



Calgary Regional Partnership



EAST – WEST REGIONAL TRANSIT FEASIBILITY PLANNING

SURVEY OF COMMUNITY RESIDENTS

(COCHRANE, CHESTERMERE,
STRATHMORE, & CALGARY)

December 2017

on→it

Conducted by

HarGroup 
Management Consultants

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Executive Summary

The Calgary Regional Partnership conducted feasibility surveys in Cochrane, Chestermere, and Strathmore to examine the opportunity of introducing pilot projects for its ON-IT regional transit service. The surveys were conducted by telephone in 2017 with random samples of residents from Cochrane, Chestermere, Strathmore, and Calgary to assess travel needs and expectations of use. HarGroup Management Consultants Inc. conducted the surveys.

KEY FINDINGS

- Many residents would support the ON-IT regional transit service** – Almost half of respondents in Cochrane, Chestermere, and Strathmore expressed interest in using the ON-IT regional transit service to travel between their communities and Calgary (providing a rating of 1 to 4 based on a scale of 1, being extremely likely, and 9, being not at all likely). Further, approximately one in five indicated that they would be extremely likely to use the service.
- Interest in LRT Stations and Downtown Calgary as Possible Destinations** – Respondents from all the communities showed interest to have either the closest LRT station or downtown Calgary as a destination for the ON-IT regional transit service. Cochrane and Strathmore residents showed a higher preference for the closest LRT station, while more Chestermere residents preferred downtown Calgary.
- Cheaper cost to travel expected** – A substantial portion of respondents who stated that they would use the regional transit service indicated that they expected it to be cheaper to travel by ON-IT compared to their personal vehicles. Other reasons for use stated by respondents included avoiding drinking and driving, avoiding traffic, safer travel, avoiding parking, and preferring not to drive.
- Most Users Expected to be 35 to 64-year olds** – Most riders are expected to be between 35 and 64 years of age, male, and reside in households of couples with children. Further, with the expected schedule of the East-West ON-IT regional transit service (6:00 am to 7:30 am and 4:30 pm to 5:30 pm), most riders are expected to travel to and from Calgary for work or school.
- Slightly higher number of trips expected for East compared to West ON-IT regional transit service** - In estimates of ridership, it is expected that the East ON-IT regional transit service between Chestermere/Strathmore and Calgary would have slightly more trips (approximately 6,200 to 9,400 per year based on Low and High Estimates) than the West ON-IT between Cochrane and Calgary (approximately 6,000 to 9,000 per year). Factors supporting this assumption include response to the likelihood of use, the number of residents who commute to Calgary, the distance between the communities and Calgary, and the number of Calgarians that might travel to the communities using the service.
- Chestermere and Strathmore residents may use ON-IT between communities** - There is evidence in the surveys that residents of Chestermere and Strathmore, but more so Strathmore, might use the service to travel between these communities.
- Cochrane residents interested in local public transit service** - Cochrane residents were asked questions about use of a local public transit service. About a third of respondents expressed interest in using the service within the community. Most of these respondents thought the service would be a good alternative to avoid drinking and driving, would be an inexpensive means of transportation, and would enable them to avoid parking.

Introduction

The Calgary Regional Partnership (CRP) is comprised of 11 municipalities in the Calgary Region that work together to ensure future growth occurs in a sustainable manner. Delivering a complete regional transportation and mobility system is part of the CRP’s plan for the future of the communities in the Calgary Region. Having established a transit brand and marketing strategy called ON-IT, the CRP is promoting a region-wide transit culture as part of the regional transportation and mobility system. In 2016, a two-year pilot regional transit service project was initiated to connect Okotoks, Turner Valley, Black Diamond, High River and Calgary. Building upon the success of this project, an East-West regional transit service project involving Cochrane, Chestermere, Strathmore, and Calgary is being considered. A feasibility survey was commissioned by the CRP to contribute to the planning of the East-West regional transit service project.

The survey, conducted in 2017, involved residents of Cochrane, Chestermere, Stratmore, and Calgary and examined trip needs associated with developing the regional transit services. Survey respondents were asked questions to assess the propensity of using commuter services that enables links between their communities and Light Rail Transit (LRT) stations operated by Calgary Transit or downtown Calgary. In addition, the survey research engaged Calgary residents to assess the possibility of using the Cochrane, Chestermere, and Strathmore commuter services.

Residents of the communities were randomly sampled by telephone to participate in the feasibility survey. An open link online survey was also available for interested residents of these communities to participate in the research. Specifications of the surveys are available in Appendix A.

East-West Regional Transit Service within the CRP



The survey project used information gathered from previous surveys conducted by the CRP about existing and potential transit services and operational data from the ON-IT pilot regional transit service south of Calgary.

HarGroup Management Consultants Inc. was engaged by the CRP to conduct the surveys and prepare this report.

The remainder of this report presents the findings of the surveys. Basic frequencies of question results are presented, and various statistical procedures are used within the analyses to assess significance of contrasting responses or perceptions of respondents. Tables and figures contained within the body of this report are presented with rounded percentages. As such, totals may not sum to 100%.

This is an excellent idea and beneficial to all!
Online Survey Respondent

Distinct Communities

The communities involved in the feasibility surveys have distinctive characteristics in terms of population, age distributions, labour participation, and travel patterns to work. These traits may help to explain some of the differences that emerge in the survey data about current travel patterns to and from Calgary and potential use of the ON-IT regional transit services.

Adult populations (at least 18 years of age) of the communities vary in size with Cochrane being 19,502 and Chestermere and Strathmore being 24,712 combined (14,290 for Chestermere and 10,422 for Strathmore).¹ Changes in population over past five years (from 2011 to 2016) have been dramatically different with Cochrane growing by 47%, Chestermere by 34% and Strathmore by 12% (see Appendix B). Essentially, the two communities situated closest to Calgary (Cochrane and Chestermere) have been growing significantly over the past few years (note: Calgary population grew by 13%).

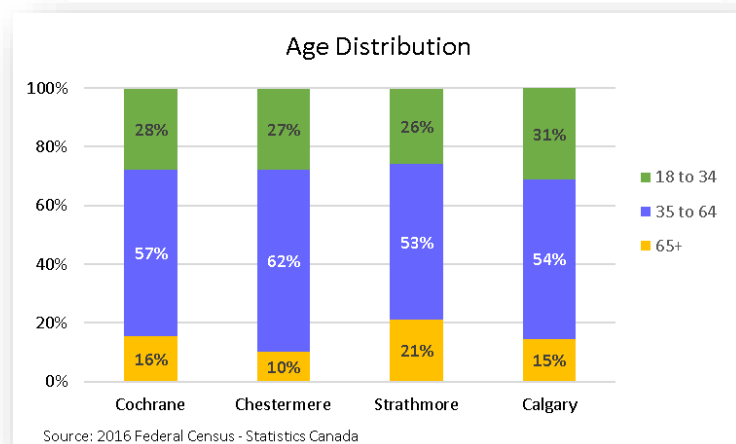
Age distributions among adult residents within the communities reveals that Cochrane and, particularly, Chestermere have higher proportions between 35 and 64, while Strathmore has a higher proportion of seniors. As will be revealed in

subsequent analysis presented in this report, residents aged 35 to 64 within the communities are expected to be important to potential use of the ON-IT regional transit services.

Labour research shows that Cochrane and Chestermere have slightly higher employment (and employment participation) rates compared to Strathmore and are more likely to be involved in management and business, finance, and administration occupations. Conversely, Strathmore residents are more likely to be in trades, transport, and equipment operator occupations. Further, travel patterns to work differ somewhat with a considerable proportion of Strathmore (43%) and almost a third of Cochrane residents (30%) commuting less than 15 minutes to get to work (Chestermere is 15%); possibly suggesting a higher proportion of residents work in or around their communities rather than traveling to Calgary.

In general, these characteristics suggest that the propensity to use the ON-IT regional transit service will likely differ among residents of these communities.

There are other demographic characteristics that vary among the communities such as Chestermere having a higher visible minority population than the other two communities and Cochrane and Chestermere having higher income levels, home ownership, home values, and monthly housing costs than Strathmore. However, it is unclear if these kinds of characteristics would affect use of the ON-IT regional transit service.



¹ Source: 2016 Federal Census – Statistics Canada.

Existing Travel Patterns

Almost all residents who participated in the feasibility surveys stated that they had traveled between their communities and Calgary at least once in the past year. Indeed, the majority of survey respondents indicated that they had frequently traveled between the communities such as about once a week or more. Even so, based on the survey results, frequency of travel differs among the three communities.

Chestermere respondents have the highest frequency of travel with a significant majority (85%) stating that they had traveled at least once a week to Calgary. Further, approximately six in ten respondents (60%) indicated that they had traveled at least four or more times a week. This finding supports the comments offered earlier that higher proportions of the Cochrane and Strathmore residents are more likely to work in or around their communities compared to Chestermere residents.

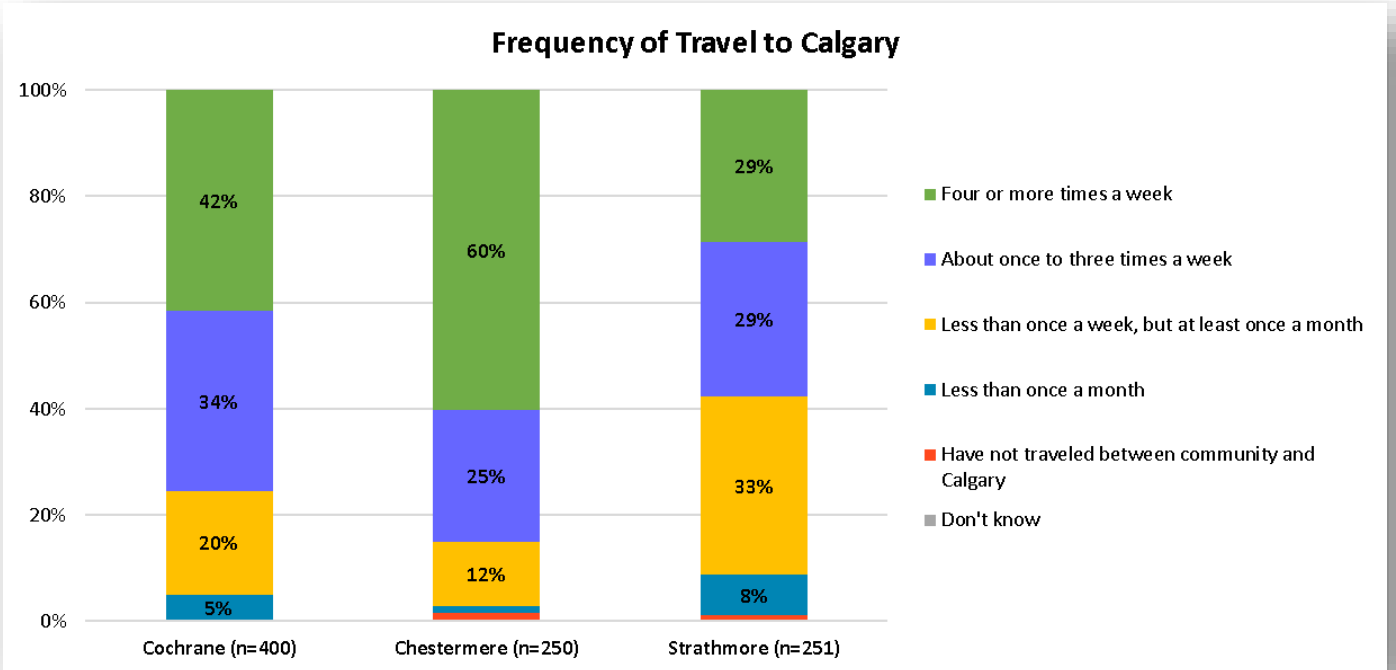
Approximately three-quarters of Cochrane respondents (76%) stated that they travelled about once or more times a week with less than half four or more times a week.

Most Strathmore respondents (58%) indicated that they travel about once or more times of week with half of these being four or more times a week. However, a third of respondents (33%) stated that they had traveled less than once a week, but at least once a month.

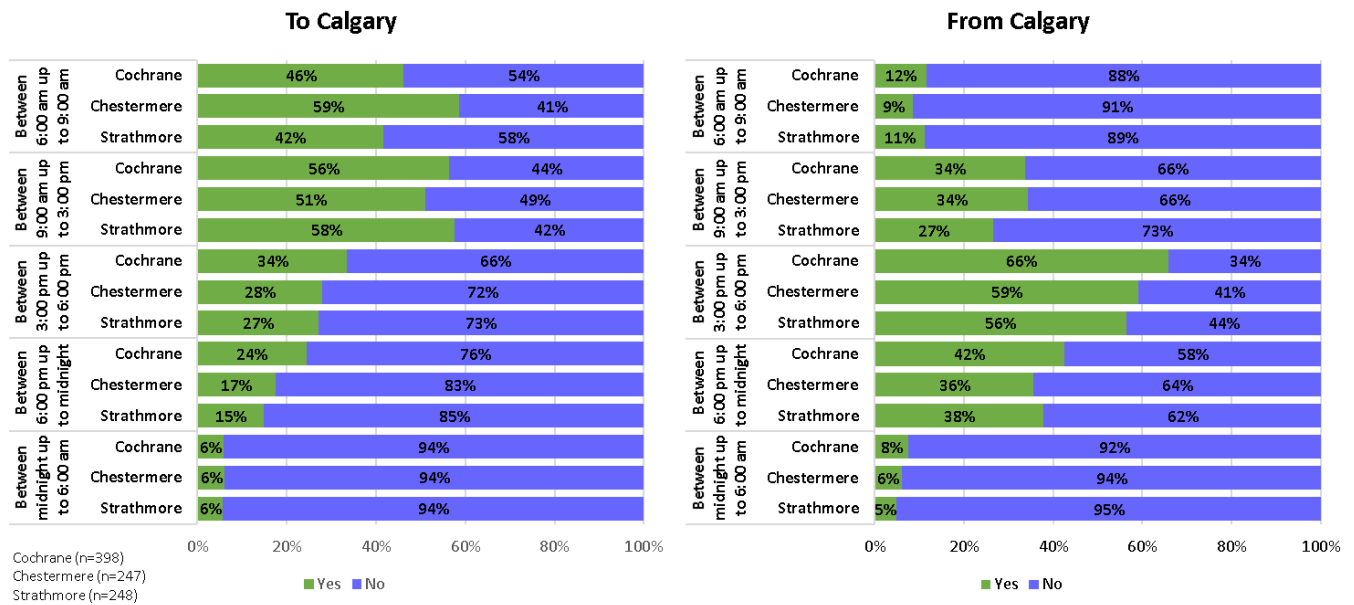
In general, the survey data suggest that travel between the communities and Calgary is considerable among most survey respondents.

Many people in Strathmore commute to Calgary for work. A public transit would be a much more affordable option for those that commute as they would no longer have to pay the high rate of parking in Calgary.

Online Survey Respondent



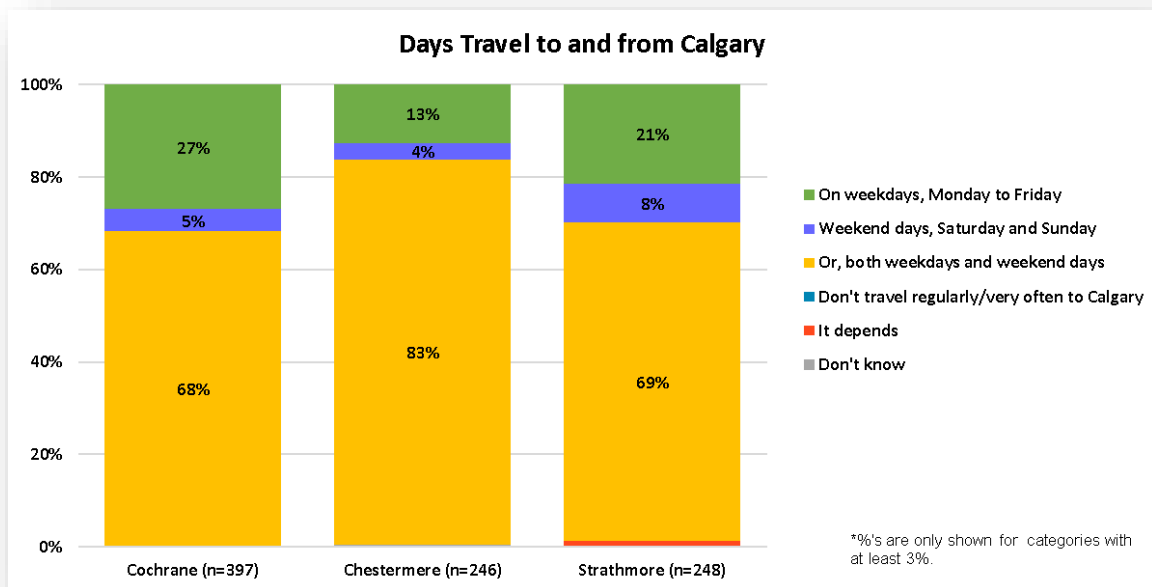
Times of Travel

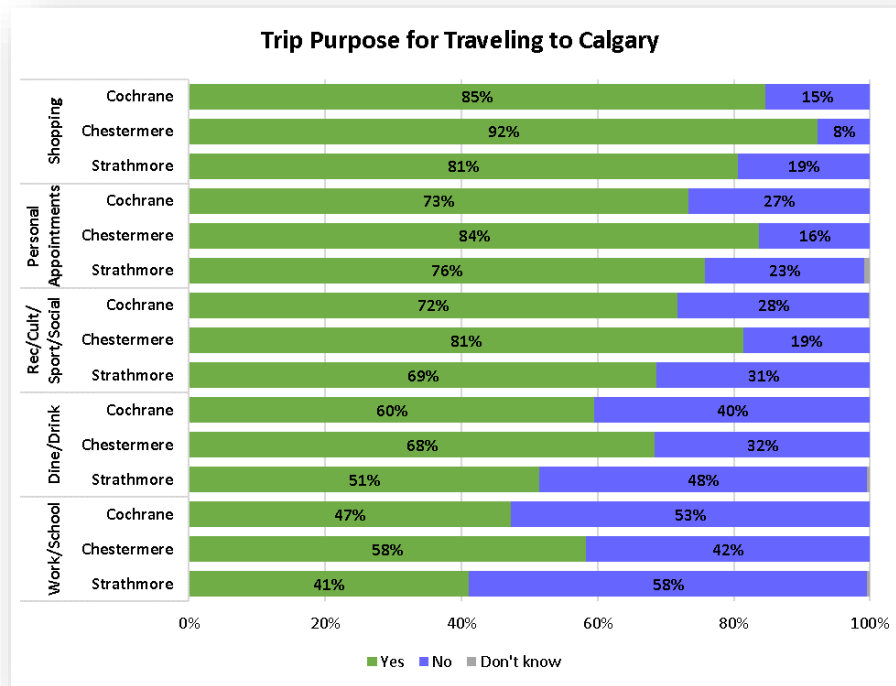


Existing ON-IT services south of Calgary leave communities to travel to Calgary in the mornings between 6:00 am and 7:30 am and leave Calgary to go back to the communities between 4:30 pm and 5:30 pm. (see Appendix C). Considering the times typically travelled by survey respondents (see figure above), the ON-IT schedule will be able to serve many of the residents' commuter needs in Cochrane, Chestermere, and Strathmore (note: the morning schedule is further supported by data gathered in the 2016 Federal Census about work commutes among community residents

- see Appendix D).

