
TRANSPORTATION TOMORROW SURVEY

2006, 2001 & 1996
TRAVEL SURVEY SUMMARIES

FOURTH REPORT OF THE 2006 TTS SERIES



datamanagementgroup

DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF TORONTO

2006, 2001 & 1996 TRAVEL SURVEY SUMMARIES

**Prepared for the
Transportation Information Steering Committee**

by the

**Data Management Group
Department of Civil Engineering
University of Toronto
October 2008**

Participating Agencies:

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

ACKNOWLEDGMENTS

The 2006 Transportation Tomorrow Survey (TTS) was conducted on behalf of 21 local, regional, provincial and transit operating agencies in the Greater Toronto and surrounding regions. The members of the TTS Survey Technical Committee are represented by the following agencies:

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

This report was prepared for the Transportation Information Steering Committee (TISC) by the Data Management Group (DMG) at the Department of Civil Engineering, University of Toronto. The Steering Committee, formerly known as the Toronto Area Transportation Planning Data Collection Steering Committee (TATPDCSC), which also conducted the 1986, 1991, 1996 and 2001 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 contributions 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 (2006, 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 this report.

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INTRODUCTION

BACKGROUND

The 2006 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 21 local, regional, provincial and transit operating agencies in the Greater Toronto Area and surrounding regions. The TTS data contains detailed demographic information on all members of a surveyed household and a ledger of travel information over an entire weekday.

The 2006 survey is the fifth in a series of surveys conducted every five years. The first Transportation Tomorrow Survey, conducted in 1986, collected information for more than 61,700 households in the Greater Toronto & Hamilton Area (GTHA). The GTHA 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 and Region Transportation Study (MTARTS).

In 1991, the second TTS was conducted as an update survey for the 1986 data. Recognizing the importance of inter-regional travel, the 1991 survey area was expanded to include local municipalities adjacent to the GTHA boundary. Approximately 22,300 households in the GTHA and 2,200 households at the fringe of the GTHA were successfully interviewed. The survey captured the travel condition in the GTHA 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 GTHA to include a large part of south central Ontario. The resulting survey now involved cooperation from twelve regional and county governments, three cities, one town, two transit operators and one provincial ministry. Based on Census in-

formation, the survey area covered 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 provided sample information on an estimated 13 million daily trips in the survey area.

The 2001 TTS survey covered much of the same area as the 1996 survey excluding the Regional Municipality of Waterloo whilst expanding into other counties outside of the GTHA. The survey again 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 provided sample information on an estimated 14 million daily trips in the survey area.

The 2006 TTS covered all of the area involved in the 2001 survey plus the Regional Municipality of Waterloo, which had previously been surveyed in 1996 but not 2001, and the City of Brantford and County of Dufferin which had not been surveyed in previous versions of the TTS. The survey involved co-operation from seven cities, ten regional and county governments, one town, two transit operators and one provincial ministry. Altogether approximately 149,000 households were successfully interviewed. The survey provides sample information on an estimated 16.5 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 providing time series travel information for the GTHA and its surrounding areas, the

2006 TTS data 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 2006 data is also a key datum for understanding the interdependence of communities in south central Ontario.

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the 2006, 2001 & 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 2.1 of the 1996 TTS database, Version 1.0 of the 2001 TTS database and Version 1.0 of the 2006 TTS database. For a comparison of data with previous TTS results, please refer to the fifth report in the 1996 Transportation Survey series entitled, *1996, 1991 & 1986 Travel Survey Summaries for the Greater Toronto Area* and the fifth report in the 2006 Transportation Tomorrow series entitled *2006, 2001, 1996 & 1986 Travel Survey Summaries for the Greater Toronto and Hamilton Area*.

THE TTS DATA

DESIGN AND CONDUCT OF THE SURVEYS

1996 Survey

The 1996 TTS, with approximately 115,200 completed household interviews, covered 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 survey methodology or questionnaire between survey periods and the two data sets are combined for all expansion and analytical processes.

The approach taken in the 1996 survey was a continuation of the experience and development gained from previous surveys done in 1986 and 1991 surveys. A random sample of households in the study 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 for the survey 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 the postal code) was reviewed to ensure an even distribution of sample rates across the sample area.

An advance letter was mailed to the sample household 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 each sample household to collect travel information for the preceding day 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 routes 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.

2001 Survey

Similar to the 1996 survey, the 2001 survey with approximately 137,000 household interviews was a new, full survey with a target of a five percent random sample of households throughout the survey area. The survey area in 2001 was similar to that in 1996 except that the Regional Municipality of Waterloo was not surveyed, while the City of Orillia and full coverage 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.

The 2001 survey was conducted over three time periods. Areas external to the GTHA were surveyed in the fall of 2000 and the GTHA was surveyed in the fall of 2001. In May 2002, additional interviews were conducted in the GTHA to amend a sample bias, due to the under-representation of apartment buildings in the sample, which was discovered after the first two survey periods. There were no changes in the survey methodology or questionnaire between survey periods and all data was combined for all expansion and analytical processes.

2006 Survey

The 2006 survey with approximately 149,000 household interviews is another full survey with a target of a five percent random sample of households throughout the survey area. The survey area has expanded from 2001 to include the Regional Municipality of Waterloo, Dufferin County and the City of Brantford. In order to provide contiguous coverage in the area surveyed, Brant County was also surveyed during the training of interview staff.

The survey methodology and questionnaire in the 2006 survey was the same as the previous surveys. However, the sample control, interview and geocoding software were rewritten to provide better performance and quality control. The survey was divided into two phases. The first phase was conducted in the fall of 2005 and included interviews for the areas outside the GTHA, while the second phase was conducted in the fall of 2006 and included only households within the GTHA. As in previous surveys, the two datasets were combined into one database at the end of the survey for data expansion and validation.

Detailed documentation of the planning and implementation of the surveys is contained in the Design and Conduct of the Survey reports for each corresponding survey year.

INFORMATION COLLECTED

1996 Survey

All three surveys, 1996, 2001 and 2006, 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 and student status
 - Possession of a driver's license
 - 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 was defined as a one-way movement between two locations for a single purpose. For example, a trip may be made to work, to serve the needs of 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 indicated an equal coverage of trips on each of the five weekdays.

A walk trip was recorded only if it was made to or from a place of work or school.

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

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

2006 Survey

The information collected in 2006 remained the same as that collected in 2001.

A comprehensive description of the contents and structures of the TTS database is contained in the Data Guides for each individual survey year.

SAMPLE EXPANSION METHODS

1996 Survey

Including the Waterloo Region survey, approximately 88,900 households in the GTHA and 26,290 households outside the GTHA were successfully interviewed in the 1996 survey. Based on the 1996 Census count of 1,802,700 households in the GTHA and 499,000 households in the remaining survey area, the 1996 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 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 municipality if the total number of households surveyed was 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 less than those reported by census. The overall under-reporting of the GTHA population in 1996 was 2.7 percent.

2001 Survey

In 2001, approximately 113,600 households in the GTHA and 22,700 households outside the GTHA were successfully interviewed. Based on the 2001 Census count of 1,968,700 households in the GTHA 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 differed from previous surveys in that the data did 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 to the data at the FSA level as opposed to census tract which was used in 1996. Within most FSAs, apartment buildings were known to be under-represented relative to other types of housing. Hence, different expansion factors were applied within individual FSAs depending on the type of housing (apartment versus non-apartment).

As with 1996, institutions such as retirement homes and reformatories were not part of this survey and the population counts by TTS were again less than those reported by Census. The overall under-reporting of the GTHA population in 2001 was 3.2 percent.

2006 Survey

There were approximately 112,500 households in the GTHA and 37,100 households outside of the GTHA successfully interviewed in the 2006 TTS. Based on the 2006 Census, there were 2,160,100 households in the GTHA and 711,200 households in the remaining survey area. Therefore, the target of a five percent sample was achieved.

Similar to previous surveys, sample selection and sample control processes were based on FSAs. According to past experience, apartment buildings are under-represented in TTS. Hence, a higher sample rate for apartments was used. Unlike the 2001 TTS, no differential expansion process was used for apartments.

Institutions such as retirement homes and reformatories were not included in the survey. As a result, the overall population count for the GTHA by TTS is 3.1% less than that reported by Census.

The sample expansion procedures for the three surveys are described in detail in the TTS Data Expansion reports for the three years.

QUALITY OF THE DATA

1996 Survey

Tests on the validity of the 1996 survey information using data from other sources are described in the 1996 TTS report *Data Validation*. Analysis of the 1996 survey data indicates that the data are reliable and representative. Comparisons done with Cordon Count Programs and transit ridership counts show a good match with 1996 TTS data especially during the morning peak period. During off-peak travel some under-reporting of trips occurs which is predominately associated with automobile trips. In general public transit trips are well represented by TTS data with the exception of some off-peak under-reporting in the Toronto downtown area associated with streetcar usage.

The TTS tends to under-report 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 to 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 indicate no significant differences on the home-based work and school trips. Differences in trip 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 Data Management Group's report entitled, *1996 Transportation Tomorrow Survey Discretionary Travel* and the 1996 TTS

report, *Data Validation*.

2001 Survey

Analysis of the 2001 survey data indicates 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. Also as 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*.

2006 Survey

Preliminary analysis of the 2006 survey data indicates that the quality of the data is consistent with those of previous surveys and can be used with confidence. Peak period travel corresponds with the 2006 Cordon Count survey data and transit trips are comparable to the ridership data provided by transit agencies.

As in previous surveys, population was under-represented by the 2006 TTS as compared to the Census data. The exclusion of collective homes such as hospitals and nursing homes from the survey likely contributes to the under-representation of the elderly. There is also an under-repre-

sentation of people aged 18 to 27. This can be attributed to the timing and definition of the survey relative to the census and its effect on post-secondary school students. The growing use of cell phones in place of land lines in this age group might also account for the under-representation.

For further discussion on the validation of the 2006 data, refer to the 2006 TTS report, *Data Validation*.

REPORT CONTENTS

OVERVIEW

This report presents data from the 1996, 2001 and 2006 TTS Survey. The data in this report are presented in two sections. The first section provides demographic characteristics and travel pattern data information for each of the participating municipalities and the whole survey area. The second section provides a set of trip matrices for each survey year. The origin-destination trip matrices and home to work trip matrices are summarized by municipality.

The demographic and travel pattern data are presented on two pages for each area of interest. On the left-hand page are data pertaining to employment and work trips for 2006. The right-hand page presents a time series comparison for the 2006, 2001 and 1996 surveys in summary tables. Data for all of the municipalities included in this report does not exist for each survey year as some municipalities were just recently added to the survey area.

To reflect the fact that all numbers presented in this report are estimates based on expanded survey data, all numeric figures are rounded. Totals and subtotals are rounded to the nearest 100 for all data presented. All percentages are rounded to the nearest integer. No information is presented for categories that have less than four observations or survey records. These categories are denoted by an asterisk (*).

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.

Although Brant County was not officially part of the survey area, data for this region was collected during the interviewer training portion of the survey and is included in this report.

All data presented in this report are limited to the residents of the survey area. It should be noted though that the entire survey area has shifted in its boundaries in every survey year.

2006 STATISTICS

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 twenty areas in the TTS.

The origin distribution illustrates the distribution of trip origins for work trips destined for the highlighted area. The destination distribution shows the distribution of destinations for work trips made by residents of the highlighted area. For the destination distribution, trips made by the residents can originate 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 2006 survey is presented in black followed by information from the 2001 and 1996 surveys in green.

Demographic Characteristics

Demographic data are presented in two tables on the top half of the page, 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 persons in residence at the time of the interview
- Distribution of households by number of vehicles available to the household 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, part-time or work at home) divided by total number of households
 - Drivers - Total number of persons in possession of a driver's license 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 population in private residence in the area at the time of the interview
- Population by gender
- For each gender category, the percentage of persons in possession of a valid transit pass, a valid driver's license and distribution by employment status. Employment categories are

full-time outside the home, part-time outside the home, work at home full time and work at home part time and student (full or part-time).

- 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 calculated by the number of trips made by persons aged 11 and over divided by the number of persons 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. The top table is summarized by trips that were made by residents of the area and the lower table is summarized by trips with a destination in the area. Trips made by residents of an area are a measure of mobility and thus all trips regardless of trip origin or destination are included. The number of trips made to an area is a measure of the area's attractiveness and therefore includes trips made by both residents and non-residents of the area.

The time periods dealt with are the 24-hour period and a 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 6:00 a.m. to 9:00 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. are included the actual number of morning peak period trips would be overrepresented.

Trip Purpose

For trips made by residents of an area, the home location is the link between the commuter and the area of interest. Consequently, 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) trip
- 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 bound
- Other or discretionary trips such as 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

If a trip uses more than one mode category which includes public transit then public transit is given preference. In cases where both GO Train and local transit were used, GO Train is the dominant classification.

The 2006, 2001 and 1996 data include all bicycle trips whereas only bicycle trips for work or school were collected in 1986. In general, only walk trips to and from work or school are included.

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 a 3-hour morning peak period.

Median trip lengths are calculated as the trip distance of 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 origin or destination outside the TTS area not included since these coordinates are approximations. The figures presented are by travel modes for the 24-hour period.

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 a 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 presents 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 data uses home to work linkages, not trips.

The trip matrices are presented separately for each survey year and are summarized by the TTS municipalities. Trips made to or from areas external to the TTS area are not included in the tables. Therefore, these totals and subtotals are less than those presented in the summary pages for each area.

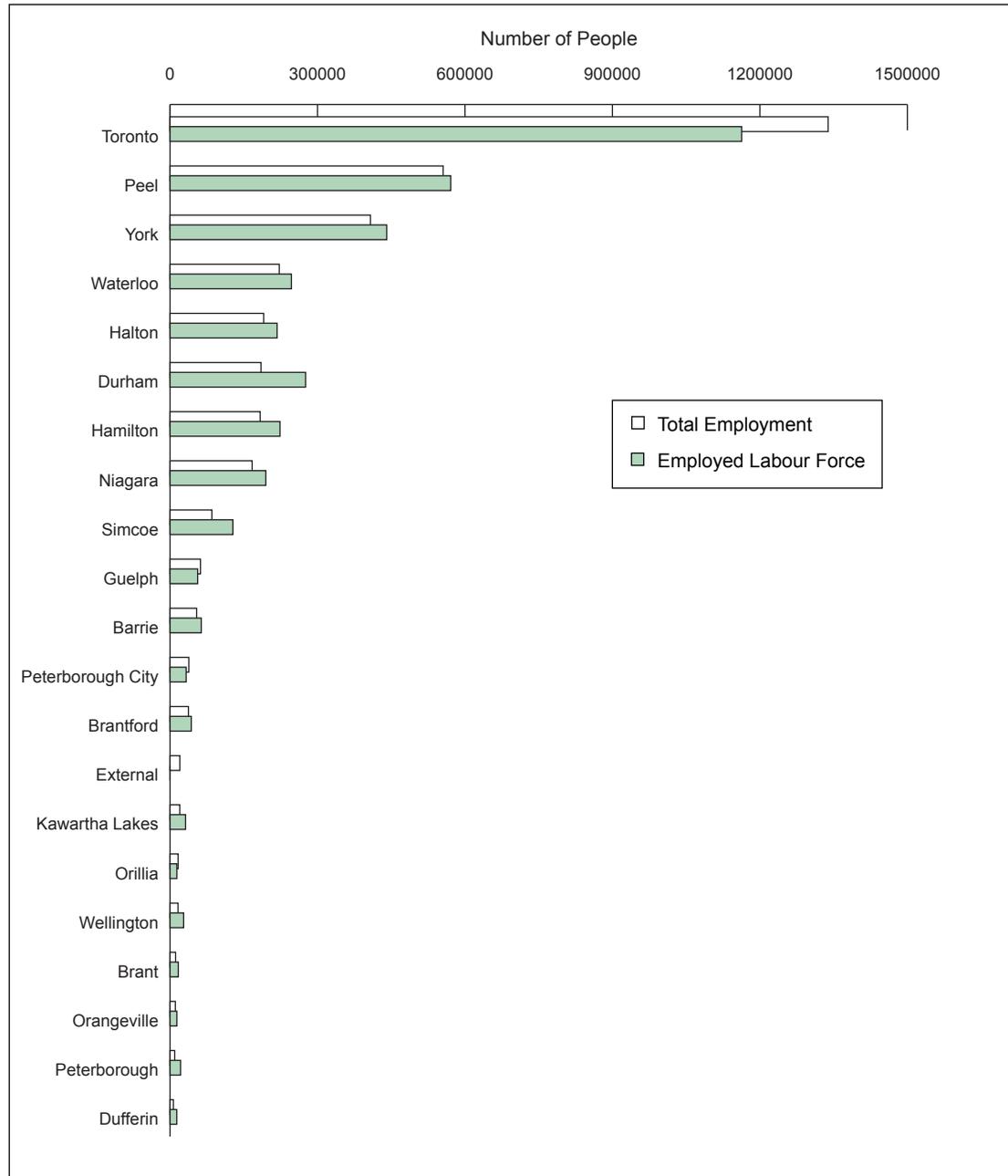
Values have been rounded as to the nearest 100 trips for all data presented.

AREA SUMMARIES

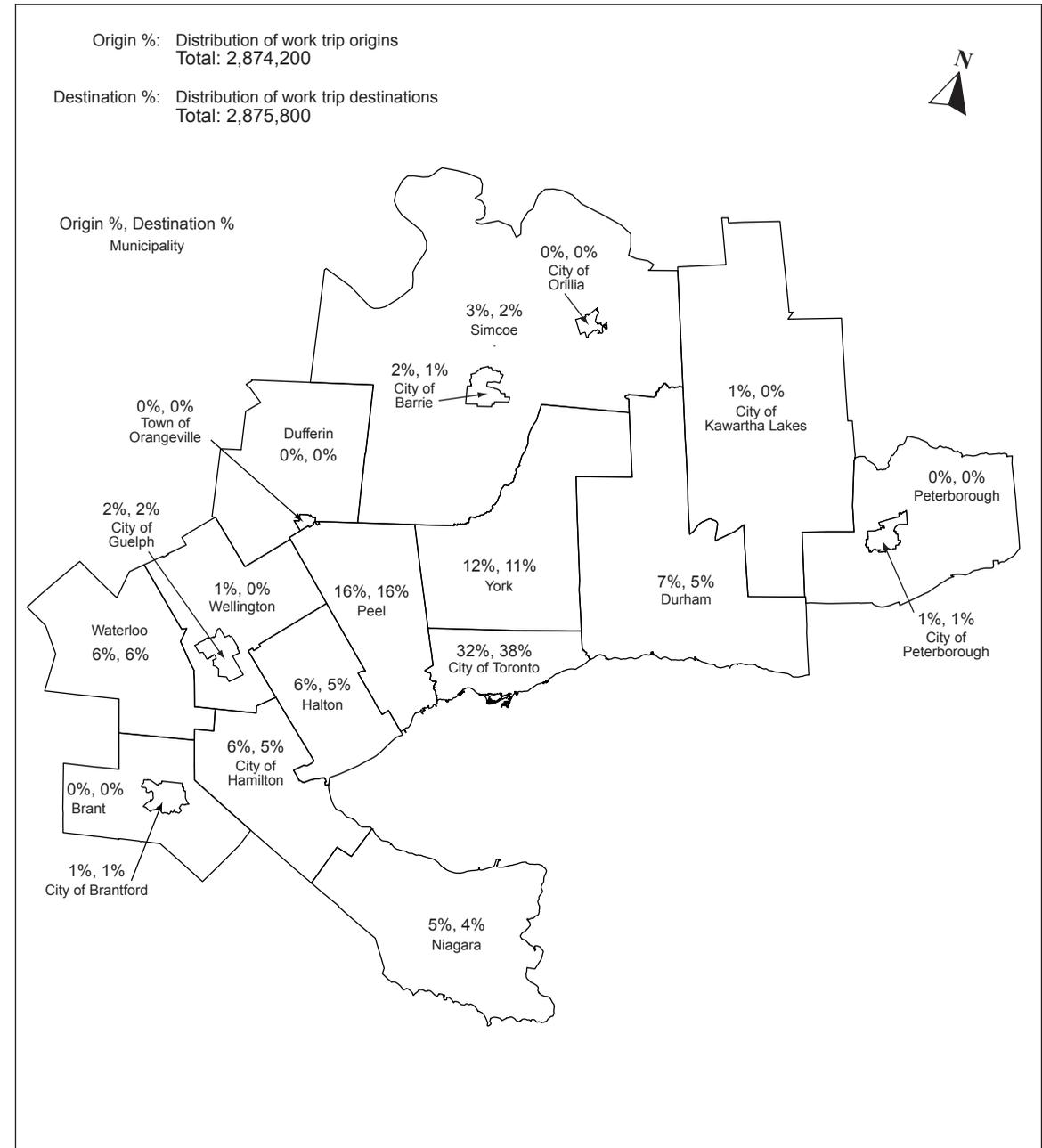
TRANSPORTATION TOMORROW SURVEY AREA

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

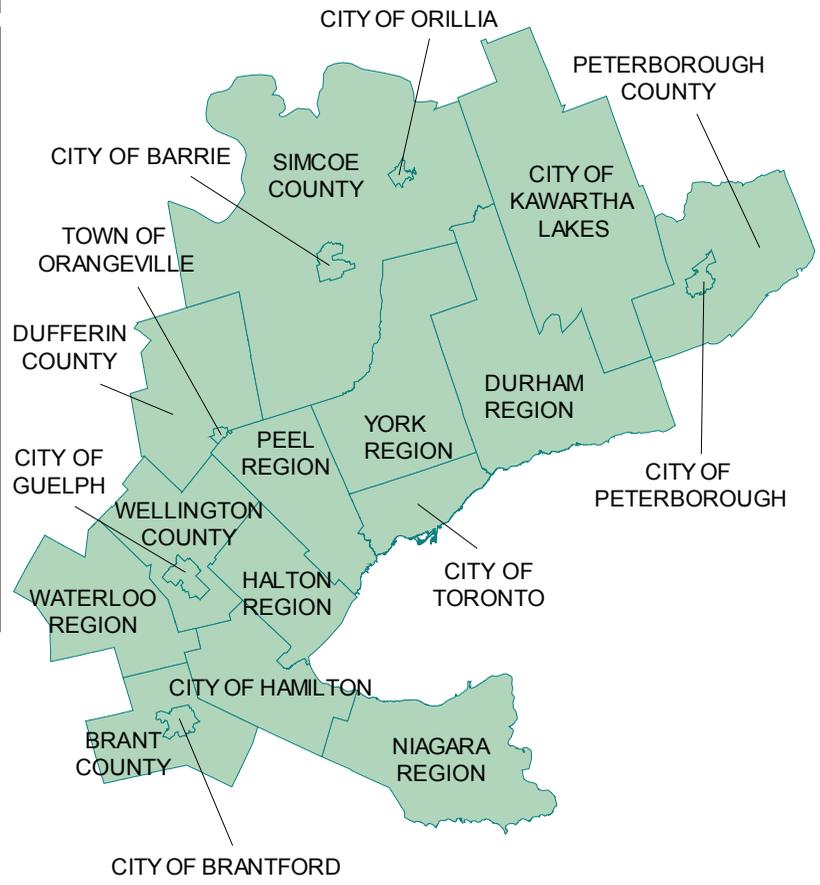


TRANSPORTATION TOMORROW SURVEY AREA

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	2,871,200	2,417,500	2,311,800		
Dwelling Type	House	Townhouse	Apartment		
	67%	7%	25%		
	64%	5%	30%		
	63%	6%	31%		
Household Size (persons)	1	2	3	4	5+
	21%	33%	18%	18%	10%
	21%	32%	18%	19%	11%
	21%	31%	18%	19%	11%
No. of Available Vehicles	0	1	2	3	4+
	14%	40%	36%	8%	2%
	14%	40%	36%	8%	2%
	15%	41%	35%	7%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.4	1.8	1.5	5.8
	2.7	1.4	1.8	1.4	5.9
	2.7	1.4	1.7	1.4	5.7

TOTAL POPULATION:	7,705,300	6,529,600	6,271,200					
Employment Status	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Male	3,719,900	6%	70%	23%	43%	6%	4%	1%
	3,193,000	5%	70%	24%	47%	6%	3%	0%
	3,070,400	5%	68%	25%	45%	6%	2%	0%
Female	3,985,400	8%	61%	22%	31%	11%	2%	1%
	3,336,700	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%	36%	20%
					86%	53%	38%	19%
					86%	54%	40%	22%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	39.6	13%	7%	11%	28%	24%	15%	
	36.0	14%	7%	12%	33%	21%	12%	
	33.9	15%	7%	13%	35%	18%	11%	
Daily trips/Person (age 11+):		2.5						
		2.5						
		2.5						



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TTS AREA												
	Trip Purpose Category						Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	3,790,000	22.9%	48%	22%	20%	10%	61%	13%	11%	2%	9%	5%
	3,213,400	22.6%	52%	22%	18%	9%	61%	12%	12%	2%	9%	5%
	2,930,700	22.3%	53%	24%	15%	8%	59%	12%	13%	1%	10%	4%
24 hours	16,541,700		31%	12%	41%	16%	65%	16%	9%	1%	6%	3%
	14,200,600		32%	12%	40%	16%	65%	16%	9%	1%	6%	3%
	13,158,400		33%	12%	39%	15%	64%	16%	10%	1%	6%	3%
Percentage of trips made within district:	6-9 a.m. =	99%	24 hours =	99%			Median Trip Length (km)	5.3	4.1	6.1	30.3	
		99%		99%				5.6	4.2	6.0	30.6	
		99%		99%				5.4	4.0	5.6	29.4	

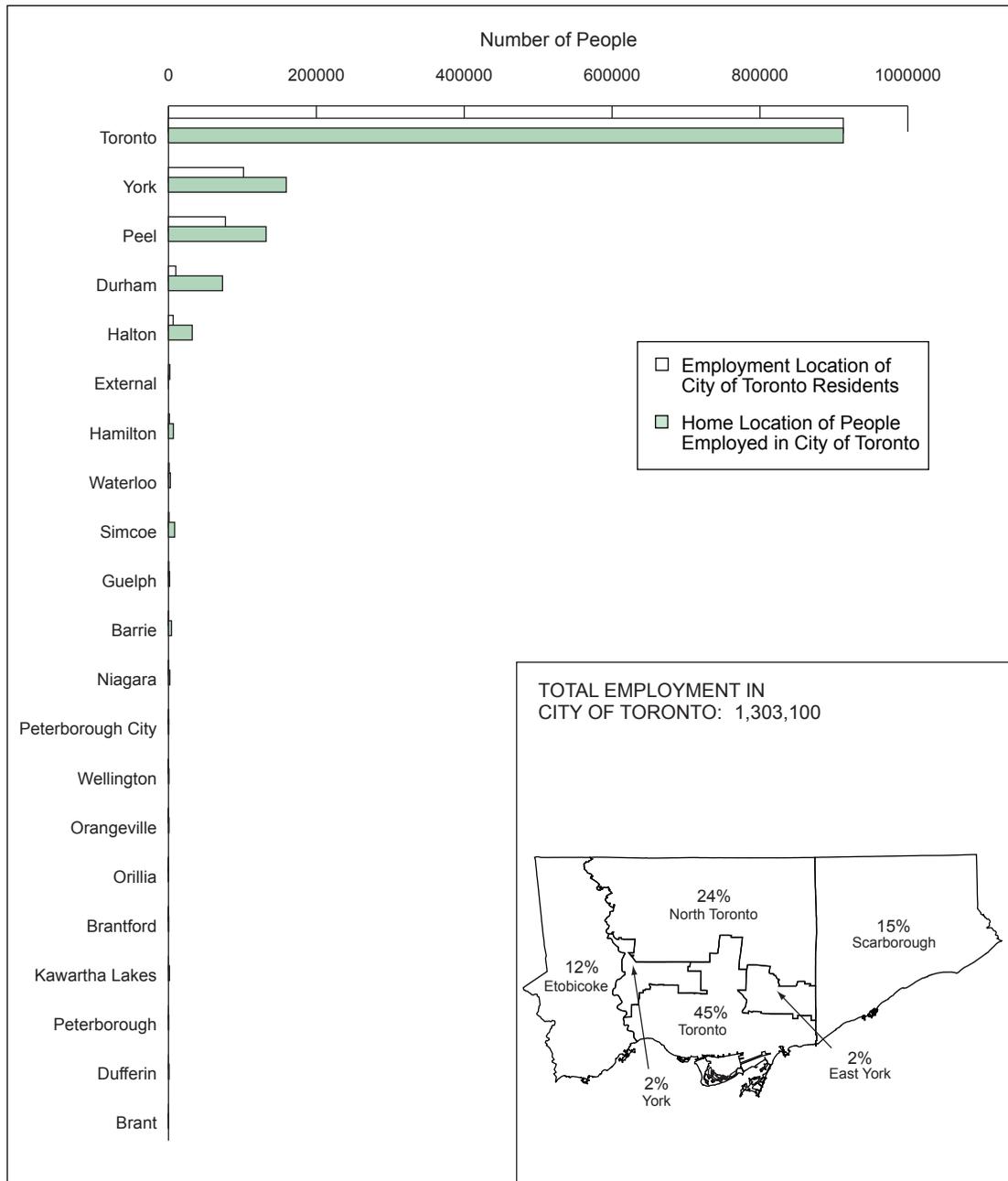
TRIPS TO TTS AREA												
	Destination Purpose						Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	3,768,100	22.9%	52%	23%	6%	20%	61%	13%	11%	2%	9%	5%
	3,181,900	22.6%	55%	23%	5%	17%	60%	12%	12%	2%	9%	5%
	2,907,500	22.2%	57%	24%	4%	15%	59%	12%	13%	1%	10%	4%
24 hours	16,471,500		17%	6%	42%	34%	65%	16%	9%	1%	6%	3%
	14,096,200		18%	6%	42%	33%	65%	16%	9%	1%	6%	3%
	13,071,600		18%	7%	42%	33%	64%	16%	10%	1%	6%	3%



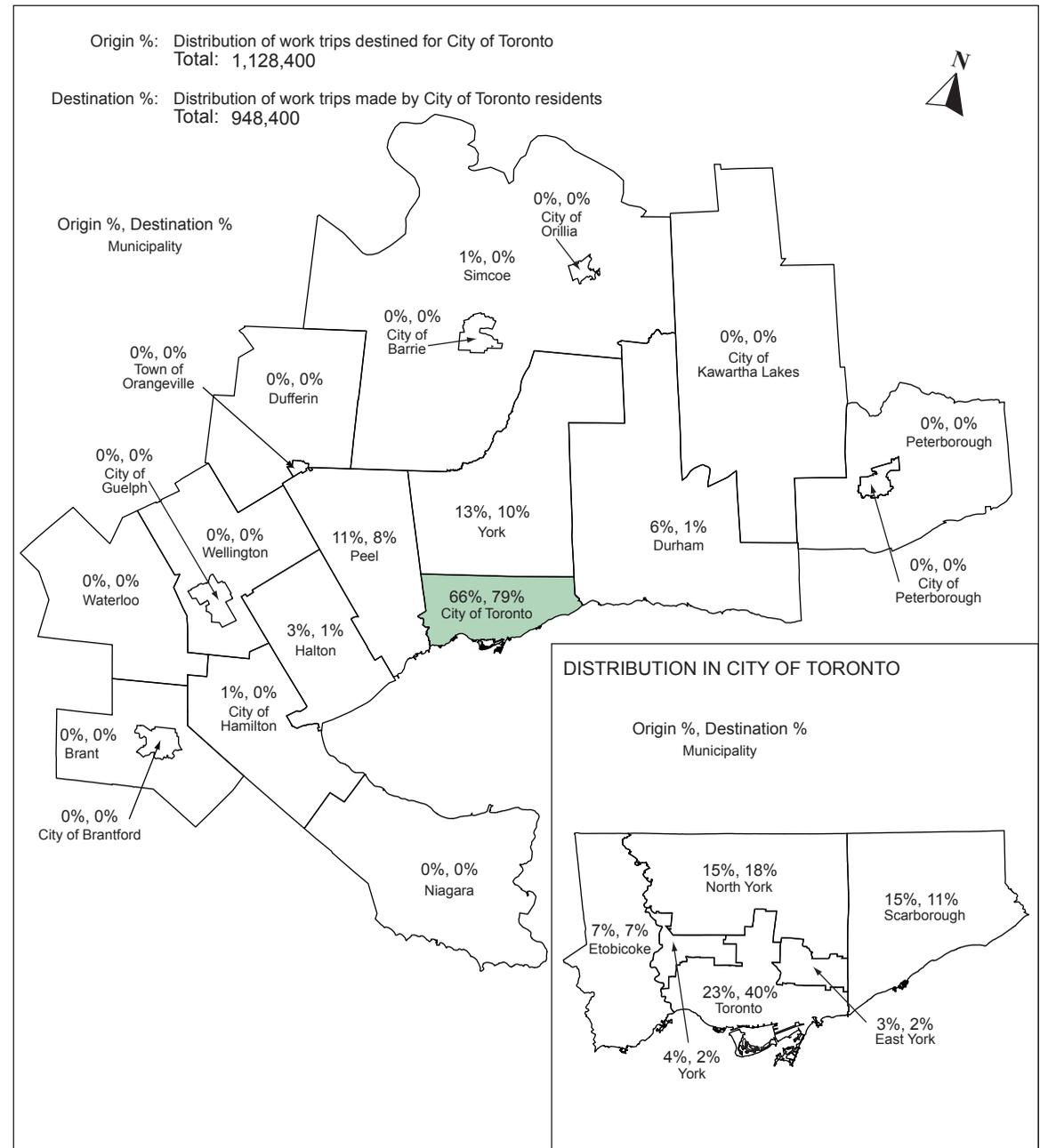
CITY OF TORONTO

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		979,300	943,300	908,500
Dwelling Type	House	50%	46%	49%
	Townhouse	6%	3%	4%
	Apartment	44%	50%	47%
Household Size (persons)	1	27%	27%	27%
	2	33%	31%	31%
	3	18%	18%	17%
	4	15%	15%	15%
	5+	8%	9%	10%
No. of Available Vehicles	0	26%	25%	26%
	1	47%	47%	47%
	2	22%	23%	22%
	3	4%	4%	4%
	4+	1%	1%	1%
Household Averages	Persons	2.5	2.5	2.5
	Workers	1.3	1.3	1.3
	Drivers	1.5	1.5	1.5
	Vehicles	1.1	1.1	1.1
	Trips/Day	4.9	5.1	5.0

TOTAL POPULATION:		2,445,900	2,368,700	2,305,600				
Male	Population	1,161,900	1,147,000	1,113,400				
	Transit Pass	11%	7%	7%				
	Licensed Drivers	67%	68%	67%				
Female	Population	1,284,000	1,221,700	1,192,200				
	Transit Pass	13%	9%	8%				
	Licensed Drivers	53%	53%	51%				
On survey day: Made work trip		87%	87%	87%				
Age		Median	0-10	11-15	16-25	26-45	46-64	65+
		40.4	12%	6%	11%	30%	23%	18%
		35.8	13%	6%	13%	35%	20%	14%
		34.4	13%	6%	13%	37%	18%	13%
Daily trips/Person (age 11+):		2.2	2.3	2.3				

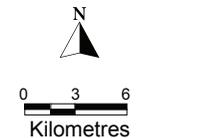


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF TORONTO												
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	1,115,700	23.3%	51%	21%	19%	9%	48%	12%	27%	1%	11%	1%
	1,111,900	23.3%	56%	21%	16%	8%	49%	11%	26%	1%	11%	1%
	1,036,900	22.9%	56%	23%	14%	7%	48%	12%	27%	1%	11%	1%
24 hours	4,786,200		33%	12%	39%	15%	53%	15%	23%	0%	8%	2%
	4,763,900		36%	12%	38%	14%	54%	14%	22%	0%	8%	1%
	4,522,800		35%	13%	37%	15%	53%	15%	22%	0%	8%	1%
Percentage of trips made within district: 6-9 a.m. =			86%		24 hours =	86%	Median Trip Length (km)	5.1	4.2	6.2	18.9	
			85%			85%		5.4	4.3	6.1	18.7	
			86%			86%		5.5	4.3	5.8	17.9	

