it... (READ RESPONSES)

18 - 24..... 1
25-29..... 5
30-39..... 6
40 - 64..... 3
65 or over..... 4
(DO NOT READ) Don't know / No response 9

Q1:

Q1. Do you travel to work or attend school, college or university in Winnipeg?

Yes, work..... 01
Yes, school 02
Yes, both work and school..... 03
No ..... 00 => /Q7
Don't know/No response..... 99 => /Q7

Q2:

Q2. I'd like you to think about the past 12 months. Thinking about the months when there is no snow on the ground, what is your usual method of transportation to and from work or school? (READ RESPONSES - RECORD ONE METHOD) (PROMPT: This might include the spring, summer, or fall when there is no snow on the ground.)

Drive alone 01
Drive with others (carpool)..... 02
Transit/Bus 03
Bike 04
Walk 05
Other (specify)..... 66 O
Don't know/No response..... 99 X

Q3:

Q3. In a typical month, when there was no snow on the ground, on how many days did you walk to or from work or school? (RECORD NUMBER OF TIMES - MAX 30)

$R 1 30

None 00
Don't know / No response..... 99

Q4:

Q4. In a typical month, when there was no snow on the ground, on how many days did you bike to or from work or school? (RECORD NUMBER OF TIMES - MAX 30)
$R 1 30
None 00
Don't know / No response..... 99

Q5:

Q5. Now thinking of a typical month when there was snow on the ground, on how many days did you walk to or from work or school? (RECORD NUMBER OF TIMES - MAX 30)
$R 1 30

=> /+1***ERR
if Q3=00,99

None 00
Don't know / No response..... 99

Q6:

Q6. Now thinking of a typical month when there was snow on the ground, on how many days did you bike to or from work or school? (RECORD NUMBER OF TIMES - MAX 30)
$R 1 30

=> /+1***ERR
if Q4=00,99

None 00
Don't know / No response..... 99

Q7:

Q7. Do you have school age children living in your household?
Yes..... 1
No ..... 0 => Q9
Don't know / No response..... 9 => Q9

Q8:

Q8. What methods of transportation do your children use to get to and from school? (CHECK ALL THAT APPLY)
Parents drive/child drives alone..... 01
Carpool with children in other homes..... 02
School bus 03
Winnipeg Transit/Bus..... 04
Bike 05
Walk 06
Other (specify)..... 66 O
Don't know/No response..... 99 X

Q9:

Q9. Thinking about the area within 2 kilometres of your home, do you regularly use or visit a: (READ RESPONSES) (PROMPT: 2 kilometres is about a 5-minute drive, a 10 to 15 minute bike ride, or a 25 to 30 minute walk)

Grocery store	01		
Neighbourhood park, playground, or community centre	02		
Children's school	03		
Place of worship	04		
Restaurant	05		
Entertainment outlet such as a bar, movie theatre, and the like	06		
Other destinations (SPECIFY)	66	O	
(DO NOT READ) None	00	X	=> Q15
(DO NOT READ) Don't know / No response	99	X	=> Q15

DUMM1:

=> *
if IF ((Q9=01),1,0)

Grocery store	1
	0

DUMM2:

=> *
if IF ((Q9=02),1,0)

Park / Playground / Community Centre	1
	0

DUMM3:

=> *
if IF ((Q9=03),1,0)

Children's school	1
	0

DUMM4:

=> *
if IF ((Q9=04),1,0)

Place of worship	1
	0

DUMM5:

=> *
if IF ((Q9=05),1,0)

Restaurant(s)	1
	0

DUMM6:

=> *
if IF ((Q9=06),1,0)

Entertainment outlet(s)	1
	0

DUMM7:

=> *
if IF ((Q9=66),1,0)

Other destinations 1
..... 0

Q10:

DROPPED FOLLOWING PRE-TEST

Q10. Thinking about this past year, when there was no snow on the ground, what methods of transportation do you typically use when visiting these places? (The places within 2 kilometres of your home that you regularly use/visit: <dumm1> <dumm2> <dumm3> <dumm4> <dumm5> <dumm6> <dumm7>) RECORD ONE METHOD ONLY

