2001 & 1996 TRAVEL SURVEY SUMMARIES

Prepared for the
Transportation Information
Steering Committee

by the

Data Management Group
University of Toronto
Joint Program in Transportation
February 2003

Participating Agencies:

Cities of Barrie, Guelph, Hamilton, Kawartha Lakes, Orillia, Peterborough, and Toronto
Counties of Peterborough, Simcoe, and Wellington
GO Transit
Ministry of Transportation, Ontario
Regional Municipalities of Durham, Halton, Niagara, Peel, and York
Toronto Transit Commission
Town of Orangeville

ACKNOWLEDGMENTS

The 2001 Transportation Tomorrow Survey (TTS) was conducted on behalf of 19 local, regional, provincial and transit operating agencies in the greater Toronto and surrounding areas. The members of the TTS Survey Technical Committee are represented by the following agencies:

City of Barrie
City of Guelph
City of Hamilton
City of Kawartha Lakes
City of Orillia
City of Peterborough
City of Toronto
County of Peterborough
County of Simcoe
County of Wellington
GO Transit
Ministry of Transportation, Ontario
Regional Municipality of Durham
Regional Municipality of Halton
Regional Municipality of Niagara
Regional Municipality of Peel
Regional Municipality of York
Toronto Transit Commission
Town of Orangeville

This report was prepared for the Transportation Information Steering Committee (TISC) by the Data Management Group (DMG) at the University of Toronto, Joint Program in Transportation. The Steering Committee, formerly known as the Toronto Area Transportation Planning Data Collection Steering Committee (TATPDCSC), which also conducted the 1986, 1991 and 1996 TTS, is represented by the Ontario Ministry of Transportation, Cities of Toronto and Hamilton, Regional Municipalities of Durham, Halton, Peel and York, GO Transit and the Toronto Transit Commission. The contribution of the above supporting agencies to the production of this report and to the ongoing work of the DMG are gratefully acknowledged.

FURTHER INFORMATION

The Transportation Tomorrow Surveys (TTS) are parts of an ongoing data collection program by the Transportation Information Steering Committee (TISC). The survey data (2001,1996, 1991 and 1986) are currently under the care of the Data Management Group. This group is responsible for maintaining the TTS databases and making available appropriate travel information for any urban transportation study in the area. Requests for information from the TTS, or enquiries related to the contents of this report, should be directed to the address below.

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A list of other TTS publications and technical reports is included in the appendix of this report.

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INTRODUCTION

BACKGROUND

The 2001 Transportation Tomorrow Survey (TTS) is the largest and most comprehensive travel survey ever conducted in Ontario or perhaps anywhere in North America. The survey was conducted on behalf of 19 local, regional, provincial and transit operating agencies in the Greater Toronto Area and surrounding regions. TTS data contain detailed demographic information on all members of a surveyed household and a ledger of travel information over an entire weekday.

The 2001 survey is the fourth in a series of surveys conducted every five years. The first Transportation Tomorrow Survey, conducted in 1986, collected information for over 61,700 households in the Greater Toronto Area (GTA). The GTA consists of the Cities of Toronto and Hamilton (formerly Metropolitan Toronto and the Regional Municipality of Hamilton-Wentworth) and the Regional Municipalities of Durham, Halton, Peel and York. The 1986 TTS was the most comprehensive travel survey in the Toronto area since the 1964 Home Interview Survey for the Metropolitan Toronto (now City of Toronto) and Region Transportation Study (MTARTS). Results of the TTS survey have been used in a wide range of studies including the development of Highway 407 and the Highway 401 expansion program.

In 1991, the second TTS was conducted as an update survey for the 1986 data. Recognizing the importance of interregional travel, the 1991 survey area was expanded to include local municipalities adjacent to the GTA boundary. Approximately 22,300 households in the GTA and 2,200 households at the fringe of the GTA were successfully interviewed. The survey captured the travel condition in the GTA after five years of active changes, with particular emphasis on areas that experienced rapid population growth between 1986 and 1991. The 1991 survey data provided a clear measure of global trends on urban travel characteristics. One of the most significant observations was the shift of urban population and employment growth from the City of Toronto to the surrounding regions and its impact on travel demand and modal choice.

The 1996 TTS expanded its focus from the GTA to include a large part of south central Ontario. It involved cooperation from twelve regional and county governments, three cities, one town, two transit operators and one provincial ministry. Based on Census information, the survey area covers 60 percent of Ontario's total population. A total of 115,200 households or five percent of all households in the survey area were successfully interviewed. The survey provides sample information on an estimated thirteen million daily trips in the survey area.

The 2001 TTS covers much of the same area as 1996 excluding the Regional Municipality of Waterloo whilst adding larger areas of some other counties in southern Ontario. The survey involved cooperation from seven cities, eight regional and county governments, one town, two transit operators and one provincial ministry. Altogether approximately 137,000 households were successfully interviewed. The survey provides sample information on an estimated fourteen million daily trips in the survey area.

Unlike data sources such as regular traffic counts, which measure the change in magnitude of travel demand, the TTS provides information on the characteristics of these changes. As a transportation time series database, the TTS enables analysis on how factors such as flexible work hour programs, relocation of manufacturing employment, increasing female participation in the labour force, and aging population influence how people travel, how often and the purpose of their trips.

In addition to being a time series database, the 2001 TTS data alone is an important data source for transportation planning. It provides a clear description on existing travel patterns and how travel demand is influenced by current demographic and socio-economic factors. This is especially useful for areas which do not have previous travel survey data. Furthermore, because of the scope of the survey coverage, the 2001 data is also a key datum for understanding the dynamic interdependence of communities in south central Ontario.

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the 2001 and 1996 Transportation Tomorrow Survey data according to municipal boundaries. The summary is presented in tabular and graphic formats at different levels of detail, namely, the entire TTS area and each local regional municipality of the participating agencies. The information presented includes socio-demographic and travel characteristics. In addition to presenting the magnitude of the trips coming into and leaving an

area, the summary tables and figures also describe travel characteristics such as travel purpose, trip start time, travel distance and travel mode choice.

The information presented in this report is based on Version 1.0 of the 2001 TTS database and Version 2.1 of the 1996 TTS database. For a comparison of data with previous TTS results, please refer to the fifth report in the 1996 Transportation Tomorrow Survey series, entitled, 1996, 1991 & 1986 Travel Survey Summaries for the Greater Toronto Area and the fifth report in the 2001 Transportation Tomorrow series entitled 2001, 1996 & 1986 Travel Survey Summaries for the Greater Toronto Area.

THE TTS DATA

DESIGN AND CONDUCT OF THE SURVEY

1996 Survey

The 1996 TTS, with approximately 115,200 completed household interviews, covers a large portion of south central Ontario. The survey area consisted of the Cities of Toronto (formerly Metropolitan Toronto), Hamilton (formerly the Regional Municipality of Hamilton-Wentworth), Barrie, Guelph, Peterborough and Kawartha Lakes (formerly the County of Victoria), the Regional Municipalities of Durham, Halton, Niagara, Peel, Waterloo and York, the Town of Orangeville and partial coverage of the Counties of Peterborough, Simcoe and Wellington.

The 1996 TTS was conducted over two time periods. At the request of the Regional Municipality of Waterloo, households in the Waterloo area were surveyed in the fall of 1995 while the main survey was conducted in the fall of 1996. There were no changes in the survey methodology or questionnaire between survey periods and the two data sets are combined for all expansion and analytical processes.

A random sample of households in the survey area was selected from Bell Canada's files containing information on residential subscribers. The Bell files contain the name, address and telephone number of households listed in the telephone directory. Households with unlisted telephone numbers were not included in the sample but are believed to be uniformly distributed throughout the study area and with no obvious correlation to socio-economic status. The target was to obtain a random sample of five percent of the households in the study area. The actual sampling rate in each Forward Sortation Area (defined by the first three characters of a postal code) was reviewed to ensure a uniform distribution of sampling rates across the study area.

An advance letter was mailed to the sample households before the actual interview took place. The purpose was to introduce the survey, outline the survey process and impress upon the household the legitimacy and importance of information that would be collected in the interview.

Interviewers telephoned the households to collect travel information for the preceding weekday and recorded the data directly on computer files using a direct data entry program. As the information was entered, the program carried out spelling checks on street names, validation checks on transit route information and many other checks on the consistency and completeness of the information. The sample rates were monitored daily by sample control software to ensure even coverage of the study area during the survey period. The locations of households, places of work and school, trip origins and destinations were coded to a geographic reference system.

Geographic coding enables the survey results to be studied at aggregated levels which are both flexible and accurate.

Detailed documentation of the planning and implementation of the 1996 survey is contained in the first report in the 1996 Transportation Tomorrow Survey series, entitled, Design and Conduct of the Survey.

2001 Survey

The 2001 TTS, with approximately 137,000 household interviews, is one of the largest surveys ever undertaken anywhere. Similar to the 1996 survey, the 2001 survey was conducted on a survey area which covered a great part of south central Ontario. There were slight differences between the survey areas for 1996 and 2001. In 2001, the Regional Municipality of Waterloo was not surveyed, however, the City of Orillia and expanded areas of Simcoe County were added.

The approach taken in 2001 followed that taken in 1996 with additional logic checks and quality control mechanisms built into the conduct of the survey for enhanced accuracy.

Similar to 1996, the 2001 TTS was scheduled to be conducted over two time periods. Areas external to the GTA and Hamilton were surveyed in the fall of 2000 and the GTA and Hamilton were surveyed in the fall of 2001. However, after these first two survey periods were completed, it was noticed that apartment buildings were under-represented in the sample and a supplemental survey was done in May 2002 to correct this sample bias. There were no changes in survey methodology or questionnaire between survey periods and the three data sets are combined for all expansion and analytical processes.

Detailed documentation of the planning and implementation of the 2001 survey is contained in the first report of the 2001 Transportation Tomorrow Survey series, entitled, Design and Conduct of the Survey.

INFORMATION COLLECTED

1996 Survey

Both the 1996 and 2001 surveys collected similar demographic and travel information. Demographic data were collected for the households and each member of the household. Travel information was usually for the weekday just prior to the day of the interview. The 1996 database may be summarized as follows:

Demographic Information

- Household Characteristics
  - Location of residence
  - Dwelling unit type
  - Number of persons living in the household
  - Number of vehicles available for personal use

- Person Characteristics
  - Age
  - Gender
  - Employment Status
  - Student status
  - Possession of a driver's licence
  - Possession of a transit pass
  - Location of usual place of work
  - Location of usual place of school
  - Availability of free parking at usual place of work
  - Occupation type
  - Whether or not the person worked at home on the trip day (only asked if a person employed full time outside the home did not make a work trip on the survey day)

Travel Information

- Nature of trip
  - Start time
  - Purpose of trip
  - Origin and destination points

- Means of travel
  - Travel mode
  - Detailed transit routes

A trip is defined as a one-way movement between two locations for a single purpose. For example, a trip may be made to work, to facilitate a passenger, or to return home. The survey collected trip information for all persons of age 11 years or older over a 24-hour period. To reflect travel activities on an average work day, only trips made on Monday to Friday were recorded. The survey results indicate an approximately equal coverage of trips on each of the five weekdays.

All children between the ages of 6 and 11 were assumed to be full time students.

A comprehensive description of the contents and structure of the TTS database is contained in the second report of the 1996 TTS series, Data Guide Version 2.1.

2001 Survey

In addition to the information collected in the 1996 survey, the 2001 survey also collected the following for each person in the household:

- School name
- Boarding and alighting stations for all GO Train and subway trips

A comprehensive description of the contents and structures of the 2001 TTS database is contained in the first report of the 2001 TTS entitled, Data Guide.

SAMPLE EXPANSION METHODS

1996 Survey

Including the Regional Municipality of Waterloo survey, approximately 88,900 households in the GTA and 26,290 households outside the GTA were successfully interviewed. Based on the 1996 Census count of 1,802,700 households in the GTA and 499,000 households in the remaining survey area, the survey achieved its target of a five percent global sample of all households.

To represent the total population in the TTS area, each sample household record was given an expansion factor. The factors were defined as the ratio of the number of Census dwelling units to the number of surveyed household units in a census tract (CT). Census tracts were aggregated, where necessary, for statistical reliability. For areas not covered by census tracts, expansion factors were based on municipal totals. In general, expansion factors have been calculated by municipality if the total number of households surveyed is less than 450.

The sample selection for the survey was based on Bell Canada's residential phone listings. Institutions such as retirement homes and reformatories were not included in the survey. As a result, while the expansion procedure ensures that TTS data represent total Census dwelling units, population counts by TTS are usually slightly less than those reported by Census.

The sample expansion procedure for the 1996 survey is described in detail in the fifth report of the 1996 TTS Working Paper Series, Data Expansion.

2001 Survey

In 2001, approximately 113,600 households in the GTA and 22,700 households outside the GTA were successfully interviewed. Based on the 2001 Census count of 1,968,700 households in the GTA and 438,400 households in the remaining survey area, the 2001 survey achieved its target of a five percent global sample of all households.

The 2001 TTS differs from previous surveys in that the data does not consist of a random selection of households throughout the survey area. The initial sample selection and sample control process were based on Forward Sortation Areas (FSAs) - the first three characters of the postal code. In 2001, expansion factors were applied at the FSA level as opposed to census tract which was used in 1996. Also, within most FSAs, apartment buildings were known to be under-represented relative to other types of housing. As a result, different expansion factors were applied within individual FSAs, depending on the type of housing (apartment versus non-apartment).

As with 1996 TTS, institutions such as retirement homes and reformatories are not included in the 2001 survey and population counts by TTS are less than those reported by Census. The overall under-reporting of the GTA population in 2001 is 3.2 percent.

The sample expansion procedure for this survey is described in detail in the third report of the 2001 TTS working paper series, Data Expansion.

QUALITY OF THE DATA

1996 Survey

Analysis of the 1996 survey data indicate that the data are reliable and representative. With respect to peak period travel, especially during the morning peak, 1996 TTS data match closely with other data sources such as the Cordon Count Program and transit ridership counts. Under-reporting of off-peak travel is predominately associated with automobile trips. Public transit trips are in general well represented by TTS data with the exception of some off-peak under-reporting in the Toronto downtown area, mainly associated with streetcar use.

The TTS tends to under-represent infants and elderly persons in comparison with Census data. The exclusion of collective homes, such as hospitals and nursing homes, from the survey is likely a contributing factor in the under-representation of the elderly. Furthermore, due to the difference in sample periods between the TTS and Census, the spatial distribution of persons aged 18-27 differ between the two databases. This in turn affects the estimation of post-secondary students for portions of the survey area.

A detailed analysis on trip rates between informants and non-informants of surveyed households indicated no significant differences on home-based work and school trips. Differences in trips rates between informants and non-informants are mainly associated with non-home based and home-based discretionary trips by auto driver mode.

For further discussion on the validation of the 1996 data, refer to the Joint Program in Transportation report entitled 1996 Transportation Tomorrow Survey Discretionary Travel and the third report of the 1996 TTS series, Data Validation.

2001 Survey

Preliminary analysis of the 2001 survey data indicate that, as with previous years, the TTS data may be used with a high degree of confidence. With respect to peak-period travel there is no evidence of under-reporting of trips made in the a.m. peak period. Public transit trips are accurately represented through the day and any under-reporting which occurs is primarily associated with off-peak automobile trips.

TTS tends to under-represent the overall population of the survey area compared to Census data. The under-representation is most noticeable in infants and elderly persons. The exclusion of collective homes, such as hospitals and nursing homes, from the survey is likely a contributing factor in the under-representation of the elderly. Likewise in 1996, the spatial distribution of persons aged 18 to 27 differ between the two databases. This can again be attributed to the timing and definition of the survey relative to the census and the effect this has on post-secondary school students.

TTS data accurately reflects the number of full time students in most parts of the survey area. Initial comparisons with university and college enrollment data suggest that there might be some under-representation of students at McMaster, Guelph and Trent Universities.

For further discussion on the validation of the 2001 data, refer to the 2001 TTS report, Data Validation.

REPORT CONTENTS

OVERVIEW

The data in this report are presented in two sections. The first section provides a summary of demographic characteristics and travel pattern information for each of the participating municipalities and for the whole survey area. The second section provides a series of trip matrices. All data presented in this report are limited to the residents of the survey area.

The demographic and travel pattern data are presented on two pages for each area of interest. Presented on the left-hand page is information specific to employment and work trips for 2001. Presented on the right-hand page are summary tables on general demographic and travel information for both 1996 and 2001. In the case of the Regional Municipality of Waterloo and the City of Orillia, both pages only present data collected for the year that the respective area was surveyed.

To reflect the fact that all numbers presented in this report are estimates based on expanded data, all numeric figures are rounded. Totals and subtotals are rounded to the nearest 100 and all percentages are rounded to the nearest integer. An asterisk (*) is used to denote categories that have less than four observations or survey records.

Invalid survey responses are dealt with in two ways. The response is grouped under the “other” category if one is available (travel mode, for example). Otherwise, invalid responses are distributed proportionately (based on the valid responses) between the available categories.

WORK SPECIFIC TABLES

Employment Location

The chart on the left-hand page shows the distribution of employment locations for residents of the area and the distribution of home locations for persons working in the area. At the entire survey area level, total employment and employed labour force are presented for each municipality. The distribution of employment within the municipality is presented on the map in the lower right corner where applicable.

Employment location is measured in the survey by the response to the usual place of work question. Therefore, employment does not include positions that may be vacant or are held by residents external to the survey area. The chart is sorted by the employment location of the residents in descending order of magnitude.

Work Trip Origins and Destinations

Work trip origin and destination distributions are presented together on the same plot on the right half of the page. The distributions are presented by the sixteen areas in the TTS.

The origin distribution illustrates the distribution of trip origins for work trips destined to the highlighted area. The destination distribution shows the distribution of destinations for work trips made by residents of the highlighted area. Trips made by residents can originate from anywhere.

The origin and destination distribution percentages are presented side by side on each plot for comparison purposes. Note that the work trips are for a 24-hour period and include only the first work trip of the day for each person. The number of work trips to an area is less than the total employment since not all employed persons make a work trip on a given day.

TIME SERIES SUMMARY TABLES

Demographic characteristics and travel patterns are presented on the right-hand page in four tables. Information from the 2001 survey is presented in black followed by information from the 1996 survey in green.

Demographic Characteristics

Demographic data are presented in two tables, one summarizes the data by household and the other summarizes the data by person.

Household characteristics include:

- Total number of households in the area. The data expansion procedure ensures a close match with the census.
- Distribution of households by dwelling type: house, townhouse or apartment
- Distribution of households by number of residents
- Distribution of households by number of vehicles available for personal use
- A series of ratios that reflect the general characteristics of households in the area:
  - Persons - Total population divided by total number of households
  - Workers - Total number of employed persons (full-time and part-time, includes work at home) divided by total number of households
  - Drivers - Total number of persons in possession of a driver's licence divided by the total number of households
  - Vehicles - Total number of vehicles available for personal use divided by total number of households
  - Trips/day - Total number of trips by persons of age 11 and over divided by total number of households

Personal characteristics include:

- Total number of persons in private residences in the area
- Population by gender
- The percentage of persons in possession of a transit pass by gender
- The percentage of persons in possession of a valid driver's licence by gender
- The percentage of persons who are full or part-time students by gender
- Employment status by gender - full-time outside the home, part-time outside the home, and work at home, full or part-time
- The percentage of persons who made a trip to work on the survey day by employment status
- Occupation type: clerical, manufacturing, professional, or sales and service
- Median age, the age where 50 percent of the population is older and 50 percent is younger
- Distribution by age cohort
- Daily trips per person aged 11 and over

Travel Patterns

The two tables on the lower half of the page present travel pattern information in two categories, trip purpose and mode of travel. In each category, the information is summarized by trips that were made by the residents of the area and by trips with a destination in the area. Trips made by residents of an area are a measure of mobility and thus includes all trips regardless of trip origin or destination. The number of trips made to an area is a measure of the area's attractiveness and therefore include trips made by both residents and non-residents of the area.

The time periods dealt with are the 24-hour period and the 3-hour morning peak period. The morning peak period has been chosen to minimize the number of non-work trips that are included in the summary. In general, the composition of the morning peak is dominated by trips to work and school. Although, the period chosen for the morning peak is indicated as 6 to 9 a.m., the data actually comprises trips starting at 6:00 a.m. to 8:59 a.m. The reason for excluding trips starting at exactly 9:00 a.m. is that respondents tend to round off the times they reported to the nearest quarter or half hour. If data for both 6:00 a.m. and 9:00 a.m. were included the actual number of morning peak period trips would be over represented.

<u>Trip Purpose</u>

For trips made by the residents of an area, trip purpose categories are defined as:

- Home to work and work to home (home-based work, HB-W) trips
- Home to school and school to home (home-based school, HB-S) trips
- All other home-based (home-based discretionary, HB-D) trips
- All trips where neither trip end is the home (non-home-based, N-HB)

The magnitude of the trips made to an area gives an indication of the attraction of land use in the area. The destination purposes are defined as:

- Work
- School
- Home
- Other, such as for shopping, entertainment, etc.

Mode of Travel

The travel mode categories are:

- Automobile driver
- Automobile passenger
- Local transit
- GO Train
- Walk and Bicycle
- Other, which includes motorcycle, taxi, school bus and other modes

Local transit includes all trips by public transit that do not include the use of GO Train for any part of the trip.

In general, only those walk trips to and from work or school were recorded.

Trips Made by Residents of an Area

In addition to the travel information by trip purpose and travel mode, the summary tables also include statistics on the percentage of internal trips and median trip lengths.

The percentage of trips made entirely within an area by residents of the same area is a measure of the degree of self-containment for the area of interest. The percentages are calculated for the 24-hour period and the 3-hour morning peak period.

Median trip length is calculated as the trip distance which 50 percent of the trips are longer and 50 percent are shorter. Trip length is measured as the straight line distance between origin and destination points. Trips with an origin or destination outside of the TTS area are not included, since these coordinates are approximations. The figures presented are by travel modes for the 24-hour period.

GO Train trip lengths for Niagara Region cannot be realistically measured since the straight line distance would cross Lake Ontario. An asterisk is used to replace that information.

ORIGIN-DESTINATION TRIP MATRICES

Two kinds of origin-destination trip matrices are presented in this section. Both include all travel modes and cover the 24-hour period and the 3-hour peak period. The first type is the origin-destination matrix which presents all trip purposes and includes all trip records in the database.

The second type is the home to work trip matrix which represents the first work trip for each person. The destination is the actual destination of the work trip, however, the trip origin, as recorded in the survey, is replaced by the home location of the commuter. This definition differs from the Place-Of-Work (POW) information from Statistics Canada in that the Census uses home to work linkages, not trips.

The trip matrices are summarized by the sixteen municipalities in the TTS. The municipal areas range from a local town or city to an entire region or county depending on the agencies represented in the survey. Trips made to or from areas external to the TTS are not included in the tables. Therefore, these totals and subtotals are less than those presented in the summary pages for each area.

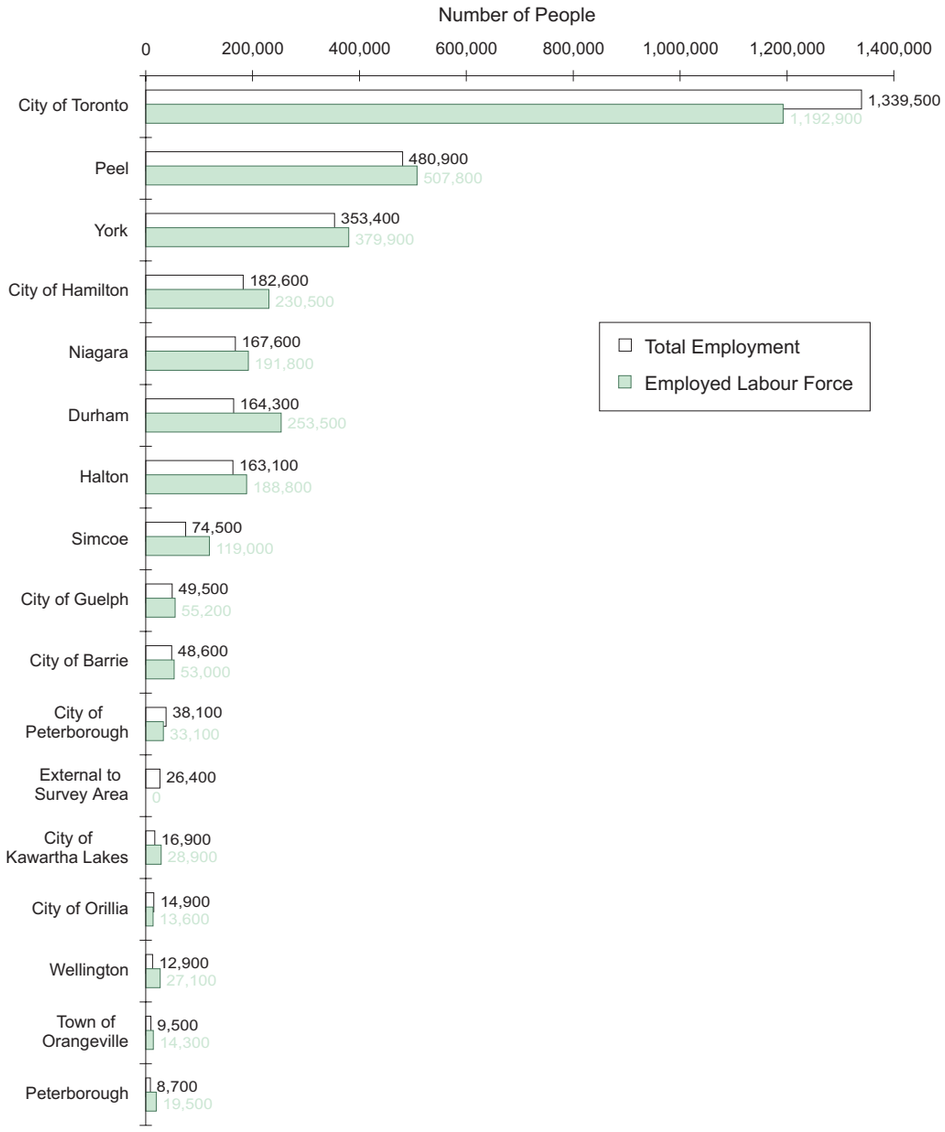
Values have been rounded as described in the above overview.

AREA SUMMARIES

TRANSPORTATION TOMORROW SURVEY AREA

2001 STATISTICS

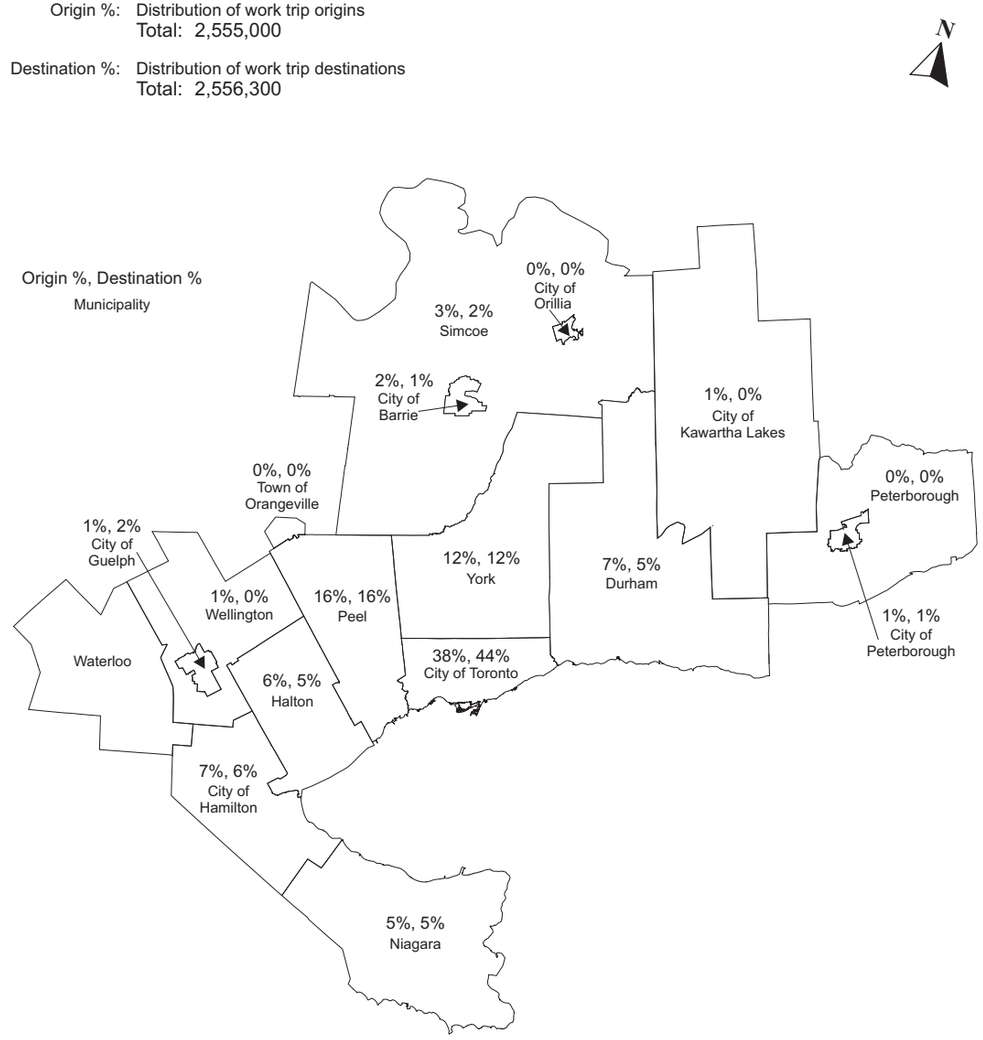
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trip origins
Total: 2,555,000

Destination %: Distribution of work trip destinations
Total: 2,556,300



TRANSPORTATION TOMORROW SURVEY AREA

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 2,417,500
2,311,800

Dwelling Type	House	Townhouse	Apartment
	64%	5%	30%
	63%	6%	31%

Household Size (persons)	1	2	3	4	5+
	21%	32%	18%	19%	11%
	21%	31%	18%	19%	11%

No. of Available Vehicles	0	1	2	3	4+
	14%	40%	36%	8%	2%
	15%	41%	35%	7%	2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.4	1.8	1.4	5.9
	2.7	1.3	1.7	1.4	5.7

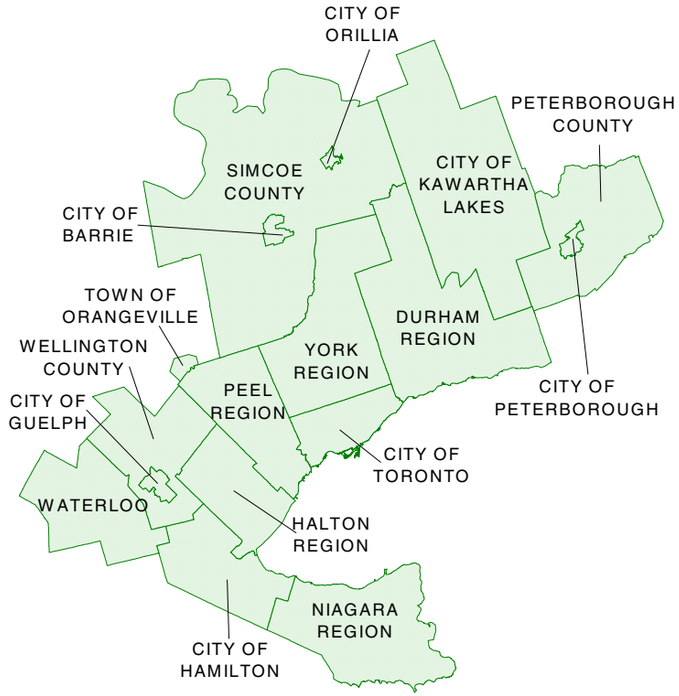
TOTAL POPULATION: 6,529,600
6,271,300

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	3,193,000	5%	70%	24%	47%	6%	3%	0%
	3,070,500	5%	68%	25%	45%	6%	2%	0%
Female	3,336,600	6%	60%	23%	33%	11%	2%	1%
	3,200,800	6%	58%	24%	31%	11%	1%	1%
On survey day:	Made work trip				86%	53%	38%	19%
					86%	54%	40%	22%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	12%	23%	44%	21%
	13%	23%	39%	24%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	35.9	14%	7%	12%	33%	21%	12%
	33.8	15%	7%	13%	35%	19%	11%

