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**CANADIANS' PERSPECTIVES
ON ISSUES
REGARDING TRAVEL
AND
TRANSPORTATION SYSTEMS**

Background Paper No. 1

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*The Royal Commission on National Passenger Transportation
Commission royale sur le transport des voyageurs au Canada*

PREFACE

As part of its public consultation process, the Royal Commission on National Passenger Transportation retained the Angus Reid Group to survey the views of Canadians on the passenger transportation system, as well as on the extent to which travel and transportation formed an integral part of their lives.

Some of the information obtained from the Angus Reid survey was included in the Commission's Interim Report, entitled *Getting There* *, which was released on April 19, 1991. Chapter V, in particular, outlined what Commissioners heard from Canadians during the public hearings and through written briefs and telephone calls, as well as through the Angus Reid survey.

The Commission hopes that by making available the more detailed questions and survey results obtained by the Angus Reid Group, Canadians will continue to debate the issues of Canadian transportation.

Lou Hyndman
Chairman

* Some of the figures appearing in the Interim Report were based on unweighted data and, therefore, are slightly different from the weighted results which are published in this document.

BACKGROUND AND OBJECTIVES

The Royal Commission on National Passenger Transportation was established in 1989 and given the broad mandate of planning a national passenger transportation system which will meet the needs and demands of Canadians into the 21st century. The Commission must further ensure that the country's future transportation systems provide a link between Canada's regions and communities and that existing links are maintained and improved.

The Royal Commission is undertaking a broad program of research, analysis, public hearings and consultation with industry in order to obtain the information necessary to fulfil its mandate. In order to understand the context in which passenger transportation is viewed among Canadians, the Royal Commission must also be familiar with the views and opinions of Canadians in this area. The Angus Reid Group has been retained by the Royal Commission to provide this input from the "average" Canadian. The role of public opinion research in this investigative process is to ensure that the views and attitudes of Canadians from all regions of the country are measured on an objective and comprehensive basis.

The Angus Reid Group has completed comprehensive qualitative and quantitative investigations of Canadians' attitudes towards and perceptions of travelling and transportation. The first phase of the research process involved a series of 14 focus groups conducted in every region of the country. The primary objective of this qualitative research was to explore the "meaning of travel" among Canadians and the extent to which the "average" Canadian considers travel and

transportation as an integral component of his/her life. The second phase of the research involved a comprehensive telephone survey among a random sample of 2400 Canadians.

The primary objective of this research effort was to assist the Royal Commission in understanding the value of transportation to Canadians. Specific objectives which were developed to guide the investigative process include:

- *To determine the proportion of Canadians which view transportation as a means to an end versus an end in itself: That is, determine the extent to which the issue of transportation is considered an "experience," rather than a mere series of systems and options.*
- *To determine the extent to which the national passenger transportation system currently facilitates or impedes contact between friends and relatives in different parts of the country.*
- *To determine the weight which Canadians as a whole, as well as those in specific segments, place on the various features of the passenger transportation mix, including:*
 - Access
 - Frequency
 - Reliability and dependability
 - Value
 - Quality of service
 - Affordability, etc.

It is intended that this research will be used by the Royal Commission in the following ways:

- *To inform the policy, research, communication and consultation processes of the Royal Commission.*
- *To test assumptions held by the Commission and to identify blindspots.*
- *To ascertain the extent to which policy options relevant to national passenger transportation are understood and are/are not accepted by the general public.*

RESEARCH METHODOLOGY

The survey results presented in this report represent the quantitative component of research on Canadian public opinion regarding issues in travel and transportation.

This survey involved telephone interviews conducted among a representative cross-section of 2400 Canadian adults between April 15 and May 10, 1990. The sample for this survey was stratified by province and census division. The telephone numbers of individual households were generated by a computer-based national sampling program. Statistical weighting was applied to this data set to ensure the survey sample's age/sex composition accurately reflects that of the actual general population.

The national sample of 2400 Canadians provides for an aggregate margin of error of ± 2.0 percentage points, 19 times out of 20.

The margin of error will be larger for sub-groupings of the population; for example, the regional sub-bases of approximately 500 can be considered accurate to ± 4.5 percent. The error margin increases to ± 7 percentage points for sub-bases of 200.

Data collection was conducted using the Angus Reid Group's national network of central location telephone interviewing facilities. Interviewers were continuously monitored and all questionnaires fully edited upon completion.

The questionnaire was designed by the Angus Reid Group in consultation with representatives from the Royal Commission on National Passenger Transportation. The survey instrument was rigorously pretested to identify any ambiguities and to ensure item validity.

RESPONDENT PROFILES

Research Objective

To describe the basic travelling habits of adult Canadians in general, and to identify unique segments of the population who share common attitudes and behaviours with respect to travel and transportation issues. For this research, one trip was considered an "overnight" trip there and back.

Key Findings

Business Travel

- Over one-third (35%) of adult Canadians have travelled at least once overnight for business in the last two years. The majority of these people have made between one and five business trips in the last two years.
- Business travel is considerably higher in western Canada, is much higher among males (46%) than females (25%), is mostly concentrated among young to middle-aged Canadians, and increases steadily with annual income.
- For business, Canadians generally travel by either road (55%) or air (35%). Very few take the bus (4%) or the train (4%) for business. Road travel is most prevalent in the Prairies (62%), while air travel is most frequent in British Columbia (47%) and the Yukon/Northwest Territories (77%). Those business people aged 65 years or older are more inclined to make their business trips by car (71%).
- Business travel is primarily provincially based. One in two (57%) business travellers say they stay mostly within their province; 28 percent say they travel primarily within Canada; only 11 percent travel within the U.S., while a very small 4 percent travel outside of North America. Business travel is more confined among Quebec businesses (62% within Quebec), whereas it is more inter-provincial among Maritime business people (48% within Canada).
- Most Canadians say that the frequency of their business travel has either remained the same (43%), or that it has increased (36%) over the last five years. The older the individual, the less likely that business travel is perceived as having increased for them.
- Nearly one in three (28%) of business travellers are members of a frequent flier program. These individuals use their "points" largely for pleasure (55%) as opposed to business (15%). Frequent flier membership is highest among residents of western Canada, notably the Yukon/Northwest Territories (44%) and the Prairies (41%), and lowest in Quebec (18%). Membership in these programs increases steadily with income.

Pleasure Travel

- Pleasure travel among Canadians is both frequent and widespread. On average, Canadians have taken 8.1 pleasure trips in the last two years. Very few (9%) have not taken any pleasure trips in that same time period - within the last two years.
- Western Canadians travel more frequently - 31 percent of Prairie residents have taken between 10 and 29 pleasure trips in the past two years. Women are somewhat more inclined to travel for pleasure versus men (average number of pleasure trips equals 8.3 and 7.8, respectively). Travel for pleasure purposes also decreases with age - the average number of pleasure trips in the last two years is 8.5 for those under 35, versus 6.9 among those 65 years of age or more. Number of trips also increases with income.
- The vast majority of Canadians say that the frequency of their pleasure trips has either remained constant (45%) or increased (37%) in recent years. The higher the income, the more likely that pleasure travelling is perceived as increasing. Also, the younger the individual, the more likely that this frequency is perceived as having increased.
- While the travel habits of Canadians appear to slow down as they age, an important one-quarter of retired Canadians (aged 65 years or older) still say that their pleasure travelling is increasing - thus they still represent a significant proportion of the active, travelling population, and are indeed expected to increase in number in the coming years.
- The three main reasons why Canadians are travelling more today reflect some fundamental changes in the nature of our society - increased mobility, and the move towards more leisure time. The major reasons were stated as follows: to visit family and friends (24%), more disposable income (24%), and more free time (21%).
- The main reasons for travelling less today are largely related to financial concerns or lack of time and having children.
- Looking towards the future, virtually equal proportions of Canadians say that they will be travelling more (45%) or to the same extent as before (43%). This level of optimism is strongest in B.C. (51% say it will increase) and weakest in the poorer provinces, the Maritimes (38%) and the Yukon/Northwest Territories (37%). Finally, the younger the individual, the more likely that pleasure travel is expected to increase.

ATTITUDES TOWARD TRAVEL

Research Objective

To develop a first-hand understanding of the level of interest among Canadians in the subject of passenger transportation.

In prioritizing the needs and demands of the national transportation system among Canadians, it is useful to understand what proportion view transportation as merely a means to an end versus an end in itself. Understanding what travel *means* to Canadians is critical in planning acceptable transportation alternatives which will be supported by a majority of the public.

Key Findings

- This issue of the meaning of transportation to the average Canadian was discussed extensively in the focus groups.
- The focus groups revealed that, for many Canadians, travelling is much more than just a means to an end. In particular, for a significant proportion of the population the issue of intercity transportation is enmeshed with the plans, hopes and aspirations of Canadians and their families.
- Canadians clearly do not look at the transportation systems in esoteric and abstract terms, but rather from the standpoint of their own personal realities and experiences.
- Key factors motivating Canadians to travel include: the opportunity to meet new people, the chance to visit family

and friends, and the opportunity for new experiences.

- Travelling seems to be used by many Canadians as a means of validating their own lives and helping to put their lives into perspective.
- When Canadians sidestep their own personal experiences to talk about the more "general benefits" of travelling in this country, they often do so with references to "Nationalism" and the importance of transportation in maintaining Canadian unity.
- When planning a pleasure trip, one of the most important considerations among Canadians in selecting a mode is its reliability and dependability. The second most important consideration is the destination for the trip.
- When asked whether they prefer travelling within Canada or elsewhere, only one in ten Canadians said they would rather travel outside the country. Most of these are younger Canadians.
- Canadians strongly believe that it costs more to travel by all modes in Canada than it does in the United States. However, while we pay more for our transportation systems, many Canadians believe this translates into safer and more efficient networks rather than reflecting a "poor deal" for Canadians relative to their southern neighbours.

PERCEPTIONS OF MAJOR MODES OF TRAVEL

Research Objective

To determine the relative weight which Canadians as a whole, and those in specific segments, place on various features of the passenger transportation mix, including: frequency, quality of service, comfort, reliability, etc.

A significant amount of time was spent in both the qualitative focus group discussions and the quantitative survey trying to understand the attitudes of Canadians towards travelling by the different available modes, as well as their expected usage patterns of these modes in the future. This information is important in order for the government to fully appreciate how Canadians formulate priorities and demands for their future transportation needs, and the extent to which they feel governments have a responsibility to meet these needs.

Key Findings

- The most common and relied upon mode of transportation among a majority of Canadians is the automobile. Discussants in virtually all of the focus groups had taken at least one overnight motor trip in the last two years and most had taken many more.
- The most attractive feature of travelling by car is that it offers you the freedom to stop when and where you want. This feeling of independence and control is a critical element in the mode selection decision of many individuals, particularly when planning pleasure holidays.

- Bus travel appears to be undergoing a critical metamorphosis in terms of its image among Canadians. With recent improvements to the quality of service and the comfort of the bus, there seems to be a growing perception among many Canadians that bus travel could very well replace Canada's failing rail system.
- The extent to which Canadians are travelling by air has increased markedly in recent years.
- All Canadians agree that the most attractive feature of flying is that it is the fastest form of travel. This mode is particularly appealing for those persons travelling long distances for only a short period of time.
- While air travel is considered one of the safest forms of transportation, this image seems to be slowly changing. With an increasing number of air traffic accidents being reported in the United States specifically, most Canadians say they feel safer flying in Canada than they do anywhere else. However, the Canadian air system is not perceived to be expanding rapidly enough to meet the increasing demands of travellers, and, in turn, many Canadians are starting to express concern for the safety of our airways due to increasing numbers of passengers and an over-crowded system - particularly those into and out of Pearson International in Toronto.

- Canadians in general tend to think about rail travel in a very romantic light, largely because of its historical significance for Canada. However, most also admit to rarely, if ever, having taken a pleasure trip by rail.
- The primary perceived advantage of travelling by rail is that it is relaxing, environmentally friendly, and it offers an excellent opportunity to meet other people.
- The greatest concerns with our national rail system are that it is outdated, unreliable and a much slower way to travel compared to any other mode. For the future, Canadians believe that the railway can play a role in providing transportation (indeed most would like to see it play a role !) if significant improvements can be made in terms of service, efficiency and cost-effectiveness.
- The ferry system in Canada is perceived in a generally positive light among a majority of people living in relevant regions of the country.
- Canadians believe that the airplane and the car will be the modes for the future, and most expect the frequency with which they use these modes to increase.

THE QUALITY OF CANADIAN TRANSPORTATION

Research Objective

Assess Canadians' perceptions of the quality of the various transportation systems operating in Canada both alone, and relative to similar systems in other developed countries.

Specifically, what are the current impressions of the physical attributes of each mode of transport infrastructure? Of particular concern is the determination of how Canadians perceive the quality of those modes which they expect to play an important role in the future of Canada's transportation system. Understanding perceptions of the existing quality of our transportation systems will assist the government in the planning, development and the allocation of funding for the future.

Key Findings

- The quality of the Canadian highway and road infrastructure is perceived as being both "good" and "bad." Importantly, many Canadians believe that Canada's highways are cleaner and more "well-marked" than those they have travelled on elsewhere (except in and around major centres). At the same time, however, there is an overwhelming concern for the perceived inconsistency of roads and highways across the different regions. This concern over inconsistency applies to the Trans-Canada, as well as to local and provincial roads and highways.
- Opinions of road quality have a significant impact on the perceived safety of our roads. Indeed, there is a growing concern for the safety of road travel in light of poor quality in many areas, increasing volumes of truck traffic, and simply a greater number of cars on the road.
- Canadians also complain that there is a definite lack of places to stop on the major highways, whether to eat, picnic, buy gas, or to stay overnight. In this respect, Canadians speak much more highly of American highways than they do of their own.
- The Canadian airline system is generally considered safer than those operating in many other countries, particularly the United States. However, there is growing concern that our airways are becoming overly congested and that safety is being compromised primarily in such large urban centres as Toronto and Vancouver. While there have been few fatal accidents reported in Canada, many respondents feared that the day of a major air catastrophe is imminent in light of the increasing number of "near misses."
- Although Canadian airlines are generally considered safer than those in the United States, many respondents believe that the quality of service they receive is superior on many other airlines. Further, the quality of service provided on airlines in Canada is generally felt to be out-of-line with the high cost of air travel - a major bone of contention with many respondents.
- The present quality of our rail system is considered very safe, generally

late, offering poor service and inaccessible to many smaller communities.

- Our rail system is considered to be particularly poor when compared to those in place in other countries such as Japan, the United States and much of Europe.
- Ultimately, regardless of whether or not they travel by train, most Canadians seem to believe that there are practical and historical reasons for keeping this system alive. Most important is the perceived environmental friendliness of the railway compared to other modes of transportation. However, Canadians feel that the railway can play an important

role in the future of Canada only if significant improvements are made in terms of reliability, quality of service and speed.

- For the future, Canadians generally expect that the greatest improvements in our transportation systems will be made with respect to the highways and the airways. Improvements in rail service are much less likely to be predicted, unless the government is prepared to spend money within the more heavily populated regions of the country.
- Canadians also expect that the cost of travelling either by air or by car will increase significantly faster than the cost of travelling by other modes.

THE ROLE OF THE GOVERNMENT IN TRANSPORTATION

Research Objective

One of the most important objectives of this research project was to assist the Royal Commission in its efforts to develop a policy agenda for the federal government in the planning of Canadian transportation systems to the year 2000. This objective involves taking a comprehensive look at public attitudes towards the future of Canadian transportation, as well as perceptions of the role and responsibilities of government in planning and developing our transportation systems for the future.

Key Findings

- Currently, Canadians attribute the bulk of the responsibility for transportation in this country to the federal government, either alone or in conjunction with provincial governments. The private sector and municipalities are generally perceived to have little, if any, involvement in the construction, maintenance or regulation of transportation services across this country.
- In spite of the current division of responsibilities, many Canadians believe that there is a greater role for the private sector to play in the area of transportation. Specifically, although a majority of respondents feel that the government has a major role to play as a regulatory body and in providing funding for the various systems, they also suggest that the day-to-day operation and management of these systems could be better handled by the private sector.
- With respect to the allocation of government subsidies, Canadians would overwhelmingly like to see both federal and provincial funds moved away from the airline industry and into highways and, to a lesser extent, the railway.
- Further, Canadians also agree that, in order to allow for regional inequalities, some sort of user-pay system should, and will likely have to, be adopted in the future for many transportation services. However, the nature and extent of such a system remains open to debate and is strongly influenced by regional concerns.
- In the future, Canadians anticipate that the greatest increase in demand for transportation services will be with respect to air travel.
- In general, the level of confidence in governments to adequately plan and prepare for the country's future transportation needs was low in both the qualitative and quantitative portions of this research. This low level of confidence did not vary significantly either across the country or within the various demographic sub-groups examined.
- When asked to cite those areas where they feel the greatest level of government attention is required with respect to our transportation services, Canadians most frequently mentioned the quality of the national highway infrastructure. Other areas where considerable attention is desired

include the extent of rail service and issues related to the environment. Indeed, a majority of Canadians would support government action against pollution even if it meant restricting access to different modes of transportation.

- Canadians were evenly divided in opinion as to whether or not they would support opening Canadian airspace to U.S. airlines in order to try to reduce the cost of flying in Canada.

Detailed Tables

Regions

PROVINCE

| PROV | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|------------------------|------------------------|-------|------|------|------|-----------------|------|------|------|------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-----|-------|-------|-------|------|------|--|--|--|
| | BASE = ALL RESPONDENTS | | | | | UNWEIGHTED BASE | | | | | NWT | | | | | Ont. | | | | | Pra. | | | | | B.C. | | | | |
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | NWT | Rural | | | | | | | |
| British Columbia | 11.4% | | | | | | | | | | | 53.0% | 100% | | | | | | | | | | | 57.3% | 48.3% | 100% | 100% | | | |
| Alberta | 9.3% | | | | | | | | | | | 23.0% | | | | | | | | | | | | 15.4% | 31.2% | | | | | |
| Saskatchewan | 4.0% | | | | | | | | | | | 24.0% | | | | | | | | | | | | | | | | | | |
| Manitoba | 4.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ontario | 35.7% | | | | | | | | | | | 100% | | | | | | | | | | | | | | | | | | |
| Quebec | 26.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Brunswick | 2.8% | 31.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nova Scotia | 3.5% | 38.4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newfoundland | 2.3% | 25.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prince Edward Island | .5% | 5.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Yukon | .1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North West Territories | .2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

A. Which of the following categories does your age fall into?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | | |
|------------------------|-------|-------|----------|-------|-------|-------|--------|-------|-------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | | Pra. | | B.C. | | Yukon | | Atl. | | Que. | | Ont. | | Pra. | | B.C. | | |
| | | | N.W.T. | Rural | B.C. | Urban | N.W.T. | Rural | Yukon | N.W.T. | Atl. | Urban | Rural | Que. | Urban | Rural | Ont. | Urban | Rural | Pra. | Yukon |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (197) | (197) | (6) | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (250) | (197) | (197) | (100) | |
| SCRNA | | | | | | | | | | | | | | | | | | | | | |
| 16 to 24 years | 18.6% | 18.9% | 16.9% | 20.8% | 17.4% | 9.0% | 20.4% | 18.2% | 18.3% | 15.1% | 25.9% | 11.0% | 19.5% | 15.1% | 18.2% | 16.2% | 16.2% | 16.2% | 16.2% | 9.0% | |
| 25 to 34 years | 25.4% | 24.8% | 30.0% | 22.3% | 26.3% | 31.0% | 28.1% | 23.5% | 31.1% | 28.6% | 23.6% | 20.0% | 31.2% | 21.0% | 27.4% | 18.3% | 18.3% | 18.3% | 18.3% | 18.3% | 31.0% |
| 35 to 44 years | 22.0% | 22.5% | 22.0% | 22.1% | 22.4% | 20.4% | 33.0% | 20.5% | 23.4% | 20.7% | 23.6% | 20.9% | 24.5% | 21.3% | 23.5% | 18.6% | 22.8% | 22.8% | 22.8% | 22.8% | 33.0% |
| 45 to 54 years | 13.5% | 11.9% | 15.1% | 12.4% | 13.3% | 14.9% | 16.0% | 10.5% | 12.4% | 15.9% | 14.1% | 11.1% | 14.8% | 10.8% | 15.9% | 14.6% | 15.2% | 15.2% | 15.2% | 15.2% | 16.0% |
| 55 to 64 years | 8.5% | 9.6% | 7.3% | 7.7% | 9.3% | 11.7% | 9.0% | 10.6% | 9.2% | 6.0% | 9.0% | 6.4% | 10.3% | 9.2% | 9.5% | 9.9% | 14.2% | 9.0% | 9.0% | 9.0% | 9.0% |
| 65 to 74 years | 8.7% | 8.0% | 4.9% | 11.3% | 9.3% | 8.7% | 2.0% | 9.1% | 7.6% | 5.2% | 4.5% | 10.1% | 13.5% | 6.8% | 12.0% | 8.4% | 9.1% | 9.1% | 9.1% | 9.1% | 2.0% |
| 75 years and older | 2.5% | 4.2% | 2.0% | 2.4% | 2.1% | 3.2% | .7% | .7% | .7% | 2.0% | 1.3% | 1.2% | 3.0% | 3.0% | 2.6% | 4.1% | 4.1% | 4.1% | 4.1% | 4.1% | 4.1% |
| (Refused/Not Stated) | .8% | 1.8% | .9% | .2% | .8% | .2% | .8% | .8% | .8% | 3.0% | .7% | 1.3% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% |

1.a) Thinking about any over-night travelling you have done
for business reasons in the last two years, would you say
you have taken (READ LIST) trips?

| | TOTAL | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|------------------------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | | |
| | | | | | | | | | | | | | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | |
| Q1A | | | | | | | | | | | | | | | | | | | |
| 0 | | 65.3% | 68.2% | 68.9% | 66.6% | 59.6% | 59.9% | 33.0% | 67.5% | 68.6% | 67.7% | 70.4% | 67.3% | 65.2% | 60.0% | 59.2% | 59.1% | 60.9% | |
| 1 to 5 | | 20.1% | 20.3% | 16.9% | 19.0% | 24.6% | 23.1% | 35.0% | 18.2% | 21.2% | 18.3% | 15.1% | 19.2% | 18.7% | 24.8% | 24.4% | 26.1% | 21.8% | 35.0% |
| 6 to 10 | | 6.3% | 5.2% | 6.7% | 4.9% | 8.5% | 7.6% | 13.0% | 6.8% | 4.5% | 5.2% | 8.5% | 4.4% | 5.8% | 7.2% | 9.9% | 6.6% | 9.1% | 13.0% |
| 11 to 15 | | 2.3% | 1.8% | 1.6% | 3.5% | 1.2% | 1.9% | 3.0% | 1.5% | 1.5% | 1.9% | 2.4% | .5% | 3.4% | 3.9% | 1.2% | 1.3% | 1.1% | 3.0% |
| 16 to 19 | | .4% | .2% | .2% | .7% | .2% | .4% | 4.0% | .3% | .4% | .4% | .4% | .7% | .6% | .4% | .7% | .7% | 4.0% | |
| 20 or more | | 5.5% | 4.2% | 5.6% | 5.1% | 5.8% | 7.0% | 12.0% | 6.0% | 3.5% | 6.0% | 5.0% | 4.7% | 5.8% | 6.4% | 5.2% | 8.4% | 5.1% | 12.0% |
| Not Stated | | .1% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .5% | .3% | | | | | |

1.b) And of these business trips, approximately what percentage did you take by (READ MODE)?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | | | | |
|---|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|--|--|
| | Atl. | Que. | Ont. | | Pra. | | B.C. | | Yukon | | Atl. | | Que. | | Ont. | | Pra. | | B.C. | | | | |
| | | | NWT | NT | (194) | (170) | (110) | (4) | (21) | (49) | (112) | (82) | (184) | (103) | (87) | (83) | (65) | (45) | (112) | (95) | (100) | | |
| BASE = ALL RESPONDENTS UNWEIGHTED BASE | (835) | (70) | (194) | (287) | (170) | (110) | (4) | (21) | (49) | (112) | (82) | (184) | (103) | (87) | (83) | (65) | (45) | (4) | (112) | (95) | (100) | | |
| CAR | | | | | | | | | | | | | | | | | | | | | | | |
| None | 25.4% | 26.1% | 30.7% | 19.9% | 24.5% | 30.2% | 59.7% | 44.6% | 18.2% | 35.8% | 23.7% | 22.7% | 14.8% | 35.9% | 12.5% | 37.5% | 19.5% | 59.7% | | | | | |
| 1-9 | 2.0% | 2.8% | 1.4% | 2.6% | 3.7% | 3.0% | 2.3% | 3.0% | 1.2% | 1.7% | 3.1% | 1.9% | 4.5% | 2.1% | 2.6% | 2.6% | 3.0% | | | | | | |
| 10-29 | 9.7% | 6.4% | 9.3% | 12.6% | 4.6% | 12.7% | 9.0% | 7.0% | 6.1% | 12.3% | 5.1% | 14.4% | 9.3% | 7.0% | 2.1% | 17.0% | 6.5% | 9.0% | | | | | |
| 30-49 | 3.2% | 2.8% | 1.4% | 4.6% | 2.6% | 3.7% | 1.5% | 4.7% | 2.0% | 1.2% | 1.7% | 5.2% | 3.7% | 3.0% | 2.1% | 2.7% | 5.2% | 1.5% | | | | | |
| 50-69 | 12.2% | 11.9% | 10.7% | 12.6% | 12.8% | 13.2% | 11.9% | 11.4% | 12.1% | 12.3% | 8.5% | 10.3% | 16.7% | 15.0% | 10.5% | 12.5% | 14.3% | 11.9% | | | | | |
| 70-89 | 7.4% | 7.8% | 9.3% | 6.0% | 8.2% | 6.3% | 7.5% | 6.8% | 8.2% | 6.2% | 13.6% | 7.2% | 3.7% | 5.0% | 11.6% | 8.0% | 3.9% | 7.5% | | | | | |
| 90+ | 39.6% | 42.2% | 35.7% | 41.1% | 47.3% | 30.2% | 7.5% | 23.2% | 50.4% | 30.9% | 42.4% | 36.1% | 50.0% | 34.1% | 61.2% | 17.9% | 48.1% | 7.5% | | | | | |
| Not Stated | .6% | 1.4% | .7% | | | | | | | | | | | | | | | | | | | | |
| BUS | | | | | | | | | | | | | | | | | | | | | | | |
| None | 88.8% | 90.9% | 80.0% | 89.4% | 92.8% | 95.2% | 97.0% | 93.0% | 90.0% | 82.7% | 76.3% | 86.6% | 94.4% | 91.0% | 94.7% | 95.5% | 94.8% | 97.0% | | | | | |
| 1-9 | 1.4% | .7% | .7% | 2.0% | 2.1% | .5% | | | 1.0% | 1.0% | 1.7% | 2.1% | 1.9% | 3.0% | 1.1% | 1.1% | 1.3% | | | | | | |
| 10-29 | 3.6% | 2.1% | 7.1% | 2.6% | 3.1% | 1.6% | | | 2.3% | 2.0% | 3.7% | 11.9% | 4.1% | 3.0% | 3.2% | .9% | 2.6% | | | | | | |
| 30-49 | 1.5% | 1.4% | 1.4% | 2.6% | .5% | .5% | | | 3.0% | 4.7% | 2.0% | 2.5% | 3.1% | 1.9% | 1.0% | 1.0% | .9% | | | | | | |
| 50-69 | 2.2% | 2.1% | 3.6% | 2.0% | 1.5% | 1.6% | | | | | 3.7% | 3.4% | 2.1% | 1.9% | 2.0% | 1.1% | 1.3% | 3.0% | | | | | |
| 70-89 | .5% | 1.4% | .7% | .7% | | | | | | | 2.0% | 1.2% | 1.2% | 1.0% | | | | | | | | | |
| 90+ | 1.3% | 1.4% | 5.0% | 1.4% | .5% | .7% | | | | | 2.0% | 6.2% | 3.4% | 3.4% | 1.0% | | | | | | | | |
| Not Stated | .6% | 1.4% | .7% | | | | | | | | | | | | | | | | | | | | |
| PLANE | | | | | | | | | | | | | | | | | | | | | | | |
| None | 46.2% | 49.8% | 49.3% | 45.7% | 50.4% | 34.4% | 7.5% | 32.4% | 57.3% | 43.2% | 57.6% | 42.3% | 51.9% | 38.0% | 63.3% | 25.9% | 46.8% | 7.5% | | | | | |
| 1-9 | 2.6% | 2.9% | 3.6% | 2.6% | 1.5% | 2.6% | 4.7% | 2.0% | 1.2% | 6.8% | 2.1% | 3.7% | 1.0% | 2.1% | 2.1% | 2.1% | 5.2% | | | | | | |
| 10-29 | 9.6% | 9.9% | 6.4% | 11.9% | 9.8% | 9.0% | 7.5% | 4.5% | 12.2% | 7.4% | 5.1% | 15.5% | 5.6% | 8.0% | 11.6% | 8.9% | 9.1% | 7.5% | | | | | |
| 30-49 | 3.1% | 2.8% | 2.1% | 4.6% | 1.5% | 3.7% | 1.5% | | 4.0% | 2.5% | 1.7% | 3.1% | 7.4% | 2.0% | 1.0% | 4.5% | 2.6% | 1.5% | | | | | |
| 50-69 | 9.5% | 7.0% | 6.4% | 11.3% | 10.2% | 10.6% | 13.4% | 9.2% | 6.0% | 8.6% | 3.4% | 8.2% | 16.7% | 12.0% | 8.3% | 8.9% | 13.0% | 13.4% | | | | | |
| 70-89 | 6.4% | 5.0% | 5.7% | 7.3% | 5.7% | 7.4% | 7.5% | 7.0% | 4.1% | 6.2% | 5.1% | 9.3% | 3.7% | 8.0% | 3.2% | 10.7% | 2.6% | 7.5% | | | | | |
| 90+ | 22.0% | 22.7% | 25.0% | 15.9% | 20.9% | 32.3% | 62.7% | 42.2% | 14.3% | 30.9% | 16.9% | 18.6% | 11.1% | 30.9% | 10.4% | 40.2% | 20.8% | 62.7% | | | | | |
| Not Stated | .6% | 1.4% | .7% | | | | | | | | | | | | | | | | | | | | |
| TRAIN | | | | | | | | | | | | | | | | | | | | | | | |
| None | 88.7% | 94.4% | 91.4% | 79.5% | 95.5% | 93.7% | 97.0% | 97.7% | 93.0% | 90.1% | 93.2% | 75.3% | 87.0% | 95.1% | 95.9% | 92.9% | 94.8% | 97.0% | | | | | |
| 1-9 | 1.9% | .7% | 1.4% | 4.0% | 1.1% | | | | 1.0% | 1.2% | 1.7% | 5.2% | 1.9% | | | | | | | | | | |
| 10-29 | 3.3% | 2.1% | 2.1% | 6.0% | 2.0% | 1.6% | 1.5% | 2.3% | 2.0% | 3.7% | 9.3% | 1.9% | 2.0% | 2.7% | | | | | | | | | |
| 30-49 | 1.8% | 2.1% | .7% | 4.0% | .5% | .5% | | | 3.0% | 1.2% | 2.1% | 7.4% | | | | | | | | | | | |
| 50-69 | 1.6% | .7% | 2.1% | 2.6% | .5% | .5% | | | 1.5% | 1.0% | 3.7% | 3.1% | 1.9% | | | | | | | | | | |

(continued)

1.b) And of these business trips, approximately what percentage did you take by (READ MODE)?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | |
|----------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Atl. | Que. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | | |
| | | | | | | | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural |
| 70-89 | .1% | 1.7% | .7% | 2.6% | 1.5% | .5% | | | | | | | | | | | |
| 90+ Not Stated | .9% | 1.4% | 1.4% | 1.3% | | | | | | | | | | | | | |
| OTHER | | | | | | | | | | | | | | | | | |
| None | 96.2% | 94.4% | 97.9% | 96.0% | 97.5% | 92.6% | 98.5% | 95.4% | 94.0% | 100% | 94.9% | 93.8% | 100% | 98.1% | 96.8% | 91.1% | 94.8% |
| 1-9 | .1% | .7% | | | | | | | | | | | | | | | 98.5% |
| 10-29 | .7% | .7% | | | | | | | | | | | | | | | |
| 30-49 | .2% | .7% | | | | | | | | | | | | | | | |
| 50-69 | .5% | 1.4% | | | | | | | | | | | | | | | |
| 70-89 | .1% | | | | | | | | | | | | | | | | |
| 90+ Not Stated | 1.4% | 2.1% | .7% | 2.0% | 1.0% | 1.1% | | | | | | | | | | | |

1.b) And of these business trips, approximately what percentage did you take by (READ MODE)?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | |
|-------|-------|-------|----------|-------|-------|--------------|-------|-------|-------------|-------|-------|----------------|----------------|----------------------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon NWT | Atl. | Que. | Ont. | Pra. | B.C. | Urban Rural | Rural Urban | B.C. NWT Rural | | | | |
| | | | | | | | | | | | | | | | | | | |
| CAR | 54.6% | 56.6% | 51.4% | 56.0% | 61.9% | 45.5% | 21.0% | 37.3% | 64.9% | 44.6% | 61.0% | 51.3% | 64.5% | 47.9% | 76.5% | 35.0% | 60.7% | 21.0% |
| BUS | 4.1% | 4.5% | 9.4% | 3.0% | 1.6% | 1.9% | 1.5% | 3.5% | 4.9% | 10.4% | 8.0% | 3.6% | 1.8% | 2.1% | 1.1% | 2.5% | 1.0% | 1.5% |
| PLANE | 34.8% | 33.0% | 35.3% | 31.2% | 32.5% | 46.6% | 76.7% | 53.2% | 24.3% | 42.1% | 25.7% | 33.8% | 26.6% | 45.2% | 19.3% | 56.4% | 32.2% | 76.7% |
| TRAIN | 3.9% | 1.4% | 2.5% | 6.7% | 2.5% | 2.9% | .9% | .2% | 2.0% | 2.9% | 1.8% | 7.5% | 5.5% | 3.3% | 1.6% | 3.1% | 2.6% | .9% |
| OTHER | 1.9% | 3.1% | .7% | 2.1% | 1.5% | 3.2% | .6% | 1.2% | 3.9% | 1.7% | 3.4% | 1.5% | 1.6% | 3.1% | 3.2% | 3.2% | .6% | |

1.c) And approximately what percentage of this business travelling was (READ LIST)?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|-------|-------|----------|-------|--------|-------|-------|-------|-------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|--|--|--|
| | Atl. | Que. | Ont. | | Pra. | | B.C. | | Yukon | | N.W.T. | | Rural | | Atl. | | Que. | | Ont. | | Rural | | Urban | | Rural | | B.C. | | Ont. | | Pra. | | B.C. | | | |
| | | | N.M.T. | Yukon | N.W.T. | Rural | Urban | Rural | Atl. | Que. | Ont. | Rural | Urban | Rural | Atl. | Que. | Ont. | Rural | Urban | Rural | | | | | | |
| BASE = ALL RESPONDENTS | (835) | (70) | (194) | (287) | (170) | (110) | (4) | (21) | (69) | (112) | (82) | (184) | (103) | (87) | (83) | (65) | (45) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | | | | | |
| UNWEIGHTED BASE | (884) | (142) | (140) | (151) | (195) | (189) | (67) | (43) | (99) | (81) | (59) | (97) | (54) | (100) | (95) | (112) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | (77) | | | |
| WITHIN YOUR PROVINCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 29.2% | 43.1% | 29.3% | 25.8% | 31.1% | 25.4% | 37.3% | 56.1% | 37.5% | 42.0% | 11.9% | 28.9% | 20.4% | 42.9% | 18.8% | 33.9% | 13.0% | 37.3% | | | | | | | | | | | | | | | | | | |
| 1-9 | 1.6% | 2.1% | .7% | 2.6% | 1.0% | 1.1% | 4.5% | 1.0% | 4.5% | 5.1% | 6.2% | 1.7% | 3.1% | 1.9% | 2.0% | 1.7% | 2.0% | 1.8% | | | | | | | | | | | | | | | | | | |
| 10-29 | 4.8% | 4.9% | 4.3% | 6.6% | 3.0% | 3.7% | 3.0% | 4.5% | 5.1% | 6.2% | 6.2% | 7.4% | 4.0% | 2.1% | 4.5% | 2.6% | 3.0% | | | | | | | | | | | | | | | | | | | |
| 30-49 | 3.1% | 2.1% | .7% | 6.0% | 1.5% | 1.5% | 4.6% | 1.0% | 1.2% | 1.2% | 7.2% | 3.7% | 3.0% | 3.6% | 2.6% | 3.0% | 2.6% | 3.0% | | | | | | | | | | | | | | | | | | |
| 50-69 | 8.8% | 9.9% | 4.3% | 10.6% | 8.7% | 11.6% | 9.0% | 4.6% | 12.1% | 2.5% | 6.8% | 10.3% | 11.1% | 10.0% | 7.4% | 13.4% | 9.1% | 9.0% | | | | | | | | | | | | | | | | | | |
| 70-89 | 7.2% | 7.0% | 7.1% | 5.3% | 8.7% | 10.1% | 13.4% | 9.2% | 6.0% | 7.4% | 6.8% | 6.2% | 3.7% | 7.0% | 10.6% | 8.9% | 11.7% | 13.4% | | | | | | | | | | | | | | | | | | |
| 90+ | 44.5% | 31.0% | 52.1% | 42.4% | 45.3% | 44.4% | 35.8% | 16.3% | 37.3% | 40.7% | 67.8% | 37.1% | 51.9% | 31.2% | 60.1% | 33.0% | 61.0% | 35.8% | | | | | | | | | | | | | | | | | | |
| Not Stated | .7% | 1.4% | .7% | .5% | .5% | .5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WITHIN CANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 53.0% | 31.7% | 69.3% | 53.0% | 47.3% | 47.6% | 31.3% | 18.7% | 37.3% | 63.0% | 78.0% | 48.5% | 61.1% | 37.2% | 57.9% | 43.8% | 53.2% | 31.3% | | | | | | | | | | | | | | | | | | |
| 1-9 | 2.8% | .7% | 2.9% | 3.3% | 2.6% | 3.2% | 1.5% | 1.5% | 1.0% | 1.2% | 5.1% | 5.2% | 5.1% | 5.2% | 5.1% | 5.3% | 2.7% | 3.9% | | | | | | | | | | | | | | | | | | |
| 10-29 | 10.1% | 13.3% | 6.4% | 9.7% | 10.2% | 14.3% | 16.4% | 18.6% | 11.1% | 7.4% | 5.1% | 10.3% | 9.3% | 8.9% | 11.6% | 11.6% | 18.2% | 16.4% | | | | | | | | | | | | | | | | | | |
| 30-49 | 3.8% | 3.6% | .7% | 4.6% | 4.7% | 5.8% | 3.0% | 2.4% | 4.1% | 4.1% | 1.7% | 6.2% | 1.9% | 4.0% | 5.3% | 8.0% | 2.6% | 3.0% | | | | | | | | | | | | | | | | | | |
| 50-69 | 8.5% | 11.8% | 9.3% | 9.2% | 8.5% | 9.0% | 11.4% | 12.0% | 7.4% | 3.4% | 8.2% | 11.1% | 13.9% | 13.9% | 4.2% | 8.9% | 7.8% | 9.0% | | | | | | | | | | | | | | | | | | |
| 70-89 | 4.2% | 3.4% | 5.7% | 4.6% | 2.6% | 3.7% | 1.5% | 4.5% | 3.0% | 8.6% | 1.7% | 5.2% | 3.7% | 3.0% | 2.1% | 4.5% | 2.6% | 1.5% | | | | | | | | | | | | | | | | | | |
| 90+ | 16.8% | 35.4% | 7.9% | 14.6% | 23.0% | 16.4% | 37.3% | 44.4% | 31.5% | 12.3% | 1.7% | 15.5% | 13.0% | 32.9% | 12.5% | 19.6% | 11.7% | 37.3% | | | | | | | | | | | | | | | | | | |
| Not Stated | .7% | 1.4% | .7% | .5% | .5% | .5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WITHIN THE UNITED STATES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 75.1% | 85.8% | 72.1% | 67.5% | 84.1% | 78.3% | 95.5% | 83.6% | 86.8% | 63.0% | 84.7% | 63.9% | 74.1% | 81.0% | 87.4% | 67.9% | 93.5% | 95.5% | | | | | | | | | | | | | | | | | | |
| 1-9 | 3.2% | 4.3% | 2.1% | 4.6% | 1.0% | 4.2% | 1.5% | 7.0% | 3.1% | 3.7% | 6.2% | 1.9% | 1.0% | 1.1% | 1.1% | 5.4% | 2.6% | 1.5% | | | | | | | | | | | | | | | | | | |
| 10-29 | 8.0% | 3.5% | 8.6% | 10.6% | 5.1% | 7.4% | 4.7% | 3.0% | 12.3% | 3.4% | 10.3% | 11.1% | 5.0% | 5.3% | 11.6% | 1.3% | | | | | | | | | | | | | | | | | | | | |
| 30-49 | 1.6% | .7% | 3.6% | 2.1% | 5.1% | 1.5% | 1.5% | 1.0% | 2.5% | 5.1% | 1.0% | 3.0% | 1.1% | 3.0% | 1.1% | .9% | 1.5% | 1.5% | | | | | | | | | | | | | | | | | | |
| 50-69 | 3.9% | 2.8% | 2.1% | 6.6% | 2.5% | 1.6% | 1.5% | 2.3% | 3.0% | 3.7% | 5.2% | 9.3% | 4.9% | 4.9% | 4.5% | 4.5% | 1.5% | 1.5% | | | | | | | | | | | | | | | | | | |
| 70-89 | 1.7% | 1.4% | 1.4% | 2.0% | 1.0% | 2.6% | 2.4% | 1.0% | 2.5% | 2.1% | 2.5% | 2.1% | 1.9% | 1.9% | 1.0% | 1.0% | 2.7% | 2.6% | | | | | | | | | | | | | | | | | | |
| 90+ | 5.5% | 1.4% | 8.6% | 6.6% | 3.6% | 3.2% | 1.1% | 1.1% | 1.1% | 1.1% | 2.3% | 3.4% | 9.3% | 1.9% | 4.0% | 3.1% | 5.4% | 1.8% | | | | | | | | | | | | | | | | | | |
| Not Stated | 1.0% | 1.4% | 1.3% | .5% | .5% | .5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELSEWHERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 91.2% | 96.5% | 87.1% | 89.4% | 95.9% | 92.1% | 100% | 95.3% | 97.0% | 87.7% | 86.4% | 87.6% | 92.6% | 95.0% | 96.8% | 87.5% | 98.7% | 100% | | | | | | | | | | | | | | | | | | |
| 1-9 | 1.1% | .7% | .7% | 2.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 2.0% | | | | | | | | | | | | | | | | | | | | |
| 10-29 | 1.8% | .7% | 2.9% | 1.3% | 1.5% | 2.6% | 1.1% | 2.3% | 1.1% | 2.3% | 1.1% | 2.1% | 1.1% | 2.1% | 1.0% | 4.5% | | | | | | | | | | | | | | | | | | | | |
| 30-49 | .1% | 2.0% | .7% | 2.9% | 3.3% | 1.1% | 1.1% | 2.3% | 1.1% | 2.5% | 1.1% | 2.5% | 1.1% | 2.5% | 1.0% | 1.0% | 2.6% | | | | | | | | | | | | | | | | | | | |
| 50-69 | 2.0% | .7% | 2.9% | 3.3% | 1.1% | 1.1% | 1.1% | 2.3% | 1.1% | 2.5% | 1.1% | 2.5% | 1.1% | 2.5% | 1.0% | 1.0% | 2.6% | | | | | | | | | | | | | | | | | | | |

(continued)

1.c) And approximately what percentage of this business travelling was (READ LIST)?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | |
|------------|-------|------|----------|------|------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon NWT | Atl. Urban | Atl. Rural | Que. Urban | Que. Rural | Ont. Urban | Ont. Rural | Pra. Urban | Pra. Rural | B.C. Urban | B.C. Rural |
| | | | | | | | | | | | | | | | | |
| 70-89 | .1% | .7% | 5.0% | 2.6% | 1.0% | .5% | | | 2.3% | | 1.0% | 6.2% | 3.4% | 4.1% | | .9% |
| 90+ | 2.6% | .7% | 1.4% | 1.3% | .5% | 1.1% | | | | | | 3.4% | 2.1% | 2.0% | 1.1% | 2.7% |
| Not Stated | 1.0% | | | | | | | | | | | | | | | 1.8% |

1.c) And approximately what percentage of this business travelling was (READ LIST)?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | |
|--------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | B.C. | Yukon | NWT | Rural | |
| WITHIN YOUR PROVINCE | 56.8% | 42.8% | 61.8% | 55.1% | 58.0% | 59.7% | 51.4% | 28.5% | 49.0% | 49.2% | 79.8% | 50.8% | 62.6% | 43.9% | 72.9% | 49.0% | 75.2% | 51.4% |
| WITHIN CANADA | 27.8% | 48.1% | 17.0% | 26.4% | 33.1% | 28.6% | 47.3% | 58.7% | 43.5% | 24.2% | 6.8% | 27.9% | 23.7% | 44.7% | 20.9% | 33.2% | 21.9% | 47.3% |
| WITHIN THE UNITED STATES | 10.9% | 4.7% | 13.4% | 13.9% | 7.2% | 8.3% | 1.3% | 3.6% | 5.2% | 18.7% | 5.9% | 16.3% | 9.8% | 9.0% | 5.3% | 12.5% | 2.2% | 1.3% |
| ELSEWHERE | 4.2% | 1.9% | 7.0% | 4.8% | 1.4% | 3.5% | | 3.4% | 1.2% | 7.8% | 5.8% | 5.3% | 4.0% | 2.4% | .3% | 5.4% | .6% | |

1.d) Over the last five years or so would you say that the amount of over-night travelling you are doing for business reasons has increased, stayed about the same or decreased?

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|------------------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | Urban | Rural | Yukon | NWT | Rural |
| BASE = ALL RESPONDENTS | (835) | (70) | (194) | (287) | (170) | (110) | (4) | (21) | (49) | (112) | (82) | (184) | (103) | (87) | (83) | (65) | (45) | (4) |
| UNWEIGHTED BASE | (884) | (142) | (140) | (151) | (195) | (189) | (67) | (43) | (99) | (81) | (59) | (97) | (54) | (100) | (95) | (112) | (77) | (67) |
| Q1D | | | | | | | | | | | | | | | | | | |
| Increased a lot | 18.9% | 16.9% | 19.3% | 21.2% | 12.8% | 23.9% | 18.6% | 16.2% | 23.5% | 13.6% | 22.7% | 18.5% | 15.0% | 10.5% | 25.0% | 19.5% | 23.9% | |
| Increased a little | 16.7% | 19.0% | 15.0% | 15.9% | 17.5% | 19.0% | 20.9% | 23.1% | 17.2% | 11.1% | 20.3% | 10.3% | 20.1% | 19.6% | 18.2% | 20.9% | | |
| Stayed the same | 43.1% | 51.4% | 44.3% | 37.7% | 49.2% | 40.7% | 38.8% | 49.0% | 52.5% | 44.4% | 44.1% | 37.1% | 38.9% | 46.0% | 52.6% | 42.9% | 37.7% | 38.8% |
| Decreased a little | 10.8% | 5.6% | 12.9% | 13.9% | 8.2% | 6.9% | 4.5% | 2.3% | 7.1% | 13.6% | 11.9% | 14.4% | 13.0% | 6.0% | 10.4% | 3.6% | 11.7% | 4.5% |
| Decreased a lot | 9.0% | 7.0% | 5.7% | 9.3% | 12.4% | 10.1% | 11.9% | 7.1% | 6.9% | 4.9% | 6.8% | 13.4% | 1.9% | 18.1% | 6.4% | 8.9% | 11.7% | 11.9% |
| (DK/NS)* | 1.4% | | | 2.9% | 2.0% | .5% | | | | 2.5% | 3.4% | 2.1% | 1.9% | | | | | 1.3% |

* Don't Know/Not Stated

- 2.a) Are you a member of one or more frequent flier programs?
 b) Do you use your frequent flier points primarily for business or for pleasure travelling?

| | TOTAL | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|---|----------|-------|-------|-------|-------|---------|-------|-------|-------|-------|------------------|-------|-------|--------|-------|-------|-------|-------|-------|-------|
| | PROVINCE | | | | | ONTARIO | | | | | PRINCIPAL CITIES | | | | | RURAL | | | | |
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | N.W.T. | Rural | Rural | Rural | Rural | Rural | Rural |
| BASE = ALL RESPONDENTS | (449) | (35) | (98) | (156) | (84) | (72) | (4) | (14) | (21) | (64) | (35) | (106) | (49) | (54) | (30) | (48) | (24) | (4) | (4) | |
| UNWEIGHTED BASE | (507) | (71) | (71) | (82) | (97) | (124) | (62) | (29) | (42) | (46) | (25) | (56) | (26) | (62) | (35) | (83) | (41) | (62) | | |
| Q2A | | | | | | | | | | | | | | | | | | | | |
| Yes | 28.2% | 22.2% | 18.3% | 25.6% | 41.2% | 33.9% | 43.5% | 20.6% | 23.4% | 23.9% | 8.0% | 26.8% | 23.1% | 48.4% | 28.5% | 42.2% | 17.1% | 43.5% | | |
| No | 70.4% | 73.6% | 80.3% | 72.0% | 58.8% | 66.1% | 56.5% | 76.1% | 71.9% | 76.1% | 88.0% | 69.6% | 76.9% | 51.6% | 71.5% | 57.8% | 82.9% | 56.5% | | |
| (DK/NS) * | 1.5% | 4.1% | 1.4% | 2.4% | | | | 3.4% | 4.7% | | 4.0% | 3.6% | | | | | | | | |
| BASE = MEMBERS OF FREQUENT FLYER PROGRAMS | (127) | (8) | (18) | (40) | (35) | (24) | (2) | (3) | (5) | (15) | (3) | (29) | (11) | (26) | (9) | (20) | (4) | (2) | (2) | |
| UNWEIGHTED BASE | (159) | (16) | (13) | (21) | (40) | (42) | (27) | (6) | (10) | (11) | (2) | (15) | (6) | (30) | (10) | (35) | (7) | (27) | | |
| Q2B | | | | | | | | | | | | | | | | | | | | |
| Business | 15.2% | 6.4% | 30.8% | 19.0% | 2.5% | 19.0% | 3.7% | 10.2% | 27.3% | 50.0% | 20.0% | 16.7% | 3.4% | 22.9% | | | | | | |
| Pleasure | 54.7% | 62.3% | 46.2% | 38.1% | 69.8% | 64.3% | 51.9% | 50.5% | 69.4% | 45.5% | 50.0% | 46.7% | 16.7% | 69.8% | 69.9% | 62.9% | 71.4% | 51.9% | | |
| (Both) | 12.5% | 18.6% | 7.7% | 14.3% | 12.6% | 9.5% | 33.3% | 32.6% | 10.1% | 9.1% | 6.7% | 33.3% | 16.8% | 8.6% | 14.3% | 33.3% | | | | |
| (DK/NS) * | 17.6% | 12.7% | 15.4% | 28.6% | 15.0% | 7.1% | 11.1% | 16.8% | 10.2% | 18.2% | 26.7% | 33.3% | 10.0% | 30.1% | 5.7% | 14.3% | 11.1% | | | |

* Don't Know/Not Stated

3.a) Thinking now about any over-night travelling you have done for pleasure or family reasons in the last two years, approximately how many trips have you taken?

| | TOTAL | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | |
|------------------------|------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | Urban | Rural | NWT |
| BASE = ALL RESPONDENTS | 2403 (219) | (624) | (839) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 2403 (447) | (450) | (452) | (483) | (471) | (100) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | |
| Q3A | | | | | | | | | | | | | | | | | |
| None | 9.1% | 14.2% | 10.9% | 7.3% | 8.6% | 7.6% | 11.0% | 10.6% | 15.8% | 5.6% | 17.6% | 6.7% | 8.4% | 7.5% | 9.8% | 7.7% | 7.6% |
| 1-4 | 41.0% | 45.7% | 44.4% | 43.4% | 32.5% | 35.2% | 47.0% | 45.6% | 45.8% | 44.6% | 44.2% | 44.1% | 41.9% | 30.4% | 34.8% | 38.3% | 31.0% |
| 5-9 | 21.2% | 19.1% | 16.4% | 23.2% | 23.0% | 24.4% | 30.0% | 22.7% | 17.6% | 16.7% | 16.1% | 22.9% | 23.9% | 26.0% | 21.9% | 25.2% | 23.4% |
| 10-29 | 22.4% | 14.4% | 21.1% | 20.1% | 30.7% | 26.8% | 8.0% | 12.8% | 15.1% | 24.7% | 16.6% | 20.9% | 18.7% | 33.3% | 27.9% | 23.7% | 31.0% |
| 30-49 | 3.3% | 3.2% | 3.6% | 3.1% | 3.3% | 3.2% | 1.0% | 4.6% | 2.6% | 4.8% | 2.0% | 2.7% | 3.9% | 3.6% | 3.0% | 1.5% | 5.6% |
| 50-69 | 1.9% | 2.2% | 2.0% | 2.2% | 1.4% | 1.1% | 2.0% | 2.3% | 2.2% | 2.4% | 1.5% | 2.4% | 1.9% | 1.2% | 1.7% | 1.7% | 2.0% |
| 70-89 | .1% | .2% | .1% | .3% | .7% | .4% | 1.3% | 1.0% | 1.5% | 1.0% | .4% | 2.0% | .3% | 1.3% | .9% | .4% | .5% |
| 90+ | .9% | 1.1% | 1.3% | | | | | | | | | | | | | 1.5% | 1.0% |
| Mean | 8.1 | 6.8 | 8.0 | 7.9 | 8.9 | 8.5 | 6.9 | 7.3 | 6.6 | 9.4 | 6.4 | 7.8 | 8.0 | 8.9 | 8.9 | 8.0 | 6.9 |

3.b) And of these pleasure trips, how many did you take...?

| | TOTAL | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | |
|--|-------|----------|------|------|------|------|-------|------|------|------|------|-------------|------|------|-------|-----|-------|------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Rural | |
| PRIMARILY BY CAR | 8.0 | 7.4 | 8.1 | 7.8 | 8.9 | 7.8 | 6.4 | 7.9 | 7.2 | 8.9 | 7.0 | 7.5 | 8.2 | 8.4 | 9.4 | 7.0 | 8.7 | 6.4 |
| PRIMARILY BY BUS | 3.7 | 2.8 | 4.9 | 3.2 | 2.5 | 4.0 | 2.0 | 1.6 | 3.2 | 4.2 | 6.9 | 3.5 | 2.7 | 2.9 | 1.9 | 4.9 | 2.7 | 2.0 |
| PRIMARILY BY PLANE | 2.7 | 2.5 | 2.7 | 2.6 | 2.6 | 3.1 | 3.7 | 2.5 | 2.5 | 3.0 | 1.9 | 2.6 | 2.5 | 2.9 | 2.1 | 3.3 | 2.8 | 3.7 |
| PRIMARILY BY TRAIN | 2.6 | 3.8 | 3.2 | 2.3 | 2.1 | 3.3 | 1.0 | 1.4 | 5.0 | 3.5 | 2.3 | 2.2 | 2.4 | 1.8 | 2.5 | 2.8 | 4.0 | 1.0 |
| BY A COMBINATION OF PLANE AND CAR (RENTAL OR PERSONAL) | 2.9 | 3.1 | 2.4 | 3.4 | 2.3 | 3.1 | 3.0 | 2.5 | 3.7 | 2.4 | 2.4 | 3.5 | 2.0 | 2.2 | 2.5 | 2.6 | 4.9 | 3.0 |
| BY A COMBINATION OF PLANE AND BUS | 1.9 | 2.6 | 2.3 | 1.6 | 1.5 | 1.5 | 1.0 | 2.4 | 3.0 | 2.6 | 1.5 | 2.0 | 1.0 | 2.0 | 1.0 | 1.7 | 1.0 | 1.0 |
| BY A COMBINATION OF TRAIN AND CAR (RENTAL OR PERSONAL) | 4.4 | 1.0 | 10.5 | 4.7 | 1.0 | 2.0 | 1.0 | - | 10.5 | - | 6.0 | 1.0 | 1.0 | 1.5 | 2.5 | 1.0 | | |
| BY SOME OTHER MODE | 4.7 | 7.3 | 3.1 | 2.0 | 4.4 | 5.8 | 14.2 | 1.8 | 13.8 | 2.7 | 4.5 | 2.0 | 2.0 | 4.0 | 4.5 | 5.5 | 7.1 | 14.2 |

3.c) And were the pleasure trips you took by....

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | | |
|--|-------|-------|----------|-------|-------|-------|------|------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | |
| BASE=PRIMARILY BY CAR UNWEIGHTED BASE | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | (250) | (250) | (233) | (274) | (197) | (100) |
| WITHIN YOUR PROVINCE | 7.8 | 7.8 | 7.9 | 8.0 | 8.0 | 7.1 | 7.9 | 6.5 | 8.2 | 8.1 | 7.6 | 8.5 | 7.2 | 7.1 | 8.9 | 6.1 | 8.2 | 7.9 | . | . | . | . | . | . |
| WITHIN CANADA | 4.3 | 5.2 | 4.0 | 4.2 | 4.4 | 3.7 | 4.9 | 6.7 | 4.5 | 4.8 | 3.1 | 3.3 | 6.2 | 4.8 | 4.0 | 4.1 | 3.3 | 4.9 | . | . | . | . | . | . |
| WITHIN THE U.S. | 3.2 | 2.8 | 3.7 | 3.3 | 2.6 | 3.0 | 2.2 | 3.8 | 2.1 | 4.8 | 1.4 | 3.3 | 3.3 | 3.3 | 2.1 | 3.0 | 3.0 | 2.2 | . | . | . | . | . | . |
| ELSEWHERE | 2.6 | 1.3 | 5.5 | 2.6 | 1.2 | 1.0 | - | - | 1.3 | 5.5 | - | 2.8 | 2.3 | 1.3 | 1.0 | 1.0 | - | - | . | . | . | . | . | . |
| DK/NS * | 3.5 | . | 3.5 | . | . | . | . | . | . | . | 2.0 | 5.0 | . | . | . | . | . | . | . | . | . | . | . | . |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | | |
|--|-------|-------|----------|-------|-------|-------|------|------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural |
| BASE=PRIMARILY BY BUS UNWEIGHTED BASE | 24.03 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | |
| WITHIN YOUR PROVINCE | 4.6 | 3.1 | 5.6 | 4.1 | 3.2 | 4.4 | 3.0 | 2.0 | 3.3 | 4.5 | 8.9 | 4.1 | 4.1 | 3.3 | 2.8 | 5.8 | 2.5 | 3.0 | | | |
| WITHIN CANADA | 2.1 | 2.3 | 2.5 | 2.3 | 1.4 | 2.5 | 1.0 | 1.4 | 2.6 | 3.3 | 1.5 | 2.9 | 1.3 | 1.6 | 1.2 | 3.9 | 1.0 | 1.0 | | | |
| WITHIN THE U.S. | 1.8 | 2.5 | 1.1 | 1.6 | 2.4 | 3.2 | . | . | 2.5 | 1.2 | 1.0 | 1.6 | 1.4 | 2.6 | 2.0 | 2.0 | 4.8 | . | | | |
| ELSEWHERE | 1.0 | 1.0 | 1.0 | . | . | . | 1.0 | . | . | 1.0 | . | . | . | . | . | . | . | . | . | . | |
| DK/NS * | 1.5 | . | . | 1.5 | . | . | . | . | . | 1.0 | 2.0 | . | . | . | . | . | . | . | . | . | |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | |
|-------------------------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | | | | | |
| | | NWT | NWT | NWT | NWT | NWT | NWT | Urban | Rural | Urban | Rural | Urban | Rural | | | | | |
| BASE-PRIMARILY BY PLANE | 24.03 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 24.03 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) |
| WITHIN YOUR PROVINCE | 2.5 | 1.3 | 3.3 | 1.6 | 3.8 | 2.5 | 2.9 | 1.0 | 1.3 | 4.5 | 1.6 | 2.1 | 1.1 | 4.7 | 2.0 | 2.7 | 2.4 | 2.9 |
| WITHIN CANADA | 2.4 | 2.3 | 3.3 | 2.0 | 2.3 | 2.6 | 3.1 | 2.3 | 2.2 | 3.0 | 4.0 | 1.7 | 2.5 | 2.6 | 1.7 | 3.0 | 1.8 | 3.1 |
| WITHIN THE U.S. | 1.9 | 1.7 | 1.8 | 2.0 | 1.7 | 2.2 | 2.0 | 1.5 | 1.8 | 2.0 | 1.3 | 1.9 | 2.4 | 1.9 | 1.5 | 2.2 | 2.3 | 2.0 |
| ELSEWHERE | 1.9 | 2.0 | 1.9 | 2.0 | 1.8 | 1.7 | 1.3 | 2.0 | 1.9 | 2.1 | 1.4 | 2.0 | 1.9 | 1.7 | 1.9 | 1.7 | 1.7 | 1.3 |
| DK/NS* | 2.2 | 2.3 | . | . | . | 2.0 | . | 3.0 | 1.0 | . | . | . | . | 2.0 | . | 2.0 | . | . |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | |
|--|-------|-------|----------|-------|-------|-------|------|------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT |
| BASE=PRIMARILY BY TRAIN UNWEIGHTED BASE | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | (6) | |
| WITHIN YOUR PROVINCE | 3.0 | 2.8 | 4.5 | 2.4 | 2.0 | 4.0 | . | 1.0 | 5.6 | 5.6 | 2.8 | 2.8 | 2.1 | 2.9 | 1.0 | 2.4 | 5.0 | 3.9 | . | . |
| WITHIN CANADA | 2.1 | 3.8 | 1.6 | 1.7 | 1.9 | 2.8 | 1.0 | 1.4 | 4.9 | 1.8 | 1.0 | 1.9 | 1.0 | 1.8 | 2.2 | 2.2 | 2.8 | 2.8 | 1.0 | . |
| WITHIN THE U.S. | 1.4 | . | 1.4 | 1.4 | . | . | . | . | 1.0 | 3.0 | 1.5 | 1.3 | . | . | . | . | . | . | . | . |
| ELSEWHERE | 4.5 | 1.0 | 3.7 | 9.0 | 3.0 | 1.0 | . | . | 1.0 | 3.7 | . | 9.0 | . | 3.0 | . | 1.0 | . | 1.0 | . | . |
| DK/NS * | 1.2 | . | . | 1.0 | . | 1.5 | . | . | . | . | 1.0 | . | . | . | 2.0 | 1.0 | . | . | . | . |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | |
|---|--------------|----------------|----------------|----------------|----------------|----------------|--------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | | | | | | | |
| | NWT | Urban | Rural | Urban | Rural | NWT | Urban | Rural | Urban | Rural | Urban | Rural | | | | | | | |
| BASE=COMBINATION OF PLANE AND CAR UNWEIGHTED BASE | 2403 2403 | (219) (447) | (624) (450) | (859) (452) | (421) (483) | (274) (671) | (6) (100) | (64) (132) | (155) (315) | (348) (251) | (276) (199) | (564) (297) | (295) (155) | (218) (250) | (203) (233) | (159) (250) | (115) (274) | (6) (197) | (100) |
| WITHIN YOUR PROVINCE | 3.0 | 4.6 | 1.6 | 3.0 | 3.0 | 5.8 | - | 2.0 | 5.9 | 1.5 | 1.7 | 3.0 | - | 4.0 | 2.0 | 1.0 | 7.3 | - | |
| WITHIN CANADA | 2.1 | 2.1 | 1.8 | 2.8 | 1.9 | 2.1 | 3.1 | 2.8 | 1.5 | 3.0 | 1.0 | 2.8 | - | 2.3 | 1.5 | 2.1 | 1.0 | 3.1 | |
| WITHIN THE U.S. | 2.0 | 2.0 | 1.4 | 2.6 | 2.0 | 1.8 | 1.0 | - | 2.0 | 1.5 | 1.0 | 2.6 | - | 1.9 | 2.2 | 1.8 | 2.0 | 1.0 | |
| ELSEWHERE | 1.8 | 1.0 | 2.2 | 1.5 | 1.0 | 2.2 | 1.0 | 1.0 | - | 1.3 | 3.5 | 1.4 | 2.0 | 1.0 | 1.0 | 2.0 | 3.3 | 1.0 | |
| DK/NS * | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | |
|--------------------------------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| | TOTAL | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | NWT | Rural |
| BASE=COMBINATION OF PLANE AND BUS | 2403 (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) |
| UNWEIGHTED BASE | 2403 (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) |
| WITHIN YOUR PROVINCE | 1.0 | . | . | 1.0 | . | 1.0 | . | . | . | 1.0 | . | 1.0 | . | . | . | 1.0 |
| WITHIN CANADA | 1.3 | 1.8 | . | 1.0 | 1.2 | 1.0 | 1.0 | 1.4 | 4.0 | . | 1.0 | 1.0 | 1.3 | 1.0 | 1.0 | . |
| WITHIN THE U.S. | 1.7 | 5.0 | 1.0 | 1.0 | 2.0 | 2.0 | . | 5.0 | . | 1.0 | . | 1.0 | 2.0 | . | 2.0 | . |
| ELSEWHERE | 2.0 | 2.0 | 2.5 | 1.3 | 1.0 | 2.0 | . | . | 2.0 | 3.0 | 1.5 | 1.5 | 1.0 | 1.0 | 2.0 | . |
| DK/NS * | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by....

