Impressions of Ontarians on roads, traffic and investments

Ontario Road Builders' Association Ontario Survey Summary

submitted by Nanos to the Ontario Road Builders' Association, February 2017
(Submission 2017-951)

NANOS

ORBA

Table of Contents

Executive summary

Ontarians support government investments in road infrastructure, and believe highways, roads and bridges are the most important potential infrastructure investments

Roads in Ontario

Most residents of Ontario support or somewhat support government investments in transportation infrastructure, and more than half feel that the most important potential infrastructure investments are highways, roads and bridges. A majority of Ontario residents feel that traffic is at least somewhat a concern in their daily lives and more than one quarter of Ontarians feel that traffic problems should be fixed by investing in better or cheaper public transportation. A majority of Ontario residents believe that the most important reason to charge road tolls is to raise funds to help maintain the road. Residents of the GTA are less likely to say that they feel the roads have gotten safer in the past ten years, and Ontario residents as a whole are divided on this issue.

- **More than nine in ten Ontarians support or somewhat support government investments in transportation infrastructure** – A majority of residents of Ontario support (84%) or somewhat support (12%) the government investing in transportation infrastructure. Four per cent of Ontarians either oppose (2%) or somewhat oppose (2%) this idea, and one per cent are unsure.
- **Residents of Ontario support thirteen cents from every dollar invested in infrastructure going towards roads and bridges** – Residents of Ontario feel that 17 cents from every dollar should go to hospital infrastructure, followed by roads and bridges (13 cents), school infrastructure (12 cents), affordable housing (11 cents), public transit (10 cents), water infrastructure (nine cents) and community infrastructure (eight cents). Eighteen per cent are unsure.
- **Close to six out of ten Ontarians are concerned or somewhat concerned about traffic in their daily lives** – Six out of ten Ontario residents are concerned (35%) or somewhat concerned (23%) about traffic in their daily lives. More than one in four residents of Ontario are somewhat not concerned (five per cent) or not concerned (36%), and one per cent are unsure.

- **Nearly three out of ten Ontarians think that the government should fix their traffic problems by investing in better or cheaper public transportation** – When asked what should governments do to help fix traffic problems, 29% of Ontario residents think that the government should help fix traffic problems by providing better or cheaper public transportation. This was followed by fixing the roads (15%), better monitoring of traffic flows and light systems (seven per cent), encouraging better driving or being more strict with road rules (seven per cent), building new roads or highways (six per cent). Four per cent of Ontario residents referred to adding tolls or charging more, increasing government spending or raising taxes (three per cent), allowing for more flexible work hours or locations (two per cent), encouraging carpooling (two per cent), and separating cars and trucks (one per cent). One per cent said there was not a problem, and 20 per cent are unsure.
- **Ontarians have mixed feelings regarding the safety of the roads in Ontario today compared to ten years ago** – Almost one in two residents of Ontario feel that roads in Ontario are safer (22%) or somewhat safer (27%) than they were ten years ago. Close to half of Ontarians feel that the roads in Ontario are less safe (31%) or somewhat less safe (14%). The percentage of those who feel that roads are less safe is higher in the GTA (35%) than in the rest of Ontario (26%). Seven per cent of Ontario residents are unsure.
- **Just over half of Ontarians feel that highways or roads and bridges are the most important potential infrastructure investments**– One in four residents of Ontario think that the most important potential infrastructure investment is highways (28%) or roads and bridges (25%), followed by light rail (16%), and subways (ten per cent). Under one in ten feel that it is buses (nine per cent), bike paths (six per cent), or walking paths (three per cent), while three per cent are unsure.
- **Almost half of Ontario residents think that tolls collected on roads should go towards road maintenance** – Almost half of Ontario residents think that tolls collected on roads should go towards road maintenance (47%) or infrastructure improvements and expansions (19%), followed by public transit investments (13%), City or Provincial budgets (four per cent), healthcare or education budgets (two per cent), charity (two per cent), and road safety (one per cent). Five per cent think they should not have tolls, and two per cent are unsure.
- **One in two Ontarians think that raising funds to help maintain the road is the most important reason to charge a toll on a road –** Fifty-one per cent of Ontarians think that tolls should raise funds to help maintain the road, while just under one in three believe that the most important reason is to invest in expanding public transit, and 14 per believe that the most important reason to charge tolls is to reduce the number of cars on the road. Four per cent are unsure.

Road safety features in Ontario

A majority of Ontarians feel that roadside safety features have a major or minor positive impact on reducing road and highway deaths, and rate the upgrading of these features as a high or somewhat high priority. Most residents of Ontario think that road safety features should be inspected at least once per year.

- **Over four in five Ontarians think that road safety features have a major or minor positive impact on reducing road and highway deaths in Ontario –** A majority of Ontarians say that the presence of road safety features have a major positive impact (43%) or a minor positive impact (40%) on reducing road and highways deaths in Ontario, while seven per cent say they have no impact, two per cent say they have a minor negative impact, and one per cent say they have a major negative impact. Seven per cent were unsure.
- **A majority of Ontario residents rated upgrading road safety features as a high or somewhat high priority –** More than half of Ontarians think that upgrading road safety features is a high (28%) or somewhat high (26%) priority and almost one in four rate this as an average priority (24%). Seven per cent rate this as a somewhat low priority, and 11 per cent as a low priority. Six per cent are unsure.
- **Almost three in four Ontarians think that safety features should be inspected at least once per year –** Almost one in three support inspections occurring once (32%) or twice a year (29%) respectively, while thirteen per cent support inspecting roadside safety features once a month. Ten per cent of Ontarians support inspections occurring every two years and three per cent every five years. One per cent believe they do not need to be inspected or maintained, and 12 per cent are unsure.

Electronic message signs

Electronic message signs have been seen by most Ontario residents, the majority of whom feel that these signs provide reassurance that they can arrive at their destination on time and reduce their stress and anxiety levels about traffic closer to their destination.

- **A vast majority of Ontario residents have seen an electronic message sign while driving on city streets or on a 400-series highway –** Eighty-six per cent of Ontarians have seen electronic message signs that provide an estimate in minutes of how long it will take to travel to an upcoming destination based on real time traffic conditions while driving on 400-series highways or city streets, and 14 per cent have not.
- **More than three in four Ontarians agree or somewhat agree that electronic message signs provide reassurance that they could remain on the highway and arrive at their destination on time –** A majority of Ontarians agree (56%) or somewhat agree (22%) that that electronic message signs provide reassurance that they could remain on highway and arrive at their destination on time, while six per cent somewhat disagree and 13 per cent disagree. Three per cent are unsure.
- **Almost half of Ontario residents agreed that electronic message signs reduced anxiety about traffic conditions closer to their destination –** Almost seven in ten Ontarians agree (46%) or somewhat agree (22%) that electronic message signs reduce anxiety about traffic conditions closer to their destination, while seven per cent somewhat disagree and 21 per cent disagree. Four per cent are unsure.
- **Just under seven in ten Ontarians agree or somewhat agree that electronic message signs reduced their stress level about traffic conditions closer to their destination –** A majority of Ontarians agree (45%) or somewhat agree (24%) that electronic message signs reduce their stress level about traffic conditions closer to their destination, compared to the almost three in ten who somewhat disagree (seven per cent) or disagree (21%). Four per cent are unsure.

These observations are based on an RDD dual frame (land- and cell-lines) telephone random survey of 500 residents of Ontario, 18 years of age or older, between January 25th and February 2nd, 2017 as part of an omnibus survey. The margin of error for a random survey of 500 residents of Ontario is ±4.4 percentage points, 19 times out of 20.

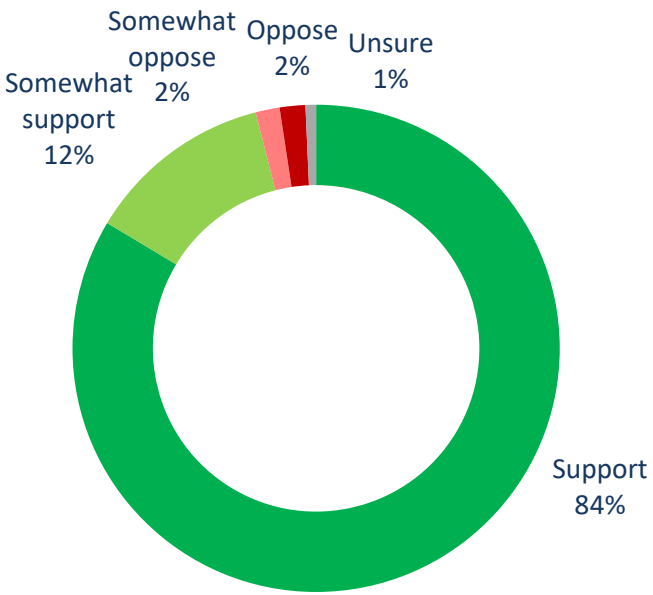
This study was commissioned by the Ontario Road Builders' Association.

