INTRODUCTION

According to Citydata.com, more than 60% of the population of the City of Guelph is 23-52 yrs old, and more than 80% of the population use their cars as transportation to get around. Active transport accounts for less than 20% of all types of transportation in Guelph.

This is of great concern to Public Health, our community partner, as active transport is shown to be an important factor in improving overall public health. We have chosen to use a narrow definition of active transport as non-motorized or self-propelled transportation to a specific destination. Rather than having a broad focus on the entire population of Guelph, we decided to focus on the behaviour of those connected with the University of Guelph and what types of transportation they use to get to campus.

The University of Guelph has an enormous impact on the City of Guelph. Beyond its seasonal population of over 21,000 students, the University has a significant population of administrative staff, faculty, maintenance and service people who work year-round. Previous studies (Off Campus Life) have examined the transportation patterns of off-campus students; there are no studies that explore the University of Guelph community as a whole.

Our narrow definition of active transport serves to exclude those who walk for sport or pleasure, or to exercise their pets, and makes it possible to more closely define those who are using active means to get to and from campus. This definition also makes it easier for participants to focus on specific instances of when they perform active transport to campus rather than to other destinations. We expect that our study will allow us to show what factors make using active transport easy or difficult to get to campus.
PROPOSAL

In the beginning of this study, we proposed to ask students, faculty, administrative staff, service employees, maintenance staff, and visitors at the University of Guelph about their transportation habits to and from campus.

OBJECTIVES

Our study aimed to answer the question “What factors influence why people use, or don’t use, active transport to get to and from campus.” In the process of asking this question, we anticipated that we would learn what types of active transport participants use to get to the University of Guelph, how often they may or may not use active transport, and what factors might improve their likelihood to use active transport to get to campus.

LITERATURE REVIEW

Introduction

The City of Guelph, in particular the University of Guelph, faces a growing problem in terms of a continuously growing city that lacks the infrastructure required to keep up with demand. This literature review sought to better understand where the city’s resources are allocated in infrastructure, citizen trends when it comes to the use of infrastructure, and the demand found in a growing commuter city. This literature review will point our research in the direction of figuring out how students and members of the university community get to campus, the demand this places on the infrastructure, and how the city can better accommodate the growing demand.

People tend to use cars as their primary means of transport when the majority of distances are within 8 km, which could theoretically be replaced by active transportation (Beckx et al., 2013). A decrease in motorized transport usage would result in a multitude of environmental and health benefits. Additionally, street connectivity played a significant role in the route taken by those travelling; the more intersections there were in a half-mile radius, the more likely people were to use active transport (Khan et al., 2014). The results showed people chose a car over Active Transport (AT) for a variety of reasons, but primarily because they either had to carry heavy goods, had passengers (such as children), poor weather, or visibility (night time). While this study highlights a variety of reasons why people would choose to drive over using AT within proximity to an attractor like the University, it does not put forth any information on “why” people chose to use their car when they could choose not to (i.e., good conditions, no passengers, etc.). Researchers concluded that a person’s time constraints and their built environment were the biggest
determinants of whether an individual chooses active transport over other means (Lindelow et al., 2014). Lindelow’s study proved important for our own study since it gave us examples of how other people choose to take active transport.

Many other factors influence a person’s choice of transportation, including gender, age, income, as well as the cost of parking, and parking density/availability. Another study argues that pedestrians’ view on the walkability of their built environment vs. the constraints of everyday activities is the primary argument against using active transport (Lindelow et al., 2014). It suggests that the built environment is not sufficient to fully support certain types of walking but instead, that the choice of walking is made if the walk fits into an individual’s daily schedule (Lundberg, 2014). It is also important to factor in that non-motorized transport is, by nature, is a physical activity, and it is important to consider the “average incline, adjacent traffic volumes, presence (and width) of bike lanes and sidewalks” to accommodate people of varying ages and abilities when thinking of the built environment (Khan et al., 2014; Beckx et al., 2013).