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|--|-------|------|----------|------|------|-------|------|------|------|------|------|-------|-------------|-------|-------|-------|-------|-------|-------|-----|-------|---|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | |
| BASE=COMBINATION OF TRAIN AND CAR UNWEIGHTED BASE | | | | | | | | | | | | | | | | | | | | | | |
| WITHIN YOUR PROVINCE | 1.4 | . | . | . | . | . | 1.0 | 1.7 | . | . | . | . | . | . | . | . | . | 1.0 | . | 1.0 | 3.0 | . |
| WITHIN CANADA | 5.0 | . | 10.5 | 4.7 | 1.0 | 1.0 | 1.0 | . | . | 10.5 | . | 6.0 | 1.0 | . | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | . |
| WITHIN THE U.S. | 1.5 | 1.0 | . | . | . | . | 2.0 | . | 1.0 | . | . | . | . | . | . | . | . | . | . | 2.0 | . | . |
| ELSEWHERE | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| DK/NS * | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | |
|-------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | |
| BASE=BY SOME OTHER MODE | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) |
| WITHIN YOUR PROVINCE | 6.5 | 60.0 | 2.6 | · | 4.6 | 7.4 | 13.2 | · | 60.0 | 2.3 | 3.0 | · | · | 8.0 | 4.1 | 7.2 | 8.3 |
| WITHIN CANADA | 2.4 | 2.6 | 2.0 | 2.5 | 2.0 | 2.7 | 5.0 | 2.3 | 3.0 | 1.0 | 2.5 | · | 1.5 | 2.5 | 2.7 | 2.7 | 5.0 |
| WITHIN THE U.S. | 1.9 | 1.0 | 2.3 | 2.0 | 1.0 | 2.0 | · | 1.0 | 1.0 | 2.5 | 2.0 | · | 2.0 | 1.0 | 1.0 | 2.0 | · |
| ELSEWHERE | 1.3 | 1.3 | 1.0 | 1.0 | · | 1.5 | · | 1.5 | 1.0 | 1.0 | · | 1.0 | · | · | 1.5 | · | · |
| DK/NS * | · | · | · | · | · | · | · | · | · | · | · | · | · | · | · | · | · |

* Don't Know/Not Stated

3.d) Over the last five years or so would you say that the amount of travelling you are doing for pleasure or family reasons has increased, stayed about the same, or decreased?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | |
| BASE = ALL RESPONDENTS | 2183 | (188) | (556) | (796) | (385) | (253) | (5) | (58) | (130) | (329) | (227) | (526) | (270) | (201) | (183) | (147) | (106) | (5) | | | | |
| UNWEIGHTED BASE | 2168 | (383) | (401) | (419) | (441) | (435) | (89) | (118) | (265) | (237) | (164) | (277) | (142) | (231) | (210) | (253) | (182) | (89) | | | | |
| Q3D | | | | | | | | | | | | | | | | | | | | | | |
| Increased a lot | 18.1% | 15.2% | 17.5% | 17.4% | 17.9% | 24.1% | 22.5% | 11.9% | 16.6% | 20.7% | 12.8% | 20.6% | 11.3% | 17.7% | 18.0% | 23.3% | 25.3% | 22.5% | | | | |
| Increased a little | 18.9% | 17.5% | 14.0% | 21.2% | 21.3% | 19.8% | 14.6% | 21.2% | 15.8% | 14.8% | 12.8% | 19.9% | 23.9% | 22.9% | 19.5% | 22.1% | 16.5% | 14.6% | | | | |
| Stayed the same | 44.8% | 50.6% | 49.4% | 43.4% | 42.9% | 37.7% | 48.3% | 47.4% | 52.0% | 47.7% | 51.8% | 41.9% | 46.5% | 42.4% | 43.3% | 37.9% | 37.4% | 48.3% | | | | |
| Decreased a little | 10.0% | 11.2% | 10.7% | 9.3% | 10.2% | 9.2% | 6.7% | 12.6% | 10.6% | 10.5% | 11.0% | 8.3% | 11.3% | 9.5% | 11.0% | 8.3% | 10.4% | 6.7% | | | | |
| Decreased a lot | 7.6% | 5.2% | 6.5% | 8.4% | 7.7% | 9.0% | 7.9% | 5.9% | 4.9% | 5.5% | 7.9% | 9.4% | 6.3% | 7.4% | 8.1% | 7.9% | 10.4% | 7.9% | | | | |
| (DK/NS)* | .6% | .3% | 2.0% | .2% | .2% | .2% | .2% | .9% | .9% | .8% | .8% | .8% | .7% | .7% | .7% | .4% | .4% | .4% | | | | |

* Don't Know/Not Stated

3.e) Is there any particular reason why you are doing more travelling?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | |
|--------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Ont. | Pra. | B.C. | Urban | Rural | Yukon | NWT | Rural | |
| | | | | | | | | | | | | | | | | | | |
| BASE = ALL RESPONDENTS | (808) | (61) | (175) | (308) | (151) | (111) | (2) | (19) | (42) | (116) | (58) | (213) | (95) | (82) | (69) | (44) | (2) | |
| UNWEIGHTED BASE | (810) | (125) | (126) | (162) | (173) | (191) | (33) | (39) | (86) | (84) | (42) | (112) | (50) | (94) | (79) | (115) | (76) | (33) |
| Visit family | 23.6% | 27.2% | 26.2% | 17.9% | 27.2% | 28.3% | 27.3% | 25.7% | 27.8% | 31.0% | 16.7% | 17.0% | 20.0% | 29.8% | 24.1% | 30.4% | 25.0% | 27.3% |
| More time | 21.1% | 15.1% | 18.3% | 25.3% | 19.1% | 20.4% | 12.1% | 12.7% | 16.3% | 19.0% | 16.7% | 25.0% | 26.0% | 16.0% | 22.7% | 22.6% | 17.1% | 12.1% |
| Retired/Older | 12.6% | 5.6% | 10.3% | 9.9% | 21.4% | 15.7% | 5.1% | 5.8% | 11.1% | 7.1% | 10.7% | 8.0% | 21.5% | 21.5% | 14.8% | 17.1% | | |
| More money | 23.8% | 19.2% | 15.9% | 29.6% | 23.7% | 22.0% | 48.5% | 22.9% | 17.6% | 13.1% | 21.4% | 30.4% | 28.0% | 26.6% | 20.3% | 24.3% | 18.4% | 48.5% |
| More trips-school, win | 14.0% | 16.8% | 23.8% | 11.7% | 9.3% | 9.9% | 6.1% | 23.1% | 13.9% | 25.0% | 21.4% | 14.3% | 6.0% | 9.6% | 8.8% | 10.4% | 9.2% | 6.1% |
| Health reasons-stress | 1.7% | 1.6% | 4.8% | .6% | .6% | 1.6% | 3.0% | | | | | | 2.3% | 7.1% | 2.0% | 1.1% | 3.9% | 3.0% |
| Own a private plane | .1% | | | | | | .5% | | | | | | | | | | 1.3% | |
| Kids older | 7.6% | 6.4% | 9.5% | 4.9% | 11.0% | 7.9% | 9.1% | 2.6% | 8.1% | 7.1% | 14.3% | 2.7% | 10.0% | 7.5% | 15.2% | 9.6% | 5.3% | 9.1% |
| Flight schedule better | .3% | | | | | | | .5% | 3.0% | | | | | | | | | |
| Fun/interesting | 3.6% | 5.6% | 5.6% | 3.7% | 1.7% | 1.6% | 3.0% | 13.0% | 2.3% | 7.1% | 2.4% | 4.5% | 2.0% | 1.0% | 2.5% | .9% | 1.7% | 3.0% |
| Bought car/trailer | 2.7% | 3.1% | 4.0% | 3.1% | .6% | 2.6% | 2.5% | 3.4% | 6.0% | | | | 3.6% | 2.0% | 1.0% | 1.0% | 1.7% | 3.9% |
| Sports related | .9% | .8% | | 1.2% | .6% | 1.6% | 1.5% | | 1.1% | | | | .9% | 2.0% | 1.2% | | .9% | 2.6% |
| Weather | .1% | | | | | | | | | | | | | | | | | |
| Educational experience | .7% | | | | | | | | | | | | | | | | | |
| Save \$/financial | .4% | .8% | | | | | | | | | | | | | | | | |
| Have a baby/kids | .2% | | | | | | | | | | | | | | | | | |
| Live in isolated area | .1% | | | | | | | | | | | | | | | | | |
| Parents died/no fam vsts | .1% | | | | | | | | | | | | | | | | | |
| Disabled/health problems | .2% | | | | | | | | | | | | | | | | | |
| Other | .2% | | | | | | | | | | | | | | | | | |
| None | 7.5% | 11.2% | 8.7% | 8.6% | 3.5% | 5.8% | 3.0% | 17.9% | 8.1% | 6.0% | 14.3% | 8.0% | 10.0% | 3.2% | 3.8% | 7.0% | 3.9% | 3.0% |
| Don't Know | .5% | | | | | | | | | | | | | | | | | |
| Not Stated | 2.0% | 2.4% | 2.4% | 2.5% | 1.7% | | | | | | | | | | | | | |

3.e) Is there any particular reason why you are doing less travelling?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|--------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-----|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | Yukon | NWT | Rural |
| BASE = ALL RESPONDENTS | (383) | (31) | (96) | (141) | (69) | (46) | (1) | (11) | (20) | (53) | (43) | (93) | (48) | (34) | (35) | (24) | (22) | (1) | | | | |
| UNWEIGHTED BASE | (377) | (63) | (69) | (74) | (79) | (79) | (13) | (22) | (41) | (38) | (31) | (49) | (25) | (39) | (40) | (41) | (38) | (13) | | | | |
| Visit family | .9% | | 1.4% | 1.4% | | | | | | | | | | | | | | | | | | |
| Retired/Older | 1.0% | 1.6% | | | 1.3% | | 1.3% | 7.7% | 4.4% | 2.5% | 2.6% | | | | | | | | | | | |
| More money | .3% | 1.5% | | | | | 1.3% | | | | | | | | | | | | | | | |
| Kids older | .5% | | | | 1.4% | | | | | | | | | | | | | | | | | |
| Save \$/financial | 31.2% | 35.0% | 31.9% | 25.7% | 36.7% | 35.4% | 46.2% | 27.3% | 39.0% | 39.5% | 22.6% | 28.6% | 20.0% | 25.6% | 47.5% | 29.3% | 42.1% | 46.2% | | | | |
| Too old/age | 6.8% | 11.3% | 2.9% | 6.8% | 8.9% | 8.9% | 4.6% | 14.8% | 2.6% | 3.2% | 2.0% | 16.0% | 7.7% | 10.0% | 12.2% | 5.3% | | | | | | |
| Home bound | 3.8% | 1.6% | 1.4% | 4.1% | 5.0% | 5.0% | 7.6% | 7.7% | 2.4% | 2.6% | 6.1% | | 5.1% | 4.9% | 7.3% | 7.9% | 7.7% | | | | | |
| Have a baby/kids | 15.8% | 6.3% | 21.7% | 13.5% | 15.2% | 17.7% | 7.7% | 9.6% | 18.4% | 25.8% | 20.4% | | 18.0% | 12.5% | 22.0% | 13.2% | 7.7% | | | | | |
| Live in isolated area | .5% | | | | | | 3.8% | 7.7% | | | | | | | | | | | | | | |
| Pollution | .2% | | | | | | 1.2% | | | | | | | | | | | | | | | |
| No more family trips | 5.2% | 4.8% | 1.4% | 5.4% | 10.1% | 5.1% | 7.7% | 9.2% | 2.5% | 2.6% | 4.1% | 8.0% | 7.7% | 12.6% | 7.3% | 7.3% | 2.6% | 7.7% | | | | |
| No time/job demands | 22.9% | 20.4% | 30.4% | 23.0% | 17.7% | 16.5% | 40.5% | 9.8% | 31.6% | 29.0% | 20.4% | 28.0% | 28.2% | 28.0% | 28.2% | 7.5% | 14.6% | 18.4% | | | | |
| Parents died/no fam vsts | 1.7% | 3.2% | 1.4% | 1.4% | 2.5% | 1.3% | | | | | | | | | | | | | | | | |
| Nowhere to go | 3.8% | 1.6% | 7.2% | 2.7% | 1.3% | 5.1% | 7.7% | 4.6% | | | | | | | | | | | | | | |
| Disabled/health problems | 6.1% | 4.7% | 10.1% | 8.1% | 1.3% | 2.5% | | | | | | | | | | | | | | | | |
| Mech difficulties w/car | .3% | 1.6% | | | | | 1.3% | | | | | | | | | | | | | | | |
| Too many accidents | 1.1% | | | | 2.7% | 1.3% | | | | | | | | | | | | | | | | |
| Dislike travelling | .5% | | | | 1.4% | | | | | | | | | | | | | | | | | |
| Trains are discred | .4% | 1.6% | | 1.4% | | | 1.3% | | | | | | | | | | | | | | | |
| Road conditions | .4% | | | | | | | | | | | | | | | | | | | | | |
| Other | 1.0% | | | | | | | | | | | | | | | | | | | | | |
| None | 4.5% | 4.7% | 2.9% | 5.4% | 5.1% | 3.8% | 7.7% | 4.6% | 4.8% | 6.5% | 6.5% | 4.1% | 4.0% | 5.2% | 5.0% | 2.4% | 5.3% | 7.7% | | | | |
| Don't Know | 1.1% | 1.6% | 1.4% | 1.4% | 1.3% | 4.6% | 2.6% | 4.9% | 2.6% | 2.0% | 2.0% | | | | | | | | | | | |
| Not Stated | 1.4% | 3.2% | 1.4% | 2.5% | 1.3% | | | | | | | | | | | | | | | | | |

4. And over the next five years or so do you expect the amount of
over-night travelling you do for pleasure or family reasons to
(READ LIST)?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | |
|------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | | Atl. | | Que. | | Ont. | | Pra. | | B.C. | | Urban | |
| | | | | | | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Rural | Rural | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | |
| Q4 | | | | | | | | | | | | | | | | | | | |
| Increase a lot | | 15.2% | 12.9% | 15.1% | 16.2% | 12.6% | 17.8% | 14.0% | 14.4% | 12.3% | 15.9% | 14.1% | 17.8% | 12.9% | 14.0% | 11.2% | 18.6% | 16.8% | 14.0% |
| Increase a little | | 29.6% | 24.6% | 26.7% | 30.5% | 32.6% | 32.7% | 23.0% | 28.8% | 22.9% | 28.7% | 24.1% | 30.3% | 31.0% | 33.5% | 31.7% | 35.8% | 28.4% | 23.0% |
| Not really change | | 43.3% | 43.6% | 48.0% | 41.4% | 42.9% | 38.6% | 52.0% | 39.5% | 45.3% | 45.0% | 51.8% | 38.4% | 47.1% | 42.0% | 43.8% | 36.1% | 42.1% | 52.0% |
| Decrease a little | | 6.5% | 6.7% | 4.9% | 7.5% | 6.2% | 7.0% | 5.0% | 5.3% | 7.3% | 4.4% | 5.5% | 9.4% | 3.9% | 5.6% | 6.9% | 6.9% | 7.1% | 5.0% |
| Decrease a lot | | 2.9% | 2.5% | 3.1% | 2.2% | 4.4% | 2.5% | 4.0% | 2.3% | 2.5% | 4.0% | 2.0% | 2.4% | 1.9% | 3.6% | 5.2% | 1.8% | 3.6% | 4.0% |
| (DK/NS) * | | 2.6% | 9.6% | 2.2% | 2.2% | 1.2% | 1.3% | 2.0% | 9.7% | 9.6% | 2.0% | 2.5% | 1.7% | 3.2% | 1.2% | 1.3% | .7% | 2.0% | 2.0% |

* Don't Know/Not Stated

5. To the best of your knowledge, all things considered, how much does it cost you per kilometre when you drive your car on a pleasure trip?

| Q5 | BASE = ALL RESPONDENTS UNWEIGHTED BASE | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | |
|-----------------|---|------------|------------|------------|------------|------------|------------|------------|----------|------------|------------|------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|-----|
| | | | | Atl. | | Que. | | Ont. | | Pra. | | Que. | | Ont. | | Pra. | | B.C. | | | | |
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | Que. | Ont. | Pra. | Urban | Rural | Urban | Rural | NWT | Rural | | |
| < \$0.10 | 2403 (219) | 2403 (447) | 2403 (624) | 2403 (450) | 2403 (452) | 2403 (483) | 2403 (471) | 2403 (274) | 2403 (6) | 2403 (100) | 2403 (132) | 2403 (155) | 2403 (315) | 2403 (251) | 2403 (199) | 2403 (276) | 2403 (564) | 2403 (295) | 2403 (218) | 2403 (159) | 2403 (115) | (6) |
| \$0.10 - \$0.19 | 8.0% | 8.0% | 7.3% | 7.3% | 10.4% | 9.3% | 12.0% | 7.6% | 7.6% | 7.0% | 5.6% | 8.5% | 7.1% | 7.7% | 8.3% | 12.0% | 8.0% | 11.2% | 12.0% | | | |
| \$0.20 - \$0.29 | 9.6% | 9.6% | 5.4% | 5.4% | 11.3% | 9.5% | 10.4% | 8.5% | 8.0% | 4.6% | 5.7% | 9.2% | 14.1% | 8.4% | 11.6% | 12.4% | 8.2% | 7.3% | 10.2% | 8.0% | | |
| \$0.30 - \$0.39 | 4.8% | 3.1% | 6.0% | 4.2% | 5.0% | 4.9% | 5.0% | 4.6% | 4.6% | 2.5% | 4.8% | 7.5% | 5.1% | 2.6% | 2.8% | 7.3% | 4.4% | 5.6% | 5.0% | | | |
| \$0.40 - \$0.49 | 2.4% | 2.4% | 3.3% | 2.2% | 2.5% | 2.1% | 3.0% | 2.1% | 3.0% | 6.6% | 3.2% | 3.5% | 1.3% | 3.9% | 2.0% | 3.0% | 2.6% | 1.5% | 3.0% | | | |
| \$0.50 - \$0.99 | 5.2% | 5.1% | 5.1% | 5.8% | 5.4% | 3.8% | 5.0% | 5.2% | 5.1% | 6.0% | 4.0% | 6.1% | 5.2% | 5.2% | 5.2% | 5.2% | 5.6% | 3.6% | 4.1% | 5.0% | | |
| \$1.00+ | 7.0% | 4.9% | 7.8% | 6.4% | 7.8% | 7.2% | 1.0% | 6.8% | 4.1% | 9.6% | 5.5% | 7.7% | 3.9% | 6.8% | 8.9% | 4.7% | 10.7% | 1.0% | | | | |
| Don't Know | 52.8% | 64.4% | 47.8% | 54.4% | 50.5% | 53.3% | 49.0% | 60.6% | 66.0% | 49.0% | 46.2% | 55.2% | 52.9% | 53.9% | 46.8% | 54.7% | 51.3% | 49.0% | | | | |
| Not Stated | 6.4% | 6.2% | 8.4% | 6.9% | 2.9% | 5.9% | 15.0% | 6.8% | 6.0% | 8.0% | 9.0% | 7.1% | 6.5% | 3.2% | 2.6% | 9.1% | 1.5% | 15.0% | | | | |
| Mean | 61.9 | 68.2 | 76.2 | 54.1 | 55.2 | 58.9 | 27.5 | 93.3 | 56.1 | 90.1 | 59.4 | 63.9 | 36.9 | 56.6 | 53.9 | 49.6 | 68.9 | 27.5 | | | | |

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.*

Let's start with (READ STATEMENT - ROTATE FROM X)

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | DK/NS |
|---|---------------------|-------|-------|-------|-------|-------|------------------|-------|
| A) WATCHING WHAT SUCCESSFUL PEOPLE ARE DOING IS IMPORTANT | 13.8% | 10.6% | 14.2% | 16.1% | 21.6% | 9.2% | 14.1% | .4% |
| B) I DON'T THINK GOVERNMENTS SHOULD INTERVENE IN BUSINESS | 7.3% | 6.8% | 12.3% | 19.3% | 18.2% | 12.9% | 20.7% | 2.4% |
| C) I OFTEN FEEL THAT THE DECISION IS OUT OF MY CONTROL | 36.9% | 17.8% | 8.7% | 10.9% | 9.8% | 6.2% | 8.7% | 1.0% |
| D) I DON'T LIKE CAUSING WAVES | 23.1% | 12.0% | 13.1% | 13.9% | 15.4% | 10.1% | 12.1% | .2% |
| E) YOU CAN TELL A LOT ABOUT SOMEONE BY HOW THEY TRAVEL | 15.4% | 10.9% | 13.3% | 14.2% | 17.1% | 12.9% | 14.0% | 2.2% |
| F) I BELIEVE IN TRADITIONAL VALUES | 1.1% | 1.1% | 2.5% | 4.8% | 11.6% | 20.0% | 58.7% | .2% |
| G) I EXPECT, AND DON'T MIND PAYING EXTRA | 2.6% | 1.4% | 3.4% | 7.8% | 19.8% | 25.4% | 39.2% | .4% |
| H) MY CAR IS ONE OF THE MOST IMPORTANT POSSESSIONS I OWN | 15.8% | 10.7% | 12.1% | 12.0% | 13.5% | 10.8% | 21.2% | 3.9% |
| I) WE ALL HAVE A RESPONSIBILITY TO MAKE A BETTER PLACE | 1.1% | 1.3% | 3.3% | 6.9% | 14.7% | 22.3% | 50.0% | .3% |
| J) THE GOVERNMENT SHOULD TAKE ACTION AGAINST POLLUTION | 3.1% | 1.8% | 3.8% | 9.2% | 19.3% | 19.9% | 42.1% | .8% |

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7' where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.* Let's start with (READ STATEMENT - ROTATE FROM X)

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | DK/NS |
|--|---------------------|-------|-------|-------|-------|-------|------------------|-------|
| K) I REALLY LIKE TO MEET NEW PEOPLE WHEN I AM TRAVELLING | 1.9% | 2.6% | 5.7% | 10.8% | 17.3% | 18.6% | 42.7% | .3% |
| L) LIFE SHOULD BE ENJOYED AS MUCH AS POSSIBLE TODAY | 15.3% | 12.0% | 10.9% | 14.4% | 17.7% | 8.0% | 21.3% | .4% |
| M) I DON'T LIKE TO BUY ANYTHING NEW | 12.6% | 12.6% | 13.8% | 17.6% | 19.2% | 11.0% | 12.9% | .4% |
| N) TRAVELLING BY TRAIN IS OLD-FASHIONED | 36.2% | 17.7% | 10.4% | 11.5% | 8.9% | 5.7% | 7.7% | 2.0% |
| O) EVERYTHING IS CHANGING TOO FAST TODAY | 13.7% | 12.3% | 13.8% | 14.4% | 16.3% | 10.6% | 18.4% | .5% |
| P) FINANCIAL SECURITY IS MY MAJOR CONCERN RIGHT NOW | 6.2% | 7.1% | 10.7% | 14.4% | 19.9% | 16.7% | 24.8% | .1% |
| Q) WHEN I TRAVEL I GET FROM ONE POINT TO ANOTHER | 15.5% | 11.9% | 13.9% | 15.7% | 15.2% | 9.9% | 17.5% | .4% |
| R) I FIND IT DEPRESSING TO THINK ABOUT THE FUTURE | 28.2% | 18.7% | 13.7% | 13.4% | 12.4% | 5.1% | 8.4% | .2% |
| S) BEING PART OF A GROUP IS VERY IMPORTANT TO ME | 12.2% | 11.7% | 14.3% | 17.7% | 15.5% | 13.8% | 14.6% | .1% |
| T) WHEN COMPARED TO THE U.S., TRAVELLERS GET A POOR DEAL | 10.5% | 9.5% | 11.9% | 16.6% | 12.4% | 10.5% | 16.4% | 12.2% |

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.*

Let's start with (READ STATEMENT - ROTATE FROM X)

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | DK/NS |
|--|---------------------|------|------|-------|-------|-------|------------------|-------|
| U) FOR ME HALF THE FUN IS GETTING THERE | 5.7% | 7.0% | 8.4% | 13.2% | 17.1% | 20.9% | 27.4% | .2% |
| V) I ENJOY INTRODUCING A SMALL ELEMENT OF RISK | 9.7% | 8.6% | 9.8% | 17.1% | 23.2% | 16.0% | 15.3% | .2% |
| W) IF I WAS TOLD I COULD NEVER TRAVEL OUTSIDE MY CITY... | 8.6% | 3.7% | 4.7% | 6.3% | 6.8% | 13.0% | 56.3% | .6% |

* See Question 6 - Annex (after the end of question 6) for the complete wording of each statement.

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement. Let's start with (READ STATEMENT - ROTATE FROM X)

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | |
|---|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Rural | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (203) | (159) | (6) | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (197) | (100) |
| A) WATCHING WHAT SUCCESSFUL PEOPLE ARE DOING IS IMPORTANT | 4.1 | 4.4 | 4.0 | 4.1 | 4.0 | 3.8 | 3.7 | 4.0 | 4.6 | 3.9 | 4.1 | 3.9 | 4.5 | 3.9 | 4.2 | 3.6 | 4.0 |
| B) I DON'T THINK GOVERNMENTS SHOULD INTERVENE IN BUSINESS | 4.6 | 4.6 | 4.2 | 4.8 | 4.8 | 4.5 | 4.6 | 4.8 | 4.5 | 4.2 | 4.3 | 4.7 | 5.0 | 4.6 | 5.0 | 4.4 | 4.6 |
| C) I OFTEN FEEL THAT THE DECISION IS OUT OF MY CONTROL | 2.9 | 3.0 | 2.8 | 3.1 | 2.7 | 2.9 | 3.4 | 2.7 | 3.1 | 2.7 | 2.9 | 2.9 | 3.5 | 2.5 | 2.8 | 2.8 | 3.1 |
| D) I DON'T LIKE CAUSING WAVES | 3.7 | 3.8 | 3.4 | 3.8 | 3.7 | 3.6 | 3.4 | 3.7 | 3.8 | 3.4 | 3.5 | 3.5 | 4.3 | 3.6 | 3.8 | 3.3 | 3.4 |
| E) YOU CAN TELL A LOT ABOUT SOMEONE BY HOW THEY TRAVEL | 4.0 | 3.8 | 4.6 | 3.8 | 4.0 | 3.8 | 3.8 | 3.5 | 3.9 | 4.5 | 4.6 | 3.8 | 3.9 | 3.9 | 4.1 | 3.6 | 3.9 |
| F) I BELIEVE IN TRADITIONAL VALUES | 6.2 | 6.5 | 5.8 | 6.2 | 6.4 | 6.3 | 6.4 | 6.4 | 6.5 | 5.8 | 6.0 | 6.2 | 6.4 | 6.3 | 6.5 | 6.2 | 6.4 |
| G) I EXPECT, AND DON'T MIND PAYING EXTRA | 5.8 | 6.0 | 5.4 | 5.8 | 5.8 | 6.0 | 5.8 | 5.9 | 6.1 | 5.4 | 5.8 | 5.7 | 5.8 | 5.9 | 6.0 | 5.9 | 5.8 |
| H) MY CAR IS ONE OF THE MOST IMPORTANT POSSESSIONS I OWN | 4.2 | 4.2 | 4.0 | 4.4 | 4.1 | 4.1 | 3.4 | 4.1 | 4.3 | 3.8 | 4.2 | 4.2 | 4.7 | 4.1 | 4.2 | 4.1 | 3.4 |

(continued)

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7' where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.* Let's start with (READ STATEMENT - ROTATE FROM X)

| | PROVINCE | | | | | | | URBAN/RURAL | | | | | | | | | | |
|--|----------|------|------|------|------|-------|------|-------------|------|------|------|-------|-------|-----|-------|-------|-----|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | NWT | Urban | Rural | NWT | Rural |
| I) WE ALL HAVE A RESPONSIBILITY TO MAKE A BETTER PLACE | 6.0 | 6.0 | 6.1 | 6.0 | 5.9 | 6.0 | 5.9 | 6.0 | 6.1 | 6.2 | 5.9 | 6.0 | 5.8 | 6.0 | 5.9 | 6.1 | 6.0 | 5.9 |
| J) THE GOVERNMENT SHOULD TAKE ACTION AGAINST POLLUTION | 5.7 | 5.9 | 5.7 | 5.5 | 5.7 | 5.7 | 5.8 | 5.9 | 5.8 | 5.6 | 5.8 | 5.6 | 5.5 | 5.6 | 5.7 | 5.8 | 5.7 | 5.7 |
| K) I REALLY LIKE TO MEET NEW PEOPLE WHEN I AM TRAVELLING | 5.7 | 6.1 | 5.7 | 5.6 | 5.7 | 5.6 | 5.6 | 6.1 | 6.0 | 5.6 | 5.7 | 5.6 | 5.8 | 5.7 | 5.6 | 5.7 | 5.6 | 5.6 |
| L) LIFE SHOULD BE ENJOYED AS MUCH AS POSSIBLE TODAY | 4.2 | 4.5 | 4.1 | 4.3 | 3.9 | 4.2 | 3.9 | 4.2 | 4.6 | 4.1 | 4.2 | 4.4 | 3.9 | 3.9 | 4.2 | 4.1 | 3.9 | 3.9 |
| M) I DON'T LIKE TO BUY ANYTHING NEW | 4.0 | 4.4 | 3.4 | 4.1 | 4.3 | 4.2 | 4.3 | 4.2 | 4.5 | 3.4 | 3.5 | 4.1 | 4.3 | 4.1 | 4.6 | 4.1 | 4.4 | 4.3 |
| N) TRAVELLING BY TRAIN IS OLD-FASHIONED | 2.9 | 3.0 | 3.2 | 2.8 | 2.7 | 2.6 | 2.8 | 2.8 | 3.1 | 3.1 | 3.3 | 2.5 | 3.3 | 2.8 | 2.5 | 2.4 | 2.8 | 2.8 |
| O) EVERYTHING IS CHANGING TOO FAST TODAY | 4.1 | 4.2 | 4.6 | 3.9 | 4.1 | 3.8 | 3.8 | 3.9 | 4.3 | 4.4 | 4.9 | 3.7 | 4.3 | 4.1 | 4.1 | 3.6 | 4.1 | 3.8 |
| P) FINANCIAL SECURITY IS MY MAJOR CONCERN RIGHT NOW | 4.8 | 5.1 | 4.8 | 4.7 | 5.1 | 4.7 | 4.5 | 5.0 | 5.1 | 4.9 | 4.8 | 4.6 | 4.9 | 5.1 | 5.0 | 4.5 | 4.9 | 4.5 |
| Q) WHEN I TRAVEL I GET FROM ONE POINT TO ANOTHER | 4.0 | 4.1 | 3.9 | 4.2 | 4.0 | 3.9 | 4.2 | 4.1 | 4.1 | 4.0 | 3.9 | 4.1 | 4.3 | 4.1 | 3.9 | 3.8 | 4.0 | 4.2 |

(continued)

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.* Let's start with (READ STATEMENT - ROTATE FROM X)

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | |
|--|-------|------|----------|------|------|-------|------|------|------|------|------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural |
| R) I FIND IT DEPRESSING TO THINK ABOUT THE FUTURE | 3.1 | 3.1 | 3.2 | 3.2 | 2.9 | 2.9 | 2.8 | 2.9 | 3.2 | 3.1 | 3.4 | 3.0 | 3.5 | 2.8 | 3.0 | 2.6 | 3.0 | 2.6 | 3.4 | 2.8 | |
| S) BEING PART OF A GROUP IS VERY IMPORTANT TO ME | 4.1 | 4.4 | 4.1 | 4.2 | 4.1 | 3.9 | 3.9 | 4.2 | 4.4 | 3.9 | 4.2 | 4.1 | 4.4 | 3.9 | 4.3 | 3.7 | 4.3 | 3.7 | 4.1 | 3.9 | |
| T) WHEN COMPARED TO THE U.S., TRAVELLERS GET A POOR DEAL | 4.2 | 4.5 | 3.7 | 4.5 | 4.4 | 4.1 | 4.6 | 4.6 | 4.4 | 3.7 | 3.8 | 4.3 | 4.8 | 4.4 | 4.4 | 3.9 | 4.3 | 4.4 | 3.9 | 4.6 | |
| U) FOR ME HALF THE FUN IS GETTING THERE | 5.0 | 5.0 | 5.3 | 4.8 | 5.0 | 5.0 | 5.1 | 5.0 | 5.0 | 5.3 | 5.3 | 4.7 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.9 | 5.0 | 5.1 |
| V) I ENJOY INTRODUCING A SMALL ELEMENT OF RISK | 4.5 | 4.5 | 4.6 | 4.4 | 4.3 | 4.5 | 4.6 | 4.5 | 4.5 | 4.7 | 4.6 | 4.5 | 4.1 | 4.4 | 4.2 | 4.7 | 4.7 | 4.2 | 4.6 | 4.6 | |
| W) IF I WAS TOLD I COULD NEVER TRAVEL OUTSIDE MY CITY... | 5.7 | 5.8 | 4.9 | 5.9 | 6.1 | 6.0 | 5.9 | 5.9 | 5.7 | 4.8 | 4.9 | 6.0 | 5.7 | 6.1 | 6.0 | 5.9 | 5.9 | 5.9 | 6.0 | 5.9 | |

* See Question 6 - Annex (after the end of question 6) for the complete wording of each statement.

Question 6 - Annex

- A) Watching what successful people are doing is important in order to get ahead in life.
- B) I don't think governments should intervene in business matters as much as they do.
- C) I often feel that the decision of how I travel for pleasure is out of my control.
- D) I don't like causing waves so I usually don't make a fuss about things that bother me.
- E) You can tell a lot about someone by how they travel.
- F) I believe in traditional values like strong family relationships, helping out friends and saving for the future.
- G) I expect, and don't mind paying extra for, good service and high quality products.
- H) My car is one of the most important possessions I own.
- I) We all have a responsibility to make the world a better place, so it is important to keep trying to change things.
- J) The government should take serious action against pollution even if it means restricting our access to different modes of transportation.
- K) I really like to meet new people when I am travelling.
- L) Life should be enjoyed as much as possible today, without worrying about the future.
- M) I don't like to buy anything new until I've seen it used successfully by others.
- N) Travelling by train is old-fashioned.
- O) Everything is changing too fast today.
- P) Financial security is my major concern right now.
- Q) When I travel I just like to get from one point to another as quickly as possible.
- R) I find it depressing to think about the future.
- S) Being part of a group is very important to me.
- T) When compared to the United States, travellers in Canada really get a poor deal.
- U) For me half the fun of travelling is the experience of getting there, that is the trip itself.
- V) I enjoy introducing a small element of risk into my life.
- W) If I was told I could never travel outside my city again I would be devastated.
- X) Overall, I'd rather travel outside of Canada.

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| | No consideration | 2 | 3 | 4 | 5 | 6 | Significant consideration | Don't know | Not stated |
|--|------------------|------|------|-------|-------|-------|---------------------------|------------|------------|
| A) WHO YOU ARE TRAVELLING WITH | 7.0% | 4.0% | 4.8% | 8.7% | 15.8% | 17.2% | 41.9% | .3% | .3% |
| B) HOW EASY IT IS FOR YOU TO ACCESS THE MODE | 3.7% | 2.8% | 5.3% | 10.0% | 22.9% | 22.7% | 31.4% | .8% | .3% |
| C) THE COST INVOLVED | 3.3% | 2.4% | 4.8% | 11.2% | 22.3% | 19.7% | 35.6% | .5% | .3% |
| D) WHERE YOU ARE GOING | 2.9% | 1.4% | 2.5% | 7.6% | 15.7% | 20.5% | 47.7% | .7% | 1.1% |
| E) THE AMOUNT OF FREEDOM YOU HAVE * | 3.8% | 3.1% | 4.5% | 10.3% | 18.8% | 20.2% | 38.6% | .5% | .2% |
| F) THE OPPORTUNITY TO MEET NEW PEOPLE WHILE TRAVELLING | 6.7% | 7.1% | 9.1% | 16.5% | 22.6% | 15.3% | 22.1% | .4% | .2% |
| G) THE TIME OF YEAR YOU ARE TRAVELLING | 10.5% | 5.6% | 6.6% | 14.0% | 19.7% | 18.0% | 24.9% | .6% | .2% |
| H) HOW RELAXING THE MODE IS AS A WAY TO TRAVEL | 4.2% | 3.9% | 5.7% | 11.7% | 22.4% | 22.7% | 28.5% | .5% | .3% |
| I) HOW FAST YOU CAN GET THERE | 7.2% | 7.5% | 9.6% | 18.1% | 21.5% | 14.8% | 20.2% | .5% | .5% |
| J) CONCERN FOR THE ENVIRONMENT | 6.1% | 6.0% | 7.2% | 12.4% | 16.7% | 17.7% | 32.9% | .7% | .4% |
| K) THE LEVEL OF COMFORT | 1.5% | 1.6% | 4.5% | 11.8% | 24.2% | 25.8% | 29.7% | .3% | .6% |
| L) RELIABILITY AND DEPENDABILITY OF THE MODE | .9% | 1.2% | 1.8% | 3.9% | 11.3% | 24.2% | 55.9% | .5% | .3% |

* over where and when you stop or get off

(continued)

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| No consideration | 2 | 3 | 4 | 5 | 6 | Significant consideration | Don't know | Not stated |
|---|------|------|------|------|-------|---------------------------|------------|------------|
| W) HOW EASY AND DIRECT IT IS TO GET WHERE YOU WANT TO GO | | | | | | | | |
| | 1.4% | 1.7% | 3.2% | 8.6% | 23.1% | 27.9% | 33.5% | .3% |

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------------|-------|-----|-------|-------|-----|-------|-------|------|--|-------|--|
| | Atl. | | | | | Que. | | | Ont. | | Pra. | | B.C. | | Yukon | | Atl. | | | | | Que. | | | Ont. | | Pra. | | B.C. | | Yukon | |
| | NWT | Urban | Rural | Urban | Rural | NWT | Urban | Rural | Urban | Rural | NWT | Urban | Rural | NWT | Urban | Rural | NWT | Urban | Rural | NWT | Urban | Rural | NWT | Urban | Rural | NWT | Urban | Rural | NWT | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | | | | | | | | | | |
| A) WHO YOU ARE TRAVELLING WITH | 5.4 | 5.4 | 5.6 | 5.5 | 5.2 | 5.3 | 5.4 | 5.4 | 5.4 | 5.7 | 5.5 | 5.3 | 5.8 | 5.1 | 5.3 | 5.2 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | | | | |
| B) HOW EASY IT IS FOR YOU TO ACCESS THE MODE | 5.4 | 5.3 | 5.6 | 5.4 | 5.3 | 5.3 | 5.3 | 5.1 | 5.3 | 5.7 | 5.6 | 5.5 | 5.5 | 5.1 | 5.2 | 5.3 | 5.3 | 5.4 | 5.4 | 5.3 | 5.4 | 5.4 | 5.3 | 5.4 | 5.4 | 5.4 | 5.4 | 5.3 | | | | |
| C) THE COST INVOLVED | 5.5 | 5.5 | 5.5 | 5.4 | 5.6 | 5.5 | 5.4 | 5.5 | 5.5 | 5.6 | 5.6 | 5.5 | 5.5 | 5.3 | 5.5 | 5.6 | 5.4 | 5.7 | 5.4 | 5.7 | 5.4 | 5.7 | 5.4 | 5.7 | 5.4 | 5.7 | 5.4 | 5.7 | 5.4 | | | |
| D) WHERE YOU ARE GOING | 5.9 | 5.9 | 5.9 | 6.0 | 5.7 | 5.9 | 6.2 | 6.0 | 5.9 | 6.0 | 5.9 | 6.0 | 5.7 | 6.1 | 5.8 | 5.8 | 5.7 | 6.0 | 5.7 | 6.2 | 5.7 | 6.0 | 5.7 | 6.2 | 5.7 | 6.0 | 5.7 | 6.2 | 5.7 | | | |
| E) THE AMOUNT OF FREEDOM YOU HAVE [*] | 5.5 | 5.5 | 5.8 | 5.5 | 5.4 | 5.4 | 5.5 | 5.5 | 5.7 | 5.4 | 5.8 | 5.6 | 5.3 | 5.4 | 5.3 | 5.3 | 5.4 | 5.5 | 5.4 | 5.5 | 5.5 | 5.4 | 5.5 | 5.5 | 5.4 | 5.5 | 5.4 | 5.5 | 5.5 | | | |
| F) THE OPPORTUNITY TO MEET NEW PEOPLE WHILE TRAVELLING | 4.8 | 5.1 | 4.9 | 4.8 | 4.6 | 4.5 | 4.7 | 5.1 | 5.1 | 4.8 | 5.0 | 4.7 | 4.8 | 4.5 | 4.7 | 4.5 | 4.7 | 4.5 | 4.6 | 4.7 | 4.5 | 4.6 | 4.7 | 4.5 | 4.6 | 4.7 | 4.5 | 4.6 | 4.7 | | | |
| G) THE TIME OF YEAR YOU ARE TRAVELLING | 4.8 | 5.2 | 4.7 | 4.8 | 4.8 | 4.7 | 4.9 | 5.1 | 5.2 | 4.7 | 4.8 | 4.7 | 5.0 | 4.7 | 5.0 | 4.6 | 4.8 | 4.8 | 4.9 | 4.9 | 4.8 | 4.8 | 4.9 | 4.8 | 4.8 | 4.9 | 4.8 | 4.8 | 4.9 | | | |
| H) HOW RELAXING THE MODE IS AS A WAY TO TRAVEL | 5.3 | 5.6 | 5.1 | 5.3 | 5.4 | 5.2 | 5.0 | 5.6 | 5.7 | 5.2 | 4.9 | 5.3 | 5.5 | 5.3 | 5.5 | 5.1 | 5.3 | 5.0 | 5.3 | 5.0 | 5.1 | 5.3 | 5.0 | 5.1 | 5.3 | 5.0 | 5.1 | 5.3 | 5.0 | | | |
| I) HOW FAST YOU CAN GET THERE | 4.7 | 4.8 | 4.7 | 4.7 | 4.5 | 4.5 | 4.7 | 4.5 | 4.9 | 4.8 | 4.7 | 4.8 | 4.6 | 4.5 | 4.4 | 4.6 | 4.4 | 4.7 | 4.7 | 4.4 | 4.6 | 4.4 | 4.7 | 4.4 | 4.5 | 4.4 | 4.6 | 4.4 | 4.7 | | | |
| J) CONCERN FOR THE ENVIRONMENT | 5.1 | 5.3 | 5.5 | 5.1 | 4.8 | 4.9 | 5.1 | 5.4 | 5.3 | 5.4 | 5.5 | 5.1 | 5.1 | 5.1 | 5.1 | 4.7 | 5.0 | 4.7 | 5.2 | 5.1 | 5.0 | 4.7 | 5.2 | 5.1 | 5.1 | 5.0 | 4.7 | 5.2 | 5.1 | | | |

* over where and when you stop or get off

Source: Angus Reid Group
Passenger Transportation Study
(4-843-02) - Spring 1990

(continued)

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | | | | | | |
|--|----------|------|------|------|------|-------|------|------|------|------|-------------|------|------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-----|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | |
| K) THE LEVEL OF COMFORT | 5.5 | 5.7 | 5.6 | 5.6 | 5.4 | 5.4 | 5.1 | 5.7 | 5.8 | 5.5 | 5.6 | 5.6 | 5.3 | 5.4 | 5.3 | 5.4 | 5.1 | 5.4 | 5.6 | 5.3 | 5.4 | 5.1 | 5.4 | 5.1 | 5.1 | 5.1 |
| L) RELIABILITY AND DEPENDABILITY OF THE MODE | 6.2 | 6.3 | 6.3 | 6.1 | 6.3 | 6.3 | 6.0 | 6.3 | 6.3 | 6.2 | 6.4 | 6.4 | 6.2 | 5.9 | 6.3 | 6.3 | 6.2 | 6.3 | 6.2 | 6.3 | 6.0 | 6.3 | 6.0 | 6.0 | 6.0 | 6.0 |
| M) HOW EASY AND DIRECT IT IS TO GET WHERE YOU WANT TO GO | 5.7 | 5.7 | 5.8 | 5.7 | 5.6 | 5.6 | 5.5 | 5.6 | 5.5 | 5.6 | 5.8 | 5.8 | 5.7 | 5.7 | 5.5 | 5.6 | 5.5 | 5.6 | 5.5 | 5.6 | 5.5 | 5.6 | 5.5 | 5.5 | 5.5 | 5.5 |

8. Are there any other factors which you take into consideration
when you are trying to decide how you will travel?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | |
|---------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Rural | | | | |
| BASE = ALL RESPONDENTS | (953) | (77) | (237) | (361) | (173) | (103) | (2) | (22) | (54) | (141) | (96) | (219) | (92) | (80) | (59) | (44) | (2) | |
| UNWEIGHTED BASE | (934) | (157) | (171) | (190) | (198) | (177) | (4) | (46) | (111) | (102) | (69) | (115) | (75) | (106) | (92) | (102) | (75) | (41) |
| Amount of time you have | 18.6% | 8.4% | 9.4% | 26.8% | 17.1% | 21.5% | 22.0% | 13.2% | 6.4% | 11.8% | 5.8% | 32.2% | 18.7% | 18.8% | 15.1% | 28.4% | 12.0% | 22.0% |
| Non-stop trip | 1.3% | 1.9% | 1.6% | 2.0% | 1.7% | 7.3% | 6.5% | 4.9% | 4.6% | .9% | 2.0% | 2.9% | 1.7% | 1.3% | 2.8% | 1.1% | 2.9% | 7.3% |
| Climate at destination | 2.3% | 2.3% | 2.1% | 1.5% | 8.5% | 4.9% | 4.6% | 4.9% | 4.9% | 2.7% | 6.1% | 7.2% | 6.1% | 1.9% | 1.1% | 7.8% | 9.3% | 4.9% |
| Safety of mode | 6.1% | 4.5% | 5.8% | 7.4% | 3.0% | 8.5% | 7.3% | 8.9% | 2.7% | 4.9% | 7.2% | 6.1% | 9.3% | 3.8% | 2.2% | 5.9% | 12.0% | 7.3% |
| Good for families | 4.5% | 1.9% | 5.3% | 3.2% | 7.5% | 4.5% | 4.9% | 6.4% | 5.9% | 4.3% | 2.6% | 4.0% | 6.5% | 8.7% | 3.9% | 5.3% | 4.9% | 4.9% |
| Weather conditions on rte | 5.0% | 1.3% | 6.4% | 3.7% | 5.6% | 8.5% | 7.3% | 4.6% | 5.9% | 7.2% | 6.1% | 7.5% | 3.5% | 9.8% | 6.7% | 7.3% | 7.3% | 7.3% |
| Serve alcohol | .2% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% |
| Road conditions | 3.5% | 3.8% | 2.9% | 3.7% | 5.1% | 1.7% | 4.9% | 5.4% | 2.9% | 2.9% | 2.6% | 5.3% | 6.7% | 3.3% | 4.0% | 4.0% | 4.9% | 4.9% |
| Lodging at destination | 2.0% | 3.2% | 1.2% | 2.5% | 2.3% | 2.3% | 6.7% | 1.8% | 1.0% | 1.4% | 3.5% | 1.4% | 1.9% | 3.2% | 2.9% | 1.3% | 2.9% | 1.3% |
| Plan each trip itinerary | 1.5% | .6% | 2.9% | .5% | 1.5% | 2.3% | 2.2% | 2.2% | 3.9% | 1.4% | 3.9% | .9% | 1.0% | 2.2% | 2.0% | 2.0% | 2.0% | 2.7% |
| Can I smoke | .6% | .6% | 1.2% | 1.2% | 1.5% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | 1.0% |
| Distance involved | 7.1% | 3.9% | 7.6% | 8.9% | 5.0% | 5.1% | 4.4% | 3.7% | 9.8% | 4.3% | 9.6% | 8.0% | 4.7% | 5.4% | 6.9% | 2.7% | 2.7% | 2.7% |
| Business or pleasure | 2.1% | 1.2% | 3.2% | 3.0% | .6% | 4.9% | .6% | .6% | 2.0% | 2.0% | 4.3% | 1.3% | 2.8% | 3.3% | 1.0% | 4.9% | 4.9% | 4.9% |
| Scenery/nature | 1.6% | 1.2% | 2.1% | .5% | 4.0% | .5% | .5% | .5% | 2.0% | 2.0% | 2.6% | 1.3% | 1.0% | 4.9% | 2.7% | 2.7% | 2.7% | 2.7% |
| Recommendations | 1.7% | .3% | .6% | 2.6% | .5% | 1.7% | 1.7% | 1.7% | 1.0% | 1.0% | 1.0% | .9% | 5.3% | 1.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Have a pet | 2.7% | 1.9% | .6% | 4.2% | 2.0% | 4.5% | 2.1% | 1.8% | 1.0% | 1.0% | 3.5% | 5.3% | 1.9% | 2.2% | 5.9% | 4.9% | 4.9% | 4.9% |
| Cargo space/luggage | 1.5% | 1.9% | 1.2% | 1.6% | .5% | 3.4% | .5% | .5% | 2.7% | 2.0% | .9% | 2.7% | 1.0% | 4.9% | 1.3% | 4.9% | 1.3% | 4.9% |
| Facility for handicapped | 1.9% | .6% | 2.3% | 1.1% | 2.5% | 3.4% | 2.4% | .9% | 2.0% | 2.9% | .9% | 1.3% | 1.0% | 4.3% | 4.9% | 1.3% | 4.9% | 2.4% |
| Personal service | 1.2% | .6% | 1.1% | 1.1% | 3.5% | 1.1% | 1.1% | .5% | 1.0% | 1.0% | .9% | 1.3% | 3.8% | 3.2% | 1.0% | 1.0% | 1.0% | 1.0% |
| Mech condition of car | .8% | .6% | .6% | 1.1% | .5% | 1.1% | .5% | .5% | .9% | .9% | .9% | 1.3% | 1.3% | 1.1% | 1.1% | 1.0% | 1.0% | 1.3% |
| Dislike flying | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% |
| Clean facilities | 3.0% | 2.0% | 2.9% | 4.2% | 4.5% | 2.1% | 1.9% | 1.4% | 3.5% | 3.5% | .9% | 3.5% | 5.3% | 5.9% | 5.9% | 5.9% | 5.9% | 5.7% |
| Convenient scheduling | 1.2% | .6% | .6% | 2.6% | .6% | .6% | .6% | .6% | 1.0% | 1.0% | .9% | 1.3% | 1.3% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Transportation when there | .4% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% |
| Previous experience | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% |
| No licence | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% |
| Availability of car | .3% | .6% | .6% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% |
| Dependability of service | 1.1% | 2.3% | 2.1% | 1.1% | .5% | 1.1% | 2.4% | 2.2% | 4.6% | 1.0% | 1.0% | 2.9% | 3.5% | 2.7% | 2.9% | 2.7% | 2.9% | 2.7% |
| Diff transprt modes avbl | 1.1% | 3.9% | .6% | 1.2% | .5% | 1.2% | .5% | .5% | .5% | .5% | .5% | 1.7% | 1.3% | .9% | 2.0% | 2.0% | 2.0% | 2.4% |
| Airline company | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% | .5% |
| Good food | .1% | .1% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% | .6% |
| Other | 3.4% | 1.9% | 7.0% | 2.6% | 1.5% | 1.7% | 4.4% | .9% | 9.8% | 2.9% | 2.9% | 2.7% | 2.9% | 2.7% | 2.9% | 2.7% | 2.9% | 4.0% |
| Don't Know | 15.0% | 3.8% | 16.4% | 8.4% | 34.4% | 10.7% | 17.1% | 4.3% | 3.6% | 11.8% | 23.2% | 7.8% | 9.3% | 32.2% | 37.0% | 4.9% | 18.7% | 17.1% |
| Not Stated | 22.1% | 56.4% | 25.1% | 20.5% | 11.1% | 13.6% | 19.5% | 36.5% | 64.6% | 19.6% | 33.3% | 14.8% | 29.3% | 9.4% | 13.1% | 13.7% | 13.3% | 19.5% |

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | |
|---------------------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | |
| A) IS A RELAXING WAY TO TRAVEL | | | | | | | | | | | | | | | | | | | | |
| Car | 28.2% | 28.6% | 24.0% | 29.4% | 31.2% | 28.9% | 25.0% | 29.5% | 28.2% | 21.1% | 27.6% | 25.9% | 36.1% | 29.5% | 33.0% | 24.8% | 34.5% | 25.0% | | |
| Bus | 12.4% | 7.2% | 13.8% | 10.8% | 15.8% | 13.2% | 5.0% | 5.3% | 7.9% | 12.0% | 16.1% | 12.1% | 8.4% | 12.0% | 19.8% | 12.8% | 13.7% | 5.0% | | |
| Plane | 44.1% | 46.8% | 45.1% | 40.0% | 48.9% | 44.8% | 59.0% | 50.1% | 45.4% | 47.8% | 41.7% | 41.7% | 37.4% | 50.0% | 47.6% | 44.2% | 45.7% | 59.0% | | |
| Train | 48.8% | 37.5% | 44.7% | 52.9% | 47.2% | 56.9% | 35.0% | 40.8% | 36.1% | 51.8% | 35.7% | 53.9% | 51.0% | 48.0% | 46.4% | 62.8% | 48.7% | 35.0% | | |
| None | .5% | .7% | .2% | .4% | .8% | .4% | | | 1.0% | | .5% | .3% | .6% | .8% | .9% | | .7% | | | |
| Don't know | .3% | .7% | .2% | .2% | .2% | .2% | | | .6% | | .6% | .5% | .5% | .4% | | | .5% | | | |
| Not stated | .5% | .9% | .4% | .4% | | | | | | | | | | | | | 1.2% | 2.2% | | |
| B) OPPORTUNITY TO EXPERIENCE * | | | | | | | | | | | | | | | | | | | | |
| Car | 58.0% | 55.9% | 56.7% | 57.5% | 62.3% | 58.0% | 51.0% | 62.8% | 53.0% | 59.4% | 53.3% | 56.2% | 60.0% | 59.6% | 65.2% | 54.0% | 63.5% | 51.0% | | |
| Bus | 17.6% | 14.1% | 13.8% | 16.8% | 23.6% | 22.1% | 18.0% | 9.8% | 16.0% | 12.7% | 15.1% | 15.8% | 18.7% | 23.6% | 23.6% | 21.2% | 23.4% | 18.0% | | |
| Plane | 7.5% | 7.6% | 10.4% | 8.0% | 4.2% | 4.0% | 10.0% | 6.0% | 8.2% | 7.2% | 14.6% | 14.6% | 11.0% | 4.8% | 3.5% | 4.4% | 3.6% | 10.0% | | |
| Train | 47.5% | 43.9% | 40.9% | 49.3% | 48.0% | 58.8% | 45.0% | 46.3% | 42.9% | 47.0% | 33.2% | 50.5% | 47.1% | 50.8% | 45.1% | 63.5% | 52.3% | 45.0% | | |
| None | .2% | .4% | .2% | .2% | .2% | | | | | | | | | | | | .4% | | | |
| Don't know | .5% | .9% | 1.1% | .2% | | | | | 2.0% | | .7% | .9% | .8% | 1.5% | .3% | | | | | |
| Not stated | .7% | .4% | | 1.8% | | | | | 2.0% | | .7% | .6% | | | | | | | | |
| C) IS A FAST WAY TO TRAVEL | | | | | | | | | | | | | | | | | | | | |
| Car | 7.3% | 7.3% | 6.0% | 10.0% | 5.6% | 4.5% | 7.0% | 5.3% | 8.2% | 3.6% | 9.0% | 8.1% | 13.5% | 4.8% | 6.4% | 4.0% | 5.1% | 7.0% | | |
| Bus | 1.0% | .7% | .9% | 1.5% | .6% | 1.0% | .7% | .6% | | .8% | 1.0% | 1.3% | 1.9% | .4% | .9% | .7% | .5% | 1.0% | | |
| Plane | 91.3% | 89.8% | 94.0% | 86.9% | 93.8% | 95.8% | 93.0% | 95.5% | 87.4% | 96.0% | 91.5% | 89.6% | 81.9% | 95.2% | 92.3% | 96.4% | 94.9% | 93.0% | | |
| Train | 6.4% | 5.6% | 6.4% | 8.6% | 3.7% | 4.2% | 2.0% | 2.2% | 7.0% | 6.4% | 6.5% | 9.1% | 7.7% | 3.9% | 3.4% | 3.3% | 5.6% | 2.0% | | |
| None | .2% | .2% | .4% | .4% | .4% | | | | | | | | | | | | | | | |
| Don't know | .2% | .2% | .4% | .4% | .4% | | | | | | | | | | | | | | | |
| Not stated | 1.5% | 2.0% | | | | | | | | | | | | | | | | | | |

* Complete statement was "Provides an opportunity to really 'experience' Canada."

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | |
|-----------------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT |
| BASE = ALL RESPONDENTS | 2603 | (219) | (624) | (859) | (421) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | |
| D) IS EASILY ACCESSIBLE TO ME | | | | | | | | | | | | | | | | | | | | |
| Car | 74.1% | 72.0% | 67.1% | 76.1% | 79.3% | 77.9% | 47.0% | 75.0% | 70.8% | 66.9% | 67.3% | 77.1% | 74.2% | 76.0% | 82.9% | 77.0% | 79.2% | 47.0% | | |
| Bus | 22.2% | 20.3% | 20.2% | 19.0% | 28.2% | 29.7% | 8.0% | 21.1% | 20.0% | 22.3% | 17.6% | 20.9% | 15.5% | 28.4% | 27.9% | 31.0% | 27.9% | 8.0% | | |
| Plane | 29.3% | 36.6% | 23.1% | 26.5% | 32.1% | 41.4% | 69.0% | 45.4% | 33.0% | 25.5% | 20.1% | 29.6% | 20.6% | 40.8% | 22.7% | 49.6% | 29.9% | 69.0% | | |
| Train | 15.7% | 12.7% | 13.1% | 19.7% | 11.8% | 17.4% | 1.0% | 15.2% | 11.7% | 15.1% | 10.6% | 20.5% | 18.1% | 15.2% | 8.1% | 19.0% | 15.2% | 1.0% | | |
| None | .9% | .9% | 1.1% | 1.0% | .2% | 1.0% | .8% | 1.0% | .4% | 1.5% | .3% | 2.6% | .3% | 2.2% | .4% | | | 1.0% | | |
| Don't know | .6% | .2% | .7% | 1.1% | .2% | .2% | .7% | .7% | .8% | .5% | .5% | .3% | .2% | .4% | .4% | | | | | |
| Not stated | 1.0% | 1.1% | .9% | 1.3% | .2% | 1.3% | 2.0% | .7% | 1.6% | 2.0% | .7% | .7% | .2% | .7% | .7% | 1.5% | 1.0% | 2.0% | | |
| E) OFFERS FREEDOM TO STOP * | | | | | | | | | | | | | | | | | | | | |
| Car | 92.1% | 90.4% | 91.8% | 91.2% | 95.6% | 91.9% | 84.0% | 93.9% | 89.0% | 94.8% | 87.9% | 91.9% | 89.7% | 95.2% | 96.1% | 92.3% | 91.4% | 84.0% | | |
| Bus | 8.1% | 5.8% | 5.6% | 9.5% | 7.4% | 12.1% | 7.0% | 3.8% | 6.6% | 6.0% | 5.0% | 8.4% | 11.6% | 7.6% | 7.3% | 12.0% | 12.2% | 7.0% | | |
| Plane | 2.7% | 4.6% | 2.7% | 2.7% | 2.3% | 2.1% | 7.0% | 3.7% | 5.0% | 1.2% | 4.5% | 2.7% | 2.6% | 3.2% | 1.3% | 2.9% | 1.0% | 7.0% | | |
| Train | 5.5% | 7.1% | 5.6% | 6.2% | 2.5% | 6.6% | 4.0% | 6.1% | 7.5% | 5.2% | 6.0% | 7.1% | 4.5% | 2.0% | 3.0% | 6.6% | 6.6% | 4.0% | | |
| None | .3% | .4% | .4% | .4% | .4% | 1.0% | .4% | 1.0% | .4% | 1.0% | .3% | .6% | .3% | .7% | | | | | | |
| Don't know | .2% | .7% | .2% | .2% | .2% | .4% | 1.0% | .7% | .6% | .4% | .0% | .4% | .4% | .4% | .4% | | | | | |
| Not stated | .4% | | | | | | | | | | | | | | | | | | | |
| F) ENVIRONMENTALLY FRIENDLY ** | | | | | | | | | | | | | | | | | | | | |
| Car | 18.9% | 27.1% | 12.2% | 21.7% | 19.6% | 17.8% | 19.0% | 25.0% | 28.0% | 8.0% | 17.6% | 16.8% | 31.0% | 13.2% | 26.6% | 15.3% | 21.3% | 19.0% | | |
| Bus | 12.3% | 12.8% | 8.7% | 10.8% | 16.8% | 17.8% | 11.0% | 13.6% | 12.4% | 10.8% | 6.0% | 11.4% | 9.7% | 17.6% | 15.9% | 21.2% | 13.2% | 11.0% | | |
| Plane | 14.2% | 18.1% | 15.1% | 11.9% | 14.3% | 16.1% | 21.0% | 22.5% | 16.2% | 17.5% | 12.1% | 10.4% | 14.8% | 15.5% | 12.9% | 16.1% | 16.2% | 21.0% | | |
| Train | 46.7% | 35.3% | 55.3% | 48.0% | 39.7% | 42.7% | 32.0% | 35.6% | 35.3% | 60.2% | 49.2% | 50.2% | 43.9% | 41.6% | 37.7% | 46.4% | 37.6% | 32.0% | | |
| None | 12.5% | 13.6% | 6.4% | 13.7% | 14.9% | 17.4% | 19.0% | 11.5% | 14.6% | 6.0% | 7.0% | 16.8% | 7.7% | 15.2% | 14.6% | 16.4% | 18.8% | 19.0% | | |
| Don't know | 4.7% | 3.3% | 5.1% | 3.3% | 7.3% | 5.1% | 4.0% | 5.3% | 2.5% | 4.0% | 6.5% | 2.4% | 5.2% | 8.4% | 6.0% | 4.4% | 6.1% | 4.0% | | |
| Not stated | 3.4% | 3.4% | 3.8% | 2.9% | 4.8% | 2.3% | 6.0% | 2.3% | 3.8% | .8% | 7.5% | 3.4% | 1.9% | 6.9% | 2.6% | 2.2% | 2.5% | 6.0% | | |

* Complete statement was "Offers me the freedom to stop where and when I want."

** Complete statement was "Is an environmentally friendly way to travel."

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE FROM X)

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|------------------------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | Urban | Rural | Urban | Rural | NWT |
| BASE = ALL RESPONDENTS | 2403 | (219) | (626) | (859) | (421) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) |
| G) RELATIVELY INEXPENSIVE | 46.8% | 51.5% | 39.6% | 49.1% | 49.9% | 47.8% | 32.0% | 52.3% | 51.2% | 39.4% | 39.7% | 44.8% | 57.4% | 49.6% | 50.1% | 40.9% | 57.4% | 32.0% |
| Car | 38.4% | 27.5% | 33.1% | 38.5% | 44.5% | 49.0% | 40.0% | 31.0% | 26.0% | 39.4% | 25.1% | 47.1% | 21.9% | 45.2% | 43.8% | 59.9% | 34.0% | 40.0% |
| Bus | 6.6% | 8.0% | 8.2% | 6.0% | 5.2% | 5.5% | 11.0% | 6.0% | 8.9% | 8.0% | 8.5% | 3.7% | 10.3% | 4.8% | 5.6% | 6.2% | 4.6% | 11.0% |
| Plane | 19.6% | 24.2% | 23.1% | 19.7% | 14.7% | 15.5% | 20.0% | 23.4% | 26.3% | 20.3% | 26.6% | 18.2% | 22.6% | 13.1% | 16.3% | 16.8% | 13.7% | 20.0% |
| Train | 2.1% | 3.8% | 1.3% | 1.5% | 1.9% | 1.5% | 3.8% | 3.8% | 3.8% | 1.2% | 5.0% | 1.0% | 1.0% | 1.6% | 1.3% | .7% | 3.6% | 7.0% |
| None | 1.4% | 2.0% | 1.6% | 1.1% | 1.6% | .8% | 1.0% | 2.2% | 1.9% | 1.2% | 2.0% | .7% | 1.9% | 1.6% | 1.7% | 1.1% | .5% | 1.0% |
| Don't know | 1.7% | 1.3% | .9% | 1.8% | 3.3% | 1.3% | 7.0% | 1.5% | 1.2% | 2.0% | .7% | 3.9% | 6.4% | 1.8% | .5% | 7.0% | | |
| Not stated | | | | | | | | | | | | | | | | | | |
| H) GOOD WAY TO MEET PEOPLE | 15.6% | 20.3% | 13.1% | 17.7% | 15.5% | 11.3% | 18.0% | 14.4% | 22.8% | 8.8% | 18.6% | 13.8% | 25.2% | 13.2% | 18.0% | 8.4% | 15.2% | 18.0% |
| Car | 36.6% | 33.0% | 34.4% | 34.3% | 43.9% | 40.3% | 31.0% | 35.7% | 31.9% | 35.5% | 33.2% | 35.0% | 32.9% | 43.1% | 44.7% | 38.7% | 42.6% | 31.0% |
| Bus | 24.4% | 17.3% | 31.8% | 23.5% | 21.5% | 20.8% | 21.0% | 17.4% | 17.2% | 35.1% | 27.6% | 24.2% | 21.9% | 21.1% | 21.9% | 21.9% | 19.3% | 21.0% |
| Plane | 59.5% | 54.6% | 53.6% | 59.1% | 63.7% | 71.8% | 58.0% | 56.8% | 53.7% | 61.0% | 44.2% | 62.6% | 52.3% | 67.2% | 60.1% | 75.2% | 67.0% | 58.0% |
| Train | .6% | .4% | 1.1% | .4% | .2% | .6% | .8% | .3% | 1.2% | 1.0% | .7% | .5% | .3% | .4% | .4% | .4% | 1.5% | |
| None | .8% | 1.8% | 1.1% | .4% | .6% | .4% | .7% | 2.2% | 1.6% | .5% | .3% | .6% | .8% | .4% | .7% | | | |
| Don't know | 1.3% | .7% | .4% | 2.7% | .6% | .8% | 2.0% | 1.0% | 1.0% | 3.4% | 1.3% | 1.2% | .8% | .4% | .7% | | | |
| Not stated | | | | | | | | | | | | | | | | | | |
| I) COMFORTABLE WAY TO TRAVEL | 36.8% | 38.2% | 29.6% | 40.3% | 37.1% | 41.4% | 31.0% | 35.6% | 39.3% | 28.7% | 30.7% | 37.7% | 45.2% | 30.8% | 43.8% | 43.1% | 39.1% | 31.0% |
| Car | 10.9% | 8.0% | 10.7% | 10.2% | 13.5% | 11.7% | 8.0% | 9.1% | 7.6% | 11.2% | 10.1% | 11.4% | 7.7% | 10.4% | 16.8% | 9.1% | 15.2% | 8.0% |
| Bus | 47.8% | 49.7% | 53.6% | 39.6% | 52.6% | 51.4% | 54.0% | 51.6% | 48.9% | 55.4% | 51.3% | 42.1% | 34.8% | 54.7% | 50.3% | 51.5% | 51.3% | 54.0% |
| Plane | 42.7% | 30.1% | 40.9% | 43.1% | 44.9% | 52.0% | 41.0% | 33.2% | 28.8% | 47.8% | 32.2% | 45.1% | 39.4% | 47.6% | 42.0% | 53.3% | 50.3% | 41.0% |
| Train | .3% | .4% | .4% | .4% | .2% | .2% | .2% | .7% | .6% | .4% | .5% | .7% | | | | | | |
| None | .4% | .2% | .4% | .4% | .2% | .2% | .2% | .7% | .6% | .4% | .5% | .7% | | | | | | |
| Don't know | .1.7% | .4% | .9% | 3.5% | .4% | .8% | .8% | 1.0% | 4.0% | 2.6% | .6% | .8% | .8% | 1.0% | 2.6% | .8% | 1.1% | .5% |
| Not stated | | | | | | | | | | | | | | | | | | |

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-----|-------|--|--|--|--|--|--|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | | | | | | | | |
| J) RELIABLE AND DEFENDABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Car | 48.8% | 43.7% | 38.9% | 55.1% | 50.5% | 53.1% | 43.0% | 41.0% | 44.8% | 37.8% | 40.2% | 55.6% | 54.2% | 46.8% | 54.5% | 51.5% | 55.3% | 43.0% | | | | | | | | | | | | |
| Bus | 23.1% | 13.8% | 22.0% | 19.5% | 31.5% | 31.8% | 27.0% | 9.0% | 15.7% | 23.5% | 20.1% | 20.5% | 17.4% | 29.7% | 33.5% | 29.6% | 35.0% | 27.0% | | | | | | | | | | | | |
| Plane | 40.2% | 44.7% | 40.9% | 31.2% | 47.0% | 52.9% | 52.0% | 46.2% | 44.1% | 45.8% | 34.7% | 32.0% | 29.7% | 49.1% | 44.6% | 54.4% | 50.8% | 52.0% | | | | | | | | | | | | |
| Train | 31.9% | 26.5% | 34.2% | 31.0% | 31.0% | 23.8% | 23.0% | 26.4% | 26.5% | 39.0% | 28.1% | 31.3% | 30.3% | 30.4% | 32.6% | 33.6% | 36.5% | 23.0% | | | | | | | | | | | | |
| None | 1.7% | 2.2% | 2.2% | 1.3% | 1.7% | 1.3% | 3.0% | 3.0% | 1.9% | 3.2% | 1.0% | 1.0% | 1.9% | 1.2% | 2.1% | .7% | 2.0% | 3.0% | | | | | | | | | | | | |
| Don't know | 1.2% | 1.3% | 1.8% | 1.1% | 1.2% | 1.4% | 3.0% | .6% | .8% | 3.0% | 1.0% | 1.3% | 1.2% | 1.3% | .4% | .4% | .5% | | | | | | | | | | | | | |
| Not stated | 1.6% | 1.8% | .9% | .9% | 2.9% | .4% | 1.1% | 3.0% | 1.5% | 1.9% | 2.0% | 3.0% | 2.6% | .8% | 1.5% | .5% | 3.0% | | | | | | | | | | | | | |
| K) ANY TIME OF YEAR * | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Car | 30.0% | 25.9% | 36.7% | 31.9% | 22.4% | 24.4% | 27.0% | 18.8% | 28.8% | 33.5% | 40.7% | 26.6% | 41.9% | 18.1% | 27.0% | 21.2% | 28.9% | 27.0% | | | | | | | | | | | | |
| Bus | 14.8% | 10.4% | 12.9% | 13.1% | 20.3% | 19.5% | 9.0% | 11.1% | 15.1% | 10.1% | 14.5% | 10.1% | 10.3% | 16.8% | 24.1% | 15.3% | 25.4% | 9.0% | | | | | | | | | | | | |
| Plane | 44.9% | 54.0% | 36.0% | 37.6% | 61.0% | 55.8% | 66.0% | 60.0% | 51.5% | 40.2% | 30.7% | 40.7% | 31.6% | 67.6% | 54.0% | 63.9% | 44.7% | 66.0% | | | | | | | | | | | | |
| Train | 34.3% | 27.4% | 33.6% | 39.2% | 29.4% | 34.0% | 17.0% | 27.0% | 27.5% | 36.7% | 29.6% | 39.1% | 39.4% | 26.0% | 33.1% | 31.4% | 37.6% | 17.0% | | | | | | | | | | | | |
| None | 1.5% | 1.3% | .9% | 2.2% | 1.0% | 1.3% | 2.0% | 2.3% | .9% | .8% | 1.0% | 1.3% | 3.9% | .8% | 1.3% | .7% | 2.0% | 2.0% | | | | | | | | | | | | |
| Don't know | .8% | .7% | .7% | .9% | .8% | .6% | 1.5% | 1.5% | .3% | .4% | 1.0% | 1.0% | .6% | 1.2% | .4% | .4% | .4% | | | | | | | | | | | | | |
| Not stated | .7% | .7% | 1.3% | .4% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L) VERY SAFE WAY TO TRAVEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Car | 24.3% | 25.3% | 19.6% | 27.0% | 25.9% | 23.4% | 30.0% | 22.6% | 26.4% | 15.9% | 24.1% | 24.6% | 31.6% | 19.6% | 32.6% | 17.9% | 31.0% | 30.0% | | | | | | | | | | | | |
| Bus | 19.9% | 14.8% | 16.7% | 16.4% | 29.9% | 27.4% | 19.0% | 14.4% | 14.9% | 17.1% | 16.1% | 17.5% | 14.2% | 27.2% | 32.7% | 26.6% | 28.4% | 19.0% | | | | | | | | | | | | |
| Plane | 40.1% | 44.4% | 35.3% | 37.4% | 46.8% | 45.9% | 57.0% | 53.9% | 40.4% | 39.8% | 29.6% | 38.7% | 34.8% | 50.0% | 43.3% | 51.8% | 37.6% | 57.0% | | | | | | | | | | | | |
| Train | 44.8% | 32.7% | 44.0% | 49.6% | 40.6% | 48.4% | 33.0% | 32.4% | 32.8% | 47.4% | 39.7% | 50.5% | 47.7% | 40.4% | 40.8% | 48.9% | 47.7% | 33.0% | | | | | | | | | | | | |
| None | 4.9% | 7.1% | 6.4% | 3.1% | 5.8% | 4.2% | 6.0% | 5.3% | 7.9% | 8.0% | 4.5% | 3.0% | 3.2% | 7.2% | 4.3% | 3.3% | 5.6% | 6.0% | | | | | | | | | | | | |
| Don't know | 1.6% | 2.0% | 2.0% | 1.3% | 2.1% | .8% | 3.0% | 1.6% | 2.5% | 1.3% | .8% | 1.3% | .4% | .8% | 3.5% | .4% | 1.5% | | | | | | | | | | | | | |
| Not stated | .7% | .9% | .4% | .8% | 1.1% | 1.0% | | | | | | | | | | | | | | | | | | | | | | | | |

* Is a good way to travel any time of year.

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X).*

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | Don't know | Not stated |
|--|---------------------|-------|-------|-------|-------|-------|------------------|------------|------------|
| A) THE MAJOR HIGHWAYS IN MY PROVINCE ARE WELL MARKED | 4.4% | 2.9% | 5.0% | 7.8% | 20.2% | 26.4% | 32.8% | .5% | .0% |
| B) MAJOR HIGHWAYS ARE IN EXCELLENT CONDITION | 15.5% | 8.8% | 14.4% | 17.0% | 24.1% | 9.9% | 7.1% | 3.1% | .3% |
| C) OVERALL, I PREFER TO TRAVEL ON AMERICAN HIGHWAYS | 21.6% | 13.7% | 9.0% | 12.4% | 9.6% | 8.4% | 14.2% | 10.0% | 1.1% |
| D) CANADA'S HIGHWAYS ARE VERY SAFE TO TRAVEL ON | 4.9% | 5.0% | 10.8% | 20.1% | 28.3% | 17.2% | 12.6% | .9% | .1% |
| E) THE NUMBER OF LARGE TRUCKS POSES A THREAT | 9.2% | 10.1% | 10.2% | 14.2% | 18.1% | 14.7% | 22.7% | .5% | .2% |
| F) CANADA'S AIRLINES ARE VERY SAFE | 1.9% | 1.3% | 2.7% | 10.9% | 16.6% | 27.9% | 31.6% | 6.5% | .7% |
| G) THERE IS A SIGNIFICANT DIFFERENCE IN AIRPORTS | 2.7% | 6.0% | 6.7% | 13.5% | 20.8% | 14.7% | 19.2% | 15.2% | 1.2% |
| H) MOST CANADIANS HAVE RELATIVELY EASY ACCESS TO AIRPORT | 4.5% | 6.6% | 9.1% | 12.7% | 25.3% | 19.9% | 19.3% | 2.5% | .1% |
| I) THERE ARE TOO MANY OLDER AIRCRAFTS BEING FLOWN | 4.0% | 6.6% | 8.8% | 16.0% | 20.6% | 13.0% | 13.7% | 15.9% | 1.6% |
| J) CANADA'S PASSENGER RAIL SYSTEM IS OUTDATED | 4.5% | 4.4% | 5.6% | 11.4% | 15.4% | 18.0% | 29.0% | 10.8% | .8% |

(continued)

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X). *

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | Don't know | Not stated |
|---|---------------------|-------|-------|-------|-------|-------|------------------|------------|------------|
| <hr/> | | | | | | | | | |
| K) THE BIGGEST DRAWBACK TO TRAIN IS THAT THEY ARE LATE | 12.2% | 11.8% | 11.5% | 14.4% | 15.3% | 10.8% | 13.2% | 10.1% | .8% |
| L) ALL COMMUNITIES SHOULD HAVE EASY ACCESS TO RAIL | 6.5% | 7.7% | 7.6% | 10.0% | 15.8% | 17.7% | 33.4% | 1.1% | .1% |
| M) OUR PASSENGER RAIL SYSTEM IS VERY SAFE | 1.3% | .6% | 2.3% | 6.6% | 17.0% | 32.6% | 36.4% | 2.8% | .3% |
| N) BUS SERVICE BETWEEN MAJOR CENTRES IS VERY UNRELIABLE | 18.2% | 22.1% | 14.0% | 11.6% | 13.2% | 6.3% | 5.1% | 9.1% | .4% |

* See Question 10 - Annex (after the end of question 10) for the complete wording of each characteristic.