1.0 Roads in Ontario

Support for government investing in transportation infrastructure

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+92.7



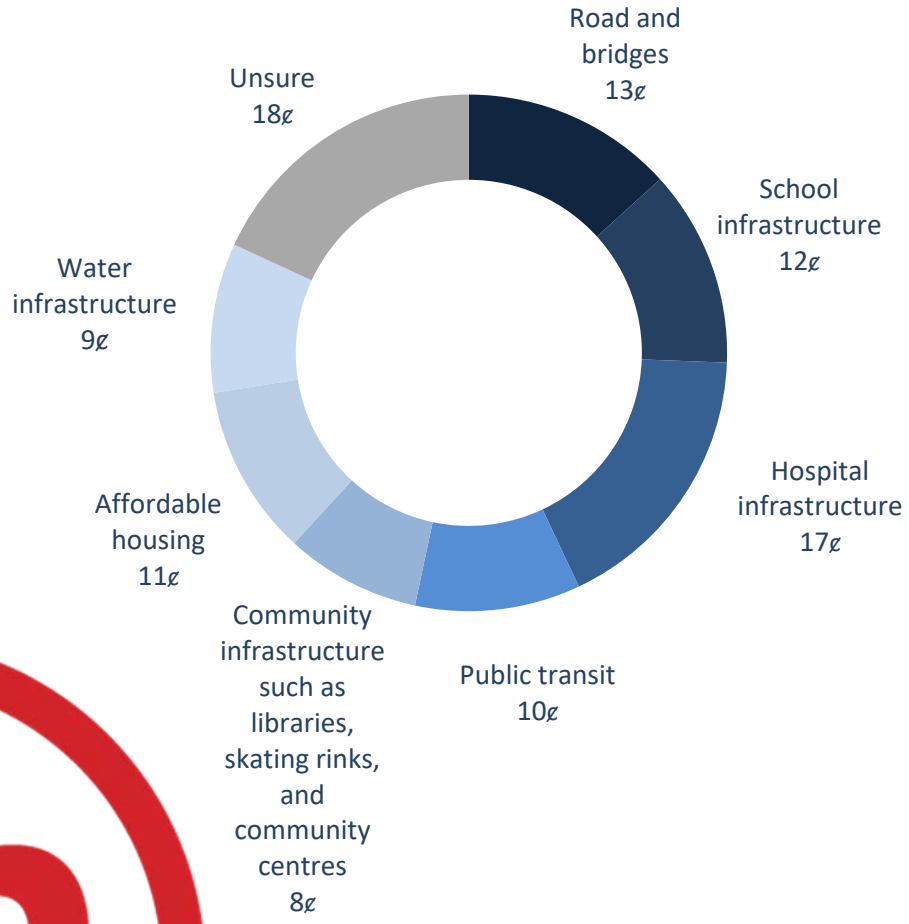
Subgroups	Support/ Somewhat support
GTA (n=241)	95.2%
Rest of Ontario (n=259)	96.8%
Male (n=223)	95.2%
Female (n=277)	96.8%
18 to 29 (n=69)	95.1%
30 to 39 (n=66)	96.6%
40 to 49 (n=112)	96.0%
50 to 59 (n=121)	94.5%
60 plus (n=132)	97.4%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – Thinking of all the ways governments spend tax dollars, do you support, somewhat support, somewhat oppose or oppose governments investing in transportation infrastructure like roads, bridges and transit?

Division of money to be spent on infrastructure

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.



Subgroups	Hospital infrastructure
GTA (n=241)	17.4¢
Rest of Ontario (n=259)	17.4¢
Male (n=223)	17.2¢
Female (n=277)	17.6¢
18 to 29 (n=69)	18.5¢
30 to 39 (n=66)	19.7¢
40 to 49 (n=112)	17.2¢
50 to 59 (n=121)	17.4¢
60 plus (n=132)	14.9¢

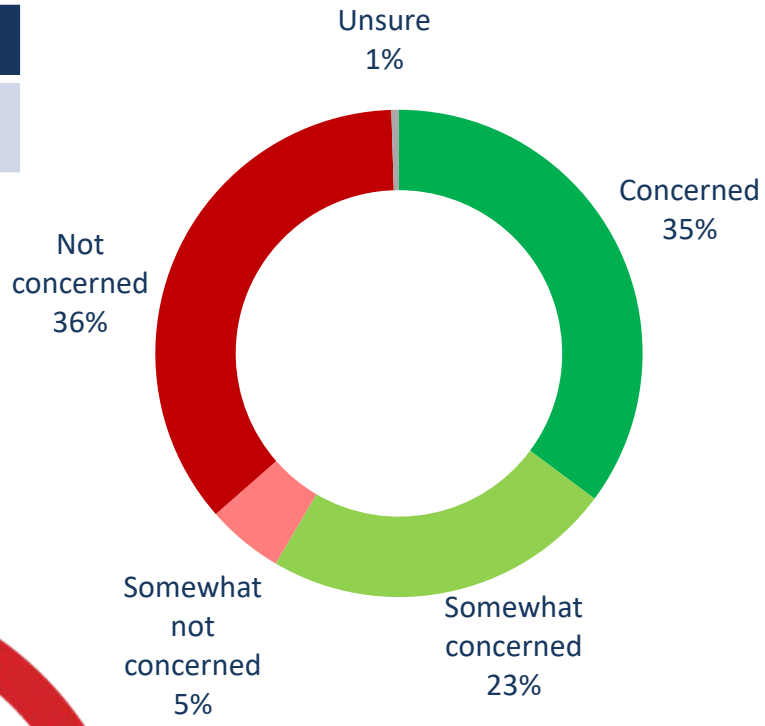
***Note: Charts may not add up to 100 due to rounding**

QUESTION – As you may know, Ontario will spend $160B on infrastructure between now and 2028. For every dollar of infrastructure money spent, how many cents should go to the following [SHOULD ADD UP TO $1.00] [RANDOMIZE]

Concern about daily traffic

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+17.4



Subgroups	Concerned/ Somewhat concerned
GTA (n=241)	67.9%
Rest of Ontario (n=259)	49.0%
Male (n=223)	59.2%
Female (n=277)	57.7%
18 to 29 (n=69)	59.7%
30 to 39 (n=66)	69.1%
40 to 49 (n=112)	61.1%
50 to 59 (n=121)	51.7%
60 plus (n=132)	51.8%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – Are you concerned, somewhat concerned, somewhat not concerned or not concerned about traffic in your day to day life?

How governments should fix traffic problems

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

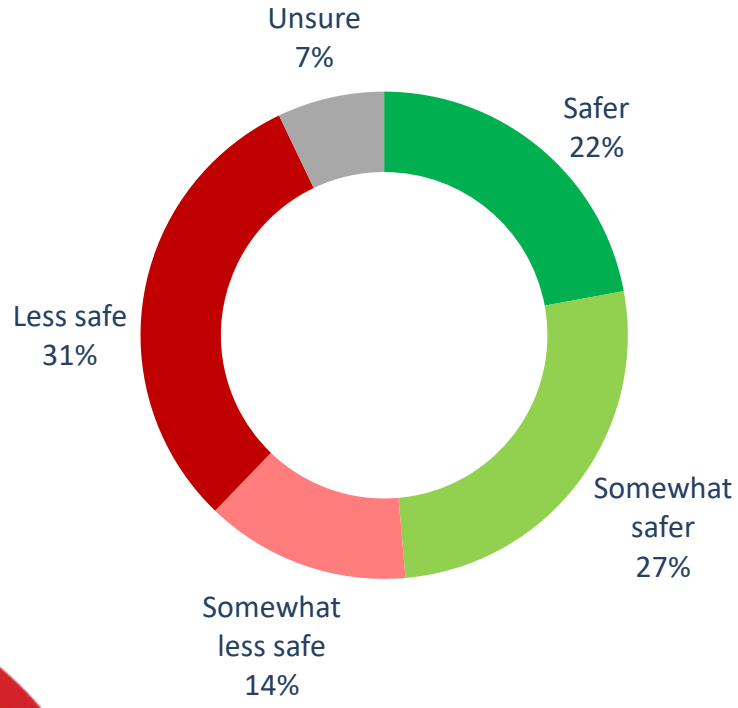
Response	Frequency (n=500)
Better/Cheaper Public Transportation	28.9%
Better roads/Fix the roads	15.3%
Monitoring the flow/Better lights system	7.2%
Better driving/More strict rules	6.6%
Build new roads/highways	5.9%
Add tolls/Charge more	3.5%
Government spending/Raise Taxes	2.5%
Flexible work hours/flexible work location	1.8%
Encourage carpooling	1.5%
Separate cars and trucks	0.9%
There isn't a problem	0.6%
Other	5.3%
Unsure	20.2%

