Our File: 2121-00227-00

TECHNICAL MEMO

To
Niño Maclang, PEng, PE
Senior Transportation Engineer
City of Vancouver

Prepared by
Manvir Sohi, EIT; **Sophia Hong**, EIT

Reviewed by
Basse Clement, P.Eng.

Re
2021 Vancouver Panel Summer Survey

Date
September 29th, 2021

1. Introduction

Since 2013, the City of Vancouver (the City) has embarked on an annual survey of residents to assess changes in travel patterns, behaviour, and preferences. In addition to monitoring changes in urban mobility, the travel survey is used to benchmark progress towards the City's mode share and VKT targets as set out in the Greenest City Action Plan, Transportation 2040, and the more recent Climate Emergency Response Plan. To maintain consistency with other travel surveys conducted in the Metro Vancouver region, the City's transportation survey is administered each fall amongst a panel of Vancouver residents.

In addition to the fall survey, the City occasionally engages panelists in the summer to collect information about current events that have an impact on transportation in the City. This summer, the panelists were surveyed to understand how travel choices and preferences will change with the reopening of the province as part of BC's Restart Plan.

The BC government implemented a multi-step approach to reopening the province based on case counts, hospitalization, and vaccination rates. Step 1 of the restart plan was implemented on May 25 with at least 60% of the eligible population vaccinated with one dose. Gatherings, indoor dining, and other restrictions were eased in this step. On June 15, with at least 65% of the eligible population vaccinated with one dose, Step 2 was introduced. Physical distancing and masks continued to be required in public indoor settings, but outdoor personal gatherings and indoor seated organized gatherings up to 50 people were allowed. In addition, the recreational travel ban within BC and other restrictions were lifted. Step 3, started on July 1 with over 70% of the eligible population vaccinated with one dose, further lifted restrictions and the mask mandate order was lifted. The earliest implementation date for Step 4 was September 7 when all restrictions would be lifted and return to normal and social contact could be resumed. While Step 4 has been delayed due to the recent rise in cases and hospitalizations, at the time of the survey, this delay was not anticipated.

In addition, panellists were asked about electric micro-mobility devices and how they perceive their emergence as a new mode of travel within the city.

This technical memorandum provides a summary of the responses collected from the 2021 Vancouver Panel Summer Survey and is presented in six sections following this introduction:

- *Section 2* summarizes the demographic distribution of the survey participants.
- *Section 3* summarizes participants' employment status during different phases of the pandemic.
- *Section 4* provides a summary on participants' usual mode of transportation for trips taken during the pandemic as well as their expected modes for the upcoming fall.
- *Section 5* presents the results of the questions related to working remotely from home.
- *Section 6* assesses the participants' transportation choices made in 2021.
- *Section 7* presents the results of the questions related to electric micro-mobility devices and electric scooters.

Note that the results presented in *Sections 3 to 7* are weighted by age, gender, and transportation zone.

The complete summer survey instrument is included in *Appendix A* for reference.

2. Demographic Distribution of Panelists

The 2021 Summer Survey was conducted from July 19th to August 6th. Invitations were sent to all 2,689 current panel members who participated in the 2020 Fall Panel Survey. In total, 2,035 panelists completed the summer survey and of these, 32 respondents indicated that they will not be returning for the fall survey.

The gender ratio of the summer panelists was similar to the ratio from the fall survey with 57% female and 43% male panelists. *Figure 1* shows the distribution of participating panel members by the City's nine designated transportation zones. The distribution of panelists is similar to the fall survey distribution.

Figure 1: Distribution of Panelists by Sub-Region

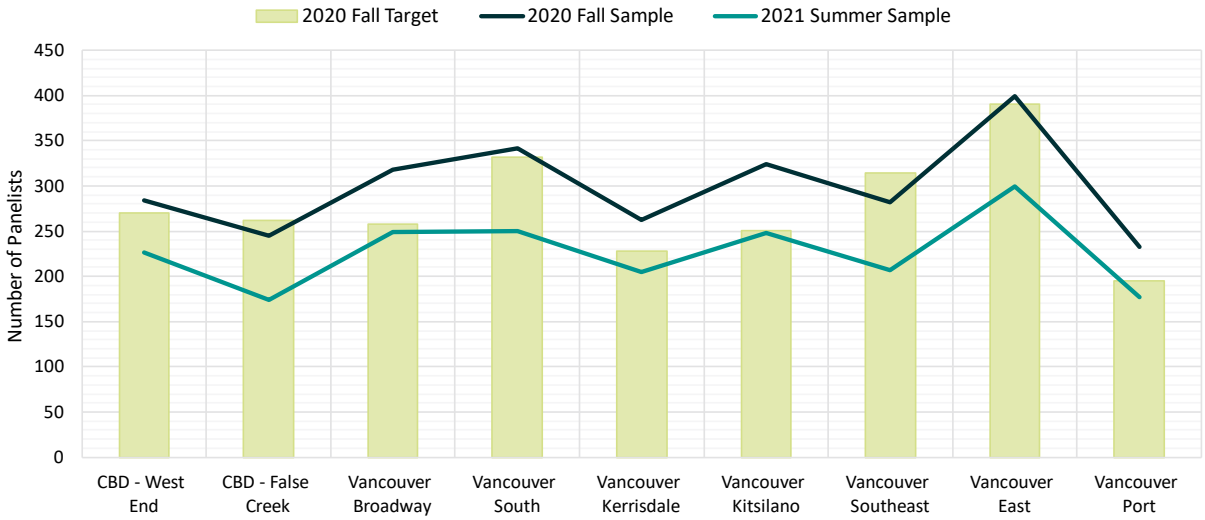
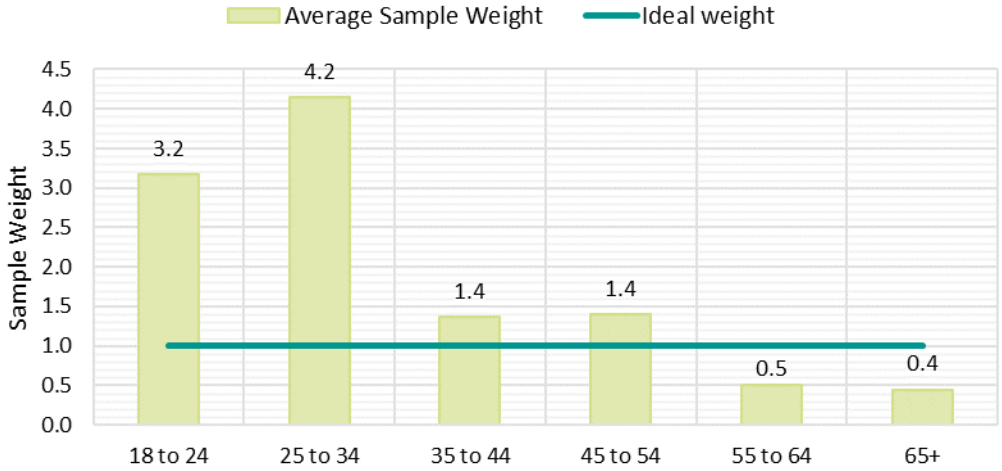


Figure 2 illustrates the average weight of summer panelists by age cohorts. Weights are assigned to each panelist based on factors such as age, gender, and transportation zone to achieve a weighted sample that is reflective of the City's population. For example, a weight of 3.5 means that one panelist is representing the response for 3.5 Vancouver residents. A weight greater than one was assigned to all age groups under 55 years old due to the under-sampling of residents in these age cohorts