Pedestrians’ views on the walkability of their built environment vs. the constraints of everyday activities suggests that the built environment is not sufficient to fully support certain types of walking but instead, that the choice of walking is made if the walk fits into an individual’s daily schedule. Alfonzo’s hierarchy of walking needs is also introduced. It is stated that Alfonzo’s model addresses all the issues that the built environment has on someone’s intention to walk. There are five factors in the Alfonzo model for walkability: pleasurability, comfort (the convenience to walk), safety, accessibility to active transport (sidewalks), and feasibility which (limits of time in someone’s schedule). Later research examined the effects that personal characteristics, daily travels, and walking behaviour had on the five factors, taking place in three neighbourhoods in Malmo, Sweden.

An individual’s intention to use active transport after obtaining their driver’s license is also an important factor to consider when it comes to why people are using active transport or not (Verhoeven et al., 2016). It was found that there is a 40% decrease in an adolescents’ active transport once they receive their license. Little is known about travel origins/destinations and their durations/distance in a medium sized North American city and the role major attractors (destinations like the University) play in distance-decay AT
functions is currently under investigation (Milward et al., 2013). Most major attractors show strong distance-decay functions: most walks are shorter than 600m and very few exceed 1200m. These researchers make note of research done on land-use planning literature and how the “walkability” of the built environment plays a major role in how people use walking as a source of leisure or AT, particularly in the prevalence of students walking to school (Milward et al., 2013; Lundberg, 2014). Results show that feasibility is very important with the likelihood of walking, since the spatial distribution of activities impacts how individuals travel to certain destinations (Lundberg & Webber, 2014; Milward et al., 2013).

In addition to network connectivity and accessibility, outdoor temperatures (extreme heat or cold), shade cover, terrain, educational level, the amount of time someone has to travel to their destination, as well as how they feel about physical exercise greatly influences whether they participate in active transport or not, and for what distances (Milward et al., 2013). The built environment also reveals whether it is necessary and sufficient for walking. Researchers concluded that a person’s time constraints and their built environment were the biggest determinants of whether an individual chooses active transport over other means. This research has been important for our own study as it gives us examples of how other people choose to take active transport.


**Conclusion**

Our literary review revealed a variety of significant trends that may play a major role in the way that citizens decide to take advantage of active transport and the built environment or not. In particular, many studies showed that feasibility and pleasurability were major factors in the choice to use active transport or not: if the destination is within 600m, if weather conditions are favorable, whether the subject has a positive outlook on physical exercise, as well as if the built environment supports easier transport for those looking to use active transport (Khan, M., Kokelman, K.M., Xiong, X., (2014); Lindelow, David, Åse Svensson, Catharina Sternudd, and Maria Johansson, (2014); Lundberg, B., Webber, J., (2014); Milward, H., J. Spinney, and D. Scott, (2013)). In addition, adolescents and
people who have recently acquired their driver's license are 40% more likely to drive instead of using active transport (Verhoeven H, Simons D, Van Cauwenberg J, Van Dyck D, Vandelanotte C, de Geus B, et al. (2016)). This research supports the city’s data in that Guelph has a higher percentage of people that choose motorized transportation instead of active transport than the provincial average, but further research and our data collection may help determine why this is.

**METHODOLOGY**

Our group had planned initially to conduct an online survey as it would have allowed for a large random sampling for data collection. A Qualtrics survey was prepared in anticipation of being approved by the REB. However, this approval did not come through and, as such, a new method of conducting the survey was explored.

We decided that we wished to continue forward with a survey as it offered an opportunity to get a convenience sample of the University of Guelph community. The University Centre (UC) was chosen as the location where research would be conducted as it is a social hub; people who have time to spare in between classes and on their way to or from campus use this space. A goal was set to get 50 respondents, and a table was booked in the UC courtyard for Monday March 6 and Tuesday March 7, 2017.

Two versions of the survey were created: one for those who had chosen motorized transportation to campus, another for those who had chosen non-motorized transportation to campus.

The first day of research was Monday March 6, 2017. A table was set up in the University Centre courtyard, with a sign on it that said “What did you choose today?”

Participants were approached by researchers and asked if they would like to help with a research project about transportation habits to campus (see Appendix, Script). If they said yes, the participant was asked whether they lived on-campus or off-campus. Those who live on-campus were excluded from the survey. Simultaneously, we decided that we would include faculty, administration, food service, visitors, and others as part of our research study. This was due to the fact that previous studies had focused on only the student population; no studies existed which also included the individuals who work at the University of Guelph.

