transportationtomorrow
SURVEY 2022

Travel Summaries

TTS Area, 1996-2022

July 2025

MALATEST | DAVID KRIGER TRANSPORTATION POLICY AND RESEARCH | Ontario

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FURTHER INFORMATION

The Transportation Tomorrow Survey (TTS) is part of an ongoing data collection program by the Transportation Information Steering Committee (TISC). The survey data (2022, 2016, 2011, 2006, 2001, 1996, 1991 and 1986) are currently under the care of the Data Management Group (DMG). 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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ACKNOWLEDGMENTS

The 2022 Transportation Tomorrow Survey (TTS) was funded by 25 agencies:

- City of Barrie
- City of Brantford
- City of Guelph
- City of Hamilton
- City of Orillia
- City of Peterborough
- City of Toronto
- County of Brant
- County of Dufferin
- County of Grey
- County of Northumberland
- County of Peterborough
- County of Simcoe
- County of Wellington
- Metrolinx
- Ontario Ministry of Transportation
- Regional Municipality of Durham
- Regional Municipality of Halton
- Regional Municipality of Niagara
- Regional Municipality of Peel
- Regional Municipality of Waterloo
- Regional Municipality of York
- Toronto Transit Commission (TTC)
- Town of Orangeville
- Town of the Blue Mountains

Transportation Information Steering Committee (TISC) participated in planning and directing the 2022 TTS. The committee also has conducted the previous TTS studies since 1986. The agencies with representatives on the TISC steering committee were:

- City of Hamilton
- City of Toronto

- Metrolinx
- Ontario Ministry of Transportation
- Regional Municipality of Durham
- Regional Municipality of Halton
- Regional Municipality of Peel
- Regional Municipality of York
- Toronto Transit Commission (TTC)

This report was prepared for the Transportation Information Steering Committee by Malatest. Malatest recognizes and appreciates all the support and cooperation from the TISC committee throughout the project.

1. OVERVIEW

The Transportation Tomorrow Survey (TTS) is a confidential and voluntary travel survey on how Ontarians in the Greater Golden Horseshoe and surrounding areas (GGHA) use the transportation system. The data collected helps local and regional governments, as well as the province and transit agencies, make transportation planning and investment decisions. The 2022 TTS is one of the largest and most comprehensive travel surveys in North America, and the eighth in a series of surveys conducted every five years since 1986.

1.1. Background

The TTS methodology has remained similar from 1986 to 2006. The survey sample was drawn from telephone subscriber directories, with advance letters sent to inform households about the survey, and surveys conducted via telephone interview. In 2011, online surveying was introduced to supplement the telephone interviewing, with 12% of participating households completing the survey online. In 2016, the survey sample was drawn from a database of mailable addresses, which was matched, where possible, to telephone numbers listed in the telephone subscriber directory. Addresses not matched to a telephone number received a survey letter inviting them to participate online or via phone while addresses matched to a telephone number received both a letter and telephone calls. In 2016, 36% of participating household completed the survey via telephone interview and 64% completed the survey online. This methodology was continued in 2022, with a notable shift towards a preference for completing the survey online, with 12% of participating households completing the survey via telephone interview and 88% completing the survey online.

The data weighting approach also remained similar from 1986 to 2006. The data were weighted with expansion factors such that the expanded survey data represented Statistics Canada Census counts of private dwellings occupied by usual residents. In 2011, the data were weighted such that the expanded survey data represented total population counts by age group (which included persons living in both private and collective dwellings). In 2016 and 2022, the data were weighted such that the expanded survey data were representative of counts of private dwellings occupied by usual residents (with further adjustments to better represent all households by dwelling type, household size and to better represent household members by gender and age groups, and by employment status).

1.2. Area of Coverage

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

Table 1: Participating jurisdictions, 1986-2022

Cycle	1986 TTS	1991 TTS	1996 TTS	2001 TTS	2006 TTS	2011 TTS	2016 TTS	2022 TTS
GTHA								
City of Hamilton	•	•	•	•	•	•	•	•
City of Toronto	•	•	•	•	•	•	•	•
Regional Municipality of Durham	•	•	•	•	•	•	•	•
Regional Municipality of Halton	•	•	•	•	•	•	•	•
Regional Municipality of Peel	•	•	•	•	•	•	•	•
Regional Municipality of York	•	•	•	•	•	•	•	•
Non-GTHA								
City of Kawartha Lakes			•	•	•	•	•	•
City of Barrie			•	•	•	•	•	•
City of Brantford					•	•	•	•
City of Guelph			•	•	•	•	•	•
City of Orillia				•	•	•	•	•
City of Peterborough			•	•	•	•	•	•
County of Brant						•	•	•
County of Dufferin					•	•	•	•
County of Peterborough			p	p	p	p	p	p
County of Simcoe			p	•	•	•	•	•
County of Wellington			p	p	p	p	p	p
Regional Municipality of Niagara			•	•	•	•	•	•
Regional Municipality of Waterloo			•		•	•	•	•
Town of Orangeville			•	•	•	•	•	•
Northumberland County								•
Grey County								•
The Town of The Blue Mountains								•

• = full geographic coverage, p = part of jurisdiction covered

1.3. Survey Magnitude

For the past two cycles (2022 and 2016), a random sample of households in the survey area was provided by Canada Post from a database of mailable residential addresses. In all previous surveys from 1986 to 2011, the random sample of households in the survey area was provided by a telephone subscriber listing service.

In 2022, the size of the sample targets was determined as required to obtain a 5% sample of occupied dwelling units in all areas except the City of Kawartha Lake, for which a 2.5% sample of occupied dwelling units was targeted. In 1991, a smaller sample was obtained in developed urban areas. Otherwise, the size of the sample was determined as required to obtain a 5% sample of the occupied dwelling units, with some variation in the sampling rates by municipality in different survey cycles. The 2022 TTS achieved a slightly lower average sampling rate of 4.3% overall (while more households were surveyed, this is the sampling rate after filtering out surveys with missing or poor trip data).

Table 2: Survey records and expanded totals by year, 1986-2022

RECORDS AND ESTIMATES FOR TTS						
	Households		Persons		Trips	
Cycle	Records	Expanded total	Records	Expanded total	Records	Expanded total
2022 TTS	158,662	3,673,865	366,172	9,550,539	759,736 2016-equiv: 683,975*	19,470,493 2016-equiv: 17,183,861*
2016 TTS	162,708	3,335,987	395,885	8,822,799	798,093	17,522,726
2011 TTS	159,157	3,117,511	410,404	8,520,307	858,848	17,924,326
2006 TTS	149,631	2,871,245	401,653	7,705,341	864,348	16,541,740
2001 TTS	136,379	2,417,513	374,182	6,529,617	817,744	14,200,615
1996 TTS	115,193	2,317,185	312,781	6,285,143	657,971	13,185,489
1991 TTS	24,507	1,709,557	72,496	4,729,193	157,349	10,231,090
1986 TTS	61,453	1,466,077	171,086	4,062,949	370,248	8,760,939

* 2016-equivalent: trips made by persons 11+ years, excluding non-commute walking trips, which fit the definition of trips captured in 2016 and earlier survey cycles.

1.4. Survey Content

All TTS are retrospective surveys of travel taken by every member (age 11 + from 1986-2016; age 5+ in 2022) of the household during the day previous to the telephone (or web) contact. Until 2011, all information was collected by an experienced interviewer over the telephone. Since 2011, the household was given the option of a telephone interview or completing the interview through an online survey.

The information collected and the method of collection has remained relatively consistent since the first cycle. However, several key changes in 2022 should be considered when comparing data across previous cycles. These include:

- Trip capture from those 5+ years of age, compared to the 2016 TTS and earlier, for which trips were captured from those aged 11+ years;
- Inclusion of walking trips with a trip purpose (while continuing to exclude recreational walk trips), whereas in 2016 TTS and earlier, walking trips were only captured if they were commutes to work or school or essential links between other trips by non-walk modes;
- Addition of a gender diverse category;
- Expanded occupation types (from 4 categories to 12);
- Expanded household income ranges (from 4 to 10);
- Expanded trip purpose categories (from 8 to 17);
- Capture weekday travel pattern to work; and,
- Addition of new equity questions (i.e., immigration status, ethnic origin).

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

Table 3: Survey content, 1986-2022

	1986 TTS	1991 TTS	1996 TTS	2001 TTS	2006 TTS	2011 TTS	2016 TTS	2022 TTS
DEMOGRAPHIC INFORMATION								
Household Characteristics								
Dwelling unit type	•	•	•	•	•	•	•	•
Number of Persons	•	•	•	•	•	•	•	•
Vehicles Available	•	•	•	•	•	•	•	•
Household Income							•	•
Person Characteristics								
Age	•	•	•	•	•	•	•	•
Gender	•	•	•	•	•	•	•	•
Possession of Driver's License	•	•	•	•	•	•	•	•
Usual Place of Work Location		•	•	•	•	•	•	•
Usual Place of School Location		•	•	•	•	•	•	•
Free Parking at Usual Place of Work		•	•	•	•	•	•	•
Possession of Transit Pass			•	•	•	•	•	•
Occupation Type			•	•	•	•	•	•
Work at Home			•	•	•	•	•	•
Weekday travel to work								•
Ethnic Origin								•
Immigration								•
TRAVEL INFORMATION								
Nature of Trip								
Start time	•	•	•	•	•	•	•	•
Purpose of Trip	•	•	•	•	•	•	•	•
Origin and Destination Points	•	•	•	•	•	•	•	•
Travel Mode	•	•	•	•	•	•	•	•
Means of Travel								
Vehicle Occupancy						•	•	•
Used 407 ETR						•	•	•
Detailed Transit Routes	•	•	•	•	•	•	•	•
GO Train & Subway Stations used				•	•	•	•	•

1.5. Report Content

Data from five of the eight surveys are presented in this report: 1996, 2006, 2011, 2016, and 2022. The five surveys differ in survey area as shown in the participating jurisdictions table (Table 1, page 9). For 2022, statistics relating to trips are presented in two ways: one filters to trips equivalent to 2016 and earlier surveys and one with all 2022 trips, the baseline for the new approach to trip capture.

The purpose of this report is to summarize the Transportation Tomorrow Survey data for the entire survey area according to regional boundaries. The summary provides demographic and travel characteristics presented in tabular format and in charts at two levels of geography, the entire survey area and each of the 23 participating municipalities. In total, there are 8 cities, 6 regional municipalities, 7 counties and 2 towns represented in this report. In the TTS survey datasets, these municipalities are identified in the “region” field.

A summary of the survey data limited to households in the Greater Toronto and Hamilton Area only is presented in the 2022 TTS report, “Travel Summaries, Greater Toronto and Hamilton Area, 1996-2022”. Summaries for municipal wards within GTHA municipalities are presented for 2022 results only in the series of 2022 TTS reports, “Travel Summaries, GTHA Municipal Wards, 2022”. Trip matrices are presented in the 2022 TTS report, “Transportation Tomorrow Survey Origin-Destination Matrices, 1986-2022”.

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. Three time periods are reported: the morning peak travel period of 6:00 to 8:59 a.m. (3 hours), the afternoon peak travel period of 3:00 p.m. to 6:59 p.m. (4 hours), and the full 24-hour day.

In the 2016 and 2022 results, medians of trip distances are determined based on all trips, including those with trip ends outside of the study area. In earlier cycles, median trip distance calculations excluded trips with trip ends outside the study area (as there was less precision in the geocoding of coordinates external to the study area). Definitions of terms are provided in the data key in section 0 of this report.

Two versions of the 2022 trip-level results are presented:

- one has the 2022 results filtered to just trips equivalent to those that would have been captured in 2016 and earlier surveys, with only trips made by persons 11+ years and only walking trips if they are for commute purposes (i.e., filtering out trips made by persons 5-10 years, and filtering out walking trips that are not commute trips or essential links in trips by other modes), and
- one has the 2022 results for the full trip dataset with all trips made by persons 5+ years of age, and including all walking trips (the new baseline with the new trip capture definitions); and

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 (*). Some areas were not part of the survey for all five years listed and “n/a” is used to denote that no information is available for a particular municipality for a given year.

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.

For complete and detailed coverage of all aspects of the surveys, please refer to the reports available at: https://dmg.utoronto.ca/transportation-tomorrow-survey/tts-reports/

1.6. Data Key

TTS YEAR	
TTS Year	1996, 2006, 2011, 2016 = previous survey cycles (skipping 2001) 2022e = 2022 trip data filtered to the 2016-equivalent trip definition (trips made by persons 11+ years of age, excluding non-commute walk trips) 2022n = results based on the full 2022 trip data set (trips made by persons 5+ years of age, including all walk trips)
HOUSEHOLD CHARACTERISTICS	
Households	Total number of households in the given area
Dwelling Type (%)	Distribution of households by dwelling type: house, townhouse, or apartment.
Household Size (%)	Distribution of households by the number of persons in residence at the time of the survey interview.
Vehicles (%)	Distribution of households by number of vehicles available to the household for personal use.
Household Averages:	
Persons/household	Total population divided by total number of households.
Workers/household	Total number of employed persons (full-time, part-time, work-from-home) divided by total number of households. Note: 'Full-time' and 'part-time' categories include workers with a usual workplace outside the home or those with no fixed workplace address or who work on the road, while 'work-from-home' includes all workers who work exclusively from home (whether full-time or part-time hours).
Drivers/household	Total number of persons in possession of a driver's licence divided by the total number of households. The calculation excludes a small % of households for which the total number of drivers was unknown.
Vehicles/household	Total number of vehicles available for personal use divided by the total number of households.

Trips/day 11+/household	Total number of daily trips made by persons of age 11 and over divided by the total number of households. Note: In cycles of the TTS to 2016, walk trips were only captured for commute trips to or from work or school or if they were essential links in journeys with trips using other modes. For comparability, the 2022 data have been filtered to 2016-equivalent trip definition to generate the 2022 version of this statistic.
Trips/day 5+/household	Total number of daily trips made by persons of age 5 and over divided by the total number of households. Includes all walk trips, including for non-commute purposes. This is the new baseline measurement established in the 2022 survey. There is no equivalent in previous cycles.
POPULATION CHARACTERISTICS	
Population	Total population residing in private dwellings in the given area at the time of the survey. Excludes residents living in collective dwellings (who were not surveyed). In 2011 only, the survey data were expanded to represent the total population including those in collective dwellings.
Age (%)	Distribution of population by age group. Note: may not exactly match Census distributions exactly. In 2016 and 2022, the age distributions in the data weighting were modified to represent the age distributions of population living in private dwellings, as persons in collective dwellings were not part of the sample frame. For these survey years, the expanded populations in older age groups will be less than the total population.
Median Age	50% of the population are above and 50% are below the median age.
Daily Trips per Person 11+	Number of trips made by persons aged 11 and over divided by the number of persons aged 11 and over. Note: For comparability, the 2022 results for this statistic exclude trips for non-commute walk purposes, as these were not captured in previous surveys.

Daily Trips per Person 5+	Number of trips made by persons aged 5+ and over divided by the number of persons aged 5 and over. This is the new baseline measurement established in the 2022 survey. Includes all walking trips. There is no equivalent in previous cycles.
Daily Work Trips per Worker	Number of work trips made by employed persons divided by the number of employed persons.
CHARACTERISTICS BY GENDER	
Men+	Men and/or boys plus a portion of persons who identified as non-binary, preferred to self-describe, or declined to answer.
Women+	Women and/or girls plus a portion of persons who identified as non-binary, preferred to self-describe, or declined to answer.
Employment Type (%)	Full time outside the home, part-time outside the home, work at home (full-time or part-time).
Student (%)	% of population who are students. Note: For the 1996 to 2016 surveys, student status was not asked for persons aged 6-10, but was assumed.
Licensed (%)	% of population with a valid driver's licence. Persons with unknown licence status were excluded from the calculation.
Transit (%)	% of population in possession of a valid transit pass. Persons with unknown data were excluded from the calculation. Note: Fare systems have changed over time and part of the decline in monthly/annual transit pass holders may be due in part to adoption of pay-per-use PRESTO cards and due in part to changes in increases in work-from-home and hybrid work arrangements.

TRIPS MADE...	
...BY RESIDENTS OF THE AREA	Survey statistics for all trips made by population residing within the given geography reported on.
...TO THE AREA	Survey statistics for all trips with a destination within the given geography reported on, whether made by residents of the given geography or by residents of all other geographies included in the entire TTS survey area.
Time Period	Three time periods are reported: the morning peak travel period of 6:00 to 8:59 a.m. (3 hours), the afternoon peak travel period of 3:00 to 6:59 p.m. (4 hours), and the full 24-hour day.
Trips	Total estimated average trips for the reported time period on weekdays. The estimates based on the survey data expanded to represent the total population.
Trip Purpose for trips made by residents of the area:	Distribution of all trips made by residents of the given area across the following categories. These categories consider both the origin and destination of the trip.
HB-W (%)	Home-based work: Home to work and work to home.
HB-S (%)	Home-based school: Home to school and school to home.
HB-D (%)	Home-based discretionary: All other home-based trips.
N-HB (%)	Non-home-based: All trips where neither end is home.
Trip Destination Purpose for trips to the area:	Distribution of all trips made to the area by all residents of the TTS study area across the following categories. These categories only consider the destination purpose of the trip.
Work (%)	Destination purpose is work.
School (%)	Destination purpose is school.
Home (%)	Destination purpose is to return home.
Other (%)	Other destination purpose, such as shopping, entertainment, pick someone up/drop someone off, etc.
Modes of travel:	
Driver (%)	Automobile driver.
Passenger (%)	Automobile passenger.

Transit (%)	Public transit (local transit). If a trip uses more than one mode category which includes public transit, then public transit is given preference as the primary mode. In cases where both GO Train and local transit were used, GO Train is the dominant classification.
GO Train (%)	GO Train. In cases where both GO Train and local transit were used, GO Train is the dominant classification.
Walk & Cycle (%)	Walk or bicycle.
Other (%)	Other modes of travel. Includes motorcycle, taxi, school bus, and all other modes.
Median Trip Length (km)	Trip length measured as the straight-line distance between the origin and destination coordinates of the trip. Trip length is reported for trips with the following modes: driver, passenger, transit, and GO Train.

All expanded estimates from the survey are rounded to the closest 100.

Results marked with an asterisk (*) are suppressed due to small sample size (n<4).

Results marked “n/a” did not have results collected for the given survey year and geography.

1.7. Guide to Charts

In addition to the tables, charts are provided to illustrate the survey results. Only years with available data and sufficient sample size are represented.

Household and population charts.

Charts provided for household and person characteristics include:

- Expanded survey estimates that illustrate the number of households, population, licensed drivers, vehicles, workers, households, and transit pass holders in the survey results.
- Distribution of the expanded survey population by age range.
- Key indicators averaging the number of persons per household, licensed drivers per household, vehicles per household, and workers per household.
- Expanded survey estimates of the numbers of full-time, part-time and work-from-home workers. The workers counted as full-time or part-time have jobs outside the home, whether a usual workplace or no fixed workplace/work on the road. The workers counted as work-from-home include both full-time and part-time workers who work exclusively from home. Also illustrated is the number of students (combining both K-12 and post-secondary), which is not mutually exclusive from employment status. I.e., students with jobs are counted both in the number of students and in the number of workers.
- Employment by gender, comparing percentages of full-time, part-time, and work-from-home workers by gender.
- Daily trip rates, including trips made by persons 11+ years of age per household (all years), trips made by persons 5+ years of age per household (2022 TTS only, includes non-commute walk trips that were not captured in other cycles), trips per person 11+ years of age (all years), trip per person 5+ years of age (2022 TT only, includes non-commute walk trips that were not captured in other cycles), and work trips per worker.

Charts for daily (24-hour) trips.

Charts accompanying the 24-hour trip-level results present information for TTS survey cycles from 1996 to 2022 for trips captured using the trip definition in use until the 2016 TTS (trips by persons 11+ years of age excluding walking trips for non-commute purposes), with the 2022 data being filtered to this definition (denoted by “2022e” in the axis. In each chart, the full 2022 survey results are also presented in a separate column or plotted point (denoted by “2022n” in the axis).

These charts include the following:

- Volumes of trips by purpose, either
    - overall trip purposes (home-based work, school, or other, and non-home-based), when reporting on trips made by residents of the given geography, or
    - trip destination purpose when, reporting on trips with destinations within the given geography;
- Volumes of trips by mode of travel;
- Volumes of trips in the AM Peak and the PM Peak; and
- Median trip distance by mode of travel.

These four charts accompany each table of results for daily (24-hour) trips made by residents. A similar set of charts accompanying each table of results for daily (24-hour) trips made to the given geography by all residents of the study area.

Charts for AM Peak trips.

At the end of each travel summary, charts illustrate the AM Peak trip volumes for trips made by residents (with charts by overall trip purpose and by mode) and the AM Peak trips made to the given geography by residents of the study area (with charts by trip destination purpose and by mode).

1.8. Comparability of Survey Cycles

Caution should be undertaken when comparing data between survey cycles. The comparability of the datasets for individual cycles may be affected by a number of factors including: how well the target population (residents of private households) is represented by the sample source used in the given cycle; changes in survey methods; and how the survey sample was weighted and expanded to represent the total population.

From 1986 through 2001, the sample source of listed land-line telephone subscribers provided excellent coverage of all private residences in the survey area, the survey methods were the same, and it was possible to weight the data with simple expansion factors such that the weighted data matched household counts. While simple expansion factors might not take into account some household characteristics and population demographics that may be considered to be determinants of travel behavior, given that coverage of all households was good and response rates were high, the expanded data could be considered to be quite representative of the target population. Due to the consistency of the sample frame, survey methods, and data weighting, the data for these cycles can be considered quite comparable to each other.

In 2006, the survey methods and data weighting were also the same as in previous cycles, however, it may be noted that cell-phone-only households were beginning to represent an appreciable proportion of the population, with the proportion of households in Ontario with telephone land-lines having declined to 92.5%, and with younger households in particular being less likely to have land-lines. As the survey sample was based entirely on listed land-lines as in previous cycles, the exclusion of cell-phone only households may have had a very modest impact on the representativeness of the expanded survey data.

The 2011 survey cycle had a number of differences from previous cycles:

- By 2011, cell-phone-only households were very common, with the proportion of households with a traditional land-line being less than 71% and the proportion of younger households with land-lines having diminished considerably further. As the survey sample frame was still listed land-lines, the exclusion of cell-phone-only households had a more pronounced impact on the representativeness of the expanded survey data than in previous cycles, particularly in areas with higher concentrations of younger households and smaller households (e.g. downtown Toronto). Even after the application of data weighting adjustments, some remaining bias from the limitations of the sampling frame could have affected the representativeness of the survey results.

- In 2011, online surveying was introduced as a survey method, with approximately 12% of respondents completing online. It may be possible that online respondents may interpret the questionnaire differently than when guided by a survey interviewer, so there is the possibility that the introduction of this new survey method may have had a modest impact on results.
- A new approach to data weighting was taken in 2011. Adjustments were made first to expand the number of households to represent total apartments and non-apartments in the geographies of the study area, followed by adjustments such that the expanded survey data represented the Census distributions of the total population by age group. The Census counts of total population by age group included people living in collective dwellings, so the survey results for the 2011 cycle may slightly over-represent the survey's target population (people living in private dwellings) and thus may slightly over-represent the number of trips made. The weighted household counts in 2011 deviated somewhat from the total private households in each study area per the Census.

The 2016 cycle also had a number of differences from previous cycles:

- In 2016, an address-based sample frame was adopted in order to obtain coverage of all households, not just those with directory-listed telephone land-lines. A portion of the random address sample was matched to listed phone numbers and received high response in both telephone and online surveying. However, the 'address-only' portion of the sample, which received only a survey invitation letter, had lower response. While it was necessary to use address-only sample to achieve coverage of cell-phone-only households, there is likely higher non-response bias in this portion of the sample, although this is compensated for in part by data weighting.
- In 2016, the proportion of all surveys completed online increased considerably, to 64% of all survey completions. If online respondents filled out the questionnaire differently than respondents surveyed by telephone interview, this could have an impact on results.
- A more complex approach to data weighting was taken in 2016: an iterative proportional fitting method was undertaken to adjust the household weights according to the following controls: dwelling type, household size, and householder age by gender. As the method employed made household-level adjustments based on the age/gender demographics of all householders, the 2016 expanded household counts in the survey data match the Census household counts (rather than matching population as in 2011). It may also be noted that the 2016 survey data take into account household size, whereas

previous surveys may have had more variance from Census household size distributions. If travel patterns differ for people in households of different sizes, this may have an impact on the survey estimates. In 2016 data, approximately 20% of persons 75+ were assumed to live in collective dwellings (and are not represented by the survey results).

- Of note, the 2016 survey obtained 2.3% more survey completions than were obtained in 2011, but gathered 3.5% fewer person records (see Section 1.3 of this report). This may be due, in part, to the ongoing trend of diminishing household sizes and, in part, to better coverage of one-person households in the 2016 survey (the 2011 survey under-represented one-person households and over-represented two- and three-person households).

The 2022 cycle carried on with the survey methods and data weighting introduced in 2016, but also had some notable differences:

- Response rates were lower than in previous cycles. Telephone response rates for the address-and-phone portion of the sample were significantly lower than in previous cycles. Online response rates were also lower for both the address-and-phone and address-only portions of the sample. The lower response rates could be related in part to an increase in call-screening technologies and the public's diminishing willingness to engage in telephone surveys in part to the lingering impacts of COVID-19 on civic engagement. The lower response rates may mean that there could be a somewhat higher non-response bias in the raw unweighted survey sample than in previous survey cycles. The data weighting by household and demographic characteristics was intended to correct for bias.
- The 2022 questionnaire included additional questions and expanded the number of response options for a certain questions (see Section 0). In addition, the expansion of trip capture to persons 5-10 years of age and the capture of all walking trips may also have added to the survey length and the burden of response. Abandonment rates were slightly higher than in 2016, but not enough to explain the lower response rates observed.
- In 2022, the proportion of all surveys completed online increased again, to 90% of all survey completions. If online respondents interpreted the questionnaire differently than respondents surveyed by telephone interview, this could have an impact on results.
- In 2022, only 2.5% of surveys that completed to the end of the trip section were rejected. This compares to 5% in 2016 and 5% in 2011. This may be due to improvements to the online survey (additional prompts and improved map interaction), additional tests, and

increased efforts to troubleshoot surveys with poor information, including better tools for validating and correcting transit information.

- The 2022 survey used the same Iterative Proportional Fitting approach to weighting and the same Census-based weighting control variables as used in 2016, with some modifications:
    - In the data weighting for the 2022 survey cycle, Statistics Canada Labour Force Survey (LFS) estimates by Census Metropolitan Area (CMA) or Economic Region (ER) were introduced as an additional data weighting control, to ensure that the proportions of full-time employed, part-time employed, and unemployed persons in the labour force were closer to LFS proportions at the CMA or ER level. LFS-based adjustments were not possible for portions of the study area that did not alight with complete geographies for which LFS data are available.
    - Slightly different age ranges were employed for the data weighting controls, using 15 to 17 years and 18 to 24 years, rather than 15 to 19 and 20 to 25 as in 2016.
    - In 2022, a new method was used to account for the population living in collective dwellings (who are not represented by the survey results). The data weighting controls for population by age were developed from Census counts by age/gender group at the Dissemination Area (DA) level adjusted to deduct an estimate of persons living in collective dwellings in each age/gender group. The counts for each DA with population living in collective dwellings received an adjustment. The counts for DAs without population in collective dwellings received no adjustment. The adjustments were based on Census Subdivision (CSD) level information on the proportion of people in each age/gender group living in collective dwellings. The proportional adjustment at the CSD level was applied to all DAs with population in collective dwellings within the CSD. The adjusted DA-level information were then aggregated to expansion zone to develop the final weighting controls.

Further research to explore the impacts of changing sample frames, survey methods, and data weighting on the survey results would be required to determine the extent to which the differences in methodology may affect the survey results. Some caution may be exercised when comparing the results from different survey cycles, particularly for geographies or subpopulations with smaller sample sizes. However, the questionnaire design across all recent cycles has maintained the same core elements, and both the survey and data weighting methodology in 2022 were very similar to that in 2016, so trends and significant shifts in

behaviour should be discernable from the results above the 'noise' associated with differences in survey methods.

Note that the study area geography has changed over the years, although it has been relatively stable for the survey years presented in this report.

- The 2006 TTS included areas with 2.4% more population than if the 1996 geographies had been used (with the addition of the cities of Brantford and Orillia and the county of Dufferin).
- The 2011 TTS included areas with 0.4% more population than if the 2006 geographies had been used (with the addition of the County of Brant).
- The 2016 TTS had the same definition as 2011.
- The 2022 TTS included areas with 2.0% more population than if only the 2016 geographies had been used (with the addition of the counties of Grey and Northumberland and the town of The Blue Mountains).

In the tables and charts for the overall TTS Study Area survey results across all geographies, some of the variation by TTS cycle in the volumes of households, persons, and trips in the tables and charts presented for the geography may be related to changes in the study area geography. In all geographies, the volumes of trips to a given geography may be influenced by the changes to the extent of the study area geography. Given the modest magnitude of change in the total populations covered in each survey cycle, the impact on total trips is modest for geographies with larger populations and those furthest away from the new geographies added. However, for a given geography that is proximate to the new geographies, the changes in the total trips to the given geography may be in part the product of the addition of the new geographies.

Caution should be exercised when comparing median trip distances across survey cycles for modes with very low mode shares.

2. TRAVEL SUMMARIES FOR THE TTS AREA

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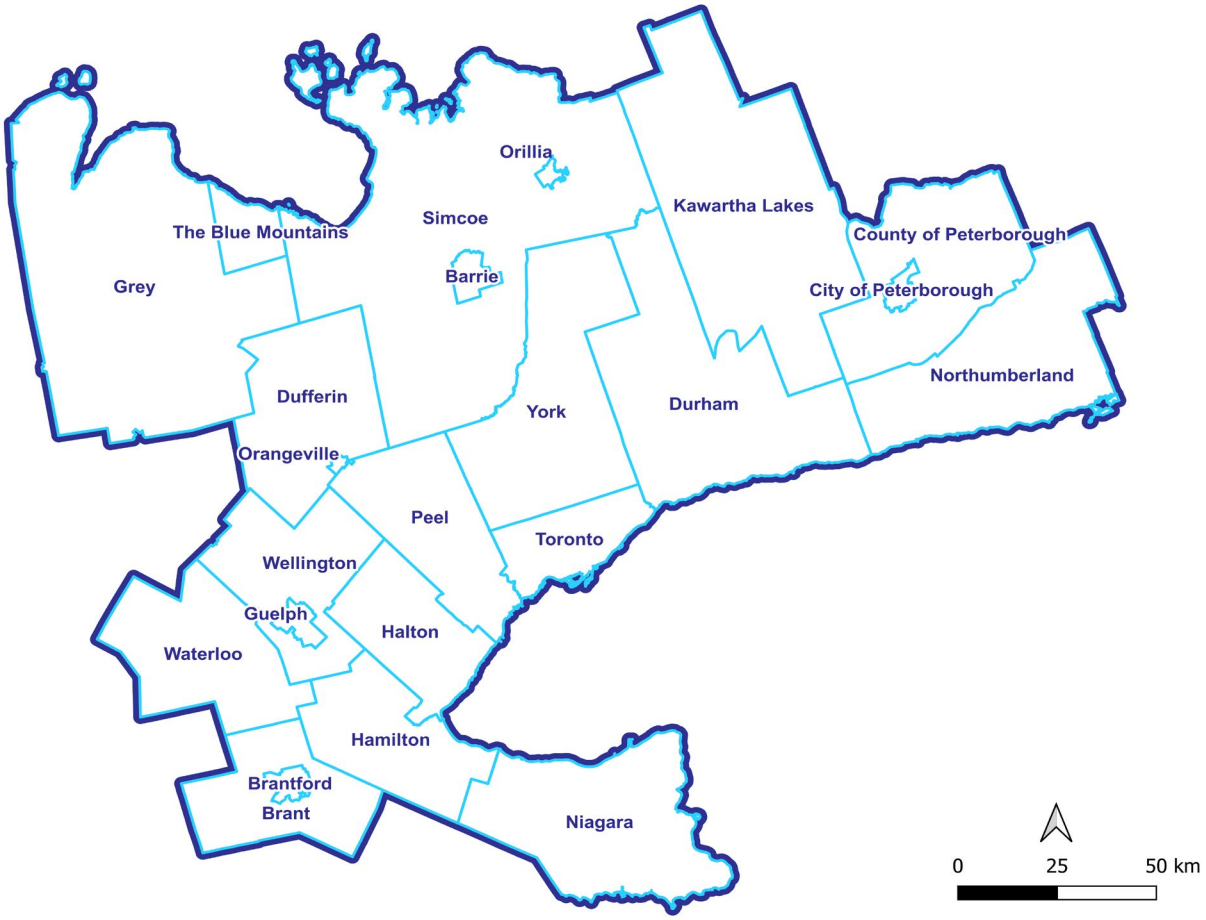
transportationtomorrow
SURVEY 2022

Travel Summary

Transportation Tomorrow Study Area



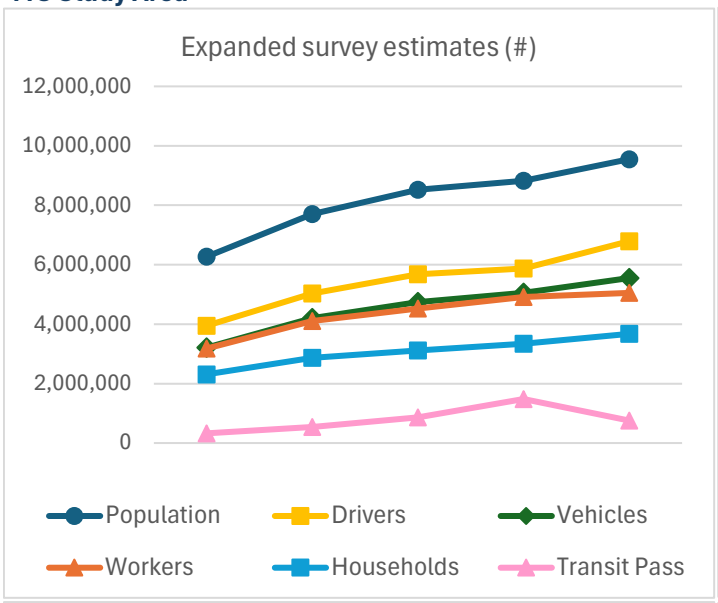
Metadata

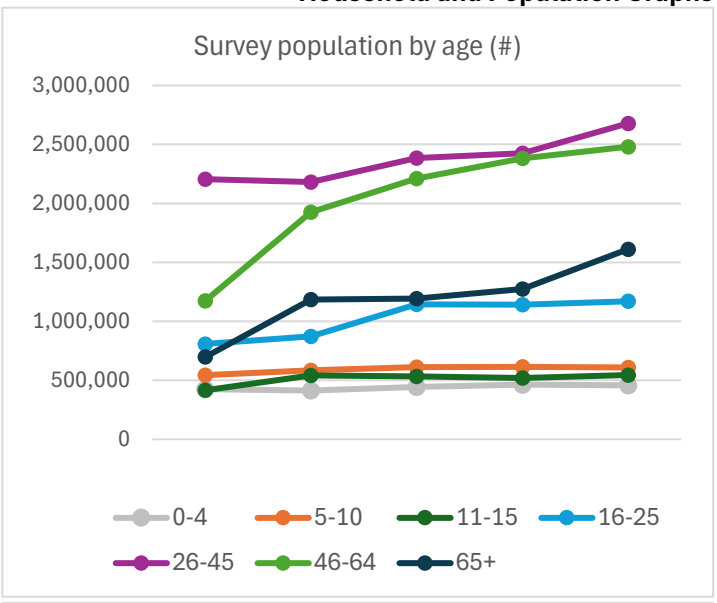
Households surveyed:	158,662	(4.3% sampling rate)
Household members surveyed:	366,172	
Margin of error (MOE) for household-level survey results:	±0.3%	
Margin of error (MOE) for person-level survey results:	±0.2%	

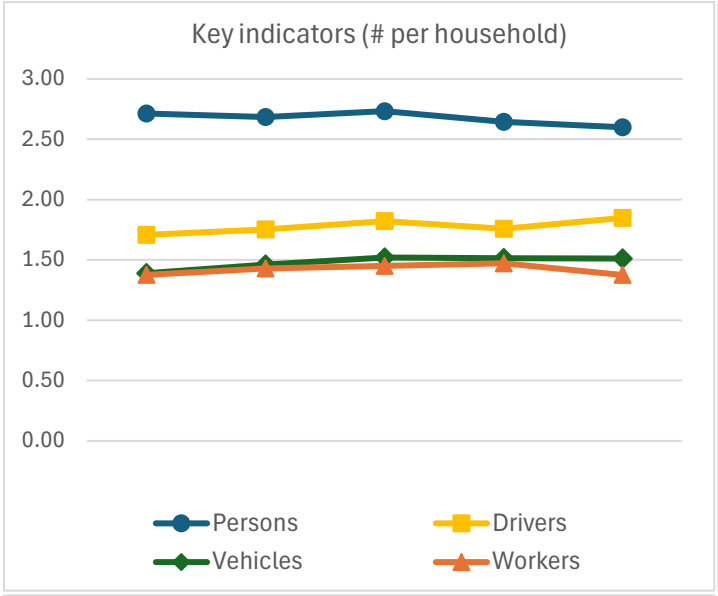
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

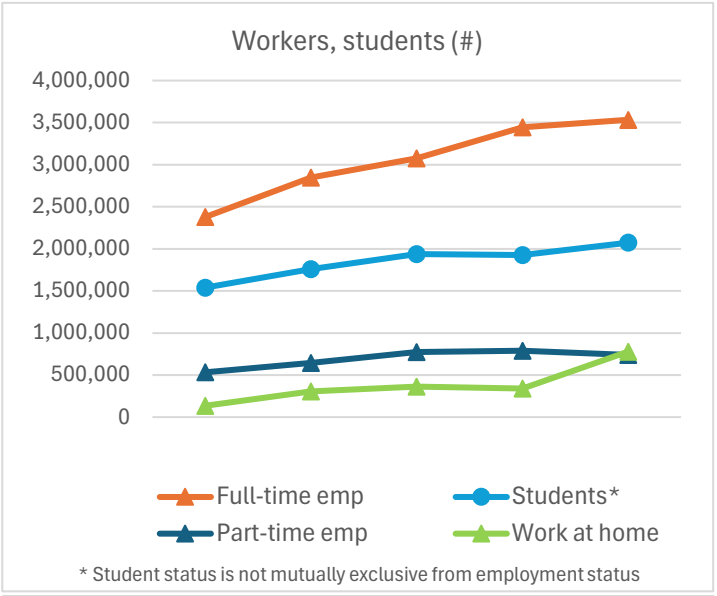
Household and Population Characteristics

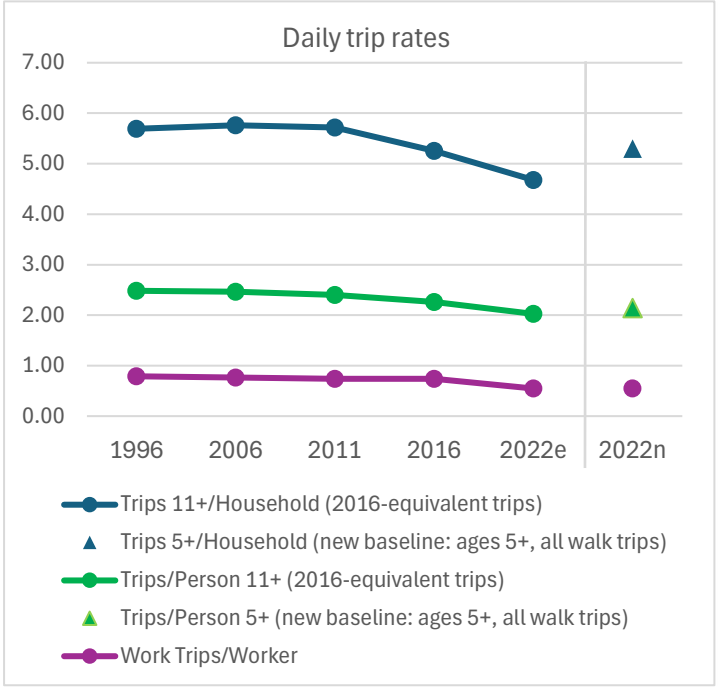
		1996	2006	2011	2016	2022
Households		2,311,800	2,871,200	3,117,500	3,336,000	3,673,900
Dwelling Type	House	63%	67%	67%	55%	55%
	Townhouse	6%	7%	8%	10%	10%
	Apartment	31%	25%	25%	35%	35%
Household Size	1	21%	21%	19%	25%	25%
	2	31%	33%	33%	30%	31%
	3	18%	18%	19%	17%	17%
	4	19%	18%	19%	17%	17%
	5+	11%	10%	10%	11%	10%
Vehicles	0	15%	14%	12%	14%	13%
	1	41%	40%	39%	39%	41%
	2	35%	36%	38%	35%	33%
	3	7%	8%	8%	9%	9%
	4+	2%	2%	3%	4%	4%
Household Averages	Persons	2.71	2.68	2.73	2.64	2.60
	Workers	1.38	1.43	1.45	1.47	1.38
	Drivers	1.71	1.75	1.82	1.76	1.85
	Vehicles	1.39	1.46	1.52	1.51	1.51
	Trips/Day 11+	5.69	5.76	5.72	5.25	4.68
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.30
Population		6,271,200	7,705,300	8,520,300	8,822,800	9,550,500
Age	0-4	7%	5%	5%	5%	5%
	5-10	9%	8%	7%	7%	6%
	11-15	7%	7%	6%	6%	6%
	16-25	13%	11%	13%	13%	12%
	26-45	35%	28%	28%	27%	28%
	46-64	19%	25%	26%	27%	26%
	65+	11%	15%	14%	14%	17%
	Median Age	34.8	40.6	39.8	40.0	40.6
Daily Trips/Person 11+		2.48	2.47	2.40	2.26	2.02
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.14
Daily Work Trips per Worker		0.79	0.76	0.74	0.74	0.55
Men+	Population	3,070,500	3,719,900	4,138,300	4,296,000	4,677,000
Employment	Full-time	45%	43%	42%	45%	42%
	Part-time	6%	6%	7%	7%	6%
	Work at home	3%	5%	5%	4%	8%
	Student	25%	23%	24%	22%	22%
	Licensed	68%	70%	71%	71%	74%
	Transit pass	5%	6%	9%	16%	7%
Women+	Population	3,200,800	3,985,400	4,382,000	4,526,800	4,873,500
Employment	Full-time	31%	31%	31%	33%	32%
	Part-time	11%	11%	11%	11%	9%
	Work at home	2%	3%	4%	4%	8%
	Student	24%	22%	22%	21%	21%
	Licensed	58%	61%	64%	65%	69%
	Transit pass	6%	8%	11%	17%	8%

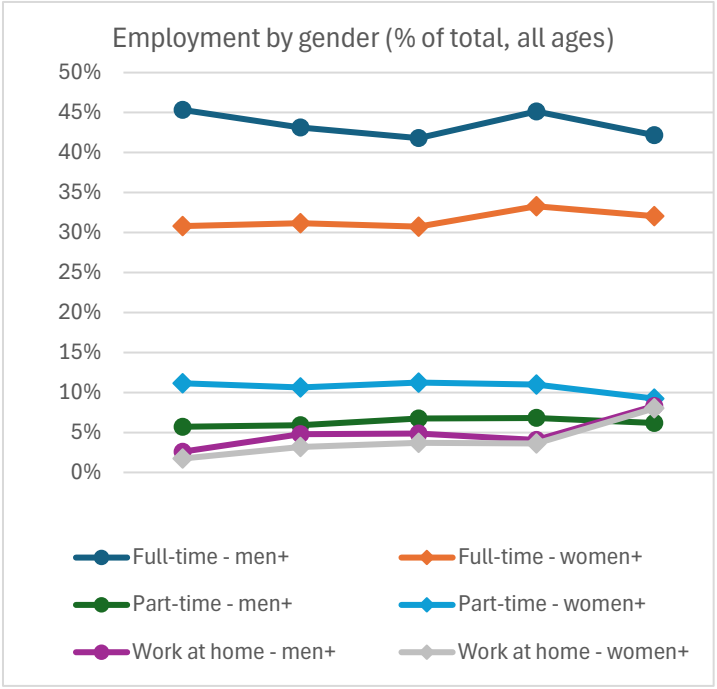

Expanded survey estimates (#)
12,000,000
10,000,000
8,000,000
6,000,000
4,000,000
2,000,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

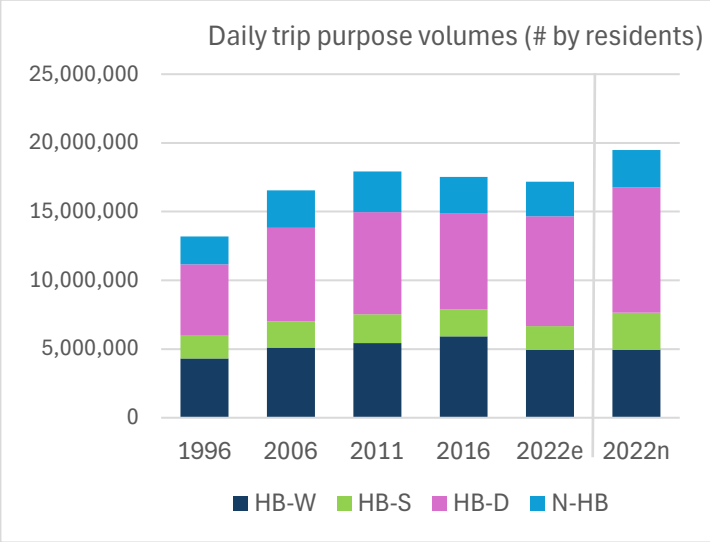

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

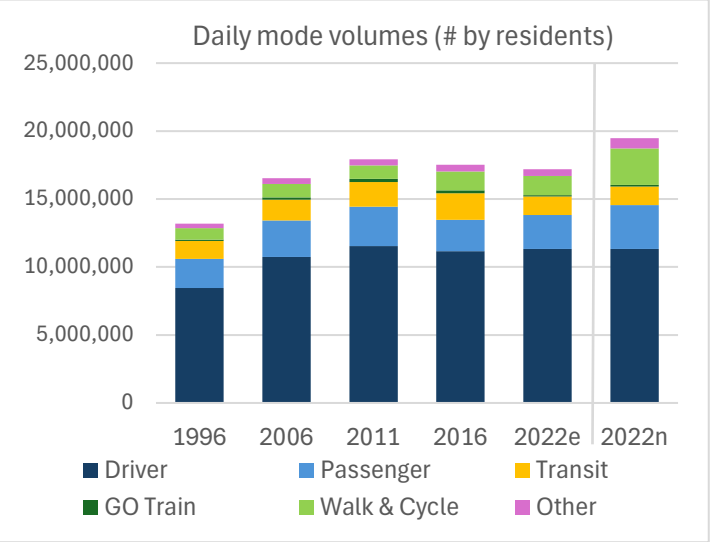
Daily Trips Made by Residents of TTS Study Area

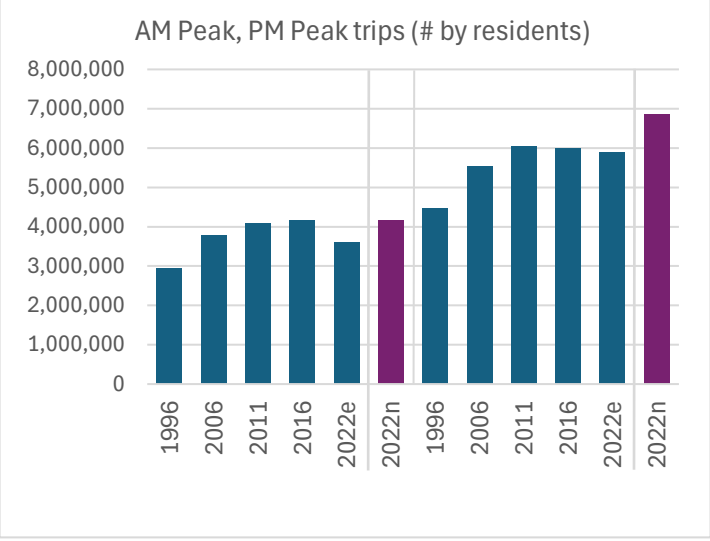
24 Hour Trips

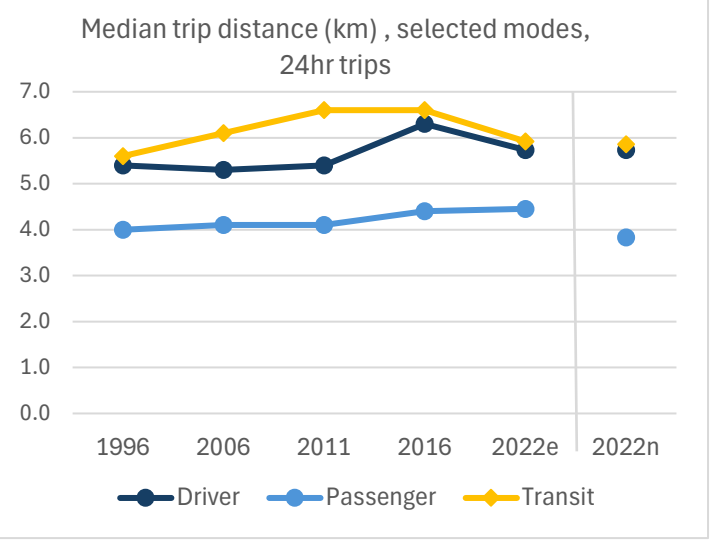
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	13,185,500	16,541,700	17,924,300	17,522,700	17,183,900	19,470,500
Purpose	HB-W	33%	31%	30%	34%	29%	25%
	HB-S	12%	12%	12%	11%	10%	14%
	HB-D	39%	41%	41%	40%	47%	47%
	N-HB	15%	16%	17%	15%	15%	14%
Mode	Driver	64%	65%	64%	64%	66%	58%
	Passenger	16%	16%	16%	13%	14%	16%
	Transit	10%	9%	10%	11%	8%	7%
	GO Train	1%	1%	1%	1%	1%	1%
	Walk & Cycle	6%	6%	6%	8%	8%	14%
	Other	3%	3%	2%	3%	3%	4%
Median Trip Length (km)	Driver	5.4	5.3	5.4	6.3	5.7	5.7
	Passenger	4.0	4.1	4.1	4.4	4.5	3.8
	Transit	5.6	6.1	6.6	6.6	5.9	5.9
	GO Train	29.4	30.3	30.8	30.8	31.8	31.8









Trips Made by Residents of TTS Study Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	2,930,700	3,790,000	4,096,500	4,163,300	3,598,400	4,153,100
	% of 24h	22.2%	22.9%	22.9%	23.8%	20.9%	21.3%
AM Purpose	HB-W	53%	48%	46%	50%	45%	39%
	HB-S	24%	22%	21%	19%	19%	28%
	HB-D	15%	20%	22%	22%	28%	26%
	N-HB	8%	10%	11%	9%	8%	7%
AM Mode	Driver	59%	61%	61%	60%	62%	54%
	Passenger	12%	13%	13%	11%	12%	16%
	Transit	13%	11%	12%	13%	9%	8%
	GO Train	1%	2%	2%	2%	1%	1%
	Walk & Cycle	10%	9%	8%	10%	11%	15%
	Other	4%	5%	4%	5%	5%	7%
Median Trip Length (km) AM	Driver	7.7	7.1	7.1	8.2	7.6	7.6
	Passenger	3.8	3.3	3.3	3.6	3.5	2.6
	Transit	6.3	6.9	7.5	7.7	6.9	6.8
	GO Train	29.4	30.1	30.4	30.5	32.2	32.2

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

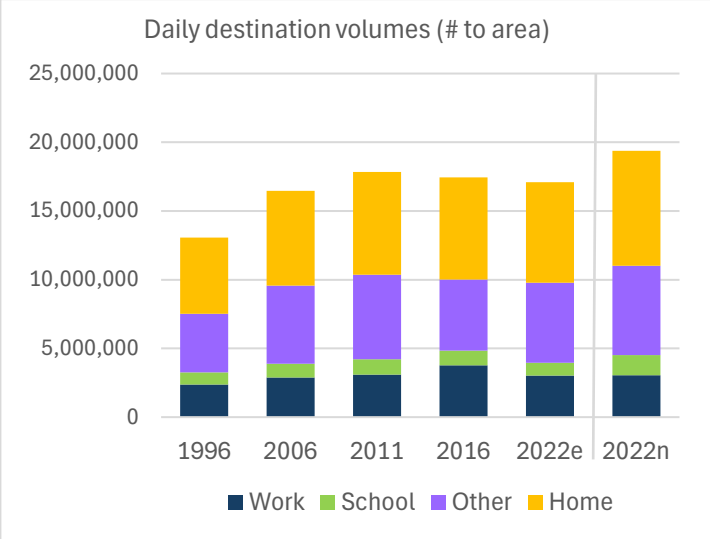
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	4,476,500	5,524,400	6,049,000	5,999,700	5,890,900	6,866,200
	% of 24h	33.9%	33.4%	33.7%	34.2%	34.3%	35.3%
PM Purpose	HB-W	34%	33%	33%	36%	30%	26%
	HB-S	14%	12%	12%	11%	9%	14%
	HB-D	35%	37%	39%	37%	45%	45%
	N-HB	16%	17%	17%	16%	16%	15%
PM Mode	Driver	62%	63%	63%	63%	65%	56%
	Passenger	15%	16%	16%	13%	15%	18%
	Transit	11%	10%	11%	12%	8%	7%
	GO Train	1%	1%	2%	2%	1%	1%
	Walk & Cycle	8%	7%	6%	9%	9%	15%
	Other	3%	3%	2%	3%	2%	4%
Median Trip Length (km)	Driver	5.7	5.7	5.8	6.6	5.9	5.9
	Passenger	4.2	4.3	4.3	4.6	4.5	3.7
	Transit	5.6	6.2	6.7	6.7	6.0	5.9
	GO Train	29.3	30.3	30.7	30.7	32.2	32.2

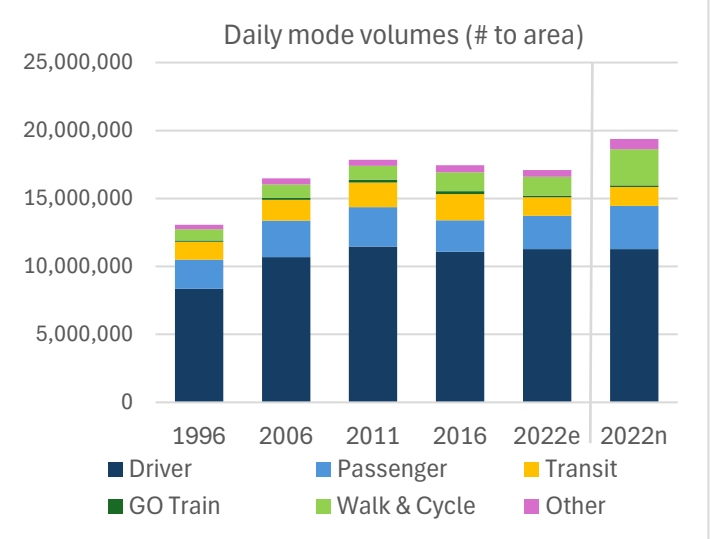
Daily Trips to TTS Study Area Made by Residents of the TTS Area

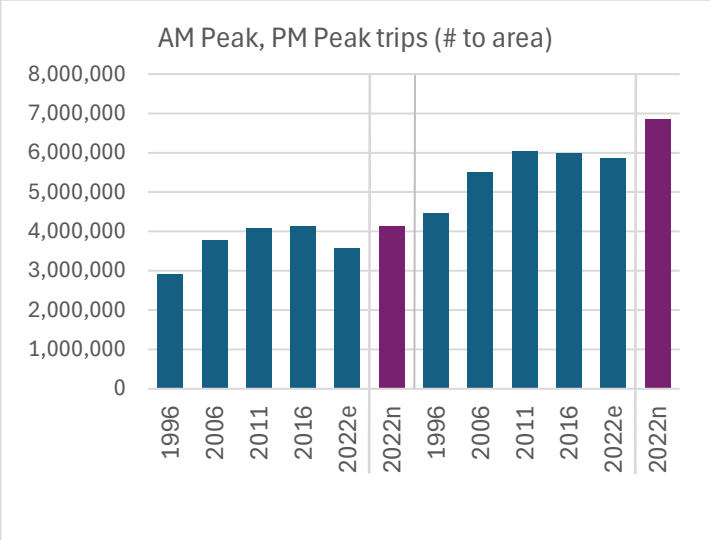
24 Hour Trips

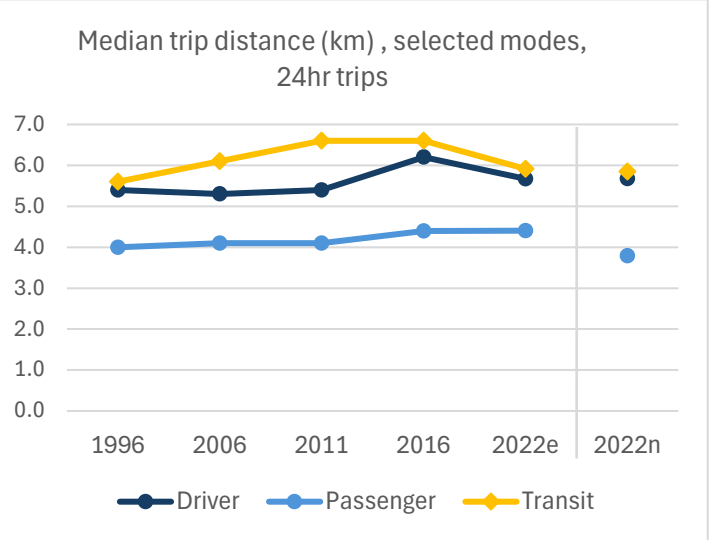
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	13,071,600	16,471,500	17,835,800	17,435,500	17,093,700	19,377,200
Purpose (destination)	Work	18%	17%	17%	22%	18%	16%
	School	7%	6%	6%	6%	5%	8%
	Other	33%	34%	35%	30%	34%	34%
	Home	42%	42%	42%	43%	43%	43%
Mode	Driver	64%	65%	64%	64%	66%	58%
	Passenger	16%	16%	16%	13%	14%	16%
	Transit	10%	9%	10%	11%	8%	7%
	GO Train	1%	1%	1%	1%	1%	1%
	Walk & Cycle	6%	6%	6%	8%	8%	14%
	Other	3%	3%	2%	3%	3%	4%
Median Trip Length (km)	Driver	5.4	5.3	5.4	6.2	5.7	5.7
	Passenger	4.0	4.1	4.1	4.4	4.4	3.8
	Transit	5.6	6.1	6.6	6.6	5.9	5.9
	GO Train	29.4	30.3	30.8	30.8	31.7	31.7









Daily Trips to TTS Study Area Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

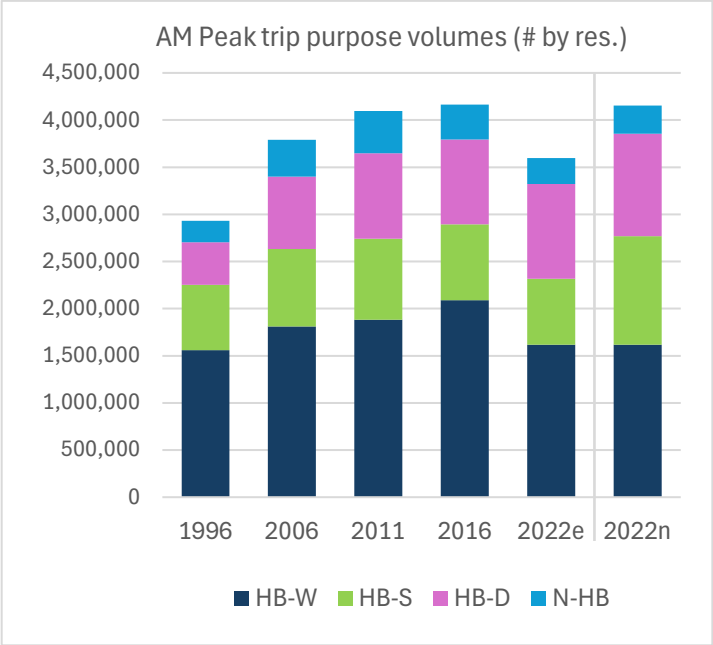
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	2,907,500	3,768,100	4,070,800	4,136,100	3,571,000	4,124,600
	% of 24h	22.2%	22.9%	22.8%	23.7%	20.9%	21.3%
AM Purpose (destination)	Work	57%	52%	51%	55%	49%	42%
	School	24%	23%	22%	20%	20%	29%
	Other	15%	20%	21%	19%	23%	21%
	Home	4%	6%	6%	6%	8%	8%
AM Mode	Driver	59%	61%	61%	60%	62%	54%
	Passenger	12%	13%	13%	11%	12%	16%
	Transit	13%	11%	12%	13%	9%	8%
	GO Train	1%	2%	2%	2%	1%	1%
	Walk & Cycle	10%	9%	8%	10%	11%	15%
	Other	4%	5%	4%	5%	5%	7%
Median Trip Length (km) AM	Driver	7.7	7.1	7.1	8.1	7.5	7.5
	Passenger	3.8	3.3	3.3	3.5	3.5	2.6
	Transit	6.3	6.9	7.5	7.7	6.9	6.8
	GO Train	29.4	30.1	30.4	30.5	32.1	32.1

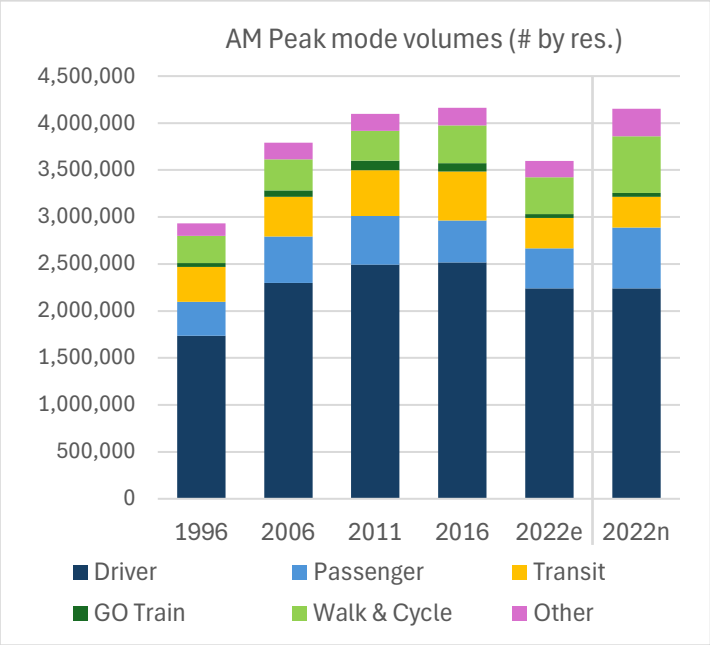
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

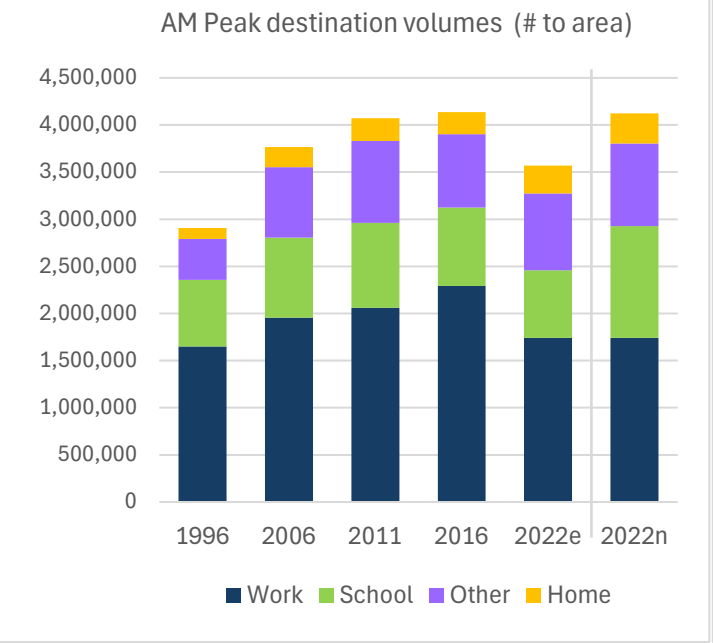
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	4,457,300	5,509,600	6,030,100	5,982,500	5,872,000	6,845,900
	% of 24h	34.1%	33.4%	33.8%	34.3%	34.4%	35.3%
PM Purpose (destination)	Work	3%	3%	3%	2%	4%	3%
	School	1%	0%	0%	0%	0%	0%
	Other	31%	33%	34%	31%	34%	34%
	Home	65%	64%	63%	66%	62%	63%
PM Mode	Driver	62%	63%	63%	63%	65%	56%
	Passenger	15%	16%	16%	13%	14%	18%
	Transit	11%	10%	11%	12%	8%	7%
	GO Train	1%	1%	2%	2%	1%	1%
	Walk & Cycle	8%	7%	6%	9%	9%	15%
	Other	3%	3%	2%	3%	2%	4%
Median Trip Length (km)	Driver	5.7	5.7	5.8	6.6	5.8	5.8
	Passenger	4.2	4.2	4.3	4.5	4.5	3.7
	Transit	5.6	6.2	6.7	6.7	6.0	5.9
	GO Train	29.3	30.3	30.7	30.7	32.2	32.2

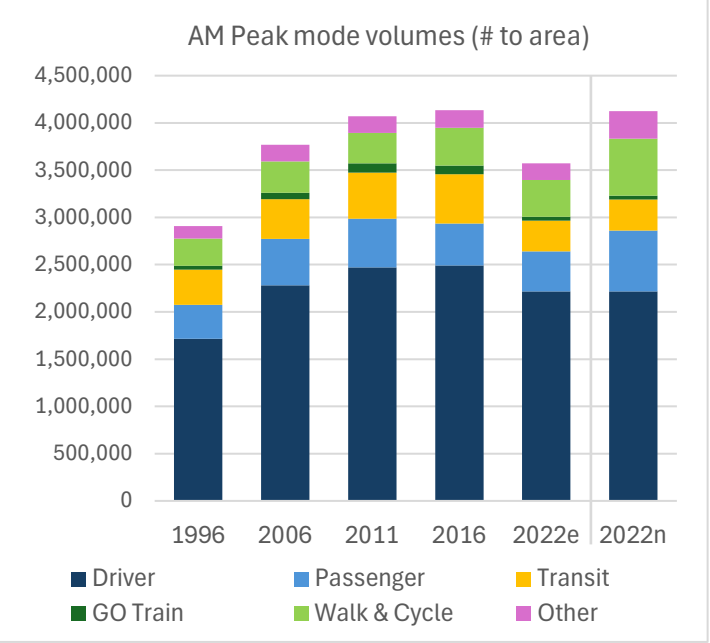
AM Peak Trips Made by Residents of TTS Study Area





AM Peak Trips to TTS Study Area Made by Residents of the TTS Area

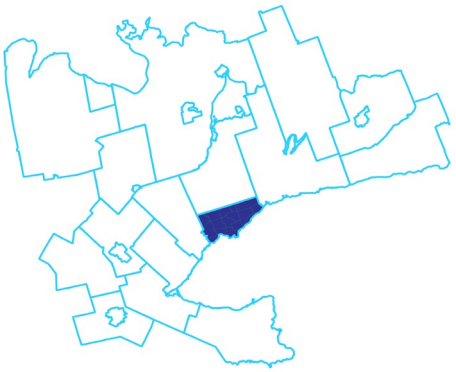


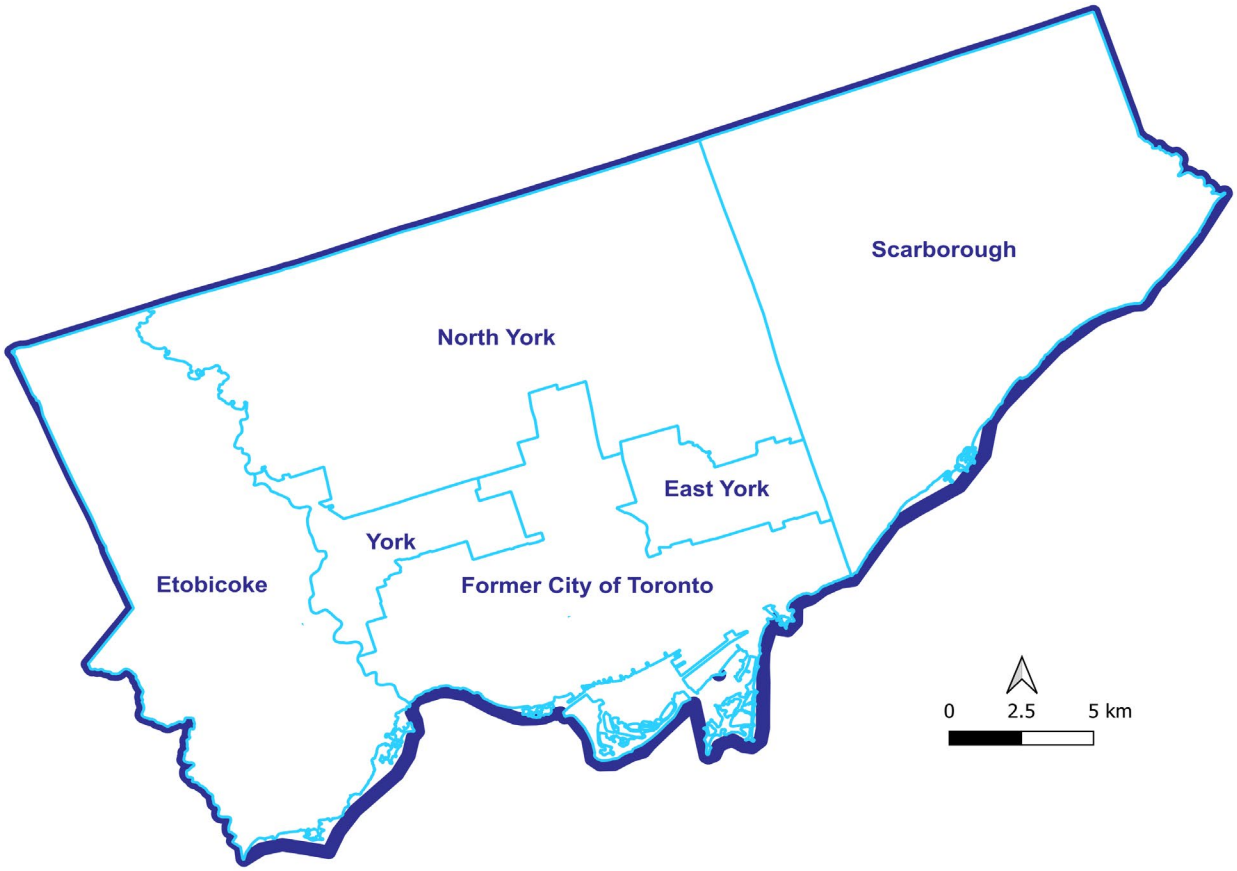


transportationtomorrow
SURVEY 2022

Travel Summary

City of Toronto

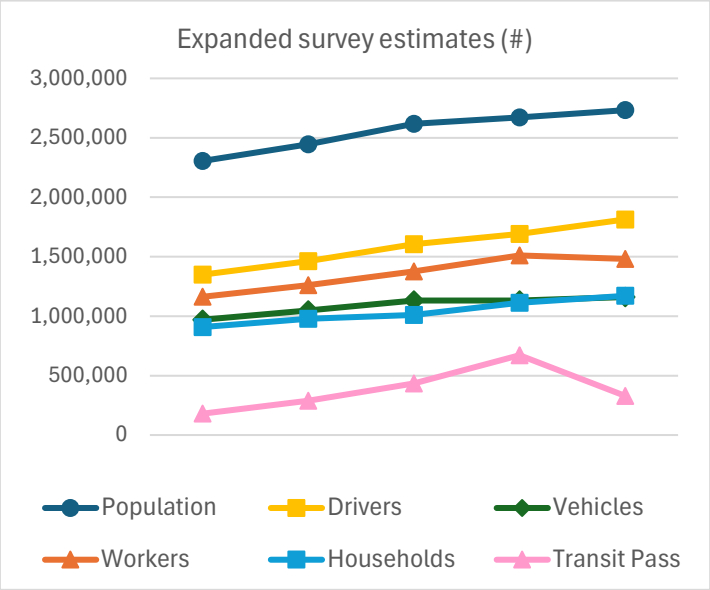


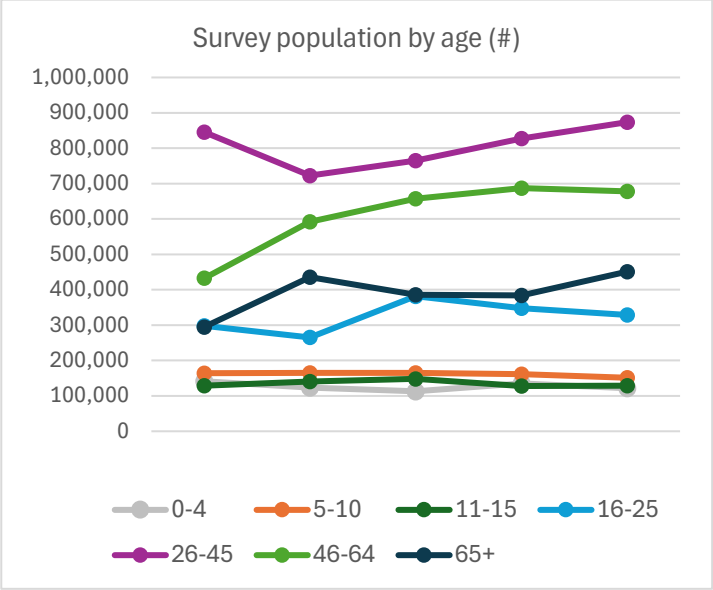


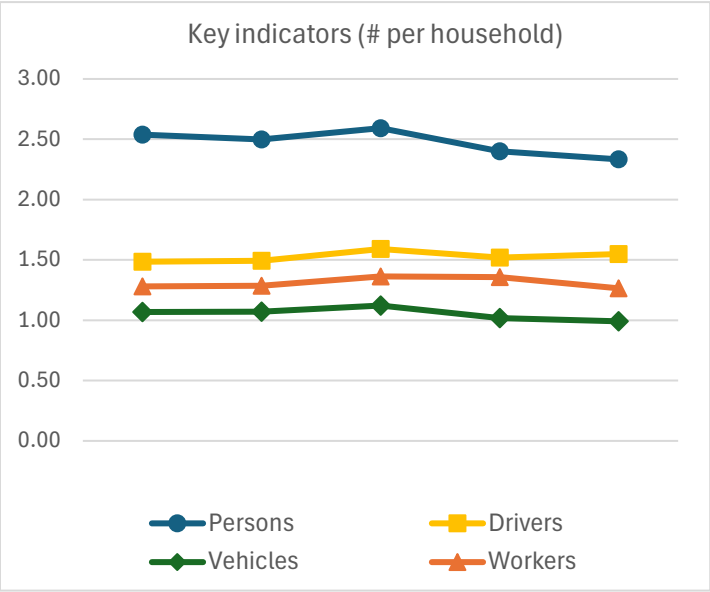
Households surveyed:	51,436	(4.4% sampling rate)
Household members surveyed:	109,566	
Margin of error (MOE) for household-level survey results:	±0.6%	
Margin of error (MOE) for person-level survey results:	±0.4%	

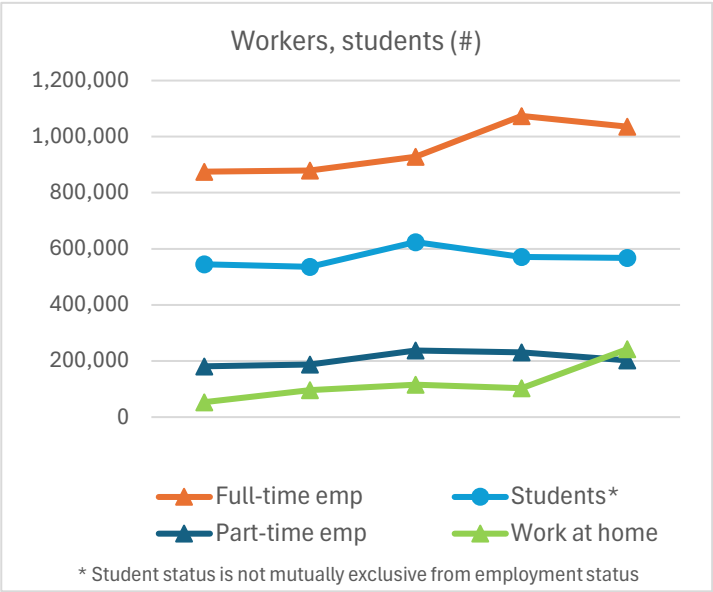
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

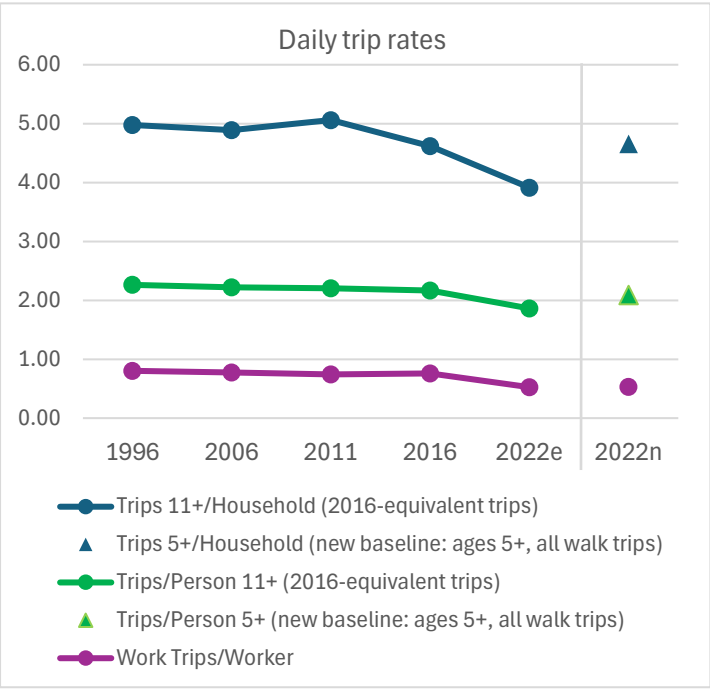
		1996	2006	2011	2016	2022
Households		908,500	979,300	1,009,400	1,113,000	1,171,000
Dwelling Type	House	49%	50%	49%	31%	30%
	Townhouse	4%	6%	6%	6%	6%
	Apartment	47%	44%	45%	63%	65%
Household Size	1	27%	27%	24%	32%	34%
	2	31%	33%	32%	30%	31%
	3	17%	18%	19%	16%	15%
	4	15%	15%	17%	13%	13%
	5+	10%	8%	9%	9%	8%
Vehicles	0	26%	26%	23%	28%	28%
	1	47%	47%	49%	48%	50%
	2	22%	22%	24%	20%	18%
	3	4%	4%	4%	4%	3%
	4+	1%	1%	1%	1%	1%
Household Averages	Persons	2.54	2.50	2.59	2.40	2.33
	Workers	1.28	1.29	1.36	1.36	1.26
	Drivers	1.49	1.49	1.59	1.52	1.55
	Vehicles	1.07	1.07	1.12	1.02	0.99
	Trips/Day 11+	4.98	4.89	5.06	4.62	3.91
	Trips/Day 5+	n/a	n/a	n/a	n/a	4.66
Population		2,305,600	2,445,900	2,616,800	2,671,500	2,732,700
Age	0-4	6%	5%	4%	5%	4%
	5-10	7%	7%	6%	6%	6%
	11-15	6%	6%	6%	5%	5%
	16-25	13%	11%	15%	13%	12%
	26-45	37%	30%	29%	31%	32%
	46-64	19%	24%	25%	26%	25%
	65+	13%	18%	15%	14%	17%
	Median Age	35.3	41.3	40.2	38.9	39.7
Daily Trips/Person 11+		2.26	2.22	2.20	2.16	1.86
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.09
Daily Work Trips per Worker		0.80	0.77	0.74	0.76	0.53
Men+	Population	1,113,400	1,161,900	1,251,300	1,286,500	1,322,500
Employment	Full-time	44%	41%	40%	45%	42%
	Part-time	6%	6%	8%	7%	6%
	Work at home	3%	5%	5%	4%	9%
	Student	24%	23%	25%	22%	21%
	Licensed	67%	67%	68%	68%	71%
	Transit pass	7%	11%	15%	24%	11%
Women+	Population	1,192,200	1,284,000	1,365,500	1,385,000	1,410,100
Employment	Full-time	32%	31%	31%	35%	34%
	Part-time	9%	9%	11%	10%	9%
	Work at home	2%	3%	4%	4%	8%
	Student	23%	21%	23%	21%	20%
	Licensed	51%	53%	56%	57%	62%
	Transit pass	8%	13%	18%	26%	13%

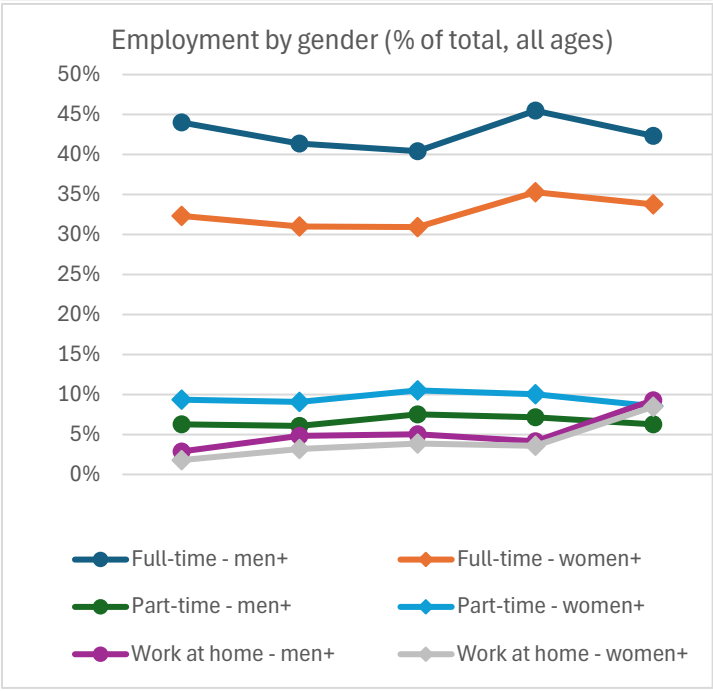

Expanded survey estimates (#)
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
1,000,000
900,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

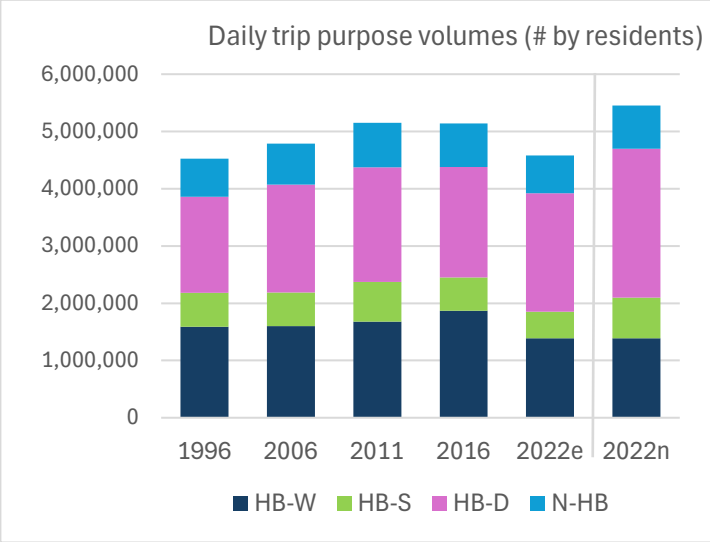

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

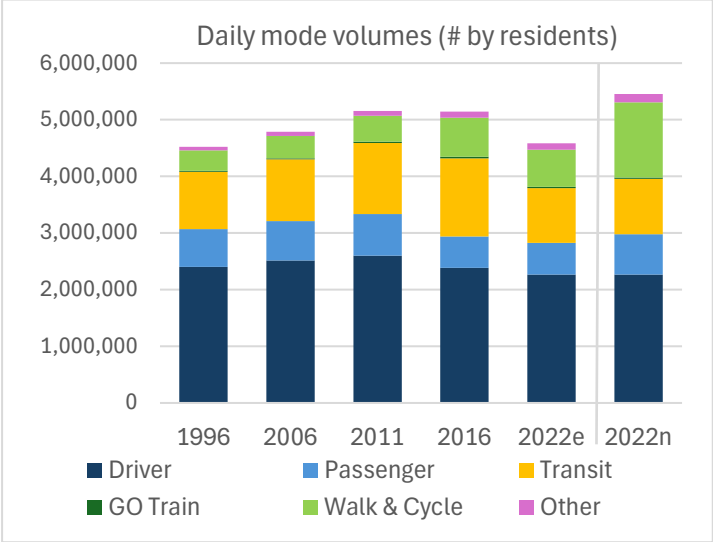
Daily Trips Made by Residents of Toronto

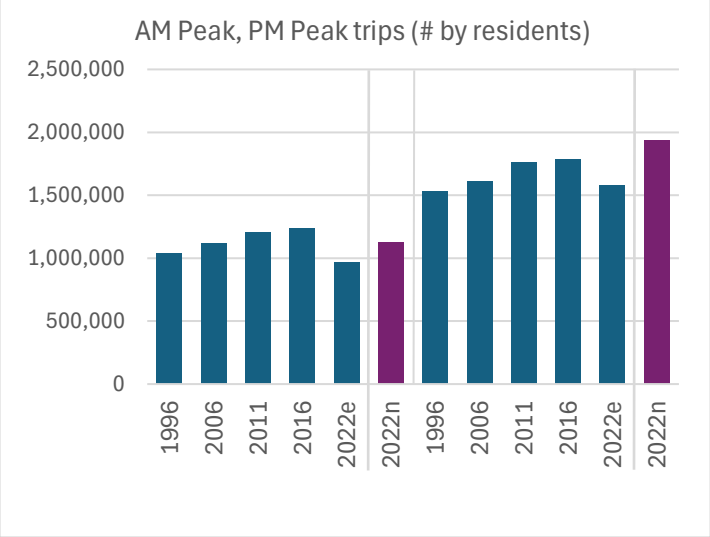
24 Hour Trips

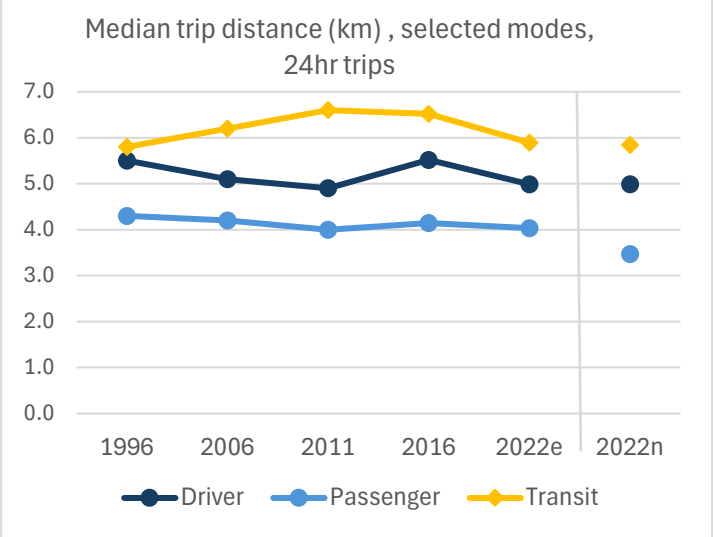
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	4,522,800	4,786,200	5,153,300	5,141,800	4,582,200	5,454,400
Purpose	HB-W	35%	33%	33%	36%	30%	25%
	HB-S	13%	12%	13%	11%	10%	13%
	HB-D	37%	39%	39%	38%	45%	48%
	N-HB	15%	15%	15%	15%	14%	14%
Mode	Driver	53%	53%	50%	46%	49%	42%
	Passenger	15%	15%	14%	11%	12%	13%
	Transit	22%	23%	24%	27%	21%	18%
	GO Train	0%	0%	0%	1%	0%	0%
	Walk & Cycle	8%	8%	9%	13%	14%	24%
	Other	1%	2%	2%	2%	2%	3%
Median Trip Length (km)	Driver	5.5	5.1	4.9	5.5	5.0	5.0
	Passenger	4.3	4.2	4.0	4.1	4.0	3.5
	Transit	5.8	6.2	6.6	6.5	5.9	5.8
	GO Train	17.9	18.8	18.3	17.9	16.7	16.7









Trips Made by Residents of Toronto

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	1,036,900	1,115,700	1,203,200	1,240,300	963,200	1,124,500
	% of 24h	22.9%	23.3%	23.3%	24.1%	21.0%	20.6%
AM Purpose	HB-W	56%	51%	49%	54%	47%	40%
	HB-S	23%	21%	22%	18%	19%	26%
	HB-D	14%	19%	20%	20%	28%	27%
	N-HB	7%	9%	9%	8%	7%	7%
AM Mode	Driver	48%	48%	46%	44%	46%	39%
	Passenger	12%	12%	12%	9%	11%	14%
	Transit	27%	27%	28%	30%	24%	21%
	GO Train	1%	1%	1%	1%	1%	1%
	Walk & Cycle	11%	11%	11%	14%	17%	22%
	Other	1%	1%	2%	2%	2%	3%
Median Trip Length (km) AM	Driver	7.4	6.7	6.2	7.0	6.5	6.5
	Passenger	4.3	3.8	3.5	3.8	3.3	2.6
	Transit	6.4	6.9	7.3	7.4	6.8	6.7
	GO Train	17.9	18.7	17.5	17.0	15.3	15.3

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

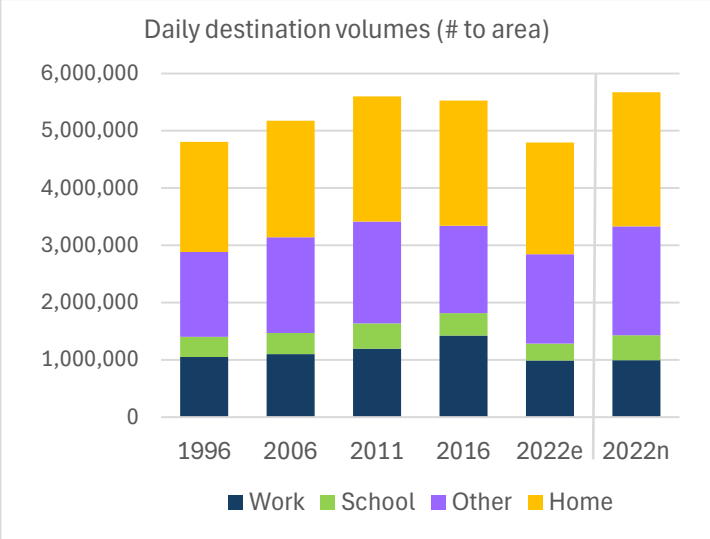
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	1,532,500	1,612,700	1,760,500	1,783,400	1,579,500	1,935,500
	% of 24h	33.9%	33.7%	34.2%	34.7%	34.5%	35.5%
PM Purpose	HB-W	36%	35%	34%	38%	31%	25%
	HB-S	15%	14%	15%	12%	11%	15%
	HB-D	32%	34%	35%	33%	42%	45%
	N-HB	16%	16%	16%	17%	16%	15%
PM Mode	Driver	51%	50%	48%	45%	47%	39%
	Passenger	13%	13%	13%	10%	12%	13%
	Transit	25%	25%	26%	28%	22%	18%
	GO Train	0%	0%	1%	1%	1%	0%
	Walk & Cycle	10%	10%	11%	15%	16%	27%
	Other	1%	1%	2%	2%	2%	2%
Median Trip Length (km)	Driver	5.7	5.4	5.1	5.7	4.9	4.9
	Passenger	4.3	4.2	3.9	4.1	3.9	3.2
	Transit	5.8	6.2	6.5	6.6	5.9	5.8
	GO Train	17.9	18.4	18.4	17.6	16.6	16.6

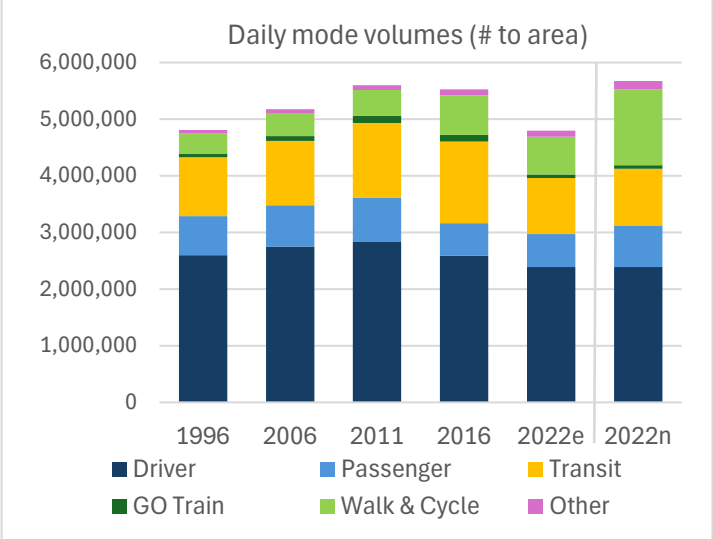
Daily Trips to Toronto Made by Residents of the TTS Area

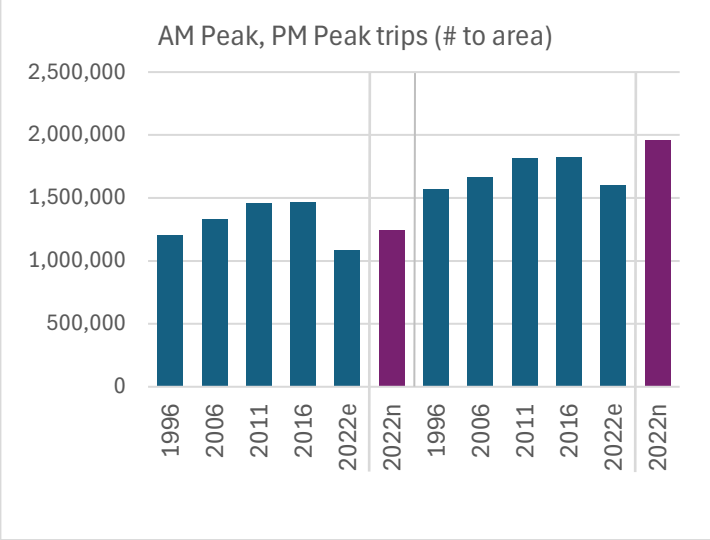
24 Hour Trips

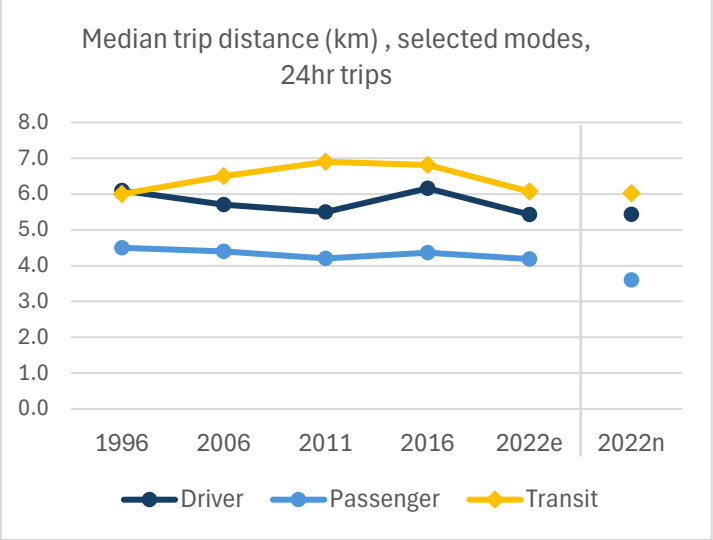
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	4,809,800	5,173,700	5,601,200	5,527,400	4,796,100	5,671,900
Purpose (destination)	Work	22%	21%	21%	26%	21%	18%
	School	7%	7%	8%	7%	6%	8%
	Other	31%	32%	32%	28%	33%	34%
	Home	40%	39%	39%	40%	41%	41%
Mode	Driver	54%	53%	51%	47%	50%	42%
	Passenger	14%	14%	14%	10%	12%	13%
	Transit	22%	22%	24%	26%	21%	18%
	GO Train	1%	2%	2%	2%	1%	1%
	Walk & Cycle	8%	8%	8%	13%	14%	24%
	Other	1%	1%	2%	2%	2%	3%
Median Trip Length (km)	Driver	6.1	5.7	5.5	6.2	5.4	5.4
	Passenger	4.5	4.4	4.2	4.4	4.2	3.6
	Transit	6.0	6.5	6.9	6.8	6.1	6.0
	GO Train	27.8	29.1	29.7	29.6	29.2	29.3









Daily Trips to Toronto Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

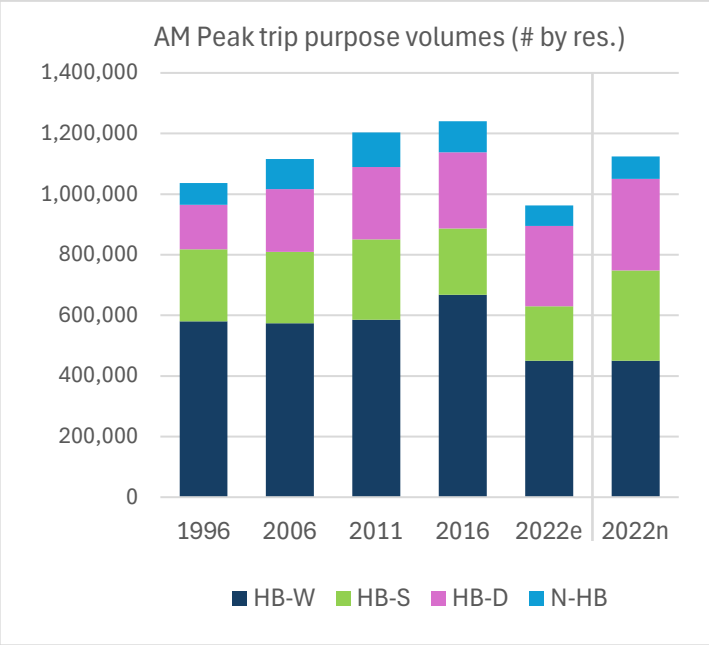
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	1,200,800	1,327,600	1,458,400	1,467,400	1,080,900	1,243,500
	% of 24h	25.0%	25.7%	26.0%	26.5%	22.5%	21.9%
AM Purpose (destination)	Work	62%	58%	56%	61%	53%	46%
	School	22%	21%	22%	18%	19%	26%
	Other	13%	17%	18%	16%	21%	20%
	Home	3%	4%	4%	4%	7%	7%
AM Mode	Driver	50%	48%	46%	44%	46%	40%
	Passenger	11%	11%	11%	9%	10%	13%
	Transit	25%	25%	26%	28%	23%	20%
	GO Train	3%	5%	7%	6%	4%	3%
	Walk & Cycle	10%	9%	9%	12%	15%	20%
	Other	1%	1%	1%	2%	2%	3%
Median Trip Length (km) AM	Driver	9.0	8.3	8.0	8.8	8.1	8.1
	Passenger	5.2	4.5	4.3	4.4	3.8	2.9
	Transit	6.9	7.7	8.3	8.2	7.3	7.2
	GO Train	29.4	30.2	30.4	30.6	32.3	32.3

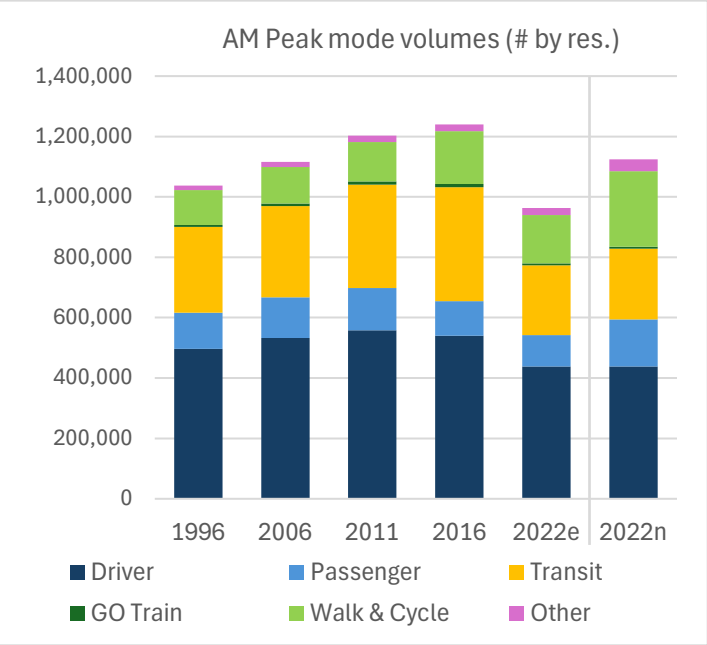
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

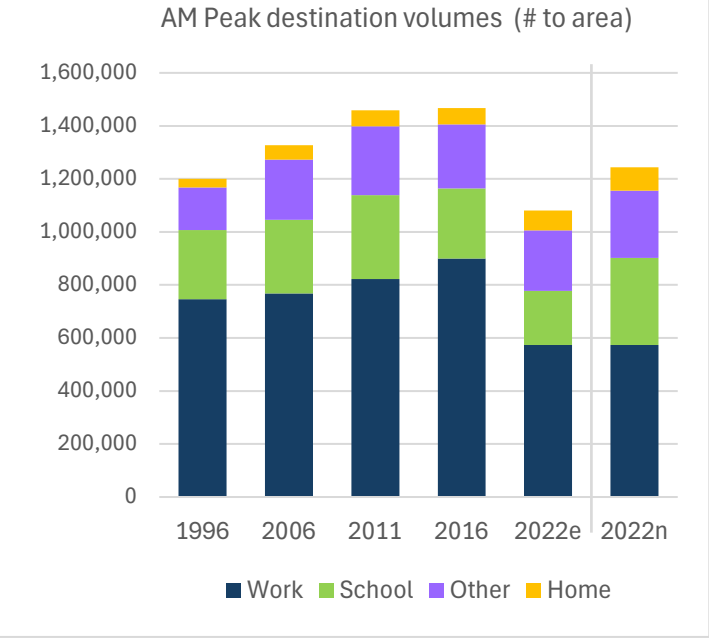
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	1,571,400	1,662,200	1,813,700	1,822,900	1,603,800	1,959,500
	% of 24h	32.7%	32.1%	32.4%	33.0%	33.4%	34.5%
PM Purpose (destination)	Work	3%	3%	3%	3%	4%	3%
	School	1%	1%	1%	1%	1%	1%
	Other	31%	32%	33%	31%	34%	35%
	Home	65%	65%	64%	66%	61%	61%
PM Mode	Driver	51%	51%	49%	45%	47%	39%
	Passenger	13%	13%	13%	10%	12%	13%
	Transit	24%	24%	26%	28%	22%	18%
	GO Train	0%	1%	1%	1%	1%	1%
	Walk & Cycle	9%	10%	10%	15%	16%	27%
	Other	1%	1%	1%	2%	2%	2%
Median Trip Length (km)	Driver	5.8	5.5	5.3	5.8	5.0	5.0
	Passenger	4.4	4.4	4.0	4.2	3.9	3.2
	Transit	5.8	6.2	6.6	6.6	5.9	5.8
	GO Train	18.4	19.2	19.1	18.6	17.8	17.8

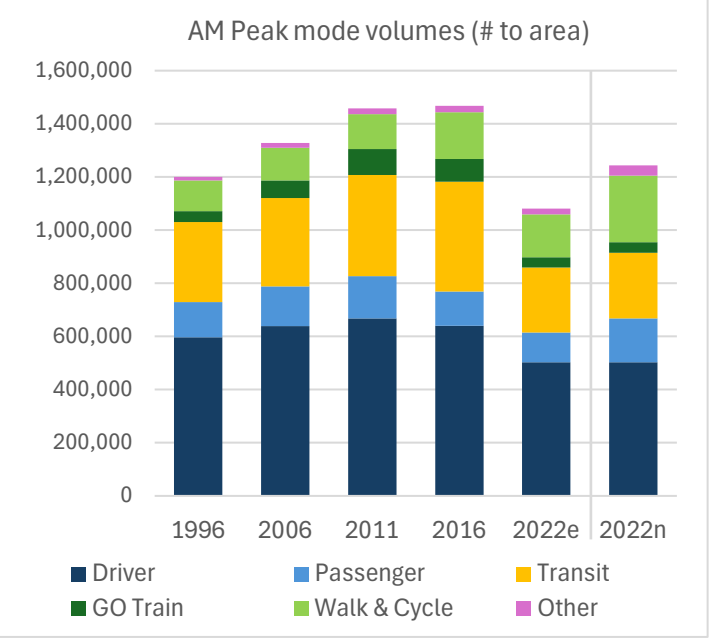
AM Peak Trips Made by Residents of Toronto





AM Peak Trips to Toronto Made by Residents of the TTS Area

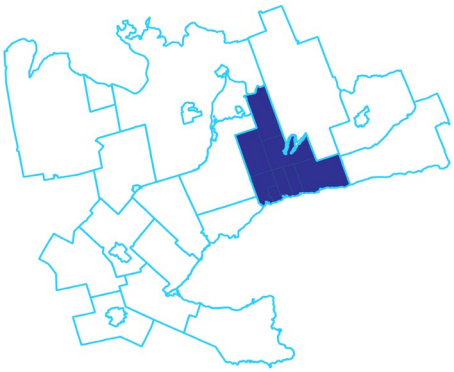


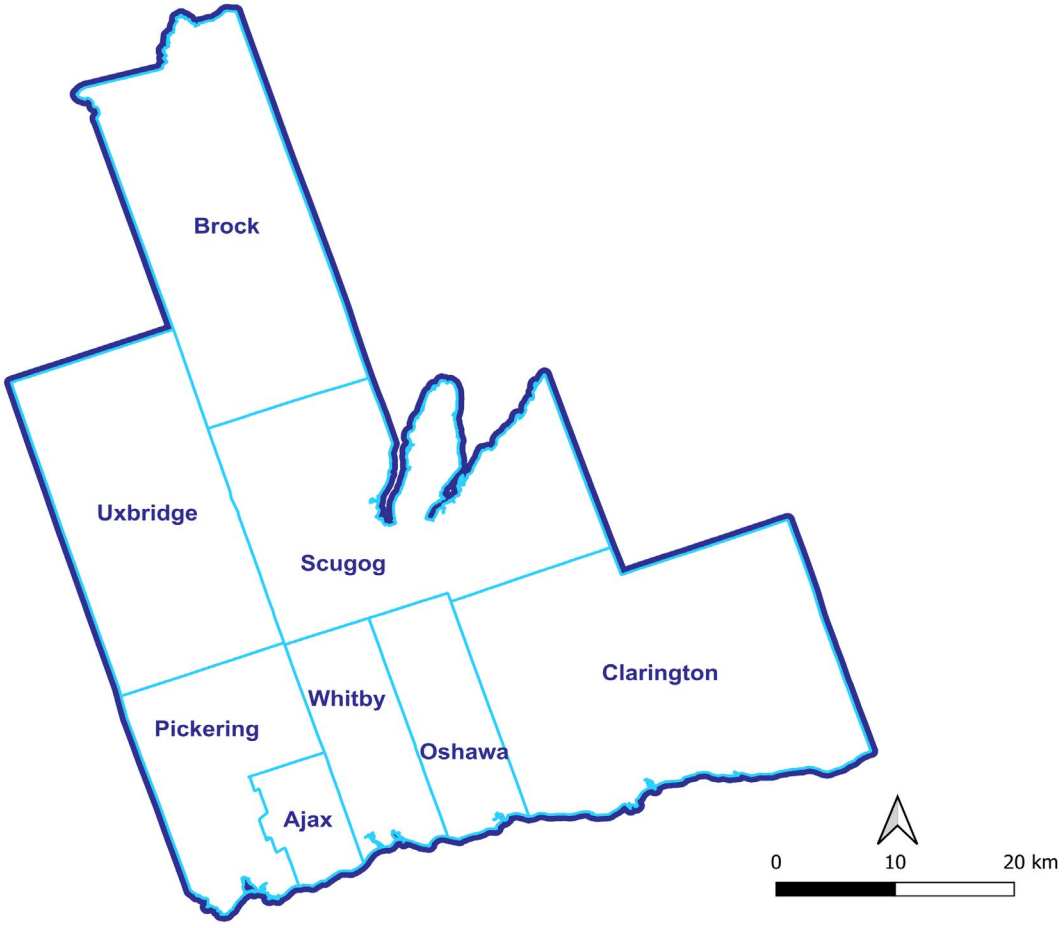


transportationtomorrow
SURVEY 2022

Travel Summary

Regional Municipality of Durham

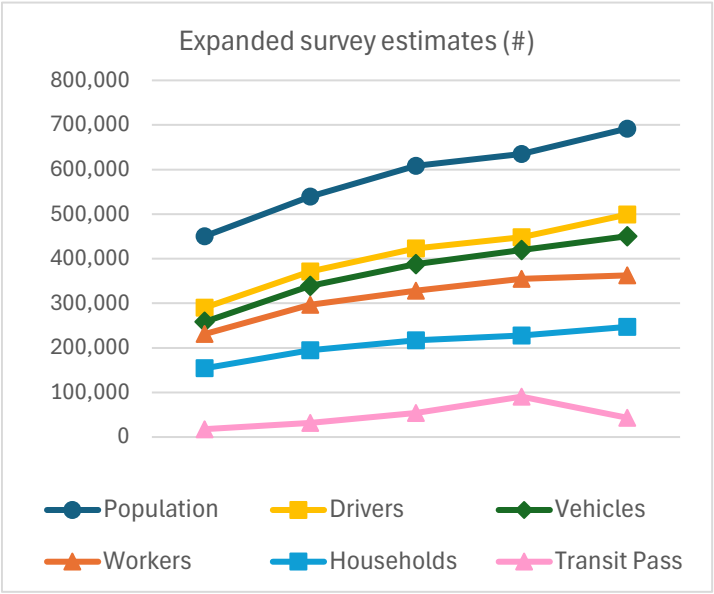


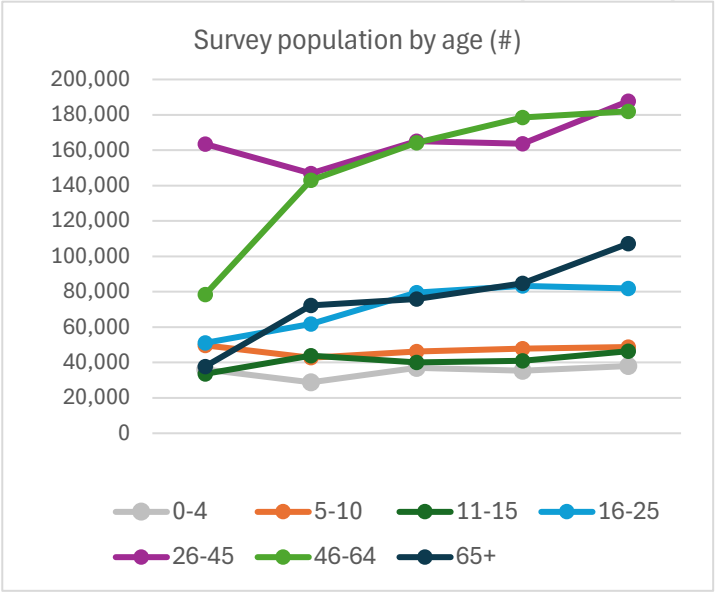


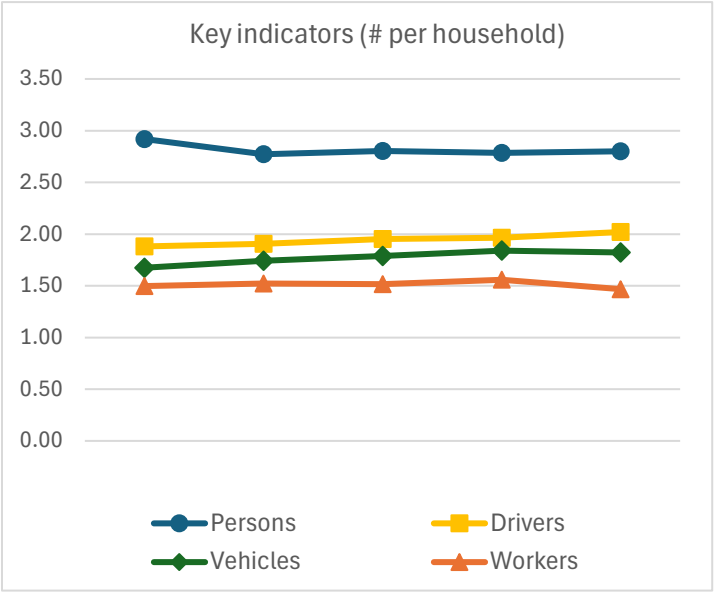
Households surveyed:	10,740	(4.3% sampling rate)
Household members surveyed:	26,198	
Margin of error (MOE) for household-level survey results:	±1.3%	
Margin of error (MOE) for person-level survey results:	±0.8%	