TRIPS TO CITY OF TORONTO												
Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	1,327,600	25.7%	58%	21%	4%	17%	48%	11%	25%	5%	9%	1%
	1,295,900	25.4%	61%	20%	3%	15%	50%	11%	24%	4%	10%	1%
	1,200,800	25.0%	62%	22%	3%	13%	50%	11%	25%	3%	10%	1%
24 hours	5,173,700		21%	7%	39%	32%	53%	14%	22%	2%	8%	1%
	5,092,500		22%	7%	40%	31%	55%	14%	21%	1%	7%	1%
	4,809,800		22%	7%	40%	31%	54%	14%	22%	1%	8%	1%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



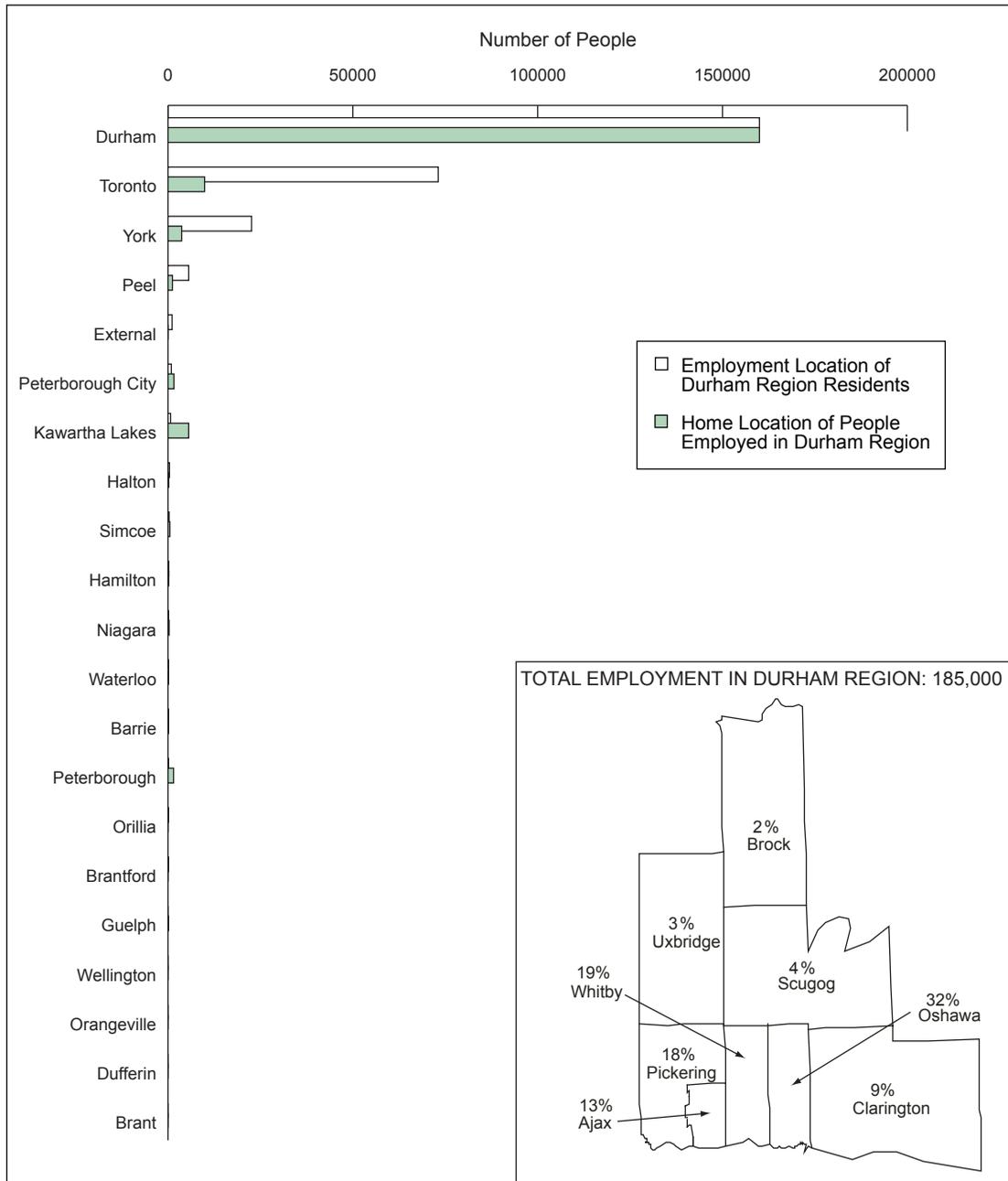
Area = 63,372 Hectares



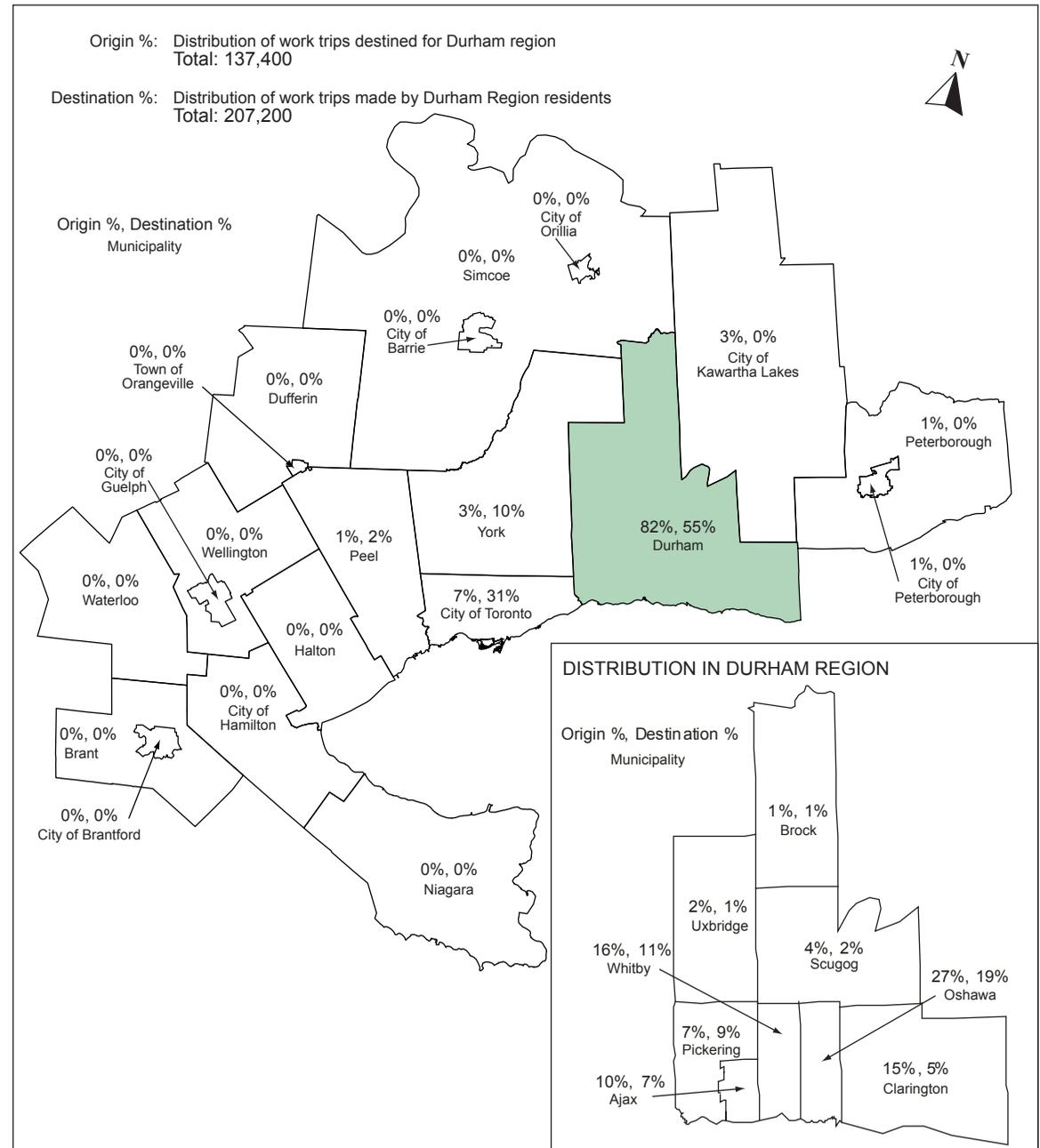
REGIONAL MUNICIPALITY OF DURHAM

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

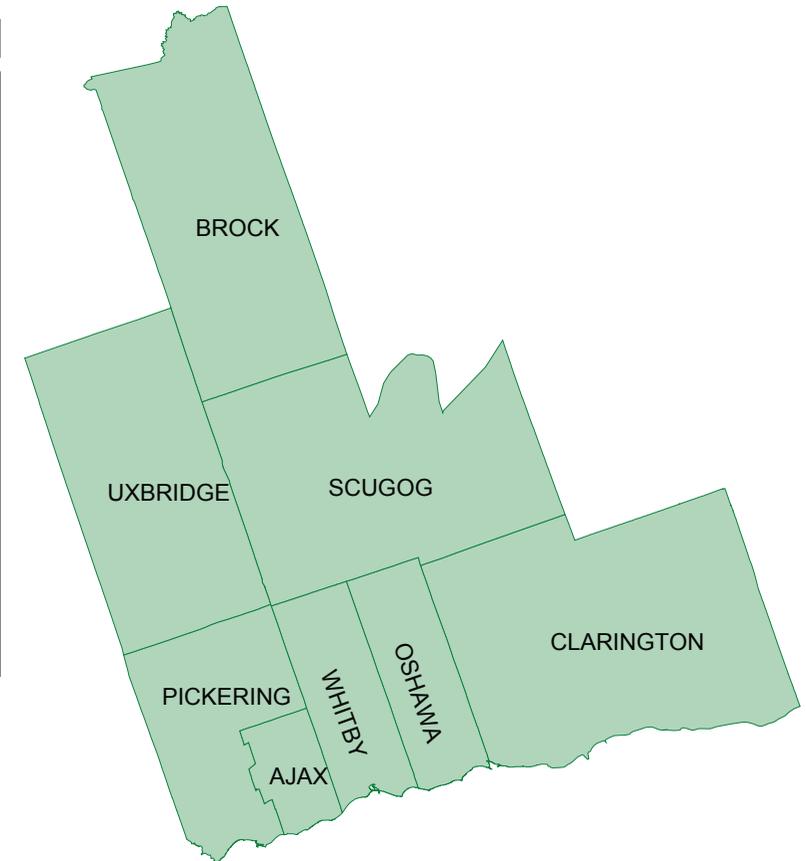


REGIONAL MUNICIPALITY OF DURHAM

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						194,600	173,100	154,300
Dwelling Type	House	Townhouse		Apartment				
	80%	8%	12%					
	80%	6%	14%					
	78%	6%	16%					
Household Size (persons)	1	2	3	4	5+			
	17%	33%	19%	20%	10%			
	16%	32%	18%	22%	12%			
	15%	30%	20%	23%	12%			
No. of Available Vehicles	0	1	2	3	4+			
	6%	33%	46%	11%	4%			
	6%	34%	47%	10%	3%			
	6%	35%	47%	9%	2%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.8	1.5	1.9	1.7	6.3			
	2.8	1.5	1.9	1.7	6.5			
	2.9	1.5	1.9	1.7	6.2			

TOTAL POPULATION:		539,500	492,200	450,400
Male	Population	260,900	243,200	223,600
	Transit Pass	6%	4%	4%
	Licensed Drivers	72%	69%	67%
Female	Population	278,600	249,000	226,800
	Transit Pass	6%	5%	4%
	Licensed Drivers	66%	65%	62%
Student		24%	24%	24%
Full time		45%	48%	47%
Part time		6%	5%	5%
Work at Home F/T		4%	3%	2%
P/T		1%	0%	0%
On survey day: Made work trip		85%	84%	84%
		53%	51%	55%
		39%	41%	41%
		17%	21%	18%
Age	Median	39.8	36.0	32.8
	0-10	13%	16%	19%
	11-15	8%	8%	7%
	16-25	11%	11%	11%
	26-45	27%	33%	36%
46-64	26%	21%	17%	
65+	13%	10%	8%	
Daily trips/Person (age 11+):		2.6	2.7	2.6

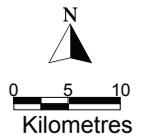


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF DURHAM REGION							Mode of Travel						
Time Period	Trip Purpose Category						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other	
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB							
6 - 9 a.m.	281,000	23.0%	46%	23%	21%	11%	66%	13%	4%	4%	8%	5%	
	250,800	22.4%	49%	23%	18%	9%	65%	12%	3%	4%	9%	6%	
	214,900	22.3%	51%	24%	16%	8%	65%	12%	4%	4%	10%	5%	
24 hours	1,221,000		30%	12%	42%	16%	70%	17%	3%	2%	5%	3%	
	1,122,100		31%	11%	42%	16%	71%	16%	2%	2%	5%	3%	
	964,100		32%	12%	41%	15%	71%	16%	3%	2%	6%	3%	
Percentage of trips made within district: 6-9 a.m. =							70%	24 hours =		75%	Median Trip Length (km)		5.8
							68%			74%			6.0
							69%			75%			5.8

TRIPS TO DURHAM REGION							Mode of Travel					
Time Period	Destination Purpose						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	220,700	19.9%	40%	28%	8%	23%	64%	15%	4%	0%	11%	6%
	192,400	19.0%	43%	30%	7%	21%	64%	13%	3%	0%	12%	7%
	165,100	18.9%	45%	31%	6%	18%	62%	13%	4%	0%	13%	7%
24 hours	1,108,800		12%	6%	46%	35%	70%	17%	3%	1%	6%	3%
	1,013,200		13%	6%	46%	35%	71%	17%	2%	1%	6%	3%
	872,000		13%	6%	47%	34%	70%	17%	3%	1%	6%	3%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS

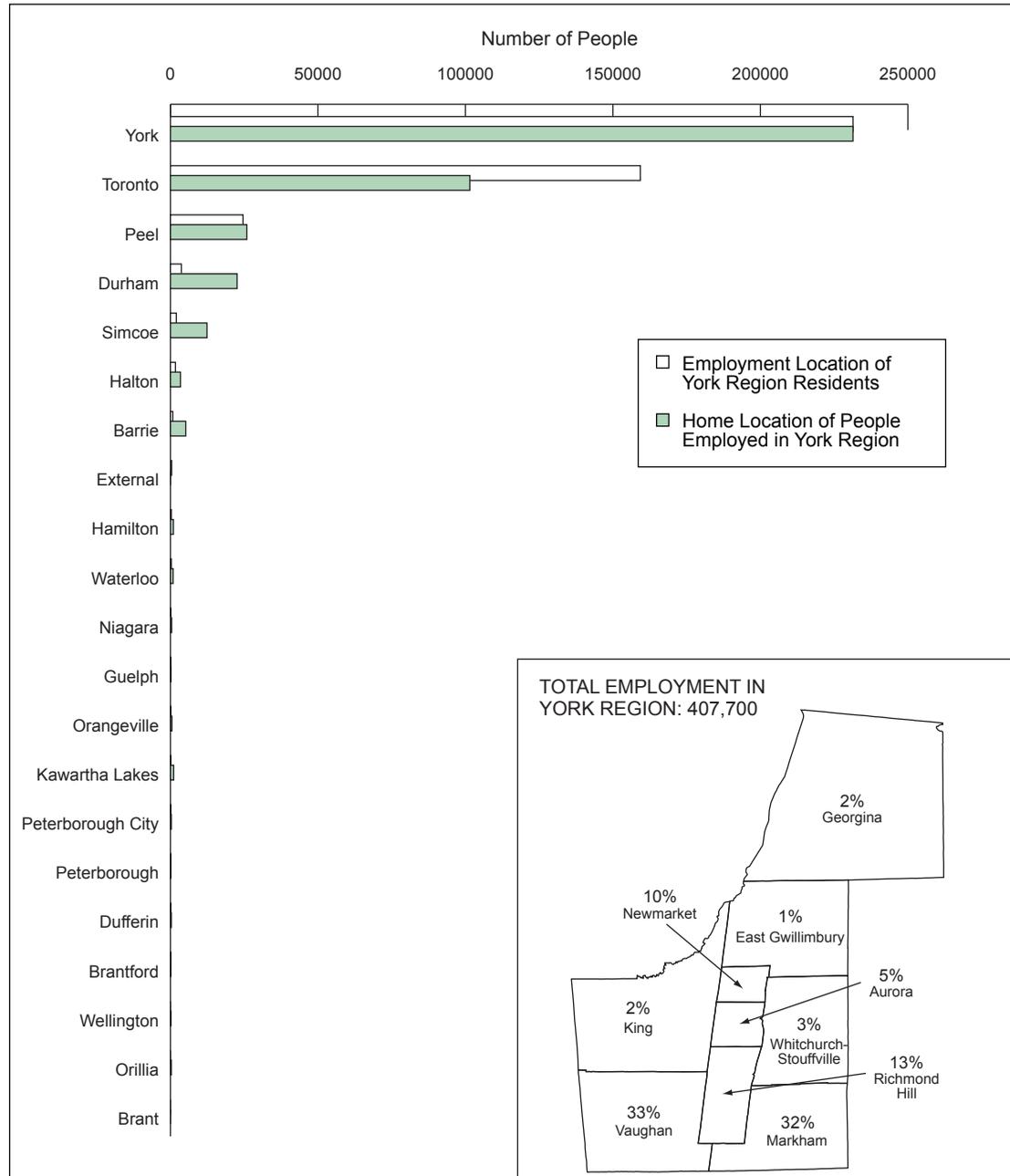


Area = 261,798 Hectares

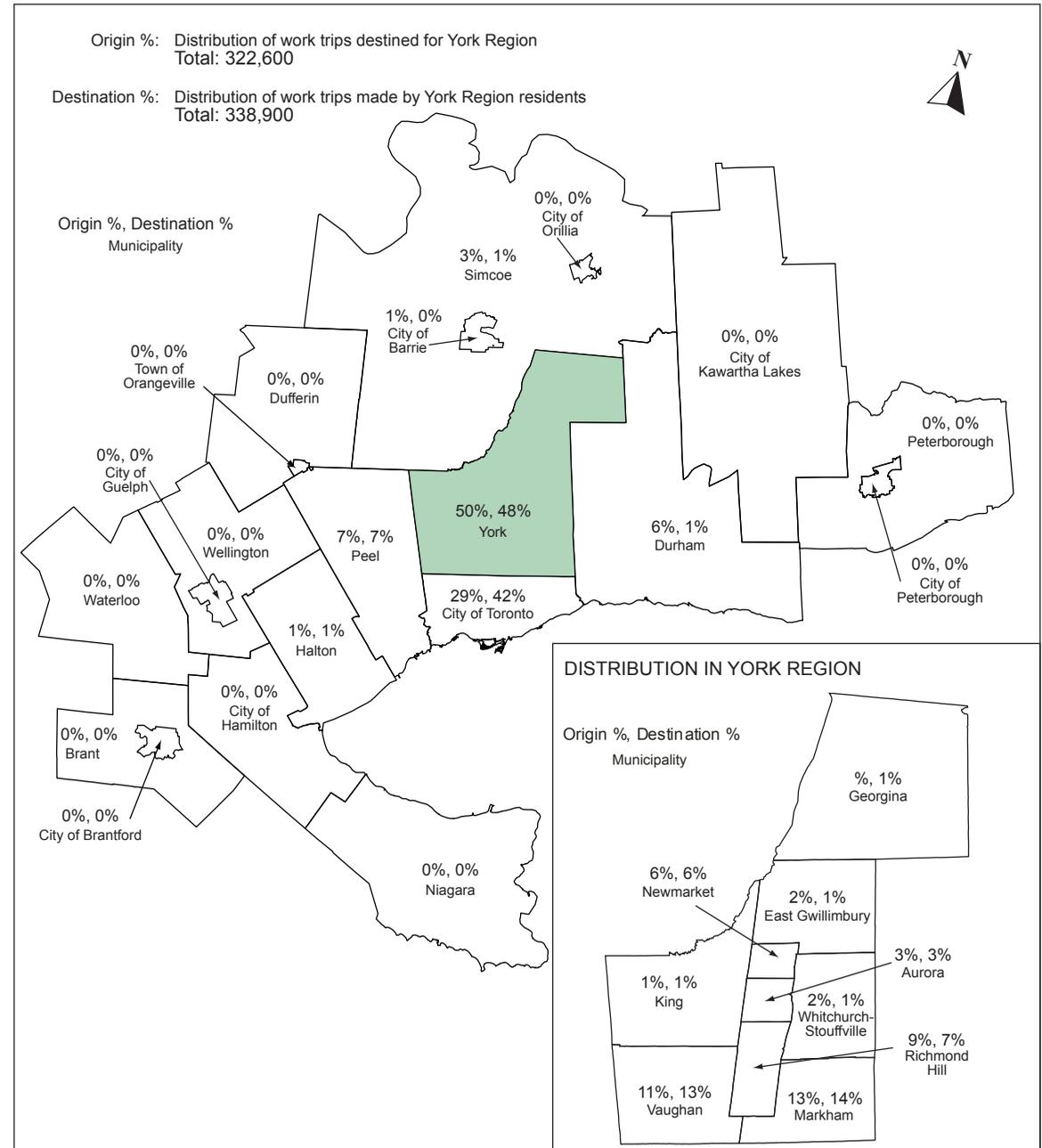


REGIONAL MUNICIPALITY OF YORK 2006 STATISTICS

EMPLOYMENT



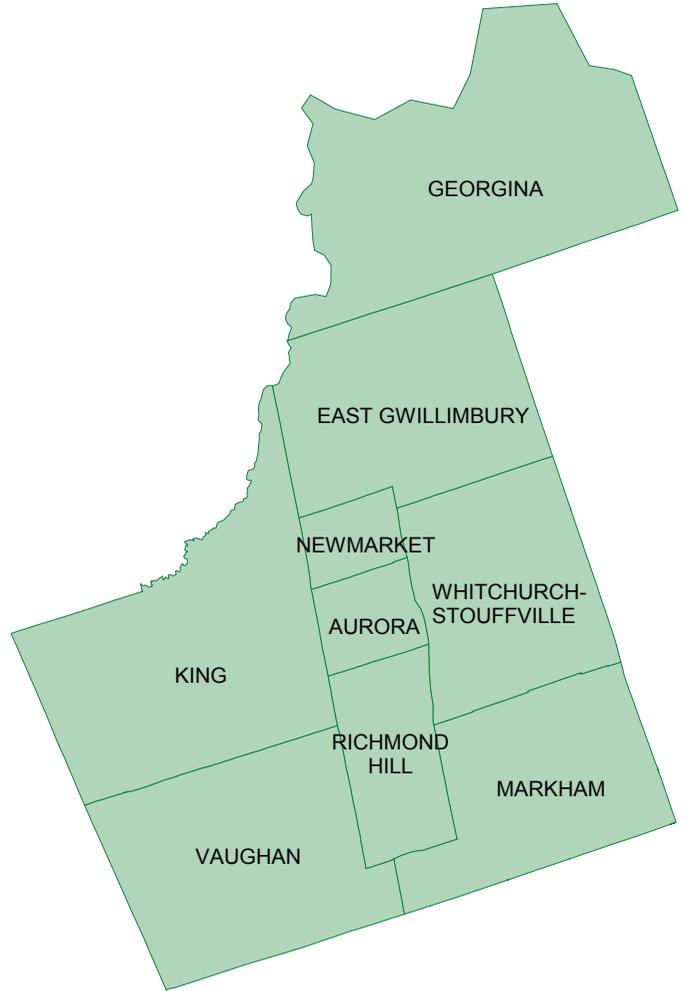
WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						275,700		
						227,700		
						178,200		
Dwelling Type	House	Townhouse		Apartment				
	81%	9%	9%					
	83%	7%	10%					
	83%	6%	12%					
Household Size (persons)	1	2	3	4	5+			
	11%	28%	21%	26%	15%			
	11%	26%	21%	27%	15%			
	12%	25%	20%	26%	17%			
No. of Available Vehicles	0	1	2	3	4+			
	4%	29%	50%	12%	4%			
	4%	27%	51%	13%	5%			
	4%	28%	51%	12%	4%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	3.1	1.7	2.1	1.8	6.7			
	3.2	1.8	2.2	1.9	7.2			
	3.2	1.6	2.1	1.8	6.8			

TOTAL POPULATION:		857,500							
		721,000							
		567,700							
Male	Population	418,800	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
		359,000	5%	71%	25%	45%	5%	5%	1%
		281,200	4%	70%	27%	48%	6%	3%	0%
Female	Population	438,700	6%	65%	24%	33%	10%	2%	1%
		361,900	4%	66%	25%	34%	12%	2%	1%
		286,500	3%	64%	26%	32%	11%	1%	0%
On survey day: Made work trip						88%	50%	35%	18%
						88%	50%	39%	20%
						87%	52%	38%	19%
Age	Median	39.0	0-10	11-15	16-25	26-45	46-64	65+	
		35.3	14%	8%	12%	28%	25%	12%	
		33.7	15%	8%	13%	33%	22%	9%	
			17%	8%	13%	35%	19%	8%	
Daily trips/Person (age 11+):			2.5						
			2.7						
			2.6						

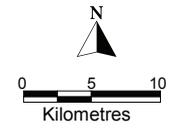


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF YORK REGION							Mode of Travel					
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	465,400	25.1%	46%	22%	21%	11%	65%	14%	7%	3%	6%	5%
	394,500	24.1%	49%	22%	19%	10%	66%	13%	6%	2%	6%	6%
	294,900	24.4%	50%	25%	16%	9%	65%	13%	7%	1%	7%	6%
24 hours	1,853,200		32%	13%	40%	16%	69%	17%	5%	1%	4%	3%
	1,636,000		32%	12%	39%	16%	71%	16%	4%	1%	4%	3%
	1,206,700		33%	14%	38%	15%	70%	16%	5%	1%	5%	3%
Percentage of trips made within district:			6-9 a.m. = 61%	24 hours = 64%			Median Trip Length (km)	6.7	4.4	15.7	26.5	
			59%	63%				6.9	4.5	16.2	26.5	
			59%	62%				7.1	4.3	15.8	26.4	

TRIPS TO YORK REGION							Mode of Travel					
Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			Work	School	Home	Other						
6 - 9 a.m.	419,300	23.4%	52%	21%	6%	20%	69%	15%	3%	*	7%	6%
	365,700	23.1%	56%	21%	4%	18%	70%	14%	3%	*	7%	6%
	281,900	23.7%	58%	23%	4%	15%	67%	14%	4%	0%	8%	7%
24 hours	1,788,900		18%	5%	43%	33%	71%	17%	4%	1%	5%	3%
	1,584,800		19%	5%	43%	33%	72%	17%	3%	1%	4%	3%
	1,187,400		19%	6%	43%	32%	71%	17%	4%	0%	5%	3%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



Area = 186,095 Hectares

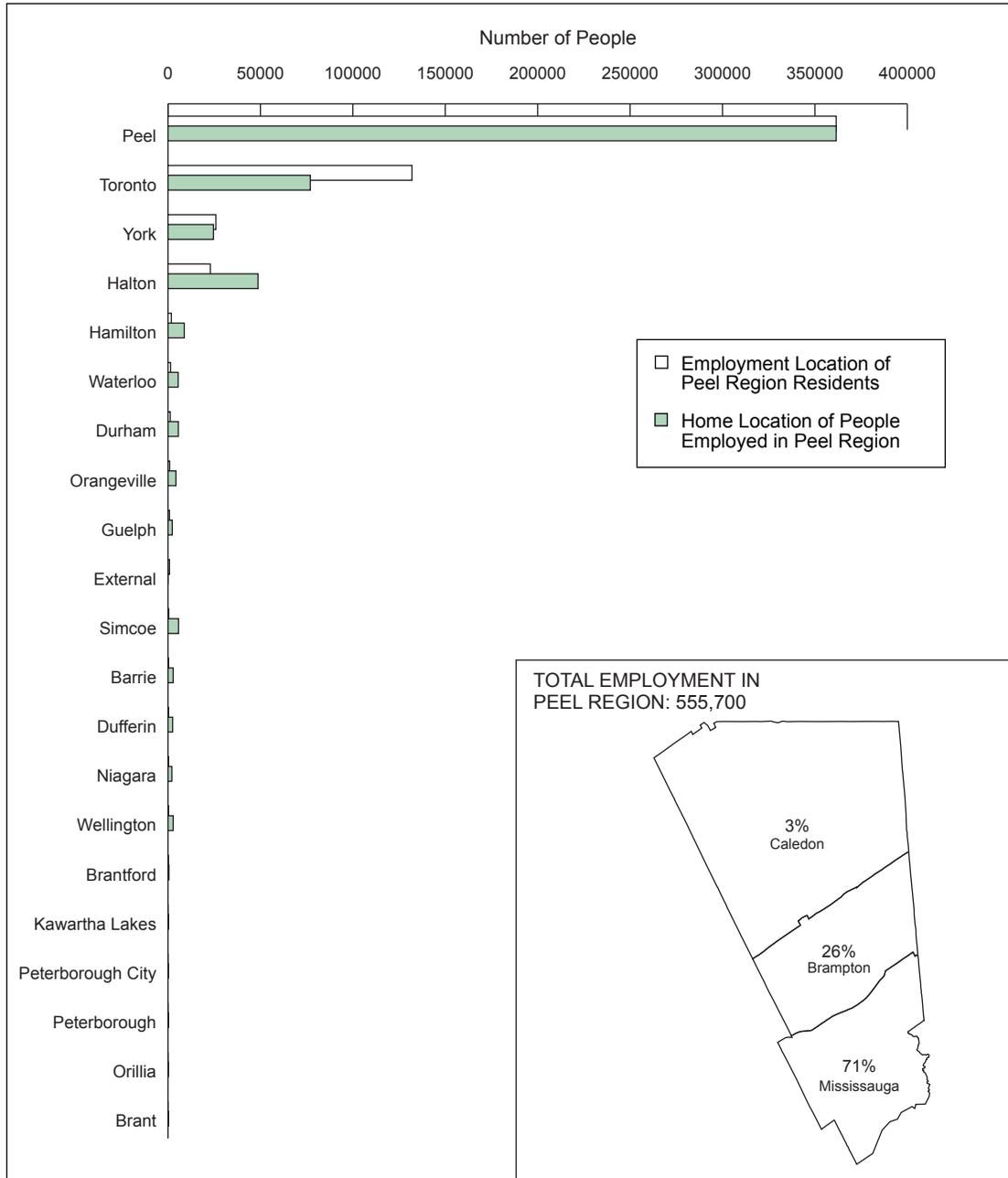


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 UNIVERSITY OF TORONTO

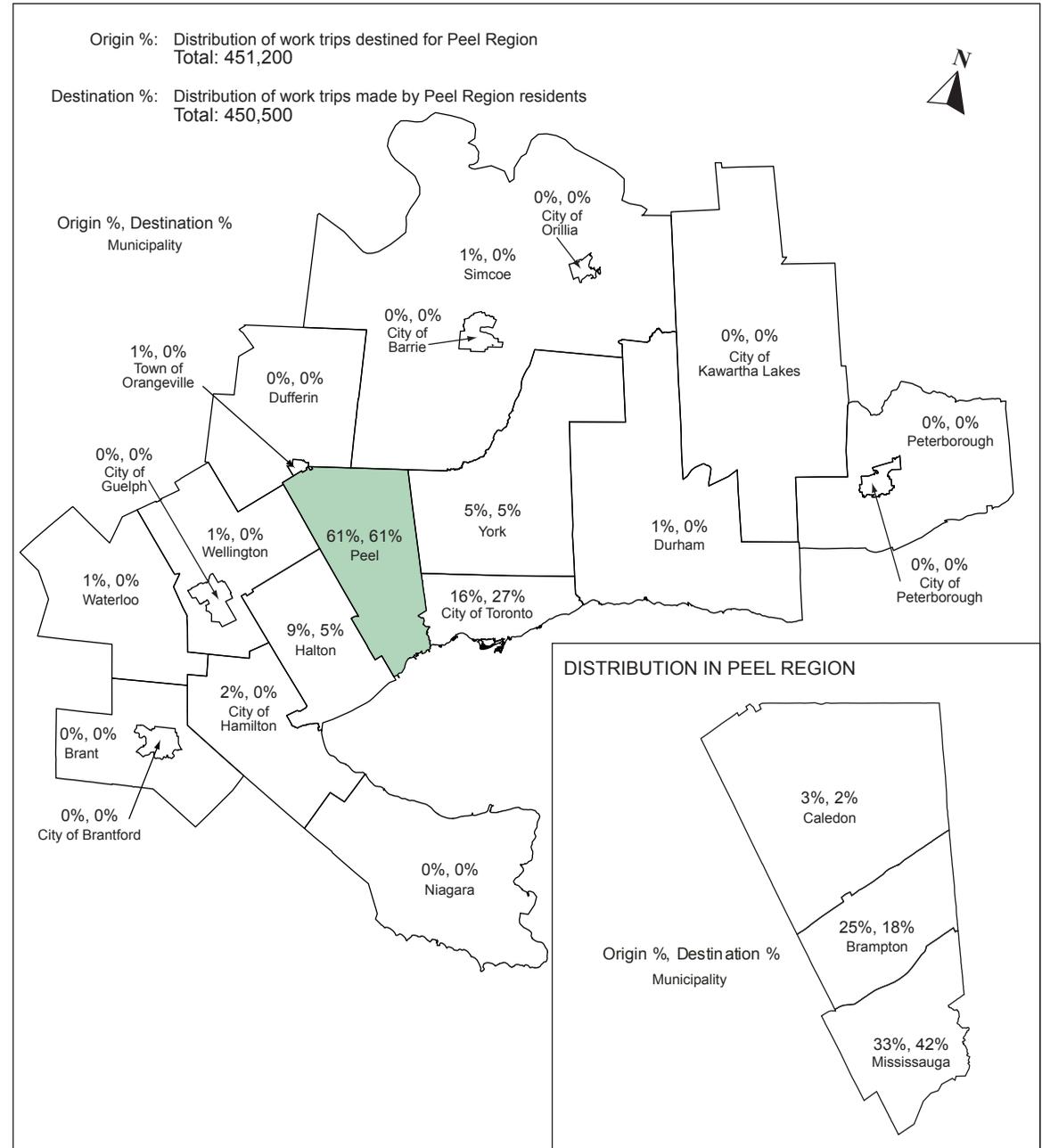
REGIONAL MUNICIPALITY OF PEEL

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

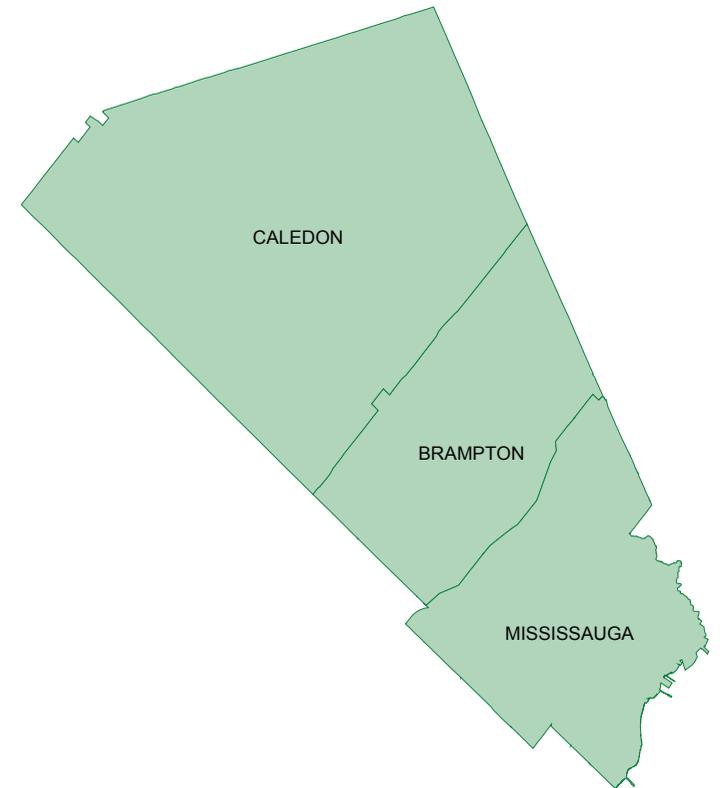


REGIONAL MUNICIPALITY OF PEEL

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						359,000		308,600		266,500	
Dwelling Type	House	Townhouse		Apartment							
	70%	11%	19%								
	68%	8%	24%								
	64%	10%	26%								
Household Size (persons)	1	2	3	4	5+						
	13%	27%	20%	24%	16%						
	14%	27%	20%	24%	16%						
	14%	28%	20%	24%	15%						
No. of Available Vehicles	0	1	2	3	4+						
	6%	37%	43%	10%	3%						
	6%	36%	44%	11%	3%						
	7%	37%	44%	9%	3%						
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day						
	3.1	1.7	2.0	1.7	6.5						
	3.1	1.7	2.0	1.7	6.6						
	3.0	1.6	1.9	1.6	6.3						