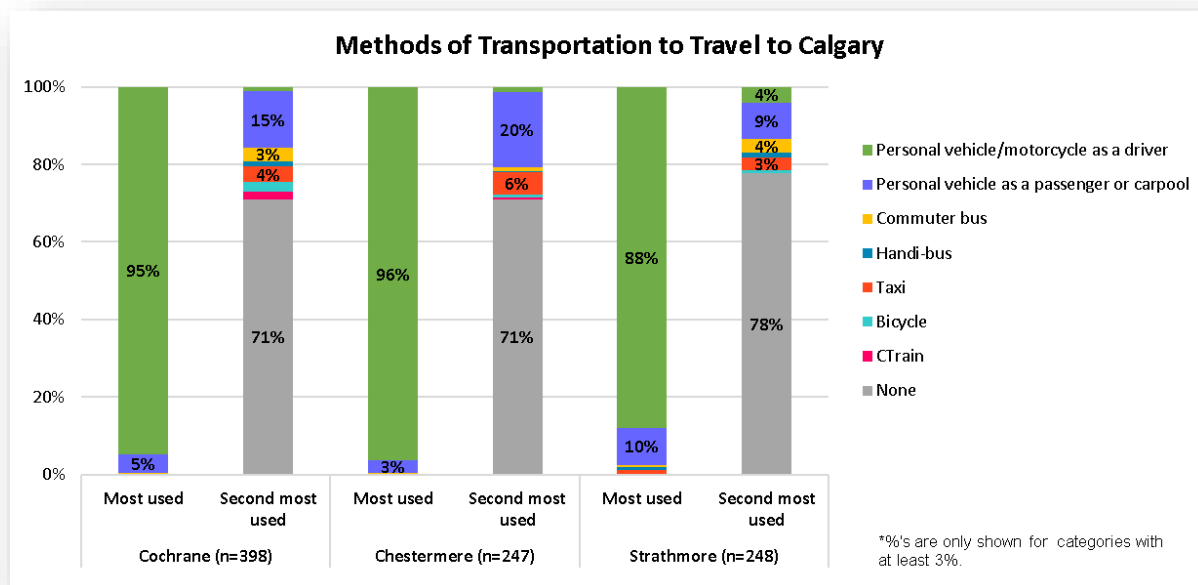
Most survey respondents reported travelling between their communities on both week and weekend days (see figure below). However, some travel only on week days and a few on weekend days. Again, the survey data suggest that travel to and from Calgary is more common among Chestermere respondents, followed by Cochrane and then Strathmore respondents.





There are various reasons for why respondents travel between their communities and Calgary with the most common being shopping, personal appointments, and recreation/culture, sport, and social activities and events. Travel for work or school was identified by most Chestermere respondents (58%) and under half of Cochrane (47%) and Strathmore (41%) respondents. Again, these findings are consistent with earlier results that Chestermere respondents are more likely to travel to Calgary for work.

The primary method of transportation to and from Calgary is personal vehicle; either as a driver or passenger. A few survey respondents in each of the communities indicated that they use commuter buses or the CTrain (Calgary Transit’s Light Rail Transit system). These findings are consistent with data available from the 2016 Federal Census in which 3% of Cochrane, 2% of Chestermere, and 1% of Strathmore workers use public transit to commute to work (see Appendix D)



Potential Use of Regional Transit Service

Interest was acknowledged among many respondents of the feasibility surveys for use of the ON-IT regional transit service to travel to and from Calgary (see figure below). Indeed, aggregating responses from all communities, almost half of respondents (46%) stated interest in using the ON-IT regional transit service (see Appendix E)

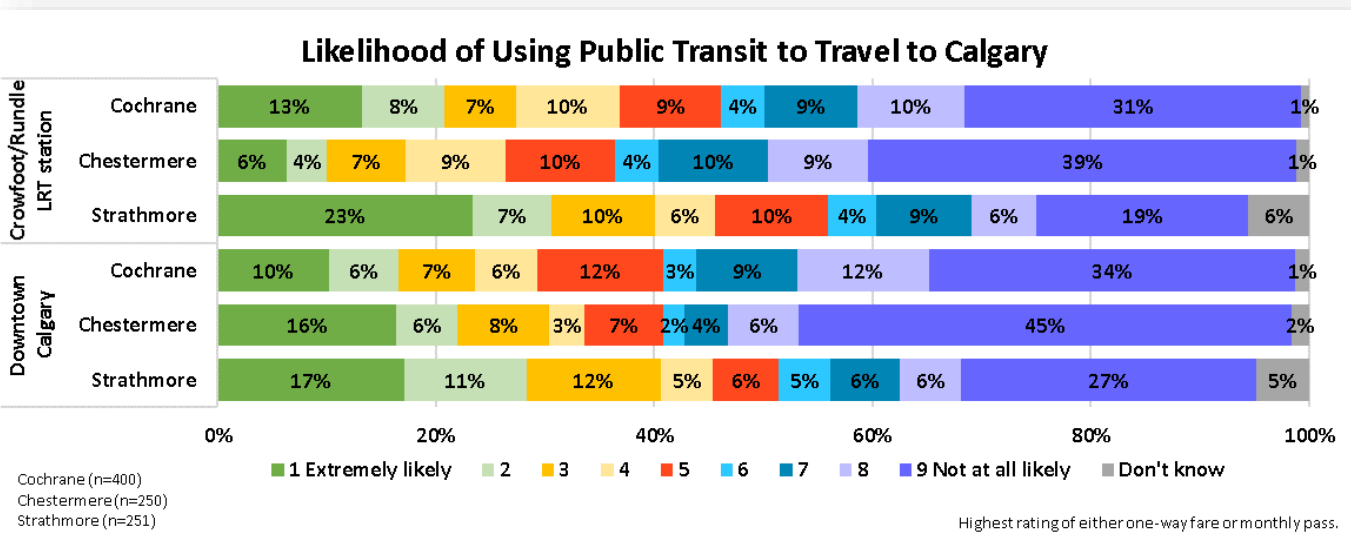
Survey respondents were asked about likelihood to use the ON-IT regional transit service to travel through either the closest Calgary Transit LRT stations (Crowfoot/Rundle for Cochrane residents and Rundle for Chestermere and Strathmore residents) or downtown Calgary based on a scale of 1, being extremely likely, and 9, being not at all likely.

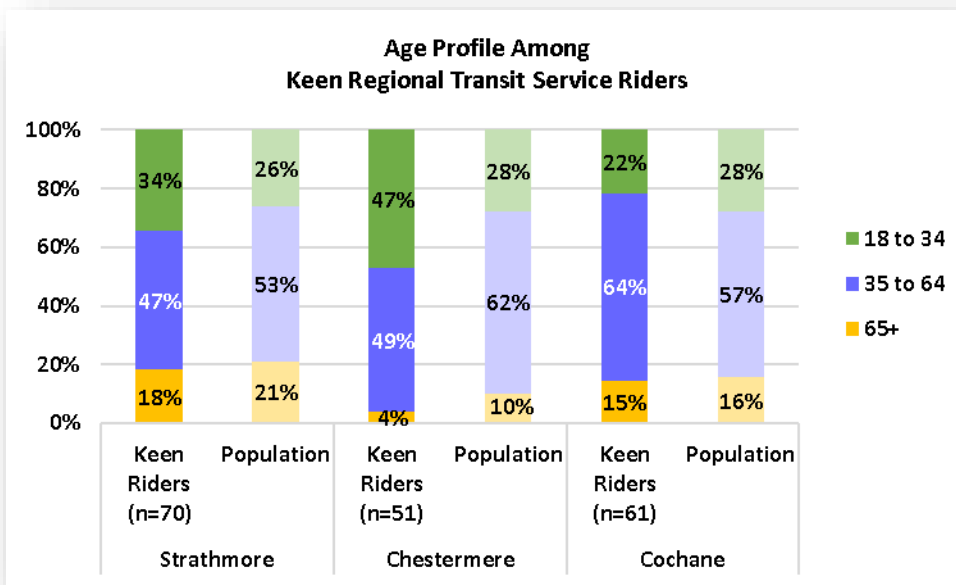
Overall, the findings show that about a third to just under half of respondents stated likelihood to use a regional transit service, depending on the community, based on the proportions of respondents who offered ratings of between 1 (extremely likely) and 4. Strathmore respondents showed the greatest amount of interest to use a

regional transit service, followed by both Cochrane and Chestermere respondents.

Further, the findings show that Chestermere respondents are more interested in traveling through a downtown location, while Cochrane and Strathmore through the closest LRT station.

While quite a few respondents conveyed their interest in a regional transit service, some were more resolved in their opinions than others. For instance, it is expected that respondents who provided a rating of 1 (extremely likely) or even a 2 are much more likely to actually use the regional transit service than those who gave a 3 or 4 rating. In addition, those who gave a rating of 1 conveyed less uncertainty in their response than those who offered 2. As such, much of the analysis that will be presented in subsequent sections of this report will consider the perceptions of those who were more decisive in their responses; especially when estimating the propensity to use the East-West ON-IT regional transit service.



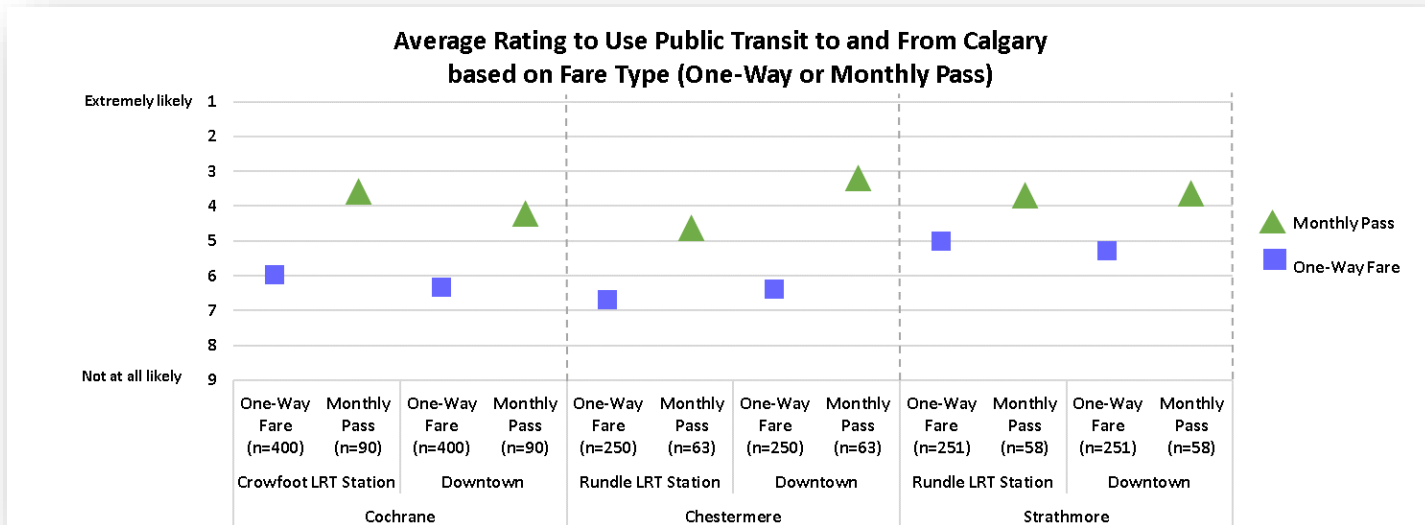


Riders based on respondents who stated 1 based on scale of 1, being extremely likely, and 9, being not at all likely.

A case in point, analysis of the survey data shows that respondents of different ages have greater tendency to use the regional transit service (see figure above). When considering those respondents who were most resolved in their interest, such as giving a rating of 1 (extremely likely), it becomes apparent that younger respondents (18 to 34 years of age) were more interested in the service for Cochrane and, especially, Chestermere. Conversely, mid-aged

adults (35 to 64) were more interested in Strathmore.

The extent of likelihood to use the regional transit service was also considered to identify the type of fare payment that would most likely draw potential users. Basically, respondents who would use a monthly pass gave higher ratings of potential use than those who were asked about use of one-way fares (see figure below).



Reasons for Using Public Transit			
Reasons	Cochrane (n=170)	Chestermere (n=103)	Strathmore (n=143)
Expect it to be cheaper to travel by public transit	29	26	32
To avoid drinking and driving	19	26	17
To avoid traffic/driving in Calgary	18	34	11
Safer travel: to avoid travel in poor weather/road conditions	20	21	20
To avoid parking in Calgary	19	25	13
Prefer not to drive	12	21	20
Less wear and tear on vehicle	8	14	11
Expect it will be comfortable or relaxing	6	18	6
Personal vehicles pollute the environment (environmental reasons)	9	15	6
It will depend on how much it costs	4	12	7
Do not have access to personal vehicle/drivers licence	2	11	6
Attend events/one off trips (car in shop)	4	5	7
Expect it to be convenient	2	5	3
Able to work/study/read on bus	2	2	2
Other	8	1	4
Don't know	3	8	4

Note: Data involve respondents who had given rating of less than 5, based on scale of 1 being extremely likely and 9 not at all likely, to use a regional public transit service.

Respondents who had expressed interest in the regional transit service (rating 1 to 4) offered various reasons for potential use.

Reasons such as expected lower costs, avoiding drinking and driving, avoiding traffic, safer travel, avoiding parking, and preferring not to drive (see table above) were commonly cited by respondents from all the communities.

Expected lower costs appeared to be a key issue for use among Cochrane and Strathmore respondents. While also important to Chestermere respondents, avoidance of traffic was also an important reason.

Driving to Calgary takes a lot of gas, and it is also unrealistically stressful driving downtown and in a lot of parts of Calgary for that matter. I ... drive to university every day and it would cut cost of driving significantly.

I have to compare the costs for my vehicle also. It's all about the cost, but I think I would prefer public transportation.

It would decrease traffic to and from the city - especially considering the large number that drive to Calgary only to take the train to work. It would be much more cost effective than driving and paying for parking in Calgary. A more direct transit route would save travel time for me and create a better work/life balance.

A less stressful commute. Environmentally friendly. Cost effective.

Even though I have a car, sometimes I wanna use transit because it is really hard to park in downtown in weekdays.

Online Survey Respondents

Reasons for Not Using Public Transit			
Reasons	Cochrane (n=230)	Chestermere (n=147)	Strathmore (n=108)
My vehicle would be more convenient	23	38	29
Own a vehicle	22	32	36
Inconvenient if travelling to many/inconvenient locations	23	15	15
I don't think public transit would be convenient	19	11	12
My schedule is unpredictable/driving allows flexibility	16	13	9
Depends on where the bus stops/access points would be located	16	12	10
Expect public transit to be too expensive	14	12	6
Public transit would be too slow	9	7	5
Inconvenient if carrying large items, groceries, etc.	9	7	3
Do not travel between your community and Calgary	7	5	6
My work requires a car	5	7	2
Lack of transit frequency/timing	4	5	4
Don't like/won't use public transit	2	3	2
Retired/age/illness	1	1	5
Challenging if travelling with children, pets, etc.	4	1	1
Will increase/require taxes to operate	2	0	3
Other	1	1	6
Don't know	1	1	4

Note: Data involve respondents who had given rating of more than 4, based on scale of 1 being extremely likely and 9 not at all likely, to use a regional public transit service.

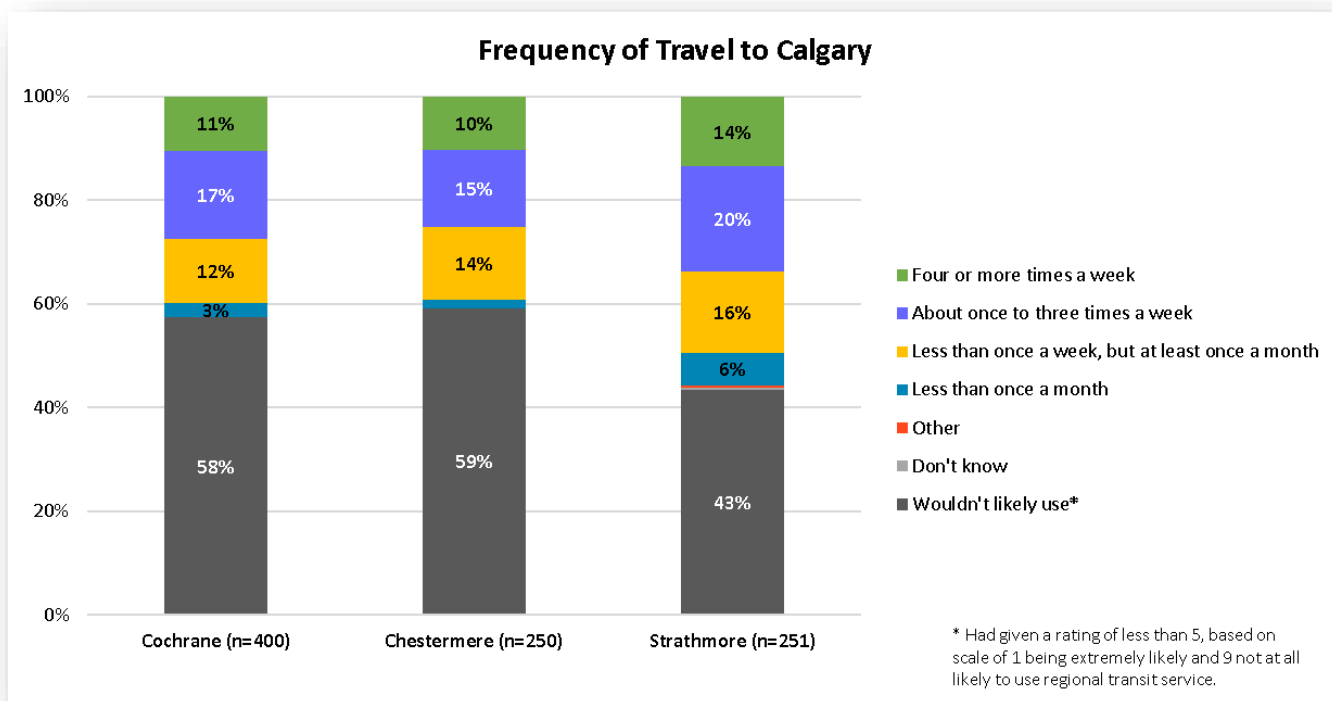
Reasons for non-use were diverse among respondents who did not think they would use the ON-IT regional transit service. Nonetheless, preference to use of personal vehicle and general convenience were the main reasons for lack of interest.