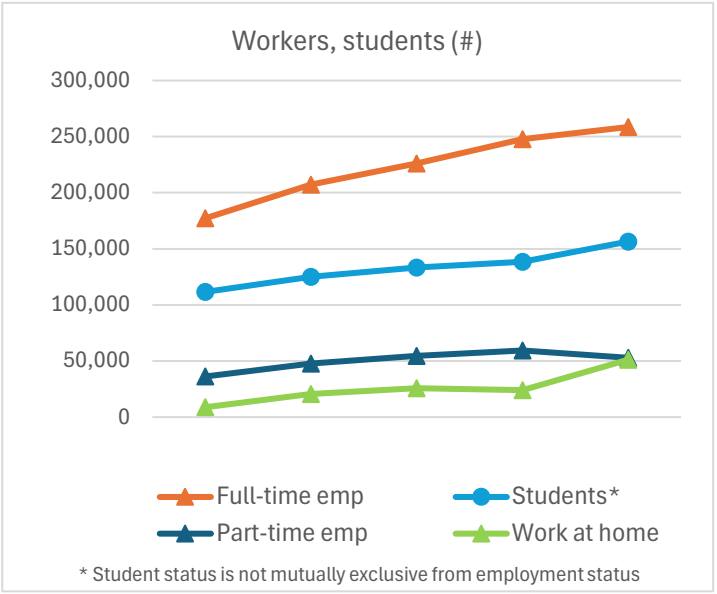
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

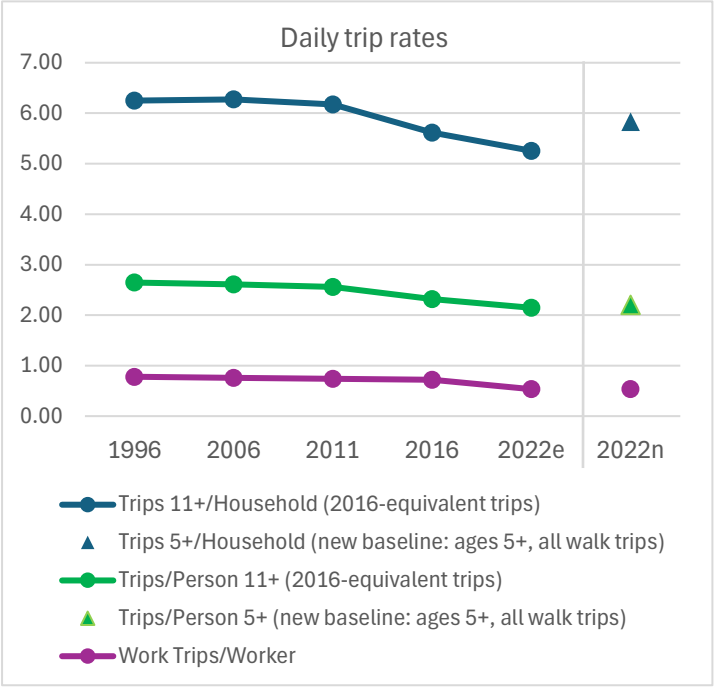
		1996	2006	2011	2016	2022
Households		154,300	194,600	216,900	227,900	247,100
Dwelling Type	House	78%	80%	81%	73%	72%
	Townhouse	6%	8%	8%	11%	11%
	Apartment	16%	12%	11%	16%	16%
Household Size	1	15%	17%	16%	19%	19%
	2	30%	33%	34%	30%	30%
	3	20%	19%	20%	18%	19%
	4	23%	20%	20%	20%	20%
	5+	12%	10%	11%	12%	12%
Vehicles	0	6%	6%	5%	6%	5%
	1	35%	33%	32%	32%	35%
	2	47%	46%	47%	44%	42%
	3	9%	11%	12%	13%	12%
	4+	2%	4%	4%	5%	6%
Household Averages	Persons	2.92	2.77	2.80	2.78	2.80
	Workers	1.50	1.52	1.51	1.56	1.47
	Drivers	1.88	1.91	1.95	1.97	2.02
	Vehicles	1.67	1.74	1.79	1.84	1.82
	Trips/Day 11+	6.25	6.27	6.17	5.61	5.26
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.83
Population		450,400	539,500	608,200	634,600	691,900
Age	0-4	8%	5%	6%	6%	5%
	5-10	11%	8%	8%	8%	7%
	11-15	7%	8%	7%	6%	7%
	16-25	11%	11%	13%	13%	12%
	26-45	36%	27%	27%	26%	27%
	46-64	17%	27%	27%	28%	26%
	65+	8%	13%	12%	13%	15%
	Median Age	33.8	40.7	39.0	39.9	40.1
Daily Trips/Person 11+		2.65	2.61	2.56	2.32	2.15
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.20
Daily Work Trips per Worker		0.78	0.76	0.74	0.72	0.53
Men+	Population	223,600	260,900	298,200	309,700	340,000
Employment	Full-time	47%	45%	43%	45%	43%
	Part-time	5%	6%	6%	7%	6%
	Work at home	2%	5%	5%	4%	7%
	Student	26%	24%	23%	22%	23%
	Licensed	67%	72%	71%	71%	73%
	Transit pass	4%	6%	8%	14%	6%
Women+	Population	226,800	278,600	310,100	324,900	351,900
Employment	Full-time	31%	32%	32%	33%	32%
	Part-time	11%	11%	11%	12%	9%
	Work at home	2%	3%	4%	4%	8%
	Student	24%	23%	21%	22%	22%
	Licensed	62%	66%	68%	69%	71%
	Transit pass	4%	6%	9%	15%	6%

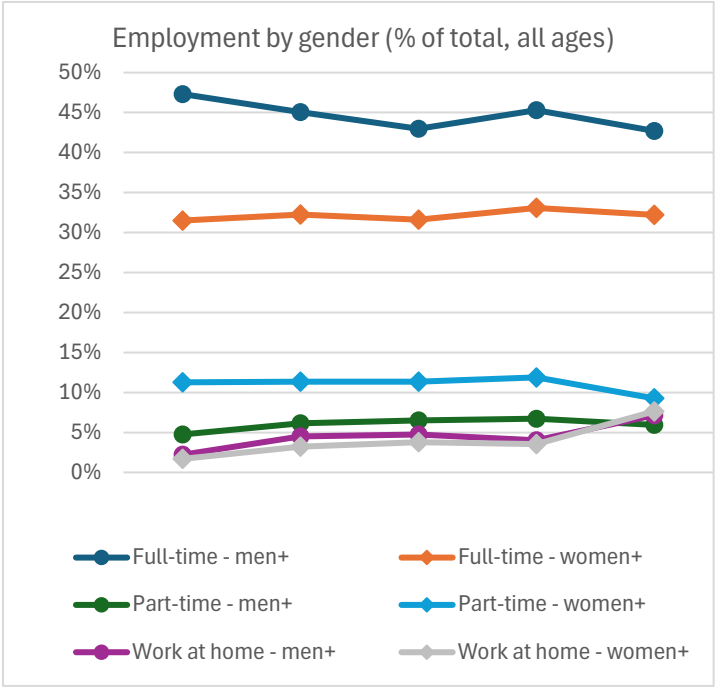

Expanded survey estimates (#)
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
300,000
250,000
200,000
150,000
100,000
50,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

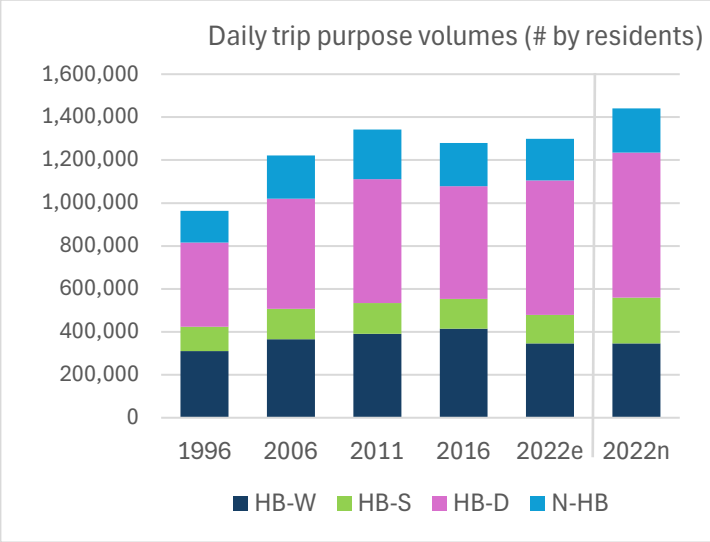

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

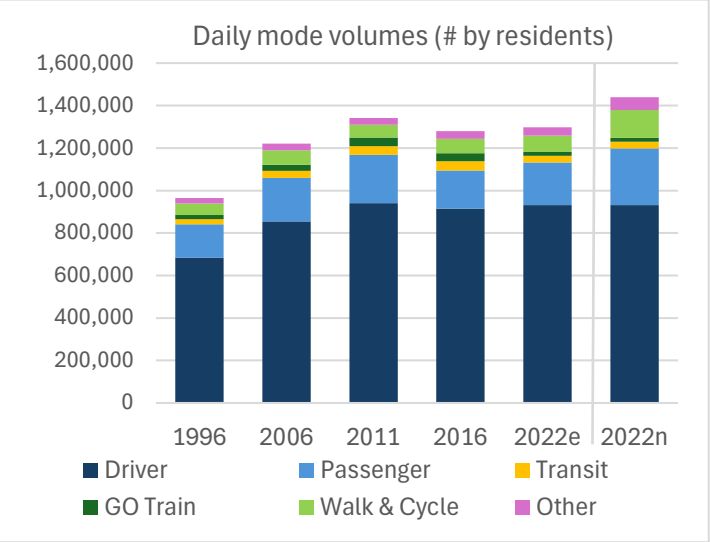
Daily Trips Made by Residents of Durham

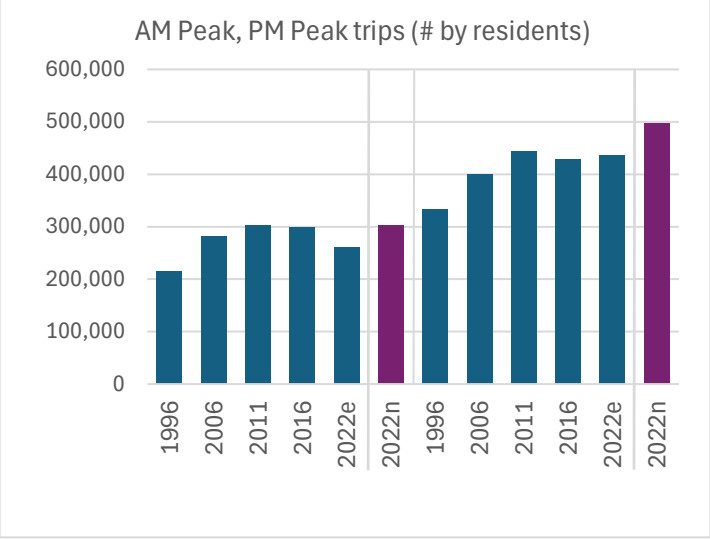
24 Hour Trips

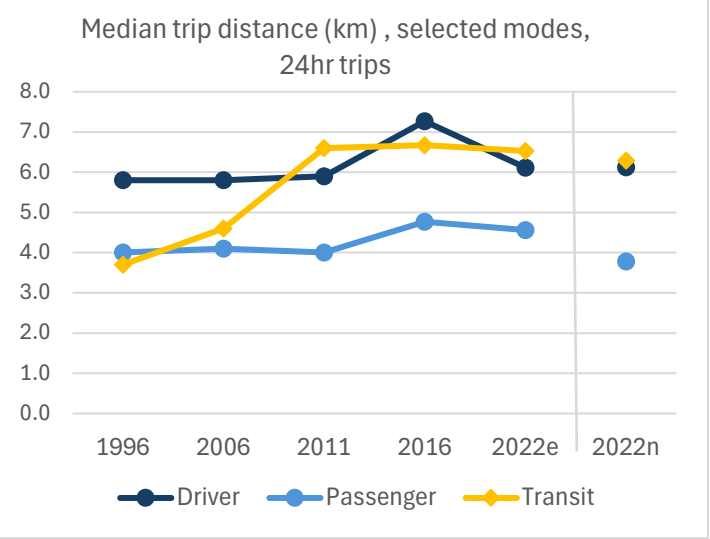
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	964,100	1,221,000	1,342,000	1,279,200	1,298,400	1,440,200
Purpose	HB-W	32%	30%	29%	32%	27%	24%
	HB-S	12%	12%	11%	11%	10%	15%
	HB-D	41%	42%	43%	41%	48%	47%
	N-HB	15%	16%	17%	16%	15%	14%
Mode	Driver	71%	70%	70%	72%	72%	65%
	Passenger	16%	17%	17%	14%	15%	19%
	Transit	3%	3%	3%	3%	2%	2%
	GO Train	2%	2%	3%	3%	1%	1%
	Walk & Cycle	6%	5%	4%	5%	6%	9%
	Other	3%	3%	2%	3%	3%	4%
Median Trip Length (km)	Driver	5.8	5.8	5.9	7.3	6.1	6.1
	Passenger	4.0	4.1	4.0	4.8	4.6	3.8
	Transit	3.7	4.6	6.6	6.7	6.5	6.3
	GO Train	36.6	38.2	38.6	39.9	43.8	43.8









Trips Made by Residents of Durham

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	214,900	281,000	302,200	298,700	259,900	301,600
	% of 24h	22.3%	23.0%	22.5%	23.4%	20.0%	20.9%
AM Purpose	HB-W	51%	46%	43%	48%	43%	37%
	HB-S	24%	23%	20%	20%	19%	29%
	HB-D	16%	21%	24%	22%	30%	27%
	N-HB	8%	11%	12%	10%	8%	7%
AM Mode	Driver	65%	66%	66%	67%	68%	59%
	Passenger	12%	13%	13%	11%	11%	16%
	Transit	4%	4%	4%	4%	3%	3%
	GO Train	4%	4%	6%	5%	3%	2%
	Walk & Cycle	10%	8%	7%	8%	9%	12%
	Other	5%	5%	5%	5%	6%	8%
Median Trip Length (km) AM	Driver	10.3	8.7	8.7	11.4	8.4	8.4
	Passenger	3.8	2.9	2.9	3.1	3.6	2.1
	Transit	3.6	4.4	6.7	9.3	6.7	6.7
	GO Train	36.7	38.1	38.6	39.8	43.3	43.3

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

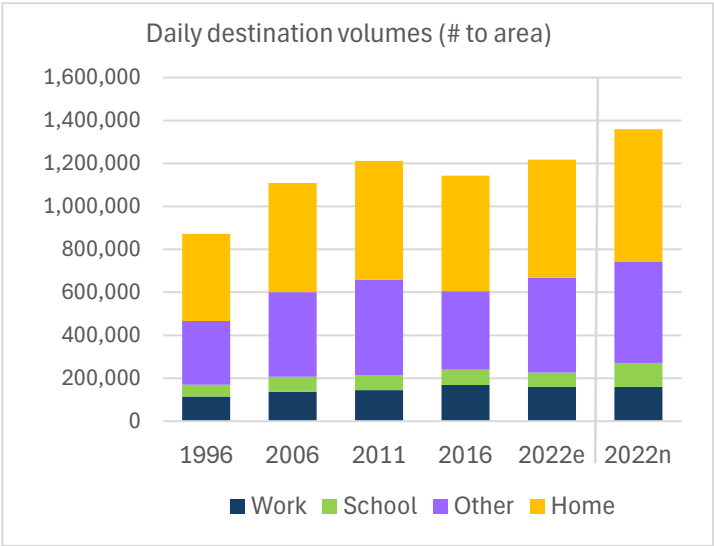
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	333,000	399,100	443,100	428,700	436,100	496,300
	% of 24h	34.5%	32.7%	33.0%	33.5%	33.6%	34.5%
PM Purpose	HB-W	34%	32%	31%	35%	28%	24%
	HB-S	14%	11%	10%	10%	10%	15%
	HB-D	37%	39%	41%	38%	47%	46%
	N-HB	16%	17%	18%	17%	16%	15%
PM Mode	Driver	69%	69%	69%	71%	71%	63%
	Passenger	16%	16%	17%	14%	16%	20%
	Transit	3%	3%	3%	3%	2%	2%
	GO Train	2%	3%	4%	4%	2%	2%
	Walk & Cycle	7%	6%	5%	5%	6%	9%
	Other	3%	3%	2%	2%	3%	4%
Median Trip Length (km)	Driver	6.4	6.5	6.6	8.0	6.2	6.2
	Passenger	4.4	4.5	4.4	5.0	4.6	3.6
	Transit	3.5	5.4	8.5	8.4	6.3	6.2
	GO Train	36.5	39.7	38.3	39.9	44.0	44.0

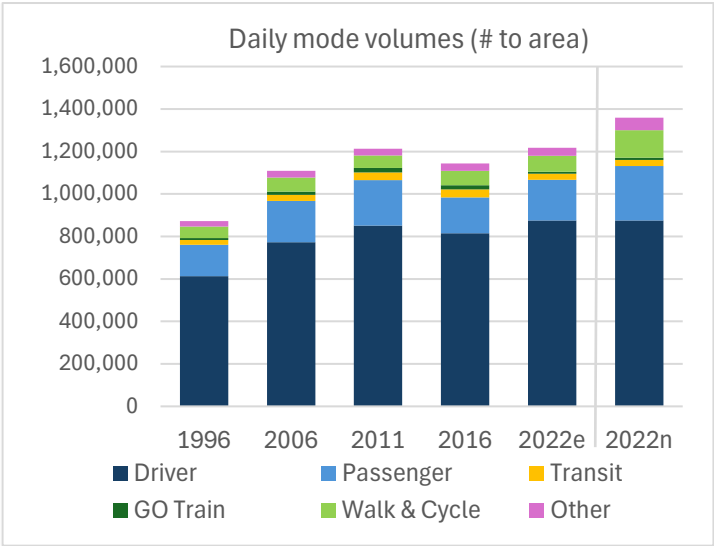
Daily Trips to Durham Made by Residents of the TTS Area

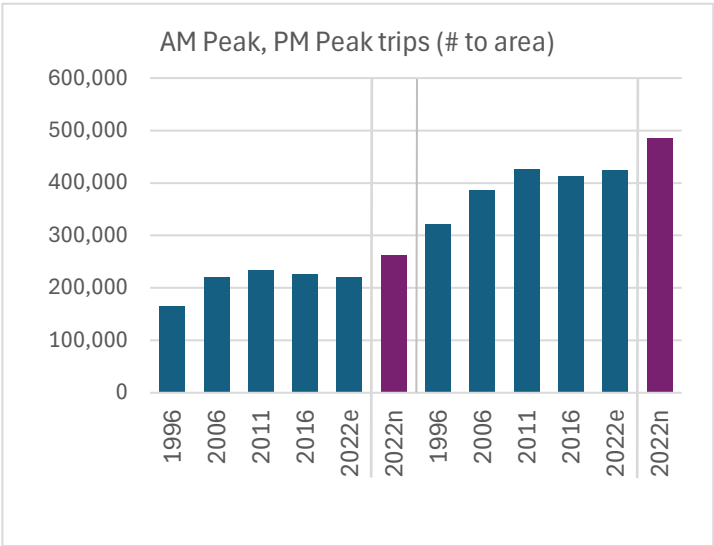
24 Hour Trips

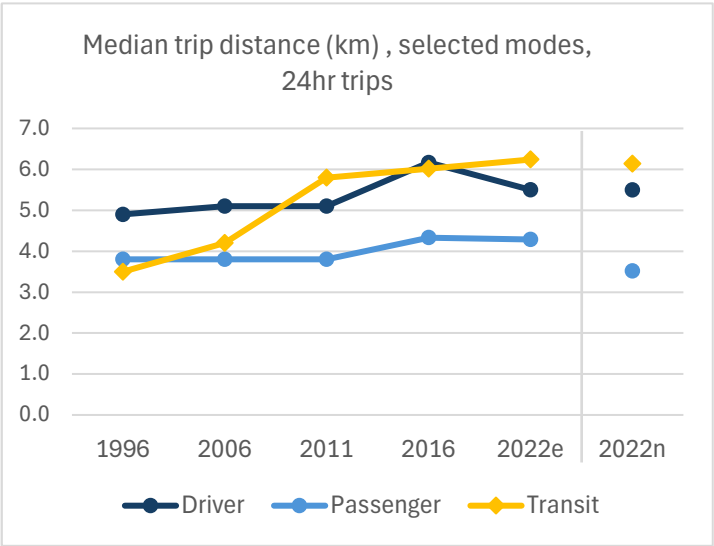
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	872,000	1,108,800	1,212,600	1,143,100	1,217,900	1,359,100
Purpose (destination)	Work	13%	12%	12%	15%	13%	12%
	School	6%	6%	6%	6%	6%	8%
	Other	34%	35%	37%	32%	36%	35%
	Home	47%	46%	46%	47%	45%	45%
Mode	Driver	70%	70%	70%	71%	72%	64%
	Passenger	17%	17%	18%	15%	16%	19%
	Transit	3%	3%	3%	3%	2%	2%
	GO Train	1%	1%	2%	2%	1%	1%
	Walk & Cycle	6%	6%	5%	6%	6%	10%
	Other	3%	3%	3%	3%	3%	4%
Median Trip Length (km)	Driver	4.9	5.1	5.1	6.2	5.5	5.5
	Passenger	3.8	3.8	3.8	4.3	4.3	3.5
	Transit	3.5	4.2	5.8	6.0	6.2	6.1
	GO Train	36.5	38.2	38.5	39.5	43.2	43.2









Daily Trips to Durham Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

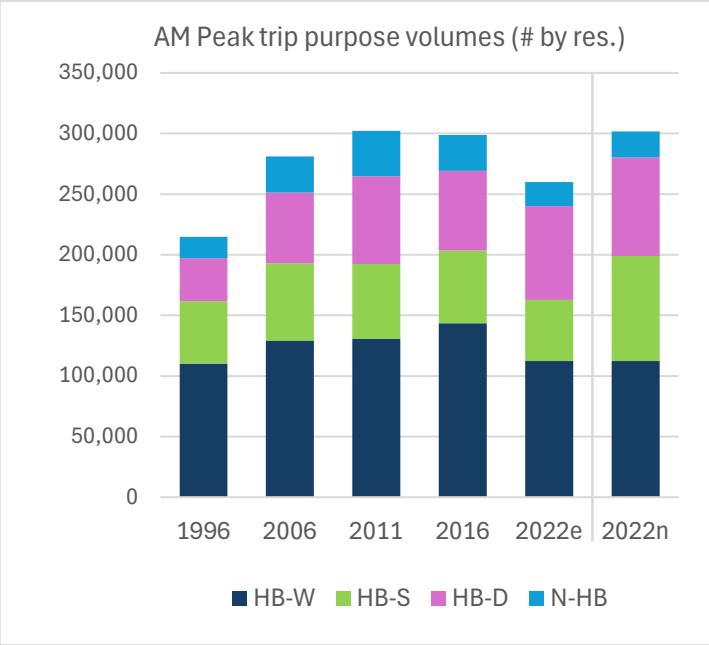
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	165,100	220,700	234,500	225,700	220,500	262,500
	% of 24h	18.9%	19.9%	19.3%	19.7%	18.1%	19.3%
AM Purpose (destination)	Work	45%	40%	38%	43%	40%	34%
	School	31%	28%	26%	26%	22%	33%
	Other	18%	23%	27%	23%	26%	23%
	Home	6%	8%	9%	8%	11%	10%
AM Mode	Driver	62%	64%	67%	67%	68%	57%
	Passenger	13%	15%	14%	13%	12%	17%
	Transit	4%	4%	4%	4%	3%	3%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	13%	11%	9%	10%	10%	13%
	Other	7%	6%	6%	7%	7%	9%
Median Trip Length (km) AM	Driver	5.9	5.5	5.5	6.5	6.3	6.3
	Passenger	2.7	2.4	2.4	2.4	3.0	1.9
	Transit	3.2	3.3	4.8	5.5	6.3	6.3
	GO Train	23.7	29.9	26.9	30.5	28.5	28.5

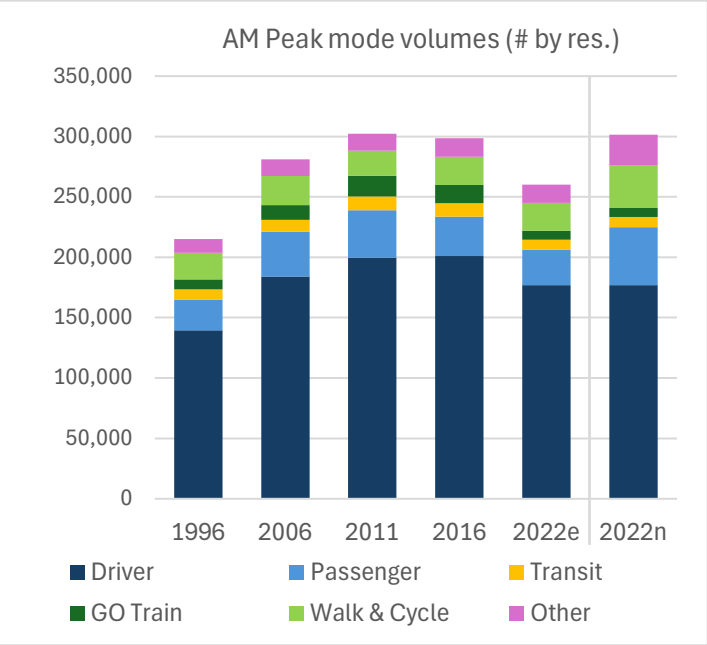
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

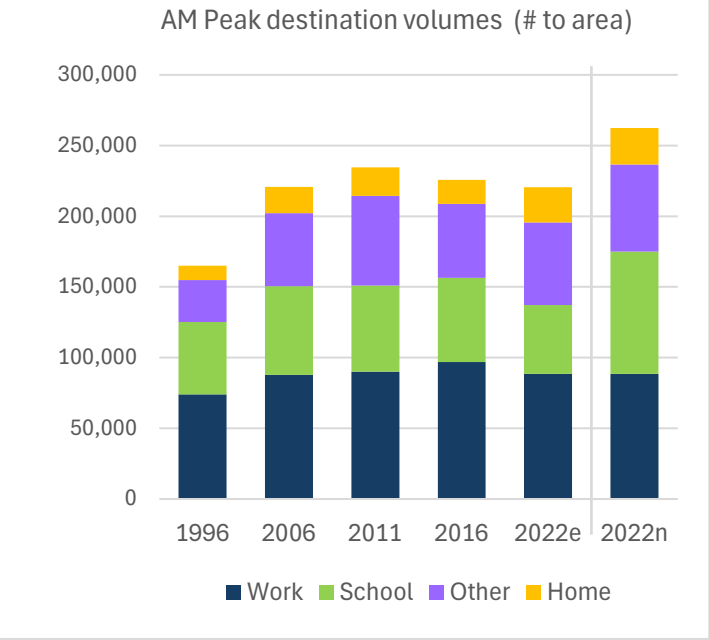
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	321,700	386,000	425,200	412,400	425,100	484,600
	% of 24h	36.9%	34.8%	35.1%	36.1%	34.9%	35.7%
PM Purpose (destination)	Work	3%	2%	2%	2%	3%	2%
	School	0%	0%	0%	0%	0%	0%
	Other	31%	33%	34%	31%	35%	34%
	Home	65%	65%	64%	67%	62%	63%
PM Mode	Driver	69%	69%	69%	71%	71%	63%
	Passenger	16%	16%	17%	14%	16%	20%
	Transit	3%	3%	3%	3%	2%	2%
	GO Train	2%	3%	4%	4%	2%	2%
	Walk & Cycle	7%	6%	5%	5%	6%	9%
	Other	3%	3%	2%	3%	3%	4%
Median Trip Length (km)	Driver	6.1	6.2	6.3	7.8	6.0	6.0
	Passenger	4.2	4.3	4.2	4.6	4.3	3.4
	Transit	3.4	5.2	8.3	8.3	6.6	6.3
	GO Train	36.6	40.1	38.5	39.9	44.0	44.0

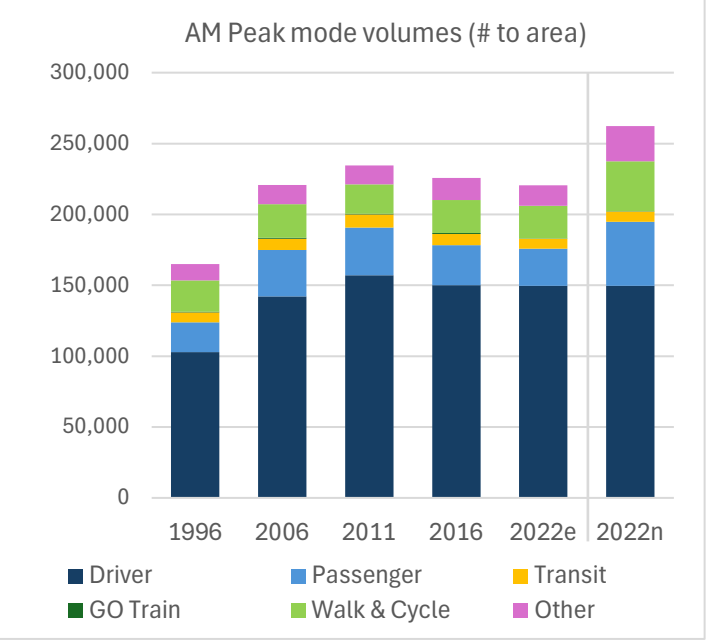
AM Peak Trips Made by Residents of Durham





AM Peak Trips to Durham Made by Residents of the TTS Area

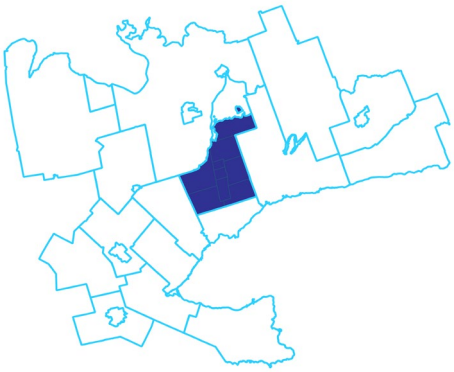


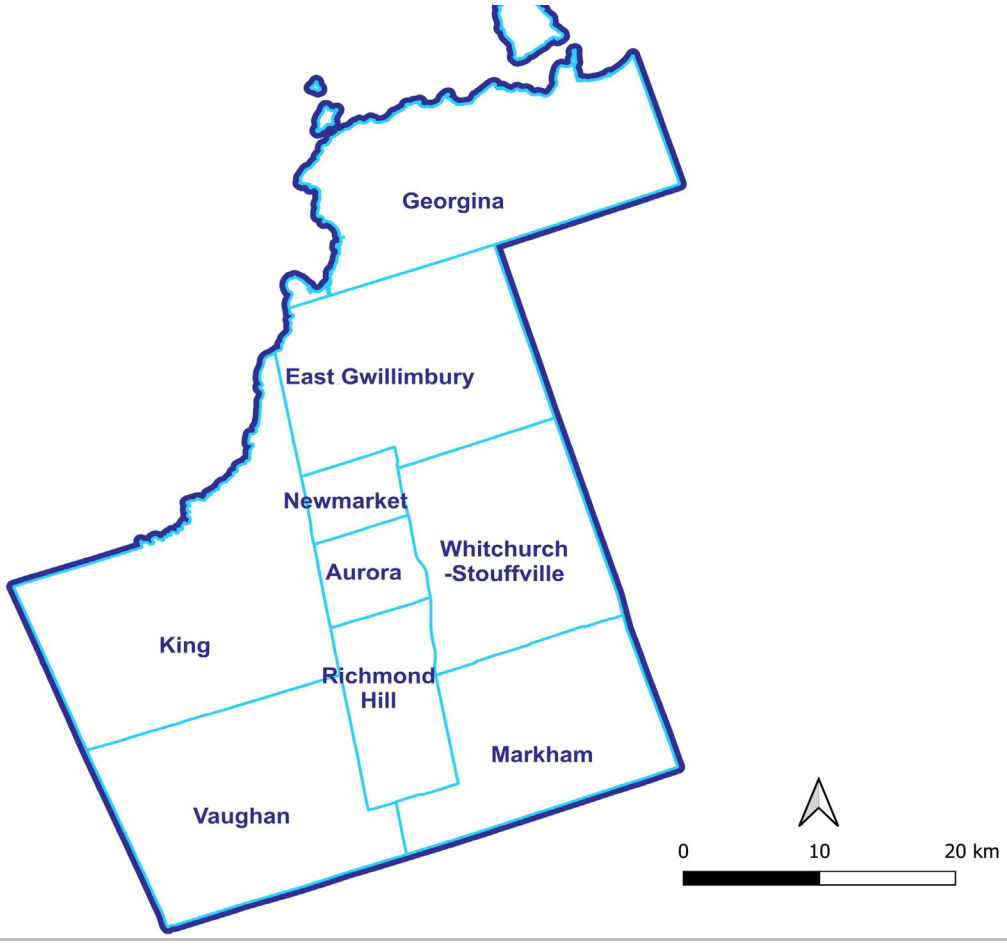


transportationtomorrow
SURVEY 2022

Travel Summary

Regional Municipality of York

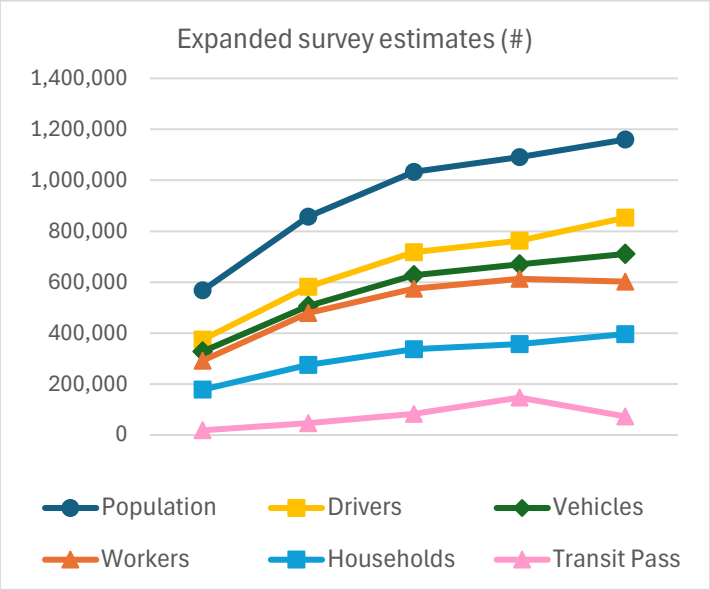


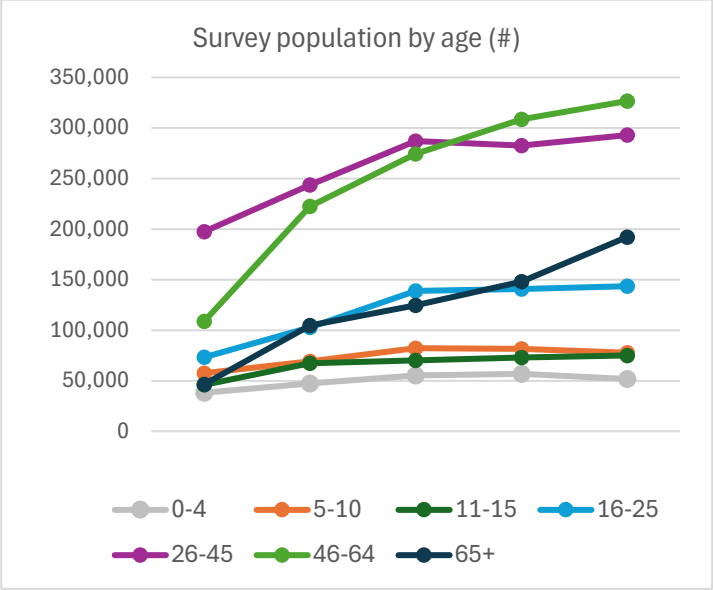


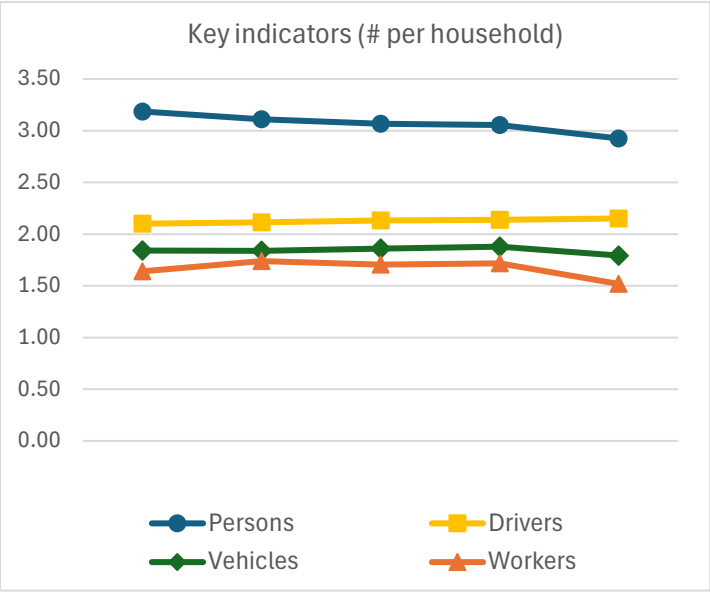
Households surveyed:	17,388 (4.4% sampling rate)
Household members surveyed:	46,372
Margin of error (MOE) for household-level survey results:	±1.0%
Margin of error (MOE) for person-level survey results:	±0.6%

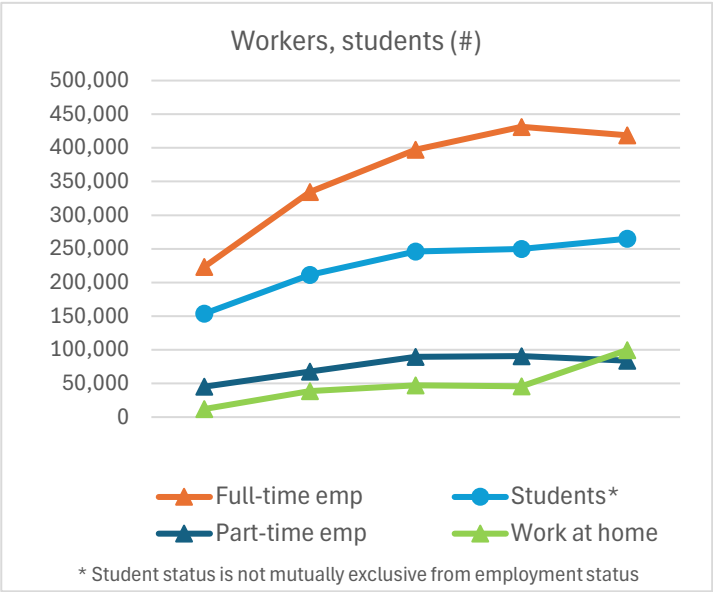
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

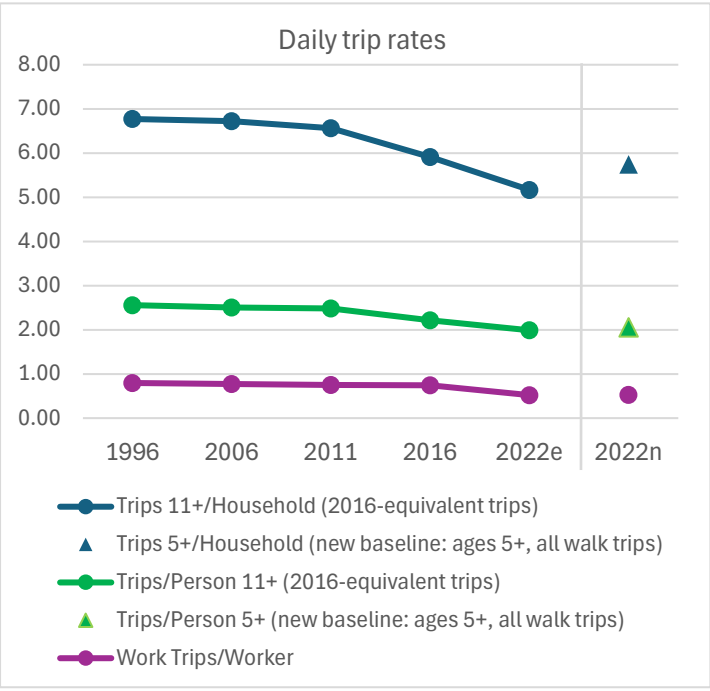
		1996	2006	2011	2016	2022
Households		178,200	275,700	336,900	357,000	396,600
Dwelling Type	House	83%	81%	79%	70%	68%
	Townhouse	6%	9%	10%	12%	13%
	Apartment	12%	9%	11%	17%	19%
Household Size	1	12%	11%	11%	15%	16%
	2	25%	28%	28%	26%	28%
	3	20%	21%	23%	20%	20%
	4	26%	26%	25%	23%	22%
	5+	17%	15%	13%	15%	13%
Vehicles	0	4%	4%	4%	4%	4%
	1	28%	29%	29%	30%	36%
	2	51%	50%	51%	48%	44%
	3	12%	12%	12%	13%	12%
	4+	4%	4%	4%	6%	4%
Household Averages	Persons	3.19	3.11	3.07	3.06	2.92
	Workers	1.64	1.74	1.71	1.72	1.52
	Drivers	2.10	2.11	2.13	2.14	2.15
	Vehicles	1.84	1.84	1.86	1.88	1.79
	Trips/Day 11+	6.77	6.72	6.56	5.91	5.17
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.74
Population		567,700	857,500	1,032,700	1,091,000	1,159,900
Age	0-4	7%	6%	5%	5%	4%
	5-10	10%	8%	8%	7%	7%
	11-15	8%	8%	7%	7%	6%
	16-25	13%	12%	13%	13%	12%
	26-45	35%	28%	28%	26%	25%
	46-64	19%	26%	27%	28%	28%
	65+	8%	12%	12%	14%	17%
	Median Age	34.7	40.0	39.4	40.7	42.2
Daily Trips/Person 11+		2.56	2.50	2.48	2.21	1.99
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.06
Daily Work Trips per Worker		0.80	0.77	0.75	0.74	0.52
Men+	Population	281,200	418,800	503,400	531,800	567,200
Employment	Full-time	47%	45%	44%	46%	42%
	Part-time	5%	5%	6%	6%	6%
	Work at home	3%	5%	5%	5%	9%
	Student	28%	25%	25%	24%	23%
	Licensed	68%	71%	72%	72%	76%
	Transit pass	3%	5%	8%	13%	6%
Women+	Population	286,500	438,700	529,300	559,200	592,600
Employment	Full-time	32%	33%	33%	34%	31%
	Part-time	11%	10%	11%	10%	9%
	Work at home	2%	4%	4%	4%	8%
	Student	26%	24%	23%	22%	22%
	Licensed	64%	65%	68%	67%	72%
	Transit pass	3%	6%	8%	14%	6%

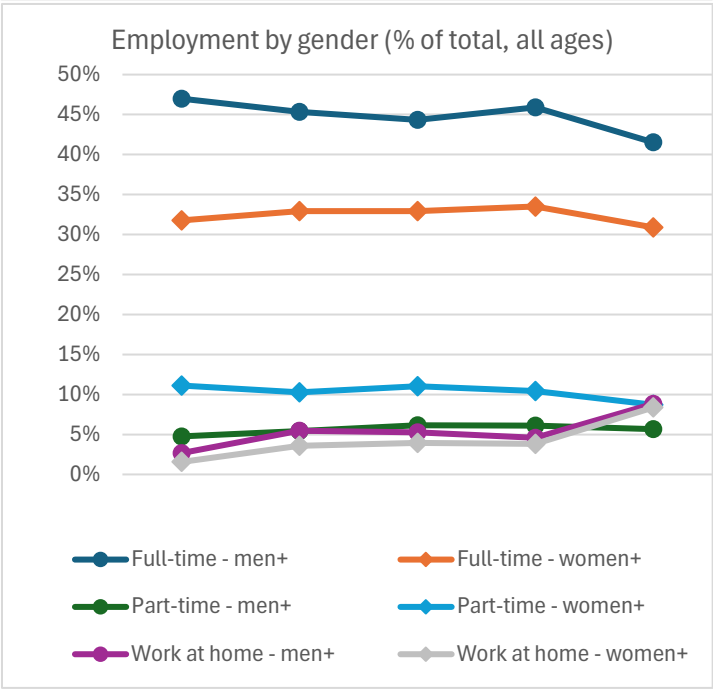

Expanded survey estimates (#)
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
500,000
450,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

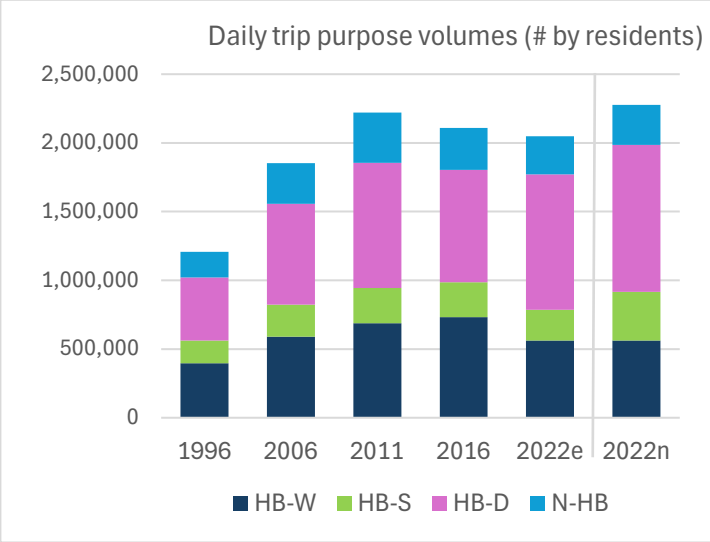

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

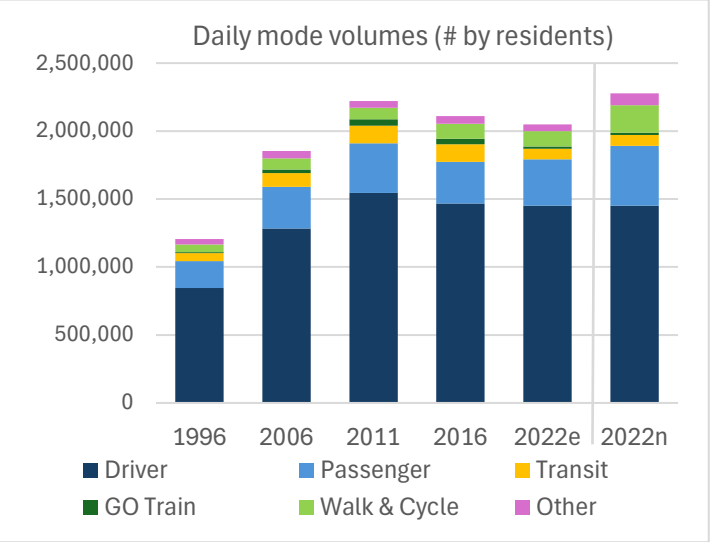
Daily Trips Made by Residents of York

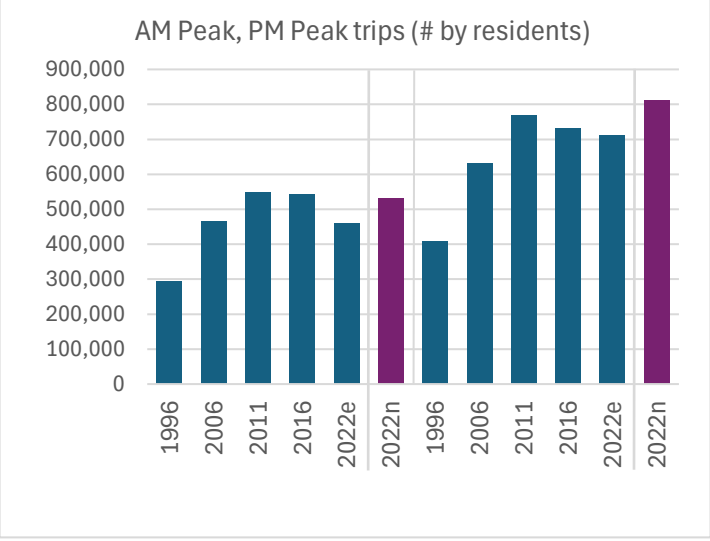
24 Hour Trips

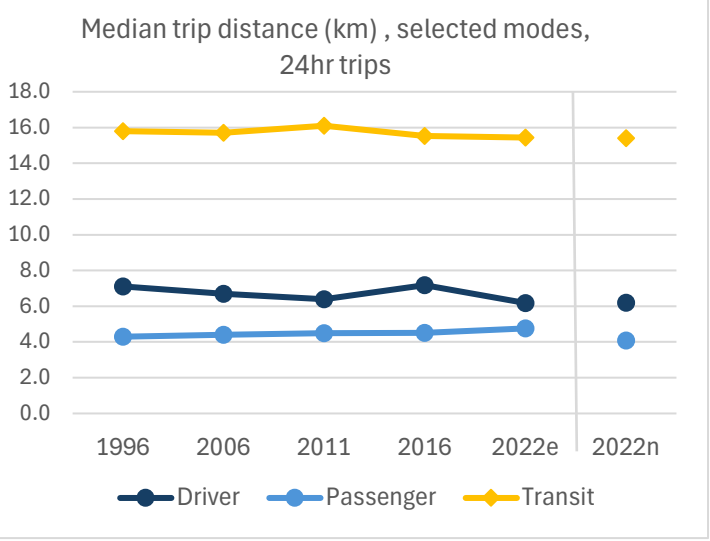
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	1,206,700	1,853,200	2,220,200	2,109,800	2,049,300	2,277,400
Purpose	HB-W	33%	32%	31%	35%	27%	25%
	HB-S	14%	13%	12%	12%	11%	16%
	HB-D	38%	40%	41%	39%	48%	47%
	N-HB	15%	16%	16%	15%	14%	13%
Mode	Driver	70%	69%	70%	70%	71%	64%
	Passenger	16%	17%	16%	15%	17%	19%
	Transit	5%	5%	6%	6%	4%	3%
	GO Train	1%	1%	2%	2%	1%	1%
	Walk & Cycle	5%	4%	4%	5%	5%	9%
	Other	3%	3%	2%	3%	2%	4%
Median Trip Length (km)	Driver	7.1	6.7	6.4	7.2	6.2	6.2
	Passenger	4.3	4.4	4.5	4.5	4.8	4.1
	Transit	15.8	15.7	16.1	15.5	15.4	15.4
	GO Train	26.3	26.5	26.7	27.1	28.5	28.5









Trips Made by Residents of York

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	294,900	465,400	548,700	541,600	458,600	532,300
	% of 24h	24.4%	25.1%	24.7%	25.7%	22.4%	23.4%
AM Purpose	HB-W	50%	46%	45%	48%	40%	34%
	HB-S	25%	22%	20%	20%	21%	30%
	HB-D	16%	21%	23%	22%	31%	28%
	N-HB	9%	11%	12%	9%	8%	7%
AM Mode	Driver	65%	65%	66%	65%	66%	57%
	Passenger	13%	14%	14%	12%	14%	19%
	Transit	7%	7%	7%	7%	5%	4%
	GO Train	1%	3%	4%	3%	2%	1%
	Walk & Cycle	7%	6%	6%	7%	9%	12%
	Other	6%	5%	4%	4%	4%	7%
Median Trip Length (km) AM	Driver	10.3	8.7	8.3	9.4	7.8	7.8
	Passenger	3.9	3.4	3.5	3.5	3.6	2.6
	Transit	17.1	17.6	17.7	17.8	17.4	17.3
	GO Train	26.4	26.6	26.5	27.0	27.8	27.8

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

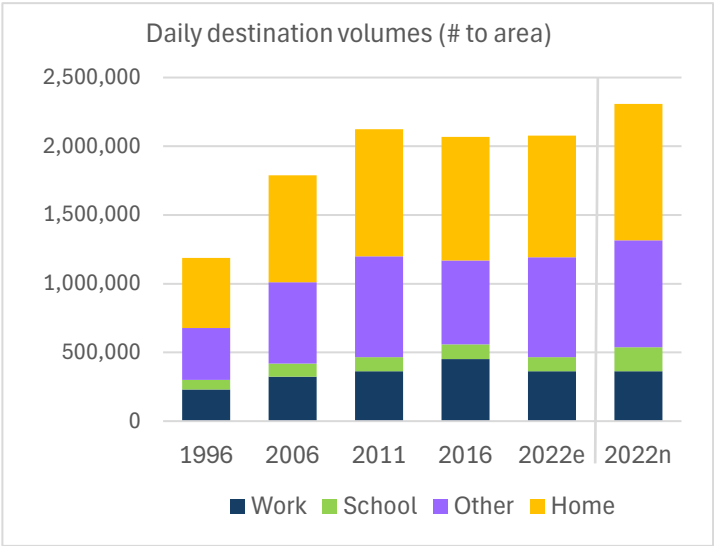
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	408,700	630,400	767,400	731,800	712,000	811,800
	% of 24h	33.9%	34.0%	34.6%	34.7%	34.7%	35.6%
PM Purpose	HB-W	36%	35%	34%	38%	29%	26%
	HB-S	16%	14%	12%	12%	11%	16%
	HB-D	33%	35%	37%	35%	46%	45%
	N-HB	15%	16%	17%	15%	15%	14%
PM Mode	Driver	68%	68%	68%	69%	70%	61%
	Passenger	15%	16%	16%	14%	17%	21%
	Transit	6%	6%	6%	7%	4%	3%
	GO Train	1%	2%	3%	3%	1%	1%
	Walk & Cycle	6%	6%	4%	6%	6%	9%
	Other	4%	3%	2%	2%	2%	4%
Median Trip Length (km)	Driver	7.6	7.1	6.9	7.6	6.4	6.4
	Passenger	4.5	4.5	4.8	4.9	4.8	4.0
	Transit	15.7	15.3	16.0	15.8	15.3	15.3
	GO Train	26.1	26.4	26.5	27.0	28.3	28.3

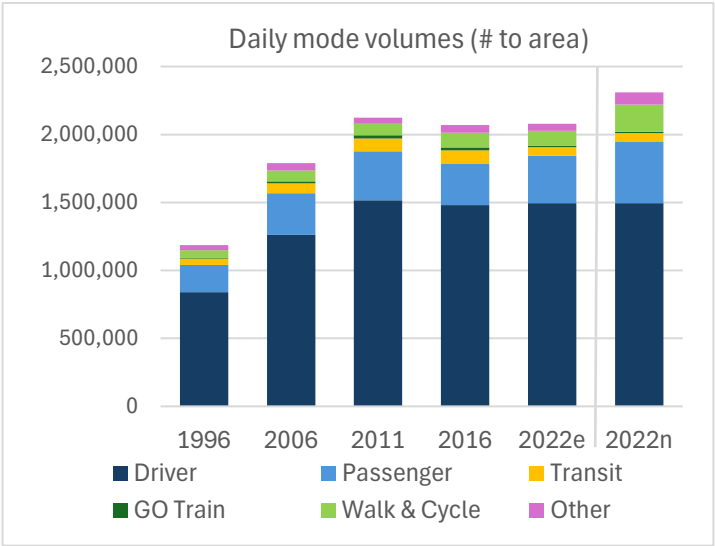
Daily Trips to York Made by Residents of the TTS Area

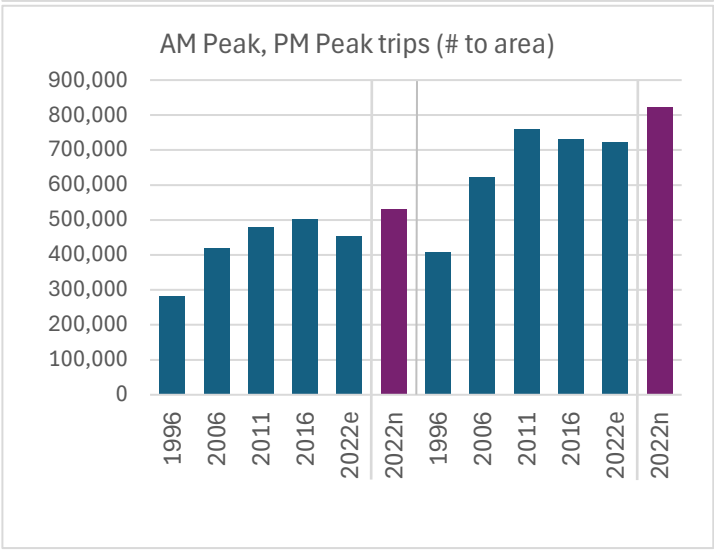
24 Hour Trips

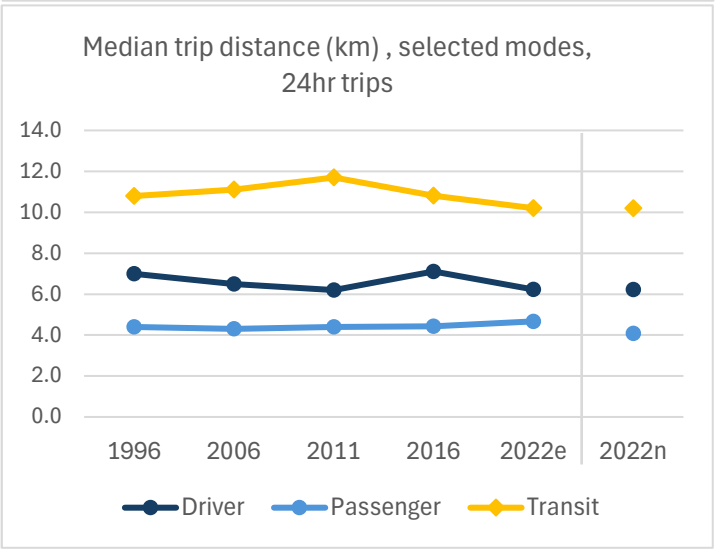
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	1,187,400	1,788,900	2,125,000	2,068,400	2,077,900	2,308,800
Purpose (destination)	Work	19%	18%	17%	22%	17%	16%
	School	6%	5%	5%	5%	5%	8%
	Other	32%	33%	35%	29%	35%	34%
	Home	43%	43%	44%	44%	43%	43%
Mode	Driver	71%	71%	71%	72%	72%	65%
	Passenger	17%	17%	17%	15%	17%	19%
	Transit	4%	4%	4%	5%	3%	3%
	GO Train	0%	1%	1%	1%	0%	0%
	Walk & Cycle	5%	5%	4%	5%	5%	9%
	Other	3%	3%	2%	3%	2%	4%
Median Trip Length (km)	Driver	7.0	6.5	6.2	7.1	6.2	6.2
	Passenger	4.4	4.3	4.4	4.4	4.7	4.1
	Transit	10.8	11.1	11.7	10.8	10.2	10.2
	GO Train	26.2	26.4	26.7	27.2	28.4	28.4









Daily Trips to York Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

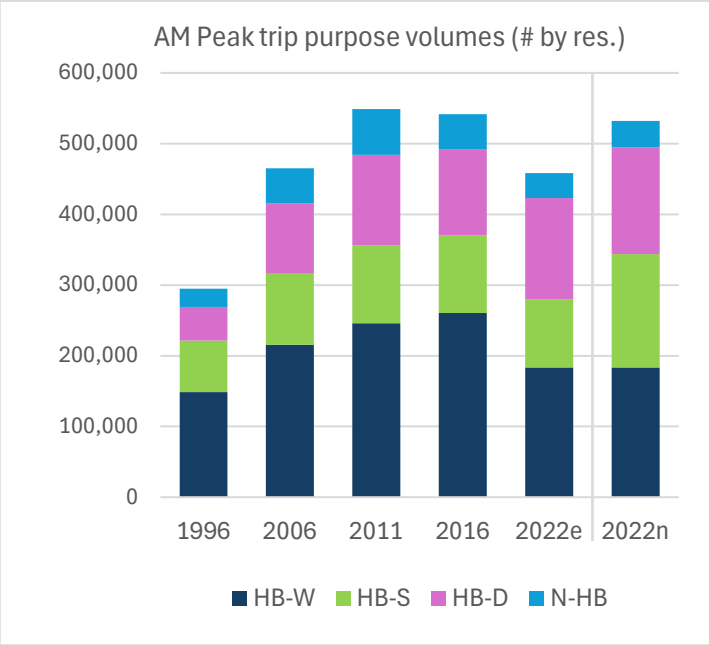
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	281,900	419,300	478,200	500,700	454,700	529,500
	% of 24h	23.7%	23.4%	22.5%	24.2%	21.9%	22.9%
AM Purpose (destination)	Work	58%	52%	50%	55%	45%	39%
	School	23%	21%	20%	19%	20%	30%
	Other	15%	20%	23%	20%	25%	23%
	Home	4%	6%	6%	6%	9%	9%
AM Mode	Driver	67%	69%	71%	71%	68%	59%
	Passenger	14%	15%	15%	13%	15%	19%
	Transit	4%	3%	4%	4%	3%	3%
	GO Train	0%	*	0%	0%	0%	0%
	Walk & Cycle	8%	7%	6%	8%	9%	12%
	Other	7%	6%	4%	5%	5%	7%
Median Trip Length (km) AM	Driver	10.2	8.3	7.6	9.4	7.9	7.9
	Passenger	3.8	3.2	3.1	3.1	3.5	2.6
	Transit	7.6	6.8	6.5	7.5	8.0	8.0
	GO Train	2.5	*	34.7	28.7	18.5	18.5

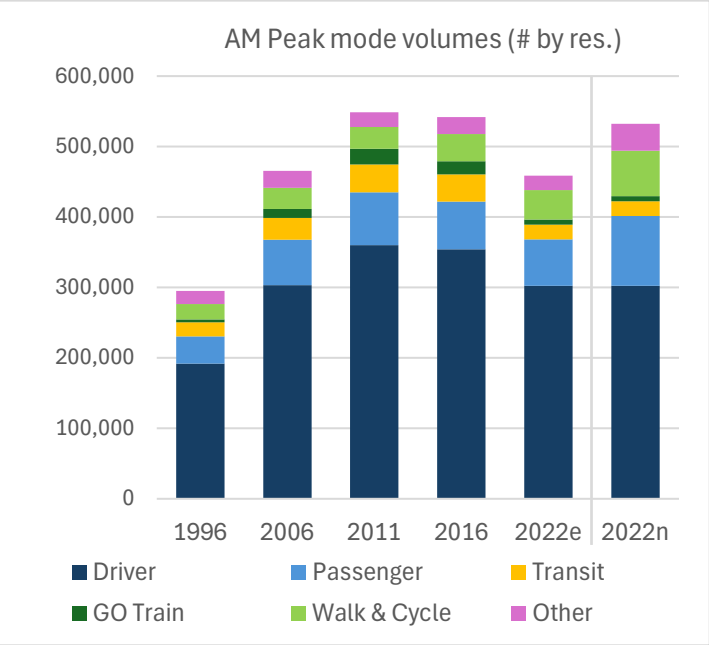
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

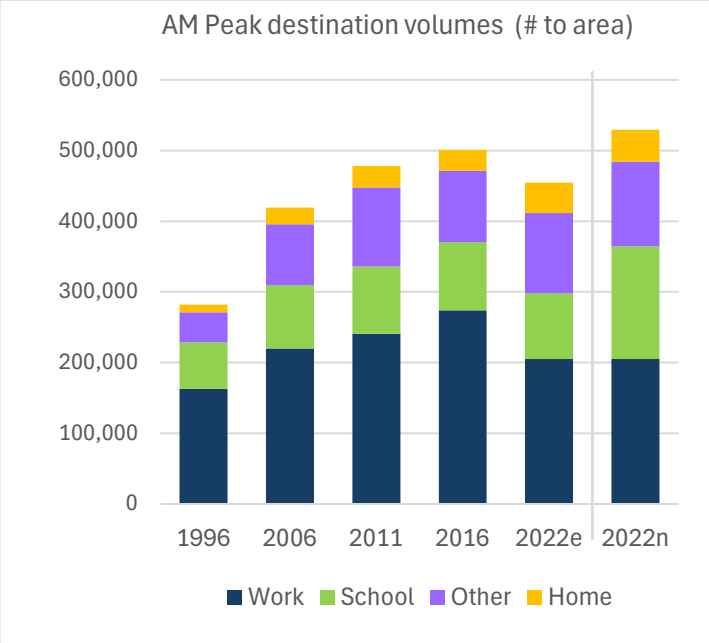
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	406,800	623,400	759,200	731,600	721,400	823,000
	% of 24h	34.3%	34.8%	35.7%	35.4%	34.7%	35.6%
PM Purpose (destination)	Work	3%	3%	2%	2%	3%	3%
	School	0%	0%	0%	0%	0%	0%
	Other	29%	31%	32%	29%	35%	34%
	Home	68%	67%	65%	69%	62%	63%
PM Mode	Driver	68%	68%	69%	69%	70%	62%
	Passenger	16%	16%	16%	14%	17%	21%
	Transit	5%	6%	6%	6%	4%	3%
	GO Train	1%	2%	3%	3%	1%	1%
	Walk & Cycle	6%	6%	4%	6%	6%	9%
	Other	4%	3%	2%	3%	2%	4%
Median Trip Length (km)	Driver	7.5	7.1	6.8	7.6	6.4	6.4
	Passenger	4.7	4.5	4.8	4.8	4.8	4.0
	Transit	16.3	15.8	16.1	15.5	14.0	14.0
	GO Train	26.1	26.4	26.5	27.0	28.1	28.1

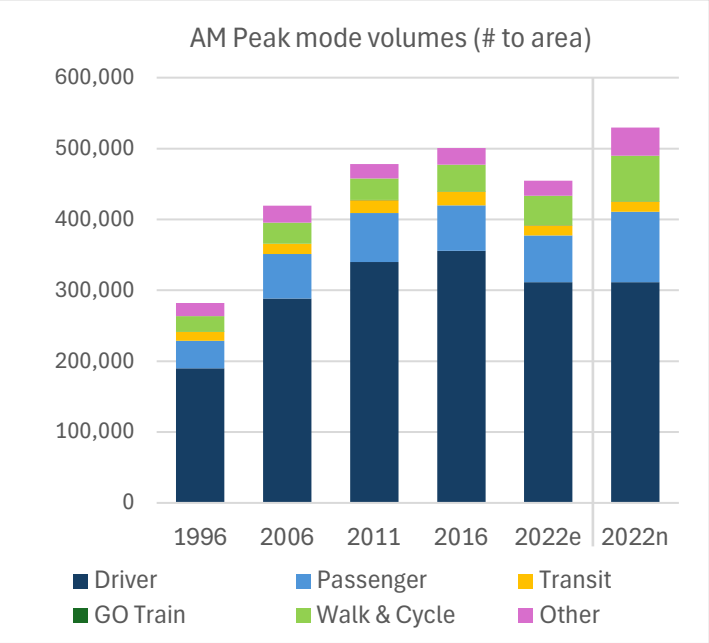
AM Peak Trips Made by Residents of York





AM Peak Trips to York Made by Residents of the TTS Area

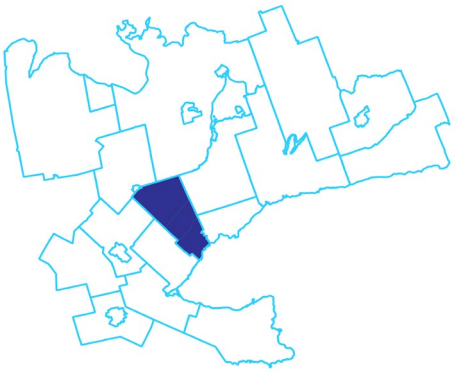


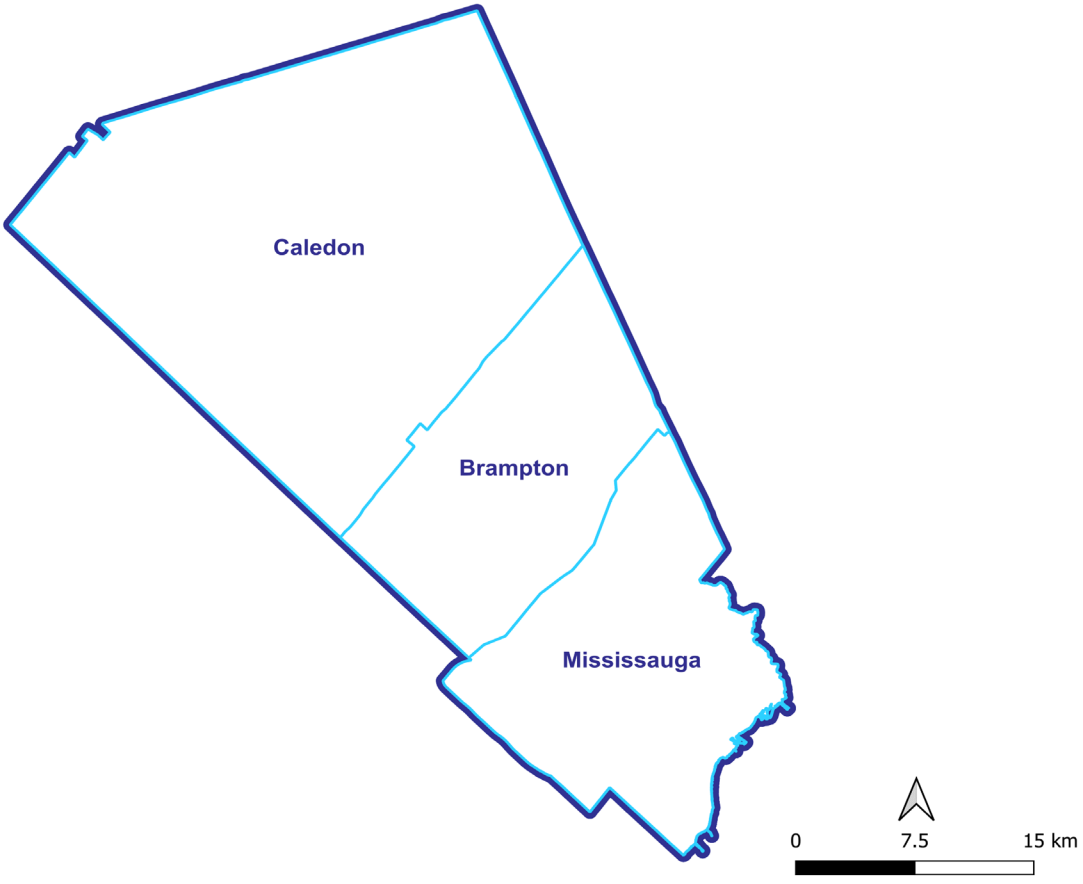


transportationtomorrow
SURVEY 2022

Travel Summary

Regional Municipality of Peel

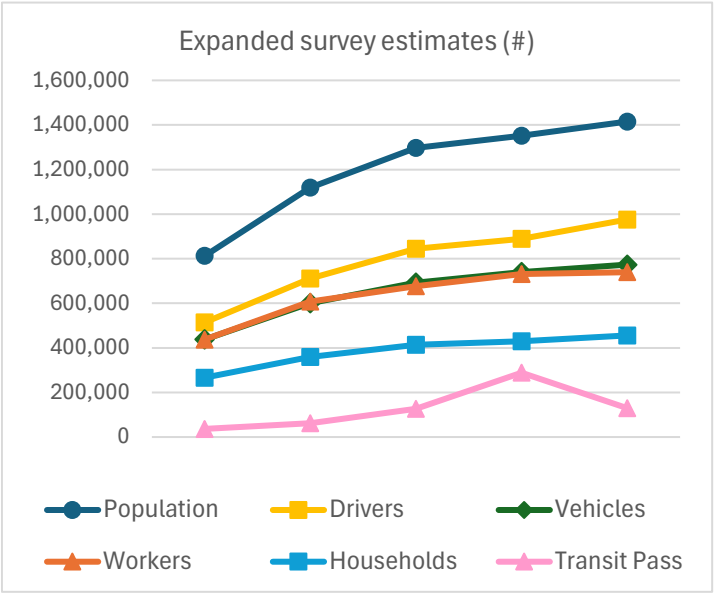


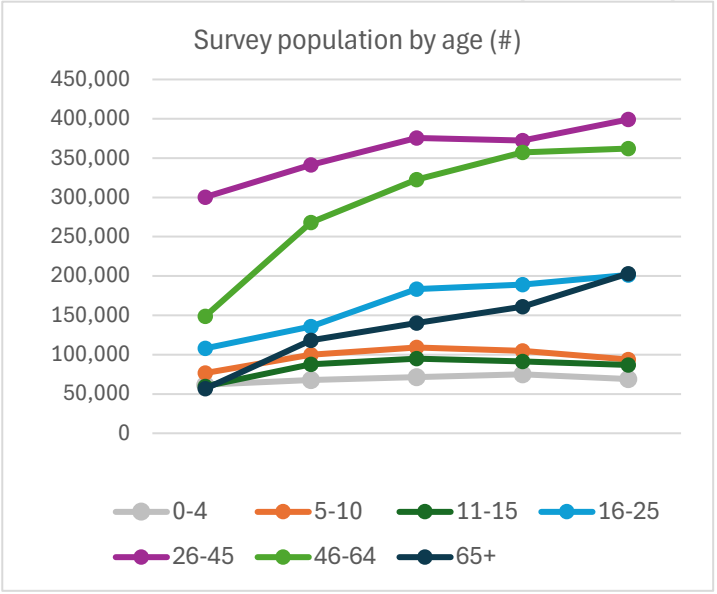


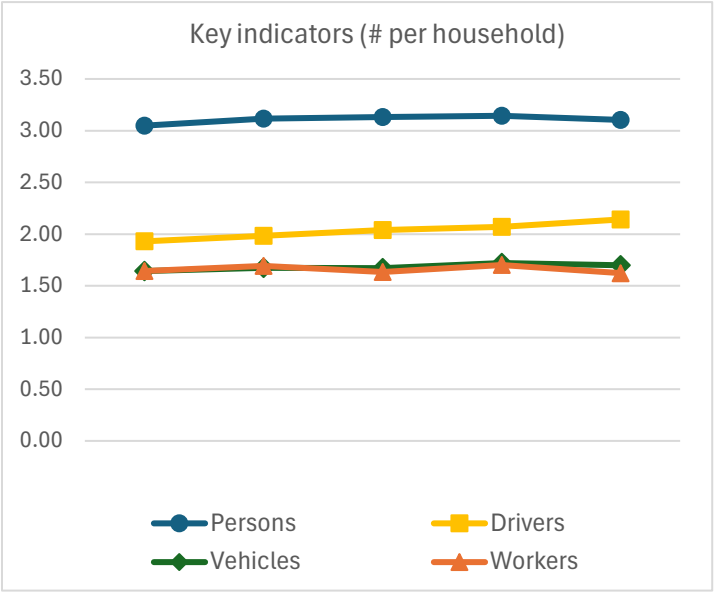
Households surveyed:	19,080 (4.2% sampling rate)
Household members surveyed:	50,051
Margin of error (MOE) for household-level survey results:	±1.0%
Margin of error (MOE) for person-level survey results:	±0.6%

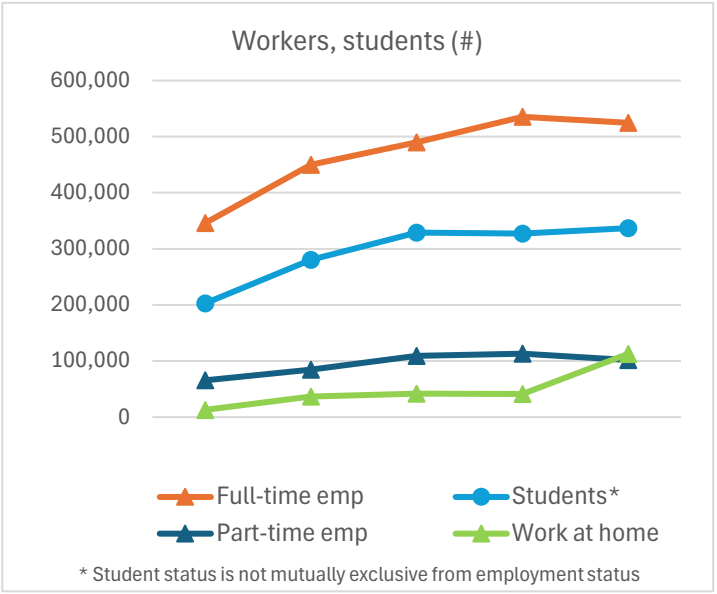
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

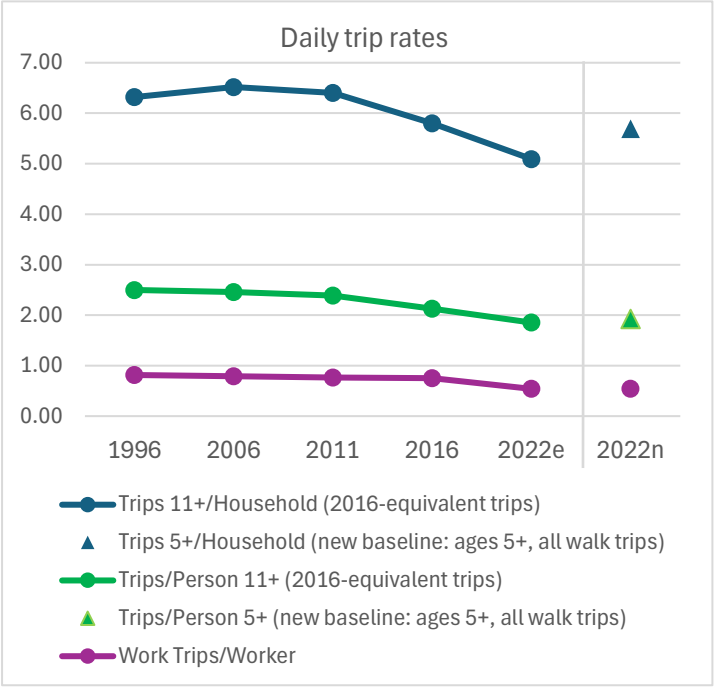
		1996	2006	2011	2016	2022
Households		266,500	359,000	414,200	430,100	455,800
Dwelling Type	House	64%	70%	67%	59%	60%
	Townhouse	10%	11%	11%	13%	14%
	Apartment	26%	19%	21%	28%	27%
Household Size	1	14%	13%	12%	16%	16%
	2	28%	27%	27%	24%	25%
	3	20%	20%	21%	19%	19%
	4	24%	24%	24%	22%	22%
	5+	15%	16%	16%	19%	18%
Vehicles	0	7%	6%	6%	7%	7%
	1	37%	37%	37%	36%	38%
	2	44%	43%	44%	42%	39%
	3	9%	10%	10%	12%	12%
	4+	3%	3%	3%	4%	4%
Household Averages	Persons	3.05	3.12	3.13	3.14	3.11
	Workers	1.64	1.69	1.63	1.70	1.62
	Drivers	1.93	1.98	2.04	2.07	2.14
	Vehicles	1.64	1.67	1.67	1.72	1.70
	Trips/Day 11+	6.32	6.52	6.40	5.80	5.09
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.69
Population		812,500	1,119,100	1,297,600	1,352,100	1,415,300
Age	0-4	8%	6%	6%	6%	5%
	5-10	9%	9%	8%	8%	7%
	11-15	7%	8%	7%	7%	6%
	16-25	13%	12%	14%	14%	14%
	26-45	37%	31%	29%	28%	28%
	46-64	18%	24%	25%	26%	26%
	65+	7%	11%	11%	12%	14%
	Median Age	33.0	37.3	37.0	38.0	38.8
Daily Trips/Person 11+		2.50	2.46	2.39	2.13	1.85
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	1.93
Daily Work Trips per Worker		0.81	0.79	0.76	0.75	0.54
Men+	Population	404,500	548,300	638,400	663,700	702,200
Employment	Full-time	50%	46%	44%	46%	43%
	Part-time	5%	6%	6%	7%	6%
	Work at home	2%	4%	4%	3%	8%
	Student	25%	26%	26%	25%	24%
	Licensed	67%	68%	69%	69%	73%
	Transit pass	4%	5%	9%	20%	9%
Women+	Population	408,000	570,900	659,100	688,500	713,100
Employment	Full-time	35%	34%	32%	33%	32%
	Part-time	11%	9%	10%	10%	9%
	Work at home	1%	3%	3%	3%	8%
	Student	25%	24%	24%	24%	23%
	Licensed	59%	59%	62%	61%	65%
	Transit pass	5%	6%	11%	23%	10%

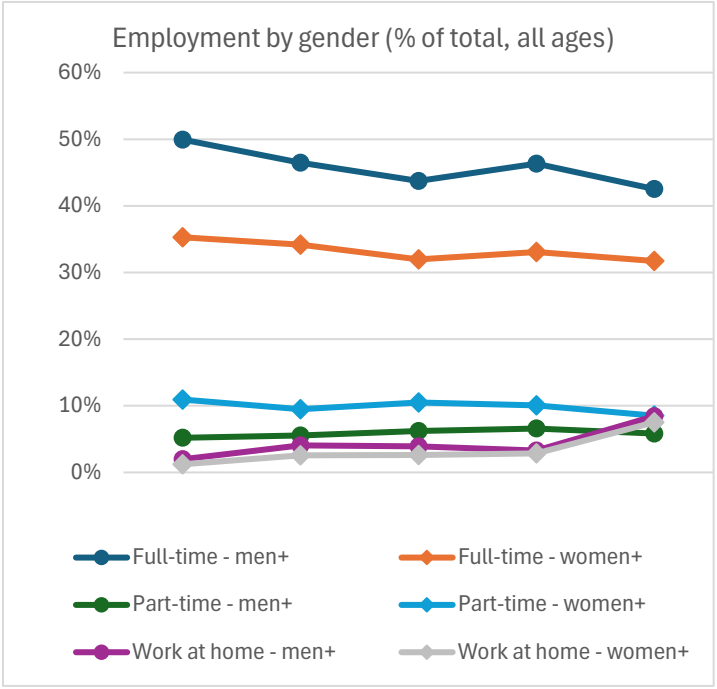

Expanded survey estimates (#)
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
450,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
600,000
500,000
400,000
300,000
200,000
100,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

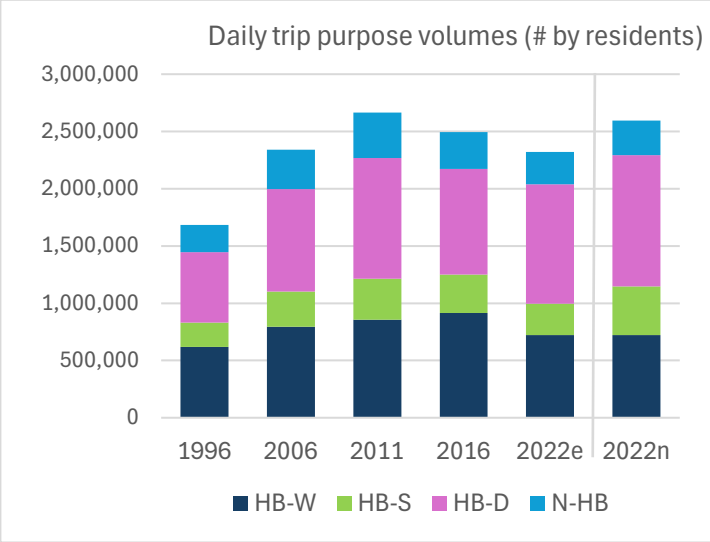

Employment by gender (% of total, all ages)
60%
50%
40%
30%
20%
10%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

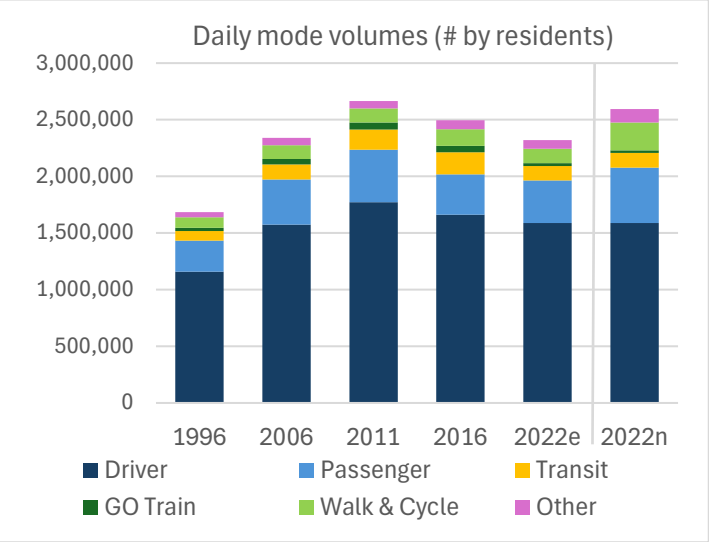
Daily Trips Made by Residents of Peel

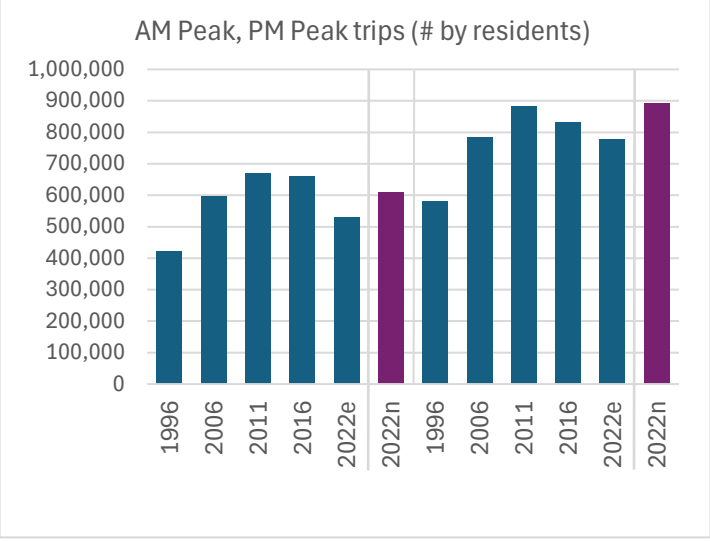
24 Hour Trips

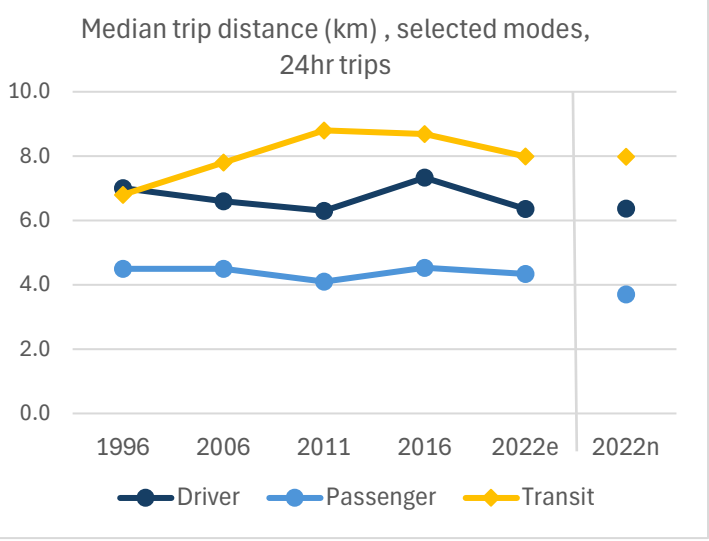
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	1,684,700	2,340,500	2,666,200	2,495,400	2,321,100	2,594,400
Purpose	HB-W	37%	34%	32%	37%	31%	28%
	HB-S	13%	13%	13%	13%	12%	16%
	HB-D	37%	38%	40%	37%	45%	44%
	N-HB	14%	15%	15%	13%	12%	12%
Mode	Driver	69%	67%	66%	67%	68%	61%
	Passenger	16%	17%	17%	14%	16%	19%
	Transit	5%	6%	7%	8%	6%	5%
	GO Train	2%	2%	2%	2%	1%	1%
	Walk & Cycle	5%	5%	5%	6%	6%	9%
	Other	3%	3%	2%	3%	3%	5%
Median Trip Length (km)	Driver	7.0	6.6	6.3	7.3	6.4	6.4
	Passenger	4.5	4.5	4.1	4.5	4.3	3.7
	Transit	6.8	7.8	8.8	8.7	8.0	8.0
	GO Train	26.1	27.1	27.7	27.6	27.5	27.5









Trips Made by Residents of Peel

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	420,400	595,000	671,000	660,200	529,900	610,000
	% of 24h	25.0%	25.4%	25.2%	26.5%	22.8%	23.5%
AM Purpose	HB-W	54%	47%	43%	47%	42%	37%
	HB-S	22%	22%	22%	22%	22%	30%
	HB-D	15%	20%	23%	23%	28%	26%
	N-HB	8%	11%	11%	9%	7%	7%
AM Mode	Driver	64%	63%	63%	63%	65%	56%
	Passenger	14%	15%	15%	13%	15%	19%
	Transit	6%	6%	7%	8%	6%	5%
	GO Train	3%	4%	4%	4%	2%	2%
	Walk & Cycle	8%	8%	7%	8%	8%	11%
	Other	5%	5%	4%	5%	5%	8%
Median Trip Length (km) AM	Driver	9.6	8.3	7.7	8.9	8.1	8.1
	Passenger	4.0	3.3	3.0	3.4	3.3	2.4
	Transit	8.7	9.5	10.1	10.4	9.0	8.8
	GO Train	26.2	27.2	27.7	27.7	27.7	27.7

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

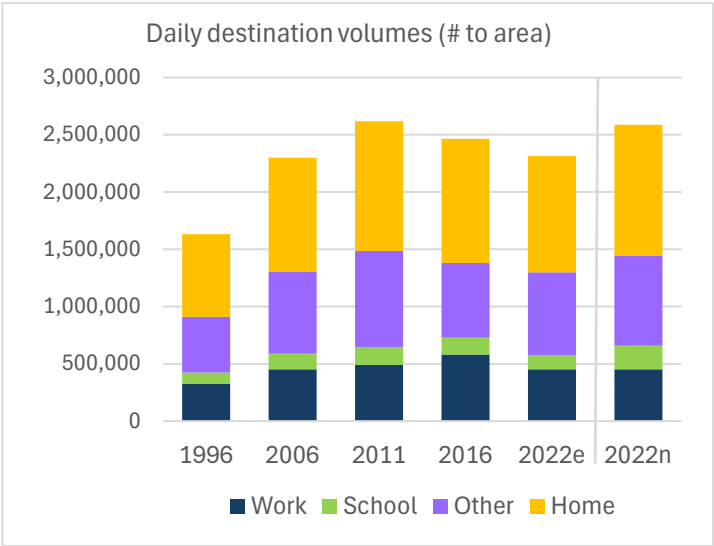
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	581,000	784,900	881,000	830,100	776,200	891,800
	% of 24h	34.5%	33.5%	33.0%	33.3%	33.4%	34.4%
PM Purpose	HB-W	39%	37%	35%	40%	33%	29%
	HB-S	13%	13%	12%	12%	10%	16%
	HB-D	32%	35%	37%	35%	44%	43%
	N-HB	15%	15%	16%	13%	14%	13%
PM Mode	Driver	67%	66%	66%	67%	68%	59%
	Passenger	16%	16%	17%	13%	16%	20%
	Transit	5%	6%	7%	8%	6%	5%
	GO Train	2%	3%	3%	3%	1%	1%
	Walk & Cycle	7%	6%	5%	6%	6%	10%
	Other	3%	3%	2%	3%	3%	5%
Median Trip Length (km)	Driver	7.4	7.0	6.8	7.7	6.7	6.7
	Passenger	5.0	4.9	4.5	4.8	4.7	3.8
	Transit	7.1	7.7	8.9	9.3	8.5	8.5
	GO Train	26.2	27.1	27.8	27.7	27.4	27.4

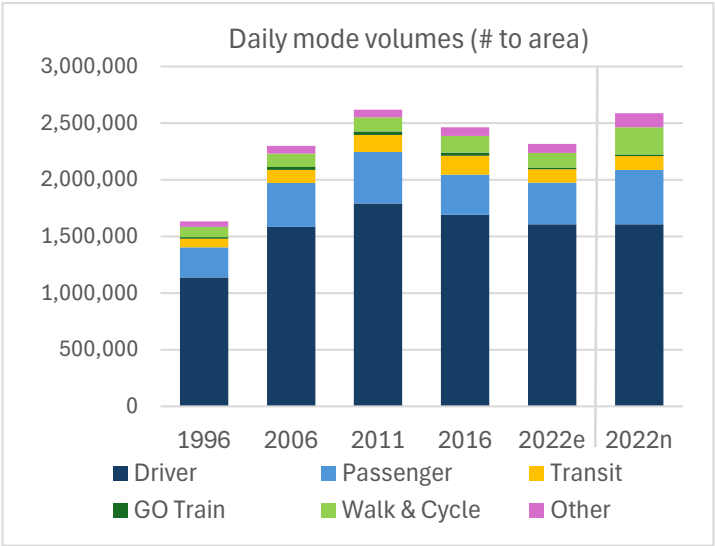
Daily Trips to Peel Made by Residents of the TTS Area

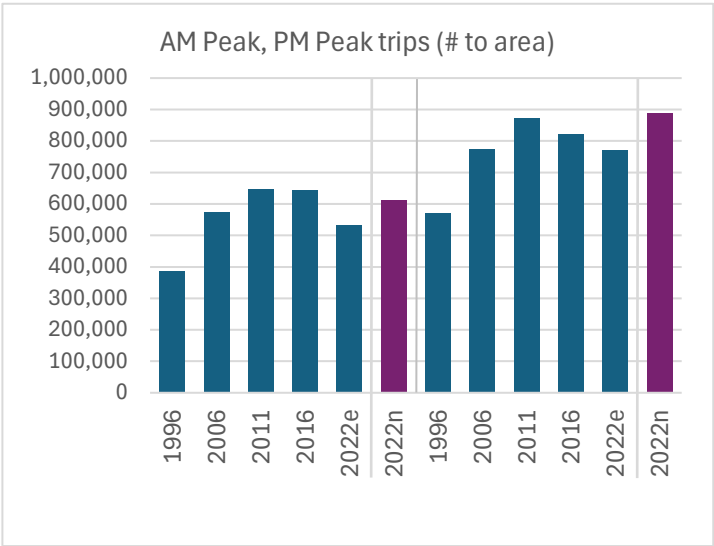
24 Hour Trips

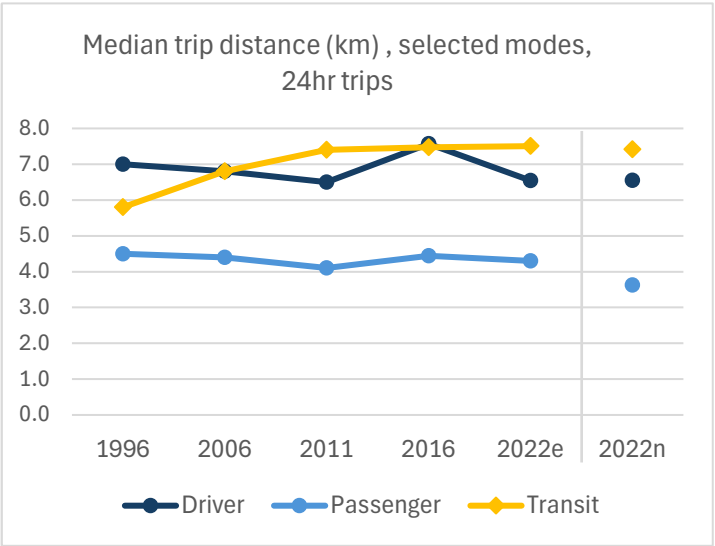
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	1,632,400	2,300,300	2,619,300	2,464,600	2,315,300	2,586,900
Purpose (destination)	Work	20%	20%	19%	24%	19%	17%
	School	6%	6%	6%	6%	5%	8%
	Other	30%	31%	32%	26%	31%	30%
	Home	44%	43%	43%	44%	44%	44%
Mode	Driver	70%	69%	68%	69%	69%	62%
	Passenger	16%	17%	17%	14%	16%	19%
	Transit	5%	5%	6%	7%	5%	5%
	GO Train	1%	1%	1%	1%	1%	1%
	Walk & Cycle	6%	5%	5%	6%	6%	9%
	Other	3%	3%	3%	3%	3%	5%
Median Trip Length (km)	Driver	7.0	6.8	6.5	7.6	6.5	6.5
	Passenger	4.5	4.4	4.1	4.4	4.3	3.6
	Transit	5.8	6.8	7.4	7.5	7.5	7.4
	GO Train	26.1	27.0	27.7	27.3	26.0	26.0









Daily Trips to Peel Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

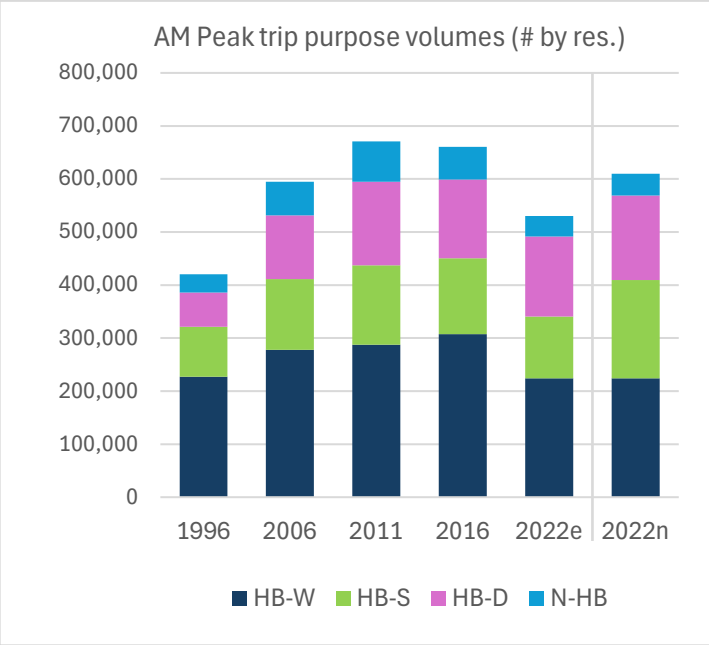
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	386,400	572,300	646,400	644,200	531,900	612,100
	% of 24h	23.7%	24.9%	24.7%	26.1%	23.0%	23.7%
AM Purpose (destination)	Work	58%	53%	50%	54%	48%	42%
	School	23%	22%	21%	20%	21%	30%
	Other	15%	19%	22%	19%	22%	20%
	Home	4%	6%	7%	7%	9%	8%
AM Mode	Driver	67%	68%	69%	68%	67%	59%
	Passenger	14%	15%	15%	13%	14%	18%
	Transit	5%	4%	5%	6%	5%	4%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	9%	8%	7%	8%	8%	11%
	Other	5%	5%	4%	5%	6%	8%
Median Trip Length (km) AM	Driver	9.6	9.0	8.5	9.6	8.8	8.8
	Passenger	3.5	3.1	2.8	3.3	3.1	2.3
	Transit	5.1	6.5	6.4	6.9	7.4	7.3
	GO Train	25.2	20.0	23.6	19.1	20.4	20.4

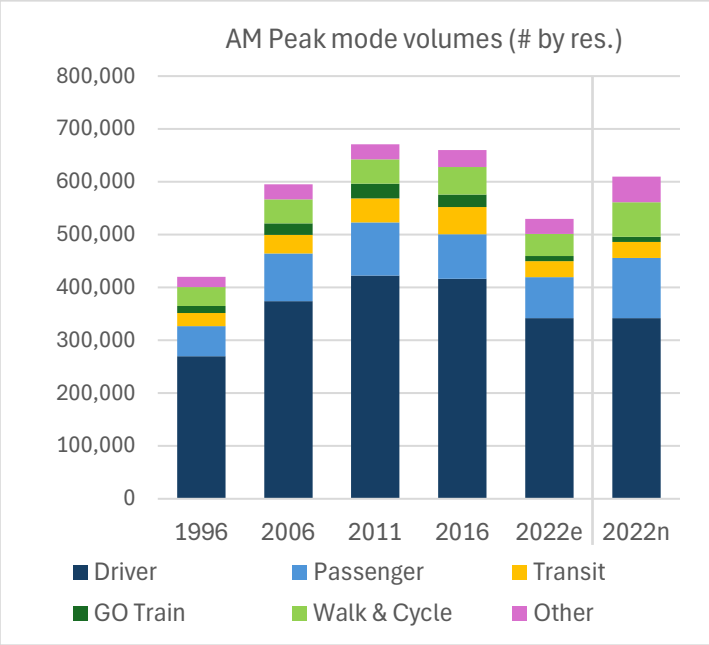
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

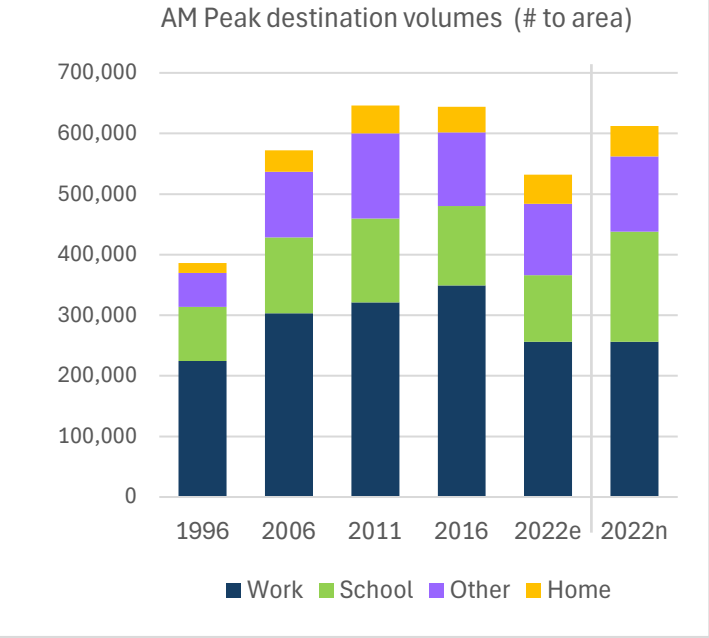
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	570,900	773,700	871,000	822,400	771,500	886,800
	% of 24h	35.0%	33.6%	33.3%	33.4%	33.3%	34.3%
PM Purpose (destination)	Work	3%	3%	3%	3%	3%	3%
	School	0%	0%	0%	0%	0%	0%
	Other	29%	30%	32%	27%	32%	31%
	Home	67%	67%	65%	70%	64%	65%
PM Mode	Driver	67%	67%	67%	68%	68%	60%
	Passenger	16%	16%	17%	13%	16%	20%
	Transit	5%	6%	7%	8%	6%	5%
	GO Train	2%	3%	3%	3%	1%	1%
	Walk & Cycle	7%	6%	5%	6%	6%	10%
	Other	3%	3%	2%	3%	3%	5%
Median Trip Length (km)	Driver	7.4	7.0	6.8	7.8	6.7	6.7
	Passenger	5.1	4.9	4.5	4.7	4.8	3.8
	Transit	7.0	7.6	8.8	9.2	8.5	8.5
	GO Train	26.2	27.1	27.8	27.7	27.0	27.0

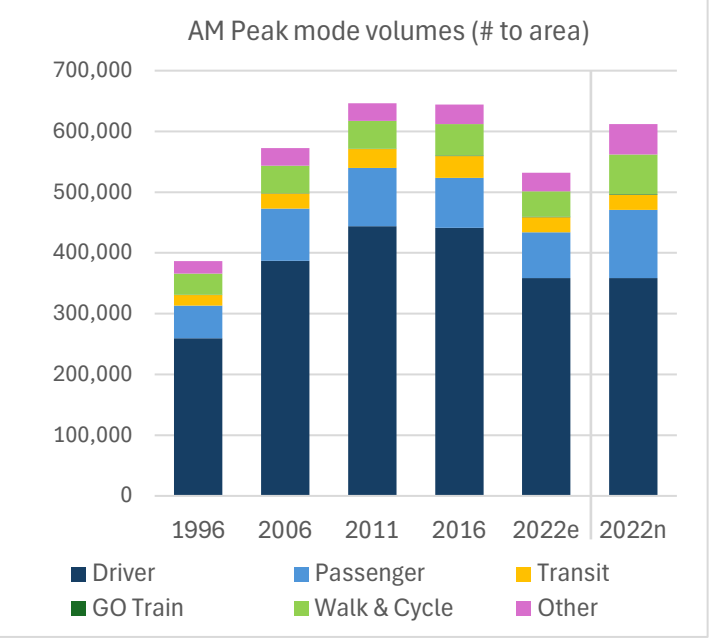
AM Peak Trips Made by Residents of Peel





AM Peak Trips to Peel Made by Residents of the TTS Area

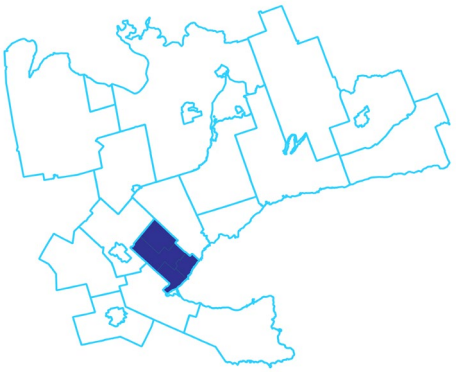


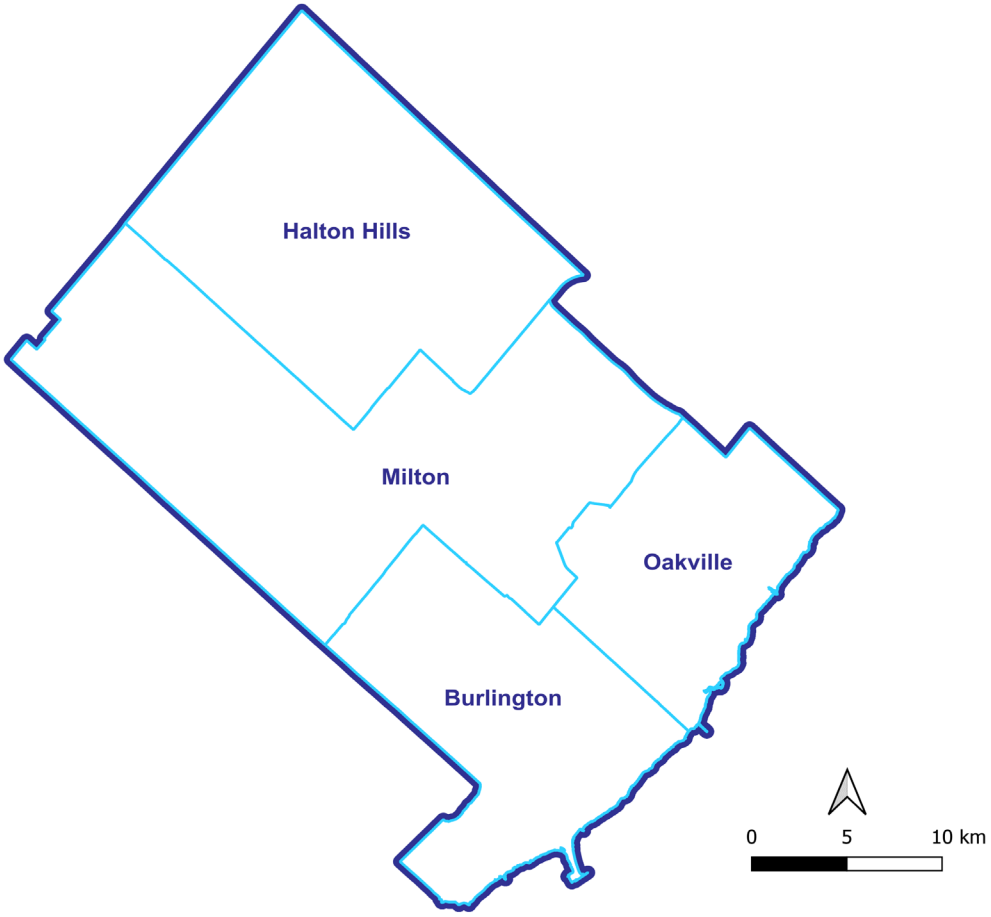


transportationtomorrow
SURVEY 2022

Travel Summary

Regional Municipality of Halton

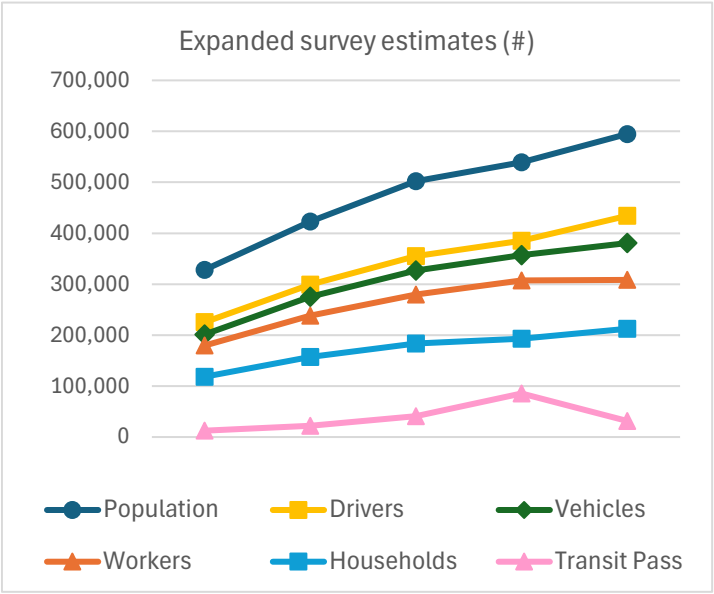


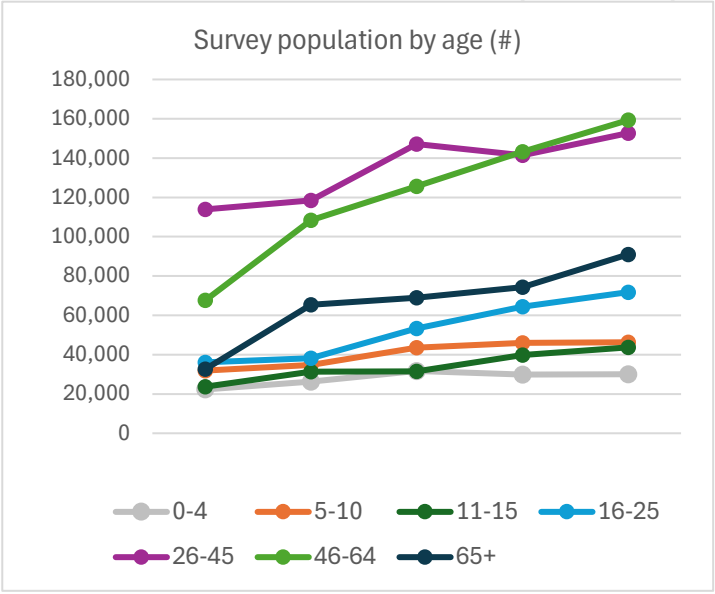


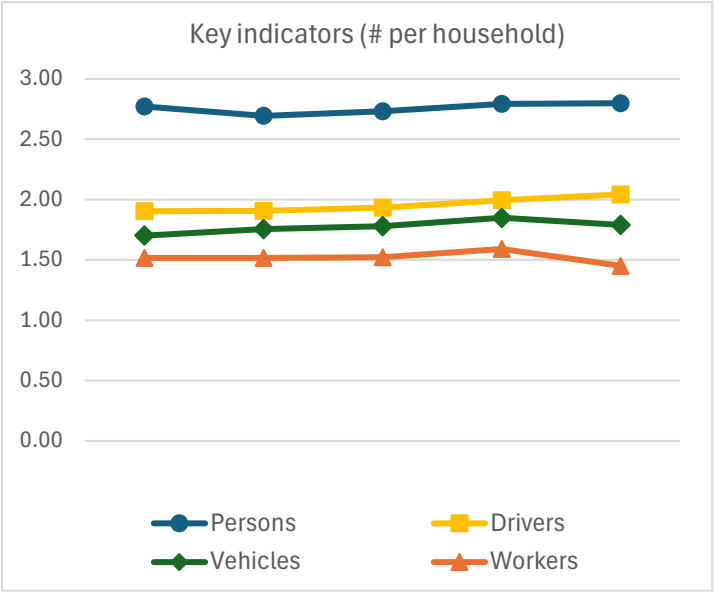
Households surveyed:	9,272	(4.4% sampling rate)
Household members surveyed:	22,464	
Margin of error (MOE) for household-level survey results:	±1.3%	
Margin of error (MOE) for person-level survey results:	±0.8%	

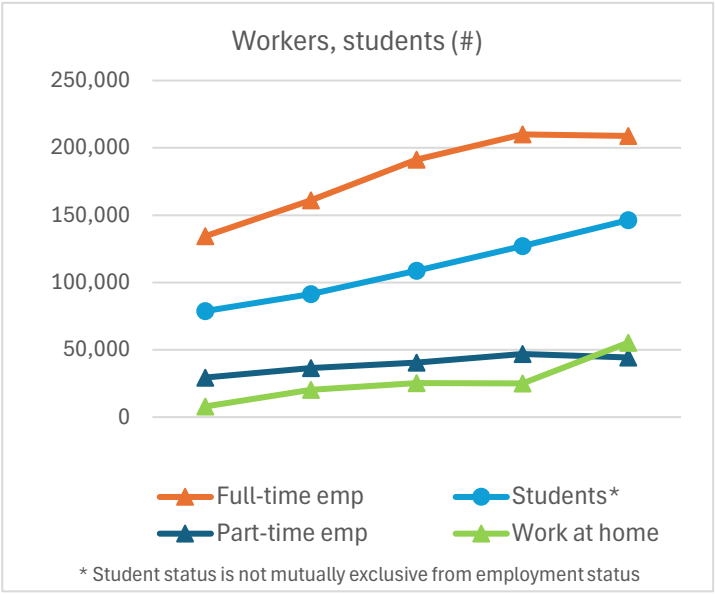
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

