

**2001 TRANSPORTATION TOMORROW SURVEY
CITY OF HAMILTON
SUMMARY BY WARDS**

**Prepared for the
Transportation Information
Steering Committee**

by the

**Data Management Group
University of Toronto
Joint Program in Transportation
April 2003**

FURTHER INFORMATION

The Transportation Tomorrow Surveys (TTS) are parts of an ongoing data collection program by the Transportation Information Steering Committee (TISC). The survey data (2001, 1996, 1991 and 1986) are currently under the care of the Data Management Group. For more information, please contact:

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This report was prepared for the Transportation Information Steering committee (TISC) through the direction of its technical committee, the Transportation Research and Data Management Group (TRADMAG). The committees are represented by the following agencies:

City of Hamilton
City of Toronto
GO Transit
Ministry of Transportation, Ontario
Regional Municipality of Durham
Regional Municipality of Halton
Regional Municipality of Peel
Regional Municipality of York
Toronto Transit Commission

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INTRODUCTION

BACKGROUND

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

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

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

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

The 2001 TTS covers much of the same area as 1996 excluding the Regional Municipality of

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

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

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

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the 2001 Transportation Tomorrow Survey data according to ward boundaries in the City of Hamilton. The summary is presented in tabular format at three levels of detail, namely, the entire Greater Toronto Area, the City of Hamilton and each of its 15 wards. 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.

The information presented in this report is based on Version 1.0 of the 2001 TTS database. For more historical TTS data, please refer to the fifth report in the 1996 Transportation Tomorrow Survey series, entitled, [1996, 1991 & 1986 Travel Survey Summaries for the Greater Toronto Area](#) and the fifth report in the 2001 Transportation Tomorrow Series entitled [2001, 1996 & 1986 Travel Survey Summaries for the Greater Toronto Area](#).

THE TTS DATA

DESIGN AND CONDUCT OF THE SURVEY

The 2001 TTS, with approximately 137,000 household interviews, is one of the largest surveys ever undertaken anywhere. The 2001 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, Guelph, Peterborough and Kawartha Lakes (formerly the County of Victoria), the Regional Municipalities of Durham, Halton, Niagara, Peel, and York, the Town of Orangeville, the County of Simcoe and partial coverage of the Counties of Peterborough and Wellington.

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

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

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

Interviewers telephoned the households to collect travel information for the preceding weekday and recorded the data directly on computer files using a direct data entry program. As the information was entered, the program carried out spelling checks on street names, validation checks on transit route information and other checks on the consistency and completeness

of the information. The sample rates were monitored daily by sample control software to ensure even coverage of the study area during the survey period. The locations of households, places of work and school, trip origins and destinations were coded to a geographic reference system.

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

In the City of Hamilton, over 10,000 households were interviewed. With the 2001 Census count of approximately 188,000 households, the survey achieved its target of a five percent sample rate.

Detailed documentation of the planning and implementation of the 2001 survey is contained in the first report of the 2001 Transportation Tomorrow Survey series, entitled, Design and Conduct of the Survey. The sample expansion procedure for this survey is described in detail in the third report of the 2001 TTS working paper series, 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 2001 database may be summarized as follows:

Demographic Information

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

- Employment Status
 - Student status
 - Possession of a driver's licence
 - Possession of a transit pass
 - Location of usual place of work
 - Location of usual place of school
 - School name
 - Availability of free parking at usual place of work
 - Occupation type
 - Whether or not the person worked at home on the trip day (only asked if a person employed full time outside the home did not make a work trip on the survey day)
- Travel Information
- Nature of trip
 - Start time
 - Purpose of trip
 - Origin and destination points
 - Means of travel
 - Travel mode
 - Detailed transit routes 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 facilitate a passenger, or to return home. The survey collected trip information for all persons of age 11 years or older over a 24-hour period. To reflect travel activities on an average work day, only trips made on Monday to Friday were recorded. The survey results indicate an approximately equal coverage of trips on each of the five weekdays.

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

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

QUALITY OF THE DATA

Preliminary analysis of the 2001 survey data indicate that, as with previous years, the TTS data may be used with a high degree of confidence. With respect to peak period travel there is no

evidence of under-reporting of trips made in the a.m. peak period. Public transit trips are accurately represented through the day and any under-reporting which occurs is primarily associated with off-peak automobile trips.

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

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

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

Availability of Data

The data used in this survey was obtained from the 2001 TTS survey. This survey data and previous years' data (1986, 1991 and 1996) are currently under the care of the Data Management Group. This group is responsible for maintaining the TTS databases and allowing access to the survey data. Data is made readily available through an online data retrieval system. For more information see previous contact information.

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 City of Hamilton and for the whole GTA. In total there are 15 wards in the City of Hamilton.

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

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

GENERAL SUMMARY TABLES

Demographic Characteristics

Demographic data are presented in the two tables on the top half of the page. The table on the left summarizes the data by household and the table on the right summarizes the data by person.

Household characteristics include:

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

- Drivers - Total number of persons in possession of a driver's licence divided by the total number of households
- Vehicles - Total number of vehicles available for personal use divided by total number of households
- Trips/day - Total number of trips by persons of age 11 and over divided by total number of households

Personal characteristics include:

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

Travel Patterns

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

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

Trip Purpose

For trips made by the 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) trips
- All other home-based (home-based discretionary, HB-D) trips
- All trips where neither trip end is the home (non-home-based, N-HB)

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

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

Mode of Travel

The travel mode categories are:

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

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

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

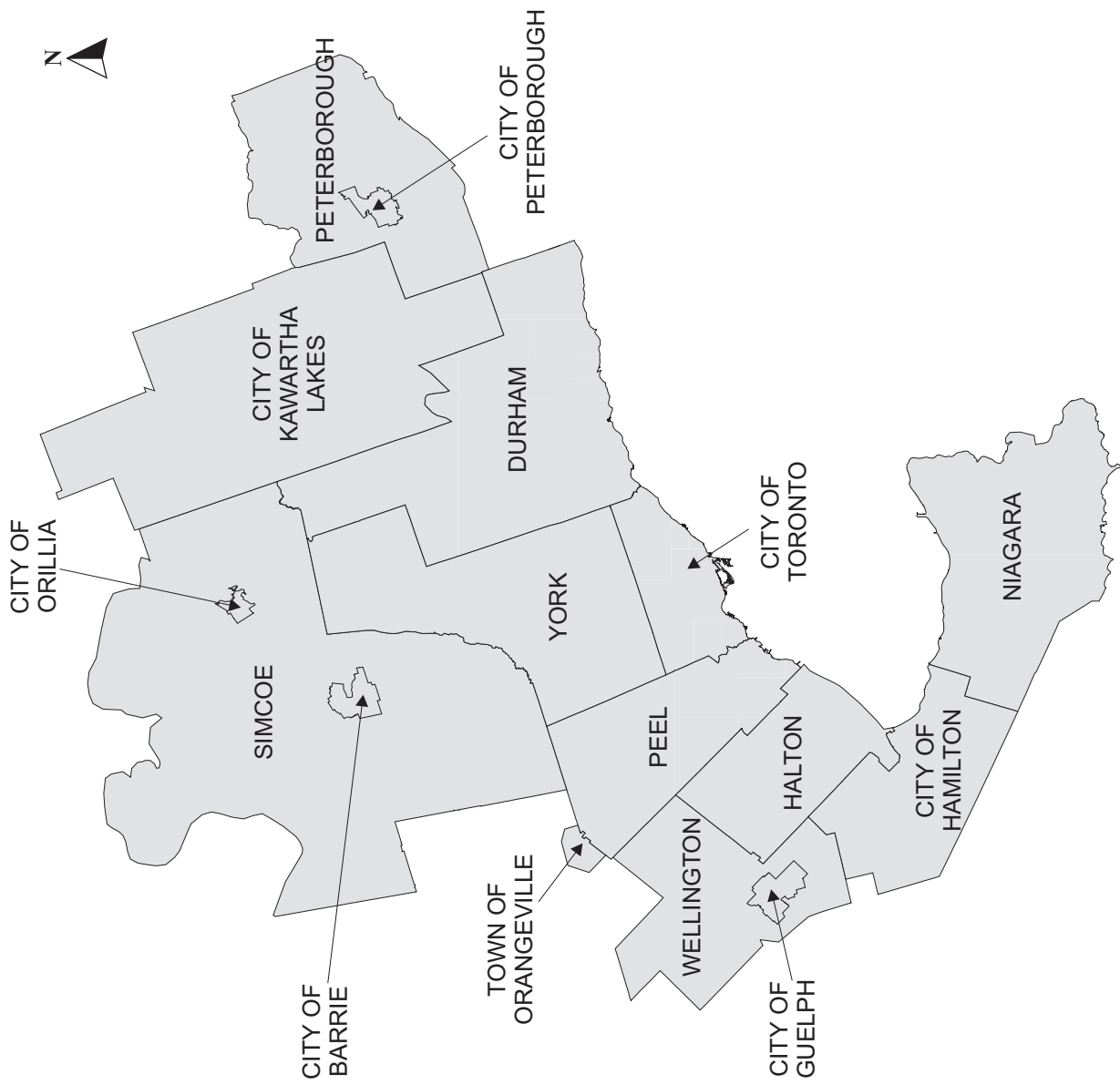
Trips Made by Residents of an Area

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

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

Median trip length is calculated as the trip distance where 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. The figures presented are by travel modes for the 24-hour period.