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X).*

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | |
|--|-------|------|----------|------|------|-------|------|------|------|------|------|-------|-------------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural |
| A) THE MAJOR HIGHWAYS IN MY PROVINCE ARE WELL MARKED | 5.5 | 4.8 | 4.9 | 5.8 | 5.9 | 5.5 | 5.0 | 4.6 | 4.9 | 5.0 | 5.8 | 5.8 | 5.9 | 5.9 | 5.4 | 5.9 | 5.4 | 5.6 | 5.0 |
| B) MAJOR HIGHWAYS ARE IN EXCELLENT CONDITION | 3.9 | 2.8 | 3.0 | 4.4 | 4.4 | 4.4 | 4.0 | 2.7 | 2.8 | 3.1 | 2.8 | 4.4 | 4.4 | 4.4 | 4.6 | 4.4 | 4.6 | 4.1 | 4.0 |
| C) OVERALL, I PREFER TO TRAVEL ON AMERICAN HIGHWAYS | 3.6 | 3.8 | 4.7 | 3.1 | 3.5 | 3.4 | 3.5 | 3.9 | 3.7 | 4.7 | 4.6 | 2.8 | 3.6 | 3.5 | 3.5 | 3.4 | 3.3 | 3.3 | 3.5 |
| D) CANADA'S HIGHWAYS ARE VERY SAFE TO TRAVEL ON | 4.7 | 4.3 | 4.2 | 4.9 | 4.9 | 4.8 | 4.6 | 4.2 | 4.3 | 4.3 | 4.2 | 4.9 | 4.7 | 5.0 | 4.9 | 4.8 | 4.9 | 4.6 | 4.6 |
| E) THE NUMBER OF LARGE TRUCKS POSES A THREAT | 4.6 | 5.2 | 4.7 | 4.8 | 3.9 | 4.0 | 4.9 | 5.0 | 5.0 | 5.2 | 4.7 | 4.7 | 4.8 | 5.0 | 3.7 | 4.1 | 3.9 | 4.1 | 4.9 |
| F) CANADA'S AIRLINES ARE VERY SAFE | 5.7 | 6.0 | 5.7 | 5.6 | 5.7 | 5.8 | 5.8 | 6.0 | 6.0 | 5.8 | 5.6 | 5.7 | 5.3 | 5.7 | 5.8 | 5.8 | 5.8 | 5.8 | 5.8 |
| G) THERE IS A SIGNIFICANT DIFFERENCE IN AIRPORTS | 5.0 | 5.1 | 4.9 | 5.0 | 5.0 | 4.9 | 5.2 | 5.2 | 5.0 | 4.8 | 5.0 | 5.1 | 4.8 | 5.0 | 4.9 | 4.8 | 5.1 | 5.2 | 5.2 |
| H) MOST CANADIANS HAVE RELATIVELY EASY ACCESS TO AIRPORT | 4.9 | 5.1 | 5.1 | 4.7 | 4.9 | 5.2 | 5.2 | 5.0 | 5.1 | 5.1 | 4.6 | 4.9 | 5.0 | 4.8 | 4.9 | 5.0 | 5.0 | 5.2 | 5.2 |
| I) THERE ARE TOO MANY OLDER AIRCRAFTS BEING FLOWN | | | | | | | | | | | | | | | | | | | |
| J) CANADA'S PASSENGER RAIL SYSTEM IS OUTDATED | 5.3 | 5.3 | 5.1 | 5.2 | 5.4 | 5.3 | 5.3 | 5.2 | 5.3 | 5.2 | 5.1 | 5.2 | 5.3 | 5.5 | 5.3 | 5.4 | 5.3 | 5.3 | 5.3 |

(continued)

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X). *

| | TOTAL | PROVINCE | | | | | | | | | URBAN/RURAL | | | | | | | | | | | |
|---|-------|----------|------|------|------|------|-------|------|------|------|-------------|------|-------|-----|-------|-------|-------|-------|-------|-------|-----|-------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural |
| K) THE BIGGEST DRAWBACK TO TRAIN IS THAT THEY ARE LATE | | | | | | | | | | | | | | | | | | | | | | |
| L) ALL COMMUNITIES SHOULD HAVE EASY ACCESS TO RAIL | 4.1 | 4.1 | 3.9 | 4.0 | 4.4 | 4.0 | 4.0 | 4.0 | 4.1 | 3.7 | 4.1 | 4.1 | 4.0 | 4.3 | 4.5 | 3.9 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| M) OUR PASSENGER RAIL SYSTEM IS VERY SAFE | 5.1 | 5.3 | 5.5 | 5.2 | 4.6 | 4.8 | 4.5 | 5.1 | 5.4 | 5.4 | 5.5 | 5.1 | 5.2 | 4.6 | 4.5 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.5 |
| N) BUS SERVICE BETWEEN MAJOR CENTRES IS VERY UNRELIABLE | 5.9 | 6.0 | 5.8 | 5.9 | 6.0 | 5.9 | 5.9 | 6.1 | 5.8 | 5.8 | 6.0 | 5.6 | 6.0 | 5.9 | 6.1 | 5.9 | 6.1 | 5.9 | 6.1 | 5.9 | 6.1 | 5.9 |

* See Question 10 - Annex (after the end of question 10) for the complete wording of each characteristic.

Question 10 - Annex

- A) The major highways in my province are well marked with signs.
- B) Major highways are in excellent condition across the country.
- C) Overall, I prefer to travel on American highways rather than on Canadian highways.
- D) Canada's highways are very safe to travel on.
- E) The number of large trucks on the highways poses a real threat to public safety.
- F) Compared to other countries, Canada's airlines are very safe.
- G) There is a significant difference in the quality of the airports in major centres across the country.
- H) Most Canadians have relatively easy access to an airport.
- I) There are too many older aircrafts being flown in Canada.
- J) Canada's passenger rail system is outdated compared to those operating in other countries.
- K) The biggest drawback to travelling by train is that they are always late leaving and arriving.
- L) All communities, no matter how small, should have easy access to rail service.
- M) Our passenger rail system is a very safe way to travel.
- N) Bus service between major centres is very unreliable.

11. To the best of your knowledge, which level or levels of government - the federal, provincial or municipal is responsible for the following areas of transportation or is this the responsibility of the private sector. (READ LIST)*

| | TOTAL | PROVINCE | | | | | | | | | | URBAN/RURAL | | | |
|-----------------------------|------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-----------------------------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | |
| | | NWT | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | |
| BASE = ALL RESPONDENTS | 2603 (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) (115) (6) |
| UNWEIGHTED BASE | 2403 (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) (197) (100) |
| A) CONSTRUCTION OF HIGHWAYS | | | | | | | | | | | | | | | |
| Federal | 34.4% | 51.4% | 38.7% | 28.8% | 31.3% | 33.3% | 42.0% | 48.5% | 52.6% | 35.9% | 42.2% | 31.3% | 23.9% | 29.2% | 33.5% (33.6%) (33.0%) 42.0% |
| Provincial | 74.2% | 74.3% | 72.2% | 70.4% | 82.2% | 78.3% | 69.0% | 81.7% | 71.1% | 74.9% | 68.8% | 69.4% | 72.3% | 82.4% | 82.0% (71.6%) (69.0%) |
| Municipal | 11.5% | 7.9% | 14.4% | 11.5% | 12.0% | 7.0% | 7.0% | 3.0% | 9.9% | 14.7% | 14.1% | 11.8% | 11.0% | 11.2% | 12.8% (6.9%) (7.1%) 7.0% |
| Private | 2.1% | 1.1% | 1.6% | 2.0% | 1.2% | 5.9% | 5.0% | .8% | 1.3% | 2.0% | 1.0% | 2.0% | 1.9% | 2.0% | .4% (4.0%) 8.6% 5.0% |
| Don't know | 2.5% | 1.8% | 2.4% | 3.3% | 1.9% | 1.9% | 1.0% | 1.5% | 1.5% | 2.4% | 2.5% | 2.7% | 4.5% | 2.0% | 1.7% (1.1%) 3.0% 1.0% |
| Not stated | .8% | 1.3% | .4% | 1.3% | .2% | .8% | 1.0% | 1.5% | 1.3% | .8% | .7% | 2.6% | .4% | .7% | .7% (1.0%) 1.0% |
| B) REGULATION OF AIRPORTS | | | | | | | | | | | | | | | |
| Federal | 87.1% | 85.9% | 85.6% | 86.7% | 88.0% | 91.5% | 86.0% | 87.8% | 85.1% | 86.9% | 83.9% | 87.5% | 85.2% | 88.8% | 87.2% (87.8%) 86.0% |
| Provincial | 12.6% | 16.1% | 14.9% | 11.7% | 10.7% | 10.0% | 11.0% | 15.2% | 16.4% | 12.7% | 17.6% | 11.8% | 11.6% | 8.8% | 12.8% (8.4%) 12.2% 11.0% |
| Municipal | 2.8% | 2.7% | 2.7% | 1.8% | 4.6% | 3.8% | 3.0% | 2.3% | 2.9% | 3.2% | 2.0% | 1.3% | 4.0% | 5.2% | 2.9% (5.1%) 3.0% |
| Private | 1.8% | 2.5% | 2.9% | 1.3% | 1.4% | 1.1% | 1.0% | 1.5% | 2.9% | 2.4% | 3.5% | 1.3% | 1.3% | .8% | 2.1% (1.5%) 1.0% |
| Don't know | 3.0% | 2.7% | 3.3% | 3.1% | 2.7% | 2.8% | 4.0% | 3.8% | 2.2% | 3.2% | 3.5% | 2.7% | 3.9% | 3.6% | 1.7% (1.5%) 4.6% 4.0% |
| Not stated | .7% | 2.0% | 1.3% | 1.3% | .4% | .4% | 1.5% | 2.2% | 1.5% | 1.9% | .7% | 2.6% | .7% | .7% | .7% (1.0%) 2.2% 1.0% |
| C) CONSTRUCTION OF RAILWAYS | | | | | | | | | | | | | | | |
| Federal | 72.7% | 75.8% | 74.9% | 69.2% | 72.9% | 76.2% | 67.0% | 81.1% | 73.6% | 72.5% | 77.9% | 72.1% | 63.9% | 74.4% | 71.2% (72.1%) 67.0% |
| Provincial | 22.7% | 25.8% | 21.8% | 23.5% | 20.1% | 23.6% | 24.0% | 21.1% | 27.7% | 17.5% | 27.1% | 23.6% | 23.2% | 19.6% | 20.6% (25.2%) 21.3% 24.0% |
| Municipal | 3.2% | 4.1% | 3.1% | 3.5% | 3.3% | 1.9% | 1.0% | 4.6% | 3.8% | 4.0% | 2.0% | 3.7% | 3.2% | 3.6% | 3.0% (2.2%) 1.5% 1.0% |
| Private | 10.8% | 8.7% | 10.4% | 8.6% | 15.1% | 13.4% | 14.0% | 6.8% | 9.4% | 13.5% | 6.5% | 8.4% | 9.0% | 14.8% | 15.4% (12.4%) 14.0% |
| Don't know | 3.6% | 3.4% | 4.4% | 3.5% | 3.1% | 2.8% | 8.0% | 3.1% | 3.5% | 5.6% | 3.0% | 2.7% | 5.2% | 3.6% | 2.6% (1.5%) 4.6% 8.0% |
| Not stated | 1.1% | 1.8% | .9% | 1.3% | .4% | 1.7% | 2.0% | 1.5% | 1.9% | 2.0% | .7% | 2.6% | .8% | .8% | .2% (2.2%) 1.0% 2.0% |

* Complete statements were as follows:

- A) Construction and maintenance of highways
- B) Regulation of airport safety standards
- C) Construction and maintenance of railway lines

11. To the best of your knowledge, which level or levels of government - the federal, provincial or municipal is responsible for the following areas of transportation or is this the responsibility of the private sector. (READ LIST) *

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-----|-------|--|--|--|--|--|
| | At. | Que. | Ont. | Pra. | B.C. | Yukon | AtL. | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | | | | |
| BASE = ALL RESPONDENTS | 24.03 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | (233) | (274) | (197) | (100) | | | | | | | | |
| UNWEIGHTED BASE | 24.03 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | | | | | | | | |
| D) LICENSING TRUCK OPERATORS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Federal | 34.4% | 51.4% | 38.7% | 28.8% | 31.3% | 33.3% | 42.0% | 48.5% | 52.6% | 35.9% | 42.2% | 31.3% | 23.9% | 29.2% | 33.5% | 33.6% | 33.0% | 42.0% | | | | | | | | | | | | |
| Provincial | 74.2% | 74.3% | 72.2% | 70.4% | 82.2% | 78.3% | 69.0% | 81.7% | 71.1% | 74.9% | 68.8% | 69.4% | 72.3% | 82.4% | 82.0% | 83.2% | 71.6% | 69.0% | | | | | | | | | | | | |
| Municipal | 11.5% | 7.9% | 14.4% | 11.5% | 12.0% | 7.0% | 7.0% | 3.0% | 9.9% | 14.7% | 14.1% | 11.8% | 11.0% | 11.2% | 12.8% | 6.9% | 7.1% | 7.0% | | | | | | | | | | | | |
| Private | 2.1% | 1.1% | 1.6% | 2.0% | 1.2% | 5.9% | 5.0% | .8% | 1.3% | 2.0% | 1.0% | 2.0% | 1.9% | 2.0% | 2.0% | .4% | 8.6% | 8.6% | 5.0% | | | | | | | | | | | |
| Don't know | 2.5% | 1.8% | 2.4% | 3.3% | 1.2% | 1.9% | 1.0% | 1.5% | 1.9% | 2.4% | 2.5% | 2.7% | 4.5% | 2.0% | 1.7% | 1.1% | 3.0% | 1.0% | | | | | | | | | | | | |
| Not stated | .8% | 1.3% | .4% | 1.3% | .2% | .8% | 1.0% | 1.5% | 1.3% | .8% | .7% | .7% | .8% | .7% | .7% | .7% | .7% | 1.0% | 1.0% | | | | | | | | | | | |
| E) CHANGING RAIL SERVICE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Federal | 87.1% | 85.9% | 85.6% | 86.7% | 88.0% | 91.5% | 86.0% | 87.8% | 85.1% | 86.9% | 83.9% | 87.5% | 85.2% | 88.8% | 87.2% | 94.2% | 87.8% | 86.0% | | | | | | | | | | | | |
| Provincial | 12.6% | 16.1% | 14.9% | 11.7% | 10.7% | 10.0% | 11.0% | 15.2% | 16.4% | 12.7% | 17.6% | 11.8% | 11.6% | 8.8% | 12.8% | 8.4% | 12.2% | 11.0% | | | | | | | | | | | | |
| Municipal | 2.8% | 2.7% | 2.7% | 1.8% | 4.6% | 3.8% | 3.0% | 2.3% | 2.9% | 3.2% | 2.0% | 2.0% | 1.3% | 4.0% | 5.2% | 2.9% | 5.1% | 3.0% | | | | | | | | | | | | |
| Private | 1.8% | 2.5% | 2.9% | 1.3% | 1.4% | 1.1% | 1.0% | 1.5% | 2.9% | 2.4% | 3.5% | 1.3% | 1.3% | .8% | 2.1% | .7% | 1.5% | 1.0% | | | | | | | | | | | | |
| Don't know | 3.0% | 2.7% | 3.3% | 3.1% | 2.7% | 2.8% | 4.0% | 3.8% | 2.2% | 3.2% | 3.5% | 2.7% | 3.9% | 3.6% | 1.7% | 1.5% | 4.6% | 4.0% | | | | | | | | | | | | |
| Not stated | .7% | 2.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F) BUILDING AIRPORTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Federal | 72.7% | 75.8% | 74.9% | 69.2% | 72.9% | 76.2% | 67.0% | 81.1% | 73.6% | 72.5% | 77.9% | 72.1% | 63.9% | 74.4% | 71.2% | 79.2% | 72.1% | 67.0% | | | | | | | | | | | | |
| Provincial | 22.7% | 25.8% | 21.8% | 23.5% | 20.1% | 23.6% | 24.0% | 21.1% | 27.7% | 17.5% | 27.1% | 23.6% | 23.2% | 19.6% | 20.6% | 25.2% | 21.3% | 24.0% | | | | | | | | | | | | |
| Municipal | 3.2% | 4.1% | 3.1% | 3.5% | 3.3% | 1.9% | 1.0% | 4.6% | 3.8% | 4.0% | 2.0% | 3.7% | 3.2% | 3.6% | 3.0% | 2.2% | 1.5% | 1.0% | | | | | | | | | | | | |
| Private | 10.8% | 8.7% | 10.4% | 8.6% | 15.1% | 13.4% | 14.0% | 6.8% | 9.4% | 13.5% | 6.5% | 8.4% | 9.0% | 14.8% | 15.4% | 12.4% | 14.7% | 14.0% | | | | | | | | | | | | |
| Don't know | 3.6% | 3.4% | 4.4% | 3.5% | 3.1% | 2.8% | 8.0% | 3.1% | 3.5% | 5.6% | 3.0% | 2.7% | 5.2% | 3.6% | 2.6% | 1.5% | 4.6% | 8.0% | | | | | | | | | | | | |
| Not stated | 1.1% | 1.8% | .9% | 1.3% | .4% | 1.7% | 2.0% | 1.5% | 1.9% | 2.0% | 1.9% | 2.0% | .7% | 2.6% | .8% | 2.2% | 1.0% | 2.0% | | | | | | | | | | | | |

* Complete statements were as follows:

- D) Licensing and regulating truck operators
- E) Making decisions relating to changing the size or nature of rail service
- F) Building and maintaining airports

11. To the best of your knowledge, which level or levels of government - the federal, provincial or municipal is responsible for the following areas of transportation or is this the responsibility of the private sector. (READ LIST) *

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | |
|------------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-----|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT |
| BASE = ALL RESPONDENTS | 24.03 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | (197) | (100) | |
| UNWEIGHTED BASE | 24.03 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | |
| G) TRANSPORTATION TO REMOTE | | | | | | | | | | | | | | | | | | | | | |
| Federal | 34.4% | 51.4% | 38.7% | 28.8% | 31.3% | 33.3% | 42.0% | 48.5% | 52.6% | 35.9% | 42.2% | 31.3% | 23.9% | 29.2% | 33.5% | 33.6% | 33.0% | 33.0% | 42.0% | | |
| Provincial | 74.2% | 74.3% | 72.2% | 70.4% | 82.2% | 78.3% | 69.0% | 81.7% | 71.1% | 69.4% | 68.8% | 69.4% | 72.3% | 82.4% | 82.0% | 83.2% | 71.6% | 69.0% | 69.0% | | |
| Municipal | 11.5% | 7.9% | 14.4% | 11.5% | 12.0% | 7.0% | 7.0% | 3.0% | 9.9% | 14.7% | 14.1% | 11.8% | 11.0% | 11.2% | 12.8% | 6.9% | 7.1% | 7.0% | | | |
| Private | 2.1% | 1.1% | 1.6% | 2.0% | 1.2% | 5.9% | 5.0% | .8% | 1.3% | 2.0% | 1.0% | 2.0% | 1.9% | 2.0% | 4.3% | 4.0% | 8.6% | 5.0% | | | |
| Don't know | 2.5% | 1.8% | 2.4% | 3.3% | 1.5% | 1.9% | 1.0% | 1.5% | 1.5% | 2.4% | 2.5% | 2.7% | 4.5% | 2.0% | 1.7% | 1.1% | 3.0% | 1.0% | | | |
| Not stated | .8% | 1.3% | .4% | 1.3% | .2% | .8% | 1.0% | 1.5% | 1.5% | 1.3% | .8% | .7% | 2.6% | .4% | .7% | .7% | 1.0% | 1.0% | | | |
| H) LONG DISTANCE BUS SERVICE | | | | | | | | | | | | | | | | | | | | | |
| Federal | 87.1% | 85.9% | 85.6% | 86.7% | 88.0% | 91.5% | 86.0% | 87.8% | 85.1% | 86.9% | 83.9% | 87.5% | 85.2% | 88.8% | 87.2% | 94.2% | 87.8% | 86.0% | | | |
| Provincial | 12.6% | 16.1% | 14.9% | 11.7% | 10.7% | 10.0% | 11.0% | 15.2% | 16.4% | 12.7% | 17.6% | 11.8% | 11.6% | 8.8% | 12.8% | 8.4% | 12.2% | 11.0% | | | |
| Municipal | 2.8% | 2.7% | 2.7% | 1.8% | 4.6% | 3.8% | 3.0% | 2.3% | 2.9% | 3.2% | 2.0% | 1.3% | 4.0% | 5.2% | 2.9% | 5.1% | 3.0% | | | | |
| Private | 1.8% | 2.5% | 2.9% | 1.3% | 1.4% | 1.1% | 1.0% | 1.5% | 2.9% | 2.4% | 3.5% | 1.3% | 1.3% | .8% | 2.1% | .7% | 1.5% | 1.0% | | | |
| Don't know | 3.0% | 2.7% | 3.3% | 3.1% | 2.7% | 2.8% | 4.0% | 3.8% | 2.2% | 3.2% | 3.5% | 2.7% | 3.9% | 3.6% | 1.7% | 1.5% | 4.6% | 4.0% | | | |
| Not stated | .7% | 2.0% | | 1.3% | | .4% | | 1.5% | 2.2% | | .7% | 2.6% | .7% | .7% | | | | | | | |

* Complete statements were as follows:

- G) Ensuring there is adequate transportation service to remote areas
- H) Setting standards and regulating long distance bus service

12. I'd like to ask your opinion about Federal Government subsidies, that is, the payments made by the government from our tax dollars to support certain services. For each service I mention, please tell me whether you feel money from our taxes should be used to subsidize this service, or whether you feel this service should be primarily paid for by those who use it. The first one is (READ ITEM ROTATE FROM X). Do you personally support government subsidies or user pay in this area? Would that be strongly or moderately?

| | Strong Federal User | Moderate Federal User | Strong User | DK/NS |
|---|---------------------------|-----------------------------|-------------|------------|
| A) AIR TRAVEL TO REMOTE AREAS | 21.9% | 30.5% | 24.6% | 19.4% 3.6% |
| B) BUILDING AND MAINTAINING MAJOR HIGHWAYS | 55.9% | 26.5% | 8.8% | 5.6% 3.2% |
| C) AIR TRAVEL BETWEEN MAJOR CENTRES | 21.2% | 22.6% | 24.2% | 29.3% 2.7% |
| D) CANADA-WIDE PASSENGER RAIL SERVICE | 32.8% | 31.2% | 18.5% | 14.0% 3.5% |
| E) BUS SERVICE BETWEEN MAJOR CENTRES | 13.3% | 21.8% | 30.9% | 30.5% 3.5% |
| F) COMMUTER RAIL SERVICE | 19.9% | 26.8% | 28.5% | 22.4% 4.4% |
| G) PASSENGER RAIL SERVICE BETWEEN MAJOR CENTRES | 23.8% | 29.4% | 24.6% | 19.4% 2.8% |
| H) PASSENGER RAIL SERVICE TO LESS POPULATED AREAS | 30.0% | 30.8% | 24.0% | 11.8% 3.3% |
| I) COASTAL FERRY SERVICE | 23.5% | 31.0% | 23.8% | 14.9% 6.9% |
| J) BUS SERVICE TO LESS POPULATED AREAS | 18.5% | 30.9% | 30.8% | 16.6% 3.1% |

13.a) To the best of your knowledge, which transportation system currently receives the greatest amount of financial assistance or subsidies from the federal government? (READ LIST - RECORD ONE ONLY)

b) And, which of these systems do you feel should receive the greatest level of financial assistance from the federal government? (READ LIST - RECORD ONE ONLY ABOVE)

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | |
|---|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Rural | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) |
| A) RECEIVES GREATEST FEDERAL ASSISTANCE | | | | | | | | | | | | | | | | | | |
| Air | 34.0% | 32.7% | 36.0% | 33.4% | 33.1% | 33.5% | 38.0% | 31.9% | 33.0% | 32.7% | 40.2% | 33.3% | 33.5% | 34.8% | 31.3% | 32.8% | 34.5% | 38.0% |
| Highways | 22.7% | 29.9% | 19.3% | 24.1% | 19.7% | 25.3% | 22.0% | 24.9% | 32.0% | 19.1% | 19.6% | 24.9% | 22.6% | 17.6% | 21.9% | 27.7% | 21.8% | 22.0% |
| Rail | 24.7% | 18.7% | 20.9% | 27.2% | 29.0% | 24.2% | 20.0% | 22.7% | 17.1% | 25.5% | 15.1% | 26.9% | 27.7% | 28.8% | 29.2% | 26.6% | 20.8% | 20.0% |
| Water | 3.5% | 6.5% | 6.7% | 2.0% | 1.9% | 1.5% | 6.0% | 9.1% | 5.4% | 8.8% | 4.0% | 1.7% | 2.6% | 2.0% | 1.7% | 1.1% | 2.0% | 6.0% |
| Bus | 2.5% | 1.3% | 4.4% | 2.0% | .8% | 2.8% | 2.0% | 1.5% | 1.3% | 4.8% | 4.0% | 2.0% | 1.9% | .8% | .9% | 4.0% | 1.0% | 2.0% |
| Don't Know | 11.7% | 10.2% | 12.0% | 10.4% | 14.5% | 12.3% | 12.0% | 9.1% | 10.7% | 9.2% | 15.6% | 10.1% | 11.0% | 15.6% | 13.3% | 7.3% | 19.3% | 12.0% |
| Not Stated | .8% | .7% | .7% | .9% | 1.0% | .4% | .7% | .6% | .7% | 1.5% | 1.0% | .6% | .4% | 1.7% | .4% | .4% | .5% | .5% |
| B) SHOULD RECEIVE GREATEST FEDERAL ASSISTANCE | | | | | | | | | | | | | | | | | | |
| Air | 12.3% | 9.8% | 9.1% | 12.4% | 16.2% | 14.6% | 33.0% | 10.7% | 9.5% | 8.4% | 10.1% | 10.8% | 15.5% | 18.4% | 13.7% | 16.1% | 12.7% | 33.0% |
| Highways | 39.7% | 49.4% | 37.6% | 38.1% | 41.2% | 39.7% | 34.0% | 48.5% | 49.7% | 34.7% | 41.2% | 37.4% | 39.4% | 37.6% | 45.1% | 36.5% | 44.2% | 34.0% |
| Rail | 31.6% | 26.1% | 34.2% | 34.1% | 25.6% | 31.6% | 23.0% | 24.9% | 39.5% | 27.6% | 34.7% | 32.9% | 26.3% | 24.9% | 35.0% | 26.9% | 23.0% | |
| Water | 2.2% | 2.9% | 2.4% | 1.8% | 1.6% | 3.6% | 2.3% | 3.2% | 2.8% | 2.0% | 1.3% | 2.6% | 1.6% | 1.7% | 1.8% | 6.1% | | |
| Bus | 5.9% | 3.1% | 11.1% | 4.4% | 3.7% | 4.2% | 1.0% | 2.3% | 3.5% | 9.6% | 13.1% | 5.7% | 1.9% | 4.0% | 3.4% | 6.6% | 1.0% | 1.0% |
| Don't Know | 6.2% | 4.9% | 4.2% | 7.1% | 9.5% | 4.0% | 5.0% | 6.8% | 4.1% | 4.4% | 4.0% | 7.7% | 5.8% | 9.6% | 2.2% | 6.6% | 5.0% | |
| Not Stated | 2.1% | 3.8% | 1.3% | 2.2% | 2.1% | 2.1% | 4.0% | 4.5% | 3.5% | .8% | 2.0% | 2.4% | 2.4% | 1.7% | 1.8% | 2.5% | 4.0% | |

13.c) To the best of your knowledge, which transportation system currently receives the greatest amount of financial assistance or subsidies from the provincial government? (READ LIST - RECORD ONE ONLY ABOVE)

d) And, which of these systems do you feel should receive the greatest level of financial assistance from the provincial government? (READ LIST - RECORD ONE ONLY ABOVE)

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | | |
|--|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | |
| BASE = ALL RESPONDENTS | 24.03 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | (233) | (274) | (197) | (100) |
| UNWEIGHTED BASE | 24.03 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | |
| C) RECEIVES GREATEST PROVINCIAL ASSISTANCE | | | | | | | | | | | | | | | | | | | | | | |
| Air | 9.5% | 6.9% | 12.9% | 10.2% | 6.8% | 5.5% | 19.0% | 3.8% | 8.3% | 12.0% | 14.1% | 9.1% | 12.3% | 7.1% | 6.4% | 4.4% | 4.4% | 7.1% | 19.0% | | | |
| Highways | 53.8% | 42.7% | 56.4% | 59.3% | 58.8% | 53.0% | 62.1% | 57.3% | 41.8% | 43.7% | 56.2% | 56.8% | 60.5% | 63.9% | 51.8% | 51.0% | 53.0% | 53.0% | | | | |
| Rail | 7.3% | 5.1% | 5.6% | 11.1% | 5.4% | 4.0% | 5.0% | 2.3% | 6.3% | 4.8% | 6.5% | 12.1% | 9.0% | 5.2% | 5.6% | 2.9% | 5.6% | 5.0% | 5.0% | | | |
| Water | 3.6% | 6.1% | 3.8% | .4% | .8% | 15.7% | 3.0% | 8.4% | 5.1% | 3.2% | 4.5% | 3% | .6% | .8% | .9% | 16.1% | 15.2% | 3.0% | 3.0% | | | |
| Bus | 10.0% | 5.6% | 17.8% | 7.7% | 8.3% | 5.3% | 2.0% | 3.8% | 6.3% | 21.1% | 13.6% | 8.1% | 7.1% | 7.6% | 9.1% | 5.8% | 4.6% | 2.0% | | | | |
| Don't know | 14.8% | 14.9% | 16.4% | 13.1% | 18.8% | 10.0% | 18.0% | 16.0% | 14.5% | 16.7% | 16.1% | 12.8% | 13.5% | 20.4% | 17.2% | 6.6% | 14.7% | 18.0% | | | | |
| Not stated | 1.1% | 2.7% | .9% | 1.1% | .6% | .6% | 3.7% | 2.2% | .4% | 1.5% | 1.3% | .6% | .8% | .4% | .4% | .4% | .4% | .4% | 1.0% | | | |
| D) SHOULD RECEIVE GREATEST PROVINCIAL ASSISTANCE | | | | | | | | | | | | | | | | | | | | | | |
| Air | 4.5% | 4.0% | 3.6% | 5.5% | 4.5% | 3.2% | 17.0% | 3.1% | 4.4% | 2.8% | 4.5% | 3.7% | 9.0% | 3.6% | 5.6% | 2.9% | 3.6% | 5.6% | 17.0% | | | |
| Highways | 57.3% | 64.7% | 51.6% | 53.8% | 68.6% | 58.4% | 55.0% | 67.3% | 63.6% | 49.4% | 54.3% | 53.2% | 54.8% | 67.3% | 70.0% | 57.7% | 59.4% | 55.0% | 55.0% | | | |
| Rail | 16.2% | 13.0% | 18.4% | 20.8% | 7.6% | 12.5% | 10.0% | 9.9% | 14.2% | 21.5% | 14.6% | 21.9% | 18.7% | 9.6% | 5.6% | 15.7% | 8.1% | 10.0% | | | | |
| Water | 3.1% | 2.7% | 2.7% | 1.1% | 1.4% | 13.0% | 3.0% | 3.8% | 2.2% | 1.6% | 4.0% | 1.3% | 1.2% | 1.7% | 11.3% | 15.2% | 3.0% | 3.0% | | | | |
| Bus | 11.4% | 7.2% | 18.9% | 8.8% | 9.7% | 8.3% | 3.0% | 7.6% | 7.0% | 19.5% | 18.1% | 9.8% | 7.1% | 10.4% | 9.0% | 9.9% | 6.1% | 3.0% | | | | |
| Don't know | 5.6% | 5.6% | 4.2% | 7.1% | 6.4% | 3.2% | 8.0% | 6.9% | 5.1% | 4.8% | 3.5% | 7.4% | 6.5% | 5.6% | 7.3% | 1.1% | 6.1% | 8.0% | | | | |
| Not stated | 1.9% | 2.9% | .7% | 2.9% | 1.6% | 1.5% | 4.0% | 1.5% | 3.5% | .4% | 1.0% | 2.7% | 3.2% | 2.4% | .9% | 1.5% | 1.5% | 4.0% | | | | |

14. In the future, do you expect that the amount of travelling you do by (NAME MODE - ROTATE FROM X) in Canada will increase, stay about the same or will it decrease? IF INCREASE OR DECREASE: Would that be a lot or a little?

| | Increase a lot | Increase a little | Stay same | Decrease a lot | Decrease a little | Don't use | Don't know | Not stated |
|---------------------------------|----------------|-------------------|-----------|----------------|-------------------|-----------|------------|------------|
| A) BUS | 7.0% | 12.9% | 47.1% | 11.4% | 9.0% | 11.0% | .9% | .6% |
| B) CAR OR OTHER PRIVATE VEHICLE | 24.0% | 25.3% | 38.4% | 4.4% | 6.4% | .9% | .5% | .2% |
| C) PLANE | 15.1% | 32.0% | 37.7% | 5.4% | 4.7% | 3.8% | .9% | .4% |
| D) TRAIN | 6.5% | 16.3% | 37.6% | 15.8% | 8.5% | 12.9% | 1.9% | .5% |

14. In the future, do you expect that the amount of travelling you do by (NAME MODE - ROTATE FROM X) in Canada will increase, stay about the same or will it decrease? IF INCREASE OR DECREASE: Would that be a lot or a little?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | |
|---------------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-----|-------|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | |
| A) BUS | | | | | | | | | | | | | | | | | | | | | | | |
| Increase a lot | 7.0% | 4.9% | 8.7% | 5.3% | 9.1% | 7.2% | 5.0% | 1.5% | 6.3% | 8.8% | 8.5% | 5.4% | 5.2% | 9.2% | 9.0% | 5.5% | 9.6% | 5.0% | | | | | |
| Increase a little | 12.9% | 13.2% | 11.6% | 13.9% | 13.3% | 11.9% | 8.0% | 15.2% | 12.4% | 8.0% | 16.1% | 14.1% | 13.5% | 12.4% | 14.2% | 12.4% | 11.2% | 11.2% | 8.0% | | | | |
| Stay same | 47.1% | 47.0% | 46.4% | 47.1% | 46.8% | 49.0% | 46.0% | 41.6% | 49.2% | 47.8% | 44.7% | 46.8% | 47.7% | 45.1% | 48.5% | 48.9% | 49.2% | 46.0% | | | | | |
| Decrease a lot | 11.4% | 10.6% | 12.0% | 10.2% | 13.7% | 11.3% | 15.0% | 10.6% | 10.5% | 12.4% | 11.6% | 13.1% | 4.5% | 15.2% | 12.1% | 10.9% | 11.7% | 15.0% | | | | | |
| Decrease a little | 9.0% | 9.4% | 8.7% | 10.2% | 7.4% | 8.5% | 9.0% | 12.1% | 8.2% | 8.8% | 8.5% | 10.8% | 9.0% | 6.3% | 8.6% | 7.3% | 10.2% | 9.0% | | | | | |
| Decrease a lot | 11.0% | 14.1% | 11.3% | 10.8% | 9.1% | 11.5% | 16.0% | 18.9% | 12.0% | 12.7% | 9.5% | 7.7% | 16.8% | 10.9% | 7.3% | 14.2% | 7.6% | 16.0% | | | | | |
| Don't use | .9% | .2% | .9% | 1.5% | .2% | .6% | 1.0% | .3% | .2% | .5% | 1.2% | .5% | 1.3% | 1.9% | .4% | .7% | .7% | .5% | 1.0% | | | | |
| Don't know | .6% | .7% | .4% | .9% | .4% | .4% | | 1.0% | .4% | .5% | .7% | 1.3% | .8% | | | | | | | | | | |
| Not stated | | | | | | | | | | | | | | | | | | | | | | | |
| B) CAR OR OTHER PRIVATE VEHICLE | | | | | | | | | | | | | | | | | | | | | | | |
| Increase a lot | 24.0% | 28.4% | 26.0% | 23.5% | 20.2% | 22.9% | 30.0% | 23.4% | 30.5% | 21.9% | 31.2% | 24.9% | 20.6% | 22.4% | 18.0% | 19.0% | 28.4% | 30.0% | | | | | |
| Increase a little | 25.3% | 28.2% | 24.4% | 25.4% | 27.2% | 22.1% | 23.0% | 28.0% | 28.3% | 23.5% | 25.6% | 23.2% | 23.2% | 26.8% | 29.7% | 27.5% | 20.1% | 24.9% | 23.0% | | | | |
| Stay same | 38.4% | 33.5% | 39.3% | 38.5% | 37.2% | 41.6% | 32.0% | 40.2% | 30.7% | 45.0% | 32.2% | 38.7% | 38.1% | 35.6% | 39.0% | 45.3% | 36.5% | 32.0% | | | | | |
| Decrease a lot | 4.4% | 3.6% | 4.0% | 4.2% | 4.8% | 5.9% | 4.0% | 3.8% | 3.5% | 3.6% | 4.5% | 5.4% | 1.9% | 4.8% | 4.7% | 8.0% | 3.0% | 4.0% | | | | | |
| Decrease a little | 6.4% | 5.2% | 4.2% | 6.6% | 9.6% | 6.4% | 5.0% | 4.6% | 5.4% | 3.6% | 5.0% | 6.7% | 6.5% | 8.8% | 10.3% | 6.2% | 6.6% | 5.0% | | | | | |
| Don't use | .9% | .4% | 1.1% | .9% | .6% | .8% | 6.0% | .6% | 1.2% | 1.0% | .3% | 1.9% | .8% | .4% | 1.1% | .5% | 1.0% | | | | | | |
| Don't know | .5% | .2% | .7% | .7% | .4% | .2% | | .2% | .2% | .2% | .1% | .3% | 1.2% | .5% | .3% | .8% | .4% | .4% | | | | | |
| Not stated | .2% | .5% | .2% | .2% | | | | | | | | | | | | | | | | | | | |

14. In the future, do you expect that the amount of travelling you do by (NAME MODE - ROTATE FROM X) in Canada will increase, stay about the same or will it decrease? IF INCREASE OR DECREASE: Would that be a lot or a little?

| | TOTAL | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | |
|------------------------|------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | Urban | Rural | Urban | Rural | NWT | Rural |
| BASE = ALL RESPONDENTS | 2403 (219) | 624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 2403 (447) | (450) | (452) | (483) | (471) | (100) | (132) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | |
| C) PLANE | | | | | | | | | | | | | | | | | |
| Increase a lot | 15.1% | 14.2% | 12.9% | 17.5% | 13.4% | 16.1% | 25.0% | 11.3% | 15.3% | 11.2% | 15.1% | 18.5% | 15.5% | 17.6% | 9.0% | 15.7% | 16.8% |
| Increase a little | 32.0% | 36.2% | 30.7% | 33.8% | 30.2% | 28.7% | 23.0% | 45.5% | 32.4% | 30.7% | 30.7% | 32.7% | 36.1% | 29.2% | 31.3% | 28.8% | 28.4% |
| Stay same | 37.7% | 34.9% | 38.9% | 34.1% | 40.6% | 43.9% | 44.0% | 32.6% | 35.8% | 39.8% | 37.7% | 33.3% | 35.5% | 38.4% | 42.9% | 44.9% | 42.6% |
| Decrease a lot | 5.4% | 4.2% | 4.0% | 6.0% | 6.7% | 5.5% | 5.0% | 3.0% | 4.8% | 3.6% | 4.5% | 7.4% | 3.2% | 7.6% | 5.6% | 5.1% | 6.1% |
| Decrease a little | 4.7% | 5.8% | 5.8% | 3.8% | 5.2% | 3.6% | 2.0% | 3.6% | 3.8% | 6.7% | 7.2% | 4.0% | 5.4% | .6% | 3.6% | 6.8% | 4.0% |
| Don't use | 3.8% | 4.0% | 6.2% | 3.5% | 1.9% | 1.9% | 1.0% | 3.0% | 4.4% | 6.0% | 6.5% | 2.0% | 6.5% | 1.2% | 2.6% | 1.5% | 2.5% |
| Don't know | .9% | .2% | 1.3% | .7% | 1.7% | .2% | | .8% | 1.6% | 1.0% | .3% | 1.3% | 2.0% | 1.3% | .5% | | .5% |
| Not stated | .4% | .5% | .2% | .7% | .4% | | | | .6% | .5% | .3% | 1.3% | .4% | .4% | | | |
| D) TRAIN | | | | | | | | | | | | | | | | | |
| Increase a lot | 6.5% | 3.4% | 7.3% | 7.7% | 4.4% | 7.0% | 2.0% | .7% | 4.5% | 8.0% | 6.5% | 8.1% | 7.1% | 2.8% | 6.0% | 6.9% | 7.1% |
| Increase a little | 16.3% | 11.1% | 15.1% | 21.0% | 10.8% | 16.8% | 11.0% | 11.3% | 11.0% | 13.5% | 17.1% | 22.9% | 17.4% | 12.8% | 8.6% | 19.7% | 12.7% |
| Stay same | 37.6% | 32.1% | 37.3% | 38.5% | 37.5% | 40.1% | 26.0% | 34.0% | 31.4% | 41.0% | 32.7% | 39.1% | 37.4% | 34.4% | 40.8% | 40.5% | 39.6% |
| Decrease a lot | 15.8% | 25.5% | 15.8% | 11.7% | 19.3% | 15.7% | 16.0% | 17.6% | 28.8% | 13.9% | 18.1% | 12.8% | 9.7% | 19.6% | 19.0% | 12.8% | 19.8% |
| Decrease a little | 8.5% | 10.7% | 7.6% | 8.8% | 9.1% | 7.2% | 5.0% | 15.2% | 8.9% | 6.4% | 9.0% | 9.4% | 7.7% | 9.6% | 8.6% | 7.3% | 7.1% |
| Don't use | 12.9% | 15.0% | 15.8% | 9.1% | 15.7% | 11.9% | 27.0% | 19.7% | 13.0% | 16.7% | 14.6% | 5.1% | 16.3% | 16.8% | 14.6% | 11.7% | 12.2% |
| Don't know | 1.9% | 1.1% | .9% | 2.4% | 2.9% | 1.3% | 10.0% | .8% | 1.2% | .4% | 1.5% | 2.0% | 3.2% | 4.0% | 1.7% | 1.1% | 1.5% |
| Not stated | .5% | 1.1% | .2% | .7% | .4% | | | | .8% | 1.3% | .5% | .7% | .6% | .9% | | 3.0% | |

15. And in the future, do you expect that the cost of travelling by (NAME MODE - ROTATE FROM X) will increase faster than, slower than or at the same rate as the cost of travelling by other modes?

| | Faster | Same | Slower | Don't know | Not stated |
|---------------------------------|--------|-------|--------|------------|------------|
| A) BUS | 30.1% | 48.8% | 16.0% | 4.3% | .8% |
| B) CAR OR OTHER PRIVATE VEHICLE | 54.0% | 35.2% | 8.7% | 1.7% | .4% |
| C) PLANE | 48.8% | 37.7% | 10.1% | 2.9% | .5% |
| D) TRAIN | 40.0% | 35.8% | 16.1% | 7.1% | 1.0% |

15. And in the future, do you expect that the cost of travelling by (NAME MODE - ROTATE FROM X) will increase faster than, slower than or at the same rate as the cost of travelling by other modes?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | |
|---------------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | | Atl. | | Que. | | Ont. | | Pra. | B.C. | B.C. | Yukon | |
| | | | | | | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) |
| A) BUS | | | | | | | | | | | | | | | | | | |
| Faster | 30.1% | 38.5% | 30.7% | 31.6% | 29.6% | 18.3% | 22.0% | 36.4% | 39.4% | 28.7% | 33.2% | 31.1% | 27.9% | 16.1% | 21.3% | 22.0% | | |
| Same | 48.8% | 45.5% | 52.9% | 45.4% | 46.6% | 56.3% | 40.0% | 46.9% | 45.4% | 53.4% | 52.3% | 44.4% | 47.1% | 44.5% | 48.9% | 55.5% | 57.4% | 40.0% |
| Slower | 16.0% | 11.0% | 12.0% | 17.0% | 18.9% | 21.2% | 33.0% | 13.7% | 9.8% | 14.3% | 9.0% | 19.5% | 12.3% | 18.0% | 19.8% | 24.5% | 16.8% | 33.0% |
| Don't know | 4.3% | 3.3% | 4.4% | 4.4% | 4.7% | 3.4% | 4.0% | 2.3% | 3.8% | 3.6% | 5.5% | 3.4% | 6.5% | 6.4% | 3.0% | 3.5% | 3.6% | 4.0% |
| Not stated | .8% | 1.3% | | 1.5% | .2% | .8% | 1.0% | .7% | 1.6% | | 1.3% | 1.9% | | .4% | .7% | 1.0% | 1.0% | |
| B) CAR OR OTHER PRIVATE VEHICLE | | | | | | | | | | | | | | | | | | |
| Faster | 54.0% | 50.9% | 46.2% | 58.6% | 56.7% | 55.2% | 55.0% | 50.1% | 51.2% | 46.2% | 46.2% | 51.2% | 59.9% | 56.1% | 56.0% | 57.5% | 54.7% | 55.8% |
| Same | 35.2% | 38.8% | 41.6% | 31.0% | 33.1% | 34.4% | 29.0% | 38.6% | 39.0% | 40.2% | 43.2% | 28.6% | 35.5% | 32.8% | 33.5% | 34.7% | 34.0% | 29.0% |
| Slower | 8.7% | 8.3% | 10.2% | 7.7% | 8.5% | 9.1% | 14.0% | 9.9% | 7.6% | 11.2% | 9.0% | 8.8% | 5.8% | 9.2% | 7.7% | 9.1% | 9.1% | 14.0% |
| Don't know | 1.7% | 1.3% | 2.0% | 1.8% | 1.7% | 1.1% | 2.0% | .8% | 1.6% | 2.4% | 1.5% | 1.7% | 1.9% | 2.0% | 1.3% | 1.1% | 1.0% | 2.0% |
| Not stated | .4% | .7% | | .9% | | .2% | | .2% | .7% | | .6% | | 1.0% | .6% | | .4% | | |
| C) PLANE | | | | | | | | | | | | | | | | | | |
| Faster | 48.8% | 52.2% | 37.3% | 52.0% | 54.5% | 52.9% | 63.0% | 53.1% | 51.8% | 38.2% | 36.2% | 51.2% | 53.5% | 54.4% | 54.5% | 48.2% | 59.4% | 63.0% |
| Same | 37.7% | 35.8% | 45.6% | 36.1% | 32.7% | 34.8% | 22.0% | 33.3% | 36.8% | 46.2% | 44.7% | 35.0% | 38.1% | 30.8% | 34.7% | 39.8% | 27.9% | 22.0% |
| Slower | 10.1% | 7.8% | 13.3% | 8.2% | 9.9% | 10.8% | 13.0% | 6.8% | 8.3% | 13.1% | 13.6% | 9.4% | 5.8% | 10.8% | 9.0% | 10.2% | 11.7% | 13.0% |
| Don't know | 2.9% | 3.1% | 3.8% | 2.9% | 2.7% | 1.3% | 2.0% | 5.3% | 2.0% | 2.4% | 5.5% | 3.4% | 1.9% | 3.6% | 1.7% | 1.5% | 1.0% | 2.0% |
| Not stated | .5% | 1.1% | | .9% | | .2% | | .2% | 1.5% | 1.0% | | 1.0% | .6% | .4% | | .4% | | |
| D) TRAIN | | | | | | | | | | | | | | | | | | |
| Faster | 40.0% | 36.9% | 35.1% | 42.9% | 43.3% | 39.1% | 40.0% | 34.8% | 37.7% | 35.1% | 35.2% | 44.1% | 40.6% | 43.6% | 43.0% | 35.8% | 43.7% | 40.0% |
| Same | 35.8% | 38.2% | 43.3% | 34.5% | 28.3% | 32.9% | 16.0% | 37.7% | 38.6% | 42.2% | 44.7% | 29.6% | 43.9% | 24.8% | 32.1% | 35.8% | 28.9% | 16.0% |
| Slower | 16.1% | 14.0% | 14.9% | 15.5% | 17.8% | 20.4% | 13.0% | 13.8% | 14.0% | 16.3% | 13.1% | 18.9% | 9.0% | 20.0% | 15.4% | 22.3% | 17.8% | 13.0% |
| Don't know | 7.1% | 9.2% | 6.2% | 5.8% | 9.7% | 7.0% | 28.0% | 12.2% | 7.9% | 6.0% | 6.5% | 6.1% | 5.2% | 10.0% | 9.4% | 5.1% | 9.6% | 28.0% |
| Not stated | 1.0% | 1.8% | | .4% | 1.3% | .8% | .6% | 3.0% | 1.5% | 1.9% | .4% | .5% | 1.3% | 1.6% | 1.1% | 1.1% | 3.0% | |

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | Greater need same | About the same | Less need | DK/NS |
|---|----------------------|-------------------|-----------|-------|
| A) CROSS-CANADA PASSENGER RAIL SERVICE | 40.9% | 26.0% | 29.7% | 3.4% |
| B) RAIL SERVICE TO LESS POPULATED AREAS | 32.6% | 28.9% | 36.2% | 2.3% |
| C) RAIL SERVICE BETWEEN MAJOR CITIES | 53.7% | 26.2% | 18.6% | 1.4% |
| D) LONG DISTANCE BUS SERVICE BETWEEN MAJOR CITIES | 49.6% | 33.3% | 15.1% | 2.0% |
| E) BUS SERVICE TO SMALLER COMMUNITIES | 48.4% | 36.7% | 12.9% | 2.0% |
| F) AIR TRAVEL TO REMOTE AREAS | 48.5% | 38.6% | 9.8% | 3.1% |
| G) AIR TRAVEL BETWEEN MAJOR CITIES | 71.8% | 23.3% | 3.5% | 1.5% |
| H) REGIONAL AIR TRAVEL TO SMALL CITIES | 47.4% | 39.1% | 10.7% | 2.7% |
| I) COASTAL FERRY SERVICE | 33.7% | 47.5% | 8.8% | 9.9% |

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|--|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Urban | Rural | Urban | Rural | NWT | Rural |
| BASE = ALL RESPONDENTS | 24.03 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 24.03 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | |
| A) CROSS-CANADA PASSENGER | | | | | | | | | | | | | | | | | | |
| RAIL SERVICE | | | | | | | | | | | | | | | | | | |
| Greater need | 40.9% | 41.2% | 34.9% | 46.9% | 37.6% | 40.6% | 30.0% | 40.0% | 41.7% | 35.9% | 33.7% | 46.5% | 47.7% | 39.6% | 35.6% | 44.9% | 34.5% | 30.0% |
| About the same | 26.0% | 24.1% | 32.4% | 24.8% | 20.1% | 26.1% | 22.0% | 21.1% | 25.3% | 33.5% | 31.2% | 23.2% | 27.7% | 18.8% | 21.5% | 24.5% | 28.4% | 22.0% |
| Less need | 29.7% | 32.2% | 29.8% | 24.6% | 38.5% | 29.9% | 34.0% | 38.1% | 29.8% | 28.7% | 31.2% | 26.3% | 21.3% | 36.4% | 40.8% | 28.1% | 32.5% | 34.0% |
| DK/NS* | 3.4% | 2.4% | 2.9% | 3.8% | 3.7% | 3.4% | 14.0% | .8% | 3.1% | 2.0% | 4.0% | 3.2% | 5.2% | 2.1% | 2.6% | 4.6% | 14.0% | |
| B) RAIL SERVICE TO LESS POPULATED AREAS | | | | | | | | | | | | | | | | | | |
| Greater need | 32.6% | 36.6% | 27.8% | 40.9% | 23.6% | 28.2% | 16.0% | 35.5% | 37.0% | 27.1% | 28.6% | 38.7% | 45.2% | 26.8% | 20.1% | 28.8% | 27.4% | 16.0% |
| About the same | 28.9% | 24.1% | 29.1% | 29.9% | 27.5% | 31.6% | 25.0% | 21.1% | 25.4% | 30.3% | 27.6% | 31.3% | 27.1% | 27.2% | 27.8% | 33.6% | 28.9% | 25.0% |
| Less need | 36.2% | 36.2% | 40.9% | 28.1% | 45.2% | 37.2% | 48.0% | 41.1% | 34.2% | 41.4% | 40.2% | 29.0% | 26.5% | 41.3% | 49.4% | 35.8% | 39.1% | 48.0% |
| DK/NS* | 2.3% | 3.1% | 2.2% | 1.1% | 3.7% | 3.0% | 11.0% | 2.3% | 3.5% | 1.2% | 3.5% | 1.0% | 1.3% | 4.8% | 2.6% | 1.8% | 4.6% | 11.0% |
| C) RAIL SERVICE BETWEEN MAJOR CITIES | | | | | | | | | | | | | | | | | | |
| Greater need | 53.7% | 47.4% | 50.0% | 62.8% | 47.2% | 48.6% | 46.0% | 43.7% | 49.0% | 49.0% | 51.3% | 63.0% | 62.6% | 50.1% | 44.2% | 52.6% | 43.1% | 46.0% |
| About the same | 26.2% | 27.3% | 30.0% | 22.8% | 24.7% | 30.6% | 20.0% | 31.2% | 25.7% | 31.5% | 28.1% | 21.9% | 24.5% | 21.9% | 27.0% | 27.0% | 35.5% | 20.0% |
| Less need | 18.6% | 22.8% | 19.3% | 13.3% | 26.1% | 18.9% | 19.0% | 24.4% | 22.1% | 19.5% | 19.1% | 14.5% | 11.0% | 25.6% | 26.6% | 19.7% | 17.8% | 19.0% |
| DK/NS* | 1.4% | 2.5% | .7% | 1.1% | 2.3% | 1.9% | 15.0% | .8% | 3.2% | 1.5% | .7% | 1.9% | 2.4% | 2.1% | .7% | 3.6% | 15.0% | |

* Don't Know/Not Stated

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM-ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | | |
|--|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural |
| BASE = ALL RESPONDENTS | 2403 (219) | 624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | (250) | (233) | (274) | (197) | (100) |
| UNWEIGHTED BASE | 2403 (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | |
| D) LONG DISTANCE BUS SERVICE BETWEEN MAJOR CITIES | | | | | | | | | | | | | | | | | | | | | | |
| Greater need | 49.6% | 53.0% | 44.9% | 52.0% | 48.5% | 51.8% | 53.0% | 59.1% | 50.5% | 43.8% | 46.2% | 52.2% | 51.6% | 47.3% | 49.7% | 52.9% | 50.3% | 53.0% | | | | |
| About the same | 33.3% | 32.6% | 34.4% | 31.0% | 35.0% | 36.1% | 31.0% | 29.5% | 33.9% | 33.9% | 35.2% | 29.6% | 33.5% | 34.8% | 35.2% | 34.7% | 38.1% | 31.0% | | | | |
| Less need | 15.1% | 12.4% | 19.1% | 15.5% | 12.4% | 11.0% | 10.0% | 10.6% | 13.1% | 21.1% | 16.6% | 17.5% | 11.6% | 13.6% | 11.2% | 11.7% | 10.2% | 10.0% | | | | |
| DK/NS* | 2.0% | 2.0% | 1.6% | 1.5% | 4.1% | 1.1% | 6.0% | .7% | 2.5% | 1.2% | 2.0% | .7% | 3.2% | 4.4% | 3.8% | .7% | 1.5% | 6.0% | | | | |
| E) BUS SERVICE TO SMALLER COMMUNITIES | | | | | | | | | | | | | | | | | | | | | | |
| Greater need | 48.4% | 49.7% | 42.4% | 51.8% | 44.5% | 56.3% | 59.0% | 53.9% | 47.9% | 44.2% | 40.2% | 54.5% | 46.5% | 49.2% | 39.5% | 58.0% | 53.8% | 59.0% | | | | |
| About the same | 36.7% | 31.7% | 38.4% | 35.0% | 41.2% | 35.7% | 31.0% | 29.4% | 32.7% | 37.5% | 39.7% | 31.3% | 41.9% | 36.8% | 45.9% | 35.4% | 36.0% | 31.0% | | | | |
| Less need | 12.9% | 15.7% | 16.2% | 11.5% | 12.9% | 7.6% | 6.0% | 15.9% | 15.6% | 15.1% | 17.6% | 12.8% | 9.0% | 12.0% | 13.8% | 6.6% | 9.1% | 6.0% | | | | |
| DK/NS* | 2.0% | 2.9% | 1.8% | 2.9% | 1.5% | .4% | 4.0% | .7% | 3.8% | 3.2% | 2.5% | 1.3% | 2.6% | 2.0% | .9% | 1.0% | 4.0% | | | | | |
| F) AIR TRAVEL TO REMOTE AREAS | | | | | | | | | | | | | | | | | | | | | | |
| Greater need | 48.5% | 50.7% | 51.8% | 46.2% | 44.7% | 52.0% | 72.0% | 46.8% | 52.4% | 46.6% | 58.3% | 44.1% | 50.3% | 46.4% | 42.8% | 53.3% | 50.3% | 72.0% | | | | |
| About the same | 38.6% | 36.3% | 35.1% | 39.4% | 43.1% | 39.1% | 23.0% | 41.1% | 36.3% | 37.5% | 32.2% | 40.7% | 36.8% | 38.0% | 48.5% | 38.3% | 40.4% | 23.0% | | | | |
| Less need | 9.8% | 9.4% | 9.8% | 11.1% | 8.7% | 7.6% | 4.0% | 8.4% | 9.9% | 12.7% | 6.0% | 11.8% | 9.7% | 10.8% | 6.5% | 6.9% | 8.6% | 4.0% | | | | |
| DK/NS* | 3.1% | 3.6% | 3.3% | 3.3% | 3.5% | 1.3% | 1.0% | 3.7% | 3.5% | 3.2% | 3.5% | 3.4% | 3.2% | 4.8% | 2.1% | 1.5% | 1.0% | 1.0% | | | | |

* Don't Know/Not stated

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM-ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|--|--|--|--|--|--|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | | | | | | | | | |
| G) AIR TRAVEL BETWEEN MAJOR CITIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greater need | 71.8% | 73.2% | 66.2% | 73.0% | 71.7% | 79.4% | 74.0% | 75.0% | 72.5% | 67.3% | 64.8% | 74.7% | 69.7% | 72.8% | 70.4% | 81.0% | 77.2% | 74.0% | | | | | | | | | | | | |
| About the same | 23.3% | 21.4% | 28.2% | 21.7% | 22.9% | 18.9% | 25.0% | 18.9% | 22.5% | 26.3% | 30.7% | 21.2% | 22.6% | 20.8% | 25.3% | 17.5% | 20.8% | 25.0% | | | | | | | | | | | | |
| Less need | 3.5% | 2.9% | 4.4% | 3.3% | 3.7% | 1.7% | | 3.8% | 2.5% | 5.6% | 3.0% | 3.0% | 3.9% | 4.8% | 2.6% | 1.5% | 2.0% | | | | | | | | | | | | | |
| DK/NS * | 1.5% | 2.5% | 1.1% | 2.0% | 1.7% | | 1.0% | 2.3% | 2.6% | .8% | 1.5% | 1.0% | 3.9% | 1.6% | 1.7% | | 1.0% | | | | | | | | | | | | | |
| H) REGIONAL AIR TRAVEL TO SMALL CITIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greater need | 47.4% | 57.0% | 36.4% | 51.5% | 44.7% | 60.3% | 58.0% | 58.3% | 56.5% | 33.5% | 35.7% | 51.2% | 52.3% | 46.9% | 42.4% | 62.0% | 57.9% | 58.0% | | | | | | | | | | | | |
| About the same | 39.1% | 32.6% | 48.9% | 35.6% | 38.9% | 33.8% | 30.0% | 34.1% | 32.0% | 49.8% | 47.7% | 36.7% | 33.5% | 35.1% | 43.0% | 32.8% | 35.0% | 30.0% | | | | | | | | | | | | |
| Less need | 10.7% | 7.7% | 14.4% | 10.8% | 10.4% | 4.7% | 7.0% | 6.1% | 8.3% | 15.1% | 13.6% | 10.8% | 11.0% | 12.0% | 8.6% | 4.4% | 5.1% | 7.0% | | | | | | | | | | | | |
| DK/NS * | 2.7% | 2.7% | 2.2% | 2.0% | 6.0% | 1.3% | 5.0% | 1.5% | 3.1% | 1.6% | 3.0% | 1.3% | 3.2% | 6.0% | 6.0% | .7% | 2.0% | 5.0% | | | | | | | | | | | | |
| I) COASTAL FERRY SERVICE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greater need | 33.7% | 38.5% | 22.4% | 26.8% | 34.2% | 76.2% | 36.0% | 36.3% | 39.4% | 19.5% | 26.1% | 25.6% | 29.0% | 37.7% | 30.5% | 78.1% | 73.6% | 36.0% | | | | | | | | | | | | |
| About the same | 47.5% | 44.2% | 57.1% | 52.4% | 43.1% | 20.2% | 36.0% | 47.7% | 42.7% | 59.0% | 54.8% | 53.5% | 50.3% | 38.4% | 48.0% | 19.0% | 21.8% | 36.0% | | | | | | | | | | | | |
| Less need | 8.8% | 13.5% | 11.8% | 9.5% | 4.9% | 2.3% | 8.0% | 11.4% | 14.4% | 13.9% | 9.0% | 10.8% | 7.1% | 5.9% | 3.9% | 2.6% | 2.0% | 8.0% | | | | | | | | | | | | |
| DK/NS * | 9.9% | 3.8% | 8.7% | 11.3% | 17.8% | 1.3% | 20.0% | 4.5% | 3.5% | 7.6% | 10.1% | 10.1% | 13.5% | 18.0% | 17.6% | .4% | 2.5% | 20.0% | | | | | | | | | | | | |

* Don't Know/Not Stated

17. Over the next 10 years or so do you expect that the (READ LIST
 - ROTATE FROM X) will improve, stay about the same, or will it
 deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be
 a lot or a little?

| | Improve a lot | Improve a little | Stay same a lot | Deteriorate a little | Don't know | Not stated |
|---|---------------|------------------|-----------------|----------------------|------------|------------|
| A) QUALITY OF THE LOCAL ROADS IN YOUR PROVINCE | 16.7% | 26.4% | 29.1% | 11.9% | 15.3% | .5% |
| B) EXTENT OF PASSENGER RAIL SERVICE IN CANADA | 9.9% | 15.9% | 19.8% | 31.7% | 19.5% | 2.7% |
| C) OVERALL QUALITY OF THE PASSENGER RAIL SERVICE* | 11.8% | 20.7% | 25.0% | 22.6% | 14.3% | 4.7% |
| D) OVERALL QUALITY OF AIRLINE SERVICE IN CANADA | 17.6% | 36.2% | 33.1% | 3.4% | 6.2% | 2.8% |
| E) QUALITY OF THE MAJOR HIGHWAYS ** | 18.2% | 30.6% | 32.1% | 8.7% | 9.4% | 1.0% |
| F) SPEED OF PASSENGER RAIL SERVICE | 18.3% | 24.4% | 31.9% | 12.5% | 7.3% | 4.8% |
| G) ACCESSIBILITY TO AIR SERVICE IN REMOTE AREAS | 11.7% | 31.0% | 37.5% | 5.5% | 8.9% | 5.0% |
| | | | | | | .4% |

* in Canada

** such as the Trans-Canada in your province

17. Over the next 10 years or so do you expect that the (READ LIST
 - ROTATE FROM X) will improve, stay about the same, or will it
 deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be
 a lot or a little?

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-----|-------|--|--|--|--|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | | | | | | | | |
| A) QUALITY OF THE LOCAL ROADS IN YOUR PROVINCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improve a lot | 16.7% | 23.4% | 24.0% | 10.6% | 14.3% | 17.0% | 27.0% | 21.8% | 24.0% | 23.1% | 25.1% | 10.8% | 10.3% | 11.6% | 17.1% | 15.3% | 19.3% | 27.0% | | | | | | | | | | | | |
| Improve a Little | 26.4% | 32.9% | 26.2% | 24.8% | 25.7% | 27.6% | 30.0% | 34.1% | 32.4% | 27.5% | 24.6% | 23.2% | 27.7% | 24.5% | 27.1% | 26.3% | 29.4% | 30.0% | | | | | | | | | | | | |
| Stay same | 29.1% | 21.0% | 21.1% | 33.6% | 32.3% | 34.6% | 25.0% | 20.5% | 21.3% | 21.5% | 20.6% | 37.4% | 26.5% | 34.8% | 29.6% | 38.7% | 28.9% | 25.0% | | | | | | | | | | | | |
| Deteriorate a lot | 11.9% | 9.7% | 16.0% | 11.1% | 12.0% | 7.2% | 11.0% | 9.1% | 9.1% | 15.5% | 16.6% | 9.4% | 14.2% | 11.5% | 12.4% | 5.8% | 9.1% | 11.0% | | | | | | | | | | | | |
| Deteriorate a Little | 15.3% | 11.9% | 12.0% | 19.7% | 14.7% | 13.0% | 6.0% | 13.0% | 11.5% | 12.0% | 12.1% | 19.2% | 20.6% | 15.6% | 13.7% | 13.5% | 12.2% | 6.0% | | | | | | | | | | | | |
| Don't know | .5% | .9% | .4% | .2% | .8% | .4% | 1.0% | 1.5% | .6% | .4% | .5% | .6% | 1.6% | .6% | 1.6% | .4% | .4% | .4% | 1.0% | | | | | | | | | | | |
| Not stated | .1% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .3% | .3% | .5% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | | | | | | | | | | | |
| B) EXTENT OF PASSENGER RAIL SERVICE IN CANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improve a lot | 9.9% | 6.2% | 14.9% | 9.3% | 5.8% | 10.0% | 9.0% | 5.2% | 6.6% | 14.3% | 15.6% | 11.4% | 5.2% | 6.4% | 5.1% | 11.3% | 8.1% | 9.0% | | | | | | | | | | | | |
| Improve a Little | 15.9% | 11.9% | 20.2% | 18.6% | 8.9% | 12.1% | 10.0% | 12.2% | 11.8% | 20.3% | 20.1% | 18.5% | 18.7% | 8.8% | 9.0% | 13.1% | 10.7% | 10.0% | | | | | | | | | | | | |
| Stay same | 19.8% | 12.2% | 24.4% | 19.9% | 16.2% | 20.1% | 13.0% | 11.4% | 12.6% | 24.7% | 24.1% | 18.2% | 23.2% | 14.4% | 18.0% | 17.9% | 23.9% | 13.0% | | | | | | | | | | | | |
| Deteriorate a lot | 31.7% | 49.8% | 24.0% | 27.2% | 41.6% | 33.3% | 38.0% | 51.6% | 49.0% | 23.5% | 24.6% | 27.6% | 26.5% | 43.1% | 39.9% | 35.0% | 31.0% | 38.0% | | | | | | | | | | | | |
| Deteriorate a Little | 19.5% | 16.6% | 13.1% | 22.8% | 23.4% | 19.7% | 15.0% | 17.4% | 16.2% | 14.7% | 11.1% | 21.9% | 24.5% | 22.5% | 19.7% | 19.8% | 15.0% | | | | | | | | | | | | | |
| Don't know | 2.7% | 3.1% | 3.3% | 1.3% | 3.5% | 3.0% | 12.0% | 2.2% | 3.5% | 2.4% | 4.5% | 1.3% | 1.3% | 4.0% | 3.0% | 2.6% | 5.6% | 12.0% | | | | | | | | | | | | |
| Not stated | .5% | .2% | .9% | .6% | .6% | .3% | .0% | .0% | .3% | .1% | .0% | .6% | .6% | .1% | .0% | .0% | .4% | 1.0% | | | | | | | | | | | | |

17. Over the next 10 years or so do you expect that the (READ LIST - ROTATE FROM X) will improve, stay about the same, or will it deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be a lot or a little?

