

# TRANS Committee 2011 NCR Household Origin-Destination Survey

Summary of Results  
January 2013



TRANS Committee Members:

City of Ottawa, including OC Transpo  
Ministry of Transportation of Ontario  
National Capital Commission  
Ville de Gatineau  
Société de transport de l'Outaouais  
Ministère des Transports du Québec

[www.ncr-trans-rcn.ca](http://www.ncr-trans-rcn.ca)

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## SECTION 1: INTRODUCTION

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### 1.1 Purpose of the Survey

Origin-destination (O-D) surveys provide a detailed picture of the trip patterns and travel choices of a city's or region's residents. These surveys collect valuable data related to households, individuals and trips. This information allows stakeholders to understand travel patterns and characteristics; measure trends; provide input to travel demand model development, forecasting, and planning for area-wide transportation infrastructure needs and services; and, monitor progress in implementing transportation policies.

Since the late 1970s, the TRANS Committee has coordinated travel data collection in the National Capital Region (NCR). TRANS is a multi-agency transportation planning committee serving the NCR. Its member agencies comprise the City of Ottawa, OC Transpo, the Ministry of Transportation of Ontario (MTO), the National Capital Commission, the Ville de Gatineau, the Société de Transport de l'Outaouais (STO) and the Ministère des Transports du Québec (MTQ). More information about TRANS and its data, modelling and planning activities can be found at [www.ncr-trans-rcn.ca](http://www.ncr-trans-rcn.ca).

TRANS plays a significant role in managing the region's O-D surveys, notably including the 1986, 1995 and 2005 studies. In 2011, the TRANS Committee commissioned R.A. Malatest & Associates Ltd. in association with HDR Inc. and David Kriger Consultants Inc. to conduct the latest iteration of the study. The *2011 NCR Household Origin-Destination Survey* was funded by the City of Ottawa, OC Transpo, the Ville de Gatineau, STO, MTO and MTQ.

Alone and when combined with other types of data (e.g., travel time surveys, traffic counts, on-board transit ridership counts, demographic and employment data), the 2011 O-D survey is the most recent tool for the measurement of changing transportation behaviour in the region. The survey provides valuable and reliable information on current conditions and trends in local travel. It also will support an update of the TRANS Committee's regional travel demand forecasting model.

### 1.2 Purpose of the Report

This report summarizes the results of the *2011 NCR Household Origin-Destination Survey*. The findings are presented in tabular and graphical format, providing details for the entire survey area and for 26 sub-areas that are referred to as TRANS Districts. Information collected by the survey and presented in this report includes broad socio-demographic and travel characteristics as well as detailed information about trip purpose, mode choice and trip distribution. The 2011 report maintains consistency with the *2005 NCR Household Origin-Destination Survey* report, while allowing additional tabulations and enhanced presentations of data.

This report reflects the expanded survey results. Survey data were subjected to rigorous editing, imputation, expansion and validation processes prior to their tabulation and summary.

### 1.3 Organization of the Report

This report comprises six sections. Sections 1 and 2 provide an introduction and an overview of the survey method and process.<sup>1</sup> Section 3 compares the 2011 O-D survey results with those of previous NCR surveys and surveys elsewhere in Canada. Section 4 presents key findings from the survey for the region as a whole. Section 5 presents detailed characteristics for the 26 districts as well as for six larger municipal and transit areas in Ontario and Québec and for the entire survey area. Finally, Section 6 presents summary origin-destination matrices for the 26 districts.

One appendix accompanies the report: **Appendix A** contains a copy of the 2011 survey questionnaire.

### 1.4 Glossary

The following is a glossary of key terms and their meaning as applied in the *2011 NCR Household Origin-Destination Survey* and to this report.

**Basic terms:** The glossary begins with some basic definitions. Many of the terms are related to each other. Accordingly, the terms are arranged to allow a progression of the explanation and, as such, are not necessarily in alphabetical order:

- Weekday travel refers to all trips made over the course of a working weekday during autumn 2011. Trips were captured on any of the five weekdays, so long as these were not public holidays.
- Origin is the location where a trip begins. It is described in terms of a street address, a monument (e.g., a well-known location, an office building, a school, etc.), a street intersection or a district. All survey origins have been geo-coded for precision. Each origin has also been assigned a zone number (see below), to support the application of the survey data for travel demand modelling and forecasting.
- Destination is the location where a trip ends. It has similar attributes as the trip origin.
- Origin-destination describes both 'ends' of a single trip. This term is commonly abbreviated to 'O-D.'
- Zone is a small-area geography that divides the NCR spatially. The zones, also known as transportation analysis zones (TAZs), are used for modelling. There are currently 701 TAZs, including 29 external zones outside the NCR's boundaries. Zones are similar in concept to the *Census of Canada's* Census Tracts; however, their boundaries are determined in large part by land use as opposed to the Census' basis in population. For the purposes of the survey sampling and the reporting of the survey results, the NCR's zones have been aggregated into 26 unique districts, which cover the entire NCR.

**Demographic terms** are presented below:

- Household is the basic analytical unit of the survey sample. It corresponds to a group of people, whether related or unrelated, who live together in the same location.

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<sup>1</sup> Reports describing the method and execution of the 2011 O-D survey were developed separately for the TRANS Committee. These reports provide a detailed account of all processes involved in the completion of this study, including staffing, training, call centre management, sampling, data coding, cleaning, validation and expansion.

- Population refers to the residents of the NCR. Note that a differentiation is made among 'total population' (meaning, all age groups); '5+' (meaning, only the population whose trips were recorded – that is, people 5 years of age and older – given that young children do not generally travel independently); and '11+' (meaning people 11 years of age and older). Whereas previous surveys included only people 11 years of age and older, the 2011 survey included people 5 years of age and older. The change allows for a more accurate depiction of the travel behaviour of younger children and the older people who accompany them.
- Employed or working population refers to residents who identified themselves as having a full or part time job. This is a measure of where employed people live. In contrast, employment or jobs refers to the count of jobs at the workplace. Note that the two descriptions of workers are not necessarily comparable: The employed / working population is derived from survey responses, hence is consistent with the other demographic data that are collected in the survey. The employment / job data are collected through different sources at different times in Ottawa and the Outaouais. For more information, see Section 4.3.
- Telecommuter refers to an employed individual whose usual workplace is located outside the home but who happened to be working from home on the travel day surveyed (and not travelling to work or for any work-related purpose that day). In contrast, for the purposes of this survey, this definition excludes persons whose usual workplace is the home. Note that in all cases, the worker's usual place of work is identified, so the distinction between telecommuters and those who work out of the home is further clarified.
- Vehicle availability represents the number of motor vehicles that are available for use by the household, as identified by the survey respondent, regardless of who actually owns the vehicle (e.g., a company car). Only vehicles that are licensed for use on public roads are included in this tabulation. The category includes light trucks and small vans in addition to automobiles. Motorcycles / scooters and recreational vehicles (RVs) are excluded.

**Trip characteristics:** The next several terms describe the composition of a trip. Again, these are presented to convey the meaning and so are not necessarily arranged in alphabetical order.

- Trip or person trip is a single or one-directional movement of one person from one point (origin) to a second point (destination), for a single purpose. For example, the commute from home to work represents one trip. The purpose of this trip is to go to work. However, if the commuter stopped along the way to drop off a child at a daycare, then two trips have been made: first, for the purpose of 'serving a passenger' (pick up or drop off) and then to go to work. A single trip can comprise one or more modes, and one or more transfers; for example, the commuter might have driven to a Transitway station, where she parked the vehicle at a 'Park and Ride' lot, and then taken the bus to her workplace.

The O-D survey is household-based and as such focussed on the movement of *people*. Accordingly it did not capture commercial trips (that is, trips that are made to move *goods* or to provide *services*).<sup>2</sup>

- Modes describe the types of transportation services that are used by residents in the region. For the purposes of the survey, they include: auto driver, auto passenger (as

<sup>2</sup> The trip made by a service person from his/her home to the first call of the day is recorded in the survey as a home-to-work trip.

distinct from the driver), public transit (bus or light rail), paratransit, school bus, motorcycle, taxi, walking and cycling. 'Other' is used to capture trips made by NCR residents on ferry, boat, VIA Rail or air – that is, modes whose use is quite small relative to that of the other modes. Note that, for the purposes of some analyses in this report, some modes may be grouped together.

- Primary mode identifies the 'dominant' mode in the case of a trip with multiple modes, and is used to simplify the analysis. For example, in a trip involving both urban transit and auto (e.g., a park-and-ride trip), urban transit is considered the primary mode.

**Table 1-1** lists the modes and their hierarchy in descending order. Urban transit is at the top of the hierarchy – meaning that in a trip involving both urban transit and auto driver (i.e., park and ride), urban transit is considered to be the primary mode. Note that the order in which the modes are used is immaterial to this hierarchy.

The urban mode that likely had the longest trip distance in any combination is considered next as dominant. For example, a child might be taken by auto to a designated bus stop, followed by a longer trip via school bus, hence school bus has the priority. Intercity modes are further down the list because, in the case of multiple modes, the trip by an urban mode is considered to have the primary impact on travel within the NCR (e.g., an auto passenger trip to the airport has a greater impact on local transportation planning needs than the trip via airplane). Note that walk is considered a mode only if it used for the entire trip: i.e., the walk trip to the bus stop is not identified separately (here, mode equals 'urban transit'), but the walk trip to the restaurant for lunch is a separate trip.

**Table 1-1: List of Modes and their Hierarchy, and Groups Used for Most Reporting**

Hierarchy (primary mode)	Mode	Grouping for Reporting
1.	Urban transit (OC Transpo, STO and/or O-Train)	Urban Transit
2.	School bus (yellow bus)	Other Modes
3.	Paratransit	Other Modes
4.	Other bus and minibus	Urban Transit
5.	Auto driver	Auto driver
6.	Auto passenger	Auto passenger
7.	Motorcycle / scooter	Other Modes
8.	Taxi	Other Modes
9.	Bicycle	Bicycle
10.	Ferry	Other Modes
11.	VIA Rail train	Other Modes
12.	Intercity or chartered bus	Other Modes
13.	Airplane	Other Modes
14.	Other (not otherwise noted above)	Other Modes
15.	Walk (entire trip)	Walk (entire trip)

- Modal share is the proportion of trips by any given mode out of the total trips by all modes, for a given time period.
- Modal split is the proportion of trips by a given motorized mode out of the total trips by common motorized modes (auto driver, auto passenger, urban transit), for a given time period. Excludes less common motorized modes (taxi, motorcycle/scooter, school bus, paratransit), non-motorized modes (walking, bicycle) and other, atypical modes (passenger train, airplane, water taxi).
- Trip purpose describes the reason that the trip is made. **Table 1-2** lists the twelve unique trip purposes used in the survey, with 'other' added to capture trip purposes not otherwise identified.

**Table 1-2: Trip Purpose**

Purpose
1. Travel to work
2. Work-related (i.e., going somewhere outside one's normal place of work to conduct business)
3. Working on the road (i.e., outside a single fixed place of work)
4. Travel to school
5. Shopping trips or trips for household maintenance
6. Restaurant (i.e., for a meal)
7. Recreation (e.g., going to the theatre)
8. Visit friends or family
9. Health and personal care (e.g., going to the doctor's office)
10. Drive someone (i.e., dropping someone off – e.g., taking a child to a daycare)
11. Pick up someone (e.g., picking up the child from the daycare)
12. Return home (from any activity)
13. Other purpose (not otherwise identified)

Note that the commute from home to work is categorized as a 'work' trip, whereas the return trip from work to home (which may simply the same trip on the same mode in the reverse direction) is categorized as 'return home.'

- Trip chain is the sequence of trips that starts and ends at home. For example: home to work to shopping to home comprises a single chain that has three elements. If the same traveller subsequently leaves home to go shopping and then to the gym (home to shopping to leisure to home), then this constitutes his second trip chain on that day – in this case, a chain that has four elements. Note that the sequence of trips within a chain is important – that is, the same elements of a chain in different orders constitute different chains. In the methodological discussion in Chapter 2, a 'full 24-hour trip chain' refers to all of the trips reported for a person for the entire travel day.

- Internal trips describe trips for which origin *and* destination are both located in the same district. External trips refer to those trips that start *or* end (but not both) in the same district.
- Time of day refers to the period during which trips are made:
  - Daily refers to the 24-hour period between 04:00 the day of the surveyed activities and 03:59 of the following morning. The 4:00 AM start and end time is used commonly in travel surveys as a reasonable demarcation of a day's travel, because very little activity occurs at that time. This timing also allows the survey to complete, as much as possible, the trip chains for which the return home happened after midnight.
  - Peak periods are the times of day when the transportation system (both road and transit) typically carries the maximum number of trips, according to their start time. The morning (AM) peak period has been determined as trips starting between 6:30 and 8:59. The afternoon (PM) peak period corresponds to trips starting between 15:30 and 17:59.<sup>3</sup>
  - Peak hours are the hours within the respective morning and afternoon peak periods that have the highest concentration of trips, according to their start time. In this report, the AM peak hour is between 07:15 and 08:14 a.m. and the PM peak hour is between 16:00 and 16:59.
- Vehicle kilometres travelled (VKT) represents the total number of kilometres travelled on the roads within the survey area by all vehicles in a period (in this case, the full 24-hour survey period). VKT is a commonly used measure of activity. Distances travelled are based on the primary mode (in cases of multiple modes used in a trip) and are derived from the TRANS travel demand forecasting model. This is explained in more detail in Section 4.12.

## 1.5 Acknowledgements

The *2011 NCR Household Origin-Destination Survey* was commissioned by the TRANS Committee and conducted by R.A. Malatest & Associates Ltd. in association with HDR Inc. and David Kriger Consultants Inc.

The direction and guidance of the TRANS Committee is gratefully acknowledged: in particular, Ahmad Subhani (Project Manager) and Tim Wei of the City of Ottawa; Pierre Tremblay, Assia Bellazoug, Pierre-Yves Tremblay, Evi Jane Molloy, Richard Dupont and Louis Rousseau of the Ministère des Transports du Québec; Sundar Damodaran of the Ministry of Transportation of Ontario; Carmel Dufour of the Société de Transport de l'Outaouais; and Renée Roberge of la Ville de Gatineau.

<sup>3</sup> The 2½ hour duration and the start and end times of the AM and PM peak periods have been used in the NCR for several years. As part of this study, the consultant reviewed the data, and determined that there was no need to change either the start and end times or the 2½ hour duration. However, as travel volumes and people's travel behaviour changes over time, and in light of evolving conditions in other Canadian cities, TRANS may wish to continue monitoring these times and durations in the future. Note that this concept of peak-period is established mainly for reporting: detailed information about trip start times can be found in the survey database.

This report was prepared by David Kriger (David Kriger Consultants Inc.), Carole Chartrand and Andreas Rose (R. A. Malatest & Associates Ltd.), with tabulations and other input provided by Don Cleghorn, Kevin Shen and Tara Erwin (HDR Inc.).

