

transportationtomorrow

SURVEY 2022

Data Expansion and Validation

March 2025



SUMMARY

The overall sampling rate of the 2022 Transportation Tomorrow Survey (TTS) was 4.3% of all households, obtaining 158,662 surveys after validation and rejection of surveys with poor trip information. The estimated margin of sampling error for survey results across the entire study area, taking into account the application of data weights, is $\pm 0.3\%$ at a 95% confidence level (19 times out of 20).

The 2022 TTS survey data were weighted using a multivariate iterative proportional fitting method that allowed the use of multiple weighting controls at different levels (household characteristics and population demographics) to weight the data to better represent the total population of the TTS study area. The approach to weighting was consistent with that used in 2016, which provides confidence in comparisons to the 2016 survey results.

Households

Counts of private dwellings occupied by usual residents from the 2021 Canada Census projected forward to 2022 were used as control totals for the purposes of expanding the 2022 TTS data to represent the population of the survey area. Therefore, there is a precise match in private households between the Census-based data and the expanded TTS data at the municipal level, and for expansion zone geographies within each municipality.

Note that the Census data used to develop the weighting controls were projected forward from the year of the census to 2022 using historical growth rates from 2016 to 2022 projected forward one year. The Census-based counts and thus the expanded counts from the TTS data may differ from individual municipalities' own dwelling count projections.

The data expansion process also included data weighting to very closely match Census controls for households by household size and by dwelling type. The survey data somewhat under-represent households with five or more occupants and slightly over-represent 3- and 4-person households. The data expansion approach was very similar to that used in 2016. While the survey data appear to align very closely to the Census by dwelling type, there may be differences in either definition or interpretation of dwelling types. Note that cycles previous to 2016 did not have balanced distributions by household size, and the distributions by dwelling type reported on the survey did not appear to match census distributions (although differences in interpretation of definitions may have played a factor in previous cycles). Previous survey cycles may have under-represented apartments, which may affect comparability. For example, in both the 2006 and 2011 TTS, apartments represent 25% of households in the expanded data sets (differing from the Census), whereas in both 2016 and 2022, apartments represent 35% of households in the expanded data sets (almost the same as the Census).

A review of responses for household income against Census counts suggested that the TTS data may somewhat under-represent households with annual incomes that fall between \$15,000 and \$80,000 per year, and over-represent households with annual incomes above \$80,000 per year, although this finding should be interpreted with caution, as almost 15% of TTS respondents declined to provide their household income. The 2022 TTS was the second survey cycle in which income information was asked.

Population

The 2022 TTS data under-represent the total population of the study area by 2.8%, and under-represent the total population living in private households by 1.7%. The reason for under-representation of the total population is that the survey's residential-address sample frame does not include homeless people or collective dwellings (prisons, barracks, group homes, care homes, and some university on-campus residences), who comprise about 1.3% of the total population (and ranging from 0% to 5% depending on the municipality). The reason for under-representation beyond this is that the 2022 TTS under-represents larger households with six or more usual residents, and limits were placed on extreme weights. In previous cycles, The TTS datasets from 1986 to 2016 showed small differences from the total population, with the 2011 cycle being the only one adjusted to match total population.,

As noted above, 2021 Census household counts projected to 2022 were used as the basis of weighting. The data were simply scaled up, and do not account for differential growth in households and population, should they differ. In addition, the Census data have not been adjusted for possible undercounting in the Census, which was estimated to be 4% in Ontario but which may have varied by region and municipality. This may contribute to differences between expanded population counts in the TTS data and population estimates from other sources.

As in the last survey in 2016, the data expansion process included data weighting by age range and sex, and thus the expanded dataset closely matches Census-based controls for these demographic characteristics. The 2011 TTS was the first survey to include adjustments by age and gender, however it was balanced to match total population. In 2016, by design, the 2016 TTS under-represented population 75+ years of age by 20% to reflect that a portion of the population in this age group may live in collective dwellings which are outside the scope of this survey. In 2022, a more sophisticated approach was used to account for out-of-scope population living in collective dwellings: available data on the distribution of population in collective dwellings by age and gender at the CSD level was used to make adjustments to the age/gender population control counts at the expansion zone level, but only in the Dissemination Areas within each expansion zone that had population living in collective dwellings per Census Profile information. This should provide a more accurate representation of the distribution of in-scope population in private households. Compared to Census age distributions for total population living in both collective

and private dwellings, the TTS data can be expected to have lower counts for older age groups who are more likely to live in collective dwellings.

Employed Labour Force

For the study area geographies with a good match to Census Metropolitan Areas for which data are available from Statistics Canada's Labour Force Survey (LFS), the TTS data were adjusted in the data weighting to better match labour force characteristics for Fall 2022 (adjustments made to better match employment status and match percentage distribution instead of actual counts from the Labour Force). After the weighting adjustments, the percentage distributions in the 2022 TTS data line up almost exactly with the percentage distributions in the LFS data, although the actual counts may differ (with the LFS estimating a larger number of people 15+ years of age who are eligible for the labour force).

The 2021 Census data on labour force status was excluded from the data weighting due to the significant disruptions in the labour market caused by the COVID-19 pandemic at the time of the Census. Given this, it is to be expected that the weighted TTS data differ from Census-based counts. For this reason, comparisons of the TTS data against Census data are not recommended for other labour- or job-related Census statistics affected by the pandemic (e.g., workplace location, mode of travel to work, and journey to work flows) except to understand trends in changes between the height of the pandemic and 2022, as work arrangements and travel habits evolved once pandemic-related restrictions were lifted.

Post-Secondary Students

The TTS data for full-time students attending post-secondary school were compared against full-time enrolments provided by universities and colleges. The TTS data for full-time post-secondary students are similar to official enrolment figures for several universities and institutes. The representation of post-secondary students has improved ever since the introduction of address-based sampling (introduced in 2016 and continued in 2022). There were only a few instances where enrolment figures of universities and institutes differed from official enrolment figures. Particularly, the TTS data for college students varies more from the official enrolment statistics. This underrepresentation appears to have occurred in previous cycles as well.

Elementary and Secondary Students

The 2022 TTS data on students' school locations were coded to school for household members 5+ years of age, however, information on school level was not available in the school code list for some schools, and some K12 schools may have both elementary and secondary students. Although the TTS data could not be aggregated by school level, it was possible to compare enrolment figures for elementary and secondary students by grouping household members in the TTS data by age group. For public school districts that match well with the TTS geographies,

the results suggest that the TTS data closely represent the number of students in the K-12 system, with some caveats to these results explored further below.

Immigration Status

The 2022 TTS collected data on whether participants were immigrants and, if so, how long they immigrated to Canada, with ranges indicating the number of years since immigration.. The TTS dataset appears to somewhat under-represent individuals who immigrated to Canada ten or more years ago and slightly under-represent those who arrived within the past ten years.. Non-immigrants (those born in Canada or who had Canadian citizenship at birth) were over-represented, at 67% of survey participants compared to 60% of the total population per Census data.

Travel Data - Traffic Flows

The total amount of auto travel reported in the 2022 survey was compared against screenline counts observed at count stations on GTHA inter-regional boundaries and selected GTHA boundaries. For some of the GTHA inter-regional screenlines, the survey data were consistent with the overall traffic levels observed on the street during the morning peak period of 6:00 a.m. to 8:59 a.m. For others, the AM Peak survey volumes estimated from the survey data appeared to be higher than the screenline counts. However, it is difficult to assess the goodness-of-fit of the survey data with the screenline counts as there may have been some irregularities in the counts and under coverage at certain screenlines, and some screenlines without data. Furthermore, only AM Peak volumes were provided from the GTA Transportation Model, so 13-hour comparisons could not be completed.

Travel Data - Transit

Comparisons with transit ridership counts suggest that the extent to which the TTS data represent transit trips varies by transit operator.

TTC total daily ridership appears to be under-represented by 22%, and within this, subway ridership appeared to be under-represented by 10%, while streetcars and buses are under-represented by 26% and 33% respectively. In the AM Peak period, however, the survey data are more on par with total ridership, just slightly over-representing total AM Peak ridership by 4%. By transit mode, the AM peak survey data appear to somewhat over-represent subway travel by 17%, somewhat over-represent streetcar ridership by 10%, and somewhat under-represent bus ridership by 11%. The reasons for the variance from 24-hour ridership are not clear, although there may be an under-representation of discretionary transit trips.

The expanded survey data closely represent transit boarding counts for GO Train passengers by rail line (at 4% greater than agency ridership counts), which stands to reason, as an adjustment was made for this in the data weighting to address a high number of survey responses from GO Rail users. However, even after this adjustment, the TTS survey data may not necessarily match

GO Train boarding counts by GO Station. GO bus boardings appear to be over-represented by 17% (consistent with the result in previous survey cycles). Amongst other municipalities, the TTS data are close to the daily boarding counts for York Region Transit, Durham Region Transit, and Hamilton Street Railway transit. For all other transit systems for which boarding count data were available, the TTS data appear to under-represent boarding counts.

For almost all transit systems, when comparisons are made by individual route, the TTS data varies more from the boarding counts. This has implications for the use of disaggregated data or analysis by individual route. There are a number of caveats associated with the comparisons, including the accuracy of the boarding counts, the timing of the boarding counts, and the accuracy and completeness of the transit routes reported by TTS respondents. In addition, a small proportion of cases in the expanded TTS data carry relatively high data weights (although generally limited to within plus or minus five times the weight for the expansion zone). High weights may affect the variance of the transit boardings represented by the data. The high weights are typically associated with population with non-response bias in the sample, such as younger people, who are coincidentally more likely to use transit. Users of the disaggregated data should undertake analysis of the transit data with caution and should consider whether treatments of the data or adjustments to model calibration are required to address transit boarding shortfalls or overcounts in the TTS data.

Conclusion

Overall, the survey data very closely align with various household and personal characteristics that are often seen as strong determinants of travel, including: household counts, population counts, household size, dwelling type, age, gender, employment, elementary and secondary school enrolments, and enrolments at major public post-secondary institutions. The same is true at the regional and municipal level for larger municipalities, although there is more variance for smaller municipalities. Notwithstanding the fit of the TTS data to these various reference statistics, other comparisons revealed marked differences in the TTS data. For example, the TTS data appear to under-represent enrolments at some colleges. While the traffic flow comparisons against screenlines suggested a reasonable representation of morning peak traffic across certain screen-lines, however, given possible irregularities and missing information, it is difficult to draw conclusions about the goodness-of-fit of the survey data with respect to observable traffic flows. Transit comparisons also appeared quite variable by individual route. This suggests that despite the weighting adjustments, there may be hidden biases within the data that may be difficult to identify, and which have not been fully corrected for by the data weighting. The lower levels of response to the survey from younger people and the application of a broader range of weights to some survey cases in order to achieve a better overall representation of the entire population has implications for use-scenarios for the data. For analysis of small sub-samples such as users of a given transit route, or analysis at the level of traffic zone, consideration should be given to the

appropriateness of the sample sizes for the desired analysis as well as to the sampling design effects on sampling error associated with the application of data weights, and whether further treatments of the data may be warranted. It may also be noted that changes to the survey methodology—including the sampling approach, the mix of telephone and online surveys, and the data expansion process—may affect comparisons with previous survey cycles. It may be noted that the 2022 sampling and survey methods were very similar to 2016, which supports a good level of confidence in comparisons with the 2016 survey data (when filtering the 2022 data to the same parameters as used in previous cycles).¹ Different biases within the collected samples for different TTS cycles that are still present after the data expansion, such as the change between 2011 and 2016 in the proportion of apartments in the expanded data, may affect longer-term comparisons between cycles.

¹ The 2022 survey data expanded the extent of the trip data collected, with the age for collection of trip data being moved from 11+ years in previous cycles to 5+ years in 2022, and with the collection of all walk trips, whereas in 2016 and earlier walk trips were only collected if they were for commutes to work or school or essential links between trips by other modes.

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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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- 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)

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1. INTRODUCTION

The 2016 TTS consists of demographic and travel information collected throughout the survey area. The sample frame is mailable residential addresses. The data were expanded to represent the total population of the survey area by developing expansion factors primarily based on dwelling unit counts, with adjustments for distributions of household characteristics and householder demographic characteristics. The expansion factors were applied to all household, person, and trip data associated with each household.

Section 2 of this report provides an overview of the TTS, including its general background and details of the geographical coverage, surveys completed, and questionnaire content. The overview includes a discussion of the comparability of survey cycles, including consideration of issues not considered in the discussion of data weighting as well as issues related to the data weighting that are expanded on elsewhere in later sections in this report.

Section 3 of this report provides a discussion of potential sources of error and bias due to the survey methodology and expansion process. Of particular concern is the lower response rate for the address-only portion of the sample frame in providing a representative sample of address-only households (those without listed landlines matched to the address base). Lower response rates are typically associated with greater potential for non-response bias, which may only be partially addressed by weighting adjustments in the data expansion process. The data expansion process corrects for representation by dwelling type, household size, age and sex, and by doing so may also bring other characteristics (vehicle ownership, students, employed labour force) better in line with the real world. However, there are likely to be other factors that cannot be identified or corrected for. Users of this data should be aware of this potential for hidden bias. Furthermore, while the 2016 and 2022 surveys had very similar sampling methods and weighting methods, previous cycles may have been subject to different sources of bias than the 2016 and 2022 cycles.² Due diligence needs to be exercised in assessing the quality and reliability of the TTS data, both on its own and in conjunction with the data from previous surveys, with respect to each specific application. Users of the data who use or report on small subsets of the data should

² Both the 2006 and 2011 cycles were affected by the growing trend in the incidence of cell-phone-only households, which were outside the sampling frame at that time. In the 2011 cycle, demographic adjustments were first introduced as an attempt to partially mitigate this, and the data were expanded to represent total population rather than total households. For a discussion of key methodological differences between the different survey cycles, readers are referred to the TTS Data Guide available under a separate cover.

consider the effects of smaller sample sizes on sampling errors, and the tolerance for such error for the specific application of the data.

Section 4 describes the data expansion process and the calculation of expansion factors. The 2016 TTS introduced a more complex data expansion method with more data weighting controls than in previous cycles. The 2022 TTS took the same general approach with some refinements. The weighting approach taken in these survey cycles theoretically should provide a more representative sample than without this approach, but which generates greater variance in the expansion factors themselves, or a greater spread between high and low weights. Both the 2016 and 2022 data expansion processes results in a single factor applied to each household and all people within each household, as was the case in cycles from 2006 and earlier, while the 2011 approach assigned different weights to each household member.

Section 5 is devoted to the data validation, consisting primarily of comparisons made between the survey results and data obtained from a number of other independent sources. These sources and data items include:

Canada Census

- Dwelling units by dwelling type and household size
- Population by age and gender
- Employed Labour Force

Educational Institutions

- University & College Student Enrollments
- School District Student Enrollments

Municipal Cordon Counts

- Traffic volumes

Transit Operators

- Transit ridership

The comparisons identify significant differences between the TTS and other data but the comparisons, of themselves, do not identify either the reason for the difference or which data set is likely to be the most reliable. Subjective evaluations, both as to the quality of the data being compared with and the reason for the differences, are provided where appropriate. It is the responsibility of the user to determine what adjustments, if any, are appropriate for a given application.

2. TTS OVERVIEW

2.1. Background

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.

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).

2.2. Area of Coverage

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

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

2.3. 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 | | | | | | |
|-------------------------------|------------|----------------|---------|----------------|---|---|
| Cycle | Households | | Persons | | Trips | |
| | Records | Expanded total | Records | Expanded total | Records | Expanded total |
| 2022 TTS | 158,662 | 3,673,865 | 366,172 | 9,550,539 | 759,736 2016-equivalent: 683,975* | 19,470,493 2016-equivalent: 17,183,861* |
| 2016 TTS | 162,708 | 3,335,990 | 395,885 | 8,822,802 | 798,093 | 17,522,728 |
| 2011 TTS | 159,200 | 3,117,500 | 410,400 | 8,520,300 | 858,800 | 17,924,300 |
| 2006 TTS | 149,600 | 2,871,200 | 401,700 | 7,705,300 | 864,300 | 16,541,700 |
| 2001 TTS | 136,400 | 2,417,500 | 374,200 | 6,529,600 | 817,700 | 14,200,600 |
| 1996 TTS | 115,200 | 2,317,200 | 312,800 | 6,285,100 | 658,000 | 13,185,500 |
| 1991 TTS | 24,500 | 1,709,600 | 72,500 | 4,729,200 | 157,400 | 10,231,100 |
| 1986 TTS | 61,400 | 1,466,100 | 171,100 | 4,063,000 | 370,200 | 8,761,000 |

* 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.

2.4. 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 weekday previous to the telephone (or web) contact. Until 2011, all information was collected by an experienced interviewer over the telephone. In 2011 and 2016, the household was given the option of a telephone 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 | | | | • | • | • | • | • |

2.5. 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 include 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 household member age by gender. As the method employed made household-level adjustments based on the age/gender demographics of all household members, 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.
- 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 certain questions (see Section 2.4). 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 align 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 was 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).

When examining overall TTS Study Area survey results across all geographies, note that 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.

3. POTENTIAL SOURCES OF ERROR

A primary source of bias in the 2022 survey results is non-response. Comparison with exogenous data, such as the Canada Census, can identify some of the symptoms of bias, but not necessarily the underlying cause. The underlying assumption in the expansion of the TTS data is that travel patterns and behaviours of those who participated in the survey are the same, or similar, to those who were not. Another source of potential error may arise from respondents under-reporting travel. Also, while the data expansion process has resulted in an overall survey sample that appears to be quite representative of the population for the study area, and larger municipalities and planning districts within it, subsets of the data for smaller geographies (e.g., traffic zones, census tract, small towns), may have larger margins of sampling error due to smaller sample sizes and/or distortions due to a small proportion of cases with high weights. These possible sources of error are discussed in more detail below.

3.1. Definition of the Sample Universe

The target sample universe for the TTS is private dwellings occupied by usual residents. The survey is intended to represent residential households and the people living in those households.

The full population of the survey area also includes homeless people and residents of collective dwellings, such as prisons, military barracks, care-homes, and group homes. In 2022, approximately 1.3% of the total population of the study area did not live in private dwellings (with this proportion varying by region within the study area). The survey is not intended to represent the characteristics of this small percentage of the population, nor their travel patterns.

3.2. Sample Frame Coverage

A potential source of error in any survey is inadequate coverage of the sampling universe by the contact list used to recruit survey participants. For the 2016 and 2022 surveys, error due to inadequate coverage was extremely low, as the primary source of contact lists was the Canada Post database of residential mailing addresses.

The gaps in the address base include the following, all of which represent very small fractions of the total population: rural households who receive mail via general delivery; some addresses on First Nations reserves if civic numbers or unit numbers are not used in street addressing; and delivery areas for which the majority of households have opted out of having their address available in the Canada Post database. There may also be challenges obtaining addresses from Canada Post for certain rural areas with very large postal code boundaries given the imprecision in the process for matching to smaller geographies within those large postal code extents.

TTS cycles between 1986 and 2011 used directories of listed residential telephone numbers as the sample frame. The shift to address-based sampling was made for the 2016 TTS to address the

significant increase in cell-phone-only households, which was first identified as a major concern in the 2006 cycle, and appeared to have a more significant impact on the representativeness of the data in the 2011 cycle. The 2022 TTS continued with the address-based approach as the 2016 TTS, including a mixed sampling approach involving address-and-phone and address-only records.

3.3. Bias Due to Non-response

Non-response bias occurs when individuals who do not participate in a survey differ in relevant ways from individuals who do participate. For example, younger people are often less inclined to participate in surveys. Larger households are less likely due to the burden of completing a longer survey. Those living in apartments are also somewhat less likely to participate than those living in single-family dwellings.

The potential for non-response bias is lower for samples with robust response rates and higher for samples with more modest response rates. As in 2016, the contact lists for the 2022 TTS consisted primarily of two types of sample: address-and-phone sample (residential addresses matched to directory-listed telephone numbers) and address-only sample (addresses not matched to a telephone number). In 2016 the target balance was 50% address-and-phone to 50% address-only samples in the survey completions, while in 2022 it was 35% to 65%, to reflect the further decline in listed-land lines and increase in cell-phone-only households. Note that as address-and-phone samples can achieve higher response rates due to the benefit of being able to make follow-up calls, a proportionately smaller amount of this sample is used than address-only samples. The response rate for address-and-phone sample was 10.4%, as telephone follow-up increased response beyond what could have been achieved with the survey invitation letter alone. The response rate for address-only sample was lower, at 7.1%, as this sample received only the survey invitation letter, and required considerably more households to be mailed to achieve an equivalent number of completed surveys. The address-only portion of the sample likely has higher non-response bias. It may be noted that the survey response for both the address-and-phone and address-only samples was notably lower than in 2016. This is in part due to a trend of reduced participation in telephone surveys with the rise of spam calling, and increased unknown-call-blocking technologies as well as a general trend in decreased interest in participation in surveys. It may also be noted that Fall 2022 was also hot on the heels of the pandemic, which created considerable stress in the general population and which may have altered human activity patterns and people's attitudes to civic engagement and/or transportation (which may or may not be a longer-lasting shift). In any case, it is possible that non-response bias may be somewhat higher in the 2022 survey dataset than in previous surveys.

In the data expansion, non-response bias has been addressed in part through data weighting adjustments by dwelling type, household size, age, and sex. Nevertheless, there is likely bias with

respect to other factors that cannot be identified or corrected for, and which may contribute to the variance of the survey data from actual reference data.

3.4. Timing of Sample Selection

The household composition of the survey area changes continuously as people migrate in and out of an area. The Canada Post address base is updated frequently, and so should include recent movers. The initial sample for the survey was drawn in August 2022, a few weeks prior to the start of survey administration in September, with subsequent draws during survey administration in September, October, early November, and prior to the Spring 2023 survey phase.

The Canada Census, which is used as the basis of the data weighting controls, was carried out on May 10, 2021 and may therefore represent a slightly different population from that of the survey. One difference is likely to be in the number and distribution of postsecondary school students. In addition, the 2021 Census was conducted at the height of the pandemic, therefore certain Census profile statistics may not be reliable, particularly with respect to employment, workplace type / work from home, location of work, and commuting patterns. These differences, and the effects on the results of the survey, are discussed in Section 4 of this report.

3.5. Under-Reporting of Trips

The reliance on one member of each household to report person and trip information for all members of the household is a potential source of error and, more significantly, the under reporting of trip information. Separate studies comparing trip rates for “informants” and “non-informants” have been done for both the 1986 and 1996 TTS. These studies showed a significant difference in reported trip rates for discretionary (non-work or school related) travel by auto drivers and, to a lesser extent for trips made by auto passengers and public transit. There was no significant difference in reported trip rates for travel to and from school or work.

In 2022, 88% of the surveys were completed online, up from 60% in 2016 and 12% in 2011. In previous cycles (2006 and earlier), all surveys were completed by telephone. The concern has been raised in the past that online respondents may not fill out the survey as thoroughly as those who are interviewed by an interviewer with experience filling out the survey and training in prompting for possible missed trips. To mitigate this, in 2016, the design of the online survey was adapted with instructions and clarification tests to steer online respondents to respond to the survey the same way as if they were guided through it by a telephone interviewer, with further refinements made to the online survey process in 2022. Direct comparison of trip rates by survey completion method are not recommended given that there may be considerable differences in the characteristics of telephone and online samples (e.g., employment, age, household composition, household life cycle stage, school status, etc.). However, a multivariate regression analysis of the 2022 survey data that controlled for a variety of variables including household and

demographic characteristics, survey timing, sample type, and other factors, revealed that participants who completed the survey online were only slightly more likely to report higher number of trips than those completed via phone. This analysis is detailed in the *2022 TTS Trip Rates and Trends* report.

In the above-mentioned multivariate analysis, the factor associated with the survey methodology that was most likely to result in higher number of trips reported was whether the household member was the primary survey respondent or was reported on by the primary respondent, with the odds of the primary respondent reporting more trips being higher for discretionary trips, but with negligible difference for non-discretionary trips. In other words, the primary respondent may not always know about all of the discretionary trips made by other household members, but will almost always report non-discretionary trips (school and work commutes), which are typically longer on average than discretionary trips and more likely to use motorized modes such as auto and transit.

3.6. Measurement Error

This type of error is associated with the failure of survey instruments to capture correct information, such as through misunderstanding of survey questions. Individual items of information contained in the TTS may be incorrect due to errors in interpretation made by respondents in answering the survey questions, or similar errors by the interviewers in recording the information, or the inability of quality assurance analysts to make corrections to survey data failing validation tests. Inclusion of definitions and help screens on the online survey, field-testing, in-depth training of interviewers, close monitoring, and built-in logic checks in the interview and coding software minimize, but do not eliminate, the potential for measurement error.

3.7. Processing Error

Processing errors include data entry, coding, editing, and imputation errors. This potential source of error was addressed through comprehensive training of survey staff and quality assurance analysts, continuous quality management practices, and thorough data validation using a battery of tests to detect potential problems with trip logic.

3.8. Error Related to Data Weighting

The survey sample obtained in the 2016 TTS was not perfectly representative of all household and population characteristics in the area. Also, a uniform sampling rate within each municipality or planning district was not always achieved in practice, so some geographies were over- or under-sampled.

The advantage of data weighting is that it corrects for these biases or unbalanced distributions in the unweighted sample. The drawback is that data weighting increases the sampling variance,

particularly when there is a large spread of weights. To mitigate this, limits were set to the size of individual household weights relative to the base weight for each expansion zone. Even so, the data weighting has the result of increasing the theoretical average sampling error from $\pm 0.2\%$ if the sample had been perfectly representative and did not require data weighting, to an effective sampling error of $\pm 0.3\%$ at a 95% confidence level.

Data weighting errors can also occur if the data weighting controls have errors or if they use different data definitions than data collected in the survey. To address this risk, reference data used for weighting controls was drawn from reliable sources with as complete coverage as possible, from a similar timeframe, and identical or very similar definitions. Thus, the weighting controls were drawn from the Census conducted in May 2021, from Metrolinx GO Train ridership counts for the same period as the Fall portion of the survey, and Labour Force Survey data estimates also for the same period as the Fall portion of the survey. Adjustments were made to weighting control data for Census population counts to account for a portion of this population living in collective dwellings (who are outside the target population universe that the TTS represents.) This adjustment to the control data is discussed in more detail in Section 4.3.

3.9. Sampling Error

Sampling error refers to the variance of the survey result from the true value of the population that occurs by chance because a sample was surveyed rather than the complete population. As best as possible, sampling error was controlled for in the sample design by targeting a robust sampling rate, controlled for at 594 sampling districts. Overall, a 4.3% sampling rate was obtained, with this varying by region and municipality, depending on the initial sampling rate target and, in some regions, limited by lower-than-expected response rates. The survey produced a very large overall survey sample, of 158,662 households. If the survey sample were fully representative of the households in the study area (and did not require data weighting) the estimated margin of sampling error for survey results across the entire study area would theoretically be $\pm 0.2\%$ at a 95% confidence level (19 times out of 20). The application of data weights increases the sampling error to $\pm 0.3\%$.

The margin of sampling error for smaller subsets of the data is greater, and is driven less by the sampling rate than by the actual number of households surveyed. A large municipality with a 4.3% sampling rate will have a very low margin of sampling error for the municipal-level results, and a mid-sized municipality with the same sampling rate may also have relatively low overall margin of sampling error, but a smaller municipality for which the same sampling rate yields numerically small numbers of surveys will have survey results subject to considerably greater sampling errors. The latter concern also applies to small sub-populations analysed individually.

Users of the data who need to stratify the survey results into smaller geographies or population subsets are encouraged to divide the sample into as few strata as possible, in order to maximize

individual subsample sizes and minimize the associated sampling variance for individual subsamples.

Estimated sampling errors by region for household-level and person/trip-level data are presented in Table 4 and Table 5, following.

Readers are reminded that only sampling error estimates are listed in the table. Non-response bias and measurement error may result in variance above and beyond sampling error.

Subsamples within each region will be subject to greater sampling errors.

Table 4: Estimate of sampling error for household-level data by region

| Region of Household | Private Dwellings Occupied by Usual Residents ⁽¹⁾ | Sample Size (n) (households surveyed by TTS) | Sampling Rate ⁽²⁾ | Sampling Design Effect (due to over- and under-sampling and weighting) ⁽³⁾ | Effective Margin of Sampling Error for Household Data (95% conf.) ⁽⁴⁾ |
|------------------------|--|--|------------------------------|---|--|
| Study Area | 3,673,865 | 158,662 | 4.3% | 2.001 | ±0.3% |
| City of Toronto | 1,171,021 | 51,436 | 4.4% | 2.067 | ±0.6% |
| Region of Durham | 247,055 | 10,740 | 4.3% | 1.999 | ±1.3% |
| Region of York | 396,607 | 17,388 | 4.4% | 1.757 | ±1.0% |
| Region of Peel | 455,724 | 19,080 | 4.2% | 2.159 | ±1.0% |
| Region of Halton | 212,592 | 9,272 | 4.4% | 1.775 | ±1.3% |
| City of Hamilton | 225,668 | 9,725 | 4.3% | 1.803 | ±1.3% |
| Region of Niagara | 198,715 | 8,324 | 4.2% | 2.160 | ±1.5% |
| Region of Waterloo | 227,002 | 10,017 | 4.4% | 1.839 | ±1.3% |
| City of Guelph | 57,466 | 2,686 | 4.7% | 1.943 | ±2.6% |
| Wellington County | 24,310 | 1,124 | 4.6% | 1.816 | ±3.8% |
| Town of Orangeville | 11,157 | 502 | 4.5% | 2.065 | ±6.1% |
| Dufferin County | 12,499 | 560 | 4.5% | 2.394 | ±6.3% |
| City of Barrie | 55,845 | 2,600 | 4.7% | 2.192 | ±2.8% |
| Simcoe County | 136,933 | 5,516 | 4.0% | 1.901 | ±1.8% |
| City of Orillia | 14,633 | 597 | 4.1% | 2.362 | ±6.0% |
| City of Kawartha Lakes | 33,054 | 893 | 2.7% | 2.025 | ±4.6% |
| City of Peterborough | 36,274 | 1,655 | 4.6% | 2.161 | ±3.5% |
| Peterborough County | 19,607 | 838 | 4.3% | 2.147 | ±4.9% |
| Brant County | 14,901 | 611 | 4.1% | 2.038 | ±5.5% |
| City of Brantford | 42,128 | 1,800 | 4.3% | 2.108 | ±3.3% |
| Northumberland County | 37,680 | 1,601 | 4.2% | 2.103 | ±3.5% |
| Town of Blue Mountains | 4,610 | 158 | 3.4% | 1.671 | ±9.9% |
| Grey County | 38,384 | 1,539 | 4.0% | 2.115 | ±3.6% |

⁽¹⁾ Universe Source: Statistics Canada 2021 Census household counts projected to 2022.

⁽²⁾ Sampling rate: the percentage of the households surveyed.

⁽³⁾ The design effect is a measure of the extent to which over- and under-sampling and data weighting corrections for this contribute to an increase in the margin of sampling error. A perfectly representative sample would have a design effect of 1.0.

⁽⁴⁾ Margin of error (MOE) associated with random sampling, at a 95% confidence level (19 times out of 20), for survey results for households located within the region, accounting for sampling design effects associated with data weighting. Actual values for the population may be expected to lie within the range of the survey result plus or minus the error. The MOE does not take into account other possible sources of error such as measurement error, or non-response bias not corrected for by the data weighting.

Important Note: Sampling error is not the only possible source of error. Non-response bias and measurement error may result in variance above and beyond sampling error. The variance of the survey results from the true statistics for the population may be greater than that listed in the table above due to other sources of error.

Table 5: Estimate of sampling error for data on persons and their trips by region of residence

| Region | Population in Private Households ⁽¹⁾ | Sample Size (n) (household members surveyed) | Sampling Rate ⁽²⁾ | Sampling Design Effect (due to over- and under-sampling and weighting) ⁽³⁾ | Effective Margin of Sampling Error for Data on Persons and their Trips (95% conf.) ⁽⁴⁾ |
|------------------------|---|--|------------------------------|---|---|
| Study Area | 9,716,903 | 366,172 | 3.8% | 1.940 | ±0.2% |
| City of Toronto | 2,778,484 | 109,566 | 3.9% | 2.093 | ±0.4% |
| Region of Durham | 703,347 | 26,198 | 3.7% | 1.861 | ±0.8% |
| Region of York | 1,181,575 | 46,372 | 3.9% | 1.675 | ±0.6% |
| Region of Peel | 1,457,481 | 50,051 | 3.4% | 1.996 | ±0.6% |
| Region of Halton | 602,509 | 22,464 | 3.7% | 1.697 | ±0.8% |
| City of Hamilton | 568,328 | 21,488 | 3.8% | 1.775 | ±0.9% |
| Region of Niagara | 476,429 | 17,372 | 3.6% | 2.108 | ±1.1% |
| Region of Waterloo | 591,241 | 22,842 | 3.9% | 1.778 | ±0.8% |
| City of Guelph | 144,386 | 5,914 | 4.1% | 1.873 | ±1.7% |
| Wellington County | 65,401 | 2,621 | 4.0% | 1.785 | ±2.5% |
| Town of Orangeville | 29,965 | 1,142 | 3.8% | 1.849 | ±3.9% |
| Dufferin County | 36,525 | 1,388 | 3.8% | 2.319 | ±3.9% |
| City of Barrie | 146,756 | 5,830 | 4.0% | 2.049 | ±1.8% |
| Simcoe County | 357,758 | 12,499 | 3.5% | 1.850 | ±1.2% |
| City of Orillia | 32,780 | 1,191 | 3.6% | 2.324 | ±4.2% |
| City of Kawartha Lakes | 78,027 | 1,883 | 2.4% | 1.983 | ±3.1% |
| City of Peterborough | 82,250 | 3,418 | 4.2% | 2.019 | ±2.3% |
| Peterborough County | 49,946 | 1,894 | 3.8% | 2.086 | ±3.2% |
| Brant County | 40,349 | 1,415 | 3.5% | 1.937 | ±3.6% |
| City of Brantford | 104,497 | 3,936 | 3.8% | 1.936 | ±2.1% |
| Northumberland County | 88,095 | 3,252 | 3.7% | 2.130 | ±2.5% |
| Town of Blue Mountains | 9,856 | 332 | 3.4% | 1.682 | ±6.9% |
| Grey County | 90,918 | 3,104 | 3.4% | 2.104 | ±2.5% |

⁽¹⁾ Universe Source: Statistics Canada 2021 Census counts of persons in private households projected to 2022.

⁽²⁾ The design effect is a measure of the extent to which over- and under-sampling and data weighting corrections for this contribute to an increase in the margin of sampling error. A perfectly representative sample would have a design effect of 1.0.

⁽³⁾ Estimated margin of error (MOE) associated with random sampling, at a 95% confidence level (19 times out of 20), for survey results for persons with trips destined to the given region, accounting for sampling design effects associated with data weighting. As person samples within each zone are not always independent random samples (i.e., the household is the actual independent sampling unit), the MOE for person- and trip-level data should be taken as an approximation. It does not take into account other possible sources of error such as measurement error, or non-response bias not corrected for by the data weighting.

Note: The sampling error for the details of trips made by residents of each geography may be slightly higher than the person-level error represented here, as the trip data do not of course include persons who did not travel on their surveyed travel day.

However, given that sample sizes in most regions are quite robust and 76% of participants 5+ years of age reported trips, the sampling error at the trip level is likely to be very close to that at the person level.

Important Note: Sampling error is not the only possible source of error. Non-response bias and measurement error may result in variance above and beyond sampling error. The variance of the survey results from the true statistics for the population may be greater than that listed in the table above due to other sources of error.

4. DATA EXPANSION

The 2022 TTS data have been expanded to represent the total households and population of the survey area using control totals developed from the 2021 Canada Census.

The 2022 TTS data expansion process calibrates expansion factors against household counts. All TTS cycles have been calibrated against household counts, with the exception of the 2011 cycle, which was calibrated against population.

The 2022 data expansion weighting controls include dwelling type (3 categories), household size (5 categories), and age by gender (24 categories), just as in 2016. These weighting controls address non-response bias in the survey sample and provide a weighted data set that is more representative of the population for key characteristics. Additional controls include GO Train ridership by line (as in 2016) and Labour Force Survey percentage distributions between full-time employed, part-time employed, and not employed population 18+ years of age (new control introduced in 2022).

The 2022 data expansion process also uses an iterative proportional fitting (IPF) data weighting method, which was first introduced in 2016. This method allows the expansion factors to be adjusted for multiple weighting controls at the person and household level, while arriving at expansion factors that are the same for each person in a given household.

4.1. Data Weighting Geography (Expansion Zones)

The data expansion factors were calculated using geographical areas called expansion zones. Base expansion factors were calculated for each expansion zone on the basis of the household counts in the Census data, projected forward to 2022. Subsequent data weighting adjustments for household characteristics and demographic characteristics were undertaken for households within each expansion zone, using Census data compiled by expansion zone as the weighting controls.

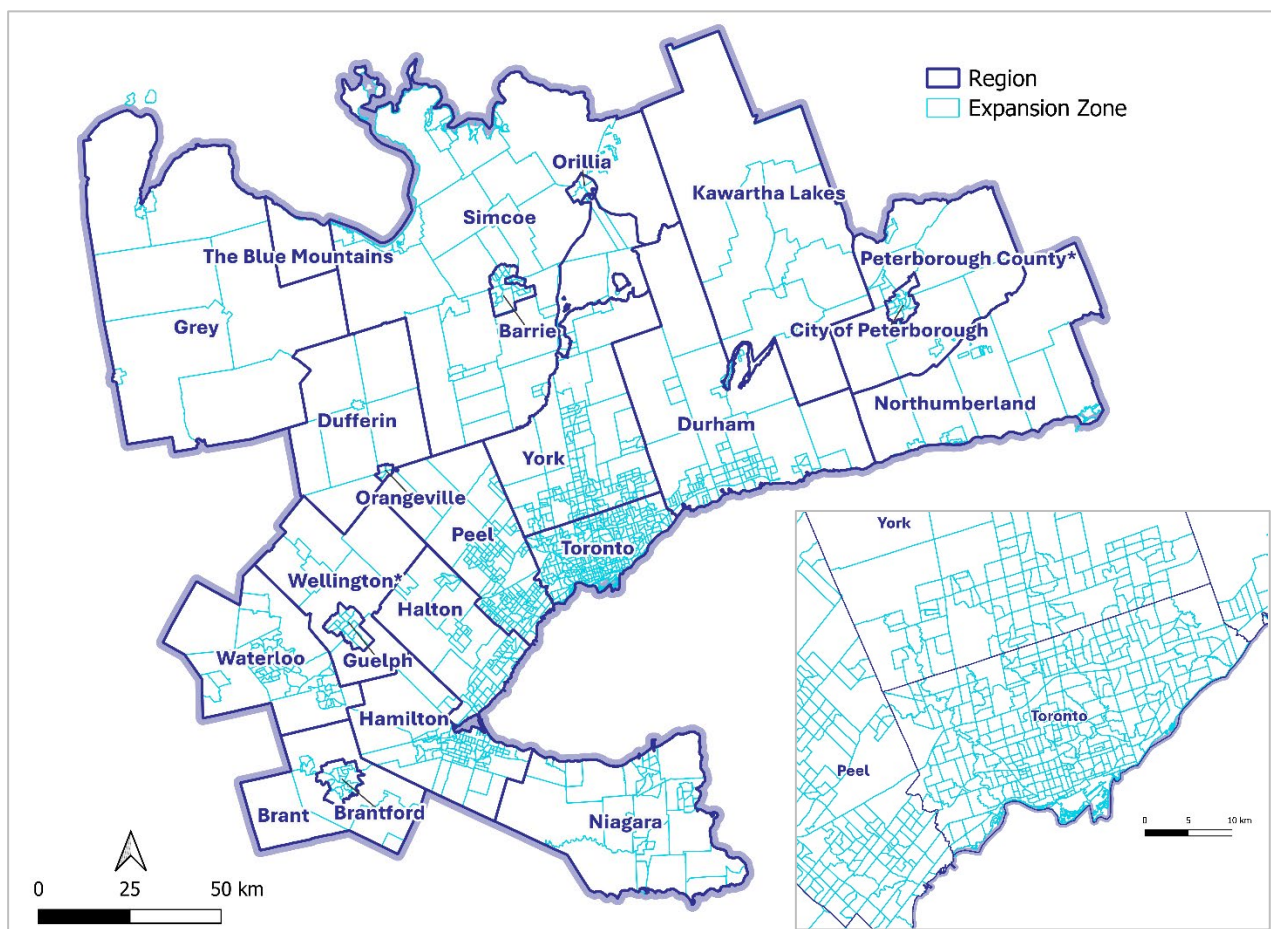
A hybrid of Statistics Canada's standard geographies is used as the basis for the expansion zones. The expansion zones were developed primarily from aggregations of Aggregated Dissemination Areas (ADAs).³ In order for the expansion zone geographies to align better with municipal and

³ ADAs were created for the 2016 Census, covering the entire country to ensure the availability of Census data across all regions of Canada. They are formed from Census Tracts within Census Metropolitan Areas and tracted Census Agglomerations, Census Subdivisions or Dissemination Areas, and generally contain a population between 5,000 and 15,000. In heavily urbanized areas with large populations, a given municipality may have many ADAs within it, but in rural areas, ADAs may encompass more than one municipality.

planning district boundaries, a small number of ADAs were split by Census Subdivision (in the few cases where a rural ADA included multiple Census Subdivisions), Census Tract, and/or Dissemination Area. The data expansion zones vary in area, depending on the population density. Aggregations were undertaken with the objective of forming survey samples large enough to reduce the likelihood of empty demographic cells or extreme data weights, but with consideration of geographic barriers that might warrant keeping some areas separate (major highways, railroad tracks, water features).