QUESTION – What should governments do to help fix traffic problems? [Open-ended]

Safety of Ontario roads

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+4.3



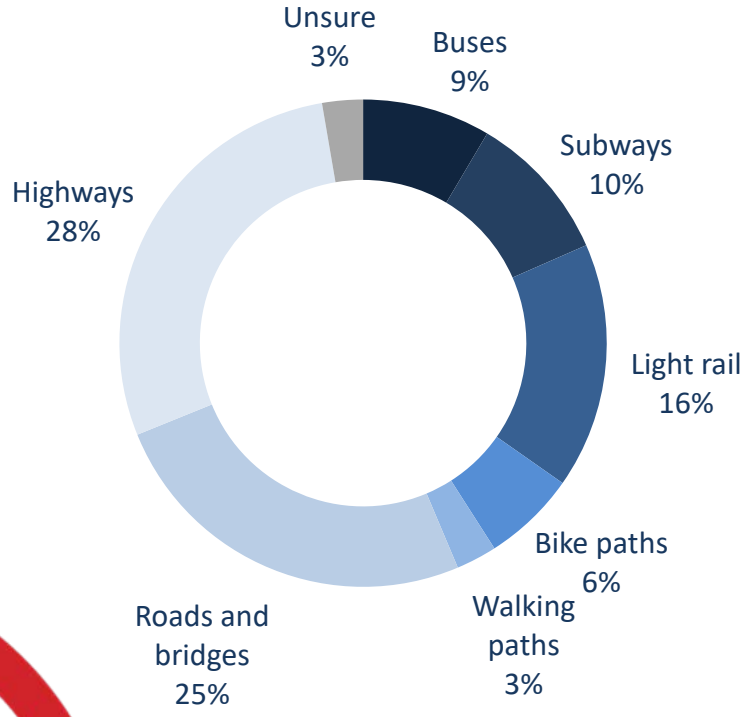
Subgroups	Safer/ Somewhat safer
GTA (n=241)	44.2%
Rest of Ontario (n=259)	52.9%
Male (n=223)	52.2%
Female (n=277)	45.4%
18 to 29 (n=69)	57.2%
30 to 39 (n=66)	46.7%
40 to 49 (n=112)	55.0%
50 to 59 (n=121)	46.2%
60 plus (n=132)	38.7%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – Would you say that roads in Ontario today are safer, somewhat safer, somewhat less safe or less safe than 10 years ago?

Most important potential infrastructure investments

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.



Subgroups	Highways
GTA (n=241)	28.6%
Rest of Ontario (n=259)	28.2%
Male (n=223)	30.2%
Female (n=277)	26.7%
18 to 29 (n=69)	32.8%
30 to 39 (n=66)	33.3%
40 to 49 (n=112)	29.0%
50 to 59 (n=121)	26.5%
60 plus (n=132)	21.8%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – Which one of the following is the most important potential infrastructure investment to you [RANDOMIZE]

Use of money raised for collected road tolls

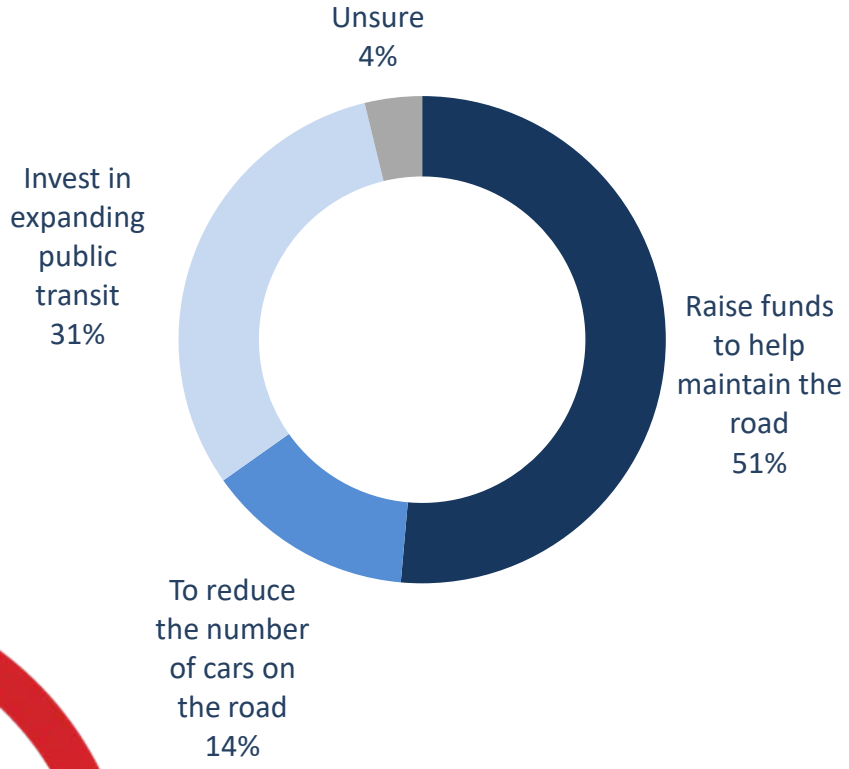
Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Response	Frequency (n=500)
Road maintenance	47.4%
Infrastructure improvements and expansion	18.8%
Public transit investments	12.8%
Should not have tolls	5.0%
City or Provincial budgets	3.7%
Healthcare or Education budgets	2.4%
Charity	1.5%
Road safety	1.4%
Other	4.7%
Unsure	2.3%

QUESTION – If a city decides to collect tolls on roads, what should be done with the money raised? [Open-ended]

