



Automated Shuttle Trial Public Consultation Report

Phase 1: September 9 to October 31, 2019



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Client: Transportation Services – Automated Vehicles

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Overview

Phase 1 Communications & Consultation Summary

From September 9, 2019 to October 31, 2019 the Automated Shuttle Trial project team carried out public communications and consultation activities to raise awareness and gather early input to inform the project plan, prior to finalizing the request for proposals for an automated transit shuttle service on a trial basis.

Highlights from the Phase 1 activities include the following:

- The project was announced by Mayor Tory at the NACTO transportation conference (September 9)
- Mainstream media covered the project, including CTV, City News, Toronto Star, CBC News, 680 News, BlogTO, Daily Hive and others
- Information was shared via posts on Twitter from @cityoftoronto
- 585 flyers were hand delivered by the project team to all homes on potential routes being considered for the automated shuttle, including many doorstep conversations (September 13)
- Over 2,900 flyers were delivered by Canada Post (unaddressed) ad mail to the wider West Rouge community (September 16-29)
- Over 3,000 visits were made to the project web page: toronto.ca/AVshuttle
- Over 400 people responded to the online survey, including 134 who recorded that they live in the West Rouge neighbourhood
- 170 people subscribed to the e-Updates Automated Shuttle Trial email list
- 39 people participated in the October 2 public drop-in event at the West Rouge Community Centre
- City of Toronto and Metrolinx staff presented at the West Rouge Community Association Annual General Meeting (October 16)

Overall, West Rouge local and wider public response was very supportive of the project concept as presented. The route Option 1 via Friendship Avenue (the current recommended route by the project team) received the most support, with less than 17% of survey respondents who recorded they do not support this route. While many respondents have questions, and some have concerns, the feedback from first impressions was generally very positive.

The most common reasons expressed for supporting the project:

- The potential of a convenient option to avoid driving, and not have to compete for parking at the GO station parking lot,
- Interest in seeing a demonstration and potential opportunity to try a new technology
- Appreciation for the vehicle being zero-carbon, "clean" technology

The most common concern was the safety of self-driving vehicles, especially around children.

Further details on the communication activities and consultation results are provided in this report.

Additional analysis of survey data and other details are available on request from the project team by contacting automatedvehicles@toronto.ca.

Project Purpose

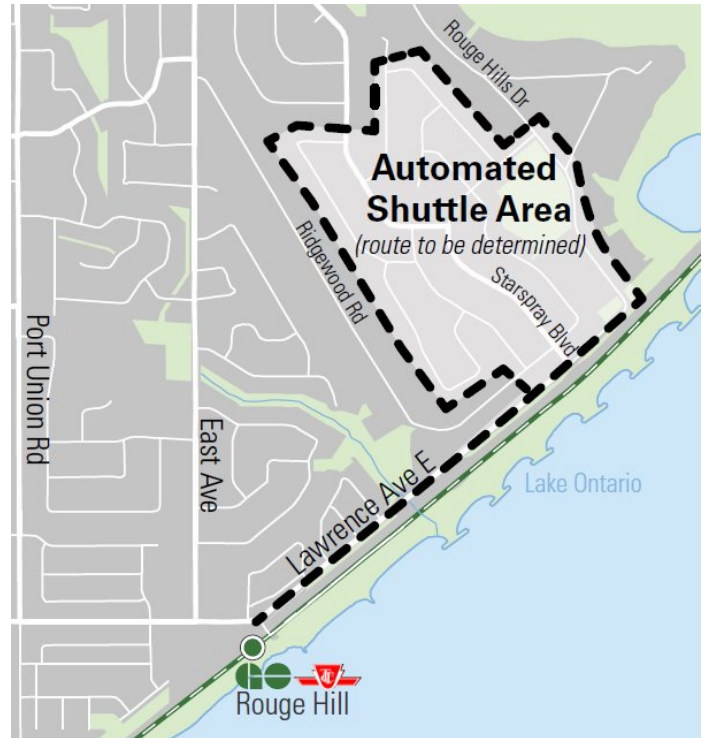
The purpose of the Automated Shuttle Trial:

To test and deploy an automated shuttle to fill an existing unmet need in the public transit system.

Background

The Automated Shuttle Trial is a partnership between the City of Toronto, Toronto Transit Commission ("TTC"), and Metrolinx. Together, the partners will conduct a temporary trial with an automated transit shuttle that can operate without a driver (however, an operator will always be on board to oversee the vehicle's operations). The trial service, as currently proposed, would connect residents in the West Rouge neighbourhood to the Rouge Hill GO station at peak hours (morning and evening) during the week.

The project is intended to provide exposure to and experience with this new type of vehicle for local transit operators, the TTC and Metrolinx, and for the City's Transportation Services Division as the manager of the road-based transportation system. The trial shuttle service will also allow the public to learn about these new vehicles and the potential type of service gap they could fill.



The City of Toronto is receiving funding for the pilot project from Transport Canada via the Program to Advance Connectivity and Automation in the Transportation System (ACATS).

At its July 2018 meeting, Toronto City Council authorized the General Manager of Transportation Services to advance the project by entering into the agreement with Transport Canada and developing an MOU with the TTC and Metrolinx to deliver the project ([PW31.7](#)).

Objectives of Public Engagement

The key objectives for communication and consultation on this project are as follows:

1. **Inform and educate** all relevant stakeholders and the public about the pilot project, including possible community benefits.
2. **Promote the service** to encourage ridership.
3. **Incorporate ideas** of stakeholders and the public into the design and operation of the pilot project, where feasible.
4. **Manage concerns** of stakeholders and the public, including safety concerns, to ensure the pilot project is deployed according to schedule and fulfills its objectives.

5. **Show how the partner agencies** are collaborating to solve problems, making commutes easier and innovating.
6. **Increase public support for and familiarity** with innovation in the public transit system, specifically for last-mile solutions like shuttles and automation.
7. **Harvest public opinion** before, during, and after the pilot project (broader GTHA public, customers and host community).

Communications

The following methods of communication were used to raise awareness of the project and invite people to learn more and provide early input during Phase 1 of the engagement plan.

- **Media**

- Coverage by CTV, City News, Toronto Star, CBC News, 680 News, BlogTO, Daily Hive and others
- Responses to media requests

- **Social Media**

- Posts on City of Toronto accounts
 - Twitter [@cityoftoronto](#) and [@TO_Transport](#)
 - Instagram [@cityofto](#)
 - Facebook [@cityofto](#)
- Shared on [West Rouge Residents facebook group](#) (private group, 3,492 members)

- **Flyer** to promote the online consultation and

public event. *See copy of the flyer and distribution areas in the appendices.*

- 585 flyers hand delivered by the project team to all homes on potential shuttle routes, including many doorstep conversations (September 13)
- 2,977 flyers delivered by Canada Post (unaddressed Neighbourhood Mail) to the area bounded by: Island Rd., Rouge Hills Dr., Lawrence Ave E. and East Ave (September 16-29)

- **Emails**

- Copies of the flyer and links to the web page were shared with the West Rouge Community Association (WRCA) and Centennial Community and Recreation Association (CCRA), encouraging them to share starting September 13, 2019.
- An invite to participate in the online survey was sent to the City's Automated Vehicles stakeholder list on September 25, 2019, and to also the City's Automated Vehicles email list on October 17, 2019.
- 170 people subscribed to the e-Updates Automated Shuttle Trial email list



- Website (toronto.ca/AVshuttle)
 - Provides basic summary and detailed information (see screen grab in Figure 1)
 - Provides project email and phone number
 - 3,179 users visited the project web page during Phase 1 (see Figure 2)
 - 370 downloads of the mobile-friendly information panels