For some respondents, they are challenged to see themselves involved in a transit culture, simply preferring to use their personal vehicles for transportation. There are many factors that likely contribute to these perceptions, but convenience surfaced rather extensively within the survey results. If respondents perceive the need to make several stops on a trip, either to or from Calgary, or schedules are unpredictable, they consider use of the ON-IT regional transit service to be inconvenient. Even the opinion that transit might be slower than taking a personal vehicle is consistent with the notion of inconvenience.

Even so, a few other reasons arose in the responses from respondents not likely to use the service such as transit being costlier to use, work requiring use of a car, etc.

The cost seems excessive for the amount of time it would take with multiple stops. A transit pass in Calgary already cost's \$101 for someone to use the train so an added amount such as this is not a better option. With the total cost for this plus a transit pass for the areas the bus would not go to it is still better to pay for parking downtown and be able to come and go on your own time other than taking all this extra time.

Online Survey Respondent



Among those respondents who expressed interest to use the ON-IT regional transit service, most would expect use to be fairly frequent. For instance, many would expect to use the service on a weekly basis (see figure above). Many of these respondents expect to use the service about once to three times a week (or one to three days a week considering a trip was defined in the survey as travelling to and from Calgary), but a sizable proportion would consider using it four or more times a week.

Accounting for both those respondents who expressed interest and those who did not (as the data are presented in the above figure), about a quarter of Cochrane (27%) and Chestermere (25%) respondents and a third of Strathmore (34%) foresee themselves using the ON-IT regional transit service at least once a week. Approximately one in ten respondents (11% of Cochrane, 10% of Chestermere, and 14% of Strathmore) anticipate using the service at least four times per week.

Further analysis of the data (see Appendix E) reveals that respondents who were keenly interested in using the ON-IT regional transit service (i.e. selected 1 based on scale of 1, being extremely likely, and 9, being not at all likely) were much more likely to expect to use the service regularly on a weekly basis (four or more times a week); especially among Cochrane and Strathmore respondents.

I will use it for daily travel to work to downtown Calgary.

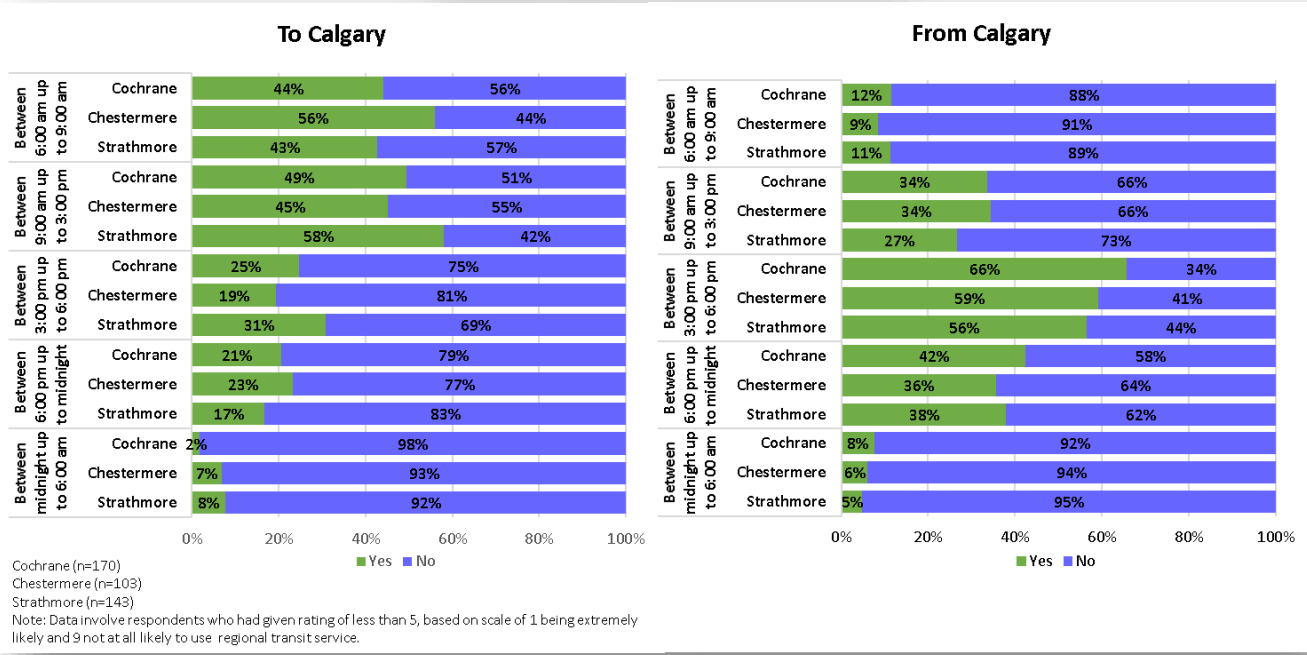
I currently travel into Whitehorn station everyday and then into downtown, a direct trip into downtown would be ideal but to a NE train station would be sufficient.

It may encourage more people to relocate to Strathmore if they dont have to drive back and forth themselves everyday.

It will reduce the number of cars on the highway and offer an environmentally friendly option for commuting everyday to Calgary. It will also allow more flexibility in transport than trying to coordinate commuting by car with somebody else.

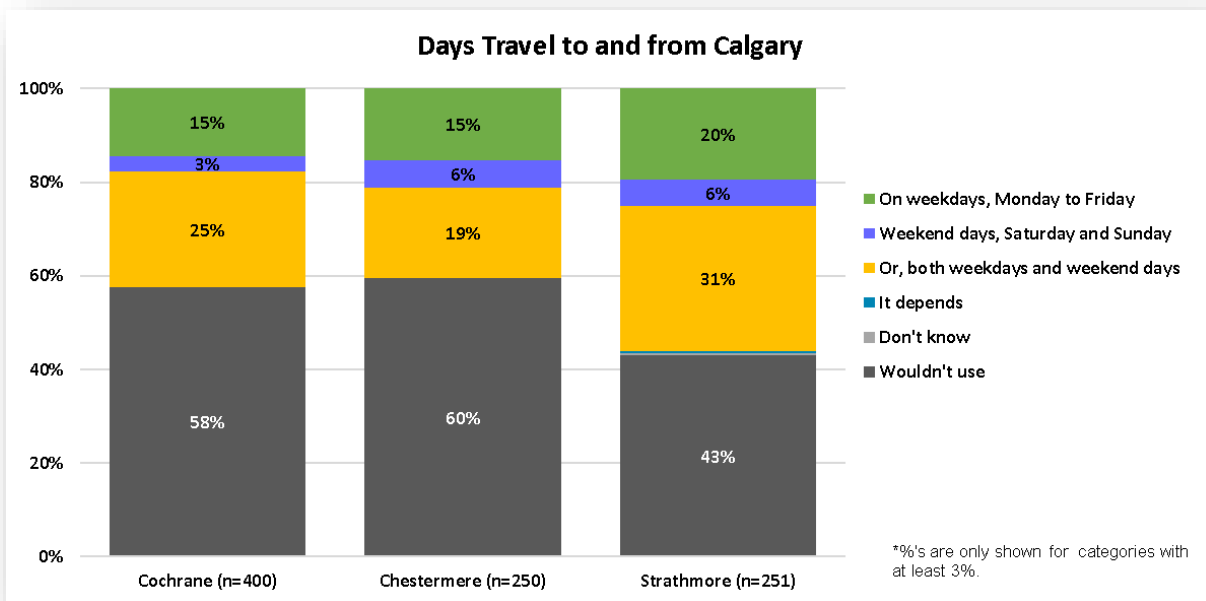
Online Survey Respondents

Potential Times of Travel among Users

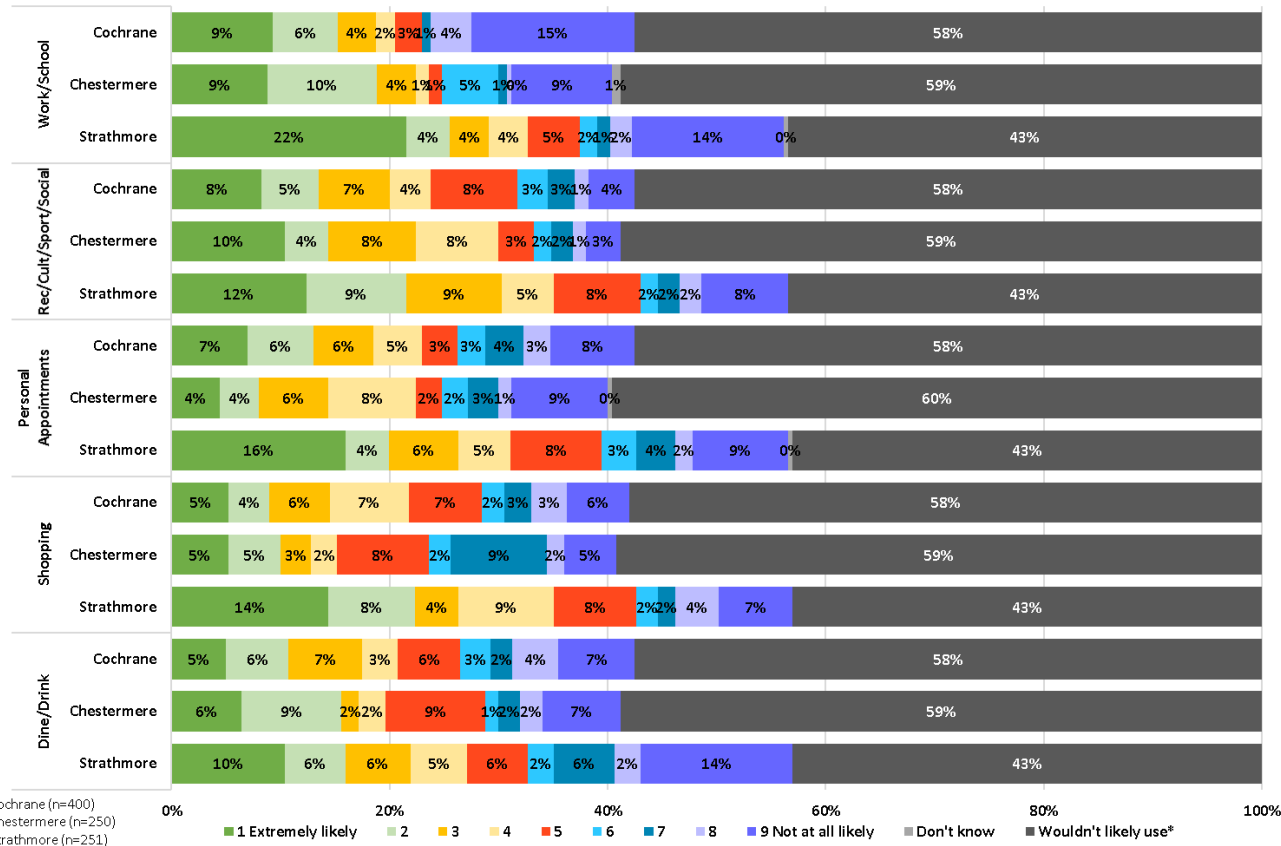


Among those respondents who would expect to use the service, most would either use it in the early morning (6:00 am to 9:00 am) or during the day (9:00 am to 3:00 pm) to get to Calgary and in the early afternoon (3:00 pm to 6:00 pm) or evening (6:00 pm to midnight) to get back to their communities (see figure above).

Many respondents would expect to use the regional transit throughout the week (Monday through Sunday). However, some respondents would anticipate using the service principally during week days of Monday through Friday (see figure below).



Trip Purpose - Likelihood of Using Public Transit to Travel to Calgary



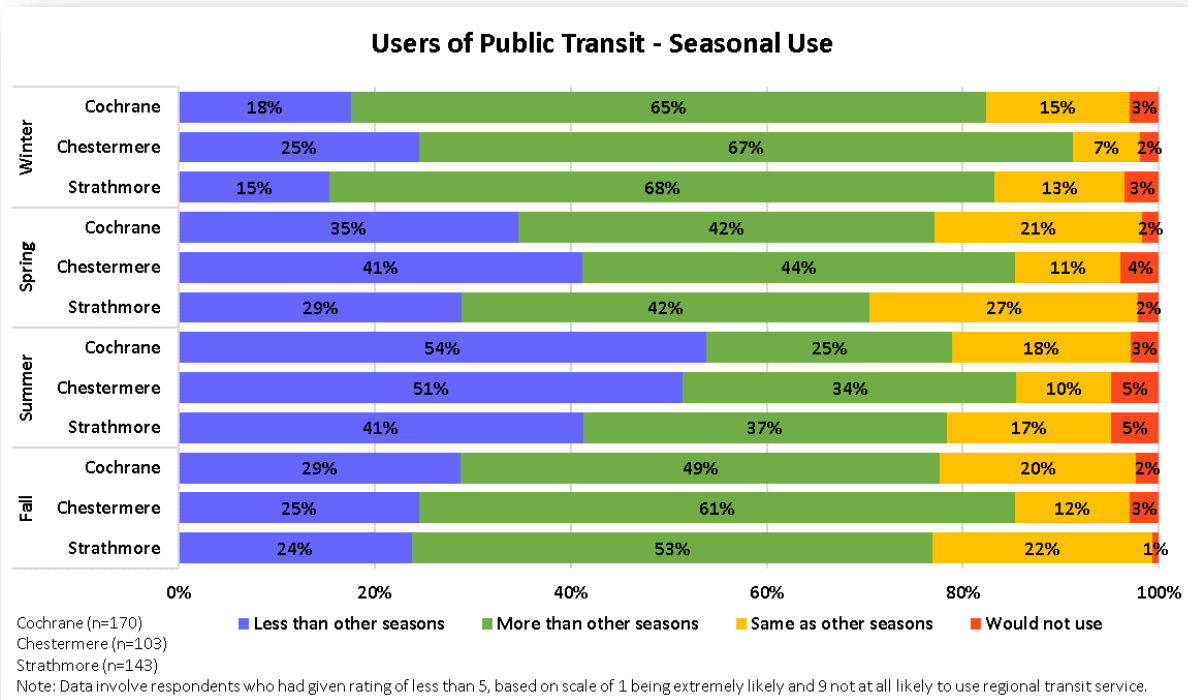
Earlier it was reported that respondents travel to and from Calgary for various reasons. However, they were more likely to travel for shopping, personal appointments, and recreation/culture, sport, and social activities and events as compared to going to work or school.

Purposes for which respondents would use the ON-IT regional transit service to travel to and from Calgary would also be varied (see figure above). Nevertheless, when considering the types of trips that they might take, respondents were more apt to foresee themselves going to work or school

than for other purposes. This finding is consistent for respondents from all three of the communities.

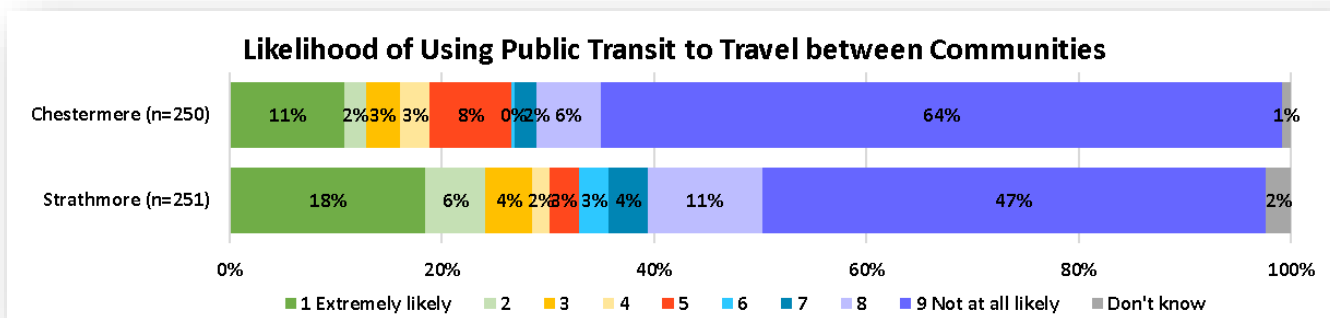
Detailed analysis reveals that respondents who are keenly interested in using the regional transit service¹ were significantly more likely to acknowledge likelihood of using a regional transit service to go to and from Calgary for work or school than any other reason. As such, it is expected that these respondents foresee the ON-IT regional transit service as being a viable alternative to using their personal vehicles for commuting to Calgary.