Daily trips/Person (age 11+): 2.5
2.5



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of TTS Area

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	3,213,400	22.6%	52%	22%	18%	9%
	2,930,700	22.3%	53%	24%	15%	8%
24 hours	14,200,600		52%	22%	18%	9%
	13,158,400		33%	12%	39%	15%

Percentage of trips made within district: 6-9 a.m. = 99% 24 hours = 99%
99% 99%

Trips Made to the TTS Area

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	3,181,900	22.6%	55%	23%	5%	17%
	2,907,500	22.2%	57%	24%	4%	15%
24 hours	14,096,200		18%	6%	42%	33%
	13,071,600		18%	7%	42%	33%

MODE OF TRAVEL

Trips Made by Residents of TTS Area

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	3,213,400	61%	12%	12%	2%	9%	5%
	2,930,700	59%	12%	13%	1%	10%	4%
24 hours	14,200,600	65%	16%	9%	1%	6%	3%
	13,158,400	64%	16%	10%	1%	6%	3%
Median Trip Length: (kilometres)		5.2	3.8	5.5	30.1		
		5.0	3.6	5.1	29.0		

Trips Made to the TTS Area

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	3,181,900	60%	12%	12%	2%	9%	5%
	2,907,500	59%	12%	13%	1%	10%	4%
24 hours	14,096,200	65%	16%	9%	1%	6%	3%
	13,071,600	64%	16%	10%	1%	6%	3%

LEGEND
2001 TTS
1996 TTS

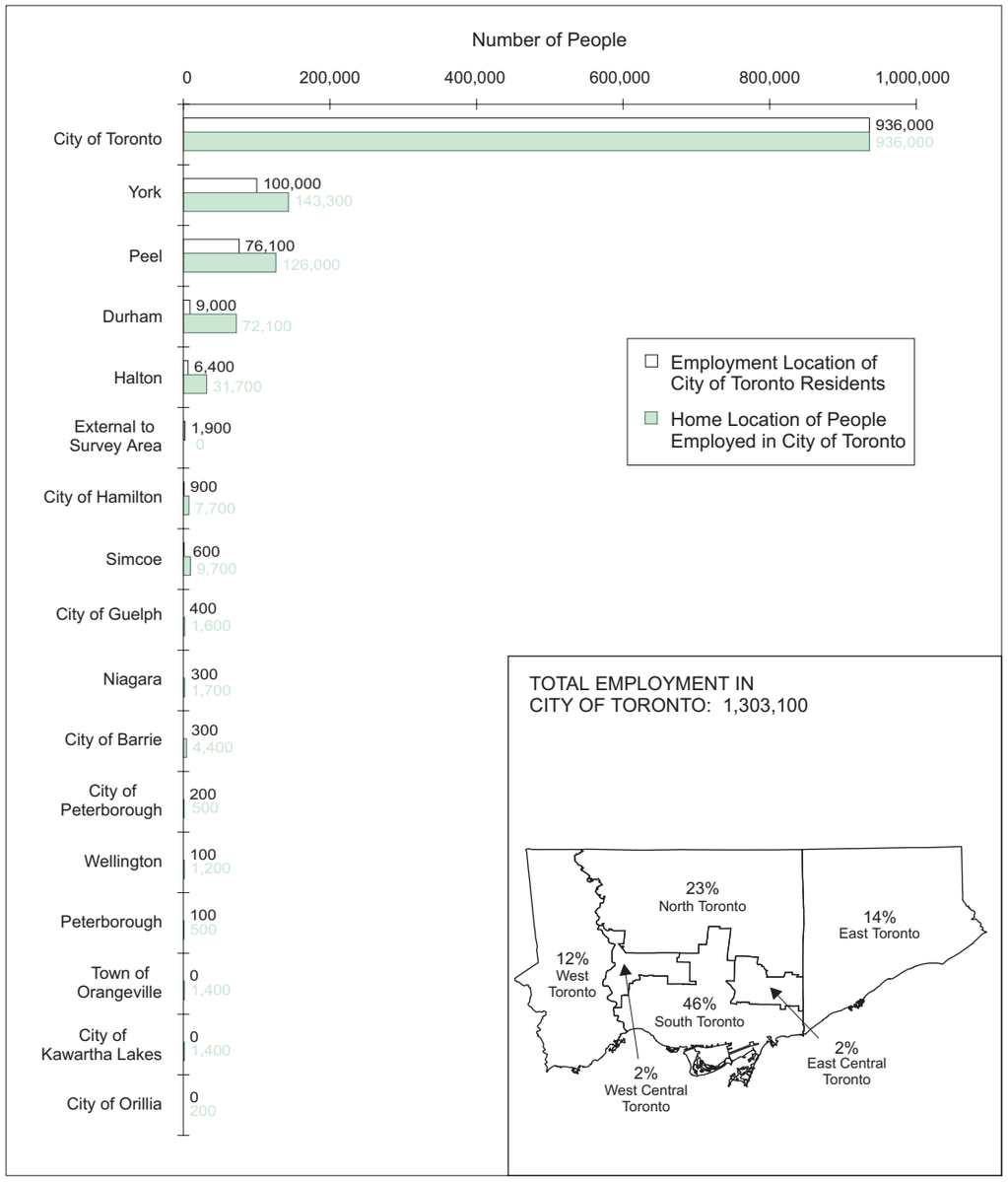
N
0 20 40
Kilometres

THE TRANSPORTATION TOMORROW SURVEY

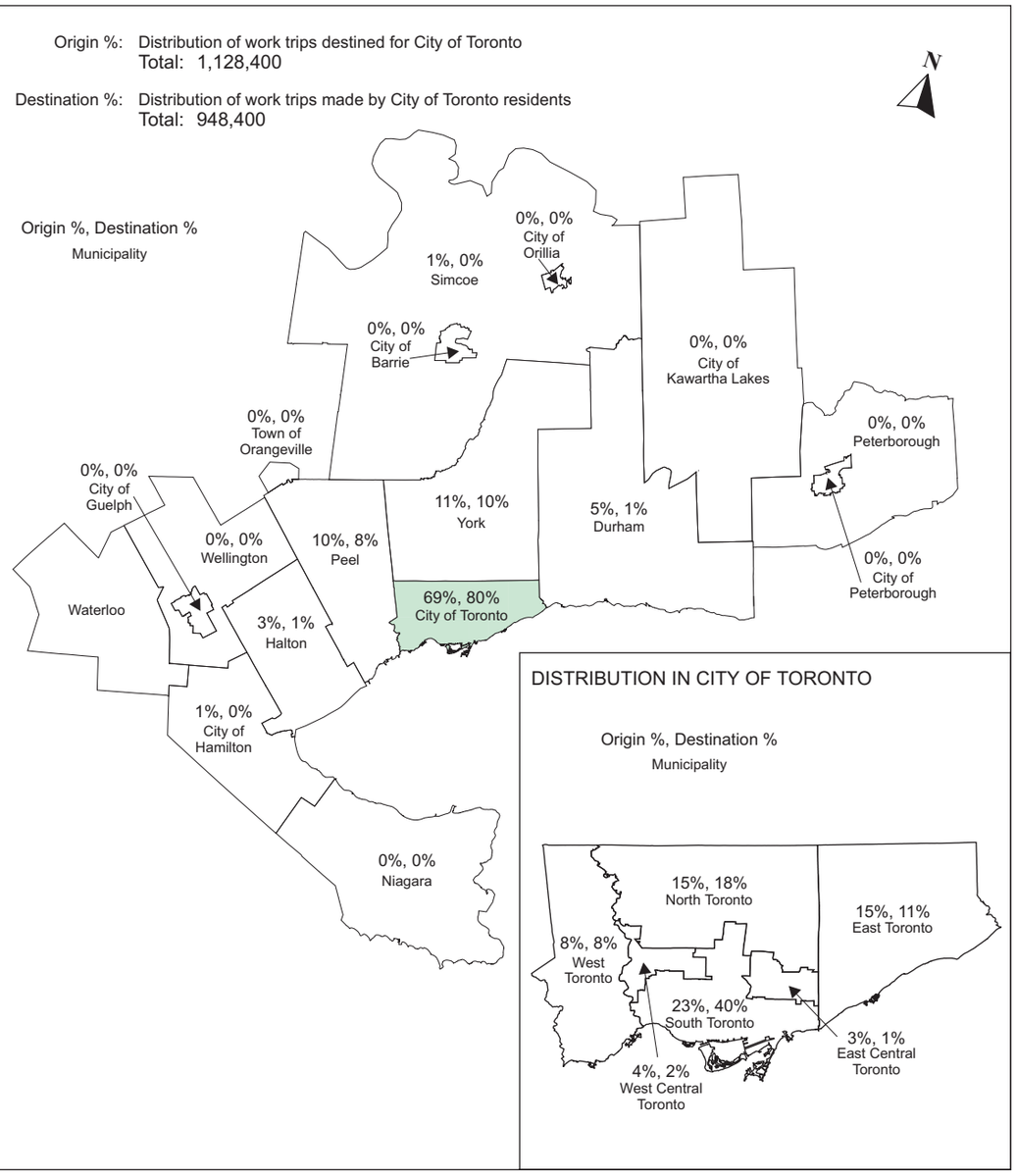
University of Toronto
Joint Program in Transportation
Data Management Group

CITY OF TORONTO
2001 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



CITY OF TORONTO (FORMERLY METROPOLITAN TORONTO)

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 943,300 / 908,500

Dwelling Type	House	Townhouse	Apartment
	46% / 49%	3% / 4%	50% / 47%

Household Size (persons)	1	2	3	4	5+
	27% / 27%	31% / 31%	18% / 17%	15% / 15%	9% / 10%

No. of Available Vehicles	0	1	2	3	4+
	25% / 26%	47% / 47%	23% / 22%	4% / 4%	1% / 1%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5 / 2.5	1.3 / 1.2	1.5 / 1.5	1.1 / 1.1	5.0 / 5.0

TOTAL POPULATION: 2,368,700 / 2,305,600

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	1,147,000 / 1,113,400	7% / 7%	68% / 67%	23% / 24%	46% / 44%	6% / 6%	3% / 2%	1% / 0%
Female	1,221,700 / 1,192,200	9% / 8%	53% / 51%	22% / 23%	34% / 32%	10% / 9%	1% / 1%	1% / 1%
On survey day:	Made work trip				87% / 87%	55% / 56%	37% / 42%	19% / 27%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	12% / 14%	21% / 21%	46% / 41%	21% / 24%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	35.8 / 34.3	13% / 13%	6% / 6%	13% / 13%	35% / 37%	20% / 19%	14% / 13%

Daily trips/Person (age 11+): 2.3 / 2.3

TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of City of Toronto

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	1,111,900 / 1,036,900	23.3% / 22.9%	56% / 56%	21% / 23%	16% / 14%	8% / 7%
24 hours	4,763,900 / 4,522,800		36% / 35%	12% / 13%	38% / 37%	14% / 15%

Percentage of trips made within district: 6-9 a.m. = 85% / 86%; 24 hours = 85% / 86%

Trips Made to the City of Toronto

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	1,295,900 / 1,200,800	25.4% / 25.0%	61% / 62%	20% / 22%	3% / 3%	15% / 13%
24 hours	5,092,500 / 4,809,800		22% / 22%	7% / 7%	40% / 40%	31% / 31%

MODE OF TRAVEL

Trips Made by Residents of City of Toronto

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	1,111,900 / 1,036,900	49% / 48%	11% / 12%	26% / 27%	1% / 1%	11% / 11%	1% / 1%
24 hours	4,763,900 / 4,522,800	54% / 53%	14% / 15%	22% / 22%	0% / 0%	8% / 8%	1% / 1%
Median Trip Length: (kilometres)		5.0 / 5.0	3.9 / 3.8	5.6 / 5.4	18.2 / 17.5		

Trips Made to the City of Toronto

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	1,295,900 / 1,200,800	50% / 50%	11% / 11%	24% / 25%	4% / 3%	10% / 10%	1% / 1%
24 hours	5,092,500 / 4,809,800	55% / 54%	14% / 14%	21% / 22%	1% / 1%	7% / 8%	1% / 1%

LEGEND

2001 TTS
1996 TTS

N

0 3 6
Kilometres

Area = 63,372 Hectares

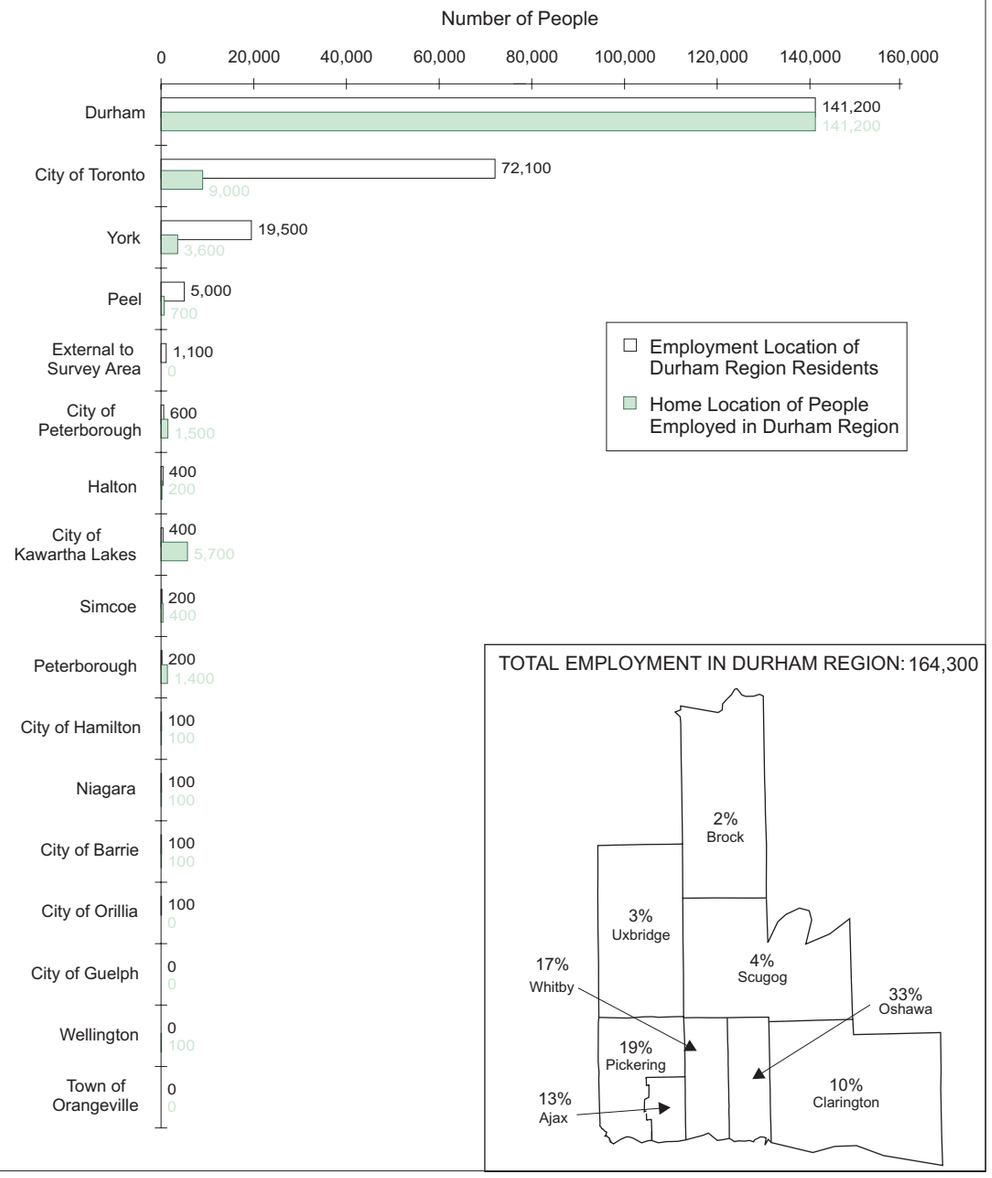
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

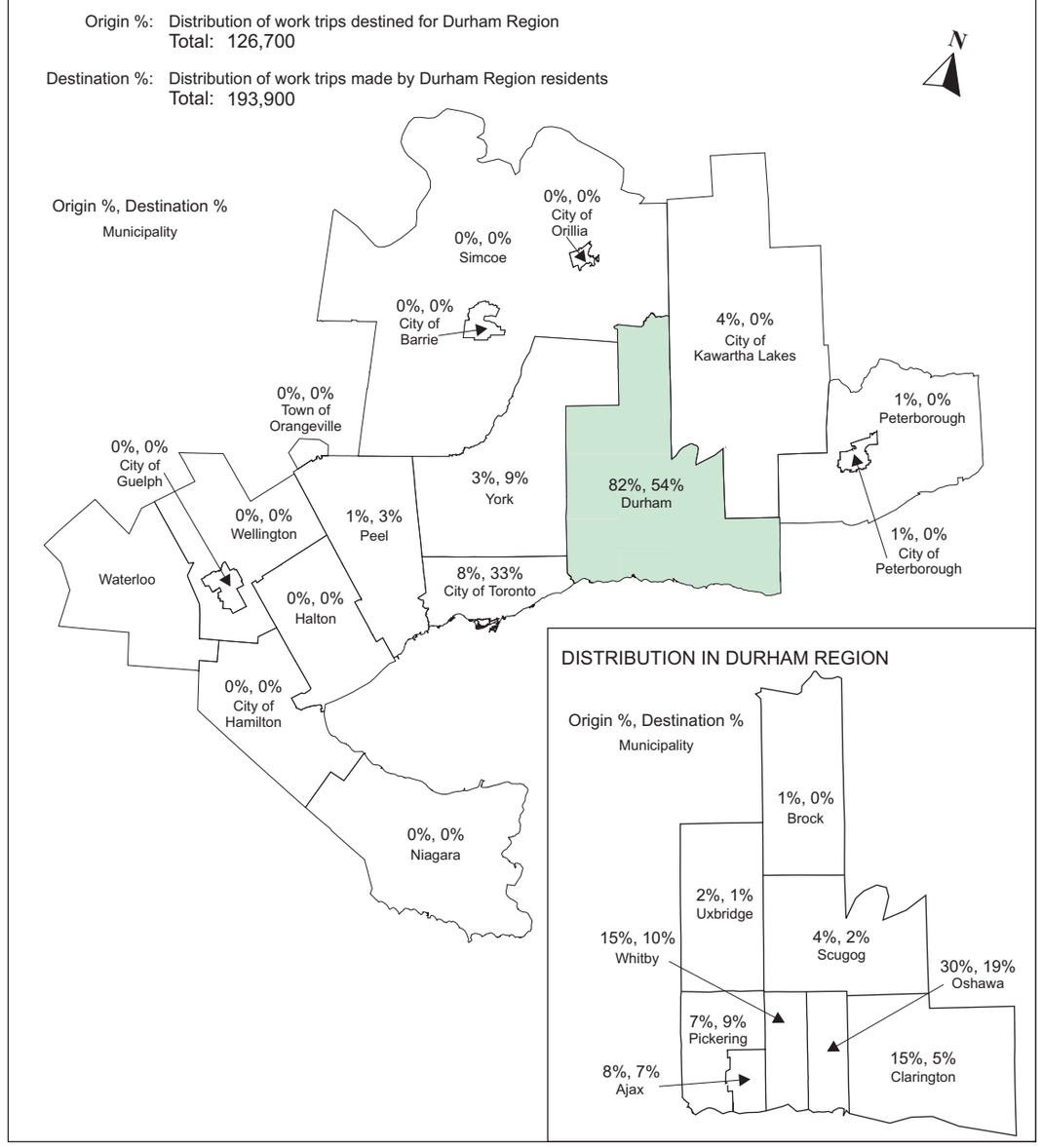
REGIONAL MUNICIPALITY OF DURHAM

2001 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 173,100
154,300

Dwelling Type	House	Townhouse	Apartment
	80% 78%	6% 6%	14% 16%

Household Size (persons)	1	2	3	4	5+
	16% 15%	32% 30%	18% 20%	22% 23%	12% 12%

No. of Available Vehicles	0	1	2	3	4+
	6% 6%	34% 35%	47% 47%	10% 9%	3% 2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8 2.9	1.5 1.4	1.9 1.9	1.7 1.7	6.5 6.2

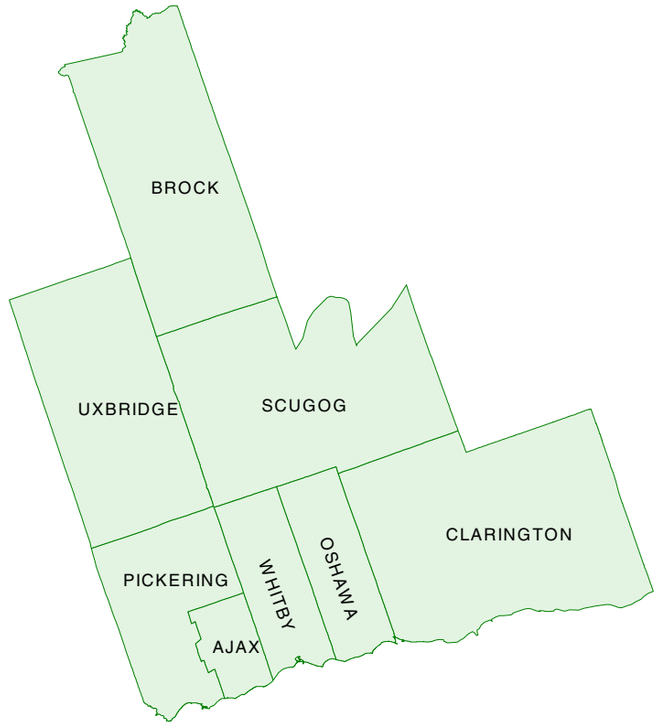
TOTAL POPULATION: 492,200
450,400

					Employment Status			
	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
Male	243,200 223,600	4% 4%	69% 67%	25% 26%	48% 47%	5% 5%	3% 2%	0% 0%
Female	249,000 226,800	5% 4%	65% 62%	24% 24%	34% 31%	11% 11%	2% 1%	1% 1%
On survey day:	Made work trip				84% 84%	51% 55%	41% 41%	21% 19%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	12% 12%	23% 25%	45% 41%	19% 22%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	36.0 32.8	16% 19%	8% 7%	11% 11%	33% 36%	21% 17%	10% 8%

Daily trips/Person (age 11+): 2.7
2.6



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Durham Region

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	250,800 214,900	22.4% 22.3%	49% 51%	23% 24%	18% 16%	9% 8%
24 hours	1,122,100 964,100		31% 32%	11% 12%	42% 41%	16% 15%

Percentage of trips made within district: 6-9 a.m. = 68% / 69% 24 hours = 74% / 74%

Trips Made to the Durham Region

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	192,400 165,100	19.0% 18.9%	43% 45%	30% 31%	7% 6%	21% 18%
24 hours	1,013,200 872,000		13% 13%	6% 6%	46% 47%	35% 34%

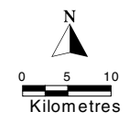
MODE OF TRAVEL

Trips Made by Residents of Durham Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	250,800 214,900	65% 65%	12% 12%	3% 4%	4% 4%	9% 10%	6% 5%
24 hours	1,122,100 964,100	71% 71%	16% 16%	2% 3%	2% 2%	5% 6%	3% 3%
Median Trip Length: (kilometres)		5.7 5.5	3.8 3.6	3.5 3.2	37.0 36.3		

Trips Made to the Durham Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	192,400 165,100	64% 62%	13% 13%	3% 4%	0% 0%	12% 13%	7% 7%
24 hours	1,013,200 872,000	71% 70%	17% 17%	2% 3%	1% 1%	6% 6%	3% 3%



Area = 261,798 Hectares

LEGEND
2001 TTS
1996 TTS

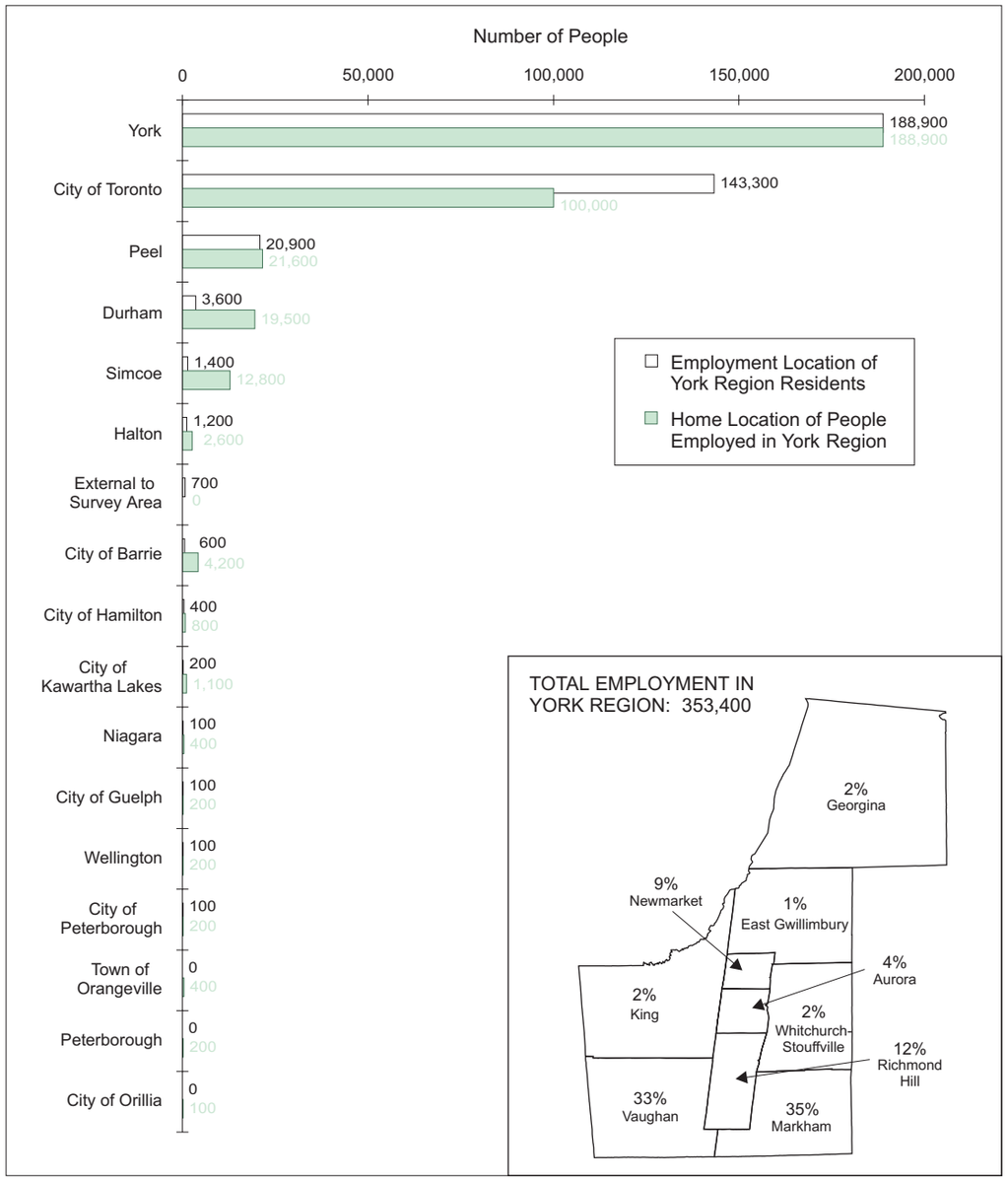
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

REGIONAL MUNICIPALITY OF YORK

2001 STATISTICS

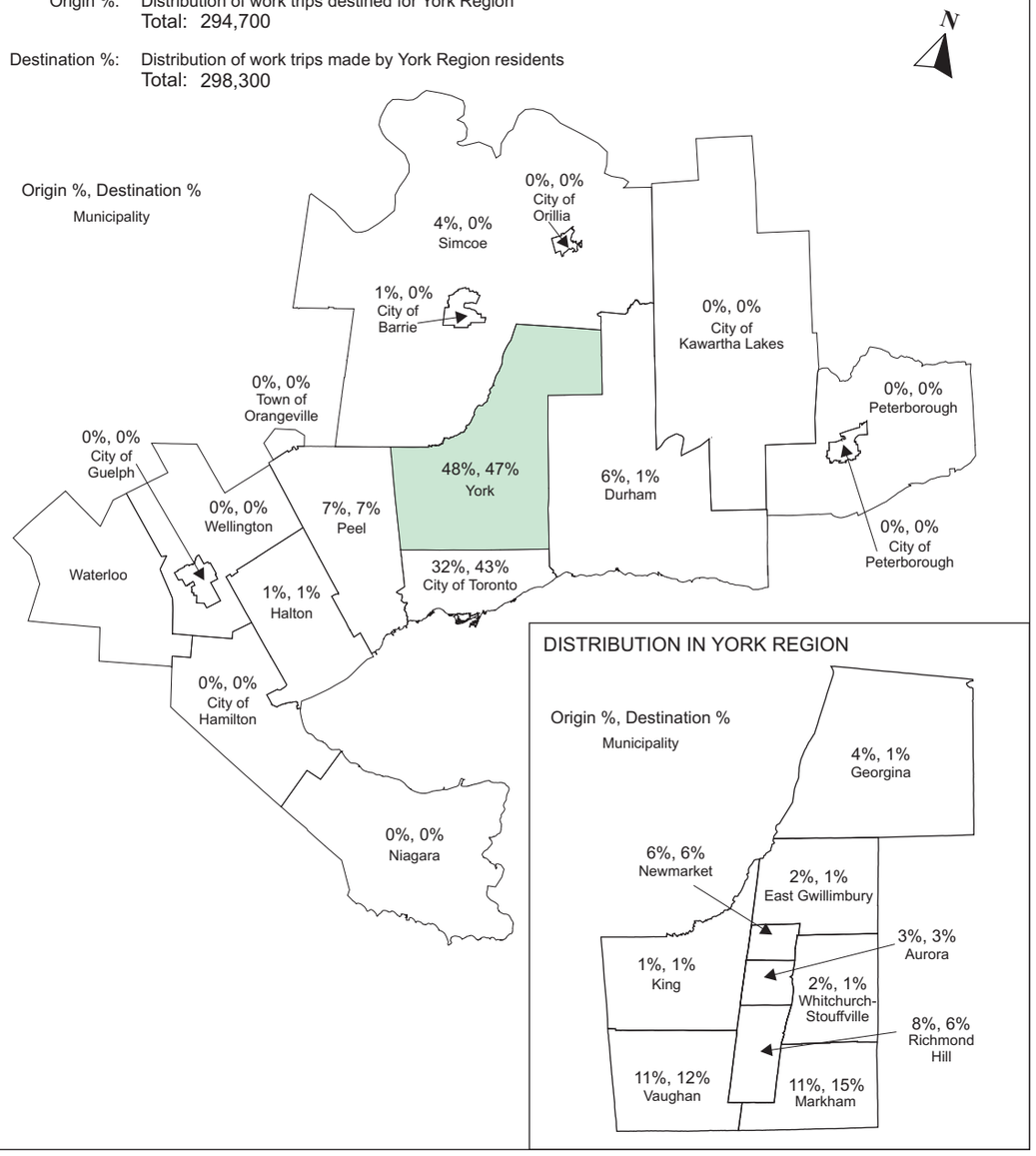
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for York Region
Total: 294,700

Destination %: Distribution of work trips made by York Region residents
Total: 298,300



REGIONAL MUNICIPALITY OF YORK

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 227,700 / 178,200

Dwelling Type	House	Townhouse	Apartment
	83% / 83%	7% / 6%	10% / 12%

Household Size (persons)	1	2	3	4	5+
	11% / 12%	26% / 25%	21% / 20%	27% / 26%	15% / 17%

No. of Available Vehicles	0	1	2	3	4+
	4% / 4%	27% / 28%	51% / 51%	13% / 12%	5% / 4%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.2 / 3.2	1.7 / 1.6	2.2 / 2.1	1.9 / 1.8	7.2 / 6.8

TOTAL POPULATION: 720,900 / 567,700

					Employment Status			
	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
Male	359,000 / 281,200	4% / 3%	70% / 68%	27% / 28%	48% / 47%	6% / 5%	3% / 2%	0% / 0%
Female	361,900 / 286,500	4% / 3%	66% / 64%	25% / 26%	34% / 32%	12% / 11%	2% / 1%	1% / 0%
On survey day:			Made work trip		88% / 87%	50% / 52%	39% / 38%	20% / 19%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	13% / 13%	19% / 18%	49% / 46%	20% / 22%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	35.3 / 33.7	15% / 17%	8% / 8%	13% / 13%	33% / 35%	22% / 19%	9% / 8%