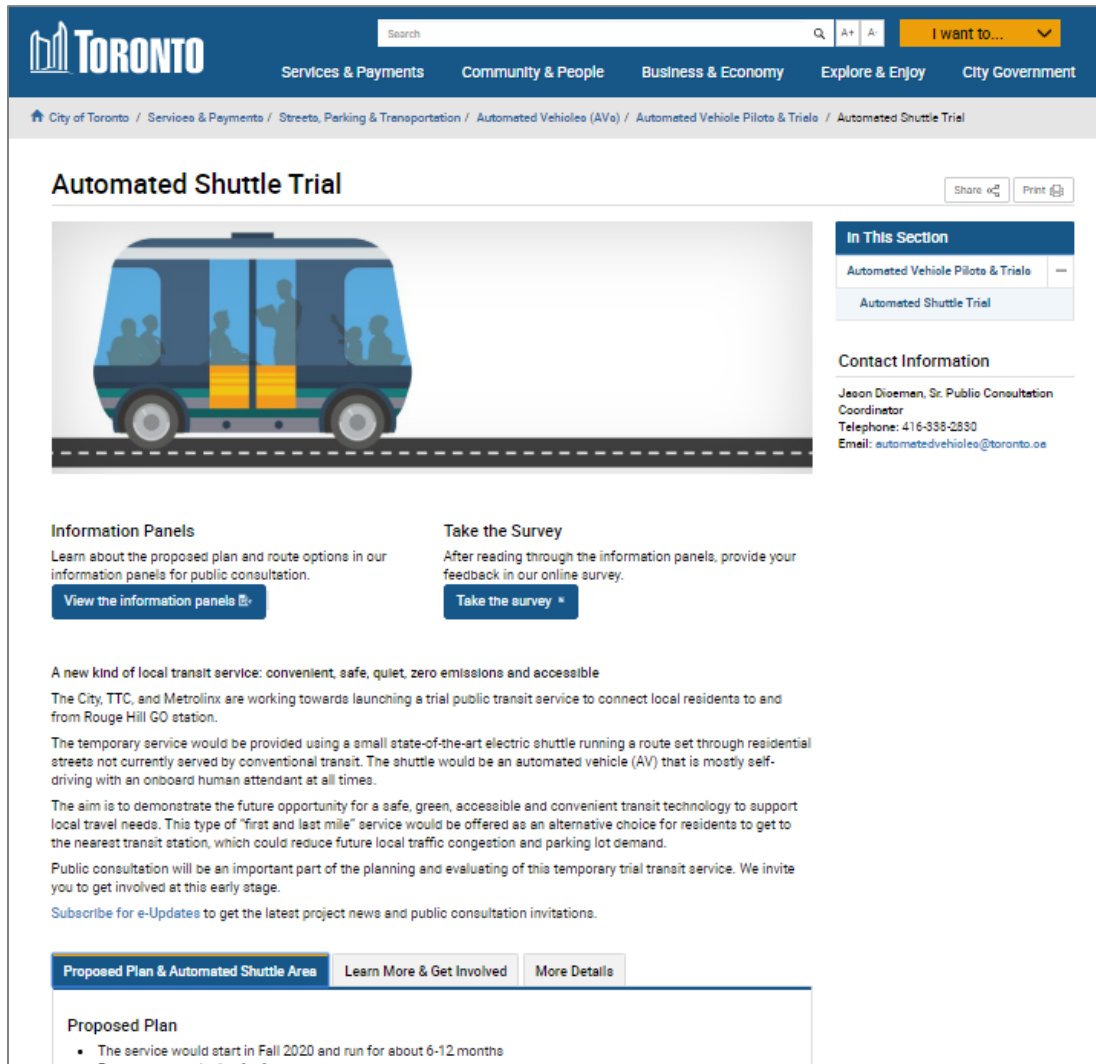


Figure 1 Screen shot of project web page during consultation period (September 25, 2019)



Figure 2 Chart of user visits to toronto.ca/AVshuttle from September 9 to October 31, 2019

According to the survey results, social media was the most effective means by which participants became aware of the project (see Figure 3).

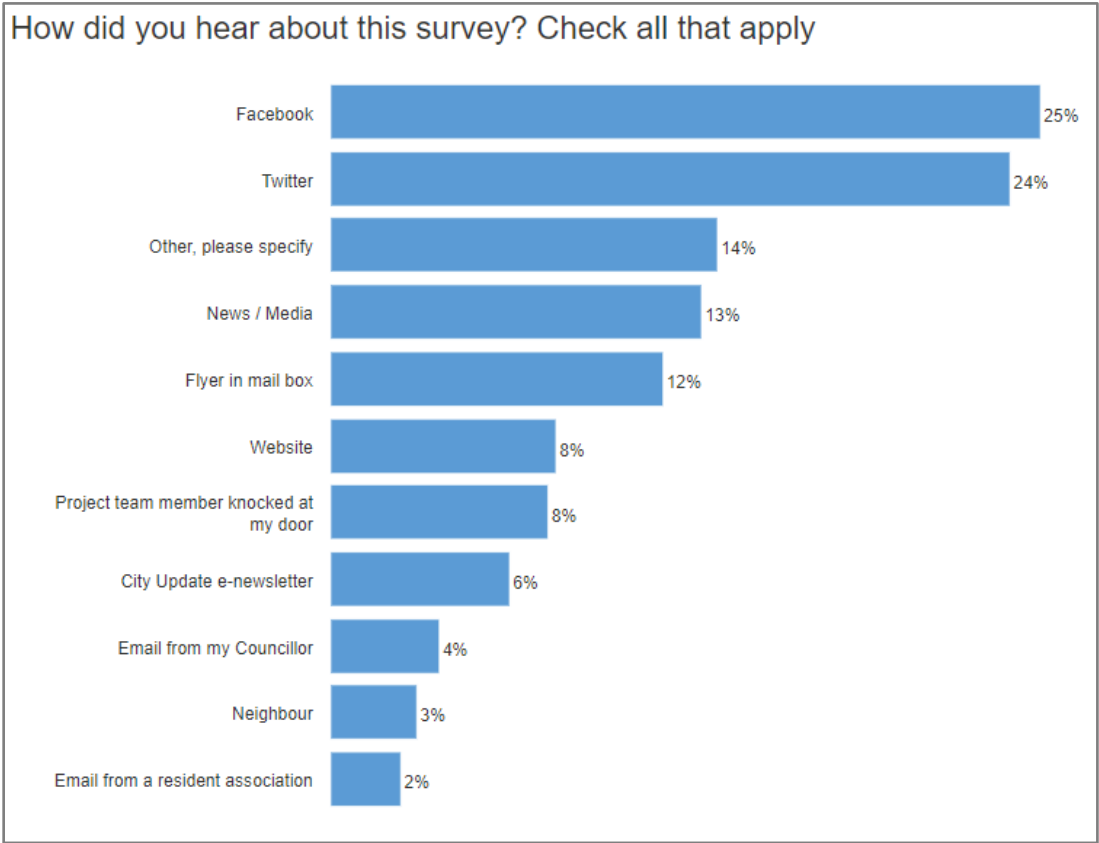


Figure 3 Chart of survey results for question: "How did you hear about this survey?"

Feedback Received

The two principal methods for receiving input from the public on the Automated Shuttle Trial project in Phase 1 were the online survey and the public drop-in event. Staff also presented at the West Rouge Community Association Annual General Meeting. The initial door-knocking distribution of flyers along potential routes also provide early informal anecdotal impressions of public sentiment for the project.

No comments or questions about the project were received by phone or email.

A summary of the participation numbers is provided below. A summary of the opinions, comments and questions received from all three engagements is provided in the Feedback Summary section.

Online Survey

The online survey was linked prominently from the project web page at toronto.ca/AVshuttle.

A print version of the survey is included in the appendix.

The survey received input from September 13 to October 31, 2019. Participation rates were as follows:

- 467 survey responses received (answered at least key opinion questions)
- 390 survey responses were completed to the very end
- 134 survey respondents recorded that they live in the West Rouge neighbourhood

The age range of participants was largely representative of the local population (based on Demographic Profiles of [Ward 25 – Scarborough-Rouge Park](#)), although somewhat over-representative of age 30 to 39 (by about 9%), and a somewhat under-representative of seniors over 60 (approximately by 7%) (see *Figure 4*). The gender identity of participants was not, however, representative of the general population. Two times as many people that identify as men participated compared to women (see *Figure 5*).

Survey Participation by Age

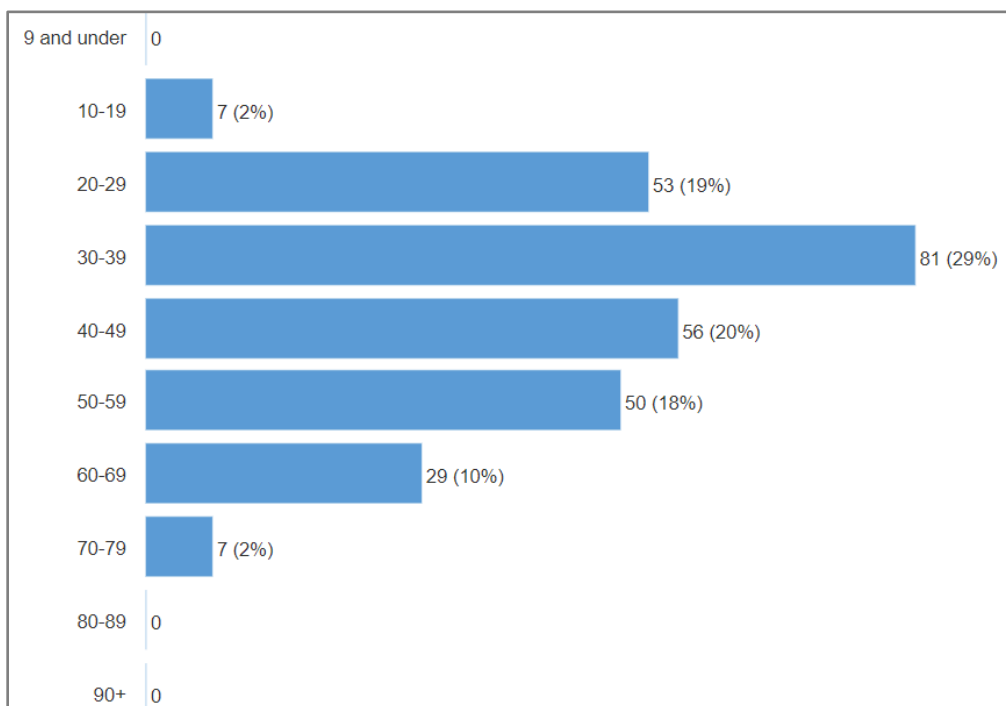


Figure 4 Chart of survey results for question "Your age"

Survey Participation by Gender

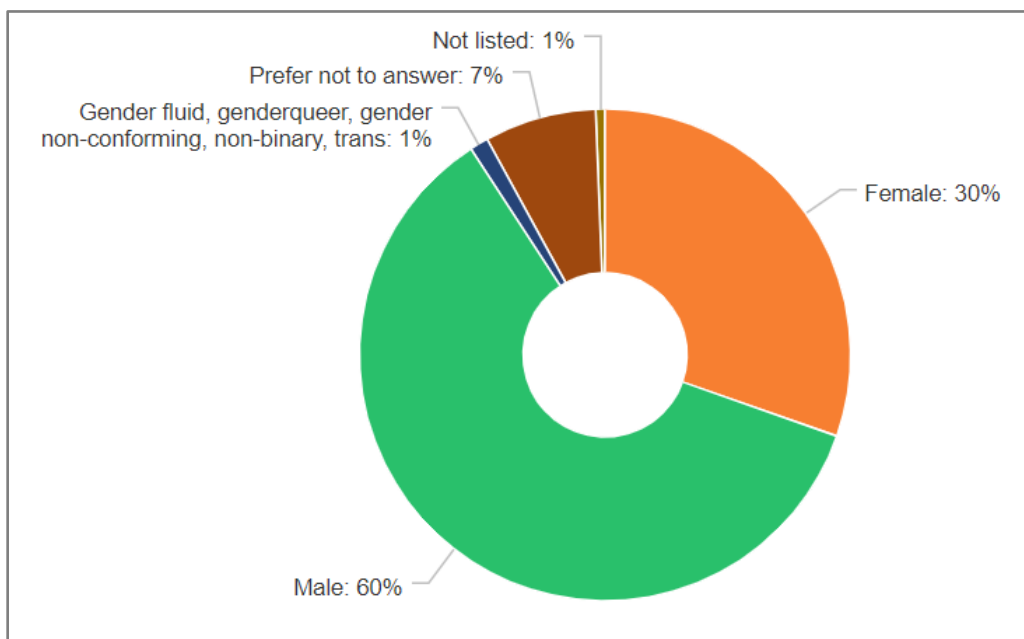


Figure 5 Chart of survey results for question "Your gender..."