Figure 2: Weight by Age Group Categories

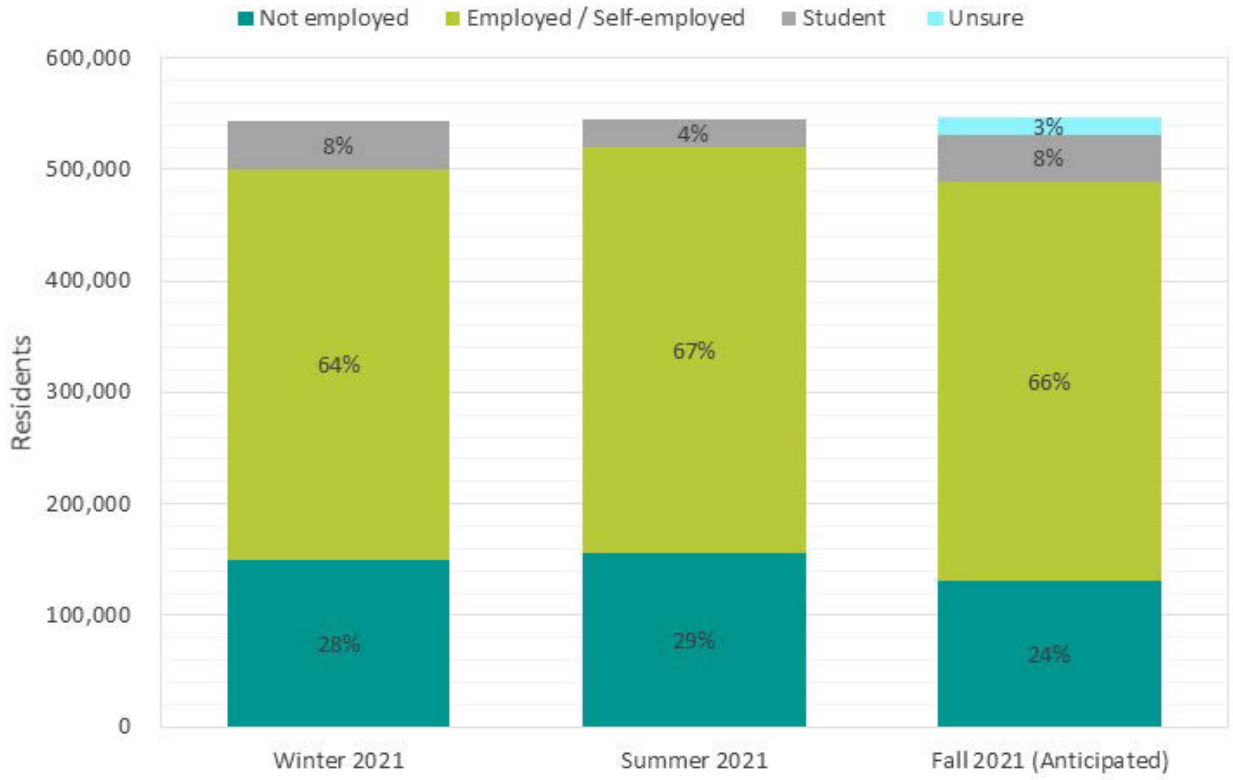


3. Employment Status

For the 2021 Summer Panel Survey, panelists were asked questions for three time periods: Winter 2021 (January to March), Summer 2021 (at the time of the survey) and upcoming Fall 2021 (when all restrictions were assumed to be lifted). *Figure 3*, summarizes the employment status of the panelists for the three time periods. The employment status of the panelists remains consistent throughout the three time periods. The percentage of employed panelists (part-time and full-time) is highest and the percentage of students is the lowest in the summer period, likely due to students working in the summer while out of school.

When comparing the employment status of respondents between Winter 2021 and Fall 2021, approximately 88% of respondents do not expect their employment status to change. Around 95% of those employed and 80% of those unemployed expect their status to remain the same in the fall. For students, 70% expect to remain as students in the fall and 20% expect to be employed.

Figure 3: Employment Status

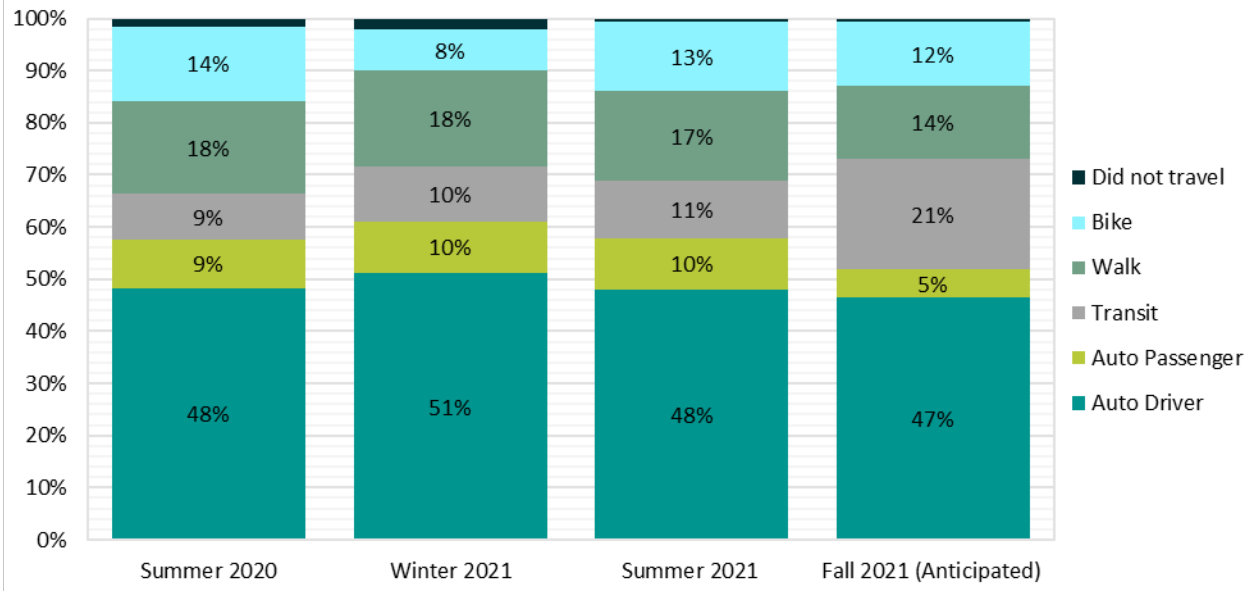


4. Usual Mode of Transportation

As part of the survey questionnaire, all participants were asked to identify their usual mode of transportation for personal trips, work trips, and school trips for the three time periods mentioned previously. The results were supplemented with the Summer 2020 usual mode of transportation from the 2020 Vancouver Summer Survey.

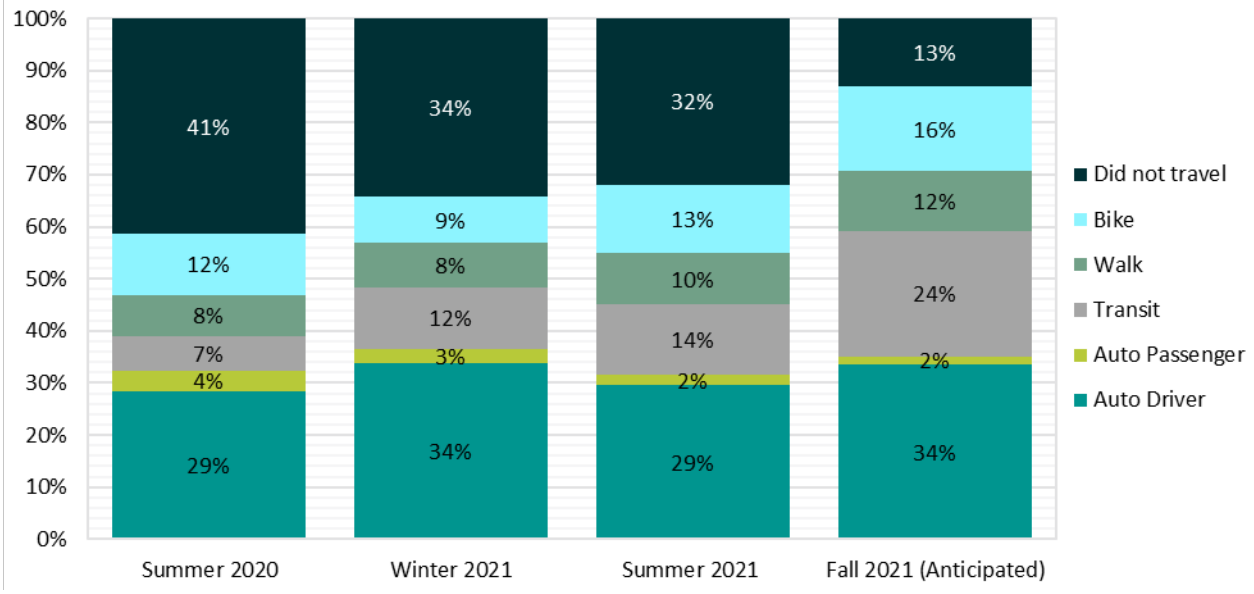
As shown in *Figure 4*, the share of usual mode of travel for personal trips is consistent between the winter period and the summer period. The most notable difference is a decrease in auto drivers from 51% to 48% and an increase in bike users from 8% to 13% between winter 2021 and summer 2021. In the fall, when all restrictions are expected to be lifted, the share of transit users is expected to increase to 21% along with a slight decrease in all other modes. The largest decrease can be seen in the auto passenger users with a decrease from 10% to 5% between summer 2021 and fall 2021. When comparing Summer 2020 to Summer 2021, the share of usual mode of travel is also consistent. Between Summer 2020 and Winter 2021, there is a decrease in bike users from 14% to 8%, while auto driver users increase to 51%.

Figure 4: Usual Mode of Travel for Personal Trips



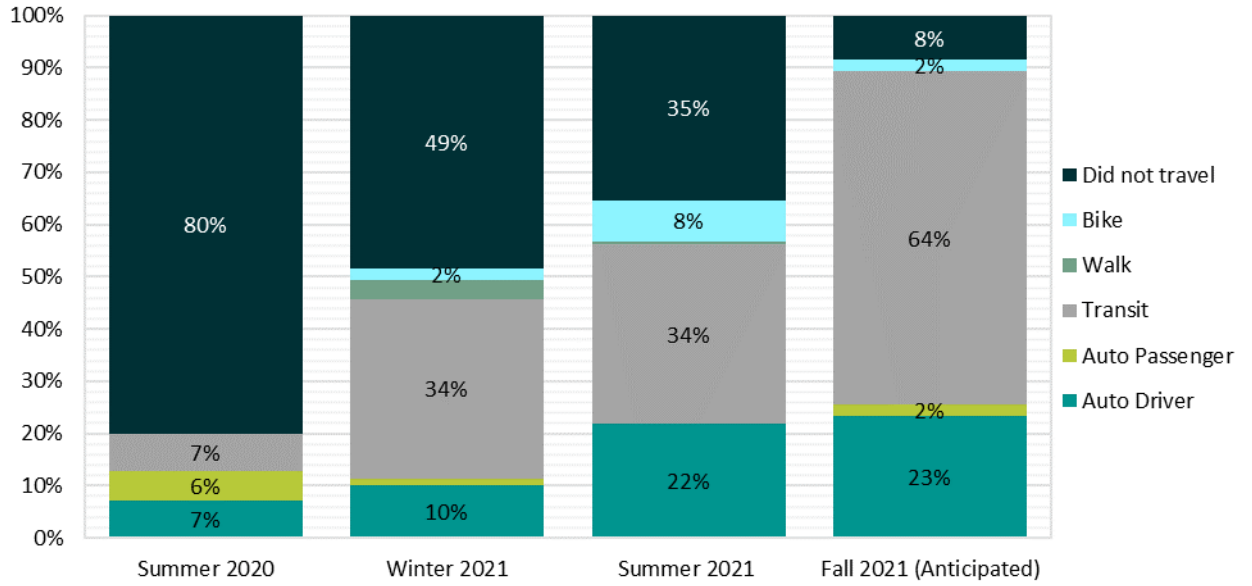
As shown in *Figure 5,* during Winter 2021, 34% of respondents indicated that they did not travel at all for work and this does not change significantly in the summer. However, in the fall, with all restrictions expected to lift, there is a decrease to 13% of respondents expecting to not travel at all for work. Of those who continued to travel to work, auto driver was indicated as the usual mode of travel in all three periods with a share of 34% in the winter and fall, and 29% in the summer. As restrictions started easing in the summer, the share of transit users increased from 12% in the winter to 14%. With all restrictions expected to lift in the fall, 24% of respondents are expected to take transit to work. The share of bike users also increased in the summer to 13% and is expected to be 16% in the fall. In Summer 2020, the percent of workers not travelling for work was 41% and the share of transit as the usual mode was 7%. In general, the share of usual modes remained consistent between Summer 2020 and Summer 2021. The most notable difference between these periods is the decrease in those not travelling for work (32%) and the increase in the share of transit users (14%). This suggests that there is a slow but gradually shift back to transit for work trips.