Most important reason for charging tolls on roads

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

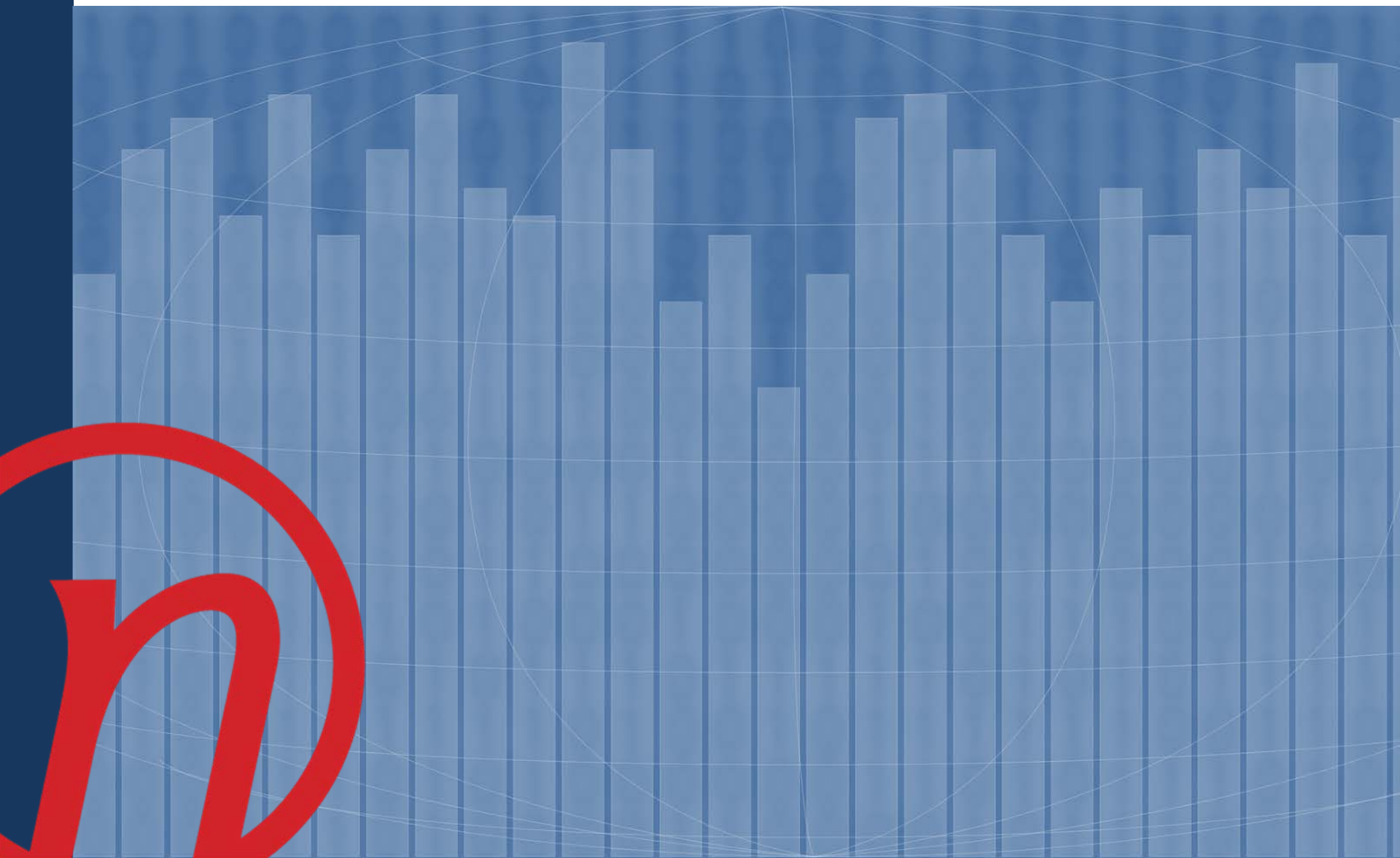


Subgroups	Raise funds to help maintain the road
GTA (n=241)	40.5%
Rest of Ontario (n=259)	62.2%
Male (n=223)	54.3%
Female (n=277)	48.8%
18 to 29 (n=69)	50.2%
30 to 39 (n=66)	49.1%
40 to 49 (n=112)	59.8%
50 to 59 (n=121)	58.6%
60 plus (n=132)	41.2%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – Which of the following would be the more important reason to charge a toll on a road [ROTATE]

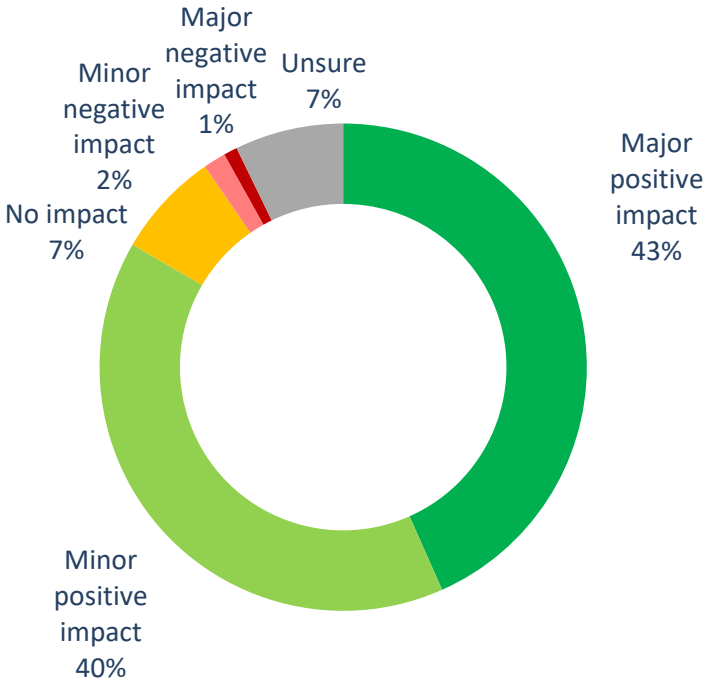
2.0 Road safety features in Ontario



Impact of roadside safety features

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+80.9



Subgroups	Major positive impact/ Minor positive impact
GTA (n=241)	83.8%
Rest of Ontario (n=259)	82.9%
Male (n=223)	86.0%
Female (n=277)	81.0%
18 to 29 (n=69)	83.6%
30 to 39 (n=66)	88.0%
40 to 49 (n=112)	84.4%
50 to 59 (n=121)	78.2%
60 plus (n=132)	82.6%

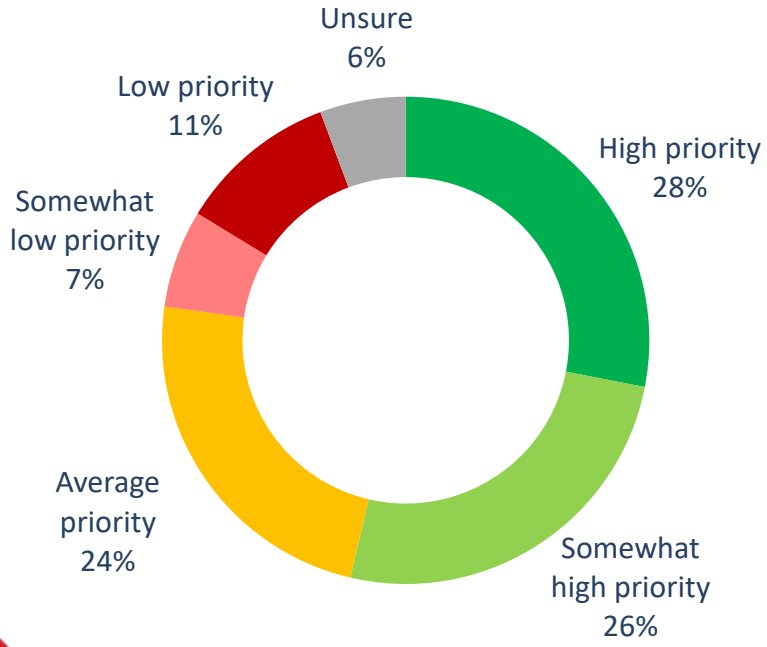
***Note: Charts may not add up to 100 due to rounding**

QUESTION – Would you say that the presence of road safety features like guide rails, crash cushions, break away sign supports and breakaway metal light standards have a major positive impact, minor positive impact, no impact, minor negative impact or a major negative impact on reducing road and highway deaths in Ontario?

Level of priority for upgrading road safety features

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+36.6



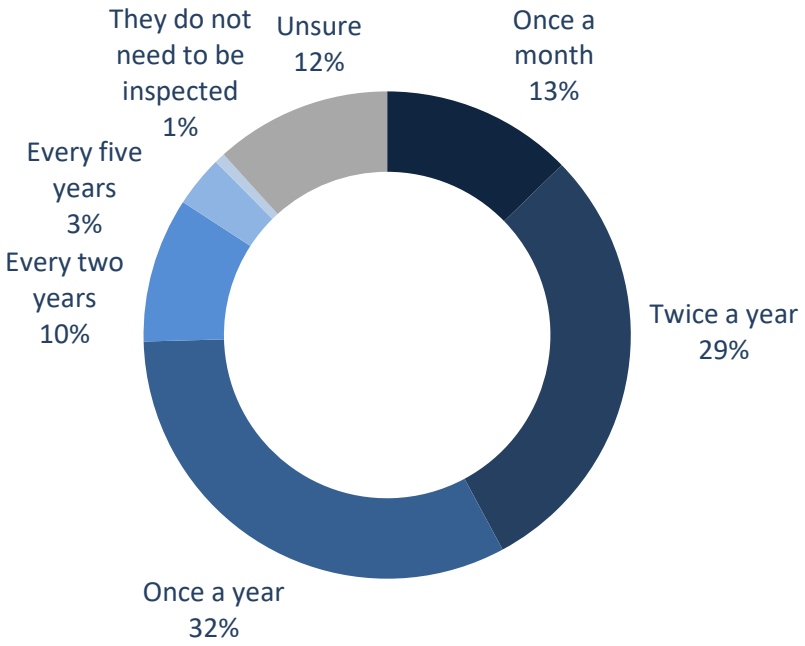
Subgroups	High priority/ Somewhat high priority
GTA (n=241)	52.7%
Rest of Ontario (n=259)	54.6%
Male (n=223)	48.9%
Female (n=277)	57.9%
18 to 29 (n=69)	49.9%
30 to 39 (n=66)	55.6%
40 to 49 (n=112)	51.7%
50 to 59 (n=121)	54.4%
60 plus (n=132)	56.5%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – As cars and trucks continue to evolve in weight and dimension, should it be a high, a somewhat high, an average, a somewhat low or a low priority to upgrade road safety features like guide rails, crash cushions, break away sign supports and breakaway metal light standards as cars change?

