



LEDUC COUNTY TRANSIT FEASIBILITY STUDY

Engagement Summary – What We Heard Report

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1.0 INTRODUCTION

The purpose of this document is to provide a high-level summary of key themes and feedback heard from participants during the public engagement process held from September 20th to October 11th, 2022 for the Leduc County Transit Feasibility Study project. The summarized findings, as well as the detailed responses received, will be used to help refine the potential transit service options. The findings will also inform the resulting recommendations and priorities of the final report.

As part of this ‘listening’ phase of the Leduc County Transit Feasibility Study, outreach to residents, businesses, stakeholders, and existing transportation providers was included to determine how transit services could best be delivered in the future to continue to serve local and regional needs in a cost-effective and sustainable way.



Figure 1. Project Timeline

1.1 Project Overview

Leduc County is undertaking a comprehensive transit needs assessment and feasibility study to better understand how transit could most effectively serve local and regional travel needs, including the type of service that could be offered and its frequency, operating model, and economic impact.



Existing transportation needs within the County are very diverse. They include commuters travelling regionally to major employers in Nisku and at the Edmonton International Airport, as well as residents connecting to services, shopping and healthcare in the City of Leduc and Edmonton from New Sarepta, rural areas of the County, and the municipalities of Calmar, Thorsby, and Warburg.

While the County's transit needs have up until now been served through Leduc Transit and its innovative partnership with the City of Leduc, it is important for Leduc County to develop a better understanding of the transit needs within the rural areas, the hamlets and other municipalities within the County.

1.2 Engagement Objectives

Consultation with the general public and key stakeholders is paramount to the project's success in order to understand the transportation needs and opportunities for residents, major employers and stakeholders of the County and its adjacent areas, including Nisku, New Sarepta, City of Leduc, Edmonton International Airport, the Towns of Calmar and Thorsby and the Village of Warburg.

The public engagement process was focused on understanding key characteristics about existing regional travel patterns:

- What are the key local and regional destinations people are travelling to?
- What is the purpose of this travel and how often does it occur?

The public engagement also built upon and complemented an earlier phase of engagement that conducted outreach with key stakeholders to better understand:

- What are the existing or potential transportation services and resources available in the community and the region and how might they change in the coming years?
- What other types of partnerships and opportunities might be available to help fund, operate and govern Leduc County transit services?



Figure 2. Open House in New Sarepta at the Farmers Market



2.0 WHAT WE DID

The project team sought input from the public on transportation needs and priorities by hosting three pop-up open houses in New Sarepta, Calmar, and Nisku, between September 27th and 28th, 2022 to gather ideas from the public.

In addition, an online survey and a paper survey were made available from September 20th to October 11th, 2022 to gather feedback on:

- Existing local and regional travel patterns;
- Transit priorities for areas within Leduc County that are currently served by transit, such as the Edmonton International Airport and Nisku;
- Feasibility of potentially providing introductory transit service to connect smaller municipalities and more rural areas within the County to key destinations;
- Other ideas on how to improve transportation options in the area



The open house locations and the survey were promoted using social media, posters on Leduc Transit buses, mail-out posters, and local advertising/paid media. More than 300 members of the public participated during the engagement period.

Related comments made via Facebook during the engagement period have also been reviewed and summarized here by the project team.

268

survey
responses
submitted



35+

open house
participants





2.1 How we communicated

The engagement period for the Transit Feasibility Study was open from Sept. 20 to Oct. 11, 2022. We promoted the opportunities for input in the following ways:

- **Postcard mail drop:** we mailed postcards via Canada Post Neighbourhood Mail to 12,430 addresses in Leduc County. This postcard contained information about the survey and included a QR code to participate online.
- **County Chronicle:** we shared information about the project and where to find further details about participation opportunities in Leduc County's quarterly publication, the County Chronicle, which was mailed to all property owners Sept. 16.
- **Web page:** we provided full details about the project on our project page at leduccounty.com/transit. This web page included information about the project, a link to the survey, a link to the 'ask a question' form, and contact information for the project team.
- **Media release:** we sent two media releases to local outlets to share with their readers; one on Sept. 23 relating to the upcoming open houses, and one on Oct. 5 focusing on the survey, which resulted in one article about the campaign on The One 93.1 FM.
- **Print advertisements:** we ran seven print advertisements in the Leduc Representative, Leduc County Market, Thorsby Target and Warburg Bugle promoting the opportunity to participate and directing readers to the project web page.
- **Social media advertisement:** we ran two different advertisements on Facebook and Instagram promoting the three open houses and then the survey. The ads directed readers to the project web page.
- **Social media posts:** we posted six social media posts on Leduc County's Twitter and Facebook promoting the opportunity to participate and directing readers to the project web page.
- **Website notices:** we posted one notice to the homepage of Leduc County's website to introduce the project and link to the project web page.



- **Public participation opportunities e-newsletter:** we sent information about the opportunities to the 660 subscribers to our email newsletter weekly for three weeks.
- **Email invitations:** we reached out to key stakeholders across the region, including neighbouring communities, major employers to inform them about our public engagement opportunities and prompt them to forward these with their individual channels.
- **County Express:** we included information in three issues of the County's weekly staff newsletter, as many employees of the municipality are also residents.

3.0 KEY TAKEAWAYS

The list below outlines the key takeaways from the engagement activities:

- The **most popular destinations** are the City of Leduc, City of Edmonton, and Nisku Business Park.
- The majority of respondents indicated that their **most common transportation mode** is driving their own vehicle (69% of respondents), or being a vehicle passenger with a family member (36% of respondents). Close to one third of respondents (33% of respondents) said that they use transit to travel.
- Just less than half of the respondents (46%) answered that they have **used existing transit / public transportation services** within the last year.
- In the past year, two thirds of the respondents have used **Edmonton Transit Service** (65% of the respondents), followed by **Leduc Transit – Routes 1 and/or 10** (64% of the respondents). A significant number of respondents indicated that they have used **Leduc Transit – On Demand services** (42% of the respondents).
- Of those respondents who indicate they use transit, the majority use it **regularly**, with 32% using it every work day (4-5 times per week) and 26% using transit every day.



- The most important transit service requirements to enable people to start using existing transit services within the County area or use it more often were the following:
 1. **More service during weekday commuter times** (30% of the respondents)
 2. **Direct connection between City of Edmonton and Nisku Business Park** (28% of the respondents)
 3. **Direct connection between City of Leduc and the airport area** (26% of the respondents)
- When asked what the most important characteristic for an **introductory level transit service** for rural areas of the County would be that would encourage them to use it, respondents identified:
 1. **Same day travel to and from City of Leduc** (37% of respondents)
 2. **Same day travel to and from Edmonton** (35% of respondents)
 3. **Reliable service** (29% of respondents)
 4. It should also be noted that 25% of the respondents answered that **nothing would encourage them to use the service**, either because they do not live in those areas or they would not use it.
- Compared to survey respondents, open house participants were found to be more likely to drive their own vehicle, more likely to not have used existing transit and public transportation services in the last year (88%), and one out of four open house participants (27%) would never use transit if a rural transit service was introduced in their area.