The 2022 expansion zones are illustrated in Figure 1.

Figure 1 Data Expansion Zones



*Only portions of Wellington and Peterborough counties are included in the TTS study area.

The 2022 expansion zones build on the expansion zone system first developed in 2016. Prior to 2016, data expansion was undertaken on the basis of municipality and postal code. The 2022 expansion zone system adds new zones for the new geographies added to the survey area, splits the old 2016 zones where sample sizes are now large enough to warrant it, and aggregates the old 2016 zones where sample sizes are smaller in 2022. Generally speaking, sample sizes of

between 200 to 450 surveys in each expansion zone are preferable. Smaller and large expansion zones can be accommodated if dictated by the geography, with sample sizes of less than 100 to be avoided if possible, as they may be considerably more likely to have empty cells in the household and demographic stratifications.

A total of 597 expansion zones were developed in 2022. Of these, 26% had between 100 and 200 surveys and 3% had between 42 and 100 surveys. The latter were mainly small towns that needed to be kept separate from other municipalities for reporting purposes. Of note, a single expansion zone had a sample size of only two households surveyed, Alderville First Nation. This community has a small population and also had a very low response rate to the survey. It was not merged with other expansion zones because it is a separate Census Subdivision.

Note that the expansion zones are built from Statistics Canada standard geographies associated with the 2021 Census (ADA, CT, DA, CSD). Therefore there may be slight differences from the regional, municipal, and planning district boundaries of the TTS, which were developed from current municipal boundaries. The expansion zones may not always nestle neatly within the TTS geographies, and there may be very small areas where the Census and TTS boundaries do not align. While each expansion zone is associated with a specific parent planning district to which it is meant to belong, there are very occasional cases where a survey has been geocoded to a different planning district than that associated with the expansion zone it belongs to. As these edge cases are very few, the impact on the weighted distributions by TTS geography should be negligible (plus or minus a few households or a few dozen households here or there).

The expansion zones are detailed in Appendix A of this report.

4.2. Data Expansion Approach in Previous Cycles

In the 1986, 1991, 1996, 2001, and 2006 surveys, survey expansion factors were simple factors calculated as the ratio of the Census household count to the survey sample size for each geographic expansion zone. In 2001, the expansion zones were based on postal forward sortation areas (FSAs), while in 2006, these were based on aggregated Census Tracts. The number of households (private dwelling units occupied by usual residents) in each expansion zone was obtained from the Canada Census and used as the control total for calculating the expansion factor. The same expansion factor was applied to all the households in an expansion zone and to all household, person, and trip data associated with each household. In 2001, differential expansion rates for apartments and non-apartments were applied to address non-response bias for apartment households, using Canada Post counts of apartments and non-apartments as control data. The 2006 and 2011 TTS attempted to address this by over-sampling listed phone numbers in the survey contact lists.

In 2011, the weighting method was a departure in that it took into account age distribution and in that the final expansion was matched against Canada Census population counts (rather than

household counts). In the 2011 survey, after initial application of simple expansion factors, significant variance from the Census demographics was identified, particularly for certain geographies such as downtown Toronto. This was due in part to the growing number of cell-phone-only households (a concern also observed in the 2006 survey to have a potential impact on the representativeness of the sample but not addressed in the data expansion in that cycle). Postal FSAs were used as the geographical basis for expansion zones and base household expansion factors. Next, to adjust for observed bias in the 2011 dataset by age, adjustment factors were applied using Census counts aggregated by age range. This step also had the effect of adjusting the weighted survey counts to match total population. As 1.4% of the population lived in collective dwellings (prisons, student residences, seniors care facilities) or was homeless, and thus was not part of the TTS's target sample frame, the 2011 TTS slightly over-represents the target population of people living in private residences. In the 2011 data, the person-level expansion factors were applied to the person and trip data, while the household expansion factor included in the database is the mean of the person factors applied to each person in a given household. Therefore, household tabulations were only consistent with person and trip tabulations if they were based on complete household data; while the use of the household expansion factors for tabulation of household data based on any subset of household members (such as the number of persons with a driver's licence) is not valid. Such attributes should only be used as filters when performing person or trip tabulations with the 2011 data.

The 2016 survey was the first survey to use a multivariate iterative proportional fitting method to adjust for household size, dwelling type, and age/gender to produce weighting factors at the household level that satisfied demographic-level weighting controls, such that all people in the same household received the same weight. 2016 took the same general approach as is described here for 2022, with two differences. First, the 2016 survey did not include the adjustment to calibrate full- and part-time employment on Labour Force Survey estimates, which has been included for the first time in 2022. Also, the 2016 survey used a less sophisticated method to account for persons living in collective dwellings, simply reducing the weighting control counts for ages 75 and above by 20% across the board to account for persons living in seniors care homes. The reduction to apply to this population segment was estimated based on an examination of data for survey cycles earlier than 2001 compared against the Census for the same cycles. In these earlier TTS cycles, almost all residential households had a listed land line and response rates were in excess of 50%, so sample coverage errors and non-response bias would be less than in later cycles, and the proportion of persons 75+ living in private residences from the survey results could be viewed as a reasonable estimate of the proportion in reality. (The 2022 survey takes a more sophisticated approach that is based on CSD-level data applied only to Dissemination Areas which have population in collective dwellings.) The 2016 survey also used 11 age ranges in the demographic stratification.

Differences in the weighting approaches may affect the comparability of the TTS data for different cycles.

4.3. Weighting Controls

The weighting controls were chosen as strong determinants of travel behaviour, with survey responses that are complete and reliable, and that have population reference data that accurately describe the population, and that can be stratified for the expansion zones within which the data weighting is undertaken. Outlined below are the data weighting controls and the weighting strata for each control. Within expansion zones with small samples, certain data weighting strata may have been collapsed due to small cell sizes or cells with no observations.

Controls for adjustments made within each expansion zone:

Household Controls (Census)

- **Total households:** private dwellings occupied by usual residents
- **Dwelling type,** stratified into single-detached, apartment, and townhouse
- **Household size,** stratified into 1-person, 2-person, 3-person, 4-person, and 5+ person households

Demographic Controls (Census)

- **Age by sex,** stratified by gender (men+, women+)⁴ and 12 age ranges (as follows)

0 to 4 years
5 to 9 years
10 to 14 years
15 to 17 years
18 to 24 years
25 to 34 years
35 to 44 years
45 to 54 years
55 to 64 years
65 to 74 years
75 to 84 years
85+ years

⁴ Men+ = men and boys and portion of non-binary persons and those who prefer to self-identify or who refused the gender question. Women+ = women and girls and portion of non-binary persons and those who prefer to self-identify or who refused the gender question.

Global adjustment across all expansion zones:

GO Train Riders (Metrolinx, from Presto/ticket sale counts)

- **GO Train boardings:** weekday average for each of seven rail lines

Adjustments at the Census Metropolitan Area (CMA) level only for surveys in CMAs (with no adjustments made for portions of the study area outside the CMA system):

Labour Force Survey distributions

- **Labour force status** (% of persons 15+ years of age full-time employed, part-time employed and not employed)

Note that the 2022 weighting uses slightly different age categories than were used in 2016. The 2022 weighting uses age categories of 15 to 17 years and 18 to 24 years (whereas the 2016 survey used the standard five-year ranges of 10 to 14 and 15 to 19) in order to better balance the split between K-12 students and adults of the age of post-secondary attendance, particularly relevant in areas close to post-secondary institutions. To apportion the data in standard five-year Census categories to these non-standard age ranges in the Census Profile data, separately available counts by individual age by Dissemination Area were used in the apportionment. In addition, the 2022 weighting has categories of 75 to 84 and 85+ whereas 2016 only had 75+.

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. In the comparisons of the survey results with the Census counts later in this report, the comparison is with the overall Census count.

In addition to controls developed from Census data, GO Train daily boardings data were introduced in order to correct for apparent higher survey response amongst GO Train users compared to non-users. The control data were only available on a system-wide basis, and were not stratified by household expansion zone.

For the study area geographies with a good match to Census Metropolitan Areas for which data are available from Statistics Canada's Labour Force Survey (LFS), the TTS data were adjusted in

the data weighting to better match labour force characteristics for Fall 2022. The study area data were adjusted to better match the percentage distribution of full-time employment, part-time employment, and unemployed persons. They were adjusted to match percentage distributions rather than the actual counts from the Labour Force, as the estimates of population 15+ years of age in the LFS differ from the Census-based counts used for population expansion, as the LFS may use different estimation methodologies and may have different treatment of people living in collective dwellings and/or temporary residents than the Census. After the weighting adjustments, the percentage distributions in the 2022 TTS data line up almost exactly with the percentage distributions in the LFS data, although the actual counts may differ (with the LFS estimating a larger number of people 15+ years of age who are eligible for the labour force).

Census data on labour force status from the 2021 Census was not used in the data weighting because the 2021 Census was undertaken at a time of considerable disruption to the labour market at the height of the COVID-19 pandemic.

No attempts were made to adjust for distribution of surveys by day of week or to introduce other weighting controls or trip correction factors.

For reference, outlined below are the TTS dwelling type definitions used in the conduct of the survey, followed by the Statistics Canada definitions mapped as best as possible to TTS dwelling type.

| | |
|-----------|---|
| House | A dwelling unit with a separate outside entrance. Includes single, semi-detached, and basement apartment in a house. |
| Townhouse | A dwelling unit with a separate outside entrance but as part of a multi-unit building or complex. Usually has a street and unit # in the address. Includes row-house, free-hold, and condo townhouse. |
| Apartment | Any unit with a common outside entrance. Usually has a unit/suite # in the address. Includes condominium apartments, duplexes, rooming houses, and other multiple units. <i>Note: The 'duplex' part of this definition may be somewhat contradictory to the "basement apartment in house" definition for House, depending on interpretation (sometimes duplexes are locally thought to be 'side-by-sides', whereas Statistics Canada defines a duplex as 'above-and-below').</i> |

Statistics Canada Definitions & TTS Equivalent

| | | |
|-----------------------|--|-------|
| Single-detached house | A single dwelling not attached to any other dwelling or structure (except its own garage or shed). A single-detached house has open space on all sides, and has no dwellings either above it or below it. A mobile home fixed permanently to a foundation is also classified as a single-detached house. | House |
|-----------------------|--|-------|

| | | |
|--|--|-----------|
| Semi-detached house | One of two dwellings attached side by side (or back to back) to each other, but not attached to any other dwelling or structure (except its own garage or shed). A semi-detached dwelling has no dwellings either above it or below it, and the two units together have open space on all sides. | House |
| Mobile home | A single dwelling, designed and constructed to be transported on its own chassis and capable of being moved to a new location on short notice. It may be placed temporarily on a foundation pad and may be covered by a skirt. | House |
| Other movable dwelling | A single dwelling, other than a mobile home, used as a place of residence, but capable of being moved on short notice, such as a tent, recreational vehicle, travel trailer, houseboat, or floating home. | House |
| Row house | One of three or more dwellings joined side by side (or occasionally side to back), such as a townhouse or garden home, but not having any other dwellings either above or below. Townhouses attached to a high-rise building are also classified as row houses. | Townhouse |
| Other single-attached house | A single dwelling that is attached to another building and that does not fall into any of the other categories, such as a single dwelling attached to a non-residential structure (e.g., a store or a church) or occasionally to another residential structure (e.g., an apartment building). | Townhouse |
| Apartment or flat in a duplex | One of two dwellings, located one above the other, may or may not be attached to other dwellings or buildings. | Apartment |
| Apartment in a building that has five or more storeys | A dwelling unit in a high-rise apartment building which has five or more storeys. | Apartment |
| Apartment in a building that has fewer than five storeys | A dwelling unit attached to other dwelling units, commercial units, or other non-residential space in a building that has fewer than five storeys. | Apartment |

4.4. Projection of 2021 Census Profile Counts to 2022

The 2021 Census counts were scaled to 2022 on the basis of annualized population growth between the 2016 Census and the 2021 Census by municipality. The growth rate for each municipality was applied uniformly to the Dissemination Area (DA) level Census Profile counts for both households and population for all measures used as weighting controls or for data validation. No attempt was made to forecast or account for differential growth due to changes in household size since the Census or to adjust age distributions in the Census Profile data for the

aging of the population or births since the Census. Of note, the growth rates applied to project the Census data to 2022 were higher outside the GTHA, averaging 1.8% in non-GTHA regions and 1.2% in the GTHA.

It is important to note the resulting expanded household and population counts may not match 2022 estimates from other sources. The Census Profile data were not adjusted for undercounting in the Census—which was estimated to be 4% in Ontario but which varied by region and municipality—and may be less than Statistics Canada’s most recent revised population estimates for the 2021 Census year. The expanded survey counts may also differ from municipalities’ own population estimates. Readers are also reminded that the survey data only represent population in households in private dwellings occupied by usual residents and do not represent residents of collective dwellings (long-term care homes, on-campus student residences, prisons, army barracks, halfway houses, and so on).

4.5. Multi-Dimensional Iterative Proportional Fitting Methodology

The iterative proportional fitting methodology is a multiplicative weighting approach that cycles through weighting adjustments for different weighting controls in sequence until the resulting weights converge on a solution that satisfies all controls within a reasonable tolerance. The approach is multi-dimensional in that it allows for weighting adjustments for separate controls that apply to different levels of data (both household-level and person-level adjustments), which, in this case, are applied at the household level. All people and trips within the same household carry expansion factors that are identical to the household expansion factor. The core steps in the IPF process are outlined below.

Initial step: develop base weights:

- Compute base expansion factor by expansion zone. All households within the same expansion zone have the same base expansion factor.

$$Base\ Exp\ Factor_{ExpZone} = \frac{Census\ control\ count\ of\ households_{ExpZone}}{n\ Households\ surveyed_{ExpZone}}$$

Where *ExpZone* is the geographic expansion zone.

- Then populate the expansion factors in the survey data.

$$hhld_expf_i = Base\ Exp\ Factor_{ExpZone}$$

where each household *i* in a given expansion zone is given the same base expansion factor.

IPF steps within each full iteration of the IPF process:

1. Adjust by dwelling type
2. Adjust by household size
3. Evaluate age and gender distributions and apply adjustments at household level
4. Check for convergence on solution (all controls balanced within tolerance), and iterate through the above steps again as required

For each IPF step above:

- In each cell in the weighting stratification, sum the survey weights and compare against the control total for the same cell to calculate a draft weighting adjustment to apply to all cases in the cell:

$$\begin{aligned} & \text{Adjustment Factor}_{ExpZone.Stratum} \\ &= \frac{\text{Control count}_{ExpZone.Stratum}}{\sum_{i=1}^n hhld_expf_i \text{ (within } ExpZone.Stratum \text{)}} \end{aligned}$$

where

ExpZone.Stratum is the cell for the household or demographic stratum (e.g., one-person households, or females aged 0-5 years) within the given expansion zone,

and

$\sum_{i=1}^n hhld_expf_i$ is the sum of the of the current expansion factors for each survey record, with the n survey records being either households (for weighting adjustments to match household-level controls) or persons (for weighting adjustments to match person-level controls) within the given stratum for the weighting control.

- For household-level controls, the next step is to apply the appropriate adjustment factor to the current expansion factor for each household, as appropriate for the given stratum the household falls within:

$$hhld_expf_i = hhld_expf_i \times \text{Adjustment Factor}_{ExpZone.Stratum}$$

1. If the adjustment is for a person-level control, in each household, the household-level adjustment is the average of the adjustment factors across all people in the household:

$$hhld_expf_i = hhld_expf_i \times \frac{\sum_{x=1}^{n_i} \text{AdjustmentFactor}_{ExpZone.Stratum}}{n_i}$$

where the sum in the formula is the sum of the adjustment factors for each stratum associated with each of n_i person records in each household i .

2. The final adjustment within each IPF step is to limit any resulting expansion factors that are extreme relative to the base expansion factor for the expansion zone the household is located within:

$$\begin{aligned} (0.2 \times \text{Base Exp Factor}_{ExpZone}) &\leq hhld_expf_i \\ &\leq (5.25 \times \text{Base Exp Factor}_{ExpZone}) \end{aligned}$$

After each IPF step:

3. Recalibrate the weighted households to match control total of households for the geography (otherwise the sum of the weights may not line up due to the limits placed on extreme weights):

$$hhld_expf_i = \frac{\text{Census control count of households}_{ExpZone}}{\sum_{i=1}^n hhld_expf_i_{(within\ ExpZone)}}$$

It may be noted that this final calibration step may have the effect of forcing some weights above the limits applied at the end of the IPF adjustment. This is not corrected for, but allowed to stand as is. By expansion zone, the lowest the weights range is 0.47 of the base weight for a given zone and the highest 5.7 times the base weight for a given zone.

Two variations to the above steps were injected into the data expansion process for the TTS data. First, as part of the initial calculation of the base household expansion factors, adjustments were made to better balance the counts of households by ADA for expansion zones formed of multiple Statistics Canada geographies. This was done so that sub-geographies within a given expansion zone with very different response rates would not yield travel patterns weighted towards the portion of the expansion zone that had been oversampled. This adjustment was done only once, and could have been unbalanced by subsequent data weighting steps. Labour Force Survey adjustments at the CMA level were injected into the IPF process prior to the other adjustments in each iteration, making this a lower priority adjustment than the other controls. Additionally, adjustment factors for total GO Train boardings by rail corridor were made every fifth iteration. The adjustment was computed at the household level. First, adjustment factors were calculated for each household with GO Train trips for a given rail corridor such that the adjusted trip counts would match the corridor control total. Households with usage of more than one rail corridor received an average of the adjustments for each corridor used. All households without GO Train trips then received a separate adjustment to rebalance the household counts by expansion zone to fit the household control total. As this adjustment was undertaken on a non-standard

weighting control associated with survey data for reported travel behaviour rather than personal characteristics, this adjustment was given low priority, such that it would not unduly unbalance the core weighting controls, thus its injection into the IPF process only for selected iterations.

4.6. Final Expansion Factors

Table 6 illustrates the dispersion of the expansion factors applied. It may be noted that the mean expansion factor for Kawartha Lakes is higher than the average for other regions as a result of the lower sampling rate target for this region. Given the multiple adjustments in the data expansion process, the expansion factors do vary from household to household. Some extreme weights do exist in the sample, with 1% of the weights lower than 3.30 and 1% greater than 120.44.⁵ The great majority of the weights applied are within reasonable ranges: 90% are within the range of 4.20 to 69.42, and 50% are within 9.05 and 28.20. The highest weights are associated either with geographies that either had low overall survey response rates or with household types or age groups that were under-represented in the unweighted survey sample. The lowest weights are associated with geographies that had higher-than-expected response rates or with over-represented household types or age groups (often single-detached dwellings, seniors). See Appendix A for a similar table by expansion zone.

Table 6: Range of Expansion Factors

| Survey Area | Households Surveyed | Mean | Std Dev. | Percentiles | | | | | | | | |
|--------------------|---------------------|-------|----------|-------------|------|------|-------|--------|-------|-------|--------|--------|
| | | | | Min. | 1 | 5 | 25 | Median | 75 | 95 | 99 | Max. |
| Survey Area | 158,662 | 23.16 | 23.17 | 2.42 | 3.30 | 4.20 | 9.05 | 15.46 | 28.20 | 69.42 | 120.44 | 253.09 |
| GTHA | 117,641 | 23.02 | 22.88 | 2.48 | 3.21 | 4.10 | 8.94 | 15.62 | 28.30 | 68.00 | 117.94 | 253.09 |
| Non-GTHA | 41,021 | 23.53 | 23.97 | 2.42 | 3.58 | 4.57 | 9.29 | 15.02 | 27.95 | 73.82 | 125.65 | 219.06 |
| City of Toronto | 51,436 | 22.77 | 23.52 | 2.62 | 3.10 | 3.77 | 8.21 | 15.58 | 27.61 | 68.76 | 121.69 | 253.09 |
| Durham Region | 10,740 | 23.00 | 22.99 | 3.03 | 3.48 | 4.48 | 8.73 | 14.61 | 28.76 | 70.99 | 110.91 | 184.10 |
| York Region | 17,388 | 22.81 | 19.84 | 2.90 | 3.69 | 4.93 | 10.26 | 16.63 | 28.66 | 59.64 | 106.13 | 182.25 |
| Peel Region | 19,080 | 23.89 | 25.72 | 2.48 | 3.11 | 3.96 | 7.95 | 14.53 | 29.83 | 75.99 | 123.12 | 228.76 |
| Halton Region | 9,272 | 22.92 | 20.18 | 3.03 | 3.73 | 5.18 | 10.07 | 15.77 | 28.81 | 63.22 | 108.74 | 142.40 |
| City of Hamilton | 9,725 | 23.20 | 20.79 | 2.60 | 3.80 | 5.48 | 10.60 | 16.43 | 27.87 | 64.34 | 110.74 | 166.15 |
| Niagara Region | 8,324 | 23.87 | 25.71 | 3.18 | 3.81 | 4.81 | 9.35 | 14.28 | 27.22 | 80.08 | 129.79 | 175.15 |
| Waterloo Region | 10,017 | 22.66 | 20.76 | 3.00 | 3.61 | 5.39 | 9.84 | 15.39 | 27.99 | 63.71 | 110.00 | 173.38 |
| City of Guelph | 2,686 | 21.40 | 20.78 | 3.32 | 3.35 | 4.01 | 7.75 | 14.42 | 27.33 | 62.46 | 110.82 | 128.69 |

⁵ It may be noted that while the expansion factors in each expansion zone were initially limited to between 0.2 and 5.5 times the average weight for each expansion zone, some expansion zones had much higher or much lower sampling rates than the average for the municipality. When expansion zones are aggregated, this can result in greater extremes relative to the average for the municipality. This was allowed to ensure that the geographic distribution of households was appropriate.

| | Households Surveyed | Mean | Std Dev. | Percentiles | | | | | | | | |
|-------------------------|---------------------|-------|----------|-------------|------|-------|-------|--------|-------|--------|--------|--------|
| | | | | Min. | 1 | 5 | 25 | Median | 75 | 95 | 99 | Max. |
| Wellington County | 1,124 | 21.67 | 19.59 | 3.22 | 3.77 | 5.77 | 9.70 | 14.84 | 25.40 | 59.69 | 111.16 | 122.07 |
| Town of Orangeville | 502 | 22.24 | 22.97 | 3.59 | 3.62 | 4.07 | 7.44 | 12.16 | 28.83 | 73.35 | 114.27 | 128.53 |
| Dufferin County | 560 | 22.28 | 26.34 | 2.42 | 2.42 | 2.92 | 5.61 | 11.92 | 28.09 | 83.94 | 133.06 | 144.65 |
| City of Barrie | 2,600 | 21.48 | 23.46 | 3.18 | 3.33 | 3.51 | 6.14 | 12.52 | 26.05 | 74.98 | 117.60 | 129.10 |
| Simcoe County | 5,516 | 24.84 | 23.58 | 3.82 | 4.13 | 5.85 | 10.81 | 16.16 | 28.85 | 75.43 | 126.48 | 149.79 |
| City of Orillia | 597 | 24.41 | 28.51 | 3.65 | 3.65 | 4.20 | 7.13 | 11.86 | 29.95 | 76.51 | 160.19 | 177.76 |
| City of Kawartha Lakes* | 893 | 37.01 | 37.50 | 6.25 | 6.76 | 8.27 | 16.34 | 24.00 | 37.57 | 118.29 | 192.73 | 219.06 |
| City of Peterborough | 1,655 | 21.92 | 23.63 | 3.00 | 3.59 | 4.22 | 7.26 | 13.36 | 26.85 | 68.99 | 117.33 | 139.88 |
| Peterborough County | 838 | 23.40 | 25.08 | 3.61 | 4.14 | 4.88 | 8.56 | 13.76 | 27.99 | 76.06 | 133.97 | 157.96 |
| Brant County | 611 | 24.29 | 24.76 | 3.76 | 3.76 | 4.42 | 8.68 | 14.72 | 30.03 | 78.88 | 121.50 | 145.54 |
| City of Brantford | 1,800 | 23.44 | 24.68 | 3.21 | 3.61 | 4.54 | 7.78 | 14.64 | 28.54 | 73.37 | 126.77 | 178.11 |
| Northumberland County | 1,601 | 23.54 | 24.72 | 3.26 | 4.10 | 5.94 | 9.97 | 15.15 | 24.76 | 78.48 | 131.65 | 180.71 |
| The Blue Mountains | 158 | 29.18 | 23.98 | 7.84 | 9.19 | 13.30 | 18.07 | 20.18 | 28.88 | 73.82 | 156.85 | 160.11 |
| Grey County | 1,539 | 24.94 | 26.34 | 3.56 | 3.87 | 5.03 | 10.27 | 15.01 | 26.98 | 87.09 | 131.37 | 161.38 |

*2.7% of households in Kawartha Lakes were sampled (the 2.5% sampling target was by design), resulting in a higher average weight.

Table 7 highlights the mean expansion factor and the standard deviation of the expansion factor for historical TTS cycles. The standard deviation is a measure of the dispersion of the expansion factors around the mean and is important to determining the confidence interval of tabulations. The standard deviation of the expansion factors for 2006 and earlier cycles are relatively modest, indicating less dispersion and fewer extremes. The introduction of demographic weighting controls in 2011 and the introduction of new data weighting controls in 2016 have significantly increased the standard deviation of the expansion factors, while the higher standard deviation in 2022 is likely the result of a lower overall response rates (particularly for address-and-phone sample) and also the slightly lower sampling rate of 4.3% overall (compared to about 5% in previous surveys). While the data expansion theoretically results in a better reflection of the overall characteristics of the population, particularly at aggregate levels, caution should be exercised when analyzing data for small sub-samples of the data. It may not be appropriate to use the data for the survey from 2011 onwards for some of the very detailed analyses for small subpopulations for which earlier surveys may have been used.

Table 7: Standard deviation and mean of expansion factors for TTS since 1986

| TTS Cycle | Mean Expansion Factor | Standard Deviation |
|-----------|-----------------------|--------------------|
| 1986 | 23.86 | 3.14 |
| 1996 | 20.12 | 2.58 |
| 2001 | 17.73 | 3.95 |
| 2006 | 19.19 | 2.58 |
| 2011* | 20.76 | 6.29 |

| | | |
|------|-------|-------|
| 2016 | 20.50 | 15.96 |
| 2022 | 23.16 | 23.17 |

*For 2011, final expansion factors were developed at the person-level (with household factors being the average of person expansion factors for householders within the same household), whereas in other cycles, they were developed at the household level (and each person in a household has the same expansion factor).

4.7. Results of IPF Weighting

Table 8 presents key overall statistics from the TTS data for the unweighted survey sample, the TTS data after application of the base expansion factors by geography, and the TTS data after application of the final expansion factors developed via the Iterative Proportional Fitting data weighting. Census data and other reference data have been included for comparison, where available, with the Census data having been scaled to 2022 for population growth. The unweighted data has been split out by sample type and by survey method to highlight the different biases or patterns in the data for the various sub-samples.

The next chapter of this report on validation of the weighted results provides in-depth discussion of how the survey data compare against reference data. The information in the table illustrates the impact of the application of the IPF weighting for various weighting controls on the weighted data in achieving a more representative sample in terms of total population, dwelling type, household size, age, gender, income, and total employment. As shown, both the unweighted version of the sample and the version weighted only with base geographic expansion factors deviate more from the reference data (and show the kind of bias there would be without data weighting), while the final sample weighted sample provides a more accurate representation of the population. It may be noted that even for certain variables included in the weighting controls, the weighting does not always result in a perfect match with the Census. This is because limits on extreme high or extreme low weights may also limit the ability of the IPF weighting to converge on a perfect solution that satisfies all of the weighting controls.

Differences in the unweighted distributions by sample type reveal how characteristically different address-and-phone and address-only households are. In future surveys, achieving an appropriate balance of sample types will be important, recognizing that address-and-phone households have higher response rates (in part due to differences levels of non-response bias, in part due to the ability to call them to ask them to complete the survey) and that the proportion of households

with a listed landline continues to decline.⁶ I.e., care should be taken not to inadvertently over-sample address-and-phone households.

Differences in the unweighted distributions by survey method are provided for reference. As shown, the household and demographic characteristics for those who completed the survey over the phone is quite different from those who completed online via PC or mobile device. It is unlikely that there is a difference in trip-level results as a result of the mode of survey completion.⁷ I.e., differences in trip rates and mode shares are more likely to do with the fact that households that complete the survey over the phone are much more likely to be older.

Readers are referred to chapter 5 of this report for closer examination and discussion of differences between the Census and other reference data and the weighted TTS data.

⁶ In 2021, roughly 47% of households in Canada had a listed landline; in 2023, the last year for which this information is available, only 39% of households had a listed landline. (Statistics Canada, *2021-2023 Survey of Household Spending - Dwelling characteristics and household equipment at time of interview, Canada, regions and provinces*) Projecting forward to 2026, if the current trend does not level off one might expect only 28% of households to have a listed landline.

⁷ The impact of survey method has been explored in other analyses. When controlling for other factors through a multivariate regression models, the method of survey completions appears to have little to no impact on overall, discretionary, or non-discretionary trip rates reported on the survey

Table 8: Distributions of raw unweighted sample and high-level results of data weighting adjustments for selected characteristics

