

# APPENDIX &

2 QQQH 4 XHWRQQDLUH 5 HVXON



D16-010-76



## 1. Where, and how often do you travel to/from most?

	Every day	A few times a week	A few times a month	A few times a year	Never	Response Count
Within my neighbourhood	<b>84.3% (107)</b>	15.7% (20)	0.0% (0)	0.0% (0)	0.0% (0)	127
Within my town/village	<b>74.8% (95)</b>	23.6% (30)	0.8% (1)	0.0% (0)	0.8% (1)	127
Within Huron County	<b>40.6% (56)</b>	36.2% (50)	20.3% (28)	2.9% (4)	0.0% (0)	138
Outside of Huron County	8.5% (11)	20.8% (27)	<b>53.8% (70)</b>	15.4% (20)	1.5% (2)	130
<b>answered question</b>						<b>142</b>
<b>skipped question</b>						<b>0</b>

## 2. How often do you use the following transportation options to reach your destination?

	Every day	A few times a week	A few times a month	A few times a year	Never	Response Count
Drive a vehicle	<b>71.7% (99)</b>	20.3% (28)	2.9% (4)	1.4% (2)	3.6% (5)	138
Carpool or vanpool	0.9% (1)	7.1% (8)	20.5% (23)	26.8% (30)	<b>44.6% (50)</b>	112
Ride a bike	3.4% (4)	24.6% (29)	21.2% (25)	<b>25.4% (30)</b>	<b>25.4% (30)</b>	118
Walk	25.0% (32)	<b>32.8% (42)</b>	22.7% (29)	11.7% (15)	7.8% (10)	128
Passenger in a vehicle	4.1% (5)	35.0% (43)	<b>35.8% (44)</b>	18.7% (23)	6.5% (8)	123
Transportation service (such as Town and County Support Services)	0.0% (0)	2.6% (3)	0.9% (1)	3.5% (4)	<b>93.0% (107)</b>	115
Taxi	0.8% (1)	1.7% (2)	2.5% (3)	17.8% (21)	<b>77.1% (91)</b>	118
Other (please specify)						9
<b>answered question</b>						<b>142</b>
<b>skipped question</b>						<b>0</b>






**3. Please identify, from the following list, the top 5 improvements that might encourage you to use alternative modes of transportation to automobiles, where (1) = most important and (5) = least important.**

	1	2	3	4	5	Rating Average	Response Count
More multi-use hiking and cycling trails	24.4% (19)	<b>35.9% (28)</b>	14.1% (11)	11.5% (9)	14.1% (11)	2.55	78
Bikes lanes or paved shoulders on roads	<b>55.8% (48)</b>	19.8% (17)	8.1% (7)	5.8% (5)	10.5% (9)	1.95	86
Improve connections to key destinations (schools, shopping, community centres)	22.6% (19)	16.7% (14)	<b>28.6% (24)</b>	15.5% (13)	16.7% (14)	2.87	84
Better education about alternative transportation modes	4.5% (3)	21.2% (14)	<b>28.8% (19)</b>	19.7% (13)	25.8% (17)	3.41	66
Maps identifying cycling, trail and pedestrian routes	2.8% (2)	19.7% (14)	29.6% (21)	<b>31.0% (22)</b>	16.9% (12)	3.39	71
Shower/change facilities at schools/places of employment	8.1% (5)	12.9% (8)	14.5% (9)	30.6% (19)	<b>33.9% (21)</b>	3.69	62
Secure bicycle parking	9.8% (6)	11.5% (7)	<b>27.9% (17)</b>	<b>27.9% (17)</b>	23.0% (14)	3.43	61
					Other (please specify)		19
					<b>answered question</b>		<b>119</b>
					<b>skipped question</b>		<b>23</b>




**4. Please identify, from the following list, the top 5 strategies in the development of the Transportation Demand Management Plan for Huron County, where (1) = most important and (5) = least important.**

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Rating Average</b>	<b>Response Count</b>
Improve the quality of life and health of Huron County residents	<b>44.7%</b> <b>(46)</b>	17.5% (18)	15.5% (16)	8.7% (9)	13.6% (14)	2.29	103
Improve connections between the communities in Huron County	21.3% (19)	<b>33.7%</b> <b>(30)</b>	24.7% (22)	13.5% (12)	6.7% (6)	2.51	89
Provide better access to schools, places of employment and other destinations	18.8% (16)	21.2% (18)	<b>24.7%</b> <b>(21)</b>	20.0% (17)	15.3% (13)	2.92	85
Improve walking and cycling as transportation options	23.7% (22)	<b>29.0%</b> <b>(27)</b>	18.3% (17)	11.8% (11)	17.2% (16)	2.70	93
Provide better access to commercial areas (e.g. retail shopping areas, etc.)	9.8% (8)	17.1% (14)	20.7% (17)	<b>30.5%</b> <b>(25)</b>	22.0% (18)	3.38	82
Reduce greenhouse gas emissions in the County by reducing single-occupant vehicle trips	16.3% (14)	20.9% (18)	20.9% (18)	<b>22.1%</b> <b>(19)</b>	19.8% (17)	3.08	86
Get to appointments and run errands	24.2% (15)	22.6% (14)	<b>25.8%</b> <b>(16)</b>	11.3% (7)	16.1% (10)	2.73	62
Other (please specify)							8
<b>answered question</b>							<b>121</b>
<b>skipped question</b>							<b>21</b>