TRANSPORTATION TOMORROW SURVEY AREA



AREA SUMMARIES

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 1,975,200

Dwelling Type House 61% Townhouse 5% Apartment 34%

Household Size (persons) 1 21% 2 30% 3 18% 4 19% 5+ 11%

No. of Available Vehicles 0 16% 1 40% 2 34% 3 7% 4+ 2%

Household Averages Persons 2.7 Workers 1.4 Drivers 1.7 Vehicles 1.4 Trips/Day 5.8

TOTAL POPULATION: 5,386,100

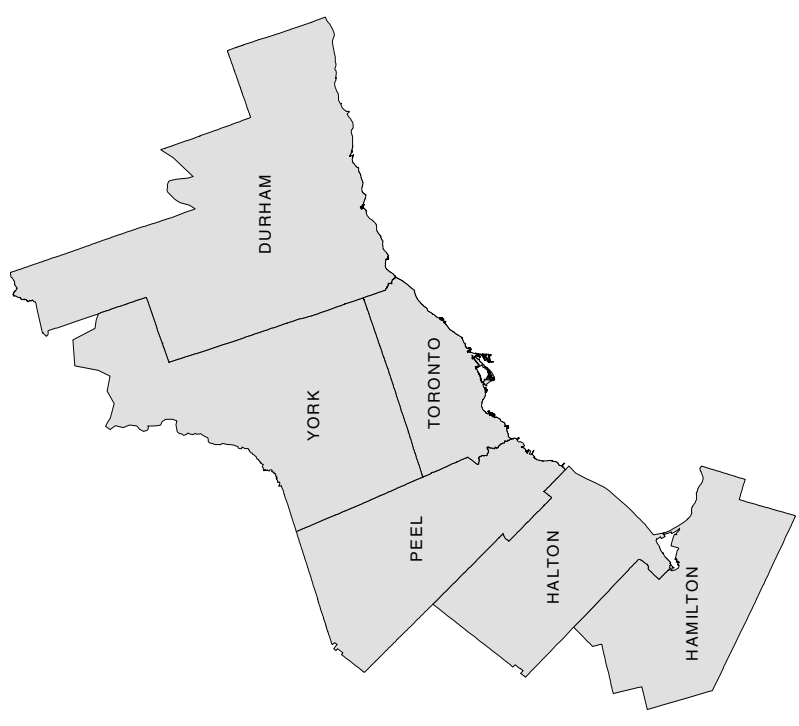
Male 2,637,200 Population 2,637,200 Transit Pass 5% Licenced Drivers 69% Student 24% Full time 47% Part time 6% Work at Home F/T 3% P/T 0%

Female 2,748,900 On survey day: Made work trip 87% 53% 39% 20%

Occupation Type Clerical 12% Manufacturing 22% Professional 45% Sales & Service 20%

Age Median 35.6 0-10 14% 11-15 7% 16-25 12% 26-45 34% 46-64 21% 65+ 12%

Daily trips/Person (age 11+): 2.5



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of the GTA

Time Period 6 - 9 a.m. Trips 2,684,700 % of 24 hr. 23.3% HB-W 52% HB-S 22% HB-D 17% N-HB 9%

24 hours 11,515,300 33% 12% 39% 15%

Percentage of trips made within district: 6-9 a.m. = 99% 24 hours = 98%

Trips Made to the GTA

Time Period 6 - 9 a.m. Trips 2,652,500 % of 24 hr. 23% Work 56% School 22% Home 5% Other 17%

24 hours 11,396,100 19% 6% 43% 32%

MODE OF TRAVEL

Trips Made by Residents of the GTA

Time Period 6 - 9 a.m. Trips 2,684,700 Auto Driver 59% Auto Passng. 12% Local Transit 14% GO Train 2% Walk & Cycle 9% Other 4%

24 hours 11,515,300 64% 16% 11% 1% 6% 2%

Median Trip Length: (kilometres) 5.5 3.8 5.6 29.9

Trips Made to the GTA

Time Period 6 - 9 a.m. Trips 2,652,500 Auto Driver 59% Auto Passng. 12% Local Transit 14% GO Train 2% Walk & Cycle 9% Other 4%

24 hours 11,396,100 64% 15% 11% 1% 6% 2%

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



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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 188,900

Dwelling Type	House	Townhouse	Apartment
	69%	5%	26%

Household Size (persons)	1	2	3	4	5+
	24%	33%	16%	16%	10%

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

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

TOTAL POPULATION: 485,900

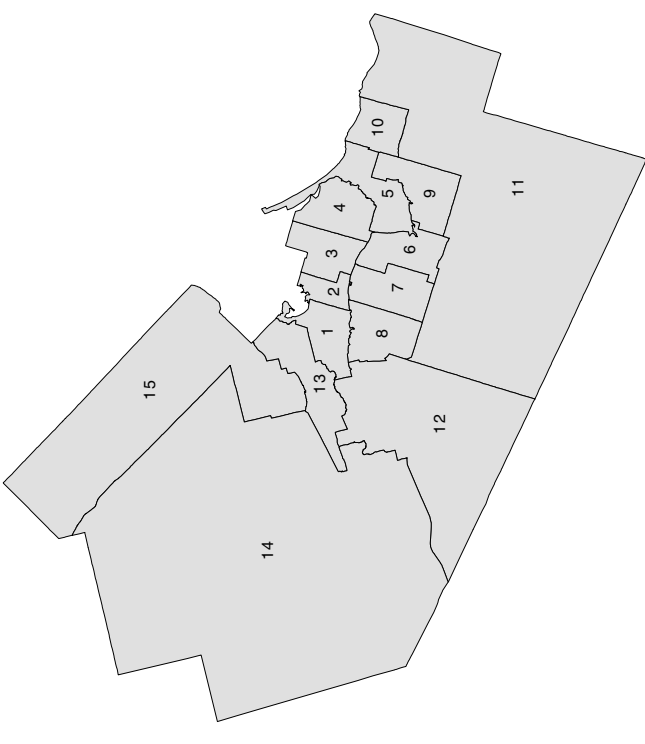
Male	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
237,400	4%	70%	24%	44%	6%	2%	0%	
248,600	6%	61%	22%	28%	12%	1%	1%	

On survey day: Made work trip 84% 53% 39% 19%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	11%	28%	40%	21%

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

Daily trips/Person (age 11+): 2.5



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of City of Hamilton

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	222,200	20.8%	24%	18%	9%
24 hours	1,070,100	29%	12%	43%	16%

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

Trips Made to the City of Hamilton

Time Period	Trips	Destination Purpose			
		Work	School	Home	Other
6 - 9 a.m.	191,200	19.3%	46%	28%	6%
24 hours	992,300	13%	7%	45%	35%

MODE OF TRAVEL

Trips Made by Residents of City of Hamilton

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	222,200	64%	12%	6%	1%	11%
24 hours	1,070,000	68%	17%	5%	1%	6%

Median Trip Length: (kilometres) 4.7 3.5 3.1 59.3

Trips Made to the City of Hamilton

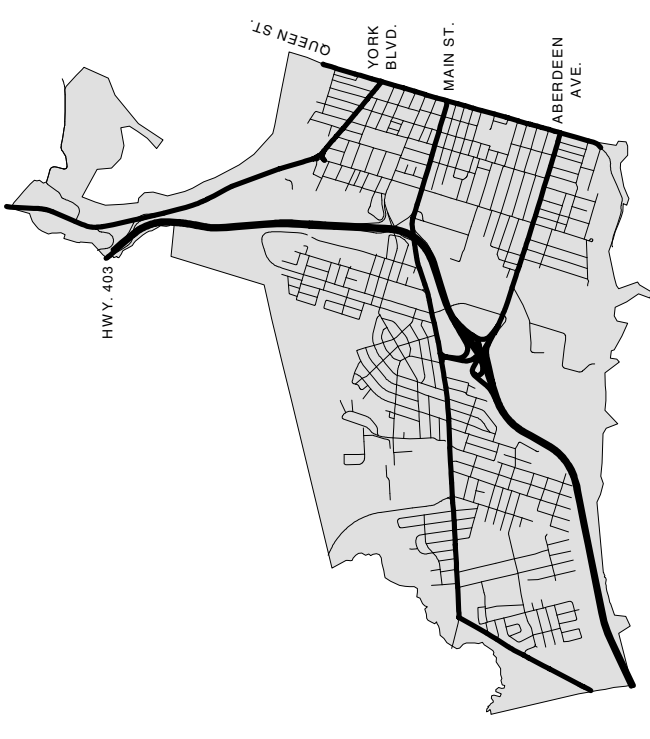
Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	191,200	61%	13%	7%	0%	13%
24 hours	992,300	67%	17%	6%	0%	7%