Frequency of inspection and maintenance of roadside safety features

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.



Subgroups	Once a year
GTA (n=241)	30.4%
Rest of Ontario (n=259)	34.3%
Male (n=223)	31.0%
Female (n=277)	33.5%
18 to 29 (n=69)	25.2%
30 to 39 (n=66)	45.2%
40 to 49 (n=112)	27.6%
50 to 59 (n=121)	31.1%
60 plus (n=132)	34.0%

***Note: Charts may not add up to 100 due to rounding**

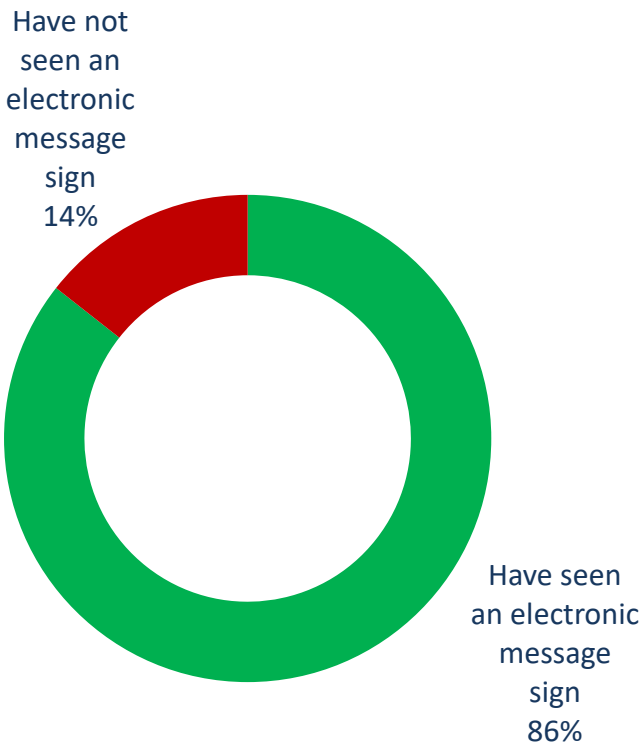
QUESTION – How often should guide rails, crash cushions, break away sign supports and breakaway metal light standards be inspected and maintained to make sure they are in good working order?

3.0 Electronic message signs

Electronic message signs

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+71.2



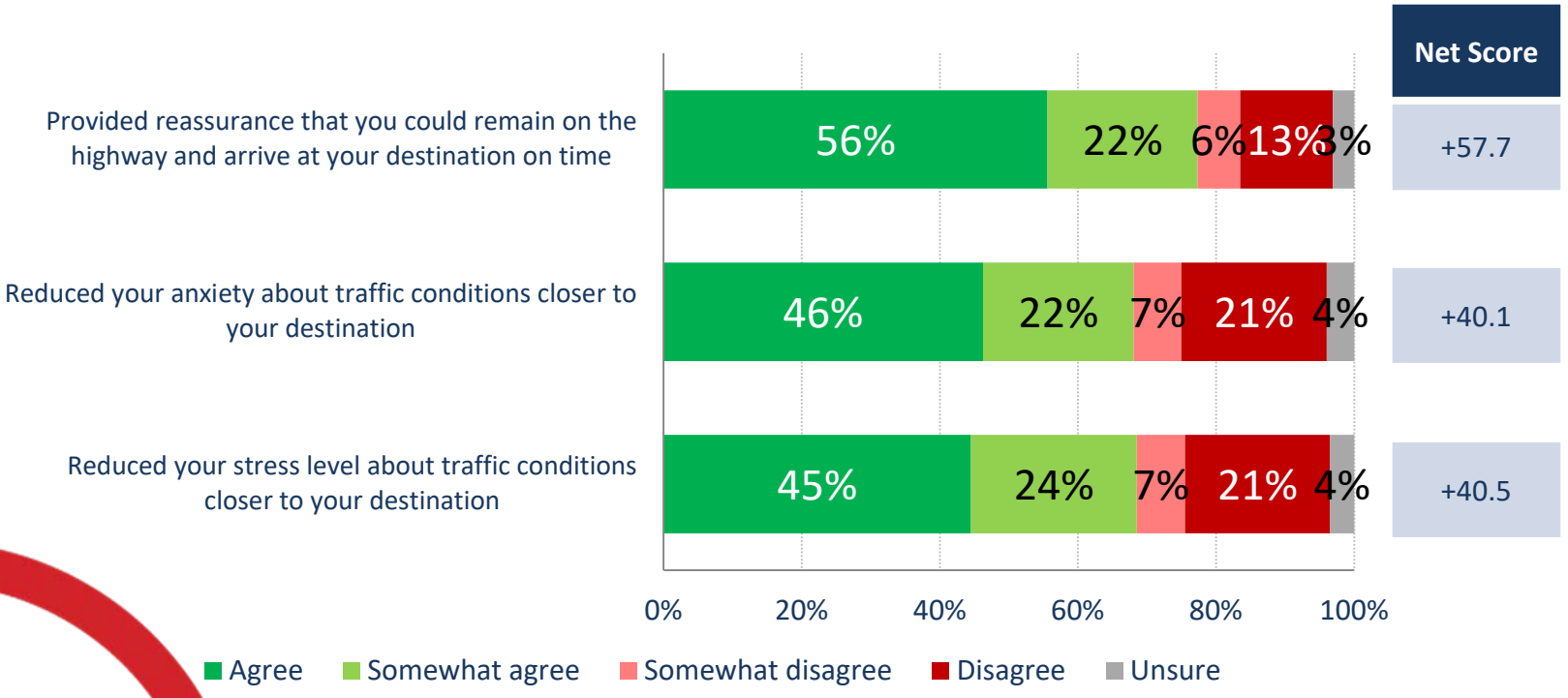
Subgroups	Have seen an electronic message sign
GTA (n=241)	88.8%
Rest of Ontario (n=259)	82.4%
Male (n=223)	85.9%
Female (n=277)	85.4%
18 to 29 (n=69)	87.8%
30 to 39 (n=66)	81.8%
40 to 49 (n=112)	85.9%
50 to 59 (n=121)	85.4%
60 plus (n=132)	86.6%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – Have you ever seen or have you not seen, electronic message signs that provide an estimate in minutes of how long it will take for you to travel to an upcoming destination based on real time traffic conditions while driving on 400-series highways or city streets.

Agreement with impact of electronic message signs

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.



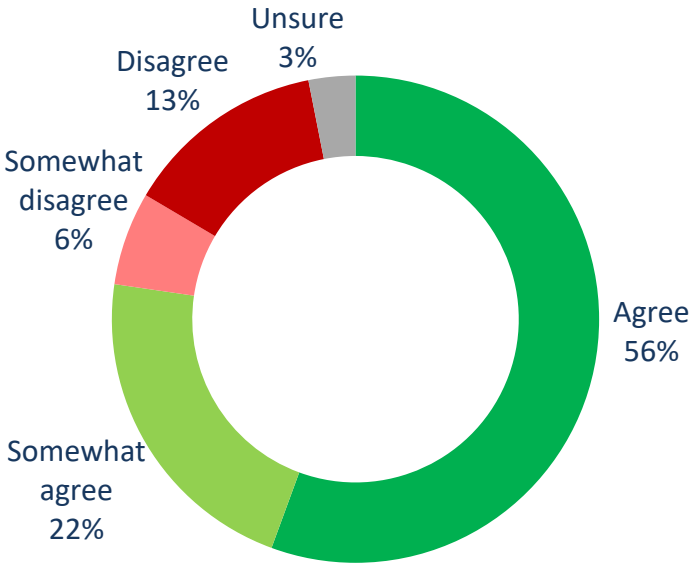
***Note: Charts may not add up to 100 due to rounding**

QUESTION – [IF YES ONLY] Would you agree, somewhat agree, somewhat disagree, or disagree with the following statements on the electronic message signs you saw that indicated the estimated time to travel to the destination [RANDOMIZE]