The survey results data was reviewed and there are no concerns of fraudulent trends from repeat submissions from single sources.

More details about survey participant demographics is available in the separate [online survey data report](#) and/or on request.

Public Drop-in Event

The public consultation event was held on October 2, 2019, from 3:30 p.m. to 8 p.m. at West Rouge Community Centre (270 Rouge Hills Drive).

The display panels were the same as the information panels presented on the web page.

39 residents participated in the event.

Staff recorded approximately 60 comments from discussions with residents.

13 event participants completed the online survey following the event.

No paper comment forms were submitted.



West Rouge Community Association AGM

City of Toronto staff presented at the West Rouge Community Association Annual General Meeting on October 16, 2019. The presentation was done in partnership with Metrolinx staff who provided an update on the Rouge Hill GO station.

Approximately 50 members attended.

The presentation was based on the published information panels.



Feedback Summary

Overall, West Rouge local and wider public response was very supportive of the project concept as presented. The route Option 1 via Friendship Avenue (the current recommended route by the project team) received the most support, with less than 17% of survey respondents who recorded they do not support this route.

About two-thirds (66%) of survey respondents said they thoroughly read the information panels, and one-third (29%) said they "skimmed" though them.

First Impressions

Initial responses to the project information were very positive, with 78% agreeing the project "sounds great" and only 12% disagreeing. Nearly half (44%) of participants responded that they had questions about AV technology.

First Impressions

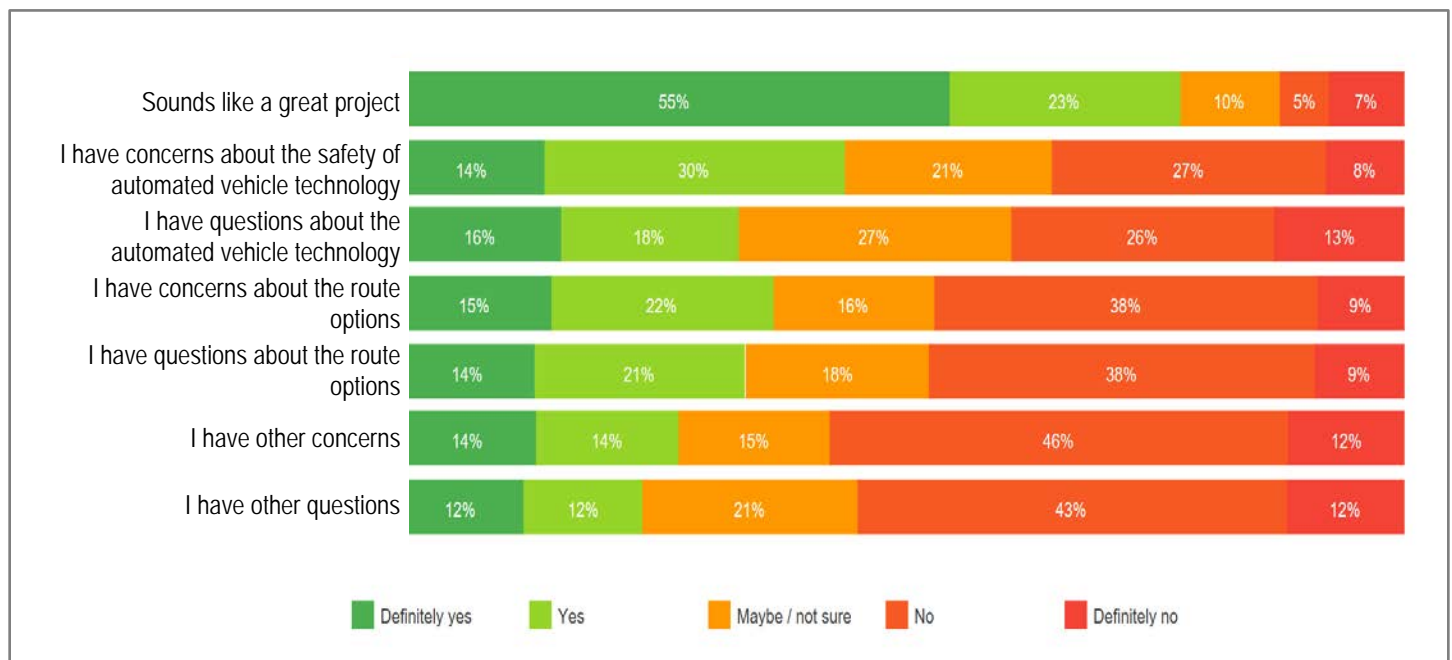


Figure 6 Chart of survey results for question "What is your first impression of this project?"

About three-quarters (76%) of local respondents said they would be likely or very likely to try using the service if there was an automated shuttle stop that was conveniently located near their residence.

Would you try the service?

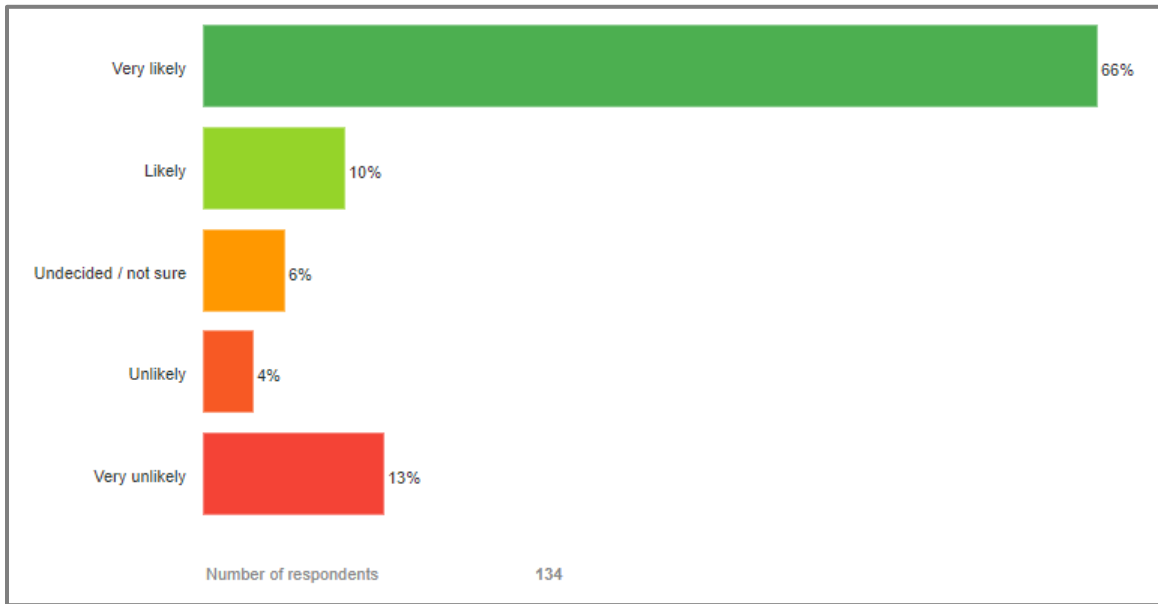


Figure 7 Chart of survey results for question "While many details still need to be confirmed, if there was an automated shuttle stop that was conveniently located near your residence, do you think you would try using the service?"

From the open ended comments, there were several common trends.

For participants who identified as "live in the West Rouge Neighbourhood":

- Positive interest in the potential of a convenient option to avoid driving, and not have to compete for parking at the overcapacity GO station parking lot

For non-local residents:

- Popular support for the project as a demonstration and potential opportunity to try a new technology

Across all participants:

- Appreciation for the vehicle being electric low-carbon "clean" technology
- Glad to see public transit being extended

Most common concerns came (from approximately 15% of respondents):

- Strong concerns in the safety of self-driving vehicles, especially around children
- The project not likely to be a good example or a success
 - Not competitive with the convenience of walking
 - Not convenient enough to get people out of their cars
 - Will not be reliable enough

- Slow vehicle could cause further traffic delays at rush hour
- City should be focusing resources on other "more important" needs

Additional suggestions include the following:

- There is interest in riding outside of rush hours e.g. retirees going downtown
- Timing has to line up with the GO train schedule to be attractive
- Snow clearing needs to be improved on selected routes
- Shared mail boxes could be good stop locations
- Garbage trucks often blocks traffic and could be an issue
- Garbage bins are often left on the road and could be a challenge
- Drive to the Starspray Loop on weekends for Rouge Park (would be free compared to TTC and convenient for those who park at Rouge Hill GO parking lot)
- Provide e-updates for riders e.g. if there is a service disruption
- Make good use of popular West Rouge Residents Facebook Group
- Some would like to see the service used to travel to schools, plaza at 401, library, etc.

See the charts of open text responses in the full survey report in the appendix. Further information on the comments provided is available upon request.

Route Options

Of the seven route options presented, Option 1 via Friendship Ave. was the most supported with over two-thirds (69%) of respondents supporting this route. Only around 50 respondents choose to submit opinions on the individual routes.