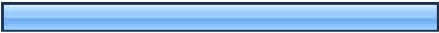
**5. What do you think are barriers to available transportation options in Huron County? (Check all that apply).**

		Response Percent	Response Count
The cost		73.6%	81
Limited service area/distance between home and destinations		64.5%	71
Lack of options/services available		72.7%	80
Limited hours of service		46.4%	51
Limited knowledge of the options available		36.4%	40
	Other (please specify)		6
<b>answered question</b>			<b>110</b>
<b>skipped question</b>			<b>32</b>




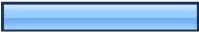
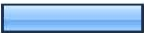

**6. In your opinion, what are the top three transportation improvements in Huron County that you would like to see? \*Please see full reponseg following page 7 of these results**

		Response Percent	Response Count
1)		100.0%	105
2)		81.9%	86
3)		64.8%	68
<b>answered question</b>			<b>105</b>
<b>skipped question</b>			<b>37</b>










**7. In your opinion, what are the top three biggest challenges or constraints for Huron County to providing greater transportation choices? \*Please see full responses following page 7 of these results**

		Response Percent	Response Count
1)		100.0%	100
2)		80.0%	80
3)		66.0%	66
<b>answered question</b>			<b>100</b>
<b>skipped question</b>			<b>42</b>

**8. Please indicate your age range.**





		Response Percent	Response Count
18 years or younger		0.8%	1
19 - 29 years		13.3%	16
30 - 39 years		17.5%	21
<b>40 - 49 years</b>		<b>29.2%</b>	<b>35</b>
50 - 59 years		20.8%	25
60 + years		18.3%	22
<b>answered question</b>			<b>120</b>
<b>skipped question</b>			<b>22</b>

**9. Please indicate the municipality you reside in.**

		<b>Response Percent</b>	<b>Response Count</b>
Corporation of the Township of Ashfield-Colborne-Wawanosh (Formerly Ashfield, Colborne and West Wawanosh Townships)		2.5%	3
Corporation of the Municipality of Bluewater (Formerly Hay and Stanley Townships, plus the Villages of Bayfield, Hensall and Zurich)		11.9%	14
Corporation of the Municipality of Central Huron (Formerly Goderich and Hullett Townships, and the Town of Clinton)		19.5%	23
<b>Corporation of the Town of Goderich</b>		<b>27.1%</b>	<b>32</b>
Township of Howick		1.7%	2
Corporation of the Municipality of Huron East (Formerly Grey, McKillop and Tuckersmith Townships, Village of Brussels, and Town of Seaforth)		11.9%	14
Corporation of the Municipality of Morris - Turnberry (Formerly Morris and Turnberry Townships)		4.2%	5
Corporation of the Township of North Huron (Formerly Village of Blyth, Township of East Wawanosh, and Town of Wingham)		10.2%	12
Corporation of the Municipality of South Huron (Formerly Stephen and Osborne Townships and Town of Exeter)		11.0%	13
	Other (please specify)		1
<b>answered question</b>			<b>118</b>



**10. Please enter your e-mail address here if you would like to be kept informed about the status of this study. (The address that you supply here will be used only to send you updates about the current planning process and the status of this study.) If you wish to provide additional comments to the study team or be notified directly when a study update is posted on the Huron County web site, please provide us with the following information: (The contact information that you supply here will be used only to send you updates about the current planning process and the status of this study.)**

		Response Percent	Response Count
Name		84.4%	38
Email		95.6%	43
Phone Number		48.9%	22
Fax Number (Optional)		4.4%	2
		<b>answered question</b>	<b>45</b>
		<b>skipped question</b>	<b>97</b>



## HURON COUNTY - Transportation Demand Management

In your opinion, what are the top three transportation improvements in Huron County that you would like to see?