TOTAL POPULATION:		1,119,100		954,200		812,500		
Male	Population	548,300	472,500	404,500				
	Transit Pass	5%	4%	4%				
	Licensed Drivers	68%	68%	67%				
Female	Population	570,900	481,700	408,000				
	Transit Pass	6%	5%	5%				
	Licensed Drivers	59%	60%	59%				
On survey day: Made work trip					87%	53%	39%	22%
					87%	53%	41%	23%
					88%	56%	43%	24%
Age	Median	36.3	33.9	32.1				
	0-10	15%	16%	17%				
	11-15	8%	7%	7%				
	16-25	12%	13%	13%				
	26-45	30%	34%	37%				
Daily trips/Person (age 11+):		2.5	2.6	2.5				
					6-64	65+		
					23%	11%		
					20%	8%		
					18%	7%		

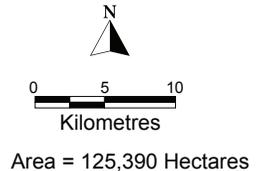


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF PEEL REGION							Mode of Travel					
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	595,000	25.4%	47%	22%	20%	11%	63%	15%	6%	4%	8%	5%
	514,200	25.1%	51%	22%	18%	10%	65%	14%	6%	3%	8%	5%
	420,400	25.0%	54%	22%	15%	8%	64%	14%	6%	3%	8%	5%
24 hours	2,340,500		34%	13%	38%	15%	67%	17%	6%	2%	5%	3%
	2,045,800		35%	12%	38%	15%	69%	16%	5%	2%	5%	3%
	1,684,700		37%	13%	37%	14%	69%	16%	5%	2%	5%	3%
Percentage of trips made within district: 6-9 a.m. =			72%	24 hours =			73%	Median Trip Length (km)				
			70%				72%	6.6	4.5	7.8	27.1	
			66%				69%	6.9	4.6	6.9	26.6	
								7.0	4.5	6.8	26.1	

TRIPS TO PEEL REGION							Mode of Travel					
Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			Work	School	Home	Other						
6 - 9 a.m.	572,300	24.9%	53%	22%	6%	19%	68%	15%	4%	0%	8%	5%
	490,900	24.4%	56%	21%	5%	17%	68%	14%	5%	0%	8%	5%
	386,400	23.7%	58%	23%	4%	15%	67%	14%	5%	0%	9%	5%
24 hours	2,300,300		20%	6%	43%	31%	69%	17%	5%	1%	5%	3%
	2,010,700		20%	6%	43%	31%	70%	16%	5%	1%	5%	3%
	1,632,400		20%	6%	44%	30%	70%	16%	5%	1%	6%	3%

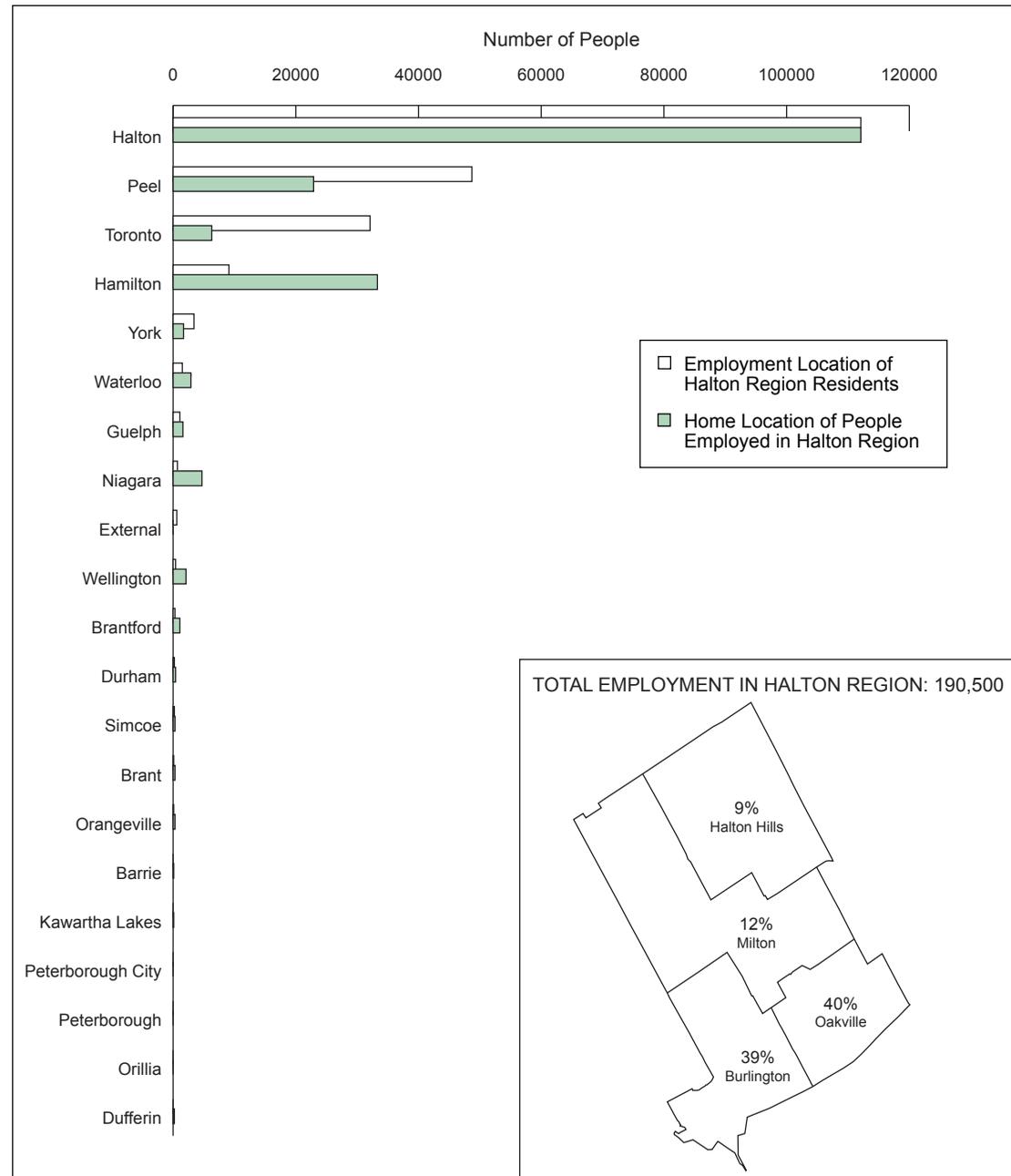
LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



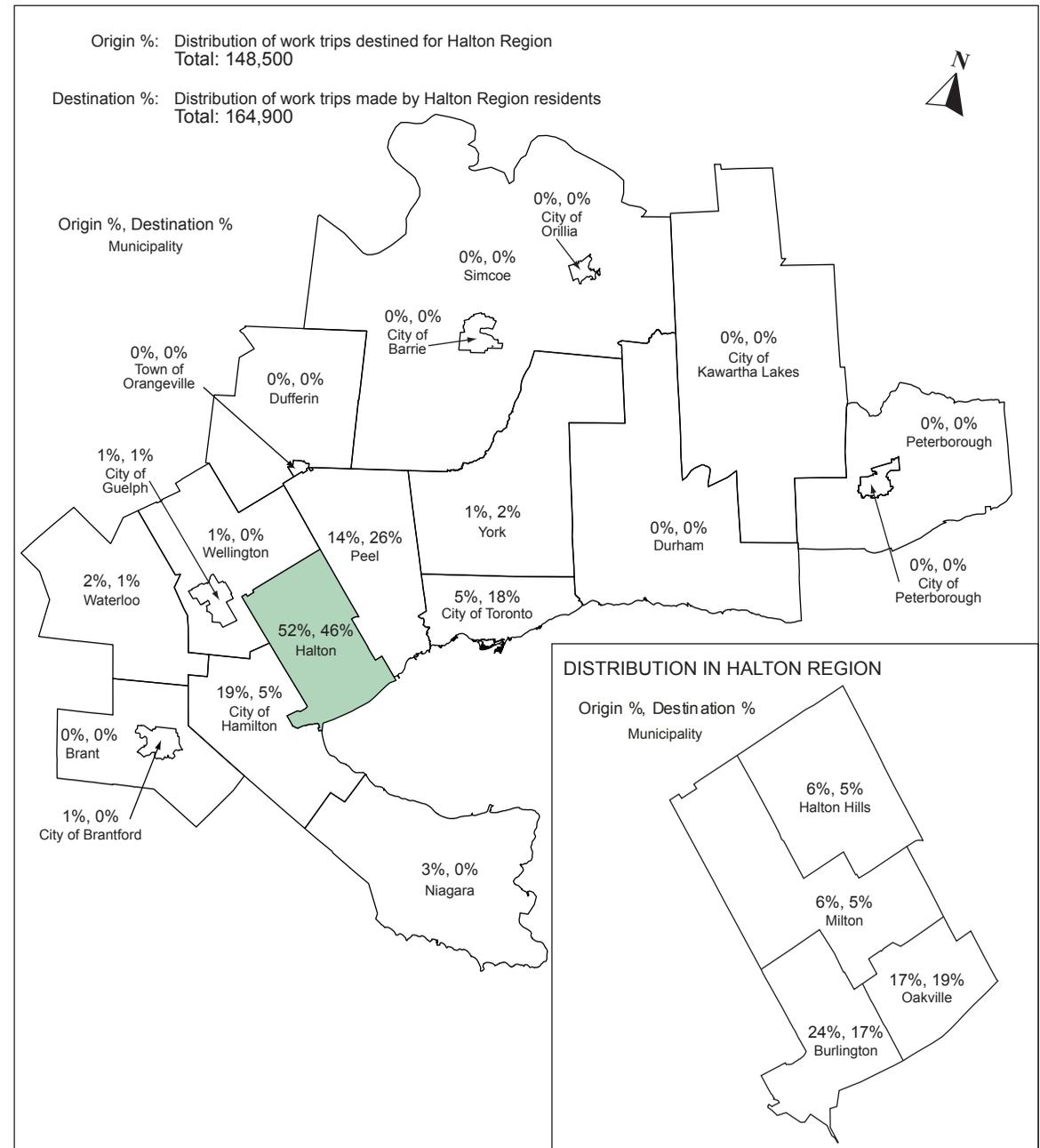
REGIONAL MUNICIPALITY OF HALTON

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

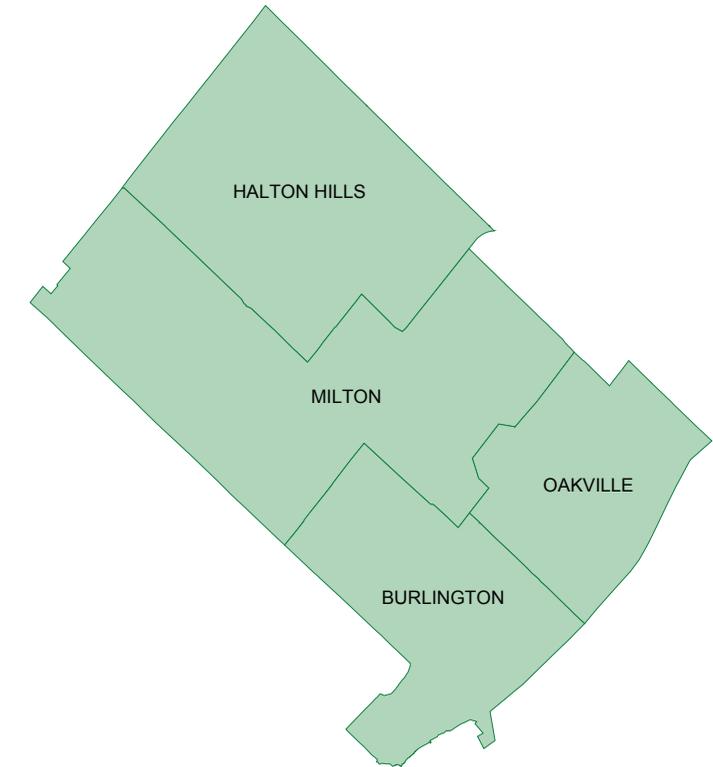


REGIONAL MUNICIPALITY OF HALTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		156,900 133,600 118,400			
Dwelling Type	House	Townhouse	Apartment		
	71%	13%	16%		
	73%	9%	18%		
	71%	10%	20%		
Household Size (persons)	1	2	3	4	5+
	17%	36%	19%	19%	9%
	18%	35%	18%	20%	9%
	18%	32%	19%	21%	11%
No. of Available Vehicles	0	1	2	3	4+
	5%	31%	51%	10%	3%
	5%	33%	49%	10%	3%
	6%	34%	48%	10%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.5	1.9	1.8	6.3
	2.7	1.5	1.9	1.7	6.6
	2.8	1.5	1.9	1.7	6.4

TOTAL POPULATION:		422,700 364,100 328,300						
Male	Population	Transit Pass	Licensed Drivers	Student	Employment Status			
	204,800	5%	72%	22%	Full time	Part time	Work at Home	
	178,100	4%	72%	23%	45%	6%	5%	1%
	161,000	4%	70%	25%	48%	5%	3%	1%
Female	Population	Transit Pass	Licensed Drivers	Student	Employment Status			
	217,900	5%	69%	21%	Full time	Part time	Work at Home	
	186,000	4%	68%	22%	32%	11%	3%	1%
	167,300	4%	67%	23%	32%	12%	2%	1%
On survey day: Made work trip					87%	53%	39%	21%
					86%	50%	41%	17%
					87%	53%	40%	17%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	39.9	14%	7%	9%	28%	25%	15%	
	37.6	15%	7%	10%	32%	22%	13%	
	34.8	16%	7%	11%	35%	20%	10%	
Daily trips/Person (age 11+):		2.7						
		2.8						
		2.8						

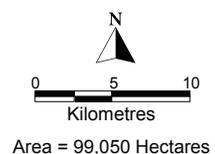


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF HALTON REGION												
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	223,200	22.6%	48%	19%	22%	10%	69%	12%	1%	6%	7%	5%
	191,100	21.8%	50%	20%	20%	9%	68%	12%	1%	6%	7%	5%
	169,200	22.4%	54%	21%	16%	8%	68%	12%	2%	5%	8%	6%
24 hours	989,500		29%	10%	44%	17%	73%	16%	1%	3%	5%	3%
	877,400		29%	10%	44%	17%	74%	15%	1%	3%	4%	3%
	754,600		32%	11%	42%	16%	73%	16%	1%	2%	5%	3%
Percentage of trips made within district:			6-9 a.m. = 63%	24 hours = 68%			Median Trip Length (km)	5.4	3.8	4.3	38.1	
			61%	67%			5.3	3.7	3.9	37.3		
			61%	68%			5.2	3.8	3.7	36.0		

TRIPS TO HALTON REGION												
Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	201,300	21.0%	50%	21%	6%	23%	71%	14%	2%	0%	8%	5%
	172,200	20.3%	51%	23%	5%	21%	71%	14%	1%	0%	8%	5%
	146,000	20.0%	53%	24%	5%	18%	69%	13%	2%	0%	9%	6%
24 hours	960,600		15%	5%	42%	37%	74%	16%	1%	2%	5%	2%
	849,900		15%	5%	43%	37%	74%	16%	1%	2%	4%	3%
	728,300		16%	6%	44%	35%	73%	17%	1%	1%	5%	3%

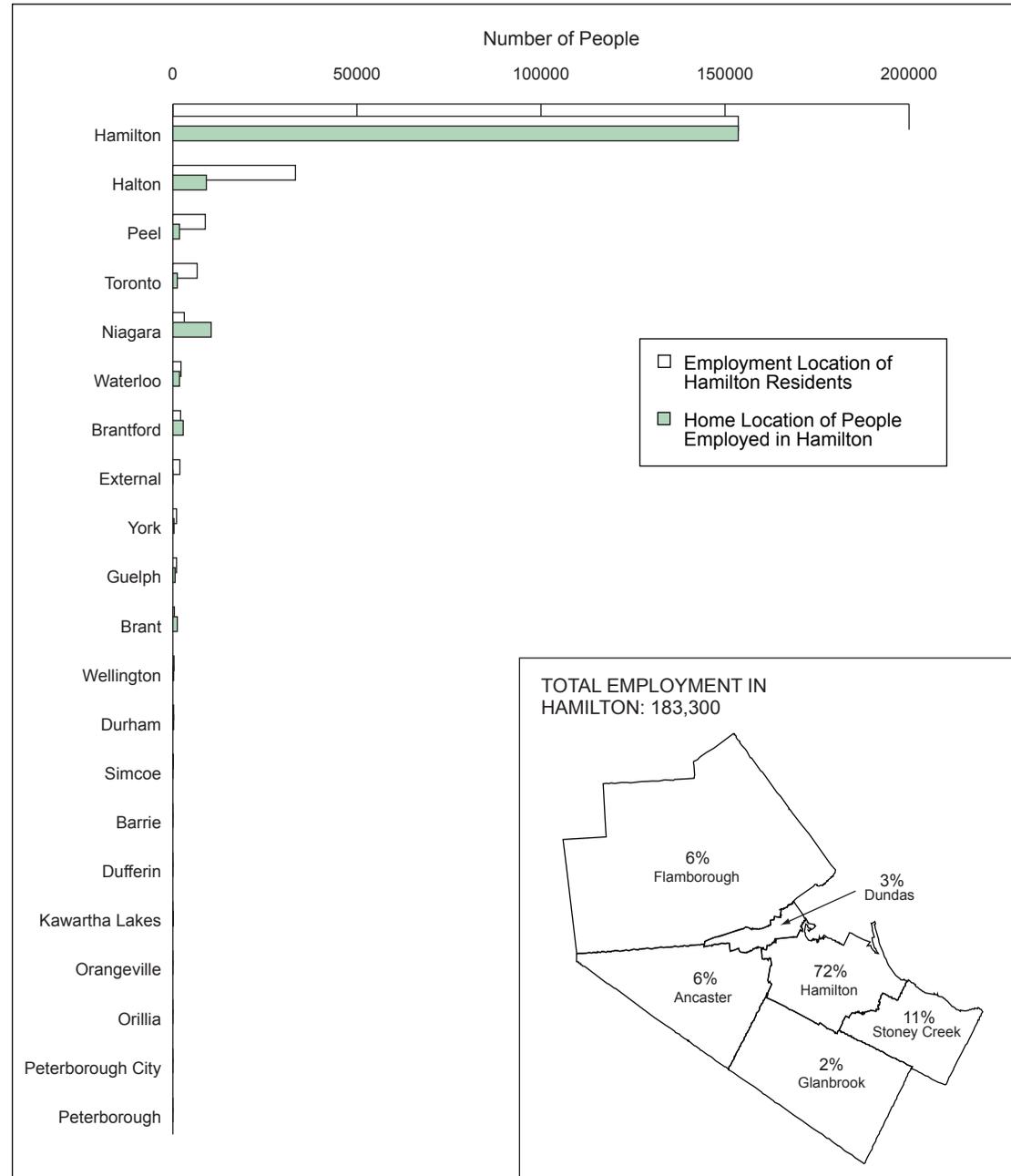
LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



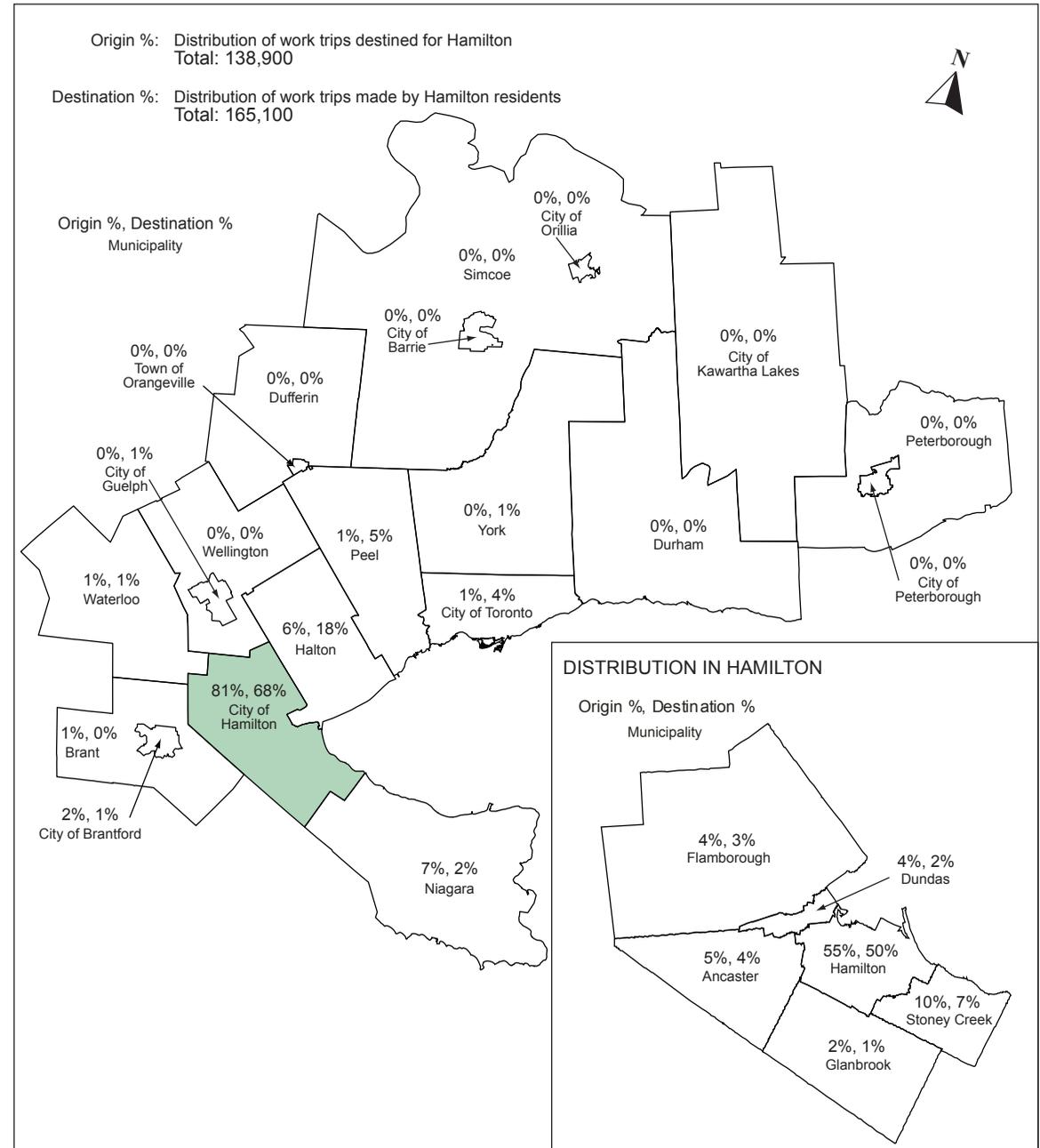
CITY OF HAMILTON

2006 STATISTICS

EMPLOYMENT



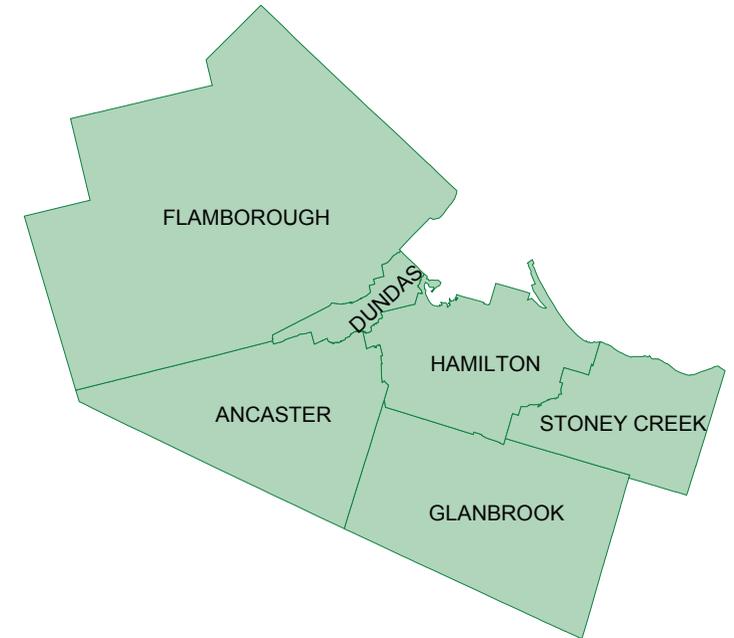
WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						194,500	188,900	179,100
Dwelling Type	House	Townhouse		Apartment				
	68%	8%	24%					
	69%	5%	26%					
Household Size (persons)	1	2	3	4	5+			
	25%	35%	16%	15%	9%			
	24%	33%	16%	16%	10%			
No. of Available Vehicles	0	1	2	3	4+			
	16%	41%	34%	7%	2%			
	15%	41%	35%	7%	2%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.5	1.2	1.6	1.4	5.4			
	2.6	1.3	1.7	1.4	5.7			
	2.6	1.2	1.6	1.4	5.4			

TOTAL POPULATION:		487,100	485,900	462,000			
Male	Population	236,800	237,400	226,100			
	Transit Pass	6%	4%	5%			
	Licensed Drivers	69%	70%	69%			
Female	Population	250,300	248,600	235,900			
	Transit Pass	7%	6%	7%			
	Licensed Drivers	61%	61%	58%			
Employment Status		Student	Full time	Part time	Work at Home F/T	P/T	
On survey day: Made work trip		84%	84%	85%	54%	41%	17%
Age	Median	41.1	37.8	34.4			
	0-10	12%	13%	15%			
	11-15	7%	7%	6%			
Daily trips/Person (age 11+):	16-25	12%	13%	13%			
	26-45	26%	29%	33%			
	46-64	24%	21%	18%			
65+	18%	16%	13%				

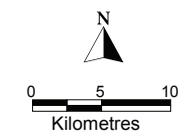


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON												
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	221,000	21.0%	46%	24%	20%	9%	63%	12%	7%	1%	10%	6%
	222,200	20.8%	50%	24%	18%	9%	64%	12%	6%	1%	11%	6%
	194,600	20.0%	52%	25%	16%	7%	63%	13%	7%	1%	12%	5%
24 hours	1,054,300		28%	12%	44%	16%	67%	17%	7%	0%	6%	3%
	1,070,000		29%	12%	43%	16%	68%	17%	5%	1%	6%	3%
	972,500		30%	12%	43%	15%	66%	18%	6%	0%	7%	3%
Percentage of trips made within district:			6-9 a.m. = 79%	24 hours = 80%	Median Trip Length (km)	5.2	4.3	4.0	60.2			
			80%	81%	5.0	5.0	3.9	3.5	59.7			
			82%	82%	4.9	4.9	3.9	3.7	59.1			

TRIPS TO CITY OF HAMILTON												
Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	205,000	20.3%	45%	27%	6%	21%	62%	12%	8%	0%	11%	7%
	199,500	19.7%	47%	28%	6%	19%	62%	13%	6%	0%	12%	7%
	181,900	19.5%	52%	27%	5%	16%	62%	13%	7%	0%	13%	6%
24 hours	1,009,700		14%	7%	44%	36%	66%	17%	7%	0%	6%	3%
	1,014,600		14%	7%	44%	35%	67%	17%	6%	0%	7%	3%
	934,100		15%	7%	44%	34%	66%	18%	6%	0%	7%	3%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



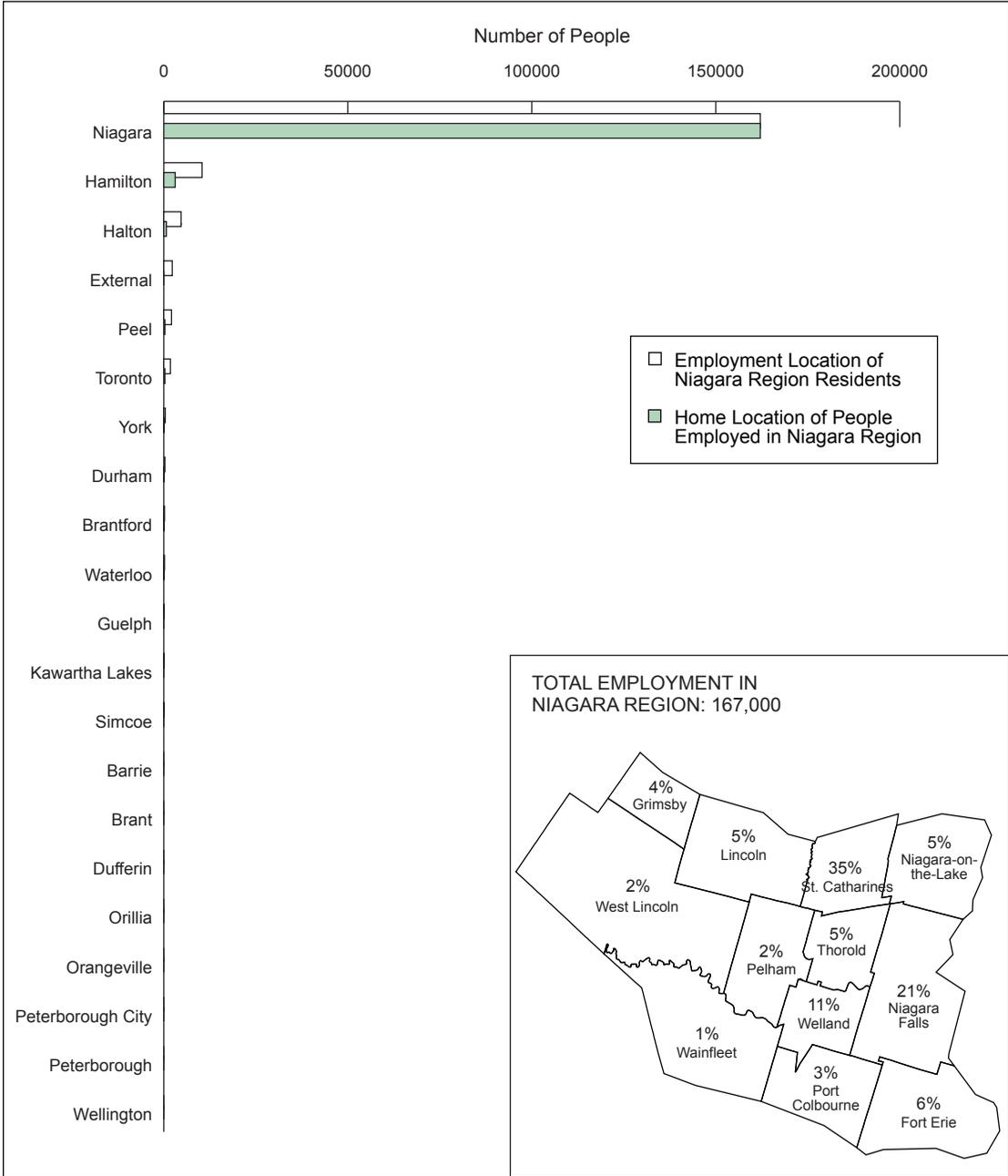
Area = 112,674 Hectares



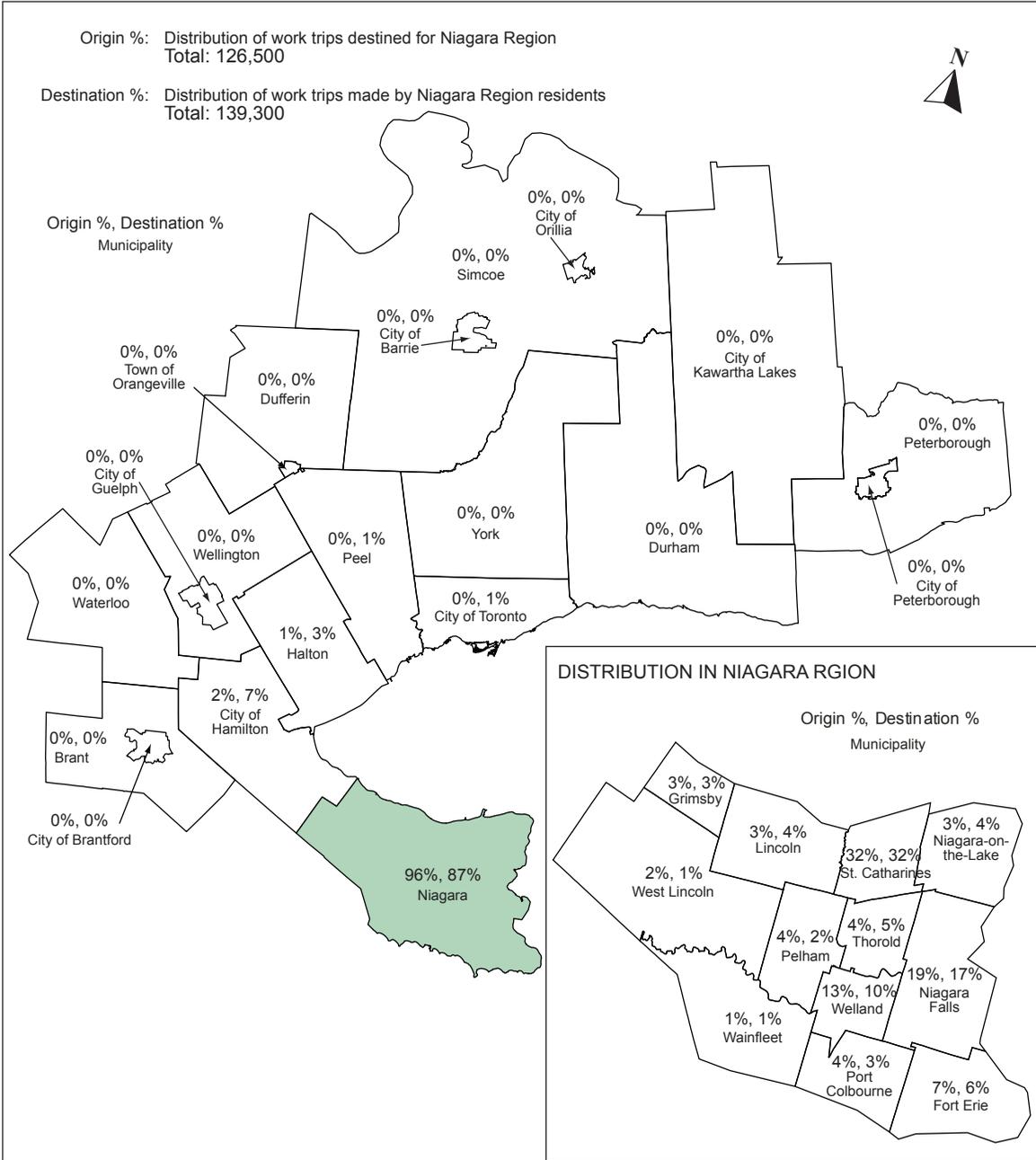
REGIONAL MUNICIPALITY OF NIAGARA

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

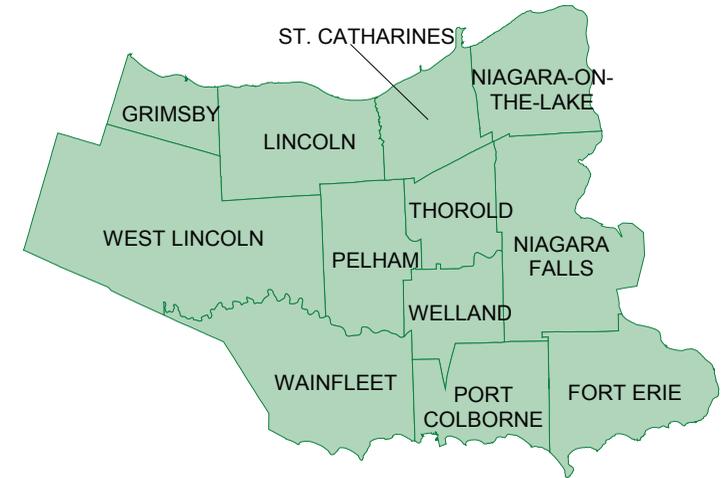


REGIONAL MUNICIPALITY OF NIAGARA

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	169,400	162,400	156,600		
Dwelling Type	House	Townhouse	Apartment		
	81%	5%	14%		
	79%	5%	17%		
	77%	4%	19%		
Household Size (persons)	1	2	3	4	5+
	23%	40%	16%	14%	7%
	23%	38%	16%	15%	9%
	22%	37%	17%	16%	9%
No. of Available Vehicles	0	1	2	3	4+
	8%	40%	40%	9%	3%
	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	6.1
	2.5	1.2	1.8	1.6	6.2
	2.6	1.2	1.7	1.5	5.7