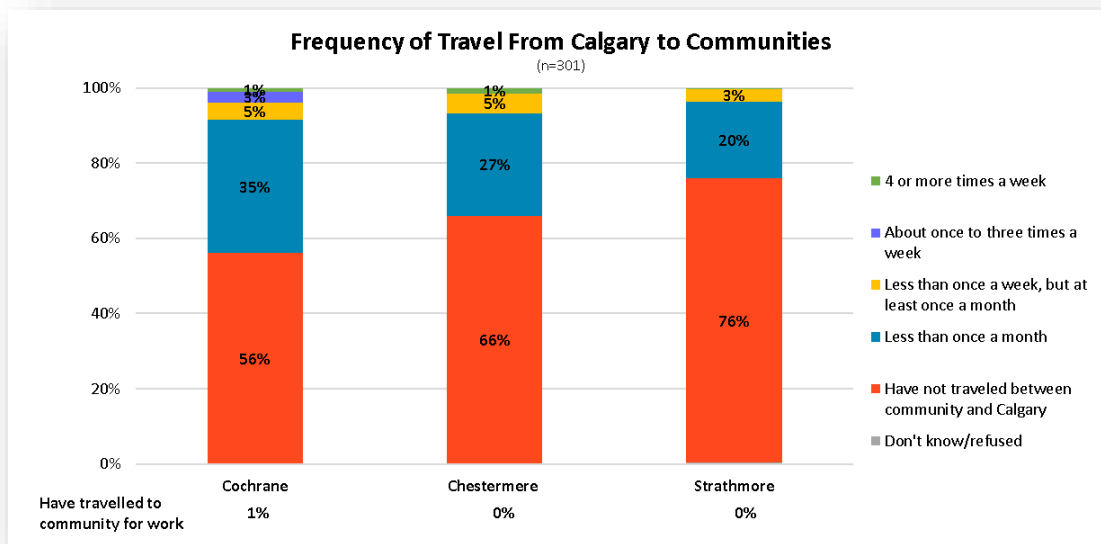
² Rated 1 based on a scale of 1, being extremely likely, and 9, being not at all likely.



Respondents could foresee themselves using a regional transit service more so in fall and winter months as compared to spring and summer months (see figure above). These findings were consistent with respondents from all communities, as well as those who were keenly interested in using the regional transit service (see Appendix E).

Respondents in Chestermere and Strathmore were asked about potential use to travel between the two communities. Strathmore respondents were more interested in this type of service compared to Chestermere respondents.



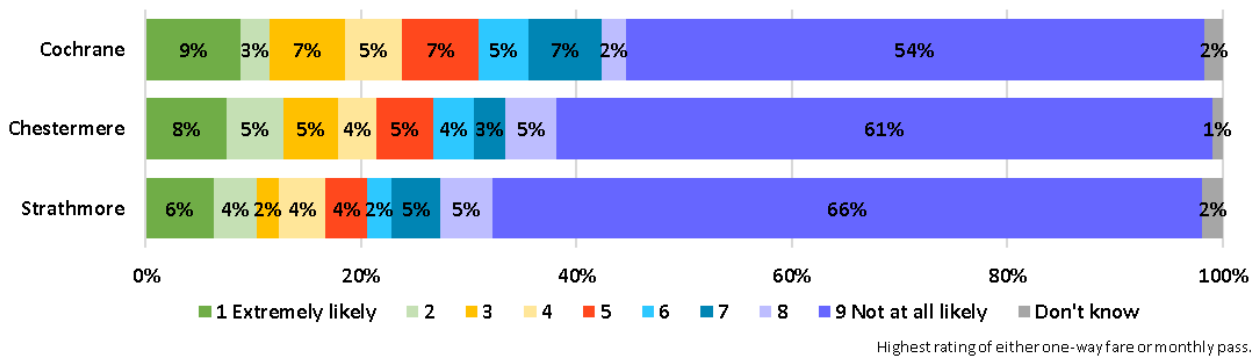


Calgary respondents were asked about their travel to Cochrane, Chestermere, and Strathmore. Most of these respondents had not traveled to the communities in the year leading up to the survey (see figure above). However, there were a few who had travelled to the communities on a weekly basis. A small proportion of respondents (1%) had travelled to Cochrane for work.

Some Calgary respondents indicated that they would likely to use the ON-IT regional transit service to travel from Calgary to the communities (rating a 1 to 4 based on a scale of 1, being extremely, and 9, being not at all likely, scale). Interest was slightly higher for travel to Cochrane and Chestermere than Strathmore among respondents. About one in ten respondents were keenly interested³ in using a regional transit service to travel to and from the communities.

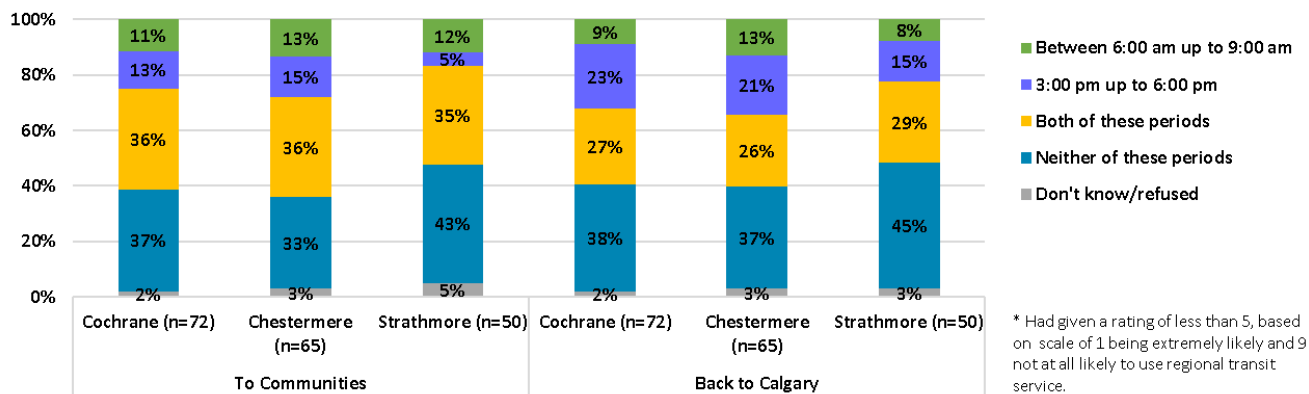
Calgarians Likelihood of Using Public Transit to Travel from Calgary to Communities

(n=301)



³ Rated 1 based on a scale of 1, being extremely likely, and 9, being not at all likely.

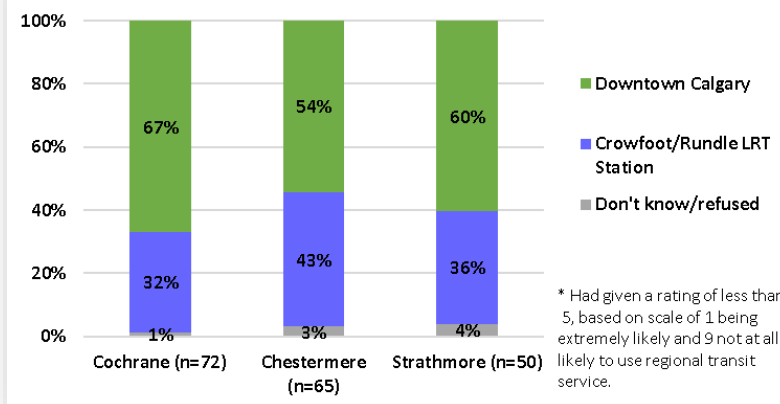
Expected Travel Times among Calgarians



Among the Calgary respondents who were interested in using the service, some would expect to travel during the times that the ON-IT service is likely to be scheduled (e.g. between 6:00 am to 9:00 am and 3:00 pm to 6:00 pm.).

Most Calgary respondents would prefer to access a regional transit service at a downtown Calgary location over the nearest LRT stations to the communities, particularly when travelling to Cochrane or Strathmore (see figure below).

Preferred Boarding Location



It would allow students and youth and young adults greater variety in activity and employment. It would also assist service industry employees who live in Calgary and work in Chestermere but do not own transportation.

Online Survey Respondent

Market Potential Analysis

The information presented in this report provides a framework for identifying patterns and trends to estimate ridership on the East-West ON-IT regional transit service. The analysis considers interest in using the regional transit service, as well as factors about expected travel such as days, times, frequency, purpose, and preferred destinations. The data are synthesized and coalesced to arrive at a proportion of survey respondents who are most likely to use the regional transit service given the anticipated

schedules of the ON-IT regional transit service (6:00 am to 7:30 am and 4:30 pm to 5:30 pm Monday to Friday). The table below shows the analysis of factors considered and the affects of each refinement on estimated market potential for the ON-IT regional transit service.

The analysis shows that market potential for the regional transit service ranges from as high as 5% of the population for Cochrane and Strathmore to as low as 1% for Chestermere.

Market Potential Analysis				
Factor Considered in the Analysis	% of Adult Population (Estimated Market Potential Population)			South Feasibility Study
	Cochrane	Chestermere	Strathmore	
General Interest in Regional Transit Service (selected 1 or 2 out of 9)	27	26	40	27 ⁴
Demonstrated Keen Interest in Regional Transit Service (selected 1 out of 9)				
General (To compare with General Interest above)	16	20	29	
LRT Station	13	6	23	
Downtown	10	16	17	
Keen Interest/Use on Week Days				
LRT Station	13	6	23	
Downtown	10	12	16	
Keen Interest/Weekday/Use on Scheduled Travel Time (6:00 am to 7:30 pm AND/OR 4:30 pm to 6:00 pm)				
LRT Station	10	5	17	
Downtown (6:00 am to 7:30 pm AND 4:30 pm to 6:00 pm)	8	6	13	
LRT Station	6	3	8	
Downtown	5	4	7	
Keen Interest/Weekday/Travel Time/Regular Frequency of Use (At least once a week)				
LRT Station (Estimated population of market potential)	6 (1100)	3 (400)	6 (600)	
Downtown (Estimated population of market potential)	5 (1000)	4 (500)	6 (500)	
Keen Interest/Weekday/Travel Time/Frequency/Use for Work or School (Would use public transportation for work or school)				
LRT Station - MARKET POTENTIAL - HIGH ESTIMATE (Estimated population of market potential)	5 (900)	1 (100)	4 (400)	
Downtown - MARKET POTENTIAL - HIGH ESTIMATE (Estimated population of market potential)	5 (800)	3 (400)	5 (500)	
Keen Interest/Weekday/Travel Time/High Frequency/Work or School (Would use public transportation at least four times a week)				
LRT Station - MARKET POTENTIAL - LOW ESTIMATE (Estimated population of market potential)	3 (500)	1 (100)	3 (300)	
Downtown - MARKET POTENTIAL - LOW ESTIMATE (Estimated population of market potential)	4 (600)	3 (300)	3 (300)	

⁴ The results of the South Calgary Feasibility Study using a scale of 1, being very likely, and 5, being not at all likely, presented for comparison purposes. The percentage is shown for those who rated 1, very likely, for use of a regional transit service.

Respondents comprising the High and Low Estimates of market potential were examined to identify demographic characteristics of ON-IT riders. The figure below shows the demographic profiles of these respondents. Due to the limited volume of respondents within each community who demonstrate propensity to be riders, the data have been aggregated into High and Low Estimate groupings.

The analysis reveals that male respondents were more likely to be identified as riders in the market potential estimates; particularly in the Low Estimate group.

Further, respondents aged 35 to 64 were significantly more likely to be identified as market potential riders; again, particularly in the Low Estimate group.

Finally, riders are more likely to live in households comprised of couples with children living at home.

Taken as a whole, these data may suggest that potential riders are likely to be commuters who are established in their careers and are willing to adopt a transit culture, especially if the use of the regional transit service allows them to reduce their costs of transportation to and from Calgary.

Demographics of Market Potential Users



I need to save on gas mileage and someone else can drive thru the winter weather while I rest and cat nap.
Online Survey Respondent

Reasons for Using Public Transit			
Reasons	MP - High Estimate (n=73)	MP - Low Estimate (n=32)	All Respondents* (n=416)
Expect it to be cheaper to travel by public transit	38	42	30
To avoid drinking and driving	13	10	20
Safer travel: to avoid travel in poor weather/road conditions	22	21	20
To avoid traffic/driving in Calgary	20	28	19
To avoid parking in Calgary	12	11	18
Prefer not to drive	19	10	17
Less wear and tear on vehicle	19	33	10
Expect it will be comfortable or relaxing	11	15	9
Personal vehicles pollute the environment (environmental reasons)	10	14	9
It will depend on how much it costs	9	20	7
Do not have access to personal vehicle/drivers licence	1	0	6
Attend events/one off trips (car in shop)	7	4	5
Expect it to be convenient	2	0	3
Able to work/study/read on bus	9	4	2
Other	9	9	5
Don't know	0	0	5

Note: *Data involve respondents who had given rating of less than 5, based on scale of 1 being extremely likely and 9 not at all likely to use regional transit service.

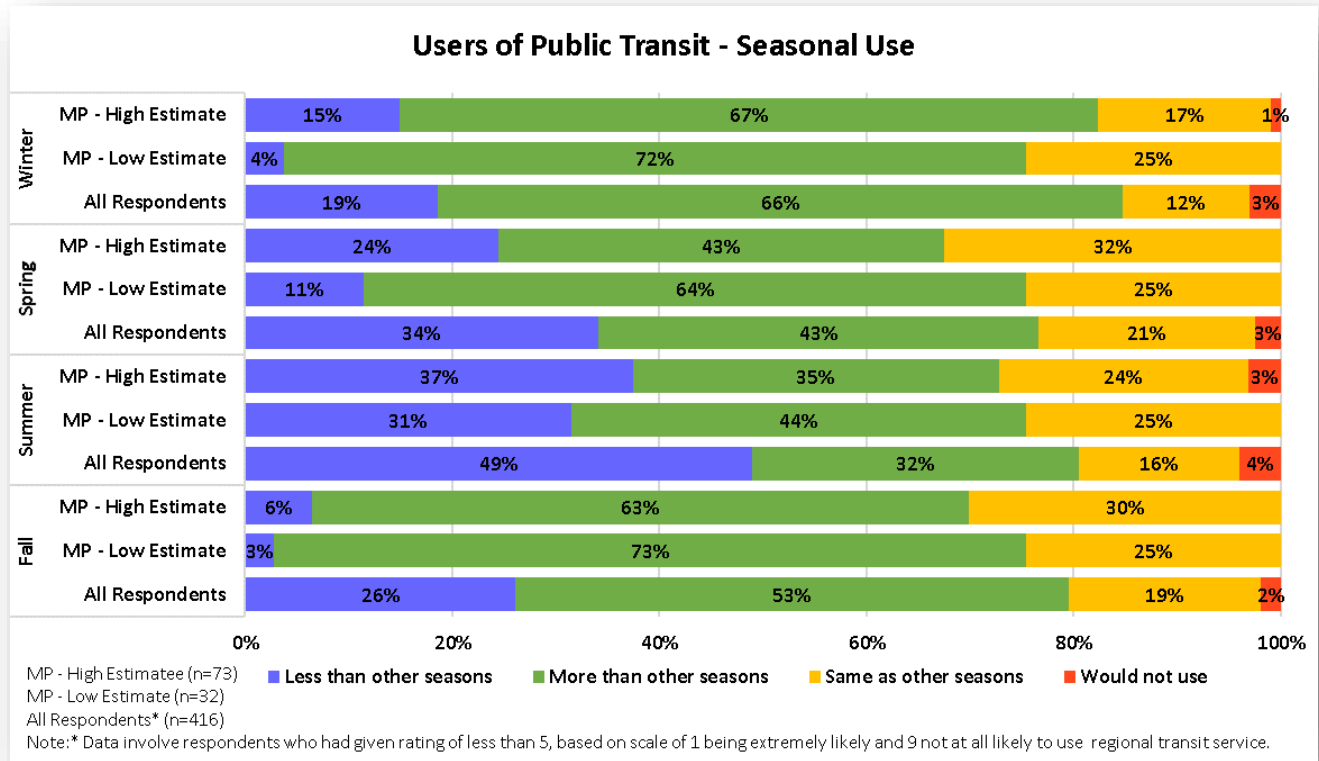
Interest to reduce transportation costs among potential riders is supported by analysis of reasons for why they would use the ON-IT regional transit service (see table above). Expectations that traveling by public transit would be cheaper was the most common reason mentioned among both High and Low Estimate groups. Higher than usual comments about less wear and tear on vehicles is also likely a reference to reducing transportation costs, as are the remarks about ridership being dependent on how much it costs to use the regional transit service.

A few other reasons for using the ON-IT regional transit service surface in the analysis such as expecting comfortable or relaxing travel and environmental reasons; however, these appear to be much less important to the ability to reduce transportation costs.

I work downtown Calgary. Now I park my vehicle at the nearby C-train and take C-train to downtown every day, so it makes sense to me that I will take the Regional Transit if the connection point is downtown Calgary.

I would rather go green and take transit then use my car every time. I have always thought it would be great if we had a transit system that took us directly to the transit of Calgary to save gas and the environment.

Online Survey Respondents



Based on analysis of anticipated seasonal use, many potential riders are expected to use the ON-IT regional transit service throughout the year.

Nonetheless, ridership is expected to be lower in summer and, to a lesser extent, spring.

Ridership is expected to be highest in fall and winter. Indeed, few respondents in the Low Estimate indicated that they use the service less in the fall and winter seasons.

During the winter months September to June I would prefer or like the option not to drive my vehicle on winter highways.

Driving our own vehicles between Chestermere and Calgary is not safe all time specially in winter conditions, foggy mornings and specially foggy nights and in night times all year around.