Figure 3. Open House in Nisku at the Leduc County Business and Entrepreneur Centre



4.0 WHO WE HEARD FROM

Community members from a range of socio-demographic backgrounds participated in the engagement process. While demographics were not formally recorded at the open houses conducted in New Sarepta, Calmar, and Nisku, a variety of participant ages and genders were observed at the engagement.

The online survey included several demographic questions to allow the project team to better understand who participated. The following results are specific to the online and paper survey.

4.1 Age

As shown in **Figure 4**, more than half of the respondents (61%) were under the age of 50 years. **The two most dominant age groups were 30-39 years and 40-49 years, with 21% each.** With the exception of the upper (70+ years) and lower (19 years and under) end of the age breakdown, there was a somewhat even distribution when it comes to survey respondents age.

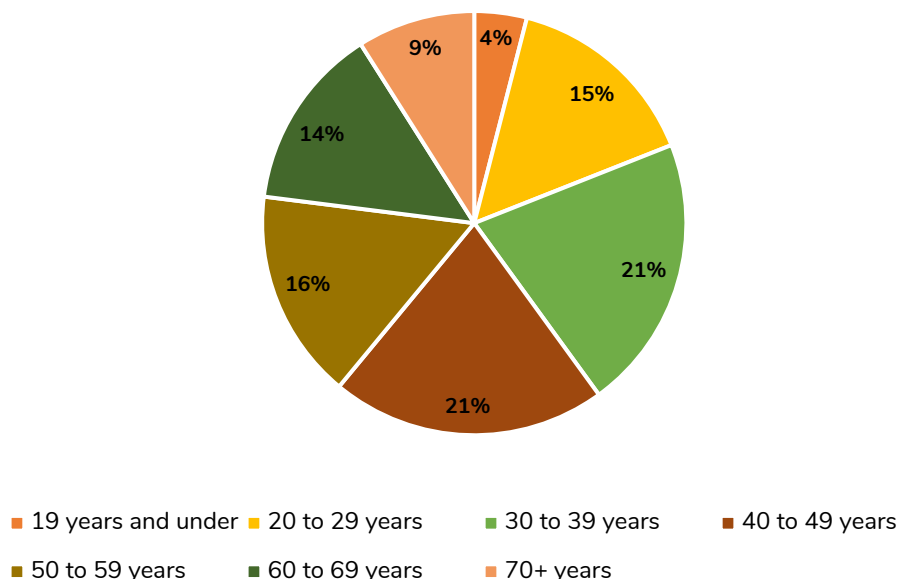


Figure 4. Age Distribution of Survey Respondents



4.2 Geographic Representation

As seen in **Figure 5**, most of the survey respondents live in the **City of Leduc (45%)** followed by as identified by survey respondents 'other areas in Leduc County' (24%) and the City of Edmonton (15%).

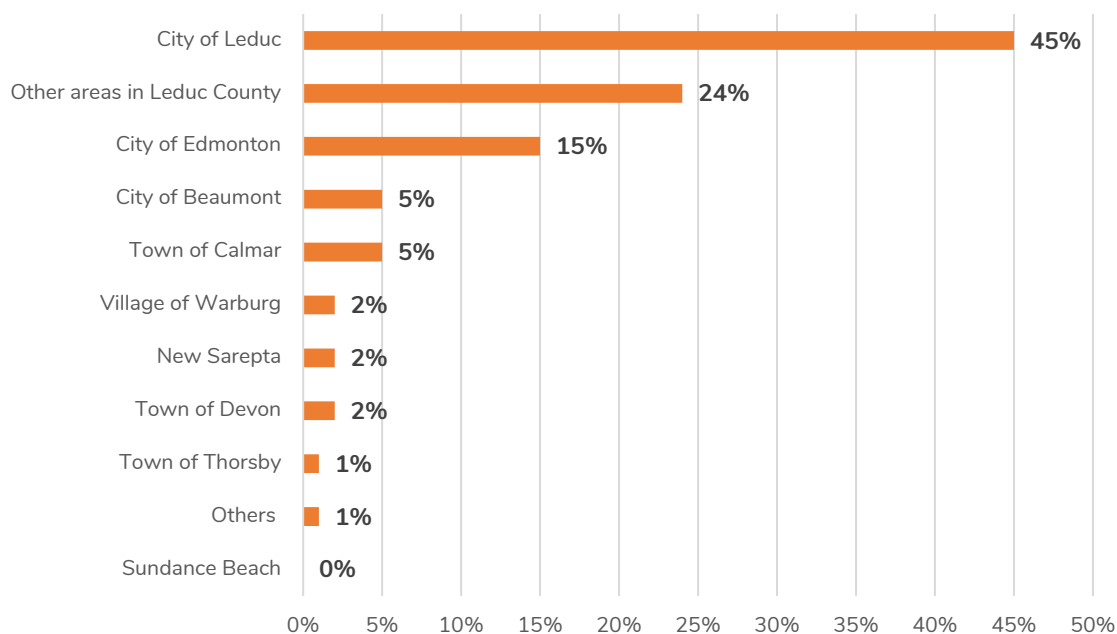


Figure 5. Geographic Representation of Survey Respondents



5.0 WHAT WE HEARD

5.1 Most Popular Destinations

Respondents were asked to select up to three local or regional travel destinations. As seen in **Figure 6**, the most popular destinations for survey respondents are **City of Leduc (82%)** followed by **City of Edmonton (80%)** and **Nisku Business Park (39%)**.

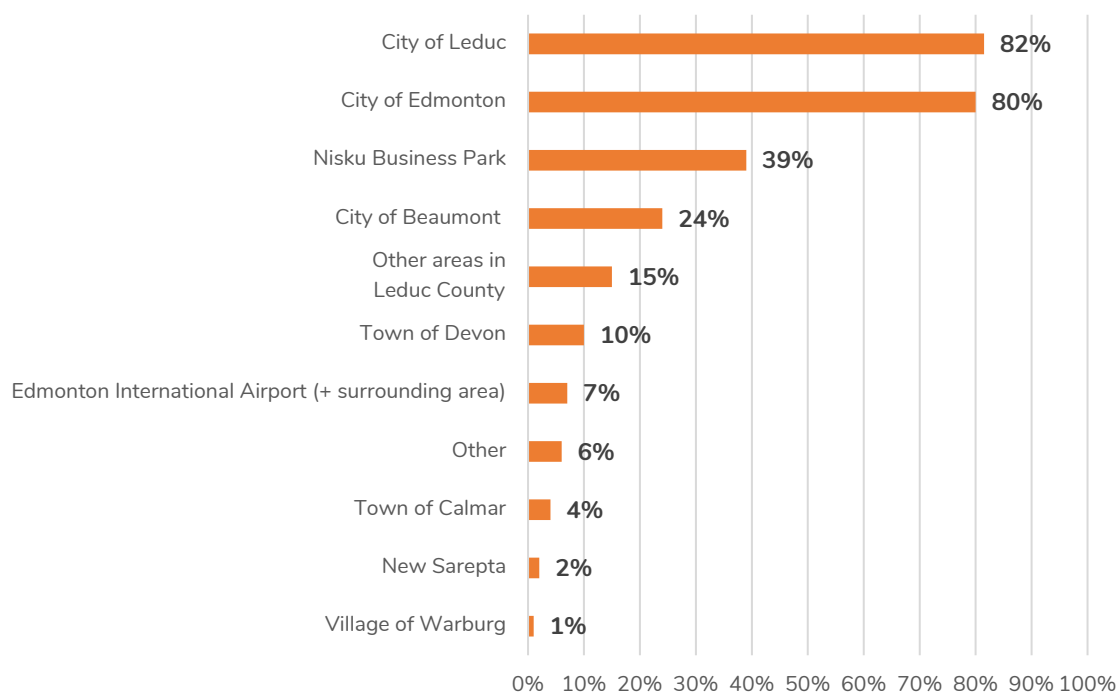


Figure 6. Most Popular Destinations

The **top three destinations** for open house participants were consistent with the survey results, with the following breakdown:

- City of Leduc (30%)
- City of Edmonton (26%)
- Nisku Business Park (20%)



5.2 Purpose and Frequency of Travel

Survey respondents were asked to indicate up to three purposes of travel to their top destinations. **As shown in Figure 7, the top three purposes included work (with 91.5% respondents travelling either daily or 4-5 times per week), followed by shopping (70% daily or 4-5 times per week), and recreational/leisure/social (72% daily or 4-5 times per week).** Medical appointments were the next highest selected purpose with 61% travelling daily or 4-5 times per week followed by dropping/picking children from their schools with 96% travelling daily or 4-5 times per week respectively.

The respondents who selected 'others', majorly wrote in visiting family and friends as their purpose of travel.

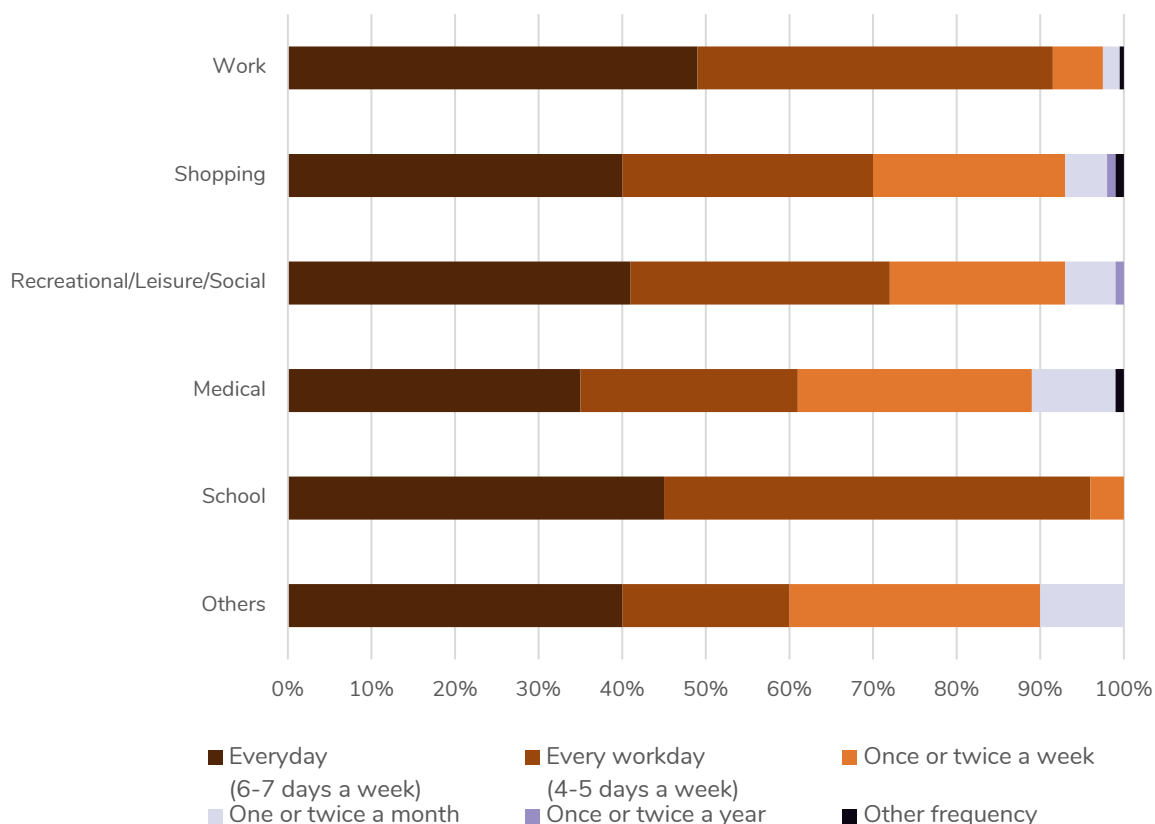


Figure 7. Purpose and Frequency of Travel to Top Destinations



Survey participants were asked to select up to two modes of transportation that they use most frequently. As shown in **Figure 8**, more than half of the survey respondents (69%) drive their own vehicle to travel to the top destinations, followed by travelling as a passenger with a family member (36%) and travelling by public transit (33%). Walking, biking, travelling via school bus and travelling as a passenger with a care provider or volunteer were among the least-used modes of travel by the survey respondents.

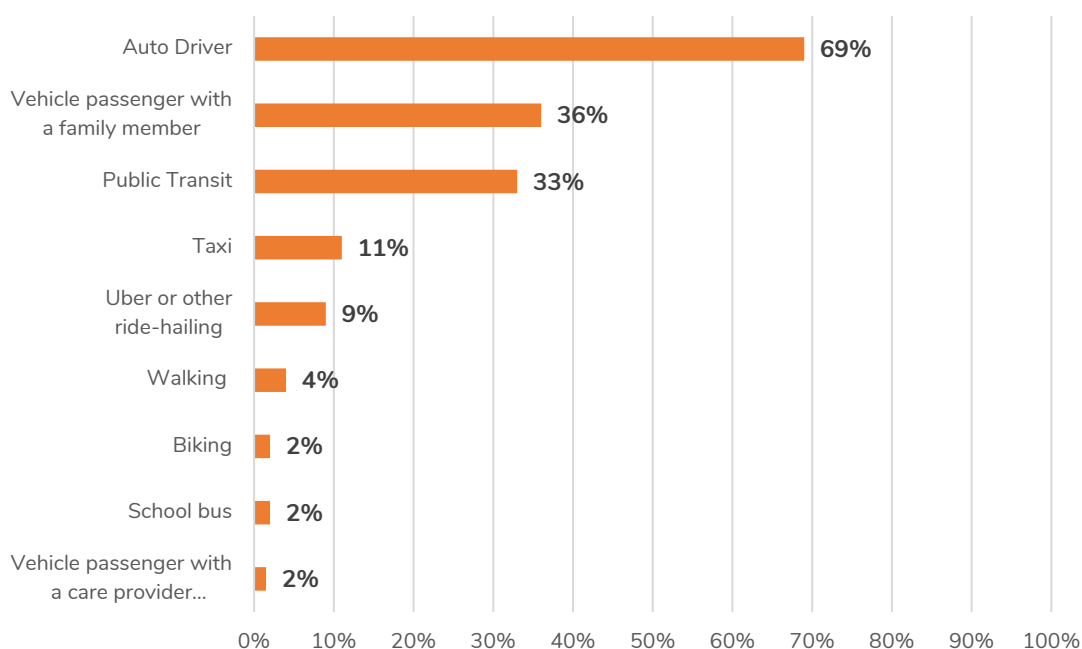


Figure 8. Main Mode of Transportation

By comparison, a higher percentage of open house participants (78%) drive their own vehicle to travel, followed by travelling as a passenger with a family member (16%), and a smaller proportion of open house participants travelling by public transit (6%).