Figure 5: Usual Mode of Travel for Work Trips



In the winter, 49% of students indicated that they did not travel for school. Among those who did travel to school, transit was the usual mode with the highest share of 34% as shown in *Figure 6*. In the summer, the share of students not travelling decreased to 35% which was followed by an increase of bike and auto drivers. In the fall with the expected implementation of Step 4, only 8% of students expect to not travel to school while 64% expect to use transit. When comparing Summer 2021 to Summer 2020, a significantly smaller percentage of students were not travelling for school (from 80% to 35%). In contrast, the share of transit users increased from 7% to 34% in Summer 2021. In addition, the share of bike and auto driver users increased as well.

Figure 6: Usual Mode of Travel for School Trips

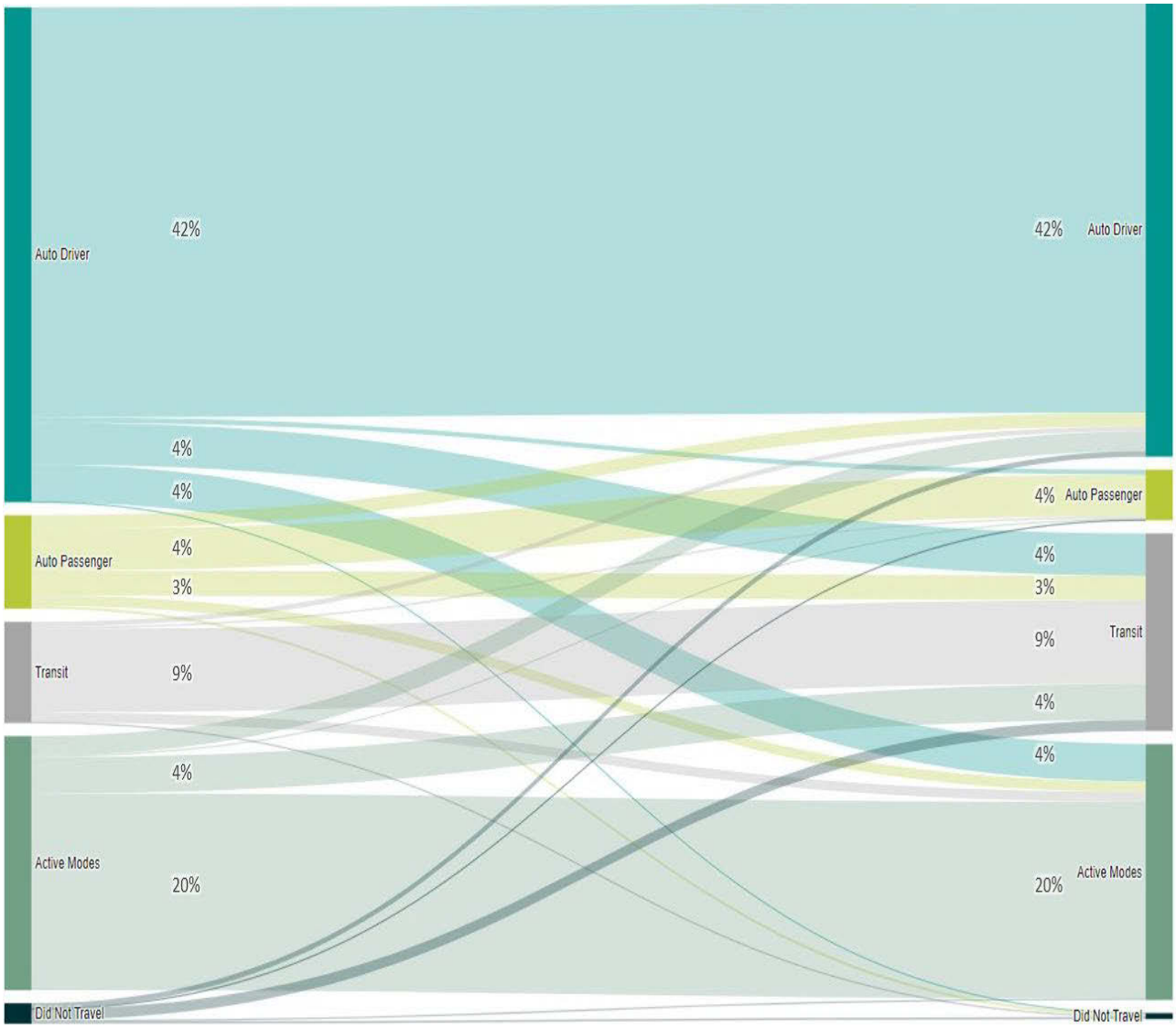


4.1. Shift in Usual Mode of Transportation

The results of the survey were further analyzed to determine the shift in usual modes from Winter 2021 to the anticipated usual mode for Fall 2021. This analysis was completed for personal, work, and school trips individually.

As indicated earlier, for personal trips, the largest increase from Winter to Fall 2021 is anticipated for transit trips. Auto driver, auto passenger, and active modes are all anticipated to decrease. *Figure 7* illustrates how the usual mode has shifted between the two time periods. The percentages represent the share of the total responses. For example, the 42% of all panelists' usual mode of travel for personal trips was auto driver in Winter 2021 and is anticipated to remain as auto driver for Fall 2021. Approximately 3% to 4% of panelists shifted from each of auto driver, auto passenger, and active modes to transit.

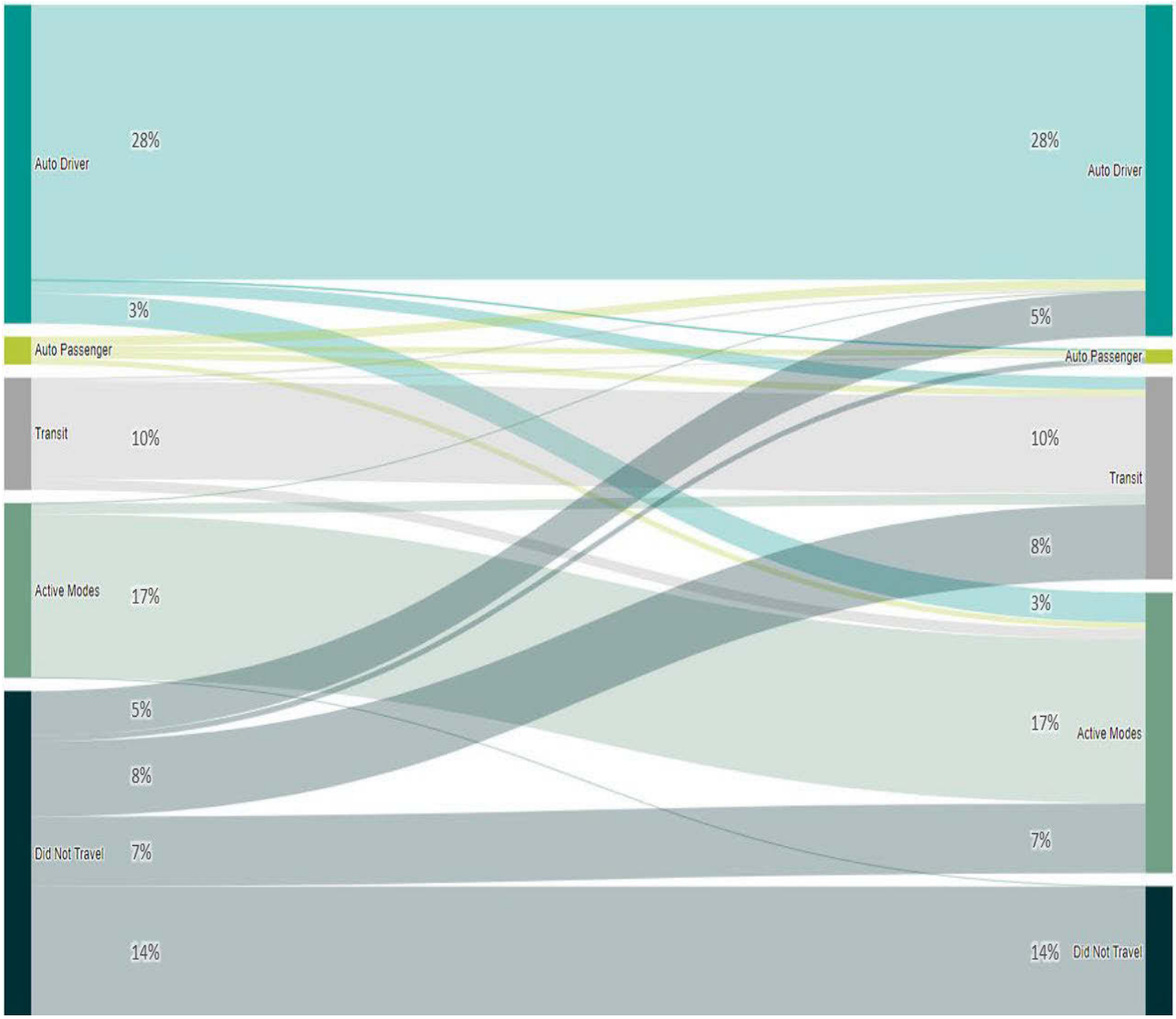
Figure 7: Personal Trips Usual Mode Shift from Winter 2021 to (Anticipated) Fall 2021



