## CITY OF TORONTO - FORMER CITY OF TORONTO

 2006 STATISTICSPOPULATION AND EMPLOYED LABOUR FORCE



WORK TRIP ORIGINS AND DESTINATIONS


## CITY OF TORONTO - FORMER CITY OF TORONTO


TRAVEL PATTERNS

| TRIPS MADE BY RESIDENTS OF TORONTO |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Trip Purpose Category |  |  |  |  |  |  |  | Auto Driver | Auto Passng. | Mode of Travel |  | Walk \& Cycle | Other |
| Time Period | Trips | \% of 24 hr . | HB-W | HB-S | HB-D | N-HB |  |  |  | Local Transit | GO |  |  |
| 6-9 a.m. | $\begin{aligned} & 299,600 \\ & 299,000 \\ & 283,300 \\ & 265,500 \end{aligned}$ | $\begin{aligned} & 22.5 \% \\ & 22.5 \% \\ & 22.3 \% \\ & 2.3 \% \end{aligned}$ | $\begin{aligned} & 58 \% \\ & 63 \% \\ & 636 \% \\ & 719 \% \\ & 719 \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 19 \% \\ \begin{array}{l} 18 \% \\ 20 \% \\ 16 \% \end{array} \end{array} \begin{array}{l}  \\ 16 \end{array}{ }_{2}^{6} \end{aligned}$ | $\begin{aligned} & 15 \% \\ & 13 \% \\ & 11 \% \\ & 9 \% \end{aligned}$ | $\begin{aligned} & 7 \% \\ & 6 \% \\ & 5 \% \\ & 4 \% \end{aligned}$ |  | $\begin{aligned} & 38 \% \\ & 39 \% \\ & 38 \% \\ & 37 \% \end{aligned}$ | $\begin{aligned} & 8 \% \\ & 8 \% \\ & 9 \% \\ & 7 \% \end{aligned}$ | $\begin{aligned} & 35 \% \\ & 34 \% \\ & 35 \% \\ & 42 \% \end{aligned}$ | $\begin{aligned} & 0 \% \\ & 0 \% \\ & 0 \% \\ & 0 \% \\ & 0 \% \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 18 \% \\ 17 \% \\ 17 \% \\ 13 \% \end{array} \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 1 \% \\ 19 \% \\ 19 \% \\ 1 \% \end{array} \end{aligned}$ |
| 24 hours | $\begin{aligned} & 1,332,300 \\ & 1,328,00 \\ & 1,27,1,00 \\ & 1,095,000 \end{aligned}$ |  | $\begin{aligned} & 37 \% \\ & 39 \% \\ & 39 \% \\ & 45 \% \end{aligned}$ | $\begin{aligned} & 11 \% \\ & 11 \% \\ & 12 \% \\ & 12 \% \end{aligned}$ | $\begin{aligned} & 37 \% \\ & 35 \% \\ & 330 \\ & 30 \% \end{aligned}$ | $\begin{aligned} & \text { 15\% } \\ & \hline 15 \% \\ & 16 \% \\ & 144 \% \end{aligned}$ |  | $\begin{aligned} & 42 \% \\ & 44 \% \\ & 43 \% \\ & 42 \% \end{aligned}$ | $\begin{aligned} & 11 \% \\ & 112 \% \\ & 12 \% \\ & 10 \% \end{aligned}$ | $\begin{aligned} & 30 \% \\ & 29 \% \\ & 29 \% \\ & 36 \% \\ & 36 \% \end{aligned}$ | $\begin{aligned} & 0 \% \\ & 0 \% \\ & 0 \% \\ & 0 \% \end{aligned}$ | $\begin{aligned} & \text { 15\% } \\ & 14 \% \\ & 140 \% \\ & 10 \% \end{aligned}$ | $\begin{aligned} & 2 \% \\ & 2 \% \\ & 2 \% \\ & 2 \% \\ & 2 \% \end{aligned}$ |