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|---|--------------------------|-------------------|--------------|-------|---------------|---------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| Dwellings and Households | | | | | | | | | | |
| Total private dwellings (including those not occupied by usual residents) | 3,901,023 | | | | | | | | | |
| Households (private dwellings occupied by usual residents) | 3,673,865 | 61,338 | 96,719 | 605 | 18,269 | 118,352 | 22,041 | 158,662 | 3,673,865 | 3,673,865 |
| <i>Difference from Census (%)</i> | | | | | | | | | 0.0% | 0.0% |
| Population | | | | | | | | | | |
| Total Census population including those in collective dwellings, homeless | 9,830,575 | | | | | | | | | |
| Population in private dwellings | 9,716,903 | 140,547 | 224,286 | 1,339 | 33,834 | 274,773 | 57,565 | 366,172 | 8,522,266 | 9,550,540 |
| <i>Difference from Census (%)</i> | | | | | | | | | -12.3% | -1.7% |
| Population 5+ years (eligible for trip capture) | 9,243,557 | 138,537 | 214,608 | 1,307 | 33,608 | 267,005 | 53,839 | 354,452 | 8,248,399 | 9,093,765 |
| <i>Difference from Census (%)</i> | | | | | | | | | -10.8% | -1.6% |
| <i>Note that the survey expansion is based on households not population. The difference in population from the Census data may be due to an under-representation households with 5+ persons that could not be fully corrected for by the data weighting (and within this category, increasing non-response bias as household size increases beyond 5 persons)</i> | | | | | | | | | | |
| Vehicles | | | | | | | | | | |
| Households with vehicles | | 56,568 | 85,092 | 410 | 15,193 | 107,201 | 19,676 | 142,070 | 3,287,642 | 3,194,371 |
| Total household vehicles | | 98,178 | 140,936 | 622 | 23,128 | 182,596 | 34,012 | 239,736 | 5,557,350 | 5,551,555 |
| Average vehicles per household | | 1.60 | 1.46 | 1.03 | 1.27 | 1.54 | 1.54 | 1.51 | 1.51 | 1.51 |
| Dwelling Type | | | | | | | | | | |
| House | 54.4% | 74.2% | 58.6% | 47.6% | 64.1% | 65.0% | 62.9% | 64.6% | 64.6% | 54.9% |
| Apartment | 35.9% | 17.6% | 30.3% | 42.8% | 28.9% | 25.0% | 25.2% | 25.5% | 25.5% | 35.4% |
| Townhouse | 9.6% | 8.2% | 11.0% | 9.6% | 6.9% | 10.0% | 11.9% | 9.9% | 9.9% | 9.7% |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|--|--------------------------|-------------------|--------------|-------|---------------|--------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| House | | 19.8% | 4.2% | -6.8% | 9.7% | 10.6% | 8.5% | 10.2% | 10.1% | 0.5% |
| Apartment | | -18.3% | -5.6% | 6.9% | -7.0% | -10.9% | -10.7% | -10.4% | -10.4% | -0.6% |
| Townhouse | | -1.5% | 1.4% | 0.0% | -2.7% | 0.4% | 2.2% | 0.3% | 0.3% | 0.1% |
| Household Size | | | | | | | | | | |
| 1 person | 25.2% | 24.2% | 26.6% | 29.3% | 43.2% | 24.0% | 20.2% | 25.7% | 25.7% | 25.3% |
| 2 persons | 30.8% | 45.2% | 40.2% | 40.2% | 40.5% | 43.6% | 35.4% | 42.1% | 41.8% | 30.9% |
| 3 persons | 16.7% | 15.2% | 15.4% | 15.4% | 8.5% | 15.6% | 19.1% | 15.3% | 15.3% | 16.9% |
| 4 persons | 16.3% | 10.6% | 12.4% | 11.1% | 5.2% | 11.7% | 17.3% | 11.7% | 11.8% | 16.7% |
| 5+ persons | 11.0% | 4.9% | 5.4% | 4.1% | 2.7% | 5.1% | 8.1% | 5.2% | 5.4% | 10.2% |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| 1 person | | -1.1% | 1.4% | 4.0% | 17.9% | -1.2% | -5.1% | 0.5% | 0.4% | 0.1% |
| 2 persons | | 14.4% | 9.5% | 9.4% | 9.7% | 12.9% | 4.7% | 11.4% | 11.0% | 0.1% |
| 3 persons | | -1.6% | -1.4% | -1.4% | -8.3% | -1.1% | 2.4% | -1.5% | -1.4% | 0.2% |
| 4 persons | | -5.7% | -3.9% | -5.2% | -11.1% | -4.6% | 1.0% | -4.6% | -4.5% | 0.4% |
| 5+ persons | | -6.1% | -5.6% | -6.9% | -8.4% | -6.0% | -3.0% | -5.8% | -5.6% | -0.8% |
| Average Household Size | 2.64 | 2.29 | 2.32 | 2.21 | 1.85 | 2.32 | 2.61 | 2.31 | 2.32 | 2.60 |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|---|--------------------------|-------------------|--------------|-------|---------------|--------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| Household income - detailed ranges | | | | | | | | | | |
| % of total sample declined/unknown | 0% | 24% | 16% | 13% | 25% | 19% | 16% | 19% | 19% | 17% |
| <i>% of valid answers</i> | | | | | | | | | | |
| \$0 to \$14,999 | 2.9% | 1.8% | 2.1% | 2.7% | 4.4% | 1.6% | 2.4% | 2.0% | 2.1% | 3.0% |
| \$15,000 to \$39,999 | 13.6% | 12.3% | 9.5% | 8.0% | 27.3% | 8.6% | 8.4% | 10.6% | 10.9% | 11.2% |
| \$40,000 to \$59,999 | 12.7% | 14.1% | 10.8% | 7.4% | 21.8% | 11.0% | 9.9% | 12.0% | 12.2% | 11.5% |
| \$60,000 to \$79,999 | 12.6% | 13.1% | 12.2% | 9.9% | 14.3% | 12.5% | 11.3% | 12.5% | 12.6% | 11.9% |
| \$80,000 to \$99,999 | 11.5% | 12.0% | 12.3% | 12.5% | 10.2% | 12.6% | 11.7% | 12.2% | 12.3% | 12.0% |
| \$100,000 to \$124,999 | 12.1% | 12.5% | 14.2% | 13.1% | 8.0% | 14.2% | 14.3% | 13.6% | 13.6% | 13.6% |
| \$125,000 to \$149,999 | 9.3% | 8.4% | 10.0% | 11.4% | 4.2% | 10.0% | 10.5% | 9.4% | 9.4% | 9.5% |
| \$150,000 to \$199,999 | 12.0% | 10.8% | 12.8% | 14.3% | 4.4% | 12.7% | 14.3% | 12.1% | 11.9% | 12.3% |
| \$200,000 and above | 13.4% | 14.9% | 16.1% | 20.7% | 5.4% | 16.8% | 17.2% | 15.7% | 15.0% | 14.8% |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| \$0 to \$14,999 | | -1.1% | -0.8% | -0.2% | 1.5% | -1.3% | -0.5% | -0.9% | -0.8% | 0.1% |
| \$15,000 to \$39,999 | | -1.2% | -4.0% | -5.6% | 13.7% | -5.0% | -5.2% | -3.0% | -2.7% | -2.3% |
| \$40,000 to \$59,999 | | 1.4% | -1.9% | -5.3% | 9.1% | -1.7% | -2.8% | -0.7% | -0.5% | -1.2% |
| \$60,000 to \$79,999 | | 0.5% | -0.4% | -2.7% | 1.7% | -0.1% | -1.3% | -0.1% | 0.0% | -0.7% |
| \$80,000 to \$99,999 | | 0.5% | 0.8% | 1.1% | -1.3% | 1.1% | 0.2% | 0.7% | 0.8% | 0.5% |
| \$100,000 to \$124,999 | | 0.4% | 2.1% | 1.1% | -4.1% | 2.2% | 2.3% | 1.5% | 1.5% | 1.6% |
| \$125,000 to \$149,999 | | -0.9% | 0.7% | 2.1% | -5.1% | 0.7% | 1.2% | 0.1% | 0.1% | 0.3% |
| \$150,000 to \$199,999 | | -1.2% | 0.8% | 2.3% | -7.6% | 0.7% | 2.3% | 0.1% | -0.1% | 0.3% |
| \$200,000 and above | | 1.5% | 2.6% | 7.3% | -8.0% | 3.4% | 3.8% | 2.2% | 1.6% | 1.4% |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|--|--------------------------|-------------------|--------------|-------|---------------|--------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| Household income - broad ranges | | | | | | | | | | |
| % of total sample declined/unknown | 0% | 21% | 14% | 13% | 22% | 16% | 13% | 16% | 16% | 15% |
| <i>% of valid answers</i> | | | | | | | | | | |
| Under \$39,999 | 16.5% | 14.3% | 11.7% | 10.6% | 32.2% | 10.2% | 10.9% | 12.7% | 13.1% | 14.4% |
| \$40,000 to \$79,999 | 25.3% | 27.2% | 23.0% | 17.3% | 36.0% | 23.6% | 21.2% | 24.6% | 24.9% | 23.5% |
| \$80,000 to \$124,999 | 23.6% | 24.1% | 26.2% | 25.7% | 17.9% | 26.4% | 25.8% | 25.4% | 25.5% | 25.3% |
| \$125,000 and above | 34.7% | 34.4% | 39.1% | 46.4% | 13.8% | 39.9% | 42.1% | 37.4% | 36.5% | 36.8% |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| Under \$39,999 | | -2.2% | -4.7% | -5.8% | 15.8% | -6.3% | -5.6% | -3.8% | -3.4% | -2.1% |
| \$40,000 to \$79,999 | | 2.0% | -2.3% | -8.0% | 10.7% | -1.7% | -4.1% | -0.7% | -0.4% | -1.8% |
| \$80,000 to \$124,999 | | 0.6% | 2.6% | 2.1% | -5.6% | 2.9% | 2.2% | 1.9% | 1.9% | 1.8% |
| \$125,000 and above | | -0.3% | 4.4% | 11.7% | -20.9% | 5.2% | 7.4% | 2.7% | 1.8% | 2.2% |
| <i>Exercise caution when comparing to the Census. The Census asked for household income in 2020. TTS respondents may have provided income for 2021 or for 2022. The distribution of TTS respondents who declined to provide an answer is not necessarily the same as those who did answer.</i> | | | | | | | | | | |
| Household structure | | | | | | | | | | |
| Single person | | 24% | 27% | 29% | 43% | 24% | 20% | 26% | 26% | 25% |
| Two adults, no children | | 45% | 39% | 40% | 40% | 43% | 34% | 41% | 41% | 30% |
| Three or more adults, no children | | 17% | 12% | 13% | 10% | 14% | 13% | 14% | 14% | 16% |
| Single parent, one or more children 0-17 yrs | | 1% | 2% | 1% | 1% | 1% | 2% | 1% | 1% | 2% |
| Two adults, one or more children 0-17 yrs | | 9% | 16% | 13% | 4% | 13% | 23% | 13% | 13% | 19% |
| Three or more adults, one or more children 0-17 yrs | | 4% | 5% | 4% | 2% | 4% | 7% | 4% | 5% | 8% |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|---|--------------------------|-------------------|--------------|-------|---------------|--------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| Gender aggregation | | | | | | | | | | |
| Men+ | 48.9% | 48.4% | 49.3% | 52.1% | 45.4% | 49.5% | 48.5% | 49.0% | 49.0% | 49.0% |
| Women+ | 51.1% | 51.6% | 50.7% | 47.9% | 54.6% | 50.5% | 51.5% | 51.0% | 51.0% | 51.0% |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| Men+ | | -0.5% | 0.4% | 3.2% | -3.5% | 0.6% | -0.4% | 0.1% | 0.1% | 0.1% |
| Women+ | | 0.5% | -0.4% | -3.2% | 3.5% | -0.6% | 0.4% | -0.1% | -0.1% | -0.1% |
| <i>Gender responses have been aggregated to Men+, which includes men, boys, and a randomly assigned portion of respondents who indicated that they are non-binary, prefer to self-define, or declined to identify their gender and Women+, which includes women, girls, and a randomly assigned portion of respondents who indicated that they are non-binary, prefer to self define, or who declined to identify their gender.</i> | | | | | | | | | | |
| Age range | | | | | | | | | | |
| 0 - 4 years | 4.8% | 1.4% | 4.3% | 2.4% | 0.7% | 2.8% | 6.5% | 3.2% | 3.2% | 4.8% |
| 5 - 9 years | 5.3% | 2.2% | 4.3% | 3.7% | 1.2% | 3.3% | 5.6% | 3.5% | 3.5% | 5.3% |
| 10 - 14 years | 5.7% | 3.6% | 4.5% | 3.6% | 2.1% | 4.1% | 5.4% | 4.1% | 4.1% | 5.6% |
| 15 - 19 years | 5.7% | 4.3% | 3.9% | 4.6% | 2.7% | 4.1% | 4.6% | 4.1% | 4.1% | 5.7% |
| 20 - 24 years | 6.5% | 3.9% | 3.7% | 7.3% | 2.6% | 3.9% | 4.0% | 3.8% | 3.9% | 6.4% |
| 25 - 34 years | 14.4% | 6.8% | 13.2% | 25.2% | 4.4% | 10.6% | 15.4% | 10.8% | 10.9% | 14.4% |
| 35 - 44 years | 13.4% | 6.8% | 14.8% | 14.1% | 4.4% | 11.2% | 18.3% | 11.7% | 11.7% | 13.7% |
| 45 - 54 years | 13.2% | 12.1% | 13.2% | 13.1% | 7.4% | 13.3% | 13.3% | 12.8% | 12.8% | 13.5% |
| 55 - 64 years | 13.6% | 19.7% | 15.6% | 13.0% | 14.2% | 18.4% | 13.0% | 17.1% | 17.1% | 13.8% |
| 65 - 74 years | 9.8% | 21.8% | 14.1% | 8.8% | 24.5% | 17.8% | 9.4% | 17.1% | 16.9% | 9.9% |
| 75 - 84 years | 5.3% | 13.5% | 6.7% | 3.5% | 25.8% | 8.4% | 3.4% | 9.3% | 9.2% | 5.1% |
| 85+ years | 2.3% | 4.0% | 1.6% | 0.6% | 10.1% | 1.9% | 1.1% | 2.5% | 2.5% | 1.8% |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|--|--------------------------|-------------------|--------------|-------|---------------|--------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| 0 - 4 years | | -3.4% | -0.5% | -2.4% | -4.1% | -2.0% | 1.7% | -1.6% | -1.6% | 0.0% |
| 5 - 9 years | | -3.2% | -1.0% | -1.7% | -4.1% | -2.0% | 0.2% | -1.9% | -1.8% | 0.0% |
| 10 - 14 years | | -2.1% | -1.2% | -2.1% | -3.6% | -1.6% | -0.3% | -1.5% | -1.5% | 0.0% |
| 15 - 19 years | | -1.4% | -1.8% | -1.1% | -3.0% | -1.6% | -1.1% | -1.6% | -1.6% | 0.0% |
| 20 - 24 years | | -2.6% | -2.8% | 0.8% | -3.9% | -2.6% | -2.5% | -2.7% | -2.6% | -0.1% |
| 25 - 34 years | | -7.6% | -1.1% | 10.9% | -10.0% | -3.7% | 1.0% | -3.5% | -3.4% | 0.0% |
| 35 - 44 years | | -6.6% | 1.3% | 0.7% | -9.1% | -2.2% | 4.9% | -1.7% | -1.7% | 0.2% |
| 45 - 54 years | | -1.2% | 0.0% | -0.1% | -5.8% | 0.1% | 0.0% | -0.5% | -0.5% | 0.3% |
| 55 - 64 years | | 6.0% | 2.0% | -0.6% | 0.6% | 4.8% | -0.6% | 3.5% | 3.5% | 0.2% |
| 65 - 74 years | | 12.0% | 4.3% | -1.0% | 14.6% | 7.9% | -0.4% | 7.2% | 7.1% | 0.1% |
| 75 - 84 years | | 8.2% | 1.4% | -1.7% | 20.6% | 3.2% | -1.8% | 4.0% | 3.9% | -0.1% |
| 85+ years | | 1.7% | -0.7% | -1.7% | 7.8% | -0.4% | -1.2% | 0.3% | 0.3% | -0.4% |
| <p><i>The apparent under-representation of persons 75+ is by design. The Census age distributions provided above are for total population including those who live in collective dwellings. The distributions from the TTS are for population living in private dwellings (with appropriate adjustments to the weighting control for population living in collective dwellings). Persons 75+ are more likely to live in collective dwellings (i.e., long term care homes) which are not part of the TTS sample frame..</i></p> | | | | | | | | | | |
| Students (% of population) | | | | | | | | | | |
| Total students | | 12.9% | 16.6% | 19.9% | 7.8% | 15.3% | 19.1% | 15.2% | 15.3% | 21.7% |
| Students of K-12 age (5-17 years) | | 8.5% | 11.3% | 9.9% | 5.0% | 10.1% | 13.9% | 10.2% | 10.3% | 14.2% |
| Full time adult students (18+ years) | | 3.3% | 3.8% | 6.9% | 2.1% | 3.8% | 3.7% | 3.6% | 3.7% | 5.7% |
| Part time adult students (18+ years) | | 1.0% | 1.5% | 3.2% | 0.7% | 1.4% | 1.5% | 1.3% | 1.4% | 1.8% |
| Driver's licence | | | | | | | | | | |
| % of total population with driver's licence | | 80.4% | 75.8% | 74.5% | 78.1% | 78.9% | 70.9% | 77.6% | 77.2% | 71.1% |
| % of population 16+ years with driver's licence | | 87.4% | 88.2% | 83.2% | 81.8% | 88.8% | 86.9% | 87.8% | 87.5% | 85.5% |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|---|--------------------------|-------------------|--------------|--------|---------------|---------|---------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| Transit pass | | | | | | | | | | |
| No | | 90.5% | 87.2% | 85.8% | 90.1% | 89.0% | 85.0% | 88.4% | 88.3% | 85.7% |
| Yes | | 7.2% | 7.3% | 11.0% | 8.5% | 7.2% | 6.9% | 7.3% | 7.4% | 7.9% |
| Not applicable <6 Yrs | | 1.8% | 5.2% | 2.8% | 0.9% | 3.5% | 7.6% | 3.9% | 3.9% | 5.8% |
| Don't know | | 0.5% | 0.4% | 0.4% | 0.6% | 0.4% | 0.5% | 0.4% | 0.4% | 0.5% |
| Employed labour force, full TTS study area | 4,548,457 | 61,667 | 119,530 | 871 | 9,865 | 140,466 | 31,737 | 182,068 | 4,239,916 | 5,051,642 |
| <i>Difference from census (%)</i> | | | | | | | | | -7% | 11% |
| % of total population | 46.8% | 43.9% | 53.3% | 65.0% | 29.2% | 51.1% | 55.1% | 49.7% | 49.8% | 52.9% |
| <i>Difference from Census (in %-pts)</i> | | -2.9% | 6.5% | 18.2% | -17.7% | 4.3% | 8.3% | 2.9% | 2.9% | 6.1% |
| <i>The difference from census counts is to be expected. The Census was conducted during the height of the COVID-19 pandemic, when there was significant disruption to employment.</i> | | | | | | | | | | |
| Labour Force Survey, selected CMAs/CAs | | | | | | | | | | |
| Total persons 15+ years* | 8,165,325 | 2,701,879 | 4,778,101 | 30,860 | 615,390 | 615,390 | 615,390 | 306,077 | 7,088,105 | 7,510,840 |
| Not employed or not in labour force | 3,021,250 | 1,190,954 | 1,577,499 | 8,766 | 378,948 | 378,948 | 378,948 | 133,211 | 3,076,469 | 2,777,219 |
| Employed full time | 4,271,375 | 1,206,167 | 2,704,495 | 19,019 | 180,094 | 180,094 | 180,094 | 144,742 | 3,362,911 | 3,929,681 |
| Employed part time | 872,700 | 304,758 | 496,108 | 3,074 | 56,348 | 56,348 | 56,348 | 28,124 | 648,725 | 803,940 |
| <i>% distribution (% of pop. 15+ years of age)</i> | | | | | | | | | | |
| Not employed or not in labour force | 37.0% | 44.1% | 33.0% | 28.4% | 61.6% | 61.6% | 61.6% | 43.5% | 43.4% | 37.0% |
| Employed full time | 52.3% | 44.6% | 56.6% | 61.6% | 29.3% | 29.3% | 29.3% | 47.3% | 47.4% | 52.3% |
| Employed part time | 10.7% | 11.3% | 10.4% | 10.0% | 9.2% | 9.2% | 9.2% | 9.2% | 9.2% | 10.7% |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| Not employed or not in labour force | | 7% | -4% | -9% | 25% | 25% | 25% | 7% | 6% | 0% |
| Employed full time | | -8% | 4% | 9% | -23% | -23% | -23% | -5% | -5% | 0% |
| Employed part time | | 1% | 0% | -1% | -2% | -2% | -2% | -1% | -2% | 0% |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|--|--------------------------|-------------------|--------------|--------|---------------|--------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| <p><i>*Results are filters to CMAs/CAs of Toronto, Hamilton, St. Catharines - Niagara, Kitchener - Cambridge - Waterloo, Brantford, Guelph, Barrie, Oshawa, Peterborough for which LFS data were available and which are wholly or mostly within the TTS Study Area. Note that the LFS uses different population estimates than were reported in the Census (higher than the Census counts by more than 8%); the LFS may account for Census undercounts, more aggressive population growth estimates, and/or other differences in population estimation (e.g., counting persons in collective dwellings, counting persons who are not usual residents of the area) or methodology. For this reason, only the % distributions were used as weighting controls. Caution should be exercised when comparing the absolute numbers due to the differences in methodology.</i></p> | | | | | | | | | | |
| Number of workers per household | | | | | | | | | | |
| No workers | 18.0% | 43.5% | 26.7% | 18.2% | 66.9% | 30.7% | 18.4% | 33.1% | 33.0% | 24.0% |
| 1 worker | 31.7% | 24.6% | 32.6% | 33.7% | 18.4% | 30.8% | 31.8% | 29.5% | 29.5% | 31.0% |
| 2 workers | 33.1% | 22.9% | 33.5% | 37.9% | 10.3% | 30.3% | 40.4% | 29.4% | 29.4% | 33.2% |
| 3+ workers | 15.7% | 9.1% | 7.2% | 10.2% | 4.4% | 8.2% | 9.4% | 8.0% | 8.2% | 11.8% |
| <p><i>The Census statistics do not provide a good basis of comparison: Census counts anyone employed in the last year before the Census even if not now employed; the TTS counts only people employed at the time of the survey. Nevertheless the results do suggest that some under-representation of 3+ worker households in the TTS data is possible.</i></p> | | | | | | | | | | |
| Place of work (% of workers) | | | | | | | | | | |
| Work from home | 31.7% | 16.2% | 16.7% | 13.0% | 19.0% | 17.1% | 13.1% | 16.5% | 16.3% | 15.4% |
| Usual place of work | 56.0% | 72.2% | 72.6% | 76.2% | 67.1% | 72.2% | 75.4% | 72.5% | 72.5% | 73.1% |
| No fixed workplace address | 11.8% | 11.7% | 10.7% | 10.8% | 13.9% | 10.8% | 11.5% | 11.1% | 11.2% | 11.4% |
| Worked outside Canada | 0.4% | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| <i>Difference from Census (in %-pts)</i> | | | | | | | | | | |
| Work from home | | -15.6% | -15.0% | -18.8% | -12.7% | -14.6% | -18.7% | -15.2% | -15.4% | -16.3% |
| Usual place of work | | 16.1% | 16.6% | 20.2% | 11.1% | 16.1% | 19.4% | 16.4% | 16.5% | 17.1% |
| No fixed workplace address | | -0.2% | -1.1% | -1.0% | 2.0% | -1.1% | -0.3% | -0.8% | -0.7% | -0.4% |
| Worked outside Canada | | -0.4% | -0.4% | -0.4% | -0.4% | -0.4% | -0.4% | -0.4% | -0.4% | -0.4% |
| <p><i>Large differences from the Census are to be expected given that the Census was conducted at the height of the COVID-19 pandemic.</i></p> | | | | | | | | | | |

| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|--|--------------------------|-------------------|--------------|-------|---------------|---------|---------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| Aggregated occupation type, % of workers | | | | | | | | | | |
| Professional / Management / Technical | | 61.0% | 66.6% | 74.9% | 53.2% | 66.1% | 62.5% | 64.8% | 64.0% | 61.6% |
| General Office / Clerical | | 8.3% | 7.3% | 6.0% | 7.6% | 7.9% | 6.4% | 7.7% | 7.7% | 7.4% |
| Retail Sales and Service | | 15.1% | 12.3% | 10.3% | 18.5% | 12.9% | 12.8% | 13.2% | 13.3% | 14.6% |
| Manufacturing / Construction / Trades | | 13.7% | 12.2% | 7.6% | 18.1% | 11.5% | 16.2% | 12.7% | 13.2% | 14.4% |
| Unknown | | | | | | | | | | |
| Trips | | | | | | | | | | |
| % of persons 5+ years with trips on travel day | | 73% | 77% | 83% | 68% | 76% | 77% | 76% | 75% | 76% |
| Total daily trips | | 284,938 | 471,545 | 3,265 | 66,274 | 577,983 | 115,491 | 759,748 | 17,526,077 | 19,470,779 |
| Trip rate (avg. daily trips per person 5+ years) | | 2.06 | 2.20 | 2.50 | 1.97 | 2.16 | 2.15 | 2.14 | 2.12 | 2.14 |
| Daily mode share | | | | | | | | | | |
| Driver | | 65.8% | 58.9% | 37.2% | 65.2% | 61.5% | 58.4% | 61.4% | 61.6% | 58.2% |
| Passenger | | 16.5% | 15.2% | 10.3% | 17.4% | 15.5% | 15.6% | 15.6% | 15.7% | 16.5% |
| Total transit trips | | 5.8% | 8.1% | 21.0% | 6.3% | 7.3% | 7.8% | 7.3% | 7.3% | 7.7% |
| <i>GO Train</i> | | 0.5% | 0.7% | 1.1% | 0.3% | 0.7% | 0.8% | 0.6% | 0.6% | 0.3% |
| <i>Joint GO Train and Other Transit</i> | | 0.5% | 0.6% | 1.4% | 0.3% | 0.6% | 0.7% | 0.6% | 0.6% | 0.3% |
| <i>Transit excluding GO Train</i> | | 4.8% | 6.7% | 18.5% | 5.7% | 6.1% | 6.3% | 6.1% | 6.1% | 7.1% |
| Bicycle / e-microbility | | 1.1% | 2.1% | 8.0% | 0.9% | 1.9% | 1.8% | 1.8% | 1.7% | 1.7% |
| Walk | | 8.5% | 12.6% | 20.4% | 8.3% | 11.2% | 12.6% | 11.2% | 10.9% | 12.1% |
| Other (school bus, motorcycle, taxi, rideshare, etc) | | 2.3% | 3.1% | 3.2% | 1.9% | 2.6% | 3.8% | 2.7% | 2.8% | 3.9% |

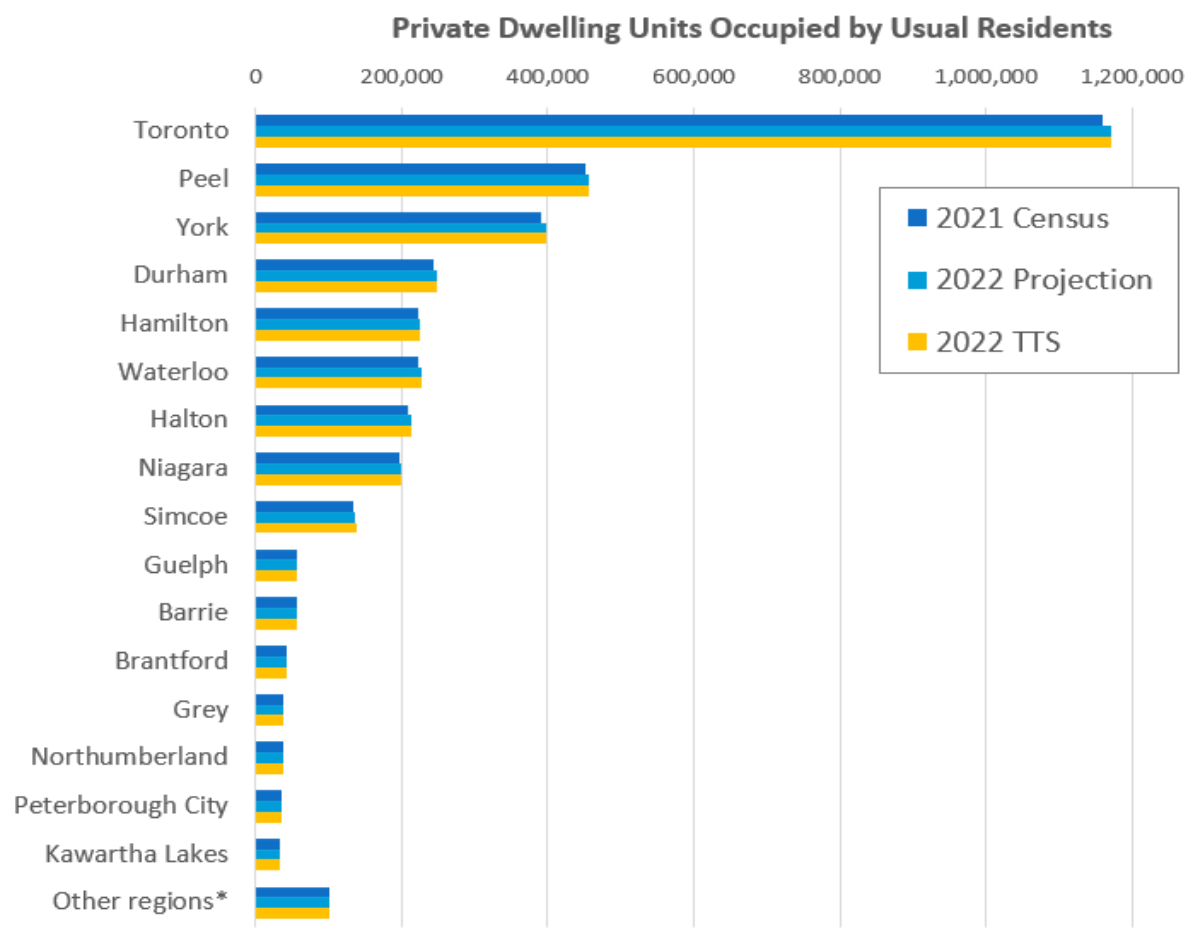
| CategoryDesc | Census / Other Reference | Sample Type | | | Survey Method | | | Total Unweighted Sample | Base Geographic Expansion | Final Weighting & Expansion |
|---------------------------|--------------------------|-------------------|--------------|-------|---------------|--------|--------|-------------------------|---------------------------|-----------------------------|
| | | Address-and-Phone | Address-Only | Other | Telephone | Online | Mobile | | | |
| Daily Trip purpose | | | | | | | | | | |
| HBW (home-based work) | | 21.8% | 24.4% | 27.4% | 14.9% | 23.5% | 27.9% | 23.5% | 23.8% | 25.4% |
| HBS (home based school) | | 8.4% | 10.5% | 8.8% | 5.1% | 9.6% | 12.8% | 9.7% | 9.8% | 13.9% |
| HBO (home based other) | | 55.1% | 49.9% | 47.6% | 62.7% | 51.9% | 45.4% | 51.8% | 51.5% | 46.7% |
| NHB (non-home-based) | | 14.7% | 15.1% | 16.2% | 17.3% | 14.9% | 13.9% | 15.0% | 14.9% | 13.9% |

5. VALIDATION

5.1. Households

Counts of private dwellings occupied by usual residents from the 2021 Canada Census projected forward to 2022 were used as control totals for the purposes of expanding the 2022 TTS data to represent the population of the survey area. Therefore, there is a precise match in private households between the Census-based data and the expanded TTS data at the municipal level, and for expansion zone geographies within each municipality. Overall, the expanded survey data represent approximately 3.67 million households in the TTS study area, with 74% of these in the six GTHA regions and 26% in non-GTHA regions. This is illustrated in **Figure 2**. Details by region and planning district are provided in **Appendix A: TTS Households & Population by Planning District**. Note that the Census data used to develop the weighting controls were scaled from 2021 to 2022 using historical growth rates from 2016 to 2021 projected forward one year. The Census-based counts and thus the expanded counts from the TTS data may differ from individual municipalities' own dwelling count projections.

Figure 2. Households, 2021 Census, 2022 projections, 2022 expanded TTS counts, by TTS Region



The data expansion process also included data weighting to very closely match Census controls for households by household size and by dwelling type (**Figure 3**). The survey data somewhat under-represent households with five or more occupants and slightly over-represent 3- and 4-person households. The data expansion approach was very similar to that used in 2016. While the survey data appear to align very closely to the Census by dwelling type, there may be differences in either definition or interpretation of dwelling types. Note that cycles previous to 2016 did not have balanced distributions by household size, and the distributions by dwelling type reported on the survey did not appear to match census distributions (although differences in interpretation of definitions may have played a factor in previous cycles). Previous survey cycles may have under-represented apartments, which may affect comparability. For example, in both the 2006 and 2011 TTS, apartments represent 25% of households in the expanded data sets (differing from the Census), whereas in both 2016 and 2022, apartments represent 35% of households in the expanded data sets (almost the same as the Census).

Figure 3. Households by dwelling type and household size, compared to Census

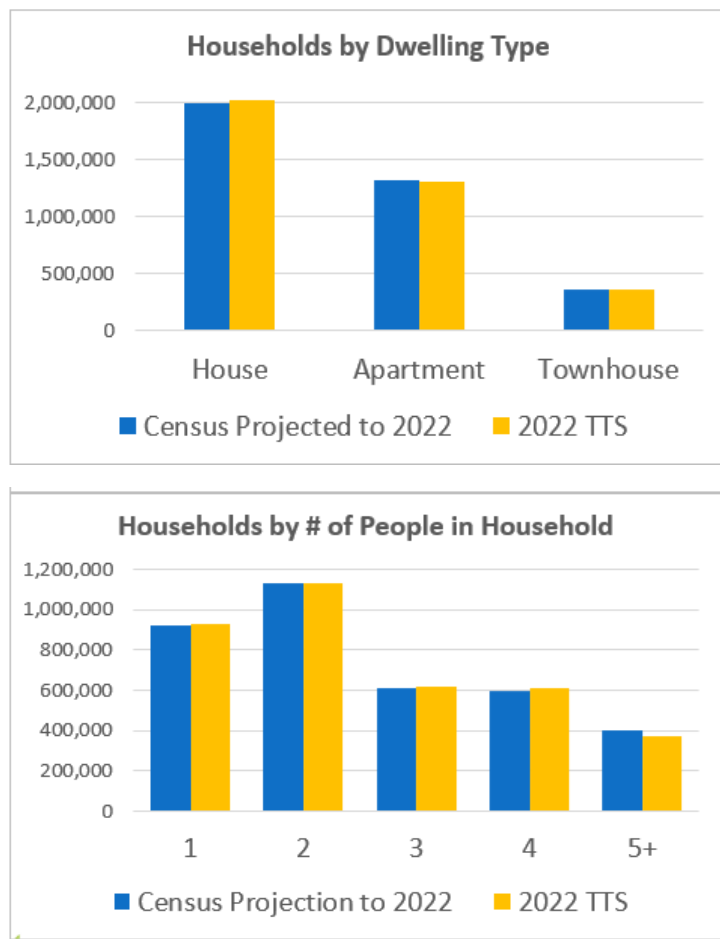


Table 9 provides a breakdown of dwelling type by region, showing differences from the Census. Most regions very closely reflect the Census distributions by dwelling type. In the region of Peel, houses and townhouses are over-represented by 1.9%-pts and 0.4%-pts respectively, and apartments under-represented by 2.3%-pts. The Peel municipalities had amongst the lowest response rates to the survey, and also had more non-response bias amongst certain population groups, including residents of apartments. While weighting corrected for much of the non-response bias, limits on extreme weights prevented the weighting from converging on a solution that exactly matched the Census. Durham and Dufferin also show modest under-representation of apartments of 0.8%-pts and 0.9%-pts respectively, with no other regions differing from the Census by more than ±0.5%-pts.

Table 9: Dwelling type compared to Census, by region

| Geography | Reg. | Expanded House holds (TTS) | Census projected to 2022 | | | TTS | | | Difference | | |
|-------------------------|------|----------------------------|--------------------------|------------|------------|------------|------------|------------|-------------|--------------|-------------|
| | | | House | Apt | Town house | House | Apt | Town house | House | Apt | Town house |
| STUDY AREA TOTAL | | 3,673,865 | 54% | 36% | 10% | 55% | 35% | 10% | 0.5% | -0.6% | 0.1% |
| Toronto | 1 | 1,171,021 | 29% | 65% | 6% | 30% | 65% | 6% | 0.4% | -0.5% | 0.1% |
| Durham | 2 | 247,055 | 72% | 17% | 11% | 72% | 16% | 11% | 0.8% | -0.8% | 0.1% |
| York | 3 | 396,607 | 68% | 19% | 13% | 68% | 19% | 13% | 0.3% | -0.3% | 0.0% |
| Peel | 4 | 455,724 | 58% | 29% | 13% | 60% | 27% | 14% | 1.9% | -2.3% | 0.4% |
| Halton | 5 | 212,592 | 62% | 20% | 18% | 62% | 20% | 18% | 0.2% | -0.2% | 0.0% |
| Hamilton | 6 | 225,668 | 59% | 28% | 13% | 59% | 28% | 13% | 0.1% | -0.1% | 0.0% |
| Niagara | 11 | 198,715 | 72% | 20% | 8% | 72% | 20% | 8% | 0.1% | -0.1% | -0.1% |
| Waterloo | 12 | 227,002 | 59% | 29% | 12% | 59% | 29% | 12% | 0.0% | 0.0% | 0.0% |
| Guelph | 13 | 57,466 | 53% | 32% | 15% | 53% | 32% | 15% | 0.1% | -0.1% | 0.0% |
| Wellington | 14 | 24,310 | 85% | 10% | 5% | 86% | 9% | 5% | 0.8% | -0.5% | -0.3% |
| Orangeville | 15 | 11,157 | 71% | 18% | 11% | 71% | 17% | 11% | 0.0% | -0.1% | 0.1% |
| Dufferin | 22 | 12,499 | 92% | 5% | 2% | 93% | 4% | 2% | 1.0% | -0.9% | -0.1% |
| Barrie | 16 | 55,845 | 62% | 26% | 12% | 63% | 26% | 12% | 0.3% | -0.2% | 0.0% |
| Simcoe | 17 | 136,933 | 85% | 10% | 5% | 85% | 10% | 5% | 0.1% | 0.0% | -0.1% |
| Orillia | 21 | 14,633 | 59% | 32% | 9% | 60% | 32% | 9% | 0.1% | -0.1% | 0.0% |
| Peterborough City | 19 | 36,274 | 59% | 32% | 9% | 59% | 32% | 9% | 0.1% | -0.1% | 0.0% |
| Peterborough | 20 | 19,607 | 96% | 3% | 1% | 96% | 3% | 1% | 0.4% | -0.4% | -0.1% |
| Brantford | 23 | 42,128 | 65% | 25% | 10% | 65% | 25% | 10% | 0.0% | 0.0% | 0.0% |
| Brant | 24 | 14,901 | 88% | 6% | 6% | 88% | 6% | 5% | 0.2% | -0.1% | -0.1% |
| Kawartha Lakes | 18 | 33,054 | 86% | 12% | 2% | 87% | 11% | 2% | 0.5% | -0.4% | -0.1% |
| Northumberland | 25 | 37,680 | 82% | 13% | 5% | 82% | 13% | 5% | 0.3% | -0.2% | -0.1% |
| The Blue Mountains | 26 | 4,610 | 81% | 8% | 11% | 81% | 8% | 11% | 0.0% | 0.0% | 0.0% |
| Grey | 27 | 38,384 | 80% | 16% | 4% | 81% | 16% | 4% | 0.3% | 0.0% | -0.3% |

Shading is used to highlight differences from the Census that are above or below zero, with blue for greater than zero and pink for less than zero. The intensity of the shading increases as the figure approaches the minimum or maximum percentage in the table. Distributions are rounded to the closest 1% for readability, but differences are rounded to the closest decimal percentage to show the nuance in the differences.

Table 10 on the following page provides a breakdown of household size by region. As shown, within each region, the weighted survey data has distributions by household size that very closely mirror the Census distributions. However, households with five or more household members are somewhat under-represented, by 0.8%-pt overall, with six regions having greater under-representation than this (as much as 1.9%-pt less than Census), and the rest being closer to the Census distribution. Again, this is due to smaller sample sizes for larger households, for whom completion of the survey is more of a burden, and limits placed on extreme weights. Usually the under-representation of larger households is accompanied by some over-representation of three-person and four-person households. One- and two-person households rarely differ from the proportion in the Census. This suggests that at least families and other households with three or more people are being represented appropriately by the data, albeit that, within this, the largest families and multi-generational families may be under-represented in some regions.

Table 10: Dwelling type compared to Census, by region

| Geography | Reg. | TTS Expanded House holds | Census | | | | | TTS | | | | | Diff | | | | |
|-------------------------|------|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|--------------|
| | | | 1 | 2 | 3 | 4 | 5+ | 1 | 2 | 3 | 4 | 5+ | 1 | 2 | 3 | 4 | 5+ |
| STUDY AREA TOTAL | | 3,673,865 | 25% | 31% | 17% | 16% | 11% | 25% | 31% | 17% | 17% | 10% | 0.1% | 0.1% | 0.2% | 0.4% | -0.8% |
| Toronto | 1 | 1,171,021 | 33% | 30% | 15% | 13% | 8% | 34% | 31% | 15% | 13% | 8% | 0.1% | 0.2% | 0.1% | 0.2% | -0.6% |
| Durham | 2 | 247,055 | 19% | 30% | 18% | 19% | 13% | 19% | 30% | 19% | 20% | 12% | 0.1% | 0.2% | 0.2% | 0.6% | -1.0% |
| York | 3 | 396,607 | 16% | 28% | 20% | 22% | 14% | 16% | 28% | 20% | 22% | 13% | 0.1% | 0.1% | 0.2% | 0.3% | -0.8% |
| Peel | 4 | 455,724 | 16% | 24% | 19% | 21% | 19% | 16% | 25% | 19% | 22% | 18% | 0.0% | 0.3% | 0.4% | 0.7% | -1.4% |
| Halton | 5 | 212,592 | 19% | 29% | 18% | 22% | 12% | 20% | 29% | 18% | 22% | 11% | 0.0% | 0.1% | 0.2% | 0.3% | -0.5% |
| Hamilton | 6 | 225,668 | 28% | 32% | 16% | 15% | 10% | 28% | 32% | 16% | 15% | 9% | 0.1% | 0.2% | 0.1% | 0.2% | -0.6% |
| Niagara | 11 | 198,715 | 28% | 36% | 15% | 13% | 8% | 28% | 37% | 15% | 13% | 7% | 0.0% | 0.1% | 0.2% | 0.4% | -0.6% |
| Waterloo | 12 | 227,002 | 25% | 33% | 16% | 16% | 10% | 25% | 33% | 16% | 16% | 10% | 0.1% | 0.1% | 0.1% | 0.2% | -0.5% |
| Guelph | 13 | 57,466 | 27% | 33% | 16% | 16% | 9% | 27% | 33% | 16% | 16% | 8% | 0.1% | 0.1% | 0.2% | 0.2% | -0.5% |
| Wellington | 14 | 24,310 | 19% | 37% | 16% | 17% | 11% | 19% | 37% | 16% | 17% | 10% | -0.1% | -0.2% | 0.3% | 0.4% | -0.4% |
| Orangeville | 15 | 11,157 | 22% | 30% | 19% | 19% | 10% | 22% | 30% | 19% | 19% | 9% | 0.0% | 0.1% | 0.2% | 0.3% | -0.6% |
| Dufferin | 22 | 12,499 | 17% | 33% | 17% | 18% | 15% | 16% | 33% | 18% | 19% | 14% | -0.6% | 0.2% | 1.1% | 0.8% | -1.5% |
| Barrie | 16 | 55,845 | 24% | 32% | 18% | 16% | 10% | 24% | 32% | 18% | 17% | 9% | 0.1% | 0.2% | 0.1% | 0.3% | -0.8% |
| Simcoe | 17 | 136,933 | 22% | 37% | 16% | 16% | 10% | 22% | 37% | 16% | 16% | 9% | 0.0% | 0.1% | 0.2% | 0.2% | -0.6% |
| Orillia | 21 | 14,633 | 33% | 36% | 14% | 10% | 6% | 33% | 36% | 15% | 13% | 4% | -0.4% | -0.3% | 0.3% | 2.2% | -1.9% |
| Peterborough City | 19 | 36,274 | 32% | 36% | 14% | 11% | 6% | 32% | 35% | 15% | 11% | 6% | -0.1% | -0.1% | 0.2% | 0.3% | -0.3% |
| Peterborough | 20 | 19,607 | 20% | 41% | 15% | 14% | 9% | 21% | 41% | 15% | 15% | 8% | 0.2% | 0.0% | 0.2% | 0.4% | -0.9% |
| Brantford | 23 | 42,128 | 28% | 33% | 16% | 14% | 9% | 28% | 33% | 16% | 14% | 8% | 0.0% | 0.0% | 0.1% | 0.8% | -0.9% |
| Brant | 24 | 14,901 | 19% | 37% | 16% | 17% | 11% | 19% | 37% | 16% | 17% | 10% | 0.0% | -0.3% | 0.4% | 0.6% | -0.7% |
| Kawartha Lakes | 18 | 33,054 | 26% | 42% | 14% | 11% | 7% | 26% | 42% | 14% | 13% | 5% | 0.1% | 0.2% | 0.1% | 1.5% | -1.8% |
| Northumberland | 25 | 37,680 | 26% | 43% | 14% | 11% | 7% | 26% | 42% | 14% | 12% | 6% | 0.1% | -0.2% | 0.1% | 0.6% | -0.6% |
| The Blue Mountains | 26 | 4,610 | 29% | 47% | 11% | 10% | 4% | 29% | 47% | 11% | 10% | 4% | 0.0% | -0.1% | 0.0% | 0.1% | 0.1% |
| Grey | 27 | 38,384 | 28% | 40% | 13% | 11% | 8% | 28% | 40% | 13% | 13% | 6% | 0.0% | 0.0% | 0.2% | 1.6% | -1.8% |

Shading is used to highlight differences from the Census that are above or below zero, with blue for greater than zero and pink for less than zero. The intensity of the shading increases as the figure approaches the minimum or maximum percentage in the table. Distributions are rounded to the closest 1% for readability, but differences are rounded to the closest decimal percentage to show the nuance in the differences.

Table 11 below shows how the household size in the survey results has varied by survey cycle. In 2011 (and possibly earlier survey cycles) there was more variance from Census distributions given that household size was not used in the data weighting. **Table 12** shows how dwelling type in the TTS data has varied for years for which data are available. Again, a shift in the distributions can be seen in 2016 with the introduction of dwelling type as a data weighting control. It may be noted that earlier TTS cycles, were conducted entirely by telephone at a time when telephone surveys had very high response rates (over 60% for TTS cycles between 1986 and 2001). Therefore, weighting by household size, dwelling type, and/or age had not been considered. By 2006, cell-phone-only households (who cannot be surveyed using directory-listed landline sampling) began to rise and by 2011 would have had an impact on the representativeness of the directory-listed telephone sample, particularly amongst younger households and/or those in high-density urban areas such as downtown Toronto with smaller household sizes and earlier adoption of cell phones as the only phone service used. Without reweighting the previous datasets, it would be hard to determine the extent to which this may have distorted trends in the survey results.

Differences in the approach to data weighting and/or unaddressed non-response bias in different survey cycles could have some effect on longitudinal comparisons. Consistency in the use of household size and dwelling type as weighting controls in both 2016 and 2022 reflects positively on the comparability of the most recent two survey cycles (i.e., trends are less likely to be distorted by differences in data weighting).

Table 11: Household size distribution, 1986 to 2022 TTS

| Household Size | Previous TTS | | | | | | | 2022 | |
|----------------------------|--------------|------|------|------|-------------------|------|-------------------|----------|-------------------|
| | 1986 | 1996 | 2006 | 2011 | Diff. from Census | 2016 | Diff. from Census | 2022 TTS | Diff. from Census |
| 1 person | 19% | 21% | 21% | 19% | -5% | 25% | 0% | 25% | 0.1% |
| 2 people | 31% | 31% | 33% | 33% | 3% | 30% | 0% | 31% | 0.1% |
| 3 people | 19% | 18% | 18% | 19% | 2% | 17% | 0% | 17% | 0.2% |
| 4 people | 20% | 19% | 18% | 19% | 1% | 17% | 0% | 17% | 0.4% |
| 5 or more people | 8% | 8% | 7% | 7% | -1% | 11% | 0% | 10% | -0.8% |
| Avg. Household Size (TTS)* | 2.71 | 2.7 | 2.68 | 2.73 | n/a | 2.64 | -1%* | 2.60 | -1.7%* |

* 2016 Census private households average size = 2.66 persons per household (based on population living in private dwellings)
2021 Census private households average size = 2.64 persons per household (based on population living in private dwellings)

Table 12: Dwelling type distribution, 2006 to 2022 TTS

| | 2006 | 2011 | 2016 | Diff. from Census | 2022 | Diff. from Census |
|------------|------|------|------|-------------------|------|-------------------|
| Houses | 67% | 67% | 55% | <0.5% | 55% | 0.5% |
| Apartments | 25% | 25% | 35% | <0.5% | 35% | -0.6% |
| Townhouses | 7% | 8% | 10% | <0.5% | 10% | 0.1% |

The 2022 TTS was the second survey cycle in which income was asked. A review of responses for household income against Census counts (**Figure 4**) suggested that the TTS data may somewhat under-represent households with annual incomes that fall between \$15,000 and \$80,000 per year, and over-represent households with annual incomes above \$80,000 per year, although this finding should be interpreted with caution, as 19% of TTS respondents, or 17% of weighted households, declined to provide their household income in the question with detailed categories, with 16% of respondents, or 15% of weighted respondents, still refusing when asked broader income range).