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-----|-------|--|--|--|--|--|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | | | | | | | | |
| C) OVERALL QUALITY OF THE PASSENGER RAIL SERVICE * | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improve a lot | 11.8% | 8.7% | 15.1% | 10.6% | 9.3% | 14.2% | 6.0% | 7.5% | 9.2% | 15.9% | 14.1% | 12.1% | 7.7% | 7.6% | 11.1% | 15.7% | 12.2% | 6.0% | | | | | | | | | | | | |
| Improve a little | 20.7% | 15.0% | 24.2% | 23.7% | 16.0% | 15.5% | 11.0% | 13.0% | 15.8% | 24.7% | 23.6% | 26.3% | 18.7% | 16.4% | 15.5% | 16.8% | 13.7% | 11.0% | | | | | | | | | | | | |
| Stay same | 25.0% | 21.7% | 28.4% | 23.2% | 24.7% | 26.3% | 21.0% | 25.1% | 20.3% | 28.7% | 28.7% | 21.9% | 25.8% | 23.2% | 26.2% | 25.2% | 27.9% | 21.0% | | | | | | | | | | | | |
| Deteriorate a lot | 22.6% | 36.7% | 16.7% | 19.9% | 27.7% | 25.1% | 28.0% | 38.6% | 35.9% | 15.9% | 17.6% | 18.9% | 28.8% | 26.6% | 26.6% | 22.8% | 28.0% | | | | | | | | | | | | | |
| Deteriorate a little | 14.3% | 13.9% | 9.3% | 18.6% | 14.3% | 12.5% | 15.0% | 10.6% | 15.3% | 10.4% | 8.0% | 16.8% | 21.9% | 13.6% | 15.0% | 11.7% | 13.7% | 15.0% | | | | | | | | | | | | |
| Don't know | 4.7% | 3.6% | 5.8% | 2.7% | 7.6% | 4.7% | 15.0% | 5.3% | 2.8% | 4.4% | 7.5% | 3.2% | 9.6% | 5.6% | 2.9% | 7.1% | 15.0% | | | | | | | | | | | | | |
| Not stated | .9% | .5% | .4% | 1.3% | .4% | 1.7% | 4.0% | .6% | | | 1.0% | 1.7% | .6% | .8% | | 1.1% | 2.5% | 4.0% | | | | | | | | | | | | |
| D) OVERALL QUALITY OF AIRLINE SERVICE IN CANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improve a lot | 17.6% | 18.6% | 21.1% | 13.9% | 17.4% | 20.4% | 18.0% | 17.4% | 19.1% | 23.5% | 18.1% | 15.8% | 10.3% | 19.1% | 15.4% | 21.2% | 18.3% | 18.0% | | | | | | | | | | | | |
| Improve a little | 36.2% | 41.0% | 37.8% | 38.3% | 33.4% | 26.5% | 35.0% | 38.6% | 42.0% | 35.5% | 40.7% | 39.7% | 35.5% | 26.5% | 40.8% | 24.1% | 29.9% | 35.0% | | | | | | | | | | | | |
| Stay same | 33.1% | 30.2% | 29.1% | 33.4% | 35.4% | 39.9% | 30.0% | 36.5% | 27.6% | 30.7% | 27.1% | 32.3% | 35.5% | 38.4% | 32.2% | 40.1% | 39.6% | 30.0% | | | | | | | | | | | | |
| Deteriorate a lot | 3.4% | 3.1% | 3.3% | 3.5% | 2.8% | 8.0% | 2.3% | 3.5% | 2.0% | 5.0% | 3.4% | 3.9% | 4.4% | 2.6% | 3.3% | 2.0% | 8.0% | | | | | | | | | | | | | |
| Deteriorate a little | 6.2% | 3.2% | 4.0% | 7.5% | 8.1% | 6.8% | 8.0% | 2.3% | 3.5% | 4.4% | 3.5% | 7.1% | 8.4% | 9.2% | 6.9% | 7.7% | 5.6% | 8.0% | | | | | | | | | | | | |
| Don't know | 2.8% | 2.9% | 4.2% | 2.4% | 1.9% | 1.9% | 2.3% | 3.1% | 4.0% | 4.5% | 1.7% | 3.9% | 2.0% | 1.7% | 1.5% | 2.5% | | | | | | | | | | | | | | |
| Not stated | .8% | 1.1% | .4% | .9% | .4% | 1.7% | 1.0% | .7% | 1.3% | 1.0% | 2.6% | .4% | .4% | 1.5% | 2.0% | 1.0% | | | | | | | | | | | | | | |

* in Canada

17. Over the next 10 years or so do you expect that the (READ LIST
 - ROTATE FROM X) will improve, stay about the same, or will it
 deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be
 a lot or a little?

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | B.C. | B.C. | NWT | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (197) | (100) | | | | | | | | | | | | | | |
| E) QUALITY OF THE MAJOR HIGHWAYS: [*] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improve a Lot | 18.2% | 28.3% | 25.1% | 11.7% | 15.3% | 18.9% | 14.0% | 30.8% | 27.2% | 25.5% | 24.6% | 11.4% | 12.3% | 12.4% | 18.4% | 18.2% | 19.8% | 14.0% | | | | | | | | | | | | | |
| Improve a Little | 30.6% | 35.6% | 28.9% | 30.1% | 30.5% | 32.1% | 31.0% | 31.9% | 37.1% | 30.3% | 27.1% | 32.0% | 26.5% | 31.6% | 29.2% | 29.6% | 35.5% | 31.0% | | | | | | | | | | | | | |
| Stay same | 32.1% | 18.5% | 25.3% | 36.5% | 37.7% | 30.0% | 22.8% | 17.2% | 23.5% | 27.6% | 36.4% | 36.8% | 40.4% | 34.8% | 38.7% | 31.0% | 30.0% | | | | | | | | | | | | | | |
| Deteriorate a lot | 8.7% | 10.6% | 11.6% | 8.0% | 7.2% | 4.9% | 11.0% | 7.6% | 11.8% | 11.2% | 12.1% | 7.1% | 9.7% | 7.2% | 7.3% | 4.4% | 5.6% | 11.0% | | | | | | | | | | | | | |
| Deteriorate a little | 9.4% | 5.8% | 8.0% | 11.9% | 8.9% | 7.9% | 7.0% | 6.1% | 5.7% | 8.4% | 7.5% | 12.1% | 11.6% | 8.0% | 9.9% | 8.8% | 6.6% | 7.0% | | | | | | | | | | | | | |
| Don't know | 1.0% | .9% | .9% | 1.5% | .2% | .6% | 6.0% | .8% | .9% | 1.2% | .5% | .7% | 3.2% | .4% | .4% | .4% | .4% | .4% | 1.0% | | | | | | | | | | | | |
| Not stated | .2% | .2% | .2% | .2% | .2% | .2% | 1.0% | .2% | .5% | .3% | .5% | .3% | .4% | .4% | .4% | .4% | .4% | .4% | 1.0% | | | | | | | | | | | | |
| F) SPEED OF PASSENGER RAIL SERVICE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improve a Lot | 18.3% | 8.2% | 26.9% | 18.8% | 12.4% | 14.6% | 7.0% | 9.0% | 7.9% | 28.3% | 25.1% | 22.1% | 12.3% | 12.4% | 12.5% | 18.2% | 9.6% | 7.0% | | | | | | | | | | | | | |
| Improve a Little | 24.4% | 21.7% | 25.3% | 29.2% | 17.8% | 20.2% | 12.0% | 21.9% | 21.6% | 27.1% | 23.1% | 30.3% | 27.1% | 16.4% | 19.3% | 19.7% | 20.8% | 12.0% | | | | | | | | | | | | | |
| Stay same | 31.9% | 34.5% | 25.6% | 30.1% | 37.3% | 41.4% | 28.0% | 31.8% | 35.6% | 22.3% | 29.6% | 26.3% | 37.4% | 38.0% | 36.5% | 39.1% | 44.7% | 28.0% | | | | | | | | | | | | | |
| Deteriorate a lot | 12.5% | 22.8% | 10.4% | 10.8% | 14.9% | 10.6% | 19.0% | 26.7% | 21.2% | 12.0% | 8.5% | 10.1% | 12.3% | 15.6% | 14.2% | 11.3% | 9.6% | 19.0% | | | | | | | | | | | | | |
| Deteriorate a little | 7.3% | 6.0% | 7.3% | 6.6% | 8.3% | 11.0% | 3.8% | 7.0% | 7.6% | 6.7% | 6.5% | 8.4% | 8.1% | 8.4% | 8.1% | 8.1% | 8.1% | 11.0% | | | | | | | | | | | | | |
| Don't know | 4.8% | 5.0% | 4.2% | 3.5% | 7.9% | 4.5% | 22.0% | 6.1% | 5.4% | 2.8% | 6.0% | 3.0% | 4.5% | 6.8% | 9.1% | 2.7% | 6.6% | 22.0% | | | | | | | | | | | | | |
| Not stated | .8% | 1.1% | .2% | .9% | 1.4% | .4% | 1.0% | .7% | 1.3% | .5% | 1.3% | .5% | 2.4% | .4% | .4% | .4% | .4% | .4% | 1.0% | | | | | | | | | | | | |

* such as the Trans-Canada in your province

17. Over the next 10 years or so do you expect that the (READ LIST - ROTATE FROM X) will improve, stay about the same, or will it deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be a lot or a little?

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|---|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | | | | | |
| | NWT | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) |
| G) ACCESSIBILITY TO AIR SERVICE IN REMOTE AREAS | | | | | | | | | | | | | | | | | | |
| Improve a Lot | 11.7% | 11.4% | 13.8% | 10.0% | 10.5% | 14.2% | 22.0% | 8.3% | 12.7% | 13.5% | 14.1% | 11.4% | 7.1% | 9.2% | 12.0% | 17.9% | 9.1% | 22.0% |
| Improve a Little | 31.0% | 33.4% | 28.7% | 31.2% | 29.8% | 35.9% | 37.0% | 32.7% | 33.7% | 26.7% | 31.2% | 29.6% | 34.2% | 28.8% | 30.9% | 35.4% | 36.5% | 37.0% |
| Stay same | 37.5% | 35.8% | 38.7% | 37.6% | 36.7% | 36.9% | 32.0% | 43.1% | 32.7% | 37.8% | 39.7% | 36.7% | 39.4% | 36.1% | 37.3% | 37.2% | 36.5% | 32.0% |
| Deteriorate a lot | 5.5% | 5.1% | 5.8% | 6.0% | 5.8% | 3.2% | 3.0% | 3.0% | 6.0% | 4.8% | 7.0% | 7.1% | 3.9% | 7.6% | 3.9% | 1.1% | 6.1% | 3.0% |
| Deteriorate a little | 8.9% | 8.9% | 8.7% | 10.2% | 8.5% | 6.2% | 5.0% | 6.9% | 9.8% | 11.2% | 5.5% | 11.1% | 8.4% | 8.4% | 8.6% | 6.2% | 6.1% | 5.0% |
| Don't know | 5.0% | 4.5% | 4.4% | 4.6% | 7.9% | 3.4% | 1.0% | 4.6% | 4.5% | 6.0% | 2.5% | 3.7% | 6.5% | 8.8% | 6.9% | 2.2% | 5.1% | 1.0% |
| Not stated | .4% | .9% | .4% | .4% | .8% | .2% | 1.5% | .6% | .3% | .6% | 1.2% | .4% | .5% | | | | | |

18. Overall, how confident are you in the ability of the different levels of government to effectively plan and prepare for the future transportation needs of this country? Are you generally (READ LIST)

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|------------------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | NWT | Urban | Rural | Rural | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | |
| Q18 | | | | | | | | | | | | | | | | | | |
| Very confident | 3.8% | 5.4% | 4.2% | 4.2% | 2.1% | 2.8% | 3.0% | 4.5% | 5.7% | 3.6% | 5.0% | 4.4% | 3.9% | 2.4% | 1.7% | 2.6% | 3.0% | |
| Somewhat confident | 36.9% | 38.1% | 36.4% | 31.0% | 38.7% | 36.8% | 39.0% | 36.5% | 38.7% | 39.8% | 32.2% | 30.3% | 32.3% | 39.6% | 37.8% | 33.9% | 36.0% | 39.0% |
| Not that confident | 35.0% | 28.2% | 40.2% | 33.4% | 32.3% | 37.8% | 34.0% | 28.8% | 28.0% | 37.1% | 44.2% | 35.4% | 29.7% | 32.3% | 32.2% | 40.1% | 34.5% | 34.0% |
| Not confident at all | 24.9% | 26.4% | 18.0% | 29.6% | 25.7% | 23.6% | 23.0% | 27.2% | 26.0% | 18.3% | 17.6% | 29.0% | 31.0% | 25.2% | 26.2% | 22.6% | 24.9% | 23.0% |
| Don't Know | 1.3% | .9% | 1.1% | 1.8% | 1.2% | 1.1% | 1.0% | .8% | .9% | 1.2% | 1.0% | 1.0% | 3.2% | .4% | 2.1% | .7% | 1.5% | 1.0% |
| Not Stated | .1% | 1.1% | .1% | .6% | | | | 2.2% | .6% | | | | | | | | | |

19. In your opinion what are the two most important transportation issues which must be taken into consideration in your province when governments are planning our future transportation systems?

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | |
|----------------------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (197) |
| Quality of highways | 36.6% | 56.3% | 36.0% | 29.4% | 33.5% | 31.8% | 51.0% | 55.0% | 56.8% | 30.7% | 42.7% | 25.9% | 36.1% | 30.7% | 36.5% | 28.8% |
| Safety of modes | 12.3% | 7.4% | 13.3% | 12.6% | 12.6% | 12.1% | 9.0% | 6.9% | 7.7% | 12.7% | 14.1% | 14.8% | 8.4% | 16.4% | 8.6% | 12.4% |
| Cost to taxpayer | 2.5% | .9% | 1.1% | 2.2% | 5.4% | 3.6% | 4.0% | .8% | 1.0% | 1.6% | .5% | 3.0% | .6% | 6.4% | 4.3% | 3.3% |
| Commuter services | 4.7% | .9% | 3.8% | 5.8% | 2.1% | 10.6% | 2.3% | .3% | 5.6% | 1.5% | 7.4% | 2.6% | 2.0% | 2.2% | 17.2% | 1.5% |
| Traffic congestion | 5.1% | 1.8% | 3.1% | 7.3% | 5.0% | 5.7% | 1.0% | .8% | 2.3% | 5.2% | 4.5% | 5.2% | 4.8% | 5.1% | 6.9% | 4.1% |
| Environment/pollution | 15.6% | 6.5% | 15.8% | 17.9% | 12.2% | 20.2% | 9.0% | 11.4% | 4.4% | 15.1% | 16.6% | 19.9% | 14.2% | 13.6% | 10.4% | 14.2% |
| Extent of rail service | 14.1% | 26.2% | 6.7% | 16.8% | 15.1% | 11.5% | 9.0% | 25.6% | 26.5% | 5.6% | 8.0% | 16.5% | 17.4% | 12.4% | 18.0% | 10.9% |
| Qual/cntrn - rail svc | 7.5% | 9.8% | 4.4% | 10.6% | 5.8% | 5.5% | 1.0% | 11.3% | 9.2% | 4.0% | 5.0% | 9.8% | 12.3% | 5.2% | 6.4% | 3.6% |
| Ferry access to mainland | 1.9% | 6.8% | .2% | .2% | .2% | 10.0% | 1.0% | 6.9% | 6.7% | .4% | .6% | .4% | .4% | 9.9% | 10.2% | 1.0% |
| Cost of travel | 10.1% | 3.8% | 8.9% | 11.1% | 13.0% | 10.8% | 11.0% | 6.9% | 2.5% | 10.0% | 7.5% | 11.8% | 9.7% | 14.4% | 11.5% | 9.5% |
| Quality of air service | 3.7% | 7.6% | .7% | 4.5% | 4.5% | 2.5% | 18.0% | 5.3% | 8.6% | .4% | 1.0% | 4.7% | 5.2% | 4.0% | 5.1% | 2.2% |
| Extent of air service | 2.9% | 4.3% | .4% | 3.1% | 3.9% | 4.7% | 9.0% | 6.1% | 3.5% | 4.1% | .5% | 3.7% | 3.9% | 4.0% | 2.9% | 7.1% |
| Quality of bus service | 3.6% | 6.5% | 2.4% | 3.8% | 4.1% | 2.5% | 4.0% | 4.6% | 7.3% | 2.8% | 2.0% | 4.4% | 2.6% | 4.0% | 3.3% | 1.8% |
| Access to diff modes | 6.8% | 3.1% | 7.6% | 6.9% | 7.9% | 6.4% | 5.0% | 4.6% | 2.5% | 6.8% | 8.5% | 9.1% | 2.6% | 10.1% | 5.6% | 4.7% |
| Rapid transit | 2.4% | .5% | 2.0% | 3.1% | .6% | 5.5% | 1.5% | 1.5% | 1.6% | 2.5% | 4.0% | 1.5% | .4% | .8% | 8.4% | 1.5% |
| Too many semi trucks | .4% | .7% | .7% | .2% | .6% | .2% | .2% | .9% | .9% | 1.5% | .3% | .4% | .4% | .8% | .8% | .5% |
| Quality of mode (gen) | 3.9% | 2.0% | 5.3% | 4.4% | 2.9% | 2.1% | 1.0% | 2.3% | 1.9% | 5.2% | 5.5% | 4.4% | 4.5% | 3.6% | 2.1% | 3.3% |
| Govt funding | 2.0% | 1.1% | 3.8% | .9% | 1.9% | 2.5% | 2.0% | 3.0% | .3% | 5.6% | 1.5% | 1.0% | .6% | 2.0% | 1.7% | 3.6% |
| Airport security | .1% | | | | | .6% | | | | | | | | .8% | .4% | |
| Location of major airport | .4% | .2% | .4% | .4% | .2% | .6% | 2.0% | .6% | .3% | .4% | .5% | .7% | .4% | .4% | .4% | 1.0% |
| Cost of fuel | 1.3% | .9% | 1.1% | 1.1% | 2.5% | .8% | 2.3% | .3% | .8% | 1.5% | 1.3% | .6% | 2.4% | 2.6% | .7% | 1.0% |
| Usage of all modes | 2.2% | .4% | 7.3% | .2% | .4% | .8% | 1.0% | .6% | 9.2% | 5.0% | .3% | .4% | .4% | 1.5% | 1.5% | 1.0% |
| Access to remote areas | 4.1% | 2.9% | 4.7% | 3.3% | 5.4% | 3.8% | 10.0% | 2.2% | 3.2% | 4.4% | 5.0% | 2.7% | 4.5% | 6.0% | 4.7% | 3.6% |
| Population growth | 2.8% | .2% | .9% | 5.8% | .4% | 3.4% | .4% | .3% | .3% | 2.0% | 6.7% | 3.9% | .4% | .4% | 4.4% | 2.0% |
| Increase use of pub trans | 1.0% | .2% | .2% | 2.0% | .4% | 1.5% | .8% | .4% | .4% | 2.4% | 1.3% | .4% | .4% | .4% | .2% | .5% |
| Need more intnl airports | .3% | .2% | .4% | .6% | .2% | 1.0% | 1.1% | .3% | .3% | .7% | .7% | .8% | .4% | .4% | .4% | 1.0% |
| Scheduling of services | .5% | .4% | .2% | .2% | .1% | .1% | .1% | .1% | .1% | .4% | .5% | .6% | 1.6% | .4% | 1.5% | .5% |
| Cost of air travel | .7% | 2.3% | .2% | 1.1% | .6% | 4.0% | 1.5% | 2.6% | .6% | 1.0% | 3.4% | 3.9% | .6% | .4% | 1.0% | 4.0% |
| Airport improvements | 1.8% | .4% | 1.1% | 3.5% | .2% | 2.1% | .1% | .6% | 1.2% | 1.0% | 1.0% | 3.4% | 3.9% | .4% | 2.9% | 1.0% |
| Extent of bus service | 1.1% | 1.1% | 1.3% | 1.3% | .4% | .8% | 2.3% | .6% | 2.4% | 1.7% | .6% | .4% | .4% | .4% | .4% | .7% |
| Resrch & Dvlptn - transprt | .4% | .2% | 2.0% | .9% | .4% | .2% | .2% | .8% | 2.0% | 2.0% | 1.3% | .4% | .4% | .4% | .4% | .4% |
| Speed of modes | .6% | .2% | .2% | .2% | .2% | .2% | .2% | .8% | .8% | .2% | .2% | .2% | .2% | .2% | .4% | .4% |
| Cost of buses | .1% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .5% | .5% | .5% | .5% | .5% |
| # of trucks on highway | .4% | 1.8% | .9% | | | | | | | | | | | | | |

(continued)

19. In your opinion what are the two most important transportation issues which must be taken into consideration in your province when governments are planning our future transportation systems?

| | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | |
|---------------------------|----------|------|------|------|-------|-------|------|------|------|------|-------------|------|-------|-----|-------|-------|-------|-------|-------|-------|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | |
| Deregulation-truck indust | .4% | .4% | .7% | .2% | .4% | .2% | | | .7% | .3% | .4% | 1.0% | .3% | | | | | | | | |
| Cost of train travel | .2% | .2% | .9% | .2% | .2% | .2% | | | | .8% | 1.0% | .5% | | | | | | | | | |
| Maintain qual of transprt | .1% | | | | | | | | | | | | | | | | | | | | |
| Privatization of transprt | .0% | | | | | | | | | | | | | | | | | | | | |
| Mass transportation | .2% | .2% | .9% | .4% | .7% | | | | | | | | | | | | | | | | |
| Cost of insurance | .2% | | | | | | | | | | | | | | | | | | | | |
| Trans for handicapped | .1% | | | | | | | | | | | | | | | | | | | | |
| Other | 1.4% | .2% | 3.1% | 1.3% | .2% | | | | | | | | | | | | | | | | |
| None | .1% | .2% | .2% | .2% | .2% | | | | | | | | | | | | | | | | |
| Don't Know | 7.8% | 9.6% | 6.7% | 5.8% | 13.3% | | | | | | | | | | | | | | | | |
| Not Stated | .6% | .4% | .9% | .4% | .2% | | | | | | | | | | | | | | | | |

20. In planning and developing Canada's future transportation systems how much attention do you feel should be given to each of the following areas by government? Please use a seven point scale where '1' means this area requires no attention at all and '7' means it requires a significant level of attention. Let's start with (READ LIST - ROTATE FROM X)

| | No attention | 2 | 3 | 4 | 5 | 6 | Significant attention | Don't know | Not stated |
|--|--------------|------|-------|-------|-------|-------|--------------------------|------------|------------|
| A) THE COST OF OPERATING THE DIFFERENT MODES | .5% | 1.7% | 3.7% | 11.6% | 24.2% | 22.4% | 33.2% | 2.3% | .3% |
| B) ENVIRONMENTAL SAFETY ISSUES | .4% | 1.5% | 2.7% | 4.9% | 10.6% | 21.3% | 57.8% | .6% | .1% |
| C) HOW MUCH PEOPLE IN THE PROVINCE ARE USING EACH MODE | 1.1% | 1.6% | 4.3% | 11.7% | 25.9% | 23.3% | 28.7% | 3.2% | .3% |
| D) THE AVAILABILITY OF ENERGY RESOURCES AND FOSSIL FUELS | 1.3% | 1.3% | 3.9% | 9.3% | 20.3% | 23.5% | 38.0% | 2.2% | .2% |
| E) THE IMPACT OF EACH MODE ON THE ECONOMIC DEVELOPMENT * | .7% | 1.4% | 2.8% | 10.0% | 26.3% | 24.1% | 32.0% | 2.4% | .2% |
| F) SOCIAL ISSUES ** | .1% | 1.1% | 2.8% | 7.6% | 14.5% | 24.6% | 48.0% | 1.0% | .2% |
| G) HOW MANY PEOPLE CURRENTLY HAVE EASY ACCESS X | 1.2% | 1.6% | 5.1% | 14.8% | 29.5% | 21.2% | 22.7% | 3.5% | .4% |
| H) THE LEVEL OF SUBSIDIES XX 2.1% | 2.6% | 5.6% | 17.2% | 27.9% | 17.6% | 22.4% | 3.9% | .6% | |
| I) THE CURRENT QUALITY OF SERVICE # | 1.2% | 1.8% | 5.2% | 16.3% | 28.8% | 20.6% | 23.6% | 2.3% | .3% |

* of a province
** such as the needs of the aged, disabled or poor

X to each mode in the province
XX already being provided to each mode

already being offered by the mode

20. In planning and developing Canada's future transportation systems how much attention do you feel should be given to each of the following areas by government? Please use a seven point scale where '1' means this area requires no attention at all and '7' means it requires a significant level of attention. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | |
|--|-------|------|----------|------|------|-------|------|------|-------------|------|------|-------|-------|-----|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Urban | Rural | NWT | Yukon | Rural |
| A) THE COST OF OPERATING THE DIFFERENT MODES | 5.6 | 5.8 | 5.7 | 5.6 | 5.6 | 5.6 | 5.6 | 5.7 | 5.9 | 5.7 | 5.6 | 5.6 | 5.6 | 5.5 | 5.6 | 5.6 |
| B) ENVIRONMENTAL SAFETY ISSUES | 6.2 | 6.4 | 6.3 | 6.1 | 6.2 | 6.2 | 6.0 | 6.3 | 6.4 | 6.4 | 6.2 | 6.2 | 5.9 | 6.3 | 6.1 | 6.2 |
| C) HOW MUCH PEOPLE IN THE PROVINCE ARE USING EACH MODE | 5.5 | 5.9 | 5.6 | 5.4 | 5.4 | 5.5 | 5.4 | 5.8 | 6.0 | 5.8 | 5.3 | 5.5 | 5.4 | 5.4 | 5.6 | 5.4 |
| D) THE AVAILABILITY OF ENERGY RESOURCES AND FOSSIL FUELS | 5.8 | 5.9 | 5.8 | 5.6 | 5.7 | 5.9 | 5.8 | 5.8 | 5.9 | 5.8 | 5.8 | 5.7 | 5.5 | 5.8 | 5.7 | 5.8 |
| E) THE IMPACT OF EACH MODE ON THE ECONOMIC DEVELOPMENT * | 5.7 | 6.0 | 5.9 | 5.5 | 5.6 | 5.6 | 5.7 | 5.9 | 6.0 | 5.9 | 5.8 | 5.6 | 5.4 | 5.6 | 5.5 | 5.7 |
| F) SOCIAL ISSUES** | 6.0 | 6.4 | 6.3 | 5.8 | 5.9 | 6.1 | 6.0 | 6.3 | 6.5 | 6.3 | 6.3 | 5.9 | 5.6 | 6.0 | 5.9 | 6.0 |
| G) HOW MANY PEOPLE CURRENTLY HAVE EASY ACCESS X | 5.3 | 5.6 | 5.5 | 5.2 | 5.2 | 5.1 | 5.5 | 5.6 | 5.5 | 5.4 | 5.2 | 5.3 | 5.2 | 5.3 | 5.2 | 5.4 |
| H) THE LEVEL OF SUBSIDIES XX5.2 | 5.4 | 5.3 | 5.1 | 5.2 | 5.1 | 4.9 | 5.4 | 5.5 | 5.3 | 5.3 | 5.1 | 5.0 | 5.1 | 5.2 | 5.0 | 5.2 |
| I) THE CURRENT QUALITY OF SERVICE # | 5.3 | 5.5 | 5.6 | 5.2 | 5.2 | 5.1 | 5.3 | 5.5 | 5.6 | 5.5 | 5.2 | 5.3 | 5.2 | 5.1 | 5.1 | 5.3 |

* of a province

** such as the needs of the aged, disabled or poor

X to each mode in the province

XX already being provided to each mode

already being offered by the mode

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | Superior a lot | Superior a little | 'Stay same' | Inferior a lot | Inferior a little | Don't know | Not stated |
|---|-------------------|----------------------|-------------|-------------------|----------------------|------------|------------|
| A) OUR PASSENGER RAIL SERVICE BETWEEN MAJOR CENTRES | 3.0% | 5.8% | 24.7% | 38.8% | 20.7% | 6.6% | .5% |
| B) OUR AIR SERVICE BETWEEN MAJOR CENTRES | 8.0% | 17.0% | 57.6% | 3.4% | 9.0% | 4.7% | .4% |
| C) OUR CROSS-COUNTRY BUS SERVICE | 6.9% | 14.6% | 50.7% | 5.3% | 10.0% | 11.7% | .8% |
| D) OUR COASTAL FERRY SERVICES | 6.8% | 13.6% | 45.7% | 4.0% | 8.3% | 20.2% | 1.5% |
| E) THE QUALITY OF OUR MAJOR HIGHWAYS * | 10.6% | 16.4% | 33.5% | 18.2% | 16.6% | 4.5% | .3% |
| F) OUR COMMUTER RAIL SERVICE WITHIN MAJOR CENTRES | 3.3% | 9.7% | 26.2% | 28.4% | 20.9% | 10.7% | .8% |
| G) THE TRANSPORTATION SERVICES PROVIDED TO REMOTE AREAS | 5.8% | 12.7% | 35.4% | 12.8% | 19.1% | 13.2% | 1.0% |

* (i.e., the Trans-Canada)

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | |
|---|------------|----------|--------|-------|-------|-------|--------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | | Atl. | | | Que. | | | Ont. | | | Que. | | | Ont. | | | Pra. | | | B.C. | | |
| | | Yukon | N.W.T. | Rural | Atl. | Que. | N.W.T. | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | |
| BASE = ALL RESPONDENTS | 2403 (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | |
| UNWEIGHTED BASE | 2403 (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | |
| A) OUR PASSENGER RAIL SERVICE BETWEEN MAJOR CENTRES | | | | | | | | | | | | | | | | | | | | | | |
| Superior a lot | 3.0% | 2.5% | 3.6% | 3.8% | 1.7% | 1.7% | 3.0% | 2.2% | 3.2% | 4.0% | 3.4% | 4.5% | 4% | 3.0% | 2.6% | .5% | | | | | | |
| Superior a little | 5.8% | 4.3% | 6.2% | 8.0% | 3.3% | 3.2% | 5.0% | 5.3% | 3.8% | 4.8% | 8.0% | 8.4% | 7.1% | 4.0% | 2.6% | 2.9% | 3.6% | 5.0% | | | | |
| Stay same | 24.7% | 26.8% | 24.7% | 27.2% | 19.2% | 23.4% | 25.0% | 21.9% | 28.8% | 23.5% | 26.1% | 26.9% | 27.7% | 15.6% | 23.2% | 18.6% | 29.9% | 25.0% | | | | |
| Inferior a lot | 38.8% | 37.1% | 37.6% | 33.4% | 47.7% | 46.5% | 36.0% | 37.1% | 37.7% | 43.0% | 30.7% | 35.7% | 29.0% | 54.5% | 40.3% | 52.2% | 38.6% | 36.0% | | | | |
| Inferior a little | 20.7% | 20.1% | 21.1% | 20.4% | 20.9% | 20.6% | 18.0% | 20.5% | 20.7% | 21.6% | 19.2% | 22.6% | 20.5% | 21.9% | 19.7% | 21.8% | 18.0% | | | | | |
| Don't know | 6.6% | 8.8% | 6.4% | 6.9% | 6.4% | 4.7% | 15.0% | 11.4% | 7.7% | 4.4% | 9.0% | 6.1% | 8.4% | 5.1% | 7.7% | 4.0% | 5.6% | 15.0% | | | | |
| Not stated | .5% | .4% | .4% | .4% | .8% | .8% | 1.0% | .7% | .3% | .4% | .5% | .5% | .3% | .4% | .4% | .4% | .4% | 1.3% | 1.0% | | | |
| B) OUR AIR SERVICE BETWEEN MAJOR CENTRES | | | | | | | | | | | | | | | | | | | | | | |
| Superior a lot | 8.0% | 6.7% | 9.1% | 7.7% | 7.2% | 8.3% | 6.0% | 9.1% | 5.7% | 7.6% | 11.1% | 7.4% | 8.4% | 8.0% | 6.4% | 9.9% | 6.1% | 6.0% | | | | |
| Superior a little | 17.0% | 16.1% | 15.3% | 21.9% | 12.6% | 13.2% | 12.0% | 12.9% | 17.4% | 15.1% | 15.6% | 21.5% | 22.6% | 12.4% | 12.9% | 13.9% | 12.2% | 12.0% | | | | |
| Stay same | 57.6% | 58.3% | 57.6% | 52.2% | 64.9% | 62.8% | 63.0% | 56.9% | 58.9% | 62.9% | 50.8% | 52.9% | 51.0% | 63.6% | 66.2% | 60.9% | 65.5% | 63.0% | | | | |
| Inferior a lot | 3.4% | 4.7% | 2.7% | 3.1% | 3.9% | 4.0% | 1.0% | 2.3% | 5.7% | 1.6% | 4.0% | 3.0% | 3.2% | 4.8% | 3.0% | 5.1% | 2.5% | 1.0% | | | | |
| Inferior a little | 9.0% | 7.1% | 8.7% | 10.6% | 7.9% | 7.6% | 13.0% | 9.0% | 6.3% | 7.2% | 10.6% | 12.1% | 7.7% | 10.0% | 5.6% | 7.7% | 7.6% | 13.0% | | | | |
| Don't know | 4.7% | 6.5% | 6.2% | 4.0% | 3.5% | 3.8% | 5.0% | 8.3% | 5.7% | 5.2% | 7.5% | 2.7% | 6.5% | 1.2% | 6.0% | 2.6% | 5.6% | 5.0% | | | | |
| Not stated | .4% | .7% | .4% | .4% | .2% | .2% | 1.5% | 1.5% | .3% | .4% | .5% | .5% | .3% | .4% | .4% | .4% | .5% | .5% | | | | |

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|--------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------------|--|--|--|--|--|--|--|--|--|
| | Atl. | | | | | Que. | | | | | Ont. | | | | | Pra. | | | | | B.C. | | | | | | | | | |
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | | | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (235) | (274) | (197) | (100) | | | | | | | | | | | | |
| C) OUR CROSS-COUNTRY BUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SERVICE | 6.9% | 2.0% | 8.2% | 7.3% | 7.6% | 5.5% | 3.0% | 3.0% | 1.6% | 6.0% | 11.1% | 7.1% | 7.7% | 9.6% | 5.5% | 2.9% | 9.1% | 3.0% | | | | | | | | | | | | |
| Superior a lot | 14.6% | 7.9% | 13.3% | 18.1% | 15.3% | 10.4% | 6.0% | 5.3% | 8.9% | 13.5% | 13.1% | 18.5% | 17.4% | 17.6% | 12.9% | 12.0% | 8.1% | 6.0% | | | | | | | | | | | | |
| Superior a little | 50.7% | 53.7% | 50.2% | 47.3% | 51.0% | 59.4% | 57.0% | 48.4% | 55.9% | 53.8% | 45.7% | 48.1% | 45.8% | 45.2% | 57.1% | 60.2% | 58.4% | 57.0% | | | | | | | | | | | | |
| Stay same | 5.3% | 6.7% | 6.0% | 6.0% | 3.3% | 3.6% | 4.0% | 6.8% | 6.6% | 5.2% | 7.0% | 6.1% | 5.8% | 3.6% | 3.0% | 3.6% | 3.6% | 4.0% | | | | | | | | | | | | |
| Inferior a lot | 10.0% | 15.7% | 11.6% | 7.7% | 9.1% | 10.0% | 17.0% | 14.4% | 16.2% | 12.7% | 10.1% | 7.7% | 7.7% | 10.4% | 7.8% | 10.6% | 9.1% | 17.0% | | | | | | | | | | | | |
| Inferior a little | 11.7% | 13.7% | 9.8% | 12.8% | 12.2% | 10.4% | 13.0% | 21.3% | 10.5% | 8.4% | 11.6% | 11.4% | 15.5% | 11.9% | 12.5% | 9.9% | 11.2% | 13.0% | | | | | | | | | | | | |
| Don't know | .8% | .4% | .9% | .7% | 1.5% | .6% | .7% | .7% | .3% | .4% | 1.5% | 1.0% | .7% | 1.6% | 1.3% | .7% | .7% | .5% | | | | | | | | | | | | |
| Not stated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D) OUR COASTAL FERRY SERVICES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUPERIOR | 6.8% | 4.4% | 5.1% | 5.5% | 5.8% | 17.8% | 7.0% | 6.8% | 3.4% | 5.2% | 5.0% | 6.1% | 4.5% | 4.4% | 7.3% | 20.4% | 14.2% | 7.0% | | | | | | | | | | | | |
| Superior a lot | 13.6% | 13.7% | 8.9% | 14.2% | 13.2% | 23.1% | 14.0% | 13.6% | 13.8% | 8.0% | 10.1% | 14.5% | 13.5% | 13.2% | 13.3% | 23.0% | 23.4% | 14.0% | | | | | | | | | | | | |
| Superior a little | 45.7% | 53.4% | 43.6% | 46.0% | 46.0% | 43.1% | 40.0% | 49.1% | 55.2% | 44.6% | 42.2% | 47.5% | 43.2% | 45.2% | 46.8% | 42.7% | 43.7% | 40.0% | | | | | | | | | | | | |
| Stay same | 4.0% | 6.5% | 5.8% | 3.1% | 2.3% | 3.6% | 2.0% | 3.8% | 7.7% | 3.6% | 8.5% | 3.7% | 1.9% | 2.8% | 1.7% | 3.6% | 3.6% | 2.0% | | | | | | | | | | | | |
| Inferior a lot | 8.3% | 11.4% | 12.7% | 6.2% | 5.4% | 6.6% | 13.0% | 14.5% | 10.1% | 13.9% | 11.1% | 6.1% | 6.5% | 6.0% | 4.7% | 5.5% | 8.1% | 13.0% | | | | | | | | | | | | |
| Inferior a little | 20.2% | 9.4% | 22.0% | 23.7% | 25.3% | 5.7% | 21.0% | 11.4% | 8.5% | 22.3% | 21.6% | 20.9% | 29.0% | 26.0% | 24.5% | 4.7% | 7.1% | 21.0% | | | | | | | | | | | | |
| Don't know | 1.5% | 1.1% | 2.0% | 1.3% | 2.1% | 3.0% | .7% | 1.3% | 2.4% | 1.5% | 1.3% | 1.3% | 2.4% | 1.7% | 1.7% | 3.0% | | | | | | | | | | | | | | |
| Not stated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|---|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | | Pra. | | B.C. | | Yukon | | Atl. | | Que. | | Ont. | | Pra. | | B.C. | |
| | | | NWT | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | |
| E) THE QUALITY OF OUR MAJOR HIGHWAYS * | | | | | | | | | | | | | | | | | | | | |
| Superior a Lot | 10.6% | 1.8% | 3.3% | 16.4% | 14.8% | 9.8% | 3.0% | 2.3% | 1.6% | 3.6% | 3.0% | 17.5% | 14.2% | 15.7% | 13.8% | 11.7% | 7.1% | 3.0% | | |
| Superior a Little | 16.4% | 8.3% | 8.4% | 23.7% | 16.6% | 17.8% | 17.0% | 9.2% | 8.0% | 9.2% | 7.5% | 25.6% | 20.0% | 17.7% | 15.5% | 18.2% | 17.3% | 17.0% | | |
| Stay same | 33.5% | 26.7% | 25.1% | 36.1% | 36.0% | 45.6% | 38.0% | 22.8% | 28.3% | 23.5% | 27.1% | 31.6% | 44.5% | 37.6% | 34.3% | 46.7% | 44.2% | 38.0% | | |
| Inferior a Lot | 18.2% | 33.3% | 34.7% | 9.7% | 9.3% | 8.9% | 12.0% | 30.8% | 34.4% | 36.3% | 32.7% | 10.8% | 7.7% | 9.9% | 8.6% | 8.8% | 9.1% | 12.0% | | |
| Inferior a Little | 16.6% | 24.4% | 22.9% | 9.1% | 18.8% | 15.9% | 24.0% | 29.6% | 22.3% | 23.5% | 22.1% | 9.8% | 7.7% | 15.6% | 22.3% | 12.8% | 20.3% | 24.0% | | |
| Don't Know | 4.5% | 5.4% | 5.6% | 4.4% | 4.3% | 1.7% | 5.0% | 5.4% | 5.4% | 4.0% | 7.5% | 4.0% | 5.2% | 3.6% | 5.1% | 1.5% | 2.0% | 5.0% | | |
| Not Stated | .3% | | | .7% | .2% | | 1.0% | | | .7% | | .7% | | .4% | | .4% | | | 1.0% | |
| F) OUR COMMUTER RAIL SERVICE WITHIN MAJOR CENTRES | | | | | | | | | | | | | | | | | | | | |
| Superior a Lot | 3.3% | 1.4% | 2.7% | 4.9% | 2.1% | 3.0% | 1.0% | 1.5% | 1.3% | 2.0% | 3.5% | 5.4% | 3.9% | 2.4% | 1.7% | 3.3% | 2.5% | 1.0% | | |
| Superior a Little | 9.7% | 6.3% | 6.4% | 17.3% | 4.1% | 4.9% | 6.0% | 6.9% | 6.0% | 5.6% | 7.5% | 16.8% | 18.1% | 3.6% | 4.7% | 4.4% | 5.6% | 6.0% | | |
| Stay same | 26.2% | 32.6% | 21.3% | 27.9% | 28.8% | 22.9% | 20.0% | 25.5% | 35.6% | 19.9% | 23.1% | 27.6% | 28.4% | 22.8% | 35.2% | 20.1% | 26.9% | 20.0% | | |
| Inferior a Lot | 28.4% | 27.5% | 32.4% | 22.8% | 29.7% | 35.5% | 21.0% | 28.8% | 26.9% | 38.2% | 25.1% | 22.9% | 22.6% | 35.3% | 23.6% | 42.7% | 25.4% | 21.0% | | |
| Inferior a Little | 20.9% | 18.1% | 23.8% | 19.0% | 20.3% | 23.6% | 27.0% | 19.1% | 17.7% | 21.9% | 26.1% | 19.9% | 17.4% | 22.4% | 18.0% | 23.7% | 23.4% | 27.0% | | |
| Don't Know | 10.7% | 13.7% | 12.9% | 7.3% | 13.8% | 9.3% | 22.0% | 17.5% | 12.1% | 12.0% | 14.1% | 6.7% | 8.4% | 12.3% | 15.4% | 5.5% | 14.7% | 22.0% | | |
| Not Stated | .8% | .4% | .4% | .9% | 1.2% | .8% | 3.0% | .8% | .3% | .4% | .5% | .7% | 1.3% | 1.2% | .4% | 1.5% | 3.0% | | | |

* (i.e., the Trans-Canada)

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | |
|--|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Ont. | Pra. | B.C. | Yukon | NWT | | | | |
| | | | | | | | | Atl. | Que. | Urban | Rural | Urban | Rural | Urban | Rural | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) |
| G) THE TRANSPORTATION SERVICES PROVIDED TO REMOTE AREAS | | | | | | | | | | | | | | | | | | |
| Superior a lot | 5.8% | 2.7% | 6.7% | 6.2% | 5.6% | 5.3% | 5.0% | 3.8% | 2.2% | 6.8% | 6.5% | 7.1% | 4.5% | 4.8% | 6.4% | 5.1% | 5.6% | 5.0% |
| Superior a little | 12.7% | 9.5% | 10.0% | 15.5% | 13.9% | 11.0% | 20.0% | 9.1% | 9.6% | 8.8% | 11.6% | 15.2% | 16.1% | 12.8% | 15.0% | 11.7% | 10.2% | 20.0% |
| Stay same | 35.4% | 36.7% | 34.4% | 32.5% | 40.8% | 37.2% | 38.0% | 34.2% | 37.8% | 34.7% | 34.2% | 30.6% | 36.1% | 39.6% | 42.1% | 37.6% | 36.5% | 38.0% |
| Inferior a lot | 12.8% | 17.6% | 13.1% | 13.1% | 8.9% | 13.0% | 15.0% | 14.4% | 19.0% | 13.1% | 13.1% | 14.5% | 10.3% | 10.8% | 6.9% | 11.7% | 14.7% | 15.0% |
| Inferior a little | 19.1% | 20.3% | 20.9% | 18.4% | 15.7% | 22.1% | 11.0% | 21.1% | 20.0% | 22.3% | 19.1% | 19.5% | 16.1% | 16.4% | 15.0% | 22.3% | 21.8% | 11.0% |
| Don't know | 13.2% | 12.3% | 14.4% | 12.8% | 14.1% | 11.0% | 8.0% | 17.5% | 10.1% | 13.9% | 15.1% | 11.8% | 14.8% | 15.2% | 12.9% | 11.3% | 10.7% | 8.0% |
| Not stated | 1.0% | .9% | .4% | 1.5% | 1.0% | .4% | 3.0% | 1.3% | .4% | .5% | 1.3% | 1.9% | .4% | 1.7% | .4% | .5% | .5% | 3.0% |

22. I'd like you to think for a moment about the cost of travelling in Canada compared to the cost of travelling in the United States. From your experiences or perceptions would you say that it costs more, the same or less to travel 1,000 km by (NAME MODE - ROTATE FROM X) in Canada than it does in the U.S.? IF MORE OR LESS Would that be a lot or a little?

| | More a lot | More a little | Stay same | Less a lot | Less a little | Don't know | Not stated |
|----------|------------|---------------|-----------|------------|---------------|------------|------------|
| A) CAR | 56.3% | 21.6% | 7.2% | 6.1% | 4.9% | 3.6% | .2% |
| B) BUS | 21.1% | 23.2% | 21.7% | 3.5% | 6.6% | 22.4% | 1.5% |
| C) TRAIN | 22.0% | 23.4% | 17.4% | 2.7% | 6.8% | 26.2% | 1.6% |
| D) PLANE | 38.5% | 22.8% | 16.9% | 3.9% | 6.1% | 10.8% | .9% |

22. I'd like you to think for a moment about the cost of travelling in Canada compared to the cost of travelling in the United States. From your experiences or perceptions would you say that it costs more, the same or less to travel 1,000 km by (NAME MODE - ROTATE FROM X) in Canada than it does in the U.S.? IF MORE OR LESS Would that be a lot or a little?

| | TOTAL | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | |
|------------------------|------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | AtL. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban |
| BASE = ALL RESPONDENTS | 2403 (219) | 624) (559) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | |
| UNWEIGHTED BASE | 2403 (447) | (450) | (552) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | |
| A) CAR | | | | | | | | | | | | | | | | | | | |
| More a lot | 56.3% | 62.8% | 49.8% | 57.3% | 55.9% | 63.5% | 55.0% | 66.5% | 61.3% | 53.4% | 45.2% | 58.6% | 54.8% | 53.2% | 58.8% | 61.7% | 66.0% | 55.0% | |
| More a little | 21.6% | 22.6% | 23.1% | 20.6% | 21.7% | 20.8% | 21.0% | 24.3% | 21.9% | 21.1% | 25.6% | 19.9% | 21.9% | 23.1% | 20.2% | 24.1% | 16.2% | 21.0% | |
| Stay same | 7.2% | 4.5% | 8.9% | 7.1% | 6.7% | 6.6% | 9.0% | 2.3% | 5.4% | 10.4% | 7.0% | 6.1% | 9.0% | 7.2% | 6.0% | 6.2% | 7.1% | 9.0% | |
| Less a lot | 6.1% | 2.9% | 5.8% | 7.7% | 7.0% | 3.2% | 1.0% | 1.5% | 3.5% | 6.4% | 5.0% | 8.8% | 5.8% | 7.6% | 6.4% | 3.3% | 3.0% | 1.0% | |
| Less a little | 4.9% | 2.9% | 8.0% | 4.0% | 3.1% | 4.7% | 6.0% | 3.8% | 2.6% | 5.2% | 11.6% | 3.4% | 5.2% | 3.6% | 2.6% | 3.6% | 6.1% | 6.0% | |
| Don't know | 3.6% | 4.2% | 4.4% | 2.7% | 5.6% | 1.3% | 8.0% | 1.5% | 5.4% | 3.6% | 5.5% | 2.7% | 2.6% | 5.2% | 6.0% | 1.1% | 1.5% | 8.0% | |
| Not stated | .2% | | | | | | | .7% | | | | | | | | | | | |
| B) BUS | | | | | | | | | | | | | | | | | | | |
| More a lot | 21.1% | 32.9% | 14.7% | 25.4% | 16.6% | 19.5% | 24.0% | 34.1% | 32.4% | 13.5% | 16.1% | 29.6% | 17.4% | 13.6% | 19.7% | 17.2% | 22.8% | 24.0% | |
| More a little | 23.2% | 23.5% | 20.9% | 22.6% | 23.6% | 29.7% | 27.0% | 24.2% | 23.2% | 22.3% | 19.1% | 22.6% | 22.6% | 23.2% | 24.1% | 34.3% | 23.4% | 27.0% | |
| Stay same | 21.7% | 14.8% | 25.6% | 21.2% | 19.2% | 23.6% | 18.0% | 15.2% | 14.6% | 27.5% | 23.1% | 20.2% | 23.1% | 20.8% | 17.6% | 26.3% | 19.8% | 18.0% | |
| Less a lot | 3.5% | 2.5% | 3.8% | 4.4% | 2.7% | 2.1% | 1.0% | 2.3% | 2.5% | 4.4% | 3.0% | 4.7% | 3.9% | 3.2% | 2.1% | 1.5% | 3.0% | 1.0% | |
| Less a little | 6.6% | 4.5% | 10.4% | 5.5% | 5.0% | 5.3% | 7.0% | 3.8% | 4.8% | 9.2% | 12.1% | 4.4% | 7.7% | 4.4% | 5.6% | 4.4% | 6.6% | 7.0% | |
| Don't know | 22.4% | 19.9% | 24.0% | 18.8% | 30.9% | 18.9% | 22.0% | 18.9% | 20.2% | 22.7% | 25.6% | 16.8% | 22.6% | 32.0% | 29.6% | 16.1% | 22.8% | 22.0% | |
| Not stated | 1.5% | 2.0% | .7% | 2.0% | 2.1% | .8% | 1.0% | 1.5% | 2.2% | .4% | 1.0% | 1.7% | 2.6% | 2.8% | 1.3% | .4% | 1.5% | 1.0% | |

22. I'd like you to think for a moment about the cost of travelling in Canada compared to the cost of travelling in the United States. From your experiences or perceptions would you say that it costs more, the same or less to travel 1,000 km by (NAME MODE - ROTATE FROM X) in Canada than it does in the U.S.? If MORE OR LESS Would that be a lot or a little?

| | TOTAL | PROVINCE | URBAN/RURAL | | | | | | | | | | | | | | | |
|------------------------|-------|----------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | | | | |
| | | | | | | | | | | | | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (203) | (159) | (115) | (6) | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) |
| C) TRAIN | | | | | | | | | | | | | | | | | | |
| More a Lot | 22.0% | 30.2% | 13.1% | 26.5% | 19.5% | 25.1% | 17.0% | 28.1% | 31.1% | 13.1% | 30.3% | 19.4% | 23.3% | 15.4% | 25.9% | 23.9% | 17.0% | |
| More a Little | 23.4% | 23.8% | 22.0% | 22.3% | 25.3% | 26.8% | 23.0% | 21.1% | 24.9% | 23.1% | 20.6% | 22.6% | 21.9% | 23.6% | 27.1% | 28.5% | 24.4% | 23.0% |
| Stay same | 17.4% | 14.7% | 22.7% | 17.5% | 13.2% | 13.6% | 12.0% | 14.5% | 14.9% | 21.9% | 23.6% | 17.5% | 17.4% | 12.0% | 14.6% | 15.7% | 10.7% | 12.0% |
| Less a Lot | 2.7% | 2.2% | 3.6% | 2.7% | 1.9% | 2.1% | 2.0% | 3.8% | 1.6% | 3.6% | 3.5% | 2.0% | 3.9% | 1.6% | 2.1% | 1.8% | 2.5% | 2.0% |
| Less a Little | 6.8% | 5.4% | 7.8% | 7.7% | 4.3% | 6.4% | 5.0% | 5.3% | 5.4% | 8.0% | 7.5% | 6.4% | 10.3% | 5.6% | 3.0% | 5.8% | 7.1% | 5.0% |
| Don't Know | 26.2% | 21.4% | 29.8% | 21.1% | 34.1% | 24.4% | 37.0% | 25.7% | 19.6% | 29.5% | 30.2% | 19.9% | 24.5% | 31.1% | 37.3% | 20.8% | 29.4% | 37.0% |
| Not Stated | 1.6% | 2.2% | 1.1% | 1.8% | 1.7% | 1.7% | 4.0% | 1.5% | 2.5% | .8% | 1.5% | 1.3% | 2.6% | 2.8% | .4% | 1.5% | 2.0% | 4.0% |
| D) PLANE | | | | | | | | | | | | | | | | | | |
| More a Lot | 38.5% | 45.7% | 20.0% | 44.9% | 44.8% | 45.0% | 52.0% | 43.9% | 46.4% | 20.3% | 19.6% | 50.2% | 34.8% | 47.2% | 42.1% | 46.7% | 42.6% | 52.0% |
| More a Little | 22.8% | 21.6% | 24.4% | 20.8% | 22.4% | 26.8% | 24.0% | 24.3% | 20.4% | 25.5% | 23.1% | 18.5% | 25.2% | 21.7% | 23.2% | 27.4% | 25.9% | 24.0% |
| Stay same | 16.9% | 14.5% | 25.6% | 15.5% | 10.9% | 13.2% | 5.0% | 9.1% | 16.8% | 27.5% | 23.1% | 13.8% | 18.7% | 9.2% | 12.9% | 12.4% | 14.2% | 5.0% |
| Less a Lot | 3.9% | 2.9% | 4.0% | 4.0% | 3.7% | 2.1% | 4.0% | 4.6% | 2.2% | 3.2% | 5.0% | 5.1% | 4.5% | 5.6% | 1.7% | 1.8% | 2.5% | 4.0% |
| Less a Little | 6.1% | 4.9% | 10.0% | 4.6% | 4.1% | 6.2% | 4.0% | 7.6% | 3.8% | 10.4% | 9.5% | 5.1% | 3.9% | 5.2% | 3.0% | 5.8% | 6.6% | 4.0% |
| Don't Know | 10.8% | 10.2% | 15.6% | 8.2% | 12.8% | 5.9% | 9.0% | 10.6% | 10.1% | 13.1% | 18.6% | 6.4% | 11.6% | 10.4% | 5.1% | 7.1% | 9.0% | |
| Not Stated | .9% | .2% | .4% | 1.1% | 1.2% | .8% | 2.0% | | .3% | 1.0% | 1.0% | 1.3% | .8% | 1.7% | .7% | 1.0% | 2.0% | |

23. I'd like to find out how much influence different factors have on your decision to travel outside of Canada to the United States or some other country. Please use a '7' point scale where '1' means that factor has absolutely no influence on your decision and '7' means it is the major reason why you travel outside of Canada. Remember, I'm talking only about the reasons why you choose to travel outside of Canada. Let's start with (READ LIST - ROTATE FROM X)

| | Influence | 2 | 3 | 4 | 5 | 6 | Reason | DK/NS |
|---|-----------|-------|-------|-------|-------|-------|--------|-------|
| A) IT'S CHEAPER TO TRAVEL THERE | 15.5% | 8.7% | 9.6% | 13.6% | 17.7% | 12.6% | 19.7% | 2.6% |
| B) EXPERIENCE A DIFFERENT CULTURE | 8.1% | 4.5% | 5.9% | 9.7% | 16.5% | 20.7% | 32.2% | 2.5% |
| C) VISIT FRIENDS OR RELATIVES | 15.4% | 7.1% | 6.9% | 9.5% | 14.8% | 15.8% | 28.1% | 2.2% |
| D) THE WEATHER IS BETTER OUTSIDE OF CANADA | 13.1% | 6.7% | 6.7% | 12.6% | 16.3% | 17.0% | 25.4% | 2.2% |
| E) TO GO SHOPPING | 29.5% | 14.1% | 10.2% | 12.9% | 11.2% | 7.7% | 12.1% | 2.2% |
| F) TO SEE OR DO THINGS WE CAN'T SEE OR DO IN CANADA | 7.5% | 3.8% | 5.1% | 10.1% | 16.0% | 22.5% | 32.8% | 2.2% |

23. I'd like to find out how much influence different factors have on your decision to travel outside of Canada to the United States or some other country. Please use a '7' point scale where '1' means that factor has absolutely no influence on your decision and '7' means it is the major reason why you travel outside of Canada. Remember, I'm talking only about the reasons why you choose to travel outside of Canada. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | |
|---|-------|------|----------|------|------|-------|------|------|------|------|------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural |
| A) IT'S CHEAPER TO TRAVEL THERE | 4.3 | 4.5 | 3.9 | 4.6 | 4.3 | 4.2 | 4.4 | 4.5 | 4.5 | 3.8 | 4.0 | 4.4 | 4.8 | 4.0 | 4.4 | 4.8 | 4.0 | 4.5 | 4.1 | 4.5 | 4.4 |
| B) EXPERIENCE A DIFFERENT CULTURE | 5.2 | 5.2 | 5.3 | 5.1 | 5.2 | 5.1 | 5.3 | 4.9 | 5.3 | 5.3 | 5.4 | 5.1 | 5.0 | 5.4 | 5.1 | 5.2 | 5.0 | 5.2 | 5.0 | 5.3 | 5.3 |
| C) VISIT FRIENDS OR RELATIVES | 4.6 | 4.9 | 4.2 | 4.8 | 4.9 | 4.6 | 4.0 | 4.5 | 5.1 | 4.3 | 4.1 | 4.9 | 4.6 | 5.0 | 4.6 | 4.8 | 4.5 | 4.7 | 4.0 | 4.2 | 4.4 |
| D) THE WEATHER IS BETTER OUTSIDE OF CANADA | 4.7 | 4.7 | 4.9 | 4.7 | 4.6 | 4.2 | 4.5 | 4.6 | 4.7 | 5.0 | 4.8 | 4.6 | 5.0 | 4.6 | 4.5 | 4.2 | 4.2 | 4.5 | 4.2 | 4.2 | 4.5 |
| E) TO GO SHOPPING | 3.3 | 3.9 | 2.7 | 3.7 | 3.3 | 3.3 | 3.7 | 3.8 | 3.9 | 2.5 | 3.0 | 3.6 | 3.8 | 3.2 | 3.4 | 3.2 | 3.4 | 3.7 | 3.4 | 3.2 | 3.4 |
| F) TO SEE OR DO THINGS WE CAN'T SEE OR DO IN CANADA | 5.3 | 5.4 | 5.3 | 5.1 | 5.4 | 5.4 | 5.3 | 5.3 | 5.4 | 5.4 | 5.2 | 5.0 | 5.2 | 5.6 | 5.3 | 5.5 | 5.2 | 5.3 | 5.2 | 5.3 | 5.3 |

24. Suppose that the government decides to try and bring down the price of airfares in Canada by opening up our air space and allowing different American airlines to operate within Canada. Would this be a move which you would support or oppose? Would that be strongly or moderately?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | | | |
|-------------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | |
| BASE = ALL RESPONDENTS | | | | | | | | | | | | | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | (250) | (233) | (197) | (197) | (100) | |
| Q24 | | | | | | | | | | | | | | | | | | | | | | | | |
| Strongly support | 23.8% | 20.6% | 23.1% | 26.1% | 23.4% | 21.4% | 30.0% | 23.6% | 19.4% | 26.7% | 18.6% | 28.6% | 21.3% | 27.3% | 19.3% | 22.6% | 19.8% | 30.0% | | | | | | |
| Moderately support | 31.1% | 33.6% | 32.0% | 32.3% | 28.0% | 28.2% | 14.0% | 37.2% | 32.1% | 30.7% | 33.7% | 32.7% | 31.6% | 31.3% | 24.5% | 28.5% | 27.9% | 14.0% | | | | | | |
| Moderately oppose | 17.5% | 18.5% | 20.0% | 14.8% | 17.2% | 20.2% | 20.0% | 16.6% | 19.3% | 17.5% | 23.1% | 13.5% | 17.4% | 13.2% | 21.5% | 21.2% | 18.8% | 20.0% | | | | | | |
| Strongly oppose | 22.0% | 22.6% | 20.2% | 20.8% | 25.0% | 24.2% | 29.0% | 18.9% | 24.2% | 20.3% | 20.1% | 20.5% | 21.3% | 23.9% | 26.1% | 23.7% | 24.5% | 29.0% | | | | | | |
| Don't Know | 4.5% | 3.6% | 3.8% | 4.6% | 5.8% | 4.7% | 7.0% | 3.0% | 3.8% | 4.0% | 3.5% | 3.7% | 6.5% | 3.6% | 8.2% | 3.3% | 6.6% | 7.0% | | | | | | |
| Not Stated | 1.1% | 1.1% | .9% | 1.3% | .6% | 1.3% | .8% | 1.3% | .8% | 1.0% | 1.0% | 1.9% | .8% | .4% | .7% | .7% | .7% | | | | | | | |

25. Before we finish the survey, I'd like to find out what you think will be the major passenger transportation issue facing your province over the next five to ten years? (RECORD ONE ONLY - BE SPECIFIC)

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-----|-------|--|--|--|--|--|--|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | NWT | Rural | | | | | | | |
| BASE = ALL RESPONDENTS | (929) | (104) | (266) | (317) | (138) | (101) | (3) | (27) | (77) | (144) | (122) | (232) | (86) | (67) | (71) | (59) | (42) | (3) | | | | | | | | | | | | |
| UNWEIGHTED BASE | (952) | (212) | (192) | (167) | (158) | (173) | (50) | (56) | (156) | (104) | (88) | (122) | (45) | (77) | (81) | (101) | (72) | (50) | | | | | | | | | | | | |
| Q25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Traffic congestion | 21.3% | 4.8% | 23.4% | 28.7% | 8.8% | 26.6% | 4.0% | 6.5% | 31.7% | 13.6% | 32.8% | 17.8% | 9.0% | 8.7% | 30.7% | 20.8% | 4.0% | | | | | | | | | | | | | |
| Cost of air travel | 4.5% | 5.2% | 2.6% | 4.2% | 7.6% | 4.6% | 32.0% | 5.4% | 5.1% | 1.9% | 3.4% | 4.9% | 2.2% | 7.9% | 7.4% | 2.0% | 8.3% | 32.0% | | | | | | | | | | | | |
| Quality of highways | 48.9% | 80.1% | 55.7% | 37.1% | 44.9% | 41.0% | 56.0% | 78.3% | 80.8% | 48.1% | 64.8% | 32.8% | 48.9% | 42.8% | 46.9% | 34.7% | 50.0% | 56.0% | | | | | | | | | | | | |
| Environment/pollution | 22.6% | 6.6% | 17.7% | 28.7% | 27.9% | 26.0% | 2.0% | 12.7% | 4.4% | 18.3% | 17.0% | 27.9% | 31.1% | 29.9% | 26.0% | 30.7% | 19.4% | 2.0% | | | | | | | | | | | | |
| # of trucks on highway | .4% | 1.9% | .9% | .5% | 1.2% | 8.9% | 1.2% | 2.0% | .6% | 4.0% | 3.6% | 1.3% | | | | | 1.3% | | | | | | | | | | | | | |
| Cost/availability of fuel | 2.1% | .2% | .5% | .5% | 1.2% | 1.3% | | | | | | | | | | | | | | | | | | | | | | | | |
| Cost of bus travel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

26. Sex:

27. What is the highest level of schooling that you have obtained?

| | TOTAL | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | |
|---------------------------------------|---------------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Pra. | Urban | Rural | Yukon | NWT | Rural |
| BASE = ALL RESPONDENTS | 2403 (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | |
| UNWEIGHTED BASE | 2403 (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (199) | (251) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | |
| SEX | | | | | | | | | | | | | | | | | | |
| Male | 46.6% | 47.8% | 44.7% | 47.3% | 47.5% | 46.5% | 57.0% | 45.5% | 48.8% | 48.2% | 40.2% | 49.2% | 43.9% | 46.1% | 48.9% | 50.0% | 41.6% | 57.0% |
| Female | 53.4% | 52.2% | 55.3% | 52.7% | 52.5% | 53.5% | 43.0% | 54.5% | 51.2% | 51.8% | 59.8% | 50.8% | 56.1% | 53.9% | 51.1% | 50.0% | 58.4% | 43.0% |
| EDUCATION | | | | | | | | | | | | | | | | | | |
| Grade school | 4.2% | 7.4% | 6.4% | 2.0% | 3.9% | 3.4% | 13.0% | 2.3% | 9.5% | 4.8% | 8.5% | 1.3% | 3.2% | 1.2% | 6.8% | 1.1% | 6.6% | 13.0% |
| Some high school | 16.6% | 24.0% | 15.6% | 16.6% | 17.0% | 12.7% | 16.0% | 15.1% | 27.7% | 15.1% | 15.5% | 18.7% | 14.0% | 20.1% | 6.9% | 20.8% | 16.0% | 20.8% |
| Complete high school | 25.5% | 21.9% | 22.7% | 30.1% | 25.3% | 21.2% | 21.0% | 20.5% | 22.5% | 19.9% | 26.1% | 29.0% | 32.3% | 24.0% | 26.6% | 15.7% | 28.9% | 21.0% |
| Technical training/ apprenticeship | 7.4% | 10.2% | 6.2% | 2.7% | 12.6% | 14.6% | 9.0% | 12.1% | 9.4% | 6.8% | 5.5% | 3.4% | 1.3% | 12.4% | 12.9% | 19.0% | 8.6% | 9.0% |
| Some university/college | 22.9% | 17.7% | 28.7% | 19.9% | 20.8% | 27.0% | 15.0% | 20.4% | 16.5% | 30.7% | 26.1% | 22.6% | 14.8% | 21.6% | 19.8% | 28.5% | 24.9% | 15.0% |
| Complete university/ degree | 18.1% | 15.0% | 14.9% | 23.2% | 16.3% | 14.4% | 19.0% | 25.1% | 10.9% | 16.3% | 13.1% | 22.6% | 24.5% | 20.8% | 11.6% | 19.7% | 7.1% | 19.0% |
| Post-graduate degree | 4.9% | 3.8% | 4.2% | 5.1% | 3.9% | 6.6% | 6.0% | 4.6% | 3.5% | 5.6% | 4.0% | 5.7% | 3.9% | 6.0% | 1.7% | 9.1% | 3.0% | 6.0% |
| (DK/NS)* | .4% | .7% | .7% | .4% | .2% | .2% | 1.0% | .8% | .8% | .5% | .5% | .5% | 1.3% | .4% | .4% | .4% | .4% | 1.0% |

* Don't Know/Not Stated

a) And finally, which of the following categories best describes your family? That is, the total before taxes of all persons in your household?

b) Is your household a (READ LIST) household?

c) And, how many cars are there in your household?