The successful completion of this project would not be possible without the contributions of over 26,000 households that agreed to participate in this research. Approximately 1 in every 20 households in the region completed survey interviews and told us about their daily travel. To those individuals who participated: our sincerest gratitude for their contribution to a fundamental source of data that will be used for transportation planning for years to come.

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## SECTION 2: ABOUT THE SURVEY

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### 2.1 Survey Area and Sampling

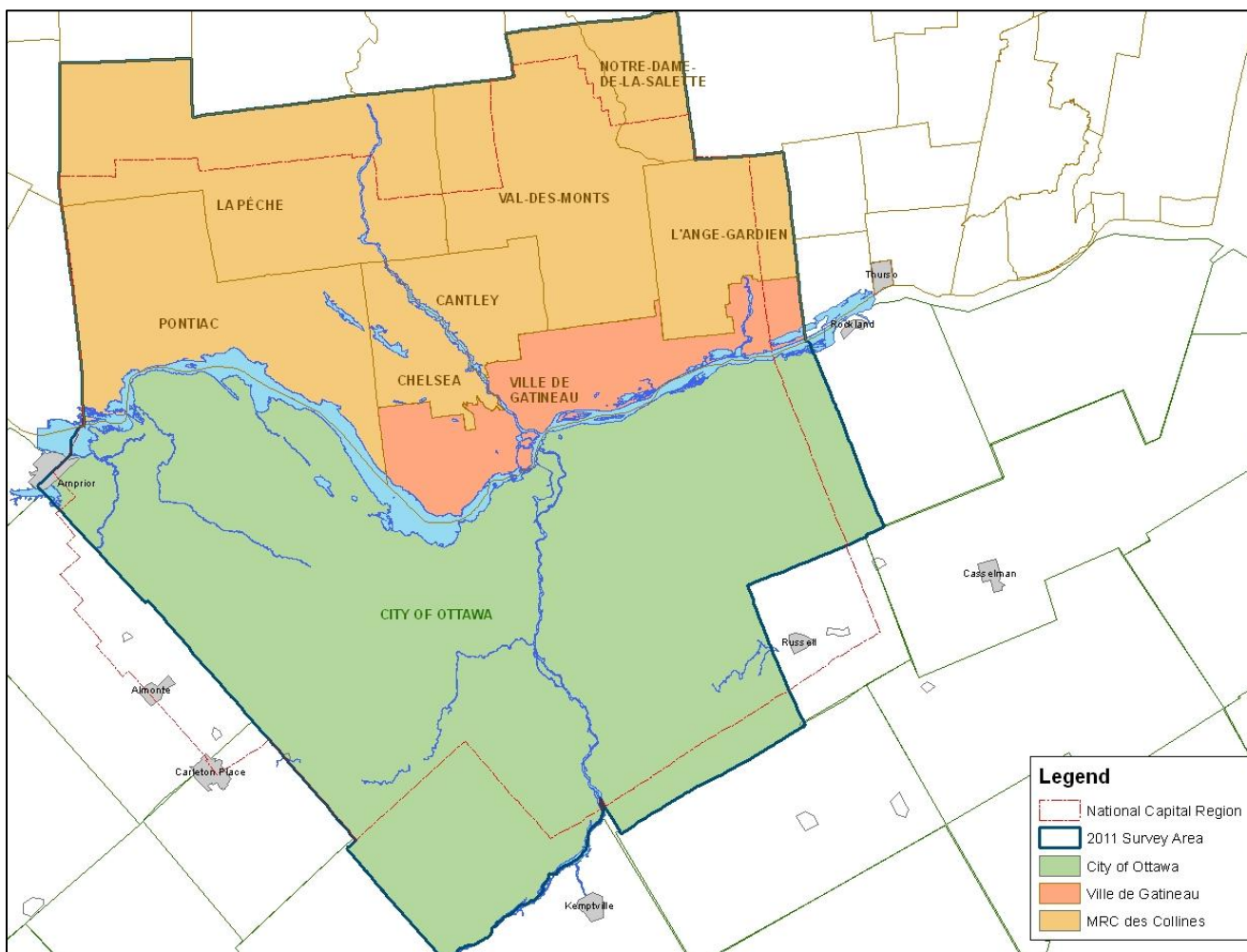
Households randomly selected to participate in the survey were from an area consisting of most of the National Capital Region; that is, from the City of Ottawa, Ville de Gatineau and the Municipalité régionale de comté des Collines de l'Outaouais. The municipalities of Almonte, Carleton Place and Russell (all in Ontario) which are within the National Capital Region were not included in the survey area. **Figure 2-1** depicts the surveyed areas. The 2011 survey area is the same as that of the 2005 survey.

For the purposes of tabulating the survey results in the Québec parts of the survey area, the Ville de Gatineau and the MRC des Collines de l'Outaouais are referred to collectively in this report as the "Outaouais."

The Consultant developed a survey sampling procedure that ensured the sample was distributed uniformly in proportion to the sample frame across the entire survey area, with some oversampling from sampling districts with smaller populations in order to keep the sampling errors within acceptable limits. The survey sample was composed of listed telephone numbers as well as randomly generated telephone numbers (to allow for contact with households with unlisted numbers). The sample plan aimed to achieve survey completions from 25,300 households, representative of the region.

The geography of the survey area was stratified into 42 different sampling districts. It should be noted that for reporting purposes, these sampling districts are amalgamated into 26 TRANS Districts. These sampling districts were based on a review of Census Tract boundaries (on the Québec side), traffic zone boundaries (on the Ottawa side), populations and household counts, Transitways, and the location of mid- and high-rise apartments. The sampling frame included 31 survey areas in Ontario, and 11 in Québec. A map of the 26 TRANS districts is provided in **Figure 5-1** in Section 5.

**Figure 2-1: Map of the Survey Area**



## 2.2 Survey Instrument

The same survey instrument used in past O-D surveys was used for the 2011 iteration to allow for maximum comparability with previous results in the National Capital Region. However, a few changes to the survey instrument were made, including the addition of new questions on household income, nature of occupation (if worker), arrival time, number of car passengers (if driving), and the relationship with the driver (if passenger).

The survey instrument is designed to collect information through a logical progression of events divided in three categories: household data, person data and trip data. **Table 2-1** outlines the primary data points of the survey.<sup>4</sup> The items listed in bold were newly collected in 2011.

**Table 2-1: TRANS 2011 O-D Survey – Data Collected**

Household	Person	Trip
Household No.	Person No.	Trip No.
Location	Age and gender	Origin and destination
Type of dwelling	Driver's license?	Departure and <b>arrival</b> time
Household size	Transit pass? (type, if any)	Purpose
Number of vehicles	Occupation status (worker, student, retiree, etc.)	Mode(s) used (car – driver or passenger, transit, bicycle, walk, etc.)
<b>Household income</b>	<b>Part-time student? (if worker, retiree, etc.)</b>	If transit: mode of access to stop/station, line(s) used, transfer point(s)
	<b>Part-time worker (if student, retiree, etc.)</b>	<b>If car-driver: number of persons in the car</b>
	<b>Occupation type (management, health etc.)</b>	<b>If car-passenger: relationship with the driver</b>
	Usual place of work or school and parking arrangement	
	Telecommuted the day before? (if no work trip)	

**Note: Bolded text** indicates newly collected information in 2011.

The new items allow an improved understanding of the basis for modelling travel. In particular, household income has been found to be a key variable in trip generation and mode choice. Part-time student and worker status and occupation type similarly are important in determining trip generation and mode choice. Auto occupancy (number of persons in the vehicle) was used to corroborate and expand upon other data sources, notably vehicle classification and occupancy counts. Finally, the relationship between the vehicle passenger and the driver (i.e., whether they were members of the same household or not) is important in modelling ridesharing as a mode.

<sup>4</sup> Some administrative and control variables also are included in the final database.

It may be noted that the survey was intended to capture personal travel for all purposes, including work-related business trips. However, the survey excludes trips made by householders who made trips as a commercial driver (e.g., taxi driver) and those for work on the road (e.g., plumbing service calls).

See **Appendix A** for the full English survey instrument, which outlines the structure of the survey and the flow of information collected. Note that the survey was also conducted in the respondent's language of choice, English or French. All survey materials, including the survey instrument, were developed in both languages.

### **2.3 Survey Process**

The 2011 O-D survey was conducted between September 20, 2011 and December 10, 2011, by way of computer-aided telephone interviews. A total of 26,342 surveys was completed among the NCR households.<sup>5</sup>

During the data collection period, surveys (i.e., interviews) were conducted from Tuesday to Saturday. This allowed interviewers to capture the survey participants' travel on the previous day; that is, on a working weekday. The majority of surveys were completed during weeknights between 16:30 and 21:15 and on Saturdays between 10:00 and 17:00. However, in order to maximize productivity, surveys were also completed on weekdays to reach residents requiring an appointment or who could not be contacted in the evening.

Prior to being called, sampled households were sent a brochure describing the study. The brochure was designed to notify the household of the forthcoming telephone call, and to inform on the nature of the survey and the confidentiality of the interview. A bilingual brochure was sent to households in Ontario and a French brochure (with information on how to receive a bilingual version) was sent out to households in Québec. Sending out advanced notification via letters, brochures and emails is a common and valuable practice that serves to enhance the participation rate and provides validation of the study.

As noted, survey participants were asked questions about all the trips made during the previous 24-hour weekday period, by them and by each person in their household (5 years of age and older). This includes trips made by foot, bicycle, rollerblade and motorized vehicle. Interviews were conducted with a representative of the household, 16 years of age and older, who could best provide information on the trips of all fellow household members.

Data were collected using SAQE, a system developed by the Ministère des Transports du Québec. The system also includes data quality and coding tools.

### **2.4 Data Quality and Processing**

Many quality control mechanisms were in place during and after the data collection period.

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<sup>5</sup> This represents the total number of surveyed households. However, a small number of these surveys was excluded from analysis due to insufficient data collected during the telephone interview. The summaries described in this report are based on the usable surveys (which constituted the vast majority of the surveys).

Supervisors regularly monitored interviews and checked completion statistics to ensure the quality of collected data. Completions were also monitored to ensure that a sufficient number of surveys were completed in each sampling district.

Multivariate validation tests integrated into SAQE allowed surveyors to complete basic data validation activities while conducting the survey. A substantial proportion of geo-coding was also completed during the survey process using the look-up tables integrated into SAQE, which contained most generators, intersections and address ranges.<sup>6</sup>

Once the survey was complete, SAQE conducted another series of validation checks for logic and completeness of information. A list of errors was generated for further investigation by coders. A list of generators and streets created by surveyors was also created. Coders checked if the new generator or street could be located in the existing look-up tables, and if not, validated the creation of a new generator.

Throughout the data collection, TRANS agency staff monitored the data collected and validated the coders' work. During and after the data collection, they geo-coded newly created generators and streets as well as households that had changed addresses by applying appropriate XY coordinates. They also performed checks to identify any logic errors that may have been missed by SAQE's integrated testing systems. Coders worked to correct any errors identified at this stage. During this phase of the data processing, approximately 1% of the household surveys were rejected due to too many vague or ambiguous origins or destinations, too many refused responses, or other problems identified with the survey data. MTQ also conducted a systematic geographic refinement of cases coded on street addresses, using assessment roles or street files to estimate the best possible XY coordinates.

Once the initial geocoding and cleaning phase was concluded, the entire dataset was extracted from SAQE to an MS Access database for final data processing. Survey response data were reviewed to ensure that all data fields contained values where expected. Outstanding geocoding issues were resolved to the extent possible. Treatments were applied to certain kinds of geocoded locations, such as offsets for locations coded to intersection and imputations of locations coded to street only without civic address. Once the geocoding was finalized, the data were also subjected to a number of standard trip logic tests (such as testing the distance between origin and destination for reasonableness with respect to the mode of travel used) and other validation tests.

The household, person, and trip records were screened against data acceptance criteria, and households with insufficient or poor information were rejected. Household surveys were rejected if household or demographic data critical to the analysis or data expansion were missing or could not be determined (e.g., household location, age and gender of persons within the household). Trips missing essential information such as departure time, purpose, mode, origin, or destination were flagged as 'poor trip records.' The household survey was rejected if the majority of persons five years of age or older (those for whom travel was captured) either had 50% or more poor trip records or had unknown mobility (i.e., the respondent refused to provide trip information for the given householder, or did not have knowledge of the trips made). At this stage, approximately 2.7% of the surveys collected were rejected. For accepted households, persons within the household with too many poor trips had their full 24-hour trip chains suppressed, and were treated as if they

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<sup>6</sup> Surveyors were also able to manually enter a generator name, address or intersection if it was not found in the look-up tables.

had unknown mobility. For persons with a minority of poor trip records, the unknown trip information were imputed, where possible, using algorithms tailored to randomly assign values with the same distributions as those observed for cases with similar households, people, trip purposes, points of origin, modes of travel and/or other characteristics.

The finalized dataset for this origin-destination survey includes person records for a small proportion of householders whose mobility is unknown (whether due to initial refusal to provide any information or later excluded due to any missing trip information at all after data processing). Only complete 24-hour trip chains with all essential trip data known or imputed for all trips are used in the analysis presented in this report and the transportation modelling. The existence of persons with unknown mobility was compensated by using trip correction factors in the data expansion, as explained in the following section.

## **2.5 Data Expansion**

Data weighting is used to adjust survey respondents' contributions to the overall survey results by a multiplication factor so as to compensate for both planned for and unexpected disproportionate results. The sampling plan oversampled certain geographic districts with smaller populations in order to obtain better data for areas with smaller populations. In addition to this planned-for disproportion by district, the unweighted survey data may also prove less than representative due to non-response bias, which occurs when certain types of household and/or individual are less likely to respond to the survey.

In the case of this survey, the intent of the data weighting is to adjust for correctable sources of disproportion or bias in the survey sample so that it represents (as best as possible) the actual travel patterns of all residents in the region, while expanding the household and person level data so that it represents (as best as possible) the actual number of residents and number of trips of the entire population. That is, the expanded survey data should provide survey estimates of the number of trips between areas, number of transit trips, etc., that closely align with actual counts within the region.

The following household and population controls were adjusted for in the data weighting and expansion, using 2011 Census data:

- Household counts by district (the study area stratified into the 42 sampling districts which were then amalgamated into the 26 TRANS districts for reporting (see **Figure 5-1**));
- Dwelling types within each district, grouped into single-detached, other ground-oriented dwellings (semi-detached and row/townhouses), and apartments/condominiums;
- Household sizes within each district (one-person, two-person, three to four persons, five or more persons);
- Population counts by district; and
- Age (nine groups) and gender distributions of the population within each district.

