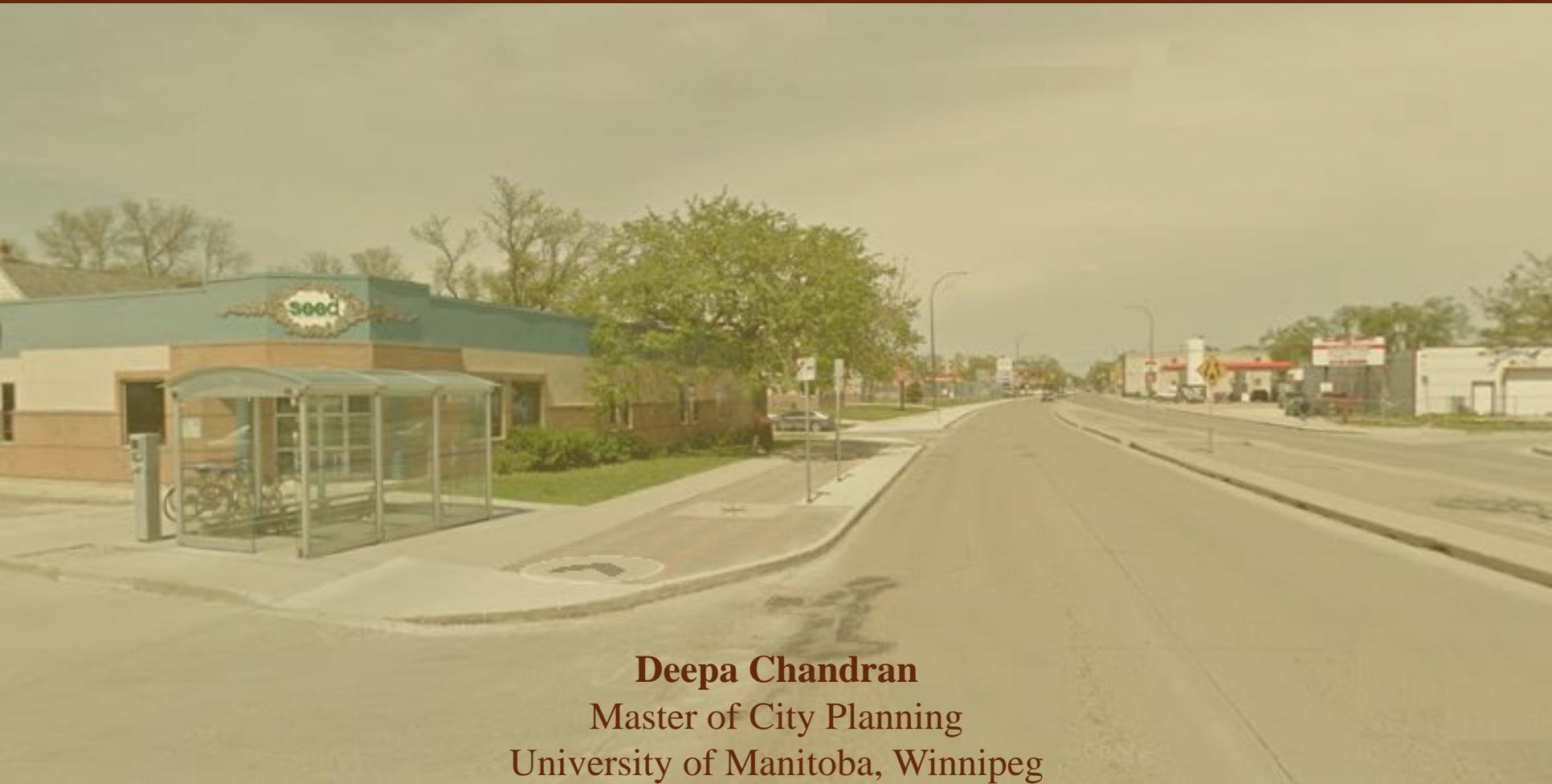


# Transportation Inclusion and Community Wellbeing: Exploring Public Transit Accessibility of Winnipeg's North End Neighbourhoods