| Percentage of | ips made | vithin district: | 6-9 a.m. $=$ | $\begin{aligned} & \begin{array}{l} 67 \% \\ 65 \% \\ 66 \% \\ 666 \% \\ 666 \end{array} \end{aligned}$ | 24 hours = | $\begin{aligned} & 66 \% \\ & 65 \% \\ & 669 \% \\ & 67 \% \end{aligned}$ | Median Trip Length (km): | $\begin{aligned} & 4.4 \\ & 4.9 \\ & 5.0 \\ & 5.1 \end{aligned}$ | $\begin{aligned} & 3.6 \\ & 4.1 \\ & 3.8 \\ & 4.2 \end{aligned}$ | $\begin{aligned} & 4.5 \\ & 4.6 \\ & 4.5 \\ & 4.5 \end{aligned}$ | $\begin{aligned} & 28.1 \\ & 33.2 \\ & 25.9 \\ & 21.9 \end{aligned}$ |  |  |
| TRIPS TO TORONTO |  | Destination Purpose |  |  |  |  |  | Mode of Travel |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Time Period | Trips |  |  |  |  |  | \% of 24 hr . | Work | School | Home | Other |  | Auto Driver | $\begin{aligned} & \text { Auto } \\ & \text { Passng. } \end{aligned}$ | Local | $\begin{aligned} & \text { GO } \\ & \text { Train } \end{aligned}$ | Walk \& Cycle | Other |
| 6-9 a.m. | $\begin{aligned} & 52 \overline{23,300} \\ & 511,000 \\ & 472,300 \\ & 467,100 \end{aligned}$ | $\begin{aligned} & 30.5 \% \\ & 30.2 \% \\ & 2.29 \\ & 3.2 \% \end{aligned}$ | $\begin{aligned} & 69 \% \\ & \begin{array}{l} 72 \% \\ 72 \% \\ 788 \% \end{array} \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 17 \% \\ 15 \% \\ 17 \% \\ 144 \% \end{array} \end{aligned}$ | $\begin{aligned} & 2 \% \\ & 2 \% \\ & 19 \% \\ & 1 \% \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 12 \% \\ 11 \% \\ 10 \% \\ 70 \% \end{array} \end{aligned}$ |  | $\begin{aligned} & 31 \% \\ & 34 \% \\ & 35 \% \\ & 34 \% \end{aligned}$ | $\begin{aligned} & 7 \% \\ & 8 \% \\ & 8 \% \\ & 7 \% \end{aligned}$ | $\begin{aligned} & 38 \% \\ & 37 \% \\ & 37 \% \end{aligned}$ | $\begin{aligned} & \text { 12\% } \\ & \text { 11\% } \\ & 8 \% \\ & 6 \% \end{aligned}$ | $\begin{aligned} & \text { 11\% } \\ & 10 \% \\ & 10 \% \\ & 10 \% \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 1 \% \\ 19 \% \\ 19 \% \\ 1 \% \\ 1 \% \end{array} \end{aligned}$ |
| 24 hours | $\begin{aligned} & 1,713,900 \\ & 1,69,800 \\ & 1,61,800 \\ & 1,453,300 \end{aligned}$ |  | $\begin{aligned} & 29 \% \% \\ & 30 \% \\ & 39 \% \\ & 33 \% \end{aligned}$ | $\begin{aligned} & 7 \% \\ & 7 \% \\ & 77 \% \\ & 7 \% \% \end{aligned}$ | $\begin{aligned} & 33 \% \\ & 33 \% \\ & 33 \% \\ & 32 \% \end{aligned}$ | $\begin{aligned} & 30 \% \\ & 30 \% \\ & 31 \% \\ & 28 \% \end{aligned}$ |  | $\begin{aligned} & 39 \% \\ & 42 \% \\ & 441 \% \\ & 41 \% \end{aligned}$ | $\begin{aligned} & \text { 10\% } \\ & 10 \% \\ & 110 \% \\ & 10 \% \end{aligned}$ | $\begin{aligned} & 33 \% \\ & 31 \% \\ & 32 \% \\ & 38 \% \end{aligned}$ | $\begin{aligned} & 4 \% \\ & 4 \% \\ & 3 \% \\ & 2 \% \end{aligned}$ | $\begin{gathered} 12 \% \\ 11 \% \\ 11 \% \\ 8 \% \end{gathered}$ | $\begin{aligned} & 2 \% \\ & 2 \% \\ & 2 \% \\ & 1 \% \\ & 1 \% \end{aligned}$ |


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DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF TORONTO

