



Views on Cycling and Driving in Winnipeg

CAA Manitoba / Bike Winnipeg
September 2022 Probe Research Omnibus Survey



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Key Findings

- With the exception of regular driving by car, the frequency of walking, bus travel and biking have all declined since Probe Research last asked Winnipeg adults these questions in June 2018. No doubt, participation in these transportation activities was largely influenced by the global COVID-19 pandemic and its encouragement of isolation for the past two and one-half years. Biking, in particular, is now a regular activity of only 15% of city adults – down from 21% in June 2018.
- Public demand for more protected bike lanes, more respectful motorists, more bike paths or parks and a greater number of residential streets designated for cycling have all declined when compared with the June 2018 results. Again, the long hand of COVID-19 may be at work, as many residential streets and pathways were at least temporarily designated for bikes and pedestrians during the pandemic.
- There has been little change in the past four years when it comes to concerns expressed by cyclists about sharing the roads with motorists. Vehicles passing too close, distracted drivers, car doors opening unexpectedly into cyclists' paths and being cut off by cars remained cyclists' top grievances. For their part, motorists also list a litany of objections about cyclists including annoyance at those who do not stop at lights and signs, the difficulty of safely passing cyclists, bike riders who are not visible in the dark and cyclists passing cars stopped in traffic.
- Citizens remain highly critical of the performance of the city government when it comes to keeping roads clear of snow, maintaining road signage, maintaining bike paths and clearing snow from bike paths. These already weak performance ratings have declined on most fronts since 2018.

Key Findings (cont'd)

- Public desire to see more bike protected lanes downtown has declined by ten percentage points since 2018 although more than one in three adults continue to call for the building of more of these shielded lanes.
- The number of Winnipeg adults who would urge the provincial government to place a higher priority on active transportation infrastructure has climbed to the seven in ten mark from just over six and ten who felt this way four years ago.



About the Probe Research Omnibus

For more than two decades, Probe Research Inc. has undertaken quarterly omnibus surveys of random and representative samples of Manitoba adults. These scientific telephone surveys have provided strategic and proprietary insights to hundreds of public, private and not-for-profit clients on a range of social, cultural and public policy topics. The Probe Research Omnibus Survey is the province's largest and most trusted general population survey.

Survey Instrument

The survey instrument was designed by Probe Research in close consultation with CAA Manitoba and Bike Winnipeg.

Methodology

Probe Research surveyed a random and representative sampling of 600 adults residing in Winnipeg between September 8 and 18, 2022.

With a sample of 600, one can say with 95 percent certainty that the results are within ± 4.0 percentage points of what they would have been if the entire adult population of Winnipeg had been surveyed. The margin of error is higher within each of the survey's population sub-groups.

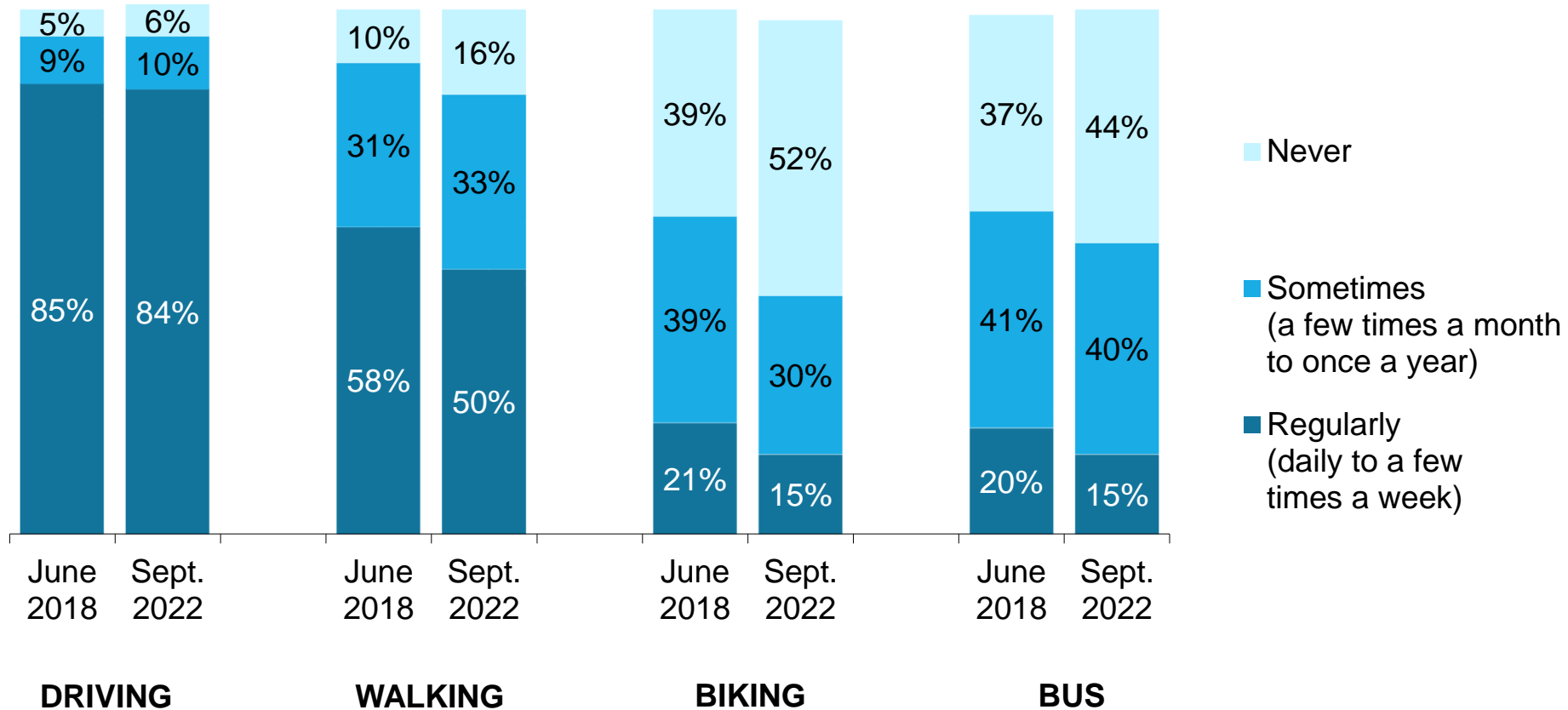
The sample consists of 236 Winnipeggers randomly recruited via live-agent operator, 208 Winnipeggers randomly recruited via Interactive Voice Response (IVR) and 156 members of Probe Research's online panel. All respondents completed the survey on an online platform.