Agreement with electronic message signs providing reassurance

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+57.7



Subgroups	Agree/ Somewhat agree
GTA (n=214)	83.2%
Rest of Ontario (n=214)	71.2%
Male (n=195)	79.8%
Female (n=233)	75.1%
18 to 29 (n=61)	70.1%
30 to 39 (n=53)	89.2%
40 to 49 (n=97)	78.8%
50 to 59 (n=103)	72.3%
60 plus (n=114)	77.6%

***Note: Charts may not add up to 100 due to rounding**

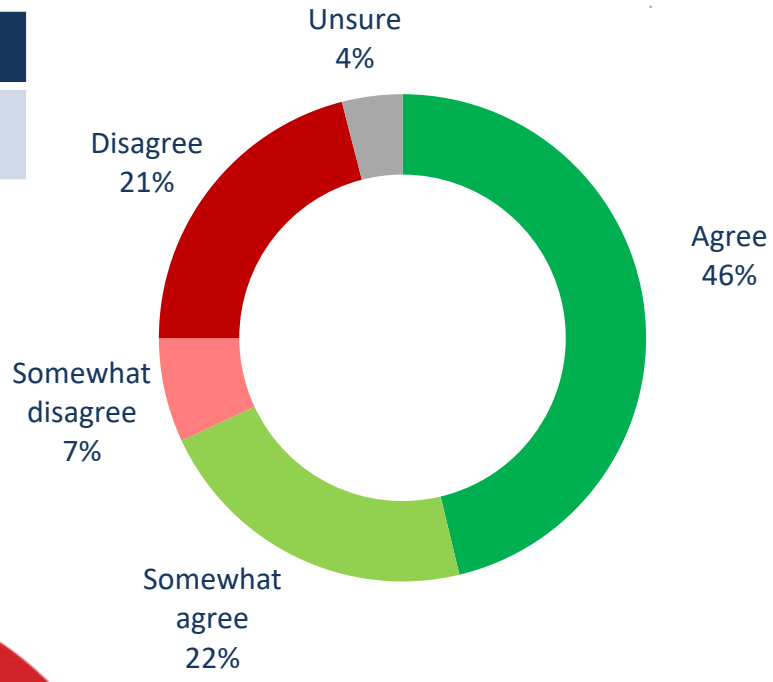
QUESTION – [IF YES ONLY] Would you agree, somewhat agree, somewhat disagree, or disagree with the following statements on the electronic message signs you saw that indicated the estimated time to travel to the destination [RANDOMIZE]

Provided reassurance that you could remain on the highway and arrive at your destination on time.

Agreement with electronic message signs reducing anxiety

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+40.1



Subgroups	Agree/ Somewhat agree
GTA (n=214)	71.4%
Rest of Ontario (n=214)	64.5%
Male (n=195)	67.6%
Female (n=233)	68.5%
18 to 29 (n=61)	53.9%
30 to 39 (n=53)	80.3%
40 to 49 (n=97)	72.8%
50 to 59 (n=103)	62.5%
60 plus (n=114)	71.0%

***Note: Charts may not add up to 100 due to rounding**

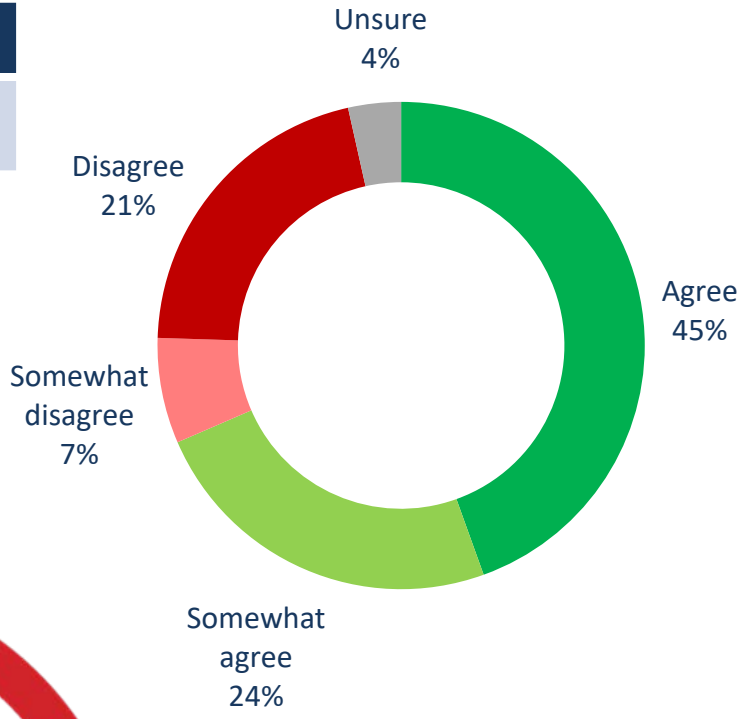
QUESTION – [IF YES ONLY] Would you agree, somewhat agree, somewhat disagree, or disagree with the following statements on the electronic message signs you saw that indicated the estimated time to travel to the destination [RANDOMIZE]

Reduced your anxiety about traffic conditions closer to your destination.

Agreement with electronic message signs reducing stress

Source: Nanos Research, RDD dual frame telephone random survey with live agents, January 25th to February 2nd, 2017, n=500, accurate to 4.4 percentage points plus or minus, 19 times out of 20.

Net Score
+40.5



Subgroups	Agree/ Somewhat agree
GTA (n=214)	71.6%
Rest of Ontario (n=214)	65.1%
Male (n=195)	67.5%
Female (n=233)	69.4%
18 to 29 (n=61)	61.0%
30 to 39 (n=53)	79.7%
40 to 49 (n=97)	65.2%
50 to 59 (n=103)	61.9%
60 plus (n=114)	74.6%

***Note: Charts may not add up to 100 due to rounding**

QUESTION – [IF YES ONLY] Would you agree, somewhat agree, somewhat disagree, or disagree with the following statements on the electronic message signs you saw that indicated the estimated time to travel to the destination [RANDOMIZE]

Reduced your stress level about traffic conditions closer to your destination.

Methodology

Methodology

Nanos conducted an RDD dual frame (land- and cell-lines) telephone random survey of 500 residents of Ontario, 18 years of age or older, between January 25th and February 2nd, 2017 as part of an omnibus survey. Participants were randomly recruited by telephone using live agents and administered a survey. The results were statistically checked and weighted by age and gender using the latest Census information and the sample is geographically stratified to be representative of Ontario.

Individuals were randomly called using random digit dialling with a maximum of five call backs.

The margin of error for a random survey of 500 residents of Ontario is ±4.4 percentage points, 19 times out of 20.

The research was commissioned by the Ontario Road Builders' Association.

Note: Charts may not add up to 100 due to rounding.

About Nanos

Nanos is one of North America's most trusted research and strategy organizations. Our team of professionals is regularly called upon by senior executives to deliver superior intelligence and market advantage whether it be helping to chart a path forward, managing a reputation or brand risk or understanding the trends that drive success. Services range from traditional telephone surveys, through to elite in-depth interviews, online research and focus groups. Nanos clients range from Fortune 500 companies through to leading advocacy groups interested in understanding and shaping the public landscape. Whether it is understanding your brand or reputation, customer needs and satisfaction, engaging employees or testing new ads or products, Nanos provides insight you can trust.

View our brochure

Nanos Research
North America Toll-free
1.888.737.5505
info@nanosresearch.com

Technical Note

Element	Description
Organization who commissioned the research	The Ontario Road Builders' Association
Final Sample Size	500 Randomly selected individuals.
Margin of Error	±4.4 percentage points, 19 times out of 20.
Mode of Survey	RDD dual frame (land- and cell-lines) telephone omnibus survey
Sampling Method Base	The sample included both land- and cell-lines RDD (Random Digit Dialed) across Ontario.
Demographics (Captured)	Ontario; Men and Women; 18 years and older. Six digit postal code was used to validate geography.
Fieldwork/Validation	Live interviews with live supervision to validate work as per the MRIA Code of Conduct
Number of Calls	Maximum of five call backs.
Time of Calls	Individuals were called between 12-5:30 pm and 6:30-9:30pm local time for the respondent.
Field Dates	January 25th to February 2nd, 2017.
Language of Survey	The survey was conducted in English.

