

TRAM

Réseau express métropolitain (REM) Survey : Wave 2



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Section 1 - Summary

In 2018, the infrastructure branch of the *Caisse de dépôt et placement du Québec* (CDPQInfra) broke ground on the \$6.3-billion *Réseau express métropolitain* (REM). This report provides description of the second wave of a survey conducted by the Transportation Research at McGill (TRAM) Group and Sphere lab in Fall 2021. The survey is part of the multiyear project titled “Impacts of the new *Réseau Express Métropolitain* (REM) on mobility, health and equity: A pre-post intervention study” funded through the federal government’s Collaborative Health Research Projects (CHRP) program. This report documents the methodology used for the survey, as well as a summary of the findings from wave 2, comparing them to wave 1 results, and outlines potential future directions for the study.

[Survey: Wave 2](#)

After modifying the wave 1 survey to reflect the context of the ongoing COVID-19 pandemic, the ethics approval was obtained, and the online bilingual (French and English) survey was developed on LimeSurvey. The second survey included a series of questions about various aspects of the REM and gathered socioeconomic characteristics for the participants. Each respondent answered questions regarding their knowledge of the REM project and stages of construction. Based on their answers, respondents received a series of travel-behaviour questions. Through in-person and digital recruitment strategies, we collected a total of 5,125 complete responses.

[Preliminary Data Cleaning](#)

As part of the data cleaning process for this second report, we sought to exclude responses that potentially reflected inadequate attention or contained otherwise impossible or highly improbable answers. A new data cleaning and validation process was used since the second wave of the data collection provided an opportunity for further cleaning, taking advantage of the new information and availability of panel data. It is also best to apply the same cleaning procedure to both waves of the survey to ensure consistency in the exclusion criteria of unreliable responses. The data cleaning was based on respondents using multiple IP addresses or email addresses, as well as age, the home and work location provided, and the speed at which the survey was completed. For the panel data, if there was a negative height or age change recorded, the respondents were eliminated. This process left us with a sample of 4,063 complete responses to be analyzed. (Note: We applied these techniques for purposes of this analysis. No responses have been deleted from the base data set.)

Sample Characteristics and Findings

The analysis provided substantial insight into the REM project and its evolution since the first wave of the survey was administered. Overall, the wave 2 sample was found to be representative of the targeted population.

Key Findings

- **Construction Impacts**

- Commute Mode Choice. Much like wave 1, few respondents (13%) reported having to change their transport mode for commuting due to the construction, even as the extent of the construction increased in comparison to the first wave. Moreover, the proportion of respondents anticipating needing to change commute mode due to future construction (20%) lessened in comparison to the first wave, where respondents were much more concerned about this possibility (44%). Similar to wave 1, most respondents in wave 2 did not need to change their commute route (51%) and were satisfied with the available information about travel alternatives (41%). As for impacts of future construction, fewer respondents living near construction in wave 2 (27%) believed they will need to change commute mode due to the REM construction compared to the general sample (41%).
- *Deux-Montagnes* Tunnel Closure. A large portion of respondents changed from the train to cars for their commute (44%), whereas 26% switched to other public-transport alternatives, and 17% switched to telecommuting. Given that the closure coincided with the first wave of the COVID-19 pandemic, these new observed behaviours could be due in part to the restrictions imposed at the time. Most respondents reported knowing about the closure well enough in advance (72%) and were satisfied with the information provided about the travel alternatives (54%). The majority of respondents (70%) reported that their trips are less direct than before due to the closure, and 61% considered that their trip is less comfortable than it was before the closure.
- Mood and Environment. Much like wave 1, most wave 2 respondents did not perceive a strong impact of construction activities on their well-being, and only a small proportion of the sample (20%) reported an increase in noise and air pollution near their homes. However, when considering future construction near their homes, respondents were more apprehensive, with 63% being concerned about future air and noise pollution, 46% believing the construction will have a negative impact on their mood, and 35% anticipating

the construction will make them anxious. Montréalers seem to be more concerned about anticipated impacts of future construction than the impacts of current construction on their travel and wellbeing.

- **Telecommuting.** As a result of mainly the COVID-19 pandemic, there was a significant increase in the number of respondents who worked at least one day from home between the two waves, increasing from 25% in the first wave to 61% in the second. Moreover, the proportion of people teleworking 5 days per week in wave 2 (36%) is notably higher than in wave 1 (7%). Interestingly, the number of people participating in hybrid work (meaning spending some weekdays at work and some at home) remains low in both waves of the survey. Across both waves, individuals with lower incomes engage in less telework, while individuals earning higher incomes generally telework more.
- **Perceptions of the REM.** Generally, the impacts of the REM on the Greater Montréal Area, the environment, and on businesses were seen as positive. However, some respondents expressed concerns about potential issues of urban sprawl, road safety, the destruction of natural habitat, as well as the need for proper integration with existing built environment and public-transit services.

Future Directions

The research team plans for wave 3 in the fall of 2022. The new data will illustrate changes related to more disruptive coming stages of construction for a larger portion of the population. We are hopeful that our modified questions, pertaining to the ongoing COVID-19 pandemic and its longer-term impacts on both construction and people's travel and wellbeing, will also provide prove to be of significant value. The original questions for the wave 2, which ran from October to November 2021, are included in the appendix to the full report. The research team also calculated a series of spatial data to accompany the wave 2 data analysis.

Section 2 – Introduction

In recent years, the Greater Montréal Area has been undergoing major changes to its public-transport network. In 2018, the infrastructure branch of the *Caisse de dépôt et placement du Québec* (CDPQ Infra) broke ground on the \$6.9 billion *Réseau express métropolitain* (REM, Figure 1). The state-of-the art, 67-kilometer light-rail project is expected to become operational in stages between 2022 and 2024, connecting Montréal’s downtown, its international airport, and far-flung suburban destinations with high-frequency service. With a predicted initial ridership of more than 167,000 passengers per day, the REM has the potential to radically alter land-use and transport patterns across the Montréal census metropolitan area (CMA), as projects of this scale have done elsewhere. The implications for physical and mental health and social wellbeing are potentially significant as well, as public transport improvements are broadly understood to yield public-health, environmental, and economic benefits. The REM’s impacts are already being felt across the region. The breadth of construction activities and the associated disruption of existing public- transport facilities are impacting travel time and behaviour, health, satisfaction, and wellbeing.

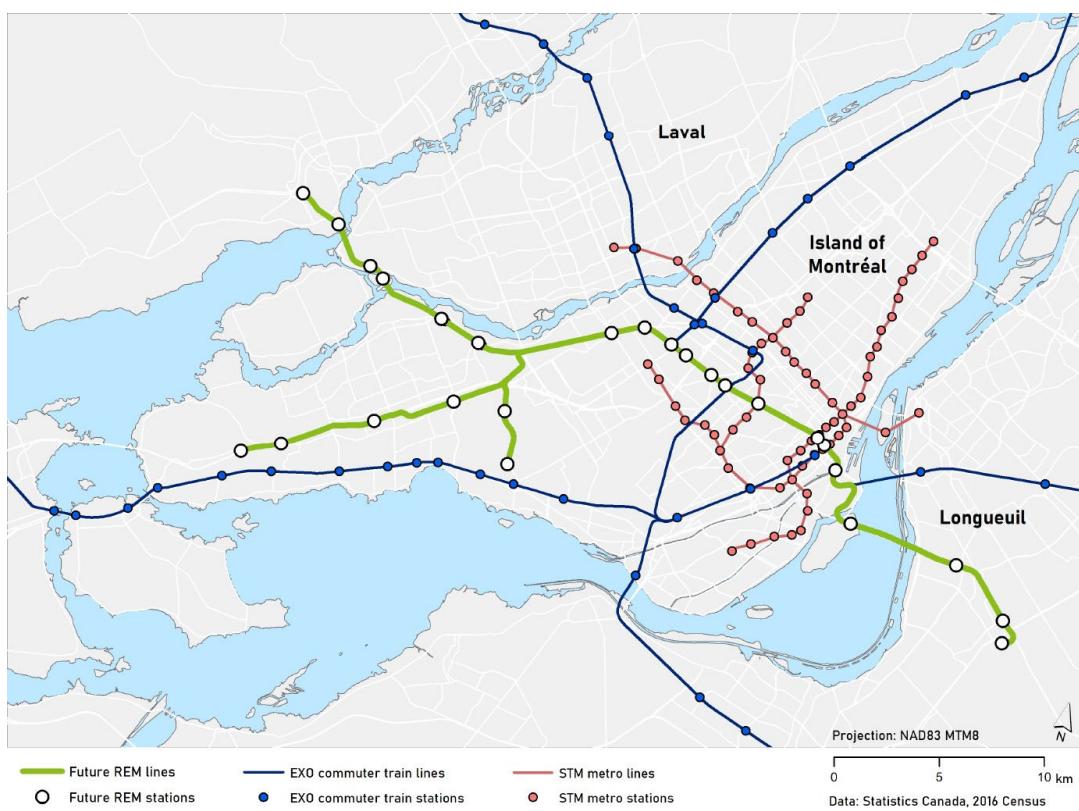


FIGURE 1 - MONTRÉAL’S PUBLIC-TRANSPORT SYSTEM, INCLUDING PROJECTED REM LINES

The REM is already having an impact on existing transit systems within the metropolitan area during the construction phase. For instance, part of the REM will replace the *Deux-Montagnes* suburban commuter-train line, which had 28,015 riders per day in 2018 and was permanently closed in 2020 due to the construction. The REM has also impacted riders of the *Mascouche* commuter train who, similarly to the *Deux-Montagnes* line, used it to reach downtown Montréal through the now-closed Mount Royal tunnel. The affected riders have been provided with alternative transit services until the completion of the REM project. Additionally, once in operation, the REM will be replacing a series of bus lines running from Montréal's South shore to Downtown, which are serviced by the *Réseau de Transport de Longueuil* (RTL). Such disruptions to existing services could have potential long-term effects on future or prospective transit users' behaviour, as well as on their general wellbeing.

Due to the considerable impacts that the construction of the REM is having on the metropolitan area, there is a need to understand people's changing perceptions and behaviour before, during, and after the project's implementation. For this purpose, the REM survey has been implemented as a multi-wave data-collection process which intends to provide longitudinal insights into respondents' perceptions of the REM's impact, and therefore improve overall understanding of such infrastructure developments. A total of three waves will be collected by the end of fall 2022. To date, two waves have been collected: wave 1, during the months of October and November of 2019, and wave 2, in October and November 2021. Both waves of the survey were administered in the Montréal CMA to participants of 18 years of age and older, collecting a total of 3,533 valid responses in wave 1, and 4,063 valid responses in wave 2. Recruitment for both waves was done directly by the TRAM team through online and in-person methods, and additional recruitment was undertaken by the Leger market-research agency.

To gain a deeper understanding of evolving perceptions and behaviours, in addition to collecting multiple waves of data, the REM survey includes the collection of a panel dataset. This dataset includes people who answered both the wave 1 and wave 2 surveys. The longitudinal and panel design of the REM survey has become particularly relevant since the outbreak of the COVID-19 pandemic. The two waves of data currently available provide unique insights, not only into respondents' changing behaviour and attitudes over time, but also in relation to the significant changes brought on by the pandemic. For this reason, multiple questions relating to changing behaviour and perceptions due to the COVID-19 outbreak were included in wave 2.

This report focuses on the collection, validation, and description of wave 2 of the REM survey. Section 2 presents a detailed description of the data-cleaning and validation process. Section 3 of the report describes the respondent-recruitment process. Section 4 presents the sample's general characteristics and how they compare to census data. The general travel patterns of the sample are described, mainly in terms of mode use and trip frequency. The focus then shifts to life satisfaction and wellbeing. The telecommuting behaviour among different groups is described, and it is compared to pre-COVID conditions. Finally, section 5 presents an analysis of respondents' opinions of the REM and its impacts, as well as an analysis of open-ended questions.

Section 3 – Data Cleaning

This section describes the data-cleaning procedure that was applied to both waves of the REM survey, as well as the panel responses. Although a data-cleaning process had already been applied to the first wave of the survey after its collection, both waves were cleaned and validated using a new procedure for two reasons. First, the availability of the second wave of the survey, including the panel responses, provided an opportunity for further cleaning, taking advantage of this new information. Second, it is best to apply the same cleaning procedure to both waves of the survey to ensure consistency in the exclusion criteria of unreliable responses.

The cleaning process is subdivided into several sequential steps, each of which constitutes a filter and modifies the number of valid responses. Some of these steps are cross-sectional, meaning each wave was cleaned and validated only using information from said wave. Other steps are based on panel data from which it was possible to perform further validation by comparing the answers of survey respondents from both waves. What follows in this section is a description of each step of the cleaning process, which were applied sequentially in the order presented here:

1. Incomplete answers: All surveys that were not answered to completion were dropped.
2. Multiple IP addresses 1: If more than two surveys were submitted from the same IP address, all observations from this IP were dropped.
3. Repeated e-mail: If the same e-mail was submitted for more than one survey, all observations from this address were dropped.
4. Multiple IP addresses 2: If more than one survey was submitted from the same IP address, and at least one of these came from the survey company Leger, all observations from this IP were dropped.

5. Age above 90: If a person indicated to have been born in the year 1930 or earlier (i.e., was more than 90 years old), their survey was dropped.
6. Invalid home location: If home location was either not provided, outside of the Montréal CMA, or located in an invalid location (e.g., on water or on a bridge), the observation was dropped.
7. Work or school out of CMA: If work or school location was outside of the Montréal CMA, the observation was dropped.
8. Project awareness: If the person said to be aware of the REM (or *REM de l'Est*) in wave 1 but not in wave 2, the observation was dropped. This filter is only for people who participated in both waves.
9. Answer speed: Surveys in the top 5% of speed of completion were dropped. It must be noted that different groups of respondents, depending on their answers, got different sets of questions. Each of these groups were cleaned according to their own respective top 5% speed.
10. Age change: If the person's age changed an amount different to 2 or 3 years from wave 1 to wave 2, the observation was dropped. This filter is only for people who answered both waves.
11. Height change: If the person's height changed in more than 3cm from wave 1 to wave 2, the observation was dropped. This filter is only for people who participated in both waves.

Table 1 summarizes the entire cleaning process, showing how many observations were dropped in each of the steps. Figure 2 illustrates the sequential structure of the cleaning procedure. For wave 1, 3,533 out of the 5,942 received responses remained as complete and valid. This constitutes 59% of all responses and 85% of complete responses. For wave 2, 4,063 out of the 6,987 responses remained after applying all of the cleaning filters, constituting 58% of all responses and 79% of complete responses. The panel responses, on the other hand, were subject to the last two filters, which are based solely on panel data. This resulted in a sample of 870 people who gave complete and valid answers in both waves of the survey.

REM Survey Wave 2 Report 2021-2022

TABLE 1 - SUMMARY OF DROPPED AND REMAINING OBSERVATIONS BY STEP

Step	Wave 1		Wave 2		Panel	
	Dropped	Remaining	Dropped	Remaining	Dropped	Remaining
0 Raw Database		5942		6987		
1 Complete answers	1794	4148	1862	5125		
2 Multiple IP addresses 1	67	4081	67	5058		
3 Repeated e-mail	10	4071	74	4984		
4 Multiple IP addresses 2	180	3891	212	4772		
5 Age above 90	2	3889	3	4769		
6 Invalid home location	53	3836	124	4645		
7 Work or school out of CMA	24	3812	30	4615		
8 Project awareness			243	4372		
9 Answer speed	196	3616	229	4143		950
10 Age change	17	3596	17	4126	17	933
11 Height change	63	3533	63	4063	63	870
Final Cleaned Database	3533		4063		870	

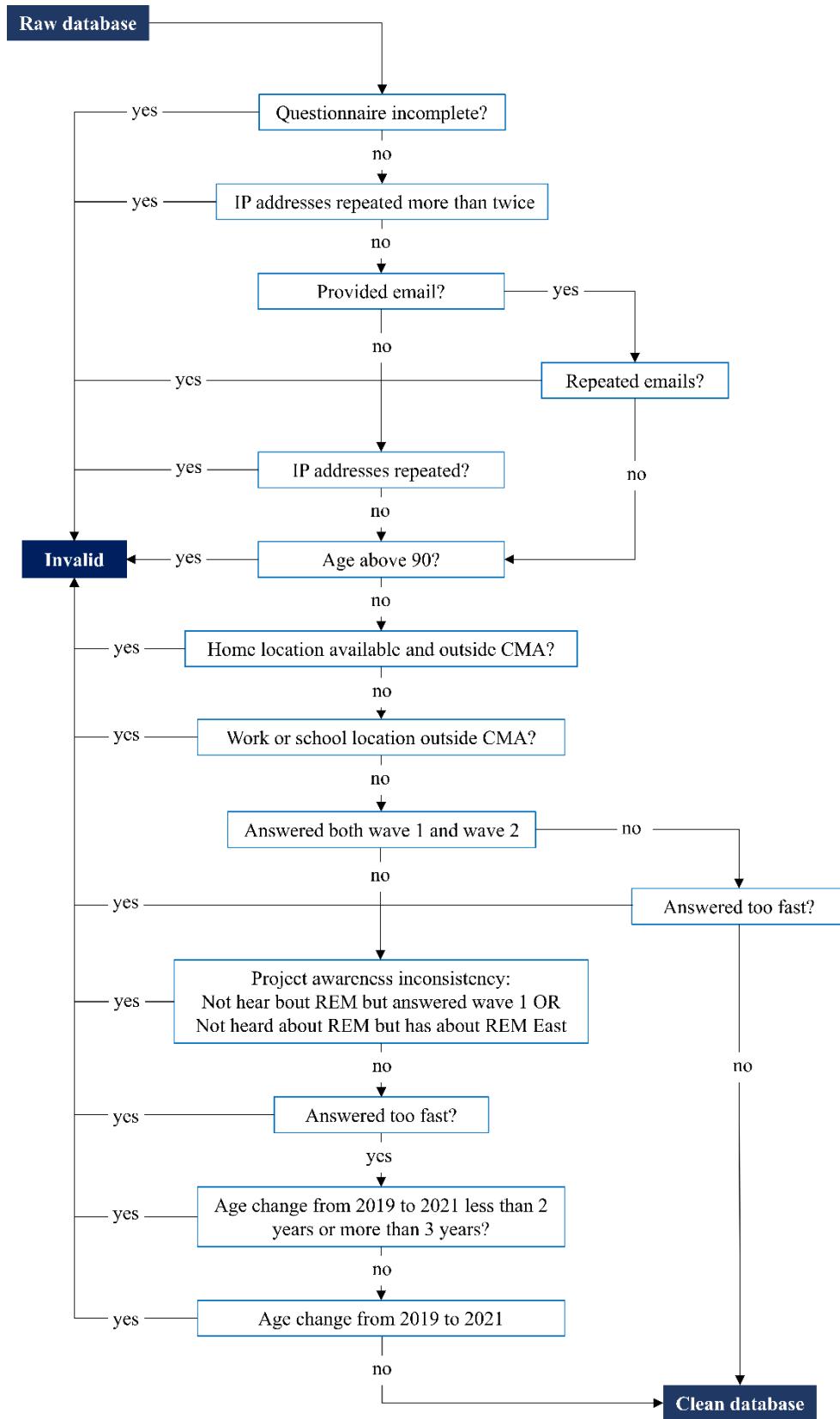


FIGURE 2 - DATABASE CLEANING PROCESS FLOWCHART

Section 4 – Recruitment

Recruitment of wave 2 participants was performed between October and December 2021. Similar to the recruitment for the first wave of the survey, we employed various recruitment techniques recommended by Don A. Dillman (2014) to ensure the representativeness of the sample. First, two URLs were used to circulate the survey and recruit participants in English and French: www.mobilitymontreal.ca and www.mobilite-montreal.ca. While all respondents filled out the survey online, recruitment was performed by the TRAM team using both in-person and online methods. In-person methods included the distribution of around 1,000 flyers advertising the survey (Figure 3) to homes within a 1-kilometer buffer around REM stations. Online methods included recruitment through paid advertisements on Facebook (Figure 4), reaching over 45,000 people within half a mile (around 800 meters) of REM stations, and over 10,000 people in the rest of the Greater Montréal Area. Additionally, recruitment of the panel sample was done by contacting all wave 1 participants who provided their e-mail addresses to invite them to participate in wave 2.



FIGURE 3 - REM SURVEY RECRUITMENT FLYERS

To complement recruitment done directly by the TRAM team, additional recruitment was performed by Leger, a company specializing in public opinion and surveys in Canada. The company contacted respondents from their proprietary stable of potential survey respondents who live in areas surrounding future REM stations. Recruitment for the panel sample was also done by Leger, by contacting the same respondents who previously answered wave 1. Since Leger respondents' emails were not available to the TRAM team, a unique identifier, or "token", was created for each respondent and was used to link responses from panel respondents. Table 2 presents a summary of the valid responses recruited by TRAM and Leger for both wave 2 and the panel sample.



FIGURE 4 - REM SURVEY RECRUITMENT FACEBOOK ADVERTISEMENT

TABLE 2 - NUMBER VALID RESPONSES OF WAVE 2 AND PANEL BY RECRUITER

Recruited by	Sample size	
	Wave 2	Panel
TRAM	2635	573
Leger	1428	297
Total	4063	870

In keeping with best practices for survey recruitment, incentives were employed to encourage participation in the survey (Don A. Dillman, 2014). The team advertised that the following prizes would be distributed to survey respondents based on a draw:

- iPad Air (1)
- Smart Watch (1)

- Kindle Fire 10 (4)
- Kindle Paperwhite (5)
- Bixi Annual Pass (5)
- Wireless headphones (5)
- Fire TV stick (5)
- Bike light and bike phone holder (10)
- Second Cup \$10 gift cards (10)

Section 5 – Wave 2 Analysis

Sample Characteristics

Montréal is Canada’s second largest city, with a population of 4,098,927 as of 2016. The Montréal CMA is comprised of the Island of Montréal, Laval as well as suburban communities on the North and South shores of the Saint-Lawrence River. The REM, which will link the South shore to Downtown Montréal as well as the Trudeau International Airport, the West Island, and *Deux-Montages* on the North shore, will have impacts on travel patterns in the CMA. This survey was conducted by recruiting people residing around future REM stations to gauge how significant these impacts will likely be.

To analyze how well this survey reflects the entire population, the sample was compared against 2016 census data for the CMA, as well as in affected census dissemination areas within a 1-kilometer buffer of future REM stations. As of 2016 there were approximately 324,013 people in these buffers.

As the survey was limited to those 18 years and older, the survey sample of 4,063 was compared against the 3,275,830 adults in the CMA and 284,915 adults in affected areas. For age distribution and mode share, only those who identified as either a man or a woman were compared, due to the low response rate of respondents of other genders. However, the total counts in table 3 include respondents of all genders including 86 respondents (1.3%) those who identified as “non-binary or non-conforming,” “transgender,” or “other,” and 32 respondents (0.8%) who preferred not to answer.

Table 3 provides a summary of the age and gender distribution among respondents. Men represented nearly 60% of the sample, while women represented only 38%. This gender distribution is noteworthy, given that women were over-represented in the wave 1 survey.

TABLE 3 - AGE AND GENDER STATISTICS FOR REM SURVEY (WAVE 2)

Age	Men	Women	Other	Total
18 to 24	103 47%	100 46%	14 6%	217
25 to 34	331 50%	304 46%	26 4%	661
35 to 44	560 59%	371 39%	21 2%	952
45 to 54	348 60%	219 38%	12 2%	579
55 to 64	528 63%	294 35%	12 1%	834
65 to 74	416 65%	219 34%	1 0%	636
75 and over	133 72%	51 28%	0 0%	184

Figure 5 compares the age and gender distribution of the REM survey sample against the affected areas and the entire CMA. The survey noticeably underrepresents those in the 18 to 24 group as well as those older than 75.

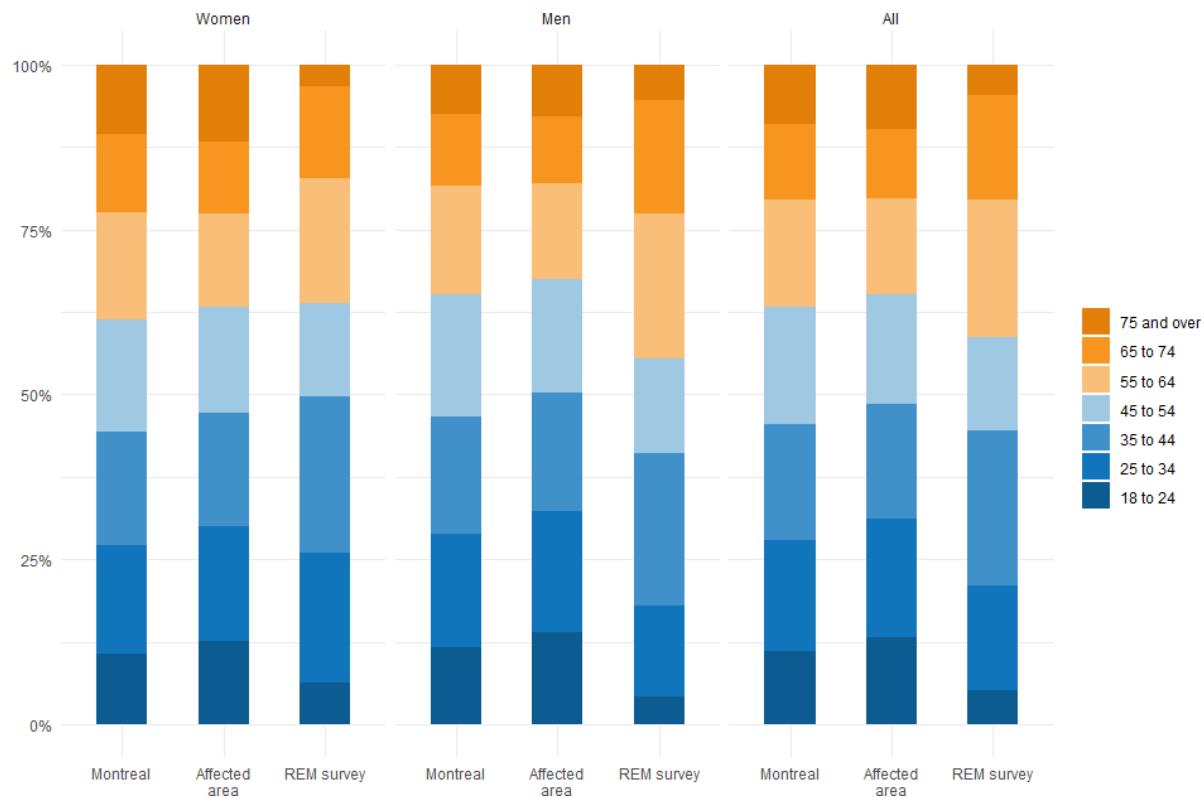


FIGURE 5 - REM SURVEY RESPONDENTS BY AGE COMPARED TO POPULATION IN MONTRÉAL AND THE AFFECTED AREA (WAVE 2)

Figure 6 represents the household incomes of respondents. While the REM survey used smaller income brackets than the census, it was possible to combine and summarize them in order to directly match the census brackets. It was assumed that REM respondents reported their

household income before tax, which corresponds to the 2016 census' variable for total household income for private households before tax. The results indicate that the survey overrepresents those making more than \$90,000 per year and underrepresents those in the lowest income bracket compared to the CMA and the affected area. This underrepresentation is worth noting as individual preferences, travel patterns, and mode choices can be related to income.