Each participant was given a copy of the Letter of Introduction (see Appendix) which had been marked with a randomizing letter/number code, as well as a copy of the Consent form (see Appendix -Consent form for surveys). Once the participant had completed the consent form, the participant was asked what form of transportation they had used to get to campus that day. Those who said that they used some sort of motorized form of transportation were
given the Motorized form of the survey (see Appendix, Motorized Survey Questions), while those who indicated that they had used non-motorized transportation were given the Non-Motorized transportation survey (see Appendix, Non-motorized survey). Before the survey was given to the participant, the corresponding random letter/number combination from the Letter of Introduction was inscribed on the survey.

The consent letter was collected and put into an envelope, and monitored at all times. Meanwhile, the participant answered the questions from the survey, and consulted the map which was provided. When they were done, we thanked the participant for their participation and put the completed survey into another envelope, separate from the consent letter. Both documents were protected from view from others, and were under the control of our group at all times.

On Monday March 6, 20 surveys were conducted. On Tuesday March 7 another 32 surveys were conducted. Having reached our goal, data entry was begun on the collected surveys and we began our analysis.

**OBSERVATIONS AND LIMITATIONS:**

The University Centre is a busy place, and many people/tables are often competing for attention in the same space. On the Monday, our table was set up next to the table for the Slutwalk organizers and people running for office in the CSA elections, directly across from a demonstration on how to perform CPR. On Tuesday, there were more people running for office in the CSA elections. On Tuesday there was also a large demonstration/display for volunteering on campus directly across from us. These two groups were loud, and were forcing some sort of interaction with people who were passing by. As a result of this, some members of our team felt uncomfortable asking people who had already been approached by another group, feeling that they might be pressuring them, or bothering them.

**Limitations**

In conducting our survey, we discovered that we had several limitations. Firstly, we realize that, having conducted our survey in the University Centre, predisposed the kind of results that we would obtain. Because we didn’t visit any other locations in an effort to get other types of results, we found that our respondents mostly said that they used motorized transportation to get to campus on that day due to the proximity of the UC to the bus loop. Had we conducted surveys by any of the bike racks, closer to War Memorial Hall, by the Athletics Centre, or by the Gryphon, we might have had very different results.

Additionally, having conducted this survey in winter time, we anticipate that we would have had very different results in any of the other seasons. The weather will also impact an
individual’s use of active transport to reach their destination. The evidence below will illustrate this.

**Monday March 6**

![Weather Graph]

The weather today was mild for this time of year. The sky was overcast, but there was no significant amount of rain.

**Tuesday March 7**

![Weather Graph]

The weather had an impact on the number of people that travelled through the University Centre (UC) on Tuesday March 7. It was about the same temperature as Monday, however there were periods of heavy rain. This resulted in waves of people coming into the UC directly from the buses. As the buses arrived and disgorged their passengers, students passed through the University Centre in waves. They were wet, and were trying their best to stay out of the rain. People who might have simply passed through the University Centre might have stayed a bit longer because of the bursts of rain going on outside.

We noticed that many people had difficulty understanding the map that we provided for them to identify where they live. This was perhaps due to the size of the map, but also
could have been that the map had no identifying street names, and that the map legend and the map sectors were mismatched in colour. Even when we helped people identify where they lived, some even marked the map instead of the survey page, which caused us not to have this data to collect.

Another limitation that we experienced was that some of the respondents mistakenly identified themselves as having completed university/college, instead of having several university/college credits. We feel that we can confidently say this because we observed many of the participants as they completed the survey, and it was obvious to us that it was unlikely that they could be university graduates already, based on their age.

ETHICS APPLICATION

Record Number: 00093

DATA ANALYSIS

This data analysis is based upon the data collected over the course of our survey, and found in our data table, labelled Active Transport Data.xls

Throughout our study, we focused on three main modes of transportation. These include public transit, driving, and walking along with an “other” option. Overall, we found that 62% of people took public transport, 26.5% drove, and 11.5% walked to campus over the two days of March 6th and 7th. This coincides with our original assumption based off of
previous research that stated that motorized transport rates in Guelph are currently around eighty percent. We did not manage to receive any data from cyclists during our study. We assumed that this was due to the weather as the two days during which we conducted our survey were very cold and rainy. Another reason we might not have received data from cyclists was due to where we chose to conduct our survey. A recommendation for future studies would be to conduct the survey during the warmer months and to select more locations so as to increase the possibility of obtaining data from cyclists.

