



**2006 TRANSPORTATION TOMORROW SURVEY
REGIONAL MUNICIPALITY OF HALTON
SUMMARY BY WARDS**



datamanagementgroup

DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF TORONTO

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SUMMARY BY WARDS**

**Prepared for the
Transportation Information Steering Committee**

by the

**Data Management Group
Department of Civil Engineering
University of Toronto
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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 areas. 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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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 2006 survey is the fifth in a series of surveys conducted every five years in the Greater Toronto and Hamilton Area (GTHA). The TTS contains detailed demographic information on all members of a surveyed household and a ledger of travel information over an entire weekday.

The first Transportation Tomorrow Survey, conducted in 1986, collected information for more than 61,700 households in the GTHA. It was the most comprehensive travel survey in the Toronto area since the 1964 Home Interview Survey for the Metropolitan Toronto (now City of Toronto) and Region Transportation Study (MTARTS).

The 1991 TTS was an update of the 1986 survey data. 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 demands and modal choice.

In 1996, municipalities adjacent to the GTHA were invited to participate in the TTS survey. Ten municipalities elected to be included, expanding the survey area to cover a large part of south central Ontario. The resulting survey now involved co-operation from sixteen local and regional governments, two transit operators and one provincial ministry. Based on Census information, the survey area covered 60% of Ontario's total population. Altogether 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 some other counties outside of the GTHA. The survey again involved the co-operation from sixteen local and regional governments, 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 an additional two new areas, the City of Brantford and County of Dufferin, which had not been covered in any previous surveys. The survey involved co-operation from 19 local and regional governments, 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, the 2006 data is useful in identifying the dynamic and increasing socio-economic influences between the GTHA and its surrounding regions.

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the 2006 Transportation Tomorrow Survey data at the local ward boundary level for the Regional Municipality of Halton. The summary is presented in tabular and graphic formats at different levels of detail, namely the entire Greater Toronto and Hamilton Area, the Regional Municipality of Halton, its local municipalities and the wards that are contained in each municipality. The information presented includes socio-demographic and travel characteristics. In addition to presenting the magnitude of the trips coming into and leaving an area, the summary tables and figures also describe travel characteristics such as travel purpose, trip start time, travel distance and travel mode choice.

The information presented in this report is based on Version 1.0 of the 2006 TTS database. For more historical TTS data, please refer to the fourth and fifth reports of the 2006 TTS Transportation Tomorrow Survey Series respectively entitled *2006, 2001 & 1996 Travel Survey Summaries* and the *2006, 2001, 1996 and 1986 Travel Survey Summaries for the Greater Toronto and Hamilton Area* and the series of 2001 TTS Ward Reports.

THE TTS DATA

DESIGN AND CONDUCT OF THE SURVEYS

The 2006 TTS, with approximately 149,000 household interviews, is one of the largest surveys ever undertaken anywhere. The 2006 survey covered a great part of south central Ontario and consisted of the Cities of Toronto (formerly Metropolitan Toronto), Hamilton (formerly the Regional Municipality of Hamilton-Wentworth), Barrie, Brantford, Guelph, Kawartha Lakes (formerly County of Victoria), Peterborough, the Regional Municipalities of Durham, Halton, Niagara, Peel, Waterloo and York, the Town of Orangeville, the County of Simcoe and partial coverage of Peterborough and Wellington. In order to provide continuous coverage in the area surveyed, Brant County was surveyed during the training of interview staff.

The 2006 TTS was completed over two time periods. Areas external to the Greater Toronto and Hamilton Area (GTHA) were surveyed in the fall of 2005 and the Greater Toronto and Hamilton Area was surveyed in the fall of 2006.

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 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 samples across the study 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 software package. As the information was entered, the program carried out spelling checks on street names, validation checks on transit route information and 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 aggregate levels which are both flexible and accurate.

In the Regional Municipality of Halton, approximately 9,000 households were interviewed in the 2006 survey. With the 2006 Census count of approximately 157,000 households, the survey achieved its target of a five percent sample rate.

Detailed documentation of the planning and implementation of the 2006 survey is contained in the 2006 Transportation Tomorrow Survey report: Design and Conduct of the Survey. The sampling procedure for this survey is described in the 2006 TTS working paper: Data Expansion.

INFORMATION COLLECTED

Through the years, the TTS has collected demographic and travel information. Demographic data were collected for the household and each member of the household. Travel information was usually for the weekday just prior to the day of the interview. The 2006 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 licence
- Possession of Transit pass
- Location of usual place of work
- Location of usual place of school
- School Name
- Availability of free parking at usual place of work
- Occupation Type
- Whether or not 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 including boarding and alighting stations for all GO Train and subway trips

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

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

A comprehensive description of the contents and structures of the 2006 TTS database is contained in the 2006 TTS report entitled Data Guide Version 1.0.

SAMPLE EXPANSION METHODS

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 for the entire 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. Expansion factors were applied to the data at the FSA level. Within most FSAs, according to past experience, apartment buildings are under-represented in TTS. Hence, a higher sampling 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 are described in detail in the third report of the 2006 TTS working paper series entitled Data Expansion.

QUALITY OF THE DATA

Analysis of the 2006 survey data indicates that the quality of the data is consistent with that from the previous surveys and can be used with confidence. Peak period travel corresponds with the 2006 Cordon Count 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 under-representation in infants and elderly persons is likely to be contributed by the exclusion of collective homes such as hospitals and nursing homes from the survey. There is also an under-representation 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 phone in place of land lines in this age group might also be accountable 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

The data in this report provides demographic characteristics and travel pattern information. The data is presented by ward and summarized for the local municipalities, the Regional Municipality of Halton and for the whole GTHA. In total there are 20 wards in the Regional Municipality of Halton.

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. 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.

GENERAL SUMMARY TABLES

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 licence divided by the total number of households
 - Vehicles - Total number of vehicles available for personal use divided by total number of households
 - Trips/day - Total number of trips by persons of age 11 and over divided by total number of Households

Personal characteristics include:

- Total population in private residence in the area at the time of the interview
- Population by gender
- The percentage of persons in possession of a transit pass by gender
- The percentage of persons in possession of a valid driver’s licence by gender
- The percentage of persons who are students (full-time or part-time) by gender
- Employment status by gender. Categories are full-time outside the home, part-time outside the home, work at home (full or part-time)
- The percentage of persons who made a trip to work on the survey day by employment status
- 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. In each category, the information is summarized by trips that were made by residents of the area and by trips with a destination in the area. Trips made by residents of an area are a measure of mobility and thus 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. Note that trips made by residents include trips in and out of the GTHA and that trips made to the area include only trips made by GTHA residents.

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, public transit is given preference. In cases where both GO Train and local transit were used, GO Train is the dominant classification.

In general, only walk trips to and from work or school are included.

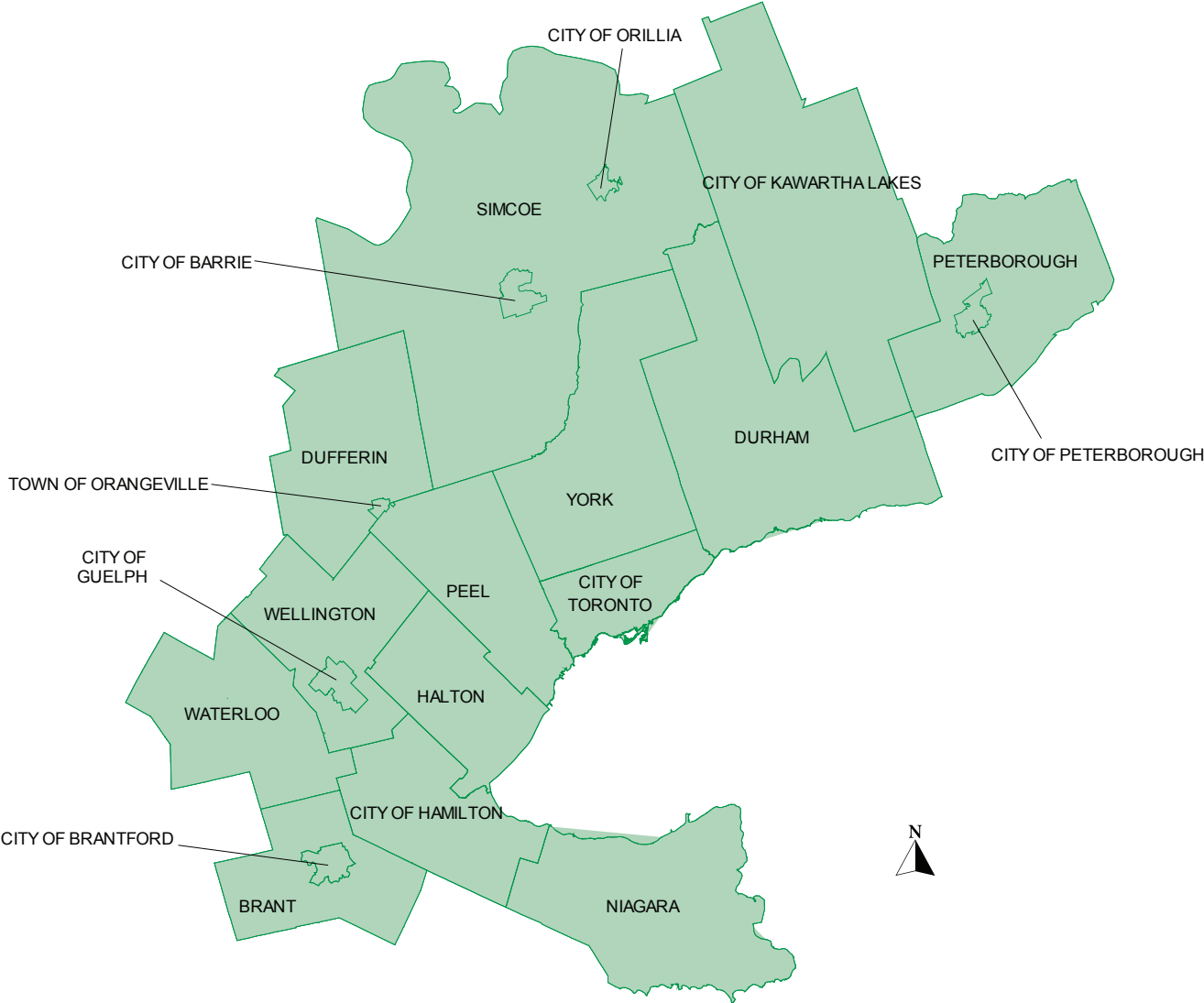
Trips Made by Residents of an Area

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 GTHA are not included in the Median calculation. The figures presented are by travel modes for the 24-hour period.