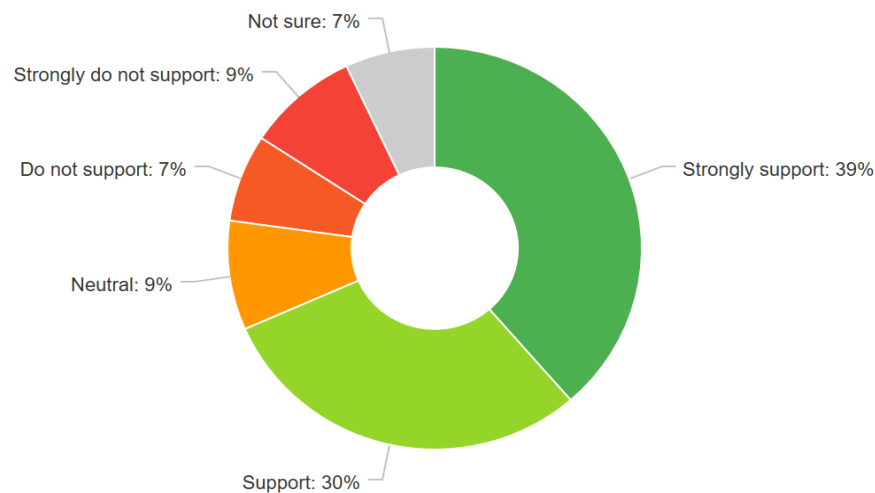
Comments received on the route options are presented below.

Route Planning Suggested Considerations

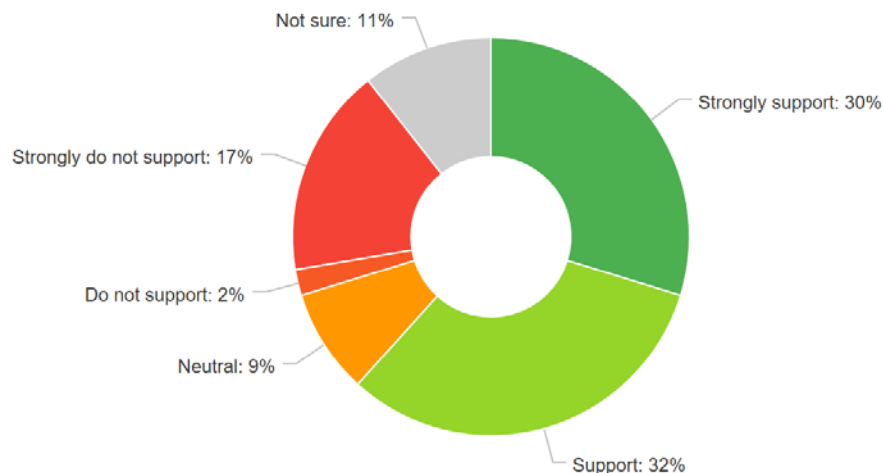
- Prioritize rider density
 - Specifically, people who already take the GO and TTC
 - Streets with smaller lots and thus more homes
- Avoid safety concerns like lack of sidewalks, high volumes of pedestrians, poor visibility at intersections
- Aim for higher frequency of service / reduced waiting time
- Timing has to line up with the GO train schedule
- Convenience / walking distance to the stops
- Recommend largest service area (one way loop is not a problem for respondents)
- Avoid traffic congestion

- Avoid streets with a lot of on-street parking
- Recommend a route that includes the community centre
 - Ideal central place for pick up
 - Local residents can park at the community center
 - Riders can also wait inside in bad weather
- Specific streets
 - Starspray Boulevard is often congested during rush hour and narrowed with parked cars
 - Blueking Crescent has pedestrian stairs connecting to Ridgewood Rd which could connect and serve riders from Ridgewood Road

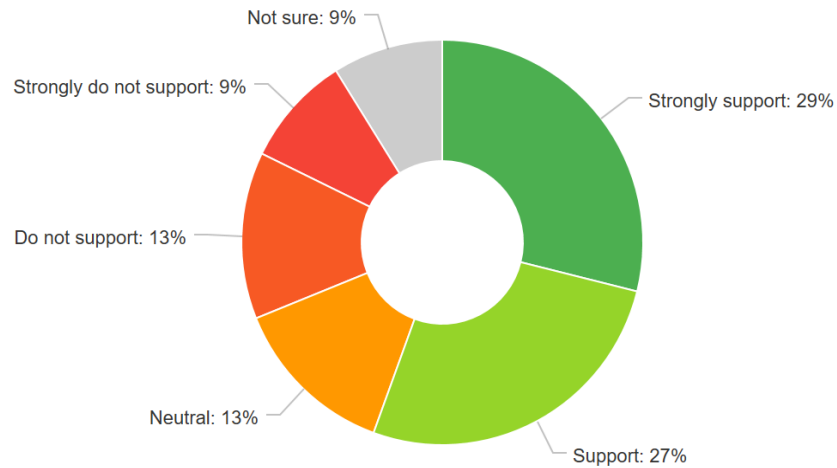
Option 1 via Friendship Ave.



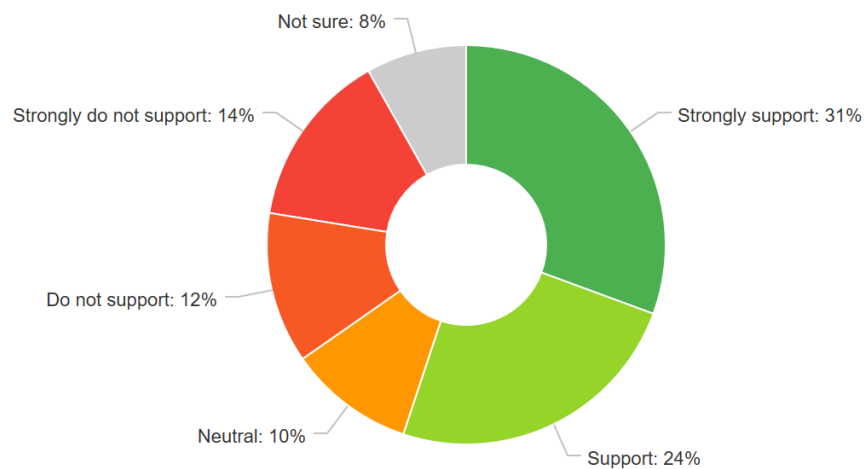
Option 2 via Bornholm Dr.



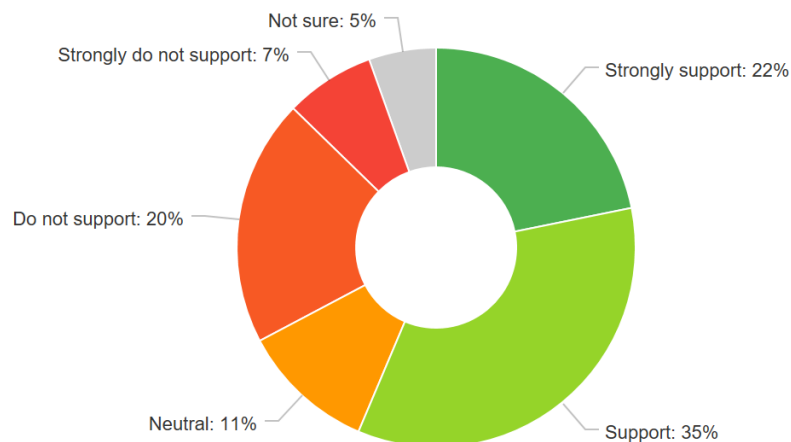
Option 3 via Milldock Dr.



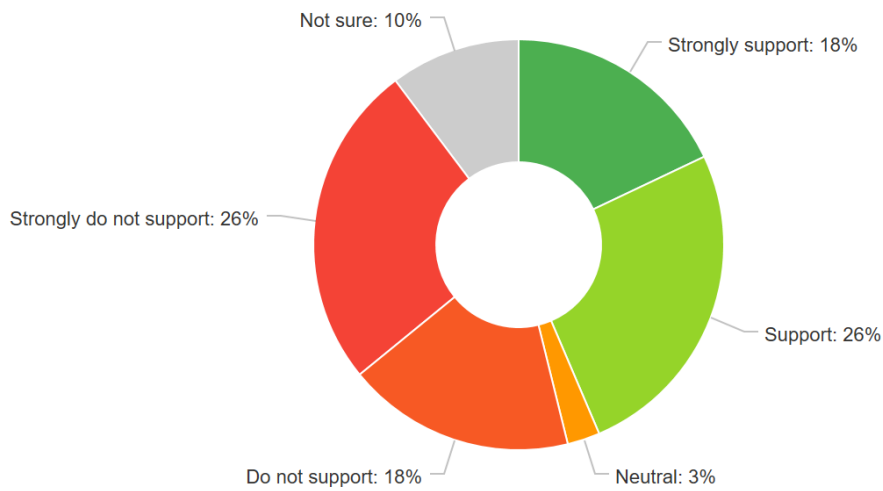
Option 4 via Blueking Cres.



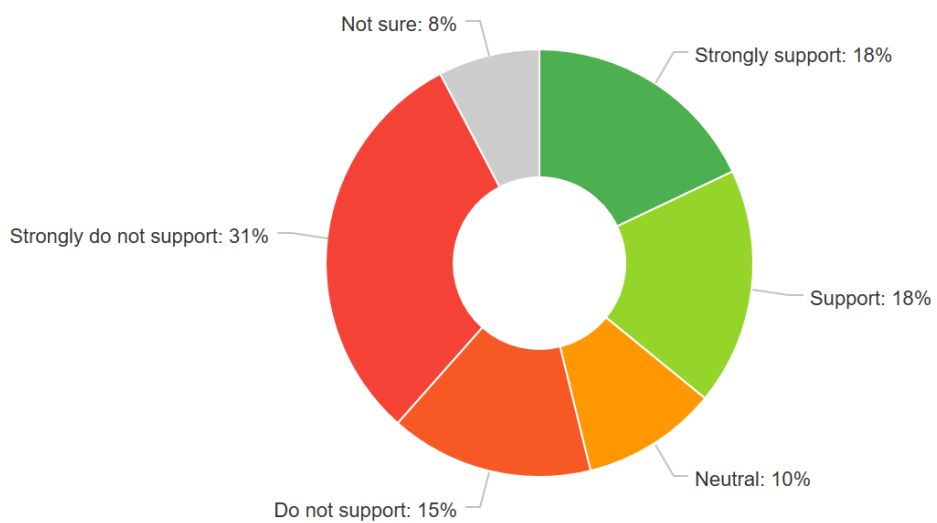
Option 5 via Rouge Hills Dr.