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | | | |
|------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | | Pra. | | B.C. | | Yukon | | NWT | | Urban | | Rural | | Urban | | Rural | |
| | | | N.W.T. | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Urban | Rural | Yukon |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | |
| FAMILY INCOME | 3.7% | 3.8% | 6.0% | 1.8% | 4.5% | 3.0% | 2.0% | .7% | 5.0% | 4.8% | 7.5% | 1.0% | 3.2% | 6.0% | 3.0% | 3.3% | 2.5% | 2.0% | | |
| Under \$10,000 | 9.6% | 16.8% | 11.3% | 6.4% | 9.9% | 9.1% | 5.0% | 11.4% | 19.1% | 12.0% | 10.6% | 6.7% | 5.8% | 7.6% | 12.4% | 7.7% | 11.2% | 5.0% | | |
| \$10,000 to \$19,999 | 14.7% | 15.9% | 20.9% | 9.3% | 16.0% | 15.1% | 7.0% | 12.0% | 17.5% | 20.7% | 21.1% | 9.4% | 9.0% | 16.4% | 15.5% | 15.0% | 15.2% | 7.0% | | |
| \$20,000 to \$29,999 | 16.4% | 18.4% | 16.9% | 13.9% | 18.0% | 19.5% | 9.0% | 18.9% | 18.1% | 15.1% | 19.1% | 12.8% | 16.1% | 16.8% | 19.3% | 17.2% | 22.8% | 9.0% | | |
| \$30,000 to \$39,999 | 15.9% | 13.4% | 15.8% | 15.9% | 18.0% | 14.4% | 16.0% | 15.2% | 12.6% | 15.1% | 16.6% | 16.2% | 15.5% | 19.6% | 16.3% | 15.7% | 12.7% | 16.0% | | |
| \$40,000 to \$49,999 | 11.1% | 10.5% | 9.3% | 13.7% | 8.9% | 10.6% | 19.0% | 14.3% | 8.9% | 10.4% | 8.0% | 11.4% | 18.1% | 7.6% | 10.3% | 10.2% | 11.2% | 19.0% | | |
| \$50,000 to \$59,999 | 11.4% | 7.2% | 9.6% | 15.7% | 10.2% | 6.8% | 20.0% | 9.8% | 6.0% | 12.4% | 6.0% | 16.5% | 14.2% | 10.0% | 10.2% | 5.8% | 8.1% | 20.0% | | |
| \$60,000 to \$79,999 | 17.3% | 14.1% | 10.2% | 23.2% | 14.5% | 21.4% | 22.0% | 17.6% | 12.7% | 9.6% | 11.1% | 25.9% | 18.1% | 16.0% | 12.9% | 25.2% | 16.2% | 22.0% | | |
| INCOME SOURCE | 50.3% | 53.1% | 56.2% | 46.9% | 47.2% | 54.1% | 47.0% | 53.7% | 52.9% | 51.8% | 57.3% | 46.1% | 48.4% | 50.1% | 44.2% | 53.6% | 54.8% | 47.0% | | |
| Single income | 42.9% | 39.7% | 40.2% | 44.9% | 47.6% | 38.0% | 48.0% | 36.4% | 41.1% | 41.8% | 38.2% | 45.5% | 43.9% | 44.8% | 50.6% | 37.6% | 38.6% | 48.0% | | |
| Double income | 5.0% | 4.9% | 4.0% | 5.5% | 4.5% | 5.9% | 5.0% | 7.6% | 3.8% | 5.2% | 2.5% | 5.7% | 5.2% | 4.8% | 4.3% | 6.2% | 5.6% | 5.0% | | |
| More than 2 income | 1.9% | 2.2% | 1.6% | 2.7% | .6% | 1.9% | 2.3% | 2.3% | 2.2% | 1.2% | 2.0% | 2.7% | 2.6% | .4% | .9% | 2.6% | 1.0% | | | |
| (Refused/Not Stated) | | | | | | | | | | | | | | | | | | | | |
| CARS IN HOUSEHOLD | 42.1% | 47.4% | 49.8% | 41.4% | 33.5% | 36.3% | 32.0% | 49.9% | 46.3% | 50.2% | 49.2% | 42.1% | 40.0% | 34.7% | 32.2% | 40.9% | 29.9% | 32.0% | | |
| One | 36.3% | 35.6% | 30.2% | 36.7% | 43.3% | 38.9% | 27.0% | 33.5% | 36.5% | 27.1% | 34.2% | 34.0% | 41.9% | 41.7% | 45.0% | 35.0% | 44.2% | 27.0% | | |
| Two | 8.1% | 6.3% | 5.6% | 7.3% | 12.7% | 10.8% | 10.0% | 3.8% | 7.3% | 5.6% | 5.5% | 8.1% | 5.8% | 12.4% | 12.5% | 8.0% | 14.7% | 10.0% | | |
| Three | 2.7% | 2.0% | .9% | 3.8% | 3.1% | 3.6% | 4.0% | 2.2% | 1.9% | .8% | 1.0% | 4.0% | 3.2% | 3.2% | 3.0% | 4.7% | 2.0% | 4.0% | | |
| Four | .9% | .2% | .2% | .9% | 2.1% | 1.3% | 3.0% | .8% | .8% | .5% | 1.0% | .6% | 1.2% | 3.0% | 3.0% | .7% | 2.0% | 3.0% | | |
| Five | .3% | .2% | .2% | .2% | .4% | .8% | .2% | .2% | .2% | .3% | .3% | .3% | .6% | .9% | .9% | .4% | .4% | 1.5% | | |
| Six | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | | |
| Seven | 9.4% | 8.2% | 13.1% | 9.5% | 5.0% | 8.1% | 24.0% | 9.8% | 7.6% | 16.3% | .5% | 10.4% | 7.7% | 6.4% | 3.4% | 9.9% | 5.6% | 24.0% | | |
| Eight or more | | | | | | | | | | | | | | | | | | | | |
| Mean | 2.3 | 2.1 | 2.4 | 2.4 | 2.2 | 2.4 | 3.4 | 2.2 | 2.1 | 2.5 | 2.2 | 2.4 | 2.2 | 2.3 | 2.2 | 2.4 | 2.3 | 3.4 | | |

29.a) Are you currently: (Employment Status)

- b) In at least two words, could you describe your present occupation. (i.e. Shoe salesperson or licensed auto mechanic)

| | TOTAL | | | | | | | | | | PROVINCE | | | | | | | | | | URBAN/RURAL | | | | | | | | | |
|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|--|--|--|--|--|--|--|--|--|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | NWT | Atl. | Atl. | Que. | Ont. | Pra. | B.C. | B.C. | Pra. | B.C. | B.C. | Yukon | NWT | Rural | | | | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (155) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | (6) | | | | | | | | | | | | |
| UNWEIGHTED BASE | 2403 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (197) | (100) | | | | | | | | | | | | |
| EMPLOYMENT STATUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Employed Full Time | 51.6% | 43.0% | 51.6% | 53.5% | 53.5% | 53.6% | 48.6% | 70.0% | 47.0% | 41.3% | 51.4% | 51.8% | 53.9% | 52.9% | 56.8% | 50.2% | 55.1% | 39.6% | 70.0% | | | | | | | | | | | |
| Employed Part Time | 12.2% | 11.7% | 11.8% | 11.5% | 11.5% | 14.1% | 13.0% | 11.0% | 7.6% | 13.3% | 11.6% | 12.1% | 13.1% | 8.4% | 13.2% | 15.0% | 11.3% | 15.2% | 11.0% | | | | | | | | | | | |
| Unemployed but seeking employment | 3.9% | 6.7% | 4.9% | 2.0% | 4.5% | 4.2% | 5.0% | 5.3% | 7.2% | 5.6% | 4.0% | 2.7% | .6% | 5.6% | 3.4% | 5.1% | 3.0% | 5.0% | | | | | | | | | | | | |
| At Home | 8.0% | 11.0% | 10.7% | 5.5% | 7.5% | 8.5% | 10.0% | 13.6% | 9.7% | 9.2% | 12.6% | 3.7% | 9.0% | 7.6% | 7.3% | 5.1% | 13.2% | 10.0% | | | | | | | | | | | | |
| A Student | 10.0% | 12.6% | 11.1% | 11.3% | 6.0% | 7.4% | 1.0% | 14.4% | 11.8% | 12.4% | 9.5% | 14.1% | 5.8% | 6.4% | 5.6% | 7.3% | 7.6% | 1.0% | | | | | | | | | | | | |
| Retired | 13.5% | 14.3% | 8.7% | 15.9% | 13.2% | 17.0% | 3.0% | 11.3% | 15.5% | 8.0% | 9.5% | 12.5% | 22.6% | 10.4% | 16.3% | 14.6% | 20.3% | 3.0% | | | | | | | | | | | | |
| Other | .8% | .9% | 1.3% | .2% | 1.0% | 1.3% | .8% | .8% | .9% | 2.0% | .5% | .5% | .6% | .2% | .2% | .2% | 1.5% | 1.0% | | | | | | | | | | | | |
| OCCUPATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Owner/mgr/admin & related | 13.9% | 8.2% | 11.9% | 15.6% | 14.4% | 16.2% | 16.0% | 6.9% | 8.8% | 11.4% | 12.6% | 17.6% | 11.6% | 12.7% | 16.4% | 17.0% | 14.8% | 16.0% | | | | | | | | | | | | |
| Professional/technical | 31.5% | 32.3% | 31.9% | 34.7% | 26.9% | 26.9% | 24.7% | 49.8% | 25.0% | 33.5% | 29.9% | 31.7% | 41.1% | 32.5% | 20.4% | 30.8% | 20.4% | 24.7% | | | | | | | | | | | | |
| Clerical and related | 14.3% | 10.7% | 22.1% | 11.2% | 12.9% | 11.0% | 16.0% | 8.3% | 11.7% | 20.3% | 24.4% | 12.1% | 9.5% | 14.9% | 10.6% | 9.3% | 13.9% | 16.0% | | | | | | | | | | | | |
| Sales occupations | 7.3% | 6.2% | 7.4% | 6.8% | 7.9% | 8.3% | 2.5% | 8.4% | 5.2% | 10.8% | 3.1% | 7.5% | 5.3% | 10.4% | 4.6% | 2.5% | | | | | | | | | | | | | | |
| Service occupations | 13.5% | 17.6% | 7.7% | 13.3% | 15.9% | 21.0% | 12.3% | 15.4% | 18.5% | 7.6% | 7.9% | 12.6% | 14.7% | 14.3% | 17.7% | 23.1% | 17.6% | 12.3% | | | | | | | | | | | | |
| Farm/fishing/forestry/mining | 2.1% | 6.2% | 1.4% | 1.0% | 3.7% | 1.4% | 3.7% | 1.4% | 8.2% | 1.3% | 1.6% | 16.1% | 13.7% | 1.2% | 6.6% | .5% | 2.8% | 3.7% | | | | | | | | | | | | |
| Blue collar-skilled | 14.5% | 16.5% | 13.7% | 15.3% | 14.6% | 11.7% | 23.5% | 8.4% | 19.8% | 11.4% | 16.5% | 11.4% | 11.4% | 18.4% | 6.0% | 6.0% | 21.3% | 23.5% | | | | | | | | | | | | |
| Blue collar-unskilled | 3.0% | 2.4% | 3.9% | 2.0% | 3.7% | 3.4% | 1.2% | 1.4% | 2.9% | 3.8% | 3.9% | 2.5% | 1.1% | 2.8% | 4.6% | 2.7% | 4.6% | 1.2% | | | | | | | | | | | | |

30. Are you: (Marital Status)

31. While we are all Canadians, many of us have unique and different heritages. How would you best describe your own ethnic heritage? (DO NOT READ LIST - CIRCLE UP TO TWO ONLY)

| | TOTAL | | PROVINCE | | | | | | URBAN/RURAL | | | | | | | | | |
|---------------------------------|-------|-------|----------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Atl. | Que. | Ont. | Pra. | B.C. | Yukon | Atl. | Att. | Que. | Ont. | Pra. | B.C. | B.C. | Yukon | NWT | Rural | | |
| BASE = ALL RESPONDENTS | 24.03 | (219) | (624) | (859) | (421) | (274) | (6) | (64) | (348) | (276) | (564) | (295) | (218) | (203) | (159) | (115) | | |
| UNWEIGHTED BASE | 24.03 | (447) | (450) | (452) | (483) | (471) | (100) | (132) | (315) | (251) | (199) | (297) | (155) | (250) | (233) | (274) | (6) | |
| MARITAL STATUS | | | | | | | | | | | | | | | | | | |
| Married or equivalent | 57.4% | 63.5% | 55.6% | 56.4% | 63.4% | 56.5% | 75.0% | 62.1% | 64.0% | 51.8% | 60.3% | 48.8% | 65.2% | 57.3% | 69.9% | 51.5% | 63.5% | |
| Single | 29.4% | 24.5% | 30.9% | 33.0% | 25.0% | 25.5% | 15.0% | 26.6% | 23.6% | 32.7% | 28.6% | 38.7% | 21.9% | 31.9% | 17.6% | 29.6% | 19.8% | 15.0% |
| Divorced, Widowed, separated | 12.6% | 11.6% | 12.4% | 11.9% | 11.6% | 17.8% | 9.0% | 9.8% | 12.4% | 13.5% | 11.1% | 11.8% | 12.3% | 10.8% | 12.5% | 18.6% | 16.8% | 9.0% |
| Not Stated | .6% | .5% | 1.1% | .7% | .2% | 1.0% | 1.5% | 2.0% | 1.5% | 2.0% | .7% | .7% | .6% | .4% | .4% | .4% | .4% | 1.0% |
| HERITAGE | | | | | | | | | | | | | | | | | | |
| None, just Canadian | 41.2% | 45.4% | 67.1% | 29.2% | 31.9% | 31.0% | 28.0% | 49.9% | 43.6% | 68.9% | 64.8% | 29.0% | 29.7% | 31.7% | 32.2% | 25.9% | 38.1% | 28.0% |
| British, Scottish, Welsh | 30.2% | 35.6% | 5.3% | 42.9% | 29.4% | 43.5% | 31.0% | 31.0% | 37.6% | 6.0% | 4.5% | 40.1% | 48.4% | 31.9% | 26.7% | 49.6% | 35.0% | 31.0% |
| Irish | 10.9% | 11.5% | 19.8% | 8.2% | 7.0% | 5.1% | 9.0% | 7.5% | 13.1% | 12.7% | 28.6% | 7.1% | 10.3% | 8.0% | 6.0% | 4.7% | 5.6% | 9.0% |
| French | 2.7% | .7% | 3.3% | 3.1% | 1.9% | 2.8% | 1.9% | 1.9% | 1.0% | 6.0% | 3.4% | 2.6% | 2.4% | 1.3% | 2.2% | 3.6% | | |
| Italian | 4.9% | 2.9% | .4% | 4.6% | 11.6% | 7.2% | 3.0% | 3.0% | 2.9% | .8% | 4.7% | 4.5% | 10.0% | 13.3% | 5.8% | 9.1% | 3.0% | |
| German | .2% | .2% | .2% | .2% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .3% | .3% | .4% | .4% | .5% | |
| Greek | .6% | .2% | .2% | 1.1% | .4% | .6% | .8% | .8% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | |
| Portuguese | 109% | 103% | 104% | 111% | 118% | 109% | 129% | 108% | 102% | 103% | 102% | 114% | 105% | 115% | 121% | 111% | 107% | 129% |

Detailed Tables

Demographics

PROVINCE

| | PROV | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | | |
|------------------------|-------|-------|------------------------|-------|-------|-------|---------------|-------|-----------------|--------|-----------------|---------------|--------|--------|------------|-------|-------|-------|-------|-------|
| | | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Single | Div./Widow | Rare | Aver. | Freq. | | |
| | | | BASE = ALL RESPONDENTS | | 2403 | 1057 | (529) | (324) | (205) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) |
| British Columbia | 11.4% | 10.6% | 10.6% | 10.6% | 12.6% | 15.6% | 12.1% | 11.4% | 10.4% | 12.7% | 10.6% | 11.2% | 11.2% | 9.9% | 16.1% | 9.0% | 12.2% | 12.6% | | |
| Alberta | 9.3% | 9.3% | 10.1% | 10.0% | 9.4% | 7.2% | 9.8% | 8.8% | 8.3% | 9.7% | 9.1% | 9.4% | 10.6% | 7.3% | 8.1% | 5.1% | 9.4% | 12.4% | | |
| Saskatchewan | 4.0% | 3.8% | 3.7% | 3.5% | 5.2% | 5.9% | 4.4% | 3.7% | 5.3% | 4.8% | 3.9% | 2.7% | 4.4% | 3.1% | 4.6% | 3.5% | 3.4% | 4.9% | | |
| Manitoba | 4.2% | 4.3% | 4.0% | 3.7% | 4.6% | 4.7% | 3.6% | 4.7% | 5.6% | 4.5% | 4.5% | 3.0% | 4.3% | 4.5% | 3.4% | 5.2% | 3.0% | 4.3% | | |
| Ontario | 35.7% | 35.0% | 35.9% | 32.8% | 32.4% | 43.9% | 36.3% | 35.3% | 22.1% | 26.6% | 39.3% | 48.6% | 33.9% | 40.1% | 33.8% | 34.5% | 37.7% | 35.5% | | |
| Quebec | 26.0% | 27.7% | 26.0% | 29.1% | 22.3% | 16.0% | 24.9% | 26.9% | 34.0% | 31.5% | 24.2% | 17.9% | 25.1% | 27.3% | 25.5% | 31.0% | 24.5% | 23.0% | | |
| New Brunswick | 2.8% | 2.6% | 3.2% | 2.6% | 3.5% | 3.0% | 3.0% | 2.7% | 3.7% | 3.2% | 3.0% | 1.9% | 3.2% | 1.9% | 3.5% | 3.5% | 2.2% | 2.2% | 2.5% | |
| Nova Scotia | 3.5% | 3.5% | 2.9% | 3.8% | 3.6% | 4.3% | 3.1% | 3.1% | 3.8% | 5.6% | 3.7% | 2.6% | 3.1% | 3.5% | 3.4% | 3.8% | 3.8% | 3.0% | | |
| Newfoundland | 2.3% | 2.4% | 2.7% | 1.2% | 2.2% | 2.7% | 2.8% | 1.9% | 4.5% | 2.4% | 1.9% | 1.5% | 2.8% | 1.7% | 1.3% | 3.3% | 2.9% | 1.2% | | |
| Prince Edward Island | .5% | .6% | .5% | .3% | 1.0% | .5% | .5% | .3% | .7% | .6% | .6% | .3% | .5% | .5% | .3% | .7% | .5% | .5% | .4% | |
| Yukon | .1% | .0% | .1% | .1% | .0% | .1% | .0% | .1% | .0% | .0% | .1% | .1% | .0% | .0% | .1% | .1% | .1% | .1% | .1% | |
| North West Territories | .2% | .2% | .3% | .1% | .1% | .1% | .2% | .1% | .1% | .1% | .1% | .2% | .2% | .1% | .1% | .2% | .2% | .2% | .1% | |

A. Which of the following categories does your age fall into?

| | TOTAL | AGE | | | | SEX | | | | FAMILY INCOME | | | | MARITAL STATUS | | | PLEASURE TRAVEL | | |
|--|-------|-------|-------|-------|-------|-------|-------|--------|--------|---------------|---------------|--------|-------|-------------------|-------|-------|-----------------|-------|--|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) | |
| SCRNA | | | | | | | | | | | | | | | | | | | |
| 16 to 24 years | 18.6% | 42.2% | | | | | 21.2% | 16.3% | 25.1% | 16.4% | 17.5% | 18.9% | 4.1% | 54.4% | .9% | 17.8% | 18.8% | 19.0% | |
| 25 to 34 years | 25.4% | 57.8% | | | | | 24.1% | 26.6% | 18.6% | 30.8% | 25.7% | 22.4% | 27.0% | 27.2% | 14.1% | 24.2% | 24.6% | 26.7% | |
| 35 to 44 years | 22.0% | | 100% | | | | 23.7% | 20.5% | 7.7% | 21.5% | 25.5% | 25.9% | 28.5% | 9.5% | 22.7% | 21.5% | 22.2% | 22.3% | |
| 45 to 54 years | 13.5% | | | | | | 14.0% | 13.1% | 10.3% | 10.5% | 15.9% | 15.9% | 18.6% | 4.7% | 11.2% | 14.2% | 13.6% | 13.1% | |
| 55 to 64 years | 8.5% | | | | | | 7.7% | 9.3% | 13.3% | 8.4% | 7.8% | 7.1% | 10.5% | 1.4% | 15.4% | 8.3% | 9.2% | 8.4% | |
| 65 to 74 years | 8.7% | | | | | | 77.6% | 6.6% | 10.5% | 16.1% | 9.7% | 4.8% | 7.7% | 2.5% | 22.6% | 9.0% | 9.0% | 8.1% | |
| 75 years and older (Refused/Not Stated) | 2.5% | | | | | | 22.4% | 2.2% | 2.8% | 7.5% | 2.1% | 1.7% | 1.1% | 1.8% | 11.7% | 4.6% | 1.6% | 1.6% | |
| | .8% | | | | | | .7% | .9% | 1.3% | .6% | .8% | .8% | .9% | .4% | 1.4% | .4% | 1.1% | .6% | |

1.a) Thinking about any over-night travelling you have done
for business reasons in the last two years, would you say
you have taken (READ LIST) trips?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| Q1A | | | | | | | | | | | | | | | | | | |
| 0 | 65.3% | 66.1% | 55.5% | 59.0% | 72.0% | 84.1% | 53.9% | 75.2% | 83.8% | 70.1% | 60.3% | 56.1% | 62.7% | 66.6% | 73.2% | 75.3% | 66.9% | 57.1% |
| 1 to 5 | 20.1% | 22.1% | 24.3% | 20.9% | 14.3% | 6.8% | 24.8% | 16.0% | 10.6% | 18.1% | 21.4% | 25.5% | 20.0% | 21.5% | 17.4% | 15.5% | 19.9% | 23.6% |
| 6 to 10 | 6.3% | 5.7% | 7.3% | 9.3% | 7.2% | 3.2% | 8.3% | 4.6% | 1.2% | 6.1% | 8.9% | 6.6% | 6.6% | 6.1% | 5.6% | 4.7% | 6.7% | 7.4% |
| 11 to 15 | 2.3% | 1.9% | 4.1% | 2.3% | 1.6% | .7% | 2.8% | 1.8% | 1.5% | 1.5% | 3.8% | 2.1% | 3.1% | 1.4% | .6% | 1.3% | 1.1% | 3.6% |
| 16 to 19 | .4% | .2% | .4% | .9% | .3% | .7% | .7% | .2% | .2% | .4% | .3% | .3% | .7% | .5% | .3% | .2% | .3% | .5% |
| 20 or more | 5.5% | 3.8% | 8.4% | 7.6% | 4.6% | 3.9% | 9.3% | 2.1% | 2.4% | 3.8% | 5.1% | 9.1% | 7.0% | 3.9% | 2.5% | 2.4% | 5.2% | 7.7% |
| Not Stated | .1% | .1% | .2% | .5% | .2% | .1% | .5% | .1% | .4% | .1% | .3% | .3% | .3% | .3% | .3% | .5% | .4% | |

1.b) And of these business trips, approximately what percentage did you take by (READ MODE)?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|-------|-------|-----------------|-------|--------|-----------------|-------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k | \$40k | \$60k | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS | (835) | (359) | (235) | (133) | (57) | (43) | (318) | (51) | (224) | (257) | (302) | (514) | (235) | (82) | (183) | (214) | (429) | | |
| UNWEIGHTED BASE | (884) | (370) | (265) | (138) | (70) | (36) | (552) | (332) | (243) | (279) | (304) | (567) | (226) | (88) | (189) | (239) | (447) | | |
| CAR | | | | | | | | | | | | | | | | | | | |
| None | 25.4% | 24.2% | 27.7% | 23.9% | 37.0% | 13.1% | 26.8% | 23.2% | 26.6% | 23.5% | 27.7% | 24.6% | 25.0% | 24.8% | 28.2% | 31.6% | 25.4% | 23.1% | |
| 1-9 | 2.0% | 1.4% | 2.1% | 1.7% | 4.3% | 2.1% | 1.7% | 2.7% | 1.6% | .2% | 3.6% | 1.9% | .1% | 2.8% | 2.5% | 2.5% | 1.4% | | |
| 10-29 | 9.7% | 9.5% | 12.4% | 8.1% | 4.2% | 10.3% | 8.1% | 6.4% | 8.3% | 11.2% | 9.9% | 10.2% | 9.5% | 6.5% | 9.8% | 10.8% | | | |
| 30-49 | 3.2% | 3.3% | 2.5% | 4.0% | 5.9% | 3.8% | 2.1% | 1.9% | 1.5% | 3.0% | 4.8% | 3.4% | 3.4% | 1.3% | 3.4% | 4.8% | 2.3% | | |
| 50-69 | 12.2% | 12.0% | 14.5% | 12.7% | 6.9% | 9.4% | 11.1% | 14.0% | 12.8% | 16.5% | 9.3% | 11.4% | 12.2% | 11.5% | 14.8% | 11.5% | 13.0% | 12.4% | |
| 70-89 | 7.4% | 6.0% | 8.5% | 8.3% | 4.9% | 7.7% | 8.4% | 5.8% | 6.3% | 5.9% | 3.8% | 11.8% | 9.1% | 5.2% | 3.4% | 3.5% | 10.4% | 7.4% | |
| 90+ | 39.6% | 43.0% | 31.8% | 41.3% | 36.9% | 56.2% | 36.5% | 44.7% | 40.6% | 42.8% | 44.0% | 33.3% | 38.2% | 42.2% | 41.0% | 38.8% | 34.1% | 42.3% | |
| Not Stated | .6% | .5% | .6% | | | | | | | | | | | | | | | | |
| BUS | | | | | | | | | | | | | | | | | | | |
| None | 88.8% | 87.3% | 91.6% | 91.2% | 91.6% | 76.7% | 90.8% | 85.6% | 74.5% | 81.6% | 89.3% | 96.2% | 90.4% | 85.8% | 85.8% | 87.1% | 89.7% | 89.4% | |
| 1-9 | 1.4% | 1.7% | .4% | .7% | 9.1% | 1.4% | 1.4% | 2.7% | 2.4% | 1.3% | .6% | .6% | .6% | 3.4% | .7% | .8% | .9% | 2.0% | |
| 10-29 | 3.6% | 3.8% | 3.7% | 2.1% | 3.2% | 3.3% | 2.4% | 5.5% | 13.7% | 4.5% | 3.6% | 1.1% | 3.2% | 7.4% | 1.1% | 4.5% | 4.0% | | |
| 30-49 | 1.5% | 1.4% | 1.6% | 1.4% | 4.3% | 7.7% | .4% | 3.4% | 3.7% | 3.6% | .9% | .2% | 2.1% | .2% | 1.7% | 2.3% | 2.2% | .5% | |
| 50-69 | 2.2% | 3.5% | 1.2% | 2.5% | | | 2.5% | 1.8% | 5.6% | 5.6% | 1.3% | 2.1% | 3.1% | .6% | 2.1% | 2.5% | 2.2% | | |
| 70-89 | .5% | .8% | 1.0% | 1.0% | .8% | | 1.2% | 1.6% | 2.7% | 1.5% | .8% | .7% | .4% | 1.0% | 1.0% | 1.1% | .4% | | |
| 90+ | 1.3% | 2.1% | .8% | 1.0% | | | 3.3% | .6% | .4% | 2.7% | .7% | .5% | .6% | .9% | .7% | 2.3% | .9% | 1.2% | |
| Not Stated | .6% | .5% | .6% | | | | | | | | | | | | | | | .3% | |
| PLANE | | | | | | | | | | | | | | | | | | | |
| None | 46.2% | 51.5% | 34.3% | 49.6% | 47.1% | 59.5% | 42.4% | 52.2% | 50.9% | 55.7% | 49.1% | 35.7% | 44.1% | 51.4% | 44.4% | 44.1% | 42.9% | 48.9% | |
| 1-9 | 2.6% | 1.8% | 3.6% | 1.9% | 4.6% | 3.4% | 1.4% | 3.8% | 5.1% | 2.8% | 2.8% | .5% | 2.3% | 3.0% | 3.7% | 3.4% | .6% | 2.6% | |
| 10-29 | 9.6% | 8.4% | 13.2% | 8.1% | 3.2% | 11.7% | 10.2% | 8.7% | 9.2% | 6.4% | 7.0% | 14.4% | 11.3% | 8.0% | 4.0% | 6.9% | 13.8% | 8.5% | |
| 30-49 | 3.1% | 3.3% | 5.3% | .4% | 2.0% | 3.0% | 2.9% | 5.4% | 4.5% | 2.0% | 2.7% | 3.0% | 1.6% | 8.7% | .4% | 4.3% | 3.8% | | |
| 50-69 | 9.5% | 8.3% | 10.5% | 11.8% | 10.5% | 7.3% | 9.7% | 9.2% | 5.3% | 8.2% | 7.9% | 12.5% | 9.7% | 9.3% | 6.5% | 9.5% | 10.8% | 9.1% | |
| 70-89 | 6.4% | 5.6% | 5.3% | 9.7% | 9.0% | 7.2% | 7.5% | 4.6% | 5.4% | 8.0% | 6.9% | 6.4% | 6.6% | 6.4% | 5.8% | 7.1% | 6.5% | | |
| 90+ | 22.0% | 20.6% | 27.2% | 18.5% | 26.3% | 6.5% | 22.8% | 20.6% | 22.7% | 22.7% | 14.7% | 22.6% | 26.8% | 22.9% | 19.3% | 24.5% | 28.2% | 20.5% | 20.3% |
| Not Stated | .6% | .5% | .6% | | | | | | | | | | | | | | | .3% | |
| TRAIN | | | | | | | | | | | | | | | | | | | |
| None | 88.7% | 88.0% | 87.3% | 95.7% | 84.7% | 87.7% | 87.5% | 90.7% | 85.3% | 87.5% | 90.5% | 88.7% | 90.5% | 86.0% | 87.1% | 93.5% | 85.7% | 88.7% | |
| 1-9 | 1.9% | 1.4% | 3.7% | .4% | 2.2% | 1.2% | 1.2% | 2.2% | 1.5% | 2.1% | 1.5% | 2.4% | 1.4% | 2.2% | 4.0% | 1.8% | 2.3% | 1.5% | |
| 10-29 | 3.3% | 4.7% | 2.0% | 1.5% | 7.6% | 3.3% | 3.4% | 4.7% | 3.3% | 3.4% | 3.1% | 3.2% | 4.0% | 2.5% | 2.3% | 5.3% | 2.9% | | |
| 30-49 | 1.8% | 1.9% | 1.6% | 4.3% | 4.5% | 1.9% | 1.6% | 6.4% | 2.2% | 2.2% | 2.1% | 1.7% | 1.0% | 2.3% | 1.1% | 2.5% | 2.1% | | |
| 50-69 | 1.6% | 1.5% | 1.8% | .7% | 3.3% | 3.3% | 2.0% | 1.1% | .9% | 2.4% | .7% | 2.0% | 1.2% | .3% | .0% | 2.2% | 2.1% | | |
| 70-89 | .1% | | .4% | | | | | | .2% | | | | | | | | .2% | | |

(continued)

1.b) And of these business trips, approximately what percentage did you take by (READ MODE)?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | | | |
|------------|-------|---------------------------|-------|-------|--|-------|-------|-----------------------------------|-------|-------|----------------------------|-------|-------|------------------|-------|-------|-------|-------|------|------|
| | | <35 35-44 45-54 55-64 65+ | | | Male Female <\$20k \$20k - \$40k \$40k - \$60k \$60k | | | \$20k - \$40k \$40k - \$60k \$60k | | | Marr. Single Div./ Widower | | | Rare Aver. Freq. | | | | | | |
| | | 90+ | .9% | 2.0% | 1.9% | 1.7% | 4.6% | 1.1% | .4% | 2.7% | 2.5% | .7% | 1.3% | .8% | .8% | 2.7% | 2.5% | .6% | 2.2% | 1.9% |
| OTHER | 96.2% | 96.5% | 96.4% | 96.2% | 96.7% | 89.9% | 95.2% | 97.8% | 89.3% | 96.1% | 96.9% | 96.8% | 96.2% | 95.6% | 97.6% | 95.0% | 94.1% | 97.6% | | |
| None | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .2% | 1.0% | .8% | .5% | .9% | .5% | .2% | | | | | |
| 1-9 | .7% | 1.2% | 1.1% | 1.1% | 1.4% | .8% | .7% | 1.0% | .8% | .4% | .4% | .4% | .3% | 1.3% | .7% | 1.4% | 1.0% | | .3% | |
| 10-29 | .2% | .3% | .2% | .2% | .2% | .4% | .2% | .2% | .5% | 2.1% | .2% | .2% | .2% | .2% | .3% | .3% | .7% | | .1% | |
| 30-49 | .5% | .7% | .4% | .4% | .4% | .5% | .5% | .5% | .2% | .2% | .2% | .2% | .2% | .4% | .9% | .3% | .9% | | .4% | |
| 50-69 | .1% | .2% | .2% | .2% | .2% | .3% | .3% | .3% | .2% | .2% | .2% | .2% | .2% | .1% | .1% | .3% | .1% | | .1% | |
| 70-89 | 1.4% | .6% | 1.5% | 2.2% | 3.3% | 2.1% | 2.1% | .2% | 4.0% | 2.5% | .7% | .6% | 1.8% | .9% | 1.7% | 1.6% | 2.1% | 1.0% | | |
| 90+ | .9% | .5% | 1.4% | .5% | .9% | 4.6% | 1.1% | .4% | 2.7% | .7% | 1.3% | .8% | .8% | .8% | 1.7% | 1.7% | 1.8% | 1.2% | | .3% |
| Not Stated | | | | | | | | | | | | | | | | | | | | |

1.b) And of these business trips, approximately what percentage did you take by (READ MODE)?

| | TOTAL | | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|---------------|---------------|----------------|-------|-------------------|-------|-------|-------|-------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$20k - \$60k | Marr. | Single Div./Widow | Rare | Aver. | Freq. | | | | |
| CAR | 54.6% | 56.8% | 48.9% | 57.2% | 47.7% | 71.2% | 51.9% | 59.0% | 55.4% | 57.8% | 55.0% | 51.9% | 54.5% | 55.2% | 54.6% | 50.7% | 52.4% | 57.1% |
| BUS | 4.1% | 5.3% | 2.7% | 4.1% | 3.2% | 4.1% | 3.6% | 5.1% | 6.4% | 7.1% | 4.6% | 1.1% | 3.6% | 5.7% | 3.1% | 4.5% | 4.6% | 3.6% |
| PLANE | 34.8% | 31.8% | 41.3% | 33.7% | 40.0% | 18.5% | 36.8% | 31.6% | 29.5% | 26.0% | 35.0% | 42.2% | 36.0% | 31.2% | 37.6% | 39.7% | 35.3% | 33.0% |
| TRAIN | 3.9% | 4.3% | 4.1% | 2.4% | 4.9% | 3.1% | 4.4% | 3.1% | 3.5% | 5.2% | 4.1% | 2.8% | 3.1% | 5.5% | 3.9% | 1.1% | 4.7% | 4.6% |
| OTHER | 1.9% | 1.3% | 1.9% | 2.7% | 3.3% | 3.2% | 2.6% | .7% | 5.3% | 2.9% | 1.3% | 1.1% | 2.3% | 1.7% | .1% | 2.0% | 2.9% | 1.4% |

1.c) And approximately what percentage of this business travelling was (READ LIST)?

| | TOTAL | AGE | | | | SEX | | | | FAMILY INCOME | | | | MARRITAL STATUS | | | | PLEASURE TRAVEL | | | | | | | | | | | | | |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------|-------|-------|-------|-----------------|-------|---------------|-------|-----------------|-------|-------|-------|--------|-------|------------|-------|-------|-------|-------|-------|-------|------|
| | | <35 | | 35-44 | | 45-54 | | 55-64 | | 65+ | | Male | | Female | | \$20k - \$40k | | \$40k - \$60k | | \$60k | | Single | | Div./Widow | | Rare | | Aver. | | Freq. | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BASE = ALL RESPONDENTS | (835) | (359) | (235) | (133) | (57) | (43) | (517) | (318) | (51) | (224) | (257) | (302) | (514) | (235) | (82) | (183) | (214) | (429) | (239) | (447) | | | | | | | | | | | |
| UNWEIGHTED BASE | (884) | (370) | (265) | (138) | (70) | (36) | (552) | (332) | (58) | (243) | (279) | (304) | (567) | (226) | (88) | (189) | (239) | (447) | | | | | | | | | | | | | |
| WITHIN YOUR PROVINCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 29.2% | 28.8% | 26.0% | 31.7% | 38.8% | 21.5% | 29.4% | 28.7% | 37.5% | 27.9% | 26.7% | 30.7% | 28.6% | 32.7% | 23.5% | 35.4% | 31.4% | 35.5% | 31.4% | 35.4% | 31.4% | 35.5% | 31.4% | 35.5% | 31.4% | 35.5% | 31.4% | 35.5% | | | |
| 1-9 | 1.6% | 1.3% | 1.0% | 1.0% | 7.7% | 2.2% | .6% | 2.1% | .5% | 2.4% | 1.7% | 2.0% | 1.7% | 2.0% | 2.1% | 2.1% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | | |
| 10-29 | 4.8% | 4.0% | 6.3% | 7.1% | 2.5% | 6.1% | 2.7% | 3.9% | 4.8% | 6.3% | 5.9% | 2.7% | 4.6% | 3.2% | 3.9% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | | |
| 30-49 | 3.1% | 4.1% | 3.5% | 1.5% | 3.9% | 1.8% | 1.8% | 8.1% | 13.8% | 10.0% | 5.2% | 10.2% | 7.7% | 9.9% | 12.9% | 2.7% | 10.8% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | 10.5% | |
| 50-69 | 8.8% | 9.4% | 9.2% | 6.3% | 6.9% | 14.3% | 9.3% | 6.4% | 3.2% | 6.0% | 6.3% | 9.7% | 7.7% | 6.9% | 5.5% | 4.9% | 8.2% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | 7.8% | | |
| 70-89 | 7.2% | 7.4% | 8.1% | 7.9% | 4.2% | 4.5% | 7.7% | 51.0% | 41.1% | 48.0% | 51.1% | 37.0% | 45.4% | 40.8% | 49.0% | 49.6% | 36.1% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | 46.6% | | |
| 90+ | 44.5% | 44.2% | 43.9% | 45.6% | 38.9% | 56.5% | 40.5% | .7% | .7% | 4.4% | .3% | .7% | .7% | .5% | .3% | .3% | 1.2% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% | 1.8% |
| Not Stated | .7% | .8% | .6% | 1.0% | 3.3% | 1.0% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | | | |
| WITHIN CANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 53.0% | 58.3% | 48.6% | 49.7% | 37.7% | 64.6% | 47.7% | 61.8% | 57.7% | 51.8% | 62.0% | 45.5% | 51.5% | 53.8% | 61.3% | 60.5% | 46.7% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | 52.9% | |
| 1-9 | 2.8% | 1.3% | 4.3% | 4.2% | 1.5% | 1.4% | 3.6% | 1.5% | 1.1% | 3.6% | 1.8% | 3.3% | 3.6% | 1.3% | 2.4% | 3.4% | 1.2% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | 3.3% | | |
| 10-29 | 10.1% | 9.0% | 10.9% | 10.7% | 15.4% | 7.2% | 11.0% | 8.6% | 4.2% | 10.7% | 8.1% | 12.2% | 11.3% | 9.0% | 2.7% | 6.9% | 10.8% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | 11.3% | | |
| 30-49 | 3.8% | 3.7% | 4.3% | 5.2% | 2.0% | 5.1% | 1.7% | 2.7% | 3.8% | 3.6% | 4.1% | 3.7% | 3.2% | 6.5% | 1.0% | 7.6% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% | | |
| 50-69 | 8.5% | 7.8% | 8.9% | 8.4% | 13.5% | 7.5% | 10.1% | 6.0% | 11.9% | 8.8% | 4.1% | 11.5% | 8.5% | 9.6% | 6.0% | 3.2% | 9.4% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | 10.6% | | |
| 70-89 | 4.2% | 3.0% | 6.4% | 2.9% | 9.8% | 5.3% | 2.5% | 4.1% | 5.3% | 4.2% | 4.2% | 3.7% | 5.7% | 1.8% | 4.8% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% | | | |
| 90+ | 16.8% | 16.1% | 16.0% | 18.9% | 19.0% | 16.1% | 16.5% | 17.2% | 18.0% | 16.9% | 16.3% | 18.6% | 16.9% | 18.3% | 13.0% | 21.5% | 19.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | 13.6% | | |
| Not Stated | .7% | .8% | .6% | 1.0% | 3.3% | 1.0% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | | | |
| WITHIN THE UNITED STATES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 75.1% | 75.8% | 73.0% | 75.9% | 69.0% | 85.6% | 71.5% | 80.9% | 77.0% | 76.8% | 78.2% | 70.8% | 78.2% | 75.5% | 75.3% | 70.8% | 79.8% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | 68.4% | |
| 1-9 | 3.2% | 2.5% | 5.1% | 3.5% | 2.4% | 4.7% | .8% | 1.0% | 4.1% | 2.1% | 3.9% | 4.2% | 1.1% | 3.7% | 2.1% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | 4.2% | | |
| 10-29 | 8.0% | 8.0% | 8.1% | 9.7% | 10.3% | 9.4% | 5.6% | 3.8% | 8.0% | 6.8% | 7.6% | 8.0% | 9.6% | 7.7% | 8.0% | 9.9% | 4.2% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | 11.5% | |
| 30-49 | 1.6% | .6% | 3.6% | 1.0% | 2.4% | 1.7% | 1.4% | 1.4% | 1.2% | 1.2% | 1.3% | 1.4% | 2.2% | 1.4% | 3.4% | 1.6% | 3.1% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | 1.6% | | |
| 50-69 | 3.9% | 3.2% | 3.3% | 3.2% | 10.5% | 6.5% | 3.8% | 4.0% | 1.0% | 3.8% | 3.0% | 5.2% | 4.1% | 3.7% | 2.9% | 5.2% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | 4.8% | | |
| 70-89 | 1.7% | 1.6% | 1.3% | 3.6% | 1.0% | 2.4% | 1.5% | .5% | 1.1% | 1.5% | 1.5% | 2.9% | 1.8% | 1.4% | 1.1% | 2.3% | 2.0% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | 1.3% | | |
| 90+ | 5.5% | 7.5% | 4.3% | 3.1% | 3.3% | 5.2% | 6.1% | 10.0% | 4.3% | 7.4% | 4.1% | 4.5% | 7.4% | 1.3% | .8% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | | |
| Not Stated | 1.0% | .8% | 1.4% | 1.0% | 4.6% | 1.2% | .7% | 4.4% | .3% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | .7% | | | |
| ELSEWHERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None | 91.2% | 91.4% | 92.5% | 91.8% | 86.8% | 90.9% | 89.5% | 93.9% | 88.1% | 93.3% | 92.5% | 89.0% | 91.0% | 90.4% | 94.5% | 94.1% | 88.2% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | 91.6% | | |
| 1-9 | 1.1% | .8% | .2% | 1.4% | 4.8% | 1.3% | .8% | .8% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | | |
| 10-29 | 1.8% | 1.9% | 1.8% | 2.6% | 1.5% | 2.5% | 2.5% | 1.0% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | | | |
| 30-49 | .1% | .2% | .2% | .2% | 2.4% | 4.5% | 2.4% | 1.4% | 3.8% | 2.3% | 1.8% | 1.6% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | .4% | | | |
| 50-69 | 2.0% | 2.5% | 1.9% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | | |
| 70-89 | .1% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | | |

(continued)

1.c) And approximately what percentage of this business travelling was (READ LIST)?

| | TOTAL | | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | |
|------------|-------|-------|-------|-------|------|------|--------|--------|---------------|---------------|-------|----------------|--------|------------|-----------------|-------|-------|
| | \$35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| 90+ | 2.6% | 2.3% | 2.0% | 4.2% | 2.4% | 2.6% | 2.5% | 3.7% | 1.1% | 2.7% | 3.3% | 3.0% | 2.2% | .7% | 3.0% | 2.2% | 2.6% |
| Not Stated | 1.0% | .8% | 1.4% | 1.0% | 4.6% | 1.2% | .7% | 4.4% | .3% | .7% | 1.3% | .8% | 1.2% | 2.4% | 1.8% | 1.2% | .7% |

1.c) And approximately what percentage of this business travelling was (READ LIST)?

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|--------------------------|-------|-------|-------|-------|-------|-------|---------------|--------|--------|----------------|----------------|-------|-----------------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k+ | Marr. | Single Div./ Widow | Rare | Aver. | Freq. | |
| WITHIN YOUR PROVINCE | 56.8% | 57.3% | 57.6% | 56.2% | 46.2% | 69.1% | 53.9% | 61.5% | 52.9% | 59.3% | 61.3% | 51.8% | 57.2% | 53.6% | 62.4% | 56.4% | |
| WITHIN CANADA | 27.8% | 25.4% | 29.4% | 29.9% | 36.5% | 21.8% | 29.8% | 24.7% | 26.9% | 27.9% | 23.5% | 31.6% | 28.1% | 29.0% | 23.8% | 26.8% | 32.3% |
| WITHIN THE UNITED STATES | 10.9% | 12.1% | 9.7% | 9.3% | 12.0% | 6.8% | 11.5% | 9.9% | 13.4% | 9.2% | 10.9% | 11.6% | 9.9% | 12.7% | 11.7% | 12.3% | 11.9% |
| ELSEWHERE | 4.2% | 4.3% | 3.4% | 4.6% | 4.4% | 2.3% | 4.6% | 3.5% | 5.9% | 2.6% | 4.2% | 5.1% | 4.8% | 3.9% | 1.1% | 3.4% | 4.8% |
| | | | | | | | | | | | | | | | | | |

1.d) Over the last five years or so would you say that the amount of overnight travelling you are doing for business reasons has increased, stayed about the same or decreased?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | |
|------------------------|-------|-------|-------|-------|-------|---------------|-------|-----------------|--------|-----------------|---------------|--------|-------|--------------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./ Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | (835) | (235) | (133) | (57) | (43) | (51) | (318) | (224) | (257) | (302) | (514) | (235) | (82) | (183) | (214) | (429) | |
| UNWEIGHTED BASE | (884) | (370) | (265) | (138) | (70) | (36) | (332) | (243) | (279) | (304) | (567) | (226) | (88) | (189) | (239) | (447) | |
| q1d | | | | | | | | | | | | | | | | | |
| Increased a lot | 18.9% | 21.2% | 21.4% | 14.6% | 11.2% | 12.3% | 19.5% | 17.9% | 17.7% | 19.4% | 14.1% | 22.8% | 20.7% | 18.6% | 9.3% | 17.2% | |
| Increased a little | 16.7% | 18.1% | 19.0% | 14.6% | 12.8% | 3.4% | 17.3% | 15.8% | 17.6% | 14.1% | 17.8% | 17.5% | 16.3% | 18.5% | 14.3% | 12.3% | |
| Stayed the same | 43.1% | 40.9% | 42.8% | 48.1% | 45.6% | 45.8% | 42.7% | 43.8% | 37.7% | 46.5% | 42.0% | 42.6% | 44.1% | 39.6% | 47.4% | 51.5% | 40.3% |
| Decreased a little | 10.8% | 10.9% | 8.8% | 11.6% | 15.3% | 15.4% | 11.1% | 10.3% | 17.7% | 8.3% | 14.3% | 8.5% | 10.3% | 11.7% | 9.8% | 10.7% | 8.6% |
| Decreased a lot | 9.0% | 6.5% | 7.9% | 11.1% | 15.1% | 19.8% | 8.3% | 10.1% | 3.9% | 11.6% | 10.1% | 7.0% | 8.2% | 8.0% | 17.5% | 5.8% | 10.9% |
| (DK/NS) * | 1.4% | 2.4% | | | | | 3.3% | 1.0% | 2.1% | 5.4% | 1.7% | 1.5% | .4% | 3.6% | 1.7% | 2.6% | .3% |

* Don't Know/Not Stated

- 2.a) Are you a member of one or more frequent flier programs?
 b) Do you use your frequent flier points primarily for business or for pleasure travelling?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | |
|--|----------------|----------------|----------------|--------------|--------------|---------------|----------------|-----------------|--------------|-----------------|----------------|----------------|-----------------------|----------------|--------------|----------------|----------------|----------------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Single Div./ Widow | Rare Aver. | Freq. | | | |
| BASE = ALL RESPONDENTS UNWEIGHTED BASE | (449) (507) | (174) (190) | (154) (181) | (67) (79) | (30) (38) | (17) (15) | (298) (333) | (152) (174) | (25) (27) | (99) (112) | (131) (158) | (194) (210) | (287) (358) | (115) (116) | (45) (51) | (102) (111) | (122) (149) | (219) (242) |
| Q2A Yes | 28.2% | 23.1% | 27.5% | 36.4% | 33.6% | 43.5% | 31.8% | 21.0% | 3.5% | 16.6% | 24.6% | 39.7% | 30.0% | 24.0% | 28.4% | 22.3% | 31.6% | 28.9% |
| No | 70.4% | 74.5% | 72.5% | 62.1% | 66.4% | 48.5% | 67.0% | 76.9% | 89.2% | 82.9% | 72.2% | 60.3% | 69.2% | 73.5% | 68.5% | 73.5% | 67.9% | 70.3% |
| (DK/NS)* | 1.5% | 2.5% | 1.5% | 1.5% | 8.0% | 1.1% | 2.2% | 7.4% | .5% | 3.3% | .5% | .8% | .8% | 2.5% | 3.1% | 4.1% | .4% | .9% |
| BASE = MEMBERS OF FREQUENT FLYER PROGRAMS UNWEIGHTED BASE | (127) (159) | (40) (47) | (42) (58) | (24) (31) | (10) (16) | (7) (6) | (95) (113) | (32) (46) | (1) (1) | (16) (19) | (32) (43) | (77) (96) | (86) (112) | (27) (29) | (13) (18) | (23) (26) | (39) (55) | (63) (77) |
| Q2B Business | 15.2% | 14.3% | 6.1% | 16.2% | 30.0% | 26.3% | 20.3% | 67.6% | 100% | 31.1% | 7.9% | 15.0% | 16.4% | 16.2% | 5.0% | 26.2% | 13.0% | |
| Pleasure | 54.7% | 54.0% | 66.8% | 44.6% | 45.9% | 48.4% | 50.4% | 10.4% | 18.7% | 56.5% | 55.1% | 53.3% | 52.1% | 62.7% | 55.1% | 48.6% | 60.2% | 55.2% |
| (Both) | 12.5% | 11.2% | 7.1% | 24.0% | 22.9% | 10.4% | 12.1% | 13.7% | 5.4% | 14.3% | 12.1% | 11.0% | 18.1% | 10.9% | 14.2% | 12.4% | | |
| (DK/NS)* | 17.6% | 20.2% | 19.9% | 15.3% | 1.2% | 25.4% | 19.0% | 13.7% | 25.1% | 17.3% | 19.4% | 10.1% | 21.8% | 14.3% | 12.6% | 19.4% | | |

* Don't Know/Not Stated

3.a) Thinking now about any over-night travelling you have done for pleasure or family reasons in the last two years, approximately how many trips have you taken?

3.b) And of these pleasure trips, how many did you take...

| | TOTAL | AGE | | | | SEX | | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | |
|--|-------|-----|-------|-------|-------|-----|------|--------|--------|---------------|---------------|--------|----------------|--------|----------------|-----------------|-------|-------|-----|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. | |
| PRIMARILY BY CAR | 8.0 | 7.9 | 9.2 | 6.9 | 7.3 | 7.4 | 7.6 | 8.4 | 6.5 | 8.0 | 8.2 | 8.4 | 8.1 | 7.5 | 9.1 | 1.5 | 3.0 | 13.3 | |
| PRIMARILY BY BUS | 3.7 | 3.8 | 3.7 | 2.2 | 7.2 | 2.6 | 4.3 | 3.4 | 4.4 | 3.2 | 3.7 | 3.8 | 3.3 | 3.3 | 3.6 | 5.1 | 1.1 | 1.7 | 5.3 |
| PRIMARILY BY PLANE | 2.7 | 2.8 | 2.8 | 2.6 | 2.2 | 2.4 | 2.9 | 2.5 | 2.3 | 2.4 | 2.5 | 3.1 | 2.7 | 2.8 | 2.4 | 1.3 | 2.0 | 3.6 | |
| PRIMARILY BY TRAIN | 2.6 | 2.9 | 1.8 | 2.5 | 2.1 | 2.8 | 2.7 | 2.5 | 1.9 | 3.2 | 2.4 | 2.4 | 2.3 | 3.1 | 2.3 | 1.1 | 1.8 | 3.6 | |
| BY A COMBINATION OF PLANE AND CAR (RENTAL OR PERSONAL) | 2.9 | 3.6 | 2.6 | 3.0 | 1.5 | 2.2 | 2.5 | 3.2 | 5.5 | 2.8 | 2.5 | 3.0 | 2.4 | 4.0 | 3.5 | 1.5 | 1.8 | 3.6 | |
| BY A COMBINATION OF PLANE AND BUS | 1.9 | 2.5 | 1.0 | 1.6 | 1.2 | 1.1 | 2.3 | 1.6 | 1.8 | 2.4 | 1.3 | 2.0 | 1.7 | 1.8 | 2.7 | 1.5 | 1.4 | 2.2 | |
| BY A COMBINATION OF TRAIN AND CAR (RENTAL OR PERSONAL) | 4.4 | 4.0 | 12.6 | 1.8 | 3.5 | 1.6 | 1.8 | 6.6 | 1.0 | 6.7 | 6.5 | 2.1 | 1.4 | 5.7 | 19.2 | 1.2 | 2.7 | 5.8 | |
| BY SOME OTHER MODE | 4.7 | 5.0 | 4.7 | 7.1 | 3.3 | 3.4 | 4.3 | 5.3 | 8.4 | 3.6 | 5.9 | 4.1 | 5.0 | 1.9 | 5.8 | 1.0 | 2.7 | 6.6 | |

3.c) And were the pleasure trips you took by...

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|------------------------------|-------|------|-------|-------|-------|-------|------|---------------|--------|---------------|----------------|--------|-------|-------------------|-------|-------|-------|------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. | |
| BASE=PRIMARILY BY CAR | | | | | | | | | | | | | | | | | | |
| 1 UNWEIGHTED BASE | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (759) | (644) | |
| WITHIN YOUR PROVINCE | 7.8 | 7.9 | 9.7 | 5.5 | 6.6 | 6.8 | 7.0 | 8.5 | 6.4 | 8.2 | 8.0 | 7.9 | 7.7 | 7.7 | 8.8 | 1.4 | 2.6 | 12.1 |
| WITHIN CANADA | 4.3 | 4.1 | 4.3 | 4.8 | 4.2 | 4.7 | 4.3 | 4.4 | 2.8 | 4.1 | 4.5 | 5.0 | 4.6 | 3.9 | 3.7 | 1.2 | 2.0 | 6.3 |
| WITHIN THE U.S. | 3.2 | 2.8 | 3.1 | 4.3 | 3.5 | 3.6 | 3.5 | 2.9 | 3.5 | 2.9 | 3.1 | 3.5 | 3.0 | 2.9 | 4.5 | 1.2 | 1.8 | 4.3 |
| ELSEWHERE | 2.6 | 3.1 | 3.0 | - | 1.4 | 2.1 | 1.6 | 3.6 | 1.0 | 1.7 | 2.9 | 3.5 | 2.8 | 1.4 | 3.7 | 1.4 | 1.6 | 3.2 |
| DK/NS* | 3.5 | 3.5 | 3.5 | - | - | - | 2.0 | 5.0 | - | - | 3.5 | 3.5 | 3.5 | 3.5 | - | 2.0 | 5.0 | 3.5 |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|-----------------------|-------|------|-------|-------|-------|-------|------|---------------|--------|--------|----------------|---------------|--------|-----------------|--------|----------------|-------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. |
| | | | | | | | | | | | | | | | | | | | |
| BASE=PRIMARILY BY BUS | | | | | | | | | | | | | | | | | | | |
| 1 UNWEIGHTED BASE | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 | |
| WITHIN YOUR PROVINCE | 4.6 | 4.5 | 5.7 | 2.2 | 9.1 | 2.7 | 5.6 | 4.1 | 5.3 | 3.4 | 5.0 | 5.7 | 4.2 | 4.4 | 5.6 | 1.1 | 1.6 | 6.4 | |
| WITHIN CANADA | 2.1 | 2.4 | 2.3 | 1.5 | 1.6 | 1.8 | 2.0 | 2.2 | 1.8 | 2.7 | 1.4 | 2.1 | 2.5 | 2.0 | 1.7 | 1.0 | 1.4 | 2.9 | |
| WITHIN THE U.S. | 1.8 | 1.4 | 1.4 | 2.2 | 1.8 | 2.3 | 1.7 | 1.8 | 1.4 | 2.1 | 1.5 | 1.7 | 1.8 | 1.6 | 2.5 | 1.1 | 1.7 | 2.0 | |
| ELSEWHERE | 1.0 | 1.0 | - | - | - | - | - | 1.0 | 1.0 | - | 1.0 | - | 1.0 | 1.0 | - | 1.0 | - | - | |
| DK/NS * | 1.5 | 1.0 | - | - | - | - | 2.0 | - | 1.5 | - | 1.5 | - | 2.0 | 1.0 | - | 1.0 | 2.0 | - | |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | AGE | | | | SEX | | | | FAMILY INCOME | | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | | | | |
|-------------------------|-------|------|-------|-------|-------|-------|------|-------|-------|---------------|-------|-------|------|----------------|-------|--------|-----------------|---------------|--------|-------|-------------------|-------|-------|-------|
| | | <35 | | 35-44 | | 45-54 | | 55-64 | | 65+ | | Male | | Female | | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single div./widow | Rare | Aver. | Freq. |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| BASE=PRIMARILY BY PLANE | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | (739) | (304) | (735) | (651) | 1001 | | |
| 1 UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (651) | (311) | (735) | (651) | (998) | | |
| WITHIN YOUR PROVINCE | 2.5 | 2.9 | 2.7 | 2.2 | 1.8 | 1.9 | 2.8 | 2.3 | 3.4 | 2.5 | 2.2 | 2.3 | 2.0 | 2.7 | 2.4 | 2.4 | 2.5 | 1.9 | 1.9 | 1.1 | 1.5 | 3.4 | | |
| WITHIN CANADA | 2.4 | 2.7 | 2.2 | 2.3 | 1.8 | 1.8 | 2.6 | 2.2 | 2.0 | 2.1 | 2.7 | 2.4 | 2.4 | 2.5 | 1.9 | 1.3 | 1.9 | 1.3 | 1.9 | 1.6 | 1.2 | 2.3 | | |
| WITHIN THE U.S. | 1.9 | 1.9 | 2.0 | 1.9 | 1.8 | 2.0 | 2.2 | 1.8 | 1.3 | 1.9 | 1.8 | 2.2 | 2.1 | 1.8 | 1.7 | 1.3 | 1.5 | 1.5 | 1.5 | 1.3 | 1.5 | 2.4 | | |
| ELSEWHERE | 1.9 | 1.9 | 2.2 | 2.1 | 1.5 | 1.6 | 2.0 | 1.8 | 1.5 | 1.8 | 1.9 | 2.1 | 1.9 | 2.0 | 1.8 | 1.2 | 1.6 | 1.6 | 1.2 | 1.6 | 1.6 | 2.3 | | |
| DK/NS* | 2.2 | 1.0 | . | 2.9 | . | 1.0 | 1.0 | 2.4 | 1.6 | . | 1.0 | 3.3 | 2.4 | . | 1.0 | 1.0 | 2.0 | 2.0 | 1.0 | 1.0 | 2.0 | 3.0 | | |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | |
|--------------------------------|-------|------|-------|-------|-------|-------|------|---------------|--------|---------------|-----------------|--------|-------|-----------------|------------|-------|-------|---------------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE=PRIMARILY BY TRAIN | | | | | | | | | | | | | | | | | | |
| 1 UNWEIGHTED BASE | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 (998) |
| WITHIN YOUR PROVINCE | 3.0 | 3.5 | 1.4 | 4.7 | 2.0 | 2.7 | 3.1 | 2.9 | 2.0 | 4.5 | 2.6 | 2.3 | 2.3 | 4.2 | 2.3 | 1.0 | 2.0 | 4.1 |
| WITHIN CANADA | 2.1 | 2.1 | 2.5 | 1.6 | 2.9 | 2.6 | 2.1 | 2.1 | 1.7 | 2.5 | 2.2 | 1.9 | 2.2 | 2.0 | 2.2 | 1.1 | 1.8 | 2.7 |
| WITHIN THE U.S. | 1.4 | 1.4 | 1.0 | - | 1.0 | 3.0 | 1.0 | 1.6 | 1.0 | 1.6 | 2.0 | 1.3 | 1.7 | 1.3 | - | 1.6 | 1.4 | 1.3 |
| ELSEWHERE | 4.5 | 4.7 | - | - | - | 3.0 | 4.9 | 3.9 | - | 1.9 | - | 6.3 | 6.1 | 4.9 | 2.4 | 1.0 | 1.0 | 6.1 |
| DK/NS * | 1.2 | 1.2 | - | - | - | - | 2.0 | 1.0 | 1.0 | - | 1.0 | 2.0 | 1.0 | 1.5 | - | - | - | 1.2 |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|----------------------|-------|-----------------------------------|-------|-------|-------|-------|------|---------------|--------|--------|-----------------|---------------|--------|-----------------|--------|------------|-------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| | | BASE=COMBINATION OF PLANE AND CAR | | | | | | | | | | | | | | | | | |
| 1 | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) | |
| WITHIN YOUR PROVINCE | 3.0 | 3.7 | 2.0 | 2.2 | - | 2.5 | 2.3 | 3.4 | 2.0 | 4.5 | 1.9 | 3.2 | 3.4 | 2.6 | 2.3 | - | 1.7 | 3.5 | |
| WITHIN CANADA | 2.1 | 2.2 | 2.5 | 1.6 | 1.0 | 3.1 | 1.6 | 2.6 | 3.5 | 2.4 | 1.6 | 2.1 | 1.6 | 3.1 | 4.5 | 1.0 | 1.4 | 2.4 | |
| WITHIN THE U.S. | 2.0 | 2.1 | 1.7 | 2.2 | 1.9 | 1.0 | 2.1 | 1.8 | 1.0 | 1.8 | 1.6 | 2.2 | 1.7 | 2.4 | 2.5 | 1.0 | 1.7 | 2.3 | |
| ELSEWHERE | 1.8 | 1.7 | 1.9 | 2.8 | 1.0 | 1.4 | 1.6 | 1.9 | 2.0 | 1.3 | 2.3 | 1.8 | 1.8 | 1.9 | 1.4 | 1.3 | 1.3 | 2.1 | |
| DK/NS* | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by....

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | |
|--|-------|-------|-------|-------|-------|-------|--------|---------------|-------|-------|----------------|-----------------|-------|--------------------------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k | \$40k | \$60k | \$80k | \$20k+ \$60k | Marr. | Single Div./ Widow | Rare | Aver. | Freq. |
| BASE=COMBINATION OF PLANE AND BUS | | | | | | | | | | | | | | | | | |
| 1 | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) |
| WITHIN YOUR PROVINCE | 1.0 | 1.0 | . | 1.0 | . | . | 1.0 | 1.0 | . | . | 1.0 | 1.0 | . | . | 1.0 | . | 1.0 |
| WITHIN CANADA | 1.3 | 1.5 | 1.0 | 1.0 | . | 1.0 | 1.6 | 1.1 | 2.0 | 1.6 | 1.1 | 1.1 | 1.2 | 1.4 | 2.0 | 1.0 | 1.3 |
| WITHIN THE U.S. | 1.7 | 1.9 | 1.0 | . | • | • | 1.4 | 2.1 | • | 1.5 | 1.0 | 5.0 | 1.0 | 5.0 | 1.5 | 2.0 | 1.6 |
| ELSEWHERE | 2.0 | 2.4 | . | 2.0 | 1.2 | 1.4 | 3.2 | 1.5 | 2.0 | 2.6 | 2.0 | 1.4 | 1.7 | 1.4 | 3.3 | 1.7 | 2.5 |
| DK/NS * | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | | |
|--|-----------------|------|-------|-------|-------|---------------|-------|-----------------|--------|-----------------|---------------|-------|--------|-------|-------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k | Single | Marr. | Rare | Aver. | Freq. | | |
| | UNWEIGHTED BASE | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| BASE=COMBINATION OF TRAIN AND CAR | | | | | | | | | | | | | | | | | | | |
| 1 | UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| WITHIN YOUR PROVINCE | 1.4 | 1.0 | - | 1.8 | - | - | 1.0 | 2.0 | - | 1.0 | - | 1.6 | 1.8 | 1.0 | - | - | - | - | 1.4 |
| WITHIN CANADA | 5.0 | 4.1 | 12.6 | - | 3.9 | 1.7 | 2.1 | 6.8 | - | 7.2 | 6.5 | 2.4 | 1.3 | 6.1 | 19.2 | 1.0 | 3.0 | 6.7 | - |
| WITHIN THE U.S. | 1.5 | - | - | - | 2.0 | 1.0 | 1.5 | - | 1.0 | 2.0 | - | - | 1.5 | - | - | 2.0 | 1.0 | - | - |
| ELSEWHERE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| DK/NS * | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

* Don't Know/Not Stated

3.c) And were the pleasure trips you took by...

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|--------------------------------|-------|------|-------|-------|-------|-------|------|---------------|-------|-------|----------------|-------|--------|-----------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k | \$40k | \$60k+ | Marr. | Single | Div./ | Rare | Aver. | Freq. | |
| BASE=BY SOME OTHER MODE | | | | | | | | | | | | | | | | | | |
| 1 | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| WITHIN YOUR PROVINCE | 6.5 | 7.2 | 4.9 | 9.6 | 8.9 | 2.2 | 5.5 | 7.9 | 12.4 | 4.0 | 11.0 | 5.3 | 6.5 | 2.1 | 10.0 | 1.0 | 2.6 | 9.5 |
| WITHIN CANADA | 2.4 | 1.8 | 2.6 | 3.1 | 2.0 | 2.8 | 2.2 | 2.9 | 4.0 | 2.0 | 2.4 | 2.5 | 2.6 | 1.0 | 1.0 | 1.0 | 2.4 | 2.4 |
| WITHIN THE U.S. | 1.9 | 2.2 | 1.7 | 1.5 | . | 1.7 | 1.7 | 2.1 | 1.3 | 2.3 | 1.6 | 1.5 | 1.8 | 2.3 | 1.0 | 1.0 | 2.2 | 1.8 |
| ELSEWHERE | 1.3 | 2.0 | 1.0 | 1.0 | 1.2 | 2.0 | 1.2 | 1.4 | . | 1.0 | 1.4 | 1.4 | 1.3 | 1.0 | . | 1.0 | 1.0 | 1.4 |
| DK/NS * | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

* Don't Know/Not Stated

3.d) Over the last five years or so would you say that the amount of travelling you are doing for pleasure or family reasons has increased, stayed about the same, or decreased?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | |
|-------------------------------|------------|-------|--------|-------|--------|---------------|--------|----------------|---------------|-----------------|-------|-----------------------|
| | | <35 | | 35-44 | | 45-54 | | 55-64 | | 65+ | | |
| | | Male | Female | Male | Female | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./ Widow |
| Q3D BASE = ALL RESPONDENTS | 2183 (984) | (482) | (292) | (179) | (227) | 1017 | 1167 | (261) | (679) | (598) | (644) | 1254 (653) |
| UNWEIGHTED BASE | 2168 (966) | (487) | (292) | (191) | (219) | 1011 | 1157 | (275) | (686) | (593) | (614) | 1292 (599) |
| Increased a lot | 18.1% | 22.6% | 15.9% | 15.0% | 13.0% | 12.7% | 16.3% | 19.7% | 17.5% | 16.6% | 15.9% | 22.0% |
| Increased a little | 18.9% | 21.4% | 20.9% | 15.4% | 16.4% | 12.0% | 19.5% | 18.4% | 14.5% | 16.7% | 22.0% | 20.0% |
| Stayed the same | 44.8% | 38.9% | 46.8% | 50.8% | 52.9% | 49.8% | 48.1% | 41.9% | 41.6% | 46.2% | 45.0% | 44.4% |
| Decreased a little | 10.0% | 9.1% | 10.3% | 9.8% | 10.2% | 12.9% | 9.6% | 10.3% | 8.3% | 12.2% | 9.6% | 8.7% |
| Decreased a lot | 7.6% | 7.2% | 6.1% | 8.3% | 6.7% | 12.6% | 6.1% | 8.8% | 17.0% | 7.0% | 7.2% | 4.7% |
| (DK/NS)* | .6% | .8% | .1% | .1% | .7% | .8% | .4% | .9% | 1.1% | 1.2% | .5% | .2% |
| | | | | | | | | | | | .4% | .7% |
| | | | | | | | | | | | .1% | .1% |

* Don't Know/Not Stated

3.e) Is there any particular reason why you are doing
more travelling?

| | TOTAL | | AGE | | | SEX | | FAMILY INCOME | | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | |
|---|-------|-------|-------|-------|-------|-------|--------|---------------|-------|-------|----------------|--------|-----------------|-------|-------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k | \$40k | \$60k | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS UNWEIGHTED BASE | (808) | (433) | (177) | (89) | (53) | (56) | (364) | (444) | (84) | (227) | (271) | (441) | (275) | (90) | (96) | (222) | (486) | |
| (810) | (430) | (167) | (97) | (63) | (53) | (364) | (446) | (87) | (233) | (230) | (260) | (463) | (254) | (91) | (96) | (225) | (486) | |
| Visit family | 23.6% | 24.9% | 20.3% | 27.3% | 24.8% | 16.5% | 17.5% | 28.6% | 34.4% | 26.3% | 24.4% | 17.3% | 25.6% | 21.9% | 17.4% | 20.5% | 15.8% | 27.5% |
| More time | 21.1% | 14.8% | 17.7% | 32.4% | 35.3% | 49.6% | 22.8% | 19.8% | 21.7% | 15.5% | 19.7% | 26.8% | 23.9% | 13.9% | 30.1% | 25.7% | 22.0% | 20.0% |
| Retired/Older | 12.6% | 8.6% | 1.0% | 14.6% | 41.4% | 49.3% | 12.6% | 12.5% | 21.5% | 13.2% | 12.2% | 9.6% | 14.3% | 10.9% | 9.7% | 9.0% | 18.2% | 10.4% |
| More money | 23.8% | 24.7% | 26.6% | 25.7% | 11.6% | 15.7% | 26.3% | 21.7% | 15.1% | 19.7% | 20.1% | 32.9% | 24.3% | 23.3% | 23.1% | 21.4% | 24.5% | 23.8% |
| More trips-school, win | 14.0% | 15.1% | 16.8% | 16.6% | 2.0% | 4.4% | 16.4% | 12.0% | 12.2% | 14.7% | 13.2% | 14.6% | 12.5% | 16.8% | 12.9% | 6.9% | 12.1% | 16.4% |
| Health reasons-stress | 1.7% | .9% | 2.1% | 4.4% | 2.6% | 1.9% | .9% | 2.4% | 4.5% | 1.1% | 1.8% | 1.3% | 2.3% | .2% | 3.3% | 2.9% | 2.4% | 1.2% |
| Own a private plane | .1% | | | | | | | | | | | | | | | | | |
| Kids older | 7.6% | 4.2% | 15.3% | 11.9% | 4.3% | 5.9% | 6.5% | 8.5% | 4.7% | 7.5% | 8.1% | 8.1% | 11.7% | .9% | 8.0% | 11.9% | 5.1% | .1% |
| Flight schedule better | .3% | .3% | .3% | .7% | | | | | | | | | | | | | | |
| Fun/interesting | 3.6% | 5.3% | .8% | 3.7% | | | | | | | | | | | | | | |
| Bought car/trailer | 2.7% | 4.5% | .9% | | | | | | | | | | | | | | | |
| Sports related | .9% | 1.3% | .6% | | | | | | | | | | | | | | | |
| Weather | .1% | .1% | .3% | | | | | | | | | | | | | | | |
| Educational experience | .7% | .8% | .5% | | | | | | | | | | | | | | | |
| Save \$/financial | .4% | .8% | | | | | | | | | | | | | | | | |
| Have a baby/kids | .2% | .4% | | | | | | | | | | | | | | | | |
| Live in isolated area | .1% | .1% | | | | | | | | | | | | | | | | |
| Parents died/no fam vsts | .1% | | | | | | | | | | | | | | | | | |
| Disabled/health problems | .2% | .3% | | | | | | | | | | | | | | | | |
| Other | .2% | .1% | 1.6% | 2.7% | 6.2% | 1.0% | 8.1% | 7.0% | 10.3% | 5.9% | 9.9% | .5% | .4% | 10.1% | 9.9% | 12.6% | 8.3% | 6.1% |
| None | 7.5% | 8.2% | 10.5% | | | | | | | | | | | | | | | |
| Don't Know | .5% | .7% | | | | | | | | | | | | | | | | |
| Not Stated | 2.0% | 2.0% | 4.0% | | | | | | | | | | | | | | | |

3.e) Is there any particular reason why you are doing less travelling?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | | | | | |
|--------------------------|-------|-------|-------|-------|-------|---------------|-------|----------------|--------|-----------------|-------|-------------------|-------|-------|-------|-------|-------|-------|-----|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k | Single Div./Widow | Rare | Aver. | Freq. | | | | |
| BASE = ALL RESPONDENTS | (383) | (160) | (79) | (53) | (30) | (159) | (224) | (66) | (131) | (100) | (86) | (223) | (101) | (57) | (145) | (123) | (114) | | |
| UNWEIGHTED BASE | (377) | (158) | (81) | (53) | (28) | (55) | (154) | (223) | (67) | (130) | (97) | (83) | (225) | (92) | (58) | (136) | (126) | (115) | |
| Visit family | .9% | 2.4% | 1.9% | 5.6% | 1.2% | .6% | 2.1% | .8% | .9% | 1.9% | .9% | .9% | 1.4% | 3.4% | 1.3% | 1.7% | .4% | 1.2% | |
| Retired/Older | 1.0% | 1.4% | 1.4% | .9% | 1.1% | .5% | 2.9% | .5% | .8% | .9% | .1% | .0% | .9% | 1.9% | .7% | .7% | .4% | .8% | |
| More money | .3% | | | | | | | | | | | | | | | | | .1% | |
| Kids older | .5% | 2.4% | | | | 1.2% | | | | | | | | | | | | 1.5% | |
| Save \$/financial | 31.2% | 34.5% | 40.5% | 27.9% | 34.8% | 9.5% | 30.6% | 31.5% | 24.2% | 36.2% | 31.7% | 28.3% | 34.7% | 27.8% | 25.2% | 28.5% | 33.2% | 32.3% | |
| Too old/age | 6.8% | | | 3.7% | 15.7% | 33.2% | 4.8% | 8.2% | 10.3% | 7.8% | 3.1% | 6.7% | 6.3% | 2.0% | 17.5% | 9.2% | 5.2% | 5.4% | |
| Home bound | 3.8% | 2.4% | 1.8% | 1.8% | 14.4% | 6.7% | 1.8% | 5.2% | 4.7% | 3.5% | .9% | 7.1% | 5.2% | 1.1% | 3.6% | 1.5% | 2.3% | 8.4% | |
| Have a baby/kids | 15.8% | 21.9% | 26.1% | 9.0% | | | 10.2% | 19.8% | 6.3% | 16.7% | 19.6% | 17.2% | 25.9% | .9% | 3.4% | 12.2% | 19.1% | 16.9% | |
| Live in isolated area | .5% | .8% | | 1.1% | | | .8% | .3% | .9% | .6% | .6% | .5% | .5% | .6% | .4% | .4% | .9% | .1% | |
| Pollution | .2% | 1.1% | | | | | | | | | | | | | | | | .7% | |
| No more family trips | 5.2% | 3.5% | 6.1% | 3.3% | 5.0% | 10.7% | 4.1% | 6.0% | 8.2% | 1.8% | 9.3% | 3.1% | 3.0% | .8% | 6.9% | 11.2% | 3.7% | 3.0% | |
| No time/job demands | 22.9% | 35.3% | 21.3% | 11.0% | 12.4% | 5.7% | 33.0% | 15.7% | 18.7% | 20.9% | 23.8% | 27.7% | 17.8% | 37.2% | 16.1% | 26.9% | 22.9% | 17.9% | |
| Parents died/no fam vsts | 1.7% | 1.4% | | | 4.6% | 3.3% | | .6% | 2.6% | .9% | 3.6% | 1.4% | | | 2.7% | 3.4% | .6% | 3.3% | |
| Nowhere to go | 3.8% | 5.5% | 1.5% | 6.3% | 1.9% | 1.0% | 2.8% | 4.5% | 6.3% | 2.6% | 4.5% | 2.9% | 2.2% | 6.5% | 5.5% | 4.9% | 1.6% | 4.7% | |
| Disabled/health problems | 6.4% | | 1.4% | 9.8% | 18.6% | 21.9% | 2.7% | 9.1% | 15.3% | 5.8% | 2.4% | 5.1% | 5.5% | 6.0% | 11.2% | 6.9% | 9.2% | 2.9% | |
| Mech difficulties w/car | .3% | .4% | .6% | | | | | | | | | | | | | | | .5% | .4% |
| Too many accidents | 1.1% | | | | 8.3% | | 2.4% | | | | | | | | | | | | |
| Dislike travelling | .5% | | | 3.6% | | | | | | | | | | | | | | | |
| Trains are disctnd | .4% | | | | | | | | | | | | | | | | | | |
| Road conditions | .4% | .9% | | | | | | | | | | | | | | | | | |
| Other | 1.0% | 2.4% | | | | | | | | | | | | | | | | | |
| None | 4.5% | 6.3% | 2.4% | 6.9% | 2.5% | 7.6% | 2.2% | .8% | 3.4% | 6.6% | 6.5% | 3.0% | 9.8% | 1.0% | 4.9% | 6.1% | 3.3% | 2.2% | |
| Don't Know | 1.1% | 2.1% | 1.4% | | | | | | | | | | | | | | | | |
| Not Stated | 1.4% | .7% | 1.1% | 5.3% | | | | | | | | | | | | | | | |