2006 TRANSPORTATION TOMORROW SURVEY AREA



AREA SUMMARIES

GREATER TORONTO AND HAMILTON AREA

DEMOGRAPHIC CHARACTERISTICS														
TOTAL NUMBER OF HOUSEHOLDS: 2,160,100					TOTAL POPULATION: 5,871,900									
Dwelling Type	House		Townhouse		Apartment		Employment Status							
	63%		8%		29%		Population	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	2,831,500	7%	69%	24%	43%	6%	4%	1%
	21%	32%	18%	18%	11%	Female	3,040,400	9%	59%	22%	32%	10%	2%	1%
No. of Available Vehicles	On survey day:		Made work trip				87%	54%	36%	20%				
	0	1	2	3	4+	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	39.4		13%	7%	11%	29%	25%	15%	
	2.7	1.3	1.7	1.4	5.7	Daily trips/Person (age 11+):		2.4						



TRAVEL PATTERNS												
TRIPS MADE BY RESIDENTS OF GTHA												
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.	2,901,200	23.7%	48%	22%	20%	10%	58%	13%	14%	2%	9%	4%
24 hours	12,244,700		32%	12%	40%	16%	63%	16%	12%	1%	6%	2%
Percentage of trips made within district: 6-9 a.m. = 99% 24 hours = 98%							Median Trip Length (km)	5.6	4.1	6.3	30.2	
TRIPS TO GTHA												
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.	2,865,000	23.6%	53%	23%	6%	19%	58%	13%	14%	2%	9%	4%
24 hours	12,118,800		18%	6%	43%	33%	62%	16%	12%	1%	6%	2%

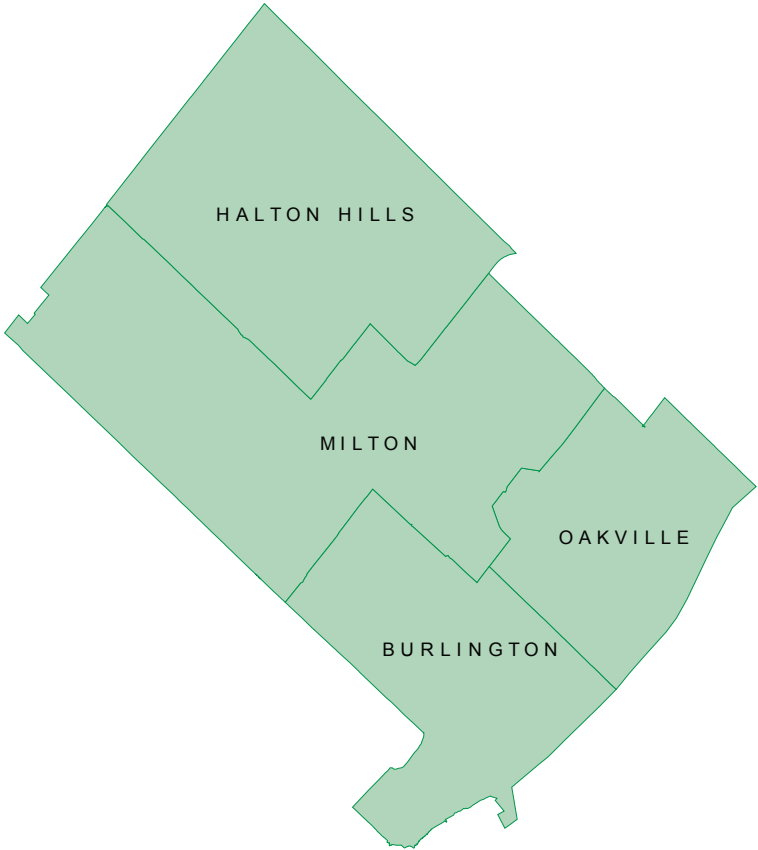
LEGEND

2006 TTS

* is used to denote categories that have less than four observations or survey records



DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS: 156,900					TOTAL POPULATION: 422,700				
Dwelling Type	House	Townhouse		Apartment		Employment Status			
	71%	13%		16%		Population	Transit Pass	Licenced Drivers	Student
Household Size (persons)	1	2	3	4	5+	Male	204,800	5%	72%
	17%	36%	19%	19%	9%	Female	217,900	5%	69%
No. of Available Vehicles	0	1	2	3	4+	On survey day: Made work trip		87%	53%
	5%	31%	51%	10%	3%			39%	21%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15
	2.7	1.4	1.9	1.8	6.3			14%	7%
					Daily trips/Person (age 11+): 2.7		16-25	26-45	46-64
							9%	28%	26%
							65+	15%	



TRAVEL PATTERNS												
TRIPS MADE BY RESIDENTS OF REGIONAL MUNICIPALITY OF HALTON												
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%
24 hours	989,500		29%	10%	44%	17%	73%	16%	1%	3%	5%	3%
Percentage of trips made within district: 6-9 a.m. = 63% 24 hours = 68%							Median Trip Length (km)	5.2	3.7	4.3	38.1	

TRIPS TO REGIONAL MUNICIPALITY OF HALTON												
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.	191,800	20.5%	48%	22%	7%	23%	70%	14%	2%	0%	8%	5%
24 hours	935,400		15%	5%	44%	37%	73%	16%	1%	2%	5%	3%

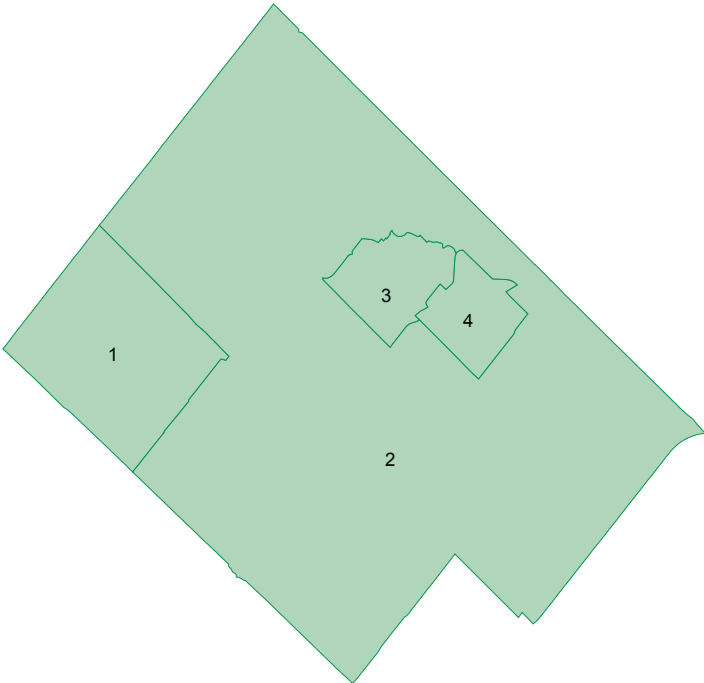
LEGEND

2006 TTS

* is used to denote categories that have less than four observations or survey records



DEMOGRAPHIC CHARACTERISTICS																	
TOTAL NUMBER OF HOUSEHOLDS: 18,800					TOTAL POPULATION: 52,700												
Dwelling Type	House		Townhouse		Apartment		Employment Status										
	84%		6%		9%		Population	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	26,100	2%	71%	23%	47%	4%	6%	0%			
	15%		35%		20%										20%		10%
No. of Available Vehicles	0	1	2	3	4+	Female	26,600	2%	69%	23%	34%	11%	3%	1%			
	4%		26%		54%										12%		5%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	On survey day:		Made work trip		86%		57%		36%		*	
	2.8	1.5	2.0	1.9	6.2	Age	Median	0-10	11-15	16-25	26-45	46-64	65+				
						39.0		16%	9%	9%	30%	25%	12%				
Daily trips/Person (age 11+):								2.6									



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF HALTON HILLS												
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.	27,400	23.7%	50%	22%	19%	9%	72%	10%	0%	2%	6%	10%
24 hours	115,800		33%	11%	41%	15%	75%	14%	0%	1%	4%	5%
Percentage of trips made within district: 6-9 a.m. = 50% 24 hours = 53%							Median Trip Length (km)	9.6	3.4	42.3	42.9	

TRIPS TO TOWN OF HALTON HILLS												
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.	17,600	18.3%	37%	30%	7%	25%	64%	13%	*	*	9%	14%
24 hours	96,200		11%	6%	51%	32%	73%	15%	0%	1%	5%	5%

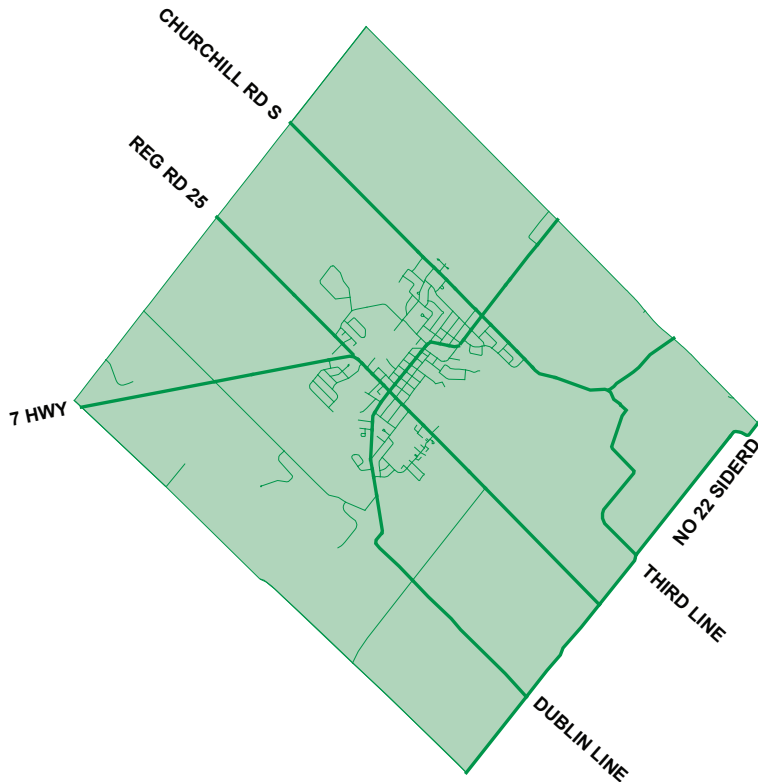
LEGEND

2006 TTS

* is used to denote categories that have less than four observations or survey records