Option 6 via Greybeaver Trail



Option 7 via Bowes Garden Ct.



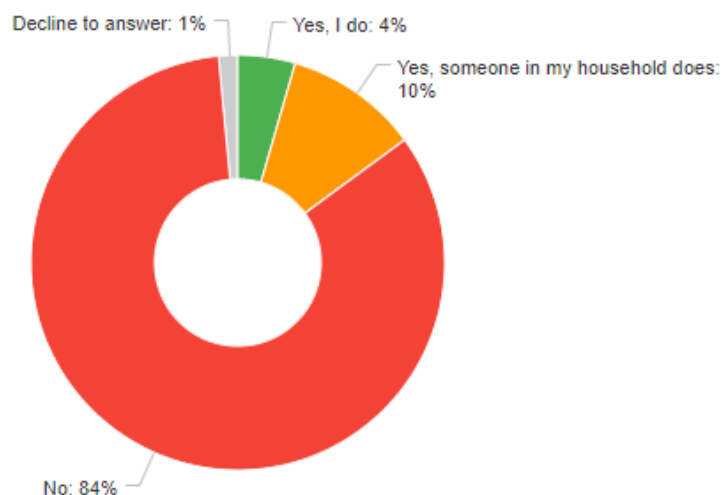
Local Resident Travel Responses

The survey also asked respondents about their current travel habits to allow the project team to plan the service to best suit local needs. The responses to these questions from respondents who identified as "live in the West Rouge Neighbourhood" are provided below.

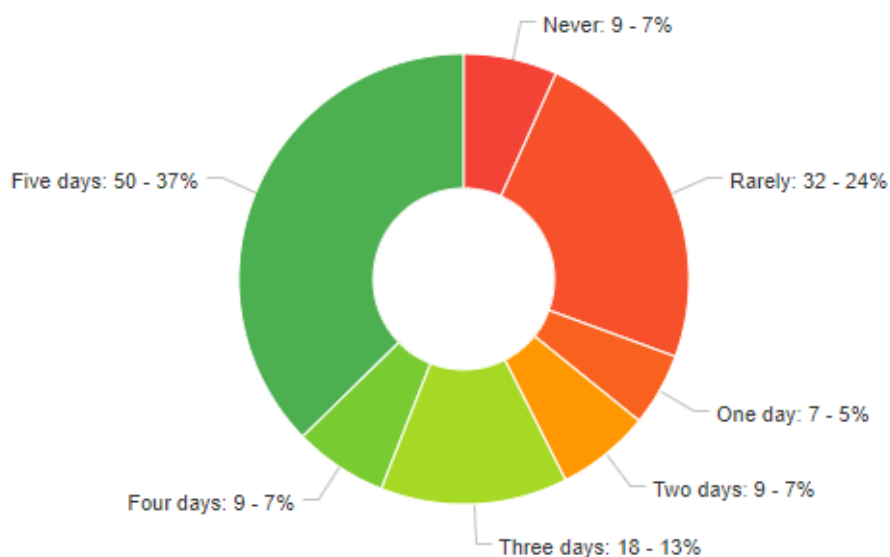
Notably, 10% of respondents (or someone in their household) use a mobility aid or require assistance when travelling on public transit.

Over one-third (37%) of respondents use the Rouge Hill GO station five days per week, indicating that a commuter-oriented service would have a potential user base. However, 24% identify as "rare" users, indicating that there could also be demand for using the service for spontaneous, off-peak trips. Over two-thirds (67%) of respondents typically travel to Rouge Hill GO by car.

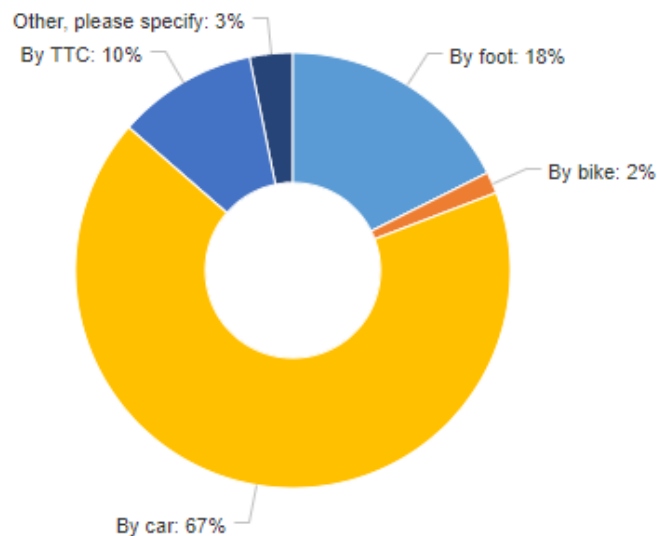
Do you, or does someone in your household, use a mobility aid (e.g. cane, wheelchair) or require assistance when travelling on public transit?



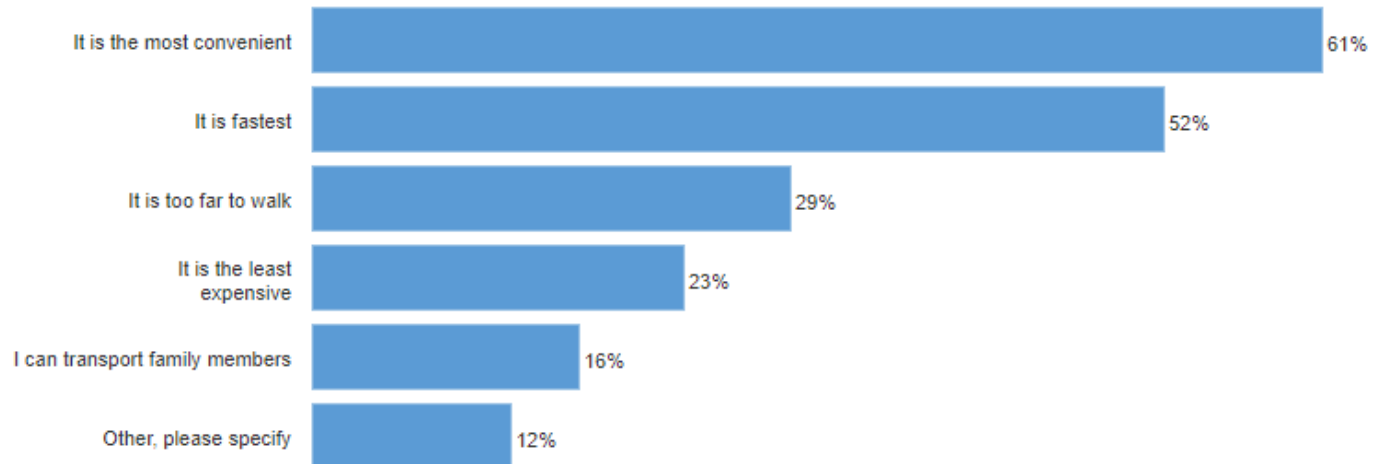
How many days do you travel to the Rouge Hill GO station during a typical Monday to Friday week?



How do you most often travel to the Rouge Hill GO station?



Why do you choose this mode of travel? (choose all that apply)



Comments from People with Disabilities

Individuals with disabilities participated in the survey and in the drop-in event and had the following key comments:

- The vehicle should be audible so that visually impaired people can detect its presence
- The vehicle should provide external audible announcements
- The vehicle should maximize the number of mobility devices it can accommodate
- The operator/human attendant will be an important feature from an accessibility perspective

Further analysis of the consultation feedback data is available upon request.

Appendix 1 - Flyer

Automated Shuttle Trial

Serving the West Rouge Community



A new kind of local transit service

Convenient | Safe | Quiet |
Zero Emissions | Accessible

The City of Toronto, TTC, and Metrolinx are working towards launching a trial public transit service to connect local residents to and from Rouge Hill GO station.

The temporary service would be provided using a small state-of-the-art electric shuttle running a route set through residential streets not currently served by conventional transit. The shuttle would be an automated vehicle (AV) that is mostly self-driving with an onboard human attendant at all times.

The aim is to demonstrate the future opportunity for a safe, green, accessible and convenient transit technology to support local travel needs. This type of “first and last mile” service would be offered as an alternative choice for residents to get to the nearest transit station, which could reduce future local traffic congestion and parking lot demand.



Example of an automated shuttle pilot project in Candiac, Quebec

Public consultation will be an important part of planning and evaluating this temporary trial transit service. We invite you to get involved at this early stage. Go online to learn more, subscribe, and complete a survey.