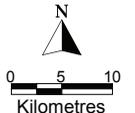
TOTAL POPULATION:	418,800	411,200	401,700					
	Population	Transit Pass	Licensed Drivers	Student	Employment Status			
					Full time	Part time	Work at Home F/T	P/T
Male	201,700	2%	74%	22%	40%	6%	4%	1%
	199,100	1%	72%	23%	42%	6%	3%	0%
	196,800	1%	71%	25%	40%	6%	2%	0%
Female	217,100	3%	69%	21%	27%	13%	2%	1%
	212,000	2%	67%	21%	26%	14%	1%	1%
	204,900	2%	65%	23%	24%	14%	1%	1%
	On survey day:	Made work trip			84%	50%	38%	21%
					83%	52%	35%	13%
					83%	51%	36%	18%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	43.1	11%	7%	11%	24%	26%	19%	
	38.4	14%	7%	12%	28%	21%	17%	
	35.6	15%	6%	13%	31%	19%	15%	
Daily trips/Person (age 11+):		2.8						
		2.8						
		2.6						



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF NIAGARA REGION												
Time Period	Trip Purpose Category						Mode of Travel					
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	201,700	19.6%	44%	22%	23%	12%	70%	13%	2%	0%	6%	9%
	185,600	18.5%	47%	24%	21%	9%	70%	12%	2%	0%	8%	9%
	167,500	18.6%	50%	25%	17%	7%	68%	13%	2%	0%	8%	9%
24 hours	1,028,000		24%	10%	47%	19%	73%	18%	2%	0%	4%	4%
	1,004,100		25%	10%	47%	18%	73%	18%	1%	0%	4%	4%
	899,600		26%	11%	46%	17%	72%	18%	2%	0%	4%	3%
Percentage of trips made within district:			6-9 a.m. = 90%	24 hours = 91%			Median Trip Length (km)	4.0	3.4	3.3	59.9	
			91%	92%				3.9	3.4	3.5	55.3	
			91%	91%				4.1	3.5	3.6	52.7	

TRIPS TO NIAGARA REGION												
Time Period	Destination Purpose						Mode of Travel					
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	188,700	18.9%	45%	24%	7%	24%	69%	13%	2%	*	7%	9%
	175,300	17.9%	48%	25%	7%	21%	69%	12%	2%	*	8%	9%
	157,500	18.1%	50%	28%	6%	17%	67%	13%	2%	*	9%	9%
24 hours	998,100		13%	5%	42%	40%	72%	18%	2%	0%	4%	4%
	977,700		13%	5%	42%	40%	73%	18%	1%	0%	4%	4%
	869,500		14%	6%	43%	37%	72%	18%	2%	0%	4%	4%



Area = 189,383 Hectares

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS

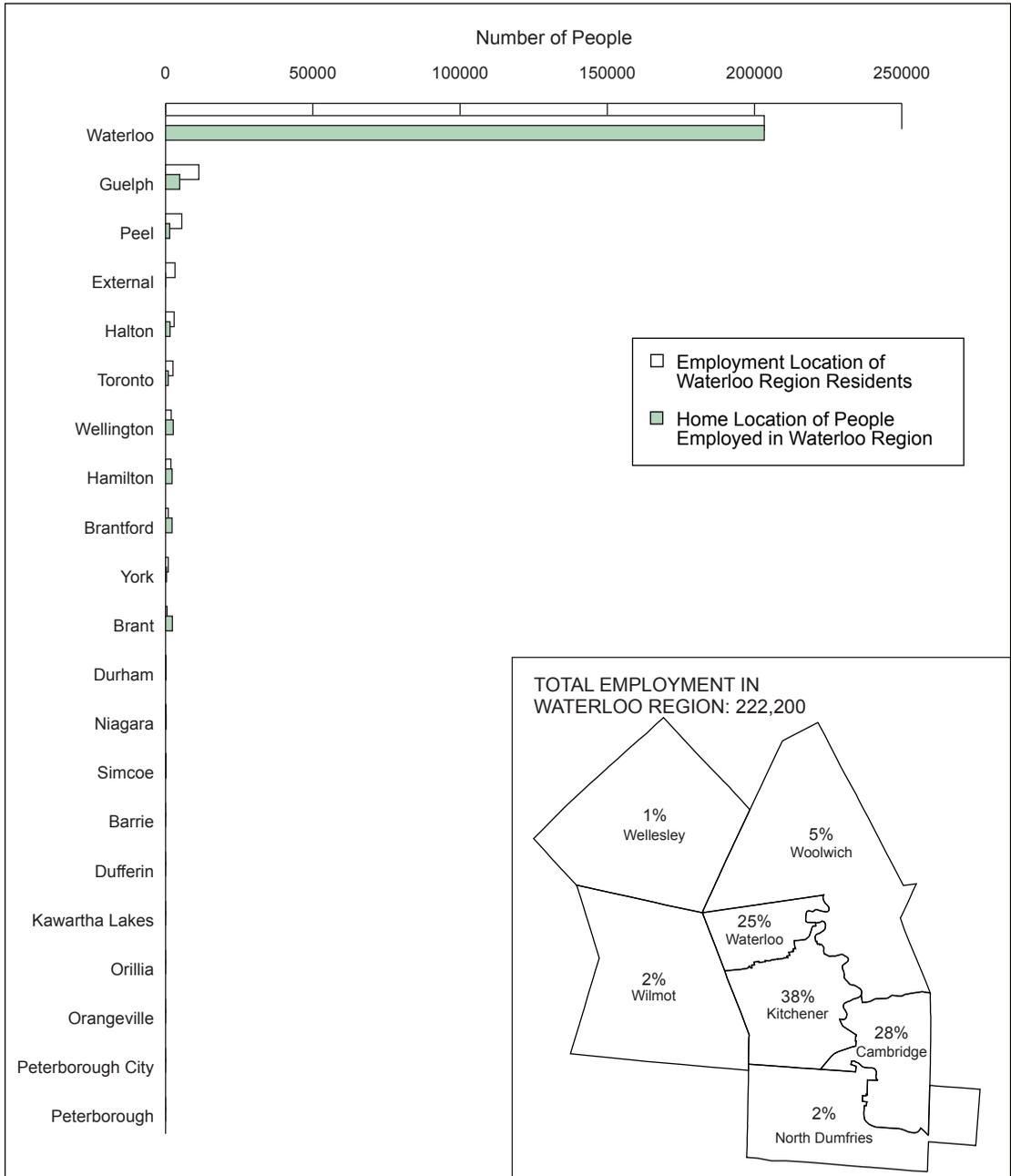


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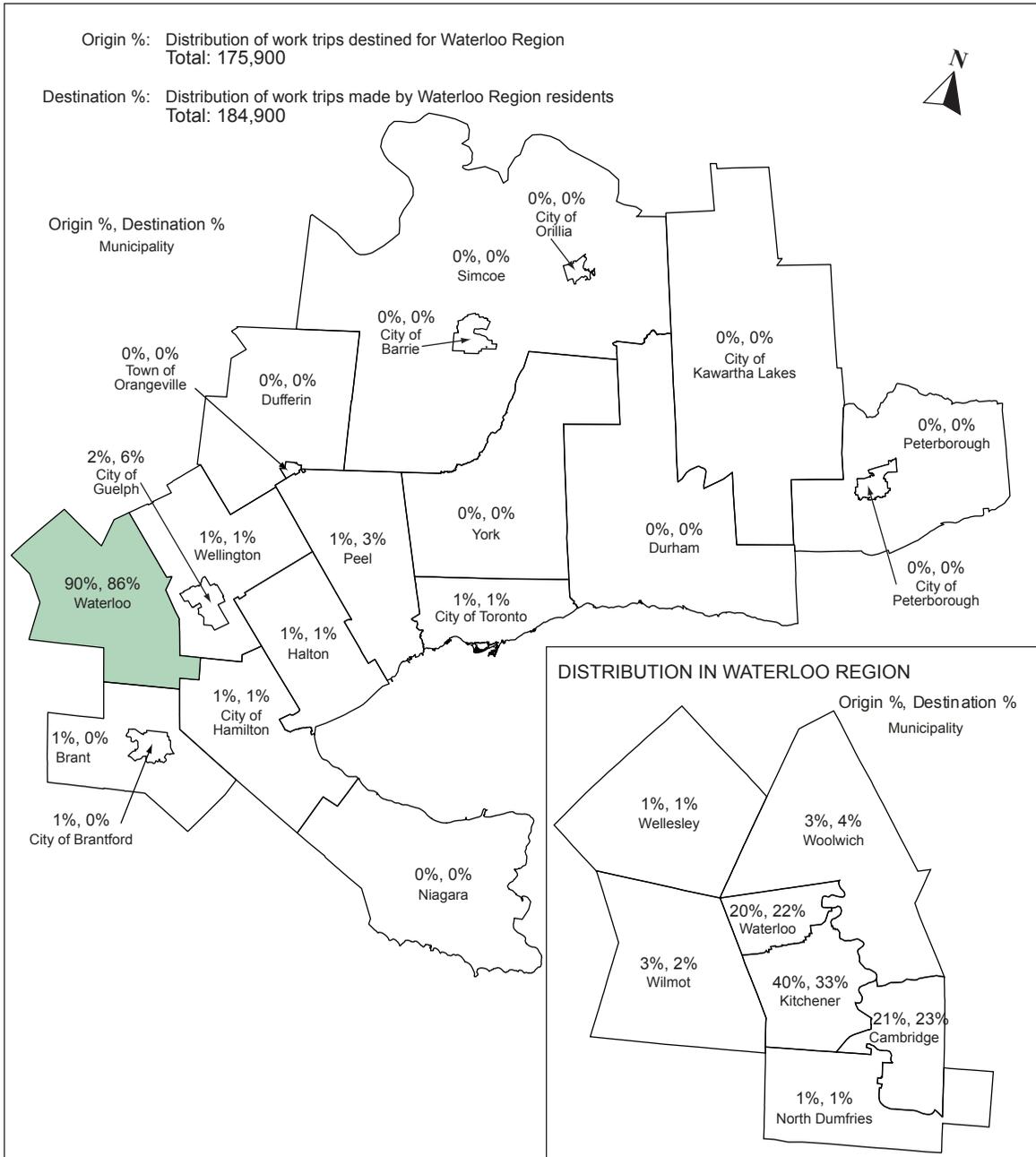
REGIONAL MUNICIPALITY OF WATERLOO

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

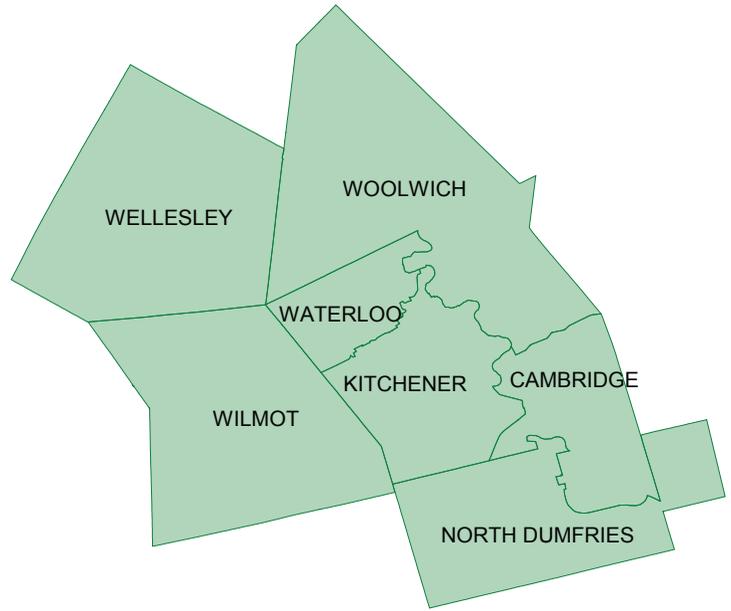


REGIONAL MUNICIPALITY OF WATERLOO

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		178,000 n/a 148,900			
Dwelling Type	House	Townhouse	Apartment		
	74% n/a 66%	8% n/a 8%	18% n/a 26%		
Household Size (persons)	1	2	3	4	5+
	19% n/a 20%	35% n/a 33%	18% n/a 18%	19% n/a 18%	9% n/a 11%
No. of Available Vehicles	0	1	2	3	4+
	8% n/a 10%	39% n/a 41%	42% n/a 40%	8% n/a 8%	2% n/a 2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7 n/a 2.7	1.5 n/a 1.4	1.8 n/a 1.8	1.6 n/a 1.5	6.4 n/a 6.6

TOTAL POPULATION:		476,400 n/a 402,200						
Male	Population	Transit Pass	Licensed Drivers	Student	Employment Status			
	232,400 n/a 197,900	4% n/a 2%	71% n/a 70%	24% n/a 27%	Full time	Part time	Work at Home F/T	P/T
Female	Population	Transit Pass	Licensed Drivers	Student	46% n/a 45%	6% n/a 6%	3% n/a 2%	1% n/a 0%
	244,100 n/a 204,200	4% n/a 3%	66% n/a 63%	23% n/a 26%	31% n/a 29%	13% n/a 13%	2% n/a 1%	1% n/a 1%
On survey day: Made work trip					86% n/a 87%	52% n/a 54%	38% n/a 34%	16% n/a 17%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	37.3 n/a 32.2	14% n/a 16%	7% n/a 7%	12% n/a 15%	29% n/a 33%	23% n/a 17%	13% n/a 10%	
Daily trips/Person (age 11+):		2.8 n/a 2.9						

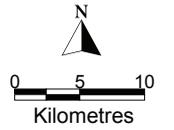


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF WATERLOO REGION							Mode of Travel						
Time Period	Trip Purpose Category						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other	
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB							
6 - 9 a.m.	249,200 n/a 202,200	22.0% n/a 20.5%	46% n/a 48%	21% n/a 24%	21% n/a 18%	12% n/a 10%	68% n/a 67%	14% n/a 14%	4% n/a 4%	* n/a *	9% n/a 10%	5% n/a 5%	
24 hours	1,130,300 n/a 987,900		29% n/a 28%	11% n/a 12%	41% n/a 43%	19% n/a 18%	71% n/a 70%	17% n/a 18%	3% n/a 3%	0% n/a *	6% n/a 7%	2% n/a 2%	
Percentage of trips made within district: 6-9 a.m. = 89% n/a 91%							24 hours = 90% n/a 92%		Median Trip Length (km)	4.3 n/a 3.9	3.4 n/a 3.3	3.5 n/a 3.7	94.1 n/a *

TRIPS TO WATERLOO REGION							Mode of Travel					
Time Period	Destination Purpose						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	241,700 n/a 194,400	21.7% n/a 20.0%	49% n/a 52%	23% n/a 26%	6% n/a 5%	22% n/a 18%	68% n/a 66%	14% n/a 14%	4% n/a 4%	* n/a *	9% n/a 10%	5% n/a 5%
24 hours	1,114,400 n/a 970,100		16% n/a 15%	6% n/a 7%	41% n/a 42%	37% n/a 37%	70% n/a 69%	18% n/a 18%	3% n/a 3%	* n/a *	6% n/a 7%	2% n/a 2%

LEGEND
2006 TTS
2001 TTS
1996 TTS

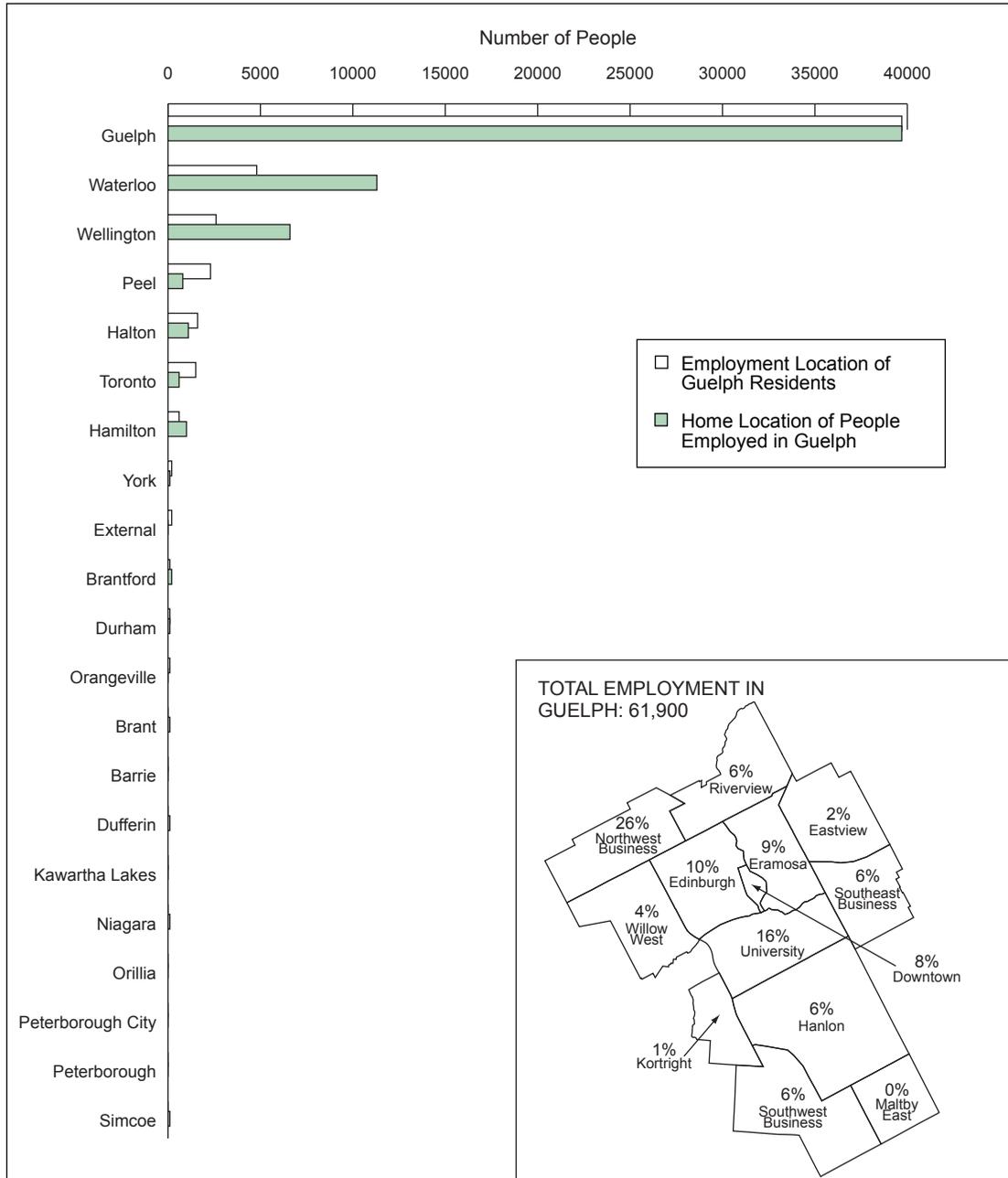


Area = 138,200 Hectares

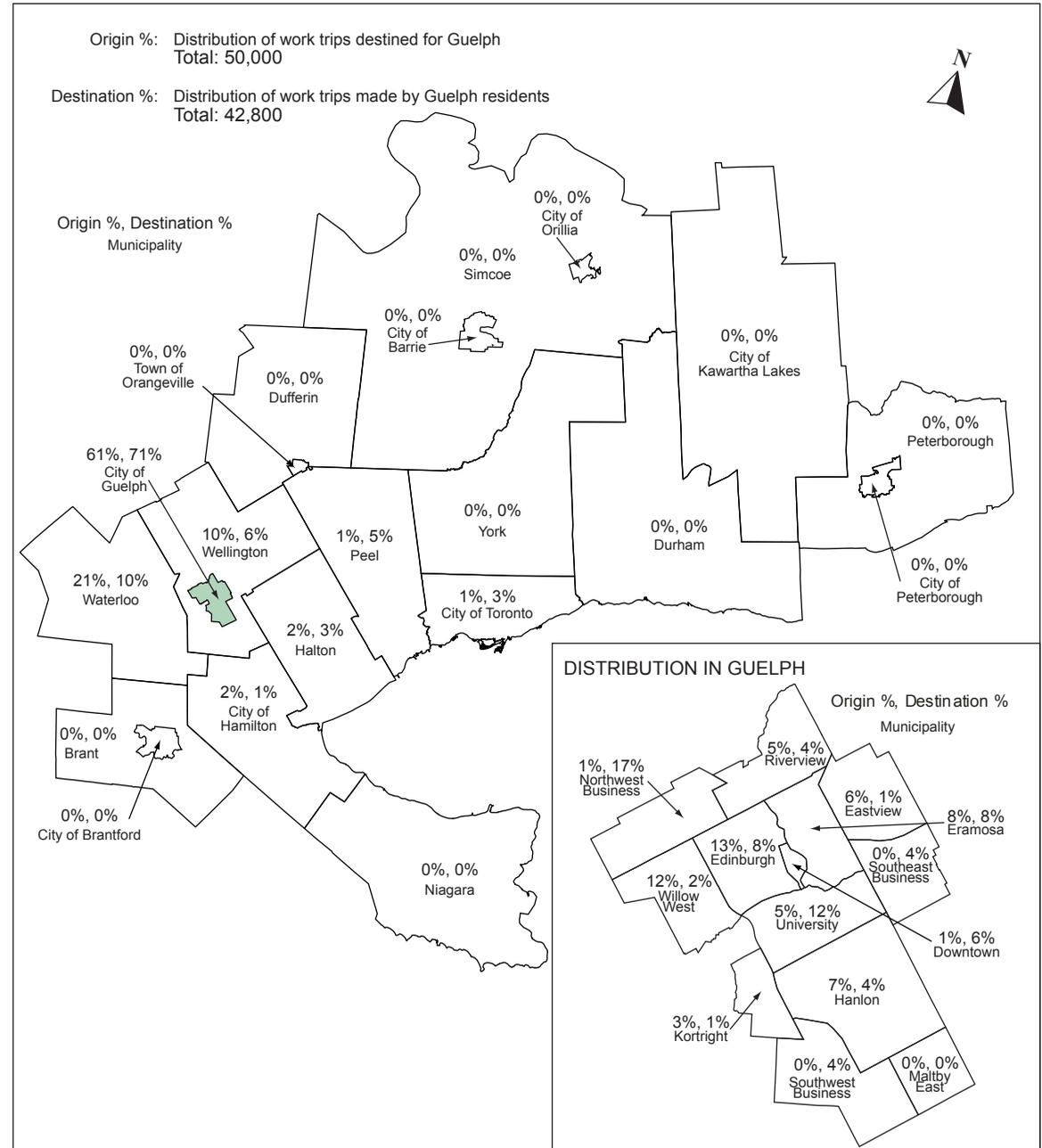


CITY OF GUELPH 2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						42,900	40,900	37,000
Dwelling Type	House	Townhouse		Apartment				
	69%	10%	21%					
	66%	8%	27%					
	63%	7%	30%					
Household Size (persons)	1	2	3	4	5+			
	22%	36%	17%	17%	8%			
	23%	35%	17%	17%	8%			
	23%	35%	18%	17%	8%			
No. of Available Vehicles	0	1	2	3	4+			
	10%	45%	38%	7%	2%			
	11%	41%	40%	7%	1%			
	13%	46%	36%	5%	1%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.6	1.4	1.8	1.5	6.2			
	2.6	1.4	1.8	1.5	6.3			
	2.6	1.3	1.7	1.4	5.9			

TOTAL POPULATION:		109,500	104,400	94,500
Male	Population	51,700	50,000	45,900
	Transit Pass	7%	5%	5%
	Licensed Drivers	71%	74%	68%
Female	Population	57,700	54,300	48,500
	Transit Pass	10%	7%	9%
	Licensed Drivers	70%	67%	66%
Age	Student	26%	27%	29%
	Full time	45%	32%	29%
	Part time	6%	13%	13%
Employment Status	Work at Home F/T	3%	2%	1%
	Work at Home P/T	1%	1%	1%
	On survey day: Made work trip	87%	86%	87%
Age	26-45	49%	52%	51%
	46-64	39%	34%	46%
	65+	32%	24%	12%
Age	0-10	12%	14%	15%
	11-15	7%	6%	7%
	16-25	15%	17%	16%
Age	26-45	28%	32%	35%
	46-64	22%	17%	15%
	65+	14%	12%	11%
Daily trips/Person (age 11+):	Median	36.9	33.4	31.9
	0-10	12%	14%	15%
	11-15	7%	6%	7%
Daily trips/Person (age 11+):	2.8	2.9	2.7	
	2.8	2.9	2.7	
	2.8	2.9	2.7	

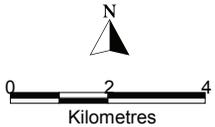


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF GUELPH							Mode of Travel					
Time Period	Trip Purpose Category						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	57,400	21.6%	47%	23%	20%	11%	65%	13%	6%	*	11%	5%
	53,000	20.6%	50%	22%	18%	10%	67%	12%	4%	*	12%	4%
	44,500	20.4%	52%	26%	15%	8%	63%	14%	6%	0%	13%	4%
24 hours	265,500		28%	13%	41%	18%	68%	16%	6%	0%	7%	3%
	257,200		30%	13%	41%	17%	69%	17%	5%	0%	8%	2%
	218,400		30%	14%	41%	15%	66%	19%	5%	0%	8%	2%
Percentage of trips made within district: 6-9 a.m. =			79%	24 hours =			81%	Median Trip Length (km)				
			79%				3.4	3.0	2.7	68.4		
			77%				3.1	2.7	2.7	68.7		
			77%				3.4	2.9	2.7	53.5		

TRIPS TO CITY OF GUELPH							Mode of Travel					
Time Period	Destination Purpose						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	63,900	22.5%	50%	24%	6%	20%	66%	12%	5%	*	10%	6%
	52,300	20.2%	49%	27%	6%	18%	64%	13%	4%	*	12%	7%
	47,700	20.8%	54%	27%	4%	14%	65%	13%	5%	*	12%	5%
24 hours	284,400		18%	7%	38%	37%	69%	16%	5%	0%	7%	3%
	259,000		15%	7%	41%	36%	68%	17%	4%	*	8%	3%
	228,900		17%	8%	41%	35%	67%	18%	5%	0%	8%	2%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



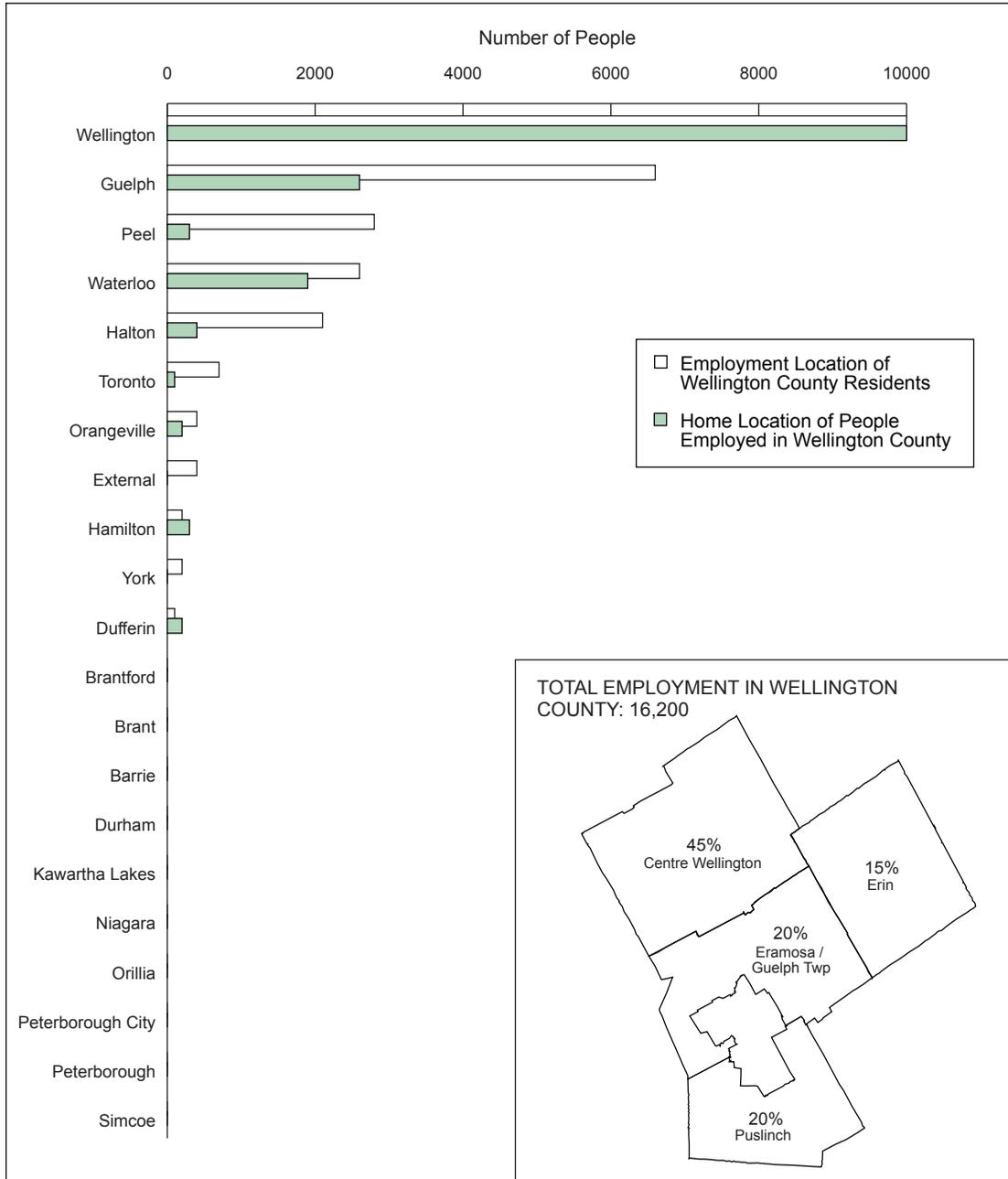
Area = 8,772 Hectares



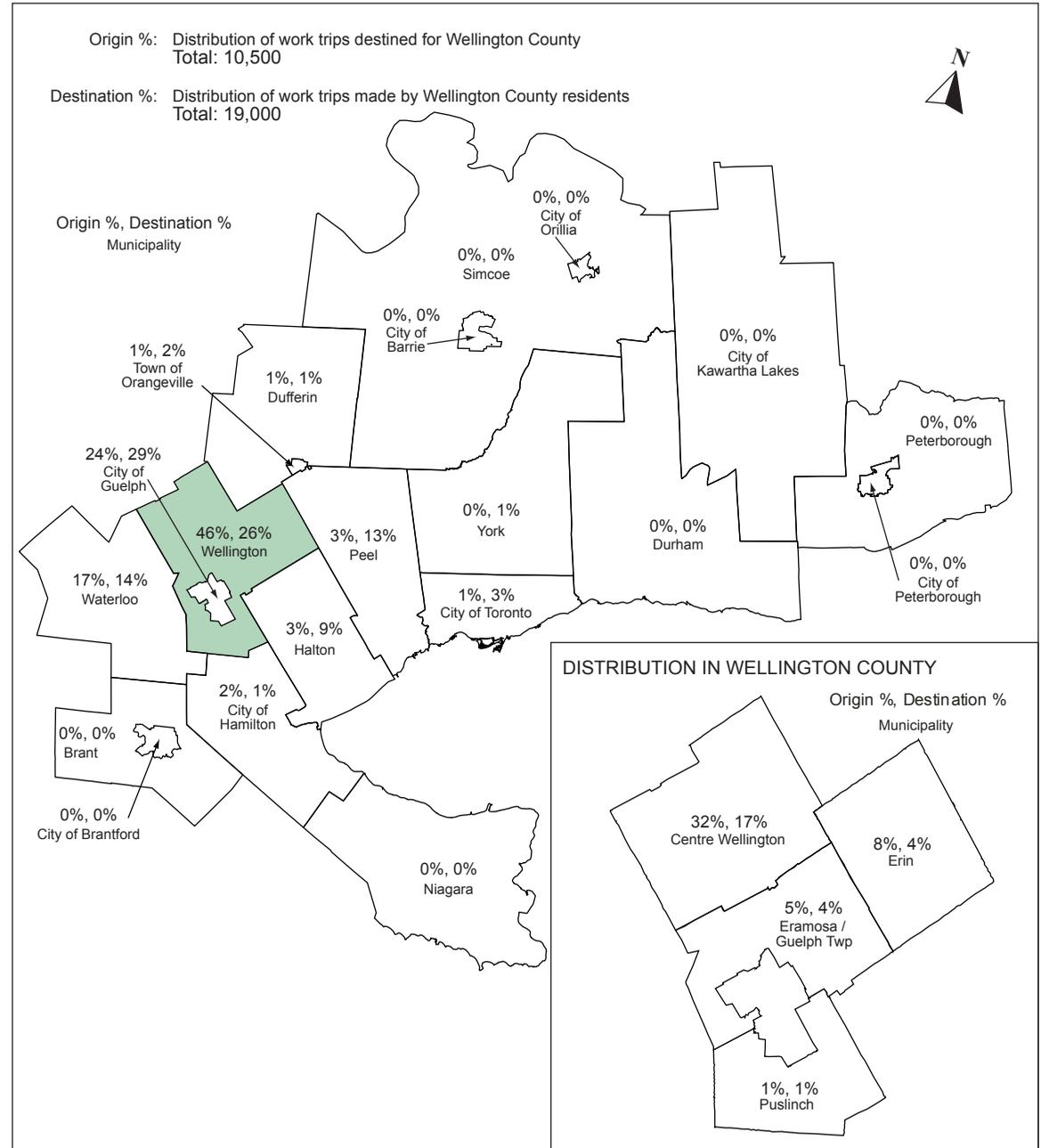
COUNTY OF WELLINGTON

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



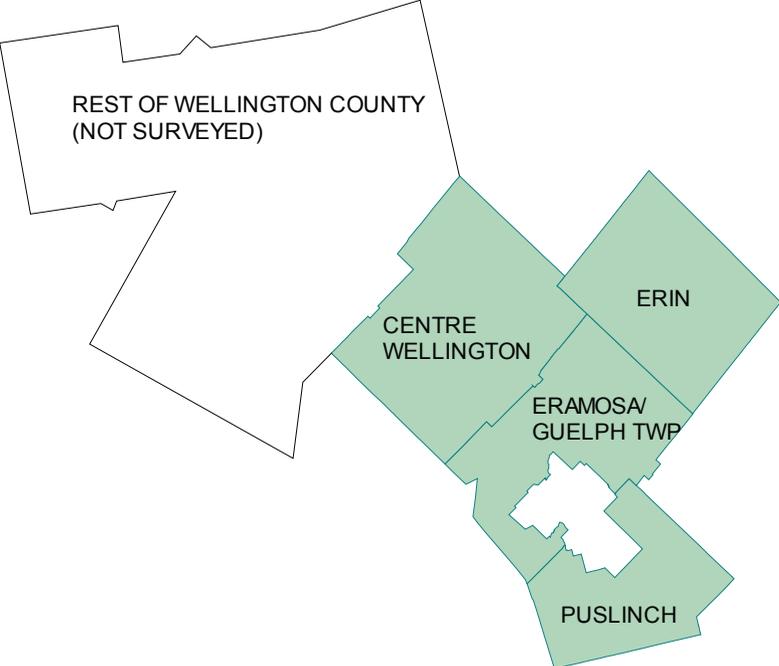
COUNTY OF WELLINGTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						19,800	18,000	15,700
Dwelling Type	House	Townhouse		Apartment				
	91%	1%	8%					
	89%	2%	9%					
	90%	1%	8%					
Household Size (persons)	1	2	3	4	5+			
	16%	41%	18%	15%	10%			
	13%	39%	15%	19%	14%			
	16%	33%	15%	24%	12%			
No. of Available Vehicles	0	1	2	3	4+			
	4%	28%	50%	13%	5%			
	2%	29%	50%	13%	5%			
	4%	31%	49%	13%	3%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.7	1.6	2.0	1.9	6.1			
	2.9	1.6	2.0	1.9	6.9			
	2.9	1.5	2.0	1.8	6.1			