Modified random digit dialing, including both landline and wireless numbers, ensured all Winnipeg adults had an equal opportunity to participate in this Probe Research survey.

Minor statistical weighting has been applied to this sample to ensure that age and gender characteristics properly reflect known attributes of the city's population. All data analysis was performed using SPSS statistical analysis software.

Prevalence of Transportation Modes - Tracking

Fewer Winnipeggers biking now, compared to four years ago



Most likely to **be regular cyclists** are...

- Core area residents (20%)
- Those age 35-54 (21%)
- University graduates (20%)

Most likely to **be regular walkers** are...

- Core area residents (66%)
- Renters (60%)

Most likely to be **regular bus riders** are...

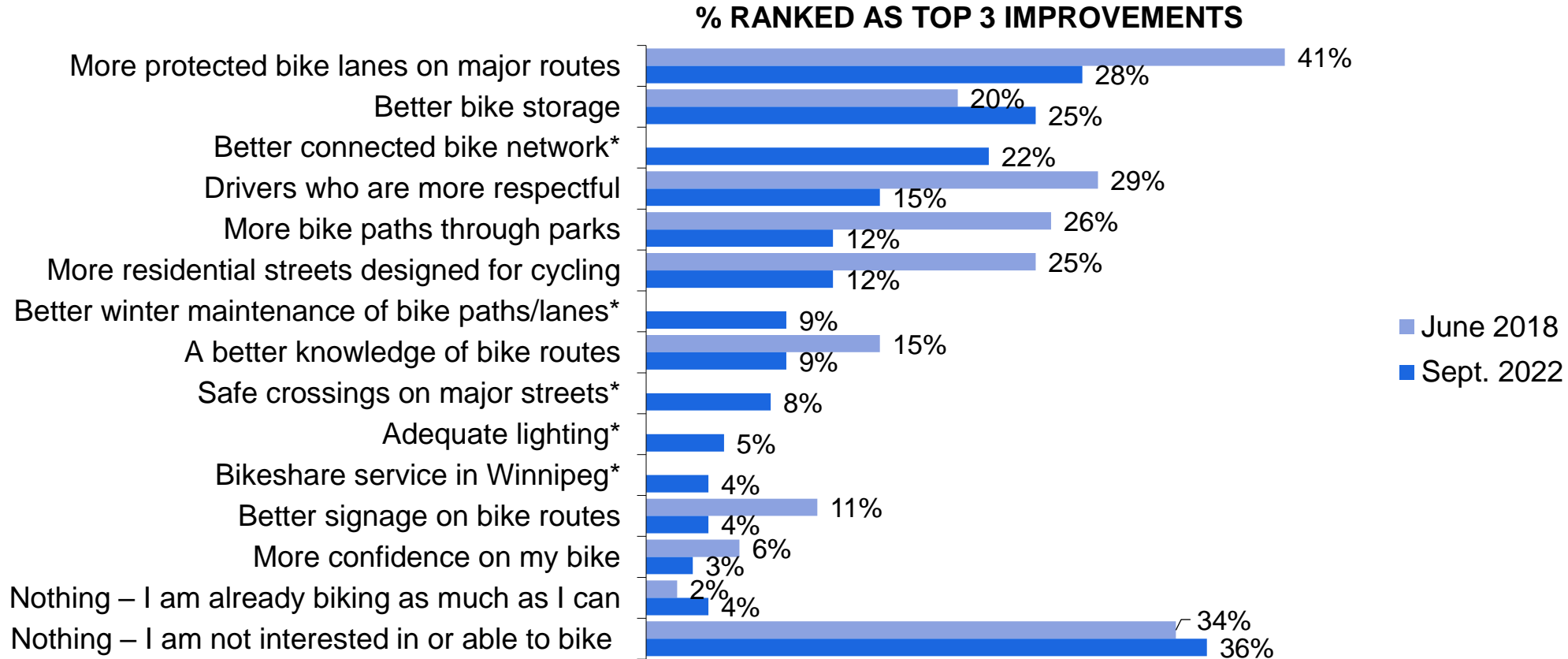
- Younger adults (28%)
- Core area residents (25%)

CAA1. There are various ways Winnipeggers get around the city every day. Looking at the list below, please indicate how often you use each mode of transportation as part of your day-to-day commute to work or school, to run errands or visit friends and family. Here, we're thinking about your daily transportation, not recreational activities.

Base: All respondents (N=600)

Top Improvements to Encourage Cycling - Tracking

Although having more protected bike lanes is still top improvement, it was mentioned by significantly fewer Winnipeggers this round



CAA2. Now, thinking about cycling as part of your transportation around Winnipeg, what would it take to make you bike more often? Please review the list below and choose up to three improvements that would make you more likely to cycle as part of your regular transportation. Just tap or click on the items to rank your top three in order of importance. To undo a selection, just tap or click on that item again. (If you're already cycling as much as you can, or not interested or unable to cycle more, just choose one of those options at the end of the list.) [RANDOMIZE EXCEPT FOR LAST TWO]

Base: All respondents (n=600)

*Only included in 2022

Top Improvements to Encourage Cycling – by Subgroups



Protected bike lanes on major routes have the biggest appeal for younger adults, those with higher levels of education and residents of the city's core and the southeast quadrant. Regular cyclists are also particularly keen on protected bike lanes.

Better bike storage, including places to lock up a bike securely, was most appealing to residents of Southeast Winnipeg, young adults, Indigenous Winnipeggers and those who cycle daily/weekly.

