



# transportationtomorrow

SURVEY 2016

## TTS 2016 CITY OF HAMILTON SUMMARY BY WARD MARCH 2018



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## Acknowledgements

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The 2011 Transportation Tomorrow Survey (TTS) was conducted on behalf of 22 local, regional, provincial and transit operating agencies in the Greater Toronto and surrounding regions. The members of the TTS Technical Committee are represented by the following agencies:

City of Barrie	Metrolinx
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 Brant	Regional Municipality of York
County of Dufferin	Toronto Transit Commission
County of Peterborough	Town of Orangeville
County of Simcoe	
County of Wellington	

This report was prepared for the Transportation Information Steering Committee (TISC) by R.A. Malatest & Associates Ltd., in partnership with David Kriger Consultants Inc. and HDR Inc., with guidance from 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, 2001, 2006 and 2011 TTS, is represented by the Ontario Ministry of Transportation, Cities of Toronto and Hamilton, Regional Municipalities of Durham, Halton, Peel and York, Metrolinx 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

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The Transportation Tomorrow Survey (TTS) are parts of an ongoing data collection program by the Transportation Information Steering Committee (TISC). The survey data (2016, 2011, 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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## Background

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The first comprehensive travel survey was the 1964 Metropolitan Toronto and Region Transportation Study (MTARTS), which was an urban travel survey using home interviews at a sample of approximately 3% of the households in the Toronto area. At that time, the survey area included most of the urban area. Subsequently, the urban area expanded and was subdivided into a collection of regional jurisdictions. Each jurisdiction then undertook various travel surveys.

Urban travel on the road and transit system does not respect jurisdictional boundaries. A committee established to discuss common transportation issues at the time of jurisdictional changes recognized this limitation. The first Transportation Tomorrow Survey (TTS) initiated by the coordinating committee (Toronto Area Transportation Planning Data Collection Steering Committee) was undertaken in 1986 when it was recognized that the fragmented approach to collecting urban travel information was not providing a complete representation.

The extensive use of the original TTS data led to the establishment of periodic updates and consequently a Transportation Tomorrow Survey (TTS) has been conducted every five years since 1986. From 1986 to 2006, the survey method remained essentially the same: the survey sample was drawn from telephone subscriber directories, with advance letters sent to inform households about the survey, and surveys conducted via telephone interview. In 2011, online surveying was introduced to supplement the telephone interviewing, with 12% of participating households completing the survey online. In 2016, the survey sample was drawn from Canada Post's database of mailable addresses, which was matched, where possible, to telephone numbers listed in the telephone subscriber directory. Addresses not matched to a telephone number received a survey letter inviting them to participate online or via phone while addresses matched to a telephone number received both a letter and telephone calls. In this cycle, 36% of participating household completed the survey via telephone interview and 64% completed the survey online. The survey questionnaire has been essentially the same in all survey cycles, with only minor changes between cycles.

The 2016 Transportation Tomorrow Survey (TTS) is the seventh in a series of comprehensive travel surveys conducted every five years in the Greater Toronto and Hamilton Area (GTHA) and surrounding areas. The TTS contains detailed demographic information on all members of a surveyed household and a ledger of travel information for an entire weekday.

## Area of coverage

As the urban area surrounding Toronto continued to grow and surrounding communities became more integrated, it was apparent that a wider area of coverage would be beneficial.

The initial TTS programs in 1986 and 1991 were initiated by government agencies in the GTHA and the area of coverage reflected that initiative. However, because of the growing urban transportation interaction between the GTHA and the surrounding areas, other surrounding communities were invited to participate in later surveys.

PARTICIPATING JURISDICTIONS																				
Cycle	City of Hamilton	City of Toronto	Regional Municipality of Durham	Regional Municipality of Halton	Regional Municipality of Peel	Regional Municipality of York	City of Kawartha Lakes	City of Barrie	City of Brantford	City of Guelph	City of Orillia	City of Peterborough	County of Brant	County of Dufferin	County of Peterborough	County of Simcoe	County of Wellington	Regional Municipality of Niagara	Regional Municipality of Waterloo	Town of Orangeville
2016 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	p	•	p	•	•	•
2011 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	p	•	p	•	•	•
2006 TTS	•	•	•	•	•	•	•	•	•	•	•	•		•	p	•	p	•	•	•
2001 TTS	•	•	•	•	•	•	•	•		•	•	•			p	•	p	•		•
1996 TTS	•	•	•	•	•	•	•	•		•		•			p	p	p	•	•	•
1991 TTS	•	•	•	•	•	•														
1986 TTS	•	•	•	•	•	•														

• = full coverage, p = part of jurisdiction

## Survey magnitude

In the 2016 survey, a random sample of households in the survey area was provided by Canada Post from a database of mailable residential addresses. In all previous surveys from 1986 to 2011, the random sample of households in the survey area was provided by a telephone subscriber listing service.

In 2016, the size of the sample was determined as required to obtain a 5% sample of occupied dwelling units in all areas except the City of Hamilton, for which a 3% sample of occupied dwelling units was targetted. In 1991, a smaller sample was obtained in developed urban areas. Otherwise, the size of the sample was determined as required to obtain a 5% sample of the occupied dwelling units.

RECORDS AND ESTIMATES FOR TORONTO						
Cycle	Households		Persons		Trips	
	Records	Expanded total	Records	Expanded total	Records	Expanded total
2016 TTS	162,708	3,335,990	395,885	8,822,802	798,093	17,522,728
2011 TTS	159,200	3,117,500	410,400	8,520,300	858,800	17,924,300
2006 TTS	149,600	2,871,200	401,700	7,705,300	864,300	16,541,700
2001 TTS	136,400	2,417,500	374,200	6,529,600	817,700	14,200,600
1996 TTS	115,200	2,317,200	312,800	6,285,100	658,000	13,185,500
1991 TTS	24,500	1,709,600	72,500	4,729,200	157,400	10,231,100
1986 TTS	61,400	1,466,100	171,100	4,063,000	370,200	8,761,000



## Survey content

All TTS are a retrospective survey of travel taken by every member (age 11 and over) of the household during the day previous to the telephone (or web) contact. Until 2011, all information was collected by an experienced interviewer over the telephone. In 2011 and 2016, the household was given the option of a telephone interviewer or completing the interview on-line.

The information collected and the method of collection has remained relatively consistent over the seven surveys and includes characteristics of the household, characteristics of each person in the household, and details of the trips taken by each member of the household. Trip information includes details of any trips taken by transit.

Before each survey, the questions asked were reviewed and some additions made, which reflect the changing interests of the participating agencies.