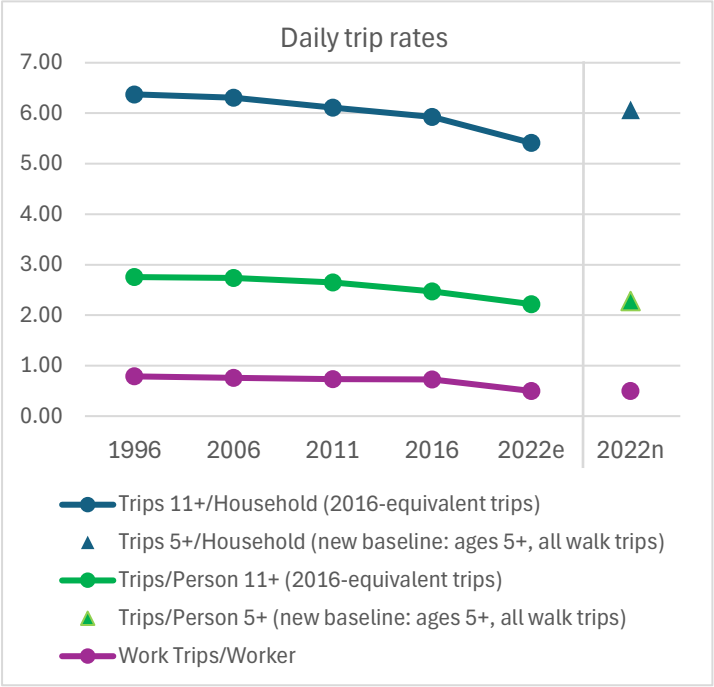
		1996	2006	2011	2016	2022
Households		118,400	156,900	183,700	193,100	212,500
Dwelling Type	House	71%	71%	69%	64%	62%
	Townhouse	10%	13%	15%	18%	18%
	Apartment	20%	16%	16%	19%	20%
Household Size	1	18%	17%	16%	20%	20%
	2	32%	36%	35%	30%	29%
	3	19%	19%	20%	18%	18%
	4	21%	19%	20%	22%	22%
	5+	11%	9%	9%	11%	11%
Vehicles	0	6%	5%	4%	3%	3%
	1	34%	31%	31%	31%	36%
	2	48%	51%	50%	49%	45%
	3	10%	10%	10%	12%	11%
	4+	2%	3%	3%	5%	4%
Household Averages	Persons	2.77	2.69	2.73	2.79	2.80
	Workers	1.52	1.52	1.52	1.59	1.45
	Drivers	1.90	1.91	1.93	1.99	2.04
	Vehicles	1.70	1.76	1.78	1.85	1.79
	Trips/Day 11+	6.37	6.31	6.11	5.92	5.41
	Trips/Day 5+	n/a	n/a	n/a	n/a	6.07
Population		328,300	422,700	502,000	539,200	594,800
Age	0-4	7%	6%	6%	6%	5%
	5-10	10%	8%	9%	9%	8%
	11-15	7%	7%	6%	7%	7%
	16-25	11%	9%	11%	12%	12%
	26-45	35%	28%	29%	26%	26%
	46-64	21%	26%	25%	27%	27%
	65+	10%	15%	14%	14%	15%
	Median Age	35.7	40.9	39.4	40.3	40.9
Daily Trips/Person 11+		2.75	2.74	2.65	2.47	2.22
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.28
Daily Work Trips per Worker		0.79	0.76	0.74	0.73	0.50
Men+	Population	161,000	204,800	243,600	262,000	289,300
Employment	Full-time	50%	45%	45%	46%	40%
	Part-time	5%	6%	5%	6%	6%
	Work at home	3%	6%	6%	5%	10%
	Student	25%	22%	23%	24%	25%
	Licensed	70%	72%	73%	72%	74%
	Transit pass	4%	5%	9%	16%	5%
Women+	Population	167,300	217,900	258,500	277,200	305,500
Employment	Full-time	32%	32%	32%	33%	30%
	Part-time	13%	12%	11%	11%	9%
	Work at home	2%	4%	5%	5%	9%
	Student	23%	21%	21%	23%	24%
	Licensed	67%	69%	70%	70%	72%
	Transit pass	4%	5%	8%	15%	5%

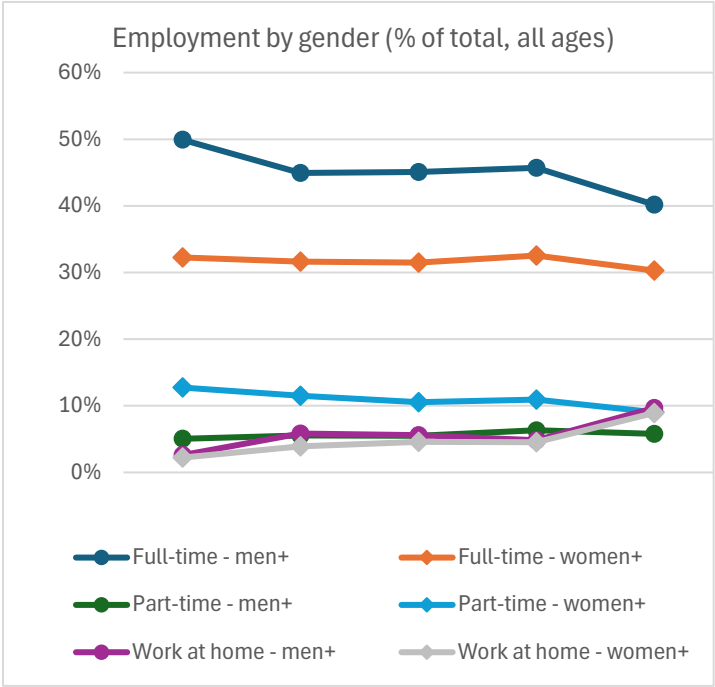

Expanded survey estimates (#)
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
250,000
200,000
150,000
100,000
50,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

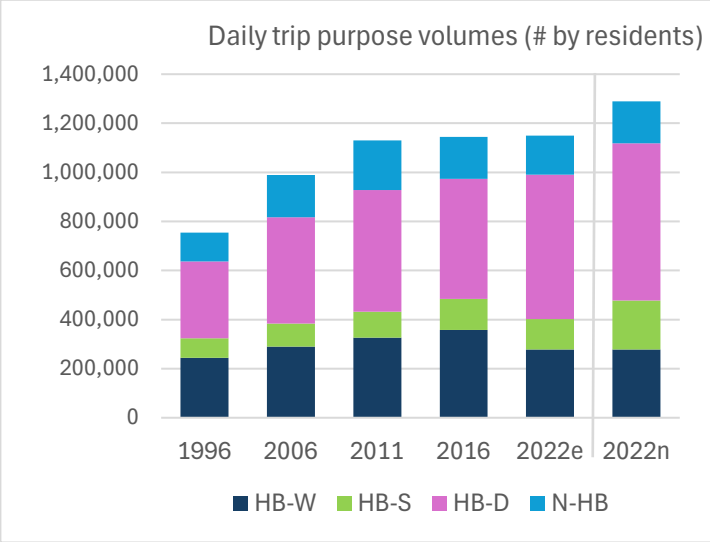

Employment by gender (% of total, all ages)
60%
50%
40%
30%
20%
10%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

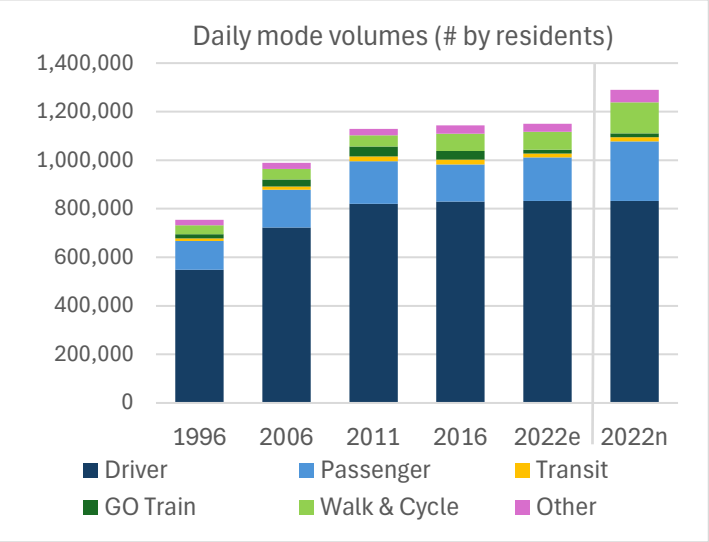
Daily Trips Made by Residents of Halton

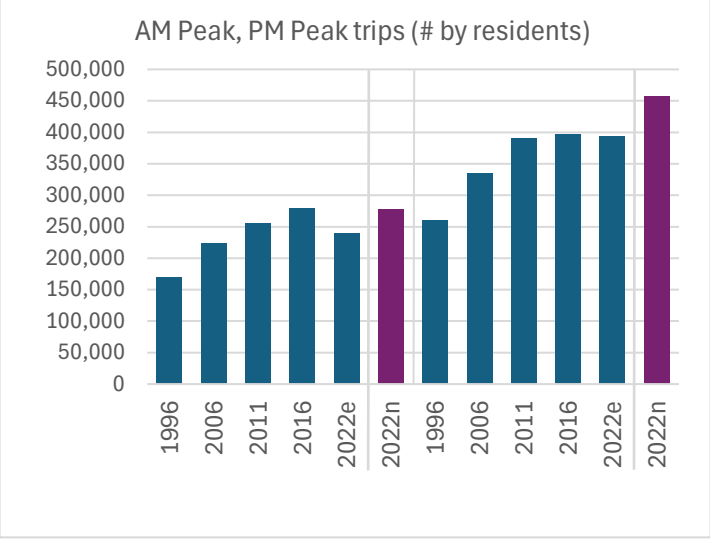
24 Hour Trips

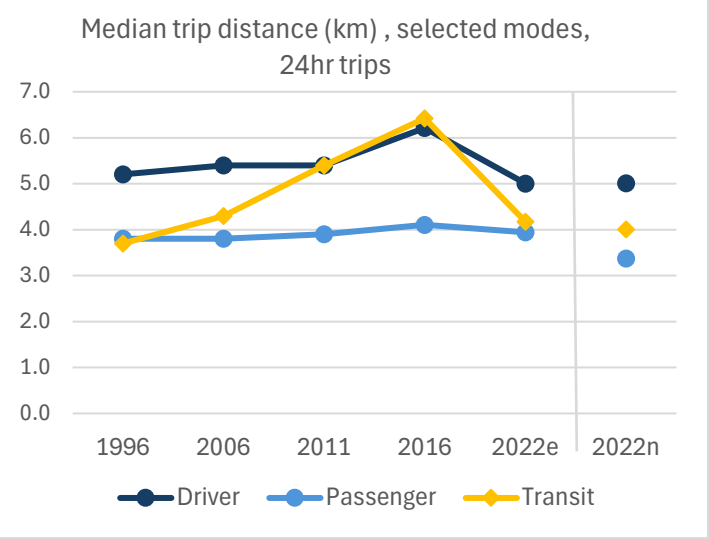
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	754,600	989,500	1,129,600	1,143,900	1,150,000	1,289,100
Purpose	HB-W	32%	29%	29%	31%	24%	22%
	HB-S	11%	10%	9%	11%	11%	15%
	HB-D	42%	44%	44%	43%	51%	50%
	N-HB	16%	17%	18%	15%	14%	13%
Mode	Driver	73%	73%	73%	73%	72%	65%
	Passenger	16%	16%	16%	13%	16%	19%
	Transit	1%	1%	2%	2%	1%	1%
	GO Train	2%	3%	4%	3%	1%	1%
	Walk & Cycle	5%	5%	4%	6%	6%	10%
	Other	3%	3%	2%	3%	3%	4%
Median Trip Length (km)	Driver	5.2	5.4	5.4	6.2	5.0	5.0
	Passenger	3.8	3.8	3.9	4.1	3.9	3.4
	Transit	3.7	4.3	5.4	6.4	4.2	4.0
	GO Train	36.0	38.1	38.5	38.1	37.7	37.7









Trips Made by Residents of Halton

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	169,200	223,200	255,400	279,300	239,900	276,900
	% of 24h	22.4%	22.6%	22.6%	24.4%	20.9%	21.5%
AM Purpose	HB-W	54%	48%	46%	47%	38%	33%
	HB-S	21%	19%	18%	20%	22%	31%
	HB-D	16%	22%	24%	23%	32%	29%
	N-HB	8%	10%	12%	9%	8%	7%
AM Mode	Driver	68%	69%	70%	69%	67%	58%
	Passenger	12%	12%	11%	11%	14%	18%
	Transit	2%	1%	2%	2%	2%	1%
	GO Train	5%	6%	7%	5%	3%	2%
	Walk & Cycle	8%	7%	6%	8%	10%	13%
	Other	6%	5%	4%	5%	5%	7%
Median Trip Length (km) AM	Driver	9.9	8.4	8.8	10.2	7.0	7.0
	Passenger	3.3	2.6	2.8	3.0	3.0	2.1
	Transit	3.9	4.7	5.8	9.2	4.2	3.8
	GO Train	36.1	38.2	38.8	38.1	38.3	38.3

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

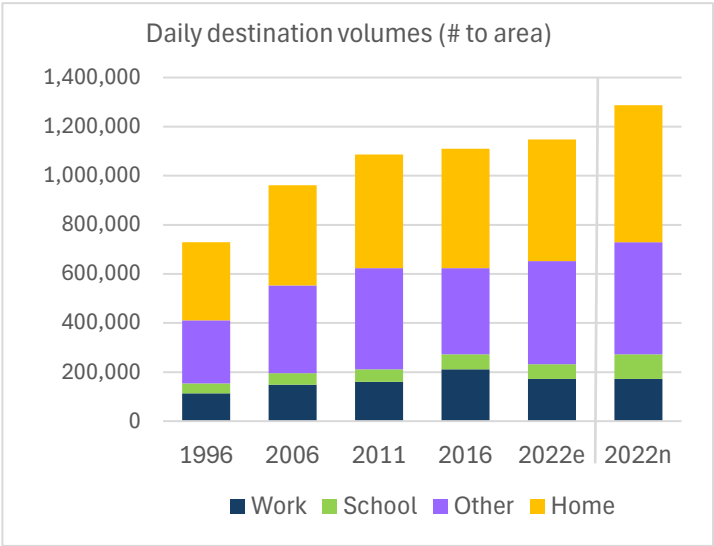
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	259,800	334,600	390,000	396,400	393,600	457,400
	% of 24h	34.4%	33.8%	34.5%	34.7%	34.2%	35.5%
PM Purpose	HB-W	35%	33%	32%	34%	26%	22%
	HB-S	12%	10%	9%	11%	10%	16%
	HB-D	37%	40%	42%	40%	50%	49%
	N-HB	16%	17%	18%	14%	14%	13%
PM Mode	Driver	71%	72%	71%	71%	72%	62%
	Passenger	16%	15%	16%	13%	16%	21%
	Transit	1%	1%	2%	2%	1%	1%
	GO Train	3%	4%	5%	4%	2%	1%
	Walk & Cycle	6%	6%	4%	6%	7%	11%
	Other	3%	3%	2%	3%	3%	4%
Median Trip Length (km)	Driver	5.8	5.9	5.9	6.7	5.2	5.2
	Passenger	3.9	3.9	4.1	4.1	4.0	3.3
	Transit	3.6	4.7	5.9	7.4	4.5	4.5
	GO Train	36.0	38.2	38.6	38.3	38.5	38.5

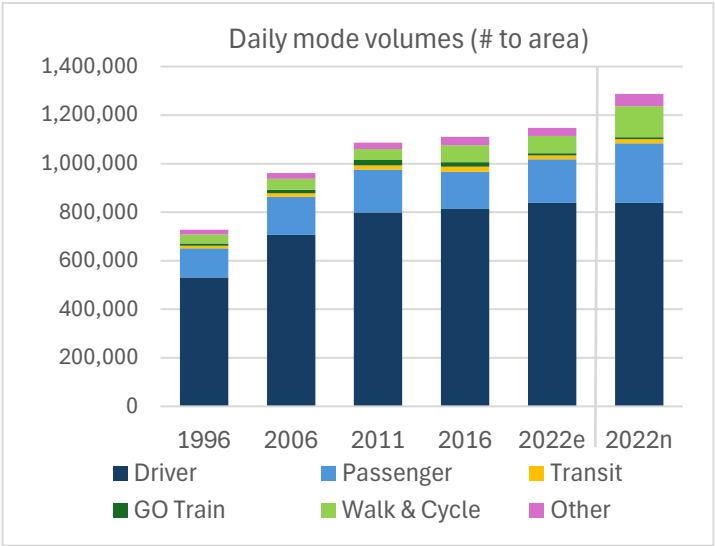
Daily Trips to Halton Made by Residents of the TTS Area

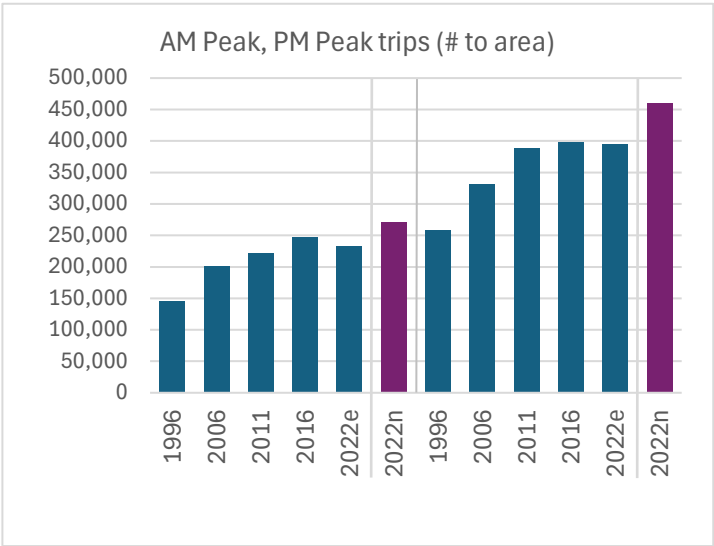
24 Hour Trips

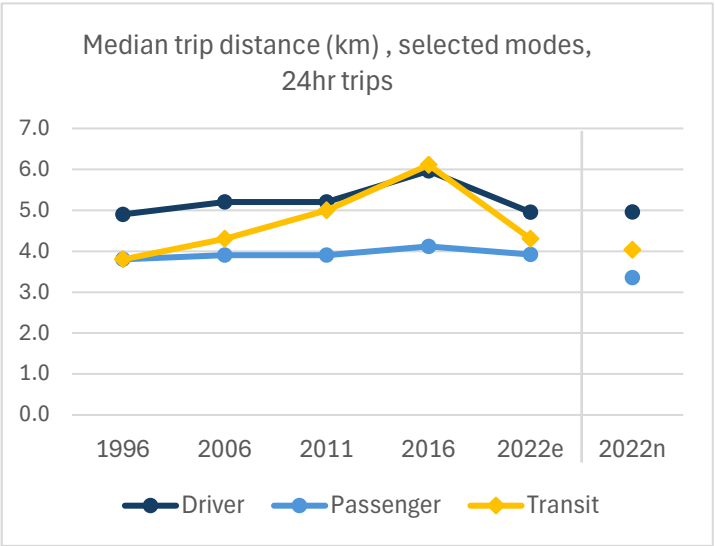
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	728,300	960,600	1,087,000	1,109,900	1,147,100	1,287,400
Purpose (destination)	Work	16%	15%	15%	19%	15%	13%
	School	6%	5%	5%	6%	5%	8%
	Other	35%	37%	38%	32%	37%	35%
	Home	44%	42%	43%	44%	43%	43%
Mode	Driver	73%	74%	73%	73%	73%	65%
	Passenger	17%	16%	16%	14%	16%	19%
	Transit	1%	1%	2%	2%	1%	1%
	GO Train	1%	2%	2%	2%	1%	1%
	Walk & Cycle	5%	5%	4%	6%	6%	10%
	Other	3%	2%	2%	3%	3%	4%
Median Trip Length (km)	Driver	4.9	5.2	5.2	6.0	5.0	5.0
	Passenger	3.8	3.9	3.9	4.1	3.9	3.4
	Transit	3.8	4.3	5.0	6.1	4.3	4.0
	GO Train	35.4	37.7	38.2	37.7	37.4	37.2









Daily Trips to Halton Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

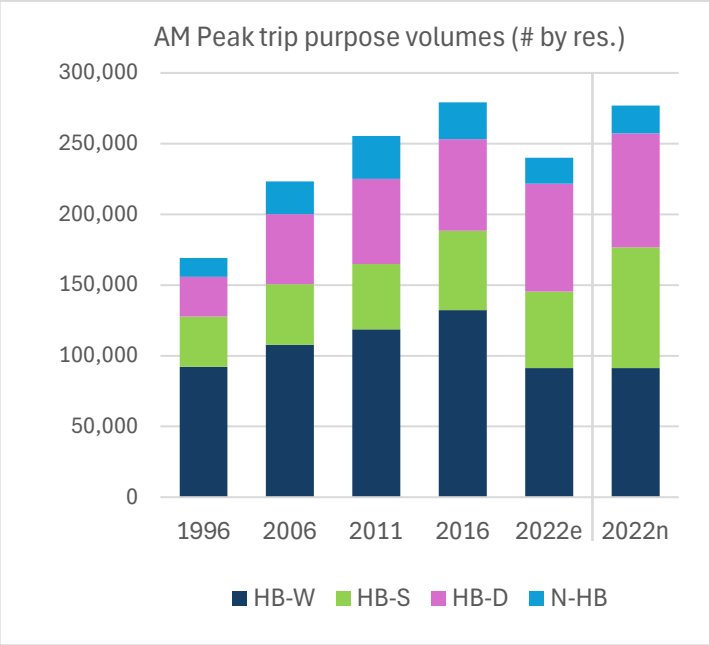
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	146,000	201,300	222,400	247,000	233,100	270,200
	% of 24h	20.0%	21.0%	20.5%	22.3%	20.3%	21.0%
AM Purpose (destination)	Work	53%	50%	48%	50%	41%	36%
	School	24%	21%	20%	22%	22%	31%
	Other	18%	23%	26%	22%	26%	24%
	Home	5%	6%	7%	7%	10%	9%
AM Mode	Driver	69%	71%	73%	71%	69%	59%
	Passenger	13%	14%	13%	12%	14%	19%
	Transit	2%	2%	2%	2%	1%	1%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	9%	8%	7%	9%	10%	13%
	Other	6%	5%	5%	6%	5%	7%
Median Trip Length (km) AM	Driver	7.1	7.0	7.0	8.3	6.5	6.5
	Passenger	3.1	2.8	2.9	2.8	3.0	2.0
	Transit	3.8	4.6	5.1	6.2	4.0	3.7
	GO Train	26.4	23.9	18.8	23.5	22.3	22.3

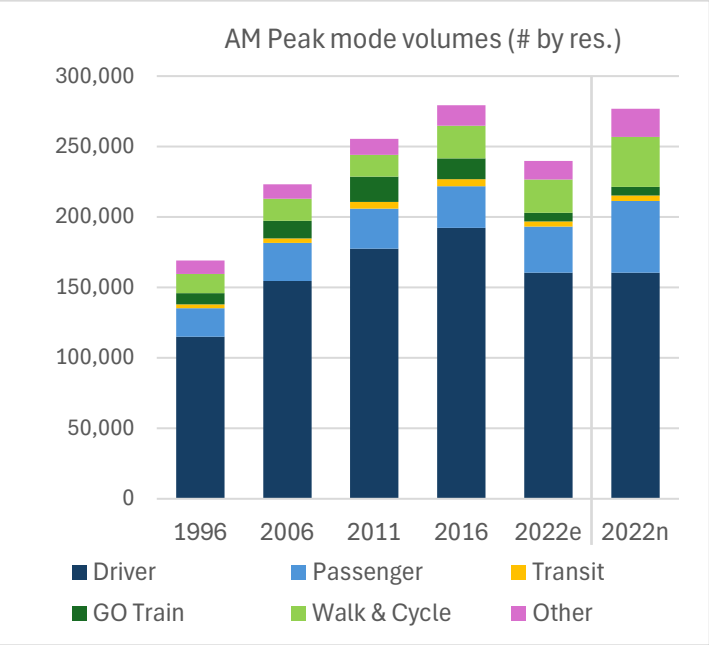
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

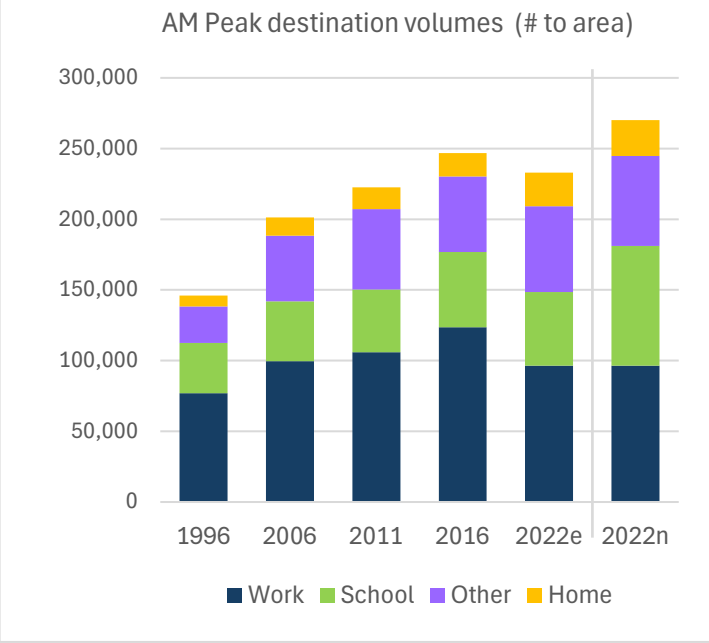
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	258,400	331,800	388,400	398,600	395,600	460,200
	% of 24h	35.5%	34.5%	35.7%	35.9%	34.5%	35.7%
PM Purpose (destination)	Work	3%	3%	2%	3%	4%	3%
	School	0%	0%	0%	0%	0%	0%
	Other	33%	34%	36%	32%	36%	35%
	Home	64%	63%	62%	66%	60%	61%
PM Mode	Driver	71%	72%	71%	72%	72%	62%
	Passenger	16%	15%	16%	14%	16%	21%
	Transit	1%	1%	2%	2%	1%	1%
	GO Train	3%	4%	5%	4%	2%	1%
	Walk & Cycle	6%	6%	4%	6%	7%	11%
	Other	3%	3%	2%	3%	3%	4%
Median Trip Length (km)	Driver	5.7	5.8	5.8	6.8	5.2	5.2
	Passenger	3.9	3.9	4.0	4.2	4.0	3.2
	Transit	3.7	4.6	6.0	7.7	4.6	4.6
	GO Train	36.0	38.4	38.7	38.3	38.7	38.7

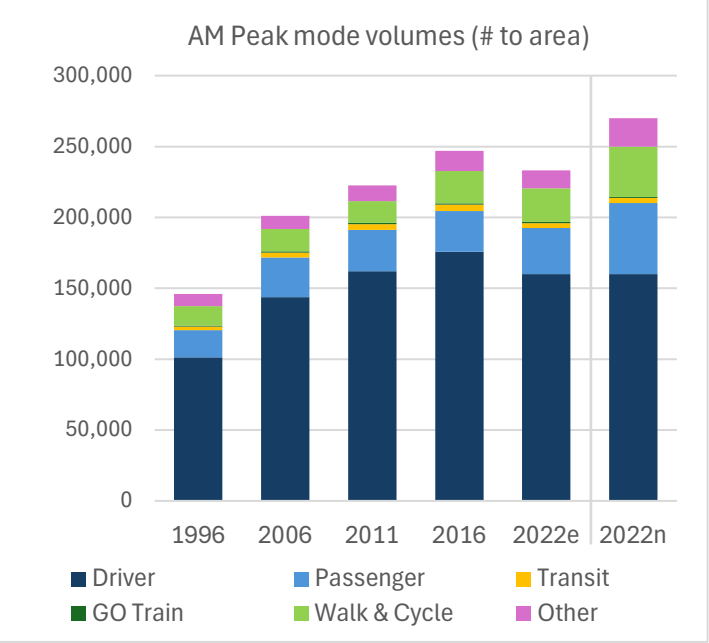
AM Peak Trips Made by Residents of Halton





AM Peak Trips to Halton Made by Residents of the TTS Area

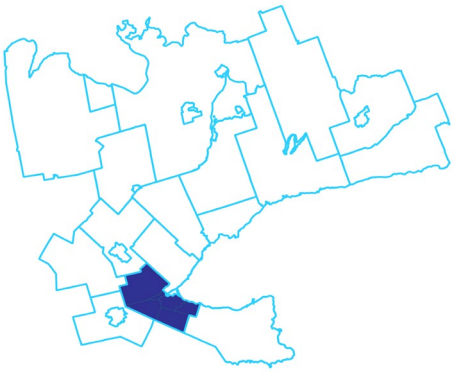


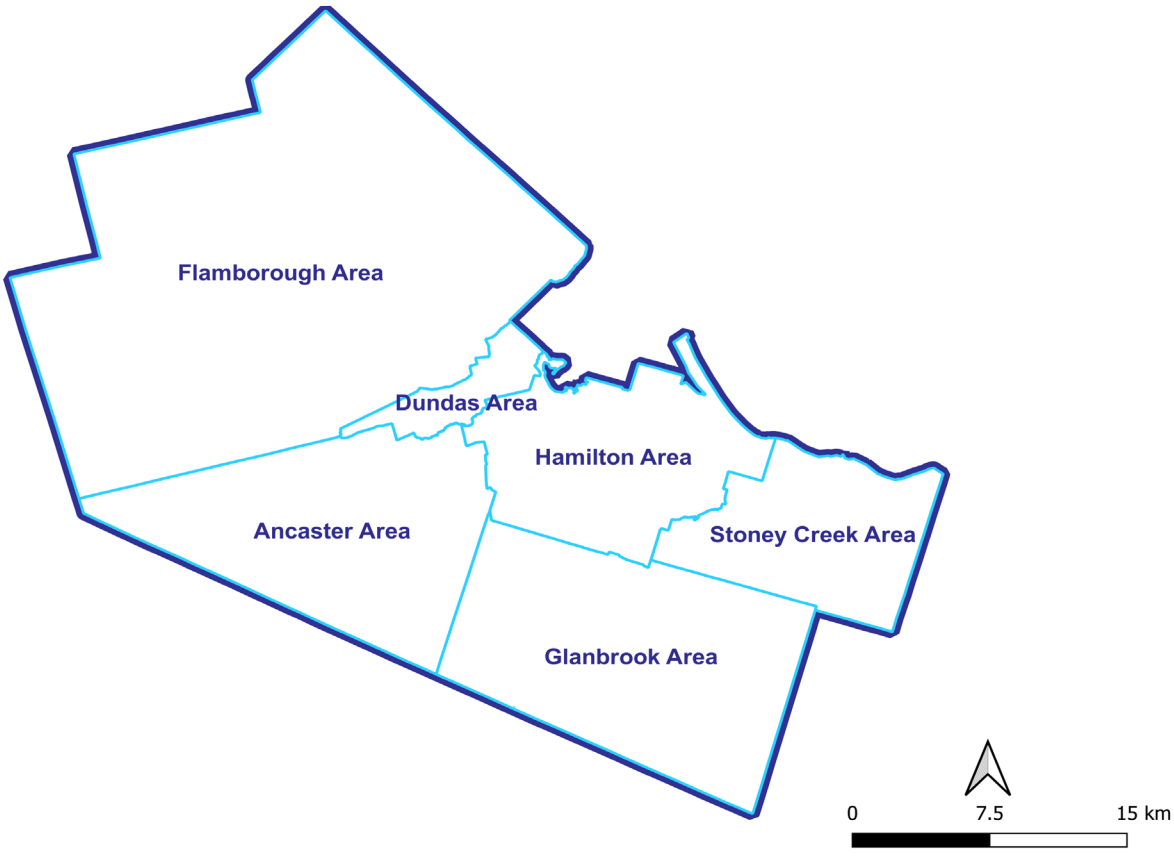


transportationtomorrow
SURVEY 2022

Travel Summary

City of Hamilton

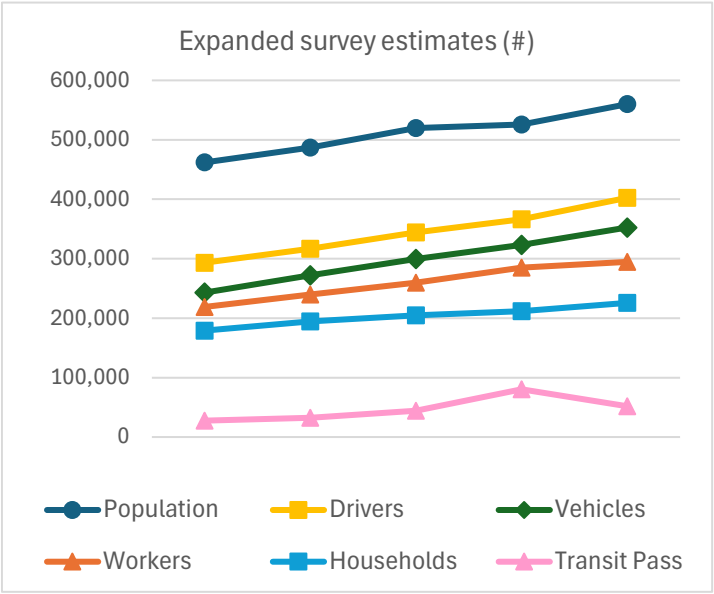


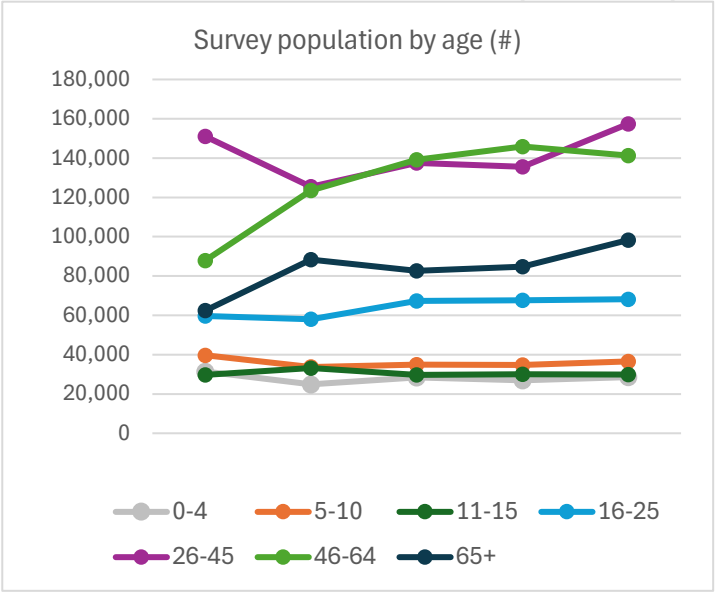


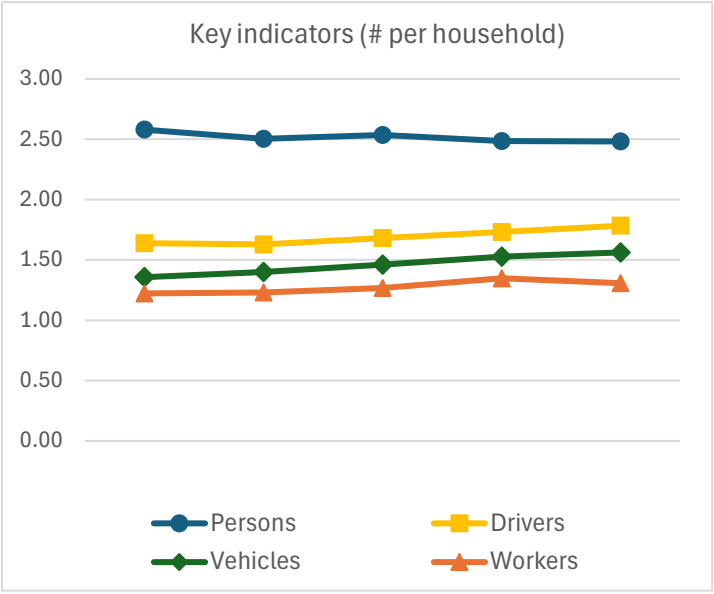
Households surveyed:	9,725	(4.3% sampling rate)
Household members surveyed:	21,488	
Margin of error (MOE) for household-level survey results:	±1.3%	
Margin of error (MOE) for person-level survey results:	±0.9%	

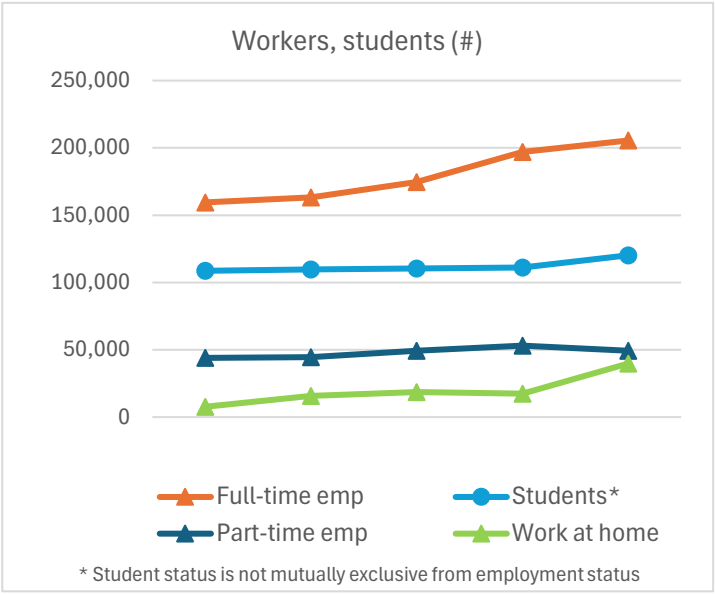
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

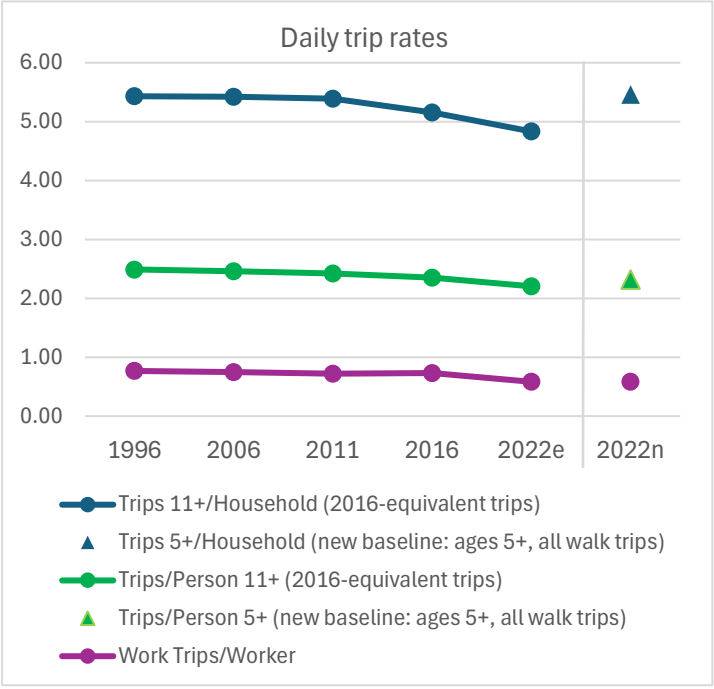
		1996	2006	2011	2016	2022
Households		179,100	194,500	204,900	211,500	225,700
Dwelling Type	House	69%	68%	68%	61%	59%
	Townhouse	6%	8%	8%	12%	13%
	Apartment	26%	24%	24%	28%	28%
Household Size	1	25%	25%	23%	28%	28%
	2	32%	35%	35%	32%	32%
	3	16%	16%	17%	16%	16%
	4	18%	15%	16%	15%	15%
	5+	9%	9%	8%	9%	9%
Vehicles	0	16%	16%	14%	13%	11%
	1	43%	41%	40%	39%	42%
	2	33%	34%	35%	35%	34%
	3	6%	7%	8%	9%	9%
	4+	2%	2%	3%	4%	4%
Household Averages	Persons	2.58	2.50	2.54	2.48	2.48
	Workers	1.22	1.23	1.27	1.35	1.31
	Drivers	1.64	1.63	1.68	1.73	1.78
	Vehicles	1.36	1.40	1.46	1.53	1.56
	Trips/Day 11+	5.43	5.42	5.39	5.16	4.83
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.46
Population		462,000	487,100	519,800	525,500	560,000
Age	0-4	7%	5%	5%	5%	5%
	5-10	9%	7%	7%	7%	7%
	11-15	6%	7%	6%	6%	5%
	16-25	13%	12%	13%	13%	12%
	26-45	33%	26%	26%	26%	28%
	46-64	19%	25%	27%	28%	25%
	65+	14%	18%	16%	16%	18%
	Median Age	35.3	42.1	40.7	40.9	40.6
Daily Trips/Person 11+		2.49	2.46	2.42	2.35	2.20
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.32
Daily Work Trips per Worker		0.77	0.75	0.72	0.73	0.58
Men+	Population	226,100	236,800	252,600	256,900	274,700
Employment	Full-time	43%	39%	39%	44%	41%
	Part-time	6%	6%	7%	8%	7%
	Work at home	2%	4%	4%	3%	7%
	Student	24%	23%	22%	22%	22%
	Licensed	69%	69%	70%	72%	73%
	Transit pass	5%	6%	8%	14%	9%
Women+	Population	235,900	250,300	267,200	268,600	285,300
Employment	Full-time	26%	28%	28%	32%	32%
	Part-time	13%	12%	12%	12%	11%
	Work at home	1%	3%	3%	3%	7%
	Student	23%	22%	21%	21%	21%
	Licensed	58%	61%	63%	67%	70%
	Transit pass	7%	7%	9%	16%	10%

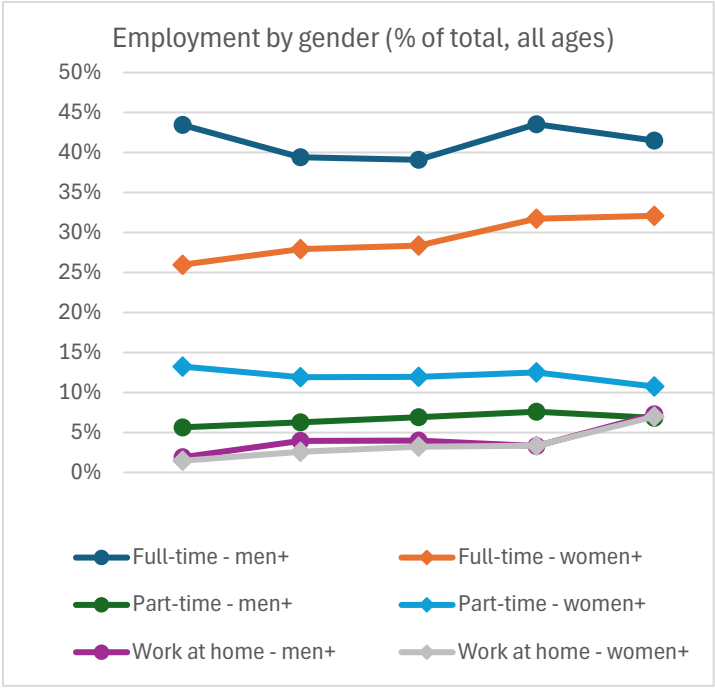

Expanded survey estimates (#)
600,000
500,000
400,000
300,000
200,000
100,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
250,000
200,000
150,000
100,000
50,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

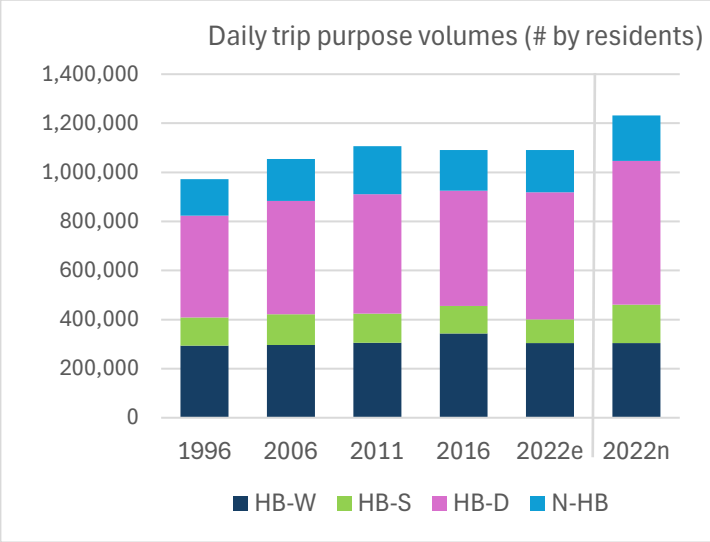

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

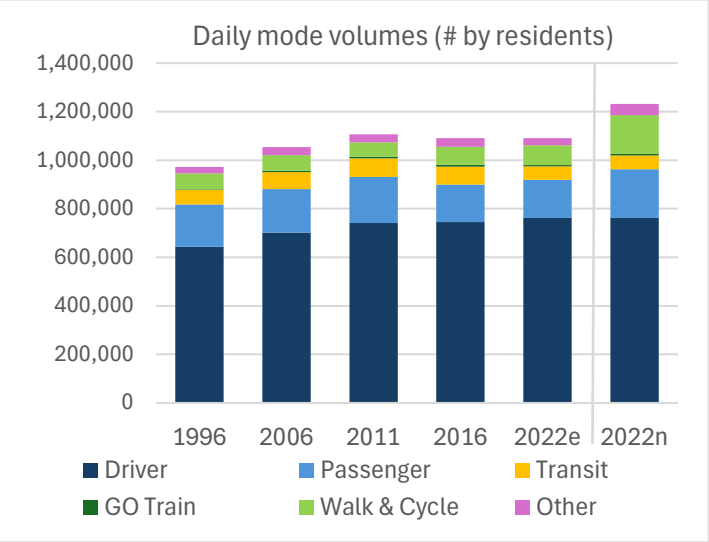
Daily Trips Made by Residents of Hamilton

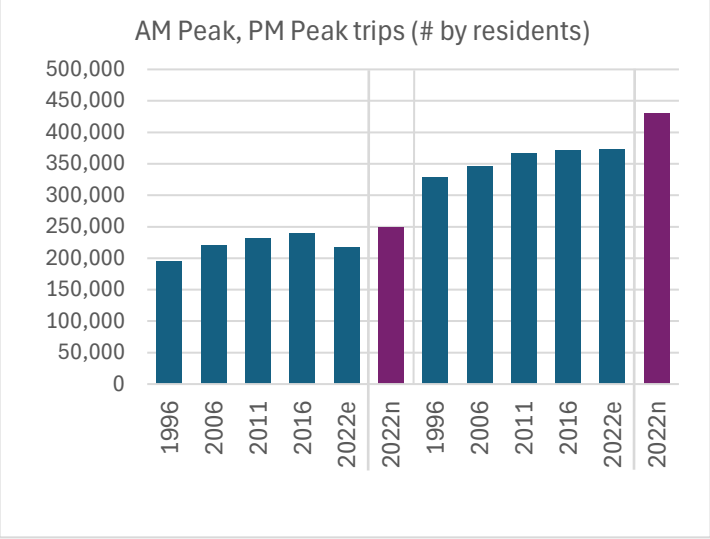
24 Hour Trips

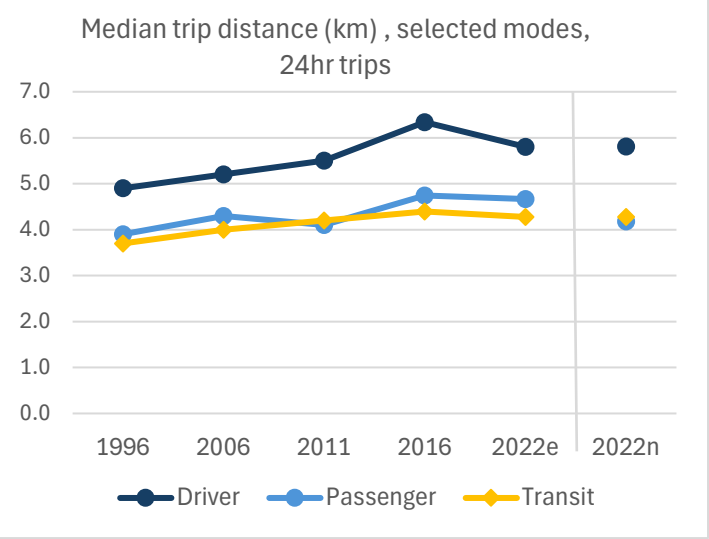
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	972,500	1,054,300	1,106,500	1,090,700	1,090,700	1,231,700
Purpose	HB-W	30%	28%	28%	31%	28%	25%
	HB-S	12%	12%	11%	10%	9%	13%
	HB-D	43%	44%	44%	43%	47%	48%
	N-HB	15%	16%	18%	15%	16%	15%
Mode	Driver	66%	67%	67%	68%	70%	62%
	Passenger	18%	17%	17%	14%	14%	16%
	Transit	6%	7%	7%	7%	5%	5%
	GO Train	0%	0%	1%	1%	1%	0%
	Walk & Cycle	7%	6%	5%	7%	7%	13%
	Other	3%	3%	3%	3%	3%	4%
Median Trip Length (km)	Driver	4.9	5.2	5.5	6.3	5.8	5.8
	Passenger	3.9	4.3	4.1	4.7	4.7	4.2
	Transit	3.7	4.0	4.2	4.4	4.3	4.3
	GO Train	59.1	60.2	60.8	59.0	57.9	57.9









Trips Made by Residents of Hamilton

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	194,600	221,000	231,600	239,200	216,700	248,900
	% of 24h	20.0%	21.0%	20.9%	21.9%	19.9%	20.2%
AM Purpose	HB-W	52%	46%	45%	51%	48%	42%
	HB-S	25%	24%	22%	19%	18%	26%
	HB-D	16%	20%	22%	21%	26%	25%
	N-HB	7%	9%	11%	8%	8%	8%
AM Mode	Driver	63%	63%	65%	66%	68%	59%
	Passenger	13%	12%	12%	11%	10%	14%
	Transit	7%	7%	8%	7%	5%	5%
	GO Train	1%	1%	1%	1%	1%	1%
	Walk & Cycle	12%	10%	8%	9%	10%	14%
	Other	5%	6%	6%	6%	5%	7%
Median Trip Length (km) AM	Driver	6.4	6.7	7.1	8.1	7.5	7.5
	Passenger	3.6	3.6	3.6	3.9	4.1	2.9
	Transit	4.0	4.3	4.3	4.5	4.6	4.4
	GO Train	60.1	60.1	61.3	58.6	57.7	57.7

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

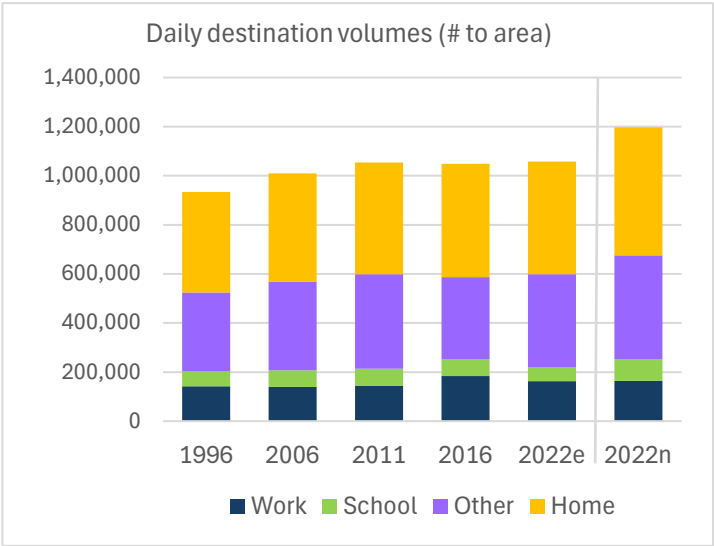
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	327,800	345,700	365,800	371,300	373,200	430,600
	% of 24h	33.7%	32.8%	33.1%	34.0%	34.2%	35.0%
PM Purpose	HB-W	32%	31%	30%	34%	29%	25%
	HB-S	13%	12%	11%	10%	8%	13%
	HB-D	39%	41%	42%	41%	46%	46%
	N-HB	16%	17%	18%	16%	17%	16%
PM Mode	Driver	65%	66%	67%	69%	70%	61%
	Passenger	17%	17%	17%	14%	15%	18%
	Transit	6%	7%	7%	6%	5%	5%
	GO Train	0%	1%	1%	1%	1%	1%
	Walk & Cycle	8%	7%	6%	7%	7%	13%
	Other	3%	3%	3%	3%	2%	4%
Median Trip Length (km)	Driver	5.3	5.7	5.9	6.6	5.9	5.9
	Passenger	4.2	4.5	4.4	4.9	4.5	4.0
	Transit	3.7	4.0	4.1	4.4	4.3	4.3
	GO Train	58.8	61.0	60.8	59.1	57.6	57.6

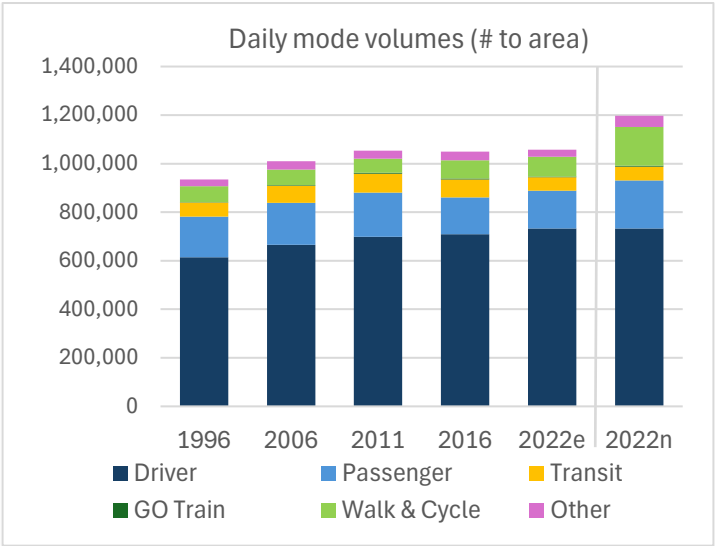
Daily Trips to Hamilton Made by Residents of the TTS Area

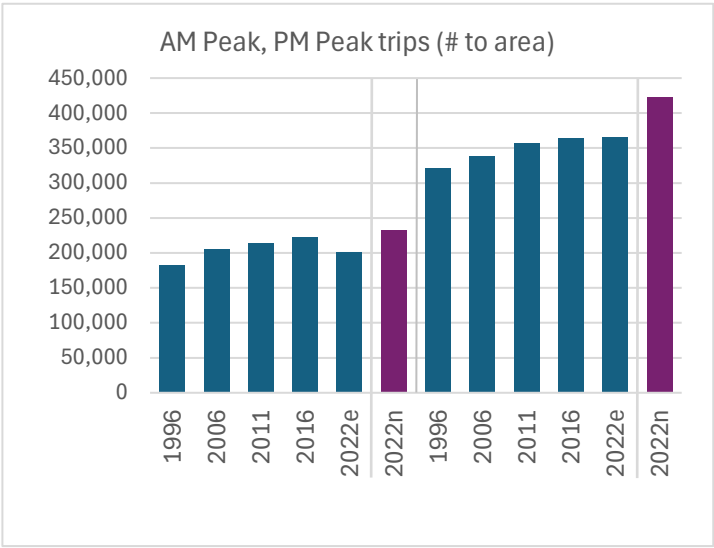
24 Hour Trips

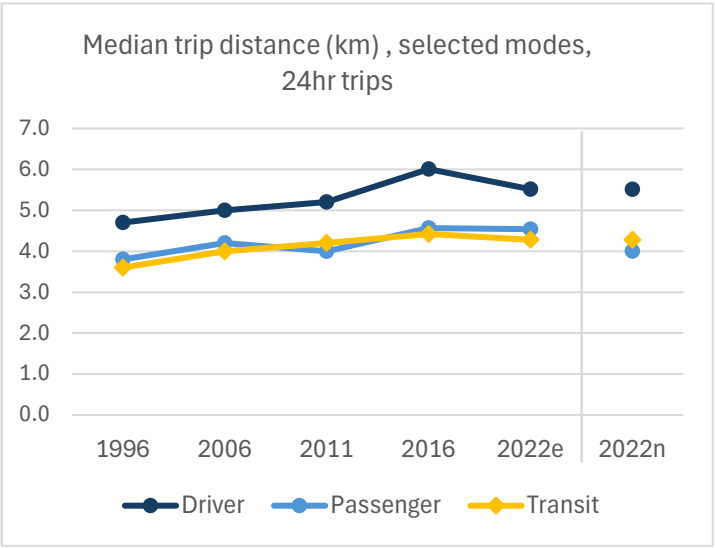
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	934,100	1,009,700	1,053,600	1,048,800	1,057,200	1,197,100
Purpose (destination)	Work	15%	14%	14%	18%	15%	14%
	School	7%	7%	7%	7%	6%	7%
	Other	34%	36%	37%	32%	36%	35%
	Home	44%	44%	43%	44%	43%	44%
Mode	Driver	66%	66%	66%	68%	69%	61%
	Passenger	18%	17%	17%	14%	15%	17%
	Transit	6%	7%	7%	7%	5%	5%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	7%	6%	6%	7%	8%	13%
	Other	3%	3%	3%	3%	3%	4%
Median Trip Length (km)	Driver	4.7	5.0	5.2	6.0	5.5	5.5
	Passenger	3.8	4.2	4.0	4.6	4.5	4.0
	Transit	3.6	4.0	4.2	4.4	4.3	4.3
	GO Train	58.9	59.8	60.1	58.9	58.0	58.0









Daily Trips to Hamilton Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

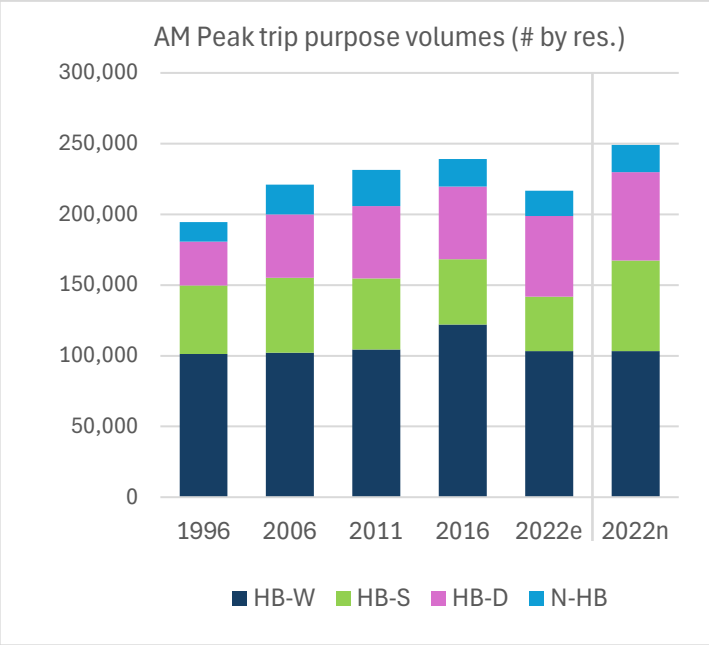
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	181,900	205,000	213,100	222,500	201,600	232,700
	% of 24h	19.5%	20.3%	20.2%	21.2%	19.1%	19.4%
AM Purpose (destination)	Work	52%	45%	44%	51%	47%	41%
	School	27%	27%	26%	23%	21%	29%
	Other	16%	21%	23%	20%	23%	22%
	Home	5%	6%	6%	6%	9%	8%
AM Mode	Driver	62%	62%	63%	64%	66%	57%
	Passenger	13%	12%	13%	12%	11%	14%
	Transit	7%	8%	9%	8%	6%	5%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	13%	11%	9%	10%	11%	15%
	Other	6%	7%	7%	6%	6%	8%
Median Trip Length (km) AM	Driver	5.9	6.0	6.2	7.2	6.5	6.5
	Passenger	3.5	3.4	3.5	3.8	4.0	2.7
	Transit	3.8	4.2	4.6	4.8	4.7	4.7
	GO Train	44.5	32.5	30.2	28.7	38.8	38.8

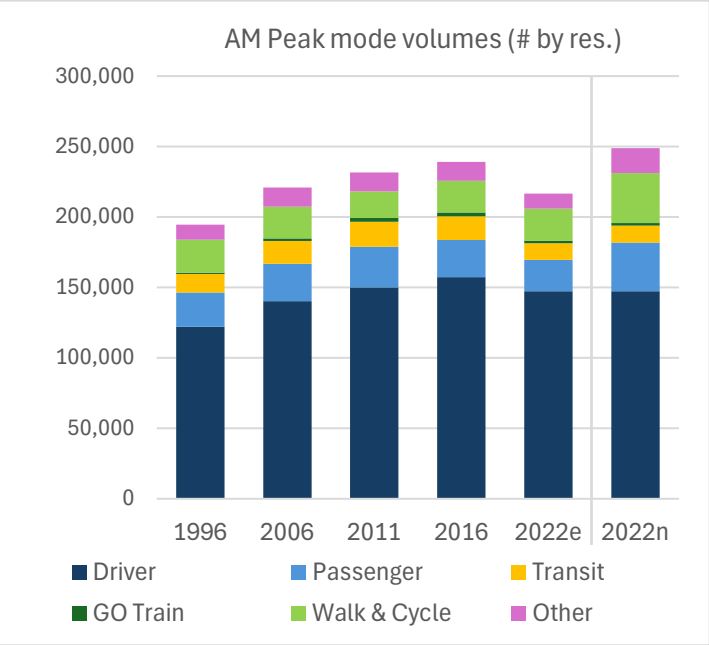
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

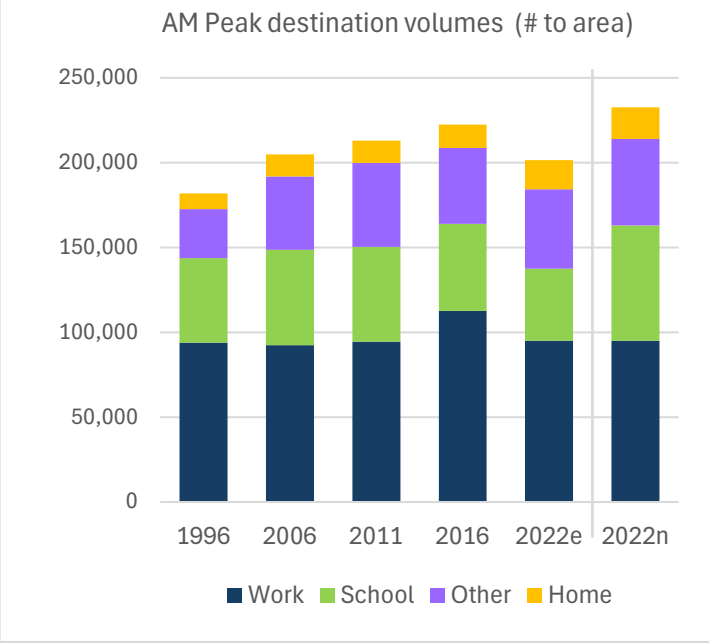
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	320,400	338,500	356,300	364,200	365,900	423,000
	% of 24h	34.3%	33.5%	33.8%	34.7%	34.6%	35.3%
PM Purpose (destination)	Work	3%	3%	2%	2%	3%	3%
	School	1%	1%	1%	0%	0%	0%
	Other	32%	33%	34%	32%	34%	34%
	Home	64%	63%	63%	66%	62%	63%
PM Mode	Driver	65%	66%	67%	69%	70%	61%
	Passenger	17%	17%	17%	14%	15%	17%
	Transit	6%	7%	7%	6%	5%	5%
	GO Train	0%	1%	1%	1%	1%	1%
	Walk & Cycle	8%	7%	6%	7%	7%	13%
	Other	3%	3%	3%	3%	2%	4%
Median Trip Length (km)	Driver	5.2	5.5	5.8	6.5	5.8	5.8
	Passenger	4.0	4.4	4.3	4.6	4.3	3.8
	Transit	3.7	4.0	4.0	4.4	4.3	4.3
	GO Train	58.8	60.9	60.6	59.1	57.9	57.9

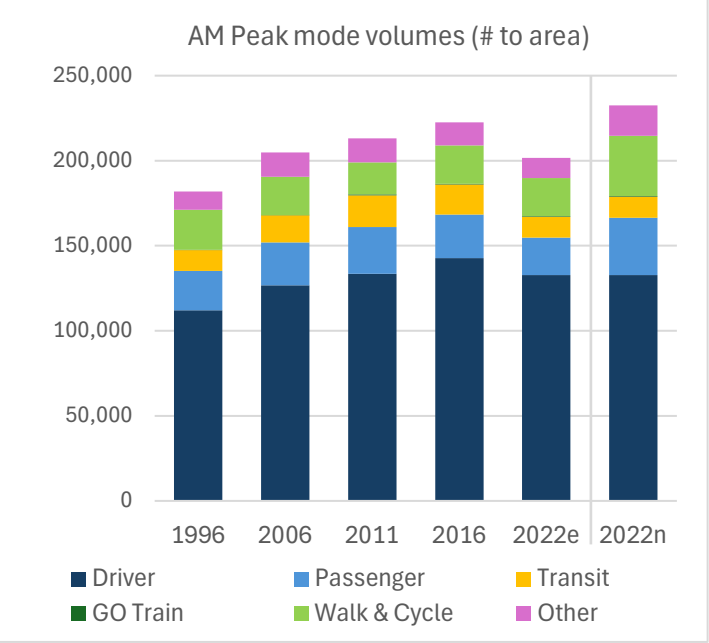
AM Peak Trips Made by Residents of Hamilton





AM Peak Trips to Hamilton Made by Residents of the TTS Area

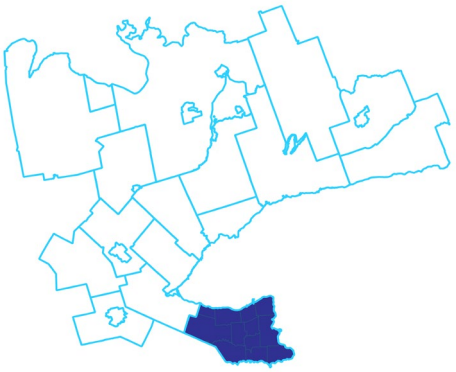


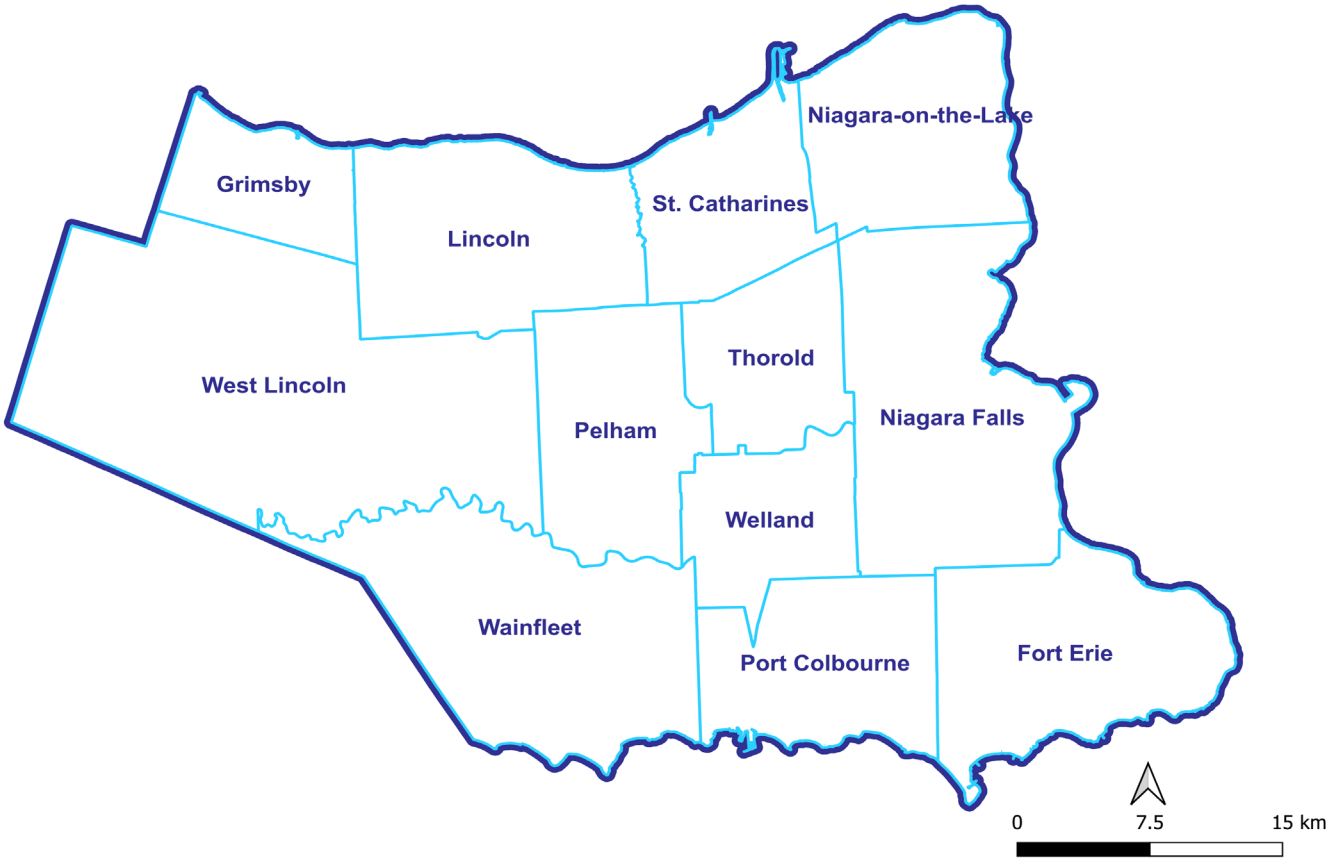


transportationtomorrow
SURVEY 2022

Travel Summary

Regional Municipality of Niagara

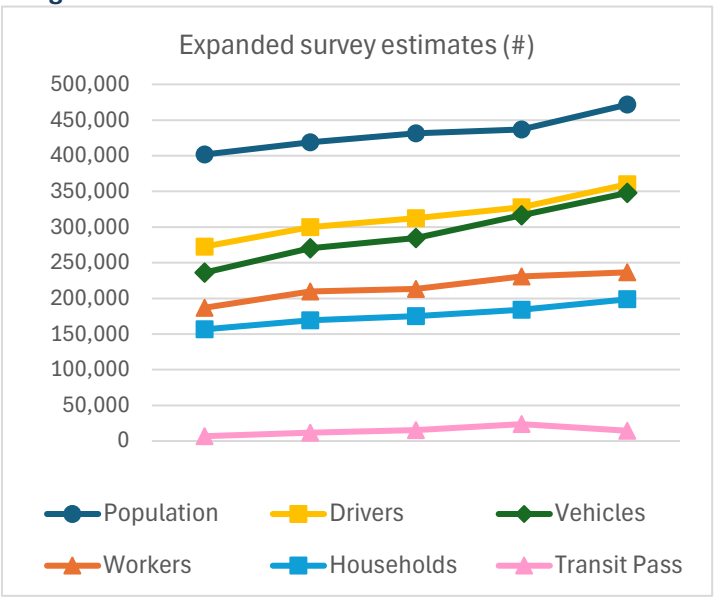


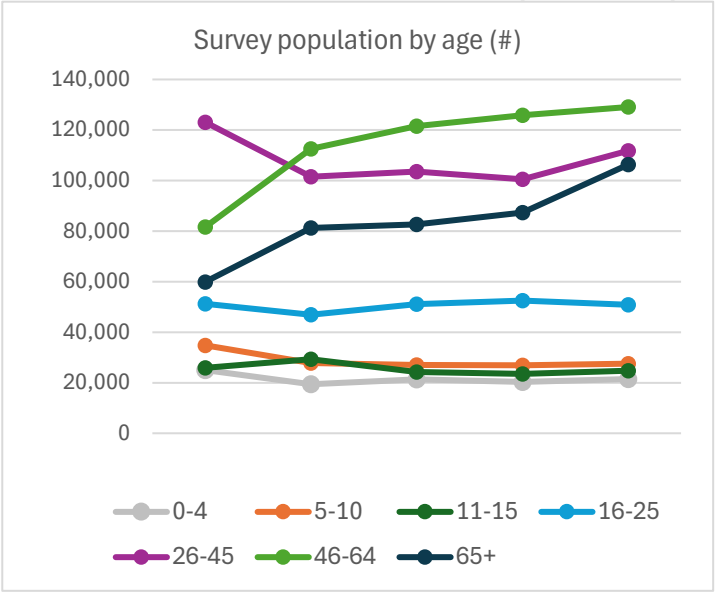


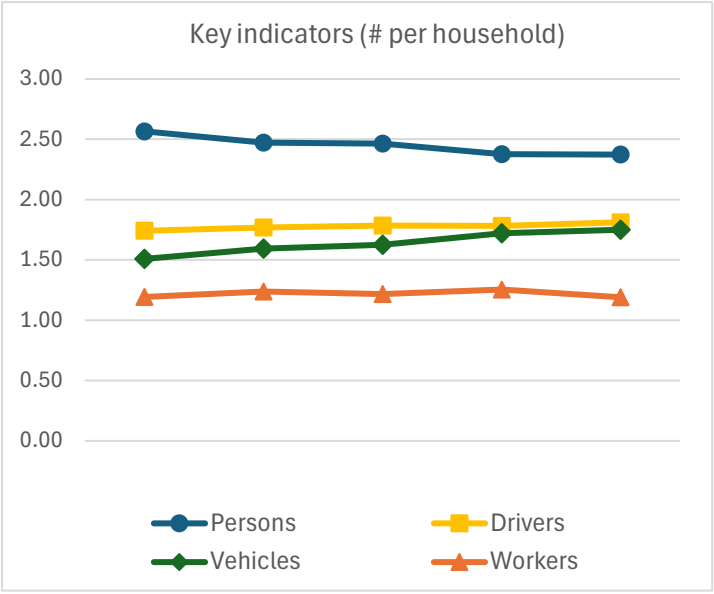
Households surveyed:	8,324	(4.2% sampling rate)
Household members surveyed:	17,372	
Margin of error (MOE) for household-level survey results:	±1.5%	
Margin of error (MOE) for person-level survey results:	±1.1%	

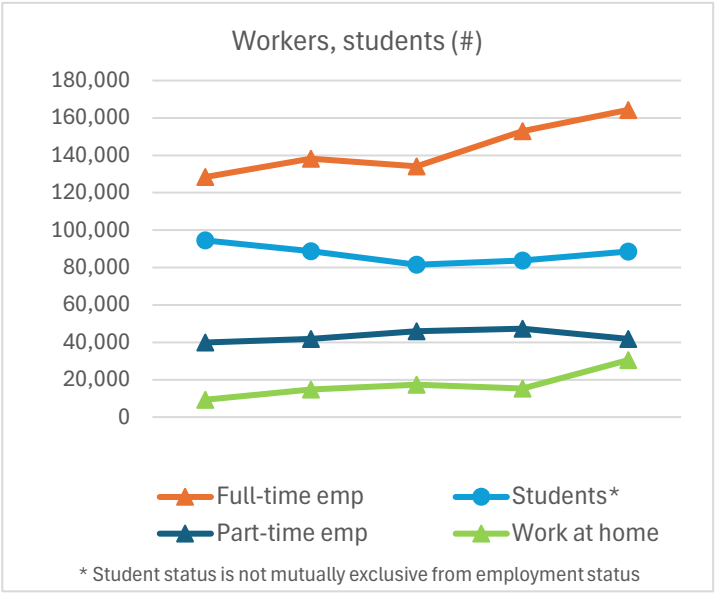
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

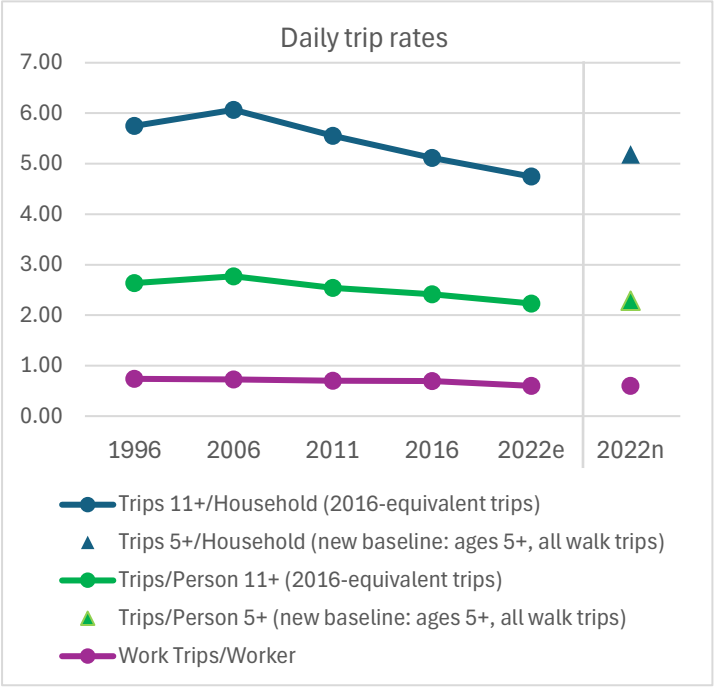
		1996	2006	2011	2016	2022
Households		156,600	169,400	175,100	183,900	198,700
Dwelling Type	House	77%	81%	78%	73%	72%
	Townhouse	4%	5%	6%	7%	8%
	Apartment	19%	14%	16%	20%	20%
Household Size	1	22%	23%	21%	28%	28%
	2	37%	40%	41%	37%	37%
	3	17%	16%	17%	15%	15%
	4	16%	14%	13%	13%	13%
	5+	9%	7%	7%	7%	7%
Vehicles	0	10%	8%	9%	7%	7%
	1	41%	40%	38%	38%	39%
	2	39%	40%	40%	37%	36%
	3	8%	9%	10%	12%	12%
	4+	2%	3%	3%	5%	6%
Household Averages	Persons	2.57	2.47	2.46	2.38	2.37
	Workers	1.19	1.24	1.22	1.25	1.19
	Drivers	1.74	1.77	1.78	1.78	1.81
	Vehicles	1.51	1.59	1.63	1.72	1.75
	Trips/Day 11+	5.75	6.07	5.55	5.11	4.74
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.18
Population		401,700	418,800	431,500	436,900	471,600
Age	0-4	6%	5%	5%	5%	5%
	5-10	9%	7%	6%	6%	6%
	11-15	6%	7%	6%	5%	5%
	16-25	13%	11%	12%	12%	11%
	26-45	31%	24%	24%	23%	24%
	46-64	20%	27%	28%	29%	27%
	65+	15%	19%	19%	20%	23%
	Median Age	36.5	43.9	44.2	45.2	45.9
Daily Trips/Person 11+		2.64	2.77	2.54	2.41	2.23
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.29
Daily Work Trips per Worker		0.74	0.73	0.70	0.70	0.60
Men+	Population	196,800	201,700	208,300	212,200	230,600
Employment	Full-time	40%	40%	37%	42%	40%
	Part-time	6%	6%	7%	7%	7%
	Work at home	3%	4%	5%	3%	6%
	Student	25%	22%	19%	19%	19%
	Licensed	71%	74%	74%	76%	76%
	Transit pass	1%	2%	3%	5%	3%
Women+	Population	204,900	217,100	223,200	224,800	241,000
Employment	Full-time	24%	27%	26%	29%	30%
	Part-time	14%	13%	14%	14%	10%
	Work at home	2%	3%	3%	4%	7%
	Student	23%	21%	18%	19%	18%
	Licensed	65%	69%	71%	74%	76%
	Transit pass	2%	3%	4%	6%	4%

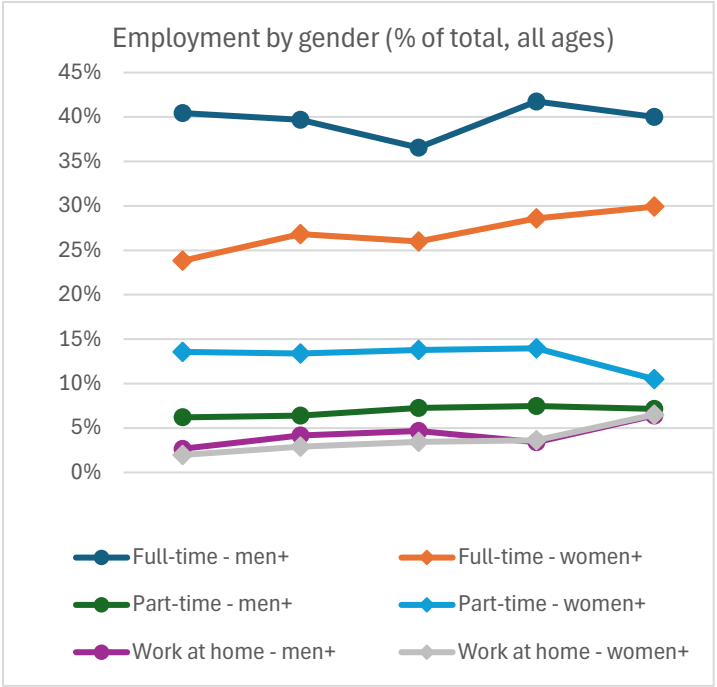

Expanded survey estimates (#)
500,000
450,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

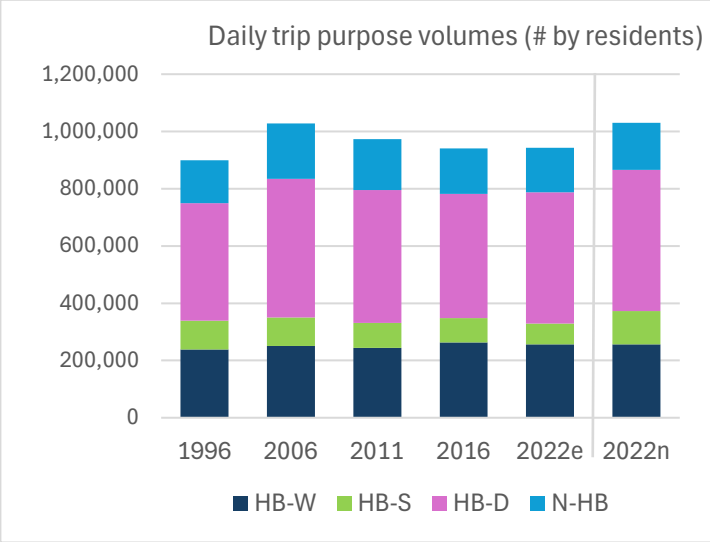

Employment by gender (% of total, all ages)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

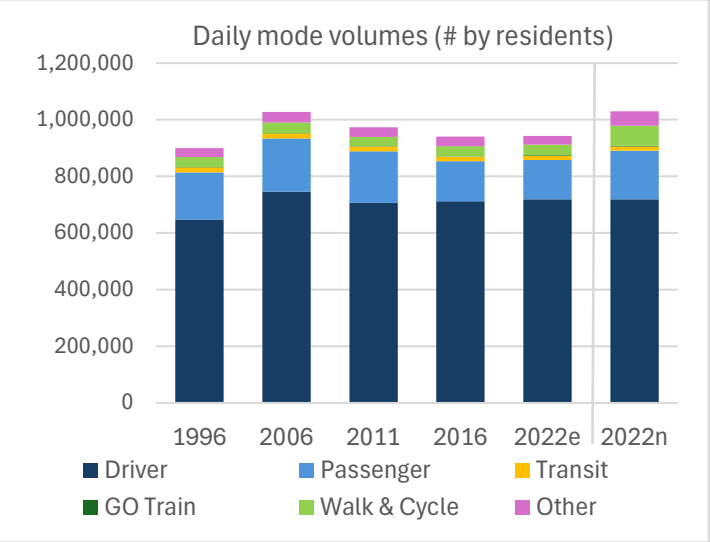
Daily Trips Made by Residents of Niagara

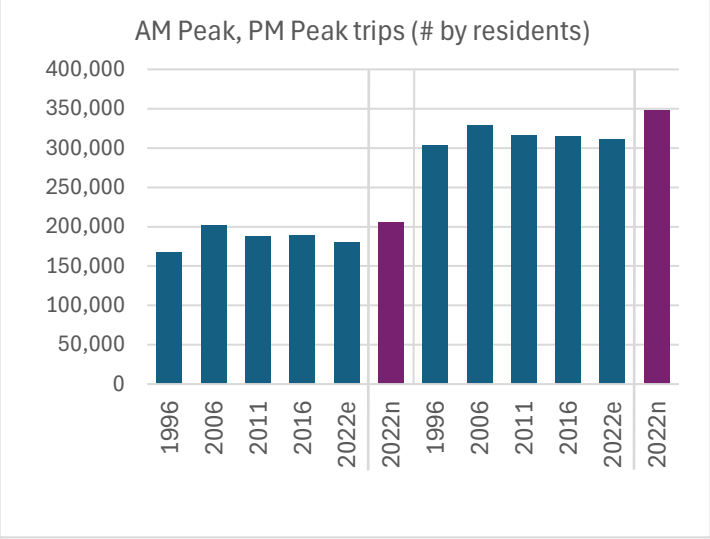
24 Hour Trips

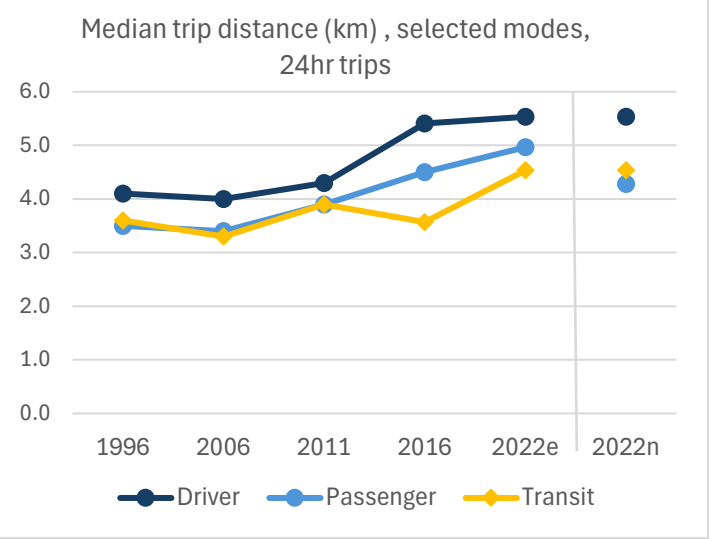
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	899,600	1,028,000	973,200	940,200	942,900	1,030,200
Purpose	HB-W	26%	24%	25%	28%	27%	25%
	HB-S	11%	10%	9%	9%	8%	11%
	HB-D	46%	47%	48%	46%	49%	48%
	N-HB	17%	19%	18%	17%	17%	16%
Mode	Driver	72%	73%	73%	76%	76%	70%
	Passenger	18%	18%	19%	15%	15%	17%
	Transit	2%	2%	2%	2%	2%	2%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	4%	4%	3%	4%	4%	7%
	Other	3%	4%	3%	4%	3%	5%
Median Trip Length (km)	Driver	4.1	4.0	4.3	5.4	5.5	5.5
	Passenger	3.5	3.4	3.9	4.5	5.0	4.3
	Transit	3.6	3.3	3.9	3.6	4.5	4.5
	GO Train	52.7	59.6	53.5	54.9	63.2	63.2









Trips Made by Residents of Niagara

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	167,500	201,700	187,900	189,400	180,000	205,100
	% of 24h	18.6%	19.6%	19.3%	20.1%	19.1%	19.9%
AM Purpose	HB-W	50%	44%	44%	48%	49%	43%
	HB-S	25%	22%	20%	19%	17%	25%
	HB-D	17%	23%	25%	24%	27%	25%
	N-HB	7%	12%	11%	8%	8%	8%
AM Mode	Driver	68%	70%	71%	74%	75%	66%
	Passenger	13%	13%	13%	11%	11%	14%
	Transit	2%	2%	2%	2%	1%	1%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	8%	6%	6%	5%	6%	8%
	Other	9%	9%	8%	8%	7%	11%
Median Trip Length (km) AM	Driver	5.4	5.2	5.5	7.2	7.6	7.6
	Passenger	2.9	2.8	3.8	3.2	3.6	2.8
	Transit	4.0	4.0	4.9	4.1	5.7	5.7
	GO Train	53.3	53.5	53.4	55.1	71.3	71.3

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

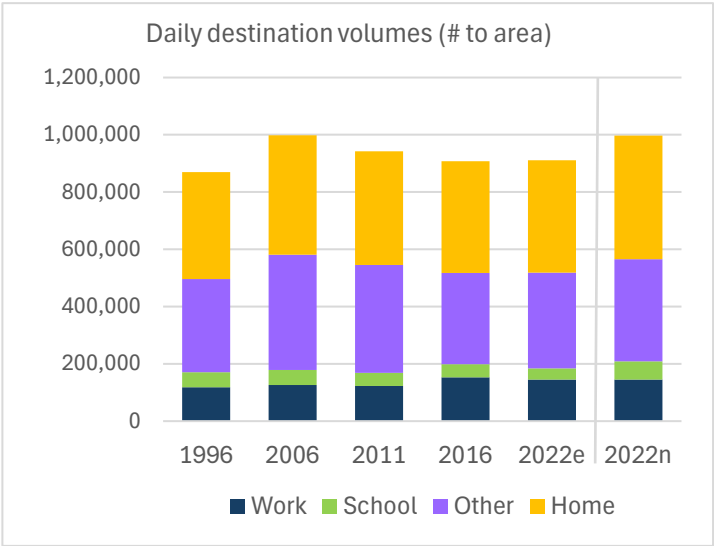
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	302,900	329,200	315,500	314,200	310,800	348,200
	% of 24h	33.7%	32.0%	32.4%	33.4%	33.0%	33.8%
PM Purpose	HB-W	28%	27%	28%	30%	29%	26%
	HB-S	13%	10%	8%	8%	6%	10%
	HB-D	43%	45%	46%	44%	48%	47%
	N-HB	16%	19%	18%	18%	17%	17%
PM Mode	Driver	70%	72%	72%	75%	77%	68%
	Passenger	18%	18%	19%	15%	15%	18%
	Transit	2%	2%	2%	2%	2%	1%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	5%	4%	4%	4%	4%	7%
	Other	4%	3%	3%	3%	2%	5%
Median Trip Length (km)	Driver	4.3	4.4	4.7	5.8	5.7	5.7
	Passenger	3.7	3.6	4.3	4.9	5.1	4.2
	Transit	3.6	3.3	4.1	4.0	4.7	4.7
	GO Train	52.7	58.7	53.8	54.4	57.7	57.7

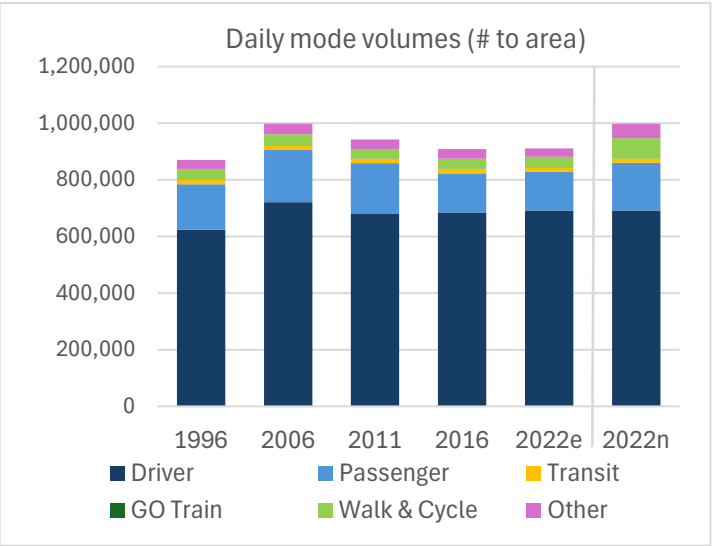
Daily Trips to Niagara Made by Residents of the TTS Area

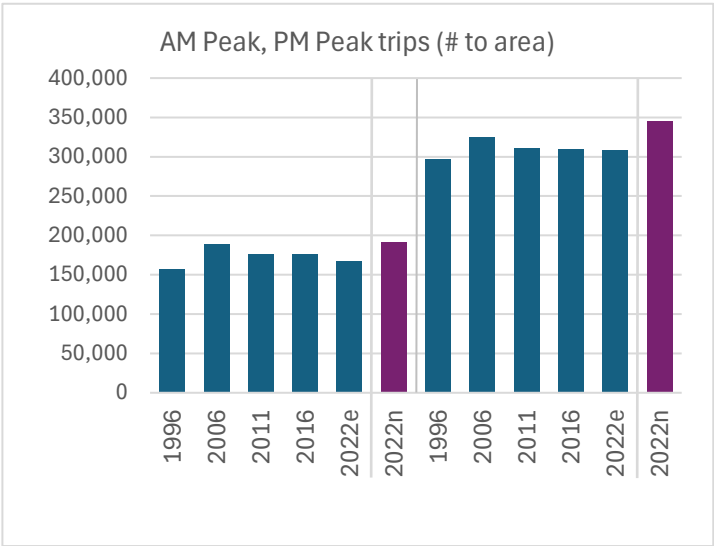
24 Hour Trips

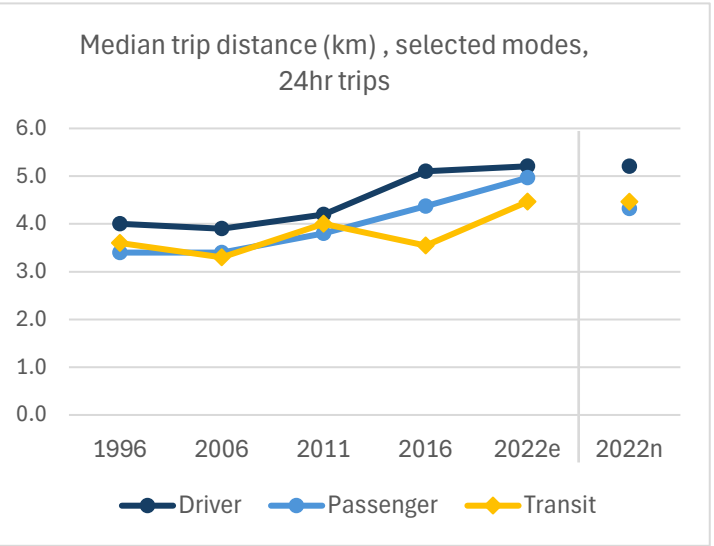
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	869,500	998,100	942,500	908,200	911,100	997,700
Purpose (destination)	Work	14%	13%	13%	17%	16%	15%
	School	6%	5%	5%	5%	4%	6%
	Other	37%	40%	40%	35%	37%	36%
	Home	43%	42%	42%	43%	43%	43%
Mode	Driver	72%	72%	72%	75%	76%	69%
	Passenger	18%	18%	19%	15%	15%	17%
	Transit	2%	2%	2%	2%	2%	2%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	4%	4%	4%	4%	4%	7%
	Other	4%	4%	4%	4%	3%	5%
Median Trip Length (km)	Driver	4.0	3.9	4.2	5.1	5.2	5.2
	Passenger	3.4	3.4	3.8	4.4	5.0	4.3
	Transit	3.6	3.3	4.0	3.5	4.5	4.5
	GO Train	52.7	57.9	53.6	54.4	66.9	66.2









Daily Trips to Niagara Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

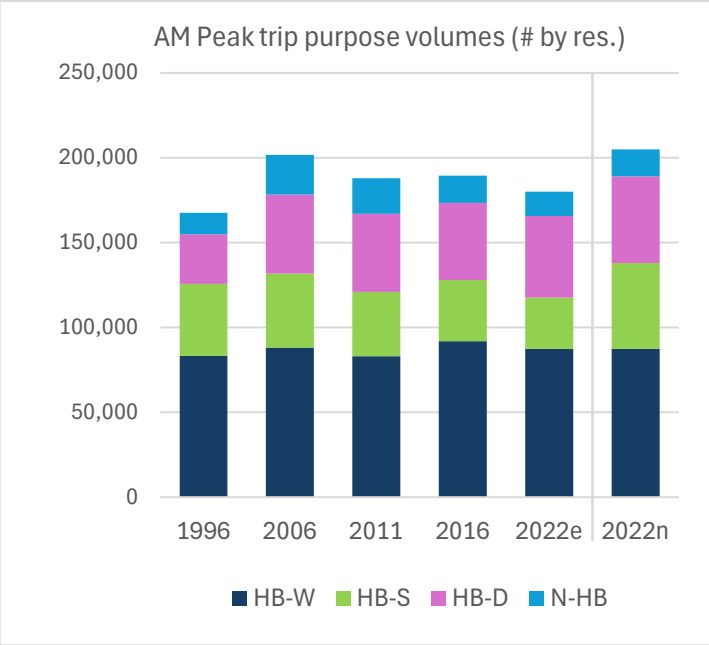
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	157,500	188,700	176,400	176,200	167,300	191,800
	% of 24h	18.1%	18.9%	18.7%	19.4%	18.4%	19.2%
AM Purpose (destination)	Work	50%	45%	46%	50%	50%	44%
	School	28%	24%	22%	21%	19%	28%
	Other	17%	24%	25%	22%	23%	21%
	Home	6%	7%	7%	7%	8%	8%
AM Mode	Driver	67%	69%	71%	73%	73%	64%
	Passenger	13%	13%	13%	12%	11%	15%
	Transit	2%	2%	2%	2%	1%	1%
	GO Train	*	*	*	0%	0%	0%
	Walk & Cycle	9%	7%	6%	5%	6%	9%
	Other	9%	9%	8%	8%	8%	11%
Median Trip Length (km) AM	Driver	4.9	4.8	5.0	6.0	6.2	6.2
	Passenger	2.8	2.7	3.5	3.1	3.5	2.8
	Transit	3.9	3.9	4.9	3.5	5.7	5.7
	GO Train	*	*	*	*	*	*

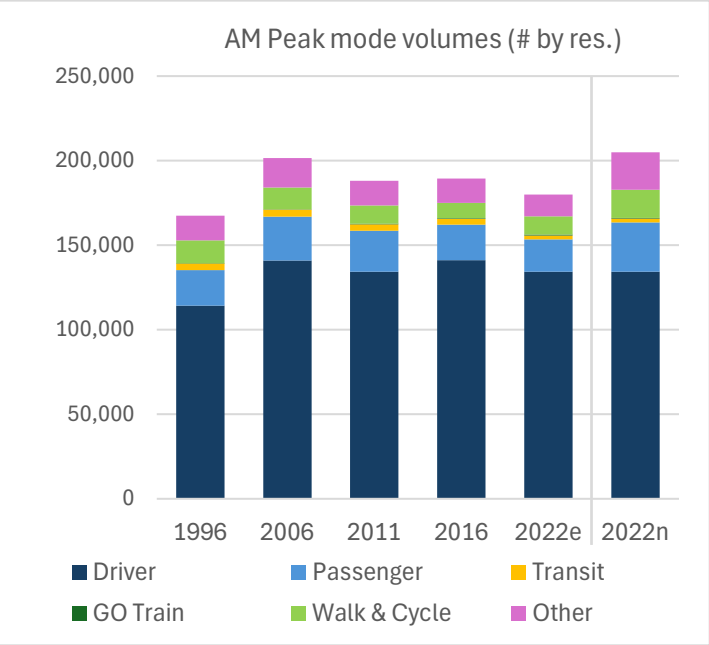
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

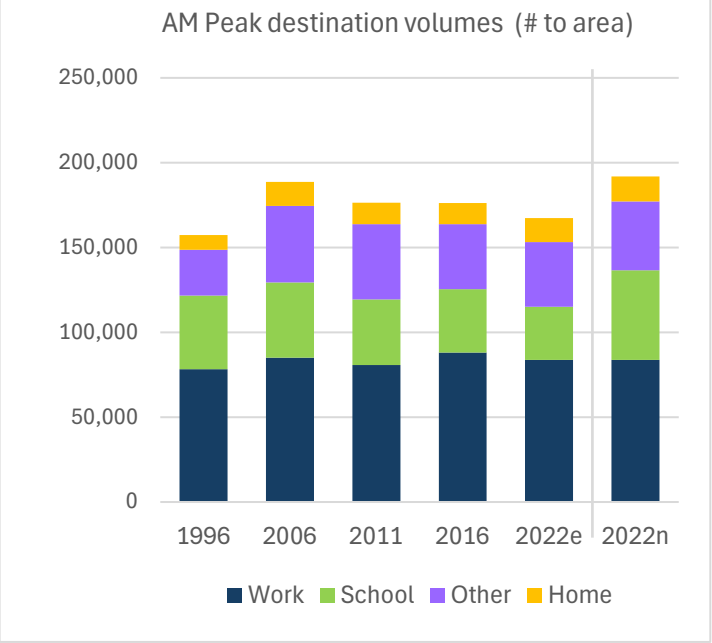
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	296,900	325,000	310,600	309,600	307,700	344,800
	% of 24h	34.1%	32.6%	33.0%	34.1%	33.8%	34.6%
PM Purpose (destination)	Work	3%	3%	3%	3%	4%	3%
	School	0%	0%	0%	0%	0%	0%
	Other	35%	38%	39%	35%	37%	36%
	Home	62%	59%	59%	62%	59%	60%
PM Mode	Driver	70%	72%	73%	75%	77%	68%
	Passenger	18%	18%	19%	15%	15%	18%
	Transit	2%	2%	2%	2%	2%	1%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	5%	4%	4%	4%	4%	7%
	Other	4%	3%	3%	3%	2%	5%
Median Trip Length (km)	Driver	4.3	4.3	4.6	5.7	5.7	5.7
	Passenger	3.6	3.4	4.1	4.9	5.2	4.4
	Transit	3.6	3.3	4.2	4.0	4.3	4.3
	GO Train	52.7	54.0	53.9	54.4	67.4	67.4

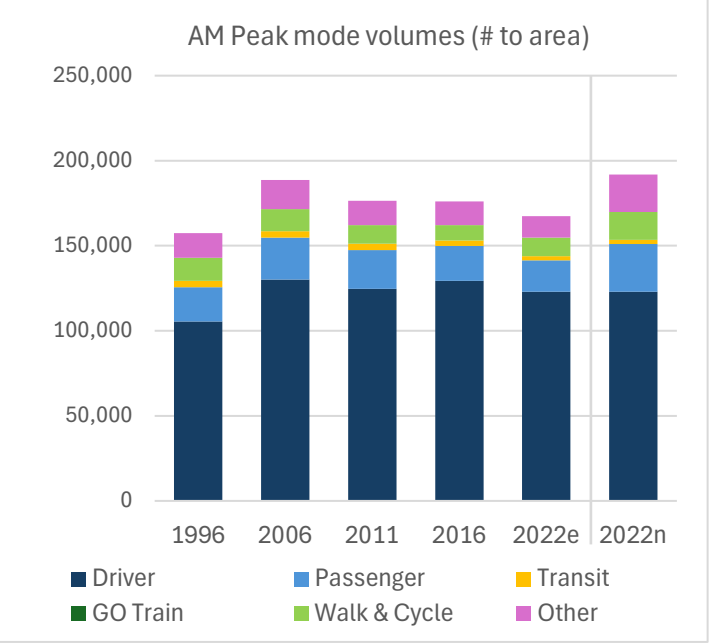
AM Peak Trips Made by Residents of Niagara





AM Peak Trips to Niagara Made by Residents of the TTS Area





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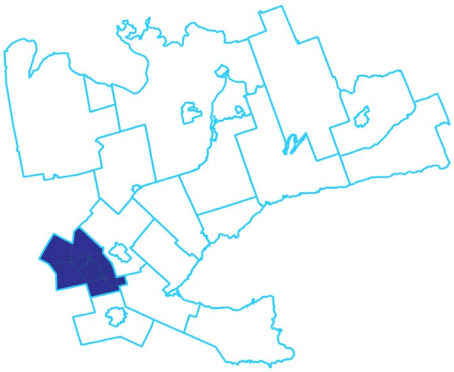
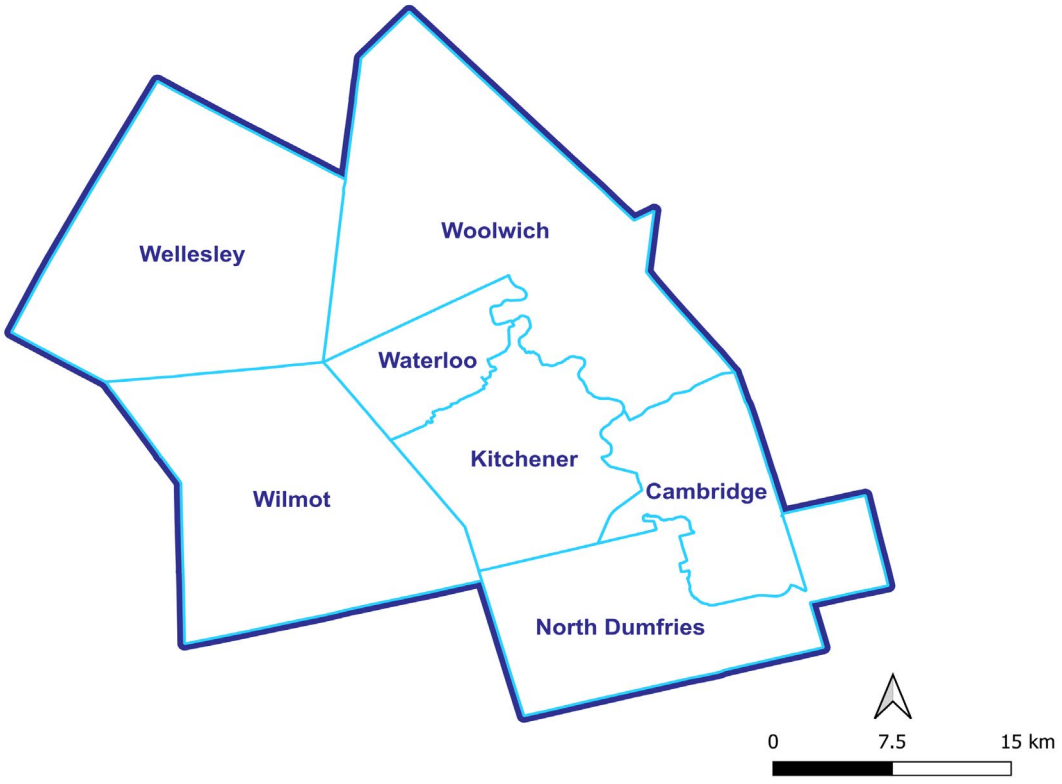
SURVEY 2022

Travel Summary

Regional Municipality of Waterloo

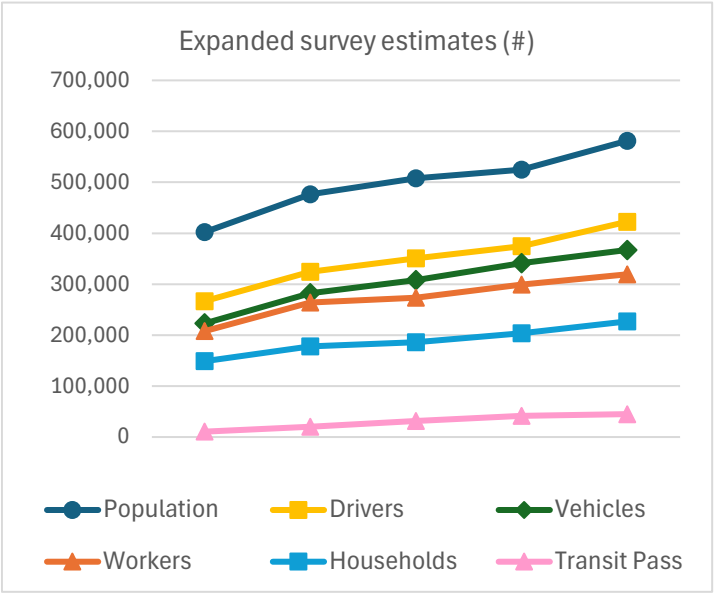


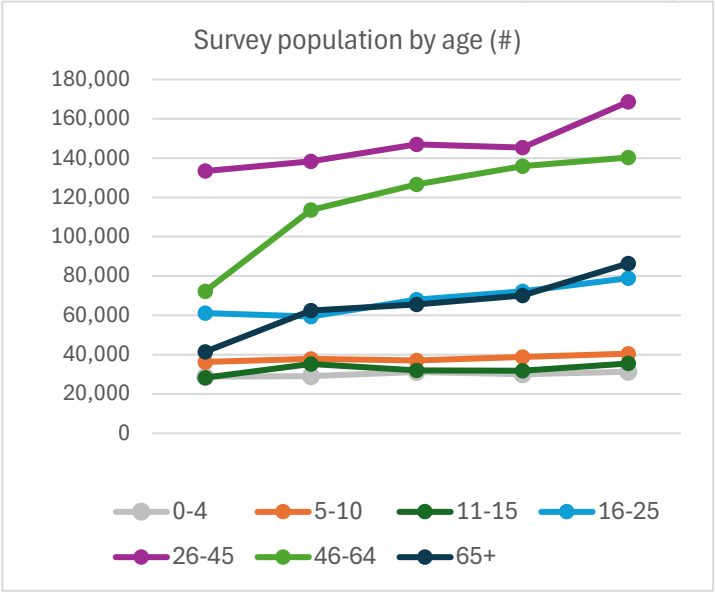


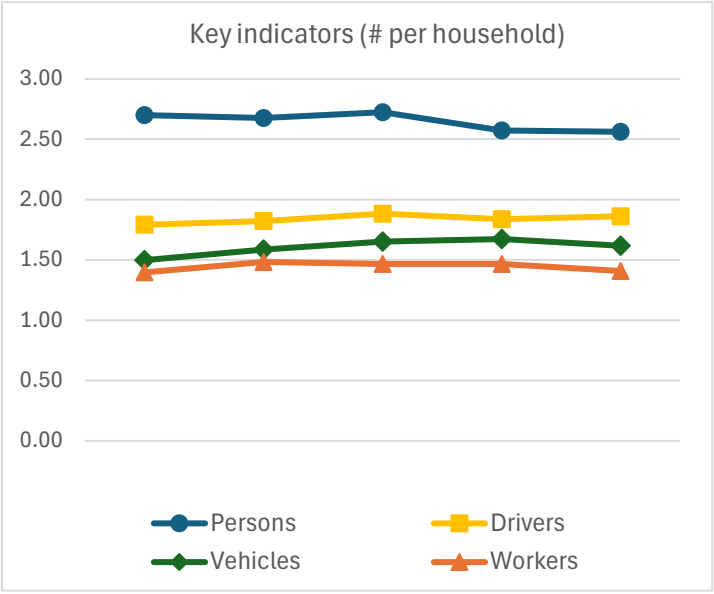
Households surveyed:	10,017 (4.4% sampling rate)
Household members surveyed:	22,842
Margin of error (MOE) for household-level survey results:	±1.3%
Margin of error (MOE) for person-level survey results:	±0.8%

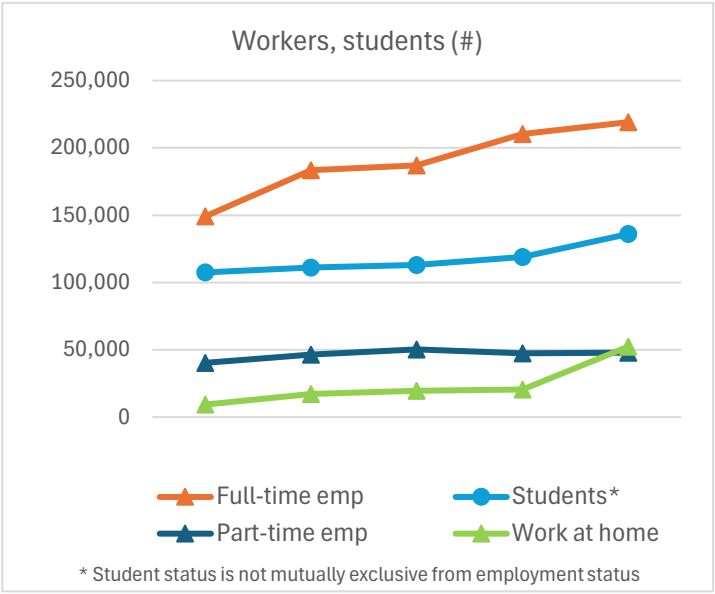
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

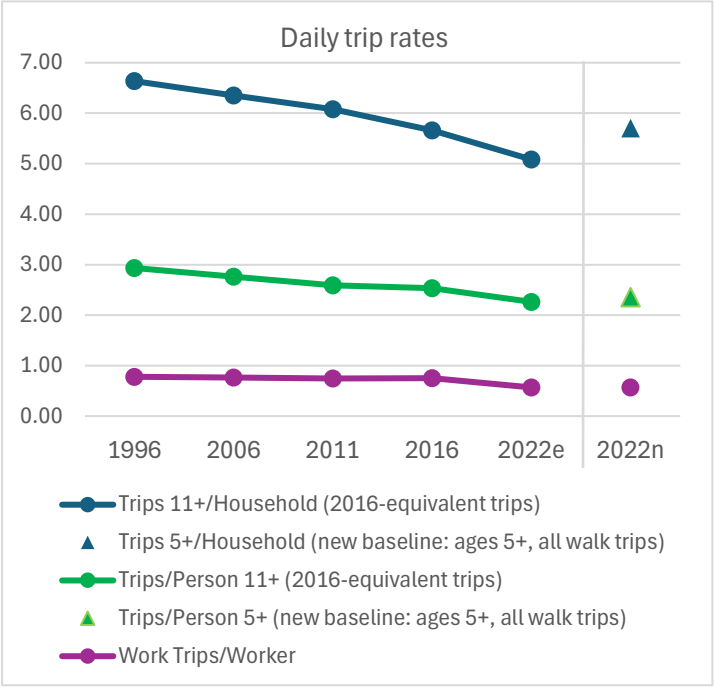
		1996	2006	2011	2016	2022
Households		148,900	178,000	186,300	203,800	227,000
Dwelling Type	House	66%	74%	73%	62%	59%
	Townhouse	8%	8%	9%	11%	12%
	Apartment	26%	18%	18%	27%	29%
Household Size	1	20%	19%	17%	24%	25%
	2	33%	35%	37%	33%	33%
	3	18%	18%	18%	17%	16%
	4	18%	19%	19%	16%	16%
	5+	11%	9%	10%	10%	10%
Vehicles	0	10%	8%	8%	8%	8%
	1	41%	39%	36%	36%	41%
	2	40%	42%	45%	40%	37%
	3	8%	8%	9%	11%	9%
	4+	2%	2%	3%	4%	4%
Household Averages	Persons	2.70	2.68	2.72	2.57	2.56
	Workers	1.40	1.48	1.47	1.47	1.41
	Drivers	1.79	1.82	1.88	1.84	1.86
	Vehicles	1.50	1.58	1.65	1.67	1.62
	Trips/Day 11+	6.64	6.35	6.08	5.66	5.08
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.71
Population		402,200	476,400	507,500	524,500	581,500
Age	0-4	7%	6%	6%	6%	5%
	5-10	9%	8%	7%	7%	7%
	11-15	7%	7%	6%	6%	6%
	16-25	15%	12%	13%	14%	14%
	26-45	33%	29%	29%	28%	29%
	46-64	18%	24%	25%	26%	24%
	65+	10%	13%	13%	13%	15%
	Median Age	33.0	38.2	37.7	38.1	37.9
Daily Trips/Person 11+		2.93	2.76	2.59	2.53	2.26
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.35
Daily Work Trips per Worker		0.78	0.76	0.74	0.75	0.57
Men+	Population	197,900	232,400	248,800	259,300	290,200
Employment	Full-time	45%	46%	44%	47%	44%
	Part-time	6%	6%	7%	6%	6%
	Work at home	3%	4%	4%	4%	9%
	Student	27%	24%	22%	23%	23%
	Licensed	70%	71%	72%	72%	74%
	Transit pass	2%	4%	6%	8%	8%
Women+	Population	204,200	244,100	258,600	265,100	291,300
Employment	Full-time	29%	31%	30%	34%	32%
	Part-time	13%	13%	13%	12%	10%
	Work at home	2%	3%	3%	4%	9%
	Student	26%	23%	22%	23%	23%
	Licensed	63%	66%	67%	70%	72%
	Transit pass	3%	4%	7%	8%	8%