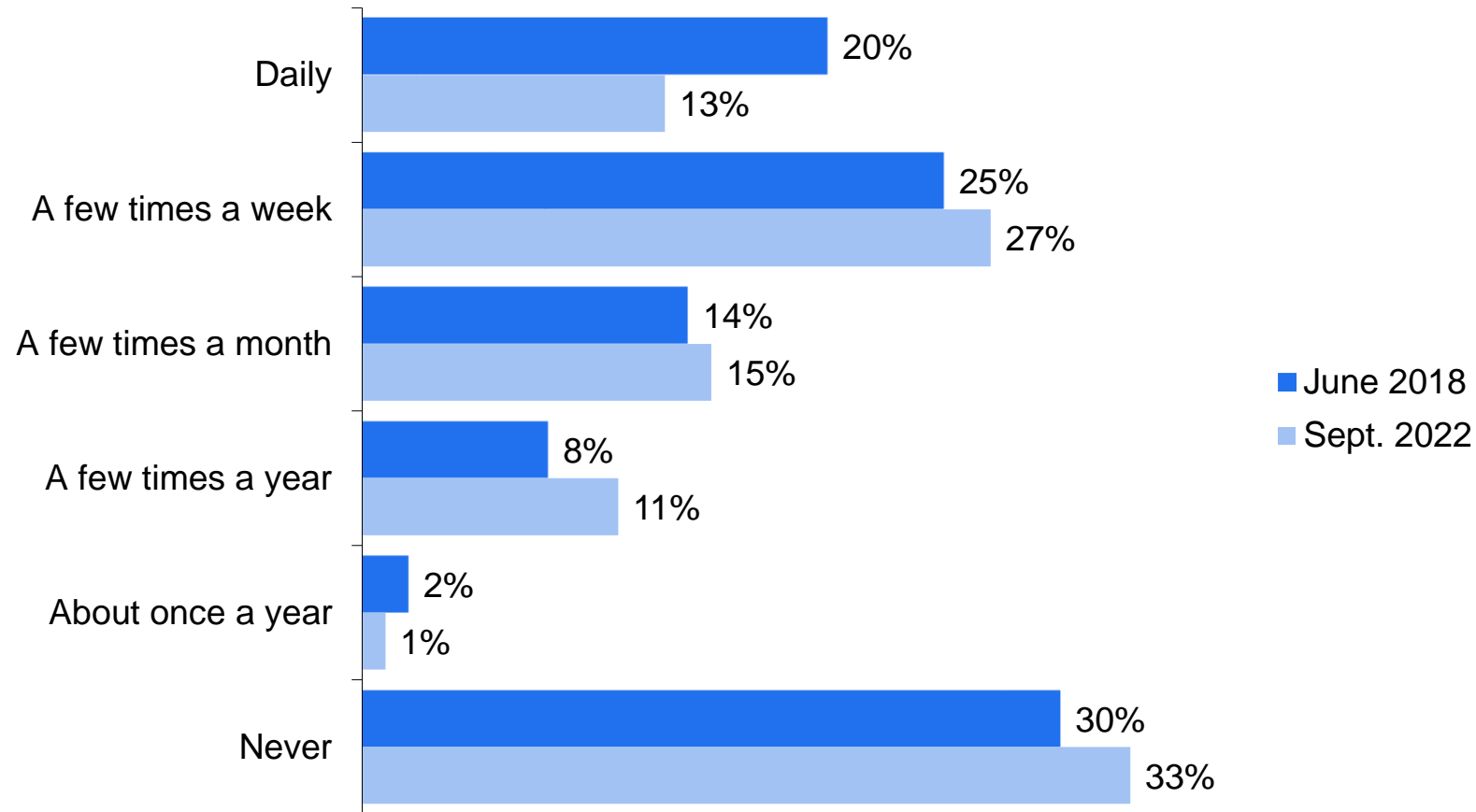


A better connected bike network was most appealing to men, middle-aged Winnipeggers, university graduates, those from higher income households and those who cycle daily/weekly.

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Potential for Cycling More Frequently - Tracking

Fewer people now say they would use their bicycle daily for getting around under ideal circumstances, compared to four years ago



Most likely to cycle **daily** under ideal conditions are...

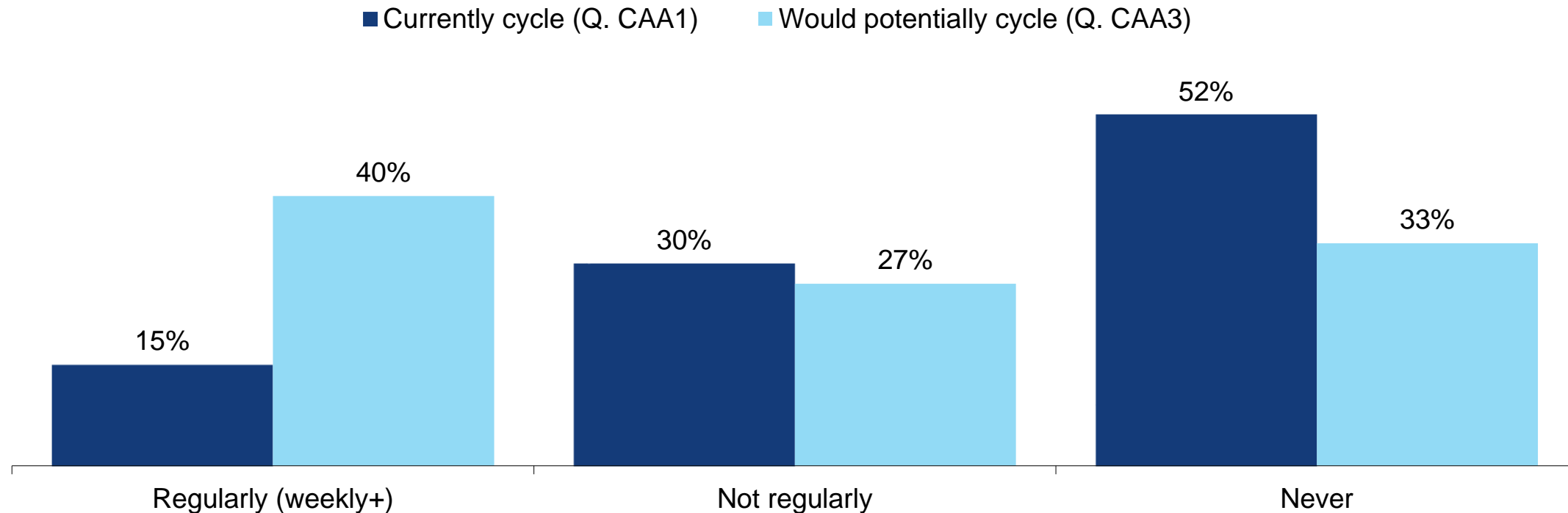
- Core area residents (23%)
- Those age 35-54 (19%)
- University graduates (17%)
- Those from lower income households (19%)

CAA3. Suppose the circumstance were positive for cycling – you felt safe cycling, there were better bike paths and the weather was good. If that were the case, how often do you think you might cycle to work, school or to run errands?