INFORMATION COLLECTED																					
	Demographic Information													Travel Information							
	Household Characteristics				Person Characteristics									Nature of Trip			Means of Travel				
	Dwelling unit type	Number of Persons	Vehicles Available	Household Income	Age	Gender	Possession of Driver's License	Usual Place of Work Location	Usual Place of School Location	Free Parking at Usual Place of Work	Possession of Transit Pass	Occupation Type	Work at Home	Start time	Purpose of Trip	Origin and Destination Points	Travel Mode	Vehicle Occupancy	Used 407 ETR	Detailed Transit Routes	GO Train & Subway Stations used
2016 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
2011 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
2006 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
2001 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
1996 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
1991 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
1986 TTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

## Report content

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The purpose of this report is to summarize the Transportation Tomorrow Survey data at the Ward level for the City of Hamilton. The summary is presented in tabular format at different levels of detail, namely the Greater Toronto and Hamilton Area, the City of Hamilton, and the wards within the City of Hamilton. In total, there are 15 wards within the City of Hamilton.

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 also describe travel characteristics such as travel purpose, trip start time, travel distance and travel mode choice.

For historical TTS data, please refer to the 2016 reports, “2016, 2011, 2006, 1996, and 1986 Travel Summaries for the Greater Toronto and Hamilton Area” and the “2016, 2011, 2006, 1996, and 1986 Travel Summaries for the TTS Area”. It may be noted that in the latter report on the GTHA, the 2016 statistics for trips made to GTHA municipalities may not always match the ‘trips made to’ statistics reported herewith for the same municipalities. This is because the ‘trips made to’ statistics in the GTHA report have been filtered to only trips made by residents of the GTHA to facilitate historical comparisons with previous survey cycles (which in 1986 and 1996 were confined to the GTHA), whereas the ‘trips made to’ statistics reported herewith include all trips made by residents of the entire TTS study area, which extends beyond the GTHA for all cycles since 1996, with some variation by cycle in the extent of the geography outside the GTHA. (See “Area of coverage” on page 7 of this report.)

Two time periods are reported: the morning peak travel period of 6:00 to 8:59 a.m. and the full 24-hour day (labelled in the tables as ‘6-9 A.M.’).

In the 2016 results, medians of trip distances are determined based on all trips, including those with trip ends outside of the study area. In earlier cycles, median trip distance calculations excluded trips with trip ends outside the study area (as there was less precision in the geocoding of coordinates external to the study 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 in this report. Most 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.

Definitions of terms are listed on the next page.

For complete and detailed coverage of all aspects of the surveys, please refer to the reports available at:

<http://www.dmg.utoronto.ca/reports/ttsreports.html>

## Data Key

### HOUSEHOLD CHARACTERISTICS

Households	Total number of households in the area
Dwelling Type	Distribution of households by dwelling type: house, townhouse, or apartment.
Household Size	Distribution of households by the number of persons in residence at the time of the survey interview.
Number of Available Vehicles	Distribution of households by number of vehicles available to the household for personal use.
Household Averages:	
Persons/household	Total population divided by total number of households.
Workers/household	Total number of employed persons (full-time, part-time, work-from-home) divided by total number of households.
Drivers/household	Total number of persons in possession of a driver's licence divided by the total number of households. The calculation excludes a small portion of households for which the total number of licensed drivers was unknown.
Vehicles/household	Total number of vehicles available for personal use divided by the total number of households.
Trips/day/household	Total number of daily trips made by persons of age 11 and over divided by the total number of households.

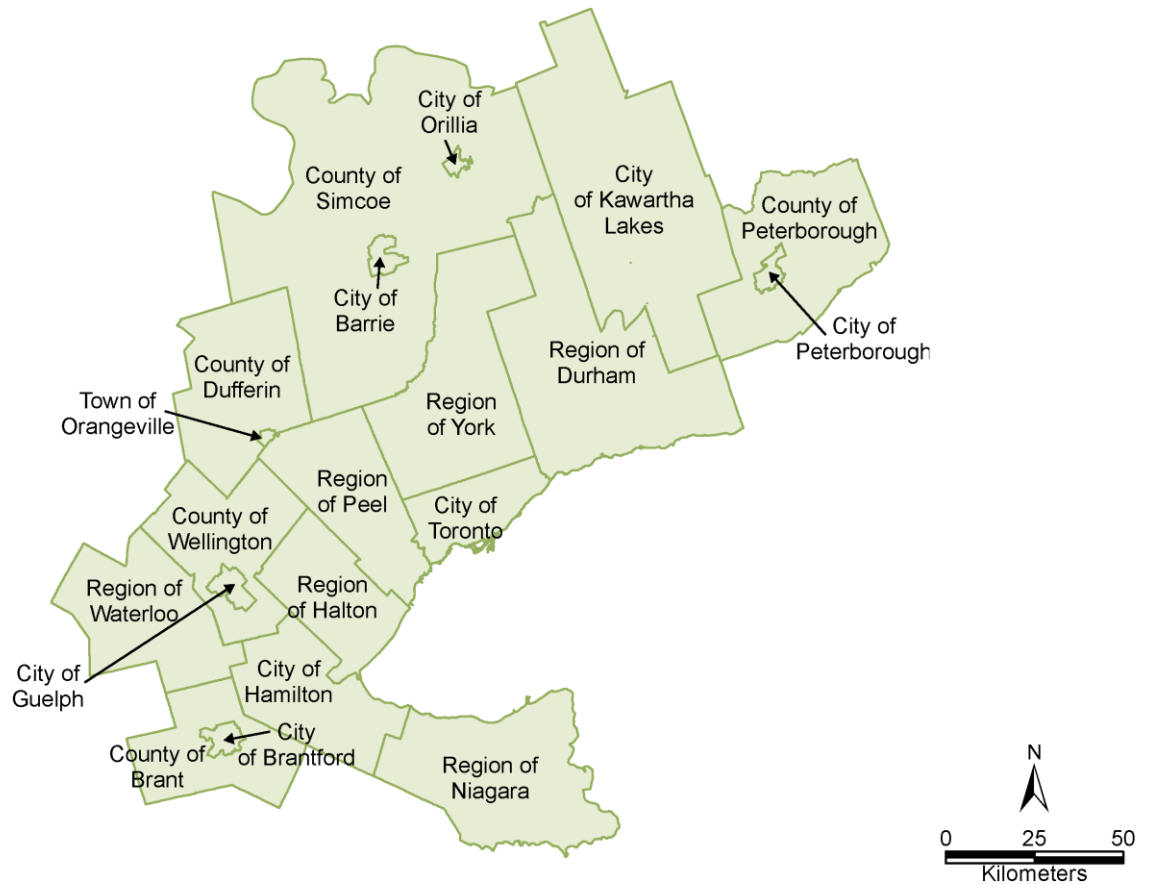
### POPULATION CHARACTERISTICS

Population	Total population residing in private dwellings in the area at the time of the survey. Excludes residents living in collective dwellings (who were not surveyed).
Age	Distribution of population by age group. Note: may not exactly match census distributions exactly. Approximately 20% of persons 75+ are assumed to live in collective dwellings and are not represented by the survey results.
Median Age	50% of the population are above and 50% are below the median age.
Daily Trips per Person	Number of trips made by persons aged 11 and over divided by the number of persons aged 11 and over.
Daily Work Trips per Worker	Number of work trips made by employed persons divided by the number of employed persons.
Employment Type	Full time outside the home, part-time outside the home, work at home (full-time or part-time).
Student	% of population who are students. Student status was not asked for persons aged 6-10, but was assumed.
Licensed	% of population with a valid driver's licence. Persons with unknown licence status were excluded from the calculation.
Transit	% of population in possession of a valid transit pass. Persons with unknown data were excluded from the calculation.