Online Survey Respondents

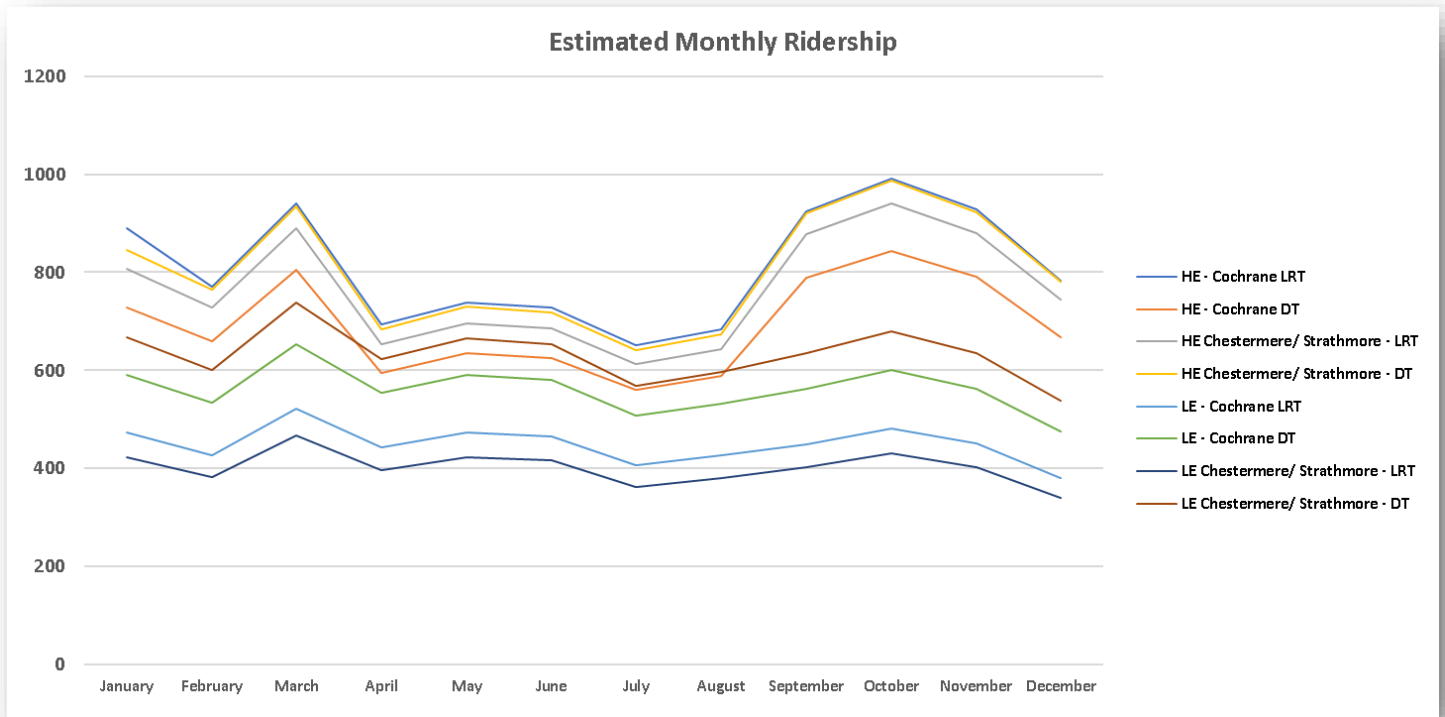
The information available through the feasibility surveys was used to develop forecasts for market potential High and Low Estimates.

In addition, first year ridership data from the South ON-IT regional transit service pilot project and demographic characteristics of the communities served by the service were reviewed (see Appendix F). Comparisons of the demographic characteristics and other factors⁵ between the East-West and South service areas was undertaken to identify patterns that could contribute to the forecasted ridership of the East-West ON-IT regional transit services.

Further, estimates were incorporated for potential Calgary riders of the East-West ON-IT regional transit service to the communities.

Estimates are presented on the next page.

⁵ Factors such as distance of community from closest LRT station and commuter characteristics were compared.



In the figure above and table below, High and Low Estimates are presented for travel on the East-West ON-IT regional transit service. The estimates show potential travel (trips) for services to the closest LRT station, as well as to downtown locations.

The table below shows that the estimates range from approximately 6,000 to 9,000 for the West ON-It regional transit service and 6,200 to 9,400 for the East service (these numbers represent averages of LRT and Downtown locations).

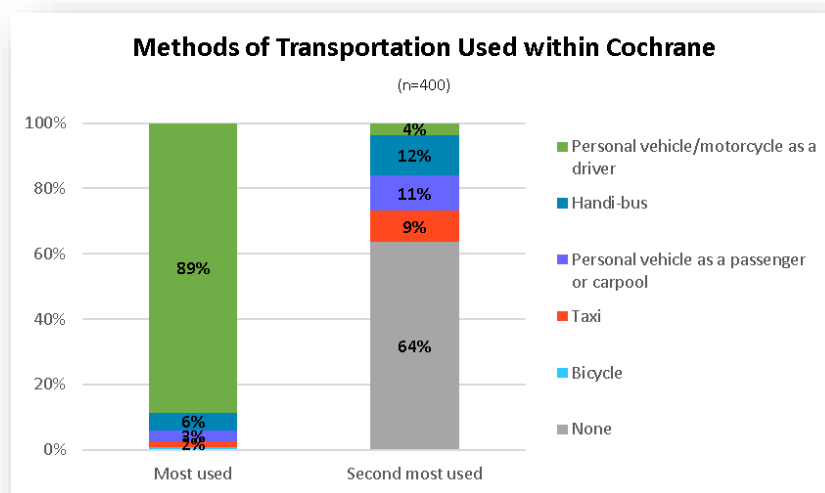
		Estimated Monthly Ridership													
		Month													Total
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
High Estimate	Cochrane	LRT	890	771	941	694	739	728	651	684	925	990	928	783	9,725
		Downtown	728	660	804	596	634	625	560	588	789	844	792	668	8,287
	Chestermere / Strathmore	LRT	807	729	891	653	696	685	612	643	878	940	880	744	9,156
		Downtown	846	764	935	684	730	718	642	673	921	987	923	780	9,602
Low Estimate	Cochrane	LTR	473	428	522	444	473	466	407	427	449	481	451	380	5,401
		Downtown	591	534	653	554	591	581	507	532	562	602	563	476	6,746
	Chestermere / Strathmore	LRT	423	382	467	397	423	416	363	381	402	430	403	340	4,828
		Downtown	668	601	738	623	666	654	569	597	635	680	635	538	7,604

Cochrane Local Public Transit Service

The West feasibility survey also examined interest among Cochrane residents for a local public transit service.

Issues examined in the survey included current methods of travel within the community, interest in use of a local public transit service, trip purpose, and reasons for use or non-use.

As presented in the figure below, a significant majority of Cochrane respondents indicated that they drive personal vehicles for their most used method of transportation within the community. Some respondents indicated that they used Handi-bus services or rode as a passenger in a personal vehicle or taxi.



We need it. People need affordable ways to Calgary and affordable ways around town.

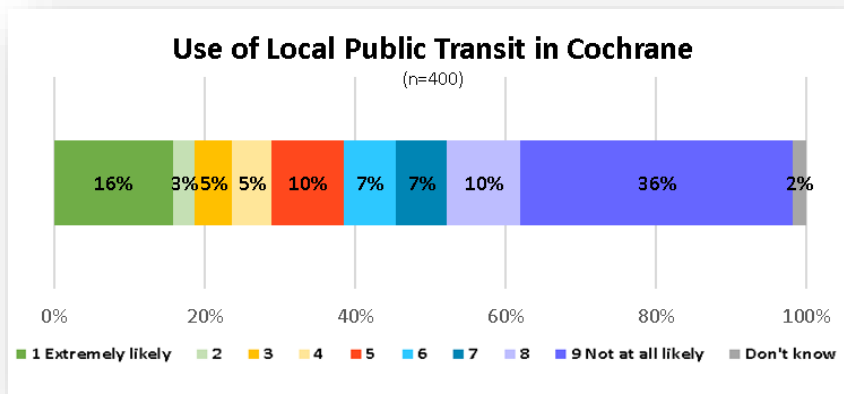
Please, there are no public transit options in Cochrane.

Can we please have a bus in Cochrane.

Online Survey Respondents

Approximately one in three Cochrane respondents (29%) indicated that they would likely use a local public transit service within the community. This estimate is based on the proportion of respondents who rated 1 to 4 based on a scale of 1, being extremely likely, and 9, being

not at all likely. Nonetheless, about one in five respondents (19%) gave a rating of 1 or 2 and, to be more precise about potential use, approximately one in seven (16%) gave a rating of 1 (extremely likely).

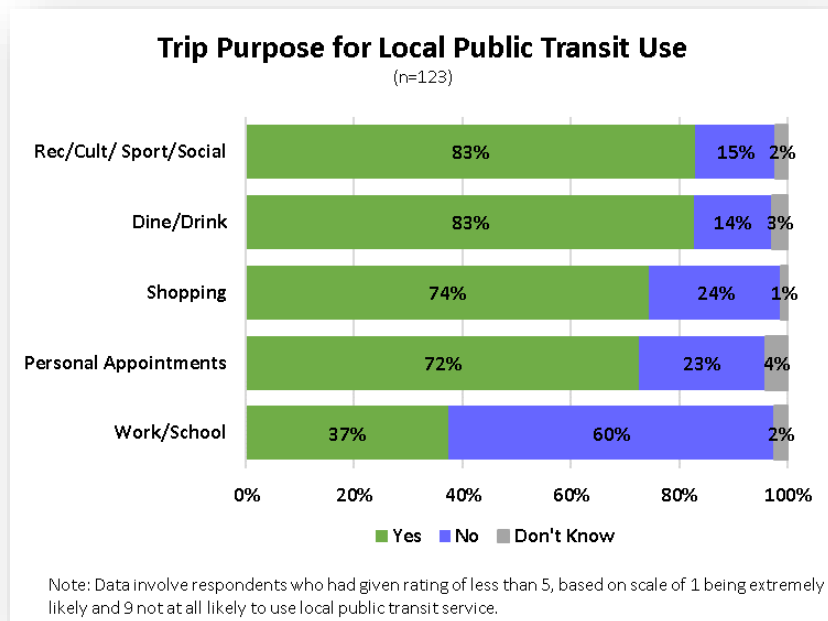


Among those who stated interest in the local public transit service, a significant majority expect to use it to attend recreation/culture, sport, and social events and activities and when they go out to dine or drink.

service to go shopping or attend to personal appointments.

Just over a third of respondents (37%) reported use of a local public transit service to get to and from work of school.

Most respondents indicated they would use the



Respondents who expressed interest in use of the local public transit service commonly thought it would be a good alternative to avoid drinking and driving, would be an inexpensive means of transportation, and enable them to avoid parking.

Other reasons also surfaced for respondents' use of a local public transit service such as preference not to drive, it is a safe way to travel, environmental reasons, convenience, and not having access to a personal vehicle.

Reasons for Using Local Cochrane Public Transit	
Reasons	% of Respondents (n=123)
To avoid drinking and driving	29
Expect it will be cheaper to travel by public transit	21
To avoid parking	19
Prefer not to drive	12
Safer travel: to avoid travel in poor weather/road conditions	11
Personal vehicles pollute the environment (environmental reasons)	10
Expect it will be convenient	10
Do not have access to personal vehicle/driver's license	10
Avoid traffic in Cochrane	9
Less wear and tear on vehicle	7
It will depend on how much it costs	3
Expect it will be comfortable or relaxing	3
Other	8
Don't know	5

Note: Data involve respondents who had given rating of less than 5, based on scale of 1 being extremely likely and 9 not at all likely, to use local public transit service

We have a community complex that people can't get too. Smaller sized buses like the ROAM in Canmore and Banff is the way to go for a town of Cochrane ... Stopping at downtown core, Wal-Mart and other spots in town to actually connect the town! ... George Fox/Jumping Pound to Heartland, ... Cochrane has a fair, yet if people don't drive and there's no side walks available to walk to the fair... businesses are missing out.

Online Survey Respondent

Convenience and preference to use a personal vehicle were the most common reasons offered for not using a local public transit service.

expensive. Even so, convenience of personal vehicle tended to be more prevalent to other reasons.

Other reasons included transit being too slow, having other methods of transportation available, and expectation that the service might be too

Reasons for Not Using Local Cochrane Public Transit	
Reasons	% of Respondents (n=277)
My vehicle would be more convenient	33
Own a vehicle	27
Inconvenient if travelling to many/inaccessible locations	18
I don't think public transit would be convenient	16
Public transit would be too slow	11
Inconvenient if carrying large items, groceries, etc.	10
My schedule is unpredictable/driving allows flexibility	10
Depends on where the bus stops/access points would be located	10
Can walk/bike	8
Expect public transit to be too expensive	5
Challenging if travelling with children, pets, etc.	5
Do not travel much within the community	3
My work requires a car	2
Will increase/require taxes	2
Don't like/won't use public transit	1
Retired/age/illness	1
Lack of transit frequency/timing	<1
Other	1
Don't know	1

Note: Data involve respondents who had given rating of more than 4, based on scale of 1 being extremely likely and 9 not at all likely, to use local public transit service.

Depends on times and locations of stops.

I would drive before taking transit.

If I cannot go somewhere using my car I will not go.

I would not be able to bring home the same volume of shopping I currently do by using my car. This would require several journeys using public transport and would increase my expenses.

Online Survey Respondents

Concluding Remarks

With an ON-IT regional transit service being introduced among the communities of Cochrane, Chestermere, and Strathmore, the CRP engaged residents to assess market demand and understand expected use of services. Feasibility surveys conducted with residents living in these communities revealed that a considerable proportion of residents would consider the regional transit services as a viable alternative to taking their personal vehicles to travel to and from Calgary.

The feasibility surveys were developed based on similar research conducted for the CRP in 2014 within communities located south of Calgary (e.g. Okotoks, High River, Black Diamond, and Turner Valley). Currently, an ON-IT regional transit service pilot project is being implemented for these communities. Operational information from the pilot project was used to provide insights into the findings of the East-West feasibility surveys.

While almost all residents in Cochrane, Chestermere, and Strathmore have access to personal vehicles, many expect that a regional transit service would be cheaper to use than if they were to take their own vehicles to travel between their communities and Calgary. Further, some residents feel that use of a regional transit service would be a good way to avoid traffic, be a safer method of travel, and would enable them to avoid parking in Calgary.

Given the expected schedule of the East-West ON-IT regional transit service, most riders are expected to travel to and from Calgary for work or school. Most riders are expected to be male between 35 and 64 years of age and reside in households of couples with children.

In estimating ridership for the communities, it is expected that the West ON-IT regional transit service between Cochrane and Calgary would have slightly more riders than the East ON-IT between Chestermere/Strathmore and Calgary. There are a variety of factors that support this assumption such as response to the likelihood of use, the number of residents who commute to Calgary, the distance between the communities and Calgary, and the number of Calgaryans that might travel to the communities using the service.

There is also evidence in the surveys that residents of Chestermere and Strathmore might use the service to travel between these communities.

Residents of Cochrane were also asked questions about use of a local public transit service. About a third of respondents expressed interest in using a local public transit service in the community. Most of these respondents thought the service would be a good alternative to avoid drinking and driving, would be an inexpensive means of transportation, and would enable them to avoid parking.

Appendix A - Survey Specifications

The feasibility surveys were conducted by telephone with residents of Cochrane, Chestermere, Strathmore, and Calgary.

- A questionnaire was designed by HarGroup Management Consultants, in conjunction with CRP representatives (a copy of the survey instrument is presented in subsequent pages of this appendix).
- A total of 400 Cochrane, 250 Chestermere, 251 Strathmore, and 301 Calgary residents were randomly selected to participate in the survey. Samples for Calgary and Strathmore involved landline and cell phone telephone numbers, while samples for Cochrane and Chestermere were land line number.

- Demographic information about respondents is presented on the next page. The data presented in this report have been weighted to effectively represent the age and gender of the study area population.
- The survey was fielded in June 2017.

At the same time as the telephone survey was being conducted, an open-link online questionnaire was available to residents in the study areas to voice their opinions about the regional transit service.

	Cochrane	Chestermere	Strathmore	Calgary
Adult Population	19,081	13,890	10,149	949,479
Telephone Survey (completions)	400	250	251	301
Online Survey (responses)	77	509	73	n/a

Demographic Profile of Survey Respondents

(weighted data based on gender and age)

Characteristics	Descriptors	% of Respondents			
		Cochrane	Chestermere	Strathmore	Calgary
Gender	Survey Results (18+ years of age)	(n=) 400	250	250	301
	Male	48	49	47	49
	Female	52	51	53	51
	Total	100	100	100	100
	2016 Federal Census (18+ years of age)	(n=) 19081	13890	10149	949479
	Male	49	49	48	49
	Female	51	51	52	51
	Total	100	100	100	949528
Age	Survey Results (18+ years of age)	(n=) 400	250	251	301
	18 to 34	28	27	26	31
	35 to 64	57	62	53	54
	65+	16	10	21	14
	Total	100	100	100	100
	2016 Federal Census (18+ years of age)	(n=) 19081	13890	10149	949479
	18 to 34	28	28	26	31
	35 to 64	57	62	53	54
65+	16	10	21	15	
Total	100	100	100	100	
Access to Personal Vehicle	(n=) 400	250	251	301	
	Yes	97	98	97	89
	No	3	2	3	11
	Don't know/Refused	1	0	0	0
	Total	100	100	100	100.0
Household Composition	(n=) 400	250	251		
	Couple with kids living at home	44	58	35	
	Couple without kids living at home	32	29	33	
	Single parent household	5	3	4	
	Living alone	10	4	12	
	Living with roommates	1	1	6	
	Living with extended family	6	4	7	
	Don't know/Refused	2	0	2	
	Total	100	100	100	
	Employment	(n=) 400	250	251	
Employed Full-time		46	53	51	
Employed Part-time		13	17	13	
Student		7	2	5	
Not Employed or Student		33	28	30	
Don't know/Refused		1	1	0	
Total		100	100	100	
Have job that requires regular travel to Calgary	(n=) 400	250	251		
	Employed full-time/travel to Calgary	29	40	27	
	Employed part-time/travel to Calgary	5	10	4	
	Student/travel to Calgary	3	2	4	
	Employed full-time/not Calgary	17	12	24	
	Employed part-time/not Calgary	9	6	9	
	School/not Calgary	3	0	1	
	Not employed/Student	33	28	30	
	Don't know/Refused	1	1	1	
	Total	71	60	73	

Project Notes

 CRP – East West Feasibility Study
 Survey Questionnaire (Cochrane, Chestermere, and Strathmore)

NOTE TO THE READER:

- Comments to survey sponsors by consultants are **presented in blue**.
 - Instructions to interviewers are presented as **words in red** and are not read to respondents
 - **DNR = DO NOT READ**
 - For Computer Aided Telephone Interviewing software programming, instructions are presented as **words in green** and are not provided to the interviewers or respondents
-

In the questionnaire, the term (Co/Ch/St) refers to Cochrane, Chestermere or Strathmore. The specific community name will be inserted into the questionnaire depending on the location of the respondent who is answering the survey (e.g. if a respondent lives in Cochrane, they will be asked about Cochrane only).

INTRODUCTION/SCREENING SHEET

Hello, my name is _____. I am calling on behalf of the Calgary Regional Partnership from HarGroup Research, an Alberta research firm. Today we are conducting an important survey that will help us understand potential use among (Co/Ch/St) residents for a public transit service to Calgary.

If you have some time (as little as 5 mins, as much as 10 mins), I would like to interview you for this very important survey.

IF YES -> CONTINUE

IF NO -> ASK:

Could I call back _____?

IF YES -> ASK FOR NAME OF PERSON AND RECORD TIME ON CALL SHEET

IF NO -> THANK AND DISCONTINUE; MARK AS "REFUSED" ON CALL SHEET

- S1.** First, is there someone in the household who is between 18 and 34 that I could interview for this survey?
(IF RESPONDENT ASKS, WE ARE TRYING TO OBTAIN INTERVIEWS FOR THIS AGE GROUP)

YES, CONTINUE

NO – THAT IS ALRIGHT, CONTINUE WITH INTERVIEW

- S2.** Are you at least 18 years of age?

