



Lanark County Youth and Young Adults Transportation Study Report

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Executive Summary

The Lanark County Youth and Young Adult Transportation study was conducted by students of the Market Research and Business Intelligence program of Algonquin College. The study used online surveys of youth and young adults, key informant interviews, and a review of related research to examine: youth and young adult's transportation challenges, current transportation options, and unmet transportation needs. Although the study sample was not large enough to be considered statistically valid, the study did provide a snapshot of what are likely the most significant youth transportation issues.

The proportion of youth and young adults in Lanark County and Smiths Falls reflect the provincial and national distribution. The total population of youth and young adults between the ages of 15 to 24 years in this area was 7,780 in 2011, which represents approximately 12% of the total population, and no municipality has less than 11% in this group – only slightly less than averages across Ontario and Canada (13.0% and 13.4%, respectively).

Survey respondents who had moved out of Lanark County agreed that they had faced transportation issues when living in the County, and that the primary reasons for their move were for access to education or transportation, although other significant reasons included:

- Less socializing due to lack of transportation
- Moved for employment/ limited local work options
- Difficult to get around without a car, especially in winter.

For survey respondents presently living in Lanark County, the major purposes of transportation were: to attend post-secondary education, to travel to work, for recreation/ leisure. For all of these activities the dominant methods of transportation were consistent: driving oneself using a car or motorcycle, someone else drove / carpooled, walked. A very small number indicated that they cycled or used taxis.

The majority of survey respondents selected "Completely Agree" with the following statements:

- I am considering moving to a bigger city for employment opportunities
- I would go to College / University if there were adequate public transportation options
- Options for work are limited because I do not have adequate transportation

According to the key informant interviews, the major issues facing local youth and young adults include:

- Limited labour market / job opportunities
- Limited transportation options /no public transportation for work or other activities
- Lack of affordable housing
- Lack of social opportunities (recreation)
- Lack of education and training

Informants were also asked their opinions regarding how to address these issues or minimize the impact of these problems. Responses emphasized these themes: provide consistent, affordable, accessible transportation that would reduce barriers related to services, employment, and education and would increase opportunities for socialization and improve the quality of life of youth and young adults.

1. Background

Lanark County is located in eastern Ontario, approximately 50 kilometers southwest of Ottawa. It is a rural area of approximately 3,000 square kilometers. It is governed by an upper-tier level government and eight lower-tier municipalities; the more notable municipalities include the main settlement areas within the County's boundary of Carleton Place, Mississippi Mills and Perth. The separated town of Smiths Falls located on southeast boundary of the county was also included in this study.

According to the 2011 census, the total population of Lanark County and Smiths Falls is approximately 66,000, representing an increase of 3.0% from 2006. This growth rate, though small, outranks or is equivalent to more than half the counties in Ontario. Even though Lanark County has not been growing at the same level of as the country overall (5.9%) or even the province (5.7%), it has been improving in comparison to previous census and has displayed better results than some metropolitan areas such as Peterborough, Thunder Bay, and Windsor.

The proportions of youth and young adults in Lanark County reflect the provincial and national distribution. The total population of youth and young adults between the ages of 15 to 24 years in Lanark County was 7,780 in 2011, which represents approximately 12% of the total population within the County. In comparison to Ontario and Canada, youth and young adults make up a similar proportion (13.0% and 13.4%, respectively).

Although daily commerce, health, and social services are accessible within Lanark County, Ottawa is still a major destination for many residents to purchase goods and services that are not available locally. Many individuals, particularly those residing in the northeastern areas of the County, commute to Ottawa for employment purposes. There are also several bus services that provide daily commuter service to Ottawa. Route and schedule information are offered through OC Transpo "Rural Partner Services". Greyhound Canada and VIA Rail also provide transit services but only for out-of-County excursions to Ottawa and Kingston. Some of the other common modes of transportation in and around Lanark County are carpooling, car or truck rentals and taxi services.

Access to public transportation is a major issue for those who do not own a vehicle or cannot drive, or do not have access to other modes of transport. There are some alternatives services provided by Lanark Transportation Association which offers services to local residents in need of assisted transportation, as well as volunteer-based transportation services through organizations such as Community Home Support and the Cancer Society.

This lack of public transportation services in Lanark County has measurable consequences for those who require affordable public transport services. As a result, access to education, employment, health services, and leisure activities are restricted and may be a likely cause for youth and young adults to move from their current residence in the county.

Previous research studies have focused on how to use private services to supplement public transportation for seniors and workers such as; 'Accelerating Rural Transportation Solutions', 'Sustainable transportation in small and rural communities' and 'Rural Transportation Issues and Strategies'. This research offers a better understanding of potential methods to consider when identifying solutions to improve rural transportation in Lanark, but solutions for seniors and older adults may not be applicable to the difficulties faced by youth and young adults. While the number of youth in Lanark County grows there is a concern with providing suitable public transportation for school, work and leisure activities. If these services are not provided, there is a possibility that many youth and young adults may seek employment in other urban centers that provide public transportation. As part of a larger study examining public transportation solutions in Lanark County, this research will attempt to address topics related to transportation issues faced by youths and young adults in Lanark County and offer some insight into potential solutions to the problem.

2. The Research Process

2.1 Research Problem

The council of Lanark County is concerned about the decline in youth and young adults' activity and involvement in the County (e.g. employment and education). Many youth and young adults have been leaving the County in order to pursue education and employment opportunities in urban centers and a lack of transportation alternatives may be the cause of some individuals leaving the county.

2.2 Research Objective

The objectives of this study are to:

- Determine the demographics characteristics of youth and young adults in Lanark County.
- Identify the various method of transportation made available to youth and young adults in Lanark County.
- Determine the frequency of usage for each modes of transportation
- Establish the purpose for usage of each mode of transportation; for example, travel to work, school and leisure.
- Examine potential issues or conflict with current modes of transportation.
- Pinpoint issues that may arise due to a lack of insufficient transportation options.
- Identify any factors which may impact resident's decisions on work, daily activities, or education in Lanark County.
- Examine the unmet needs of transportation services in Lanark County for youth and young adults.

3. Research Design and Methodology

3.1 Primary Research

There are two components to the primary research, the first being the questionnaire completed by youth and young adults between the ages of 15 and 24 years, and the second being the key informant interviews. The primary research component was completed using an online survey platform *FluidSurveys*, a series of 15 questions was developed, programmed and tested on numerous platforms before launch. Pre-testing was performed by 10 colleagues on multiple digital devices (e.g. laptops, desktops, mobile) to ensure functionality, performance, flow and zero technical errors upon deployment.

The key informant interviews were conducted with individuals throughout various organizations in Lanark County. These informants were referred to the research team by numerous people based on their position, involvement and interaction with youth and young adults. The purpose of these interviews were to collect further insight regarding youth and young adult's problems, and concurrent issues which they may be encountering. These key informants were asked to express their opinion regarding concerns faced by youth and young adults, as well as concerns related to rural transportation in Lanark County.

3.2 Methodology

The research was descriptive and exploratory in nature as this was the first rural transportation study performed in Lanark County using online survey and key informants to target issues youth and young adults had living in the County.

3.2.1 Online survey

The questionnaire developed measured youth and young adults' current opinion, as well as, potential influence transportation had on their daily activities. Various organizations in Lanark County were asked to cooperate in distributing the survey link through client emails, social media, personal websites, posters, or bulletin board posting. The research team provided the organizations with an invitation template to email to clients (Appendix E), printable flyers with a customized link and QR code (Appendix A), and the survey link to post on social media pages. The survey was advertised via multiple channels (e.g. posters, telephone calls and social media) in order to reach the largest audience within the desired demographic in a short period of time. The organization list can be reviewed in Appendix B

The online survey was programmed using *FluidSurveys* and deployed to several youth centers, organizations, and through social media websites (i.e. Facebook, Facebook groups related to Lanark County, Twitter, etc.). Reminders were sent on a bi-weekly basis to cooperating organizations, while social media posts were re-posted on a weekly basis.

This study used a nonprobability sampling method through online surveying. An online questionnaire was chosen because the target population were youth and young adults aged 15 to 24 years. Targeting individuals in this age category has proven difficult, even more so in rural

areas. As a result, a more digital approach through social media and snowballing (referrals) was utilized to garner greater attention and participation from individuals in this age group.

The main method of recruitment was through social media, the emphasis on social media was partly due to the target audience. According to several analytical reports performed in the past two years, many individuals between the ages of 15 and 24 years visited multiple social media sites on a daily basis; Facebook, Twitter, Snapchat and Instagram being the most commonly used. Apart from the cooperation of the youth related organizations, students from the Woodroffe and Perth campus of Algonquin College were requested by the research team to verbally and electronically spread the news about the study.

The questionnaire was live for approximately one (1) month, the survey opened on July 6th, 2016 and closed on August 8th, 2016. A total of 132 responses was received, 48 were fully completed, and 5 were completed with the exception of the demographic section. These partial completes will be included in the main analysis, but excluded from the demographic reporting.

Individuals who participated in the survey were presented with a short screener to eliminate those who have never lived in Lanark County and individuals who did not satisfy the age requirement, while retaining current and past residents who were between ages 15 and 24 years. Qualified respondents were further separated into two groups:

- 1) Those who had lived in Lanark County during the past 12 months.
- 2) Those who moved out from Lanark County more than 12 months ago.

The questionnaire was designed to provide insight to the client about youth and young adults' opinion regarding general transportation in Lanark County and whether it had any significant impact on their daily activities. A copy of the questionnaire can be found in Appendix C

3.22 Key Informants

Key informants were contacted through telephone and email, those who were inaccessible during the study were emailed the interview questions with instructions. Informants were asked to complete the brief 4 questions questionnaire / interview offering insights on various key concerns and issues (e.g. transportation) faced by youth and young adults in the County. These responses were to be used to contrast with the main survey results to determine underlying problems present in the County that was not addressed in the survey and to recommend potential solutions to minimize any impact experienced by youth and young adults in Lanark. A list of key informants and interview question can be found in Appendix D.

3.3 Limitations

The limitations of this project are as follow:

- Time constraints and non-responsiveness of those contacted
- Coverage error – not all those who were eligible to be surveyed were contacted
- Survey deployment – non-probability methodology

The period in which the study was performed, as well as, the amount of time permitted to complete the study may have impacted the data collected. The study period was approximately 10 weeks between June and August, as a result, many individuals were either on vacation or preoccupied with other activities. When reaching out to key informants and organizations, some provided no response, while others had automated return message detailing their absence. This resulted in a potential barrier to reach an ideal number of responses; attempts were made to contact any individuals who returned before the end of the study.

There were a number of organizations to help distribute the survey available in each town, but in the more rural areas there is less support for youth and young adults in general for numerous reasons. There were difficulties in contacting youth in these areas, resulting in few informants or non-responsiveness. Results may not be representative of the target population as many of the youth and young adults in Lanark County are spread across 8 municipalities and Smiths Falls with no single concentration of youth and young adults in any specific town leading to coverage error ([Table 1.0](#)).

Table 1.0 – Demographic Breakdown of Lanark County based on Examined Townships (2011)

Townships	Population Size	Youth and Young Adults (15-24)	Percentage of Youth and Young Adults
Lanark County	65,667	7,780	12%
Beckwith	6,986	880	13%
Carleton Place	9,809	1,165	12%
Drummond / North Elmsley	7,487	855	11%
Lanark Highland	5,128	555	11%
Mississippi Mills	12,385	1,470	12%
Montague	3,483	385	11%
Perth	5,840	740	13%
Smiths Falls	8,978	1,110	12%
Tay Valley	5,571	610	11%
Source Statistics Canada 2011 Census			

4. Research Results

4.1 Case Analysis of Rural Transportation system

The report, 'Accelerating Rural Transportation Solution' published by Rural Ontario Institute, summarizes the transportation issues and solutions for rural areas as a complex problem with a solution that requires many organizations to work together. This statement can be validated by one of the key informant: Les Voakes "Utilize the options we have in the community with some support/leverage from County Council help. The city council or any commission which is in a position to make a change should use underutilized sources like school busses or shuttle busses and come up with a plan in which their utility can be maximized. The community can make some local shareholders responsible and include the local businessmen, medical or educational institutional and come up with a change."

Due to the lack of transportation, it is difficult for the youth with low income to take advantage of jobs, volunteer or educational opportunities and attend medical or legal appointments. This is a persistent issue and as a result gradually the youth in the rural area are forced to move to a more developed place where there are better job opportunities, education and transportation. One key piece of information learned in the current study is that the youth and young adults of Lanark County are very family oriented. They typically do not want to leave the area. But it is due to unavoidable circumstances that they have to move to get access to basic services.

The Rural Ontario Institute study of ten rural communities showed that they shared one very important thing in common. The city council should invest in public transportation which will make it easier for people to access local jobs, attend the local schools and colleges and get access to the available recreation or youth centers. This would decrease the likelihood of them relocating to a more urban area. Although there is a high cost involved to run public transportation in rural areas but it should be recognized that it help to socially connect the community and be environment friendly at the same time. Not just the total expense should be measured but also the cost saving it would provide to the community as a whole. Many programs, non-profit organizations or program managers could come together to share the necessary financial support.

4.2 Secondary Research

4.2.1 Case Studies

Transportation in rural communities is a major issue; however, developing a solution often times proves to be a more difficult task. The few cases which offered a strategy to rural transportation varied in terms of their approach. Many contracted with local busses from urban centres, while others utilized charter busses or constructed a ride-sharing/ carpooling alternative^{1,2}. Many of the carpooling services offered are operated by volunteers within the community, while others are operated through a call-per-use approach similar to a taxi.

In most instances, it is difficult to develop a strategy for rural transportation as it requires communal agreement, support and cooperation on top-off funding. In every case study, the municipal, and sometimes provincial government donates a portion of the required asset to maintain and develop the proposed transportation line through reimbursement, grants or refunds.

4.2.2 Current Initiatives

There are several methods of transportation available within Lanark County, some examples include OC Transpo Route 500 series which connects to specific rural locations, Greyhound, and several in-town transportation organizations (e.g. Lanark Transportation Association (LTA), taxis). These systems serve different regions of Lanark County providing either in-bound commuting or out-bound commuting to urban centres like Ottawa. Each system possesses its own function and operates under a different framework.

OC Transpo's partnership with Transport Thom and Lanark Community Transit (LCT) operates on fixed hours of the day, similar to the main OC Transpo line – it runs through station(s) in

¹ **RURAL TRANSPORTATION ISSUES AND STRATEGIES**

Majkut, K. (2011). Rural Transportation Issues and Strategies. *Knowledge Synthesis for Monieson Centre, Queen's School of Business.*

² **Improving Travel Options in Small & Rural Communities**

https://www.fcm.ca/Documents/tools/GMF/Transport_Canada/ImprovingTravelSmallRural_EN.pdf

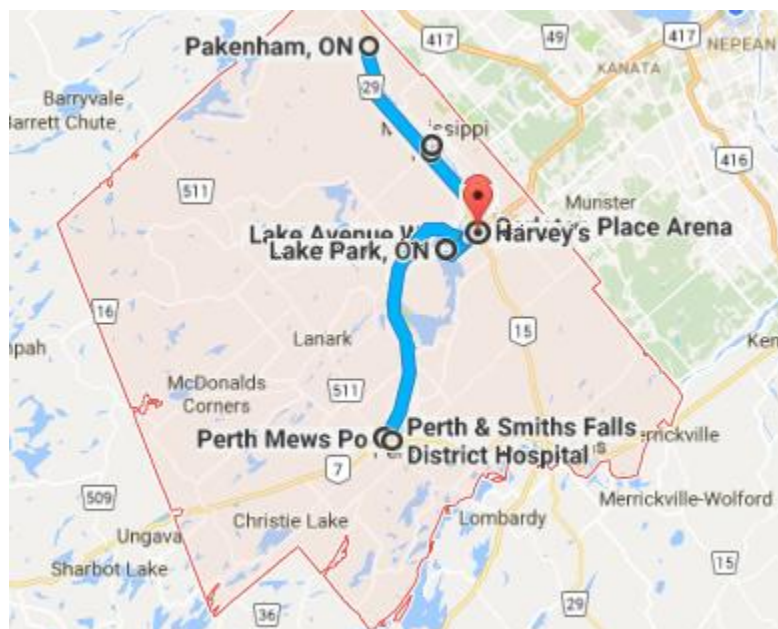
Drummond, Perth, Innisville and Carleton Place before reaching Gatineau-Ottawa during morning peak hours and vice versa during evening peak. LTA service on the other hand operates differently and resembles services offered by Para-Transpo organizations, as LTA offers service through a call-to-use basis.

Unfortunately, these current systems do not meet the needs of most residents living in the County as they are 1) focused on serving a specific demographic of individuals and 2) serving more “centralized” towns. Take the LTA for example, they are a non-for-profit organization which offers assisted transportation to residents in Lanark, but their primary ridership consists of individuals requiring transportation for medical appointments, agency-sponsored day programs and other specialized services or individuals registered with Ontario Works (OW), Ontario Disability Support Program (ODSP). The LTA is funded by various grants, and riders, but certain agencies subsidize riders for transportation depending on their case; otherwise, fares could range between \$30 - \$120 for a round trip to an appointment.

If the ridership for the 500 series was reviewed, it would evidently portray that majority of riders are comprised of predominantly workers commuting between Lanark County and Ottawa for employment purposes. This is made even more clear by examining the hours of operation for these specific routes. They only operate twice daily during the standard time which workers are going to work and when workers complete work.

The OC Transpo connection routes predominantly serve workers commuting between Lanark County and Ottawa; however, the public transportation offered is merely serving centralized towns, leaving more than half of Lanark County being underserved or not served at all. In the diagram below (Diagram 1-0), a rough map can be viewed outlining the routes of the three commuter busses which travels between Lanark County and Ottawa.

Diagram 1-0: Bus Routes of Charter Busses in Lanark Travelling to Ottawa



The area of service is centralized around Carleton Place in that, Carleton Place is the last stop for all three outbound busses; 1 beginning from North-East of Lanark County, another from the South-West and one which travels within Carleton Place. This leaves areas such as Lanark Highlands, Smiths Falls, Beckwith, Tay Valley, portions of Drummond, Mississippi Mills, Montague - the majority of western Lanark County not served.

To summarize, the transportation currently offered serves either specific regions of the Lanark community or serve specific individuals. Looking at youth and young adults, there is limited resources for them in terms of transportation to access necessary facilities such as educational institutes, work within the county, leisure activities or various opportunities as the cost of transportation is not subsidized, nor affordable on a pay-per-use basis. When coupled with other living expenses, youth and young adults may not even be able to afford to use LTA, Transport Thom or LCT services resulting in a significant reduction to the quality of life. Certainly, youth and young adults are not the only demographics population to be affected by this, but also low income individuals, seniors, sole-parent and any individuals without access to a personal vehicle.

There is no affordable form of transportation allowing youth and young adults to travel long distances for recreational purpose, employment purposes, post-secondary education or volunteer /other opportunities. The transportation which serves Lanark County are designated to target certain individuals and locations, even when it is made available to other residents of the County, it is not affordable, nor convenient for other activities or opportunities.

4.2.3 Findings in Comparison to Other Rural Communities

The numerous case studies related to rural communities have illustrated similar issues across different regions of Ontario and Canada. Lanark County is no exception, as seen from several informant interviews, the challenges in Lanark parallels the situation expressed in many of these studies, i.e.: the cost of living is greater than earnings³, the absence or limited public transportation, geographically underserved areas, and insufficient public or government support programs.

Youth and young adults lack affordable housing which results in them having to live with their parents whom may or may not be retired, living in secluded locations for economic reasons, and may or may not possess a motor vehicle for transportation. It appears that individuals who do not have transportation for school or work generally do not attend school or work, or would commonly work at a local position earning close to minimum wage.

4.2.4 Things to Consider

The final stop in Lanark County is Carleton Place for all three outbound commuter busses. However, there are areas of Lanark County which commuter busses do not reach, therefore, it is difficult to determine whether ridership would prosper or decline if the routes were changed to cover more towns. If ridership in Carleton Place can be accommodated between 1 or 2 busses, then the alternate line(s) could be redesigned to serve more western areas of Lanark.

Creation of partnerships between local businesses, outskirt corporations or high demand employment settlements to have a dedicated bus which travels to and from nearby workplaces on the outskirts of Lanark to designated “stations” in-town may be helpful. This would reduce the required need to commute by personal vehicles, open opportunities to individuals without

³ Corridor 11

vehicles and youth and young adults seeking employment. This would ensure a consistent amount is always going back into the system on a monthly or annual basis to maintain its affordability and sustain the operation for future uses. The bus can also be repurposed during “off peak” hours for local commuters or repurposed for weekend usage around the County or to nearby urban centres. Alternatively, employers can consider developing an incentivized program which promotes employees to carpool to and from work with one another.