Daily trips/Person (age 11+): 2.7 / 2.6

TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of York Region

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	394,500 / 294,900	24.1% / 24.4%	49% / 50%	22% / 25%	19% / 16%	10% / 9%
24 hours	1,636,000 / 1,206,700		32% / 33%	12% / 14%	39% / 38%	16% / 15%

Percentage of trips made within district: 6-9 a.m. = 59% / 59%; 24 hours = 63% / 62%

Trips Made to the York Region

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	365,700 / 281,900	23.1% / 23.7%	56% / 58%	21% / 23%	4% / 4%	18% / 15%
24 hours	1,584,800 / 1,187,400		19% / 19%	5% / 6%	43% / 43%	33% / 32%

MODE OF TRAVEL

Trips Made by Residents of York Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	394,500 / 294,900	66% / 65%	13% / 13%	6% / 7%	2% / 1%	6% / 7%	6% / 6%
24 hours	1,636,000 / 1,206,700	71% / 70%	16% / 16%	4% / 5%	1% / 1%	4% / 5%	3% / 3%
Median Trip Length: (kilometres)		6.4 / 6.7	4.0 / 3.9	15.7 / 15.4	26.0 / 25.9		

Trips Made to the York Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	365,700 / 281,900	70% / 67%	14% / 14%	3% / 4%	0% / 0%	7% / 8%	6% / 7%
24 hours	1,584,800 / 1,187,400	72% / 71%	17% / 17%	3% / 4%	1% / 0%	4% / 5%	3% / 3%

LEGEND
2001 TTS
1996 TTS

Area = 186,095 Hectares

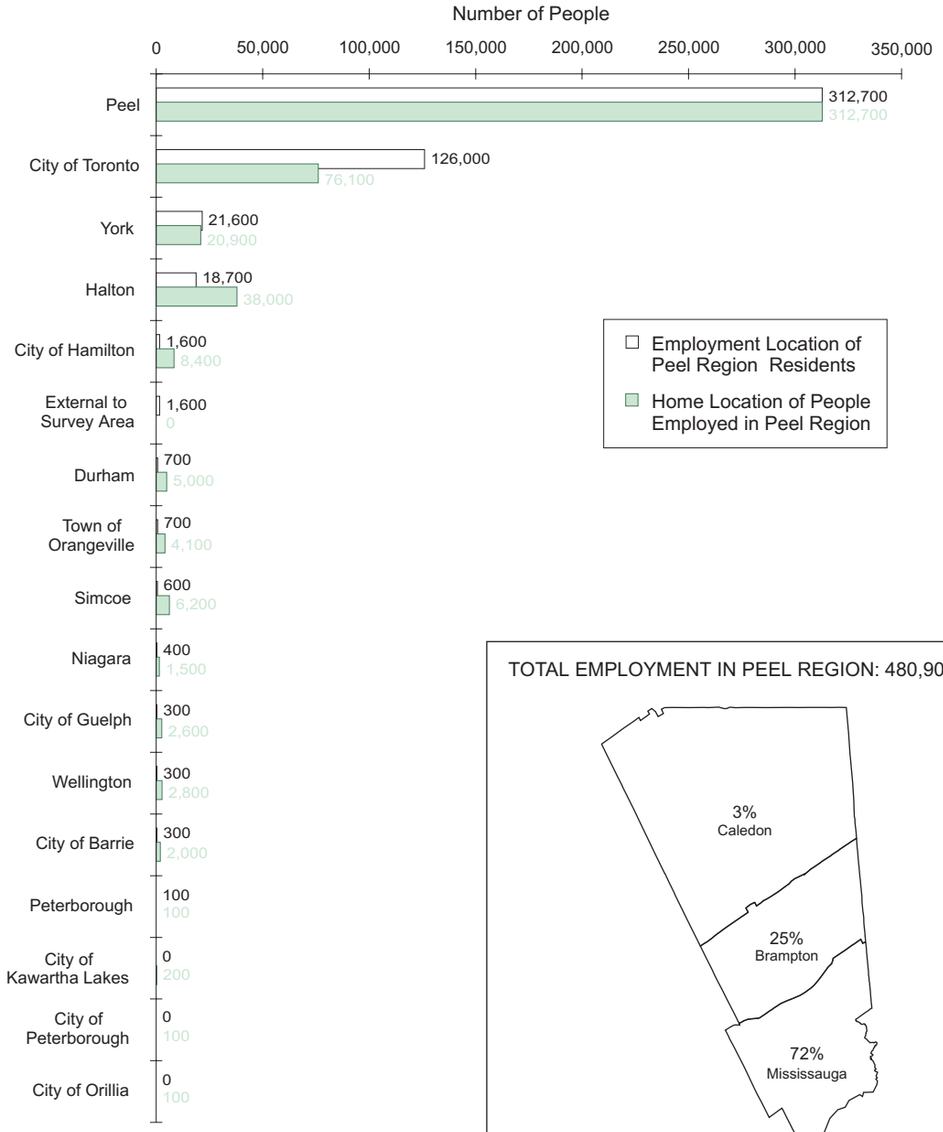
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

REGIONAL MUNICIPALITY OF PEEL

2001 STATISTICS

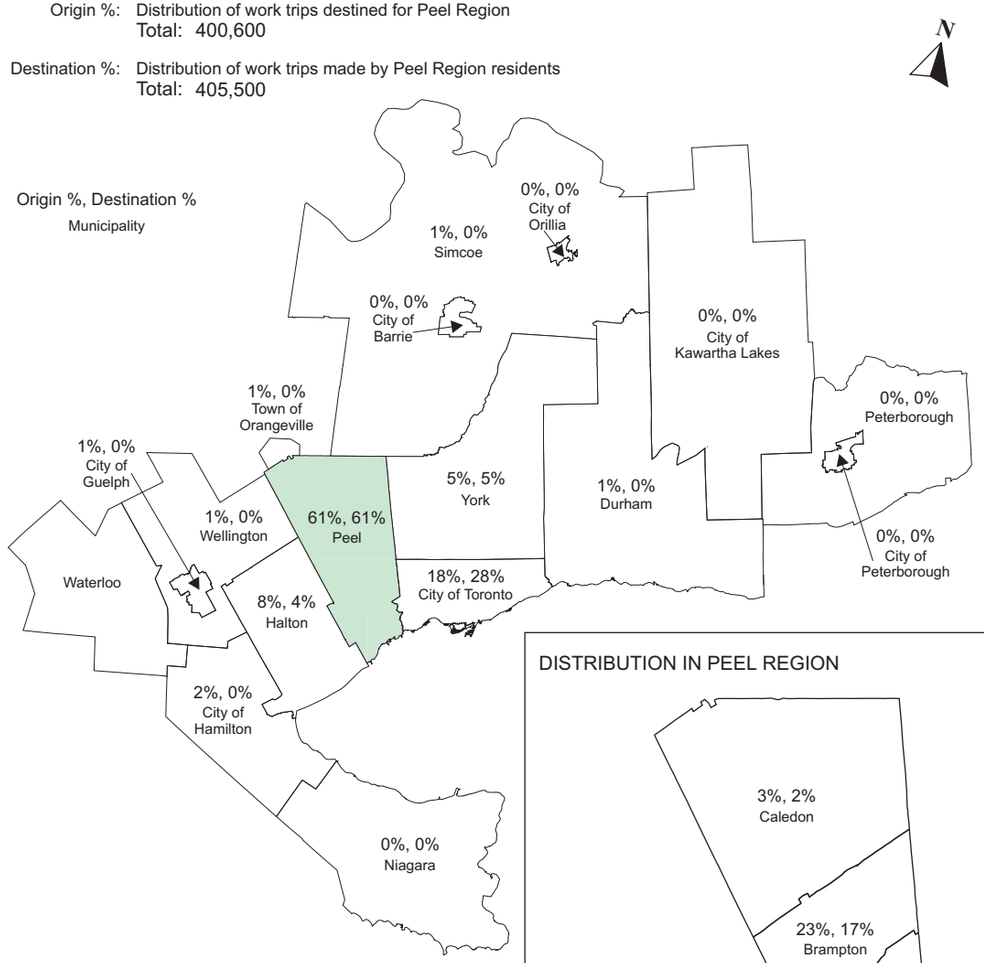
EMPLOYMENT

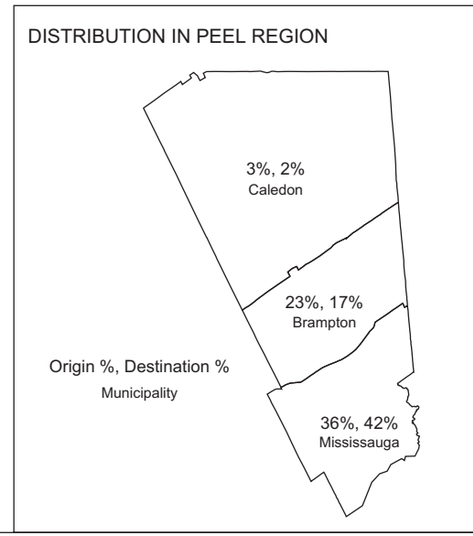


WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for Peel Region
Total: 400,600

Destination %: Distribution of work trips made by Peel Region residents
Total: 405,500





REGIONAL MUNICIPALITY OF PEEL

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 308,600 / 266,500

Dwelling Type	House	Townhouse	Apartment
	68% / 64%	8% / 10%	24% / 26%

Household Size (persons)	1	2	3	4	5+
	14% / 14%	27% / 28%	20% / 20%	24% / 24%	16% / 15%

No. of Available Vehicles	0	1	2	3	4+
	6% / 7%	36% / 37%	44% / 44%	11% / 9%	3% / 3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.1 / 3.0	1.6 / 1.6	2.0 / 1.9	1.7 / 1.6	6.6 / 6.3

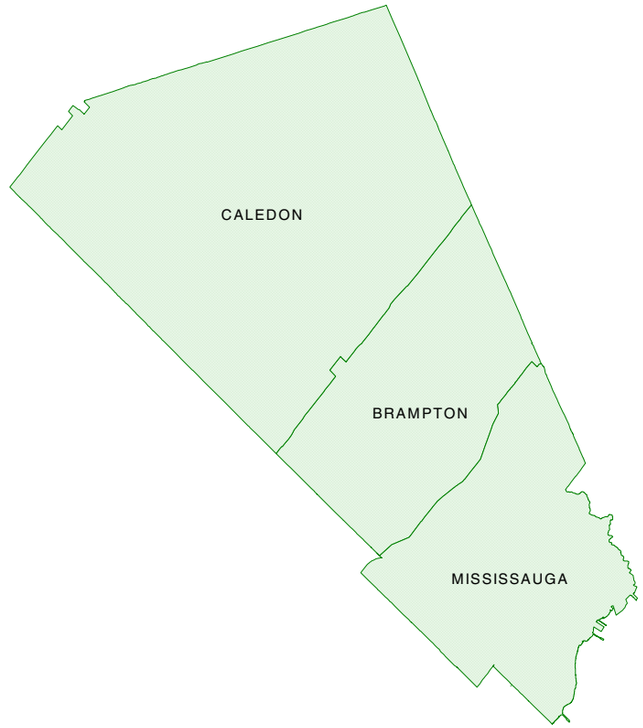
TOTAL POPULATION: 954,200 / 812,500

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	472,500 / 404,500	4% / 4%	68% / 67%	26% / 25%	50% / 50%	6% / 5%	2% / 2%	0% / 0%
Female	481,700 / 408,000	5% / 5%	60% / 59%	24% / 25%	37% / 35%	10% / 11%	1% / 1%	1% / 0%
On survey day:			Made work trip		87% / 88%	53% / 56%	41% / 43%	23% / 24%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	13% / 15%	25% / 25%	42% / 39%	20% / 22%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	33.8 / 32.0	16% / 17%	7% / 7%	13% / 13%	34% / 37%	21% / 18%	8% / 7%

Daily trips/Person (age 11+): 2.6 / 2.5



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Peel Region

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	514,200 / 420,400	25.1% / 25.0%	51% / 54%	22% / 22%	18% / 15%	10% / 8%
24 hours	2,045,800 / 1,684,700		35% / 37%	12% / 13%	38% / 37%	15% / 14%

Percentage of trips made within district: 6-9 a.m. = 70% / 66% 24 hours = 72% / 69%

Trips Made to the Peel Region

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	490,900 / 386,400	24.4% / 23.7%	56% / 58%	21% / 23%	5% / 4%	17% / 15%
24 hours	2,010,700 / 1,632,400		20% / 20%	6% / 6%	43% / 44%	31% / 30%

MODE OF TRAVEL

Trips Made by Residents of Peel Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	514,200 / 420,400	65% / 64%	14% / 14%	6% / 6%	3% / 3%	8% / 8%	5% / 5%
24 hours	2,045,800 / 1,684,700	69% / 69%	16% / 16%	5% / 5%	2% / 2%	5% / 5%	3% / 3%
Median Trip Length: (kilometres)		6.4 / 6.6	4.1 / 4.1	6.5 / 6.4	26.2 / 25.6		

Trips Made to the Peel Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	490,900 / 386,400	68% / 67%	14% / 14%	5% / 5%	0% / 0%	8% / 9%	5% / 5%
24 hours	2,010,700 / 1,632,400	70% / 70%	16% / 16%	5% / 5%	1% / 1%	5% / 6%	3% / 3%

LEGEND
2001 TTS
1996 TTS

N

0 5 10
Kilometres

Area = 125,390 Hectares

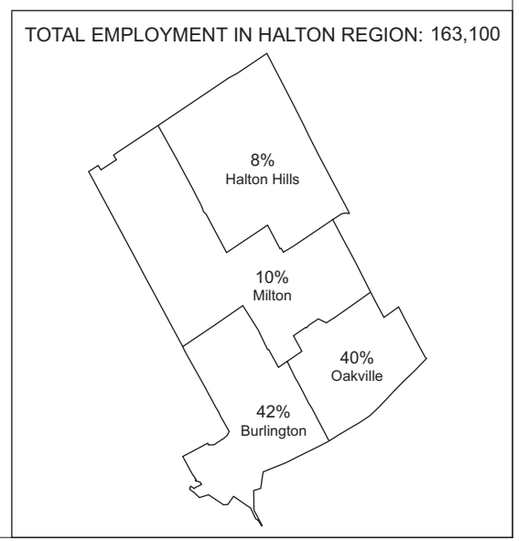
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

REGIONAL MUNICIPALITY OF HALTON

2001 STATISTICS

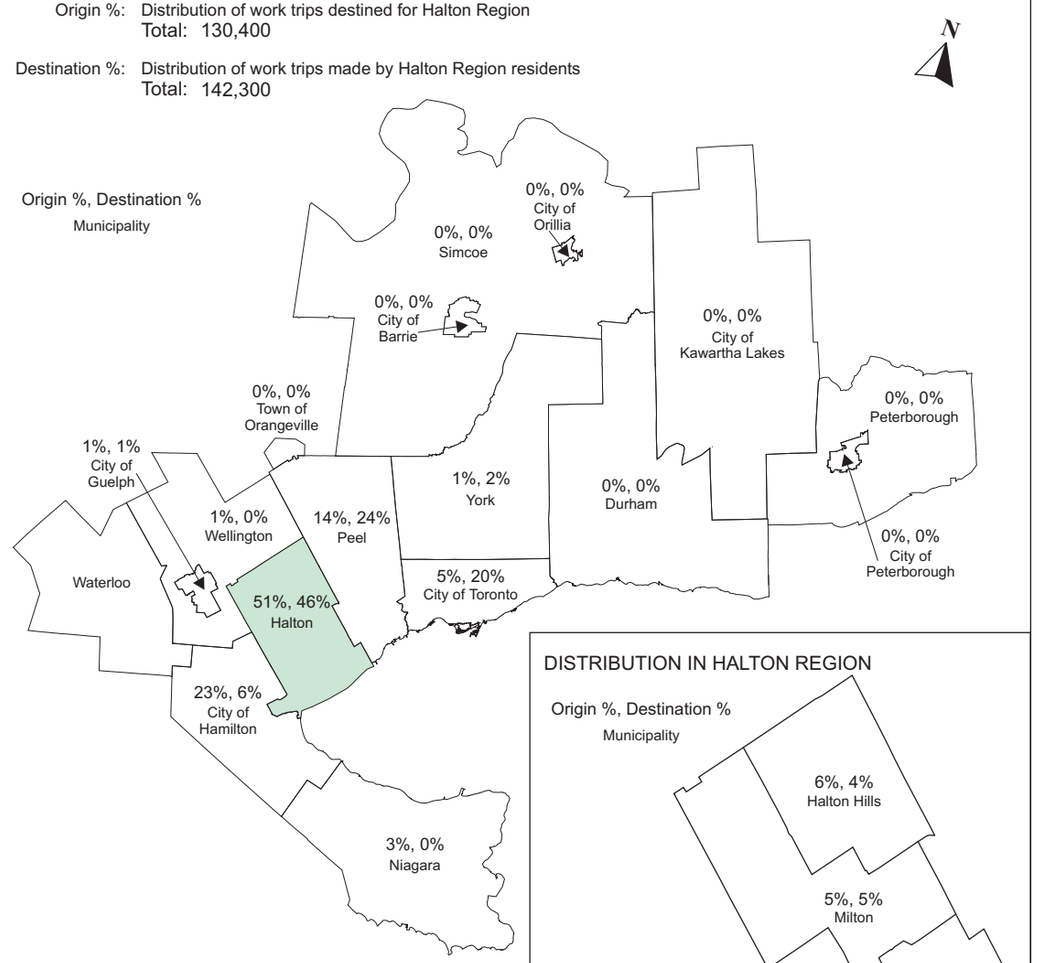
EMPLOYMENT

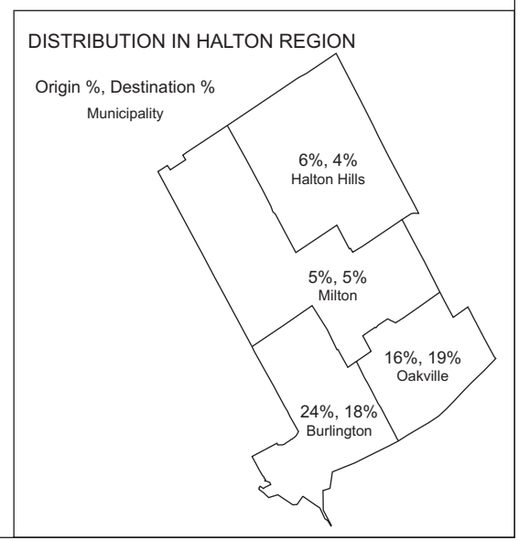


WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for Halton Region
Total: 130,400

Destination %: Distribution of work trips made by Halton Region residents
Total: 142,300





REGIONAL MUNICIPALITY OF HALTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 133,600
118,400

Dwelling Type	House	Townhouse	Apartment
	73%	9%	18%
	71%	10%	20%

Household Size (persons)	1	2	3	4	5+
	18%	35%	18%	20%	9%
	18%	32%	19%	21%	11%

No. of Available Vehicles	0	1	2	3	4+
	5%	33%	49%	10%	3%
	6%	34%	48%	10%	2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.4	1.9	1.7	6.6
	2.8	1.5	1.9	1.7	6.4

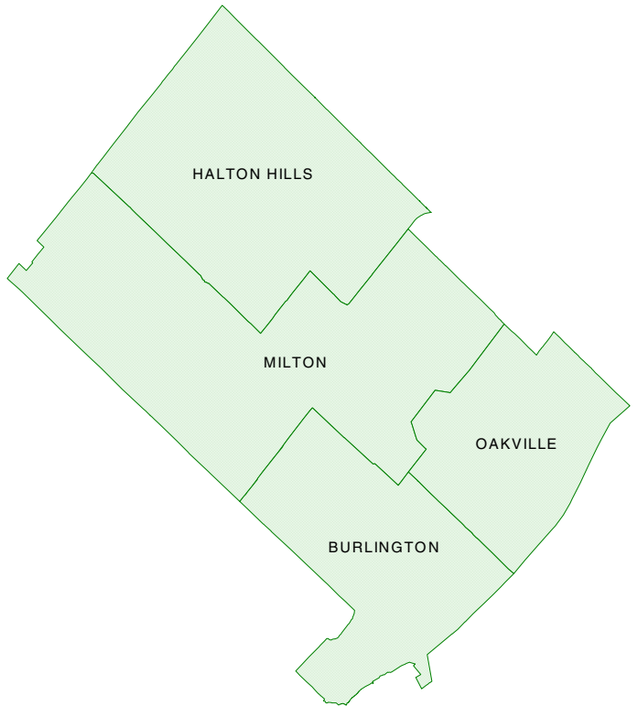
TOTAL POPULATION: 364,100
328,300

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	178,100	4%	72%	23%	48%	5%	3%	1%
	161,000	4%	70%	25%	50%	5%	2%	0%
Female	186,000	4%	68%	22%	32%	12%	2%	1%
	167,300	4%	67%	23%	32%	13%	1%	1%
On survey day:	Made work trip				86%	50%	41%	17%
					87%	53%	40%	17%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	11%	17%	51%	21%
	13%	19%	45%	24%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	37.6	15%	7%	10%	32%	23%	13%
	34.7	17%	7%	11%	35%	21%	10%

Daily trips/Person (age 11+): 2.8
2.8



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Halton Region

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	191,100	21.8%	50%	20%	20%	9%
	169,200	22.4%	54%	21%	16%	8%
24 hours	877,400		29%	10%	44%	17%
	754,600		32%	11%	42%	16%

Percentage of trips made within district: 6-9 a.m. = 61% 24 hours = 67%
61% 68%

Trips Made to the Halton Region

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	172,200	20.3%	51%	23%	5%	21%
	146,000	20.0%	53%	24%	5%	18%
24 hours	849,900		15%	5%	43%	37%
	728,300		16%	6%	44%	35%

MODE OF TRAVEL

Trips Made by Residents of Halton Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	191,100	68%	12%	1%	6%	7%	5%
	169,200	68%	12%	2%	5%	8%	6%
24 hours	877,400	74%	15%	1%	3%	4%	3%
	754,600	73%	16%	1%	2%	5%	3%
Median Trip Length: (kilometres)		5.0	3.3	3.5	36.8		
		4.8	3.3	3.2	35.5		

Trips Made to the Halton Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	172,200	71%	14%	1%	0%	8%	5%
	146,000	69%	13%	2%	0%	9%	6%
24 hours	849,900	74%	16%	1%	2%	4%	3%
	728,300	73%	17%	1%	1%	5%	3%

LEGEND
2001 TTS
1996 TTS

N
0 5 10
Kilometres

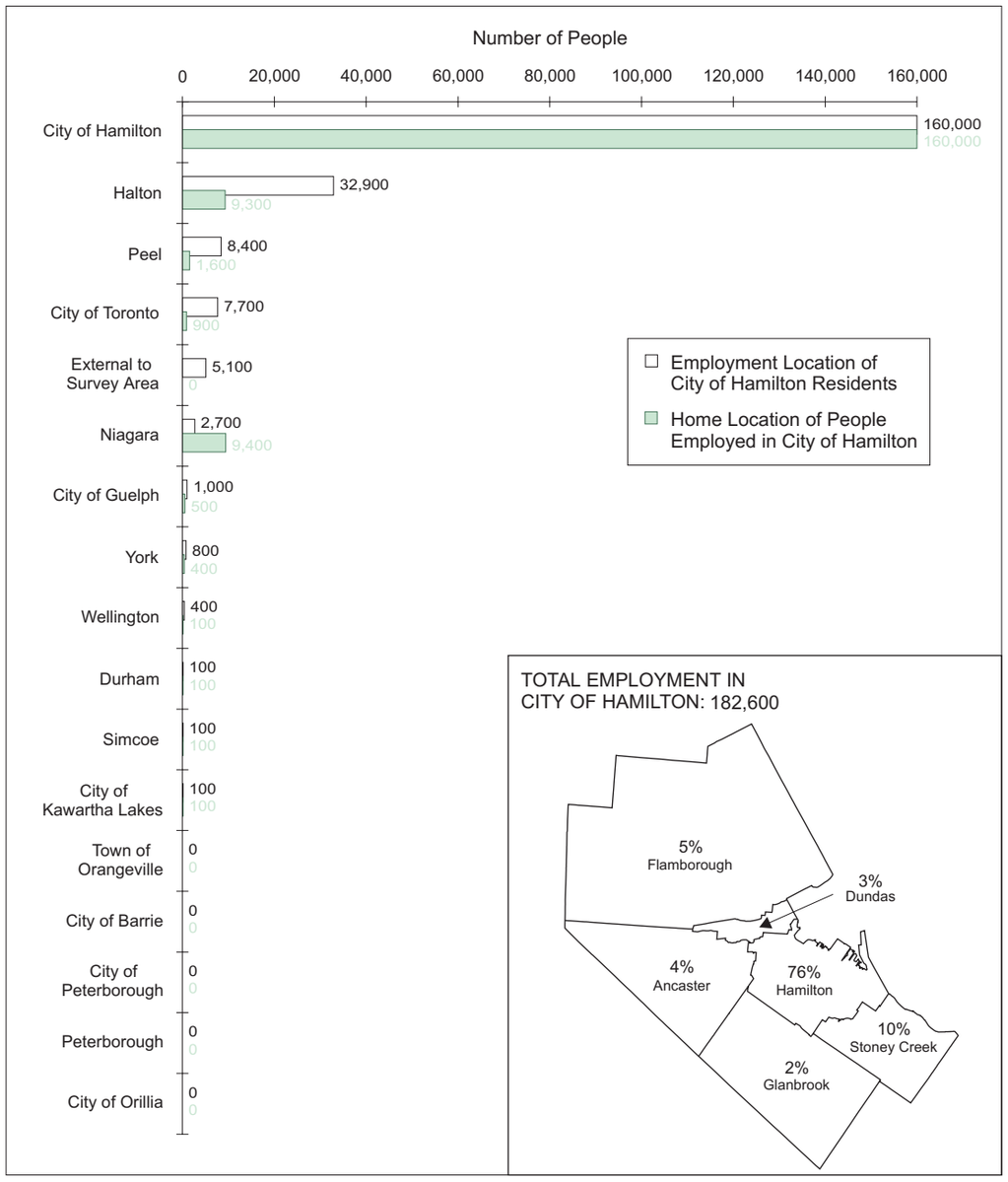
Area = 99,050 Hectares

THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

CITY OF HAMILTON
2001 STATISTICS

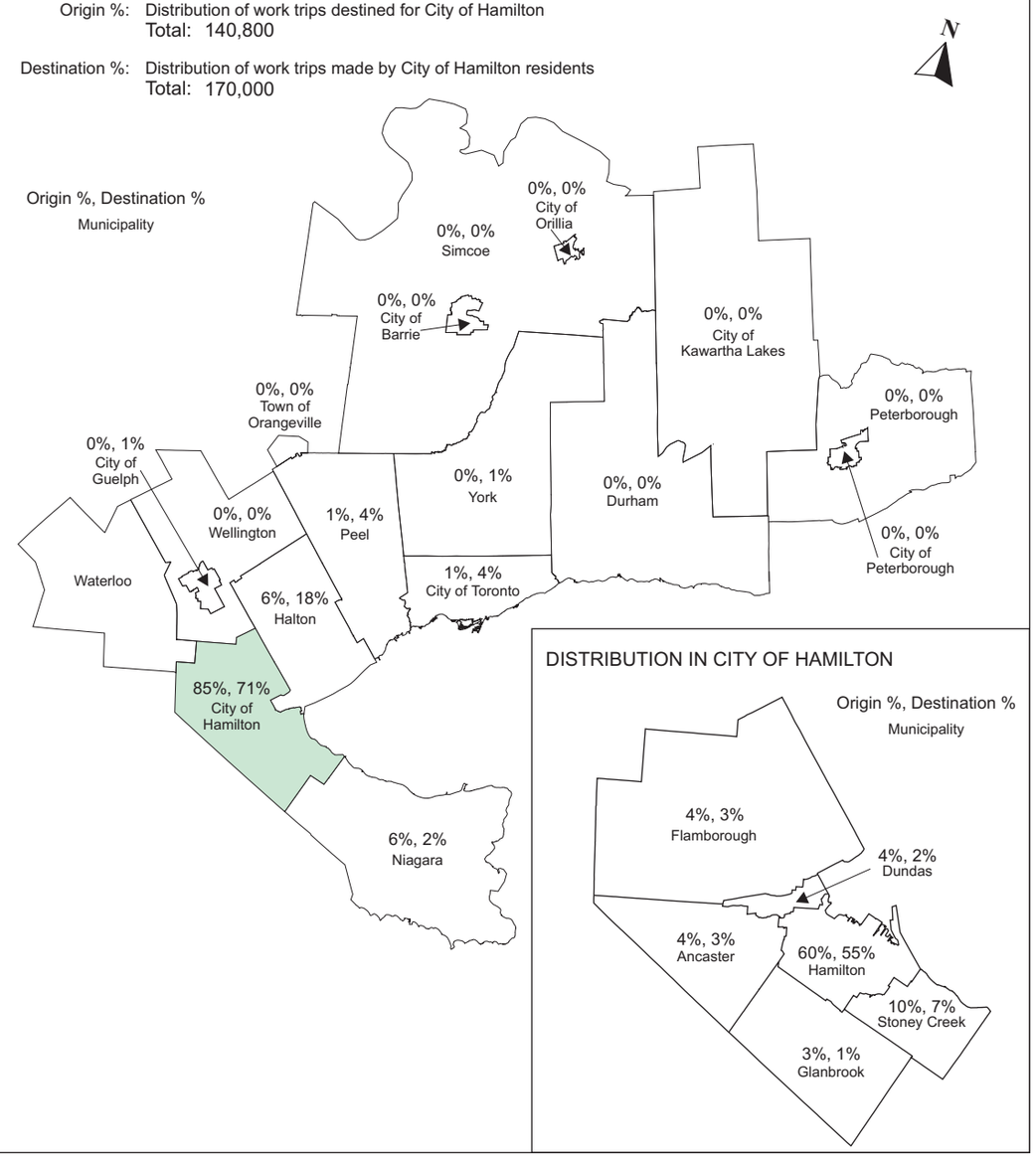
EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for City of Hamilton
Total: 140,800

Destination %: Distribution of work trips made by City of Hamilton residents
Total: 170,000



CITY OF HAMILTON (FORMERLY REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH)

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 188,900 / 179,100

Dwelling Type	House	Townhouse	Apartment
	69% / 69%	5% / 6%	26% / 26%

Household Size (persons)	1	2	3	4	5+
	24% / 25%	33% / 32%	16% / 16%	16% / 18%	10% / 9%

No. of Available Vehicles	0	1	2	3	4+
	15% / 16%	41% / 43%	35% / 33%	7% / 6%	2% / 2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6 / 2.6	1.2 / 1.2	1.7 / 1.6	1.4 / 1.4	5.7 / 5.4

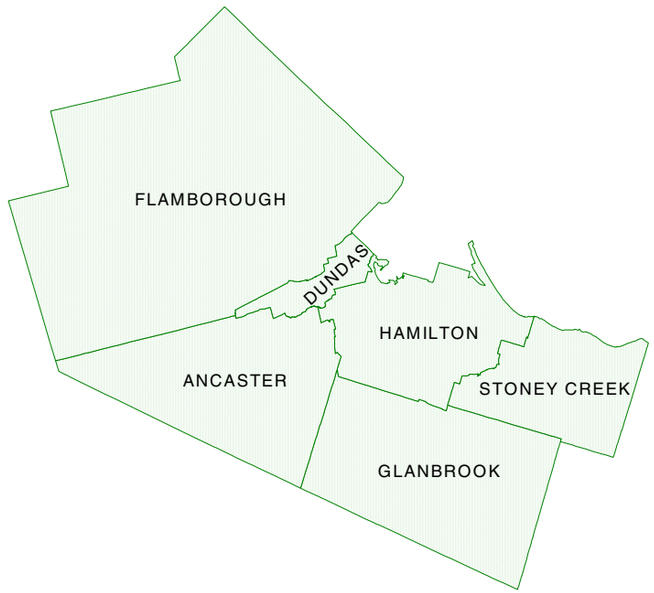
TOTAL POPULATION: 486,000 / 462,000

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	237,400 / 226,100	4% / 5%	70% / 69%	24% / 24%	44% / 43%	6% / 6%	2% / 2%	0% / 0%
Female	248,600 / 235,900	6% / 7%	61% / 58%	22% / 23%	28% / 26%	12% / 13%	1% / 1%	1% / 1%
On survey day:			Made work trip		84% / 85%	53% / 54%	39% / 34%	19% / 17%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	11% / 11%	28% / 27%	40% / 36%	21% / 26%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	37.8 / 34.3	13% / 15%	7% / 6%	13% / 13%	29% / 33%	22% / 19%	16% / 14%

