

Municipal Opportunities for Physical Activity

2015 SURVEY OF PHYSICAL ACTIVITY OPPORTUNITIES IN CANADIAN COMMUNITIES



Availability of Transportation Plans

The Canadian Fitness and Lifestyle Research Institute conducted a study entitled the 2015 Survey of Physical Activity Opportunities in Canadian Communities which examines factors associated with physical activity and sport at the local or community level. Earlier bulletins explored the availability of community facilities that support an active lifestyle (see bulletin 10) and about other pedestrian or transportation friendly supports (see bulletin 11). This research bulletin further asks municipal administrators about the availability of formal plans associated with transportation and the priority associated with different types of transportation contained within. This bulletin summarizes these findings with respect to community characteristics.

The survey asked municipal administrators in communities with at least 1,000 residents about the availability of formal plans associated with transportation, including a formal transportation master plan and a formal *active* transportation plan. As such, about 24% of municipal administrators indicated that they have a formal transportation master plan, and 22% indicated that they have a formal plan regarding *active* transportation.

Community characteristics

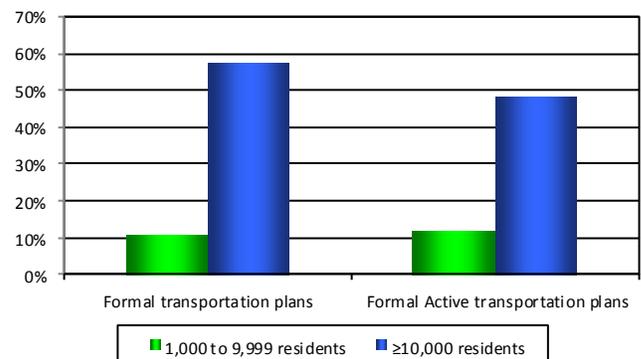
Compared to the average, a greater proportion of communities in the West have both a formal transportation plan and a formal *active* transportation plan. In a similar way, communities in Ontario are slightly more likely to have a formal active transportation plan compared to the average.

The availability of formal transportation plans and formal *active* transportation plans increases substantially with increasing community size.

For example, 11% of communities with between 1,000 to 9,999 residents versus 58% of communities with more than 10,000 residents have a formal transportation plan and similarly, 12% of communities with between 1,000 to 9,999 residents compared to 49% of communities with more than 10,000 residents have a formal *active* transportation plan.

FIGURE 1

Availability of transportation plans by community size



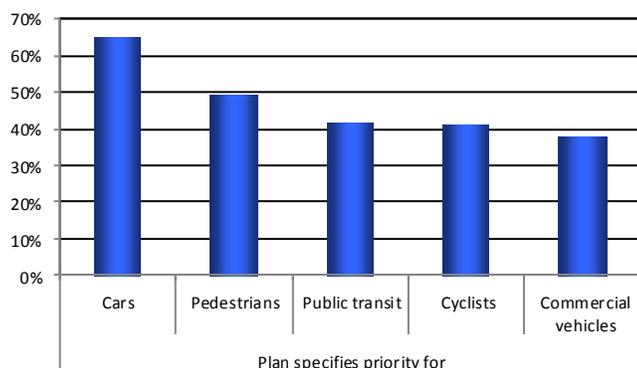
Survey of Physical Activity Opportunities in Canadian communities, 2015, CFLRI

Prioritizing specific transportation

Among the communities with at least 1,000 residents who indicated that they have a formal transportation plan, 29% of municipal administrators indicate that their plan specifies priority for various modes of transportation. Among these communities, in their plans:

- 65% of municipal administrators indicate that cars are a very high priority;
- 49% indicate priority for pedestrians;
- 42% specify priority for public transit;
- 41% cite priority for cyclists; and
- 38% specify priority for commercial vehicles.

FIGURE 2
Priority of modes of transport in transportation plans



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

Although a greater proportion of communities in the West indicate that their plan specifies priority for various modes of transportation compared to national average, there are no regional differences regarding the specified priorities of the various modes of transportation.

A significantly higher proportion of large communities (10,000 or more residents) indicate that their transportation plan identifies priority for various modes of transportation compared to smaller communities (1,000 to 9,999 residents). More specifically, a greater proportion of municipal administrators in larger communities indicate that their formal transportation plan specifies priority for cars compared to smaller communities.

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