

# Municipal Opportunities for Physical Activity

2015 SURVEY OF PHYSICAL ACTIVITY OPPORTUNITIES IN CANADIAN COMMUNITIES



## Pedestrian and (active) transportation friendly supports

The Canadian Fitness and Lifestyle Research Institute conducted a study entitled the 2015 Survey of Physical Activity Opportunities in Canadian Communities which examined factors associated with physical activity and sport at the local or community level. A later bulletin in this series explores the availability of facilities in the community that support an active lifestyle (see bulletin 9 in this series).

Municipal administrators in communities with at least 1,000 residents were asked a series of questions pertaining to the availability of pedestrian or active transportation friendly supports and facilities in the community. As such, municipal administrators indicated the availability of the following supports in this regard in their community, and this is summarized in Table 1.

TABLE 1

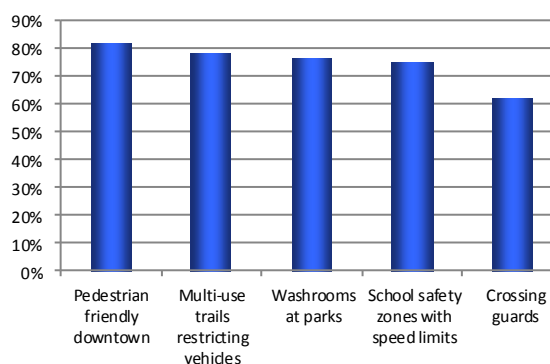
Availability of pedestrian or active transportation friendly supports

Type of supportive infrastructure	% citing availability
<b>Pedestrian supports</b>	
Walkable or pedestrian friendly downtown core	82%
Traffic calming or sidewalks in high pedestrian routes	56%
Pedestrian friendly elements in the design of super centres	26%
<b>Child-centric safety supports</b>	
School safety zones with reduced speed limits	75%
Crossing guards at intersections	62%
Walking school bus program	16%
<b>Trails and roadways and public transport</b>	
Multi-use trails which are closed to vehicles	78%
Multi-use trails which permit motorized vehicles	42%
Well-linked network of trails, paths, and sidewalks	35%
Public transport system	35%
Public transportation system offers carrier systems	29%
Road closures to motorized vehicles on specific days	13%
<b>Bicycling supports</b>	
Guidelines for public buildings for bicycle racks	48%
Designated bicycle lanes available	42%
Bicycle parking at public transit park and ride lots	34%
<b>Other supports</b>	
Washrooms at parks	76%
Family changing facilities	48%
Drinking fountains at green spaces	34%

Survey of Physical Activity Opportunities in Canadian communities, 2015, CFLRI

FIGURE 1

Top 5 pedestrian or transportation friendly supports



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## Community characteristics

Table 2 illustrates significant regional differences with respect to the availability of pedestrian or active transportation friendly supports. In sum, there is considerable regional variability in the provision of pedestrian and transportation friendly supports in Canadian communities.



Generally speaking, a greater proportion of larger communities (10,000 or more residents) indicate the availability of pedestrian or active transportation friendly supports compared to smaller communities (between 1,000 and 9,999 residents), with two exceptions. Both smaller and larger communities are equally as likely to indicate the availability of multi-use trails which permit motorized vehicles and to have a walkable downtown core.

FIGURE 2

Top 5 pedestrian or transportation friendly supports by community size



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TABLE 2

Regional differences in citing the usage of specific resources in programming

	Compared to the national average*			
	Atlantic	Quebec	Ontario	West
<b>Pedestrian supports</b>				
Walkable or pedestrian friendly downtown core	↓	ND	ND	ND
Traffic calming services or sidewalks in high pedestrian routes	↓↓	↑↑	↓↓	↓
Pedestrian friendly elements included in the design of super centres/box store	-	ND	-	↑↑
<b>Child-centric safety supports</b>				
School safety zones with reduced speed limits	↑	↓↓	↑	↑↑
Crossing guards at intersections	↓↓	ND	↑↑	ND
Walking school bus program	-	ND	-	-
<b>Trails and roadways and public transport</b>				
Multi-use trails which are closed to vehicles	ND	ND	ND	ND
Multi-use trails which permit motorized vehicles	ND	↑	↑	↓↓
Well-linked network of trails, paths, and sidewalks	ND	↓↓	ND	↑↑
Public transport system	-	ND	↓	↑
Public transportation system offers carrier systems	-	↓	ND	↑↑
Road closures to motorized vehicles on specific days	-	↑↑	-	-
<b>Bicycling supports</b>				
Guidelines for public building specifying bicycle racks	-	↑↑	-	↓↓
Designated bicycle lanes available	-	↑↑	↓	↓↓
Bicycle parking at public transit park and ride lots	-	↑↑	-	↓
<b>Other supports</b>				
Washrooms at parks	ND	↓↓	↑↑	↑
Family changing facilities	-	↑	ND	ND
Drinking fountains at green spaces	-	↑↑	↓	ND

\*Sample size limits individual release of data in the North.

↓ = slightly less likely; ↓↓ = substantially less likely; ↑ = slightly more likely; ↑↑ = substantially more likely; ND = Not statistically different

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