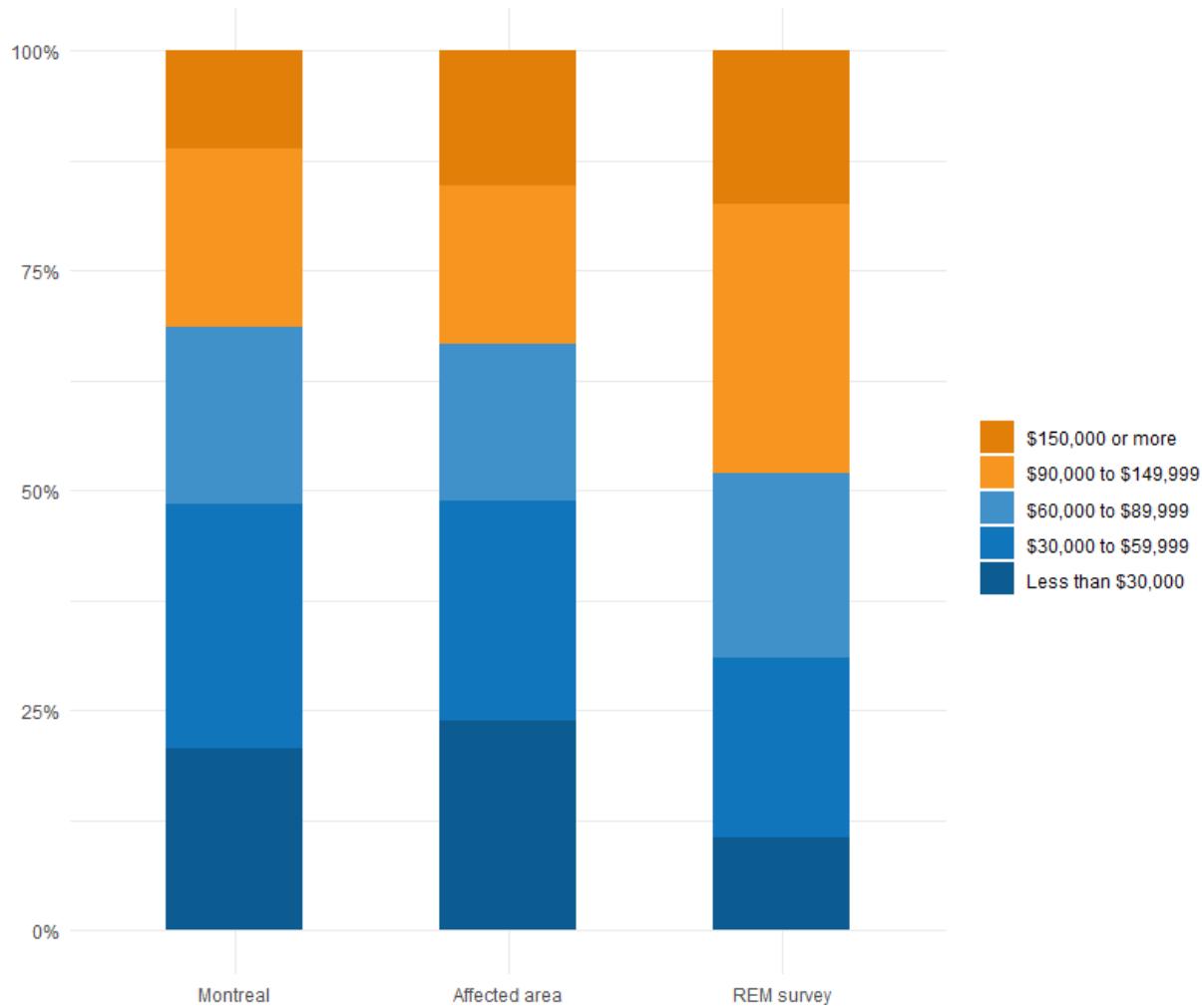


FIGURE 6 - REM SURVEY RESPONDENTS BY INCOME COMPARED TO THE POPULATION OF MONTRÉAL AND OF THE AFFECTED AREA (WAVE 2)

Figure 7 is a comparison of commute mode choice between the CMA, affected areas, and those who responded to the REM survey. While the REM survey had more mode-choice options (including BIXI, taxis, and commuter trains), responses were categorized and aligned with the census mode-choice variables to allow for a consistent comparison. Those who travel by car, both drivers and passengers, are underrepresented compared to the CMA and affected areas. There is a

significant overrepresentation of those who commute to work by cycling (15%) compared to the CMA and affected area. This represents a significant increase from the wave 1 survey and coincides with a decrease in responses from public transport users. There is no significant difference when comparing the respondents' mode choice according to gender.

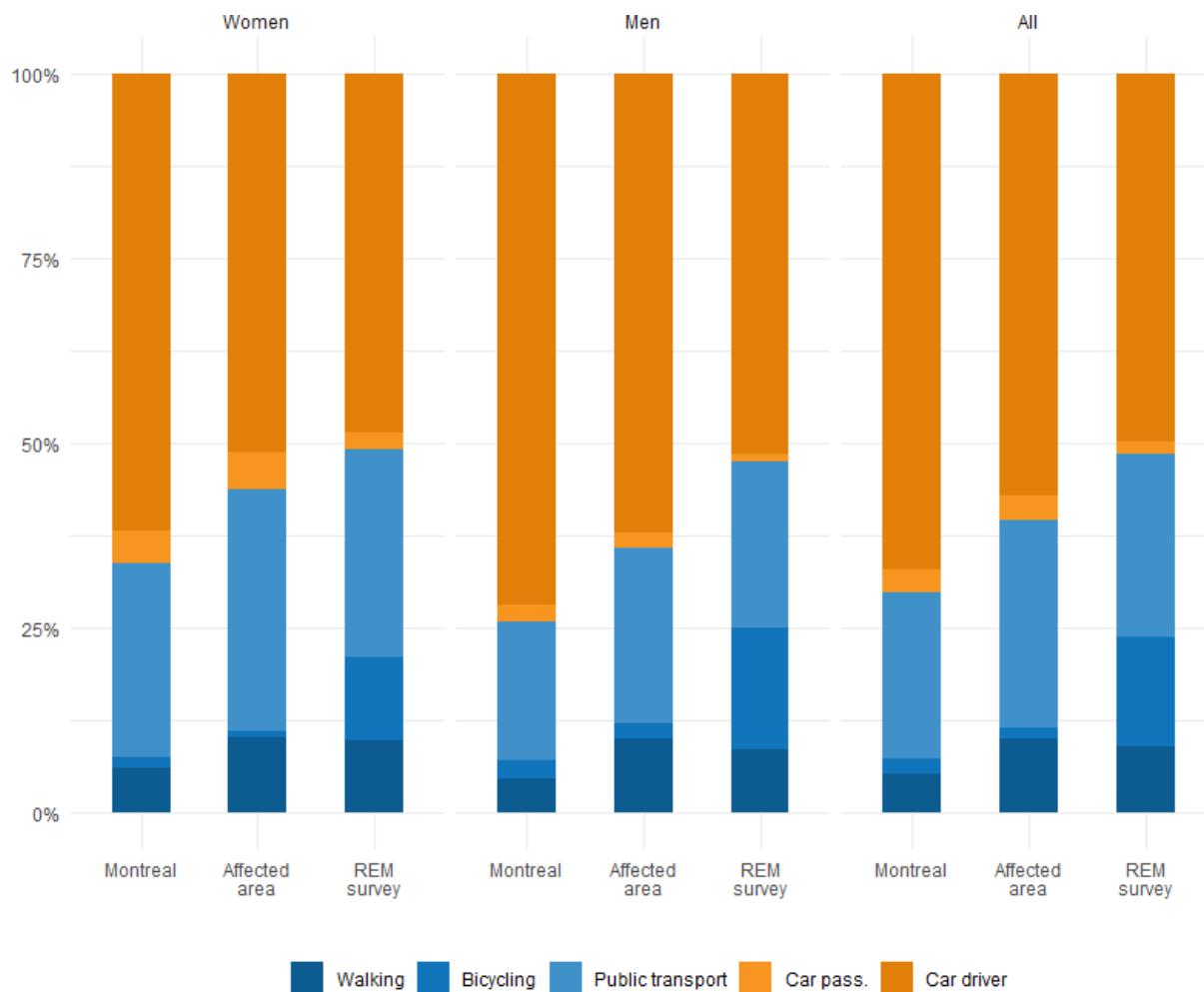


FIGURE 7 - REM SURVEY RESPONDENTS' TRAVEL MODE TO WORK COMPARED TO THE POPULATION OF MONTRÉAL AND AFFECTED AREAS (WAVE 2)

General Travel Patterns

The survey gathered information on survey respondents' locations and modes of transport. Figure 8 depicts the home, work, and school locations of the survey respondents. Survey respondents' homes are distributed throughout Montréal and are especially concentrated around the future REM-station locations and the existing *Mascouche* line stations (a distribution mostly due to the targeted recruitment). Respondents' work locations are also dispersed throughout the city, with a

high concentration in and around the downtown / central-business district. Similarly, respondents' school locations are also highly concentrated near downtown. This distribution of home, work, and school locations generally matches the distribution observed in wave 1.

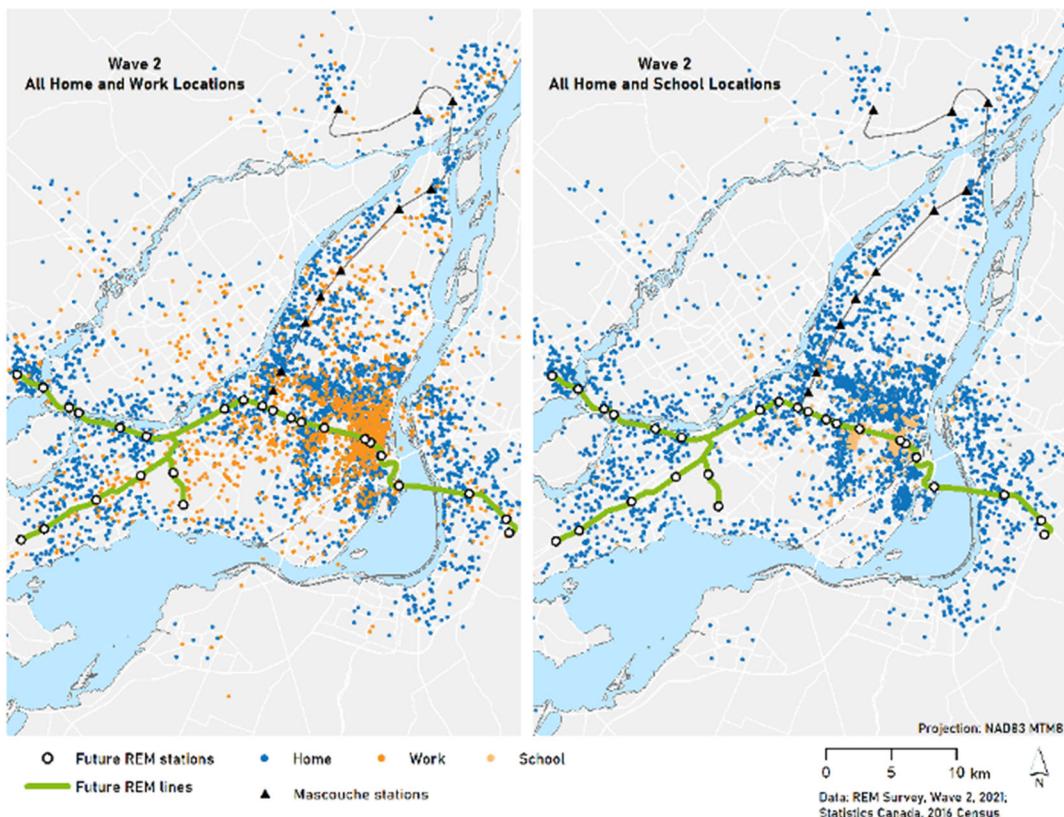


FIGURE 8 - SCHOOL, HOME, AND WORK LOCATIONS FOR REM SURVEY RESPONDENTS (WAVE 2)

Figures 9 and 10 depict average walking and cycling times for respondents. These averages correspond only to people who reported the amount of time they walk or cycle on a typical day. Figure 9 shows respondents' daily averages in minutes. Figure 10 illustrates the frequency of the days in a week in which each type of travel occurs. Results corresponding to respondents who self-identify as 'other' for gender were not depicted due to the small number of observations available. When considering all ages, men and women walked for similar amounts of time each day (an average of 38 and 35 minutes respectively). Across all age groups, men reported cycling for an average of 43 minutes per day, whereas women averaged 37 minutes per day. Interestingly, women between the ages of 65 and 75 had the highest average cycling times (58 minutes).

Among respondents who reported some level of physical activity, participants reported walking more days each week than they cycle. Across all age groups and genders, respondents

walk an average of 4.6 days and cycle an average of 3.5 days. Figures 7 and 8 show that while some differences exist between different genders in terms of walking and cycling behaviour, these differences are minimal.

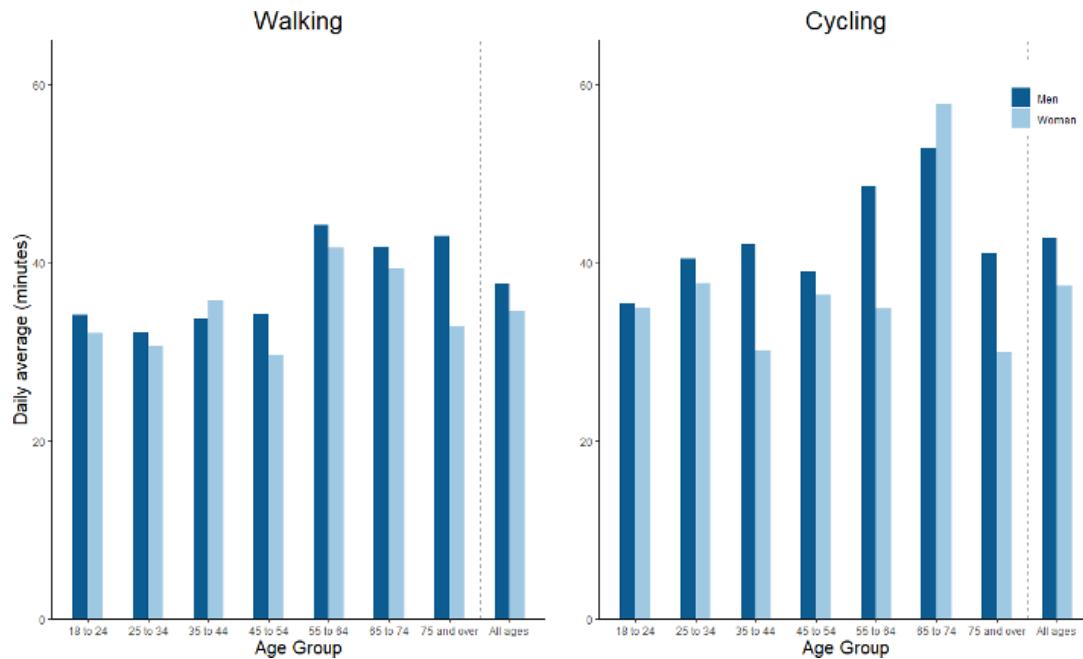


FIGURE 9 - DAILY WALKING AND CYCLING FREQUENCIES AMONG PARTICIPANTS WHO REPORTED ANY WALKING OR CYCLING (WAVE 2)

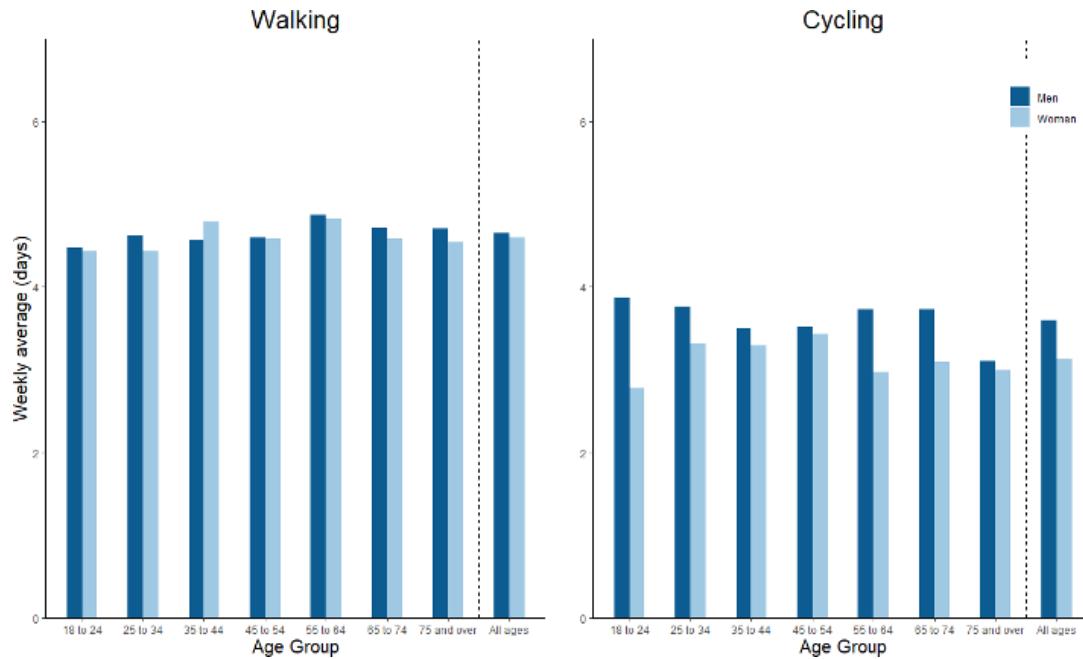


FIGURE 10 - WEEKLY WALKING AND CYCLING FREQUENCIES AMONG PARTICIPANTS WHO REPORTED ANY WALKING OR CYCLING (WAVE 2)

Figure 11 depicts the frequency of commuting times by mode for all survey respondents in wave 2. (Given that there were not significant differences between genders, women's and men's respective travel times are not displayed separately). The travel time is placed into bins of 5 minutes. Overall, the figure illustrates that respondents are most likely to commute by car, with most car commutes taking less than 75 minutes. The figure reveals that car travel and walking are used more frequently for commutes in the 0-5 minute category. For active modes (cycling and walking), the frequency of use decreases significantly around 50 minutes. In contrast, public transport frequently involves longer commutes, particularly those greater than 75 minutes.

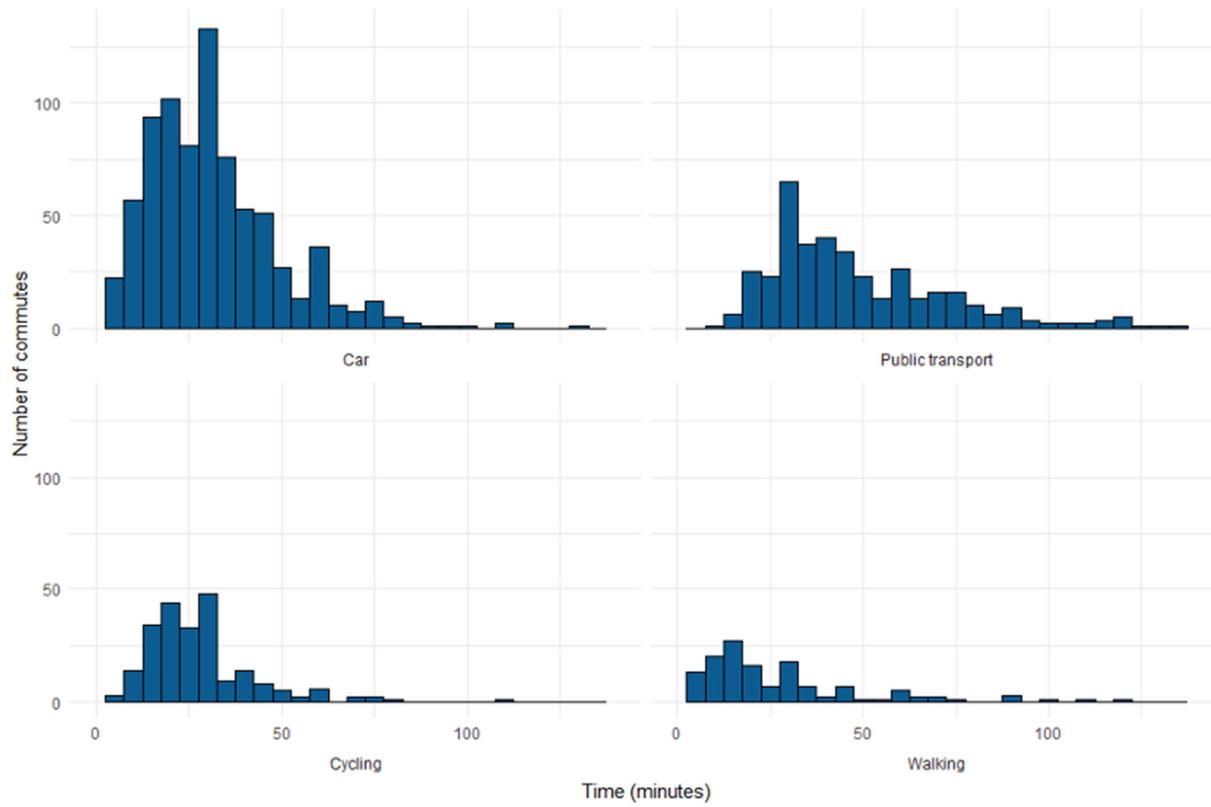


FIGURE 11 - FREQUENCY OF COMMUTING TIMES BY MODE (WAVE 2)

Figure 12 depicts respondents' average weekly trips to all destinations. The responses were collected by asking the respondents about the number times they visited certain types of destinations over the past seven days. The type of destinations included primary work locations, primary school locations, grocery stores, as well as pharmacy or healthcare facilities. Figure 12 demonstrates that while some variations exist between genders for average weekly trips, these differences are minimal. When comparing average weekly trips from wave 1 to wave 2 across all age groups, the average number of trips in wave 1 has decreased significantly from 7.82 trips per

week for men and 7.79 for women, to 5.76 per week for men and 5.54 for women. Wave 1 additionally shows more variation amongst age groups. The highest average of trips was 9.3 (for women ages 45 to 54), with the lowest average was 4.8 trips (for men aged 75 and over).

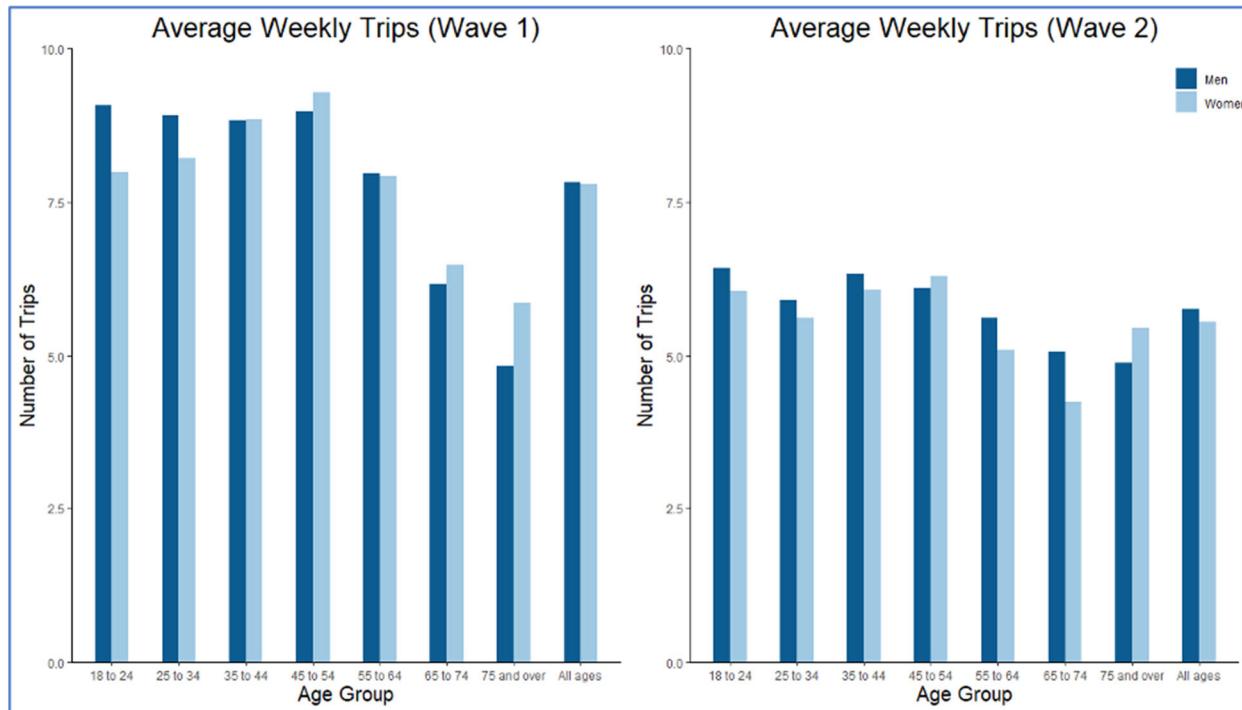


FIGURE 12 - AVERAGE WEEKLY TRIPS (ALL DESTINATIONS) FOR SURVEY RESPONDENTS

Maps

Figure 13 depicts the home locations of teleworkers in both wave 1 and wave 2. Survey respondents in both waves are distributed throughout the Greater Montréal Area and follow population-density patterns. A significant increase in the number of teleworkers is clearly depicted.