For work trips, the number of trips is anticipated to increase as those who reported they did not travel will decrease in Fall 2021 compared to Winter 2021. As seen in *Figure 8*, only 14% of panelists anticipate their usual mode for work will continue to be work from home (i.e., no travel for work). Many anticipate their usual mode will become auto driver (5% of responses), auto passenger (5%), transit (8%), or active modes (7%). Overall, of those who did not travel in Winter 2021, approximately 40% anticipate continuing to not travel for work.

As expected, there is minimal shift from transit to auto driver or auto passenger anticipated. Similarly, there is minimal shift from active modes to auto driver or auto passenger. This is a positive result as it indicates there is intention of panelists to shift back to more sustainable modes as restrictions are lifted.

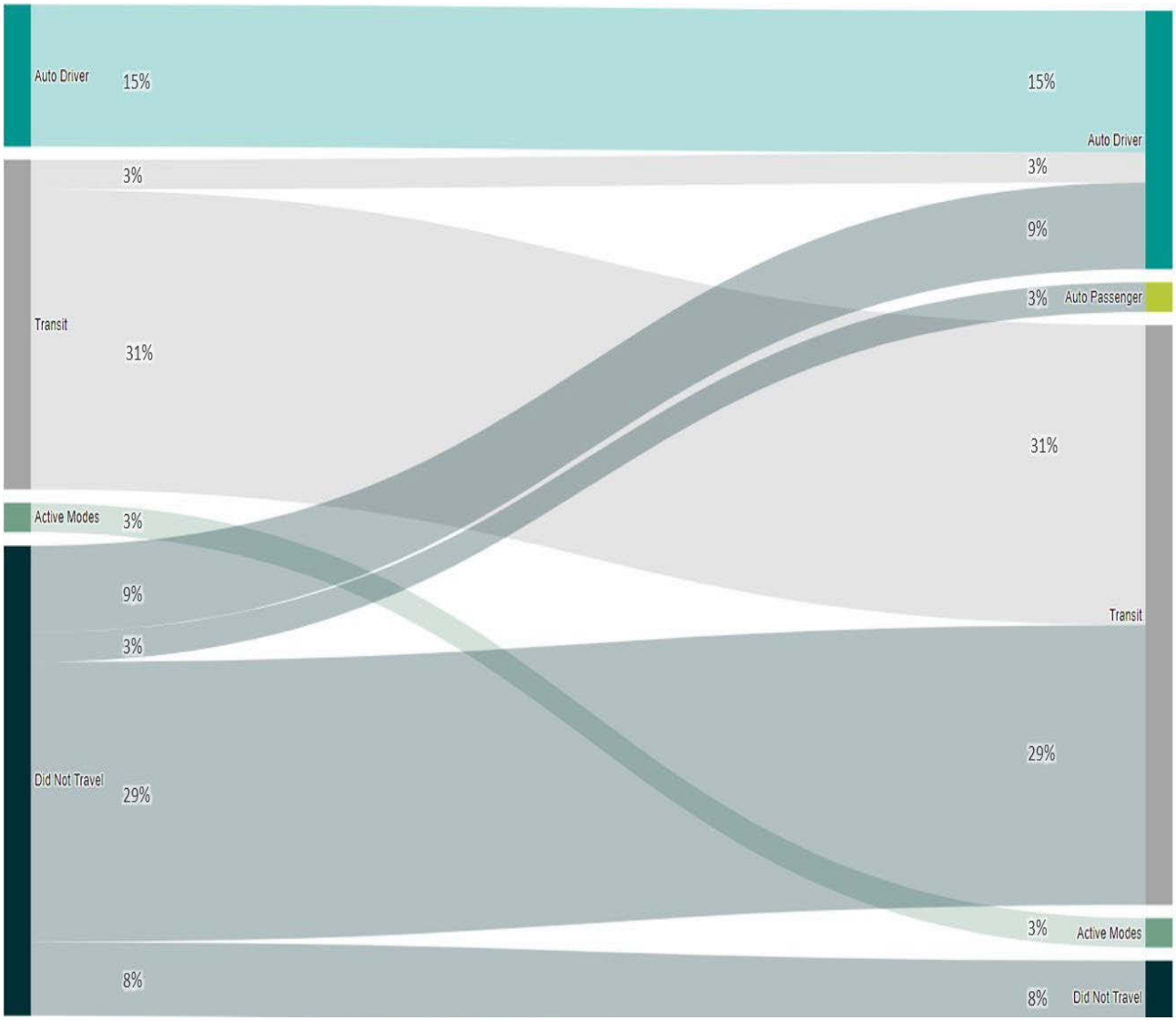
Figure 8: Work Trips Usual Mode Shift from Winter 2021 to (Anticipated) Fall 2021



A significant number of students did not travel during Winter 2021 as many post-secondary schools moved to online learning. With the expectation of Step 4 in Fall 2021, along with many post-secondary schools returning to in class learning, the share of students not travelling decreases significantly to 8%. As seen in *Figure 9*, the majority of these students anticipate travelling by transit for their school trips. A smaller number of these students will choose either auto driver (9% of all students surveyed) or auto passenger (3%) as their usual modes.

Almost all those that reported transit as their usual mode for school trips in Winter 2021 will continue to use transit in Fall 2021. No shift in mode is expected for those using active modes.

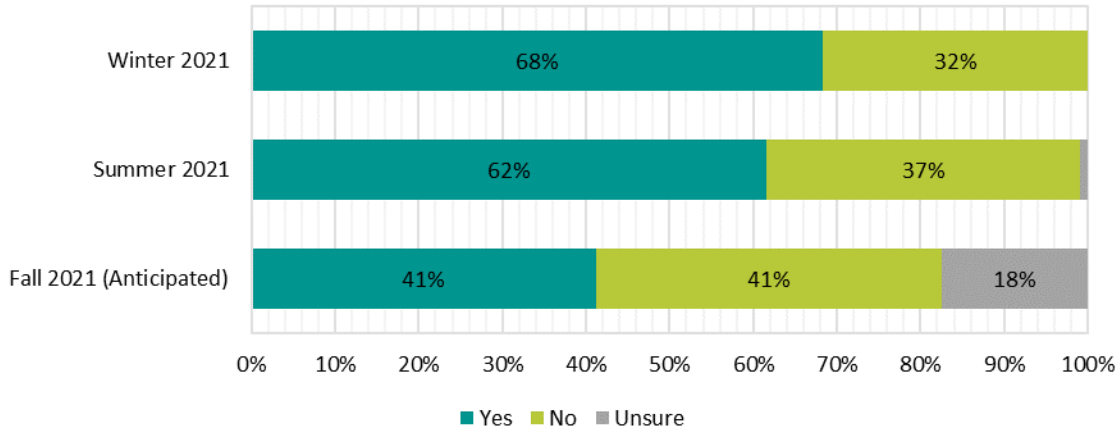
Figure 9: School Trips Usual Mode Shift from Winter 2021 to (Anticipated) Fall 2021



5. Working Remotely

With many employers adopting a hybrid remote working structure, participants were asked questions regarding remote working and their interests in continuing throughout the fall. As shown in *Figure 10*, 68% of respondents were working remotely in winter 2021. Even as restrictions eased in the summer, the percent of respondents working remotely did not change significantly. However, in the fall, when all restrictions are expected to lift, 41% of respondents expect to be working remotely while 18% are currently unsure.

Figure 10: Percent of Workers Working Remotely



Of those who worked remotely in the winter and summer, 64% and 61% worked remotely full time respectively as shown in *Figure 11*. In the fall, 37% of workers expect to be working remotely full time, while the majority (54%) expect to work a few times a week in the office. The share of those working remotely less than once a week remains similar throughout the three periods. In the fall, 30% of panelists indicated that their employers have plans for remote work in place while 28% said their employer had no plans and 42% were unsure.