Base: All respondents (N=600)

A Summary of Current vs. Potential Cycling - 2022

Ideal conditions would almost triple the rate of regular cycling

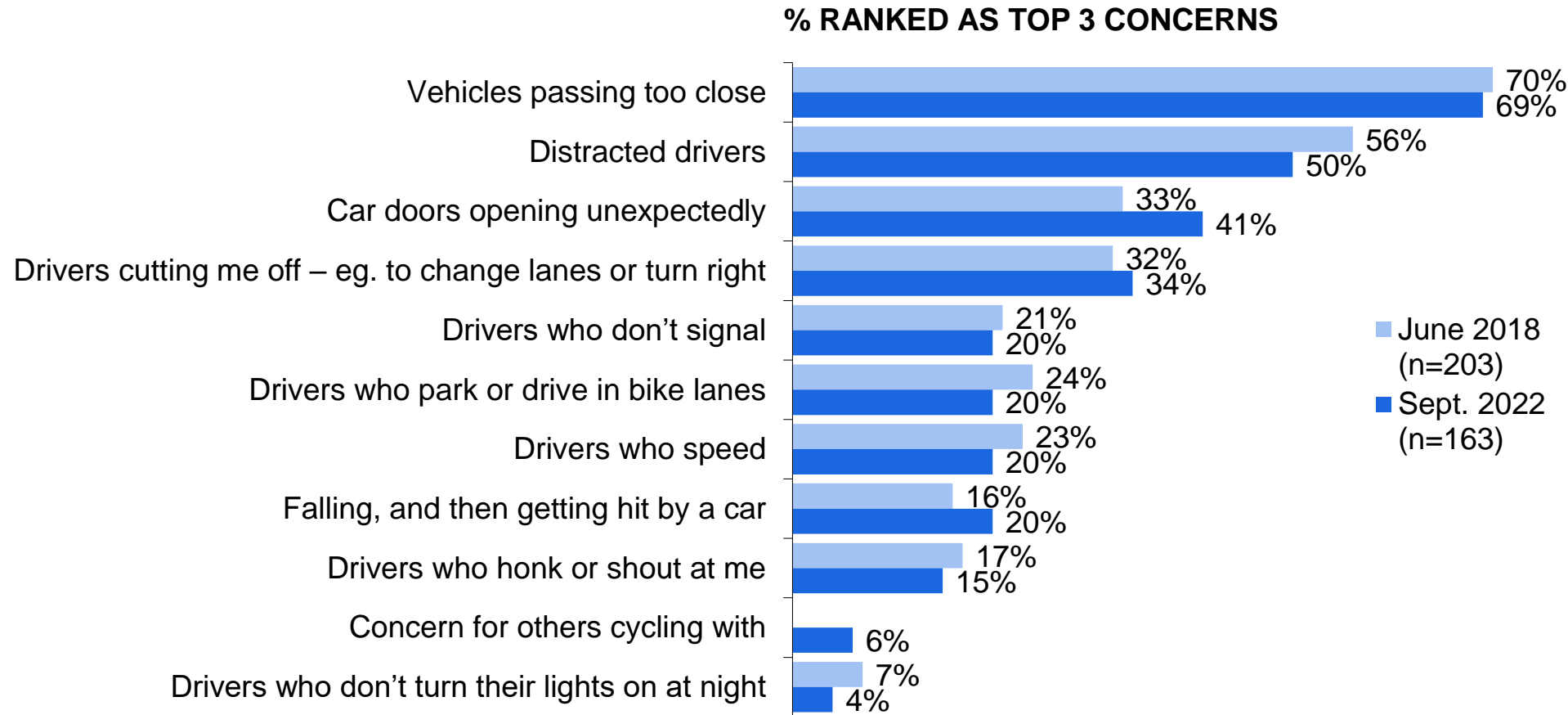


CAA1. There are various ways Winnipeggers get around the city every day. Looking at the list below, please indicate how often you use each mode of transportation as part of your day-to-day commute to work or school, to run errands or visit friends and family. Here, we're thinking about your daily transportation, not recreational activities (biking).

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Top Concerns About Drivers Among Cyclists

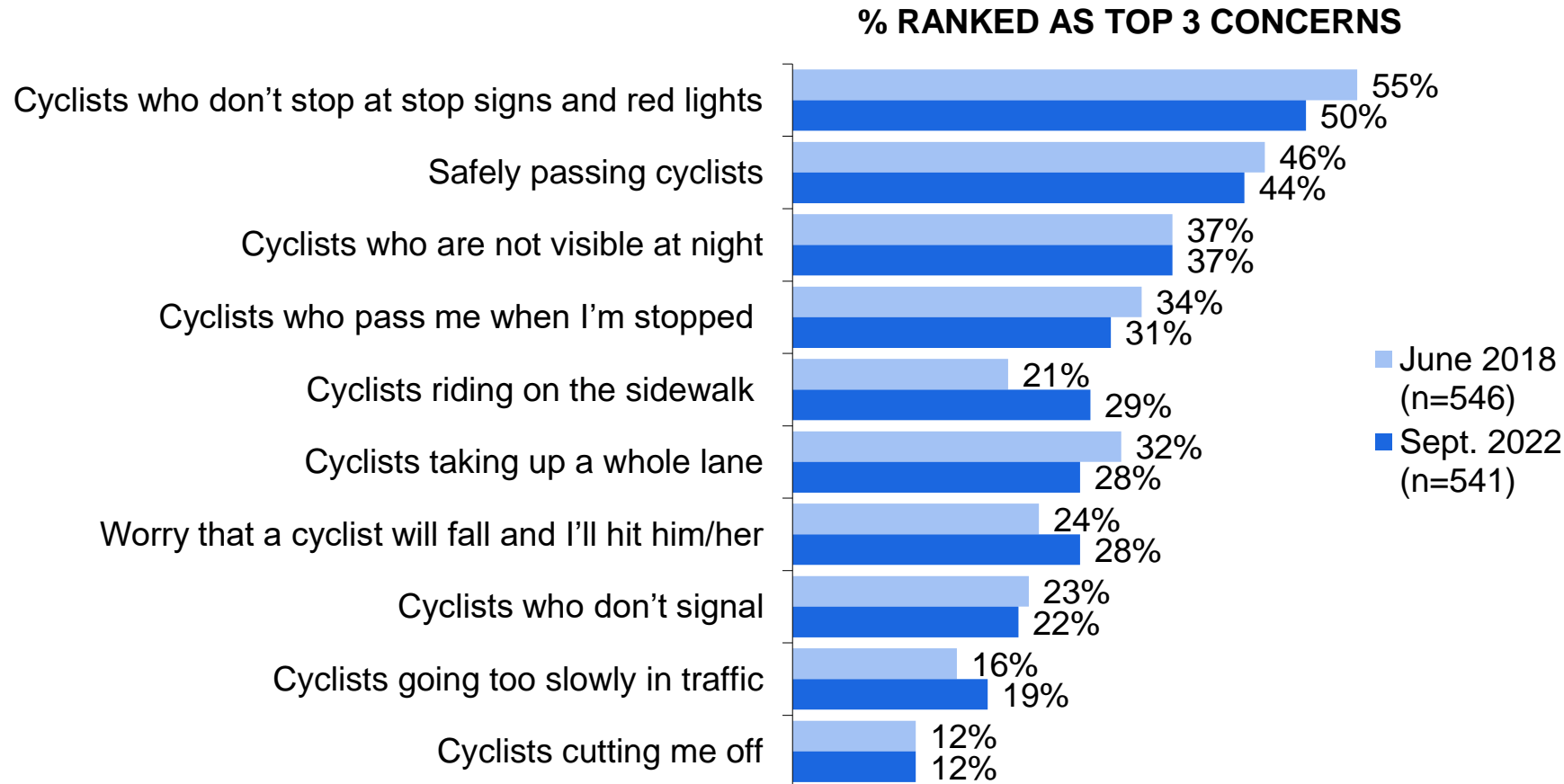
Drivers who pass too close continues to be most concerning to cyclists



