

SECTION 4

Travel Patterns and Characteristics



Why do we conduct travel surveys?

The main purpose for collecting travel behaviour information from household travel surveys is to understand travel habits of residents and provide base data for long range planning and improvement of transportation facilities through the development of travel demand models. Travel models such as the Region's Travel Demand Forecasting Model cannot be developed solely on the basis of traffic and transit counts. These models simulate the various components of travel behaviour: auto ownership, trip frequency (trip generation), and the distribution of trips between origins and destinations by travel mode.

Travel surveys answer the basic questions of: have trip rates (trip frequencies) changed? Are average trip lengths stable over time?

York Region, along with other municipalities in the GTA + Hamilton (GTAH) conduct two primary travel surveys, the Transportation Tomorrow Survey (TTS) and the Cordon Count Program, which are further described in this section.

For more information on Travel Surveys please contact;

Infrastructure Planning Branch

Planning and Development Services Department

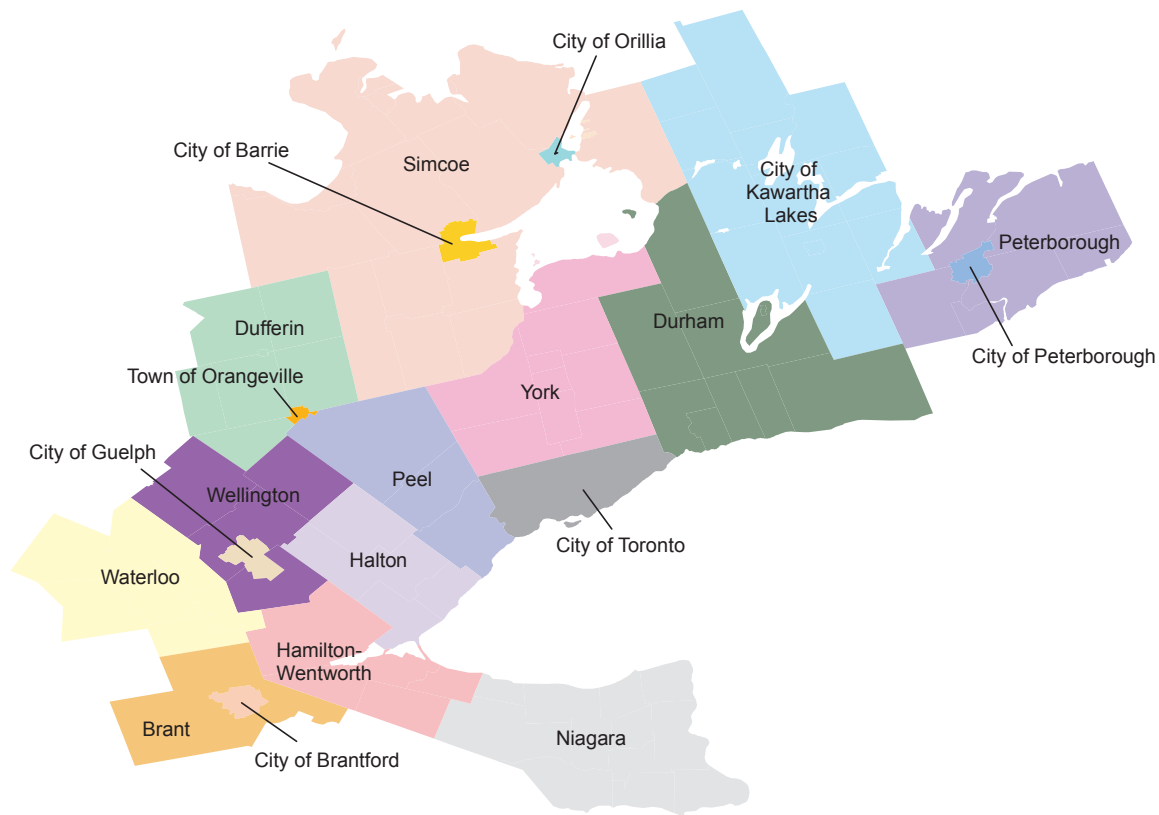
Tel: (905) 830-4444 ext. 5024

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Transportation Tomorrow Survey (TTS)

Considered one of the largest travel surveys in North America, the **Transportation Tomorrow Survey (TTS)** is a comprehensive travel survey conducted in the Greater Toronto Area + Hamilton (GTAH) once every five years. This important travel survey is a cooperative effort by the Province of Ontario, 18 local government agencies, GO Transit and the Toronto Transit Commission to collect information about urban travel. An understanding of urban travel results in better decisions on road and transit improvements. Similar surveys were undertaken in 1986, 1991, 1996, 2001 and 2006. The resulting information has been widely used in literally hundreds of transportation planning studies.