TOTAL POPULATION:		53,000	51,500	45,400
Male	Population	26,400	25,700	22,600
	Transit Pass	0%	1%	1%
	Licensed Drivers	75%	71%	70%
Female	Population	26,600	25,800	22,800
	Transit Pass	1%	0%	0%
	Licensed Drivers	73%	71%	67%
On survey day: Made work trip		84%	86%	82%
Age	Median	42.9	39.2	34.1
	0-10	12%	15%	17%
	11-15	8%	9%	9%
	16-25	11%	10%	11%
	26-45	23%	27%	32%
	46-64	29%	26%	20%
	65+	16%	11%	10%
	Daily trips/Person (age 11+):	2.6	2.8	2.6

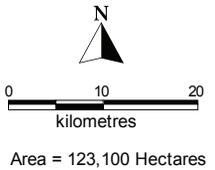
Employment Status							
	Full time	Part time	Work at Home F/T	P/T			
Male	42%	5%	8%	1%			
	45%	6%	4%	1%			
	45%	4%	4%	1%			
Female	29%	14%	4%	1%			
	30%	14%	3%	1%			
	29%	11%	2%	1%			
	84%	52%	34%	20%			
	86%	44%	27%	21%			
	82%	53%	28%	9%			



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF WELLINGTON COUNTY							Mode of Travel					
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	24,800	20.6%	51%	23%	16%	9%	71%	9%	1%	0%	7%	13%
	26,400	21.3%	52%	24%	15%	9%	69%	11%	*	1%	8%	12%
	20,900	21.6%	51%	27%	14%	8%	67%	11%	*	0%	8%	13%
24 hours	120,500		29%	10%	41%	20%	75%	15%	0%	0%	3%	5%
	124,100		28%	11%	41%	20%	72%	18%	0%	0%	4%	6%
	96,600		30%	12%	41%	17%	72%	17%	1%	0%	4%	6%
Percentage of trips made within district: 6-9 a.m. =			38%	24 hours =			38%	Median Trip Length (km)	10.7	9.2	17.4	57.4
			38%			39%	8.1	6.0	11.6	61.0		
			41%			39%	10.9	10.1	83.8	60.2		

TRIPS TO WELLINGTON COUNTY							Mode of Travel					
Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			Work	School	Home	Other						
6 - 9 a.m.	15,400	17.2%	46%	26%	8%	20%	65%	10%	*	*	11%	14%
	13,200	15.1%	40%	30%	8%	21%	59%	12%	*	*	15%	13%
	12,200	17.1%	47%	31%	5%	17%	61%	11%	*	*	14%	15%
24 hours	89,500		12%	5%	54%	30%	74%	15%	0%	0%	5%	6%
	87,400		9%	5%	57%	29%	71%	18%	0%	0%	6%	6%
	71,500		12%	6%	56%	26%	70%	16%	0%	0%	6%	7%



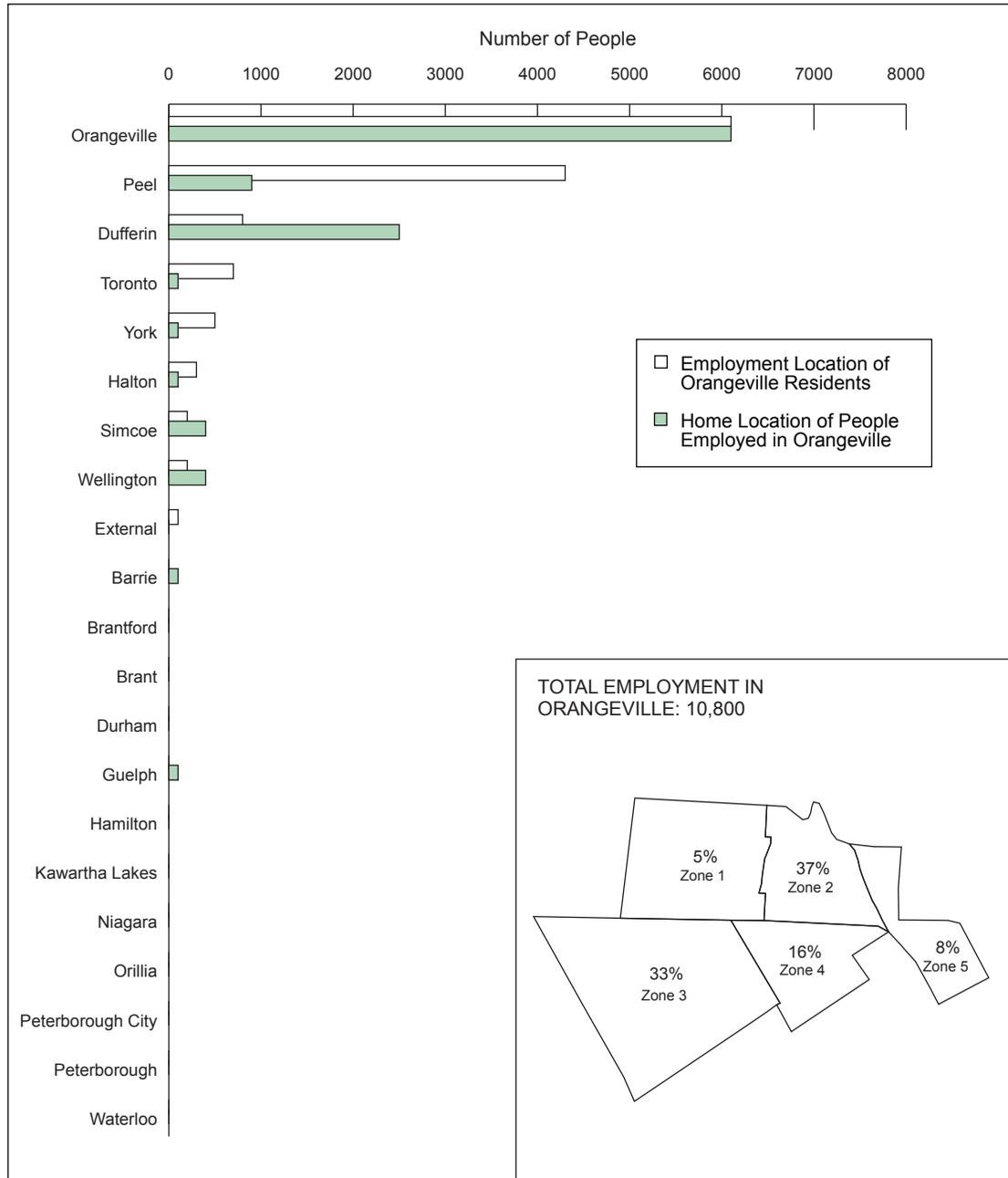
LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



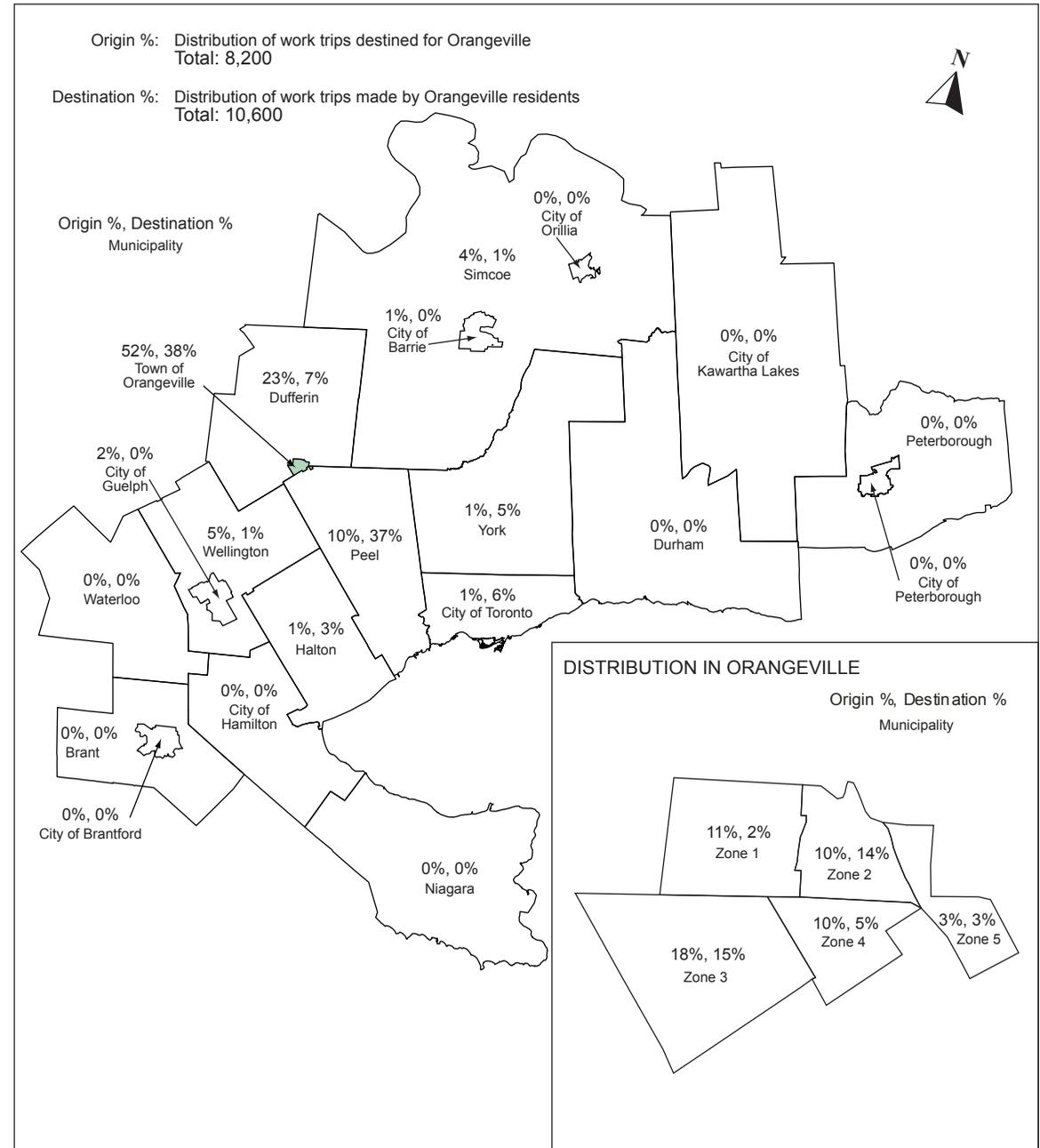
TOWN OF ORANGEVILLE

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

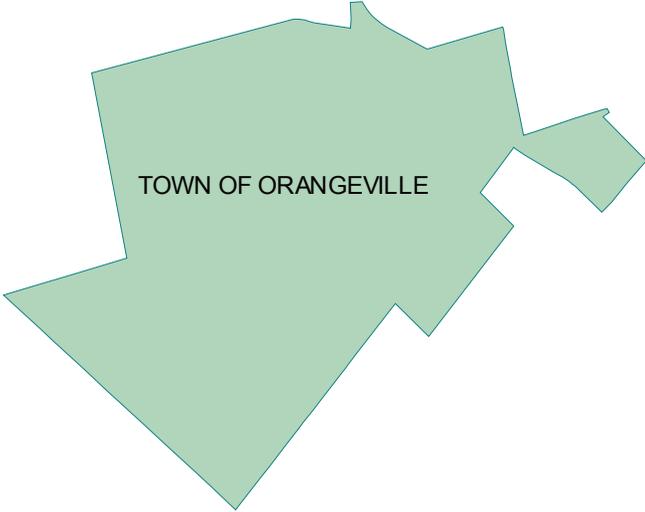


TOWN OF ORANGEVILLE

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						9,400			
						9,700			
						7,800			
Dwelling Type	House	Townhouse		Apartment					
	79%	6%	15%						
	81%	8%	11%						
	80%	5%	15%						
Household Size (persons)	1	2	3	4	5+				
	17%	34%	19%	20%	10%				
	16%	33%	18%	23%	10%				
	13%	28%	24%	20%	15%				
No. of Available Vehicles	0	1	2	3	4+				
	5%	35%	48%	10%	3%				
	5%	35%	51%	8%	2%				
	7%	35%	48%	8%	2%				
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day				
	2.8	1.6	1.9	1.7	6.3				
	2.8	1.6	1.8	1.7	6.2				
	3.0	1.6	1.9	1.6	6.4				

TOTAL POPULATION:		26,000						
		27,400						
		23,500						
			Employment Status					
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Male	12,900	1%	69%	23%	50%	6%	3%	0%
	13,500	1%	65%	26%	48%	6%	3%	0%
	11,500	1%	64%	26%	46%	6%	2%	0%
Female	13,100	1%	68%	20%	33%	11%	2%	1%
	13,900	1%	63%	22%	32%	11%	2%	1%
	11,900	1%	63%	25%	31%	16%	1%	0%
On survey day: Made work trip					84%	53%	42%	40%
					83%	58%	24%	16%
					84%	56%	35%	20%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	36.7	17%	8%	10%	31%	22%	12%	
	33.4	19%	9%	9%	36%	17%	9%	
	30.3	21%	8%	13%	35%	15%	7%	
Daily trips/Person (age 11+):		2.7						
		2.7						
		2.7						

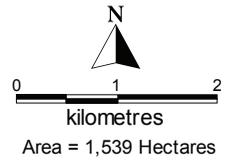


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF ORANGEVILLE							Mode of Travel						
Time Period	Trip Purpose Category						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other	
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB							
6 - 9 a.m.	12,900	21.9%	47%	21%	19%	13%	70%	12%	*	1%	12%	5%	
	12,700	21.2%	51%	26%	15%	8%	68%	8%	*	*	14%	9%	
	11,100	22.2%	50%	28%	15%	7%	63%	13%	*	1%	14%	8%	
24 hours	59,000		33%	9%	40%	18%	74%	16%	0%	0%	7%	2%	
	60,000		32%	11%	40%	17%	74%	14%	0%	0%	7%	4%	
	50,100		34%	13%	39%	15%	70%	17%	0%	0%	8%	4%	
Percentage of trips made within district: 6-9 a.m. =			56%	24 hours =			61%	Median Trip Length (km)		2.5	2.2	1.8	64.2
			61%				2.6	2.0	3.7	66.2	66.2		
			59%				2.6	2.6	47.2	66.2			

TRIPS TO TOWN OF ORANGEVILLE							Mode of Travel					
Time Period	Destination Purpose						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	12,600	19.4%	40%	26%	7%	26%	66%	12%	*	*	13%	8%
	10,000	17.7%	45%	31%	6%	18%	63%	8%	*	*	18%	11%
	8,300	18.5%	39%	34%	9%	18%	56%	15%	*	*	18%	11%
24 hours	64,900		13%	5%	37%	45%	73%	18%	0%	0%	6%	3%
	56,500		13%	6%	44%	38%	72%	15%	0%	*	8%	4%
	44,900		12%	7%	48%	33%	69%	18%	0%	*	9%	4%

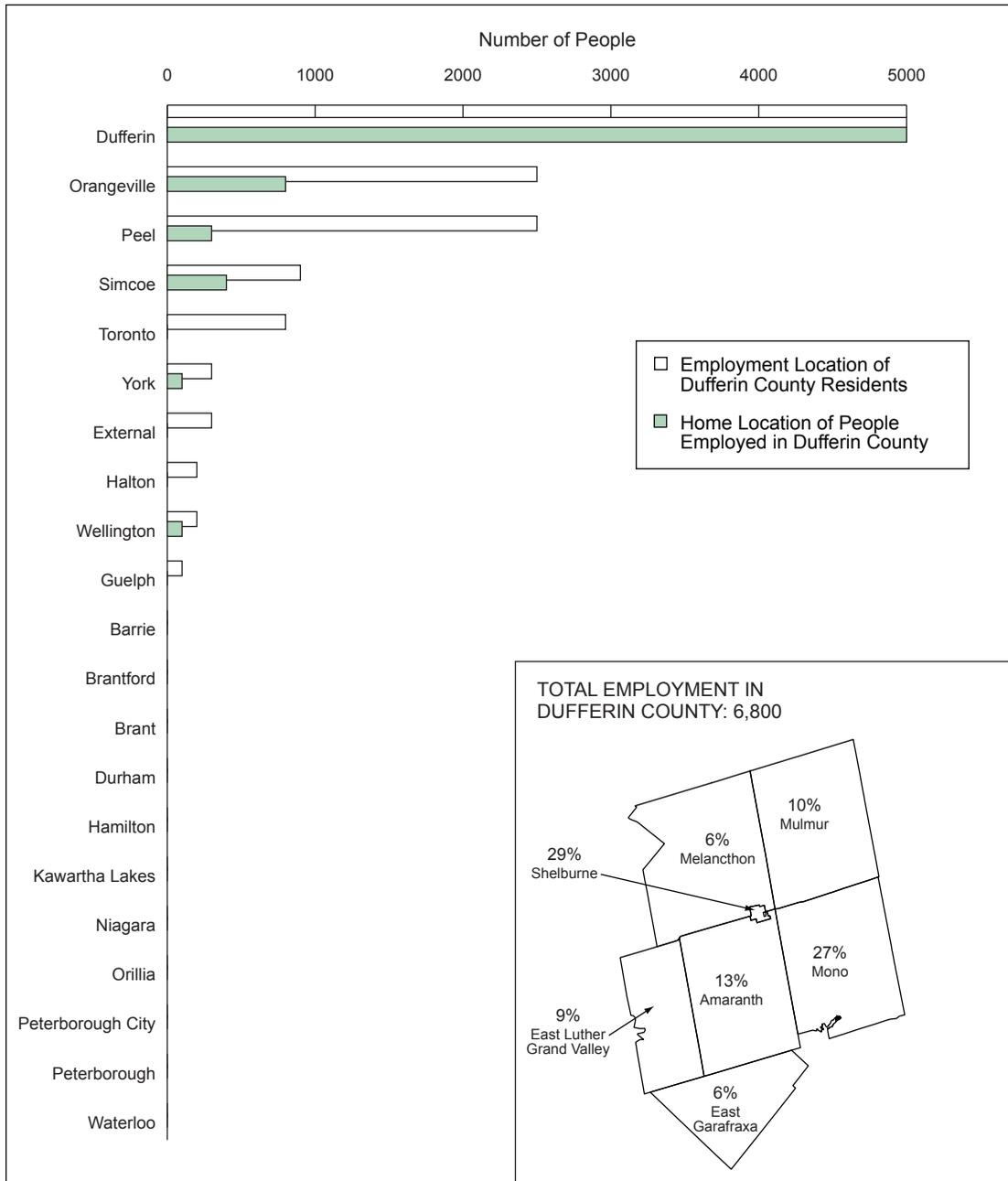
LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



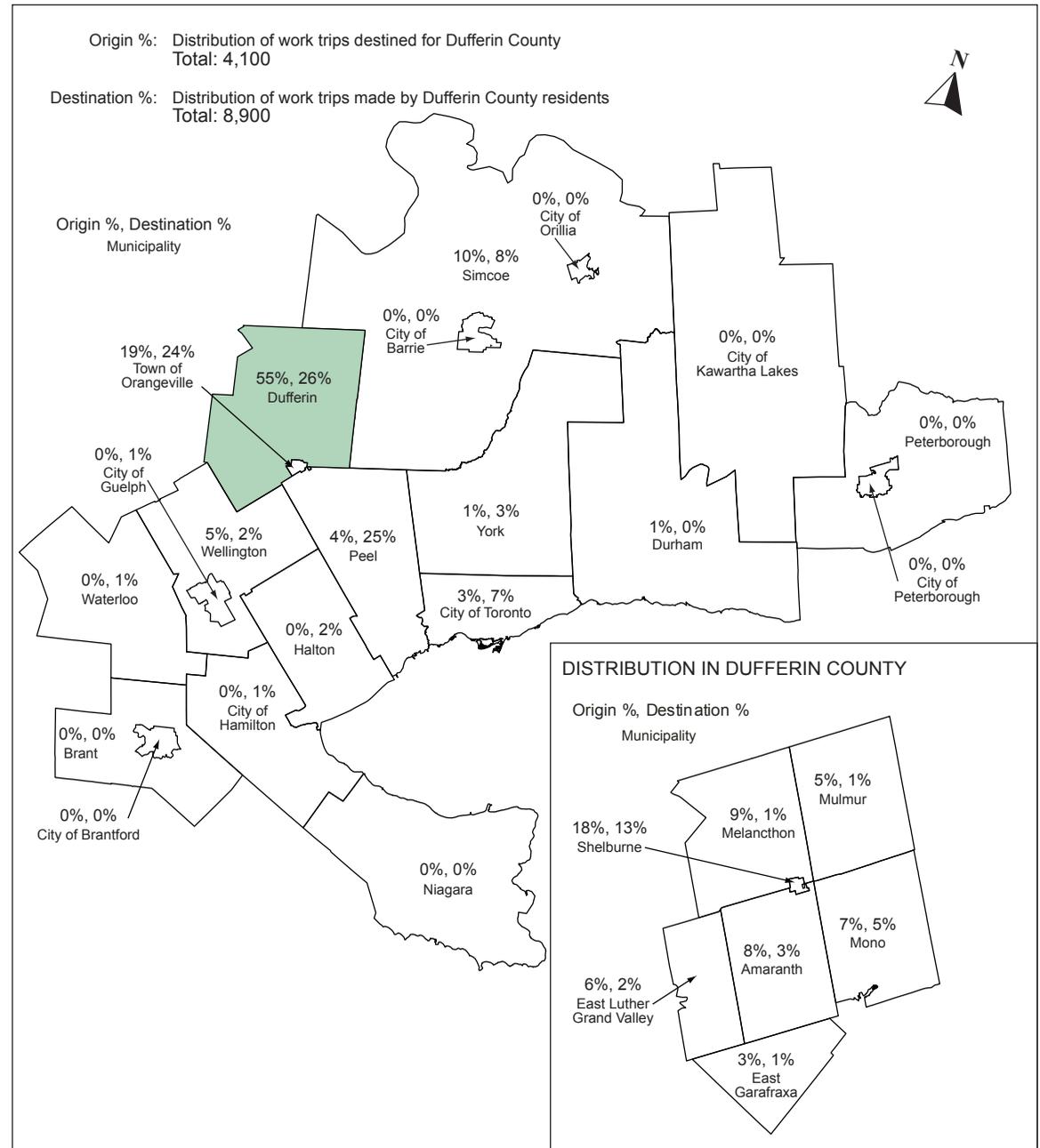
COUNTY OF DUFFERIN

2006 STATISTICS

EMPLOYMENT



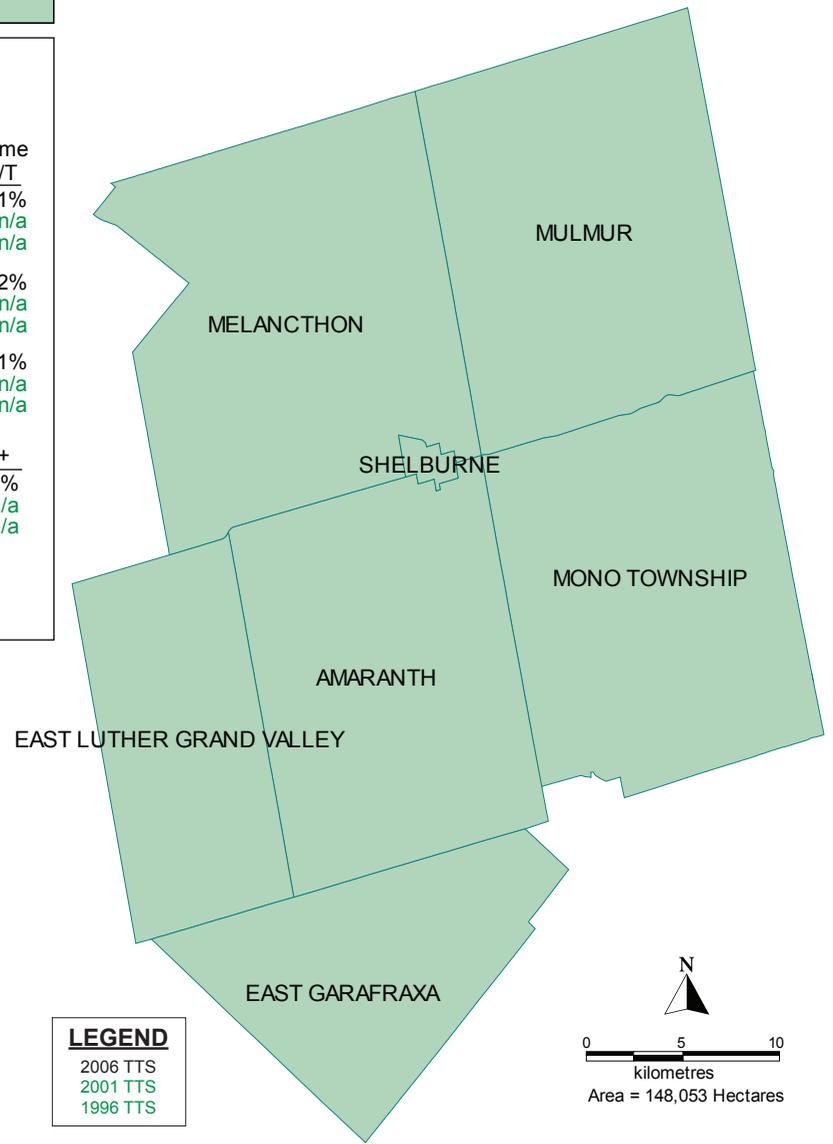
WORK TRIP ORIGINS AND DESTINATIONS



COUNTY OF DUFFERIN

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 9,400 n/a n/a						TOTAL POPULATION: 26,500 n/a n/a									
Dwelling Type	House	Townhouse		Apartment		Employment Status									
	94% n/a n/a	1% n/a n/a	5% n/a n/a	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	P/T					
Household Size (persons)	1	2	3	4	5+	Male	13,300	0%	71%	23%	42%	5%	8%	1%	
	13% n/a n/a	40% n/a n/a	16% n/a n/a	20% n/a n/a	11% n/a n/a	Female	13,200	1%	71%	23%	26%	14%	5%	2%	
No. of Available Vehicles	0	1	2	3	4+	On survey day: Made work trip						81%	51%	27%	31%
	2% n/a n/a	26% n/a n/a	50% n/a n/a	16% n/a n/a	7% n/a n/a	Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	40.4	15%	9%	9%	26%	26%	14%			
	2.8 n/a n/a	1.7 n/a n/a	2.0 n/a n/a	2.0 n/a n/a	5.8 n/a n/a	Daily trips/Person (age 11+):	2.4 n/a n/a								

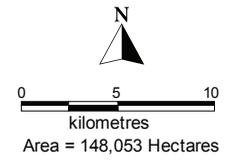


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF DUFFERIN COUNTY							Mode of Travel					
Time Period	Trip Purpose Category						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	12,200 n/a n/a	22.4% n/a n/a	44% n/a n/a	25% n/a n/a	18% n/a n/a	13% n/a n/a	67% n/a n/a	10% n/a n/a	0% n/a n/a	* n/a n/a	4% n/a n/a	18% n/a n/a
24 hours	54,400 n/a n/a		30% n/a n/a	12% n/a n/a	38% n/a n/a	21% n/a n/a	74% n/a n/a	16% n/a n/a	0% n/a n/a	* n/a n/a	3% n/a n/a	8% n/a n/a
Percentage of trips made within district: 6-9 a.m. = 36% 24 hours = 31%							Median Trip Length (km)	14.9 n/a n/a	12.4 n/a n/a	11.9 n/a n/a	* n/a n/a	

TRIPS TO DUFFERIN COUNTY							Mode of Travel					
Time Period	Destination Purpose						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	6,500 n/a n/a	17.6% n/a n/a	42% n/a n/a	29% n/a n/a	10% n/a n/a	19% n/a n/a	62% n/a n/a	11% n/a n/a	* n/a n/a	* n/a n/a	7% n/a n/a	20% n/a n/a
24 hours	36,900 n/a n/a		11% n/a n/a	5% n/a n/a	59% n/a n/a	25% n/a n/a	72% n/a n/a	15% n/a n/a	* n/a n/a	* n/a n/a	4% n/a n/a	9% n/a n/a

LEGEND
2006 TTS
2001 TTS
1996 TTS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						46,500			
						36,900			
						28,600			
Dwelling Type	House	Townhouse		Apartment					
	79%	7%	13%						
	75%	7%	18%						
	70%	7%	24%						
Household Size (persons)	1	2	3	4	5+				
	19%	34%	19%	19%	9%				
	19%	33%	18%	20%	10%				
	20%	36%	17%	16%	10%				
						10%			
No. of Available Vehicles	0	1	2	3	4+				
	8%	37%	46%	7%	2%				
	8%	37%	45%	8%	2%				
	10%	42%	40%	6%	2%				
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day				
	2.7	1.5	1.8	1.6	6.2				
	2.7	1.5	1.8	1.6	6.2				
	2.6	1.3	1.7	1.5	5.9				
						5.9			
TOTAL POPULATION:						124,700			
						100,300			
						75,300			
						Employment Status			
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T	
Male	59,900	3%	69%	23%	46%	5%	3%	1%	
	49,000	2%	70%	24%	49%	6%	2%	0%	
	36,700	2%	68%	23%	45%	6%	2%	0%	
Female	64,700	4%	65%	22%	30%	13%	2%	1%	
	51,300	3%	65%	26%	32%	13%	2%	1%	
	38,600	2%	62%	24%	26%	14%	1%	1%	
On survey day: Made work trip					84%	50%	38%	25%	
					84%	52%	37%	21%	
					86%	53%	43%	11%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	37.0	15%	8%	11%	31%	22%	13%		
	33.6	17%	7%	13%	34%	18%	10%		
	31.9	19%	7%	13%	35%	15%	10%		
Daily trips/Person (age 11+):		2.7							
		2.8							
		2.7							

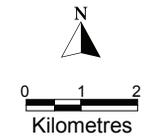


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BARRIE							Mode of Travel					
Time Period	Trip Purpose Category						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	60,700	21.2%	43%	21%	23%	13%	68%	14%	3%	*	9%	6%
	47,900	20.8%	49%	23%	19%	9%	67%	12%	2%	0%	11%	7%
	31,700	18.9%	53%	23%	17%	7%	68%	14%	3%	*	11%	5%
24 hours	286,900		29%	10%	42%	19%	72%	17%	3%	*	5%	3%
	230,100		31%	11%	41%	17%	71%	17%	2%	0%	6%	3%
	168,100		30%	11%	42%	17%	71%	18%	3%	*	6%	2%
Percentage of trips made within district:			6-9 a.m. =	73%	24 hours =	75%	Median Trip Length (km)	3.9	3.4	3.4	*	
				73%		75%		3.7	3.0	3.9	81.4	
				75%		78%		3.2	2.9	3.5	*	

TRIPS TO CITY OF BARRIE							Mode of Travel					
Time Period	Destination Purpose						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	63,600	20.3%	43%	27%	6%	24%	65%	14%	2%	*	8%	10%
	53,600	20.9%	47%	29%	5%	19%	65%	12%	2%	*	10%	11%
	33,700	18.8%	48%	31%	5%	16%	64%	14%	2%	*	10%	11%
24 hours	313,000		13%	6%	37%	44%	71%	18%	2%	*	5%	4%
	257,100		15%	7%	37%	41%	71%	18%	2%	0%	5%	4%
	179,800		14%	7%	39%	40%	70%	19%	2%	*	5%	3%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