An iterative proportional fitting (IPF) method was employed to balance household weights and person weights for the multiple factors described above. In this method, incremental adjustments to the household weights are made in succession for each of the household controls, as well as a

composite adjustment to each household weight to account for the disproportionate distribution by age/gender amongst the members of each household. To limit the effect of extreme data weights, upper and lower limits were placed on weighting factors (with limits set relative to the base weight for household counts for each sampling district). Using the IPF method, any number of controls can be introduced. Each successive adjustment to balance a given control may slightly or significantly unbalance the correction previously introduced for a different control (which would normally be a disadvantage for multiplicative weighting). However, iteratively cycling through each control results in convergence to a solution where all household and population controls have expected distributions (to within reasonable tolerance). In this manner, all persons within each household typically carry the same base weight as the household, although it may be noted that small calibrations were made separately to the records at the household level and at the person level to ensure that the weighted counts of total households and of total persons matched Census figures.

Of note, this data weighting was undertaken for each of 42 sampling districts, whereas Section 5 of this report presents data for 26 TRANS districts, which are aggregations of the sampling districts (although occasionally sampling districts are sub-divided by TRANS district boundaries).

Following the data weighting and expansion, trip correction factors were introduced to correct for the following:

- A correction factor to account for disproportionate distribution (if any) of survey responses by weekday (Monday through Friday) in each district; and
- A correction factor to account for persons in each age/gender group within each district who have unknown mobility (e.g., respondent refused to provide trip data, or too many trips with poor or refused information).

The aforementioned correction factors were applied to the trip expansion factors only.

The expanded survey responses for household, person, and trip characteristics were compared to Census and other benchmark data (e.g., transit ridership in terms of both revenue trips and boardings) in order to validate the data expansion, with positive overall results. The expanded data were found to match very closely to the various controls adjusted for in the weighting, and also match closely other benchmark figures (such as number of employed persons in the planning area).<sup>7</sup>

## **2.6 Survey Completions**

A total of 26,342 randomly selected households participated in the survey and 25,374 surveys were retained for expansion and analysis. **Table 2-2** below summarizes the number of households per district, per region and for the survey area as well as the number of households with valid telephone numbers sampled, interviewed households and validated households, meaning those retained for analysis.

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<sup>7</sup> Note, however, that the absence of unlisted telephone numbers from the sampling universe constitutes a known bias risk. This includes households with no land lines or which use only cell phones.

Table 2-2: Household Interview Completions per Sampling District, 2011

Sampling District	Occupied Dwellings (2011 Census)	Valid Household Telephones Sampled (1)	Interviewed Households (2)	Valid Survey Response Rate (3)	Validated Household Surveys (4)	Sampling Rate (5)	Estimated Sampling Error (6)
101 Hull Centre	10,938	2,363	678	29%	619	5.7%	± 3.8%
102 Plateau	18,878	2,399	730	30%	742	3.9%	± 3.5%
103 Aylmer	10,259	1,614	512	32%	500	4.9%	± 4.3%
104 Nord de Hull-Aylmer	5,996	1,168	391	33%	374	6.2%	± 4.9%
105 Hull, Nord de St-Raymond	14,079	2,202	751	34%	699	5.0%	± 3.6%
106 Gatineau (ouest)	18,009	2,917	915	31%	899	5.0%	± 3.2%
107 Gatineau (centre)	13,526	2,234	714	32%	681	5.0%	± 3.7%
108 Gatineau (est)	11,518	1,644	516	31%	508	4.4%	± 4.3%
109 Nord de Gatineau, Val-des-Monts, Notre-Dame-de-la-Salette, L'Ange-Gardien	11,171	1,580	508	32%	523	4.7%	± 4.2%
110 Buckingham / Masson-Angers	9,841	1,496	486	32%	464	4.7%	± 4.4%
111 Chelsea / Cantley	5,991	1,150	372	32%	359	6.0%	± 5.0%
RDD, Outaouais prefixes (7)	n/a (7)	1,577	96	6%	n/d (7)	n/d (7)	n/a (7)
201 Ottawa Central	6,251	1,273	417	33%	372	6.0%	± 4.9%
202 Ottawa Inner Central	13,764	2,692	821	30%	742	5.4%	± 3.5%
203 Ottawa Inner West	12,125	1,816	613	34%	586	4.8%	± 3.9%
204 Ottawa Inner East	13,094	1,813	662	37%	623	4.8%	± 3.8%
205 Ottawa Inner South	6,451	1,109	408	37%	393	6.1%	± 4.8%
206 Ottawa East (n)	12,560	1,879	620	33%	613	4.9%	± 3.9%
207 Ottawa East (s)	12,678	2,377	652	27%	649	5.1%	± 3.7%
208 Beacon Hill	14,029	2,374	784	33%	785	5.6%	± 3.4%
209 Alta Vista (n)	12,034	1,743	600	34%	575	4.8%	± 4.0%
210 Alta Vista (s)	16,807	2,568	869	34%	844	5.0%	± 3.3%
211 Alta Hunt C (e)	13,592	1,935	601	31%	608	4.5%	± 3.9%
212 Alta Hunt C (w)	12,292	1,854	606	33%	599	4.9%	± 3.9%
213 Merivale (s)	19,244	2,927	966	33%	944	4.9%	± 3.1%
214 Merivale (n)	13,748	1,996	670	34%	656	4.8%	± 3.7%
215 Ottawa West (e)	12,120	1,830	603	33%	605	5.0%	± 3.9%
216 Ottawa West (w)	11,953	1,835	577	31%	588	4.9%	± 3.9%
217 Bayshore/Cedarview (s)	18,563	2,849	912	32%	919	5.0%	± 3.2%
218 Bayshore/Cedarview (n)	13,666	1,949	664	34%	641	4.7%	± 3.8%
219 Orleans (w)	12,516	1,999	648	32%	637	5.1%	± 3.8%
220 Orleans (e)	18,897	2,847	880	31%	866	4.6%	± 3.3%
221 Orleans (s)	11,538	1,717	548	32%	541	4.7%	± 4.1%
222 Rural East	4,093	1,153	397	34%	386	9.4%	± 4.7%
223 Rural SouthEast	9,316	1,427	467	33%	453	4.9%	± 4.5%
224 SouthGloucester/Leitrim	6,236	1,153	361	31%	352	5.6%	± 5.1%
225 South Nepean (ne)	12,467	1,916	609	32%	595	4.8%	± 3.9%
226 South Nepean (rest)	13,796	1,965	592	30%	599	4.3%	± 3.9%
227 Rural SouthWest	9,188	1,534	550	36%	536	5.8%	± 4.1%
228 Kanata (s)	16,167	2,560	798	31%	776	4.8%	± 3.4%
229 Kanata (n)	12,592	1,875	562	30%	563	4.5%	± 4.0%
230 Stittsville	9,253	1,561	472	30%	482	5.2%	± 4.3%
231 Rural West	8,751	1,433	478	33%	478	5.5%	± 4.4%
RDD, Ottawa prefixes (7)	n/a (7)	3,712	267	7%	n/d (7)	n/d (7)	n/a (7)
<b>Outaouais Total</b>	<b>130,206</b>	<b>22,344</b>	<b>6,669</b>	<b>30%</b>	<b>6,368</b>	<b>4.9%</b>	<b>± 1.2%</b>
<b>Ottawa Total</b>	<b>379,781</b>	<b>63,671</b>	<b>19,674</b>	<b>31%</b>	<b>19,006</b>	<b>5.0%</b>	<b>± 0.7%</b>
<b>Survey Area Grand Total</b>	<b>509,987</b>	<b>86,015</b>	<b>26,343</b>	<b>31%</b>	<b>25,374</b>	<b>5.0%</b>	<b>± 0.6%</b>

Notes:

- (1) Valid household phone numbers excluding those with phone numbers determined to be incorrect (i.e., not-in-service, non-residential) or outside the survey area. In total 106,825 phone numbers were dialled, but, of these, 20,810 were invalid. Counts reflect the initial geocoding to sampling district based on telephone listing address.
- (2) Valid survey response rate = total survey interviews completed as % of valid household phone numbers.
- (3) Interviewed Households. Represents the number of households interviewed from each original sampling district. Figures in this column reflect initial geocoding to sampling district based on telephone listing address, which may have later have been updated. Households from the Random Digit Dialed (RDD) strata were not geocoded to district, but were later assigned the appropriate district based on the address provided by the respondent.
- (4) Validated household surveys = surveys with sufficient good-quality information retained in the final survey dataset. In total, 969 surveys were rejected at various stages during geocoding, data cleaning, and validation. The figures in this column reflect the final geocoded locations of households.
- (5) Sampling rate = validated household survey completions in final data set as % of total occupied dwellings.
- (6) Sampling error = the margin of error of the survey results for households within each district due to random sampling, at a 95% confidence level (19 times out of 20), and for response proportions of 50% (maximum sampling error). This calculation has not been adjusted to account for data expansion.
- (7) RDD = random digit dialled phone numbers. The survey included a random selection of RDD phone numbers for land line and cell phone prefixes in the survey area; however, at client request, only limited dialling of landline RDD numbers was undertaken late in survey administration. After survey completion, interviews with RDD phone numbers were geocoded to the appropriate sampling district (increasing the number of valid surveys in certain districts).

The table also presents the margin of error associated with random sampling,<sup>8</sup> which is, overall, approximately  $\pm 0.6\%$  at a 95% confidence level (theoretically, for a given survey question, the true value for the population would be somewhere within the margin of error of the survey results, 19 times out of 20). Data weighting may slightly increase the sampling error beyond this. As with any survey, other possible sources of error may include: under-coverage error (e.g., exclusion of certain population groups such as institutional populations and households without telephones), non-response bias (corrected for in part by data weighting for key demographic variables), measurement error (controlled for by using a well developed survey instrument and in-depth interviewer training); processing errors during data coding and editing (controlled for through extensive data validation); and/or weighting errors (Census statistics used as weighting controls may be subject to over-/under-counts or other error; the weighting required aggregation of certain dwelling type, household size and age categories in order to prevent extreme weights; and the weighting processes, while sophisticated, may not perfectly synchronize the survey results with the Census counts).

In total, the final survey data set includes information on 25,374 households and 62,897 householders. Of the 59,663 householders five years of age or older and eligible to provide information on their travel for the day surveyed, 56,804 had known mobility (i.e., were confirmed as not travelling or provided good trip information for the majority of their trips). These individuals furnished information on 153,248 valid trips. After data weighting and expansion was applied, this robust set of origin-destination survey data serves as a snapshot of the travel patterns for households with telephones on a typical autumn 2011 weekday.

<sup>8</sup> Sampling error computed for response proportions of 50%, the circumstance for which the maximum variation of survey results is usually observed. For response proportions approaching 0% or 100%, the sampling error is less than the maximum sampling error computed here.

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### SECTION 3: COMPARISONS WITH OTHER SURVEYS

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Comparing key survey findings provides a useful benchmark against which key parameters can be assessed. This section compares two critical parameters from the 2011 survey - the daily person-trip and household-trip rates - with previous NCR surveys and with several other surveys across Canada. **Table 3-1** details the rates, along with populations, households and average household sizes (persons per households) for each cited survey. The comparative surveys provide rates from a range of city sizes and locations across the country, with a focus on Ontario and Québec surveys.

Note that the comparisons are necessarily approximate. In part, this is because the person-trip rates are developed against different populations; as shown in the table, some of these are developed against the surveyed populations (which are 5+ in some cases and 11+ in other cases). Furthermore, differences in survey method,<sup>9</sup> sample size and sample selection, as well as calculation methods (e.g., inclusion/exclusion of internal trips) may impact the results. Finally, it is common to see some fluctuations upwards or downwards between surveys. With these qualifications, however, it can be seen that:

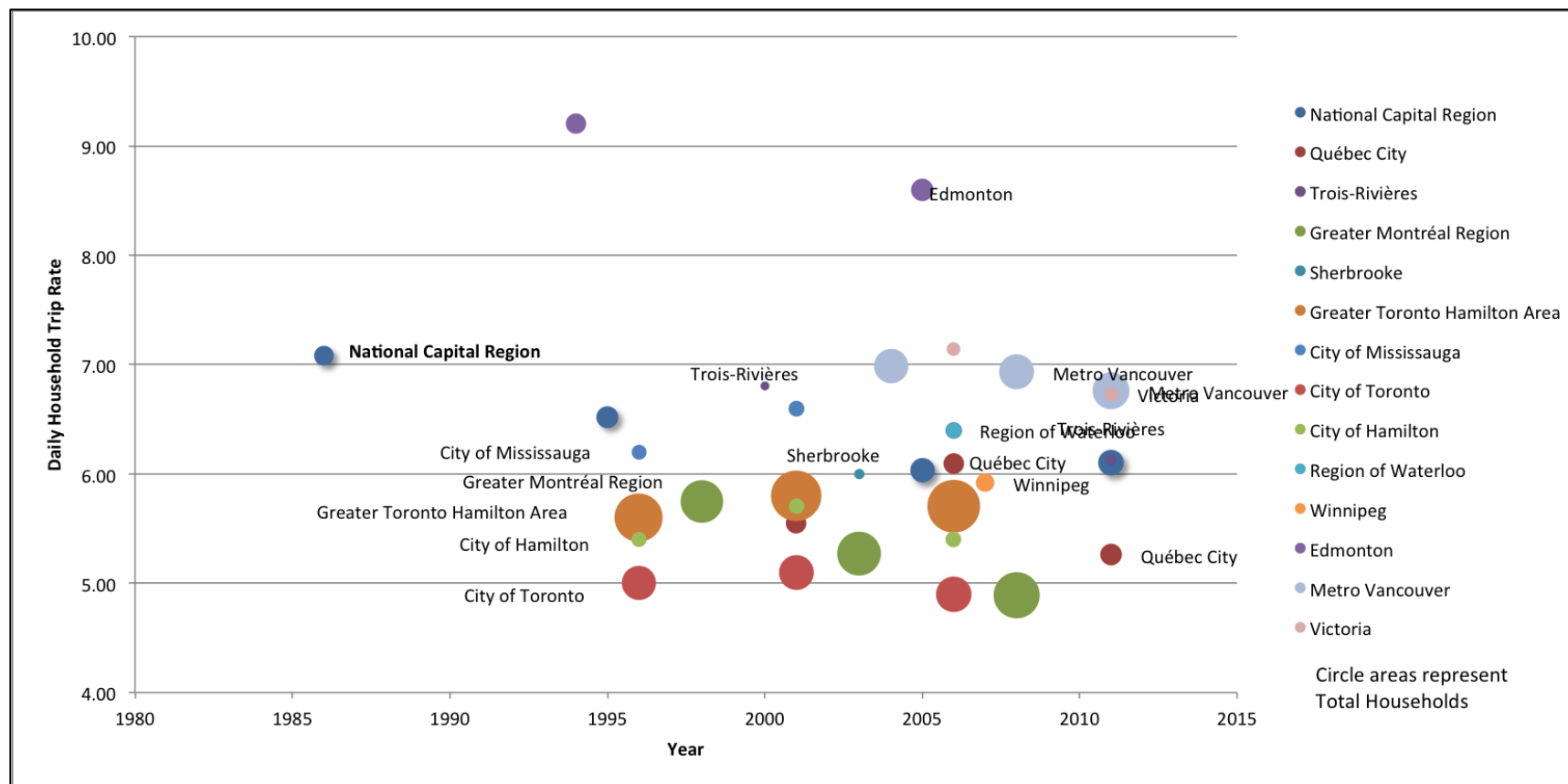
- The NCR's person-trip and household-trip rates are within the range of but generally higher than other urban areas, although not as high as those found in some cities (notably, Edmonton, Vancouver or Victoria). As **Figure 3-1** shows for household trip rates, the NCR's 'high-but-not-highest' situation occurs over several surveys.
- The NCR's tendency towards slight reductions or stabilization of person- and household-trip rates is consistent with those of other cities, as is the drop in average household size.