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

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	14,800				
Dwelling Type	House 57%	Townhouse 2%	Apartment 41%		
Household Size (persons)	1 36%	2 34%	3 13%	4 10%	5+ 7%
No. of Available Vehicles	0 21%	1 53%	2 22%	3 3%	4+ 1%
Household Averages	Persons 2.2	Workers 1.0	Drivers 1.5	Vehicles 1.1	Trips/Day 5.0

TOTAL POPULATION:	32,900							
Male	Population 15,200	Transit Pass 9%	Licensed Drivers 75%	Student 31%	Full time 38%	Part time 8%	Work at Home F/T 2%	P/T *
Female	17,700	14%	64%	28%	28%	13%	2%	1%
	On survey day: Made work trip 87% 41% 30% *							
Occupation Type	Clerical 10%	Manufacturing 20%	Professional 50%	Sales & Service 20%				
Age	Median 35.8	0-10 9%	11-15 4%	16-25 20%	26-45 29%	46-64 21%	65+ 17%	
Daily trips/Person (age 11+):	2.5							



TRAVEL PATTERNS

TRIP PURPOSE	Trips Made by Residents of Ward 1					
Time Period	Trips 15,200	% of 24 hr. 20.3%	HB-W 46%	HB-S 24%	HB-D 19%	N-HB 11%
6 - 9 a.m.	74,700	26%	17%	41%	16%	
24 hours	Percentage of trips made within district: 6-9 a.m. = 36% 24 hours = 35%					
Trips Made to Ward 1	Destination Purpose					
Time Period	Trips 21,100	% of 24 hr. 25.2%	Work 43%	School 37%	Home 4%	Other 16%
6 - 9 a.m.	83,700	16%	16%	37%	37%	31%
24 hours						

MODE OF TRAVEL	Trips Made by Residents of Ward 1						
Time Period	Trips 15,200	Auto Driver 57%	Auto Passng. 11%	Local Transit 10%	GO Train 1%	Walk & Cycle 19%	Other 2%
6 - 9 a.m.	74,700	59%	15%	10%	1%	14%	1%
24 hours	Median Trip Length: (kilometres) 3.6 2.9 2.3 60.1						
Trips Made to Ward 1	Trips Made to Ward 1						
Time Period	Trips 21,100	Auto Driver 56%	Auto Passng. 12%	Local Transit 11%	GO Train 0%	Walk & Cycle 13%	Other 7%
6 - 9 a.m.	83,700	60%	14%	10%	0%	13%	3%
24 hours							

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

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 19,500

Dwelling Type House 27% Townhouse 2% Apartment 70%

Household Size (persons) 1 48% 2 30% 3 11% 4 7% 5+ 4%

No. of Available Vehicles 0 37% 1 48% 2 13% 3 2% 4+ *

Household Averages Persons 1.9 Workers 0.8 Drivers 1.1 Vehicles 0.8 Trips/Day 3.6

TOTAL POPULATION: 37,500

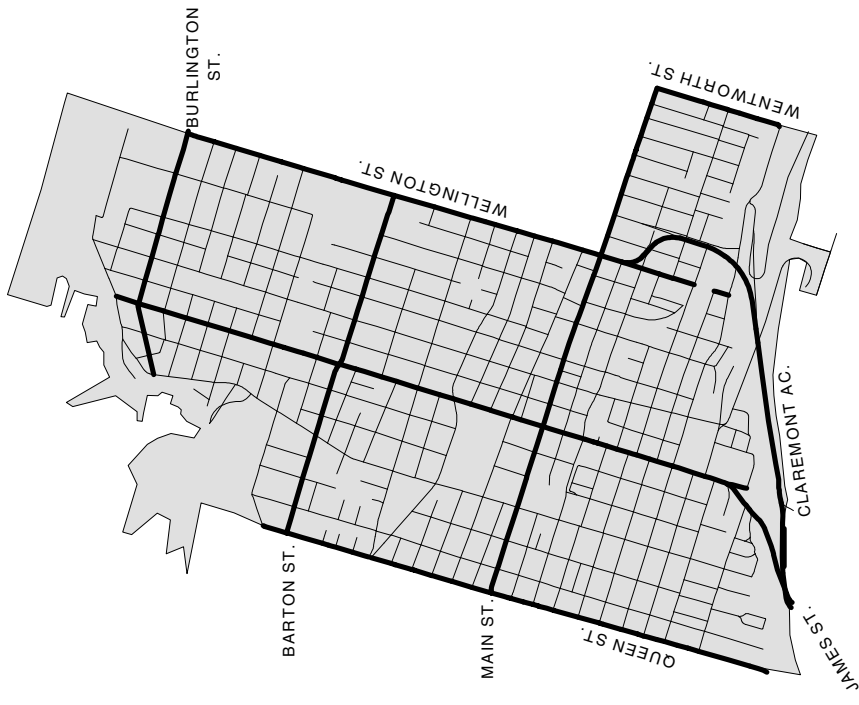
Male 18,700 Female 18,900 Population 18,700 Transit Pass 7% Licenced Drivers 65% Student 23% Full time 42% Part time 6% Work at Home F/T 1% P/T *

On survey day: Made work trip 86% 51% 43% *

Occupation Type Clerical 10% Manufacturing 27% Professional 43% Sales & Service 20%

Age Median 35.6 0-10 10% 11-15 5% 16-25 16% 26-45 32% 46-64 19% 65+ 18%

Daily trips/Person (age 11+): 2.1



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 2

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	14,800	20.9%	24%	15%	5%
24 hours	70,800	33%	14%	40%	14%

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

Trips Made to Ward 2

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	24,900	26.9%	13%	3%
24 hours	92,600	24%	4%	33%

MODE OF TRAVEL

Trips Made by Residents of Ward 2

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	14,800	49%	11%	15%	2%	2%
24 hours	70,800	55%	15%	14%	1%	13%

Median Trip Length: (kilometres) 3.6 3.4 2.6 58.7

Trips Made to Ward 2

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	24,900	63%	10%	12%	*	1%
24 hours	92,600	60%	15%	13%	0%	10%

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

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 16,700

Dwelling Type	House	Townhouse	Apartment
	68%	1%	31%

Household Size (persons)	1	2	3	4	5+
	32%	28%	19%	13%	8%

No. of Available Vehicles	0	1	2	3	4+
	29%	43%	24%	3%	1%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4	1.1	1.3	1.1	4.9

TOTAL POPULATION: 40,300

Male	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home
	20,000	4%	60%	23%	42%	6%	2%
Female	20,300	8%	48%	20%	29%	12%	1%
					83%	59%	32%

On survey day: Made work trip *

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	11%	37%	30%	23%

Age	0-10	11-15	16-25	26-45	46-64	65+
Median	35.5	15%	7%	13%	33%	19%

Daily trips/Person (age 11+): 2.4

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 3

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	16,500	51%	22%	19%	8%
24 hours	81,600	32%	10%	43%	15%

Percentage of trips made within district: 6-9 a.m. = 26% 24 hours = 22%

Trips Made to Ward 3

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	19,900	24.2%	18%	6%
24 hours	82,200	22%	5%	42%

MODE OF TRAVEL

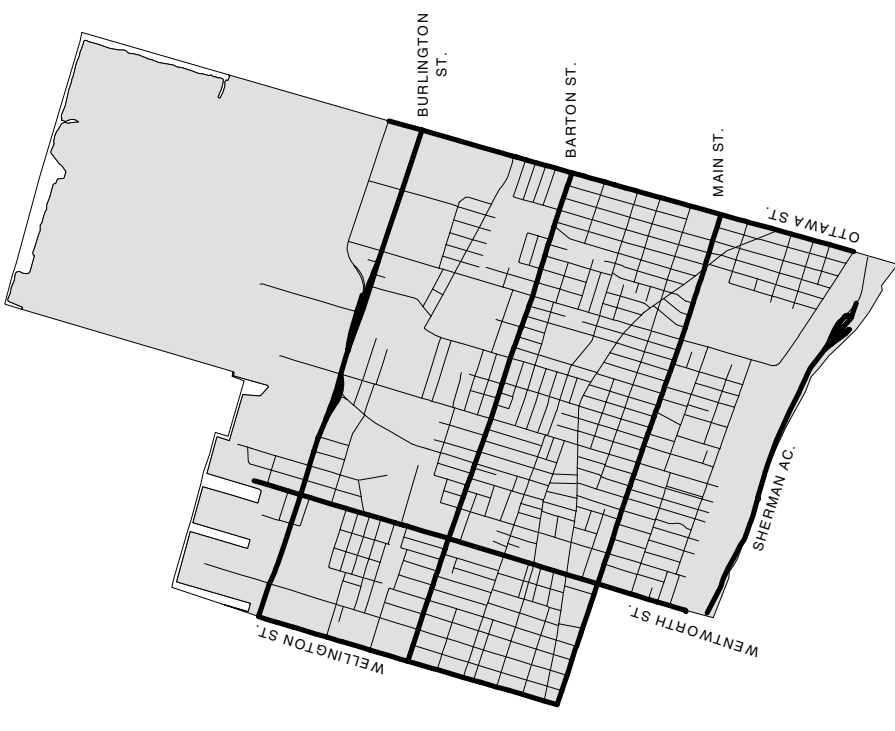
Trips Made by Residents of Ward 3

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	16,500	57%	14%	11%	0%	16%
24 hours	81,600	59%	17%	11%	0%	10%