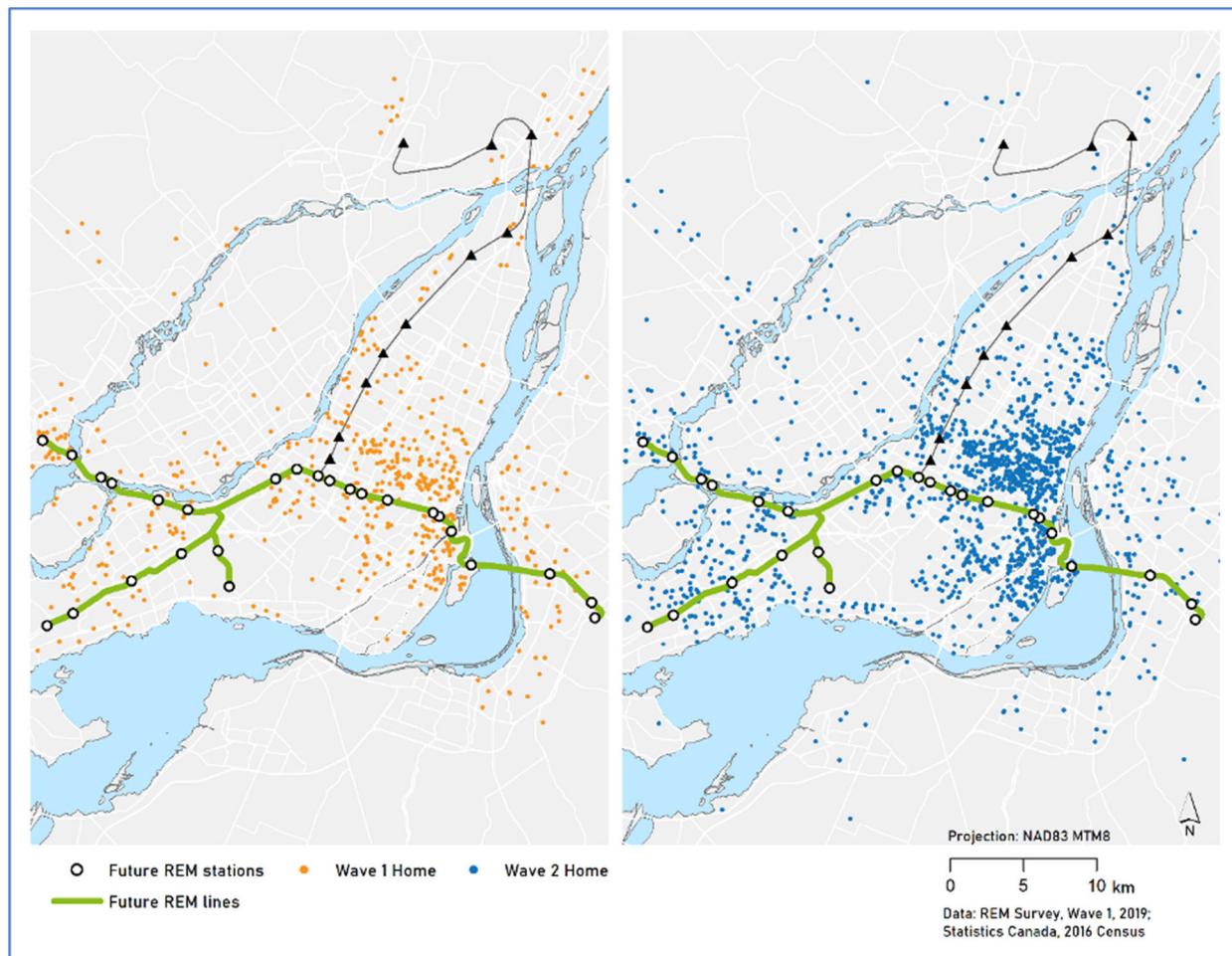


Figure 14 depicts the home locations for REM Survey Respondents that answered the question “How likely are you to use the REM when it is complete and operational?” The respondents who answered “Neutral,” “Likely,” or “Very Likely” were classified as “Will use the REM.” Those who answered: "Very unlikely" and "Unlikely" were categorized as “Will Not use the REM.” Much like in wave 1, home locations of wave 2 respondents likely to use the REM were found to be spread across the Greater Montréal Area, particularly around the planned REM stations in the West Island and Longueuil. In contrast, survey respondents not likely to use the REM are largely distributed further east, in areas not served by the REM.

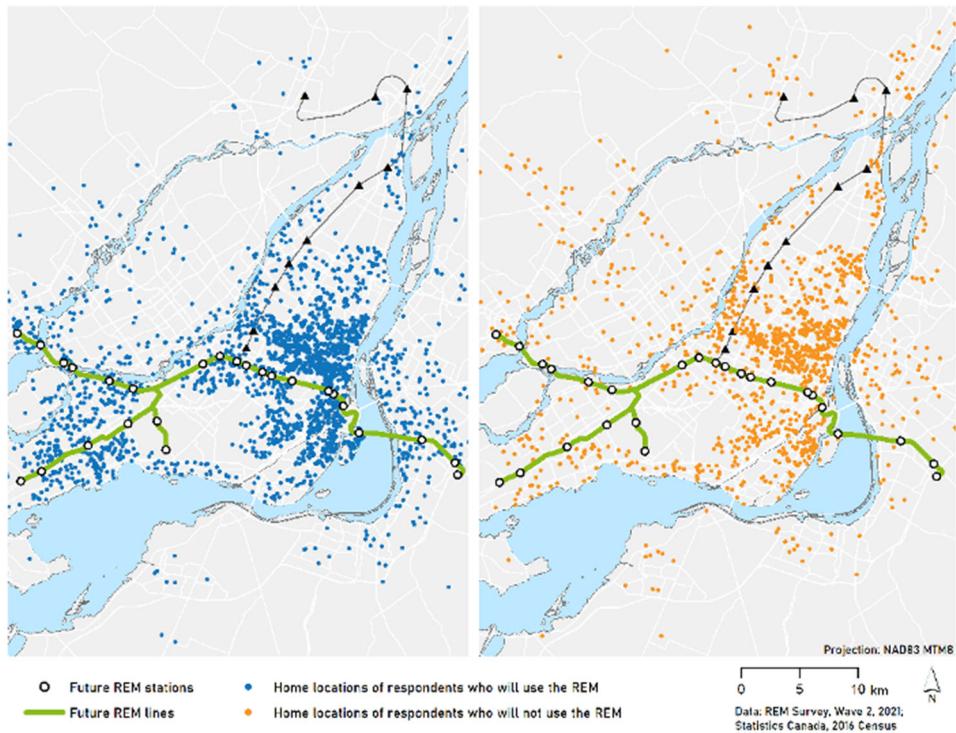


FIGURE 14 - HOME LOCATIONS FOR REM SURVEY RESPONDENTS THAT WILL / WILL NOT USE THE REM IN THE FUTURE (WAVE 2)

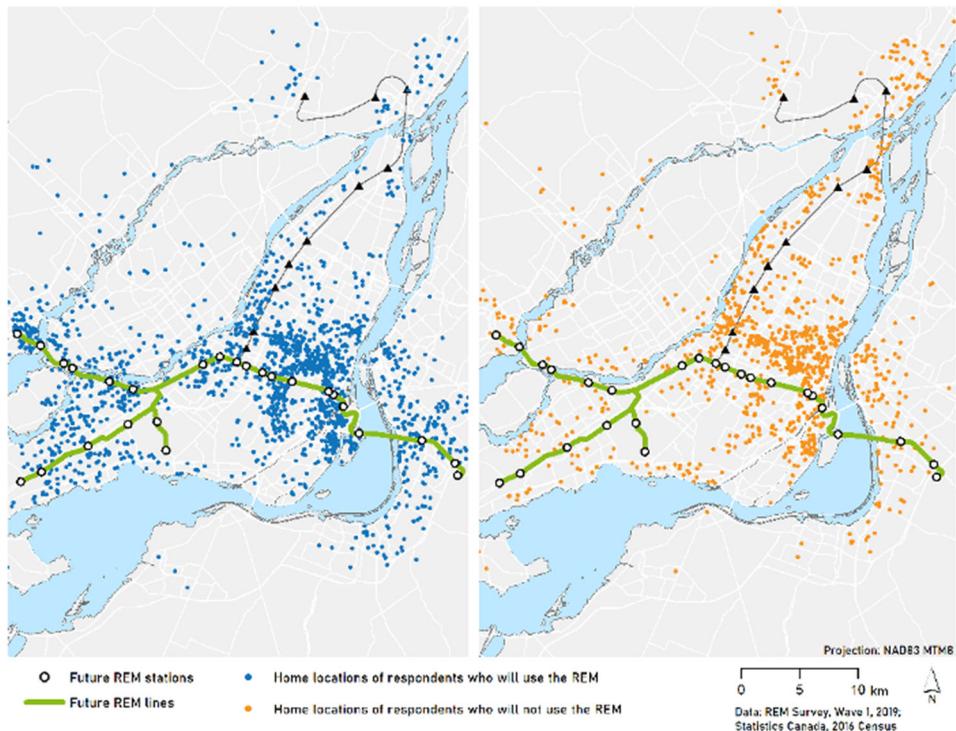


FIGURE 15 - HOME LOCATIONS FOR REM SURVEY RESPONDENTS THAT WILL / WILL NOT USE THE REM IN THE FUTURE (WAVE 1)

General Health Perceptions and Life Satisfaction

Similar to the first survey, the wave 2 survey gathered information regarding the respondents' personal wellbeing and life satisfaction in three different areas: general life satisfaction, standard of living, and health perception. The respondents rated their satisfaction on a scale of one to ten, one being completely dissatisfied and ten being completely satisfied. Overall, respondents in the sample consider themselves to be healthy, with some variability.

Figure 16 shows the findings from three questions pertaining to respondents' perceptions of their overall satisfaction with life, standard of living, and health. While gender differences are not pronounced, women's perception of their life satisfaction, standard of living, and general health tends to be slightly higher and have more variability than men's. Women rate their general life satisfaction between 6.6 and 7.8, while men's rating averages between 6.6 and 7.6 across all age groups. Similarly, women rate their standard of living between 7.2 and 8.2, compared to 7.3 to 7.9 for men. Women's perception of their general health varies between 6.8 and 7.4, while men's health perceptions vary between 6.7 and 7.1. There is a higher variability in women's perceptions of their own life. However, while some differences exist between different genders in terms of life satisfaction, standard of living, and health perception, these differences are minimal.

When considering the differences in the age groups, we find that the age group with the average lowest score for all three questions is the 18-24-year-old group, with an average life satisfaction of 5.7, a standard of living rating of 6.7, and a health perception of 6.4. On the other hand, the 65-74-year-old respondents show the highest average scores, with an average life satisfaction of 8.1, a standard of living rating of 8.2, and a health perception of 7.3. The averages tend to increase with age, excluding a small drop around 45-54 years, and 55-64 years.

We notice a large variability in the category of people who self-identify as "other," potentially due to the low number of respondents in that category. For example, only one person identified as other in the 65-to-74-year-old age group, and no respondent identified as other in the 75-and-over age group. The small sample size makes the interpretation of the results difficult.

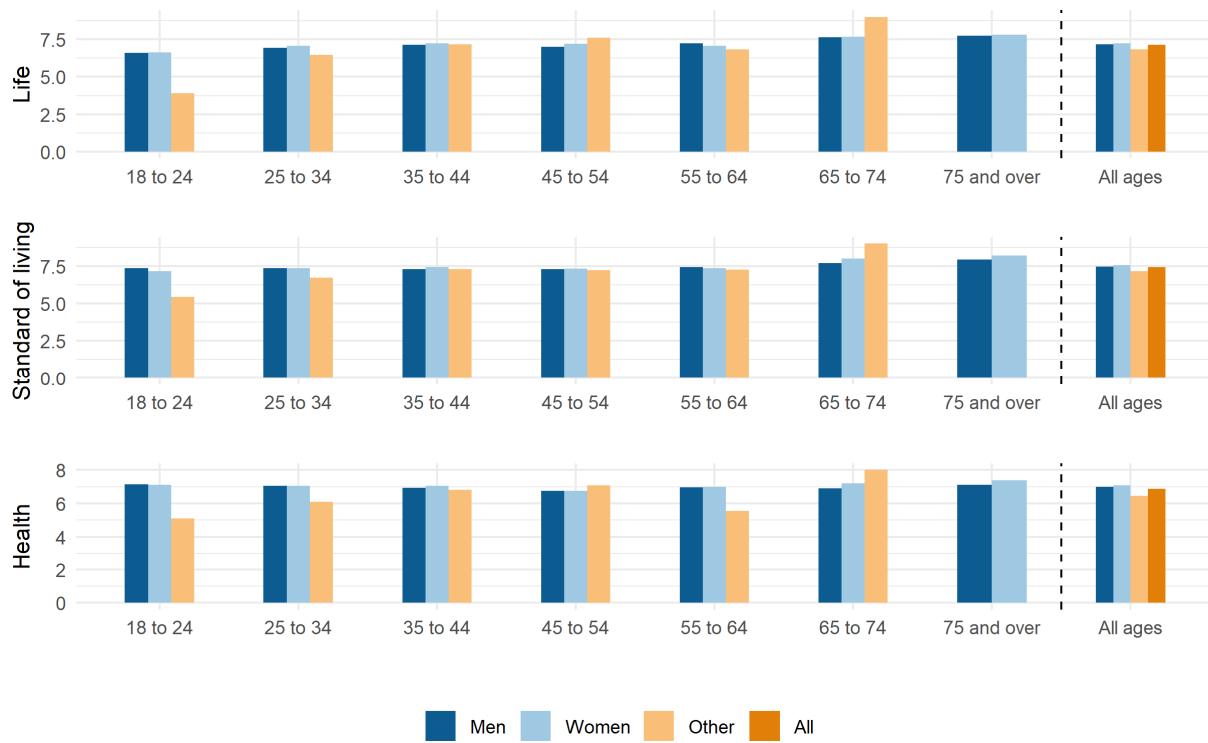


FIGURE 16 - RESPONDENTS' PERCEPTION OF THEIR LIFE SATISFACTION, STANDARD OF LIVING, AND HEALTH (WAVE 2)

Perception towards the REM's construction and completion

Figure 17 shows the percentage of respondents who reported having to take a different mode of transport for their commute because the REM construction was underway at or near their home. Only 13 percent of respondents reported having to change their mode of transport due to construction in wave 2 (in comparison to 15% of respondents in wave 1).

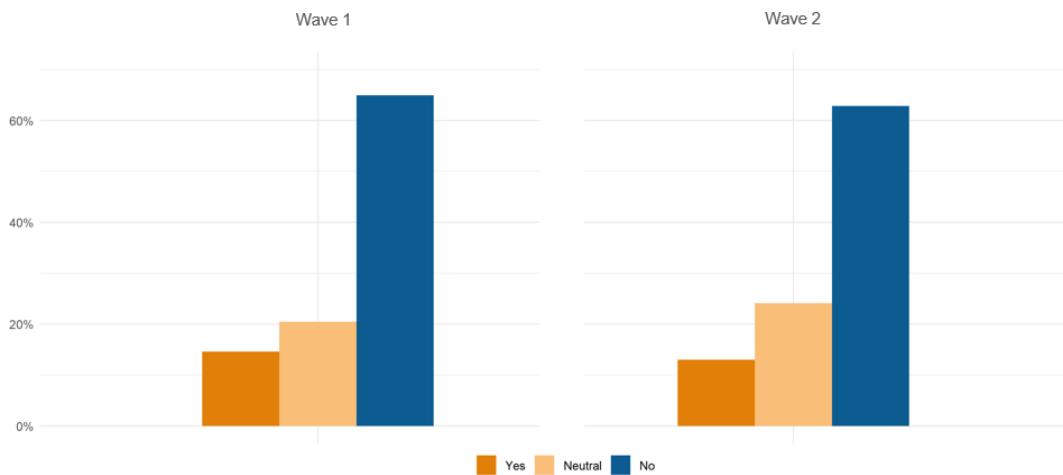


FIGURE 17 - MODE CHANGE DUE TO REM CONSTRUCTION (WAVE 1 AND WAVE 2)

Figure 18 builds off the previous figure by illustrating the percentage of people that expect to change their mode of transport as a result of future REM construction. Only the respondents that expected to have construction near their home were included in this analysis. The figure shows that a large proportion of respondents from wave 1 (44%) were expecting to change their mode of transport due to future construction. In wave 2, the expectation of mode change decreased (20%). Although many respondents from wave 1 expected their commute mode to change due to future construction, the percentage of people who reported actually changing transport modes decreased (as reflected in figure 17).

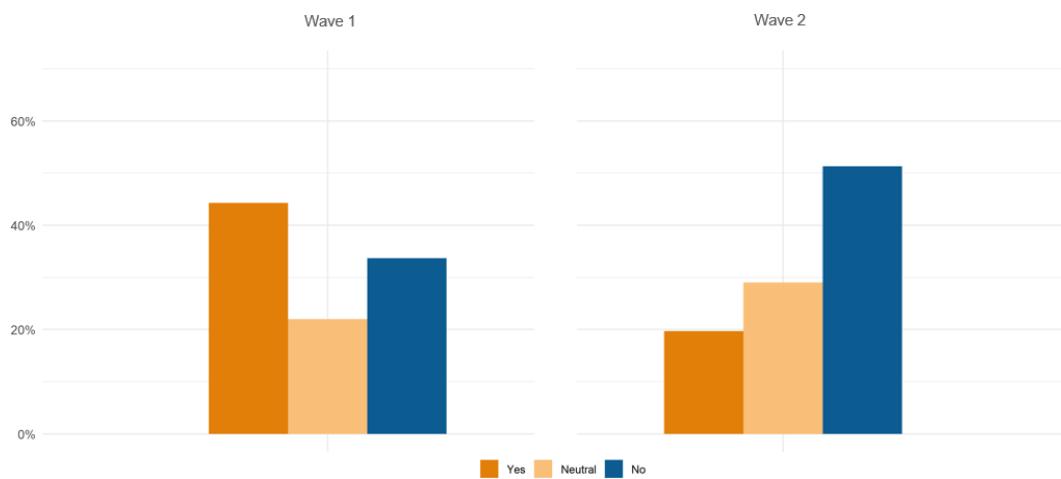


FIGURE 18 - ANTICIPATED MODE CHANGE RELATED TO FUTURE REM CONSTRUCTION IN PROXIMITY TO RESIDENCE (WAVE 1 AND WAVE 2)

Figure 19 depicts the impact of current REM construction on respondents' travel behaviour and experiences. Most respondents (51%) did not change their commuting route due to the construction. 14 percent of respondents reported feeling fearful that traffic collisions would happen more often. Almost half of the respondents (41%) agreed or strongly agreed that enough information about travel alternatives was available. Looking at the wave 1 result in the Appendix (figure 19.1), we can see that there are almost no changes between wave 1 and wave 2.

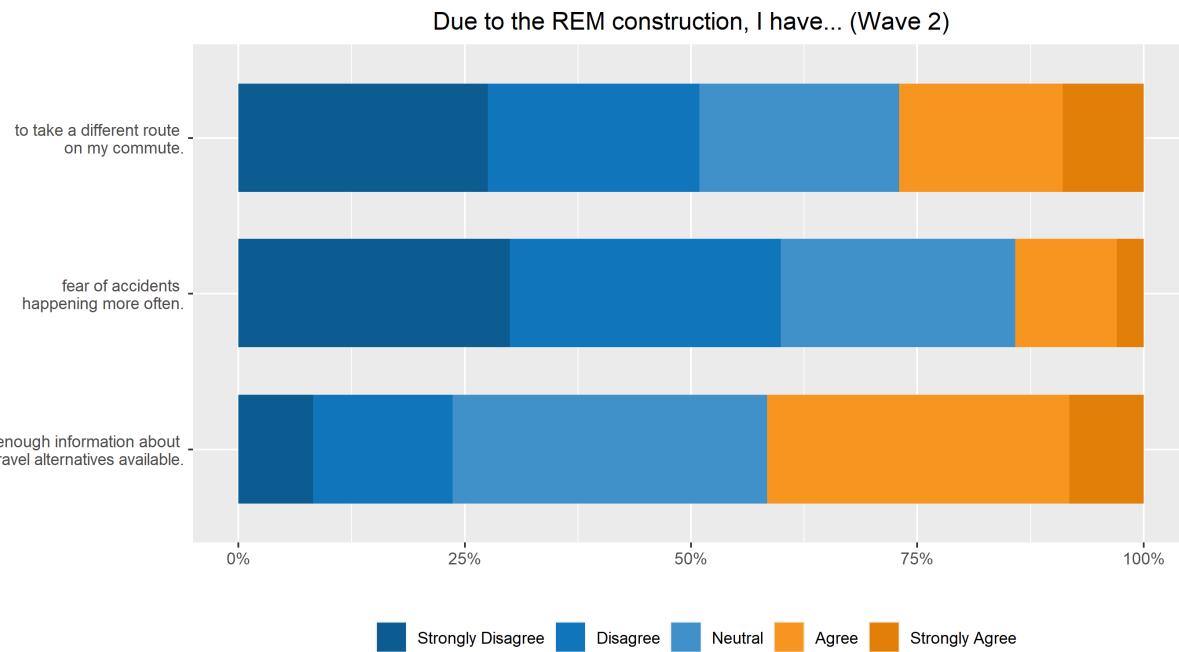


FIGURE 19 - PERCEIVED IMPACT OF CURRENT REM CONSTRUCTION ON TRAVEL BEHAVIOUR (WAVE 2)

Figure 20 also relates to the impact of construction activities on respondents' travel experiences, but for the people who expect there to be construction near their residence in the future. 41 percent of these respondents in wave 2 believe that they will need to change their route in the future. Comparing the results from both waves, we see that the fear of traffic collisions happening more often due to construction activities has not changed significantly between wave 1 (Appendix figure 20.1) and wave 2. When asked about the availability of information regarding travel alternatives due to future construction near their homes, 24% of respondents strongly disagree. These findings suggest that some Montréalers continue to be apprehensive about the impacts of REM-construction activities near their homes.

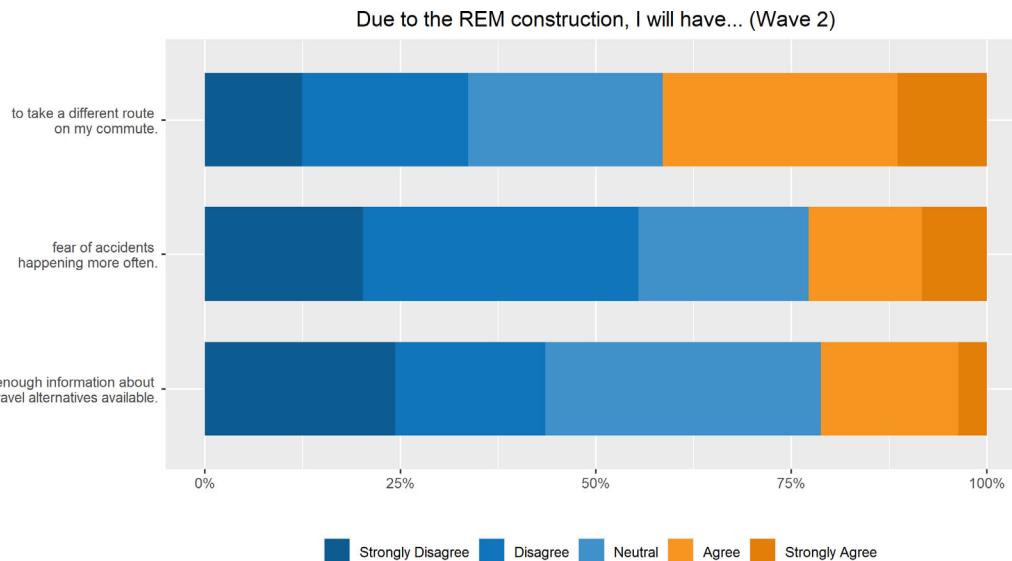


FIGURE 20 - PERCEIVED IMPACT OF FUTURE REM CONSTRUCTION ON TRAVEL BEHAVIOR (WAVE 2)

Figure 21 shows the impact of existing REM-construction activities near respondents' homes on their general wellbeing. 53 percent of respondents do not find the construction to negatively affect their mood, and 66 percent do not find construction activities to be anxiety-inducing. 20 percent of respondents report that there is more noise and air pollution due to construction, versus 44 percent that disagree. The wave 2 results are thus similar to the previous wave 1 results (Appendix figure 21.1), with most respondents not finding the construction to have a negative impact on their wellbeing.