DEMOGRAPHIC CHARACTERISTICS													
TOTAL NUMBER OF HOUSEHOLDS: 3,800					TOTAL POPULATION: 9,600								
Dwelling Type	House		Townhouse		Apartment		Employment Status						
	79%		8%		14%		Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T
Household Size (persons)	1	2	3	4	5+	4,800	2%	75%	14%	55%	3%	4%	*
	19%	39%	20%	16%	6%								
No. of Available Vehicles	0	1	2	3	4+	On survey day:	Made work trip	86%	46%	25%	*		
	5%	31%	50%	10%	4%								
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	2.5	1.5	1.9	1.8	5.2		39.6	15%	6%	8%	31%	30%	10%
Daily trips/Person (age 11+):							2.4						



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF HALTON HILLS - WARD 1												
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.	4,300	21.5%	67%	14%	13%	7%	79%	8%	*	2%	7%	4%
24 hours	19,700		39%	6%	40%	14%	80%	13%	0%	1%	4%	1%
Percentage of trips made within district: 6-9 a.m. = 22%			24 hours = 24%		Median Trip Length (km)		12.3	11.3	44	53		

TRIPS TO TOWN OF HALTON HILLS - WARD 1												
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.	2,000	14.2%	42%	23%	11%	24%	68%	12%	*	*	14%	6%
24 hours	14,400		8%	4%	59%	29%	79%	13%	*	1%	5%	2%

LEGEND

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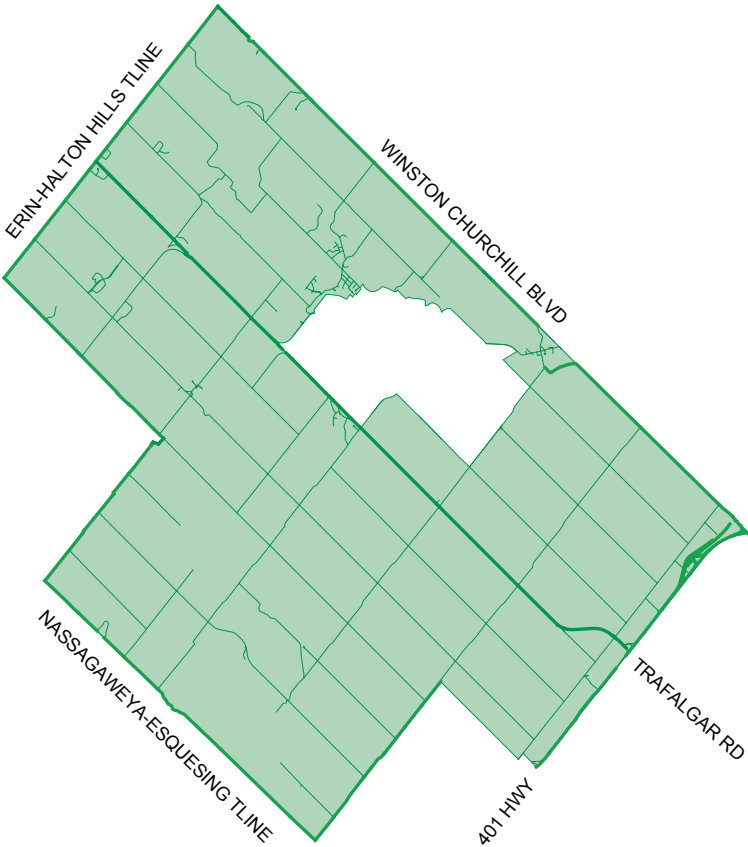
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TOWN OF HALTON HILLS - WARD 2

DEMOGRAPHIC CHARACTERISTICS													
TOTAL NUMBER OF HOUSEHOLDS: 3,100					TOTAL POPULATION: 9,300								
Dwelling Type	House		Townhouse		Apartment	Employment Status							
	99%	*		*		Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Household Size (persons)	1	2	3	4	5+	4,900	1%	75%	25%	39%	4%	11%	1%
	10%	40%	20%	17%	14%								
No. of Available Vehicles	0	1	2	3	4+	4,400	*	73%	24%	32%	11%	6%	2%
	*	19%	51%	19%	11%								
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	On survey day:		Made work trip		80%	54%	33%	*
	3.0	1.6	2.2	2.3	6.7	Age	Median	0-10	11-15	16-25	26-45	46-64	65+
							42.4	11%	12%	11%	22%	32%	13%
						Daily trips/Person (age 11+):		2.5					



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF HALTON HILLS - WARD 2												
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.	5,100	24.4%	42%	28%	21%	10%	67%	14%	*	2%	*	17%
24 hours	21,100		27%	13%	43%	17%	72%	18%	*	1%	1%	9%
Percentage of trips made within district: 6-9 a.m. = 11% 24 hours = 8%							Median Trip Length (km)	9.3	6.8	*	41	

TRIPS TO TOWN OF HALTON HILLS - WARD 2												
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.	2,600	17.7%	47%	19%	12%	22%	70%	14%	*	*	*	14%
24 hours	14,500		13%	3%	60%	24%	72%	17%	*	1%	*	9%

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DEMOGRAPHIC CHARACTERISTICS														
TOTAL NUMBER OF HOUSEHOLDS: 6,200					TOTAL POPULATION: 16,400									
Dwelling Type	House		Townhouse		Apartment		Employment Status							
	73%		11%		15%		Full time	Part time	Work at Home F/T P/T					
Household Size (persons)	1	2	3	4	5+	Male	Population 7,900	Transit Pass 1%	Licenced Drivers 71%	Student 22%	49%	4%	5%	*
	20%	35%	18%	18%	9%		Female	8,500	3%	70%	20%	35%	12%	2%
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		86%	61%	42%	*	
	6%	31%	51%	9%	3%	Age	Median 38.7	0-10 16%	11-15 6%	16-25 10%	26-45 31%	46-64 23%	65+ 13%	
Household Averages	Persons 2.6	Workers 1.4	Drivers 1.9	Vehicles 1.7	Trips/Day 5.7		Daily trips/Person (age 11+): 2.6							



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF HALTON HILLS - WARD 3												
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.	8,700	24.2%	51%	19%	21%	10%	73%	10%	*	3%	6%	7%
24 hours	35,700		34%	10%	41%	16%	76%	13%	0%	1%	5%	4%
Percentage of trips made within district: 6-9 a.m. = 32% 24 hours = 37%							Median Trip Length (km)	4.2	2.1	42.5	43	

TRIPS TO TOWN OF HALTON HILLS - WARD 3												
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.	8,300	21.3%	36%	35%	5%	24%	60%	14%	*	*	8%	18%
24 hours	38,800		13%	8%	39%	41%	72%	16%	0%	1%	6%	6%

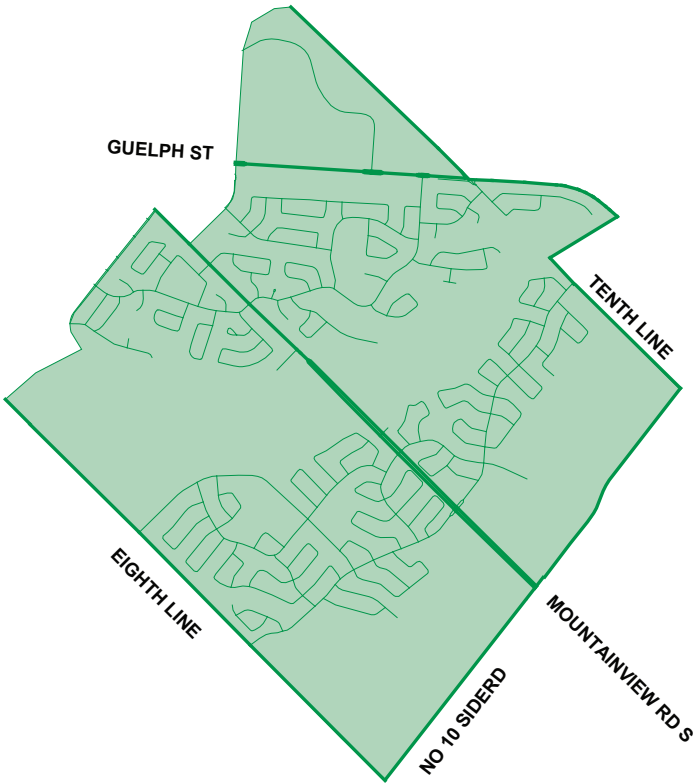
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DEMOGRAPHIC CHARACTERISTICS														
TOTAL NUMBER OF HOUSEHOLDS: 5,700					TOTAL POPULATION: 17,400									
Dwelling Type	House		Townhouse		Apartment		Employment Status							
	91%		4%		5%		Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Household Size (persons)	1	2	3	4	5+	Male	8,500	2%	66%	28%	46%	5%	4%	*
	9%	30%	21%	28%	13%									
No. of Available Vehicles	0	1	2	3	4+	Female	8,900	1%	65%	28%	32%	12%	2%	2%
	3%	21%	60%	12%	5%									
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	On survey day:		Made work trip		89%	61%	39%	*	
	3.1	1.6	2.0	2.0	6.9	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
							36.7	19%	11%	7%	32%	20%	11%	
					Daily trips/Person (age 11+):		2.8							