### TRIPS MADE...

...BY RESIDENTS OF THE AREA	Survey statistics for all trips made by population residing within the given geography reported on.
...TO THE AREA	Survey statistics for all trips with a destination within the given geography reported on, whether made by residents of the given geography or by residents of all other geographies included in the entire TTS survey area.
Time Period	Two time periods are reported: the morning peak travel period of 6:00 to 8:59 a.m. (labelled as "6-9 AM") and the full 24-hour day.
Trips	Total estimated average trips for the reported time period on weekdays (estimates based on the survey data expanded to represent the total population).
Trip Purpose (for trips made by residents of the area):	Distribution of all trips made by residents across the following categories:
HB-W	Home-based work: Home to work and work to home.
HB-S	Home-based school: Home to school and school to home.
HB-D	Home-based discretionary: All other home-based trips.
N-HB	Non-home-based: All trips where neither end is home.
Trip Purpose (for trips to the area):	Distribution of all trips made to the area across the following categories:
Work	Destination purpose is work.
School	Destination purpose is school.
Home	Destination purpose is to return home.
Other	Other destination purpose, such as shopping, entertainment, pick someone up/drop someone off, etc.
Modes of travel:	
Driver	Automobile driver.
Pass.	Automobile passenger.
Transit	Public transit (local transit). If a trip uses more than one mode category which includes public transit, then public transit is given preference as the primary mode. In cases where both GO Train and local transit were used, GO Train is the dominant classification.
GO Train	GO Train. In cases where both GO Train and local transit were used, GO Train is the dominant classification.
Walk & Cycle	Walk or bicycle.
Other	Other modes of travel. Includes motorcycle, taxi, school bus, and all other modes.
Median Trip Length (km)	Trip length is measured as the straight line distance between the origin and destination coordinates of the trip, and is reported for trips with the following modes: driver, passenger, transit, and GO Train.

## TRANSPORTATION TOMORROW SURVEY AREA



transportation tomorrow  
2016

## Area summaries

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## GREATER TORONTO AND HAMILTON AREA



### GREATER TORONTO HAMILTON AREA

#### HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
2,532,600	50%	10%	40%	25%	29%	17%	17%	12%	16%	40%	33%	8%	3%	2.7	1.5	1.8	1.4	5.2

#### POPULATION CHARACTERISTICS

POPULATION CHARACTERISTICS																
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
													3,310,600	46%	7%	4%
										Female						
6,813,900	12%	6%	13%	28%	27%	14%	39.4	2.2	0.75	3,503,300	34%	11%	4%	22%	62%	21%

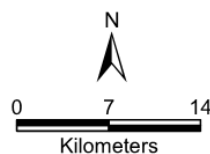
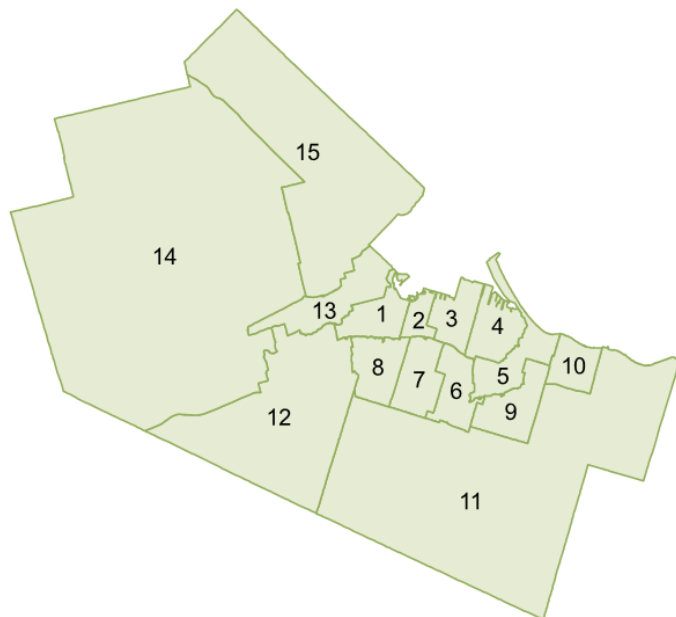
#### TRIPS MADE BY RESIDENTS OF THE GTHA

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	3,259,200	24.6%	50%	19%	22%	9%	57%	11%	15%	3%	10%	4%	8.4	3.5	7.9	30.3
24 Hrs	13,260,700		35%	12%	39%	15%	60%	13%	14%	2%	9%	3%	6.5	4.4	6.8	30.5

#### TRIPS MADE TO THE GTHA BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	3,307,400	24.8%	56%	20%	5%	19%	58%	11%	15%	3%	10%	4%	8.4	3.5	7.9	30.3
24 Hrs	13,362,100		23%	6%	42%	29%	61%	13%	14%	2%	9%	3%	6.6	4.4	6.8	30.6

## CITY OF HAMILTON



### CITY OF HAMILTON

#### HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
211,500	61%	12%	28%	28%	32%	16%	15%	9%	13%	39%	35%	9%	4%	2.5	1.3	1.7	1.5	5.2

#### POPULATION CHARACTERISTICS

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
										256,900	44%	8%	3%	22%	72%	14%
	Female															
525,500	12%	6%	13%	26%	28%	16%	40.8	2.4	0.73	268,600	32%	12%	3%	21%	67%	16%