=> +1
if 1 > 0

Drive 01
Transit/Bus 02
Bike 03
Walk 04
Other (specify) ..... 66 O
Don't know/No response 88

Q11:

Q11. In a typical month with no snow on the ground, how may days did you walk to any of these places? (Places such as: <dumm1> <dumm2> <dumm3> <dumm4> <dumm5> <dumm6> <dumm7>) RECORD ONE METHOD ONLY (PROMPT: No snow-months would be in spring, summer, or fall of the past year)

$R 1 30

None 00
Don't know / No response 88

Q12:

Q12. In a typical month with no snow on the ground, how many days did you bike to any of these places? (Places such as: <dumm1> <dumm2> <dumm3> <dumm4> <dumm5> <dumm6> <dumm7>) RECORD ONE METHOD ONLY (PROMPT: No snow-months would be in spring, summer, or fall of the past year)

$R 1 30

None 00
Don't know / No response 99

Q13:

DROPPED AFTER PRETEST

Q13. Now thinking of this past winter when there was snow on the ground, in a typical winter month, how often do you travel to these places by walking? (PROMPT: The places within 2 kilometres of your home that you regularly use/visit: <dumm1> <dumm2> <dumm3> <dumm4> <dumm5> <dumm6> <dumm7>)

$R 1 30

=> /+1***ERR
if 1 > 0

None 00
Don't know / No response 99

Q14:

DROPPED AFTER PRETEST

Q14. Now thinking of this past winter when there was snow on the ground, in a typical winter month, how often do you travel to these places by biking? (PROMPT: The places within 2 kilometres of your home that you regularly use/visit: <dumm1> <dumm2> <dumm3> <dumm4> <dumm5> <dumm6> <dumm7>)

$R 1 30

=> /+1***ERR

if 1 > 0

None 00
Don't know / No response..... 99

Q15:

Q15. In a typical month with no snow on the ground, on how many days did you walk, run, or jog outdoors for pleasure or exercise?

$R 1 30

None 00
Don't know / No response..... 99

Q16:

Q16. In a typical month with no snow on the ground, on how many days did you bike outdoors for pleasure or exercise?

$R 1 30

None 00
Don't know / No response..... 99

Q17:

Q17. Now I'm going to read some statements about your attitudes to biking and walking for transportation purposes, such as commuting to work or school, going shopping, running errands, or cycling to visit friends. First, thinking of using your bicycle for transportation purposes, which of these statements best describes your interest in cycling for transportation purposes? (READ RESPONSES)

I already ride a bike as often as I want to 2
I ride a bike a lot, but would like to ride more 3
I do not ride a bike often, but would like to ride more 4
I have no interest whatsoever in riding a bike 1
(DO NOT READ) Don't know/No response 8

Q18:

Q18. Now thinking of walking for transportation purposes, which of these statements best describes your interest in walking for transportation purposes? (READ RESPONSES)

I already walk as often as I want to 2
I walk a lot, but would like to walk more 3
I do not walk often, but would like to walk more 4
I have no interest whatsoever in walking as a form of transportation 1
(DO NOT READ) Don't know/No response 8

Q19X:

Q19X. Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements.

CONTINUE..... 1 D

Q19:

Q19. Riding a bike is an extremely important part of my life. Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree..... 4
Strongly agree..... 5
Don't know 8
N/A 7

Q20:

Q20. I feel comfortable cycling on main roads with high traffic volumes and speeds. (PROMPT: Such as Portage Avenue, Main Street, Pembina Highway, or Regent Avenue.) Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree..... 4
Strongly agree..... 5
Don't know 8
N/A 7

Q21:

Q21. I feel comfortable cycling on busy roads that are Transit bus routes without bike lanes. Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8
N/A 7

Q22:

Q22. I feel comfortable cycling on busy roads that are Transit bus routes that have bike lanes. (PROMPT: Such as the Downtown and Maryland Avenue. A bike lane is a designated lane for bikes separated from traffic with a painted line.) Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8
N/A 7

Q23:

Q23. I'd like you to think about all possible trips on a bike including riding to work, school, shopping, visiting friends, or for exercise. What are the reasons you do not cycle more often? (PROMPT: Are there any other reasons?)