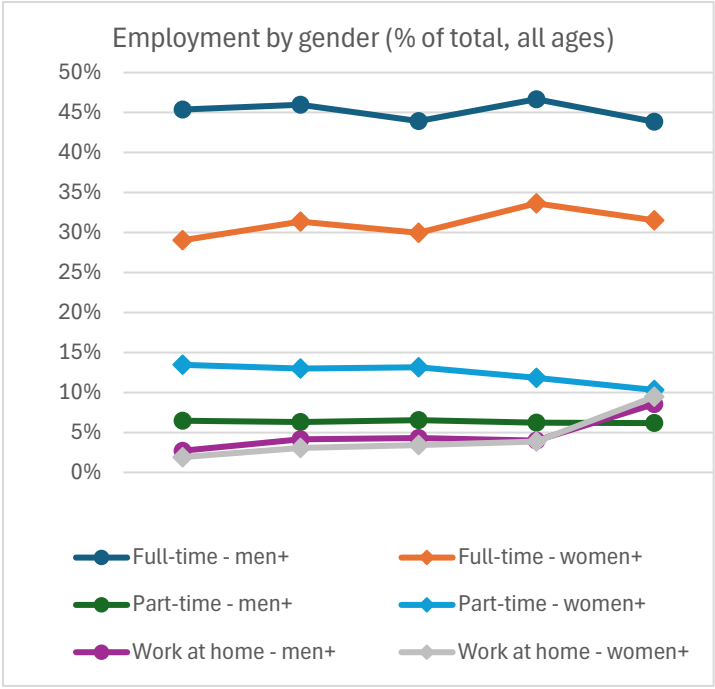

Expanded survey estimates (#)
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
250,000
200,000
150,000
100,000
50,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

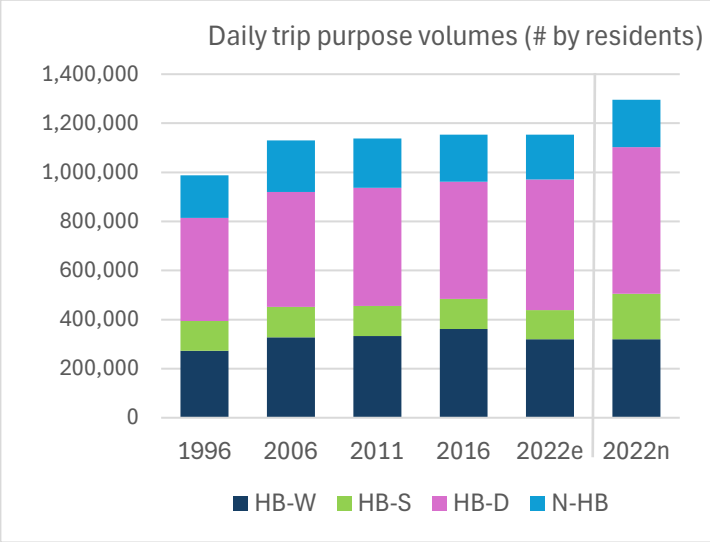

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

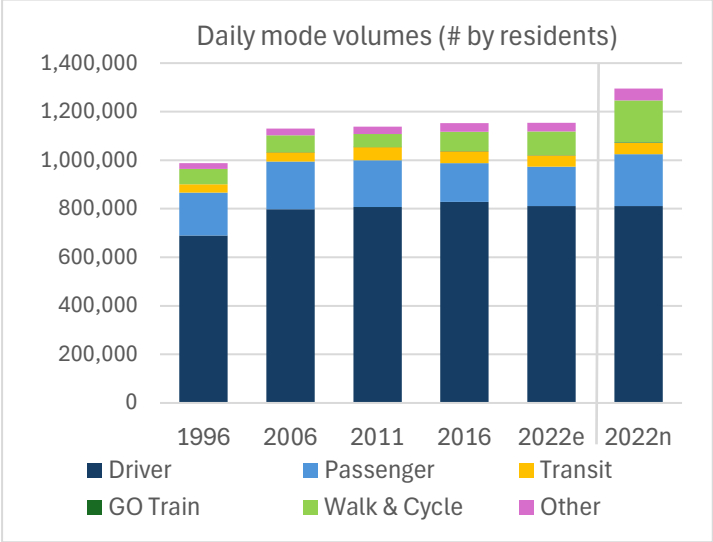
Daily Trips Made by Residents of Waterloo

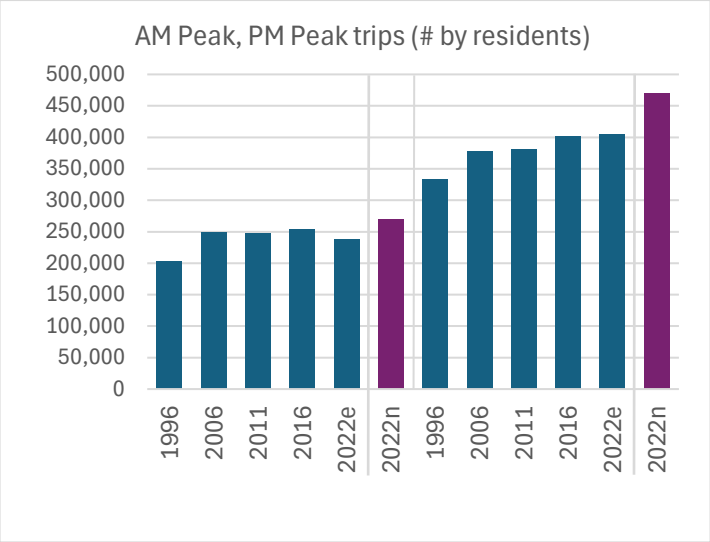
24 Hour Trips

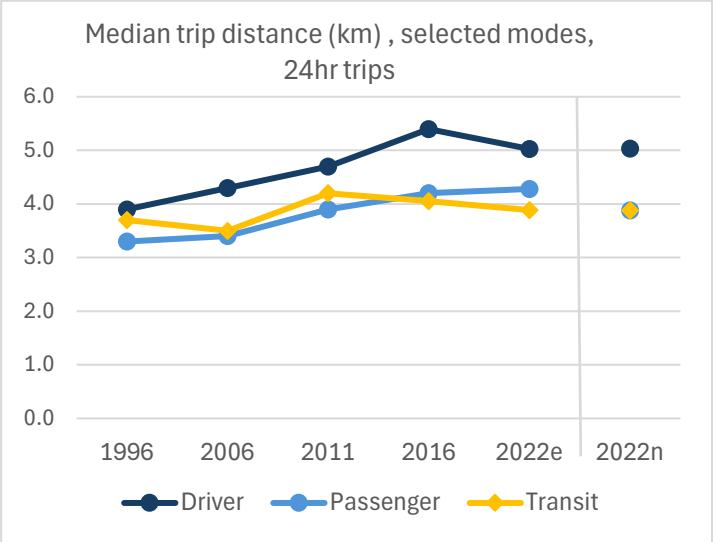
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	987,900	1,130,300	1,138,000	1,153,200	1,153,700	1,295,500
Purpose	HB-W	28%	29%	29%	31%	28%	25%
	HB-S	12%	11%	11%	11%	10%	14%
	HB-D	43%	41%	42%	41%	46%	46%
	N-HB	18%	19%	18%	17%	16%	15%
Mode	Driver	70%	71%	71%	72%	70%	63%
	Passenger	18%	17%	17%	14%	14%	16%
	Transit	3%	3%	5%	4%	4%	4%
	GO Train	*	0%	0%	0%	0%	0%
	Walk & Cycle	7%	6%	5%	7%	8%	13%
	Other	2%	2%	3%	3%	3%	4%
Median Trip Length (km)	Driver	3.9	4.3	4.7	5.4	5.0	5.0
	Passenger	3.3	3.4	3.9	4.2	4.3	3.9
	Transit	3.7	3.5	4.2	4.1	3.9	3.9
	GO Train	*	71.2	85.4	93.7	86.4	86.4









Trips Made by Residents of Waterloo

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	202,200	249,200	246,700	254,100	237,300	269,500
	% of 24h	20.5%	22.0%	21.7%	22.0%	20.6%	20.8%
AM Purpose	HB-W	48%	46%	47%	51%	45%	39%
	HB-S	24%	21%	21%	19%	20%	28%
	HB-D	18%	21%	21%	20%	26%	25%
	N-HB	10%	12%	11%	9%	9%	8%
AM Mode	Driver	67%	68%	70%	71%	68%	59%
	Passenger	14%	14%	12%	10%	10%	14%
	Transit	4%	4%	6%	5%	4%	4%
	GO Train	*	*	0%	0%	0%	0%
	Walk & Cycle	10%	9%	7%	9%	12%	15%
	Other	5%	5%	5%	6%	6%	7%
Median Trip Length (km) AM	Driver	4.9	5.1	5.8	6.9	6.3	6.3
	Passenger	3.0	2.8	3.3	3.7	3.4	2.9
	Transit	3.8	3.6	4.1	4.5	4.1	4.1
	GO Train	*	*	83.0	91.3	82.1	82.1

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

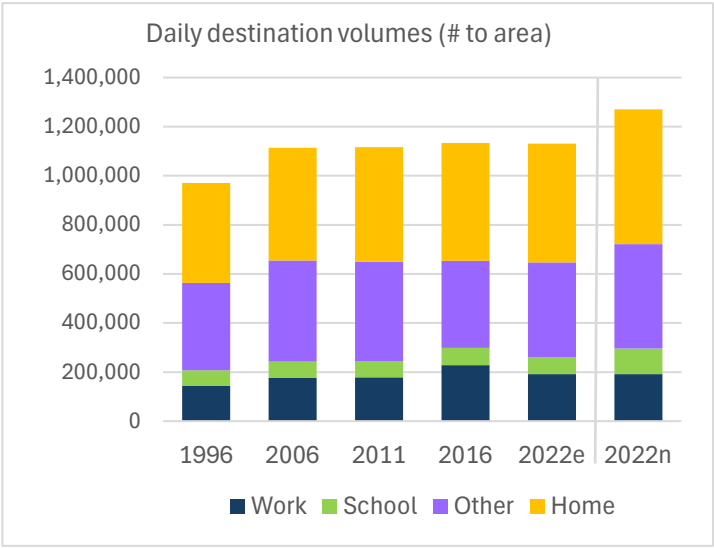
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	332,700	377,900	380,500	401,200	404,300	470,000
	% of 24h	33.7%	33.4%	33.4%	34.8%	35.0%	36.3%
PM Purpose	HB-W	29%	31%	32%	33%	29%	25%
	HB-S	12%	11%	10%	9%	8%	13%
	HB-D	40%	40%	41%	40%	46%	46%
	N-HB	18%	18%	18%	18%	17%	15%
PM Mode	Driver	69%	70%	71%	73%	71%	61%
	Passenger	18%	17%	16%	14%	14%	19%
	Transit	4%	3%	4%	4%	4%	3%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	7%	7%	5%	7%	9%	14%
	Other	3%	3%	2%	3%	2%	3%
Median Trip Length (km)	Driver	4.1	4.6	5.1	5.5	5.1	5.1
	Passenger	3.5	3.7	4.4	4.3	4.4	3.8
	Transit	3.7	3.5	4.4	4.4	4.0	4.0
	GO Train	*	*	85.6	92.6	93.1	93.1

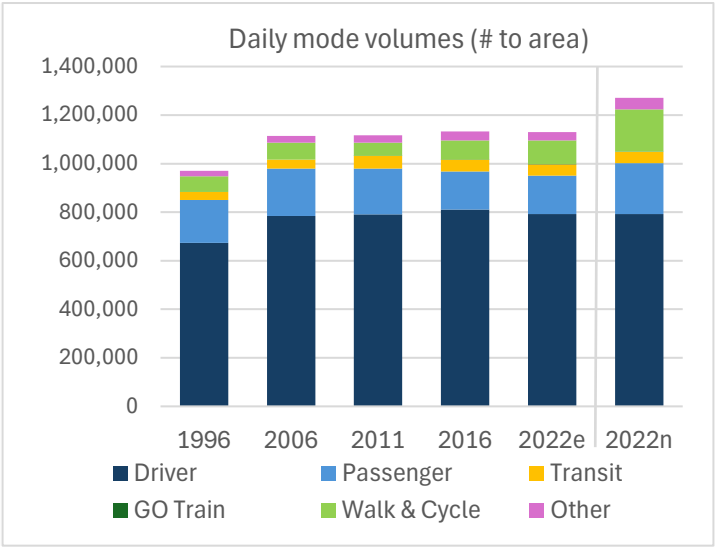
Daily Trips to Waterloo Made by Residents of the TTS Area

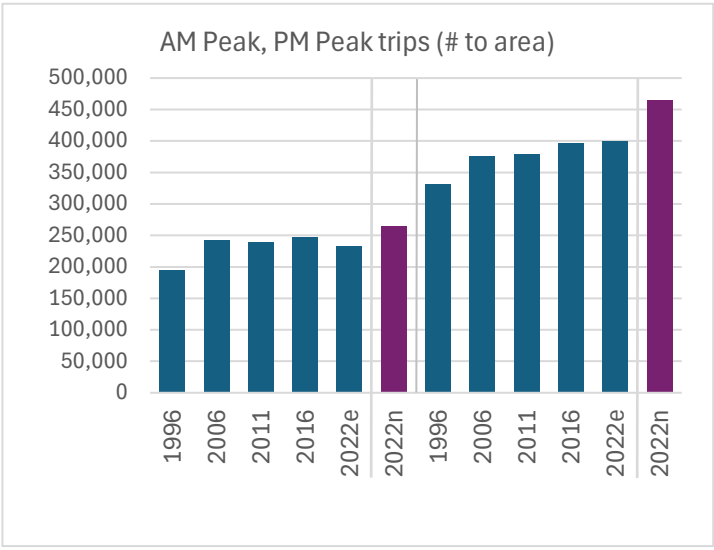
24 Hour Trips

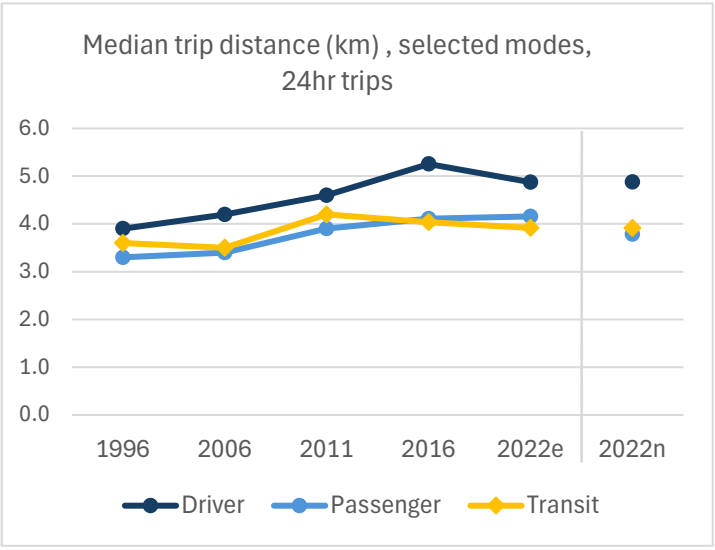
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	970,100	1,114,400	1,116,500	1,132,700	1,130,200	1,270,700
Purpose (destination)	Work	15%	16%	16%	20%	17%	15%
	School	7%	6%	6%	6%	6%	8%
	Other	37%	37%	36%	31%	34%	33%
	Home	42%	41%	42%	42%	43%	43%
Mode	Driver	69%	70%	71%	72%	70%	62%
	Passenger	18%	18%	17%	14%	14%	17%
	Transit	3%	3%	5%	4%	4%	4%
	GO Train	*	*	0%	0%	0%	0%
	Walk & Cycle	7%	6%	5%	7%	9%	14%
	Other	2%	2%	3%	3%	3%	4%
Median Trip Length (km)	Driver	3.9	4.2	4.6	5.3	4.9	4.9
	Passenger	3.3	3.4	3.9	4.1	4.2	3.8
	Transit	3.6	3.5	4.2	4.0	3.9	3.9
	GO Train	*	*	85.8	93.7	89.7	89.7









Daily Trips to Waterloo Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

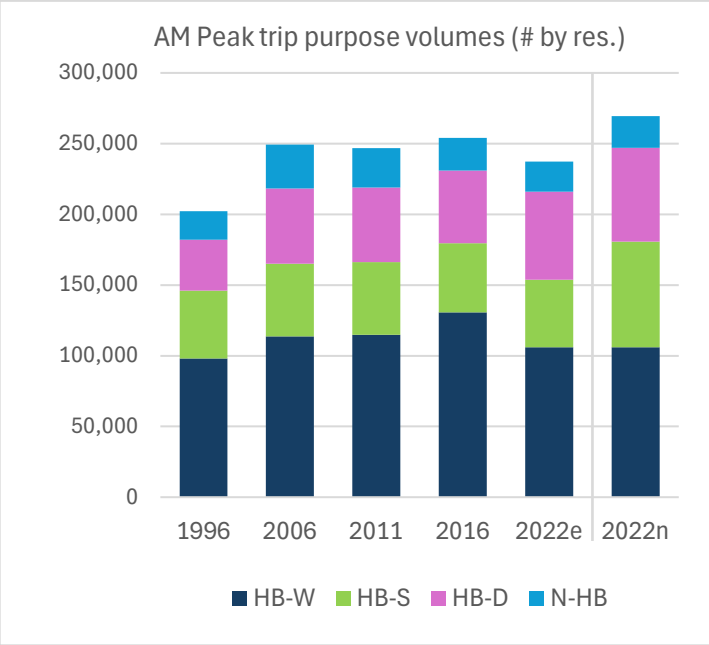
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	194,400	241,700	239,100	247,500	232,200	264,200
	% of 24h	20.0%	21.7%	21.4%	21.9%	20.5%	20.8%
AM Purpose (destination)	Work	52%	49%	50%	56%	48%	42%
	School	26%	23%	23%	21%	22%	30%
	Other	18%	22%	21%	18%	22%	21%
	Home	5%	6%	6%	5%	7%	7%
AM Mode	Driver	66%	68%	69%	70%	67%	59%
	Passenger	14%	14%	12%	10%	11%	14%
	Transit	4%	4%	6%	5%	4%	4%
	GO Train	*	*	*	0%	0%	0%
	Walk & Cycle	10%	9%	7%	9%	12%	16%
	Other	5%	5%	5%	7%	6%	7%
Median Trip Length (km) AM	Driver	4.8	5.0	5.7	6.6	6.1	6.1
	Passenger	3.0	2.7	3.2	3.6	3.5	2.9
	Transit	3.8	3.5	4.1	4.5	4.1	4.1
	GO Train	*	*	*	*	*	*

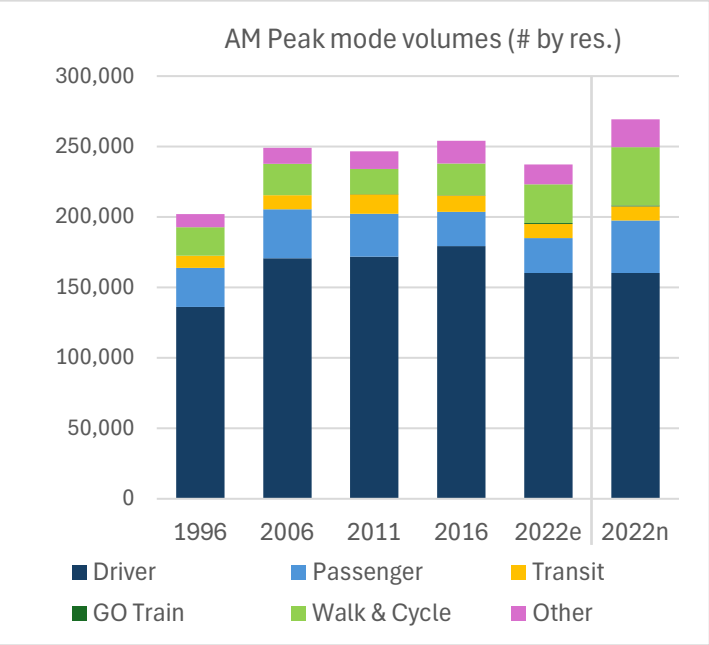
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

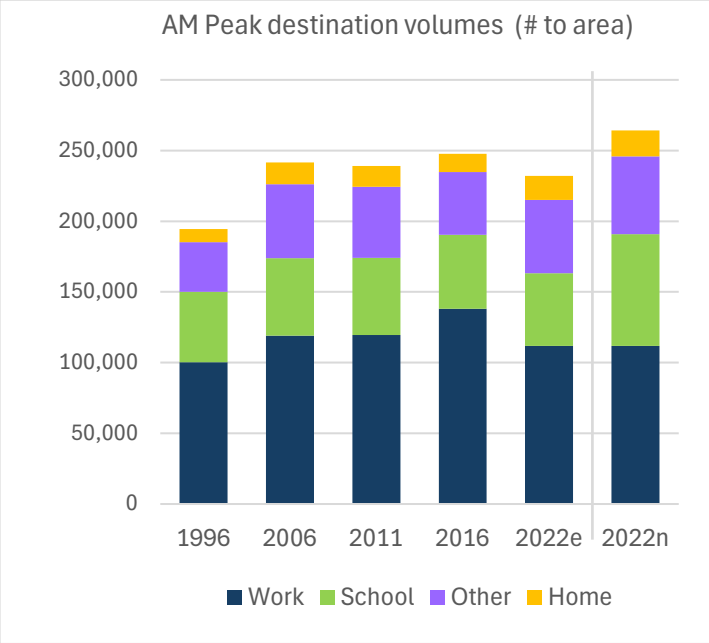
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	330,500	376,400	378,200	396,000	399,500	464,600
	% of 24h	34.1%	33.8%	33.9%	35.0%	35.3%	36.6%
PM Purpose (destination)	Work	3%	3%	3%	3%	4%	3%
	School	1%	0%	0%	0%	1%	1%
	Other	36%	36%	36%	35%	36%	35%
	Home	60%	60%	61%	62%	60%	61%
PM Mode	Driver	69%	70%	71%	73%	71%	61%
	Passenger	18%	17%	16%	14%	14%	18%
	Transit	4%	3%	4%	4%	4%	3%
	GO Train	*	0%	0%	0%	0%	0%
	Walk & Cycle	7%	7%	5%	7%	9%	14%
	Other	3%	3%	2%	3%	2%	3%
Median Trip Length (km)	Driver	4.1	4.6	5.0	5.4	5.0	5.0
	Passenger	3.4	3.7	4.3	4.3	4.1	3.7
	Transit	3.7	3.5	4.4	4.4	4.1	4.1
	GO Train	*	*	86.6	92.8	93.2	93.2

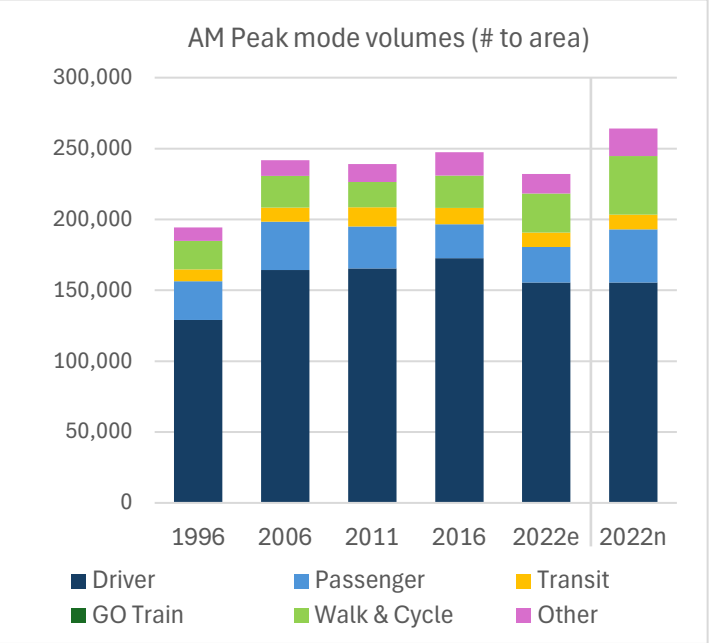
AM Peak Trips Made by Residents of Waterloo





AM Peak Trips to Waterloo Made by Residents of the TTS Area





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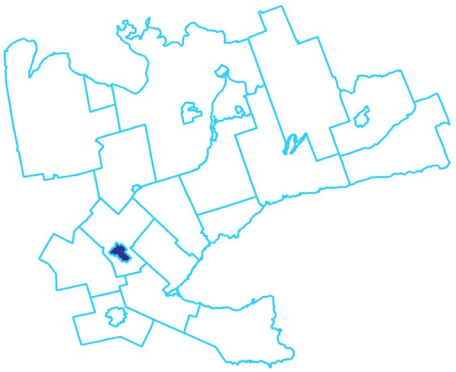
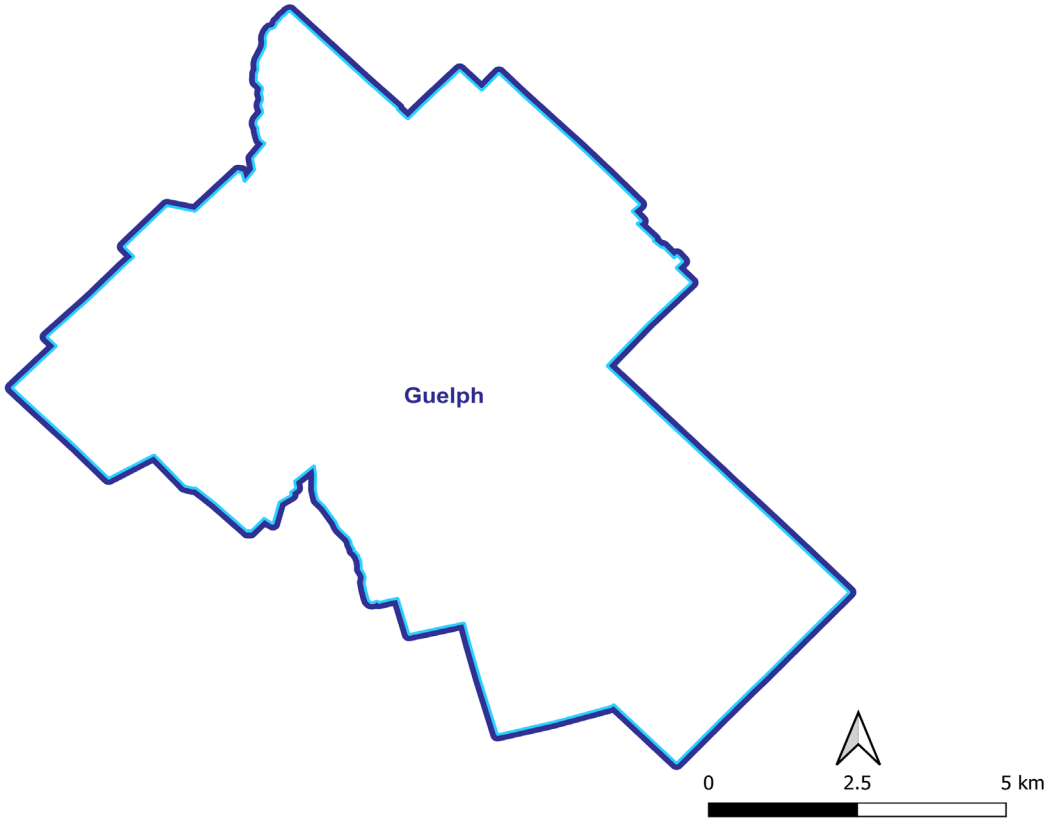
SURVEY 2022

Travel Summary

City of Guelph

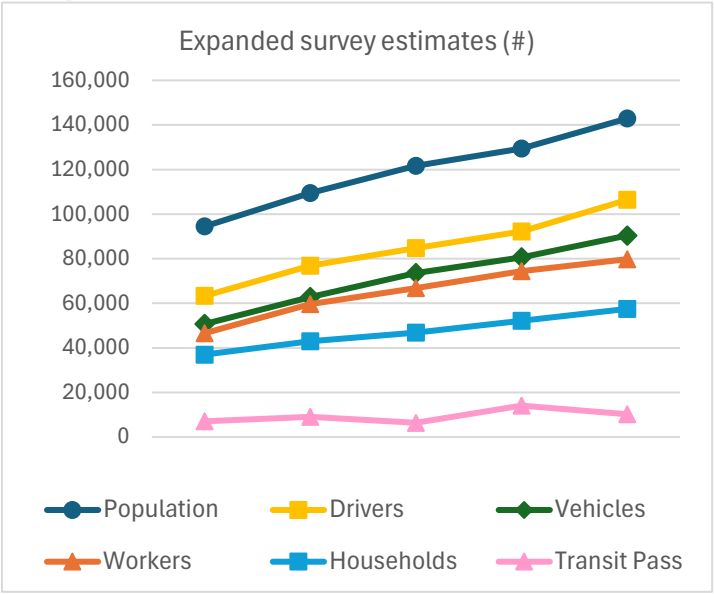


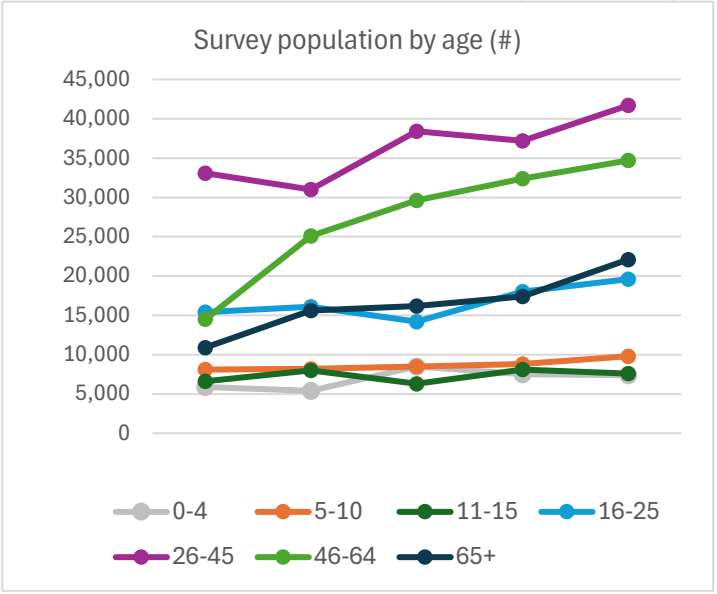


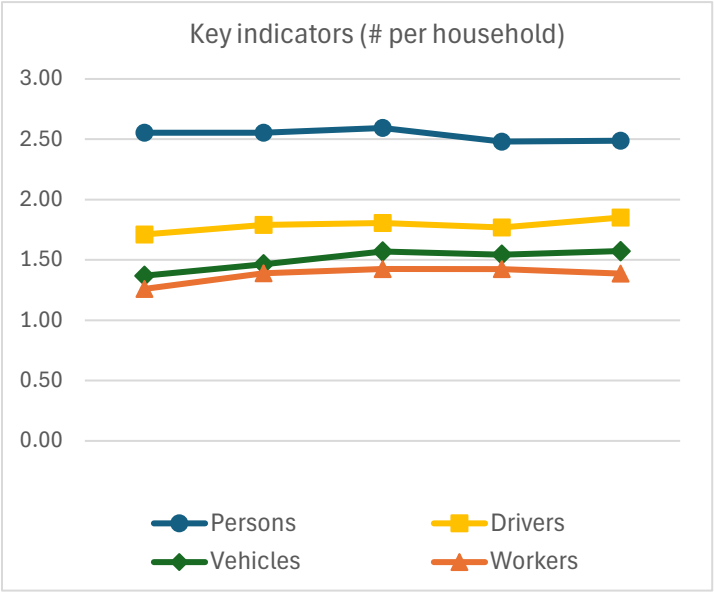
Households surveyed:	2,686	(4.7% sampling rate)
Household members surveyed:	5,914	
Margin of error (MOE) for household-level survey results:	±2.6%	
Margin of error (MOE) for person-level survey results:	±1.7%	

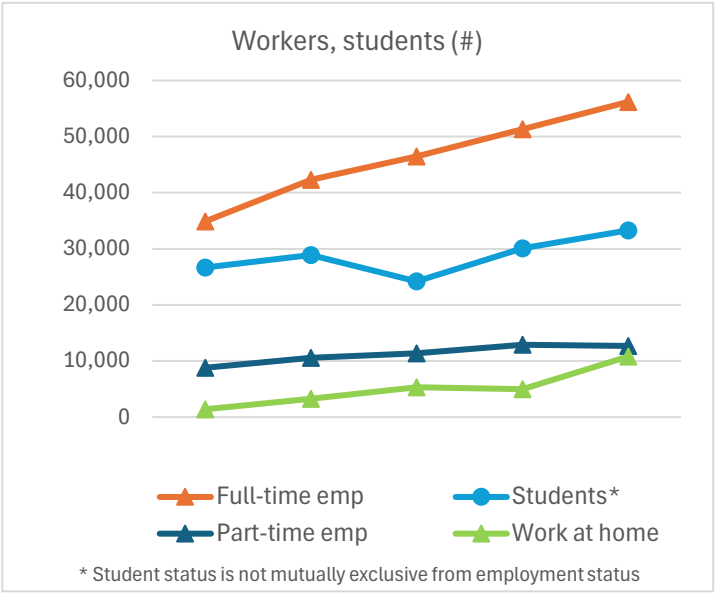
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

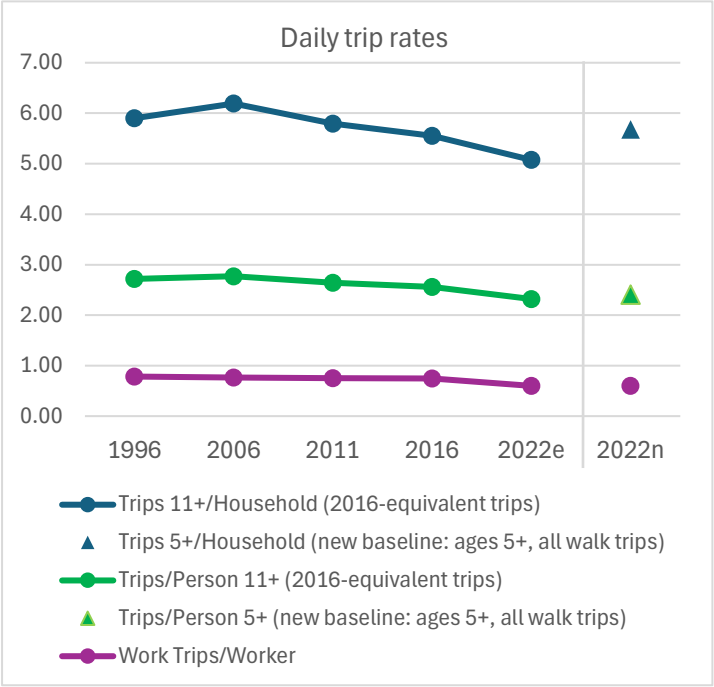
		1996	2006	2011	2016	2022
Households		37,000	42,900	46,900	52,200	57,500
Dwelling Type	House	63%	69%	70%	55%	53%
	Townhouse	7%	10%	11%	14%	15%
	Apartment	30%	21%	19%	30%	32%
Household Size	1	23%	22%	20%	27%	27%
	2	35%	36%	36%	33%	33%
	3	18%	17%	19%	16%	16%
	4	17%	17%	17%	16%	16%
	5+	8%	8%	8%	8%	8%
Vehicles	0	13%	10%	7%	10%	8%
	1	46%	45%	42%	41%	44%
	2	36%	38%	42%	38%	36%
	3	5%	7%	7%	8%	8%
	4+	1%	2%	2%	3%	4%
Household Averages	Persons	2.55	2.55	2.59	2.48	2.49
	Workers	1.26	1.39	1.42	1.42	1.39
	Drivers	1.71	1.79	1.81	1.77	1.85
	Vehicles	1.37	1.46	1.57	1.54	1.57
	Trips/Day 11+	5.90	6.19	5.80	5.55	5.07
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.68
Population		94,500	109,500	121,700	129,400	142,900
Age	0-4	6%	5%	7%	6%	5%
	5-10	9%	8%	7%	7%	7%
	11-15	7%	7%	5%	6%	5%
	16-25	16%	15%	12%	14%	14%
	26-45	35%	28%	32%	29%	29%
	46-64	15%	23%	24%	25%	24%
	65+	12%	14%	13%	13%	15%
	Median Age	32.8	37.8	37.4	38.0	38.0
Daily Trips/Person 11+		2.72	2.77	2.64	2.56	2.32
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.41
Daily Work Trips per Worker		0.78	0.77	0.75	0.74	0.60
Men+	Population	45,900	51,700	59,800	63,100	70,400
Employment	Full-time	45%	45%	45%	46%	45%
	Part-time	5%	6%	7%	7%	7%
	Work at home	1%	3%	4%	4%	8%
	Student	28%	26%	21%	24%	24%
	Licensed	68%	71%	72%	72%	75%
	Transit pass	5%	7%	5%	10%	7%
Women+	Population	48,500	57,700	61,900	66,300	72,500
Employment	Full-time	29%	33%	31%	34%	34%
	Part-time	13%	13%	12%	13%	11%
	Work at home	2%	3%	4%	4%	8%
	Student	29%	27%	19%	23%	23%
	Licensed	66%	70%	71%	70%	74%
	Transit pass	9%	10%	6%	11%	7%

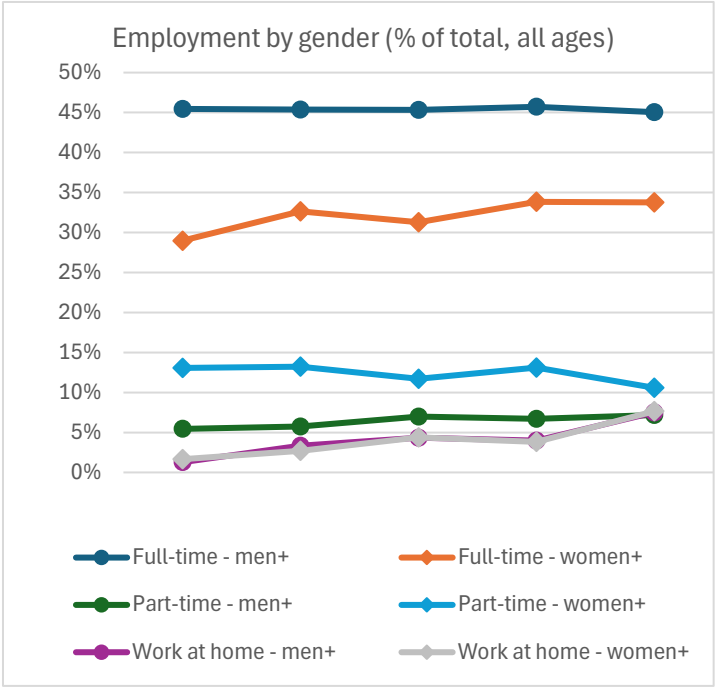

Expanded survey estimates (#)
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
60,000
50,000
40,000
30,000
20,000
10,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

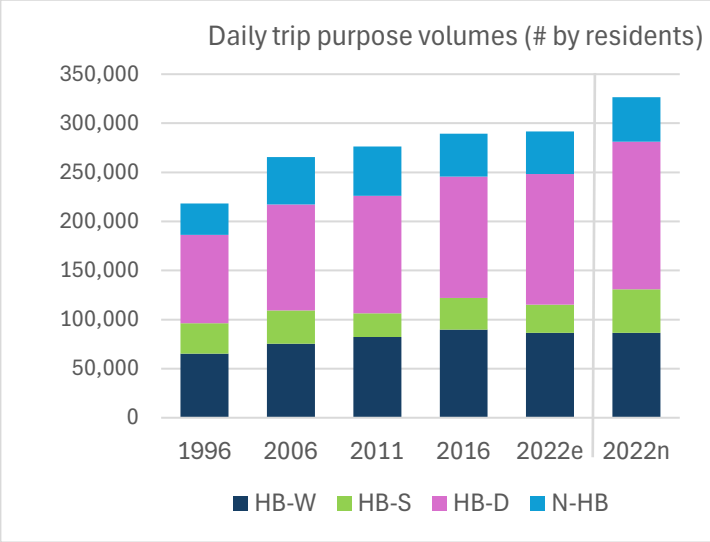

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

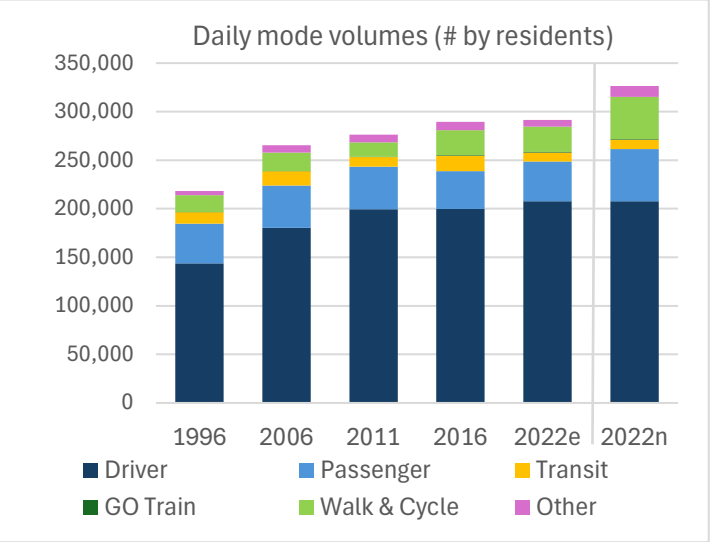
Daily Trips Made by Residents of Guelph

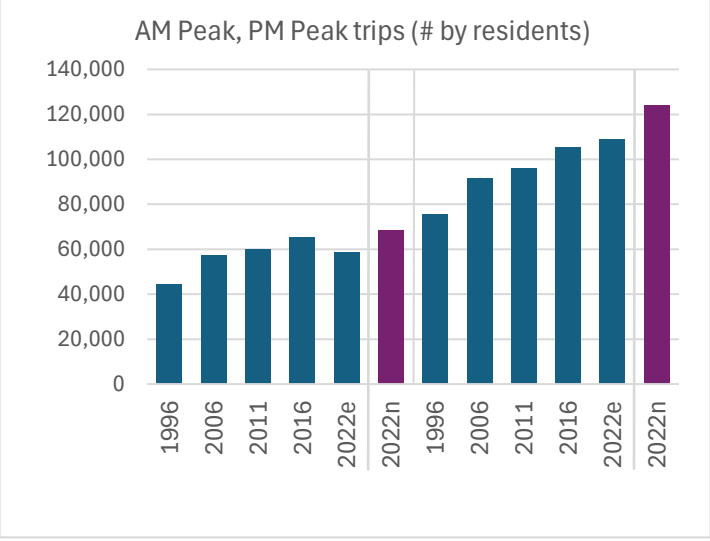
24 Hour Trips

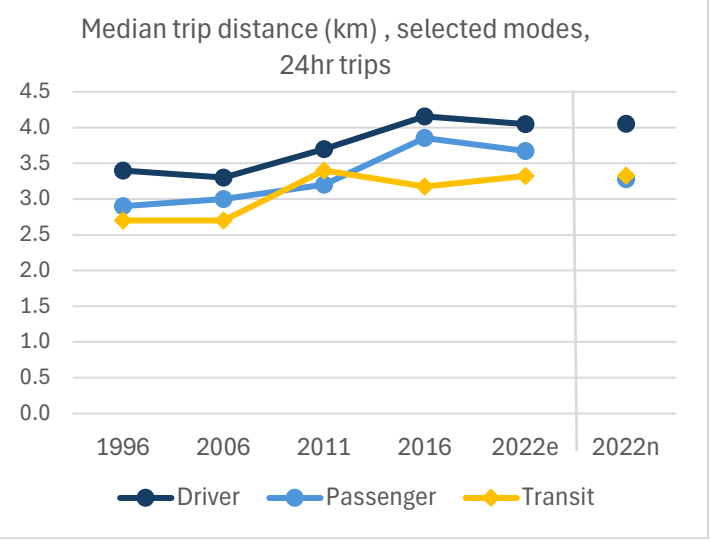
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	218,400	265,500	276,300	289,500	291,600	326,500
Purpose	HB-W	30%	28%	30%	31%	30%	26%
	HB-S	14%	13%	9%	11%	10%	14%
	HB-D	41%	41%	43%	43%	46%	46%
	N-HB	15%	18%	18%	15%	15%	14%
Mode	Driver	66%	68%	72%	69%	71%	64%
	Passenger	19%	16%	16%	13%	14%	16%
	Transit	5%	6%	4%	5%	3%	3%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	8%	7%	5%	9%	9%	13%
	Other	2%	3%	3%	3%	2%	3%
Median Trip Length (km)	Driver	3.4	3.3	3.7	4.2	4.0	4.0
	Passenger	2.9	3.0	3.2	3.9	3.7	3.3
	Transit	2.7	2.7	3.4	3.2	3.3	3.3
	GO Train	52.9	68.3	67.8	68.0	68.9	68.9









Trips Made by Residents of Guelph

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	44,500	57,400	59,900	65,200	58,800	68,400
	% of 24h	20.4%	21.6%	21.7%	22.5%	20.2%	20.9%
AM Purpose	HB-W	52%	47%	48%	50%	48%	41%
	HB-S	26%	23%	17%	18%	19%	28%
	HB-D	15%	20%	23%	22%	26%	24%
	N-HB	8%	11%	12%	10%	7%	6%
AM Mode	Driver	63%	65%	70%	68%	67%	58%
	Passenger	14%	13%	12%	10%	10%	14%
	Transit	6%	6%	4%	5%	3%	3%
	GO Train	0%	*	0%	0%	0%	0%
	Walk & Cycle	13%	11%	8%	12%	14%	18%
	Other	4%	5%	6%	5%	5%	8%
Median Trip Length (km) AM	Driver	4.1	4.0	4.3	5.0	4.9	4.9
	Passenger	2.6	2.8	3.1	3.1	2.6	2.1
	Transit	2.8	2.9	3.6	3.7	3.3	3.3
	GO Train	52.9	*	67.2	68.0	71.1	71.1

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

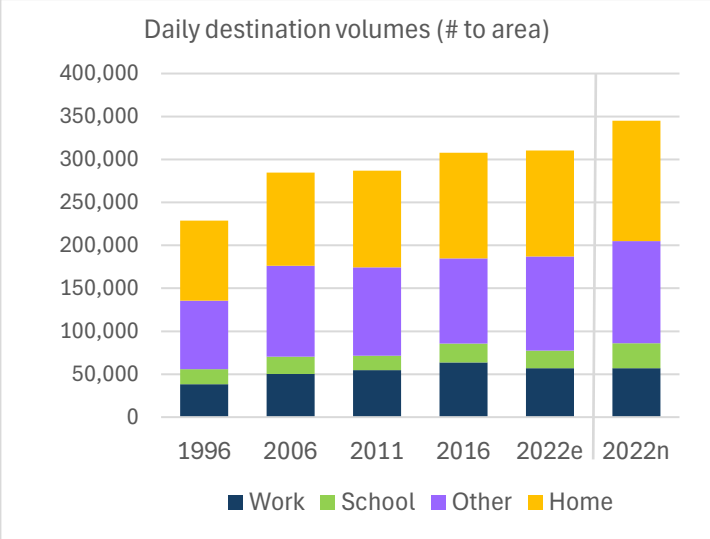
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	75,400	91,400	96,000	105,100	108,900	123,800
	% of 24h	34.5%	34.4%	34.8%	36.3%	37.3%	37.9%
PM Purpose	HB-W	32%	30%	30%	31%	29%	26%
	HB-S	15%	14%	10%	12%	10%	14%
	HB-D	38%	38%	41%	41%	44%	45%
	N-HB	15%	19%	18%	16%	16%	15%
PM Mode	Driver	64%	67%	71%	68%	70%	62%
	Passenger	18%	16%	16%	13%	15%	19%
	Transit	6%	5%	4%	5%	3%	3%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	10%	9%	6%	10%	9%	13%
	Other	2%	3%	3%	3%	3%	3%
Median Trip Length (km)	Driver	3.5	3.5	3.8	4.2	4.2	4.2
	Passenger	3.2	2.9	3.5	3.8	3.9	3.3
	Transit	2.7	2.7	3.5	3.4	3.3	3.3
	GO Train	52.9	68.3	67.6	68.5	68.4	68.4

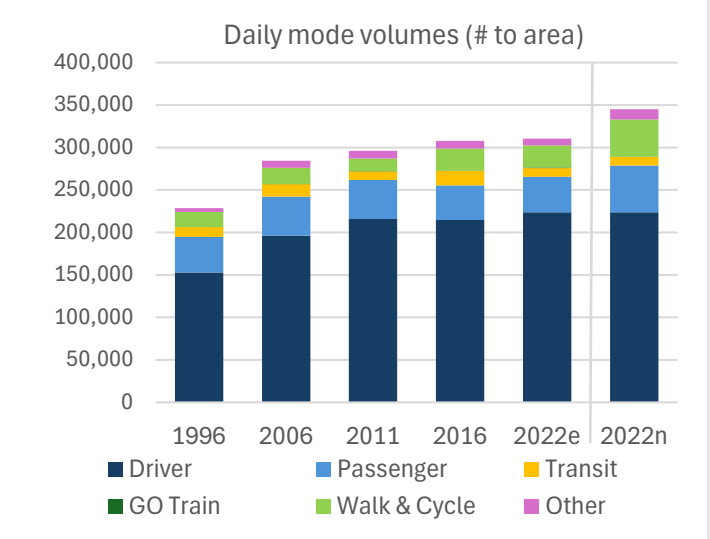
Daily Trips to Guelph Made by Residents of the TTS Area

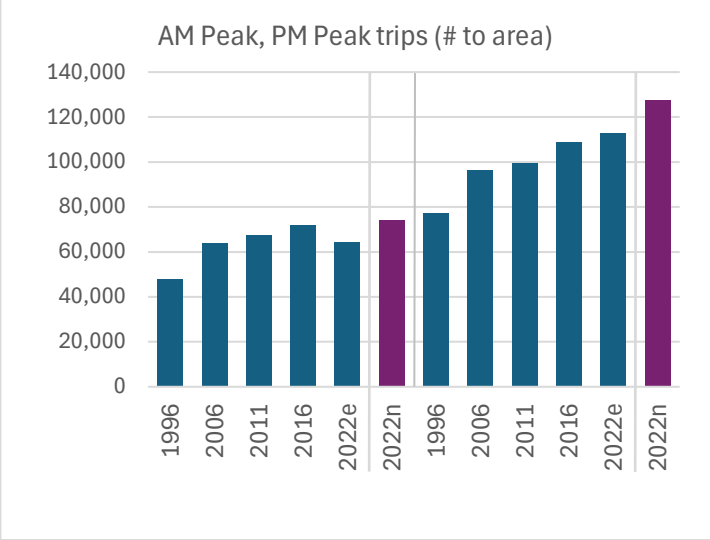
24 Hour Trips

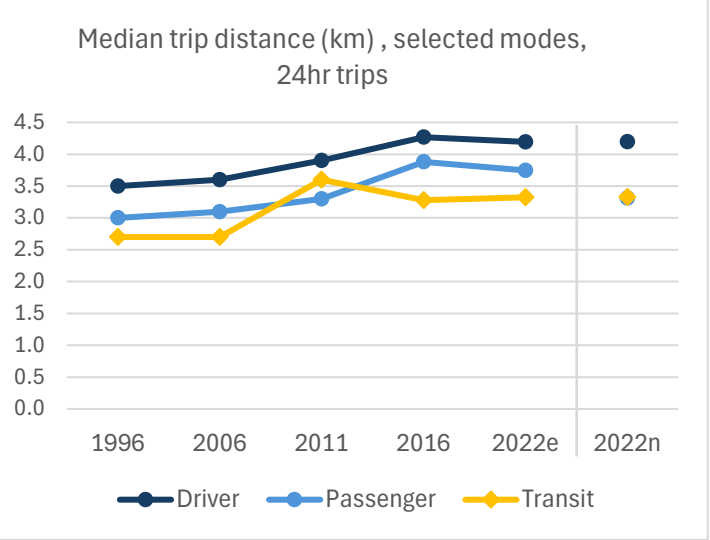
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	228,900	284,400	296,000	307,700	310,300	345,100
Purpose (destination)	Work	17%	18%	19%	21%	18%	16%
	School	8%	7%	6%	7%	7%	8%
	Other	35%	37%	35%	32%	35%	35%
	Home	41%	38%	38%	40%	40%	41%
Mode	Driver	67%	69%	73%	70%	72%	65%
	Passenger	18%	16%	16%	13%	14%	16%
	Transit	5%	5%	3%	6%	3%	3%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	8%	7%	5%	8%	8%	13%
	Other	2%	3%	3%	3%	2%	3%
Median Trip Length (km)	Driver	3.5	3.6	3.9	4.3	4.2	4.2
	Passenger	3.0	3.1	3.3	3.9	3.7	3.3
	Transit	2.7	2.7	3.6	3.3	3.3	3.3
	GO Train	59.3	68.4	67.9	68.1	68.8	68.8









Daily Trips to Guelph Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

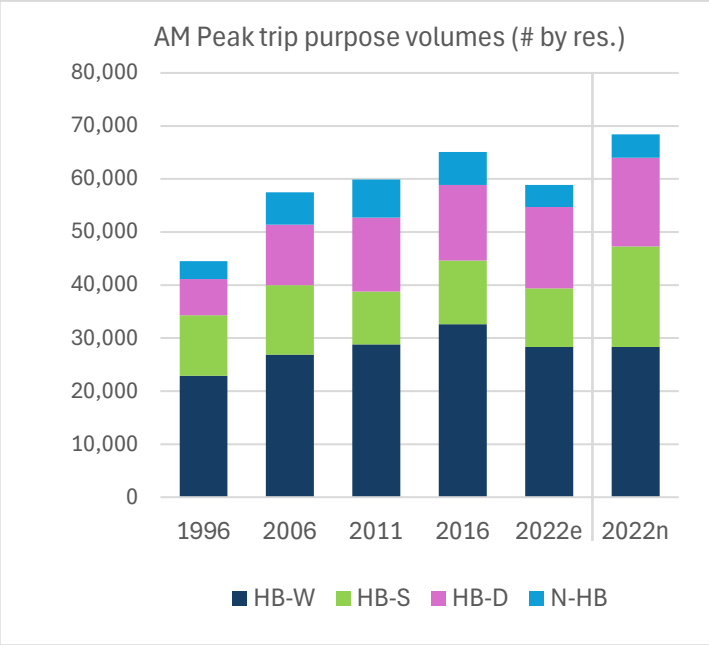
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	47,700	63,900	67,500	71,700	64,500	74,200
	% of 24h	20.8%	22.5%	22.8%	23.3%	20.8%	21.5%
AM Purpose (destination)	Work	54%	50%	53%	54%	50%	44%
	School	27%	24%	19%	22%	22%	30%
	Other	14%	20%	19%	19%	20%	19%
	Home	4%	6%	6%	6%	8%	7%
AM Mode	Driver	65%	66%	71%	69%	68%	59%
	Passenger	13%	12%	11%	10%	10%	14%
	Transit	5%	5%	3%	5%	4%	3%
	GO Train	*	*	*	*	0%	0%
	Walk & Cycle	12%	10%	7%	11%	13%	16%
	Other	5%	6%	7%	5%	6%	8%
Median Trip Length (km) AM	Driver	4.6	4.7	5.1	5.9	5.5	5.5
	Passenger	2.7	3.0	3.4	3.1	2.8	2.3
	Transit	2.8	2.8	4.0	4.2	4.0	4.0
	GO Train	*	*	*	*	*	*

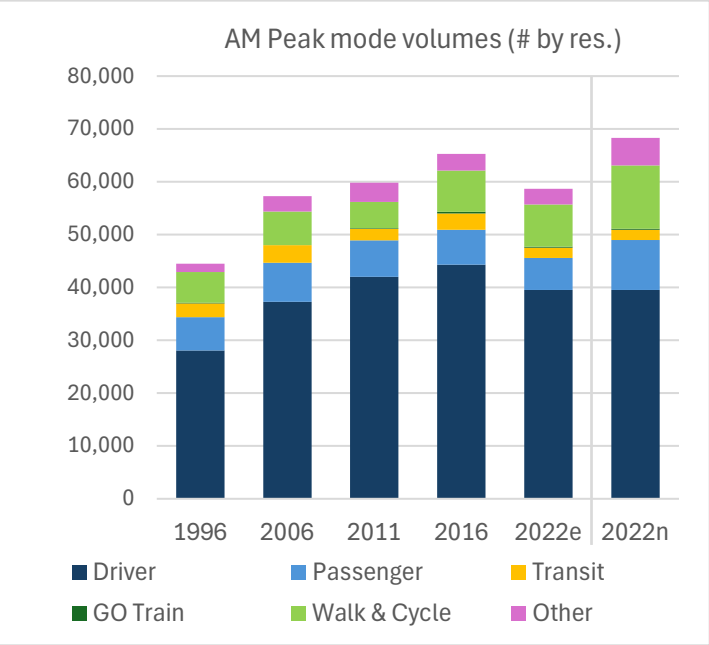
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

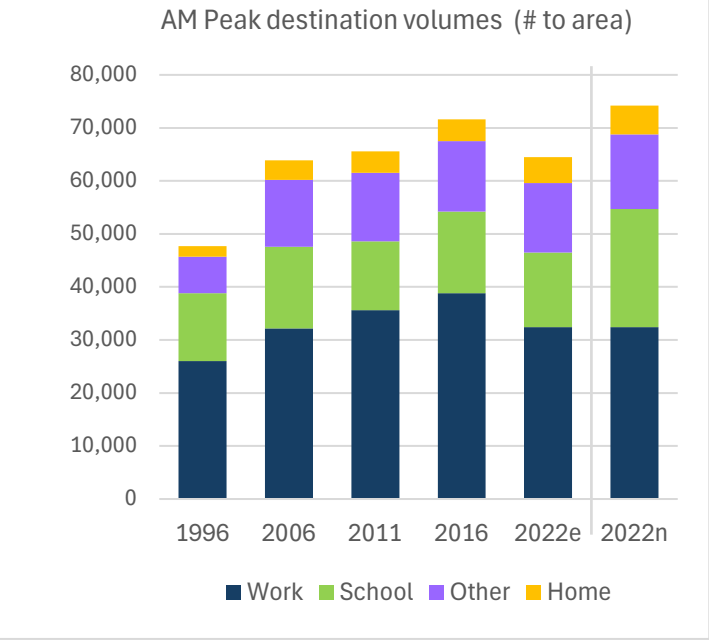
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	77,300	96,100	99,400	108,800	112,800	127,400
	% of 24h	33.8%	33.8%	33.6%	35.4%	36.3%	36.9%
PM Purpose (destination)	Work	3%	3%	3%	3%	4%	4%
	School	1%	1%	0%	0%	1%	0%
	Other	33%	38%	38%	35%	37%	36%
	Home	63%	58%	58%	62%	59%	60%
PM Mode	Driver	65%	68%	71%	68%	70%	62%
	Passenger	18%	16%	16%	13%	15%	19%
	Transit	6%	5%	3%	5%	3%	3%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	9%	8%	6%	10%	9%	13%
	Other	2%	3%	3%	3%	2%	3%
Median Trip Length (km)	Driver	3.4	3.6	3.8	4.2	4.2	4.2
	Passenger	3.1	3.0	3.4	3.9	4.0	3.5
	Transit	2.7	2.7	3.4	3.4	3.3	3.3
	GO Train	59.3	68.4	67.9	68.7	68.9	68.9

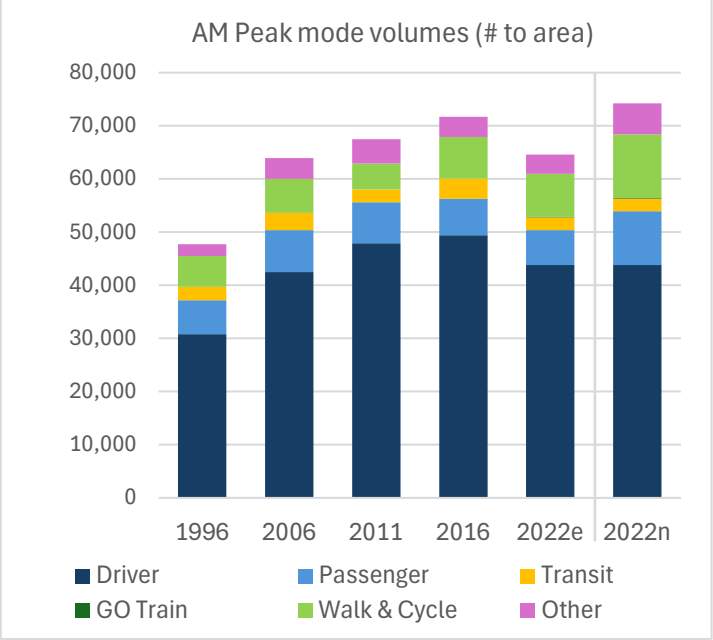
AM Peak Trips Made by Residents of Guelph





AM Peak Trips to Guelph Made by Residents of the TTS Area



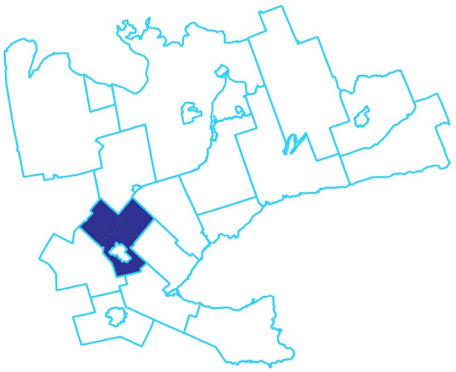


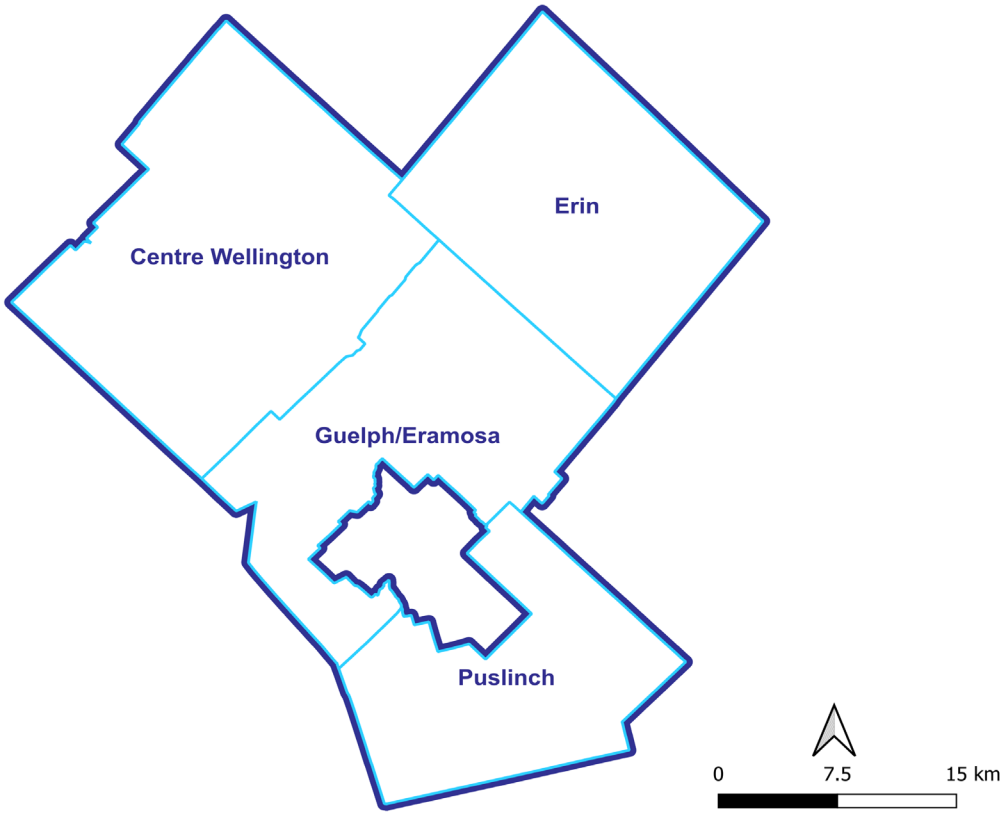
transportationtomorrow
SURVEY 2022

Travel Summary

County of Wellington

*Only a portion of Wellington County is included in the TTS study area

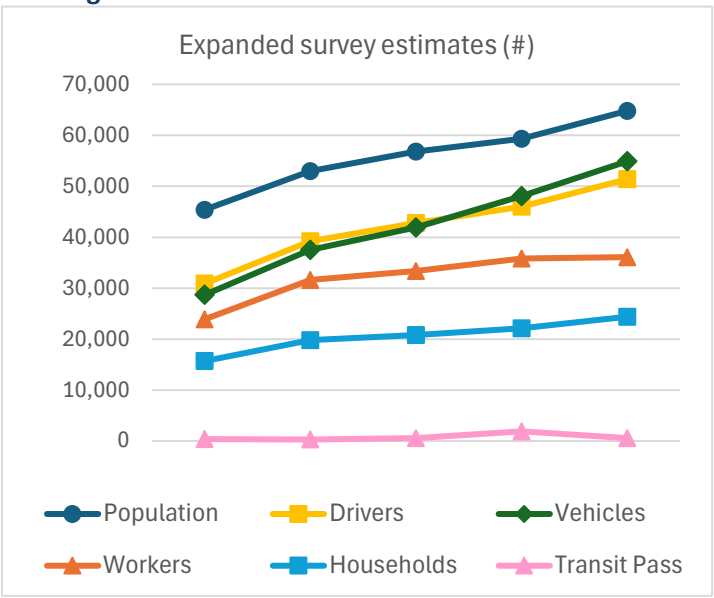


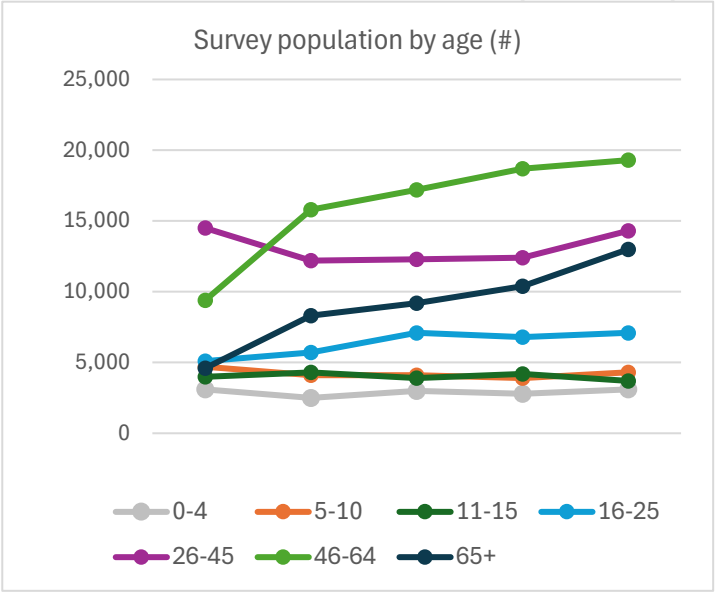


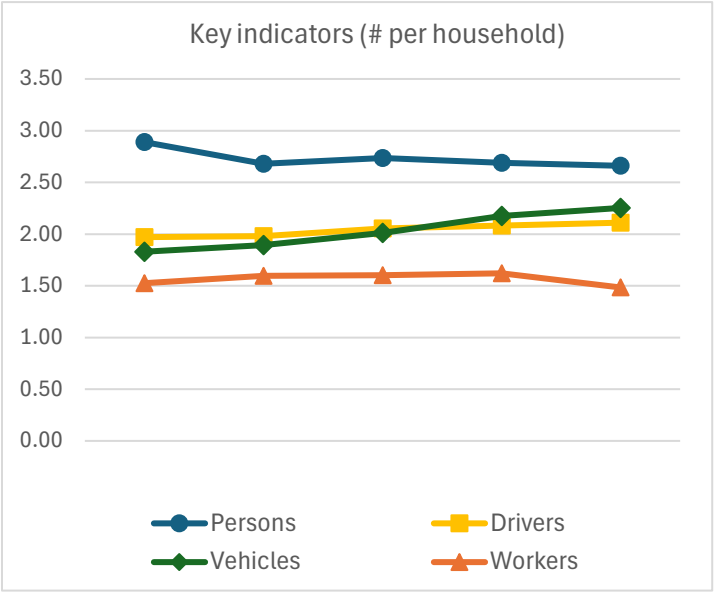
Households surveyed:	1,124	(4.6% sampling rate)
Household members surveyed:	2,621	
Margin of error (MOE) for household-level survey results:	±3.9%	
Margin of error (MOE) for person-level survey results:	±2.5%	

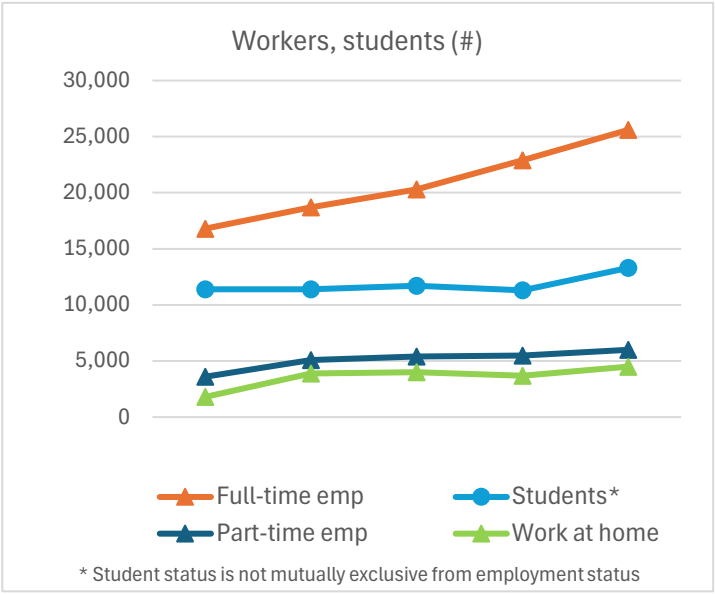
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

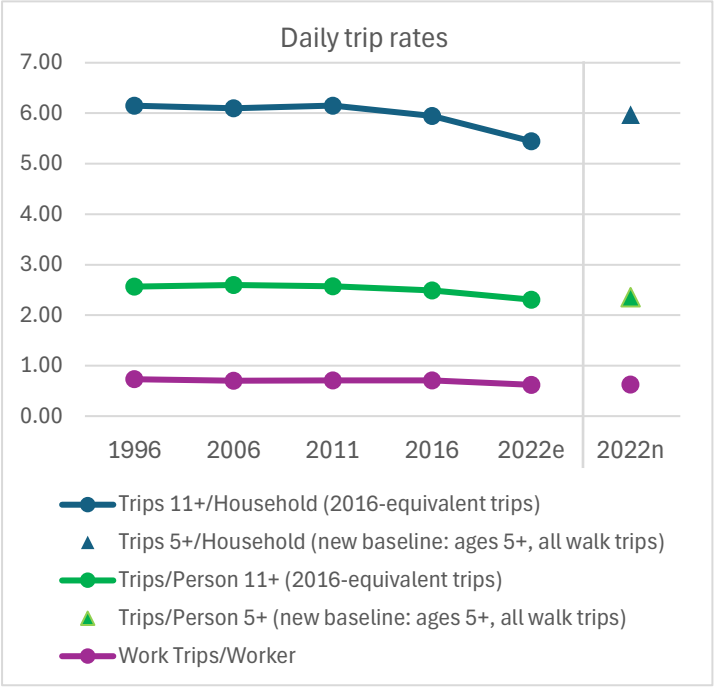
		1996	2006	2011	2016	2022
Households		15,700	19,800	20,800	22,100	24,400
Dwelling Type	House	90%	91%	91%	87%	86%
	Townhouse	1%	1%	3%	4%	5%
	Apartment	8%	8%	6%	9%	9%
Household Size	1	16%	16%	13%	19%	19%
	2	33%	41%	41%	38%	37%
	3	15%	18%	18%	16%	16%
	4	24%	15%	18%	17%	17%
	5+	12%	10%	10%	10%	10%
Vehicles	0	4%	4%	3%	2%	2%
	1	31%	28%	25%	26%	24%
	2	49%	50%	50%	43%	44%
	3	13%	13%	16%	17%	18%
	4+	3%	5%	6%	12%	13%
Household Averages	Persons	2.89	2.68	2.73	2.69	2.66
	Workers	1.52	1.60	1.60	1.62	1.48
	Drivers	1.97	1.98	2.06	2.08	2.11
	Vehicles	1.83	1.89	2.01	2.18	2.25
	Trips/Day 11+	6.15	6.10	6.15	5.94	5.44
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.97
Population		45,400	53,000	56,800	59,300	64,800
Age	0-4	7%	5%	5%	5%	5%
	5-10	10%	8%	7%	7%	7%
	11-15	9%	8%	7%	7%	6%
	16-25	11%	11%	13%	12%	11%
	26-45	32%	23%	22%	21%	22%
	46-64	21%	30%	30%	32%	30%
	65+	10%	16%	16%	18%	20%
	Median Age	35.1	43.7	43.8	45.4	45.9
Daily Trips/Person 11+		2.57	2.60	2.57	2.49	2.31
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.36
Daily Work Trips per Worker		0.73	0.70	0.71	0.71	0.62
Men+	Population	22,600	26,400	28,000	29,700	32,500
Employment	Full-time	45%	42%	42%	46%	44%
	Part-time	4%	5%	7%	6%	7%
	Work at home	5%	9%	8%	6%	8%
	Student	25%	22%	19%	19%	21%
	Licensed	70%	75%	77%	77%	79%
	Transit pass	1%	0%	1%	3%	1%
Women+	Population	22,800	26,600	28,900	29,600	32,300
Employment	Full-time	29%	29%	30%	31%	34%
	Part-time	11%	14%	12%	13%	12%
	Work at home	3%	5%	6%	6%	6%
	Student	25%	21%	22%	19%	20%
	Licensed	67%	73%	75%	77%	80%
	Transit pass	0%	1%	1%	3%	1%

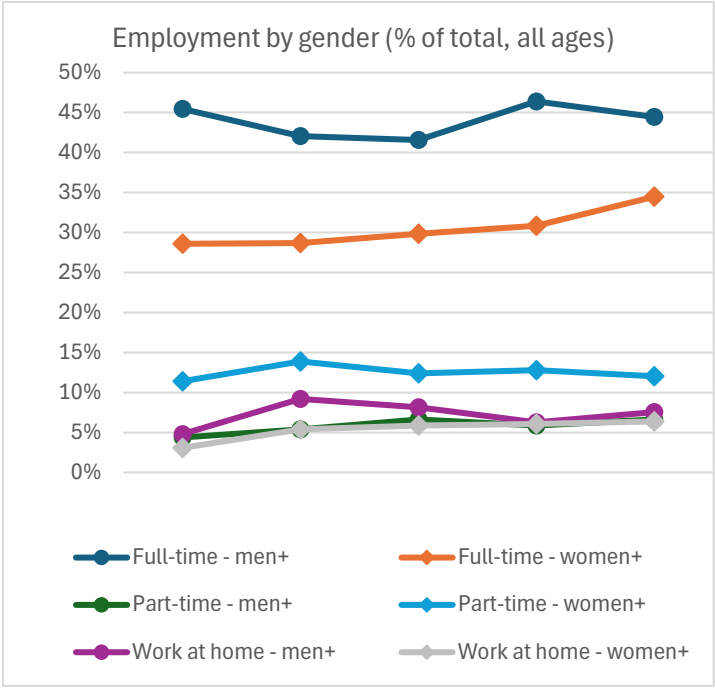

Expanded survey estimates (#)
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
30,000
25,000
20,000
15,000
10,000
5,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

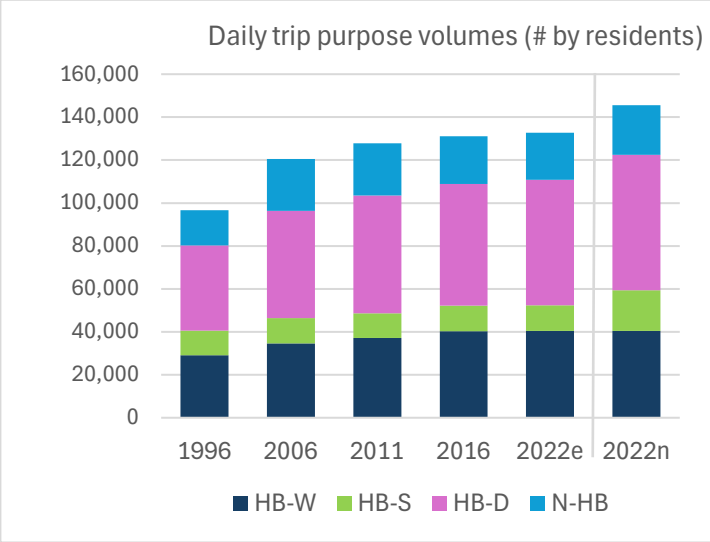

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

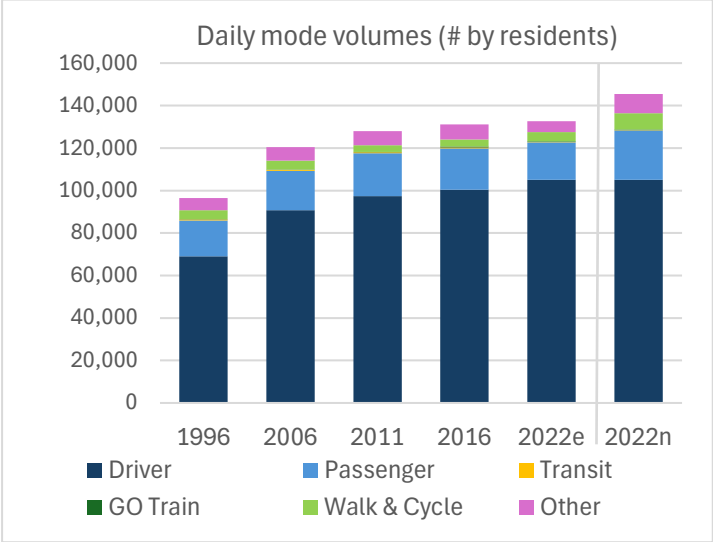
Daily Trips Made by Residents of Wellington*

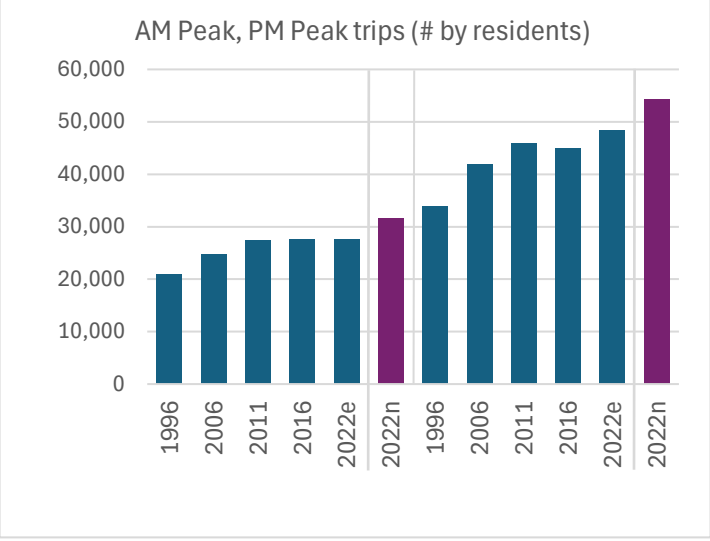
24 Hour Trips

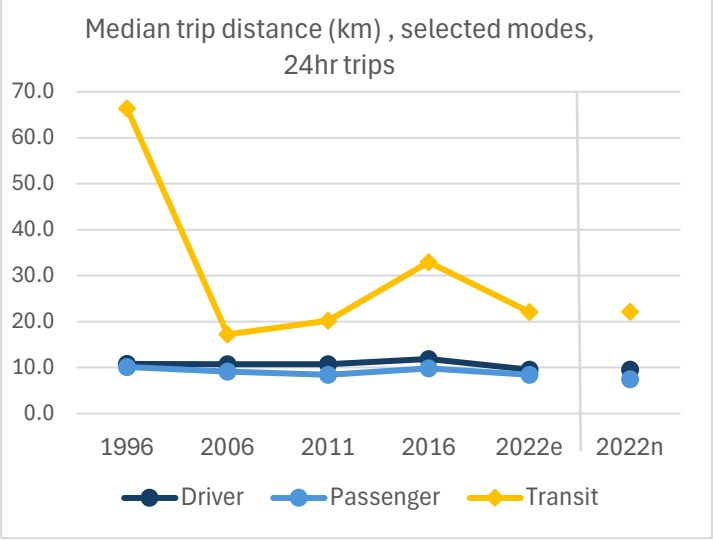
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	96,600	120,500	127,900	131,100	132,600	145,500
Purpose	HB-W	30%	29%	29%	31%	31%	28%
	HB-S	12%	10%	9%	9%	9%	13%
	HB-D	41%	41%	43%	43%	44%	43%
	N-HB	17%	20%	19%	17%	16%	16%
Mode	Driver	72%	75%	76%	77%	79%	72%
	Passenger	17%	15%	16%	15%	13%	16%
	Transit	1%	0%	0%	0%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	4%	3%	2%	2%	3%	5%
	Other	6%	5%	5%	5%	4%	6%
Median Trip Length (km)	Driver	10.8	10.7	10.7	11.9	9.5	9.5
	Passenger	10.1	9.1	8.4	9.8	8.4	7.4
	Transit	66.4	17.2	20.2	32.9	22.1	22.1
	GO Train	59.2	56.6	56.6	60.4	63.3	63.3









Trips Made by Residents of Wellington*

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	20,900	24,800	27,400	27,600	27,500	31,600
	% of 24h	21.6%	20.6%	21.4%	21.1%	20.7%	21.7%
AM Purpose	HB-W	51%	51%	49%	52%	51%	45%
	HB-S	27%	23%	19%	20%	19%	27%
	HB-D	14%	16%	22%	20%	22%	21%
	N-HB	8%	9%	10%	8%	8%	8%
AM Mode	Driver	67%	71%	74%	76%	78%	68%
	Passenger	11%	9%	10%	8%	8%	12%
	Transit	*	1%	0%	0%	0%	0%
	GO Train	0%	0%	0%	1%	0%	0%
	Walk & Cycle	8%	7%	4%	3%	5%	7%
	Other	13%	13%	11%	12%	8%	13%
Median Trip Length (km) AM	Driver	15.5	16.7	14.1	18.4	12.8	12.8
	Passenger	8.9	10.8	5.7	9.1	7.5	4.9
	Transit	*	23.5	15.6	76.8	*	*
	GO Train	59.2	57.1	56.1	59.5	63.2	63.2

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

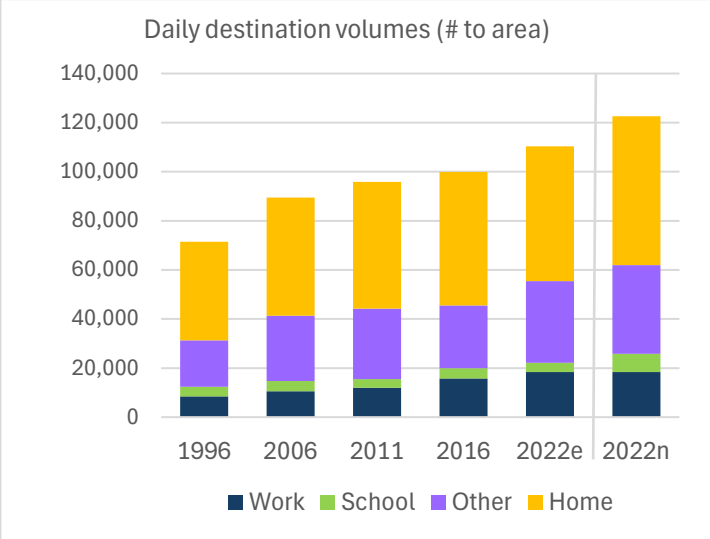
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	33,900	41,900	45,900	45,000	48,300	54,300
	% of 24h	35.1%	34.8%	35.9%	34.3%	36.4%	37.3%
PM Purpose	HB-W	32%	30%	30%	32%	30%	27%
	HB-S	15%	12%	11%	11%	9%	15%
	HB-D	35%	37%	39%	39%	43%	42%
	N-HB	18%	21%	20%	17%	17%	16%
PM Mode	Driver	68%	72%	74%	74%	77%	68%
	Passenger	17%	16%	16%	15%	14%	18%
	Transit	1%	0%	0%	0%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	6%	4%	3%	3%	4%	6%
	Other	8%	7%	6%	7%	5%	8%
Median Trip Length (km)	Driver	11.1	11.8	11.1	12.6	9.6	9.6
	Passenger	9.4	9.2	9.6	10.5	9.3	7.0
	Transit	47.9	16.3	14.8	6.1	*	*
	GO Train	59.2	56.2	58.0	60.8	80.7	80.7

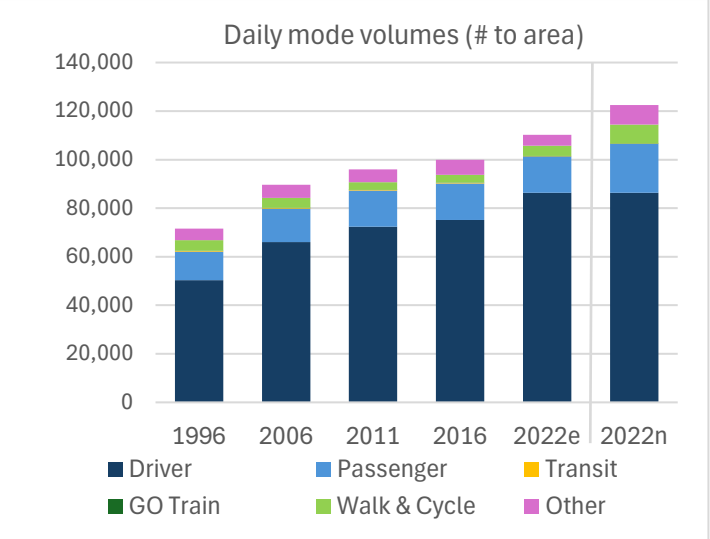
Daily Trips to Wellington* Made by Residents of the TTS Area

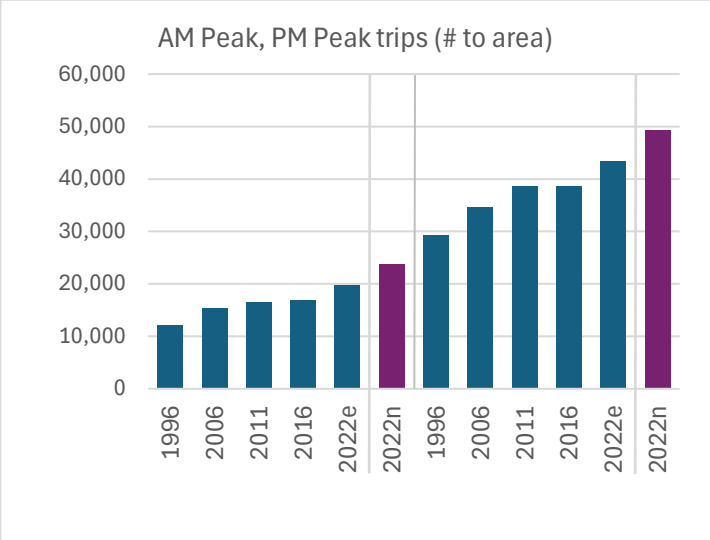
24 Hour Trips

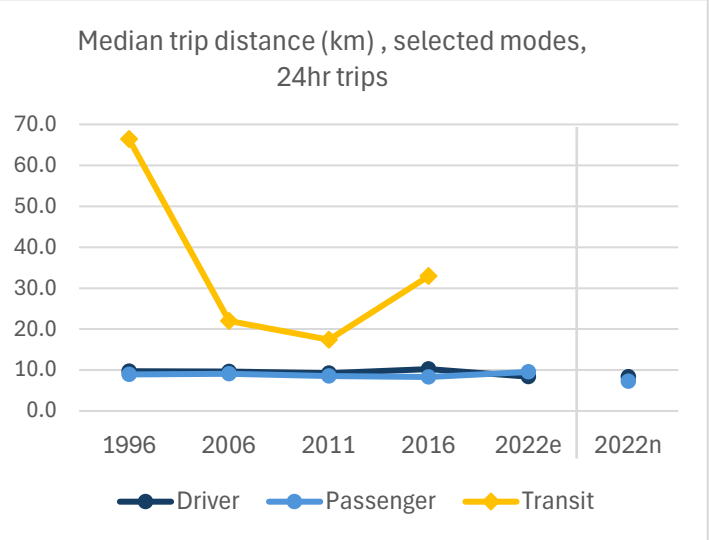
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	71,500	89,500	95,900	99,900	110,200	122,600
Purpose (destination)	Work	12%	12%	13%	16%	17%	15%
	School	6%	5%	4%	4%	3%	6%
	Other	26%	30%	30%	26%	30%	29%
	Home	56%	54%	54%	54%	50%	49%
Mode	Driver	70%	74%	75%	75%	78%	70%
	Passenger	16%	15%	16%	15%	14%	16%
	Transit	0%	0%	0%	0%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	6%	5%	3%	3%	4%	6%
	Other	7%	6%	6%	6%	4%	7%
Median Trip Length (km)	Driver	9.7	9.6	9.2	10.2	8.4	8.4
	Passenger	8.9	9.1	8.5	8.3	9.5	7.3
	Transit	66.4	22.0	17.4	32.9	*	*
	GO Train	57.3	57.2	59.6	61.0	80.7	80.7









Daily Trips to Wellington* Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

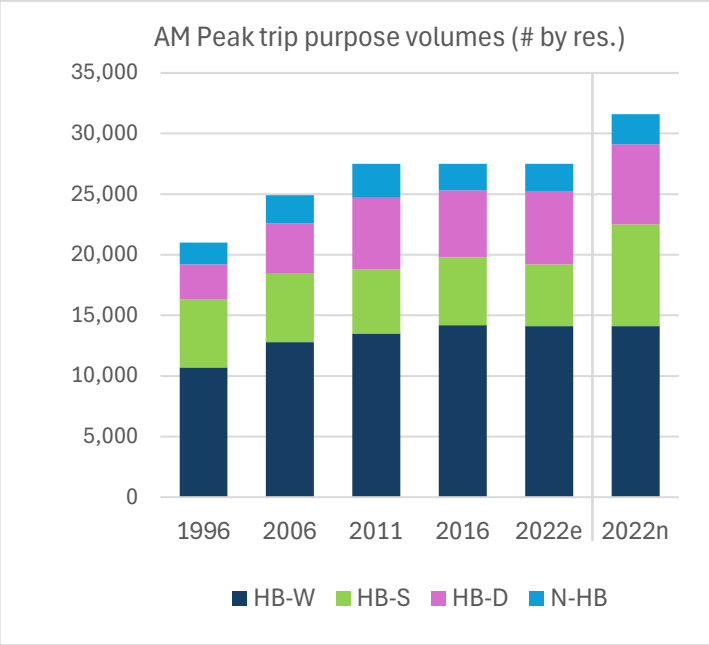
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	12,200	15,400	16,400	16,900	19,700	23,700
	% of 24h	17.1%	17.2%	17.1%	16.9%	17.9%	19.3%
AM Purpose (destination)	Work	47%	46%	47%	53%	55%	46%
	School	31%	26%	20%	22%	18%	28%
	Other	17%	20%	23%	17%	19%	19%
	Home	5%	8%	10%	8%	8%	7%
AM Mode	Driver	61%	65%	72%	72%	76%	63%
	Passenger	11%	10%	10%	9%	8%	13%
	Transit	*	*	*	0%	*	*
	GO Train	*	*	*	*	*	*
	Walk & Cycle	14%	11%	6%	5%	7%	9%
	Other	15%	14%	12%	14%	9%	15%
Median Trip Length (km) AM	Driver	8.8	9.9	7.5	9.5	8.2	8.2
	Passenger	6.0	7.0	2.4	5.2	4.9	3.5
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	*	*	*

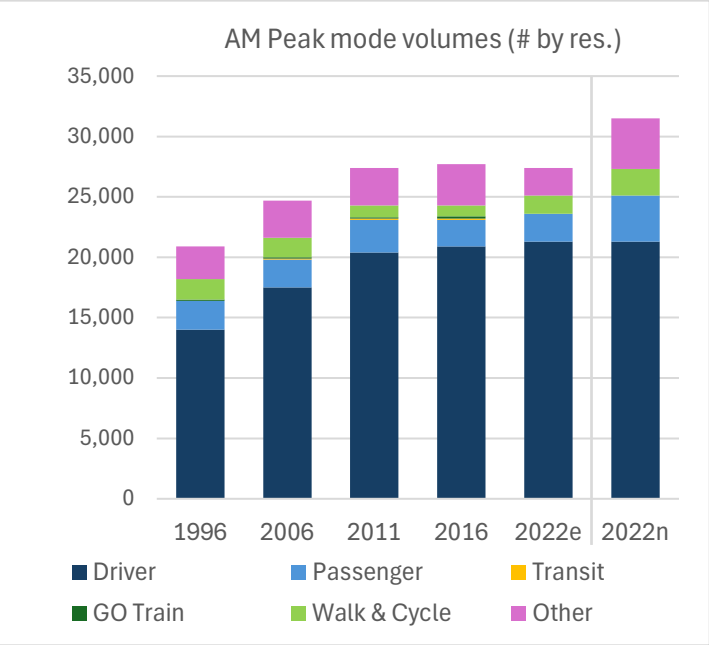
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

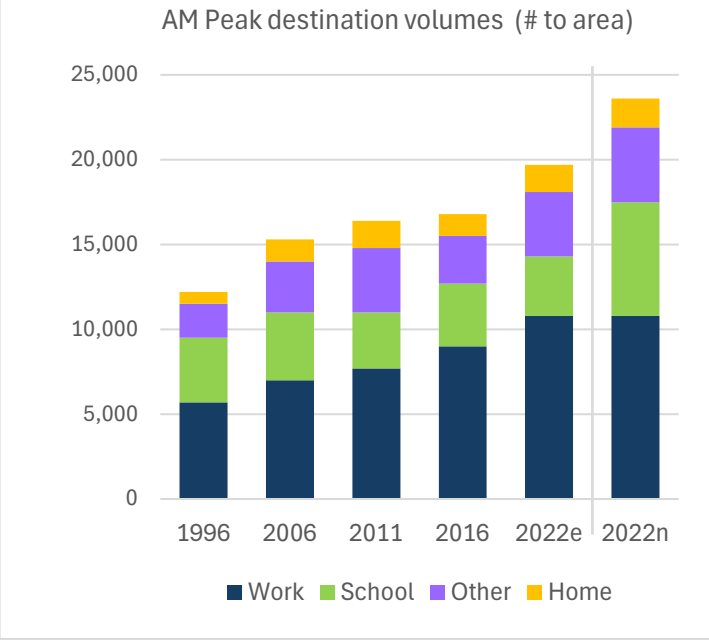
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	29,200	34,600	38,700	38,700	43,400	49,300
	% of 24h	40.8%	38.7%	40.4%	38.7%	39.4%	40.2%
PM Purpose (destination)	Work	2%	3%	2%	1%	3%	3%
	School	*	*	*	*	0%	0%
	Other	22%	25%	28%	25%	28%	28%
	Home	76%	73%	70%	74%	68%	69%
PM Mode	Driver	67%	72%	74%	74%	77%	67%
	Passenger	16%	14%	14%	14%	13%	17%
	Transit	1%	0%	0%	0%	*	*
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	7%	5%	4%	4%	4%	6%
	Other	9%	8%	8%	8%	5%	8%
Median Trip Length (km)	Driver	11.4	12.9	11.7	12.9	10.6	10.6
	Passenger	10.0	9.5	9.4	8.7	10.0	6.9
	Transit	47.9	37.5	14.8	*	*	*
	GO Train	59.2	56.2	59.6	61.0	80.7	80.7

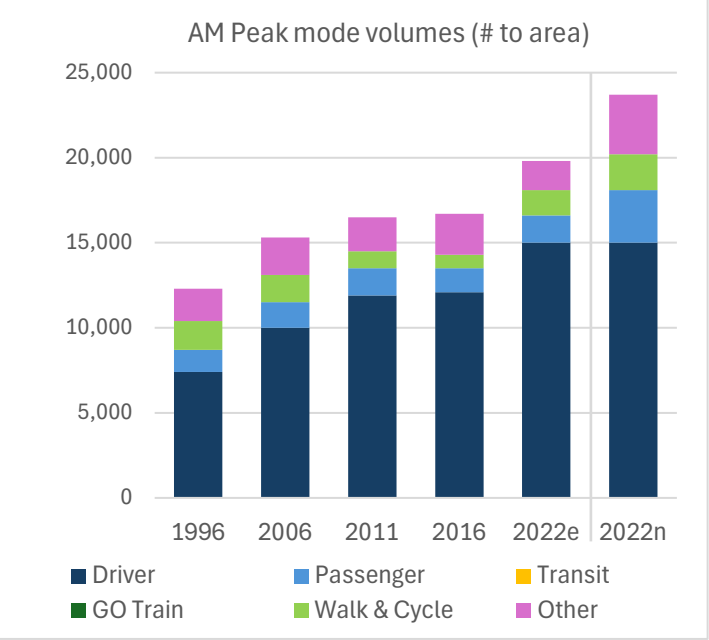
AM Peak Trips Made by Residents of Wellington*





AM Peak Trips to Wellington* Made by Residents of the TTS Area

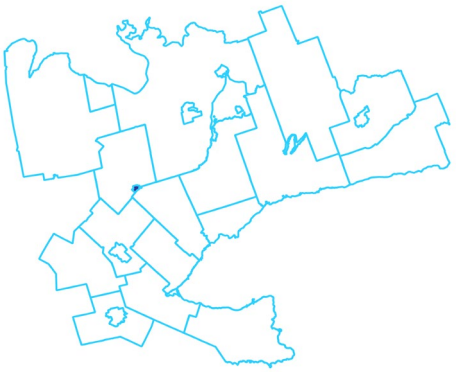


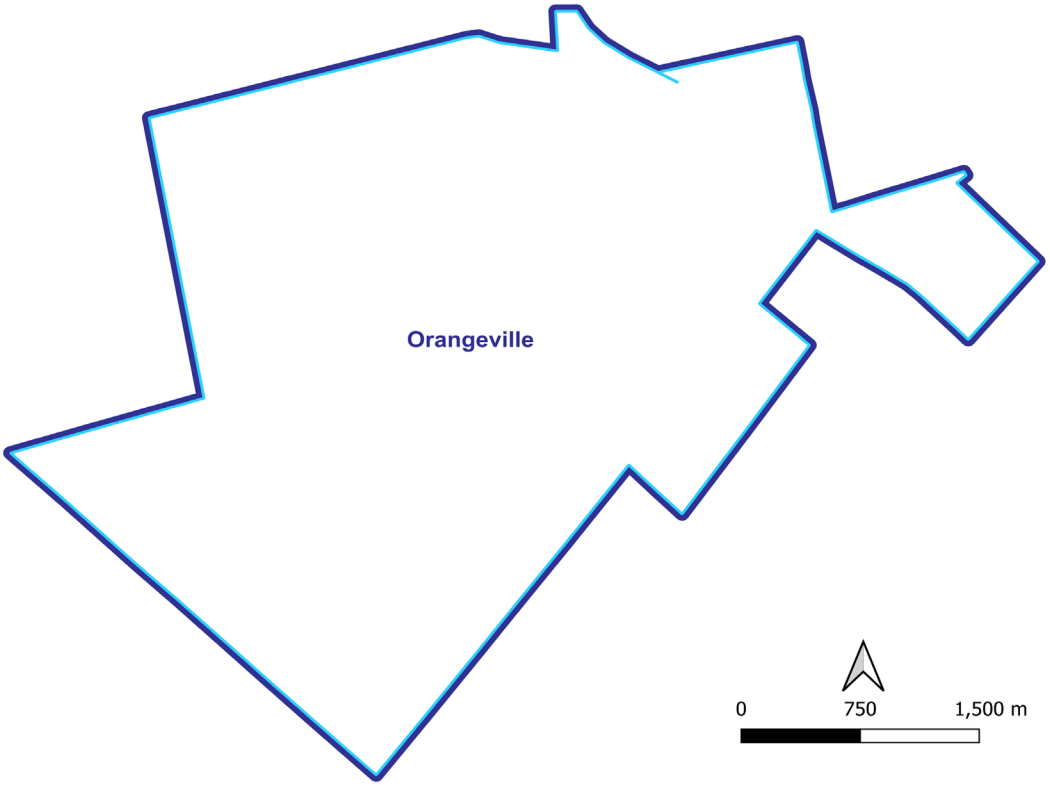


transportationtomorrow
SURVEY 2022

Travel Summary

Town of Orangeville



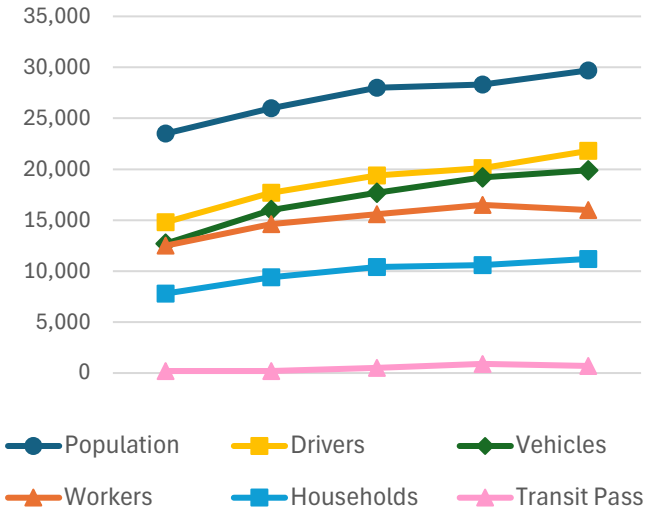


Households surveyed:	502	(4.5% sampling rate)
Household members surveyed:	1,142	
Margin of error (MOE) for household-level survey results:	±6.1%	
Margin of error (MOE) for person-level survey results:	±3.9%	

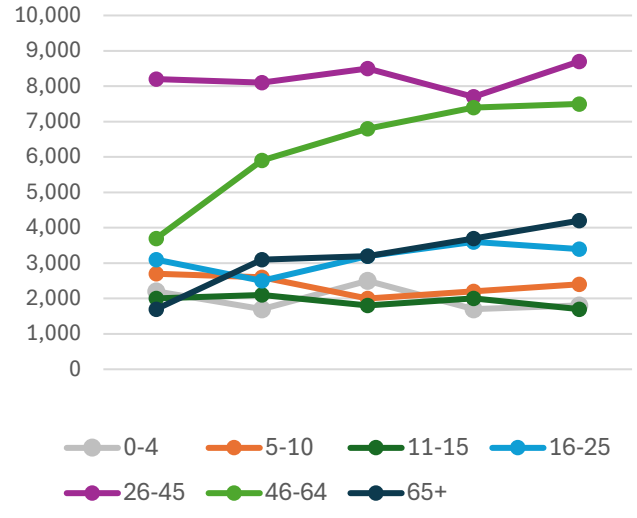
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

		1996	2006	2011	2016	2022
Households		7,800	9,400	10,400	10,600	11,200
Dwelling Type	House	80%	79%	77%	72%	71%
	Townhouse	5%	6%	8%	11%	11%
	Apartment	15%	15%	16%	17%	17%
Household Size	1	13%	17%	18%	22%	22%
	2	28%	34%	34%	31%	30%
	3	24%	19%	21%	18%	19%
	4	20%	20%	18%	19%	19%
	5+	15%	10%	8%	10%	9%
Vehicles	0	7%	5%	7%	7%	6%
	1	35%	35%	34%	30%	35%
	2	48%	48%	46%	43%	43%
	3	8%	10%	10%	13%	8%
	4+	2%	3%	3%	6%	7%
Household Averages	Persons	3.01	2.76	2.69	2.68	2.66
	Workers	1.61	1.55	1.50	1.56	1.43
	Drivers	1.90	1.88	1.86	1.90	1.95
	Vehicles	1.63	1.70	1.70	1.81	1.78
	Trips/Day 11+	6.44	6.25	6.00	5.49	4.88
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.57
Population		23,500	26,000	28,000	28,300	29,700
Age	0-4	9%	6%	9%	6%	6%
	5-10	11%	10%	7%	8%	8%
	11-15	9%	8%	6%	7%	6%
	16-25	13%	10%	11%	13%	12%
	26-45	35%	31%	30%	27%	29%
	46-64	16%	23%	24%	26%	25%
	65+	7%	12%	11%	13%	14%
	Median Age	31.1	37.5	36.2	38.2	38.0
Daily Trips/Person 11+		2.70	2.73	2.67	2.38	2.14
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.23
Daily Work Trips per Worker		0.76	0.77	0.75	0.72	0.60
Men+	Population	11,500	12,900	13,800	13,700	14,400
Employment	Full-time	46%	50%	48%	50%	43%
	Part-time	6%	6%	7%	6%	7%
	Work at home	3%	3%	3%	3%	6%
	Student	26%	23%	18%	21%	21%
	Licensed	64%	69%	71%	71%	72%
	Transit pass	1%	1%	2%	4%	2%
Women+	Population	11,900	13,100	14,200	14,600	15,300
Employment	Full-time	31%	33%	32%	35%	35%
	Part-time	16%	11%	13%	13%	11%
	Work at home	2%	3%	4%	4%	6%
	Student	25%	20%	19%	22%	20%
	Licensed	63%	68%	69%	69%	74%
	Transit pass	1%	1%	2%	3%	2%

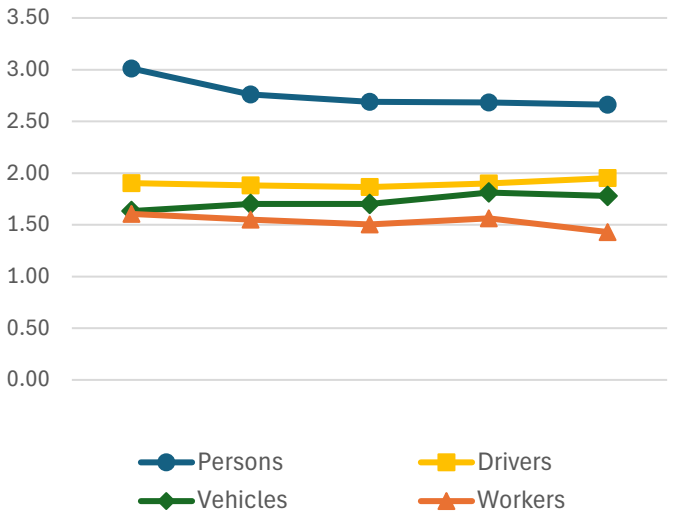
Expanded survey estimates (#)



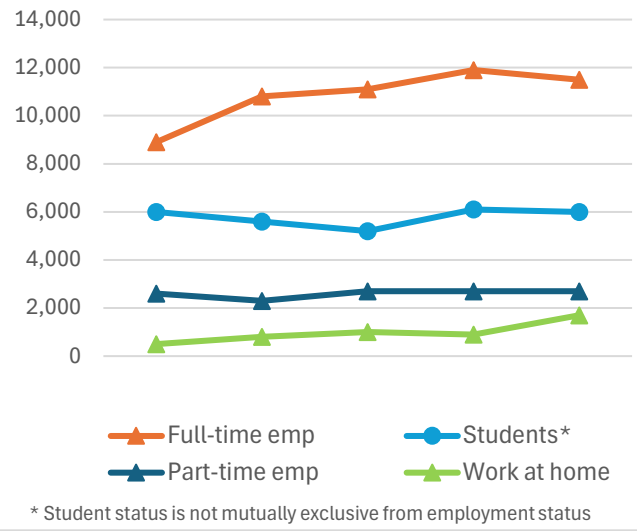
Survey population by age (#)



Key indicators (# per household)

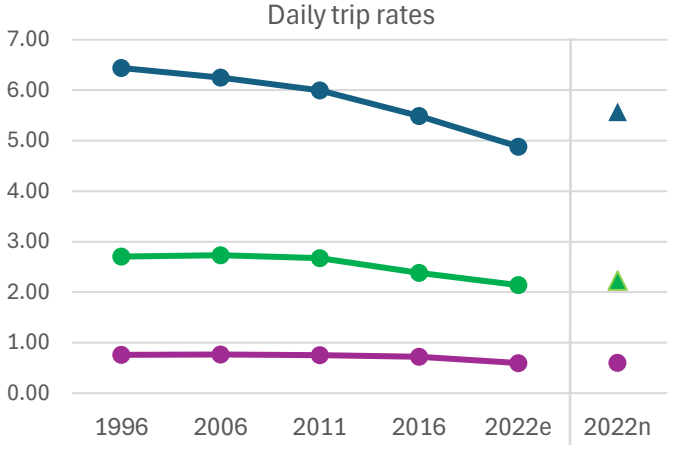


Workers, students (#)



* Student status is not mutually exclusive from employment status

Daily trip rates



Trips 11+/Household (2016-equivalent trips)

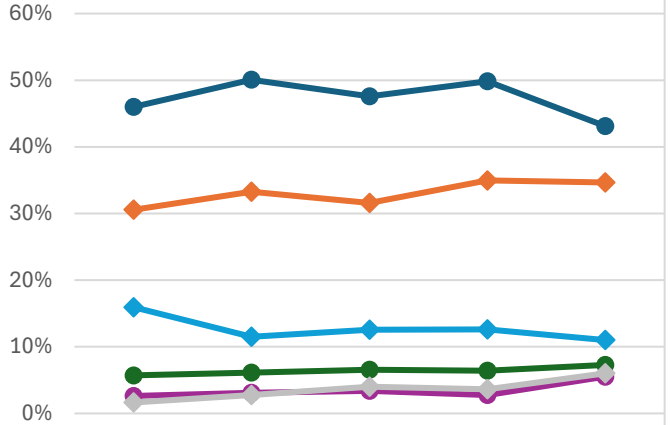
Trips 5+/Household (new baseline: ages 5+, all walk trips)

Trips/Person 11+ (2016-equivalent trips)

Trips/Person 5+ (new baseline: ages 5+, all walk trips)

Work Trips/Worker

Employment by gender (% of total, all ages)

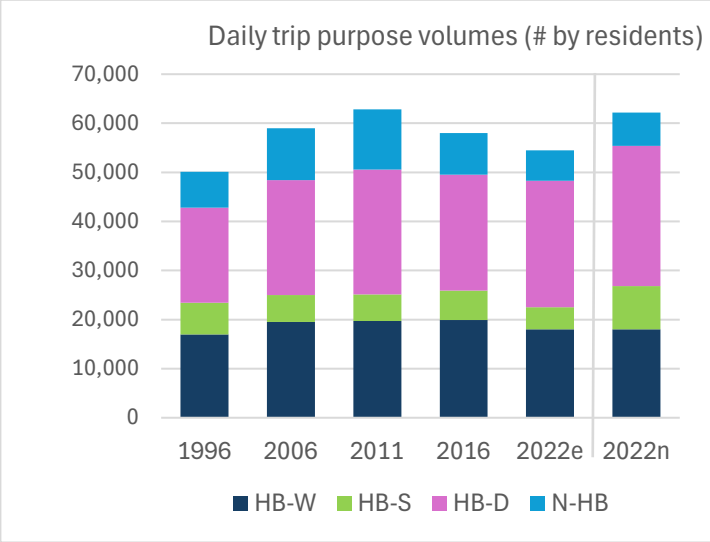


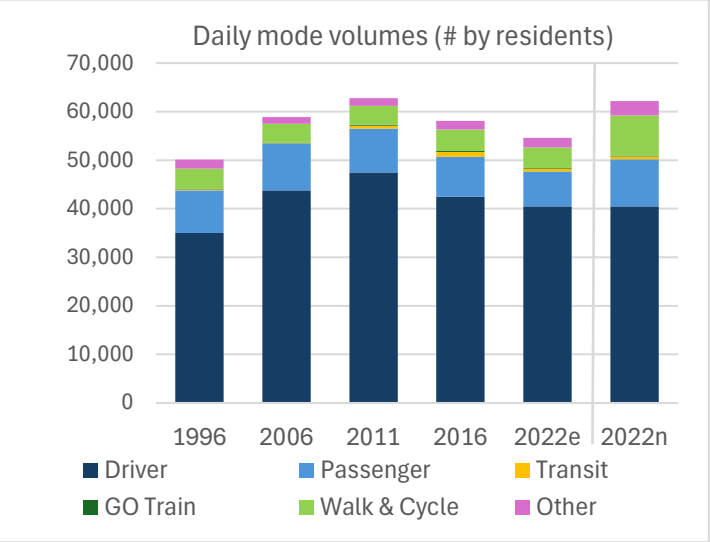
Daily Trips Made by Residents of Orangeville