Element	Description
Weighting of Data	The results were weighted by age and gender using the latest Census information (2014) and the sample is geographically stratified to ensure a distribution across all regions of Ontario. See tables for full weighting disclosure
Screening	Screening ensured potential respondents did not work in the market research industry, in the advertising industry, in the media or a political party prior to administering the survey to ensure the integrity of the data.
Excluded Demographics	Individuals younger than 18 years old; individuals without land or cell lines could not participate.
Stratification	By age and gender using the latest Census information (2014) and the sample is geographically stratified to be representative of Ontario.
Estimated Response Rate	9 percent, consistent with industry norms.
Question Order	Question order in the preceding report reflects the order in which they appeared in the original questionnaire.
Question Content	This was final module of an omnibus survey. The preceding module was about youth shelters.
Question Wording	The questions in the preceding report are written exactly as they were asked to individuals.
Survey Company	Nanos Research
Contact	Contact Nanos Research for more information or with any concerns or questions. http://www.nanosresearch.com Telephone:(613) 234-4666 ext. Email: info@nanosresearch.com.

Tabulations

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

				Region			Gender		Age			
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Thinking of all the ways governments spend tax dollars, do you support, somewhat support, somewhat oppose or oppose governments investing in transportation infrastructure like roads, bridges and transit?	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Support	%	83.6	81.9	85.2	82.4	84.6	76.0	87.5	80.3	80.6	92.0
	Somewhat support	%	12.4	13.3	11.6	12.8	12.2	19.1	9.1	15.7	13.9	5.4
	Somewhat oppose	%	1.6	2.7	.5	1.4	1.7	3.7	1.7	.0	3.0	.0
	Oppose	%	1.7	1.1	2.3	2.3	1.2	1.2	.0	4.0	2.6	.8
	Unsure	%	.7	1.1	.4	1.2	.3	.0	1.7	.0	.0	1.8

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

For every dollar of infrastructure money spent, how many cents should go to the following [SHOULD ADD UP TO $1.00] [RANDOMIZE] * Region

Region		Question - Road and bridges	Question - School infrastructure	Question - Hospital infrastructure	Question - Public transit	Question - Community infrastructure such as libraries, skating rinks, and community centres	Question - Affordable housing	Question - Water infrastructure	Question - Unsure
GTA	Mean	.1251	.1298	.1736	.1211	.0909	.1146	.0895	.1553
	N	250	250	250	250	250	250	250	250
Rest of Ontario	Mean	.1404	.1167	.1743	.0859	.0784	.0996	.0975	.2072
	N	250	250	250	250	250	250	250	250
Total	Mean	.1327	.1233	.1739	.1035	.0847	.1071	.0935	.1812
	N	500	500	500	500	500	500	500	500

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

For every dollar of infrastructure money spent, how many cents should go to the following [SHOULD ADD UP TO $1.00] [RANDOMIZE] * Gender

Gender		Question - Road and bridges	Question - School infrastructure	Question - Hospital infrastructure	Question - Public transit	Question - Community infrastructure such as libraries, skating rinks, and community centres	Question - Affordable housing	Question - Water infrastructure	Question - Unsure
Male	Mean	.1466	.1181	.1721	.1046	.0832	.0953	.0967	.1833
	N	236	236	236	236	236	236	236	236
Female	Mean	.1204	.1278	.1756	.1025	.0860	.1176	.0907	.1794
	N	264	264	264	264	264	264	264	264
Total	Mean	.1327	.1233	.1739	.1035	.0847	.1071	.0935	.1812
	N	500	500	500	500	500	500	500	500

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

For every dollar of infrastructure money spent, how many cents should go to the following [SHOULD ADD UP TO $1.00] [RANDOMIZE] * Age

Age		Question 2a - Road and bridges	Question 2b - School infrastructure	Question 2c - Hospital infrastructure	Question 2d - Public transit	Question 2e - Community infrastructure such as libraries, skating rinks, and community centres	Question 2f - Affordable housing	Question 2g - Water infrastructure	Question 2h - Unsure
18 to 29	Mean	.1347	.1528	.1852	.1004	.0910	.1215	.1243	.0902
	N	99	99	99	99	99	99	99	99
30 to 39	Mean	.1399	.1472	.1969	.1164	.0908	.0991	.1007	.1090
	N	89	89	89	89	89	89	89	89
40 to 49	Mean	.1448	.1092	.1722	.0940	.0900	.0946	.0854	.2098
	N	107	107	107	107	107	107	107	107
50 to 59	Mean	.1368	.1046	.1738	.0918	.0799	.1013	.0785	.2333
	N	87	87	87	87	87	87	87	87
60 plus	Mean	.1119	.1072	.1491	.1137	.0735	.1167	.0809	.2471
	N	118	118	118	118	118	118	118	118
Total	Mean	.1327	.1233	.1739	.1035	.0847	.1071	.0935	.1812
	N	500	500	500	500	500	500	500	500

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

				Region		Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Are you concerned, somewhat concerned, somewhat not concerned or not concerned about traffic in your day to day life?	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Concerned	%	35.2	46.7	23.6	37.7	32.9	39.8	42.6	35.4	34.0	26.3
	Somewhat concerned	%	23.3	21.2	25.4	21.5	24.8	19.9	26.5	25.7	17.7	25.5
	Somewhat not concerned	%	5.1	4.6	5.6	6.3	4.1	3.8	.0	6.6	7.4	6.9
	Not concerned	%	36.0	27.5	44.5	33.5	38.2	36.4	29.1	31.5	40.8	41.3
	Unsure	%	.5	.0	.9	1.0	.0	.0	1.8	.7	.0	.0

			Frequency	Percent	Valid Percent	Cumulative Percent
Question - What should governments do to help fix traffic problems? [Open-ended]	Valid	Better/Cheaper Public Transportation	144	28.9	28.9	28.9
		Unsure	101	20.2	20.2	49.1
		Better roads/Fix the roads	76	15.3	15.3	64.3
		Monitoring the flow/Better lights system	36	7.2	7.2	71.5
		Better driving/More strict rules	33	6.6	6.6	78.1
		Build new roads/highways	29	5.9	5.9	84.0
		Other	26	5.3	5.3	89.3
		Add tolls/Charge more	17	3.5	3.5	92.7
		Government spending/Raise Taxes	13	2.5	2.5	95.2
		Flexible work hours/flexible work location	9	1.8	1.8	97.0
		Encourage carpooling	7	1.5	1.5	98.5
		Separate cars and trucks	5	.9	.9	99.4
		There isn't a problem	3	.6	.6	100.0
		Total	500	100.0	100.0	

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

				Region		Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Would you say that roads in Ontario today are safer, somewhat safer, somewhat less safe or less safe than 10 years ago?	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Safer	%	22.1	20.3	23.9	22.1	22.2	18.9	21.9	28.6	22.3	18.9
	Somewhat safer	%	26.5	23.9	29.0	30.1	23.2	38.3	24.8	26.4	23.9	19.8
	Somewhat less safe	%	13.6	12.7	14.4	13.1	14.0	8.1	12.4	15.1	13.8	17.4
	Less safe	%	30.7	35.3	26.1	30.0	31.4	22.8	38.0	24.4	30.2	38.0
	Unsure	%	7.1	7.7	6.5	4.7	9.3	11.9	2.9	5.4	9.9	5.8

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

				Region		Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Which one of the following is the most important potential infrastructure investment to you [RANDOMIZE]	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Buses	%	8.5	6.4	10.6	6.0	10.8	11.2	8.6	3.7	10.2	9.4
	Subways	%	9.9	18.8	1.1	8.8	11.0	12.1	14.0	8.3	8.4	7.7
	Light rail	%	16.3	15.8	16.8	18.3	14.5	8.0	17.5	20.7	13.8	20.2
	Bike paths	%	6.2	7.9	4.6	8.0	4.7	8.2	4.0	7.5	7.3	4.4
	Walking paths	%	2.7	2.4	3.1	1.1	4.2	4.1	.0	4.4	2.6	2.3
	Roads and bridges	%	25.2	16.1	34.4	25.3	25.2	23.8	22.5	25.8	25.0	28.2
	Highways	%	28.4	28.6	28.2	30.2	26.7	32.8	33.3	29.0	26.5	21.8
	Unsure	%	2.7	4.0	1.4	2.4	2.9	.0	.0	.7	6.2	6.1