Daily trips/Person (age 11+): 2.5 / 2.5



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of City of Hamilton

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	222,200 / 194,600	20.8% / 20.0%	50% / 52%	24% / 25%	18% / 16%	9% / 7%
24 hours	1,070,100 / 972,500		29% / 30%	12% / 12%	43% / 43%	16% / 15%

Percentage of trips made within district: 6-9 a.m. = 80% / 81%; 24 hours = 81% / 82%

Trips Made to the City of Hamilton

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	199,500 / 181,900	19.7% / 19.5%	47% / 52%	28% / 27%	6% / 5%	19% / 16%
24 hours	1,014,600 / 934,100		14% / 15%	7% / 7%	44% / 44%	35% / 34%

MODE OF TRAVEL

Trips Made by Residents of City of Hamilton

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	222,200 / 194,600	64% / 63%	12% / 13%	6% / 7%	1% / 1%	11% / 12%	6% / 5%
24 hours	1,070,100 / 972,500	68% / 66%	17% / 18%	5% / 6%	1% / 0%	6% / 7%	3% / 3%
Median Trip Length: (kilometres)		4.7 / 4.5	3.5 / 3.5	3.1 / 3.2	59.3 / 58.4		

Trips Made to the City of Hamilton

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	199,500 / 181,900	62% / 62%	13% / 13%	6% / 7%	0% / 0%	12% / 13%	7% / 6%
24 hours	1,014,600 / 934,100	67% / 66%	17% / 18%	6% / 6%	0% / 0%	7% / 7%	3% / 3%

LEGEND
2001 TTS
1996 TTS

N

0 5 10
Kilometres

Area = 112,674 Hectares

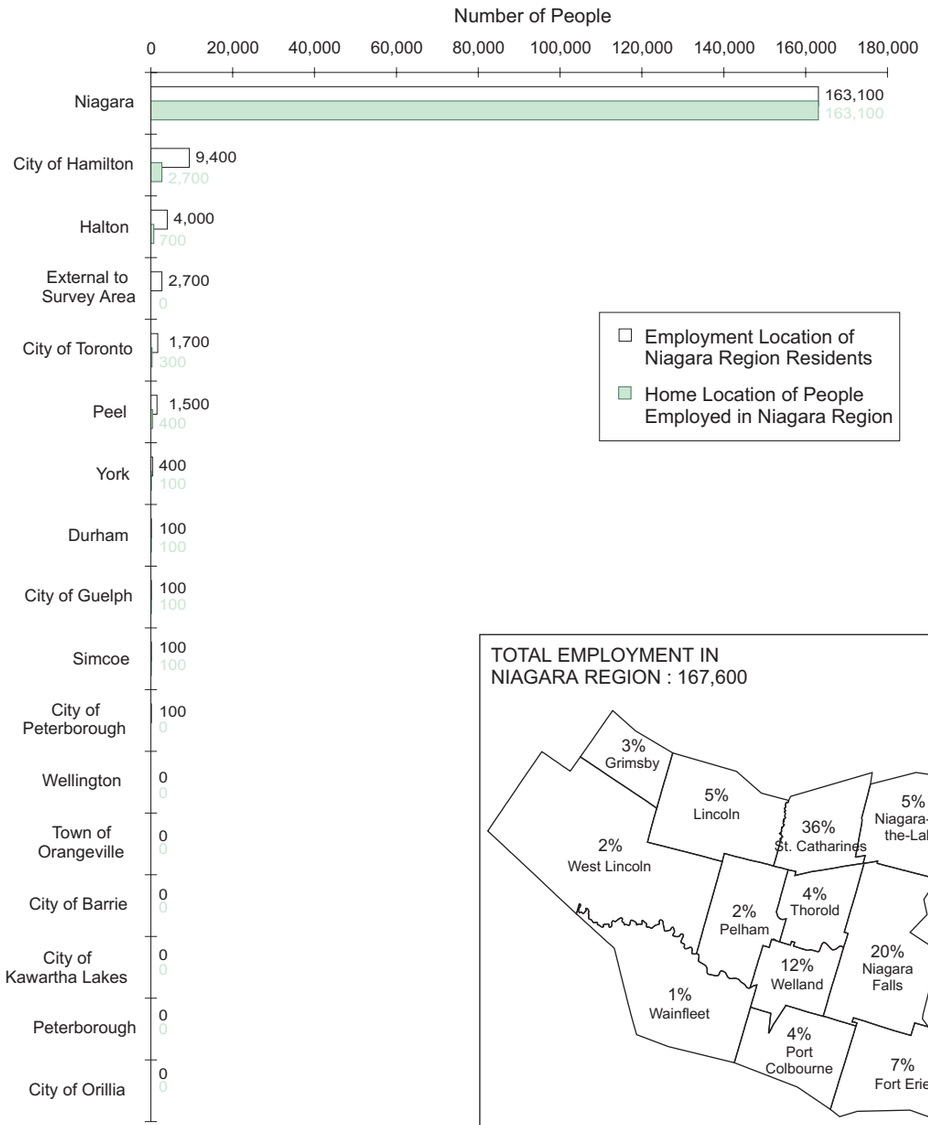
THE TRANSPORTATION TOMORROW SURVEY

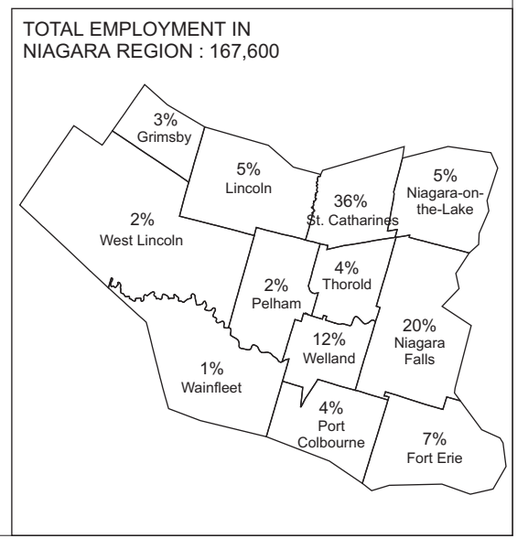
University of Toronto
Joint Program in Transportation
Data Management Group

REGIONAL MUNICIPALITY OF NIAGARA

2001 STATISTICS

EMPLOYMENT

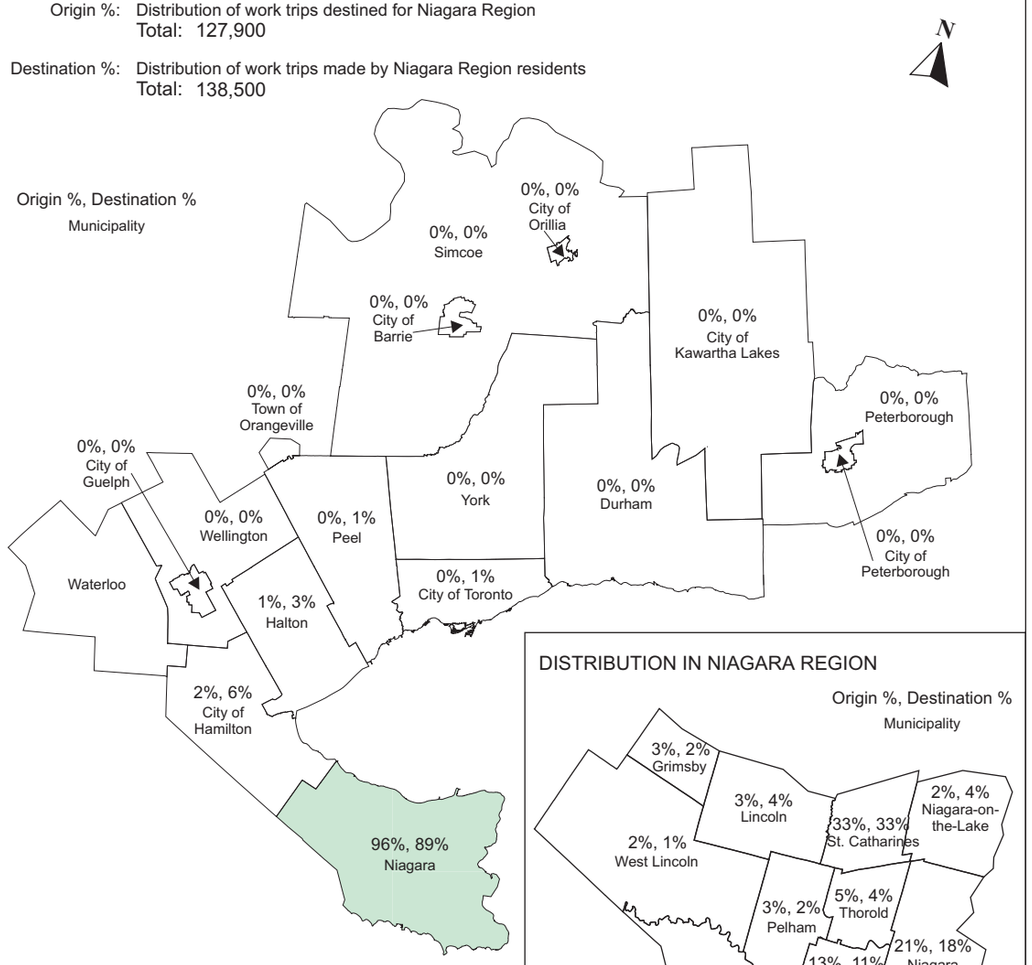


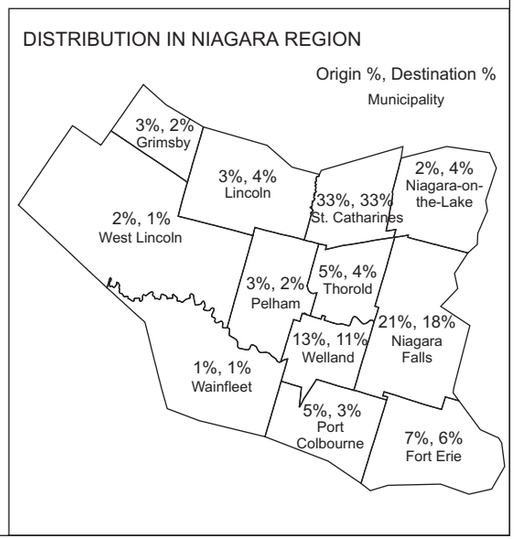


WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for Niagara Region
Total: 127,900

Destination %: Distribution of work trips made by Niagara Region residents
Total: 138,500





REGIONAL MUNICIPALITY OF NIAGARA

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 162,400
156,600

Dwelling Type	House	Townhouse	Apartment
	79%	5%	17%
	77%	4%	19%

Household Size (persons)	1	2	3	4	5+
	23%	38%	16%	15%	9%
	22%	37%	17%	16%	9%

No. of Available Vehicles	0	1	2	3	4+
	8%	40%	40%	9%	3%
	10%	41%	39%	8%	2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.2	1.8	1.6	6.2
	2.6	1.1	1.7	1.5	5.7

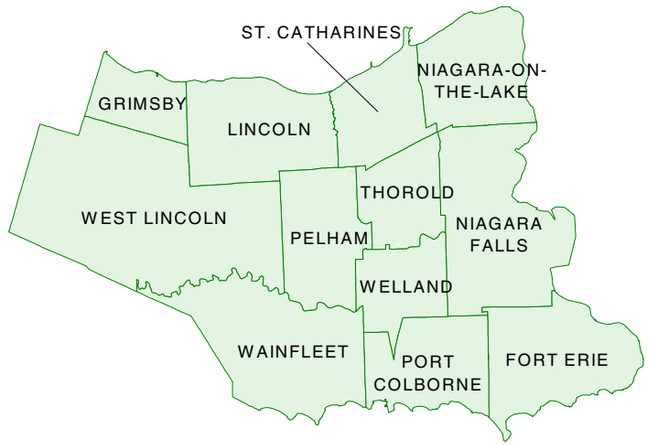
TOTAL POPULATION: 411,100
401,700

					Employment Status			
	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
Male	199,100	1%	72%	23%	42%	6%	3%	0%
	196,800	1%	71%	25%	40%	6%	2%	0%
Female	212,000	2%	67%	22%	26%	14%	1%	1%
	204,900	2%	65%	23%	24%	14%	1%	1%
On survey day:	Made work trip				83%	52%	35%	13%
					83%	51%	36%	18%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	13%	29%	32%	27%
	12%	27%	34%	27%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	38.3	14%	7%	12%	28%	22%	17%
	35.5	15%	6%	13%	31%	20%	15%

Daily trips/Person (age 11+): 2.8
2.6



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Niagara Region

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	185,600	18.5%	47%	24%	21%	9%
	167,500	18.6%	50%	25%	17%	7%
24 hours	1,004,100		25%	10%	47%	18%
	899,600		26%	11%	46%	17%

Percentage of trips made within district: 6-9 a.m. = 90% 24 hours = 91%
90% 91%

Trips Made to the Niagara Region

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	175,300	17.9%	48%	25%	7%	21%
	157,500	18.1%	50%	28%	6%	17%
24 hours	977,700		13%	5%	42%	40%
	869,500		14%	6%	43%	37%

MODE OF TRAVEL

Trips Made by Residents of Niagara Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	185,600	70%	12%	2%	0%	8%	9%
	167,500	68%	13%	2%	0%	8%	9%
24 hours	1,004,100	73%	18%	1%	0%	4%	4%
	899,600	72%	18%	2%	0%	4%	3%
Median Trip Length: (kilometres)		3.6	3.0	3.1	*		
		3.7	3.1	3.1	*		

Trips Made to the Niagara Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	175,300	69%	12%	2%	0%	8%	9%
	157,500	67%	13%	2%	0%	9%	9%
24 hours	977,700	73%	18%	1%	0%	4%	4%
	869,500	72%	18%	2%	0%	4%	4%

LEGEND
2001 TTS
1996 TTS

N
0 5 10
Kilometres

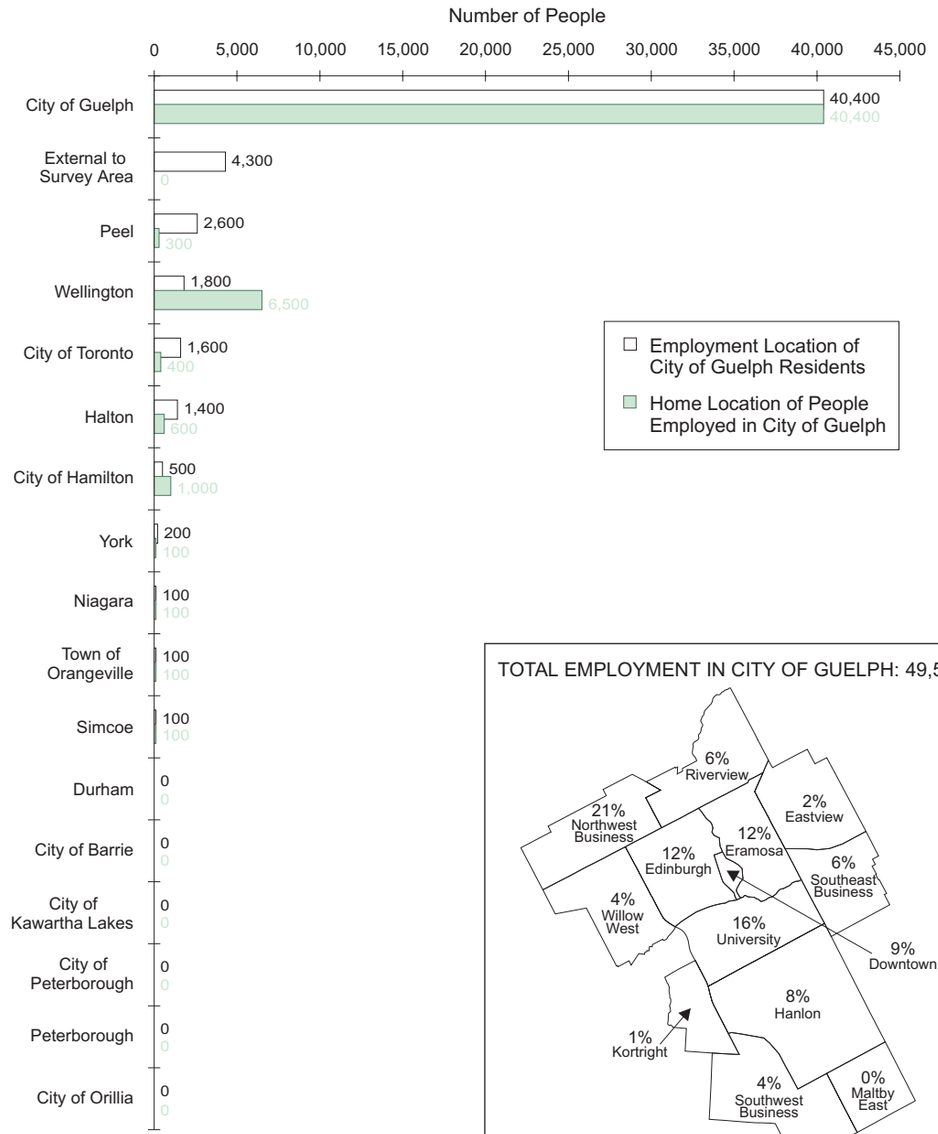
Area = 189,383 Hectares

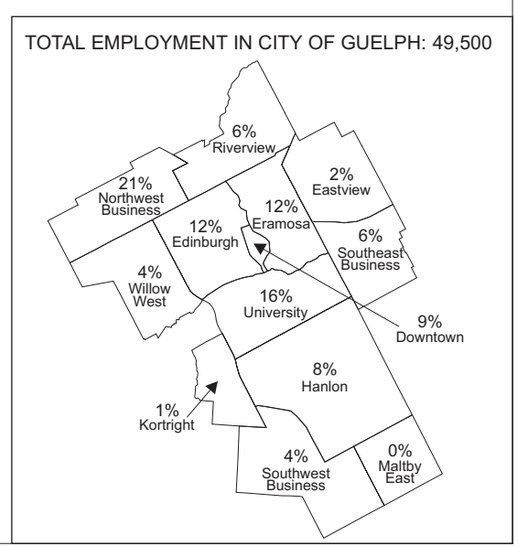
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

CITY OF GUELPH
2001 STATISTICS

EMPLOYMENT

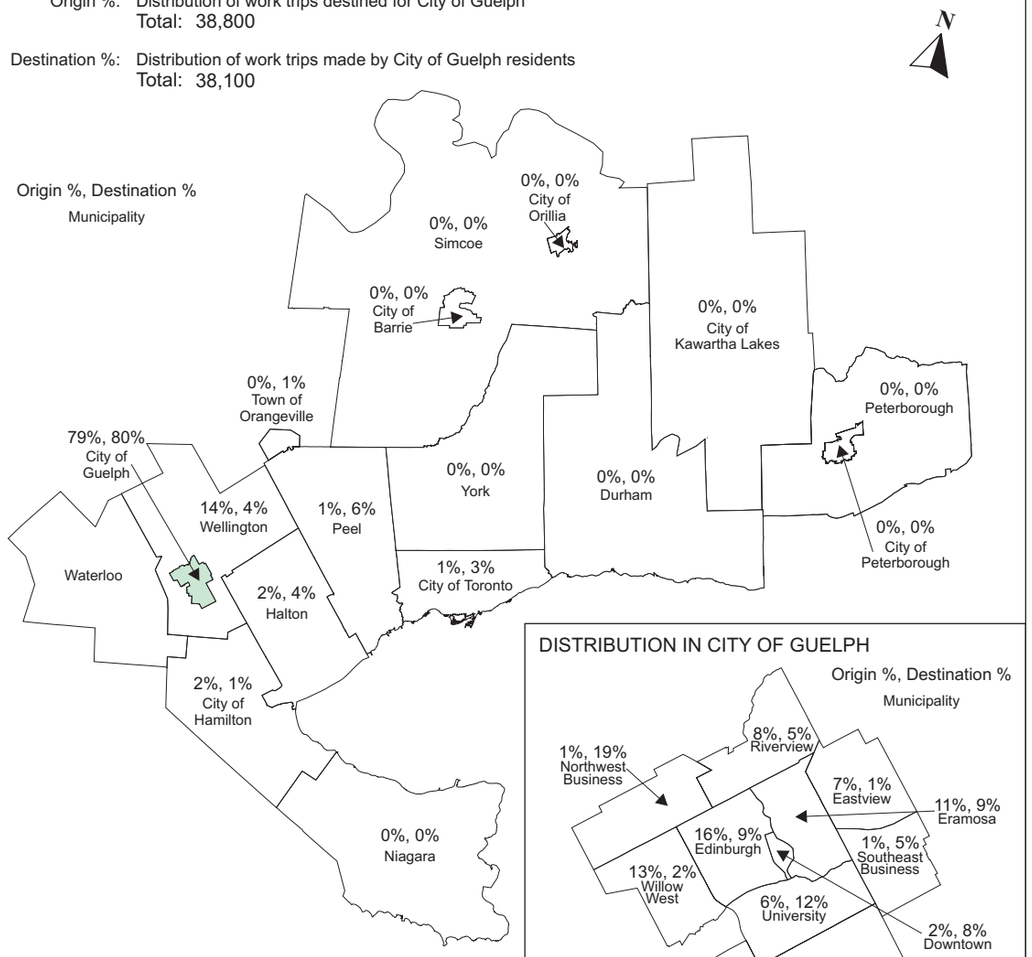


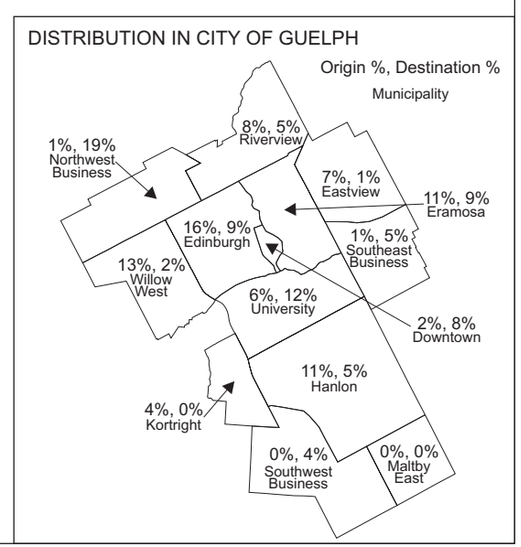


WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for City of Guelph
Total: 38,800

Destination %: Distribution of work trips made by City of Guelph residents
Total: 38,100





CITY OF GUELPH

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 40,900 / 37,000

Dwelling Type	House	Townhouse	Apartment
	66% / 63%	8% / 7%	27% / 30%

Household Size (persons)	1	2	3	4	5+
	23% / 23%	35% / 35%	17% / 18%	17% / 17%	8% / 8%

No. of Available Vehicles	0	1	2	3	4+
	11% / 13%	41% / 46%	40% / 36%	7% / 5%	1% / 1%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6 / 2.6	1.4 / 1.2	1.8 / 1.7	1.5 / 1.4	6.3 / 5.9

TOTAL POPULATION: 104,300 / 94,400

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	50,000 / 45,900	5% / 5%	74% / 68%	26% / 28%	49% / 45%	6% / 5%	2% / 1%	0% / 0%
Female	54,300 / 48,500	7% / 9%	67% / 66%	27% / 29%	32% / 29%	15% / 13%	2% / 1%	1% / 1%
On survey day:			Made work trip		86% / 87%	52% / 51%	34% / 46%	24% / 12%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	13% / 12%	28% / 26%	38% / 38%	21% / 24%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	33.2 / 31.8	14% / 15%	6% / 7%	17% / 16%	32% / 35%	18% / 15%	12% / 12%

Daily trips/Person (age 11+): 2.9 / 2.7

TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of City of Guelph

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	53,000 / 44,500	20.6% / 20.4%	50% / 52%	22% / 26%	18% / 15%	10% / 8%
24 hours	257,200 / 218,400		30% / 30%	13% / 14%	41% / 41%	17% / 15%

Percentage of trips made within district: 6-9 a.m. = 78% / 77% 24 hours = 80% / 80%

Trips Made to the City of Guelph

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	52,300 / 47,700	20.2% / 20.8%	49% / 54%	27% / 27%	6% / 4%	18% / 14%
24 hours	259,000 / 228,900		15% / 17%	7% / 8%	41% / 41%	36% / 35%

MODE OF TRAVEL

Trips Made by Residents of City of Guelph

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	53,000 / 44,500	67% / 63%	12% / 14%	4% / 6%	0% / 0%	12% / 13%	4% / 4%
24 hours	257,200 / 218,400	69% / 66%	17% / 19%	5% / 5%	0% / 0%	8% / 8%	2% / 2%
Median Trip Length: (kilometres)		2.9 / 2.9	2.4 / 2.5	2.2 / 2.2	68.5 / 53.9		

Trips Made to the City of Guelph

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	52,300 / 47,700	64% / 65%	13% / 13%	4% / 5%	0% / 0%	12% / 12%	7% / 5%
24 hours	259,000 / 228,900	68% / 67%	17% / 18%	4% / 5%	0% / 0%	8% / 8%	3% / 2%

LEGEND

2001 TTS
1996 TTS

N

0 2 4

Kilometres

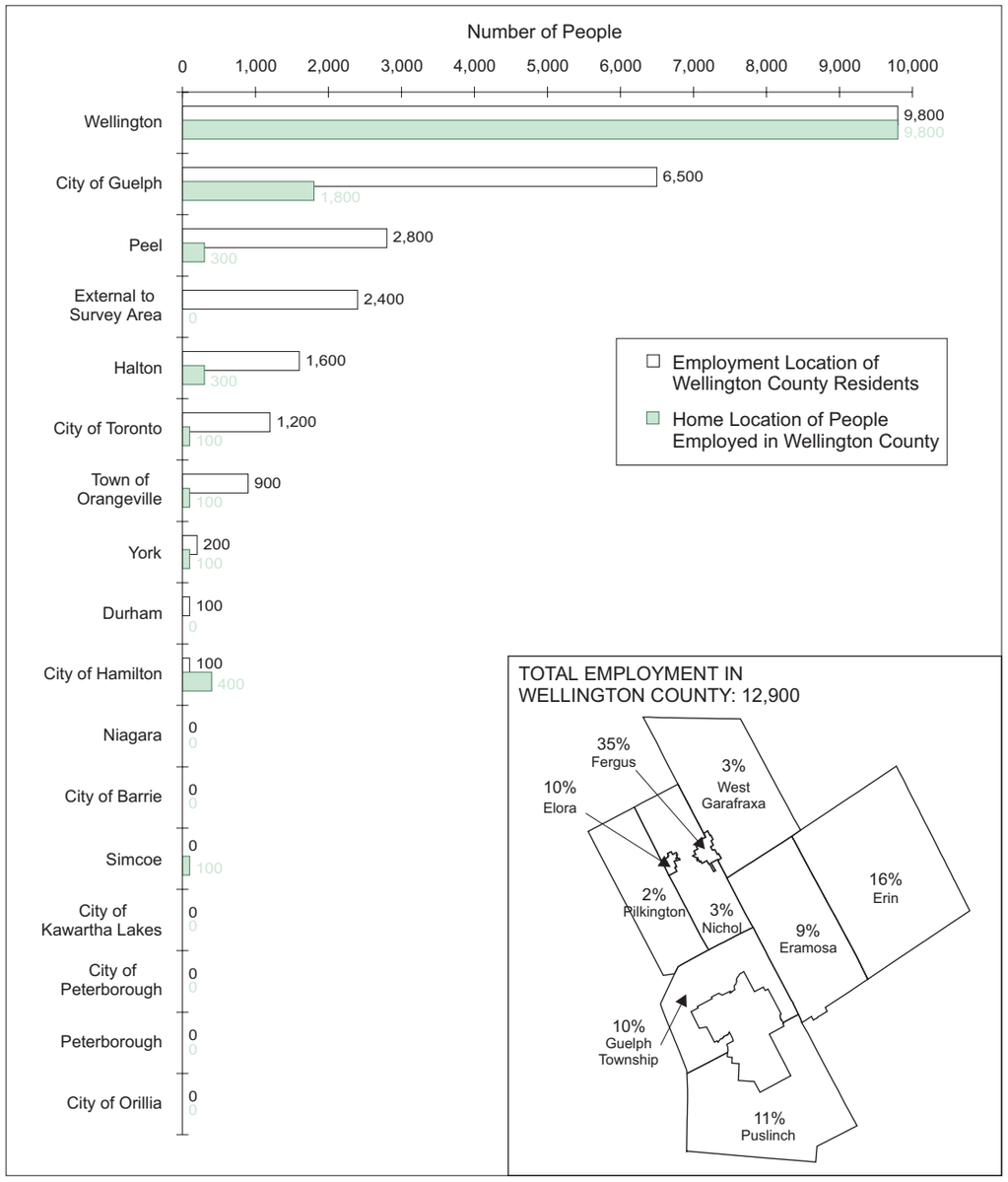
Area = 8,772 Hectares

THE TRANSPORTATION TOMORROW SURVEY

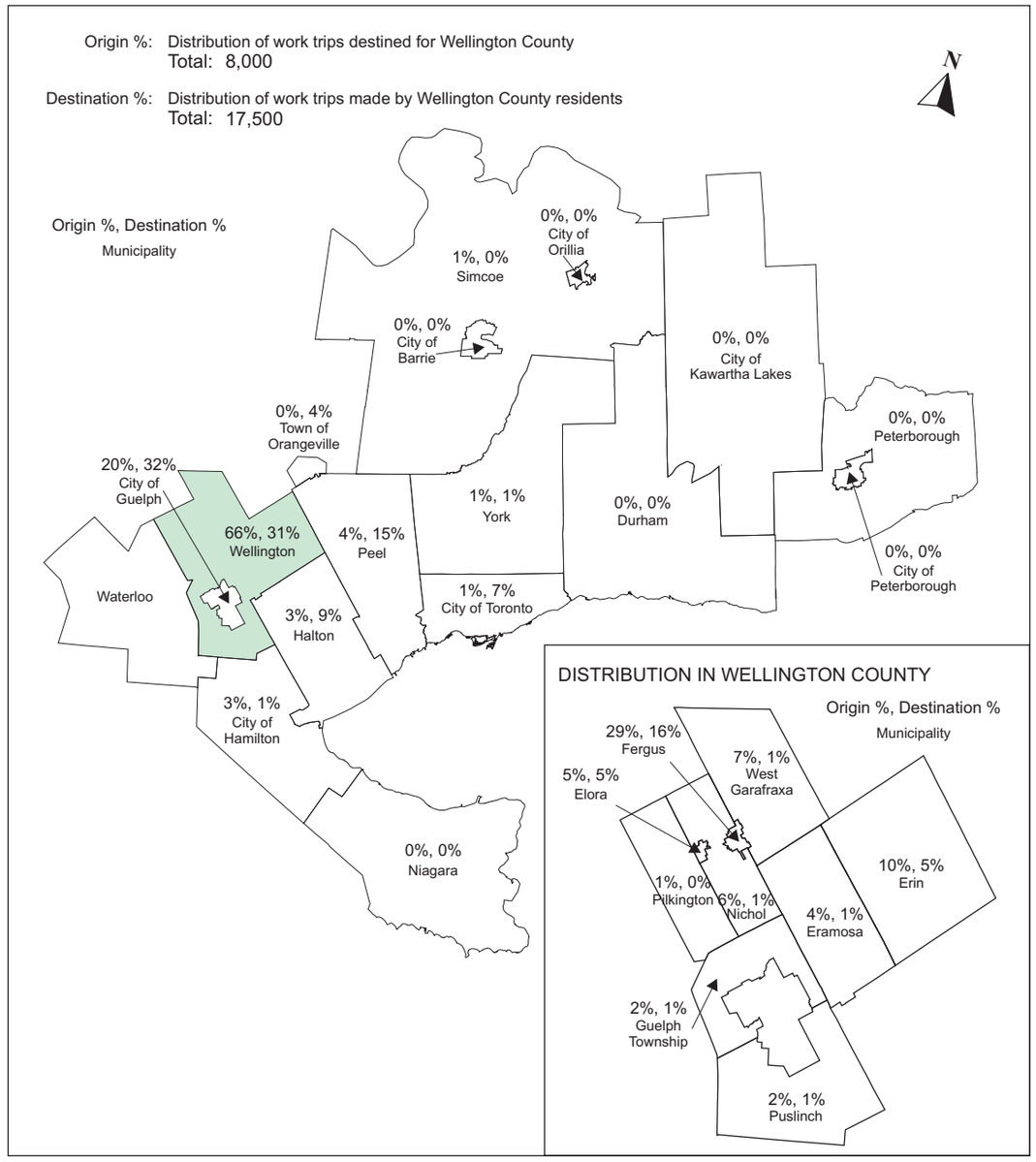
University of Toronto
Joint Program in Transportation
Data Management Group