Area = 7,813 Hectares

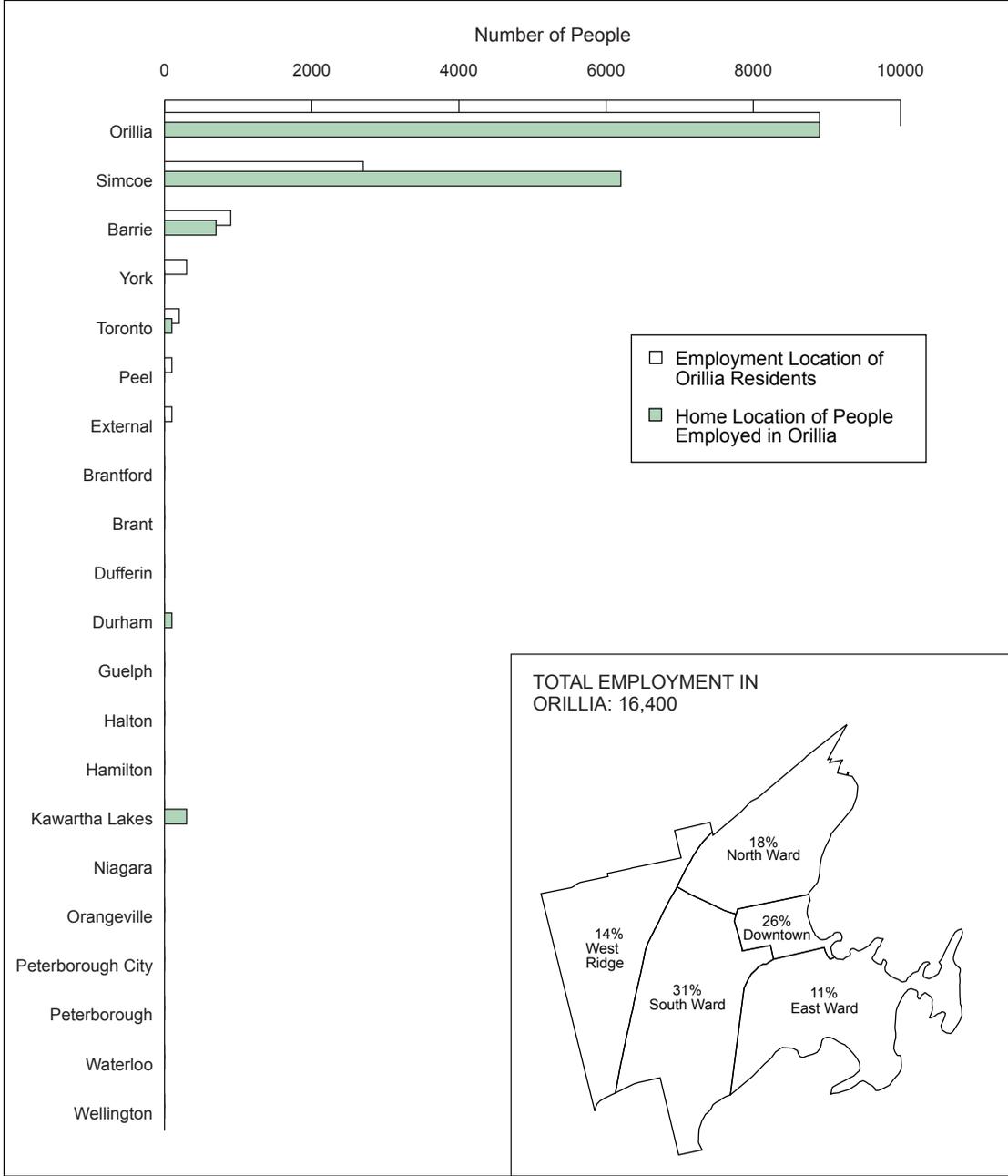


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 DEPARTMENT OF CIVIL ENGINEERING
 UNIVERSITY OF TORONTO

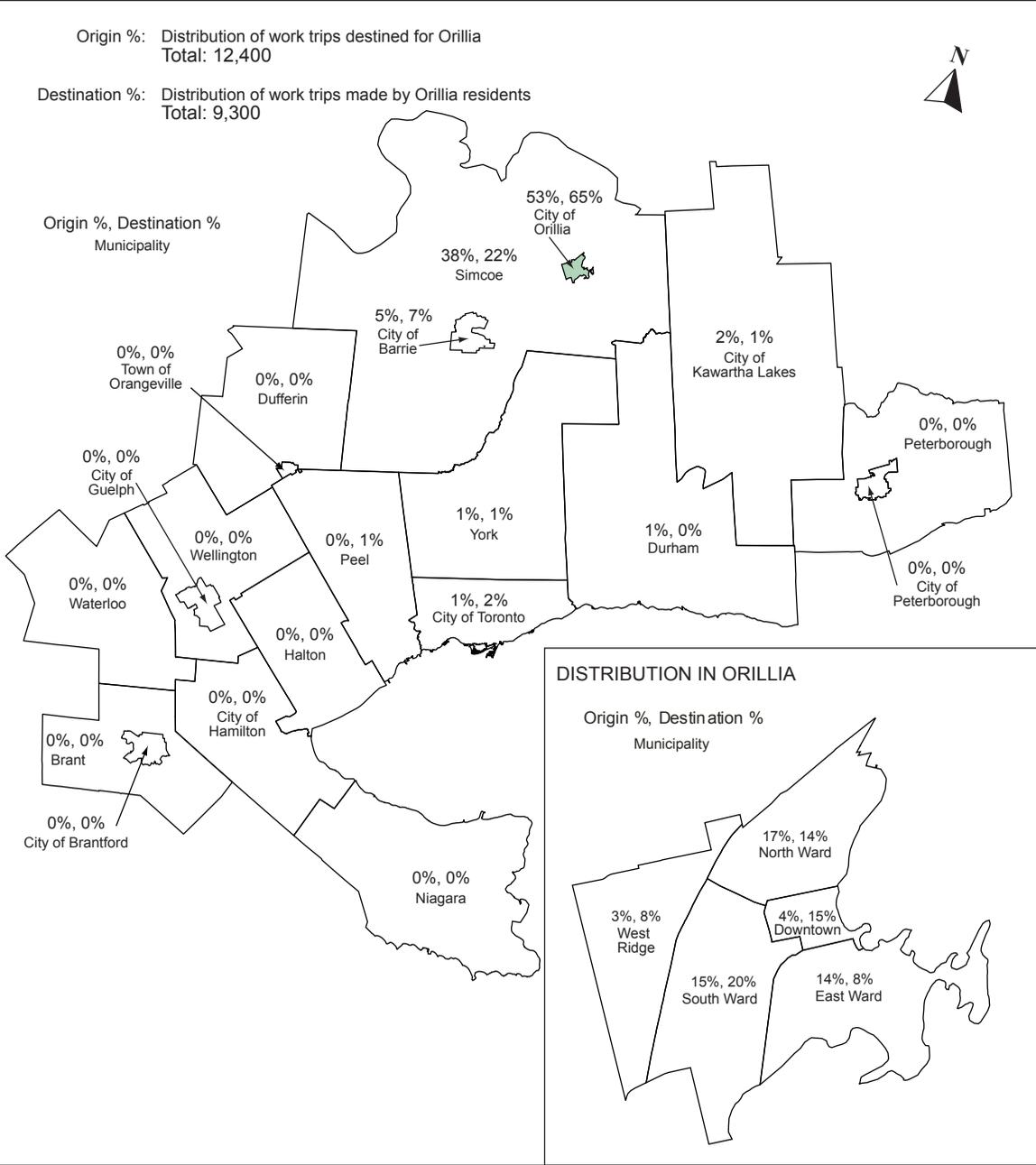
CITY OF ORILLIA

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						12,200	11,600	n/a
Dwelling Type	House	Townhouse		Apartment				
	74%	4%	22%					
	73%	6%	21%					
	n/a	n/a	n/a					
Household Size (persons)	1	2	3	4	5+			
	25%	41%	15%	13%	6%			
	27%	36%	15%	16%	6%			
	n/a	n/a	n/a	n/a	n/a			
No. of Available Vehicles	0	1	2	3	4+			
	12%	45%	36%	6%	2%			
	13%	46%	36%	5%	1%			
	n/a	n/a	n/a	n/a	n/a			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.3	1.2	1.6	1.4	5.4			
	2.4	1.3	1.6	1.4	5.9			
	n/a	n/a	n/a	n/a	n/a			

TOTAL POPULATION:									28,700	27,900	n/a
Male	Population	Transit Pass	Licensed Drivers	Student	Employment Status						
	13,300	1%	73%	17%	Full time	Part time	Work at Home F/T	P/T			
	13,400	0%	69%	23%	42%	8%	2%	1%			
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			
Female	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T			
	15,400	1%	66%	17%	30%	11%	2%	1%			
	14,500	1%	66%	18%	30%	12%	3%	1%			
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			
On survey day: Made work trip					78%	43%	27%	16%			
					82%	51%	33%	42%			
					n/a	n/a	n/a	n/a			
Age	Median	0-10	11-15	16-25	26-45	46-64	65+				
	44.1	12%	7%	10%	23%	26%	21%				
	38.3	14%	7%	11%	28%	20%	18%				
	n/a	n/a	n/a	n/a	n/a	n/a	n/a				
Daily trips/Person (age 11+):		2.6									
		2.9									
		n/a									

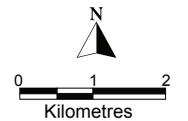


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF ORILLIA							Mode of Travel						
Time Period	Trip Purpose Category			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.											
6 - 9 a.m.	12,600	19.1%		43%	18%	25%	14%	68%	14%	2%	*	10%	6%
	12,800	18.7%		45%	21%	21%	13%	68%	14%	1%	*	11%	6%
	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
24 hours	66,100			26%	7%	48%	19%	70%	20%	2%	*	6%	3%
	68,500			26%	8%	47%	19%	70%	20%	1%	*	7%	3%
	n/a			n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Percentage of trips made within district: 6-9 a.m. = 74%							24 hours = 72%	Median Trip Length (km)	2.4	2.5	2.2	*	
				77%		71%		2.2	2.1	2.9	*		
				n/a		n/a		n/a	n/a	n/a	n/a		

TRIPS TO CITY OF ORILLIA							Mode of Travel						
Time Period	Destination Purpose			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.											
6 - 9 a.m.	18,300	21.7%		45%	25%	5%	24%	66%	13%	1%	*	7%	12%
	17,000	21.1%		47%	26%	5%	22%	66%	15%	1%	*	9%	9%
	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
24 hours	84,100			15%	6%	32%	47%	70%	20%	1%	*	5%	4%
	80,300			14%	6%	35%	45%	71%	19%	1%	*	6%	3%
	n/a			n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



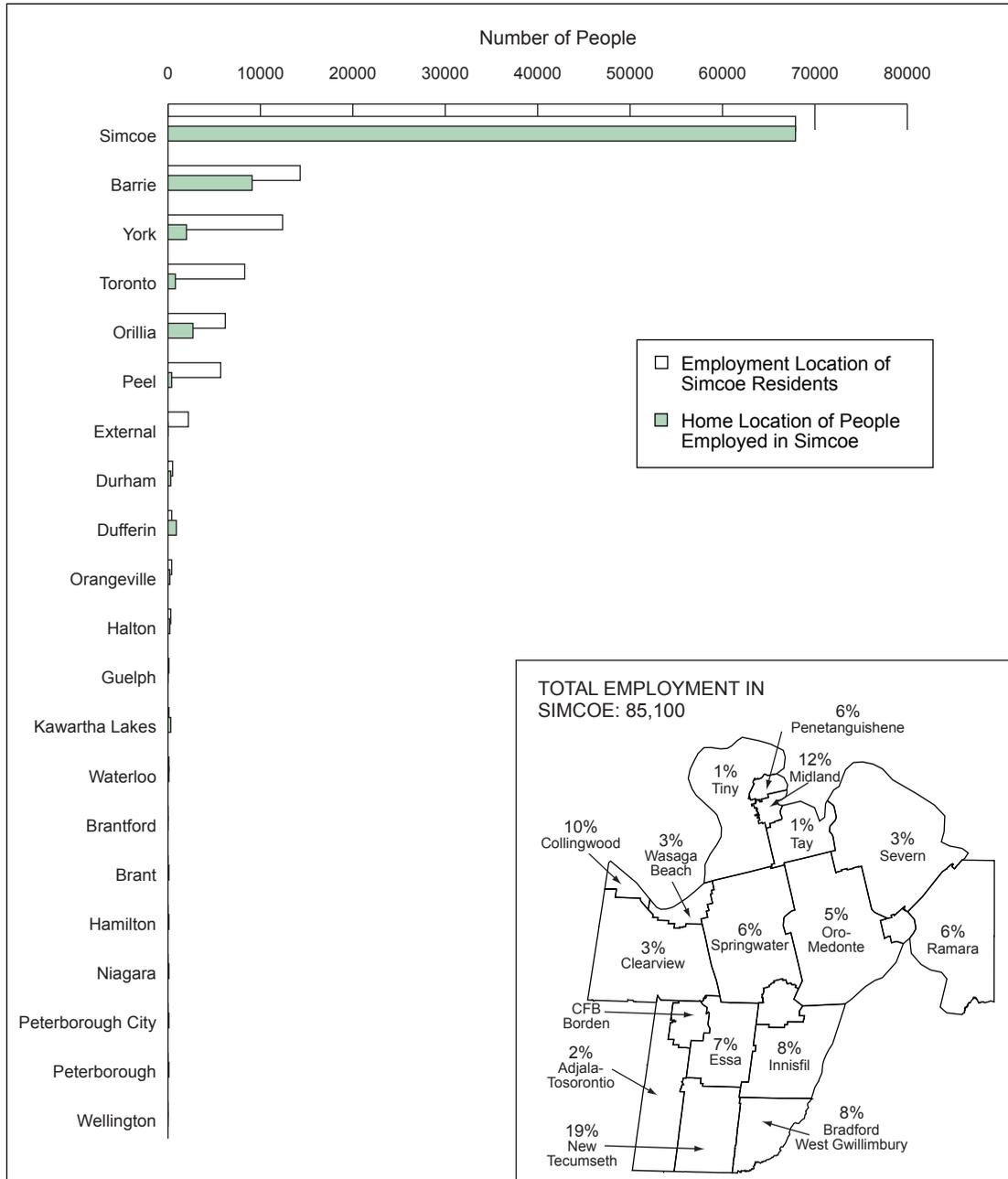
Area = 4,369 Hectares



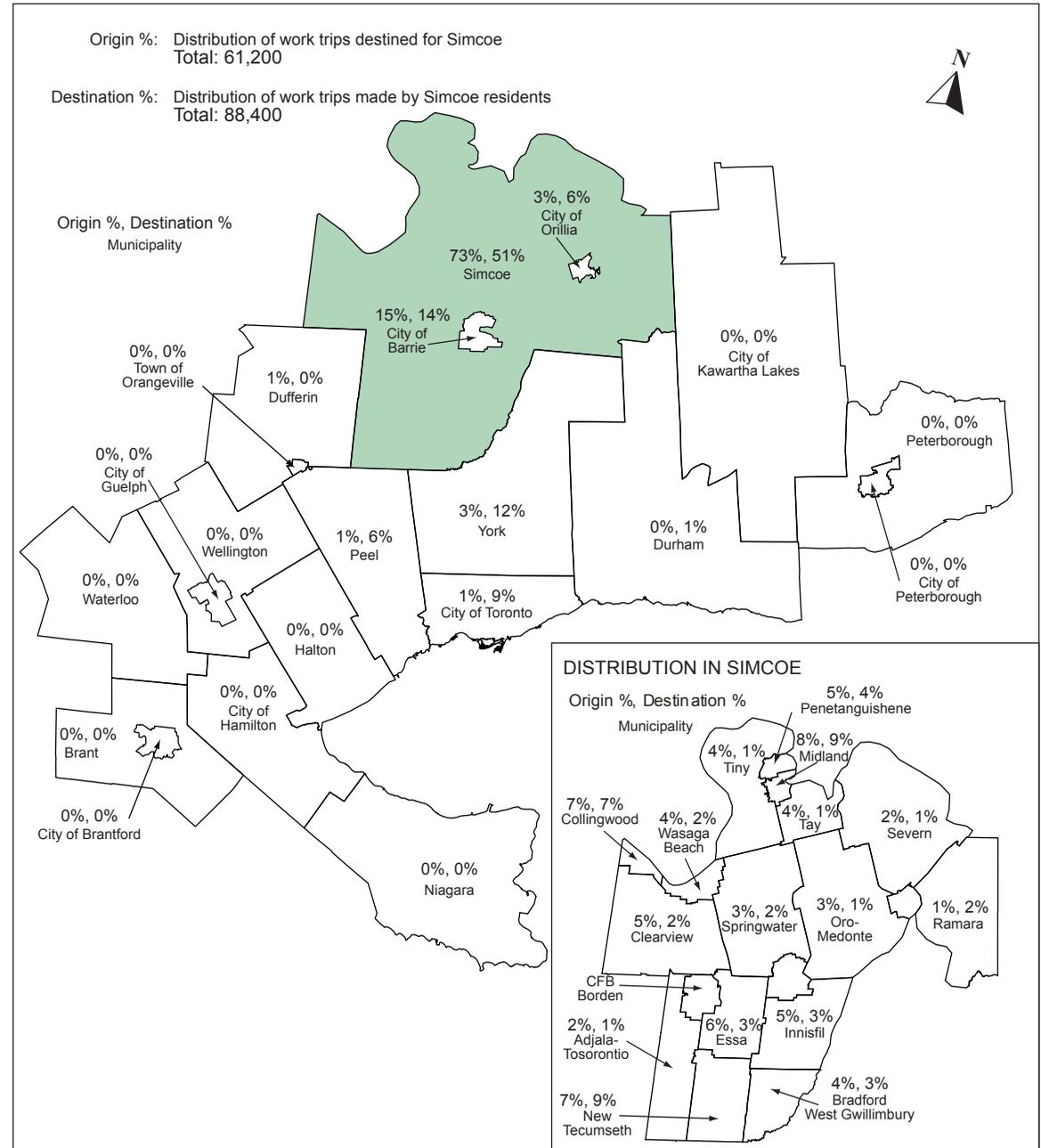
COUNTY OF SIMCOE

2006 STATISTICS

EMPLOYMENT



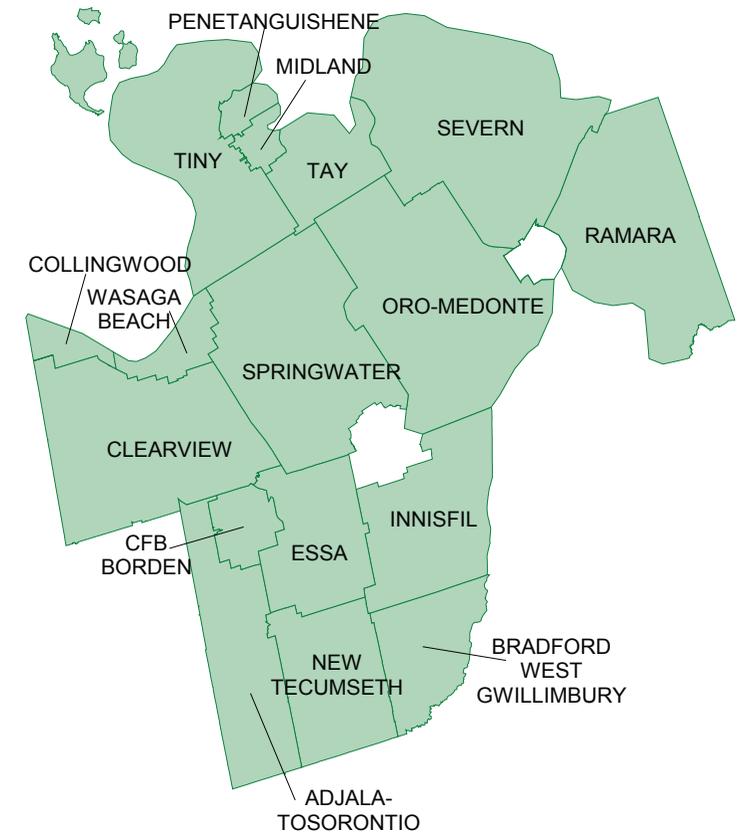
WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		97,900	90,000	40,800		
Dwelling Type	House	91%	2%	7%		
	Townhouse	90%	2%	8%		
	Apartment	91%	2%	6%		
Household Size (persons)	1	17%	40%	16%	18%	9%
	2	18%	38%	16%	19%	9%
	3	14%	32%	18%	22%	14%
	4					
	5+					
No. of Available Vehicles	0	4%	34%	46%	11%	4%
	1	5%	35%	45%	11%	4%
	2	4%	31%	50%	11%	3%
	3					
	4+					
Household Averages	Persons	2.7	1.5	1.9	1.8	5.9
	Workers	2.7	1.4	1.9	1.8	5.8
	Drivers	2.9	1.5	1.9	1.8	5.7
	Vehicles					
	Trips/Day					

TOTAL POPULATION:		260,500	240,300	120,100
Male	Population	128,600	117,900	60,000
	Transit Pass	1%	1%	1%
	Licensed Drivers	73%	72%	68%
Female	Population	131,900	122,400	60,100
	Transit Pass	1%	1%	1%
	Licensed Drivers	70%	68%	63%
Age	Student	21%	21%	23%
	Full time	41%	45%	46%
	Part time	5%	5%	4%
	Work at Home F/T	6%	4%	3%
	Work at Home P/T	1%	1%	0%
	On survey day: Made work trip	83%	84%	83%
		48%	52%	49%
		36%	44%	36%
	14%	16%	17%	
Daily trips/Person (age 11+):	Median	41.7	37.5	32.8
	0-10	13%	16%	20%
	11-15	8%	7%	8%
	16-25	9%	9%	10%
	26-45	26%	31%	36%
	46-64	25%	22%	15%
	65+	17%	14%	10%

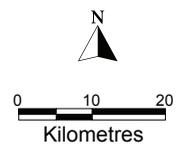


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF SIMCOE COUNTY												
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	118,400	20.7%	46%	23%	20%	11%	68%	12%	1%	0%	6%	13%
	108,600	20.6%	52%	23%	17%	9%	70%	11%	0%	0%	7%	12%
	51,000	22.1%	55%	27%	13%	6%	67%	11%	1%	0%	8%	14%
24 hours	572,800		28%	10%	42%	20%	72%	18%	1%	0%	4%	6%
	526,100		31%	10%	42%	18%	74%	16%	0%	0%	4%	6%
	231,200		34%	12%	39%	15%	72%	17%	1%	0%	4%	6%
Percentage of trips made within district:			6-9 a.m. = 60%	24 hours = 58%			Median Trip Length (km)	8.4	6.8	13.2	73.5	
			54%	55%			9.7	8.2	49.5	57.8		
			45%	42%			12.6	10.4	47.8	55.1		

TRIPS TO SIMCOE COUNTY												
Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	86,000	18.3%	45%	26%	7%	22%	65%	13%	0%	*	8%	13%
	70,500	16.8%	48%	26%	7%	19%	66%	11%	0%	*	10%	13%
	28,100	16.9%	44%	34%	7%	15%	59%	11%	*	*	13%	17%
24 hours	469,700		13%	5%	49%	33%	71%	18%	1%	0%	4%	6%
	420,000		13%	5%	51%	31%	72%	17%	0%	0%	4%	6%
	166,400		12%	6%	59%	24%	70%	17%	0%	0%	5%	7%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



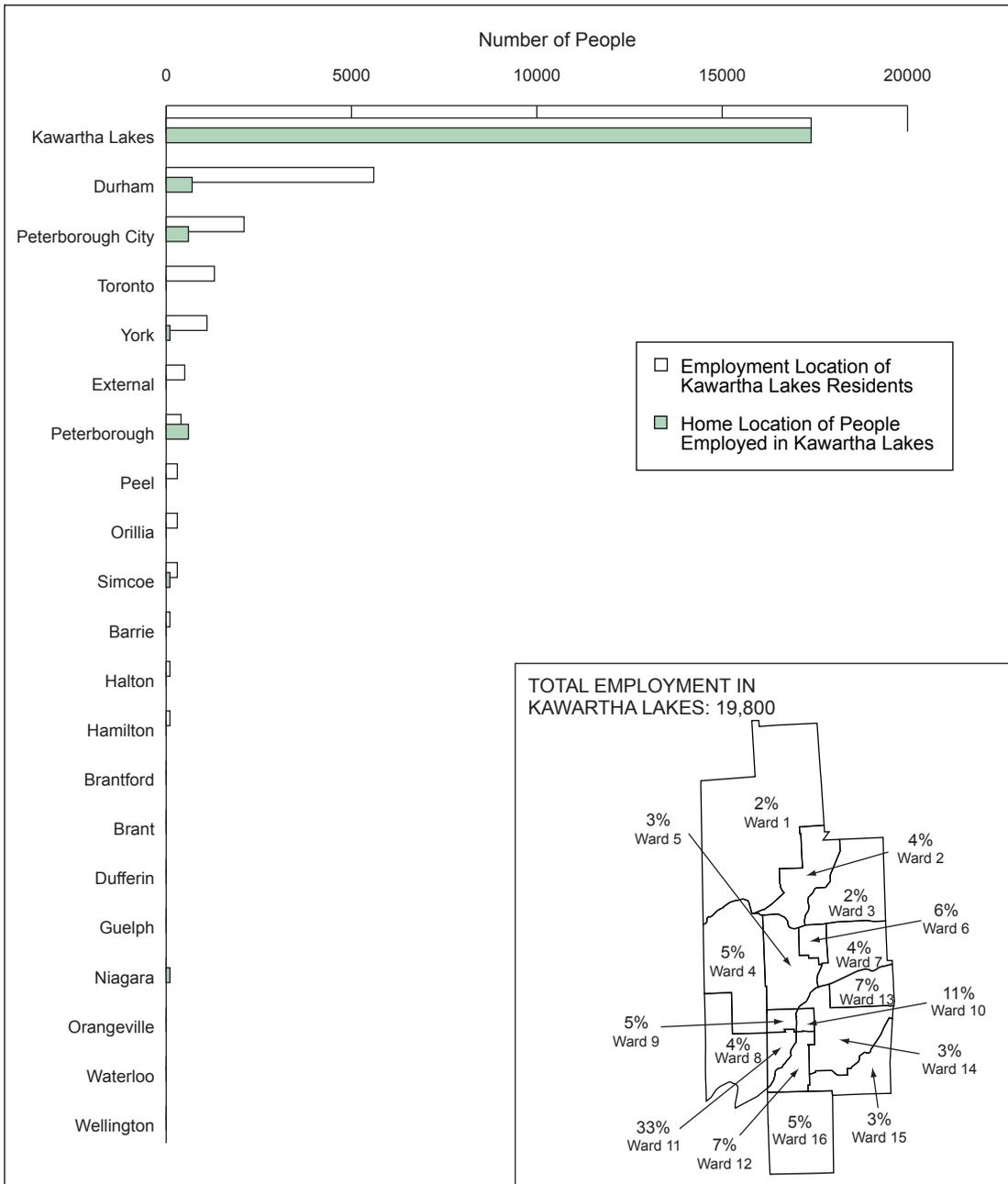
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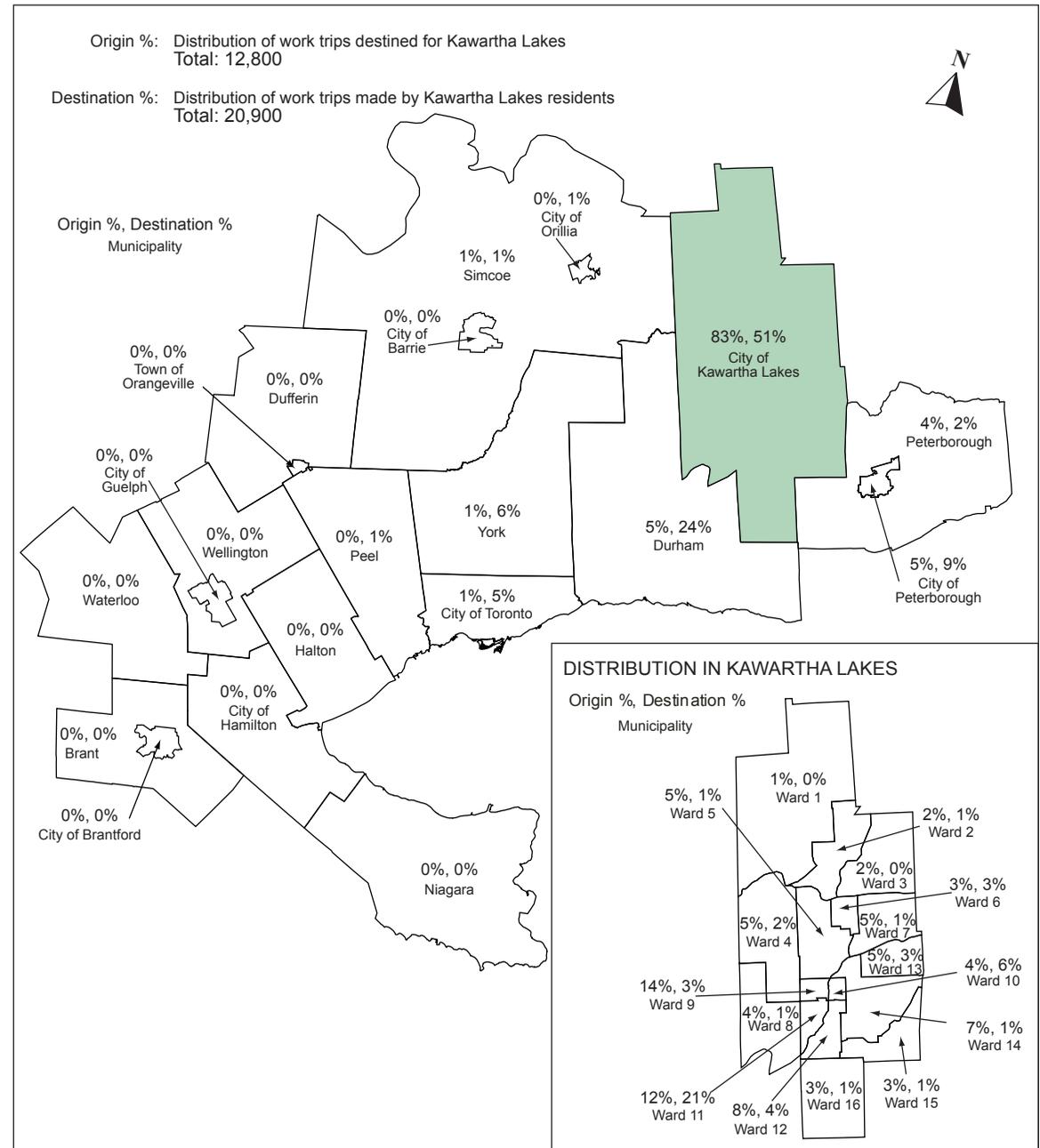
CITY OF KAWARTHA LAKES

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

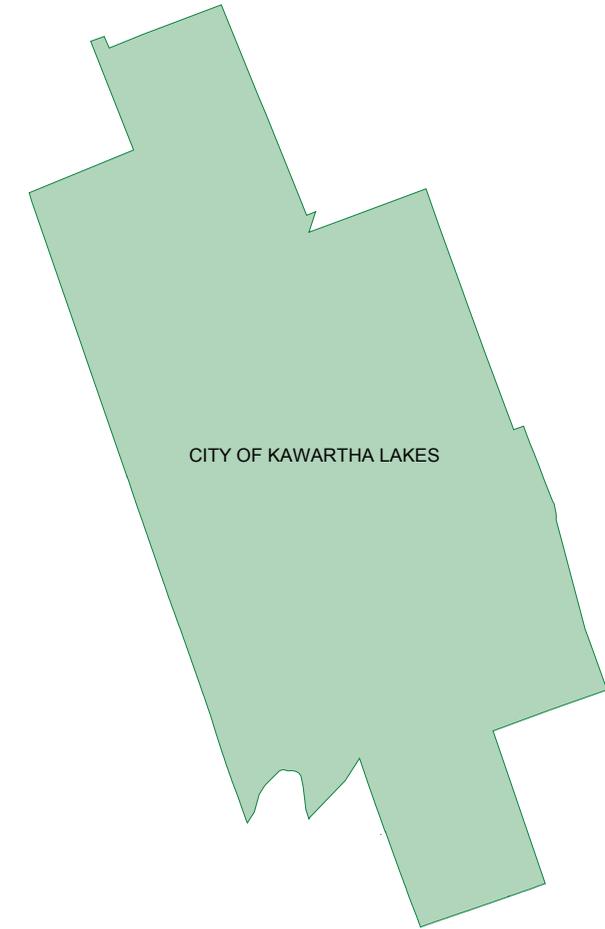


CITY OF KAWARTHA LAKES

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						29,500	26,800	26,300
Dwelling Type	House	Townhouse		Apartment				
	88%	1%	10%					
	89%	1%	10%					
	86%	2%	12%					
Household Size (persons)	1	2	3	4	5+			
	21%	46%	14%	13%	6%			
	22%	41%	14%	15%	7%			
	20%	39%	14%	16%	10%			
No. of Available Vehicles	0	1	2	3	4+			
	5%	37%	42%	11%	3%			
	6%	38%	43%	10%	3%			
	7%	39%	43%	8%	3%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.4	1.2	1.8	1.7	5.2			
	2.5	1.2	1.8	1.7	5.1			
	2.6	1.1	1.8	1.6	5.4			

TOTAL POPULATION:		70,700	66,400	68,200
Male	Population	34,900	32,500	34,200
	Transit Pass	1%	0%	0%
	Licensed Drivers	77%	75%	71%
Female	Population	35,900	33,900	34,100
	Transit Pass	0%	1%	0%
	Licensed Drivers	74%	69%	66%
On survey day: Made work trip		81%	85%	80%
		48%	49%	50%
		35%	32%	35%
		34%	11%	21%
Age	Median	46.7	41.7	37.0
	0-10	10%	13%	16%
	11-15	7%	7%	8%
	16-25	9%	10%	11%
	26-45	22%	26%	29%
	46-64	28%	25%	20%
	65+	23%	18%	16%
	Daily trips/Person (age 11+):	2.4	2.4	2.4

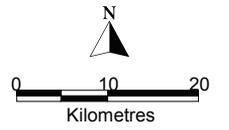


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF KAWARTHA LAKES							Mode of Travel					
Time Period	Trip Purpose Category						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	28,100	18.5%	44%	22%	22%	11%	69%	12%	*	0%	4%	15%
	28,100	20.5%	46%	27%	18%	9%	67%	10%	*	*	7%	15%
	24,400	17.3%	47%	31%	16%	6%	62%	11%	0%	*	9%	18%
24 hours	152,100		25%	9%	45%	21%	73%	19%	0%	0%	2%	6%
	136,900		28%	12%	42%	19%	73%	16%	0%	0%	4%	7%
	140,900		26%	12%	45%	18%	69%	19%	0%	*	5%	7%
Percentage of trips made within district: 6-9 a.m. =			67%	24 hours =			67%	Median Trip Length (km)	9.5	8.4	2.5	91.2
			66%				12.3	12.3	10.9	82.5	*	
			70%				9.3	9.3	2.1	*		

TRIPS TO CITY OF KAWARTHA LAKES							Mode of Travel					
Time Period	Destination Purpose						Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	22,200	16.8%	41%	26%	8%	26%	65%	12%	*	*	5%	18%
	21,000	17.7%	42%	32%	6%	19%	64%	10%	*	*	9%	17%
	19,200	15.9%	42%	37%	5%	16%	56%	11%	0%	*	12%	21%
24 hours	132,100		10%	5%	45%	41%	72%	19%	0%	0%	3%	6%
	118,700		10%	6%	47%	36%	72%	16%	0%	*	5%	7%
	120,800		10%	7%	48%	36%	68%	19%	0%	*	5%	7%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