A result that we found surprising were the individuals’ decision to use active transport at other times. We found that 78% of students did use active transport at other times, while the other 22% did not. This relates back to our previous assumption which was an individual’s likelihood to use active transport during certain weather conditions. If weather conditions are poor, more people will choose not to use active transport rather than if conditions are good. Because of this, more people will respond saying they do. Another factor that we believe affected this results is the way a person wants to be perceived. A person may say that they use active transport at other times as they may want to be perceived as active, and a supporter of the environment, by the group running the survey. This can have a negative effect on our survey because it does not accurately represent the true results of our study. Although we claim that this is a factor, we do not have any evidence to support this belief.
78% of participants said that they use active transport at other times, however, when asked to specify how often they used active transport to get to the university of Guelph, the largest portion of participants, nearly 60%, responded with either rarely or never. This information supports the fact that perhaps people are using active transport to travel to locations other than the university. As many of our respondents claimed that time was a major obstacle in their decision to on whether to use active transport, perhaps residents are choosing to walk to more leisurely locations such as parks and stores rather than locations with rigid start and end times such as with class or work schedules. This points to a strong possibility that these respondents see walking and cycling as leisure activities rather than necessarily a mode of transportation.
Of our 52 participants, 40 were students of the university and 12 non-students which included 6 university admin, 1 food service employee, 2 visitors, and 3 “other”. The mode age category of the students was 20-29 years old while non-students’ mode age was 50-59 years. Public transit appears to be the dominant method of transportation to the university of Guelph for students with 29 out of 40. Of the non-students, 75% responded that they drove. One explanation for this trend could be due to the financial security and autonomy that comes with age. Additionally, older participants are more likely to have dependant persons in their household such as spouses and children which affects their personal ability to choose active transportation. Further, our group noted that the amount of walkers remained relatively stable at around 10 percent of the commuting population, regardless of age. It is also important to note that overall, people seemed to stick with their preferred mode of transportation with respect to active or motorized. This is shown as 65% of participants who took motorized transport said either rarely or never when asked how often they used active transport. Contrastingly, Five of the six walkers responded that they used active transportation daily with 1 participant responding with 3-4 times per week. This shows that the people who use active transport, almost always choose to use this form of transportation whether due to personal preference or necessity (no other form of transportation accessible for them)
One goal that we set out to achieve while analysing our data was ways that we can improve an individual’s motivation and/or ability to use active transport to get to and from the University of Guelph. We found that 32% responded that weather was a factor while 29% responded with time, and 24% responded with distance. The remaining 15% responded with other answers which included factors such as having their bicycle stolen. We also received nine responses that were “not applicable”; six of these individuals chose active transport while three did not provide an answer. What this shows it that time, weather, and distance all have the greatest impact on an individual's choice to use active transport. By zeroing in on these three aspects, we were able to analyze possible solutions. We unfortunately were not able to create any significant solutions for weather since it is uncontrollable, but managed to think of solutions to deal with time and distance, such as building housing closer to campus and by creating walking and cycling clubs that would promote active transport.

**FINDINGS**

We set out to answer the question “What factors influence whether or not people used active transport to get to the University of Guelph.” Through the collection of the data through the use of a survey, we learned that the three main factors that almost everyone agreed on were *distance, time, and weather*.

Distance can be perceived as a self-determining factor as individuals will choose to live places they can afford and that are close to the things that are important to them. This supports the literature that relates to distance that individuals are willing to walk.
Time is a factor, but because of the design of our survey, there was no way for us to learn more about what our respondents meant by time. Did they mean that, as one claimed, that “class started too early”, or that they perceived that it took too much time to use active transport to get to campus, or perhaps even that they only had so much time in which to take care of multiple responsibilities? Given the format that we chose to engage with our participants, there was no other opportunity to engage with them and get more information.

Weather is a factor that cannot be controlled, but still plays an important role in whether people choose to use active transport to campus. Having conducted this survey in winter, we anticipated that most participants would choose motorized transportation to get to campus due to the weather conditions. The results of the survey supported our hypothesis.

We discovered that participants in our survey expressed that there were three aspects of the physical (built) environment that they identified that they would like changed, in order to improve their likelihood of using active transport to campus.