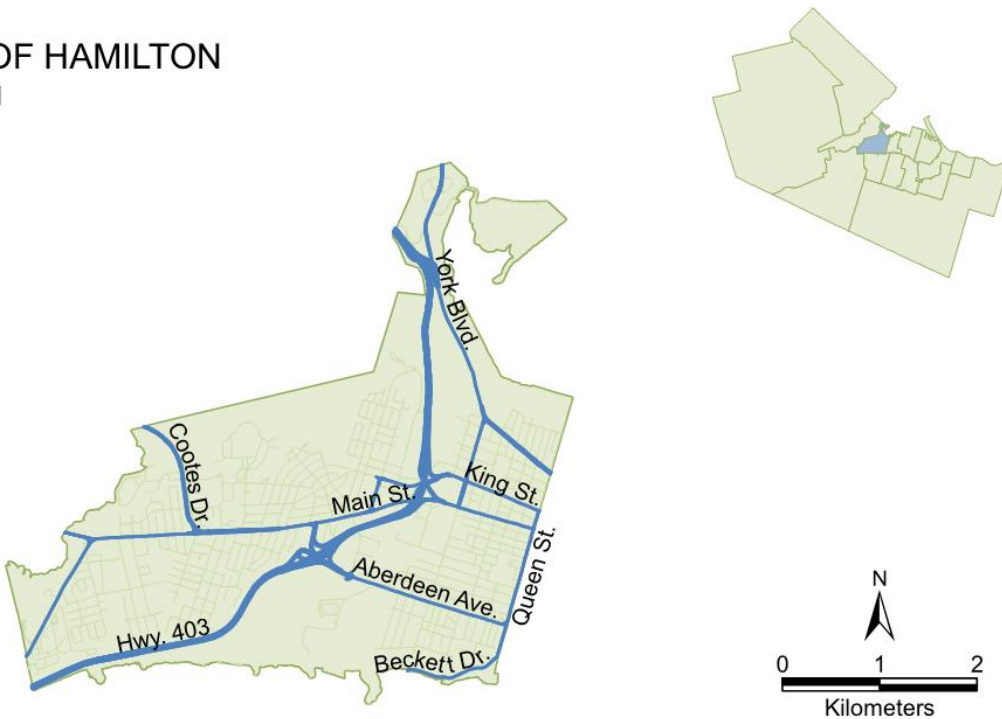
#### TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	239,200	21.9%	51%	19%	21%	8%	66%	11%	7%	1%	9%	6%	8.1	3.9	4.5	58.6
24 Hrs	1,090,700		31%	10%	43%	15%	68%	14%	7%	1%	7%	3%	6.3	4.7	4.4	59.0

#### TRIPS MADE TO CITY OF HAMILTON BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	222,500	21.2%	51%	23%	6%	20%	64%	12%	8%	0%	10%	6%	7.2	3.8	4.8	28.7
24 Hrs	1,048,800		18%	7%	44%	32%	68%	14%	7%	0%	7%	3%	6.0	4.6	4.4	58.9

## CITY OF HAMILTON WARD 1



### WARD 1

#### HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
13,900	46%	2%	52%	39%	31%	12%	12%	6%	22%	51%	25%	2%	1%	2.2	1.2	1.5	1.1	5.4

#### POPULATION CHARACTERISTICS

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass		
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home					
										Male								
										14,700	38%	13%	3%	32%	69%	34%		
										Female								
30,300	10%	5%	18%	28%	24%	15%	37.8	2.7	0.68	15,600	30%	17%	3%	26%	69%	36%		

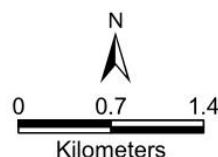
#### TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 1

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	13,500	18.1%	49%	21%	21%	8%	46%	7%	16%	1%	27%	2%	5.8	2.6	2.9	59.5
24 Hrs	74,300		25%	12%	46%	17%	54%	13%	13%	0%	18%	2%	3.9	2.9	3.0	59.9

#### TRIPS MADE TO CITY OF HAMILTON - WARD 1 - BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	28,000	28%	44%	38%	2%	16%	51%	11%	22%	1%	11%	4%	7.7	6.4	6.1	28.2
24 Hrs	100,000		19%	20%	31%	30%	55%	12%	17%	1%	14%	2%	5.5	4.4	4.4	58.9

## CITY OF HAMILTON WARD 2



### WARD 2

#### HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
21,700	18%	4%	78%	52%	28%	11%	5%	4%	37%	47%	13%	3%	0%	1.8	1.1	1.2	0.8	3.7

#### POPULATION CHARACTERISTICS

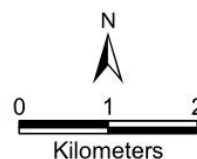
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass			
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home						
										Male									
										20,200	42%	9%	4%	20%	67%	33%			
										Female									
39,700	8%	4%	13%	35%	26%	14%	37.7	2.2	0.73	19,500	35%	15%	3%	18%	59%	39%			

#### TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 2

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	15,800	19.5%	58%	18%	17%	8%	47%	10%	18%	3%	18%	2%	6.5	3.3	3.2	58.2
24 Hrs	81,200		34%	10%	41%	15%	51%	11%	18%	2%	17%	2%	5.3	4.1	3.5	58.7

#### TRIPS MADE TO CITY OF HAMILTON - WARD 2 - BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	27,800	28.2%	79%	4%	3%	14%	66%	9%	12%	0%	13%	0%	8.7	6.2	5.3	40.5
24 Hrs	98,300		32%	1%	35%	31%	57%	12%	15%	1%	14%	2%	6.3	5.3	4.0	58.2



## HOUSEHOLD CHARACTERISTICS

HOUSEHOLD CHARACTERISTICS																		
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
15,600	53%	2%	44%	37%	30%	15%	11%	7%	31%	45%	20%	4%	0%	2.2	1.2	1.3	1.0	4.5

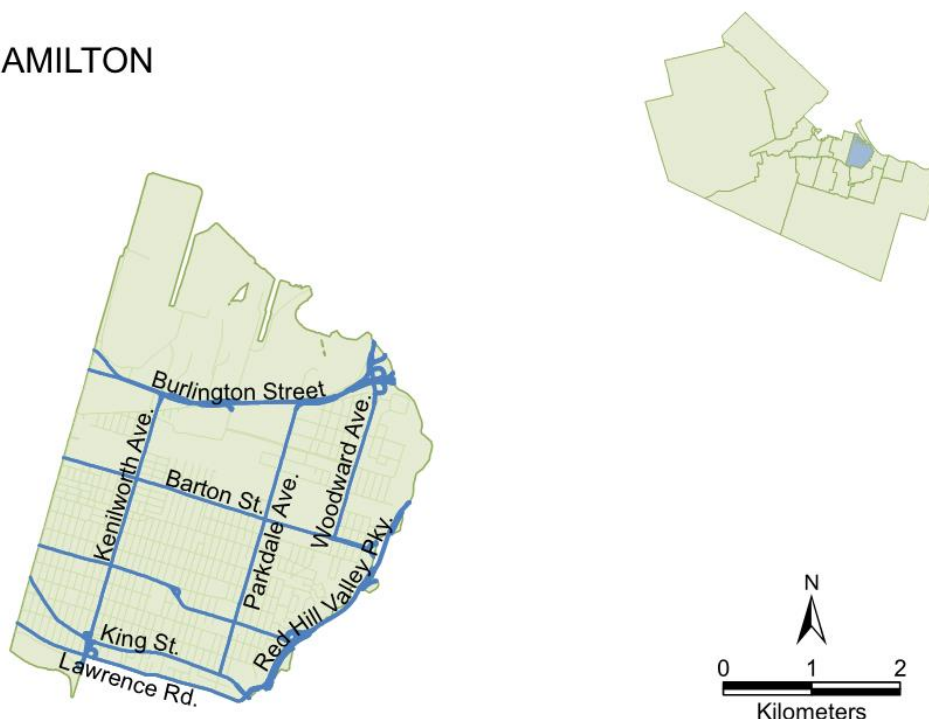
POPULATION CHARACTERISTICS																
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
										17,200	42%	8%	3%	18%	61%	25%
Female																
35,000	12%	6%	13%	29%	28%	12%	37.3	2.3	0.72	17,800	27%	13%	3%	21%	52%	26%