5.3 Use of Existing Transit and Public Transportation Services

The online survey asked if respondents used existing transit and transportation services within the last year. As seen in **Figure 9**, **almost half of the survey respondents (46%) selected that they have used some type of existing transit services in the last year.**

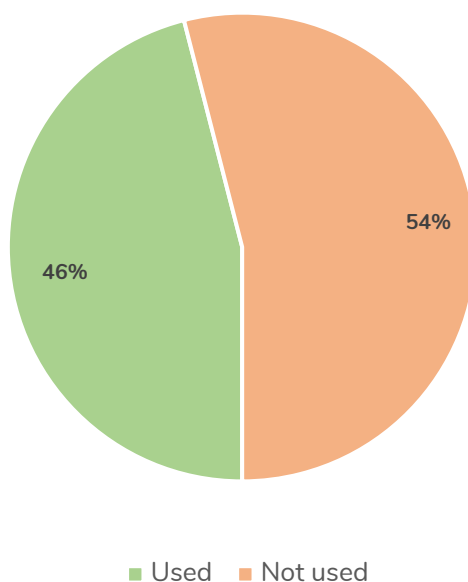


Figure 9. Use of Existing Transit Services

Survey respondents who selected ‘yes’ in the above question were asked to select all the transit services they have used in the past year, which is further discussed on the following page.

Open house participants were less likely than survey respondents to have used existing transit and public transportation services within the last year with 88% indicating “Not Used” and 12% “Used”.



As shown in **Figure 10**, about **two-thirds of the respondents (65%)** used **Edmonton Transit (with 59% using it daily or 4-5 times a week)**, followed by **Leduc Transit - Routes 1 and/or 10 (with 76% using it daily or 4-5 times a week)**, and **Leduc Transit - On Demand (with 78% using it daily or 4-5 times a week)**. The public transportation services with less use by the respondents are the **EIA Shuttle and Beaumont Transit at 29% and 5% respectively**.

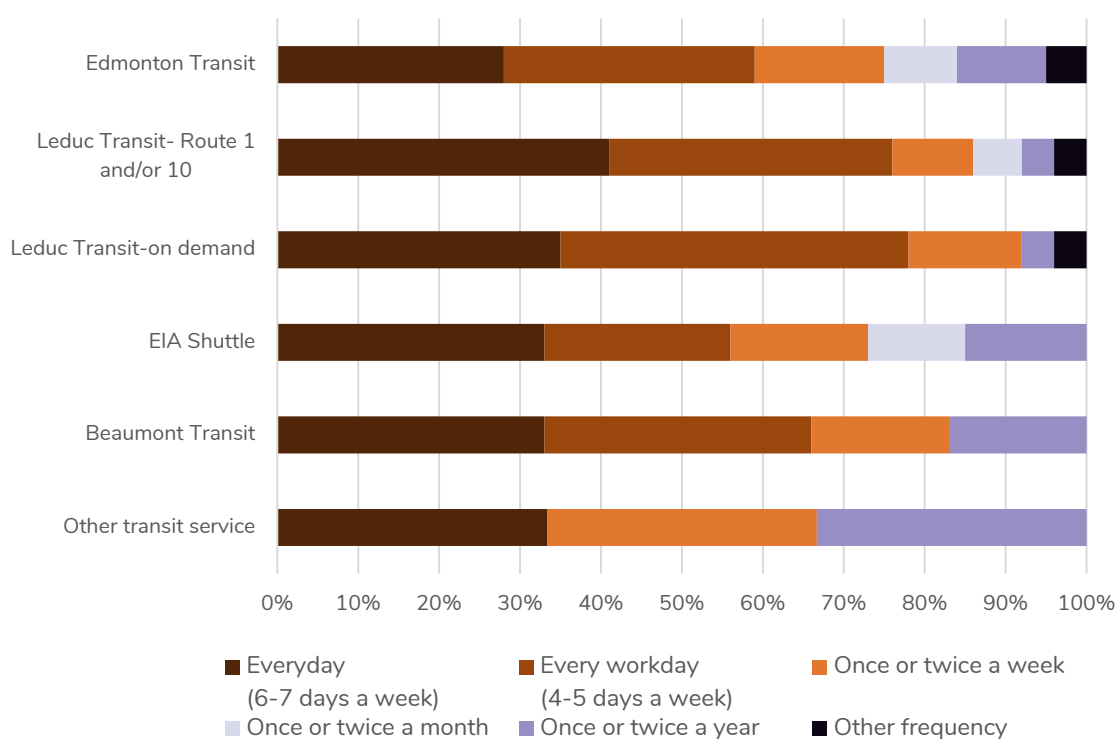


Figure 10. Type and Frequency of Existing Transit Services



5.4 Characteristics of the Transit Service

The online survey asked respondents to select the top three transit service aspects to retain or improve that will enable them to continue using transit within the County area or use it more often. **Figure 11** summarizes their responses. The aspects selected by most of the respondents were as follows:

- More service during weekday commuter times (31%)
- Direct connection between City of Edmonton and Nisku (29%)
- More services on weekends (27%)
- Direct connection between City of Leduc and Airport area (26%)
- Direct connection between City of Leduc and Nisku (25%)
- Make transit cheaper/ more affordable (23%), which may refer to the base cost of transit but given conversations with open house attendees and stakeholders may also refer to the need to pay separate fares between services, especially for trips involving both Edmonton Transit and Leduc Transit.