In sum, this comparison indicates that the 2011 NCR trip rates are reasonable and are consistent with values and trends found elsewhere.

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<sup>9</sup> In particular, it should be noted that the 1986 survey used the mailback instrument, which does not allow for probing in the way that the subsequent computer-aided telephone interviews do. As a result, some differences may be apparent; for example, in the capture of discretionary trips. There also may be slight differences in geographic boundaries of the survey areas over time.

**Figure 3-1: Comparison of Trip Rates per Household**



**Table 3-1: Comparison of Trip Rates – Selected Canadian Surveys**

City	Year of Survey	Total Population <sup>1</sup>	Total Households <sup>1</sup>	Daily Person Trip Rate <sup>1</sup>	Daily Household Trip Rate <sup>1</sup>	Avg. Persons Per Household <sup>1</sup>
National Capital Region	<b>2011</b>	<b>1,233,800</b>	<b>510,000</b>	<b>2.52 / 2.69 <sup>2</sup> / 2.67 <sup>3</sup></b>	<b>6.10 <sup>3</sup></b>	<b>2.42</b>
	2005	1,150,600	465,400	2.78 <sup>2</sup>	6.03	2.47
	1995	955,500	366,200	3.00 <sup>2</sup>	6.79	2.61
	1986	806,900	298,500	2.83 <sup>2</sup>	7.21	2.70
Québec City	2011 (prelim.)	810,200	364,800	2.37	5.26	2.22
	2006	755,300	333,200	2.81 <sup>3</sup>	6.09	2.27
	2001	713,000	325,400	2.65 <sup>3</sup>	5.55	2.19
Trois-Rivières	2011 (prelim.)	174,200	76,900	2.71	6.13	2.27
	2000	151,600	61,900	2.94 <sup>3</sup>	6.8	2.45
Greater Montréal Region	2008	3,939,800	1,652,300	2.16 <sup>3</sup>	4.89	2.38
	2003	3,606,000	1,489,600	2.30 <sup>3</sup>	5.27	2.42
	1998	3,499,000	1,406,800	2.46 <sup>3</sup>	5.75	2.49
Sherbrooke	2003	195,000	83,200	2.8 <sup>3</sup>	6.0	2.34
Greater Toronto Hamilton Area	2006	5,871,900	2,160,100	2.4 <sup>2</sup>	5.7	2.72
	2001	5,386,100	1,975,200	2.5 <sup>2</sup>	5.8	2.73
	1996	4,926,400	1,805,000	2.4 <sup>2</sup>	5.6	2.73
City of Mississauga	2006	648,600	214,900	2.5 <sup>2</sup>	6.4	3.02
	2001	592,100	194,700	2.6 <sup>2</sup>	6.6	3.04
	1996	518,700	172,900	2.5 <sup>2</sup>	6.2	3.00
City of Toronto	2006	2,445,900	979,300	2.2 <sup>2</sup>	4.9	2.50
	2001	2,368,700	943,300	2.3 <sup>2</sup>	5.1	2.51
	1996 <sup>4</sup>	2,305,600	908,500	2.3 <sup>2</sup>	5.0	2.54
City of Hamilton	2006	487,100	194,500	2.5 <sup>2</sup>	5.4	2.50
	2001	485,900	188,900	2.5 <sup>2</sup>	5.7	2.57
	1996 <sup>5</sup>	462,000	179,100	2.5 <sup>2</sup>	5.4	2.58
Region of Waterloo	2006	476,400	178,000	2.8 <sup>2</sup>	6.4	2.68
Winnipeg	2007	633,000	265,000	2.83 <sup>2</sup>	5.92	2.39
Edmonton	2005	1,005,500	391,200	3.63	8.6	2.57
	1994	867,800	321,400	3.61	9.2	2.70
Greater Vancouver <sup>6</sup>	2011	2,590,900	1,060,500	2.77	6.76	2.44
	2008	2,476,400	948,000	2.65	6.93	2.61
	2004	2,132,800	913,600	3.17	6.99	2.33
Victoria (CRD) <sup>7</sup>	2011	344,900	153,400	3.30 <sup>2</sup>	6.73	2.25
	2006	330,400	145,500	3.50 <sup>2</sup>	7.14	2.27

Notes:

1. Population and household rounded to nearest 100. Rates shown to one decimal, unless detailed data were published or available for calculation.
2. Trip rates are for population 11+ (ages 11 and older).
3. Trip rates are for population 5+ (ages five and older).
4. Formerly the Municipality of Metropolitan Toronto (same area as the City of Toronto).
5. Formerly the Region of Hamilton-Wentworth (same area as the City of Hamilton).
6. Includes Fraser Valley Regional District. Except for person trip rate, which was provided by TransLink, consultant has estimated the other rates, using Statistics Canada 2011 Census results for Greater Vancouver and Fraser Valley Regional Districts.
7. Data for 2006 reflect the same area that was surveyed in 2011. (The two surveys covered mostly overlapping geographical areas.)

## SECTION 4: KEY FINDINGS

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### 4.1 Introduction

This section presents the key findings of the survey. Where possible, comparisons are made with the results of previous NCR surveys; this is done partly by retaining (also where possible) a similar format to previous NCR survey reports. The presentation looks at the NCR as a whole although – where appropriate – findings also are presented separately for Ottawa and Outaouais residents.

### 4.2 Household Characteristics

The household is the basic survey unit, so the discussion begins with a profile of the characteristics of the NCR's households. **Table 4-1** breaks down the type of dwelling units. Because dwelling unit type can be an indicator of household size, location within the urban area, household income and vehicle ownership, it can be a determinant of travel activity. Note that the different categorizations used in different survey years limit the direct comparability of the data. Nonetheless, single detached units continue to dominate (44.4%), although apartments and condominiums (i.e., multi-unit buildings) have grown quickly (31.6%). Also important, it should be noted that in 2011 dwelling unit type was used as one of the expansion variables (thus adding an increased level of precision to the 2011 survey results, whereas in previous years only total households was used). As a result, the apparent drop in single detached units between 2011 and 2005 may reflect inaccuracies with the distribution of the 2005 dwelling unit types (although not with the more critical total households).

Note that tabulations have been rounded to the nearest 100, for convenience. As a result, totals – in this case, the sum of the Ottawa and Outaouais dwelling unit counts for each type – might not sum in the table exactly to the Total Survey Area values presented in the table.

**Figure 4-1** shows the distribution of household income. New in 2011, the survey asked survey participants to identify in which of eight income bands their household belonged. This categorization allowed participants to respond quickly without having to do precise and time-consuming tallies. This approximation enabled a high response rate to this question – 77% - to what can be a contentious topic in a public survey. Moreover, the bands are sufficient for analyzing different categories' propensity for travel and match categories used by Statistics Canada in its publications.

From the figure, it can be seen that almost half of all reporting households (46.6%) are in \$30,000 - \$89,999 household income range. The most common single category is the \$30,000 - \$59,999 range, at almost ¼ of all households that responded to this question (24.2%).

**Table 4-2** breaks down household income by dwelling unit type. **Table 4-3** provides a similar break down, this time of household income categorizes by household size (that is, the number of occupants). **Table 4-4** presents a break down household income categories by household vehicle availability.<sup>10</sup> For ease of reference, both tabulations include those households whose size and vehicles were recorded but which declined to provide their income.

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<sup>10</sup> 'Availability' refers to all vehicles that are available for personal use by a household, regardless of who owns the vehicle (e.g., a company car may be available for a householder's use, even though it is owned by an employer).

**Table 4-1: Type of Household Dwelling**
**Ottawa Residents**

Survey Year	Single-detached	Semi-detached	Row / Townhouse	Apartment or Condo (tenant)	Apartment or Condo (owner)	Other <sup>1</sup>	Total <sup>2</sup>
2011 <sup>3</sup>	164,000	29,900	69,300	85,800	30,700	--	379,800
2005	185,300	24,300	52,900	77,000 <sup>5</sup>		8,400	347,900
1995 <sup>4</sup>	182,900			90,300		--	273,200
1986	103,700	19,500	29,000	69,800 <sup>5</sup>		6,000	228,100

**Outaouais Residents**

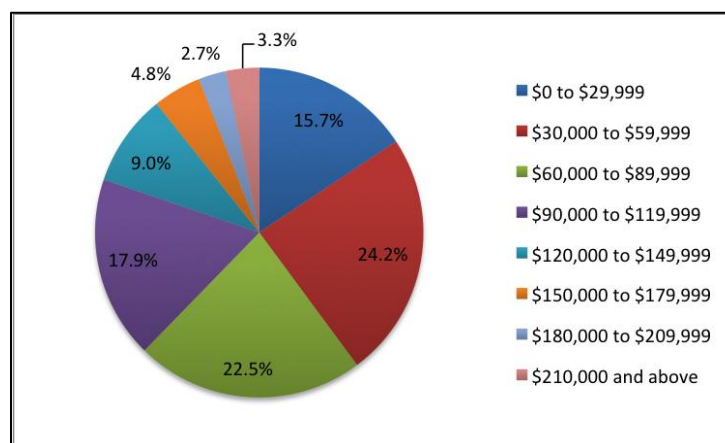
Survey Year	Single-detached	Semi-detached	Row / Townhouse	Apartment or Condo (tenant)	Apartment or Condo (owner)	Other <sup>1</sup>	Total <sup>2</sup>
2011 <sup>3</sup>	62,500	17,300	5,500	35,200	9,700	--	130,200
2005	69,400	15,000	6,200	22,200 <sup>5</sup>		4,600	117,500
1995 <sup>4</sup>	63,300			29,700		--	93,000
1986	39,100	5,900	4,500	17,100 <sup>5</sup>		3,900	70,300

**Total Survey Area Residents**

Survey Year	Single-detached	Semi-detached	Row / Townhouse	Apartment or Condo (tenant)	Apartment or Condo (owner)	Other <sup>1</sup>	Total <sup>2</sup>
2011 <sup>3</sup>	226,500	47,200	74,900	121,100	40,400	--	510,100
2005	254,700	39,200	59,200	99,200 <sup>5</sup>		13,000	465,400
1995 <sup>4</sup>	246,200			120,000		--	366,200
1986	142,800	25,400	33,500	86,900 <sup>5</sup>		9,900	298,500

Note: Values may not add due to rounding. Other notes:

1. 'Other' category not included in 2011.
2. Due to differences in categories in different survey years, the totals may not be directly comparable.
3. 2011 data were weighted by three dwelling type groupings; data from previous cycles were not.
4. In 1995, there were two categories: house (separate entrance) and apartment (common entrance). Data provided by TRANS.
5. Combines "tenant" and "owner" categories of apartments / condos.

**Figure 4-1: Distribution of Household Income Groups, 2011**


Distribution based on 77% of surveyed households that responded to this question. Percentages may not add up exactly to 100% due to rounding.

**Table 4-2: Household Income by Household Dwelling Type, 2011**
**Ottawa Residents**

Household Income	Single-detached	Semi-detached	Row / Townhouse	Apartment or Condo (tenant)	Apartment or Condo (owner)	Total
\$0 to \$29,999	6,100	2,000	6,700	25,700	3,200	43,700
\$30,000 to \$59,999	17,800	5,500	14,900	22,700	7,500	68,400
\$60,000 to \$89,999	25,800	6,100	15,200	12,500	6,500	66,100
\$90,000 to \$119,999	29,300	4,900	11,100	5,400	3,500	54,200
\$120,000 to \$149,999	18,200	2,200	4,800	1,800	800	27,800
\$150,000 to \$179,999	10,700	1,300	1,800	500	800	15,100
\$180,000 to \$209,999	7,200	600	800	100	300	9,000
\$210,000 and above	8,700	500	700	600	500	11,000
Total, all categories *	123,800	23,100	56,000	23,100	69,300	295,300
Decline / Don't know	40,300	6,800	13,500	16,500	7,500	84,600

**Outaouais Residents**

Household Income	Single-detached	Semi-detached	Row / Townhouse	Apartment or Condo (tenant)	Apartment or Condo (owner)	Total
\$0 to \$29,999	4,200	1,200	500	11,200	900	18,000
\$30,000 to \$59,999	9,700	3,500	1,500	9,000	2,700	26,400
\$60,000 to \$89,999	11,600	3,600	1,100	3,500	2,200	22,000
\$90,000 to \$119,999	10,400	2,800	700	1,400	900	16,200
\$120,000 to \$149,999	5,500	1,100	300	300	300	7,500
\$150,000 to \$179,999	2,600	500	-	200	100	3,400
\$180,000 to \$209,999	1,500	200	-	-	-	1,700
\$210,000 and above	1,500	100	100	100	-	1,800
Total, all categories *	47,000	13,000	4,200	7,100	25,700	97,000
Decline / Don't know	15,400	4,200	1,300	9,500	2,600	33,000

**Total Survey Area Residents**

Household Income	Single-detached	Semi-detached	Row / Townhouse	Apartment or Condo (tenant)	Apartment or Condo (owner)	Total
\$0 to \$29,999	10,300	3,200	7,200	36,800	4,100	61,600
\$30,000 to \$59,999	27,500	9,000	16,300	31,700	10,300	94,800
\$60,000 to \$89,999	37,400	9,800	16,300	16,000	8,700	88,200
\$90,000 to \$119,999	39,600	7,700	11,700	6,800	4,400	70,200
\$120,000 to \$149,999	23,700	3,300	5,100	2,200	1,200	35,500
\$150,000 to \$179,999	13,400	1,800	1,800	800	900	18,700
\$180,000 to \$209,999	8,700	800	800	100	300	10,700
\$210,000 and above	10,200	600	800	700	500	12,800
Total, all categories *	170,800	36,200	60,000	30,400	95,100	392,500
Decline / Don't know	55,700	11,000	14,900	26,000	10,100	117,700

Values may not add due to rounding.

\* Excludes decline / don't know.