4. And over the next five years or so do you expect the amount of over-night travelling you do for pleasure or family reasons to (READ LIST)?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|-------|---------------|----------------|--------|-------|-------------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| q4 | | | | | | | | | | | | | | | | | | |
| Increase a lot | 15.2% | 19.4% | 11.5% | 15.7% | 12.5% | 7.3% | 17.2% | 13.4% | 13.0% | 13.6% | 17.4% | 15.7% | 12.8% | 21.5% | 11.2% | 12.0% | 19.7% | 14.8% |
| Increase a little | 29.6% | 29.7% | 33.0% | 32.0% | 29.9% | 19.5% | 28.2% | 30.8% | 23.3% | 28.6% | 31.1% | 32.1% | 29.6% | 32.5% | 23.2% | 29.1% | 31.5% | 28.7% |
| Not really change | 43.3% | 39.0% | 45.9% | 43.5% | 45.5% | 52.3% | 42.2% | 44.2% | 46.3% | 45.6% | 42.9% | 39.7% | 45.9% | 34.7% | 50.2% | 46.4% | 38.6% | 43.9% |
| Decrease a little | 6.5% | 7.3% | 5.4% | 3.8% | 4.9% | 9.5% | 5.9% | 7.0% | 6.9% | 6.8% | 4.8% | 7.5% | 6.1% | 6.4% | 8.7% | 4.8% | 6.5% | 7.6% |
| Decrease a lot | 2.9% | 2.4% | 1.8% | 2.0% | 3.8% | 7.5% | 3.1% | 2.7% | 5.2% | 2.7% | 2.0% | 2.9% | 2.9% | 2.3% | 4.5% | 3.4% | 1.9% | 3.2% |
| (DK/NS)* | 2.6% | 2.2% | 2.4% | 3.0% | 3.4% | 3.8% | 3.4% | 2.0% | 5.3% | 2.7% | 1.8% | 2.0% | 2.7% | 2.6% | 2.2% | 4.3% | 1.9% | 1.7% |

* Don't Know/Not Stated

5. To the best of your knowledge, all things considered, how much does it cost you per kilometre when you drive your car on a pleasure trip?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|-----------------|--------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| 05 | | | | | | | | | | | | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| < \$0.10 | | 3.8% | 3.9% | 3.3% | 3.8% | 6.4% | 2.6% | 5.3% | 2.5% | 3.9% | 4.7% | 3.7% | 3.7% | 3.7% | 4.6% | 2.5% | 3.0% | 5.3% |
| \$0.10 - \$0.19 | | 8.0% | 7.3% | 11.1% | 7.4% | 7.3% | 5.7% | 9.7% | 6.4% | 6.4% | 6.7% | 9.4% | 8.7% | 9.0% | 6.8% | 6.0% | 5.0% | 7.5% |
| \$0.20 - \$0.29 | | 9.6% | 9.8% | 10.4% | 12.5% | 7.5% | 5.7% | 12.7% | 7.0% | 5.8% | 10.5% | 10.7% | 9.5% | 10.7% | 9.6% | 5.1% | 7.6% | 10.4% |
| \$0.30 - \$0.39 | | 4.8% | 5.2% | 6.4% | 4.8% | 3.7% | 1.1% | 6.7% | 3.2% | 2.7% | 3.9% | 6.1% | 5.5% | 4.5% | 5.5% | 4.8% | 3.7% | 4.5% |
| \$0.40 - \$0.49 | | 2.4% | 1.6% | 3.4% | 2.8% | 3.9% | 2.2% | 2.9% | 1.9% | .3% | 2.7% | 2.5% | 2.9% | 3.1% | 1.5% | .4% | 2.6% | 5.8% |
| \$0.50 - \$0.99 | | 5.2% | 5.2% | 5.7% | 3.4% | 7.0% | 3.7% | 5.3% | 7.4% | 3.4% | 2.6% | 4.8% | 5.7% | 6.6% | 5.6% | 4.7% | 4.4% | 2.2% |
| \$1.00+ | | 7.0% | 8.5% | 7.8% | 6.1% | 1.4% | 4.0% | 9.1% | 5.1% | 6.4% | 6.1% | 8.7% | 6.6% | 7.6% | 6.6% | 5.3% | 7.1% | 5.6% |
| Don't Know | | 52.8% | 52.1% | 49.9% | 48.3% | 58.3% | 62.7% | 41.5% | 62.6% | 58.7% | 55.5% | 47.6% | 52.0% | 51.5% | 54.6% | 54.4% | 56.1% | 48.3% |
| Not Stated | | 6.4% | 5.7% | 4.3% | 7.3% | 7.9% | 10.6% | 4.7% | 8.0% | 13.3% | 5.3% | 5.5% | 5.4% | 4.3% | 7.1% | 15.0% | 10.5% | 3.9% |
| Mean | | 61.9 | 72.0 | 56.0 | 55.5 | 31.3 | 62.3 | 60.7 | 63.9 | 82.1 | 55.6 | 64.7 | 59.3 | 61.1 | 64.8 | 60.0 | 64.7 | 58.9 |

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.*
- Let's start with (READ STATEMENT - ROTATE FROM X)

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | DK/NS |
|---|---------------------|-------|-------|-------|-------|-------|------------------|-------|
| A) WATCHING WHAT SUCCESSFUL PEOPLE ARE DOING IS IMPORTANT | 13.8% | 10.6% | 14.2% | 16.1% | 21.6% | 9.2% | 14.1% | .4% |
| B) I DON'T THINK GOVERNMENTS SHOULD INTERVENE IN BUSINESS | 7.3% | 6.8% | 12.3% | 19.3% | 18.2% | 12.9% | 20.7% | 2.4% |
| C) I OFTEN FEEL THAT THE DECISION IS OUT OF MY CONTROL | 36.9% | 17.8% | 8.7% | 10.9% | 9.8% | 6.2% | 8.7% | 1.0% |
| D) I DON'T LIKE CAUSING WAVES | 23.1% | 12.0% | 13.1% | 13.9% | 15.4% | 10.1% | 12.1% | .2% |
| E) YOU CAN TELL A LOT ABOUT SOMEONE BY HOW THEY TRAVEL | 15.4% | 10.9% | 13.3% | 14.2% | 17.1% | 12.9% | 14.0% | 2.2% |
| F) I BELIEVE IN TRADITIONAL VALUES | 1.1% | 1.1% | 2.5% | 4.8% | 11.6% | 20.0% | 58.7% | .2% |
| G) I EXPECT, AND DON'T MIND PAYING EXTRA | 2.6% | 1.4% | 3.4% | 7.8% | 19.8% | 25.4% | 39.2% | .4% |
| H) MY CAR IS ONE OF THE MOST IMPORTANT POSSESSIONS I OWN | 15.8% | 10.7% | 12.1% | 12.0% | 13.5% | 10.8% | 21.2% | 3.9% |
| I) WE ALL HAVE A RESPONSIBILITY TO MAKE A BETTER PLACE | 1.1% | 1.3% | 3.3% | 6.9% | 14.7% | 22.3% | 50.0% | .3% |
| J) THE GOVERNMENT SHOULD TAKE ACTION AGAINST POLLUTION | 3.1% | 1.8% | 3.8% | 9.2% | 19.3% | 19.9% | 42.1% | .8% |

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7' where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement. *
- Let's start with (READ STATEMENT - ROTATE FROM X)

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | DK/NS |
|--|---------------------|-------|-------|-------|-------|-------|------------------|-------|
| K) I REALLY LIKE TO MEET NEW PEOPLE WHEN I AM TRAVELLING | 1.9% | 2.6% | 5.7% | 10.8% | 17.3% | 18.6% | 42.7% | .3% |
| L) LIFE SHOULD BE ENJOYED AS MUCH AS POSSIBLE TODAY | 15.3% | 12.0% | 10.9% | 14.4% | 17.7% | 8.0% | 21.3% | .4% |
| M) I DON'T LIKE TO BUY ANYTHING NEW | 12.6% | 12.6% | 13.8% | 17.6% | 19.2% | 11.0% | 12.9% | .4% |
| N) TRAVELLING BY TRAIN IS OLD-FASHIONED | 36.2% | 17.7% | 10.4% | 11.5% | 8.9% | 5.7% | 7.7% | 2.0% |
| O) EVERYTHING IS CHANGING TOO FAST TODAY | 13.7% | 12.3% | 13.8% | 14.4% | 16.3% | 10.6% | 18.4% | .5% |
| P) FINANCIAL SECURITY IS MY MAJOR CONCERN RIGHT NOW | 6.2% | 7.1% | 10.7% | 14.4% | 19.9% | 16.7% | 24.8% | .1% |
| Q) WHEN I TRAVEL I GET FROM ONE POINT TO ANOTHER | 15.5% | 11.9% | 13.9% | 15.7% | 15.2% | 9.9% | 17.5% | .4% |
| R) I FIND IT DEPRESSING TO THINK ABOUT THE FUTURE | 28.2% | 18.7% | 13.7% | 13.4% | 12.4% | 5.1% | 8.4% | .2% |
| S) BEING PART OF A GROUP IS VERY IMPORTANT TO ME | 12.2% | 11.7% | 14.3% | 17.7% | 15.5% | 13.8% | 14.6% | .1% |
| T) WHEN COMPARED TO THE U.S., TRAVELLERS GET A POOR DEAL | 10.5% | 9.5% | 11.9% | 16.6% | 12.4% | 10.5% | 16.4% | 12.2% |

(continued)

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.*

Let's start with (READ STATEMENT - ROTATE FROM X)

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | DK/NS |
|--|---------------------|------|------|-------|-------|-------|------------------|-------|
| U) FOR ME HALF THE FUN IS GETTING THERE | 5.7% | 7.0% | 8.4% | 13.2% | 17.1% | 20.9% | 27.4% | .2% |
| V) I ENJOY INTRODUCING A SMALL ELEMENT OF RISK | 9.7% | 8.6% | 9.8% | 17.1% | 23.2% | 16.0% | 15.3% | .2% |
| W) IF I WAS TOLD I COULD NEVER TRAVEL OUTSIDE MY CITY... | 8.6% | 3.7% | 4.7% | 6.3% | 6.8% | 13.0% | 56.3% | .6% |

* See Question 6 - Annex (after the end of question 6) for the complete wording of each statement.

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.* Let's start with (READ STATEMENT - ROTATE FROM X)

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | | |
|---|-------|------|-------|-------|-------|-------|------|---------------|---------------|----------------|--------|-----------------|-------------------|-------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| A) WATCHING WHAT SUCCESSFUL PEOPLE ARE DOING IS IMPORTANT | 4.1 | 4.2 | 4.0 | 4.0 | 3.8 | 4.0 | 4.2 | 3.9 | 4.3 | 4.1 | 3.9 | 4.0 | 3.9 | 4.3 | 4.0 | 4.3 | 4.1 | 3.9 |
| B) I DON'T THINK GOVERNMENTS SHOULD INTERVENE IN BUSINESS | 4.6 | 4.4 | 4.6 | 5.0 | 4.9 | 4.8 | 4.7 | 4.5 | 4.3 | 4.5 | 4.7 | 4.7 | 4.7 | 4.4 | 4.5 | 4.7 | 4.6 | 4.5 |
| C) I OFTEN FEEL THAT THE DECISION IS OUT OF MY CONTROL | 2.9 | 2.8 | 2.9 | 2.8 | 3.0 | 3.4 | 2.8 | 3.1 | 3.3 | 2.9 | 2.8 | 2.9 | 2.9 | 2.9 | 3.1 | 3.2 | 3.0 | 2.7 |
| D) I DON'T LIKE CAUSING WAVES | 3.7 | 3.4 | 3.5 | 4.0 | 3.9 | 4.4 | 3.6 | 3.7 | 4.1 | 3.8 | 3.5 | 3.4 | 3.6 | 3.7 | 3.9 | 3.8 | 3.7 | 3.5 |
| E) YOU CAN TELL A LOT ABOUT SOMEONE BY HOW THEY TRAVEL | 4.0 | 3.9 | 4.0 | 3.9 | 4.3 | 4.5 | 4.0 | 4.1 | 4.2 | 4.1 | 4.0 | 4.0 | 4.0 | 4.0 | 4.4 | 4.0 | 4.1 | 4.0 |
| F) I BELIEVE IN TRADITIONAL VALUES | 6.2 | 6.1 | 6.2 | 6.4 | 6.4 | 6.5 | 6.0 | 6.4 | 6.2 | 6.2 | 6.2 | 6.2 | 6.3 | 6.0 | 6.3 | 6.2 | 6.2 | 6.2 |
| G) I EXPECT, AND DON'T MIND PAYING EXTRA | 5.8 | 5.6 | 5.8 | 6.0 | 5.8 | 6.0 | 5.7 | 5.8 | 5.6 | 5.7 | 5.8 | 5.9 | 5.8 | 5.6 | 5.8 | 5.7 | 5.8 | 5.8 |
| H) MY CAR IS ONE OF THE MOST IMPORTANT POSSESSIONS I OWN | 4.2 | 4.2 | 4.1 | 4.0 | 4.2 | 4.5 | 4.2 | 4.2 | 4.0 | 4.2 | 4.3 | 4.1 | 4.2 | 4.2 | 4.3 | 4.2 | 4.1 | 4.3 |

(continued)

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement.*
- Let's start with (READ STATEMENT - ROTATE FROM X)

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | |
|--|-------|-----|-------|-------|-------|---------------|------|-----------------|---------|-----------------|---------|-----------------------|---------------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k < | \$40k - \$60k | \$60k + | Single Div./ Widow | Rare Aver. | Freq. |
| I) WE ALL HAVE A RESPONSIBILITY TO MAKE A BETTER PLACE | 6.0 | 6.1 | 6.0 | 5.9 | 5.8 | 5.8 | 5.9 | 6.1 | 6.1 | 6.0 | 6.0 | 6.1 | 5.9 | 6.0 |
| J) THE GOVERNMENT SHOULD TAKE ACTION AGAINST POLLUTION | 5.7 | 5.7 | 5.6 | 5.6 | 5.7 | 5.9 | 5.6 | 5.8 | 5.9 | 5.7 | 5.7 | 5.6 | 5.8 | 5.6 |
| K) I REALLY LIKE TO MEET NEW PEOPLE WHEN I AM TRAVELLING | 5.7 | 5.7 | 5.6 | 5.6 | 5.7 | 5.5 | 5.8 | 5.9 | 5.7 | 5.6 | 5.6 | 5.8 | 5.8 | 5.7 |
| L) LIFE SHOULD BE ENJOYED AS MUCH AS POSSIBLE TODAY | 4.2 | 4.1 | 3.8 | 4.1 | 4.6 | 4.9 | 4.0 | 4.3 | 4.6 | 4.3 | 4.0 | 4.1 | 4.5 | 4.3 |
| M) I DON'T LIKE TO BUY ANYTHING NEW | 4.0 | 4.0 | 4.1 | 4.1 | 4.0 | 4.3 | 4.1 | 4.0 | 4.1 | 4.0 | 4.0 | 4.1 | 4.1 | 4.0 |
| N) TRAVELLING BY TRAIN IS OLD-FASHIONED | 2.9 | 2.8 | 2.9 | 2.9 | 3.1 | 3.0 | 3.1 | 2.7 | 2.8 | 2.9 | 2.9 | 2.9 | 2.8 | 2.8 |
| O) EVERYTHING IS CHANGING TOO FAST TODAY | 4.1 | 3.9 | 4.1 | 4.5 | 4.4 | 4.6 | 3.9 | 4.3 | 4.8 | 4.2 | 4.0 | 3.9 | 4.3 | 3.8 |
| P) FINANCIAL SECURITY IS MY MAJOR CONCERN RIGHT NOW | 4.8 | 4.9 | 4.8 | 4.8 | 4.9 | 4.6 | 4.8 | 4.9 | 5.3 | 4.9 | 4.7 | 4.8 | 4.8 | 5.0 |
| Q) WHEN I TRAVEL I GET FROM ONE POINT TO ANOTHER | 4.0 | 4.2 | 3.9 | 3.8 | 4.2 | 4.1 | 4.2 | 3.9 | 4.1 | 4.0 | 3.8 | 4.2 | 3.8 | 4.1 |

(continued)

6. Next I would like to read you some general descriptions of how different people approach life and their attitudes towards transportation. I'd like to find out how much you personally agree with each statement on a scale of '1' to '7', where '1' means you totally disagree and '7' means you 'totally agree'. You can, of course, choose any number between 1 and 7 depending how much you agree or disagree with the statement. *

Let's start with (READ STATEMENT - ROTATE FROM X)

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|--|-------|-----|-------|-------|-------|-----|------|---------------|--------|---------------|----------------|--------|-------|-----------------|------------|------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| R) I FIND IT DEPRESSING TO THINK ABOUT THE FUTURE | 3.1 | 3.0 | 3.0 | 3.2 | 3.4 | 3.5 | 3.0 | 3.2 | 3.7 | 3.1 | 3.0 | 2.9 | 3.1 | 3.0 | 3.3 | 3.3 | 3.2 | 2.9 |
| S) BEING PART OF A GROUP IS VERY IMPORTANT TO ME | 4.1 | 4.3 | 3.8 | 3.9 | 4.0 | 4.6 | 4.1 | 4.1 | 4.4 | 4.2 | 4.0 | 4.0 | 4.0 | 4.4 | 4.1 | 4.1 | 4.3 | 4.0 |
| T) WHEN COMPARED TO THE U.S., TRAVELLERS GET A POOR DEAL | 4.2 | 4.0 | 4.3 | 4.6 | 4.6 | 4.3 | 4.3 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.4 | 3.9 | 4.4 | 4.1 | 4.4 |
| U) FOR ME HALF THE FUN IS GETTING THERE | 5.0 | 5.0 | 5.1 | 5.0 | 5.0 | 5.1 | 4.8 | 5.2 | 5.3 | 5.1 | 5.1 | 4.7 | 5.0 | 4.9 | 5.3 | 5.1 | 5.1 | 4.9 |
| V) I ENJOY INTRODUCING A SMALL ELEMENT OF RISK | 4.5 | 4.8 | 4.5 | 4.2 | 3.8 | 3.9 | 4.7 | 4.2 | 4.3 | 4.4 | 4.4 | 4.5 | 4.3 | 4.8 | 4.2 | 4.3 | 4.4 | 4.6 |
| W) IF I WAS TOLD I COULD NEVER TRAVEL OUTSIDE MY CITY... | 5.7 | 5.8 | 5.6 | 5.7 | 5.3 | 5.2 | 5.7 | 5.6 | 5.3 | 5.6 | 5.8 | 5.8 | 5.6 | 5.8 | 5.3 | 5.3 | 5.6 | 5.9 |

* See Question 6 - Annex (after the end of question 6) for the complete wording of each statement.

Question 6 - Annex

- A) Watching what successful people are doing is important in order to get ahead in life.
- B) I don't think governments should intervene in business matters as much as they do.
- C) I often feel that the decision of how I travel for pleasure is out of my control.
- D) I don't like causing waves so I usually don't make a fuss about things that bother me.
- E) You can tell a lot about someone by how they travel.
- F) I believe in traditional values like strong family relationships, helping out friends and saving for the future.
- G) I expect, and don't mind paying extra for, good service and high quality products.
- H) My car is one of the most important possessions I own.
- I) We all have a responsibility to make the world a better place, so it is important to keep trying to change things.
- J) The government should take serious action against pollution even if it means restricting our access to different modes of transportation.
- K) I really like to meet new people when I am travelling.
- L) Life should be enjoyed as much as possible today, without worrying about the future.
- M) I don't like to buy anything new until I've seen it used successfully by others.
- N) Travelling by train is old-fashioned.
- O) Everything is changing too fast today.
- P) Financial security is my major concern right now.
- Q) When I travel I just like to get from one point to another as quickly as possible.
- R) I find it depressing to think about the future.
- S) Being part of a group is very important to me.
- T) When compared to the United States, travellers in Canada really get a poor deal.
- U) For me half the fun of travelling is the experience of getting there, that is the trip itself.
- V) I enjoy introducing a small element of risk into my life.
- W) If I was told I could never travel outside my city again I would be devastated.
- X) Overall, I'd rather travel outside of Canada.

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| | No consideration | 2 | 3 | 4 | 5 | 6 | Significant consideration | Don't know | Not stated |
|--|------------------|------|------|-------|-------|-------|---------------------------|------------|------------|
| A) WHO YOU ARE TRAVELLING WITH | 7.0% | 4.0% | 4.8% | 8.7% | 15.8% | 17.2% | 41.9% | .3% | .3% |
| B) HOW EASY IT IS FOR YOU TO ACCESS THE MODE | 3.7% | 2.8% | 5.3% | 10.0% | 22.9% | 22.7% | 31.4% | .8% | .3% |
| C) THE COST INVOLVED | 3.3% | 2.4% | 4.8% | 11.2% | 22.3% | 19.7% | 35.6% | .5% | .3% |
| D) WHERE YOU ARE GOING | 2.9% | 1.4% | 2.5% | 7.6% | 15.7% | 20.5% | 47.7% | .7% | 1.1% |
| E) THE AMOUNT OF FREEDOM YOU HAVE * | 3.8% | 3.1% | 4.5% | 10.3% | 18.8% | 20.2% | 38.6% | .5% | .2% |
| F) THE OPPORTUNITY TO MEET NEW PEOPLE WHILE TRAVELLING | 6.7% | 7.1% | 9.1% | 16.5% | 22.6% | 15.3% | 22.1% | .4% | .2% |
| G) THE TIME OF YEAR YOU ARE TRAVELLING | 10.5% | 5.6% | 6.6% | 14.0% | 19.7% | 18.0% | 24.9% | .6% | .2% |
| H) HOW RELAXING THE MODE IS AS A WAY TO TRAVEL | 4.2% | 3.9% | 5.7% | 11.7% | 22.4% | 22.7% | 28.5% | .5% | .3% |
| I) HOW FAST YOU CAN GET THERE | 7.2% | 7.5% | 9.6% | 18.1% | 21.5% | 14.8% | 20.2% | .5% | .5% |
| J) CONCERN FOR THE ENVIRONMENT | 6.1% | 6.0% | 7.2% | 12.4% | 16.7% | 17.7% | 32.9% | .7% | .4% |
| K) THE LEVEL OF COMFORT | 1.5% | 1.6% | 4.5% | 11.8% | 24.2% | 25.8% | 29.7% | .3% | .6% |
| L) RELIABILITY AND DEPENDABILITY OF THE MODE | .9% | | 1.2% | 1.8% | 3.9% | 11.3% | 24.2% | 55.9% | .5% |

* over where and when you stop or get off

Source: Angus Reid Group
Passenger Transportation Study
(4-843-02) - Spring 1990

(continued)

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| No consideration | 2 | 3 | 4 | 5 | 6 | Significant consideration | Don't know | Not stated |
|---|------|------|------|-------|-------|---------------------------|------------|------------|
| M) HOW EASY AND DIRECT IT IS TO GET WHERE YOU WANT TO GO | | | | | | | | |
| 1.4% | 1.7% | 3.2% | 8.6% | 23.1% | 27.9% | 33.5% | .3% | .4% |

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | | | |
|--|-------|------------------------|-------|-------|-------|---------------|-------|-----------------|--------|-----------------|---------------|--------|-------|-------|-------|------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | | | | | | | | |
| | | BASE = ALL RESPONDENTS | | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) |
| A) WHO YOU ARE TRAVELLING WITH | 5.4 | 5.4 | 5.5 | 5.7 | 5.3 | 5.4 | 5.2 | 5.7 | 5.4 | 5.5 | 5.5 | 5.5 | 5.3 | 5.5 | 5.2 | 5.4 | 5.5 | 5.5 | 5.5 | 5.3 |
| B) HOW EASY IT IS FOR YOU TO ACCESS THE MODE | 5.4 | 5.4 | 5.5 | 5.4 | 5.4 | 5.4 | 5.3 | 5.5 | 5.5 | 5.3 | 5.4 | 5.4 | 5.5 | 5.4 | 5.4 | 5.4 | 5.5 | 5.5 | 5.4 | 5.4 |
| C) THE COST INVOLVED | 5.5 | 5.6 | 5.6 | 5.3 | 5.4 | 5.2 | 5.3 | 5.7 | 5.7 | 5.6 | 5.6 | 5.3 | 5.5 | 5.6 | 5.5 | 5.7 | 5.7 | 5.7 | 5.4 | 5.4 |
| D) WHERE YOU ARE GOING | 5.9 | 6.0 | 5.9 | 5.8 | 5.8 | 5.9 | 5.8 | 6.0 | 5.8 | 5.8 | 5.9 | 6.0 | 5.9 | 6.0 | 5.8 | 6.0 | 5.8 | 5.9 | 5.9 | 5.9 |
| E) THE AMOUNT OF FREEDOM YOU HAVE* | 5.5 | 5.5 | 5.6 | 5.7 | 5.5 | 5.4 | 5.4 | 5.6 | 5.5 | 5.6 | 5.6 | 5.5 | 5.6 | 5.6 | 5.5 | 5.5 | 5.6 | 5.6 | 5.6 | 5.5 |
| F) THE OPPORTUNITY TO MEET NEW PEOPLE WHILE TRAVELLING | 4.8 | 4.9 | 4.6 | 4.8 | 4.7 | 4.8 | 4.6 | 4.6 | 4.9 | 5.0 | 4.8 | 4.7 | 4.7 | 4.7 | 4.7 | 4.9 | 4.8 | 4.9 | 4.9 | 4.6 |
| G) THE TIME OF YEAR YOU ARE TRAVELLING | 4.8 | 4.6 | 4.7 | 5.1 | 5.0 | 5.2 | 4.6 | 5.0 | 5.0 | 4.7 | 4.9 | 4.7 | 4.9 | 4.6 | 5.0 | 5.0 | 4.9 | 4.7 | | |
| H) HOW RELAXING THE MODE IS AS A WAY TO TRAVEL | 5.3 | 5.2 | 5.3 | 5.4 | 5.6 | 5.4 | 5.1 | 5.4 | 5.3 | 5.3 | 5.3 | 5.2 | 5.4 | 5.1 | 5.2 | 5.4 | 5.3 | 5.3 | 5.2 | |
| I) HOW FAST YOU CAN GET THERE | 4.7 | 4.8 | 4.7 | 4.6 | 4.5 | 4.3 | 4.7 | 4.7 | 4.5 | 4.5 | 4.7 | 4.9 | 4.6 | 4.9 | 4.4 | 4.6 | 4.8 | 4.6 | | |
| J) CONCERN FOR THE ENVIRONMENT | 5.1 | 5.0 | 5.0 | 5.3 | 5.4 | 5.6 | 5.0 | 5.2 | 5.6 | 5.3 | 5.1 | 4.8 | 5.1 | 5.0 | 5.4 | 5.4 | 5.2 | 4.9 | | |

* over where and when you stop or get off

(continued)

7. I'd like you to think for a moment about how you decide what mode of transportation to use when you are going on a trip. I'm going to read you a list of different factors people have told us they often consider when making travel plans and I'd like you to tell me how much you consider each. Please use a seven point scale where '1' means you do not consider this factor at all when planning how you are going to travel and '7' means it is one of your biggest considerations. You can of course, use any number between 1 and 7. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | | | |
|--|-------------------------|-----|-----|-------|-------|---------------|-----|------|----------------|--------|---------------|-----------------|---------|--------|----------------|------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k + | Single | Div./ Widow | Rare | Aver. | Freq. |
| | K) THE LEVEL OF COMFORT | 5.5 | 5.4 | 5.5 | 5.6 | 5.8 | 5.9 | 5.4 | 5.6 | 5.5 | 5.5 | 5.7 | 5.6 | 5.4 | 5.6 | 5.6 | 5.4 | |
| L) RELIABILITY AND DEPENDABILITY OF THE MODE | 6.2 | 6.2 | 6.3 | 6.2 | 6.3 | 6.2 | 6.1 | 6.3 | 6.1 | 6.2 | 6.3 | 6.2 | 6.3 | 6.1 | 6.3 | 6.3 | 6.2 | 6.2 |
| M) HOW EASY AND DIRECT IT IS TO GET WHERE YOU WANT TO GO | 5.7 | 5.6 | 5.7 | 5.7 | 5.9 | 5.9 | 5.6 | 5.8 | 5.6 | 5.7 | 5.7 | 5.8 | 5.8 | 5.6 | 5.6 | 5.8 | 5.7 | 5.6 |

8. Are there any other factors which you take into consideration
when you are trying to decide how you will travel?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|-----------------|--------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | (953) | (382) | (228) | (141) | (83) | (114) | (468) | (485) | (110) | (280) | (277) | (285) | (588) | (244) | (115) | (270) | (238) | (435) |
| UNWEIGHTED BASE | (934) | (371) | (228) | (134) | (91) | (106) | (468) | (466) | (112) | (281) | (274) | (267) | (591) | (223) | (114) | (266) | (233) | (426) |
| Amount of time you have | 18.6% | 18.3% | 25.2% | 21.6% | 9.0% | 10.7% | 18.9% | 18.4% | 10.3% | 13.9% | 21.2% | 24.0% | 16.1% | 26.3% | 19.1% | 19.0% | 20.2% | 17.9% |
| Non-stop trip | 1.3% | 1.9% | 1.6% | 1.0% | .5% | .2% | .8% | 1.1% | .7% | .7% | 2.3% | 2.4% | 2.1% | .7% | .9% | .9% | .9% | 1.8% |
| Climate at destination | 2.3% | 1.7% | 2.5% | 2.4% | 2.1% | 4.2% | 3.0% | 1.7% | 2.6% | 2.5% | 1.6% | 2.9% | 2.2% | 1.3% | 5.3% | 1.8% | 2.4% | 2.6% |
| Safety of mode | 6.1% | 5.3% | 4.3% | 6.8% | 10.3% | 8.2% | 4.9% | 7.5% | 6.0% | 6.9% | 6.3% | 5.2% | 6.5% | 5.5% | 5.5% | 5.1% | 8.8% | 5.4% |
| Good for families | 4.5% | 6.1% | 7.0% | 2.6% | 1.2% | 1.5% | 5.1% | 5.8% | 4.3% | 6.9% | 4.2% | 7.4% | 2.6% | 6.5% | 1.5% | 1.2% | 4.6% | 6.0% |
| Weather conditions on rte | 5.0% | 5.9% | 4.8% | 5.2% | 1.5% | 5.1% | 5.8% | 4.3% | 6.9% | 4.4% | 6.8% | 3.2% | 4.6% | 7.1% | 3.2% | 2.1% | 4.5% | 7.1% |
| Serve alcohol | .2% | .5% | .5% | .5% | .5% | .5% | .4% | .4% | .4% | .4% | .4% | .7% | .7% | .8% | .8% | .8% | .8% | .4% |
| Road conditions | 3.5% | 2.7% | 4.1% | 5.9% | 5.0% | 1.5% | 5.4% | 1.8% | 2.9% | 2.6% | 4.2% | 4.0% | 3.4% | 3.3% | 4.9% | 3.4% | 1.4% | 4.9% |
| Lodging at destination | 2.0% | 1.9% | 1.5% | 1.0% | 1.7% | 5.6% | 2.3% | 1.8% | 1.0% | 2.6% | 3.0% | 1.0% | 1.7% | 2.3% | 3.4% | 1.9% | 1.8% | 2.2% |
| Plan each trip itinerary | 1.5% | 1.0% | 2.6% | 1.6% | .7% | .4% | 1.7% | 1.3% | 1.8% | 1.5% | 1.5% | 1.4% | 1.9% | .8% | 1.2% | .7% | .7% | 1.6% |
| Can I smoke | .6% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% | .9% |
| Distance involved | 7.1% | 8.1% | 5.7% | 8.8% | 2.3% | 7.8% | 9.4% | 4.7% | 3.8% | 7.5% | 7.4% | 7.6% | 6.1% | 10.9% | 3.9% | 8.1% | 9.5% | 5.2% |
| Business or pleasure | 2.1% | 2.1% | 3.5% | 1.4% | 1.4% | 1.1% | 2.4% | 2.4% | 1.8% | 1.6% | 2.7% | 1.8% | 2.0% | 2.1% | 3.2% | 3.2% | 1.6% | 1.8% |
| Scenery/nature | 1.6% | 1.8% | 1.5% | .4% | 5.3% | 3.3% | 1.7% | 1.6% | 1.3% | 1.6% | 2.5% | 1.8% | 2.2% | 2.2% | 2.5% | 2.5% | 2.5% | 1.6% |
| Recommendations | 1.4% | 1.4% | 1.5% | .2% | .2% | .2% | .5% | .2% | .2% | 1.7% | 1.7% | 1.9% | 1.3% | .9% | 2.2% | 1.4% | 2.2% | .6% |
| Have a pet | .3% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .3% |
| Cargo space/luggage | 2.7% | 3.5% | .6% | 3.7% | 5.8% | .9% | 2.9% | 2.6% | 5.4% | 2.1% | 1.9% | 3.2% | 2.4% | 2.3% | 3.9% | 3.0% | 3.2% | 2.7% |
| Facility for handicapped | 1.5% | .4% | .5% | 1.8% | 6.9% | 3.0% | 1.1% | 1.9% | 1.4% | 1.5% | 2.0% | 1.1% | 1.3% | .6% | 4.2% | .8% | 2.4% | 1.4% |
| Personal service | 1.9% | 2.0% | 1.6% | .8% | 4.6% | 1.3% | 1.9% | 1.8% | 2.5% | 2.6% | 2.0% | .7% | 1.2% | 2.4% | 4.4% | 2.3% | 3.3% | .9% |
| Mech condition of car | 1.2% | 1.4% | .8% | .8% | 1.7% | 2.4% | 1.4% | .9% | .8% | .9% | 1.5% | 1.3% | 1.0% | 1.1% | 2.4% | .3% | 1.6% | 1.3% |
| Dislike flying | .8% | .5% | .8% | 2.4% | .5% | .5% | .9% | .7% | .4% | .5% | .2% | 1.8% | .8% | 1.0% | .5% | .5% | .5% | 1.5% |
| Clean facilities | .1% | .1% | .1% | .4% | .4% | .5% | .5% | .2% | .5% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .1% |
| Convenient scheduling | 3.0% | 3.4% | 3.6% | 2.8% | 3.0% | .5% | 3.4% | 2.6% | 2.2% | 1.9% | 3.3% | 4.0% | 3.5% | 1.0% | 4.4% | 3.5% | 2.9% | 2.8% |
| Transportation when there | 1.2% | 2.0% | .9% | 1.4% | 1.1% | 1.7% | .4% | 1.6% | .8% | 1.4% | .7% | 2.0% | 1.6% | .8% | .1% | 1.0% | .2% | 1.3% |
| Previous experience | .4% | .2% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% | .8% |
| No Licence | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .4% |
| Availability of car | .3% | .5% | .5% | 1.0% | 1.0% | 1.0% | .7% | 1.3% | .7% | 1.3% | .7% | .7% | .7% | .3% | .6% | .6% | .8% | .8% |
| Dependability of service | 1.4% | 2.7% | 1.2% | 1.2% | 1.2% | 1.2% | 1.3% | 1.5% | 1.5% | 1.7% | 1.2% | 1.8% | 1.7% | 1.3% | 1.2% | .8% | 1.8% | 1.8% |
| Diff trspn modes avbl | 1.1% | 2.1% | .2% | .8% | .6% | .6% | .9% | 1.2% | 1.4% | 1.9% | .2% | 1.0% | 1.1% | 1.6% | .6% | 1.6% | 1.1% | 1.1% |
| Airline company | .5% | .5% | .6% | .6% | 1.7% | 1.7% | .7% | .3% | .3% | 1.0% | .7% | .7% | .8% | .8% | .5% | .5% | .6% | .6% |
| Good food | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .2% | .2% | .2% | .2% | .2% |
| Other | 3.4% | 2.8% | 2.9% | 2.6% | 3.4% | 7.0% | 4.1% | 2.6% | 4.8% | 3.0% | 2.5% | 4.0% | 2.6% | 3.1% | 7.7% | 3.9% | 2.5% | 3.6% |
| Don't Know | 15.0% | 15.1% | 13.7% | 19.4% | 10.5% | 16.0% | 14.5% | 15.5% | 15.9% | 20.2% | 12.6% | 11.9% | 15.1% | 16.5% | 12.1% | 18.2% | 12.3% | 14.7% |
| Not Stated | 22.1% | 18.2% | 20.5% | 24.7% | 31.9% | 27.8% | 21.1% | 23.0% | 30.4% | 19.2% | 22.1% | 21.7% | 24.6% | 16.5% | 20.4% | 21.1% | 22.3% | 21.9% |

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE LIST FROM X)

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | |
|--------------------------------|------------------------|-------|-------|-------|-------|---------------|-------|-----------------|---------------|-----------------|-------|-------------------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$20k - \$60k | Marr. | Single Div./Widow |
| | BASE = ALL RESPONDENTS | | (529) | (324) | (205) | (28) | 1121 | 1282 | (318) | (749) | (648) | (688) |
| A) IS A RELAXING WAY TO TRAVEL | | | | | | | | | | | | |
| Car | 28.2% | 29.5% | 26.8% | 25.5% | 28.2% | 29.0% | 22.7% | 33.0% | 28.0% | 27.9% | 30.5% | 29.5% |
| Bus | 12.4% | 12.0% | 10.2% | 18.5% | 14.7% | 9.4% | 11.1% | 13.5% | 13.7% | 12.2% | 11.2% | 13.1% |
| Plane | 44.1% | 49.2% | 44.8% | 40.1% | 32.7% | 36.0% | 45.4% | 43.0% | 41.1% | 41.4% | 47.0% | 45.7% |
| Train | 48.8% | 43.9% | 51.3% | 54.4% | 52.4% | 53.8% | 47.6% | 49.8% | 45.0% | 48.5% | 51.3% | 48.4% |
| None | .5% | .5% | .9% | .3% | .3% | .3% | .6% | .4% | .9% | .5% | .3% | .4% |
| Don't know | .3% | .1% | .5% | .3% | .3% | .2% | .0% | .5% | .1% | .4% | .5% | .3% |
| Not stated | .5% | .4% | .7% | .3% | 1.1% | .3% | .5% | .4% | .6% | .5% | .3% | .4% |
| B) OPPORTUNITY TO EXPERIENCE* | | | | | | | | | | | | |
| Car | 58.0% | 60.1% | 59.3% | 56.5% | 47.8% | 57.8% | 55.4% | 60.3% | 53.0% | 56.3% | 59.9% | 60.4% |
| Bus | 17.6% | 16.6% | 16.9% | 19.6% | 20.8% | 17.8% | 15.5% | 19.4% | 23.5% | 18.9% | 14.0% | 16.7% |
| Plane | 7.5% | 6.9% | 7.4% | 8.6% | 8.2% | 7.1% | 6.9% | 8.0% | 8.5% | 7.5% | 7.6% | 6.8% |
| Train | 47.5% | 47.8% | 49.5% | 48.5% | 45.6% | 41.7% | 46.9% | 48.0% | 38.7% | 48.7% | 46.6% | 51.0% |
| None | .2% | .2% | .3% | .9% | .2% | .2% | .2% | .2% | .4% | .2% | .2% | .4% |
| Don't know | .5% | .6% | .4% | .4% | .2% | .2% | .2% | .7% | .5% | .2% | .8% | .4% |
| Not stated | .7% | 1.1% | .2% | .2% | 1.4% | .8% | .6% | .6% | 1.2% | .6% | 1.1% | .3% |
| C) IS A FAST WAY TO TRAVEL | | | | | | | | | | | | |
| Car | 7.3% | 7.9% | 6.1% | 5.9% | 4.5% | 9.5% | 7.5% | 7.1% | 8.3% | 6.9% | 6.4% | 8.1% |
| Bus | 1.0% | .8% | .9% | .2% | .9% | 3.2% | 1.1% | 1.0% | 2.1% | 1.0% | .6% | 1.0% |
| Plane | 91.3% | 92.7% | 91.8% | 92.1% | 89.9% | 86.3% | 91.4% | 91.1% | 86.3% | 91.5% | 92.6% | 91.0% |
| Train | 6.4% | 6.4% | 4.1% | 8.5% | 7.4% | 6.8% | 5.7% | 7.0% | 7.6% | 6.2% | 6.7% | 6.1% |
| None | .2% | .2% | .4% | .3% | .3% | .3% | .3% | .3% | .3% | .3% | .3% | .1% |
| Don't know | .2% | .2% | .3% | .3% | .9% | 2.0% | 3.8% | 1.0% | 2.0% | 1.8% | .8% | .3% |
| Not stated | 1.5% | .7% | 2.2% | .9% | 2.0% | 3.8% | 1.0% | 2.0% | 1.8% | 1.1% | .8% | .2% |

* Complete statement was "Provides an opportunity to really 'experience' Canada."

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|-------|-------|-----------------|-------|--------|-----------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k | \$40k | \$60k | Marr. | Single | Div./Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (755) | (651) | (998) |
| D) IS EASILY ACCESSIBLE TO ME | | | | | | | | | | | | | | | | | | |
| Car | 74.1% | 77.1% | 76.7% | 74.3% | 65.7% | 63.9% | 72.9% | 75.2% | 63.2% | 72.4% | 77.5% | 77.7% | 75.9% | 75.7% | 64.0% | 68.5% | 72.4% | 79.2% |
| Bus | 22.2% | 23.7% | 19.2% | 22.1% | 22.6% | 24.2% | 20.9% | 23.4% | 28.4% | 25.8% | 19.7% | 17.9% | 19.5% | 24.1% | 29.3% | 19.5% | 20.8% | 24.9% |
| Plane | 29.3% | 26.2% | 35.1% | 32.8% | 32.3% | 31.9% | 30.1% | 28.7% | 21.2% | 26.7% | 28.5% | 36.7% | 32.6% | 22.4% | 31.0% | 27.3% | 28.4% | 31.7% |
| Train | 15.7% | 15.2% | 14.3% | 17.3% | 18.9% | 16.1% | 14.4% | 16.7% | 13.2% | 15.6% | 16.5% | 16.0% | 15.0% | 19.8% | 16.4% | 15.2% | 15.5% | |
| None | .9% | .6% | .5% | .1% | .1% | .2% | .1% | .2% | .7% | 1.1% | .8% | 1.5% | .4% | .8% | .5% | 2.1% | .4% | 1.3% |
| Don't know | .6% | .4% | .4% | 1.0% | 1.2% | 1.5% | .4% | .9% | 1.5% | .1% | .9% | .7% | .5% | .7% | 1.1% | 1.2% | .2% | .5% |
| Not stated | 1.0% | .9% | .6% | .0% | .6% | 3.4% | .8% | 1.1% | 2.2% | .9% | .8% | .6% | .7% | .7% | 2.9% | 1.4% | 1.7% | .2% |
| E) OFFERS FREEDOM TO STOP* | | | | | | | | | | | | | | | | | | |
| Car | 92.1% | 95.7% | 92.8% | 91.7% | 83.6% | 84.1% | 91.7% | 92.4% | 89.2% | 92.9% | 93.9% | 90.9% | 92.5% | 95.3% | 83.8% | 89.9% | 91.6% | 94.2% |
| Bus | 8.1% | 6.9% | 5.7% | 9.4% | 12.1% | 13.3% | 8.1% | 8.0% | 11.0% | 7.7% | 5.7% | 9.4% | 7.5% | 7.1% | 13.1% | 8.9% | 9.9% | 6.2% |
| Plane | 2.7% | 1.9% | 3.1% | 3.5% | 5.1% | 2.7% | 3.1% | 2.4% | 2.4% | 2.6% | 2.4% | 4.0% | 3.0% | 2.1% | 2.5% | 3.3% | 2.2% | 2.7% |
| Train | 5.5% | 4.1% | 5.1% | 5.9% | 10.3% | 6.7% | 5.3% | 5.7% | 4.4% | 3.6% | 5.7% | 7.9% | 5.3% | 4.5% | 7.6% | 4.7% | 6.5% | 5.5% |
| None | .3% | .1% | .6% | .6% | .7% | .1% | .5% | .4% | .3% | .3% | .3% | .3% | .3% | .6% | .6% | .5% | .4% | |
| Don't know | .2% | .1% | .1% | .4% | .4% | .2% | .2% | .2% | .3% | .1% | .3% | .2% | .2% | .1% | .3% | .4% | .1% | .2% |
| Not stated | .4% | .1% | .4% | | | | .8% | 1.2% | .1% | .1% | .8% | .4% | .4% | .1% | .3% | .6% | .3% | .4% |
| F) ENVIRONMENTALLY FRIENDLY** | | | | | | | | | | | | | | | | | | |
| Car | 18.9% | 13.5% | 19.7% | 24.0% | 21.5% | 29.1% | 18.5% | 19.3% | 23.7% | 16.8% | 16.5% | 21.3% | 21.7% | 12.4% | 22.4% | 22.2% | 18.3% | 17.0% |
| Bus | 12.3% | 15.2% | 8.6% | 12.1% | 10.6% | 10.5% | 12.2% | 12.4% | 15.3% | 12.4% | 13.7% | 9.5% | 11.0% | 15.4% | 10.6% | 11.2% | 12.8% | 12.9% |
| Plane | 14.2% | 12.0% | 17.1% | 15.6% | 15.0% | 15.6% | 15.5% | 13.1% | 12.6% | 15.3% | 13.0% | 14.9% | 14.2% | 13.1% | 16.5% | 12.7% | 17.0% | 13.4% |
| Train | 46.7% | 52.4% | 40.1% | 46.7% | 44.4% | 40.1% | 50.2% | 43.5% | 42.0% | 48.3% | 45.7% | 48.0% | 42.9% | 56.6% | 40.3% | 43.5% | 45.6% | 49.6% |
| None | 12.5% | 11.6% | 18.0% | 10.0% | 11.5% | 8.0% | 10.5% | 14.2% | 10.1% | 12.3% | 12.9% | 13.3% | 13.0% | 10.9% | 13.9% | 11.3% | 10.8% | 14.3% |
| Don't know | 4.7% | 4.4% | 5.3% | 2.3% | 5.5% | 6.5% | 2.7% | 6.4% | 5.4% | 5.0% | 5.5% | 3.3% | 5.3% | 2.6% | 7.0% | 5.9% | 4.1% | 4.2% |
| Not stated | 3.4% | 3.4% | 2.9% | 2.8% | 5.8% | 3.6% | 2.4% | 4.3% | 5.6% | 3.5% | 2.1% | 3.6% | 4.1% | 1.7% | 2.9% | 3.3% | 3.9% | 3.3% |

* Complete statement was "Offers me the freedom to stop where and when I want."

** Complete statement was "Is an environmentally friendly way to travel."

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| G) RELATIVELY INEXPENSIVE | | | | | | | | | | | | | | | | | | |
| Car | 46.8% | 45.4% | 52.7% | 43.3% | 43.8% | 45.8% | 41.7% | 51.3% | 43.8% | 46.4% | 46.0% | 49.4% | 51.0% | 40.3% | 42.5% | 45.1% | 44.5% | 49.9% |
| Bus | 38.4% | 43.7% | 36.4% | 31.1% | 34.7% | 33.7% | 40.7% | 36.3% | 36.5% | 38.6% | 37.8% | 39.5% | 34.4% | 45.9% | 39.9% | 31.5% | 41.5% | 41.0% |
| Plane | 6.6% | 4.5% | 6.7% | 9.9% | 6.9% | 10.6% | 7.5% | 5.8% | 4.4% | 6.6% | 6.7% | 7.5% | 7.1% | 5.0% | 7.8% | 9.4% | 6.3% | 4.7% |
| Train | 19.6% | 19.8% | 17.3% | 27.0% | 16.3% | 16.2% | 22.3% | 17.2% | 20.9% | 19.1% | 20.6% | 18.7% | 18.3% | 22.5% | 18.5% | 23.2% | 18.6% | 17.5% |
| None | 2.1% | 1.4% | 1.6% | 1.0% | 5.5% | 4.3% | 2.2% | 2.0% | 3.2% | 2.0% | 1.5% | 2.1% | 2.0% | 1.8% | 2.5% | 1.2% | 2.0% | 2.7% |
| Don't know | 1.4% | .9% | 1.6% | 1.5% | 2.8% | 3.5% | 1.3% | 1.4% | 2.7% | 1.3% | 1.1% | 1.1% | 1.3% | .6% | 3.5% | 2.3% | .8% | 1.1% |
| Not stated | 1.7% | 2.0% | 1.0% | 1.4% | 1.5% | 2.8% | 1.2% | 2.1% | .5% | 2.6% | 1.4% | 1.7% | 2.3% | .7% | 1.6% | 1.6% | 1.2% | 2.2% |
| H) GOOD WAY TO MEET PEOPLE | | | | | | | | | | | | | | | | | | |
| Car | 15.6% | 13.1% | 16.0% | 14.2% | 15.4% | 25.3% | 16.0% | 15.3% | 19.5% | 14.2% | 16.4% | 14.6% | 17.1% | 13.1% | 15.6% | 17.1% | 15.0% | 15.0% |
| Bus | 36.6% | 38.4% | 33.7% | 33.3% | 39.5% | 37.8% | 31.3% | 41.2% | 41.6% | 37.6% | 33.9% | 35.7% | 34.9% | 38.7% | 38.4% | 34.3% | 37.9% | 37.5% |
| Plane | 24.4% | 26.9% | 26.7% | 24.2% | 15.0% | 18.0% | 22.5% | 26.0% | 19.5% | 25.2% | 23.1% | 27.0% | 23.1% | 27.6% | 23.0% | 24.7% | 21.7% | 25.6% |
| Train | 59.5% | 61.1% | 62.0% | 64.8% | 53.5% | 47.0% | 60.2% | 58.9% | 56.8% | 57.9% | 60.1% | 62.0% | 59.6% | 59.4% | 58.8% | 55.1% | 56.9% | 64.4% |
| None | .6% | .8% | .8% | .2% | .5% | .5% | .6% | .2% | .7% | .7% | .6% | .7% | .5% | .5% | .5% | .1% | .9% | .8% |
| Don't know | .8% | .3% | .7% | 2.2% | 1.0% | 1.1% | .6% | 1.0% | .3% | .3% | .6% | 1.6% | 1.1% | .2% | .6% | .9% | .2% | 1.0% |
| Not stated | 1.3% | .8% | 2.0% | .2% | .9% | 2.8% | 1.1% | 1.5% | .9% | .5% | 1.9% | 2.0% | 1.3% | .8% | 2.6% | 2.4% | .5% | 1.1% |
| I) COMFORTABLE WAY TO TRAVEL | | | | | | | | | | | | | | | | | | |
| Car | 36.8% | 35.8% | 40.2% | 37.3% | 32.5% | 36.8% | 31.8% | 41.2% | 32.9% | 35.0% | 38.7% | 39.0% | 39.8% | 33.3% | 31.7% | 28.9% | 37.1% | 42.7% |
| Bus | 10.9% | 9.3% | 9.9% | 14.7% | 12.3% | 12.8% | 9.7% | 11.9% | 13.2% | 11.2% | 8.3% | 11.7% | 11.1% | 9.2% | 13.6% | 8.8% | 11.2% | 12.3% |
| Plane | 47.8% | 53.1% | 49.1% | 48.1% | 37.3% | 33.6% | 47.9% | 47.7% | 43.9% | 46.6% | 48.4% | 50.4% | 47.1% | 52.2% | 40.2% | 47.0% | 46.0% | 49.9% |
| Train | 42.7% | 39.7% | 43.3% | 49.6% | 45.5% | 43.2% | 43.2% | 42.2% | 41.1% | 43.0% | 43.3% | 42.5% | 41.1% | 43.1% | 48.2% | 38.4% | 41.8% | 46.2% |
| None | .3% | .4% | .1% | .2% | .7% | .3% | .3% | .4% | .2% | .4% | .4% | .4% | .4% | .3% | .5% | .2% | .3% | .5% |
| Don't know | .4% | .5% | .5% | .9% | .5% | .5% | .3% | .4% | .8% | .3% | .3% | .3% | .3% | .3% | .3% | .7% | .1% | .5% |
| Not stated | 1.7% | 1.6% | 1.3% | | 3.2% | 2.8% | 1.3% | 2.1% | 1.4% | 1.5% | .6% | 3.1% | 1.0% | 1.8% | 4.6% | 3.0% | .4% | 1.3% |

9. I'm going to read you a list of characteristics which have been used to describe Canadians feelings towards travelling by different modes between major cities. Even if you haven't travelled by a particular mode, I'd like to know which mode or modes you feel each characteristic applies to most. The modes I'd like you to think of are car, bus, plane and train. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|--------|--------|---------------|---------------|--------|-----------------|--------|------------|-----------------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| J) RELIABLE AND DEPENDABLE | | | | | | | | | | | | | | | | | |
| Car | 48.8% | 52.1% | 48.2% | 48.3% | 42.4% | 40.3% | 47.1% | 50.3% | 40.0% | 46.8% | 51.5% | 52.5% | 49.5% | 50.4% | 41.9% | 39.6% | 52.3% |
| Bus | 23.1% | 23.7% | 21.5% | 25.4% | 21.4% | 23.2% | 20.7% | 25.3% | 31.9% | 25.2% | 20.1% | 19.7% | 22.5% | 23.1% | 26.2% | 19.7% | 24.7% |
| Plane | 40.2% | 40.6% | 45.5% | 42.6% | 31.2% | 34.4% | 41.4% | 39.2% | 32.1% | 41.0% | 40.5% | 42.9% | 40.7% | 39.9% | 38.7% | 38.4% | 40.5% |
| Train | 31.9% | 29.0% | 31.6% | 36.5% | 32.8% | 38.3% | 29.8% | 33.8% | 33.6% | 33.3% | 31.0% | 30.4% | 31.4% | 29.5% | 38.9% | 33.8% | 32.9% |
| None | 1.7% | 1.5% | 2.0% | 1.5% | 3.6% | .9% | .9% | 2.4% | 2.4% | 1.5% | 1.9% | 1.4% | 1.2% | 1.6% | 1.7% | 1.4% | 1.9% |
| Don't know | 1.2% | .8% | 1.4% | .9% | 3.2% | 1.9% | .8% | 1.6% | 2.1% | 1.4% | 1.4% | .6% | 1.2% | .5% | 3.3% | 1.9% | .8% |
| Not stated | 1.6% | .9% | 2.1% | .5% | 3.7% | 3.2% | 1.7% | 1.6% | 1.5% | 1.0% | .4% | 3.5% | 2.7% | .2% | 1.3% | .8% | 2.3% |
| K) ANY TIME OF YEAR * | | | | | | | | | | | | | | | | | |
| Car | 30.0% | 34.9% | 25.7% | 26.0% | 20.8% | 28.0% | 31.5% | 28.8% | 33.5% | 30.5% | 26.9% | 30.9% | 28.8% | 34.4% | 25.9% | 30.1% | 27.6% |
| Bus | 14.8% | 15.6% | 11.9% | 16.5% | 17.0% | 14.2% | 14.0% | 15.4% | 19.4% | 17.2% | 13.2% | 11.5% | 13.4% | 16.2% | 17.8% | 11.4% | 15.0% |
| Plane | 44.9% | 44.3% | 48.4% | 45.5% | 42.5% | 39.5% | 45.6% | 44.3% | 36.1% | 44.3% | 44.7% | 49.9% | 45.2% | 45.2% | 45.5% | 44.2% | 45.7% |
| Train | 34.3% | 31.7% | 34.2% | 36.2% | 41.8% | 39.5% | 34.2% | 34.3% | 31.8% | 35.9% | 35.3% | 32.8% | 35.4% | 31.4% | 34.6% | 30.4% | 32.7% |
| None | 1.5% | 1.7% | 1.3% | 1.3% | .9% | 1.6% | 1.0% | 1.9% | 1.5% | 1.2% | 1.3% | 1.9% | 1.9% | 1.4% | 2.1% | 1.8% | .8% |
| Don't know | .8% | .6% | .8% | .9% | .5% | 1.4% | .3% | 1.2% | 1.9% | .7% | .4% | .6% | .4% | .8% | 2.2% | 1.0% | .8% |
| Not stated | .7% | .3% | 1.1% | 1.4% | 1.4% | .4% | 1.0% | .4% | .4% | .4% | .8% | 1.3% | 1.2% | .1% | 1.0% | 1.0% | 1.0% |
| L) VERY SAFE WAY TO TRAVEL | | | | | | | | | | | | | | | | | |
| Car | 24.3% | 26.5% | 21.4% | 22.9% | 17.6% | 26.2% | 21.5% | 26.7% | 26.8% | 26.4% | 22.3% | 22.8% | 25.6% | 23.0% | 21.2% | 22.8% | 24.0% |
| Bus | 19.9% | 20.7% | 19.0% | 19.2% | 17.6% | 22.0% | 17.1% | 22.4% | 26.6% | 21.7% | 17.8% | 16.9% | 19.1% | 20.7% | 21.7% | 15.7% | 18.7% |
| Plane | 40.1% | 40.7% | 45.1% | 40.1% | 37.1% | 31.6% | 44.8% | 36.1% | 27.9% | 37.2% | 42.8% | 46.5% | 41.2% | 39.4% | 37.5% | 37.4% | 44.0% |
| Train | 44.8% | 42.5% | 48.2% | 43.8% | 49.3% | 46.1% | 44.3% | 45.3% | 39.2% | 44.2% | 46.7% | 46.4% | 45.0% | 44.4% | 40.9% | 44.1% | 47.8% |
| None | 4.9% | 5.4% | 4.1% | 6.0% | 4.3% | 3.3% | 2.6% | 6.9% | 6.3% | 5.5% | 4.2% | 4.4% | 5.6% | 3.3% | 5.8% | 6.5% | 4.2% |
| Don't know | 1.6% | 1.1% | .8% | 2.2% | 3.4% | 3.5% | .9% | 2.3% | 3.0% | 2.5% | .9% | 1.6% | 1.2% | 2.9% | 2.0% | 1.8% | 1.2% |
| Not stated | .7% | .4% | .1% | 1.3% | 1.4% | 1.4% | .8% | .5% | 1.1% | .5% | .4% | .8% | .6% | 1.0% | 1.7% | .3% | .2% |

* Is a good way to travel any time of year.

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X). *

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | Don't know | Not stated |
|--|---------------------|-------|-------|-------|-------|-------|------------------|------------|------------|
| A) THE MAJOR HIGHWAYS IN MY PROVINCE ARE WELL MARKED | 4.4% | 2.9% | 5.0% | 7.8% | 20.2% | 26.4% | 32.8% | .5% | .0% |
| B) MAJOR HIGHWAYS ARE IN EXCELLENT CONDITION | 15.5% | 8.8% | 14.4% | 17.0% | 24.1% | 9.9% | 7.1% | 3.1% | .3% |
| C) OVERALL, I PREFER TO TRAVEL ON AMERICAN HIGHWAYS | 21.6% | 13.7% | 9.0% | 12.4% | 9.6% | 8.4% | 14.2% | 10.0% | 1.1% |
| D) CANADA'S HIGHWAYS ARE VERY SAFE TO TRAVEL ON | 4.9% | 5.0% | 10.8% | 20.1% | 28.3% | 17.2% | 12.6% | .9% | .1% |
| E) THE NUMBER OF LARGE TRUCKS POSES A THREAT | 9.2% | 10.1% | 10.2% | 14.2% | 18.1% | 14.7% | 22.7% | .5% | .2% |
| F) CANADA'S AIRLINES ARE VERY SAFE | 1.9% | 1.3% | 2.7% | 10.9% | 16.6% | 27.9% | 31.6% | 6.5% | .7% |
| G) THERE IS A SIGNIFICANT DIFFERENCE IN AIRPORTS | 2.7% | 6.0% | 6.7% | 13.5% | 20.8% | 14.7% | 19.2% | 15.2% | 1.2% |
| H) MOST CANADIANS HAVE RELATIVELY EASY ACCESS TO AIRPORT | 4.5% | 6.6% | 9.1% | 12.7% | 25.3% | 19.9% | 19.3% | 2.5% | .1% |
| I) THERE ARE TOO MANY OLDER AIRCRAFTS BEING FLOWN | 4.0% | 6.6% | 8.8% | 16.0% | 20.6% | 13.0% | 13.7% | 15.9% | 1.6% |
| J) CANADA'S PASSENGER RAIL SYSTEM IS OUTDATED | 4.5% | 4.4% | 5.6% | 11.4% | 15.4% | 18.0% | 29.0% | 10.8% | .8% |

(continued)

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X). *

| | Totally disagree | 2 | 3 | 4 | 5 | 6 | Totally agree | Don't know | Not stated |
|---|---------------------|-------|-------|-------|-------|-------|------------------|------------|------------|
| K) THE BIGGEST DRAWBACK TO TRAIN IS THAT THEY ARE LATE | 12.2% | 11.8% | 11.5% | 14.4% | 15.3% | 10.8% | 13.2% | 10.1% | .8% |
| L) ALL COMMUNITIES SHOULD HAVE EASY ACCESS TO RAIL | 6.5% | 7.7% | 7.6% | 10.0% | 15.8% | 17.7% | 33.4% | 1.1% | .1% |
| M) OUR PASSENGER RAIL SYSTEM IS VERY SAFE | 1.3% | .6% | 2.3% | 6.6% | 17.0% | 32.6% | 36.4% | 2.8% | .3% |
| N) BUS SERVICE BETWEEN MAJOR CENTRES IS VERY UNRELIABLE | 18.2% | 22.1% | 14.0% | 11.6% | 13.2% | 6.3% | 5.1% | 9.1% | .4% |

* See Question 10 - Annex (after the end of question 10) for the complete wording of each characteristic.

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X). *

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|--|-------|-----|-----|-------|-------|-------|-----|---------------|--------|--------|----------------|---------------|--------|-----------------|--------|----------------|------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. |
| | | | | | | | | | | | | | | | | | | | |
| A) THE MAJOR HIGHWAYS IN MY PROVINCE ARE WELL MARKED | 5.5 | 5.5 | 5.4 | 5.4 | 5.4 | 5.6 | 5.5 | 5.4 | 5.5 | 5.5 | 5.5 | 5.5 | 5.4 | 5.4 | 5.5 | 5.4 | 5.5 | 5.5 | |
| B) MAJOR HIGHWAYS ARE IN EXCELLENT CONDITION | 3.9 | 3.7 | 3.8 | 3.9 | 4.3 | 4.2 | 3.8 | 3.9 | 3.9 | 3.7 | 3.9 | 4.0 | 3.8 | 3.9 | 4.0 | 3.8 | 3.9 | 3.9 | |
| C) OVERALL, I PREFER TO TRAVEL ON AMERICAN HIGHWAYS | 3.6 | 3.4 | 3.6 | 4.0 | 3.9 | 3.8 | 3.6 | 3.6 | 3.7 | 3.7 | 3.6 | 3.5 | 3.8 | 3.3 | 3.8 | 3.6 | 3.7 | 3.6 | |
| D) CANADA'S HIGHWAYS ARE VERY SAFE TO TRAVEL ON | 4.7 | 4.6 | 4.6 | 4.6 | 4.9 | 4.9 | 4.7 | 4.6 | 4.6 | 4.7 | 4.6 | 4.6 | 4.6 | 4.7 | 4.7 | 4.6 | 4.7 | 4.7 | |
| E) THE NUMBER OF LARGE TRUCKS POSES A THREAT | 4.6 | 4.4 | 4.5 | 4.7 | 5.0 | 5.0 | 4.4 | 4.8 | 4.5 | 4.5 | 4.6 | 4.6 | 4.7 | 4.4 | 4.6 | 4.7 | 4.6 | 4.4 | |
| F) CANADA'S AIRLINES ARE VERY SAFE | 5.7 | 5.6 | 5.8 | 5.7 | 5.9 | 5.8 | 5.7 | 5.6 | 5.6 | 5.6 | 5.7 | 5.7 | 5.8 | 5.5 | 5.7 | 5.7 | 5.5 | 5.8 | |
| G) THERE IS A SIGNIFICANT DIFFERENCE IN AIRPORTS | 5.0 | 4.9 | 4.9 | 5.1 | 5.2 | 5.1 | 4.9 | 5.0 | 5.0 | 4.9 | 5.0 | 5.0 | 5.0 | 4.8 | 5.2 | 5.0 | 5.0 | 4.9 | |
| H) MOST CANADIANS HAVE RELATIVELY EASY ACCESS TO AIRPORT | 4.9 | 4.9 | 4.9 | 5.0 | 4.8 | 4.9 | 4.9 | 4.9 | 5.1 | 4.9 | 4.9 | 4.8 | 4.9 | 4.8 | 5.0 | 5.1 | 4.9 | 4.8 | |
| I) THERE ARE TOO MANY OLDER AIRCRAFTS BEING FLOWN | 4.6 | 4.6 | 4.5 | 4.7 | 4.7 | 4.9 | 4.4 | 4.9 | 4.7 | 4.6 | 4.7 | 4.5 | 4.7 | 4.5 | 4.9 | 4.7 | 4.8 | 4.5 | |
| J) CANADA'S PASSENGER RAIL SYSTEM IS OUTDATED | 5.3 | 5.1 | 5.3 | 5.5 | 5.6 | 5.2 | 5.3 | 5.2 | 5.0 | 5.2 | 5.4 | 5.4 | 5.0 | 5.3 | 5.0 | 5.3 | 5.4 | 5.4 | |

(continued)

10. I'd now like you to think about the different transportation systems we have in Canada. I'm going to read you a list of characteristics people have used to describe these systems and I'd like to know how much you agree or disagree with each. Please use a seven point scale where '1' means you totally disagree with that description and '7' means you totally agree with it. Let's start with (READ ITEM - ROTATE FROM X). *

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | |
|---|-------|-----|-------|-------|-------|---------------|------|-----------------|---------|-----------------|---------------|---------|-------|-----------------------|------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k < | \$40k | \$40k - \$60k | \$60k + | Marr. | Single Div./ Widow | Rare | Aver. | Freq. |
| K) THE BIGGEST DRAWBACK TO TRAIN IS THAT THEY ARE LATE | 4.1 | 3.9 | 4.1 | 4.3 | 4.1 | 4.2 | 3.9 | 4.0 | 4.0 | 4.1 | 4.1 | 4.2 | 3.9 | 3.8 | 4.0 | 4.1 | 4.1 |
| L) ALL COMMUNITIES SHOULD HAVE EASY ACCESS TO RAIL | 5.1 | 5.1 | 5.0 | 5.2 | 5.2 | 4.7 | 5.5 | 5.4 | 5.2 | 5.0 | 4.9 | 5.0 | 5.2 | 5.3 | 5.4 | 5.1 | 4.9 |
| M) OUR PASSENGER RAIL SYSTEM IS VERY SAFE | 5.9 | 5.8 | 6.0 | 5.9 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 | 5.8 | 6.0 | 5.9 | 5.9 | 6.0 | 5.9 | 5.9 | 5.9 |
| N) BUS SERVICE BETWEEN MAJOR CENTRES IS VERY UNRELIABLE | 3.2 | 3.2 | 3.0 | 3.3 | 3.3 | 3.4 | 3.2 | 3.2 | 3.3 | 3.2 | 3.1 | 3.2 | 3.2 | 3.2 | 3.5 | 3.2 | 3.0 |

* See Question 10 - Annex (after the end of question 10) for the complete wording of each characteristic.

Question 10 - Annex

- A) The major highways in my province are well marked with signs.
- B) Major highways are in excellent condition across the country.
- C) Overall, I prefer to travel on American highways rather than on Canadian highways.
- D) Canada's highways are very safe to travel on.
- E) The number of large trucks on the highways poses a real threat to public safety.
- F) Compared to other countries, Canada's airlines are very safe.
- G) There is a significant difference in the quality of the airports in major centres across the country.
- H) Most Canadians have relatively easy access to an airport.
- I) There are too many older aircrafts being flown in Canada.
- J) Canada's passenger rail system is outdated compared to those operating in other countries.
- K) The biggest drawback to travelling by train is that they are always late leaving and arriving.
- L) All communities, no matter how small, should have easy access to rail service.
- M) Our passenger rail system is a very safe way to travel.
- N) Bus service between major centres is very unreliable.