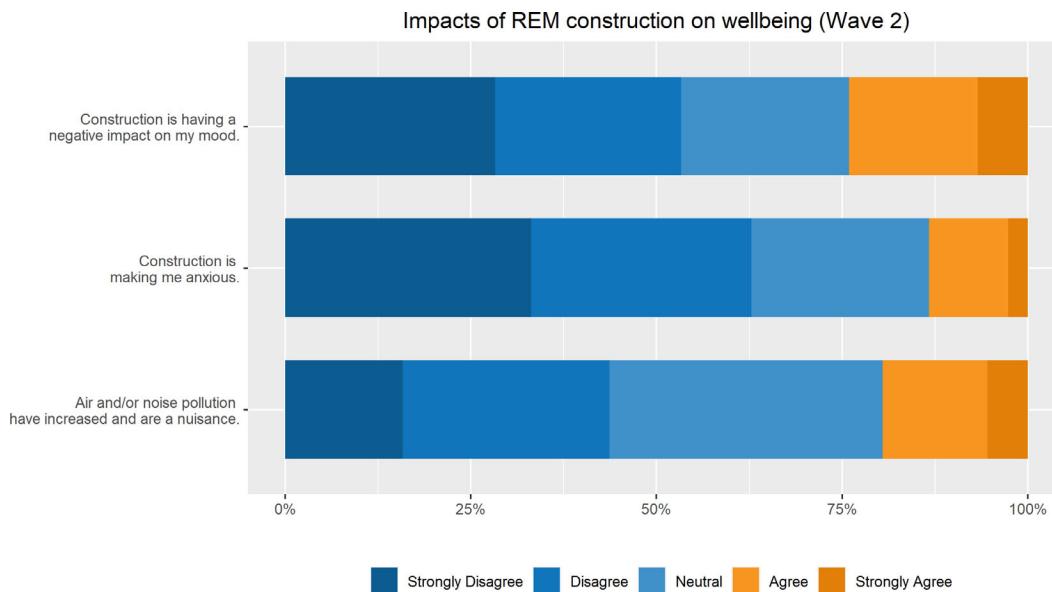


FIGURE 21 - PERCEIVED IMPACT OF REM CONSTRUCTION ON WELLBEING (WAVE 2)

Figure 22 pertains to the potential impact of construction activities on general wellbeing, but for people who anticipate having construction near their residence in the future. There is little variation between wave 1 (Appendix figure 22.1) and wave 2. 46 percent of wave 2 respondents believe that construction will have a negative impact on their mood, and 35 percent of respondents think that construction will make them anxious. Comparing figure 21 and figure 22, respondents are more apprehensive about future REM construction near their homes in comparison to what people report feeling in regard to existing construction activities. In wave 2 of the survey, 63 percent of respondents reported feeling concerned about a potential increase in noise and air pollution in the future, compared to 20 percent of respondents that reported feeling concerned about existing construction activities.

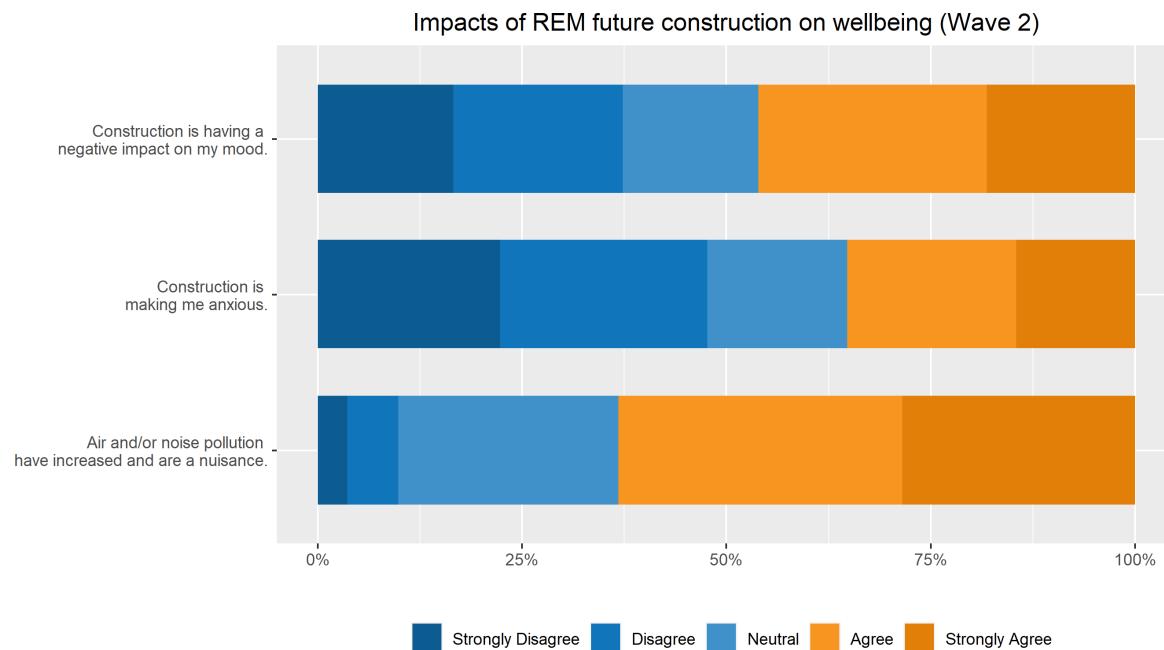
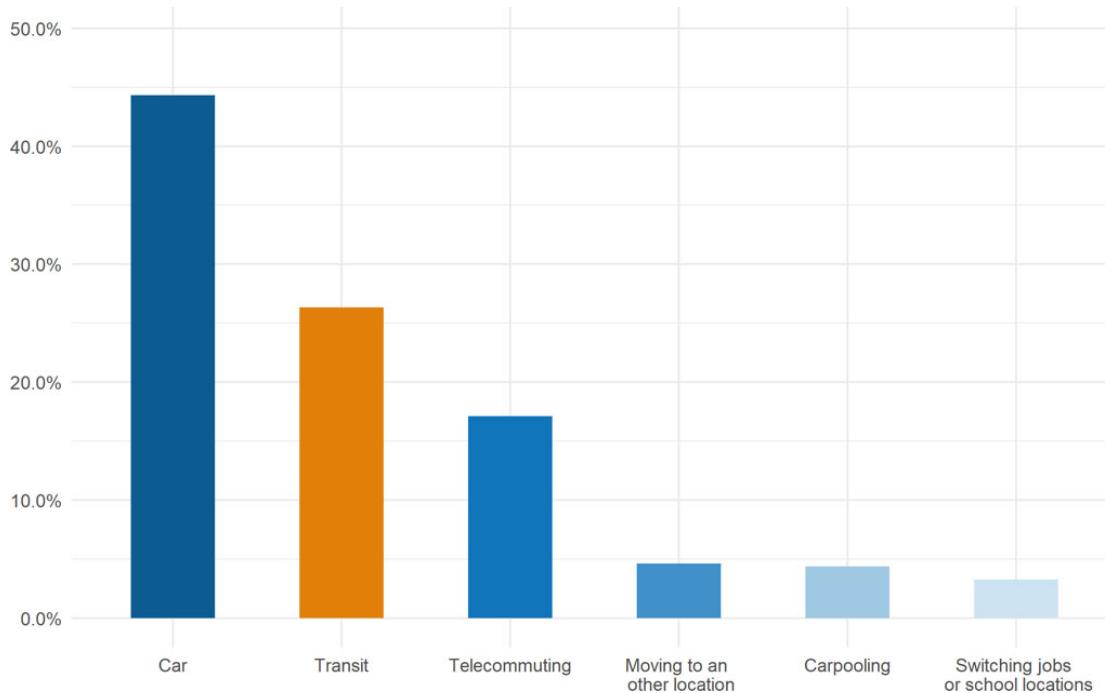


FIGURE 22 - PERCEIVED IMPACT OF FUTURE REM CONSTRUCTION ON WELLBEING (WAVE 2)

Figure 23 shows the transport modes respondents who were using the *Deux-Montagnes* commuter-train line changed to after its closure in March 2020. A large proportion (44%) of these respondents changed from the commuter train to private cars. 26 percent of respondents reported using public-transit alternatives, and 17 percent of respondents switched to telecommuting. The last 13 percent of respondents either moved, switched jobs/school locations, or carpooled.



*FIGURE 23 - MODE CHOICE FOR FORMER DEUX-MONTAGNES-COMMUTER-TRAIN RIDERS AFTER LINE CLOSURE
(WAVE 2)*

Figure 24 displays the perceived impacts of the *Deux-Montagnes* line closure on travel behaviour. 72 percent of the concerned respondents were aware of the closure of the line well enough in advance, and 54 percent of the respondents considered that the alternatives were well communicated to the public. In terms of travel costs, 23 percent of respondents agreed or strongly agreed that their trip would cost more due to the closure. Many people disagreed that it would cost more, but this does not necessarily reflect a decrease in their trip costs, as the survey question only asked if it will be more expensive to travel. The majority of the respondents (70%) noted that, due to the commuter-train-line closure, their trip is less direct than before.

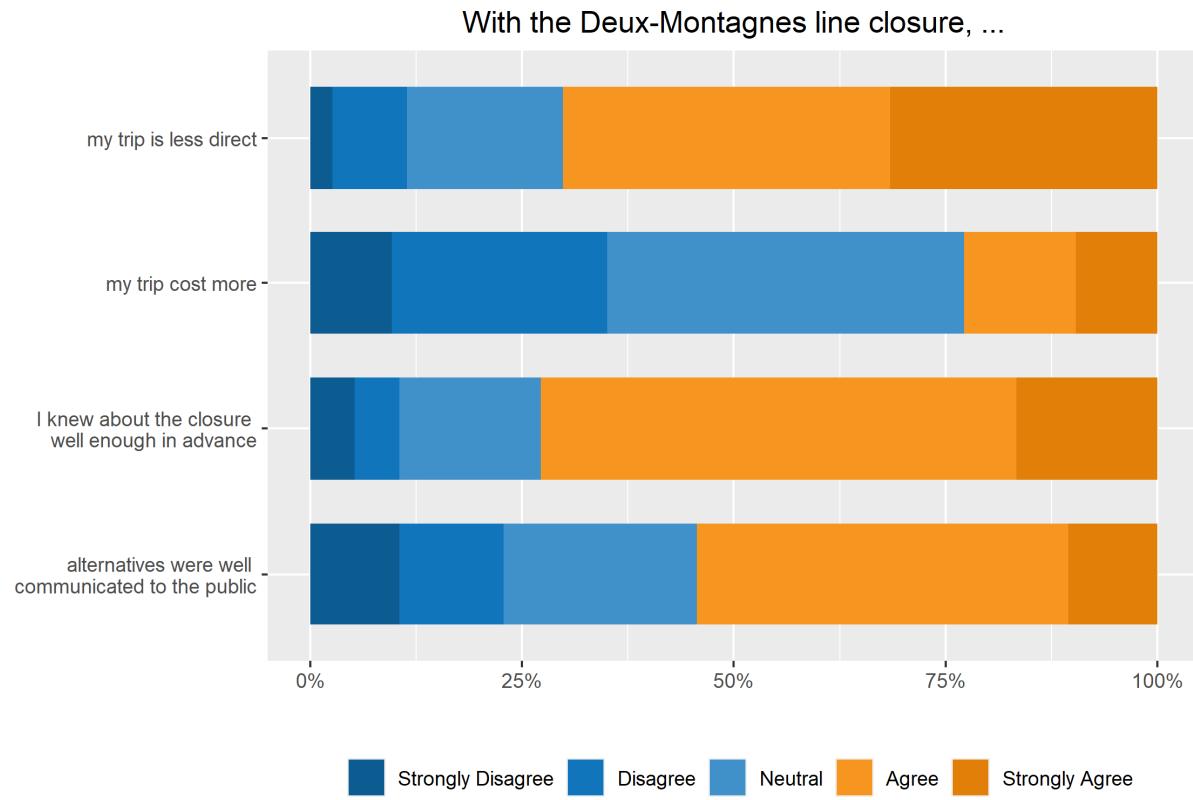


FIGURE 24 - PERCEIVED IMPACT OF THE DEUX-MONTAGNES LINE CLOSURE ON TRAVEL BEHAVIOUR (WAVE 2)

The survey further measured the impacts of the *Deux-Montagnes* line closure on respondents' wellbeing (as displayed in figure 25), showing mixed perceptions. 19 percent of respondents strongly agreed, and 15 percent strongly disagreed that they felt anxious about the closure. Similarly, 34 percent of respondents agreed or strongly agreed and 43 percent disagreed or strongly disagreed that they feel anxious while using transport alternatives. Most respondents who were affected by the *Deux-Montagnes* line closure (61%) consider that their trip is less comfortable because of the closure.

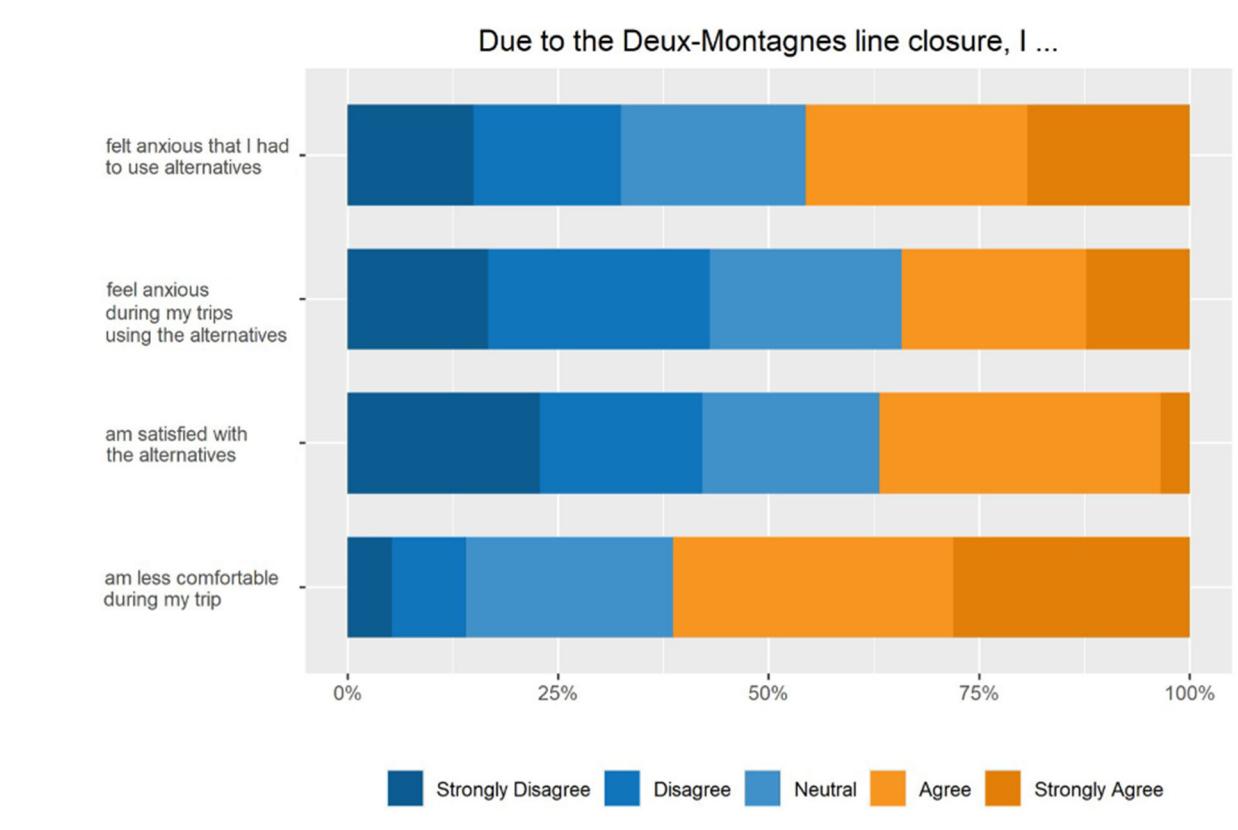


FIGURE 25 - PERCEIVED IMPACT OF THE DEUX-MONTAGNES LINE CLOSURE ON WELLBEING (WAVE 2)

Telecommuting Patterns

In March 2020, the spread of COVID-19 forced the government of Québec to impose strong public health measures on the Montréal population, namely strong recommendations for teleworking. The rapid spread of the virus obliged the government to gradually impose stricter health restrictions such as curfews, lockdowns, closure of non-essential stores, and schools. In December 2021, the government of Québec made teleworking mandatory for all office workers. Although this mandate was lifted shortly after February 2022, strong recommendations for teleworking remained in place.

Studies show that telecommuting can significantly impact transport and mobility practices. In particular, the impact of telecommuting on worker health can be mediated through its impact on the use of active modes of transport, given the multiple benefits that their use has been shown to beget (Fordham et al., 2018; Kroesen & De Vos, 2020; Panik et al., 2019). What past studies have shown in the pre-pandemic context, when telecommuting was less widespread and restricted to a more limited fraction of workers (Felstead & Reuschke, 2020; Mokhtarian, 2009), is that teleworkers have a higher probability of using active modes (Chakrabarti, 2018) which is also

linked to the performance of shorter trips (Elldér, 2020). While telecommuting eliminates the necessity to travel to work, it has been shown that teleworkers have an increased frequency of travel for non-work purposes (Caldarola & Sorrell, 2022). It is this context, some have speculated that the increasing frequency of telecommuting due to the COVID-19 pandemic can result in more frequent use of active modes of transport (Nurse & Dunning, 2021).

This section analyzes telecommuting patterns across wave 1 and wave 2 of the REM survey. The wave 1 survey ran from October to December 2019, while the wave 2 survey ran from October to December 2021. Wave 2 was therefore generated during the COVID-19 pandemic. Accordingly, these two surveys give us the opportunity to examine telecommuting trends, both pre and during the pandemic. For the purpose of this report, we define “teleworking” as working from a remote location such as home or a café instead of commuting to a primary work location. It should be noted that we use the words telecommuting and teleworking interchangeably in this report. Along with the wave 1 and wave 2 analysis, gender, age, and income-based telecommuting comparisons will be provided in this section.

For our analysis, we filtered out retired and unemployed people, with our sample being reduced to respondents working either full-time or part-time. The criterion used for a survey participant to be classified as telecommuting was if the participant indicated working at least one day per week from a remote location.

Figure 26 compares the share of workers from wave 1 and wave 2 teleworking at least once a week to the workers not teleworking at all. The figure shows that in wave 1, 25 percent of all workers performed some level of telework, compared to 75 percent who did not. In wave 2, 61 percent of workers performed some level of telework, compared to 40 percent who did not. This is a significant increase of people engaging in telework (35%) from wave 1 to wave 2.

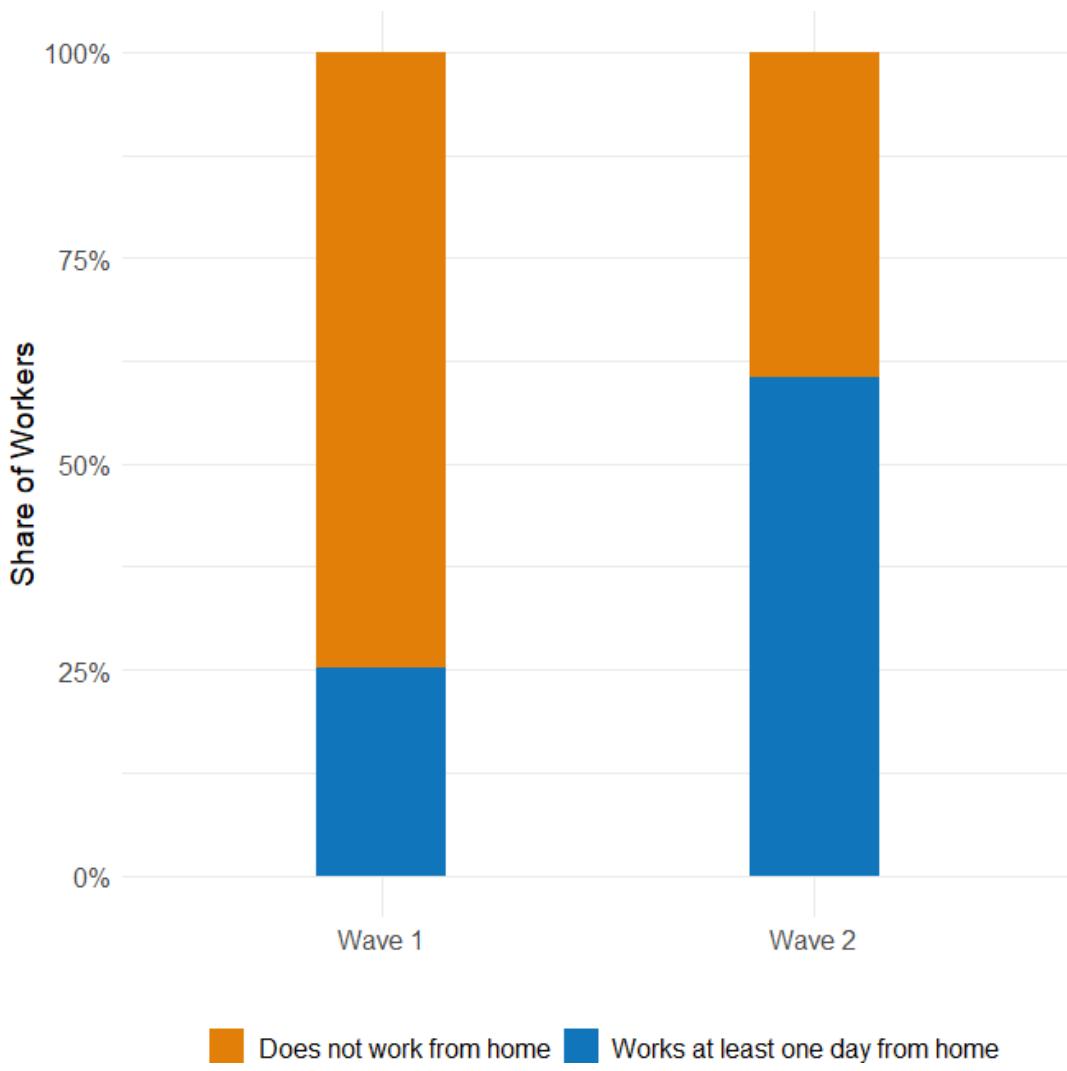


FIGURE 26 - PERCENTAGE OF WORKERS WORKING AT LEAST ONCE A WEEK FROM HOME (WAVE 1 AND WAVE 2)

Figure 27 compares the number of days (1-5) workers telework in wave 1 and wave 2. Overall, wave 2 respondents telework more than respondents from wave 1. However, the number of respondents teleworking only one day per week was higher in wave 1 (11%) than in wave 2 (6%). In addition, the number of respondents teleworking 5 days per week in wave 2 (36%) is notably higher than in wave 1 (7%). As mentioned above, public-health measures imposed in 2021 due to the COVID-19 pandemic, coinciding with the period the wave 2 REM survey was launched, could reasonably be considered as an important factor contributing to the observed increase. Interestingly, however, the percentage of respondents engaged in hybrid work (working partly remotely and partly in the physical workspace in the same week) is relatively low in both waves.

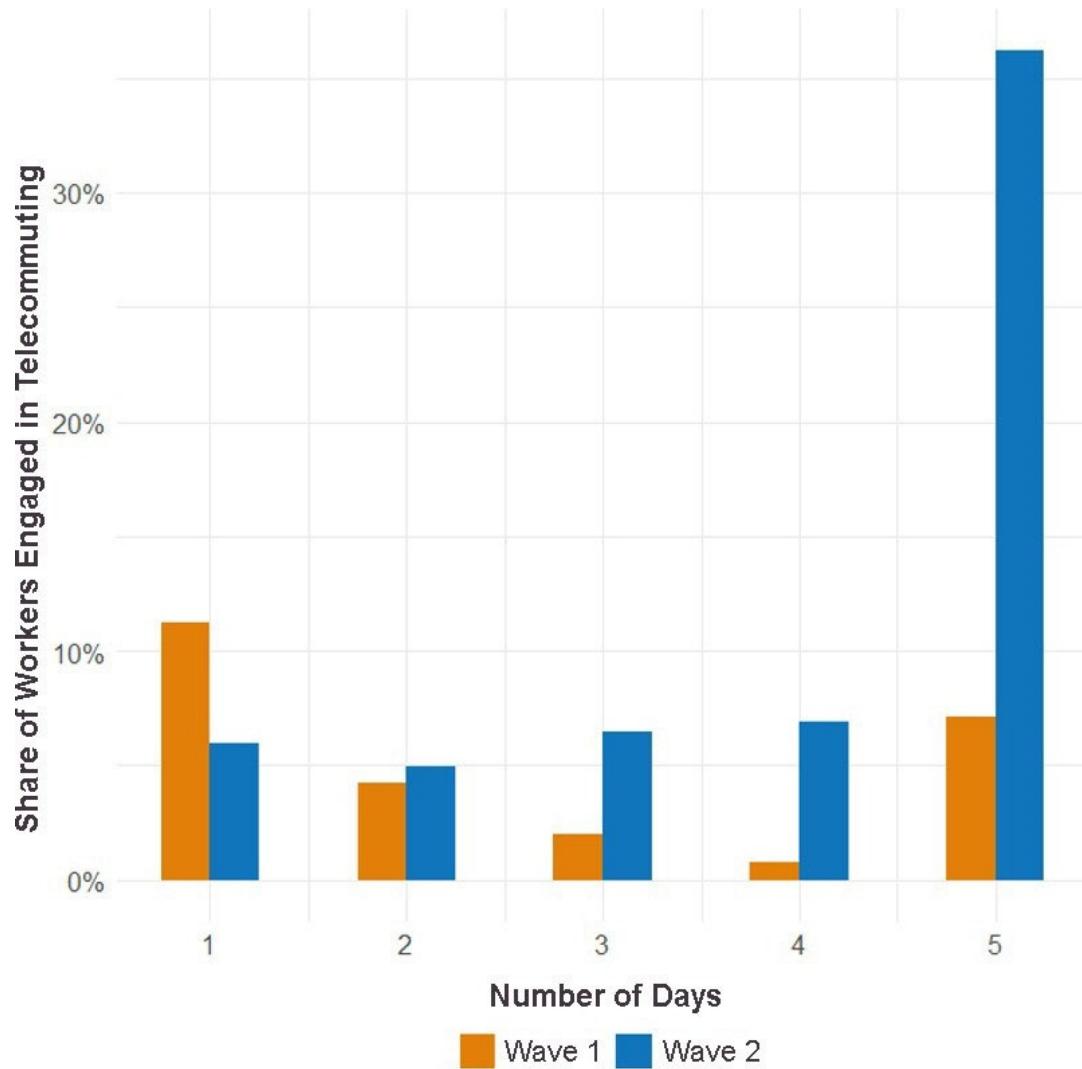


FIGURE 27 - NUMBER OF DAYS WORKERS ARE TELEWORKING PER WEEK (WAVE 1 AND WAVE 2)

Regarding further directions, telecommuting trends for wave 3 will be crucial in highlighting the longer-term impacts of the COVID-19 pandemic on teleworking, and understanding if hybrid work will increase in line with evolving social perceptions and public-health guidelines.