CAA5. As a regular cyclist, what are your top three concerns when you are biking and encounter vehicles on the road? Please choose your top three concerns by tapping or clicking on the items to rank them in order of importance. To undo a selection, just tap or click on the item again. [RANDOMIZE]

Top Concerns About Cyclists Among Drivers

Cyclists who don't obey traffic signs continues to be most concerning to drivers

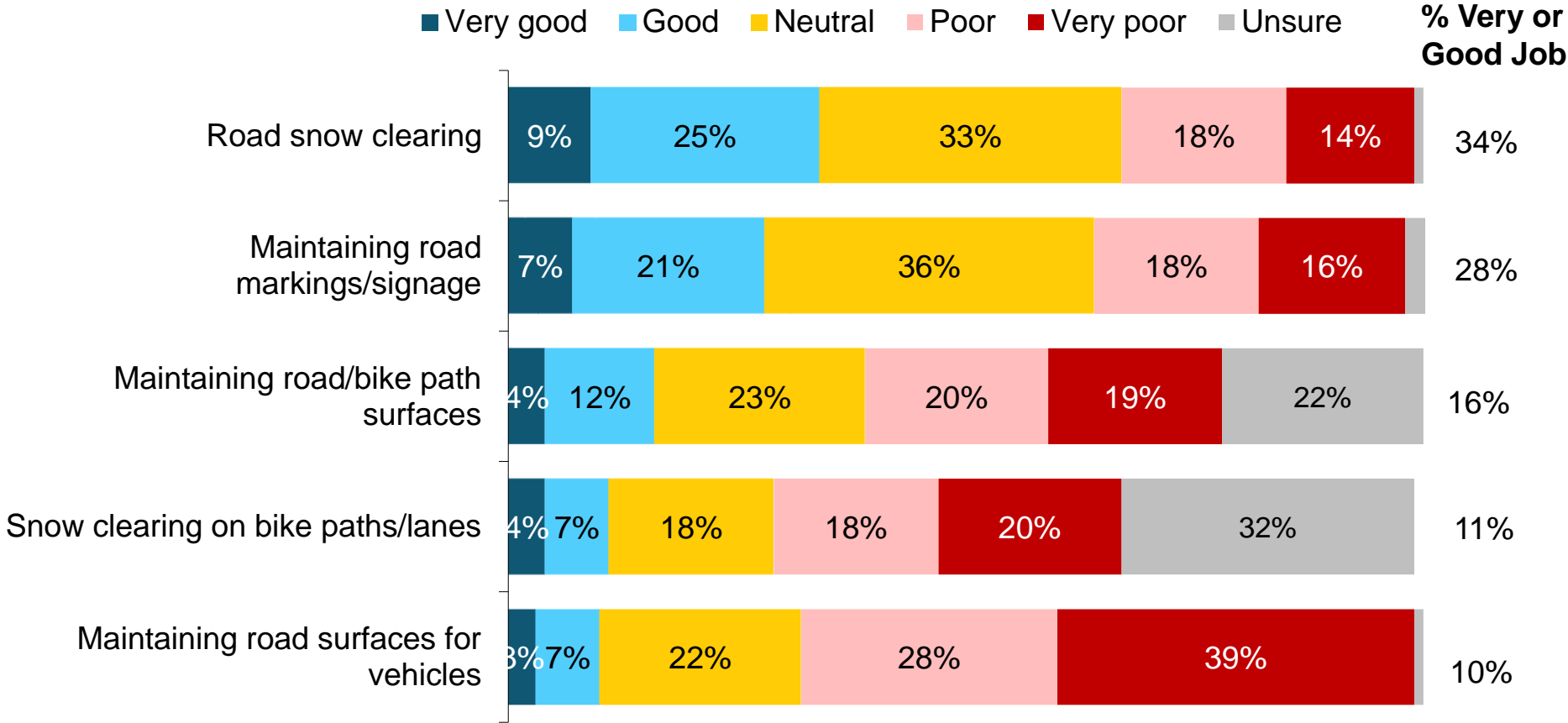


CAA4. As a regular driver, what are your top three concerns when you are driving and encounter cyclists on the road? Please choose your top three concerns by tapping or clicking on the items to rank them in order of importance. To undo a selection, just tap or click on the item again. [RANDOMIZE]

Base: Winnipeg drivers

Views on City's Maintenance of Transportation Infrastructure - 2022

Few feel the City is doing a good job of maintaining infrastructure, but many are unaware how bike surfaces fare



Core area residents, young citizens and regular bike and bus riders are most likely to say the City's maintenance of road/bike paths and snow clearing on bike paths/lanes is poor.