IF YES, CONTINUE.

IF NO, TERMINATE WITH THANK YOU.

- S3.** Do you live within or just outside the municipal boundaries of (Co/Ch/St)?

IF YES, CONTINUE.

IF NO, TERMINATE WITH THANK YOU.

- S4.** The Calgary Regional Partnership supports communities around Calgary and is currently studying the possibility of developing a regional public transit service between (Co/Ch/St) and Calgary. To help with this study, and understand potential use, (Co/Ch/St) residents are being contacted to participate in this survey.

QUESTIONNAIRE

CURRENT TRAVEL PATTERNS TO AND FROM CALGARY

Q1A. For my first set of questions, I would like to ask you about your current travel to Calgary and back to (Co/Ch/St). Which of the following most closely describes your travel to Calgary and back to (Co/Ch/St) over the past year? For this question, please consider a trip as going to Calgary and back to (Co/Ch/St) (going both ways as one trip). Would you say ... (ONE RESPONSE ONLY)

1. Four or more times a week
2. About once to three times a week
3. Less than once a week, but at least once a month
4. Less than once a month
5. Have not traveled between community and Calgary -> GO TO Q2
6. (DNR) Other (specify) _____
7. (DNR) Don't know -> GO TO Q2

Q1B. Which of the following represents why you have traveled to Calgary and back to (Co/Ch/St) over the past year? (READ - SELECT ALL THAT APPLY):

(ROTATE) Purpose	Yes	No	Don't know/ Refused (DNR)
i. To get to and from work and/or school	1	2	3
ii. To go to and from shopping	1	2	3
iii. To go and from medical or personal appointments such as doctors, dentist banking, etc.	1	2	3
iv. To go to and from a restaurant, lounge, or bar	1	2	3
v. To go to and from recreational activities, cultural or sporting events, or social events and activities	1	2	3

Q1C. What one method of transportation did you use most often to travel to and from Calgary from your community over the past year? [DNR - SELECT AND IDENTIFY MAIN RESPONSE, TAKE UP TO ONE MORE - 1st and 2nd] Any other method of transportation?

- 1__ Personal vehicle/motorcycle as a driver
- 2__ Personal vehicle as a passenger or carpool
- 3__ Taxi
- 4__ Commuter bus
- 5__ Handi-bus
- 6__ Bicycle
- 7__ Other (specify) _____

Q1D. Now, when you have traveled to Calgary and back to (Co/Ch/St) over the past year, has it typically been (READ - SELECT ONE RESPONSE ONLY):

1. On weekdays, Monday to Friday,
2. weekend days, Saturday and Sunday
3. or both weekdays and weekend days
4. (DNR) Don't travel regularly/very often to Calgary
5. (DNR) It depends
6. (DNR) Don't know

Q1Ei. What times of day, if any, have you typically traveled from (Co/Ch/St) to Calgary one-way over the past year? Any other times? (DNR - SELECT ALL THAT APPLY):

1. Between 6:00 am up to 9:00 am
2. Between 9:00 am up to 3:00 pm
3. Between 3:00 pm up to 6:00 pm
4. Between 6:00 pm up to midnight
5. Between midnight up to 6:00 am
6. Don't know



Q1Eii. What times, if any, have you typically traveled from Calgary and back to (Co/Ch/St) one-way over the past year? Any other times of day? (DNR - SELECT ALL THAT APPLY):

1. Between 6:00 am up to 9:00 am
2. Between 9:00 am up to 3:00 pm
3. Between 3:00 pm up to 6:00 pm
4. Between 6:00 pm up to midnight
5. Between midnight up to 6:00 am
6. Don't know

GENERAL POSSIBILITY OF USING A REGIONAL PUBLIC TRANSIT SYSTEM

Q2. Within the next couple of years, Calgary Regional Partnership is expected to pilot a public transit system that will provide regular transit service between (Co/Ch/St) and Calgary. It is expected that the public transit service to Calgary would take and pick up riders at locations such as a point of connection to the Calgary Transit system or in downtown Calgary.

The regional transit system will use vehicles that offer features such as individual seating, air conditioning or heating, bathrooms, and other attributes to ensure that riders are comfortable.

Considering the kinds of trips that you might take to Calgary and back to (Co/Ch/St), how likely would you use a public transit system as a method of travel if a one-way fare was \$6 to \$8 and the point of connection in Calgary was (INSERT A. & B. SEPARATELY). Please use a scale of 1 being extremely likely to 9 being not at all likely.

(DO NOT ROTATE)	1. Extremely likely	2	3	4	5	6	7	8	9. Not at all likely	10. D/k (DNR)
a. (Co) the Crowfoot LRT Station (Ch/St) the Rundle LRT Station	1	2	3	4	5	6	7	8	9	10
b. Downtown Calgary	1	2	3	4	5	6	7	8	9	10

Q3A. Would the ratings you just gave to likelihood of use change if the Calgary Regional Partnership offered a discounted monthly pass of \$155 to \$175?

1. Yes
2. No -> GO TO S4
3. Don't know/Refused -> GO TO S4

Q3B. Alright then, using the scale of 1 being extremely likely to 9 being not at all likely scale, how likely would you use a public transit system as a method of travel if a discounted monthly pass was \$155 to \$175 and the point of connection in Calgary was (INSERT A. & B. SEPARATELY).

(DO NOT ROTATE)	1. Extremely likely	2	3	4	5	6	7	8	9. Not at all likely	10. D/k (DNR)
a. (Co) the Crowfoot LRT Station (Ch/St) the Rundle LRT Station	1	2	3	4	5	6	7	8	9	10
b. Downtown Calgary	1	2	3	4	5	6	7	8	9	10

S5. (IF Q2.a,b AND Q3B.a,b ARE ALL GREATER THAN 4, GO TO Q9)

REASONS FOR USE

Q4. I am going to read you some statements for why residents might use a public transit system between their community and Calgary. As I read each statement, I would like you to tell me how likely you might be to use a public transit system to get you to and from your community and Calgary? Again, please use a scale of 1 being extremely likely to 9 being not at all likely.

(ROTATE)	1 Very likely	2	3	4	5	6	7	8	9 Not at all likely	Don't Know (DNR)
i. To get to and from work and/or school	1	2	3	4	5	6	7	8	9	10
ii. To go to and from shopping	1	2	3	4	5	6	7	8	9	10
iii. To go to and from medical or personal appointments such as doctors, dentist banking, etc.	1	2	3	4	5	6	7	8	9	10

iv. To go to and from a restaurant, lounge, or bar	1	2	3	4	5	6	7	8	9	10
v. To go to and from recreational activities, cultural or sporting events, or social events and activities	1	2	3	4	5	6	7	8	9	10

POTENTIAL USE (SPECIFICS) OF REGIONAL PUBLIC TRANSIT SYSTEM

Q5A. Based on the types of trips that you just indicated you would be likely to take to travel to Calgary and back to (Co/Ch/St) on a public transit system, which of the following do you think would most closely describes the frequency of use for you to take public transit? Please consider one trip as going to and from these communities (going both ways as one trip). Would you say ... **(ONE RESPONSE ONLY)**

1. Four or more times a week
2. About once to three times a week
3. Less than once a week, but at least once a month
4. Less than once a month
5. **(DNR)** Other (specify) _____
6. **(DNR)** Don't know

Q5B. As well, do you think the trips on public transit between your community and Calgary would typically be **(READ - SELECT ALL THAT APPLY):**

1. On weekdays, Monday to Friday,
2. weekend days, Saturday and Sunday
3. or both weekdays and weekend days
4. **(DNR)** Don't travel regularly/very often to Calgary
5. **(DNR)** It depends
6. **(DNR)** Don't know

Q5Ci. What times of day do you think you would typically use a public transit service to go to Calgary from (Co/Ch/St) one-way? Any other times? **(DNR - SELECT ALL THAT APPLY):**

1. Between 6:00 am up to 9:00 am
2. Between 9:00 am up to 3:00 pm
3. Between 3:00 pm up to 6:00 pm
4. Between 6:00 pm up to midnight
5. Between midnight up to 6:00 am
6. Don't know

Q5Cii. What times of day do you think you would typically use a public transit service from Calgary and back to (Co/Ch/St)? Any other times? **(DNR - SELECT ALL THAT APPLY):**

1. Between 6:00 am up to 9:00 am
2. Between 9:00 am up to 3:00 pm
3. Between 3:00 pm up to 6:00 pm
4. Between 6:00 pm up to midnight
5. Between midnight up to 6:00 am
6. Don't know

Q6. Do you think that your use of public transit to travel between Calgary and your community during ... **(NOTE: IF REQUIRED - winter is Jan, Feb, Mar; spring is Apr, May, Jun,; summer is Jul, Aug, Sep; fall is Oct, Nov, Dec)**

	Less than other seasons	More than other seasons	You would not use public transit	Or, Same as other seasons	Don't know
i. Winter would be ...	1	2	3	4	5
ii. Spring would be ...	1	2	3	4	5
iii. Summer would be ...	1	2	3	4	5
iv. Fall would be ...	1	2	3	4	5

Q7. For what reasons do you think you would use public transit to travel between your community and Calgary? (DNR - SELECT ALL THAT APPLY - IF THEY SAY "CONVENIENCE", PROBE FOR SPECIFIC REASON - E.G - "Convenient in what way?") Anything else?

1. Prefer not to drive
2. Personal vehicles pollute the environment (environmental reasons)
3. Do not have access to personal vehicle/driver's license
4. Expect it will be cheaper to travel by public transit
5. Expect it will be convenient (In what way?) _____
6. Expect it will be comfortable or relaxing
7. It will depend on how much it costs
8. To avoid parking in Calgary
9. Safer travel: to avoid travel in poor weather/road conditions
10. To avoid traffic/driving in Calgary
11. Less wear and tear on vehicle
12. To avoid drinking and driving
13. Other (specify) _____
14. Don't know

(COCHRANE - GO TO Q9) (CHESTERMERE/STRATHMORE – GO TO Q10A)

REASONS FOR NON-USE

Q8. (ASK ONLY IF Q2 IS 5 TO 9 NOT AT ALL LIKELY) For what reasons, if any, do you think you indicated (SHOW ANSWER TO Q2) when rating likelihood of use of a local public transit service between your community and Calgary? (DNR - SELECT ALL THAT APPLY)

1. Own a vehicle (car/truck/motorcycle)
2. My vehicle would be more convenient
3. My schedule is unpredictable/driving allows flexibility
4. Expect public transit to be too expensive
5. Public transit would be too slow
6. Depends on where the bus stops/access points would be located
7. Inconvenient if carrying large items, groceries, etc.
8. Inconvenient if travelling to many/inaccessible locations
9. I don't think public transit would be convenient
10. My work requires a car
11. Challenging if travelling with children, pets, etc.
12. Do not travel between your community and Calgary
13. Other (specify) _____
14. Don't know

(CHESTERMERE/STRATHMORE – GO TO Q10)

POTENTIAL USE OF LOCAL PUBLIC TRANSIT SYSTEM

I have a few questions for you about use of a local public transit service within Cochrane.

Q9A. To begin, what one method of transportation did you use most often for travelling within Cochrane over the past year? (DNR - SELECT AND IDENTIFY MAIN RESPONSE, TAKE UP TO ONE MORE – 1st and 2nd) Anything else?

- | | |
|--|--|
| 1__ Personal vehicle/motorcycle (driver) | 5__ Walk (includes skateboard, rollerblade, etc) |
| 2__ Personal vehicle (passenger / carpool) | 6__ Do not travel within Cochrane |
| 3__ Taxi | 7__ Other (specify) _____ |
| 4__ Bicycle | |



Q9B. (Asked in order to compare results to 2005 Community Survey – NOTE: AIRDRIE PUBLIC TRANSIT LOCAL ONE-WAY FARE IS \$2.25 PER TRIP) Generally, how likely would you use a local public transit service to travel within Cochrane if a one-way fare was \$2.00 to \$2.50 per trip? Would you be ...

- 1. Extremely likely
- 2.
- 3.
- 4.
- 5. → GO TO Q9E
- 6. → GO TO Q9E
- 7. → GO TO Q9E
- 8. → GO TO Q9E
- 9. Not at all Likely → GO TO Q9E
- 10. (DNR) Don't know

Q9C. If a local public transit service was established in Cochrane and travelled throughout the community, do you think you would use it to ...

Purpose	Yes	No	Don't know/ Refused
i. To get to and from work and/or school in Cochrane	1	2	3
ii. To go to and from shopping	1	2	3
iii. To go and from medical or personal appointments such as doctors, dentist banking, etc.	1	2	3
iv. To go to and from a restaurant, lounge, or bar	1	2	3
v. To go to and from recreational activities, cultural or sporting events, or social events and activities	1	2	3

Q9D For what reasons do you think you would use public transit to travel within Cochrane? (DNR - SELECT ALL THAT APPLY - IF THEY SAY "CONVENIENCE", PROBE FOR SPECIFIC REASON - E.G - "Convenient in what way?") Anything else?

- 1. Prefer not to drive
 - 2. Personal vehicles pollute the environment (environmental reasons)
 - 3. Do not have access to personal vehicle/driver's license
 - 4. Expect it will be cheaper to travel by public transit
 - 5. Expect it will be convenient (In what way?) _____
 - 6. Expect it will be comfortable or relaxing
 - 7. It will depend on how much it costs
 - 8. To avoid parking
 - 9. Safer travel: to avoid travel in poor weather/road conditions
 - 10. To avoid drinking and driving
 - 11. Less wear and tear on vehicle
 - 12. Other (specify) _____
 - 13. Don't know
- (GO TO D1)

Q9E (ASK ONLY IF Q9B IS 5 TO 9 NOT AT ALL LIKELY) For what reasons, if any, do you think you indicated (SHOW ANSWER TO Q9B) when rating likelihood of use of a local public transit service in Cochrane? (DNR - SELECT ALL THAT APPLY)

- 1. Own a vehicle (car/truck/motorcycle)
 - 2. My vehicle would be more convenient
 - 3. My schedule is unpredictable/driving allows flexibility
 - 4. Expect public transit to be too expensive
 - 5. Public transit would be too slow
 - 6. Depends on where the bus stops/access points would be located
 - 7. Inconvenient if carrying large items, groceries, etc.
 - 8. Inconvenient if travelling to many/inaccessible locations
 - 9. I don't think public transit would be convenient
 - 10. My work requires a car
 - 11. Challenging if travelling with children, pets, etc.
 - 12. Do not travel between your community and Calgary
 - 13. Other (specify) _____
 - 14. Don't know
- (COCHRANE - GO TO D1)

POTENTIAL USE OF PUBLIC TRANSIT BETWEEN CHESTERMERE AND STRATHMORE

Q10A I have just a couple of questions about travel between your community and (Ch/St). Over the past 12 months, would you say your travel between your community and (Ch/St) was ...
(ONE RESPONSE ONLY)

1. Four or more times a week
2. About once to three times a week
3. Less than once a week, but at least once a month
4. Less than once a month
5. Have not traveled between your community and (Ch/St)
6. (DNR) Other (specify) _____
7. (DNR) Don't know

Q10B (NOTE: ONIT ONE-WAY FARES FOR LOCAL SERVICES IS \$2.00 PER TRIP) Generally, how likely would you use a public transit service to travel between your community and (Ch/St) if a one-way fare was \$2.00 to \$2.50 per trip? Would you be ...

- | | |
|---------------------|----------------------|
| 1. Extremely likely | 6. |
| 2. | 7. |
| 3. | 8. |
| 4. | 9. Not at all Likely |
| 5. | 10. (DNR) Don't know |

Demographic Questions

DEMO The last few questions are being asked so that we can group your answers with others provided in the survey. All responses will be held in strict confidence and will not be attributed to any individual.

- D1.** Do you own or have access to a personal vehicle such as a car, truck, motorcycle, etc. that you can use to travel from place to place?
1. Yes
 2. No
 3. Don't know/Refused
- D2.** Which of the following most closely represents your current situation, (READ):
1. Employed full-time
 2. Employed part-time
 3. Student
 4. Not employed or student -> GO TO D4.
 5. (DNR) Refused -> GO TO D4.
- D3.** Do you have a job or go to school in which you regularly travel to Calgary?
1. Yes
 2. No
 3. Don't know/Refused
- D4.** In what year were you born?
- 19 __ 99=Refused
- D5.** Which of the following most closely describes your household? (READ)
1. Couple with children living at home
 2. Couple without children living at home
 3. Single Parent household
 4. Living alone
 5. Living with roommate(s)
 6. Living with extended family

7. (DNR) Other: _____
8. (DNR) Refused

Thank you for your time and for participating in the survey today. Have a good evening (afternoon).

- D6. (DO NOT ASK) Record gender:
1. Male
 2. Female
 3. Don't know



Project Notes

Project: 7394 – CRP – East West Feasibility Study
Telephone Survey Questionnaire (Calgary)

NOTE TO THE READER:

- Comments to survey sponsors by consultants are **presented in blue**.
- Instructions to interviewers are presented as **words in red** and are not read to respondents
 - **DNR = DO NOT READ**
- For Computer Aided Telephone Interviewing software programming, instructions are presented as **words in green** and are not provided to the interviewers or respondents

INTRODUCTION/SCREENING SHEET

Hello, my name is _____. I am calling on behalf of the Calgary Regional Partnership from HarGroup Research, an Alberta research firm. Today we are conducting an important survey that will help us understand potential use among Calgarians for a public transit service to communities around Calgary.

If you have some time (as little as 2 mins, as much as 5 mins), I would like to interview you for this very important survey.

IF YES -> CONTINUE

IF NO -> ASK:

Could I call back _____?

**IF YES -> ASK FOR NAME OF PERSON AND RECORD TIME ON CALL SHEET
IF NO -> THANK AND DISCONTINUE; MARK AS "REFUSED" ON CALL SHEET**

**S1. First, is there someone in the household who is between 18 and 34 that I could interview for this survey?
(IF RESPONDENT ASKS, WE ARE TRYING TO OBTAIN INTERVIEWS FOR THIS AGE GROUP)**

YES, CONTINUE

NO – THAT IS ALRIGHT, CONTINUE WITH INTERVIEW

S2. Are you at least 18 years of age?