**Table 4-3: Household Income by Household Size, 2011**
**Ottawa Residents**

Household Income	1 person	2 persons	3 persons	4 persons	5 + persons	Total
\$0 to \$29,999	24,400	10,200	4,400	2,300	2,400	43,700
\$30,000 to \$59,999	29,000	22,400	7,500	5,200	4,200	68,300
\$60,000 to \$89,999	19,200	24,000	10,100	8,400	4,400	66,100
\$90,000 to \$119,999	7,600	19,700	10,700	10,900	5,200	54,100
\$120,000 to \$149,999	1,200	9,700	6,100	8,000	3,000	28,000
\$150,000 to \$179,999	600	4,800	3,700	4,400	1,700	15,200
\$180,000 to \$209,999	300	2,300	1,800	3,200	1,400	9,000
\$210,000 and above	600	2,900	2,500	3,300	1,600	10,900
Total, all categories *	82,900	96,000	46,800	45,700	23,900	295,300
Decline / Don't know	24,600	29,400	13,000	11,900	5,700	84,600

**Outaouais Residents**

Household Income	1 person	2 persons	3 persons	4 persons	5 + persons	Total
\$0 to \$29,999	10,900	4,500	1,500	600	600	18,100
\$30,000 to \$59,999	10,400	9,500	3,300	2,100	1,200	26,500
\$60,000 to \$89,999	3,900	8,200	5,200	3,200	1,500	22,000
\$90,000 to \$119,999	1,900	5,600	3,600	3,700	1,400	16,200
\$120,000 to \$149,999	300	2,300	1,700	2,400	800	7,500
\$150,000 to \$179,999	200	1,000	800	1,100	400	3,500
\$180,000 to \$209,999	--	300	400	700	200	1,600
\$210,000 and above	200	500	400	600	200	1,900
Total, all categories *	27,800	31,900	16,900	14,400	6,300	97,300
Decline / Don't know	10,400	12,400	4,700	3,900	1,700	33,100

**Total Survey Area Residents**

Household Income	1 person	2 persons	3 persons	4 persons	5 + persons	Total
\$0 to \$29,999	35,300	14,700	5,900	2,900	2,900	61,700
\$30,000 to \$59,999	39,400	32,000	10,800	7,200	5,400	94,800
\$60,000 to \$89,999	23,100	32,200	15,400	11,600	6,000	88,300
\$90,000 to \$119,999	9,400	25,300	14,300	14,600	6,600	70,200
\$120,000 to \$149,999	1,500	12,000	7,800	10,300	3,800	35,400
\$150,000 to \$179,999	800	5,800	4,400	5,500	2,000	18,500
\$180,000 to \$209,999	300	2,500	2,300	3,900	1,700	10,700
\$210,000 and above	700	3,400	2,900	3,900	1,900	12,800
Total, all categories *	110,500	127,900	63,800	59,900	30,300	392,400
Decline / Don't know	35,000	41,800	17,700	15,800	7,400	117,700

Values may not add due to rounding.

\* Excludes decline / don't know.

**Table 4-4: Household Income by Number of Household Vehicles, 2011**
**Ottawa Residents**

Household Income	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles	Total
\$0 to \$29,999	22,000	18,000	3,000	500	100	43,600
\$30,000 to \$59,999	13,000	41,300	11,700	1,700	600	68,300
\$60,000 to \$89,999	6,600	36,300	19,600	2,900	600	66,000
\$90,000 to \$119,999	2,700	23,100	23,200	4,100	900	54,000
\$120,000 to \$149,999	700	8,100	15,500	2,800	800	27,900
\$150,000 to \$179,999	300	3,900	8,700	1,500	800	15,200
\$180,000 to \$209,999	200	1,800	5,400	1,100	300	8,800
\$210,000 and above	100	2,200	6,000	2,100	600	11,000
Total, all categories *	45,600	134,700	93,100	16,700	4,700	294,800
Decline / Don't know	13,400	36,700	27,700	5,100	1,800	84,700

**Outaouais Residents**

Household Income	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles	Total
\$0 to \$29,999	6,500	9,100	2,100	300	-	18,000
\$30,000 to \$59,999	2,100	16,200	6,600	1,300	300	26,500
\$60,000 to \$89,999	600	9,800	9,600	1,500	400	21,900
\$90,000 to \$119,999	200	5,100	8,500	1,700	600	16,100
\$120,000 to \$149,999	-	1,600	4,700	900	300	7,500
\$150,000 to \$179,999	-	600	2,000	500	300	3,400
\$180,000 to \$209,999	-	200	900	400	100	1,600
\$210,000 and above	-	300	1,000	300	200	1,800
Total, all categories *	9,400	42,900	35,400	6,900	2,200	96,800
Decline / Don't know	4,300	15,100	10,700	2,100	800	33,000

**Total Survey Area Residents**

Household Income	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles	Total
\$0 to \$29,999	28,500	27,000	5,200	800	200	61,700
\$30,000 to \$59,999	15,100	57,500	18,300	3,000	900	94,800
\$60,000 to \$89,999	7,200	46,200	29,200	4,500	1,100	88,200
\$90,000 to \$119,999	2,900	28,200	31,800	5,800	1,600	70,300
\$120,000 to \$149,999	700	9,700	20,200	3,700	1,200	35,500
\$150,000 to \$179,999	300	4,500	10,800	1,900	1,100	18,600
\$180,000 to \$209,999	200	2,000	6,400	1,500	500	10,600
\$210,000 and above	100	2,500	7,000	2,400	800	12,800
Total, all categories *	55,000	177,600	128,900	23,600	7,400	392,500
Decline / Don't know	17,700	51,800	38,400	7,300	2,600	117,800

Values may not add due to rounding.

\* Excludes decline / don't know.

**Table 4-5, Table 4-6 and Table 4-7** tabulate the percentage distribution of household income by dwelling unit type, household size and household vehicles, respectively. (These calculations are based only on the 77% of households that responded to the income question.) From the shaded cells in **Table 4-5**, it can be seen that half (50.1%) of the households are concentrated among single-detached homes and tenant-occupied apartments / condominiums. In **Table 4-6**, it can be seen that almost ½ (47.7%) of the households are concentrated among one- and two-person households (representing 3/5 or 60.8% of all reporting households), mostly under the \$90,000 income threshold. **Table 4-7** shows a similar concentration of respondents, with almost 2/3 (63.3%)

of the households concentrated among zero-, one- or two-vehicle households. Almost ½ (45.2%) of all households have one vehicle, and almost 4/5 (78.1%) of reporting households have one or two vehicles.

**Table 4-5: Household Income by Dwelling Unit Type - % Distribution, 2011**

Total Survey Area Residents

Household Income	Single-detached	Semi-detached	Row/Tow house	Apartment / Condo (tenant)	Apartment / Condo (owner)	Total
\$0 to \$29,999	2.6%	0.8%	1.8%	9.4%	1.0%	15.7%
\$30,000 to \$59,999	7.0%	2.3%	4.2%	8.1%	2.6%	24.2%
\$60,000 to \$89,999	9.5%	2.5%	4.2%	4.1%	2.2%	22.5%
\$90,000 to \$119,999	10.1%	2.0%	3.0%	1.7%	1.1%	17.9%
\$120,000 to \$149,999	6.0%	0.8%	1.3%	0.6%	0.3%	9.0%
\$150,000 to \$179,999	3.4%	0.5%	0.5%	0.2%	0.2%	4.8%
\$180,000 to \$209,999	2.2%	0.2%	0.2%	0.0%	0.1%	2.7%
\$210,000 and above	2.6%	0.2%	0.2%	0.2%	0.1%	3.3%
Total	43.5%	9.2%	15.3%	24.2%	7.7%	100.0%

Note: distributions based upon 77% of surveyed households that responded to this question. Totals exclude Declined / Don't Know.

**Table 4-6: Household Income by Household Size - % Distribution, 2011**

Total Survey Area Residents

Household Income	1 person	2 persons	3 persons	4 persons	5 + persons	Total
\$0 to \$29,999	9.0%	3.7%	1.5%	0.7%	0.7%	15.7%
\$30,000 to \$59,999	10.0%	8.2%	2.8%	1.8%	1.4%	24.2%
\$60,000 to \$89,999	5.9%	8.2%	3.9%	3.0%	1.5%	22.5%
\$90,000 to \$119,999	2.4%	6.4%	3.6%	3.7%	1.7%	17.9%
\$120,000 to \$149,999	0.4%	3.1%	2.0%	2.6%	1.0%	9.0%
\$150,000 to \$179,999	0.2%	1.5%	1.1%	1.4%	0.5%	4.7%
\$180,000 to \$209,999	0.1%	0.6%	0.6%	1.0%	0.4%	2.7%
\$210,000 and above	0.2%	0.9%	0.7%	1.0%	0.5%	3.3%
Total	28.2%	32.6%	16.3%	15.3%	7.7%	100.0%

Note: distributions based upon 77% of surveyed households that responded to this question. Totals exclude Declined / Don't Know.

**Table 4-7: Household Income by Number of Household Vehicles - % Distribution, 2011**

Total Survey Area Residents

Household Income	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles	Total
\$0 to \$29,999	7.3%	6.9%	1.3%	0.2%	0.1%	15.7%
\$30,000 to \$59,999	3.8%	14.6%	4.7%	0.8%	0.2%	24.2%
\$60,000 to \$89,999	1.8%	11.8%	7.4%	1.1%	0.3%	22.5%
\$90,000 to \$119,999	0.7%	7.2%	8.1%	1.5%	0.4%	17.9%
\$120,000 to \$149,999	0.2%	2.5%	5.1%	0.9%	0.3%	9.0%
\$150,000 to \$179,999	0.1%	1.1%	2.8%	0.5%	0.3%	4.7%
\$180,000 to \$209,999	0.1%	0.5%	1.6%	0.4%	0.1%	2.7%
\$210,000 and above	0.0%	0.6%	1.8%	0.6%	0.2%	3.3%
Total	14.0%	45.2%	32.8%	6.0%	1.9%	100.0%

Note: distributions based upon 77% of surveyed households that responded to this question. Totals exclude Declined / Don't Know.

Finally, **Table 4-8** tabulates household size by household vehicles. **Table 4-9** indicates that among zero-vehicle households, the largest single category is one-person households (9.6% of all households, or 2/3 of zero-vehicle households). Three-quarters of one-vehicle households (33.4% of all households) are one- or two-person households, and 85% of two-vehicle households are two- or three to four-person households (28.0% of all households).

**Table 4-8: Household Size by Household Vehicles, 2011**

Ottawa Residents

Household Size	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles
1 person	38,600	64,000	4,000	500	400
2 persons	14,300	60,900	45,100	3,900	1,300
3 to 4 persons	5,300	37,800	57,600	13,400	3,300
5 to 6 persons	700	7,700	13,100	3,700	1,800
7 to 9 persons	100	700	1,100	400	100
10+ persons	-	100	-	-	-

Outaouais Residents

Household Size	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles
1 person	10,400	25,400	2,000	300	100
2 persons	2,700	20,100	19,800	1,400	200
3 to 4 persons	600	10,800	20,300	6,100	2,100
5 to 6 persons	100	1,700	3,900	1,100	700
7 to 9 persons	-	100	200	100	-
10+ persons	-	-	-	-	-

Total Survey Area Residents

Household Size	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles
1 person	48,900	89,300	6,000	800	400
2 persons	17,000	81,100	64,900	5,200	1,600
3 to 4 persons	6,000	48,600	77,900	19,400	5,400
5 to 6 persons	800	9,400	17,000	4,700	2,500
7 to 9 persons	100	900	1,300	500	100
10+ persons	-	100	100	-	-

Values may not add due to rounding.

**Table 4-9: Household Size by Household Vehicles - % distribution, 2011**

Household Size	0 vehicles	1 vehicle	2 vehicles	3 vehicles	4 + vehicles	Total
1 person	9.6%	17.5%	1.2%	0.2%	0.1%	28.5%
2 persons	3.3%	15.9%	12.7%	1.0%	0.3%	33.3%
3 to 4 persons	1.2%	9.5%	15.3%	3.8%	1.1%	30.8%
5 to 6 persons	0.2%	1.8%	3.3%	0.9%	0.5%	6.7%
7 to 9 persons	0.0%	0.2%	0.3%	0.1%	0.0%	0.6%
10+ persons	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	14.3%	45.0%	32.8%	6.0%	2.0%	100.0%

### 4.3 Occupational Status

**Table 4-10** summarizes the occupational status of respondents. The table lists the primary status, for which full-time employment, full-time student and retiree constitute the large majority. Respondents were also asked if they had a secondary status; specifically, if they also were part-time employees or part-time students in addition to their primary status. Notably, 17% of students also have part-time employment; and 4% of full-time employees also are part time students, while 9% of part-time employees also are part-time students. Seven percent of retirees and 9% of homemakers also are employed or study part-time. Although these percentages are relatively small, they are important determinants in estimating the 'double commute' to both work and school. Combining all information, the expanded survey data show 661,600 people in the study area as employed (whether as their primary occupational status or as a secondary occupational status).

**Table 4-10: Status, 2011**

#### Ottawa Residents

Status Type	Primary Status	Secondary Status: PT Employment	Secondary Status: PT Student	Total Employed (Primary Status + Total Other PT Employed)	Total Students (Primary Status + Total Other PT Students)
Full time employment	(a) 387,700	-	15,300	(a) 387,700	
Part time employment	(b) 48,700	-	4,600	(b) + (d) 104,900	
Student (FT or PT)	(c) 210,500	44,400	-		(c) + (e) 235,000
Retiree	158,400	9,800	2,000		
Unemployed	22,400	-	1,500		
Homemaker	27,200	2,000	1,200		
Other	16,300	-	-		
Total	871,200	(d) 56,200	(e) 24,600	492,600	235,000

#### Outaouais Residents

Status Type	Primary Status	Secondary Status: PT Employment	Secondary Status: PT Student	Total Employed (Primary Status + Total Other PT Employed)	Total Students (Primary Status + Total Other PT Students)
Full time employment	(a) 139,800	-	7,100	(a) 139,800	
Part time employment	(b) 11,700	-	1,400	(b) + (d) 29,300	
Student (FT or PT)	(c) 66,400	14,100	-		(c) + (e) 75,800
Retiree	53,800	3,200	600		
Unemployed	7,000	-	200		
Homemaker	8,200	300	200		
Other	5,100	-	-		
Total	292,000	(d) 17,600	(e) 9,500	169,100	75,800

#### Total Survey Area Residents

Status Type	Primary Status	Secondary Status: PT Employment	Secondary Status: PT Student	Total Employed (Primary Status + Total Other PT Employed)	Total Students (Primary Status + Total Other PT Students)
Full time employment	(a) 527,500	-	22,400	(a) 527,500	
Part time employment	(b) 60,400	-	6,000	(b) + (d) 134,200	
Student (FT or PT)	(c) 276,800	58,500	-		(c) + (e) 310,800
Retiree	212,200	13,100	2,500		
Unemployed	29,400	-	1,700		
Homemaker	35,500	2,200	1,400		
Other	21,500	-	-		
Total	1,163,300	(d) 73,800	(e) 34,000	661,600	310,800

Values may not add due to rounding.