Figure 4. Households by detailed income range (83% sample), compared to Census

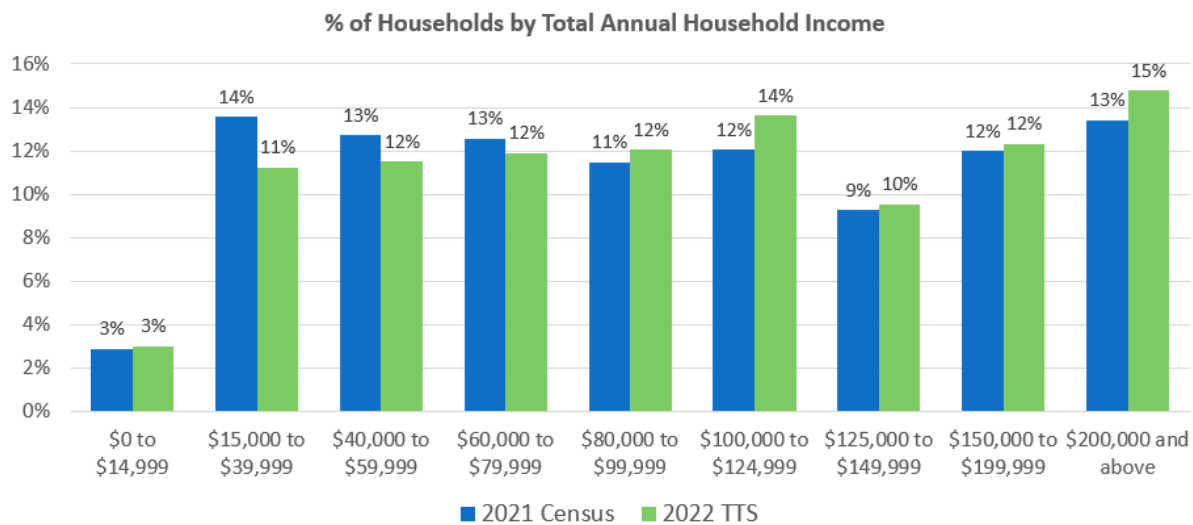


Table 13 provides a comparison of responses to the income questions by broad income range against the Census distributions by TTS region. Again, caution should be exercised when comparing the results, given that it is unknown whether the 15% of the weighted households that refused to provide a broad income range have household incomes similar to those that provided a response. While the overall profile of household income is similar in many regions, there is some apparent over-representation of higher-income brackets in almost all regions, most notably for some of the smaller regions outside of the GTHA. Also of note, in Toronto there appears to be more under-representation of the lowest broad income range (less than \$40,000 per year) than in other regions.

Household income was not included in the data weighting. Household income was tested as a possible data weighting control, but on consideration of the results, the decision was made not to include household income as a control given that the variable was not fully populated for all

cases (as 16% of households surveyed declined to answer, and imputations would likely have had some degree of inaccuracy) and as adding this weighting control increased the dispersion of the weights, as increasing the number of high and low weights can affect effective sampling error. Note that weighting adjustments for household size, dwelling type, and age did provide some correction to the under-representation of low-income households, i.e., after these adjustments, in most regions, there was somewhat better representation of low-income households than before these corrections.

Table 13: Households by broad income range compared to Census, by region

| Geography | Reg. | TTS Expanded House holds | Census % | | | | TTS % don't know / decline | TTS % Valid Responses | | | | Difference | | | |
|-------------------------|------|--------------------------|------------|------------|-------------|------------|----------------------------|-----------------------|------------|------------|------------|--------------|--------------|-------------|-------------|
| | | | <40 | <80 | 80K to <125 | 125+ | | <40 | <80 | 80 to <125 | 125+ | <40 | <80 | 80K to <125 | 125+ |
| STUDY AREA TOTAL | | 3,673,865 | 16% | 25% | 24% | 35% | 15% | 14% | 23% | 25% | 37% | -2.1% | -1.8% | 1.8% | 2.2% |
| Toronto | 1 | 1,171,021 | 21% | 26% | 22% | 30% | 14% | 17% | 25% | 25% | 33% | -4.0% | -1.6% | 2.5% | 3.1% |
| Durham | 2 | 247,055 | 11% | 23% | 25% | 41% | 15% | 11% | 19% | 26% | 43% | 0.0% | -3.4% | 1.4% | 2.0% |
| York | 3 | 396,607 | 13% | 21% | 22% | 44% | 18% | 11% | 19% | 24% | 47% | -2.3% | -2.5% | 2.1% | 2.8% |
| Peel | 4 | 455,724 | 12% | 22% | 25% | 41% | 16% | 12% | 23% | 27% | 38% | 0.0% | 0.3% | 2.1% | -2.5% |
| Halton | 5 | 212,592 | 10% | 20% | 22% | 48% | 15% | 8% | 18% | 23% | 51% | -2.8% | -1.3% | 1.0% | 3.1% |
| Hamilton | 6 | 225,668 | 19% | 28% | 24% | 30% | 14% | 17% | 25% | 26% | 33% | -2.0% | -3.2% | 2.1% | 3.1% |
| Niagara | 11 | 198,715 | 19% | 31% | 25% | 25% | 13% | 18% | 29% | 25% | 27% | -0.8% | -1.7% | 0.4% | 2.1% |
| Waterloo | 12 | 227,002 | 16% | 27% | 25% | 33% | 11% | 15% | 24% | 26% | 35% | -0.9% | -2.5% | 0.6% | 2.8% |
| Guelph | 13 | 57,466 | 15% | 27% | 25% | 33% | 10% | 14% | 23% | 29% | 34% | -1.0% | -3.6% | 3.6% | 1.0% |
| Wellington | 14 | 24,310 | 10% | 22% | 23% | 44% | 14% | 9% | 19% | 26% | 46% | -1.2% | -2.8% | 2.2% | 1.8% |
| Orangeville | 15 | 11,157 | 13% | 23% | 26% | 38% | 12% | 11% | 23% | 31% | 35% | -1.8% | -0.4% | 5.5% | -3.2% |
| Dufferin | 22 | 12,499 | 11% | 20% | 25% | 44% | 17% | 8% | 21% | 24% | 46% | -2.4% | 1.4% | -1.3% | 2.3% |
| Barrie | 16 | 55,845 | 15% | 27% | 27% | 32% | 14% | 11% | 22% | 32% | 34% | -3.2% | -4.5% | 5.6% | 2.1% |
| Simcoe | 17 | 136,933 | 14% | 26% | 26% | 34% | 16% | 12% | 24% | 27% | 37% | -1.4% | -2.1% | 1.0% | 2.5% |
| Orillia | 21 | 14,633 | 23% | 33% | 24% | 19% | 15% | 22% | 29% | 21% | 28% | -1.3% | -4.1% | -3.3% | 8.7% |
| Peterborough City | 19 | 36,274 | 23% | 33% | 23% | 20% | 12% | 24% | 30% | 23% | 23% | 0.7% | -3.0% | -0.4% | 2.8% |
| Peterborough | 20 | 19,607 | 13% | 28% | 26% | 34% | 13% | 12% | 25% | 22% | 41% | -1.5% | -2.8% | -3.2% | 7.4% |
| Brantford | 23 | 42,128 | 20% | 31% | 26% | 24% | 14% | 19% | 27% | 28% | 27% | -0.9% | -4.2% | 1.7% | 3.4% |
| Brant | 24 | 14,901 | 12% | 23% | 25% | 40% | 15% | 10% | 21% | 21% | 48% | -1.5% | -2.5% | -3.8% | 7.8% |
| Kawartha Lakes | 18 | 33,054 | 19% | 30% | 25% | 26% | 18% | 16% | 31% | 24% | 29% | -2.4% | 0.6% | -1.7% | 3.5% |
| Northumberland | 25 | 37,680 | 17% | 31% | 25% | 27% | 16% | 14% | 27% | 27% | 32% | -2.8% | -3.7% | 1.7% | 4.7% |
| The Blue Mountains | 26 | 4,610 | 15% | 23% | 22% | 40% | 12% | 13% | 13% | 24% | 50% | -1.9% | -9.7% | 1.8% | 9.8% |
| Grey | 27 | 38,384 | 22% | 31% | 24% | 23% | 14% | 19% | 32% | 21% | 28% | -2.1% | 0.6% | -2.8% | 4.3% |

Broad income ranges are expressed in multiples \$10,000 ranges, i.e., <40 is less than \$40,000 per year.

The TTS % of valid responses excludes responses of don't know / decline to answer from the denominator.

Shading is used to highlight differences from the Census that are above or below zero, with blue for greater than zero and pink for less than zero. The intensity of the shading increases as the figure approaches the minimum or maximum percentage in the table.

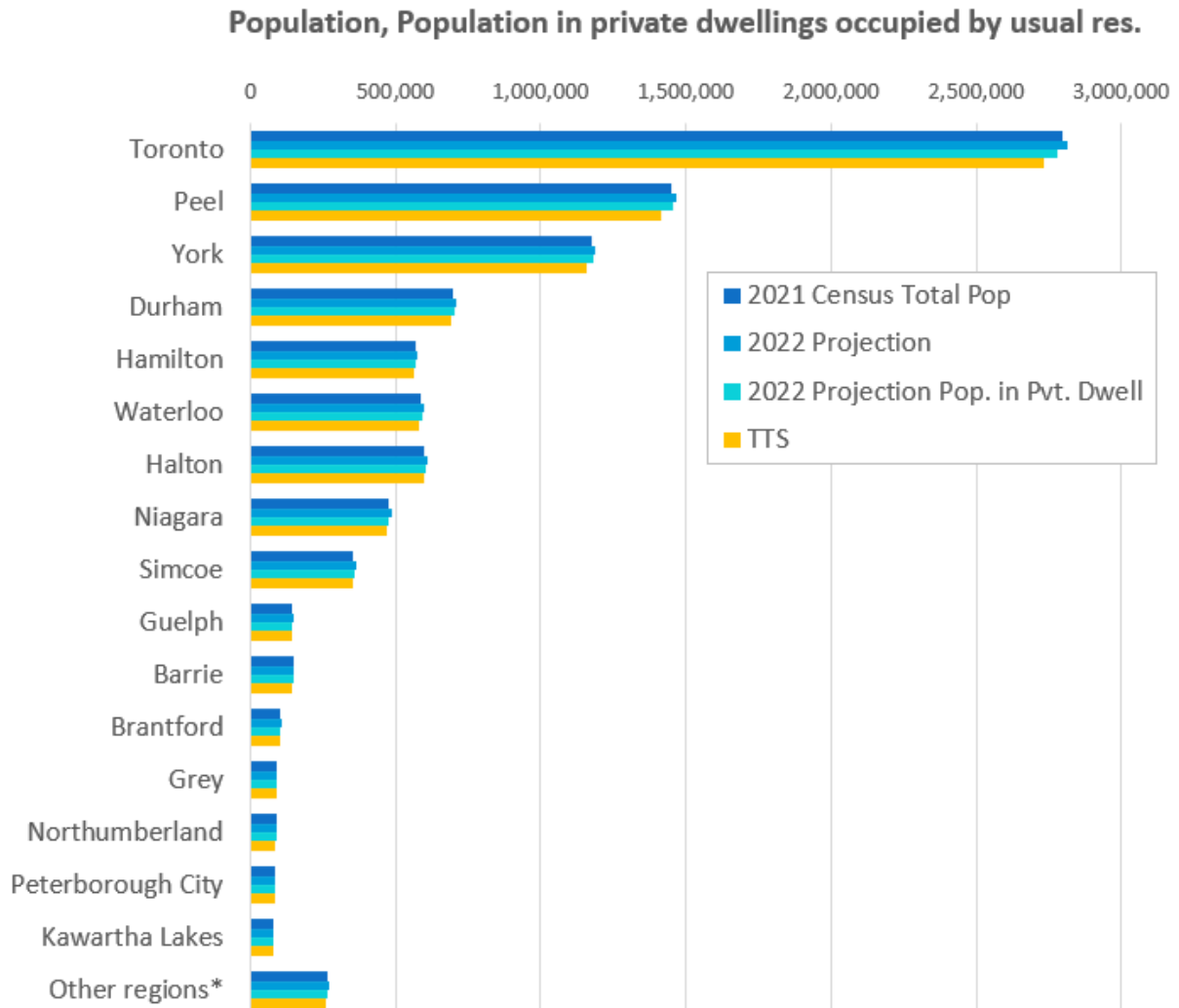
Distributions are rounded to the closest 1% for readability, but differences are rounded to the closest decimal percentage to show the nuance in the differences.

5.2. Population

The 2022 TTS data under-represent the total population of the study area by 2.8%, and under-represent the total population living in private households by 1.7%. This is illustrated in **Figure 5**. The reason for under-representation of the total population is that the survey’s residential-address sample frame does not include homeless people or collective dwellings (prisons, barracks, group homes, care homes, and some university on-campus residences), who comprise about 1.3% of the total population (and ranging from 0% to 5% depending on the municipality). The reason for under-representation beyond this is that the 2022 TTS under-represents larger households with six or more usual residents, and limits were placed on extreme weights. In previous cycles, the 2016, 2011, 2006, 2001, 1996, 1991, and 1986 TTS datasets differed from total population by -2.0%, 0.0%, -2.8%, -2.9%, -2.8%, -2.5%, and -2.2% respectively, with 2011 cycle the only cycle for which the data were expanded to match total population (i.e., the 2011 TTS somewhat over-represents population in private dwellings, which may affect some of the year-over-year comparisons of expanded counts against the 2006 and 2016 TTS).

As noted above, 2021 Census household counts projected to 2022 were used as the basis of weighting. The data were simply scaled up, and do not account for differential growth in households and population, should they differ. In addition, the Census data have not been adjusted for possible undercounting in the Census, which was estimated to be 4% in Ontario but which may have varied by region and municipality. This may contribute to differences between expanded population counts in the TTS data and population estimates from other sources.

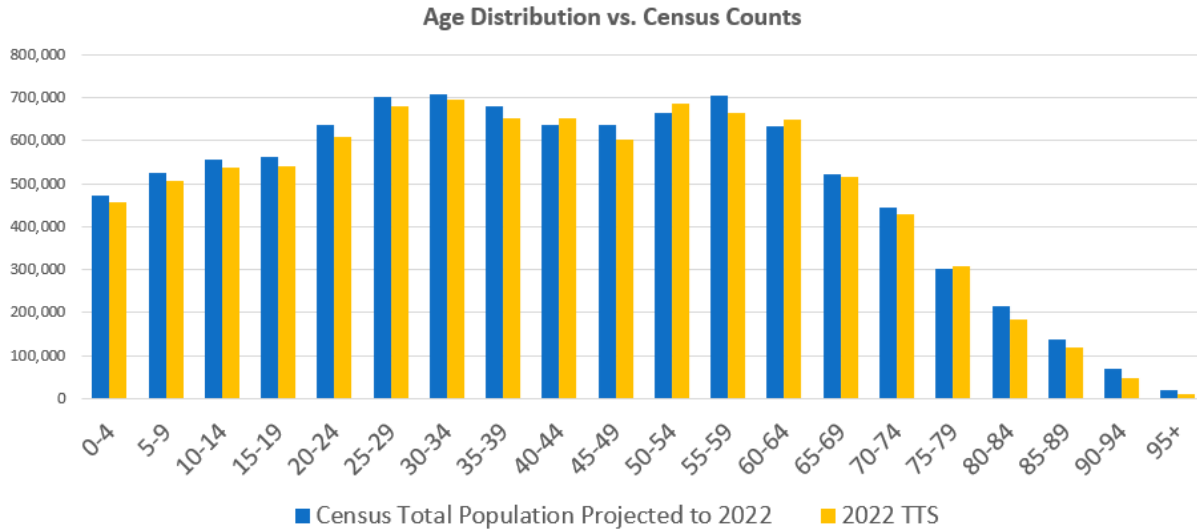
Figure 5. Total population and population in private dwellings occupied by usual residents, 2021 Census, 2022 projections, and TTS expanded totals, by TTS Region



As in the last survey in 2016, the data expansion process included data weighting by age range and sex, and thus the expanded dataset closely matches Census-based controls for these demographic characteristics (**Figure 6**). The 2011 TTS was the first survey to include adjustments by age and gender, however it was balanced to match total population. In 2016, by design, the 2016 TTS under-represented population 75+ years of age by 20% to reflect that a portion of the population in this age group may live in collective dwellings which are outside the scope of this survey. In 2022, a more sophisticated approach was used to account for out-of-scope population living in collective dwellings: available data on the distribution of population in collective dwellings by age and gender at the CSD level was used to make adjustments to the age/gender population control counts at the expansion zone level, but only in the Dissemination Areas within each expansion zone that had population living in collective dwellings per Census Profile information. This should provide a more accurate representation of the distribution of in-scope

population in private households. Compared to Census age distributions for total population living in both collective and private dwellings, the TTS data can be expected to have lower counts for older age groups who are more likely to live in collective dwellings.

Figure 6. TTS age distribution compared to Census



5.3. Employed Labour Force

For the study area geographies with a good match to Census Metropolitan Areas for which data are available from Statistics Canada’s Labour Force Survey (LFS), the TTS data were adjusted in the data weighting to better match labour force characteristics for Fall 2022. These include adjustments to:

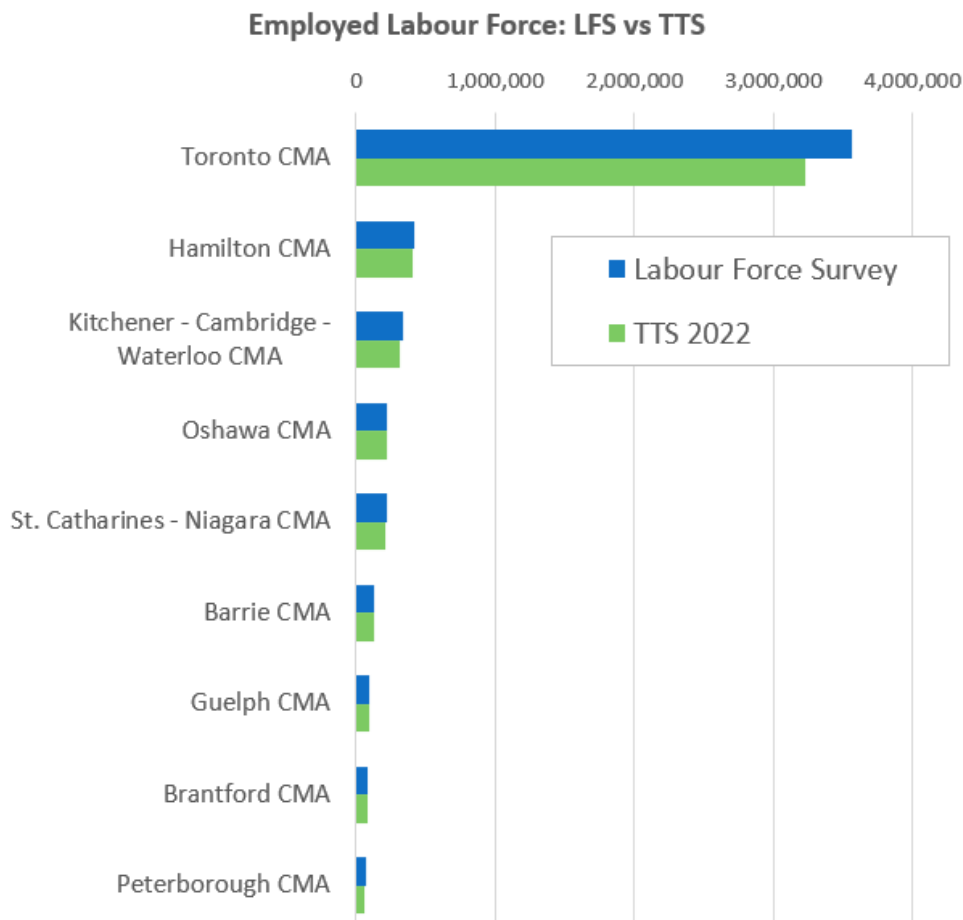
- better match the percentage distribution of full-time employment, part-time employment, and unemployed persons.
- match percentage distributions rather than the actual counts from the Labour Force, as the estimates of population 15+ years of age in the LFS differ from the Census-based counts used for population expansion.⁸

After the weighting adjustments, the percentage distributions in the 2022 TTS data line up almost exactly with the percentage distributions in the LFS data, although the actual counts may differ as (the LFS estimates a larger number of people 15+ years of age who are eligible for the labour force). The comparison is presented in **Figure 7**.

⁸ The LFS may use different estimation methodologies and may treat people living in collective dwellings and/or temporary residents differently than the Census.

The 2021 Census data on labour force status was not included in the data weighting due to the significant disruptions in the labour market during the peak of the COVID-19 pandemic. As a result, the weighted TTS data are expected to differ from the Census-based counts. For this reason, comparisons of the TTS data against Census data are not recommended for other labour- or job-related Census statistics affected by the pandemic, such as workplace location, mode of travel to work, and journey to work flows, except to understand trends in changes between the height of the pandemic and 2022, as work arrangements and travel habits shifted again after the lifting of pandemic-related restrictions.

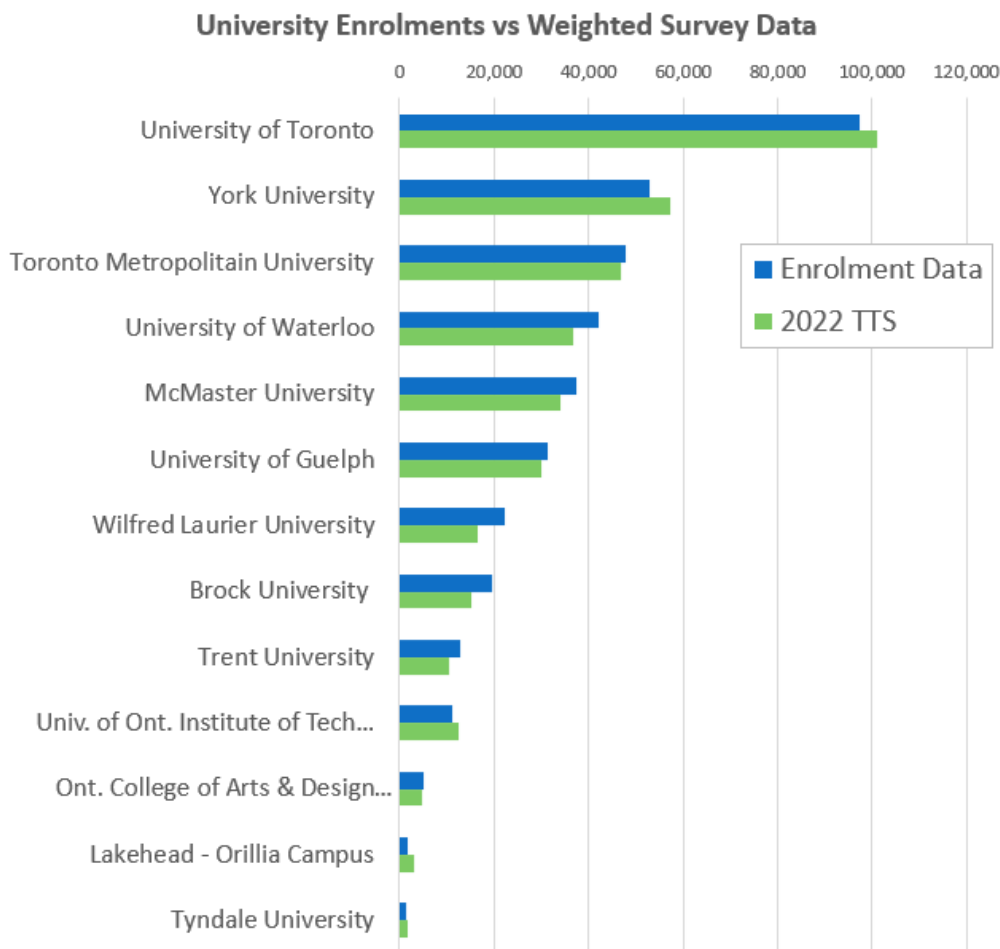
Figure 7. Labour Force Survey Estimates vs. 2022 TTS Expanded Count of Workers



5.4. Post-Secondary Students

The TTS data for full-time students attending post-secondary school were compared against full-time enrolments provided by universities and colleges. The TTS results for a number of universities and institutes (Toronto, York, Toronto Metropolitan, Waterloo, McMaster, Guelph, Trent, Ontario Tech, and OCAD) are quite close to the official enrolment figures. It may be noted that representation of post-secondary students improved in the TTS with the introduction of address-based sampling in 2016, which was continued in 2022. The TTS data vary from official enrolment figures for a few university student bodies, whether in terms of over- or under-representation. The TTS data for college students varies more from the official enrolment statistics, and in many cases does not appear to be an improvement over previous cycles. However, college enrolment comparisons should be interpreted with caution as colleges offer full-time, part-time, continuing education, and apprenticeship courses and it is not always clear how well the college full-time enrolment counts align with reported full-time college students in the TTS data. **Figure 8** illustrates the comparison.

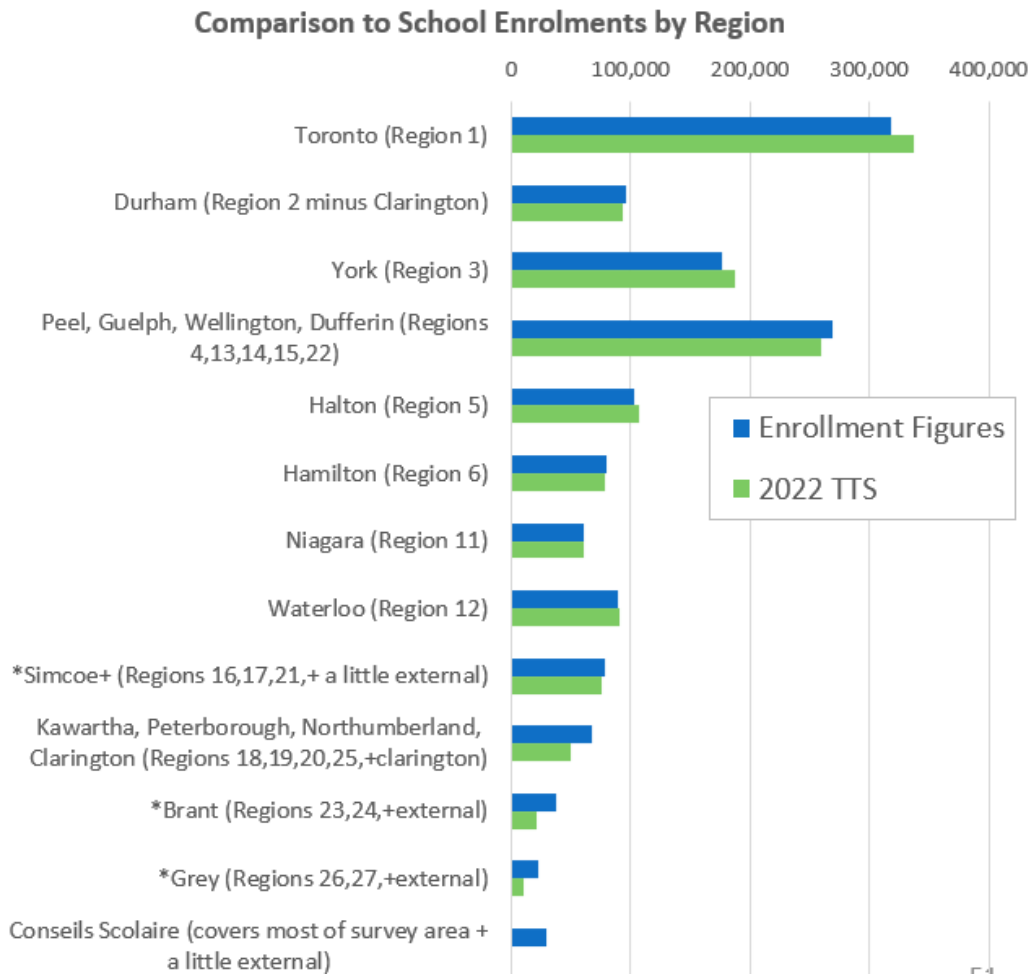
Figure 8. Post-Secondary Enrolment Figures vs. 2022 TTS



5.5. Elementary and Secondary Students

The 2022 TTS data on students' school locations were coded to school for household members 5+ years of age, however, the schools code list was not fully categorized by school level, and some K12 schools may have both elementary and secondary students. While it was not possible to aggregate the TTS data by school level, it was possible to make comparison with school district enrolment figures for elementary and secondary students by grouping household members in the TTS data by age group. For public school districts that match well with the TTS geographies, the results suggest that the TTS data closely represent the number of students in the K-12 system. There are some caveats to these comparisons: as noted, assignments to elementary and secondary categories in the TTS data were made on the basis of age rather than the level of the specific school reported; enrolment in private schools and home schooling are not accounted for; the total enrolments in the two major French school districts in the study area could not be apportioned to individual TTS municipalities; and a few school districts have portions of their jurisdiction outside the study area. The close match to enrolment figures stands to reason as the vast majority of children of school age attend school, and data weighting adjustments were made by age. The results of the comparison are presented in **Figure 9**.

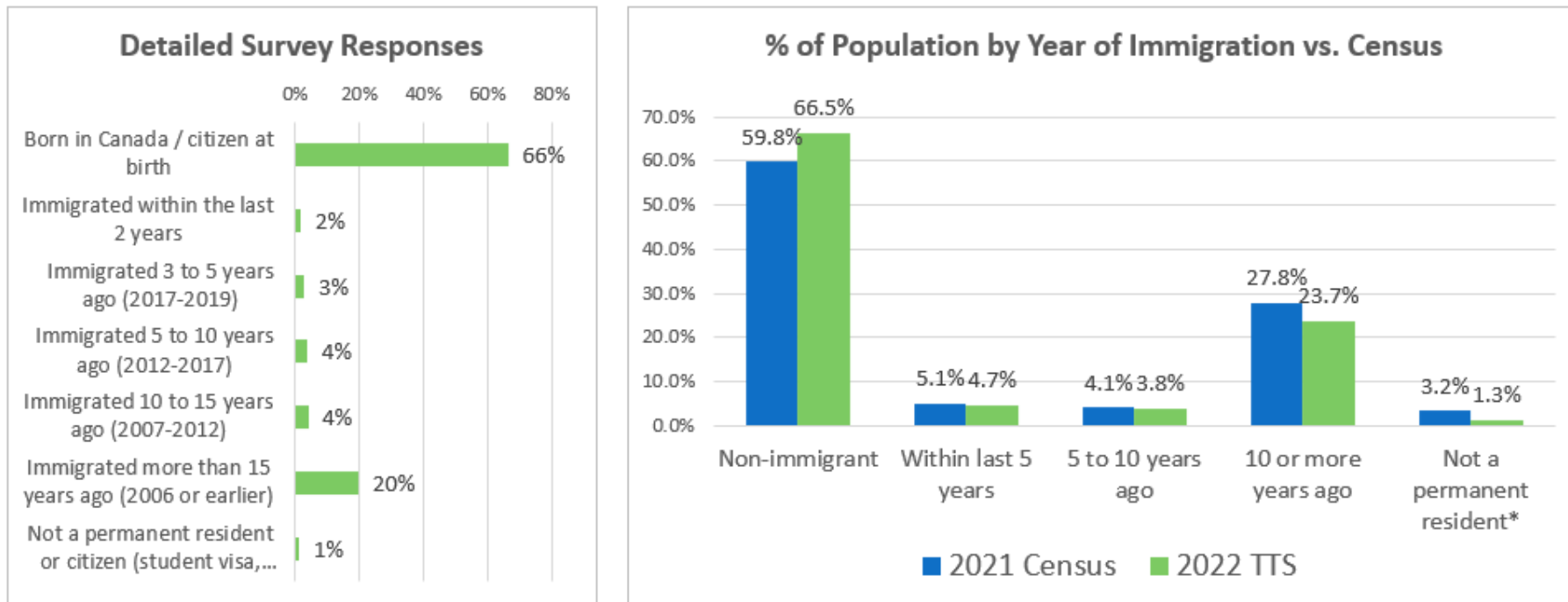
Figure 9. K-12 School Board Enrolment Figures vs. 2022 TTS



5.6. Immigration Status

In 2022, the TTS gathered information on whether participants were immigrants, and if so, how long ago they immigrated (in ranges of years since immigrating). The TTS dataset appears to somewhat under-represent individuals who immigrated to Canada ten or more years ago and slightly under-represent immigrants who came to Canada within the last ten years. Non-immigrants (those born in Canada or who had Canadian citizenship at birth) were over-represented, at 67% of survey participants compared to 60% of the total population per Census data. The comparison is presented in **Figure 10**.

Figure 10. Immigration Status, 2021 Census and 2022 TTS



*'Not a permanent resident' is not a category in the Census profile, however, it was inferred from the difference between total population and total responses.

TTS results are weighted %'s of total valid responses, i.e., excludes the 5% of 'decline to answer / don't know' responses.

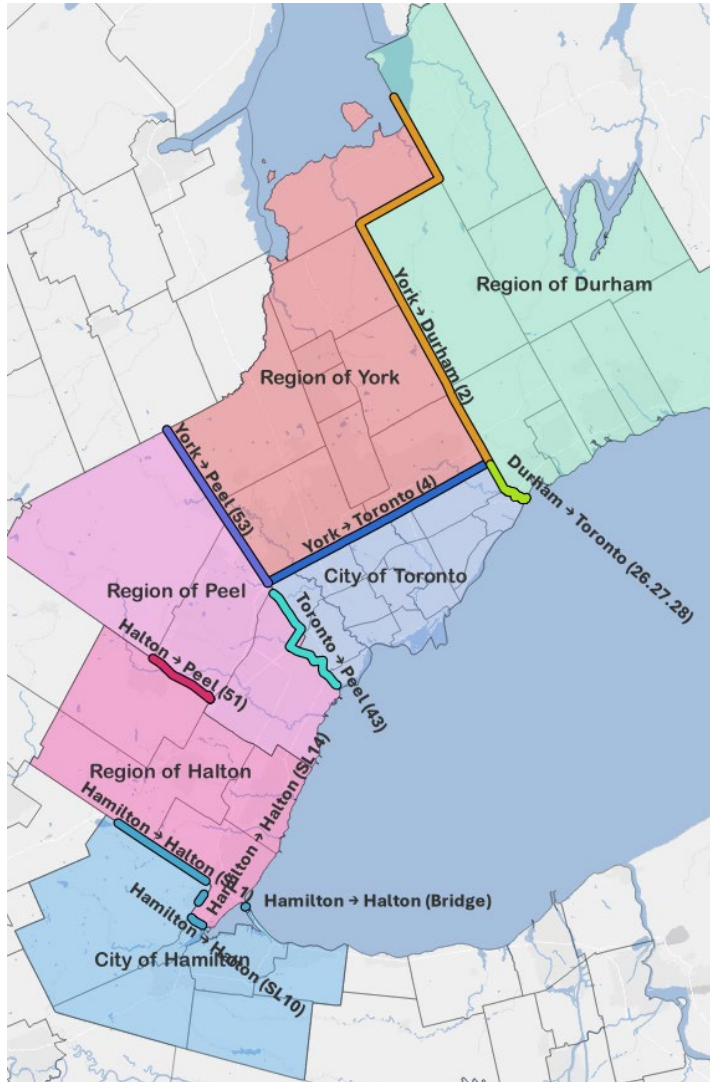
Comparison with Census is for equivalent response category groups.

5.7. Travel Data - Traffic Flows

The total amount of auto travel reported in the 2022 survey was compared against screenline counts observed at count stations on GTHA inter-regional boundaries and selected GTHA boundaries as well as data derived from the GTA Model 4.2 (GTA Transportation Model). For some of the GTHA inter-regional screenlines, the survey data were consistent with the overall traffic levels observed on the street during the morning peak period of 6:00 a.m. to 8:59 a.m. For others, the AM Peak survey volumes estimated from the survey data appeared to be higher than the screenline counts. There may have been some irregularities in the counts or under coverage at certain screenlines which affect the comparisons. Also, count data were not available for certain screenlines. Furthermore, only AM Peak volumes were provided from GTA Model 4.2, so 13-hour comparisons could not be undertaken. For these reasons, it is difficult to assess the goodness-of-fit of the survey data with the screenline counts.

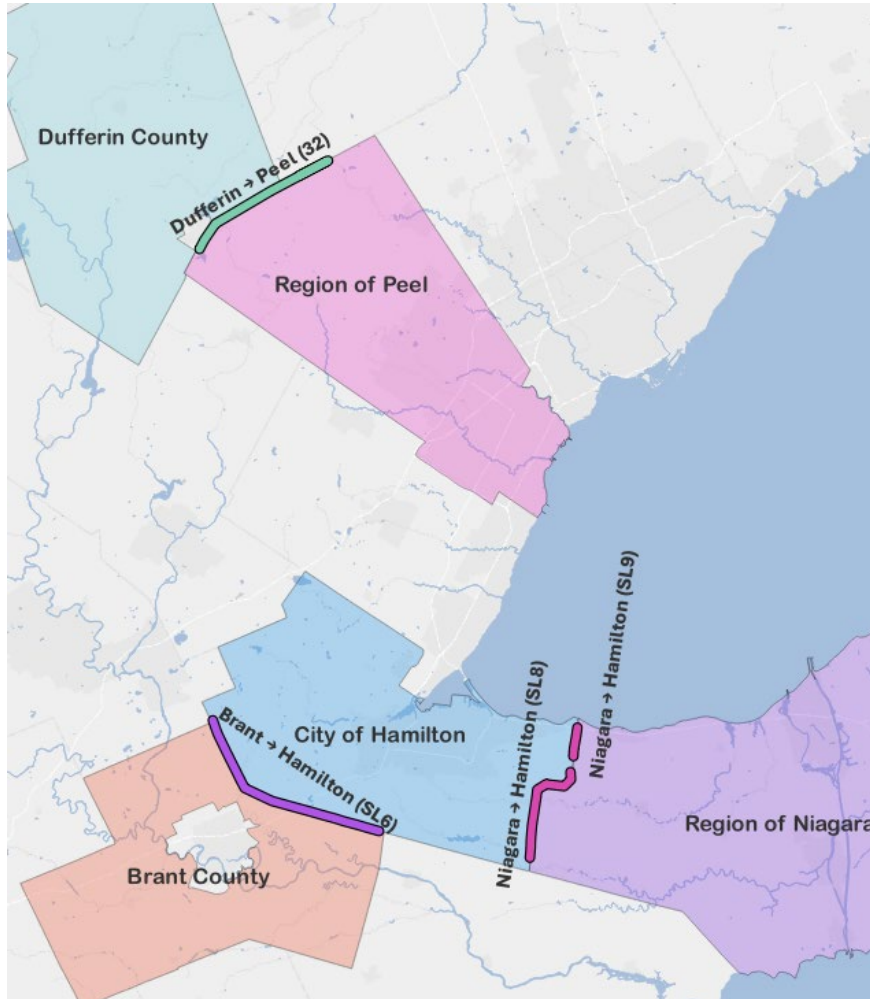
The comparisons are presented in **Figure 11** and **Figure 12** on the following pages.