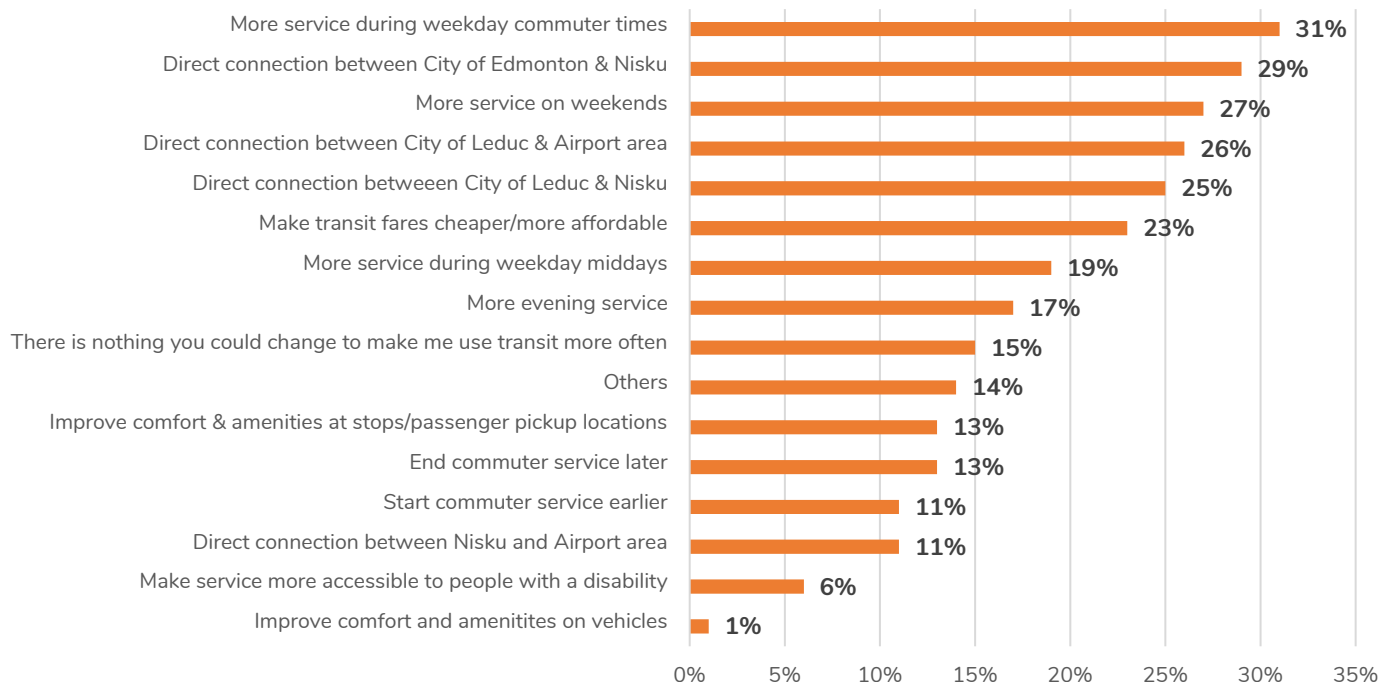


Figure 11. Priority of Transit Improvements



Open house participants indicated the following improvements, sharing the same top two selections with survey respondents:

- More service during weekday commuter times (21%)
- Direct connection between City of Edmonton and Nisku (21%)
- Direct connection between City of Leduc and Nisku (14%)
- Improve comfort and amenities at stops / passenger pick up locations (14%)

5.5 Special Accommodations

As seen in **Figure 12**, among the survey respondents, about **96% selected that they do not need any special accommodations on public transit to enable them to travel**. The 4% of the respondents who selected yes primarily requested the following in the comments:

- To have wheelchair accessibility
- To allow a support person ride free of cost for visually impaired person
- To make it friendly to people with a disability.

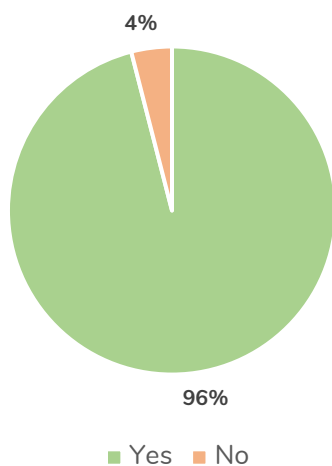


Figure 12. Need for Special Accommodations on Transit



5.6 Rural Transit

The survey respondents were asked to indicate important characteristics of a public transportation service that would encourage them to use it if an introductory level service is provided for smaller municipalities and rural areas of the County. As shown in **Figure 13**, the most desired characteristics are as follows:

- Enabling same day travel to and from the City of Leduc (37%)
- Enabling same day travel to and from the City of Edmonton (35%)
- Reliability (29%)
- Enabling travel during the morning, 7am-10am (28%)
- It should be noted that about a quarter of the respondents (24%) indicated that they don't live in these areas and thus wouldn't use the service

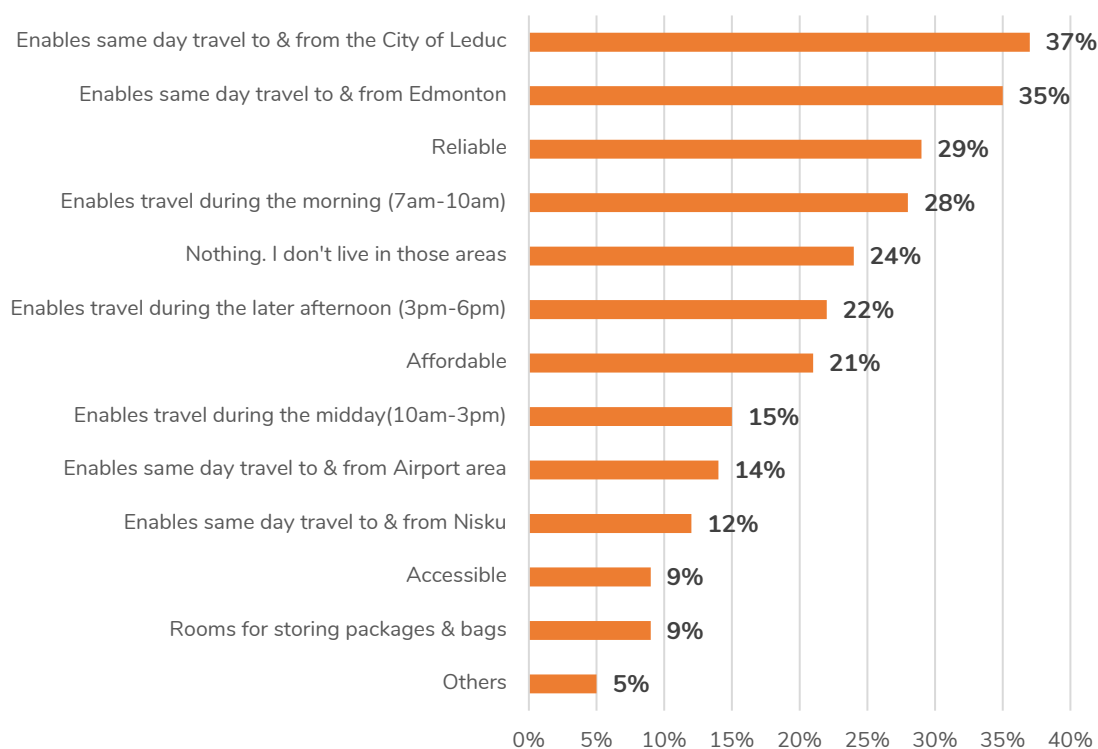


Figure 13. Priority Characteristics for Rural Transit Service



Open house participants indicated the following ranking of priority characteristics for rural transit service, and these were generally in alignment with the top priorities from the survey:

- Enabling same day travel to and from the City of Edmonton (16%)
- Enabling same day travel to and from the City of Leduc (15%)
- Affordable (13%)
- Enabling travel during the morning, 7am-10am (11%)

Next, respondents were asked: if a rural transit service was introduced in their area, how often would they use it. As shown in **Figure 14**, about 38% of survey respondents selected that they would use it frequently (3 or more days a week), followed by 19% who selected sometimes (1-2 times a month), and 18% who selected regularly (1-2 times a week).