Many of the residents in Lanark County have difficulties attending post-secondary education due to several factors including: transportation, location, financial difficulties, tuition, or lack of appropriate programs available in an institute nearby. Even though there may be many job opportunities available in the County, it may be possible that residents do not meet the skills required to fulfill these placements whether it be education requirements or experience due to the lack of access to education or opportunities to develop these skillsets. At the same time, it is likely that skilled individuals may move out of Lanark County due to the lack of opportunities.

4.3 Primary research

4.3.1 Respondents

The majority of the respondents in this study were female (63%), residing in Lanark County or Smiths Falls (96%); more specifically in Mississippi Mills (35%) and Perth (27%), between ages 20-24 years (55%), and living with their parent / guardian (58%) or on their own / with a partner (23%). Half the participants were either currently employed full-time (25%) or part-time (25%), while nearly one third (29%) remained as students and perhaps unemployed at the time of the survey. In terms of highest level of education achieved, 38% of respondents completed high school, 23% completed some level of post-secondary education and 21% graduated from College.

When comparing two age groups, there were some noticeable differences. Older respondents, aged 20 to 24 years were more likely found attending a postsecondary institution outside Lanark County (28%) or working in Lanark County (48%). Many of the young adults surveyed mostly drove themselves (67%), carpooled with someone (41%) or walked (30%) to work or school. They were also more inclined to live on their own, with a partner (19%) or roommate (6%), but were equally likely as youth aged 15 to 19 years to be living with their parents or guardians (29%). It is not surprising to see that nearly 60% of individuals in the study lived with a parent. When contrasting the findings with the 2011 census of Lanark, it can be seen that over 50% of private households had at least 1 or more child dwelling at home.

4.3.2 Transportation Needs

For people who moved out of Lanark County

Among the 53 completed surveys, there were only two respondents who previously lived in Lanark County the past 1 to 3 years. According to their responses, the main reasons they moved was due to transportation and education.

Both respondents agreed that they faced transportation issues when living in Lanark County, the primary reason for their move was due to education or transportation, other justifications may have included:

- Less socializing occurred due to lack of transportation;

- Moved for employment purposes;
- Limited work options;
- Difficulty to get around;
- Needed a car to work in Lanark;
- Lanark needed better transportation options;
- Inconvenient to travel during winter time.

For people presently living in Lanark County

Overview of usage of each transportation mode: Based on the various activities performed by residents in Lanark County (i.e., attend post-secondary education, travel to work, recreational, leisure and after school activities), the dominating methods of transportation used to arrive at one's destination were consistent throughout all activities:

- Driving oneself using a car or motorcycle
- Someone else drove / Carpooled
- Walked

For the most part, a large percentage of individuals drove to and from their destination by themselves or through the mean of carpooling. While a fair amount of individuals walked to and from their destinations. When reviewing transportation for travelling to educational institutes, the primary method was driving followed by walking.

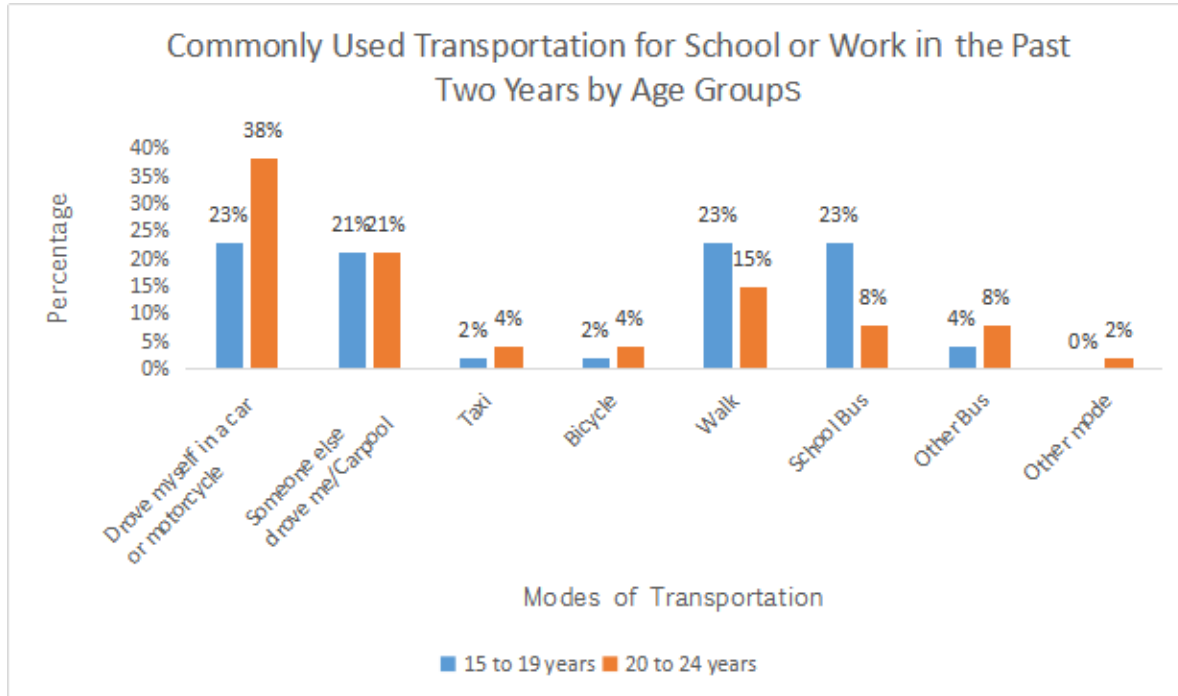
Those who mostly worked in Lanark County or attended a postsecondary institution outside the County relied predominantly on their own personal vehicle or someone else to get around. Respondents indicate that transportation is important for participating in activities or travelling between destinations. But is it their location that is affecting their mode of transportation? Are more isolated townships having more difficulties accessing certain services or facilities than more populous towns or perhaps the vice versa?

When examining the most commonly used mode of transportation across the different towns, while excluding towns with one or less responses, it is evident that driving was the most prevalent form of transportation followed by carpooling and walking. When comparing the 2011 census population for Mississippi Mills with the 2011 census population in Perth, the population density of Mississippi Mills was nearly three times larger than Perth. It may be because more populous town were more likely to adapt and utilize personal transportation than walking as seen by a similar trend reflected in Drummond/ North Elmsley and Carleton Place. It may also be possible that populated areas were more likely to have facilities that are more spread out compared to lesser populated areas, resulting in the need for transportation.

Contrasting the results gathered with the 2011 Census, it was intriguing to see that the size of a town may have had some impact on resident's choice of transportation. Perth is one of the smallest towns in Lanark County spanning an area of 12.25 square km. Perth is also the only town whose residents consistently selected walking as their primary mode of transport for work, school and other activities outside of carpooling. Mississippi Mills ranked the second highest in

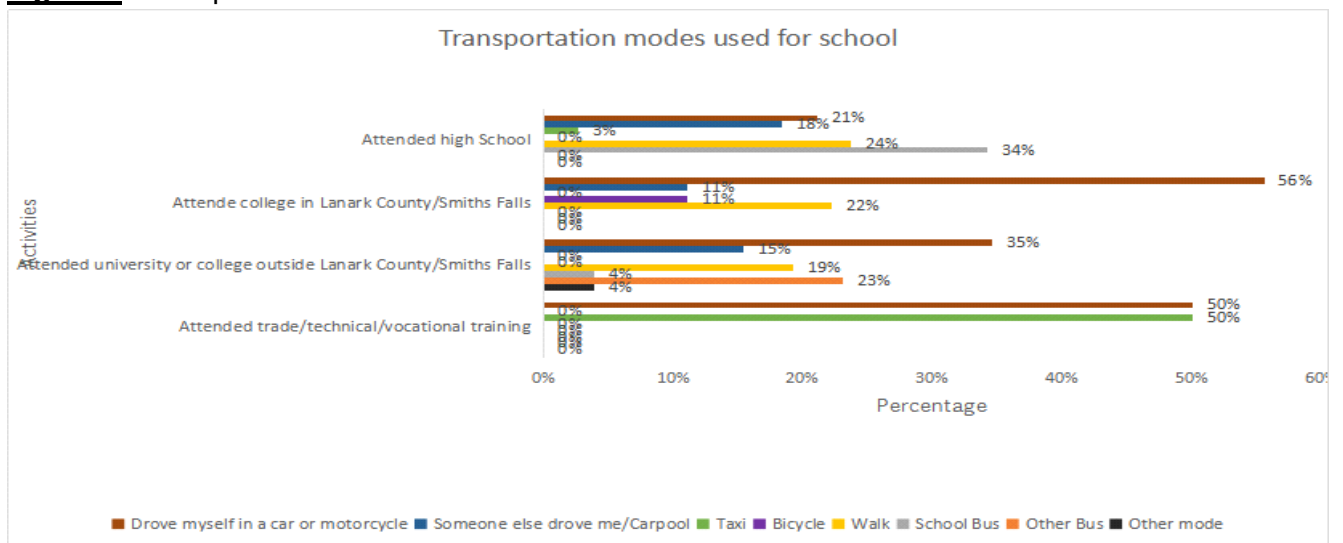
terms of number of residents who selected walking, but this may be explained by the amount of Mississippi Mills resident in the sample or that majority of the facilities are centralized.

Figure 1: Commonly used transportation for work or school in the past two years by age groups



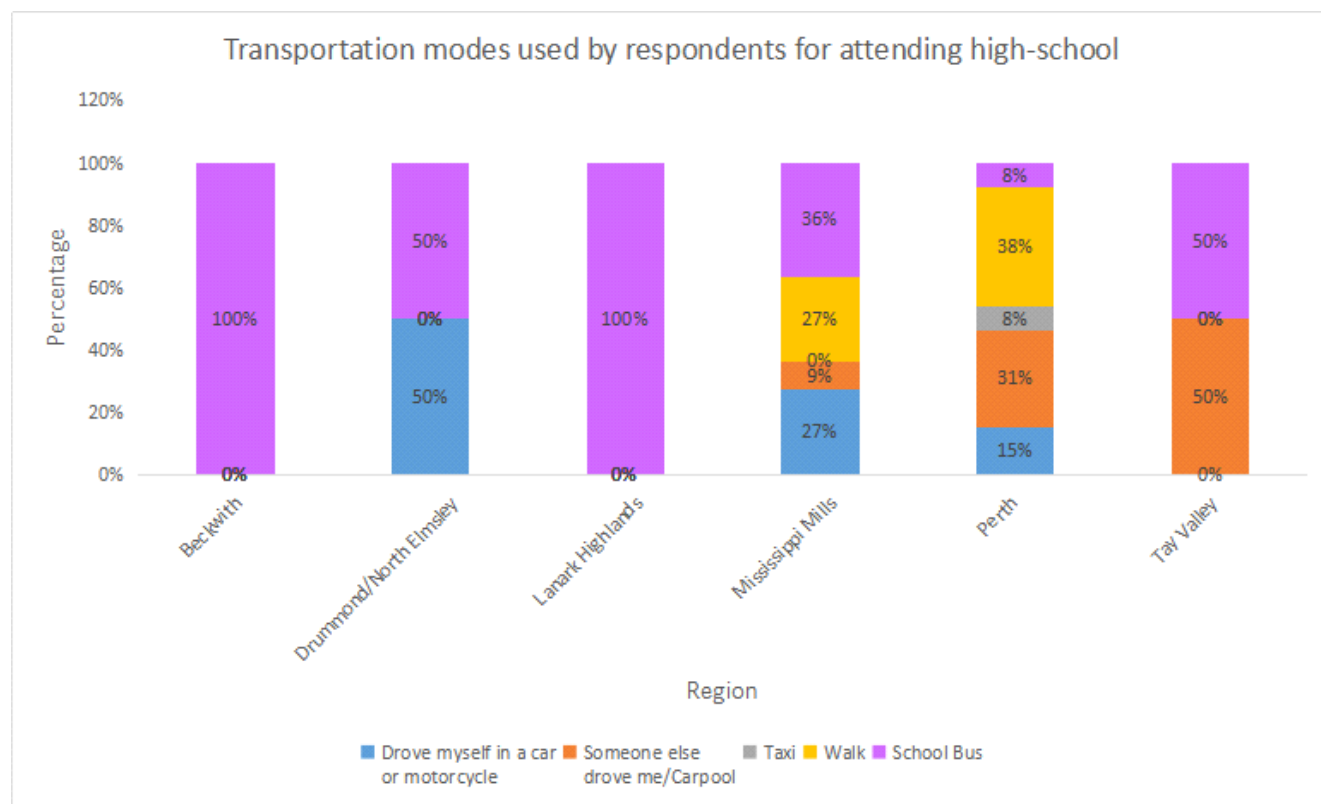
This graph illustrates the most frequently used method of transportation to travel to work or school by the two different age groups in the past two years. The difference between usage could indicate preference or availability of specific transportation method to a particular age group. Youth are more likely to walk or take the school bus. This may be explained by the fact that many in this age division are still attending high school which provides the transportation.

Figure 2: Transportation modes used for school



For respondents who attended high school, the most frequently used modes of transportation were by school bus (34%), walking (24%) and driving a car or motorcycle (21%), followed by being driven by other people or carpooling (18%). For respondents who attended college in Lanark County or Smiths Falls, the top choices for travel were driving a car or motorcycle (56%) and walking (22%), followed by being driven by other people or carpooling (11%) and biking (11%). For respondents who attended university or college outside Lanark County or Smiths Falls, they were more likely to drive a car or motorcycle (35%), took other buses (23%), walked (19%) or were driven by others / carpooled (15%). The main options for attending trade or technical or vocational training for respondents were driving (50%) and taxi (50%).

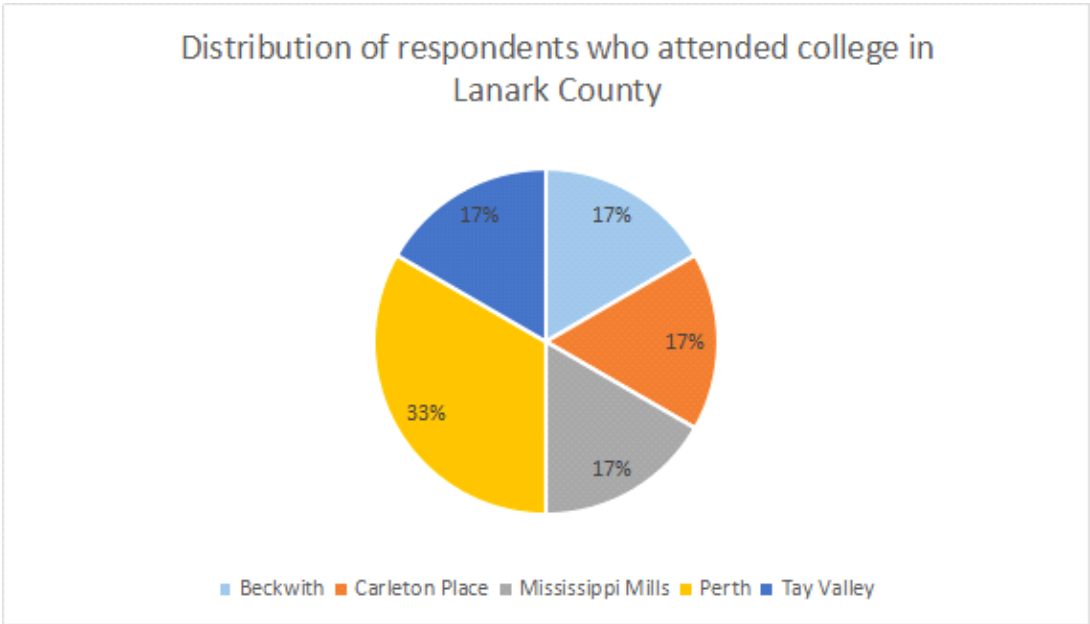
Figure 3-1: Transportation modes used by respondents for attending high-school



(*Total percentage may not add up to 100% due to rounding error)

As for respondents in Beckwith and Lanark Highlands, School bus is heavily used for attending high school. In Drummond/North Elmsley, main transportation modes for respondents are driving in cars or taking a School Bus. As for Tay Valley, driving was the most frequently used transportation where respondents rely on driving themselves (50%) or driven by others (50%). Mississippi Mills and Perth have more transportation options compared to other region, School bus (36%), Walk (27%) and Driving (27%) are main modes in Mississippi while walk (38%) and driven by others or carpool (31%) are more commonly used in Perth to attend high school.

Figure 3-2: Distribution of respondents who attended college in Lanark County



(*Total percentage may not add up to 100% due to rounding error)

Figure 3-3: Transportation modes used by respondents for attending college in the County

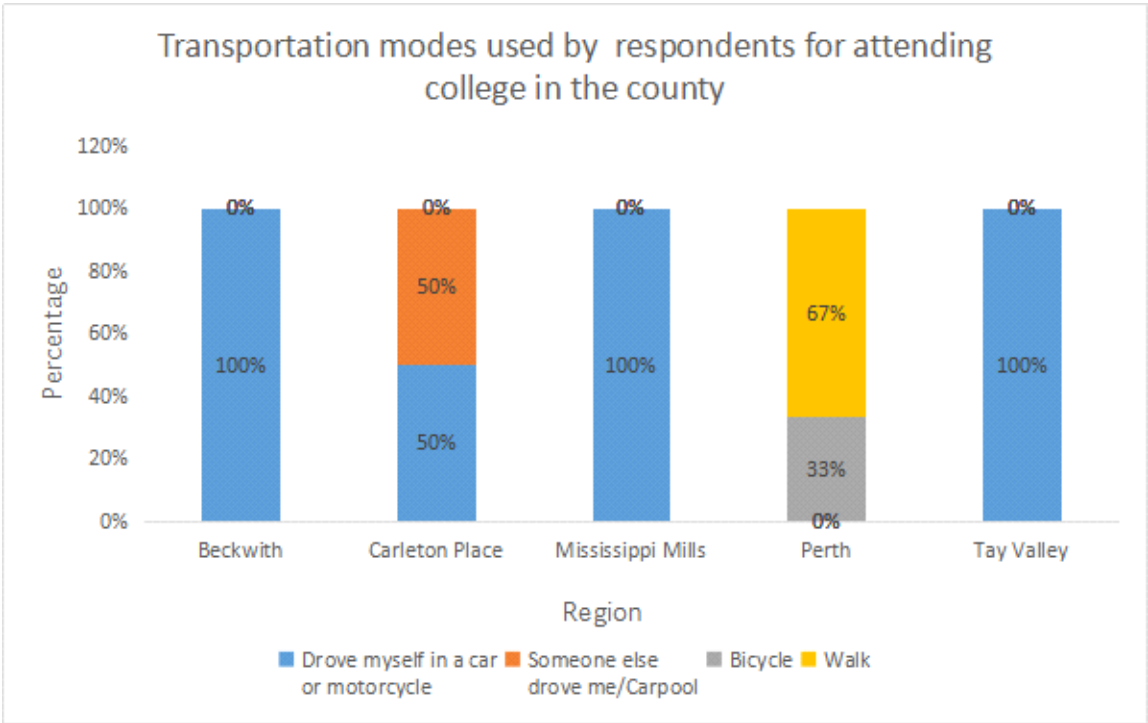


Figure 3-4: Distribution of respondents who attended university or college outside Lanark County