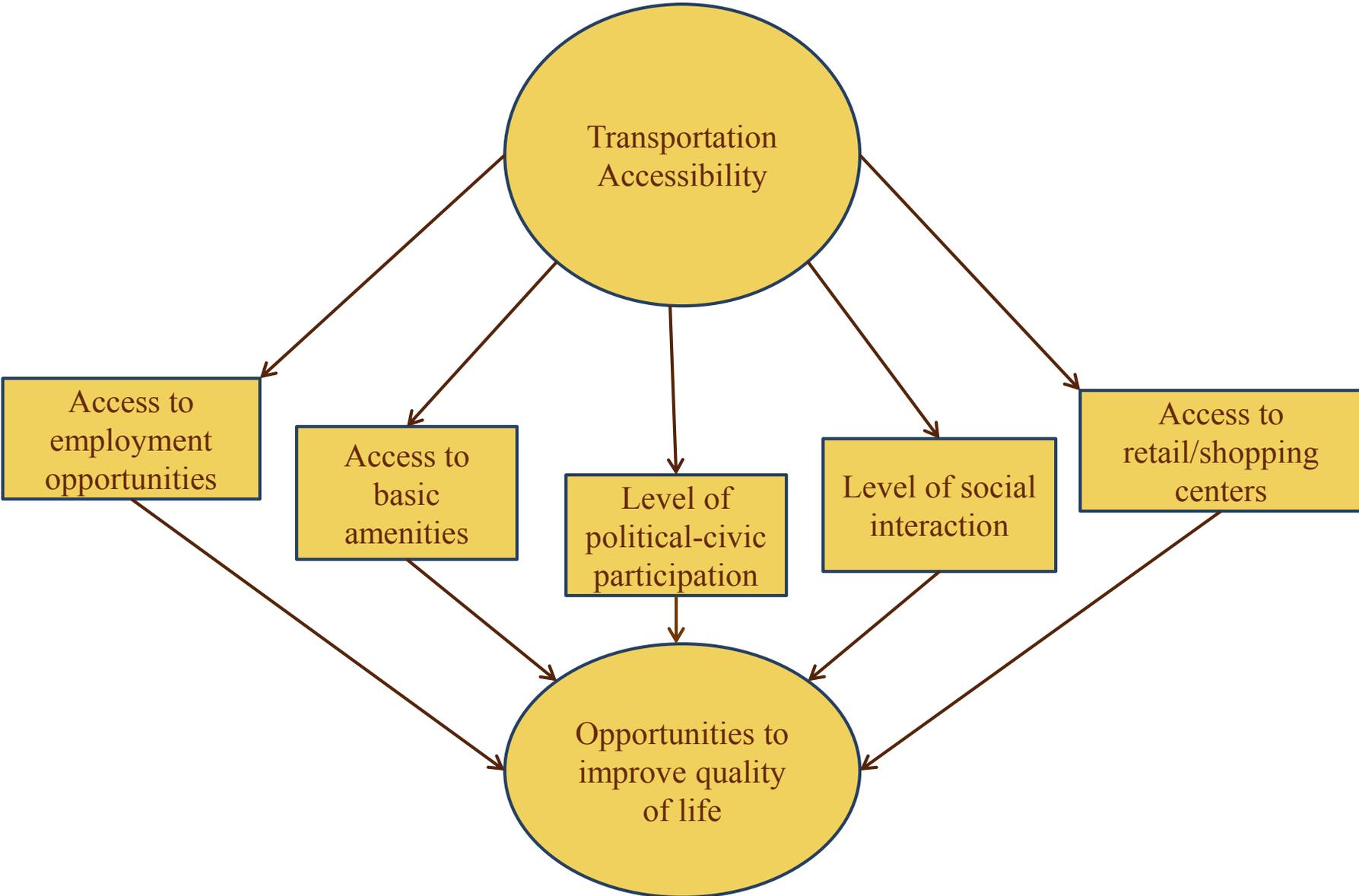


**Deepa Chandran**  
Master of City Planning  
University of Manitoba, Winnipeg

# Presentation Outline

1. Importance of transportation in community/individual wellbeing
2. Research Questions
3. Method
4. Key Findings
5. Lessons for Planning Practice
6. Questions