Reasons (specify) ..... 66 O
Don't know ..... 88 X
No response ..... 99 X

Q24:

Q24. Now, I'd like you to think about walking including walking to work, school, shop, visiting friends, or for exercise. What are the reasons you do not walk more often? (PROMPT: Are there any other reasons?)

Reasons (specify) ..... 66 O
Don't know ..... 88 X
No response ..... 99 X

Q25X:

DROPPED FOLLOWING PRE-TEST

Q25X. People walk or bike to make many different kinds of trips. Some people walk or bike as a form of transportation to get to and from work or school, to go shopping and to appointments, to go see family or friends, or to get a meal. Some people bike or walk for recreation purposes such as taking a leisurely walk or bike ride or getting some exercise. For the next questions, I want you to think of all kinds of trips. There are different reasons that influence why people do not bike more often. I am going to read you a list of statements. Thinking about the non-winter months without snow on the ground, please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements.

=> /Q36
if 1 > 0

CONTINUE ..... 1 D

Q25:

DROPPED FOLLOWING PRE-TEST

Q25. I do not feel safe cycling in traffic Do you... (READ RESPONSES)

=> /+1***ERR
if 1 > 0

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8
N/A 7

Q26:

DROPPED FOLLOWING PRE-TEST

Q26. I do not know where there are safe routes to cycle. Do you... (READ RESPONSES)

=> /+1***ERR
if 1 > 0

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8
N/A 7

Q27:

DROPPED FOLLOWING PRE-TEST

Q27. There are not enough bike racks to lock up my bike. Do you... (READ RESPONSES)

=> /+1***ERR
if 1 > 0

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8
N/A 7

Q28:

DROPPED FOLLOWING PRE-TEST

Q28. There is nowhere to shower, change, or store my riding things when I arrive at my destination after I have cycled. Do you... (READ RESPONSES)

=> /+1***ERR
if 1 > 0

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8

N/A 7

Q29:

DROPPED FOLLOWING PRE-TEST

Q29. The bike routes to my destinations are too out of my way Do you... (READ RESPONSES)

=> /+1***ERR
if 1 > 0

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8
N/A 7

Q30:

DROPPED FOLLOWING PRE-TEST

Q30. Cycling takes too long to get places Do you... (READ RESPONSES)

=> /+1***ERR
if 1 > 0

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree 4
Strongly agree 5
Don't know 8
N/A 7

Q31:

DROPPED FOLLOWING PRE-TEST

Q31. Now thinking of the winter months when there is snow on the ground, how safe or dangerous do you think it is ride a bicycle in Winnipeg? Would you say it is very safe, somewhat safe, somewhat dangerous, or very dangerous?

=> /+1***ERR
if 1 > 0

Very safe 5
Somewhat safe 4
Neither 3
Somewhat dangerous 2
Very dangerous 1
Don't know 8
No response 9

Q32X:

DROPPED FOLLOWING PRE-TEST

Q31. Now thinking of the winter months when there is snow on the ground, how safe or dangerous do you think it is ride a bicycle in Winnipeg? Would you say it is very safe, somewhat safe, somewhat dangerous, or very dangerous?

=> /+1***ERR

if 1 > 0

CONTINUE..... 1 D

Q32:

DROPPED FOLLOWING PRE-TEST

Q32. It is generally too far to walk to the place I need to go. Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree..... 4
Strongly agree..... 5
Don't know 8
N/A 7

Q33:

DROPPED FOLLOWING PRE-TEST

Q33. The routes to the places I need to go are not pleasant for walking. Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree..... 4
Strongly agree..... 5
Don't know 8
N/A 7

Q34:

DROPPED FOLLOWING PRE-TEST

Q34. Sidewalks are too narrow, in poor repair, have curbs that are too high, or don't exist where I want to walk. Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree..... 4
Strongly agree..... 5
Don't know 8
N/A 7