Figure 11: Frequency of Working Remotely

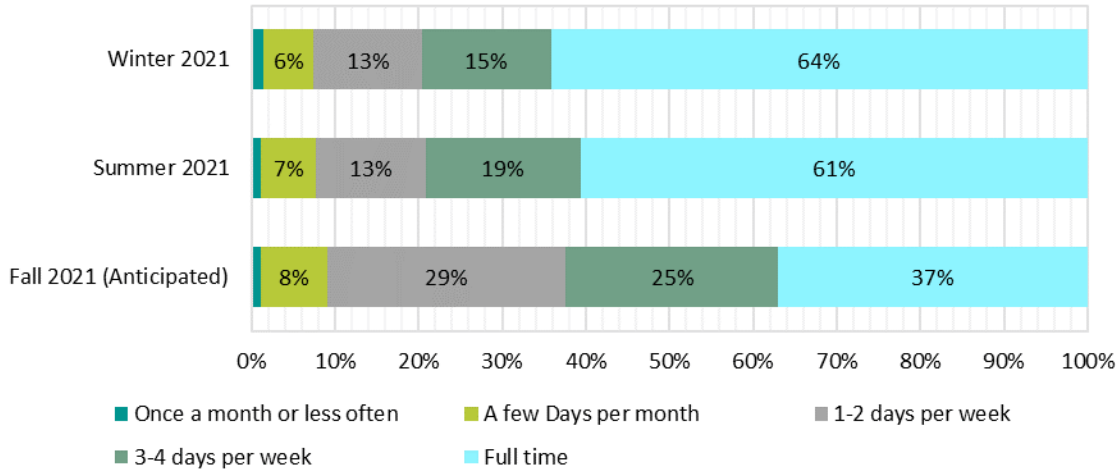
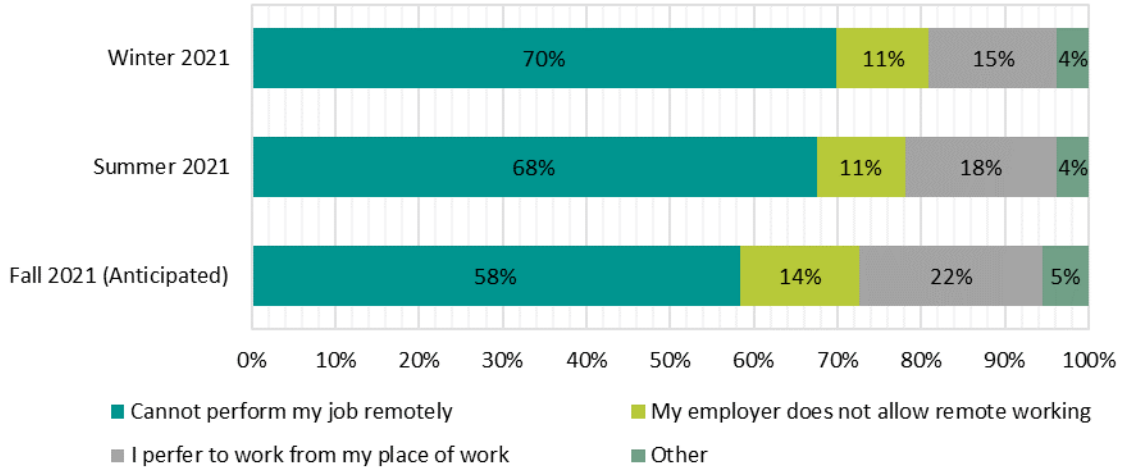


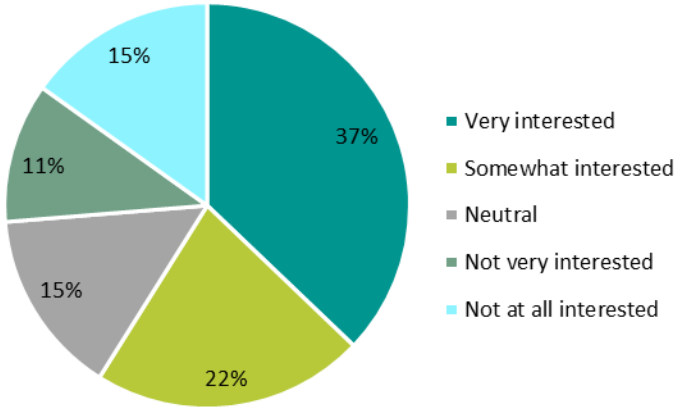
Figure 12 summarizes the reasons stated for those who are not working remotely during the three periods. The most common reason stated for all periods was that they cannot perform their job remotely. In the fall, with restrictions expected to lift, the percentage of those who prefer to work from their place of work increases to 22%.

Figure 12: Reasons for Not Working Remotely



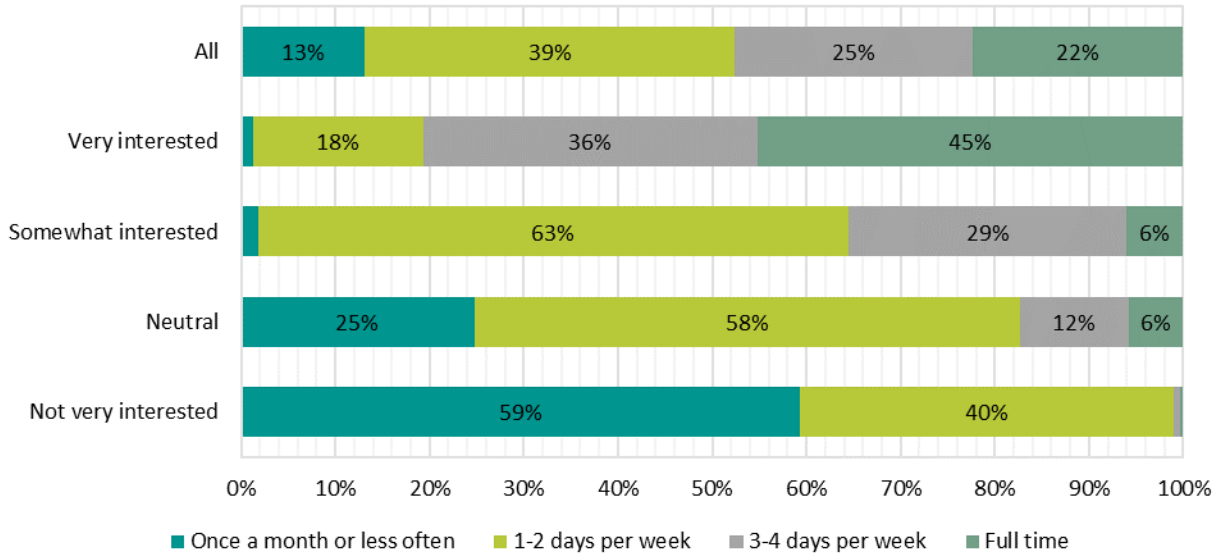
About 85% of employed panelists indicated some level of interest in working remotely in the fall. *Figure 13*, shows the panelists interest in working remotely in the fall.

Figure 13: Interest in Working Remotely



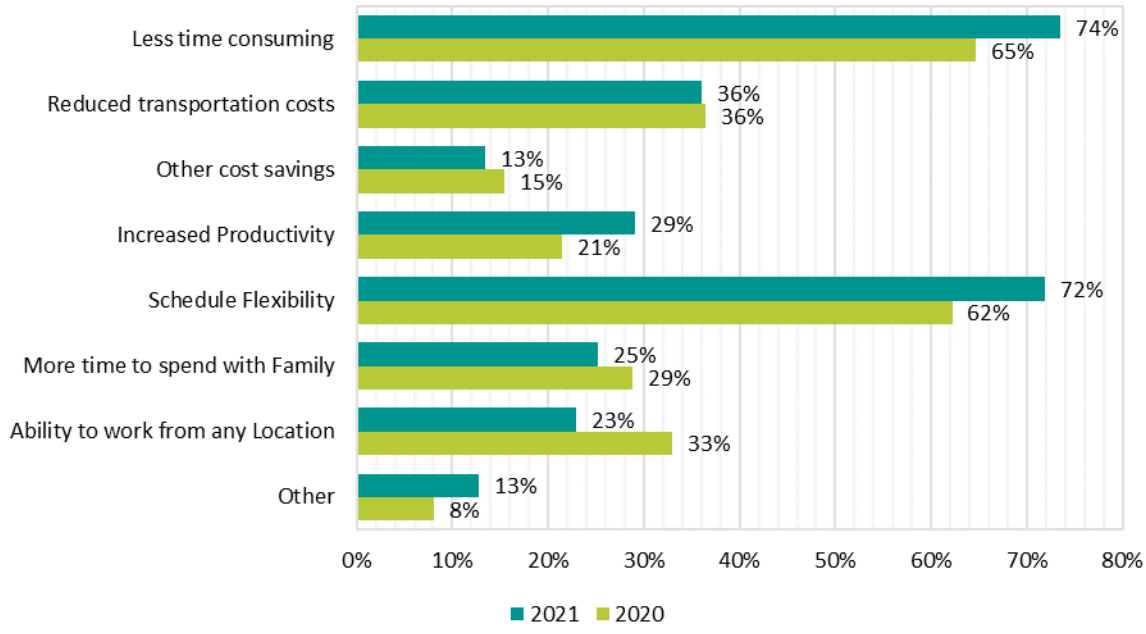
Those who expressed some level of interest in working remotely were asked how regularly they would be interested in working from home. *Figure 14* shows the panelists interest versus their desired frequency of working remotely. For those who were very interested, 45% would like to work remotely full time in the fall while of those who were somewhat interested, 92% are interested in working remotely part time at least once a week. For those who indicated to being not very interested, 99% are interested in working remotely two days a week or less.

Figure 14: Interest vs. Frequency of Working Remotely



As shown in *Figure 15*, the panelists main reasons for their interest in working remotely are similar to the responses from the 2020 Summer Panel Survey. The leading reasons are shorter commute times (74%) and schedule flexibility (72%) followed by reduced transportation costs and increased productivity. Compared to 2020, more panelists indicated increased productivity and less panelists indicated ability to work from any location as one of the reasons for their interest in working remotely.