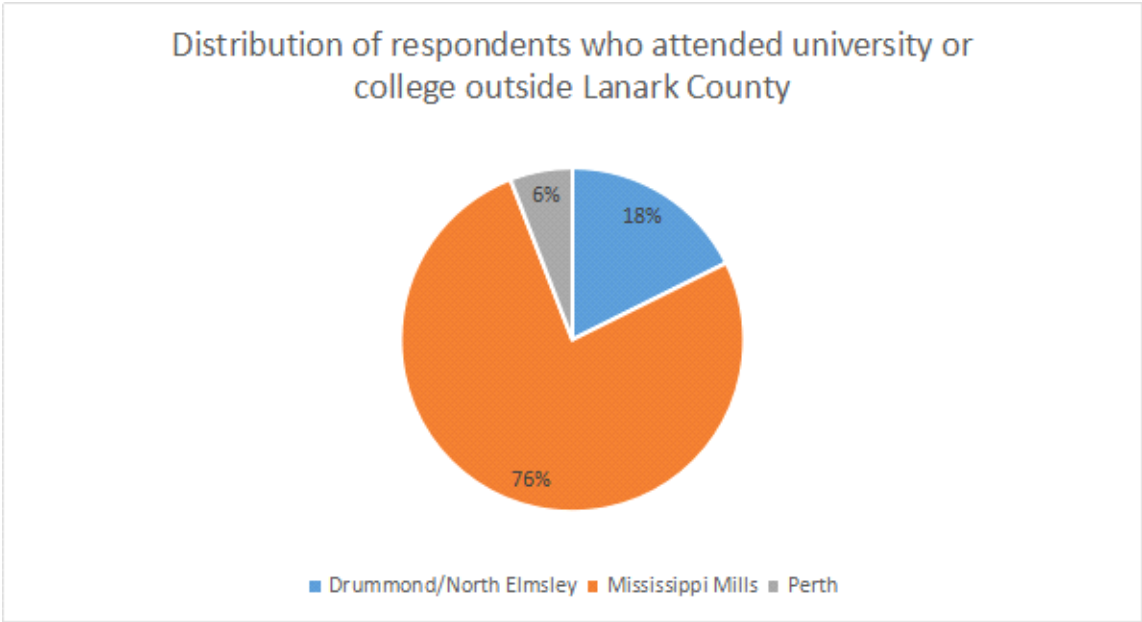
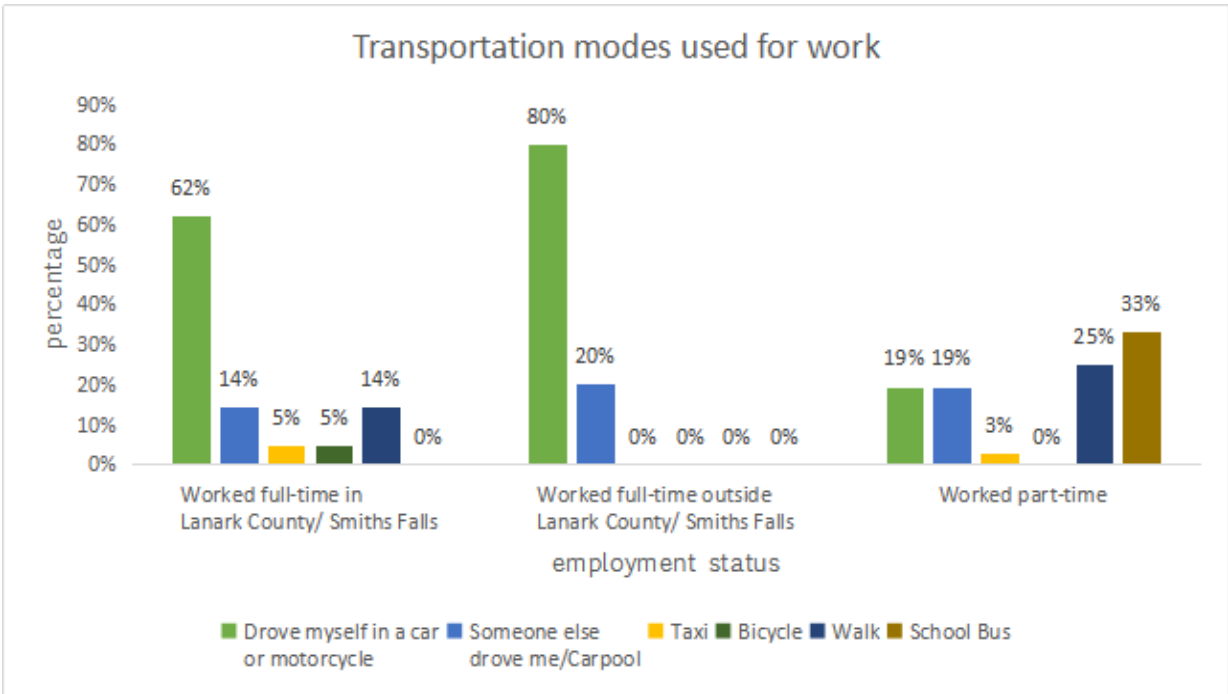


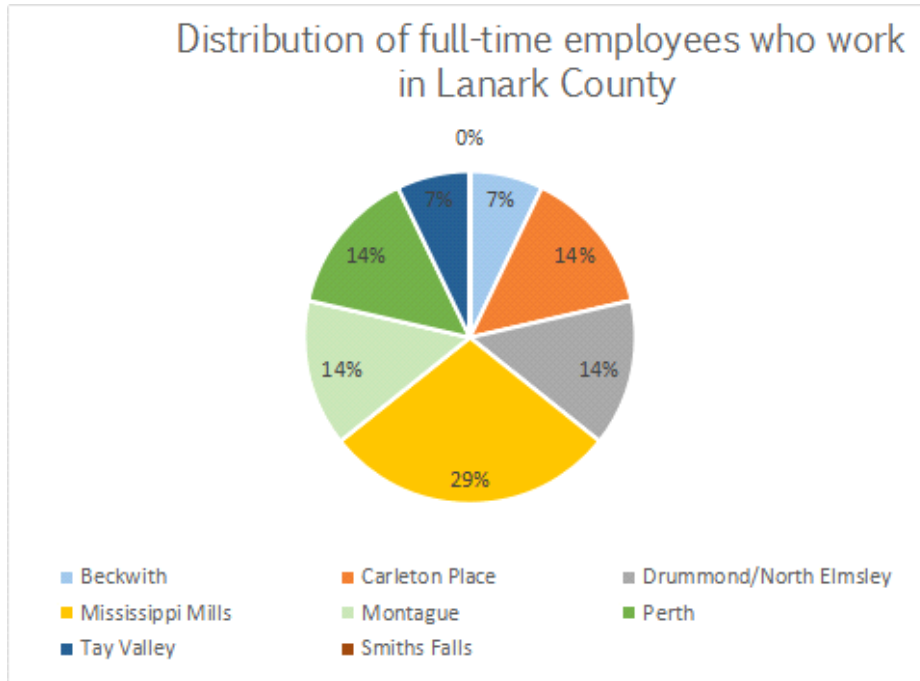
Figure 4-1: Transportation modes used for work



For respondents who worked full-time in Lanark County or Smiths Falls, the main transportation modes were driving a car or motorcycle (62%), followed by being driven by others or walking (14%), carpooling (14%), Taxi (5%) and biking (5%).

For respondents who worked full-time outside Lanark County or Smiths Falls, the main transportation methods are driving a car or motorcycle (80%) and being driven by others or carpool (20%). As for part-time workers, taking school bus (33%) is the most popular mode, followed by walking (25%), driving themselves in cars (19%), being driven by others or carpool (19%). And there was a small group of people chose to take a taxi (3%) to arrive workplace.

Figure 4-2: Distribution of Full-time employees who work in Lanark County



(*Total percentage may not add up to 100% due to rounding error)

Figure 4-3: Transportation modes used by residents with full-time job in the County

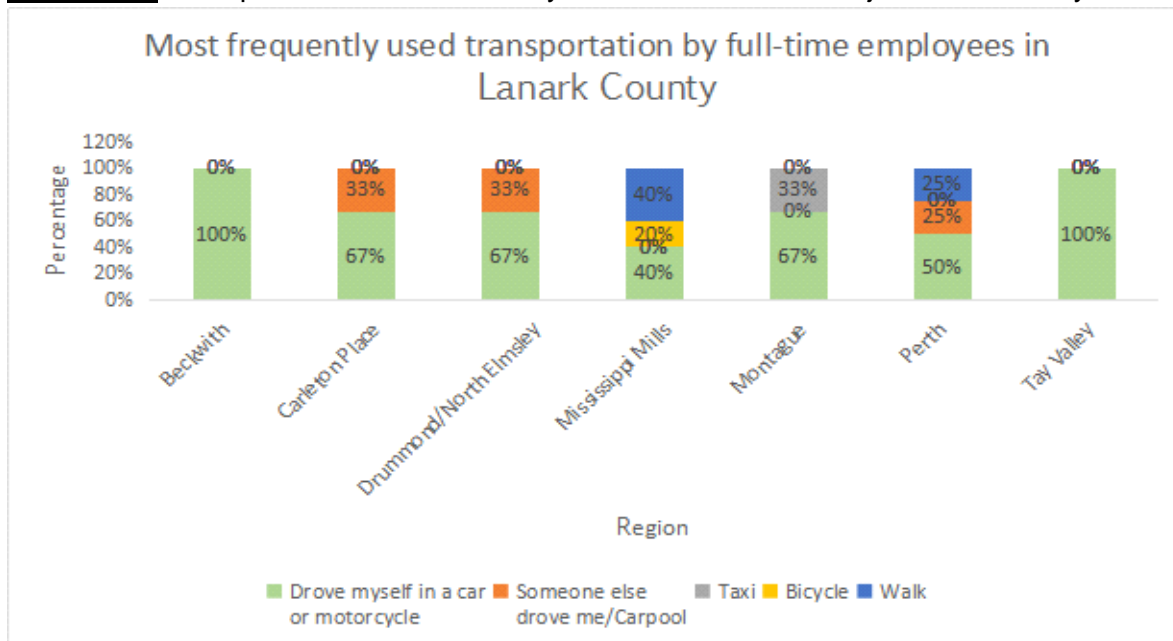
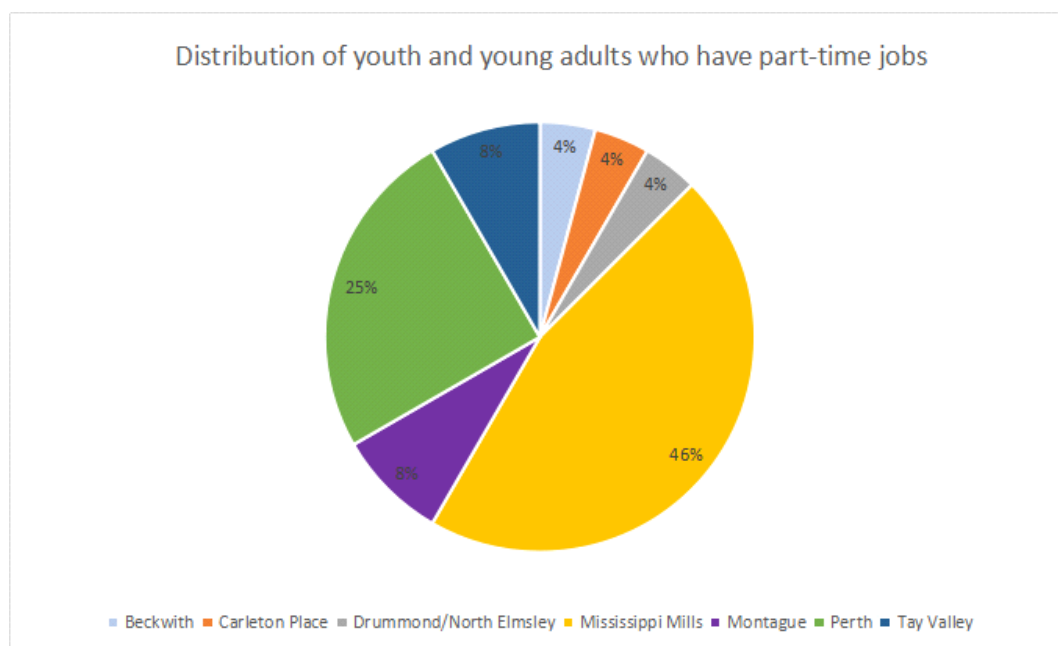
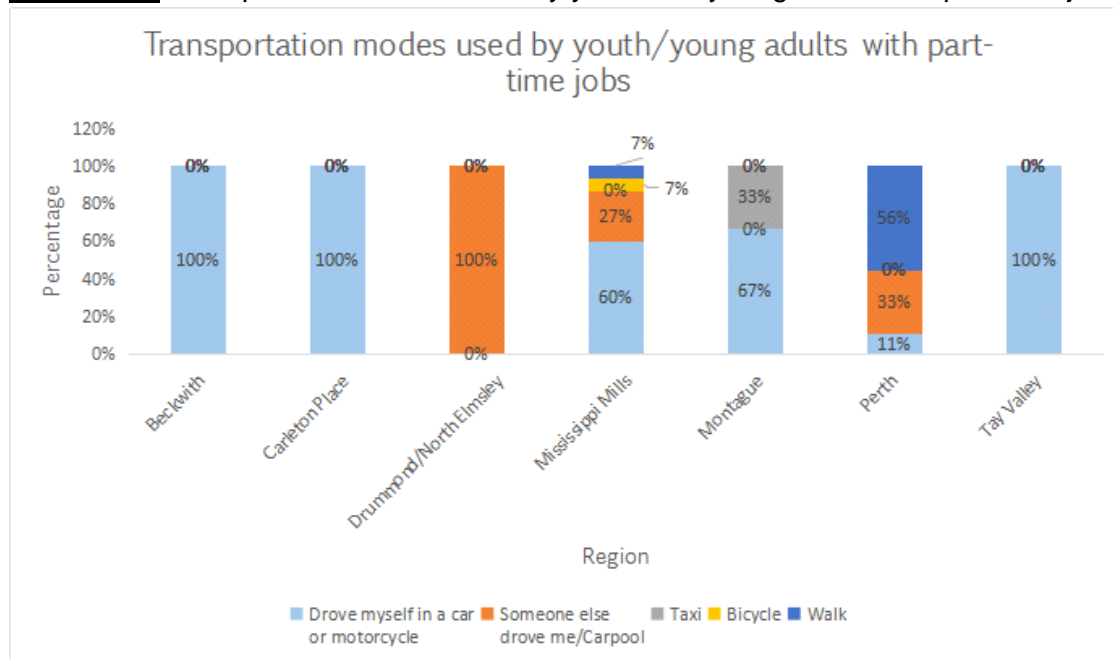


Figure 5-1: Distribution of youth and young adults who have part-time jobs



(*Total percentage may not add up to 100% due to rounding error)

Figure 5-2: Transportation modes used by youth and young adults with part-time jobs



(*Total percentage may not add up to 100% due to rounding error)

Figure 6-1: Transportation modes used for Other Activities

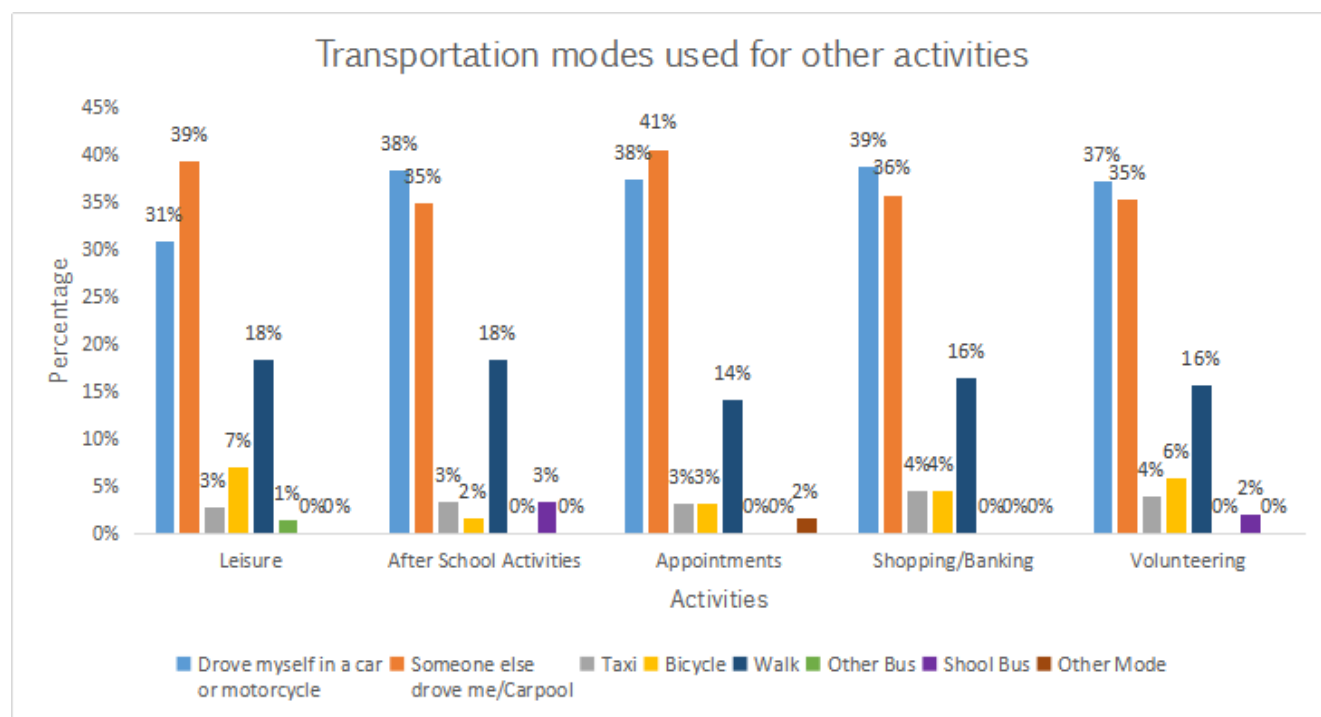
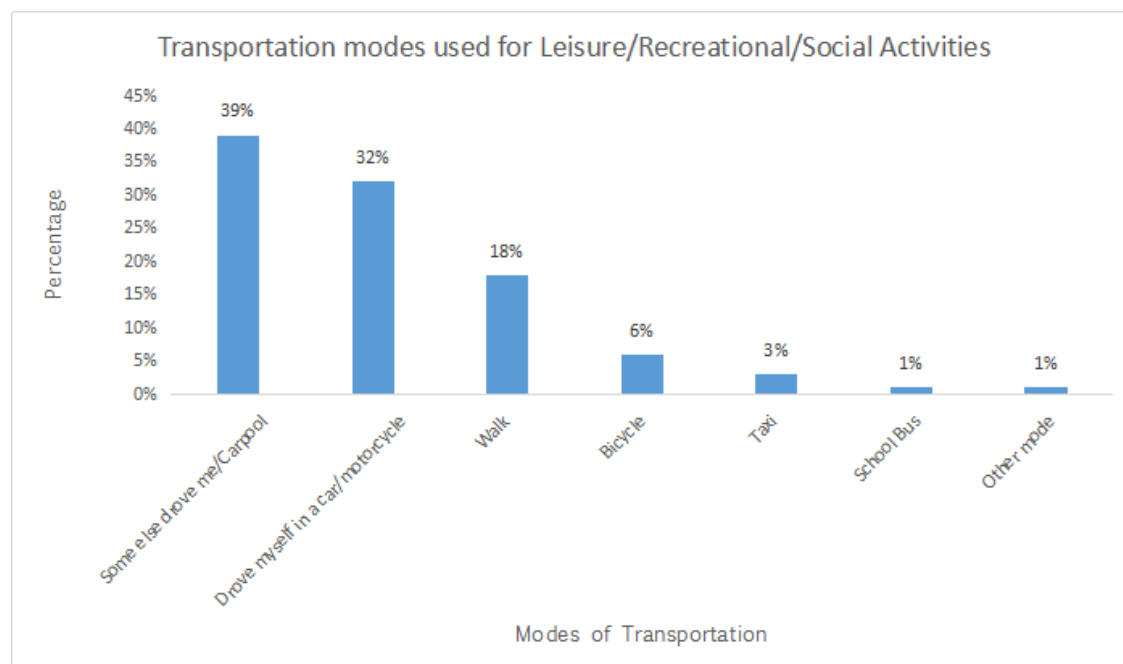
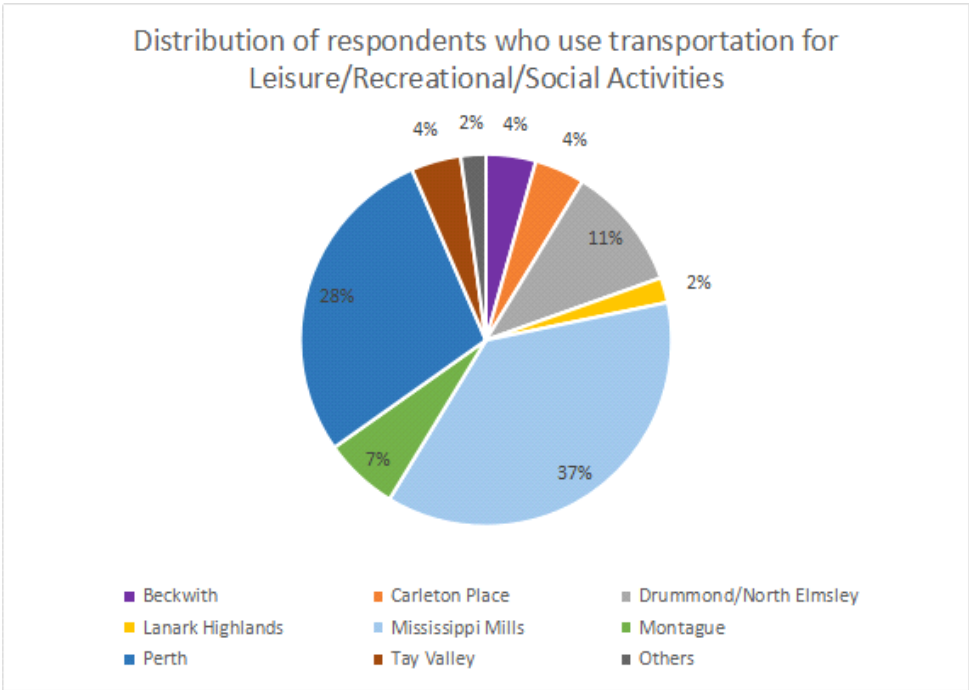