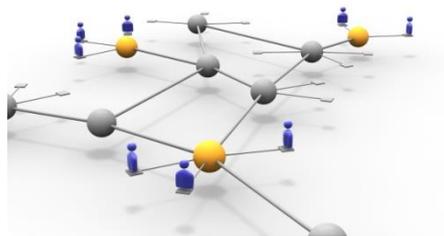
# 1. Importance of Transportation in Community/Individual Wellbeing



# Factors of Transit Accessibility



*Convenient*



# Winnipeg's North End

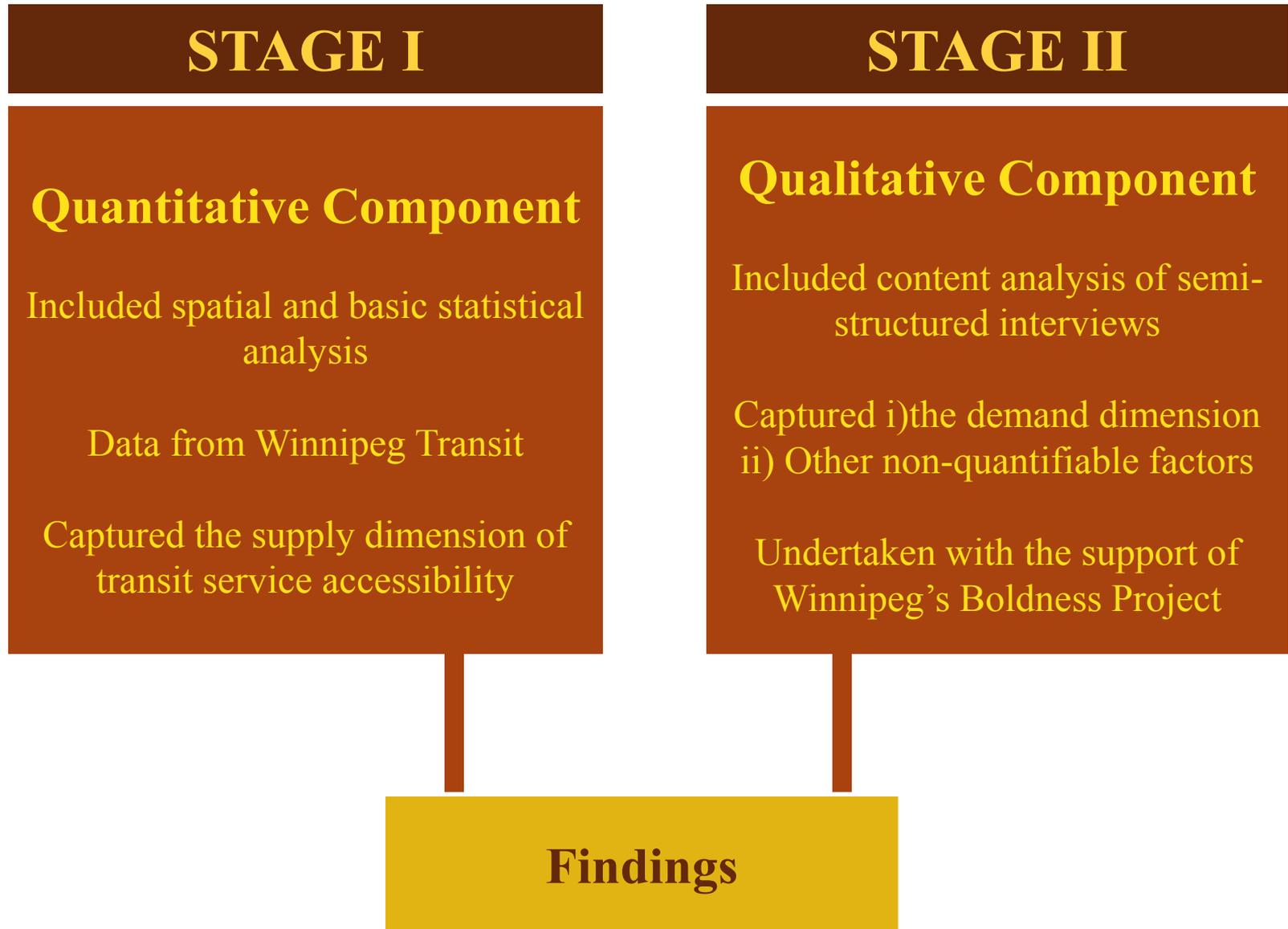
- Socio-economically marginalized area within the city
- Cut off from the rest of the city
- Settled mainly by Indigenous communities
- Limited commercial activities . Most services provided by community/non-profit organizations
  - Transportation has been identified as a major challenge at present
  - No statistics/studies available on the demand for transit services / transit accessibility