IF YES, CONTINUE.

IF NO, TERMINATE WITH THANK YOU.

S3. Do you live within the municipal boundaries of Calgary?

IF YES, CONTINUE.

IF NO, TERMINATE WITH THANK YOU.

S4. The Calgary Regional Partnership supports communities around Calgary and is currently studying the possibility of developing a regional public transit service. To help with this study, and understand potential use, Calgarians are being contacted to participate in this survey.

QUESTIONNAIRE

CURRENT TRAVEL PATTERNS TO AND FROM COCHRANE, CHESTERMERE, AND STRATHMORE

Q1. In the past 12 months, have you traveled to ...

Community	Yes	No	Don't know/ Refused (DNR)
i. Cochrane	1	2	3
ii. Chestermere	1	2	3
iii. Strathmore	1	2	3

Q2. (IF YES TO AT LEAST ONE OF Q1i, ii, iii)

For the next question, please consider a round trip, that is going to a destination and back to Calgary, as one trip.

Would you say you travelled to and from (Co/Ch/St) over the past year ... (ONE RESPONSE ONLY)
(IF NECESSARY, REITERATE "ONE TRIP IS CONSIDERED A ROUND TRIP, THAT IS GOING TO THE COMMUNITY AND BACK TO CALGARY")

	4 or more times a week	About once or three times a week	Less than once a week, but at least once a month	Less than once a month	Don't know/ Refused (DNR)
i. (ASK IF Q1i=1) Cochrane	1	2	3	4	5
ii. (ASK IF Q1ii=1) Chestermere	1	2	3	4	5
iii. (ASK IF Q1iii=1) Strathmore	1	2	3	4	5

Q3. (IF Q2i,ii,iii <3) Has your travel to (Co/Ch/St) over the past year been to get to and from work and/or school? (READ - SELECT ALL THAT APPLY):

	Yes	No	Don't know/ Refused (DNR)
i. Cochrane	1	2	3
ii. Chestermere	1	2	3
iii. Strathmore	1	2	3

GENERAL POSSIBILITY OF USING A REGIONAL PUBLIC TRANSIT SYSTEM

Q4. Within the next couple of years, Calgary Regional Partnership is expected to pilot a public transit system that will provide regular transit service between Cochrane, Chestermere, Strathmore and Calgary. It is expected that the public transit service would pick up and take riders these communities at LRT stations such as Rundle, and Crowfoot or from downtown Calgary.

The regional transit system will use vehicles that offer features such as individual seating, air conditioning or heating, bathrooms, and other attributes to ensure that riders are comfortable.

Transit fares for a one-way fare would likely be \$6 to \$8.

How likely would you use a public transit system as a method of travel to go to and from (INSERT A, B, & C). Please use a scale of 1 being extremely likely to 9 being not at all likely.

	1. Extremely likely	2	3	4	5	6	7	8	9. Not at all likely	10. D/k (DNR)
a. Cochrane	1	2	3	4	5	6	7	8	9	10
b. Chestermere	1	2	3	4	5	6	7	8	9	10
c. Strathmore	1	2	3	4	5	6	7	8	9	10

Q5. (IF Q2i, ii, iii <3 AND Q4i, ii, iii DOES NOT EQUAL 1) Would the ratings you just gave to likelihood of use to travel to and from (Co/Ch/St) change if the Calgary Regional Partnership offered a discounted monthly pass of \$155 to \$175?

	Yes	No	Don't know/ Refused (DNR)
i. (ASK IF Q2i < 3 and Q4i DOES NOT EQUAL 1) Cochrane	1	2	3
ii. (ASK IF Q2ii < 3 and Q4ii DOES NOT EQUAL 1) Chestermere	1	2	3
iii. (ASK IF Q2iii < 3 and Q4iii DOES NOT EQUAL 1) Strathmore	1	2	3

Q6. (IF Q5i, ii, iii =1) Alright then, using the scale of 1 being extremely likely to 9 being not at all likely scale, how likely would you use a public transit system as a method of travel to and from (Co/Ch/St) if a discounted monthly pass was \$155 to \$175?

	1. Extremely likely	2	3	4	5	6	7	8	9. Not at all likely	10. D/k (DNR)
a. (ASK IF Q5i =1) Cochrane	1	2	3	4	5	6	7	8	9	10
b. (ASK IF Q5ii =1) Chestermere	1	2	3	4	5	6	7	8	9	10
c. (ASK IF Q5iii =1) Strathmore	1	2	3	4	5	6	7	8	9	10

(IF Q4i,ii,iii >4 AND Q6i,ii,iii >4, GO TO DEMO)

Q7. (IF Q4i,ii,iii <5 OR Q6i,ii,iii <5) Would you prefer to board the regional transit service to travel to (Co/Ch/St) at ...

	LRT station, or	Downtown Calgary	Don't know/ Refused (DNR)
i. (Q4i or Q6i <5) Cochrane	1= the Crowfoot LRT station, or	2	3
ii. (Q4ii or Q6ii <5) Chestermere	1= the Rundle LRT Station, or	2	3
iii. (Q4iii or Q6iii <5) Strathmore	1= the Rundle LRT Station, or	2	3

POTENTIAL USE (SPECIFICS) OF REGIONAL PUBLIC TRANSIT SYSTEM

Q8i. (IF Q4i,ii,iii <5 OR Q6i,ii,iii <5) Would you typically use a public transit service to go to (Co/Ch/St) from Calgary one-way ...:

	Between 6:00 am up to 9:00 am.	3:00 pm up to 6:00 pm	Both these time periods, or	Neither of these time periods	Don't know/ Refused (DNR)
i. (Q4i or Q6i <5) Cochrane	1	2	3	4	5
ii. (Q4ii or Q6ii <5) Chestermere	1	2	3	4	5
iii. (Q4iii or Q6iii <5) Strathmore	1	2	3	4	5

Q8ii. (IF Q4i,ii,iii <5 OR Q6i,ii,iii <5) Would you typically use a public transit service to go to Calgary from (Co/Ch/St) one-way ...:

	Between 6:00 am up to 9:00 am.	3:00 pm up to 6:00 pm	Both these time periods, or	Neither of these time periods	Don't know/ Refused (DNR)
i. (Q4i or Q6i <5) Cochrane	1	2	3	4	5
ii. (Q4ii or Q6ii <5) Chestermere	1	2	3	4	5
iii. (Q4iii or Q6iii <5) Strathmore	1	2	3	4	5

Q9. For what purposes would you be using a public transit service to travel between Calgary and the communities such as Cochrane, Chestermere, and Strathmore? (DNR – SELECT ALL THAT APPLY)

1. To go to and from work/school
2. To go shopping
3. To go and from medical or personal appointments such as doctors, dentist banking, etc.
4. To go to and from a restaurant, lounge, or bar
5. To go to and from recreational activities, cultural or sporting events, or social events and activities
6. Other(specify) _____
7. Don't know

Demographic Questions

DEMO The last few questions are being asked so that we can group your answers with others provided in the survey. All responses will be held in strict confidence and will not be attributed to any individual.

D1. Do you own or have access to a personal vehicle such as a car, truck, motorcycle, etc. that you can use to travel from place to place?

1. Yes
2. No
3. Don't know/Refused

D2. In what year were you born?

19__ 99=Refused

Thank you for your time and for participating in the survey today. Have a good evening (afternoon).

D6. **(DO NOT ASK)** Record gender:

1. Male
2. Female
3. Don't know



Project Notes

Project: 7394 – CRP – East West Feasibility Study
 Online Survey Questionnaire

The Calgary Regional Partnership (CRP) is exploring ways of providing regional public transportation services to your community. One option they are exploring is a transit service that would transport people between Cochrane, Chestermere and Strathmore and Calgary.

Thank you for taking the time to participate in this important survey. The information you provide will contribute to a better understanding of your community's views and will help guide CRP planning initiatives for future regional public transportation services.

It should take approximately 2 to 5 minutes to complete all of the questions that are in the questionnaire. If you exit the questionnaire before you have finished it, you can return to complete the survey by returning to this webpage.

To proceed to and within the questionnaire, please select the "Next" button at the bottom of each page.

Thank you.

<NEXT>

D1. In which community do you reside?

1. Cochrane (and surrounding area)
2. Chestermere (and surrounding area)
3. Strathmore (and surrounding area)
4. Other

<NEXT>

Q1i Which of the following most closely describes your travel to Calgary and back to (Co/Ch/St) over the past year? Please consider a trip as going to Calgary and back to (Co/Ch/St) (going both ways as one trip). Would you say ... (ONE RESPONSE ONLY)

1. Four or more times a week
2. About once to three times a week
3. Less than once a week, but at least once a month
4. Less than once a month
5. Have not traveled between community and Calgary -> GO TO Q2
6. Other (specify) _____
7. Don't know -> GO TO Q2

<NEXT>

Q1B. Which of the following represents why you have traveled to Calgary and back to (Co/Ch/St) over the past year?

(ROTATE) Purpose	Yes	No	Don't know/ Refused
i. To get to and from work and/or school	1	2	3
ii. To go to and from shopping	1	2	3
iii. To go and from medical or personal appointments such as doctors, dentist banking, etc.	1	2	3
iv. To go to and from a restaurant, lounge, or bar	1	2	3
v. To go to and from recreational activities, cultural or sporting events, or social events and activities	1	2	3



Q2. Within the next couple of years, Calgary Regional Partnership is expected to pilot a public transit system that will provide regular transit service between (Co/Ch/St) and Calgary. It is expected that the public transit service to Calgary would take and pick up riders at locations such as a point of connection to the Calgary Transit system or in downtown Calgary.

The regional transit system will use vehicles that offer features such as individual seating, air conditioning or heating, bathrooms, and other attributes to ensure that riders are comfortable.

Considering the kinds of trips that you might take to Calgary and back to (Co/Ch/St), how likely would you use a public transit system as a method of travel if a one-way fare was \$6 to \$8 (note: a discounted monthly pass would be between \$155 and \$175) and the point of connection in Calgary was (INSERT A. & B. SEPARATELY). Please use a scale of 1 being extremely likely to 9 being not at all likely.

	1. Extremely likely	2	3	4	5	6	7	8	9. Not at all likely	10. D/k (DNR)
a. (Co) the Crowfoot LRT Station (Ch/St) the Rundle LRT Station	1	2	3	4	5	6	7	8	9	10
b. Downtown Calgary	1	2	3	4	5	6	7	8	9	10

Q3. For what reasons, if any, did you provide the likelihood ratings to the above questions?

<NEXT>

Q4. How might a regional public transit service make your community a better place to live?

<NEXT>

Q5. Please provide any additional comments or input that you might have about a regional public transit service.

(CHESTERMERE/STRATHMORE – GO TO D2)

<NEXT>

A local public transit service is being planned for Cochrane.

Q6. Generally, how likely would you use a local public transit service to travel within Cochrane if a one-way fare was \$2.00 to \$2.50 per trip? Would you be ...

- 1. Extremely likely
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9. Not at all Likely
- 10. (DNR) Don't know

Q7. For what reasons, if any, did you give the likelihood ratings to the above question?

<NEXT>

Q8 How might a local public transit service make Cochrane a better place to live?

<NEXT>

Q9 . What locations within Cochrane do you think should be served by a local public transit service (communities, specific locations, specific stores/facilities/streets/intersections/etc.)?

<NEXT>

Q10. Please provide any additional comments or input that you might have about a local public transit service.

<NEXT>

The final few questions are about your household. Your answers will help us to group your answers with those of others who have taken part in the survey. ALL answers will be kept strictly confidential.

D2. Do you own or have access to a personal vehicle such as a car, truck, motorcycle, etc. that you can use to travel from place to place?

1. Yes
2. No

D3. Do you have a job or go to school that requires you to regularly travel to Calgary?

D4. In what year were you born?

D5. Are you:

1. Male
2. Female
3. Other
4. Prefer not to answer

Appendix B – Demographic Information

Demographic Characteristics of Communities (2016 Federal Census)						
Characteristics	Descriptors	Cochrane	Chestermere	Strathmore	Calgary	
Population	2016	25,853	19,887	13,756	1,239,220	
	2011	17,580	14,824	12,305	1,096,833	
	% change	47.1	34.2	11.8	13.0	
	2016 Adults (18+)*	19,502	14,290	10,422	970,412	
Gender	(%)					
	Male	49	50	49	50	
	Female	51	50	51	50	
Age	(#)					
	0 to 4 years	1,975	1,545	905	77,985	
	5 to 9 years	1,890	1,745	980	79,365	
	10 to 14 years	1,630	1,530	905	69,630	
	15 to 19 years	1,405	1,300	880	69,730	
	20 to 24 years	1,255	1,020	765	78,640	
	25 to 29 years	1,765	1,110	835	100,140	
	30 to 34 years	2,135	1,605	960	109,445	
	35 to 39 years	2,130	1,740	950	100,400	
	40 to 44 years	1,970	1,765	985	93,405	
	45 to 49 years	1,695	1,475	930	87,810	
	50 to 54 years	1,805	1,405	915	86,890	
	55 to 59 years	1,710	1,290	805	82,265	
	60 to 64 years	1,500	950	775	65,120	
65 years and over	2,975	1,410	2,150	138,405		
Average age of the population	37.1	34.4	38.9	37.6		
Median age of the population	36.9	35.3	38.4	36.7		
Average size of census families	(#)	2.9	3.2	2.6	2.6	
Income	Median total income of households in 2015 (\$)	113,500	134,101	88,633	97,334	
	Prevalence of low income based on the Low-income cut-offs; after tax (LICO-AT) (%)	3.2	3.1	4.1	8.7	
Visible minority population	(%)	6	35	7	36	
Household Characteristics	Home Ownership (%)	86	92	79	71	
	Average monthly shelter costs for owned dwellings (\$)	1,705	2,142	1,397	1,612	
	Median value of dwellings (\$)	448,984	529,875	325,586	450,338	
Education	(%)					
	No certificate; diploma or degree	11	17	20	14	
	Secondary (high) school diploma or equivalency certificate	25	31	32	26	
	Postsecondary certificate; diploma or degree	64	53	48	61	
	Apprenticeship or trades certificate or diploma	8	8	11	5	
University certificate; diploma or degree at bachelor level or above	26	20	13	33		
Labour force status	(%)					
	Participation rate	74	75	71	73	
	Employment rate	69	70	64	66	
	Unemployment rate	7	7	9	10	
	Type of Occupation					
	Management occupations	13	15	10	11	
	Business; finance and administration occupations	15	17	14	18	
	Natural and applied sciences and related occupations	8	9	4	11	
	Health occupations	8	5	6	7	
	Occupations in education; law and social; community and government services	13	8	11	10	
	Occupations in art; culture; recreation and sport	3	1	1	3	
	Sales and service occupations	20	23	24	23	
	Trades; transport and equipment operators and related occupations	15	17	22	14	
Natural resources; agriculture and related production occupations	3	2	4	1		
Occupations in manufacturing and utilities	2	3	3	2		

*Estimate of 18 and 19 year olds from within 15 to 19 age group.

Appendix C – ON-IT Schedule

➔ AM SCHEDULE

	WB 12 AV. SE @ 3 ST. SE	NB 7 ST. NW @ HIGH COUNTRY DR. NW	SB MAIN ST. NW @ EDGAR AV. NW	EB CENTRE AV. W @ 3 ST. SW	EB CENTRE AV. E @ 1 ST. SE	WB CIMARRON BV. @ 32ND ST. E	WB CIMARRON BV. @ CIMARRON MEADOWS WY.	NB WOODGATE RD. @ COMMUNITY WY.	EB MILLIGAN DR. @ OKOTOKS DR.	EB MILLIGAN DR. @ 32ND ST. E	SB SHAWVILLE WY. SE @ SHAWVILLE LK. SE (SOMERSET BRIDLEWOOD LIFT STATION)	SB SHAWVILLE WY. SE @ SHAWVILLE LK. SE (SOMERSET BRIDLEWOOD LIFT STATION)	WB MILLIGAN DR. @ 32ND ST. E	WB MILLIGAN DR. @ VISSER WY.	SB WOODGATE RD. @ COMMUNITY WY.
STOPS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ROUTES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
502	5:48	5:53				6:13	6:15	6:17	6:30	6:32	6:56	7:03	7:27	7:29	7:44
500			6:04	6:09	6:11	6:33	6:37	6:39	6:54	6:56	7:20	7:27	7:51	7:53	8:08
502	6:48	6:53				7:13	7:15	7:17	7:30	7:32	7:56	8:03	8:27	8:29	8:44

● PARK-N-RIDE
 ■ TO CALGARY
 ■ FROM CALGARY

➔ PM SCHEDULE

	NB WOODGATE RD. @ COMMUNITY WY.	EB MILLIGAN DR. @ OKOTOKS DR.	SB SHAWVILLE WY. SE @ SHAWVILLE LK. SE (SOMERSET BRIDLEWOOD LIFT STATION)	SB SHAWVILLE WY. SE @ SHAWVILLE LK. SE (SOMERSET BRIDLEWOOD LIFT STATION)	WB MILLIGAN DR. @ 32 ST. E	WB MILLIGAN DR. @ VISSER WY.	SB WOODGATE RD. @ COMMUNITY WY.	EB CIMARRON BV. @ CIMARRON CH.	EB CIMARRON BV. @ 32 ST. E	WB CENTRE AV. E @ GOVERNMENT RD.	WB CENTRE AV. E @ 4 ST. SW	NB MAIN ST. NW @ EDGAR AV. NW	SB 7 ST. NW @ HIGH COUNTRY DR. NW	EB 12 AV. SE @ 3 ST. SE
STOPS	16	17	18	19	20	21	22	23	24	25	26	27	28	29
ROUTES	16	17	18	19	20	21	22	23	24	25	26	27	28	29
502	3:43	3:57	4:23	4:30	4:58	5:00	5:07	5:11	5:13				5:33	5:38
500	4:14	4:28	4:54	5:01	5:29	5:31	5:42	5:44	5:48	6:10	6:12	6:17		
502	4:43	4:57	5:23	5:30	5:48	6:00	6:07	6:11	6:13				6:33	6:38