Figure 28 compares the percentage of men and women respondents performing at least some level of teleworking in wave 1 and wave 2. Overall, slight variations occur between both genders. In wave 1, 23 percent of women teleworked, compared to 27 percent of men. In wave 2, both genders conduct similar amounts of telework, with 60 percent for men and 61 percent for women. Note that for figure 28, we have excluded people not doing any telework, as they are represented in figure 26. In addition, people working six days and seven days a week were added

to the working-five-days-a-week category, as their number was not significant enough to grant them a separate category.

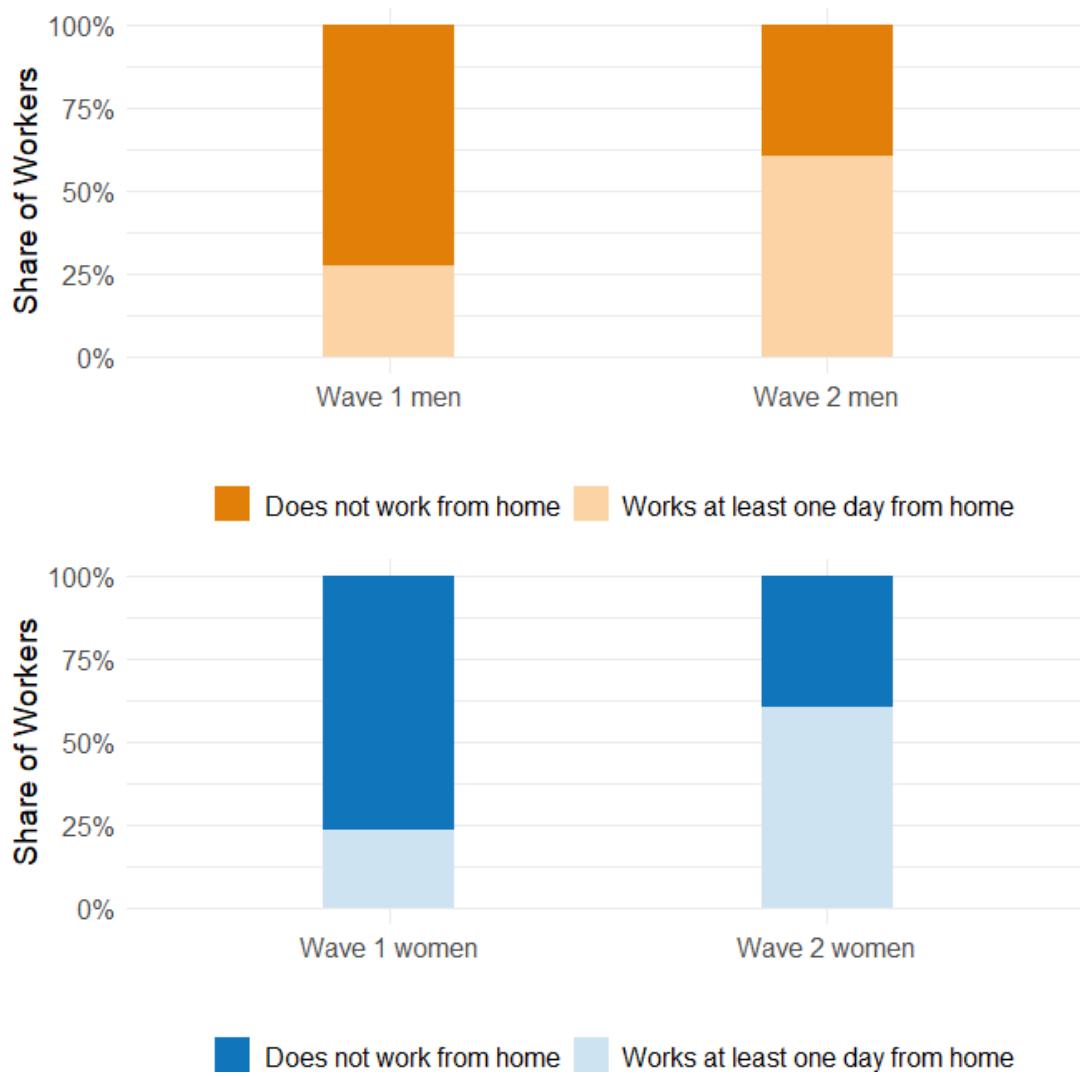


FIGURE 28 - PERCENTAGE OF MEN AND WOMEN WORKING AT LEAST ONCE A WEEK FROM HOME (WAVE 1 AND WAVE 2)

Figure 29 compares income-distribution patterns of teleworkers across wave 1 and wave 2 of the REM surveys. Income distribution was split into three categories: low income (annual earnings below \$60,000), middle income (annual earnings between \$60,000 and \$120,000), and high income (annual earnings above \$120,000). Across both waves, individuals earning lower incomes engage in less telework, while individuals earning higher incomes generally telework more. Indeed, in wave 1, 22 percent of low-income earners engaged in some level of teleworking, compared to 37 percent of high-income earners. In wave 2, 46 percent of low-income earners

engaged in some level of telecommuting, compared to 61 percent of high-income earners. This trend could be associated with the different job types associated with varying income levels. Higher-income earners tend to work in office jobs which allow for telecommuting, whilst lower-waged jobs do not generally allow for as much flexibility.

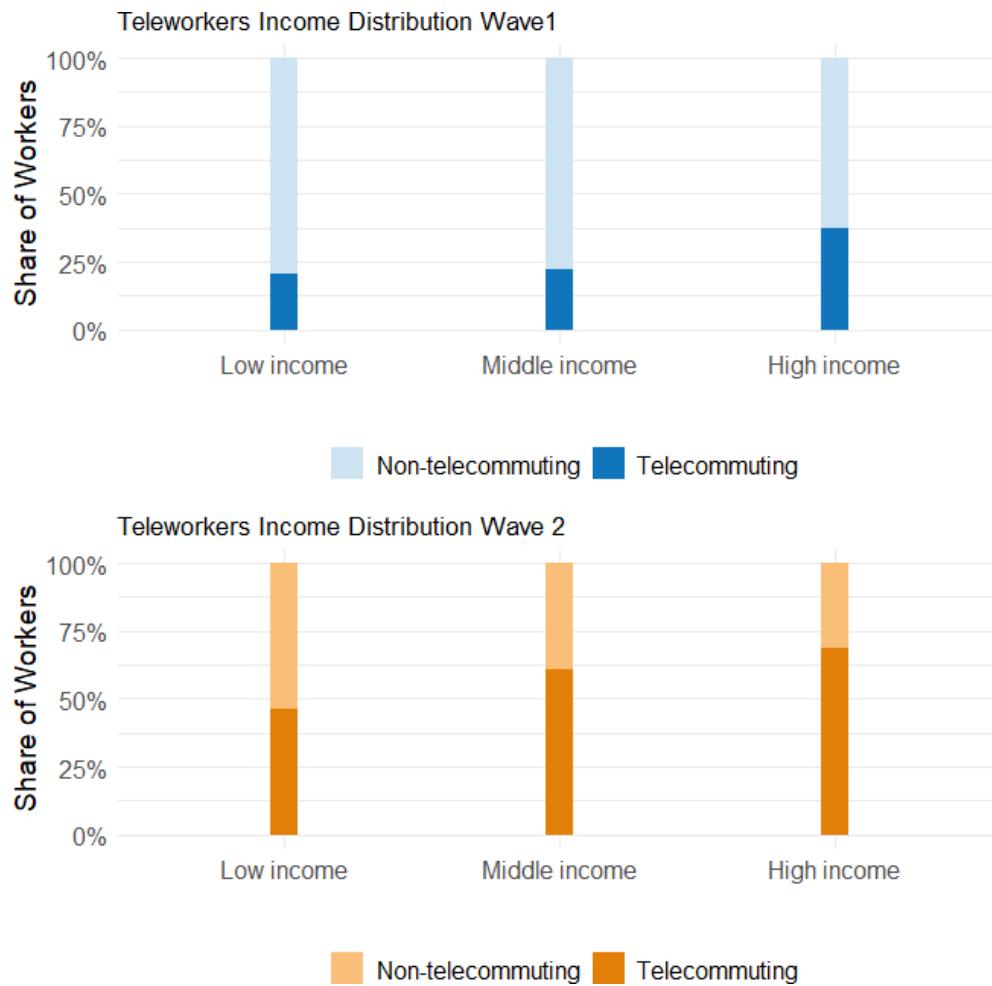


FIGURE 29 - PERCENTAGE OF INCOME DISTRIBUTION OF TELEWORKERS AND NON-TELEWORKERS (WAVE 1 AND WAVE 2)

Figure 30 compares the age distribution of teleworkers and non-teleworkers across wave 1 and wave 2. In wave 1, the age group engaging in the most telecommuting corresponds to people aged 75 and over (33%). Generally, this age group no longer commutes to their workplace and prefers to work from home as a part-time occupation, which could explain the high teleworking percentage for this age category. It is also important to note that the sample of people aged 75 and over was relatively small compared to the other age groups. As a result, there might be an overrepresentation of teleworkers in this age category. However, in wave 2, the age group

engaging in the most telecommuting is people between the ages of 35 and 54 (62%), while the one engaging in the least telecommuting is the 75 and over category (50%). This change in trends from wave 1 and wave 2 is most likely due to office restrictions and strong recommendations for telecommuting in response to COVID-19, as people between the ages of 35 and 54 generally represent most office workers.

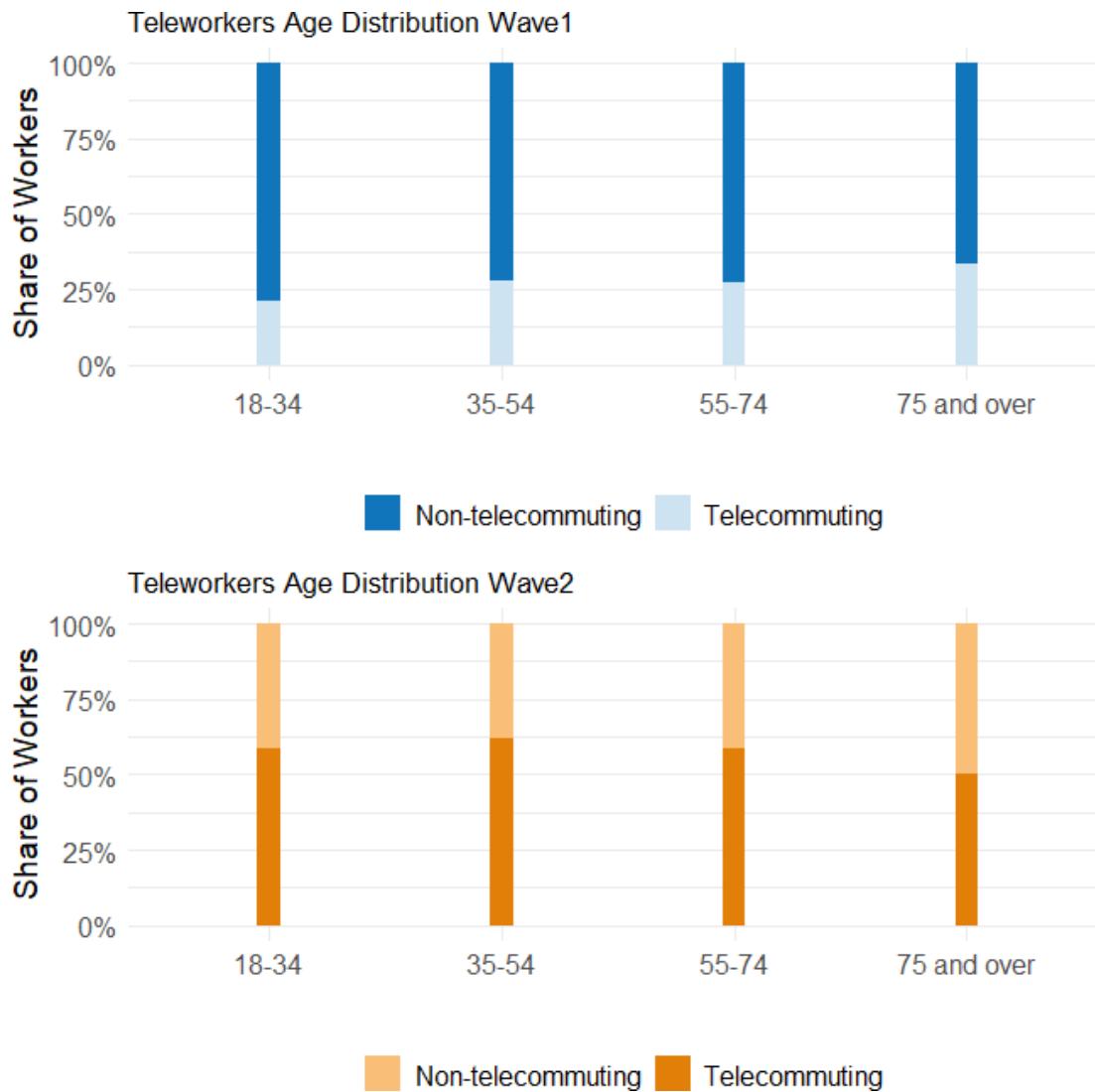


FIGURE 30 - AGE DISTRIBUTION OF TELEWORKERS AND NON-TELEWORKERS (WAVE 1 AND WAVE 2)

The same analysis presented in this section was performed on the panel sample of the REM survey, yielding similar results and conclusions.

Section 6 – Opinions of the REM

Both waves of the survey included questions regarding people's perceptions of the REM in order to better predict changes in travel behaviour and use of the new infrastructure.

Figure 31 shows how likely respondents are to use the REM once it becomes operational (with the respondents' answers being categorized according to their current commute mode). Aggregate results show that 21 percent of respondents are very likely to use it, 29 percent are likely, 12 percent are neutral, 18 percent are unlikely to use it, and 15 percent very unlikely. The majority of cyclists (52%) and transit users (50%) are likely or very likely to use the REM, while only 39% and 35% of those who commute by driving or walking, respectively, indicated that they would use it.

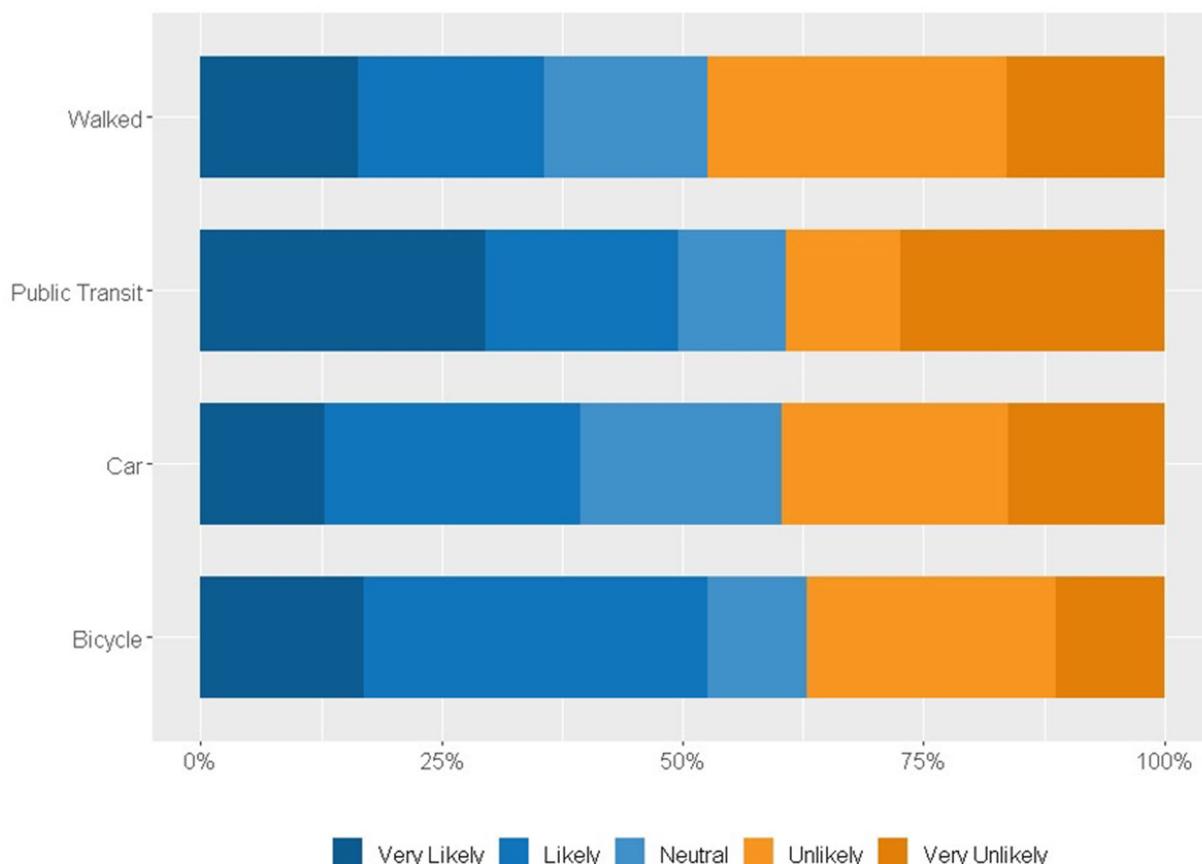


FIGURE 31 - LIKELIHOOD OF REPLACING CURRENT COMMUTE MODE WITH THE REM (WAVE 2)

Figure 32 depicts survey respondents' perception of the REM's anticipated effects on the Greater Montréal Area, the environment, local neighborhoods, Montréal's culture and heritage, and businesses.

Respondents' overall positive perceptions of the REM are most salient in terms of its potential impacts on the Greater Montréal Area. 80 percent of respondents strongly agreed (40%) or agreed (40%) with its positive impact on the city. This finding could point to a general perception across the population that more public-transit infrastructure is needed in the Greater Montréal Area (as discussed in the literature, e.g., DeWeese and El-Geneidy (2020)).

Most of the respondents believe the REM will positively impact the environment. 72 percent agreed or strongly agreed with the statement, whereas very few (8%) disagreed or strongly disagreed.

Comments were more nuanced when it came to the REM's anticipated effects on respondents' neighborhoods. Most respondents (40%) were neutral, which could be due to the REM not serving or passing through many neighborhoods. While a mere 7% disagreed with the statement that the REM would benefit the Greater Montréal Area, 20% disagreed that the REM would benefit their neighborhood.

Although most people (38%) were neutral regarding the REM's impacts on Montréal's culture and heritage, some disagreed (12%) or strongly disagreed (8%). 14 percent of respondents strongly agreed that the REM would be beneficial to Montréal's culture and heritage.

Finally, the majority (60%) of respondents perceived the REM as having a positive impact on businesses, while 2.5 percent strongly disagreed, and 6 percent disagreed.

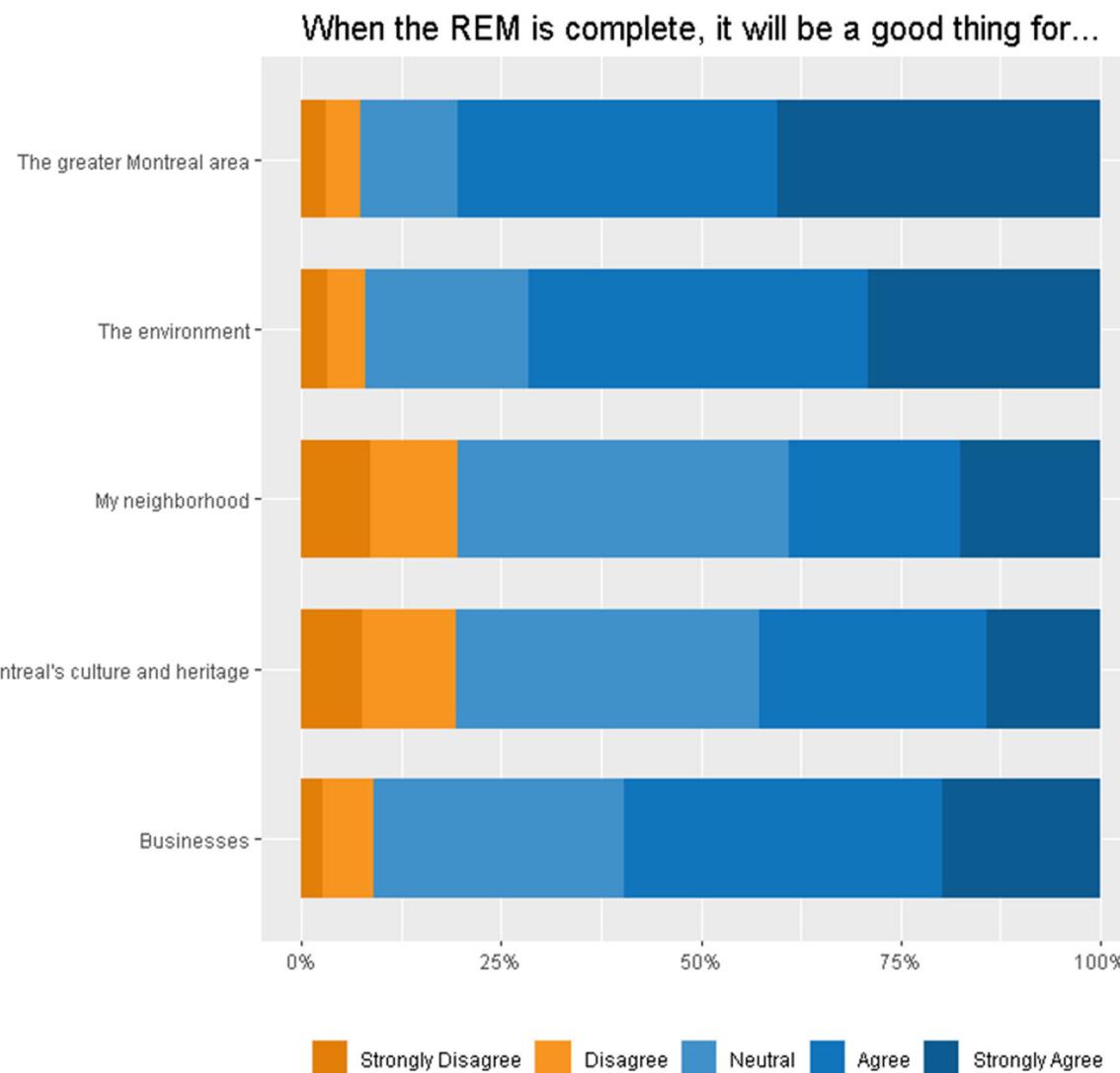


FIGURE 32 - PERCEIVED IMPACT OF REM ONCE COMPLETED (WAVE 2)

Open-Ended Questions

Respondents were provided with the opportunity to write about “the anticipated impacts of the REM.” These qualitative responses provide greater insights into respondents’ opinions of the REM across the five themes analyzed in figure 32. These remarks underscore concerns and perspectives that were not always evident in the quantitative analysis. In this section, we provide a sample of these comments, which have been selected as typical rather than exceptional perspectives.

Greater Montréal Area

As highlighted in the quantitative analysis, most comments concerning the REM's impacts on the Greater Montréal Area were positive. Many respondents share the opinion that Montréal needs new public-transport infrastructure, and that the rail link to the YUL airport is long overdue. Others were satisfied with the REM's extensive coverage, which will serve largely car-dependent suburbs, inciting a modal change and potentially reducing the number of cars entering the city centre. As one respondent notes:

"I hope that the population of Montréal's suburbs will be less dependent on their cars, which would encourage suburban youth to use public transit. I think that public transit availability and usage can help to change people's perspectives on transportation in neighborhoods still highly dependent on private vehicles."

While the idea of more public transport on the island seems to be supported by a large proportion of Montréalers, the REM's above-described approach, targeting more car-dependent areas, remains contested. Many respondents perceive that it could lead to urban sprawl, and that it does not adequately target populations in need of improved public-transport services. One respondent noted:

"I worry that trying to increase public-transit ridership by targeting car-centric suburbs will fail. Then we will lose the funding for better public transit in areas of the city where it demographically and geographically would make sense. (i.e., Little Burgundy, LaSalle, the Plateau)."

Moreover, some respondents expressed concerns about potential negative impacts of the REM on the rest of the public-transit network in Montréal. One respondent summarized the issues at play as follows:

"I don't like that the REM has a non-compete clause that allows [service providers] to get rid of / reroute certain bus routes. I don't think these people are even transit planners, and I don't trust them to consider riders' needs over their profits. Case in point: Why are they canceling the 485? It's a huge inconvenience to catch a bus to go north of the 40 just to transfer to the REM..."