Get Involved
toronto.ca/AVshuttle

Funded by



Transports
Canada

Transport
Canada

 **METROLINX**



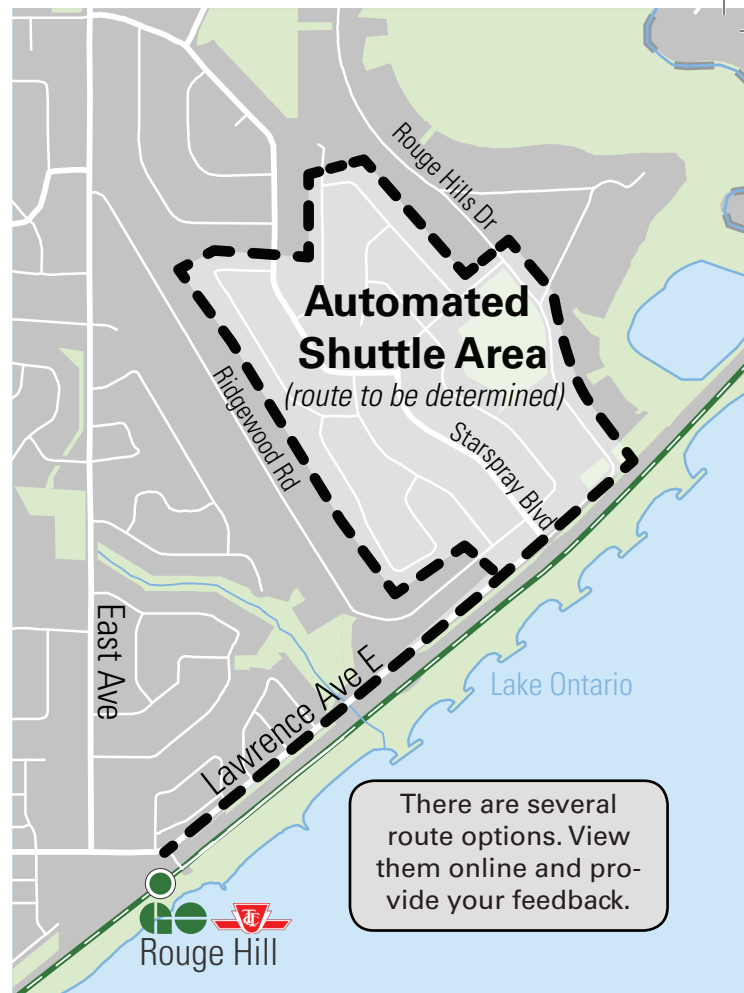
 **TORONTO**

Proposed Plan

- The service would start in Fall 2020 and run for about 6-12 months
- Passengers would ride for free
- The shuttle would travel on the road to and from Rouge Hill GO station during morning and evening rush hours
- The shuttle is likely to be a zero-emissions electric automated vehicle (AV), that will quietly and safely operate at low speeds



Example of automated shuttle in Montreal, Quebec



Learn More & Get Involved

The proposed plan is in early stages, with many decisions still to be made. We want to connect with local residents to make sure this plan can work for the neighbourhood.

Join us for a public consultation drop-in event:

Date: October 2, 2019

Time: Drop by any time between 3:30 p.m. and 8 p.m.

Location:  West Rouge Community Centre,
270 Rouge Hills Drive

Visit our web page:

- Subscribe to our email list to receive updates about this project
- Read through our information materials
- Complete the online survey to provide your feedback

toronto.ca/AVshuttle

Contact: Jason Diceman, Sr. Public Consultation Coordinator, City of Toronto

Telephone: 416-338-2830 **Email:** automatedvehicles@toronto.ca

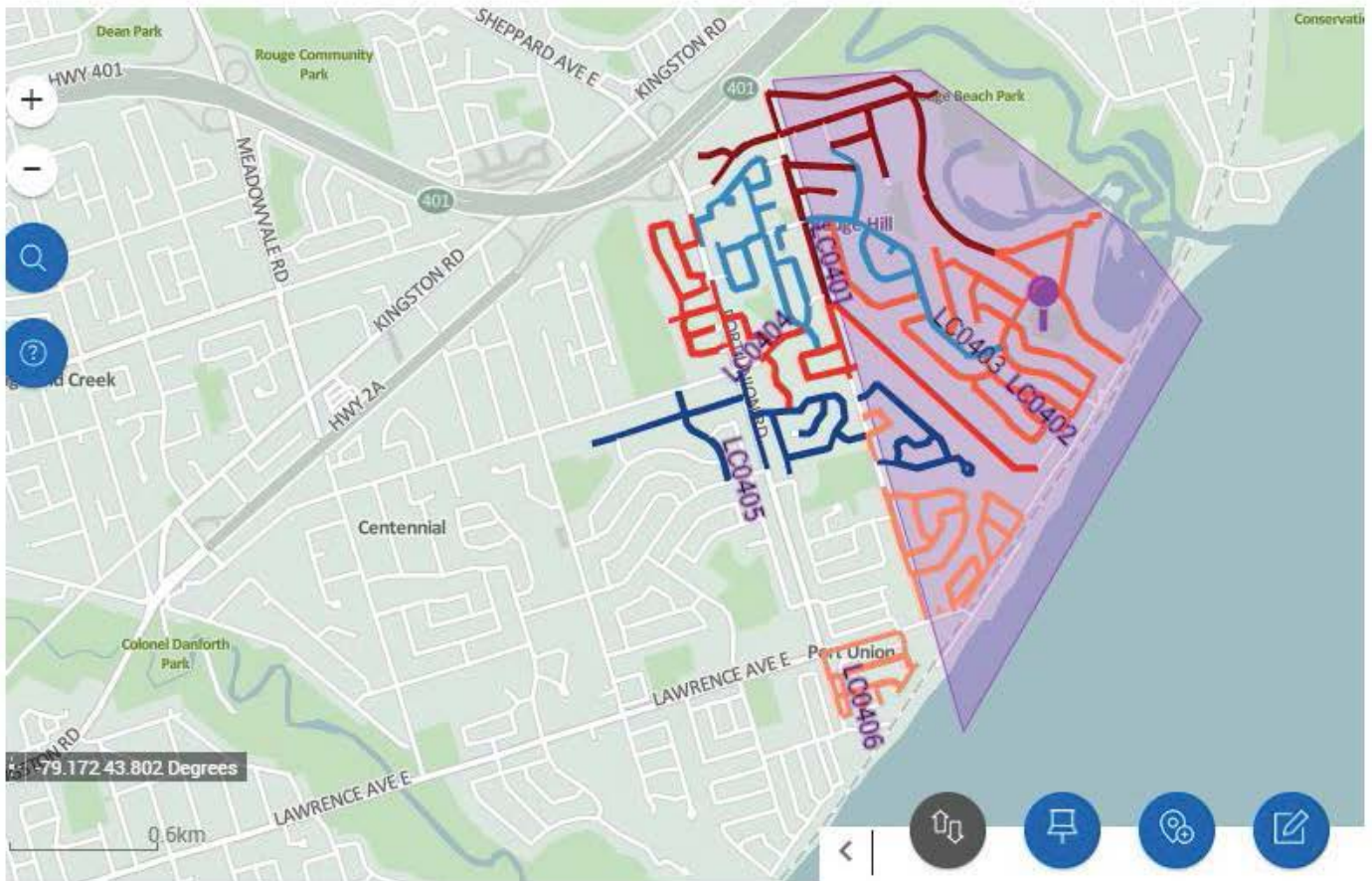
Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Appendix 2 - Canada Post Area and Door Knocking Map

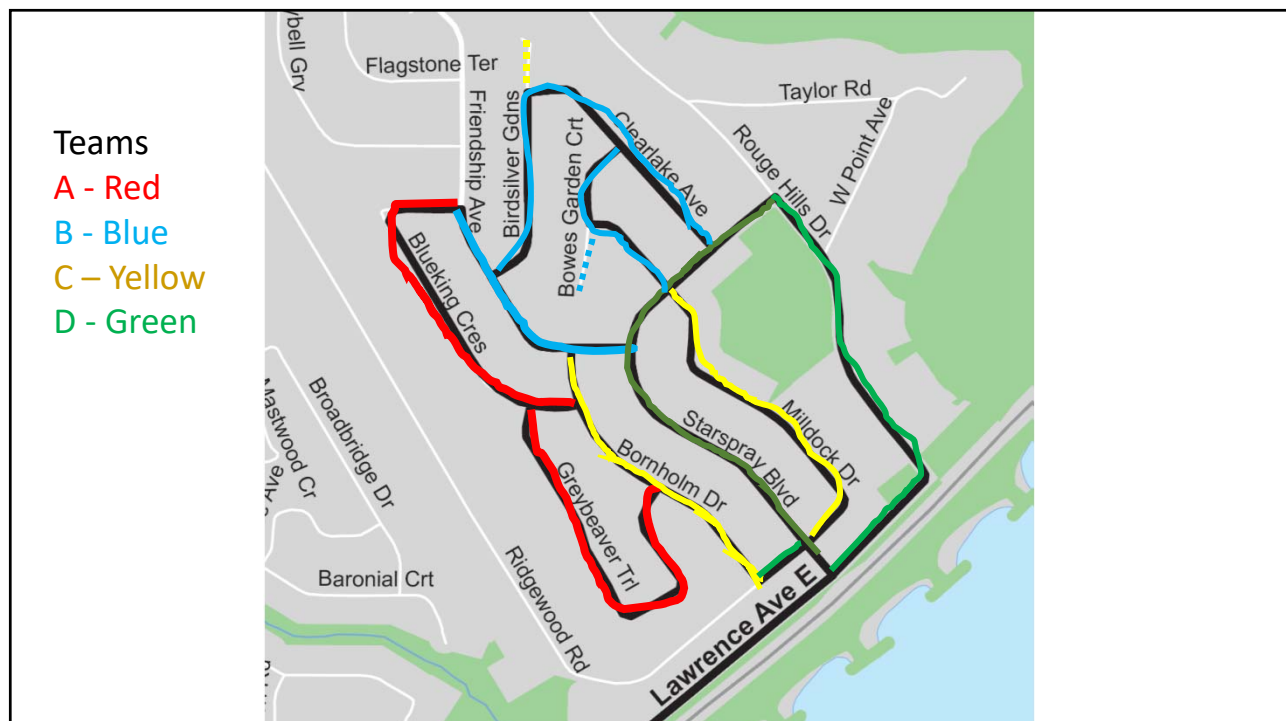
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Precision Targeter

Your total number of mail pieces is **2,711** for an estimated delivery cost of **\$303.63**