1	2	3
Reduce spending on paving (get more years out of a paving job, ie Cty Rd 25 Blyth to Dunlop that wasnt that bad)		
Paved shoulders on roads (i.e.) bike lanes	More walking/hiking trails	Increased public transit for seniors
message board for car pooling	busing?	
Bike Lanes	About Town running North and South (not just east and west)	Bus passes (or reduced prices) for people living on low-incomes
Cycling lane on County roads and on major streets in towns	Require bike parking facilities at new developments through the site plan review process	Public transit between major urban centres
bike lanes connecting villages&towns	do you need to drive campaign?	encouraging car pooling
Organized carpooling system	Highway widening for bikes	Education about services available
bus service from major centres out of county to towns in the county	bus service between towns in the county	better service within each town
Public Transportation between towns and cities	Well funded systems of volunteer drivers - not at great cost to low income, perhaps a sliding scale	Shuttle services from low income areas to shopping, appointments
transportation between towns/cities	access to services	
Improve our current road system	Council utilize more funds to keep up road system	Bicycle paths
bus service to the city	bus service in town for longer periods of time	better run taxis
Transportation hub system	Car pool system as part of hub	Integrate commercial and volunteer travel resources
wider service/access area	options	reduce/eliminate costs
bike and walking trails	bike lanes on roadways	encourage carpooling
bus service along Hwy 21 to service the tourist areas along the lake for visitors and employees	bicycle trails that connect along the lake to connect residential areas and villages and towns	subsidized taxi service for seniors and people without transportation so they are not isolated
Bike lanes	better taxi services (faster, more cars, 24hr service)	

road density reduction in sensitive areas	bike lanes esp. on main roads	avail. multi-purpose paths ie. walk, bike, ski
Low speed limit on road cycling routes	Safe Routes to Schools & Business	
Paved shoulders on Highways 8 and 21	Bike lanes or rights-of-way on paved secondary roads	Completion of Goderich-Auburn rail trail to Auburn (or Blyth)
bike lanes	senior public transport outside of town limits	car driver awareness of road rules regarding bikes
bike lanes, paved shoulders between and in communities	start to offer public transportation options	education on transportation options
bike lanes on designated roads	more connecting roads that are paved (chip&tar)	make access more bike friendly in shopping areas, schools etc
Bike lanes on major roads	Car driver's awareness of cyclist's rights	
More room on the road to cycle(more pavement)	Driver awareness of other road users.	increased speed limit to 100kmh
More integration of transportation services between communities	Reliable, frequent and cost effective transportation between communities	Collaboration between hospitals, services and business to come up with solutions
bike lanes	bike parking	
paved cycling lanes		
bike lanes	user support for commercial transportation (busing etc)	incentive to car pool to common destinations
bike lanes on roads and highways		
more bike paths	paved shoulder to the Pinery	keep new bus going- great!!
cycle friendly roads	bus service	car-pooling website
bicycle lanes on all major roads	carpooling options	education on transportation options
bike lanes	bike paths	intra town public transportation
cycling lanes on major roads	watch for cyclist signs or share the road	bus service to Goderich daily from larger centres
bicycle lanes on/beside highways	driver and cyclist road safety awareness	wider roadways
safe bicycle routes	inter-community buses	passenger train Goderich - Stratford corridor
More and better public transportation	Improved cycling/walking connections	Improved cycling education
Start with a transit service between the towns	optimize the usage of vehicles already on the road	car pooling options for some of the larger factories such as Sifto
Affordable shuttle bus services between towns	Bike lanes on county roads	More carpooling
Bicycle lanes on Highway 21	Paved backroads suitable for cycling	Shuttles to places of employment

sensible public transportation connections from centres within Huron County to larger, out-of-County centres	safe bicycle routes connecting locations (i.e. GART almost reaches Auburn!)	Provide commuter transportation at peak hours
paved shoulders on roads for cycling	links for walking and biking between destinations	links between towns
paved shoulders and trails for bicycle use	more info/education/availability on public transit	car pooling
bike lanes on busy streets in towns		
Bike Lanes	Road Closures for Pedestrian Only Events	Improved inter-town trail network
sidewalks and walking trails to destinations	retail available in the downtown core	bike racks
Bike routes		
carpool parking	improve rail usage	bike lanes
Public Transit	Choices re: mode of trans	improved education
Transit available		
none		

**HURON COUNTY - Transportation Demand Management**

**In your opinion, what are the top three transportation improvements in Huron County that you would like to see?**

1	2	3
Distances between communities	Cost - Our population base isnt that large.	Convenience - My car goes where I want it to, when I want it to
Sparse population, large delivery area makes transportation costly	Difficult to establish trails on privately owned lands	Difficult to negotiate bike lanes on Provincial Hwys (MTO issues)
the cost	the cost	the cost
Funds	Centralized services (greater distance to travel)	High % rural residents
Political will	Cost	Public acceptance
cost	number of users	area, distances to cover
Rural community	Cost to provide services	Co-ordination of transportation efforts
distance to remote rural areas	cost of transportation	
Too few people to support Public Transportation system	How to service people in isolated rural areas with transportation routes	The will to address this situation with financial expenditure
costs	frequency	
Cost		
Cost	Low population base	large area
regular scheduling of services	not enough people using the services	lack of knowledge of services available
Driving habit for any trip over two blocks	Centralization of municipal and health services	Consolidation of Schools - unproven strategy
lack of knowledge	limited money/options	distance (country to town)
towns and villages are soo spread out	cost	
amount of use to make it economically feasible	no start-up business incubation assistance	closed mindedness
Distance		
Cost	infrastructure	