The non-compete clause mentioned by this respondent refers to a legal agreement between the government of Québec and the operator, stipulating that the latter cannot incur competition from other public-transport agencies. Concerns about the potential implications of this non-compete clause were numerous among survey respondents, suggesting the need for careful integration of the REM with existing public-transport infrastructure.

Neighbourhoods

Overall, comments regarding the REM's impact on local neighbourhoods were neutral or positive. Several respondents highlighted the anticipated benefits of the REM for their communities, while others requested an expansion of the REM network to ensure that these benefits will be equitably distributed:

"I'm excited to see it up and running in the neighborhood that I grew up, it's made the area look completely different. (...) it is good for the South Shore."

"Although this expansion will be greatly appreciated by many, I really hope in the future it can expand even more to reach more neighborhoods, but it's a good project in my opinion."

Figure 32 shows that respondents' concerns about the REM were often concentrated at the local scale, particularly regarding the anticipated visual aspects of the new infrastructure. Apprehension about potential noise pollution from the REM and its construction were also mentioned by some respondents, in addition to road-safety concerns in light of a potential influx of REM users. One respondent summarized the issue as follows:

"There will be more cars transiting through or parking in my neighborhood. Pedestrian's safety will be affected by this higher influx of vehicles."

Concerns regarding housing affordability and gentrification also contribute to some respondents' concerns about the REM. This concern was voiced by multiple respondents, as exemplified in the following comment:

"I hope the Municipal Governments won't use this as another push for more exorbitant tax raises as Montréal and my neighbourhood have already reached toohigh rental prices for normal incomes. I hope the surrounding areas will not become also unliveable for anyone but the large income earners."

While most respondents were neutral about the anticipated impacts of the REM on their neighbourhoods, the prevalence of concerns about road-safety issues and housing affordability underscore the need for clear public communications regarding the impacts of new transport infrastructure as well as consideration of enhanced road-safety measures, land-use, and affordable-housing policies.

Environment

Many respondents expressed enthusiasm with respect to the REM because of its perceived environmental benefits:

“I am very much looking forward to the REM. I feel that the REM will revolutionize the Island of Montréal. (...) I also think that the REM will be very good for the environment, as it will hopefully mean fewer cars on the road.”

On the other hand, some respondents expressed concerns about potential negative environmental impacts, particularly concerning construction activities and the destruction of natural habitat:

“How many years will be necessary to offset the greenhouse gas emissions from the construction of the REM?”

The REM ...has resulted in the destruction of forests, wetlands, wilderness, green spaces, and farmland, which has impacted biodiversity. The project could have been avoided entirely via tramways, investing in the existing commuter rail services, and expanding the Metro in Montréal. The REM organization refuses to provide facts and figures, and its claim that it will plant hundreds of thousands of trees for those destroyed does not make up for the lost ecosystems. ...It is ridiculous that the provincial government exempted the REM project environmental review assessments, which means that it could do whatever it wants without fear of retribution. The REM will lead to the depopulation of Montréal and the destruction of wilderness, wetlands, green spaces, and farmland in the Greater Montréal Area...”

These comments underscore wider concerns regarding urban sprawl, with several respondents expressing concerns that the REM could incentivize people to move further from centrally-located workplaces. Offering a nuanced perspective, one respondent noted:

"I think that there are a lot of elements to consider. Overall, the REM will be a way to reduce GHG emissions, but it cannot encourage urban sprawl if it wants to have a net beneficial effect. If the REM incentivizes people to move to the suburbs, go to the office with it, but use their car for all other transport needs, we didn't improve our carbon footprint."

Positive comments about the REM's environmental benefits mainly focused on the light-rail network as a valuable sustainable alternative to private cars or by invoking the wider environmental benefits of public transport:

"The REM puts Montréal in the forefront of public transportation in North America and will reduce carbon emissions in the greater metropolitan area."

Culture and Heritage

Comments about the REM's potential impacts on Montréal's culture and heritage were variable. Some respondents framed their positive perceptions of the REM in relation to Montréal's wider image as a tourist destination and global leader in Arts and Culture:

"If Montréal wishes to start attracting international business and tourism again (Expo 67-Olympics, Jazz Festival), it must be equipped with appropriate urban facilities. The REM responds perfectly to these aspirations"

Concerns relating to the potential impacts of the REM on local culture and heritage mostly mention the architectural heritage of Montréal, few touching on culture itself:

"the unpleasant elevated structures will have a very negative impact on the surrounding built heritage."

"I am worried about the visual pollution caused by the REM structures. I noticed along Highway 40 that the structures are at many points very high. I believe that this will deteriorate the aesthetical aspect of these neighborhoods and maybe even lead to a loss in home values. I am also worried of seeing tags and graffiti appear on the pillars. There are already some on the REM pillars where it crosses the Lachine canal."

The negative perceptions related to the visual aspect of the REM and its potential impact on local heritage could be related to the nature of the project, which the city has not seen anything like before. The existing rail system in Montréal is either underground or hidden in areas that are less visible to the public compared to the REM, which will be running in parallel to several existing freeways above ground by an average of 11 meters.

Business

Figure 32 shows that most respondents believe that the REM will have a positive impact on businesses. Respondents mainly focused on the benefits of increased mobility for local businesses, with some hesitations:

“[The REM will likely be] good for business as it would potentially allow commercial sectors situated in a small geographical area to be stimulated. And, inversely, it could popularize downtown [and potentially divert business away from other areas].”

Other respondents identified the increased ease of access and broader coverage of the light-rail network as beneficial to intra-urban tourism:

“One of the key things I hope the REM will improve is tourism. There are lots of places I would like to visit that are more difficult right now since I don't drive or have a car.”

Other concerns

In addition to the broad concerns expressed in the sections above, respondents also expressed concerns about the accessibility of stations. Several comments emphasized accessibility concerns for older adults in reaching the REM:

“The REM is an excellent tool to access various parts of the city that people would love to explore, but it is not a replacement for the automobile. I will not ride a bicycle in the winter to access the REM. The suburbs are still automobile driven. Seniors will not walk 20 blocks to access the REM...”

Many respondents underscored the need for increased public and active-transport options to improve the local accessibility, especially in terms of accessing REM stations:

"To access the REM, very little effort has been made to increase access by alternative transportation. For example, around Sainte-Dorothée, there are no bikelanes on Ave des Bois, no prioritized lanes for electric cars or carpooling, and no buses connecting to St-Eustache or Laval west have been planned. There isn't even a sidewalk or a walking path where the snow is cleared. There isn't even any lighting. As a result, all these people will have to take their car to access the station."

Other respondents extended these concerns to the surrounding neighbourhoods, highlighting the need for broader interventions to improve the connectivity and accessibility of public-transport options:

"The REM will get us downtown, but not around the west island and cars will still be needed until public transportation or shared car services are explored better."

Reflecting earlier concerns about urban sprawl, some respondents suggested the need to foster denser, mix-use developments across the Greater Montréal Area, especially surrounding suburban REM stations, to improve housing options as well as accessibility via public and active-transport modes:

"Québec also needs to invest in neighborhoods in the suburbs surrounding each station. It would be beneficial if each station were a destination with actual, local, midsized commercial zoning (NOT STROADS) instead of just bedroom communities. Spreading out population and creating more "missing middle" would alleviate the cost of housing in MTL proper, improve walkability in what are now car-only suburbs, and generate wealth in communities that have REM stations."

Overall, these comments demonstrate the variability of respondents' perceptions of the REM in terms of potential impacts on the Greater Montréal Area, local neighbourhoods, the environment, heritage, businesses, and accessibility. While most comments point to neutral and/or positive perceptions of the REM, the detailed concerns expressed by respondents offer insights into areas that merit careful planning and policy consideration. These concerns include the integration of the REM with other public and active-transport facilities, aesthetic concerns, apprehension about noise pollution and negative environmental externalities associated with construction activities, as well as concerns about road safety, housing affordability, accessibility, and the need for diversified local development.

Section 7 – Conclusion

Building on the wave 1 survey report (made available in July 2020), the wave 2 REM report provides an updated overview of the impacts of the ongoing implementation of the light-rail network. A second version of the survey was launched in October 2021, which incorporated certain questions on the ongoing COVID-19 pandemic, and 4,063 complete and valid responses were collected. To provide additional insight into evolving perceptions and behaviours, a panel dataset was collected, which includes respondents who answered both waves of the survey. Overall, the wave 2 sample was found to be representative of the targeted population, with an underrepresentation of women, people aged 18 to 24 and over 75, public-transit commuters, and lower-income households, and an overrepresentation of cycling commuters. For the third and final wave to be launched in the fall of 2022, the research team will continue to recruit participants through various means with the goal of maximizing the range of research potential.

The findings related to the different themes covered in both wave 1 and wave 2 of the survey, the panel dataset, as well as the addition of the COVID-19 related questions make for some interesting results and comparisons. Much like in the first wave, older adults ranked their life and health satisfaction highly. Older adults aged 65 to 74 averaged the highest scores in life satisfaction (8.1), standard of living (8.2), and perception of their health (7.3). In terms of travel behaviour, the home- and work-location distribution matched the wave 1 survey, meaning most home locations were found around future REM stations and Mascouche line stations, and most work locations were concentrated in and near the downtown core.

In terms of the impacts of the construction of the REM, interesting findings were discovered in relation to travel behaviour, health, and wellbeing, as well as in comparing the wave 2 results to those of wave 1. Much like wave 1, few respondents (13%) reported having to change their transport mode for commuting due to the construction, even as the extent of the construction increased in comparison to the first wave. Moreover, the proportion of respondents anticipating needing to change commute mode due to future construction (20%) lessened in comparison to the first wave, where respondents were much more concerned about this possibility (44%). Similar to wave 1, most respondents in wave 2 did not need to change their commute route (51%) and were satisfied with the available information about travel alternatives (41%). As for impacts of future construction, fewer respondents living near construction in wave 2 (27%) believed they will need to change commute mode due to the REM construction compared to the general sample (41%).

Much like wave 1, most wave 2 respondents did not perceive a strong impact of construction activities on their well-being, and only a small proportion of the sample (20%) reported an increase in noise and air pollution near their homes. However, when considering future construction near their homes, respondents were more apprehensive, with 63% being concerned about future air and noise pollution, 46% believing the construction will have a negative impact on their mood, and 35% anticipating the construction will make them anxious. We can conclude that Montréalers are more concerned about anticipated impacts of future construction than the impacts of current construction on their travel and wellbeing.

In response to the closure of the *Deux-Montagnes* commuter train line in March 2020, a large portion of respondents changed from the train to cars for their commute (44%), whereas 26% switched to other public-transport alternatives, and 17% switched to telecommuting. Given that the closure coincided with the first wave of the COVID-19 pandemic, these new observed behaviours could be due in part to the restrictions imposed at the time. Most respondents reported knowing about the closure well enough in advance (72%) and were satisfied with the information provided about the travel alternatives (54%). The majority of respondents (70%) reported that their trips are less direct than before due to the closure, and 61% considered that their trip is less comfortable than it was before the closure.

Perhaps one of the most impactful consequences of the pandemic on daily travel was the massive shift to teleworking, especially among office workers. Given that the second survey was launched mid-pandemic, we seized the unique opportunity to study its impact on Montréalers, as well as to compare the results to those of the first wave, launched pre-pandemic. Unsurprisingly, there was a significant increase in the number of respondents who worked at least one day from home between the two waves, increasing from 25% in the first wave to 61% in the second. Moreover, the proportion of people teleworking 5 days per week in wave 2 (36%) is notably higher than in wave 1 (7%). Interestingly, the number of people participating in hybrid work (meaning spending some weekdays at work and some at home) remains low in both waves of the survey. Across both waves, individuals with lower incomes engage in less telework, while individuals earning higher incomes generally telework more.

The wave 2 survey also included open-ended questions, inviting respondents to share their thoughts on the REM's impact on their neighbourhoods, Montréal, the area's culture and heritage, the environment, and local businesses. Although there was a lot of variability in the answers, they

highlighted some common concerns Montréalers have about the project. Generally, the impacts of the REM on the Greater Montréal Area, the environment, and on businesses were seen as positive. However, some respondents expressed concerns about potential issues of urban sprawl, road safety, the destruction of natural habitat, as well as the need for proper integration with existing built environment and public-transit services. These concerns give important insight into how the REM is perceived and what interventions could help improve public opinion as the project moves forward.

As the TRAM team prepares for the third and final survey wave, we believe that our updated and revised survey questions will add even more to the already collected data, to which patterns and trends will emerge. The new data will also illustrate changes related to more disruptive coming stages of construction for a larger portion of the population. We are hopeful that our modified questions, pertaining to the ongoing COVID-19 pandemic and its longer-term impacts on both construction and people's travel and wellbeing, will also provide prove to be of significant value.

It is our hope that this second report will inspire further research and provide a deeper understanding of how transport infrastructure relates to individual's health and wellbeing, both during the construction and once completed. In this sense, the REM survey and its iterations provide a powerful tool to understand the population's perception of the relationship between the built environment, mobility, and the standard of living.

A copy of this report will be distributed to all knowledge users, who are invited to offer suggestions for survey questions and recruitment techniques. The research team welcomes recommendations that may be used to enhance the usefulness of the survey and other associated tools for all knowledge users.

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REM SURVEY WAVE 2 QUESTIONS

Getting Started

What year were you born?

Choose one of the following answers

Please choose only one of the following:

- 2003
- ...
- 1900

Did you answer questions during the first wave of the study?

Please choose only one of the following:

- Yes, I participated in the first wave of the study.
- No, I have never participated in this study. This will be my first time.
- I don't know.

Would you be willing to answer a similar survey one year from now? Doing so would increase your chances of winning one of our great prizes!

Please choose only one of the following:

- Yes
- No

What is your current employment status?

Please choose all that apply:

- Employed full-time
- Employed part-time
- Student
- Homemaker
- Retired and not working
- Not employed and looking for work
- Not employed and not looking for work
- Other

Do you have a primary work location (including your home if you work from home)?

Please choose only one of the following:

- Yes
- No

Over the past seven days, did you work exclusively from your home? If you travelled to work at least once in the past week, select No

Please choose only one of the following:

- Yes
- No

Why do you work from home?

Please choose only one of the following:

- I work from home because I am self-employed.
- I have always worked from home because my employer allows telecommuting or other telework.

- I previously worked in an office outside my home but stopped because of the COVID-19 pandemic.
- Other

What is your current student status?

Please choose only one of the following:

- Full-time student
- Part-time student

Do you regularly travel to campus to attend classes or participate in educational activities?

Please choose only one of the following:

- Yes
- No

Why do you attend classes from home? *

Please choose only one of the following:

- I have always attended classes from home because my school allows remote learning.
- I used to travel to a campus to attend classes in person but don't anymore because of the COVID-19 pandemic.

Changes Since the Last Time You Participated in the Montreal Mobility Survey

Have you changed jobs since the last time you participated in the Montreal Mobility Survey?

Please choose only one of the following:

- Yes
- No

Local Transportation Projects

In this section, we would like to ask you questions that will help us understand how you feel about transportation projects in the Montreal area.

Have you heard of any of the following current, future, or proposed transportation projects in Montreal?

- Please choose all that apply:
- Pie IX Bus Rapid Transit (BRT)
- Réseau Express Métropolitain (REM)
- Réseau Express Vélo (REV) /Express Bike Network
- REM de l'Est/Proposed extension of the REM to the east
- None of the above

What is the status of the Pie-IX Bus Rapid Transit project near your home, work, or school?

	Construction will start in the future	Construction is underway currently	Construction is complete	I don't know/Not applicable	I don't live or work near the project
Near my home					
Near my work					

Near my school					
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What is the status of the Réseau Express Métropolitain (REM) project near your home, work, or school?

	Construction will start in the future	Construction is underway currently	Construction is complete	I don't know/Not applicable	I don't live or work near the project
Near my home					
Near my work					
Near my school					

REM - Future Travel

How likely are you to use the REM for any reason when it is complete and operational?

Please choose **only one** of the following:

- Very unlikely
- Unlikely
- Neutral
- Likely
- Very likely

Why don't you expect to use the REM?

Please choose **all** that apply:

- There won't be enough parking at the station
- It won't go where I want to go
- It is out of my way or too far to get to
- It will cost too much
- I have errands to run that I can't complete using the REM
- People like me don't take public transit
- Other

If you plan to use the REM when it is complete, what types of activities will you use it for?

Please choose **all** that apply:

- Work
- School
- Grocery shopping and other errands
- Recreation and leisure
- Go to the airport
- Other

For the following types of activities that you've indicated that you will use the REM for, which modes will you most likely use to access the REM from your home? *

	Walk	Bike	Bikeshare (e.g. BIXI)	Drive	Taxi or ride-hailing such as Uber	Someone will drop me off	Public transportation	Other
Work								
School								
Grocery shopping and other errands								
Recreation and leisure								
Go to the airport								

Why do you NOT plan to walk to access the REM from your home?

Please choose **all** that apply:

- I live too far
- My commute would be too long
- Poor weather
- Lack of sidewalks on my route
- No direct route
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- I have too much to carry
- Other

Why do you NOT plan to bike to access the REM from your home?

Please choose **all** that apply:

- I live too far
- My commute would be too long
- I don't have access to this mode
- Poor weather
- Lack of bicycle paths on my route
- Not enough bicycle parking at the station
- It takes too much effort
- I need to drop my children off
- I have too much to carry
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- I will walk instead
- Other

For the following types of activities that you've indicated that you will use the REM for, which modes will you most likely use after you get off from the REM to go to your destination?

	Walk	Bike	Bikeshare (e.g. BIXI)	Drive	Taxi or ride-hailing such as Uber	Someone will drop me off	Public transportation	Other
Work								
School								
Grocery shopping and other errands								
Recreation and leisure								
Go to the airport								

Why do you NOT plan to walk from the REM to your destination?

Please choose **all** that apply:

- My destinations are too far
- My commute would be too long
- Poor weather
- Lack of sidewalks on my route
- No direct route
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- I have too much to carry
- Other

Why do you think you will use the REM?

Please choose **all** that apply:

- It will be cheaper for me than other modes.
- I will have a shorter travel time.
- I will be more comfortable while traveling than on other modes.
- I will be able to be productive on my journey.
- Other

We'd like to know more about how you think you'll get around in the future. Please complete the following statements about how you expect your travel to change once the REM is complete and operational compared to the period from before the system's construction.

Please choose the appropriate response for each item:

- I will walk_____.
- I will bike_____.
- I will drive_____.
- I will take public transit_____.

Far less often	Less often	The same amount	More often	A lot more often
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Regarding the Réseau Express Métropolitain (REM), please rate your agreement with the following statements?

- When complete, the REM will be a good thing for the greater Montreal area.
- When complete. The REM will be a good thing for my neighborhood.
- When complete, the REM will be good for the environment.
- When complete, the REM will be good for businesses.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Is there anything else you would like to share about the anticipated impacts of the REM? If you do not have any suggestions, you do not need to respond to this question.

Please write your answer here:

REM Construction Impacts - Construction is in the Future

In this section, we'd like to ask you about how the REM's construction will affect you while it is being built

You've indicated that the REM construction will start in the future at or near your home, now we would like to ask you to rate the following statements regarding the anticipated impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution will increase with this construction and were a nuisance.
- Construction will make me anxious.
- Construction will have a negative impact on my mood when I am traveling.
- I will fear accidents because of construction.
- I will have to take a different mode of transport for my commute.
- I will have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the REM construction will start in the future at or near your work, now we would like to ask you to rate the following statements regarding the anticipated impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution will increase with this construction and were a nuisance.
- Construction will make me anxious.
- Construction will have a negative impact on my mood when I am traveling.
- I will fear accidents because of construction.
- I will have to take a different mode of transport for my commute.
- I will have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the REM construction will start in the future at or near your school, now we would like to ask you to rate the following statements regarding the anticipated impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution will increase with this construction and were a nuisance.
- Construction will make me anxious.

- Construction will have a negative impact on my mood when I am traveling.
- I will fear accidents because of construction.
- I will have to take a different mode of transport for my commute.
- I will have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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REM Construction Impacts - Currently Under Construction

In this section, we'd like to ask you about how the REM's construction is affecting you while it is being built.

You've indicated that the REM construction is underway at or near your home, now we would like to ask you to rate the following statements regarding the current impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution have increased with this construction project and were a nuisance.
- Construction is making me anxious.
- Construction is having a negative impact on my mood when I am travelling.
- I fear accidents because of construction
- I have to take a different mode of transport for my commute.
- I have to take a different route on my commute

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the REM construction is underway at or near your work, now we would like to ask you to rate the following statements regarding the current impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution have increased with this construction project and were a nuisance.
- Construction is making me anxious.
- Construction is having a negative impact on my mood when I am travelling.
- I fear accidents because of construction
- I have to take a different mode of transport for my commute.
- I have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the REM construction is underway at or near your school, now we would like to ask you to rate the following statements regarding the current impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution have increased with this construction project and were a nuisance.
- Construction is making me anxious.
- Construction is having a negative impact on my mood when I am travelling.
- I fear accidents because of construction
- I have to take a different mode of transport for my commute.
- I have to take a different route on my commute

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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REM Construction Impacts - Construction Complete

In this section, we'd like to ask you about how the REM's construction affected you while it was being built.

You've indicated that the REM construction is complete at or near your home, now we would like to ask you to rate the following statements regarding the past impacts of construction at this location:

Please choose the appropriate response for each item:

- I had enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution increased with this construction project and were a nuisance.
- Construction made me anxious.
- Construction had a negative impact on my mood when I was traveling.
- I feared accidents because of construction.
- I had to take a different mode of transport for my commute.
- I had to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the REM construction is complete at or near your work, now we would like to ask you to rate the following statements regarding the past impacts of construction at this location: *

Please choose the appropriate response for each item:

- I had enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution increased with this construction project and were a nuisance.
- Construction made me anxious.
- Construction had a negative impact on my mood when I was traveling.
- I feared accidents because of construction.
- I had to take a different mode of transport for my commute.
- I had to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the REM construction is complete at or near your school, now we would like to ask you to rate the following statements regarding the past impacts of construction at this location: *

Please choose the appropriate response for each item:

- I had enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution increased with this construction project and were a nuisance.
- Construction made me anxious.
- Construction had a negative impact on my mood when I was traveling.
- I feared accidents because of construction.
- I had to take a different mode of transport for my commute.
- I had to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Local Transport Projects - REM - What's the REM?

Below is a map of the new REM. It is expected to be completed in phases through 2024.

The REM is a new light rail system that will have 26 stations and extend 67 kilometers through the greater Montreal region. When fully operational, it will be open 20 hours a day and offer high-frequency service to center city.

Based on what you now know, please rate the following statements regarding the REM:

Please choose the appropriate response for each item:

- When the REM is complete, the project will be a good thing for the greater Montreal area.
- When the REM is complete, it will be a good thing for my neighborhood.
- When the REM is complete, it will be a good thing for the environment.
- When complete, the REM will be good for businesses.
- When complete, the REM will be good for Montreal's culture and heritage.
- I am concerned about whether I will be able to remain in my neighborhood after the completion of the REM due to rising housing costs.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Is there anything else you would like to share about the anticipated impacts of the REM?

Please write your answer here

Commuter-Line Questions: Deux-Montagnes

Did you know that the Mount Royal Tunnel has been closed since January 2020 for approximately two years and the Deux-Montagnes commuter line has been suspended before being replaced by the REM by 2023?

Please choose **only one** of the following:

- Yes
- No

Prior to the closure of the Mont Royal tunnel, did you regularly ride the Deux-Montagnes commuter train line?

Please choose **only one** of the following:

- Yes
- No

Following the suspension of the Deux-Montagnes line, have you continued to use public transit to reach the same destinations for which you previously used the Deux-Montagnes Line?

Please choose **only one** of the following:

- Yes
- No

If you didn't continue using public transit, what alternatives did you use?

Please choose **all** that apply:

- Driving a car
- Carpooling
- Switching jobs or school locations
- Moving to another location
- Telecommuting/studying remotely
- Other:

Please rate the following statements regarding your experience when using the travel alternatives for the Deux-Montagnes commuter line.

Please choose the appropriate response for each item:

- Officials did a good job of informing the public about the alternatives available during the suspension.
- I knew about the suspension well enough in advance to plan accordingly.
- My trip is less direct than usual.
- My trip is less comfortable than usual.
- My trips cost more.
- I am generally satisfied with the alternatives.
- I felt anxious knowing I would have to use the alternatives.
- I feel anxious during my trips using the alternatives.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Has the suspension of the Deux-Montagnes commuter line added time to the work or school trips you previously took on the Deux-Montagnes commuter train line?

Please choose **only one** of the following:

- Yes
- No

Approximately how much time did the suspension of the Deux-Montagnes line add to your usual trip to work or school?

Please choose **only one** of the following:

- Unsure
- 5
- 10
- ...
- 180
- >180

Commuter-Line Questions: Mascouche

Prior to the closure of the Mont Royal tunnel, did you regularly ride the Mascouche commuter train line?

Please choose **only one** of the following:

- Yes
- No

During the Mount Royal Tunnel closure, have you continued to use the Mascouche line?

Please choose **only one** of the following:

- Yes
- No

If you didn't continue using the Mascouche line, which alternatives did you use?

Please choose **all** that apply:

- Driving a car
- Carpooling
- Switching jobs or school locations
- Moving to another location

- Telecommuting/studying remotely
- Other

Please rate the following statements regarding your experience when using the travel alternatives for the Mascouche commuter line during the Mount Royal Tunnel closure.

Please choose the appropriate response for each item:

- Officials did a good job of informing the public about the alternatives available during the suspension.
- I knew about the suspension well enough in advance to plan accordingly.
- My trip is less direct than usual.
- My trip is less comfortable than usual.
- My trips cost more.
- I am generally satisfied with the alternatives.
- I felt anxious knowing I would have to use the alternatives.
- I feel anxious during my trips using the alternatives.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Has the closure of the Mount Royal Tunnel added time to the trips you took on the Mascouche commuter train line change?