Survey respondents who selected 'others', wrote in that they would only use if they were unable to drive due to some reasons or cannot access a car.

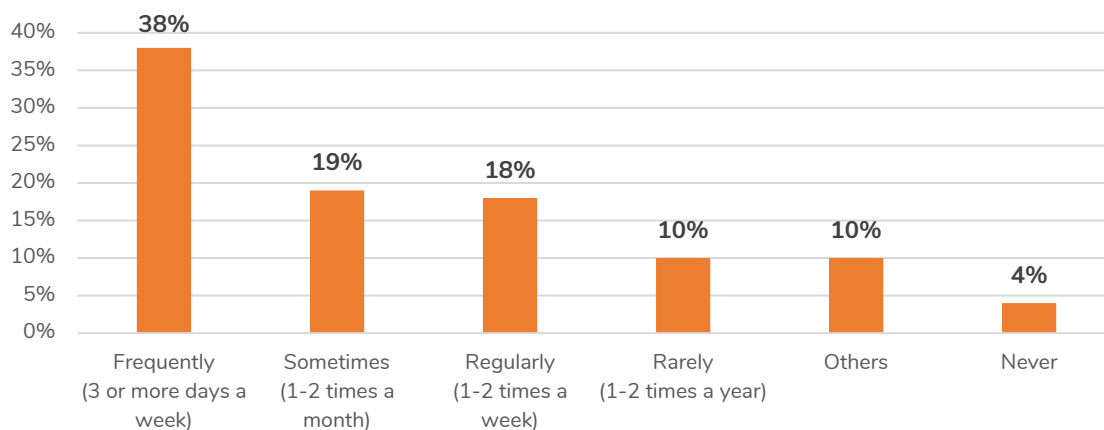


Figure 14. Desired Frequency for Introductory Rural Transit Service

While 30% of open house participants also selected that they would use introductory rural transit service frequently (3 or more days a week), the next popular selection was never at 27%, a significant contrast to survey respondents.



Additionally, respondents were also asked to select days on which they would prefer to use the transit. As seen in **Figure 15**, about half of the survey respondents selected Monday (49%), followed by Friday (45%), and Tuesday (39%).

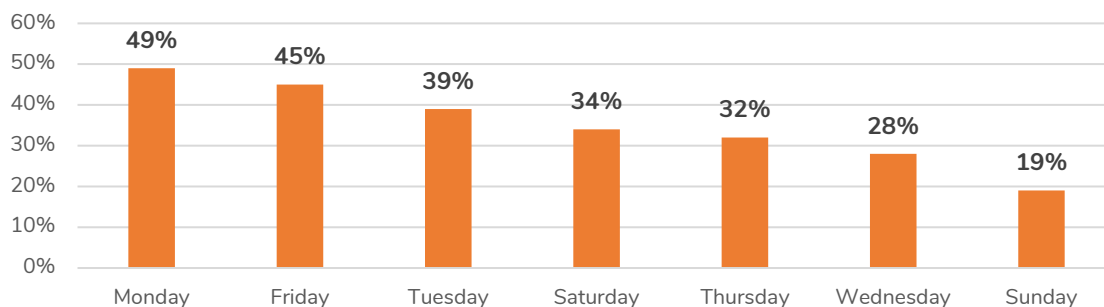


Figure 15. Desired Days for Introductory Rural Transit Service

On the other hand, open house participants selected Friday (27%), followed by Tuesday (24%), and Thursday (18%).

5.7 Car Ownership

As seen in **Figure 16**, about two-thirds of the survey respondents (73%) selected they own or have access to a car, meaning that almost one-third of respondents (27%) do not have access to a vehicle.

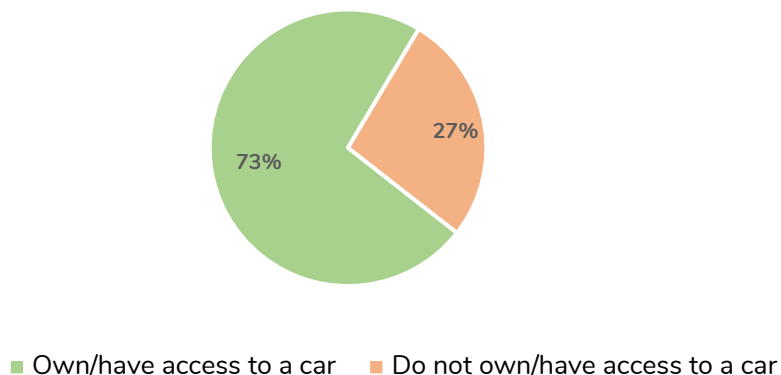


Figure 16. Car Ownership



6.0 DETAILED ANALYSIS OF THE SURVEY RESPONSES

In order to further determine travel patterns and potential markets for transit improvements, this section analyzes the survey responses received in more detail.

Respondents travelling to the City of Leduc:

 **47%**

of travelers to the City of Leduc live in the City of Leduc

3/4

travel daily or every weekday

most commonly drive their own car, travel as a passenger with a family member or use existing public transit



About half of the respondents (47%) who travel to the City of Leduc predominantly reside in the City itself, followed by 23% from other areas in Leduc County, 13% in Edmonton and 6% in the Town of Calmar. On an average, 76% of these respondents travel either daily or every weekday (4-5 times a week) primarily for work, shopping and recreational/leisure/social respectively. These respondents most commonly drive their own car, travel as a passenger with a family member or use existing public transit to travel to various destinations in the City of Leduc.

About half of the respondents (46%) have used transit in the last year, with the most used transit services ranked in order of use: Leduc Transit - Routes 1 and/or 10, Edmonton Transit, Leduc Transit - On Demand. Moreover, it was analyzed what are the most important transit service aspects for the respondents travelling to the City of Leduc, when it comes to existing transit services. The top five answers, by rank, were as follows:

- More service during weekday commuter times
- Direct connection between City of Leduc and airport area
- Direct connection between City of Leduc and Nisku Business Park
- More service on weekends
- Direct connection between City of Edmonton and Nisku Business Park



Respondents travelling to the City of Edmonton:

 **47%**

of travelers to the City of Edmonton live in the City of Leduc

3/4

travel daily or every workday

most commonly drive their own car, travel as a passenger with a family member or use existing public transit



About half of the respondents (47%) who travel to the City of Edmonton predominantly reside in the City of Leduc, followed by 25% from other areas in Leduc County, 12% in Edmonton itself, and 4% in Beaumont and 4% Calmar. On an average, 72% of these respondents travel either daily or every workday (4-5 times a week) primarily for work, shopping, recreational/leisure/social and medical respectively. These respondents most commonly drive their own car, travel as a passenger with a family member or use existing public transit to travel to various destinations in the City of Edmonton.