## 2. Research Questions

- What is the current level of transit use in Winnipeg's North End?
- Are there barriers to accessing transit services in the North End? If yes, what are these factors?
- What are the socio-economic implications of the current level of transit accessibility in the North End?

### 3. Method



### 3. Method: Limitations of the Study

- Possible biases in participant responses
- Reflects only the opinions/experiences of the community on transit accessibility concerns
- Study has very limited focus on non-transit oriented strategies to improving accessibility

## 4. Key Findings: Availability of Transit Services & Related Facilities



### Areas of Strength

1. Easy physical accessibility to bus stops (94% area is easily accessible)
2. Long hourly duration of service (90% stops > 18 hours of service)
3. Availability of 7-day transit service (90% stops have 7-day service)



### Areas of concern

1. Long waiting time (33% stops >25 minutes wait times)
2. Poor transit-related facilities (only 22% stops have shelters, 27% stops have benches)
3. Poor access to transit information (0% stops with transit information)
4. Stops with no direct linkage to downtown
5. Poor connectivity with other important locations in the city

## 4. Key Findings: Demand for Transit Services in the North End

**Heavy  
transportation  
disadvantage**

Large share of low-income households & young population  
Large number of residents with various disabilities  
Large number of single parents  
Low level of car-ownership

+

**Need to go out of  
the community**

Very limited commercial activities  
Very limited local employment opportunities  
Absence of specialized services (such as Service Canada)  
Payment of utility bills