1. Almost everyone said that they wanted bike lanes. More bike lanes, wider bike lanes and better connected bike lanes to campus were desirable.
2. Trails/shortcuts/infrastructure were on the wish list too. These trails, which are not on the main arterial routes, are desired in order to make paths to campus more accessible and improve connectivity from various parts of the city. Additionally, by taking cyclists off the road, they can feel safer and experience greater pleasure in using active transport.
3. Traffic management/safety was also of great interest to our participants. They listed desires such as sidewalks and roads cleared of snow and ice, as well as reduced traffic in traditionally high-traffic density areas.

Respondents also talked about a couple other factors, notably cost and knowledge.

Using active transport implies having the means to access the specialized tools to take up active transport. Four participants mentioned that the cost of obtaining and maintaining a bicycle, in addition to the cost of having the right gear to cycle in winter, was prohibitive and was a reason that they had not used active transport that day, or that they didn’t use it often.

Using active transport means having a form of specialized knowledge relating to that method of getting around. People who want to cycle might not cycle because they lack education about the rules of the road, how to fix their bike, where to get it fixed, as well as specific knowledge about what routes are best/safest/easiest to use to get to campus from their neighbourhood. Also, “tribal knowledge” that is the knowledge that an individual who has lived in an area for a long time would have, that someone who is relatively new to the area would not impacts whether or not an individual chooses active transport. Students,
who are often new to an area, are less likely to have intimate knowledge of the space, and will be less likely to use active transport to get around for this reason.

Additionally, we discovered that there were three main social factors that could influence whether or not someone uses active transport to get to campus. Several respondents stated that they were looking to be more active in a group setting. Some stated that they needed more motivation and incentives to use active transport. One respondent said that they were too lazy to use active transport. Another said that they felt incapable as they were too out of shape to participate in active transport. One respondent was interested in the opportunity that public bicycles would offer. These responses show us that people might be more interested in using active transport if there were more opportunities to connect, to share knowledge, and to share costs.

RECOMMENDATIONS

As many respondents to the survey stated that time and distance were a strong barrier to their use of active transport, we recommend the building of affordable, accessible housing closer to campus. By building closer to campus, the university encourages the community to engage in active transport by making it easier to walk to and from campus, thereby increasing the likelihood that active transport will become a habit.

In order to improve the City of Guelph’s overall built environment, we recommend the promotion of existing bike paths and trails through increased signage, literature, and the use of technology. In concert with this, we also suggest that Public Health recommends the creation of more bike and walking paths and trails that navigate away from high-traffic routes, which connect with existing trails to create “Green Routes” for AT commuters. By making these trails tree-lined, this will support the City of Guelph’s mandate to have 20% tree cover which will provide shade, improve air quality, and create an aesthetically pleasing alternate route to campus. This will take cyclists off high-traffic streets, addressing some of the safety issues that were expressed. These Green Routes could be promoted through the use of an app, which would be appealing to students who are a strong part of the app culture.

To improve the social environment, we recommend hiring individuals or companies in neighbourhoods and communities to organize and run walking, running, and cycling clinics on a regular basis. This will provide social connections, as well as opportunities to share tribal and sport-specific knowledge. Through these clinics, individuals who might not have used active transport will get the support they need to get active, find a community of like-minded individuals, and get the information they need so that they can confidently use the trails and paths in their area to get around.
Most of all, the City of Guelph needs to evaluate how the current structure of the city enables a strong car culture, and how it can encourage a shift from cars to more active transport as a whole. If the community of the University of Guelph is any indication of the patterns that take place in Guelph, the City of Guelph needs to explore planned community forms which facilitate active transport from home, to school, work, shopping, and recreation. In so doing, Public Health can improve the built and social environment of the City of Guelph, and also improve the health of its citizens.
APPENDICES

Results of the Off Campus Life survey re: Universal Bus Pass (PDF) (see attached file)


City Data states that it is a resource for providing quick analytical data about cities on a variety of topics. It has been used by reputable news sources, and shows a snapshot of information about the cities that it has in its database. According to this site, Guelph has a high percentage (74.7%) of its population which drives to work (Provincial 71%). Public transit is only used by 6.6% of the population (below Provincial 12.9%), 8.9% of the population walks or cycles to work (above the 6.8% Provincially). This data is important as it gives us a quick snapshot of current patterns that exist in Guelph and can help us see whether those who currently work at or attend school at the University of Guelph follow the same pattern as Guelph as a whole.