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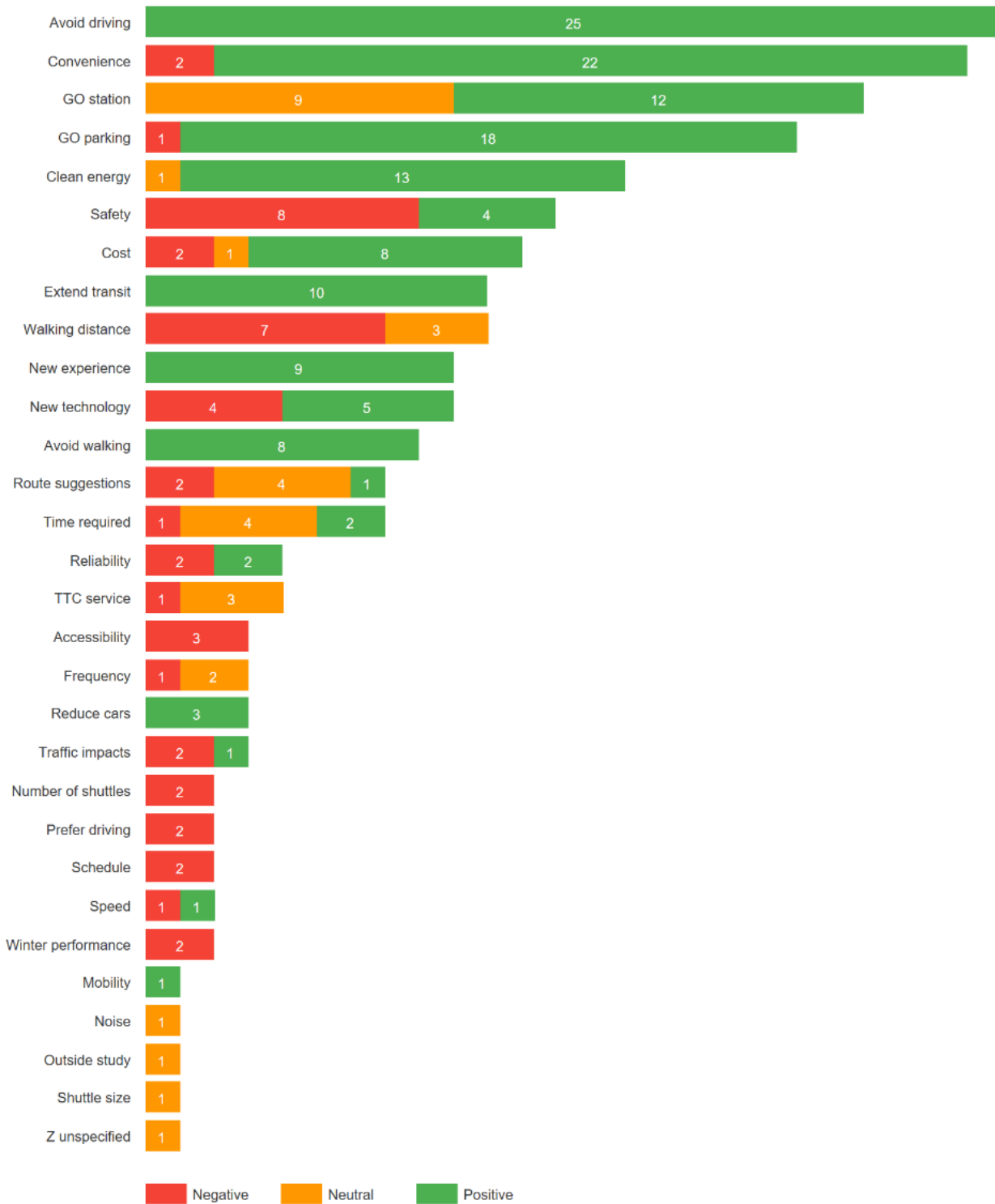
Door Knocking Routes Map



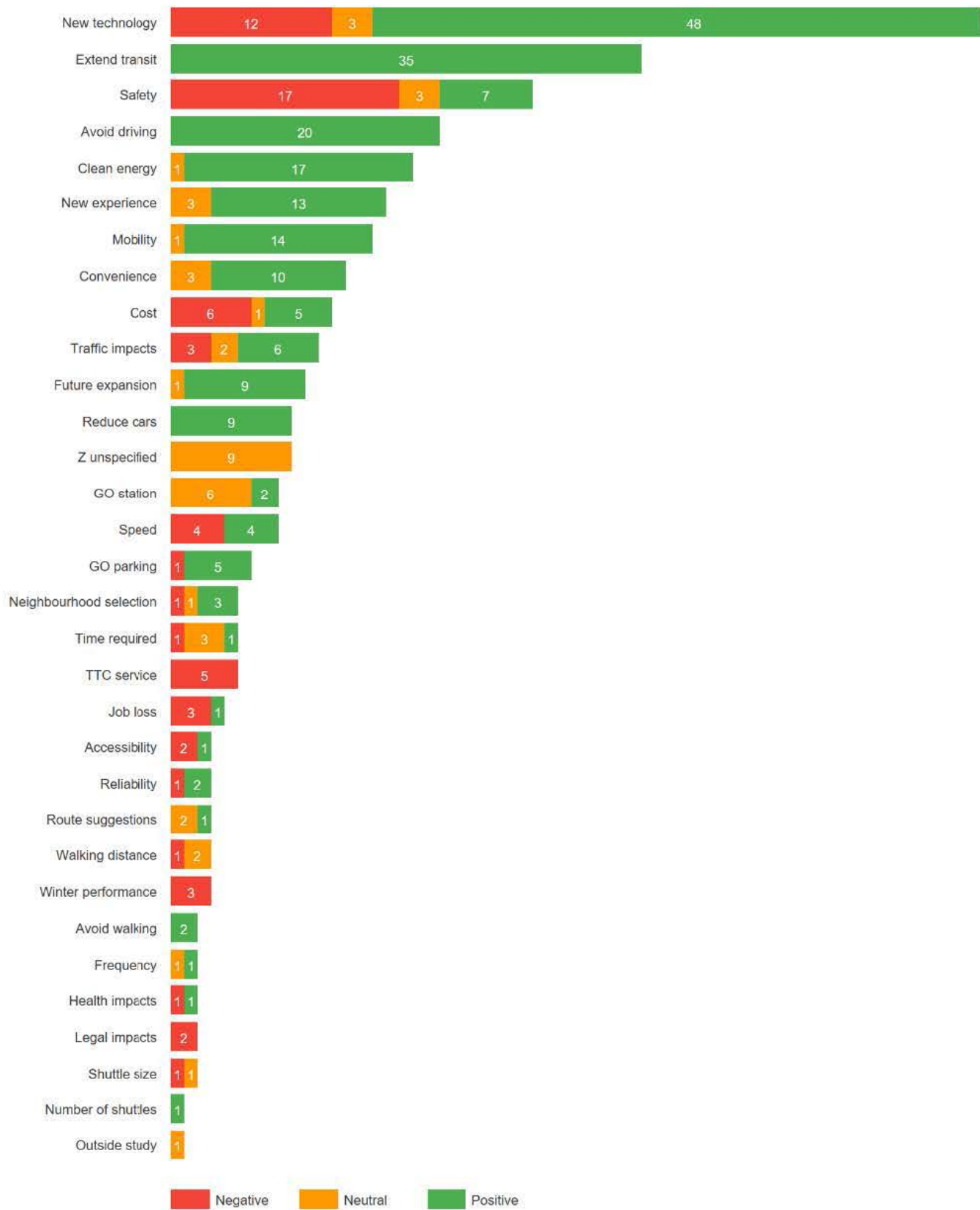
Appendix 3 – Local vs Non-Local Comment Trends

Count of topics raised in answers to open ended question in the "Your First Impressions" section of the survey.

Locals



Non-locals



Appendix 4 - Survey Questions

Following is print version of the survey which was provided online.

Automated Shuttle Trial – Community Survey #1

This is the paper version to fill-in and submit tonight or mail in by October 15, 2019.

Or you can complete online at toronto.ca/AVshuttle

The City of Toronto, TTC, and Metrolinx are working towards launching a trial of an automated shuttle transit service that would connect West Rouge residents to and from Rouge Hill GO station. The proposed plan is in its early stages with many decisions still to be made, and we want your input.



Please read through the information panels, before giving your feedback in this survey.

This survey will help us learn local insights and understand the range of community perspectives and opinions. Questions will ask for feedback on the proposed plan, including the seven shuttle route options. We will also ask optional questions about your address, demographics, and travel habits, to help us recognize trends in opinions by different types of stakeholders.

The survey will take about 10 minutes to complete.

Please only submit the survey once.

This is not a vote.

Public opinions, along with technical feasibility and policy considerations will be used to inform the project team's plans going forward.

If you have any questions or difficulty completing this survey, please contact:

Jason Diceman, Sr. Public Consultation Coordinator, City of Toronto

Telephone: 416-338-2830 Email: automatedvehicles@toronto.ca

This survey will be available until October 15, 2019.

Privacy Statement - Notice of Collection

Transportation Services collects personal information on this form under the legal authority of the City of Toronto Act, 2006, SO 2006, Chapter 11, Schedule A, s 136 (c) and the City of Toronto By-law No 1321-2018 . The information is used to help us understand the opinions by street segment and types of residents, which could affect shuttle route choices, implementation plans, and next steps for outreach communications. The information can be used to contact survey recipients, if required. Questions about this collection can be directed to the Manager of Transportation Policy & Innovation at 416-392-1799, Ryan.Lanyon@toronto.ca.

Your First Impressions

Have you read through the Automated Shuttle Pilot information panels?

We encourage you to read through the panels before answering this survey, but you can continue in any case.

- ☐ Yes, I read them thoroughly
- ☐ I skimmed through them
- ☐ No, not really

What is your first impression of this project?