Appendix D – Commuting to Work

Commuting to Work (2016 Federal Census)					
Main Mode	(%)				
	Car; truck; van - as a driver	86	90	85	71
	Car; truck; van - as a passenger	4	5	6	5
	Public transit	3	2	1	16
	Walked	3	2	4	5
	Bicycle	1	0	1	2
	Other method	3	1	3	1
Duration	(%)				
	Less than 15 minutes	30	15	43	17
	15 to 29 minutes	14	41	11	42
	30 to 44 minutes	26	33	18	26
	45 to 59 minutes	20	9	19	8
	60 minutes and over	10	3	10	6
Time Leaving Work	(%)				
	Between 5 a.m. and 5:59 a.m.	9	7	11	7
	Between 6 a.m. and 6:59 a.m.	27	24	22	20
	Between 7 a.m. and 7:59 a.m.	25	29	25	29
	Between 8 a.m. and 8:59 a.m.	16	16	19	18
	Between 9 a.m. and 11:59 a.m.	9	10	8	11
	Between 12 p.m. and 4:59 a.m.	14	14	15	15

Appendix E – Additional Survey Information

Use public transit - Either LRT Station or Downtown - All Cochrane, Chestermere, and Strathmore Respondents

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 1. Extremely likely	186	20.7	20.7	20.7
2	88	9.8	9.8	30.5
3	76	8.5	8.5	38.9
4	65	7.3	7.3	46.2
5	85	9.4	9.4	55.6
6	37	4.1	4.1	59.7
7	54	6.0	6.0	65.6
8	69	7.7	7.7	73.3
9 Not at all likely	227	25.3	25.3	98.5
Don't know	13	1.5	1.5	100.0
Total	900	100.0	100.0	

Frequency - To use public transit to and from Calgary * Use public transit - Either LRT Station or Downtown * Community Crosstabulation

Community				Use public transit - Either LRT Station or Downtown				Total
				1. Extremely likely	2	3	4	
Cochrane	Frequency - To use public transit to and from Calgary	Four or more times a week	Count % within Use public transit - Either LRT Station or Downtown	26 41.3%	8 17.8%	1 4.0%	6 17.1%	41 24.4%
		About once to three times a week	Count % within Use public transit - Either LRT Station or Downtown	24 38.1%	22 48.9%	12 48.0%	9 25.7%	67 39.9%
	Less than once a week, but at least once a month	Count % within Use public transit - Either LRT Station or Downtown	10 15.9%	14 31.1%	12 48.0%	14 40.0%	50 29.8%	
	Less than once a month	Count % within Use public transit - Either LRT Station or Downtown	3 4.8%	1 2.2%	0 0.0%	6 17.1%	10 6.0%	
	Don't know	Count % within Use public transit - Either LRT Station or Downtown	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	
	Total	Count % within Use public transit - Either LRT Station or Downtown	63 100.0%	45 100.0%	25 100.0%	35 100.0%	168 100.0%	
Chestermere	Frequency - To use public transit to and from Calgary	Four or more times a week	Count % within Use public transit - Either LRT Station or Downtown	15 29.4%	4 30.8%	4 19.0%	3 18.8%	26 25.7%
		About once to three times a week	Count % within Use public transit - Either LRT Station or Downtown	23 45.1%	6 46.2%	4 19.0%	4 25.0%	37 36.6%
	Less than once a week, but at least once a month	Count % within Use public transit - Either LRT Station or Downtown	11 21.6%	3 23.1%	12 57.1%	8 50.0%	34 33.7%	
	Less than once a month	Count % within Use public transit - Either LRT Station or Downtown	2 3.9%	0 0.0%	1 4.8%	1 6.3%	4 4.0%	
	Other	Count % within Use public transit - Either LRT Station or Downtown	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	
	Total	Count % within Use public transit - Either LRT Station or Downtown	51 100.0%	13 100.0%	21 100.0%	16 100.0%	101 100.0%	
Strathmore	Frequency - To use public transit to and from Calgary	Four or more times a week	Count % within Use public transit - Either LRT Station or Downtown	23 32.4%	7 25.0%	2 7.1%	1 7.7%	33 23.6%
		About once to three times a week	Count % within Use public transit - Either LRT Station or Downtown	29 40.8%	12 42.9%	7 25.0%	3 23.1%	51 36.4%
	Less than once a week, but at least once a month	Count % within Use public transit - Either LRT Station or Downtown	14 19.7%	7 25.0%	11 39.3%	6 46.2%	38 27.1%	
	Less than once a month	Count % within Use public transit - Either LRT Station or Downtown	3 4.2%	2 7.1%	8 28.6%	3 23.1%	16 11.4%	
	Other	Count % within Use public transit - Either LRT Station or Downtown	1 1.4%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	
	Don't know	Count % within Use public transit - Either LRT Station or Downtown	1 1.4%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	
Total	Count % within Use public transit - Either LRT Station or Downtown	71 100.0%	28 100.0%	28 100.0%	13 100.0%	140 100.0%		
Total	Frequency - To use public transit to and from Calgary	Four or more times a week	Count % within Use public transit - Either LRT Station or Downtown	64 34.6%	19 22.1%	7 9.5%	10 15.6%	100 24.4%
		About once to three times a week	Count % within Use public transit - Either LRT Station or Downtown	76 41.1%	40 46.5%	23 31.1%	16 25.0%	155 37.9%
	Less than once a week, but at least once a month	Count % within Use public transit - Either LRT Station or Downtown	35 18.9%	24 27.9%	35 47.3%	28 43.8%	122 29.8%	
	Less than once a month	Count % within Use public transit - Either LRT Station or Downtown	8 4.3%	3 3.5%	9 12.2%	10 15.6%	30 7.3%	
	Other	Count % within Use public transit - Either LRT Station or Downtown	1 0.5%	0 0.0%	0 0.0%	0 0.0%	1 0.2%	
	Don't know	Count % within Use public transit - Either LRT Station or Downtown	1 0.5%	0 0.0%	0 0.0%	0 0.0%	1 0.2%	
Total	Count % within Use public transit - Either LRT Station or Downtown	185 100.0%	86 100.0%	74 100.0%	64 100.0%	409 100.0%		

Crosstab

Community				Use public transit - Either LRT Station or Downtown				Total
				1. Extremely likely	2	3	4	
Cochrane	To use public transit - Winter would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	11 17.5%	10 21.7%	4 15.4%	5 14.3%	30 17.6%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	40 63.5%	26 56.5%	18 69.2%	26 74.3%	110 64.7%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	1 1.6%	3 6.5%	1 3.8%	0 0.0%	5 2.9%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	11 17.5%	7 15.2%	3 11.5%	4 11.4%	25 14.7%
	Total	Count % within Use public transit - Either LRT Station or Downtown	63 100.0%	46 100.0%	26 100.0%	35 100.0%	170 100.0%	
Chestermere	To use public transit - Winter would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	5 10.0%	3 21.4%	11 52.4%	7 43.8%	26 25.7%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	41 82.0%	10 71.4%	8 38.1%	9 56.3%	68 67.3%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	0 0.0%	0 0.0%	1 4.8%	0 0.0%	1 1.0%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	4 8.0%	1 7.1%	1 4.8%	0 0.0%	6 5.9%
	Total	Count % within Use public transit - Either LRT Station or Downtown	50 100.0%	14 100.0%	21 100.0%	16 100.0%	101 100.0%	
Strathmore	To use public transit - Winter would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	8 11.1%	4 13.8%	8 27.6%	3 23.1%	23 16.1%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	51 70.8%	23 79.3%	16 55.2%	7 53.8%	97 67.8%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	2 2.8%	0 0.0%	3 10.3%	0 0.0%	5 3.5%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	11 15.3%	2 6.9%	2 6.9%	3 23.1%	18 12.6%
	Total	Count % within Use public transit - Either LRT Station or Downtown	72 100.0%	29 100.0%	29 100.0%	13 100.0%	143 100.0%	
Total	To use public transit - Winter would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	24 13.0%	17 19.1%	23 30.3%	15 23.4%	79 19.1%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	132 71.4%	59 66.3%	42 55.3%	42 65.6%	275 66.4%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	3 1.6%	3 3.4%	5 6.6%	0 0.0%	11 2.7%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	26 14.1%	10 11.2%	6 7.9%	7 10.9%	49 11.8%
	Total	Count % within Use public transit - Either LRT Station or Downtown	185 100.0%	89 100.0%	76 100.0%	64 100.0%	414 100.0%	

Crosstab

Community				Use public transit - Either LRT Station or Downtown				Total
				1. Extremely likely	2	3	4	
Cochrane	To use public transit - Spring would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	12 18.8%	18 40.0%	10 38.5%	19 54.3%	59 34.7%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	35 54.7%	15 33.3%	10 38.5%	11 31.4%	71 41.8%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	2 3.1%	1 2.2%	0 0.0%	0 0.0%	3 1.8%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	15 23.4%	11 24.4%	6 23.1%	5 14.3%	37 21.8%
	Total	Count % within Use public transit - Either LRT Station or Downtown	64 100.0%	45 100.0%	26 100.0%	35 100.0%	170 100.0%	
Chestermere	To use public transit - Spring would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	27 54.0%	4 28.6%	4 18.2%	7 41.2%	42 40.8%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	18 36.0%	7 50.0%	12 54.5%	8 47.1%	45 43.7%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	0 0.0%	1 7.1%	3 13.6%	0 0.0%	4 3.9%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	5 10.0%	2 14.3%	3 13.6%	2 11.8%	12 11.7%
	Total	Count % within Use public transit - Either LRT Station or Downtown	50 100.0%	14 100.0%	22 100.0%	17 100.0%	103 100.0%	
Strathmore	To use public transit - Spring would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	14 19.4%	11 36.7%	14 48.3%	3 23.1%	42 29.2%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	35 48.6%	9 30.0%	10 34.5%	6 46.2%	60 41.7%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	1 1.4%	0 0.0%	1 3.4%	1 7.7%	3 2.1%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	22 30.6%	10 33.3%	4 13.8%	3 23.1%	39 27.1%
	Total	Count % within Use public transit - Either LRT Station or Downtown	72 100.0%	30 100.0%	29 100.0%	13 100.0%	144 100.0%	
Total	To use public transit - Spring would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	53 28.5%	33 37.1%	28 36.4%	29 44.6%	143 34.3%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	88 47.3%	31 34.8%	32 41.6%	25 38.5%	176 42.2%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	3 1.6%	2 2.2%	4 5.2%	1 1.5%	10 2.4%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	42 22.6%	23 25.8%	13 16.9%	10 15.4%	88 21.1%
	Total	Count % within Use public transit - Either LRT Station or Downtown	186 100.0%	89 100.0%	77 100.0%	65 100.0%	417 100.0%	

Crosstab

Community				Use public transit - Either LRT Station or Downtown				Total
				1. Extremely likely	2	3	4	
Cochrane	To use public transit - Summer would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	31 49.2%	27 58.7%	16 61.5%	18 51.4%	92 54.1%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	18 28.6%	8 17.4%	4 15.4%	12 34.3%	42 24.7%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	2 3.2%	2 4.3%	1 3.8%	0 0.0%	5 2.9%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	12 19.0%	9 19.6%	5 19.2%	5 14.3%	31 18.2%
	Total	Count % within Use public transit - Either LRT Station or Downtown	63 100.0%	46 100.0%	26 100.0%	35 100.0%	170 100.0%	
Chestermere	To use public transit - Summer would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	24 49.0%	9 64.3%	14 63.6%	6 35.3%	53 52.0%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	20 40.8%	3 21.4%	3 13.6%	9 52.9%	35 34.3%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	0 0.0%	1 7.1%	3 13.6%	1 5.9%	5 4.9%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	5 10.2%	1 7.1%	2 9.1%	1 5.9%	9 8.8%
	Total	Count % within Use public transit - Either LRT Station or Downtown	49 100.0%	14 100.0%	22 100.0%	17 100.0%	102 100.0%	
Strathmore	To use public transit - Summer would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	25 35.2%	15 50.0%	11 39.3%	7 53.8%	58 40.8%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	29 40.8%	9 30.0%	12 42.9%	4 30.8%	54 38.0%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	3 4.2%	0 0.0%	3 10.7%	0 0.0%	6 4.2%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	14 19.7%	6 20.0%	2 7.1%	2 15.4%	24 16.9%
	Total	Count % within Use public transit - Either LRT Station or Downtown	71 100.0%	30 100.0%	28 100.0%	13 100.0%	142 100.0%	
Total	To use public transit - Summer would be ...	Less than other seasons	Count % within Use public transit - Either LRT Station or Downtown	80 43.7%	51 56.7%	41 53.9%	31 47.7%	203 49.0%
		More than other seasons	Count % within Use public transit - Either LRT Station or Downtown	67 36.6%	20 22.2%	19 25.0%	25 38.5%	131 31.6%
		You would not use public transit	Count % within Use public transit - Either LRT Station or Downtown	5 2.7%	3 3.3%	7 9.2%	1 1.5%	16 3.9%
		Same as other seasons	Count % within Use public transit - Either LRT Station or Downtown	31 16.9%	16 17.8%	9 11.8%	8 12.3%	64 15.5%
	Total	Count % within Use public transit - Either LRT Station or Downtown	183 100.0%	90 100.0%	76 100.0%	65 100.0%	414 100.0%	

Crosstab

Community				Use public transit - Either LRT Station or Downtown				Total
				1. Extremely likely	2	3	4	
Cochrane	To use public transit - Fall would be ...	Less than other seasons	Count	13	12	7	17	49
			% within Use public transit - Either LRT Station or Downtown	20.3%	26.7%	26.9%	48.6%	28.8%
		More than other seasons	Count	37	21	13	12	83
			% within Use public transit - Either LRT Station or Downtown	57.8%	46.7%	50.0%	34.3%	48.8%
		You would not use public transit	Count	2	1	0	1	4
% within Use public transit - Either LRT Station or Downtown	3.1%	2.2%	0.0%	2.9%	2.4%			
Total	Total	Total	Count	12	11	6	5	34
			% within Use public transit - Either LRT Station or Downtown	18.8%	24.4%	23.1%	14.3%	20.0%
Chestermere	To use public transit - Fall would be ...	Less than other seasons	Count	6	4	4	11	25
			% within Use public transit - Either LRT Station or Downtown	12.2%	28.6%	18.2%	68.8%	24.8%
		More than other seasons	Count	38	7	13	4	62
			% within Use public transit - Either LRT Station or Downtown	77.6%	50.0%	59.1%	25.0%	61.4%
		You would not use public transit	Count	0	1	1	0	2
% within Use public transit - Either LRT Station or Downtown	0.0%	7.1%	4.5%	0.0%	2.0%			
Total	Total	Total	Count	5	2	4	1	12
			% within Use public transit - Either LRT Station or Downtown	10.2%	14.3%	18.2%	6.3%	11.9%
Strathmore	To use public transit - Fall would be ...	Less than other seasons	Count	14	4	9	7	34
			% within Use public transit - Either LRT Station or Downtown	19.7%	13.8%	31.0%	53.8%	23.9%
		More than other seasons	Count	36	18	18	4	76
			% within Use public transit - Either LRT Station or Downtown	50.7%	62.1%	62.1%	30.8%	53.5%
		You would not use public transit	Count	1	0	0	0	1
% within Use public transit - Either LRT Station or Downtown	1.4%	0.0%	0.0%	0.0%	0.7%			
Total	Total	Total	Count	20	7	2	2	31
			% within Use public transit - Either LRT Station or Downtown	28.2%	24.1%	6.9%	15.4%	21.8%
Total	To use public transit - Fall would be ...	Less than other seasons	Count	33	20	20	35	108
			% within Use public transit - Either LRT Station or Downtown	17.9%	22.7%	26.0%	54.7%	26.2%
		More than other seasons	Count	111	46	44	20	221
			% within Use public transit - Either LRT Station or Downtown	60.3%	52.3%	57.1%	31.3%	53.5%
		You would not use public transit	Count	3	2	1	1	7
% within Use public transit - Either LRT Station or Downtown	1.6%	2.3%	1.3%	1.6%	1.7%			
Total	Total	Total	Count	37	20	12	8	77
			% within Use public transit - Either LRT Station or Downtown	20.1%	22.7%	15.6%	12.5%	18.6%
Total	Total	Total	Count	184	88	77	64	413
			% within Use public transit - Either LRT Station or Downtown	100.0%	100.0%	100.0%	100.0%	100.0%

Appendix F – Community Comparisons

Community Comparisons - South vs. East/West ON-IT Regional Transit Service								
Characteristics	Descriptor	South				East/West		
		Okotoks	Turner Valley	Black Diamond	High River	Cochrane	Chestermere	Strathmore
Population	Population	28,881	2,559	2,700	13,584	25,853	19,887	13,756
	% Pop	61	5	6	28		59	41
Location	Kms from Calgary	22.9	48.0	44.0	44.8	21.0	15.6	46.2
ON-IT	ON-IT Ridership (Nov '16 to Nov '17)	6,607	537	860	1,668			
	% Ridership	68	18	28	54			
Demographics	Median age	36.3	41.5	46.0	42.6	36.9	35.3	38.4
	Average size of census family	3.1	2.8	2.8	2.8	2.9	3.2	2.6
	Household Income	\$ 116,163	\$ 85,440	\$ 76,288	\$ 78,956	\$ 113,500	\$ 134,101	\$ 88,633
	Gender (%)							
	Male	50	50	49	49	49	50	49
	Female	50	50	51	51	51	50	51
Mode	(%)							
	Car; truck; van - as a driver	87	88	91	84	86	90	85
	Car; truck; van - as a passenger	4	3	3	7	4	5	6
	Public transit	3	1	0	0	3	2	1
	Walked	4	7	5	6	3	2	4
	Bicycle	0	1	0	2	1	0	1
Other method	2	2	0	2	3	1	3	
Duration	(%)							
	Less than 15 minutes	32	26	26	49	30	15	43
	15 to 29 minutes	22	14	26	22	14	41	11
	30 to 44 minutes	24	19	14	13	26	33	18
	45 to 59 minutes	13	22	19	10	20	9	19
60 minutes and over	9	20	16	6	10	3	10	
Time Leaving Work	(%)							
	Between 5 a.m. and 5:59 a.m.	9	14	13	10	9	7	11
	Between 6 a.m. and 6:59 a.m.	24	25	26	21	27	24	22
	Between 7 a.m. and 7:59 a.m.	26	25	25	26	25	29	25
	Between 8 a.m. and 8:59 a.m.	17	18	13	16	16	16	19
	Between 9 a.m. and 11:59 a.m.	9	11	9	10	9	10	8
Between 12 p.m. and 4:59 a.m.	15	7	14	17	14	14	15	

Note: Ridership from Calgary to Okotoks between Nov. '16 and Nov '17 was approximately 1,363.



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