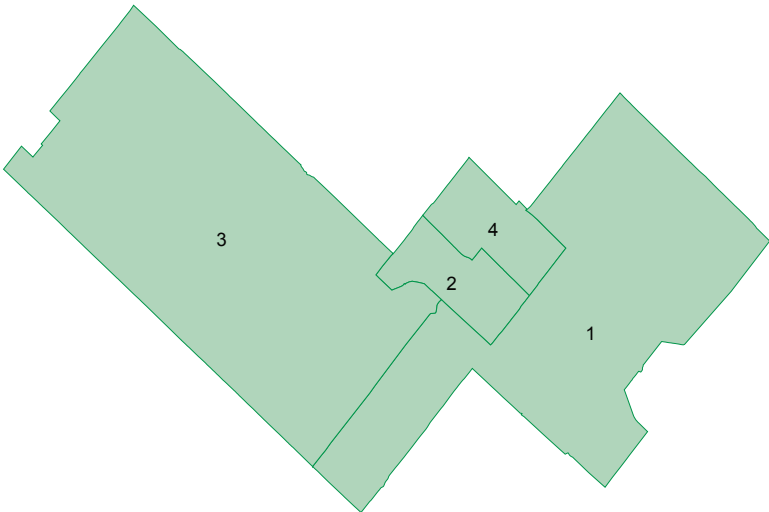
TRAVEL PATTERNS												
TRIPS MADE BY RESIDENTS OF TOWN OF HALTON HILLS - WARD 4												
Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	9,300	23.7%	46%	25%	19%	10%	70%	9%	*	2%	8%	11%
24 hours	39,300		32%	12%	41%	15%	74%	14%	*	1%	5%	6%
Percentage of trips made within district: 6-9 a.m. = 23% 24 hours = 19%							Median Trip Length (km)	7.8	3	*	40.3	
TRIPS TO TOWN OF HALTON HILLS - WARD 4												
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.	4,600	16.5%	32%	30%	7%	31%	65%	13%	*	*	14%	9%
24 hours	28,000		8%	5%	60%	27%	73%	14%	*	1%	6%	5%

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DEMOGRAPHIC CHARACTERISTICS																			
TOTAL NUMBER OF HOUSEHOLDS: 18,400					TOTAL POPULATION: 52,900														
Dwelling Type	House		Townhouse		Apartment		Employment Status												
	79%		12%		9%		Population	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	26,400	3%	72%	20%	50%	5%	4%	1%					
	13%		34%		21%										23%		10%		
No. of Available Vehicles	0	1	2	3	4+	Female	26,500	3%	68%	19%	36%	10%	3%	1%					
	3%		26%		55%										12%		4%		
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	On survey day:		Made work trip		86%		59%		41%		15%			
	2.9		1.6		2.0		1.9		6.1		Age	Median	0-10	11-15	16-25	26-45	46-64	65+	



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF MILTON												
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.	26,800	23.6%	57%	16%	17%	10%	75%	9%	1%	3%	6%	6%
24 hours	113,400		35%	9%	38%	18%	77%	13%	1%	2%	4%	3%
Percentage of trips made within district: 6-9 a.m. = 42% 24 hours = 46%							Median Trip Length (km)	11.1	5.7	33.8	40.2	

TRIPS TO TOWN OF MILTON												
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.	19,100	19.5%	50%	20%	6%	23%	72%	13%	0%	*	8%	7%
24 hours	97,700		15%	4%	47%	33%	76%	14%	1%	1%	5%	4%

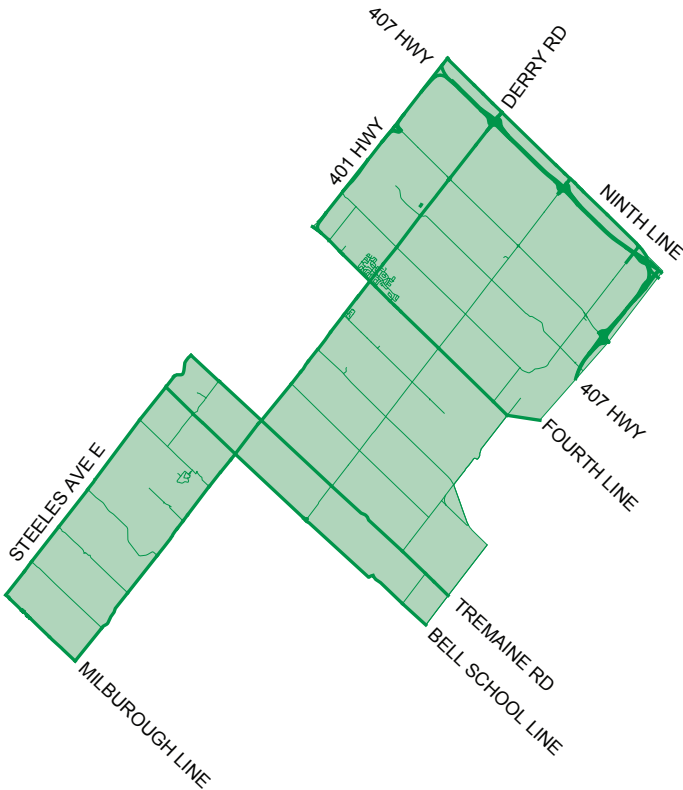
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DEMOGRAPHIC CHARACTERISTICS										
TOTAL NUMBER OF HOUSEHOLDS: 5,900					TOTAL POPULATION: 18,100					
Dwelling Type	House		Townhouse		Apartment					
	86%		13%		*					
Household Size (persons)	1	2	3	4	5+					
	9%	30%	24%	26%	11%					
No. of Available Vehicles	0	1	2	3	4+					
	*	21%	65%	10%	3%					
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day					
	3.1	1.7	2.0	1.9	6.1					
Male	Population		Transit Pass		Licenced Drivers		Student		Employment Status	
	9,100		5%		67%		20%		Full time Part time Work at Home F/T P/T	
Female	8,900		3%		65%		20%		52% 3% 4% *	
			On survey day:		Made work trip		86%		61% 41% *	
Age	Median		0-10		11-15		16-25		26-45 46-64 65+	
	31.7		23%		6%		6%		43% 16% 6%	
Daily trips/Person (age 11+):			2.6							



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF MILTON - WARD 1												
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.	9,700	27.0%	58%	12%	17%	13%	77%	9%	1%	5%	2%	6%
24 hours	36,000		38%	7%	35%	20%	80%	11%	1%	3%	2%	4%
Percentage of trips made within district: 6-9 a.m. = 9% 24 hours = 10%							Median Trip Length (km)	12.6	7.6	18.8	39.1	

TRIPS TO TOWN OF MILTON - WARD 1												
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.	3,700	15.3%	48%	11%	11%	30%	78%	13%	*	*	5%	4%
24 hours	24,400		10%	2%	59%	29%	79%	13%	1%	2%	2%	4%

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DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS:					4,100				
Dwelling Type	House		Townhouse		Apartment				
	60%		11%		28%				
Household Size (persons)	1	2	3	4	5+				
	26%	40%	13%	13%	7%				
No. of Available Vehicles	0	1	2	3	4+				
	9%	42%	37%	9%	3%				
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day				
	2.3	1.2	1.7	1.6	5.4				
TOTAL POPULATION:					9,600				
Male	Population		Transit Pass	Licenced Drivers	Student	Employment Status			
	4,600		3%	75%	18%	Full time	Part time	Work at Home F/T	P/T
Female	5,000		2%	73%	15%	29%	12%	2%	1%
On survey day:				Made work trip		86%	57%	41%	*
Age	Median		0-10	11-15	16-25	26-45	46-64	65+	
	45.0		9%	7%	10%	24%	27%	23%	
Daily trips/Person (age 11+):			2.5						



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF MILTON - WARD 2												
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.	4,700	21.2%	47%	18%	24%	11%	71%	13%	*	3%	11%	3%
24 hours	22,300		31%	9%	43%	17%	74%	16%	1%	1%	7%	1%
Percentage of trips made within district: 6-9 a.m. = 30%				24 hours = 24%		Median Trip Length (km)	2.7	2.9	20.3	43		

TRIPS TO TOWN OF MILTON - WARD 2												
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.	5,800	23.6%	51%	24%	5%	20%	69%	11%	*	*	7%	12%
24 hours	24,600		19%	6%	38%	38%	74%	15%	1%	1%	6%	3%

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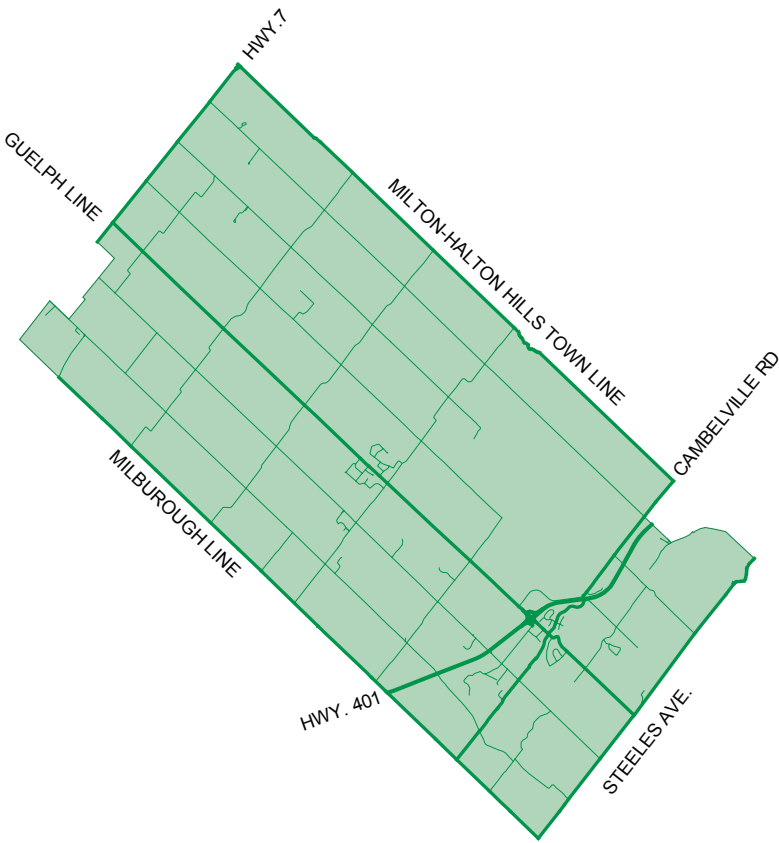
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DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS:					1,800				
Dwelling Type	House	Townhouse		Apartment					
	98%	*		*					
Household Size (persons)	1	2	3	4	5+				
	13%	25%	21%	27%	14%				
No. of Available Vehicles	0	1	2	3	4+				
	*	19%	51%	15%	15%				
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day				
	3.2	1.7	2.3	2.3	6.9				