+

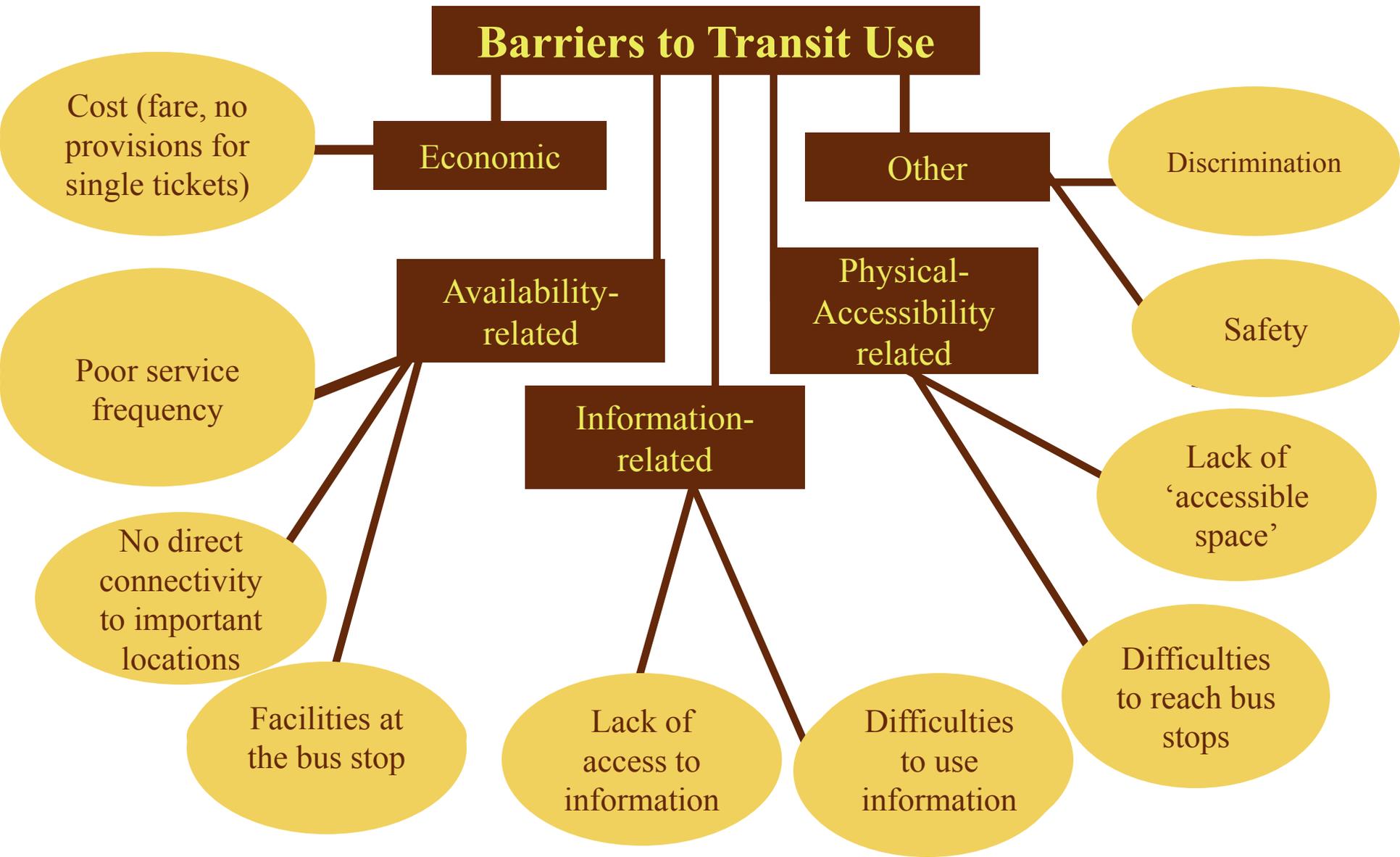
**Limited  
transportation  
options**

Inadequate biking/pedestrian infrastructure  
Harsh winter

=

**High demand for public  
transit services**

## 4. Key Findings: Barriers to Transit Use in the North End



# How Residents Cope with Limited Transit Accessibility?

1. Buying tickets from other people at cheaper rate
2. Getting tickets from community organizations for free/on loan for appointments
3. Lending the bus pass from friends
4. Getting free rides from friends/voluntary organizations
5. Carpooling
6. Hiring taxis
7. Carrying the paper-timetables / Memorizing the required bus timings
8. Seeking help from staff at local community organizations

## 4. Key Findings: Implications of Current Level of Accessibility

### Social Impacts of Current Level of Transit Accessibility

Discourages schooling/higher education

Negative impacts on health (long exposure to extreme cold, compromising food quality)

Adds to safety concerns (Limited evening trips, quiet streets and avoiding certain locations)

Negative psychological impacts (isolation and hopelessness)

Limited social & recreational activities

## 4. Key Findings: Implications of Current Level of Accessibility

### Economic Impacts of Current Level of Transit Accessibility

Increased transportation cost  
(Hiring taxis)

Forced ownership of car

Limited spatial connectivity ->  
Restricted employment opportunities

Poor transit frequency->  
Reduced economic productivity

Long trip duration  
-> Use of additional tickets

## 4. Key Findings: Summary

- There are mismatches in the demand and supply of transit services in the North End.
- Limited transit accessibility often acts as an additional barrier against individual attempts to come out of poverty.
- Impacts are more visible on people on social assistance, single mothers, people with disabilities, seniors, and recent migrants from First Nation Reserves.
- Indigenous members are likely to face additional barriers to transit use (discrimination, information-related constraints).

## 5. Lessons for Planning Practice

- **Need to include social dimension in transit planning:** Following a single transit policy may not ensure equitable distribution of benefits or may further worsen existing challenges encountered by the socio-economically marginalized communities.
- **Relevance of mixed approach in transit planning & research:** Allocation of transit resources should not be entirely based on numbers. An equally important component is analyzing transportation scenario from community's perspective.
- **Need to incorporate transportation inclusion in urban Indigenous welfare policies.** The link between transportation accessibility and community wellbeing, and presence of Indigenous specific barriers to transit accessibility in the North End supports this argument.

## 6. Questions



Source: Bryan Scott, 2011