Figure 6-2: Transportation modes used for Leisure/Recreational/Social Activities



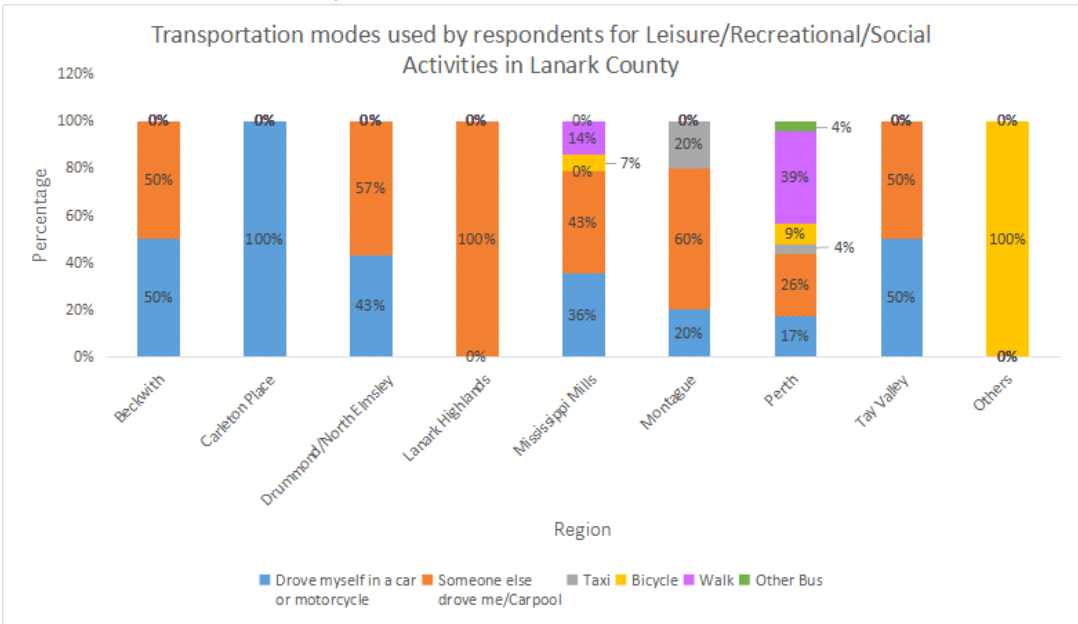
The top two transportation modes for respondents to reach Leisure, Recreational or Social Activities are driven by others or carpool (39%) and driving a car or motorcycle (32%). Walking (18%) is another alternative mode for respondents to get to destination, followed by Bicycle (6%) and Taxi (3%) and Other Bus (1%).

Figure 7-1: Distribution of respondents who use transportation for Leisure/Recreational/Social Activities



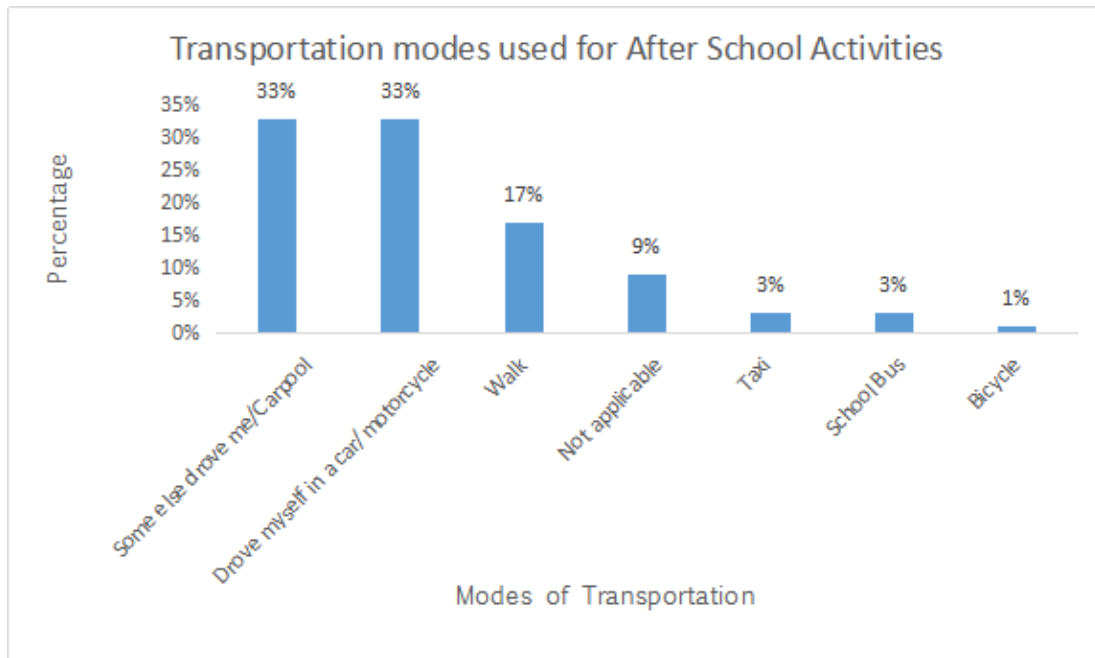
(*Total percentage may not add up to 100% due to rounding error)

Figure 7-2: Transportation modes used by respondents for Leisure/Recreational/Social Activities in Lanark County



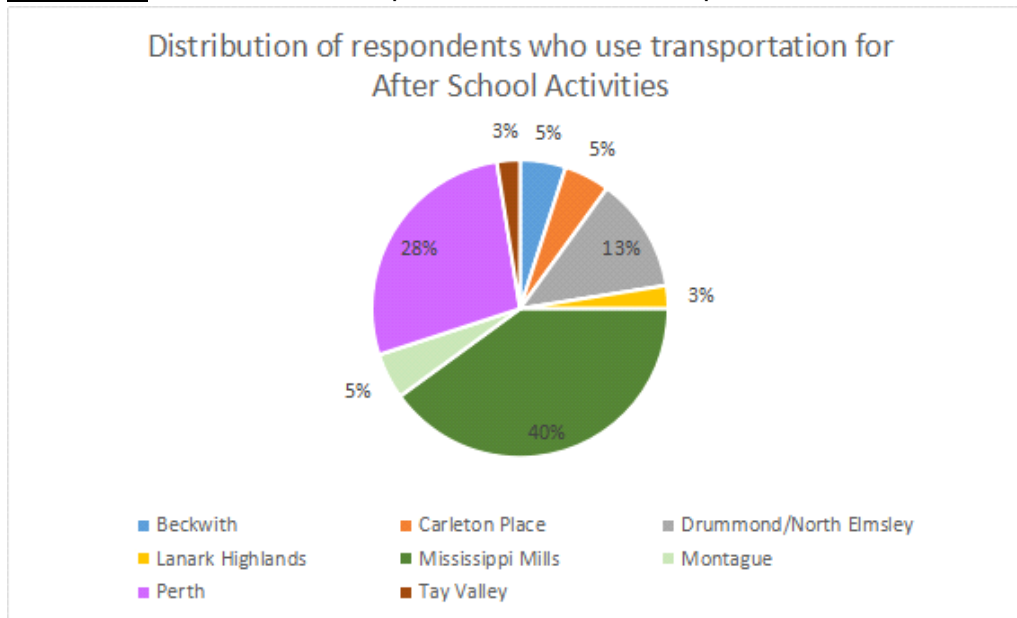
(*Total percentage may not add up to 100% due to rounding error)

Figure 8-1: Transportation modes used for After School Activities



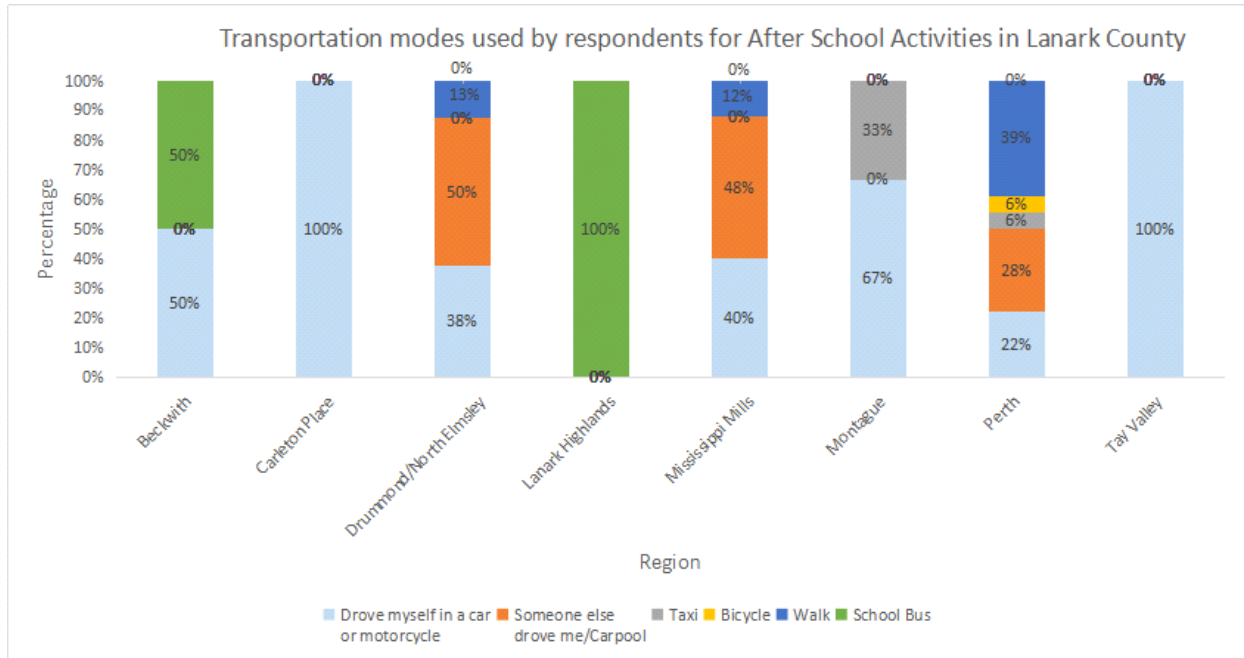
The most popular transportation modes for after school activities are driving a car or motorcycle (33%) and driven by other people or carpool (33%). Walking (17%) is also one of the most popular transportation modes for respondents, while a few respondents (9%) didn't attend any after school activities.

Figure 8-2: Distribution of respondents who use transportation for After School Activities



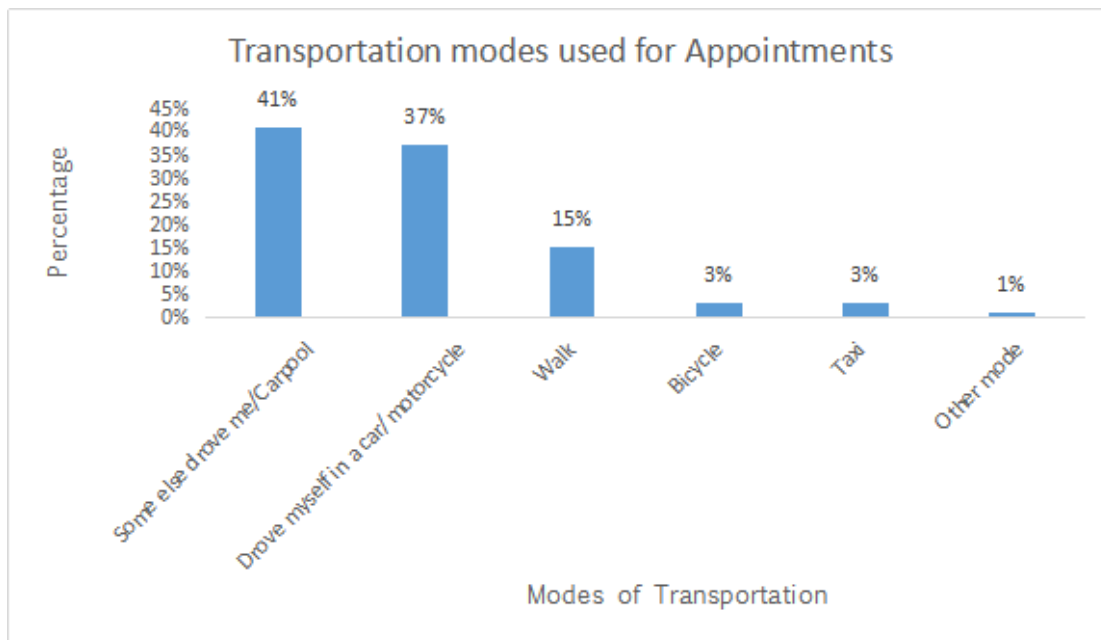
(*Total percentage may not add up to 100% due to rounding error)

Figure 8-3: Transportation modes used by respondents for After School Activities in Lanark County



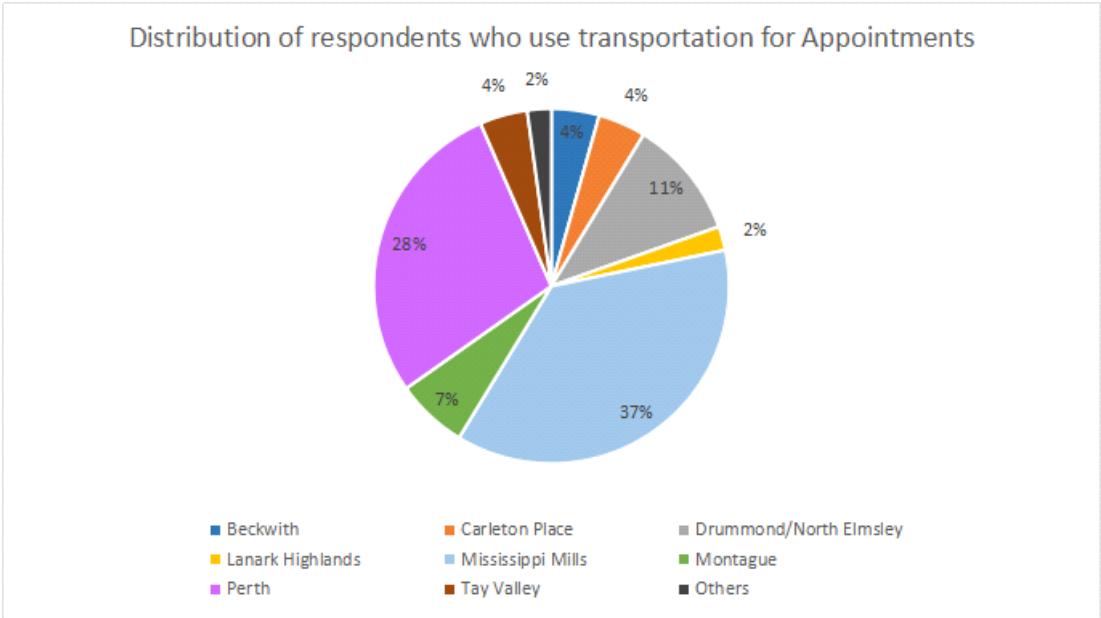
(*Total percentage may not add up to 100% due to rounding error)

Figure 9-1: Transportation modes used for Appointments



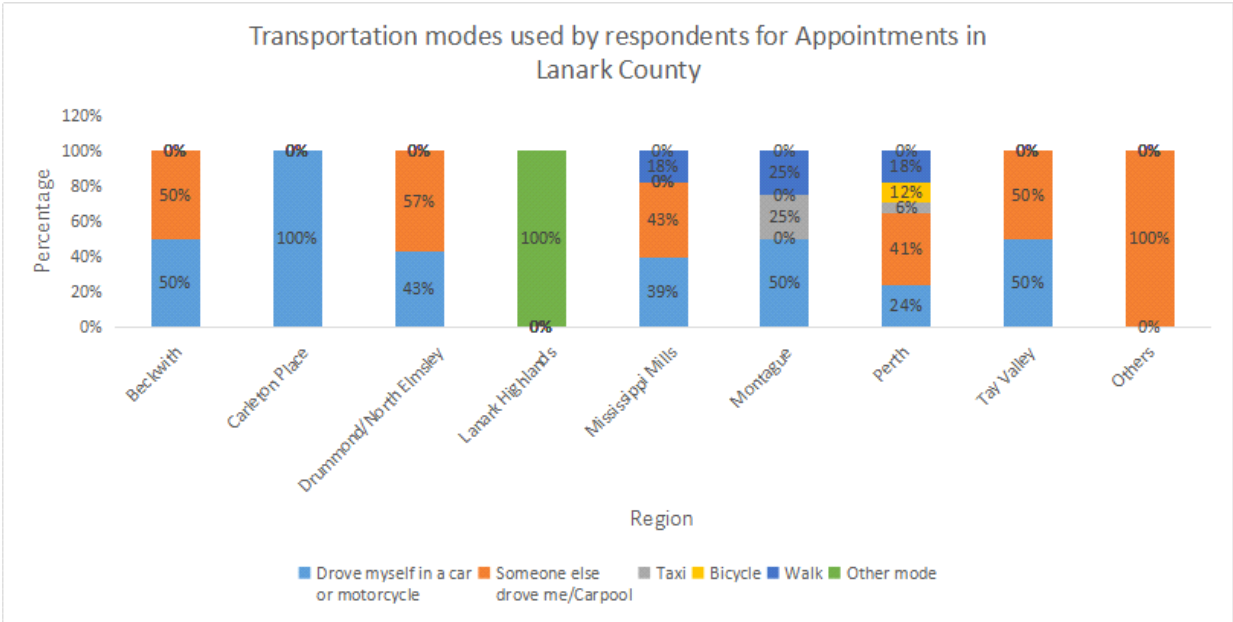
Driven by someone else or carpool (41%) is the most popular way to go to appointments, followed by driving a car or motorcycle by respondents themselves (37%). Walk (15%) is also considered as one of the most frequently used transportation method. Taxi (3%) and Bicycle (3%) are also used by small portion of respondents for appointments.