COUNTY OF WELLINGTON
2001 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



COUNTY OF WELLINGTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 18,000 / 15,700

Dwelling Type	House	Townhouse	Apartment
	89% / 90%	2% / 1%	9% / 8%

Household Size (persons)	1	2	3	4	5+
	13% / 16%	39% / 33%	15% / 15%	19% / 24%	14% / 12%

No. of Available Vehicles	0	1	2	3	4+
	2% / 4%	29% / 31%	50% / 49%	13% / 13%	5% / 3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9 / 2.9	1.5 / 1.4	2.0 / 2.0	1.9 / 1.8	6.9 / 6.1

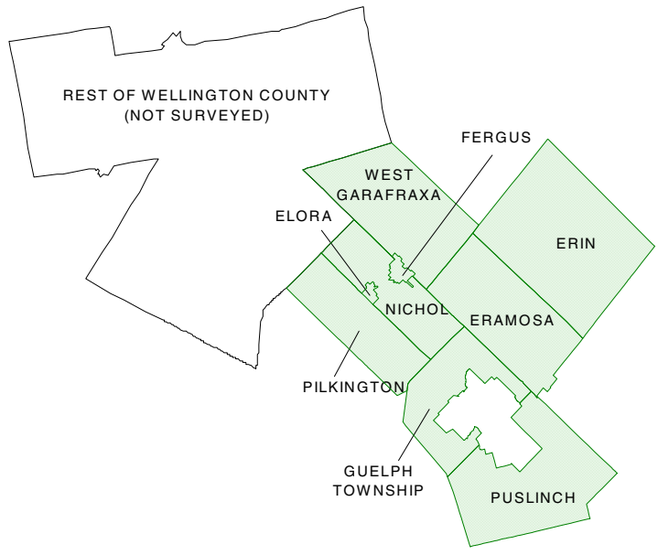
TOTAL POPULATION: 51,500 / 45,400

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	25,700 / 22,600	1% / 1%	71% / 70%	25% / 25%	45% / 45%	6% / 4%	4% / 4%	1% / 1%
Female	25,800 / 22,800	0% / 0%	71% / 67%	24% / 25%	30% / 29%	14% / 11%	3% / 2%	1% / 1%
On survey day:			Made work trip		86% / 82%	44% / 53%	27% / 28%	21% / 9%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	15% / 10%	28% / 30%	39% / 39%	19% / 21%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.1 / 34.1	15% / 17%	9% / 9%	10% / 11%	28% / 32%	27% / 21%	11% / 10%

Daily trips/Person (age 11+): 2.8 / 2.6



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Wellington County

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	26,400 / 20,900	21.3% / 21.6%	52% / 51%	24% / 27%	15% / 14%	9% / 8%
24 hours	124,100 / 96,600		28% / 30%	11% / 12%	41% / 41%	20% / 17%

Percentage of trips made within district: 6-9 a.m. = 38% / 41% 24 hours = 39% / 39%

Trips Made to the Wellington County

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	13,200 / 12,200	15.1% / 17.1%	40% / 47%	30% / 31%	8% / 5%	21% / 17%
24 hours	87,400 / 71,500		9% / 12%	5% / 6%	57% / 56%	29% / 26%

MODE OF TRAVEL

Trips Made by Residents of Wellington County

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	26,400 / 20,900	69% / 67%	11% / 11%	0% / 0%	1% / 0%	8% / 8%	12% / 13%
24 hours	124,100 / 96,600	72% / 72%	18% / 17%	0% / 1%	0% / 0%	4% / 4%	6% / 6%
Median Trip Length: (kilometres)		9.0 / 10.5	6.5 / 9.8	11.2 / 83.3	60.2 / 59.7		

Trips Made to the Wellington County

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	13,200 / 12,200	59% / 61%	12% / 11%	0% / 0%	0% / 0%	15% / 14%	13% / 15%
24 hours	87,400 / 71,500	71% / 70%	18% / 16%	0% / 0%	0% / 0%	6% / 6%	6% / 7%

LEGEND

2001 TTS
1996 TTS

N

0 5 10
Kilometres

Area = 127,400 Hectares

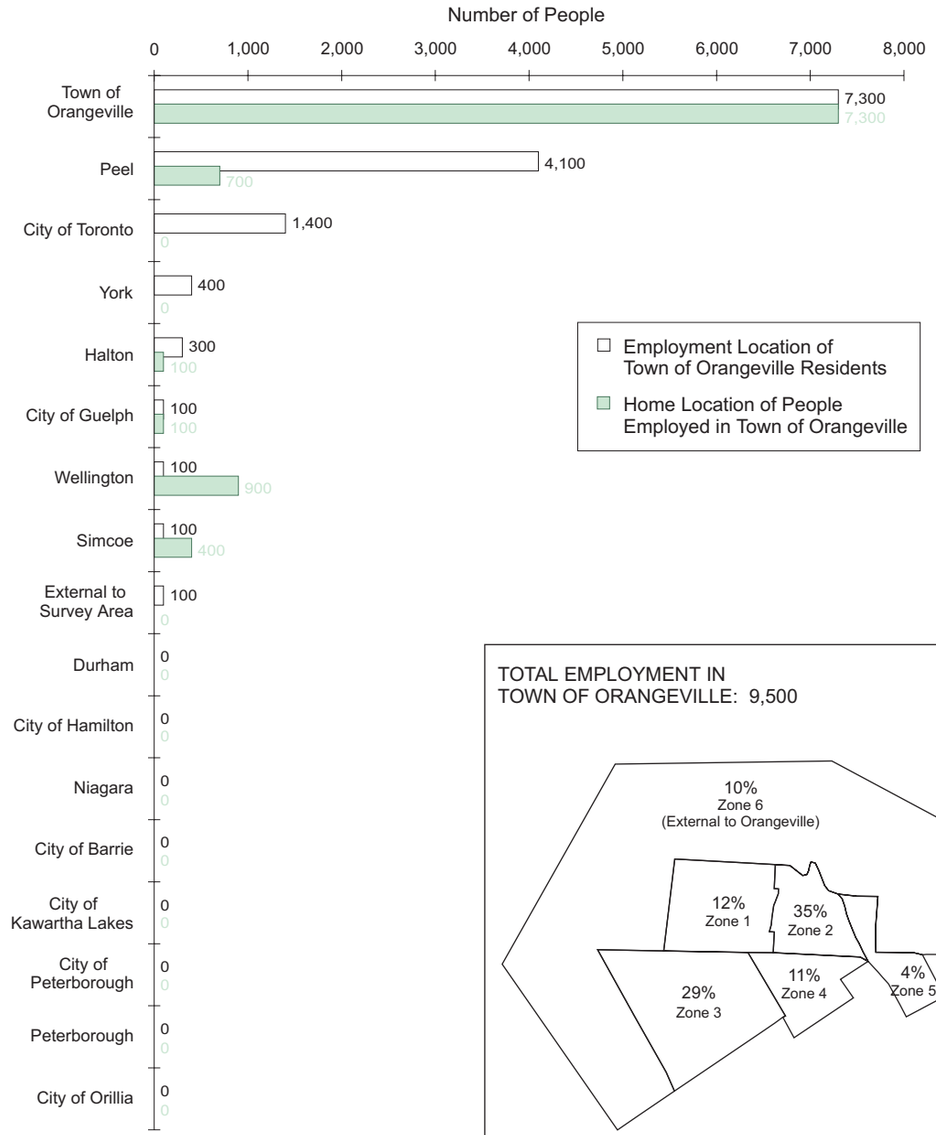
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

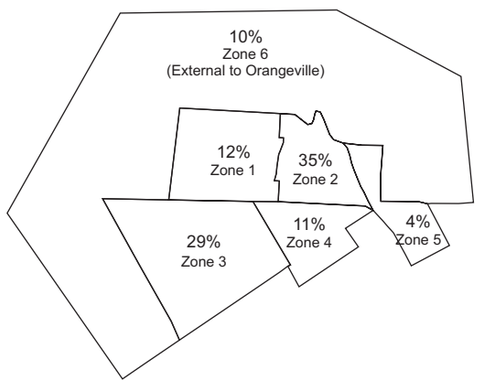
TOWN OF ORANGEVILLE

2001 STATISTICS

EMPLOYMENT



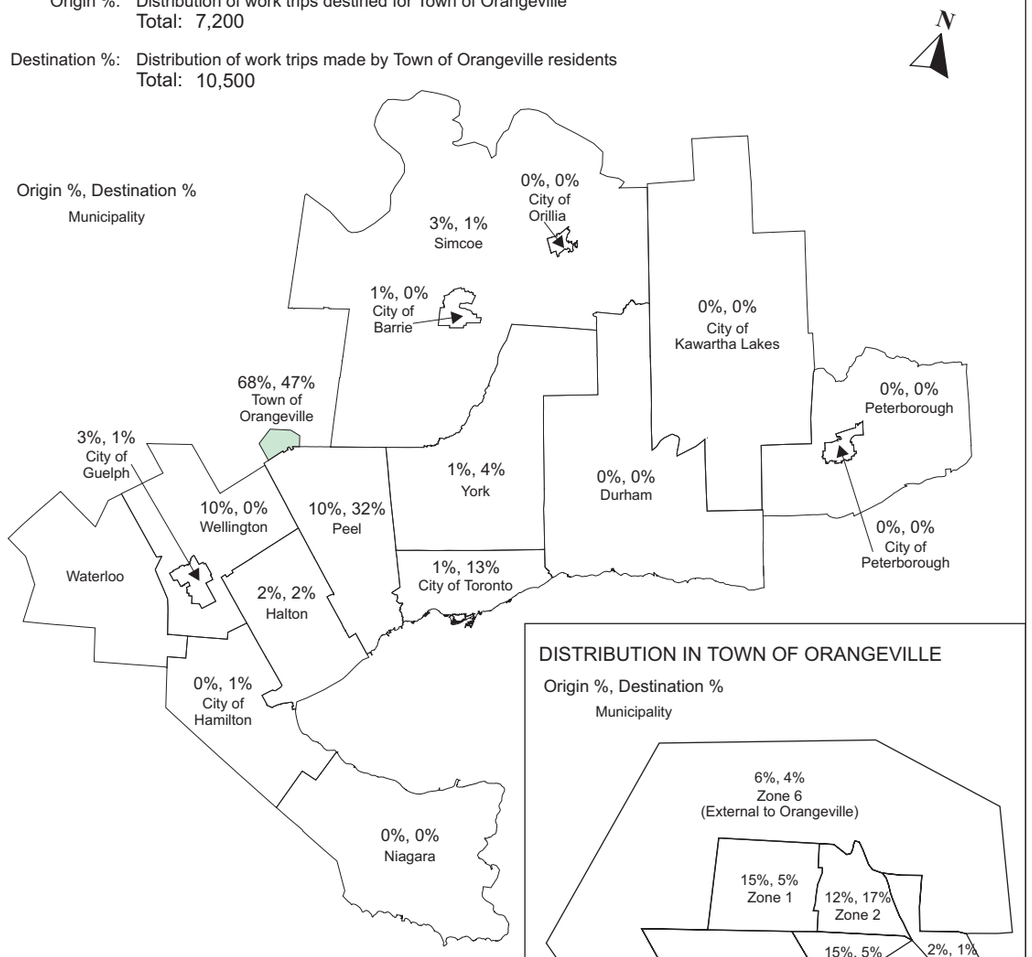
TOTAL EMPLOYMENT IN
TOWN OF ORANGEVILLE: 9,500



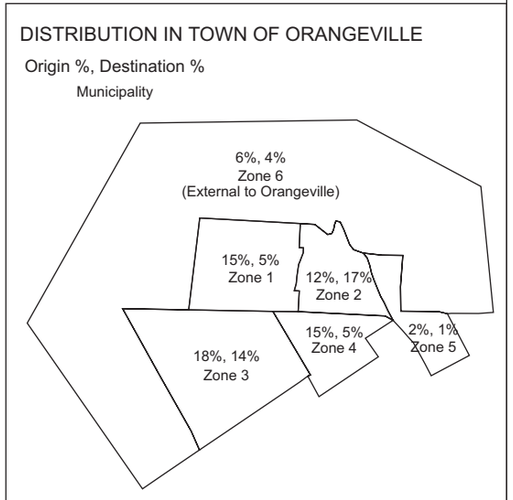
WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for Town of Orangeville
Total: 7,200

Destination %: Distribution of work trips made by Town of Orangeville residents
Total: 10,500



DISTRIBUTION IN TOWN OF ORANGEVILLE



TOWN OF ORANGEVILLE

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 9,700 / 7,800

Dwelling Type	House	Townhouse	Apartment
	81% / 80%	8% / 5%	11% / 15%

Household Size (persons)	1	2	3	4	5+
	16% / 13%	33% / 28%	18% / 24%	23% / 20%	10% / 15%

No. of Available Vehicles	0	1	2	3	4+
	5% / 7%	35% / 35%	51% / 48%	8% / 8%	2% / 2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8 / 3.0	1.5 / 1.5	1.8 / 1.9	1.7 / 1.6	6.2 / 6.4

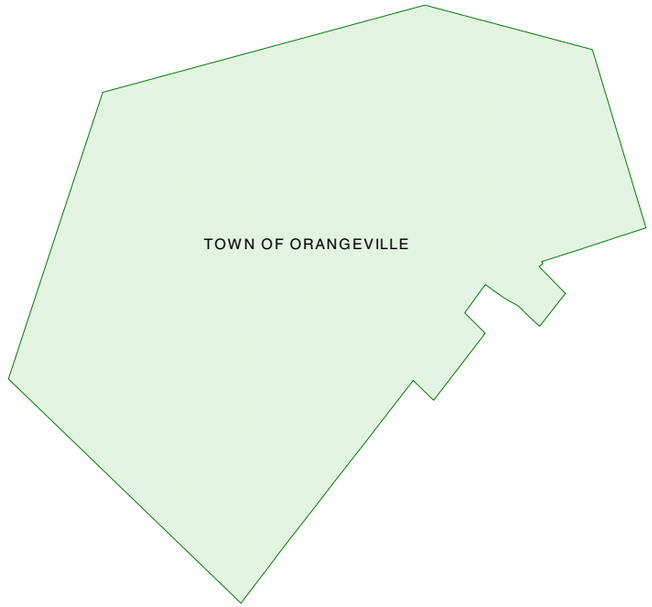
TOTAL POPULATION: 27,400 / 23,400

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	13,500 / 11,500	1% / 1%	65% / 64%	26% / 26%	48% / 46%	6% / 6%	3% / 2%	0% / 0%
Female	13,900 / 11,900	1% / 1%	63% / 63%	22% / 25%	32% / 31%	11% / 16%	2% / 1%	1% / 0%
On survey day: Made work trip					83% / 84%	58% / 56%	24% / 35%	16% / 20%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	12% / 12%	29% / 27%	35% / 34%	23% / 26%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	33.4 / 30.1	19% / 21%	9% / 9%	9% / 13%	36% / 35%	17% / 16%	9% / 7%

Daily trips/Person (age 11+): 2.7 / 2.7



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Town of Orangeville

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	12,700 / 11,100	21.2% / 22.2%	51% / 50%	26% / 28%	15% / 15%	8% / 7%
24 hours	60,000 / 50,100		32% / 34%	11% / 13%	40% / 39%	17% / 15%

Percentage of trips made within district: 6-9 a.m. = 61% / 59% 24 hours = 66% / 63%

Trips Made to the Town of Orangeville

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	10,000 / 8,300	17.7% / 18.5%	45% / 39%	31% / 34%	6% / 9%	18% / 18%
24 hours	56,500 / 44,900		13% / 12%	6% / 7%	44% / 48%	38% / 33%

MODE OF TRAVEL

Trips Made by Residents of Town of Orangeville

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	12,700 / 11,100	68% / 63%	8% / 13%	0% / 0%	0% / 1%	14% / 14%	9% / 8%
24 hours	60,000 / 50,100	74% / 70%	14% / 17%	0% / 0%	0% / 0%	7% / 8%	4% / 4%
Median Trip Length: (kilometres)		2.3 / 2.4	1.8 / 2.2	3.2 / 62.4	65.5 / 65.6		

Trips Made to the Town of Orangeville

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	10,000 / 8,300	63% / 56%	8% / 15%	0% / 0%	0% / 0%	18% / 18%	11% / 11%
24 hours	56,500 / 44,900	72% / 69%	15% / 18%	0% / 0%	0% / 0%	8% / 9%	4% / 4%

LEGEND

2001 TTS
1996 TTS

N

0 1 2

Kilometres

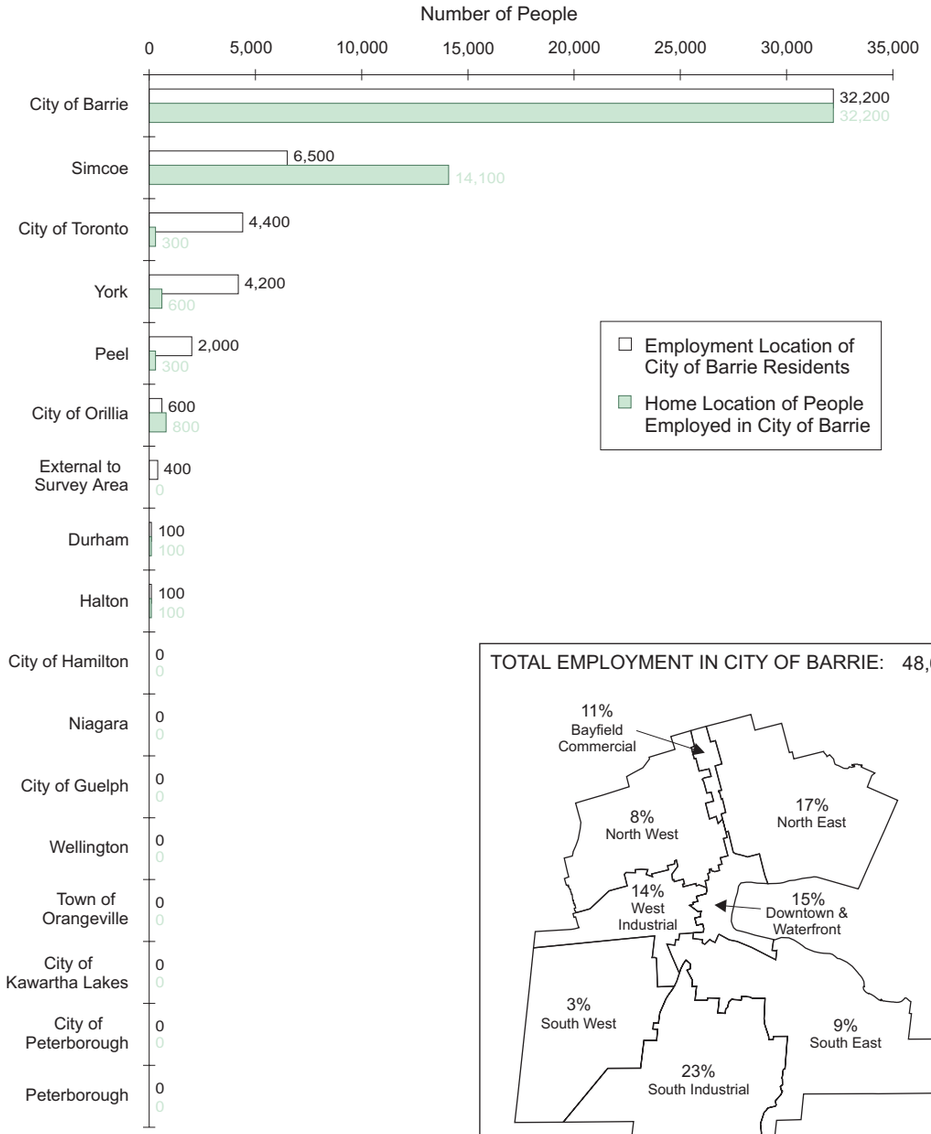
Area = 5,895 Hectares

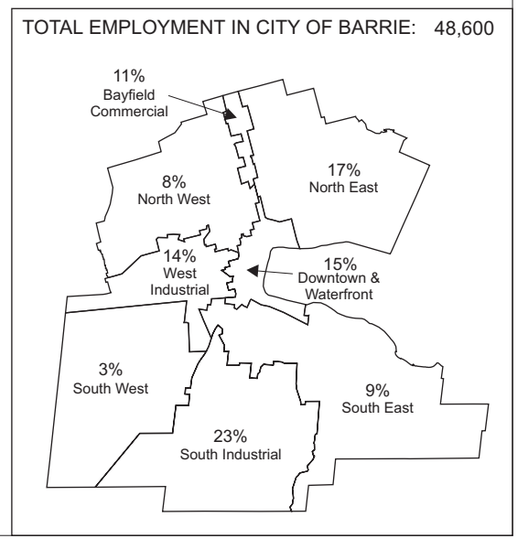
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

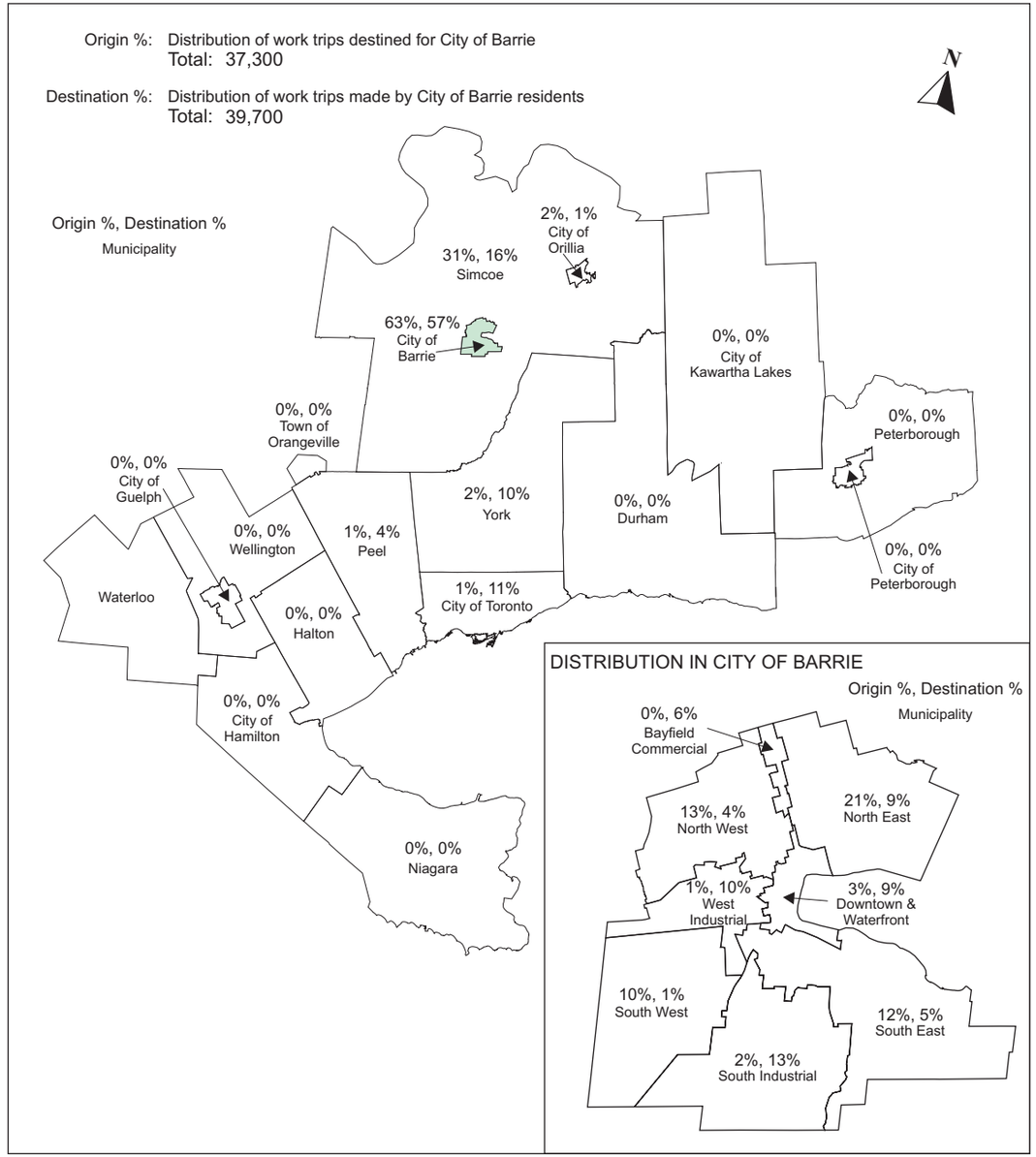
CITY OF BARRIE
2001 STATISTICS

EMPLOYMENT





WORK TRIP ORIGINS AND DESTINATIONS



CITY OF BARRIE

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 36,900 / 28,600

Dwelling Type	House	Townhouse	Apartment
	75% / 70%	7% / 7%	18% / 24%

Household Size (persons)	1	2	3	4	5+
	19% / 20%	33% / 36%	18% / 17%	20% / 16%	10% / 10%

No. of Available Vehicles	0	1	2	3	4+
	8% / 10%	37% / 42%	45% / 40%	8% / 6%	2% / 2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7 / 2.6	1.4 / 1.2	1.8 / 1.7	1.6 / 1.5	6.2 / 5.9

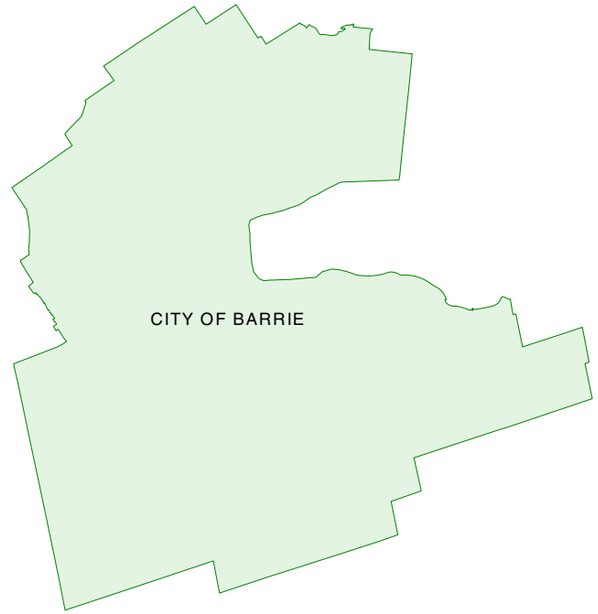
TOTAL POPULATION: 100,300 / 75,300

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	49,000 / 36,700	2% / 2%	70% / 68%	24% / 23%	49% / 45%	6% / 6%	2% / 2%	0% / 0%
Female	51,300 / 38,600	3% / 2%	65% / 62%	26% / 24%	32% / 26%	13% / 14%	2% / 1%	1% / 1%
On survey day:	Made work trip				84% / 86%	52% / 53%	37% / 43%	21% / 11%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	11% / 12%	26% / 23%	36% / 37%	28% / 29%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	33.6 / 31.8	17% / 19%	7% / 7%	13% / 13%	35% / 35%	18% / 16%	10% / 10%

Daily trips/Person (age 11+): 2.8 / 2.7



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of City of Barrie

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	47,900 / 31,700	20.8% / 18.9%	49% / 53%	23% / 23%	19% / 17%	9% / 7%
24 hours	230,100 / 168,100		31% / 30%	11% / 11%	41% / 42%	17% / 17%

Percentage of trips made within district: 6-9 a.m. = 73% / 75%; 24 hours = 75% / 77%

Trips Made to the City of Barrie

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	53,600 / 33,700	20.8% / 18.7%	47% / 48%	29% / 31%	5% / 5%	19% / 16%
24 hours	257,100 / 179,800		15% / 14%	7% / 7%	37% / 39%	41% / 40%

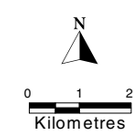
MODE OF TRAVEL

Trips Made by Residents of City of Barrie

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	47,900 / 31,700	67% / 68%	12% / 14%	2% / 3%	0% / 0%	11% / 11%	7% / 5%
24 hours	230,100 / 168,100	71% / 71%	17% / 18%	2% / 3%	0% / *	6% / 6%	3% / 2%
Median Trip Length: (kilometres)		3.3 / 2.9	2.6 / 2.6	3.3 / 3.0	80.8 / *		

Trips Made to the City of Barrie

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	53,600 / 33,700	65% / 64%	12% / 14%	2% / 2%	0% / 0%	10% / 10%	11% / 11%
24 hours	257,100 / 179,800	71% / 70%	18% / 19%	2% / 2%	0% / 0%	5% / 5%	4% / 3%