Q35:

DROPPED FOLLOWING PRE-TEST

Q35. It is difficult to use the sidewalks in the winter. Do you... (READ RESPONSES)

Strongly disagree 1
Somewhat disagree 2
Neither 3
Somewhat agree..... 4
Strongly agree..... 5
Don't know 8
N/A 7

Q36:

Q36. Thinking of your neighbourhood, what changes might encourage you to bike or

encourage you to walk more often?
Changes (specify) ..... 66 O
Nothing ..... 00 X
Don't know ..... 88 X
No response ..... 99 X

Q37X:

Q37X. I'm going to read some possible changes that could be made to encourage people to bike or walk more often. As I read each, tell me if you would bike or walk much more often, more often, somewhat more often, or no more often if the change was made. (PROMPT: It is important that everyone is offered these questions - to see if the change might affect their behavior)
CONTINUE ..... 1 D

Q37:

Q37. Adding more on-road bike lanes that are striped and signed. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)
No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q38:

Q38. Adding more designated signed bike routes throughout the city on residential and side streets. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)
No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q39:

Q39. Coordinating transit with bike use - for example, bike park and ride depots throughout the city, bike racks on buses, etc (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)
No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q40:

Q40. On major streets, adding bike lanes separated from traffic by barriers (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)
No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q41:

Q41. Creating routes specifically designed for biking or walking that would start near your home and end close to your work, school, or other destination. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q42:

Q42. Giving cyclists priority on specific roadways such as allowing bikes to go first at intersections. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q43:

Q43. Providing secure facilities to park your bike at your destination. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q44:

SKIP ADDED AFTER 65 COMPLETES

Q44. Providing facilities to shower, change, and store clothes at your work or school. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

=> /+1***ERR
if Q1=00

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q45:

Q45. Ensuring routes are well lit. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3

Don't know / No response 8

Q46:

Q46. Providing pedestrian-activated traffic lights, where useful, to assist in crossing the roads (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q47:

Q47. Constructing new sidewalks where there are gaps or repairing existing sidewalks. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q48A:

ADDED AFTER 14 PRE-TEST COMPLETES

Q48A. If it was easier to walk on sidewalks in the winter. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q49A:

ADDED AFTER 14 PRE-TEST COMPLETES

Q49A. If there were routes to my destination that were more pleasant to walk or bike. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often 0
Somewhat more often 1
More often 2
Much more often 3
Don't know / No response 8

Q48:

Q48. 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. Do you own or have access to a bicycle?

Yes 1
No 0
No response 9

Q49:

Q49. In what year were you born?
$R 1920 1995
No response 9999

AGE:

THIS IS A CALCULATION OF RESPONDENT AGE FROM YOB

=> *
if IF((NOT Q49==8888), 2013-Q49)

Q50:

Q50. 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..... 7
University grad (B.A., B.Sc.) 5
Graduate school / Professional (Master's, Ph. D.) 6
Don't know / No response..... 8

Q51:

Q51. Do you have a health, physical, or sensory issue that limits your ability to walk or bike?
Yes..... 1
No 0
No response 9

Q52:

DROPPED FOLLOWING PRE-TEST

Q52. Do you consider yourself to be of Aboriginal descent?

=> /+1***ERR
if 1 > 0

Yes..... 1
No 0
No response 9

Q53:

DROPPED FOLLOWING PRE-TEST

Q53. How long have you lived in Canada?
$R 0 90

=> /+1***ERR
if 1 > 0

All my life..... 98
No response 99

Q54:

Q54. Please tell me the first three characters of your postal code.

A9A

Q55:

Q55. 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 $40,000 2
$40,000 to $70,000 3
$70,000 to $100,000 4
$100,000 to $125,000 5
Over $125,000 6
Don't Know/Refused..... 9

GENDR:

RECORD GENDER - DO NOT ASK

Those are all the questions I have - Thank you very much for your time and cooperation.

GENDER:

Female 1
Male..... 2
Undetermined 3

INT99:

CALL RESULT
Completion .....CO D => /END