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 3																
Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	13,900	20%	46%	21%	24%	8%	51%	14%	12%	1%	17%	4%	4.8	1.7	5.7	57.6
24 Hrs	69,800		31%	11%	42%	16%	56%	14%	14%	1%	11%	3%	4.8	3.2	4.1	58.3

TRIPS MADE TO CITY OF HAMILTON - WARD 3 - BY RESIDENTS OF THE TTS AREA																
Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	19,100	28.3%	57%	14%	5%	24%	64%	16%	6%	*	11%	3%	6.3	2.3	2.6	*
24 Hrs	67,500		24%	4%	43%	28%	60%	15%	10%	1%	11%	3%	5.7	4.1	3.7	58.3



# CITY OF HAMILTON WARD 4



## WARD 4

### HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
14,100	76%	3%	21%	32%	34%	16%	11%	7%	16%	43%	31%	8%	2%	2.3	1.3	1.5	1.4	4.4

### POPULATION CHARACTERISTICS

POPULATION CHARACTERISTICS																
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
										16,100	49%	6%	2%	16%	70%	13%
Female																
32,200	10%	4%	12%	27%	31%	15%	42.0	2.2	0.78	16,100	34%	12%	2%	18%	61%	16%

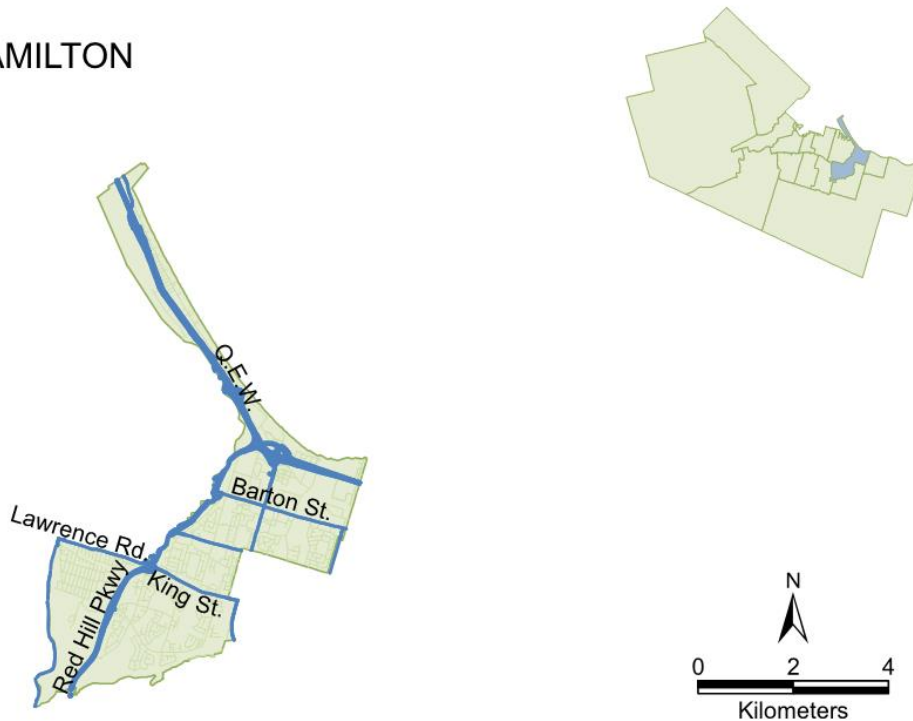
### TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 4

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	13,100	21.1%	61%	14%	19%	5%	64%	9%	11%	1%	13%	3%	8.1	5.2	7.3	56.3
24 Hrs	62,100		38%	8%	40%	14%	66%	12%	11%	1%	8%	2%	6.3	5.5	6.4	56.3

### TRIPS MADE TO CITY OF HAMILTON - WARD 4 - BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	13,600	21.6%	59%	17%	9%	15%	72%	7%	5%	*	14%	3%	8.1	2.8	2.9	*
24 Hrs	62,900		24%	4%	43%	29%	69%	12%	8%	0%	8%	2%	5.9	4.5	5.1	56.3

## CITY OF HAMILTON WARD 5



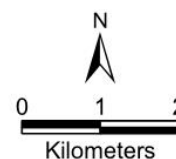
### WARD 5

HOUSEHOLD CHARACTERISTICS																		
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
16,000	44%	16%	40%	30%	34%	16%	11%	9%	13%	47%	33%	6%	2%	2.4	1.2	1.6	1.4	4.4

POPULATION CHARACTERISTICS																
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
		18,300	42%	6%	3%	20%	74%			10%						
	Female															
38,300	11%	4%	12%	23%	30%	20%	45.6	2.1	0.74	19,900	29%	11%	2%	17%	63%	12%

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 5																
Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	15,700	22.3%	53%	16%	21%	10%	70%	9%	9%	*	7%	5%	8.0	6.4	8.0	*
24 Hrs	70,200		34%	9%	41%	16%	70%	15%	7%	0%	5%	3%	6.7	5.3	6.4	52.8

TRIPS MADE TO CITY OF HAMILTON - WARD 5 - BY RESIDENTS OF THE TTS AREA																
Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	11,100	16.8%	57%	16%	6%	21%	73%	11%	5%	*	9%	2%	7.4	1.7	6.3	*
24 Hrs	66,000		16%	3%	44%	36%	69%	16%	7%	0%	6%	2%	5.8	4.0	5.4	58.6



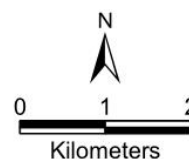
## HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
15,700	61%	15%	24%	31%	30%	15%	16%	8%	9%	47%	32%	8%	4%	2.4	1.3	1.7	1.5	5.1

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
	18,500	44%	8%	2%	21%	72%	11%									
Female																
19,800	32%	11%	2%	21%	68%	14%										