Area = 7,813 Hectares

LEGEND

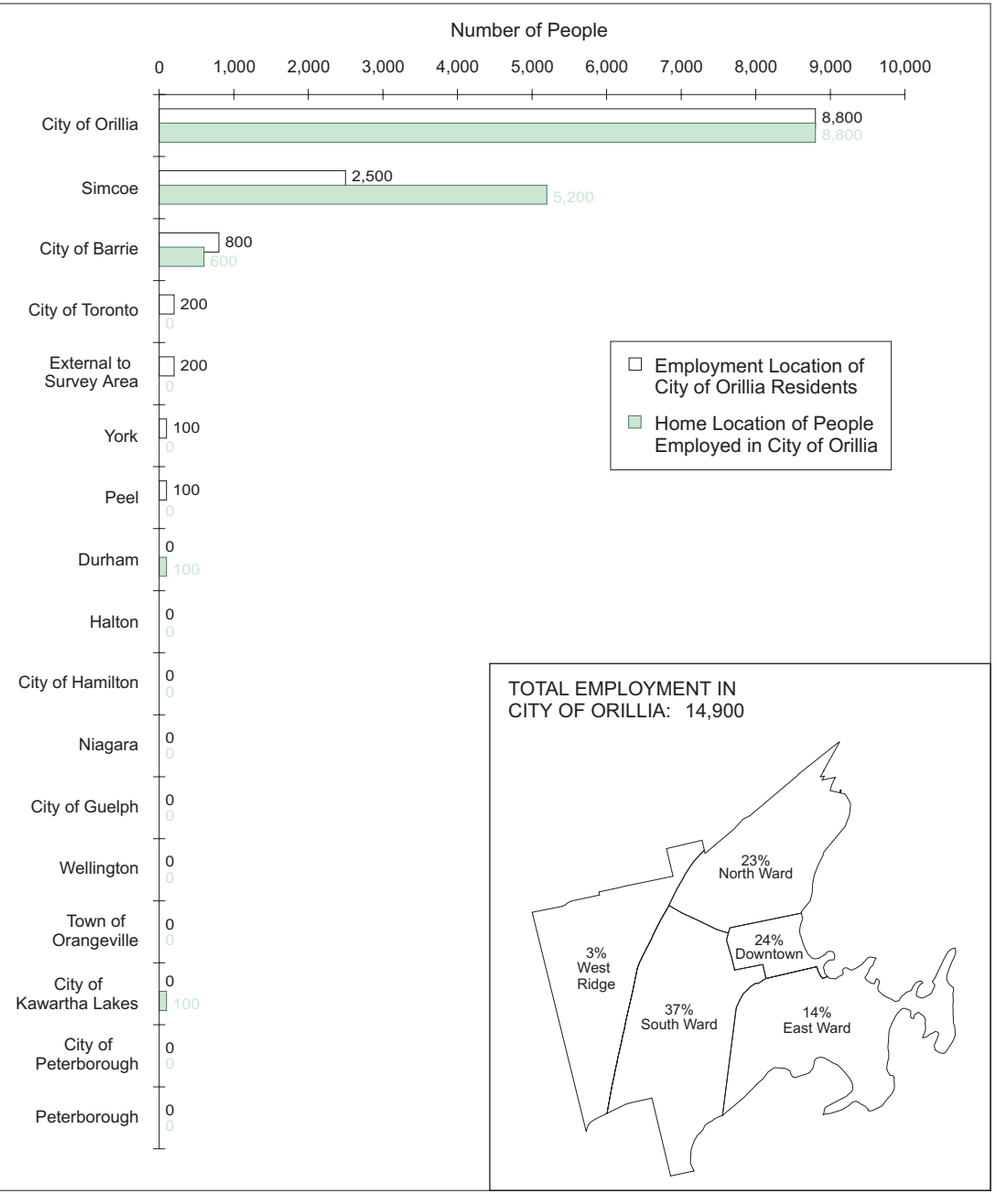
2001 TTS
1996 TTS

THE TRANSPORTATION TOMORROW SURVEY

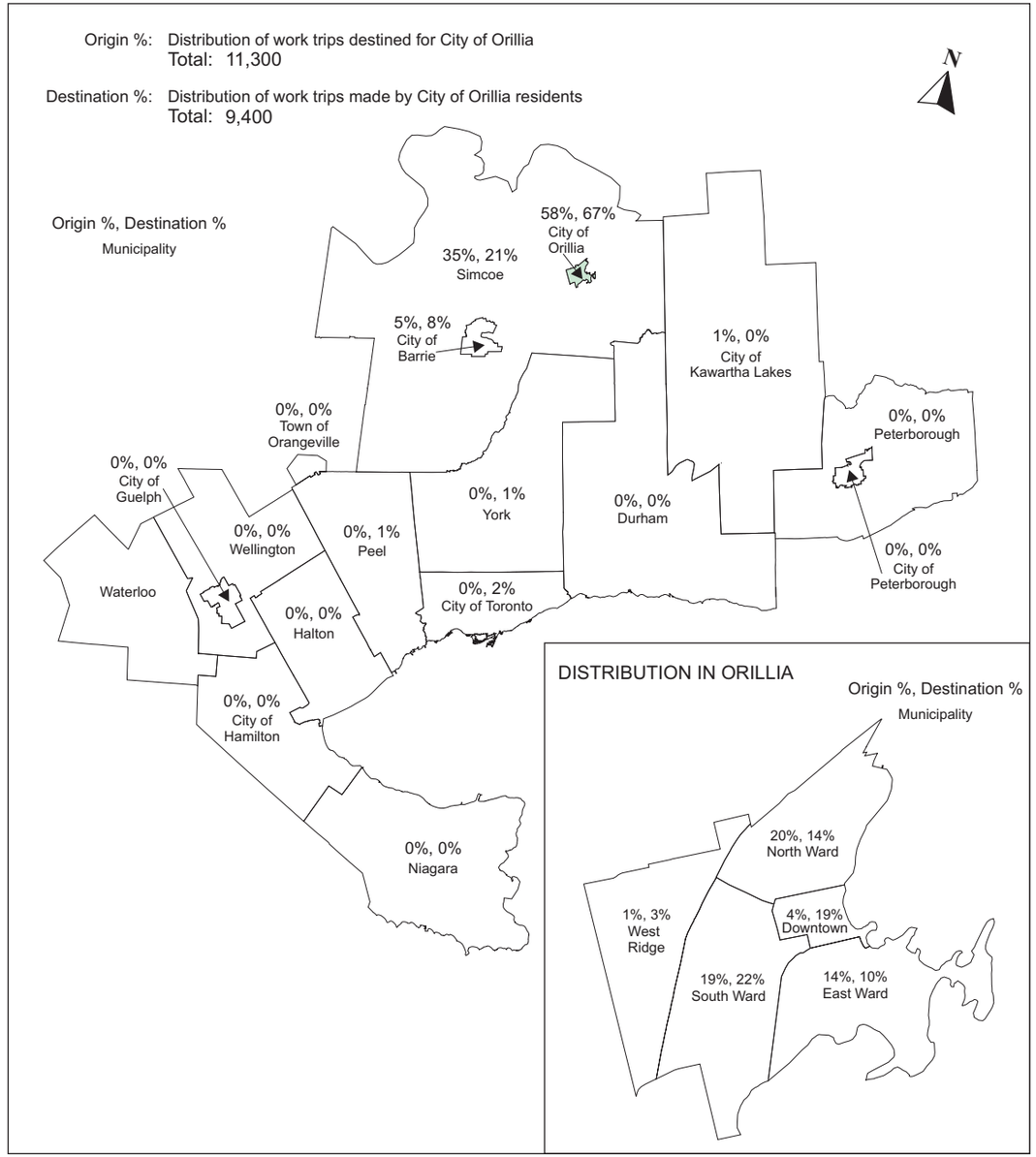
University of Toronto
Joint Program in Transportation
Data Management Group

CITY OF ORILLIA
2001 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



CITY OF ORILLIA

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 11,600 *

Dwelling Type	House	Townhouse	Apartment
	73% *	6% *	21% *

Household Size (persons)	1	2	3	4	5+
	27% *	36% *	15% *	16% *	6% *

No. of Available Vehicles	0	1	2	3	4+
	13% *	46% *	36% *	5% *	1% *

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4 *	1.2 *	1.6 *	1.4 *	5.9 *

TOTAL POPULATION: 27,900 *

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	13,400 *	0% *	69% *	23% *	41% *	7% *	3% *	0% *
Female	14,500 *	1% *	66% *	18% *	30% *	12% *	3% *	1% *
On survey day:			Made work trip		82% *	51% *	33% *	42% *

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	13% *	20% *	35% *	31% *

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	38.1 *	15% *	7% *	11% *	29% *	21% *	18% *

Daily trips/Person (age 11+): 2.9 *

TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of City of Orillia

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	12,800 *	18.7% *	45% *	21% *	21% *	13% *
24 hours	68,500 *		26% *	8% *	47% *	19% *

Percentage of trips made within district: 6-9 a.m. = 77% * 24 hours = 71% *

Trips Made to the City of Orillia

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	17,000 *	21.2% *	47% *	26% *	5% *	22% *
24 hours	80,300 *		14% *	6% *	35% *	45% *

MODE OF TRAVEL

Trips Made by Residents of City of Orillia

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	12,800 *	68% *	14% *	1% *	* *	11% *	6% *
24 hours	68,500 *	70% *	20% *	1% *	* *	7% *	3% *
Median Trip Length: (kilometres)		1.9 *	1.7 *	2.3 *	* *		

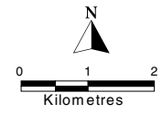
Trips Made to the City of Orillia

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	17,000 *	66% *	15% *	1% *	* *	9% *	9% *
24 hours	80,300 *	71% *	19% *	1% *	* *	6% *	3% *

LEGEND

2001 TTS

1996 TTS



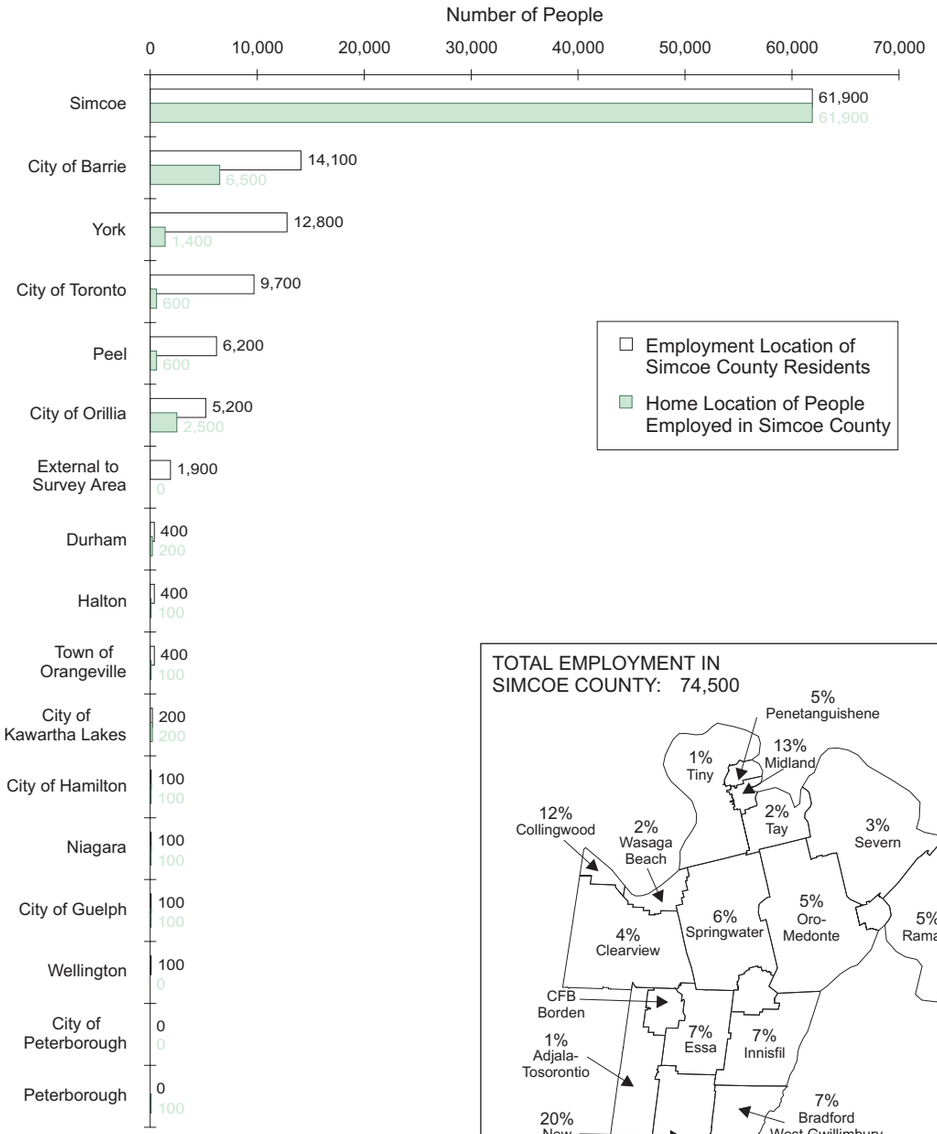
Area = 4,369 Hectares

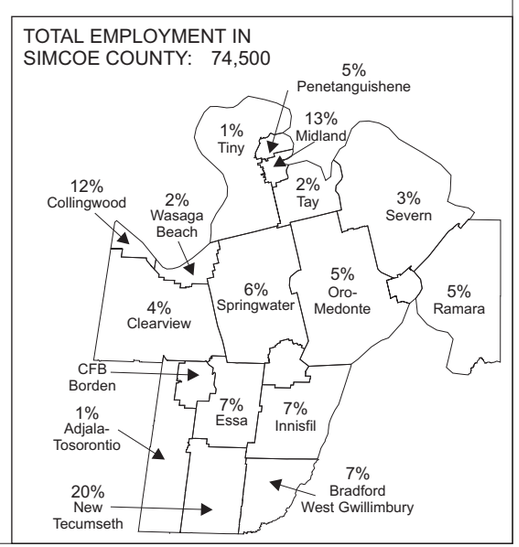
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

COUNTY OF SIMCOE
2001 STATISTICS

EMPLOYMENT

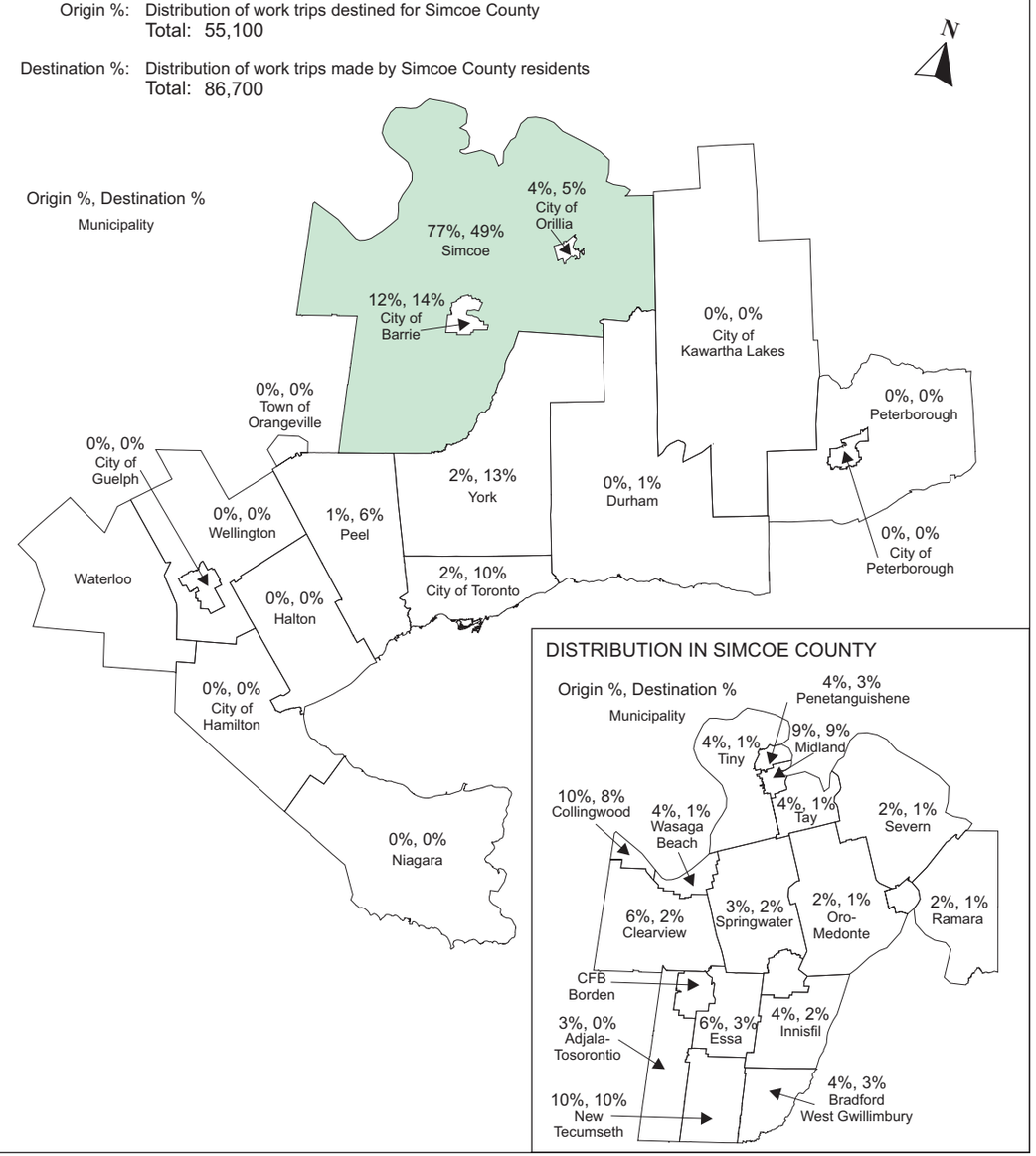




WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for Simcoe County
Total: 55,100

Destination %: Distribution of work trips made by Simcoe County residents
Total: 86,700



COUNTY OF SIMCOE

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 90,000 / 40,800

Dwelling Type	House	Townhouse	Apartment
	90% / 91%	2% / 2%	8% / 6%

Household Size (persons)	1	2	3	4	5+
	18% / 14%	38% / 32%	16% / 18%	19% / 22%	9% / 14%

No. of Available Vehicles	0	1	2	3	4+
	5% / 4%	35% / 31%	45% / 50%	11% / 11%	4% / 3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7 / 2.9	1.3 / 1.4	1.9 / 1.9	1.8 / 1.8	5.8 / 5.7

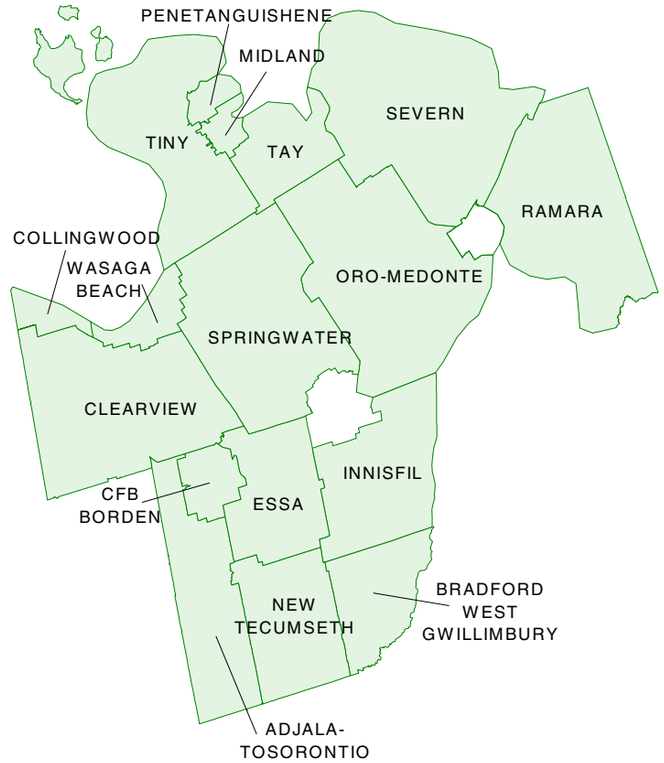
TOTAL POPULATION: 240,300 / 120,100

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	117,900 / 60,000	1% / 1%	72% / 68%	21% / 24%	45% / 46%	5% / 4%	4% / 3%	1% / 0%
Female	122,400 / 60,100	1% / 1%	68% / 63%	21% / 23%	29% / 27%	12% / 12%	2% / 1%	1% / 1%
On survey day:			Made work trip		84% / 83%	52% / 49%	44% / 36%	16% / 17%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	12% / 12%	31% / 29%	34% / 35%	23% / 24%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	37.4 / 32.7	16% / 20%	7% / 8%	9% / 10%	31% / 36%	22% / 16%	14% / 10%

Daily trips/Person (age 11+): 2.6 / 2.4



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Simcoe County

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	108,600 / 51,000	20.6% / 22.1%	52% / 55%	23% / 27%	17% / 13%	9% / 6%
24 hours	526,100 / 231,200		31% / 34%	10% / 12%	42% / 39%	18% / 15%

Percentage of trips made within district: 6-9 a.m. = 54% / 45% 24 hours = 55% / 42%

Trips Made to the Simcoe County

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	70,500 / 28,100	16.8% / 16.9%	48% / 44%	26% / 34%	7% / 7%	19% / 15%
24 hours	420,000 / 166,400		13% / 12%	5% / 6%	51% / 59%	31% / 24%

MODE OF TRAVEL

Trips Made by Residents of Simcoe County

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	108,600 / 51,000	70% / 67%	11% / 11%	0% / 1%	0% / 0%	7% / 8%	12% / 14%
24 hours	526,100 / 231,200	74% / 72%	16% / 17%	0% / 1%	0% / 0%	4% / 4%	6% / 6%
Median Trip Length: (kilometres)		9.6 / 12.4	8.3 / 10.9	48.6 / 39.0	57.2 / 54.6		

Trips Made to the Simcoe County

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	70,500 / 28,100	66% / 59%	11% / 11%	0% / 0%	0% / 0%	10% / 13%	13% / 17%
24 hours	420,000 / 166,400	72% / 70%	17% / 17%	0% / 0%	0% / 0%	4% / 5%	6% / 7%

LEGEND

2001 TTS
1996 TTS

Area = 521,900 Hectares

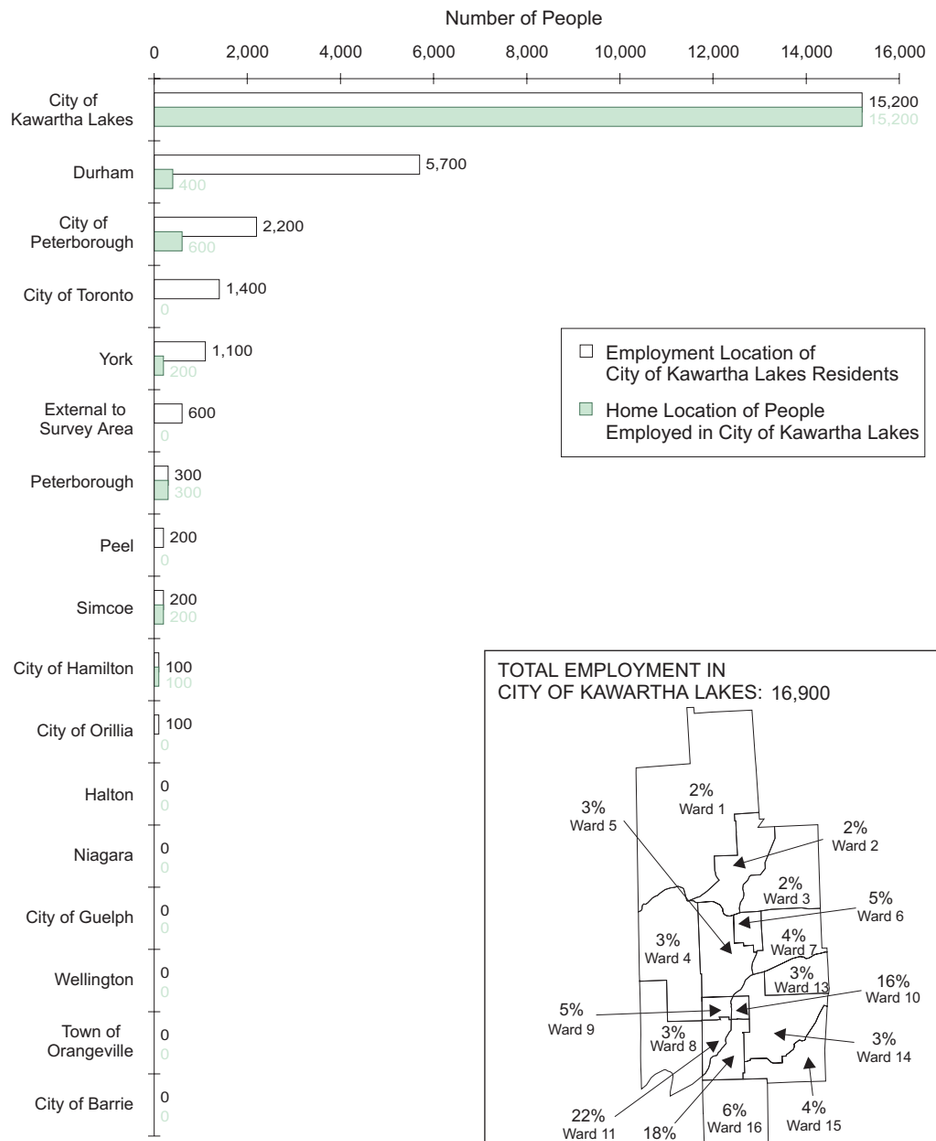
THE TRANSPORTATION TOMORROW SURVEY

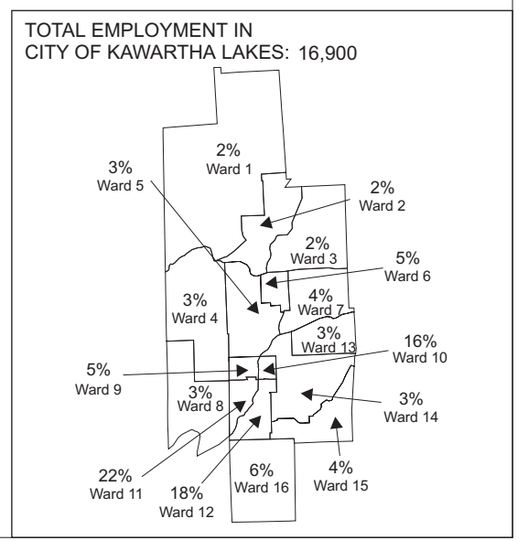
University of Toronto
Joint Program in Transportation
Data Management Group

CITY OF KAWARTHA LAKES

2001 STATISTICS

EMPLOYMENT

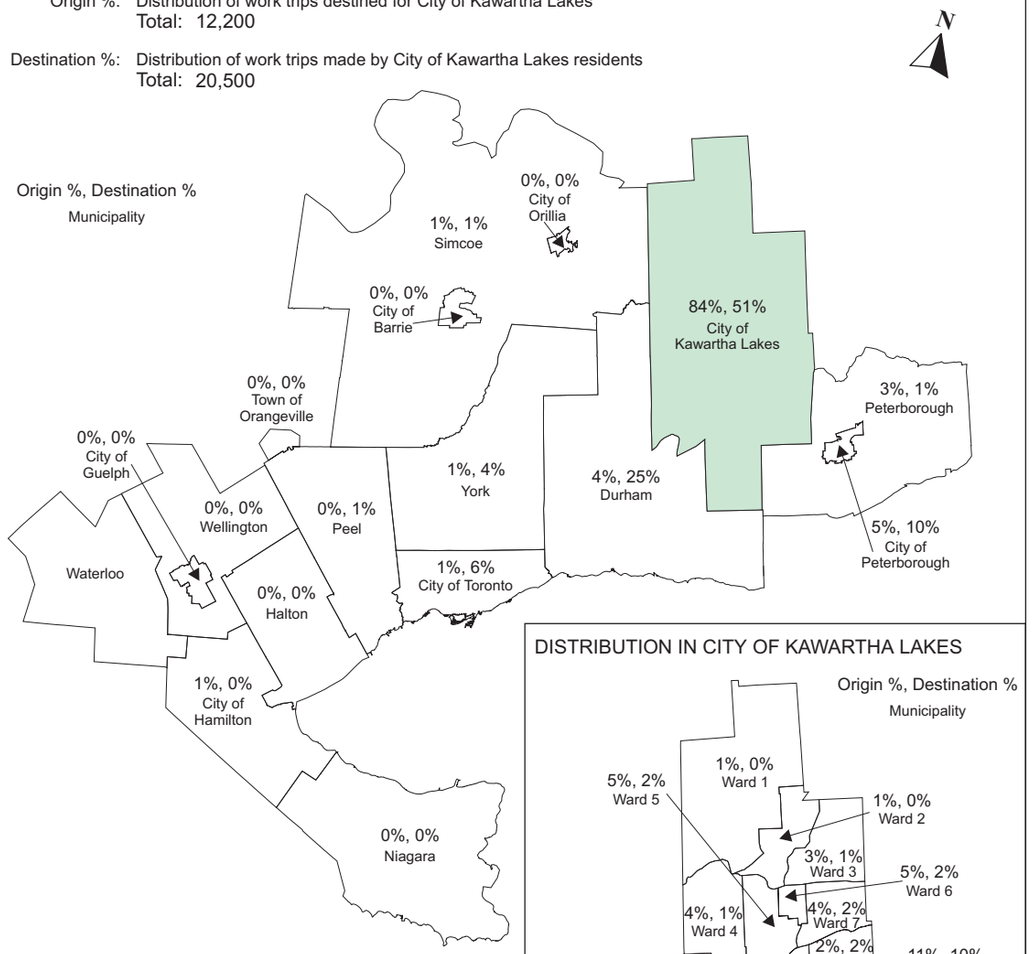


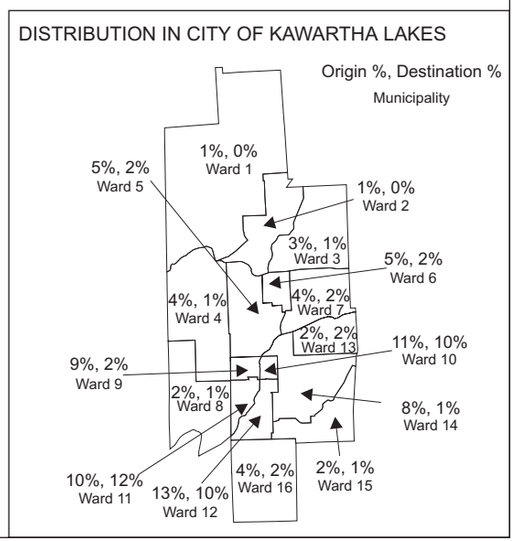


WORK TRIP ORIGINS AND DESTINATIONS

Origin %: Distribution of work trips destined for City of Kawartha Lakes
Total: 12,200

Destination %: Distribution of work trips made by City of Kawartha Lakes residents
Total: 20,500





CITY OF KAWARTHA LAKES (FORMERLY VICTORIA COUNTY)

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 26,800
26,300

Dwelling Type	House	Townhouse	Apartment
	89%	1%	10%
	86%	2%	12%

Household Size (persons)	1	2	3	4	5+
	22%	41%	14%	15%	7%
	20%	39%	14%	16%	10%

No. of Available Vehicles	0	1	2	3	4+
	6%	38%	43%	10%	3%
	7%	39%	43%	8%	3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.1	1.8	1.7	5.1
	2.6	1.1	1.8	1.6	5.4

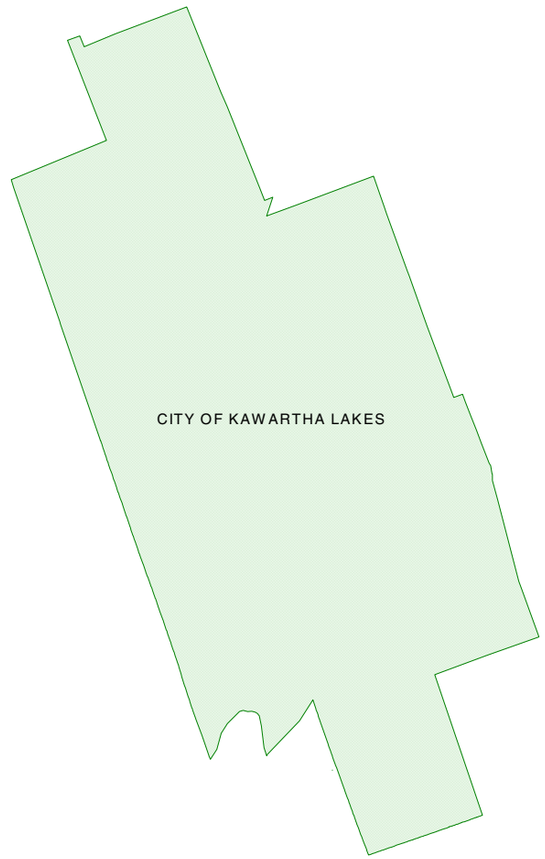
TOTAL POPULATION: 66,400
68,300

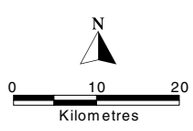
					Employment Status			
	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
Male	32,500	0%	75%	23%	39%	5%	4%	1%
	34,200	0%	71%	24%	37%	5%	4%	1%
Female	33,900	1%	69%	20%	24%	13%	2%	1%
	34,100	0%	66%	23%	21%	12%	2%	1%
On survey day:			Made work trip		85%	49%	32%	11%
					80%	50%	35%	21%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	11%	31%	35%	23%
	10%	31%	30%	29%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	41.6	13%	7%	10%	26%	26%	18%
	36.9	16%	8%	11%	29%	21%	16%

Daily trips/Person (age 11+): 2.4
2.4





Area = 334,500 Hectares

LEGEND
2001 TTS
1996 TTS

TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of City of Kawartha Lakes

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	28,100	20.5%	46%	27%	18%	9%
	24,400	17.3%	47%	31%	16%	6%
24 hours	136,900		28%	12%	42%	19%
	140,900		26%	12%	45%	18%

Percentage of trips made within district: 6-9 a.m. = 66%
70%
24 hours = 66%
69%

Trips Made to the City of Kawartha Lakes

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	21,000	17.7%	42%	32%	6%	19%
	19,200	15.9%	42%	37%	5%	16%
24 hours	118,700		10%	6%	47%	36%
	120,800		10%	7%	48%	36%

MODE OF TRAVEL

Trips Made by Residents of City of Kawartha Lakes

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	28,100	67%	10%	0%	0%	7%	15%
	24,400	62%	11%	0%	*	9%	18%
24 hours	136,900	73%	16%	0%	0%	4%	7%
	140,900	69%	19%	0%	*	5%	7%
Median Trip Length: (kilometres)		11.6	11.7	10.2	83.0		
		9.0	9.2	1.3	*		

Trips Made to the City of Kawartha Lakes

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	21,000	64%	10%	0%	0%	9%	17%
	19,200	56%	11%	0%	0%	12%	21%
24 hours	118,700	72%	16%	0%	0%	5%	7%
	120,800	68%	19%	0%	0%	5%	7%