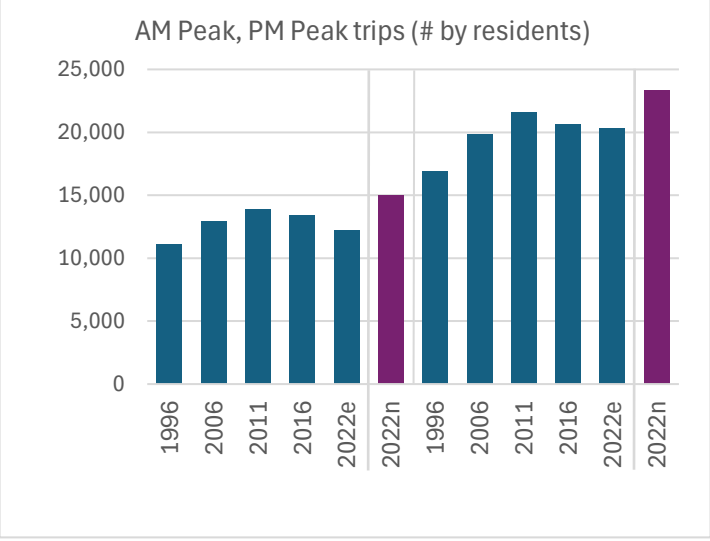
24 Hour Trips

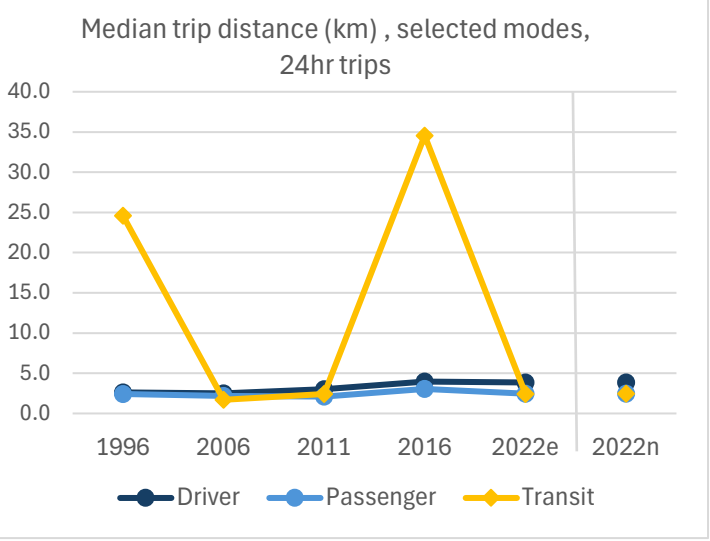
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	50,100	59,000	62,800	58,000	54,500	62,200
Purpose	HB-W	34%	33%	31%	34%	33%	29%
	HB-S	13%	9%	9%	10%	8%	14%
	HB-D	39%	40%	41%	41%	47%	46%
	N-HB	15%	18%	19%	15%	11%	11%
Mode	Driver	70%	74%	76%	73%	74%	65%
	Passenger	17%	16%	14%	14%	13%	16%
	Transit	0%	0%	1%	2%	1%	1%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	8%	7%	6%	8%	8%	13%
	Other	4%	2%	3%	3%	4%	5%
Median Trip Length (km)	Driver	2.6	2.5	3.0	4.0	3.8	3.8
	Passenger	2.4	2.2	2.1	3.0	2.4	2.4
	Transit	24.6	1.7	2.4	34.5	2.4	2.4
	GO Train	65.9	64.2	63.1	63.9	63.2	63.2









Trips Made by Residents of Orangeville

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	11,100	12,900	13,900	13,400	12,200	15,000
	% of 24h	22.2%	21.9%	22.1%	23.1%	22.4%	24.1%
AM Purpose	HB-W	50%	47%	48%	52%	44%	36%
	HB-S	28%	21%	17%	20%	18%	29%
	HB-D	15%	19%	20%	18%	30%	28%
	N-HB	7%	13%	14%	10%	8%	7%
AM Mode	Driver	63%	70%	73%	70%	73%	59%
	Passenger	13%	12%	11%	9%	12%	16%
	Transit	*	*	1%	2%	1%	1%
	GO Train	1%	1%	1%	1%	0%	0%
	Walk & Cycle	14%	12%	9%	13%	7%	16%
	Other	8%	5%	5%	5%	7%	8%
Median Trip Length (km) AM	Driver	5.7	4.0	9.8	17.8	10.5	10.5
	Passenger	2.4	1.8	2.0	11.4	2.9	2.4
	Transit	*	*	3.0	39.5	2.2	2.2
	GO Train	65.9	64.2	63.2	63.9	*	*

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

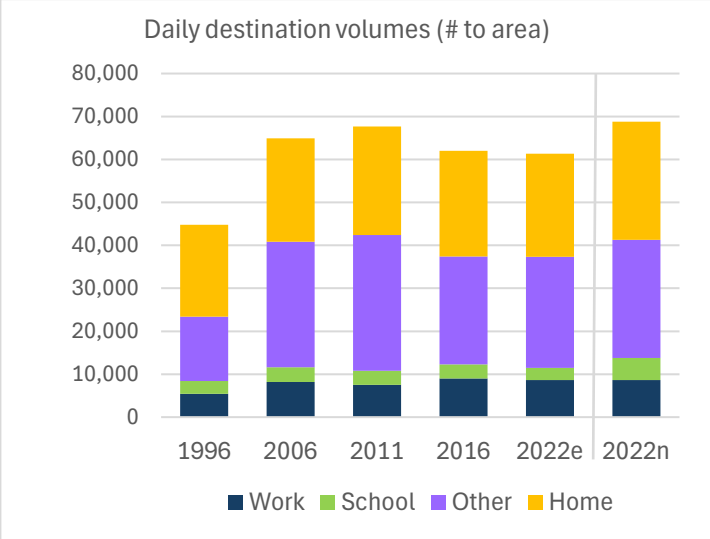
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	16,900	19,800	21,600	20,600	20,300	23,300
	% of 24h	33.7%	33.5%	34.5%	35.5%	37.2%	37.5%
PM Purpose	HB-W	35%	35%	33%	37%	32%	28%
	HB-S	17%	8%	10%	11%	9%	15%
	HB-D	34%	38%	36%	38%	48%	46%
	N-HB	15%	18%	21%	14%	11%	11%
PM Mode	Driver	65%	74%	76%	72%	72%	62%
	Passenger	18%	17%	13%	14%	14%	18%
	Transit	0%	*	1%	2%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	12%	7%	8%	9%	9%	13%
	Other	5%	2%	2%	3%	4%	6%
Median Trip Length (km)	Driver	2.6	2.9	3.4	4.4	3.6	3.6
	Passenger	2.6	2.2	1.9	2.6	2.2	2.2
	Transit	63.1	*	3.0	34.4	2.7	2.7
	GO Train	*	64.2	63.1	63.9	*	*

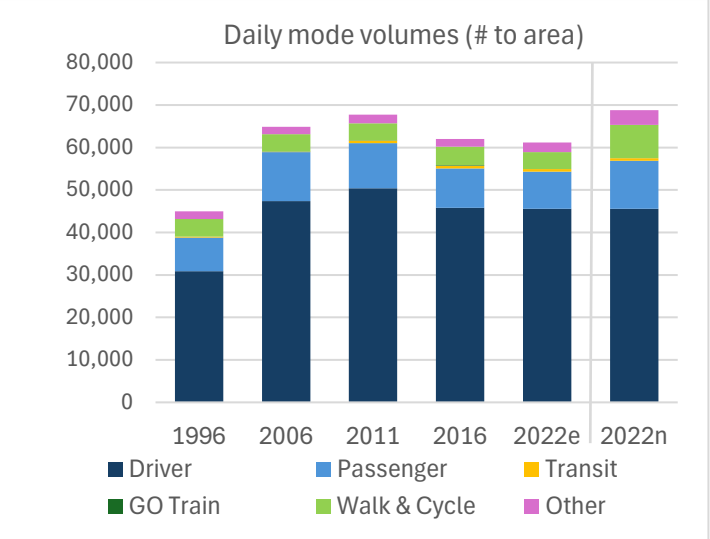
Daily Trips to Orangeville Made by Residents of the TTS Area

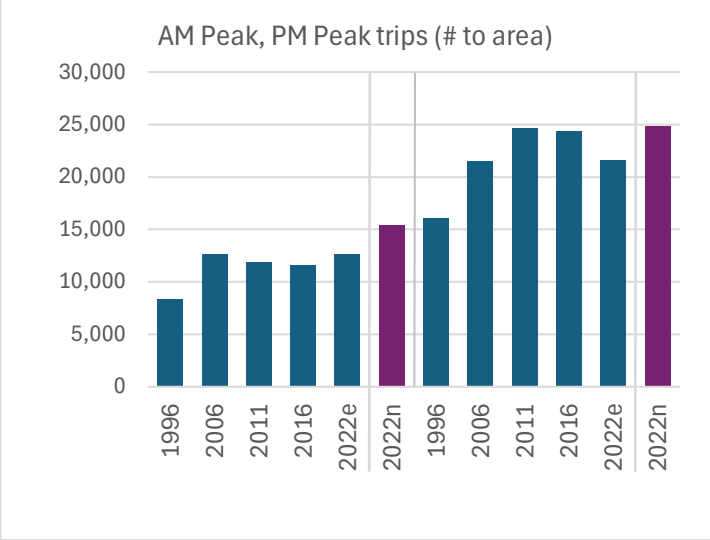
24 Hour Trips

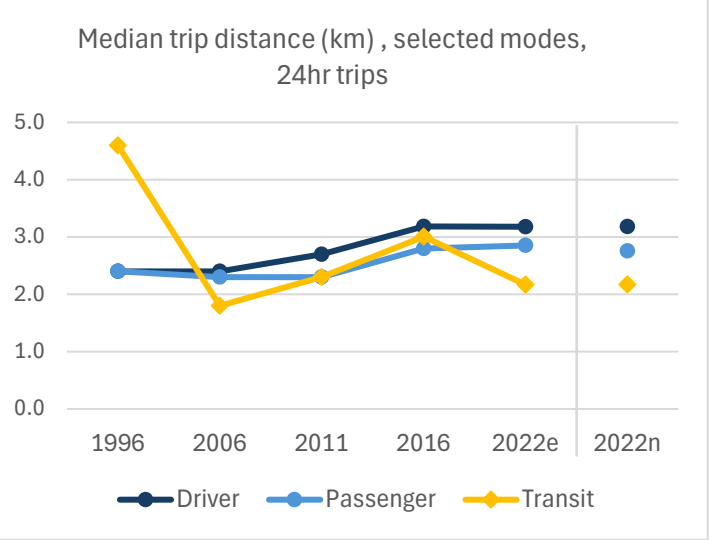
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	44,900	64,900	67,600	62,000	61,200	68,800
Purpose (destination)	Work	12%	13%	11%	14%	14%	13%
	School	7%	5%	5%	5%	5%	8%
	Other	33%	45%	47%	40%	42%	40%
	Home	48%	37%	37%	40%	39%	40%
Mode	Driver	69%	73%	75%	74%	74%	66%
	Passenger	18%	18%	16%	15%	14%	16%
	Transit	0%	0%	1%	1%	1%	1%
	GO Train	*	0%	0%	0%	0%	0%
	Walk & Cycle	9%	6%	6%	7%	6%	11%
	Other	4%	3%	3%	3%	4%	5%
Median Trip Length (km)	Driver	2.4	2.4	2.7	3.2	3.2	3.2
	Passenger	2.4	2.3	2.3	2.8	2.9	2.8
	Transit	4.6	1.8	2.3	3.0	2.2	2.2
	GO Train	*	64.2	63.1	63.9	*	*









Daily Trips to Orangeville Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

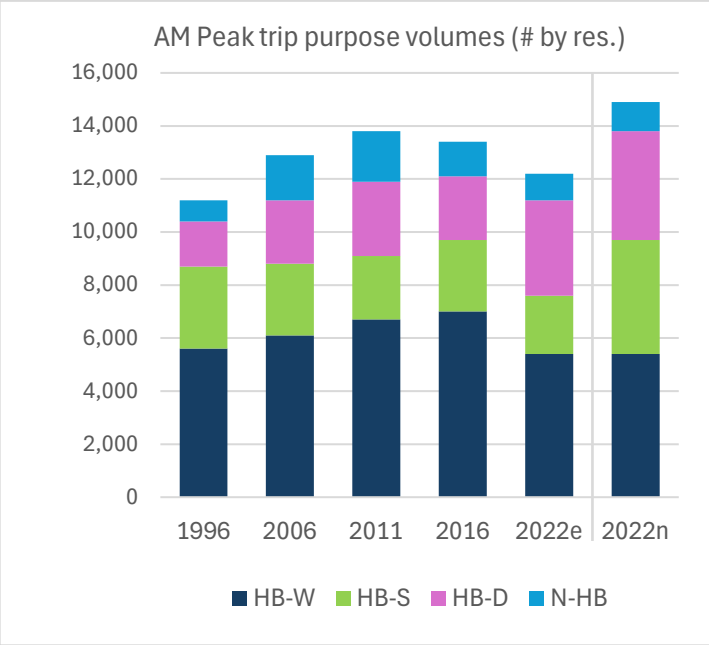
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	8,300	12,600	11,900	11,600	12,600	15,400
	% of 24h	18.5%	19.4%	17.6%	18.7%	20.5%	22.4%
AM Purpose (destination)	Work	39%	40%	43%	45%	40%	33%
	School	34%	26%	26%	25%	23%	33%
	Other	18%	26%	26%	23%	27%	24%
	Home	9%	7%	6%	6%	10%	10%
AM Mode	Driver	56%	66%	67%	66%	68%	56%
	Passenger	15%	12%	12%	10%	14%	17%
	Transit	*	*	1%	1%	0%	0%
	GO Train	*	*	*	*	*	*
	Walk & Cycle	18%	13%	11%	16%	8%	16%
	Other	11%	8%	9%	8%	10%	11%
Median Trip Length (km) AM	Driver	2.4	2.8	3.0	3.9	8.4	8.4
	Passenger	2.4	1.8	2.0	2.3	3.1	2.5
	Transit	*	*	2.3	1.7	*	*
	GO Train	*	*	*	*	*	*

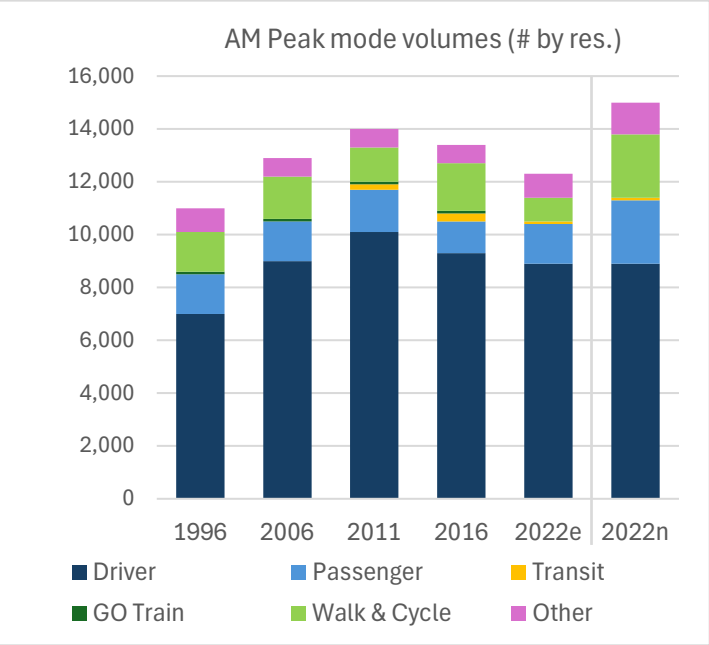
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

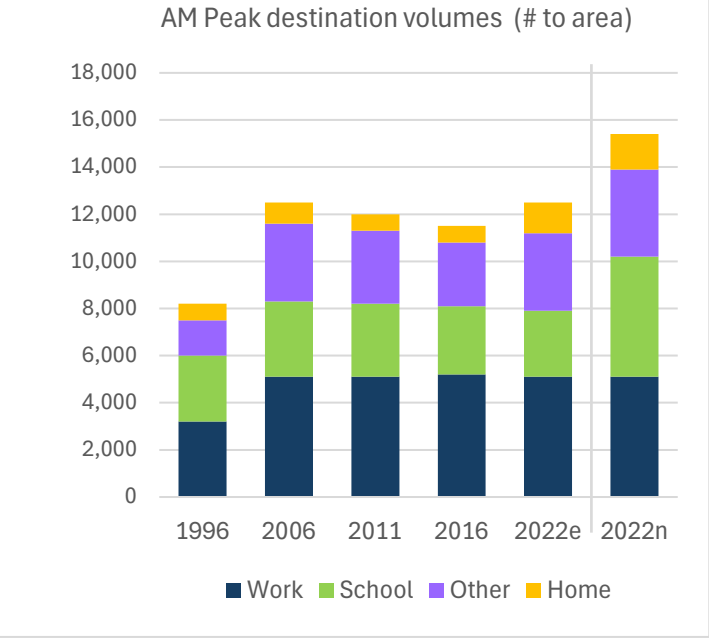
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	16,100	21,500	24,600	24,400	21,600	24,800
	% of 24h	35.9%	33.2%	36.4%	39.4%	35.4%	36.0%
PM Purpose (destination)	Work	3%	3%	2%	2%	3%	3%
	School	*	0%	0%	*	*	0%
	Other	27%	41%	45%	43%	37%	36%
	Home	70%	56%	53%	55%	60%	61%
PM Mode	Driver	65%	73%	75%	73%	74%	65%
	Passenger	17%	19%	14%	15%	14%	18%
	Transit	0%	*	1%	1%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	12%	6%	7%	8%	8%	11%
	Other	5%	2%	2%	2%	4%	6%
Median Trip Length (km)	Driver	2.6	2.9	3.2	4.4	3.2	3.2
	Passenger	2.6	2.4	2.4	2.7	2.4	2.4
	Transit	63.1	*	3.1	36.2	2.7	2.7
	GO Train	*	64.2	63.1	63.9	*	*

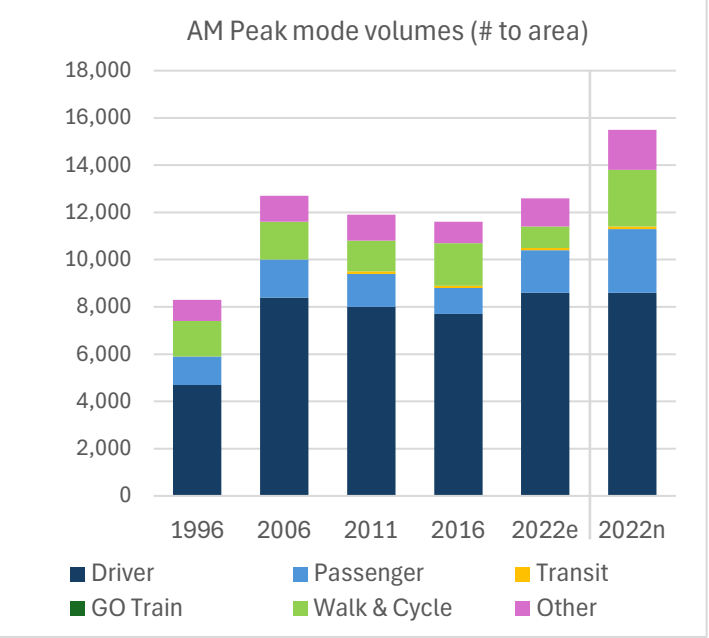
AM Peak Trips Made by Residents of Orangeville





AM Peak Trips to Orangeville Made by Residents of the TTS Area

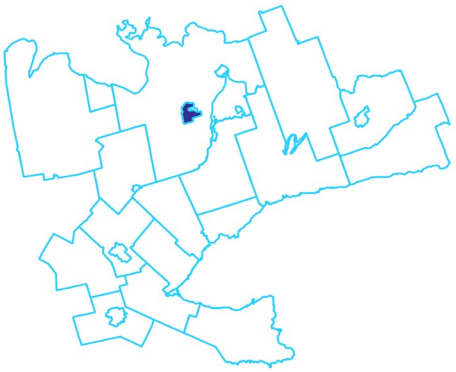


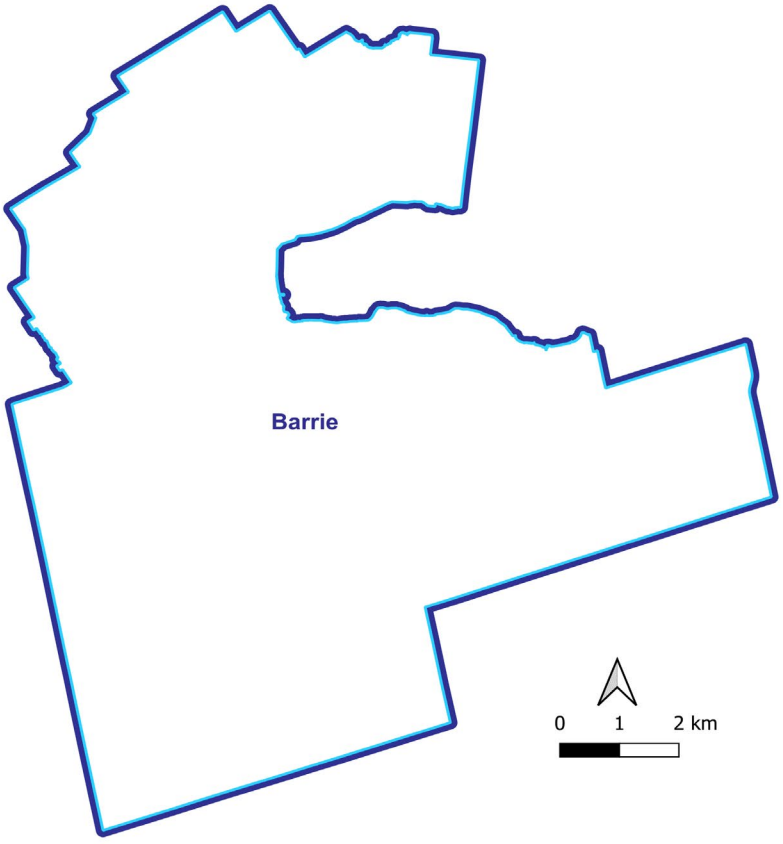


transportationtomorrow
SURVEY 2022

Travel Summary

City of Barrie

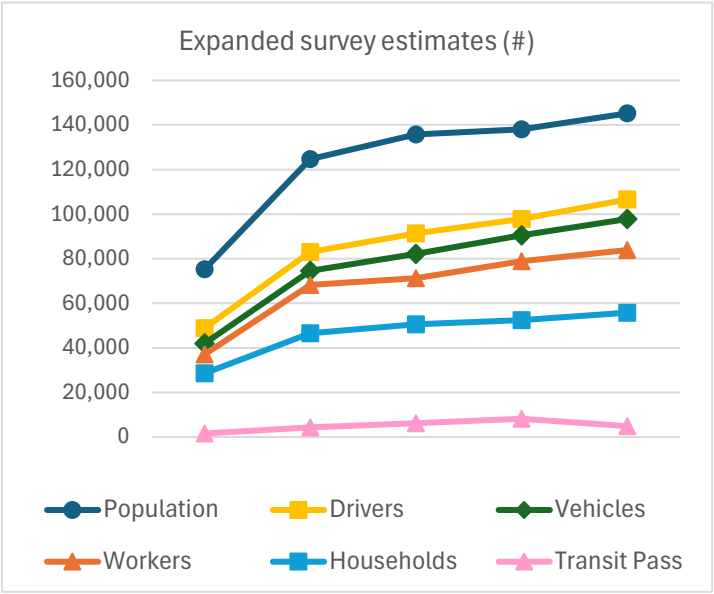


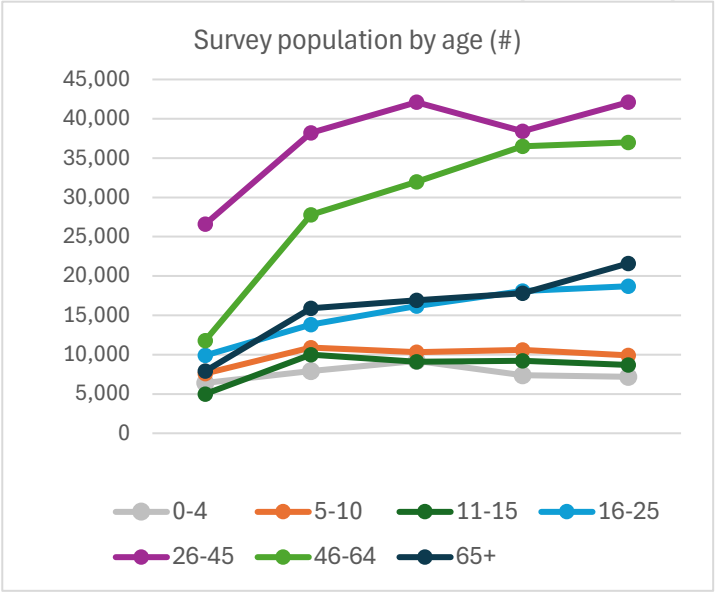


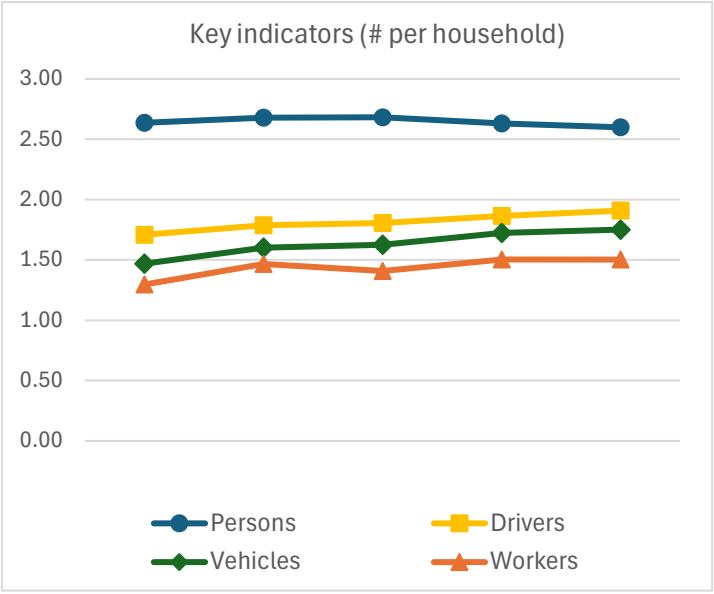
Households surveyed:	2,600	(4.7% sampling rate)
Household members surveyed:	5,830	
Margin of error (MOE) for household-level survey results:	±2.8%	
Margin of error (MOE) for person-level survey results:	±1.8%	

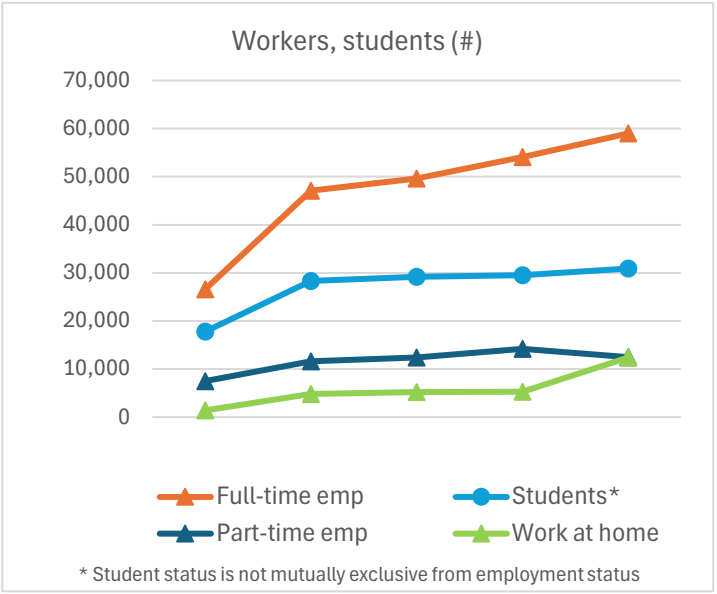
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

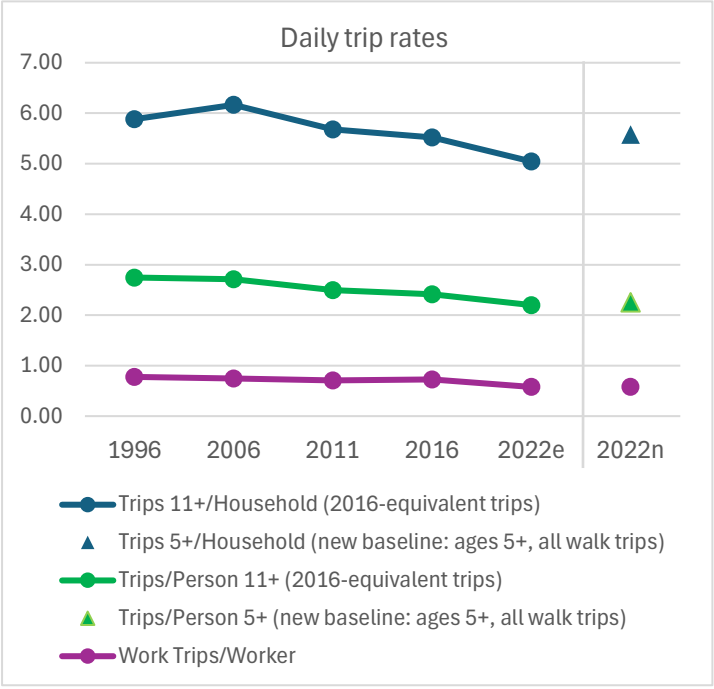
		1996	2006	2011	2016	2022
Households		28,600	46,500	50,600	52,500	55,800
Dwelling Type	House	70%	79%	74%	64%	63%
	Townhouse	7%	7%	10%	11%	12%
	Apartment	24%	13%	16%	25%	26%
Household Size	1	20%	19%	18%	23%	24%
	2	36%	34%	36%	32%	32%
	3	17%	19%	19%	18%	18%
	4	16%	19%	19%	17%	17%
	5+	10%	9%	8%	10%	9%
Vehicles	0	10%	8%	7%	7%	5%
	1	42%	37%	38%	36%	38%
	2	40%	46%	44%	41%	40%
	3	6%	7%	9%	12%	12%
	4+	2%	2%	2%	4%	5%
Household Averages	Persons	2.64	2.68	2.68	2.63	2.60
	Workers	1.30	1.47	1.41	1.50	1.50
	Drivers	1.71	1.79	1.81	1.86	1.91
	Vehicles	1.47	1.60	1.63	1.72	1.75
	Trips/Day 11+	5.88	6.17	5.68	5.52	5.04
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.58
Population		75,300	124,700	135,800	138,000	145,200
Age	0-4	8%	6%	7%	5%	5%
	5-10	10%	9%	8%	8%	7%
	11-15	7%	8%	7%	7%	6%
	16-25	13%	11%	12%	13%	13%
	26-45	35%	31%	31%	28%	29%
	46-64	16%	22%	24%	26%	26%
	65+	10%	13%	12%	13%	15%
	Median Age	32.8	37.9	37.1	38.7	39.1
Daily Trips/Person 11+		2.75	2.71	2.50	2.41	2.20
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.26
Daily Work Trips per Worker		0.78	0.74	0.71	0.72	0.58
Men+	Population	36,700	59,900	65,800	67,000	71,300
Employment	Full-time	45%	46%	44%	46%	47%
	Part-time	6%	5%	6%	8%	6%
	Work at home	2%	4%	4%	4%	9%
	Student	23%	23%	23%	22%	21%
	Licensed	68%	69%	69%	71%	74%
	Transit pass	2%	3%	4%	6%	3%
Women+	Population	38,600	64,700	70,000	71,100	73,900
Employment	Full-time	26%	30%	30%	33%	35%
	Part-time	14%	13%	12%	13%	11%
	Work at home	2%	4%	4%	4%	8%
	Student	24%	22%	20%	21%	21%
	Licensed	62%	65%	67%	70%	73%
	Transit pass	2%	4%	6%	6%	4%

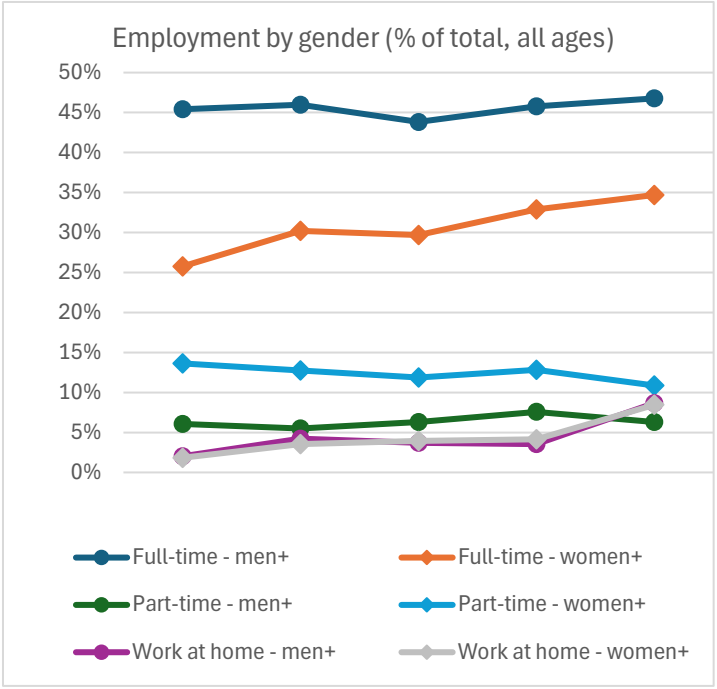

Expanded survey estimates (#)
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

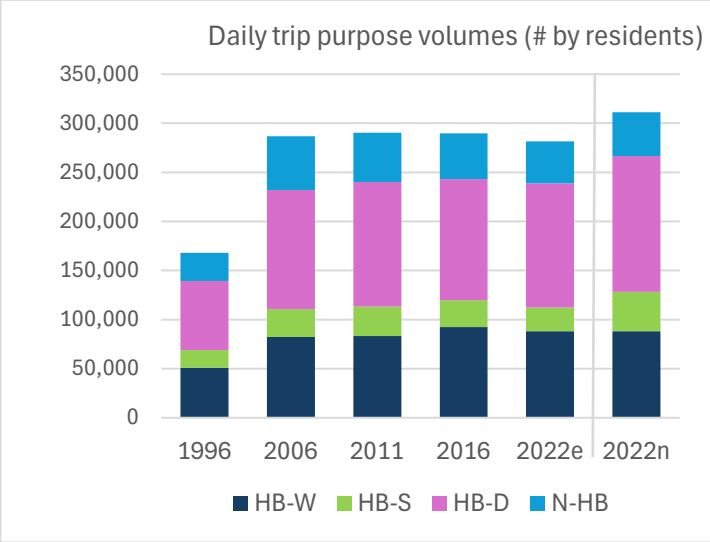

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

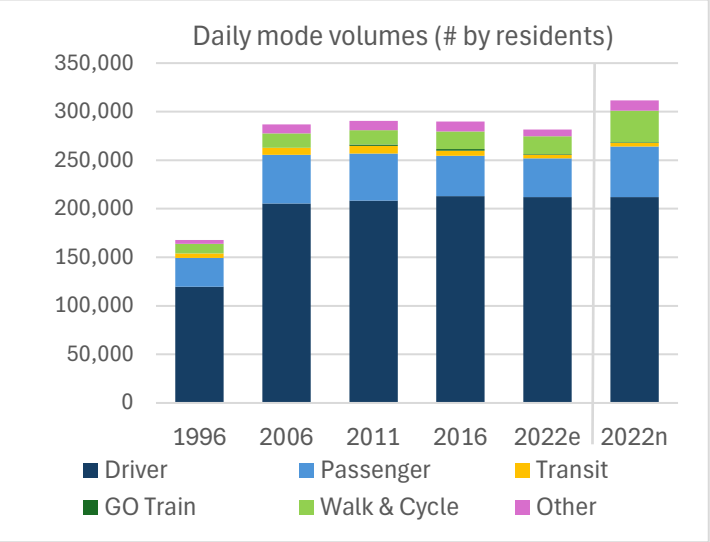
Daily Trips Made by Residents of Barrie

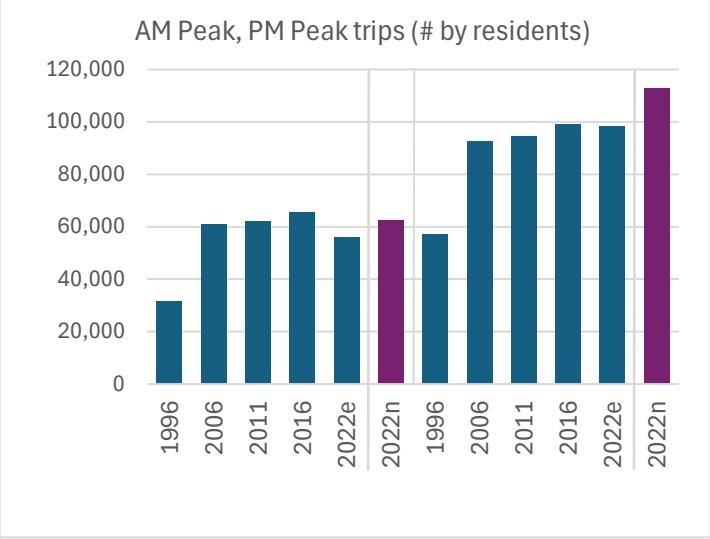
24 Hour Trips

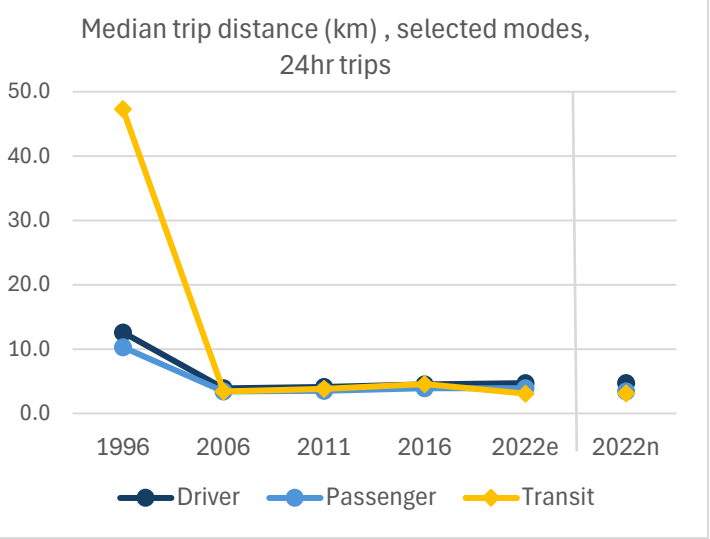
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	168,100	286,900	290,500	289,800	281,700	311,400
Purpose	HB-W	30%	29%	29%	32%	31%	28%
	HB-S	11%	10%	10%	9%	9%	13%
	HB-D	42%	42%	44%	43%	45%	44%
	N-HB	17%	19%	17%	16%	15%	14%
Mode	Driver	71%	72%	72%	73%	75%	68%
	Passenger	18%	17%	17%	14%	14%	17%
	Transit	3%	3%	3%	2%	1%	1%
	GO Train	*	*	0%	1%	0%	0%
	Walk & Cycle	6%	5%	5%	6%	7%	11%
	Other	2%	3%	3%	3%	2%	3%
Median Trip Length (km)	Driver	12.6	3.9	4.1	4.5	4.7	4.7
	Passenger	10.3	3.4	3.5	3.9	3.9	3.4
	Transit	47.3	3.4	3.8	4.6	3.1	3.1
	GO Train	*	*	80.8	82.1	81.9	81.9









Trips Made by Residents of Barrie

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	31,700	60,700	62,200	65,400	55,900	62,500
	% of 24h	18.9%	21.2%	21.4%	22.6%	19.8%	20.1%
AM Purpose	HB-W	53%	43%	43%	49%	50%	45%
	HB-S	23%	21%	21%	19%	18%	25%
	HB-D	17%	23%	24%	23%	24%	23%
	N-HB	7%	13%	11%	9%	8%	7%
AM Mode	Driver	68%	68%	70%	71%	74%	66%
	Passenger	14%	14%	12%	11%	10%	13%
	Transit	3%	3%	3%	2%	1%	1%
	GO Train	*	*	0%	1%	0%	0%
	Walk & Cycle	11%	9%	9%	9%	10%	14%
	Other	5%	6%	7%	7%	5%	7%
Median Trip Length (km) AM	Driver	16.4	4.6	4.7	5.3	6.1	6.1
	Passenger	11.7	3.2	2.6	3.3	3.2	2.4
	Transit	39.1	3.9	3.7	4.9	4.3	4.3
	GO Train	*	*	80.8	80.7	81.9	81.9

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

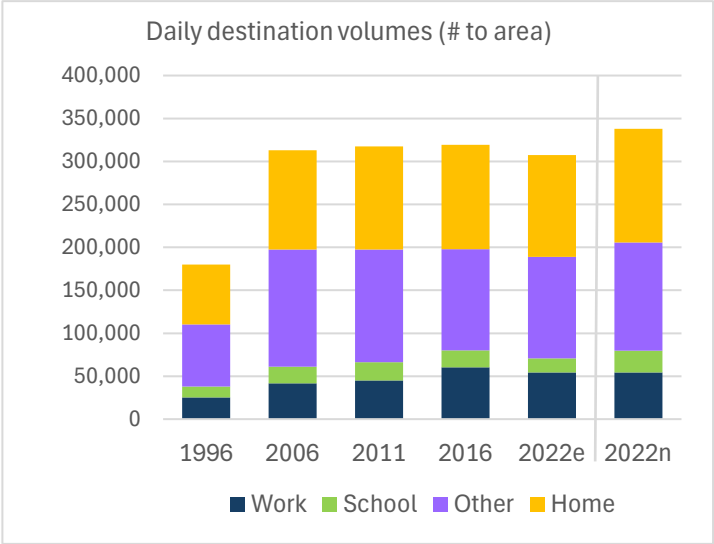
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	57,100	92,700	94,400	99,100	98,100	112,700
	% of 24h	34.0%	32.3%	32.5%	34.2%	34.8%	36.2%
PM Purpose	HB-W	32%	31%	32%	33%	31%	27%
	HB-S	13%	8%	8%	7%	6%	12%
	HB-D	39%	42%	43%	43%	46%	46%
	N-HB	16%	19%	18%	17%	16%	15%
PM Mode	Driver	70%	72%	73%	76%	75%	66%
	Passenger	17%	18%	17%	14%	15%	19%
	Transit	3%	2%	2%	2%	1%	1%
	GO Train	0%	0%	1%	1%	0%	0%
	Walk & Cycle	7%	5%	5%	6%	7%	12%
	Other	3%	2%	2%	2%	2%	3%
Median Trip Length (km)	Driver	3.5	4.2	4.4	4.5	4.5	4.5
	Passenger	3.2	3.8	3.8	3.9	3.8	3.1
	Transit	3.5	3.6	3.7	4.6	3.6	3.6
	GO Train	*	*	80.8	82.0	81.0	81.0

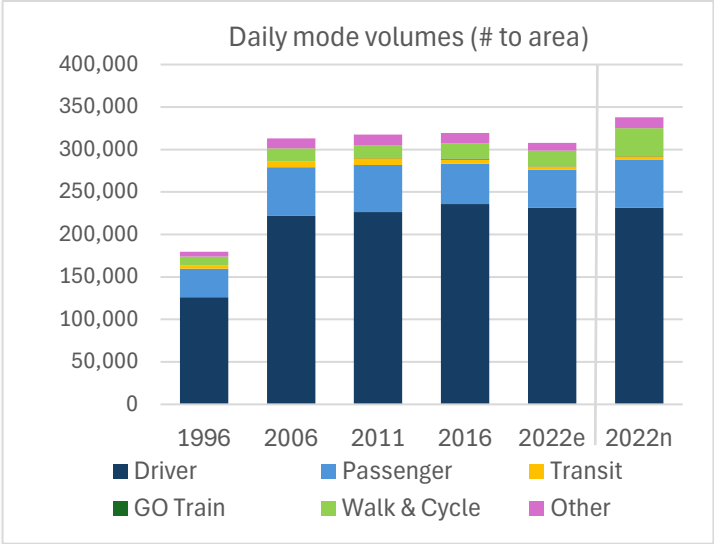
Daily Trips to Barrie Made by Residents of the TTS Area

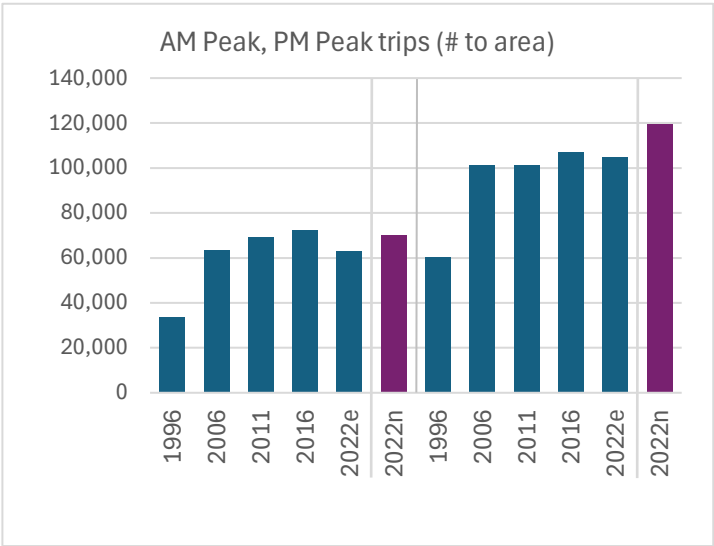
24 Hour Trips

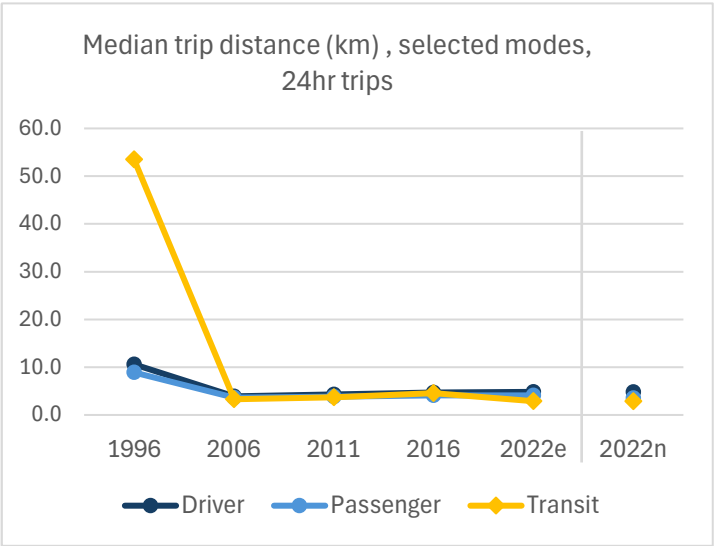
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	179,800	313,000	317,400	319,400	307,600	338,000
Purpose (destination)	Work	14%	13%	14%	19%	18%	16%
	School	7%	6%	7%	6%	5%	7%
	Other	40%	44%	41%	37%	38%	37%
	Home	39%	37%	38%	38%	39%	39%
Mode	Driver	70%	71%	71%	74%	75%	69%
	Passenger	19%	18%	17%	15%	14%	17%
	Transit	2%	2%	2%	2%	1%	1%
	GO Train	*	*	0%	0%	0%	0%
	Walk & Cycle	5%	5%	5%	6%	6%	10%
	Other	3%	4%	4%	4%	3%	4%
Median Trip Length (km)	Driver	10.6	3.9	4.3	4.7	4.8	4.8
	Passenger	8.9	3.6	3.8	4.1	4.1	3.5
	Transit	53.5	3.3	3.7	4.6	2.9	2.9
	GO Train	*	*	80.8	82.1	81.9	81.9









Daily Trips to Barrie Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

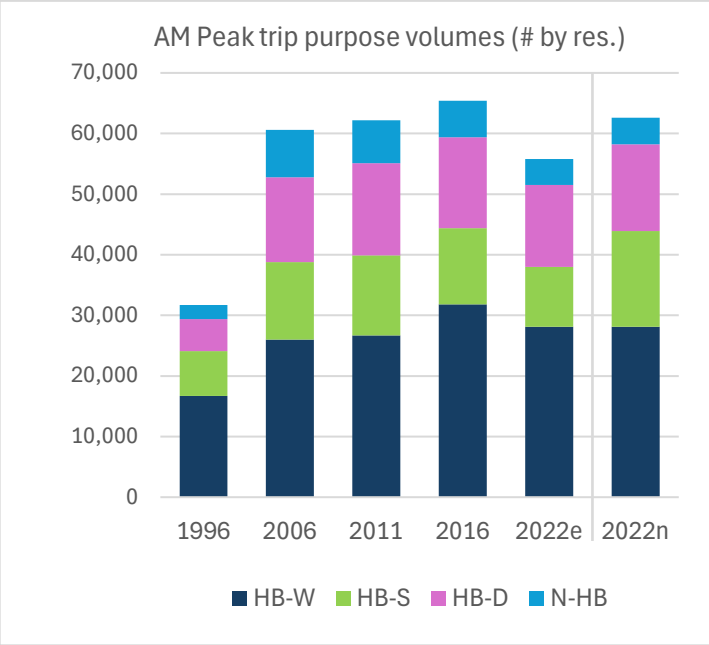
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	33,700	63,600	69,000	72,200	62,900	70,000
	% of 24h	18.7%	20.3%	21.7%	22.6%	20.4%	20.7%
AM Purpose (destination)	Work	48%	43%	43%	51%	51%	46%
	School	31%	27%	26%	23%	21%	28%
	Other	16%	24%	24%	20%	21%	20%
	Home	5%	6%	7%	6%	7%	6%
AM Mode	Driver	64%	65%	69%	71%	73%	65%
	Passenger	14%	14%	12%	11%	10%	13%
	Transit	2%	2%	2%	2%	1%	1%
	GO Train	*	*	*	*	0%	0%
	Walk & Cycle	10%	8%	8%	8%	9%	12%
	Other	11%	10%	9%	9%	7%	9%
Median Trip Length (km) AM	Driver	7.2	4.5	5.2	5.9	6.4	6.4
	Passenger	2.3	3.2	3.2	4.0	3.8	2.6
	Transit	47.8	3.4	3.5	4.9	4.3	4.3
	GO Train	*	*	*	*	*	*

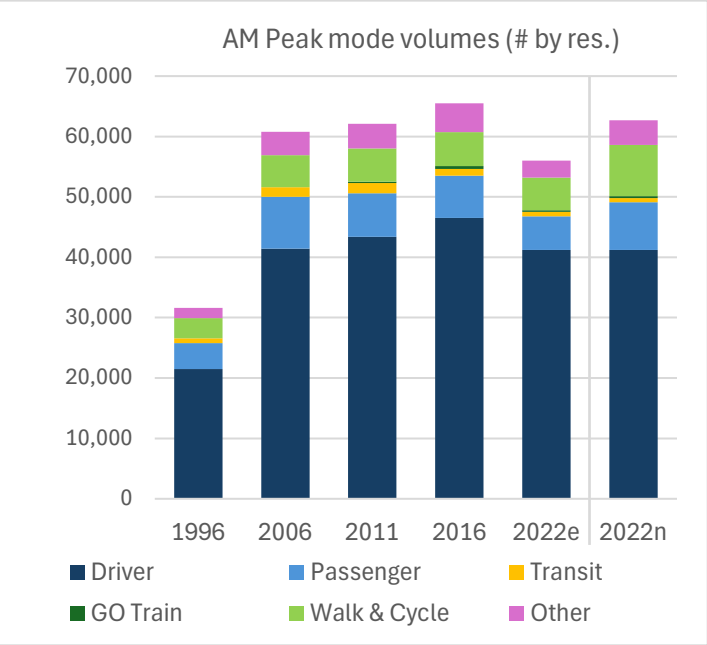
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

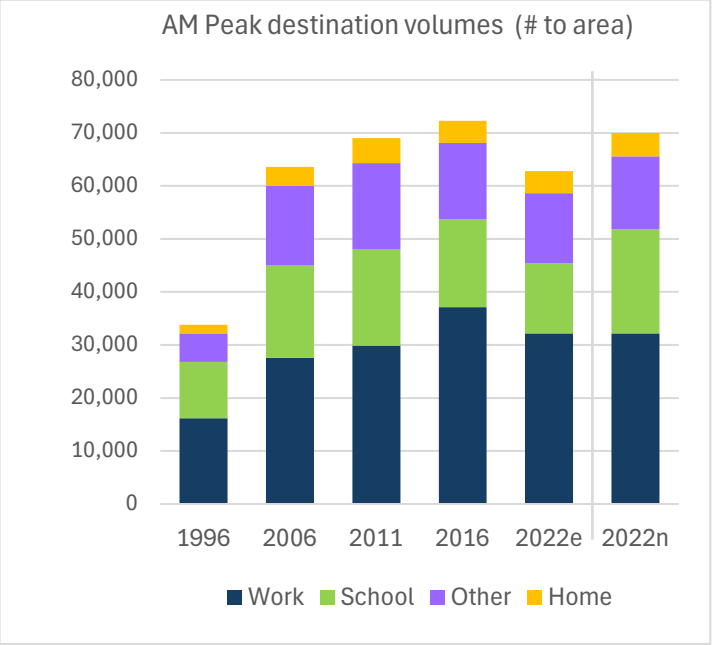
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	60,500	101,200	101,400	107,100	104,600	119,500
	% of 24h	33.6%	32.3%	31.9%	33.5%	34.0%	35.4%
PM Purpose (destination)	Work	4%	2%	2%	2%	4%	4%
	School	1%	0%	0%	0%	0%	0%
	Other	38%	43%	41%	40%	39%	38%
	Home	58%	54%	57%	57%	57%	58%
PM Mode	Driver	70%	72%	73%	76%	76%	66%
	Passenger	18%	19%	17%	15%	15%	19%
	Transit	3%	2%	2%	1%	1%	1%
	GO Train	0%	0%	1%	1%	0%	0%
	Walk & Cycle	7%	5%	5%	5%	6%	11%
	Other	3%	2%	2%	2%	1%	3%
Median Trip Length (km)	Driver	3.5	4.3	4.4	4.6	4.6	4.6
	Passenger	3.3	4.0	4.0	4.1	3.9	3.4
	Transit	3.5	3.4	3.7	4.6	3.6	3.6
	GO Train	*	*	80.8	82.0	81.9	81.9

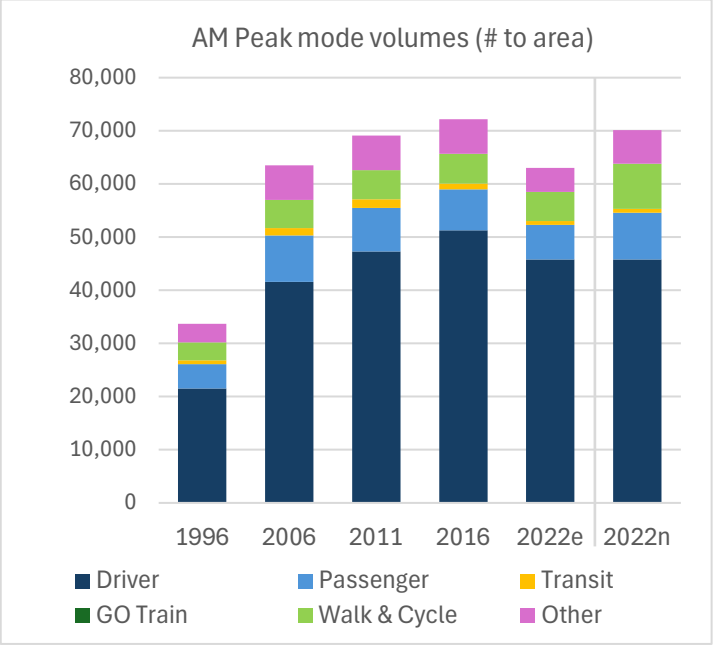
AM Peak Trips Made by Residents of Barrie





AM Peak Trips to Barrie Made by Residents of the TTS Area

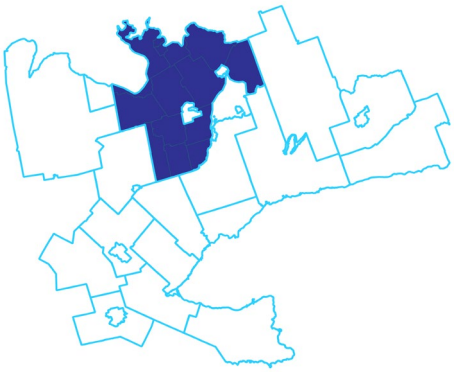


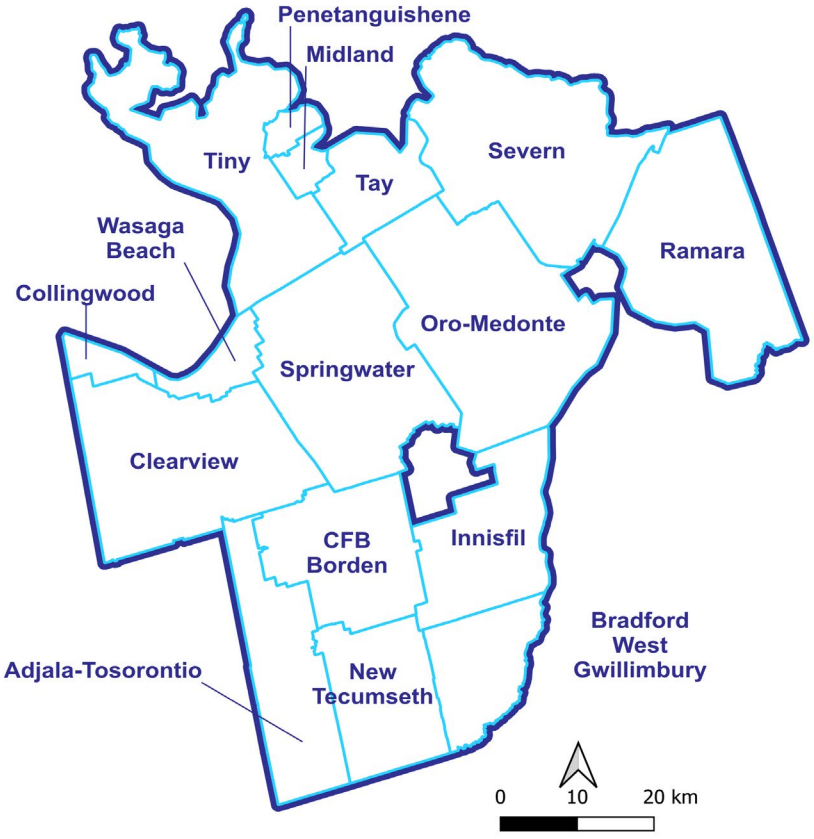


transportationtomorrow
SURVEY 2022

Travel Summary

County of Simcoe

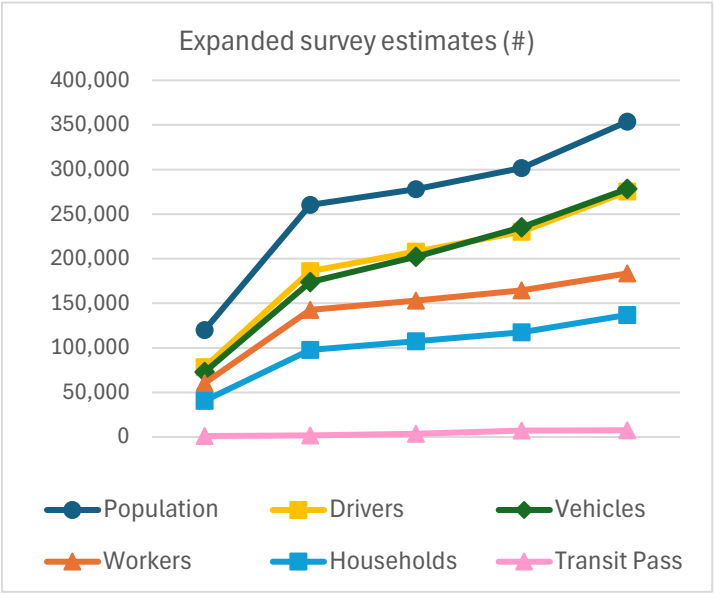


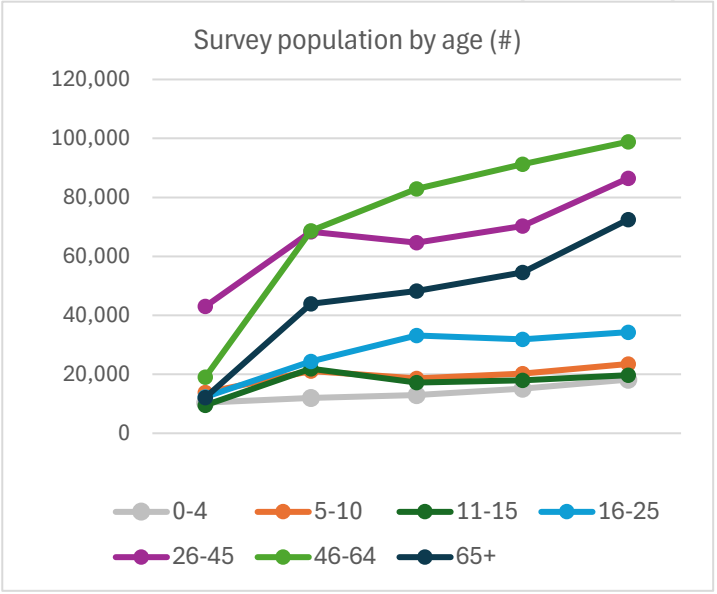


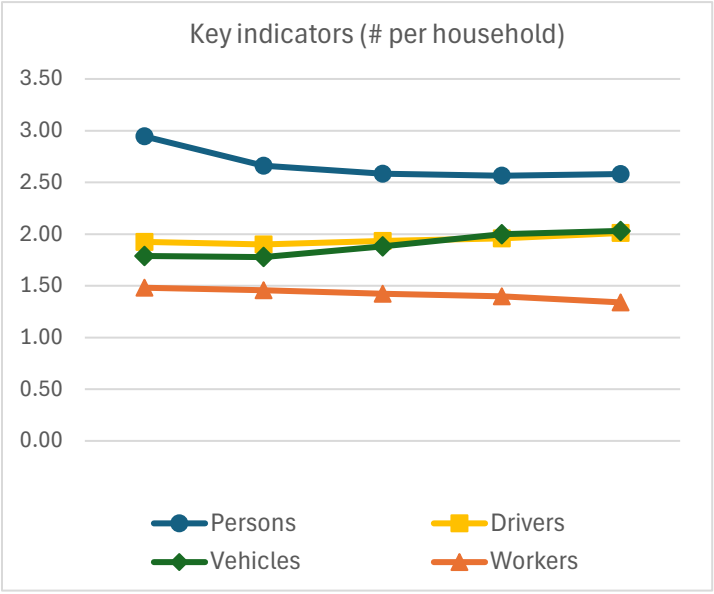
Households surveyed:	5,516	(4.0% sampling rate)
Household members surveyed:	12,499	
Margin of error (MOE) for household-level survey results:	±1.8%	
Margin of error (MOE) for person-level survey results:	±1.2%	

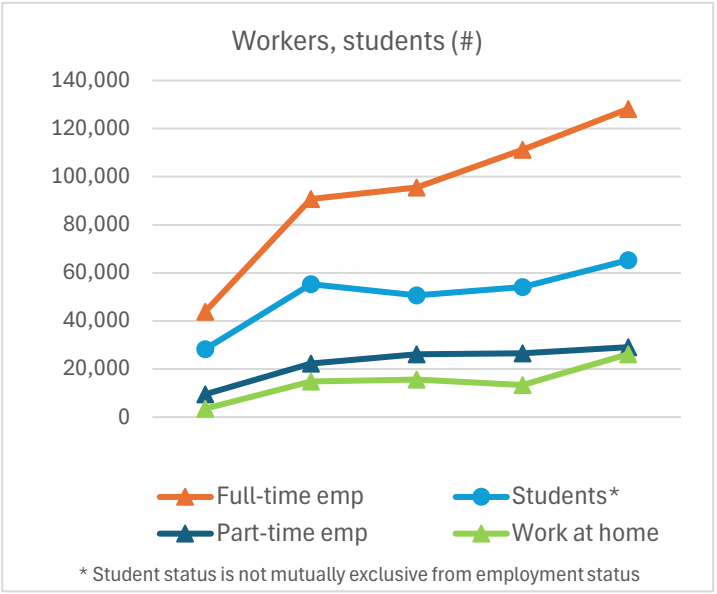
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

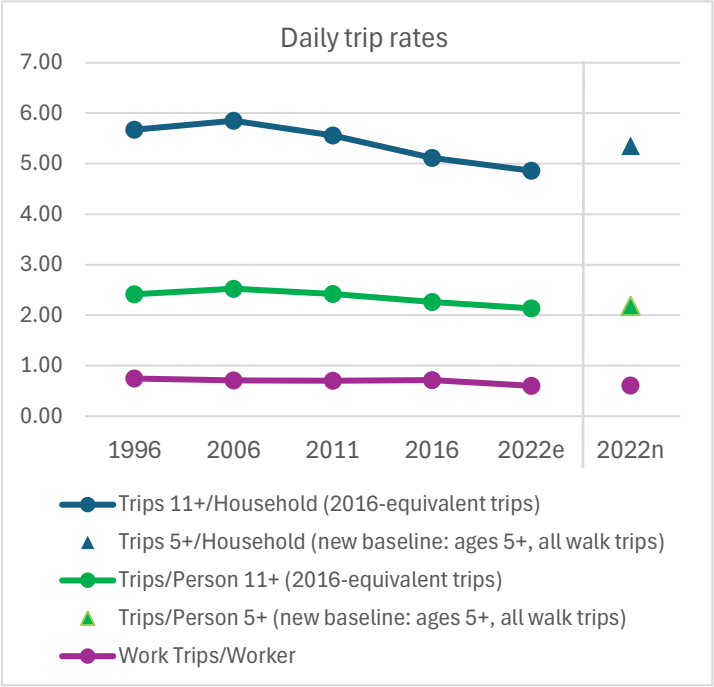
		1996	2006	2011	2016	2022
Households		40,800	97,900	107,500	117,600	137,000
Dwelling Type	House	91%	91%	91%	86%	85%
	Townhouse	2%	2%	3%	5%	5%
	Apartment	6%	7%	6%	9%	10%
Household Size	1	14%	17%	17%	21%	22%
	2	32%	40%	42%	38%	37%
	3	18%	16%	18%	16%	16%
	4	22%	18%	17%	16%	16%
	5+	14%	9%	7%	9%	9%
Vehicles	0	4%	4%	4%	3%	2%
	1	31%	34%	31%	30%	31%
	2	50%	46%	46%	44%	42%
	3	11%	11%	13%	15%	16%
	4+	3%	4%	6%	8%	9%
Household Averages	Persons	2.94	2.66	2.58	2.56	2.58
	Workers	1.48	1.46	1.42	1.40	1.34
	Drivers	1.92	1.90	1.93	1.96	2.01
	Vehicles	1.79	1.78	1.88	2.00	2.03
	Trips/Day 11+	5.67	5.85	5.56	5.12	4.86
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.36
Population		120,100	260,500	278,000	301,500	353,700
Age	0-4	9%	5%	5%	5%	5%
	5-10	12%	8%	7%	7%	7%
	11-15	8%	8%	6%	6%	6%
	16-25	10%	9%	12%	11%	10%
	26-45	36%	26%	23%	23%	24%
	46-64	16%	26%	30%	30%	28%
	65+	10%	17%	17%	18%	21%
	Median Age	33.7	42.5	44.3	44.7	44.6
Daily Trips/Person 11+		2.41	2.52	2.42	2.26	2.13
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.19
Daily Work Trips per Worker		0.74	0.71	0.70	0.71	0.60
Men+	Population	60,000	128,600	139,400	149,600	175,700
Employment	Full-time	46%	41%	40%	43%	42%
	Part-time	4%	5%	6%	6%	7%
	Work at home	3%	7%	7%	5%	7%
	Student	24%	21%	19%	18%	19%
	Licensed	68%	73%	75%	76%	78%
	Transit pass	1%	1%	1%	2%	2%
Women+	Population	60,100	131,900	138,600	151,900	177,900
Employment	Full-time	27%	29%	29%	30%	30%
	Part-time	12%	12%	12%	12%	10%
	Work at home	2%	4%	5%	4%	8%
	Student	23%	21%	18%	18%	18%
	Licensed	63%	70%	74%	76%	78%
	Transit pass	1%	1%	1%	2%	2%

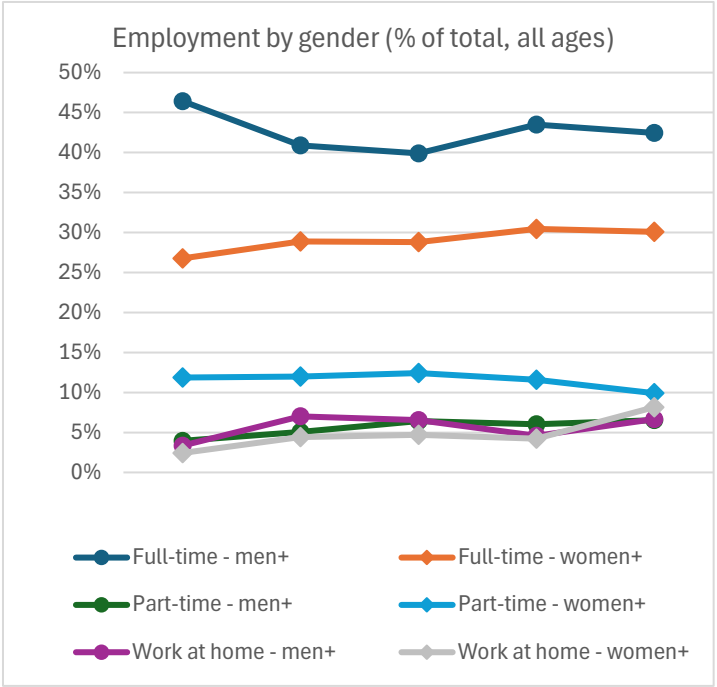

Expanded survey estimates (#)
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
120,000
100,000
80,000
60,000
40,000
20,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

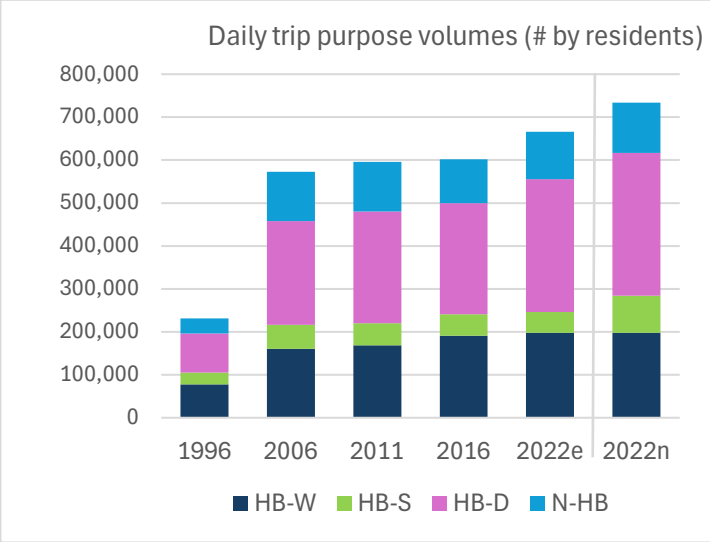

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

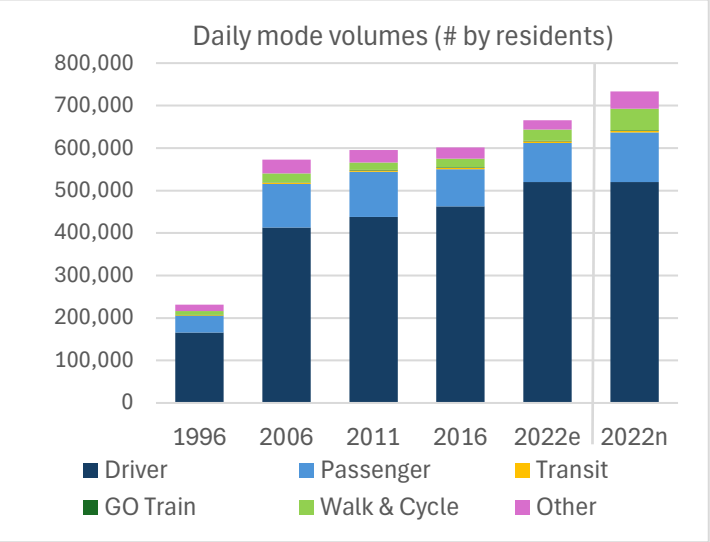
Daily Trips Made by Residents of Simcoe

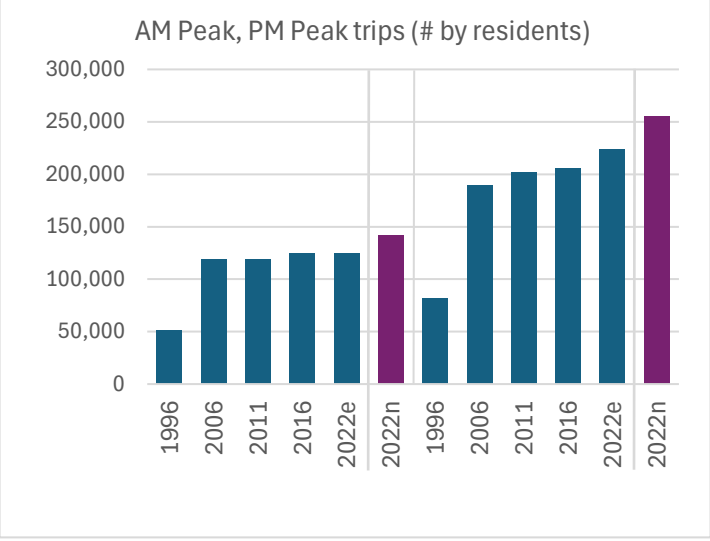
24 Hour Trips

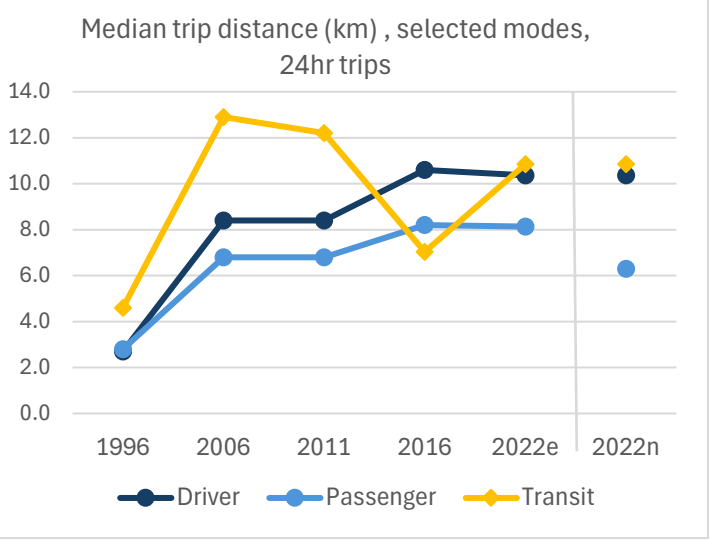
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	231,200	572,800	595,600	601,500	665,800	733,700
Purpose	HB-W	34%	28%	28%	32%	30%	27%
	HB-S	12%	10%	9%	8%	7%	12%
	HB-D	39%	42%	44%	43%	46%	45%
	N-HB	15%	20%	19%	17%	17%	16%
Mode	Driver	72%	72%	73%	77%	78%	71%
	Passenger	17%	18%	18%	15%	14%	16%
	Transit	1%	1%	1%	1%	1%	1%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	4%	4%	3%	3%	4%	7%
	Other	6%	6%	5%	4%	3%	6%
Median Trip Length (km)	Driver	2.7	8.4	8.4	10.6	10.4	10.4
	Passenger	2.8	6.8	6.8	8.2	8.1	6.3
	Transit	4.6	12.9	12.2	7.0	10.8	10.8
	GO Train	*	71.8	55.1	54.0	70.3	70.3









Trips Made by Residents of Simcoe

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	51,000	118,400	118,900	124,700	125,000	141,300
	% of 24h	22.1%	20.7%	20.0%	20.7%	18.8%	19.3%
AM Purpose	HB-W	55%	46%	48%	52%	53%	47%
	HB-S	27%	23%	20%	18%	16%	24%
	HB-D	13%	20%	21%	21%	22%	21%
	N-HB	6%	11%	11%	9%	8%	7%
AM Mode	Driver	67%	68%	71%	75%	77%	68%
	Passenger	11%	12%	12%	10%	9%	12%
	Transit	1%	1%	1%	0%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	8%	6%	5%	5%	6%	8%
	Other	14%	13%	11%	9%	7%	12%
Median Trip Length (km) AM	Driver	3.1	11.3	10.9	13.1	15.1	15.1
	Passenger	2.7	5.0	5.9	6.4	7.7	4.5
	Transit	4.2	52.1	24.2	27.7	6.3	6.3
	GO Train	*	73.8	54.9	53.4	69.5	69.5

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

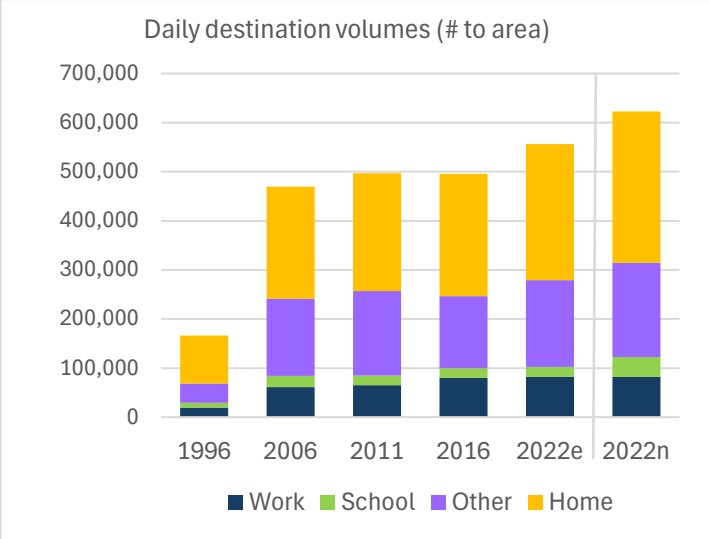
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	81,600	189,300	201,900	205,600	224,000	255,000
	% of 24h	35.3%	33.1%	33.9%	34.2%	33.6%	34.8%
PM Purpose	HB-W	34%	31%	30%	34%	32%	28%
	HB-S	15%	11%	9%	8%	6%	12%
	HB-D	35%	39%	41%	41%	46%	44%
	N-HB	16%	19%	20%	17%	16%	16%
PM Mode	Driver	69%	71%	73%	76%	78%	69%
	Passenger	16%	18%	18%	15%	15%	18%
	Transit	1%	1%	1%	0%	1%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	5%	4%	3%	4%	4%	7%
	Other	9%	6%	5%	4%	3%	6%
Median Trip Length (km)	Driver	13.5	9.0	8.7	11.0	10.9	10.9
	Passenger	11.2	7.0	6.8	7.9	9.3	6.2
	Transit	35.3	36.1	36.9	14.7	16.5	16.5
	GO Train	55.0	73.7	55.0	54.8	69.5	69.5

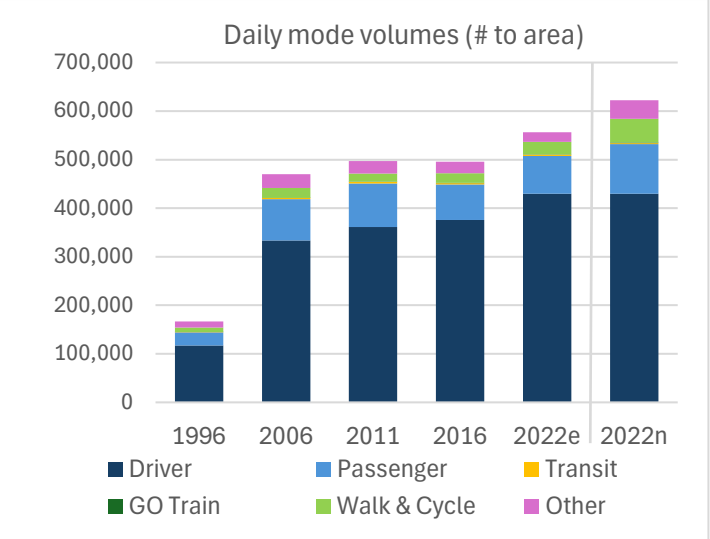
Daily Trips to Simcoe Made by Residents of the TTS Area

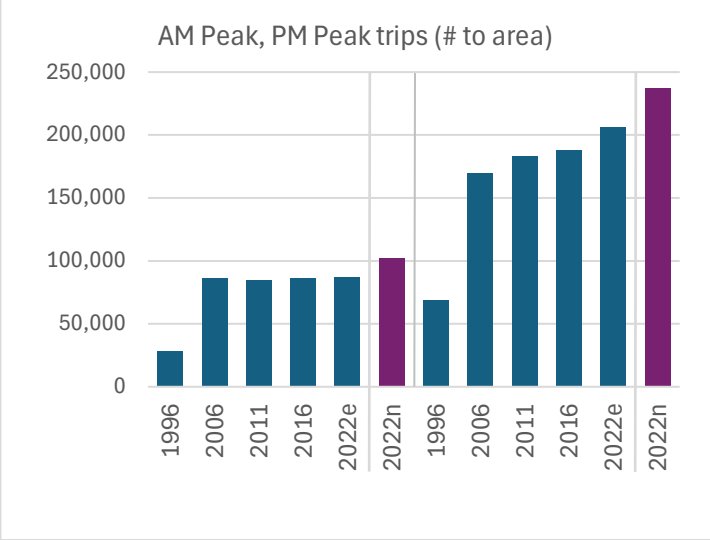
24 Hour Trips

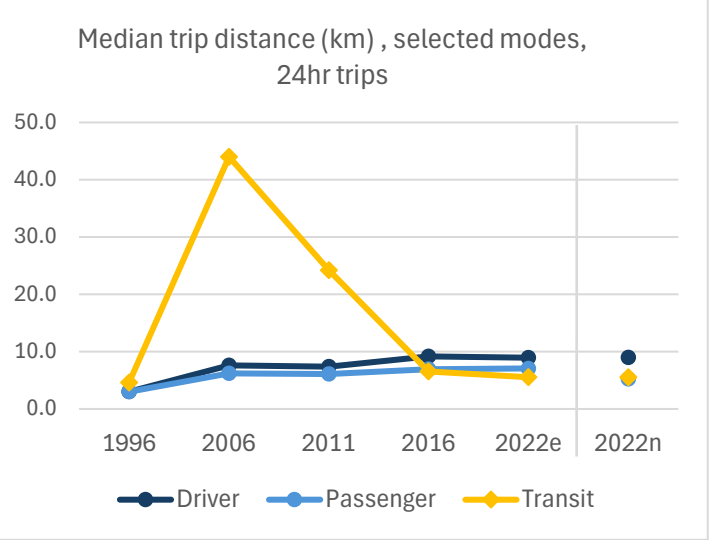
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	166,400	469,700	497,200	495,600	556,300	622,500
Purpose (destination)	Work	12%	13%	13%	16%	15%	13%
	School	6%	5%	4%	4%	4%	6%
	Other	24%	33%	35%	30%	32%	31%
	Home	59%	49%	48%	50%	50%	49%
Mode	Driver	70%	71%	73%	76%	77%	69%
	Passenger	17%	18%	18%	15%	14%	16%
	Transit	0%	1%	1%	0%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	5%	4%	3%	4%	5%	8%
	Other	7%	6%	5%	5%	3%	6%
Median Trip Length (km)	Driver	3.0	7.6	7.4	9.2	9.0	9.0
	Passenger	3.0	6.2	6.1	6.9	7.1	5.3
	Transit	4.6	44.0	24.2	6.5	5.5	5.5
	GO Train	*	73.5	55.0	54.8	70.8	70.8









Daily Trips to Simcoe Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

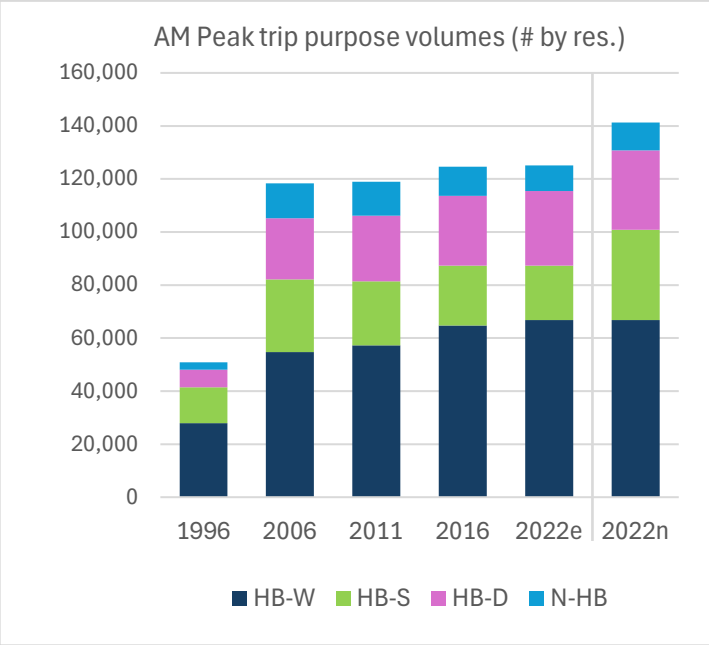
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	28,100	86,000	84,400	86,500	86,900	102,300
	% of 24h	16.9%	18.3%	17.0%	17.5%	15.6%	16.4%
AM Purpose (destination)	Work	44%	45%	47%	51%	51%	44%
	School	34%	26%	22%	20%	19%	29%
	Other	15%	22%	23%	21%	21%	20%
	Home	7%	7%	8%	8%	9%	8%
AM Mode	Driver	59%	65%	69%	72%	74%	63%
	Passenger	11%	13%	13%	11%	9%	13%
	Transit	*	0%	1%	0%	0%	0%
	GO Train	*	*	*	*	0%	0%
	Walk & Cycle	13%	8%	6%	7%	8%	11%
	Other	17%	13%	11%	10%	8%	13%
Median Trip Length (km) AM	Driver	3.9	7.7	6.8	8.1	9.5	9.5
	Passenger	2.9	3.2	3.9	3.5	3.3	1.7
	Transit	*	28.2	23.8	32.0	6.3	6.3
	GO Train	*	*	*	*	*	*

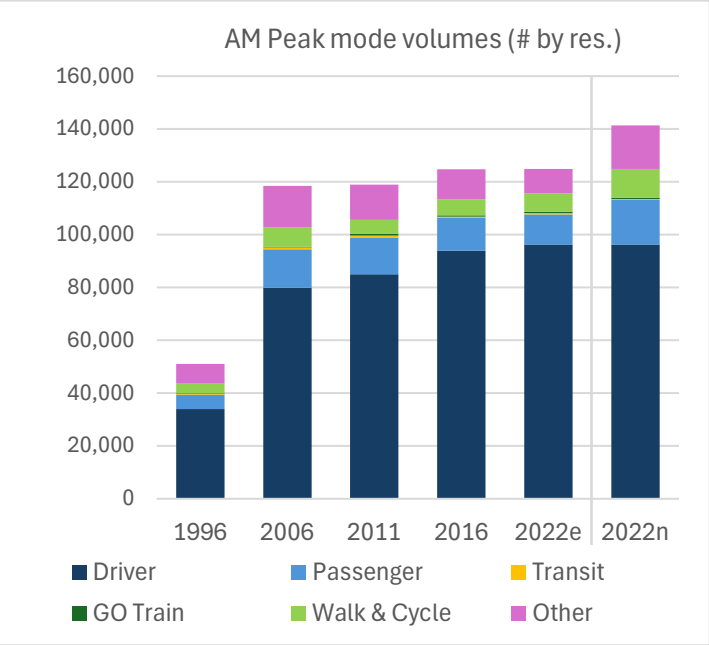
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

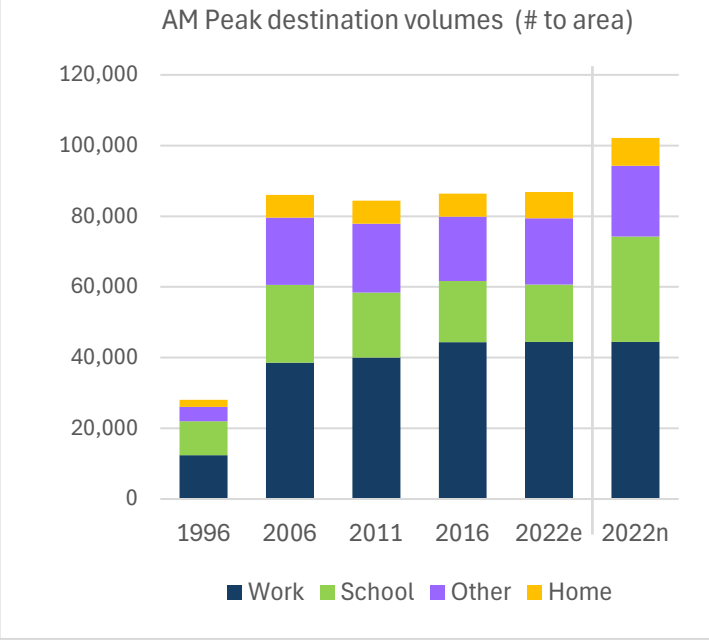
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	68,500	169,900	183,300	187,700	206,200	237,100
	% of 24h	41.1%	36.2%	36.9%	37.9%	37.1%	38.1%
PM Purpose (destination)	Work	2%	3%	3%	2%	3%	3%
	School	0%	0%	0%	*	0%	0%
	Other	20%	29%	31%	28%	29%	29%
	Home	77%	68%	66%	70%	67%	68%
PM Mode	Driver	68%	71%	73%	77%	78%	68%
	Passenger	14%	17%	17%	14%	14%	17%
	Transit	0%	1%	0%	0%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	6%	5%	4%	4%	4%	8%
	Other	10%	7%	6%	5%	3%	6%
Median Trip Length (km)	Driver	13.6	9.3	8.9	11.4	11.2	11.2
	Passenger	9.6	6.8	6.7	7.1	8.4	5.5
	Transit	47.9	52.4	44.7	42.0	12.3	12.3
	GO Train	55.0	73.7	55.0	54.8	70.3	70.3

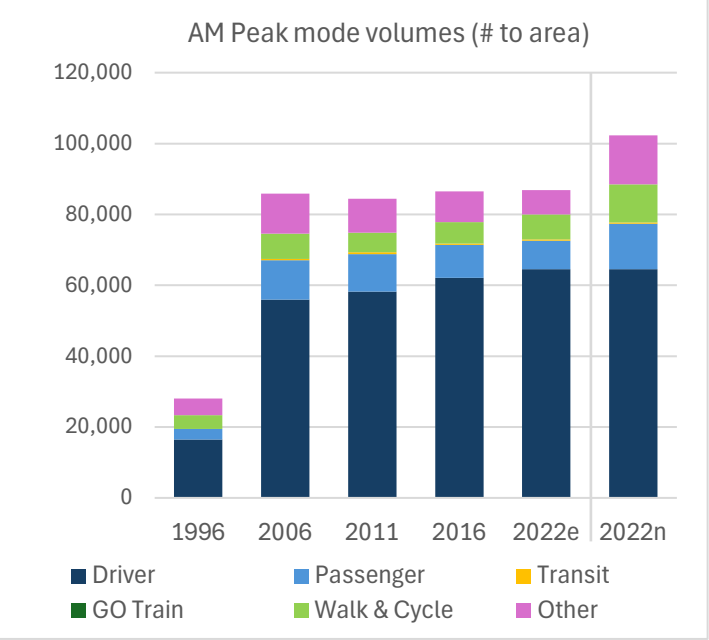
AM Peak Trips Made by Residents of Simcoe





AM Peak Trips to Simcoe Made by Residents of the TTS Area

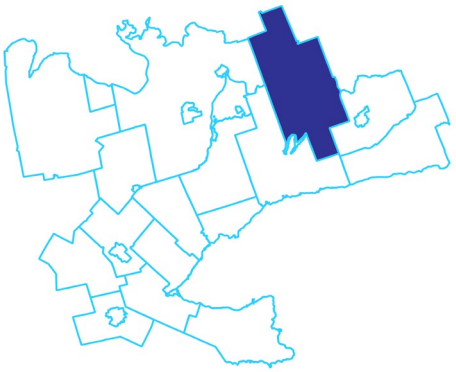


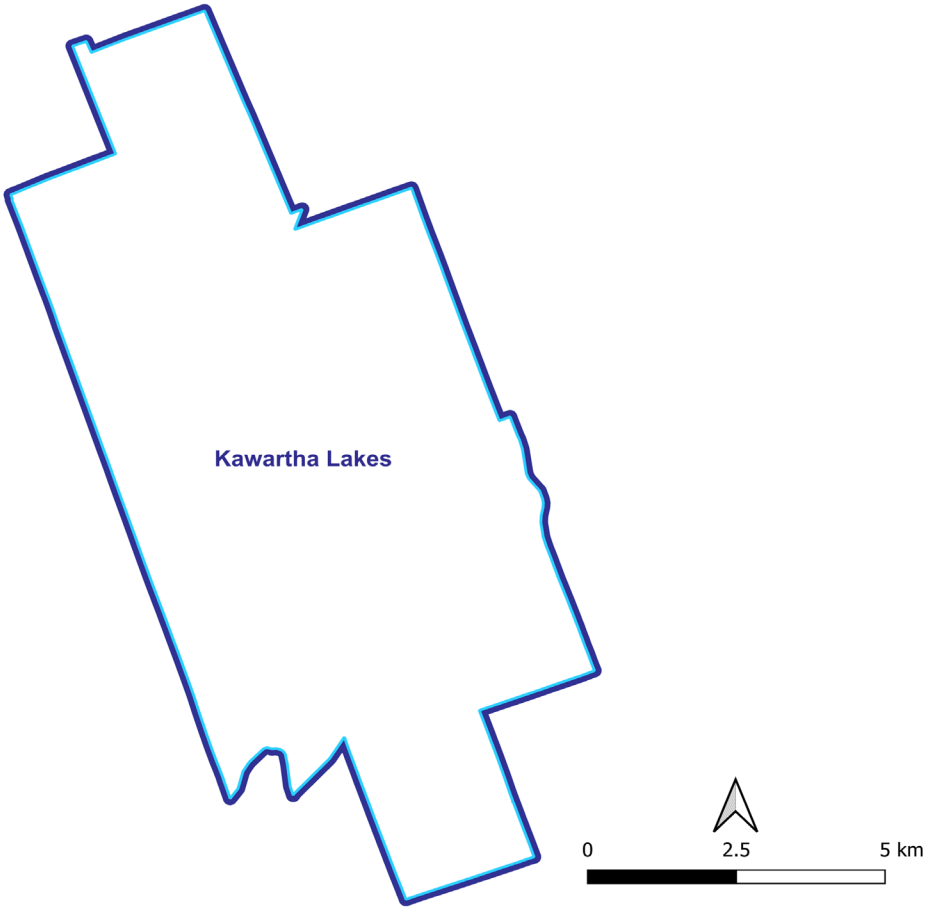


transportationtomorrow
SURVEY 2022

Travel Summary

City of Kawartha Lakes

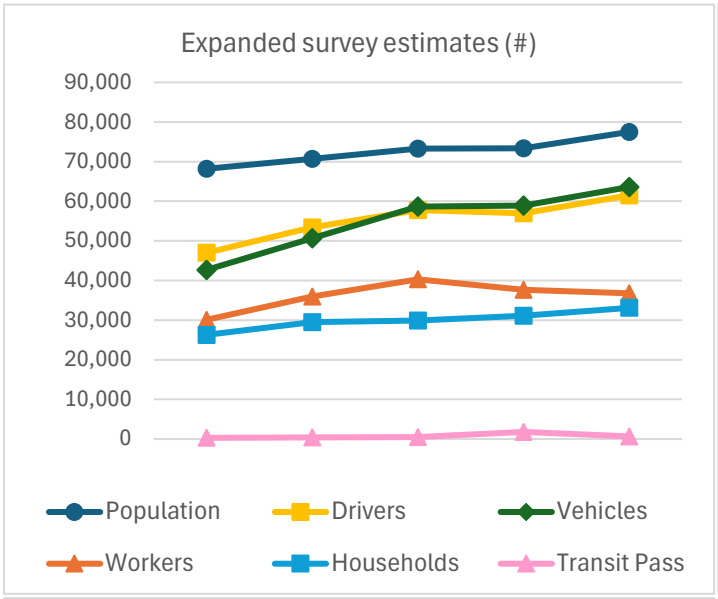


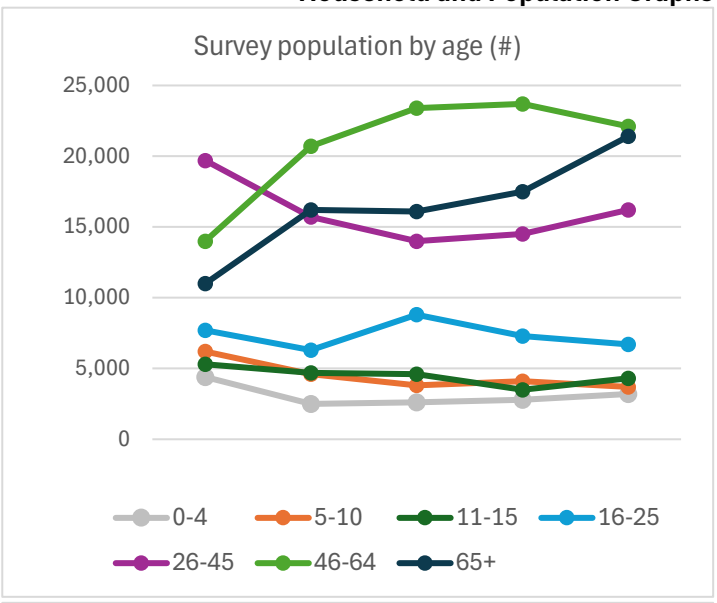


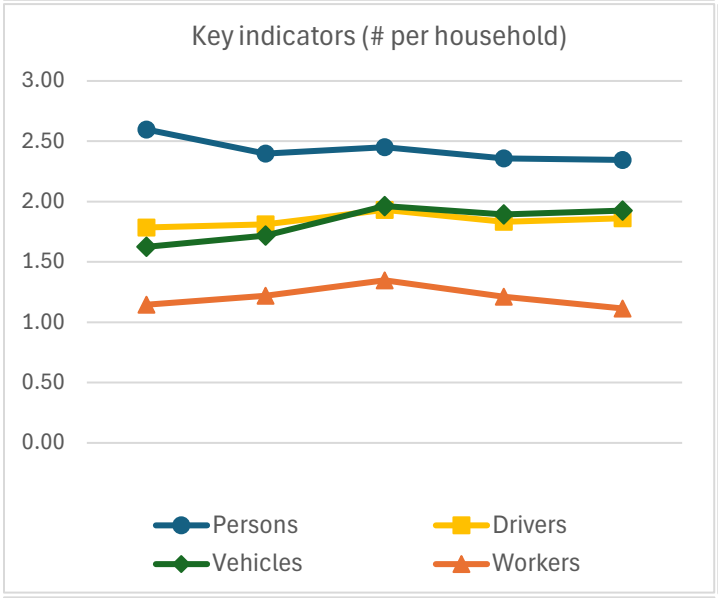
Households surveyed:	893	(2.7% sampling rate)
Household members surveyed:	1,883	
Margin of error (MOE) for household-level survey results:	±4.6%	
Margin of error (MOE) for person-level survey results:	±3.1%	

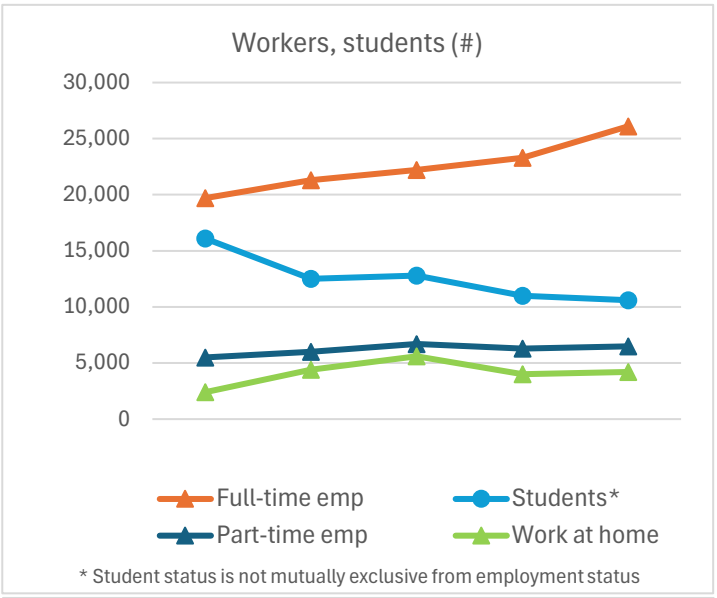
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

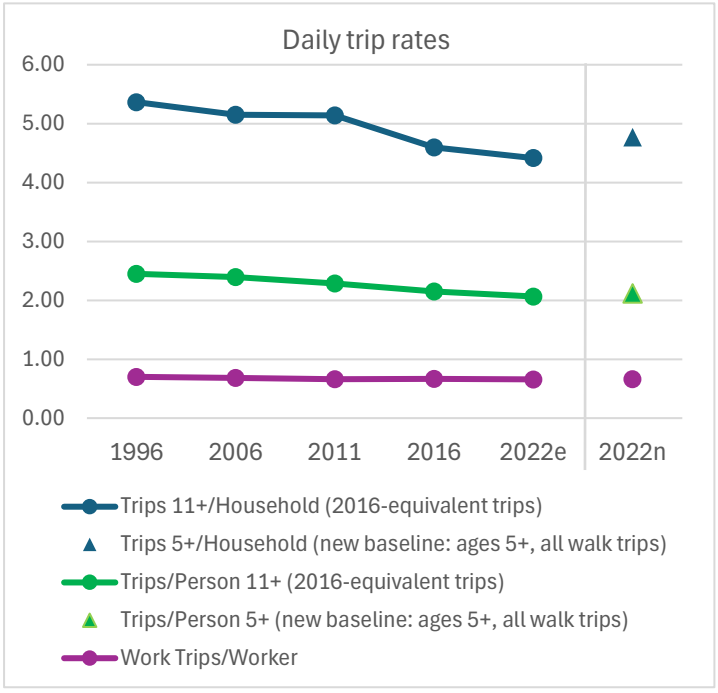
		1996	2006	2011	2016	2022
Households		26,300	29,500	29,900	31,100	33,100
Dwelling Type	House	86%	88%	93%	86%	87%
	Townhouse	2%	1%	1%	2%	2%
	Apartment	12%	10%	6%	12%	11%
Household Size	1	20%	21%	19%	25%	26%
	2	39%	46%	47%	43%	42%
	3	14%	14%	16%	14%	14%
	4	16%	13%	13%	12%	13%
	5+	10%	6%	6%	6%	5%
Vehicles	0	7%	5%	4%	5%	3%
	1	39%	37%	29%	33%	36%
	2	43%	42%	46%	39%	37%
	3	8%	11%	15%	15%	17%
	4+	3%	3%	6%	7%	7%
Household Averages	Persons	2.60	2.40	2.45	2.36	2.35
	Workers	1.15	1.22	1.35	1.21	1.11
	Drivers	1.79	1.81	1.93	1.83	1.86
	Vehicles	1.62	1.72	1.96	1.89	1.92
	Trips/Day 11+	5.37	5.15	5.14	4.59	4.41
	Trips/Day 5+	n/a	n/a	n/a	n/a	4.77
Population		68,200	70,700	73,300	73,400	77,500
Age	0-4	6%	3%	4%	4%	4%
	5-10	9%	7%	5%	6%	5%
	11-15	8%	7%	6%	5%	5%
	16-25	11%	9%	12%	10%	9%
	26-45	29%	22%	19%	20%	21%
	46-64	21%	29%	32%	32%	29%
	65+	16%	23%	22%	24%	28%
	Median Age	37.9	47.6	48.6	50.5	52.4
Daily Trips/Person 11+		2.45	2.39	2.28	2.15	2.07
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.12
Daily Work Trips per Worker		0.70	0.68	0.66	0.67	0.66
Men+	Population	34,200	34,900	36,400	36,200	37,900
Employment	Full-time	37%	34%	35%	36%	40%
	Part-time	5%	6%	7%	6%	5%
	Work at home	5%	8%	10%	7%	5%
	Student	24%	19%	17%	15%	13%
	Licensed	71%	77%	80%	78%	82%
	Transit pass	0%	1%	1%	3%	1%
Women+	Population	34,100	35,900	36,900	37,200	39,600
Employment	Full-time	21%	26%	26%	27%	28%
	Part-time	12%	11%	12%	11%	11%
	Work at home	2%	5%	5%	4%	6%
	Student	23%	17%	17%	15%	14%
	Licensed	66%	74%	77%	76%	77%
	Transit pass	0%	0%	1%	2%	1%

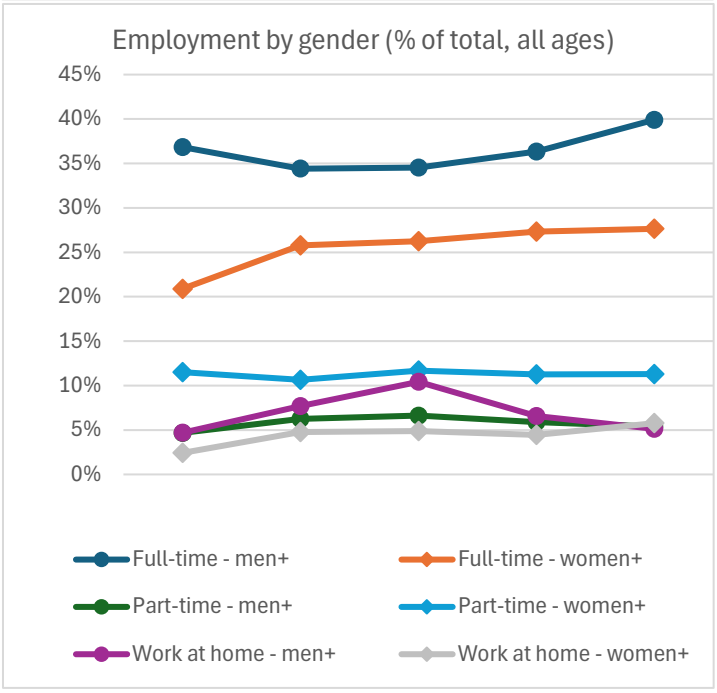

Expanded survey estimates (#)
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
30,000
25,000
20,000
15,000
10,000
5,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

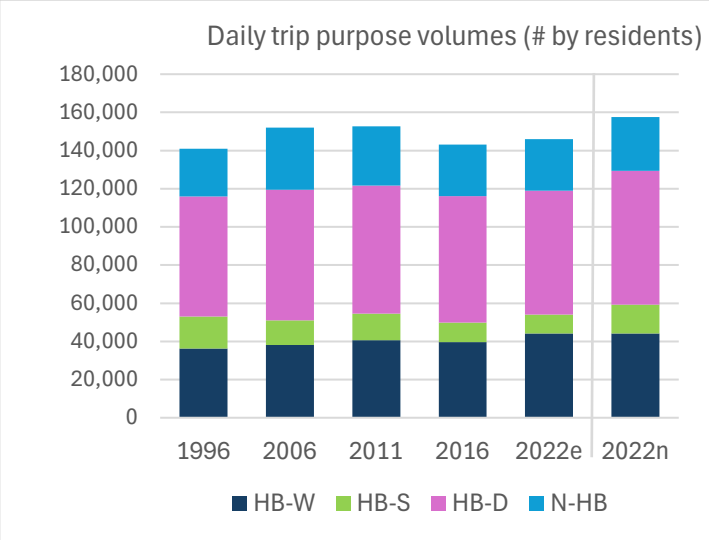

Employment by gender (% of total, all ages)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

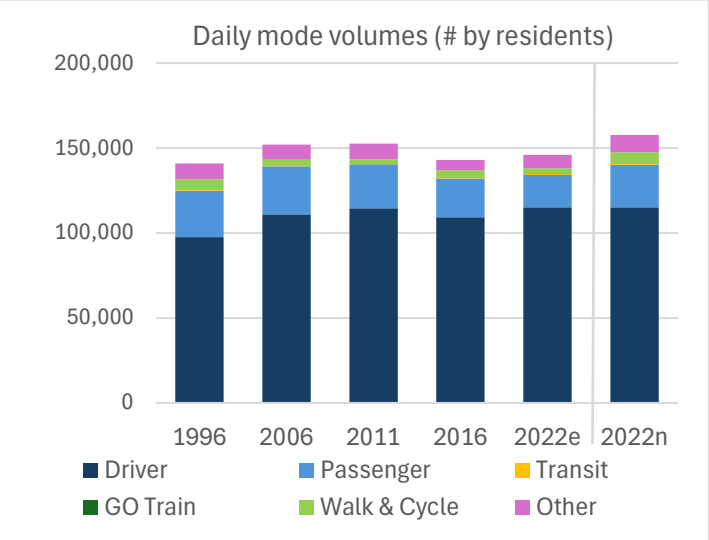
Daily Trips Made by Residents of Kawartha Lakes

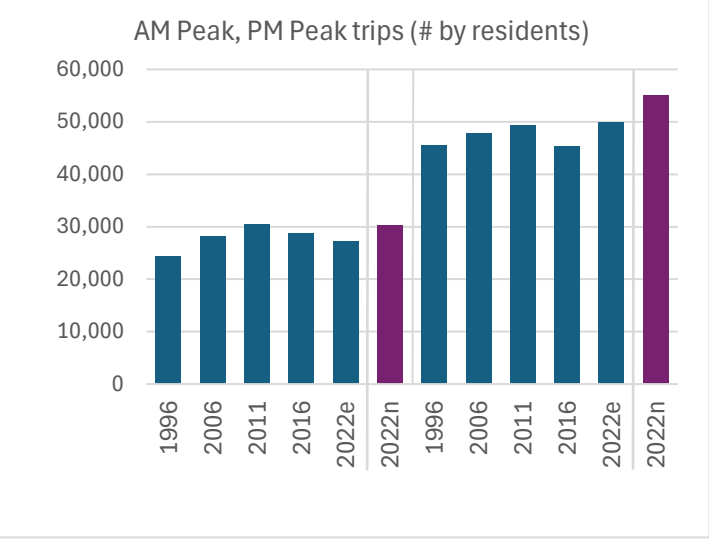
24 Hour Trips

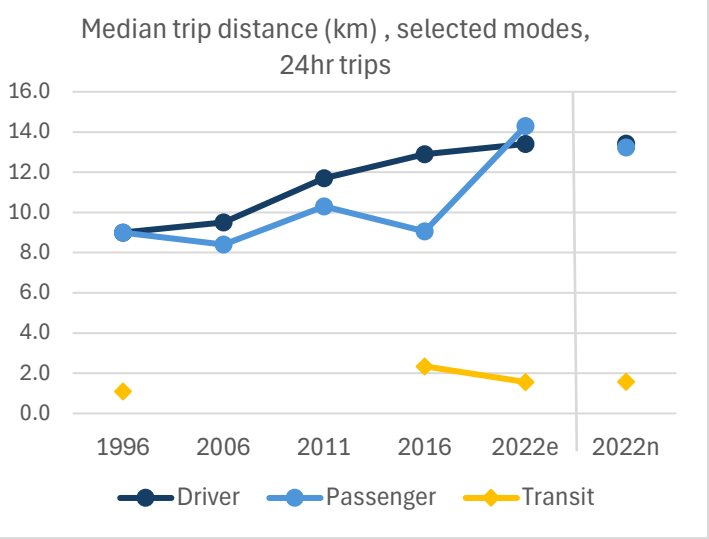
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	140,900	152,100	152,700	143,000	145,900	157,600
Purpose	HB-W	26%	25%	27%	28%	30%	28%
	HB-S	12%	9%	9%	7%	7%	10%
	HB-D	45%	45%	44%	46%	45%	44%
	N-HB	18%	21%	20%	19%	18%	18%
Mode	Driver	69%	73%	75%	76%	79%	73%
	Passenger	19%	19%	17%	16%	13%	16%
	Transit	0%	0%	0%	1%	0%	0%
	GO Train	*	0%	0%	0%	0%	0%
	Walk & Cycle	5%	2%	2%	3%	2%	4%
	Other	7%	6%	6%	4%	5%	6%
Median Trip Length (km)	Driver	9.0	9.5	11.7	12.9	13.4	13.4
	Passenger	9.0	8.4	10.3	9.1	14.3	13.2
	Transit	1.1	*	*	2.3	1.6	1.6
	GO Train	*	86.7	85.1	104.5	*	*