Figure 9-2: Distribution of respondents who use transportation for Appointments



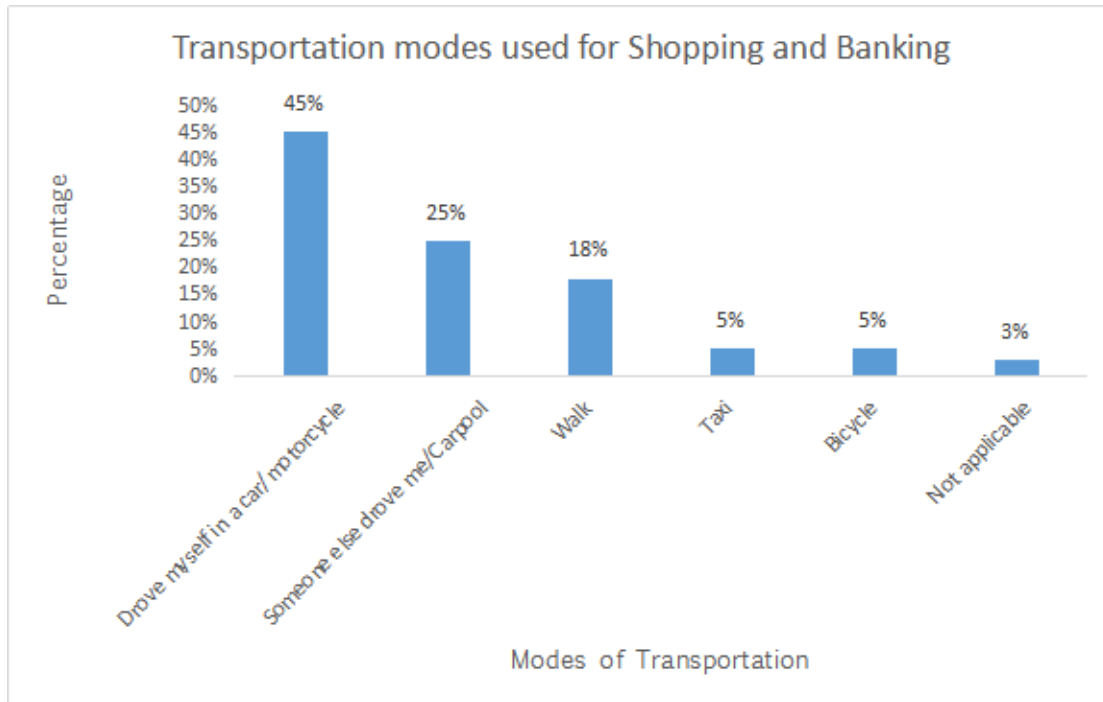
(*Total percentage may not add up to 100% due to rounding error)

Figure 9-3: Transportation modes used by respondents for Appointments in Lanark County



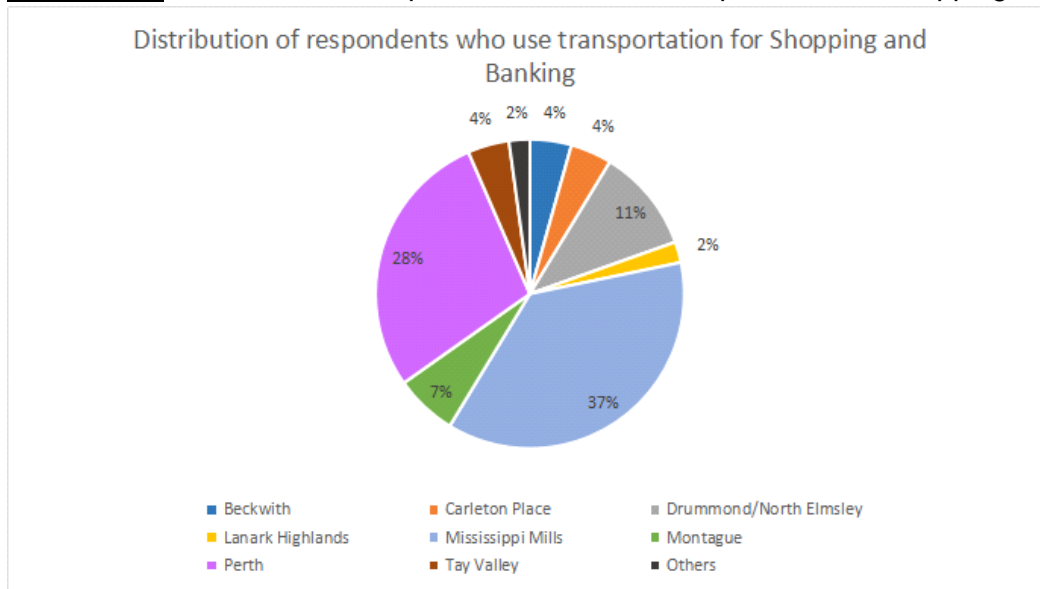
(*Total percentage may not add up to 100% due to rounding error)

Figure 10-1: Transportation modes used for Shopping & Banking



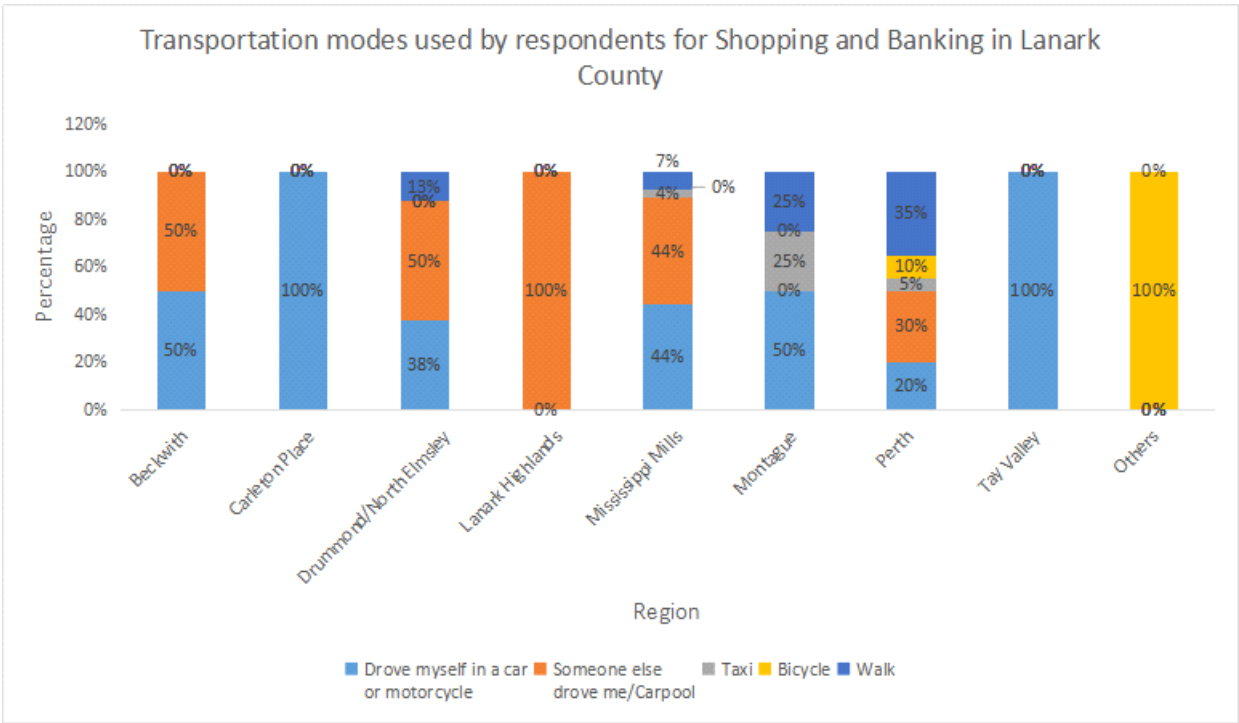
As for Shopping and Banking, the top one choice for youth and young adults in the County is driving a car or motorcycle (45%), followed by being driven by other people or carpool (25%). The third most popular mode is walking (18%), followed by taxi (5%) and bicycle (5%).

Figure 10-2: Distribution of respondents who use transportation for Shopping and Banking



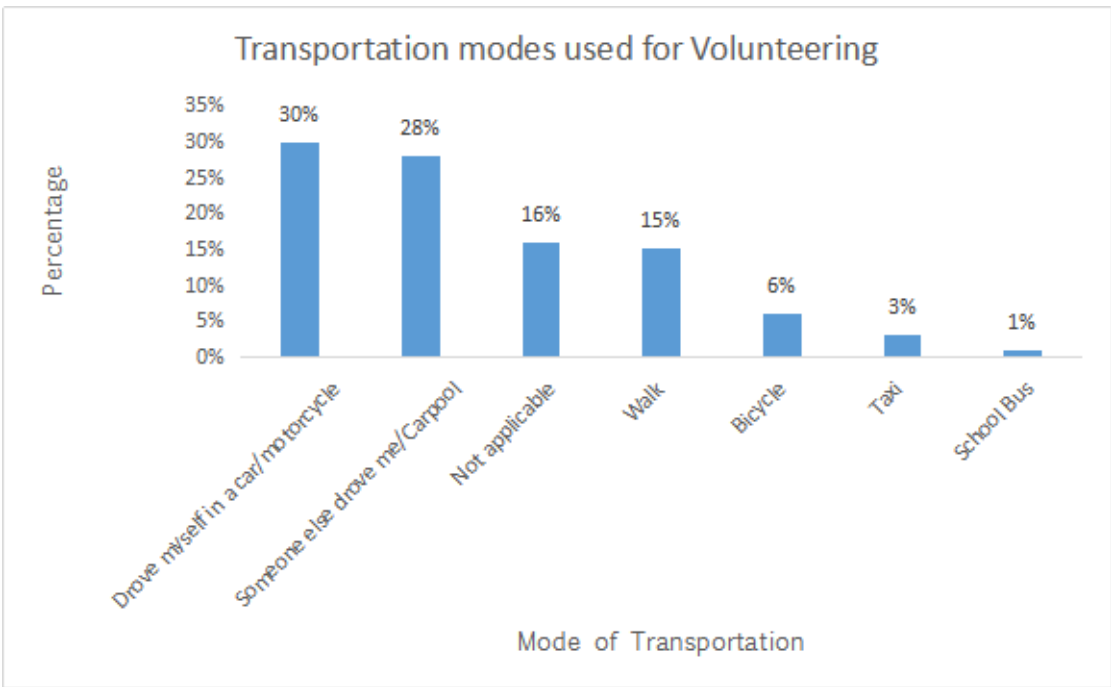
(*Total percentage may not add up to 100% due to rounding error)

Figure 10-3: Transportation modes used by respondents for Shopping and Banking in Lanark County



(*Total percentage may not add up to 100% due to rounding error)

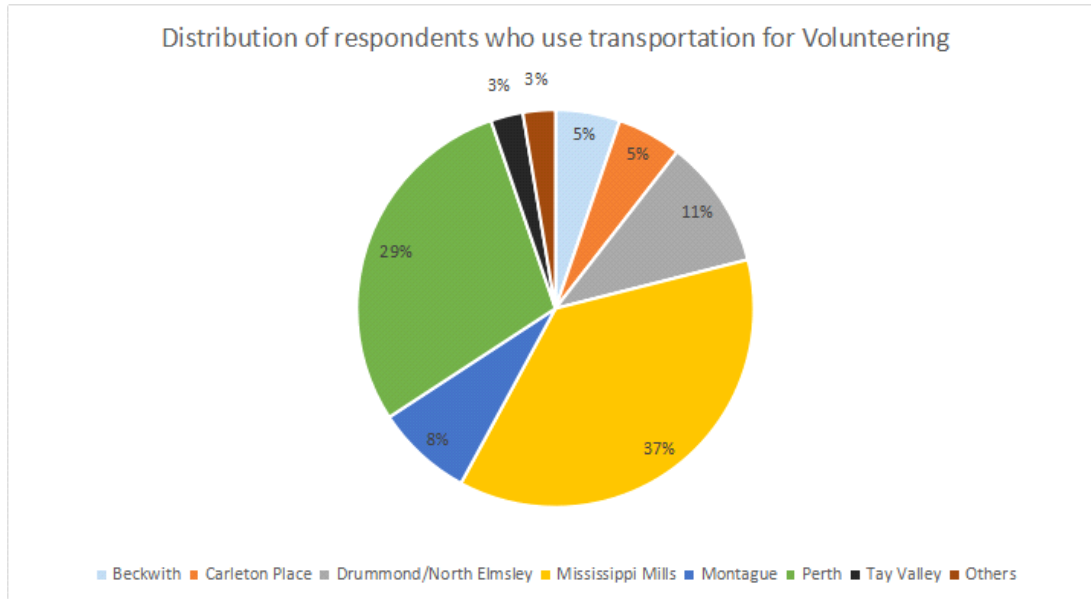
Figure 11-1: Transportation modes used for Volunteering



With an exception of respondents who have not attended any volunteering activities yet, driving in a car or motorcycle (30%) is the most popular way for respondents to participate volunteering

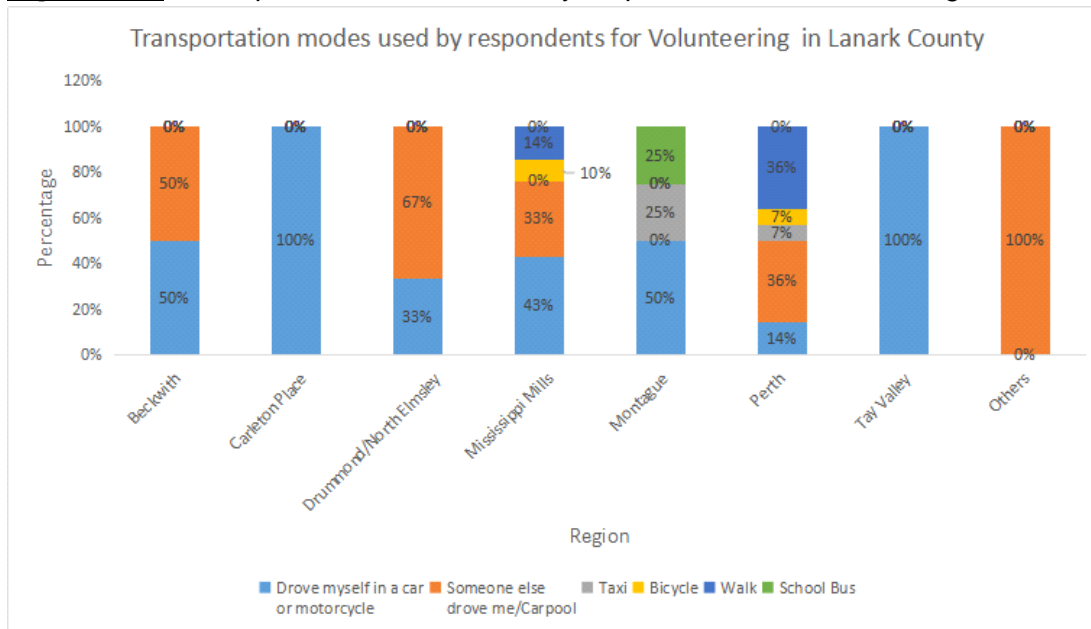
activities, followed by being driven by others or carpool (28%), and walk (15%). Bicycle (6%) is also being used by a small amount of people as well as taxi (3%).

Figure 11-2: Distribution of respondents who use transportation for Volunteering



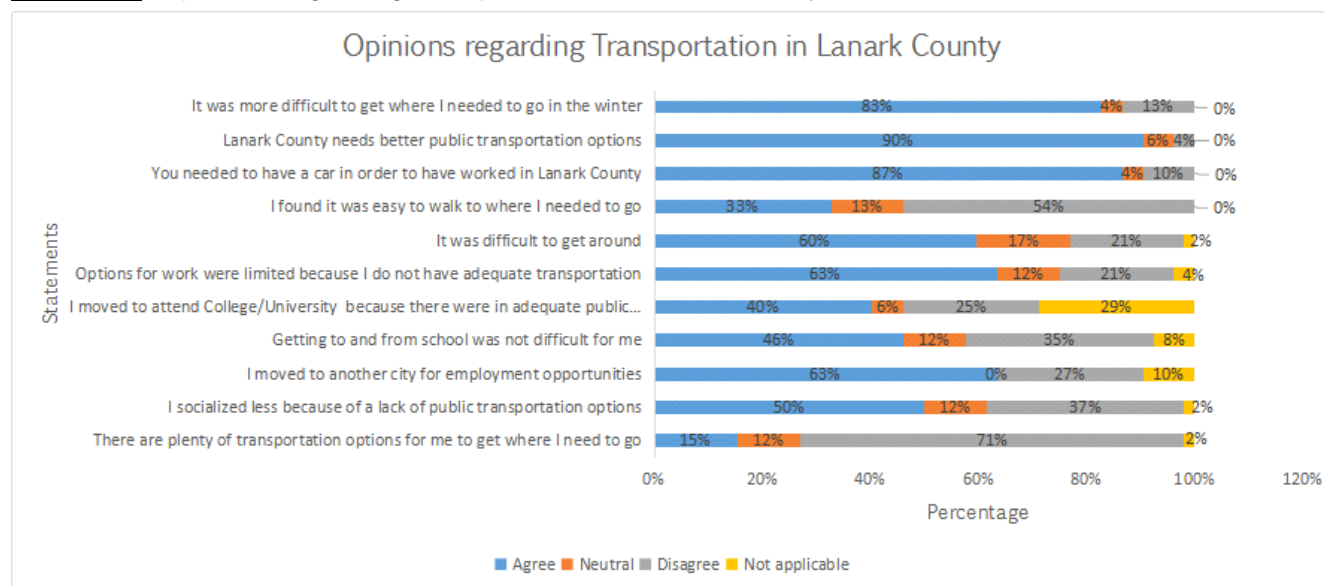
(*Total percentage may not add up to 100% due to rounding error)

Figure 11-3: Transportation modes used by respondents for Volunteering in Lanark County



(*Total percentage may not add up to 100% due to rounding error)

Figure 12: Opinions regarding transportation in Lanark County



(*Total percentage may not add up to 100% due to rounding error)

A mixed series of both positive and negative statements were given to respondents with a scale of 1 to 7 where 1 means completely agree and 7 means completely disagree. “Agree” is categorized as 1-3, 4 as “Neutral” and 5-7 as “Disagree”. Not applicable option was also provided to respondents for situation described in the statement that they haven’t met yet.

The statements were highly agreed by respondents are:

- “Lanark County needs better public transportation options.” (90%)
- “You needed to have a car in order to have worked in Lanark County” (87%)
- “It was more difficult to get where I needed to go in the winter.” (83%)

The statements were moderately agreed by respondents are:

- “Options for work were limited because I do not have adequate transportation” (63%)
- “I moved to another city for employment opportunities” (63%)
- “It was difficult to get around” (60%)
- “I socialized less because of a lack of public transportation options” (50%)

The statement was highly disagreed by respondents is:

- “There are plenty of transportation options for me to get where I need to go” (71%)

The statement was moderately disagreed by respondents is:

- “I found it was easy to walk to where I needed to go” (54%)

4.3.3 Difference between Age Group Opinions on Transportation Statements

The results collected is not representative of the population of youth and young adults in Lanark County, but through this study, we hope to draw some trends between age groups, transportation and residential locations.

As seen earlier, majority of the sample resided in Mississippi Mills, Perth and Drummond/ North Elmsley, which are not representative of Lanark based on the 2011 Census. According to Statistics Canada 2011 Census, Mississippi Mills contained the greatest number of youth and young adults as well as population density, followed by Carleton Place, Smiths Falls, Drummond/ North Elmsley, Beckwith then Perth.

Respondents were given a series of statements; they were asked to rate each remark on a scale from 1 (agree completely) to 7 (disagree completely) based on how much they agreed with each comment. When comparing the two age groups, it was determined that the responses from youths (aged 15-19) were more consistent and uniform than responses from young adults (aged 20-24). The type of statements used may have impacted the distribution in results between age groups as youths were predominantly found attending high school, while young adults' activities were more diverse.

Majority of youths either completely agreed or completely disagreed with the following statements:

Completely Agree:

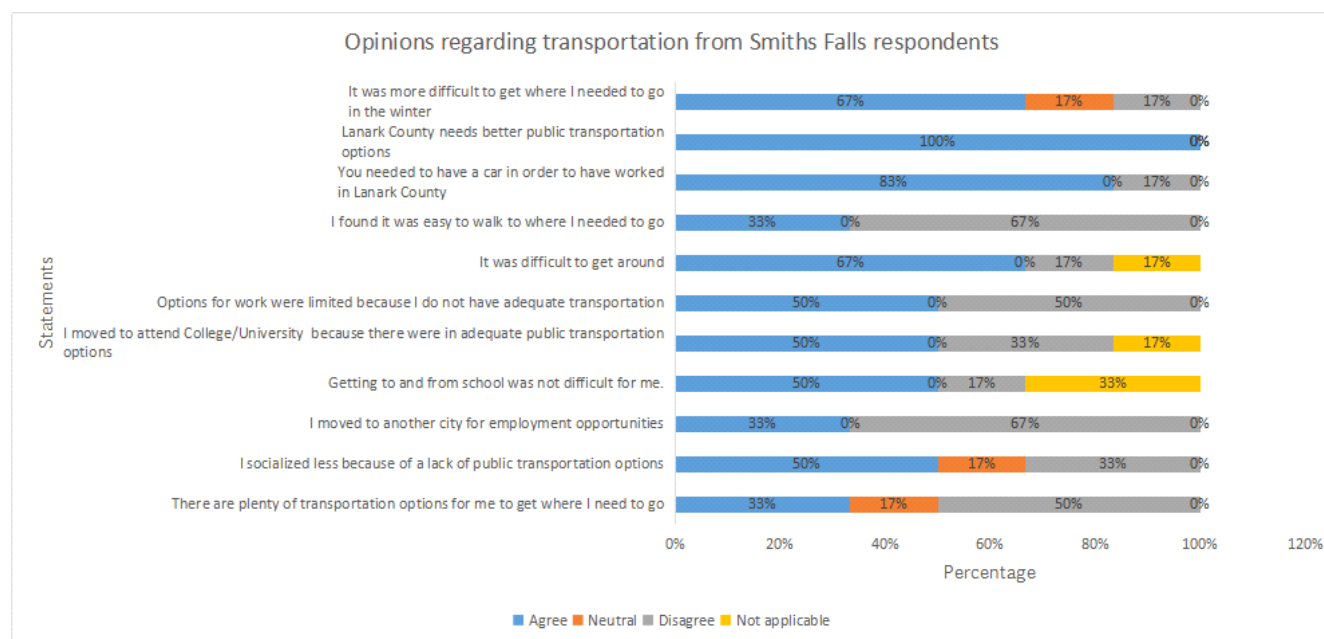
- I am considering moving to a bigger city for employment opportunities
- Getting to / from school is / was not difficult for me
- I would go to College / University if there were adequate public transportation options
- Options for work is limited because I do not have adequate transportation
- You need to have a car to be able to work in Lanark County
- Lanark County needs better public transportation options
- It is more difficult to get where I need to go in the winter

Completely Disagree

- There are plenty of transportation options for me to get where I need to go
- I find it easy to walk to where I need to go

Getting to and from school was not difficult for many participants in the youth category as school busses serviced many areas of the County. Youth pursuing post-secondary education might have found it challenging attending an institution within the County as the only two accredited colleges made available in Lanark are located in Perth and Smiths Falls. With majority of the respondents residing in Mississippi Mills, some sort of transportation was necessary to transit between locations. Likewise, older adults wishing to attend postsecondary education may have found it challenging to transit from where they lived to the campus.