TOTAL POPULATION:					5,800				
Male	Population	Transit Pass	Licenced Drivers	Student	Employment Status				
	3,000	3%	75%	28%	Full time	Part time	Work at Home F/T	P/T	
Female	2,800	2%	69%	25%	45%	4%	5%	2%	
On survey day:			Made work trip		88%	62%	40%	*	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	39.0	17%	8%	12%	25%	27%	11%		
Daily trips/Person (age 11+):		2.6							



TRAVEL PATTERNS									
TRIPS MADE BY RESIDENTS OF TOWN OF MILTON - WARD 3									
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
6 - 9 a.m.	2,800	22.5%	55%	24%	13%	8%	72%	7%	*
24 hours	12,400		32%	13%	35%	20%	78%	12%	*
Percentage of trips made within district: 6-9 a.m. = 15% 24 hours = 8%							Median Trip Length (km)	15.5	15.5
								*	49

TRIPS TO TOWN OF MILTON - WARD 3									
Time Period	Destination Purpose						Mode of Travel		
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit
6 - 9 a.m.	1,100	13.5%	58%	17%	6%	18%	73%	9%	*
24 hours	7,800		11%	2%	63%	24%	75%	13%	*

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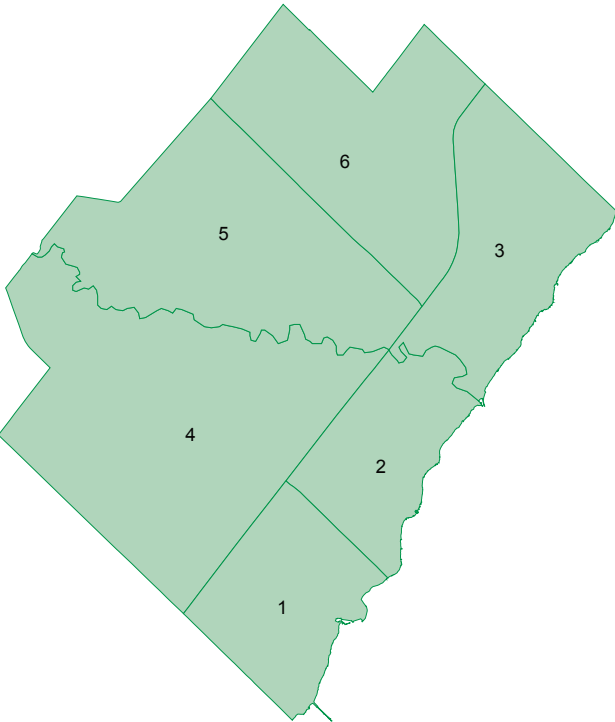
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DEMOGRAPHIC CHARACTERISTICS														
TOTAL NUMBER OF HOUSEHOLDS: 6,600					TOTAL POPULATION: 19,400									
Dwelling Type	House		Townhouse		Apartment		Employment Status							
	80%		14%		6%		Full time	Part time	Work at Home F/T P/T					
Household Size (persons)	1	2	3	4	5+	Male	Population 9,600	Transit Pass 2%	Licenced Drivers 73%	Student 20%	51%	7%	5%	1%
	8%	36%	22%	25%	9%		Female	9,800	3%	69%	19%	40%	10%	2%
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		85%	57%	40%	*	
	2%	23%	59%	14%	3%	Age	Median 35.0	0-10 16%	11-15 6%	16-25 10%	26-45 33%	46-64 26%	65+ 8%	
Household Averages	Persons 2.9	Workers 1.7	Drivers 2.1	Vehicles 1.9	Trips/Day 6.5		Daily trips/Person (age 11+): 2.6							

DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS: 56,500					TOTAL POPULATION: 159,700				
Dwelling Type	House	Townhouse		Apartment		Employment Status			
	74%	12%		14%		Population	Transit Pass	Licenced Drivers	Student
Household Size (persons)	1	2	3	4	5+	Male	76,900	7%	71%
	15%	33%	20%	21%	10%	Female	82,800	6%	67%
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip	
	5%	30%	52%	11%	2%			87%	53%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age		Median	0-10
	2.8	1.4	2.0	1.8	6.8			39.8	15%
							11-15		16-25
							26-45		46-64
							65+		15%
					Daily trips/Person (age 11+):		2.8		



TRAVEL PATTERNS												
TRIPS MADE BY RESIDENTS OF TOWN OF OAKVILLE												
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.	89,900	23.6%	44%	21%	25%	10%	66%	14%	2%	8%	8%	3%
24 hours	381,600		27%	11%	45%	17%	71%	16%	2%	4%	5%	2%
Percentage of trips made within district: 6-9 a.m. = 56% 24 hours = 59%							Median Trip Length (km)	5.0	3.8	3.5	35.1	
TRIPS TO TOWN OF OAKVILLE												
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.	84,100	22.7%	46%	24%	7%	23%	70%	16%	2%	1%	8%	3%
24 hours	370,800		15%	6%	43%	36%	72%	17%	2%	2%	5%	2%

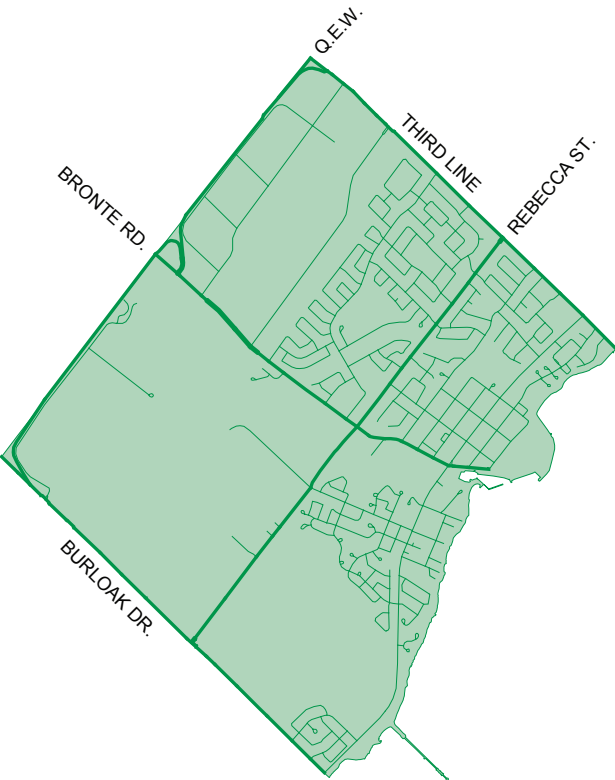
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DEMOGRAPHIC CHARACTERISTICS														
TOTAL NUMBER OF HOUSEHOLDS: 7,400					TOTAL POPULATION: 18,000									
Dwelling Type	House	Townhouse		Apartment		Employment Status								
	68%	7%		24%		Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	P/T	
Household Size (persons)	1	2	3	4	5+	Male	8,800	8%	77%	18%	42%	5%	6%	*
	23%	39%	18%	14%	6%	Female	9,200	8%	74%	17%	28%	12%	2%	2%
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		84%	54%	45%	*	
	6%	38%	44%	10%	2%	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	46.2		12%	5%	8%	24%	27%	25%	
	2.4	1.2	1.9	1.7	5.8	Daily trips/Person (age 11+): 2.7								



TRAVEL PATTERNS											
TRIPS MADE BY RESIDENTS OF TOWN OF OAKVILLE - WARD 1											
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
6 - 9 a.m.	8,600	20.2%	49%	16%	26%	9%	70%	11%	3%	10%	2%
24 hours	42,600		26%	8%	49%	17%	73%	17%	2%	5%	1%
Percentage of trips made within district: 6-9 a.m. = 15% 24 hours = 14%							Median Trip Length (km)	6.1	5	3.8	39.5
TRIPS TO TOWN OF OAKVILLE - WARD 1											
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
6 - 9 a.m.	5,800	18.2%	64%	6%	10%	20%	85%	11%	1%	*	2%
24 hours	32,100		16%	1%	55%	27%	77%	16%	2%	3%	1%

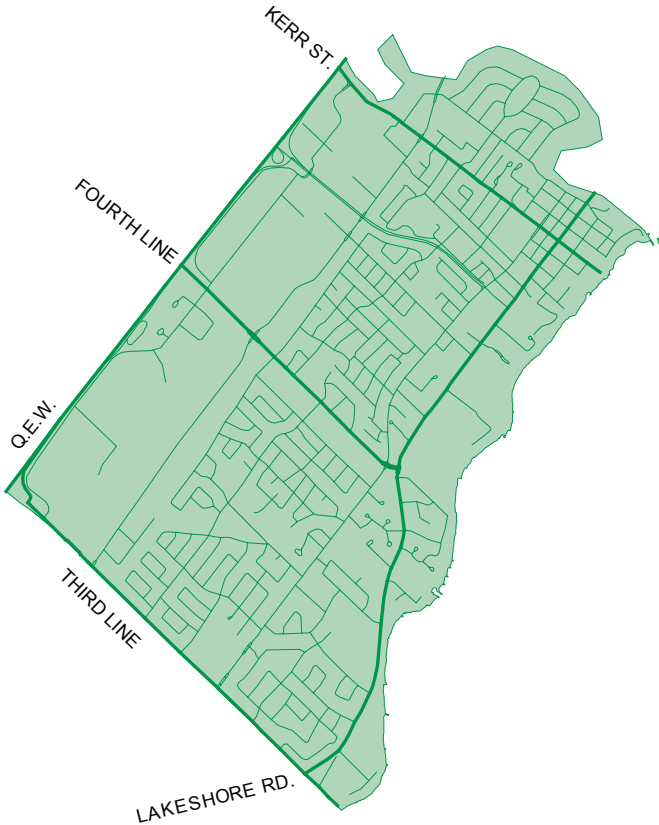
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DEMOGRAPHIC CHARACTERISTICS											
TOTAL NUMBER OF HOUSEHOLDS: 8,100					TOTAL POPULATION: 19,400						
Dwelling Type	House		Townhouse		Apartment		Employment Status				
	66%		7%		27%		Full time	Part time	Work at Home F/T P/T		
Household Size (persons)	1	2	3	4	5+	Male	Population 9,100	Transit Pass 4%	Licenced Drivers 76%	Student 17%	
	26%	38%	17%	11%	8%	Female	10,300	5%	65%	16%	
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip	85%	62%	
	12%	44%	32%	9%	2%				62%	*	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15	16-25	
	2.4	1.1	1.7	1.5	5.2		46.3	11%	6%	7%	
									26-45	46-64	65+
									24%	25%	27%
Daily trips/Person (age 11+):							2.4				