Trips Made by Residents of Kawartha Lakes

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	24,400	28,100	30,500	28,700	27,200	30,300
	% of 24h	17.3%	18.5%	20.0%	20.1%	18.6%	19.3%
AM Purpose	HB-W	47%	44%	46%	49%	54%	48%
	HB-S	31%	22%	22%	16%	16%	22%
	HB-D	16%	22%	21%	23%	20%	20%
	N-HB	6%	11%	11%	12%	10%	9%
AM Mode	Driver	62%	69%	73%	74%	78%	70%
	Passenger	11%	12%	10%	12%	7%	11%
	Transit	0%	*	*	1%	0%	0%
	GO Train	*	0%	*	0%	0%	0%
	Walk & Cycle	9%	4%	3%	3%	2%	5%
	Other	18%	15%	14%	9%	13%	15%
Median Trip Length (km) AM	Driver	11.8	13.0	14.8	15.6	19.0	19.0
	Passenger	9.4	9.3	10.6	7.4	24.7	18.2
	Transit	1.1	*	*	6.6	*	*
	GO Train	*	82.3	*	*	*	*

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

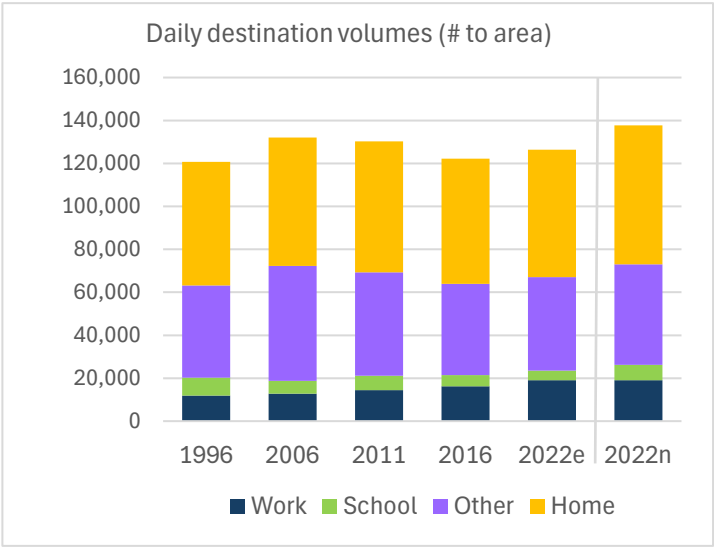
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	45,600	47,800	49,300	45,400	49,900	55,000
	% of 24h	32.4%	31.4%	32.3%	31.7%	34.2%	34.9%
PM Purpose	HB-W	27%	28%	29%	31%	33%	30%
	HB-S	12%	8%	8%	7%	5%	10%
	HB-D	42%	44%	44%	43%	43%	42%
	N-HB	18%	20%	19%	19%	19%	18%
PM Mode	Driver	69%	72%	74%	77%	79%	72%
	Passenger	19%	19%	18%	16%	13%	17%
	Transit	0%	0%	0%	0%	0%	0%
	GO Train	*	0%	0%	0%	*	*
	Walk & Cycle	5%	3%	2%	3%	3%	4%
	Other	7%	5%	6%	5%	5%	6%
Median Trip Length (km)	Driver	10.3	10.4	12.5	14.8	13.4	13.4
	Passenger	10.4	8.9	11.5	7.3	18.0	15.5
	Transit	1.5	1.9	2.2	2.0	*	*
	GO Train	*	79.1	*	*	*	*

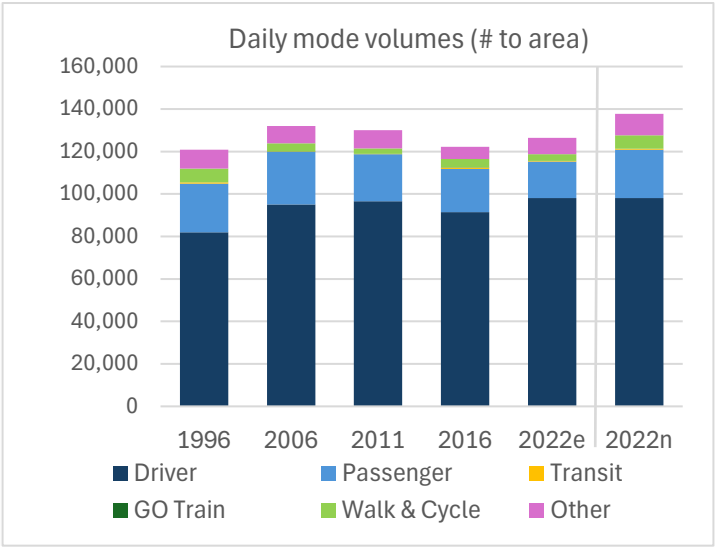
Daily Trips to Kawartha Lakes Made by Residents of the TTS Area

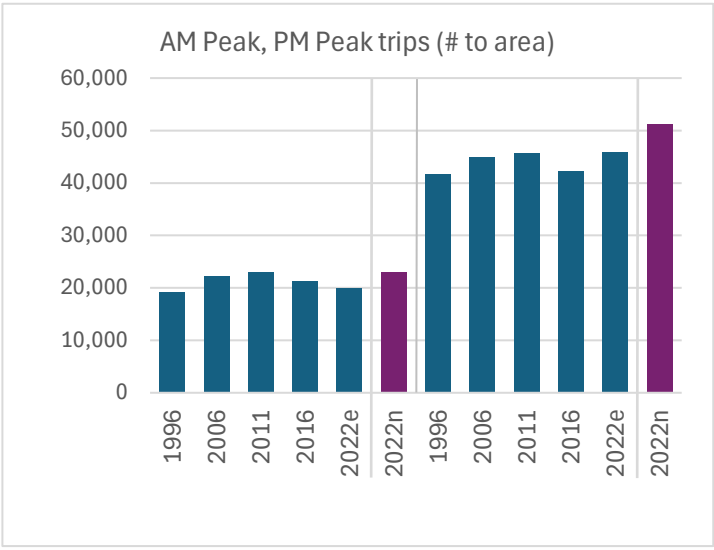
24 Hour Trips

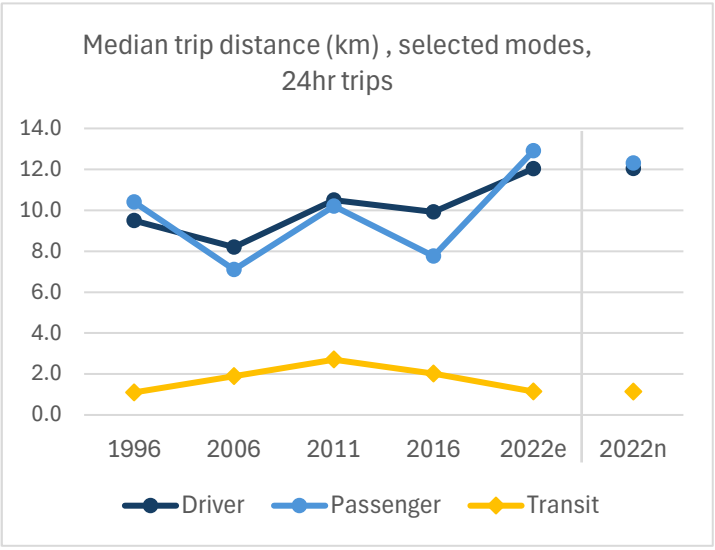
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	120,800	132,100	130,200	122,200	126,400	137,800
Purpose (destination)	Work	10%	10%	11%	13%	15%	14%
	School	7%	5%	5%	4%	4%	5%
	Other	36%	41%	37%	35%	34%	34%
	Home	48%	45%	47%	48%	47%	47%
Mode	Driver	68%	72%	74%	75%	78%	71%
	Passenger	19%	19%	17%	17%	14%	17%
	Transit	0%	0%	0%	0%	0%	0%
	GO Train	*	0%	*	0%	0%	0%
	Walk & Cycle	5%	3%	2%	3%	3%	5%
	Other	7%	6%	7%	5%	6%	7%
Median Trip Length (km)	Driver	9.5	8.2	10.5	9.9	12.0	12.0
	Passenger	10.4	7.1	10.2	7.8	12.9	12.3
	Transit	1.1	1.9	2.7	2.0	1.1	1.1
	GO Train	*	94.2	*	*	*	*









Daily Trips to Kawartha Lakes Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

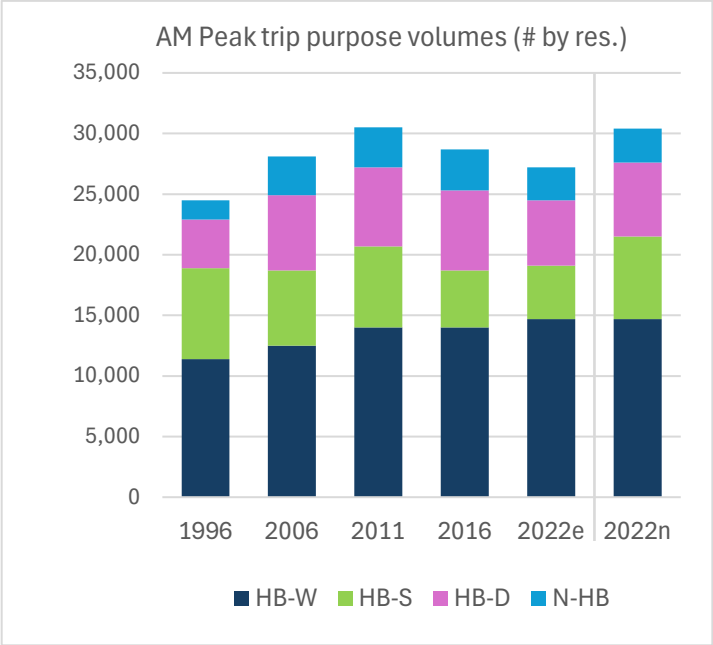
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	19,200	22,200	22,900	21,200	20,000	23,000
	% of 24h	15.9%	16.8%	17.6%	17.3%	15.8%	16.7%
AM Purpose (destination)	Work	42%	41%	44%	48%	55%	48%
	School	37%	26%	26%	23%	20%	28%
	Other	16%	26%	22%	23%	21%	19%
	Home	5%	8%	7%	7%	4%	5%
AM Mode	Driver	56%	65%	70%	70%	75%	65%
	Passenger	11%	12%	10%	14%	5%	9%
	Transit	0%	*	*	1%	0%	0%
	GO Train	*	*	*	*	0%	0%
	Walk & Cycle	12%	5%	3%	4%	3%	6%
	Other	21%	18%	17%	11%	16%	19%
Median Trip Length (km) AM	Driver	9.3	9.2	11.8	8.9	16.0	16.0
	Passenger	5.8	5.4	7.3	4.7	19.6	18.2
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	*	*	*

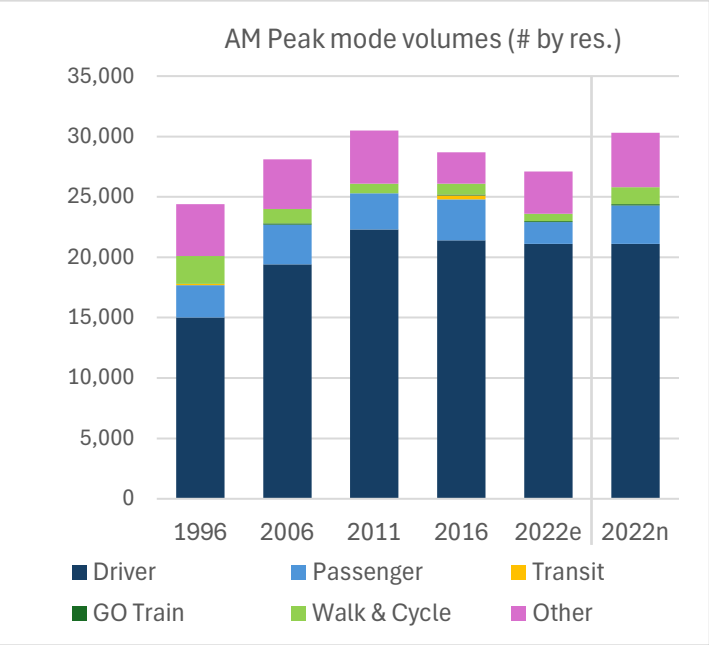
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

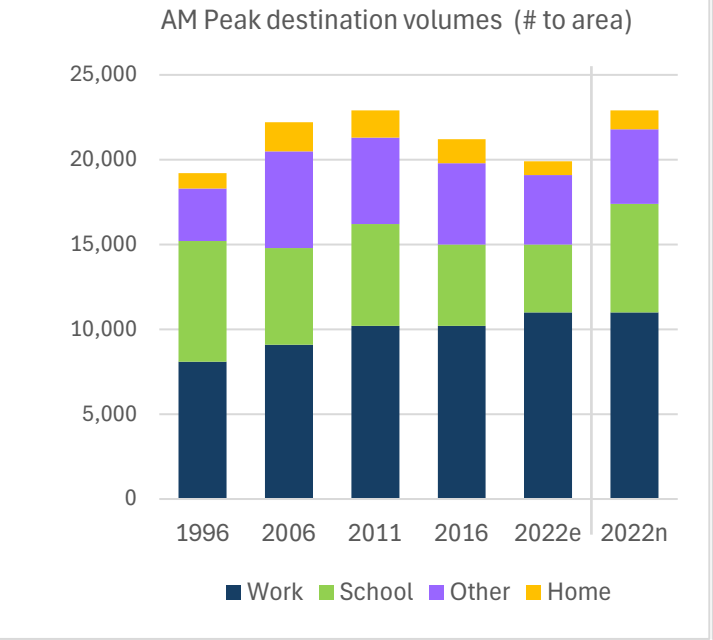
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	41,600	44,900	45,600	42,200	45,900	51,200
	% of 24h	34.5%	34.0%	35.0%	34.6%	36.3%	37.2%
PM Purpose (destination)	Work	1%	2%	1%	1%	2%	2%
	School	0%	*	0%	*	0%	0%
	Other	32%	34%	33%	31%	28%	28%
	Home	67%	64%	66%	68%	70%	70%
PM Mode	Driver	69%	72%	74%	77%	79%	71%
	Passenger	18%	19%	18%	15%	13%	18%
	Transit	0%	0%	0%	0%	0%	0%
	GO Train	*	0%	0%	0%	*	*
	Walk & Cycle	6%	3%	2%	3%	3%	4%
	Other	8%	6%	6%	5%	5%	7%
Median Trip Length (km)	Driver	10.3	10.8	12.8	14.8	14.0	14.0
	Passenger	10.2	8.7	12.5	8.0	18.0	17.0
	Transit	1.5	1.9	2.1	2.0	*	*
	GO Train	*	78.9	*	*	*	*

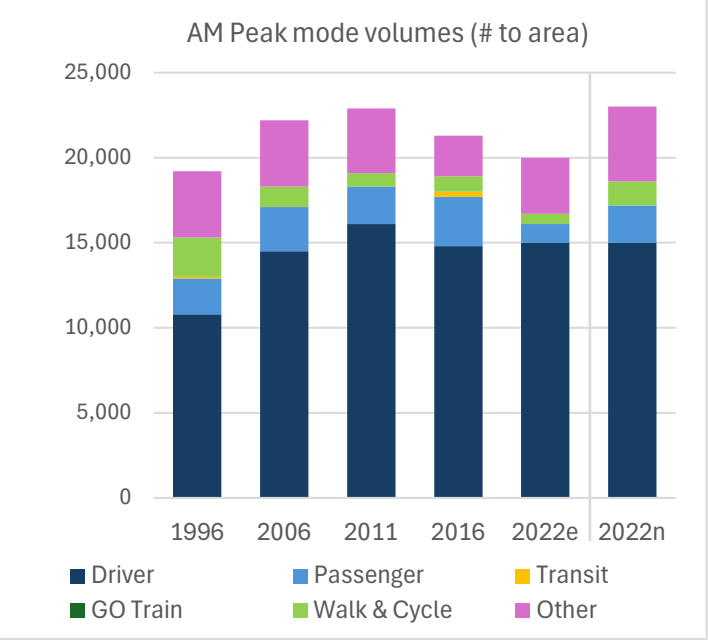
AM Peak Trips Made by Residents of Kawartha Lakes





AM Peak Trips to Kawartha Lakes Made by Residents of the TTS Area





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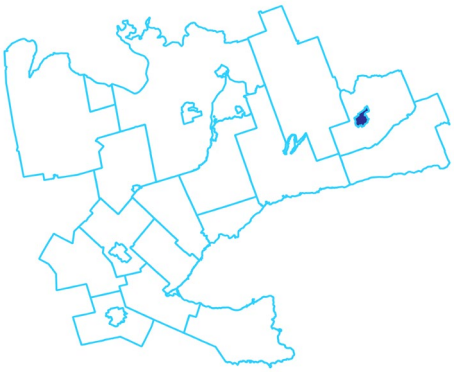
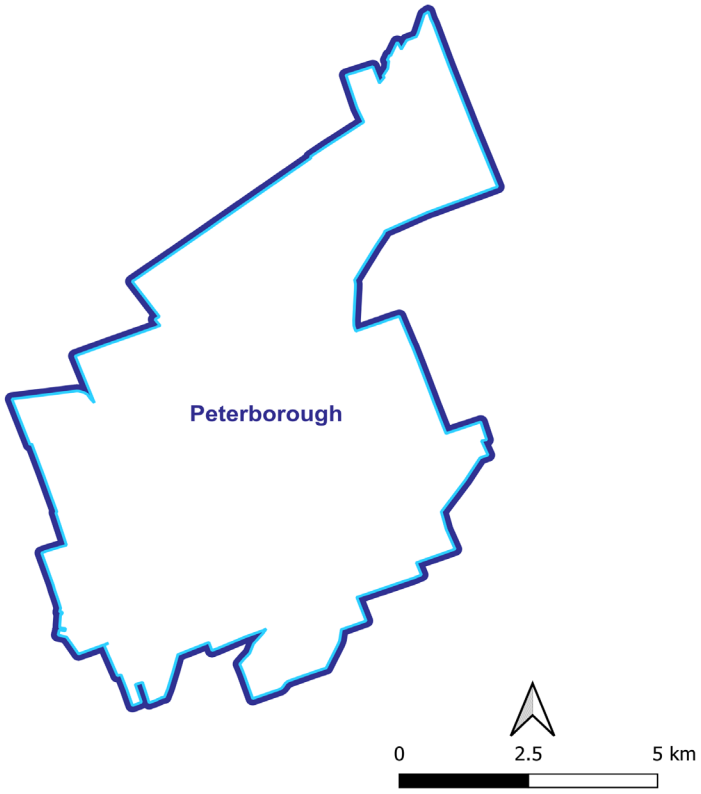
Travel Summary

City of Peterborough

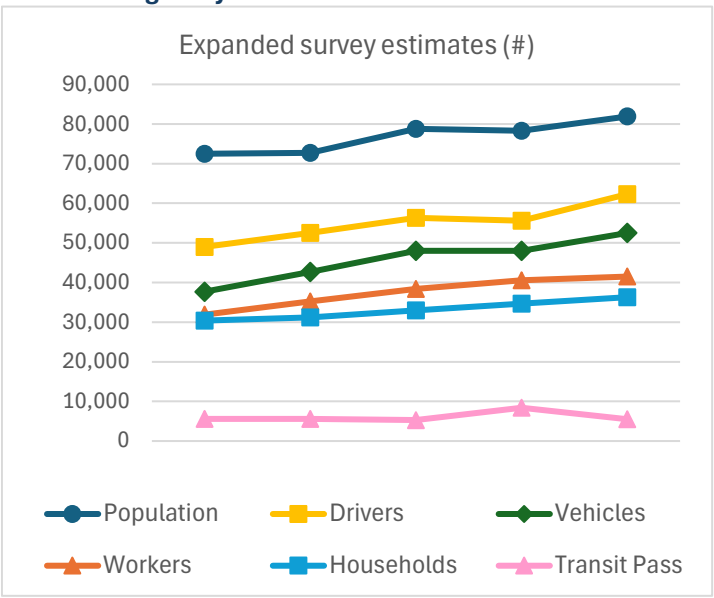


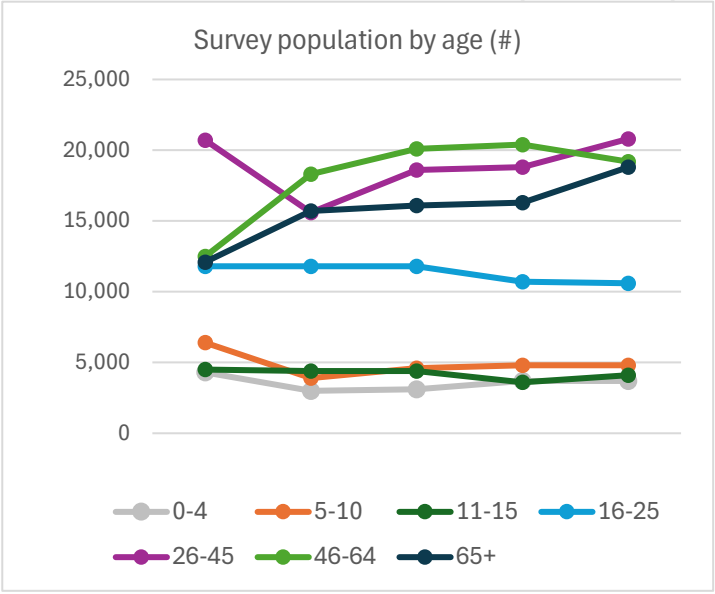


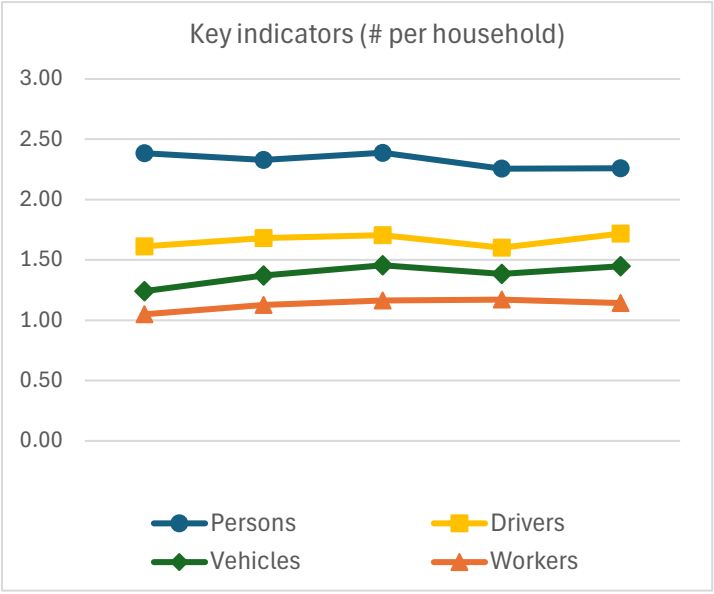
Households surveyed:	1,655	(4.6% sampling rate)
Household members surveyed:	3,418	
Margin of error (MOE) for household-level survey results:	±3.5%	
Margin of error (MOE) for person-level survey results:	±2.3%	

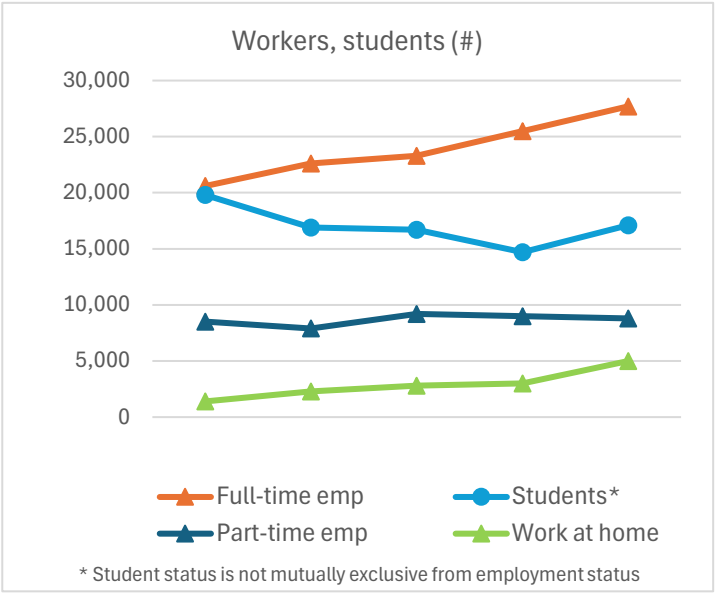
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

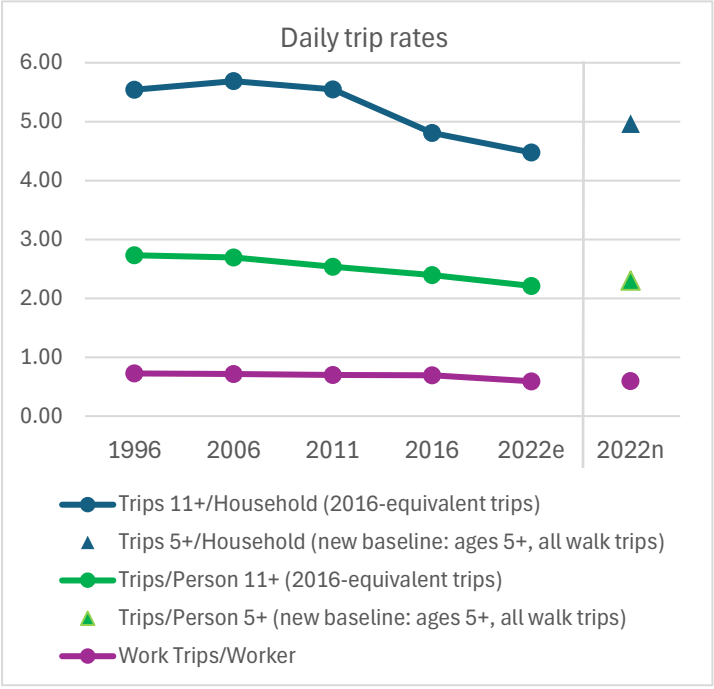
		1996	2006	2011	2016	2022
Households		30,400	31,200	33,000	34,700	36,300
Dwelling Type	House	69%	73%	74%	60%	59%
	Townhouse	4%	4%	5%	8%	9%
	Apartment	27%	24%	21%	32%	32%
Household Size	1	28%	27%	23%	31%	32%
	2	36%	40%	41%	37%	35%
	3	14%	16%	16%	14%	15%
	4	14%	12%	14%	12%	11%
	5+	7%	6%	6%	6%	6%
Vehicles	0	17%	12%	11%	13%	11%
	1	48%	48%	44%	46%	47%
	2	30%	33%	36%	31%	33%
	3	4%	6%	7%	6%	7%
	4+	1%	1%	2%	2%	3%
Household Averages	Persons	2.38	2.33	2.39	2.26	2.26
	Workers	1.05	1.13	1.16	1.17	1.14
	Drivers	1.61	1.68	1.71	1.60	1.72
	Vehicles	1.24	1.37	1.46	1.38	1.45
	Trips/Day 11+	5.54	5.69	5.55	4.81	4.48
	Trips/Day 5+	n/a	n/a	n/a	n/a	4.97
Population		72,500	72,700	78,800	78,300	81,900
Age	0-4	6%	4%	4%	5%	4%
	5-10	9%	5%	6%	6%	6%
	11-15	6%	6%	6%	5%	5%
	16-25	16%	16%	15%	14%	13%
	26-45	29%	21%	24%	24%	25%
	46-64	17%	25%	26%	26%	23%
	65+	17%	22%	20%	21%	23%
	Median Age	35.3	43.9	43.0	42.9	43.2
Daily Trips/Person 11+		2.73	2.70	2.54	2.39	2.21
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.30
Daily Work Trips per Worker		0.72	0.71	0.70	0.69	0.59
Men+	Population	34,300	32,900	37,100	37,400	38,700
Employment	Full-time	36%	37%	33%	37%	38%
	Part-time	8%	8%	10%	10%	8%
	Work at home	2%	4%	4%	5%	6%
	Student	27%	23%	22%	19%	21%
	Licensed	70%	74%	72%	71%	76%
	Transit pass	6%	6%	5%	10%	6%
Women+	Population	38,200	39,800	41,600	40,900	43,300
Employment	Full-time	21%	26%	27%	29%	30%
	Part-time	15%	13%	13%	13%	13%
	Work at home	2%	2%	3%	3%	6%
	Student	27%	24%	21%	18%	21%
	Licensed	65%	71%	70%	71%	76%
	Transit pass	9%	9%	8%	11%	7%

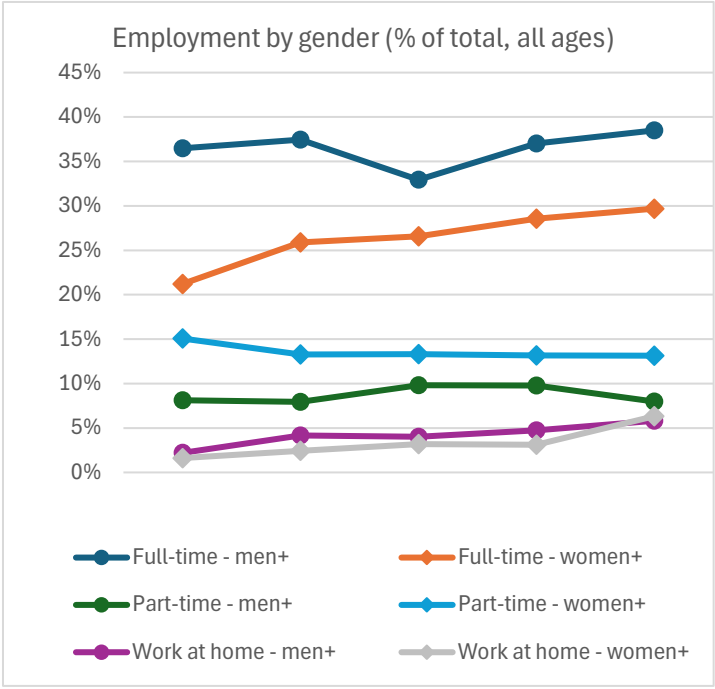

Expanded survey estimates (#)
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
30,000
25,000
20,000
15,000
10,000
5,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

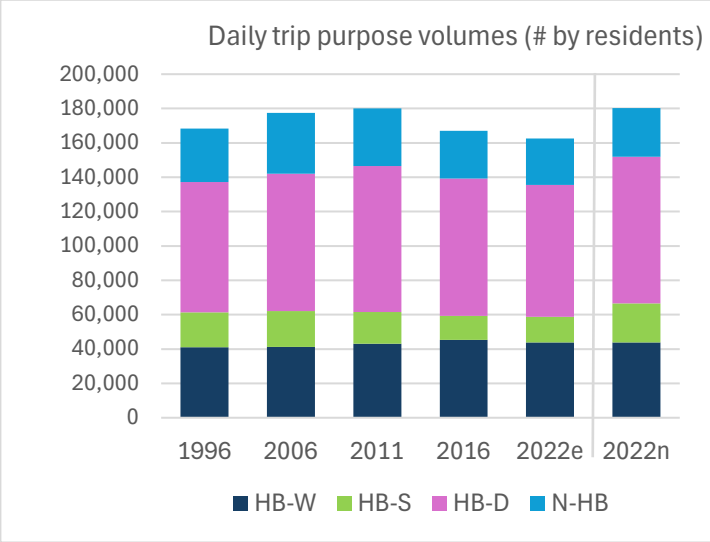

Employment by gender (% of total, all ages)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

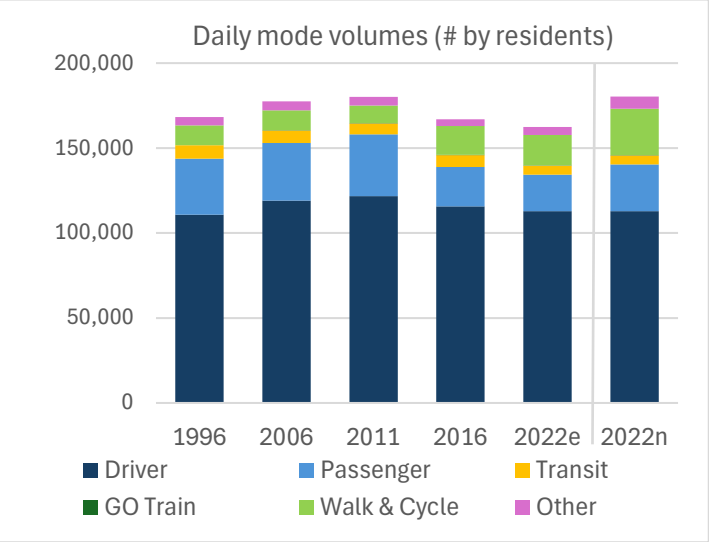
Daily Trips Made by Residents of Peterborough City

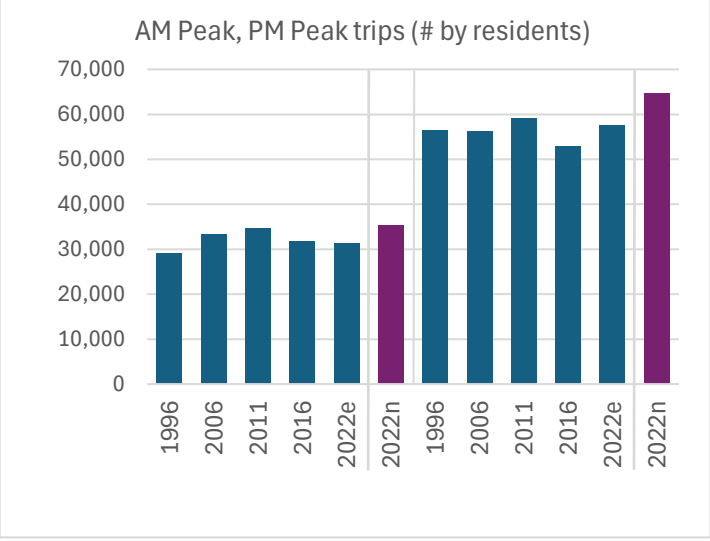
24 Hour Trips

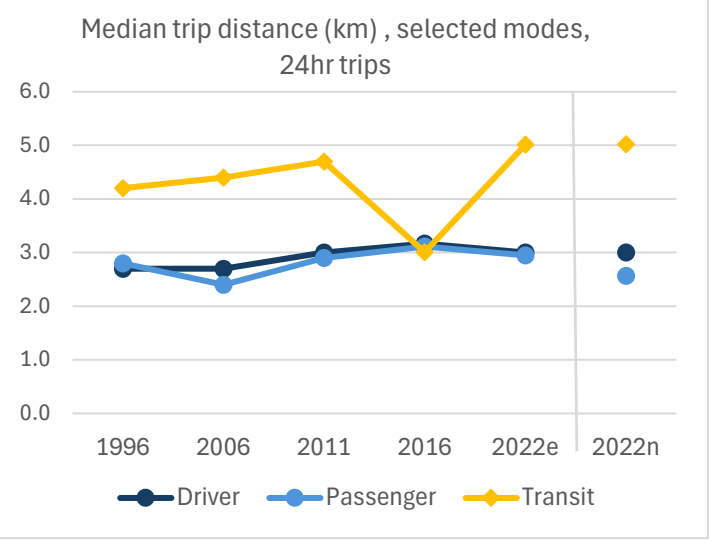
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	168,300	177,400	180,100	166,900	162,400	180,200
Purpose	HB-W	24%	23%	24%	27%	27%	24%
	HB-S	12%	12%	10%	8%	9%	13%
	HB-D	45%	45%	47%	48%	47%	47%
	N-HB	18%	20%	19%	17%	17%	16%
Mode	Driver	66%	67%	68%	69%	69%	63%
	Passenger	20%	19%	20%	14%	13%	15%
	Transit	5%	4%	4%	4%	3%	3%
	GO Train	*	0%	0%	0%	0%	0%
	Walk & Cycle	7%	7%	6%	10%	11%	15%
	Other	3%	3%	3%	2%	3%	4%
Median Trip Length (km)	Driver	2.7	2.7	3.0	3.2	3.0	3.0
	Passenger	2.8	2.4	2.9	3.1	3.0	2.6
	Transit	4.2	4.4	4.7	3.0	5.0	5.0
	GO Train	*	110.7	109.8	112.2	111.6	111.6









Trips Made by Residents of Peterborough City

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	29,000	33,400	34,700	31,800	31,200	35,300
	% of 24h	17.2%	18.8%	19.3%	19.1%	19.2%	19.6%
AM Purpose	HB-W	47%	42%	42%	48%	48%	43%
	HB-S	27%	23%	21%	18%	18%	26%
	HB-D	18%	22%	25%	26%	26%	25%
	N-HB	8%	12%	12%	8%	8%	7%
AM Mode	Driver	63%	65%	65%	68%	67%	59%
	Passenger	12%	14%	15%	9%	11%	15%
	Transit	4%	3%	4%	4%	3%	3%
	GO Train	*	*	*	0%	0%	0%
	Walk & Cycle	13%	12%	9%	14%	13%	16%
	Other	7%	6%	6%	5%	6%	8%
Median Trip Length (km) AM	Driver	3.1	3.0	3.4	3.4	3.3	3.3
	Passenger	2.7	2.1	2.6	2.7	2.4	2.2
	Transit	4.2	4.4	4.7	4.0	5.2	5.2
	GO Train	*	*	*	*	47.8	47.8

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

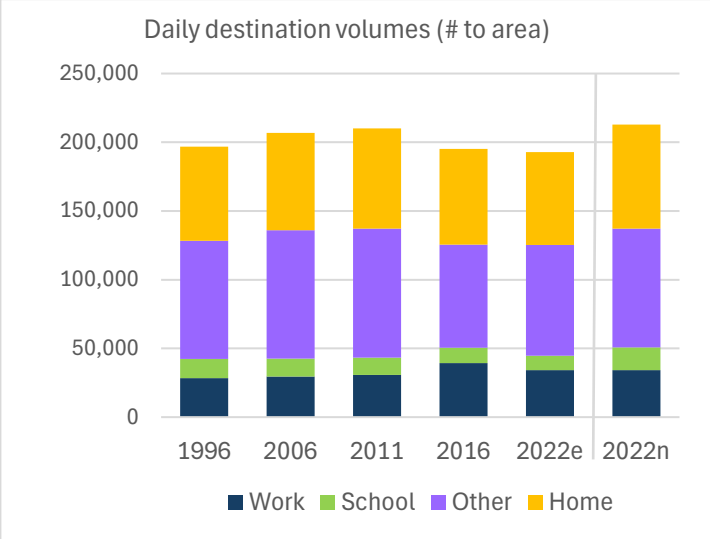
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	56,400	56,100	59,100	52,900	57,600	64,700
	% of 24h	33.5%	31.6%	32.8%	31.7%	35.5%	35.9%
PM Purpose	HB-W	25%	26%	25%	28%	29%	26%
	HB-S	13%	12%	9%	8%	8%	12%
	HB-D	44%	43%	48%	46%	47%	46%
	N-HB	18%	19%	18%	18%	16%	15%
PM Mode	Driver	65%	67%	67%	70%	68%	61%
	Passenger	19%	18%	21%	14%	14%	17%
	Transit	4%	4%	3%	4%	3%	2%
	GO Train	*	0%	0%	0%	0%	0%
	Walk & Cycle	8%	8%	6%	11%	12%	16%
	Other	4%	3%	2%	2%	3%	4%
Median Trip Length (km)	Driver	2.8	2.8	3.1	3.2	3.0	3.0
	Passenger	2.9	2.7	3.1	3.1	2.9	2.5
	Transit	4.3	4.8	4.7	4.3	5.2	5.2
	GO Train	*	*	*	111.9	111.6	111.6

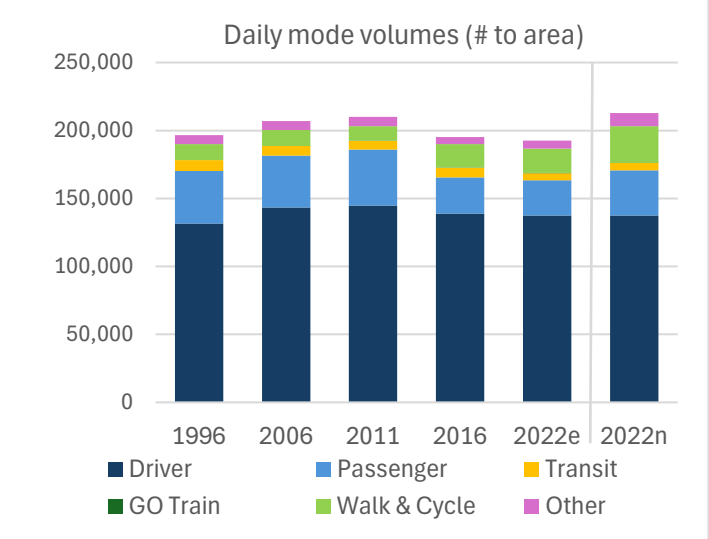
Daily Trips to Peterborough City Made by Residents of the TTS Area

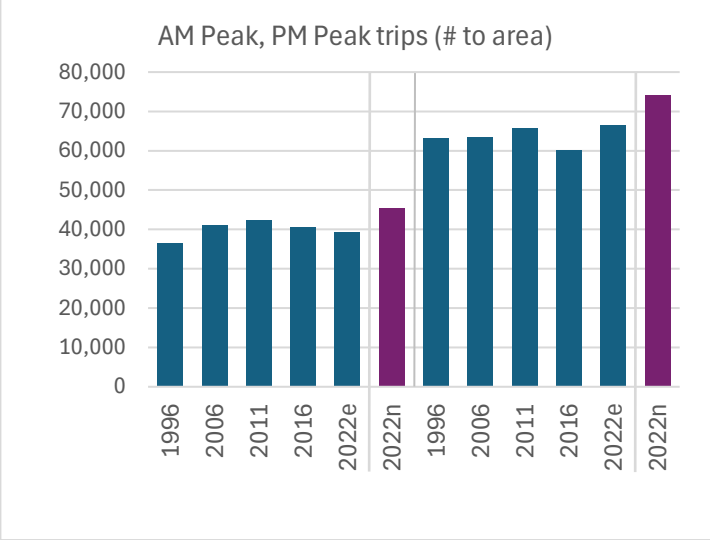
24 Hour Trips

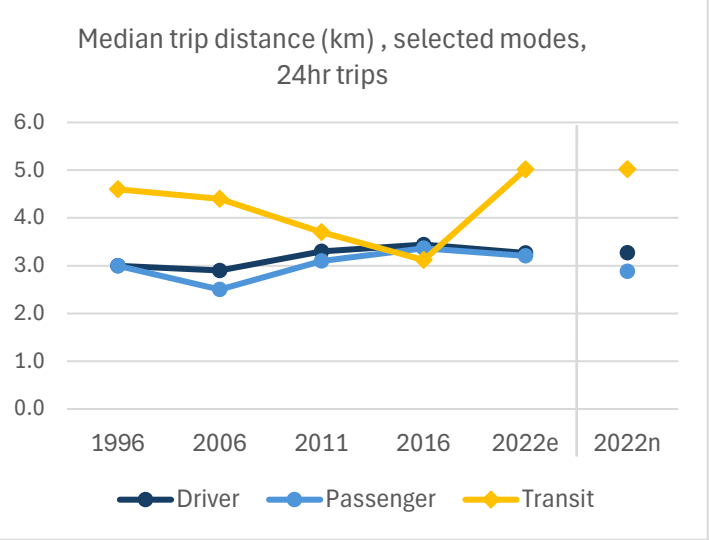
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	196,600	206,900	210,000	195,200	192,700	212,800
Purpose (destination)	Work	14%	14%	15%	20%	18%	16%
	School	7%	6%	6%	6%	5%	8%
	Other	44%	45%	45%	38%	42%	41%
	Home	35%	34%	35%	36%	35%	36%
Mode	Driver	67%	69%	69%	71%	71%	65%
	Passenger	20%	18%	20%	14%	13%	16%
	Transit	4%	3%	3%	4%	3%	2%
	GO Train	*	*	0%	0%	0%	0%
	Walk & Cycle	6%	6%	5%	9%	9%	13%
	Other	3%	3%	3%	3%	3%	4%
Median Trip Length (km)	Driver	3.0	2.9	3.3	3.4	3.3	3.3
	Passenger	3.0	2.5	3.1	3.4	3.2	2.9
	Transit	4.6	4.4	3.7	3.1	5.0	5.0
	GO Train	*	*	109.8	113.4	111.6	111.6









Daily Trips to Peterborough City Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

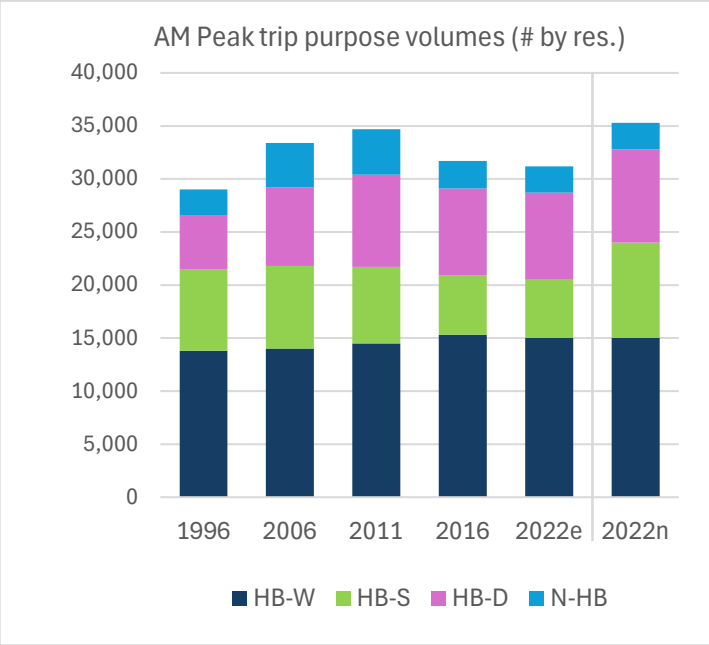
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	36,500	41,000	42,400	40,500	39,300	45,300
	% of 24h	18.6%	19.8%	20.2%	20.7%	20.4%	21.3%
AM Purpose (destination)	Work	52%	49%	49%	54%	54%	47%
	School	29%	23%	23%	20%	19%	28%
	Other	15%	22%	23%	21%	21%	19%
	Home	4%	5%	5%	5%	6%	6%
AM Mode	Driver	63%	68%	67%	70%	69%	60%
	Passenger	12%	12%	13%	9%	10%	14%
	Transit	4%	3%	3%	3%	3%	2%
	GO Train	*	*	*	0%	0%	0%
	Walk & Cycle	10%	9%	7%	11%	11%	12%
	Other	11%	9%	9%	7%	8%	11%
Median Trip Length (km) AM	Driver	3.9	4.0	4.5	4.4	4.2	4.2
	Passenger	2.9	2.5	3.2	4.4	3.5	2.7
	Transit	3.8	4.5	4.4	4.0	5.2	5.2
	GO Train	*	*	*	*	*	*

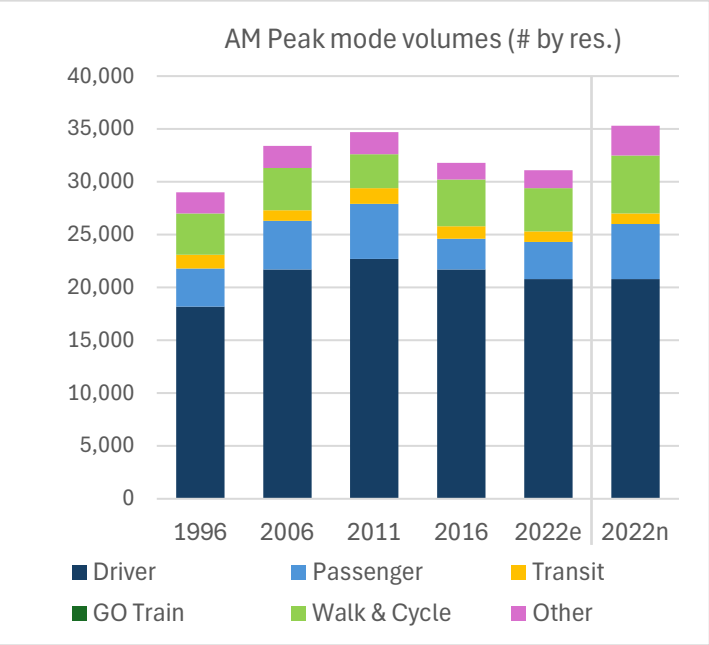
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

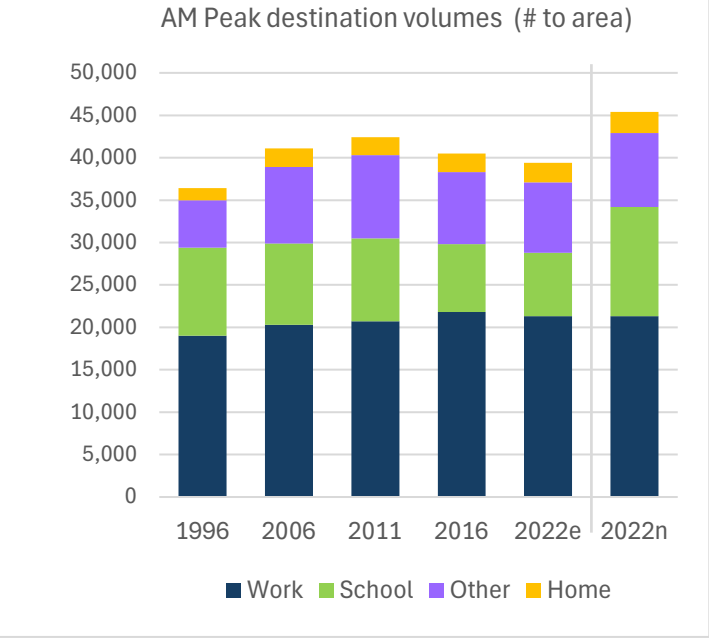
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	63,100	63,400	65,700	60,100	66,600	74,000
	% of 24h	32.1%	30.6%	31.3%	30.8%	34.6%	34.8%
PM Purpose (destination)	Work	3%	3%	3%	3%	4%	4%
	School	1%	1%	0%	0%	1%	1%
	Other	43%	45%	44%	43%	43%	43%
	Home	53%	52%	53%	54%	52%	53%
PM Mode	Driver	66%	68%	68%	71%	70%	63%
	Passenger	20%	19%	21%	14%	14%	17%
	Transit	4%	3%	3%	3%	2%	2%
	GO Train	*	0%	0%	0%	0%	0%
	Walk & Cycle	7%	7%	6%	9%	11%	14%
	Other	4%	2%	2%	2%	2%	4%
Median Trip Length (km)	Driver	2.9	2.9	3.2	3.3	3.1	3.1
	Passenger	3.0	2.8	3.1	3.2	3.1	2.6
	Transit	4.3	4.5	4.7	4.5	5.2	5.2
	GO Train	*	*	*	112.3	111.6	111.6

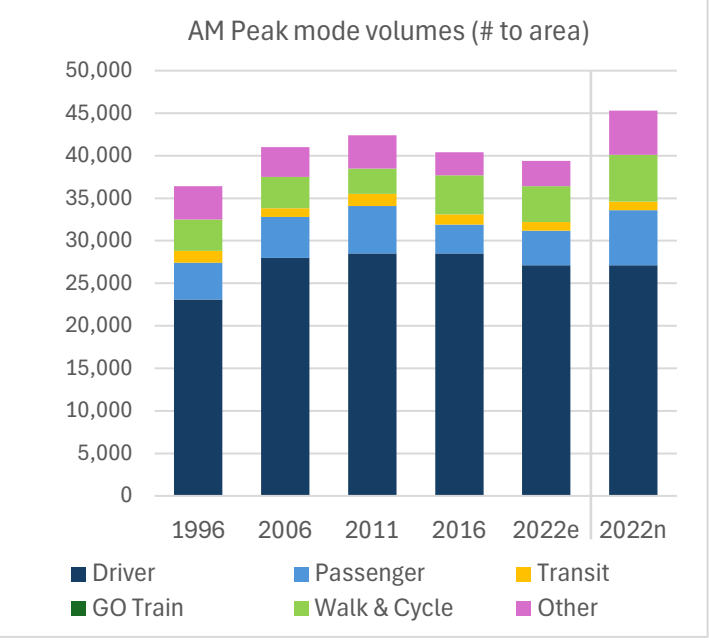
AM Peak Trips Made by Residents of Peterborough City





AM Peak Trips to Peterborough City Made by Residents of the TTS Area





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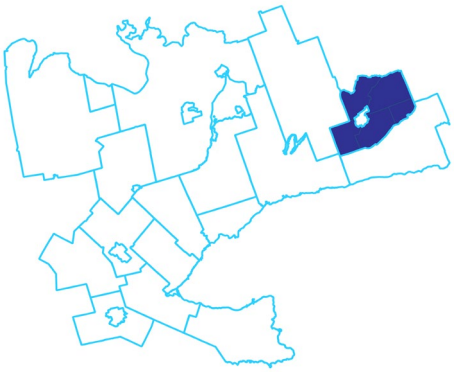
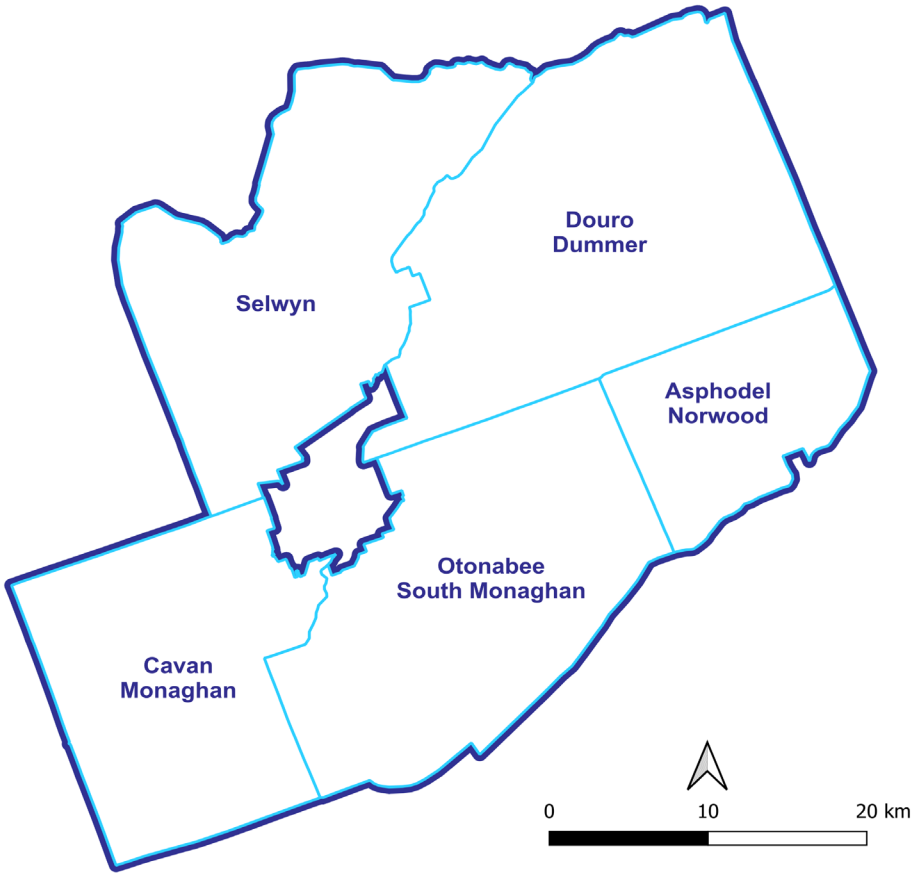
Travel Summary

County of Peterborough

*Only a portion of Peterborough County is included in the TTS study area



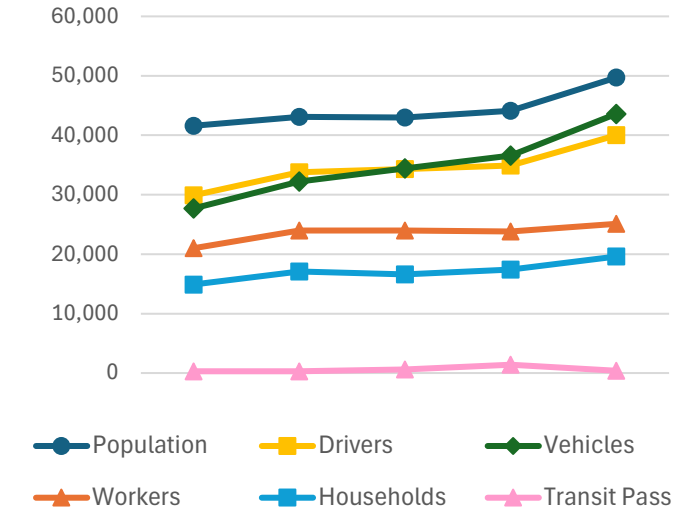


Households surveyed:	838	(4.3% sampling rate)
Household members surveyed:	1,894	
Margin of error (MOE) for household-level survey results:	±4.9%	
Margin of error (MOE) for person-level survey results:	±3.2%	

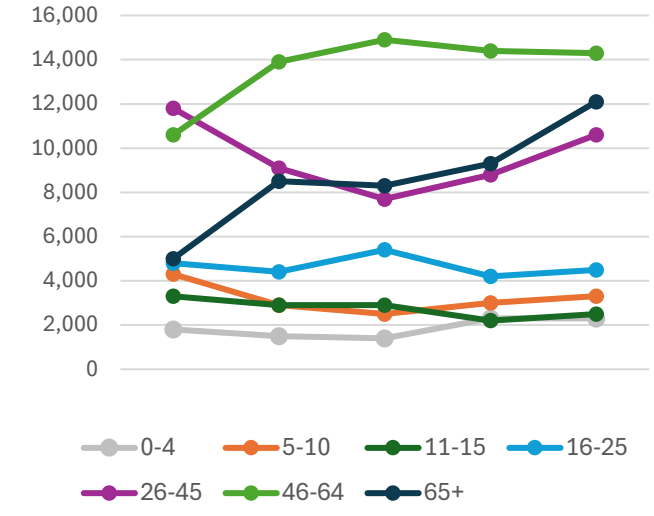
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

		1996	2006	2011	2016	2022
Households		14,900	17,100	16,600	17,400	19,600
Dwelling Type	House	96%	95%	98%	96%	96%
	Townhouse	*	0%	1%	1%	1%
	Apartment	4%	4%	2%	3%	3%
Household Size	1	14%	16%	13%	19%	21%
	2	38%	47%	48%	43%	41%
	3	15%	16%	16%	15%	15%
	4	22%	13%	14%	14%	15%
	5+	11%	8%	9%	8%	8%
Vehicles	0	2%	2%	2%	1%	1%
	1	31%	30%	24%	24%	22%
	2	53%	50%	51%	52%	48%
	3	11%	14%	16%	14%	18%
	4+	4%	4%	7%	9%	11%
Household Averages	Persons	2.80	2.52	2.59	2.53	2.54
	Workers	1.41	1.41	1.45	1.37	1.28
	Drivers	2.01	1.98	2.07	2.01	2.04
	Vehicles	1.86	1.88	2.07	2.10	2.22
	Trips/Day 11+	6.18	5.80	5.71	5.24	5.06
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.48
Population		41,600	43,100	43,000	44,100	49,700
Age	0-4	4%	4%	3%	5%	5%
	5-10	10%	7%	6%	7%	7%
	11-15	8%	7%	7%	5%	5%
	16-25	11%	10%	13%	10%	9%
	26-45	28%	21%	18%	20%	21%
	46-64	26%	32%	35%	33%	29%
	65+	12%	20%	19%	21%	24%
	Median Age	38.9	47.4	47.8	48.7	49.2
Daily Trips/Person 11+		2.59	2.56	2.41	2.36	2.25
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.27
Daily Work Trips per Worker		0.72	0.71	0.68	0.71	0.62
Men+	Population	20,900	21,500	21,500	21,900	25,600
Employment	Full-time	39%	39%	36%	38%	40%
	Part-time	7%	7%	7%	6%	7%
	Work at home	5%	8%	9%	6%	6%
	Student	27%	20%	20%	16%	18%
	Licensed	74%	80%	79%	80%	79%
	Transit pass	1%	1%	1%	3%	1%
Women+	Population	20,700	21,700	21,500	22,200	24,100
Employment	Full-time	26%	29%	29%	29%	31%
	Part-time	15%	12%	13%	13%	10%
	Work at home	2%	5%	4%	5%	7%
	Student	24%	20%	20%	17%	16%
	Licensed	69%	77%	78%	78%	82%
	Transit pass	0%	1%	2%	3%	1%

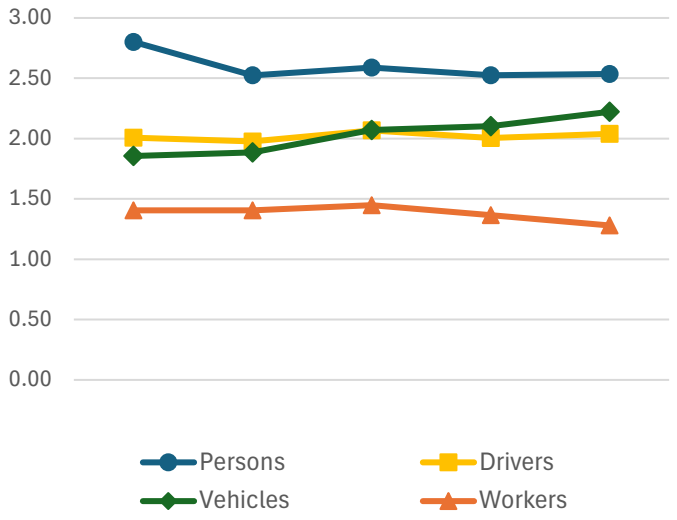
Expanded survey estimates (#)



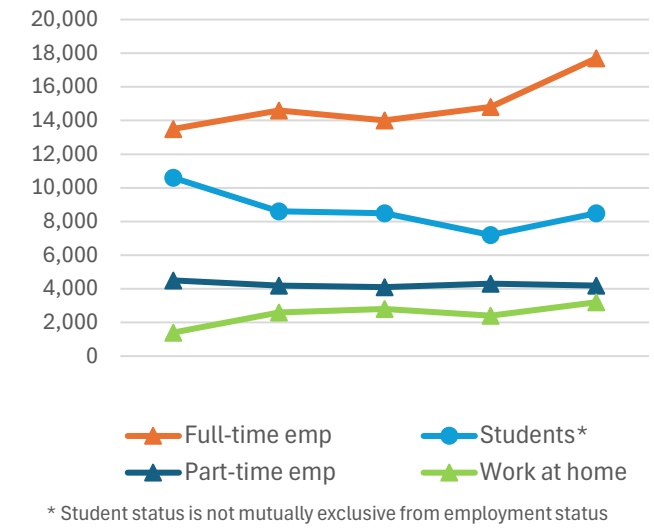
Survey population by age (#)



Key indicators (# per household)

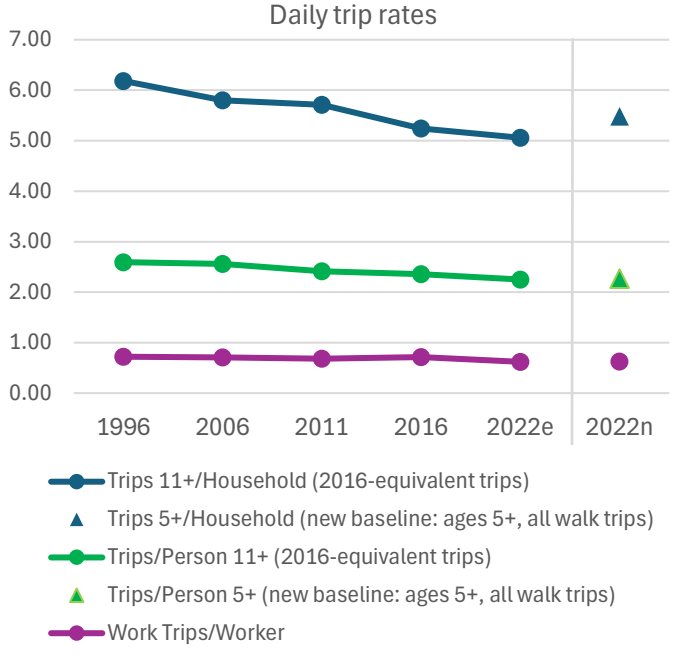


Workers, students (#)

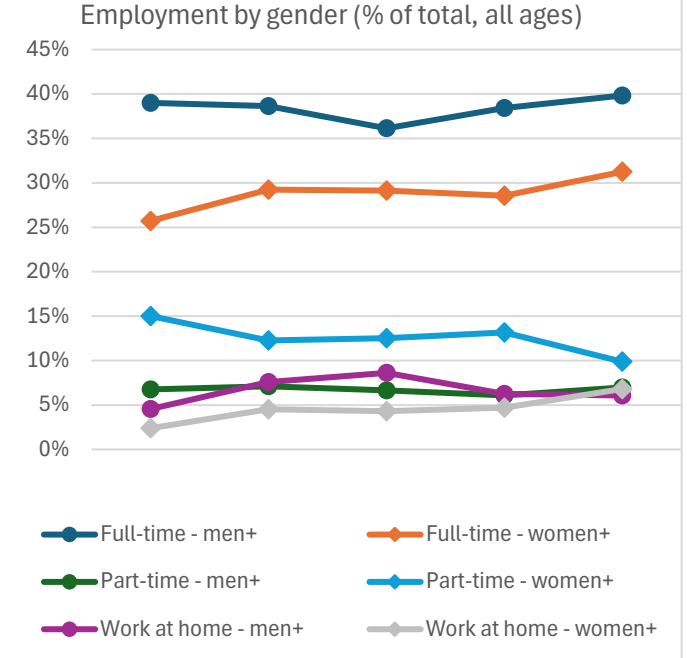


* Student status is not mutually exclusive from employment status

Daily trip rates



Employment by gender (% of total, all ages)

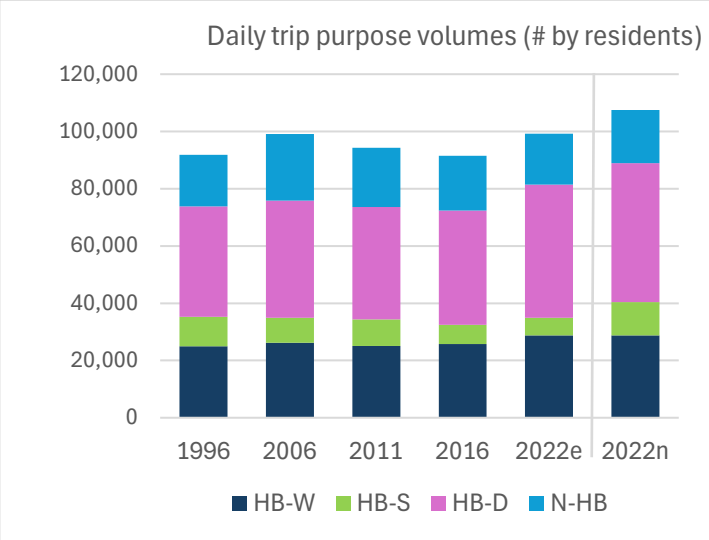


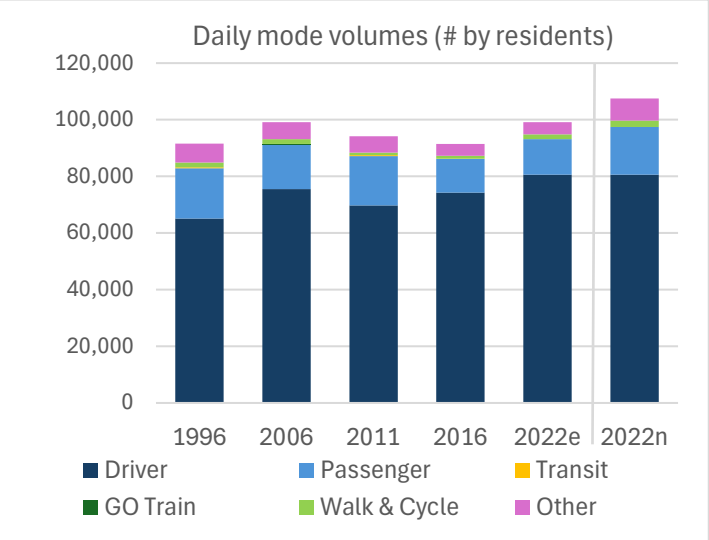
Daily Trips Made by Residents of Peterborough County*

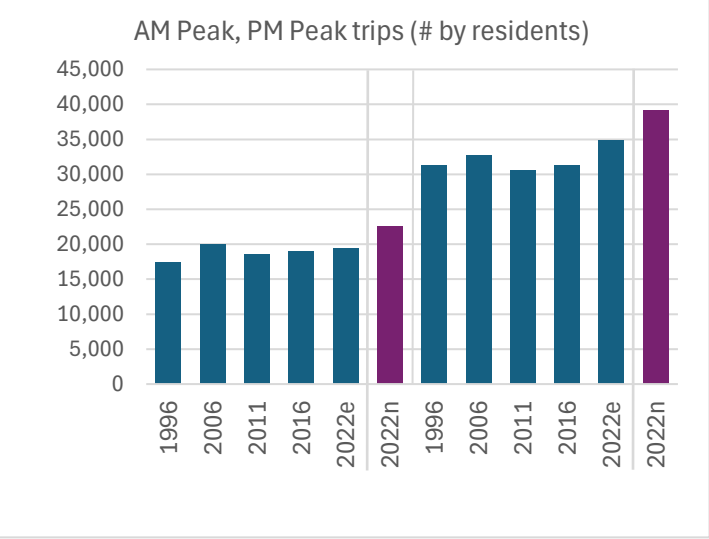
24 Hour Trips

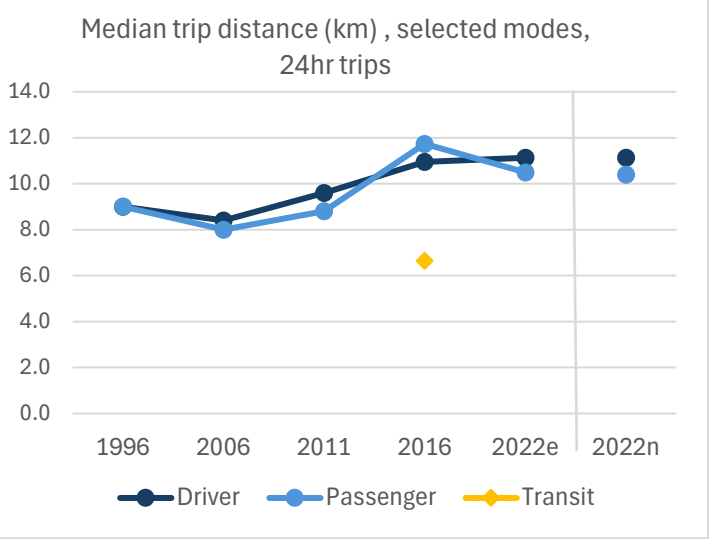
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	91,800	99,100	94,200	91,500	99,200	107,500
Purpose	HB-W	27%	26%	27%	28%	29%	27%
	HB-S	11%	9%	10%	7%	6%	11%
	HB-D	42%	41%	42%	44%	47%	45%
	N-HB	20%	24%	22%	21%	18%	17%
Mode	Driver	71%	76%	74%	81%	81%	75%
	Passenger	19%	16%	18%	13%	13%	16%
	Transit	0%	0%	0%	0%	0%	0%
	GO Train	*	0%	*	0%	0%	0%
	Walk & Cycle	2%	2%	1%	1%	2%	2%
	Other	7%	6%	6%	5%	4%	7%
Median Trip Length (km)	Driver	9.0	8.4	9.6	10.9	11.1	11.1
	Passenger	9.0	8.0	8.8	11.7	10.5	10.4
	Transit	*	*	*	6.6	*	*
	GO Train	*	116.9	*	*	110.1	110.1









Trips Made by Residents of Peterborough County*

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	17,400	20,000	18,600	19,000	19,400	22,500
	% of 24h	19.0%	20.2%	19.7%	20.8%	19.6%	20.9%
AM Purpose	HB-W	54%	49%	48%	54%	57%	49%
	HB-S	28%	20%	23%	15%	16%	27%
	HB-D	12%	19%	20%	21%	22%	19%
	N-HB	7%	12%	9%	10%	6%	5%
AM Mode	Driver	65%	73%	72%	79%	79%	69%
	Passenger	12%	9%	11%	9%	7%	11%
	Transit	*	*	*	0%	*	*
	GO Train	*	*	*	0%	*	*
	Walk & Cycle	3%	4%	1%	1%	3%	2%
	Other	19%	14%	16%	10%	11%	18%
Median Trip Length (km) AM	Driver	11.8	11.0	12.8	12.2	14.3	14.3
	Passenger	9.4	8.5	10.2	13.4	13.4	10.5
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	*	*	*

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

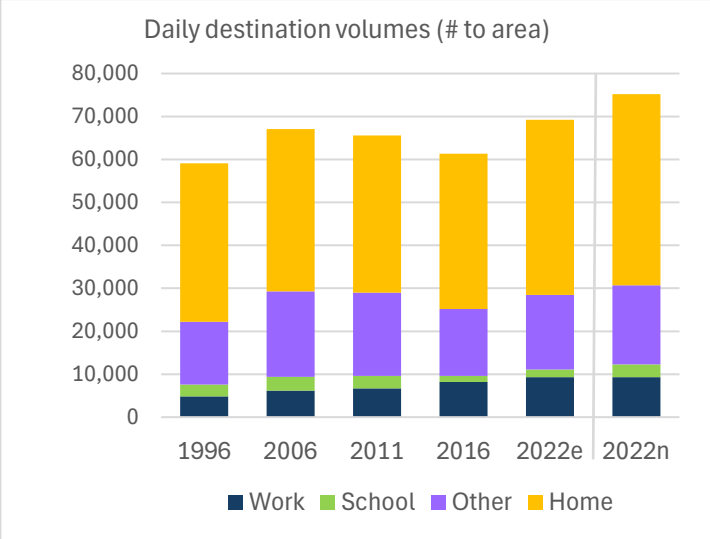
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	31,200	32,700	30,600	31,200	34,800	39,100
	% of 24h	34.0%	33.0%	32.4%	34.1%	35.1%	36.4%
PM Purpose	HB-W	27%	28%	30%	29%	29%	26%
	HB-S	15%	10%	10%	6%	5%	11%
	HB-D	39%	38%	40%	41%	46%	44%
	N-HB	19%	23%	21%	24%	20%	19%
PM Mode	Driver	68%	74%	74%	81%	81%	72%
	Passenger	19%	16%	18%	14%	14%	19%
	Transit	0%	0%	0%	0%	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	2%	3%	1%	1%	2%	2%
	Other	10%	7%	7%	4%	3%	7%
Median Trip Length (km)	Driver	9.4	10.1	10.1	11.0	10.4	10.4
	Passenger	9.0	10.3	9.2	11.5	9.0	10.0
	Transit	*	*	3.0	*	*	*
	GO Train	*	*	*	*	114.8	114.8

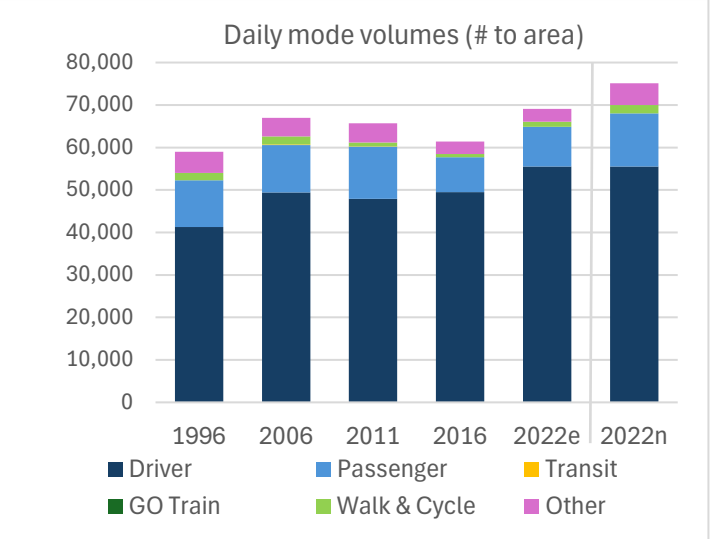
Daily Trips to Peterborough County* Made by Residents of the TTS Area

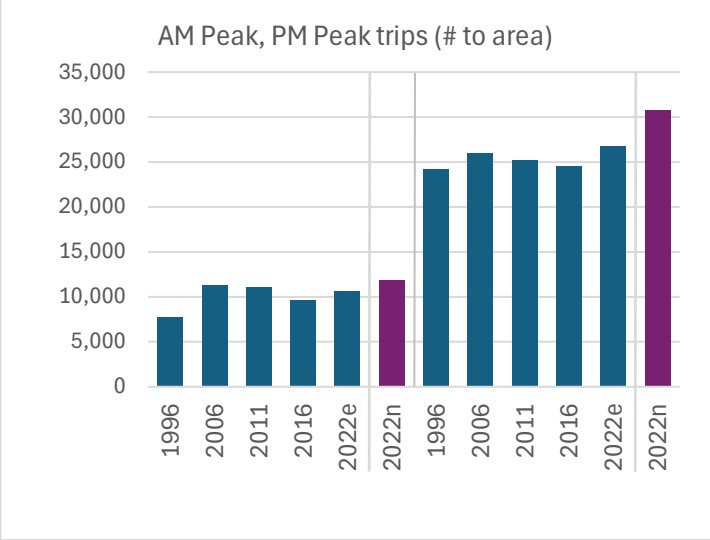
24 Hour Trips

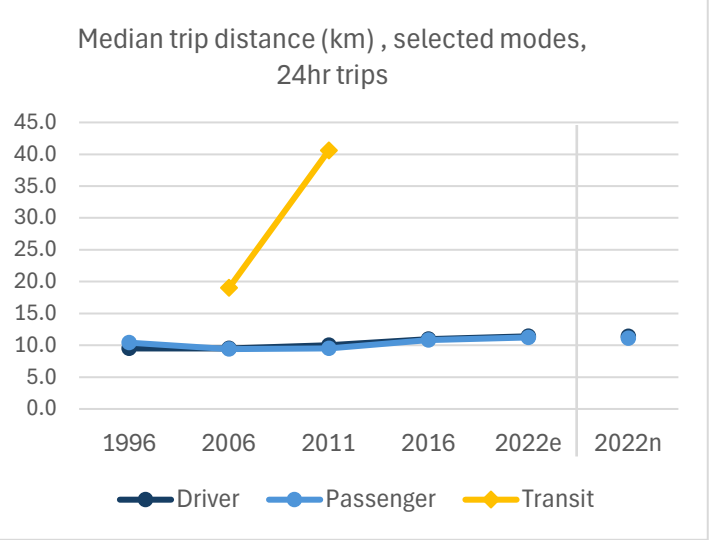
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	59,200	67,100	65,600	61,300	69,200	75,200
Purpose (destination)	Work	8%	9%	10%	13%	13%	12%
	School	5%	5%	4%	2%	3%	4%
	Other	25%	30%	30%	25%	25%	24%
	Home	62%	56%	56%	59%	59%	59%
Mode	Driver	70%	74%	73%	81%	80%	74%
	Passenger	19%	17%	19%	13%	14%	17%
	Transit	*	0%	0%	*	0%	0%
	GO Train	*	*	*	0%	0%	0%
	Walk & Cycle	3%	3%	1%	1%	2%	3%
	Other	8%	7%	7%	5%	4%	7%
Median Trip Length (km)	Driver	9.5	9.5	10.0	11.0	11.4	11.4
	Passenger	10.4	9.4	9.5	10.8	11.2	11.1
	Transit	*	19.0	40.6	*	*	*
	GO Train	*	*	*	*	110.1	110.1









Daily Trips to Peterborough County* Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

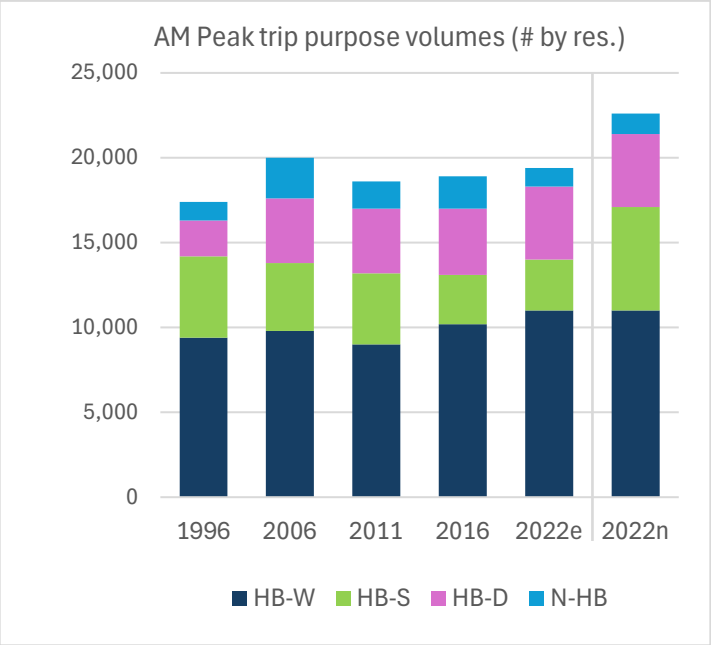
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	7,700	11,300	11,100	9,600	10,600	11,800
	% of 24h	13.0%	16.8%	16.9%	15.7%	15.2%	15.6%
AM Purpose (destination)	Work	42%	40%	42%	58%	52%	47%
	School	35%	28%	26%	13%	17%	25%
	Other	15%	24%	24%	22%	21%	19%
	Home	9%	8%	8%	8%	10%	9%
AM Mode	Driver	58%	65%	67%	79%	78%	70%
	Passenger	11%	13%	15%	10%	10%	13%
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	*	*	*
	Walk & Cycle	9%	9%	4%	2%	4%	4%
	Other	22%	13%	14%	8%	8%	13%
Median Trip Length (km) AM	Driver	9.3	7.9	9.9	9.9	9.6	9.6
	Passenger	5.8	4.8	4.5	4.1	11.4	7.2
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	*	*	*

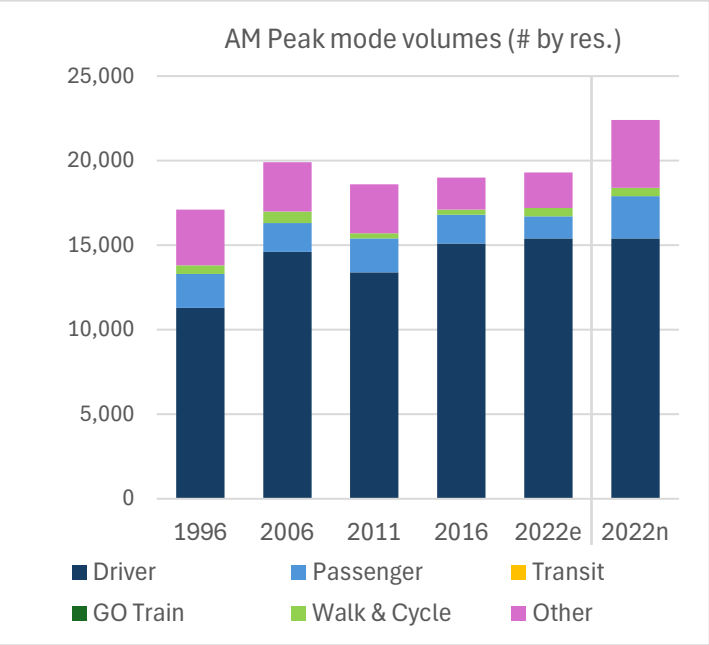
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

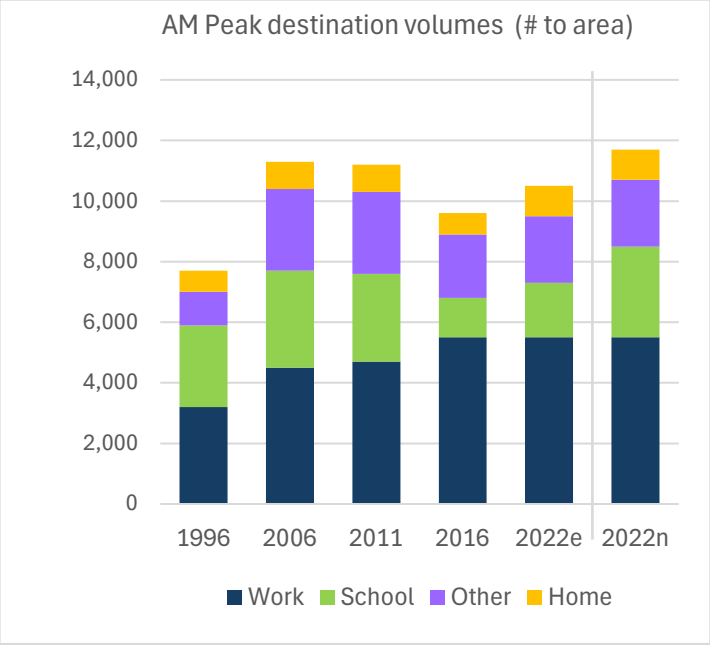
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	24,200	26,000	25,200	24,500	26,800	30,800
	% of 24h	40.8%	38.7%	38.4%	39.9%	38.7%	41.0%
PM Purpose (destination)	Work	1%	1%	1%	1%	2%	2%
	School	*	*	*	*	*	*
	Other	20%	25%	26%	24%	20%	20%
	Home	79%	74%	74%	75%	78%	78%
PM Mode	Driver	67%	73%	74%	81%	80%	70%
	Passenger	17%	15%	17%	13%	14%	18%
	Transit	0%	0%	0%	*	0%	0%
	GO Train	0%	0%	0%	0%	0%	0%
	Walk & Cycle	3%	3%	1%	1%	2%	3%
	Other	13%	9%	8%	4%	4%	8%
Median Trip Length (km)	Driver	10.3	11.6	11.8	11.9	12.3	12.3
	Passenger	11.7	11.0	10.9	13.4	10.0	10.5
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	*	*	*

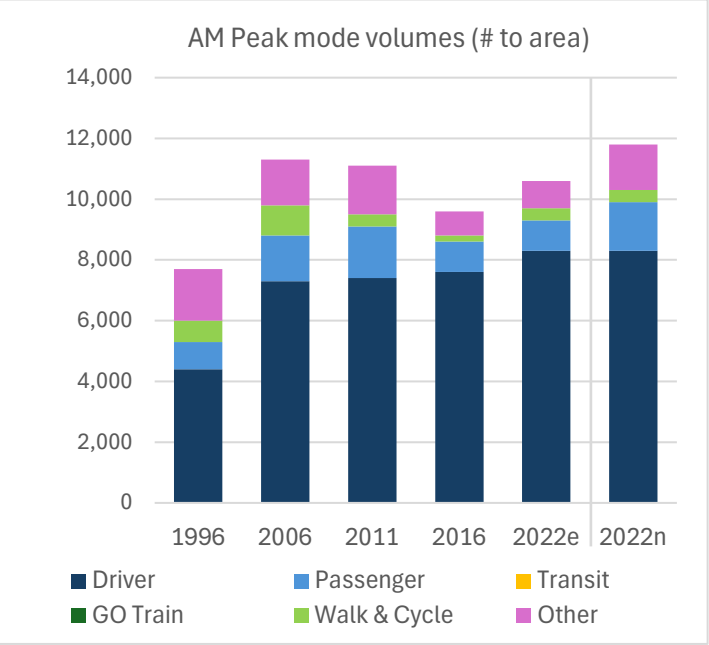
AM Peak Trips Made by Residents of Peterborough County*





AM Peak Trips to Peterborough County* Made by Residents of the TTS Area





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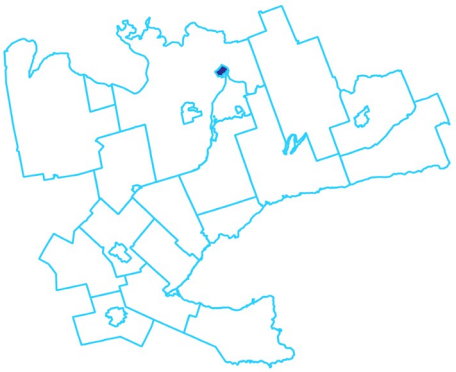
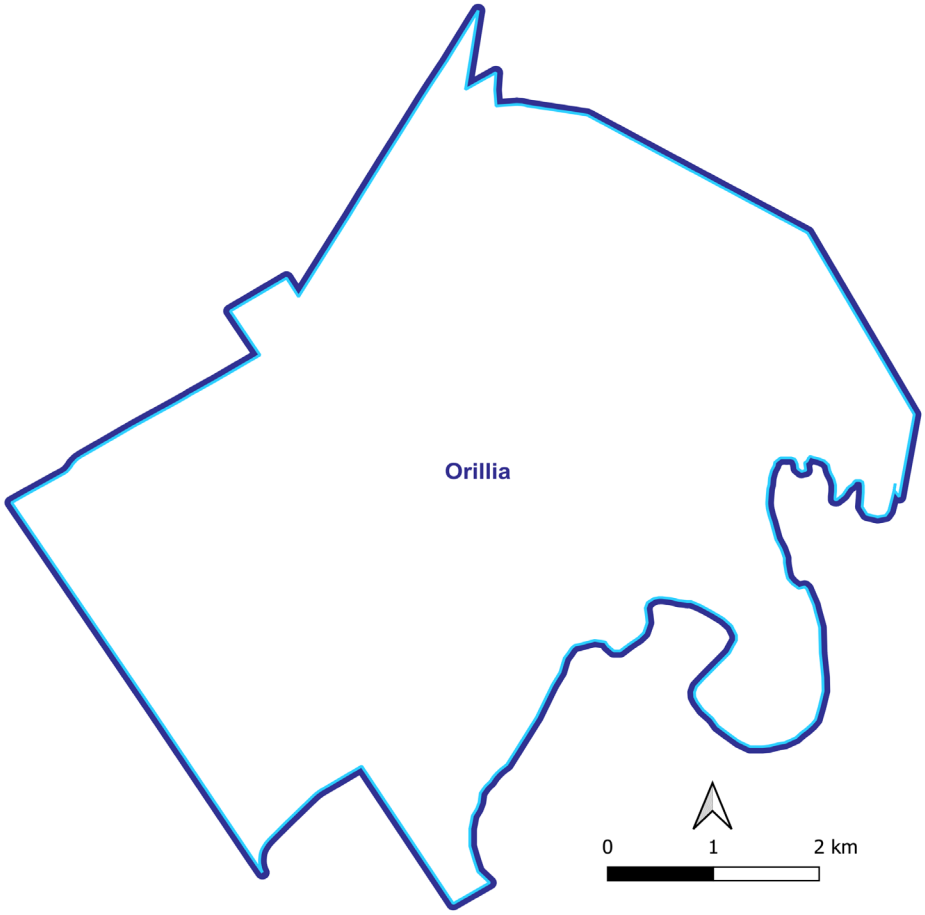
SURVEY 2022

Travel Summary

City of Orillia

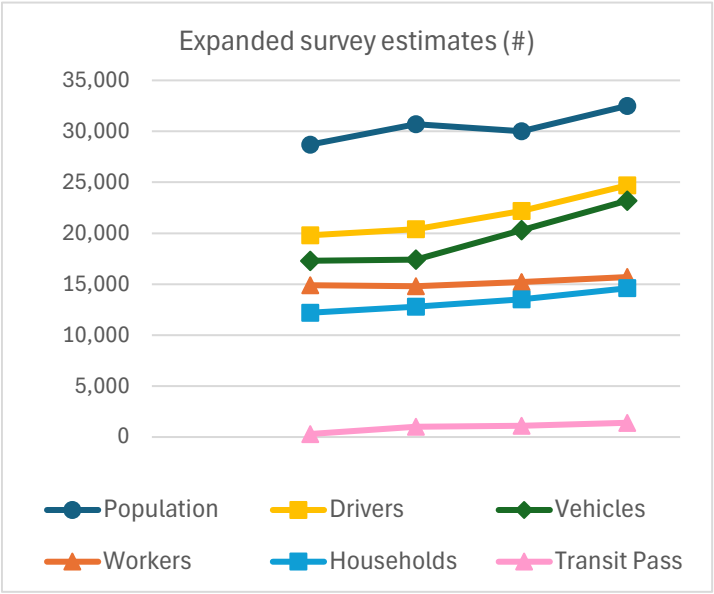


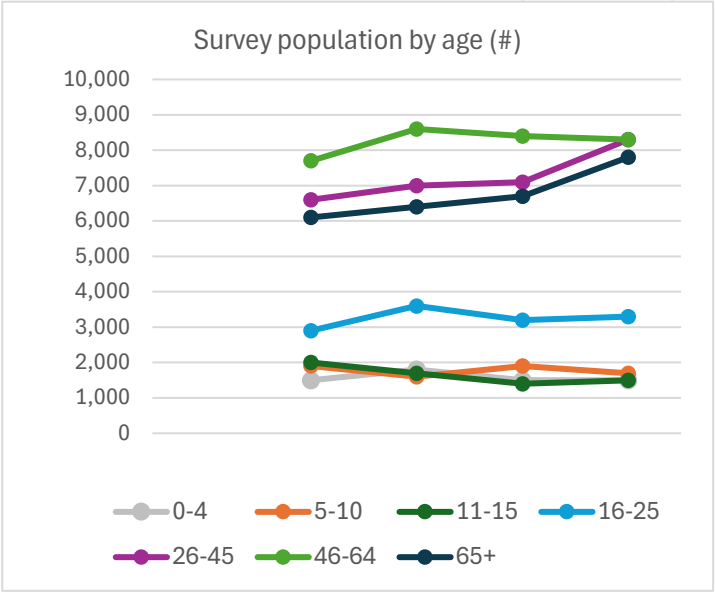


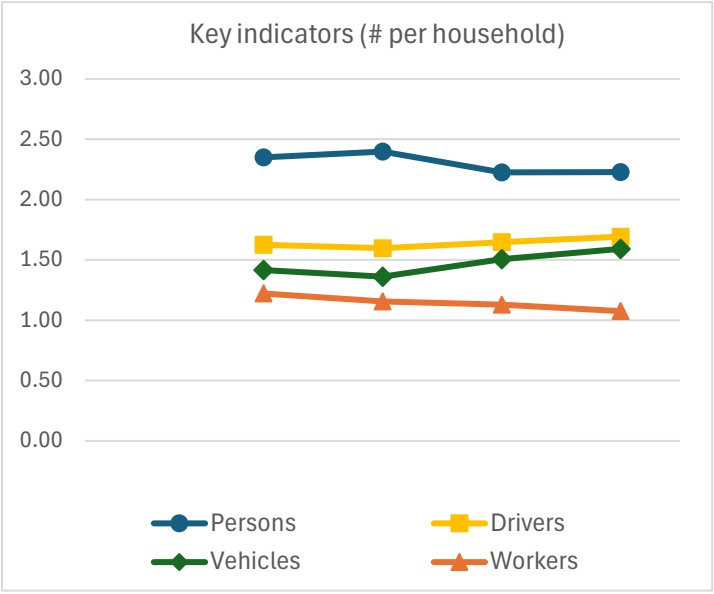
Households surveyed:	597 (4.1% sampling rate)
Household members surveyed:	1,191
Margin of error (MOE) for household-level survey results:	±6.0%
Margin of error (MOE) for person-level survey results:	±4.2%

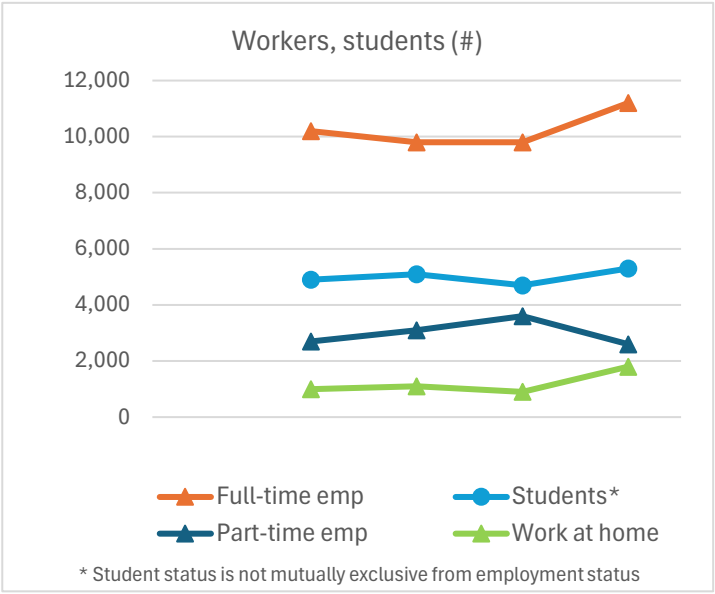
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

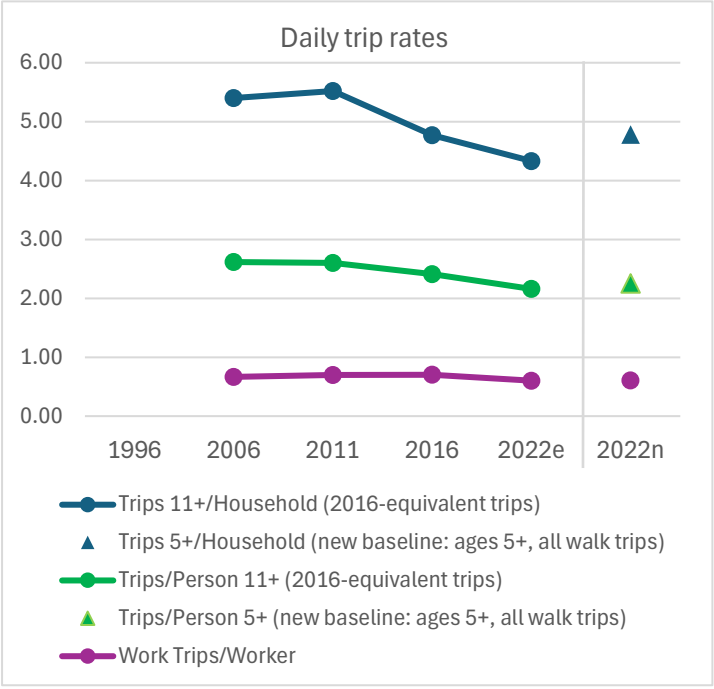
		1996	2006	2011	2016	2022
Households		n/a	12,200	12,800	13,500	14,600
Dwelling Type	House	n/a	74%	70%	59%	59%
	Townhouse	n/a	4%	7%	8%	9%
	Apartment	n/a	22%	23%	32%	32%
Household Size	1	n/a	25%	26%	33%	33%
	2	n/a	41%	39%	36%	36%
	3	n/a	15%	17%	15%	15%
	4	n/a	13%	11%	10%	13%
	5+	n/a	6%	8%	6%	4%
Vehicles	0	n/a	12%	13%	9%	7%
	1	n/a	45%	46%	46%	47%
	2	n/a	36%	33%	32%	32%
	3	n/a	6%	7%	10%	9%
	4+	n/a	2%	1%	3%	5%
Household Averages	Persons	n/a	2.35	2.40	2.23	2.23
	Workers	n/a	1.22	1.16	1.13	1.08
	Drivers	n/a	1.62	1.60	1.65	1.69
	Vehicles	n/a	1.42	1.36	1.51	1.59
	Trips/Day 11+	n/a	5.40	5.52	4.77	4.33
	Trips/Day 5+	n/a	n/a	n/a	n/a	4.78
Population		n/a	28,700	30,700	30,000	32,500
Age	0-4	n/a	5%	6%	5%	5%
	5-10	n/a	7%	5%	6%	5%
	11-15	n/a	7%	5%	5%	5%
	16-25	n/a	10%	12%	11%	10%
	26-45	n/a	23%	23%	24%	25%
	46-64	n/a	27%	28%	28%	26%
	65+	n/a	21%	21%	22%	24%
	Median Age	n/a	44.9	44.9	46.1	45.8
Daily Trips/Person 11+		n/a	2.62	2.60	2.41	2.16
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.25
Daily Work Trips per Worker		n/a	0.67	0.70	0.70	0.60
Men+	Population	n/a	13,300	14,300	14,100	15,300
Employment	Full-time	n/a	42%	35%	37%	40%
	Part-time	n/a	8%	9%	11%	5%
	Work at home	n/a	4%	3%	3%	6%
	Student	n/a	17%	16%	16%	18%
	Licensed	n/a	73%	68%	73%	76%
	Transit pass	n/a	1%	3%	3%	3%
Women+	Population	n/a	15,400	16,400	15,900	17,200
Employment	Full-time	n/a	30%	29%	29%	30%
	Part-time	n/a	11%	11%	13%	11%
	Work at home	n/a	3%	4%	3%	5%
	Student	n/a	17%	17%	15%	15%
	Licensed	n/a	66%	66%	74%	76%
	Transit pass	n/a	1%	4%	4%	6%

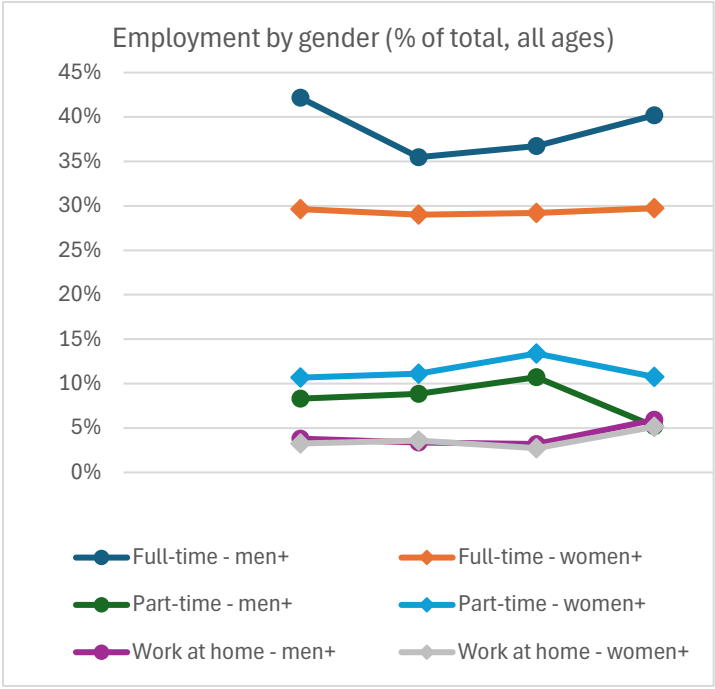

Expanded survey estimates (#)
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
12,000
10,000
8,000
6,000
4,000
2,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

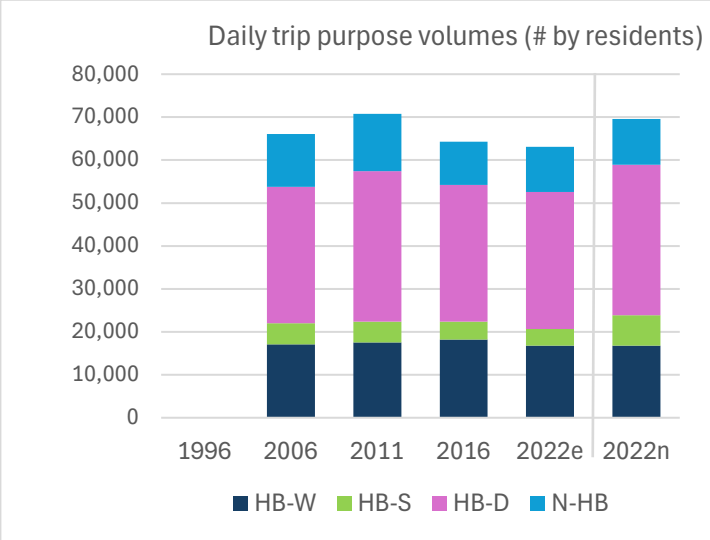

Employment by gender (% of total, all ages)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

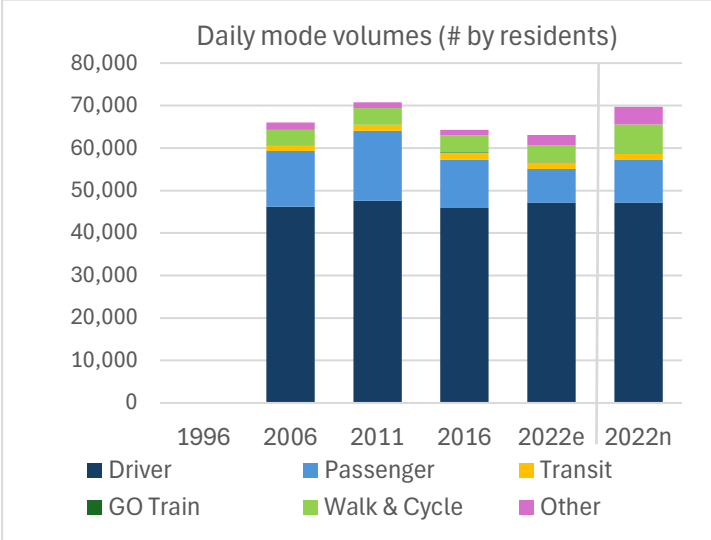
Daily Trips Made by Residents of Orillia

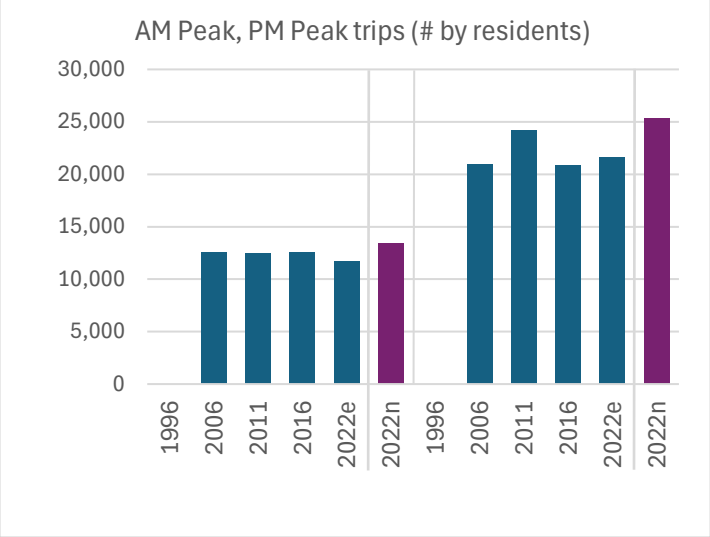
24 Hour Trips

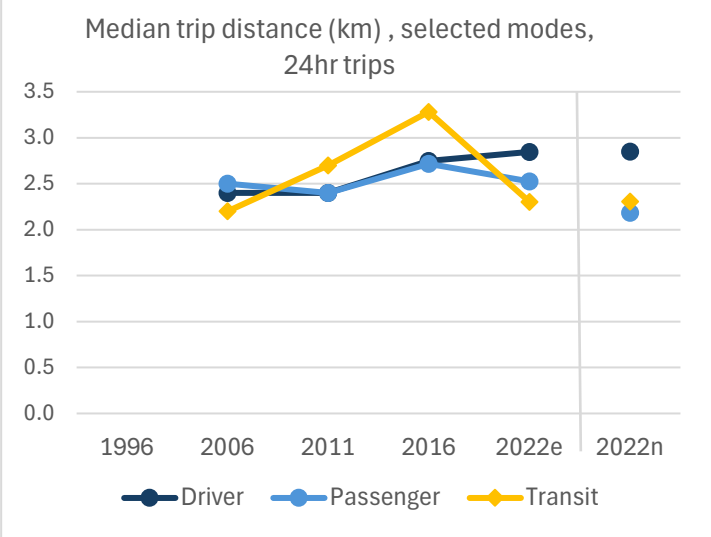
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	66,100	70,800	64,300	63,100	69,700
Purpose	HB-W	n/a	26%	25%	28%	27%	24%
	HB-S	n/a	7%	7%	7%	6%	10%
	HB-D	n/a	48%	49%	49%	51%	50%
	N-HB	n/a	19%	19%	16%	17%	15%
Mode	Driver	n/a	70%	67%	71%	75%	68%
	Passenger	n/a	20%	23%	18%	12%	14%
	Transit	n/a	2%	2%	3%	2%	2%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	6%	6%	6%	6%	10%
	Other	n/a	3%	2%	2%	4%	6%
Median Trip Length (km)	Driver	n/a	2.4	2.4	2.7	2.8	2.8
	Passenger	n/a	2.5	2.4	2.7	2.5	2.2
	Transit	n/a	2.2	2.7	3.3	2.3	2.3
	GO Train	n/a	*	*	*	103.6	103.6









Trips Made by Residents of Orillia

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	12,600	12,500	12,600	11,700	13,400
	% of 24h	n/a	19.1%	17.7%	19.6%	18.5%	19.2%
AM Purpose	HB-W	n/a	43%	42%	51%	51%	45%
	HB-S	n/a	18%	19%	14%	14%	24%
	HB-D	n/a	25%	28%	26%	26%	24%
	N-HB	n/a	14%	11%	8%	8%	7%
AM Mode	Driver	n/a	68%	66%	69%	72%	63%
	Passenger	n/a	14%	17%	14%	7%	10%
	Transit	n/a	2%	1%	2%	2%	1%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	10%	11%	12%	11%	12%
	Other	n/a	6%	5%	3%	8%	12%
Median Trip Length (km) AM	Driver	n/a	2.5	2.7	3.8	3.7	3.7
	Passenger	n/a	2.5	2.2	2.0	3.2	1.9
	Transit	n/a	1.3	2.5	4.7	2.1	2.1
	GO Train	n/a	*	*	*	104.6	104.6

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

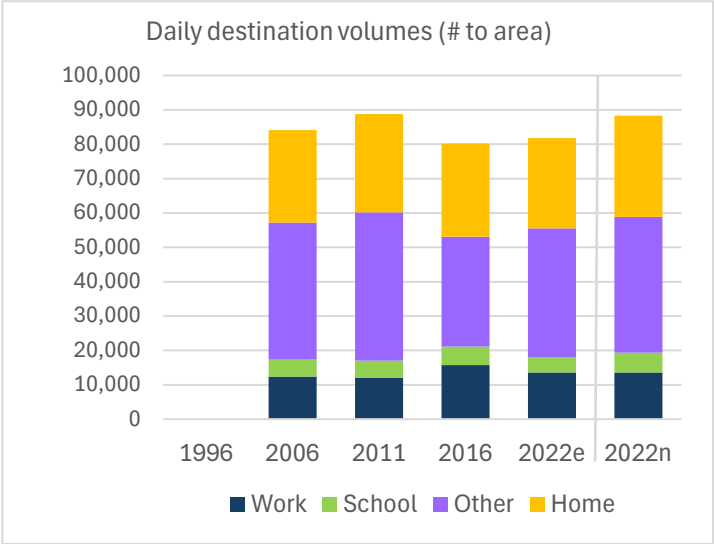
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	20,900	24,200	20,800	21,600	25,300
	% of 24h	n/a	31.7%	34.2%	32.3%	34.2%	36.4%
PM Purpose	HB-W	n/a	29%	25%	32%	28%	24%
	HB-S	n/a	8%	6%	5%	6%	12%
	HB-D	n/a	45%	49%	46%	52%	52%
	N-HB	n/a	18%	19%	16%	14%	12%
PM Mode	Driver	n/a	68%	66%	71%	76%	65%
	Passenger	n/a	21%	24%	16%	13%	17%
	Transit	n/a	2%	2%	3%	2%	2%
	GO Train	n/a	0%	*	0%	0%	0%
	Walk & Cycle	n/a	6%	6%	8%	4%	9%
	Other	n/a	3%	2%	2%	4%	7%
Median Trip Length (km)	Driver	n/a	2.5	2.4	3.0	2.9	2.9
	Passenger	n/a	2.5	2.4	3.0	2.6	2.1
	Transit	n/a	3.4	2.6	3.4	1.8	1.8
	GO Train	n/a	*	*	*	104.6	104.6

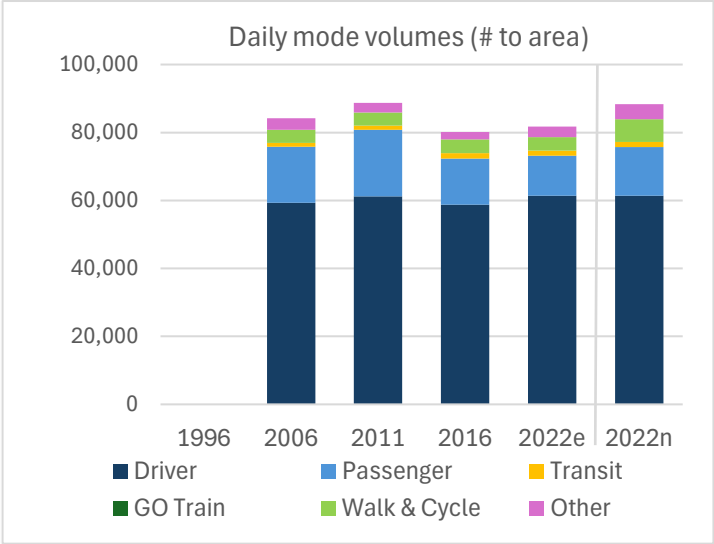
Daily Trips to Orillia Made by Residents of the TTS Area