City of Guelph 2012 Community Profile (2012) City of Guelph,

This community profile was created by the City of Guelph to highlight information that will hopefully encourage potential investors to come to Guelph to set up business in the area. It provides a snapshot of demographics, age, education, median income, as well as projections for the future, which can inform our research and understanding of the community at large.

SCRIPT/DIRECTION

Hi, could you help me with a quick survey? (Y/N)

Before we start, I have a quick question: do you live on campus? (Y/N) (if Yes, say Thanks for your interest, but we are studying transportation habits to campus; we can't use your data for this survey. If No, follow the rest of the script).

Our student research group is studying transportation habits to campus. We hope that our research will help the University and our community partner (Public health) to make Guelph a better place to use active transport. Our survey will take about five minutes, is completely confidential, and you can opt out any time.

(Give them the letter with handwritten code on it) Here's an information letter to give you more details. When you're done, could you please sign the consent form and give it back to me? Then, I'll give you a survey to complete.

(Give participant the survey with the same code as the letter. When participant is done, take the survey and put it into a safe place.)

Thank you!
LETTER FOR SURVEY

March 2017

This letter is a request for your assistance with a community-focused project we are conducting as part of our Applied Human Geography course (GEOG 2260) at the University of Guelph, under the supervision of Drs. Amanda Hooykaas and Roberta Hawkins, Department of Geography, University of Guelph. As part of our course requirements, we need to undertake a group project that investigates a human geography issue in Southern Ontario. Inspired by the work of community organizations, our group has decided to research what factors influence whether or not individuals at the University of Guelph use non-motorized transport to get to and from campus. We would like to provide you with more information about this project.

The goal of this study is both to learn new research skills and to apply these to our chosen topic. It is our hope to connect with people who currently work at, attend, or visit the University of Guelph to invite them to participate in this research project. We believe that you can contribute to this work. This study consists of a short survey, which should take no more than 5 minutes of your time and will consist of 10-12 questions related to the topic. Please understand that you are under no obligation to answer any question, or to take part in all of the survey. There are no foreseeable risks of harm in completing this interview, and your contribution may increase the understanding what factors make it easier or harder for people to engage in non-motorized ways to get to and from campus.

To support the findings of this study, quotations and excerpts from the survey will be labeled with pseudonyms to protect the identity of participants, should those participating request so. Names of participants will not appear in the report resulting from this study, unless otherwise confirmed. All paper surveys will be stored in one locked filing cabinet in the Department of Geography, University of Guelph. All electronic data will be confidentially destroyed at the end of the course in April 2016. Finally, only our advisors, Drs. Hooykaas and Hawkins at the University of Guelph, and ourselves will have access to these materials.

This project is an opportunity to give students experience in doing research: it is a training and teaching exercise. Please note that it will not affect our grades if you decide that you do not want to participate or decide to withdraw part way through the study. If you decide to withdraw from the study, you can request to have your data withdrawn up until the report is complete and submitted for grading on April 6th, 2017 at 9am.

At the end of this study we will present our final projects to our peers in GEOG 2260. In addition, the final reports and aggregate data will be housed on “The Atrium,” which is the University of Guelph’s institutional repository, for a period of one year. While there is no direct benefit to you, your participation is important because the results will increase our knowledge of
what factors influence whether or not individuals at the University of Guelph use non-motorized transport to get to and from campus.

This project has been reviewed by the Research Ethics Board for compliance with federal guidelines for research involving human participants. However, the final decision about participation belongs to you. If you have questions regarding your rights and welfare as a research participant in this study (REB#16-12-564), please contact: Sandra Auld, Director, Research Ethics; University of Guelph; reb@uoguelph.ca; (519) 824-4120 (ext. 56606).

If you have any questions regarding this study or would like additional information to assist you in reaching a decision about participation, please contact us by phone or email at (416) 723-8824 or pdorrell@mail.uoguelph.ca. You may also contact our supervisors at (519) 824-4120 (ext. 58166).

We very much look forward to speaking with you and thank you in advance for your assistance with this project.