Median Trip Length: (kilometres)
3.7 3.2 2.7 56.8

Trips Made to Ward 3

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	19,900	66%	9%	9%	*	13%
24 hours	82,200	64%	15%	10%	0%	9%



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DEMOGRAPHIC CHARACTERISTICS

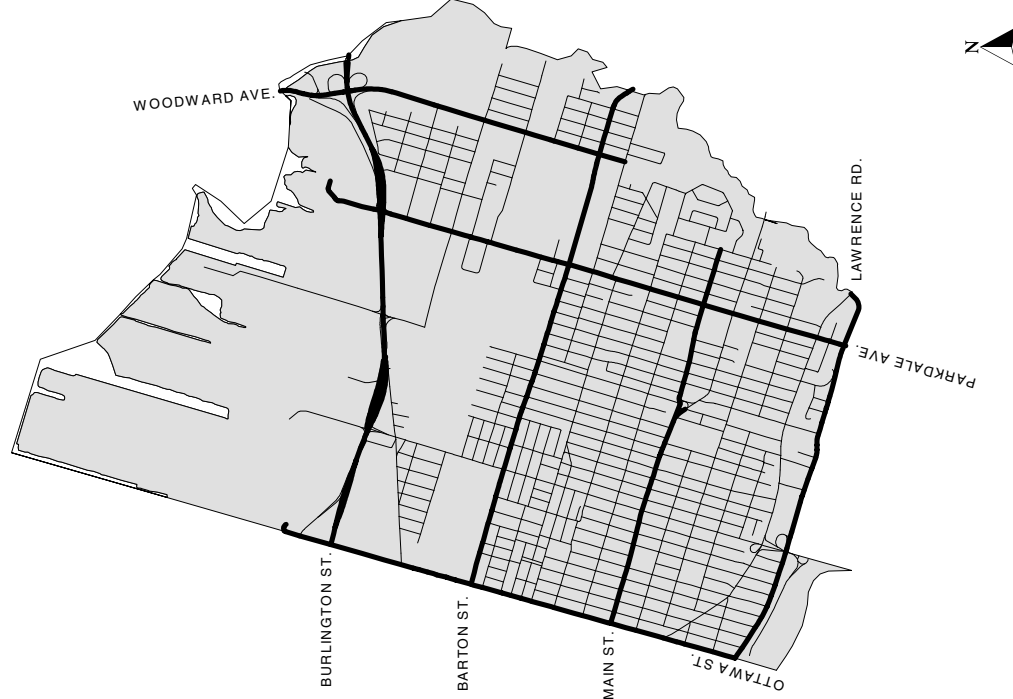
TOTAL NUMBER OF HOUSEHOLDS:	15,000	
Dwelling Type	House	84%
	Townhouse	3%
Household Size (persons)	1	26%
	2	36%
	3	16%
	4	15%
	5+	8%
No. of Available Vehicles	0	16%
	1	45%
Household Averages	Persons	2.5
	Workers	1.1
Trips/Day	Drivers	1.5
	Vehicles	1.3
Trips/Day	Home	3
	School	5%
Trips/Day	Work	32%
	Other	1%

TOTAL POPULATION:	36,800	
Male	Population	18,300
	Transit Pass	5%
Female	Population	18,500
	Transit Pass	6%
Employment Status	Licenced Drivers	69%
	Student	22%
On survey day: Made work trip	Full time	46%
	Part time	5%
Occupation Type	Clerical	11%
	Manufacturing	40%
Age	0-10	12%
	11-15	6%
Daily trips/Person (age 11+):	16-25	12%
	26-45	30%
Median	39.2	39.2
	65+	16%
Occupation Type	Professional	27%
	Sales & Service	21%
Age	46-64	23%
	65+	16%

TRAVEL PATTERNS

TRIP PURPOSE		Trips Made by Residents of Ward 4			
Time Period	Trips	% of 24 hr.	HB-W	HB-S	N-HB
6 - 9 a.m.	15,900	20.3%	50%	23%	18%
24 hours	78,200	30%	10%	44%	16%
Percentage of trips made within district: 6-9 a.m. = 29% 24 hours = 26%					
Trips Made to Ward 4		Destination Purpose			
Time Period	Trips	% of 24 hr.	Work	School	Home
6 - 9 a.m.	16,200	20.8%	59%	21%	5%
24 hours	77,800	19%	4%	42%	35%

MODE OF TRAVEL		Trips Made by Residents of Ward 4			
Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train
6 - 9 a.m.	15,900	61%	14%	8%	1%
24 hours	78,200	66%	19%	7%	1%
Median Trip Length: (kilometres)					
		3.5	3.4	4.4	56.1
Trips Made to Ward 4		Auto Driver	Auto Passng.	Local Transit	GO Train
Time Period	Trips	69%	10%	5%	1%
6 - 9 a.m.	16,200	69%	10%	5%	1%
24 hours	77,800	69%	16%	6%	8%



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



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 15,300

Dwelling Type House Townhouse Apartment
 49% 10% 40%

Household Size (persons) 1 2 3 4 5+
 22% 35% 16% 17% 9%

No. of Available Vehicles 0 1 2 3 4+
 15% 46% 31% 7% 2%

Household Averages Persons Workers Drivers Vehicles Trips/Day
 2.6 1.1 1.6 1.4 5.1

TOTAL POPULATION: 39,500

Male Population 18,800 Transit Pass 3% Licenced Drivers 71% Student 19% Full time 44% Part time 5% Work at Home 1% *
 Female 20,600 6% 57% 20% 28% 10% 1% *

On survey day: Made work trip 83% 58% 49% *

Occupation Clerical 12% Manufacturing 38% Professional 28% Sales & Service 23%

Age Median 39.3 0-10 13% 11-15 6% 16-25 12% 26-45 27% 46-64 24% 65+ 18%

Daily trips/Person (age 11+): 2.3

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 5

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	15,200	19.4%	23%	15%	7%
24 hours	78,300	32%	10%	44%	14%

Percentage of trips made within district: 6-9 a.m. = 31% 24 hours = 29%

Trips Made to Ward 5

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	15,300	18.8%	45%	30%
24 hours	81,600	13%	6%	41%

MODE OF TRAVEL

Trips Made by Residents of Ward 5

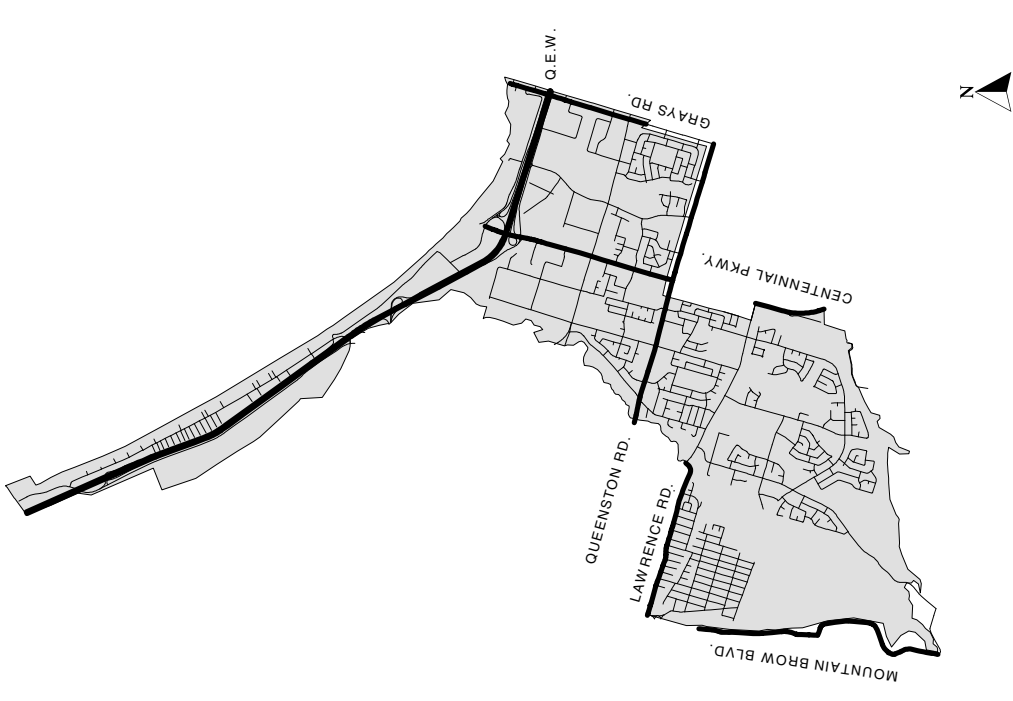
Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	15,200	65%	13%	5%	1%	13%
24 hours	78,300	67%	18%	5%	0%	7%

Median Trip Length: (kilometres) 4.3 3.1 5.4 57.5

Trips Made to Ward 5

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	15,300	60%	15%	5%	*	13%
24 hours	81,600	67%	19%	5%	0%	7%

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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 15,400