Figure 11. GTHA Inter-Regional Screenlines and Flows



| Screenlines | | | Auto Counts | | TTS Model | | Network Analysis | | | | Comparing Models |
|----------------------------|-----------------------|----------------|-------------|-----------|-----------|---------------------|------------------|-----------|---------------------|-------------------|-------------------------------|
| Name | Screen Lines | Peak Direction | AM Peak | Total 13H | AM Peak | AM Peak % of Counts | AM Peak | Total 13H | AM Peak % of Counts | Total % of Counts | AM Peak Network vs. GTA Model |
| GTHA Inter-Regional | | | | | | | | | | | |
| York → Toronto | 4 | * | 77,778 | 313,246 | 93,997 | 121% | 126,278 | 386,655 | 162% | 123% | 134% |
| Toronto → York | 4 | | 60,682 | 302,658 | 60,389 | 100% | 86,300 | 363,131 | 142% | 120% | 143% |
| Halton → Peel | 41, 51 E | * | 37,837 | 137,415 | 61,360 | 162% | 81,029 | 229,871 | 214% | 167% | 132% |
| Peel → Halton | 41, 51W | | 26,452 | 139,527 | 24,858 | 94% | 56,835 | 260,783 | 215% | 187% | 229% |
| Toronto → Peel | 43 | * | N/A | N/A | N/A | N/A | 71,595 | 278,465 | N/A | N/A | N/A |
| Peel → Toronto | 43 | | N/A | N/A | N/A | N/A | 91,129 | 291,088 | N/A | N/A | N/A |
| Durham → Toronto | 26, 27, 28 | * | 27,994 | 86,226 | 31,315 | 112% | 30,162 | 85,387 | 108% | 99% | 96% |
| Toronto → Durham | 26, 27, 28 | | 13,785 | 83,360 | 11,711 | 85% | 14,871 | 86,194 | 108% | 103% | 127% |
| Hamilton → Halton** | SL1, SL14, SL10, 1014 | * | 25,543 | 100,020 | N/A | N/A | 53,305 | 156,434 | 209% | 156% | N/A |
| Halton → Hamilton** | SL1, SL14, SL10, 1014 | | 18,139 | 97,854 | N/A | N/A | 24,594 | 129,553 | 136% | 132% | N/A |
| York → Peel | 53, 63 | * | N/A | N/A | N/A | N/A | 24,570 | 101,006 | N/A | N/A | N/A |
| Peel → York | 53, 63 | | N/A | N/A | N/A | N/A | 39,504 | 109,170 | N/A | N/A | N/A |
| York → Durham | 2 | * | 12,886 | 27,666 | 7,620 | 59% | 14,937 | 38,251 | 116% | 138% | 196% |
| Durham → York | 2 | | 5,081 | 31,401 | 7,714 | 349% | 12,793 | 38,228 | 252% | 122% | 72% |

Figure 12. GTHA Boundary Screenlines and Flows



| Screenlines | | | Auto Counts | | TTS Model | | Network Analysis | | | | Comparing Models |
|----------------------|--------------|----------------|---------------|-----------|-----------|---------------------|------------------|-----------|---------------------|-------------------|-------------------------------|
| Name | Screen Lines | Peak Direction | AM Peak | Total 13H | AM Peak | AM Peak % of Counts | AM Peak | Total 13H | AM Peak % of Counts | Total % of Counts | AM Peak Network vs. GTA Model |
| GTHA Boundary | | | | | | | | | | | |
| Dufferin → Peel | 32 | * | N/A | N/A | N/A | N/A | 6,781 | 23,520 | N/A | N/A | N/A |
| Peel → Dufferin | 32 | | N/A | N/A | N/A | N/A | 6,971 | 26,234 | N/A | N/A | N/A |
| Niagara → Hamilton | SL8, SL9 | * | 14,757 | 56,018 | N/A | N/A | 18,153 | 55,234 | 123% | 99% | N/A |
| Hamilton → Niagara | SL8, SL9 | | 7,692 | 54,710 | N/A | N/A | 9,695 | 61,225 | 126% | 112% | N/A |
| Brant → Hamilton | SL6 | * | 7,887 | 30,513 | N/A | N/A | 9,167 | 26,913 | 116% | 88% | N/A |
| Hamilton → Brant | SL6 | | 4,381 | 30,483 | N/A | N/A | 7,354 | 28,761 | 168% | 94% | N/A |

5.8. Travel Data - Transit

Comparisons with transit ridership counts suggest that the extent to which the TTS data represent transit trips varies by transit operator. Comparison of agency boarding counts against TTS expanded counts of routes reported are provided for larger agencies in **Table 14**, at the end of this discussion.

TTC total daily ridership appears to be under-represented by 22%, and within this, subway ridership appeared to be under-represented by 10%, while streetcars and buses are under-represented by 26% and 33% respectively. In the AM Peak period, however, the survey data are more on par with total ridership, just slightly over-representing total AM Peak ridership by 4%. By transit mode, the AM peak survey data appear to somewhat over-represent subway travel by 17%, somewhat over-represent streetcar ridership by 10%, and somewhat under-represent bus ridership by 11%. The reasons for the variance from 24-hour ridership are not clear, although there may be an under-representation of discretionary transit trips. Other analyses undertaken of the data revealed differences in discretionary trip rates reported by the primary survey respondent (the household member completing the survey) compared to other household members reported on by the primary respondent.

Use of the transit system by visitors to the area (those who live outside the study area and visit for business, tourism or other personal reasons) would likely only account for a small portion of total ridership and would not explain the under-representation.

It may also be possible that in some areas the TTS may have had non-response bias amongst residents who are more dependent on public transit that was not fully corrected for by the data weighting. For example, lower income households and recent immigrants may have been less likely to respond to the survey, and the data were not weighted to adjust for these variables.⁹

Other factors may have contributed, including the fact that the survey data were weighted to Census counts. First, no adjustment was made for possible Census undercounts (which was high for some communities in the study area), so in some communities the TTS may slightly or somewhat under-represent actual usual residents. Second, the Census counts do not account for temporary populations, such as post-secondary students who usually would be counted in the Census as residing in communities outside the study area or foreign students who were living in the area to attend studies at the time of the survey, and who are often high transit users.

⁹ Household income was tested as a possible data weighting control, but on consideration of the results, the made decision was made not to include household income as a control given that the variable was not fully populated for all cases (as 16% of participants declined to answer, and imputations would likely have had some degree of inaccuracy) and as adding this weighting control increased the dispersion of the weights (as more high and low weights can affect effective sampling errors).

Finally, in some transit systems, ridership figures may be samples based on sampled boarding counts, may be automated counts with some level of imprecision, or may be estimates based on fare counts with adjustment factors applied. All to say that the reasons for discrepancies with transit trips are not clear-cut and may be the product of multiple factors. The decision was made not to include weighting adjustments to better match transit ridership for transit modes other than GO Train (i.e., bus, streetcar, subway, on-demand, other) due to the complexity of transit routes and ridership counts and the possibility of introducing unintended distortions in the data by undertaking such adjustments.

The expanded survey data closely represent transit boarding counts for GO Train passengers by rail line (at 4% greater than agency ridership counts), which stands to reason, as an adjustment was made for this in the data weighting to address a high number of survey responses from GO Rail users. However, even after this adjustment, the TTS survey data may not necessarily match GO Train boarding counts by GO Station. GO bus boardings appear to be over-represented by 17% (consistent with the result in previous survey cycles). Amongst other municipalities, the TTS data are close to the daily boarding counts for York Region Transit, Durham Region Transit, and Hamilton Street Railway transit. For all other transit systems for which boarding count data were available, the TTS data appear to under-represent boarding counts.

A detailed comparison by route is provided in **Appendix B: Transit Agency Ridership vs. TTS Expanded Transit Counts, by Route**. For almost all transit systems, when comparisons are made by individual route, the TTS data varies more from the boarding counts. This has implications for the use of disaggregated data or analysis by individual route. There are a number of caveats associated with the comparisons, including the accuracy of the boarding counts, the timing of the boarding counts, and the accuracy and completeness of the transit routes reported by TTS respondents. In addition, a small proportion of cases in the expanded TTS data carry relatively high data weights (although generally limited to within plus or minus five times the weight for the expansion zone). High weights may affect the variance of the transit boardings represented by the data. The high weights are typically associated with population with non-response bias in the sample, such as younger people, who are coincidentally more likely to use transit. Users of the disaggregated data should undertake analysis of the transit data with caution and should consider whether treatments of the data or adjustments to model calibration are required to address transit boarding shortfalls or overcounts in the TTS data.

Table 14: Summary of Transit Agency Boarding Counts vs. TTS Expanded Data, 24-Hour and AM Peak Periods

| Agency | 24-Hour Boarding Counts | 2022 TTS sample size (n) | Sampling rate | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | AM Peak sampling rate | 2022 TTS AM Peak weighted count | vs. Boarding Count |
|--|-------------------------|--------------------------|---------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------|---------------------------------|--------------------|
| TTC System Total | | | | | | | | | | |
| (Bus, Streetcar, Subway) | 2,388,055 | 65,392 | 2.7% | 1,852,536 | 78% | 453,547 | 16,770 | 3.7% | 470,440 | 104% |
| Subway Total | 1,044,801 | 36,176 | 3.5% | 940,997 | 90% | 206,484 | 9,476 | 4.6% | 242,391 | 117% |
| Streetcar Total | 242,176 | 7,237 | 3.0% | 178,165 | 74% | 34,553 | 1,622 | 4.7% | 38,097 | 110% |
| TTC Bus Route Total | 1,101,078 | 21,979 | 2.0% | 733,374 | 67% | 212,510 | 5,672 | 2.6% | 189,953 | 89% |
| TTC Bus + Streetcar Total | 1,343,254 | 29,216 | 2.2% | 911,539 | 68% | 247,063 | 7,294 | 2.9% | 228,050 | 92% |
| GO Train Total (excluding UP Express) | 106,585 | 9,138 | 8.6% | 110,765 | 104% | 42,287 | 3,448 | 8.2% | 41,590 | 99% |
| GO Bus Grand Total | 39,570 | 1,665 | 4.2% | 46,171 | 117% | 7,712 | 386 | 5.0% | 10,781 | 129% |
| Brampton Transit Total Bus | 197,301 | 2,182 | 1.1% | 84,152 | 43% | 41,574 | 508 | 1.2% | 20,253 | 50% |
| MiWay (Mississauga Transit) Bus Total | 172,634 | 3,715 | 2.2% | 120,672 | 70% | 36,462 | 862 | 2.3% | 28,087 | 76% |
| Grand River Transit Bus + LRT Total | 103,337 | 1,833 | 1.8% | 66,069 | 64% | 15,882 | 395 | 2.5% | 14,554 | 93% |
| Grand River Transit Bus Total | 85,555 | 1,441 | 1.7% | 53,075 | 62% | 13,239 | 317 | 2.4% | 11,983 | 92% |
| 301 ION LRT | 17,782 | 392 | 2.2% | 12,993 | 73% | 2,643 | 78 | | 2,571 | |
| York Region Transit Bus Total | 83,961 | 2,777 | 3.3% | 79,521 | 95% | 20,927 | 630 | 3.0% | 18,688 | 91% |
| Hamilton Street Railway Bus Total | 79,598 | 1,930 | 2.4% | 68,841 | 86% | 13,014 | 367 | 2.7% | 14,995 | 111% |
| Durham Region Transit Total Bus | 44,693 | 1,433 | 3.2% | 45,112 | 101% | 8,832 | 310 | 3.5% | 11,521 | 132% |
| Niagara Region Transit Bus Total | 30,027 | 494 | 1.6% | 19,498 | 65% | 5,611 | 91 | 0.5% | 3,252 | 19% |
| Guelph Transit Bus Total | 24,380 | 369 | 1.5% | 11,866 | 49% | 4,175 | 67 | 1.4% | 2,398 | 57% |
| Barrie Transit Total Bus | 11,696 | 184 | 1.6% | 4,541 | 39% | 1,932 | 28 | 1.4% | 919 | 48% |
| Burlington Transit Total Bus | 10,980 | 336 | 3.1% | 8,661 | 79% | 2,414 | 67 | 2.7% | 1,976 | 83% |
| Peterborough Transit Bus Total | 9,732 | 147 | 1.5% | 5,524 | 57% | 1,289 | 27 | 2.1% | 1,037 | 82% |

APPENDIX A: TTS HOUSEHOLDS & POPULATION BY PLANNING DISTRICT

Table 15. Comparison of Expanded Households and Population by TTS Region and Planning District

| Geography | Reg. or PD | TTS Record Count | | Households | | | Population | | | | Sampling Rate | |
|-------------------------|------------|------------------|----------------|------------------|------------------|-------------|------------------|---------------------------|------------------|--------------|---------------|-------------|
| | | Households | Persons | Census | TTS | Diff. | Census total | Census pop. in pvt. dwell | TTS | Diff. | Hhld. | Pers. |
| STUDY AREA TOTAL | | 158,662 | 366,172 | 3,673,865 | 3,673,865 | 0.0% | 9,830,575 | 9,716,903 | 9,550,540 | -1.7% | 4.3% | 3.8% |
| Toronto | 1 | 51,436 | 109,566 | 1,171,021 | 1,171,021 | 0.0% | 2,811,812 | 2,778,484 | 2,732,675 | -1.6% | 4.4% | 3.9% |
| PD 1 | 1 | 8,400 | 13,572 | 187,598 | 187,598 | 0.0% | 323,249 | 315,929 | 312,909 | -1.0% | 4.5% | 4.3% |
| PD 2 | 2 | 4,386 | 9,461 | 92,740 | 92,740 | 0.0% | 201,109 | 197,932 | 196,268 | -0.8% | 4.7% | 4.8% |
| PD 3 | 3 | 4,124 | 9,224 | 96,016 | 96,016 | 0.0% | 240,285 | 237,205 | 233,034 | -1.8% | 4.3% | 3.9% |
| PD 4 | 4 | 5,189 | 10,308 | 108,980 | 108,980 | 0.0% | 247,122 | 243,780 | 241,165 | -1.1% | 4.8% | 4.2% |
| PD 5 | 5 | 2,116 | 4,536 | 48,731 | 48,731 | 0.0% | 123,561 | 122,726 | 121,012 | -1.4% | 4.3% | 3.7% |
| PD 6 | 6 | 4,406 | 9,870 | 90,989 | 90,989 | 0.0% | 212,932 | 211,236 | 209,567 | -0.8% | 4.8% | 4.7% |
| PD 7 | 7 | 1,641 | 3,241 | 37,589 | 37,589 | 0.0% | 78,238 | 76,836 | 76,195 | -0.8% | 4.4% | 4.2% |
| PD 8 | 8 | 3,699 | 8,042 | 82,172 | 82,172 | 0.0% | 206,101 | 204,137 | 201,895 | -1.1% | 4.5% | 3.9% |
| PD 9 | 9 | 1,121 | 2,946 | 30,741 | 30,741 | 0.0% | 94,593 | 93,959 | 90,716 | -3.5% | 3.6% | 3.1% |
| PD 10 | 10 | 1,800 | 4,385 | 54,646 | 54,646 | 0.0% | 156,861 | 156,131 | 152,298 | -2.5% | 3.3% | 2.8% |
| PD 11 | 11 | 3,933 | 8,396 | 88,834 | 88,834 | 0.0% | 212,462 | 210,031 | 206,912 | -1.5% | 4.4% | 4.0% |
| PD 12 | 12 | 1,459 | 3,386 | 32,816 | 32,816 | 0.0% | 84,908 | 84,520 | 83,608 | -1.1% | 4.4% | 4.0% |
| PD 13 | 13 | 3,504 | 8,170 | 84,982 | 84,982 | 0.0% | 238,854 | 235,653 | 229,482 | -2.6% | 4.1% | 3.5% |
| PD 14 | 14 | 1,100 | 2,496 | 25,498 | 25,498 | 0.0% | 66,177 | 65,344 | 64,241 | -1.7% | 4.3% | 3.8% |
| PD 15 | 15 | 1,267 | 3,228 | 29,494 | 29,494 | 0.0% | 87,715 | 87,044 | 85,182 | -2.1% | 4.3% | 3.7% |
| PD 16 | 16 | 3,291 | 8,305 | 79,195 | 79,195 | 0.0% | 237,645 | 236,021 | 228,189 | -3.3% | 4.2% | 3.5% |
| Durham | 2 | 10,740 | 26,198 | 247,055 | 247,055 | 0.0% | 709,081 | 703,347 | 691,893 | -1.6% | 4.3% | 3.7% |
| Brock | 17 | 199 | 435 | 4,864 | 4,864 | 0.0% | 12,767 | 12,501 | 12,363 | -1.1% | 4.1% | 3.5% |
| Uxbridge | 18 | 363 | 800 | 8,041 | 8,041 | 0.0% | 21,645 | 21,494 | 21,280 | -1.0% | 4.5% | 3.7% |
| Scugog | 19 | 394 | 877 | 8,295 | 8,295 | 0.0% | 21,713 | 21,416 | 21,474 | 0.3% | 4.7% | 4.1% |
| Pickering | 20 | 1,527 | 3,887 | 34,040 | 34,040 | 0.0% | 101,049 | 100,437 | 98,309 | -2.1% | 4.5% | 3.9% |
| Ajax | 21 | 1,696 | 4,505 | 39,955 | 39,955 | 0.0% | 128,204 | 127,772 | 124,699 | -2.4% | 4.2% | 3.5% |
| Whitby | 22 | 2,074 | 5,215 | 47,178 | 47,178 | 0.0% | 140,701 | 138,834 | 136,817 | -1.5% | 4.4% | 3.8% |
| Oshawa | 23 | 2,828 | 6,460 | 67,991 | 67,991 | 0.0% | 179,473 | 178,075 | 175,259 | -1.6% | 4.2% | 3.6% |

| Geography | Reg. or PD | TTS Record Count | | Households | | | Population | | | | Sampling Rate | |
|------------------------|------------|------------------|---------------|----------------|----------------|-------------|------------------|---------------------------|------------------|--------------|---------------|-------------|
| | | Households | Persons | Census | TTS | Diff. | Census total | Census pop. in pvt. dwell | TTS | Diff. | Hhld. | Pers. |
| Clarington | 24 | 1,659 | 4,019 | 36,691 | 36,691 | 0.0% | 103,529 | 102,818 | 101,691 | -1.1% | 4.5% | 3.9% |
| York | 3 | 17,388 | 46,372 | 396,607 | 396,607 | 0.0% | 1,189,419 | 1,181,575 | 1,159,869 | -1.8% | 4.4% | 3.9% |
| Georgina | 25 | 785 | 1,856 | 18,203 | 18,203 | 0.0% | 48,384 | 47,864 | 47,451 | -0.9% | 4.3% | 3.9% |
| East Gwillimbury | 26 | 492 | 1,247 | 12,404 | 12,404 | 0.0% | 37,535 | 36,985 | 36,407 | -1.6% | 4.0% | 3.4% |
| Newmarket | 27 | 1,311 | 3,259 | 30,592 | 30,592 | 0.0% | 88,800 | 87,468 | 86,479 | -1.1% | 4.3% | 3.7% |
| Aurora | 28 | 941 | 2,377 | 22,057 | 22,057 | 0.0% | 63,787 | 63,116 | 62,678 | -0.7% | 4.3% | 3.8% |
| Richmond Hill | 29 | 3,065 | 8,128 | 69,909 | 69,909 | 0.0% | 203,600 | 202,484 | 199,271 | -1.6% | 4.4% | 4.0% |
| Whitchurch-Stouffville | 30 | 743 | 1,866 | 17,032 | 17,032 | 0.0% | 50,807 | 50,358 | 49,680 | -1.3% | 4.4% | 3.7% |
| Markham | 31 | 5,128 | 13,923 | 111,760 | 111,760 | 0.0% | 340,850 | 339,601 | 332,017 | -2.2% | 4.6% | 4.1% |
| King | 32 | 383 | 1,029 | 9,170 | 9,170 | 0.0% | 27,944 | 27,813 | 27,494 | -1.1% | 4.2% | 3.7% |
| Vaughan | 33 | 4,540 | 12,687 | 105,480 | 105,480 | 0.0% | 327,712 | 325,886 | 318,392 | -2.3% | 4.3% | 3.9% |
| Peel | 4 | 19,080 | 50,050 | 455,724 | 455,724 | 0.0% | 1,469,506 | 1,457,481 | 1,415,120 | -2.9% | 4.2% | 3.4% |
| Caledon | 34 | 1,080 | 2,871 | 24,386 | 24,386 | 0.0% | 79,056 | 78,533 | 76,933 | -2.0% | 4.4% | 3.7% |
| Brampton | 35 | 6,925 | 19,632 | 186,522 | 186,522 | 0.0% | 672,582 | 666,219 | 640,056 | -3.9% | 3.7% | 2.9% |
| Mississauga | 36 | 11,075 | 27,547 | 244,816 | 244,816 | 0.0% | 717,868 | 712,729 | 698,131 | -2.0% | 4.5% | 3.9% |
| Halton | 5 | 9,274 | 22,469 | 212,592 | 212,592 | 0.0% | 609,456 | 602,509 | 595,043 | -1.2% | 4.4% | 3.7% |
| Halton Hills | 37 | 947 | 2,356 | 21,967 | 21,967 | 0.0% | 63,402 | 62,772 | 62,304 | -0.7% | 4.3% | 3.8% |
| Milton | 38 | 1,729 | 4,747 | 41,708 | 41,708 | 0.0% | 138,871 | 137,302 | 134,203 | -2.3% | 4.1% | 3.5% |
| Oakville | 39 | 3,302 | 8,201 | 75,401 | 75,401 | 0.0% | 219,409 | 217,665 | 215,427 | -1.0% | 4.4% | 3.8% |
| Burlington | 40 | 3,296 | 7,165 | 73,516 | 73,516 | 0.0% | 187,774 | 184,770 | 183,110 | -0.9% | 4.5% | 3.9% |
| Hamilton | 6 | 9,725 | 21,488 | 225,668 | 225,668 | 0.0% | 576,875 | 568,328 | 560,033 | -1.5% | 4.3% | 3.8% |
| Flamborough PD | 41 | 793 | 2,015 | 16,760 | 16,760 | 0.0% | 47,880 | 47,487 | 47,132 | -0.7% | 4.7% | 4.2% |
| Dundas PD | 42 | 480 | 1,025 | 9,988 | 9,988 | 0.0% | 24,140 | 23,295 | 23,199 | -0.4% | 4.8% | 4.4% |
| Ancaster PD | 43 | 677 | 1,666 | 15,480 | 15,480 | 0.0% | 45,003 | 44,398 | 43,933 | -1.0% | 4.4% | 3.8% |
| Glanbrook PD | 44 | 535 | 1,276 | 12,263 | 12,263 | 0.0% | 36,340 | 36,302 | 35,889 | -1.1% | 4.4% | 3.5% |
| Stoney Creek PD | 45 | 1,188 | 2,784 | 28,181 | 28,181 | 0.0% | 78,153 | 77,446 | 76,037 | -1.8% | 4.2% | 3.6% |
| Hamilton PD | 46 | 6,052 | 12,722 | 142,996 | 142,996 | 0.0% | 345,359 | 339,400 | 333,844 | -1.6% | 4.2% | 3.7% |
| Niagara | 11 | 8,324 | 17,372 | 198,715 | 198,715 | 0.0% | 485,005 | 476,429 | 471,572 | -1.0% | 4.2% | 3.6% |
| Grimsby | 51 | 508 | 1,128 | 11,546 | 11,546 | 0.0% | 29,265 | 28,945 | 28,831 | -0.4% | 4.4% | 3.9% |
| Lincoln | 52 | 439 | 1,023 | 9,714 | 9,714 | 0.0% | 26,152 | 25,366 | 25,033 | -1.3% | 4.5% | 4.0% |

| Geography | Reg. or PD | TTS Record Count | | Households | | | Population | | | | Sampling Rate | |
|---------------------|--------------|------------------|---------------|----------------|----------------|-------------|----------------|---------------------------|----------------|--------------|---------------|-------------|
| | | Households | Persons | Census | TTS | Diff. | Census total | Census pop. in pvt. dwell | TTS | Diff. | Hhld. | Pers. |
| Pelham | 53 | 307 | 684 | 7,054 | 7,054 | 0.0% | 18,436 | 18,048 | 17,954 | -0.5% | 4.4% | 3.8% |
| Niagara-on-the-Lake | 54 | 343 | 697 | 7,999 | 7,999 | 0.0% | 19,434 | 18,799 | 18,547 | -1.3% | 4.3% | 3.7% |
| St. Catharines | 55 | 2,542 | 5,104 | 59,327 | 59,327 | 0.0% | 137,750 | 135,284 | 134,144 | -0.8% | 4.3% | 3.8% |
| Thorold | 56 | 376 | 863 | 9,565 | 9,565 | 0.0% | 25,117 | 24,814 | 24,469 | -1.4% | 3.9% | 3.5% |
| Niagara Falls | 57 | 1,565 | 3,206 | 38,379 | 38,379 | 0.0% | 95,969 | 94,203 | 93,105 | -1.2% | 4.1% | 3.4% |
| Welland | 58 | 968 | 1,934 | 23,972 | 23,972 | 0.0% | 56,499 | 55,717 | 55,055 | -1.2% | 4.0% | 3.5% |
| Port Colborne | 59 | 354 | 702 | 8,857 | 8,857 | 0.0% | 20,370 | 19,738 | 19,599 | -0.7% | 4.0% | 3.6% |
| Fort Erie | 60 | 584 | 1,205 | 14,285 | 14,285 | 0.0% | 33,371 | 32,955 | 32,709 | -0.7% | 4.1% | 3.7% |
| West Lincoln | 61 | 211 | 538 | 5,362 | 5,362 | 0.0% | 15,649 | 15,599 | 15,351 | -1.6% | 3.9% | 3.4% |
| Wainfleet | 62 | 127 | 288 | 2,655 | 2,655 | 0.0% | 6,993 | 6,961 | 6,774 | -2.7% | 4.8% | 4.1% |
| Waterloo | 12 | 10,018 | 22,844 | 227,002 | 227,002 | 0.0% | 599,300 | 591,241 | 581,568 | -1.6% | 4.4% | 3.9% |
| Waterloo | 63 | 2,191 | 4,999 | 48,552 | 48,552 | 0.0% | 125,223 | 121,960 | 120,639 | -1.1% | 4.5% | 4.1% |
| Kitchener | 64 | 4,457 | 9,928 | 101,822 | 101,822 | 0.0% | 262,367 | 259,596 | 255,354 | -1.6% | 4.4% | 3.8% |
| Cambridge | 65 | 2,229 | 5,104 | 52,050 | 52,050 | 0.0% | 140,568 | 139,198 | 136,766 | -1.7% | 4.3% | 3.7% |
| North Dumfries | 66 | 168 | 415 | 3,720 | 3,720 | 0.0% | 10,709 | 10,649 | 10,408 | -2.3% | 4.5% | 3.9% |
| Wilmot | 67 | 373 | 882 | 7,969 | 7,969 | 0.0% | 21,631 | 21,444 | 21,270 | -0.8% | 4.7% | 4.1% |
| Wellesley | 68 | 160 | 420 | 3,369 | 3,369 | 0.0% | 11,329 | 11,326 | 10,738 | -5.2% | 4.7% | 3.7% |
| Woolwich | 69 | 440 | 1,096 | 9,520 | 9,520 | 0.0% | 27,473 | 27,068 | 26,394 | -2.5% | 4.6% | 4.0% |
| Guelph | 13/70 | 2,685 | 5,912 | 57,466 | 57,466 | 0.0% | 146,311 | 144,386 | 142,915 | -1.0% | 4.7% | 4.1% |
| Wellington | 14 | 1,122 | 2,614 | 24,310 | 24,310 | 0.0% | 66,073 | 65,401 | 64,642 | -1.2% | 4.6% | 4.0% |
| Puslinch | 71 | 136 | 328 | 2,904 | 2,904 | 0.0% | 8,075 | 8,040 | 7,852 | -2.3% | 4.7% | 4.1% |
| Guelph/Eramosa | 72 | 221 | 527 | 4,919 | 4,919 | 0.0% | 14,137 | 13,975 | 13,903 | -0.5% | 4.5% | 3.8% |
| Centre Wellington | 73 | 544 | 1,236 | 12,227 | 12,227 | 0.0% | 31,767 | 31,318 | 31,033 | -0.9% | 4.4% | 3.9% |
| Erin | 79 | 221 | 523 | 4,260 | 4,260 | 0.0% | 12,094 | 12,068 | 11,854 | -1.8% | 5.2% | 4.3% |
| Orangeville | 15/80 | 501 | 1,140 | 11,157 | 11,157 | 0.0% | 30,453 | 29,965 | 29,695 | -0.9% | 4.5% | 3.8% |
| Dufferin | 22 | 561 | 1,393 | 12,499 | 12,499 | 0.0% | 36,817 | 36,525 | 35,855 | -1.8% | 4.5% | 3.8% |
| Mulmur | 140 | 97 | 212 | 1,396 | 1,396 | 0.0% | 3,590 | 3,574 | 3,480 | -2.6% | 6.9% | 5.9% |
| Shelburne | 141 | 116 | 266 | 3,094 | 3,094 | 0.0% | 9,199 | 9,016 | 8,858 | -1.8% | 3.7% | 3.0% |
| Amaranth | 142 | 55 | 141 | 1,388 | 1,388 | 0.0% | 4,379 | 4,377 | 4,146 | -5.3% | 4.0% | 3.2% |
| Melancthon | 143 | 42 | 116 | 1,041 | 1,041 | 0.0% | 3,152 | 3,119 | 3,176 | 1.8% | 4.0% | 3.7% |

| Geography | Reg. or PD | TTS Record Count | | Households | | | Population | | | | Sampling Rate | |
|---|--------------|------------------|---------------|----------------|----------------|-------------|----------------|---------------------------|----------------|--------------|---------------|-------------|
| | | Households | Persons | Census | TTS | Diff. | Census total | Census pop. in pvt. dwell | TTS | Diff. | Hhld. | Pers. |
| Mono | 144 | 136 | 348 | 3,189 | 3,189 | 0.0% | 9,595 | 9,543 | 9,422 | -1.3% | 4.3% | 3.6% |
| Grand Valley | 145 | 61 | 162 | 1,473 | 1,473 | 0.0% | 4,061 | 4,054 | 4,019 | -0.9% | 4.1% | 4.0% |
| East Garafraxa | 146 | 54 | 148 | 918 | 918 | 0.0% | 2,841 | 2,842 | 2,755 | -3.1% | 5.9% | 5.2% |
| Barrie | 16/81 | 2,600 | 5,830 | 55,845 | 55,845 | 0.0% | 149,226 | 146,756 | 145,159 | -1.1% | 4.7% | 4.0% |
| Simcoe | 17 | 5,513 | 12,492 | 136,933 | 136,933 | 0.0% | 362,389 | 357,758 | 353,518 | -1.2% | 4.0% | 3.5% |
| Innisfil | 82 | 600 | 1,444 | 16,242 | 16,242 | 0.0% | 44,854 | 44,721 | 44,087 | -1.4% | 3.7% | 3.2% |
| Bradford W. Gwillimbury | 83 | 550 | 1,509 | 13,935 | 13,935 | 0.0% | 44,645 | 44,071 | 42,996 | -2.4% | 3.9% | 3.4% |
| New Tecumseth | 84 | 639 | 1,434 | 16,744 | 16,744 | 0.0% | 46,360 | 45,866 | 45,171 | -1.5% | 3.8% | 3.1% |
| Adjala-Tosorontio | 85 | 168 | 413 | 3,841 | 3,841 | 0.0% | 11,004 | 10,970 | 10,764 | -1.9% | 4.4% | 3.8% |
| Essa/CFB Borden | 86 | 325 | 837 | 8,157 | 8,157 | 0.0% | 23,571 | 23,389 | 23,100 | -1.2% | 4.0% | 3.6% |
| Clearview | 87 | 232 | 527 | 5,627 | 5,627 | 0.0% | 14,964 | 14,768 | 14,662 | -0.7% | 4.1% | 3.6% |
| Springwater | 88 | 305 | 733 | 7,720 | 7,720 | 0.0% | 22,317 | 22,178 | 22,002 | -0.8% | 4.0% | 3.3% |
| Collingwood | 127 | 476 | 913 | 11,489 | 11,489 | 0.0% | 25,506 | 24,956 | 24,903 | -0.2% | 4.1% | 3.7% |
| Wasaga Beach | 128 | 460 | 891 | 11,225 | 11,225 | 0.0% | 25,809 | 25,522 | 25,284 | -0.9% | 4.1% | 3.5% |
| Tiny & Christian Island | 129 | 236 | 507 | 5,782 | 5,782 | 0.0% | 13,950 | 13,718 | 13,620 | -0.7% | 4.1% | 3.7% |
| Penetanguishene | 130 | 178 | 379 | 4,031 | 4,031 | 0.0% | 10,218 | 9,095 | 9,036 | -0.7% | 4.4% | 4.2% |
| Midland | 131 | 342 | 661 | 7,947 | 7,947 | 0.0% | 18,039 | 17,612 | 17,526 | -0.5% | 4.3% | 3.8% |
| Tay | 132 | 176 | 395 | 4,627 | 4,627 | 0.0% | 11,316 | 11,213 | 11,090 | -1.1% | 3.8% | 3.5% |
| Oro-Medonte | 133 | 392 | 886 | 8,790 | 8,790 | 0.0% | 23,428 | 23,354 | 23,144 | -0.9% | 4.5% | 3.8% |
| Severn | 134 | 224 | 508 | 5,899 | 5,899 | 0.0% | 14,814 | 14,752 | 14,662 | -0.6% | 3.8% | 3.4% |
| Ramara & Chippewas of Rama First Nation | 135 | 210 | 455 | 4,877 | 4,877 | 0.0% | 11,594 | 11,573 | 11,472 | -0.9% | 4.3% | 3.9% |
| Orillia | 21 | 600 | 1,198 | 14,633 | 14,633 | 0.0% | 33,935 | 32,780 | 32,601 | -0.5% | 4.1% | 3.7% |
| Orillia | 136 | 600 | 1,198 | 14,633 | 14,633 | 0.0% | 33,935 | 32,780 | 32,601 | -0.5% | 4.1% | 3.7% |
| Peterborough City | 19 | 1,655 | 3,418 | 36,274 | 36,274 | 0.0% | 84,331 | 82,250 | 81,945 | -0.4% | 4.6% | 4.2% |
| Peterborough City | 103 | 1,655 | 3,418 | 36,274 | 36,274 | 0.0% | 84,331 | 82,250 | 81,945 | -0.4% | 4.6% | 4.2% |
| Peterborough | 20 | 838 | 1,894 | 19,607 | 19,607 | 0.0% | 50,655 | 49,946 | 49,710 | -0.5% | 4.3% | 3.8% |
| Cavan Monaghan | 104 | 169 | 408 | 3,643 | 3,643 | 0.0% | 10,270 | 10,018 | 9,912 | -1.1% | 4.6% | 4.1% |
| Otonabee-South Monaghan | 106 | 138 | 307 | 2,916 | 2,916 | 0.0% | 7,500 | 7,386 | 7,391 | 0.1% | 4.7% | 4.2% |
| Asphodel-Norwood | 108 | 65 | 137 | 1,870 | 1,870 | 0.0% | 4,782 | 4,661 | 4,601 | -1.3% | 3.5% | 2.9% |

| Geography | Reg. or PD | TTS Record Count | | Households | | | Population | | | | Sampling Rate | |
|---------------------------|---------------|------------------|--------------|---------------|---------------|-------------|----------------|---------------------------|----------------|--------------|---------------|-------------|
| | | Households | Persons | Census | TTS | Diff. | Census total | Census pop. in pvt. dwell | TTS | Diff. | Hhld. | Pers. |
| Douro-Dummer | 109 | 141 | 335 | 3,002 | 3,002 | 0.0% | 7,832 | 7,815 | 7,819 | 0.1% | 4.7% | 4.3% |
| Selwyn | 111 | 325 | 707 | 8,176 | 8,176 | 0.0% | 20,271 | 20,066 | 19,987 | -0.4% | 4.0% | 3.5% |
| Brantford | 23/147 | 1,796 | 3,926 | 42,128 | 42,128 | 0.0% | 106,036 | 104,497 | 103,123 | -1.3% | 4.3% | 3.8% |
| Brant | 24/124 | 615 | 1,425 | 14,901 | 14,901 | 0.0% | 41,083 | 40,349 | 39,883 | -1.2% | 4.1% | 3.5% |
| Kawartha Lakes | 18/89 | 893 | 1,883 | 33,054 | 33,054 | 0.0% | 80,069 | 78,027 | 77,524 | -0.6% | 2.7% | 2.4% |
| Northumberland | 25 | 1,601 | 3,252 | 37,680 | 37,680 | 0.0% | 90,196 | 88,095 | 87,109 | -1.1% | 4.2% | 3.7% |
| Brighton | 148 | 209 | 412 | 5,044 | 5,044 | 0.0% | 12,180 | 11,563 | 11,393 | -1.5% | 4.1% | 3.6% |
| Cramahe | 149 | 100 | 204 | 2,616 | 2,616 | 0.0% | 6,540 | 6,541 | 6,410 | -2.0% | 3.8% | 3.1% |
| Hamilton (town of) | 150 | 188 | 407 | 4,290 | 4,290 | 0.0% | 11,081 | 11,057 | 10,914 | -1.3% | 4.4% | 3.7% |
| Port Hope | 151 | 317 | 639 | 7,372 | 7,372 | 0.0% | 17,421 | 17,013 | 16,814 | -1.2% | 4.3% | 3.8% |
| Cobourg | 152 | 397 | 731 | 9,236 | 9,236 | 0.0% | 20,746 | 19,999 | 19,878 | -0.6% | 4.3% | 3.7% |
| Alnwick/Haldimand | 153 | 151 | 361 | 2,871 | 2,871 | 0.0% | 7,600 | 7,546 | 7,487 | -0.8% | 5.3% | 4.8% |
| Alderville First Nation | 154 | 2 | 3 | 256 | 256 | 0.0% | 552 | 549 | 331 | -39.7% | 0.8% | 0.5% |
| Trent Hills | 155 | 237 | 495 | 5,995 | 5,995 | 0.0% | 14,076 | 13,827 | 13,882 | 0.4% | 4.0% | 3.6% |
| The Blue Mountains | 26/156 | 158 | 332 | 4,610 | 4,610 | 0.0% | 9,956 | 9,856 | 9,804 | -0.5% | 3.4% | 3.4% |
| Grey | 27 | 1,539 | 3,104 | 38,384 | 38,384 | 0.0% | 92,591 | 90,918 | 89,283 | -1.8% | 4.0% | 3.4% |
| West Grey | 157 | 217 | 448 | 5,347 | 5,347 | 0.0% | 13,288 | 13,145 | 12,828 | -2.4% | 4.1% | 3.4% |
| Southgate | 158 | 104 | 254 | 3,122 | 3,122 | 0.0% | 9,019 | 9,023 | 8,802 | -2.5% | 3.3% | 2.8% |
| Grey Highlands | 159 | 147 | 338 | 4,142 | 4,142 | 0.0% | 10,554 | 10,464 | 10,307 | -1.5% | 3.5% | 3.2% |
| Hanover | 160 | 139 | 272 | 3,473 | 3,473 | 0.0% | 8,031 | 7,691 | 7,608 | -1.1% | 4.0% | 3.5% |
| Chatsworth | 161 | 124 | 251 | 2,736 | 2,736 | 0.0% | 7,176 | 7,095 | 6,673 | -5.9% | 4.5% | 3.5% |
| Meaford | 162 | 213 | 406 | 5,077 | 5,077 | 0.0% | 11,582 | 11,405 | 11,279 | -1.1% | 4.2% | 3.6% |
| Georgian Bluffs | 163 | 172 | 359 | 4,547 | 4,547 | 0.0% | 11,229 | 11,178 | 11,107 | -0.6% | 3.8% | 3.2% |
| Owen Sound | 164 | 423 | 776 | 9,940 | 9,940 | 0.0% | 21,712 | 20,917 | 20,680 | -1.1% | 4.3% | 3.7% |

Households = private dwellings occupied by usual residents.

Note: The sampling rate target for Kawartha Lakes was only 2.5%.

APPENDIX B: TRANSIT AGENCY RIDERSHIP VS. TTS EXPANDED TRANSIT COUNTS, BY ROUTE

Transit boarding counts for 2022 were sourced from transit agencies by the Data Management Group. Route codes/descriptions used in the 2022 TTS were originally sourced from General Transit Feed Specification (GTFS) files or published route information when GTFS data were not available, and supplemented by route names reported by respondents which did not show up on these lists if a match to the lists could not be found. For the table below, the TTS route codes/descriptions were matched as best as possible to route names in the transit boarding counts.