The TTS is a survey that collects information on how each member of a household uses the transportation system on a typical weekday. The information from each household is processed, stored and used in a form that does not permit any particular household to be identified. Names, addresses and phone numbers are destroyed at the conclusion of the survey's data verification phase.



2006 TTS Survey Area

The 2006 TTS completed approximately 150,000 household interviews, of which 14,000 were in York Region. The survey collected the daily travel patterns of 402,000 people making over 864,000 trips. Overall the survey represents the daily travel patterns of 7.7 million people across the GTAH and surrounding regions.

For more information on the Transportation Tomorrow Survey please contact:

Joint Program in Transportation

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Web Site: <http://www.jpint.utoronto.ca/ttshome/>

2006 Transportation Tomorrow Survey

Travel Characteristics of York Region Households

Number of Cars Available

York Region residents have more cars per household than the average GTA/H resident. 66 percent of York households have two or more cars available compared to an average of 44 percent for the GTA/H. 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 GTA/H.

Area	0 car	1 car	2 cars	3 cars	4+ cars
York Region	4%	29%	50%	12%	4%
GTA/H	16%	40%	35%	7%	2%

Possession of Driver Licence

There is a higher percentage of women having a driver's licence in York Region than in the GTA/H.

Area	Male with Driver Licence	Female with Driver Licence
York Region	71%	65%
GTA/H	69%	59%

Trips Per Day

York Region residents make the same number of daily trips per person (work and overall trips) as the rest of the GTA/H. However, due to having the highest average household size, the number of trips per household in York Region is the highest in the GTA/H.

Area	Household average trips/day	Daily work trips/worker
York Region	6.7	0.77
GTA/H	5.7	0.77

Total Number of Trips

Most daily trips (80%) 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.

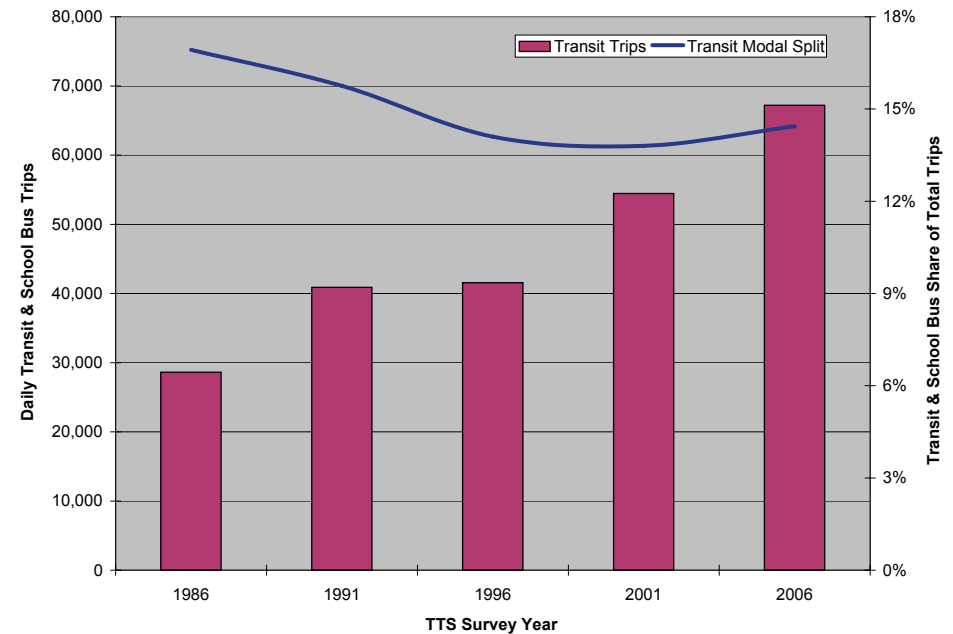
York Region Residents to:	City of Toronto	Durham	York	Peel	Halton	City of Hamilton	Other	Region Total
24 Hour Period								
All Trips	302,000	10,000	1,483,000	36,000	4,000	1,000	18,000	1,854,000
Work Trips	144,000	4,000	161,000	23,000	2,000	500	5,000	339,500
AM period (6 - 9)								
All Trips	147,000	4,000	290,000	18,000	2,000	500	4,000	465,500
Work Trips	109,000	3,000	109,000	17,000	1,000	500	3,000	242,500