Dwelling Type House 70% Townhouse 8% Apartment 22%

Household Size (persons) 1 23% 2 36% 3 13% 4 18% 5+ 10%

No. of Available Vehicles 0 12% 1 49% 2 31% 3 6% 4+ 1%

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

TOTAL POPULATION: 39,700

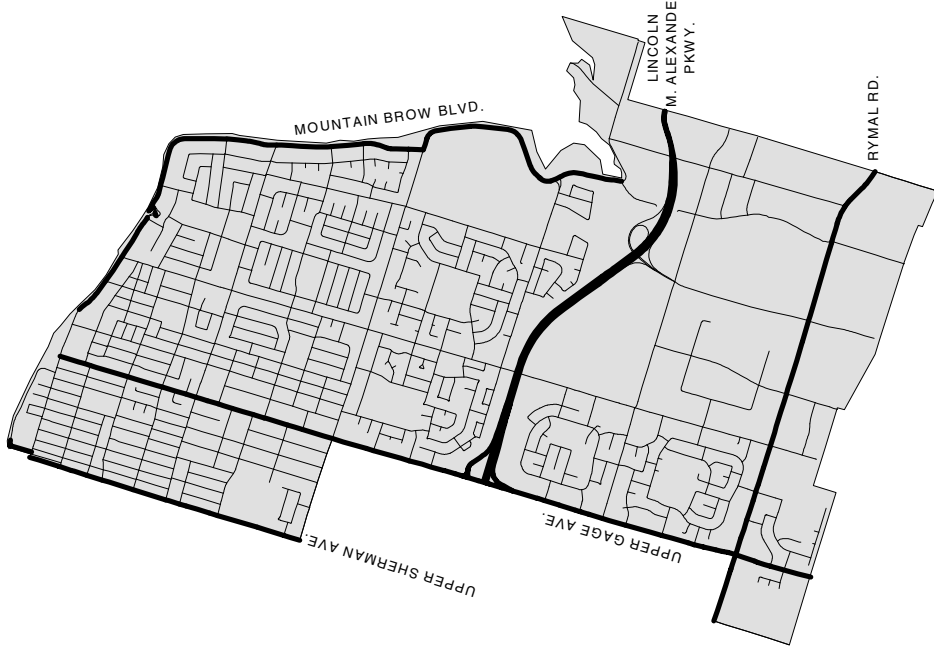
Male 19,000 Female 20,700 On survey day: Made work trip

Transit Pass 3% Licenced Drivers 68% Student 26% Full time 42% Part time 5% Work at Home F/T 2% P/T *

Occupation Clerical 13% Manufacturing 31% Professional 34% Sales & Service 22%

Age Median 38.3 0-10 13% 11-15 8% 16-25 11% 26-45 30% 46-64 20% 65+ 18%

Daily trips/Person (age 11+): 2.6



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 6

Time Period 6 - 9 a.m. Trips 18,200 % of 24 hr. 19.9% HB-W 44% HB-S 26% HB-D 20% N-HB 9%

24 hours 91,600 27% 12% 45% 16%

Percentage of trips made within district: 6-9 a.m. = 26% 24 hours = 26%

Trips Made to Ward 6

Time Period 6 - 9 a.m. Trips 11,200 % of 24 hr. 15.0% Work 40% School 27% Home 10% Other 23%

24 hours 74,700 9% 4% 51% 36%

MODE OF TRAVEL

Trips Made by Residents of Ward 6

Time Period 6 - 9 a.m. Trips 18,200 Auto Driver 63% Auto Passng. 15% Local Transit 7% GO Train 1% Walk & Cycle 12% Other 3%

24 hours 91,600 67% 19% 6% 0% 6% 2%

Median Trip Length: (kilometres) 3.7 2.8 3.5 60.5

Trips Made to Ward 6

Time Period 6 - 9 a.m. Trips 11,200 Auto Driver 64% Auto Passng. 13% Local Transit 5% GO Train * 5% Walk & Cycle 12% Other 5%

24 hours 74,700 67% 19% 5% 0% 6% 2%

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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 21,000

Dwelling Type
 House 76%
 Townhouse 6%
 Apartment 18%

Household Size (persons)
 1 22%
 2 32%
 3 17%
 4 19%
 5+ 11%

No. of Available Vehicles
 0 12%
 1 43%
 2 36%
 3 7%
 4+ 2%

Household Averages
 Persons 2.7
 Workers 1.3
 Drivers 1.7
 Vehicles 1.4
 Trips/Day 6.1

TOTAL POPULATION: 56,500

Male
 Population 27,000
 Transit Pass 3%
 Licenced Drivers 70%
 Student 24%
 Full time 43%
 Part time 7%
 Work at Home P/T 0%

Female
 Population 29,500
 Transit Pass 5%
 Licenced Drivers 59%
 Student 23%
 Full time 29%
 Part time 13%
 Work at Home P/T 0%

On survey day: Made work trip 84%
 Sales & Service 24% *

Occupation Type
 Clerical 12%
 Manufacturing 27%
 Professional 37%
 Sales & Service 23%

Age
 Median 37.5
 0-10 14%
 11-15 7%
 16-25 12%
 26-45 29%
 46-64 21%
 65+ 16%

Daily trips/Person (age 11+): 2.6

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 7

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	26,700	20.8%	24%	21%	9%
24 hours	128,200	28%	11%	45%	16%

Percentage of trips made within district: 6-9 a.m. = 30% 24 hours = 32%

Trips Made to Ward 7

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	19,600	15.6%	33%	8%
24 hours	125,700	9%	5%	43%

MODE OF TRAVEL

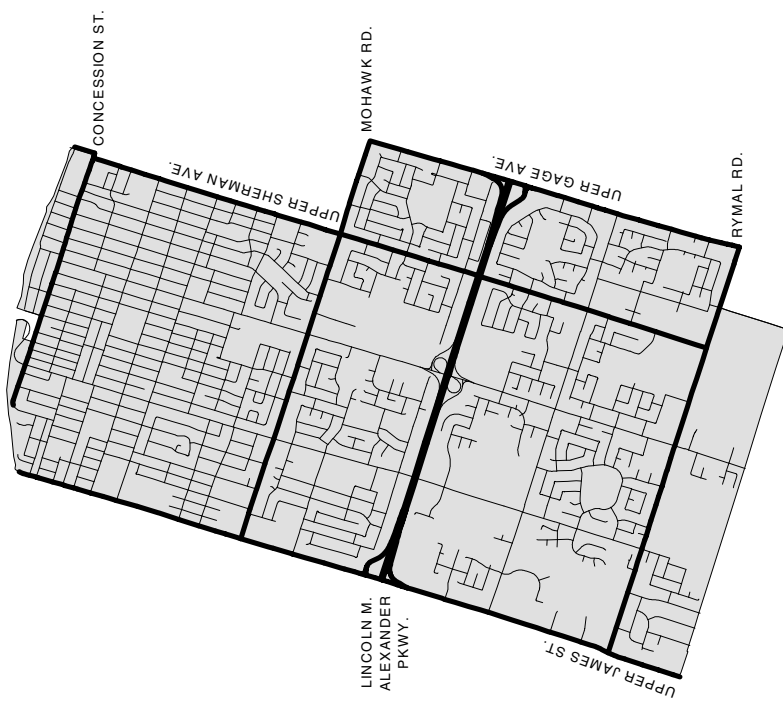
Trips Made by Residents of Ward 7

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	26,700	65%	14%	7%	1%	9%
24 hours	128,200	68%	18%	6%	0%	5%

Median Trip Length: (kilometres)
 3.4 2.6 2.8 62.6

Trips Made to Ward 7

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	19,600	55%	16%	7%	*	15%
24 hours	125,700	66%	20%	6%	0%	5%



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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 16,100

Dwelling Type	House	Townhouse	Apartment
	77%	12%	11%

Household Size (persons)	1	2	3	4	5+
	17%	33%	19%	18%	12%

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

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.3	1.9	1.6	6.3

TOTAL POPULATION: 44,800

Male	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home
22,100	4%	70%	24%	44%	7%	2%	0%

Female	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home
22,600	6%	64%	23%	28%	13%	1%	1%

On survey day: Made work trip 85% 56% 24%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	12%	23%	46%	20%

Age	0-10	11-15	16-25	26-45	46-64	65+
Median	14%	7%	12%	28%	22%	16%

Daily trips/Person (age 11+): 2.6

TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 8

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	21,800	21.5%	24%	18%	9%
24 hours	101,500	29%	12%	44%	15%

Percentage of trips made within district: 6-9 a.m. = 34% 24 hours = 27%

Trips Made to Ward 8

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	18,400	20.6%	48%	6%
24 hours	89,200	7%	14%	48%