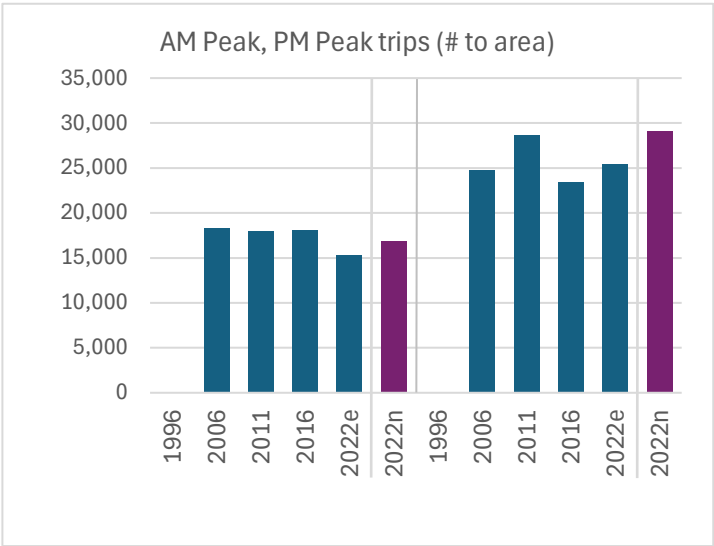
24 Hour Trips

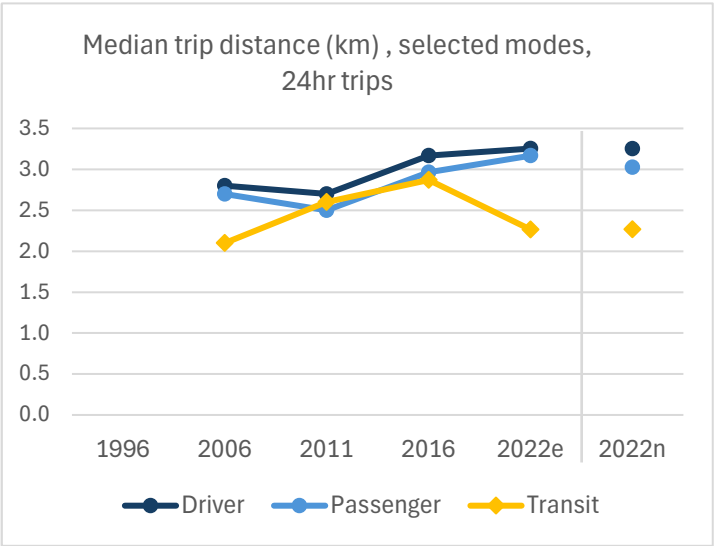
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	84,100	88,800	80,100	81,700	88,200
Purpose (destination)	Work	n/a	15%	13%	20%	17%	15%
	School	n/a	6%	6%	7%	5%	7%
	Other	n/a	47%	49%	40%	46%	45%
	Home	n/a	32%	32%	34%	32%	33%
Mode	Driver	n/a	70%	69%	73%	75%	70%
	Passenger	n/a	20%	22%	17%	14%	16%
	Transit	n/a	1%	1%	2%	2%	2%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	5%	4%	5%	5%	8%
	Other	n/a	4%	3%	3%	4%	5%
Median Trip Length (km)	Driver	n/a	2.8	2.7	3.2	3.3	3.3
	Passenger	n/a	2.7	2.5	3.0	3.2	3.0
	Transit	n/a	2.1	2.6	2.9	2.3	2.3
	GO Train	n/a	*	*	*	104.6	104.6









Daily Trips to Orillia Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

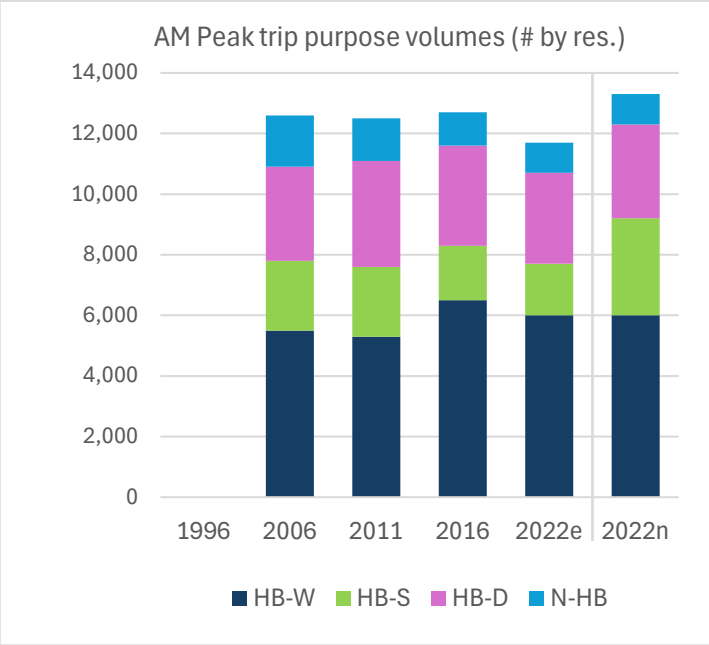
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	18,300	18,000	18,100	15,300	16,900
	% of 24h	n/a	21.8%	20.3%	22.6%	18.7%	19.2%
AM Purpose (destination)	Work	n/a	45%	44%	52%	50%	45%
	School	n/a	25%	24%	22%	22%	28%
	Other	n/a	24%	27%	21%	24%	23%
	Home	n/a	5%	6%	5%	5%	4%
AM Mode	Driver	n/a	66%	67%	72%	71%	64%
	Passenger	n/a	13%	14%	12%	10%	13%
	Transit	n/a	1%	1%	1%	1%	1%
	GO Train	n/a	*	*	*	*	*
	Walk & Cycle	n/a	7%	7%	8%	8%	10%
	Other	n/a	12%	10%	7%	10%	12%
Median Trip Length (km) AM	Driver	n/a	3.5	4.2	5.5	5.8	5.8
	Passenger	n/a	3.2	3.1	3.5	5.8	3.4
	Transit	n/a	1.2	2.2	3.9	2.1	2.1
	GO Train	n/a	*	*	*	*	*

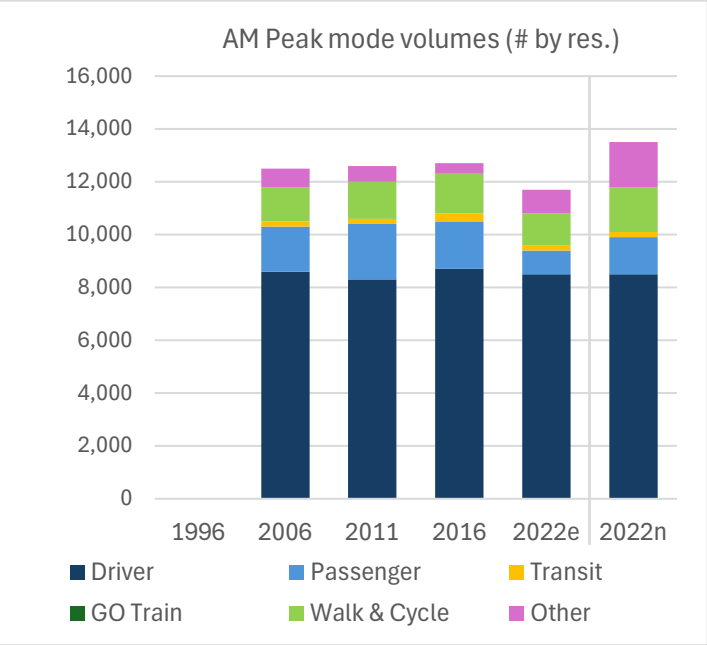
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

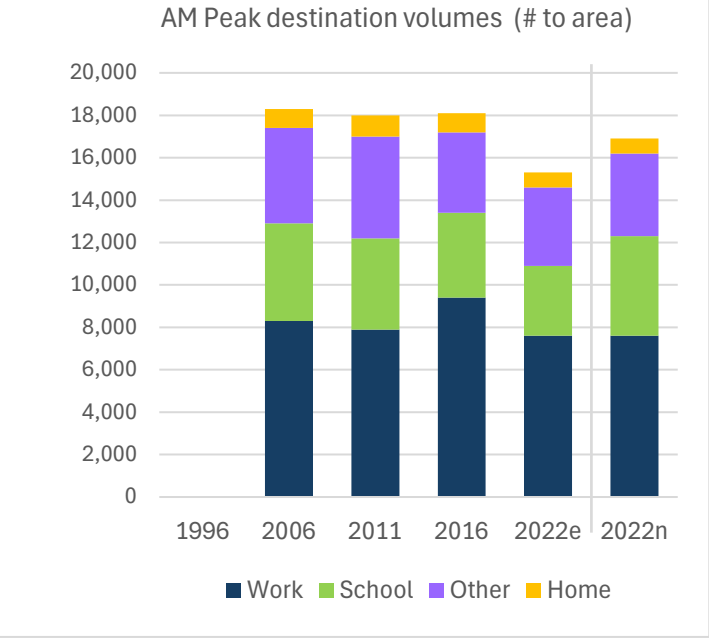
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	24,800	28,600	23,400	25,400	29,100
	% of 24h	n/a	29.5%	32.2%	29.3%	31.1%	33.0%
PM Purpose (destination)	Work	n/a	5%	3%	3%	4%	4%
	School	n/a	0%	0%	0%	0%	0%
	Other	n/a	48%	50%	42%	43%	42%
	Home	n/a	48%	48%	54%	52%	54%
PM Mode	Driver	n/a	69%	69%	73%	75%	65%
	Passenger	n/a	21%	23%	16%	16%	19%
	Transit	n/a	2%	1%	3%	2%	2%
	GO Train	n/a	0%	*	0%	0%	0%
	Walk & Cycle	n/a	5%	5%	7%	3%	8%
	Other	n/a	3%	2%	1%	4%	6%
Median Trip Length (km)	Driver	*	2.6	2.5	3.0	3.0	3.0
	Passenger	*	2.7	2.5	2.8	3.4	2.9
	Transit	*	2.8	2.5	3.1	1.7	1.7
	GO Train	*	*	*	*	104.6	104.6

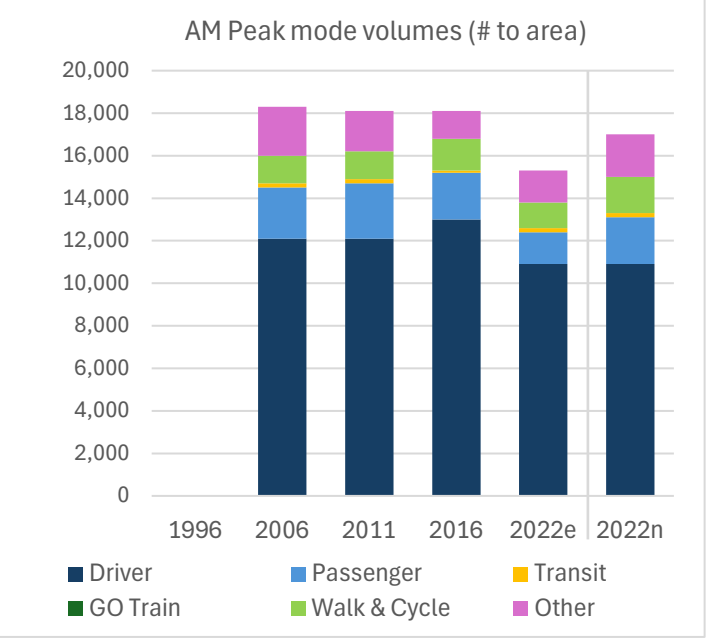
AM Peak Trips Made by Residents of Orillia





AM Peak Trips to Orillia Made by Residents of the TTS Area

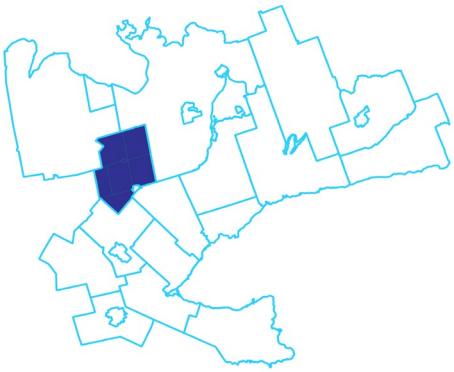


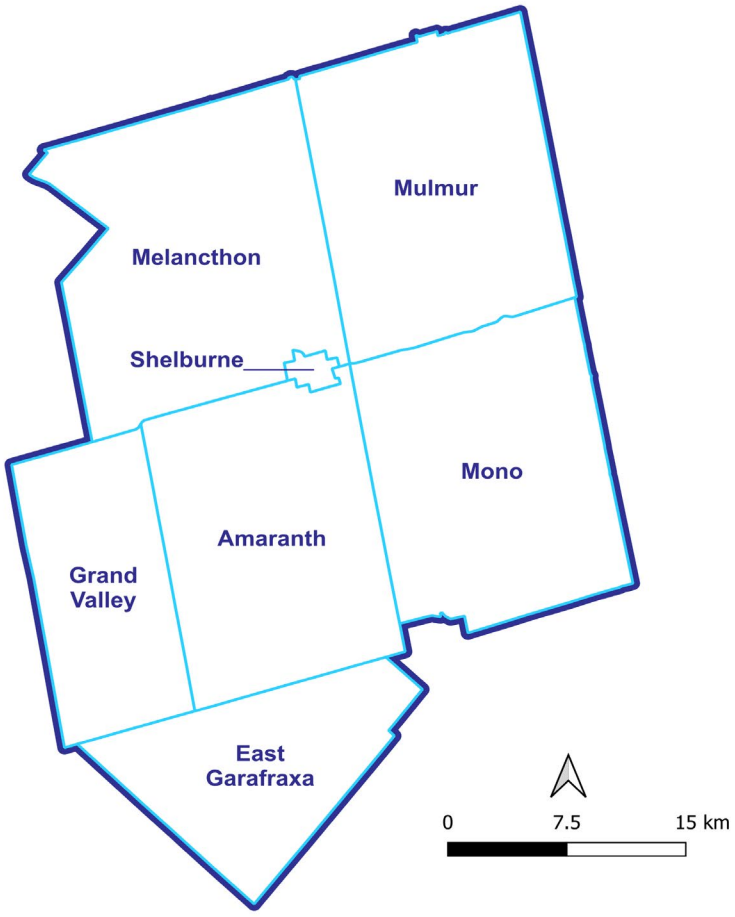


transportationtomorrow
SURVEY 2022

Travel Summary

County of Dufferin

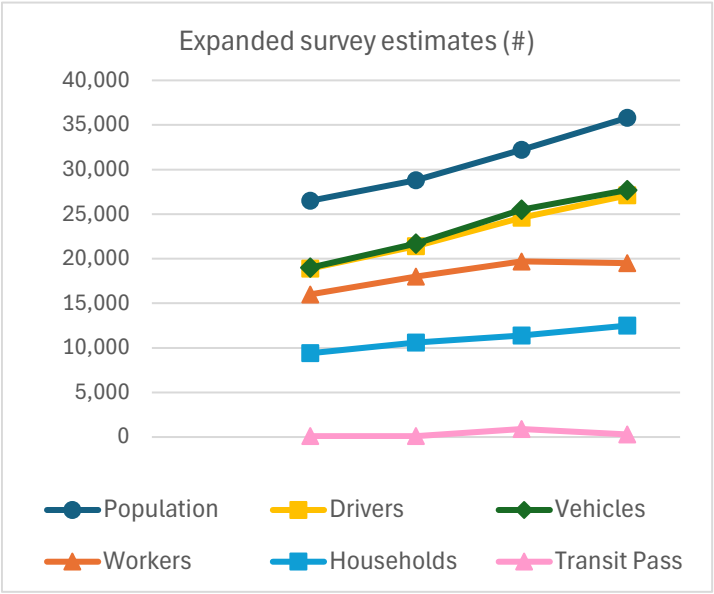


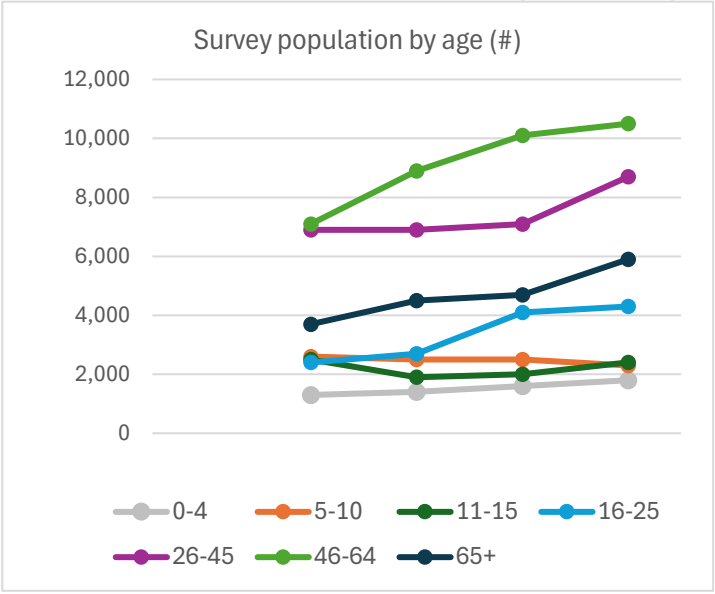


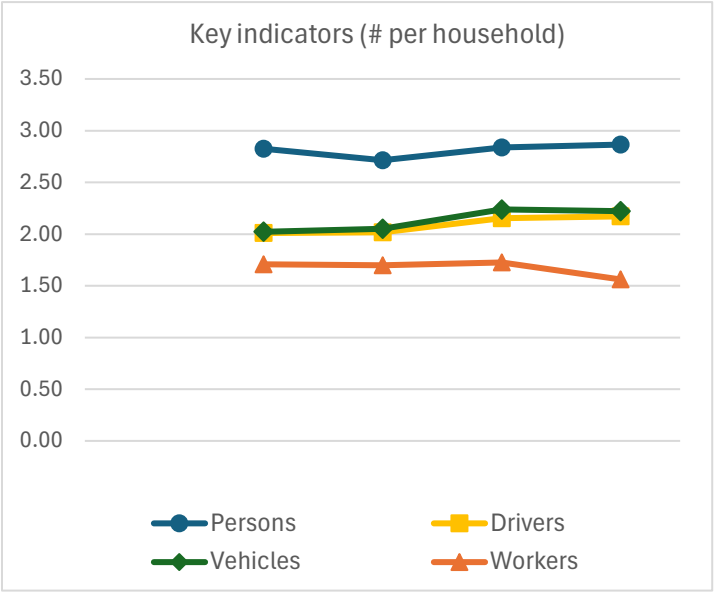
Households surveyed:	560	(4.5% sampling rate)
Household members surveyed:	1,388	
Margin of error (MOE) for household-level survey results:	±6.3%	
Margin of error (MOE) for person-level survey results:	±3.9%	

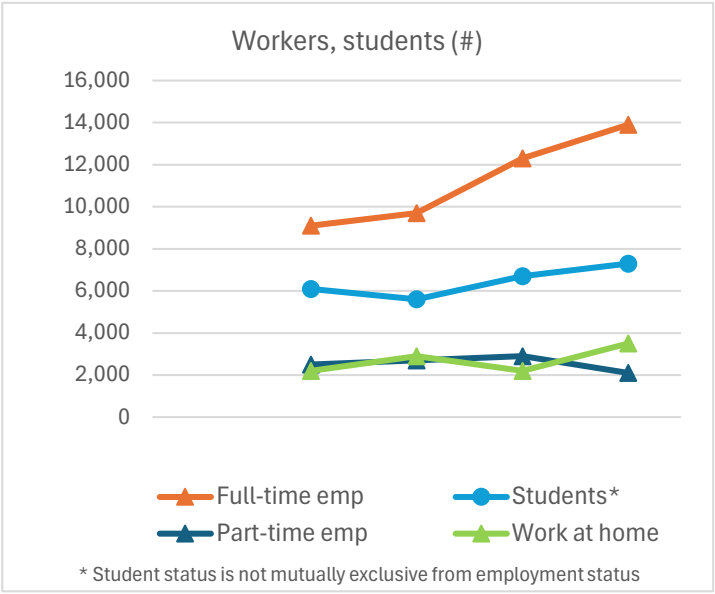
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

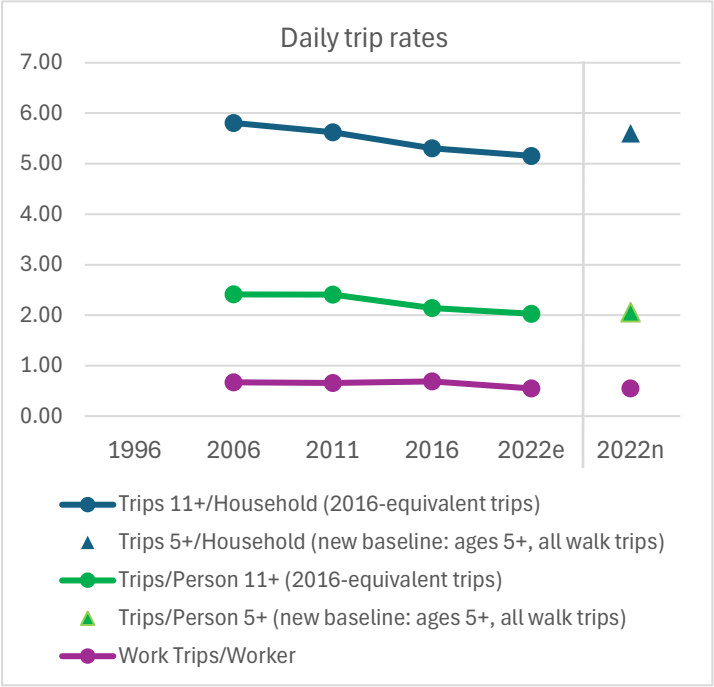
		1996	2006	2011	2016	2022
Households		n/a	9,400	10,600	11,400	12,500
Dwelling Type	House	n/a	94%	93%	94%	93%
	Townhouse	n/a	1%	2%	2%	2%
	Apartment	n/a	5%	6%	4%	4%
Household Size	1	n/a	13%	14%	15%	16%
	2	n/a	40%	43%	36%	33%
	3	n/a	16%	18%	17%	18%
	4	n/a	20%	16%	18%	19%
	5+	n/a	11%	10%	13%	13%
Vehicles	0	n/a	2%	2%	3%	3%
	1	n/a	26%	22%	20%	22%
	2	n/a	50%	52%	44%	44%
	3	n/a	16%	17%	21%	17%
	4+	n/a	7%	7%	12%	13%
Household Averages	Persons	n/a	2.83	2.71	2.84	2.87
	Workers	n/a	1.71	1.70	1.73	1.56
	Drivers	n/a	2.01	2.02	2.15	2.17
	Vehicles	n/a	2.02	2.05	2.24	2.22
	Trips/Day 11+	n/a	5.81	5.62	5.30	5.16
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.60
Population		n/a	26,500	28,800	32,200	35,800
Age	0-4	n/a	5%	5%	5%	5%
	5-10	n/a	10%	9%	8%	6%
	11-15	n/a	9%	7%	6%	7%
	16-25	n/a	9%	10%	13%	12%
	26-45	n/a	26%	24%	22%	24%
	46-64	n/a	27%	31%	32%	29%
	65+	n/a	14%	16%	15%	16%
	Median Age	n/a	41.3	44.5	43.0	41.7
Daily Trips/Person 11+		n/a	2.41	2.41	2.14	2.03
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.06
Daily Work Trips per Worker		n/a	0.67	0.66	0.69	0.55
Men+	Population	n/a	13,300	15,100	16,400	18,100
Employment	Full-time	n/a	42%	41%	44%	44%
	Part-time	n/a	5%	5%	5%	4%
	Work at home	n/a	10%	12%	8%	7%
	Student	n/a	23%	19%	21%	20%
	Licensed	n/a	71%	76%	76%	74%
	Transit pass	n/a	0%	1%	2%	0%
Women+	Population	n/a	13,200	13,700	15,800	17,700
Employment	Full-time	n/a	26%	26%	32%	34%
	Part-time	n/a	14%	14%	13%	8%
	Work at home	n/a	7%	8%	6%	12%
	Student	n/a	23%	20%	21%	20%
	Licensed	n/a	71%	74%	76%	77%
	Transit pass	n/a	1%	0%	4%	2%

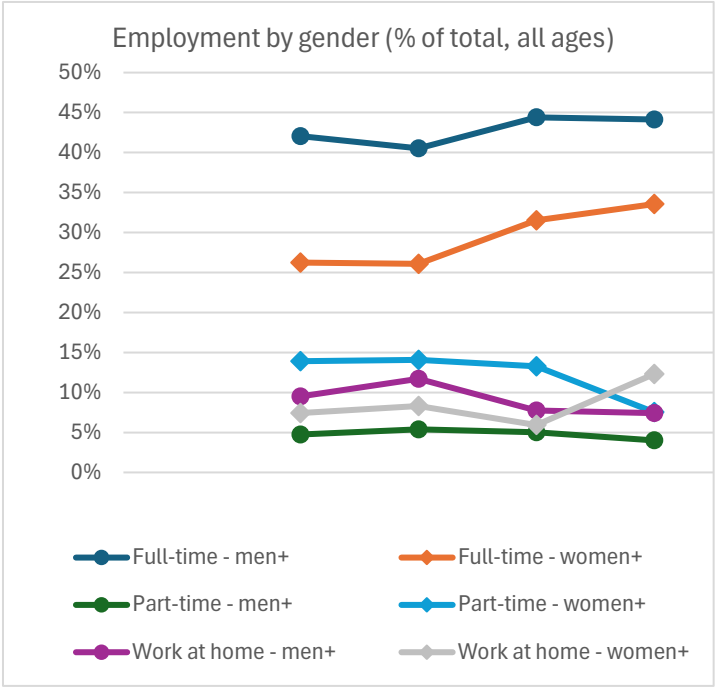

Expanded survey estimates (#)
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
12,000
10,000
8,000
6,000
4,000
2,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

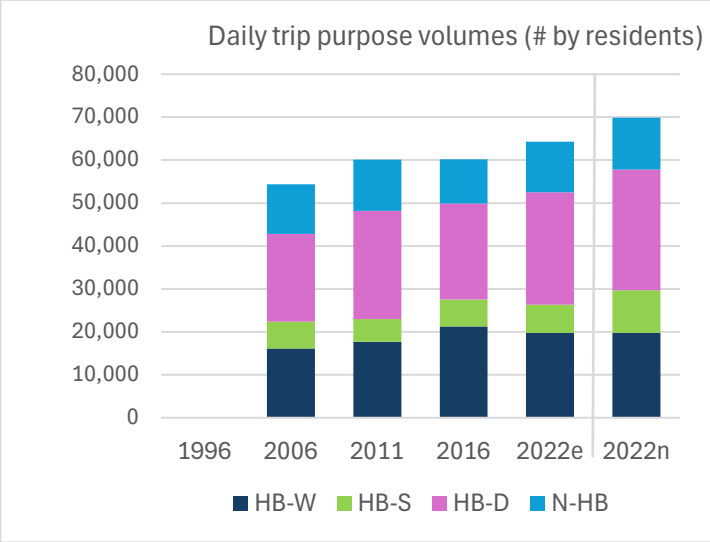

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

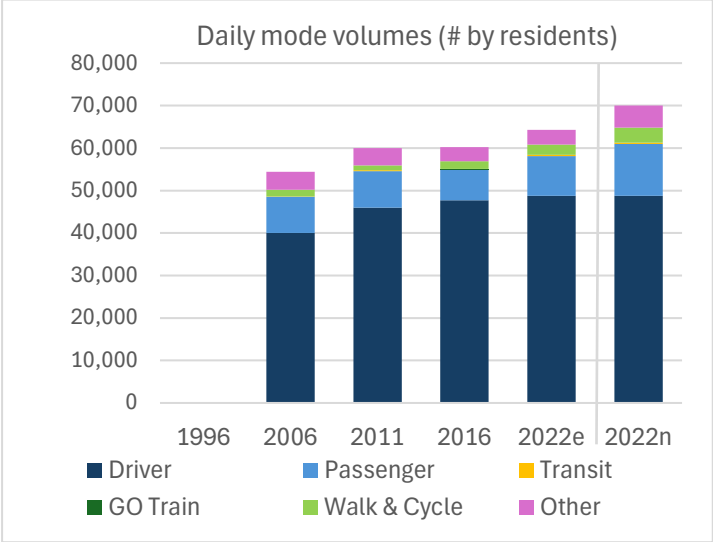
Daily Trips Made by Residents of Dufferin

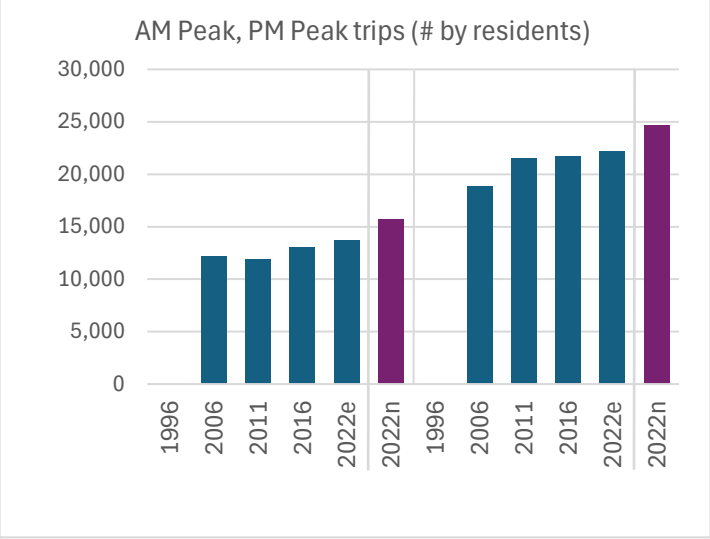
24 Hour Trips

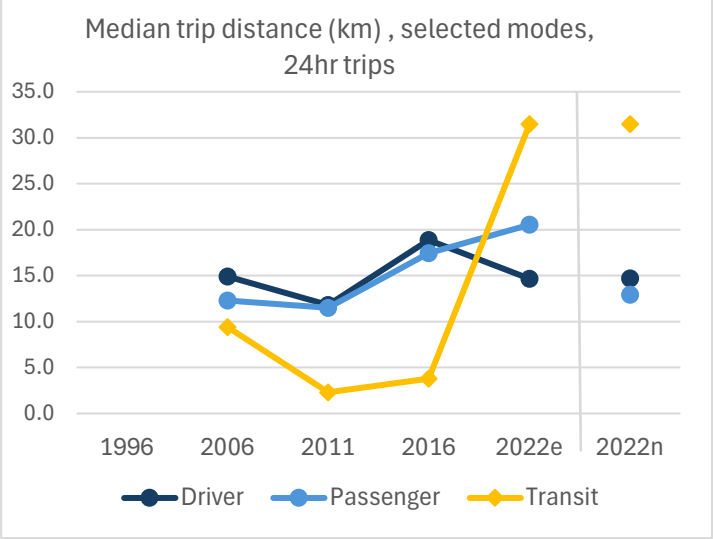
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	54,400	60,100	60,200	64,300	69,900
Purpose	HB-W	n/a	30%	29%	35%	31%	28%
	HB-S	n/a	12%	9%	10%	10%	14%
	HB-D	n/a	38%	42%	37%	41%	40%
	N-HB	n/a	21%	20%	17%	18%	17%
Mode	Driver	n/a	74%	77%	79%	76%	70%
	Passenger	n/a	16%	14%	12%	15%	17%
	Transit	n/a	0%	0%	0%	0%	0%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	3%	2%	3%	4%	5%
	Other	n/a	8%	7%	6%	5%	7%
Median Trip Length (km)	Driver	n/a	14.9	11.8	18.9	14.7	14.7
	Passenger	n/a	12.3	11.5	17.4	20.5	12.9
	Transit	n/a	9.4	2.3	3.8	31.5	31.5
	GO Train	n/a	*	*	77.7	28.1	28.1









Trips Made by Residents of Dufferin

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	12,200	11,900	13,000	13,700	15,700
	% of 24h	n/a	22.4%	19.8%	21.6%	21.4%	22.4%
AM Purpose	HB-W	n/a	44%	53%	54%	51%	44%
	HB-S	n/a	25%	21%	22%	22%	31%
	HB-D	n/a	18%	17%	17%	18%	16%
	N-HB	n/a	13%	9%	7%	10%	9%
AM Mode	Driver	n/a	67%	73%	73%	71%	62%
	Passenger	n/a	10%	7%	8%	10%	14%
	Transit	n/a	0%	*	0%	1%	1%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	4%	3%	6%	6%	6%
	Other	n/a	18%	17%	13%	13%	17%
Median Trip Length (km) AM	Driver	n/a	18.7	17.6	22.4	19.3	19.3
	Passenger	n/a	11.5	20.1	16.6	15.2	6.5
	Transit	n/a	7.2	*	*	*	*
	GO Train	n/a	*	*	*	*	*

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

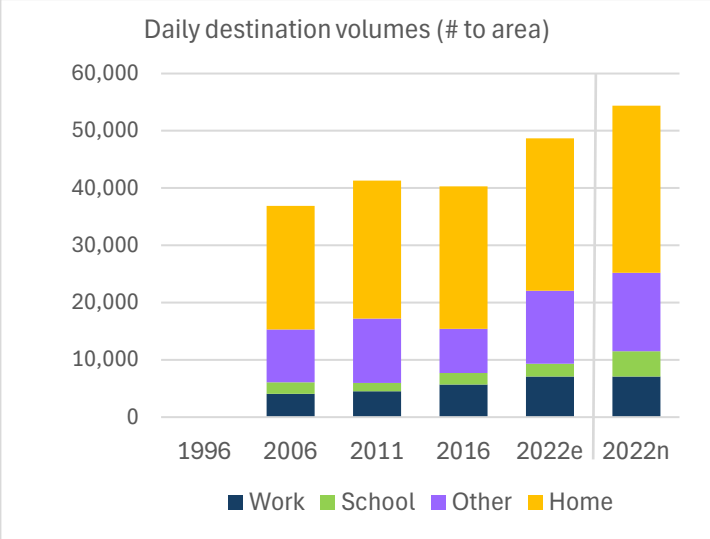
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	18,800	21,500	21,700	22,200	24,700
	% of 24h	n/a	34.6%	35.7%	36.0%	34.6%	35.3%
PM Purpose	HB-W	n/a	30%	30%	35%	32%	29%
	HB-S	n/a	14%	11%	11%	13%	18%
	HB-D	n/a	35%	39%	33%	39%	38%
	N-HB	n/a	22%	21%	20%	16%	15%
PM Mode	Driver	n/a	71%	73%	77%	76%	68%
	Passenger	n/a	16%	15%	13%	12%	16%
	Transit	n/a	0%	0%	0%	*	*
	GO Train	n/a	0%	0%	0%	0%	0%
	Walk & Cycle	n/a	4%	2%	3%	6%	7%
	Other	n/a	9%	9%	6%	7%	9%
Median Trip Length (km)	Driver	n/a	15.6	11.6	18.3	15.4	15.4
	Passenger	n/a	11.8	10.9	15.7	20.5	16.7
	Transit	n/a	9.8	*	*	*	*
	GO Train	n/a	*	*	76.6	28.1	28.1

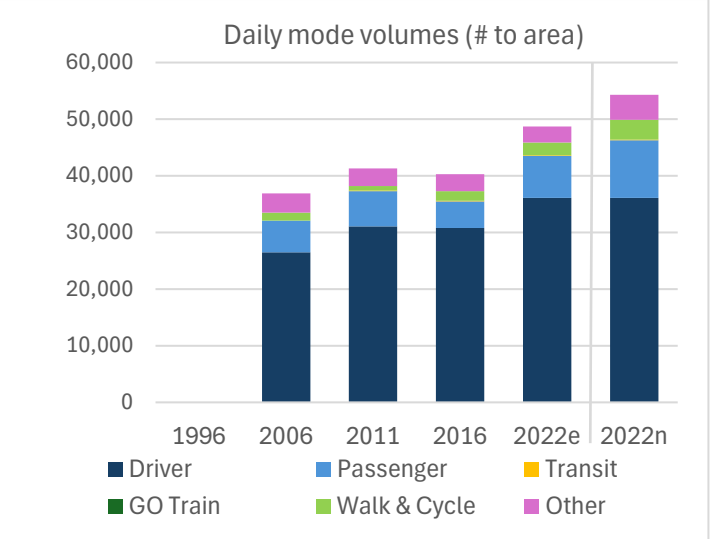
Daily Trips to Dufferin Made by Residents of the TTS Area

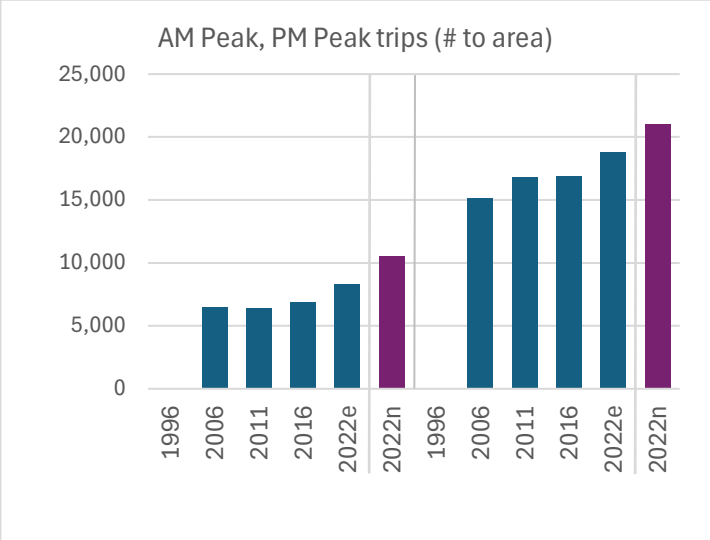
24 Hour Trips

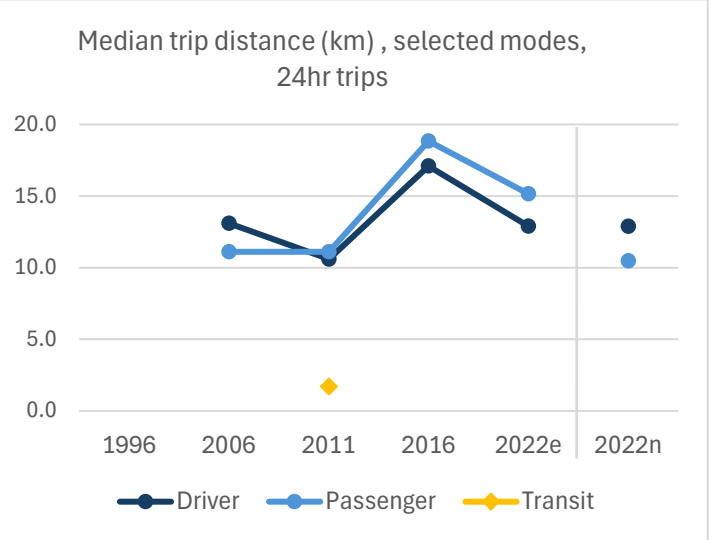
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	36,900	41,300	40,300	48,800	54,400
Purpose (destination)	Work	n/a	11%	11%	14%	15%	13%
	School	n/a	5%	4%	5%	5%	8%
	Other	n/a	25%	27%	19%	26%	25%
	Home	n/a	59%	58%	62%	54%	54%
Mode	Driver	n/a	72%	75%	76%	74%	66%
	Passenger	n/a	15%	15%	12%	15%	19%
	Transit	n/a	*	0%	0%	0%	0%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	4%	2%	4%	5%	6%
	Other	n/a	9%	8%	7%	6%	8%
Median Trip Length (km)	Driver	n/a	13.1	10.6	17.1	12.9	12.9
	Passenger	n/a	11.1	11.1	18.8	15.2	10.5
	Transit	n/a	*	1.7	*	*	*
	GO Train	n/a	*	*	77.7	*	*









Daily Trips to Dufferin Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

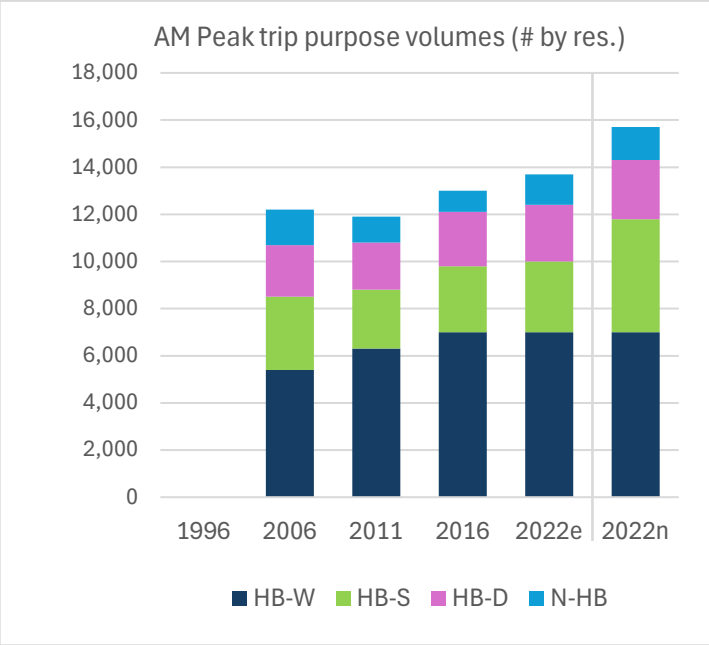
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	6,500	6,400	6,900	8,300	10,500
	% of 24h	n/a	17.6%	15.5%	17.1%	17.0%	19.4%
AM Purpose (destination)	Work	n/a	42%	47%	49%	44%	35%
	School	n/a	29%	23%	28%	25%	39%
	Other	n/a	19%	22%	15%	21%	18%
	Home	n/a	10%	8%	9%	9%	7%
AM Mode	Driver	n/a	62%	70%	64%	70%	55%
	Passenger	n/a	11%	8%	7%	10%	19%
	Transit	n/a	*	*	*	*	*
	GO Train	n/a	*	*	*	*	*
	Walk & Cycle	n/a	7%	4%	10%	9%	10%
	Other	n/a	20%	18%	19%	11%	17%
Median Trip Length (km) AM	Driver	n/a	8.9	8.8	14.2	9.4	9.4
	Passenger	n/a	5.2	6.6	22.8	9.4	1.6
	Transit	n/a	*	*	*	*	*
	GO Train	n/a	*	*	*	*	*

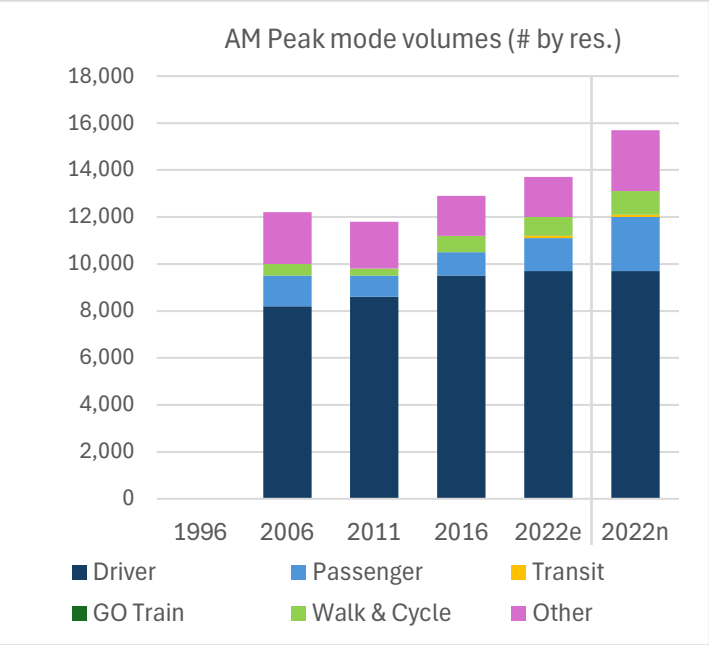
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

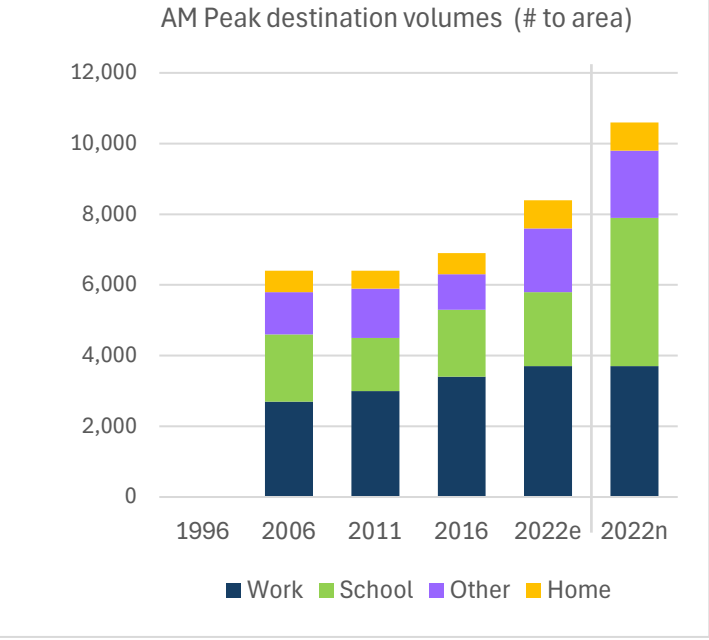
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	15,100	16,800	16,900	18,800	21,000
	% of 24h	n/a	41.0%	40.8%	42.0%	38.6%	38.6%
PM Purpose (destination)	Work	n/a	1%	2%	1%	3%	3%
	School	n/a	*	*	*	*	*
	Other	n/a	22%	23%	17%	19%	18%
	Home	n/a	77%	75%	82%	77%	79%
PM Mode	Driver	n/a	70%	72%	76%	76%	68%
	Passenger	n/a	14%	15%	11%	10%	13%
	Transit	n/a	0%	0%	*	*	*
	GO Train	n/a	0%	0%	0%	0%	0%
	Walk & Cycle	n/a	4%	2%	4%	7%	8%
	Other	n/a	11%	11%	8%	8%	11%
Median Trip Length (km)	Driver	*	16.9	12.7	19.3	16.6	16.6
	Passenger	*	10.0	11.2	17.5	12.5	10.9
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	76.6	*	*

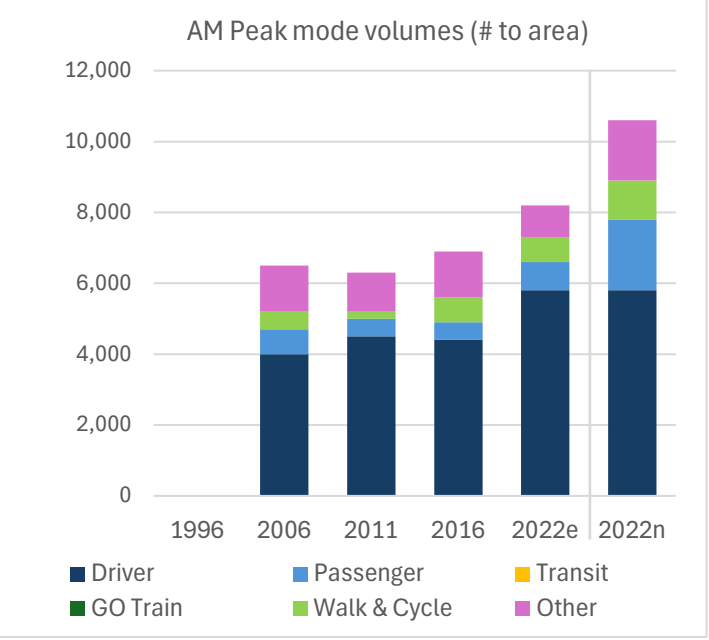
AM Peak Trips Made by Residents of Dufferin





AM Peak Trips to Dufferin Made by Residents of the TTS Area





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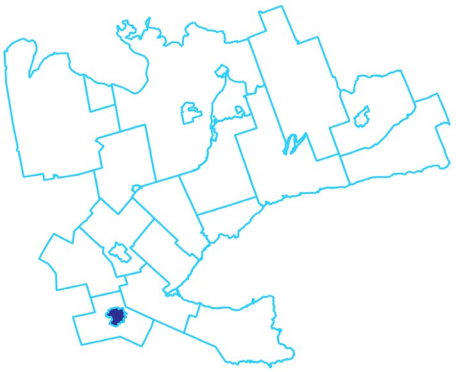
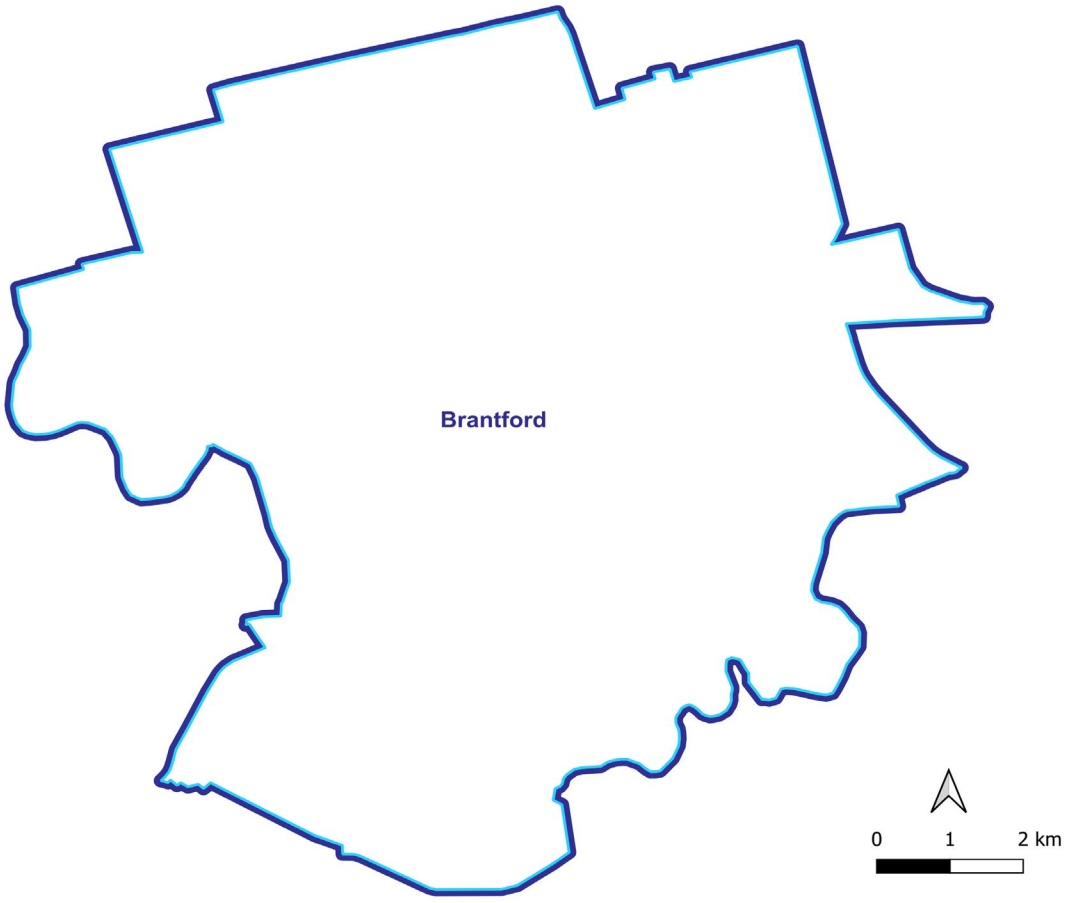
SURVEY 2022

Travel Summary

City of Brantford

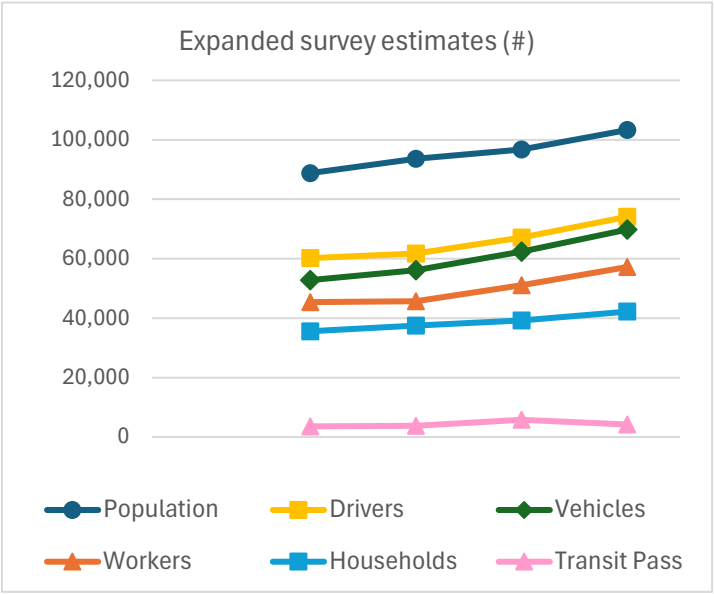


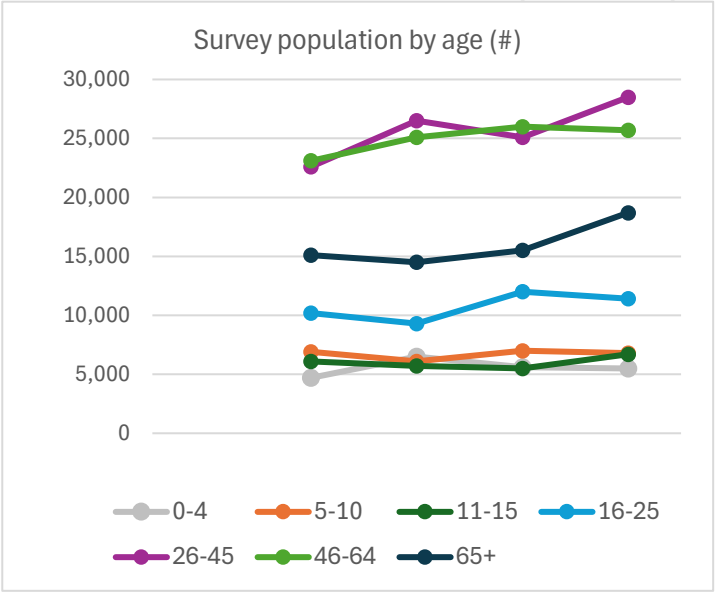


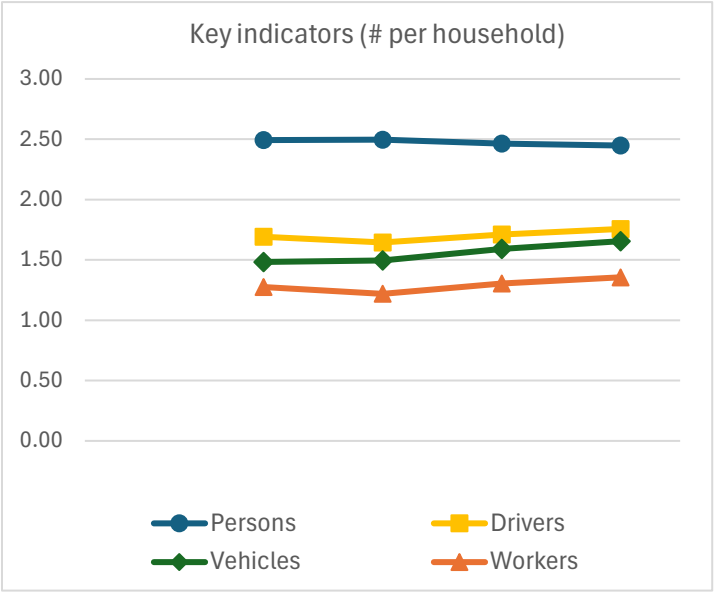
Households surveyed:	1,800	(4.3% sampling rate)
Household members surveyed:	3,936	
Margin of error (MOE) for household-level survey results:	±3.3%	
Margin of error (MOE) for person-level survey results:	±2.1%	

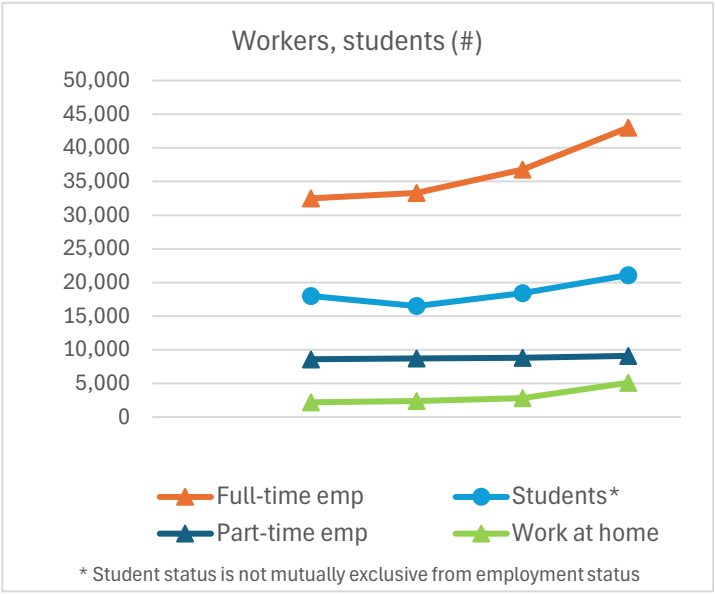
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

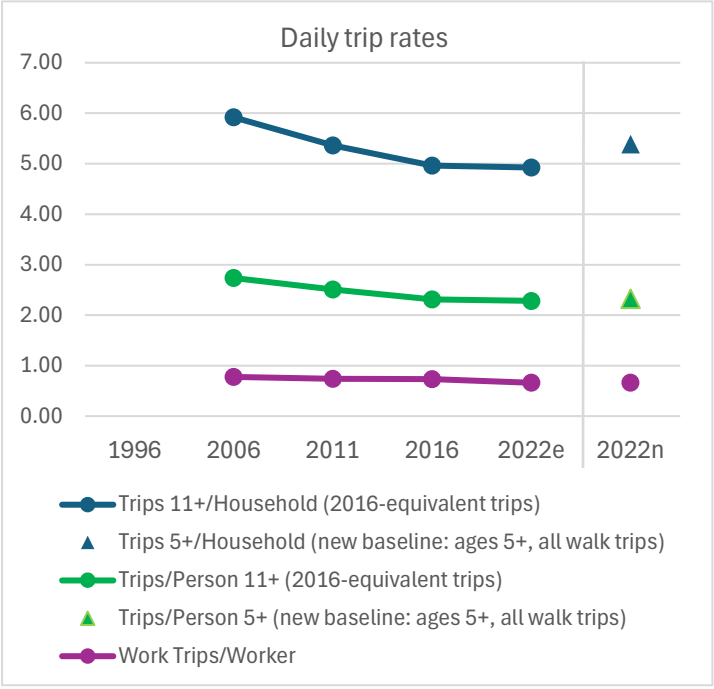
		1996	2006	2011	2016	2022
Households		n/a	35,600	37,500	39,200	42,200
Dwelling Type	House	n/a	77%	74%	66%	65%
	Townhouse	n/a	5%	8%	10%	10%
	Apartment	n/a	18%	18%	24%	25%
Household Size	1	n/a	24%	24%	28%	28%
	2	n/a	37%	36%	34%	33%
	3	n/a	17%	18%	16%	16%
	4	n/a	15%	15%	13%	14%
	5+	n/a	8%	7%	8%	8%
Vehicles	0	n/a	11%	12%	9%	9%
	1	n/a	41%	38%	39%	40%
	2	n/a	37%	40%	39%	36%
	3	n/a	8%	7%	9%	11%
	4+	n/a	2%	2%	3%	5%
Household Averages	Persons	n/a	2.49	2.50	2.46	2.45
	Workers	n/a	1.27	1.22	1.30	1.36
	Drivers	n/a	1.69	1.64	1.71	1.76
	Vehicles	n/a	1.48	1.50	1.59	1.66
	Trips/Day 11+	n/a	5.92	5.36	4.96	4.92
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.39
Population		n/a	88,800	93,600	96,700	103,300
Age	0-4	n/a	5%	7%	6%	5%
	5-10	n/a	8%	6%	7%	7%
	11-15	n/a	7%	6%	6%	6%
	16-25	n/a	11%	10%	12%	11%
	26-45	n/a	25%	28%	26%	28%
	46-64	n/a	26%	27%	27%	25%
	65+	n/a	17%	15%	16%	18%
	Median Age	n/a	41.5	39.3	40.6	40.5
Daily Trips/Person 11+		n/a	2.74	2.51	2.31	2.28
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.32
Daily Work Trips per Worker		n/a	0.78	0.74	0.73	0.66
Men+	Population	n/a	42,000	44,900	46,900	50,900
Employment	Full-time	n/a	44%	42%	43%	47%
	Part-time	n/a	7%	6%	8%	7%
	Work at home	n/a	3%	3%	3%	5%
	Student	n/a	20%	18%	20%	21%
	Licensed	n/a	71%	68%	70%	73%
	Transit pass	n/a	3%	3%	6%	3%
Women+	Population	n/a	46,800	48,700	49,800	52,300
Employment	Full-time	n/a	30%	30%	34%	37%
	Part-time	n/a	12%	12%	11%	10%
	Work at home	n/a	2%	2%	2%	5%
	Student	n/a	20%	17%	19%	20%
	Licensed	n/a	65%	65%	68%	71%
	Transit pass	n/a	5%	5%	6%	5%

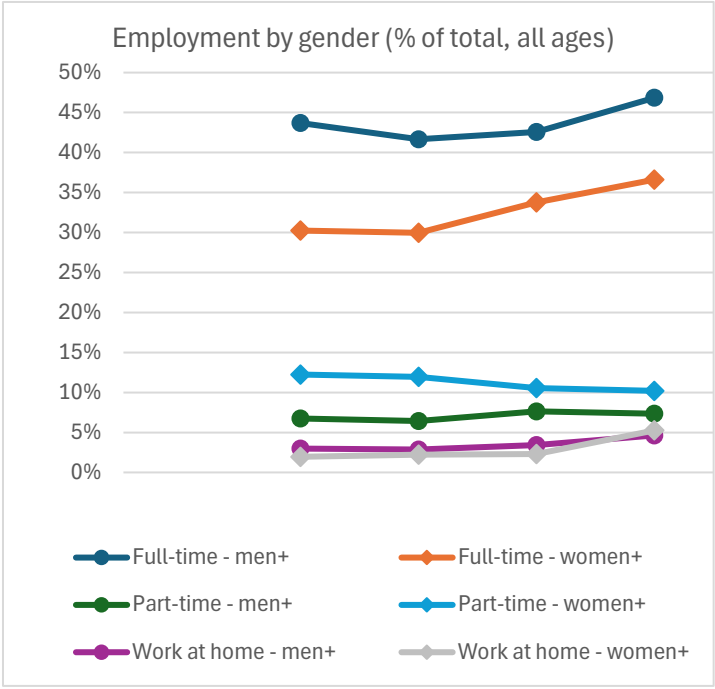

Expanded survey estimates (#)
120,000
100,000
80,000
60,000
40,000
20,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
30,000
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

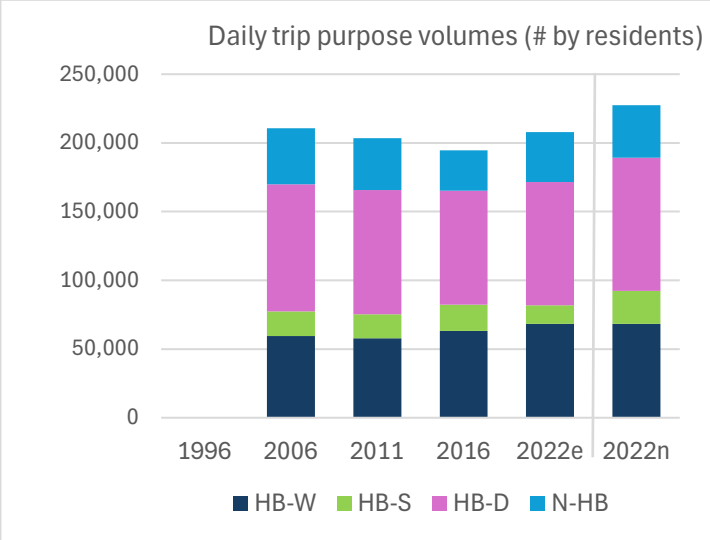

Employment by gender (% of total, all ages)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

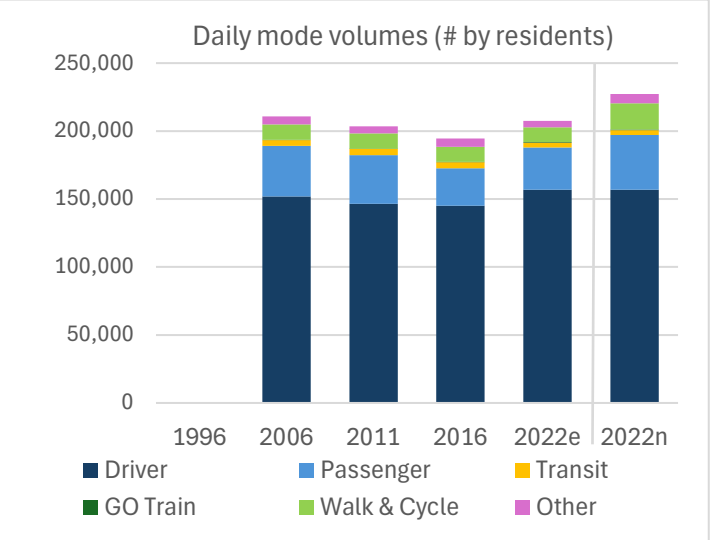
Daily Trips Made by Residents of Brantford

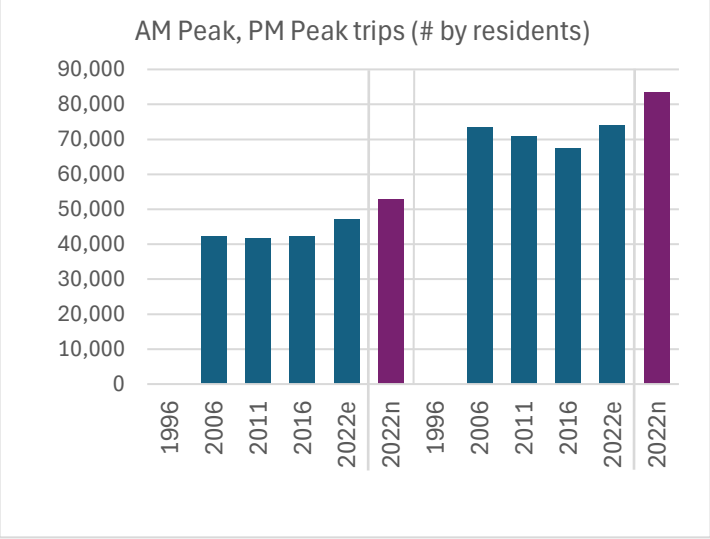
24 Hour Trips

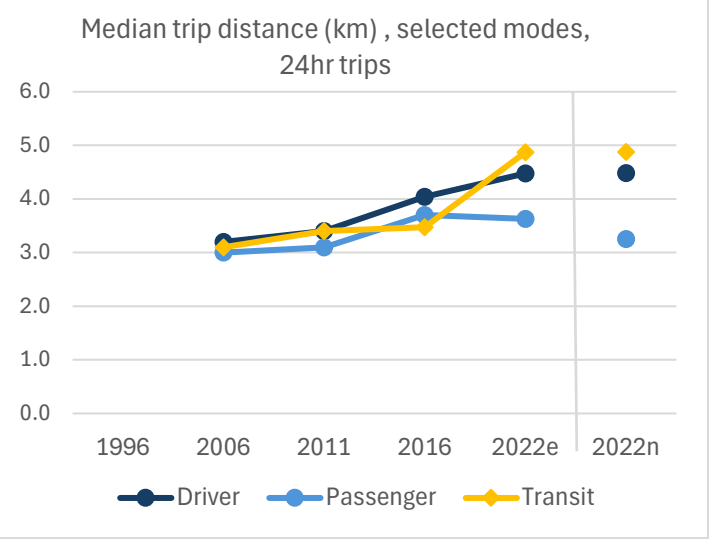
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	210,800	203,500	194,500	207,800	227,400
Purpose	HB-W	n/a	28%	28%	32%	33%	30%
	HB-S	n/a	9%	8%	10%	7%	11%
	HB-D	n/a	44%	45%	43%	43%	43%
	N-HB	n/a	19%	19%	15%	17%	17%
Mode	Driver	n/a	72%	72%	75%	75%	69%
	Passenger	n/a	18%	18%	14%	15%	18%
	Transit	n/a	2%	2%	2%	2%	2%
	GO Train	n/a	0%	0%	0%	0%	0%
	Walk & Cycle	n/a	5%	6%	6%	5%	8%
	Other	n/a	3%	3%	3%	2%	3%
Median Trip Length (km)	Driver	n/a	3.2	3.4	4.0	4.5	4.5
	Passenger	n/a	3.0	3.1	3.7	3.6	3.3
	Transit	n/a	3.1	3.4	3.5	4.9	4.9
	GO Train	n/a	88.9	89.5	90.6	95.6	95.6









Trips Made by Residents of Brantford

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	42,200	41,600	42,200	47,200	52,900
	% of 24h	n/a	20.0%	20.4%	21.7%	22.7%	23.3%
AM Purpose	HB-W	n/a	48%	45%	54%	50%	44%
	HB-S	n/a	20%	19%	19%	14%	22%
	HB-D	n/a	20%	24%	20%	25%	23%
	N-HB	n/a	13%	12%	8%	12%	11%
AM Mode	Driver	n/a	69%	72%	72%	73%	65%
	Passenger	n/a	13%	12%	10%	12%	16%
	Transit	n/a	3%	2%	3%	1%	1%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	10%	9%	9%	8%	11%
	Other	n/a	6%	5%	6%	4%	6%
Median Trip Length (km) AM	Driver	n/a	3.9	4.0	5.0	5.2	5.2
	Passenger	n/a	2.9	2.4	3.1	3.1	2.1
	Transit	n/a	3.1	3.4	3.3	8.0	8.0
	GO Train	n/a	*	*	*	95.9	95.9

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

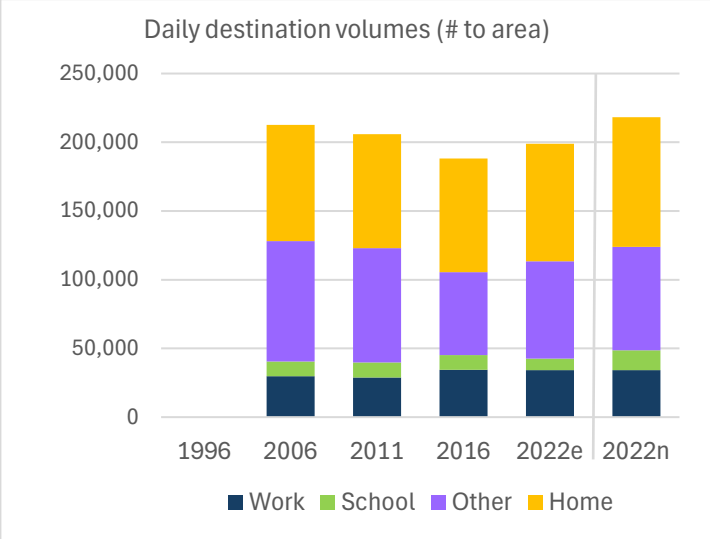
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	73,300	70,700	67,500	73,900	83,300
	% of 24h	n/a	34.8%	34.7%	34.7%	35.6%	36.6%
PM Purpose	HB-W	n/a	30%	30%	33%	32%	29%
	HB-S	n/a	11%	10%	11%	7%	12%
	HB-D	n/a	41%	42%	40%	42%	41%
	N-HB	n/a	18%	19%	16%	19%	18%
PM Mode	Driver	n/a	70%	71%	74%	75%	66%
	Passenger	n/a	18%	18%	15%	16%	20%
	Transit	n/a	2%	2%	2%	2%	2%
	GO Train	n/a	0%	0%	0%	0%	0%
	Walk & Cycle	n/a	7%	7%	6%	5%	9%
	Other	n/a	3%	3%	3%	2%	3%
Median Trip Length (km)	Driver	n/a	3.5	3.7	4.3	4.6	4.6
	Passenger	n/a	3.1	3.3	3.2	3.4	2.9
	Transit	n/a	4.0	3.4	3.6	4.6	4.6
	GO Train	n/a	*	*	90.3	95.9	95.9

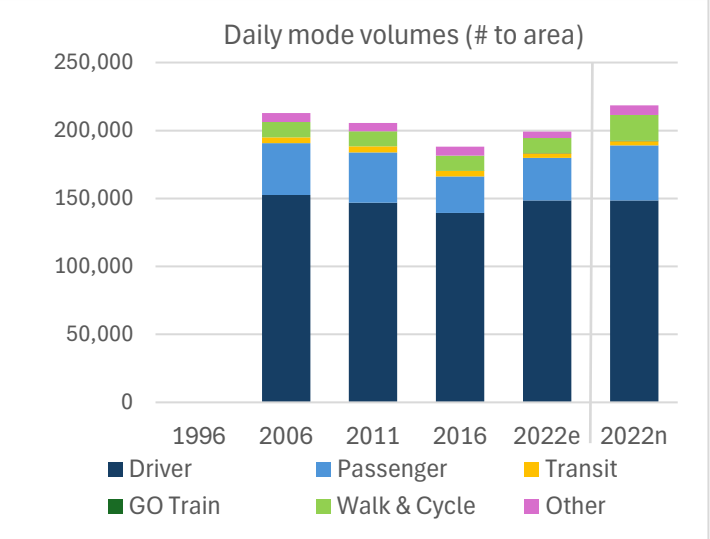
Daily Trips to Brantford Made by Residents of the TTS Area

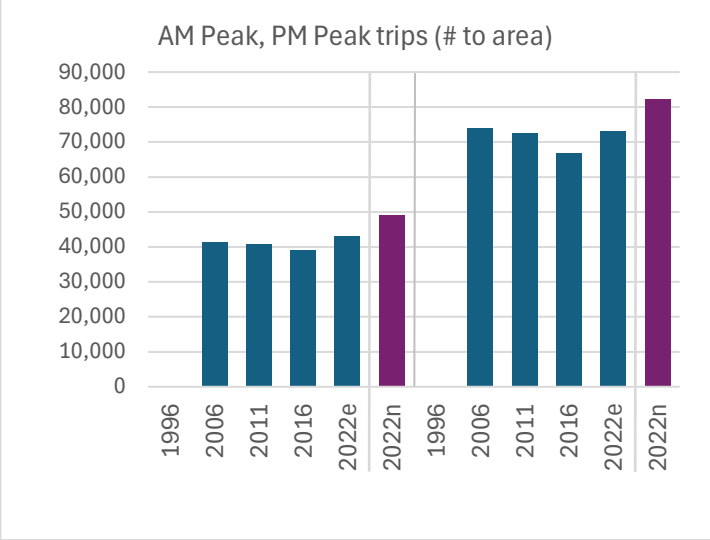
24 Hour Trips

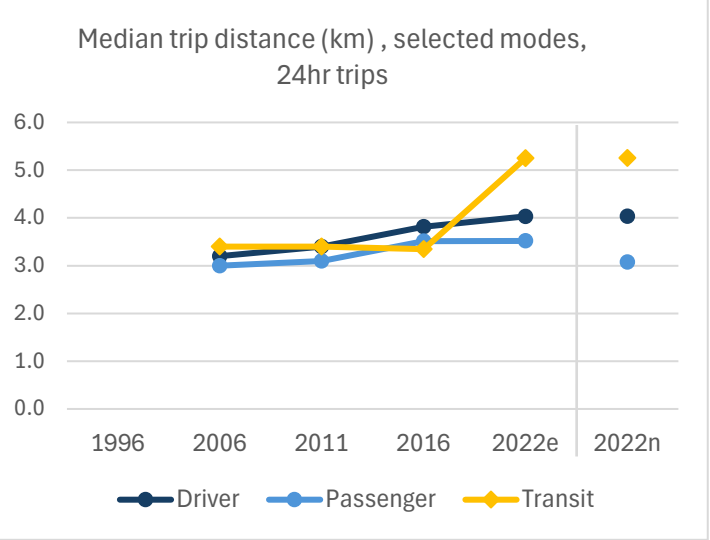
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	212,800	205,800	188,200	199,000	218,300
Purpose (destination)	Work	n/a	14%	14%	18%	17%	16%
	School	n/a	5%	5%	6%	4%	7%
	Other	n/a	41%	40%	32%	36%	34%
	Home	n/a	40%	40%	44%	43%	43%
Mode	Driver	n/a	72%	71%	74%	75%	68%
	Passenger	n/a	18%	18%	14%	16%	19%
	Transit	n/a	2%	2%	2%	2%	1%
	GO Train	n/a	*	*	0%	0%	0%
	Walk & Cycle	n/a	5%	5%	6%	6%	9%
	Other	n/a	3%	3%	4%	2%	3%
Median Trip Length (km)	Driver	n/a	3.2	3.4	3.8	4.0	4.0
	Passenger	n/a	3.0	3.1	3.5	3.5	3.1
	Transit	n/a	3.4	3.4	3.3	5.3	5.3
	GO Train	n/a	*	*	90.6	94.5	94.5









Daily Trips to Brantford Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

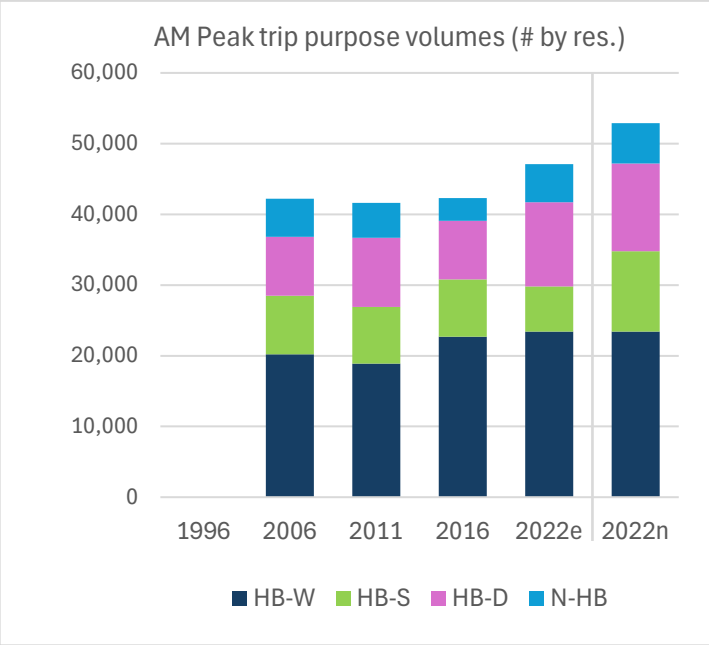
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	41,300	40,700	39,100	43,100	49,000
	% of 24h	n/a	19.4%	19.8%	20.8%	21.6%	22.5%
AM Purpose (destination)	Work	n/a	46%	44%	53%	49%	43%
	School	n/a	23%	24%	23%	17%	26%
	Other	n/a	24%	25%	17%	26%	23%
	Home	n/a	7%	8%	7%	8%	7%
AM Mode	Driver	n/a	67%	69%	69%	71%	62%
	Passenger	n/a	13%	13%	10%	15%	19%
	Transit	n/a	3%	2%	3%	1%	1%
	GO Train	n/a	*	*	0%	*	*
	Walk & Cycle	n/a	10%	9%	10%	9%	12%
	Other	n/a	7%	7%	8%	5%	7%
Median Trip Length (km) AM	Driver	n/a	3.8	3.9	4.2	4.2	4.2
	Passenger	n/a	3.1	2.5	3.1	3.1	2.5
	Transit	n/a	3.1	3.4	3.3	4.5	4.5
	GO Train	n/a	*	*	*	*	*

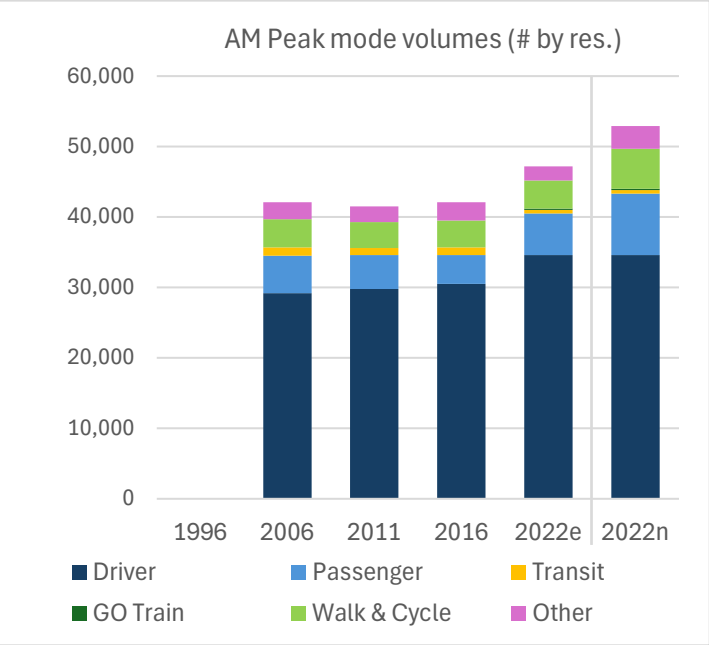
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

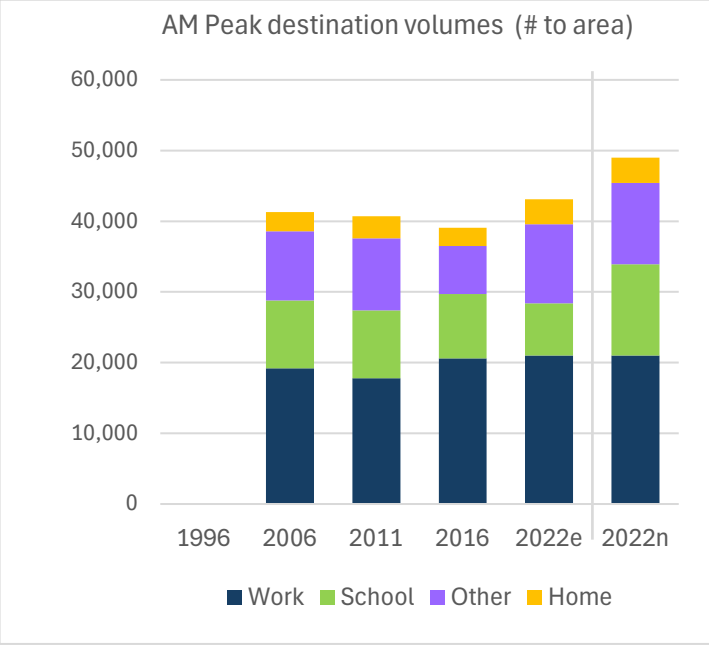
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	74,000	72,500	66,700	73,100	82,200
	% of 24h	n/a	34.8%	35.2%	35.4%	36.7%	37.6%
PM Purpose (destination)	Work	n/a	3%	3%	3%	3%	3%
	School	n/a	0%	0%	0%	*	*
	Other	n/a	38%	39%	33%	34%	33%
	Home	n/a	58%	57%	65%	62%	64%
PM Mode	Driver	n/a	70%	71%	74%	75%	66%
	Passenger	n/a	18%	17%	15%	16%	20%
	Transit	n/a	2%	2%	2%	2%	1%
	GO Train	n/a	0%	0%	0%	0%	0%
	Walk & Cycle	n/a	7%	7%	6%	5%	9%
	Other	n/a	3%	3%	3%	2%	3%
Median Trip Length (km)	Driver	*	3.5	3.5	4.1	4.2	4.2
	Passenger	*	3.1	3.2	3.2	3.2	2.7
	Transit	*	4.0	3.5	3.5	4.6	4.6
	GO Train	*	*	*	90.3	95.9	95.9

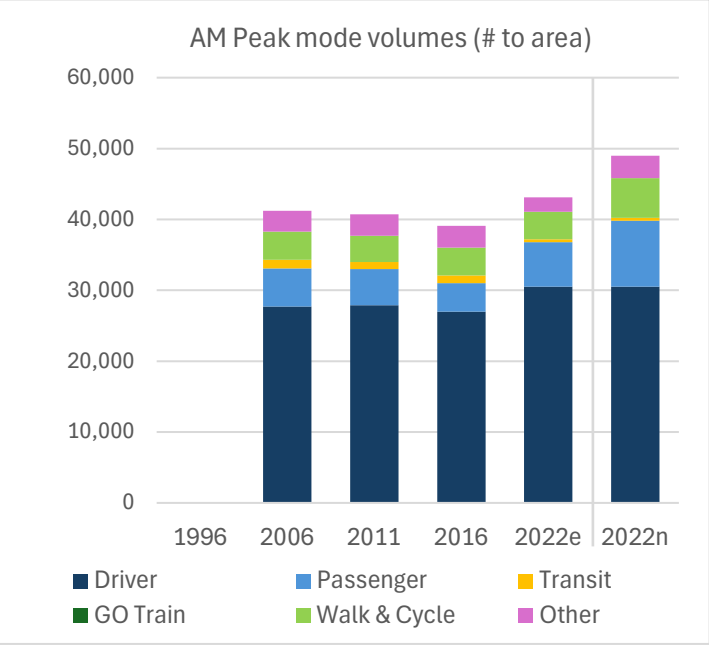
AM Peak Trips Made by Residents of Brantford





AM Peak Trips to Brantford Made by Residents of the TTS Area

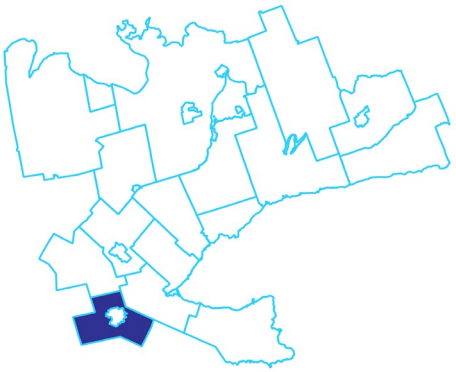


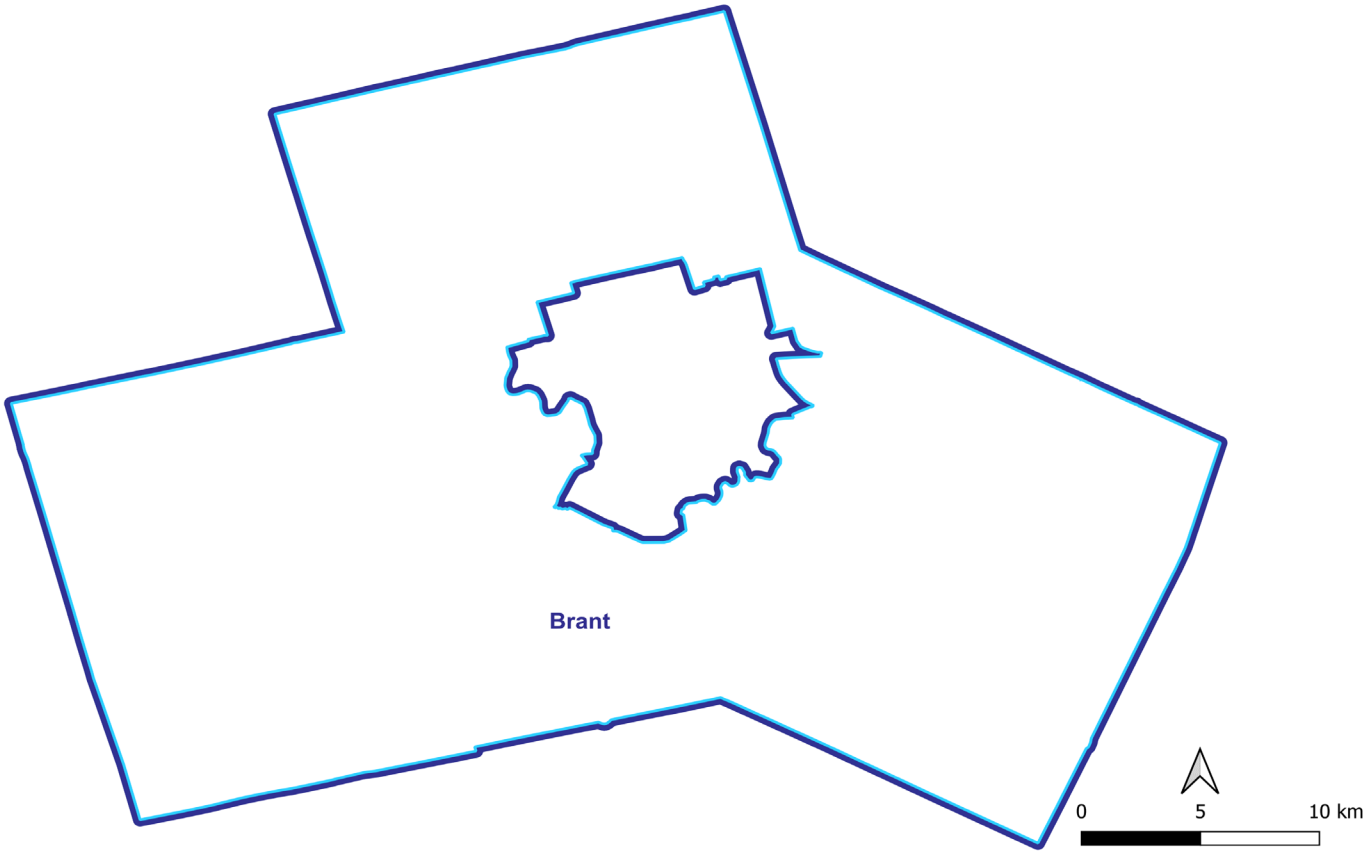


transportationtomorrow
SURVEY 2022

Travel Summary

County of Brant

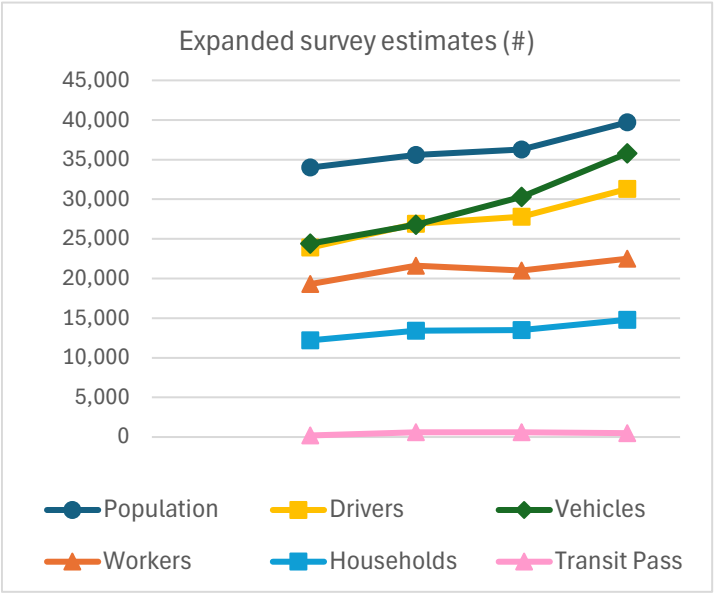


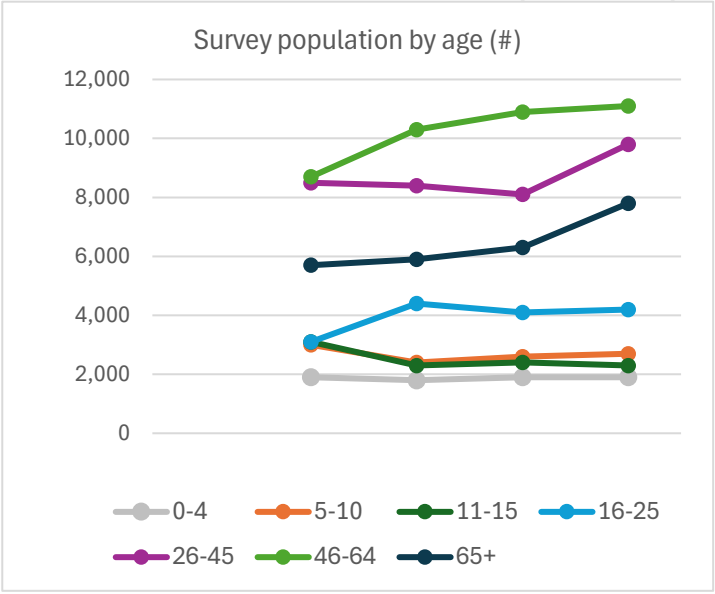


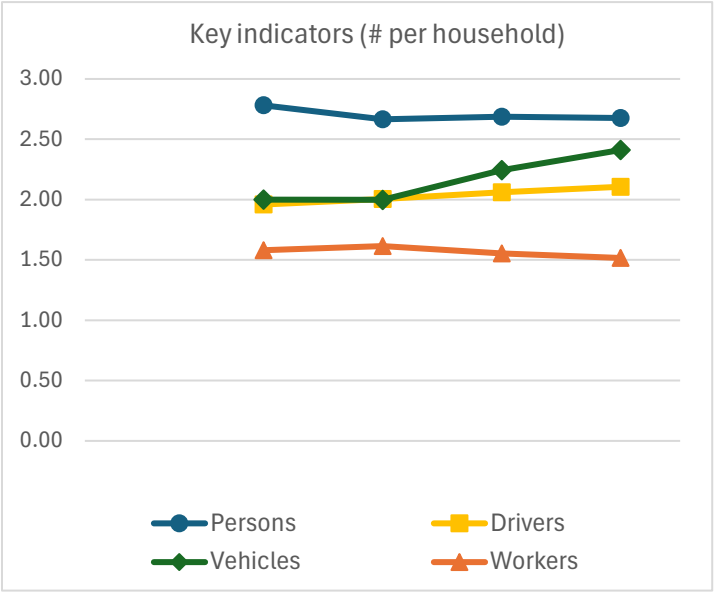
Households surveyed:	611	(4.1% sampling rate)
Household members surveyed:	1,415	
Margin of error (MOE) for household-level survey results:	±5.5%	
Margin of error (MOE) for person-level survey results:	±3.5%	

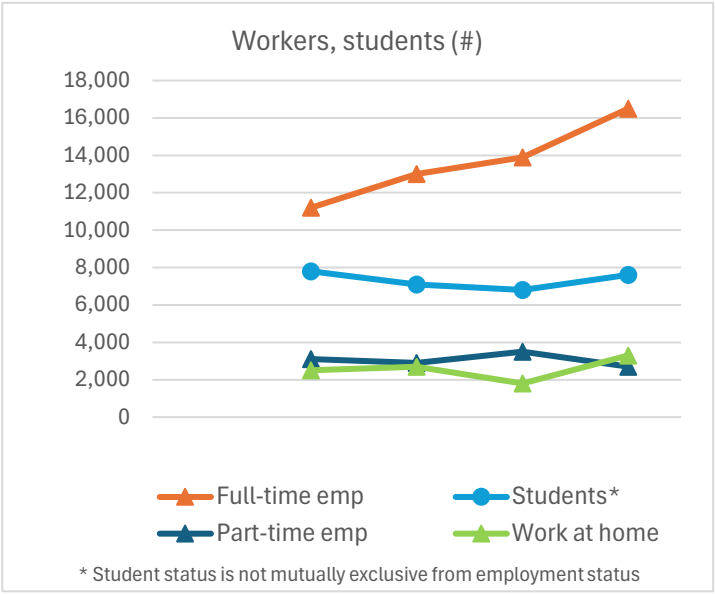
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

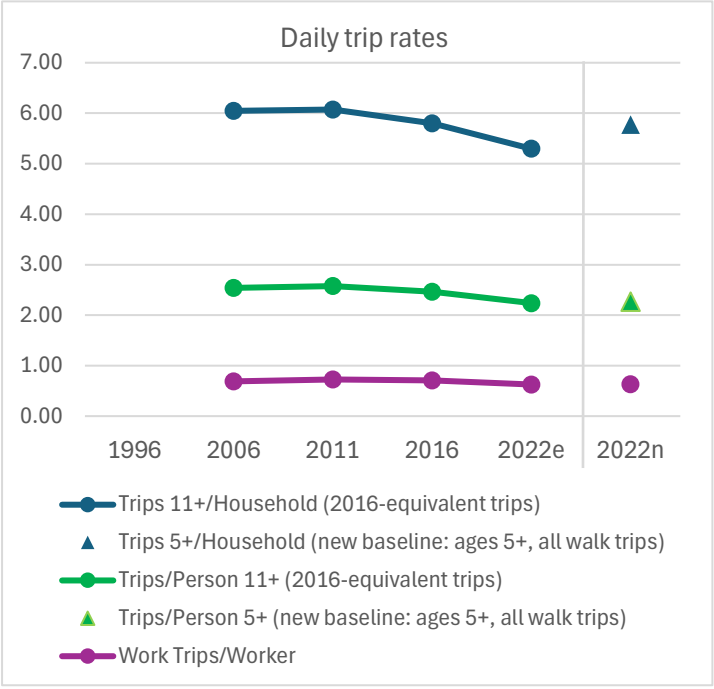
		1996	2006	2011	2016	2022
Households		n/a	12,200	13,400	13,500	14,800
Dwelling Type	House	n/a	91%	92%	90%	88%
	Townhouse	n/a	1%	3%	5%	6%
	Apartment	n/a	8%	5%	5%	6%
Household Size	1	n/a	17%	13%	18%	19%
	2	n/a	37%	43%	38%	37%
	3	n/a	16%	17%	16%	16%
	4	n/a	19%	20%	18%	17%
	5+	n/a	11%	7%	10%	10%
Vehicles	0	n/a	4%	3%	3%	3%
	1	n/a	31%	23%	21%	20%
	2	n/a	43%	54%	45%	42%
	3	n/a	15%	14%	18%	21%
	4+	n/a	7%	6%	12%	14%
Household Averages	Persons	n/a	2.78	2.67	2.69	2.68
	Workers	n/a	1.58	1.61	1.55	1.52
	Drivers	n/a	1.96	2.01	2.06	2.11
	Vehicles	n/a	2.00	2.00	2.24	2.41
	Trips/Day 11+	n/a	6.05	6.07	5.80	5.30
	Trips/Day 5+	n/a	n/a	n/a	n/a	5.77
Population		n/a	34,000	35,600	36,300	39,700
Age	0-4	n/a	6%	5%	5%	5%
	5-10	n/a	9%	7%	7%	7%
	11-15	n/a	9%	7%	6%	6%
	16-25	n/a	9%	12%	11%	11%
	26-45	n/a	25%	24%	22%	25%
	46-64	n/a	26%	29%	30%	28%
	65+	n/a	17%	17%	17%	20%
	Median Age	n/a	41.3	42.9	44.1	44.0
Daily Trips/Person 11+		n/a	2.54	2.58	2.46	2.24
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.26
Daily Work Trips per Worker		n/a	0.69	0.73	0.71	0.63
Men+	Population	n/a	17,000	17,500	18,100	19,400
Employment	Full-time	n/a	39%	42%	47%	49%
	Part-time	n/a	6%	5%	8%	6%
	Work at home	n/a	9%	10%	4%	7%
	Student	n/a	25%	19%	19%	17%
	Licensed	n/a	71%	76%	76%	81%
	Transit pass	n/a	1%	1%	2%	1%
Women+	Population	n/a	17,000	18,200	18,200	20,300
Employment	Full-time	n/a	26%	31%	30%	35%
	Part-time	n/a	12%	11%	12%	8%
	Work at home	n/a	6%	6%	5%	10%
	Student	n/a	21%	21%	18%	21%
	Licensed	n/a	70%	73%	76%	76%
	Transit pass	n/a	1%	2%	1%	1%

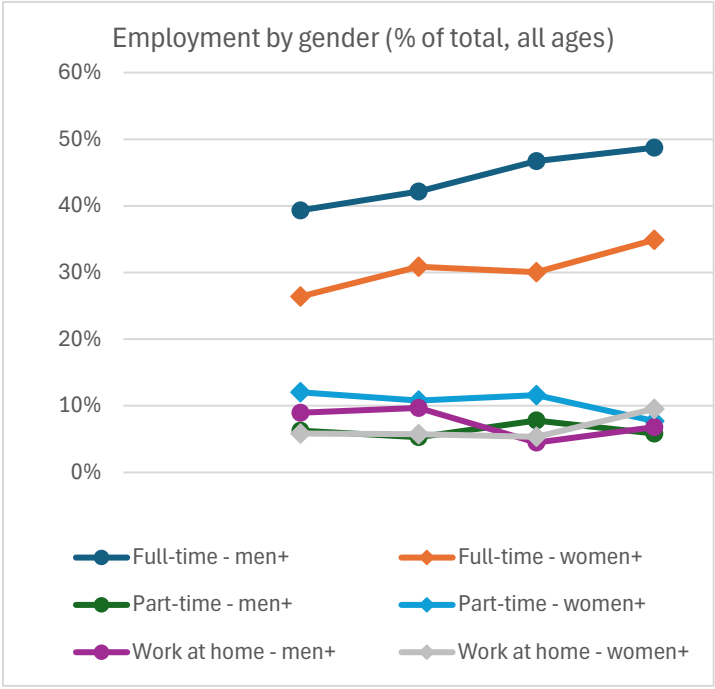

Expanded survey estimates (#)
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
12,000
10,000
8,000
6,000
4,000
2,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

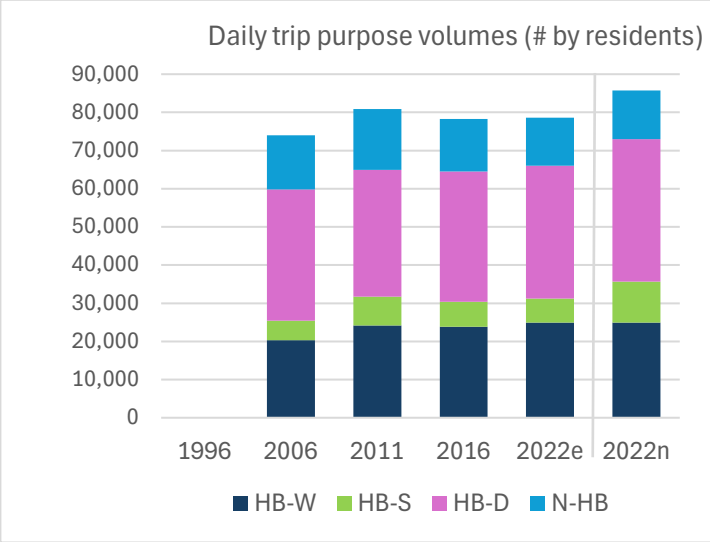

Employment by gender (% of total, all ages)
60%
50%
40%
30%
20%
10%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

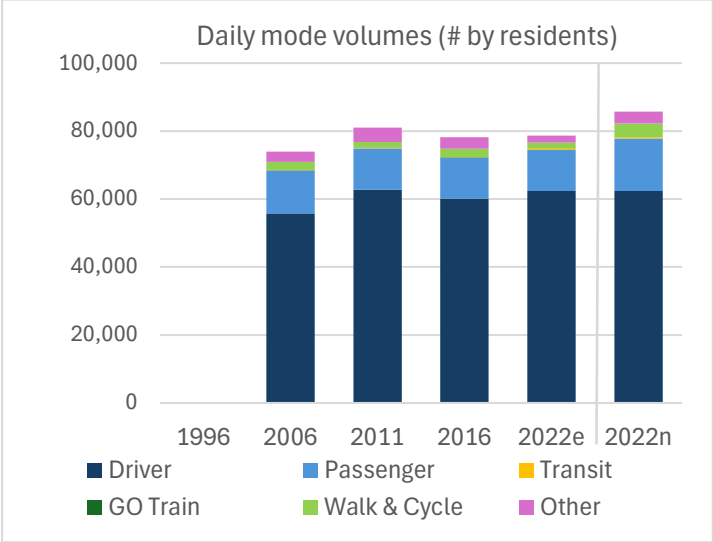
Daily Trips Made by Residents of Brant

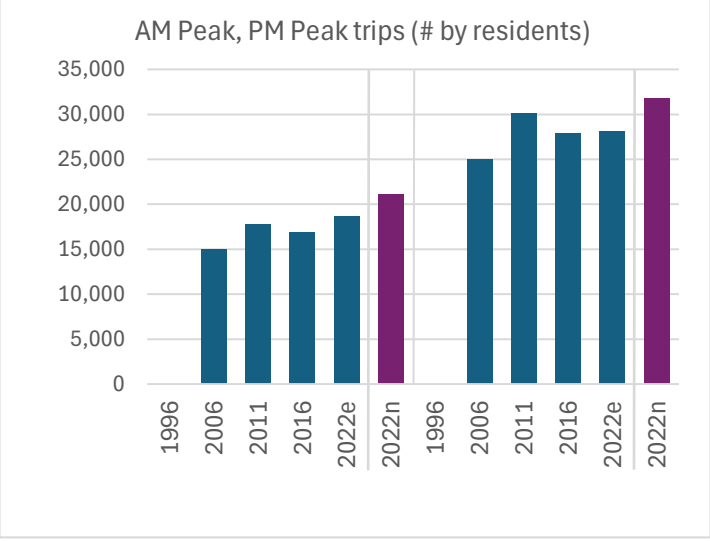
24 Hour Trips

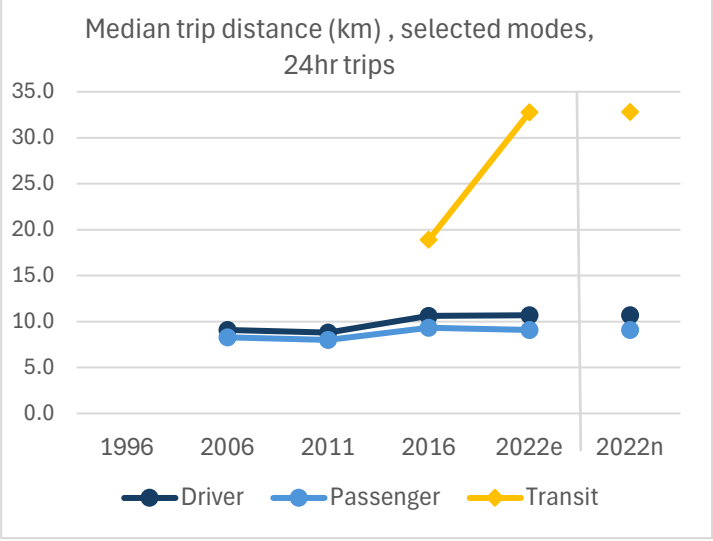
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	74,000	80,900	78,300	78,600	85,700
Purpose	HB-W	n/a	27%	30%	30%	32%	29%
	HB-S	n/a	7%	9%	8%	8%	13%
	HB-D	n/a	47%	41%	44%	44%	44%
	N-HB	n/a	19%	20%	18%	16%	15%
Mode	Driver	n/a	75%	77%	77%	79%	73%
	Passenger	n/a	17%	15%	15%	15%	18%
	Transit	n/a	0%	0%	0%	0%	0%
	GO Train	n/a	0%	0%	0%	*	*
	Walk & Cycle	n/a	3%	2%	3%	2%	5%
	Other	n/a	4%	5%	4%	3%	4%
Median Trip Length (km)	Driver	n/a	9.1	8.8	10.6	10.7	10.7
	Passenger	n/a	8.3	8.0	9.3	9.1	9.1
	Transit	n/a	*	*	18.9	32.8	32.8
	GO Train	n/a	96.1	95.8	84.6	*	*









Trips Made by Residents of Brant

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	15,000	17,800	16,900	18,700	21,100
	% of 24h	n/a	20.3%	22.0%	21.6%	23.8%	24.6%
AM Purpose	HB-W	n/a	53%	49%	50%	45%	40%
	HB-S	n/a	17%	20%	18%	17%	26%
	HB-D	n/a	21%	20%	23%	27%	25%
	N-HB	n/a	10%	11%	9%	11%	10%
AM Mode	Driver	n/a	75%	76%	74%	76%	68%
	Passenger	n/a	10%	9%	10%	14%	18%
	Transit	n/a	*	*	0%	1%	1%
	GO Train	n/a	*	*	0%	*	*
	Walk & Cycle	n/a	5%	3%	5%	4%	5%
	Other	n/a	9%	11%	11%	5%	8%
Median Trip Length (km) AM	Driver	n/a	11.0	11.0	12.2	11.1	11.1
	Passenger	n/a	8.2	6.3	10.7	8.9	8.8
	Transit	n/a	*	*	18.9	*	*
	GO Train	n/a	*	*	*	*	*

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

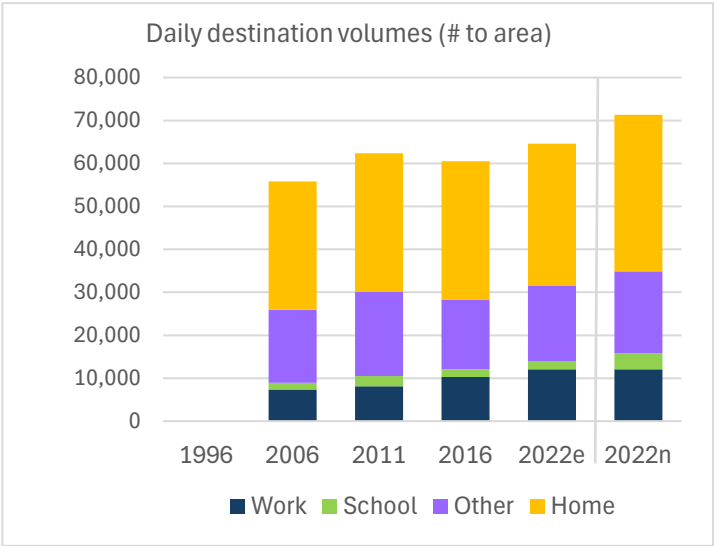
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	25,000	30,100	27,900	28,100	31,800
	% of 24h	n/a	33.8%	37.2%	35.6%	35.8%	37.1%
PM Purpose	HB-W	n/a	30%	31%	32%	33%	29%
	HB-S	n/a	9%	10%	10%	10%	15%
	HB-D	n/a	43%	38%	40%	43%	42%
	N-HB	n/a	18%	20%	18%	14%	13%
PM Mode	Driver	n/a	73%	76%	75%	76%	67%
	Passenger	n/a	17%	15%	16%	17%	21%
	Transit	n/a	0%	0%	0%	1%	1%
	GO Train	n/a	0%	0%	0%	*	*
	Walk & Cycle	n/a	4%	2%	4%	3%	6%
	Other	n/a	6%	6%	5%	4%	5%
Median Trip Length (km)	Driver	n/a	10.4	9.8	11.4	10.9	10.9
	Passenger	n/a	9.9	7.9	10.4	9.5	9.7
	Transit	n/a	*	*	*	*	*
	GO Train	n/a	*	*	74.8	*	*

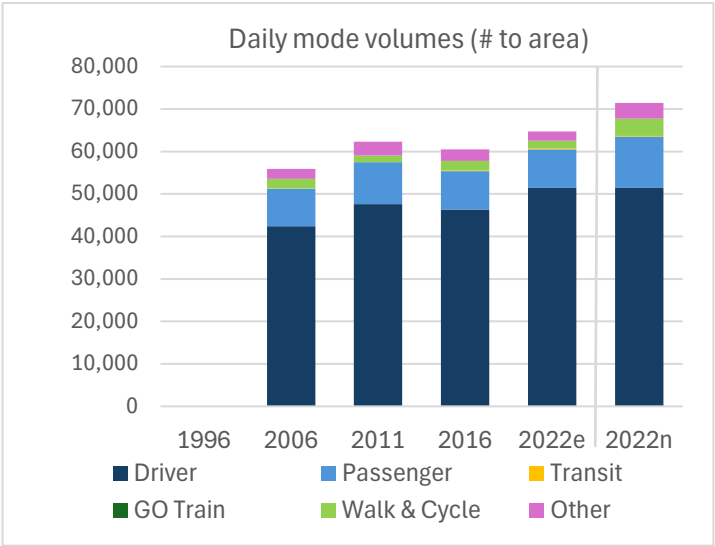
Daily Trips to Brant Made by Residents of the TTS Area

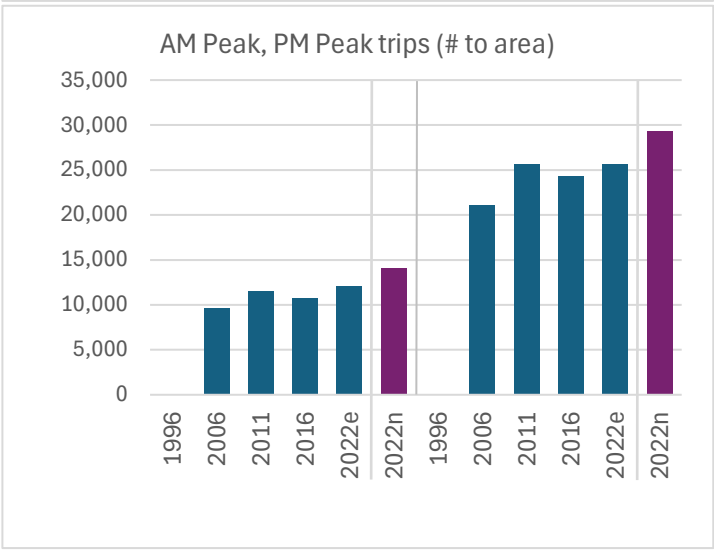
24 Hour Trips

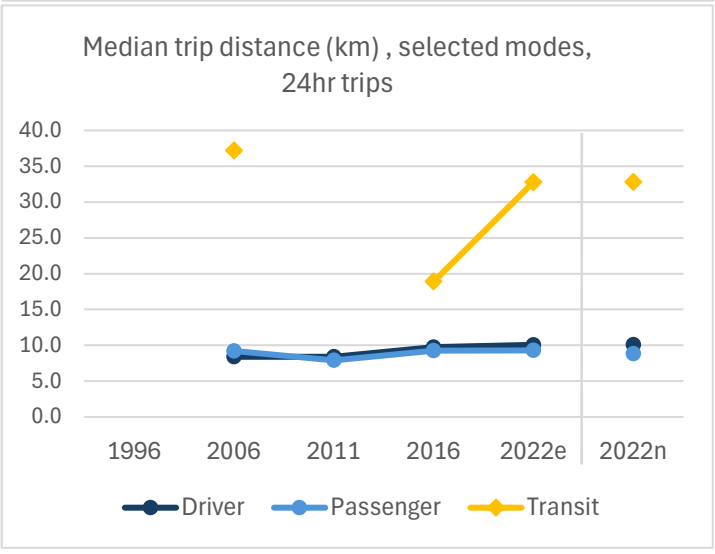
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	55,800	62,400	60,600	64,600	71,400
Purpose (destination)	Work	n/a	13%	13%	17%	19%	17%
	School	n/a	3%	4%	3%	3%	5%
	Other	n/a	30%	31%	27%	27%	27%
	Home	n/a	53%	52%	53%	51%	51%
Mode	Driver	n/a	76%	76%	76%	80%	72%
	Passenger	n/a	16%	16%	15%	14%	17%
	Transit	n/a	0%	*	0%	0%	0%
	GO Train	n/a	*	*	0%	*	*
	Walk & Cycle	n/a	4%	3%	4%	3%	6%
	Other	n/a	4%	5%	4%	3%	5%
Median Trip Length (km)	Driver	n/a	8.4	8.4	9.7	10.1	10.1
	Passenger	n/a	9.2	7.9	9.3	9.3	8.8
	Transit	n/a	37.2	*	18.9	32.8	32.8
	GO Train	n/a	*	*	86.7	*	*