2006 Transportation Tomorrow Survey

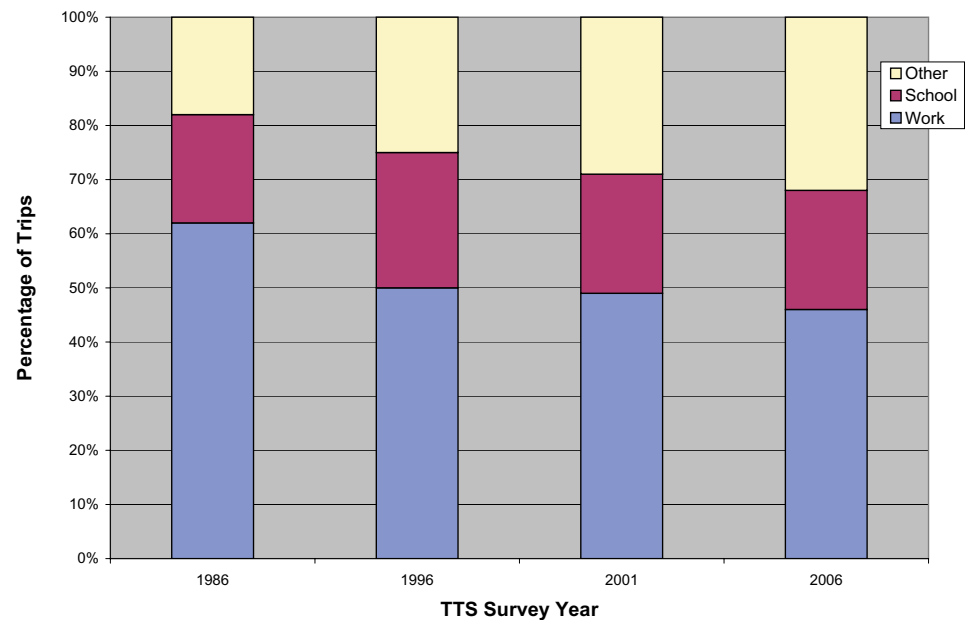
Highlight of Travel Characteristics

- The percentage of York Region residents using transit for their morning commute has increased for the first time in 20 years.
- Automobile use (79 percent during the morning peak period) is the main transportation mode in York Region. The rate of public transit use is nine percent with a further five percent by school bus.
- York Region residents are making approximately 8% less trips per capita than in 2001.
- 47 percent of work trips made by York Region residents remain within the Region.
- Work trip destinations to other areas are: Toronto 42 percent, Peel 7 percent, Halton 1 percent, Durham 1 percent and Simcoe County 1 percent.
- There are approximately 1.85 million trips made by York residents on an average weekday.
- GTAH residents make 12.2 million daily trips, 7.6 million of these trips are by automobile.
- 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. This category now represents more than 50 percent of the daily trips and over 30 percent of all morning peak period travel made by York Region residents.

Transit Use By York Residents (A.M. Peak Period)