MODE OF TRAVEL

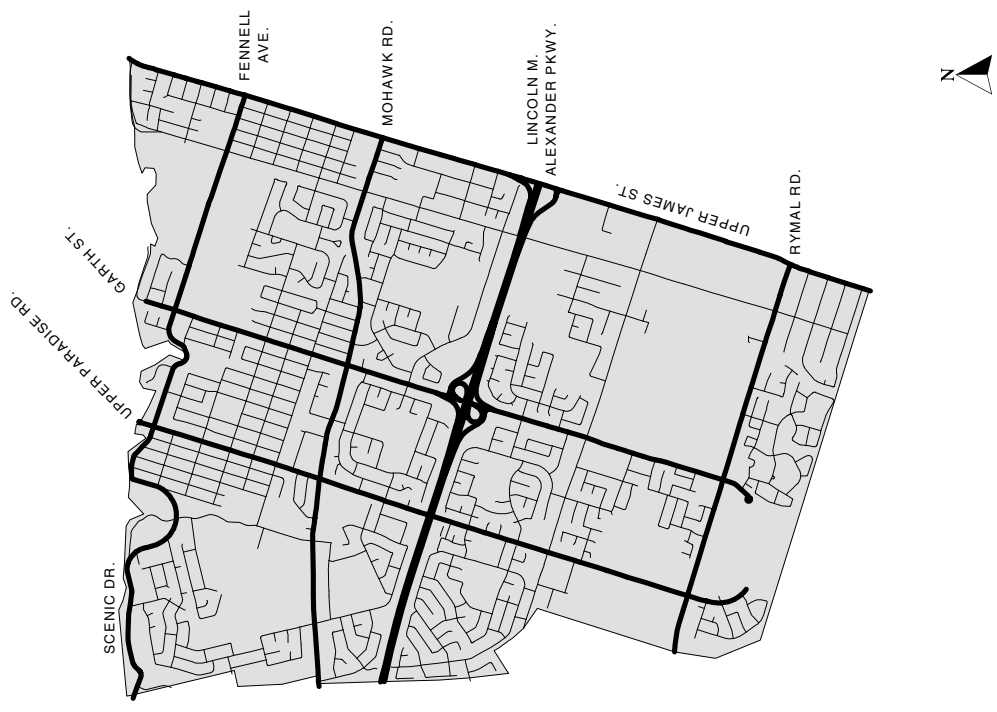
Trips Made by Residents of Ward 8

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	21,800	66%	13%	6%	1%	11%
24 hours	101,500	70%	17%	5%	1%	6%

Median Trip Length: (kilometres)
3.9 3.1 3.3 62.7

Trips Made to Ward 8

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	18,400	52%	18%	10%	*	13%
24 hours	89,200	66%	18%	6%	0%	7%



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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		8,700				
Dwelling Type	House	Townhouse	Apartment			
	70%	5%	26%			
Household Size (persons)	1	2	3	4	5+	
	18%	27%	18%	24%	12%	
	No. of Available Vehicles					
0	1	2	3	4+		
7%	34%	44%	11%	4%		
Household Averages		Persons	Workers	Drivers	Vehicles	Trips/Day
		2.9	1.5	2.0	1.7	6.7

TOTAL POPULATION:		25,100					
Male	Population	Licenced Drivers	Student	Employment Status			
	12,300	70%	27%	Full time	Part time	Work at Home F/T	P/T
Female	12,800	4%	65%	27%	45%	6%	2%
	On survey day: Made work trip		84%	53%	44%	*	
Occupation Type	Clerical	Manufacturing	Professional	Sales & Service			
	11%	25%	39%	26%			
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	36.2	15%	9%	13%	30%	22%	12%
	Daily trips/Person (age 11+):		2.7				

TRAVEL PATTERNS

TRIP PURPOSE		Trips Made by Residents of Ward 9				
Time Period	Trips	% of 24 hr.	Trip Purpose Category			
6 - 9 a.m.	13,000	22.4%	HB-W	HB-S	HB-D	N-HB
24 hours	58,000	29%	48%	27%	18%	7%
Percentage of trips made within district: 6-9 a.m. = 25%		24 hours = 20%				
Trips Made to Ward 9		Destination Purpose				
Time Period	Trips	% of 24 hr.	Work	School	Home	Other
6 - 9 a.m.	6,900	14.9%	27%	38%	10%	25%
24 hours	46,200	7%	6%	52%	35%	

MODE OF TRAVEL		Trips Made by Residents of Ward 9											
Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other						
6 - 9 a.m.	13,000	68%	11%	1%	*	10%	10%						
24 hours	58,000	72%	16%	2%	0%	5%	5%						
Median Trip Length: (kilometres)		6.3		4.3		60.7							
Trips Made to Ward 9		Auto Driver		Auto Passng.		Local Transit		GO Train		Walk & Cycle		Other	
Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other						
6 - 9 a.m.	6,900	55%	12%	1%	*	20%	11%						
24 hours	46,200	70%	17%	2%	*	7%	5%						



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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		8,300	
Dwelling Type	House	Townhouse	Apartment
	80%	8%	12%
Household Size (persons)	1	2	3
	13%	34%	20%
No. of Available Vehicles	0	1	2
	4%	31%	46%
Household Averages	Persons	Workers	Drivers
	2.9	1.5	2.1
	Vehicles	Drivers	Vehicles
	1.9	1.9	1.9
	Trips/Day	Trips/Day	Trips/Day
	6.7	6.7	6.7

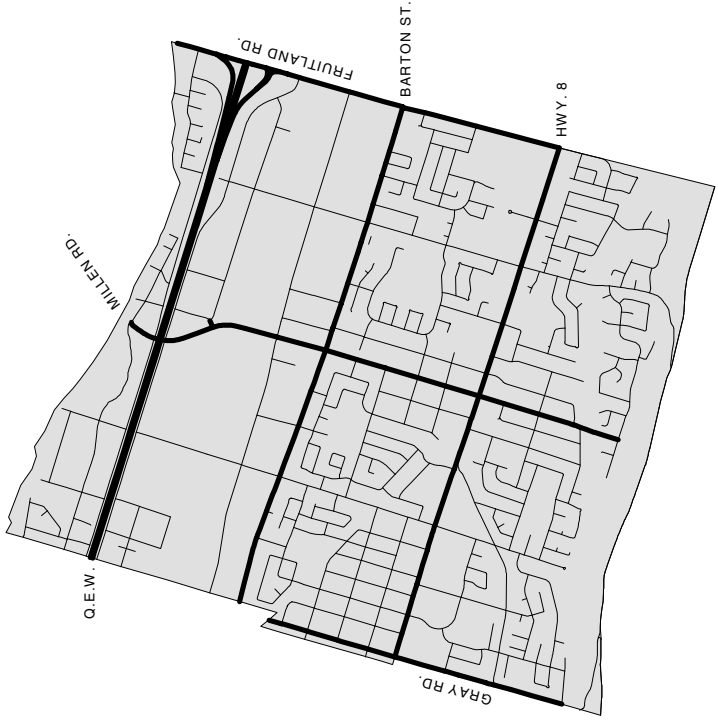
TOTAL POPULATION:		24,200	
Male	Population	Licenced Drivers	Transit Pass
	11,900	78%	2%
Female	Population	Licenced Drivers	Transit Pass
	12,300	68%	4%
On survey day: Made work trip			
Occupation Type	Clerical	Manufacturing	Professional
	12%	33%	33%
Age	Median	0-10	11-15
	41.4	11%	8%
Daily trips/Person (age 11+):	2.6	16-25	26-45
		14%	25%
	46-64	65+	
	28%	15%	

Employment Status		Full time		Part time		Work at Home	
		47%		7%		1%	
		33%		11%		1%	
		84%		50%		36%	
		23%		23%		1%	
		23%		23%		1%	

TRAVEL PATTERNS

TRIP PURPOSE		Trips Made by Residents of Ward 10	
Time Period	Trips	% of 24 hr.	Trip Purpose Category
6 - 9 a.m.	11,800	21.0%	HB-W
			HB-S
			HB-D
			N-HB
24 hours	56,200	29%	49%
			25%
			18%
			9%
Percentage of trips made within district: 6-9 a.m. = 24% 24 hours = 19%			
Trips Made to Ward 10		Destination Purpose	
Time Period	Trips	% of 24 hr.	Work
6 - 9 a.m.	8,400	20.4%	School
			Home
			Other
24 hours	41,100	16%	54%
			25%
			7%
			13%

MODE OF TRAVEL		Trips Made by Residents of Ward 10	
Time Period	Trips	Auto Driver	Auto Passng.
6 - 9 a.m.	11,800	70%	12%
			3%
			1%
			9%
24 hours	56,200	72%	19%
			2%
			1%
			4%
Median Trip Length: (kilometres)			
		5	3.8
		8.4	54.6
Trips Made to Ward 10		Destination Purpose	
Time Period	Trips	Auto Driver	Auto Passng.
6 - 9 a.m.	8,400	65%	14%
			2%
			2%
			0%
			12%
24 hours	41,100	72%	17%
			2%
			0%
			6%
			3%



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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 7,600

Dwelling Type House 92% Townhouse 5% Apartment 3%

Household Size (persons) 1 14% 2 38% 3 17% 4 16% 5+ 15%

No. of Available Vehicles 0 2% 1 30% 2 47% 3 13% 4+ 8%

Household Averages Persons 2.9 Workers 1.4 Drivers 2.1 Vehicles 2.0 Trips/Day 6.2