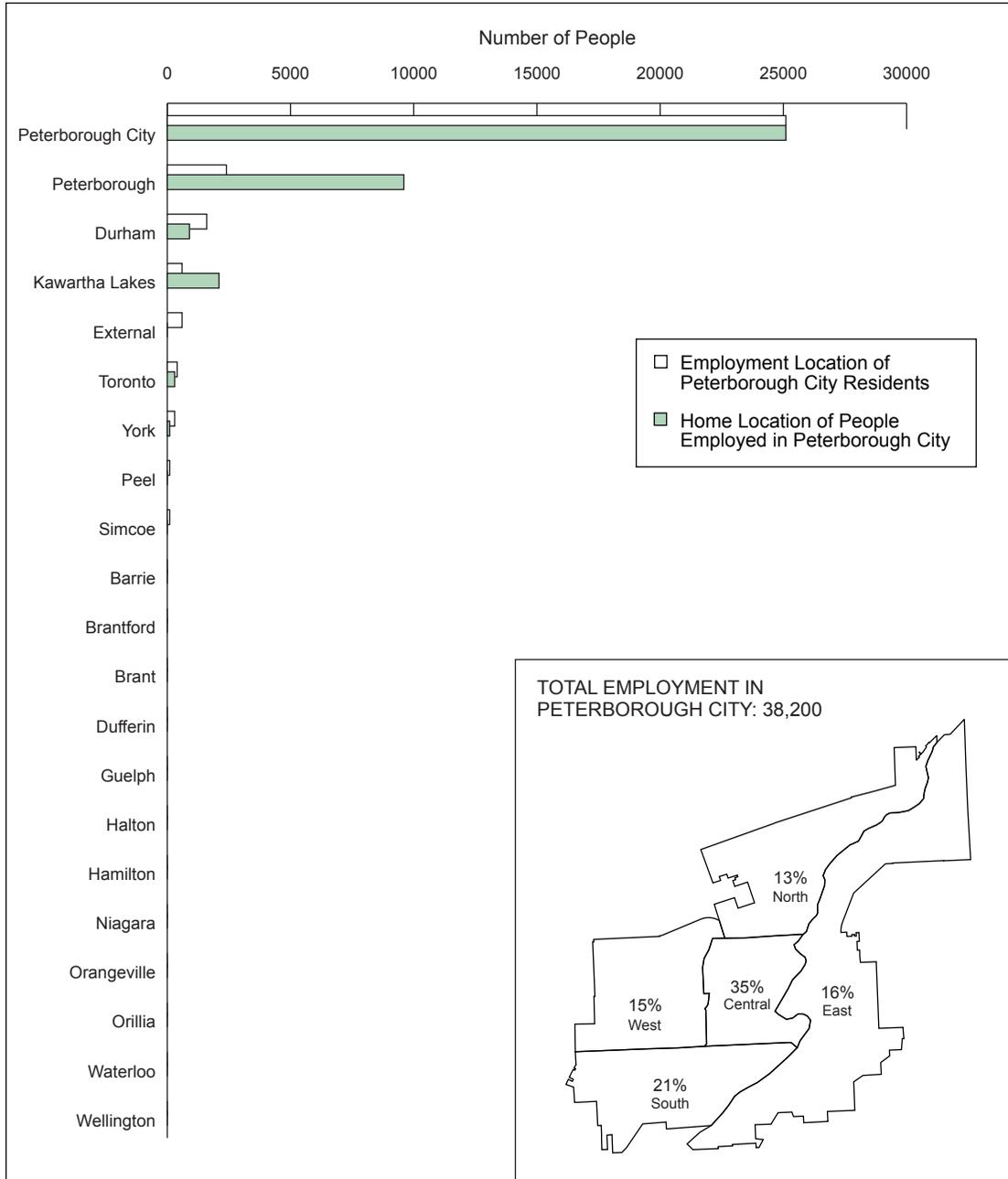
Area = 334,500 Hectares



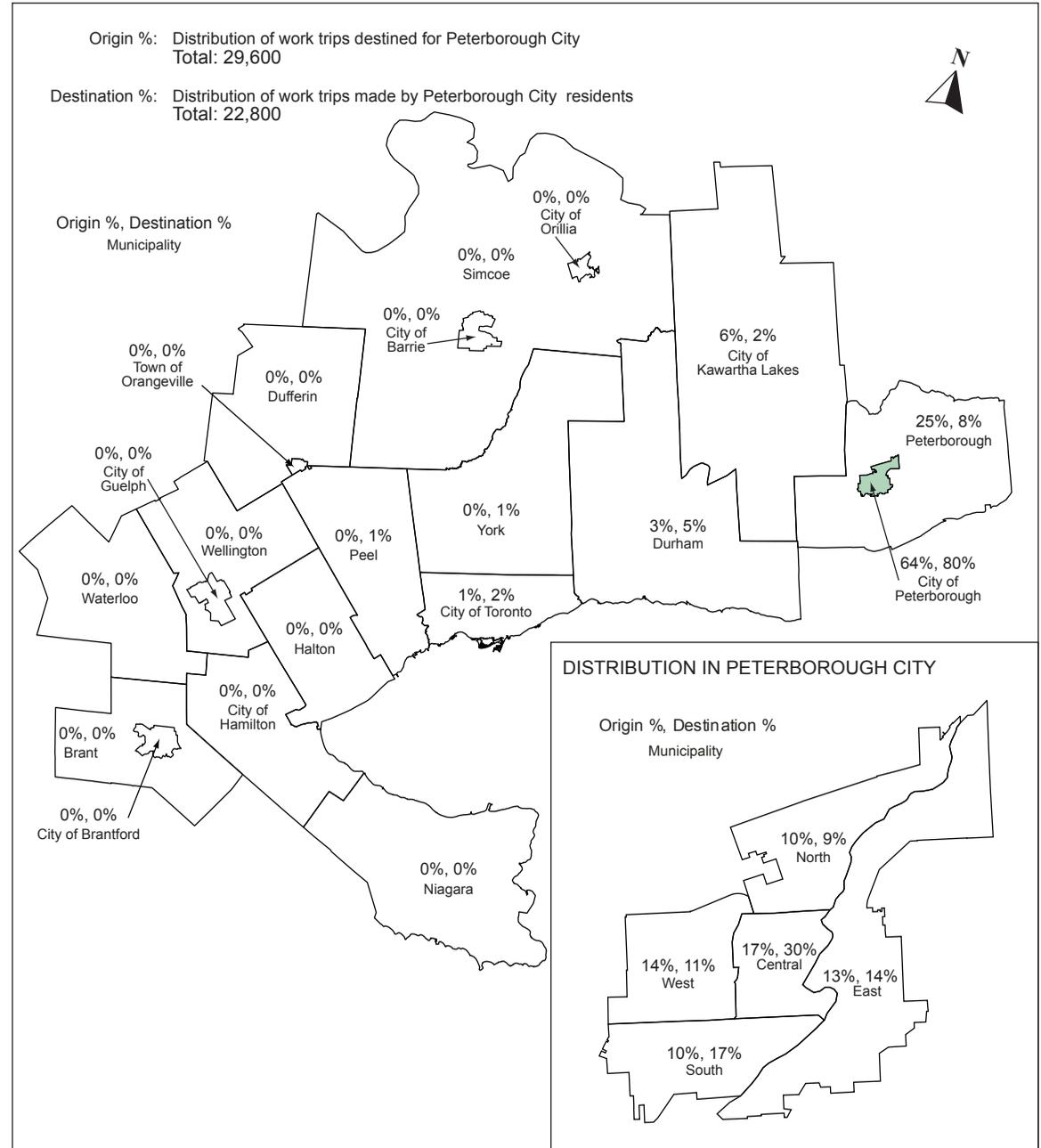
CITY OF PETERBOROUGH

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



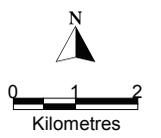
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						31,200	30,400	30,400
Dwelling Type	House	Townhouse		Apartment				
	73%	4%	24%					
	72%	4%	24%					
	69%	4%	27%					
Household Size (persons)	1	2	3	4	5+			
	27%	40%	16%	12%	6%			
	27%	37%	16%	14%	7%			
	28%	36%	14%	14%	7%			
No. of Available Vehicles	0	1	2	3	4+			
	12%	48%	33%	6%	1%			
	12%	47%	35%	6%	1%			
	17%	48%	30%	4%	1%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.3	1.1	1.7	1.4	5.7			
	2.4	1.1	1.6	1.4	6.0			
	2.4	1.0	1.6	1.2	5.5			

TOTAL POPULATION:									72,700	72,300	72,500
Male	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T			
	32,900	6%	74%	23%	37%	8%	3%	1%			
	33,700	3%	72%	23%	41%	7%	2%	0%			
	34,300	6%	70%	27%	36%	8%	2%	0%			
Female	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T			
	39,800	9%	71%	24%	26%	13%	1%	1%			
	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%	46%	36%	12%			
					84%	57%	36%	12%			
					84%	50%	31%	20%			
Age	Median	0-10	11-15	16-25	26-45	46-64	65+				
	43.2	9%	6%	16%	21%	24%	21%				
	37.9	13%	7%	14%	27%	21%	17%				
	34.4	15%	6%	16%	28%	17%	17%				
Daily trips/Person (age 11+):		2.7									
		2.9									
		2.7									



CITY OF PETERBOROUGH



Area = 6,123 Hectares

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF PETERBOROUGH							Mode of Travel					
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	33,400	18.8%	42%	23%	22%	12%	65%	14%	3%	*	12%	6%
	34,400	18.9%	44%	24%	21%	12%	65%	13%	3%	*	13%	6%
	29,000	17.2%	47%	27%	18%	8%	63%	12%	4%	*	13%	7%
24 hours	177,400		23%	12%	45%	20%	67%	19%	4%	0%	7%	3%
	181,800		24%	11%	46%	20%	69%	18%	3%	*	7%	3%
	168,300		24%	12%	45%	18%	66%	20%	5%	*	7%	3%
Percentage of trips made within district:			6-9 a.m. = 81%	24 hours = 84%			Median Trip Length (km)	2.7	2.4	4.5	112.0	
			82%					2.8	2.7	4.3	*	
			83%					2.7	2.8	4.7	*	

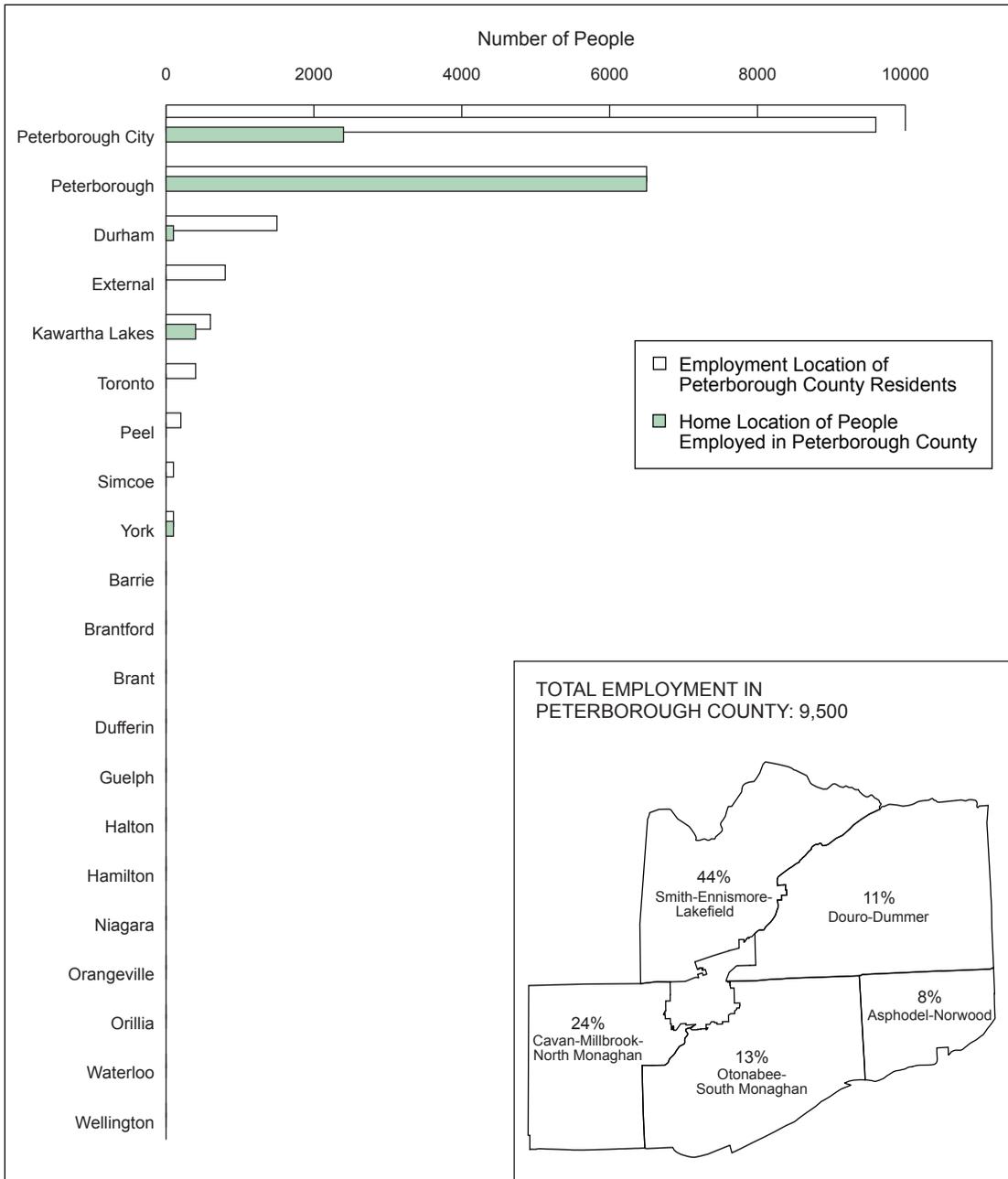
TRIPS TO CITY OF PETERBOROUGH							Mode of Travel					
Time Period	Trips	% of 24 hr.	Destination Purpose				Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			Work	School	Home	Other						
6 - 9 a.m.	41,000	19.8%	49%	23%	5%	22%	68%	12%	3%	*	9%	9%
	42,400	20.1%	49%	26%	5%	21%	67%	11%	2%	*	10%	10%
	36,500	18.6%	52%	29%	4%	15%	63%	12%	4%	*	10%	11%
24 hours	206,900		14%	6%	34%	45%	69%	18%	3%	*	6%	3%
	210,500		14%	6%	35%	44%	70%	17%	3%	*	6%	4%
	196,600		14%	7%	35%	44%	67%	20%	4%	*	6%	3%



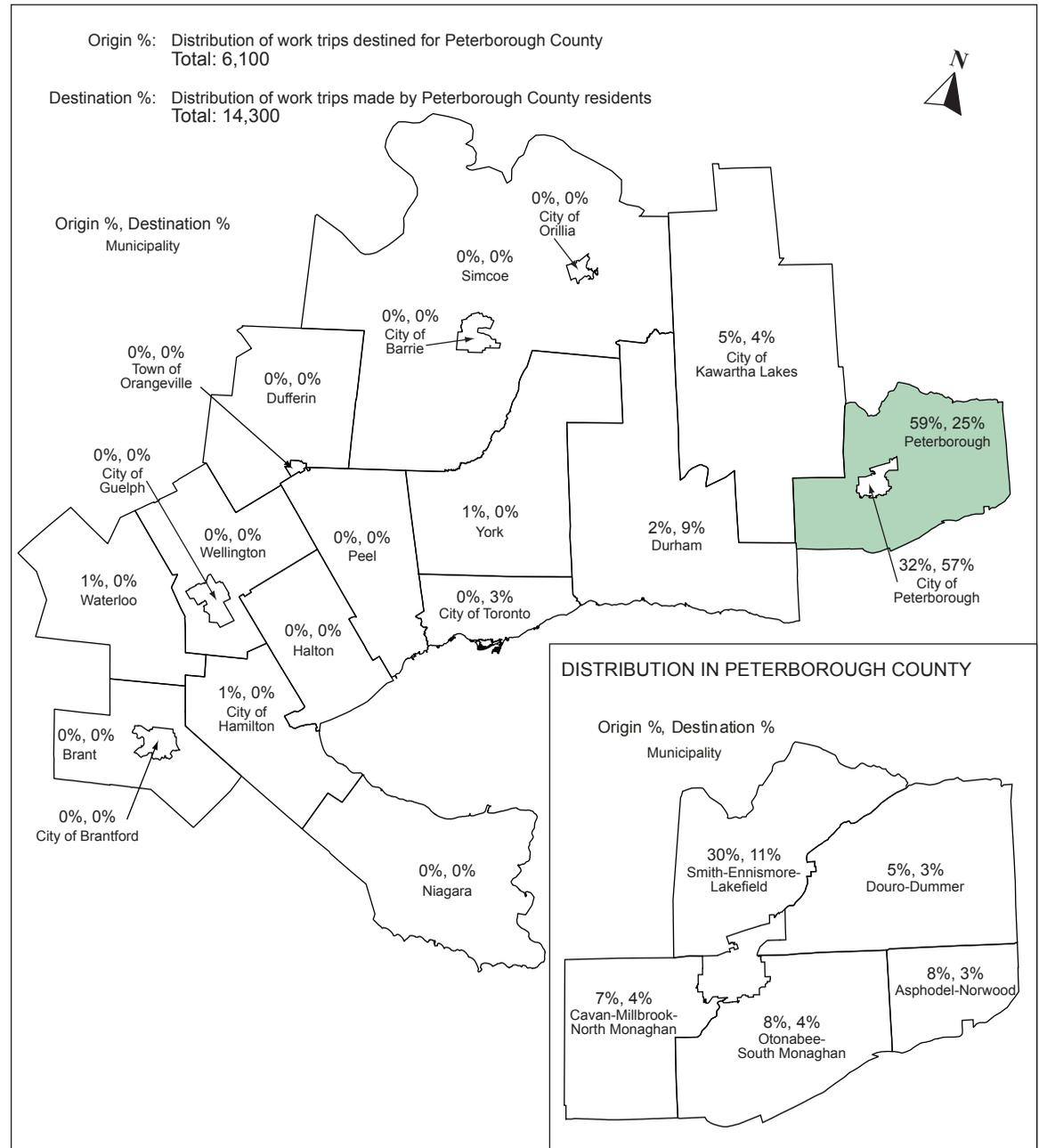
COUNTY OF PETERBOROUGH

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

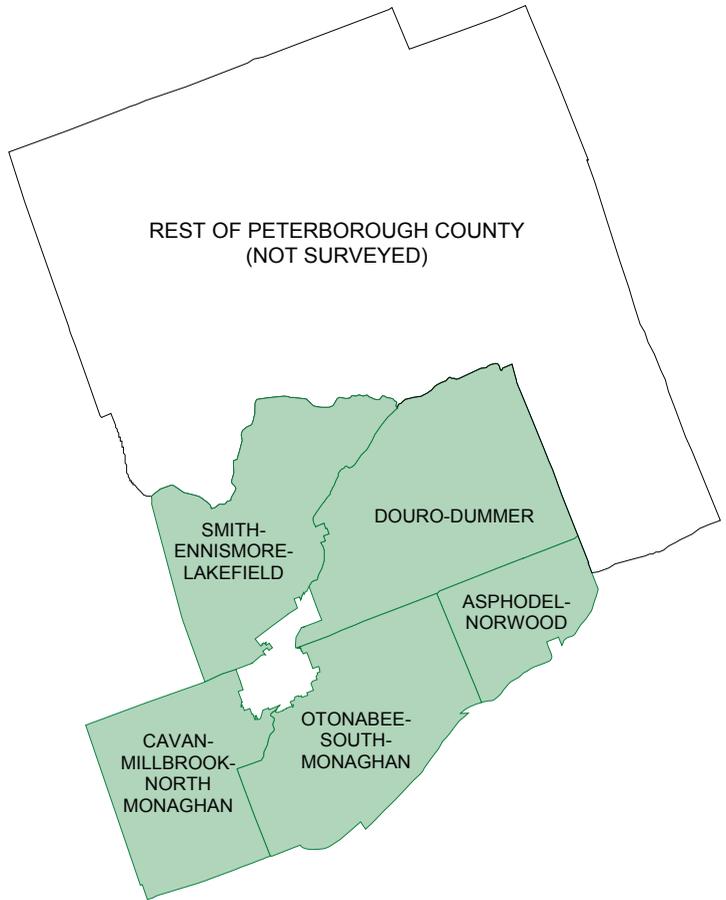


COUNTY OF PETERBOROUGH

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						17,100	15,800	14,900
Dwelling Type	House	Townhouse	Apartment					
	95%	0%	4%					
	96%	*	4%					
Household Size (persons)	1	2	3	4	5+			
	16%	47%	16%	13%	8%			
	15%	43%	15%	16%	10%			
No. of Available Vehicles	0	1	2	3	4+			
	2%	30%	50%	14%	4%			
	2%	28%	53%	13%	5%			
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			
	2.5	1.4	2.0	1.9	5.8			
	2.7	1.4	2.0	1.9	6.1			
	2.8	1.4	2.0	1.9	6.2			

TOTAL POPULATION:		43,100	41,900	41,600
Male	Population	21,500	20,900	20,900
	Transit Pass	1%	1%	1%
	Licenced Drivers	80%	75%	74%
Female	Population	21,700	20,900	20,700
	Transit Pass	1%	1%	0%
	Licenced Drivers	77%	72%	69%
On survey day: Made work trip		83%	50%	39%
		83%	49%	33%
		79%	56%	47%
Age	Median	46.5	42.0	38.1
	0-10	10%	12%	15%
	11-15	7%	8%	8%
		16-25	10%	11%
		26-45	21%	28%
		46-64	31%	24%
		65+	20%	12%
Daily trips/Person (age 11+):		2.6	2.6	2.6
		2.6	2.6	2.6
		2.6	2.6	2.6

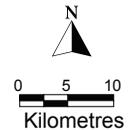


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF PETERBOROUGH COUNTY							Mode of Travel					
Time Period	Trip Purpose Category			Destination Purpose			Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB						
6 - 9 a.m.	20,000	20.2%	49%	20%	19%	12%	73%	9%	*	*	4%	14%
	19,200	19.9%	47%	26%	18%	9%	68%	10%	1%	*	2%	19%
	17,400	19.0%	54%	28%	12%	7%	65%	12%	*	*	3%	19%
24 hours	99,100		26%	9%	41%	24%	76%	16%	0%	0%	2%	6%
	96,500		25%	11%	42%	23%	75%	16%	0%	*	1%	8%
	91,800		27%	11%	42%	20%	71%	19%	0%	*	2%	7%
Percentage of trips made within district:			6-9 a.m. = 34%	24 hours = 31%	Median Trip Length (km)		8.4	8.0	17.3	134.7		
			30%	26%			12.3	12.0	14.2	*		
			29%	27%			9.0	9.0	1.8	*		

TRIPS TO PETERBOROUGH COUNTY							Mode of Travel					
Time Period	Destination Purpose			Destination Purpose			Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
	Trips	% of 24 hr.	Work	School	Home	Other						
6 - 9 a.m.	11,300	16.8%	40%	28%	8%	24%	65%	13%	*	*	9%	13%
	10,000	15.8%	38%	33%	9%	20%	62%	11%	*	*	7%	20%
	7,700	13.1%	42%	35%	9%	15%	58%	11%	*	*	9%	22%
24 hours	67,100		9%	5%	56%	30%	74%	17%	0%	*	3%	7%
	63,400		8%	5%	59%	28%	73%	16%	0%	*	2%	9%
	59,200		8%	5%	62%	25%	70%	19%	*	*	3%	8%

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



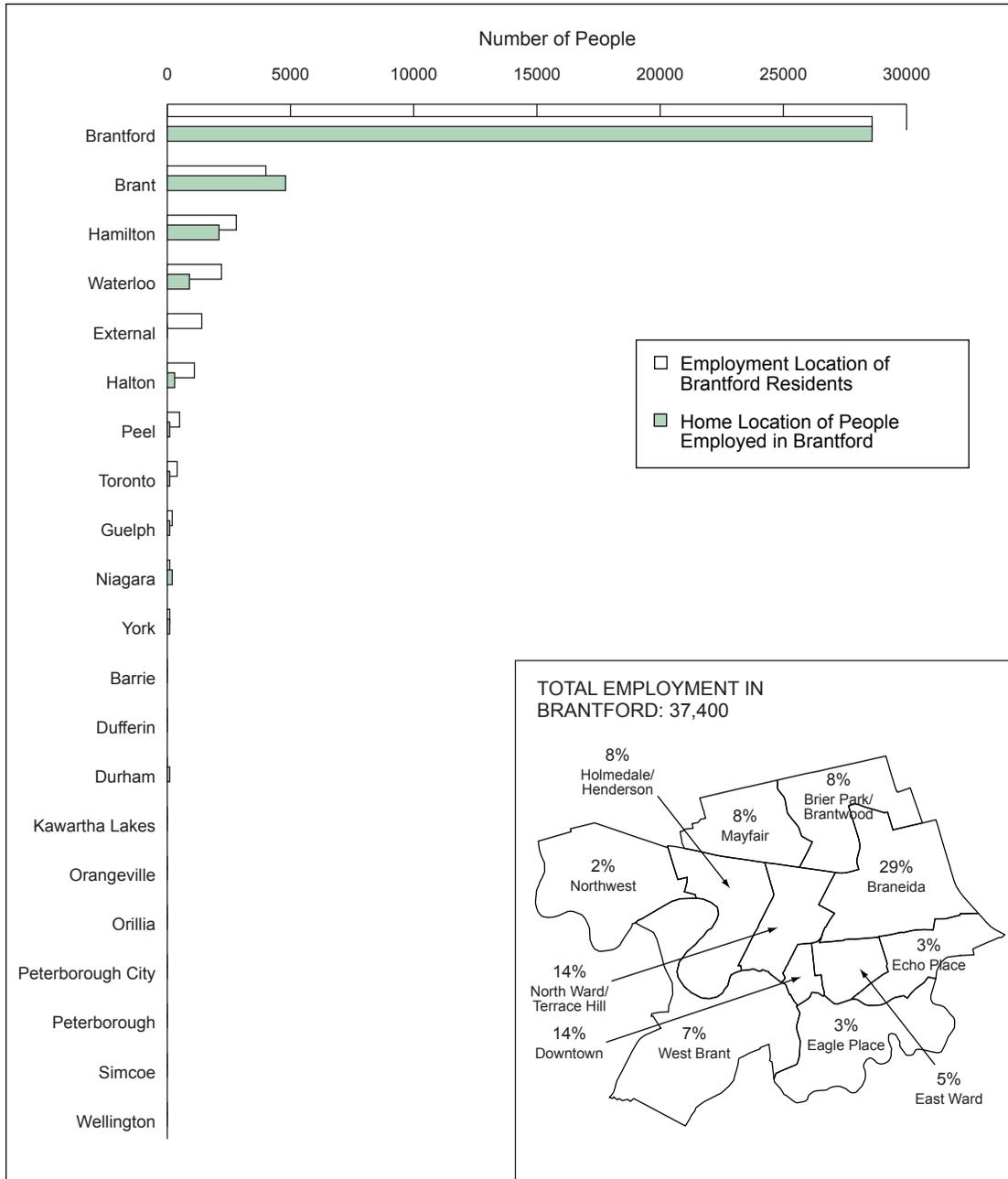
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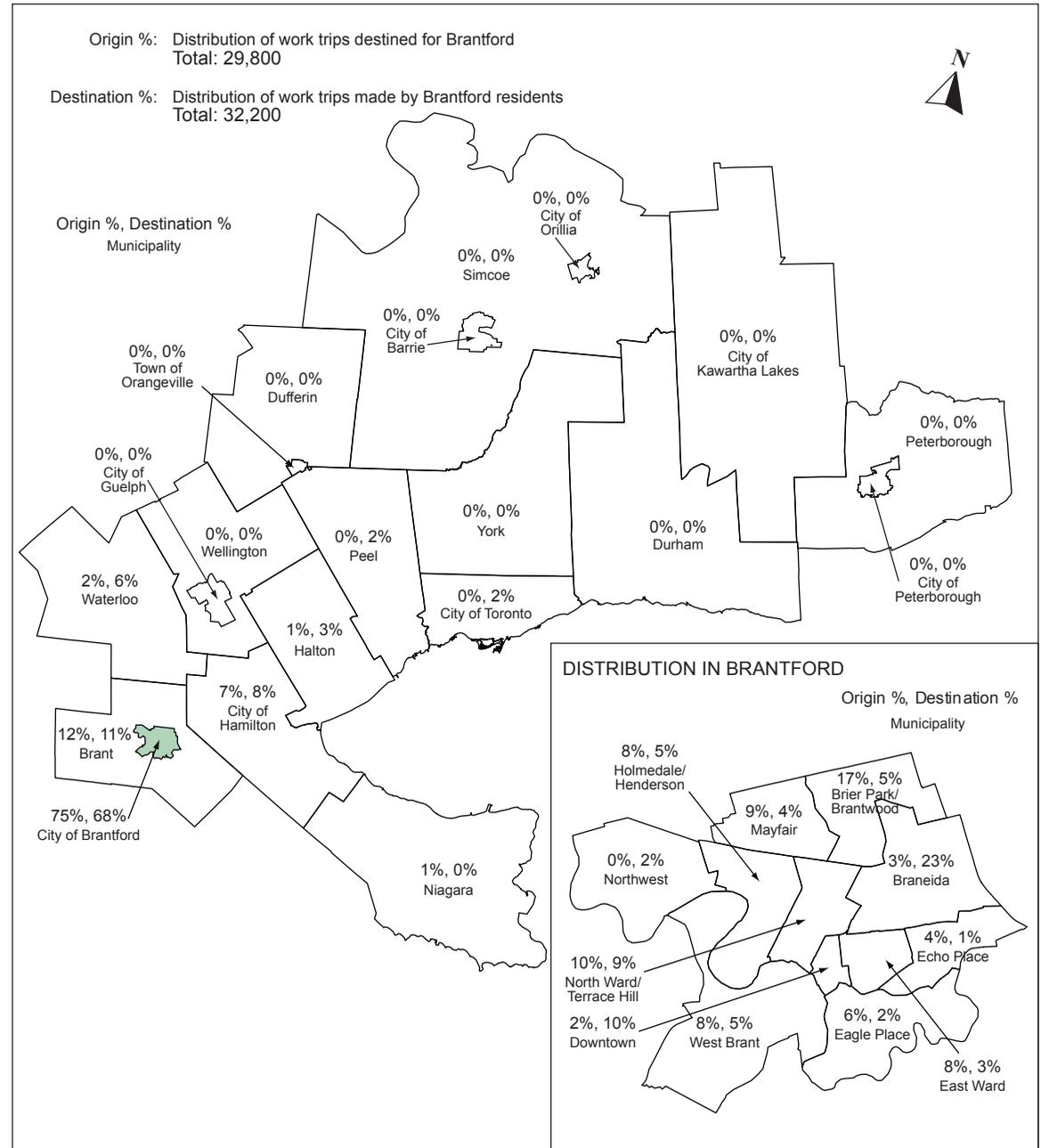
CITY OF BRANTFORD

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



CITY OF BRANTFORD

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	35,600 n/a n/a				
Dwelling Type	House	Townhouse	Apartment		
	77% n/a n/a	5% n/a n/a	18% n/a n/a		
Household Size (persons)	1	2	3	4	5+
	24% n/a n/a	37% n/a n/a	17% n/a n/a	15% n/a n/a	8% n/a n/a
No. of Available Vehicles	0	1	2	3	4+
	11% n/a n/a	41% n/a n/a	37% n/a n/a	8% n/a n/a	2% n/a n/a
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5 n/a n/a	1.3 n/a n/a	1.7 n/a n/a	1.5 n/a n/a	5.9 n/a n/a

TOTAL POPULATION:	88,800 n/a n/a							
		Employment Status						
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Male	42,000 n/a n/a	3% n/a n/a	71% n/a n/a	20% n/a n/a	44% n/a n/a	7% n/a n/a	2% n/a n/a	1% n/a n/a
Female	46,800 n/a n/a	5% n/a n/a	65% n/a n/a	20% n/a n/a	30% n/a n/a	12% n/a n/a	1% n/a n/a	1% n/a n/a
	On survey day: Made work trip				86% n/a n/a	53% n/a n/a	45% n/a n/a	29% n/a n/a
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	40.7 n/a n/a	13% n/a n/a	7% n/a n/a	11% n/a n/a	25% n/a n/a	25% n/a n/a	17% n/a n/a	
Daily trips/Person (age 11+):	2.7 n/a n/a							

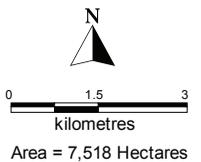


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BRANTFORD												
	Trip Purpose Category						Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	42,200 n/a n/a	20.0% n/a n/a	48% n/a n/a	20% n/a n/a	20% n/a n/a	13% n/a n/a	69% n/a n/a	13% n/a n/a	3% n/a n/a	* n/a n/a	10% n/a n/a	6% n/a n/a
24 hours	210,800 n/a n/a		28% n/a n/a	9% n/a n/a	44% n/a n/a	19% n/a n/a	72% n/a n/a	18% n/a n/a	2% n/a n/a	0% n/a n/a	5% n/a n/a	3% n/a n/a
Percentage of trips made within district:	6-9 a.m. =		75% n/a n/a	24 hours =		78% n/a n/a	Median Trip Length (km)	3.2 n/a n/a	3.0 n/a n/a	3.4 n/a n/a	91.8 n/a n/a	

TRIPS TO CITY OF BRANTFORD												
	Destination Purpose						Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	41,300 n/a n/a	19.4% n/a n/a	46% n/a n/a	23% n/a n/a	7% n/a n/a	24% n/a n/a	67% n/a n/a	13% n/a n/a	3% n/a n/a	* n/a n/a	10% n/a n/a	7% n/a n/a
24 hours	212,800 n/a n/a		14% n/a n/a	5% n/a n/a	40% n/a n/a	41% n/a n/a	72% n/a n/a	18% n/a n/a	2% n/a n/a	* n/a n/a	5% n/a n/a	3% n/a n/a

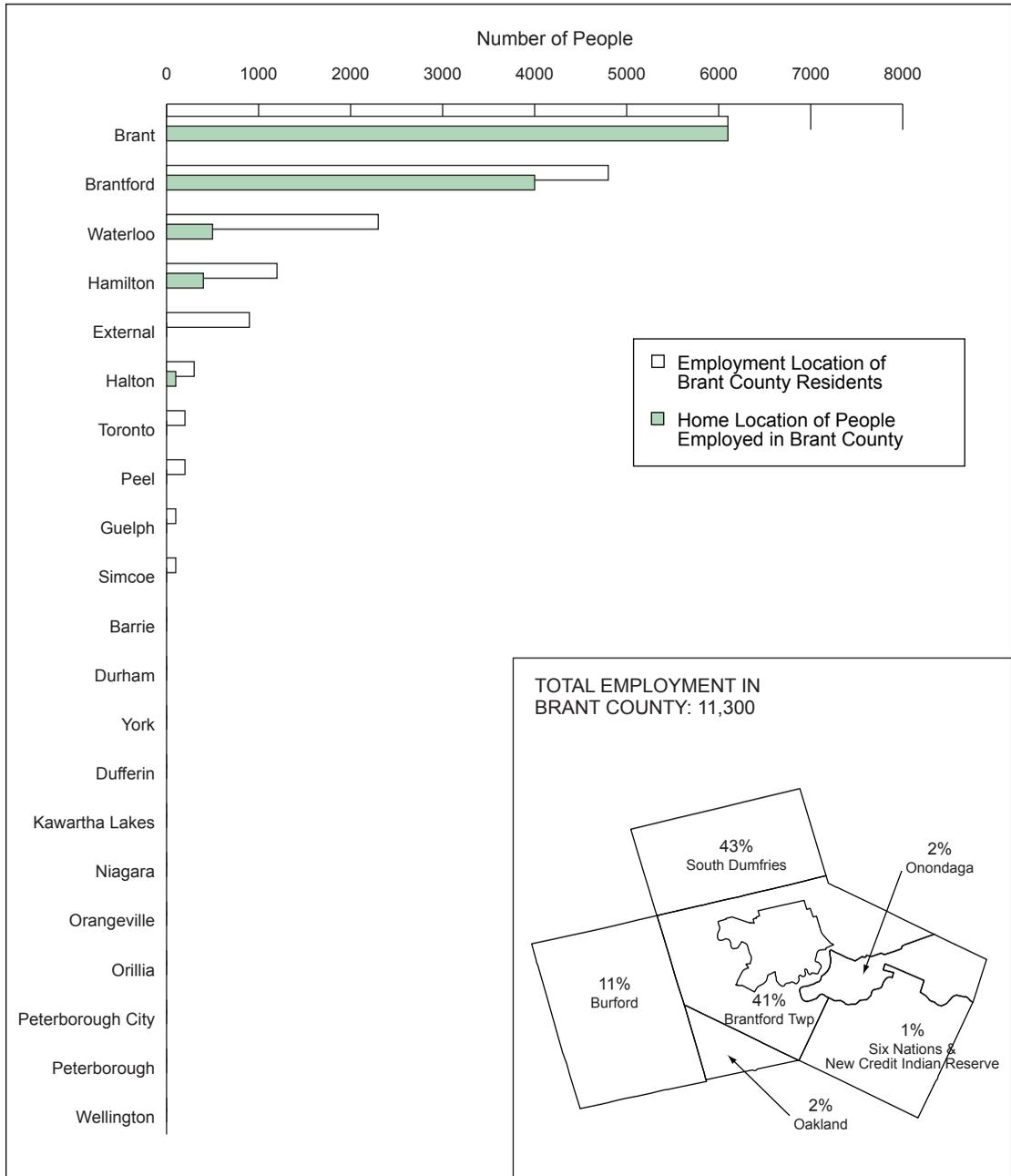
LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