Please choose **only one** of the following:

- Yes
- No

How much time did the Mount Royal Tunnel closure add to your travel time for trips you take using the Mascouche line?

Please choose **only one** of the following:

- Unsure
- 5
- 10
- 180
- >180

Other Local Transport Projects - Pie-IX Bus Rapid Transit

In this section, we'd like to ask you about how the Pie-IX BRT's construction will affect, is affecting or has affected you (depending on the status of the project that you've selected previously) at various locations.

You've indicated that the Pie-IX BRT construction will start in the future at or near your home, now we would like to ask you to rate the following statements regarding the anticipated impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution will increase with this construction project and were a nuisance.
- Construction will make me anxious.
- Construction will have a negative impact on my mood when I am traveling.
- I will fear accidents because of construction.
- I will have to take a different mode of transport for my commute.
- I will have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction will start in the future at or near your work, now we would like to ask you to rate the following statements regarding the anticipated impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution will increase with this construction project and were a nuisance.
- Construction will make me anxious.
- Construction will have a negative impact on my mood when I am traveling.
- I will fear accidents because of construction.
- I will have to take a different mode of transport for my commute.
- I will have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction will start in the future at or near your school, now we would like to ask you to rate the following statements regarding the anticipated impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution will increase with this construction project and were a nuisance.
- Construction will make me anxious.
- Construction will have a negative impact on my mood when I am traveling.
- I will fear accidents because of construction.
- I will have to take a different mode of transport for my commute.
- I will have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction is underway at or near your home, now we would like to ask you to rate the following statements regarding the current impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution have increased with this construction project and were a nuisance.
- Construction is making me anxious.
- Construction is having a negative impact on my mood when I am traveling.
- I fear accidents because of construction.
- I have to take a different mode of transport for my commute.
- I have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction is underway at or near your work, now we would like to ask you to rate the following statements regarding the current impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution have increased with this construction project and were a nuisance.
- Construction is making me anxious.
- Construction is having a negative impact on my mood when I am traveling.
- I fear accidents because of construction.
- I have to take a different mode of transport for my commute.
- I have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction is underway at or near your school, now we would like to ask you to rate the following statements regarding the current impacts of construction at this location:

Please choose the appropriate response for each item:

- I have enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution have increased with this construction project and were a nuisance.
- Construction is making me anxious.
- Construction is having a negative impact on my mood when I am traveling.
- I fear accidents because of construction.
- I have to take a different mode of transport for my commute.
- I have to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction is complete at or near your home, now we would like to ask you to rate the following statements regarding the past impacts of construction at this location:

Please choose the appropriate response for each item:

- I had enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution increased with this construction project and were a nuisance.
- Construction made me anxious.
- Construction had a negative impact on my mood when I was traveling.
- I feared accidents because of construction.
- I had to take a different mode of transport for my commute.
- I had to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction is complete at or near your work, now we would like to ask you to rate the following statements regarding the past impacts of construction at this location:

Please choose the appropriate response for each item:

- I had enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution increased with this construction project and were a nuisance.
- Construction made me anxious.
- Construction had a negative impact on my mood when I was traveling.
- I feared accidents because of construction.

- I had to take a different mode of transport for my commute.
- I had to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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You've indicated that the Pie-IX BRT construction is complete at or near your school, now we would like to ask you to rate the following statements regarding the past impacts of construction at this location:

Please choose the appropriate response for each item:

- I had enough advance warning about travel alternatives available during construction to plan accordingly.
- Airborne and/or noise pollution increased with this construction project and were a nuisance.
- Construction made me anxious.
- Construction had a negative impact on my mood when I was traveling.
- I feared accidents because of construction.
- I had to take a different mode of transport for my commute.
- I had to take a different route on my commute.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Pie-IX BRT - Future Travel

How likely are you to use the Pie-IX BRT for any reason when it is complete and operational?

Please choose **only one** of the following:

- Very unlikely
- Unlikely
- Neutral
- Likely
- Very likely

Why don't you expect to use the Pie-IX BRT?

Please choose **all** that apply:

- It won't go where I want to go
- It is out of my way or too far to get to
- It will cost too much
- I have errands to run that I can't complete using the Pie-IX BRT
- People like me don't take public transit
- Other

If you plan to use the Pie-IX BRT when it is complete, what types of activities will you use it for?

Please choose **all** that apply:

- Work
- School
- Grocery shopping and other errands
- Recreation and leisure
- Go to the airport
- Other

For the following types of activities that you've indicated that you will use the Pie-IX BRT for, which modes will you most likely use to access the Pie-IX BRT from your home?

	Walk	Bike	Bikeshare (e.g. BIXI)	Drive	Taxi or ride- hailing such as Uber	Someone will drop me off	Public transportation	Other
Work								
School								
Grocery shopping and other errands								
Recreation and leisure								
Go to the airport								

Why do you NOT plan to walk to access the Pie-IX BRT from your home?

Please choose all that apply:

- I live too far
- My commute would be too long
- Poor weather
- Lack of sidewalks on my route
- No direct route
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- I have too much to carry
- Other

Why do you NOT plan to bike to access the Pie-IX BRT from your home?

Please choose all that apply:

- I live too far
- My commute would be too long
- I don't have access to this mode
- Poor weather
- Lack of bicycle paths on my route
- Not enough bicycle parking at the station
- It takes too much effort
- I need to drop my children off
- I have too much to carry
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- I will walk instead
- Other

For the following types of activities that you've indicated that you will use the Pie-IX BRT for, which modes will you most likely use after you get off from the Pie-IX BRT to go to your destination? *

	Walk	Bike	Bikeshare (e.g. BIXI)	Drive	Taxi or ride-hailing such as Uber	Someone will drop me off	Public transportation	Other
Work								
School								
Grocery shopping and other errands								
Recreation and leisure								
Go to the airport								

Why do you NOT plan to walk from the Pie-IX BRT to your final destination?

Please choose **all** that apply:

- My destinations are too far
- My commute would be too long
- Poor weather
- Lack of sidewalks on my route
- No direct route
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- I have too much to carry
- Other

Why do you think you will use the Pie-IX BRT?

Please choose **all** that apply:

- It will be cheaper for me than other modes.
- I will have a shorter travel time.
- I will be more comfortable while traveling than on other modes.
- I will be able to be productive on my journey.
- Other

We'd like to know more about how you think you'll get around in the future. Please complete the following statements about how you expect your travel to change once the Pie-IX BRT is complete and operational compared to the period from before the system's construction.

Please choose the appropriate response for each item:

- I will walk_____.
- I will bike_____.
- I will drive_____.
- I will take public transit_____.

Far less often	Less often	The same amount	More often	A lot more often
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Regarding the Pie-IX BRT, please rate your agreement with the following statements?

Please choose the appropriate response for each item:

- When complete, the Pie-IX BRT will be a good thing for the greater Montreal area.
- When complete, the Pie-IX BRT will be a good thing for my neighborhood.
- When complete, the Pie-IX BRT will be good for the environment.
- When complete, the Pie-IX BRT will be good for businesses.
- When complete, the Pie-IX BRT will be good for Montreal's culture and heritage.
- I am concerned about whether I will be able to remain in my neighborhood after the completion of the Pie-IX BRT due to rising housing costs.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Is there anything else you would like to share about the anticipated impacts of the Pie-IX BRT?

Please write your answer here:

REM De L'Est - Future Travel

How likely are you to use the REM de L'Est for any reason when it is complete and operational?

Please choose **only one** of the following:

- Very unlikely
- Unlikely
- Neutral
- Likely
- Very likely

Why don't you expect to use the REM de L'Est?

Please choose **all** that apply:

- It won't go where I want to go
- It is out of my way or too far to get to
- It will cost too much
- I have errands to run that I can't complete using the REM de L'Est
- People like me don't take public transit
- Other

If you plan to use the REM de L'Est when it is complete, what types of activities will you use it for? (Please check all that apply).

Please choose **all** that apply:

- Work
- School
- Grocery shopping and other errands
- Recreation and leisure
- Go to the airport
- Other

Why do you think you will use the REM de L'Est?

Please choose **all** that apply:

- It will be cheaper for me than other modes.
- I will have a shorter travel time.
- I will be more comfortable while traveling than on other modes.

- I will be able to be productive on my journey.
- Other

Regarding the REM de L'Est, please rate your agreement with the following statements?

Please choose the appropriate response for each item:

- When complete, the REM de L'Est will be a good thing for the greater Montreal area.
- When complete, the REM de L'Est will be a good thing for my neighborhood.
- When complete, the REM de L'Est will be good for the environment.
- When complete, the REM de L'Est will be good for businesses.
- When complete, the REM de L'Est will be good for Montreal's culture and heritage.
- I am concerned about whether I will be able to remain in my neighborhood after the completion of the REM de l'Est due to rising housing costs.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Is there anything else you would like to share about the anticipated impacts of the REM de L'Est?

Please write your answer here

Express Bike Network/ Réseau Express Vélo (REV) - Future Travel

Regarding the Express Bike Network/ Réseau Express Vélo (REV), please rate your agreement with the following statements?

Please choose the appropriate response for each item:

- When complete, the Express Bike Network/ Réseau Express Vélo (REV) will be a good thing for the greater Montreal area.
- When complete, the Express Bike Network/ Réseau Express Vélo (REV) will be a good thing for my neighborhood.
- When complete, the Express Bike Network/ Réseau Express Vélo (REV) will be good for the environment.
- When complete, the Express Bike Network/ Réseau Express Vélo (REV) will be good for businesses.
- When complete, the Express Bike Network/ Réseau Express Vélo (REV) will be good for Montreal's culture and heritage.
- I am concerned about whether I will be able to remain in my neighborhood after the completion of the Express Bike Network/ Réseau Express Vélo (REV) due to rising housing costs.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Is there anything else you would like to share about the anticipated impacts of the Express Bike Network/ Réseau Express Vélo (REV)

Please write your answer here:

Your Neighbourhood

These questions will help us understand how you feel about your neighbourhood.

To provide us with the approximate location of your primary home location, which of the following would you prefer to do? This will help us to better understand the travel behavior of Montreal residents.

Please choose **only one** of the following:

- Type my home postal code
- Place a pin on a map

Please enter your primary home postal code. Please use the format XXX XXX (for example: H3A 0C2).

On the following map, please adjust the zoom and drag the pin to your primary home location.

What year did you move into your current home? If you are unsure, estimate the closest year. If you do not know at all, select "Don't know."

Please choose **only one** of the following:

- Don't Know
- 2021
- 2020
- ...
- 1900

Is your current primary residence owned by you or someone in your household?

- Yes
- No, I/we pay rent to the owner of the residence

What type of home is your current primary home? Please select only one of the following options.

Please choose **only one** of the following:

- Apartment or condo
- Row-house or town-house
- Semi-detached house
- Detached, self-standing house
- Duplex, Triplex, etc.
- Other

When you moved into your current home, how important were the following factors in your decision?

Please choose the appropriate response for each item:

- Being in a neighbourhood where it is pleasant to walk
- Being in a neighbourhood where it is practical to move around and park by car (traffic is light, there is good access by car, payment and availability of parking)
- Previous familiarity with the neighbourhood
- Affordability of housing
- Having a large home
- Social safety/low crime

Very unimportant	Unimportant	Neither unimportant nor important	Important	Very important	Not sure/other people selected my residential location
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When you moved into your current home, how important were the following factors in your decision (continued)?

Please choose the appropriate response for each item:

- Being near my primary work location/school
- Being near the primary work location/school of a member of my household
- Being near family and/or friends
- Being near shops and services
- Being near doctors, a pharmacy or other health services

- Being near public transportation
- Being near bicycle infrastructure
- Presence of good schools for my children
- Presence of parks and green spaces

Very unimportant	Unimportant	Neither unimportant nor important	Important	Very important	Not sure/ other people selected my residential location
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In recent years, my neighbourhood has ...

Please choose **only one** of the following:

- Gotten much worse
- Gotten a bit worse
- Stayed the same
- Gotten a bit better
- Gotten much better

What do you expect to happen to the value of your house over the next five years?

Please choose **only one** of the following:

- I expect the value of my house to decrease a lot
- I expect the value of my house to decrease
- I expect the value of my house to stay more or less the same
- I expect the value of my house to increase
- I expect the value of my house to increase a lot

To what extent do you agree or disagree with the following statements?

Please choose the appropriate response for each item:

- The government is investing in my neighbourhood.
- The changes in my neighbourhood are improving my quality of life.
- I am concerned about whether I will be able to remain in my neighborhood because of rising costs.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Did you live in the Montreal area before moving into your most recent home?

Please choose **only one** of the following:

- Yes
- No

Please use the following map to indicate the neighbourhood where you lived before your most recent home.

Work Travel

The following questions are about your work or school commuting trips as well as your general travel preferences.

Where is your primary work location? On the following map, please adjust the zoom and drag the pin to one location.

What was the date of your most recent trip to your primary work location from home?

Please enter a date:

What time did you leave home to go to work on your most recent trip? *

Please choose **only one** of the following:

- 5:00 AM
- 5:05 AM
- ...
- 4:55 AM

What time did you arrive at your primary work location?

Please choose **only one** of the following:

- 5:00 AM
- 5:05 AM
- ...
- 4:55 AM

Of the following transportation modes, which ones did you use for your most recent work trip?

Please choose **all** that apply:

- Walk to final destination
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi
- Other

Which of the following, would you consider as your main mode of transportation for your most recent work trip? (The mode that you travelled the farthest using.)

Please choose **only one** of the following:

- Walk
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro

- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi

Is the mode you just selected, the one you used as your main mode during your last trip to work, your preferred mode? (Your preferred mode is the mode you are happiest using.)

Please choose **only one** of the following:

- Yes
- No

What factors were important to you in deciding to use your main mode? *

Please choose **all** that apply:

- It is better for the environment than other modes.
- It is cheaper for me than other modes.
- I have a shorter travel time than with other modes
- I am more comfortable using this mode to travel than when using other modes.
- I am able to be productive on my journey.
- Other modes aren't available when I need to travel.
- Other modes don't go where I need to go.
- Other

Which mode would you have preferred to use as your main mode? *

Please choose **only one** of the following:

- Walk
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi
- Other

Why were you NOT able to walk to work? *

Please choose **all** that apply:

- I live too far
- My commute would be too long
- Poor weather
- Lack of sidewalks on my route

- No direct route
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- Other

Why were you NOT able to bike to work? *

Please choose **all** that apply:

- I live too far
- My commute would be too long
- I don't have access to this mode
- Poor weather
- Lack of bicycle paths on my route
- Not enough bicycle parking at my destination
- It takes too much effort
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- Other

Why were you NOT able to take public transit, such as bus, Metro, light rail or commuter trains to work? *

Please choose **all** that apply:

- My commute would be too long
- Stops/stations are too far
- Service was not available
- Too many transfers
- Too crowded
- Too expensive
- Service is not reliable
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- It was not available
- Other

Why were you NOT able to drive to work?

Please choose **all** that apply:

- I don't have access to this mode
- Too much traffic
- Difficult to park
- Too expensive
- Pollutes too much
- It doesn't allow me to get enough exercise
- My disability or condition limits this mode
- It's unsafe

- Other

Why were you NOT able to use a ridehailing service to get to work?

Please choose **all** that apply:

- I don't have access to this mode
- Too much traffic
- Too expensive
- Pollutes too much
- It doesn't allow me to get enough exercise
- My disability or condition limits this mode
- It's unsafe
- Other

Did you make any stops during your most recent work trip?

Please choose **only one** of the following:

- No
- Yes

What was the purpose of the stop(s)?

Please choose **all** that apply:

- Drop children off at school / daycare / etc.
- Shopping
- Buy coffee / meal
- Stop at the gym
- Stop at the bank / post office / etc.
- Other

How many minutes did the stop(s) take?

Please choose **only one** of the following:

- 5
- 10
- ...
- 180
- >180

For the walking portion(s) of your most recent work trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent walking.
- I felt comfortable when I was walking.
- I felt safe from traffic when I was walking.
- I felt safe from crime and unwanted attention when I was walking.
- Overall, I was satisfied with my walking experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the cycling portion(s) of your most recent work trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent cycling.
- I was comfortable when I was cycling.
- I felt safe from traffic when I was cycling.
- I felt safe from crime and unwanted attention when I was cycling.
- The quality of the bicycle paths I used was good.
- Overall, I was satisfied with my cycling experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the driving portion(s) of your most recent work trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent driving.
- I was comfortable when I was driving.
- I felt safe from traffic when I drove.
- I felt safe from crime and unwanted attention when I drove.
- The cost of driving and parking is reasonable.
- I could easily find a parking spot.
- Overall, I was satisfied with my driving experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the ridehailing portion(s) of your most recent work trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent in my ridehailing trip.
- I was comfortable when I was on my ridehailing trip.
- I felt safe from traffic when I was on my ridehailing trip.
- I felt safe from crime and unwanted attention when I was on my ridehailing trip.
- I felt safe from contracting COVID-19 when I was on my ridehailing trip.
- The cost of the ridehail was reasonable.
- Overall, I was satisfied with my ridehailing experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the bus portion(s) of your most recent work trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent on the bus.
- I felt comfortable when I was on the bus.
- I felt safe from crime and unwanted attention when I was on the bus.
- The cost of taking the bus was reasonable.
- I am satisfied with how long it took me to reach my bus stop.
- The waiting time for the bus was reasonable.
- Information about the bus (schedules, on-board announcements, website, etc.) is easy to understand.
- Overall, I was satisfied with my bus experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the metro portion(s) of your most recent work trip, please rate your satisfaction with the following:
Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent on the metro.
- I felt comfortable when I was on the metro.
- I felt safe from crime and unwanted attention when I was on the metro.
- The cost of taking the metro was reasonable.
- I am satisfied with how long it took me to get to the metro.
- The waiting time for the metro was reasonable.
- Information about the metro (schedules, on-board announcements, website, etc.) is easy to understand.
- Overall, I was satisfied with my metro experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the light rail (REM) portion(s) of your most recent work trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent on the REM.
- I felt comfortable when I was on the REM.
- I felt safe from crime and unwanted attention when I was on the REM.
- I felt safe from contracting COVID-19 when I was on the REM.
- The cost of taking the REM was reasonable.
- I am satisfied with how long it took me to get to the REM.
- The waiting time for the REM was reasonable.
- Information about the REM (schedules, on-board announcements, website, etc.) was easy to understand.
- Overall, I was satisfied with my REM experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
-------------------	----------	---------	-------	----------------

For the commuter train portion(s) of your most recent work trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent on the commuter train.
- I felt comfortable when I was on the commuter train.
- I felt safe from crime and unwanted attention when I was on the commuter train.
- I felt safe from contracting COVID-19 when I was on the commuter train.
- The cost of taking the commuter train was reasonable.
- I am satisfied with how long it took me to get to the commuter train.
- The waiting time for the commuter train was reasonable.
- Information about the commuter train (schedules, on-board announcements, website, etc.) is easy to understand.
- Overall, I was satisfied with my commuter train experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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How many different bus routes did you use during your most recent trip? *

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5

How many different metro lines did you use during your most recent trip? *

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5

How many different light rail (REM) lines did you use during your most recent trip? *

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5

How many different train lines did you use during your most recent trip? *

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5

Please state your agreement with the following statements regarding how realistic you consider various travel options as the main mode for your commute to work.

By realistic, we mean that you either already commute using this mode or could feasibly replace your current mode with this mode.

- Please choose the appropriate response for each item:
- Generally speaking, walking is a realistic option as the main mode for my work commute
- Generally speaking, cycling is a realistic option as the main mode for my work commute
- Generally speaking, public transit is a realistic option as the main mode for my work commute
- Generally speaking, driving is a realistic option as the main mode for my work commute

Agree	Disagree
-------	----------

Over the last seven days, how many days did you telecommute?

Please choose **only one** of the following:

- Never
- 1 day

- 2 days
- 3 days
- 4 days
- 5 days
- 6 days
- 7 days

What is your primary reason for telecommuting?

Please choose **only one** of the following:

- I am more productive while telecommuting
- My work is remote due to COVID
- I want to reduce my commute time
- To avoid traffic/construction
- Telecommuting is more environmentally friendly
- I want to save money by reducing commute trips
- It gives me more flexibility in my schedule
- It's less stressful
- I have a condition that makes it more difficult for me to physically be at work
- I do not live close to my place of work
- Other

Does your employer have a telecommute policy in place?

Please choose **only one** of the following:

- Yes
- No
- I don't know

Pre-COVID-19 Commute

Where was your primary work location before the outbreak of the COVID-19 pandemic? On the following map, please adjust the zoom and place the pin in one location.

When was the last time you traveled to work before COVID-19? This date can be approximate.

Please enter a date:

What time did you typically leave home to go to work before the COVID-19 pandemic?

Please choose only one of the following:

- 5:00 AM
- 5:05 AM
- ...
- 4:55 AM

Of the following transportation modes, which ones did you generally use for your trips to work before COVID-19?

Please choose all that apply:

- Walk to final destination
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger

- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi
- Other:

Which of the following would you consider as your main mode of transportation for your trips to work before the COVID-19 pandemic?

Please choose only one of the following:

- Walk
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi

School Travel

Where is your primary (most frequent) school location? On the following map, please adjust the zoom and drag the pin to one location.

What was the date of your most recent trip to your primary school location from home?

Please enter a date:

What time did you leave home go to school on your most recent trip?

Please choose only one of the following:

- 5:00 AM
- 5:05 AM
- ...
- 4:50 AM
- 4:55 AM

What time did you arrive at school? *

Please choose only one of the following:

- 5:00 AM

- 5:05 AM
- ...
- 4:50 AM
- 4:55 AM

Of the following transportation modes, which did you use for your most recent school trip? *

Please choose all that apply:

- Walk to final destination
- Walk to public transit or another mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi
- Other

Which of the following, would you consider as your main mode of transportation for your most recent school trip?

Please choose only one of the following:

- Walk
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi

Did you use your preferred main mode on the trip you just described?

Please choose only one of the following:

- Yes
- No

What factors were important to you in deciding to use your main mode?

Please choose all that apply:

- It is better for the environment than other modes.
- It is cheaper for me than other modes.
- I have a shorter travel time than with other modes
- I am more comfortable using this mode to travel than when using other modes.
- I am able to be productive on my journey.
- Other modes aren't available when I need to travel.
- Other modes don't go where I need to go.
- Other

Which mode would you have preferred to use as your main mode?

Please choose only one of the following:

- Walk
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi
- Other

Why were you NOT able to walk to school?

Please choose all that apply:

- I live too far
- My commute would be too long
- Poor weather
- Lack of sidewalks on my route
- No direct route
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- Other

Why were you NOT able to bike to school?

Please choose all that apply:

- I live too far
- My commute would be too long
- I don't have access to this mode

- Poor weather
- Lack of bicycle paths on my route
- Not enough bicycle parking at my destination
- It takes too much effort
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- Other

Why were you NOT able to take public transit to school?

Please choose all that apply:

- My commute would be too long
- Time constraints
- Stops/stations are too far
- Service was not available
- Too many transfers
- Too crowded
- Too expensive
- Service is not reliable
- I need to drop my children off
- I have other errands to run
- My disability or condition limits this mode
- It's unsafe
- It was not available
- Other

Why were you NOT able to drive to school?

Please choose all that apply:

- I don't have access to this mode
- Too much traffic
- Difficult to park
- Too expensive
- Pollutes too much
- It doesn't allow me to get enough exercise
- My disability or condition limits this mode
- It's unsafe
- Other

Why were you NOT able to use a ridehailing service to get to school?

Please choose all that apply:

- I don't have access to this mode
- Too much traffic
- Too expensive
- Pollutes too much
- It doesn't allow me to get enough exercise
- My disability or condition limits this mode
- It's unsafe

- Other

Did you make any stops during your most recent school trip?

Please choose only one of the following:

- Yes
- No

What was the purpose of the stop(s)? Please select all that apply.

Please choose all that apply:

- Drop children off at school / daycare / etc.
- Shopping
- Buy coffee / meal
- Stop at the gym
- Stop at the bank / post office / etc.
- Other

How many minutes did the stop(s) take? Do not include the travel time required to make these stops. *

Please choose only one of the following:

- 5
- 10
- ...
- 180
- >180

For the walking portion(s) of your most recent school trip, please rate your satisfaction with the following. Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent walking.
- I felt comfortable when I was walking.
- I felt safe from traffic when I was walking.
- I felt safe from crime and unwanted attention when I was walking.
- Overall, I was satisfied with my walking experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the cycling portion(s) of your most recent school trip, please rate your satisfaction with the following. Please choose the appropriate response for each item: *

- I am satisfied with the length of time I spent cycling.
- I was comfortable when I was cycling.
- I felt safe from traffic when I was cycling.
- I felt safe from crime and unwanted attention when I was cycling.
- The quality of the bicycle paths I used were good.
- Overall, I was satisfied with my cycling experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the driving portion(s) of your most recent school trip, please rate your satisfaction with the following. Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent driving.
- I was comfortable when I was driving.
- I felt safe from traffic when I drove.
- I felt safe from crime and unwanted attention when I drove.
- The cost of driving and parking is reasonable.
- I could easily find a parking spot.
- Overall, I was satisfied with my driving experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the ridehailing portion(s) of your most recent school trip, please rate your satisfaction with the following:

Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent in my ridehailing trip.
- I was comfortable when I was on my ridehailing trip.
- I felt safe from traffic when I was on my ridehailing trip.
- I felt safe from crime and unwanted attention when I was on my ridehailing trip.
- I felt safe from contracting COVID-19 when I was on my ridehailing trip.
- The cost of the ridehail was reasonable.
- Overall, I was satisfied with my ridehailing experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the bus portion(s) of your most recent school trip, please rate your satisfaction with the following. Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent on the bus.
- I felt comfortable when I was on the bus.
- I felt safe from crime and unwanted attention when I was on the bus.
- I felt safe from contracting COVID-19 when I was on the bus.
- The cost of taking the bus was reasonable.
- I am satisfied with how long it took me to reach my bus stop.
- The waiting time for the bus was reasonable.
- Information about the bus (schedules, on-board announcements, website, etc.) is easy to understand.
- Overall, I was satisfied with my bus experience during this trip

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the metro portion(s) of your most recent school trip, please rate your satisfaction with the following. Please choose the appropriate response for each item: *

- I am satisfied with the length of time I spent on the metro.
- I felt comfortable when I was on the metro.
- I felt safe from crime and unwanted attention when I was on the metro.
- I felt safe from contracting COVID-19 when I was on the metro.
- The cost of taking the metro was reasonable.
- I am satisfied with how long it took me to get to the metro.