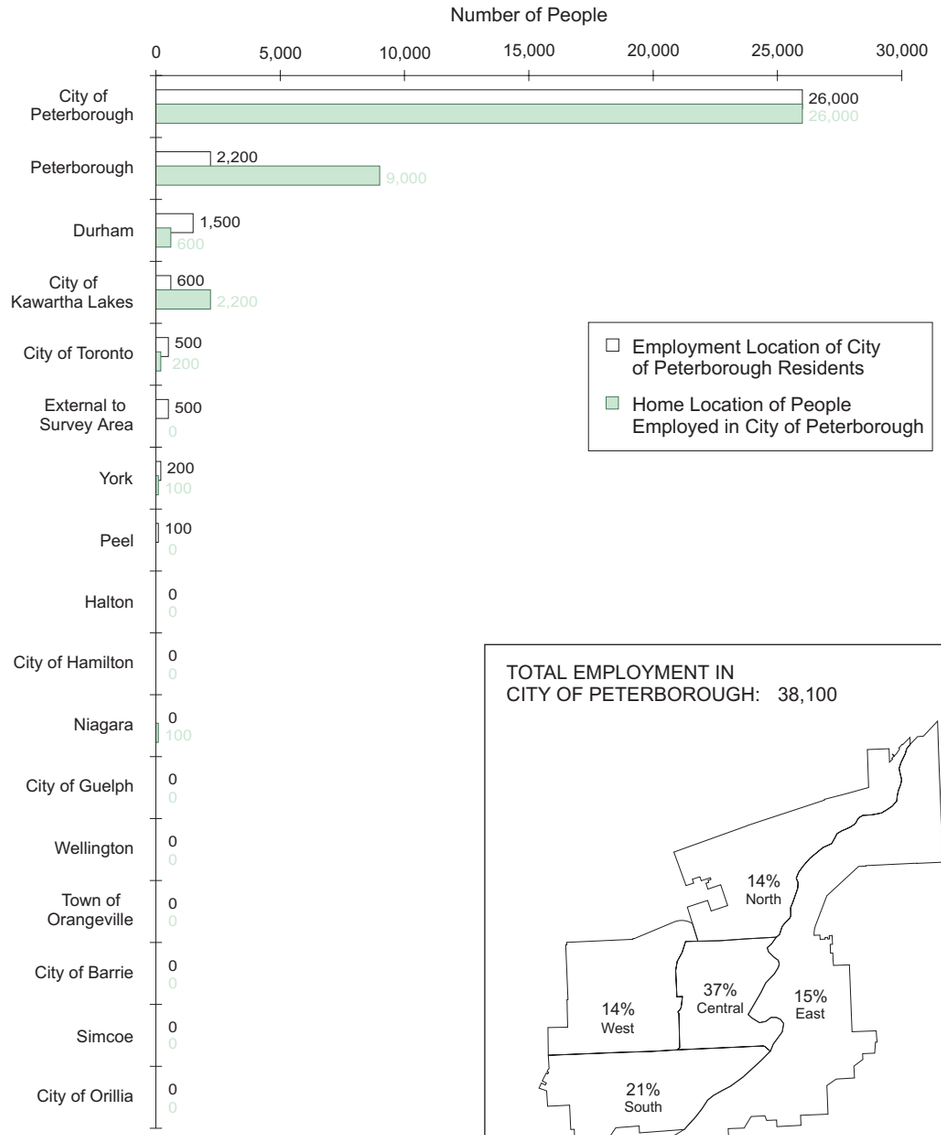
THE TRANSPORTATION TOMORROW SURVEY

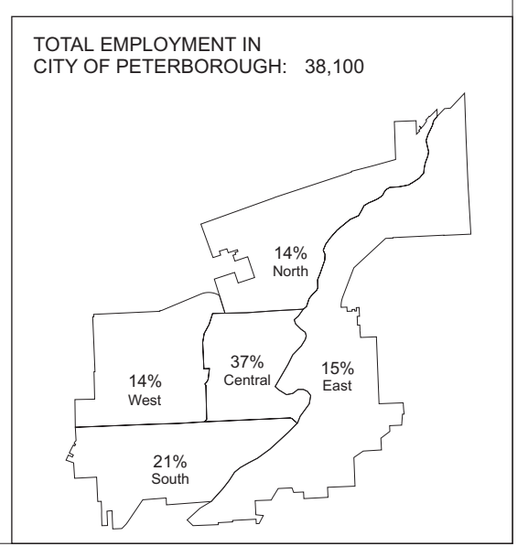
University of Toronto
Joint Program in Transportation
Data Management Group

CITY OF PETERBOROUGH

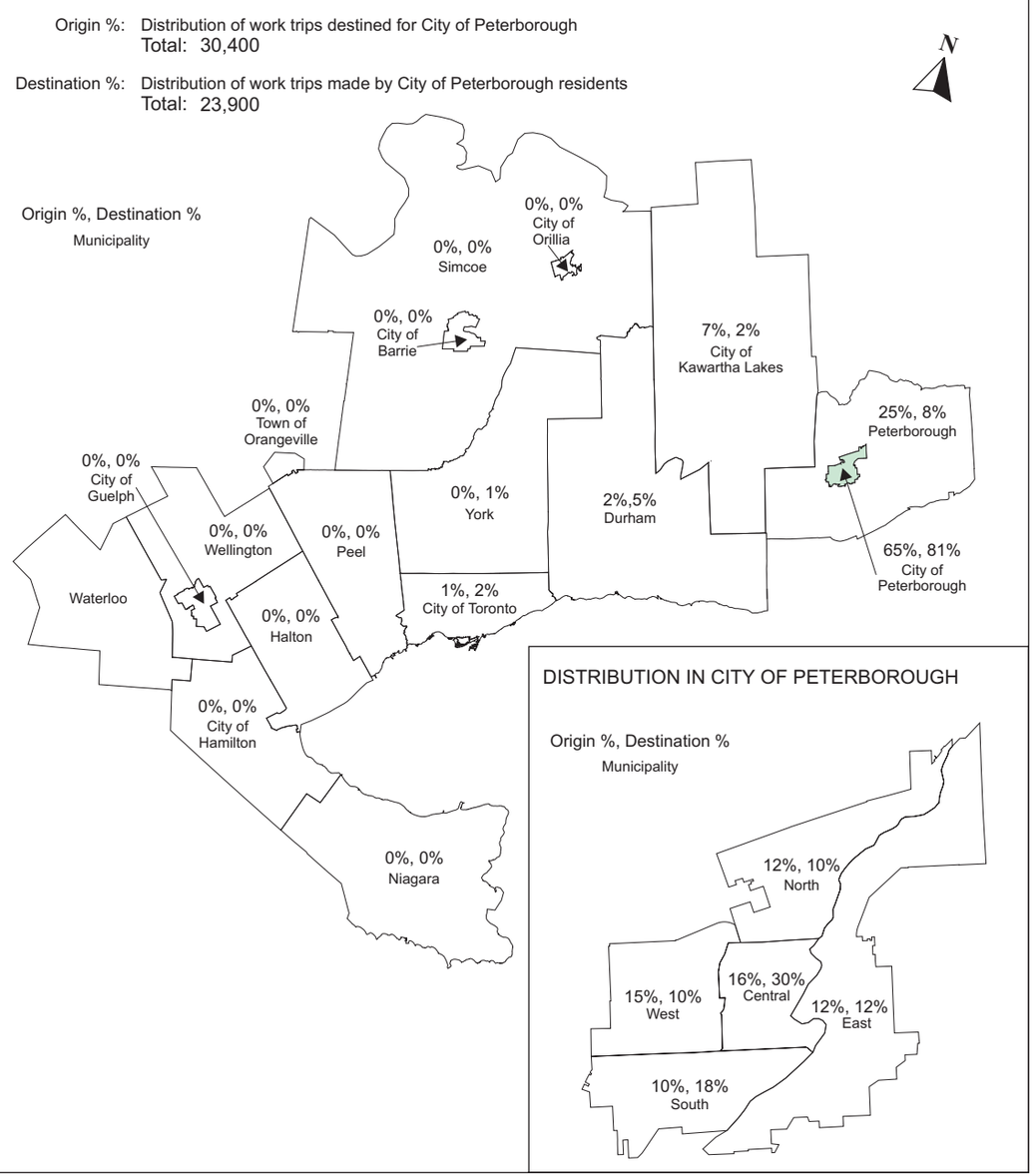
2001 STATISTICS

EMPLOYMENT





WORK TRIP ORIGINS AND DESTINATIONS



CITY OF PETERBOROUGH

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 30,400
30,400

Dwelling Type	House	Townhouse	Apartment
	72%	4%	24%
	69%	4%	27%

Household Size (persons)	1	2	3	4	5+
	27%	37%	16%	14%	7%
	28%	36%	14%	14%	7%

No. of Available Vehicles	0	1	2	3	4+
	12%	47%	35%	6%	1%
	17%	48%	30%	4%	1%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4	1.1	1.6	1.4	6.0
	2.4	1.0	1.6	1.2	5.5

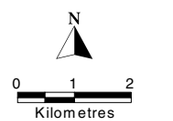
TOTAL POPULATION: 72,400
72,500

	Population	Transit Pass	Licenced Drivers	Student	Employment Status: Full time	Part time	Work at Home F/T	Work at Home P/T
Male	33,700	3%	72%	23%	41%	7%	2%	0%
	34,300	6%	70%	27%	36%	8%	2%	0%
Female	38,700	5%	66%	25%	23%	17%	1%	1%
	38,200	9%	65%	27%	21%	15%	1%	0%
On survey day:	Made work trip				84%	57%	36%	12%
					84%	50%	31%	20%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	13%	23%	38%	27%
	12%	21%	35%	31%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	37.8	13%	7%	14%	27%	22%	17%
	34.3	15%	6%	16%	29%	17%	17%

Daily trips/Person (age 11+): 2.9
2.7



Area = 6,123 Hectares

LEGEND
2001 TTS
1996 TTS

TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of City of Peterborough

Time Period	Trips	% of 24 hr.	Trip Purpose Category: HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	34,400	18.9%	44%	24%	21%	12%
	29,000	17.2%	47%	27%	18%	8%
24 hours	181,800		24%	11%	46%	20%
	168,300		24%	12%	45%	18%

Percentage of trips made within district: 6-9 a.m. = 82% 24 hours = 82%
83% 84%

Trips Made to the City of Peterborough

Time Period	Trips	% of 24 hr.	Destination Purpose: Work	School	Home	Other
6 - 9 a.m.	42,400	20.1%	49%	26%	5%	21%
	36,500	18.6%	52%	29%	4%	15%
24 hours	210,500		14%	6%	35%	44%
	196,600		14%	7%	35%	44%

MODE OF TRAVEL

Trips Made by Residents of City of Peterborough

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	34,400	65%	13%	3%	*	13%	6%
	29,000	63%	12%	4%	*	13%	7%
24 hours	181,800	69%	18%	3%	*	7%	3%
	168,300	66%	20%	5%	*	7%	3%
Median Trip Length: (kilometres)		2.4	2.3	3.8	*		
		2.3	2.4	4.1	*		

Trips Made to the City of Peterborough

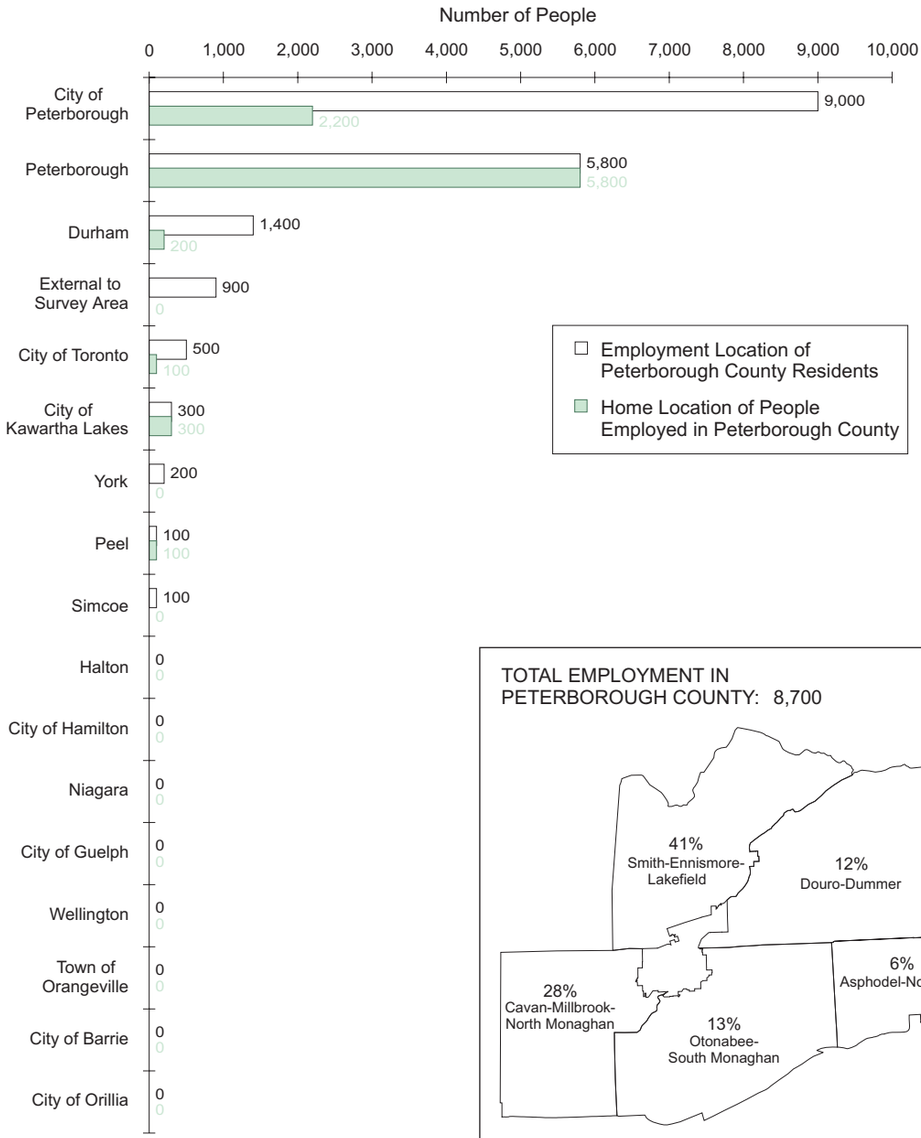
Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	42,400	67%	11%	2%	*	10%	10%
	36,500	63%	12%	4%	*	10%	11%
24 hours	210,500	70%	17%	3%	*	6%	4%
	196,600	67%	20%	4%	*	6%	3%

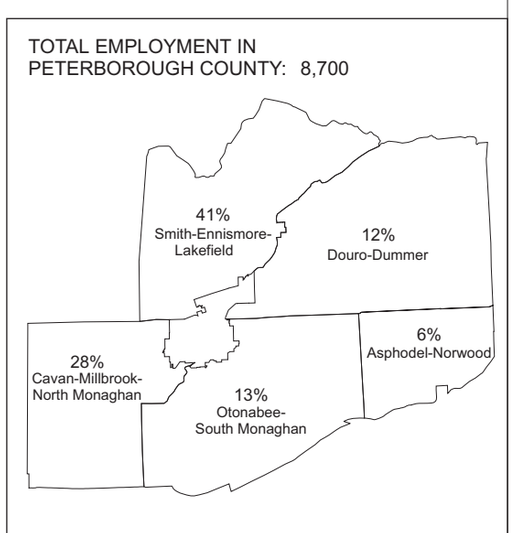
THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

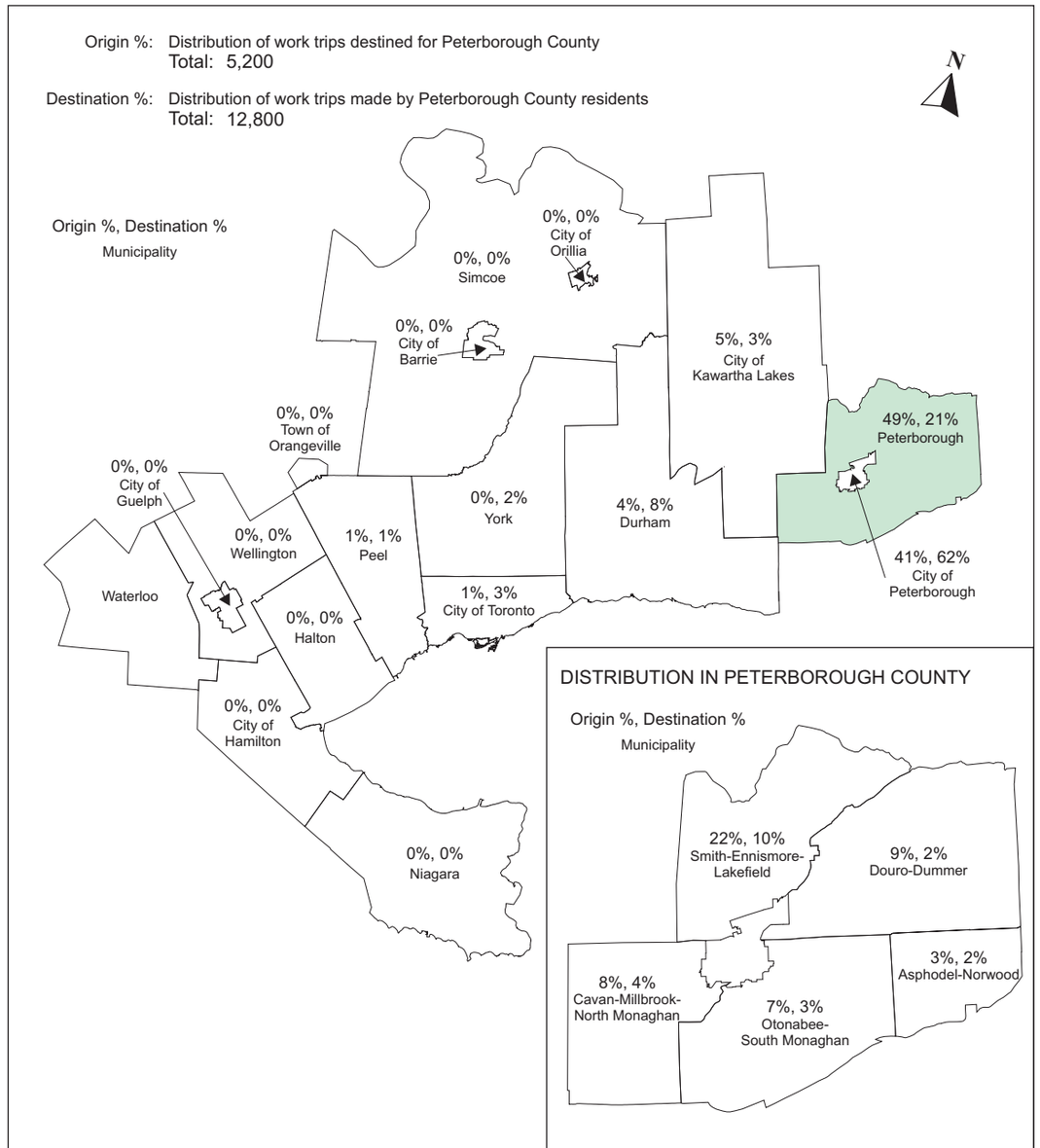
COUNTY OF PETERBOROUGH
2001 STATISTICS

EMPLOYMENT





WORK TRIP ORIGINS AND DESTINATIONS



COUNTY OF PETERBOROUGH

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 15,800
14,900

Dwelling Type	House	Townhouse	Apartment
	96%	0%	4%
	96%	0%	4%

Household Size (persons)	1	2	3	4	5+
	15%	43%	15%	16%	10%
	14%	38%	15%	22%	11%

No. of Available Vehicles	0	1	2	3	4+
	2%	28%	53%	13%	5%
	2%	31%	53%	11%	4%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.2	2.0	1.9	6.1
	2.8	1.3	2.0	1.9	6.2

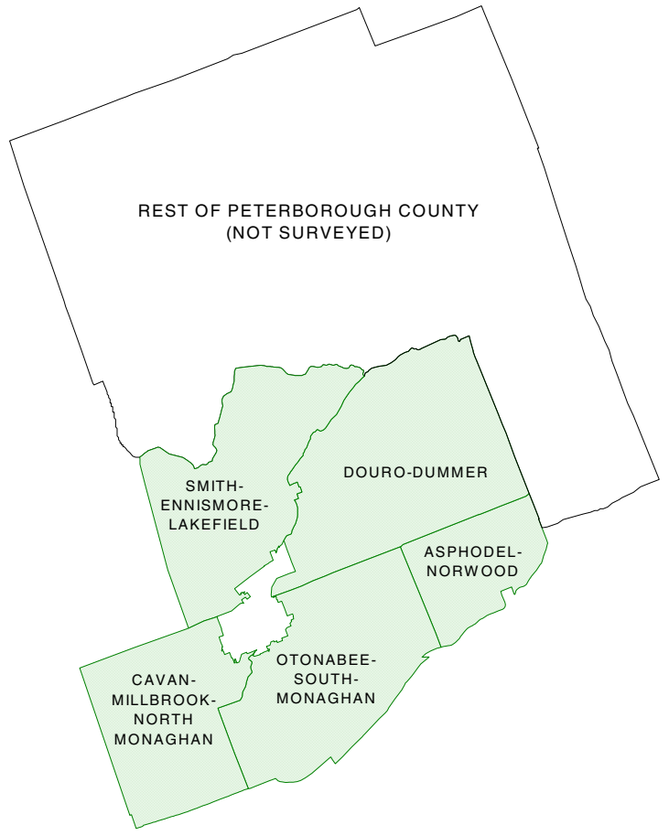
TOTAL POPULATION: 41,800
41,600

					Employment Status			
	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
Male	20,900	1%	75%	22%	40%	5%	6%	1%
	20,900	1%	74%	27%	39%	7%	4%	0%
Female	20,900	1%	72%	23%	23%	13%	2%	2%
	20,700	0%	69%	24%	26%	15%	1%	1%
On survey day:	Made work trip				83%	49%	33%	20%
					79%	56%	47%	67%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	13%	29%	34%	24%
	13%	27%	35%	26%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	41.9	12%	8%	10%	25%	30%	15%
	37.9	15%	8%	11%	28%	26%	12%

Daily trips/Person (age 11+): 2.6
2.6



LEGEND
2001 TTS
1996 TTS

Area = 173,500 Hectares

TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Peterborough County

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	19,200	19.9%	47%	26%	18%	9%
	17,400	19.0%	54%	28%	12%	7%
24 hours	96,500		25%	11%	42%	23%
	91,800		27%	11%	42%	20%

Percentage of trips made within district: 6-9 a.m. = 30% 24 hours = 25%
29% 27%

Trips Made to the Peterborough County

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	10,000	15.8%	38%	33%	9%	20%
	7,700	13.0%	42%	35%	9%	15%
24 hours	63,400		8%	5%	59%	28%
	59,200		8%	5%	62%	25%

MODE OF TRAVEL

Trips Made by Residents of Peterborough County

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	19,200	68%	10%	1%	*	2%	19%
	17,400	65%	12%	1%	*	3%	19%
24 hours	96,500	75%	16%	0%	*	1%	8%
	91,800	71%	19%	0%	*	2%	7%
Median Trip Length: (kilometres)		12.0	11.6	13.8	*		
		9.2	9.2	1.3	*		

Trips Made to the Peterborough County

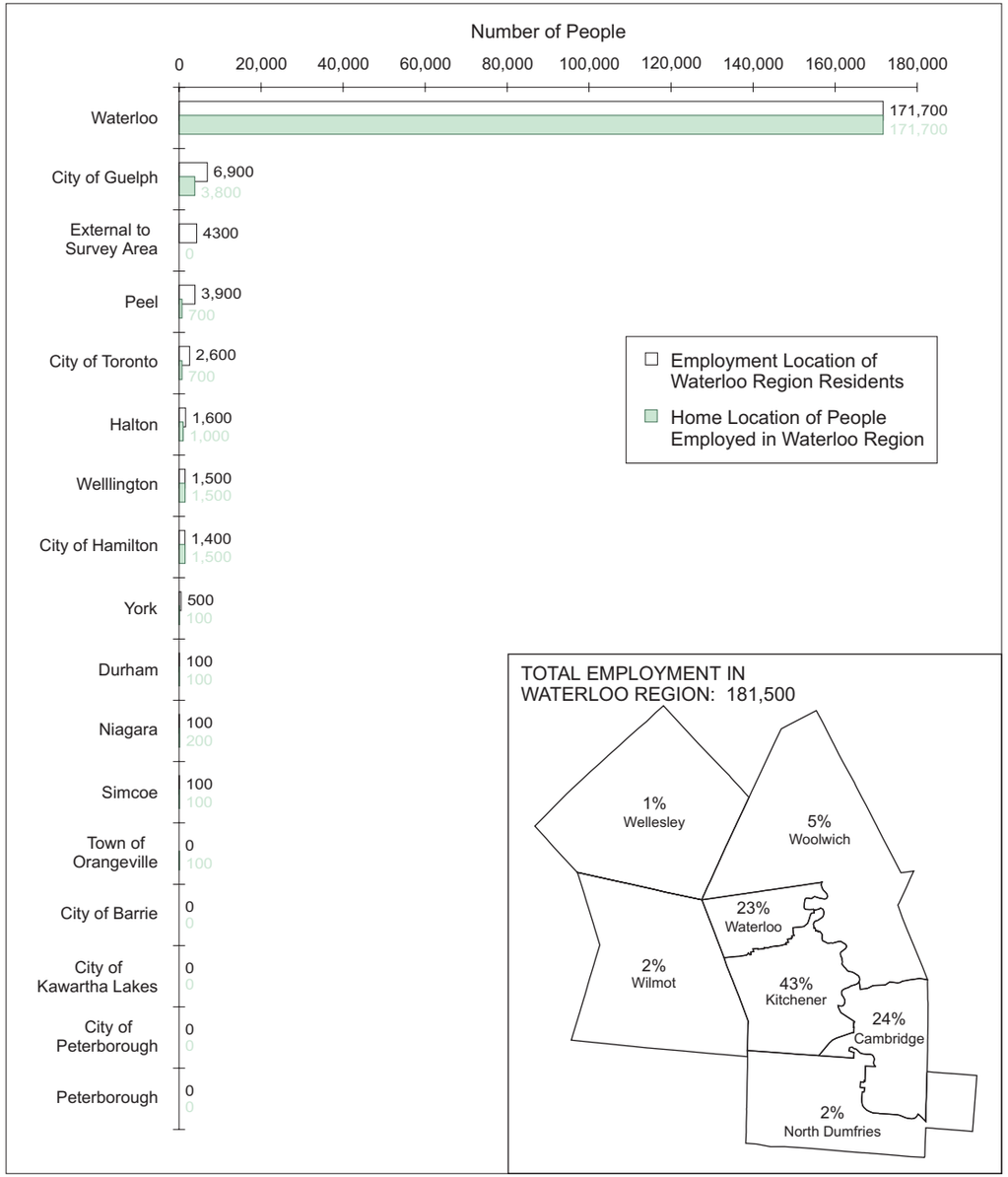
Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	10,000	62%	11%	0%	*	7%	20%
	7,700	58%	11%	0%	*	9%	22%
24 hours	63,400	73%	16%	0%	*	2%	9%
	59,200	70%	19%	0%	*	3%	8%

THE TRANSPORTATION TOMORROW SURVEY

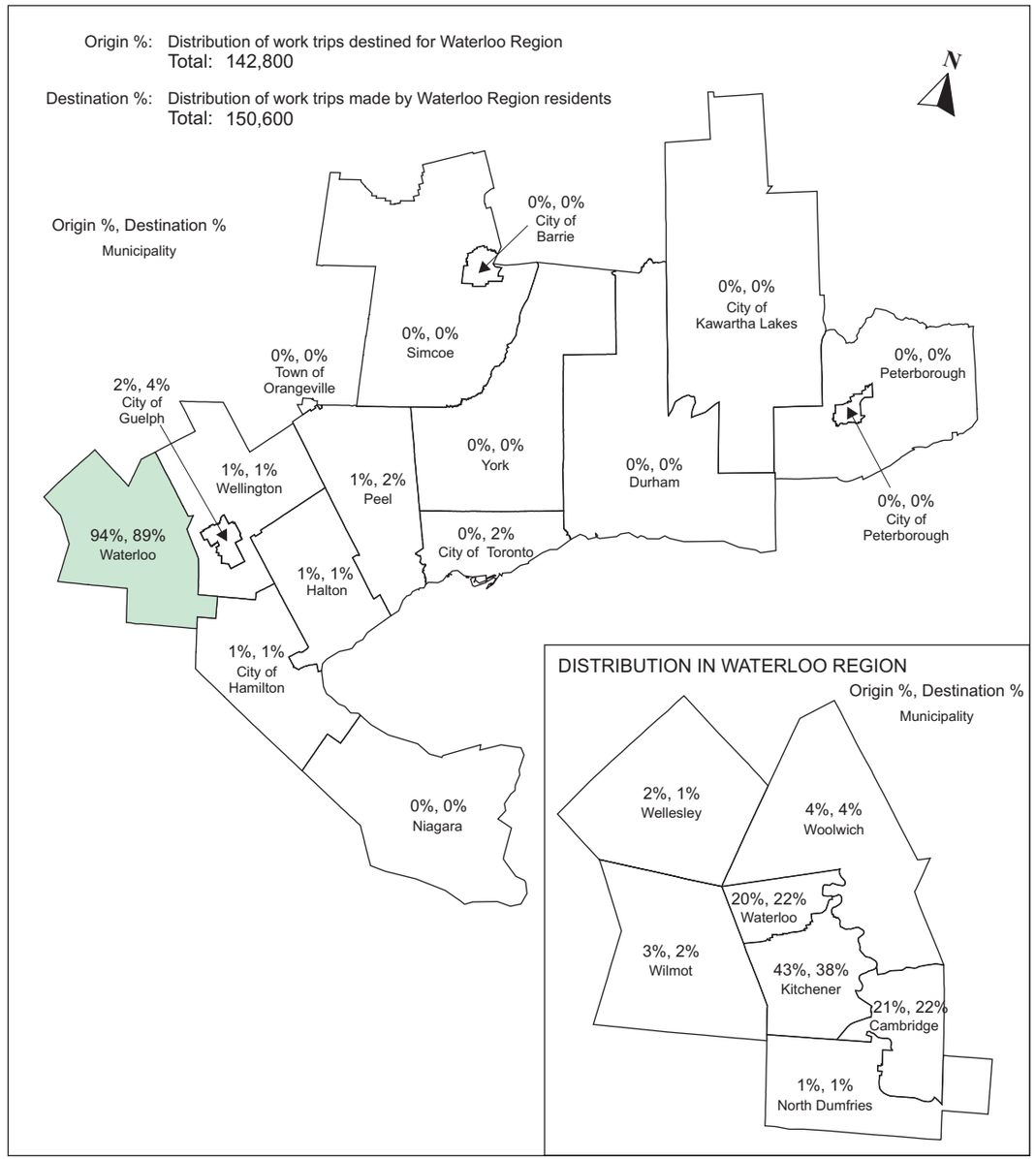
University of Toronto
Joint Program in Transportation
Data Management Group

REGIONAL MUNICIPALITY OF WATERLOO
1996 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



REGIONAL MUNICIPALITY OF WATERLOO

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: * 148,900

Dwelling Type	House	Townhouse	Apartment
	* 66%	* 8%	* 26%

Household Size (persons)	1	2	3	4	5+
	* 20%	* 33%	* 18%	* 18%	* 11%

No. of Available Vehicles	0	1	2	3	4+
	* 10%	* 41%	* 40%	* 8%	* 2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	* 2.7	* 1.3	* 1.8	* 1.5	* 6.6

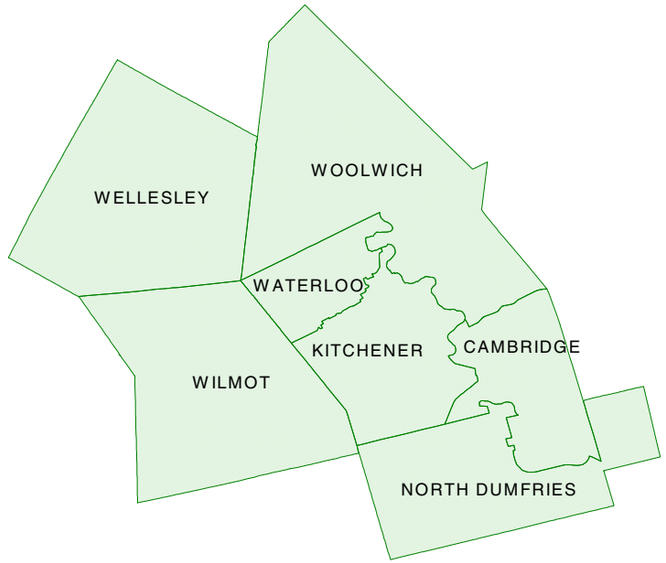
TOTAL POPULATION: * 402,100

					Employment Status			
	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
Male	* 197,900	* 2%	* 70%	* 27%	* 45%	* 6%	* 2%	* 0%
Female	* 204,200	* 3%	* 63%	* 26%	* 29%	* 13%	* 1%	* 1%
On survey day: Made work trip					* 87%	* 54%	* 34%	* 17%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	* 13%	* 31%	* 33%	* 24%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	* 32.0	* 16%	* 7%	* 15%	* 33%	* 18%	* 10%