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF OAKVILLE - WARD 2												
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.	9,600	22.6%	44%	16%	28%	12%	66%	16%	3%	5%	7%	2%
24 hours	42,300		27%	8%	49%	16%	70%	18%	3%	3%	5%	2%
Percentage of trips made within district: 6-9 a.m. = 37%				24 hours = 30%		Median Trip Length (km)	3.8	3.1	3.2	35.5		

TRIPS TO TOWN OF OAKVILLE - WARD 2												
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.	15,500	27.1%	52%	20%	5%	23%	72%	14%	3%	1%	5%	6%
24 hours	57,200		20%	6%	31%	43%	73%	17%	2%	1%	4%	3%

LEGEND

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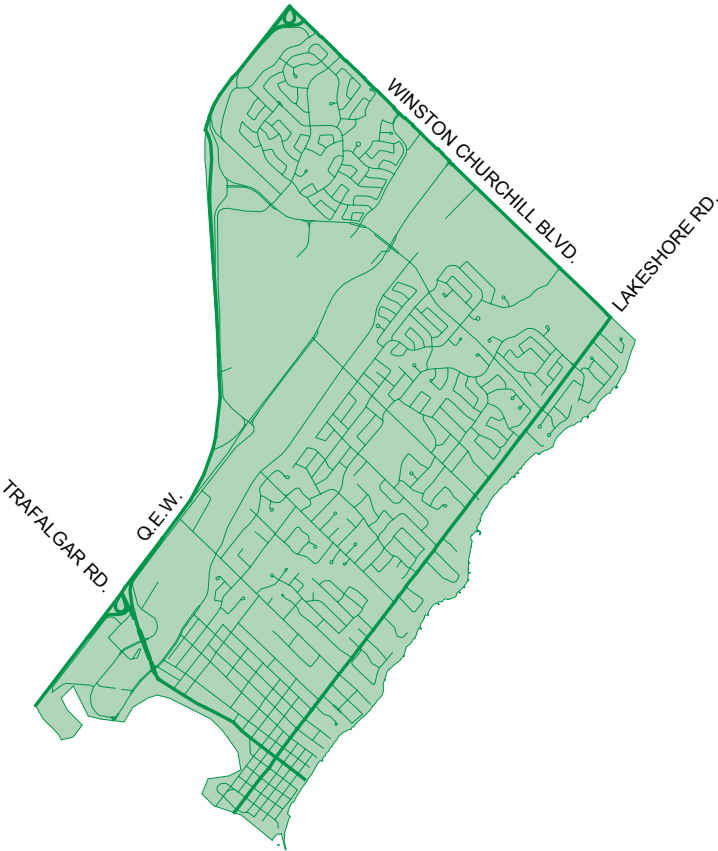
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DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS:					8,400				
Dwelling Type	House	Townhouse		Apartment					
	83%	4%		13%					
Household Size (persons)	1	2	3	4	5+				
	14%	37%	18%	20%	11%				
No. of Available Vehicles	0	1	2	3	4+				
	5%	24%	54%	15%	3%				
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day				
	2.8	1.3	2.0	1.9	7.3				

TOTAL POPULATION:					23,600				
	Population	Transit Pass	Licenced Drivers	Student	Employment Status				
					Full time	Part time	Work at Home F/T	P/T	
Male	11,400	7%	73%	25%	40%	6%	6%	2%	
Female	12,200	5%	70%	23%	26%	10%	4%	2%	
On survey day:		Made work trip		87%	50%	31%	20%		
Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	45.6	11%	10%	9%	19%	33%	18%		
Daily trips/Person (age 11+):		2.9							



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF OAKVILLE - WARD 3												
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.	13,300	21.6%	39%	23%	28%	10%	63%	15%	*	7%	7%	7%
24 hours	61,400		23%	11%	49%	17%	70%	17%	1%	4%	5%	3%
Percentage of trips made within district: 6-9 a.m. = 38% 24 hours = 31%							Median Trip Length (km)	4.7	3.8	2.8	28.7	

TRIPS TO TOWN OF OAKVILLE - WARD 3												
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.	18,100	25.2%	54%	15%	6%	25%	75%	15%	1%	1%	5%	3%
24 hours	71,900		22%	4%	35%	39%	74%	16%	1%	2%	4%	3%

LEGEND

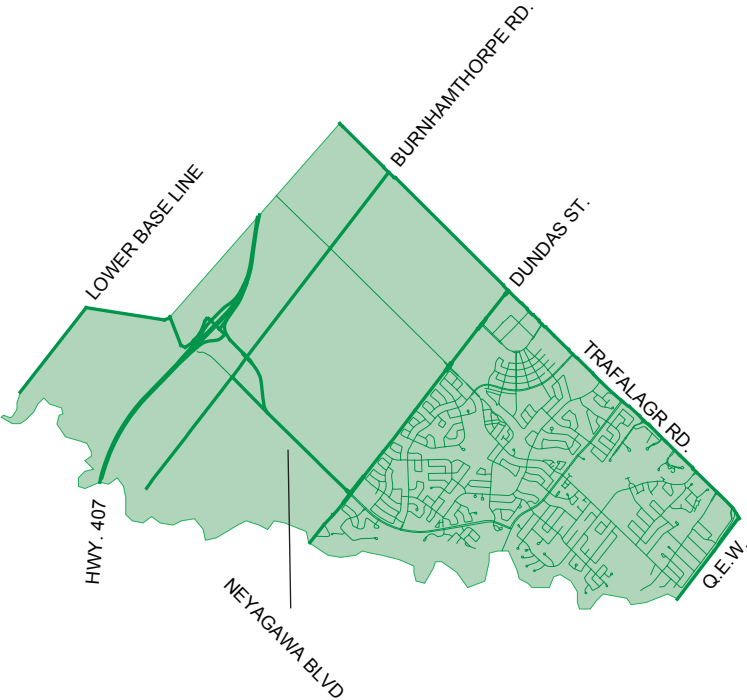
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DEMOGRAPHIC CHARACTERISTICS														
TOTAL NUMBER OF HOUSEHOLDS: 14,700					TOTAL POPULATION: 45,000									
Dwelling Type	House		Townhouse		Apartment		Employment Status							
	74%		18%		8%		Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Household Size (persons)	1	2	3	4	5+	Male	21,800	7%	69%	27%	47%	5%	5%	1%
	9%	30%	23%	26%	12%		Female	23,300	7%	65%	26%	32%	11%	3%
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		87%	47%	39%	29%	
	2%	25%	60%	11%	2%	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day		35.6	18%	9%	9%	33%	23%	7%	
	3.1	1.6	2.0	1.8	7.3	Daily trips/Person (age 11+):		2.9						

DEMOGRAPHIC CHARACTERISTICS															
TOTAL NUMBER OF HOUSEHOLDS: 10,300							TOTAL POPULATION: 30,100								
Dwelling Type	House		Townhouse		Apartment		Male	Population 14,500	Transit Pass 8%	Licenced Drivers 70%	Student 27%	Employment Status			
	74%		14%		12%	Full time 44%						Part time 7%	Work at Home F/T 5%	P/T 1%	
Household Size (persons)	1	2	3	4	5+	Female	15,600	8%	69%	27%	32%	11%	3%	2%	
	13%	31%	22%	24%	11%										
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		87%	63%	42%	18%		
	4%	31%	52%	10%	3%	Age	Median 38.3	0-10 16%	11-15 8%	16-25 11%	26-45 29%	46-64 25%	65+ 11%		
Household Averages	Persons 2.9	Workers 1.5	Drivers 2.0	Vehicles 1.8	Trips/Day 7.0		Daily trips/Person (age 11+): 2.8								



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF OAKVILLE - WARD 5												
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.	16,900	23.5%	47%	21%	23%	10%	66%	14%	2%	10%	8%	1%
24 hours	71,700		30%	11%	41%	18%	71%	16%	2%	5%	6%	1%
Percentage of trips made within district: 6-9 a.m. = 32% 24 hours = 26%							Median Trip Length (km)	4.6	3.6	3.2	33.7	

TRIPS TO TOWN OF OAKVILLE - WARD 5												
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.	14,000	21.7%	22%	46%	8%	24%	56%	20%	5%	2%	11%	6%
24 hours	64,600		7%	14%	45%	34%	67%	18%	3%	3%	7%	2%

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DEMOGRAPHIC CHARACTERISTICS															
TOTAL NUMBER OF HOUSEHOLDS: 7,600					TOTAL POPULATION: 23,500										
Dwelling Type	House		Townhouse		Apartment		Employment Status								
	78%		13%		9%		Population	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	11,300	6%	68%	25%	43%	4%	5%	1%
	9%	30%	20%	29%	12%		Female	12,200	6%	66%	29%	31%	13%	3%	1%
No. of Available Vehicles	0	1	2	3	4+		On survey day:		Made work trip		89%	47%	43%	32%	
	3%	23%	60%	12%	2%		Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day			38.6	16%	10%	10%	28%	25%	11%	
	3.1	1.6	2.1	1.9	7.4		Daily trips/Person (age 11+):	2.9							