About half of the respondents (44%) have used transit in the last year, predominantly Edmonton Transit, followed by Leduc Transit - Routes 1 and/or 10, Leduc Transit - On Demand, and the Edmonton International Airport – On Airport Shuttle. Moreover, it was analyzed what are the most important transit service aspects for the respondents travelling to Edmonton, when it comes to existing transit services. The top five answers, by rank, were as follows:

- More service during weekday commuter times
- Direct connection between City of Leduc and airport area
- Direct connection between City of Edmonton and Nisku Business Park
- More service on weekends
- More service during weekday middays



Respondents travelling to Nisku Business Park:

 **45%**

of travelers to Nisku Business Park live in the City of Leduc

5/6

travel daily or every weekday

most commonly drive their own car, use existing public transit or travel as a passenger with a family member



About half of the respondents (50%) who travel to Nisku Business Park predominantly reside in the City of Leduc, followed by 28% in the City of Edmonton, 15% in other areas of Leduc County, 6% in the Town of Calmar, and 5% in the City of Beaumont. On an average, 87% of these respondents travel either daily or every weekday (4-5 times a week) primarily for work, shopping, and recreation/leisure/social respectively. These respondents most commonly drive their own car, use existing public transit, or travel as a passenger with a family member to various destinations in Nisku Business Park.

More than half of the respondents (58%) have used transit in the last year, most frequently Edmonton Transit, Leduc Transit - Routes 1 and/or 10, Leduc Transit - On Demand, and Edmonton International Airport – On Airport Shuttle respectively.

Moreover, it was analyzed what are the most important transit service aspects for the respondents travelling to Nisku Business Park, when it comes to existing transit services. The top five answers, by rank, were as follows:

- Direct connection between City of Edmonton and Nisku Business Park
- Direct connection between City of Leduc and Nisku Business Park
- More service during weekday commuter times
- More service on weekends
- Make transit fares cheaper / more affordable



Respondents travelling to Edmonton International Airport + surrounding areas:

 **68%**

of travelers to Edmonton International Airport live in the City of Leduc



majority travel for work

most commonly use existing public transit or drive their own car



About two-thirds of the respondents (65%) who travel to EIA and its surrounding areas predominantly reside in the City of Leduc, followed by 16% in Edmonton and 11% in other areas in Leduc Country. Most of these respondents (89%) travel either daily or every workday (4-5 times a week). These respondents primarily travel for work, with a very small percentage travelling for shopping and recreational/leisure/social activities. The respondents most commonly take public transit, followed by driving their own car to travel to EIA and its surrounding areas.

About two-thirds of the respondents (63%) have used public transit in the last year, predominantly Leduc Transit - Routes 1 and/or 10 or Leduc Transit - On Demand.

Moreover, it was analyzed what are the most important transit service aspects for the respondents travelling to EIA, when it comes to existing transit services. The top five answers, by rank, were as follows:

- Direct connection between City of Leduc and airport area
- Direct connection between City of Leduc and Nisku Business Park
- More service on weekends
- Make transit fares cheaper/more affordable
- Direct connection between Nisku Business Park and airport area



Respondents residing in other areas of Leduc County:

 **30%**

**of respondents from other areas across
Leduc County travel to the City of Edmonton**



**majority travel
for shopping**

**most commonly drive their own car or travel as
a passenger with a family member**



Respondents that live within Leduc County and outside of larger urban centres (i.e., City of Leduc, City of Beaumont, New Sarepta, Town of Devon, Town of Calmar, Village of Warburg, Town of Thorsby) most frequently travel to City of Edmonton (30%), City of Leduc (28%), or City of Beaumont (14%).

About two thirds of respondents (69%) travel either daily or every workday (4-5 times a week). These respondents primarily travel for shopping, work, recreation/leisure/social, and medical purposes respectively. They most commonly drive their own car or travel as a passenger with a family member. Most respondents (87%) have not used public transit in the last year.

When asked to indicate important characteristics of a public transportation service that would encourage them to use it if an introductory level service was provided for smaller municipalities and rural areas of the County, the top five answers, by rank, were as follows:

- Enables same day travel to and from the City of Leduc
- Enables same day travel to and from the City of Edmonton
- Reliable service (arrives when scheduled, consistent)
- Nothing, I don't live in those areas and wouldn't use it
- Affordable

Respondents were further asked to indicate if they would use a rural transit service if it was introduced in their area and how often. Almost all respondents (98%) would use the service to some extent, with 35% indicating that they would use it either frequently (3 or more days per week) or regularly (1-2 days per week).

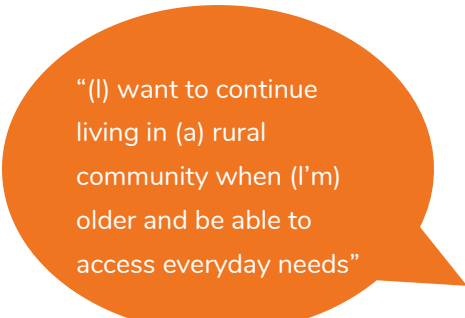


7.0 YOUR COMMENTS

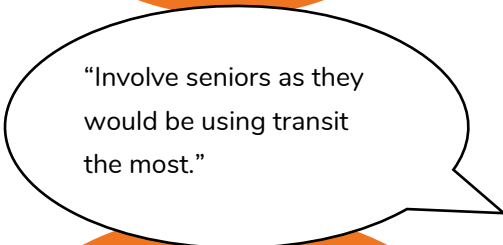
Respondents were also able to provide comments on any other transit planning priorities that they think should be considered for Leduc County. The following themes arose:

- **Rural transit service is important for aging in place.** Many seniors rely on public transportation to meet their everyday needs.
- **Transit that serves medical transportation needs should be a priority.** Key medical destinations should be considered in the routing and planning of transit routes.

Many people expressed that they are car-dependent because no convenient alternatives currently exist but indicated that they would use public transportation if better infrastructure and services were available.



"(I) want to continue living in (a) rural community when (I'm) older and be able to access everyday needs"



"Involve seniors as they would be using transit the most."



"Medical transportation to Leduc from rural communities is important."

8.0 NEXT STEPS

The summarized findings, as well as the detailed responses received, will be used to help refine the potential transit service options. The findings will also inform the resulting recommendations and priorities of the final report. Moving forward, the project team will develop and cost out a suite of transit service options and provide recommendations for implementation, which will be presented to Leduc County Council for consideration.



APPENDIX A – ONLINE SURVEY QUESTIONS

Leduc County Transit Feasibility Study

We want to hear from you!



Leduc County is undertaking a comprehensive transit needs assessment and feasibility study to better understand how transit could most effectively serve local and regional travel needs. The study will include identifying the type of service that could be offered and its frequency, operating model, and economic impact.

While the County's transit needs have up until now been served through Leduc Transit and its innovative partnership with the City of Leduc, that arrangement will not be viable in the future due to changes currently being determined by the Edmonton Metropolitan Transit Services Commission.

The purpose of this survey is to better understand how transit services could best be delivered in the future to continue to serve local and regional needs in a cost-effective and sustainable way.

Your feedback matters and will help us understand the following:

- **Existing local and regional travel patterns** (where you travel to and from, frequency of travel, trip purpose, and main mode of transport)
- **Transit priorities for areas within Leduc County that are currently served by transit**, such as the Edmonton International Airport and Nisku.
- **Feasibility of potentially providing introductory transit service** to connect smaller municipalities and more rural areas within the County to key destinations.
- **Other ideas** on how to improve transportation options in your area

Survey responses are confidential and anonymous.