Yours sincerely,
Petr Divilek
Paige Dorrell
Arran MacRae
Maude Stephany

Contact info
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(519) 824-4120 ext 58166
ahooykaa@uoguelph.ca; rhawkins@uoguelph.ca

CONSENT FORM FOR SURVEYS

I have read the information presented in the information letter/email about a study being conducted by Arran MacRae, Petr Divilek, Paige Dorrell, and Maude Stephany of the Department of Geography, College of Social and Applied Human Sciences, University of Guelph. I have had the opportunity to ask any questions related to this study, to receive satisfactory answers to my questions, and any additional details I wanted.

I am aware that excerpts from the survey may be included in the report, with the understanding that the quotations will be anonymous, unless I give permission for attribution. In addition, I am aware that final reports and aggregate data will be housed on “The Atrium,” which is the University of Guelph’s institutional repository for a period of one year.
I was informed that I may withdraw my consent at any time without penalty by advising the researchers.

This project has been reviewed by the Research Ethics Board for compliance with federal guidelines for research involving human participants. I was informed that if I have any comments or concerns resulting from my participation in this study, I may contact Sandra Auld, Director, Research Ethics; University of Guelph; reb@uoguelph.ca; (519) 824-4120 (ext. 56606).

With full knowledge of all foregoing, I agree, of my own free will, to participate in this study.

YES NO

I agree to the use of anonymous quotations in the report and presentation that come of this research. YES NO

I agree to the use of “attributed” quotations in the report and presentation that come of this research. YES NO

Participant Name: __________________________________

Date: __________________________________

Witness: ______________________________

MOTORIZED SURVEY

1. How did you get to campus today? Circle only one

Drove my car, got a ride in a carpool, public transport, taxi, motorized scooter/wheelchair, walking, cycling, skateboard, rollerblading, jogging

2. What discouraged you from using active transport today?

3. “Do you use non-motorized transport at other times?” Y/N

4. How often do you use non-motorized transport to get to the University of Guelph? Circle your response.

Daily, 3-4 times a week, 1-2 times a week, less than once a week, Rarely, Never

5. What physical obstacles do you face when considering whether to use non-motorized transportation? Circle all that apply

Long distances, bike lanes, lighting, hills, traffic, lack of trails
6. What other obstacles do you face? Circle all that apply:
time, ability, cost, knowledge, desire, lack of bike lanes,

7. List up to three things would make it easier for you to use non-motorized transport to
get to the University of Guelph?

8. What is your role at the university? Circle the most appropriate response.
Student, Faculty, Admin, Maintenance, Food Service, Visitor, Other

9. Looking at the map provided, please indicate the area you live in.

10. Please indicate your age group –
o Under 20
o 20-29
o 30-39
o 40-49
o 50-59
o 60+
o Prefer not to answer

Please indicate your level of education.
o Some high school credits
o High school diploma or GED
o Some college/university credits
o College diploma
o University degree
o Graduate degree
o Unsure
o Prefer not to answer
NON MOTORIZED SURVEY

1. How did you get to campus today? Circle only one

Drove my car, got a ride in a carpool, public transport, taxi, motorized scooter/wheelchair, walking, cycling, skateboard, rollerblading, jogging

2. How often do you use non-motorized transport to get to the University of Guelph? Circle your response.

Daily, 3-4 times a week, 1-2 times a week, less than once a week, Rarely, Never

3. What physical obstacles do you face when considering whether to use non-motorized transportation? Circle all that apply

Long distances, bike lanes, lighting, hills, traffic, lack of trails

4. What other obstacles do you face? Circle all that apply:

time, ability, cost, knowledge, desire, lack of bike lanes,
5. List up to three things would make it easier for you to use non-motorized transport to get to the University of Guelph?

6. What is your role at the university? Circle the most appropriate response.

Student, Faculty, Admin, Maintenance, Food Service, Visitor, Other

7. Looking at the map provided, please indicate the area you live in.

8. Please indicate your age group –

- Under 20
- 20-29
- 30-39
- 40-49
- 50-59
- 60+
- Prefer not to answer

9. Please indicate your level of education.

- Some high school credits
- High school diploma or GED
- Some college/university credits
- College diploma
- University degree
- Graduate degree
- Unsure
- Prefer not to answer