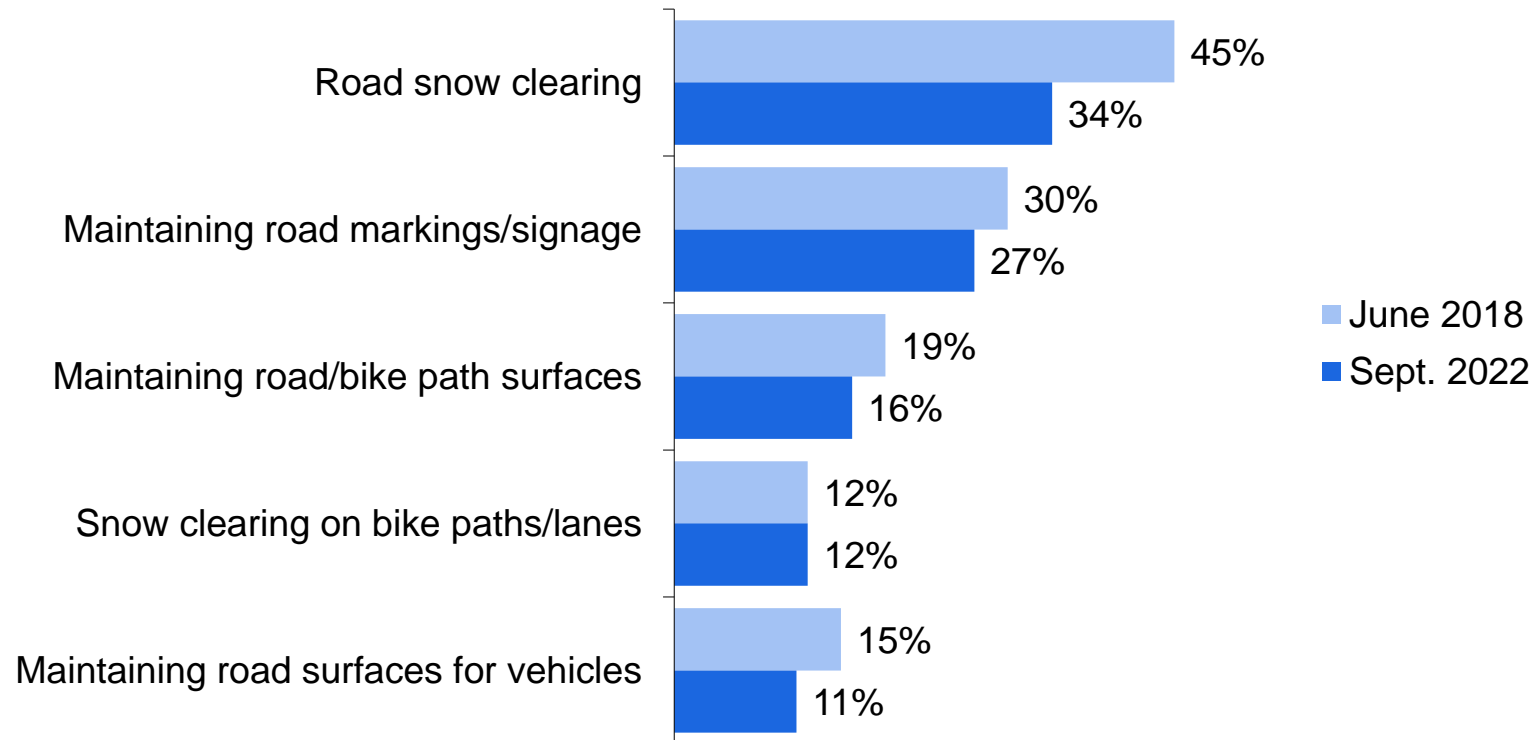
CAA6. Now, thinking about transportation infrastructure in Winnipeg, please indicate whether you think the City of Winnipeg is doing a good job or a poor job in the following areas. Let's use a five-point scale where a "1" means a very poor job and a "5" means a very good job. [RANDOMIZE]

Base: All respondents (N=600)

Views on City’s Maintenance of Transportation Infrastructure - Tracking

Fewer feel the City is doing a good job of clearing the snow from roads, compared to four years ago

- Those who feel the City is doing a “very good” or “good” job -

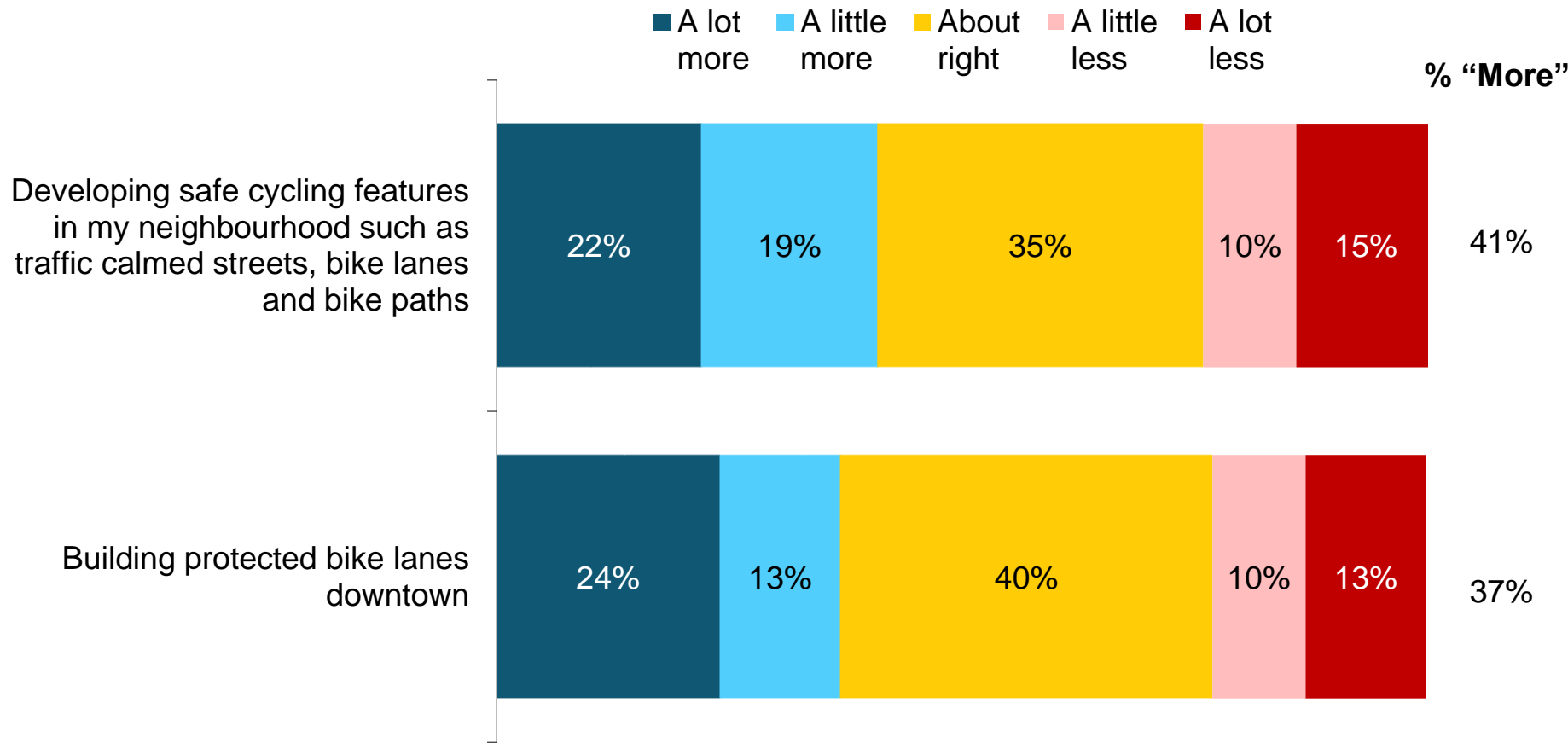


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Base: All respondents (N=600)

Priorities for the City Regarding Cycling Infrastructure - 2022

Around two in five feel the City should be doing more towards cycling infrastructure



Most likely to feel the City should be doing more to develop safe cycling features in neighbourhoods are...