Online survey link:

www.leduc-county.com/transit



Drop off or mail paper survey to:

Leduc County Centre
101-1101 5 St, Nisku, AB T9E 2X3



Survey closes: October 11, 2022

Or return to a bus driver

Personal information provided is collected by Leduc County under the authority of Section 33(c) of the Alberta Freedom of Information and Protection of Privacy Act (the FOIP Act) and we will protect it in accordance with Part 2 of that Act. We will use it to administer programs and services for which you have registered, and contact you if necessary. Should you require further information about collection, use and disclosure of personal information, please contact the FOIP Coordinator at 780-770-9251 or foip@leduc-county.com.

Let's get started!

1) In which community do you currently live?

- | | |
|--|--|
| <input type="radio"/> City of Leduc | <input type="radio"/> Devon |
| <input type="radio"/> City of Edmonton | <input type="radio"/> Calmar |
| <input type="radio"/> New Sarepta | <input type="radio"/> Thorsby |
| <input type="radio"/> Sundance Beach | <input type="radio"/> Warburg |
| <input type="radio"/> Other area in Leduc County | <input type="radio"/> Other: (Please specify): _____ |
| <input type="radio"/> Beaumont | |

2) What is/are your top three local or regional travel destination(s) (Select up to three)

- | | |
|---|--|
| <input type="radio"/> City of Leduc | <input type="radio"/> Other area in Leduc County |
| <input type="radio"/> City of Edmonton | <input type="radio"/> Beaumont |
| <input type="radio"/> Edmonton International Airport (+ surrounding area) | <input type="radio"/> Devon |
| <input type="radio"/> Nisku Business Park | <input type="radio"/> Calmar |
| <input type="radio"/> New Sarepta | <input type="radio"/> Thorsby |
| <input type="radio"/> Sundance Beach | <input type="radio"/> Warburg |
| | <input type="radio"/> Other: (Please specify): _____ |

3) On average, how often do you go to your top three travel destination(s)?

- ☐ Every day (6-7 days per week)
- ☐ Every workday (4-5 times a week)
- ☐ Once or twice a week
- ☐ Once or twice a month
- ☐ Once or twice a year
- ☐ Other _____

4) What is the purpose of these trips to your top travel destinations? Select up to three.

- ☐ Work
- ☐ School
- ☐ Shopping
- ☐ Recreation/Leisure/Social
- ☐ Medical
- ☐ Other _____

5) What are the most common methods of travel to these destinations? Select up to two.

- | | |
|--|-----------------------------------|
| <input type="radio"/> Driver in your own vehicle | <input type="radio"/> Taxi |
| <input type="radio"/> Vehicle passenger with a family member | <input type="radio"/> School bus |
| <input type="radio"/> Vehicle passenger with a care provider or volunteer driver | <input type="radio"/> Walking |
| <input type="radio"/> Public transit | <input type="radio"/> Biking |
| <input type="radio"/> Uber or other ride-hailing | <input type="radio"/> Hitchhiking |
| | <input type="radio"/> Other _____ |

6) Have you used existing transit and public transportation services within the last year?

- ☐ No → Please skip to question 7
- ☐ Yes → Please answer the following additional questions:

6a) Which transit and transportation services have you used in the past year? – Select all that apply:

- ☐ Leduc Transit – Routes 1 and/or 10
- ☐ Leduc Transit – on demand services
- ☐ Edmonton Transit
- ☐ Edmonton International Airport – On Airport Shuttle
- ☐ Beaumont Transit
- ☐ Devon Community Bus
- ☐ Other: _____

6b) On average, how often do you use public transportation?

- ☐ Every day (6-7 days per week)
- ☐ Every workday (4-5 times a week)
- ☐ Once or twice a week
- ☐ Once or twice a month
- ☐ Once or twice a year
- ☐ Other _____

7) What are the most important transit service aspects to retain or improve to enable you to continue using transit within the County or use it more often? Please choose and rank up to three options from the overall list.

- | | |
|----------------------------------|--|
| Connections | <ul style="list-style-type: none"> ○ Direct connection between Edmonton and Nisku ○ Direct connection between City of Leduc and Nisku ○ Direct connection between Nisku and the Airport area ○ Direct connection between City of Leduc and the Airport area ○ Other direct connection (Please specify): _____ |
| Service Levels | <ul style="list-style-type: none"> ○ More service during weekday commuter times ○ More service during weekday middays ○ More service on weekends ○ Start commuter service earlier ○ End commuter service later ○ More evening service |
| Access, Comfort and Other | <ul style="list-style-type: none"> ○ Make transit fares cheaper / more affordable ○ Make service more accessible to people with a disability ○ Improve comfort and amenities at stops / passenger pick up locations ○ Improve comfort and amenities on vehicles ○ There's nothing you could change to make me use transit more often ○ Others, please specify: _____ |

7a) Please provide any details you want to share on how to improve existing services:

8) When considering the potential for new introductory level transit service for smaller municipalities and rural areas of the County not currently served by transit, what is the most important characteristic of a public transportation service that would encourage you to use it (choose and rank up to three options):

- **Nothing. I don't live in those areas and wouldn't use it. → Please skip ahead to Question 9**
- Enables travel during the morning (e.g. 7am – 10am)
- Enables travel during the midday (e.g. 10am – 3pm)
- Enables travel during the later afternoon (e.g. 3pm – 6pm)
- Enables same day travel to and from the City of Leduc
- Enables same day travel to and from Edmonton
- Enables same day travel to and from Nisku
- Enables same day travel to and from the Airport area
- Affordable
- Room for storing packages and bags
- Reliable (arrives when scheduled, consistent)
- Accessible
- Other _____

8a) If a rural transit service was introduced in your area, how often would you use it?

- ☐ Frequently (3 or more days per week)
- ☐ Regularly (1-2 times a week)
- ☐ Sometimes (1-2 times a month)
- ☐ Rarely (1 -2 times a year)
- ☐ Never
- ☐ Would only consider if: _____

8b) If introductory rural transit service initially focused on two days per week, which days would work best for your travel needs? (Please select up to two options)

- | | |
|---------------------------------|--------------------------------|
| <input type="radio"/> Monday | <input type="radio"/> Friday |
| <input type="radio"/> Tuesday | <input type="radio"/> Saturday |
| <input type="radio"/> Wednesday | <input type="radio"/> Sunday |
| <input type="radio"/> Thursday | |

9) Are there any special accommodations needed to enable you to travel on a public transportation service (such as assistance with mobility, access, or cognitive disability)?

- ☐ Yes, please specify _____
- ☐ No
- ☐ Other _____

10) Do you have any other comments or ideas on how to improve transportation options in your area?

About You

Postal code of the area you live in _____

What age category do you fall within?

- | | |
|--|--------------------------------------|
| <input type="radio"/> 19 years and under | <input type="radio"/> 50 to 59 years |
| <input type="radio"/> 20 to 29 years | <input type="radio"/> 60 to 69 years |
| <input type="radio"/> 30 to 39 years | <input type="radio"/> 70+ years |
| <input type="radio"/> 40 to 49 years | |

Do you own a car or have access to one?

- ☐ Yes
- ☐ No

Thank you for your participation!

We appreciate your time and input!