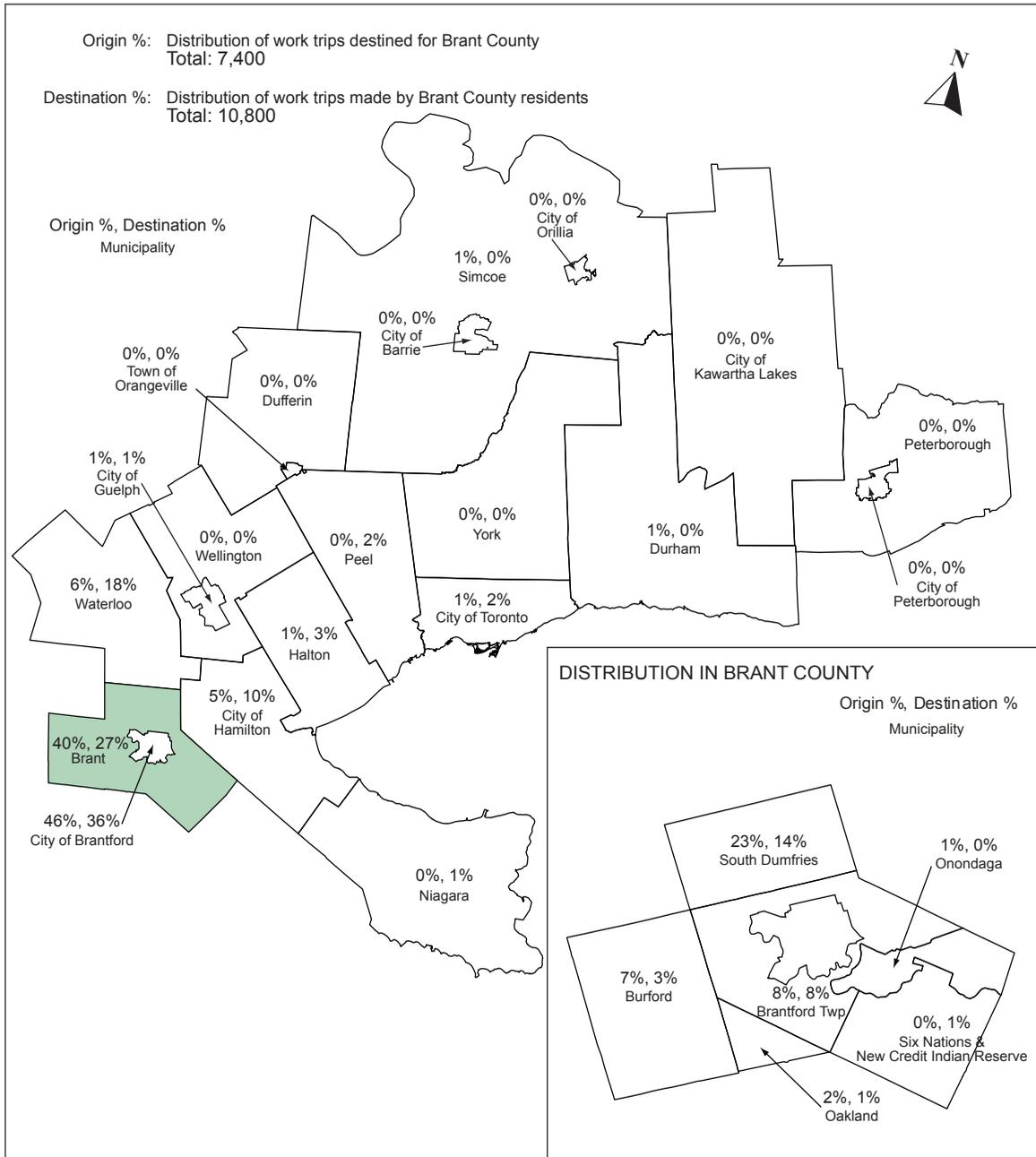
COUNTY OF BRANT

2006 STATISTICS

EMPLOYMENT

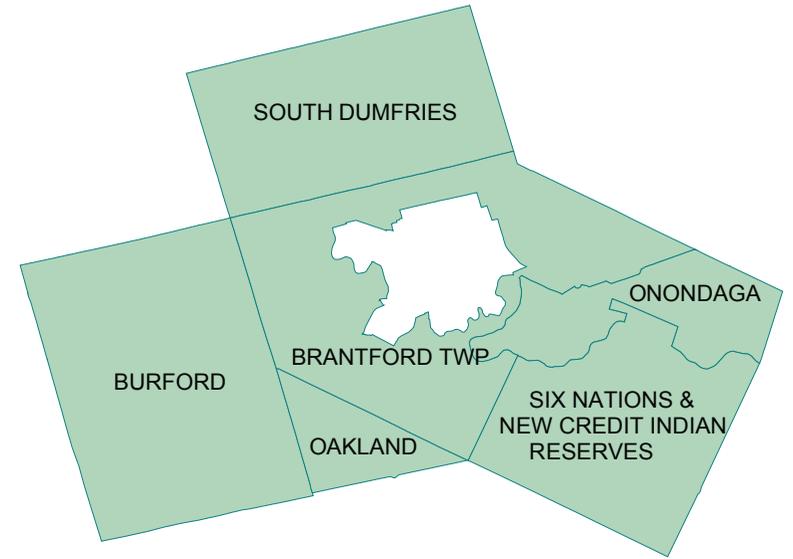


WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 12,200 n/a n/a						TOTAL POPULATION: 34,000 n/a n/a								
Dwelling Type	House	Townhouse		Apartment		Employment Status								
	91%	1%	8%	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home				
	n/a	n/a	n/a							F/T	P/T			
Household Size (persons)	1	2	3	4	5+	Male	17,000	1%	71%	25%	39%	6%	8%	1%
	17%	37%	16%	19%	11%		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	Female	17,000	1%	70%	21%	26%	12%	4%	2%
No. of Available Vehicles	0	1	2	3	4+		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4%	31%	43%	15%	7%	On survey day:	Made work trip	82%	52%	35%	8%			
	n/a	n/a	n/a	n/a	n/a			n/a	n/a	n/a	n/a	n/a	n/a	n/a
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	2.8	1.6	2.0	2.0	6.0		40.3	14%	9%	9%	25%	25%	17%	
	n/a	n/a	n/a	n/a	n/a	Daily trips/Person (age 11+):	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a									

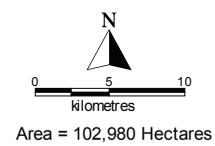


TRAVEL PATTERNS

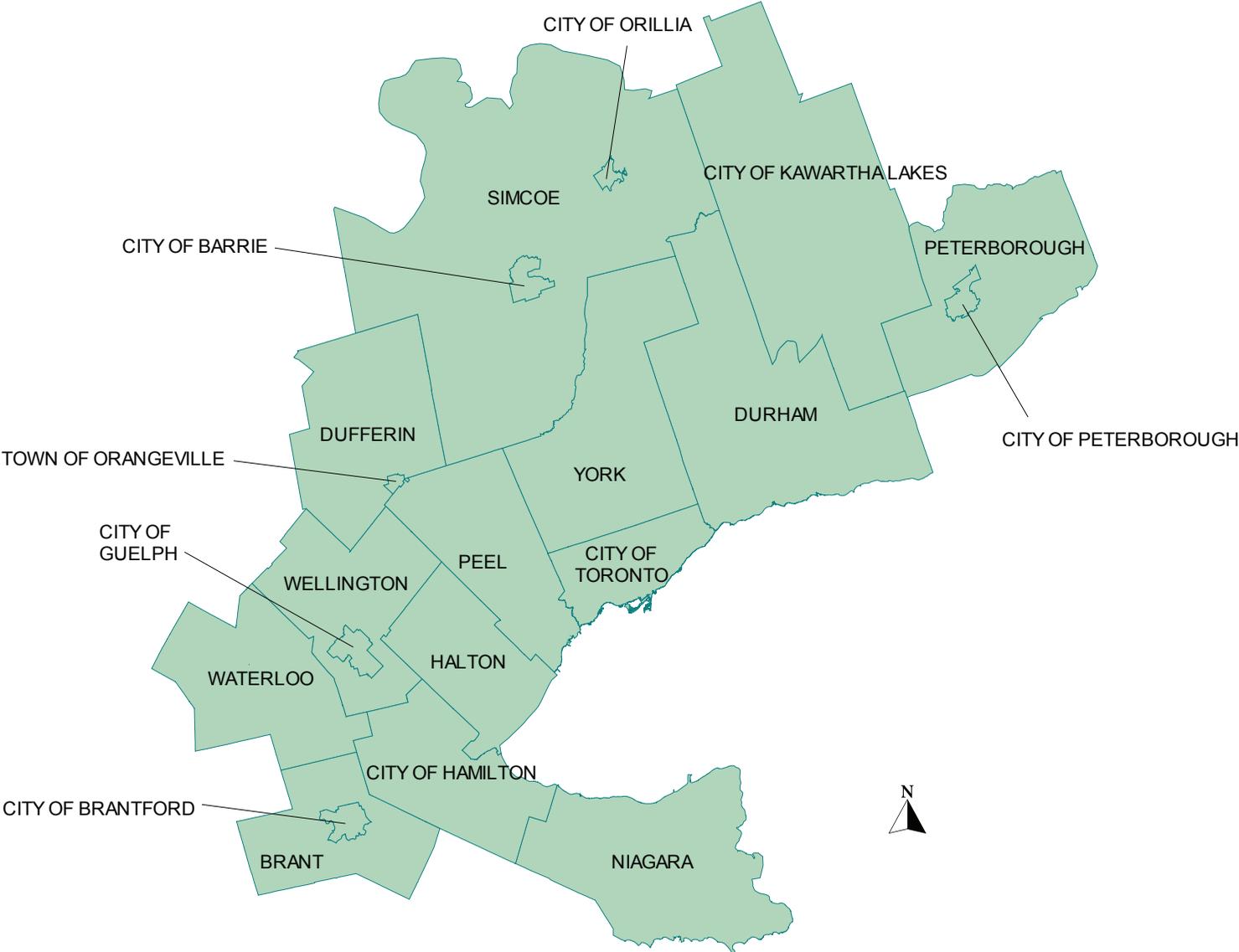
TRIPS MADE BY RESIDENTS OF BRANT COUNTY							Mode of Travel						
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Median Trip Length (km)	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			HB-W	HB-S	HB-D	N-HB							
6 - 9 a.m.	15,000	20.3%	53%	17%	21%	10%	75%	10%	*	*	5%	9%	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
24 hours	74,000		27%	7%	47%	19%	75%	17%	0%	0%	3%	4%	
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Percentage of trips made within district: 6-9 a.m. =			31%	24 hours =			31%	9.1	8.4	87.6	96.1		
			n/a			n/a	n/a	n/a	n/a	n/a	n/a	n/a	
			n/a			n/a	n/a	n/a	n/a	n/a	n/a	n/a	

TRIPS TO BRANT COUNTY							Mode of Travel						
Time Period	Trips	% of 24 hr.	Destination Purpose				Median Trip Length (km)	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
			Work	School	Home	Other							
6 - 9 a.m.	9,600	17.2%	57%	16%	8%	20%	76%	8%	*	*	8%	7%	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
24 hours	55,800		13%	3%	53%	30%	76%	16%	0%	*	4%	4%	
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

LEGEND
 2006 TTS
 2001 TTS
 1996 TTS



ORIGIN-DESTINATION MATRICES



2006 TTS O-D TRIP MATRIX

PURPOSE : ALL
MODE : ALL
PERIOD : 24 HRS

FROM:	TO:																				TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	
CITY OF TORONTO	4,222,100	111,700	413,400	305,600	51,400	13,300	5,900	6,300	3,000	1,600	1,100	7,200	13,100	2,100	1,100	600	500	1,100	1,200	400	5,162,900
REGION OF DURHAM	112,000	925,700	35,100	8,700	1,400	600	800	600	300	100	*	600	1,900	10,900	3,800	2,300	400	100	200	100	1,105,500
REGION OF YORK	413,500	35,000	1,220,800	65,200	7,800	2,300	1,200	1,900	700	300	800	8,800	22,900	2,000	400	400	700	600	200	100	1,785,600
REGION OF PEEL	310,400	8,900	66,200	1,743,700	109,200	15,300	5,100	9,800	4,200	4,200	9,400	3,500	8,500	500	300	400	300	3,400	1,000	300	2,304,400
REGION OF HALTON	51,100	1,600	7,700	109,100	690,900	66,900	8,900	6,500	4,200	4,600	700	400	1,000	100	200	*	100	500	2,300	500	957,600
CITY OF HAMILTON	13,400	500	2,200	14,700	66,500	854,800	26,200	7,900	2,700	800	*	200	400	300	*	100	*	100	9,500	3,400	1,003,800
REGION OF NIAGARA	5,700	800	1,300	4,500	9,100	26,400	939,200	1,400	200	200	*	*	400	*	*	*	*	100	600	200	990,300
REGION OF WATERLOO	6,600	500	1,700	9,500	6,500	7,800	1,200	1,027,400	24,200	8,500	200	200	500	200	*	100	100	300	4,600	4,100	1,104,000
CITY OF GUELPH	3,000	300	600	4,100	4,300	2,500	300	24,200	223,900	18,400	300	200	300	*	*	*	100	200	300	200	283,200
COUNTY OF WELLINGTON	1,400	100	300	4,300	4,400	800	200	8,600	18,200	46,600	1,300	*	300	*	*	*	*	700	100	100	87,500
TOWN OF ORANGEVILLE	1,100	100	700	9,100	700	*	100	300	200	1,300	40,500	100	1,400	*	*	*	*	9,000	*	*	64,500
CITY OF BARRIE	6,900	400	8,600	3,400	400	100	100	200	100	*	100	233,700	53,400	300	100	*	3,500	300	100	*	311,800
COUNTY OF SIMCOE	12,700	1,700	22,900	8,000	1,000	300	400	500	300	300	1,300	52,800	334,700	1,100	300	100	21,600	2,600	100	*	462,900
CITY OF KAWARTHA LAKES	2,300	10,500	1,800	600	100	200	100	200	*	100	*	200	1,100	104,100	6,400	1,900	600	*	*	*	130,300
CITY OF PETERBOROUGH	1,100	3,600	500	400	100	*	*	*	*	*	*	100	400	6,400	164,900	27,500	*	*	*	*	205,100
COUNTY OF PETERBOROUGH	600	2,300	200	200	*	100	100	100	*	*	*	*	100	1,900	27,400	31,300	*	*	*	*	64,300
CITY OF ORILLIA	700	400	500	300	100	*	*	100	100	*	*	3,500	21,300	600	*	*	55,900	*	*	*	83,600
COUNTY OF DUFFERIN	1,100	100	600	3,400	400	100	100	200	300	800	8,800	300	2,500	*	*	*	*	16,800	*	*	35,400
CITY OF BRANTFORD	1,200	100	200	1,100	2,100	9,300	600	4,500	400	100	*	*	100	*	*	100	*	*	170,500	20,200	210,500
COUNTY OF BRANT	500	*	100	300	800	3,400	200	4,100	200	100	*	*	*	*	*	*	*	*	19,500	23,900	53,400
REGION TOTAL	5,167,300	1,104,400	1,785,500	2,296,300	957,300	1,004,200	990,600	1,104,700	283,200	87,900	64,600	311,800	464,500	130,500	205,200	64,800	83,800	35,900	210,200	53,700	16,406,400

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

2006 TTS O-D TRIP MATRIX

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

FROM:	TO:																				TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	
CITY OF TORONTO	974,100	11,100	78,400	58,600	5,700	1,200	500	1,100	400	200	*	600	1,200	200	200	*	100	100	200	*	1,133,900
REGION OF DURHAM	53,600	198,300	16,300	2,900	400	200	200	100	*	*	*	100	300	900	1,100	200	100	*	*	*	274,800
REGION OF YORK	143,900	4,000	287,900	19,000	1,700	300	100	300	100	*	100	800	1,800	200	100	100	100	100	100	*	460,700
REGION OF PEEL	111,200	1,100	19,200	430,200	19,800	2,600	500	1,600	800	400	1,200	400	800	*	*	*	100	200	100	*	590,200
REGION OF HALTON	24,900	200	2,500	37,900	142,300	10,500	900	1,500	1,100	500	100	100	200	*	*	*	*	*	400	*	223,200
CITY OF HAMILTON	4,600	100	500	5,500	22,300	175,500	3,400	1,900	600	100	*	*	100	*	*	*	*	*	2,300	400	217,300
REGION OF NIAGARA	1,700	100	200	1,100	3,100	8,600	182,200	200	*	*	*	*	100	*	*	*	*	*	100	*	197,500
REGION OF WATERLOO	1,700	200	500	3,400	1,800	1,500	300	223,400	8,200	1,600	100	100	100	100	*	*	*	*	800	500	244,200
CITY OF GUELPH	900	*	200	1,500	1,000	500	100	5,200	46,100	2,500	100	*	*	*	*	*	*	*	*	100	58,200
COUNTY OF WELLINGTON	600	*	100	1,900	1,400	100	*	2,800	6,000	9,500	300	*	*	*	*	*	*	200	*	*	23,000
TOWN OF ORANGEVILLE	600	*	300	3,000	300	*	*	*	*	100	7,600	*	200	*	*	*	*	1,000	*	*	13,000
CITY OF BARRIE	2,200	*	3,300	1,300	100	*	*	*	*	100	45,400	7,500	100	*	*	*	500	*	*	*	60,600
COUNTY OF SIMCOE	5,100	400	8,500	3,300	200	100	100	100	*	*	400	15,000	71,000	200	100	*	6,800	400	*	*	111,700
CITY OF KAWARTHA LAKES	500	3,400	500	100	*	100	*	100	*	*	*	*	200	19,000	1,800	400	300	*	*	*	26,600
CITY OF PETERBOROUGH	200	600	100	100	*	*	*	*	*	*	*	*	*	800	28,300	3,400	*	*	*	*	33,600
COUNTY OF PETERBOROUGH	200	600	*	*	*	*	*	*	*	*	*	*	*	600	9,200	7,100	*	*	*	*	17,900
CITY OF ORILLIA	200	*	100	100	*	*	*	100	100	*	*	900	1,900	100	*	*	10,200	*	*	*	13,600
COUNTY OF DUFFERIN	400	*	200	1,700	100	100	*	*	100	300	2,700	100	400	*	*	*	*	4,400	*	*	10,600
CITY OF BRANTFORD	300	*	*	300	700	2,300	100	1,300	100	*	*	*	*	*	*	*	*	*	32,000	3,700	40,800
COUNTY OF BRANT	200	*	*	100	300	1,200	100	1,500	100	*	*	*	*	*	*	*	*	*	5,200	4,800	13,600
REGION TOTAL	1,327,000	220,500	419,000	571,900	201,300	204,700	188,500	241,200	63,900	15,300	12,600	63,600	85,800	22,200	40,900	11,200	18,200	6,400	41,300	9,600	3,765,000

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

2006 TTS O-D TRIP MATRIX

PURPOSE : WORK
MODE : ALL
PERIOD : 24 HRS

FROM:	TO:																				TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	
CITY OF TORONTO	713,900	9,800	92,400	69,900	6,700	1,400	300	1,000	400	100	100	400	700	100	200	*	100	100	200	*	897,900
REGION OF DURHAM	64,800	113,000	20,900	5,100	600	200	100	100	*	*	*	100	300	600	900	100	100	*	100	*	207,100
REGION OF YORK	143,800	4,200	161,200	23,200	2,000	300	100	400	100	*	100	900	2,000	100	100	100	100	*	*	*	338,800
REGION OF PEEL	120,100	1,200	24,400	276,200	21,200	1,900	500	1,600	700	300	900	400	600	*	*	*	*	200	100	*	450,300
REGION OF HALTON	29,100	300	3,400	42,900	76,500	8,200	700	1,400	1,000	400	100	100	100	*	*	*	*	*	400	100	164,800
CITY OF HAMILTON	6,200	200	900	7,800	29,400	111,700	3,000	2,100	1,000	200	*	*	*	*	*	*	*	*	2,000	400	165,000
REGION OF NIAGARA	1,800	200	300	1,900	4,100	9,400	121,100	200	100	*	*	*	100	*	*	*	*	*	200	*	139,300
REGION OF WATERLOO	2,500	100	800	5,100	2,600	1,500	300	158,200	10,400	1,800	100	100	100	100	*	*	*	*	700	400	184,700
CITY OF GUELPH	1,300	100	200	2,100	1,400	400	100	4,400	30,200	2,400	100	*	*	*	*	*	*	*	100	*	42,800
COUNTY OF WELLINGTON	600	*	200	2,500	1,800	100	*	2,600	5,600	4,900	400	*	100	*	*	*	*	200	*	*	18,900
TOWN OF ORANGEVILLE	600	*	500	3,900	400	*	*	*	*	100	4,000	*	200	*	*	*	*	800	*	*	10,600
CITY OF BARRIE	3,700	100	4,600	2,400	100	*	*	*	*	*	100	26,400	8,700	*	*	*	600	*	*	*	46,800
COUNTY OF SIMCOE	7,500	500	11,000	4,900	300	100	100	200	100	*	300	12,500	45,000	100	*	*	5,200	400	100	*	88,200
CITY OF KAWARTHA LAKES	1,100	5,100	1,200	200	*	*	*	*	*	*	*	100	300	10,600	1,800	300	200	*	*	*	20,900
CITY OF PETERBOROUGH	400	1,200	100	200	*	*	*	*	*	*	*	*	100	600	18,300	1,900	*	*	*	*	22,700
COUNTY OF PETERBOROUGH	400	1,300	100	100	*	*	*	*	*	*	*	*	*	500	8,200	3,600	*	*	*	*	14,200
CITY OF ORILLIA	200	*	100	100	*	*	*	*	*	*	*	700	2,000	100	*	*	6,100	*	*	*	9,300
COUNTY OF DUFFERIN	700	*	300	2,200	200	100	*	100	100	100	2,100	*	800	*	*	*	*	2,300	*	*	8,900
CITY OF BRANTFORD	500	*	100	500	1,000	2,500	100	1,900	100	*	*	*	*	*	*	*	*	*	22,000	3,500	32,100
COUNTY OF BRANT	200	*	*	200	300	1,000	100	1,900	100	*	*	*	*	*	*	*	*	*	3,900	2,900	10,700
REGION TOTAL	1,099,300	137,400	322,600	451,200	148,500	138,900	126,500	175,900	50,000	10,500	8,200	41,700	61,200	12,800	29,600	6,100	12,400	4,100	29,800	7,400	2,874,200

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

2006 TTS O-D TRIP MATRIX

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

FROM:	TO:																				TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	
CITY OF TORONTO	486,700	7,200	62,800	48,000	4,500	800	200	800	300	100	*	300	500	100	200	*	100	100	100	*	612,700
REGION OF DURHAM	46,500	72,400	15,200	2,800	300	100	100	100	*	*	*	*	200	400	700	100	*	*	*	*	139,000
REGION OF YORK	108,900	2,800	109,300	17,100	1,400	300	100	200	100	*	100	600	1,100	100	100	*	100	*	*	*	242,400
REGION OF PEEL	87,900	800	17,000	181,200	14,600	1,500	300	1,300	500	200	700	200	300	*	*	*	*	100	*	*	306,600
REGION OF HALTON	22,400	100	2,400	32,900	51,200	6,300	500	1,100	700	200	*	100	100	*	*	*	*	*	300	*	118,400
CITY OF HAMILTON	3,700	100	400	5,100	19,700	72,600	2,100	1,400	500	100	*	*	*	*	*	*	*	*	1,500	300	107,800
REGION OF NIAGARA	1,000	100	200	1,000	2,700	6,600	81,400	100	100	*	*	*	100	*	*	*	*	*	100	*	93,200
REGION OF WATERLOO	1,400	100	400	3,000	1,500	1,100	200	106,300	6,700	1,200	*	100	100	*	*	*	*	*	500	400	122,900
CITY OF GUELPH	700	*	200	1,400	900	400	100	3,300	19,100	1,800	100	*	*	*	*	*	*	*	*	*	28,100
COUNTY OF WELLINGTON	300	*	100	1,700	1,200	100	*	2,000	3,900	3,100	300	*	*	*	*	*	*	100	*	*	12,800
TOWN OF ORANGEVILLE	400	*	300	2,500	200	*	*	*	*	100	2,400	*	100	*	*	*	*	600	*	*	6,500
CITY OF BARRIE	1,900	100	3,100	1,200	100	*	*	*	*	*	100	17,100	5,300	*	*	*	400	*	*	*	29,300
COUNTY OF SIMCOE	4,300	300	7,600	2,900	200	*	*	100	*	*	200	8,600	28,900	100	*	*	3,700	300	*	*	57,300
CITY OF KAWARTHA LAKES	400	2,700	500	100	*	*	*	*	*	*	*	*	100	7,500	1,100	200	100	*	*	*	13,000
CITY OF PETERBOROUGH	100	500	100	100	*	*	*	*	*	*	*	*	*	500	12,200	1,400	*	*	*	*	14,900
COUNTY OF PETERBOROUGH	200	600	*	*	*	*	*	*	*	*	*	*	*	400	5,900	2,700	*	*	*	*	9,800
CITY OF ORILLIA	100	*	100	*	*	*	*	*	*	*	*	600	1,200	*	*	*	3,900	*	*	*	6,100
COUNTY OF DUFFERIN	300	*	200	1,500	100	*	*	*	100	100	1,300	*	400	*	*	*	*	1,500	*	*	5,600
CITY OF BRANTFORD	200	*	*	200	600	1,800	*	1,200	100	*	*	*	*	*	*	*	*	*	13,500	2,600	20,300
COUNTY OF BRANT	100	*	*	200	200	900	100	1,200	100	*	*	*	*	*	*	*	*	*	3,000	2,000	7,900
REGION TOTAL	767,600	87,700	219,900	302,900	99,700	92,500	85,000	119,100	32,300	7,000	5,100	27,600	38,600	9,100	20,200	4,500	8,300	2,700	19,200	5,400	1,954,500

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

2001 TTS O-D TRIP MATRIX

PURPOSE : ALL
MODE : ALL
PERIOD : 24 HRS

FROM:	TO:																	TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	CITY OF ORILLIA		
CITY OF TORONTO	4,184,745	106,226	388,237	295,868	50,039	13,709	5,704	3,490	1,877	1,892	6,469	15,036	2,637	1,825	1,068	704	5,079,526	
REGION OF DURHAM	107,093	837,259	33,172	8,608	1,601	635	933	278	192	18	471	2,459	9,708	3,428	2,284	490	1,008,629	
REGION OF YORK	388,471	33,663	1,056,693	58,015	6,426	1,876	1,232	558	424	1,007	6,986	23,219	1,437	520	457	467	1,581,451	
REGION OF PEEL	298,196	8,749	58,898	1,501,329	94,168	13,366	3,976	4,235	4,378	7,652	3,050	9,627	346	547	303	301	2,009,121	
REGION OF HALTON	49,964	1,709	6,718	93,423	604,973	67,491	7,614	4,921	4,389	836	365	1,278	102	130	44	105	844,062	
CITY OF HAMILTON	13,813	703	1,915	13,182	66,862	877,238	23,402	2,210	922	92	138	514	360	141	95	108	1,001,695	
REGION OF NIAGARA	5,274	956	1,128	3,732	7,626	23,026	923,584	678	233	71	259	498	241	16	0	118	967,440	
CITY OF GUELPH	3,271	376	615	3,986	4,859	2,427	650	213,855	18,562	339	16	357	16	0	80	37	249,446	
COUNTY OF WELLINGTON	1,789	174	417	4,325	4,316	804	140	18,433	49,178	1,594	89	168	20	43	43	0	81,533	
TOWN OF ORANGEVILLE	2,106	75	909	7,418	691	125	73	305	1,590	41,215	74	828	57	0	0	0	55,466	
CITY OF BARRIE	6,399	421	7,028	3,030	388	57	128	89	89	110	187,426	47,152	218	19	0	3,306	255,860	
COUNTY OF SIMCOE	14,881	2,500	23,376	9,145	1,194	490	650	366	221	857	47,172	291,099	724	194	130	18,922	411,921	
CITY OF KAWARTHA LAKES	2,306	9,434	1,494	340	73	364	85	0	20	18	160	552	92,119	6,885	1,971	537	116,358	
CITY OF PETERBOROUGH	1,754	3,392	350	456	68	113	54	37	43	16	37	266	6,734	164,758	29,338	0	207,416	
COUNTY OF PETERBOROUGH	1,012	2,132	294	222	67	136	0	63	20	0	37	88	2,099	29,149	25,496	56	60,871	
CITY OF ORILLIA	896	469	369	236	117	0	112	37	28	0	3,210	19,070	343	58	0	54,031	78,976	
REGION TOTAL	5,081,970	1,008,238	1,581,613	2,003,315	843,468	1,001,857	968,337	249,555	82,166	55,717	255,959	412,211	117,161	207,713	61,309	79,182	14,009,771	

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

2001 TTS O-D TRIP MATRIX

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

FROM:	TO:																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	CITY OF ORILLIA	
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
REGION OF DURHAM	52,000	171,800	14,900	3,100	300	300	200	*	*	*	*	300	600	700	200	100	244,500
REGION OF YORK	128,300	4,200	237,300	16,400	1,500	400	300	100	100	100	900	1,400	200	100	*	*	391,200
REGION OF PEEL	105,400	900	16,700	364,000	17,200	1,700	600	500	400	700	300	1,100	*	100	*	*	509,800
REGION OF 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
REGION OF 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
COUNTY OF 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
COUNTY OF 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
COUNTY OF 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 total

2001 TTS O-D TRIP MATRIX

PURPOSE : WORK
MODE : ALL
PERIOD : 24 HRS

FROM:	TO:																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	CITY OF ORILLIA	
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
REGION OF DURHAM	63,900	104,200	18,400	4,900	600	200	100	100	*	*	*	200	400	600	200	*	193,800
REGION OF YORK	129,400	3,600	140,000	20,600	1,600	400	200	100	100	100	700	1,400	100	100	*	*	298,300
REGION OF PEEL	115,200	1,000	20,800	246,100	17,700	1,600	500	300	300	700	400	600	*	*	*	*	405,400
REGION OF 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	*	*	*	169,900
REGION OF 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	30,600	1,600	200	*	100	*	*	*	*	38,100
COUNTY OF WELLINGTON	1,100	100	200	2,600	1,500	200	*	5,500	5,400	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
COUNTY OF SIMCOE	8,700	600	11,500	5,600	400	100	100	100	100	300	12,100	42,900	200	*	*	4,100	86,700
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
COUNTY OF 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	1,128,500	126,700	294,700	400,700	130,500	140,800	127,900	38,800	8,000	7,200	37,300	55,100	12,200	30,400	5,200	11,300	2,555,300

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

2001 TTS O-D TRIP MATRIX

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

FROM:	TO:																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	CITY OF ORILLIA	
CITY OF TORONTO	523,900	6,600	67,100	49,600	4,800	600	400	300	*	100	300	700	*	100	*	*	654,500
REGION OF DURHAM	46,300	67,900	13,400	2,800	300	100	100	*	*	*	*	100	300	500	100	*	131,900
REGION OF YORK	98,700	2,500	96,300	15,000	1,100	200	200	100	100	*	500	700	100	100	*	*	215,500
REGION OF PEEL	87,200	600	14,700	166,400	12,400	1,100	400	200	200	400	200	500	*	*	*	*	284,500
REGION OF 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
REGION OF 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	19,700	1,000	200	*	*	*	*	*	*	24,900
COUNTY OF WELLINGTON	700	100	200	1,900	1,200	100	*	4,100	3,600	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
COUNTY OF 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
COUNTY OF 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										1,760,400

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

1996 TTS O-D TRIP MATRIX

PURPOSE : ALL
MODE : ALL
PERIOD : 24 HRS

FROM:	TO:																	TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH		
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	
REGION OF 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	
REGION OF 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	
REGION OF 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	
REGION OF 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	
REGION OF NIAGARA	6,400	500	1,100	4,000	6,400	21,700	820,000	1,100	400	300	100	100	200	*	*	*	862,400	
REGION OF 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	
COUNTY OF 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	
COUNTY OF 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	
COUNTY OF 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 total

1996 TTS O-D TRIP MATRIX

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

FROM:	TO:																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	
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
REGION OF DURHAM	45,700	148,600	11,100	1,900	300	200	100	*	*	*	*	100	*	700	500	100	209,400
REGION OF YORK	100,600	2,700	175,200	9,600	600	100	200	200	100	*	100	600	1,300	100	100	*	291,500
REGION OF PEEL	103,900	700	13,100	280,100	12,900	1,600	600	900	600	200	800	200	300	*	100	*	416,000
REGION OF 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
REGION OF NIAGARA	1,600	100	100	900	2,100	7,200	151,900	100	100	*	*	*	*	*	*	*	164,200
REGION OF 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
COUNTY OF 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
COUNTY OF 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
COUNTY OF 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 total

1996 TTS O-D TRIP MATRIX

PURPOSE : WORK
MODE : ALL
PERIOD : 24 HRS

FROM:	TO:																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	
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
REGION OF DURHAM	57,500	95,100	13,700	3,700	400	100	*	*	*	*	*	100	100	300	400	*	171,600
REGION OF YORK	102,800	2,400	101,400	11,900	700	200	200	100	100	*	100	500	1,200	100	100	*	221,800
REGION OF PEEL	116,100	900	15,000	194,900	13,000	1,500	500	800	600	200	700	200	400	*	100	*	344,600
REGION OF 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
REGION OF NIAGARA	1,900	100	300	1,300	2,900	8,600	113,800	100	100	*	*	*	*	*	*	*	129,300
REGION OF 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
COUNTY OF 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
COUNTY OF 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
COUNTY OF 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

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1996 TTS O-D TRIP MATRIX

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

FROM:	TO:																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	
CITY OF TORONTO	498,200	6,200	60,400	44,800	3,600	600	400	400	300	*	100	300	200	100	100	*	615,900
REGION OF DURHAM	41,800	62,100	10,500	1,800	200	100	*	*	*	*	*	100	*	200	300	*	117,200
REGION OF YORK	79,500	1,600	70,100	8,700	500	100	100	100	100	*	100	400	700	*	100	*	162,100
REGION OF PEEL	88,800	500	11,600	132,400	9,200	1,100	300	600	500	100	400	200	200	*	*	*	245,900
REGION OF 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
REGION OF NIAGARA	1,100	100	100	800	1,900	6,000	75,000	*	100	*	*	*	*	*	*	*	85,000
REGION OF 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
COUNTY OF 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
COUNTY OF 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
COUNTY OF 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 total

PUBLICATIONS

Title of Publication

2006 Transportation Tomorrow Survey: Design and Conduct of the Survey

2006 Transportation Tomorrow Survey: Data Guide

2006 Transportation Tomorrow Survey: Data Validation

2006 Transportation Tomorrow Survey: 2006, 2001 & 1996 Travel Survey Summaries

2006 Transportation Tomorrow Survey: 2006, 2001, 1996 & 1986 Summary Report of the GTA

2006 Transportation Tomorrow Survey: Interview Manual

2006 Transportation Tomorrow Survey: Coding Manual

2006 Transportation Tomorrow Survey: Seminar