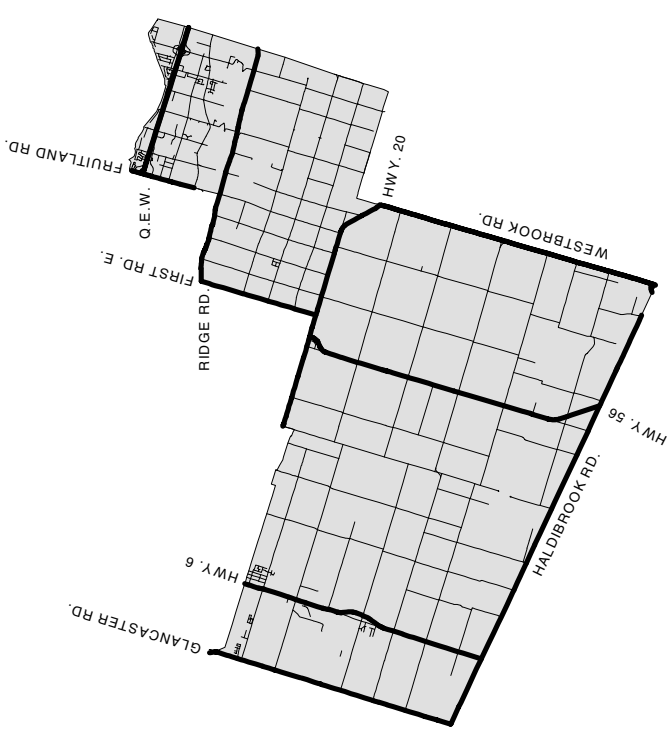
TOTAL POPULATION: 22,000

Male Population 11,000 Transit Pass 1% Licenced Drivers 73% Student 20% Full time 44% Part time 3% Work at Home F/T 4% P/T 1%
 Female 11,000 1% 73% 20% 29% 12% 3%

On survey day: Made work trip 84% 53% 38%
 Occupation Clerical 11% Manufacturing 30% Professional 42% Sales & Service 17%

Age Median 39.0 0-10 15% 11-15 6% 16-25 10% 26-45 29% 46-64 23% 65+ 16%

Daily trips/Person (age 11+): 2.5



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 11

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	9,300	19.6%	20%	13%	8%
24 hours	47,400	30%	9%	42%	19%

Percentage of trips made within district: 6-9 a.m. = 12% 24 hours = 12%

Trips Made to Ward 11

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	4,500	14.3%	14%	7%
24 hours	31,500	14%	2%	62%

MODE OF TRAVEL

Trips Made by Residents of Ward 11

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	9,300	74%	9%	*	*	2%
24 hours	47,400	76%	16%	0%	0%	1%

Median Trip Length: (kilometres) 9.8 7.9 5.4 53.6

Trips Made to Ward 11

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	4,500	76%	8%	*	*	4%
24 hours	31,500	77%	15%	1%	*	1%

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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 8,500

Dwelling Type	House	Townhouse	Apartment
	92%	4%	4%

Household Size (persons)	1	2	3	4	5+
	13%	38%	14%	22%	13%

No. of Available Vehicles	0	1	2	3	4+
	2%	24%	57%	12%	5%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.9	1.5	2.1	2.0	7.3

TOTAL POPULATION: 24,400

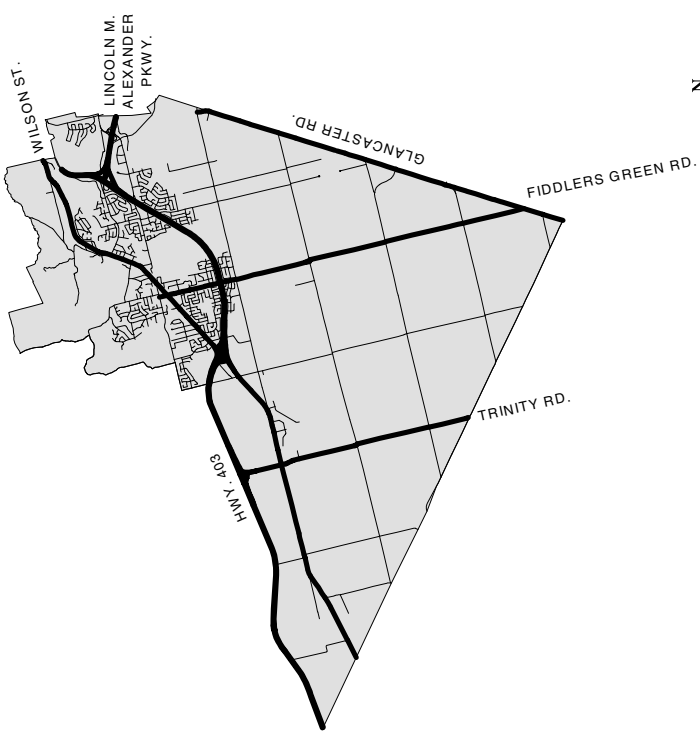
Male	Population	Transit Pass	Licenced Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
12,100	2%	75%	27%	46%	6%	4%	*	
12,300	1%	71%	25%	27%	15%	3%	1%	

On survey day: Made work trip

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	10%	15%	58%	17%

Age	0-10	11-15	16-25	26-45	46-64	65+
Median	12%	10%	10%	28%	26%	15%
40.0	12%	10%	10%	28%	26%	15%

Daily trips/Person (age 11+): 2.9



TRAVEL PATTERNS

TRIP PURPOSE
Trips Made by Residents of Ward 12

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	12,900	21.0%	28%	17%	8%
24 hours	61,400	27%	13%	44%	17%

Percentage of trips made within district: 6-9 a.m. = 33% 24 hours = 37%

Trips Made to Ward 12

Time Period	Trips	Destination Purpose		
		Work	Home	Other
6 - 9 a.m.	8,500	14.5%	7%	24%
24 hours	58,500	9%	5%	42%

MODE OF TRAVEL
Trips Made by Residents of Ward 12

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	12,900	69%	12%	1%	1%	14%
24 hours	61,400	75%	16%	1%	0%	6%

Median Trip Length: (kilometres)

Time Period	Median Trip Length (km)
6 - 9 a.m.	6.9
24 hours	5.7

Trips Made to Ward 12

Time Period	Trips	Mode of Travel				
		Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	8,500	62%	17%	*	*	17%
24 hours	58,500	73%	18%	1%	*	6%

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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 9,800

Dwelling Type	House	Townhouse	Apartment
	72%	7%	21%

Household Size (persons)	1	2	3	4	5+
	23%	35%	16%	17%	9%

No. of Available Vehicles	0	1	2	3	4+
	7%	39%	43%	9%	3%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6	1.3	1.9	1.6	6.0

TOTAL POPULATION: 25,300

Male	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home
12,400	2%	73%	24%	43%	6%	2%	1%

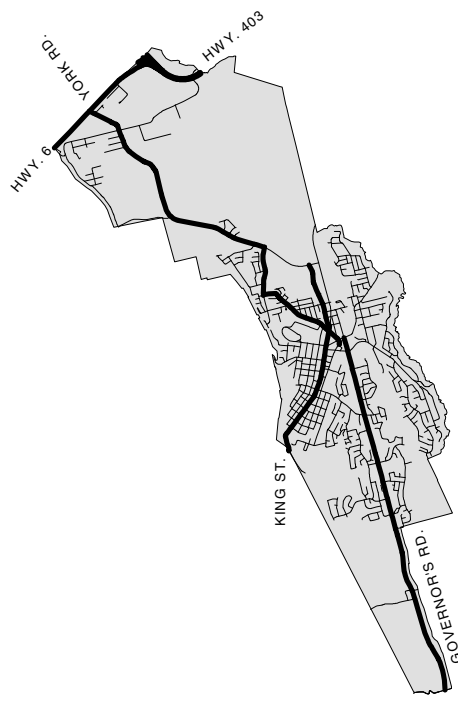
Female	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home
12,800	3%	71%	22%	29%	16%	3%	1%

On survey day: Made work trip 85% 49% 49% 31%

Occupation Type	Clerical	Manufacturing	Professional	Sales & Service
	9%	21%	53%	17%

Age	0-10	11-15	16-25	26-45	46-64	65+
Median	14%	6%	12%	27%	24%	17%

Daily trips/Person (age 11+): 2.7



TRAVEL PATTERNS

TRIP PURPOSE
Trips Made by Residents of Ward 13

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	12,300	50%	22%	19%	9%
24 hours	59,100	28%	11%	44%	17%

Percentage of trips made within district: 6-9 a.m. = 35% 24 hours = 34%

Trips Made to Ward 13

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	7,400	32%	34%	8%
24 hours	48,500	9%	6%	51%

MODE OF TRAVEL
Trips Made by Residents of Ward 13

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
		6 - 9 a.m.	12,300	71%	10%	2%	1%
24 hours	59,100	74%	15%	2%	0%	5%	4%

Median Trip Length: (kilometres)
5 3.5 6.4 63.2

Trips Made to Ward 13

Time Period	Trips	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
		6 - 9 a.m.	7,400	57%	15%	2%	*
24 hours	48,500	72%	16%	2%	0%	5%	5%

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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 4,600