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF OAKVILLE - WARD 6												
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.	13,800	24.4%	43%	23%	25%	10%	66%	12%	2%	5%	10%	4%
24 hours	56,700		28%	12%	43%	17%	71%	16%	2%	3%	6%	2%
Percentage of trips made within district: 6-9 a.m. = 31% 24 hours = 28%				Median Trip Length (km)		4.5	3.1	3.9	31.6			

TRIPS TO TOWN OF OAKVILLE - WARD 6												
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.	15,700	23.4%	56%	17%	6%	21%	74%	14%	2%	0%	8%	1%
24 hours	67,200		18%	4%	35%	42%	73%	17%	1%	1%	5%	1%

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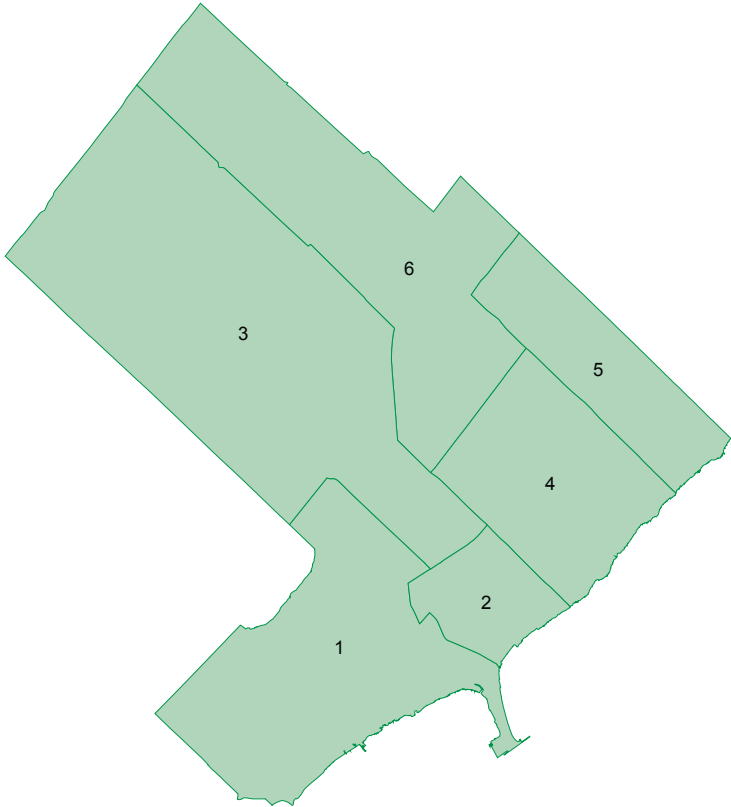
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DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS: 63,200					TOTAL POPULATION: 157,400				
Dwelling Type	House		Townhouse		Apartment	Employment Status			
	63%		17%		20%	Population	Transit Pass	Licenced Drivers	Student
Household Size (persons)	1	2	3	4	5+	Male	75,300	6%	74%
	22%	39%	16%	16%	7%			20%	44%
No. of Available Vehicles	0	1	2	3	4+	Female	82,100	6%	71%
	6%	35%	48%	8%	3%			19%	31%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	On survey day:		Made work trip	87%
	2.5	1.3	1.8	1.7	6.0				50%
Age	Median		0-10	11-15	16-25	26-45	46-64	65+	
	42.8		13%	6%	9%	26%	26%	19%	
Daily trips/Person (age 11+):					2.8				



TRAVEL PATTERNS												
TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON												
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.	79,200	20.9%	50%	17%	22%	11%	71%	12%	2%	5%	7%	4%
24 hours	378,700		28%	8%	46%	18%	74%	16%	2%	2%	4%	2%
Percentage of trips made within district: 6-9 a.m. = 56% 24 hours = 63%							Median Trip Length (km)	4.6	3.5	4.7	45.7	
TRIPS TO CITY OF BURLINGTON												
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.	71,000	19.2%	52%	19%	6%	23%	72%	13%	2%	0%	8%	4%
24 hours	370,700		15%	4%	42%	40%	74%	17%	2%	1%	4%	2%

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DEMOGRAPHIC CHARACTERISTICS															
TOTAL NUMBER OF HOUSEHOLDS: 10,200							TOTAL POPULATION: 23,900								
Dwelling Type	House		Townhouse		Apartment		Male	Population	Transit Pass	Licenced Drivers	Student	Employment Status			
						Full time						Part time	Work at Home		
	67%		13%		20%		11,300	5%	76%	19%	38%	6%	6%	2%	
Household Size (persons)	1	2	3	4	5+	Female	12,600	5%	75%	18%	26%	12%	3%	2%	
	24%	44%	14%	12%	6%										
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip			88%	45%	42%	24%	
	5%	37%	46%	8%	3%										
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	2.3	1.1	1.8	1.7	5.9		47.9	11%	6%	8%	20%	28%	26%		
Daily trips/Person (age 11+):							2.8								



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON - WARD 1												
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.	11,000	18.2%	45%	19%	26%	10%	69%	13%	2%	3%	5%	8%
24 hours	60,300		24%	7%	50%	19%	74%	17%	2%	2%	2%	4%
Percentage of trips made within district: 6-9 a.m. = 27% 24 hours = 25%							Median Trip Length (km)	4.7	4	4.9	51.8	

TRIPS TO CITY OF BURLINGTON - WARD 1												
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.	10,200	16.8%	56%	12%	6%	26%	76%	12%	2%	*	5%	4%
24 hours	60,700		14%	2%	40%	44%	74%	18%	2%	1%	2%	3%

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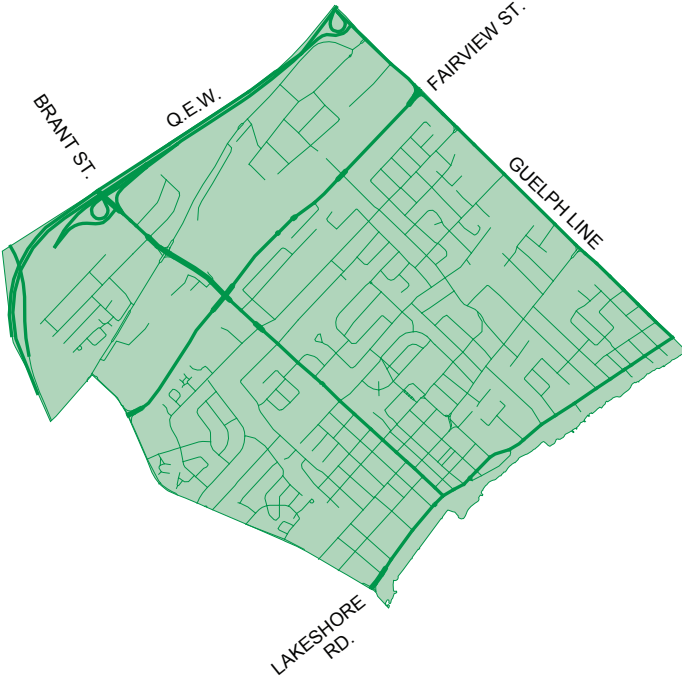
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DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS: 10,700					TOTAL POPULATION: 22,800				
Dwelling Type	House		Townhouse		Apartment		Employment Status		
	42%		10%		47%		Full time	Part time	Work at Home F/T P/T
Household Size (persons)	1	2	3	4	5+	Male	Population 10,400	Transit Pass 7%	Licenced Drivers 77%
	34%	41%	11%	10%	5%		17%	43%	7%
No. of Available Vehicles	0	1	2	3	4+	Female	12,400	7%	70%
	11%	48%	34%	5%	1%			16%	28%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	On survey day: Made work trip		86%	51%
	2.1	1.0	1.6	1.4	5.1			49%	24%
							Age	Median 46.8	0-10 10%
									11-15 5%
								16-25 9%	26-45 24%
								46-64 27%	65+ 26%
							Daily trips/Person (age 11+):	2.7	



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON - WARD 2												
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.	10,200	18.6%	53%	16%	21%	9%	68%	10%	3%	5%	10%	3%
24 hours	54,800		27%	7%	46%	20%	71%	16%	3%	2%	6%	2%
Percentage of trips made within district: 6-9 a.m. = 27% 24 hours = 23%							Median Trip Length (km)	3.5	2.7	3	48.4	

TRIPS TO CITY OF BURLINGTON - WARD 2												
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.	9,000	15.8%	46%	17%	6%	30%	76%	9%	2%	*	12%	1%
24 hours	57,000		12%	3%	38%	47%	73%	17%	2%	1%	5%	1%

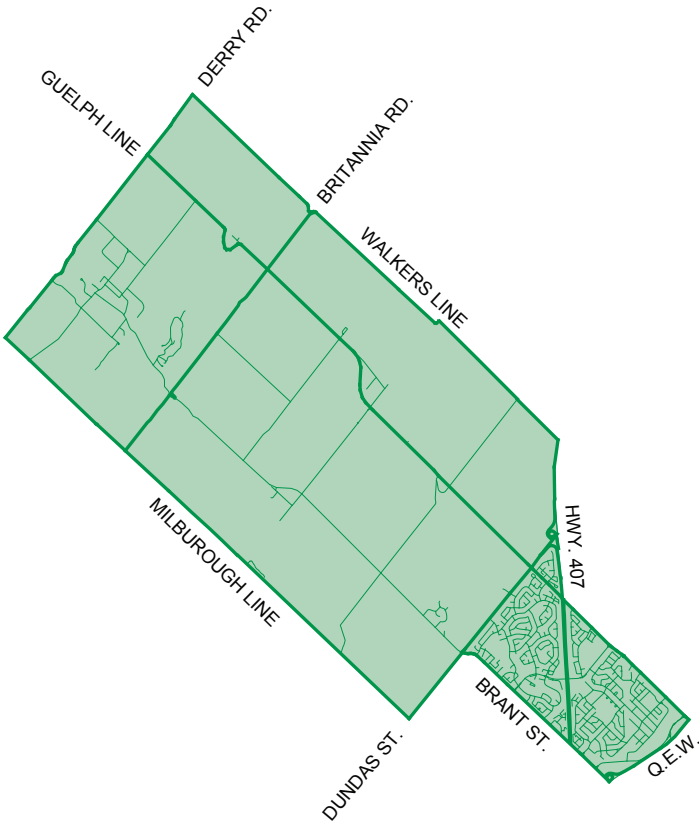
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DEMOGRAPHIC CHARACTERISTICS									
TOTAL NUMBER OF HOUSEHOLDS: 8,300					TOTAL POPULATION: 22,500				
Dwelling Type	House		Townhouse		Apartment		Employment Status		
	77%		13%		10%		Full time	Part time	Work at Home F/T P/T
Household Size (persons)	1	2	3	4	5+	Male	Population 11,000	Transit Pass 5%	Licenced Drivers 75%
	15%	37%	20%	19%	8%		20%	46%	7%
No. of Available Vehicles	0	1	2	3	4+	Female	11,500	5%	70%
	5%	32%	47%	11%	5%				
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	On survey day: Made work trip		87%	46%
	2.7	1.4	2.0	1.8	6.2			32%	*
							Age	Median 41.3	0-10 12%
								11-15 6%	16-25 11%
							Daily trips/Person (age 11+):	2.6	46-64 28%
									65+ 16%