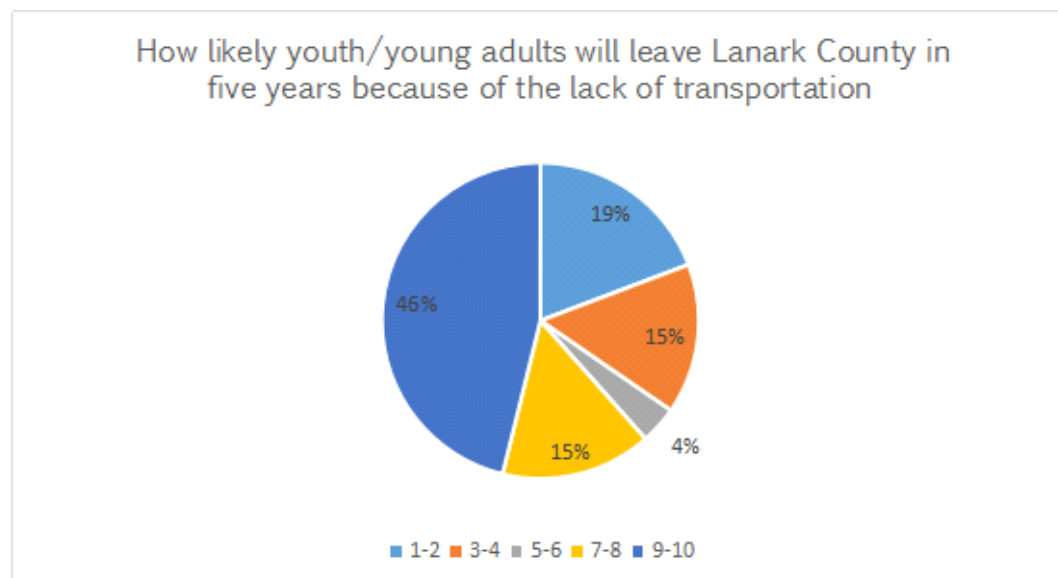
Figure 13: Opinion regarding Transportation in Smith Falls



(*Total percentage may not add up to 100% due to rounding error)

5. Expectation of Transportation Services in Lanark County

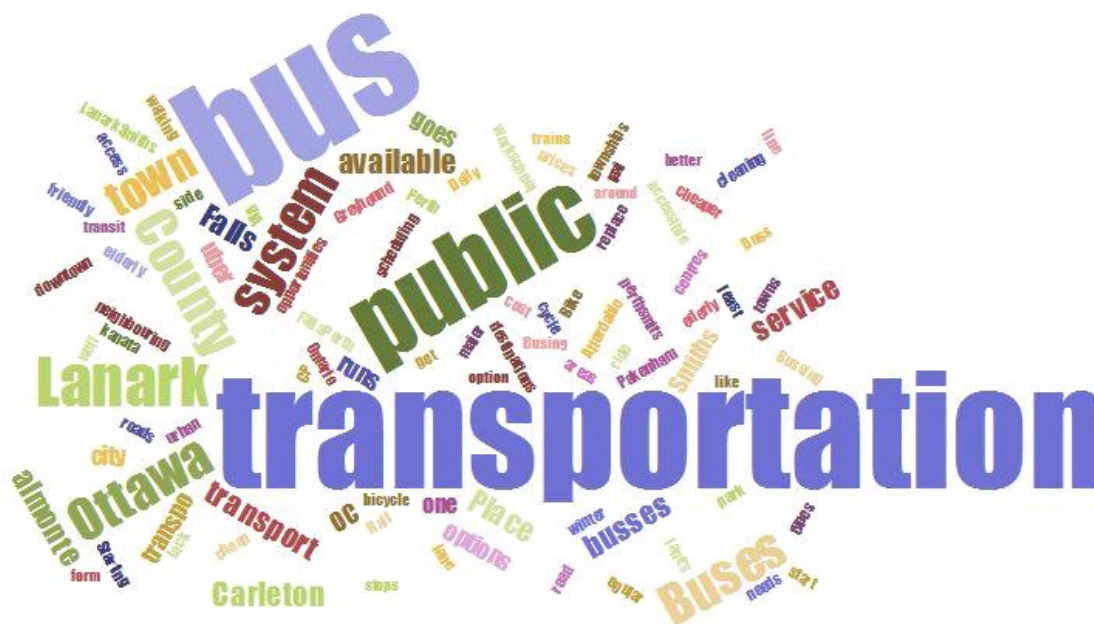
Figure 14: How likely youth/young adults will leave Lanark County



(*Total percentage may not add up to 100% due to rounding error)

A rating scale of 1 to 10 was used, where 1 represented “not at all likely” and 10 “extremely likely”. The scale was used to provide and evaluate the likelihood of youths to leave Lanark County or Smiths Falls in the next five years as a consequence for lack of transportation. 19% of respondents said the lack of transportation would not be a great factor for them to leave the County (scale 1-2), 15% of respondents have relatively low possibilities to leave the County because of the lack of transportation (scale 3-4), 4% of respondents held a neutral point (scale 5-6), 15% of respondents are likely to leave the County in the future because of the lack of transportation (scale 7-8), and 46% of respondents are very likely to leave the County because of the transportation issues(scale 9-10).

6. Thoughts on future improvements

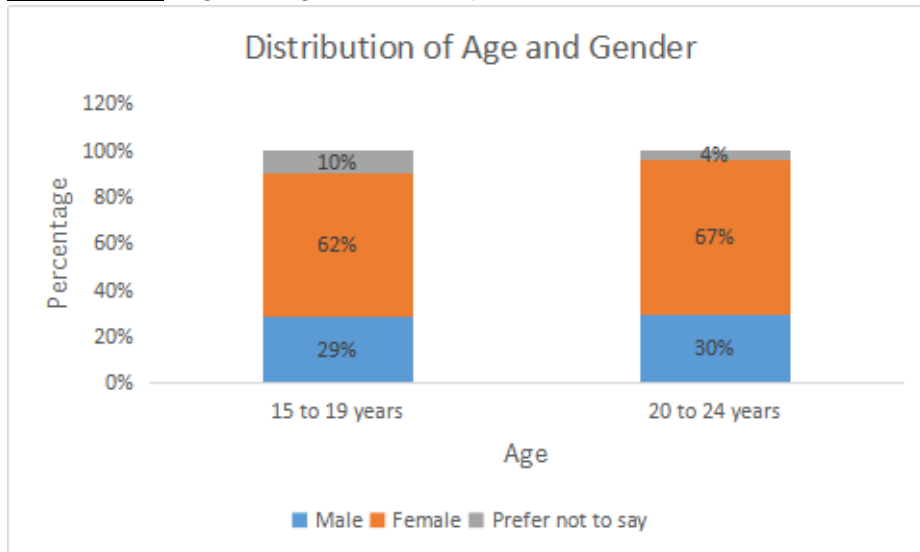


An open-ended question was asked about what kind of transportation services respondents would like to see in next five years in Lanark County and Smiths Falls. A “WordCloud” was generated based on a positive relationship between the size of the word and the frequency with which that word was mentioned among all responses. As we can see, the most frequently mentioned word is “Public Transportation” and “Bus System”. Youth and young adults in Lanark County are looking forward to seeing a well-designed affordable public transportation system in the County, which will give them more options for different daily activities, more accessibility to destinations around Lanark County, especially town to town. They also expect to have public transport to and from urban cities, especially Ottawa. Cycle friendly roads for biking and walking were also addressed in the future picture of a better transit system.

7. Demographics of Respondents

7.1 Age and Gender of Respondents

Figure 15-1: Age and gender of respondents



(*Total percentage may not add up to 100% due to rounding error and the discrepancy between completed responses for each variable)

For catering the objectives of this study, the qualified respondents would be aged between 15 to 24 years old and we divided them into two age categories: 15 to 19 years and 20-24 years. Among all respondents aged between 15 and 19 years old, female accounts for 62%, male accounts for 29% and rest 10% chose "Prefer not to say". For respondents aged 20 to 24 years old, female accounts for 67%, male accounts for 30% and respondents with an answer "Prefer not to say" accounts for 4%.

7.2 Region

Figure 15-2: Distribution of Respondents by Region

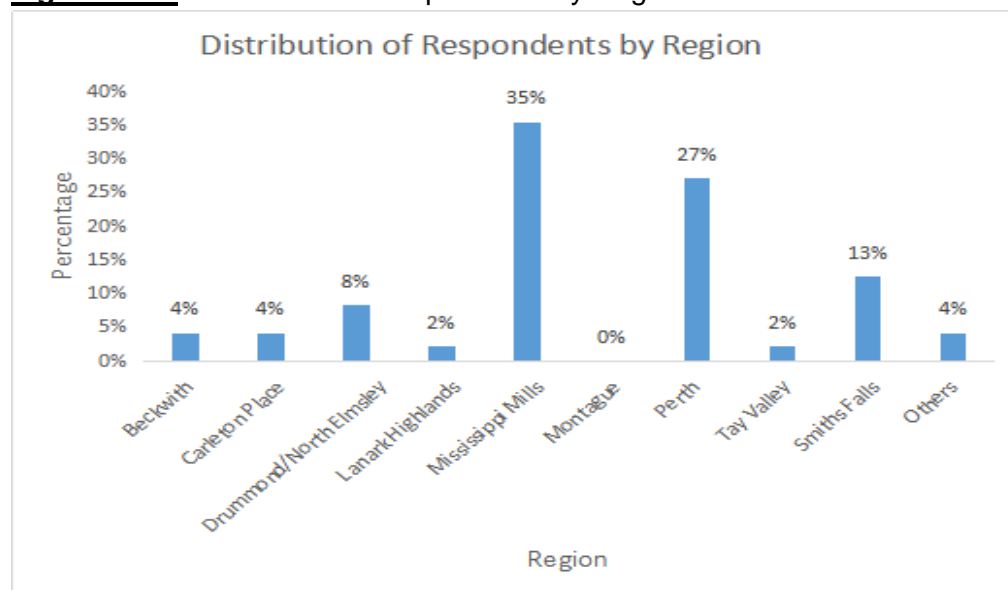
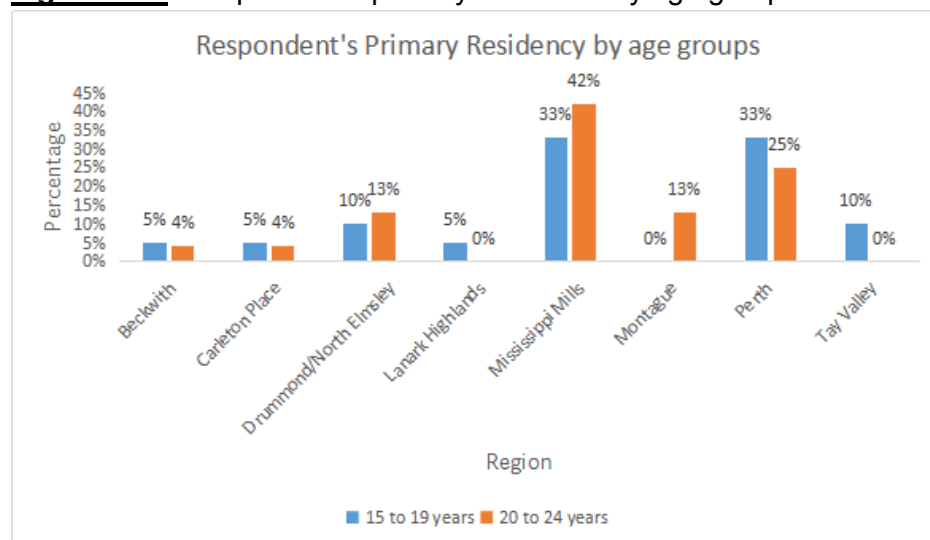


Figure 15-2 depicts the spread of respondents across Lanark County and Smiths Falls. Majority of respondents were from Mississippi Mills and Perth. The chart displays the option 'others' as 4%, these 2 responses reflect respondents who previously lived in the County, but moved to Ottawa, Kanata.

Figure 15-3: Respondent's primary residence by age groups



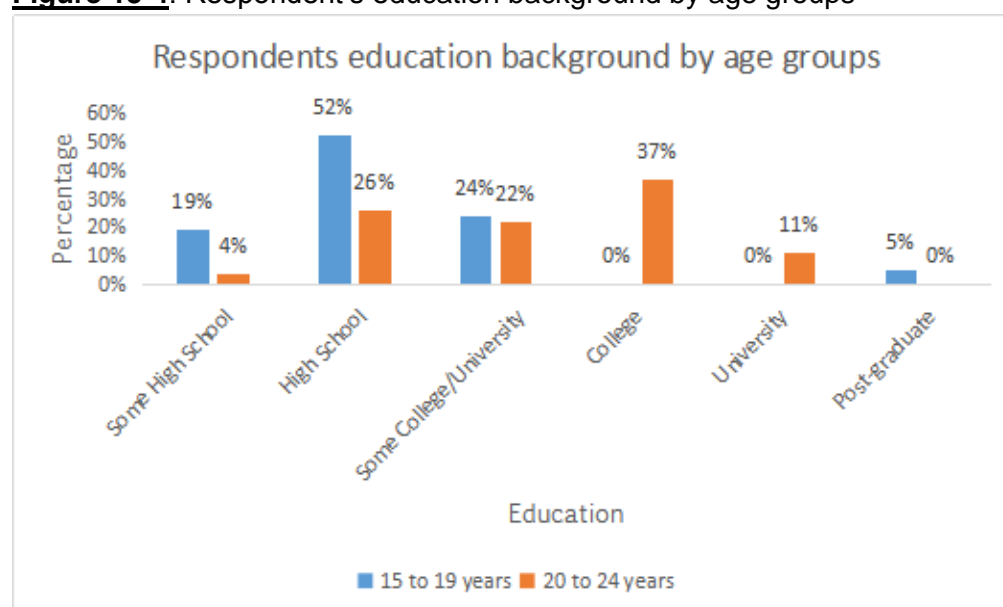
Majority of the respondents resided in Mississippi Mills (33%, 42%) or Perth (33%, 25%) from both age groups. Many of the remaining respondents were distributed relatively evenly amongst the various townships of Lanark with the exception of Tay Valley, Montague and Lanark Highland which had 2 or 3 responses of only one age group. These primary residences may or may not be the town where participants currently reside. In the case of Montague, the respondents possess a primary address in this township, but all 3 respondents are currently living in Smiths Falls (refer to the heading Smiths Falls below).

Table 2.0: Respondent's Primary Residency by Age for each Town and Township in Lanark County Census Division

Town or Township	Age 15-19 #	Age 15 –19 %	Age 20-24 #	Age 20 – 24 %	Percentage (Total)
*Smiths Falls	0	0%	0	0%	0%
Perth	7	32%	6	22%	28%
Carleton Place	1	5%	1	4%	4%
Mississippi Mills	7	33%	10	37%	35%
Township of Montague	0	0%	3	11%	6%
Township of Drummond/North Elmsley	2	10%	3	11%	11%
Township of Tay Valley	2	10%	0	0%	4%
Township of Beckwith	1	5%	1	4%	4%
Township of Lanark Highlands	1	5%	0	0%	2%
Others	0	0%	3	11%	6%
Total	21	100%	27	100%	100%

* There are 6 respondents from Smiths Falls, 1 respondent is between 15 to 19 years and another is between 20 to 24 years. And they are primarily located in other townships, such as Drummond/North Elmsley (1 respondent), Montague (3 respondents), Tay Valley (1 respondent) and other places (1 respondent).

7.3 Education

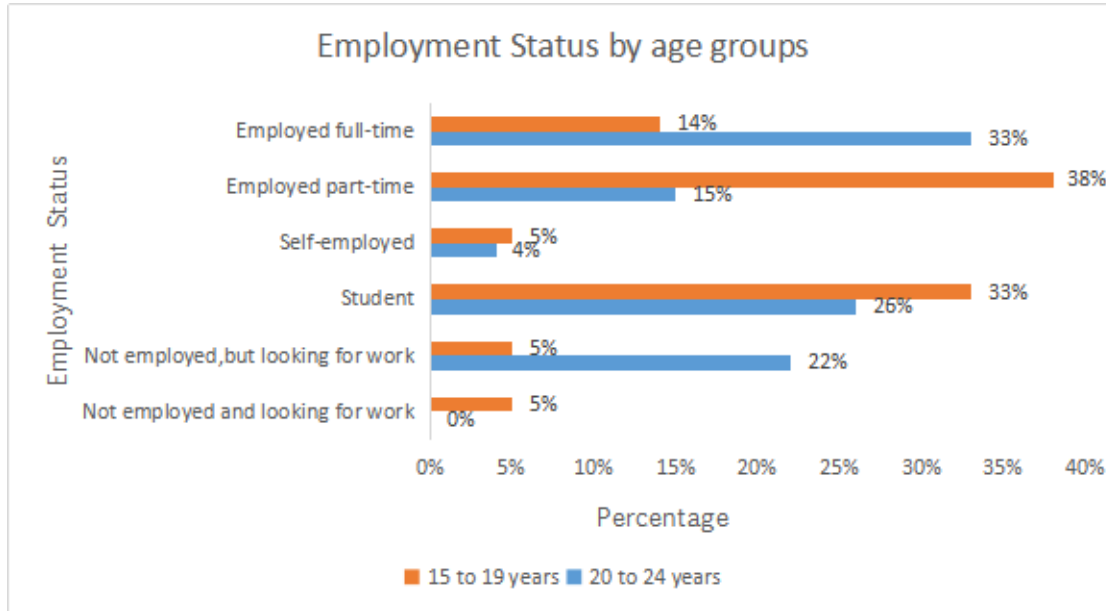
Figure 15-4: Respondent's education background by age groups

Among all respondents aged 15 to 19 years, 19% completed some high school, 52% finished high school, 24% graduated from some college or university and small portion (5%) has a post-graduate education background. For respondents aged 20 to 24 years, 4% of them are some

high school graduates, 26% are high school graduates, 22% graduated from some college or university, 37% completed college and 11% with a university education background.

7.4 Employment

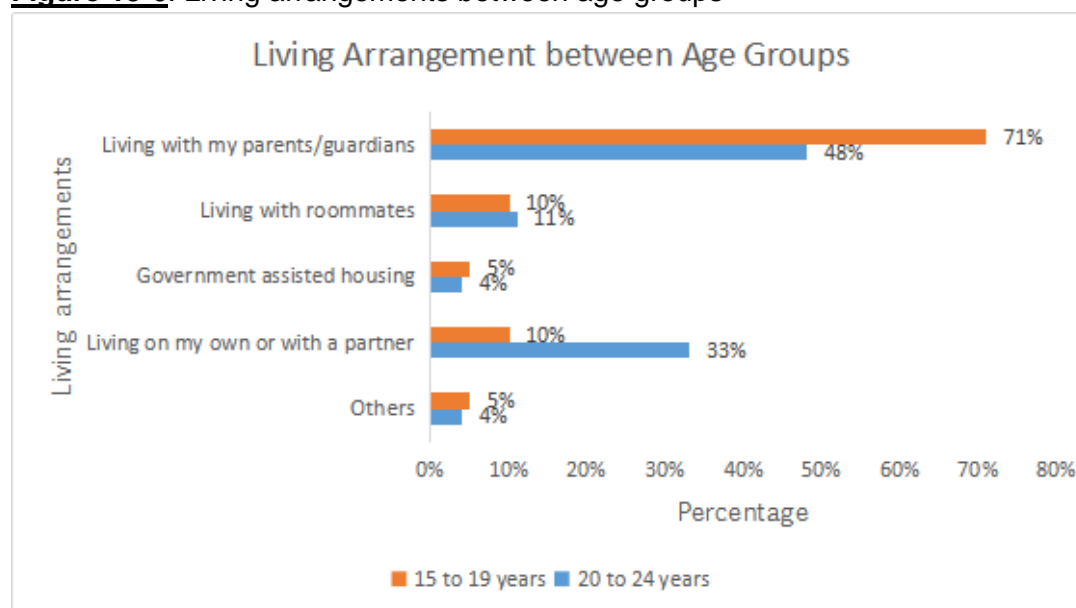
Figure 15-5: Employment Status by age groups



14% of respondents aged 15 to 19 years have full-time jobs, 38% have been employed part-time, 5% of them work for themselves, 33% are students, 5% of them are not employed yet but looking for jobs and the rest 5% are not employed and looking for jobs. As for respondents aged 20 to 24 years, majority of them are employed with full-time positions (33%), part-time positions (15%), or self-employed (4%). Job seekers account for 22% and students account for the 26%.