- Core area residents (50%)
- Those aged 18-34 (53%)
- University graduates (39%)

Most likely to want more downtown protected bike lanes are...

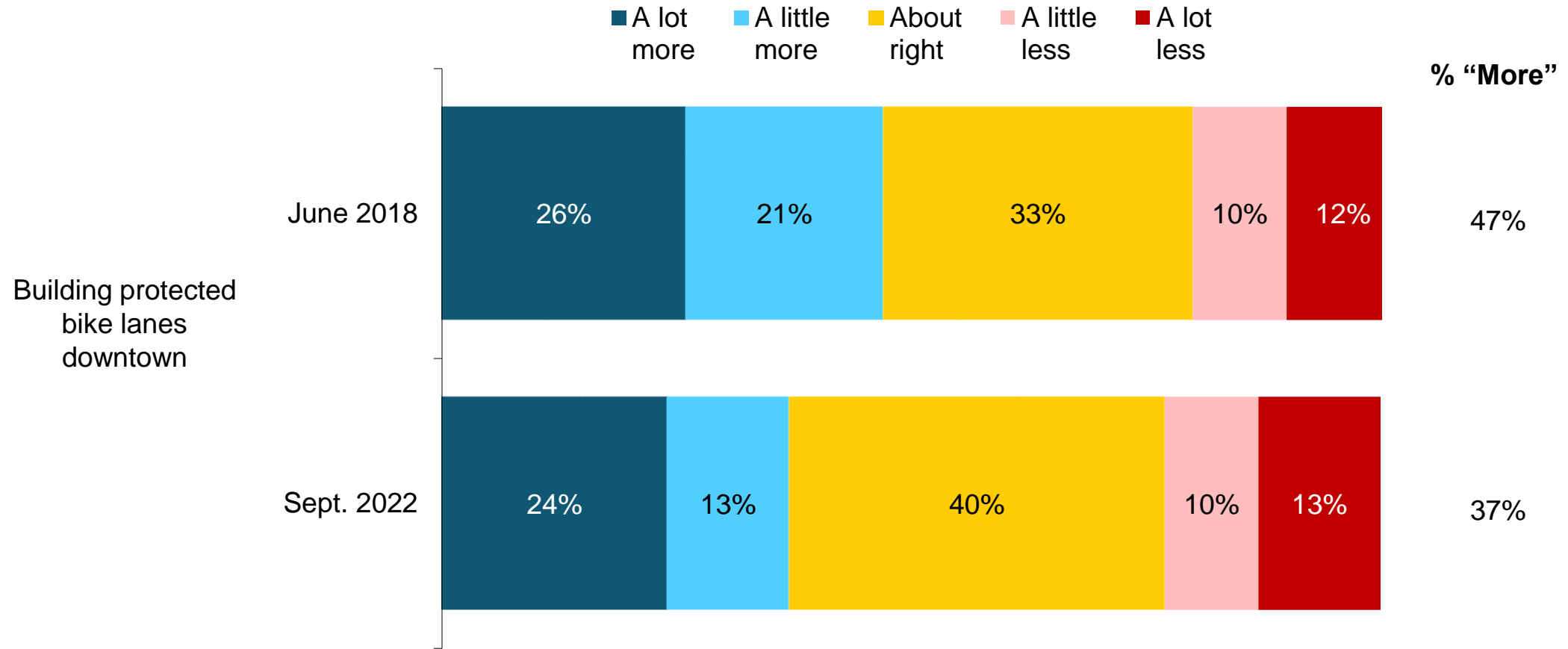
- Core area residents (46%)
- Those aged 18-34 (44%)
- University graduates (44%)
- Renters (47%)
- Those from households earning \$50K-\$99K (50%)
- Indigenous Winnipeggers (50%)

CAA7. Still thinking about driving and cycling infrastructure in Winnipeg, please indicate whether you think the City of Winnipeg should be doing more or less in the following areas. Let's use a five-point scale where a "1" means a lot less and a "5" means a lot more. [RANDOMIZE]

Base: All respondents (N=600)

Priorities for the City Regarding Cycling Infrastructure - Tracking

Fewer now feel the City should be doing more to build protected bike lanes downtown