- The waiting time for the metro was reasonable.
- Information about the metro (schedules, on-board announcements, website, etc.) is easy to understand.
- Overall, I was satisfied with my metro experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the light rail (REM) portion(s) of your most recent school trip, please rate your satisfaction with the following. Please choose the appropriate response for each item

- I am satisfied with the length of time I spent on the REM.
- I felt comfortable when I was on the REM.
- I felt safe from crime and unwanted attention when I was on the REM
- I felt safe from contracting COVID-19 when I was on the REM.
- The cost of taking the REM was reasonable.
- I am satisfied with how long it took me to get to the REM.
- The waiting time for the REM was reasonable.
- Information about the REM (schedules, on-board announcements, website, etc.) is easy to understand.
- Overall, I was satisfied with my REM experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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For the commuter train portion(s) of your most recent school trip, please rate your satisfaction with the following. Please choose the appropriate response for each item:

- I am satisfied with the length of time I spent on the commuter train.
- I felt comfortable when I was on the commuter train.
- I felt safe from crime and unwanted attention when I was on the commuter train
- I felt safe from contracting COVID-19 when I was on the commuter train.
- The cost of taking the commuter train was reasonable.
- I am satisfied with how long it took me to get to the commuter train.
- The waiting time for the commuter train was reasonable.
- Information about the commuter train (schedules, on-board announcements, website, etc.) is easy to understand.
- Overall, I was satisfied with my commuter train experience during this trip.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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How many different bus routes did you use during your most recent trip?

Please choose only one of the following:

- 1
- 2
- 3
- 4
- 5+

How many different metro lines did you use during your most recent trip?

Please choose only one of the following:

- 1

- 2
- 3
- 4
- 5+

How many different light rail lines did you use during your most recent trip?

Please choose only one of the following:

- 1
- 2
- 3
- 4
- 5+

How many different train lines did you use during your most recent trip?

Please choose only one of the following:

- 1
- 2
- 3
- 4
- 5+

Please state your agreement with the following statements regarding how realistic you consider various travel options as the main mode for your commute to school.

Please choose the appropriate response for each item:

- Generally speaking, walking is a realistic* option as the main mode for my commute to school
- Generally speaking, cycling is a realistic* option as the main mode for my commute to school
- Generally speaking, public transit is a realistic* option as the main mode for my commute to school
- Generally speaking, driving is a realistic* option as the main mode for my commute to school

Disagree	Agree
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Pre-COVID-19 School Travel

Where was your primary school location before the outbreak of the COVID-19 pandemic? On the following map, please adjust the zoom and place the pin in one location.

Please write your answer here:

When was the last time you traveled to school before COVID-19? This date can be approximate.

Please enter a date:

What time did you typically leave home to go to school before the COVID-19 pandemic?

Please choose only one of the following:

- 5:00 AM
- 5:05 AM
- ...
- 4:55 AM

Of the following transportation modes, which ones did you generally use for your trips to school before the COVID-19 pandemic?

Please choose all that apply:

- Walk to final destination
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi
- Other

Which of the following, would you consider as your main mode of transportation for your trips to school before the COVID-19 pandemic?

Please choose only one of the following:

- Walk
- Walk to public transit or other mode
- Bicycle
- Bikeshare (e.g. BIXI)
- Private Carpool/Passenger
- Ridehailing (e.g. Uber)
- Drive – Personal Vehicle
- Drive – Carshare (e.g. Communauto)
- Bus
- Metro
- Light rail (REM)
- Commuter train
- Motorcycle
- Scooter
- Taxi
- Other

Weekly Travel

This question asks you about the number of times you visited certain types of destinations over the last seven days. If you visited a destination more than 10 times, please indicate 10 (the maximum value)

	Your primary work location over the last 7 days?	Your primary school location over the last 7 days?	The grocery store over the last 7 days?	The pharmacy or other healthcare facility over the last 7 days?
--	--	--	---	---

How many total times did you travel to...				
How many times did you drive as your main mode to...				
How many times did you walk or bike as your main mode to...				
How many times did you take public transit as your main mode to..				

General Travel

How much do you agree with the following statements?

Please choose the appropriate response for each item:

- I like travelling alone.
- My family members and I have similar travel habits.
- My friends and I have similar travel habits.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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How much do you agree with the following statements?

Please choose the appropriate response for each item:

- As a child, I was regularly driven around.
- As a child, I regularly biked.
- As a child, I regularly took public transit.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
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Do you have a monthly transit pass?

Please choose only one of the following:

- Yes
- No

What type of monthly transit pass do you have?

Please choose all that apply:

- OPUS STM (Montreal)
- OPUS RTL (Longueuil)
- OPUS STL (Laval)
- OPUS TRAIN
- OPUS RTM/EXO/CIT (Suburbs)
- I don't know
- Other

Do you receive a reduced fare?

Please choose only one of the following:

- Yes
- No

In the past year, how many monthly transit passes did you purchase (from anywhere)?

Please choose only one of the following:

- 0
- 1
- ...
- 12

Select all the following that apply to you:

Please choose all that apply:

- I have a driver's license
- I own a bicycle
- I own an e-bike
- I have a Communauto membership
- I have a BIXI membership/subscription
- I have used a carpooling service in the past year
- I have used Uber in the past year
- None of the above

How many licensed drivers are in your household, including yourself? *

Please choose only one of the following:

None

- 1
- 2
- ...
- 10+

How many private automobiles do you have regular access to? Include only those owned, leased or borrowed on a long-term basis by you or someone else in your household and which you are permitted to drive. Do not include car-share, such as Communauto. *

Please choose only one of the following:

- None
- 1
- 2
- 3
- 4
- 5+
- Prefer not to answer

Have you purchased or acquired any of the following over the last 18 months? *

Please choose all that apply:

- A new car
- A used car
- A bicycle

- An e-bike
- A dog
- None of the above

If you were to use the following transport modes today, how concerned would you feel about contracting COVID-19? *

Please choose the appropriate response for each item:

- Bus
- Metro
- Commuter Train
- Ridehailing (e.g. Uber)
- Taxi

Not concerned	Somewhat concerned	Very concerned
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Would your concerns about contracting COVID-19 on public transport (e.g., bus, metro, train) change the way you travel?

Please choose all that apply:

- No, my travel behaviours would stay the same
- Yes, instead of using public transport, I would drive
- Yes, instead of using public transport, I will get a ride with someone
- Yes, instead of using public transport, I would walk
- Yes, instead of using public transport, I would bike
- Other

General Physical Activity

In the following questions, we are going to ask you about the time you spend doing different types of physical activity in a typical week. Please answer these questions even if you do not consider yourself to be a physically active person.

Work Physical Activity

Think of work as the things that you have to do such as paid or unpaid work, study/training, household chores, harvesting food/crops, fishing or hunting for food, seeking employment.

Does your work involve vigorous-intensity activity that causes large increases in breathing or heart rate like [carrying or lifting heavy loads, digging or construction work] for at least 10 minutes continuously? *

Please choose **only one** of the following:

- Yes
- No

In a typical week, on how many days do you do vigorous intensity activities as part of your work? *

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5

- 6
- 7

Approximately how much time do you spend doing vigorous-intensity activities at work on a typical day? *
Please choose **only one** of the following:

- 0 hrs 10 mins
- 0 hrs 20 mins
- ...
- 12 hrs 0 mins

Does your work involve moderate-intensity activity, that causes small increases in breathing or heart rate such as brisk walking [or carrying light loads] for at least 10 minutes continuously?

Please choose **only one** of the following:

- Yes
- No

In a typical week, on how many days do you do moderate intensity activities as part of your work?

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5
- 6
- 7

Approximately how much time do you spend doing moderate-intensity activities at work on a typical day?

Please choose **only one** of the following:

- 0 hrs 10 mins
- 0 hrs 20 mins
- ...
- 12 hrs 0 mins

Active Travel

The next questions exclude the physical activities at work that you have already mentioned.

In a typical week, do you walk or use a bicycle (pedal cycle) for at least 10 minutes continuously to get to and from places?

Please choose **only one** of the following:

- Yes, walk
- Yes, bike
- Yes, both
- No

In a typical week, on how many days do you walk for at least 10 minutes continuously to get to and from places?

Please choose **only one** of the following:

- 1

- 2
- 3
- 4
- 5
- 6
- 7

Approximately how much time do you spend walking for travel on a typical day?

Please choose **only one** of the following:

- 0 hrs 10 mins
- 0 hrs 20 mins
- ...
- 12 hrs 0 mins

In a typical week, on how many days do you bike for at least 10 minutes continuously to get to and from places?

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5
- 6
- 7

Approximately how much time do you spend biking for travel on a typical day?

Please choose **only one** of the following:

- 0 hrs 10 mins
- 0 hrs 20 mins
- ...
- 12 hrs 0 mins

Recreation Activities

The next questions exclude the work and transport activities that you have already mentioned. Now we would like to ask you about sports, fitness and recreational activities (leisure).

In a typical week, do you do any vigorous-intensity sports, fitness or recreational (leisure) activities that cause large increases in breathing or heart rate like running or football for at least 10 minutes continuously?

Please choose **only one** of the following:

- Yes
- No

In a typical week, on how many days do you do vigorous-intensity sports, fitness or recreational (leisure) activities?

Please choose **only one** of the following:

- 1
- 2
- 3
- 4

- 5
- 6
- 7

Approximately how much time do you spend doing vigorous-intensity sports, fitness or recreational activities on a typical day?

Please choose **only one** of the following:

- 0 hrs 10 mins
- 0 hrs 20 mins
- ...
- 12 hrs 0 mins

In a typical week, do you do any moderate-intensity sports, fitness or recreational (leisure) activities that cause a small increase in breathing or heart rate such as brisk walking, [cycling, swimming, volleyball] for at least 10 minutes continuously?

Please choose **only one** of the following:

- Yes
- No

In a typical week, on how many days do you do moderate intensity sports, fitness or recreational (leisure) activities?

Please choose **only one** of the following:

- 1
- 2
- 3
- 4
- 5
- 6
- 7

Approximately how much time do you spend doing moderate-intensity sports, fitness or recreational (leisure) activities on a typical day?

Please choose **only one** of the following:

- 0 hrs 10 mins
- 0 hrs 20 mins
- ...
- 12 hrs 0 mins

Sedentary Time

How many minutes do you usually spend sitting or reclining on a typical day?

Please choose **only one** of the following:

- 0h00
- 0h30
- ...
- 15h00

How much time do you usually spend watching television or a screen on any electronic device on a typical day?

Please choose **only one** of the following:

- 0h00
- 0h30
- ...
- 15h00

Personal Characteristics

Thinking about your own life and personal circumstances, how satisfied are you...

	0-Completely dissatisfied	1	2	3	4	5	6	7	8	9	10-Completely satisfied
With your life as a whole?											
With your standard of living?											
With your health?											

How tall are you?

Please choose only one of the following:

- 100 cm - 3' 3"
- 101 cm - 3' 4"
- ...
- 220 cm - 7' 3"
- Prefer not to answer

How much do you weigh?

Please choose only one of the following:

- 30 kilos - 66 pounds
- 31 kilos - 68 pounds
- ...
- 196 kilos - 432 pounds
- Prefer not to answer

In general, would you say your health is:

Please choose only one of the following:

- Excellent
- Very Good
- Good
- Fair
- Poor
- Prefer not to answer

Do you have a disability or condition, whether temporary or permanent, that limits your mobility?

Please choose only one of the following:

- Yes
- No
- Prefer not to answer

Which type of disability or condition do you have?

Please choose only one of the following:

- Permanent
- Recurring
- Temporary
- Prefer not to answer

Are your daily transportation needs affected by your condition(s)?

Please choose only one of the following:

- Yes
- No

If you wish, please let us know how your daily transportation needs are affected by your condition(s). Please write your answer here:

Personal Characteristics

How do you identify yourself?

Please choose only one of the following:

- Man
- Woman
- Transgender man
- Transgender woman
- Non-binary or non-conforming
- Prefer not to answer
- Other

What is your marital status? *

Please choose only one of the following:

- Single (never married)
- Married (or common law)
- Separated or divorced
- Widowed
- Prefer not to answer

How many people are in your household, including yourself?

Please choose only one of the following:

- 1
- 2
- ...
- 30

How many adults aged 18 or older live in your household, including yourself?

Please choose only one of the following:

- 0
- 1
- ...
- 30

Are there any children under the age of 18 in your household? *

Please choose only one of the following:

- Yes
- No

How many children between the age of 6 and 13 (inclusive) live in your household?

Please choose only one of the following:

- 0
- 1
- ...
- 30

How many children under the age of 6 (not including 6 years old) live in your household?

Please choose only one of the following:

- 0
- 1
- ...
- 30

Were you born in Canada?

Please choose only one of the following:

- Yes
- No
- Prefer not to answer

When did you move to Canada?

Please choose only one of the following:

- 2021
- 2020
- ...
- 1910
- I don't know

To which ethnic or cultural group(s) did your ancestors belong?

Please choose all that apply:

- Aboriginal
- Asian
- Black
- Caucasian/ White
- Latin American
- Middle Eastern
- Prefer not to answer
- I don't know
- Other

In which country did you spend the most time growing up until you turned 18?

Please write your answer here:

How would you characterize the environment where you grew up?

Please choose only one of the following:

- Urban
- Suburban
- Rural

Which category best describes your annual household income, taking into account all sources of income?

Please choose only one of the following:

- Less than \$30,000
- \$30 000 to \$59 999
- \$60 000 to \$89 999
- \$90 000 to \$119 999
- \$120 000 to \$149 999
- \$150 000 or more
- I don't know
- I prefer not to answer

What is your highest level of education obtained?

Please choose **only one** of the following:

- Primary/Elementary school diploma
- Secondary school diploma
- Trade/Technical school or college diploma
- Undergraduate degree
- Graduate degree
- Prefer not to answer
- I don't know

What is your occupation group?

Please choose **only one** of the following:

- Retail trade
- Finance and insurance
- Arts, entertainment and recreation
- Accommodation and food services
- Construction
- Manufacturing
- Wholesale trade
- Transportation and warehousing
- Information and cultural industries
- Real estate and rental and leasing
- Professional, scientific and technical services
- Management of companies and enterprises
- Administrative and support, waste management and remediation services
- Educational services
- Health care and social assistance
- Agriculture, forestry, fishing and hunting
- Mining, quarrying, and oil and gas extraction
- Utilities
- Public administration

- Other

A Closer Look

How did you hear about the Montreal Mobility Survey?

Please choose only one of the following:

- Email list
- From employer
- Flyer distributed at home
- Flyer distributed at work
- Flyer distributed at a transit station
- Referral from family or friends
- Facebook/ Instagram
- Twitter
- Website
- Newspaper
- Other

Would you like to participate further by downloading an application that would ask you about the trips that you make in a day? If yes, a member of our survey staff will contact you with instructions. This will double your odds of winning a prize.

Please choose only one of the following:

- Yes
- No

Do you have any final thoughts about transportation issues in Montreal?

Please write your answer here:

APPENDIX: REM SURVEY WAVE 2 REPORT 2021-2022

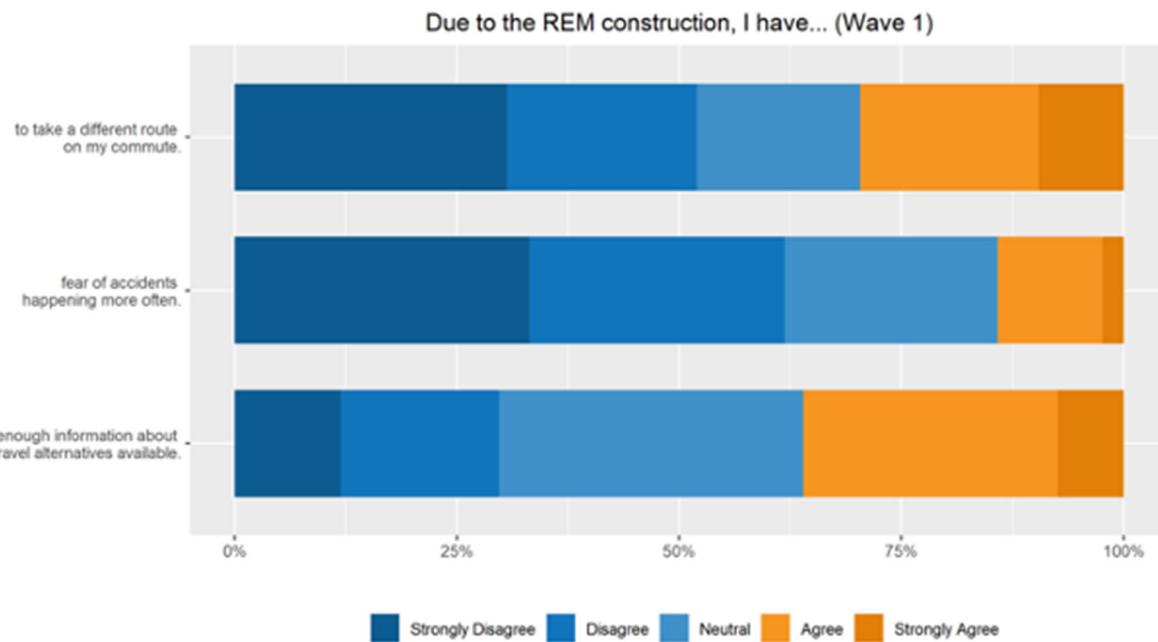


FIGURE 19.1: PERCEIVED IMPACT OF CURRENT REM CONSTRUCTION ON TRAVEL BEHAVIOUR (WAVE 1)

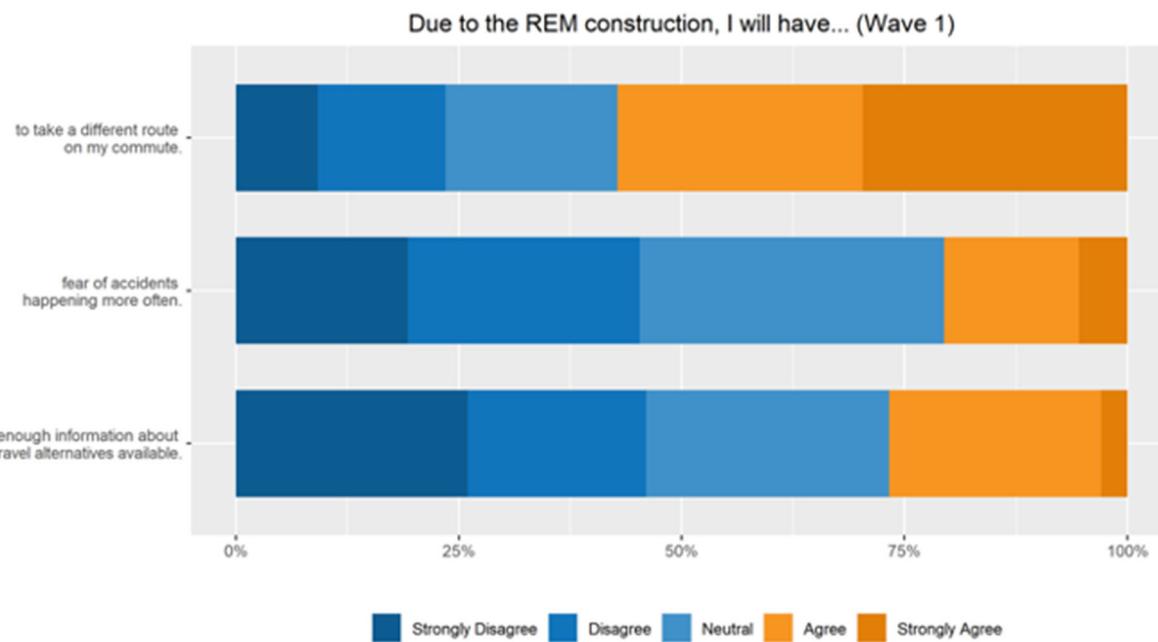


FIGURE 20.1: PERCEIVED IMPACT OF FUTURE REM CONSTRUCTION ON TRAVEL BEHAVIOR (WAVE 1)

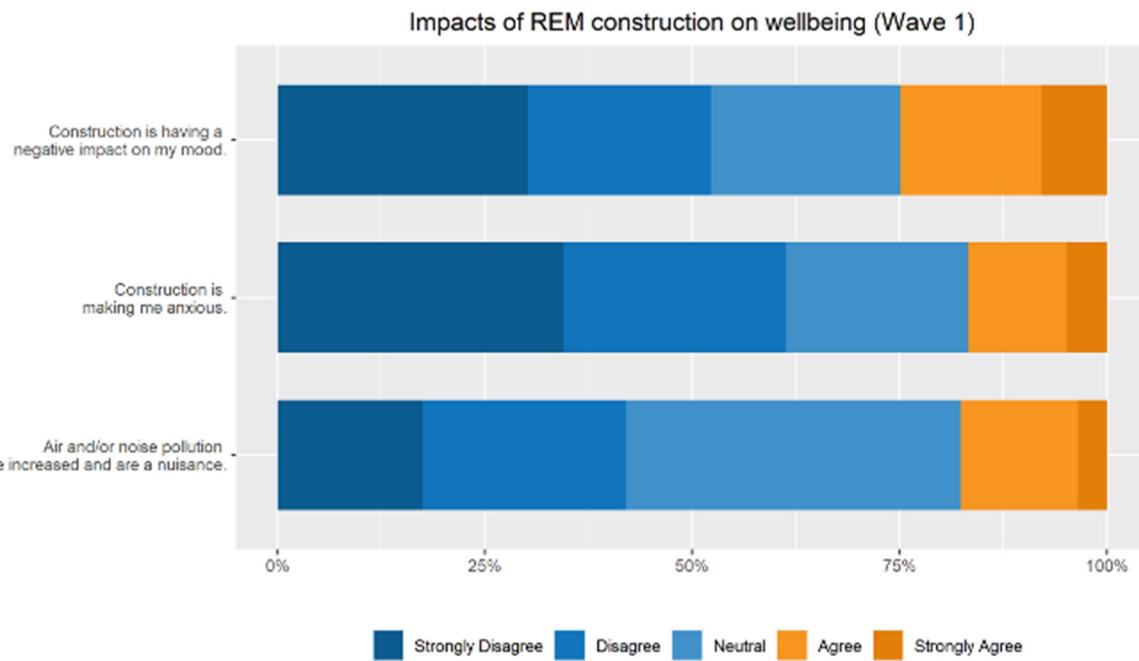


FIGURE 21.1: PERCEIVED IMPACT OF REM CONSTRUCTION ON WELLBEING (WAVE 1)

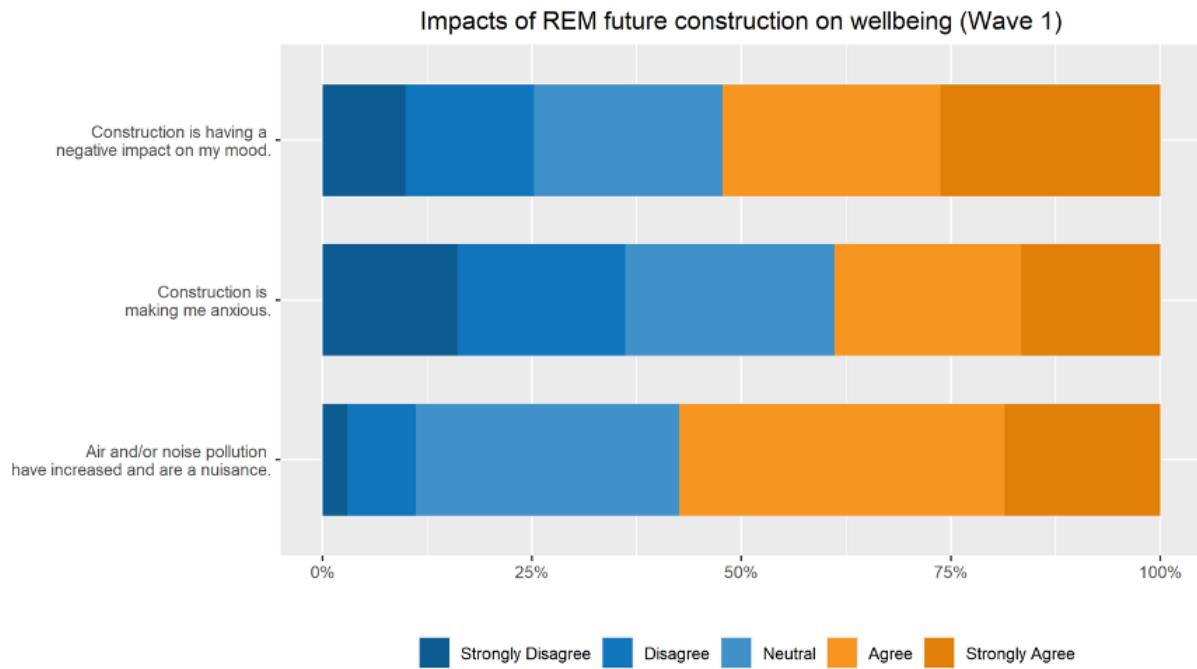


FIGURE 22.1: PERCEIVED IMPACT OF FUTURE REM CONSTRUCTION ON WELLBEING (WAVE 1)