7.1 Living Arrangements

Figure 15-6: Living arrangements between age groups



Approximately three-quarters of respondents in the youth category (aged 15-19) and nearly half of the respondents from the older youth category (aged 20-24) lived with their parents or guardian. One-third of young adults and 10% of youth lived on their own or with a partner, while nearly an equal number of participants in both age groups lived with roommates.

8. Conclusion

Overall, the findings of this study are parallel to those of similar studies of rural transportation issues. Lanark County youth and young adults (age 15 to 24) are leaving or planning to leave the area, primarily for opportunities related to employment, education and social life, and lack of local transportation for these purposes is a major factor related to this trend. However, the exodus of youth is currently not as large as might have been expected, with the municipalities of Lanark County and Smiths Falls having 11% to 12% of their population in this age group, compared with a provincial average of 13%.

Survey responses were examined by age group (15-19 and 20-24), by primary activity (in school or employed), by employment status (full-time or part-time) and the transportation concerns were found to be remarkably similar. The primary destinations were related to education, employment, and recreation. The major means of transportation were private vehicle (either as a passenger or driver) or walking, with very few respondents indicating that they used bicycle or taxi.

There was a very high level of agreement with statements such as:

- “Lanark County needs better public transportation options.”
- “You needed to have a car in order to have work in Lanark County.”
- “I am considering moving to a bigger city for employment opportunities .”
- “I would go to College / University if there were adequate public transportation options.”

9. Key Informants

The key informants interviewed in the course of this study echoed the same themes as were seen in the youth surveys, and added some additional issues of concern. The major issues they believe youth and young adults are encountering include:

- Limited labour market / job opportunities
- Limited transportation options /no public transportation for work or other activities
- Lack of affordable housing
- Lack of social opportunities (recreation)
- Lack of education and training
- Meeting appointments (more specifically health and service related appointments)
- Access to opportunities (e.g. programs, services and resources)

Informants were also asked their opinions regarding how to address these issues or minimize the impact of these problems. Responses emphasized the importance of transportation options that would reduce barriers related to services, employment, and education and would increase opportunities for socialization and improve the quality of life of youth and young adults.

10. Recommendations

Some key characteristics which respondents identified as being important for transportation included:

- Accessibility - transportation is readily available and accessible by all residents
- Affordability - fares should be affordable
- Frequency - a predictable and frequent system
- Sustainable - a system or agreement which can develop and improve and remain implemented for a long period of time
- Destination/Service Area – service to and from all the towns and townships of Lanark County and Smiths Falls, with linkages nearby urban centres, particularly Ottawa and Kingston.

11. Appendices

11.1 Appendix A – Flyer with the QR Code



The flyer features a light blue sky background with white clouds. At the top left is the Algonquin College logo, and at the top right is the Lanark County logo. The main text is centered and reads: "Are you between age 15 - 24?", "GIVE US YOUR OPINION", "ON PUBLIC TRANSPORTATION", and "IN LANARK COUNTY". Below this is a large QR code. Under the QR code, it says "Complete our survey" and "For a chance to win a \$50 Tim Hortons Gift Card!". At the bottom, there is a URL: <http://algonquincollege.fluidsurveys.com/s/lanarkcounty>. A small map of Lanark County is located at the bottom center, showing its location relative to Ottawa, Quebec, and the USA. The map includes a legend for "Legend" with symbols for "Interchange", "Bridge", "Highway", "City", and "Lanark County".

ALGONQUIN
COLLEGE

LANARK
COUNTY

Are you between age 15 - 24?

GIVE US YOUR OPINION
ON PUBLIC TRANSPORTATION
IN LANARK COUNTY



Complete our survey
For a chance to win a \$50 Tim Hortons Gift Card!
<http://algonquincollege.fluidsurveys.com/s/lanarkcounty>



11.2 Appendix B – Survey Questionnaire

Youth Transportation Survey

Hello!

We would like to invite you to participate in a survey about transportation issues in Lanark County and Smiths Falls. This study is being conducted by students from Algonquin College on behalf of Lanark County. We are interested in your thoughts on different types of transportation available in your community. Your responses will be kept confidential and will be used to develop suggestions for options and improvements to public transportation in Lanark County. This survey should take approximately 10 minutes of your time; when completed, your name will be entered into a draw for one (1) of ten (10) \$50 Tim Horton's gift cards. Please note that the responses will not be saved if you leave the page. Please complete the survey in one session or leave the survey page open in order to return to it later. If you encounter any technical difficulty with the survey, please contact aror0031@algonquinlive.com by email for assistance. Thank you, we are looking forward to hearing from you.

1. What is your age?

<input type="checkbox"/>	Under 15 years
<input type="checkbox"/>	15 to 19 years
<input type="checkbox"/>	20 to 24 years
<input type="checkbox"/>	Over 25 years
<input type="checkbox"/>	Prefer not to say

2. Do you currently live in Lanark County or Smiths Falls?

<input type="checkbox"/>	Lanark County
<input type="checkbox"/>	Smiths Falls
<input type="checkbox"/>	No
<input type="checkbox"/>	Don't know/ Prefer not to say

3. Have you ever lived in Lanark County or Smiths Falls?

<input type="checkbox"/>	Yes, within the past 12 months
<input type="checkbox"/>	Yes, between 1-3 years ago
<input type="checkbox"/>	Yes, more than 3 years ago
<input type="checkbox"/>	No, never lived in Lanark County or Smiths Falls
<input type="checkbox"/>	Don't know/ Prefer not to say

4. What was the main reason you moved out of Lanark County or Smiths Falls?

<input type="checkbox"/>	Employment
<input type="checkbox"/>	Education
<input type="checkbox"/>	Transportation
<input type="checkbox"/>	Family
<input type="checkbox"/>	Lifestyle
<input type="checkbox"/>	Activities
<input type="checkbox"/>	Other, please specify _____
<input type="checkbox"/>	None of the above

- 5. We are interested in your opinion regarding transportation in Lanark County and potential effects it may have had on your lifestyle before you moved. How much do you agree or disagree on a scale of 1 to 7, where 1 is agree completely and 7 is disagree completely, with the following statements about where you lived in Lanark County?**

	1 – Agree Completely	2	3	4	5	6	7-Disagree Completely	Not applicable/No opinion
There were plenty of transportation options for me to get where I needed to go								
I socialized less because of a lack of public transportation options								
I moved to another city for employment opportunities								
Getting to and from school was not difficult for me.								
I moved to attend College/University because there were inadequate public transportation options								

- 6. How much do you agree or disagree on a scale of 1 to 7, where 1 is agree completely and 7 is disagree completely, with the following statements about where you lived in Lanark County?**

	1 – Agree Completely	2	3	4	5	6	7-Disagree Completely	Not applicable/No opinion
Options for work were limited because I did not have adequate transportation								
It was difficult to get around								
I found it was easy to walk to where I needed to go								
You need to have a car to work in Lanark County								
Lanark County needs better public transportation options								
It was more difficult to get where I needed to go in the winter								

7. During the past two years, have you worked or gone to school? Please check all that apply.

<input type="checkbox"/>	Worked full-time in Lanark County/Smiths Falls
<input type="checkbox"/>	Worked full-time outside Lanark County/Smiths Falls
<input type="checkbox"/>	Worked part- time
<input type="checkbox"/>	Attended high school
<input type="checkbox"/>	Attended college in Lanark County/Smiths Falls
<input type="checkbox"/>	Attended university or college outside Lanark County/Smiths Falls
<input type="checkbox"/>	Attended trade/technical/vocational training
<input type="checkbox"/>	Other, please specify _____
<input type="checkbox"/>	None of the above

8. Which of the following have you used most often to get to work or school? Please select no more than TWO (2) that apply.

	Drove myself in a car or motorcycle	Someone else drove me / Carpool	Taxi	Bicycle	Walk	School Bus	Other Bus	Other mode
Worked full-time in Lanark County/Smiths Falls								
Worked full-time outside Lanark County/Smiths Falls								
Worked part- time								
Attended high school								
Attended college in Lanark County/Smiths Falls								
Attended university or college outside Lanark County/Smiths Falls								
Attended trade/technical/vocational training								
Other, please specify								
None of the above								

9. Which of the following have you used most often for the following activities in the past 2 years? Please select no more than TWO (2) that apply.

	Drove myself in a car or motorcycle	Someone else drove me / Carpool	Taxi	Bicycle	Walk	School Bus	Other Bus	Other mode	Not applicable
Leisure/Recreational/Social Activities									
After School Activities									
Appointments such as Medical, Dentist, Job Interview.									
Shopping/Banking									
Volunteering									

Now we would like to find out about your opinion on the transportation in Lanark County and how it has affected your lifestyle. How much do you agree or disagree on a scale of 1 to 7, where 1 is agree completely and 7 is disagree completely, with the following statements about where you live in Lanark County?

	1 – Agree Completely	2	3	4	5	6	7-Disagree Completely	Not Applicable / No Opinion
There are plenty of transportation options for me to get where I need to go								
I socialize less because of a lack of public transportation options								
I am considering moving to a bigger city for employment opportunities								
Getting to/from school is/was not difficult for me.								
I would go to College/University if there were adequate public transportation options								

10. How much do you agree or disagree on a scale of 1 to 7, where 1 is agree completely and 7 is disagree completely, with the following statements about where you live in Lanark County?

	1 – Agree Completely	2	3	4	5	6	7-Disagree Completely	Not applicable / No opinion
Options for work are limited because I do not have adequate transportation								
It is difficult to get around								
I find it easy to walk to where I need to go								
You need to have a car to be able to work in Lanark County								
Lanark County needs better public transportation options								
It is more difficult to get where I need to go in the winter								

11. How likely are you to leave Lanark County in the next five years because of the lack of public transportation options available to you?(Please slide the button to rate your answer on a scale of 1 to 10)

12. Now, thinking about the next 5 years, what would you like to see improved or offered in terms of transportation services in Lanark County/Smiths Falls?

13. Finally, we need you to answer a few questions about yourself to help us analyze the results of this survey.

14. What is your gender?

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	Prefer not to say

Demographics

1. Where is your primary residence located?

<input type="checkbox"/>	Beckwith
<input type="checkbox"/>	Carleton Place
<input type="checkbox"/>	Drummond/North Elmsley
<input type="checkbox"/>	Lanark Highlands
<input type="checkbox"/>	Mississippi Mills

<input type="checkbox"/>	Montague
<input type="checkbox"/>	Perth
<input type="checkbox"/>	Tay Valley
<input type="checkbox"/>	Smiths Falls
<input type="checkbox"/>	Outside Lanark County
<input type="checkbox"/>	Other, please specify _____
<input type="checkbox"/>	Prefer not to say

2. What is the highest level of education that you have completed?

<input type="checkbox"/>	Some High School
<input type="checkbox"/>	High School
<input type="checkbox"/>	Some College/University
<input type="checkbox"/>	College
<input type="checkbox"/>	University
<input type="checkbox"/>	Post-graduate
<input type="checkbox"/>	Other, please specify _____

3. What is your current living status?

<input type="checkbox"/>	Living with my parents/guardians
<input type="checkbox"/>	Living with roommates
<input type="checkbox"/>	Government assisted housing
<input type="checkbox"/>	Living on my own or with a partner
<input type="checkbox"/>	Other, please specify _____

4. Please select the option that best describes your current employment status

<input type="checkbox"/>	Employed full-time
<input type="checkbox"/>	Employed part-time
<input type="checkbox"/>	Self-employed
<input type="checkbox"/>	Not employed, but looking for work
<input type="checkbox"/>	Not employed and not looking for work
<input type="checkbox"/>	Student
<input type="checkbox"/>	Prefer not to say

5. How did you hear about this survey?

<input type="checkbox"/>	Friends, family or acquaintance
<input type="checkbox"/>	Organization's webpages
<input type="checkbox"/>	Social Media
<input type="checkbox"/>	Organization's newsletters
<input type="checkbox"/>	Other ,please specify _____

6. This portion is optional in order to be entered into the draw for a \$50 Tim Horton's gift card, please tell us your contact information:(There are [10x] \$50 gift cards to be won.)

Name	
Phone Number	
Email Address	
Address (in order to mail out the gift card)	

11.3 Appendix C – Key Informant Questionnaire:

Questions:

- Can you tell me briefly what your current involvement with youth and young adults in Lanark County is, namely, in what capacity do you work with youth or young adults?
- What do you think are the biggest issues that youth and young adults in your area face?
MAKE SURE THIS IS NOT ALREADY ANSWERED IN Q1.
- I would like to ask specifically about transportation issues faced by youth and young adults in Lanark County? What do you think are the biggest concerns youth or young adults have when it comes to finding transportation in and around Lanark County?
(ASK ABOUT EFFECT ON EDUCATION, EMPLOYMENT AND RECREATION IF NOT MENTIONED ABOVE)
- In your opinion, how do you think some of these transportation issues that youth and young adults face could be addressed or the impacts of these issues minimized?

11.4 Appendix D – Invitation Template



Hello,

My name is **[name]** and I am a student researcher at Algonquin College.

I would like to invite you to participate in an online survey about rural transportation in Lanark County. We are collecting information from Lanark County residents about their opinions of transportation in their community and potential impact it has on their daily lives and activities.

The survey will only take about 8 minutes to complete.

If you leave us your name and contact number, you will be entered into a draw for a chance to win ONE (1) of TEN (10) \$50 Tim Horton's gift card. Your chances of winning will be about one in twenty.

The survey will be available until **Aug __, 2016**. All information collected will be kept private and confidential. Responses are anonymous and will be reviewed and presented as a group.

Please click the link below to complete the survey and be eligible for the draw.

[\[FluidSurvey Link\]](#)

If you have any questions or technical difficulties about the study, survey or any concerns. Feel free to contact **[name]** at **[email address]** or call **[phone number]** between **[time and date]**.

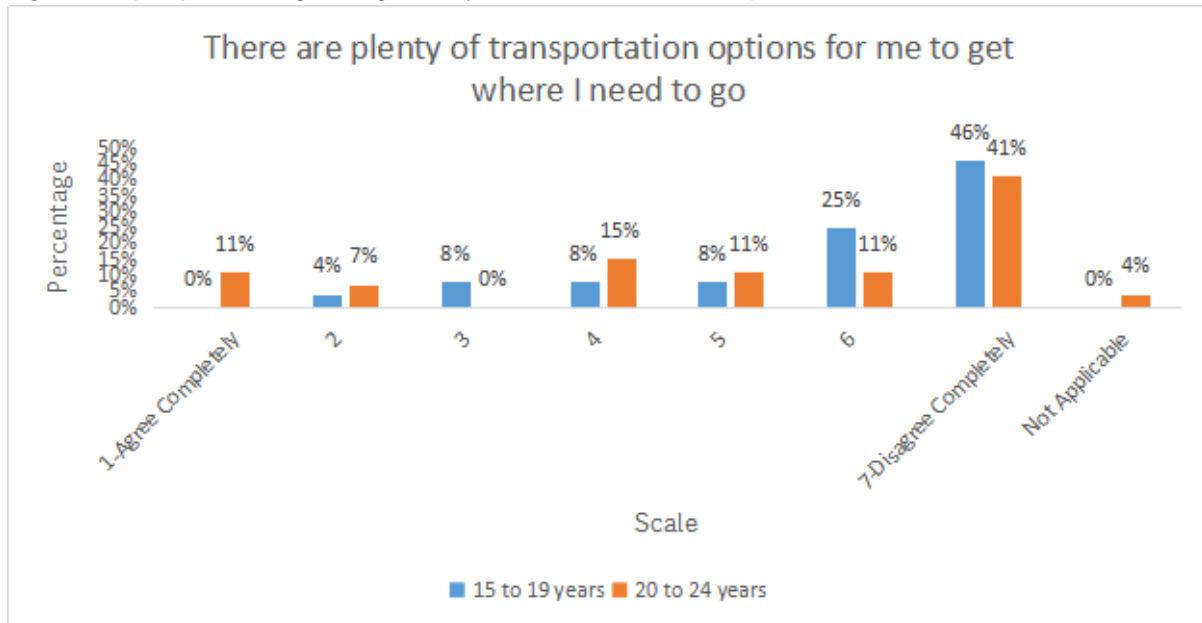
Thank you for your time and patience. We appreciate your participation!

Best Regards,

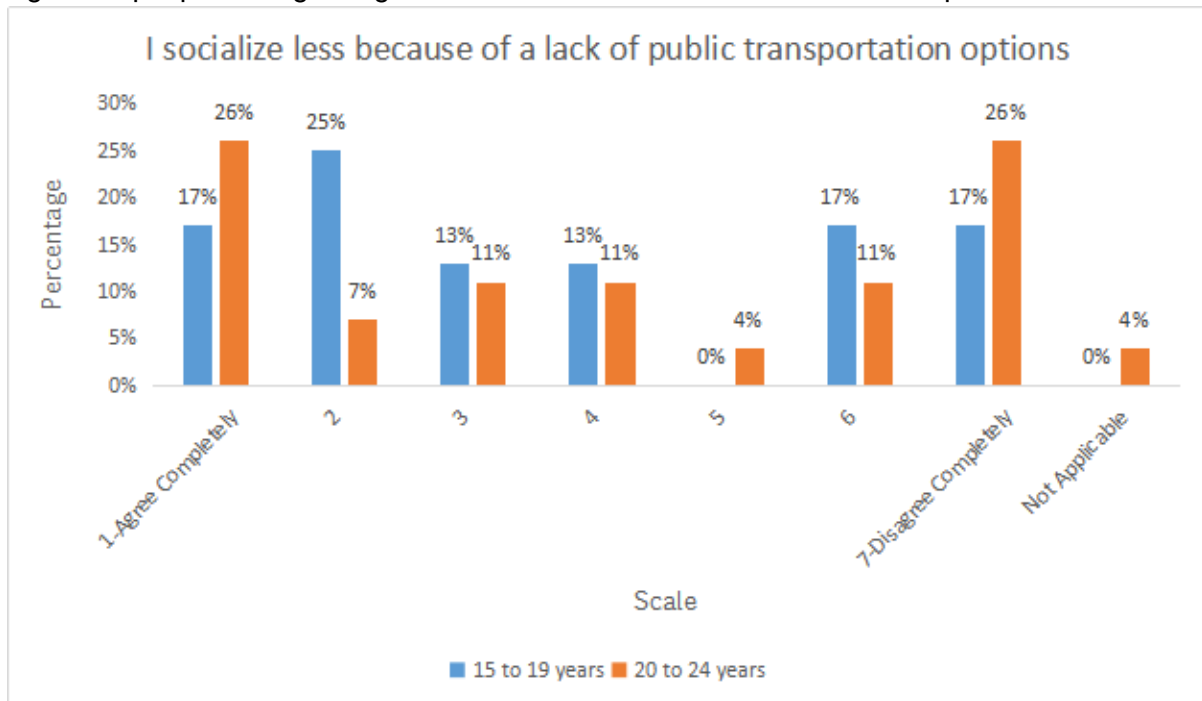
[Name]
Algonquin Signature

11.5 Appendix E – Group Comparison on Transportation Statements

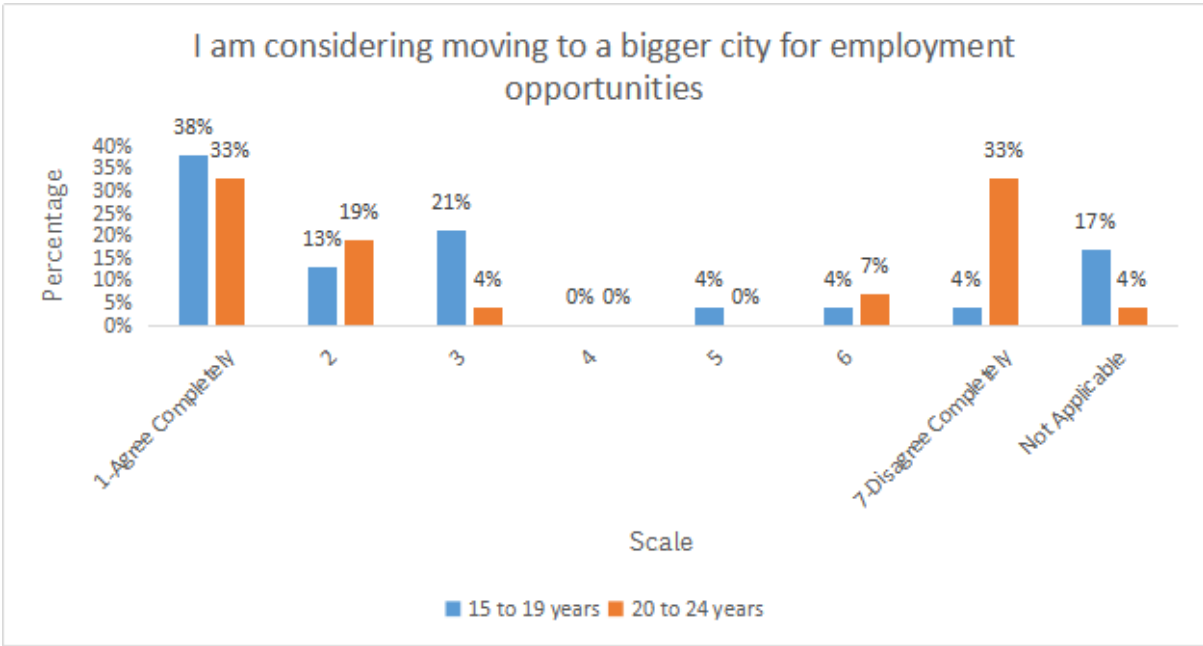
Age Group Opinion regarding Plenty of Transformation Option



