

8

2006 TRANSPORTATION TOMORROW SURVEY (TTS) PRELIMINARY RESULTS

The Planning and Economic Development Committee recommends the following:

- 1. The presentation by Loy Cheah, Manager, Transportation Planning, be received; and**
- 2. The recommendation contained in the following report dated January 23, 2008, from the Commissioner of Planning and Development Services, be adopted:**

1. RECOMMENDATION

It is recommended that the Regional Clerk forward copies of this report to the Clerks of the local municipalities in York Region.

2. PURPOSE

This report has been prepared to outline and highlight the preliminary results of the 2006 Transportation Tomorrow Survey (TTS), a comprehensive survey of travel patterns across the Great Toronto Area (GTA) and surrounding areas, conducted by a consortium of public planning agencies including York Region.

3. BACKGROUND

Between September 2006 and January 2007, the Region of York participated in the conduct of a telephone home interview survey of 149,631 households throughout the Greater Toronto Area (GTA) and surrounding regions including Barrie, County of Simcoe, Orangeville and Peterborough plus a dozen other municipalities and regions from Niagara to Waterloo to Peterborough County (*Attachment 1*). Preliminary results of this survey have been compiled and compared to earlier similar surveys which were conducted within the GTA in 1986, 1991, 1996 and 2001. In the fall of 2007, preliminary results from the 2006 Transportation Tomorrow Survey were released to the Region for use in selected transportation studies, and were the topic of a December 2007 media release by the University of Toronto's Joint Program in Transportation (*Attachment 2*). A release of the finalized data is expected in Spring 2008.

The entire survey consisted of a sample of five percent of households randomly selected throughout the survey area. In York Region, approximately 14,220 households were

successfully contacted and information was collected concerning household size, vehicle availability, personal characteristics of each household member and the trips they made on the previous day by all household members over the age of 11. All personal information is held in the strictest confidence and the results are summarized in aggregate form so that no individual household information can be identified. Statistics Canada's 2006 Census data at the municipal level was used to calibrate and verify the results obtained from the survey.

In the past, this survey has been used to prepare traffic impact studies, develop models to project future road and transit travel demands, conduct operational planning of transit routes and to assess the overall impact of changing demographic trends which have an affect on travel demand. Further reports on the conduct of the 2006 survey, highlights and summaries of the overall data will be published by the Data Management Group at the University of Toronto.

4. ANALYSIS AND OPTIONS

The attached table labelled as *Attachment 3* summarizes some of the TTS travel characteristics collected for York Region. More detailed information is available for each municipality for use in determining traffic impact studies, transit and road systems use and future demand for road and transit services.

4.1 2006 Survey Highlights

Some highlights of the 2006 TTS for York Region related travel include:

- Daily trips by York Region residents (using all modes of travel) to, from and within York Region have increased by 650,000 trips (54 percent) in the past decade from 1,200,000 trips per day in 1996 to over 1,850,000 trips per day in 2006. This does not include trips through York Region or truck and other commercial vehicle trips. In comparison, GTA residents make 12.2 million trips per day; 7.6 million of these trips are by automobile.
- York Region had the highest percentage increase in weekday transit trips in the GTA, increasing by 61,000 trips per day, or 91 percent between 2001 and 2006. This is consistent with the increase in the annual transit ridership on York Region Transit that has grown from 7.7 million in 2001 to 17.1 million in 2006.
- The percentage of York Region residents (all trip purposes) using transit for their morning commute has increased for the first time in 20 years (9.4 percent). However, automobile use (79 percent) remains the dominant transportation mode in York Region.

- On average, York Region residents make the same number of daily trips per person (work, school and other trips) as the rest of the GTA and Hamilton area (GTAH) residents. However, likely due to having the highest average household size, the number of trips per household in York Region is the highest in the GTAH. York Region residents are making approximately 5 percent less trips per capita than in 2001.
- Most daily trips (80 percent) made by York Region residents stay in York Region. However, work trips are split almost equally in going to Toronto and staying in York Region.
- Work trips to York Region have the highest average trip length in comparison to the other regions in the GTAH. In general, work trip lengths are increasing across the GTAH. Non-work and non-school (commonly called discretionary) trips are becoming more and more important. Discretionary now represent more than 50 percent of the daily trips and over 30 percent of all morning peak period travel made by York Region residents.
- York Region residents have more cars per household than the average GTAH resident. 66 percent of York households have two or more cars available compared to an average of 44 percent for the GTAH. In York Region, only four percent of households do not have a car compared to 26 percent in the City of Toronto and 16 percent in the GTAH.

4.2 Indicators Towards Sustainability

The future vision for York is a region that is more self contained and less car dependent. York Region residents are finding alternative modes of travel more than ever before. This shift in York Region travel patterns include:

- There has been a decrease in the number of households with two or more private vehicles available for their use from almost 70 percent in 2001 to 66 percent in 2006.
- A 17 percent increase in the number of household that did not own a vehicle from 3.6 percent in 2001 to 4.3 percent in 2006.
- York Region carpoolers are travelling on average 6.7 percent longer distances than in 2001.
- The average trip length for York Region residents has continued to decline from 16.5 km in 1986 to 15.0 km in 2006.
- Work trips by York Region residents are now more self-contained, increasing from 49 percent staying within York in 1996 to 53 percent staying within the Region in 2006.

- The proportion of York Region residents working in Toronto continues to decline from 50 percent in 1986 to 42 percent in 2006.
- The average trip length to work has remained constant from 1986 to 2006 (approximately 20 km).
- York Region residents are increasingly choosing sustainable modes of travel to work. The modal share of daily work trips by carpooling (8 percent), transit (11 percent), and walking (2 percent) are nearing their highest levels in almost 20 years.

4.3 Next Steps

York Region staff will continue to work with the University of Toronto's Data Management Group to provide the technical assistance, as required, to finalize the 2006 Transportation Tomorrow Survey. Upon the public release of the finalized 2006 Survey results, which is expected in Spring 2008, staff with the assistance of York Region Corporate Communications Department will inform the public and local municipalities of the availability of the 2006 Survey data for general use in transportation and transit planning and related studies.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. York Region was one of the funding partners for the survey and the funds were part of the previous years' budgets. This survey is a useful benchmark monitoring tool for all municipalities in the GTA to assess the effectiveness of their planning and transportation policies and actions.

6. LOCAL MUNICIPAL IMPACT

This data is readily available at no cost for each of the area municipalities to make use of in their planning and transportation studies. Area municipalities and consultants working on municipal projects may obtain this data through the University of Toronto's Data Management Group's web site or through the Region following the final release of the 2006 Survey in Spring 2008.

7. CONCLUSION

This travel database allows researchers, municipal staff and consultants an opportunity to use updated information in the preparation of traffic impact studies, development monitoring and transit planning. The preliminary results of the 2006 TTS and its highlights indicate that the investments the Region has made in the assumption of York

Region Transit, the implementation of Viva, our leadership in the GTA Smart Commute Initiative and Regional Transit Oriented Development (TOD) programs are showing signs of success. Data from the 2006 TTS is indicating that York Region's reliance on the single occupancy vehicle for travel is beginning to reverse through use of transit, carpooling and other arrangements. This trend is a positive sign of the Region moving towards a more sustainable future and addressing the goals of Vision 2026.

For more information on this report, please contact Mark Hanlon, Senior Transportation Specialist at 905-830-4444, Ext. 5079 or mark.hanlon@york.ca.

The Senior Management Group has reviewed this report.

(The three attachments referred to in this clause are attached to this report.)