cash	approval from landowners for paths	people to do it
Low Priced Fossil Fuels	Low population density	Total population
Lack of vision		
cost	support	
distance of trip. over 10 km and bicycle becomes less attractive for most	population density to make public transporation viable	habit to take vehicle to destination no matter the distance
lack of pop growth and tax base	lack of resources	already high taxes
money	personel	expanse of road system
The vast geography of Huron County	My turf' attitude of the various municipalities	Cost
cost	education	
cost or perceived cost		
persuading funding to be directed to bike lanes		
convincing council to make bike lanes a priority	convincing people to use busing available	spanning our broad area
diverse, low-density population		
cost	education	knowledge
Lack of population to fund	Service schedules will be probably be too infrequent. If inconvient, people won't use.	Cost
distance	politics	lack of knowledge
price	distance	desire to make changes
distances between communities	closed minded residents	lack of motivation to do other than drive everywhere-- apathy-
political will/cooperation	cost	public cooperation
no incentive to give up car travel - gas too cheap	critical mass for bus and train travel	cost for bike paths
Population density to offer high quality transit	Embedded car culture	
Cost	Lack of critical mass	Education of Consumers
Cost of implementation		
cost	distance	willingness to participate

People in rural areas are so used to taking their own cars, they are not willing to put up with any scheduling inconvenience. This includes public transportation, taxis and even car-pooling.	People living in small towns often use car for very short hauls. The same distance travelled within a city would more likely be walked or bicycled.	Stores providing basic necessities (groceries, personal care) are being located further away from where people live. Small villages can no longer support a small variety store, and even within larger centres (Goderich, Exeter) food and drug stores are being located on the outskirts of town, inhibiting walking or cycling to stores.
political choice to dedicate funds to pave shoulders	making the decision to try alternate to car transportation	encouraging seniors to use bus and support transportation options
distance	weather	cost
distance between towns/villages	cost of extra paving for bike lanes	
Getting the critical-mass of participation	Old fashioned ideas about car access needed for shopping districts	Fast-paced lifestyle - no time to walk or bike
distance between communities	highway commercial retail is not accessible by walking or biking	established behaviours
distance between communities	need bike lanes along Highway 8 (in town)	need paved shoulders for bikes in the country
private railway operation	property for carpool parking	cost
Cost	Community support/education	viable/usable vision
lack of people		
too large a distance between towns		
No public transportation	Rural residents must drive to get to services	Snow- hard to bike/ walk
rural area get let out	people not knowing what options they have	people have no funds to pay for taxi too expensive
Cost	Cost	Cost
affordability	time	consistency
Cost		



cost	small population	overcoming existing expectations
funding	focus on traditional methods of transportation	engaging youth participation
Feasibility	Proper usage	Resources
cost (bike lanes, public transit, etc.)	changing people's habits (people are generally too selfish and lazy to give up their cars and/or change their habits)	
distance	availability	pricing
cost		
cost		
funding	low population density	distance
getting people to use service instead of own car	cost	accessibility
weather	cost	habits of residents
money	will	leadership
Funding		
Lack of funds & resources	the area that needs to be covered	affordable transportation
funding	unwillingness of province to provide wide paved shoulders	small population
money	distance between centres	rural area
Sharing the road with bikes	The distances between towns create time issues	The rapid changes in the weather.
budget	maintenance	budget
distance between centres	cost for both the municipality and the user	sporadic usage certain months of the year
cost	rural	limited knowledge of options
cost	community participation	motivation
Cost	Time	Realizing it's not on their priority list
Space	Money	Uptake
Large geographic area	Lack of resources	Lower population density
Large area with few people - we don't have the critical mass needed to make regular public transportation affordable	Many people don't work close to where they live. In many families, at least one member needs to drive to work.	Many of us have been spoiled over the years with one person, one car. We don't want to give up the flexibility that that offers.
Not enough people need alternative transportation to pay for services		

gas prices	weather	lack of knowledge
size	cost	
cutbacks		
cost	eligibility	hours of work
Arrangement		
cost		
Cost	land	
\$\$\$		
cost	demand	
cost	distance	
cost		
cost	limited use	small market
distance from larger centres - London, Stratford, Goderich	not a large population - to have more than a few vans, etc.	and possibly funding
none		
Lack of otion	Limited service	Limited knowledge
Distance from Exeter to London or Stratford for medical purposes.	Drivers for cancer patients to London are reimbursed.	