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

			Frequency	Percent	Valid Percent	Cumulative Percent
Question- If a city decides to collect tolls on roads, what should be done with the money raised? [Open-ended]	Valid	Road maintenance	237	47.4	47.4	47.4
		Infrastructure improvements and expansion	94	18.8	18.8	66.2
		Public transit investments	64	12.8	12.8	79.0
		Should not have tolls	25	5.0	5.0	84.0
		Other	24	4.7	4.7	88.8
		City or Provincial budgets	18	3.7	3.7	92.4
		Healthcare or Education budgets	12	2.4	2.4	94.8
		Unsure	11	2.3	2.3	97.1
		Charity	7	1.5	1.5	98.6
		Road safety	7	1.4	1.4	100.0
		Total	500	100.0	100.0	

				Region			Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Which of the following would be the more important reason to charge a toll on a road [ROTATE]	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Raise funds to help maintain the road	%	51.4	40.5	62.2	54.3	48.8	50.2	49.1	59.8	58.6	41.2
	To reduce the number of cars on the road	%	13.8	13.8	13.8	12.6	14.9	17.5	10.7	11.1	9.4	18.8
	Invest in expanding public transit	%	31.0	42.0	20.0	30.3	31.6	29.7	37.1	27.1	28.0	33.2
	Unsure	%	3.8	3.6	4.0	2.9	4.6	2.5	3.1	2.1	3.9	6.8

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

As you may know, the roads and highways in Ontario have roadside safety hardware. These include things like guide rails, crash cushions, break away sign supports and breakaway metal light standards. They are all designed to make driving safer.

				Region		Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Would you say that the presence of road safety features like guide rails, crash cushions, break away sign supports and breakaway metal light standards have a major positive impact, minor positive impact, no impact, minor negative impact or a major negative impact on reducing road and highway deaths in Ontario?	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Major positive impact	%	43.3	44.1	42.6	44.8	42.1	46.2	43.4	39.7	41.6	45.6
	Minor positive impact	%	40.0	39.7	40.3	41.2	38.9	37.4	44.6	44.7	36.6	37.0
	No impact	%	7.0	5.9	8.1	7.3	6.8	5.5	9.4	6.8	6.7	7.1
	Minor negative impact	%	1.5	1.4	1.7	1.7	1.4	1.2	.0	1.6	3.4	1.6
	Major negative impact	%	.9	1.4	.4	.5	1.2	1.3	.0	.9	.0	1.8
	Unsure	%	7.2	7.5	6.9	4.6	9.6	8.6	2.7	6.5	11.7	6.9

				Region		Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - As cars and trucks continue to evolve in weight and dimension, should it be a high, a somewhat high, an average, a somewhat low or a low priority to upgrade road safety features like guide rails, crash cushions, break away sign supports and breakaway metal light standards as cars change?	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	High priority	%	28.1	28.7	27.5	25.8	30.2	23.9	26.7	26.9	26.0	35.3
	Somewhat high priority	%	25.6	24.0	27.1	23.1	27.7	26.0	28.9	24.8	28.4	21.2
	Average priority	%	23.6	24.6	22.7	24.7	22.7	27.7	22.1	28.8	15.0	23.1
	Somewhat low priority	%	6.5	7.4	5.5	7.5	5.5	5.8	5.8	8.2	9.9	3.3
	Low priority	%	10.6	9.8	11.4	14.3	7.3	12.2	8.5	9.1	13.8	9.9
	Unsure	%	5.7	5.4	5.9	4.6	6.6	4.3	7.9	2.3	6.9	7.2

Nanos conducted an RDD dual frame (land- and cell- lines) random telephone survey of 500 Ontarians, 18 years of age or older, between January 25th and February 2nd, 2017. The margin of error for a random survey of 500 Ontarians is ±4.4 percentage points, 19 times out of 20.

			Region			Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - How often should guide rails, crash cushions, break away sign supports and breakaway metal light standards be inspected and maintained to make sure they are in good working order?	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Once a month	%	12.7	12.1	13.3	10.1	15.0	16.5	13.0	11.4	11.5	11.4
	Twice a year	%	29.4	30.4	28.5	27.3	31.4	42.5	21.0	34.0	27.4	22.2
	Once a year	%	32.4	30.4	34.3	31.0	33.5	25.2	45.2	27.6	31.1	34.0
	Every two years	%	9.6	9.3	10.0	12.3	7.3	8.3	10.7	11.8	6.9	10.1
	Every five years	%	3.4	3.0	3.9	5.7	1.4	2.3	1.8	.7	7.3	5.3
	They do not need to be inspected	%	.7	.5	.9	1.5	.0	.0	.0	1.4	1.0	1.0
	Unsure	%	11.7	14.3	9.1	12.0	11.4	5.2	8.3	13.1	14.8	16.0

			Region			Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Have you ever seen or have you not seen, electronic message signs that provide an estimate in minutes of how long it will take for you to travel to an upcoming destination based on real time traffic conditions while driving on 400-series highways or city streets?	Total	Unwgt N	500	241	259	223	277	69	66	112	121	132
		Wgt N	500	250	250	236	264	99	89	107	87	118
	Have seen an electronic message sign	%	85.6	88.8	82.4	85.9	85.4	87.8	81.8	85.9	85.4	86.6
	Have not seen an electronic message sign	%	14.4	11.2	17.6	14.1	14.6	12.2	18.2	14.1	14.6	13.4

[IF YES ONLY] Would you agree, somewhat agree, somewhat disagree, or disagree with the following statements on the electronic message signs you saw that indicated the estimated time to travel to the destination [RANDOMIZE]

				Region			Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Provided reassurance that you could remain on the highway and arrive at your destination on time	Total	Unwgt N	428	214	214	195	233	61	53	97	103	114
		Wgt N	428	222	206	203	225	87	73	92	74	103
	Agree	%	55.6	58.7	52.4	54.5	56.6	51.2	65.1	53.3	50.0	58.9
	Somewhat agree	%	21.7	24.5	18.8	25.3	18.5	18.9	24.1	25.5	22.3	18.7
	Somewhat disagree	%	6.2	6.9	5.5	3.8	8.4	10.3	1.2	7.7	5.4	5.6
	Disagree	%	13.4	7.4	19.8	14.5	12.3	16.1	8.4	13.6	18.6	10.5
	Unsure	%	3.1	2.6	3.5	2.0	4.1	3.5	1.2	.0	3.6	6.4

[IF YES ONLY] Would you agree, somewhat agree, somewhat disagree, or disagree with the following statements on the electronic message signs you saw that indicated the estimated time to travel to the destination [RANDOMIZE]

				Region			Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Reduced your anxiety about traffic conditions closer to your destination	Total	Unwgt N	428	214	214	195	233	61	53	97	103	114
		Wgt N	428	222	206	203	225	87	73	92	74	103
	Agree	%	46.2	49.7	42.5	44.5	47.8	36.6	60.3	45.0	38.1	51.3
	Somewhat agree	%	21.8	21.7	22.0	23.1	20.7	17.3	20.0	27.8	24.4	19.7
	Somewhat disagree	%	6.9	9.6	4.1	6.0	7.8	16.1	1.2	7.9	4.5	4.2
	Disagree	%	21.0	15.3	27.2	24.6	17.8	26.6	13.4	17.0	28.1	20.1
	Unsure	%	4.0	3.7	4.3	1.9	5.9	3.5	5.0	2.3	4.9	4.7

2017-951 – Ontario Road Builders' Association– Roads and Infrastructure STAT SHEET

[IF YES ONLY] Would you agree, somewhat agree, somewhat disagree, or disagree with the following statements on the electronic message signs you saw that indicated the estimated time to travel to the destination [RANDOMIZE]

			Region			Gender		Age				
			Ontario 2017-01	GTA	Rest of Ontario	Male	Female	18 to 29	30 to 39	40 to 49	50 to 59	60 plus
Question - Reduced your stress level about traffic conditions closer to your destination	Total	Unwgt N	428	214	214	195	233	61	53	97	103	114
		Wgt N	428	222	206	203	225	87	73	92	74	103
	Agree	%	44.5	47.4	41.3	43.4	45.5	33.5	60.9	40.4	39.2	49.7
	Somewhat agree	%	24.0	24.2	23.8	24.1	23.9	27.5	18.8	24.8	22.7	24.9
	Somewhat disagree	%	7.0	8.1	5.8	7.4	6.7	12.8	2.1	10.8	4.5	3.9
	Disagree	%	21.0	16.3	26.0	22.3	19.8	22.7	15.8	20.5	29.9	17.2
	Unsure	%	3.5	3.9	3.1	2.8	4.1	3.5	2.4	3.5	3.7	4.2