Daily Trips to Brant Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

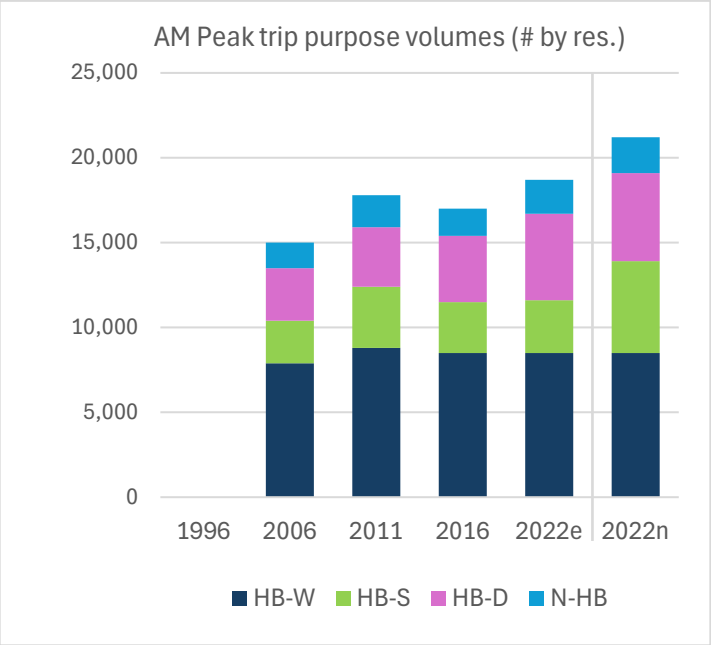
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	9,600	11,500	10,700	12,100	14,100
	% of 24h	n/a	17.2%	18.4%	17.7%	18.8%	19.8%
AM Purpose (destination)	Work	n/a	57%	50%	53%	55%	48%
	School	n/a	16%	20%	16%	15%	26%
	Other	n/a	20%	22%	22%	18%	16%
	Home	n/a	8%	7%	9%	11%	10%
AM Mode	Driver	n/a	76%	74%	72%	79%	68%
	Passenger	n/a	8%	11%	9%	8%	11%
	Transit	n/a	*	*	*	0%	0%
	GO Train	n/a	*	*	*	*	*
	Walk & Cycle	n/a	8%	5%	8%	5%	8%
	Other	n/a	7%	11%	10%	7%	13%
Median Trip Length (km) AM	Driver	n/a	8.1	8.1	7.9	8.8	8.8
	Passenger	n/a	6.9	4.9	4.3	4.2	3.0
	Transit	n/a	*	*	*	*	*
	GO Train	n/a	*	*	*	*	*

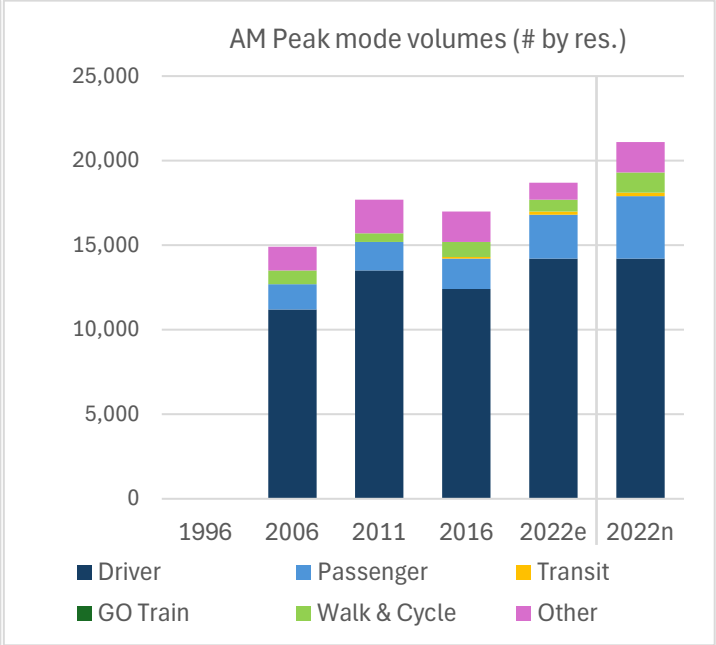
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

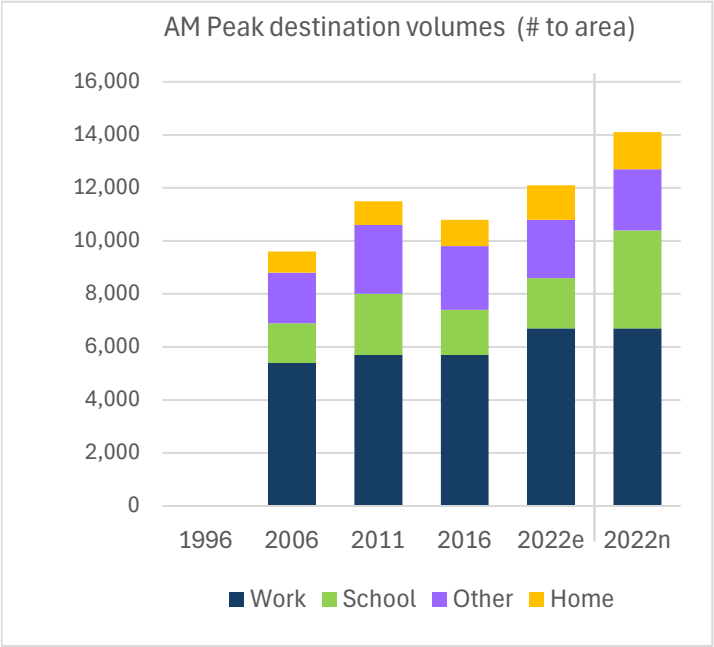
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	21,100	25,600	24,300	25,600	29,300
	% of 24h	n/a	37.8%	41.0%	40.2%	39.6%	41.1%
PM Purpose (destination)	Work	n/a	2%	1%	2%	3%	3%
	School	n/a	*	*	0%	*	*
	Other	n/a	27%	28%	28%	24%	24%
	Home	n/a	71%	71%	71%	73%	73%
PM Mode	Driver	n/a	73%	75%	75%	77%	67%
	Passenger	n/a	15%	15%	15%	15%	20%
	Transit	n/a	0%	0%	0%	1%	1%
	GO Train	n/a	0%	0%	0%	*	*
	Walk & Cycle	n/a	5%	3%	4%	3%	6%
	Other	n/a	6%	7%	5%	4%	6%
Median Trip Length (km)	Driver	*	10.2	10.4	11.7	11.6	11.6
	Passenger	*	10.2	7.9	10.9	9.7	9.7
	Transit	*	*	*	*	*	*
	GO Train	*	*	*	*	*	*

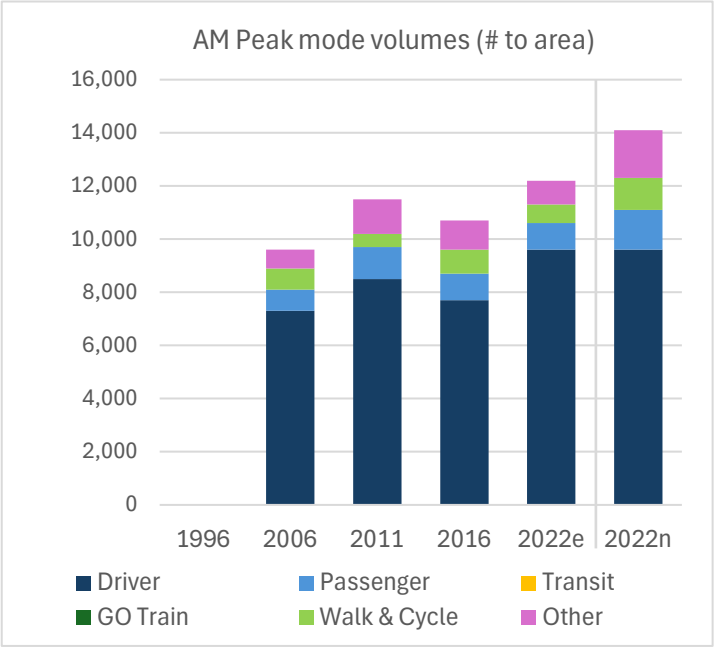
AM Peak Trips Made by Residents of Brant





AM Peak Trips to Brant Made by Residents of the TTS Area





transportationtomorrow
SURVEY 2022

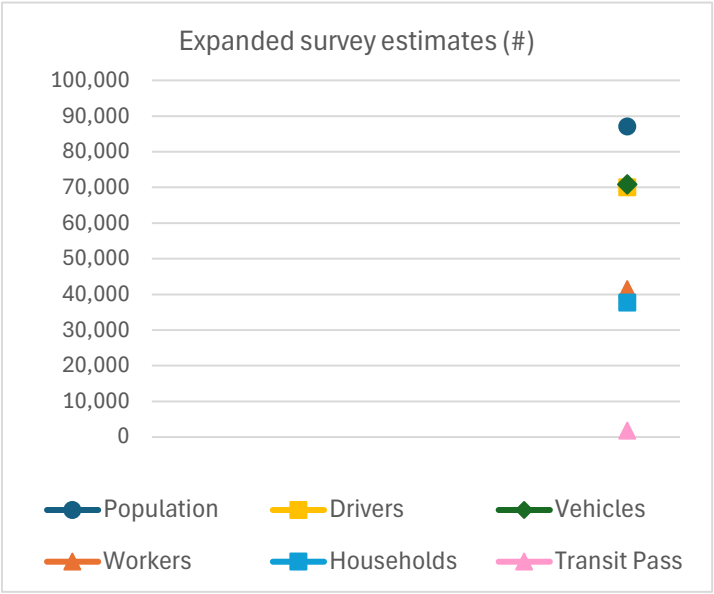
Travel Summary

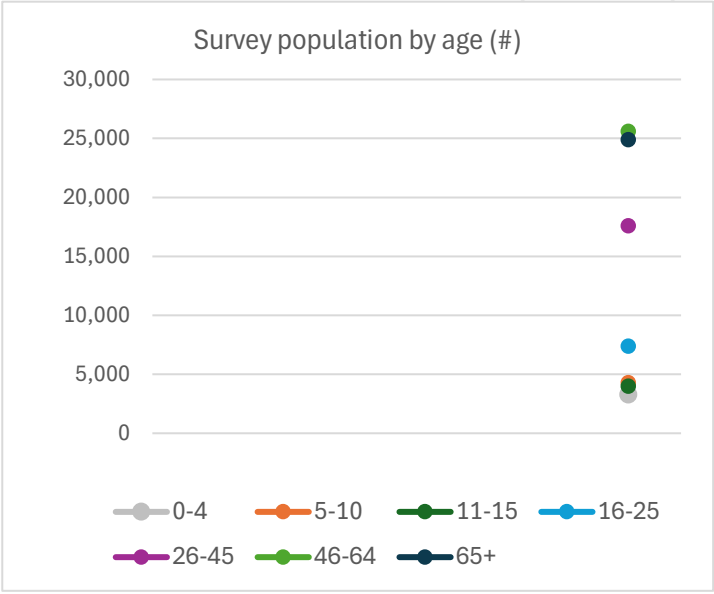
County of Northumberland

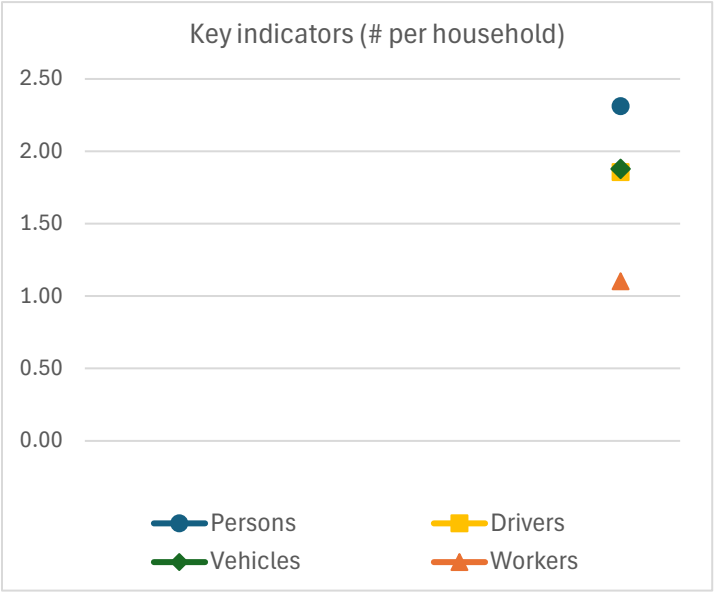
Households surveyed:	1,601 (4.2% sampling rate)
Household members surveyed:	3,252
Margin of error (MOE) for household-level survey results:	±3.5%
Margin of error (MOE) for person-level survey results:	±2.5%

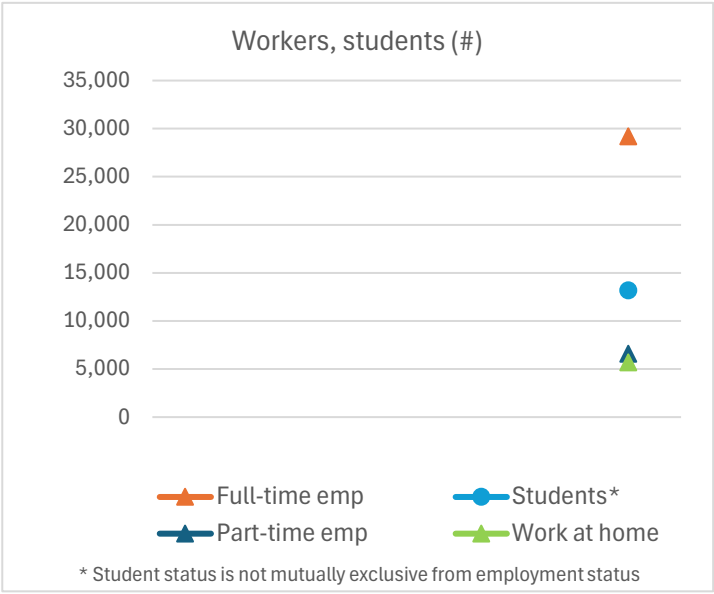
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

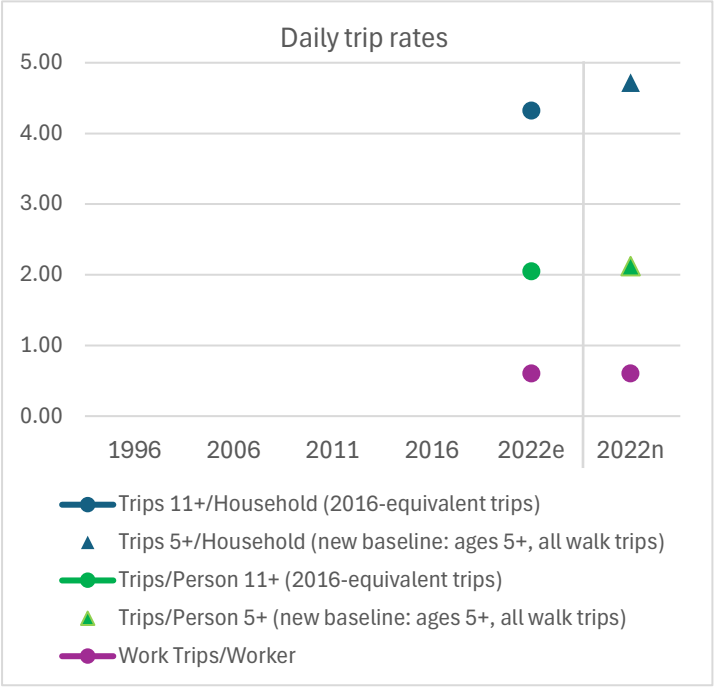
		1996	2006	2011	2016	2022
Households		n/a	n/a	n/a	n/a	37,700
Dwelling Type	House	n/a	n/a	n/a	n/a	82%
	Townhouse	n/a	n/a	n/a	n/a	5%
	Apartment	n/a	n/a	n/a	n/a	13%
Household Size	1	n/a	n/a	n/a	n/a	26%
	2	n/a	n/a	n/a	n/a	42%
	3	n/a	n/a	n/a	n/a	14%
	4	n/a	n/a	n/a	n/a	12%
	5+	n/a	n/a	n/a	n/a	6%
Vehicles	0	n/a	n/a	n/a	n/a	4%
	1	n/a	n/a	n/a	n/a	35%
	2	n/a	n/a	n/a	n/a	40%
	3	n/a	n/a	n/a	n/a	13%
	4+	n/a	n/a	n/a	n/a	7%
Household Averages	Persons	n/a	n/a	n/a	n/a	2.31
	Workers	n/a	n/a	n/a	n/a	1.10
	Drivers	n/a	n/a	n/a	n/a	1.86
	Vehicles	n/a	n/a	n/a	n/a	1.88
	Trips/Day 11+	n/a	n/a	n/a	n/a	4.32
	Trips/Day 5+	n/a	n/a	n/a	n/a	4.72
Population		n/a	n/a	n/a	n/a	87,100
Age	0-4	n/a	n/a	n/a	n/a	4%
	5-10	n/a	n/a	n/a	n/a	5%
	11-15	n/a	n/a	n/a	n/a	5%
	16-25	n/a	n/a	n/a	n/a	8%
	26-45	n/a	n/a	n/a	n/a	20%
	46-64	n/a	n/a	n/a	n/a	29%
	65+	n/a	n/a	n/a	n/a	29%
	Median Age	n/a	n/a	n/a	n/a	53.0
Daily Trips/Person 11+		n/a	n/a	n/a	n/a	2.05
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.12
Daily Work Trips per Worker		n/a	n/a	n/a	n/a	0.60
Men+	Population	n/a	n/a	n/a	n/a	41,300
Employment	Full-time	n/a	n/a	n/a	n/a	39%
	Part-time	n/a	n/a	n/a	n/a	5%
	Work at home	n/a	n/a	n/a	n/a	7%
	Student	n/a	n/a	n/a	n/a	13%
	Licensed	n/a	n/a	n/a	n/a	81%
	Transit pass	n/a	n/a	n/a	n/a	2%
Women+	Population	n/a	n/a	n/a	n/a	45,800
Employment	Full-time	n/a	n/a	n/a	n/a	29%
	Part-time	n/a	n/a	n/a	n/a	10%
	Work at home	n/a	n/a	n/a	n/a	6%
	Student	n/a	n/a	n/a	n/a	17%
	Licensed	n/a	n/a	n/a	n/a	80%
	Transit pass	n/a	n/a	n/a	n/a	2%

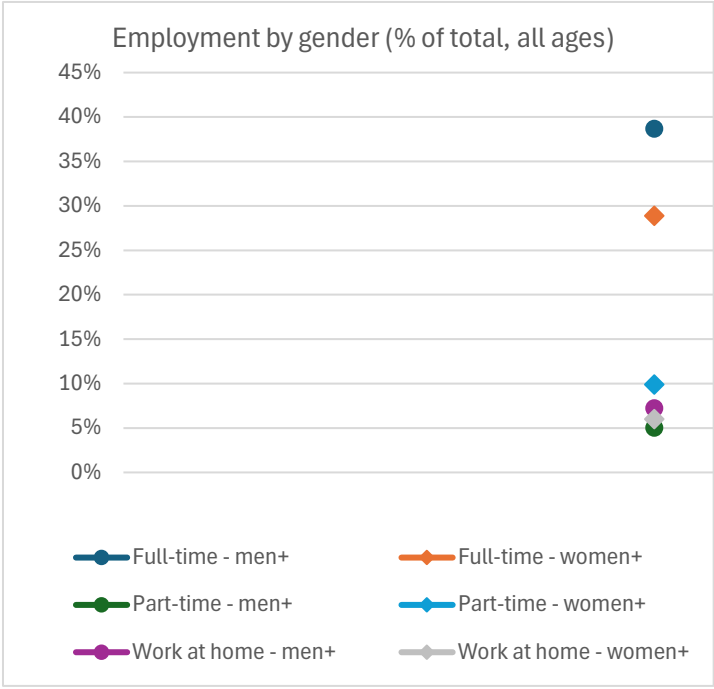

Expanded survey estimates (#)
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
30,000
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

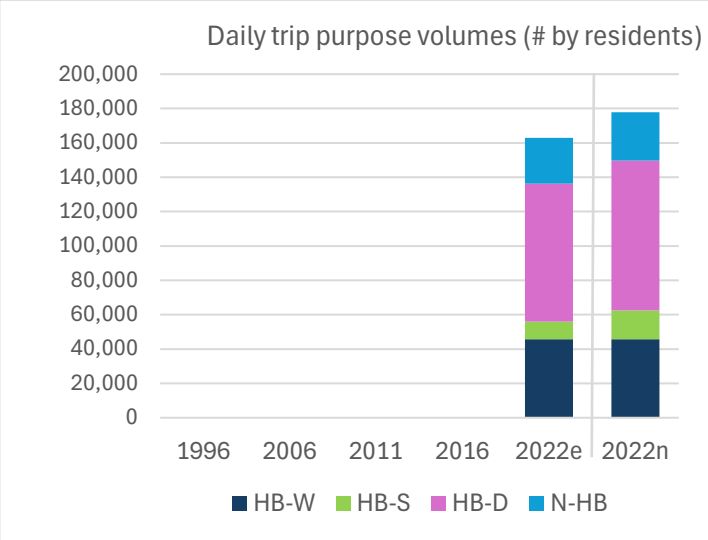

Employment by gender (% of total, all ages)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

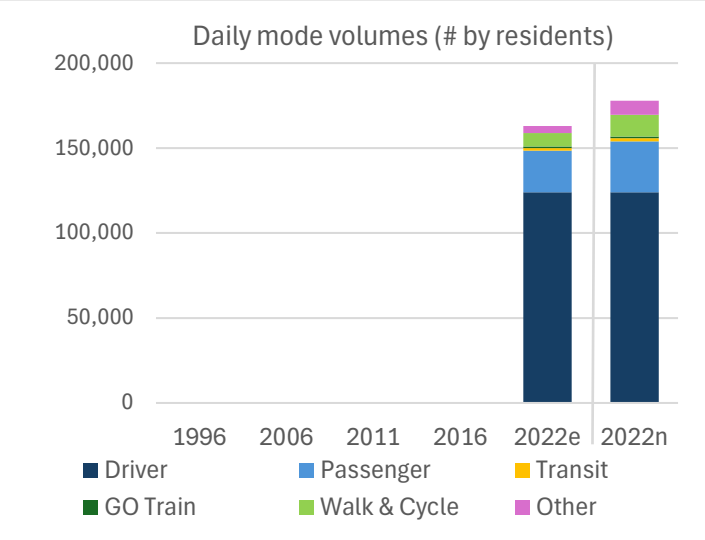
Daily Trips Made by Residents of Northumberland

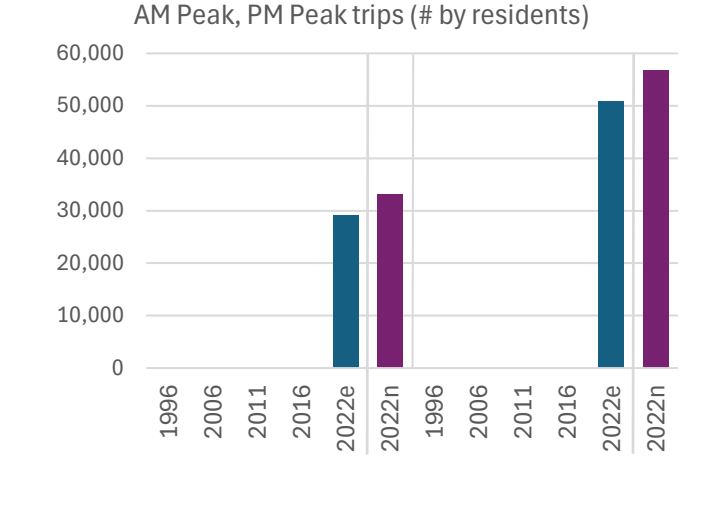
24 Hour Trips

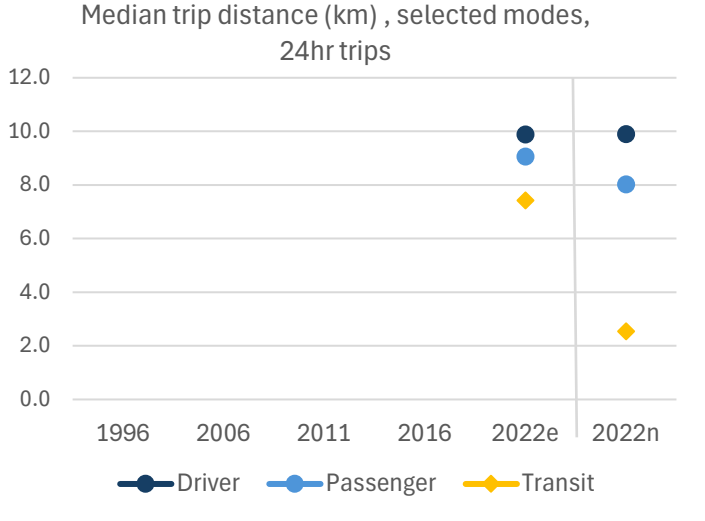
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	n/a	n/a	n/a	162,900	177,700
Purpose	HB-W	n/a	n/a	n/a	n/a	28%	26%
	HB-S	n/a	n/a	n/a	n/a	6%	9%
	HB-D	n/a	n/a	n/a	n/a	49%	49%
	N-HB	n/a	n/a	n/a	n/a	16%	16%
Mode	Driver	n/a	n/a	n/a	n/a	76%	70%
	Passenger	n/a	n/a	n/a	n/a	15%	17%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	1%	1%
	Walk & Cycle	n/a	n/a	n/a	n/a	5%	7%
	Other	n/a	n/a	n/a	n/a	2%	5%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	9.9	9.9
	Passenger	n/a	n/a	n/a	n/a	9.1	8.0
	Transit	n/a	n/a	n/a	n/a	7.4	2.5
	GO Train	n/a	n/a	n/a	n/a	106.1	106.1









Trips Made by Residents of Northumberland

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	n/a	n/a	n/a	29,200	33,200
	% of 24h	n/a	n/a	n/a	n/a	17.9%	18.7%
AM Purpose	HB-W	n/a	n/a	n/a	n/a	49%	43%
	HB-S	n/a	n/a	n/a	n/a	15%	22%
	HB-D	n/a	n/a	n/a	n/a	27%	26%
	N-HB	n/a	n/a	n/a	n/a	8%	8%
AM Mode	Driver	n/a	n/a	n/a	n/a	75%	66%
	Passenger	n/a	n/a	n/a	n/a	11%	13%
	Transit	n/a	n/a	n/a	n/a	1%	0%
	GO Train	n/a	n/a	n/a	n/a	1%	1%
	Walk & Cycle	n/a	n/a	n/a	n/a	6%	8%
	Other	n/a	n/a	n/a	n/a	6%	12%
Median Trip Length (km) AM	Driver	n/a	n/a	n/a	n/a	12.2	12.2
	Passenger	n/a	n/a	n/a	n/a	10.1	5.3
	Transit	n/a	n/a	n/a	n/a	106.1	106.1
	GO Train	n/a	n/a	n/a	n/a	106.1	106.1

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

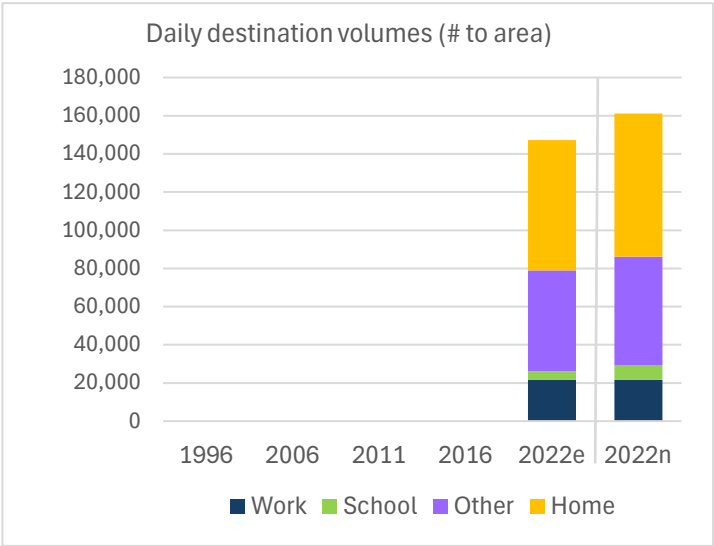
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	n/a	n/a	n/a	50,900	56,800
	% of 24h	n/a	n/a	n/a	n/a	31.2%	31.9%
PM Purpose	HB-W	n/a	n/a	n/a	n/a	31%	28%
	HB-S	n/a	n/a	n/a	n/a	4%	8%
	HB-D	n/a	n/a	n/a	n/a	48%	48%
	N-HB	n/a	n/a	n/a	n/a	17%	16%
PM Mode	Driver	n/a	n/a	n/a	n/a	77%	69%
	Passenger	n/a	n/a	n/a	n/a	15%	17%
	Transit	n/a	n/a	n/a	n/a	1%	2%
	GO Train	n/a	n/a	n/a	n/a	1%	1%
	Walk & Cycle	n/a	n/a	n/a	n/a	4%	7%
	Other	n/a	n/a	n/a	n/a	2%	6%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	10.1	10.1
	Passenger	n/a	n/a	n/a	n/a	7.9	7.6
	Transit	n/a	n/a	n/a	n/a	8.0	1.9
	GO Train	n/a	n/a	n/a	n/a	106.1	106.1

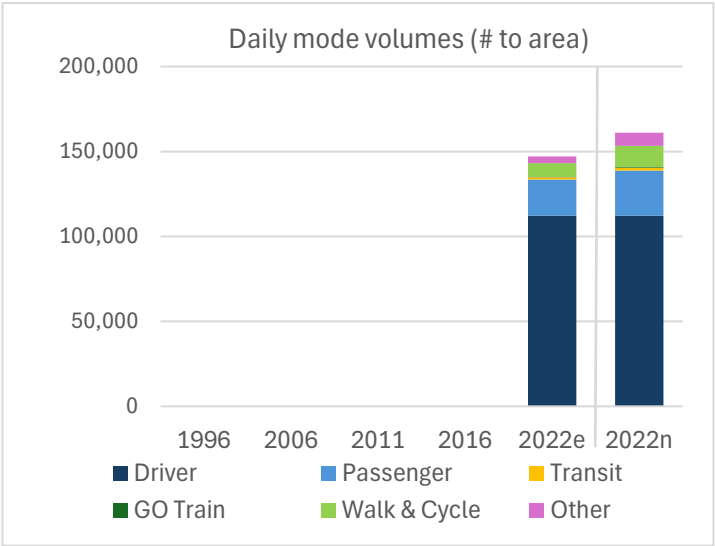
Daily Trips to Northumberland Made by Residents of the TTS Area

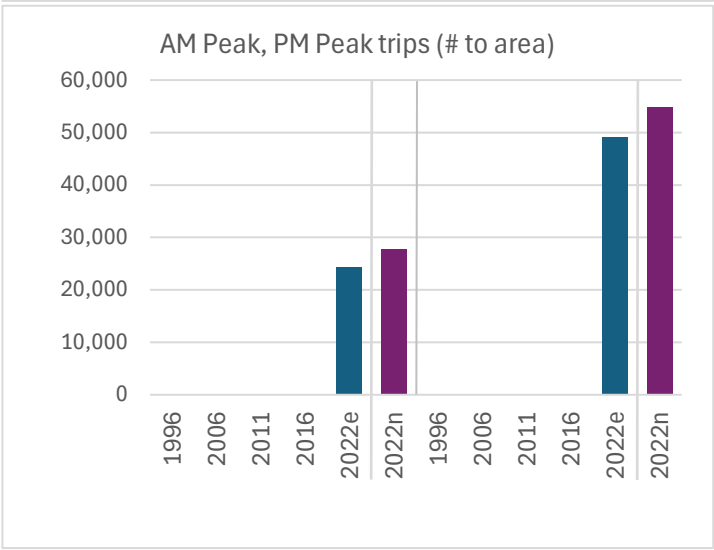
24 Hour Trips

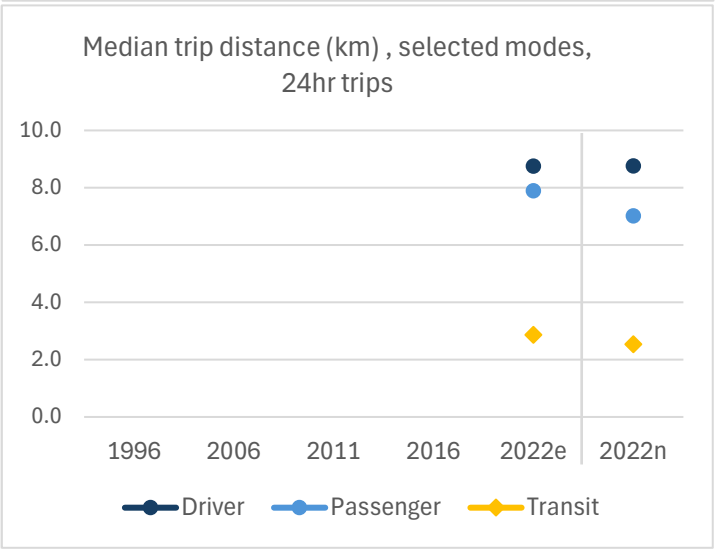
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	n/a	n/a	n/a	147,300	161,300
Purpose (destination)	Work	n/a	n/a	n/a	n/a	15%	13%
	School	n/a	n/a	n/a	n/a	3%	5%
	Other	n/a	n/a	n/a	n/a	36%	35%
	Home	n/a	n/a	n/a	n/a	46%	47%
Mode	Driver	n/a	n/a	n/a	n/a	76%	70%
	Passenger	n/a	n/a	n/a	n/a	15%	17%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	0%	0%
	Walk & Cycle	n/a	n/a	n/a	n/a	5%	8%
	Other	n/a	n/a	n/a	n/a	3%	5%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	8.8	8.8
	Passenger	n/a	n/a	n/a	n/a	7.9	7.0
	Transit	n/a	n/a	n/a	n/a	2.9	2.5
	GO Train	n/a	n/a	n/a	n/a	106.1	106.1









Daily Trips to Northumberland Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

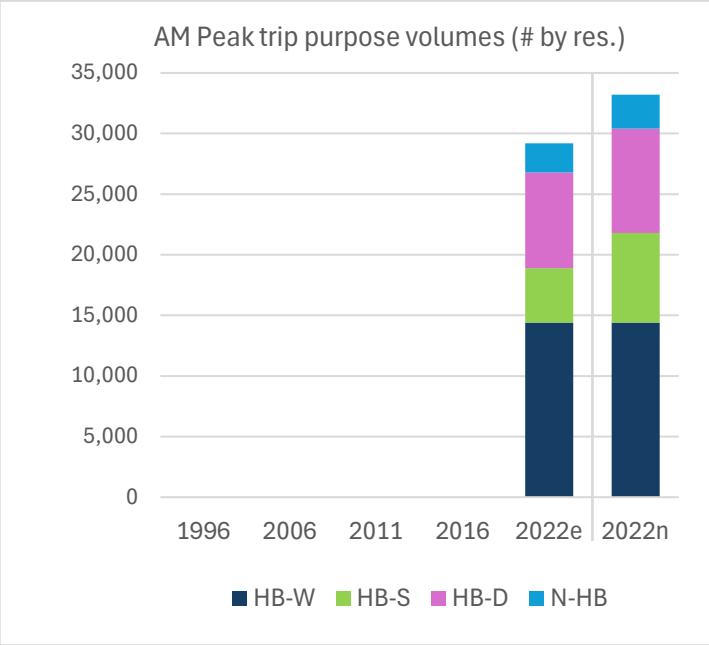
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	n/a	n/a	n/a	24,400	27,800
	% of 24h	n/a	n/a	n/a	n/a	16.6%	17.2%
AM Purpose (destination)	Work	n/a	n/a	n/a	n/a	48%	42%
	School	n/a	n/a	n/a	n/a	17%	24%
	Other	n/a	n/a	n/a	n/a	26%	25%
	Home	n/a	n/a	n/a	n/a	9%	8%
AM Mode	Driver	n/a	n/a	n/a	n/a	73%	64%
	Passenger	n/a	n/a	n/a	n/a	13%	15%
	Transit	n/a	n/a	n/a	n/a	0%	0%
	GO Train	n/a	n/a	n/a	n/a	0%	0%
	Walk & Cycle	n/a	n/a	n/a	n/a	7%	9%
	Other	n/a	n/a	n/a	n/a	7%	12%
Median Trip Length (km) AM	Driver	n/a	n/a	n/a	n/a	10.4	10.4
	Passenger	n/a	n/a	n/a	n/a	8.6	5.0
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*

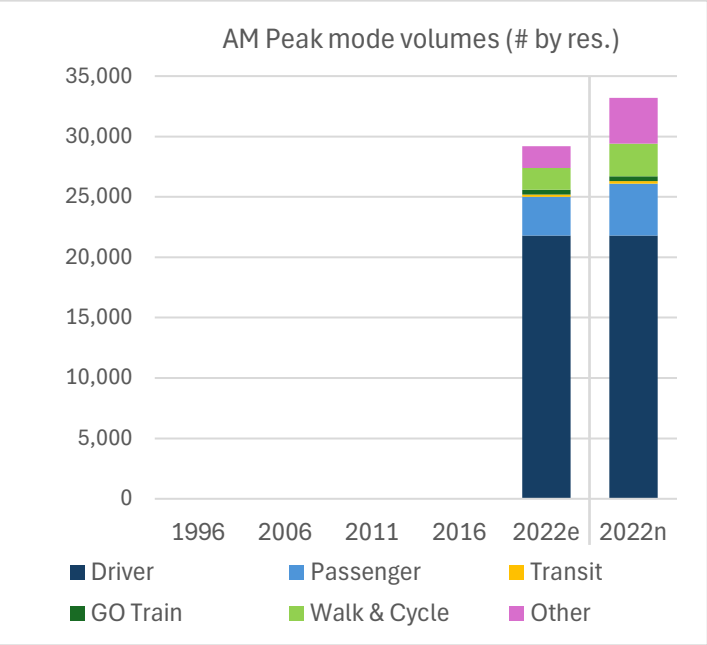
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

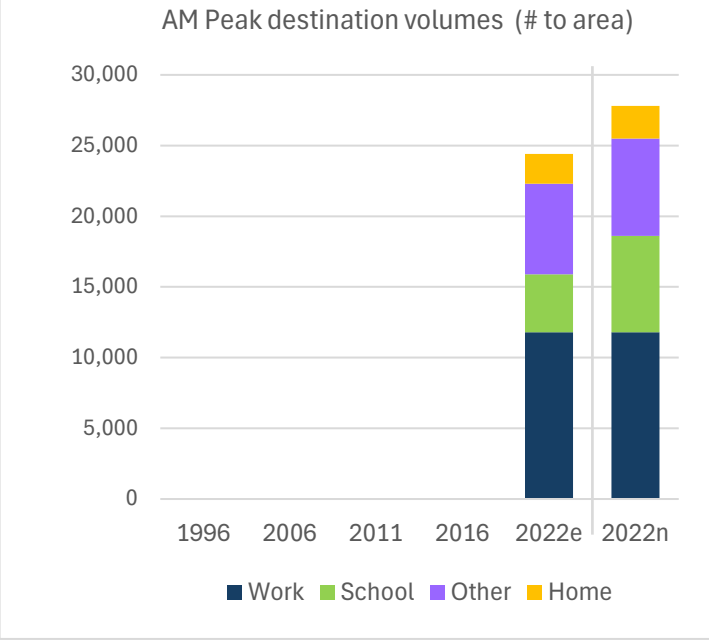
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	n/a	n/a	n/a	49,100	54,900
	% of 24h	n/a	n/a	n/a	n/a	33.4%	34.0%
PM Purpose (destination)	Work	n/a	n/a	n/a	n/a	3%	2%
	School	n/a	n/a	n/a	n/a	*	0%
	Other	n/a	n/a	n/a	n/a	31%	31%
	Home	n/a	n/a	n/a	n/a	66%	66%
PM Mode	Driver	n/a	n/a	n/a	n/a	77%	69%
	Passenger	n/a	n/a	n/a	n/a	15%	16%
	Transit	n/a	n/a	n/a	n/a	1%	2%
	GO Train	n/a	n/a	n/a	n/a	1%	1%
	Walk & Cycle	n/a	n/a	n/a	n/a	4%	7%
	Other	n/a	n/a	n/a	n/a	3%	6%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	10.1	10.1
	Passenger	n/a	n/a	n/a	n/a	7.9	7.6
	Transit	n/a	n/a	n/a	n/a	8.0	1.9
	GO Train	n/a	n/a	n/a	n/a	106.1	106.1

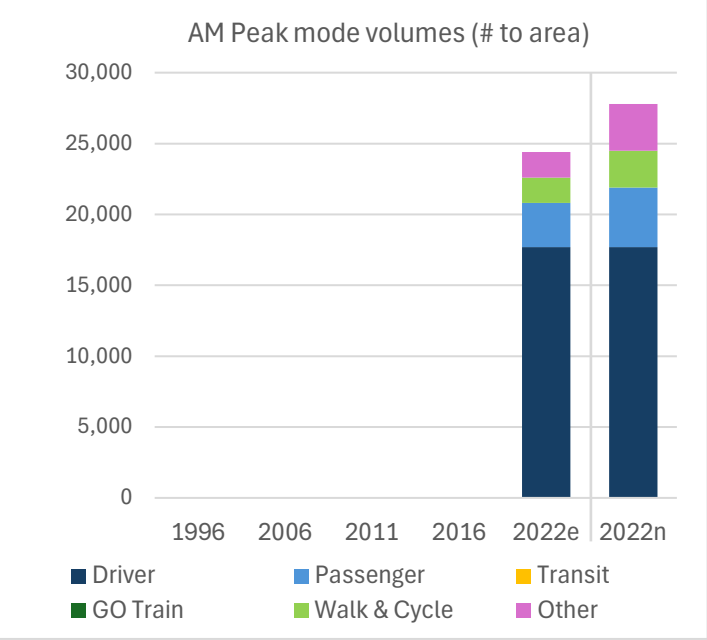
AM Peak Trips Made by Residents of Northumberland





AM Peak Trips to Northumberland Made by Residents of the TTS Area

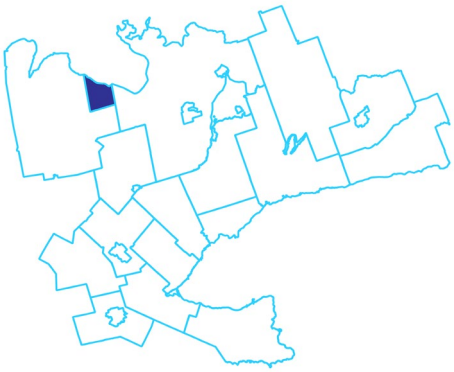


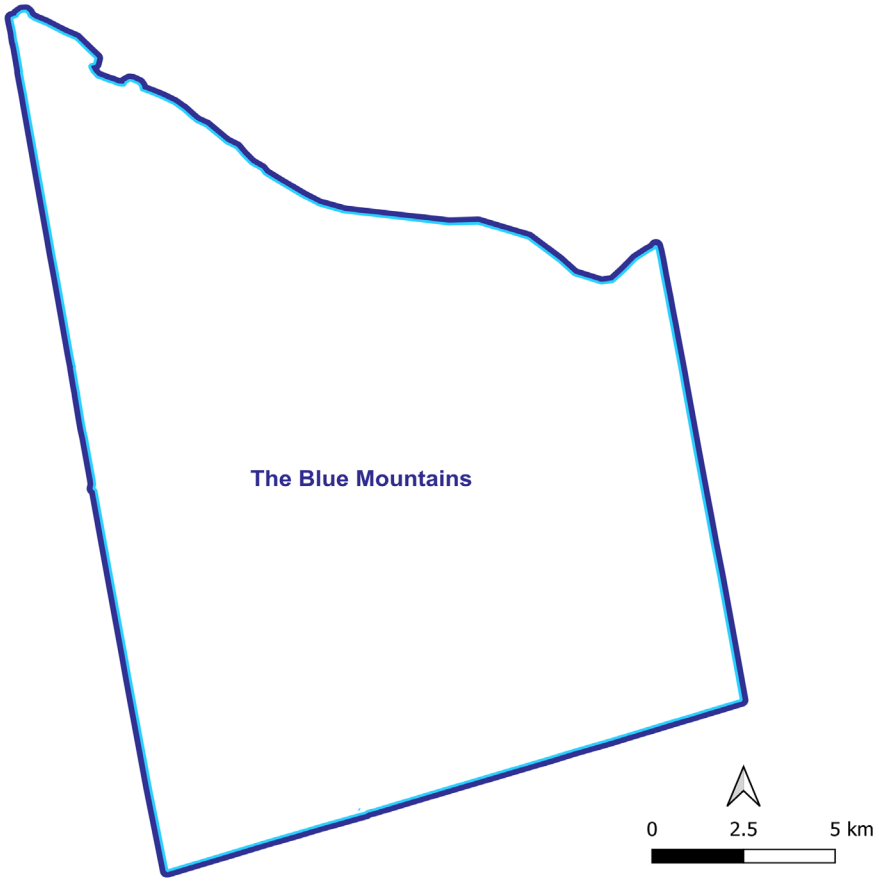


transportationtomorrow
SURVEY 2022

Travel Summary

Town of The Blue Mountains

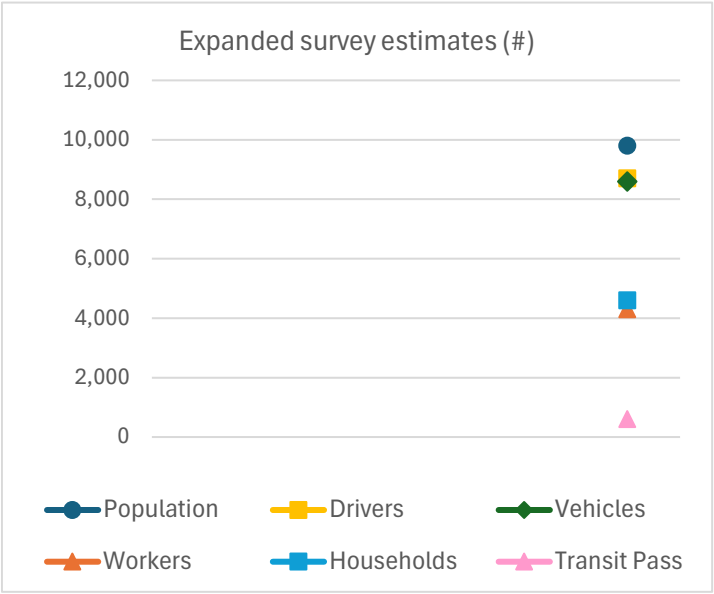


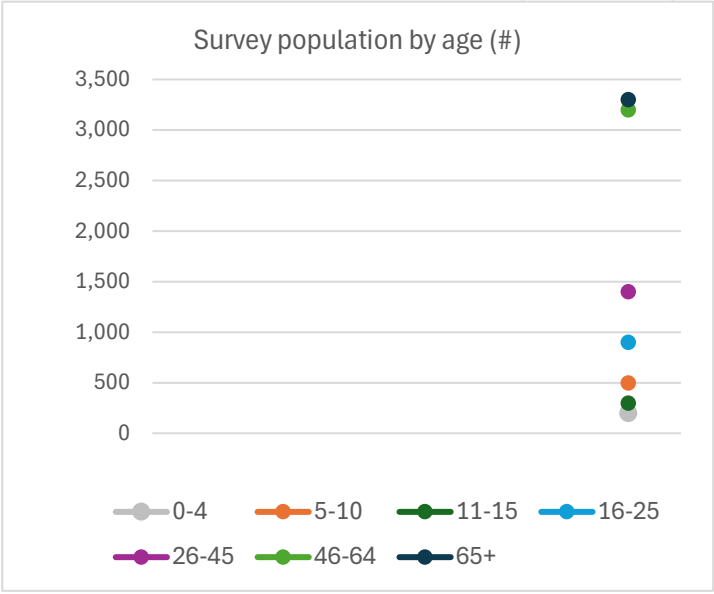


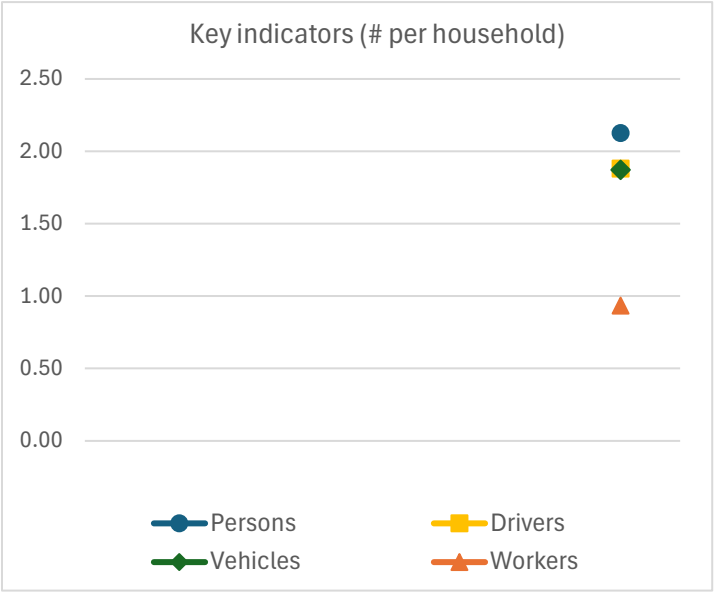
Households surveyed:	158	(3.4% sampling rate)
Household members surveyed:	332	
Margin of error (MOE) for household-level survey results:	±9.9%	
Margin of error (MOE) for person-level survey results:	±6.9%	

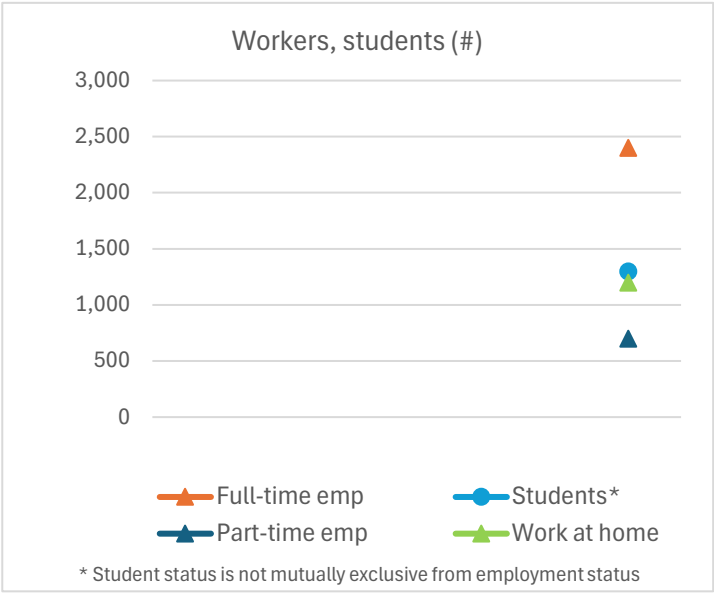
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

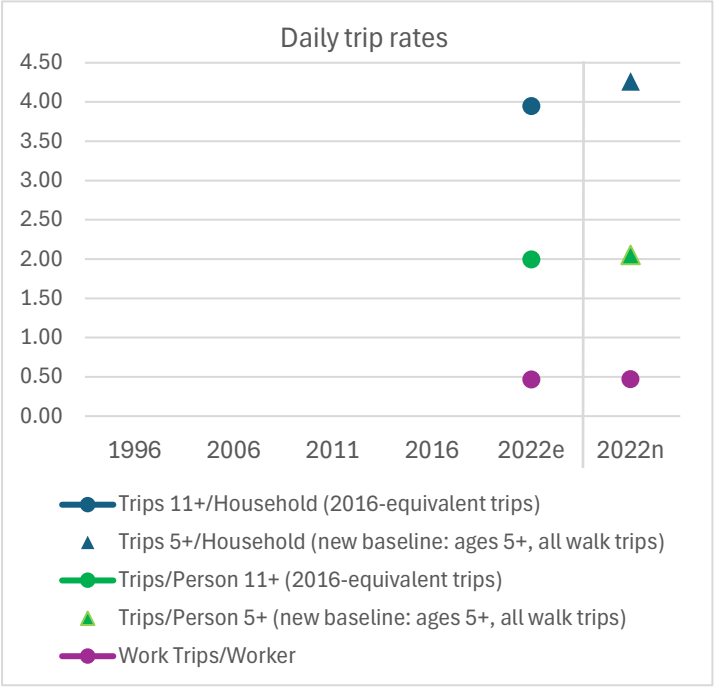
		1996	2006	2011	2016	2022
Households		n/a	n/a	n/a	n/a	4,600
Dwelling Type	House	n/a	n/a	n/a	n/a	81%
	Townhouse	n/a	n/a	n/a	n/a	11%
	Apartment	n/a	n/a	n/a	n/a	8%
Household Size	1	n/a	n/a	n/a	n/a	29%
	2	n/a	n/a	n/a	n/a	47%
	3	n/a	n/a	n/a	n/a	11%
	4	n/a	n/a	n/a	n/a	10%
	5+	n/a	n/a	n/a	n/a	4%
Vehicles	0	n/a	n/a	n/a	n/a	0%
	1	n/a	n/a	n/a	n/a	39%
	2	n/a	n/a	n/a	n/a	41%
	3	n/a	n/a	n/a	n/a	12%
	4+	n/a	n/a	n/a	n/a	7%
Household Averages	Persons	n/a	n/a	n/a	n/a	2.13
	Workers	n/a	n/a	n/a	n/a	0.94
	Drivers	n/a	n/a	n/a	n/a	1.88
	Vehicles	n/a	n/a	n/a	n/a	1.87
	Trips/Day 11+	n/a	n/a	n/a	n/a	3.95
	Trips/Day 5+	n/a	n/a	n/a	n/a	4.26
Population		n/a	n/a	n/a	n/a	9,800
Age	0-4	n/a	n/a	n/a	n/a	2%
	5-10	n/a	n/a	n/a	n/a	5%
	11-15	n/a	n/a	n/a	n/a	3%
	16-25	n/a	n/a	n/a	n/a	9%
	26-45	n/a	n/a	n/a	n/a	15%
	46-64	n/a	n/a	n/a	n/a	33%
	65+	n/a	n/a	n/a	n/a	34%
	Median Age	n/a	n/a	n/a	n/a	59.0
Daily Trips/Person 11+		n/a	n/a	n/a	n/a	1.99
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.05
Daily Work Trips per Worker		n/a	n/a	n/a	n/a	0.47
Men+	Population	n/a	n/a	n/a	n/a	4,400
Employment	Full-time	n/a	n/a	n/a	n/a	25%
	Part-time	n/a	n/a	n/a	n/a	7%
	Work at home	n/a	n/a	n/a	n/a	15%
	Student	n/a	n/a	n/a	n/a	8%
	Licensed	n/a	n/a	n/a	n/a	90%
	Transit pass	n/a	n/a	n/a	n/a	3%
Women+	Population	n/a	n/a	n/a	n/a	5,400
Employment	Full-time	n/a	n/a	n/a	n/a	23%
	Part-time	n/a	n/a	n/a	n/a	7%
	Work at home	n/a	n/a	n/a	n/a	11%
	Student	n/a	n/a	n/a	n/a	18%
	Licensed	n/a	n/a	n/a	n/a	87%
	Transit pass	n/a	n/a	n/a	n/a	8%

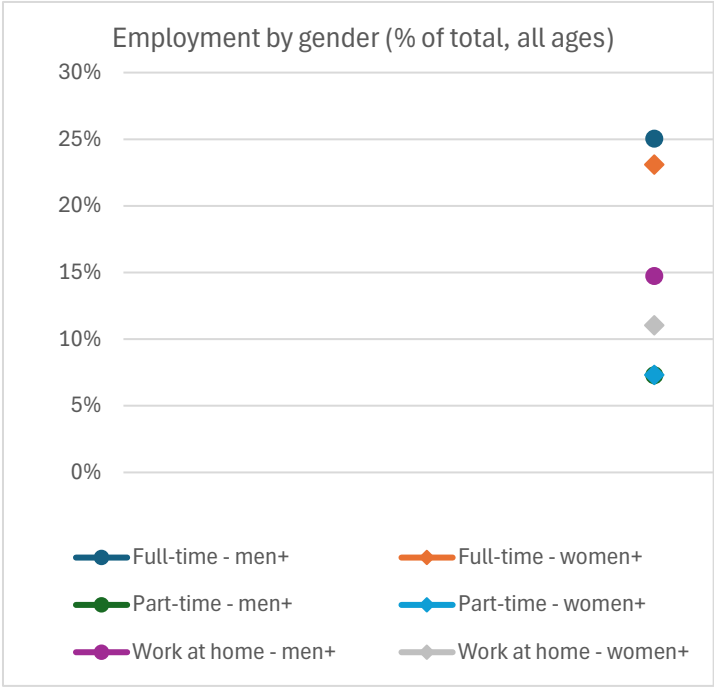

Expanded survey estimates (#)
12,000
10,000
8,000
6,000
4,000
2,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
3,500
3,000
2,500
2,000
1,500
1,000
500
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
3,000
2,500
2,000
1,500
1,000
500
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

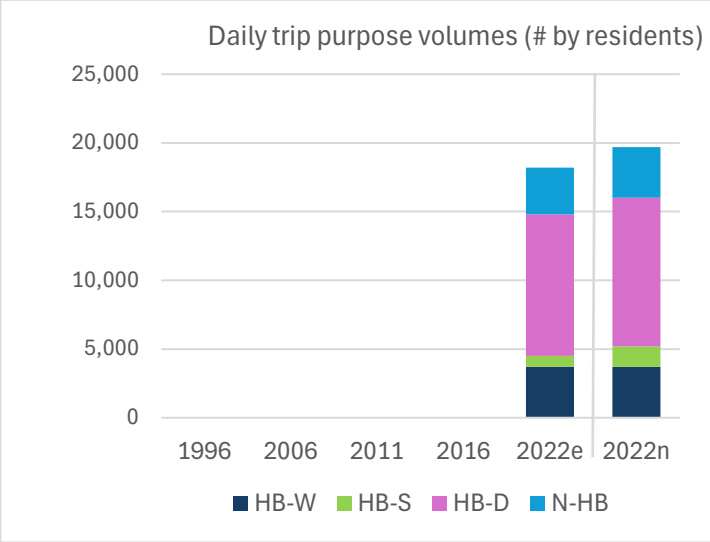

Employment by gender (% of total, all ages)
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

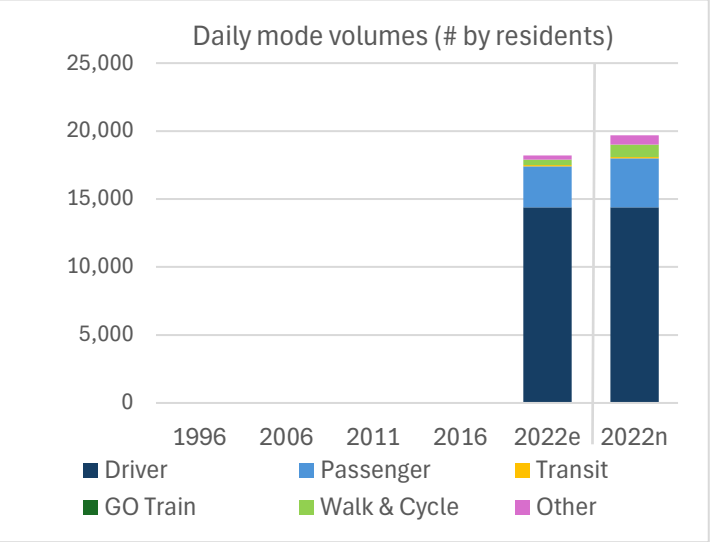
Daily Trips Made by Residents of The Blue Mountains

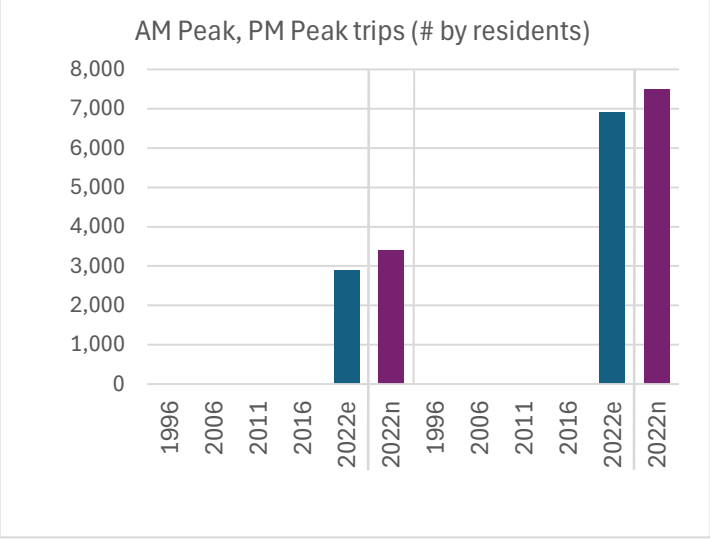
24 Hour Trips

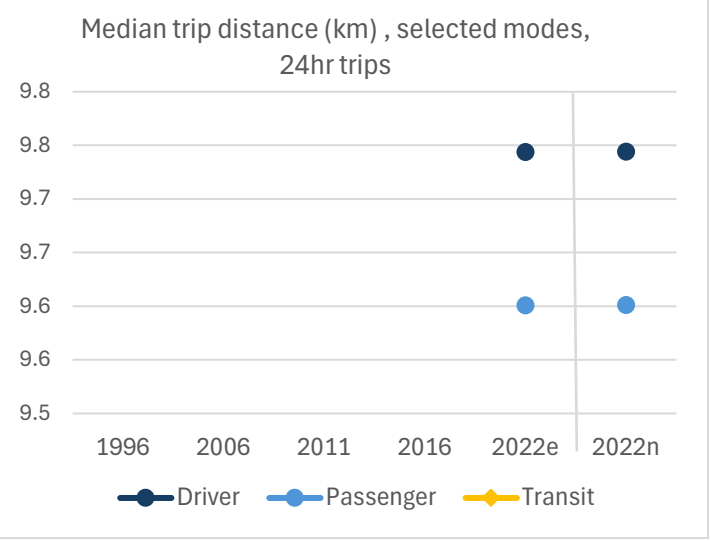
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	n/a	n/a	n/a	18,200	19,700
Purpose	HB-W	n/a	n/a	n/a	n/a	20%	19%
	HB-S	n/a	n/a	n/a	n/a	4%	7%
	HB-D	n/a	n/a	n/a	n/a	57%	55%
	N-HB	n/a	n/a	n/a	n/a	19%	19%
Mode	Driver	n/a	n/a	n/a	n/a	79%	73%
	Passenger	n/a	n/a	n/a	n/a	17%	18%
	Transit	n/a	n/a	n/a	n/a	0%	0%
	GO Train	n/a	n/a	n/a	n/a	*	*
	Walk & Cycle	n/a	n/a	n/a	n/a	2%	5%
	Other	n/a	n/a	n/a	n/a	2%	4%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	9.7	9.7
	Passenger	n/a	n/a	n/a	n/a	9.6	9.6
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*









Trips Made by Residents of The Blue Mountains

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	n/a	n/a	n/a	2,900	3,400
	% of 24h	n/a	n/a	n/a	n/a	16.1%	17.0%
AM Purpose	HB-W	n/a	n/a	n/a	n/a	44%	39%
	HB-S	n/a	n/a	n/a	n/a	14%	20%
	HB-D	n/a	n/a	n/a	n/a	33%	30%
	N-HB	n/a	n/a	n/a	n/a	8%	12%
AM Mode	Driver	n/a	n/a	n/a	n/a	79%	69%
	Passenger	n/a	n/a	n/a	n/a	13%	15%
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*
	Walk & Cycle	n/a	n/a	n/a	n/a	3%	5%
	Other	n/a	n/a	n/a	n/a	6%	11%
Median Trip Length (km) AM	Driver	n/a	n/a	n/a	n/a	12.8	12.8
	Passenger	n/a	n/a	n/a	n/a	8.4	8.4
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

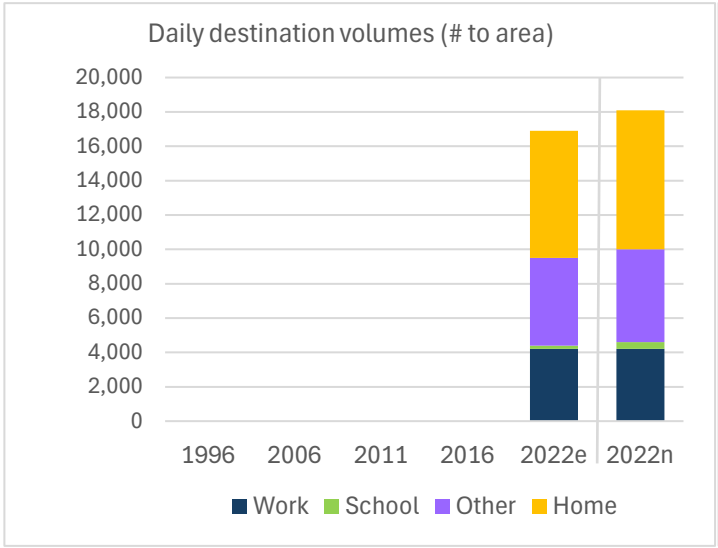
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	n/a	n/a	n/a	6,900	7,500
	% of 24h	n/a	n/a	n/a	n/a	37.8%	38.0%
PM Purpose	HB-W	n/a	n/a	n/a	n/a	20%	18%
	HB-S	n/a	n/a	n/a	n/a	5%	10%
	HB-D	n/a	n/a	n/a	n/a	49%	47%
	N-HB	n/a	n/a	n/a	n/a	27%	25%
PM Mode	Driver	n/a	n/a	n/a	n/a	75%	69%
	Passenger	n/a	n/a	n/a	n/a	21%	24%
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*
	Walk & Cycle	n/a	n/a	n/a	n/a	1%	2%
	Other	n/a	n/a	n/a	n/a	2%	4%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	11.0	11.0
	Passenger	n/a	n/a	n/a	n/a	7.4	7.9
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*

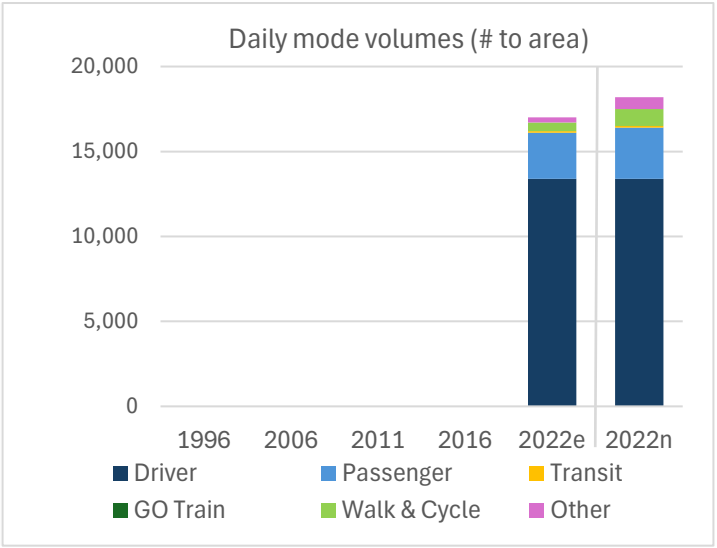
Daily Trips to The Blue Mountains Made by Residents of the TTS Area

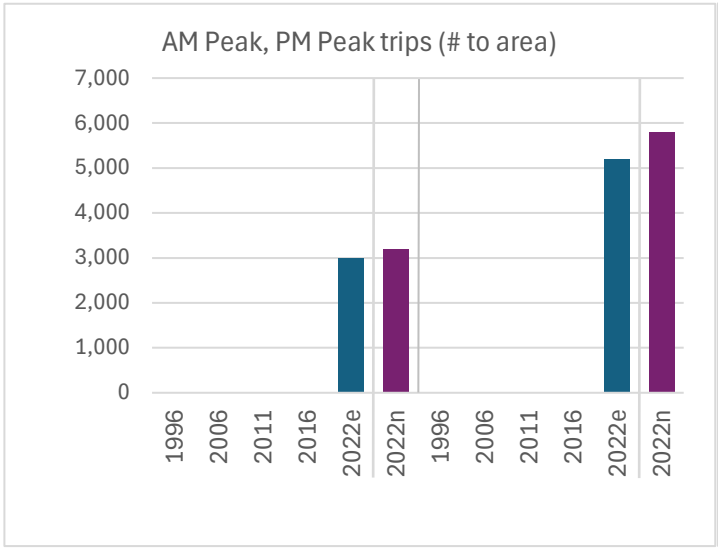
24 Hour Trips

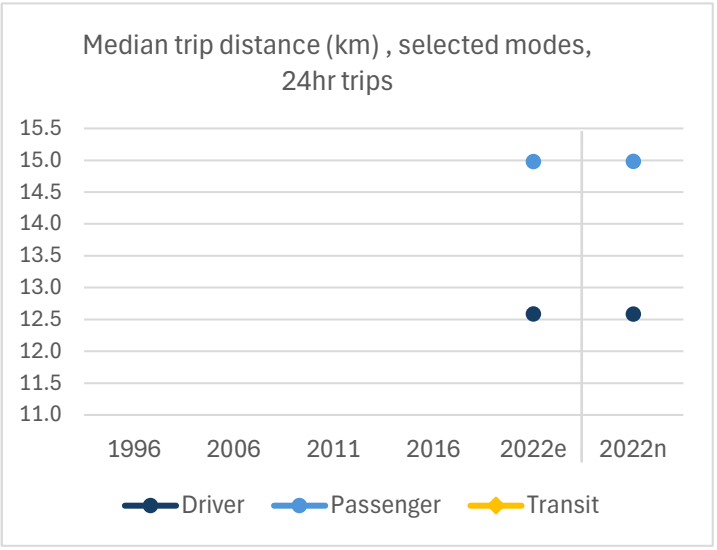
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	n/a	n/a	n/a	17,000	18,100
Purpose (destination)	Work	n/a	n/a	n/a	n/a	25%	23%
	School	n/a	n/a	n/a	n/a	1%	2%
	Other	n/a	n/a	n/a	n/a	30%	30%
	Home	n/a	n/a	n/a	n/a	44%	45%
Mode	Driver	n/a	n/a	n/a	n/a	79%	74%
	Passenger	n/a	n/a	n/a	n/a	16%	17%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	*	*
	Walk & Cycle	n/a	n/a	n/a	n/a	3%	5%
	Other	n/a	n/a	n/a	n/a	2%	4%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	12.6	12.6
	Passenger	n/a	n/a	n/a	n/a	15.0	15.0
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*









Daily Trips to The Blue Mountains Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

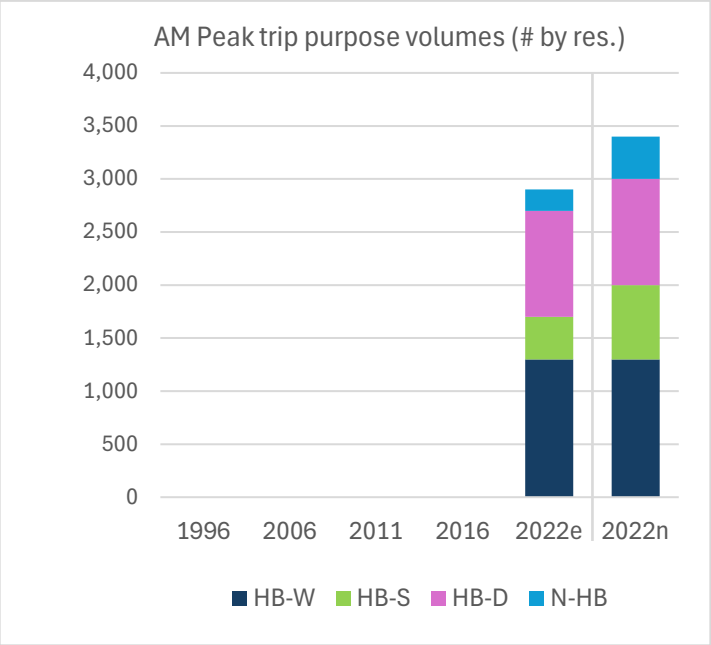
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	n/a	n/a	n/a	3,000	3,200
	% of 24h	n/a	n/a	n/a	n/a	17.5%	17.7%
AM Purpose (destination)	Work	n/a	n/a	n/a	n/a	73%	68%
	School	n/a	n/a	n/a	n/a	7%	13%
	Other	n/a	n/a	n/a	n/a	16%	16%
	Home	n/a	n/a	n/a	n/a	4%	4%
AM Mode	Driver	n/a	n/a	n/a	n/a	86%	80%
	Passenger	n/a	n/a	n/a	n/a	9%	9%
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*
	Walk & Cycle	n/a	n/a	n/a	n/a	*	1%
	Other	n/a	n/a	n/a	n/a	5%	10%
Median Trip Length (km) AM	Driver	n/a	n/a	n/a	n/a	14.6	14.6
	Passenger	n/a	n/a	n/a	n/a	24.9	24.9
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*

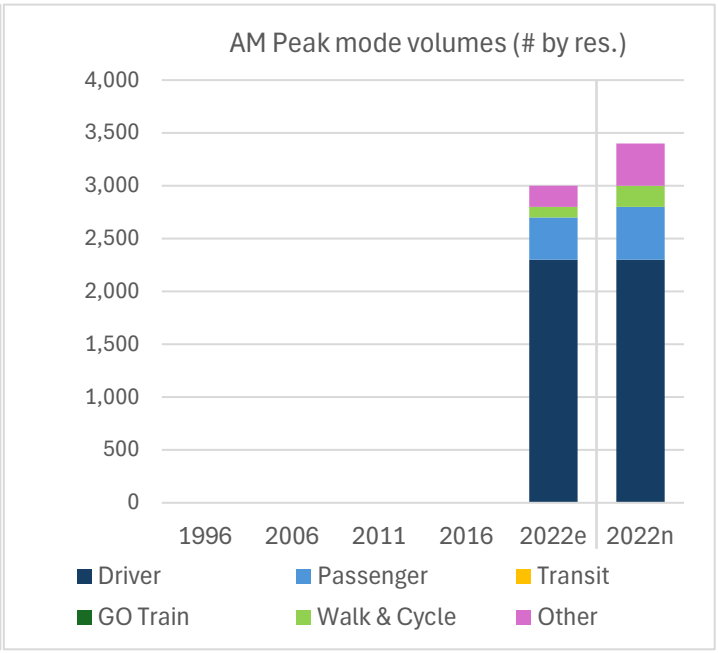
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

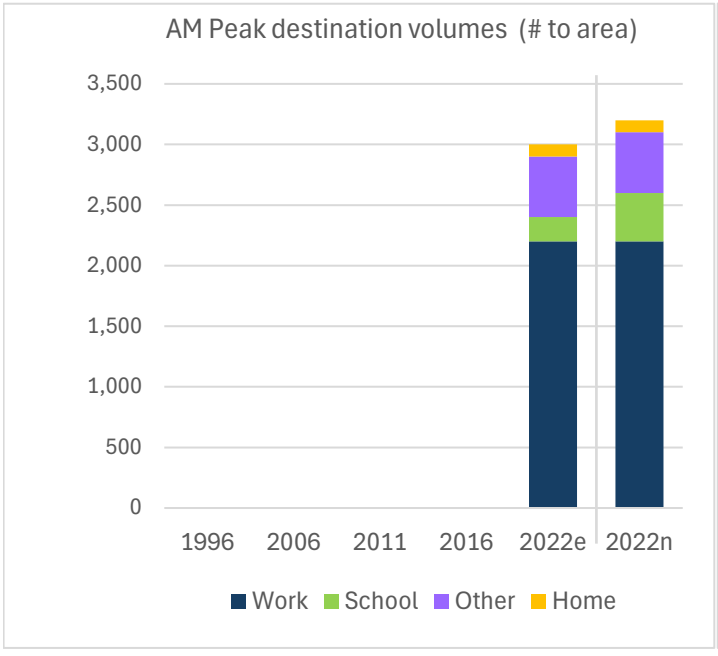
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	n/a	n/a	n/a	5,200	5,800
	% of 24h	n/a	n/a	n/a	n/a	30.7%	31.8%
PM Purpose (destination)	Work	n/a	n/a	n/a	n/a	4%	4%
	School	n/a	n/a	n/a	n/a	*	*
	Other	n/a	n/a	n/a	n/a	29%	28%
	Home	n/a	n/a	n/a	n/a	67%	69%
PM Mode	Driver	n/a	n/a	n/a	n/a	72%	65%
	Passenger	n/a	n/a	n/a	n/a	21%	23%
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*
	Walk & Cycle	n/a	n/a	n/a	n/a	3%	5%
	Other	n/a	n/a	n/a	n/a	*	5%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	13.1	13.1
	Passenger	n/a	n/a	n/a	n/a	13.1	15.3
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*

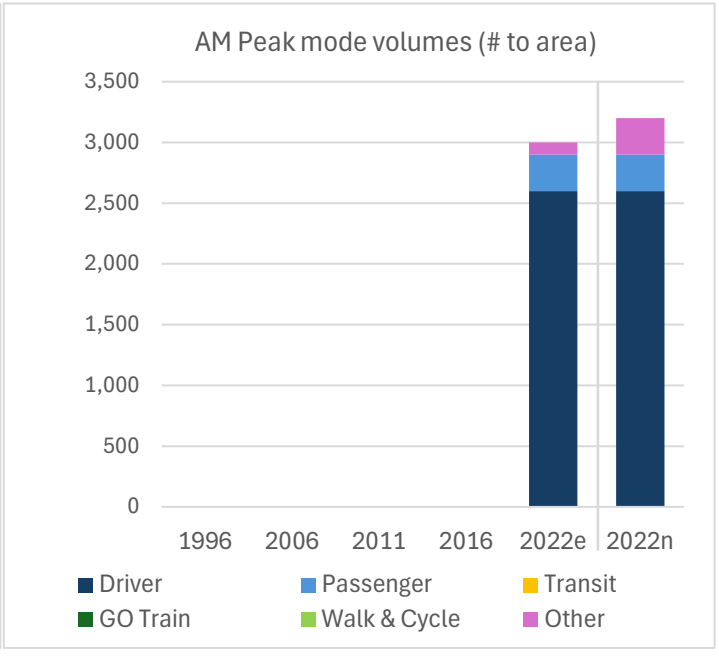
AM Peak Trips Made by Residents of The Blue Mountains





AM Peak Trips to The Blue Mountains Made by Residents of the TTS Area

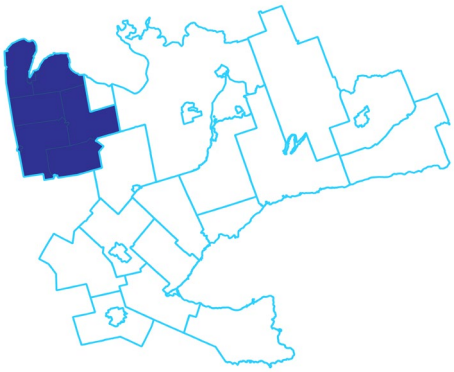


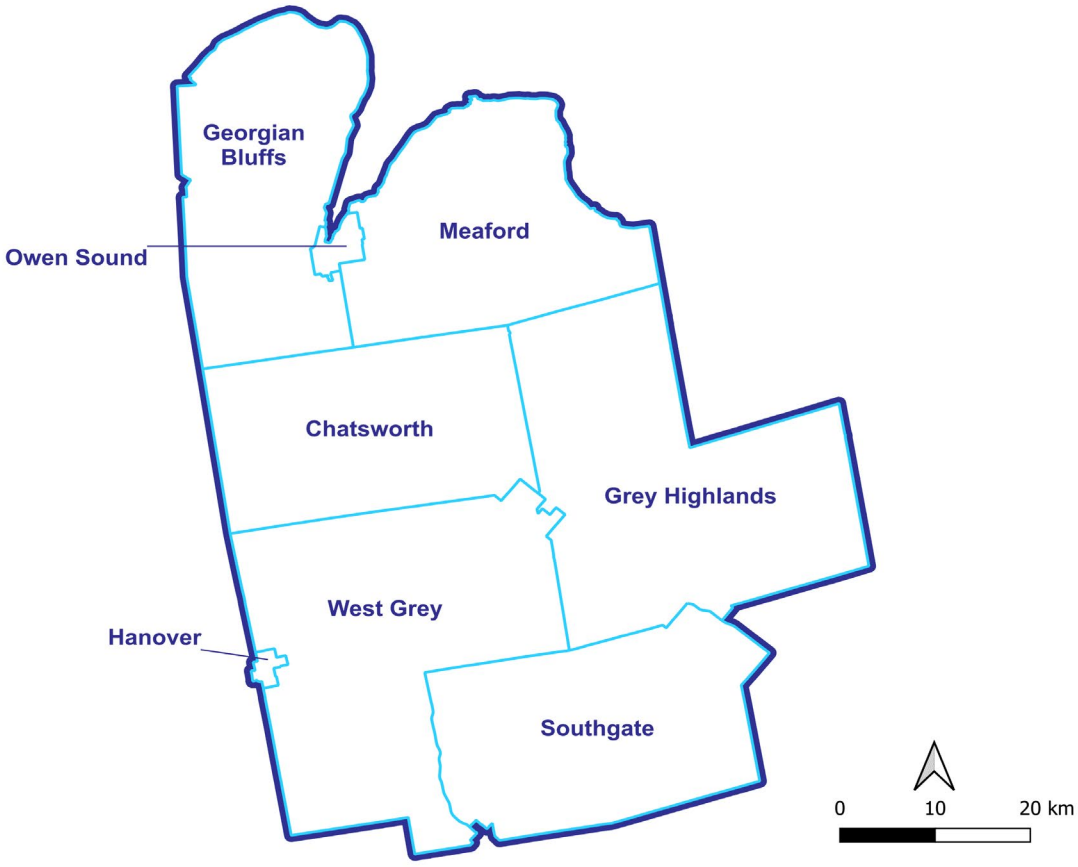


transportationtomorrow
SURVEY 2022

Travel Summary

County of Grey



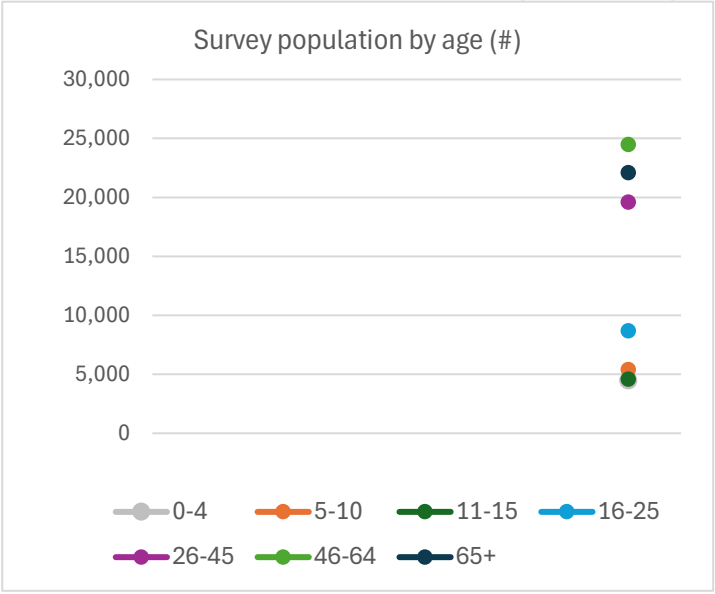


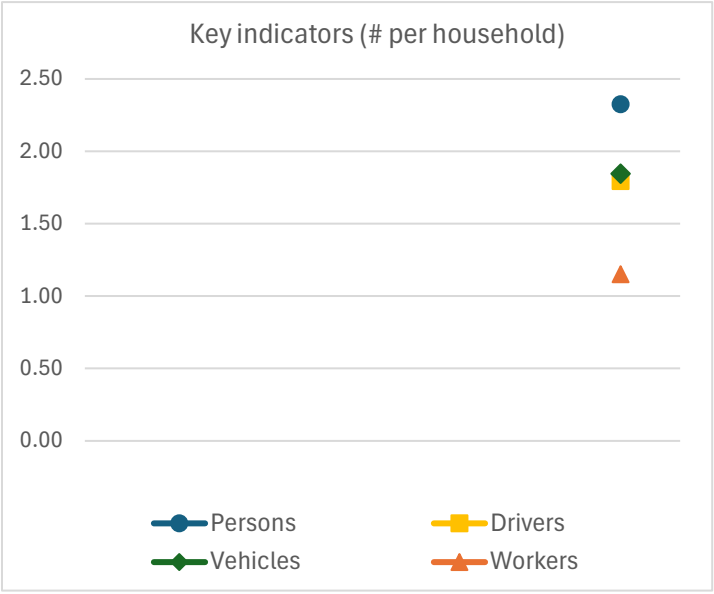
Households surveyed:	1,539	(4.0% sampling rate)
Household members surveyed:	3,104	
Margin of error (MOE) for household-level survey results:	±3.6%	
Margin of error (MOE) for person-level survey results:	±2.5%	

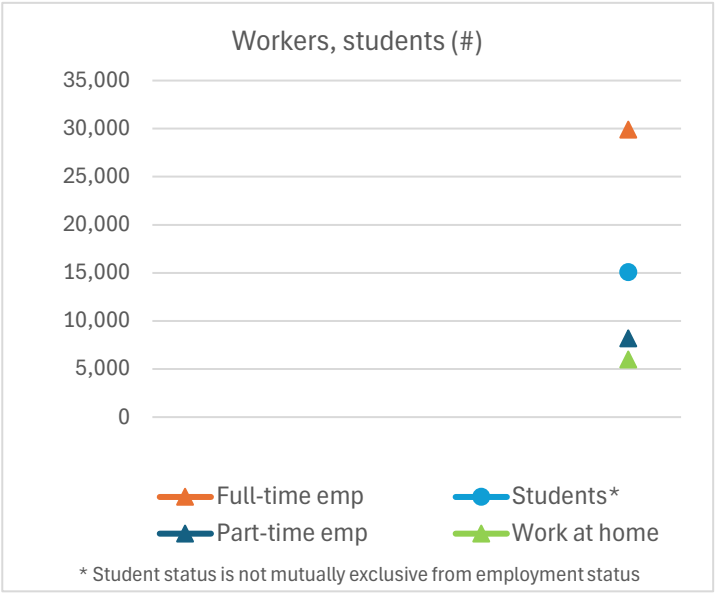
Estimated margins of sampling error are for a 95% confidence level (19 times out of 20), taking into account the impact of data weighting on sampling efficiency. The MOE for trips made by residents of this area is the same as the person-level MOE.

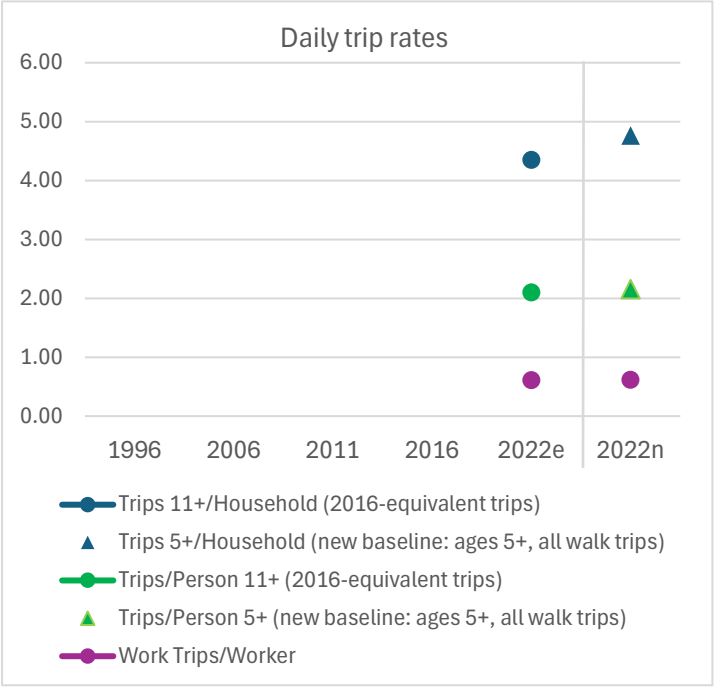
		1996	2006	2011	2016	2022
Households		n/a	n/a	n/a	n/a	38,400
Dwelling Type	House	n/a	n/a	n/a	n/a	81%
	Townhouse	n/a	n/a	n/a	n/a	4%
	Apartment	n/a	n/a	n/a	n/a	16%
Household Size	1	n/a	n/a	n/a	n/a	28%
	2	n/a	n/a	n/a	n/a	40%
	3	n/a	n/a	n/a	n/a	13%
	4	n/a	n/a	n/a	n/a	13%
	5+	n/a	n/a	n/a	n/a	6%
Vehicles	0	n/a	n/a	n/a	n/a	6%
	1	n/a	n/a	n/a	n/a	35%
	2	n/a	n/a	n/a	n/a	39%
	3	n/a	n/a	n/a	n/a	13%
	4+	n/a	n/a	n/a	n/a	7%
Household Averages	Persons	n/a	n/a	n/a	n/a	2.33
	Workers	n/a	n/a	n/a	n/a	1.15
	Drivers	n/a	n/a	n/a	n/a	1.80
	Vehicles	n/a	n/a	n/a	n/a	1.85
	Trips/Day 11+	n/a	n/a	n/a	n/a	4.35
	Trips/Day 5+	n/a	n/a	n/a	n/a	4.77
Population		n/a	n/a	n/a	n/a	89,300
Age	0-4	n/a	n/a	n/a	n/a	5%
	5-10	n/a	n/a	n/a	n/a	6%
	11-15	n/a	n/a	n/a	n/a	5%
	16-25	n/a	n/a	n/a	n/a	10%
	26-45	n/a	n/a	n/a	n/a	22%
	46-64	n/a	n/a	n/a	n/a	27%
	65+	n/a	n/a	n/a	n/a	25%
	Median Age	n/a	n/a	n/a	n/a	47.9
Daily Trips/Person 11+		n/a	n/a	n/a	n/a	2.10
Daily Trips/Person 5+		n/a	n/a	n/a	n/a	2.16
Daily Work Trips per Worker		n/a	n/a	n/a	n/a	0.61
Men+	Population	n/a	n/a	n/a	n/a	44,400
Employment	Full-time	n/a	n/a	n/a	n/a	40%
	Part-time	n/a	n/a	n/a	n/a	8%
	Work at home	n/a	n/a	n/a	n/a	6%
	Student	n/a	n/a	n/a	n/a	17%
	Licensed	n/a	n/a	n/a	n/a	77%
	Transit pass	n/a	n/a	n/a	n/a	1%
Women+	Population	n/a	n/a	n/a	n/a	44,900
Employment	Full-time	n/a	n/a	n/a	n/a	27%
	Part-time	n/a	n/a	n/a	n/a	11%
	Work at home	n/a	n/a	n/a	n/a	7%
	Student	n/a	n/a	n/a	n/a	17%
	Licensed	n/a	n/a	n/a	n/a	78%
	Transit pass	n/a	n/a	n/a	n/a	1%

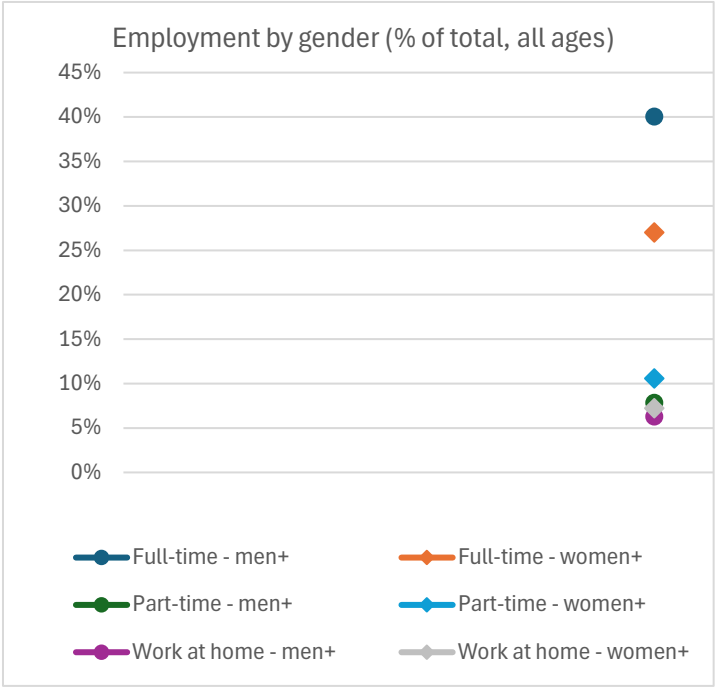

Expanded survey estimates (#)
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Population
Drivers
Vehicles
Workers
Households
Transit Pass


Survey population by age (#)
30,000
25,000
20,000
15,000
10,000
5,000
0
0-4
5-10
11-15
16-25
26-45
46-64
65+


Key indicators (# per household)
2.50
2.00
1.50
1.00
0.50
0.00
Persons
Drivers
Vehicles
Workers


Workers, students (#)
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
Full-time emp
Students*
Part-time emp
Work at home
* Student status is not mutually exclusive from employment status


Daily trip rates
6.00
5.00
4.00
3.00
2.00
1.00
0.00
1996
2006
2011
2016
2022e
2022n
Trips 11+/Household (2016-equivalent trips)
Trips 5+/Household (new baseline: ages 5+, all walk trips)
Trips/Person 11+ (2016-equivalent trips)
Trips/Person 5+ (new baseline: ages 5+, all walk trips)
Work Trips/Worker

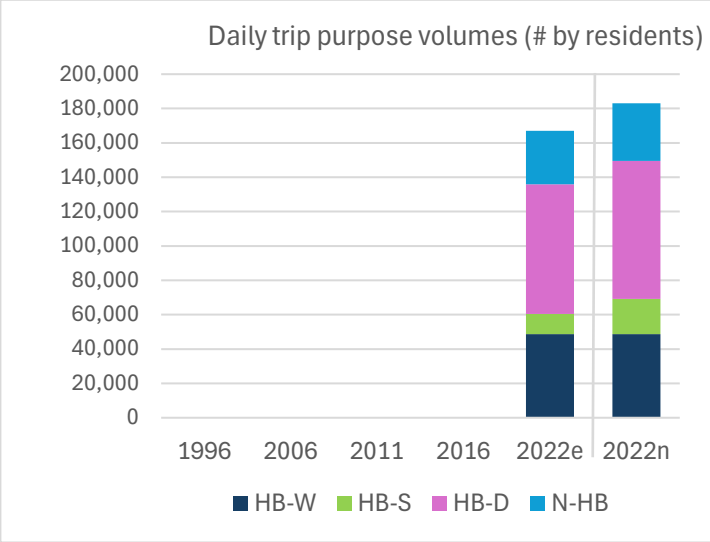

Employment by gender (% of total, all ages)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Full-time - men+
Full-time - women+
Part-time - men+
Part-time - women+
Work at home - men+
Work at home - women+

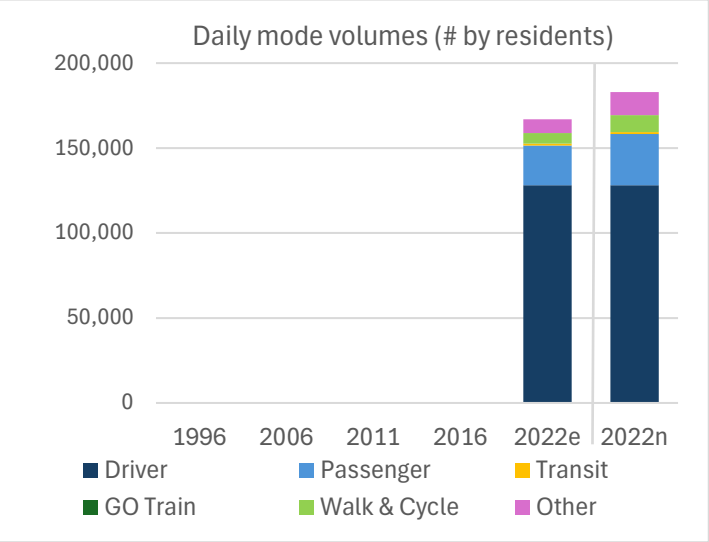
Daily Trips Made by Residents of Grey

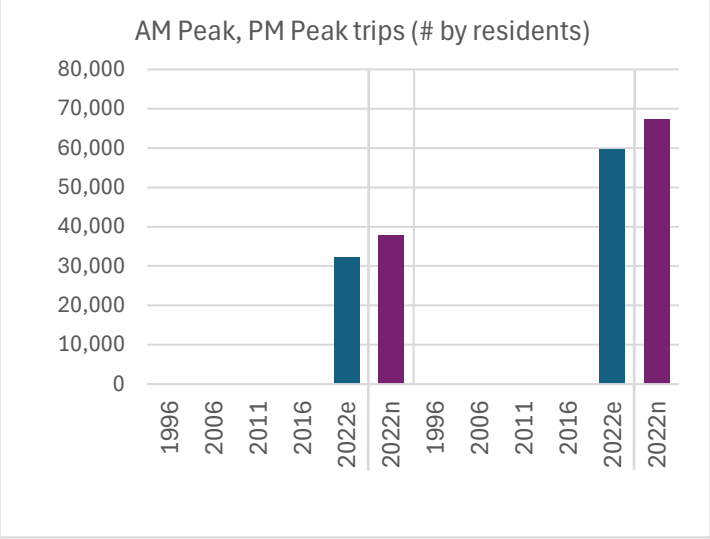
24 Hour Trips

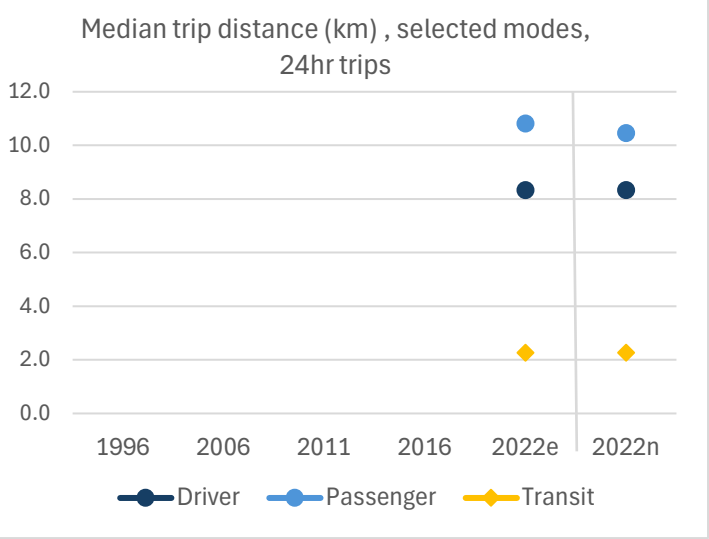
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	n/a	n/a	n/a	167,000	182,900
Purpose	HB-W	n/a	n/a	n/a	n/a	29%	27%
	HB-S	n/a	n/a	n/a	n/a	7%	11%
	HB-D	n/a	n/a	n/a	n/a	45%	44%
	N-HB	n/a	n/a	n/a	n/a	19%	18%
Mode	Driver	n/a	n/a	n/a	n/a	77%	70%
	Passenger	n/a	n/a	n/a	n/a	14%	17%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	0%	0%
	Walk & Cycle	n/a	n/a	n/a	n/a	4%	5%
	Other	n/a	n/a	n/a	n/a	5%	7%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	8.3	8.3
	Passenger	n/a	n/a	n/a	n/a	10.8	10.4
	Transit	n/a	n/a	n/a	n/a	2.3	2.3
	GO Train	n/a	n/a	n/a	n/a	162.5	162.5









Trips Made by Residents of Grey

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	n/a	n/a	n/a	32,300	37,800
	% of 24h	n/a	n/a	n/a	n/a	19.4%	20.7%
AM Purpose	HB-W	n/a	n/a	n/a	n/a	49%	42%
	HB-S	n/a	n/a	n/a	n/a	18%	27%
	HB-D	n/a	n/a	n/a	n/a	23%	21%
	N-HB	n/a	n/a	n/a	n/a	9%	9%
AM Mode	Driver	n/a	n/a	n/a	n/a	72%	61%
	Passenger	n/a	n/a	n/a	n/a	10%	14%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	0%	0%
	Walk & Cycle	n/a	n/a	n/a	n/a	5%	6%
	Other	n/a	n/a	n/a	n/a	12%	18%
Median Trip Length (km) AM	Driver	n/a	n/a	n/a	n/a	10.2	10.2
	Passenger	n/a	n/a	n/a	n/a	15.4	12.5
	Transit	n/a	n/a	n/a	n/a	2.3	2.3
	GO Train	n/a	n/a	n/a	n/a	*	*

PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

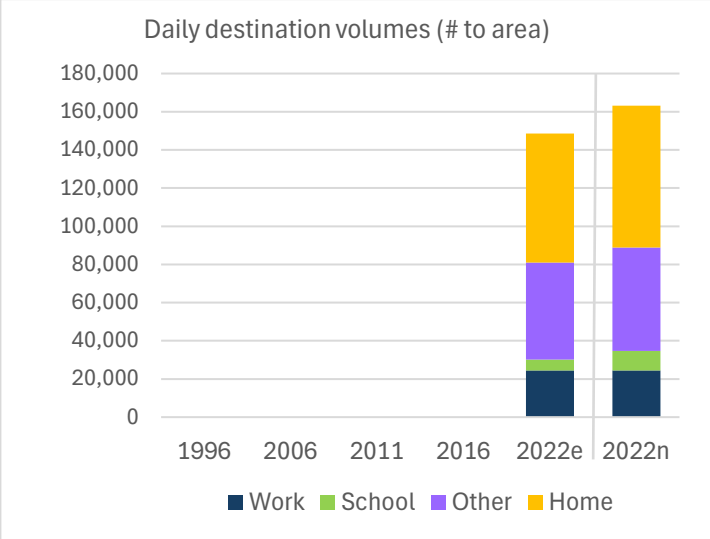
		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	n/a	n/a	n/a	59,600	67,200
	% of 24h	n/a	n/a	n/a	n/a	35.7%	36.7%
PM Purpose	HB-W	n/a	n/a	n/a	n/a	31%	27%
	HB-S	n/a	n/a	n/a	n/a	9%	14%
	HB-D	n/a	n/a	n/a	n/a	42%	40%
	N-HB	n/a	n/a	n/a	n/a	19%	19%
PM Mode	Driver	n/a	n/a	n/a	n/a	75%	66%
	Passenger	n/a	n/a	n/a	n/a	14%	19%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	0%	0%
	Walk & Cycle	n/a	n/a	n/a	n/a	4%	6%
	Other	n/a	n/a	n/a	n/a	6%	9%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	8.3	8.3
	Passenger	n/a	n/a	n/a	n/a	12.5	9.8
	Transit	n/a	n/a	n/a	n/a	2.0	2.0
	GO Train	n/a	n/a	n/a	n/a	*	*

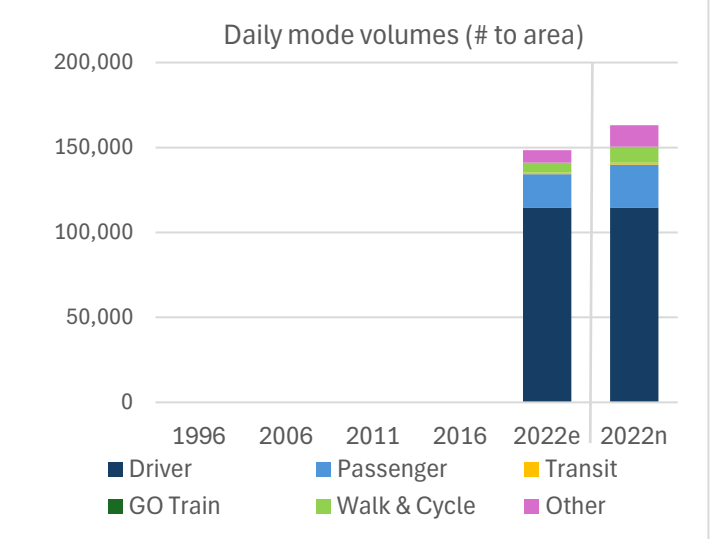
Daily Trips to Grey Made by Residents of the TTS Area

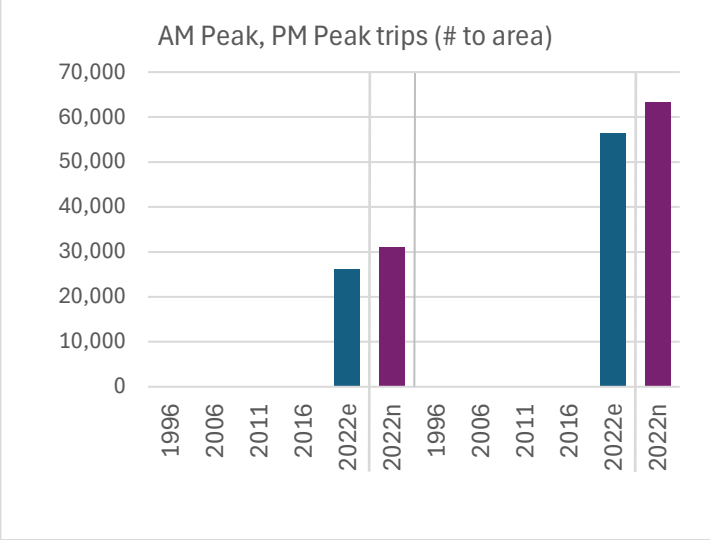
24 Hour Trips

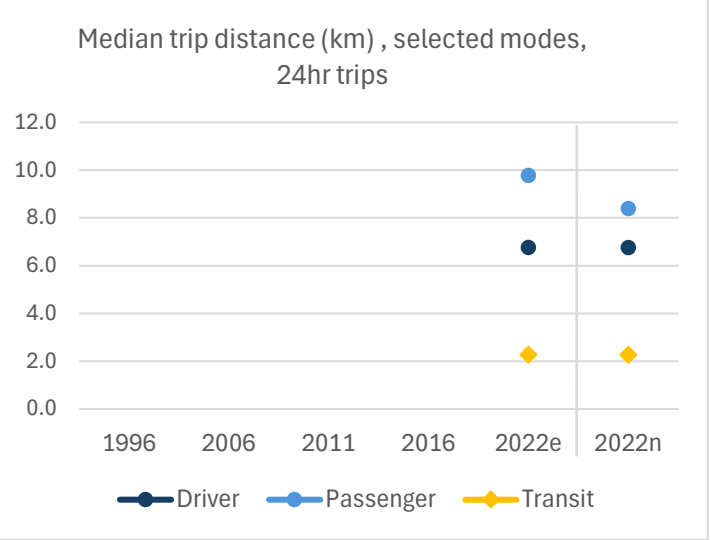
2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
24 Hour	Trips	n/a	n/a	n/a	n/a	148,600	163,200
Purpose (destination)	Work	n/a	n/a	n/a	n/a	16%	15%
	School	n/a	n/a	n/a	n/a	4%	6%
	Other	n/a	n/a	n/a	n/a	34%	33%
	Home	n/a	n/a	n/a	n/a	45%	46%
Mode	Driver	n/a	n/a	n/a	n/a	77%	70%
	Passenger	n/a	n/a	n/a	n/a	13%	16%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	0%	0%
	Walk & Cycle	n/a	n/a	n/a	n/a	4%	6%
	Other	n/a	n/a	n/a	n/a	5%	8%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	6.8	6.8
	Passenger	n/a	n/a	n/a	n/a	9.8	8.4
	Transit	n/a	n/a	n/a	n/a	2.3	2.3
	GO Train	n/a	n/a	n/a	n/a	*	*









Daily Trips to Grey Made by Residents of the TTS Area

AM Peak (6:00 to 8:59 AM)

2016-equiv. New baseline

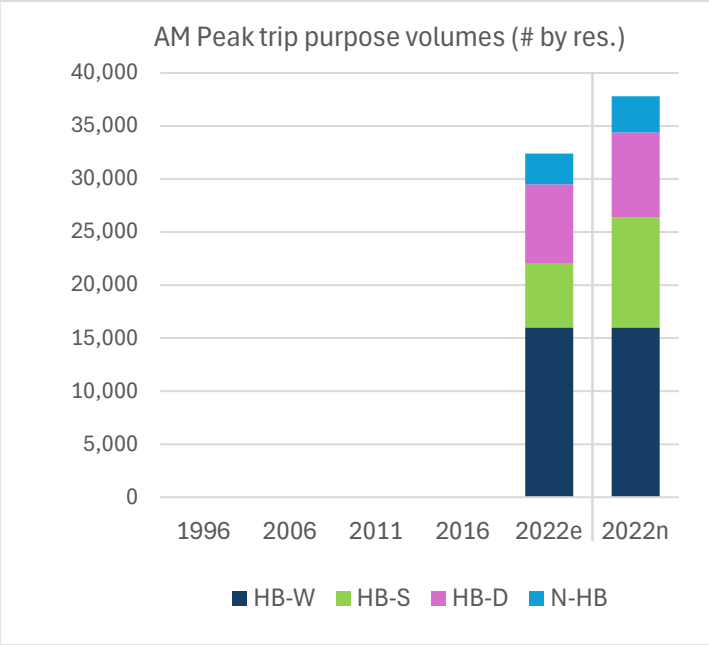
		1996	2006	2011	2016	2022e	2022n
AM Peak	Trips	n/a	n/a	n/a	n/a	26,200	31,100
	% of 24h	n/a	n/a	n/a	n/a	17.6%	19.0%
AM Purpose (destination)	Work	n/a	n/a	n/a	n/a	54%	45%
	School	n/a	n/a	n/a	n/a	20%	31%
	Other	n/a	n/a	n/a	n/a	23%	21%
	Home	n/a	n/a	n/a	n/a	4%	4%
AM Mode	Driver	n/a	n/a	n/a	n/a	72%	61%
	Passenger	n/a	n/a	n/a	n/a	8%	12%
	Transit	n/a	n/a	n/a	n/a	1%	1%
	GO Train	n/a	n/a	n/a	n/a	*	*
	Walk & Cycle	n/a	n/a	n/a	n/a	6%	7%
	Other	n/a	n/a	n/a	n/a	12%	19%
Median Trip Length (km) AM	Driver	n/a	n/a	n/a	n/a	7.5	7.5
	Passenger	n/a	n/a	n/a	n/a	7.4	7.4
	Transit	n/a	n/a	n/a	n/a	*	*
	GO Train	n/a	n/a	n/a	n/a	*	*

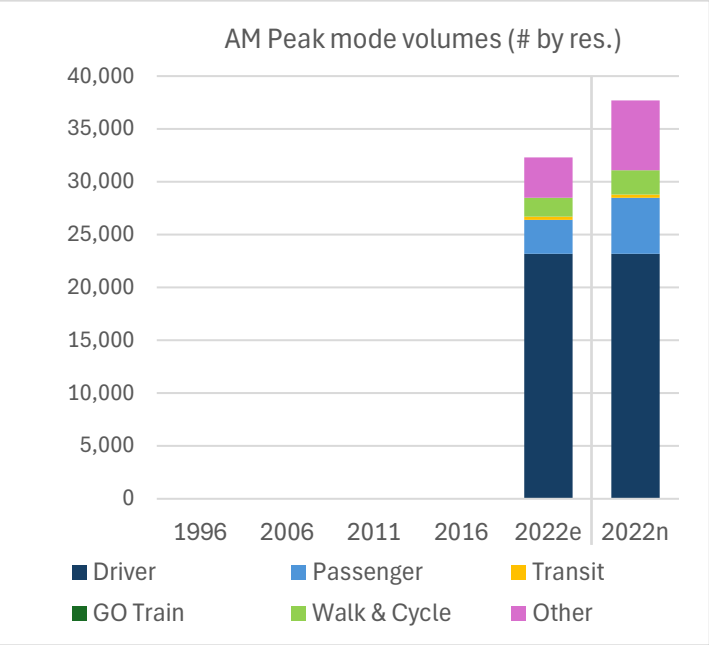
PM Peak (3:00 to 6:59 PM)

2016-equiv. New baseline

		1996	2006	2011	2016	2022e	2022n
PM Peak	Trips	n/a	n/a	n/a	n/a	56,400	63,300
	% of 24h	n/a	n/a	n/a	n/a	38.0%	38.8%
PM Purpose (destination)	Work	n/a	n/a	n/a	n/a	5%	4%
	School	n/a	n/a	n/a	n/a	0%	1%
	Other	n/a	n/a	n/a	n/a	29%	28%
	Home	n/a	n/a	n/a	n/a	66%	67%
PM Mode	Driver	n/a	n/a	n/a	n/a	75%	67%
	Passenger	n/a	n/a	n/a	n/a	14%	18%
	Transit	n/a	n/a	n/a	n/a	1%	0%
	GO Train	n/a	n/a	n/a	n/a	0%	0%
	Walk & Cycle	n/a	n/a	n/a	n/a	4%	6%
	Other	n/a	n/a	n/a	n/a	6%	10%
Median Trip Length (km)	Driver	n/a	n/a	n/a	n/a	7.9	7.9
	Passenger	n/a	n/a	n/a	n/a	12.5	10.4
	Transit	n/a	n/a	n/a	n/a	2.0	2.0
	GO Train	n/a	n/a	n/a	n/a	*	*

AM Peak Trips Made by Residents of Grey





AM Peak Trips to Grey Made by Residents of the TTS Area