A.M. Peak Period Trips by York Residents



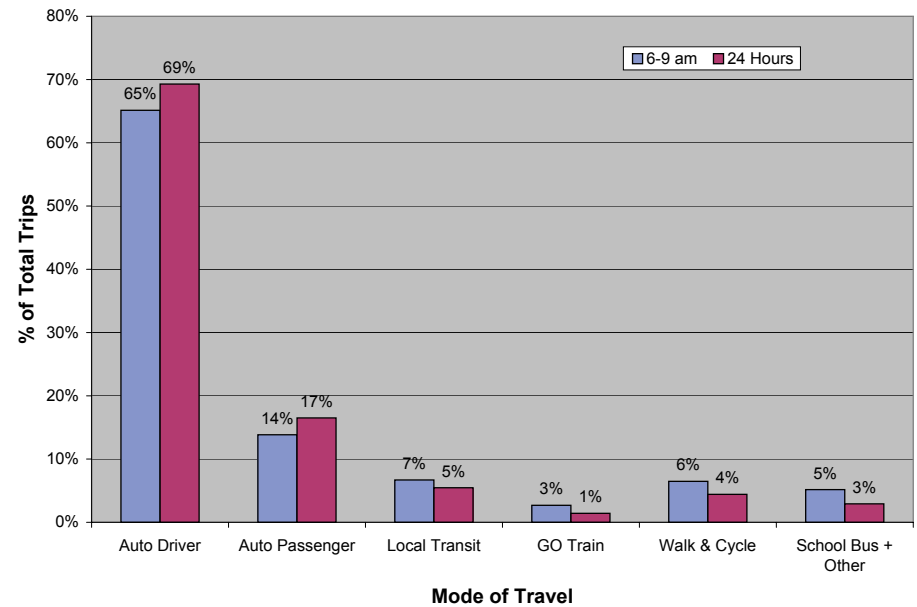
2006 Transportation Tomorrow Survey

Method of Travel

Trips Made by York Region Residents

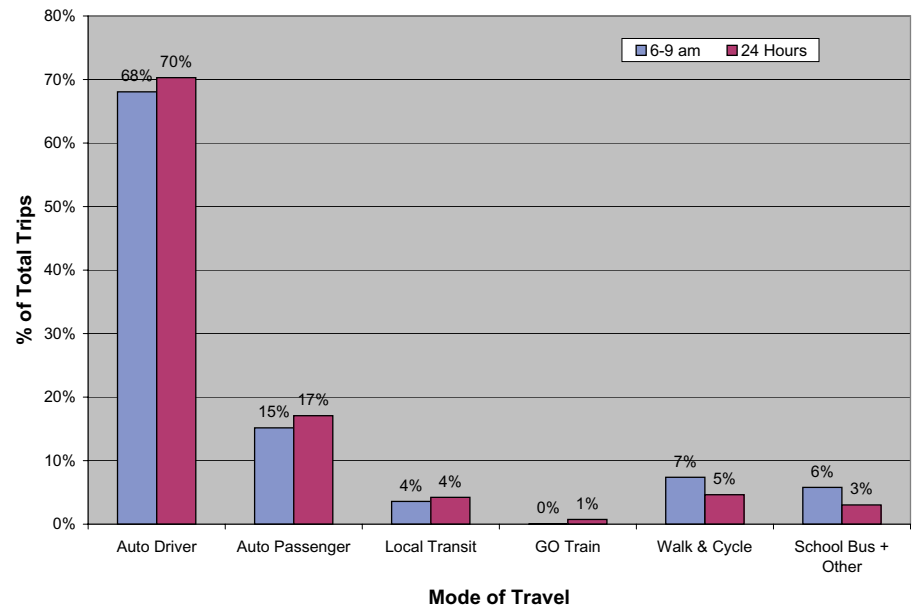
York Region is still heavily dependant on automobile use with 79 percent of trips made by residents during the morning peak period using cars and vans. Non-auto modes are used for 21 percent of trips made by York residents during the morning peak period.

The highest public transit use by York Region residents are for trips destined for Toronto in the morning peak period. The 25% public transit use is served by York Region Transit (YRT) and Viva at 16%, GO Transit at 9%.



Trips Made to York Region

Similarly, with many workers and shoppers commuting into York Region from neighbouring municipalities, 83 percent of trips made during the morning peak period into York are auto trips.



Cordon Count / Screenline Program

Full cordon count surveys are conducted every five years and are timed to coincide with other programs such as the GTA wide Transportation Tomorrow Survey (TTS) and the Federal Statistics Canada Census. A full cordon count was conducted in 2006 with the previous full count conducted in 2001. With York Region's rapid growth, interim monitoring is required more frequently than every five years. The last minor count was conducted in 2004. Collected data is used to assess changes in transit use, vehicle occupancy rates, congestion levels, travel patterns and trends.

Twelve-hour counts (7:00a.m.- 7:00p.m.), representing all-day travel, were taken during the months of April, May and June, on weekdays (excluding Fridays). Records of the vehicle types and vehicle occupancy numbers were taken at 15-minute intervals. The following vehicle types were noted:

- Passenger cars, taxicabs and light trucks with 1, 2, 3, 4 and more occupants
- Medium and heavy trucks.
- York Region Transit (YRT), VIVA Rapid Transit, Brampton Transit, TTC, GO Transit, school buses and other buses.

Highlights of 2006 Cordon Count Program, which is the tenth in a series, are as follows:

- Transit ridership increased at the major screenlines at a rate in excess of the very high growth of general traffic with the result that transit ridership gained market share across all screenlines except Durham and South York. This increase can be attributed to local service improvements and new routes since amalgamation of municipal transit services in 2001, and the more recent VIVA rapid transit initiatives.
- Average car occupancy rates have dropped in most areas. This could be due in part to an increase in transit usage. Counts indicate there has been a significant upward trend in transit usage across almost all screenlines except the South York cordon and Durham and Peel boundaries.
- All day person trips across all screenlines continued to grow between 2001 and 2006. This growth ranged between 5% at the Georgina-East Gwillimbury cordon to 31% at the Durham boundary. Highway 407

accounted for 44% of the traffic crossing the York-Peel boundary and 26% of the traffic crossing the York-Durham boundary.

For more information on the Cordon Count Program or to obtain a copy of the Cordon Count Bulletin please contact:

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