**Table 4-11** tabulates the occupation type for all full time and part-time employees. Note that part-time employees include people whose primary occupation, as defined in **Table 4-10**, is not worker.

**Table 4-11: Occupation Type, 2011**

**Ottawa Residents \***

Occupation Type	Male	Female	Total	%
Management	21,700	16,600	38,300	8%
Business, Finance and Administrative	27,200	45,500	72,700	15%
Natural and Applied Science and Related Occupation	45,300	15,700	61,000	13%
Health	6,500	20,000	26,500	5%
Social Science, Education, Government Service and Religion	52,500	73,400	125,900	26%
Art, Culture, Recreation and Sport	8,800	10,200	19,000	4%
Sales and Service	50,000	49,500	99,500	21%
Trades, Transport and Equipment Operators and Related Occupation	30,800	3,400	34,200	7%
Primary Industry	3,900	800	4,700	1%
Processing, Manufacturing and Public Utilities	800	400	1,200	0%
Total	247,500	235,500	483,000	100%

**Outaouais Residents \***

Occupation Type	Male	Female	Total	%
Management	6,200	5,800	12,000	7%
Business, Finance and Administrative	11,400	17,900	29,300	18%
Natural and Applied Science and Related Occupation	9,900	3,400	13,300	8%
Health	1,500	6,500	8,000	5%
Social Science, Education, Government Service and Religion	18,500	26,400	44,900	27%
Art, Culture, Recreation and Sport	3,700	3,400	7,100	4%
Sales and Service	14,700	14,100	28,800	18%
Trades, Transport and Equipment Operators and Related Occupation	17,400	1,700	19,100	12%
Primary Industry	600	200	800	0%
Processing, Manufacturing and Public Utilities	1,100	100	1,200	1%
Total	85,000	79,500	164,500	100%

**Total Survey Area Residents \***

Occupation Type	Male	Female	Total	%
Management	27,800	22,300	50,100	8%
Business, Finance and Administrative	38,500	63,400	101,900	16%
Natural and Applied Science and Related Occupation	55,200	19,200	74,400	11%
Health	8,000	26,500	34,500	5%
Social Science, Education, Government Service and Religion	71,000	99,800	170,800	26%
Art, Culture, Recreation and Sport	12,500	13,600	26,100	4%
Sales and Service	64,700	63,600	128,300	20%
Trades, Transport and Equipment Operators and Related Occupation	48,200	5,000	53,200	8%
Primary Industry	4,500	900	5,400	1%
Processing, Manufacturing and Public Utilities	1,900	500	2,400	0%
Total	332,300	314,800	647,100	100%

Values may not add due to rounding.

\* Figures do not include data from 684 records (representing approximately 14,400 persons in the population in the expanded data) for persons who are workers but either declined to respond to this question or provided insufficient information.

Although the labour force is almost evenly divided (51.4% male, 48.6% female), consistent with findings elsewhere in Canada, the occupation type is not evenly distributed. Males remain dominant in management; natural and applied science and related occupation; trades, transport and equipment operators and related occupations; primary industry; and processing, manufacturing and public utilities. Females are dominant in business, finance and administration; health; and social science, education, government service and religion. There is approximately equal participation in art, culture, recreation and sport, and sales and service.

#### 4.4 Determinants of Travel

**Table 4-12** summarizes the key demographic determinants of travel for the NCR, for the current and 2005, 1995 and 1986 survey years. These determinants are population, households, the employed population and vehicles: all of these reflect ‘home-end’ characteristics (i.e., where people live). The table also compares average household size, the average number of workers (employed population) per household, and the average number of vehicles per household.

**Table 4-12: Key Survey Area Determinants**

##### Ottawa Residents

Survey Year	Population	Households	Employed Population *	Vehicles	Persons / Household	Workers / Household	Vehicles / Household
2011	922,000	379,800	436,300	508,100	2.43	1.15	1.34
2005	865,700	347,900	401,300	482,100	2.49	1.15	1.39
1995 **	712,500	273,200	352,900 ***	346,300	2.61	1.29	1.27
1986 **	606,600	228,100	310,100 ***	303,400	2.66	1.36	1.33

##### Outaouais Residents

Survey Year	Population	Households	Employed Population *	Vehicles	Persons / Household	Workers / Household	Vehicles / Household
2011	311,700	130,200	151,500	191,200	2.39	1.16	1.47
2005	284,900	117,500	142,000	175,500	2.42	1.21	1.49
1995 **	243,000	93,000	125,100 ***	126,900	2.61	1.35	1.36
1986 **	200,200	70,300	97,300 ***	97,300	2.85	1.38	1.38

##### Total Survey Area Residents

Survey Year	Population	Households	Employed Population *	Vehicles	Persons / Household	Workers / Household	Vehicles / Household
2011	1,233,800	510,000	587,800	699,200	2.42	1.15	1.37
2005	1,150,600	465,400	543,200	657,500	2.47	1.17	1.41
1995 **	955,500	366,200	478,000 ***	473,200	2.61	1.31	1.29
1986 **	806,900	298,500	407,500 ***	400,800	2.70	1.37	1.34

Values may not add due to rounding.

\* ‘Employed population’ includes only those workers whose primary occupation is full time or part time employment for all years (for 2011, see **Table 4-10** and related discussion).

\*\* Updated 1986 and 1995 population and household data provided by TRANS.

\*\*\* These variables are described in the respective databases as “labour force.”

**Table 4-13** indicates how these have changed over time. In the 25 year period between 1986 and 2011, population increased by 52.9% and households increased by 70.9% (almost 35% faster than the population) in the NCR, although growth was faster in the Outaouais than in Ottawa over this period. However, growth in the employed population has not kept pace (44.2%), although again Outaouais' employed population has grown faster than has that of Ottawa (55.7%, compared with 40.7%). Vehicle availability has grown faster than population and households (74.5%), and has almost doubled in the Outaouais (96.5%).

More recently, however, since 2005 the employed population has grown faster than population (8.2% versus 7.2%, respectively), and households have grown faster than both (9.6%). On the other hand, vehicle ownership has not kept pace (6.3%).

**Table 4-13: Changes Over Time in Key Survey Area Determinants**

Ottawa Residents

Survey Years	Population	Households	Employed Population	Vehicles	Persons / Household	Workers / Household	Vehicles / Household
2011 - 2005	6.5%	9.2%	8.7%	5.4%	-2.4%	-0.4%	-3.5%
2005 - 1995	21.5%	27.3%	13.7%	39.2%	-4.6%	-10.7%	9.3%
1995 - 1986	17.5%	19.8%	13.8%	14.1%	-1.9%	-5.0%	-4.7%
2011 - 1986	52.0%	66.5%	40.7%	67.5%	-8.7%	-15.5%	0.6%

Outaouais Residents

Survey Years	Population	Households	Employed Population	Vehicles	Persons / Household	Workers / Household	Vehicles / Household
2011 - 2005	9.4%	10.8%	6.7%	8.9%	-1.3%	-3.7%	-1.7%
2005 - 1995	17.2%	26.3%	13.5%	38.3%	-7.2%	-10.2%	9.5%
1995 - 1986	21.4%	32.3%	28.6%	30.4%	-8.2%	-2.8%	-1.4%
2011 - 1986	55.7%	85.2%	55.7%	96.5%	-15.9%	-15.9%	6.1%

Total Survey Area Residents

Survey Years	Population	Households	Employed Population	Vehicles	Persons / Household	Workers / Household	Vehicles / Household
2011 - 2005	7.2%	9.6%	8.2%	6.3%	-2.1%	-1.3%	-3.0%
2005 - 1995	20.4%	27.1%	13.6%	38.9%	-5.2%	-10.6%	9.3%
1995 - 1986	18.4%	22.7%	17.3%	18.1%	-3.5%	-4.4%	-3.8%
2011 - 1986	52.9%	70.9%	44.2%	74.5%	-10.5%	-15.6%	2.1%

Expressed as rates, the average household size has dropped 10.5% since 1986 (15.9% in the Outaouais) and 2.1% since 2005. The average number of workers per household dropped more significantly, at 15.6% since 1986 and 1.3% since 2005 (suggesting an apparent stabilization). Finally, whereas the average number of vehicles per household grew 2.1% since 1986 (6.1% in the Outaouais), since 2005 this average has dropped 3.0%.

**Table 4-14** compares the employed population and employment (jobs). **Table 4-15** summarizes changes over time in these figures. Together, the tables show that there is a growing shortfall of working residents to fill jobs in the NCR, although it should be noted that the comparisons might not be comparing the same things (i.e., it is not clear whether the employment figures include part

time jobs or how a 'job' is defined); also, these data are from varying sources on each side of the river, and cover different years (including interpolations and forecasts between survey years).

Nevertheless, the comparisons suggest an apparent match of workers and jobs in 1986 and 1995. However, subsequently jobs have grown much more quickly than the 'supply' of the NCR's working population. Moreover, there are now many more workers in the Outaouais than there are jobs – note also that the Outaouais lost 20% of its jobs between 1986 and 1995, although between 1995 and 2005, the number of jobs in the Outaouais almost doubled. By comparison, there are many more jobs in Ottawa than there are workers living in Ottawa. Hence, Ottawa is a 'net importer' of workers and the Outaouais is a 'net exporter' of workers – i.e., the NCR largely functions as a single urban economy.

Nonetheless, jobs have grown much faster than has the employed population. The 2009 TRANS External Survey confirms that the commutershed extends beyond the NCR's boundaries.

**Table 4-14: Comparison of Workers and Jobs**

Year	Ottawa		Outaouais		Total Study Area (NCR)		Jobs Relative to Workers **
	Employed Population *	Employment	Employed Population *	Employment	Employed Population *	Employment	
2011	436,300	565,100	151,500	111,900	587,800	677,000	+15.2%
2005	401,300	514,100	142,000	102,700	543,200	616,700	+13.5%
1995	352,900	402,600	125,100	52,300	478,000	454,900	-4.8%
1986	310,100	343,200	97,300	66,100	407,500	409,300	+0.4%

Values may not add due to rounding.

\* Employed population includes only those workers whose primary occupation is full-time or part-time employment.

\*\* The percentage by which the number of jobs (employment) exceeds the number of workers (employed population).

Sources: Employed Population: from survey results;

Employment – Ottawa: 1986, 1996, 2001 and 2006 *Employment Surveys*, with refinements to estimates in 2001 and 2006 derived from building permits from 2001-2005 and 2006-2011, respectively.

Employment – Outaouais: 1986, 1995 *Labour Force Survey (LFS)* estimates; 2005 *Liste des industries et commerces (LIC)*, provided by Ville de Gatineau; 2007 *LIC* for Ville de Gatineau projected to 2010 provided by Emploi-Québec, with estimations for other municipalities in the survey area prepared by MTQ based on the 2006 Census, *LFS* 2005-2009, and property data from the Ministère des Affaires municipales, des Régions et de l'Occupation du territoire.

**Table 4-15: Changes Over Time in Workers and Jobs**

Survey Years	Ottawa		Outaouais		Total Study Area (NCR)	
	Employed Population *	Employment	Employed Population *	Employment	Employed Population *	Employment
2011 - 2005	8.7%	9.9%	6.7%	9.0%	8.2%	9.8%
2005 - 1995	13.7%	27.7%	13.5%	96.4%	13.6%	35.6%
1995 - 1986	13.8%	17.3%	28.6%	-20.9%	17.3%	11.1%
2011 - 1986	40.7%	64.7%	55.7%	69.3%	44.2%	65.4%

\* Employed population includes only those workers whose primary occupation is full-time or part-time employment.

#### 4.5 Key Travel Indicators

**Note that all travel data presented in this section and in the rest of Section 4 include external trips – that is, trips made by NCR residents to and from locations outside the NCR. In contrast, the individual district tabulations in Section 5 do not include trips that are external to the NCR.**

**Table 4-16** summarizes key survey area travel indicators: daily person-trips, trips per person and trips per household, for 2011, 2005, 1995 and 1986. Note that the 2011 person-trip rates are shown for the population 11+, to ensure consistency with the rates that are presented for previous years. The total number of person trips, for all modes and all purposes, has increased steadily, to 2.91 million trips each day.

**Table 4-17** shows how these indicators have changed over time. While total trips have increased by almost half over the past 25 years (35.2%) and by 3.7% since 2005, the average trip rate per person has dropped 4.9% since 1986 and by 3.2% since 2005. The average trip rate per household has dropped by 20.9% since 1986 and 5.4% since 2005. These reductions in person and household trip rates are consistent with NCR trends and with trends observed elsewhere in Canada (see **Table 3-1**). The reductions may be related to a variety of factors, such as smaller household sizes, a stabilization of vehicle availability rates and a generally aging population; further research is required to confirm and verify the causes.

**Table 4-16: Key Survey Area Travel Indicators (daily)**

Total Survey Area Residents

Survey Year	Total Trips	Trips / Person	Trips / Household
2011 5+	3,110,200	2.67*	6.10
2011 11+	2,909,000	2.69 **	5.70
2005	2,806,200	2.78	6.03
1995	2,485,100	3.00	6.79
1986	2,152,200	2.83	7.21

Values may not add due to rounding.

\* Note that trips/person are tabulated only for the population 5+ (five years of age and older).

\*\* Note that trips/persons are tabulated only for the population 11+ (11 years of age and older), to ensure consistency with the person-trip rate from previous surveys.

**Table 4-17: Changes Over Time in Key Survey Area Travel Indicators (11 + years)**

Total Survey Area Residents

Years Under Comparison	% Δ Total Trips	Δ Trips / Person	Δ Trips / Household
2011 11+ - 2005	3.7%	-3.2%	-5.4%
2005 - 1995	12.9%	-7.3%	-11.1%
1995 - 1986	15.5%	6.0%	-5.9%
2011 11+ - 1986	35.2%	-4.9%	-20.9%

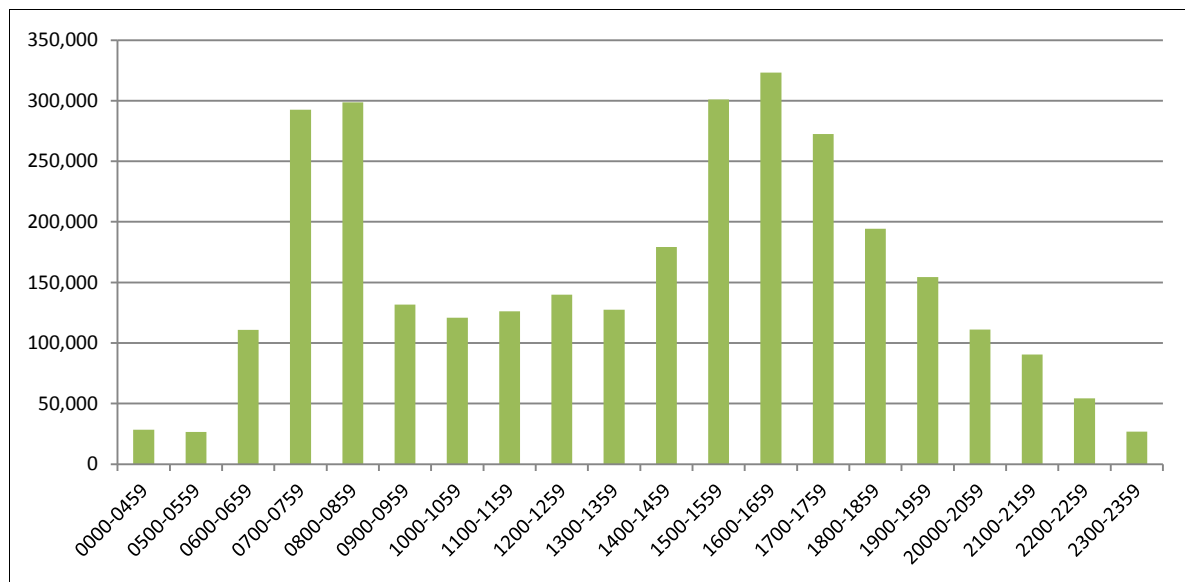
#### 4.6 Travel by Time of Day

**Figure 4-2** shows the distribution of total person-trips by hour of day, as determined by the start time of the trip. This figure shows the trips made by the total surveyed population 5+ years. The 2.5-hour peak periods continue to represent the peak times of travel – as seen below, combined, the two periods represent almost half (45%) of daily trip making.