11. To the best of your knowledge, which level or levels of government - the federal, provincial or municipal is responsible for the following areas of transportation or is this the responsibility of the private sector. (READ LIST)*

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|-----------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 24.03 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 24.03 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (755) | (651) | (998) |
| A) CONSTRUCTION OF HIGHWAYS | | | | | | | | | | | | | | | | | | |
| Federal | 34.4% | 31.6% | 33.3% | 36.7% | 38.2% | 40.9% | 34.7% | 34.2% | 32.0% | 35.7% | 34.4% | 34.1% | 35.7% | 31.3% | 35.3% | 36.2% | 33.3% | 34.1% |
| Provincial | 74.2% | 70.7% | 77.3% | 78.2% | 80.8% | 74.1% | 77.1% | 71.6% | 67.4% | 73.7% | 75.1% | 77.0% | 76.6% | 69.3% | 75.5% | 70.2% | 72.9% | 77.6% |
| Municipal | 11.5% | 13.9% | 10.4% | 9.3% | 7.7% | 9.0% | 8.3% | 14.3% | 16.6% | 12.3% | 9.5% | 10.1% | 9.3% | 15.5% | 11.3% | 11.7% | 11.1% | 11.8% |
| Private | 2.1% | 2.3% | 1.8% | 2.5% | 2.1% | 1.9% | 2.3% | 1.9% | 1.8% | 2.8% | 1.7% | 2.0% | 1.9% | 2.8% | 1.6% | 1.4% | 2.8% | 2.3% |
| Don't know | 2.5% | 2.6% | 2.2% | 2.3% | 2.9% | 3.2% | 1.7% | 3.3% | 5.2% | 2.3% | 1.7% | 2.3% | 2.3% | 3.0% | 2.8% | 4.2% | 2.0% | 1.5% |
| Not stated | .8% | 1.3% | .7% | .3% | .9% | 1.2% | .5% | .5% | .7% | .5% | 1.8% | .4% | 1.2% | .5% | .5% | .8% | .8% | 1.4% |
| B) REGULATION OF AIRPORTS | | | | | | | | | | | | | | | | | | |
| Federal | 87.1% | 83.7% | 93.0% | 89.4% | 88.6% | 86.4% | 89.3% | 85.2% | 75.9% | 87.3% | 89.3% | 90.1% | 89.3% | 82.6% | 87.3% | 83.9% | 87.8% | 89.1% |
| Provincial | 12.6% | 15.0% | 9.1% | 10.9% | 10.9% | 12.3% | 9.2% | 15.5% | 18.1% | 13.8% | 11.3% | 9.9% | 11.8% | 14.5% | 12.1% | 14.1% | 13.8% | 10.8% |
| Municipal | 2.8% | 4.0% | 1.0% | 1.8% | 3.9% | 2.3% | 2.4% | 3.2% | 4.2% | 3.7% | 1.9% | 2.0% | 2.4% | 3.7% | 2.1% | 3.0% | 3.1% | 2.6% |
| Private | 1.8% | 1.4% | 1.6% | 1.4% | 5.6% | 1.7% | 1.7% | 4.3% | 1.9% | 1.7% | 1.9% | 1.7% | 1.7% | 2.8% | 2.3% | 1.4% | 1.7% | |
| Don't know | 3.0% | 3.0% | 1.2% | 4.2% | 3.8% | 4.4% | 1.6% | 4.2% | 9.0% | 2.6% | 1.2% | 2.5% | 2.4% | 4.5% | 5.5% | 4.5% | 2.0% | |
| Not stated | .7% | 1.0% | .7% | .7% | .9% | .5% | .3% | .2% | 1.9% | .3% | .3% | .8% | .8% | .8% | .1% | 1.3% | .7% | |
| C) CONSTRUCTION OF RAILWAYS | | | | | | | | | | | | | | | | | | |
| Federal | 72.7% | 68.4% | 78.0% | 74.2% | 76.1% | 76.7% | 72.2% | 73.2% | 67.9% | 74.2% | 73.8% | 72.3% | 74.1% | 68.3% | 77.7% | 70.9% | 73.3% | 73.4% |
| Provincial | 22.7% | 28.0% | 21.1% | 18.5% | 16.7% | 13.7% | 19.3% | 25.5% | 23.8% | 23.5% | 22.4% | 21.5% | 21.1% | 27.7% | 18.6% | 23.3% | 23.4% | 22.0% |
| Municipal | 3.2% | 4.5% | 2.3% | .8% | 3.1% | 3.7% | 2.7% | 3.7% | 3.6% | 3.7% | 2.4% | 3.4% | 2.7% | 4.6% | 2.5% | 3.4% | 4.7% | 2.3% |
| Private | 10.8% | 8.5% | 10.8% | 11.5% | 16.5% | 15.4% | 15.2% | 7.0% | 7.6% | 12.0% | 9.9% | 11.8% | 10.1% | 10.7% | 8.7% | 10.6% | 12.6% | |
| Don't know | 3.6% | 3.7% | 1.8% | 4.4% | 4.9% | 4.5% | 2.5% | 4.6% | 8.9% | 2.7% | 2.5% | 3.2% | 3.5% | 3.7% | 4.0% | 6.1% | 2.1% | 2.7% |
| Not stated | 1.1% | 1.2% | 1.5% | .6% | .6% | .9% | 1.2% | 1.0% | 2.0% | .5% | 1.5% | 1.1% | 1.2% | .9% | 1.3% | .3% | .9% | 2.0% |

* Complete statements were as follows:

- A) Construction and maintenance of highways
- B) Regulation of airport safety standards
- C) Construction and maintenance of railway lines

11. To the best of your knowledge, which level or levels of government - the federal, provincial or municipal is responsible for the following areas of transportation or is this the responsibility of the private sector. (READ LIST) *

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | |
|------------------------------|-------|-------|-------|-------|-------|---------------|-------|-----------------|---------------|-----------------|---------------|---------|-------|-------------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k < \$40k | \$20k - \$40k | \$40k - \$60k | \$60k + | Marr. | Single Div./Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (220) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (206) | (221) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (739) | (651) | (998) |
| D) LICENSING TRUCK OPERATORS | | | | | | | | | | | | | | | | | | |
| Federal | 36.4% | 31.6% | 33.3% | 36.7% | 38.2% | 40.9% | 34.7% | 34.2% | 32.0% | 35.7% | 34.4% | 34.1% | 35.3% | 31.3% | 35.3% | 36.2% | 33.3% | 34.1% |
| Provincial | 74.2% | 70.7% | 77.3% | 78.2% | 80.8% | 74.1% | 77.1% | 71.6% | 67.4% | 73.7% | 75.1% | 77.0% | 76.6% | 69.3% | 75.5% | 70.2% | 72.9% | 77.6% |
| Municipal | 11.5% | 13.9% | 10.4% | 9.3% | 7.7% | 9.0% | 8.3% | 14.3% | 16.6% | 12.3% | 9.3% | 10.1% | 9.3% | 15.5% | 11.3% | 11.7% | 11.1% | 11.8% |
| Private | 2.1% | 2.3% | 1.8% | 2.5% | 2.1% | 1.9% | 2.3% | 1.9% | 1.8% | 2.8% | 1.7% | 2.0% | 1.9% | 2.8% | 1.6% | 1.4% | 2.8% | 2.3% |
| Don't know | 2.5% | 2.6% | 2.2% | 2.3% | 2.9% | 3.2% | 1.7% | 3.3% | 5.2% | 2.3% | 1.7% | 2.3% | 2.3% | 2.3% | 3.0% | 2.8% | 4.2% | 2.0% |
| Not stated | .8% | 1.3% | .7% | .3% | .9% | 1.2% | .9% | .5% | .7% | .5% | 1.8% | .4% | 1.2% | .5% | .8% | .8% | .8% | 1.4% |
| E) CHANGING RAIL SERVICE | | | | | | | | | | | | | | | | | | |
| Federal | 87.1% | 83.7% | 93.0% | 89.4% | 88.6% | 86.4% | 89.3% | 85.2% | 75.9% | 87.3% | 89.3% | 90.1% | 89.3% | 82.6% | 87.3% | 83.9% | 87.8% | 89.1% |
| Provincial | 12.6% | 15.0% | 9.1% | 10.9% | 10.9% | 12.3% | 9.2% | 15.5% | 18.1% | 13.8% | 11.3% | 9.9% | 11.8% | 14.5% | 12.1% | 14.1% | 13.8% | 10.8% |
| Municipal | 2.8% | 4.0% | 1.0% | 1.8% | 3.9% | 2.3% | 2.4% | 3.2% | 4.2% | 3.7% | 1.9% | 2.0% | 2.4% | 3.7% | 2.1% | 3.0% | 3.1% | 2.6% |
| Private | 1.8% | 1.4% | 1.6% | 5.6% | 1.4% | 5.6% | 1.7% | 1.7% | 4.3% | 1.7% | 1.7% | 1.9% | 1.7% | 1.7% | 2.8% | 2.3% | 1.4% | 1.7% |
| Don't know | 3.0% | 3.0% | 1.2% | 4.2% | 3.8% | 4.4% | 1.6% | 4.2% | 9.0% | 2.6% | 1.2% | 2.5% | 2.4% | 3.6% | 4.5% | 5.5% | 1.4% | 2.0% |
| Not stated | .7% | 1.0% | .7% | .7% | .7% | .9% | .5% | .5% | .3% | .2% | 1.9% | .3% | .8% | .8% | .1% | 1.3% | .7% | |
| F) BUILDING AIRPORTS | | | | | | | | | | | | | | | | | | |
| Federal | 72.7% | 68.4% | 78.0% | 74.2% | 76.1% | 76.7% | 72.2% | 73.2% | 67.9% | 74.2% | 73.8% | 72.3% | 74.1% | 68.3% | 77.7% | 70.9% | 73.3% | 73.4% |
| Provincial | 22.7% | 28.0% | 21.1% | 18.5% | 16.7% | 13.7% | 19.3% | 25.5% | 23.8% | 23.5% | 22.4% | 21.5% | 21.1% | 27.7% | 18.6% | 23.3% | 23.4% | 22.0% |
| Municipal | 3.2% | 4.5% | 2.3% | .8% | 3.1% | 3.7% | 2.7% | 3.7% | 3.6% | 3.7% | 2.4% | 3.4% | 2.7% | 4.6% | 2.5% | 3.4% | 4.7% | 2.3% |
| Private | 10.8% | 8.5% | 10.8% | 11.5% | 16.5% | 15.4% | 15.2% | 7.0% | 7.6% | 12.0% | 9.9% | 11.8% | 11.0% | 10.1% | 10.7% | 8.7% | 10.6% | 12.6% |
| Don't know | 3.6% | 3.7% | 1.8% | 4.4% | 4.9% | 4.5% | 2.5% | 4.6% | 8.9% | 2.7% | 2.5% | 3.2% | 3.5% | 3.7% | 4.0% | 6.1% | 2.1% | 2.7% |
| Not stated | 1.1% | 1.2% | 1.5% | .6% | .9% | 1.2% | 1.0% | 2.0% | .5% | 1.5% | 1.1% | 1.2% | .9% | 1.3% | .3% | .9% | .9% | 2.0% |

* Complete statements were as follows:

- D) Licensing and regulating truck operators
- E) Making decisions relating to changing the size or nature of rail service
- F) Building and maintaining airports

11. To the best of your knowledge, which level or levels of government - the federal, provincial or municipal is responsible for the following areas of transportation or is this the responsibility of the private sector. (READ LIST)*

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | | MARITAL STATUS | | PLEASURE TRAVEL | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-----------------|--------------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./ Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | 1379 | (705) | (304) | (739) | (644) |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | 1427 | (653) | (311) | (735) | (651) |
| G) TRANSPORTATION TO REMOTE | | | | | | | | | | | | | | | | |
| Federal | 34.4% | 31.6% | 33.3% | 36.7% | 38.2% | 40.9% | 34.7% | 34.2% | 32.0% | 35.7% | 34.4% | 34.1% | 35.7% | 31.3% | 35.3% | 33.3% |
| Provincial | 74.2% | 70.7% | 77.3% | 78.2% | 80.8% | 74.1% | 77.1% | 71.6% | 67.4% | 73.7% | 75.1% | 77.0% | 76.6% | 69.3% | 75.5% | 72.9% |
| Municipal | 11.5% | 13.9% | 10.4% | 9.3% | 7.7% | 9.0% | 8.3% | 14.3% | 16.6% | 12.3% | 9.5% | 10.1% | 9.3% | 15.5% | 11.3% | 11.8% |
| Private | 2.1% | 2.3% | 1.8% | 2.5% | 2.1% | 1.9% | 2.3% | 1.9% | 1.8% | 2.8% | 1.7% | 2.0% | 1.9% | 2.8% | 1.4% | 2.8% |
| Don't know | 2.5% | 2.6% | 2.2% | 2.3% | 2.9% | 3.2% | 1.7% | 3.3% | 5.2% | 2.3% | 1.7% | 2.3% | 2.3% | 3.0% | 1.4% | 2.3% |
| Not stated | .8% | 1.3% | .7% | .3% | .9% | 1.2% | .5% | .7% | .5% | 1.8% | .4% | 1.2% | .5% | .8% | 2.0% | 1.5% |
| H) LONG DISTANCE BUS SERVICE | | | | | | | | | | | | | | | | |
| Federal | 87.1% | 83.7% | 93.0% | 89.4% | 88.6% | 86.4% | 89.3% | 85.2% | 75.9% | 87.3% | 89.3% | 90.1% | 89.3% | 82.6% | 87.3% | 83.9% |
| Provincial | 12.6% | 15.0% | 9.1% | 10.9% | 12.3% | 9.2% | 15.5% | 18.1% | 13.8% | 11.3% | 9.9% | 11.8% | 14.5% | 12.1% | 14.1% | 10.8% |
| Municipal | 2.8% | 4.0% | 1.0% | 1.8% | 3.9% | 2.3% | 2.4% | 3.2% | 4.2% | 3.7% | 1.9% | 2.0% | 2.4% | 3.7% | 2.1% | 3.1% |
| Private | 1.8% | 1.4% | 1.6% | 1.4% | 5.6% | 1.7% | 1.7% | 1.9% | 4.3% | 1.7% | .7% | 1.9% | 1.7% | 2.8% | 2.3% | 1.4% |
| Don't know | 3.0% | 3.0% | 1.2% | 4.2% | 3.8% | 4.4% | 1.6% | 4.2% | 9.0% | 2.6% | 1.2% | 2.5% | 3.6% | 4.5% | 5.5% | 1.7% |
| Not stated | .7% | 1.0% | .7% | .7% | .9% | .5% | .5% | .2% | 1.9% | .3% | .3% | .8% | .8% | .1% | 1.3% | .7% |

* Complete statements were as follows:

- G) Ensuring there is adequate transportation service to remote areas.
- H) Setting standards and regulating long distance bus service.

12. I'd like to ask your opinion about Federal Government subsidies, that is, the payments made by the government from our tax dollars to support certain services. For each service I mention, please tell me whether you feel money from our taxes should be used to subsidize this service, or whether you feel this service should be primarily paid for by those who use it. The first one is (READ ITEM-ROTATE FROM X). Do you personally support government subsidies or user pay in this area? Would that be strongly or moderately?

| | Strong Federal User | Moderate Federal User | Moderate User | Strong User | DK/NS |
|---|---------------------------|-----------------------------|------------------|-------------|-------|
| A) AIR TRAVEL TO REMOTE AREAS | 21.9% | 30.5% | 24.6% | 19.4% | 3.6% |
| B) BUILDING AND MAINTAINING MAJOR HIGHWAYS | 55.9% | 26.5% | 8.8% | 5.6% | 3.2% |
| C) AIR TRAVEL BETWEEN MAJOR CENTRES | 21.2% | 22.6% | 24.2% | 29.3% | 2.7% |
| D) CANADA-WIDE PASSENGER RAIL SERVICE | 32.8% | 31.2% | 18.5% | 14.0% | 3.5% |
| E) BUS SERVICE BETWEEN MAJOR CENTRES | 13.3% | 21.8% | 30.9% | 30.5% | 3.5% |
| F) COMMUTER RAIL SERVICE | 19.9% | 24.8% | 28.5% | 22.4% | 4.4% |
| G) PASSENGER RAIL SERVICE BETWEEN MAJOR CENTRES | 23.8% | 29.4% | 24.6% | 19.4% | 2.8% |
| H) PASSENGER RAIL SERVICE TO LESS POPULATED AREAS | 30.0% | 30.8% | 24.0% | 11.8% | 3.3% |
| I) COASTAL FERRY SERVICE | 23.5% | 31.0% | 23.8% | 14.9% | 6.9% |
| J) BUS SERVICE TO LESS POPULATED AREAS | 18.5% | 30.9% | 30.8% | 16.6% | 3.1% |

13.a) To the best of your knowledge, which transportation system currently receives the greatest amount of financial assistance or subsidies from the federal government? (READ LIST - RECORD ONE ONLY)

b) And, which of these systems do you feel should receive the greatest level of financial assistance from the federal government? (READ LIST - RECORD ONE ONLY ABOVE)

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | |
|--|-------|-------|-------|-------|-------|-------|---------------|-------|--------|-----------------|---------------|-----------------|--------|------------|-------|-------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Single | | | | |
| | | | | | | | | | | | | | | Div./Widow | | | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| A) RECEIVES GREATEST FEDERAL ASSISTANCE | | | | | | | | | | | | | | | | | | |
| Air | 34.0% | 36.4% | 38.7% | 29.4% | 27.2% | 24.4% | 31.5% | 36.2% | 38.4% | 35.0% | 34.9% | 30.0% | 32.9% | 38.2% | 29.7% | 37.5% | 33.5% | 31.7% |
| Highways | 22.7% | 26.8% | 24.0% | 17.6% | 15.5% | 17.4% | 22.8% | 22.7% | 14.1% | 24.0% | 25.2% | 23.0% | 21.8% | 26.2% | 19.7% | 20.7% | 22.7% | 24.7% |
| Rail | 24.7% | 19.7% | 24.5% | 33.5% | 33.1% | 29.4% | 30.6% | 19.6% | 17.8% | 20.6% | 27.3% | 30.1% | 28.6% | 18.7% | 21.6% | 21.2% | 23.2% | 28.0% |
| Water | 3.5% | 3.4% | 3.5% | 4.2% | 2.3% | 3.9% | 3.7% | 3.4% | 4.9% | 4.4% | 2.3% | 3.2% | 3.3% | 3.9% | 4.1% | 2.5% | 6.1% | 2.7% |
| Bus | 2.5% | 3.9% | 4% | 1.6% | 4.0% | .8% | 2.4% | 2.5% | 4.5% | 2.6% | 1.3% | 2.5% | 2.0% | 3.0% | 1.6% | 2.8% | 3.4% | 1.6% |
| Don't know | 11.7% | 9.2% | 8.7% | 12.8% | 15.9% | 23.2% | 7.9% | 15.1% | 19.7% | 12.5% | 8.2% | 10.5% | 10.8% | 9.2% | 22.4% | 14.4% | 10.8% | 10.3% |
| Not stated | .8% | .7% | .3% | 1.0% | 2.1% | .9% | 1.1% | .5% | .6% | 1.0% | .7% | .7% | .7% | .8% | .7% | 1.0% | .2% | 1.0% |
| B) SHOULD RECEIVE GREATEST FEDERAL ASSISTANCE | | | | | | | | | | | | | | | | | | |
| Air | 12.3% | 13.2% | 12.3% | 11.2% | 10.7% | 11.4% | 12.4% | 12.1% | 10.3% | 10.4% | 11.6% | 15.9% | 12.4% | 12.4% | 10.8% | 13.3% | 13.8% | 10.6% |
| Highways | 39.7% | 43.7% | 46.5% | 28.3% | 32.6% | 29.2% | 37.5% | 41.6% | 35.8% | 40.8% | 41.1% | 38.9% | 40.3% | 41.6% | 33.1% | 37.3% | 37.7% | 42.8% |
| Rail | 31.6% | 26.6% | 30.2% | 40.4% | 37.6% | 39.9% | 34.3% | 29.2% | 30.7% | 32.7% | 30.1% | 32.3% | 31.8% | 29.1% | 36.4% | 30.1% | 31.2% | 32.9% |
| Water | 2.2% | 2.1% | 1.9% | 3.5% | 1.9% | 2.3% | 2.6% | 1.9% | 1.8% | 2.9% | 2.4% | 1.5% | 1.8% | 2.7% | 3.0% | 2.5% | 2.5% | 1.8% |
| Bus | 5.9% | 8.0% | 2.3% | 6.2% | 7.3% | 2.6% | 6.2% | 5.6% | 9.2% | 6.2% | 6.0% | 3.9% | 5.8% | 7.3% | 3.5% | 7.1% | 6.3% | 4.8% |
| Don't know | 6.2% | 5.1% | 4.3% | 8.7% | 6.4% | 11.2% | 5.0% | 7.3% | 8.0% | 5.8% | 5.7% | 6.3% | 6.1% | 5.2% | 8.9% | 7.2% | 6.7% | 5.1% |
| Not stated | 2.1% | 1.4% | 2.3% | 1.8% | 3.5% | 3.4% | 2.0% | 2.2% | 4.2% | 1.3% | 3.0% | 1.2% | 1.9% | 1.7% | 4.2% | 2.5% | 1.8% | 2.0% |

- 13.c) To the best of your knowledge, which transportation system currently receives the greatest amount of financial assistance or subsidies from the provincial government? (READ LIST - RECORD ONE ONLY ABOVE)
- d) And, which of these systems do you feel should receive the greatest level of financial assistance from the provincial government? (READ LIST - RECORD ONE ONLY ABOVE)

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | | |
|--|-------|-------|-------|-------|-------|---------------|-------|-----------------|---------|-----------------|---------|-------|--------|------------|-------|-------|-------|-------|------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k < | \$40k - \$60k | \$60k + | Marr. | Single | Div./Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (220) | 1121 | 1282 | (318) | (749) | (648) | 1379 | (705) | (304) | (644) | 1001 | | | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (206) | (221) | 1134 | 1269 | (341) | (771) | (637) | 1427 | (653) | (311) | (735) | (651) | (998) | | |
| C) RECEIVES GREATEST PROVINCIAL ASSISTANCE | | | | | | | | | | | | | | | | | | | |
| Air | 9.5% | 10.2% | 9.3% | 10.6% | 8.9% | 4.4% | 8.4% | 10.4% | 13.0% | 9.9% | 8.1% | 8.7% | 8.9% | 11.0% | 8.5% | 11.0% | 8.8% | | |
| Highways | 53.8% | 54.1% | 61.6% | 52.6% | 49.3% | 44.0% | 56.0% | 51.9% | 36.8% | 52.4% | 59.3% | 58.0% | 56.1% | 53.4% | 44.5% | 46.9% | 54.6% | 59.0% | |
| Rail | 7.3% | 7.3% | 7.6% | 7.6% | 4.0% | 8.7% | 8.5% | 6.2% | 9.1% | 6.8% | 6.9% | 7.5% | 6.5% | 8.3% | 8.2% | 6.2% | 7.0% | 6.2% | |
| Water | 3.6% | 4.0% | 2.7% | 3.0% | 4.8% | 3.6% | 4.2% | 3.2% | 4.3% | 4.8% | 4.0% | 1.8% | 4.0% | 2.6% | 4.4% | 3.2% | 4.8% | 3.1% | |
| Bus | 10.0% | 11.2% | 8.0% | 9.4% | 10.6% | 9.1% | 12.0% | 8.2% | 7.9% | 11.0% | 9.6% | 10.1% | 9.0% | 12.8% | 8.3% | 9.9% | 10.7% | 9.3% | |
| Don't know | 14.8% | 11.9% | 10.7% | 16.5% | 20.0% | 28.9% | 9.9% | 19.1% | 27.8% | 13.9% | 11.3% | 13.0% | 14.4% | 10.7% | 25.7% | 19.1% | 13.4% | 12.5% | |
| Not stated | 1.1% | 1.4% | .1% | .3% | 2.4% | 1.4% | 1.0% | 1.1% | 1.2% | 1.2% | .8% | 1.0% | 1.1% | 1.2% | .5% | 1.3% | .6% | 1.2% | |
| D) SHOULD RECEIVE GREATEST PROVINCIAL ASSISTANCE | | | | | | | | | | | | | | | | | | | |
| Air | 4.5% | 5.0% | 3.4% | 4.9% | 3.2% | 5.1% | 2.8% | 6.0% | 5.2% | 4.0% | 3.4% | 5.7% | 4.7% | 4.6% | 3.0% | 5.0% | 6.0% | 3.1% | |
| Highways | 57.3% | 58.4% | 65.3% | 52.3% | 49.7% | 48.4% | 59.5% | 55.4% | 45.9% | 53.8% | 64.6% | 59.5% | 59.2% | 57.1% | 49.5% | 53.7% | 54.0% | 62.4% | |
| Rail | 16.2% | 13.9% | 15.8% | 19.3% | 18.2% | 20.5% | 16.5% | 15.9% | 17.8% | 17.9% | 13.5% | 16.1% | 15.7% | 15.2% | 21.1% | 15.9% | 18.0% | 15.0% | |
| Water | 3.1% | 2.8% | 2.8% | 2.9% | 5.4% | 3.2% | 3.6% | 2.6% | 3.8% | 3.7% | 2.8% | 2.3% | 2.6% | 4.0% | 3.2% | 3.5% | 3.2% | 2.5% | |
| Bus | 11.4% | 13.3% | 7.5% | 11.6% | 12.5% | 9.8% | 11.6% | 11.2% | 14.4% | 13.3% | 8.8% | 10.3% | 10.8% | 12.0% | 12.0% | 12.9% | 10.9% | 10.7% | |
| Don't know | 5.6% | 5.0% | 3.1% | 6.8% | 6.2% | 11.8% | 3.9% | 7.2% | 10.3% | 6.2% | 4.2% | 4.3% | 4.6% | 6.0% | 9.5% | 7.1% | 6.3% | 4.1% | |
| Not stated | 1.9% | 1.5% | 2.1% | 2.2% | 4.6% | 1.2% | 2.1% | 1.8% | 2.7% | 1.0% | 2.7% | 1.0% | 1.8% | 2.5% | 1.0% | 1.7% | 2.0% | 1.5% | 2.2% |

14. In the future, do you expect that the amount of travelling you do by (NAME MODE - ROTATE FROM X) in Canada will increase, stay about the same or will it decrease? IF INCREASE OR DECREASE: Would that be a lot or a little?

| | Increase a lot | Increase a little | Stay same | Decrease a lot | Decrease a little | Don't use | Don't know | Not stated |
|---------------------------------|----------------|-------------------|-----------|----------------|-------------------|-----------|------------|------------|
| A) BUS | 7.0% | 12.9% | 47.1% | 11.4% | 9.0% | 11.0% | .9% | .6% |
| B) CAR OR OTHER PRIVATE VEHICLE | 24.0% | 25.3% | 38.4% | 4.4% | 6.4% | .9% | .5% | .2% |
| C) PLANE | 15.1% | 32.0% | 37.7% | 5.4% | 4.7% | 3.8% | .9% | .4% |
| D) TRAIN | 6.5% | 16.3% | 37.6% | 15.8% | 8.5% | 12.9% | 1.9% | .5% |

14. In the future, do you expect that the amount of travelling you do by (NAME MODE - ROTATE FROM X) in Canada will increase, stay about the same or will it decrease? IF INCREASE OR DECREASE: Would that be a lot or a little?

| | TOTAL | | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|---------------|---------|----------------|---------|-----------------|--------|-------------|-------|-------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k < | \$40k - \$60k | \$40k + | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| A) BUS | | | | | | | | | | | | | | | | | | |
| Increase a lot | 7.0% | 6.3% | 5.2% | 6.4% | 12.5% | 8.7% | 5.6% | 8.3% | 8.8% | 8.1% | 4.6% | 7.2% | 6.4% | 7.5% | 9.2% | 8.8% | 7.5% | 5.4% |
| Increase a little | 12.9% | 10.5% | 9.8% | 16.2% | 19.9% | 19.0% | 11.7% | 13.9% | 18.6% | 14.5% | 12.6% | 8.8% | 13.1% | 12.2% | 12.7% | 12.7% | 12.4% | 13.7% |
| Stay same | 47.1% | 48.5% | 49.5% | 48.4% | 46.0% | 37.9% | 48.4% | 45.9% | 45.2% | 44.9% | 51.0% | 46.7% | 49.0% | 43.7% | 46.6% | 47.9% | 43.1% | 48.7% |
| Decrease a lot | 11.4% | 14.3% | 11.3% | 7.0% | 6.8% | 8.9% | 11.2% | 11.2% | 10.6% | 12.6% | 10.3% | 11.6% | 9.3% | 16.1% | 10.7% | 8.7% | 14.3% | 11.6% |
| Decrease a little | 9.0% | 12.7% | 8.1% | 5.5% | 2.9% | 5.2% | 8.9% | 9.2% | 7.4% | 9.2% | 8.8% | 9.8% | 7.5% | 13.0% | 6.2% | 11.2% | 8.4% | 7.9% |
| Don't use | 11.0% | 6.8% | 14.5% | 15.5% | 10.9% | 15.8% | 12.1% | 10.1% | 7.6% | 9.1% | 11.6% | 14.2% | 12.8% | 6.8% | 12.7% | 9.5% | 13.0% | 11.0% |
| Don't know | .9% | .5% | 1.1% | .6% | 2.5% | 1.2% | .7% | 1.3% | .9% | .5% | 1.1% | 1.0% | .5% | 1.4% | 1.0% | .9% | .9% | .9% |
| Not stated | .6% | .3% | .5% | .3% | .9% | 1.9% | .8% | .3% | .4% | .7% | .4% | .6% | .9% | .5% | .5% | .5% | .5% | .8% |
| B) CAR OR OTHER PRIVATE VEHICLE | | | | | | | | | | | | | | | | | | |
| Increase a lot | 24.0% | 27.4% | 23.2% | 21.8% | 26.9% | 11.6% | 23.6% | 24.3% | 24.6% | 24.4% | 23.9% | 23.2% | 21.0% | 32.0% | 18.4% | 25.2% | 21.3% | 24.9% |
| Increase a little | 25.3% | 26.3% | 29.3% | 27.6% | 17.1% | 17.2% | 26.4% | 23.3% | 25.4% | 28.1% | 23.5% | 27.1% | 25.6% | 17.4% | 24.7% | 28.6% | 23.9% | 23.9% |
| Stay same | 38.4% | 35.6% | 38.3% | 40.9% | 37.5% | 48.6% | 39.1% | 37.8% | 33.2% | 39.8% | 37.4% | 40.2% | 40.5% | 32.0% | 43.2% | 36.2% | 38.6% | 39.6% |
| Decrease a lot | 4.4% | 4.4% | 2.9% | 2.7% | 5.7% | 8.9% | 4.0% | 4.7% | 7.1% | 4.0% | 3.7% | 3.9% | 3.5% | 4.1% | 9.3% | 4.6% | 4.6% | 3.7% |
| Decrease a little | 6.4% | 5.4% | 5.1% | 6.5% | 9.0% | 10.1% | 7.8% | 5.1% | 8.0% | 5.4% | 6.2% | 6.7% | 6.8% | 5.0% | 7.8% | 6.7% | 5.0% | 7.0% |
| Don't use | .9% | .5% | 1.0% | .2% | 1.2% | 2.8% | .7% | 1.1% | 2.6% | .6% | .3% | .9% | .6% | .8% | 2.5% | 1.3% | .7% | .7% |
| Don't know | .5% | .5% | .4% | 1.6% | 1.6% | .7% | .5% | 1.0% | 1.0% | .1% | 1.2% | .4% | .3% | 1.1% | .7% | .5% | .5% | .2% |
| Not stated | .2% | .2% | .2% | .9% | .2% | .2% | .2% | .2% | .2% | .3% | .2% | .3% | .2% | .2% | .2% | .1% | .1% | .6% |

14. In the future, do you expect that the amount of travelling you do by (NAME MODE - ROTATE FROM X) in Canada will increase, stay about the same or will it decrease? IF INCREASE OR DECREASE: Would that be a lot or a little?

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|---------------|--------|--------|-----------------|---------------|--------|-----------------|--------|----------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (759) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (755) | (651) | (998) |
| C) PLANE | | | | | | | | | | | | | | | | | | |
| Increase a lot | 15.1% | 15.2% | 16.7% | 14.4% | 18.1% | 10.8% | 16.0% | 14.4% | 9.2% | 14.7% | 13.4% | 20.0% | 14.2% | 11.9% | 14.3% | 16.6% | 15.1% | |
| Increase a little | 32.0% | 37.4% | 32.2% | 32.9% | 25.2% | 13.4% | 35.3% | 29.1% | 23.7% | 31.1% | 39.6% | 29.6% | 31.1% | 38.6% | 20.4% | 30.0% | 33.4% | 32.3% |
| Stay same | 37.7% | 34.7% | 38.9% | 37.8% | 42.7% | 44.2% | 36.2% | 39.0% | 40.2% | 37.9% | 37.3% | 36.7% | 38.8% | 32.1% | 45.3% | 38.2% | 34.6% | 39.3% |
| Decrease a lot | 5.1% | 4.1% | 3.9% | 5.4% | 7.2% | 11.2% | 3.6% | 6.9% | 7.5% | 6.8% | 3.7% | 4.5% | 4.8% | 9.5% | 6.3% | 5.0% | 4.8% | |
| Decrease a little | 4.7% | 5.1% | 4.8% | 3.9% | 2.5% | 6.0% | 4.6% | 4.8% | 6.6% | 4.8% | 3.3% | 4.9% | 5.2% | 5.2% | 4.6% | 5.2% | 4.5% | |
| Don't use | 3.8% | 2.9% | 3.0% | 5.0% | 2.3% | 9.0% | 3.0% | 4.5% | 8.2% | 3.6% | 2.8% | 2.9% | 4.3% | 2.0% | 5.8% | 4.7% | 4.1% | 2.9% |
| Don't know | .9% | .7% | .4% | .6% | .2% | .2% | .2% | .7% | 1.1% | 3.9% | .4% | 1.0% | .9% | .7% | 1.5% | 1.2% | .8% | .6% |
| Not stated | .4% | .1% | .2% | | | | .5% | .3% | .7% | .7% | .3% | .3% | .6% | .5% | .5% | .5% | .1% | .5% |
| D) TRAIN | | | | | | | | | | | | | | | | | | |
| Increase a lot | 6.5% | 6.0% | 5.6% | 7.5% | 9.2% | 6.9% | 6.5% | 6.6% | 5.5% | 7.3% | 5.8% | 6.9% | 5.9% | 6.1% | 10.0% | 6.4% | 7.0% | 6.3% |
| Increase a little | 16.3% | 18.5% | 15.1% | 18.5% | 13.3% | 9.3% | 17.1% | 15.6% | 16.6% | 15.7% | 19.6% | 13.7% | 14.7% | 20.7% | 12.6% | 14.8% | 20.1% | 15.0% |
| Stay same | 37.6% | 39.9% | 38.4% | 37.5% | 35.4% | 30.9% | 37.3% | 34.9% | 38.2% | 37.8% | 38.0% | 37.2% | 38.6% | 36.0% | 39.4% | 33.5% | 39.1% | |
| Decrease a lot | 15.8% | 14.4% | 16.1% | 14.6% | 18.6% | 18.9% | 14.4% | 17.1% | 17.7% | 17.2% | 14.3% | 14.9% | 15.6% | 15.5% | 18.4% | 13.2% | 16.3% | 17.4% |
| Decrease a little | 8.5% | 9.1% | 8.7% | 7.3% | 6.7% | 8.1% | 9.3% | 7.9% | 8.1% | 7.7% | 7.7% | 10.4% | 9.3% | 9.0% | 4.2% | 8.2% | 9.3% | 7.9% |
| Don't use | 12.9% | 10.2% | 14.4% | 13.3% | 14.8% | 19.4% | 12.8% | 13.0% | 14.5% | 11.4% | 13.1% | 13.5% | 14.6% | 8.3% | 16.3% | 15.1% | 12.3% | 11.8% |
| Don't know | 1.9% | 1.6% | 1.2% | 1.3% | 1.7% | 4.0% | 1.6% | 2.1% | 2.2% | 1.9% | 1.6% | 2.0% | 2.0% | 1.6% | 2.1% | 2.5% | 1.4% | 1.7% |
| Not stated | .5% | .3% | .5% | .0% | .2% | 1.9% | .6% | .4% | .4% | .6% | .1% | .7% | .7% | .1% | .5% | .4% | .8% | |

15. And in the future, do you expect that the cost of travelling by (NAME MODE - ROTATE FROM X) will increase faster than, slower than or at the same rate as the cost of travelling by other modes?

| | Faster | Same | Slower | Don't know | Not stated |
|---------------------------------|--------|-------|--------|------------|------------|
| A) BUS | 30.1% | 48.8% | 16.0% | 4.3% | .8% |
| B) CAR OR OTHER PRIVATE VEHICLE | 54.0% | 35.2% | 8.7% | 1.7% | .4% |
| C) PLANE | 48.8% | 37.7% | 10.1% | 2.9% | .5% |
| D) TRAIN | 40.0% | 35.8% | 16.1% | 7.1% | 1.0% |

15. And in the future, do you expect that the cost of travelling by (NAME MODE - ROTATE FROM X) will increase faster than, slower than or at the same rate as the cost of travelling by other modes?

| | TOTAL | | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|---------------|--------|-----------------|---------------|-----------------|--------|------------|-------|-------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Single | Div./Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) | |
| A) BUS | | | | | | | | | | | | | | | | | | |
| Faster | 30.1% | 31.1% | 26.7% | 29.0% | 31.9% | 33.0% | 27.4% | 32.5% | 42.1% | 29.8% | 24.2% | 30.5% | 29.2% | 31.8% | 34.7% | 30.5% | 26.4% | |
| Same | 48.8% | 46.6% | 53.4% | 51.3% | 51.4% | 42.4% | 50.6% | 47.2% | 39.7% | 50.7% | 53.0% | 46.9% | 49.7% | 47.4% | 49.1% | 47.6% | 47.3% | 50.5% |
| Slower | 16.0% | 18.6% | 15.2% | 15.5% | 12.0% | 11.7% | 17.7% | 14.5% | 13.2% | 15.0% | 17.9% | 16.6% | 14.6% | 19.1% | 14.7% | 13.6% | 16.3% | 17.7% |
| Don't know | 4.3% | 3.0% | 3.6% | 3.8% | 4.7% | 11.0% | 3.2% | 5.2% | 5.0% | 4.0% | 3.9% | 4.5% | 5.3% | 1.4% | 5.8% | 3.5% | 5.2% | 4.3% |
| Not stated | .8% | .8% | 1.0% | .4% | .4% | 1.9% | 1.1% | .6% | .5% | .5% | .9% | 1.5% | 1.2% | .2% | .6% | .6% | .6% | 1.1% |
| B) CAR OR OTHER PRIVATE VEHICLE | | | | | | | | | | | | | | | | | | |
| Faster | 54.0% | 55.0% | 54.9% | 53.3% | 52.8% | 49.9% | 54.8% | 53.3% | 58.2% | 52.1% | 53.2% | 54.8% | 53.7% | 53.7% | 54.9% | 53.6% | 49.0% | 57.5% |
| Same | 35.2% | 32.6% | 36.3% | 36.8% | 38.3% | 38.8% | 34.2% | 36.1% | 29.0% | 37.9% | 37.5% | 33.0% | 36.5% | 33.4% | 35.0% | 35.0% | 36.9% | 32.6% |
| Slower | 8.7% | 11.0% | 7.1% | 8.1% | 7.7% | 5.2% | 9.6% | 8.0% | 9.7% | 8.3% | 8.6% | 9.0% | 7.7% | 11.4% | 7.4% | 7.2% | 11.2% | 8.4% |
| Don't know | 1.7% | 1.3% | .8% | 1.6% | .3% | 6.1% | 1.0% | 2.3% | 3.1% | 1.7% | .5% | 2.1% | 1.6% | 1.3% | 2.8% | 1.7% | 2.1% | 1.5% |
| Not stated | .4% | .0% | .0% | .9% | .2% | .9% | .5% | .3% | .1% | .1% | .2% | 1.2% | .6% | .3% | .3% | .5% | .9% | .0% |
| C) PLANE | | | | | | | | | | | | | | | | | | |
| Faster | 48.8% | 46.5% | 51.9% | 56.1% | 45.1% | 48.1% | 43.9% | 53.0% | 46.6% | 46.3% | 48.5% | 52.6% | 49.8% | 45.9% | 51.5% | 48.4% | 47.5% | 50.2% |
| Same | 37.7% | 39.3% | 35.7% | 35.7% | 37.1% | 37.4% | 40.7% | 35.1% | 37.7% | 40.0% | 39.9% | 33.3% | 36.0% | 42.2% | 36.1% | 40.6% | 35.7% | 36.6% |
| Slower | 10.1% | 11.0% | 10.3% | 7.8% | 13.4% | 7.3% | 12.2% | 8.3% | 12.1% | 10.1% | 9.5% | 9.8% | 10.4% | 9.8% | 9.0% | 8.6% | 12.8% | 9.5% |
| Don't know | 2.9% | 3.0% | 1.2% | 1.8% | 4.4% | 6.3% | 2.3% | 3.4% | 3.3% | 3.5% | 1.7% | 3.3% | 3.1% | 1.9% | 3.3% | 2.0% | 3.4% | 3.3% |
| Not stated | .5% | .2% | .9% | .6% | .6% | .9% | .9% | .1% | .3% | .1% | .5% | .9% | .8% | .1% | .5% | .7% | .4% | |
| D) TRAIN | | | | | | | | | | | | | | | | | | |
| Faster | 40.0% | 38.2% | 41.4% | 41.7% | 46.3% | 37.1% | 39.7% | 40.2% | 34.7% | 38.9% | 39.9% | 43.6% | 42.0% | 37.3% | 37.3% | 34.2% | 45.5% | 40.9% |
| Same | 35.8% | 35.4% | 36.1% | 38.4% | 36.5% | 32.5% | 36.1% | 35.6% | 38.1% | 36.0% | 40.0% | 30.6% | 34.9% | 36.7% | 38.5% | 42.5% | 29.8% | 34.4% |
| Slower | 16.1% | 20.8% | 15.0% | 10.9% | 11.0% | 10.6% | 18.1% | 14.5% | 17.2% | 17.3% | 13.6% | 16.8% | 13.7% | 21.6% | 13.6% | 15.5% | 16.4% | 16.4% |
| Don't know | 7.1% | 5.0% | 6.5% | 7.8% | 6.0% | 16.9% | 5.2% | 8.8% | 9.3% | 7.1% | 5.9% | 7.2% | 8.1% | 3.9% | 9.6% | 6.8% | 7.8% | 7.0% |
| Not stated | 1.0% | .5% | 1.0% | 1.2% | .3% | 2.9% | 1.0% | 1.0% | .8% | .7% | .6% | 1.8% | 1.3% | .5% | 1.0% | 1.0% | .5% | 1.3% |

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | Greater need | About the same | Less need | DK/NS |
|---|--------------|----------------|-----------|-------|
| A) CROSS-CANADA PASSENGER RAIL SERVICE | 40.9% | 26.0% | 29.7% | 3.4% |
| B) RAIL SERVICE TO LESS POPULATED AREAS | 32.6% | 28.9% | 36.2% | 2.3% |
| C) RAIL SERVICE BETWEEN MAJOR CITIES | 53.7% | 26.2% | 18.6% | 1.4% |
| D) LONG DISTANCE BUS SERVICE BETWEEN MAJOR CITIES | 49.6% | 33.3% | 15.1% | 2.0% |
| E) BUS SERVICE TO SMALLER COMMUNITIES | 48.4% | 36.7% | 12.9% | 2.0% |
| F) AIR TRAVEL TO REMOTE AREAS | 48.5% | 38.6% | 9.8% | 3.1% |
| G) AIR TRAVEL BETWEEN MAJOR CITIES | 71.8% | 23.3% | 3.5% | 1.5% |
| H) REGIONAL AIR TRAVEL TO SMALL CITIES | 47.4% | 39.1% | 10.7% | 2.7% |
| I) COASTAL FERRY SERVICE | 33.7% | 47.5% | 8.8% | 9.9% |

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|---|-------|------------------------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|---------------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$20k - \$60k | \$40k - \$60k | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| | | BASE = ALL RESPONDENTS | | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | 1379 | (705) | (304) | (759) |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| A) CROSS-CANADA PASSENGER RAIL SERVICE | | | | | | | | | | | | | | | | | | |
| Greater need | 40.9% | 35.7% | 40.7% | 40.3% | 52.3% | 53.8% | 37.0% | 44.3% | 44.2% | 41.0% | 39.8% | 40.2% | 40.9% | 35.1% | 53.0% | 43.5% | 39.0% | 40.2% |
| About the same | 26.0% | 29.5% | 22.5% | 26.3% | 22.2% | 21.2% | 26.4% | 25.7% | 29.0% | 28.0% | 27.3% | 21.3% | 24.6% | 29.8% | 24.0% | 28.2% | 27.0% | 23.5% |
| Less need | 29.7% | 33.1% | 32.5% | 27.9% | 23.0% | 18.2% | 33.9% | 26.0% | 26.5% | 27.1% | 29.7% | 34.9% | 30.2% | 33.7% | 18.9% | 25.0% | 30.4% | 32.9% |
| DK/NS * | 3.4% | 1.7% | 4.3% | 5.4% | 2.4% | 6.8% | 2.7% | 4.0% | 2.3% | 3.9% | 3.2% | 3.6% | 4.5% | 1.3% | 4.1% | 3.3% | 3.6% | 3.4% |
| B) RAIL SERVICE TO LESS POPULATED AREAS | | | | | | | | | | | | | | | | | | |
| Greater need | 32.6% | 30.8% | 31.0% | 32.1% | 33.7% | 43.3% | 29.4% | 35.3% | 32.6% | 33.5% | 28.6% | 35.3% | 32.1% | 31.1% | 36.9% | 34.8% | 29.5% | 32.7% |
| About the same | 28.9% | 31.2% | 27.1% | 29.4% | 30.1% | 19.4% | 27.5% | 30.2% | 30.1% | 28.8% | 30.8% | 26.7% | 27.3% | 31.1% | 31.9% | 29.8% | 28.8% | 28.1% |
| Less need | 36.2% | 36.4% | 40.4% | 35.4% | 33.1% | 32.4% | 41.4% | 31.7% | 33.9% | 34.7% | 38.8% | 36.6% | 37.9% | 36.4% | 28.7% | 33.0% | 38.9% | 37.2% |
| DK/NS * | 2.3% | 1.6% | 1.5% | 3.2% | 3.1% | 4.9% | 1.6% | 2.8% | 3.4% | 3.0% | 1.8% | 1.4% | 2.7% | 1.4% | 2.5% | 2.4% | 2.7% | 2.0% |
| C) RAIL SERVICE BETWEEN MAJOR CITIES | | | | | | | | | | | | | | | | | | |
| Greater need | 53.7% | 52.4% | 52.5% | 55.3% | 57.0% | 56.0% | 55.5% | 52.1% | 48.7% | 55.2% | 53.9% | 54.2% | 53.6% | 52.5% | 55.7% | 52.0% | 54.2% | 54.7% |
| About the same | 26.2% | 27.1% | 27.1% | 26.7% | 23.7% | 23.3% | 26.1% | 28.1% | 32.2% | 26.2% | 25.7% | 24.0% | 25.3% | 28.4% | 26.3% | 27.7% | 27.2% | 24.2% |
| Less need | 18.6% | 19.5% | 19.2% | 17.4% | 16.2% | 16.5% | 19.3% | 18.0% | 16.7% | 16.7% | 19.4% | 20.8% | 19.2% | 18.6% | 16.1% | 18.6% | 16.5% | 20.3% |
| DK/NS * | 1.4% | 1.0% | 1.1% | .6% | 3.1% | 3.7% | 1.1% | 1.8% | 2.4% | 1.9% | .9% | 1.0% | 1.8% | .5% | 1.9% | 1.7% | 2.1% | .8% |

* Don't Know/Not Stated

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | | | | |
|---|-------|-------|-------|-------|-------|---------------|-------|----------------|---------------|-----------------|---------|-------|-------------------|-------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k + | Marr. | Single Div./Widow | Rare | Aver. | Freq. | | |
| BASE = ALL RESPONDENTS | 24.03 | 1057 | (529) | (324) | (205) | (28) | 1121 | 1282 | (318) | (749) | (648) | 1379 | (705) | (304) | (644) | 1001 | | |
| UNWEIGHTED BASE | 24.03 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) | |
| D) LONG DISTANCE BUS SERVICE BETWEEN MAJOR CITIES | | | | | | | | | | | | | | | | | | |
| Greater need | 49.6% | 45.6% | 51.9% | 54.8% | 51.9% | 52.8% | 48.9% | 50.2% | 50.1% | 52.7% | 47.2% | 48.3% | 51.2% | 45.7% | 52.6% | 47.9% | 50.4% | 50.7% |
| About the same | 33.3% | 35.1% | 31.2% | 32.3% | 32.4% | 31.7% | 32.0% | 34.4% | 35.9% | 32.1% | 33.6% | 33.2% | 31.8% | 36.2% | 33.0% | 34.2% | 33.9% | 32.0% |
| Less need | 15.1% | 18.2% | 15.9% | 10.4% | 11.2% | 10.3% | 17.4% | 13.0% | 10.8% | 13.2% | 18.0% | 16.4% | 14.7% | 16.9% | 12.0% | 15.1% | 14.1% | 15.6% |
| DK/NS* | 2.0% | 1.1% | 1.0% | 2.6% | 4.5% | 5.2% | 1.6% | 2.3% | 3.2% | 2.0% | 1.3% | 2.1% | 2.3% | 1.3% | 2.4% | 2.8% | 1.6% | 1.7% |
| E) BUS SERVICE TO SMALLER COMMUNITIES | | | | | | | | | | | | | | | | | | |
| Greater need | 48.4% | 43.3% | 52.4% | 55.9% | 47.1% | 52.9% | 50.9% | 46.3% | 45.1% | 48.1% | 50.3% | 48.5% | 50.2% | 42.7% | 53.5% | 45.7% | 51.2% | 48.8% |
| About the same | 36.7% | 40.6% | 33.2% | 30.1% | 37.7% | 34.3% | 33.1% | 39.9% | 37.8% | 37.5% | 35.1% | 36.9% | 35.0% | 40.8% | 35.6% | 39.6% | 34.1% | 36.2% |
| Less need | 12.9% | 15.2% | 11.8% | 12.3% | 11.2% | 9.0% | 13.9% | 12.0% | 14.5% | 13.0% | 12.8% | 12.1% | 12.3% | 15.5% | 9.2% | 12.3% | 12.8% | 13.3% |
| DK/NS* | 2.0% | .9% | 2.4% | 1.8% | 4.1% | 3.9% | 2.1% | 1.8% | 2.7% | 1.4% | 1.7% | 2.4% | 2.5% | 1.0% | 1.7% | 2.4% | 1.9% | 1.7% |
| F) AIR TRAVEL TO REMOTE AREAS | | | | | | | | | | | | | | | | | | |
| Greater need | 48.5% | 47.5% | 46.4% | 51.1% | 53.8% | 50.6% | 50.2% | 47.1% | 48.1% | 50.1% | 47.0% | 48.4% | 48.2% | 50.3% | 45.9% | 46.0% | 50.4% | 48.9% |
| About the same | 38.6% | 40.1% | 39.9% | 38.0% | 34.7% | 32.5% | 36.9% | 40.0% | 37.0% | 37.5% | 42.1% | 37.1% | 39.1% | 37.2% | 39.0% | 40.1% | 36.3% | 39.2% |
| Less need | 9.8% | 10.1% | 11.2% | 7.8% | 5.5% | 10.9% | 11.5% | 8.2% | 8.2% | 9.6% | 9.7% | 10.7% | 9.5% | 10.4% | 9.8% | 9.3% | 11.2% | 9.1% |
| DK/NS* | 3.1% | 2.3% | 2.3% | 3.0% | 6.0% | 6.1% | 1.4% | 4.6% | 6.7% | 2.7% | 1.2% | 3.8% | 3.2% | 2.1% | 5.3% | 4.6% | 2.1% | 2.8% |

* Don't Know/Not Stated

16. We are interested in knowing whether you think the needs of Canadians in general for certain transportation services will change in the future. In your opinion, will the need for (READ ITEM ROTATE FROM X) become greater, stay about the same or will it become less over the next 10 years or so?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|---------------|---------------|---------------|----------------|-------|-------------------|-----------------|-------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$20k - \$60k | \$40k - \$60k | Marr. | Single Div./Widow | Rare | Aver. | Freq. | | | |
| BASE = ALL RESPONDENTS | 24.03 | 1057 | (529) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (759) | (644) | 1001 | | |
| UNWEIGHTED BASE | 24.03 | 1045 | (537) | (327) | (220) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (755) | (651) | (998) | | |
| G) AIR TRAVEL BETWEEN MAJOR CITIES | | | | | | | | | | | | | | | | | | | |
| Greater need | 71.8% | 70.2% | 74.4% | 72.6% | 74.8% | 69.6% | 73.1% | 70.6% | 62.9% | 70.4% | 76.3% | 73.0% | 72.4% | 72.0% | 68.3% | 68.5% | 72.2% | 74.1% | |
| About the same | 23.3% | 24.9% | 21.1% | 22.0% | 21.3% | 23.9% | 21.5% | 24.8% | 30.7% | 25.2% | 19.3% | 21.5% | 22.6% | 22.9% | 27.9% | 26.7% | 22.0% | 21.1% | |
| Less need | 3.5% | 3.8% | 3.4% | 4.2% | 1.6% | 2.1% | 4.2% | 2.8% | 3.2% | 3.2% | 3.1% | 3.8% | 3.6% | 3.1% | 4.5% | 2.2% | 2.9% | 4.8% | 3.0% |
| DK/NS* | 1.5% | 1.0% | 1.1% | 1.2% | 2.3% | 4.4% | 1.2% | 1.8% | 3.2% | 1.3% | .6% | 1.8% | 2.0% | .5% | 1.6% | 1.8% | .9% | 1.7% | |
| H) REGIONAL AIR TRAVEL TO SMALL CITIES | | | | | | | | | | | | | | | | | | | |
| Greater need | 47.4% | 43.7% | 49.2% | 55.5% | 52.4% | 47.2% | 50.0% | 45.2% | 38.6% | 47.1% | 50.2% | 49.2% | 50.9% | 40.9% | 47.4% | 41.6% | 49.5% | 50.4% | |
| About the same | 39.1% | 42.9% | 37.5% | 33.4% | 35.0% | 36.4% | 37.4% | 40.7% | 44.7% | 39.2% | 38.7% | 36.9% | 35.7% | 45.1% | 41.4% | 41.1% | 38.8% | 37.9% | |
| Less need | 10.7% | 11.6% | 11.0% | 8.2% | 7.2% | 11.2% | 10.9% | 10.5% | 11.8% | 11.0% | 9.3% | 11.2% | 10.3% | 12.6% | 7.2% | 13.8% | 9.3% | 9.3% | |
| DK/NS* | 2.7% | 1.9% | 2.2% | 2.9% | 5.4% | 5.2% | 1.7% | 3.7% | 4.8% | 2.6% | 1.8% | 2.7% | 3.1% | 1.5% | 4.1% | 3.5% | 2.5% | 2.4% | |
| I) COASTAL FERRY SERVICE | | | | | | | | | | | | | | | | | | | |
| Greater need | 33.7% | 29.4% | 34.3% | 44.8% | 39.8% | 30.6% | 34.6% | 46.7% | 32.9% | 29.9% | 35.4% | 32.1% | 35.0% | 38.2% | 25.7% | 32.6% | 30.9% | 34.0% | 35.5% |
| About the same | 47.5% | 54.0% | 47.7% | 37.7% | 41.1% | 38.8% | 46.7% | 48.2% | 48.2% | 47.2% | 50.9% | 44.4% | 43.2% | 56.1% | 47.0% | 49.2% | 47.4% | 46.1% | |
| Less need | 8.8% | 9.7% | 10.2% | 8.5% | 4.3% | 6.4% | 10.5% | 7.4% | 8.1% | 8.4% | 10.4% | 8.2% | 8.0% | 11.8% | 6.0% | 9.7% | 9.4% | 8.0% | |
| DK/NS* | 9.9% | 6.9% | 7.8% | 8.9% | 14.9% | 24.2% | 8.1% | 11.5% | 13.8% | 9.0% | 6.7% | 12.3% | 10.6% | 6.5% | 14.4% | 10.1% | 9.3% | 10.4% | |

* Don't Know/Not Stated

17. Over the next 10 years or so do you expect that the (READ LIST - ROTATE FROM X) will improve, stay about the same, or will it deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be a lot or a little?

| | Improve a lot | Improve a little | Stay same | Deteriorate a lot | Deteriorate a little | Don't know | Not stated |
|--|---------------|------------------|-----------|-------------------|----------------------|------------|------------|
| A) QUALITY OF THE LOCAL ROADS IN YOUR PROVINCE | 16.7% | 26.4% | 29.1% | 11.9% | 15.3% | .5% | .1% |
| B) EXTENT OF PASSENGER RAIL SERVICE IN CANADA | 9.9% | 15.9% | 19.8% | 31.7% | 19.5% | 2.7% | .5% |
| C) OVERALL QUALITY OF THE PASSENGER RAIL SERVICE * | 11.8% | 20.7% | 25.0% | 22.6% | 14.3% | 4.7% | .9% |
| D) OVERALL QUALITY OF AIRLINE SERVICE IN CANADA | 17.6% | 36.2% | 33.1% | 3.4% | 6.2% | 2.8% | .8% |
| E) QUALITY OF THE MAJOR HIGHWAYS ** | 18.2% | 30.6% | 32.1% | 8.7% | 9.4% | 1.0% | .2% |
| F) SPEED OF PASSENGER RAIL SERVICE | 18.3% | 24.4% | 31.9% | 12.5% | 7.3% | 4.8% | .8% |
| G) ACCESSIBILITY TO AIR SERVICE IN REMOTE AREAS | 11.7% | 31.0% | 37.5% | 5.5% | 8.9% | 5.0% | .4% |

* in Canada

** such as the Trans-Canada in your province

17. Over the next 10 years or so do you expect that the (READ LIST
 - ROTATE FROM X) will improve, stay about the same, or will it
 deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be
 a lot or a little?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 14227 | (653) | (311) | (735) | (651) | (998) |
| A) QUALITY OF THE LOCAL ROADS IN YOUR PROVINCE | | | | | | | | | | | | | | | | | | |
| Improve a lot | 16.7% | 14.4% | 18.3% | 15.6% | 21.2% | 19.0% | 15.9% | 17.4% | 17.2% | 20.4% | 14.8% | 14.1% | 18.0% | 15.3% | 14.0% | 17.9% | 18.6% | 14.6% |
| Improve a little | 26.4% | 25.5% | 24.4% | 28.7% | 24.4% | 32.6% | 26.3% | 26.4% | 33.6% | 24.3% | 26.8% | 25.1% | 25.2% | 26.9% | 29.8% | 26.1% | 26.3% | 26.8% |
| Stay same | 29.1% | 31.3% | 26.5% | 30.1% | 28.5% | 24.2% | 29.1% | 29.1% | 25.7% | 27.2% | 31.3% | 30.7% | 28.0% | 29.8% | 32.6% | 29.7% | 29.5% | 28.2% |
| Deteriorate a lot | 11.9% | 11.9% | 13.6% | 11.8% | 11.1% | 10.4% | 11.0% | 12.7% | 10.8% | 12.1% | 10.7% | 13.5% | 12.6% | 10.6% | 12.6% | 13.0% | 9.5% | 12.4% |
| Deteriorate a little | 15.3% | 16.2% | 16.7% | 13.1% | 13.9% | 13.2% | 17.1% | 13.7% | 11.9% | 15.0% | 16.4% | 16.1% | 15.4% | 16.9% | 10.8% | 12.7% | 15.0% | 17.6% |
| Don't know | .5% | .4% | .4% | .5% | .5% | .9% | .3% | .4% | .5% | .5% | .7% | .1% | .5% | .6% | .4% | .2% | .2% | .4% |
| Not stated | .1% | .1% | .1% | .2% | .2% | .3% | .1% | .2% | .3% | .3% | .3% | .2% | .2% | .2% | .1% | .2% | .3% | .2% |
| B) EXTENT OF PASSENGER RAIL SERVICE IN CANADA | | | | | | | | | | | | | | | | | | |
| Improve a lot | 9.9% | 8.1% | 10.8% | 12.3% | 11.4% | 10.1% | 9.9% | 9.9% | 10.3% | 11.7% | 9.6% | 8.2% | 9.7% | 10.7% | 9.1% | 10.4% | 10.2% | 9.2% |
| Improve a little | 15.9% | 18.3% | 10.9% | 15.8% | 12.3% | 17.9% | 16.2% | 15.8% | 18.7% | 15.7% | 16.3% | 14.5% | 14.9% | 16.7% | 18.7% | 17.5% | 15.4% | 14.9% |
| Stay same | 19.8% | 22.6% | 18.3% | 15.3% | 19.8% | 17.0% | 17.9% | 21.4% | 21.8% | 20.2% | 19.0% | 19.0% | 19.2% | 21.5% | 18.3% | 23.2% | 17.7% | 18.5% |
| Deteriorate a lot | 31.7% | 28.8% | 36.5% | 30.1% | 37.1% | 32.5% | 31.8% | 31.6% | 24.9% | 31.2% | 31.5% | 35.5% | 34.0% | 27.1% | 31.6% | 29.6% | 31.6% | 33.7% |
| Deteriorate a little | 19.5% | 19.7% | 20.3% | 23.3% | 14.2% | 17.0% | 21.6% | 17.5% | 18.2% | 22.1% | 18.7% | 19.0% | 21.4% | 17.3% | 15.3% | 20.7% | 21.9% | 21.9% |
| Don't know | 2.7% | 2.1% | 2.4% | 2.8% | 4.9% | 4.1% | 2.1% | 3.2% | 5.0% | 2.4% | 1.4% | 3.3% | 2.9% | 1.7% | 4.2% | 3.4% | 3.6% | 1.7% |
| Not stated | .5% | .4% | .7% | .5% | 1.4% | .4% | .6% | 1.2% | .5% | 1.2% | .0% | .8% | .4% | .8% | .7% | .7% | .8% | .2% |

17. Over the next 10 years or so do you expect that the (READ LIST - ROTATE FROM X) will improve, stay about the same, or will it deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be a lot or a little?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | | | | |
|--|-------|-------|-------|-------|-------|---------------|-------|----------------|---------------|-----------------|--------|-------|--------|-------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (654) | (657) | 1427 | (653) | (311) | (735) | (651) | (998) |
| C) OVERALL QUALITY OF THE PASSENGER RAIL SERVICE* | | | | | | | | | | | | | | | | | | |
| Improve a lot | 11.8% | 9.3% | 10.9% | 13.4% | 16.7% | 17.1% | 12.3% | 11.4% | 10.6% | 13.4% | 12.3% | 10.1% | 11.6% | 10.8% | 14.9% | 11.7% | 11.9% | |
| Improve a little | 20.7% | 23.1% | 18.9% | 23.0% | 10.0% | 20.0% | 21.2% | 20.3% | 23.9% | 19.5% | 21.3% | 20.0% | 18.5% | 25.9% | 18.8% | 21.7% | 21.6% | 19.6% |
| Stay same | 25.0% | 30.0% | 22.0% | 20.1% | 24.5% | 16.8% | 25.6% | 24.6% | 25.0% | 28.1% | 23.4% | 23.3% | 24.3% | 28.5% | 21.0% | 27.6% | 23.7% | 24.0% |
| Deteriorate a lot | 22.6% | 18.6% | 29.3% | 23.4% | 22.6% | 25.4% | 22.3% | 22.8% | 18.0% | 21.4% | 23.7% | 24.8% | 24.3% | 17.5% | 26.7% | 21.7% | 21.7% | 24.0% |
| Deteriorate a little | 14.3% | 15.2% | 14.4% | 12.9% | 16.8% | 10.7% | 14.5% | 14.1% | 13.7% | 13.8% | 13.3% | 16.0% | 14.5% | 14.9% | 11.3% | 10.3% | 15.8% | 15.9% |
| Don't know | 4.7% | 3.2% | 3.1% | 6.4% | 8.7% | 8.2% | 3.3% | 5.9% | 7.7% | 3.3% | 4.4% | 5.0% | 5.8% | 1.5% | 7.1% | 5.9% | 4.5% | 3.9% |
| Not stated | .9% | .6% | 1.5% | .8% | .7% | 1.1% | .8% | 1.0% | 1.0% | .3% | 1.6% | .9% | 1.0% | .2% | 1.0% | 1.1% | .7% | |
| D) OVERALL QUALITY OF AIRLINE SERVICE IN CANADA | | | | | | | | | | | | | | | | | | |
| Improve a lot | 17.6% | 19.8% | 16.8% | 14.7% | 13.5% | 17.4% | 17.6% | 17.5% | 18.1% | 19.4% | 16.0% | 16.7% | 16.6% | 20.5% | 15.8% | 18.9% | 15.8% | 17.8% |
| Improve a little | 36.2% | 38.8% | 35.4% | 38.4% | 33.4% | 26.3% | 34.4% | 37.7% | 35.7% | 33.4% | 37.7% | 38.3% | 36.2% | 38.7% | 30.7% | 36.0% | 34.7% | 37.3% |
| Stay same | 33.1% | 30.5% | 35.2% | 33.1% | 36.0% | 36.8% | 35.8% | 30.7% | 32.8% | 34.1% | 31.9% | 33.3% | 32.7% | 31.1% | 39.7% | 31.3% | 36.1% | 32.3% |
| Deteriorate a lot | 3.4% | 2.8% | 3.8% | 3.7% | 3.2% | 4.6% | 2.7% | 4.0% | 2.1% | 3.7% | 4.5% | 2.6% | 3.5% | 2.8% | 4.4% | 4.5% | 2.7% | 3.1% |
| Deteriorate a little | 6.2% | 6.1% | 5.9% | 5.8% | 6.0% | 7.5% | 6.8% | 5.7% | 4.5% | 5.9% | 7.9% | 5.8% | 7.0% | 5.3% | 4.5% | 4.8% | 7.6% | 6.2% |
| Don't know | 2.8% | 1.7% | 1.9% | 2.6% | 6.4% | 6.3% | 1.7% | 3.7% | 5.7% | 3.1% | .9% | 2.8% | 3.1% | .9% | 4.0% | 3.4% | 2.7% | 2.4% |
| Not stated | .8% | .2% | 1.0% | 1.6% | 1.6% | 1.1% | 1.0% | .7% | 1.1% | .4% | 1.3% | .6% | .9% | .6% | 1.0% | 1.1% | .3% | .9% |

* in Canada

17. Over the next 10 years or so do you expect that the (READ LIST
 - ROTATE FROM X) will improve, stay about the same, or will it
 deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be
 a lot or a little?