	Definitely yes	Yes	Maybe / not sure	No	Definitely no
Sounds like a great project	①	②	③	④	⑤
I have concerns about the safety of automated vehicle technology	①	②	③	④	⑤
I have questions about the automated vehicle technology	①	②	③	④	⑤
I have concerns about the route options	①	②	③	④	⑤
I have questions about the route options	①	②	③	④	⑤
I have other concerns	①	②	③	④	⑤
I have other questions	①	②	③	④	⑤

While many details still need to be confirmed, if there was an automated shuttle stop that was conveniently located near your residence, do you think you would try using the service?

- ☐ Very likely
- ☐ Likely
- ☐ Undecided / not sure
- ☐ Unlikely
- ☐ Very unlikely

Can you explain why, in just a few words?

We will provide opportunity to submit longer comments in open ended questions further on in this survey.

In the Automated Shuttle Trial information panels we presented seven different route options.

On the following pages you can choose to comment on "any or all the routes in general", and/or any routes individually.

Considering any or all the routes in general



What should we be considering when evaluating route options in general?

Option 1 via Friendship Ave.



Pro

- Provides two-way service on Starspray Blvd.
- Small one-way loop

Con

- Less coverage of area

Do you support this route Option 1 via Friendship Ave.?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Do not support
- ☐ Strongly do not support
- ☐ Not sure

Why? What about route Option 1 should we be considering?

Option 2 via Bornholm Dr.



Pro

- More coverage of area (on Bornholme Dr.)

Con

- Large one-way loop

Do you support this route Option 2 via Bornholm Dr.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Do not support
- ☐ Strongly do not support
- ☐ Not sure

Why? What about route Option 2 should we be considering?

Option 3 via Milldock Dr.



Pro

- More coverage of area (on Milldock Dr.)
- Walkway on Milldock Dr. provides access to homes on Rouge Hills Dr.

Con

- Large one-way loop

Do you support this route Option 3 via Milldock Dr.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Do not support
- ☐ Strongly do not support
- ☐ Not sure

Why? What about route Option 3 should we be considering?

Option 4 via Blueking Cres.



Pro

- More coverage of area (on Bornholme Dr. and Bluekind Cres.)

Con

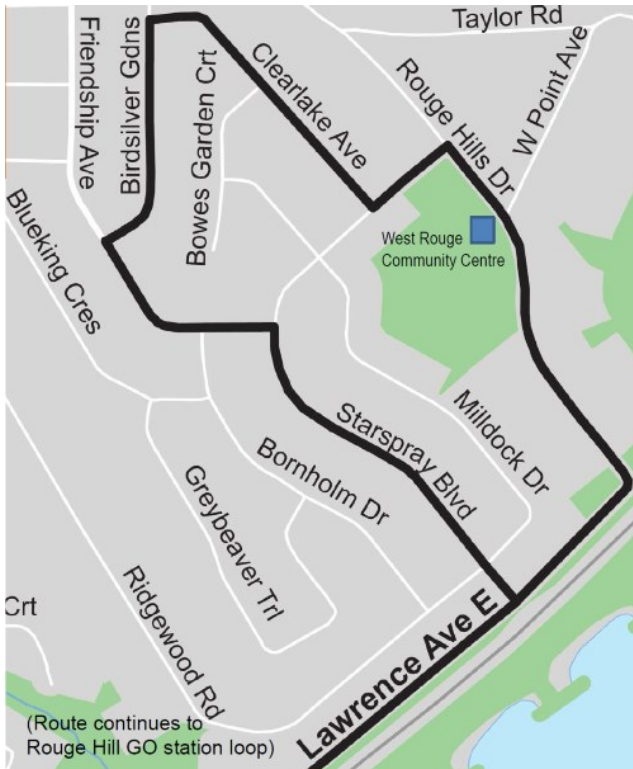
- Large one-way loop
- Long route, higher average speed required

Do you support this route Option 4 via Blueking Cres.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Do not support
- ☐ Strongly do not support
- ☐ Not sure

Why? What about route Option 4 should we be considering?

Option 5 via Rouge Hills Dr.



Pro

- Directly serves West Rouge Community Centre
- More coverage of area (on Rouge Hills Dr.)

Con

- Largest one-way loop
- Long route, higher average speed required
- Rouge Hills Dr. has fewest homes
- More unproductive time on Lawrence Ave E

Do you support this route Option 5 via Rouge Hills Dr

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Do not support
- ☐ Strongly do not support
- ☐ Not sure

Why? What about route Option 5 should we be considering?

Option 6 via Greybeaver Trail



Pro

- High coverage within neighbourhood

Con

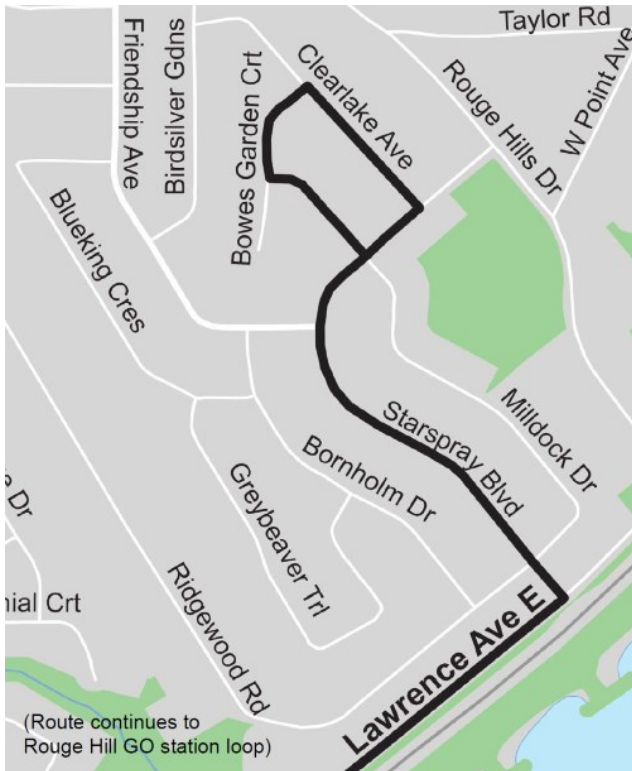
- Longest route (highest operating cost, highest average speed required)
- Serves street that already has a walkway connection to a TTC 54 bus stop on Lawrence Ave E

Do you support this route Option 6 via Greybeaver Trail

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Do not support
- ☐ Strongly do not support
- ☐ Not sure

Why? What about route Option 6 should we be considering?

Option 7 via Bowes Garden Ct.



Pro

- Shortest route (lowest operating costs)
- Longest two-way operation

Con

- Limited coverage of area

Do you support this route Option 7 via Bowes Garden Ct.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Do not support
- ☐ Strongly do not support
- ☐ Not sure

Why? What about route Option 7 should we be considering?

About the Automated Shuttle Trial Overall

What makes you most optimistic about this project?

What makes you concerned about this project?

Any other comments about the proposed Automated Shuttle Trial?

If you have specific questions, please email us directly rather than asking here. See contact at the end of the survey

Your Travel Habits

These questions will help us understand how the automated shuttle service might best meet your needs.

Do you, or does someone in your household, use a mobility aid (e.g. cane, wheelchair) or require assistance when travelling on public transit?

- ☐ Yes, I do
- ☐ Yes, someone in my household does
- ☐ No
- ☐ Decline to answer

How many days do you travel to the Rouge Hill GO station during a typical Monday to Friday week?

- ☐ Never
- ☐ Rarely
- ☐ One day
- ☐ Two days
- ☐ Three days
- ☐ Four days
- ☐ Five days

How do you most often travel to the Rouge Hill GO station?

- ☐ By foot
- ☐ By bike
- ☐ By car
- ☐ By TTC
- ☐ Other, please specify

.....

Why do you choose this mode of travel?(choose all that apply)

- ☐ It is fastest
- ☐ It is the most convenient
- ☐ It is the least expensive
- ☐ I can transport family members
- ☐ It is too far to walk
- ☐ Other, please specify

.....

Do you encounter any problems in accessing Rouge Hill GO Station? If yes, please describe:

About You

Optional

We are asking for some personal information to help us understand the views from all the different kinds of residents, in the local neighbourhood, by demographics, by street, and by other stakeholder categories.

Do you live in the West Rouge neighbourhood?

- ☐ Yes
- ☐ No

Your Postal Code (optional)

Your full 6 digits postal code, or just the first three digits. No spaces.

Your Street Address (optional)

Your house number and street, or just street.

Your age (optional)

- ☐ 9 and under
- ☐ 10-19
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60-69
- ☐ 70-79
- ☐ 80-89
- ☐ 90+

Gender (optional)

Gender identity is the gender that people identify with or how they perceive themselves, which may be different from their birth-assigned sex. Gender identity is linked to a sense of self, the sense of being a woman, man, both, neither or anywhere along the gender spectrum (non-binary).

What best describes your gender?

- ☐ Female
- ☐ Male
- ☐ Trans female
- ☐ Trans male
- ☐ Gender fluid, genderqueer, gender non-conforming, non-binary, trans
- ☐ Prefer not to answer
- ☐ Not listed, please describe _____

How did you hear about this survey?

Check all that apply

- ☐ Flyer in mail box
- ☐ Project team member knocked at my door
- ☐ News / Media
- ☐ Facebook
- ☐ Twitter
- ☐ Website
- ☐ Neighbour
- ☐ Email from my Councillor
- ☐ Email from a resident association
- ☐ City Update e-newsletter
- ☐ Other, please specify

.....

Did you attend the October 2 public drop-in event prior to answering this survey?

- ☐ Yes
- ☐ No

Thank You!

Please submit this completed survey form into the comment box at the registration table, or send by mail using a prepaid envelope provided, addressed to:

**Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street, Toronto, ON M5V 3C6**

This survey will close October 15, 2019

Contact

Jason Diceman, Sr. Public Consultation Coordinator

Telephone: 416-338-2830

Email: automatedvehicles@toronto.ca

toronto.ca/avshuttle

Appendix 5 – Survey Data Report

The complete interactive report, including charts and open text data is available here:

<https://insights.cotsurvey.chkmkt.com/report/1BEE0108505E4AF3B6F20AE64F370C48>