Dwelling Type	House	Townhouse	Apartment
	95%	2%	3%

Household Size (persons)	Household Size				
	1	2	3	4	5+
	11%	37%	19%	16%	17%

No. of Available Vehicles	No. of Available Vehicles				
	0	1	2	3	4+
	*	23%	51%	19%	7%

Household Averages	Household Averages				
	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.0	1.7	2.2	2.1	6.9

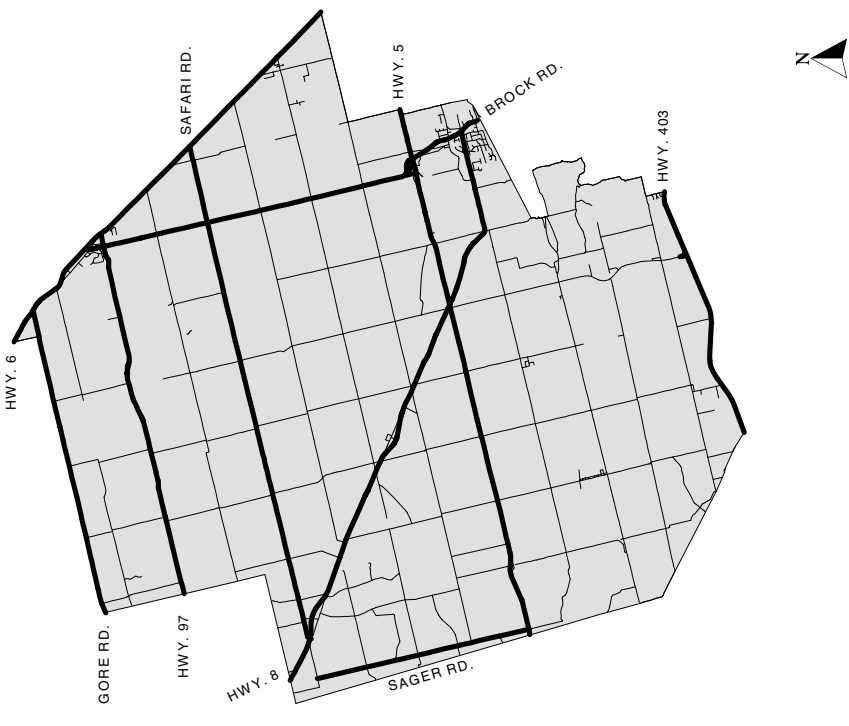
TOTAL POPULATION: 14,000

Male	Population	Transit Pass	Licenced Drivers	Employment Status			
				Student	Full time	Part time	Work at Home
	7,000	1%	77%	22%	47%	7%	8%
	7,000	*	70%	24%	27%	15%	3%
	On survey day: Made work trip			86%	48%	18%	*

Occupation Type	Sales & Service			
	Clerical	Manufacturing	Professional	42%
	8%	32%	17%	

Age	Age			
	0-10	11-15	16-25	26-45
	13%	9%	13%	25%
	39.0	39.0	39.0	39.0
	13%	9%	13%	25%
	0-10	11-15	16-25	26-45
	13%	9%	13%	25%
	65+	11%	11%	11%

Daily trips/Person (age 11+): 2.6



TRAVEL PATTERNS

TRIP PURPOSE

Trips Made by Residents of Ward 14

Time Period	Trips	Trip Purpose Category			
		HB-W	HB-S	HB-D	N-HB
6 - 9 a.m.	7,500	23.4%	26%	14%	10%
24 hours	32,100	30%	12%	40%	17%

Percentage of trips made within district: 6-9 a.m. = 14% 24 hours = 11%

Trips Made to Ward 14

Time Period	Trips	Destination Purpose		
		Work	School	Home
6 - 9 a.m.	2,600	12.9%	22%	9%
24 hours	20,200	9%	3%	65%

MODE OF TRAVEL

Trips Made by Residents of Ward 14

Time Period	Trips	Mode of Travel			
		Auto Driver	Auto Passng.	Local Transit	GO Train & Cycle
6 - 9 a.m.	7,500	69%	11%	*	1%
24 hours	32,100	74%	16%	0%	0%

Median Trip Length: (kilometres)

6 - 9 a.m.	12.5	11.5	6	63.5
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Trips Made to Ward 14

Time Period	Trips	Mode of Travel			
		Auto Driver	Auto Passng.	Local Transit	GO Train & Cycle
6 - 9 a.m.	2,600	69%	7%	*	*
24 hours	20,200	73%	16%	0%	1%

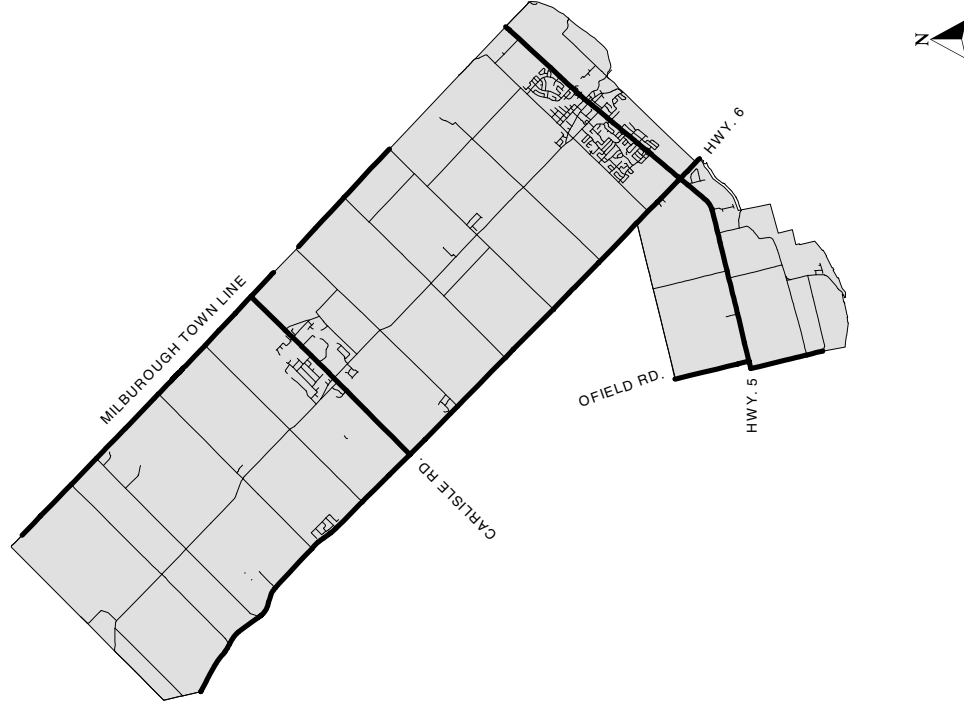
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DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	7,500	
Dwelling Type	House	Apartment
	91%	4%
Household Size (persons)	1	5+
	8%	13%
No. of Available Vehicles	0	4+
	2%	5%
Household Averages	Persons	Trips/Day
	3.1	6.8
	Workers	Vehicles
	1.6	2.0
	Drivers	
	2.1	
	2	3
	21%	13%
	60%	5%
	3	4+
	21%	5%
	3	4
	34%	25%
	21%	13%
	5%	4%

TOTAL POPULATION:	23,000	
Male	Population	Employment Status
	11,500	Full time
		48%
		Part time
		4%
		Work at Home
		F/T
		P/T
		1%
Female	Licenced Drivers	Student
	69%	25%
	67%	24%
	2%	28%
	67%	14%
	3%	3%
	2%	2%
	67%	84%
	65%	44%
	44%	*
Occupation Type	Transit Pass	On survey day:
	3%	Made work trip
	9%	84%
	9%	65%
	21%	44%
	21%	19%
	9%	51%
	9%	19%
Age	Clerical	Professional
	34.3	Sales & Service
	34.3	19%
	0-10	16-25
	21%	9%
	21%	26-45
	7%	35%
	7%	22%
	7%	7%
	7%	7%
Daily trips/Person (age 11+):	2.8	



TRAVEL PATTERNS

TRIP PURPOSE	Trips Made by Residents of Ward 15	
Time Period	Trips	Trip Purpose Category
6 - 9 a.m.	11,200	HB-W
		51%
		21%
		19%
		9%
24 hours	51,200	HB-S
		31%
		10%
		42%
		17%
Percentage of trips made within district: 6-9 a.m. = 28%	24 hours = 29%	N-HB
		9%
Trips Made to Ward 15	Trips	Destination Purpose
6 - 9 a.m.	6,200	Work
		37%
		31%
		11%
		21%
24 hours	38,700	Home
		9%
		5%
		55%
		31%

MODE OF TRAVEL	Trips Made by Residents of Ward 15	
Time Period	Trips	Mode of Travel
6 - 9 a.m.	11,200	Auto Driver
		73%
		7%
		2%
		6%
		12%
24 hours	51,200	Local Transit
		*
		1%
		3%
		6%
Median Trip Length: (kilometres)	9.6	GO Train & Cycle
	6.4	* 54.7
Trips Made to Ward 15	Trips	Mode of Travel
6 - 9 a.m.	6,200	Auto Driver
		62%
		12%
		*
		10%
		16%
24 hours	38,700	Local Transit
		*
		1%
		4%
		6%

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