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | |
|------------------------------------|-------|-------|-------|-------|-------|-------|---------------|--------|--------|-----------------|----------------|-----------------|-------------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | |
| E) QUALITY OF THE MAJOR HIGHWAYS * | | | | | | | | | | | | | | | | | |
| Improve a lot | 18.2% | 15.8% | 19.5% | 21.0% | 19.2% | 18.6% | 17.7% | 22.9% | 21.0% | 17.4% | 13.6% | 17.1% | 18.7% | 21.4% | 18.9% | 19.1% | |
| Improve a little | 30.6% | 32.2% | 27.1% | 31.6% | 30.7% | 29.9% | 29.7% | 31.4% | 31.7% | 29.0% | 33.1% | 29.3% | 30.0% | 31.7% | 31.4% | 31.8% | 29.0% |
| Stay same | 32.1% | 34.0% | 31.4% | 29.9% | 32.7% | 27.0% | 33.0% | 31.2% | 27.9% | 31.8% | 31.0% | 35.3% | 32.0% | 33.6% | 28.7% | 31.5% | 32.9% |
| Deteriorate a lot | 8.7% | 8.0% | 9.9% | 10.2% | 6.0% | 9.2% | 7.9% | 9.3% | 9.0% | 8.3% | 8.3% | 9.2% | 9.2% | 6.9% | 10.4% | 8.9% | 6.8% |
| Deteriorate a little | 9.4% | 9.2% | 12.0% | 6.6% | 8.6% | 8.5% | 9.9% | 8.9% | 6.3% | 9.0% | 9.3% | 11.2% | 10.9% | 8.1% | 5.1% | 6.8% | 9.8% |
| Don't know | 1.0% | .5% | .1% | .6% | .2% | .3% | .3% | .3% | .3% | .3% | .3% | .3% | .3% | .7% | .3% | 1.9% | 1.1% |
| Not stated | .2% | .3% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .2% | .2% | .2% | .2% |
| F) SPEED OF PASSENGER RAIL SERVICE | | | | | | | | | | | | | | | | | |
| Improve a lot | 18.3% | 18.8% | 17.8% | 16.9% | 18.5% | 17.8% | 22.7% | 14.5% | 19.0% | 20.3% | 17.1% | 17.0% | 16.5% | 21.4% | 18.3% | 16.9% | 18.6% |
| Improve a little | 24.4% | 26.8% | 23.0% | 27.9% | 21.0% | 27.0% | 24.7% | 24.2% | 23.4% | 22.4% | 27.9% | 24.0% | 24.2% | 27.1% | 19.6% | 24.0% | 25.7% |
| Stay same | 31.9% | 32.9% | 31.4% | 31.6% | 31.5% | 29.4% | 27.7% | 35.5% | 32.3% | 32.9% | 32.9% | 29.6% | 31.6% | 33.0% | 31.2% | 32.6% | 30.3% |
| Deteriorate a lot | 12.5% | 10.2% | 14.3% | 12.0% | 11.8% | 19.1% | 12.8% | 12.3% | 10.3% | 13.3% | 10.8% | 14.3% | 13.2% | 9.8% | 16.3% | 12.6% | 11.5% |
| Deteriorate a little | 7.3% | 7.4% | 7.6% | 5.2% | 8.4% | 7.7% | 7.5% | 7.0% | 6.0% | 7.2% | 6.1% | 8.9% | 7.9% | 6.0% | 6.6% | 7.2% | 12.8% |
| Don't know | 4.8% | 3.0% | 5.6% | 5.7% | 7.4% | 7.9% | 3.9% | 5.6% | 7.4% | 3.7% | 4.3% | 5.3% | 5.7% | 1.9% | 7.5% | 6.3% | 6.2% |
| Not stated | .8% | .9% | .3% | .7% | 1.3% | 1.1% | .7% | .9% | 1.5% | .2% | .2% | .9% | 1.0% | .9% | .4% | .5% | 1.6% |

* Such as the Trans-Canada in your province

17. Over the next 10 years or so do you expect that the (READ LIST - ROTATE FROM X) will improve, stay about the same, or will it deteriorate? (IF IMPROVE OR DETERIORATE ASK:) Would that be a lot or a little?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | | | | | | |
|--|-------|-------|-------|-------|-------|---------------|-------|----------------|---------------|-----------------|--------|-------|--------|------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| G) ACCESSIBILITY TO AIR SERVICE IN REMOTE AREAS | | | | | | | | | | | | | | | | | | |
| Improve a lot | 11.7% | 10.0% | 13.0% | 11.4% | 12.6% | 13.9% | 11.2% | 12.1% | 17.1% | 13.8% | 10.9% | 7.7% | 12.1% | 11.0% | 12.1% | 13.2% | 10.9% | |
| Improve a little | 31.0% | 34.1% | 27.9% | 36.0% | 29.0% | 20.9% | 29.9% | 32.1% | 27.2% | 30.9% | 32.3% | 31.8% | 31.4% | 30.8% | 29.3% | 30.1% | 30.4% | 32.3% |
| Stay same | 37.5% | 39.0% | 39.2% | 33.3% | 37.9% | 33.8% | 38.7% | 36.4% | 35.8% | 37.2% | 38.0% | 37.9% | 35.8% | 40.8% | 37.0% | 37.2% | 37.1% | 37.5% |
| Deteriorate a lot | 5.5% | 4.5% | 7.1% | 4.9% | 5.5% | 6.9% | 5.3% | 5.7% | 5.2% | 5.1% | 6.0% | 5.6% | 6.2% | 4.4% | 5.2% | 6.5% | 4.6% | 5.4% |
| Deteriorate a little | 8.9% | 9.0% | 9.0% | 10.2% | 5.7% | 9.1% | 10.9% | 7.2% | 6.4% | 7.3% | 10.1% | 10.8% | 9.0% | 9.8% | 6.1% | 6.7% | 10.9% | 9.4% |
| Don't know | 5.0% | 3.0% | 3.7% | 4.0% | 8.1% | 14.7% | 3.7% | 6.1% | 8.2% | 5.2% | 2.5% | 5.5% | 5.1% | 2.7% | 10.3% | 6.0% | 5.2% | 4.1% |
| Not stated | .4% | .5% | .3% | .3% | .9% | .7% | .3% | .5% | .1% | .4% | .2% | .7% | .5% | .5% | .2% | .6% | .6% | .4% |

18. Overall, how confident are you in the ability of the different levels of government to effectively plan and prepare for the future transportation needs of this country? Are you generally (READ LIST)

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | | MARITAL STATUS | | PLEASURE TRAVEL | |
|------------------------|-------|-------|-------|-------|-------|--------|---------------|---------------|---------------|----------------|-------------------|-----------------|-------|
| | | <35 | | | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | Marr. | Single Div./Widow | Rare | Aver. |
| | | 35-44 | 45-54 | 55-64 | 65+ | | | | | | | | |
| BASE = ALL RESPONDENTS | 24,03 | 1,057 | (529) | (324) | (205) | (268) | 1,121 | 1,282 | (318) | (749) | (648) | 1,379 | (705) |
| UNWEIGHTED BASE | 24,03 | 1,045 | (537) | (327) | (220) | (261) | 1,134 | 1,269 | (341) | (771) | (654) | 1,427 | (653) |
| Q18 | | | | | | | | | | | | | |
| Very confident | 3.8% | 3.3% | 2.4% | 6.4% | 2.1% | 5.5% | 4.9% | 2.8% | 4.6% | 4.8% | 3.8% | 2.3% | 2.9% |
| Somewhat confident | 34.9% | 39.7% | 31.4% | 30.8% | 32.3% | 30.1% | 33.2% | 36.3% | 36.5% | 35.8% | 31.7% | 36.0% | 31.5% |
| Not that confident | 35.0% | 35.3% | 39.9% | 30.7% | 38.1% | 27.2% | 35.3% | 34.7% | 33.0% | 36.5% | 39.5% | 30.0% | 36.6% |
| Not confident at all | 24.9% | 20.6% | 25.4% | 31.2% | 25.9% | 33.3% | 25.6% | 24.3% | 23.7% | 21.2% | 24.4% | 30.1% | 27.9% |
| Don't Know | 1.3% | 1.0% | .9% | .8% | 1.4% | 3.7% | 1.0% | 1.7% | 2.2% | 1.6% | .4% | 1.5% | 1.0% |
| Not Stated | .1% | .0% | .1% | .2% | .2% | .2% | .0% | .2% | .2% | .1% | .1% | .1% | .2% |

19. In your opinion what are the two most important transportation issues which must be taken into consideration in your province when governments are planning our future transportation systems?

| | TOTAL | | AGE | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|---------------|--------|----------------|---------------|-----------------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | 1121 | 1282 | (318) | (74) | (648) | (688) | 1379 | (705) | (304) |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) |
| Quality of highways | 34.6% | 32.8% | 37.8% | 37.8% | 31.7% | 33.2% | 37.2% | 32.4% | 35.3% | 36.0% | 31.5% | 36.5% | 31.3% | 34.0% |
| Safety of modes | 12.3% | 13.5% | 10.3% | 12.9% | 10.8% | 10.9% | 13.5% | 11.0% | 13.0% | 11.8% | 12.5% | 12.7% | 10.2% | 11.0% |
| Cost to taxpayer | 2.5% | 3.2% | 2.3% | 2.2% | 1.9% | 2.4% | 2.6% | 1.6% | 2.3% | 2.0% | 2.8% | 2.6% | 1.9% | 2.8% |
| Community services | 4.7% | 4.9% | 5.0% | 6.0% | 3.5% | 5.1% | 4.3% | 2.5% | 3.8% | 4.5% | 6.9% | 4.9% | 3.7% | 6.0% |
| Traffic congestion | 5.1% | 5.1% | 5.7% | 5.2% | 3.6% | 5.4% | 6.2% | 4.1% | 3.9% | 3.6% | 5.4% | 7.1% | 4.6% | 5.6% |
| Environment/pollution | 15.6% | 20.9% | 13.9% | 9.2% | 12.3% | 8.6% | 15.4% | 15.7% | 12.3% | 16.1% | 15.7% | 16.4% | 13.0% | 22.5% |
| Extent of rail service | 14.1% | 11.7% | 13.1% | 16.6% | 15.5% | 21.3% | 13.3% | 14.8% | 14.7% | 14.2% | 14.9% | 13.1% | 14.1% | 11.9% |
| Qual/cndtn- rail srvc | 7.5% | 5.4% | 8.5% | 8.9% | 10.7% | 9.9% | 8.9% | 6.3% | 4.4% | 8.5% | 6.8% | 8.4% | 9.2% | 5.8% |
| Ferry access to mainland | 1.9% | 1.9% | 2.2% | 2.7% | 3.8% | 3.3% | 2.2% | 1.7% | 2.0% | 2.7% | 1.6% | 1.4% | 2.1% | 2.0% |
| Cost of travel | 10.1% | 11.8% | 12.2% | 8.9% | 4.4% | 5.1% | 10.3% | 10.0% | 10.2% | 11.5% | 12.4% | 6.6% | 9.1% | 12.4% |
| Quality of air service | 3.7% | 3.9% | 3.4% | 3.5% | 4.9% | 3.4% | 3.6% | 3.8% | 3.0% | 2.7% | 4.3% | 4.7% | 3.5% | 4.4% |
| Extent of air service | 2.9% | 2.8% | 2.5% | 3.9% | 3.1% | 2.7% | 3.5% | 2.3% | 2.3% | 2.2% | 4.3% | 2.4% | 3.5% | 3.4% |
| Quality of bus service | 3.6% | 2.8% | 3.2% | 4.3% | 7.0% | 4.3% | 3.6% | 3.6% | 4.6% | 4.1% | 2.7% | 3.4% | 3.6% | 3.4% |
| Access to diff modes | 6.8% | 7.1% | 9.0% | 4.5% | 7.1% | 4.3% | 6.1% | 7.5% | 5.1% | 6.1% | 7.7% | 7.6% | 6.8% | 6.5% |
| Rapid transit | 2.4% | 2.1% | 3.1% | 2.2% | 2.5% | 2.0% | 3.1% | 1.8% | 1.7% | 1.7% | 3.2% | 2.8% | 2.1% | 3.2% |
| Too many semi trucks | .4% | .3% | .5% | .3% | 1.6% | 1.2% | .2% | .2% | .1% | .8% | .5% | .2% | .7% | .5% |
| Quality of mode (gen) | 3.9% | 4.0% | 5.2% | 4.1% | 2.6% | 1.2% | 4.6% | 3.3% | 3.0% | 2.9% | 6.8% | 4.2% | 3.7% | 3.0% |
| Govt funding | 2.0% | 1.9% | 2.2% | 2.6% | 1.2% | 2.4% | 3.1% | 1.1% | 1.9% | 1.6% | 2.5% | 2.2% | 1.9% | 2.4% |
| Airport security | .1% | .2% | .3% | .3% | .2% | 1.6% | .4% | .2% | .1% | .3% | .3% | .4% | .4% | .3% |
| Location of major airport | .4% | 1.2% | 1.4% | 1.9% | 1.0% | 1.0% | 1.5% | 1.1% | 1.5% | 1.5% | 1.2% | 1.3% | 1.2% | 1.8% |
| Cost of fuel | 1.3% | .5% | 3.2% | 1.8% | 1.9% | .7% | 2.3% | 2.1% | 2.6% | 3.5% | 1.4% | 1.3% | 1.5% | 1.8% |
| Usage of all modes | 4.1% | 3.6% | 4.3% | 4.8% | 3.9% | 4.2% | 3.1% | 4.9% | 3.0% | 3.9% | 4.6% | 4.2% | 4.0% | 3.5% |
| Access to remote areas | 2.8% | 2.3% | 4.6% | 1.5% | 2.8% | 2.9% | 2.4% | 3.1% | .8% | 3.0% | 2.6% | 3.6% | 2.7% | 3.0% |
| Population growth | 1.0% | 1.9% | .8% | .3% | .9% | .9% | 1.1% | .8% | .2% | .9% | 2.2% | .7% | .2% | .7% |
| Increase use of pub trans | .3% | .1% | .0% | 1.4% | .4% | .2% | .3% | .3% | .6% | .6% | .3% | .3% | .3% | .6% |
| Need more intnl airports | .5% | .5% | .7% | .2% | .4% | .5% | .4% | .6% | .5% | .4% | .7% | .5% | .5% | .7% |
| Scheduling of services | .7% | .8% | .7% | .9% | .0% | .9% | .7% | .8% | 2.0% | .7% | .3% | .1% | .2% | .4% |
| Cost of air travel | 1.8% | 1.7% | 1.3% | 1.7% | 2.6% | 3.0% | 2.1% | 1.6% | 1.2% | 2.1% | 2.5% | 1.9% | 1.4% | 2.5% |
| Airport improvements | 1.1% | 1.1% | 1.4% | 1.2% | .3% | .9% | .6% | 1.5% | 1.0% | 1.0% | 1.1% | 1.0% | 1.2% | 1.0% |
| Extent of bus service | .4% | .7% | .2% | .2% | .7% | .7% | .4% | .4% | .3% | .1% | .0% | .3% | .8% | .1% |
| Resrch & Dvlptn-transport | .6% | .6% | .8% | .4% | .3% | .7% | .7% | .5% | .5% | 1.0% | .6% | .6% | .4% | .7% |
| Speed of modes | 1% | 2% | .2% | .4% | .4% | .3% | .1% | .0% | .1% | .2% | .5% | .5% | .4% | .9% |
| Cost of buses | 4% | 4% | 4% | 7% | 7% | 2% | .2% | .5% | .7% | .4% | .1% | .1% | .1% | .1% |
| # of trucks on highway | 4% | 4% | .9% | .9% | .2% | .5% | .5% | .7% | .4% | .3% | .5% | .3% | .4% | .3% |
| Deregulation- truck indus | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | .6% | .6% | .5% |

(continued)

19. In your opinion what are the two most important transportation issues which must be taken into consideration in your province when governments are planning our future transportation systems?

| | TOTAL | | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | |
|---------------------------|-------|-------|-------|-------|-------|-------|--------|--------|---------------|---------------|--------|----------------|-------------------|------|-----------------|-------|------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. | |
| Cost of train travel | .2% | .3% | .4% | .5% | .5% | .1% | .3% | .4% | .4% | .2% | .2% | .2% | .5% | .4% | .1% | .2% | .3% |
| Maintain qual of transprt | .1% | .2% | .5% | .2% | .2% | .1% | .2% | .1% | .4% | .1% | .1% | .1% | .3% | .3% | .1% | .2% | .1% |
| Privatization of transprt | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .0% | .1% |
| Mass transportation | .2% | .3% | .2% | .7% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .2% | .3% |
| Cost of insurance | .2% | .1% | .3% | .7% | .1% | .2% | .9% | .2% | .3% | .3% | .2% | .2% | .2% | .2% | .2% | .2% | .3% |
| Trans for handicapped | .1% | .1% | .9% | .7% | .5% | .1% | .1% | .1% | .1% | .1% | .1% | .1% | .9% | .9% | .2% | .2% | .1% |
| Other | 1.4% | 1.4% | .9% | .7% | 2.5% | 1.7% | 1.8% | 1.0% | 1.0% | 1.6% | 1.2% | 1.4% | 1.0% | 1.5% | 2.0% | 1.5% | 1.1% |
| None | .1% | .1% | .1% | .2% | .2% | .2% | .0% | .0% | .3% | .3% | .2% | .1% | .1% | .1% | .1% | .1% | .2% |
| Don't Know | 7.8% | 7.6% | 5.0% | 7.7% | 11.2% | 11.0% | 6.3% | 9.1% | 14.7% | 8.2% | 5.2% | 6.6% | 8.0% | 6.8% | 9.6% | 10.8% | 5.6% |
| Not Stated | .6% | .5% | .7% | .2% | .6% | .7% | .5% | .6% | .6% | .6% | .5% | .7% | .7% | .3% | .6% | 1.2% | .5% |

20. In planning and developing Canada's future transportation systems how much attention do you feel should be given to each of the following areas by government? Please use a seven point scale where '1' means this area requires no attention at all and '7' means it requires a significant level of attention. Let's start with (READ LIST - ROTATE FROM X)

| | No attention | 2 | 3 | 4 | 5 | 6 | Significant attention | Don't know | Not stated |
|--|--------------|------|------|-------|-------|-------|-----------------------|------------|------------|
| A) THE COST OF OPERATING THE DIFFERENT MODES | .5% | 1.7% | 3.7% | 11.6% | 24.2% | 22.4% | 33.2% | 2.3% | .3% |
| B) ENVIRONMENTAL SAFETY ISSUES | .4% | 1.5% | 2.7% | 4.9% | 10.6% | 21.3% | 57.8% | .6% | .1% |
| C) HOW MUCH PEOPLE IN THE PROVINCE ARE USING EACH MODE | 1.1% | 1.6% | 4.3% | 11.7% | 25.9% | 23.3% | 28.7% | 3.2% | .3% |
| D) THE AVAILABILITY OF ENERGY RESOURCES AND FOSSIL FUELS | 1.3% | 1.3% | 3.9% | 9.3% | 20.3% | 23.5% | 38.0% | 2.2% | .2% |
| E) THE IMPACT OF EACH MODE ON THE ECONOMIC DEVELOPMENT * | .7% | 1.4% | 2.8% | 10.0% | 26.3% | 24.1% | 32.0% | 2.4% | .2% |
| F) SOCIAL ISSUES ** | .1% | 1.1% | 2.8% | 7.6% | 14.5% | 24.6% | 48.0% | 1.0% | .2% |
| G) HOW MANY PEOPLE CURRENTLY HAVE EASY ACCESS X | 1.2% | 1.6% | 5.1% | 14.8% | 29.5% | 21.2% | 22.7% | 3.5% | .4% |
| H) THE LEVEL OF SUBSIDIES XX | 2.1% | 2.6% | 5.6% | 17.2% | 27.9% | 17.6% | 22.4% | 3.9% | .6% |
| I) THE CURRENT QUALITY OF SERVICE # | 1.2% | 1.8% | 5.2% | 16.3% | 28.8% | 20.6% | 23.6% | 2.3% | .3% |

* of a province

** such as the needs of the aged, disabled or poor

X to each mode in the province

XX already being provided to each mode

already being offered by the mode

20. In planning and developing Canada's future transportation systems how much attention do you feel should be given to each of the following areas by government? Please use a seven point scale where '1' means this area requires no attention at all and '7' means it requires a significant level of attention. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|--|-------|-----|-------|-------|-------|-----|------|---------------|--------|---------------|----------------|--------|-------|-----------------|------------|------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| A) THE COST OF OPERATING THE DIFFERENT MODES | 5.6 | 5.6 | 5.7 | 5.6 | 5.7 | 5.8 | 5.6 | 5.7 | 5.5 | 5.5 | 5.7 | 5.7 | 5.6 | 5.7 | 5.7 | 5.6 | 5.6 | 5.6 |
| B) ENVIRONMENTAL SAFETY ISSUES | 6.2 | 6.3 | 6.2 | 6.1 | 6.2 | 6.1 | 6.0 | 6.4 | 6.4 | 6.2 | 6.2 | 6.2 | 6.3 | 6.3 | 6.2 | 6.2 | 6.2 | 6.2 |
| C) HOW MUCH PEOPLE IN THE PROVINCE ARE USING EACH MODE | 5.5 | 5.6 | 5.6 | 5.4 | 5.5 | 5.5 | 5.4 | 5.6 | 5.5 | 5.5 | 5.5 | 5.6 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| D) THE AVAILABILITY OF ENERGY RESOURCES AND FOSSIL FUELS | 5.8 | 5.8 | 5.9 | 5.5 | 5.7 | 5.8 | 5.6 | 5.9 | 5.7 | 5.7 | 5.8 | 5.8 | 5.8 | 5.7 | 5.8 | 5.8 | 5.7 | 5.7 |
| E) THE IMPACT OF EACH MODE ON THE ECONOMIC DEVELOPMENT* | 5.7 | 5.6 | 5.7 | 5.7 | 5.6 | 5.7 | 5.6 | 5.8 | 5.7 | 5.7 | 5.7 | 5.6 | 5.7 | 5.6 | 5.8 | 5.8 | 5.6 | 5.6 |
| F) SOCIAL ISSUES ** | 6.0 | 6.1 | 6.0 | 6.0 | 6.1 | 6.0 | 5.9 | 6.2 | 6.3 | 6.1 | 6.0 | 5.9 | 6.0 | 6.0 | 6.1 | 6.2 | 6.1 | 6.0 |
| G) HOW MANY PEOPLE CURRENTLY HAVE EASY ACCESS X | 5.3 | 5.3 | 5.3 | 5.5 | 5.5 | 5.1 | 5.5 | 5.5 | 5.4 | 5.3 | 5.2 | 5.4 | 5.2 | 5.2 | 5.4 | 5.5 | 5.4 | 5.2 |
| H) THE LEVEL OF SUBSIDIES XX 5.2 | 5.2 | 5.1 | 5.2 | 5.3 | 5.3 | 5.1 | 5.3 | 5.2 | 5.2 | 5.2 | 5.1 | 5.2 | 5.1 | 5.3 | 5.2 | 5.2 | 5.2 | 5.1 |
| I) THE CURRENT QUALITY OF SERVICE # | 5.3 | 5.3 | 5.4 | 5.3 | 5.3 | 5.1 | 5.5 | 5.3 | 5.3 | 5.4 | 5.3 | 5.3 | 5.3 | 5.4 | 5.4 | 5.4 | 5.3 | 5.3 |

* of a province

** such as the needs of the aged, disabled or poor

X to each mode in the province

XX already being provided to each mode

already being offered by the mode

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | Superior a lot | Superior a little | Stay same | Inferior a lot | Inferior a little | Don't know | Not stated |
|---|-------------------|----------------------|-----------|-------------------|----------------------|------------|------------|
| A) OUR PASSENGER RAIL SERVICE BETWEEN MAJOR CENTRES | 3.0% | 5.8% | 24.7% | 38.8% | 20.7% | 6.6% | .5% |
| B) OUR AIR SERVICE BETWEEN MAJOR CENTRES | 8.0% | 17.0% | 57.6% | 3.4% | 9.0% | 4.7% | .4% |
| C) OUR CROSS-COUNTRY BUS SERVICE | 6.9% | 14.6% | 50.7% | 5.3% | 10.0% | 11.7% | .8% |
| D) OUR COASTAL FERRY SERVICES | 6.8% | 13.6% | 45.7% | 4.0% | 8.3% | 20.2% | 1.5% |
| E) THE QUALITY OF OUR MAJOR HIGHWAYS * | 10.6% | 16.4% | 33.5% | 18.2% | 16.6% | 4.5% | .3% |
| F) OUR COMMUTER RAIL SERVICE WITHIN MAJOR CENTRES | 3.3% | 9.7% | 26.2% | 28.4% | 20.9% | 10.7% | .8% |
| G) THE TRANSPORTATION SERVICES PROVIDED TO REMOTE AREAS | 5.8% | 12.7% | 35.4% | 12.8% | 19.1% | 13.2% | 1.0% |

* (i.e., the Trans-Canada)

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-------|-----------------|----------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (668) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| A) OUR PASSENGER RAIL SERVICE BETWEEN MAJOR CENTRES | | | | | | | | | | | | | | | | | | |
| Superior a lot | 3.0% | 2.5% | 4.2% | 5.1% | .7% | 1.9% | 2.4% | 3.5% | 2.6% | 3.9% | 2.7% | 2.4% | 3.1% | 2.7% | 2.8% | 3.4% | 3.2% | |
| Superior a little | 5.8% | 8.0% | 4.7% | 3.8% | 3.7% | 3.1% | 6.2% | 5.5% | 7.1% | 6.0% | 4.8% | 6.0% | 4.3% | 9.2% | 4.9% | 7.0% | 5.8% | |
| Stay same | 24.7% | 29.2% | 17.8% | 23.5% | 27.1% | 20.4% | 22.2% | 26.8% | 31.5% | 23.9% | 23.0% | 22.8% | 28.4% | 24.0% | 26.5% | 24.6% | 23.5% | |
| Inferior a lot | 38.8% | 33.9% | 44.3% | 41.3% | 42.0% | 42.2% | 43.1% | 35.1% | 27.0% | 39.9% | 39.4% | 42.6% | 40.7% | 34.9% | 39.2% | 35.0% | 39.8% | |
| Inferior a little | 20.7% | 20.7% | 22.4% | 19.2% | 17.7% | 20.5% | 20.8% | 20.5% | 19.1% | 19.9% | 18.2% | 20.9% | 20.9% | 20.0% | 19.0% | 19.7% | 22.5% | |
| Don't know | 6.6% | 5.3% | 6.2% | 7.1% | 7.5% | 11.1% | 4.9% | 8.1% | 12.1% | 6.3% | 3.5% | 7.4% | 7.5% | 3.8% | 8.9% | 8.5% | 6.6% | |
| Not stated | .5% | .4% | .4% | .4% | .7% | 1.4% | .4% | .5% | .6% | .2% | .7% | .5% | .7% | .1% | .3% | .6% | .4% | |
| B) OUR AIR SERVICE BETWEEN MAJOR CENTRES | | | | | | | | | | | | | | | | | | |
| Superior a lot | 8.0% | 6.1% | 10.1% | 9.1% | 8.4% | 10.2% | 7.7% | 8.2% | 7.8% | 7.4% | 8.0% | 8.6% | 8.3% | 6.3% | 10.1% | 8.6% | 8.1% | |
| Superior a little | 17.0% | 18.1% | 16.6% | 19.2% | 17.1% | 10.8% | 18.2% | 16.0% | 13.5% | 15.5% | 18.0% | 19.3% | 16.2% | 21.5% | 10.2% | 16.5% | 18.0% | |
| Stay same | 57.6% | 59.2% | 56.8% | 56.4% | 61.4% | 52.7% | 59.6% | 55.9% | 54.6% | 57.3% | 54.6% | 57.4% | 56.8% | 60.5% | 55.8% | 56.9% | 59.2% | |
| Inferior a lot | 3.4% | 2.7% | 3.7% | 4.4% | 2.5% | 3.0% | 3.1% | 3.6% | 3.5% | 2.1% | 3.4% | 4.8% | 4.0% | 2.3% | 3.2% | 4.3% | 2.6% | |
| Inferior a little | 9.0% | 10.6% | 9.2% | 6.8% | 4.8% | 8.2% | 7.7% | 10.1% | 8.6% | 8.8% | 10.7% | 7.7% | 8.4% | 10.3% | 8.6% | 7.1% | 8.5% | |
| Don't know | 4.7% | 3.0% | 3.6% | 4.1% | 4.8% | 14.1% | 3.2% | 6.0% | 11.2% | 4.0% | 2.2% | 4.7% | 5.1% | 2.8% | 7.1% | 7.2% | 3.9% | |
| Not stated | .4% | .4% | .4% | .9% | 1.1% | .5% | .3% | .5% | .5% | .2% | .3% | .3% | .5% | .1% | .3% | .4% | .4% | |

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | |
|---|-------|-------|-------|-------|-------|---------------|-------|-----------------|--------|-----------------|---------------|--------|--------|------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Single | Div./Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| C) OUR CROSS-COUNTRY BUS SERVICE | | | | | | | | | | | | | | | | | | |
| Superior a Lot | 6.9% | 6.1% | 7.6% | 6.6% | 8.5% | 7.5% | 5.5% | 8.1% | 8.8% | 8.5% | 6.4% | 4.7% | 6.8% | 6.0% | 9.6% | 7.0% | 6.5% | 6.9% |
| Superior a Little | 14.6% | 15.0% | 14.5% | 13.0% | 12.8% | 15.6% | 17.7% | 11.8% | 13.4% | 13.9% | 14.6% | 15.7% | 13.5% | 16.7% | 14.4% | 13.3% | 14.8% | 15.6% |
| Stay same | 50.7% | 54.2% | 47.9% | 53.4% | 48.1% | 41.7% | 49.4% | 51.8% | 46.7% | 52.7% | 53.3% | 48.0% | 50.2% | 52.7% | 48.8% | 50.1% | 53.1% | 49.3% |
| Inferior a Lot | 5.3% | 3.9% | 7.8% | 5.4% | 3.7% | 7.3% | 5.5% | 5.2% | 3.5% | 4.1% | 5.6% | 7.2% | 6.2% | 4.1% | 4.2% | 5.5% | 5.4% | 5.1% |
| Inferior a Little | 10.0% | 12.4% | 8.5% | 7.1% | 10.1% | 7.4% | 10.6% | 9.4% | 11.8% | 10.6% | 9.8% | 8.7% | 8.9% | 13.6% | 6.4% | 9.6% | 10.6% | 10.0% |
| Don't know | 11.7% | 7.6% | 12.9% | 14.3% | 15.8% | 19.3% | 10.4% | 12.9% | 14.3% | 9.8% | 9.7% | 14.6% | 13.4% | 6.6% | 15.5% | 13.5% | 9.1% | 12.1% |
| Not stated | .8% | .9% | .7% | .2% | 1.0% | 1.3% | .8% | .9% | 1.4% | .5% | .6% | 1.2% | 1.0% | .4% | 1.1% | .9% | .6% | .9% |
| D) OUR COASTAL FERRY SERVICES | | | | | | | | | | | | | | | | | | |
| Superior a Lot | 6.8% | 5.2% | 7.5% | 9.2% | 8.2% | 7.9% | 8.5% | 5.2% | 7.1% | 6.9% | 5.1% | 8.1% | 8.1% | 4.4% | 6.7% | 5.5% | 8.0% | 6.9% |
| Superior a Little | 13.6% | 14.1% | 14.2% | 13.3% | 16.8% | 9.4% | 15.8% | 11.7% | 14.3% | 14.5% | 14.8% | 11.2% | 12.5% | 15.7% | 13.1% | 11.1% | 13.7% | 15.4% |
| Stay same | 45.7% | 47.4% | 45.5% | 43.4% | 42.1% | 44.1% | 47.1% | 39.5% | 46.5% | 50.1% | 43.5% | 46.1% | 46.0% | 43.3% | 45.6% | 46.8% | 45.1% | |
| Inferior a Lot | 4.0% | 4.5% | 3.7% | 4.2% | 1.5% | 3.1% | 4.9% | 3.2% | 5.2% | 3.3% | 3.9% | 4.3% | 3.5% | 4.9% | 4.7% | 5.2% | 3.3% | 3.5% |
| Inferior a Little | 8.3% | 10.3% | 9.1% | 5.9% | 4.5% | 3.7% | 8.2% | 8.4% | 6.4% | 9.0% | 8.4% | 8.3% | 6.8% | 12.7% | 5.2% | 9.1% | 8.1% | 7.5% |
| Don't know | 20.2% | 16.6% | 18.2% | 21.6% | 24.9% | 32.3% | 17.1% | 22.8% | 26.1% | 18.7% | 16.5% | 22.6% | 21.5% | 14.5% | 27.0% | 22.2% | 17.4% | 20.6% |
| Not stated | 1.5% | 1.8% | 1.7% | .5% | .7% | 1.6% | 1.3% | 1.6% | 1.4% | 1.2% | 1.2% | 2.0% | 1.6% | 1.9% | 1.3% | 2.6% | .9% | |

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | AGE | | SEX | | FAMILY INCOME | | MARRITAL STATUS | | PLEASURE TRAVEL | | | | | | | | |
|---|-------|-------|-------|-------|-------|---------------|-------|-----------------|--------|-----------------|---------------|--------|---------|--------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Married | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| E) THE QUALITY OF OUR MAJOR HIGHWAYS * | | | | | | | | | | | | | | | | | | |
| Superior a lot | 10.6% | 10.7% | 13.0% | 9.4% | 9.2% | 6.8% | 10.7% | 10.5% | 6.8% | 8.3% | 13.9% | 11.7% | 10.4% | 11.4% | 10.2% | 8.0% | 11.6% | 11.9% |
| Superior a little | 16.4% | 18.7% | 13.3% | 16.4% | 16.3% | 13.5% | 16.8% | 16.0% | 15.8% | 16.7% | 15.5% | 17.2% | 15.3% | 12.0% | 13.6% | 12.0% | 18.0% | 18.3% |
| Stay same | 33.5% | 29.3% | 33.9% | 36.2% | 44.4% | 37.4% | 33.6% | 33.3% | 29.2% | 36.2% | 33.6% | 32.2% | 33.2% | 33.4% | 33.6% | 38.1% | 38.1% | 31.4% |
| Inferior a lot | 18.2% | 20.0% | 18.5% | 18.5% | 12.1% | 15.0% | 18.6% | 17.9% | 21.1% | 17.8% | 17.1% | 18.1% | 18.5% | 17.2% | 19.2% | 18.8% | 17.2% | 18.3% |
| Inferior a little | 16.6% | 17.9% | 17.5% | 14.9% | 15.1% | 13.9% | 17.6% | 15.7% | 14.9% | 16.7% | 17.5% | 16.3% | 17.7% | 15.5% | 14.4% | 14.9% | 18.1% | 16.7% |
| Don't know | 4.5% | 3.4% | 3.5% | 4.6% | 2.5% | 11.9% | 2.5% | 6.2% | 11.9% | 3.6% | 2.3% | 4.1% | 4.7% | 2.2% | 8.7% | 7.7% | 3.1% | 3.1% |
| Not stated | .3% | .1% | .4% | .4% | .4% | 1.4% | .3% | .3% | .6% | .3% | .4% | .4% | .3% | .4% | .3% | .5% | .3% | .2% |
| F) OUR COMMUTER RAIL SERVICE WITHIN MAJOR CENTRES | | | | | | | | | | | | | | | | | | |
| Superior a lot | 3.3% | 2.3% | 3.0% | 5.3% | 5.8% | 3.6% | 3.0% | 3.5% | 3.8% | 2.7% | 3.0% | 3.9% | 3.6% | 2.5% | 3.5% | 3.4% | 4.9% | 2.1% |
| Superior a little | 9.7% | 10.1% | 11.1% | 11.4% | 8.4% | 8.4% | 9.6% | 9.8% | 8.6% | 9.6% | 9.9% | 10.2% | 8.9% | 11.9% | 8.3% | 9.6% | 10.1% | 9.7% |
| Stay same | 26.2% | 30.7% | 23.6% | 20.1% | 25.2% | 21.7% | 25.0% | 27.2% | 26.3% | 29.2% | 25.2% | 23.7% | 24.3% | 30.9% | 26.4% | 29.6% | 26.9% | 23.2% |
| Inferior a lot | 28.4% | 25.0% | 31.9% | 30.7% | 28.6% | 31.3% | 31.9% | 25.3% | 22.4% | 26.9% | 29.2% | 31.9% | 30.2% | 24.4% | 29.0% | 23.5% | 29.4% | 31.0% |
| Inferior a little | 20.9% | 26.8% | 19.7% | 20.5% | 16.7% | 12.2% | 21.4% | 20.6% | 21.1% | 20.4% | 24.1% | 18.5% | 19.9% | 24.8% | 16.8% | 19.8% | 19.3% | 22.8% |
| Don't know | 10.7% | 6.7% | 10.9% | 11.3% | 15.1% | 22.2% | 8.5% | 12.7% | 17.3% | 10.4% | 7.8% | 10.9% | 12.0% | 5.3% | 17.5% | 13.7% | 8.6% | 10.0% |
| Not stated | .8% | .5% | .8% | .6% | 2.8% | .7% | .6% | 1.0% | .4% | .9% | .7% | 1.0% | 1.1% | .2% | .7% | .5% | .7% | 1.1% |

* (i.e., the Trans-Canada)

21. I'd also like to know how you feel Canada's transportation systems compare to those in other developed countries you have either visited, heard or read about. From your experiences or perceptions would you say that (READ ITEM - ROTATE FROM X) is superior, about equal to or inferior to similar systems in other developed countries? IF SUPERIOR OR INFERIOR: Would that be (a lot more/somewhat more) (superior/inferior)?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-------|-----------------|----------------|-------|-------|-------|------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) | |
| G) THE TRANSPORTATION SERVICES PROVIDED TO REMOTE AREAS | | | | | | | | | | | | | | | | | | | |
| Superior a lot | 5.8% | 5.7% | 7.1% | 4.7% | 6.6% | 4.7% | 7.2% | 4.6% | 6.7% | 6.4% | 5.0% | 5.4% | 5.6% | 6.1% | 5.7% | 6.3% | 6.4% | 4.9% | |
| Superior a little | 12.7% | 14.0% | 13.7% | 14.0% | 7.2% | 8.9% | 15.4% | 10.4% | 9.9% | 13.0% | 12.6% | 13.9% | 13.1% | 13.5% | 9.4% | 11.6% | 11.9% | 14.4% | |
| Stay same | 35.4% | 40.9% | 31.6% | 31.0% | 32.9% | 30.5% | 35.1% | 35.7% | 30.6% | 34.8% | 39.3% | 34.6% | 34.0% | 39.3% | 34.0% | 35.6% | 35.5% | 35.1% | |
| Inferior a lot | 12.8% | 10.1% | 13.9% | 12.5% | 16.5% | 13.0% | 12.5% | 16.5% | 12.2% | 12.2% | 12.6% | 12.1% | 13.8% | 13.1% | 9.6% | 18.0% | 11.4% | 13.3% | |
| Inferior a little | 19.1% | 19.6% | 20.1% | 20.9% | 14.9% | 16.0% | 17.9% | 20.2% | 19.6% | 20.8% | 20.4% | 16.0% | 18.5% | 22.0% | 14.5% | 19.0% | 19.2% | 19.0% | |
| Don't know | 13.2% | 8.7% | 12.4% | 16.7% | 20.4% | 22.2% | 10.6% | 15.5% | 20.5% | 11.5% | 9.7% | 15.0% | 14.8% | 8.1% | 18.1% | 15.5% | 12.1% | 12.4% | |
| Not stated | 1.0% | 1.0% | 1.2% | 1.2% | .2% | 1.5% | 1.2% | .8% | 1.1% | .6% | 1.0% | .8% | 1.3% | .9% | 1.5% | .2% | .5% | 1.6% | 1.0% |

22. I'd like you to think for a moment about the cost of travelling in Canada compared to the cost of travelling in the United States. From your experiences or perceptions would you say that it costs more, the same or less to travel 1,000 km by (NAME MODE - ROTATE FROM X) in Canada than it does in the U.S.? If MORE OR LESS Would that be a lot or a little?

| | More a lot | More a little | Stay same | Less a lot | Less a little | Don't know | Not stated |
|----------|------------|---------------|-----------|------------|---------------|------------|------------|
| A) CAR | 56.3% | 21.6% | 7.2% | 6.1% | 4.9% | 3.6% | .2% |
| B) BUS | 21.1% | 23.2% | 21.7% | 3.5% | 6.6% | 22.4% | 1.5% |
| C) TRAIN | 22.0% | 23.4% | 17.4% | 2.7% | 6.8% | 26.2% | 1.6% |
| D) PLANE | 38.5% | 22.8% | 16.9% | 3.9% | 6.1% | 10.8% | .9% |

22. I'd like you to think for a moment about the cost of travelling in Canada compared to the cost of travelling in the United States. From your experiences or perceptions would you say that it costs more, the same or less to travel 1,000 km by (NAME MODE - ROTATE FROM X) in Canada than it does in the U.S.? IF MORE OR LESS Would that be a lot or a little?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|--------|-----------------|---------------|--------|-----------------|--------|----------------|-------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. |
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | | | | | | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) | |
| A) CAR | | | | | | | | | | | | | | | | | | | |
| More a lot | 56.3% | 49.1% | 62.1% | 63.0% | 60.9% | 59.5% | 53.5% | 49.6% | 51.2% | 61.4% | 60.1% | 59.4% | 47.5% | 62.4% | 50.9% | 56.0% | 60.6% | | |
| More a little | 21.6% | 26.4% | 19.5% | 18.0% | 15.0% | 16.9% | 21.3% | 21.9% | 22.3% | 23.5% | 20.9% | 20.1% | 20.5% | 27.0% | 14.7% | 24.9% | 24.2% | 17.6% | |
| Stay same | 7.2% | 9.2% | 5.1% | 7.2% | 7.1% | 4.0% | 6.6% | 7.7% | 7.8% | 9.0% | 5.3% | 6.7% | 5.5% | 11.2% | 5.7% | 6.1% | 8.3% | 7.4% | |
| Less a lot | 6.1% | 6.1% | 5.0% | 6.0% | 8.9% | 6.3% | 5.8% | 6.5% | 9.0% | 5.6% | 6.6% | 5.0% | 5.8% | 6.9% | 6.3% | 7.3% | 4.2% | 6.1% | |
| Less a little | 4.9% | 6.0% | 5.1% | 4.0% | 1.2% | 3.9% | 4.3% | 5.4% | 3.3% | 6.9% | 3.3% | 4.8% | 4.7% | 5.3% | 4.5% | 5.4% | 4.5% | 4.8% | |
| Don't know | 3.6% | 2.9% | 2.9% | 2.6% | 4.7% | 7.9% | 2.3% | 4.8% | 7.6% | 3.8% | 2.5% | 2.7% | 4.0% | 2.0% | 5.8% | 5.2% | 2.5% | 3.3% | |
| Not stated | .2% | .4% | .4% | .4% | .4% | .2% | .2% | .3% | .6% | .6% | .6% | .6% | .1% | .3% | .6% | .3% | .3% | .2% | |
| B) BUS | | | | | | | | | | | | | | | | | | | |
| More a lot | 21.1% | 17.8% | 21.2% | 24.8% | 28.1% | 24.7% | 22.6% | 19.8% | 18.7% | 16.6% | 22.6% | 25.6% | 22.1% | 17.4% | 26.3% | 21.5% | 21.8% | 20.6% | |
| More a little | 23.2% | 25.8% | 22.7% | 20.5% | 26.3% | 16.8% | 21.7% | 26.6% | 20.3% | 27.3% | 23.1% | 20.3% | 22.2% | 27.6% | 18.0% | 21.8% | 26.3% | 22.4% | |
| Stay same | 21.7% | 26.1% | 20.2% | 21.4% | 13.1% | 13.1% | 23.9% | 19.8% | 20.8% | 23.4% | 21.6% | 20.2% | 20.7% | 26.9% | 14.0% | 23.6% | 21.6% | 20.2% | |
| Less a lot | 3.5% | 3.9% | 1.8% | 3.9% | 4.8% | 3.4% | 3.7% | 3.4% | 4.7% | 3.1% | 4.0% | 2.9% | 2.7% | 4.6% | 4.9% | 4.1% | 2.3% | 3.6% | |
| Less a little | 6.6% | 8.8% | 7.0% | 2.8% | 5.8% | 3.0% | 5.9% | 7.2% | 9.0% | 7.4% | 5.4% | 5.7% | 5.1% | 9.8% | 5.6% | 5.7% | 7.4% | 6.6% | |
| Don't know | 22.4% | 16.0% | 25.3% | 25.5% | 22.7% | 37.1% | 21.0% | 23.6% | 24.6% | 20.9% | 21.6% | 23.7% | 25.5% | 12.6% | 31.8% | 22.0% | 18.7% | 25.0% | |
| Not stated | 1.5% | 1.5% | 1.8% | 1.2% | 1.2% | 1.8% | 1.3% | 1.8% | 1.9% | 1.3% | 1.6% | 1.5% | 1.8% | 1.1% | 1.4% | 1.4% | 1.9% | 1.5% | |

22. I'd like you to think for a moment about the cost of travelling in Canada compared to the cost of travelling in the United States. From your experiences or perceptions would you say that it costs more, the same or less to travel 1,000 km by (NAME MODE - ROTATE FROM X) in Canada than it does in the U.S.? If MORE OR LESS Would that be a lot or a little?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|---------------|---------------|----------------|-------|--------|-----------------|-------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./ Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (739) | (651) | (998) |
| C) TRAIN | | | | | | | | | | | | | | | | | | |
| More a lot | 22.0% | 18.4% | 23.7% | 29.1% | 29.3% | 18.5% | 23.6% | 20.5% | 15.7% | 18.7% | 23.6% | 26.9% | 22.4% | 19.0% | 25.3% | 20.1% | 23.0% | 22.9% |
| More a little | 23.4% | 27.9% | 24.5% | 16.7% | 20.0% | 14.9% | 24.3% | 22.7% | 23.2% | 26.5% | 24.7% | 18.9% | 21.6% | 28.9% | 19.9% | 22.4% | 25.4% | 22.9% |
| Stay same | 17.4% | 20.2% | 17.1% | 15.8% | 14.8% | 10.6% | 18.6% | 16.3% | 16.4% | 18.2% | 18.1% | 16.2% | 17.7% | 20.7% | 9.1% | 18.8% | 17.4% | 16.2% |
| Less a lot | 2.7% | 2.9% | 2.9% | 1.9% | 2.2% | 2.1% | 2.5% | 2.8% | 3.4% | 2.7% | 2.6% | 2.3% | 2.6% | 2.5% | 2.8% | 3.4% | 1.1% | 3.0% |
| Less a little | 6.8% | 8.2% | 7.4% | 4.6% | 3.4% | 5.9% | 7.0% | 6.6% | 6.0% | 6.3% | 6.8% | 7.6% | 5.1% | 10.6% | 5.2% | 6.8% | 7.6% | 6.2% |
| Don't know | 26.2% | 20.8% | 22.6% | 30.6% | 29.4% | 46.8% | 22.8% | 29.2% | 32.9% | 26.0% | 23.2% | 26.2% | 28.7% | 17.0% | 36.6% | 27.0% | 23.2% | 27.7% |
| Not stated | 1.6% | 1.8% | 1.8% | 1.2% | .9% | 1.0% | 1.2% | 2.0% | 2.4% | 1.6% | 1.1% | 1.8% | 1.9% | 1.4% | 1.1% | 1.6% | 2.3% | 1.2% |
| D) PLANE | | | | | | | | | | | | | | | | | | |
| More a lot | 38.5% | 35.5% | 41.6% | 43.6% | 42.9% | 34.7% | 39.9% | 37.3% | 27.6% | 32.2% | 41.2% | 47.9% | 41.4% | 32.8% | 37.9% | 34.2% | 38.6% | 41.7% |
| More a little | 22.8% | 24.8% | 23.8% | 20.7% | 23.0% | 14.9% | 25.0% | 20.9% | 20.3% | 27.5% | 22.7% | 18.9% | 20.7% | 28.9% | 18.5% | 22.6% | 25.5% | 21.3% |
| Stay same | 16.9% | 17.9% | 15.8% | 16.4% | 13.8% | 18.7% | 16.6% | 17.2% | 18.5% | 17.8% | 16.8% | 15.4% | 15.9% | 18.7% | 20.0% | 14.9% | 15.5% | |
| Less a lot | 3.1% | 4.1% | 4.2% | 1.8% | 4.1% | 5.1% | 4.1% | 3.8% | 3.1% | 3.7% | 5.0% | 3.7% | 3.7% | 5.8% | 3.5% | 3.1% | 4.7% | |
| Less a little | 6.1% | 7.4% | 6.7% | 5.6% | 3.7% | 3.1% | 6.5% | 5.8% | 5.6% | 7.6% | 6.1% | 4.9% | 5.7% | 8.3% | 3.3% | 5.2% | 8.2% | 5.6% |
| Don't know | 10.8% | 9.5% | 6.8% | 11.3% | 11.7% | 22.7% | 7.3% | 13.9% | 23.2% | 10.1% | 7.7% | 8.9% | 11.7% | 6.7% | 16.1% | 13.6% | 8.4% | 10.5% |
| Not stated | .9% | .8% | 1.1% | .6% | .7% | .9% | .6% | 1.1% | 1.8% | 1.3% | .4% | .4% | .9% | .8% | .8% | 1.3% | .6% | |

23. I'd like to find out how much influence different factors have on your decision to travel outside of Canada to the United States or some other country. Please use a '7' point scale where '1' means that factor has absolutely no influence on your decision and '7' means it is the major reason why you travel outside of Canada. Remember, I'm talking only about the reasons why you choose to travel outside of Canada. Let's start with (READ LIST - ROTATE FROM X)

| | Influence | 2 | 3 | 4 | 5 | 6 | Reason | DK/NS |
|---|-----------|-------|-------|-------|-------|-------|--------|-------|
| A) IT'S CHEAPER TO TRAVEL THERE | 15.5% | 8.7% | 9.6% | 13.6% | 17.7% | 12.6% | 19.7% | 2.6% |
| B) EXPERIENCE A DIFFERENT CULTURE | 8.1% | 4.5% | 5.9% | 9.7% | 16.5% | 20.7% | 32.2% | 2.5% |
| C) VISIT FRIENDS OR RELATIVES | 15.4% | 7.1% | 6.9% | 9.5% | 14.8% | 15.8% | 28.1% | 2.2% |
| D) THE WEATHER IS BETTER OUTSIDE OF CANADA | 13.1% | 6.7% | 6.7% | 12.6% | 16.3% | 17.0% | 25.4% | 2.2% |
| E) TO GO SHOPPING | 29.5% | 14.1% | 10.2% | 12.9% | 11.2% | 7.7% | 12.1% | 2.2% |
| F) TO SEE OR DO THINGS WE CAN'T SEE OR DO IN CANADA | 7.5% | 3.8% | 5.1% | 10.1% | 16.0% | 22.5% | 32.8% | 2.2% |

23. I'd like to find out how much influence different factors have on your decision to travel outside of Canada to the United States or some other country. Please use a '7' point scale where '1' means that factor has absolutely no influence on your decision and '7' means it is the major reason why you travel outside of Canada. Remember, I'm talking only about the reasons why you choose to travel outside of Canada. Let's start with (READ LIST - ROTATE FROM X)

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | A) IT'S CHEAPER TO TRAVEL THERE | | | |
|---|-------|-----|-------|-------|-------|-----|---------------|--------|----------------|-------|-----------------|--------------|---------------------------------|------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k < | \$40k | \$60k | \$60k+ Marr. | Single Div./ Widow | Rare | Aver. | Freq. |
| B) EXPERIENCE A DIFFERENT CULTURE | 5.2 | 5.4 | 5.2 | 5.0 | 4.8 | 4.8 | 5.4 | 4.9 | 5.3 | 5.3 | 5.1 | 5.4 | 5.1 | 5.1 | 5.2 | 5.2 |
| C) VISIT FRIENDS OR RELATIVES | 4.6 | 4.7 | 4.5 | 4.4 | 4.8 | 4.8 | 4.4 | 4.8 | 4.9 | 4.6 | 4.5 | 4.8 | 4.4 | 5.0 | 4.8 | 4.7 |
| D) THE WEATHER IS BETTER OUTSIDE OF CANADA | 4.7 | 4.6 | 4.7 | 4.8 | 4.7 | 4.8 | 4.6 | 4.7 | 4.5 | 4.6 | 4.7 | 4.8 | 4.7 | 4.7 | 4.6 | 4.7 |
| E) TO GO SHOPPING | 3.3 | 3.3 | 3.2 | 3.2 | 3.7 | 3.4 | 3.1 | 3.5 | 3.3 | 3.3 | 3.4 | 3.3 | 3.4 | 3.3 | 3.4 | 3.5 |
| F) TO SEE OR DO THINGS WE CAN'T SEE OR DO IN CANADA | 5.3 | 5.5 | 5.2 | 5.1 | 5.1 | 5.0 | 5.1 | 5.4 | 5.2 | 5.3 | 5.2 | 5.5 | 5.1 | 5.2 | 5.3 | 5.3 |

24. Suppose that the government decides to try and bring down the price of airfares in Canada by opening up our air space and allowing different American airlines to operate within Canada. Would this be a move which you would support or oppose? Would that be strongly or moderately?

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|-----------------|--------|-------|-----------------|------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| Q24 | | | | | | | | | | | | | | | | | | |
| Strongly support | 23.8% | 24.6% | 25.1% | 23.9% | 20.4% | 18.9% | 26.0% | 22.0% | 16.1% | 22.7% | 24.4% | 28.2% | 24.0% | 24.8% | 20.2% | 20.7% | 27.6% | 23.7% |
| Moderately support | 31.1% | 35.1% | 29.4% | 29.0% | 31.2% | 21.0% | 30.4% | 31.6% | 35.5% | 28.7% | 33.2% | 29.6% | 30.9% | 26.8% | 32.0% | 33.7% | 28.9% | 30.5% |
| Moderately oppose | 17.5% | 15.8% | 18.7% | 20.4% | 17.2% | 20.0% | 17.9% | 17.2% | 17.5% | 20.3% | 16.9% | 15.1% | 16.4% | 18.4% | 21.2% | 17.0% | 19.6% | 16.9% |
| Strongly oppose | 22.0% | 20.3% | 22.4% | 23.1% | 23.0% | 26.0% | 21.4% | 22.5% | 21.1% | 22.4% | 21.4% | 22.5% | 21.4% | 22.5% | 20.2% | 23.8% | 20.9% | 20.2% |
| Don't Know | 4.5% | 3.4% | 3.2% | 6.3% | 11.7% | 3.0% | 5.5% | 8.1% | 4.9% | 2.5% | 4.3% | 3.8% | 5.0% | 6.9% | 5.0% | 6.1% | 3.2% | 4.1% |
| Not Stated | 1.1% | .8% | 1.1% | .4% | 1.9% | 2.4% | .9% | 1.2% | 1.7% | 1.1% | .5% | 1.3% | .6% | 1.2% | 1.6% | .4% | 1.1% | |

25. Before we finish the survey, I'd like to find out what you think will be the major passenger transportation issue facing your province over the next five to ten years? (RECORD ONE ONLY - BE SPECIFIC)

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|---------------|----------------|--------|-------|-------------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | (929) | (405) | (224) | (129) | (78) | (91) | (467) | (462) | (92) | (271) | (263) | (303) | (529) | (277) | (115) | (268) | (430) |
| UNWEIGHTED BASE | (952) | (412) | (237) | (131) | (84) | (86) | (485) | (467) | (106) | (291) | (265) | (290) | (553) | (268) | (126) | (269) | (428) |
| Q25 | | | | | | | | | | | | | | | | | |
| Traffic congestion | 21.3% | 18.9% | 19.1% | 24.8% | 31.4% | 22.1% | 21.9% | 20.7% | 26.0% | 16.1% | 20.1% | 25.5% | 19.1% | 22.7% | 27.7% | 21.6% | 21.0% |
| Cost of air travel | 4.5% | 5.6% | 3.7% | 3.4% | 5.5% | 1.9% | 4.5% | 4.5% | 8.1% | 3.8% | 3.7% | 4.8% | 3.8% | 5.2% | 6.5% | 4.0% | 4.1% |
| Quality of highways | 48.9% | 44.4% | 51.8% | 52.4% | 45.8% | 60.2% | 53.0% | 44.7% | 47.6% | 53.2% | 50.0% | 44.5% | 52.9% | 44.3% | 41.1% | 52.1% | 5.0% |
| Environment/pollution | 22.6% | 29.6% | 21.6% | 13.8% | 15.4% | 13.0% | 17.7% | 27.5% | 15.9% | 24.5% | 23.6% | 22.1% | 21.0% | 26.5% | 20.5% | 21.3% | 46.3% |
| # of trucks on highway | .4% | .1% | .6% | .8% | .7% | .3% | .4% | .5% | .6% | .5% | .0% | .3% | .9% | .3% | .9% | .8% | .4% |
| Cost/availability of fuel | 2.1% | 1.0% | 2.7% | 4.8% | 1.1% | 2.8% | 2.5% | 1.7% | .9% | 1.4% | 2.1% | 3.2% | 2.7% | .9% | 2.5% | .7% | 3.0% |
| Cost of bus travel | .2% | .4% | .2% | .2% | .1% | .1% | .4% | 1.0% | .5% | .1% | .3% | .3% | .8% | .8% | .8% | .5% | .5% |

26. Sex:

27. What is the highest level of schooling that you have obtained?

| | TOTAL | | AGE | | | SEX | | FAMILY INCOME | | MARITAL STATUS | | PLEASURE TRAVEL | | | |
|-----------------------------------|-------|-------|-------|-------|-------|-------|--------|---------------|---------------|----------------|-------|-------------------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | 1121 | 1282 | (318) | (749) | (648) | 1379 | (705) | (304) | (759) | (644) |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | 1134 | 1269 | (341) | (771) | (637) | 1427 | (653) | (311) | (735) | (651) |
| SEX | | | | | | | | | | | | | | | 1001 |
| Male | 46.6% | 48.0% | 50.2% | 48.3% | 41.9% | 36.6% | 100% | 31.1% | 46.4% | 50.2% | 50.7% | 54.7% | 31.5% | 44.4% | 46.7% |
| Female | 53.4% | 52.0% | 49.8% | 51.7% | 58.1% | 63.4% | | 100% | 68.9% | 53.6% | 49.8% | 49.3% | 45.1% | 68.5% | 55.6% |
| EDUCATION | | | | | | | | | | | | | | | 998 |
| Grade school | 4.2% | 1.0% | 1.7% | 6.3% | 9.7% | 13.7% | 4.3% | 4.1% | 13.9% | 4.0% | 1.2% | 2.7% | 4.5% | 1.4% | 2.0% |
| Some high school | 16.6% | 14.9% | 12.9% | 18.0% | 26.9% | 22.3% | 15.5% | 17.6% | 30.3% | 19.6% | 11.8% | 15.7% | 17.8% | 18.1% | 21.8% |
| Complete high school | 25.5% | 25.1% | 22.1% | 31.6% | 26.4% | 25.5% | 23.2% | 27.6% | 23.2% | 29.3% | 29.0% | 19.3% | 26.6% | 23.1% | 26.8% |
| Technical training/apprenticeship | | | | | | | | | | | | | | | 25.3% |
| Some university/college | 7.4% | 6.0% | 8.1% | 8.3% | 11.2% | 7.5% | 9.0% | 6.0% | 7.1% | 7.6% | 8.4% | 6.3% | 8.9% | 4.2% | 8.5% |
| Complete university degree | 22.9% | 30.7% | 21.5% | 14.0% | 9.4% | 15.4% | 20.7% | 24.8% | 17.9% | 23.3% | 25.0% | 22.9% | 19.4% | 31.0% | 18.9% |
| Post-graduate degree (DK/NS) * | 18.1% | 18.4% | 24.6% | 15.8% | 12.4% | 11.7% | 19.8% | 16.6% | 4.7% | 14.0% | 20.0% | 26.9% | 18.9% | 12.5% | 15.1% |
| | 4.9% | 3.7% | 8.3% | 5.7% | 2.9% | 3.2% | 7.0% | 3.1% | 2.5% | 1.8% | 4.2% | 10.0% | 5.4% | 3.6% | 18.2% |
| | .4% | .8% | .3% | .3% | .9% | .7% | .5% | .2% | .5% | .4% | .3% | .4% | .5% | .4% | .3% |

* Don't Know/Not Stated

28.a) And finally, which of the following categories best describes your family? That is, the total before taxes of all persons in your household?

b) Is your household a (READ LIST) household?

c) And, how many cars are there in your household?

| | TOTAL | AGE | | | SEX | | FAMILY INCOME | | | MARRITAL STATUS | | | PLEASURE TRAVEL | | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|---------------|-------|--------|-----------------|---------------|---------------|-----------------|-------|-------------------|-------|-------|-------|
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single Div./Widow | Rare | Aver. | Freq. |
| | | <35 | | 35-44 | 45-54 | 55-64 | 65+ | | | | | | | | | | | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | (268) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | (261) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) |
| FAMILY INCOME | | 3.7% | 3.4% | 1.9% | 1.9% | 5.1% | 9.0% | 1.9% | 5.2% | 27.8% | | | .9% | 5.8% | 11.5% | 5.4% | 2.1% | 3.4% |
| Under \$10,000 | | 9.6% | 9.7% | 2.8% | 8.3% | 15.6% | 19.0% | 6.9% | 11.9% | 72.2% | | | 6.3% | 11.4% | 20.4% | 15.0% | 8.6% | 5.8% |
| \$10,000 to \$19,999 | | 14.7% | 15.3% | 12.1% | 14.0% | 15.4% | 18.5% | 14.2% | 15.2% | 47.2% | | | 12.9% | 16.7% | 18.6% | 15.6% | 15.3% | 13.9% |
| \$20,000 to \$29,999 | | 16.4% | 18.1% | 18.3% | 10.2% | 15.8% | 14.5% | 16.9% | 16.1% | 52.8% | | | 16.4% | 17.5% | 14.5% | 16.6% | 16.9% | 15.9% |
| \$30,000 to \$39,999 | | 15.9% | 15.7% | 16.1% | 20.4% | 14.2% | 12.4% | 16.0% | 15.7% | 58.8% | | | 17.8% | 14.9% | 9.9% | 15.5% | 16.4% | 15.8% |
| \$40,000 to \$49,999 | | 11.1% | 10.9% | 15.1% | 11.4% | 10.5% | 3.9% | 13.0% | 9.4% | | | 41.2% | 12.6% | 9.0% | 8.7% | 9.9% | 10.9% | 12.2% |
| \$50,000 to \$59,999 | | 11.4% | 9.4% | 18.9% | 16.5% | 6.6% | 2.7% | 14.1% | 8.9% | | | 39.6% | 14.9% | 7.7% | 3.4% | 6.5% | 14.2% | 13.3% |
| \$60,000 to \$79,999 | | 17.3% | 17.5% | 14.9% | 17.4% | 17.4% | 20.1% | 17.0% | 17.5% | | | 60.4% | 18.1% | 17.0% | 13.1% | 15.5% | 15.6% | 19.7% |
| INCOME SOURCE | | | | | | | | | | | | | | | | | | |
| Single income | 50.3% | 43.9% | 47.1% | 51.2% | 66.1% | 67.7% | 48.3% | 52.0% | 81.4% | 64.5% | 40.9% | 29.2% | 39.5% | 55.7% | 87.0% | 56.8% | 46.7% | 47.8% |
| Double income | 42.9% | 46.4% | 48.6% | 45.4% | 27.8% | 26.2% | 42.9% | 42.9% | 16.1% | 32.3% | 52.9% | 57.4% | 55.9% | 32.3% | 9.5% | 35.4% | 46.2% | 46.4% |
| More than 2 income | 5.0% | 8.0% | 3.8% | 2.6% | 1.4% | 1.3% | 6.2% | 3.9% | 1.9% | 2.2% | 5.8% | 8.6% | 2.6% | 10.7% | 2.5% | 5.7% | 5.5% | 3.9% |
| (Refused/Not Stated) | 1.9% | 1.7% | .5% | .7% | 4.7% | 4.8% | 2.6% | 1.3% | .6% | 1.0% | .4% | 4.8% | 2.0% | 1.3% | 1.0% | 2.0% | 1.6% | 1.9% |
| CARS IN HOUSEHOLD | | | | | | | | | | | | | | | | | | |
| One | 42.1% | 40.0% | 41.8% | 34.2% | 49.7% | 55.4% | 41.5% | 42.6% | 52.8% | 54.3% | 37.3% | 28.4% | 38.3% | 44.0% | 56.5% | 41.9% | 42.8% | 41.6% |
| Two | 36.3% | 35.6% | 43.8% | 44.1% | 27.1% | 20.3% | 37.8% | 35.0% | 13.1% | 29.6% | 45.3% | 45.9% | 45.8% | 27.2% | 15.0% | 35.6% | 35.4% | 37.6% |
| Three | 8.1% | 11.2% | 7.4% | 7.1% | 5.7% | .9% | 8.6% | 7.6% | .9% | 5.8% | 9.9% | 12.1% | 7.8% | 11.4% | 1.4% | 6.2% | 8.7% | 9.1% |
| Four | 2.7% | 3.3% | 2.2% | 3.6% | 2.6% | .8% | 3.7% | 1.9% | .6% | .8% | 3.9% | 4.7% | 2.5% | 4.4% | 1.6% | 3.8% | 2.8% | |
| Five | .9% | 1.0% | .5% | 2.7% | 1.1% | .7% | | | | | .8% | 1.6% | 1.1% | 1.0% | .8% | | | 1.2% |
| Six | .3% | .5% | .5% | .2% | .3% | .2% | | | | | .1% | .8% | .3% | .3% | | | | .3% |
| Seven | .2% | .8% | .2% | .2% | .2% | .2% | | | | | .2% | .2% | .3% | .2% | | | | .2% |
| Eight or more | 9.4% | 8.4% | 3.6% | 7.7% | 15.1% | 22.7% | 6.8% | 11.7% | 32.6% | 8.3% | 2.5% | 6.4% | 3.9% | 11.8% | 27.0% | 13.8% | 8.2% | 7.1% |
| Mean | 2.3 | 2.3 | 2.0 | 2.4 | 2.5 | 2.8 | 2.2 | 2.4 | 3.4 | 2.1 | 2.0 | 2.4 | 2.0 | 2.5 | 3.1 | 2.5 | 2.3 | 2.2 |

29.a) Are you currently: (Employment Status)

- b) In at least two words, could you describe your present occupation. (i.e. Shoe salesperson or licensed auto mechanic)

| | TOTAL | | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | |
|-----------------------------------|-------|-------|-------|-------|-------|-------|--------|--------|---------------|---------------|--------|----------------|--------|------------|-----------------|-------|-------|-------|
| | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | <\$20k | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. | |
| BASE = ALL RESPONDENTS | 2403 | 1057 | (529) | (324) | (205) | 1121 | 1282 | (318) | (749) | (648) | (688) | 1379 | (705) | (304) | (739) | (644) | 1001 | |
| UNWEIGHTED BASE | 2403 | 1045 | (537) | (327) | (220) | 1134 | 1269 | (341) | (771) | (637) | (654) | 1427 | (653) | (311) | (735) | (651) | (998) | |
| EMPLOYMENT STATUS | | | | | | | | | | | | | | | | | | |
| Employed Full Time | 51.6% | 51.3% | 73.5% | 64.0% | 36.1% | 5.0% | 65.1% | 39.7% | 21.1% | 49.5% | 60.4% | 59.5% | 56.4% | 46.3% | 44.1% | 50.7% | 57.2% | |
| Employed Part Time | 12.2% | 14.1% | 11.8% | 14.6% | 12.0% | 3.5% | 8.0% | 15.9% | 15.7% | 12.0% | 12.3% | 10.6% | 12.4% | 13.2% | 9.2% | 12.4% | 12.0% | |
| Unemployed but seeking employment | 3.9% | 5.6% | 3.9% | 2.5% | 1.9% | | 3.6% | 4.1% | 8.4% | 5.5% | 2.4% | 1.4% | 3.2% | 6.0% | 2.5% | 4.2% | 5.0% | |
| At Home | 8.0% | 6.6% | 8.0% | 13.0% | 13.0% | 3.9% | .3% | 14.8% | 12.8% | 9.2% | 6.3% | 6.2% | 11.9% | 1.7% | 5.4% | 10.8% | 7.2% | |
| A Student | 10.0% | 21.7% | 1.6% | .2% | | 11.2% | 8.9% | 13.9% | 8.2% | 10.1% | 9.9% | 1.3% | 30.3% | 1.3% | 11.3% | 9.9% | 9.0% | |
| Retired | 13.5% | .2% | .8% | 4.4% | 34.4% | 86.8% | 10.7% | 15.9% | 27.0% | 14.8% | 8.1% | 11.0% | 14.1% | 1.9% | 37.2% | 15.9% | 13.7% | |
| Other | .8% | .5% | .5% | 1.4% | 2.6% | .8% | .9% | .7% | 1.0% | .7% | .3% | 1.4% | .8% | .6% | .4% | 1.3% | 1.0% | |
| OCCUPATION | | | | | | | | | | | | | | | | | | |
| Owner/mgr/admin & related | 13.9% | 10.7% | 18.0% | 13.1% | 20.0% | 17.0% | 16.7% | 10.7% | 4.0% | 10.6% | 12.6% | 20.9% | 16.3% | 9.1% | 12.8% | 9.5% | 16.6% | |
| Professional/technical | 31.5% | 30.0% | 33.8% | 32.4% | 23.7% | 40.1% | 30.0% | 33.1% | 16.0% | 24.1% | 35.9% | 37.9% | 32.7% | 29.7% | 29.4% | 26.3% | 29.8% | 35.3% |
| Clerical and related | 14.3% | 15.1% | 15.1% | 13.0% | 11.7% | 8.4% | 5.5% | 24.4% | 16.6% | 18.6% | 12.9% | 10.9% | 13.6% | 15.1% | 15.3% | 17.0% | 14.8% | 12.5% |
| Sales occupations | 7.3% | 8.1% | 5.3% | 7.3% | 6.9% | 8.4% | 6.3% | 8.4% | 6.6% | 8.1% | 5.6% | 8.2% | 6.5% | 9.3% | 6.6% | 10.3% | 6.5% | 5.9% |
| Service occupations | 13.5% | 16.8% | 8.6% | 13.3% | 15.9% | 10.5% | 10.1% | 17.5% | 28.7% | 16.7% | 11.9% | 8.3% | 11.1% | 18.1% | 15.9% | 13.7% | 11.9% | 14.4% |
| Farm/fishing/forestry/mining | 2.1% | 1.2% | 1.0% | 4.5% | 4.4% | 11.9% | 3.3% | .7% | 6.8% | 2.5% | 1.6% | 1.0% | 2.7% | 1.1% | .9% | 4.1% | .7% | 1.6% |
| Blue collar- skilled | 14.5% | 14.3% | 15.9% | 13.6% | 14.7% | 3.9% | 24.3% | 3.2% | 17.7% | 15.6% | 16.9% | 10.3% | 14.6% | 13.5% | 17.1% | 15.2% | 12.8% | |
| Blue collar- unskilled | 3.0% | 3.8% | 2.1% | 2.8% | 2.6% | 3.8% | 2.1% | 3.5% | 3.7% | 2.6% | 2.6% | 2.5% | 3.0% | 5.7% | 1.9% | 4.4% | 2.9% | |

30. Are you: (Marital Status)

31. While we are all Canadians, many of us have unique and different heritages. How would you best describe your own ethnic heritage? (DO NOT READ LIST - CIRCLE UP TO TWO ONLY)

| | TOTAL | AGE | | | SEX | | | FAMILY INCOME | | | MARITAL STATUS | | | PLEASURE TRAVEL | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|---------------|---------------|----------------|-------|--------|-----------------|-------|-------|-------|
| | | <35 | 35-44 | 45-54 | 55-64 | 65+ | Male | Female | \$20k - \$40k | \$40k - \$60k | \$60k+ | Marr. | Single | Div./Widow | Rare | Aver. | Freq. |
| BASE = ALL RESPONDENTS | 2,03 | 1,057 | (529) | (324) | (205) | (268) | 1,121 | 1,282 | (318) | (749) | (648) | 1,379 | (705) | (304) | (739) | (644) | 1,001 |
| UNWEIGHTED BASE | 2,03 | 1,045 | (537) | (327) | (220) | (261) | 1,134 | 1,269 | (341) | (771) | (654) | 1,427 | (653) | (311) | (755) | (651) | (998) |
| MARITAL STATUS | | | | | | | | | | | | | | | | | |
| Married or equivalent | 57.4% | 40.6% | 74.2% | 79.1% | 70.4% | 54.0% | 56.3% | 58.4% | 31.4% | 54.0% | 64.8% | 66.2% | 100% | | 55.0% | 59.6% | 58.0% |
| Single | 29.4% | 54.4% | 12.6% | 10.2% | 4.9% | 6.5% | 34.6% | 24.8% | 38.1% | 32.2% | 26.0% | 25.4% | | 100% | 28.7% | 31.0% | 28.7% |
| Divorced, widowed, separated | 12.6% | 4.3% | 13.0% | 10.5% | 22.9% | 38.8% | 8.5% | 16.2% | 30.5% | 13.4% | 8.7% | 7.3% | | 100% | 15.8% | 9.2% | 12.4% |
| Not Stated | .6% | .7% | .1% | .2% | 1.9% | .7% | .6% | .6% | .6% | .4% | .5% | 1.2% | | | .5% | .2% | .9% |
| HERITAGE | | | | | | | | | | | | | | | | | |
| None, just Canadian | 41.2% | 42.3% | 42.5% | 41.7% | 36.2% | 38.8% | 40.0% | 42.3% | 46.2% | 41.4% | 41.7% | 38.2% | 41.3% | 39.7% | 43.9% | 44.0% | 38.4% |
| British, Scottish, Welsh, | 30.2% | 24.8% | 31.5% | 31.4% | 34.0% | 43.7% | 29.2% | 31.0% | 26.9% | 28.5% | 30.3% | 33.4% | 32.4% | 24.3% | 34.3% | 27.4% | 40.8% |
| Irish | 10.9% | 11.0% | 12.3% | 11.6% | 13.0% | 4.4% | 12.4% | 9.7% | 12.8% | 13.2% | 9.3% | 9.2% | 11.0% | 12.2% | 8.2% | 13.7% | 33.1% |
| French | 2.7% | 4.2% | 1.9% | 1.5% | 2.1% | .5% | 4.0% | 1.5% | 1.7% | 1.7% | 4.6% | 5.2% | 1.1% | 1.8% | 4.7% | 11.0% | 8.7% |
| Italian | 4.9% | 5.0% | 4.2% | 6.0% | 6.2% | 3.9% | 4.9% | 4.9% | 4.5% | 5.9% | 4.4% | 4.5% | 5.2% | 4.4% | 5.1% | 4.4% | 2.0% |
| German | .2% | .5% | 1.1% | .3% | .4% | .4% | .2% | .2% | .2% | .2% | .1% | .3% | .1% | .4% | .3% | .3% | .1% |
| Greek | .6% | 1.1% | .3% | .4% | .4% | .5% | .7% | .3% | .2% | 1.2% | .8% | .3% | 1.3% | .3% | .3% | .1% | .6% |
| Portuguese | 109% | 111% | 107% | 109% | 109% | 110% | 108% | 109% | 110% | 109% | 108% | 113% | 107% | 108% | 110% | 110% | 110% |