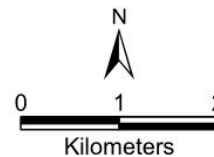
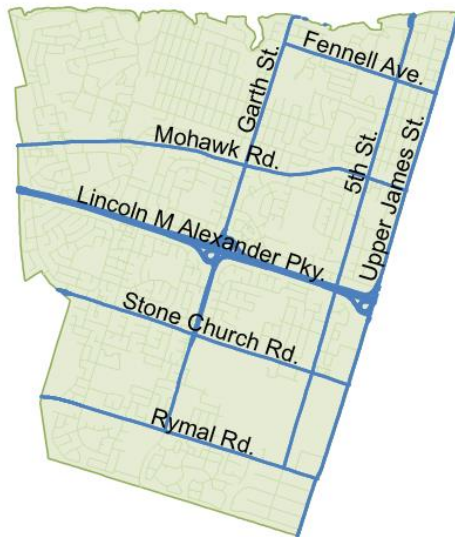
Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	18,900	23.5%	50%	20%	23%	8%	70%	13%	6%	*	7%	4%	5.4	2.5	5.3	*
24 Hrs	80,300		33%	10%	43%	14%	71%	15%	6%	0%	5%	2%	4.6	4.1	5.1	58.7

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	11,400	16.9%	45%	19%	11%	25%	70%	12%	4%	*	8%	5%	4.3	2.2	3.8	*
24 Hrs	67,300		13%	4%	51%	32%	71%	15%	5%	0%	6%	2%	4.4	3.9	4.6	58.7





## CITY OF HAMILTON WARD 8



### WARD 8

HOUSEHOLD CHARACTERISTICS																		
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
17,700	66%	21%	14%	24%	31%	19%	16%	10%	10%	38%	39%	11%	2%	2.6	1.3	1.8	1.6	5.6

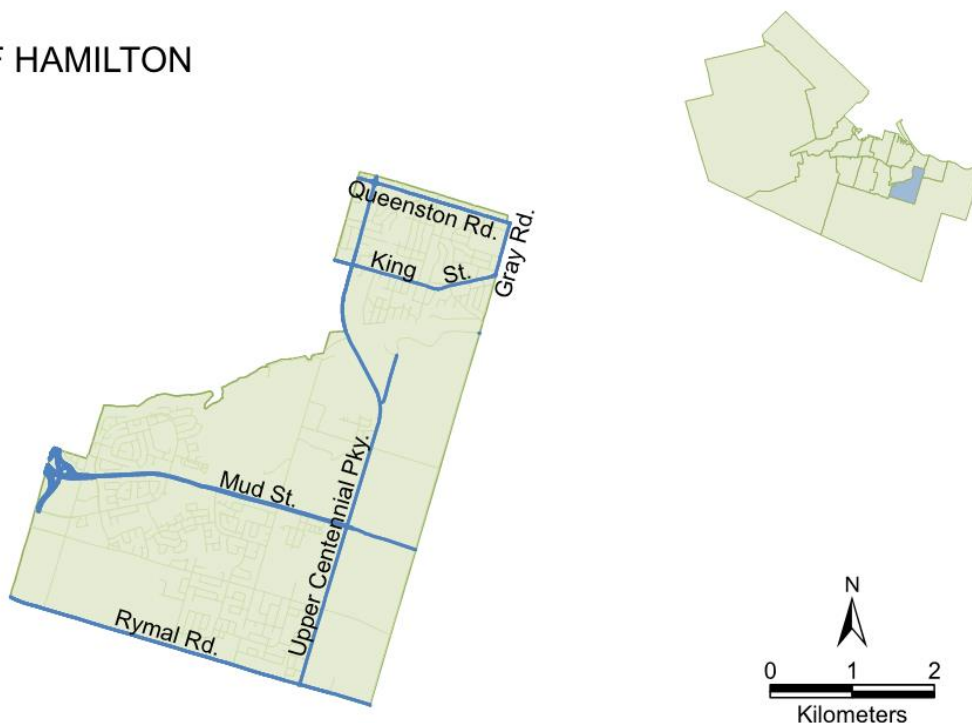
POPULATION CHARACTERISTICS																		
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass		
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home					
	Male																	
										22,000	43%	6%	2%	24%	73%	15%		
	Female																	
46,000	12%	6%	14%	24%	26%	19%	41.2	2.5	0.74	24,100	32%	12%	2%	21%	66%	17%		

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 8																
Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	22,700	22.8%	43%	21%	25%	10%	69%	12%	7%	1%	10%	2%	5.4	3.2	3.3	62.4
24 Hrs	99,700		28%	11%	45%	16%	70%	15%	7%	1%	6%	2%	4.9	3.7	4.0	62.9

TRIPS MADE TO CITY OF HAMILTON - WARD 8 - BY RESIDENTS OF THE TTS AREA																
Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	24,400	24.6%	30%	44%	7%	19%	55%	15%	14%	*	9%	6%	4.7	3.5	4.0	*
24 Hrs	99,100		12%	16%	42%	30%	66%	16%	9%	0%	6%	3%	4.9	3.7	4.0	62.6



## CITY OF HAMILTON WARD 9



### WARD 9

#### HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
10,900	62%	17%	21%	22%	32%	16%	20%	9%	7%	30%	44%	14%	5%	2.7	1.5	1.9	1.8	5.1

#### POPULATION CHARACTERISTICS

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
	14,000	45%	8%	3%	22%	70%	7%									
Female																
29,000	13%	6%	11%	27%	28%	15%	40.6	2.2	0.75	15,000	32%	14%	4%	21%	71%	12%

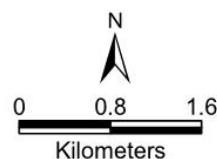
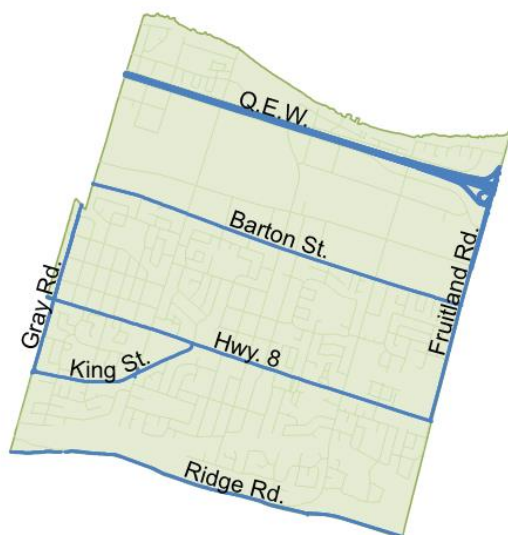
#### TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 9