More people travelled during the PM peak period than during the AM peak period. A total of 658,300 trips were made during the AM peak period (0630 - 0859), and 749,500 trips were made during the PM peak period (1530 – 1759). Proportionately, these represent 21% and 24%, respectively, of total daily travel.

The hours with the greatest volumes occur during the commuter peaks: the hour starting at 16:00, with 323,400 person-trips (10.4% of the daily total), followed by the hour starting at 15:00 and 08:00, with 300,900 person-trips (9.7% of the daily total) and 298,600 person-trips (9.6% of the daily total), respectively.

**Figure 4-2: Travel by Time of Day – 2011 (Population 5+ Years)**



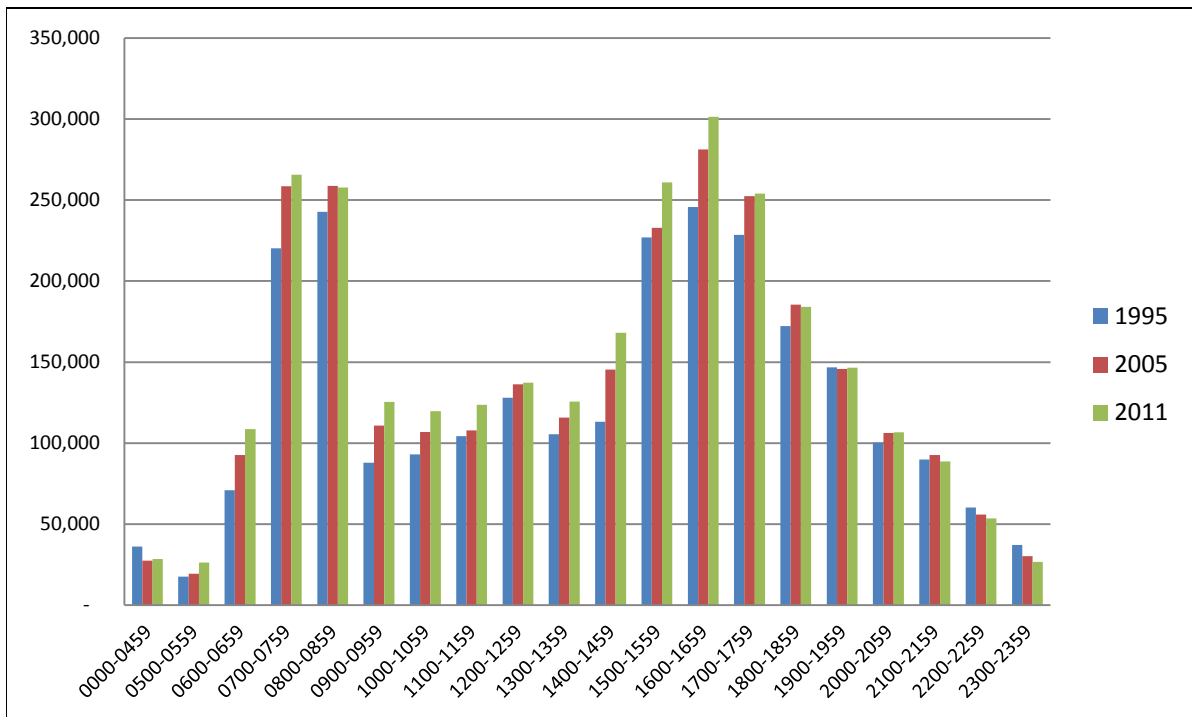
2011 results for all travellers 5+ years of age.

Note: left-most bar combines travel from midnight (00:00) to 04:59. Travel in all other bars is for a single hour only.

**Figure 4-3** compares the distribution of trips for 2011, 2005 and 1995. (In order to ensure comparability, the 2011 trips for this figure include only those trips made by the population 11 years of age and older). It can be seen that the same general profile of trips by time of day has been maintained. However, the absolute volumes are increasing. The AM peak period is characterized by a modest overall increase, tempered somewhat by a very slight reduction in the hour beginning at 8:00. Inversely, the AM peak shoulders (6:00 and 9:00) are increasing, suggesting a possible trend towards its widening. The interpeak and PM peak periods show the most dramatic increases, with fully 70,900 additional trips, since 2005, across the three hours starting from 14:00

(with increases in volume ranging between 20,100 and 28,000 per hour). Of note, this brings mid-afternoon volumes in the hours starting at 14:00 to the point that they now approximate early evening volumes (e.g., volumes in the hour beginning at 14:00 are starting to approach those in the hour beginning at 18:00). Interestingly, the volume of trips in the hour beginning at 17:00 is almost identical to that in 2005. Late evening and night-time volumes are stable, with slight reductions recorded for certain hours. The growth in the pre- and post-PM peak period is in line with that observed elsewhere in Canada (e.g., Toronto and Vancouver). The increase in inter-peak travel is also consistent with travel elsewhere.

**Figure 4-3: Travel by Time of Day – 2011, 2005 and 1995 (Population 11+ Years Only)**



2011 results filtered to trips made by the population 11+ years of age, for comparison with previous survey cycles.

Note: left-most bar combines travel from midnight (00:00) to 04:59. Travel in all other bars is for a single hour only.

**Figure 4-4** summarizes the observed modal share for trips starting at different periods of the day. These are:

- AM peak period (0630 – 0859);
- Mid-day inter-peak (0900 – 1529);
- PM peak period (1530 – 1759);
- Evening / night-time (“off-peak”, 1800 – 0629); and
- 24 hour (which is the sum of the other four time periods).

The mode shares are shown side-by-side for the 5+ and 11+ populations. In the pie charts, ‘Other’ includes modes such as school bus, taxi, paratransit, motorcycle/scooter and other atypical modes, such as VIA Rail and airplane.

The patterns are generally the same for both groups, with the auto passenger, other (mainly school bus) and – for the AM and PM peak periods – walk shares being slightly higher for the 5+ population. The walk share is slightly higher for the 11+ population during the evening / night-time.

The auto driver mode dominates at all time periods. For the 5+ population, the auto driver share ranges from 48% during the AM peak period to 59% in the evening / night-time (55% daily). For the 11+ population, the auto driver share follows the same profile, but with higher shares: from 54% in the AM peak period to 61% in the evening / night-time, and 58% daily.

The auto passenger share is next highest, especially during the PM peak period (16% for 5+ and 12% for 11+) and the evening / night-time (22% and 19%, respectively). Daily shares are 15% for 5+ and 13% for 11+.

The transit share is highest during the two peak periods (especially the AM), followed by the mid-day inter-peak period. AM transit shares are 18% for 5+ and 20% for 11+. PM transit shares are 14% for 5+ and 16% for 11+. The mid-day transit shares are 11% for 5+ and 12% for 11+, and the evening / night-time shares are 9% for both populations. Overall, the 24-hour transit shares are 13% for 5+ and 14% for 11+.

The bicycle share is consistent at 2% for both groups, and for all time periods except the evening / night-time, when it is 1% for both groups. The 24-hour bicycling shares are 2%.

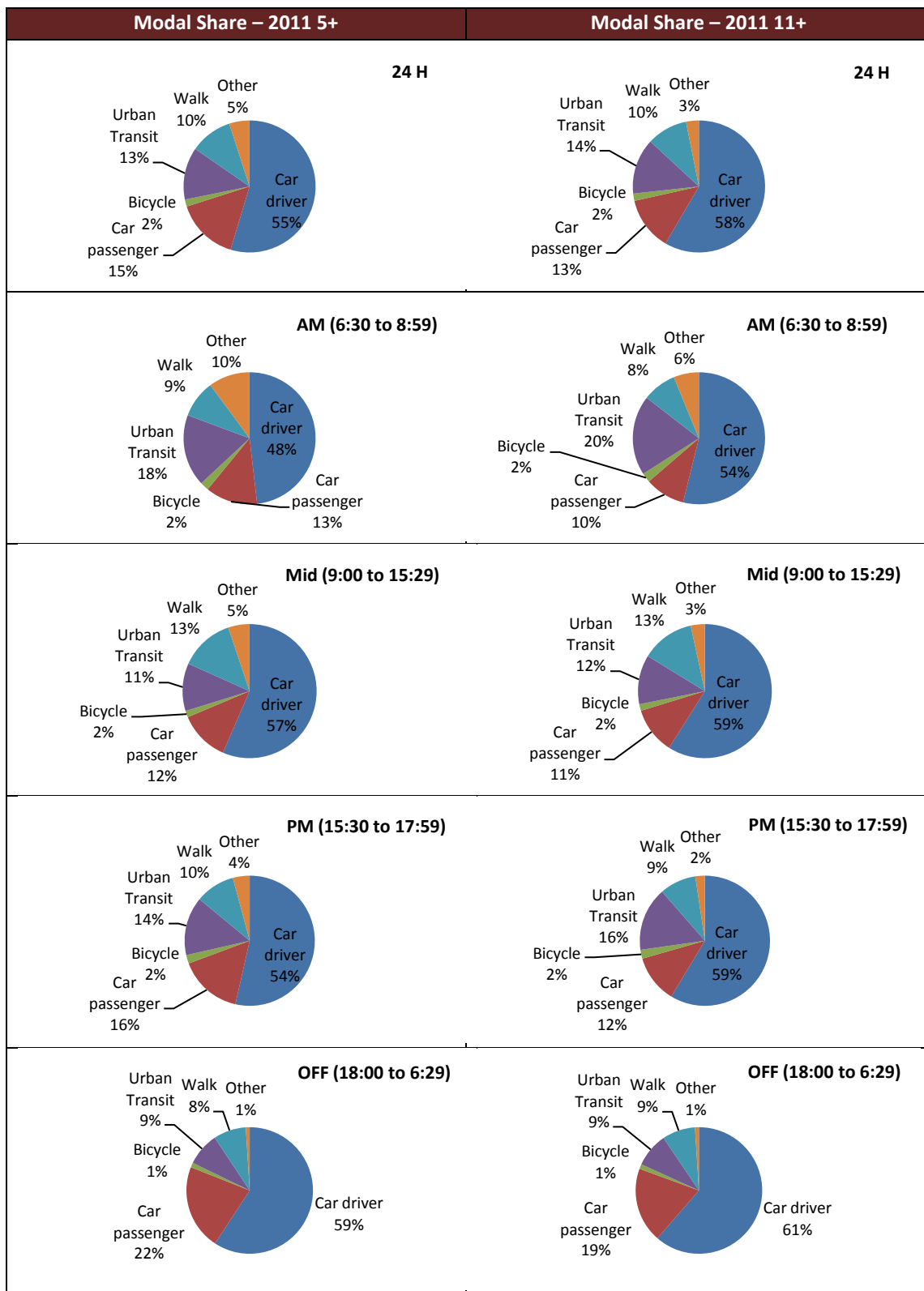
The walk share is highest during the mid-day inter-peak period, at 13% for both groups, followed by the PM peak period (10% for 5+ and 9% for 11+) and AM peak period (9% and 8%, respectively). The evening / night-time walk shares are 8% and 9%, respectively, with overall daily walk shares being 10% for both groups.

Proportionally, the greatest differences between the two groups occur with the 'other' shares, most likely because other includes school bus trips. For the AM peak period, the other shares are 10% (5+) and 6% (11+). For the PM peak period, the other shares are 4% and 2%, respectively. For the mid-day inter-peak, the other shares are 5% and 3%, respectively (the same values as for the daily shares). During the evening / night-time, the other share is 1% for both groups.