Table 16. Transit Agency Ridership Vs. TTS Expanded Transit Counts, By Route, 24-Hour, AM Peak

| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Barrie Transit | | | | | | | | |
| 1A GEORGIAN MALL / 1B WELHAM | 1,128 | 14 | 335 | 30% | 213 | 1 | 7 | 3% |
| 2A DUNLOP / 2B PARK PLACE | 388 | 7 | 185 | 48% | 74 | 0 | 0 | 0% |
| 3A BAYVIEW / 3B PAINSWICK | 763 | 22 | 473 | 62% | 153 | 4 | 185 | 121% |
| 4A EAST BAYFIELD / 4B SOUTH GO | 463 | 7 | 93 | 20% | 78 | 0 | 0 | 0% |
| 5B WELLINGTON / 5A EDGEHILL | 455 | 12 | 247 | 54% | 74 | 0 | 0 | 0% |
| 6A LETITIA / 6B COLLEGE | 1,699 | 19 | 368 | 22% | 278 | 4 | 120 | 43% |
| 7A GROVE / 7B BEAR CREEK | 993 | 22 | 393 | 40% | 218 | 5 | 106 | 49% |
| 8A RVH/YONGE / 8B Crosstown/Essa | 3,691 | 69 | 2,141 | 58% | 643 | 13 | 498 | 77% |
| 100A Red Express / 100B Blue Express \ 100C Red Express / 100D Blue Express | 2,115 | 12 | 306 | 14% | 201 | 1 | 4 | 2% |
| Barrie Transit Total Bus | 11,696 | 184 | 4,541 | 39% | 1,932 | 28 | 919 | 48% |
| Other | | | | | | | | |
| Specialized Transit | n/a | 8 | 241 | | n/a | 2 | 60 | |
| Bradford-West Gwillimbury Transit | | | | | | | | |
| 1 Cross-Town | 84 | 8 | 308 | 367% | 14 | 2 | 58 | 399% |
| 2A Around-Town Clockwise | 62 | 2 | 96 | 153% | 24 | 0 | 0 | 0% |



| | 24-Hour | | | | AM Peak | | | |
|--|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 2B Around-Town Counter Clockwise | 31 | 0 | 0 | 0% | 9 | 0 | 0 | 0% |
| Bradford-West Gwillimbury Transit Total Bus | 177 | 10 | 404 | 228% | 47 | 2 | 58 | 122% |

Brampton Transit

| | | | | | | | | |
|-----------------------------|--------|-----|-------|------|-------|----|-------|------|
| 1 Queen | 10,261 | 116 | 4,139 | 40% | 1,577 | 20 | 715 | 45% |
| 2 Main | 3,453 | 45 | 1,646 | 48% | 574 | 11 | 379 | 66% |
| 3 McLaughlin | 5,589 | 46 | 1,880 | 34% | 1,017 | 12 | 562 | 55% |
| 4 Chinguacousy | 12,718 | 107 | 4,598 | 36% | 2,300 | 28 | 1,123 | 49% |
| 5 Bovaird | 9,772 | 82 | 3,571 | 37% | 1,660 | 16 | 516 | 31% |
| 6 James Potter | 1,900 | 21 | 776 | 41% | 498 | 5 | 179 | 36% |
| 7 Kennedy | 10,479 | 103 | 4,273 | 41% | 2,356 | 22 | 837 | 36% |
| 8 Centre | 1,099 | 20 | 329 | 30% | 172 | 3 | 111 | 65% |
| 9 Vodden | 1,407 | 29 | 1,022 | 73% | 368 | 7 | 137 | 37% |
| 10 South Industrial | 758 | 4 | 121 | 16% | 210 | 3 | 70 | 33% |
| 104 Chinguacousy Express | 1,280 | 3 | 51 | 4% | 281 | 0 | 0 | 0% |
| 11 Steeles | 8,337 | 83 | 3,150 | 38% | 2,057 | 20 | 684 | 33% |
| 115 Pearson Airport Express | 2,002 | 25 | 744 | 37% | 379 | 8 | 189 | 50% |
| 12 Grenoble | 454 | 15 | 559 | 123% | 80 | 5 | 135 | 168% |
| 13 Avondale | 389 | 7 | 114 | 29% | 84 | 2 | 39 | 47% |
| 14 Torbram | 8,410 | 60 | 3,326 | 40% | 2,069 | 12 | 598 | 29% |
| 15 Bramalea | 7,415 | 153 | 5,273 | 71% | 1,559 | 30 | 1,414 | 91% |
| 16 Southgate | 450 | 14 | 418 | 93% | 70 | 3 | 82 | 117% |
| 17 Howden | 476 | 14 | 217 | 46% | 86 | 6 | 89 | 104% |
| 18 Dixie | 11,021 | 92 | 3,603 | 33% | 2,584 | 24 | 865 | 33% |
| 19 Fernforest | 595 | 12 | 460 | 77% | 129 | 2 | 95 | 74% |
| 199 UTM Express | 232 | 1 | 4 | 2% | 54 | 0 | 0 | 0% |
| 20 East Industrial | 610 | 9 | 572 | 94% | 206 | 2 | 59 | 29% |
| School specials | 777 | 25 | 1,033 | 133% | 281 | 10 | 619 | 220% |
| 23 Sandalwood | 8,067 | 97 | 3,176 | 39% | 1,696 | 18 | 622 | 37% |
| 24 Van Kirk | 1,007 | 44 | 1,036 | 103% | 212 | 8 | 212 | 100% |
| 25 Edenbrook | 427 | 8 | 75 | 17% | 143 | 2 | 29 | 20% |
| 26 Mount Pleasant | 609 | 22 | 473 | 78% | 139 | 2 | 89 | 64% |
| 27 Robert Parkinson | 267 | 9 | 107 | 40% | 48 | 2 | 14 | 28% |
| 28 Wanless | 219 | 7 | 117 | 53% | 103 | 1 | 26 | 26% |
| 29 Williams | 5,526 | 62 | 2,463 | 45% | 1,335 | 17 | 807 | 60% |
| 30 Airport Road | 8,520 | 55 | 3,012 | 35% | 1,937 | 11 | 626 | 32% |
| 31 McVean | 970 | 7 | 543 | 56% | 195 | 1 | 104 | 53% |

| | 24-Hour | | | | AM Peak | | | |
|-----------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 32 Father Tobin | 633 | 5 | 221 | 35% | 98 | 0 | 0 | 0% |
| 33 Peter Robertson | 438 | 4 | 210 | 48% | 132 | 2 | 123 | 93% |
| 35 Clarkway | 1,406 | 14 | 515 | 37% | 325 | 3 | 67 | 21% |
| 36 Gardenbrooke | 146 | 1 | 28 | 19% | 43 | 0 | 0 | 0% |
| 40 Central Industrial | 48 | 2 | 221 | 461% | 21 | 1 | 111 | 526% |
| 50 Gore Road | 6,104 | 68 | 2,263 | 37% | 1,765 | 19 | 712 | 40% |
| 501 Zum Queen | 18,839 | 285 | 11,851 | 63% | 4,001 | 78 | 3,187 | 80% |
| 502 Zum Main | 14,845 | 160 | 5,831 | 39% | 2,874 | 33 | 1,326 | 46% |
| 505 Zum Bovaird | 5,777 | 52 | 1,899 | 33% | 1,159 | 11 | 387 | 33% |
| 51 Hereford | 1,042 | 17 | 372 | 36% | 253 | 6 | 236 | 93% |
| 511 Zum Steeles | 15,424 | 104 | 4,561 | 30% | 3,005 | 30 | 1,175 | 39% |
| 52 McMurphy | 671 | 10 | 315 | 47% | 148 | 1 | 117 | 79% |
| 53 Ray Lawson | 1,324 | 2 | 19 | 1% | 168 | 0 | 0 | 0% |
| 54 County Court | 1,044 | 9 | 489 | 47% | 223 | 3 | 322 | 144% |
| 55 Elbern Markell | 175 | 3 | 143 | 82% | 26 | 0 | 0 | 0% |
| 56 Kingknoll | 556 | 4 | 361 | 65% | 93 | 0 | 0 | 0% |
| 561 Zum Queen West | 602 | 2 | 14 | 2% | 166 | 0 | 0 | 0% |
| 57 Charolais | 1,845 | 23 | 1,102 | 60% | 346 | 6 | 412 | 119% |
| 58 Financial | 0 | 3 | 111 | | 0 | 0 | 0 | |
| 60 Mississauga Road | 764 | 16 | 698 | 91% | 218 | 2 | 52 | 24% |
| 81 Mayfield West | 122 | 1 | 46 | 38% | 51 | 0 | 0 | 0% |
| Brampton Transit Total Bus | 197,301 | 2,182 | 84,152 | 43% | 41,574 | 508 | 20,253 | 49% |

Burlington Transit

| | | | | | | | | |
|-------------------------|-------|----|-------|------|-----|----|-----|------|
| 1 PLAINS-FAIRVIEW | 3,659 | 83 | 1,958 | 54% | 725 | 15 | 447 | 62% |
| 2 BRANT | 975 | 42 | 894 | 92% | 198 | 6 | 149 | 76% |
| 3 GUELPH | 887 | 25 | 895 | 101% | 217 | 4 | 227 | 104% |
| 4 CENTRAL | 539 | 13 | 493 | 91% | 114 | 3 | 102 | 90% |
| 6 HEADON | 386 | 18 | 338 | 88% | 117 | 5 | 96 | 82% |
| 10 NEW MAPLE | 1,602 | 62 | 1,392 | 87% | 293 | 15 | 398 | 136% |
| 11 SUTTON ALTON | 830 | 34 | 986 | 119% | 188 | 6 | 150 | 80% |
| 12 UPPER MIDDLE | 587 | 17 | 603 | 103% | 97 | 4 | 120 | 124% |
| 25 WALKERS | 553 | 23 | 475 | 86% | 132 | 3 | 69 | 52% |
| 48 MILLCROFT | 26 | 1 | 26 | 101% | 13 | 0 | 0 | 0% |
| 50 BURLINGTON SOUTH | 21 | 2 | 21 | 101% | 0 | 1 | 11 | |
| 51 BURLINGTON NORTHEAST | 18 | 1 | 28 | 157% | 0 | 0 | 0 | |
| 52 BURLINGTON NORTHWEST | 20 | 1 | 7 | 34% | 0 | 1 | 7 | |
| 80 HARVESTER | 325 | 4 | 303 | 93% | 141 | 2 | 148 | 105% |
| 81 NORTH SERVICE | 523 | 7 | 211 | 40% | 166 | 2 | 52 | 31% |

| | 24-Hour | | | | AM Peak | | | |
|-------------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 87 NORTH SERVICE ALDERSHOT | 29 | 3 | 31 | 108% | 13 | 0 | 0 | 0% |
| Burlington Transit Total Bus | 10,980 | 336 | 8,661 | 79% | 2,414 | 67 | 1,976 | 82% |

Other

| | | | | | | | | |
|---------------------------------|-----|---|----|--|-----|---|---|--|
| Specialized Transit (Handi-Van) | n/a | 2 | 73 | | n/a | 0 | 0 | |
|---------------------------------|-----|---|----|--|-----|---|---|--|

Cobourg Transit

| | | | | | | | | |
|--|--------------|----------|------------|------------|------------|----------|-----------|-----------|
| On Demand Route | 0 | 8 | 898 | | 0 | 1 | 20 | |
| WHEELS | 508 | 0 | 0 | 0% | 73 | 0 | 0 | 0% |
| Conventional (route 1, route 2) [not in survey list] | 2,747 | 0 | 0 | 0% | 616 | 0 | 0 | 0% |
| Cobourg Transit Total | 3,255 | 8 | 898 | 28% | 689 | 1 | 20 | 3% |

Durham Region Transit

| | | | | | | | | |
|-----------|-------|-----|-------|------|-------|----|-------|------|
| 101 Route | 231 | 5 | 90 | 39% | 105 | 2 | 46 | 44% |
| 103 Route | 336 | 23 | 363 | 108% | 81 | 2 | 14 | 18% |
| 110 Route | 227 | 14 | 298 | 131% | 49 | 3 | 44 | 90% |
| 112 Route | 310 | 22 | 884 | 285% | 75 | 7 | 277 | 371% |
| 120 Route | 519 | 26 | 730 | 141% | 121 | 3 | 62 | 51% |
| 211 Route | 131 | 13 | 320 | 244% | 72 | 1 | 42 | 59% |
| 216 Route | 1,145 | 70 | 1,914 | 167% | 287 | 17 | 586 | 204% |
| 222 Route | 95 | 13 | 150 | 157% | 49 | 4 | 39 | 79% |
| 224 Route | 1,093 | 95 | 2,488 | 228% | 291 | 24 | 844 | 290% |
| 291 Route | 46 | 8 | 88 | 192% | 0 | 0 | 0 | |
| 302 Route | 1,558 | 82 | 1,886 | 121% | 320 | 18 | 426 | 133% |
| 392 Route | 111 | 31 | 658 | 591% | 13 | 2 | 113 | 906% |
| 403 Route | 1,318 | 36 | 896 | 68% | 319 | 7 | 179 | 56% |
| 405 Route | 1,143 | 28 | 770 | 67% | 201 | 7 | 249 | 123% |
| 407 Route | 898 | 32 | 946 | 105% | 169 | 8 | 251 | 149% |
| 409 Route | 282 | 13 | 238 | 84% | 37 | 4 | 88 | 234% |
| 410 Route | 1,036 | 33 | 1,214 | 117% | 197 | 3 | 158 | 80% |
| 411 Route | 481 | 11 | 303 | 63% | 94 | 0 | 0 | 0% |
| 423 Route | 334 | 3 | 15 | 5% | 75 | 0 | 0 | 0% |
| 502 Route | 344 | 15 | 616 | 179% | 88 | 2 | 120 | 137% |
| 900 PULSE | 6,525 | 155 | 5,622 | 86% | 1,246 | 41 | 1,745 | 140% |
| 901 PULSE | 7,515 | 99 | 4,882 | 65% | 1,069 | 25 | 1,252 | 117% |
| 902 Route | 2,820 | 83 | 1,372 | 49% | 530 | 8 | 123 | 23% |
| 905 Route | 2,030 | 108 | 3,962 | 195% | 397 | 17 | 952 | 240% |
| 915 PULSE | 3,163 | 105 | 3,463 | 109% | 551 | 23 | 952 | 173% |

| | 24-Hour | | | | AM Peak | | | |
|--|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 916 PULSE | 3,175 | 132 | 4,042 | 127% | 732 | 40 | 1,315 | 180% |
| 917 Route | 2,081 | 35 | 1,192 | 57% | 510 | 8 | 277 | 54% |
| 920 Route | 5,358 | 122 | 5,066 | 95% | 1,156 | 33 | 1,361 | 118% |
| N1 Route | 243 | 2 | 212 | 88% | 0 | 0 | 0 | |
| N2 Route | 145 | 1 | 74 | 51% | 0 | 0 | 0 | |
| Matched Bus Route Total | 44,693 | 1,415 | 44,755 | 100% | 8,832 | 309 | 11,517 | 130% |
| Bus routes in survey data but no boarding counts | | | | | | | | |
| 319 Route | n/a | 18 | 357 | | n/a | 1 | 4 | |
| 411T Route | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Unmatched Bus Route Total | 0 | 18 | 357 | | 0 | 1 | 4 | |
| Durham Region Transit Total Bus | 44,693 | 1,433 | 45,112 | 101% | 8,832 | 310 | 11,521 | 130% |
| Other | | | | | | | | |
| Specialized Service | 391 | 18 | 527 | 135% | 0 | 5 | 210 | |
| On Demand [Durham not in survey list, not reported by any respondents] | 321 | 0 | 0 | 0% | 0 | 0 | 0 | |
| Other Total | 712 | 18 | 527 | 74% | 0 | 5 | 210 | |
| GO Train | | | | | | | | |
| LAKESHORE WEST | 34,000 | 2,599 | 34,765 | 102% | 12,305 | 860 | 11,678 | 95% |
| MILTON | 9,608 | 1,038 | 10,009 | 104% | 4,933 | 495 | 4,759 | 96% |
| KITCHENER | 14,231 | 1,324 | 15,586 | 110% | 5,646 | 473 | 5,744 | 102% |
| BARRIE | 10,299 | 1,013 | 10,759 | 104% | 4,381 | 390 | 3,883 | 89% |
| RICHMOND HILL | 3,075 | 389 | 3,256 | 106% | 1,563 | 182 | 1,526 | 98% |
| STOUFFVILLE | 8,255 | 763 | 8,416 | 102% | 3,490 | 318 | 3,484 | 100% |
| LAKESHORE EAST | 27,118 | 2,012 | 27,974 | 103% | 9,969 | 730 | 10,517 | 105% |
| GO Train Total (excluding UP Express) | 106,585 | 9,138 | 110,765 | 104% | 42,287 | 3,448 | 41,590 | 98% |
| UP Union Pearson Express | 8,253 | 226 | 4,723 | 57% | 2,006 | 46 | 732 | 36% |
| GO Bus | | | | | | | | |
| 12 Niagara Falls / Toronto | 1,733 | 64 | 1,382 | 80% | 223 | 11 | 211 | 95% |
| 15 Brantford / Aldershot | 713 | 53 | 1,379 | 194% | 165 | 11 | 244 | 148% |

| | 24-Hour | | | | AM Peak | | | |
|--|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 16 Hamilton / Toronto Express | 631 | 25 | 560 | 89% | 20 | 2 | 25 | 126% |
| 18 Lakeshore West | 816 | 66 | 799 | 98% | 121 | 14 | 157 | 130% |
| 19 Mississauga / North York | 1,732 | 81 | 2,313 | 134% | 440 | 23 | 648 | 147% |
| 21 Milton | 2,776 | 88 | 1,418 | 51% | 113 | 20 | 368 | 326% |
| 25 Waterloo / Mississauga | 1,566 | 42 | 1,162 | 74% | 244 | 10 | 338 | 138% |
| 27 Milton / North York | 1,189 | 59 | 1,883 | 158% | 349 | 17 | 525 | 150% |
| 29 Guelph / Mississauga | 1,095 | 46 | 1,486 | 136% | 243 | 15 | 534 | 220% |
| 30 Kitchener / Bramalea | 1,038 | 35 | 669 | 64% | 167 | 8 | 86 | 52% |
| 31 Georgetown | 941 | 19 | 286 | 30% | 309 | 4 | 64 | 21% |
| 32 Brampton Trinity Common / North York | 834 | 55 | 1,946 | 233% | 363 | 8 | 387 | 106% |
| 33 Guelph / North York | 1,960 | 52 | 1,704 | 87% | 422 | 11 | 138 | 33% |
| 34 Pearson Airport / North York | 465 | 6 | 219 | 47% | 72 | 2 | 75 | 105% |
| 36 Brampton / North York Express | 919 | 20 | 594 | 65% | 198 | 3 | 199 | 101% |
| 37 Orangeville / Brampton | 196 | 19 | 154 | 79% | 48 | 6 | 33 | 68% |
| 38 Bolton / Malton | 40 | 16 | 393 | 995% | 7 | 4 | 78 | 1091% |
| 40 Hamilton / Richmond Hill | 3,622 | 123 | 4,636 | 128% | 664 | 30 | 1,081 | 163% |
| 41-45-47-48 GO BUS 407 WEST * | 8,515 | 298 | 10,870 | 128% | 1,821 | 79 | 2,817 | 155% |
| 52-54 GO BUS 407 EAST * | 657 | 49 | 1,877 | 285% | 160 | 15 | 477 | 298% |
| 56 Oshawa / Oakville | 2,693 | 120 | 3,570 | 133% | 570 | 27 | 771 | 135% |
| 61 Richmond Hill | 331 | 10 | 354 | 107% | 2 | 0 | 0 | 0% |
| 63-65-68 GO BUS Barrie * | 867 | 44 | 420 | 48% | 99 | 6 | 36 | 36% |
| 66 East Gwillimbury / Newmarket / North York | 244 | 18 | 386 | 158% | 73 | 4 | 45 | 61% |
| 67 Keswick / North York | 98 | 6 | 92 | 94% | 38 | 1 | 21 | 55% |
| 70-71 STOUFFVILLE * | 510 | 27 | 447 | 88% | 52 | 3 | 26 | 50% |
| 81 Beaverton / Port Perry / Whitby | 31 | 18 | 419 | 1374% | 4 | 0 | 0 | 0% |
| 88 Peterborough / Oshawa | 559 | 51 | 653 | 117% | 99 | 10 | 177 | 179% |
| 90 Lakeshore East | 72 | 8 | 123 | 172% | 2 | 1 | 4 | 269% |
| 92 Oshawa / Yorkdale | 1,330 | 61 | 1,476 | 111% | 271 | 13 | 420 | 155% |
| 94 Pickering / Square One | 546 | 30 | 936 | 171% | 114 | 10 | 277 | 242% |
| 96 Oshawa / Finch Express | 849 | 46 | 1,271 | 150% | 239 | 15 | 437 | 183% |
| Matched GO Bus Total | 39,570 | 1,655 | 45,876 | 116% | 7,712 | 383 | 10,700 | 139% |

* certain routes have been grouped together per treatment in 2016 TTS

Unmatched (in TTS route list, but no boarding counts)

| | | | | | | | | |
|------------------------|-----|----|-----|--|-----|---|----|--|
| 17 Waterloo / Hamilton | n/a | 10 | 295 | | n/a | 3 | 82 | |
|------------------------|-----|----|-----|--|-----|---|----|--|

| | 24-Hour | | | | AM Peak | | | |
|---------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| GO Bus Grand Total | 39,570 | 1,665 | 46,171 | 117% | 7,712 | 386 | 10,781 | 140% |

Grey County Transit

| | | | | | | | | |
|--------------------------------------|-----------|-----------|--------------|--------------|-----------|----------|------------|--------------|
| 1 | 18 | 9 | 316 | 1756% | 7 | 3 | 131 | 1867% |
| 2 | 32 | 12 | 586 | 1830% | 15 | 1 | 121 | 808% |
| 3 | 24 | 5 | 113 | 470% | 4 | 0 | 0 | 0% |
| 4 | 12 | 4 | 256 | 2135% | 4 | 1 | 116 | 2900% |
| 5 | 9 | 1 | 5 | 56% | 0 | 1 | 5 | |
| 6 | 4 | 0 | 0 | 0% | 0 | 0 | 0 | |
| Grey County Transit Bus Total | 99 | 31 | 1,276 | 1289% | 30 | 6 | 373 | 1243% |

Grand River Transit

| | | | | | | | | |
|-------------------------------|-------|-----|-------|------|-------|----|-----|------|
| 1 Queen-River | 2,722 | 67 | 2,470 | 91% | 499 | 20 | 834 | 167% |
| 2 Stirling | 388 | 14 | 531 | 137% | 87 | 6 | 124 | 142% |
| 3 Ottawa South | 792 | 29 | 881 | 111% | 122 | 7 | 184 | 151% |
| 4 Glasgow-Margaret | 806 | 29 | 731 | 91% | 159 | 9 | 173 | 109% |
| 5 Erb | 920 | 22 | 688 | 75% | 136 | 4 | 146 | 108% |
| 6 Bridge-Courtland | 1,938 | 30 | 1,305 | 67% | 330 | 7 | 327 | 99% |
| 7 King | 5,793 | 104 | 3,483 | 60% | 725 | 23 | 790 | 109% |
| 8 Weber | 4,068 | 66 | 2,365 | 58% | 625 | 16 | 576 | 92% |
| 9 Lakeshore | 1,375 | 32 | 987 | 72% | 208 | 4 | 75 | 36% |
| 10 Pioneer | 1,958 | 19 | 835 | 43% | 306 | 4 | 119 | 39% |
| 110 College Express | 1,191 | 7 | 224 | 19% | 135 | 1 | 43 | 32% |
| 12 Westmount | 5,014 | 84 | 3,456 | 69% | 756 | 17 | 729 | 96% |
| 13 Laurelwood | 2,674 | 48 | 1,430 | 53% | 391 | 12 | 254 | 65% |
| 14 Bathurst | 208 | 6 | 401 | 193% | 53 | 2 | 140 | 265% |
| 16 Strasburg-Belmont | 2,980 | 52 | 1,852 | 62% | 548 | 14 | 409 | 75% |
| 19 Hazel | 3,540 | 36 | 1,422 | 40% | 380 | 7 | 405 | 107% |
| 20 Victoria-Frederick | 2,251 | 50 | 1,501 | 67% | 419 | 10 | 233 | 56% |
| 201 iXpress Fischer-Hallman | 8,015 | 111 | 4,639 | 58% | 1,162 | 22 | 890 | 77% |
| 202 iXpress University | 4,166 | 80 | 2,844 | 68% | 438 | 14 | 516 | 118% |
| 203 iXpress Maple Grove | 1,500 | 11 | 265 | 18% | 295 | 3 | 96 | 32% |
| 204 iXpress Highland-Victoria | 2,954 | 71 | 2,480 | 84% | 423 | 16 | 575 | 136% |
| 205 iXpress Ottawa | 1,377 | 37 | 1,599 | 116% | 218 | 8 | 331 | 152% |
| 206 iXpress Coronation | 3,029 | 30 | 878 | 29% | 521 | 4 | 154 | 30% |
| 21 Elmira | 527 | 17 | 306 | 58% | 122 | 4 | 68 | 56% |
| 22 Laurentian West | 1,040 | 16 | 736 | 71% | 191 | 4 | 201 | 105% |
| 23 Idlewood | 996 | 26 | 1,019 | 102% | 176 | 5 | 212 | 120% |
| 26 Trillium | 114 | 3 | 56 | 49% | 49 | 1 | 10 | 20% |

| | 24-Hour | | | | AM Peak | | | |
|--------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 27 Morrison | 248 | 6 | 171 | 69% | 46 | 0 | 0 | 0% |
| 28 Franklin North | 467 | 10 | 253 | 54% | 62 | 1 | 5 | 9% |
| 29 Keats-University | 2,664 | 45 | 1,569 | 59% | 306 | 6 | 239 | 78% |
| 30 Ring Road | 317 | 3 | 25 | 8% | 23 | 1 | 10 | 45% |
| 302 ION Bus | 3,975 | 35 | 1,924 | 48% | 649 | 6 | 315 | 48% |
| 31 Columbia | 1,835 | 25 | 719 | 39% | 247 | 6 | 225 | 91% |
| 33 Huron | 1,353 | 17 | 546 | 40% | 239 | 5 | 181 | 76% |
| 34 Bingemans | 177 | 6 | 165 | 93% | 74 | 1 | 25 | 34% |
| 36 Thomas Slee | 641 | 8 | 354 | 55% | 97 | 2 | 155 | 160% |
| 50 Dundas | 366 | 6 | 248 | 68% | 78 | 1 | 66 | 85% |
| 51 Hespeler | 2,592 | 59 | 2,351 | 91% | 414 | 16 | 731 | 177% |
| 53 Franklin | 702 | 7 | 314 | 45% | 162 | 2 | 167 | 103% |
| 54 Lisbon Pines | 376 | 5 | 181 | 48% | 65 | 3 | 104 | 160% |
| 55 Grand Ridge | 266 | 10 | 293 | 110% | 50 | 2 | 53 | 105% |
| 56 Dunbar | 439 | 8 | 266 | 61% | 63 | 1 | 46 | 73% |
| 57 Blair | 671 | 10 | 175 | 26% | 116 | 2 | 31 | 27% |
| 58 Elmwood | 365 | 8 | 181 | 50% | 68 | 1 | 34 | 49% |
| 59 Christopher | 483 | 10 | 573 | 119% | 74 | 3 | 180 | 243% |
| 60 Northview Acres | 541 | 11 | 559 | 103% | 100 | 1 | 143 | 143% |
| 61 Fountain | 2,075 | 7 | 454 | 22% | 273 | 2 | 160 | 59% |
| 63 Champlain | 411 | 8 | 399 | 97% | 73 | 1 | 6 | 8% |
| 64 Langs | 343 | 2 | 102 | 30% | 76 | 1 | 51 | 67% |
| 67 Eagle-Pinebush | 817 | 9 | 485 | 59% | 322 | 3 | 201 | 63% |
| 72 Boxwood Flex | 335 | 5 | 138 | 41% | 0 | 2 | 63 | |
| 73 Northlake | 62 | 2 | 20 | 33% | 0 | 0 | 0 | |
| 75 Saginaw | 538 | 8 | 416 | 77% | 88 | 1 | 41 | 46% |
| 76 Doon Mills | 51 | 1 | 103 | 203% | 0 | 0 | 0 | |
| 77 Wilmot | 94 | 9 | 531 | 565% | 0 | 2 | 59 | |
| Matched Bus Route Total | 85,540 | 1,437 | 52,896 | 62% | 13,239 | 316 | 11,903 | 90% |

Unmatched (has ridership, not in TTS route list)

| | | | | | | | | |
|---------------------------------|----|---|---|----|---|---|---|--|
| 79 Breslau [not in survey list] | 15 | 0 | 0 | 0% | 0 | 0 | 0 | |
|---------------------------------|----|---|---|----|---|---|---|--|

Unmatched (in TTS route list, but no boarding counts)

| | | | | | | | | |
|---------------------------------|-----|---|----|--|-----|---|----|--|
| 301R ION Replacement Shuttle | n/a | 1 | 31 | | n/a | 0 | 0 | |
| 8881 Oktoberfest Lot 42 Shuttle | n/a | 1 | 51 | | n/a | 0 | 0 | |
| 9801 Special | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 9851 GCI Special | n/a | 2 | 97 | | n/a | 1 | 80 | |

| | 24-Hour | | | | AM Peak | | | |
|--|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Unmatched Bus Route Total | | 4 | 179 | | | 1 | 80 | |
| Grand River Transit Bus Total | 85,555 | 1,441 | 53,075 | 62% | 13,239 | 317 | 11,983 | 91% |
| LRT | | | | | | | | |
| 301 ION LRT | 17,782 | 392 | 12,993 | 73% | 2,643 | 78 | 2,571 | 97% |
| Grand River Transit Bus + LRT Grand Total | 103,337 | 1,833 | 66,069 | 64% | 15,882 | 395 | 14,554 | 92% |
| Other | | | | | | | | |
| MobilityPLUS | 462 | 4 | 77 | 17% | 0 | 0 | 0 | |
| Guelph Transit | | | | | | | | |
| 17 Woodlawn Watson | 1,186 | 28 | 897 | 76% | 256 | 5 | 103 | 40% |
| 18 Watson Woodlawn | 960 | 27 | 710 | 74% | 226 | 7 | 200 | 89% |
| 19 Hanlon Creek | 264 | 4 | 154 | 58% | 25 | 1 | 17 | 67% |
| 1 Edinburgh College | 730 | 5 | 207 | 28% | 82 | 1 | 32 | 39% |
| 2 College Edinburgh | 870 | 11 | 523 | 60% | 126 | 1 | 54 | 43% |
| 3 Westmount | 493 | 10 | 195 | 40% | 77 | 3 | 80 | 104% |
| 4 York | 526 | 12 | 273 | 52% | 74 | 1 | 12 | 17% |
| 5 Goodwin | 906 | 9 | 212 | 23% | 207 | 1 | 9 | 4% |
| 6 Harvard Ironwood | 676 | 11 | 453 | 67% | 146 | 0 | 0 | 0% |
| 7 Kortright Downey | 712 | 10 | 312 | 44% | 108 | 4 | 142 | 131% |
| 8 Stone Road Mall | 474 | 11 | 314 | 66% | 131 | 0 | 0 | 0% |
| 9 Waterloo | 941 | 23 | 762 | 81% | 90 | 3 | 144 | 159% |
| 10 Imperial | 1,037 | 16 | 302 | 29% | 207 | 5 | 110 | 53% |
| 11 Willow West | 377 | 8 | 219 | 58% | 110 | 0 | 0 | 0% |
| 12 General Hospital | 803 | 6 | 95 | 12% | 125 | 2 | 18 | 14% |
| 13 Victoria Road Recreation Centre | 1,396 | 16 | 427 | 31% | 163 | 3 | 91 | 56% |
| 14 Grange | 443 | 22 | 673 | 152% | 119 | 3 | 88 | 74% |
| 15 University College | 642 | 12 | 315 | 49% | 138 | 4 | 105 | 76% |
| 50 U Scottsdale | 779 | 0 | 0 | 0% | 144 | 0 | 0 | 0% |
| 52 U Kortright | 443 | 2 | 51 | 12% | 109 | 1 | 26 | 24% |
| 56 U Colonial | 617 | 1 | 69 | 11% | 96 | 0 | 0 | 0% |
| 58 U Edinburgh | 518 | 5 | 201 | 39% | 92 | 1 | 40 | 44% |
| 20 Northwest Industrial | 996 | 28 | 1,065 | 107% | 234 | 4 | 363 | 155% |
| 16 Southgate | 3,831 | 3 | 96 | 3% | 979 | 0 | 0 | 0% |
| 99 Mainline | 33 | 89 | 3,340 | 10162% | 0 | 17 | 763 | |

| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Matched Bus Route Total | 20,654 | 369 | 11,866 | 57% | 4,065 | 67 | 2,398 | 59% |
| Unmatched (has ridership, not in TTS route list) | | | | | | | | |
| 16 southgate [not in survey list] | 590 | 0 | 0 | 0% | 39 | 0 | 0 | 0% |
| 59U gordon express [not in survey list] | 3,106 | 0 | 0 | 0% | 71 | 0 | 0 | 0% |
| Unknown Guelph route or service "GorEdi" [not in survey list] | 12 | 0 | 0 | 0% | 0 | 0 | 0 | 0% |
| Unknown Guelph route or service "VicClr" [not in survey list] | 6 | 0 | 0 | 0% | 0 | 0 | 0 | 0% |
| Unknown Guelph route or service "WHanSco"[not in survey list] | 11 | 0 | 0 | 0% | 0 | 0 | 0 | 0% |
| Unmatched (in TTS route list, but not in ridership list) | | | | | | | | |
| 51 U Janefield | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 57 U Ironwood | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Unmatched Bus Route Total | 3,725 | 0 | 0 | 0% | 110 | 0 | 0 | 0% |
| Guelph Transit Bus Total | 24,380 | 369 | 11,866 | 49% | 4,175 | 67 | 2,398 | 57% |
| Other | | | | | | | | |
| Mobility Services | n/a | 16 | 556 | | n/a | 1 | 17 | |
| Hamilton Street Railway | | | | | | | | |
| 01 KING | 8,412 | 160 | 6,047 | 72% | 1,042 | 28 | 1,041 | 100% |
| 02 BARTON | 8,085 | 205 | 6,810 | 84% | 1,188 | 33 | 1,326 | 112% |
| 03 CANNON | 1,265 | 33 | 661 | 52% | 284 | 4 | 44 | 16% |
| 04 BAYFRONT | 2,083 | 61 | 2,200 | 106% | 403 | 6 | 287 | 71% |
| 05 DELAWARE | 9,887 | 274 | 10,386 | 105% | 1,638 | 59 | 2,506 | 153% |
| 06 ABERDEEN | 583 | 27 | 747 | 128% | 133 | 8 | 270 | 202% |
| 07 LOCKE | 293 | 15 | 467 | 159% | 45 | 1 | 18 | 41% |
| 08 YORK | 216 | 16 | 353 | 164% | 37 | 2 | 68 | 184% |
| 10 B-LINE EXPRESS | 5,948 | 205 | 7,811 | 131% | 1,114 | 45 | 1,786 | 160% |
| 11 PARKDALE | 1,208 | 51 | 1,638 | 136% | 255 | 7 | 376 | 147% |
| 12 WENTWORTH | 64 | 2 | 28 | 44% | 22 | 1 | 6 | 27% |
| 16 ANCASTER | 200 | 14 | 498 | 250% | 51 | 5 | 220 | 429% |
| 18 WATERDOWN | 182 | 10 | 131 | 72% | 29 | 3 | 22 | 75% |
| 20 A-LINE EXPRESS | 2,809 | 56 | 2,119 | 75% | 458 | 5 | 125 | 27% |
| 21 UPPER KENILWORTH | 2,918 | 50 | 1,624 | 56% | 453 | 11 | 377 | 83% |

| | 24-Hour | | | | AM Peak | | | |
|--------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 22 UPPER OTTAWA | 1,910 | 42 | 1,593 | 83% | 383 | 8 | 369 | 96% |
| 23 UPPER GAGE | 2,143 | 50 | 1,506 | 70% | 431 | 11 | 415 | 96% |
| 24 UPPER SHERMAN | 1,737 | 41 | 1,862 | 107% | 389 | 9 | 411 | 106% |
| 25 UPPER WENTWORTH | 1,963 | 31 | 901 | 46% | 209 | 3 | 112 | 54% |
| 26 UPPER WELLINGTON | 2,426 | 59 | 2,384 | 98% | 455 | 14 | 537 | 118% |
| 27 UPPER JAMES | 2,541 | 49 | 1,458 | 57% | 393 | 6 | 161 | 41% |
| 33 SANATORIUM | 1,305 | 32 | 1,214 | 93% | 245 | 8 | 377 | 154% |
| 34 UPPER PARADISE | 1,057 | 38 | 1,132 | 107% | 240 | 4 | 130 | 54% |
| 35 COLLEGE | 2,342 | 61 | 2,369 | 101% | 452 | 17 | 785 | 174% |
| 41 MOHAWK | 3,803 | 107 | 3,950 | 104% | 726 | 25 | 1,277 | 176% |
| 43 STONE CHURCH | 1,621 | 27 | 788 | 49% | 255 | 4 | 112 | 44% |
| 44 RYMAL | 3,478 | 81 | 3,178 | 91% | 745 | 15 | 645 | 87% |
| 51 UNIVERSITY | 6,974 | 66 | 2,523 | 36% | 527 | 10 | 406 | 77% |
| 52 DUNDAS LOCAL | 27 | 3 | 56 | 207% | 11 | 1 | 18 | 161% |
| 55 STONEY CREEK CENTRAL | 1,867 | 50 | 2,032 | 109% | 356 | 13 | 741 | 208% |
| 58 STONEY CREEK LOCAL | 254 | 5 | 158 | 62% | 43 | 1 | 25 | 58% |
| Matched Bus Route Total | 79,598 | 1,921 | 68,626 | 86% | 13,014 | 367 | 14,995 | 115% |