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	14,200	25.6%	55%	17%	21%	7%	74%	8%	2%	*	9%	6%	9.8	3.1	10.1	*
24 Hrs	55,500		37%	11%	40%	12%	76%	12%	3%	0%	6%	3%	8.3	5.2	11.0	60.7

#### TRIPS MADE TO CITY OF HAMILTON - WARD 9 - BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	9,200	17.8%	33%	32%	8%	27%	57%	12%	4%	*	13%	13%	4.7	2.3	4.7	*
24 Hrs	51,900		10%	6%	47%	37%	73%	14%	3%	*	6%	4%	6.3	4.7	8.9	*

# CITY OF HAMILTON WARD 10



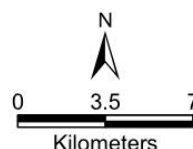
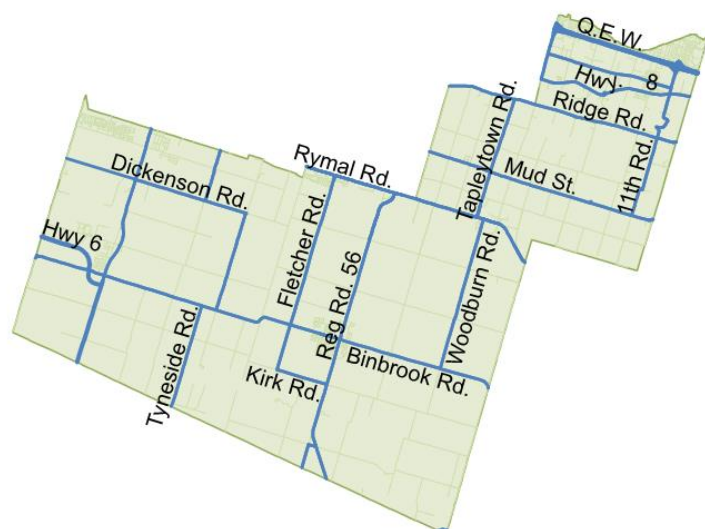
## WARD 10

HOUSEHOLD CHARACTERISTICS																		
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
9,400	69%	19%	12%	20%	34%	18%	16%	12%	3%	35%	41%	13%	7%	2.7	1.4	2.0	1.9	5.5

POPULATION CHARACTERISTICS																
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
													12,600	47%	5%	1%
										Female						
25,700	11%	6%	11%	24%	29%	19%	43.9	2.3	0.73	13,200	32%	11%	2%	20%	70%	9%

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 10																
Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	11,300	22%	51%	20%	22%	6%	71%	13%	4%	1%	5%	5%	10.1	3.5	12.5	54.5
24 Hrs	51,400		32%	10%	45%	13%	76%	14%	3%	1%	3%	3%	7.0	5.4	12.3	55.1

TRIPS MADE TO CITY OF HAMILTON - WARD 10 - BY RESIDENTS OF THE TTS AREA																
Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	9,600	23%	58%	22%	7%	13%	73%	13%	*	*	7%	6%	9.3	6.4	*	*
24 Hrs	42,000		23%	6%	53%	18%	75%	14%	2%	0%	5%	4%	8.0	6.9	12.3	54.5



## HOUSEHOLD CHARACTERISTICS

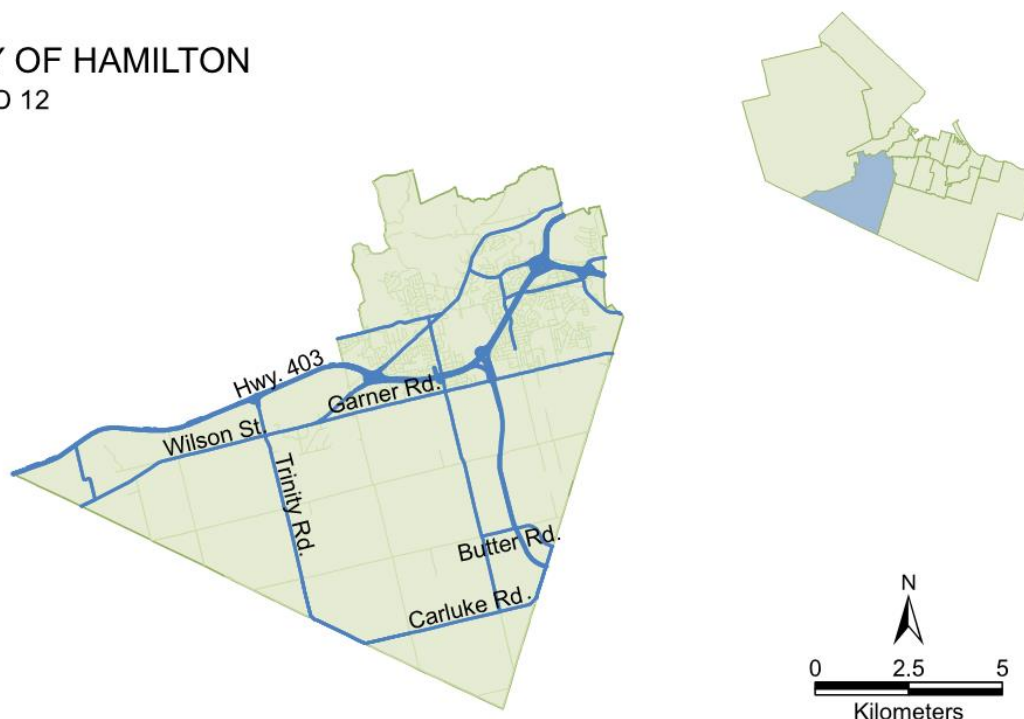
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
15,200	72%	25%	3%	16%	34%	18%	20%	12%	0%	27%	52%	14%	7%	2.8	1.6	2.1	2.0	6.0

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
	21,000	46%	4%	4%	21%	73%	5%									
Female																
42,800	16%	7%	9%	28%	25%	15%	38.7	2.5	0.73	21,800	36%	13%	3%	20%	73%	6%

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	21,600	23.6%	49%	18%	23%	11%	72%	14%	1%	1%	2%	10%	11.9	10.1	19.1	53.7
24 Hrs	91,500		30%	9%	44%	17%	75%	17%	1%	1%	1%	5%	9.6	8.3	19.4	62.5

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	15,100	21.5%	52%	20%	8%	20%	74%	8%	*	*	4%	13%	9.0	6.1	*	*
24 Hrs	70,400		19%	4%	54%	23%	75%	16%	1%	0%	2%	7%	9.2	7.5	19.1	62.5

# CITY OF HAMILTON WARD 12



## WARD 12

HOUSEHOLD CHARACTERISTICS																		
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
12,600	80%	17%	3%	14%	32%	16%	24%	14%	2%	23%	52%	16%	8%	3.0	1.7	2.2	2.1	6.7