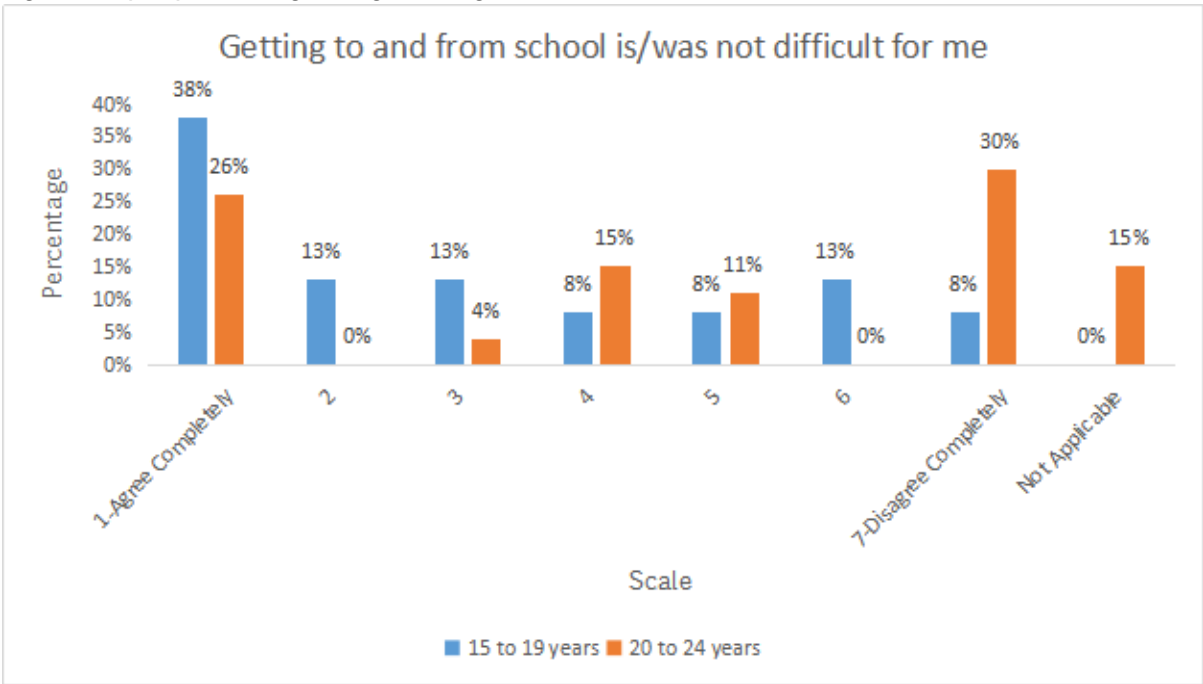
Age Group Opinion regarding Socialization and Public Transportation Options



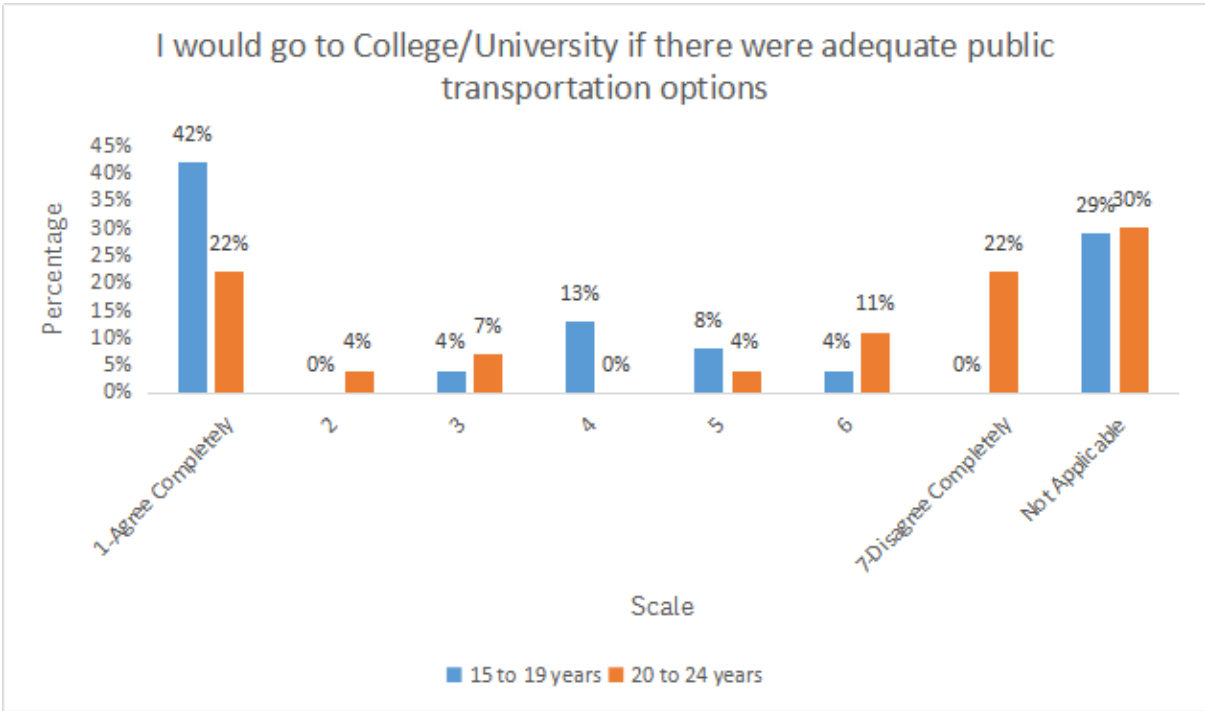
Age Group Opinion regarding Moving to a Bigger City for Employment



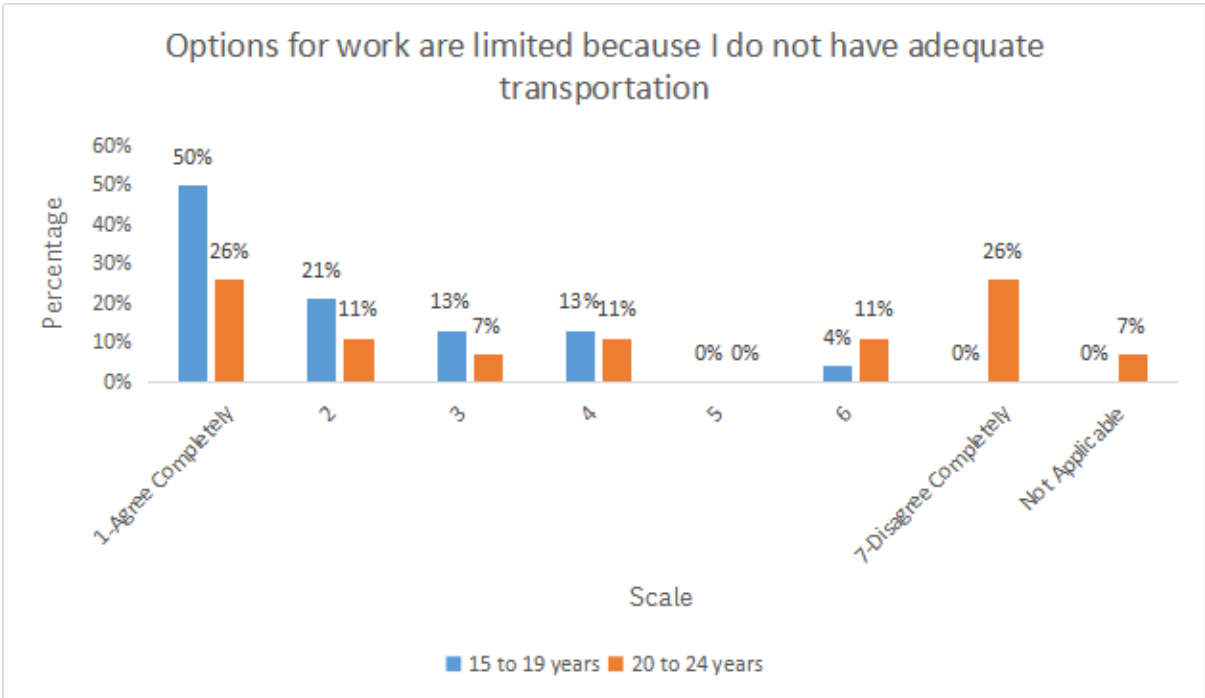
Age Group Opinion regarding Getting to and from School



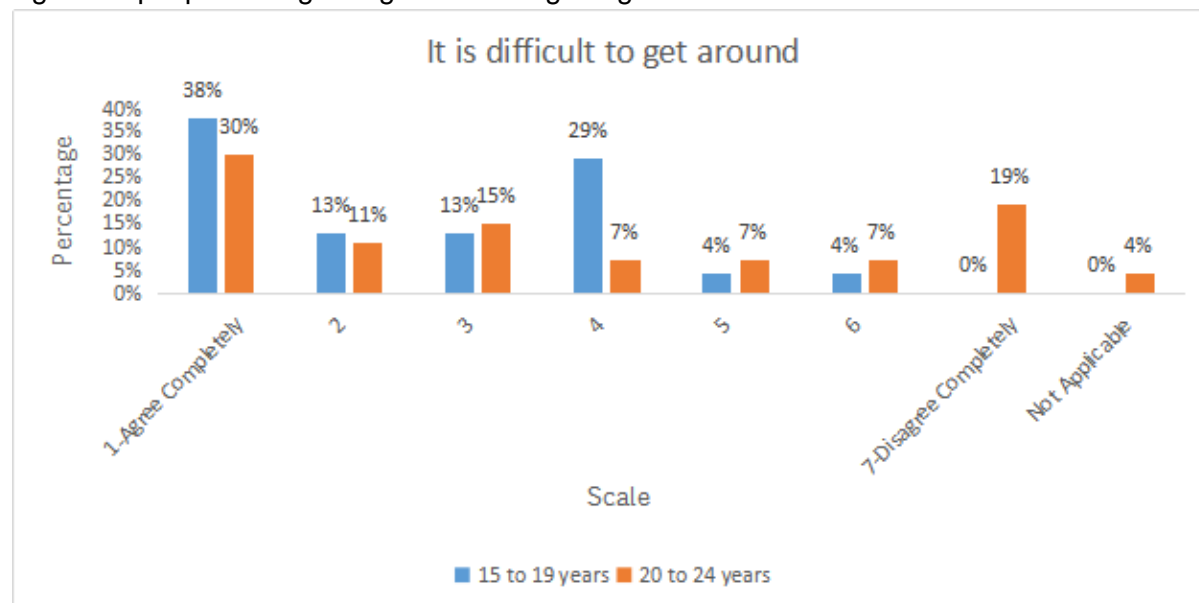
Age Group Opinion regarding Transportation to Post Secondary Institutes



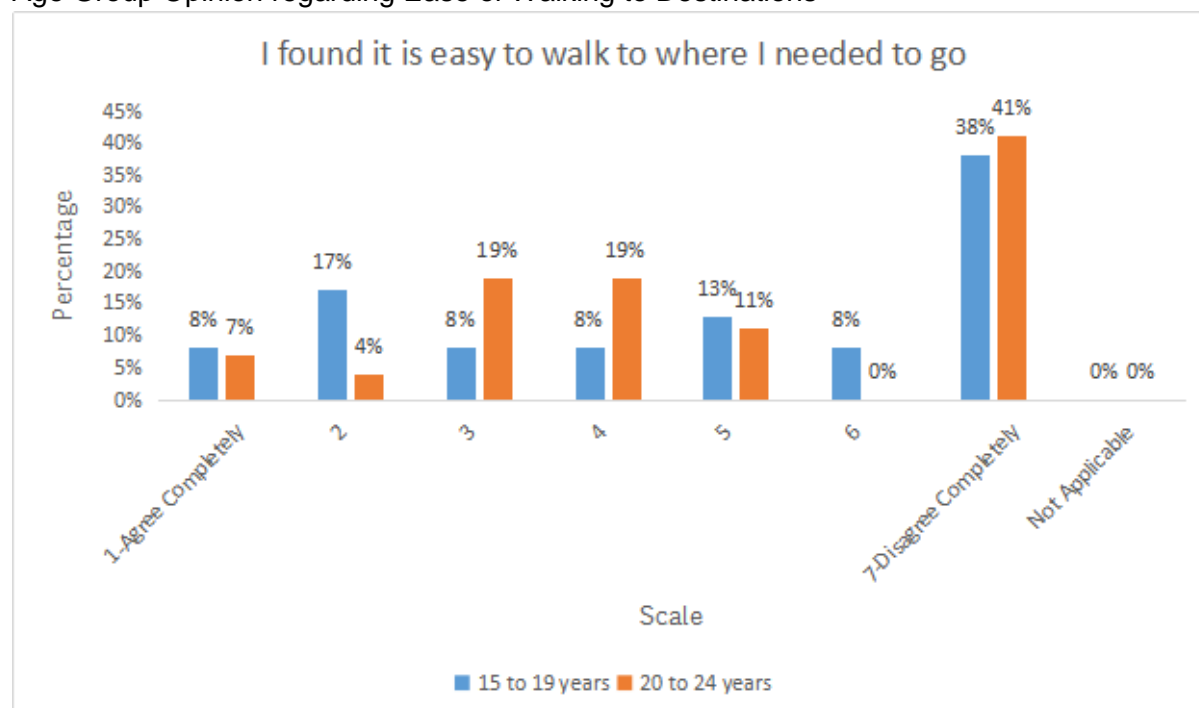
Age Group Opinion regarding Inadequate Transportation and Limited Work



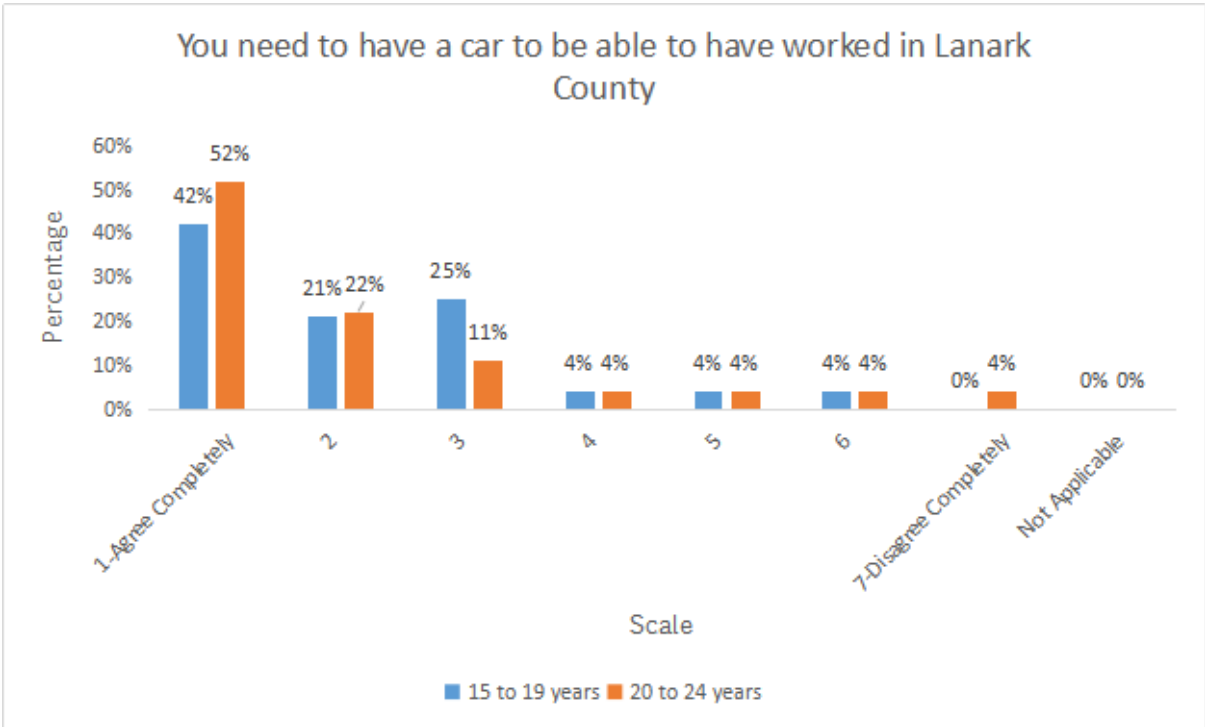
Age Group Opinion regarding Difficulties getting around



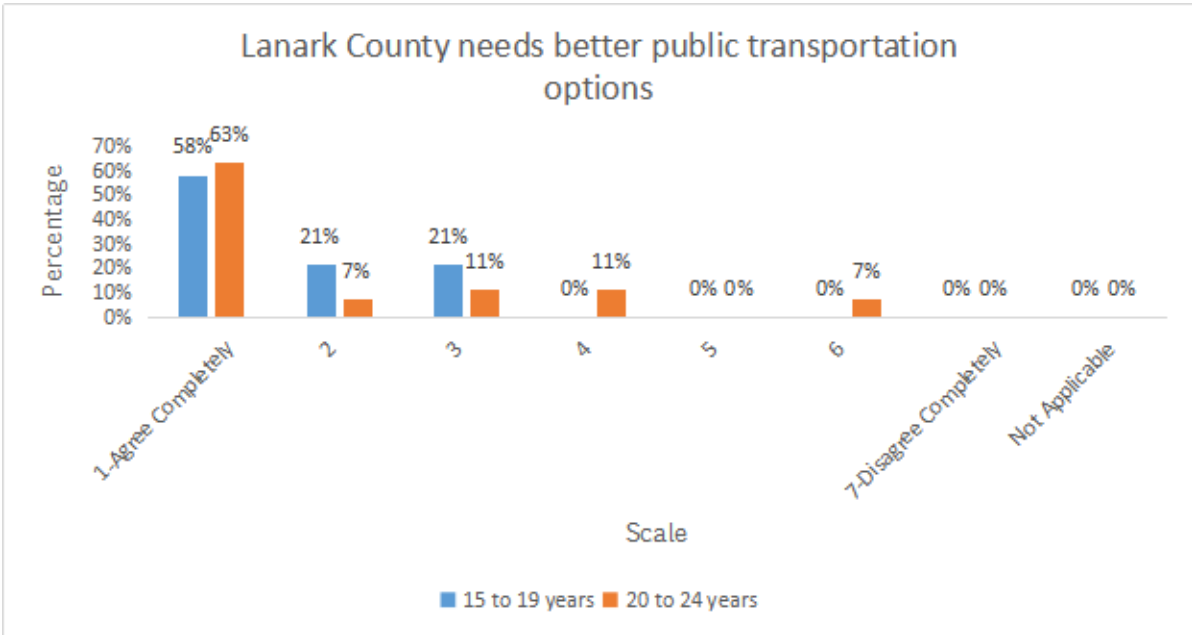
Age Group Opinion regarding Ease of Walking to Destinations



Age Group Opinion regarding Needing a Car to Work in Lanark



Age Group Opinion regarding Needing Better Public Transportation



Age Group Opinion regarding Difficulty Getting Around in Winter