Unmatched (in TTS route list, but no boarding counts)

| | | | | | | | | |
|-------------------------------------|-----|---|-----|--|-----|---|---|--|
| 09 ROCK GARDENS | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 42 MOHAWK EAST | n/a | 1 | 34 | | n/a | 0 | 0 | |
| 56 CENTENNIAL | n/a | 0 | 0 | | n/a | 0 | 0 | |
| ANCFAIR ANCASTER FAIR SHUTTLE | n/a | 1 | 14 | | n/a | 0 | 0 | |
| BINFAIR BINBROOK FAIR SHUTTLE | n/a | 4 | 137 | | n/a | 0 | 0 | |
| CANADA DAY SHUTTLE | n/a | 0 | 0 | | n/a | 0 | 0 | |
| PEACH WINONA PEACH FESTIVAL SHUTTLE | n/a | 0 | 0 | | n/a | 0 | 0 | |
| ROCKTON WORLDS FAIR SHUTTLE | n/a | 3 | 29 | | n/a | 0 | 0 | |
| TC-100 TIGER-CATS EXPRESS - 100 GT | n/a | 0 | 0 | | n/a | 0 | 0 | |
| TC-400 TIGER-CATS EXPRESS - 400 GT | n/a | 0 | 0 | | n/a | 0 | 0 | |
| TC-500 TIGER-CATS EXPRESS - 500 GT | n/a | 0 | 0 | | n/a | 0 | 0 | |
| TC-730 TIGER-CATS EXPRESS - 730 GT | n/a | 0 | 0 | | n/a | 0 | 0 | |
| TC-700 TIGER-CATS EXPRESS - 700 GT | n/a | 0 | 0 | | n/a | 0 | 0 | |
| SHERWOOD SECONDARY EXTRA | n/a | 0 | 0 | | n/a | 0 | 0 | |

| | 24-Hour | | | | AM Peak | | | |
|--|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 99 WATERFRONT SHUTTLE | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Unmatched Bus Route Total | 0 | 9 | 215 | | 0 | 0 | 0 | |
| Hamilton Street Railway Bus Total | | | | | | | | |
| | 79,598 | 1,930 | 68,841 | 86% | 13,014 | 367 | 14,995 | 115% |
| Other | | | | | | | | |
| myRide | n/a | 0 | 0 | | n/a | 0 | 0 | |
| DARTS | n/a | 58 | 1,788 | | n/a | 11 | 330 | |
| Midland-Penetanguishene Transit Service | | | | | | | | |
| North Route (Midland) | 83 | 7 | 261 | 314% | n/a | 2 | 68 | |
| Penetanguishene Route | 81 | 7 | 243 | 300% | n/a | 3 | 107 | |
| South Route (Midland) | 105 | 1 | 13 | 12% | n/a | 0 | 0 | |
| Midland-Penetanguishene Bus Total | 270 | 15 | 517 | 192% | n/a | 5 | 174 | |
| Other | | | | | | | | |
| Accessible Transportation | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Milton Transit | | | | | | | | |
| 2 Main | 384 | 33 | 822 | 214% | n/a | 6 | 132 | |
| 3 TRUDEAU | 161 | 10 | 118 | 73% | n/a | 3 | 73 | |
| 4 THOMPSON / CLARK | 152 | 28 | 820 | 539% | n/a | 10 | 345 | |
| 5 YATES | 129 | 12 | 420 | 325% | n/a | 6 | 250 | |
| 6 SCOTT | 181 | 22 | 347 | 192% | n/a | 3 | 45 | |
| 7 HARRISON | 153 | 12 | 355 | 232% | n/a | 1 | 50 | |
| 8 WILLMOTT | 175 | 18 | 624 | 357% | n/a | 9 | 305 | |
| 9 ONTARIO SOUTH | 132 | 9 | 89 | 67% | n/a | 2 | 11 | |
| 21 STEELES | 95 | 4 | 107 | 112% | n/a | 1 | 19 | |
| 50 SCHOOL SPECIAL | 84 | 0 | 0 | 0% | n/a | 0 | 0 | |
| 51 SCHOOL SPECIAL | 46 | 2 | 104 | 225% | n/a | 1 | 52 | |
| 52 SCHOOL SPECIAL | 66 | 7 | 149 | 225% | n/a | 1 | 43 | |
| 53 SCHOOL SPECIAL | 32 | 10 | 154 | 482% | n/a | 0 | 0 | |
| Matched Bus Route Total | 1,790 | 167 | 4,109 | 230% | n/a | 43 | 1,326 | |

| | 24-Hour | | | | AM Peak | | | |
|--|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Unmatched (boarding counts but not in TTS route list) | | | | | | | | |
| 54 School Extra [not in survey list] | 13 | 0 | 0 | 0% | 0 | 0 | 0 | |
| Milton Transit Bus Total | 1,803 | 167 | 4,109 | 228% | 0 | 43 | 1,326 | |
| Other | | | | | | | | |
| access+ | n/a | 1 | 19 | | n/a | 0 | 0 | |
| MiWay (Mississauga Transit) | | | | | | | | |
| 1 Dundas | 8,422 | 248 | 8,939 | 106% | 1,419 | 58 | 2,238 | 158% |
| 2 Hurontario | 8,380 | 186 | 5,299 | 63% | 1,441 | 43 | 1,470 | 102% |
| 3 Bloor | 5,111 | 136 | 4,768 | 93% | 986 | 36 | 1,248 | 127% |
| 4 Sherway Gardens | 1,059 | 29 | 865 | 82% | 189 | 6 | 289 | 153% |
| 5 Dixie | 6,939 | 138 | 4,321 | 62% | 1,539 | 24 | 588 | 38% |
| 6 Credit Woodlands | 1,920 | 68 | 2,301 | 120% | 359 | 17 | 632 | 176% |
| 7 Airport | 4,476 | 52 | 2,390 | 53% | 853 | 8 | 662 | 78% |
| 8 Cawthra | 1,694 | 75 | 1,976 | 117% | 427 | 19 | 645 | 151% |
| 9 Rathburn-Thomas | 1,745 | 95 | 1,817 | 104% | 373 | 21 | 368 | 99% |
| 10 Bristol-Britannia | 3,285 | 70 | 1,717 | 52% | 601 | 15 | 336 | 56% |
| 101 Dundas Express | 6,619 | 87 | 3,295 | 50% | 1,338 | 20 | 783 | 59% |
| 103 Hurontario Express | 4,762 | 97 | 3,298 | 69% | 1,166 | 17 | 437 | 37% |
| 107 Malton Express | 4,403 | 44 | 2,605 | 59% | 979 | 9 | 494 | 51% |
| 108 Meadowvale Business Express | 431 | 33 | 1,535 | 356% | 197 | 12 | 561 | 285% |
| 109 Meadowvale Express | 5,534 | 186 | 5,787 | 105% | 1,213 | 53 | 1,677 | 138% |
| 11 Westwood | 3,798 | 52 | 2,189 | 58% | 852 | 13 | 673 | 79% |
| 110 University Express | 3,477 | 80 | 3,574 | 103% | 519 | 16 | 649 | 125% |
| 13 Glen Erin | 2,954 | 105 | 2,657 | 90% | 572 | 18 | 550 | 96% |
| 14 Lorne Park | 464 | 37 | 1,031 | 222% | 137 | 13 | 427 | 311% |
| 15 Drew | 1,139 | 2 | 309 | 27% | 317 | 1 | 154 | 49% |
| 16 Malton | 1,110 | 10 | 679 | 61% | 290 | 2 | 70 | 24% |
| 17 Hurontario | 3,779 | 48 | 1,476 | 39% | 613 | 11 | 374 | 61% |
| 18 McLaughlin-Derry | 1,443 | 10 | 368 | 26% | 323 | 5 | 120 | 37% |
| 20 Rathburn | 3,037 | 84 | 2,227 | 73% | 603 | 16 | 378 | 63% |
| 22 Finch | 2,111 | 17 | 1,090 | 52% | 386 | 3 | 254 | 66% |
| 23 Lakeshore | 3,079 | 69 | 1,518 | 49% | 581 | 17 | 343 | 59% |
| 24 Northwest | 676 | 2 | 150 | 22% | 214 | 1 | 7 | 3% |
| 25 Traders Loop | 63 | 0 | 0 | 0% | 26 | 0 | 0 | 0% |

| | 24-Hour | | | | AM Peak | | | |
|--------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 26 Burnhamthorpe | 6,235 | 236 | 6,636 | 106% | 1,261 | 53 | 1,427 | 113% |
| 28 Confederation | 2,036 | 61 | 2,162 | 106% | 411 | 16 | 455 | 111% |
| 29 Park Royal-Homelands | 1,442 | 51 | 1,500 | 104% | 286 | 7 | 224 | 78% |
| 30 Rexdale | 1,088 | 15 | 465 | 43% | 233 | 5 | 220 | 95% |
| 34 Credit Valley | 1,262 | 43 | 1,009 | 80% | 204 | 7 | 189 | 93% |
| 35 Eglinton | 7,935 | 206 | 6,584 | 83% | 1,888 | 51 | 1,534 | 81% |
| 36 Colonial-Ridgeway | 1,203 | 24 | 926 | 77% | 293 | 7 | 292 | 100% |
| 38 Creditview | 3,183 | 94 | 2,006 | 63% | 748 | 30 | 639 | 85% |
| 39 Britannia | 5,142 | 101 | 3,690 | 72% | 1,268 | 21 | 779 | 61% |
| 42 Derry | 14,932 | 106 | 3,173 | 21% | 3,126 | 21 | 504 | 16% |
| 43 Matheson-Argentia | 400 | 10 | 254 | 64% | 117 | 4 | 74 | 64% |
| 44 Mississauga Road | 2,887 | 110 | 3,707 | 128% | 509 | 27 | 897 | 176% |
| 45 Winston Churchill | 2,754 | 86 | 2,056 | 75% | 676 | 24 | 635 | 94% |
| 46 Tenth Line-Osprey | 932 | 35 | 864 | 93% | 154 | 12 | 330 | 214% |
| 48 Erin Mills | 693 | 27 | 749 | 108% | 126 | 3 | 95 | 76% |
| 49 McDowell | 148 | 7 | 176 | 119% | 0 | 1 | 6 | |
| 51 Tomken | 4,599 | 58 | 2,322 | 50% | 1,367 | 20 | 917 | 67% |
| 53 Kennedy | 2,742 | 46 | 1,535 | 56% | 837 | 17 | 380 | 45% |
| 57 Courtneypark | 3,016 | 41 | 2,177 | 72% | 860 | 6 | 200 | 23% |
| 61 Mavis | 6,318 | 117 | 4,400 | 70% | 1,087 | 13 | 621 | 57% |
| 66 McLaughlin | 8,217 | 70 | 2,668 | 32% | 1,619 | 17 | 522 | 32% |
| 68 Terry Fox | 508 | 16 | 570 | 112% | 78 | 4 | 74 | 94% |
| 70 Keaton | 541 | 14 | 612 | 113% | 255 | 5 | 200 | 78% |
| 71 Sheridan-Subway | 99 | 9 | 312 | 315% | 50 | 4 | 134 | 269% |
| 73 Kamato | 125 | 1 | 8 | 6% | 47 | 1 | 8 | 17% |
| 74 Explorer | 81 | 7 | 250 | 308% | 22 | 2 | 32 | 146% |
| 76 City Centre-Subway | 1,484 | 26 | 802 | 54% | 257 | 4 | 110 | 43% |
| 87 Meadowvale-Skymark | 197 | 4 | 59 | 30% | 77 | 2 | 8 | 11% |
| 90 Terragar-Copenhagen Loop | 525 | 27 | 684 | 130% | 93 | 3 | 100 | 108% |
| Matched Bus Route Total | 172,634 | 3,708 | 120,535 | 70% | 36,462 | 861 | 28,032 | 77% |

Unmatched Routes (in TTS list, no boarding counts)

| | | | | | | | | |
|-------------------------------------|-----|---|----|--|-----|---|---|--|
| 302 Philip Pocock-Bloor West | n/a | 1 | 31 | | n/a | 0 | 0 | |
| 304 Father Goetz-Mississauga Valley | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 306 Streetsville-Terry Fox | n/a | 2 | 35 | | n/a | 0 | 0 | |
| 307 Philip Pocock-Bloor East | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 313 Streetsville-Meadowvale | n/a | 3 | 16 | | n/a | 0 | 0 | |
| 314 Rick Hansen-Creditview | n/a | 0 | 0 | | n/a | 0 | 0 | |

| | 24-Hour | | | | AM Peak | | | |
|----------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 315 Rick Hansen-City Centre | n/a | 1 | 54 | | n/a | 1 | 54 | |
| 321 Stephen Lewis-St.Joan of Arc | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Unmatched Bus Route Total | | 7 | 137 | | 0 | 1 | 54 | |

| | | | | | | | | |
|--|----------------|--------------|----------------|------------|---------------|------------|---------------|------------|
| MiWay (Mississauga Transit) Bus Total | 172,634 | 3,715 | 120,672 | 70% | 36,462 | 862 | 28,087 | 77% |
|--|----------------|--------------|----------------|------------|---------------|------------|---------------|------------|

Niagara Region Transit

| | | | | | | | | |
|--|-----|----|-----|------|-----|---|-----|------|
| 22 Fort Erie Link | 32 | 0 | 0 | 0% | 6 | 0 | 0 | 0% |
| 25 Port Colborne Link | 107 | 1 | 14 | 14% | 19 | 0 | 0 | 0% |
| 40 Niagara College NOTL Campus | 357 | 11 | 369 | 103% | 32 | 4 | 44 | 137% |
| 45 Niagara College NOTL Campus | 881 | 11 | 482 | 55% | 158 | 1 | 162 | 102% |
| 50 Brock University - St. Catharines | 300 | 6 | 364 | 121% | 48 | 3 | 187 | 392% |
| 55 Brock University - Niagara Falls | 295 | 7 | 386 | 131% | 24 | 1 | 47 | 196% |
| 60 Niagara College - Welland Campus | 495 | 5 | 320 | 65% | 149 | 2 | 201 | 135% |
| 65 Niagara Falls | 308 | 6 | 328 | 107% | 43 | 1 | 8 | 20% |
| 70 Brock University - Niagara College Welland Campus | 266 | 17 | 621 | 234% | 62 | 3 | 72 | 115% |
| 75 Brock University - St. Catharines | 517 | 17 | 786 | 152% | 99 | 3 | 54 | 54% |
| 101 Route | 211 | 4 | 118 | 56% | 38 | 1 | 39 | 102% |
| 102 ROUTE | 231 | 0 | 0 | 0% | 47 | 0 | 0 | 0% |
| 103 Route | 366 | 11 | 636 | 174% | 68 | 1 | 7 | 10% |
| 104 ROUTE | 398 | 16 | 580 | 146% | 84 | 2 | 45 | 54% |
| 105 ROUTE | 320 | 9 | 522 | 163% | 69 | 3 | 116 | 168% |
| 106 ROUTE | 113 | 3 | 114 | 101% | 25 | 2 | 87 | 344% |
| 107 ROUTE | 152 | 2 | 77 | 51% | 32 | 1 | 39 | 120% |
| 108 ROUTE | 151 | 4 | 45 | 30% | 38 | 0 | 0 | 0% |
| 109 ROUTE | 44 | 1 | 34 | 77% | 7 | 0 | 0 | 0% |
| 110 ROUTE | 432 | 6 | 310 | 72% | 78 | 0 | 0 | 0% |
| 111 ROUTE | 411 | 7 | 413 | 100% | 70 | 2 | 241 | 342% |
| 112 ROUTE | 104 | 3 | 158 | 152% | 20 | 1 | 76 | 374% |
| 113 ROUTE | 218 | 1 | 53 | 25% | 44 | 0 | 0 | 0% |
| 114 ROUTE | 45 | 5 | 162 | 358% | 9 | 1 | 81 | 910% |
| 203 ROUTE | 85 | 1 | 42 | 49% | 0 | 0 | 0 | |
| 204 ROUTE | 86 | 5 | 210 | 244% | 0 | 0 | 0 | |
| 205 ROUTE | 45 | 2 | 175 | 385% | 0 | 0 | 0 | |
| 206 ROUTE | 61 | 3 | 186 | 305% | 0 | 0 | 0 | |
| 209 ROUTE | 15 | 0 | 0 | 0% | 0 | 0 | 0 | |

| | 24-Hour | | | | AM Peak | | | |
|--------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 210 ROUTE | 73 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 211 ROUTE | 60 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 213 ROUTE | 20 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 214 ROUTE | 17 | 2 | 90 | 522% | 0 | 0 | 0 | |
| 301 Hospital | 363 | 6 | 317 | 87% | 88 | 2 | 149 | 170% |
| 302 Ontario St. | 370 | 7 | 559 | 151% | 86 | 0 | 0 | 0% |
| 303 Pelham Rd. | 263 | 10 | 472 | 179% | 56 | 1 | 4 | 7% |
| 304 Oakdale Av. - Pen Centre | 357 | 3 | 81 | 23% | 75 | 0 | 0 | 0% |
| 305 Haig St. - Linwell Rd. | 381 | 11 | 281 | 74% | 110 | 1 | 77 | 70% |
| 306 Lake St. | 398 | 7 | 69 | 17% | 96 | 4 | 32 | 34% |
| 307 Niagara St. | 270 | 13 | 271 | 100% | 82 | 2 | 84 | 102% |
| 308 Grantham Av. | 246 | 11 | 458 | 186% | 67 | 1 | 72 | 108% |
| 309 Geneva St. | 360 | 12 | 353 | 98% | 77 | 3 | 79 | 103% |
| 310 Glenridge Av. - Pen Centre | 3,198 | 7 | 288 | 9% | 53 | 0 | 0 | 0% |
| 311 Hartzel Rd. | 295 | 13 | 364 | 123% | 77 | 3 | 36 | 46% |
| 312 Vine St. | 445 | 13 | 430 | 97% | 102 | 2 | 26 | 25% |
| 314 Scott St. | 139 | 2 | 40 | 29% | 33 | 1 | 20 | 61% |
| 315 West St. Catharines | 481 | 7 | 247 | 51% | 92 | 0 | 0 | 0% |
| 316 Brock - Glenridge | 2,474 | 20 | 794 | 32% | 488 | 5 | 245 | 50% |
| 317 Bunting Rd. | 536 | 11 | 445 | 83% | 135 | 4 | 177 | 132% |
| 318 Secord Woods | 463 | 9 | 63 | 14% | 97 | 1 | 9 | 10% |
| 320 Thorold | 445 | 12 | 278 | 62% | 94 | 4 | 110 | 117% |
| 321 Confederation | 544 | 1 | 130 | 24% | 145 | 1 | 130 | 90% |
| 322 Thorold South | 15 | 2 | 23 | 156% | 4 | 0 | 0 | 0% |
| 323 West Brock Commuter | 526 | 4 | 175 | 33% | 124 | 2 | 98 | 80% |
| 324 Brock - Tupper | 1,047 | 3 | 298 | 28% | 260 | 0 | 0 | 0% |
| 331 Brock - Richmond | 830 | 2 | 274 | 33% | 150 | 0 | 0 | 0% |
| 332 Brock - Richmond - Towpath | 761 | 4 | 303 | 40% | 153 | 0 | 0 | 0% |
| 335 Pen - Brock | 917 | 1 | 16 | 2% | 148 | 1 | 16 | 11% |
| 336 Pen - Glendale - Brock | 1,778 | 4 | 18 | 1% | 349 | 2 | 9 | 3% |
| 337 Crosstown | 497 | 9 | 248 | 50% | 91 | 1 | 37 | 41% |
| 401 Hospital | 81 | 2 | 36 | 44% | 0 | 1 | 33 | |
| 402 Ontario St. | 74 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 404 Oakdale Av. | 83 | 6 | 138 | 168% | 0 | 1 | 5 | |
| 406 Lake St. | 57 | 4 | 85 | 148% | 0 | 0 | 0 | |
| 408 Grantham Av. | 51 | 3 | 57 | 113% | 0 | 2 | 25 | |
| 409 Geneva St. | 63 | 2 | 29 | 46% | 0 | 0 | 0 | |
| 412 Vine St. | 86 | 4 | 97 | 112% | 0 | 1 | 33 | |
| 415 West St. Catharines | 171 | 5 | 120 | 70% | 0 | 0 | 0 | |
| 416 Brock - Glenridge | 539 | 12 | 335 | 62% | 0 | 0 | 0 | |



| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 417 Bunting Rd. | 80 | 4 | 150 | 186% | 0 | 0 | 0 | |
| 418 Secord Woods | 105 | 1 | 9 | 8% | 0 | 0 | 0 | |
| 420 Thorold | 79 | 3 | 103 | 129% | 0 | 1 | 5 | |
| 421 Confederation | 111 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 423 West Brock Commuter | 122 | 1 | 28 | 23% | 0 | 0 | 0 | |
| 424 Brock - Tupper | 149 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 431 Brock - Richmond | 234 | 1 | 8 | 3% | 0 | 0 | 0 | |
| 432 Brock - Richmond - Towpath | 119 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 435 Pen - Brock | 293 | 1 | 93 | 32% | 0 | 0 | 0 | |
| 436 Pen - Glendale - Brock | 282 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 437 Crosstown | 48 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 501 Broadway | 158 | 5 | 200 | 126% | 55 | 0 | 0 | 0% |
| 502 Rice Road | 152 | 4 | 68 | 45% | 45 | 1 | 17 | 37% |
| 503 First Av | 267 | 12 | 785 | 294% | 92 | 2 | 34 | 37% |
| 504 Fitch St | 100 | 4 | 149 | 149% | 24 | 0 | 0 | 0% |
| 505 Lincoln - Wellington | 213 | 10 | 284 | 133% | 605 | 4 | 73 | 12% |
| 506 Ontario Rd | 204 | 5 | 308 | 151% | 74 | 0 | 0 | 0% |
| 508 Woodlawn | 184 | 8 | 288 | 157% | 41 | 1 | 32 | 77% |
| 509 Niagara St | 259 | 11 | 787 | 304% | 74 | 0 | 0 | 0% |
| Matched Bus Route Total | 29,981 | 478 | 19,044 | 64% | 5,611 | 87 | 3,169 | 56% |
| Unmatched (has ridership, not in TTS route list) | | | | | | | | |
| 425 (St. Catharines) [not in survey list] | 46 | 0 | 0 | 0% | 0 | 0 | 0 | |
| Unmatched (in TTS route list, but not in ridership list) | | | | | | | | |
| 338 GO Train Connection | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 410 Glenridge - Pen Centre | n/a | 5 | 69 | | n/a | 1 | 20 | |
| 414 Scott St. | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 438 GO Train Station Connection | n/a | 0 | 0 | | n/a | 0 | 0 | |
| BLUE Blue Line | n/a | 1 | 18 | | n/a | 1 | 18 | |
| GREEN Green Line | n/a | 3 | 262 | | n/a | 0 | 0 | |
| RED Red Line | n/a | 7 | 105 | | n/a | 2 | 44 | |
| Unmatched Bus Route Total | 46 | 16 | 453 | 991% | n/a | 4 | 82 | |
| Niagara Region Transit Bus Total | 30,027 | 494 | 19,498 | 65% | 5,611 | 91 | 3,252 | 58% |

| | 24-Hour | | | | AM Peak | | | |
|--------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Other | | | | | | | | |
| NST | n/a | 5 | 92 | | n/a | 2 | 41 | |
| Paratransit | 0 | 20 | 853 | | 0 | 1 | 123 | |
| Chair-a-van | n/a | 2 | 28 | | n/a | 0 | 0 | |
| On Demand Route | n/a | 1 | 19 | | n/a | 1 | 19 | |
| Other Total | n/a | 28 | 993 | | n/a | 4 | 183 | |

Note: Niagara Regional Transit, Niagara Falls Transit, St. Catharines Transit, and Welland Transit all merged during the data collection period. Route codes for buses were coalesced, however, paratransit / on-demand routes services were not.

Orangeville Transit

| | | | | | | | | |
|--------------------------------------|------------|-----------|------------|-------------|-----------|----------|-----------|------------|
| Blue Route | 143 | 5 | 143 | 100% | 32 | 0 | 0 | 0% |
| Orange Route | 101 | 13 | 500 | 496% | 15 | 2 | 55 | 375% |
| Green Route | 177 | 9 | 177 | 100% | 25 | 2 | 15 | 59% |
| Orangeville Transit Bus Total | 421 | 27 | 820 | 195% | 72 | 4 | 69 | 97% |

Peterborough Transit

| | | | | | | | | |
|--------------------------------|--------------|------------|--------------|------------|--------------|-----------|--------------|------------|
| 2 Chemong | 1,180 | 15 | 374 | 32% | 132 | 2 | 16 | 12% |
| 3 Park | 749 | 6 | 118 | 16% | 92 | 1 | 32 | 34% |
| 4 Weller | 282 | 10 | 371 | 132% | 41 | 3 | 171 | 417% |
| 5 The Parkway | 615 | 3 | 64 | 10% | 93 | 1 | 11 | 12% |
| 6 Sherbrooke | 2,247 | 48 | 2,274 | 101% | 301 | 12 | 544 | 181% |
| 7 Lansdowne | 1,300 | 15 | 621 | 48% | 167 | 1 | 48 | 29% |
| 8 Monaghan | 929 | 26 | 1,017 | 109% | 155 | 3 | 107 | 69% |
| 9 Parkhill | 607 | 1 | 28 | 5% | 123 | 1 | 28 | 23% |
| 10 Technology Drive | 22 | 1 | 34 | 155% | 18 | 0 | 0 | 0% |
| 11 Water | 1,801 | 21 | 618 | 34% | 167 | 3 | 80 | 48% |
| Matched Bus Route Total | 9,732 | 146 | 5,519 | 57% | 1,289 | 27 | 1,037 | 80% |

Unmatched (in TTS route list, but not in ridership list)

| | | | | | | | | |
|----------------------------------|------------|----------|----------|--|------------|----------|----------|--|
| 22 Community Bus Blue | n/a | 1 | 4 | | n/a | 0 | 0 | |
| 23 Community Bus Red | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Unmatched Bus Route Total | n/a | 1 | 4 | | n/a | 0 | 0 | |

| | 24-Hour | | | | AM Peak | | | |
|---------------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Peterborough Transit Bus Total | 9,732 | 147 | 5,524 | 57% | 1,289 | 27 | 1,037 | 80% |

Other

| | | | | | | | | |
|------------------------|-----|---|----|--|-----|---|---|--|
| Accessible Van Service | n/a | 7 | 58 | | n/a | 0 | 0 | |
|------------------------|-----|---|----|--|-----|---|---|--|

Simcoe County LINX

| | | | | | | | | |
|--|------------|-----------|------------|------------|------------|----------|-----------|------------|
| 1 Penetanguishene/Midland to Barrie | 138 | 2 | 78 | 57% | 32 | 0 | 0 | 0% |
| 2 Wasaga Beach to Barrie | 145 | 8 | 159 | 110% | 30 | 0 | 0 | 0% |
| 3 Orillia to Barrie | 198 | 1 | 69 | 35% | 46 | 0 | 0 | 0% |
| 4 Collingwood to Wasaga Beach | 210 | 11 | 356 | 170% | 47 | 1 | 57 | 120% |
| 5 New Tecumseth to Bradford West Gwillimbury | 84 | 5 | 106 | 125% | 15 | 0 | 0 | 0% |
| 6 Midland to Orillia | 83 | 0 | 0 | 0% | 16 | 0 | 0 | 0% |
| Simcoe County LINX Bus Total | 858 | 27 | 767 | 89% | 186 | 1 | 57 | 30% |

Other

| | | | | | | | | |
|------------|-----|---|---|--|-----|---|---|--|
| LINX PLUS+ | n/a | 0 | 0 | | n/a | 0 | 0 | |
|------------|-----|---|---|--|-----|---|---|--|

TTC

TTC Subway

| | | | | | | | | |
|----------------------------|------------------|---------------|----------------|------------|----------------|--------------|----------------|-------------|
| YONGE-UNIVERSITY EAST/WEST | 606,054 | 21,420 | 551,325 | 91% | 112,091 | 5,709 | 142,514 | 127% |
| BLOOR DANFORTH | 377,982 | 13,129 | 343,678 | 91% | 80,875 | 3,306 | 86,949 | 108% |
| SCARBOROUGH RT | 23,312 | 573 | 17,292 | 74% | 6,149 | 169 | 4,820 | 78% |
| SHEPPARD | 37,454 | 1,054 | 28,701 | 77% | 7,369 | 292 | 8,109 | 110% |
| Subway Total | 1,044,801 | 36,176 | 940,997 | 90% | 206,484 | 9,476 | 242,391 | 117% |

TTC Streetcar

| | | | | | | | | |
|------------------|--------|-------|--------|------|-------|-----|--------|------|
| 301 QUEEN | 562 | 6 | 142 | 25% | 0 | 0 | 0 | |
| 304 KING | 249 | 10 | 349 | 140% | 0 | 3 | 81 | |
| 306 CARLTON | 112 | 3 | 114 | 102% | 0 | 0 | 0 | |
| 310 SPADINA | 149 | 16 | 260 | 174% | 0 | 3 | 54 | |
| 501 QUEEN | 46,116 | 1,383 | 36,094 | 78% | 6,459 | 294 | 8,165 | 126% |
| 503 KINGSTON RD | 9,417 | 170 | 3,745 | 40% | 1,973 | 56 | 1,340 | 68% |
| 504 KING | 51,512 | 1,778 | 41,623 | 81% | 7,954 | 442 | 10,095 | 127% |
| 505 DUNDAS | 23,356 | 706 | 17,506 | 75% | 2,856 | 141 | 3,035 | 106% |
| 506 CARLTON | 26,467 | 621 | 15,941 | 60% | 3,365 | 135 | 2,872 | 85% |
| 509 HARBOURFRONT | 10,717 | 429 | 9,785 | 91% | 1,735 | 112 | 2,695 | 155% |

| | 24-Hour | | | | AM Peak | | | |
|------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 510 SPADINA | 31,487 | 831 | 21,063 | 67% | 3,297 | 150 | 3,141 | 95% |
| 511 BATHURST | 15,389 | 465 | 12,353 | 80% | 2,357 | 95 | 2,618 | 111% |
| 512 ST. CLAIR | 26,643 | 896 | 21,067 | 79% | 4,557 | 208 | 4,500 | 99% |
| Streetcar Total | 242,176 | 7,237 | 178,165 | 74% | 34,553 | 1,622 | 38,097 | 110% |

TTC Bus

| | | | | | | | | |
|-------------------------|--------|-----|--------|------|-------|-----|-------|------|
| 7 BATHURST | 19,746 | 296 | 9,774 | 49% | 3,666 | 67 | 2,326 | 63% |
| 8 BROADVIEW | 609 | 36 | 738 | 121% | 101 | 9 | 217 | 215% |
| 9 BELLAMY | 4,021 | 83 | 2,354 | 59% | 834 | 25 | 678 | 81% |
| 10 VAN HORNE | 336 | 11 | 500 | 149% | 119 | 3 | 187 | 157% |
| 11 BAYVIEW | 6,834 | 303 | 7,113 | 104% | 1,387 | 76 | 1,911 | 138% |
| 12 KINGSTON ROAD | 8,413 | 198 | 6,349 | 75% | 1,731 | 51 | 1,770 | 102% |
| 13 AVENUE ROAD | 1,009 | 74 | 1,726 | 171% | 238 | 24 | 568 | 239% |
| 14 GLENCAIRN | 1,914 | 71 | 2,472 | 129% | 429 | 18 | 592 | 138% |
| 15 EVANS | 2,148 | 61 | 2,183 | 102% | 596 | 18 | 789 | 132% |
| 16 McCOWAN | 9,574 | 143 | 5,923 | 62% | 1,710 | 38 | 1,817 | 106% |
| 17 BIRCHMOUNT | 8,632 | 169 | 6,255 | 72% | 2,063 | 57 | 1,935 | 94% |
| 19 BAY | 3,972 | 134 | 2,791 | 70% | 771 | 34 | 767 | 100% |
| 20 CLIFFSIDE | 5,644 | 103 | 3,044 | 54% | 1,045 | 22 | 697 | 67% |
| 21 BRIMLEY | 6,830 | 112 | 3,329 | 49% | 1,248 | 31 | 1,012 | 81% |
| 22 COXWELL | 4,623 | 125 | 2,637 | 57% | 655 | 29 | 515 | 79% |
| 23 DAWES | 4,430 | 85 | 3,608 | 81% | 850 | 21 | 1,060 | 125% |
| 24 VICTORIA PARK | 19,665 | 391 | 13,827 | 70% | 3,274 | 108 | 3,942 | 120% |
| 25 DON MILLS | 20,601 | 506 | 15,682 | 76% | 3,687 | 127 | 4,159 | 113% |
| 26 DUPONT | 1,784 | 79 | 1,997 | 112% | 296 | 16 | 406 | 137% |
| 28 BAYVIEW SOUTH | 536 | 34 | 730 | 136% | 77 | 8 | 128 | 166% |
| 29 DUFFERIN | 26,024 | 622 | 18,118 | 70% | 4,043 | 132 | 3,728 | 92% |
| 30 HIGH PARK | 350 | 15 | 205 | 59% | 61 | 5 | 83 | 137% |
| 31 GREENWOOD | 1,952 | 96 | 2,763 | 142% | 492 | 22 | 482 | 98% |
| 32 EGLINTON WEST | 29,276 | 521 | 20,089 | 69% | 6,105 | 151 | 5,045 | 83% |
| 33 FOREST HILL | 747 | 26 | 874 | 117% | 169 | 8 | 476 | 281% |
| 34 EGLINTON EAST | 17,401 | 348 | 10,320 | 59% | 2,976 | 78 | 2,229 | 75% |
| 35 JANE | 24,840 | 414 | 16,974 | 68% | 4,886 | 113 | 4,051 | 83% |
| 36 FINCH WEST | 36,695 | 388 | 18,473 | 50% | 6,688 | 106 | 5,323 | 80% |
| 37 ISLINGTON | 9,516 | 223 | 7,795 | 82% | 1,619 | 63 | 2,349 | 145% |
| 38 HIGHLAND CREEK | 7,274 | 109 | 4,779 | 66% | 695 | 24 | 1,279 | 184% |
| 39 FINCH EAST | 15,245 | 401 | 13,964 | 92% | 2,960 | 101 | 3,994 | 135% |
| 40 JUNCTION-DUNDAS WEST | 3,865 | 129 | 2,608 | 67% | 710 | 25 | 522 | 73% |
| 41 KEELE | 20,249 | 391 | 13,851 | 68% | 3,580 | 88 | 2,922 | 82% |
| 42 CUMMER | 6,039 | 158 | 4,784 | 79% | 1,175 | 48 | 1,418 | 121% |

| | 24-Hour | | | | AM Peak | | | |
|----------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 43 KENNEDY | 13,903 | 293 | 9,709 | 70% | 2,157 | 57 | 2,048 | 95% |
| 44 KIPLING SOUTH | 6,431 | 121 | 3,047 | 47% | 1,664 | 31 | 779 | 47% |
| 45 KIPLING | 10,974 | 228 | 8,582 | 78% | 1,458 | 56 | 2,212 | 152% |
| 46 MARTIN GROVE | 5,636 | 132 | 3,858 | 68% | 1,290 | 40 | 1,058 | 82% |
| 47 LANSDOWNE | 13,276 | 305 | 9,337 | 70% | 2,895 | 82 | 2,320 | 80% |
| 48 RATHBURN | 1,332 | 56 | 1,929 | 145% | 204 | 20 | 548 | 269% |
| 49 BLOOR WEST | 1,805 | 93 | 2,056 | 114% | 464 | 35 | 605 | 130% |
| 50 BURNHAMTHORPE | 1,933 | 45 | 1,511 | 78% | 520 | 13 | 510 | 98% |
| 51 LESLIE | 2,235 | 123 | 3,708 | 166% | 482 | 33 | 1,022 | 212% |
| 52 LAWRENCE WEST | 31,960 | 507 | 21,720 | 68% | 5,288 | 135 | 5,857 | 111% |
| 53 STEELES EAST | 14,569 | 323 | 9,457 | 65% | 1,993 | 79 | 2,187 | 110% |
| 54 LAWRENCE EAST | 27,754 | 525 | 18,341 | 66% | 4,980 | 123 | 4,448 | 89% |
| 55 WARREN PARK | 693 | 19 | 325 | 47% | 135 | 7 | 121 | 90% |
| 56 LEASIDE | 2,599 | 97 | 2,575 | 99% | 621 | 27 | 688 | 111% |
| 57 MIDLAND | 6,881 | 142 | 5,026 | 73% | 1,583 | 31 | 1,089 | 69% |
| 59 MAPLE LEAF | 2,335 | 41 | 1,685 | 72% | 717 | 16 | 677 | 94% |
| 60 STEELES WEST | 14,788 | 315 | 11,419 | 77% | 3,278 | 88 | 3,111 | 95% |
| 61 AVENUE ROAD NORTH | 2,479 | 69 | 1,935 | 78% | 655 | 14 | 369 | 56% |
| 62 MORTIMER | 1,495 | 74 | 1,772 | 119% | 287 | 19 | 494 | 172% |
| 63 OSSINGTON | 15,172 | 511 | 13,121 | 86% | 2,735 | 128 | 3,303 | 121% |
| 64 MAIN | 3,230 | 97 | 2,902 | 90% | 663 | 25 | 839 | 127% |
| 65 PARLIAMENT | 5,260 | 111 | 2,222 | 42% | 954 | 30 | 603 | 63% |
| 66 PRINCE EDWARD | 4,462 | 160 | 4,664 | 105% | 1,053 | 49 | 1,464 | 139% |
| 67 PHARMACY | 5,617 | 153 | 4,493 | 80% | 1,093 | 45 | 967 | 88% |
| 68 WARDEN | 10,416 | 273 | 9,876 | 95% | 2,067 | 64 | 2,106 | 102% |
| 69 WARDEN SOUTH | 3,879 | 79 | 2,591 | 67% | 791 | 21 | 707 | 89% |
| 70 O'CONNOR | 5,817 | 106 | 2,890 | 50% | 1,152 | 21 | 590 | 51% |
| 71 RUNNYMEDE | 3,531 | 138 | 3,136 | 89% | 582 | 32 | 670 | 115% |
| 72 PAPE | 7,340 | 221 | 6,641 | 90% | 1,470 | 50 | 1,259 | 86% |
| 73 ROYAL YORK | 7,481 | 228 | 7,951 | 106% | 1,377 | 59 | 1,901 | 138% |
| 74 MOUNT PLEASANT | 1,592 | 102 | 2,091 | 131% | 311 | 24 | 459 | 148% |
| 75 SHERBOURNE | 7,224 | 159 | 4,220 | 58% | 1,547 | 29 | 886 | 57% |
| 76 ROYAL YORK SOUTH | 6,571 | 205 | 5,084 | 77% | 1,361 | 72 | 1,583 | 116% |
| 77 SWANSEA | 1,391 | 93 | 2,142 | 154% | 313 | 25 | 717 | 229% |
| 78 ST. ANDREWS | 1,018 | 45 | 1,210 | 119% | 270 | 11 | 369 | 137% |
| 79 SCARLETT RD. | 5,233 | 155 | 4,119 | 79% | 1,214 | 33 | 1,072 | 88% |
| 80 QUEENSWAY | 2,090 | 94 | 2,638 | 126% | 360 | 25 | 733 | 204% |
| 81 THORNCLIFFE PARK | 5,941 | 106 | 4,149 | 70% | 1,213 | 28 | 1,165 | 96% |
| 82 ROSEDALE | 617 | 27 | 830 | 135% | 103 | 7 | 188 | 182% |
| 83 JONES | 2,537 | 62 | 1,910 | 75% | 473 | 18 | 622 | 132% |



| | 24-Hour | | | | AM Peak | | | |
|-----------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 84 SHEPPARD WEST | 17,075 | 360 | 13,273 | 78% | 3,797 | 104 | 3,546 | 93% |
| 85 SHEPPARD EAST | 19,042 | 476 | 16,339 | 86% | 2,969 | 111 | 3,827 | 129% |
| 86 SCARBOROUGH | 11,328 | 210 | 8,521 | 75% | 1,772 | 59 | 2,412 | 136% |
| 87 COSBURN | 7,982 | 153 | 6,904 | 86% | 1,451 | 33 | 1,426 | 98% |
| 88 SOUTH LEASIDE | 3,316 | 132 | 2,908 | 88% | 1,003 | 33 | 766 | 76% |
| 89 WESTON | 12,230 | 218 | 7,450 | 61% | 2,049 | 47 | 1,157 | 56% |
| 90 VAUGHAN | 3,469 | 115 | 2,718 | 78% | 622 | 28 | 738 | 119% |
| 91 WOODBINE | 3,586 | 111 | 3,343 | 93% | 1,018 | 29 | 751 | 74% |
| 92 WOODBINE SOUTH | 2,704 | 77 | 1,687 | 62% | 475 | 16 | 396 | 83% |
| 93 PARKVIEW HILLS | 586 | 19 | 478 | 82% | 109 | 10 | 241 | 221% |
| 94 WELLESLEY | 4,901 | 143 | 4,761 | 97% | 715 | 28 | 964 | 135% |
| 95 YORK MILLS | 17,892 | 501 | 16,421 | 92% | 3,874 | 122 | 3,867 | 100% |
| 96 WILSON | 15,716 | 333 | 12,726 | 81% | 3,177 | 83 | 3,434 | 108% |
| 97 YONGE | 2,170 | 81 | 1,827 | 84% | 375 | 24 | 641 | 171% |
| 98 WILLOWDALE-SENLAC | 1,934 | 43 | 1,146 | 59% | 451 | 13 | 461 | 102% |
| 99 ARROW ROAD | 473 | 2 | 48 | 10% | 0 | 0 | 0 | |
| 100 FLEMINGDON PARK | 10,038 | 223 | 8,831 | 88% | 2,064 | 64 | 2,541 | 123% |
| 101 DOWNSVIEW PARK | 354 | 15 | 511 | 144% | 59 | 3 | 122 | 207% |
| 102 MARKHAM RD. | 20,991 | 315 | 12,495 | 60% | 2,987 | 84 | 3,358 | 112% |
| 104 FAYWOOD | 1,838 | 34 | 1,065 | 58% | 459 | 8 | 314 | 69% |
| 105 DUFFERIN NORTH | 2,490 | 61 | 2,017 | 81% | 550 | 20 | 570 | 104% |
| 106 SENTINEL | 4,173 | 57 | 1,871 | 45% | 1,024 | 15 | 430 | 42% |
| 107 YORK UNIVERSITY HEIGHTS | 1,602 | 7 | 270 | 17% | 479 | 1 | 11 | 2% |
| 108 DRIFTWOOD | 7,396 | 105 | 4,879 | 66% | 1,510 | 26 | 1,227 | 81% |
| 109 RANEE | 2,828 | 61 | 2,510 | 89% | 554 | 10 | 316 | 57% |
| 110 ISLINGTON SOUTH | 6,466 | 180 | 5,914 | 91% | 1,546 | 52 | 1,932 | 125% |
| 111 EAST MALL | 4,385 | 119 | 4,315 | 98% | 843 | 33 | 1,435 | 170% |
| 112 WEST MALL | 5,604 | 151 | 5,155 | 92% | 1,272 | 44 | 1,749 | 138% |
| 113 DANFORTH ROAD | 4,351 | 85 | 2,278 | 52% | 660 | 20 | 456 | 69% |
| 115 SILVER HILLS | 665 | 33 | 700 | 105% | 117 | 6 | 100 | 85% |
| 116 MORNINGSIDE | 15,479 | 294 | 12,665 | 82% | 2,654 | 69 | 2,991 | 113% |
| 118 THISTLE DOWN | 2,119 | 25 | 911 | 43% | 515 | 6 | 211 | 41% |
| 119 TORBARRIE | 1,932 | 44 | 2,226 | 115% | 603 | 17 | 680 | 113% |
| 120 CALVINGTON | 1,033 | 21 | 792 | 77% | 158 | 6 | 303 | 192% |
| 121 ESPLANADE-RIVER | 867 | 42 | 1,084 | 125% | 138 | 8 | 287 | 208% |
| 122 GRAYDON HALL | 2,968 | 86 | 3,138 | 106% | 537 | 28 | 1,178 | 219% |
| 123 SHERWAY | 6,649 | 146 | 5,404 | 81% | 1,334 | 28 | 1,074 | 81% |
| 124 SUNNYBROOK | 2,352 | 111 | 3,157 | 134% | 520 | 28 | 649 | 125% |
| 125 DREWRY | 2,739 | 72 | 3,387 | 124% | 686 | 28 | 1,438 | 210% |
| 126 CHRISTIE | 1,358 | 78 | 1,754 | 129% | 298 | 24 | 600 | 201% |