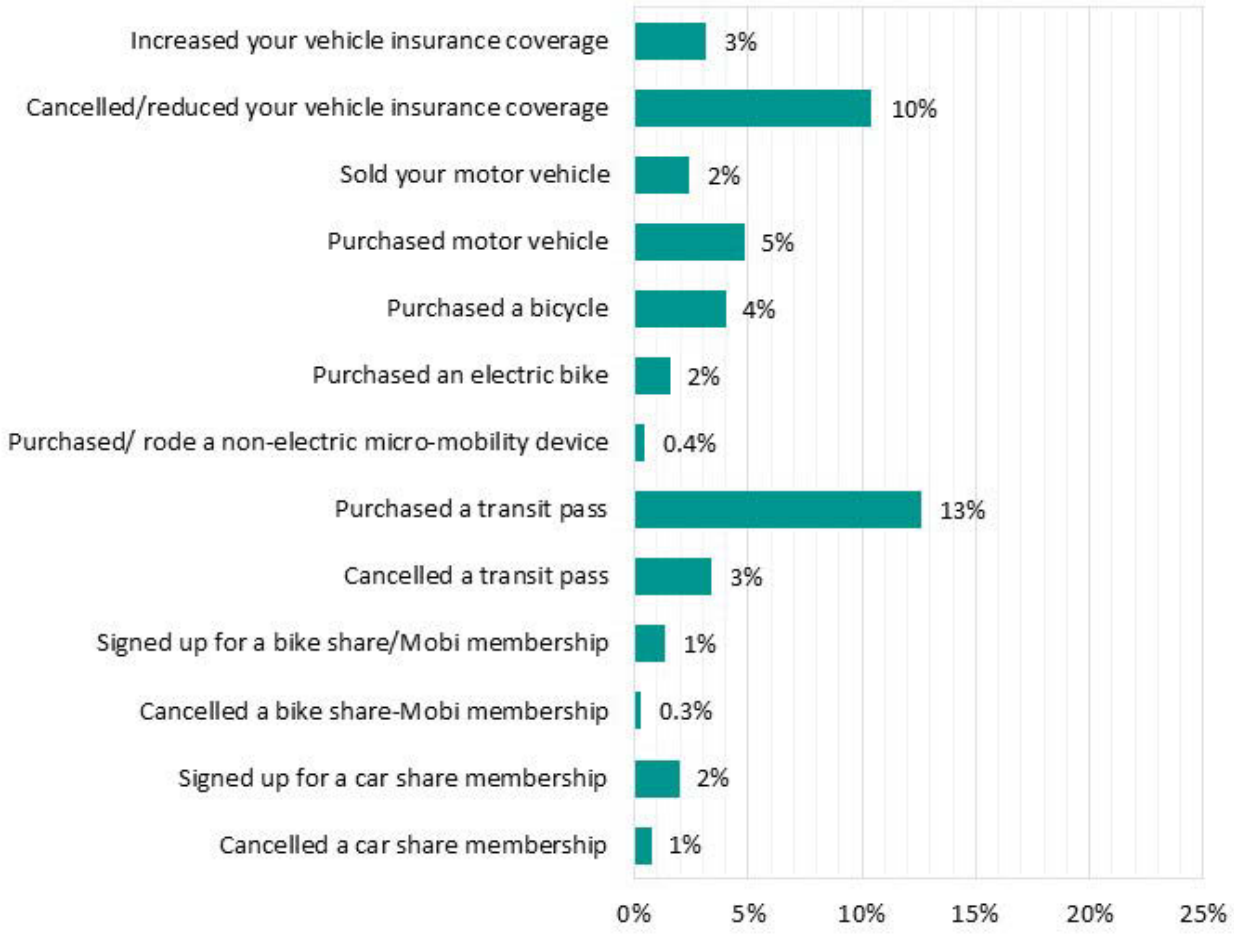
Figure 15: Reasons for Interest in Working Remotely



6. Impact on Transportation Choices

Panelists were asked if, in 2021, they had made any of the changes listed in *Figure 16*. 62% of panelists indicated that they did not make any of the below changes with regards to their vehicle, bicycle, transit pass, bike share membership, or car share membership. For the remaining 38% of panelists, their transportation choices made in 2021 are shown in *Figure 16*. Purchase of a transit pass and cancellation/ reduction in vehicle insurance coverage are the top choices that were made. These choices align with the changes observed in the panelists travel choices presented in *Section 4*. Specifically, as the province opens back up, residents are shifting from auto use to transit and other modes.

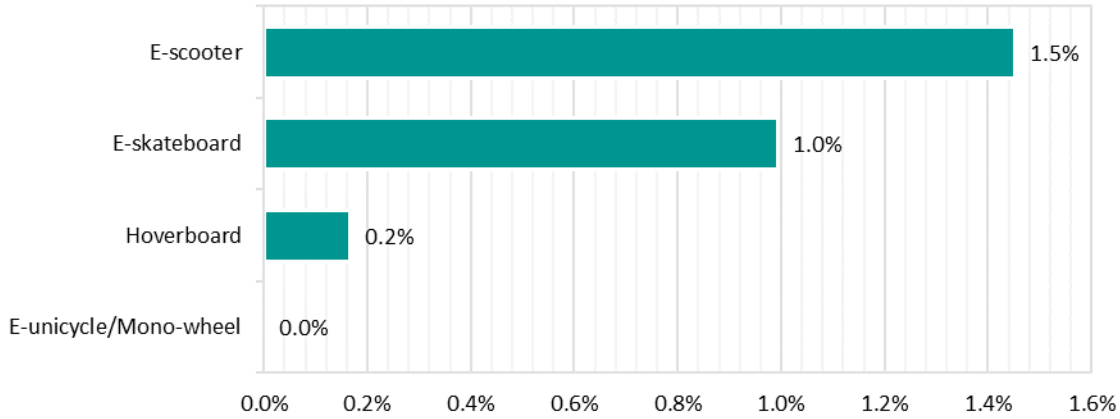
Figure 16: Transportation Choices in 2021



7. Electric Scooters

Panelists were asked various questions about electric scooters (e-scooters) so that the City could gauge residents' interests and thoughts on them. In 2021, 98% of participants said that they have never used or purchased any of the electric micro-mobility devices listed in *Figure 17*. Of those who have used them, e-scooters were used or purchased the most with 1.5% of residents indicating their use, followed by e-skateboards. It should be noted that due to the small sample size of e-scooter users, further results should be interpreted with caution.

Figure 17: Electric Micro-Mobility Device Use or Purchase



For those who have used e-scooters, *Figure 18* shows how often they were used. Nearly half have indicated that they have used an e-scooter once a month or less often or purchased but never used them. 15% said that they use an e-scooter five days or more per week.

Figure 18: E-Scooter Use Frequency

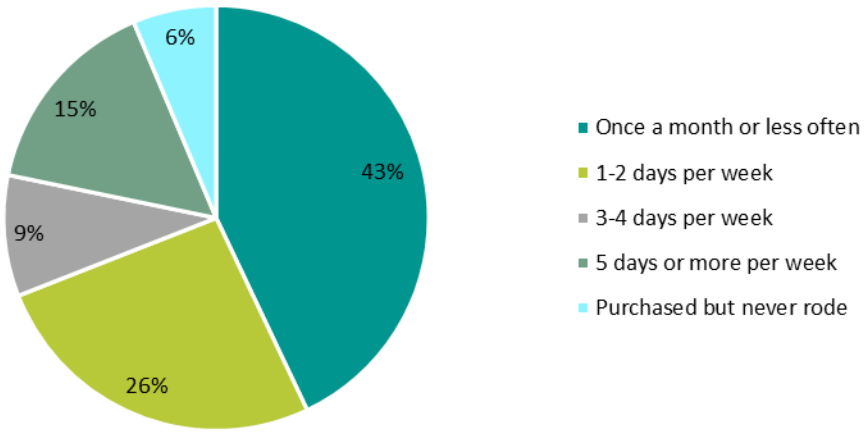
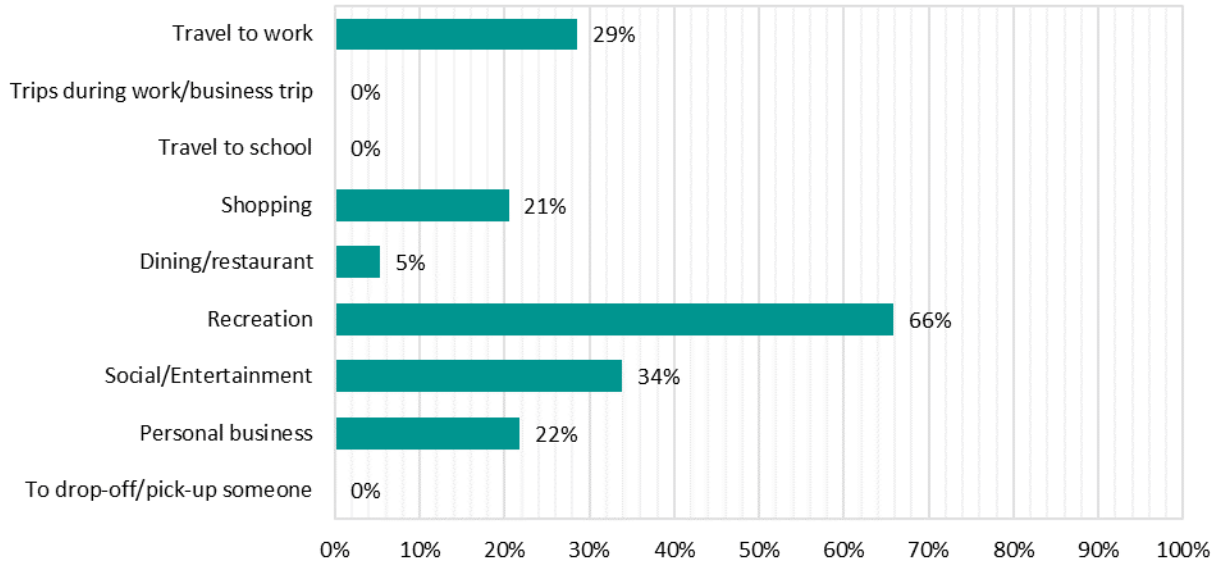