POPULATION CHARACTERISTICS																
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
													18,500	43%	9%	5%
										Female						
37,700	12%	8%	13%	22%	28%	16%	42.4	2.6	0.71	19,200	29%	10%	6%	24%	73%	9%

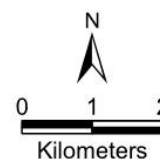
TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 12																
Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	17,600	20.8%	51%	22%	20%	7%	73%	11%	1%	1%	2%	11%	9.6	4.4	5.3	66.5
24 Hrs	84,700		28%	10%	45%	17%	75%	16%	1%	1%	2%	5%	7.2	6.4	7.2	67.2

TRIPS MADE TO CITY OF HAMILTON - WARD 12 - BY RESIDENTS OF THE TTS AREA																
Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	13,600	16.7%	48%	23%	6%	22%	69%	12%	2%	*	3%	13%	10.0	4.4	8.3	*
24 Hrs	81,600		14%	4%	43%	39%	75%	16%	2%	0%	2%	5%	6.5	5.5	7.3	67.7



## CITY OF HAMILTON

### WARD 13



#### WARD 13

#### HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
9,900	63%	10%	28%	28%	37%	15%	14%	6%	7%	40%	40%	11%	1%	2.3	1.2	1.8	1.6	5.4

#### POPULATION CHARACTERISTICS

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
										11,400	40%	10%	4%	21%	75%	17%
Female																
23,200	10%	5%	13%	19%	30%	23%	48.5	2.5	0.73	11,800	33%	11%	3%	16%	73%	13%

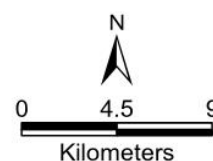
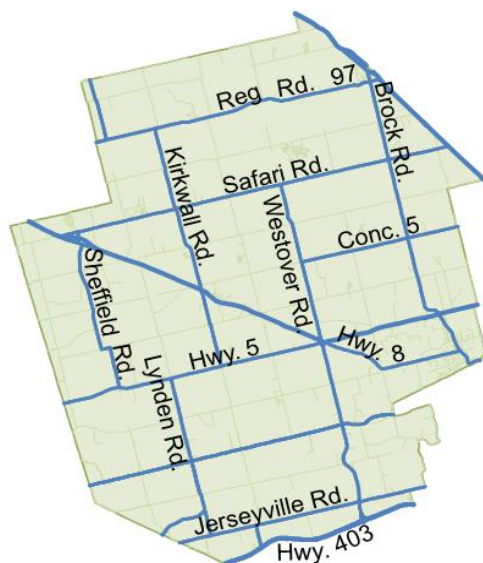
#### TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 13

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	10,400	19.6%	51%	21%	22%	6%	67%	8%	6%	2%	11%	5%	7.7	4.8	5.0	62.4
24 Hrs	53,100		29%	9%	48%	14%	72%	13%	3%	1%	7%	3%	6.1	5.2	5.0	63.6

#### TRIPS MADE TO CITY OF HAMILTON - WARD 13 - BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	6,300	14.3%	41%	28%	10%	21%	65%	8%	*	*	16%	8%	6.6	4.4	*	*
24 Hrs	43,700		11%	4%	52%	33%	71%	14%	3%	1%	8%	3%	5.8	4.2	6.6	63.6





## HOUSEHOLD CHARACTERISTICS

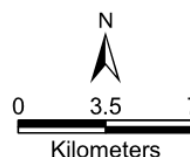
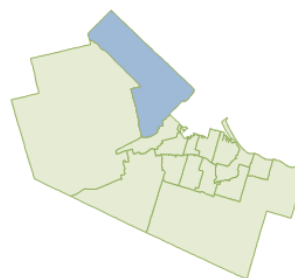
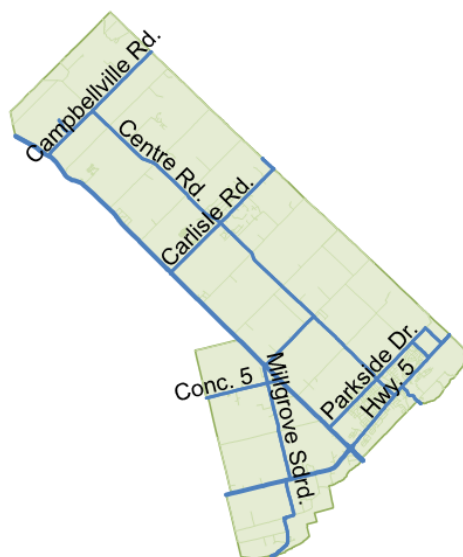
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
6,100	96%	1%	3%	18%	40%	17%	13%	12%	0%	24%	42%	19%	14%	2.7	1.7	2.1	2.3	5.4

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
	8,600	42%	6%	10%	17%	80%	4%									
Female																
16,500	12%	5%	11%	20%	32%	19%	46.7	2.3	0.68	8,000	30%	9%	8%	19%	78%	4%

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	7,400	22.5%	53%	20%	19%	8%	75%	9%	*	1%	*	14%	17.7	16.9	*	64.2
24 Hrs	32,700		32%	9%	45%	15%	79%	13%	*	1%	0%	7%	15.2	14.0	*	64.2

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	3,600	15.4%	64%	18%	8%	10%	76%	5%	*	*	*	18%	12.6	11.3	*	*
24 Hrs	23,500		16%	3%	59%	21%	78%	13%	*	0%	0%	7%	15.6	15.1	*	64.2

## CITY OF HAMILTON WARD 15



### WARD 15

HOUSEHOLD CHARACTERISTICS																		
Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
9,700	80%	13%	7%	14%	33%	19%	24%	10%	2%	20%	50%	21%	7%	2.9	1.8	2.2	2.1	6.3

POPULATION CHARACTERISTICS																
Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
	Male															
													13,800	49%	8%	5%
										Female						
27,800	14%	6%	13%	26%	29%	12%	38.8	2.5	0.73	14,100	37%	11%	6%	24%	76%	6%

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON - WARD 15																
Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	14,200	23.4%	59%	20%	16%	5%	72%	6%	*	4%	7%	11%	12.9	8.5	*	53.3
24 Hrs	60,800		34%	10%	40%	16%	77%	12%	0%	2%	4%	6%	9.1	7.9	9.6	53.3

TRIPS MADE TO CITY OF HAMILTON - WARD 15 - BY RESIDENTS OF THE TTS AREA																
Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	8,100	15.2%	52%	22%	5%	21%	67%	8%	*	*	13%	11%	10.1	9.4	*	*
24 Hrs	53,200		14%	4%	48%	33%	76%	13%	0%	1%	4%	5%	8.4	7.6	9.6	54.1