| | 24-Hour | | | | AM Peak | | | |
|------------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 127 DAVENPORT | 1,021 | 53 | 1,223 | 120% | 191 | 22 | 348 | 182% |
| 129 MCCOWAN NORTH | 8,263 | 209 | 6,906 | 84% | 1,353 | 58 | 1,880 | 139% |
| 130 MIDDLEFIELD | 1,846 | 41 | 1,392 | 75% | 384 | 12 | 317 | 82% |
| 131 NUGGET | 4,672 | 58 | 2,403 | 51% | 951 | 20 | 585 | 62% |
| 132 MILNER | 2,416 | 62 | 2,983 | 123% | 517 | 17 | 728 | 141% |
| 133 NEILSON | 7,634 | 119 | 4,403 | 58% | 1,046 | 25 | 1,011 | 97% |
| 134 PROGRESS | 6,347 | 112 | 3,350 | 53% | 1,004 | 33 | 1,025 | 102% |
| 135 GERRARD | 2,070 | 66 | 1,581 | 76% | 385 | 17 | 243 | 63% |
| 160 BATHURST NORTH | 2,811 | 30 | 1,141 | 41% | 502 | 12 | 477 | 95% |
| 161 ROGERS ROAD | 3,924 | 75 | 2,594 | 66% | 791 | 17 | 659 | 83% |
| 162 LAWRENCE-DONWAY | 623 | 18 | 520 | 84% | 119 | 5 | 207 | 174% |
| 165 WESTON RD. NORTH | 19,316 | 199 | 7,452 | 39% | 4,117 | 53 | 2,012 | 49% |
| 167 PHARMACY NORTH | 1,192 | 20 | 881 | 74% | 219 | 10 | 522 | 238% |
| 168 SYMINGTON | 4,646 | 121 | 2,861 | 62% | 1,087 | 31 | 819 | 75% |
| 169 HUNTINGWOOD | 1,342 | 47 | 815 | 61% | 286 | 12 | 226 | 79% |
| 171 MOUNT DENNIS | 325 | 3 | 106 | 33% | 47 | 0 | 0 | 0% |
| 176 Mimico GO | 50 | 5 | 40 | 79% | 13 | 2 | 15 | 115% |
| 189 STOCKYARDS | 1,084 | 26 | 914 | 84% | 164 | 7 | 318 | 194% |
| 300 BLOOR-DANFORTH NIGHT BUS | 2,060 | 29 | 876 | 43% | 21 | 0 | 0 | 0% |
| 302 KINGSTON RD-McCOWAN NIGHT BUS | 202 | 1 | 25 | 12% | 0 | 0 | 0 | |
| 307 BATHURST NIGHT BUS | 276 | 4 | 208 | 75% | 0 | 0 | 0 | |
| 312 ST. CLAIR-JUNCTION NIGHT BUS | 91 | 1 | 7 | 7% | 0 | 0 | 0 | |
| 315 EVANS - BROWN'S LINE NIGHT BUS | 69 | 3 | 131 | 189% | 0 | 0 | 0 | |
| 320 YONGE NIGHT BUS | 1,603 | 12 | 248 | 16% | 13 | 0 | 0 | 0% |
| 322 COXWELL NIGHT BUS | 69 | 2 | 21 | 31% | 0 | 1 | 13 | |
| 324 VICTORIA PARK NIGHT BUS | 172 | 3 | 42 | 25% | 0 | 0 | 0 | |
| 325 DON MILLS NIGHT BUS | 332 | 3 | 90 | 27% | 0 | 0 | 0 | |
| 329 DUFFERIN NIGHT BUS | 454 | 2 | 15 | 3% | 0 | 0 | 0 | |
| 332 EGLINTON WEST NIGHT BUS | 219 | 5 | 127 | 58% | 0 | 0 | 0 | |
| 334 EGLINTON EAST NIGHT BUS | 321 | 6 | 200 | 62% | 0 | 0 | 0 | |
| 335 JANE NIGHT BUS | 240 | 1 | 19 | 8% | 0 | 0 | 0 | |
| 336 FINCH WEST NIGHT BUS | 457 | 4 | 463 | 101% | 82 | 1 | 154 | 187% |
| 337 ISLINGTON NIGHT BUS | 304 | 4 | 187 | 61% | 0 | 1 | 33 | |
| 339 FINCH EAST NIGHT BUS | 184 | 2 | 122 | 67% | 0 | 0 | 0 | |
| 341 KEELE NIGHT BUS | 154 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 343 KENNEDY NIGHT BUS | 133 | 5 | 111 | 84% | 0 | 1 | 9 | |

| | 24-Hour | | | | AM Peak | | | |
|--------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 352 LAWRENCE WEST NIGHT BUS | 284 | 2 | 96 | 34% | 0 | 0 | 0 | |
| 353 STEELES NIGHT BUS | 300 | 5 | 88 | 29% | 21 | 1 | 20 | 97% |
| 354 LAWRENCE EAST NIGHT BUS | 169 | 7 | 236 | 140% | 0 | 0 | 0 | |
| 363 OSSINGTON NIGHT BUS | 85 | 1 | 4 | 5% | 0 | 0 | 0 | |
| 365 PARLIAMENT NIGHT BUS | 42 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 384 SHEPPARD WEST NIGHT BUS | 92 | 3 | 65 | 70% | 0 | 1 | 8 | |
| 385 SHEPPARD EAST NIGHT BUS | 216 | 4 | 68 | 32% | 0 | 0 | 0 | |
| 395 YORK MILLS NIGHT BUS | 323 | 3 | 86 | 26% | 0 | 0 | 0 | |
| 396 WILSON NIGHT BUS | 380 | 2 | 10 | 3% | 0 | 0 | 0 | |
| 900 AIRPORT EXPRESS | 3,773 | 70 | 1,726 | 46% | 562 | 14 | 510 | 91% |
| 902 MARKHAM RD EXPRESS | 7,036 | 49 | 2,470 | 35% | 1,249 | 16 | 892 | 71% |
| 905 EGLINTON EAST EXPRESS | 9,263 | 144 | 5,473 | 59% | 1,015 | 33 | 1,198 | 118% |
| 913 PROGRESS EXPRESS | 1,446 | 3 | 66 | 5% | 362 | 0 | 0 | 0% |
| 924 VICTORIA PARK EXPRESS | 4,955 | 40 | 1,415 | 29% | 1,507 | 18 | 695 | 46% |
| 925 DON MILLS EXPRESS | 11,949 | 163 | 5,491 | 46% | 2,383 | 46 | 1,304 | 55% |
| 927 HIGHWAY 27 EXPRESS | 11,876 | 203 | 9,299 | 78% | 2,179 | 54 | 2,801 | 129% |
| 929 DUFFERIN EXPRESS | 17,077 | 102 | 2,498 | 15% | 2,762 | 24 | 570 | 21% |
| 935 JANE EXPRESS | 10,645 | 40 | 1,510 | 14% | 2,308 | 11 | 627 | 27% |
| 937 ISLINGTON EXPRESS | 2,847 | 12 | 601 | 21% | 788 | 8 | 367 | 47% |
| 938 HIGHLAND CREEK EXPRESS | 651 | 3 | 181 | 28% | 141 | 0 | 0 | 0% |
| 939 FINCH EXPRESS | 21,101 | 262 | 10,264 | 49% | 4,400 | 75 | 2,680 | 61% |
| 941 KEELE EXPRESS | 5,215 | 16 | 484 | 9% | 879 | 5 | 226 | 26% |
| 943 KENNEDY EXPRESS | 2,189 | 7 | 212 | 10% | 728 | 1 | 5 | 1% |
| 944 KIPLING SOUTH EXPRESS | 3,034 | 38 | 1,099 | 36% | 623 | 12 | 321 | 52% |
| 945 KIPLING EXPRESS | 4,709 | 24 | 780 | 17% | 2,144 | 8 | 302 | 14% |
| 952 LAWRENCE WEST EXPRESS | 5,690 | 34 | 1,128 | 20% | 2,037 | 14 | 415 | 20% |
| 953 STEELES EAST EXPRESS | 4,121 | 48 | 1,260 | 31% | 1,618 | 20 | 500 | 31% |
| 954 LAWRENCE EAST EXPRESS | 2,362 | 9 | 275 | 12% | 724 | 3 | 146 | 20% |
| 960 STEELES WEST EXPRESS | 13,210 | 116 | 4,976 | 38% | 2,959 | 27 | 975 | 33% |
| 968 WARDEN EXPRESS | 2,034 | 18 | 779 | 38% | 688 | 6 | 253 | 37% |
| 984 SHEPPARD WEST EXPRESS | 6,849 | 51 | 1,272 | 19% | 1,418 | 14 | 320 | 23% |
| 985 SHEPPARD EAST EXPRESS | 11,258 | 98 | 2,967 | 26% | 2,063 | 22 | 559 | 27% |
| 986 SCARBOROUGH EXPRESS | 2,505 | 35 | 1,212 | 48% | 1,156 | 16 | 606 | 52% |
| 989 WESTON EXPRESS | 2,956 | 19 | 633 | 21% | 1,028 | 9 | 282 | 27% |
| 995 YORK MILLS EXPRESS | 7,164 | 61 | 2,750 | 38% | 1,393 | 14 | 535 | 38% |
| 996 WILSON EXPRESS | 10,163 | 101 | 3,719 | 37% | 1,950 | 27 | 912 | 47% |
| Matched Bus Route Total | 1,100,261 | 21,971 | 733,029 | 67% | 212,510 | 5,672 | 189,953 | 89% |

| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Unmatched (has ridership, not in TTS route list) | | | | | | | | |
| 172 Cherry Beach [not in survey list] | 817 | 0 | 0 | 0% | 0 | 0 | 0 | |
| Unmatched (in TTS route list, but not in ridership list) | | | | | | | | |
| 175 BLUFFER'S PARK | n/a | 0 | 0 | | 0 | 0 | 0 | |
| 903 Kennedy-Scarborough Centre Express | n/a | 2 | 62 | | 0 | 0 | 0 | |
| 400 LAWRENCE MANOR | n/a | 0 | 0 | | 0 | 0 | 0 | |
| 402 PARKDALE | n/a | 0 | 0 | | 0 | 0 | 0 | |
| 403 DON MILLS SOUTH | n/a | 1 | 14 | | 0 | 0 | 0 | |
| 404 EAST YORK | n/a | 4 | 252 | | 0 | 0 | 0 | |
| 405 ETOBICOKE | n/a | 1 | 17 | | 0 | 0 | 0 | |
| Unmatched Bus Route Total | 817 | 8 | 345 | 42% | 0 | 0 | 0 | |
| TTC Bus Route Total | 1,101,078 | 21,979 | 733,374 | 67% | 212,510 | 5,672 | 189,953 | 89% |
| TTC Bus + Streetcar Total | 1,343,254 | 29,216 | 911,539 | 68% | 247,063 | 7,294 | 228,050 | 92% |
| TTC System Total (Bus, Streetcar, Subway) | 2,388,055 | 65,392 | 1,852,536 | 78% | 453,547 | 16,770 | 470,440 | 104% |
| Other | | | | | | | | |
| Wheeltrans | n/a | 342 | 9,003 | | 0 | 44 | 1,317 | |
| York Region Transit | | | | | | | | |
| 1 HIGHWAY 7 | 1,184 | 47 | 1,439 | 122% | 182 | 6 | 252 | 139% |
| 2 MILLIKEN | 1,794 | 63 | 1,739 | 97% | 591 | 22 | 762 | 129% |
| 3 THORNHILL | 950 | 36 | 1,121 | 118% | 225 | 3 | 215 | 95% |
| 4 MAJOR MACKENZIE / 004A MAJOR MACKENZIE | 3,672 | 110 | 3,322 | 90% | 400 | 22 | 728 | 182% |
| 5 CLARK | 858 | 45 | 842 | 98% | 257 | 12 | 234 | 91% |
| 7 MARTIN GROVE | 1,481 | 24 | 1,087 | 73% | 449 | 4 | 373 | 83% |
| 8 KENNEDY | 971 | 50 | 980 | 101% | 238 | 7 | 104 | 44% |
| 9 TH LINE | 271 | 24 | 1,060 | 391% | 70 | 8 | 290 | 415% |
| 12 PINE VALLEY | 430 | 7 | 306 | 71% | 187 | 1 | 106 | 57% |
| 13 ISLINGTON | 382 | 12 | 311 | 81% | 126 | 3 | 81 | 65% |
| 14 TH AVENUE | 513 | 22 | 1,035 | 202% | 149 | 9 | 473 | 317% |

| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 16 TH AVENUE | 1,266 | 61 | 1,214 | 96% | 342 | 9 | 207 | 60% |
| 18 BUR OAK | 401 | 18 | 601 | 150% | 187 | 4 | 68 | 36% |
| 20 JANE | 5,509 | 126 | 4,705 | 85% | 1,143 | 26 | 910 | 80% |
| 23 THORNHILL WOODS | 204 | 26 | 433 | 212% | 101 | 4 | 87 | 87% |
| 24 WOODBINE AVENUE | 2,069 | 76 | 1,559 | 75% | 658 | 14 | 263 | 40% |
| 25 MAJOR MACKENZIE | 456 | 15 | 336 | 74% | 139 | 3 | 83 | 59% |
| 26 MAPLE | 765 | 43 | 1,695 | 222% | 328 | 10 | 201 | 61% |
| 32 AURORA SOUTH | 136 | 17 | 275 | 202% | 50 | 3 | 66 | 132% |
| 33 WELLINGTON / 033A WELLINGTON | 248 | 25 | 268 | 108% | 103 | 2 | 11 | 11% |
| 40 UNIONVILLE LOCAL | 152 | 13 | 274 | 180% | 47 | 4 | 103 | 219% |
| 44 BRISTOL | 70 | 1 | 16 | 23% | 38 | 1 | 16 | 42% |
| 50 QUEENSWAY | 1,185 | 40 | 722 | 61% | 124 | 10 | 217 | 175% |
| 52 HOLLAND LANDING | 82 | 3 | 94 | 115% | 30 | 1 | 13 | 44% |
| 54 BAYVIEW | 321 | 15 | 530 | 165% | 101 | 0 | 0 | 0% |
| 55 DAVIS DRIVE | 102 | 5 | 57 | 56% | 47 | 2 | 29 | 62% |
| 56 GORHAM - EAGLE | 148 | 3 | 99 | 67% | 64 | 1 | 12 | 19% |
| 57 MULOCK / 057A MULOCK | 334 | 15 | 585 | 175% | 78 | 5 | 231 | 296% |
| 77 HIGHWAY 7 | 4,663 | 97 | 3,017 | 65% | 1,182 | 24 | 967 | 82% |
| 80 ELGIN MILLS | 437 | 17 | 592 | 135% | 111 | 6 | 224 | 202% |
| 81 INSPIRATION | 118 | 4 | 106 | 90% | 44 | 2 | 53 | 120% |
| 82 VALLEYMEDE | 160 | 16 | 156 | 98% | 75 | 4 | 84 | 112% |
| 83 TRENCH / 083A TRENCH | 668 | 28 | 655 | 98% | 218 | 11 | 234 | 108% |
| 85 RUTHERFORD / 085C RUTHERFORD-16TH AVENUE | 2,688 | 100 | 2,717 | 101% | 585 | 13 | 253 | 43% |
| 86 NEWKIRK - RED MAPLE | 608 | 24 | 715 | 118% | 210 | 6 | 218 | 104% |
| 87 AUTUMN HILL | 92 | 13 | 249 | 271% | 48 | 0 | 0 | 0% |
| 88 BATHURST | 3,472 | 121 | 3,827 | 110% | 927 | 22 | 575 | 62% |
| 90 LESLIE / 090B LESLIE | 3,020 | 126 | 4,003 | 133% | 916 | 39 | 1,247 | 136% |
| 91 BAYVIEW / 091A BAYVIEW / 091B BAYVIEW / 091E BAYVIEW EXPRESS | 2,954 | 124 | 3,246 | 110% | 799 | 30 | 737 | 92% |
| 96 KEELE - YONGE | 2,150 | 64 | 1,947 | 91% | 544 | 5 | 176 | 32% |
| 98 YONGE / 098 099 YONGE / 098E YONGE LIMITED EXPRESS | 449 | 37 | 873 | 194% | 118 | 5 | 128 | 108% |
| 99 YONGE | 1,213 | 50 | 1,582 | 130% | 179 | 8 | 336 | 188% |
| 105 DUFFERIN | 2,511 | 76 | 2,157 | 86% | 597 | 21 | 597 | 100% |
| 107 KEELE / 107B KEELE | 2,864 | 45 | 1,396 | 49% | 1,162 | 14 | 387 | 33% |
| 165 WESTON / 165F WESTON | 2,163 | 60 | 1,938 | 90% | 657 | 19 | 632 | 96% |
| 300 BUSINESS EXPRESS | 325 | 22 | 779 | 240% | 227 | 9 | 307 | 135% |

| | 24-Hour | | | | AM Peak | | | |
|--|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 301 MARKHAM EXPRESS | 65 | 8 | 133 | 205% | 47 | 3 | 51 | 109% |
| 302 UNIONVILLE EXPRESS | 81 | 10 | 253 | 313% | 47 | 2 | 30 | 64% |
| 303 BUR OAK EXPRESS | 246 | 30 | 846 | 344% | 105 | 14 | 343 | 327% |
| 304 MOUNT JOY EXPRESS | 140 | 15 | 468 | 335% | 68 | 8 | 272 | 400% |
| 305 BOX GROVE EXPRESS | 77 | 3 | 15 | 20% | 46 | 1 | 5 | 11% |
| 401 BROTHER ANDRE SS VIA BOX GROVE | 88 | 2 | 32 | 36% | 34 | 0 | 0 | 0% |
| 402 BUR OAK / PIERRE ELLIOT TRUDEA SS | 84 | 8 | 100 | 119% | 14 | 0 | 0 | 0% |
| 403 ST BROTHER ANDRE SCHOOL SPECIAL | 14 | 0 | 0 | 0% | 3 | 0 | 0 | 0% |
| 405 ST AUGUSTINE SS | 34 | 1 | 15 | 43% | 7 | 0 | 0 | 0% |
| 406 MARKHAM DISTRICT SS | 16 | 2 | 31 | 196% | 6 | 0 | 0 | 0% |
| 410 MARKHAM DISTRICT SS VIA CARLTON | 34 | 4 | 79 | 232% | 18 | 0 | 0 | 0% |
| 411 MARKHAM DISTRICT SS VIA BOX GROVE | 72 | 3 | 57 | 79% | 17 | 0 | 0 | 0% |
| 412 THORNLEA SCHOOL SPECIAL | 21 | 0 | 0 | 0% | 0 | 0 | 0 | 0% |
| 413 ST ROBERT/THORNLEA SS VIA JOHN | 107 | 2 | 30 | 28% | 21 | 1 | 15 | 71% |
| 415 STOUFFVILLE HIGH SS | 43 | 1 | 49 | 113% | 19 | 0 | 0 | 0% |
| 416 MARKHAM DISTRICT SS VIA RIVERWALK | 54 | 0 | 0 | 0% | 16 | 0 | 0 | 0% |
| 417 BILL HOGARTH SS | 136 | 5 | 66 | 49% | 76 | 1 | 23 | 31% |
| 418 PIERRE ELLIOT TRUDEAU SS | 102 | 7 | 216 | 211% | 50 | 3 | 93 | 185% |
| 420 NEWMARKET HIGH SS VIA SAVAGE | 36 | 2 | 84 | 233% | 20 | 1 | 51 | 254% |
| 423 NEWMARKET HIGH SS VIA BRISTOL | 115 | 3 | 92 | 80% | 50 | 1 | 6 | 12% |
| 424 KESWICK HIGH SS | 55 | 0 | 0 | 0% | 26 | 0 | 0 | 0% |
| 425 HURON HTS SS VIA HOLLAND LANDING | 22 | 2 | 19 | 86% | 13 | 1 | 10 | 77% |
| 426 G.W. WILLIAMS SS VIA HOLLIDGE | 200 | 12 | 329 | 165% | 82 | 2 | 45 | 55% |
| 427 SACRED HEART SS VIA NEWMARKET HIGH | 28 | 1 | 78 | 278% | 14 | 0 | 0 | 0% |
| 428 G.W. WILLIAMS SS VIA HENDERSON | 15 | 0 | 0 | 0% | 0 | 0 | 0 | 0% |
| 429 CARDINAL CARTER SS | 29 | 6 | 123 | 423% | 18 | 2 | 44 | 243% |
| 430 SACRED HEART SCHOOL SPECIAL | 37 | 9 | 57 | 155% | 12 | 1 | 3 | 26% |

| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 432 AURORA HIGH SS | 48 | 1 | 15 | 31% | 15 | 1 | 15 | 99% |
| 433 CARDINAL CARTER SS VIA KINGSHILL | 70 | 0 | 0 | 0% | 35 | 0 | 0 | 0% |
| 434 CARDINAL CARTER SS VIA WELLINGTON | 43 | 3 | 109 | 253% | 16 | 0 | 0 | 0% |
| 436 CARDINAL CARTER SS VIA PARKER | 8 | 0 | 0 | 0% | 4 | 0 | 0 | 0% |
| 440 ST THERESA SS VIA MILL | 44 | 6 | 40 | 90% | 18 | 0 | 0 | 0% |
| 442 RICHMOND HILL HIGH SS VIA GAMBLE | 18 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 443 LANGSTAFF SS VIA SHAFTSBURY | 54 | 2 | 20 | 37% | 7 | 0 | 0 | 0% |
| 444 LANGSTAFF SS VIA BAYVIEW | 38 | 8 | 63 | 166% | 20 | 1 | 16 | 82% |
| 445 ST ROBERT SS TO BERNARD TERM | 45 | 1 | 13 | 29% | 0 | 0 | 0 | |
| 446 ST THERESA SS VIA MACCALLUM | 47 | 7 | 234 | 498% | 11 | 2 | 29 | 267% |
| 447 ST THERESA SS VIA JEFFERSON FOREST | 48 | 2 | 64 | 132% | 18 | 1 | 46 | 253% |
| 448 RICHMOND HILL HIGH SS VIA VALLEYMED | 17 | 5 | 47 | 274% | 12 | 1 | 10 | 84% |
| 449 RICHMOND GREEN SS VIA HILLMOUNT | 12 | 0 | 0 | 0% | 6 | 0 | 0 | 0% |
| 450 ST THERESA SS VIA TOWER HILL | 44 | 2 | 37 | 84% | 15 | 1 | 18 | 120% |
| 452 RICHMOND GREEN SS VIA HAZELTON | 18 | 0 | 0 | 0% | 9 | 0 | 0 | 0% |
| 460 HOLY CROSS SS | 13 | 0 | 0 | 0% | 0 | 0 | 0 | |
| 461 EMILY CARR SS | 17 | 1 | 31 | 185% | 6 | 0 | 0 | 0% |
| 462 MAPLE HIGH SS | 94 | 10 | 59 | 63% | 15 | 1 | 8 | 55% |
| 464 ST JOAN OF ARC SS VIA AMERICA | 22 | 2 | 48 | 216% | 20 | 1 | 24 | 119% |
| 465 ST JOAN OF ARC SS VIA MELVILLE | 23 | 0 | 0 | 0% | 8 | 0 | 0 | 0% |
| 466 TOMMY DOUGLAS SECONDARY SS | 35 | 0 | 0 | 0% | 15 | 0 | 0 | 0% |
| 467 TOMMY DOUGLAS SS VIA ST JEAN | 7 | 2 | 28 | 401% | 0 | 0 | 0 | |
| 468 EMILY CARR SS VIA KLEINGBURG | 5 | 1 | 17 | 347% | 3 | 0 | 0 | 0% |
| 469 FATHER BRESSANI SCHOOL SPECIAL | 9 | 0 | 0 | 0% | 0 | 0 | 0 | |



| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 470 WESTMOUNT SS VIA THORNHILL WOODS | 97 | 1 | 14 | 14% | 38 | 1 | 14 | 36% |
| 471 STEPHEN LEWIS SS VIA LANGSTAFF SS | 15 | 1 | 39 | 259% | 0 | 0 | 0 | |
| 522 MARKHAM LOCAL | 62 | 13 | 238 | 383% | 4 | 1 | 10 | 244% |
| blue VIVA BLUE / blue A VIVA BLUE-A | 14,112 | 328 | 10,086 | 71% | 2,670 | 79 | 2,132 | 80% |
| purple VIVA PURPLE / purple A VIVA PURPLE A | 5,921 | 159 | 4,978 | 84% | 1,168 | 37 | 1,182 | 101% |
| orange VIVA ORANGE | 3,392 | 82 | 2,385 | 70% | 739 | 18 | 624 | 84% |
| yellow VIVA YELLOW | 1,123 | 14 | 368 | 33% | 173 | 3 | 123 | 71% |
| Matched Bus Route Total | 83,961 | 2,753 | 78,763 | 94% | 20,927 | 623 | 18,531 | 89% |

Unmatched (in TTS route list, but not in ridership list)

| | | | | | | | | |
|--|-----|---|-----|--|-----|---|----|--|
| 10 WOODBRIDGE | n/a | 2 | 13 | | n/a | 0 | 0 | |
| 21 VELLORE LOCAL | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 22 KING CITY | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 31 AURORA NORTH | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 42 BERCZY | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 45 MINGAY | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 51 KESWICK LOCAL | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 58 MOUNT ALBERT | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 84 OAK RIDGES | n/a | 2 | 182 | | n/a | 0 | 0 | |
| 201 MARKHAM GO SHUTTLE | n/a | 3 | 32 | | n/a | 1 | 4 | |
| 202 UNIONVILLE GO SHUTTLE | n/a | 1 | 15 | | n/a | 1 | 15 | |
| 203 MILLIKEN GO SHUTTLE | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 204 BERCZY GO SHUTTLE | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 222 AURORA-NEWMARKET GO SHUTTLE | n/a | 2 | 21 | | n/a | 1 | 11 | |
| 240 MILL POND GO SHUTTLE | n/a | 1 | 15 | | n/a | 0 | 0 | |
| 241 BEVERLY ACRES GO SHUTTLE | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 243 REDSTONE GO SHUTTLE | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 361 Nashville Express (Vaughan) | n/a | 3 | 56 | | n/a | 1 | 19 | |
| 404 Markville Secondary School Special | n/a | 1 | 31 | | n/a | 1 | 31 | |
| 520 NEWMARKET LOCAL | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 521 NEWMARKET LOCAL | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 589 RICHMOND HILL LOCAL | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 590 RICHMOND HILL LOCAL | n/a | 0 | 0 | | n/a | 0 | 0 | |

| | 24-Hour | | | | AM Peak | | | |
|--------------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| 720 HWY 407 TERMINAL/WONDERLAND | n/a | 2 | 161 | | n/a | 0 | 0 | |
| 760 VAUGHAN MILLS / WONDERLAND | n/a | 2 | 66 | | n/a | 0 | 0 | |
| green VIVA GREEN | n/a | 2 | 132 | | n/a | 1 | 66 | |
| pink VIVA PINK | n/a | 3 | 33 | | n/a | 1 | 12 | |
| Unmatched Bus Route Total | n/a | 24 | 758 | | n/a | 7 | 157 | |
| York Region Transit Bus Total | 83,961 | 2,777 | 79,521 | 95% | 20,927 | 630 | 18,688 | 89% |

Other

| | | | | | | | | |
|--------------------|-----|----|-----|------|----|---|-----|------|
| Mobility on Demand | 315 | 27 | 584 | 185% | 78 | 6 | 128 | 164% |
|--------------------|-----|----|-----|------|----|---|-----|------|

Services for which Boarding Counts were not Available

Brantford Transit

| | | | | | | | | |
|--|------------|------------|--------------|--|------------|-----------|------------|--|
| 1 Eagle Place | n/a | 12 | 976 | | n/a | 2 | 267 | |
| 2 West Street Brier Park | n/a | 10 | 296 | | n/a | 2 | 47 | |
| 4A Mall Link | n/a | 11 | 611 | | n/a | 0 | 0 | |
| 4C Mall Link | n/a | 24 | 787 | | n/a | 1 | 19 | |
| 5 West Brant Oakhill | n/a | 7 | 328 | | n/a | 0 | 0 | |
| 6 West Brant Shellard | n/a | 16 | 500 | | n/a | 2 | 110 | |
| 7 East Ward Braneida | n/a | 3 | 25 | | n/a | 1 | 8 | |
| 8 Holmdale Mayfair | n/a | 9 | 620 | | n/a | 1 | 178 | |
| 9 Echo Place | n/a | 16 | 624 | | n/a | 3 | 66 | |
| 11 West Brant Oakhill - NWIA Homedale | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 12 Eagle Place Shellard | n/a | 2 | 143 | | n/a | 0 | 0 | |
| 13 King George Rd Brantwood Park | n/a | 1 | 84 | | n/a | 0 | 0 | |
| 14 Echo Place East Ward | n/a | 2 | 154 | | n/a | 0 | 0 | |
| 15 West Street Mayfair | n/a | 0 | 0 | | n/a | 0 | 0 | |
| NWIA Special | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Special | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Brantford Transit Bus Total | n/a | 113 | 5,147 | | n/a | 12 | 696 | |

Other



| | 24-Hour | | | | AM Peak | | | |
|-----------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Brantford Lift | n/a | 2 | 8 | | n/a | 1 | 4 | |
| Oakville Transit | | | | | | | | |
| 1 Trafalgar | n/a | 26 | 661 | | n/a | 9 | 123 | |
| 3 Third Line | n/a | 26 | 560 | | n/a | 4 | 79 | |
| 4 Speers-Cornwall | n/a | 33 | 672 | | n/a | 9 | 222 | |
| 5 Dundas | n/a | 48 | 973 | | n/a | 9 | 191 | |
| 5A Dundas | n/a | 29 | 887 | | n/a | 7 | 342 | |
| 6 Upper Middle | n/a | 13 | 274 | | n/a | 2 | 31 | |
| 10 West Industrial | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 11 Linbrook | n/a | 15 | 308 | | n/a | 1 | 28 | |
| 12 Winston Park | n/a | 11 | 107 | | n/a | 1 | 5 | |
| 120 East Industrial | n/a | 1 | 10 | | n/a | 0 | 0 | |
| 13 Westoak Trails | n/a | 46 | 1,088 | | n/a | 4 | 129 | |
| 14 Lakeshore West | n/a | 24 | 662 | | n/a | 4 | 87 | |
| 14A Lakeshore West | n/a | 20 | 571 | | n/a | 1 | 49 | |
| 15 Bridge | n/a | 5 | 129 | | n/a | 2 | 17 | |
| 18 Glen Abbey South | n/a | 7 | 84 | | n/a | 0 | 0 | |
| 19 River Oaks | n/a | 46 | 1,136 | | n/a | 9 | 276 | |
| 190 River Oaks Express | n/a | 1 | 25 | | n/a | 0 | 0 | |
| 20 Northridge | n/a | 22 | 359 | | n/a | 7 | 191 | |
| 24 South Common | n/a | 61 | 1,711 | | n/a | 11 | 253 | |
| 26 Falgarwood | n/a | 9 | 166 | | n/a | 1 | 3 | |
| 28 Glen Abbey North | n/a | 17 | 451 | | n/a | 3 | 74 | |
| 34 Pine Glen | n/a | 22 | 343 | | n/a | 1 | 4 | |
| 71 White Oaks S.S. Special | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 80 Holy Trinity | n/a | 2 | 23 | | n/a | 1 | 11 | |
| 81A Abbey Park and Loyola | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 81B Abbey Park and Loyola | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 81N Abbey Park North | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 81S Abbey Park/Loyola South | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 82 Loyola North | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 83 Blakelock | n/a | 2 | 12 | | n/a | 0 | 0 | |
| 84 O.T.H.S. | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 86 Garth Webb | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 86A Garth Webb via Proudfoot | n/a | 0 | 0 | | n/a | 0 | 0 | |
| 86B Garth Webb via Westoak | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Oakville Transit Bus Total | n/a | 486 | 11,212 | | n/a | 86 | 2,118 | |

| | 24-Hour | | | | AM Peak | | | |
|--------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Other | | | | | | | | |
| care-A-van | n/a | 2 | 53 | | n/a | 0 | 0 | |

Small Public Services with only a Few Routes and No Boarding Counts Available

CollTrans

| | | | | | | | | |
|--|-----|---|-----|--|-----|---|----|--|
| Collingwood Crosstown Route | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Collingwood East Route | n/a | 3 | 29 | | n/a | 0 | 0 | |
| Collingwood West Route | n/a | 7 | 309 | | n/a | 1 | 45 | |
| Collingwood Wasaga Beach Link | n/a | 2 | 201 | | n/a | 0 | 0 | |
| Collingwood Wasaga Beach Link 5-6pm | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Blue Mountain Transit Link (CollTrans) | n/a | 0 | 0 | | n/a | 0 | 0 | |
| TransitPLUS (Colltrans) | n/a | 0 | 0 | | n/a | 0 | 0 | |

Clearview Public Transit

| | | | | | | | | |
|----------------------------------|-----|---|----|--|-----|---|----|--|
| 1 Clearview Route Staynor/Wasaga | n/a | 1 | 39 | | n/a | 0 | 0 | |
| 2 Clearview Route Creemore | n/a | 2 | 28 | | n/a | 1 | 14 | |

Fort Erie Transit

| | | | | | | | | |
|---------------------------|-----|---|----|--|-----|---|---|--|
| Fort Erie FAST | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Fort Erie On Demand Route | n/a | 2 | 78 | | n/a | 0 | 0 | |

Innisfil Transit

| | | | | | | | | |
|--|-----|----|-----|--|-----|---|----|--|
| Innisfill On Demand Service via Uber or Taxi | n/a | 11 | 254 | | n/a | 4 | 62 | |
|--|-----|----|-----|--|-----|---|----|--|

Lindsay Transit

| | | | | | | | | |
|--|-----|---|-----|--|-----|---|----|--|
| Red Line (Lindsay Transit) | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Green Line (Lindsay Transit) | n/a | 4 | 240 | | n/a | 1 | 11 | |
| Blue Line (Lindsay Transit) | n/a | 1 | 130 | | n/a | 0 | 0 | |
| LIMO Specialized Transit (Lindsay Transit) | n/a | 0 | 0 | | n/a | 0 | 0 | |

Orillia Transit

| | | | | | | | | |
|--------------------------------|-----|----|-----|--|-----|---|-----|--|
| Lacie Route | n/a | 6 | 95 | | n/a | 0 | 0 | |
| West Ridge via Coldwater Road | n/a | 17 | 809 | | n/a | 3 | 25 | |
| West Ridge via Old Barrie Road | n/a | 9 | 180 | | n/a | 4 | 134 | |
| South Route | n/a | 4 | 71 | | n/a | 1 | 25 | |
| North Route | n/a | 13 | 639 | | n/a | 1 | 25 | |
| Georgian Route | n/a | 6 | 452 | | n/a | 0 | 0 | |

| | 24-Hour | | | | AM Peak | | | |
|---|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| Orillia Wheelchair Limousine Service (OWLS) | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Port Hope Transit | | | | | | | | |
| Express Cobourg Shuttle (Port Hope) | n/a | 3 | 90 | | n/a | 0 | 0 | |
| Route A (Port Hope) | n/a | 1 | 71 | | n/a | 0 | 0 | |
| Route A - High School Only (Port Hope) | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Route B (Port Hope) | n/a | 3 | 137 | | n/a | 1 | 20 | |
| ROLLS (Port Hope) | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Peel Region | | | | | | | | |
| TransHelp (Peel Region) | n/a | 29 | 1,138 | | n/a | 5 | 181 | |
| Wasaga Beach Transit | | | | | | | | |
| Wasaga Beach 1 | n/a | 2 | 106 | | n/a | 0 | 0 | |
| Wasaga Beach 2 | n/a | 3 | 60 | | n/a | 0 | 0 | |
| Wasaga Beach TransitPLUS | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Wellington County | | | | | | | | |
| Wellington County On Demand Route | n/a | 1 | 30 | | n/a | 0 | 0 | |
| Welland Transit | | | | | | | | |
| WellTrans (Welland County) | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Small Public Services Total | n/a | 130 | 5,188 | | n/a | 22 | 543 | |

Various Private Services

| | | | | | | | | |
|--------------------------------|-----|----|-------|--|-----|----|-----|--|
| UTM Shuttle Bus | n/a | 13 | 411 | | n/a | 2 | 10 | |
| SENECA COLLEGE PRIVATE SHUTTLE | n/a | 3 | 102 | | n/a | 1 | 48 | |
| CAN-AR | n/a | 0 | 0 | | n/a | 0 | 0 | |
| TOK Coachlines | n/a | 7 | 77 | | n/a | 2 | 24 | |
| CHARTER BUS | n/a | 23 | 430 | | n/a | 4 | 29 | |
| COACH CANADA | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Care+ | n/a | 0 | 0 | | n/a | 0 | 0 | |
| CHRISTIAN ISLAND FERRY | n/a | 0 | 0 | | n/a | 0 | 0 | |
| ISLAND FERRY | n/a | 58 | 847 | | n/a | 15 | 272 | |
| GREY COACH | n/a | 0 | 0 | | n/a | 0 | 0 | |
| FLIXBUS | n/a | 5 | 132 | | n/a | 0 | 0 | |
| GREY HOUND | n/a | 7 | 327 | | n/a | 2 | 14 | |
| MEGABUS | n/a | 26 | 1,084 | | n/a | 4 | 86 | |
| ONTARIO NORTHLAND BUS | n/a | 6 | 193 | | n/a | 0 | 0 | |
| ONTARIO NORTHLAND RAILWAY | n/a | 0 | 0 | | n/a | 0 | 0 | |

| | 24-Hour | | | | AM Peak | | | |
|---------------------------------|-------------------------|--------------------------|-------------------------|--------------------|-------------------------|-----------------------------|---------------------------------|--------------------|
| | 24-Hour Boarding Counts | 2022 TTS sample size (n) | 2022 TTS weighted count | vs. Boarding Count | AM Peak Boarding Counts | 2022 TTS AM Peak sample (n) | 2022 TTS AM Peak weighted count | vs. Boarding Count |
| PMCL | n/a | 0 | 0 | | n/a | 0 | 0 | |
| COMPANY BUS | n/a | 8 | 123 | | n/a | 5 | 92 | |
| VIA RAIL | n/a | 107 | 2,439 | | n/a | 25 | 723 | |
| Sunnybrook shuttle bus | n/a | 7 | 254 | | n/a | 2 | 28 | |
| ERINDALE SCHOOL BUS (U OF T) 97 | n/a | 20 | 628 | | n/a | 9 | 344 | |
| PRIVATE BUS | n/a | 149 | 3,867 | | n/a | 27 | 655 | |
| PRIVATE | n/a | 7 | 130 | | n/a | 3 | 38 | |
| VOYAGEUR | n/a | 0 | 0 | | n/a | 0 | 0 | |
| CENTURY TRANSPORTATION | n/a | 0 | 0 | | n/a | 0 | 0 | |
| PACIFIC WESTERN | n/a | 0 | 0 | | n/a | 0 | 0 | |
| Private Total | n/a | 446 | 11,044 | | n/a | 101 | 2,361 | |