



DID YOU KNOW?

- 41% of Thunder Bay's greenhouse gas emissions are related to transportation.¹
- Active transportation, such as actively commuting to work by walking or biking, can play a significant role in reducing greenhouse gas emissions and improving air quality. An average car produces 0.85 kilograms of CO₂ per kilometre, while walking or biking to destinations releases none.²
- Getting more students and families to choose active school travel supports Ontario's greenhouse gas reduction target of 80% by 2050 by reducing vehicle emissions.³
- In addition to education, encouragement, enforcement, and evaluation at the school level, changes in land-use planning and transportation planning are required to achieve a significant shift to active modes of transportation.^{4,5}
- Land use and transportation planning that brings destinations closer together has the ability to increase active transportation as well as decrease greenhouse gas emissions.⁶



Benefits of Active Travel

Increasing rates of walking, wheeling and public transit reduces traffic volume, improving safety and reducing pollution around road systems, leading to improvements in the built environment for the whole community. In addition, active travel has benefits for individual health and wellness. Active travel is an effective means of increasing daily physical health, improving one's fitness and mental health, while decreasing the risk of chronic disease and injury.



In a 2017 Thunder Bay walkability survey, 66% of respondents indicated they would like to walk more than they are currently walking

In a 2019 Thunder Bay bikeability survey, 84% of respondents expressed they would like to cycle more than they currently cycle



What is Happening in Thunder Bay



- Walk or Wheel Thunder Bay (WOW TBay) is an initiative that began in 2018 with funding from Ontario Active School Travel and Green Communities Canada, with the goal of increasing active school travel. For more information visit: <https://www.ecosuperior.org/activeschooltravel>
- Thunder Bay's Active Transportation Plan was updated in 2019 and includes a focus on Active school Travel.⁶
- Supportive strategies for improving walkability, bikeability and active school travel is found in the City of Thunder Bay's EarthCare Sustainability Plan.⁷
- Research partnerships between Lakehead University, the Thunder Bay District Health Unit and the City of Thunder Bay have explored factors influencing walkability and bikeability to improve safety and efficiency for pedestrians and cyclists.^{8,9,10}

WHAT CAN WE DO?



- Lead by example, and choose active travel for your family whenever possible. Can't fit the timing required for active travel into your schedule? Try a "drive to five" or a walking school bus.^{11,12}
- Choose the school bus instead of driving children. This will decrease the use of personal vehicles and related emissions.
- Become familiar with City plans and policies, and advocate for sustainable transportation and land-use planning in Thunder Bay and in your community.
- Provide input and become involved in community consultation projects around walkability, bikeability, and street re-design
- Advocate for the Memorial Link – a separated bike lane on both sides of Memorial Avenue linking Fort William and Port Arthur

REFERENCES

1 City of Thunder Bay. (2020). *City of Thunder Bay Community Energy Use and Emissions Plan*.
2 Transport Canada (2010). *Active Transportation in Canada: A resource and planning guide*. Government of Canada,
3 Ontario Ministry of Environment and Climate Change. (2015). *Ontario's Climate Change Strategy*.
4 Ontario Active School Travel (2020). *Steps to Success: the 5 E's*.
5 Tayarani, M., Poorfakhraei, A., Nadafianshahamabadi, R., & Rowangould, G. (2018). *Can regional transportation and land-use planning achieve deep reductions in GHG emissions from vehicles? Transportation Research: Part D, 63, 222–235*.

6 *The City of Thunder Bay's Active Transportation Plan (2019)*
7 *The City of Thunder Bay's Sustainability Plan (2014)*
8 Galway et al. (2021) *Exploring social-ecological influences on commuter cycling in a midsize northern city: A qualitative study in Thunder Bay, Canada*
9 *Thunder Bay District Health Unit (2017) Walkability and Pedestrian Safety in Thunder Bay*
10 *Thunder Bay District Health Unit (2019) Bikeability and Cyclist Safety in Thunder Bay*.
11 *Drive to Five Planning Guide STSWR*
12 *Walking schoolbus Planning Guide CCS*

THIS RESOURCE IS BROUGHT TO YOU BY:

- CITIZENS UNITED FOR A SUSTAINABLE PLANET
- EARTHCARE – CITY OF THUNDER BAY
- ECOSUPERIOR ENVIRONMENTAL PROGRAMS
- ENVIRONMENT NORTH
- FRIDAYS FOR FUTURE – THUNDER BAY CHAPTER
- LAKEHEAD REGION CONSERVATION AUTHORITY

- LAKEHEAD UNIVERSITY – SOCIAL SCIENCES & HUMANITIES RESEARCH COUNCIL
- MATAWA FIRST NATION MANAGEMENT – FOUR RIVERS ENVIRONMENTAL GROUP
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- THUNDER BAY DISTRICT HEALTH UNIT – NORTHERN ONTARIO HEALTH AND CLIMATE CHANGE COLLABORATIVE

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