Daily trips/Person (age 11+): * 2.9



TRAVEL PATTERN

TRIP PURPOSE

Trips Made by Residents of Waterloo Region

			Trip Purpose Category			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	* 202,200	* 20.5%	* 48%	* 24%	* 18%	* 10%
24 hours	* 987,900		* 28%	* 12%	* 43%	* 18%

Percentage of trips made within district: 6-9 a.m. = * 90% 24 hours = * 91%

Trips Made to the Waterloo Region

			Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	* 194,400	* 20.0%	* 52%	* 26%	* 5%	* 18%
24 hours	* 970,100		* 15%	* 7%	* 42%	* 37%

MODE OF TRAVEL

Trips Made by Residents of Waterloo Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	* 202,200	* 67%	* 14%	* 4%	* 0%	* 10%	* 5%
24 hours	* 987,900	* 70%	* 18%	* 3%	* 0%	* 7%	* 2%
Median Trip Length: (kilometres)		* 3.6	* 2.9	* 3.3	* *		

Trips Made to the Waterloo Region

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	* 194,400	* 66%	* 14%	* 4%	* 0%	* 10%	* 5%
24 hours	* 970,100	* 69%	* 18%	* 3%	* 0%	* 7%	* 2%

LEGEND
2001 TTS
1996 TTS

N

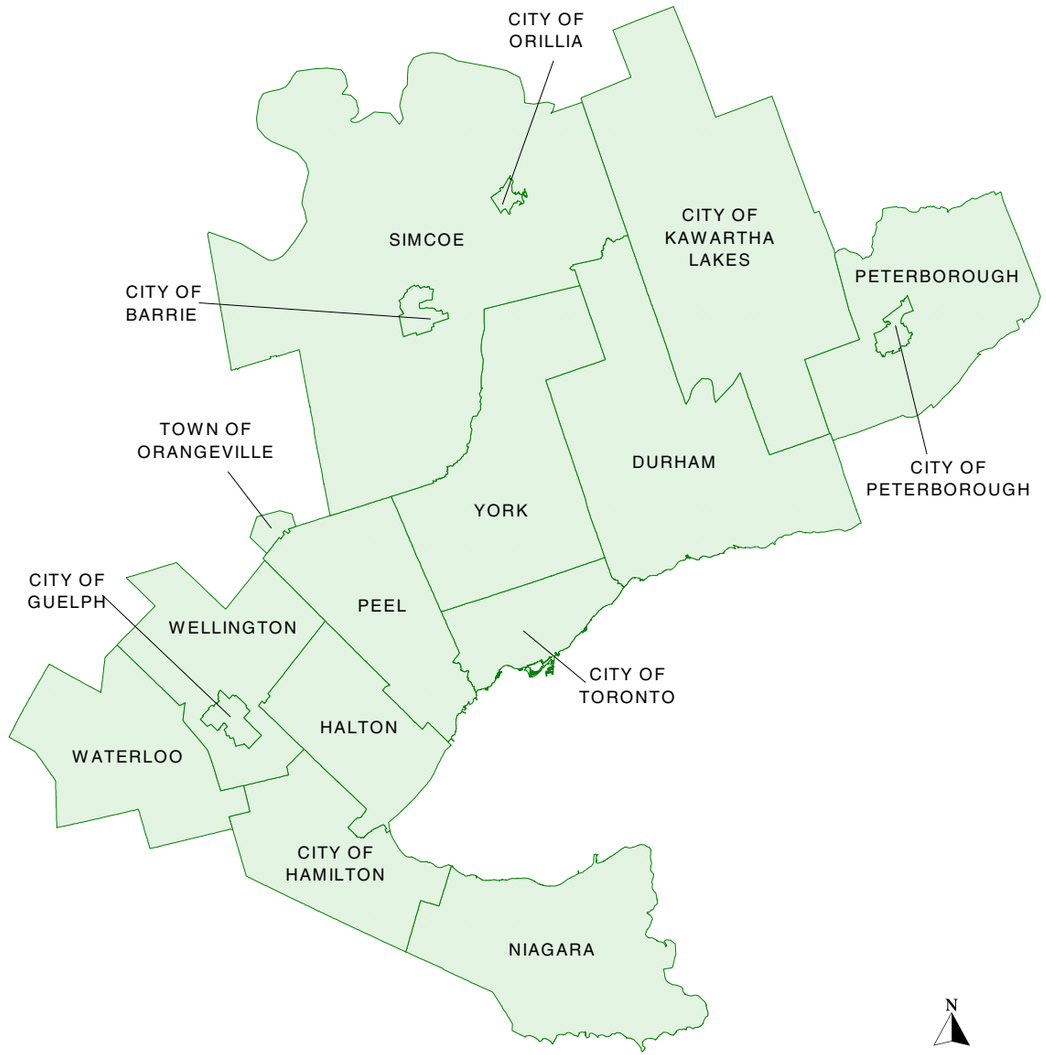
0 5 10
Kilometres

Area = 138,200 Hectares

THE TRANSPORTATION TOMORROW SURVEY

University of Toronto
Joint Program in Transportation
Data Management Group

ORIGIN-DESTINATION MATRICES



2001 TTS O-D TRIP MATRIX

PURPOSE: ALL
MODE: ALL
PERIOD: 24 HOURS

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	CITY OF ORILLIA	TOTAL
CITY OF TORONTO	4,184,700	106,200	388,200	295,900	50,000	13,700	5,700	3,500	1,900	1,900	6,500	15,000	2,600	1,800	1,100	700	5,079,500
DURHAM	107,100	837,300	33,200	8,600	1,600	600	900	300	200	*	500	2,500	9,700	3,400	2,300	500	1,008,600
YORK	388,500	33,700	1,056,700	58,000	6,400	1,900	1,200	600	400	1,000	7,000	23,200	1,400	500	500	500	1,581,500
PEEL	298,200	8,700	58,900	1,501,300	94,200	13,400	4,000	4,200	4,400	7,700	3,100	9,600	300	500	300	300	2,009,100
HALTON	50,000	1,700	6,700	93,400	605,000	67,500	7,600	4,900	4,400	800	400	1,300	100	100	*	100	844,100
CITY OF HAMILTON	13,800	700	1,900	13,200	66,900	877,200	23,400	2,200	900	100	100	500	400	100	100	100	1,001,700
NIAGARA	5,300	1,000	1,100	3,700	7,600	23,000	923,600	700	200	100	300	500	200	*	*	100	967,400
CITY OF GUELPH	3,300	400	600	4,000	4,900	2,400	700	213,900	18,600	300	*	400	*	*	100	*	249,400
WELLINGTON	1,800	200	400	4,300	4,300	800	100	18,400	49,200	1,600	100	200	*	*	*	*	81,500
TOWN OF ORANGEVILLE	2,100	100	900	7,400	700	100	100	300	1,600	41,200	100	800	100	*	*	*	55,500
CITY OF BARRIE	6,400	400	7,000	3,000	400	100	100	100	100	100	187,400	47,200	200	*	*	3,300	255,900
SIMCOE	14,900	2,500	23,400	9,100	1,200	500	700	400	200	900	47,200	291,100	700	200	100	18,900	411,900
CITY OF KAWARTHA LAKES	2,300	9,400	1,500	300	100	400	100	*	*	*	200	600	92,100	6,900	2,000	500	116,400
CITY OF PETERBOROUGH	1,800	3,400	400	500	100	100	100	*	*	*	*	300	6,700	164,800	29,300	*	207,400
PETERBOROUGH	1,000	2,100	300	200	100	100	*	100	*	*	*	100	2,100	29,100	25,500	100	60,900
CITY OF ORILLIA	900	500	400	200	100	*	100	*	*	*	3,200	19,100	300	100	*	54,000	79,000
REGION TOTAL	5,082,000	1,008,200	1,581,600	2,003,300	843,500	1,001,900	968,300	249,600	82,200	55,700	256,000	412,200	117,200	207,700	61,300	79,200	14,009,800

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS O-D TRIP MATRIX

PURPOSE: ALL
MODE: ALL
PERIOD: 6 TO 9 AM

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	CITY OF ORILLIA	TOTAL
CITY OF TORONTO	964,500	9,400	79,800	59,700	6,000	1,400	600	400	*	200	500	1,200	100	200	100	100	1,124,200
DURHAM	52,000	171,800	14,900	3,100	300	300	200	*	*	*	*	300	600	700	200	100	244,500
YORK	128,300	4,200	237,300	16,400	1,500	400	300	100	100	100	900	1,400	200	100	*	*	391,200
PEEL	105,400	900	16,700	364,000	17,200	1,700	600	500	400	700	300	1,100	*	100	*	*	509,800
HALTON	25,200	200	2,400	30,100	118,600	9,900	800	900	300	100	100	100	*	*	*	*	188,800
CITY OF HAMILTON	5,400	100	600	4,900	22,200	177,500	3,400	600	200	*	*	100	*	*	*	*	215,000
NIAGARA	1,400	100	100	800	2,700	7,300	168,600	200	*	*	100	100	*	*	*	*	181,500
CITY OF GUELPH	900	100	200	1,700	1,200	600	100	42,100	1,600	200	*	100	*	*	*	*	48,600
WELLINGTON	800	100	200	2,100	1,600	100	*	7,200	10,100	600	*	*	*	*	*	*	22,800
TOWN OF ORANGEVILLE	900	*	300	2,800	100	*	*	*	100	7,800	*	100	*	*	*	*	12,300
CITY OF BARRIE	2,700	100	2,800	1,300	100	*	*	*	*	*	36,000	4,900	*	*	*	600	48,500
SIMCOE	6,500	400	9,400	3,600	300	100	100	100	*	300	14,700	59,100	100	*	*	5,600	100,500
CITY OF KAWARTHA LAKES	600	3,500	600	100	*	100	*	*	*	*	100	100	18,600	2,200	300	200	26,400
CITY OF PETERBOROUGH	400	800	100	*	*	*	*	*	*	*	*	*	600	29,000	3,400	*	34,300
PETERBOROUGH	300	600	100	100	*	*	*	*	*	*	*	*	400	9,900	5,800	*	17,300
CITY OF ORILLIA	200	100	*	*	*	*	100	*	*	*	800	1,500	100	*	*	10,200	13,000
REGION TOTAL	1,295,400	192,300	365,600	490,600	172,000	199,200	174,800	52,000	13,000	10,000	53,600	70,100	20,900	42,300	9,900	17,000	3,178,700

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS HOME TO WORK TRIP MATRIX

PURPOSE: WORK
MODE: ALL
PERIOD: 24 HOUR

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	CITY OF ORILLIA	TOTAL
CITY OF TORONTO	763,000	9,400	94,200	71,100	6,900	1,000	500	400	100	100	400	900	100	200	*	100	948,300
DURHAM	63,900	104,200	18,400	4,900	600	200	100	100	*	*	*	200	400	600	200	*	193,800
YORK	129,400	3,600	140,000	20,600	1,600	400	200	100	100	100	700	1,400	100	100	*	*	298,300
PEEL	115,200	1,000	20,800	246,000	17,700	1,600	500	300	300	700	400	600	*	*	*	*	405,400
HALTON	29,000	200	2,800	33,400	66,100	8,600	700	700	300	100	100	*	*	*	*	*	142,200
CITY OF HAMILTON	7,200	100	900	7,200	30,300	120,000	2,900	900	200	*	*	100	100	*	*	*	169,800
NIAGARA	1,800	100	200	1,300	3,700	8,200	122,900	100	*	*	*	*	*	*	*	*	138,400
CITY OF GUELPH	1,300	*	200	2,300	1,400	500	100	30,500	1,600	200	*	100	*	*	*	*	38,000
WELLINGTON	1,100	100	200	2,600	1,500	200	*	5,500	5,300	700	*	*	*	*	*	*	17,500
TOWN OF ORANGEVILLE	1,300	*	400	3,400	200	100	*	100	*	4,900	*	100	*	*	*	*	10,500
CITY OF BARRIE	4,200	100	3,800	1,800	100	*	*	*	*	*	22,700	6,400	*	*	*	500	39,700
SIMCOE	8,700	600	11,500	5,600	400	100	100	100	100	300	12,100	42,900	200	*	*	4,100	86,600
CITY OF KAWARTHA LAKES	1,200	5,100	900	100	*	100	*	*	*	*	*	200	10,300	2,100	200	100	20,500
CITY OF PETERBOROUGH	500	1,200	200	100	*	*	*	*	*	*	*	100	500	19,300	2,000	*	23,800
PETERBOROUGH	400	1,000	200	100	*	*	*	*	*	*	*	*	300	7,900	2,700	*	12,800
CITY OF ORILLIA	100	*	100	100	*	*	*	*	*	*	800	1,900	*	*	*	6,300	9,400
REGION TOTAL	1,128,400	126,700	294,700	400,600	130,400	140,800	127,900	38,800	8,000	7,200	37,300	55,100	12,200	30,400	5,200	11,300	2,555,000

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS HOME TO WORK TRIP MATRIX

PURPOSE: WORK
MODE: ALL
PERIOD: 6 TO 9 AM

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	CITY OF ORILLIA	TOTAL
CITY OF TORONTO	523,800	6,600	67,100	49,600	4,800	600	400	300	*	100	300	700	*	100	*	*	654,500
DURHAM	46,300	67,900	13,400	2,800	300	100	100	*	*	*	*	100	300	500	100	*	131,900
YORK	98,700	2,500	96,300	15,000	1,100	200	200	100	100	*	500	700	100	100	*	*	215,500
PEEL	87,200	600	14,700	166,400	12,400	1,100	400	200	200	400	200	500	*	*	*	*	284,400
HALTON	22,900	100	2,100	25,500	44,700	6,500	500	500	100	100	100	*	*	*	*	*	103,400
CITY OF HAMILTON	4,800	*	500	4,500	19,700	80,000	2,200	400	200	*	*	*	*	*	*	*	112,300
NIAGARA	1,000	*	100	600	2,500	5,400	79,500	100	*	*	*	*	*	*	*	*	89,300
CITY OF GUELPH	700	*	100	1,600	1,000	400	100	19,600	1,000	200	*	*	*	*	*	*	24,800
WELLINGTON	700	100	200	1,900	1,200	100	*	4,100	3,500	600	*	*	*	*	*	*	12,400
TOWN OF ORANGEVILLE	700	*	300	2,400	100	*	*	*	*	3,000	*	*	*	*	*	*	6,600
CITY OF BARRIE	2,500	100	2,300	1,000	100	*	*	*	*	*	14,900	3,500	*	*	*	500	25,000
SIMCOE	5,700	300	8,300	3,200	200	100	*	100	*	100	8,600	26,700	100	*	*	3,100	56,600
CITY OF KAWARTHA LAKES	500	2,800	600	*	*	100	*	*	*	*	*	100	7,500	1,400	200	100	13,200
CITY OF PETERBOROUGH	200	600	100	100	*	*	*	*	*	*	*	*	400	12,700	1,500	*	15,500
PETERBOROUGH	200	400	100	100	*	*	*	*	*	*	*	*	300	5,900	2,000	*	8,900
CITY OF ORILLIA	100	*	*	*	*	*	*	*	*	*	500	1,000	*	*	*	4,200	5,900
REGION TOTAL	795,900	82,100	206,400	274,700	88,200	94,600	83,300	25,500	5,300	4,500	25,100	33,500	8,800	20,800	3,800	8,000	1,760,300

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS O-D TRIP MATRIX

PURPOSE: ALL
MODE: ALL
PERIOD: 24 HOURS

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	WATERLOO	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	TOTAL
CITY OF TORONTO	4,009,700	94,800	318,900	281,400	43,300	12,300	6,300	5,900	3,400	1,800	1,500	4,900	9,800	2,300	1,500	700	4,798,500
DURHAM	95,000	725,400	24,300	5,700	1,100	600	500	300	200	200	100	300	500	8,900	3,200	1,200	867,600
YORK	318,200	24,700	769,300	38,300	3,700	1,400	1,000	1,200	500	400	500	4,400	17,200	1,600	500	300	1,183,200
PEEL	283,900	6,000	38,800	1,189,100	70,900	11,200	4,200	6,200	3,200	3,900	6,800	1,600	5,200	400	400	400	1,632,000
HALTON	43,200	1,100	4,000	70,700	527,900	58,700	6,400	4,100	3,400	3,300	600	200	700	100	200	200	724,800
CITY OF HAMILTON	12,200	600	1,400	10,800	59,400	809,200	21,600	5,700	2,400	800	100	300	400	100	100	*	925,200
NIAGARA	6,400	500	1,100	4,000	6,400	21,700	820,000	1,100	400	300	100	100	200	*	*	*	862,400
WATERLOO	6,000	400	900	6,000	4,200	5,700	1,300	911,400	16,400	6,000	100	*	300	*	100	100	958,800
CITY OF GUELPH	3,200	300	500	3,100	3,400	2,300	400	16,600	181,400	15,100	200	200	200	100	100	*	227,100
WELLINGTON	1,900	200	300	3,600	3,300	800	300	5,800	15,600	38,100	700	*	*	*	*	*	70,600
TOWN OF ORANGEVILLE	1,600	100	400	6,900	600	*	100	100	200	600	32,100	100	600	*	*	*	43,400
CITY OF BARRIE	4,800	300	4,200	1,600	200	500	100	100	200	*	100	137,900	26,400	200	100	*	176,700
SIMCOE	10,100	500	17,500	4,900	800	400	300	200	200	*	700	26,600	98,100	100	200	*	160,400
CITY OF KAWARTHA LAKES	2,600	8,700	1,600	300	*	200	*	200	100	*	*	100	100	98,400	6,100	1,400	119,900
CITY OF PETERBOROUGH	1,800	3,000	400	400	100	100	100	100	*	*	*	100	200	5,700	155,800	26,800	194,700
PETERBOROUGH	600	1,300	100	300	200	*	*	*	*	*	*	*	*	1,600	26,300	25,700	56,200
REGION TOTAL	4,801,300	867,800	1,184,100	1,627,100	725,300	925,100	862,600	959,100	227,400	70,500	43,500	176,800	160,000	119,500	194,500	56,800	13,001,500

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS O-D TRIP MATRIX

PURPOSE: ALL
MODE: ALL
PERIOD: 6 TO 9 AM

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	WATERLOO	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	TOTAL
CITY OF TORONTO	908,100	8,300	70,300	53,400	4,600	1,100	800	700	500	100	200	400	500	100	100	*	1,049,200
DURHAM	45,700	148,600	11,100	1,900	300	200	100	*	*	*	*	100	*	700	500	100	209,400
YORK	100,600	2,700	175,200	9,600	600	100	200	200	100	*	100	600	1,300	100	100	*	291,500
PEEL	103,900	700	13,100	280,100	12,900	1,600	600	900	600	200	800	200	300	*	100	*	416,000
HALTON	22,900	100	1,500	25,000	104,200	9,900	900	1,000	600	300	*	100	100	*	*	*	166,700
CITY OF HAMILTON	4,800	100	300	3,800	17,400	159,100	2,500	1,500	600	100	*	100	100	*	*	*	190,400
NIAGARA	1,600	100	100	900	2,100	7,200	151,900	100	100	*	*	*	*	*	*	*	164,200
WATERLOO	2,100	100	200	2,200	1,200	1,300	100	184,300	4,700	1,100	100	*	*	*	*	*	197,400
CITY OF GUELPH	900	100	100	1,400	1,100	700	100	3,400	34,800	1,700	*	*	*	*	*	*	44,300
WELLINGTON	600	*	100	1,900	1,100	300	100	1,700	5,300	8,600	200	*	*	*	*	*	19,900
TOWN OF ORANGEVILLE	700	100	100	2,500	100	*	*	*	*	*	6,600	*	100	*	*	*	10,200
CITY OF BARRIE	1,700	100	1,800	600	*	*	*	*	*	*	*	24,100	2,400	*	*	*	30,800
SIMCOE	5,200	100	7,300	2,300	100	*	100	100	*	*	200	8,000	23,300	*	100	*	46,900
CITY OF KAWARTHA LAKES	900	2,500	500	100	*	*	*	*	*	*	*	100	100	17,200	1,600	400	23,300
CITY OF PETERBOROUGH	400	700	100	100	*	*	*	100	*	*	*	*	*	700	24,800	2,100	29,100
PETERBOROUGH	300	500	*	200	100	*	*	*	*	*	*	*	*	200	9,100	5,000	15,500
REGION TOTAL	1,200,400	164,800	281,800	386,100	145,700	181,500	157,300	194,100	47,600	12,200	8,300	33,700	28,000	19,200	36,400	7,600	2,904,800

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS HOME TO WORK TRIP MATRIX

PURPOSE: WORK
MODE: ALL
PERIOD: 24 HOUR

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	WATERLOO	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	TOTAL
CITY OF TORONTO	723,800	8,700	84,000	63,900	5,000	1,100	600	600	400	100	100	500	500	100	100	*	889,500
DURHAM	57,500	95,100	13,700	3,700	400	100	*	*	*	*	*	100	100	300	400	*	171,600
YORK	102,800	2,400	101,400	11,900	700	200	200	100	100	*	100	500	1,200	100	100	*	221,800
PEEL	116,100	900	15,000	194,900	13,000	1,500	500	800	600	200	700	200	400	*	100	*	344,600
HALTON	26,500	200	1,700	28,600	64,600	9,200	1,000	1,000	600	300	*	*	100	*	*	*	133,900
CITY OF HAMILTON	6,400	200	600	5,500	22,300	119,300	2,400	1,500	700	100	*	200	100	*	*	*	159,100
NIAGARA	1,900	100	300	1,300	2,900	8,600	113,800	100	100	*	*	*	*	*	*	*	129,300
WATERLOO	2,500	100	400	3,300	1,600	1,300	100	133,700	6,000	1,400	*	*	*	*	*	*	150,400
CITY OF GUELPH	1,200	100	100	1,700	1,100	600	*	3,300	24,800	1,800	*	*	100	*	*	*	34,900
WELLINGTON	600	*	200	2,300	1,500	200	100	1,400	4,800	4,600	200	*	*	*	*	*	15,800
TOWN OF ORANGEVILLE	800	*	200	3,300	100	*	*	100	*	*	3,900	100	100	*	*	*	8,700
CITY OF BARRIE	2,700	100	2,300	900	*	*	*	*	*	*	*	17,500	2,900	*	*	*	26,400
SIMCOE	6,900	200	8,500	3,500	200	100	100	100	100	*	200	6,200	13,800	*	100	*	40,000
CITY OF KAWARTHA LAKES	1,400	3,900	800	100	*	*	*	*	*	*	*	100	*	10,600	1,800	200	19,000
CITY OF PETERBOROUGH	300	1,100	100	100	*	*	*	*	*	*	*	*	*	600	17,900	1,200	21,400
PETERBOROUGH	400	800	100	200	100	*	*	*	*	*	*	*	*	100	7,800	3,400	12,900
REGION TOTAL	1,051,900	113,900	229,400	325,100	113,500	142,100	118,900	142,800	38,200	8,500	5,400	25,400	19,300	11,900	28,200	4,800	2,379,400

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

1996 TTS HOME TO WORK TRIP MATRIX

PURPOSE: WORK
MODE: ALL
PERIOD: 6 TO 9 AM

FROM: \ TO:	CITY OF TORONTO	DURHAM	YORK	PEEL	HALTON	CITY OF HAMILTON	NIAGARA	WATERLOO	CITY OF GUELPH	WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	PETERBOROUGH	TOTAL
CITY OF TORONTO	498,200	6,200	60,400	44,800	3,600	600	400	400	300	*	100	300	200	100	100	*	615,900
DURHAM	41,800	62,100	10,500	1,800	200	100	*	*	*	*	*	100	*	200	300	*	117,200
YORK	79,500	1,600	70,100	8,700	500	100	100	100	100	*	100	400	700	*	100	*	162,100
PEEL	88,800	500	11,600	132,400	9,200	1,100	300	600	500	100	400	200	200	*	*	*	245,900
HALTON	21,400	100	1,300	22,000	43,600	7,300	700	800	500	200	*	*	*	*	*	*	98,100
CITY OF HAMILTON	4,200	100	200	3,500	14,700	77,300	1,500	1,100	500	100	*	100	100	*	*	*	103,300
NIAGARA	1,100	100	100	800	1,900	6,000	75,000	*	100	*	*	*	*	*	*	*	85,000
WATERLOO	1,500	100	200	2,200	1,000	700	100	93,500	4,200	900	*	*	*	*	*	*	104,400
CITY OF GUELPH	800	100	100	1,300	900	400	*	2,500	16,300	1,200	*	*	*	*	*	*	23,600
WELLINGTON	400	*	100	1,800	900	200	100	1,100	3,500	3,200	100	*	*	*	*	*	11,500
TOWN OF ORANGEVILLE	600	*	100	2,200	100	*	*	*	*	*	2,300	*	100	*	*	*	5,300
CITY OF BARRIE	1,400	100	1,700	600	*	*	*	*	*	*	*	10,900	1,900	*	*	*	16,700
SIMCOE	4,800	100	6,100	2,300	100	*	100	100	*	*	200	4,100	9,100	*	100	*	27,000
CITY OF KAWARTHA LAKES	800	2,100	400	100	*	*	*	*	*	*	*	100	*	7,100	1,200	100	11,700
CITY OF PETERBOROUGH	200	500	100	100	*	*	*	*	*	*	*	*	*	500	11,700	800	14,000
PETERBOROUGH	200	400	*	200	100	*	*	*	*	*	*	*	*	100	5,500	2,300	9,000
REGION TOTAL	745,600	74,000	163,200	224,600	76,900	94,000	78,200	100,200	26,000	5,700	3,200	16,200	12,400	8,000	19,000	3,200	1,650,600

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

LIST OF PUBLICATIONS

Number	Title of Publication
1	The Transportation Tomorrow Survey: Design and Conduct of the Survey (December 1987)
2	The Transportation Tomorrow Survey: Data Validation (August 1988)
3	The Transportation Tomorrow Survey: Version 2.2 Data Guide (August 1988)
4	The Transportation Tomorrow Survey: An Overview of Travel Characteristics in the Greater Toronto Area (December 1988)
5	The Transportation Tomorrow Survey: Travel Survey Summary for the Greater Toronto Area (June 1989)
6	The Transportation Tomorrow Survey: Trip Diary Survey Analysis (January 1990)
7	The Transportation Tomorrow Survey: Trip Diary Survey Data Guide Version 1.1. (January 1990)
8	Developing Transportation Networks using Area Master Files and AutoCad (July 1989)
12	Transportation Tomorrow Survey Version 3 Data Guide (March 1990)
13	1989 Greater Toronto Area Zone Boundaries (March 1990)
14	1979 Tarms Zone Boundaries (March 1990)
15	Updating Transportation Tomorrow Survey Data to Version 3 (April 1990)
16	Analysis of Transportation Tomorrow Survey Data Bias: Due to Use of Informants (April 1991)
17	Greater Toronto Area Road Network Coding Manual (April 1991)
19	Transportation Tomorrow Survey Data Retrieval System User's Manual (May 1991)
22	Zone Boundary Aggregation Procedure User's Manual (October 1991)
24	Mode Choice Behaviour in the Greater Toronto Area: Analysis of 1986 Transportation Tomorrow Survey Data (June 1992)
25	1991 Transportation Tomorrow Survey: Data Guide - Version 2.1 (June 1992)
26	1991 Transportation Tomorrow Survey: Design and Conduct of the Survey (October 1992)
27	1991 Transportation Tomorrow Survey: 1991 Synthesized Trip Matrices Version 1.0 - Data Guide (February 1993)
28	Data Management Group Annual Report (September 1992)
29	1991 Transportation Tomorrow Survey Seminar: Preliminary Comparisons with 1986 (July 1992)
30	The Use of Direct Data Entry for Travel Surveys (August 1992 - draft)
31	A Summary of Changes in the Travel Characteristics of the Greater Toronto Area, 1986 to 1991 (December 1992)
32	Under-reporting of Trips in Telephone Interview Travel Surveys (January 1993)
34	Travel Trends in the City of Mississauga 1986 to 1991 (June 1993)
35	Travel Trends in the City of Mississauga 1986 to 1991 - Appendix Trip Tables (June 1993)

Number	Title of Publication
36	1991 Transportation Tomorrow Survey: Preliminary Comparison of Changes between 1986 and 1991 by Regional Municipality (November 1992)
42	1991 Transportation Tomorrow Survey: Version 3.0 Data Guide (October 1993)
43	Data Management Group Annual Report 1993 (January 1994)
45	1991 Transportation Tomorrow Survey Version 4 Data Guide (July 1994)
46	1991 & 1986 Travel Survey Summaries for the Greater Toronto Area (June 1994)
49	Data Management Group Annual Report 1994 (May 1995)
54	Data Management Group Annual Report 1995 (May 1996)
59	Data Management Group Annual Report 1996 (March 1997)
60	1996 Transportation Tomorrow Survey: Data Guide Version 2.1 (August 1997)
61	1996 Transportation Tomorrow Survey: Design and Conduct of the Survey (December 1997)
62	1996 Transportation Tomorrow Survey: Data Validation (December 1997)
63	1996 Transportation Tomorrow Survey Discretionary Travel (January 1999)
64	1996 Transportation Tomorrow Survey: 1996 Travel Survey Summary (November 1997)
65	1996 Transportation Tomorrow Survey: 1996, 1991 and 1986 Travel Survey Summaries for the Greater Toronto Area (November 1997)
66	1996 GTA Zone Boundaries (January 1998)
67	1986 -1996 Travel Trends in the GTA & Hamilton - Wentworth (March 1998)

Number	Title of Publication
73	Data Management Group Annual Report 1997 (October 1998)
74	GTA Trip Generation Rates, 1986-1996 (October 1998)
75	Transit Realities in the Suburban GTA (November 1998)
76	Auto Passenger Travel and Auto Occupancy in the GTA 1996 Results and Recent Trends (January 1999)
77	GTA Simplified Model Version 3.0 - User's Manual (February 1999)
78	Employment Information and Data Collection Issues (February 1999)
79	Panels and Other Survey Extensions to the Transportation Tomorrow Survey (February 1999)
80	Analysis of Individual Transit Trips in EMME/2 (October 1998)
81	Data Management Group Annual Report 1998 (May 1999)
82	Data Management Group Annual Report 1999 (March 2000)
86	The Greater Toronto Area Travel Demand Modelling System Version 2.0 - Volume I: Model Overview (January 2001)
87	The Greater Toronto Area Travel Demand Modelling System Version 2.0 - Volume III: User's Manual (January 2001)
88	Data Management Group Annual Report 2000 (May 2001)
89	GTA A.M. Peak Model: Documentation and User's Guide (April 2001)
90	GTA P.M. Peak Model. Version 2.0 and Halton Region Sub-Model: Documentation and User's Guide (July 2001)
91	Data Management Group Annual Report 2001 (June 2002)

Number	Title of Publication
92	2001 Traffic Zone Boundaries
93	2001 Transportation Tomorrow Survey: Design and Conduct of the Survey
94	2001 Transportation Tomorrow Survey: Data Guide
95	2001 Transportation Tomorrow Survey: Data Validation
96	2001 Transportation Tomorrow Survey: 2001 & 1996 Travel Survey Summaries
97	2001 Transportation Tomorrow Survey: 2001, 1996 & 1986 Summary Report of the GTA

WORKING PAPERS

Number	Title of Publication
1	1996 Transportation Tomorrow Survey Working Paper Series: Interview Manual (March 1997)
2	1996 Transportation Tomorrow Survey Working Paper Series: Coding Manual (March 1997)
3	1996 Transportation Tomorrow Survey Working Paper Series: Design Specifications (March 1997)
4	1996 Transportation Tomorrow Survey Working Paper Series: Software Documentation (March 1997)
5	1996 Transportation Tomorrow Survey Working Paper Series: Data Expansion (August 1997)
6	1996 Transportation Tomorrow Survey Working Paper Series: Seminar (August 1997)
7	2001 Transportation Tomorrow Survey Working Paper Series: Interview Manual
8	2001 Transportation Tomorrow Survey Working Paper Series: Coding Manual
9	2001 Transportation Tomorrow Survey Working Paper Series: Data Expansion
10	2001 Transportation Tomorrow Survey Working Paper Series: Seminar