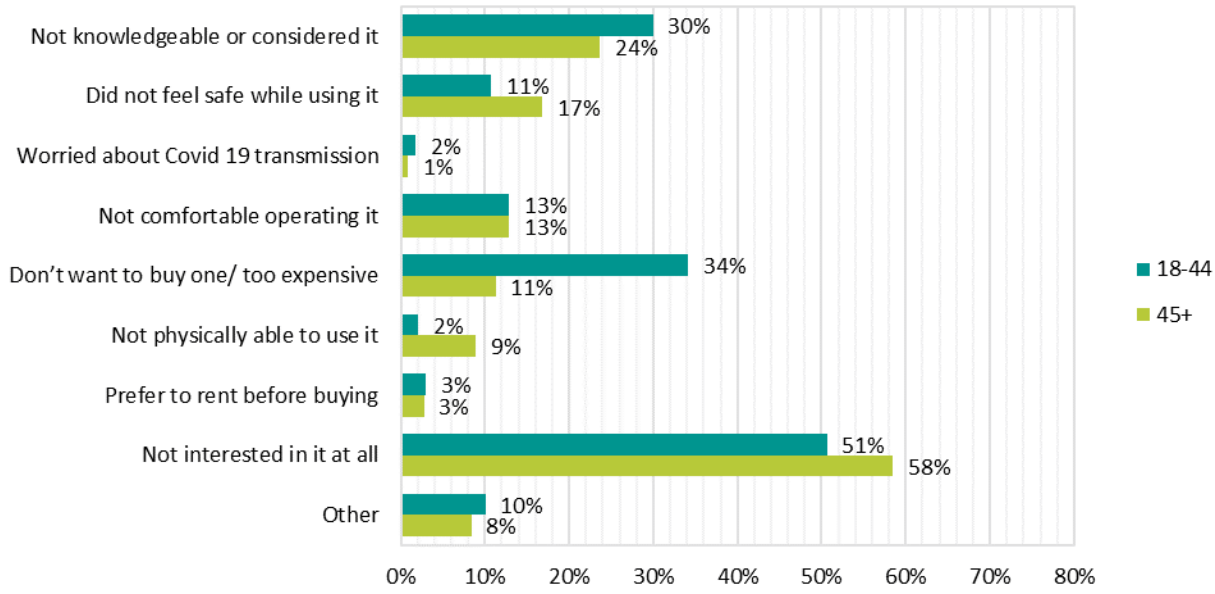
Figure 19 shows that the participants primary use of an e-scooter was for recreation with 66%, followed by social and entertainment uses with 34%.

Figure 19: E-Scooter Use Purposes



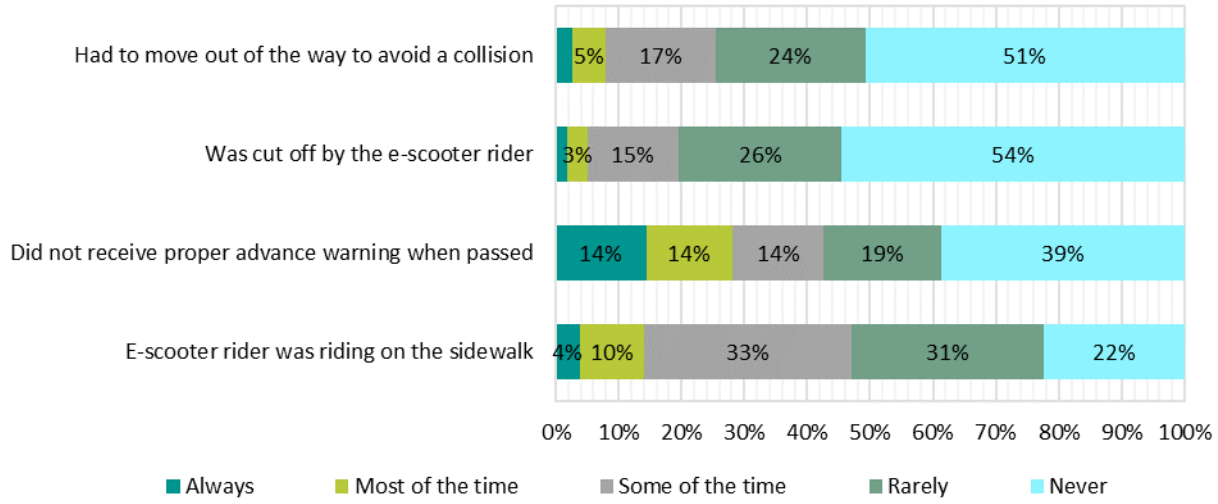
Those who indicated that they have not used an e-scooter were asked for the reasons. As illustrated in *Figure 20*, for the panelists older than 45 years of age, the main reason for not using an e-scooter was due to lack of interest with 58% of responses, followed by a lack of knowledge (24%) and not feeling safe while using one (17%). This age group had a larger percent of residents who indicated that they were not physically able to use e-scooters. Similarly for the panelists between the ages of 18 and 44, the main reason for not using an e-scooter was due to a lack of interest with 51% of responses. For this age group, the next highest reason for not using an e-scooter was because they did not want to purchase one due to its high price with 34% of responses, followed by lack of knowledge (24%).

Figure 20: Reasons for Not Using an E-Scooter



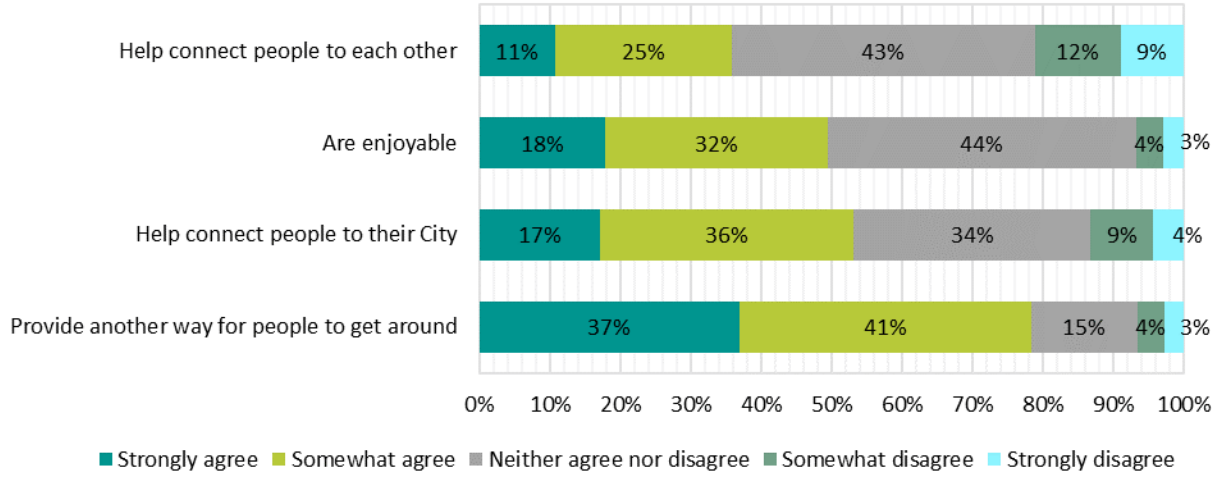
Participants were also asked about their experiences with and thoughts on e-scooters, regardless of interest. *Figure 21* summarizes the participants' responses to the various e-scooter occurrences. Nearly half of the respondents have had to move out of the way to avoid a collision with an e-scooter rider or was cut off by one. The occurrence most experienced by participants is e-scooters on the sidewalk with 78% of participants having experiences it at least once.

Figure 21: Occurrences with E-Scooters



When asked about collisions with an e-scooter rider, 98% of participants indicated never having had one while 1.5% indicated having one collision experience. The final question of the survey asked participants to select their level of agreement with some statements regarding e-scooters. *Figure 22*, presents the responses to these statements. Overall, participants either agreed or felt neutral with all the statements. In particular, 78% of participants agreed that e-scooters provide another way for people to get around and only 7% disagreed. The statement with the least agreement was that e-scooters help connect people to each other with 43% neutral and 21% disagreement.

Figure 22: E-Scooter Statements



APPENDIX A

2021 Summer Survey Instrument

Mini Panel Survey Summer 2021 – FINAL July 19 2021

Welcome to the City of Vancouver's 2021 Summer Survey!

As a transportation survey panelist, your opinions are important to us so please take the time to read the questions carefully before responding.

As a thank you for your participation, you may be eligible to win one of ten $100 cash prizes. Prize draw details will be provided at the end of the survey.

(ACCESS SURVEY)

A1. Are you planning to participate in this year's City of Vancouver Transportation Survey?

(You will only have to provide responses for <u>one day</u> between September and December.)

❑1 Yes ❑2 Not sure ❑3 No ❑4 DO NOT LIVE IN VANCOUVER ANYMORE

A2. IF Not sure/ NO: Why is that?