TRAVEL PATTERNS												
TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON - WARD 3												
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.	11,900	23.1%	49%	17%	21%	13%	74%	12%	3%	3%	6%	3%
24 hours	51,500		31%	9%	43%	17%	75%	16%	2%	2%	4%	2%
Percentage of trips made within district: 6-9 a.m. = 20% 24 hours = 14%							Median Trip Length (km)	4.8	3.4	5.4	48.6	

TRIPS TO CITY OF BURLINGTON - WARD 3												
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.	6,200	15.7%	32%	28%	10%	30%	65%	18%	2%	*	12%	3%
24 hours	39,400		8%	5%	54%	33%	73%	18%	2%	1%	5%	1%

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DEMOGRAPHIC CHARACTERISTICS															
TOTAL NUMBER OF HOUSEHOLDS: 13,800							TOTAL POPULATION: 33,700								
Dwelling Type	House		Townhouse		Apartment		Male	Population 16,200	Transit Pass 4%	Licenced Drivers 74%	Student 21%	Employment Status			
	66%		16%		19%							Full time 43%	Part time 5%	Work at Home F/T 4% P/T 1%	
Household Size (persons)	1	2	3	4	5+	Female	17,600	6%	72%	19%	29%	13%	3%	1%	
	23%	39%	16%	14%	7%										
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		87%	48%	38%	58%		
	8%	35%	48%	8%	2%										
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	2.5	1.2	1.8	1.6	6.1		45.0	11%	7%	8%	24%	28%	22%		
Daily trips/Person (age 11+):								2.8							



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON - WARD 4												
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.	17,100	20.5%	48%	19%	24%	10%	70%	13%	1%	4%	11%	2%
24 hours	83,400		26%	9%	48%	17%	73%	17%	1%	2%	6%	1%
Percentage of trips made within district: 6-9 a.m. = 35% 24 hours = 31%							Median Trip Length (km)	3.8	3.3	3.2	45.5	

TRIPS TO CITY OF BURLINGTON - WARD 4												
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.	24,000	22.4%	59%	17%	4%	19%	72%	14%	2%	0%	8%	3%
24 hours	107,000		19%	4%	32%	44%	74%	17%	2%	1%	5%	2%

LEGEND

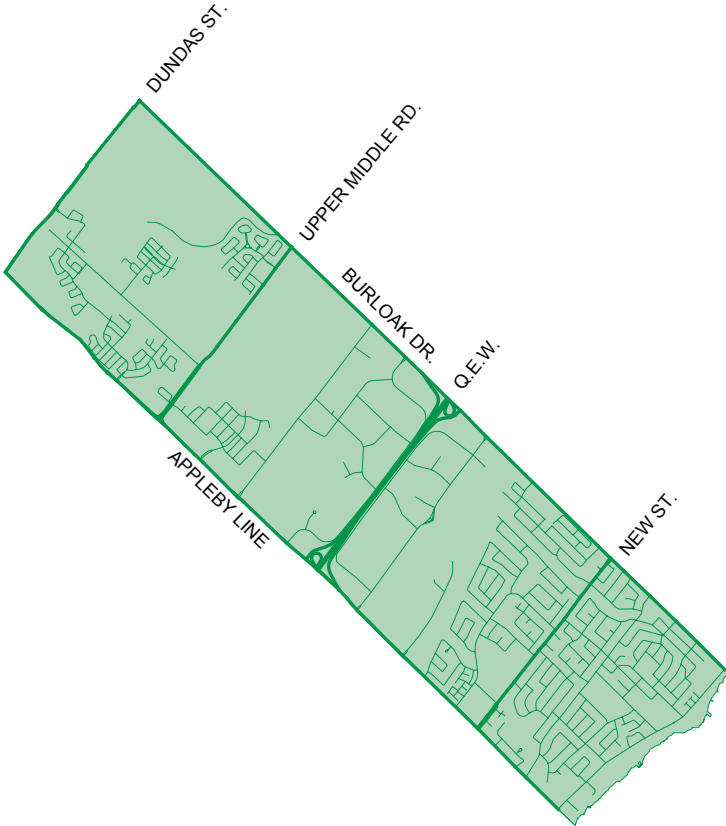
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* is used to denote categories that have less than four observations or survey records



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DEMOGRAPHIC CHARACTERISTICS															
TOTAL NUMBER OF HOUSEHOLDS: 11,500							TOTAL POPULATION: 29,600								
Dwelling Type	House		Townhouse		Apartment		Male	Population 14,300	Transit Pass 6%	Licenced Drivers 72%	Student 17%	Employment Status			
	62%		22%		16%	Full time 48%						Part time 5%	Work at Home F/T 4%	P/T 1%	
Household Size (persons)	1	2	3	4	5+	Female	15,300	6%	69%	21%	36%	10%	2%	1%	
	19%	37%	19%	20%	5%										
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		85%	53%	32%	29%		
	5%	34%	54%	7%	2%										
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	2.6	1.4	1.8	1.7	5.8		36.4	17%	6%	8%	34%	19%	16%		
Daily trips/Person (age 11+):								2.7							



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON - WARD 5												
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.	14,300	21.6%	54%	15%	20%	10%	72%	10%	1%	7%	5%	4%
24 hours	66,100		31%	7%	43%	19%	75%	15%	2%	3%	3%	2%
Percentage of trips made within district: 6-9 a.m. = 22% 24 hours = 20%							Median Trip Length (km)	5.8	5.2	6.1	42.7	

TRIPS TO CITY OF BURLINGTON - WARD 5												
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.	14,400	24.4%	61%	16%	5%	17%	76%	10%	2%	1%	6%	6%
24 hours	59,100		21%	4%	45%	30%	75%	15%	1%	2%	4%	3%

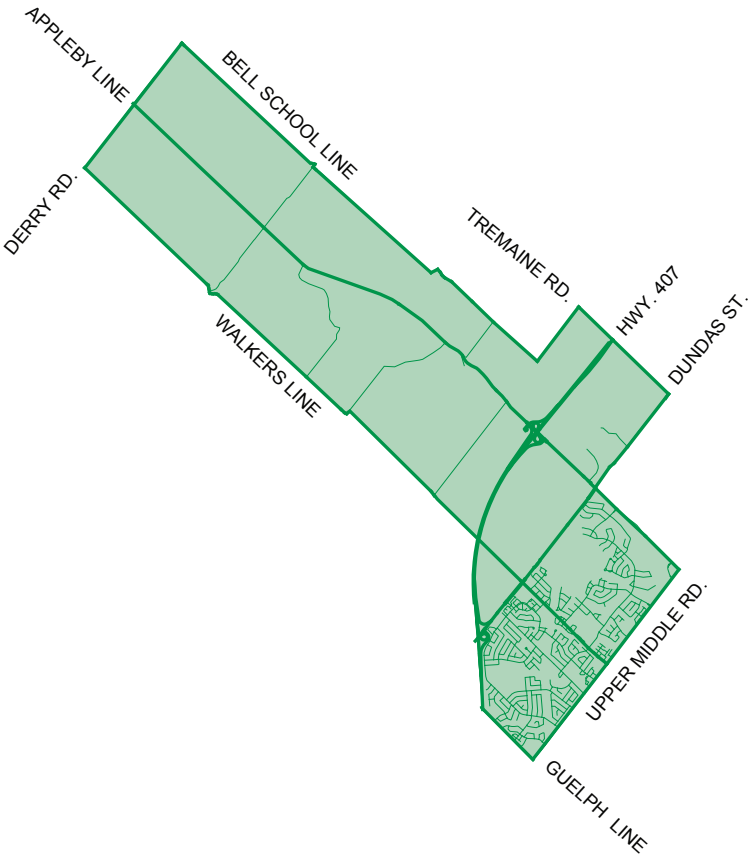
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DEMOGRAPHIC CHARACTERISTICS														
TOTAL NUMBER OF HOUSEHOLDS: 8,600						TOTAL POPULATION: 24,800								
Dwelling Type	House		Townhouse		Apartment	Employment Status								
	67%		26%		6%	Male	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Household Size (persons)	1	2	3	4	5+	12,100	8%	73%	24%	46%	8%	5%	*	
	13%	33%	18%	25%	10%	Female	12,700	5%	72%	22%	34%	16%	2%	1%
No. of Available Vehicles	0	1	2	3	4+	On survey day:		Made work trip		90%	54%	29%	*	
	1%	24%	59%	13%	3%	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	40.1		15%	8%	10%	26%	29%	11%	
	2.9	1.6	2.1	1.9	7.2	Daily trips/Person (age 11+):		3.0						



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON - WARD 6												
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.	14,700	23.5%	49%	19%	21%	11%	70%	13%	1%	6%	6%	3%
24 hours	62,600		30%	10%	43%	18%	74%	16%	1%	3%	5%	2%
Percentage of trips made within district: 6-9 a.m. =			21%	24 hours =		19%	Median Trip Length (km)	5.1	3.3	5.1	45.6	

TRIPS TO CITY OF BURLINGTON - WARD 6												
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.	7,200	15.1%	29%	31%	11%	29%	62%	19%	2%	*	10%	6%
24 hours	47,600		7%	5%	54%	34%	73%	17%	1%	2%	5%	3%

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