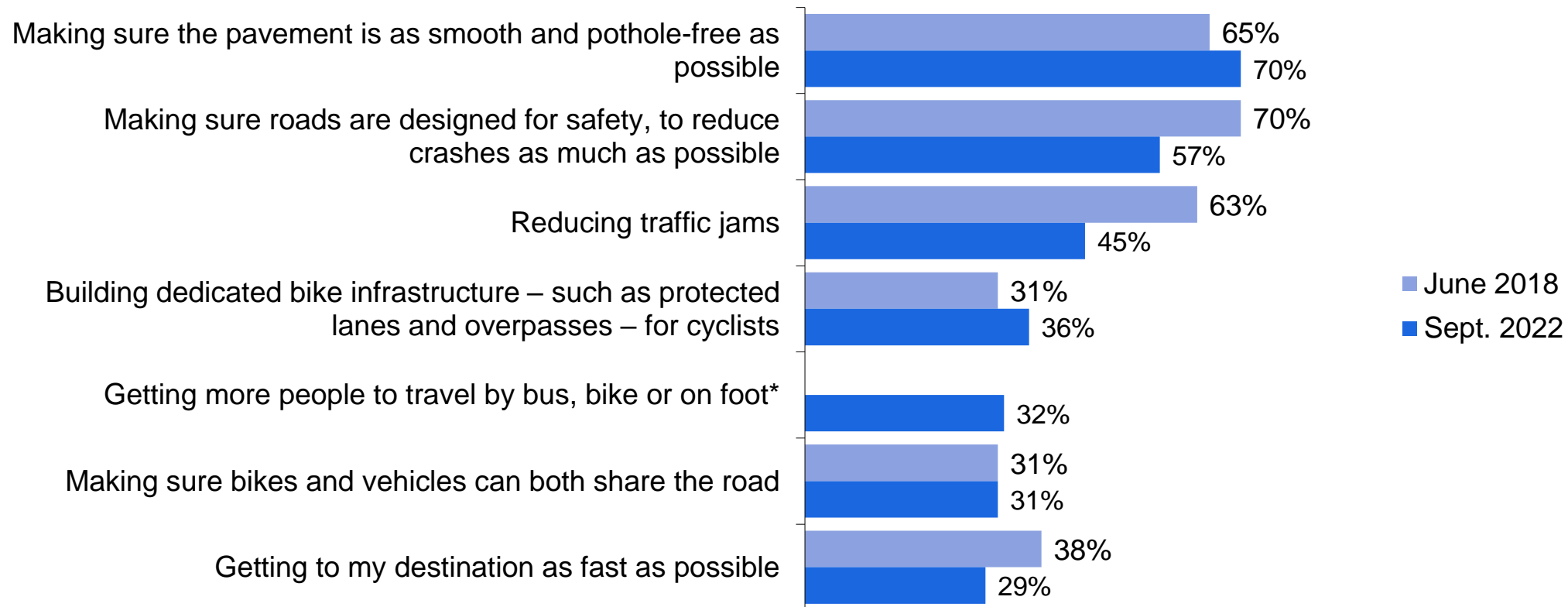
CAA7. Still thinking about driving and cycling infrastructure in Winnipeg, please indicate whether you think the City of Winnipeg should be doing more or less in the following areas. Let's use a five-point scale where a "1" means a lot less and a "5" means a lot more. [RANDOMIZE]

Base: All respondents (N=600)

Top Priorities for Road Design - Tracking

Ensuring existing roads are smooth should be the City's top priority above designing new roads

% RANKED AS TOP 3 PRIORITIES



CAA8. There are many priorities the City of Winnipeg may have when designing new roads or fixing existing ones. Please choose your top three priorities and rank them by tapping or clicking on the items to rank them in order of importance. To undo a selection, just tap or click on the item again. [RANDOMIZE]

Base: All respondents (n=600)

*Only included in 2022

Top Priorities for Road Design – by Subgroups



Ensuring pavement is pothole-free is a priority for all groups of Winnipeggers but particularly older adults. Frequent cyclists are less likely to feel pothole-free roads are a priority.



Ensuring roads are designed for safety is a priority for all types of Winnipeggers but particularly women, older adults, those with some post-secondary education and middle-income Winnipeggers.



Reducing traffic jams is a relative priority for men, those with low levels of education, regular drivers, middle-income earners and residents of the city's northeast quadrant.



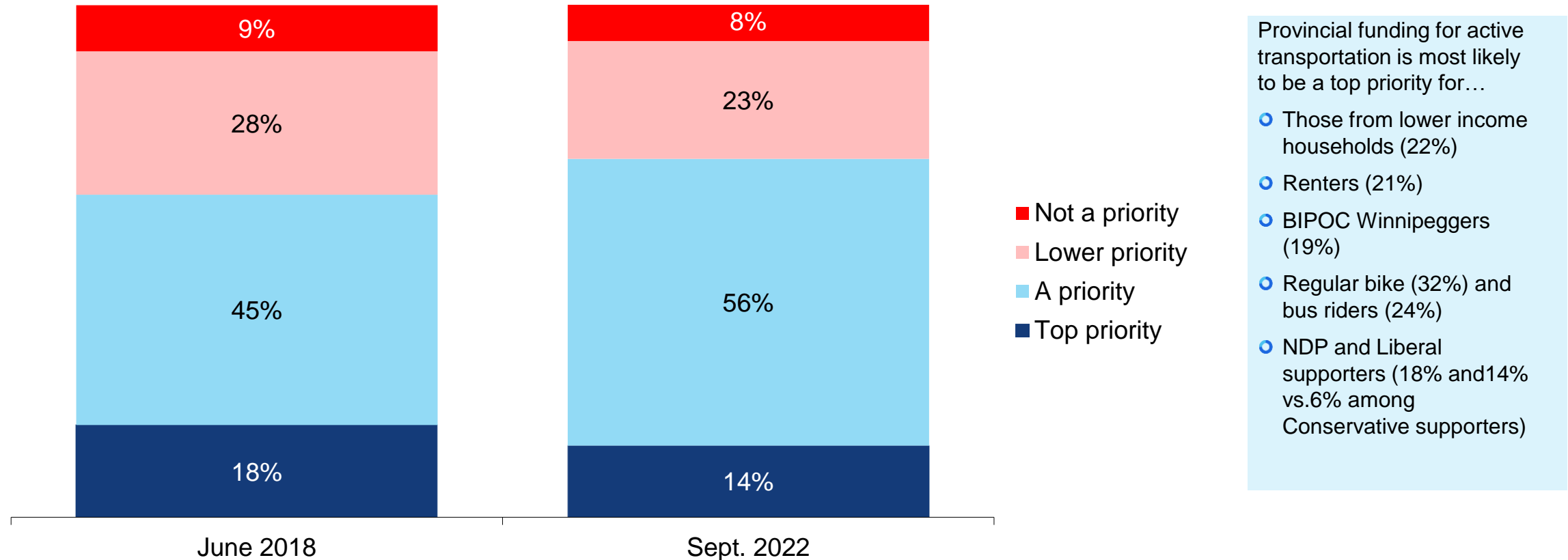
Building dedicated bike infrastructure is a higher priority for residents of southwest Winnipeg and the Core area and university graduates. Frequent cyclists are about twice as likely as frequent drivers to favour dedicated bike paths.

CAA8. There are many priorities the City of Winnipeg may have when designing new roads or fixing existing ones. Please choose your top three priorities and rank them by tapping or clicking on the items to rank them in order of importance. To undo a selection, just tap or click on the item again. [RANDOMIZE]

Base: All respondents (n=600)

Provincial Role in Active Transportation Funding

Slightly more Winnipeggers now feel the provincial government should make active transportation infrastructure a priority



CAA9. Now, thinking for a moment about the provincial government, there are many spending priorities the government may have. Thinking about active transportation infrastructure, things like bike lanes and walking paths, what kind of priority should this be for the provincial government?

Base: All respondents (N=600)