FLAG EMPLOYEE 1. **Do you or does anyone in your household work for the City of Vancouver, Mustel Group, or McElhanney?**

1. Yes → FLAG EMPLOYEE 2: **Please note that while we can include your responses, due to standard contest rules you will not be eligible for any incentives or prizes. Are you still willing to participate?**
   a. Yes → REMOVE FROM PRIZE DRAW AND CONTINUE
   b. No → THANK AND END INTERVIEW
2. No → CONTINUE

IF A1 = No, SKIP TO Q1

A3. To make the process easier for you to enter trip information in the fall survey, please confirm or update the home address you provided last year.

(INSERT ADDRESS FROM DATA FILE)

❑1 Yes, this is my home address

❑2 No, I need to update my home address → Please enter your correct home address.

❑3 DO NOT LIVE IN VANCOUVER → THANKS AND TERMINATE.

1. Regarding **trips made for personal reasons**, what has been or what will be your usual mode of transportation during the following time periods? **Do not include trips to or from work or school.**

If you use more than one mode for your trip, please select the mode that covers the most distance.

- Examples of personal trips: doctor appointments, visiting friends, moving, shopping, recreation, entertainment, etc.

Mode of transportation	a) January to March 2021	b) Currently (Summer 2021)	c) Fall 2021– assuming all gathering restrictions lifted
Private Vehicle as a driver			
Private Vehicle as a passenger			
Car Share as a driver			
Car Share as apassenger			
Ride Hailing (Taxi,Uber, Lyft, etc.)			
Transit (bus, SkyTrain, WestCoast Express,SeaBus, HandyDart)			
Personal bicycle			
Personal electric bicycle (e-bike)			
Bike Share (Mobi)			
Walking, (including wheelchair, medical mobility scooter or other assistive device)			
Personal micro-mobility device (e.g. kick scooter, skateboard, inline skates, unicycle)			
Personal electric micro-mobility device (e.g. e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)			
Other specify:_____			
N/A; No travel at all during this period			

2. What has been or what will be your employment status during each of the following time periods? If you are unable to answer for the fall time period, select "Unsure". Check only one for each time period. If your status is combined of two or more options below, please select the one that you spend most time on.

	a) January to March 2021	b) Currently (Summer 2021)	c) Fall 2021 (assuming all gathering restrictions lifted)
Not employed (including, retired, volunteer, looking after home/ family, temporary layoff, etc.)			
Employed / Self-employed (part-time, full-time)			
Student (part-time, full-time)			
Prefer not to answer			
Unsure			

3. [If employed in Q2] What is your **usual mode of transportation for trips to or from work**? If you use more than one mode, select the one used for most of the travel distance. Check only one for each time period.

Mode of transportation	a) January to March 2021	b) Currently (Summer 2021)	c) Fall 2021 (assuming all gathering restrictions lifted)
Private Vehicle as a driver			
Private Vehicle as a passenger			
Car Share as a driver			
Car Share as apassenger			
Ride Hailing (Taxi,Uber, Lyft, etc.)			
Transit (bus, SkyTrain, WestCoast Express,SeaBus, HandyDart)			
Personal bicycle			
Personal electric bicycle (e-bike)			
Bike Share (Mobi)			
Walking, (including wheelchair, medical mobility scooter or other assistive device)			
Personal micro-mobility device (e.g. kick scooter, skateboard, inline skates, unicycle)			
Personal electric micro-mobility device (e.g. e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)			
Other specify:_____			
No travel at all during this period			

4. [If student in Q2] What is your **usual mode of transportation for trips to or from school**? If you use more than one mode, select the one used for most of the travel distance. Check only one for each time period.

Mode of transportation	a) January to March 2021	b) Currently (Summer 2021)	c) Fall 2021 (assuming all gathering restrictions lifted)
Private Vehicle as a driver			
Private Vehicle as a passenger			
Car Share as a driver			
Car Share as apassenger			
Ride Hailing (Taxi,Uber, Lyft, etc.)			
Transit (bus, SkyTrain, WestCoast Express,SeaBus, HandyDart)			
Personal bicycle			
Personal electric bicycle (e-bike)			
Bike Share (Mobi)			
Walking, (including wheelchair, medical mobility scooter or other assistive device)			

Personal micro-mobility device (e.g. kick scooter, skateboard, inline skates, unicycle)			
Personal electric micro-mobility device (e.g. e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)			
Other specify:_____			
N/A; No travel at all during this period			

5. [If employed in Q2] Have you worked remotely, or do you anticipate doing so during each of the following time periods?

	a) January to March 2021	b) Currently (Summer 2021)	c) Fall 2021 (assuming all gathering restrictions lifted)
Yes			
No			
Unsure			

6. [If yes to any in Q5] How often have you worked remotely, or anticipate doing so during each of the following time periods?

Frequency	a) January to March 2021	b) Currently (Summer 2021)	c) Fall 2021 (assuming all gathering restrictions lifted)
Once a month or less often			
A few days permonth			
1-2 days perweek			
3-4 days perweek			
Full time			

7. [If no to any in Q5] Why didn't or can't you work remotely?

I could not/ cannot perform my job remotely
My employer did not/ will not allow remote working
I preferred/ prefer to work from my place of work
Other specify_____

8. [if employed OR unsure in Q2] How interested are you in working or continuing to work remotely in Fall 2021?

5. Very interested
4. Somewhat interested
3. Neutral
2. Not very interested
1. Not at all interested

9. [If very, somewhat, neutral, or not very interested ask]: How regularly would you be interested in working remotely in Fall 2021?

Once a month or less often
1-2 days per week
3-4 days per week
Full-time

10 IF Q8=VERY, SOMEWHAT INTERESTED]: What are the three main reasons you are interested in working remotely in Fall 2021? [Select top three]

Less time commuting
Reduced transportation costs (e.g. gas, parking, transit passes, etc.)
Other cost savings (e.g. lunch, coffee, childcare, etc.)
Increased productivity
Schedule flexibility
More time to spend with family
Ability to work from any location
Other specify:_____

11. [ASK IF Q5:A=YES **OR** Q5:B= YES) **AND** (Q5:C=NO,UNSURE **AND** Q2:C=EMPLOYED] Does your employer have plans for you to remain working remotely in Fall 2021?

Yes No Unsure

12. Have you purchased/rode any of the following **electric micro-mobility devices** in 2021? Select all that apply.

INSERT JPEGS FOR EACH DEVICE

e-scooter
e-skateboard
hoverboard
e-unicycle/mono-wheel
NO → SKIP TO Q15

13a. [if checked e-scooter in Q12] How often did you use the e-scooter?

Once a month or less often
1-2 days per week
3-4 days per week
5 days or more per week
Purchased but never rode → SKIP TO Q15

13b. [if checked e-scooter in Q12] For what purposes did you use your e-scooter? Select all that apply.

Travel to work
Trips during work/business trip
Travel to school
Shopping
Dinning/restaurant
Recreation (including dog walking, jogging, etc.)
Social/entertainment
Personal business (e.g. bank, doctor, volunteering, etc.)
To drop-off/pick-up someone (via driving, walking, transit, cycling, etc.)
Other specify:_____

14. [if did not check e-scooter in Q12] What are your reason(s) for not purchasing/ riding an e-scooter?

Not knowledgeable about, haven't investigated it or considered it
Did not feel safe while using it
Worried about Covid 19 transmission
Not comfortable operating it
Don't want to buy one/ it is too expensive
Not physically able to use it
Prefer to rent before buying
Not interested in it at all
Other specify:_____

15. Have you done any of the following in 2021? Select any that apply.

Increased your vehicle insurance coverage
Cancelled/reduced your vehicle insurance coverage
Sold your motor vehicle
Purchased motor vehicle
Purchased a bicycle
Purchased an electric bike
Purchased/ rode a **non-electric** micro-mobility device (e.g. kick scooter, skateboard, inline skates, unicycle)
Purchased a transit pass
Cancelled a transit pass
Signed up for a bike share/Mobi membership
Cancelled a bike share-Mobi membership
Signed up for a car share membership
Cancelled a car share membership
Other purchases/behaviour change (specify):_____

16. Thinking specifically about **e-scooters**, how often has each of the following happened to you when walking (to work, for leisure, etc.)?

E-scooter rider was riding on the sidewalk
Did not receive a proper advance warning by voice or ringing bell when passed by the e-scooter rider
Was cut off by the e-scooter rider
Had to move out of the way to avoid a collision with an e-scooter rider

Always
Most of the time
Some of the time
Rarely
Never

17. How many times have you had a collision with an e-scooter rider?

Never
Once
Twice or more

18. Select your level of agreement with each of the following.

Electric micro-mobility devices...(RANDOMISE STATEMENTS)

are beneficial because they provide another way for people to get around
help connect people to their City
are enjoyable
help connect people to each other

5. Strongly agree
4. Somewhat agree
3. Neither agree nor disagree
2. Somewhat disagree
1. Strongly disagree

CLOSING:

19. As a current panelist, do you have any recommendations for the 2021 fall survey?

Thank you for completing this survey.

HIDE IF FLAG EMPLOYEE = 1: Once we have collected all surveys, a draw to win one of ten prizes of $100 will be conducted and winners will be contacted within 4 to 6 weeks. Good Luck!

(IF A1 = Yes OR Not sure participating in this year's transportation survey)

We thank you for continuing to be a City of Vancouver Transportation Survey Panelist and look forward to your continued participation this year. We will contact you in September so look out for the email invitation then.
In the meantime, below is a link to results from the 2020 City of Vancouver Transportation Panel Survey: https://vancouver.ca/files/cov/2020-transportation-panel-survey.pdf

Enjoy the rest of the summer! The COV Transportation Survey Team
You may now close your browser.