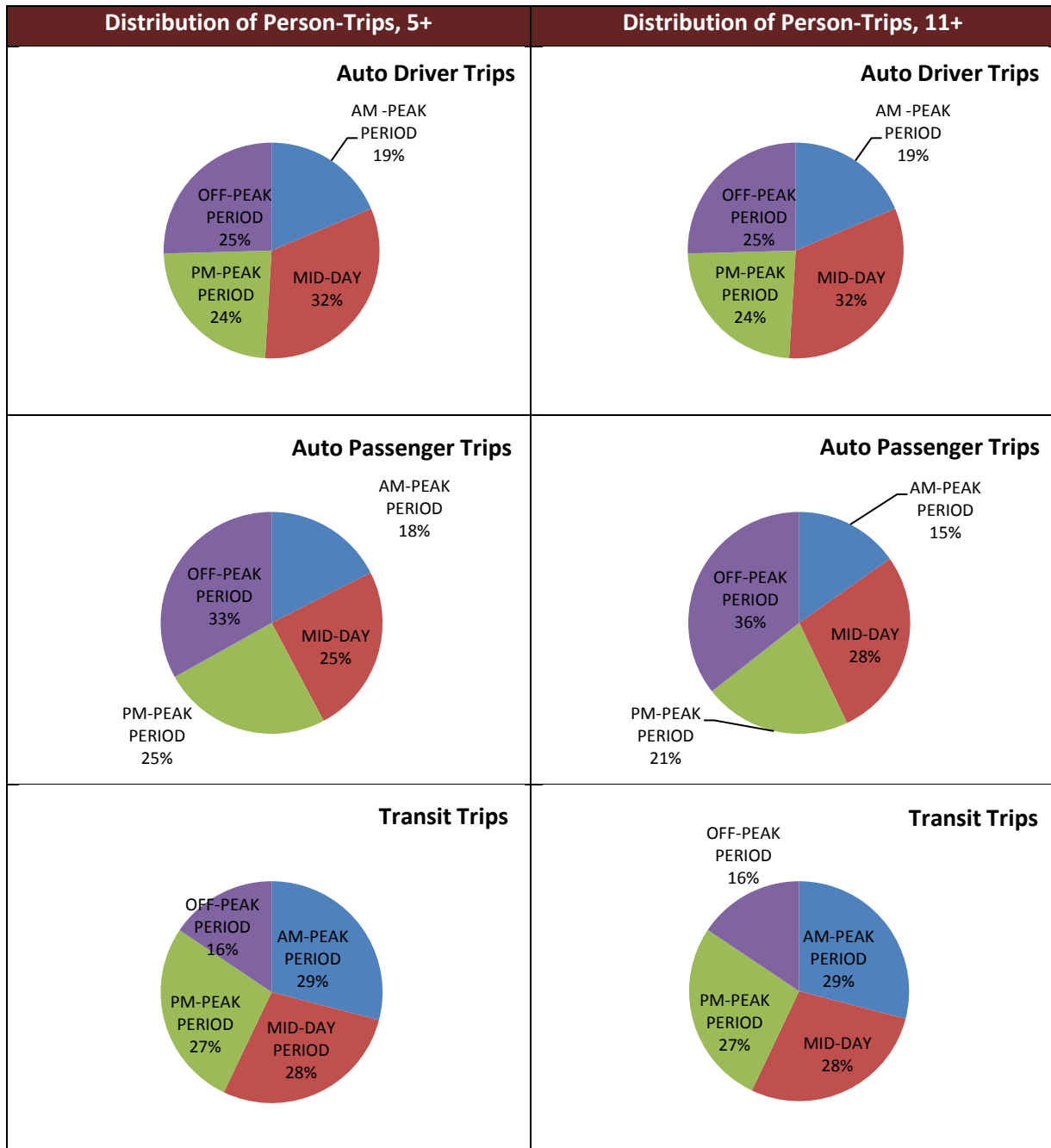
**Figure 4-5** shows the distribution of auto driver, auto passenger and transit trips by time period. It can be seen that trips for each mode are well distributed throughout the day. Most auto driver and auto passenger trips take place outside the two commuter peaks, at 57% and 58% (for those 5+), or 57% and 64% (for those 11+), respectively (compared with 58% and 61%, respectively, for those 11+ in 2005).

Most transit trips take place during the two commuter peaks, at 56% of all transit trips (compared with 60% in 2005). The respective values are 32%, 25% and 28% during the mid-day inter-peak, and 25%, 33% (i.e., one third of auto passenger trips occur in the evening / night-time) and 16% (i.e., the lowest portion for transit) during the off-peak period.

**Figure 4-4: Modal Share by Time of Day, 2011**

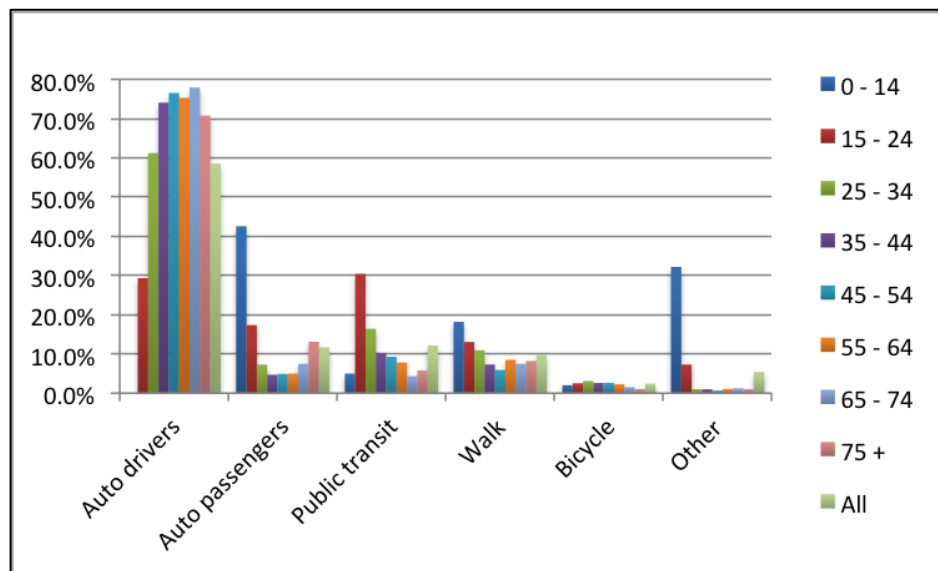


**Figure 4-5: Distribution of Auto and Transit Person-Trips by Time of Day, 2011**

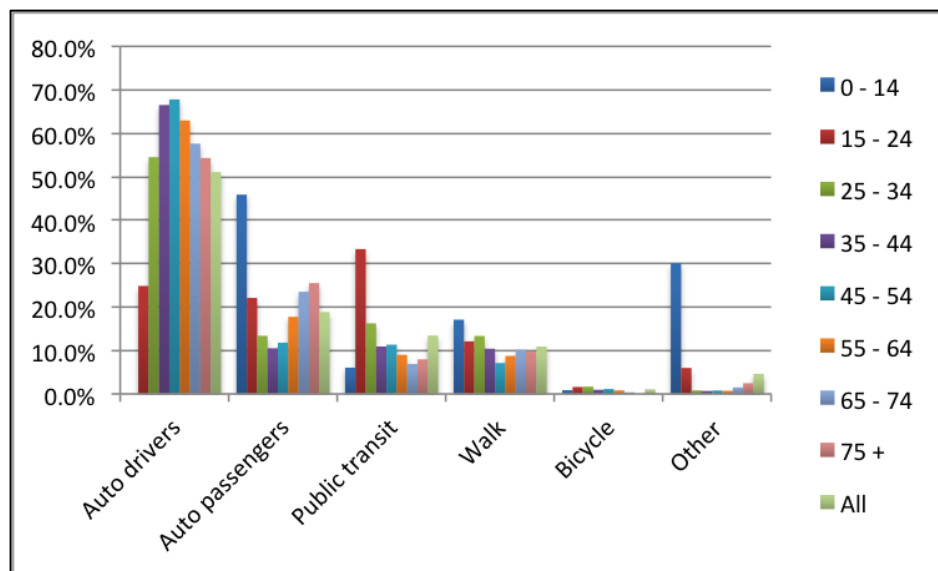


**Figure 4-6** presents daily mode share by age group by gender. It can be seen that the general mode share profiles – including the dominance of the auto mode for all age groups (of driving-age) – is similar for both genders. However, the magnitudes differ, with the female auto driver shares consistently lower than the male shares across all age groups. The auto driver share also peaks for males in the 65-74 age group, whereas for female it peaks in the 45-54 age group. On the other hand, the female transit and (especially) auto passenger shares are generally higher across the age groups than the corresponding male shares. Cycling is higher for males, as is walking for younger age groups. Note that ‘other,’ which is strongest for the 0-14 and 15-24 age groups, is primarily school bus.

**Figure 4-6: Use of Modes by Age Group by Gender (daily), 2011**



**Male Shares**

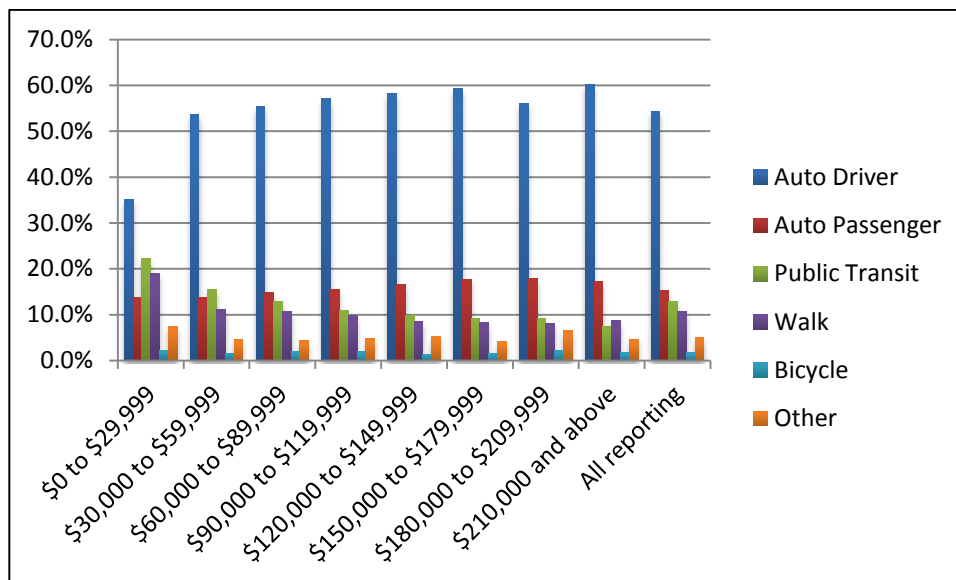


**Female Shares**

**Figure 4-7** plots daily mode share by household income category. The auto driver share is highest for all modes in each income category: its share is lowest for the \$0 - \$29,999 income category, which also has the most zero-vehicle households. Transit and walk shares are also highest for this income category.

However, auto driver shares are reasonably stable for all other income categories, generally rising slightly with income (with the exception of the \$180,000 - \$209,999 category, which experiences a slight drop). The auto passenger share rises gradually through all income categories, although it drops slightly in the highest group (\$210,000 +). The transit share drops gradually as income increases, as does the walk share. Cycling is reasonably steady, but marginal, across all groups, dropping slightly before increasing slightly in the highest group (\$210,000 +). Finally, the other share (e.g., school bus, minibuss and taxi) is highest in the lowest and highest income groups.

**Figure 4-7: Use of Modes by Income Level (daily), 2011**



Note: distributions based upon 77% of households that responded to income question.

#### 4.7 Travel by Mode

**Table 4-18** breaks down the daily modal splits between auto and transit use.<sup>11</sup> The usage for 2011 is shown for all surveyed age groups (5 years and older) and, to allow comparison with previous surveys, also for those 11 years and older. The difference is important, because the transit split is about the same (and the transit share is slightly lower) with the younger group included than it is for the 11+ group.

<sup>11</sup> Note that the calculation includes only auto drivers, auto passengers and transit passengers. 'Other' modes (school bus, taxi, motorcycle) are not included in this calculation.

When compared with 2005, the 2011 11+ transit split shows an increase of the order of 0.6%, and the transit share increases by 0.7%. This is consistent with transit ridership growth, as estimated by the City of Ottawa and the STO.

**Table 4-18: Breakdown by Modal Use (daily)**

**Ottawa Residents**

Survey Year	Auto Person Trips				Transit Trips			% Non-motorized
	Driver	Passenger	Total	Auto Occupancy	Person	Modal Split	Modal Share	
2011 5+	1,273,100	366,100	1,639,200	1.29	326,500	16.6%	13.6%	13.2%
2011 11+	1,273,100	292,800	1,565,900	1.23	324,100	17.2%	14.4%	12.9%
2005 *	1,213,700	286,600	1,500,300	1.24	301,900	16.8%	14.0%	13.0%
1995 *	1,053,400	291,400	1,344,800	1.28	223,200	14.2%	11.9%	13.4%
1986 *	939,600	267,300	1,206,900	1.28	307,100	20.3%	18.0%	8.5%

**Outaouais Residents**

Survey Year	Auto Person Trips				Transit Trips			% Non-motorized
	Driver	Passenger	Total	Auto Occupancy	Person	Modal Split	Modal Share	
2011 5+	427,000	113,400	540,400	1.27	72,000	11.76%	10.17%	8.34%
2011 11+	427,000	86,900	513,900	1.20	71,600	12.23%	10.83%	7.71%
2005 *	410,000	87,800	497,800	1.21	61,000	10.9%	9.4%	8.7%
1995 *	382,700	105,300	488,000	1.28	36,800	7.0%	6.0%	10.1%
1986 *	278,500	72,900	351,400	1.26	46,900	11.8%	10.5%	6.3%

**Total Survey Area Residents**

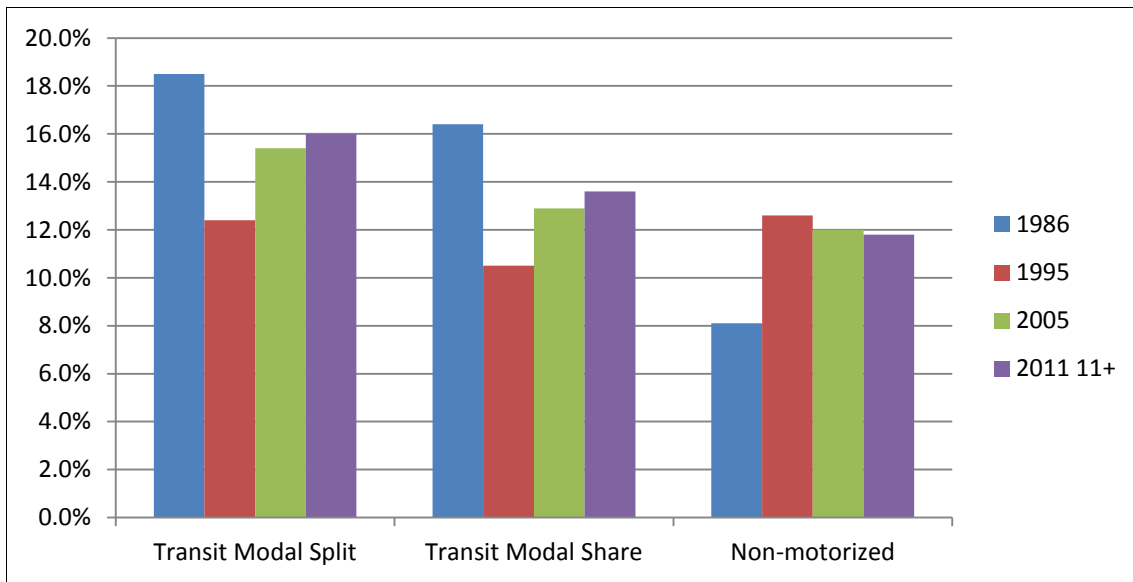
Survey Year	Auto Person Trips				Transit Trips			% Non-motorized
	Driver	Passenger	Total	Auto Occupancy	Person	Modal Split	Modal Share	
2011 5+	1,700,100	479,600	2,179,700	1.28	398,500	15.5%	12.8%	12.1%
2011 11+	1,700,100	379,700	2,079,800	1.22	395,700	16.0%	13.6%	11.8%
2005	1,623,700	374,400	1,998,100	1.23	362,900	15.4%	12.9%	12.0%
1995	1,436,100	396,800	1,832,900	1.28	260,100	12.4%	10.5%	12.6%
1986	1,218,000	340,200	1,558,200	1.28	354,000	18.5%	16.4%	8.1%

Values may not add due to rounding.

\* Breakdowns for Ottawa and Outaouais for 1986, 1995 and 2005 were calculated by TRANS.

**Figure 4-8** shows how the use of sustainable transportation modes – the transit modal split, the transit modal share and non-motorized modes (cycling and walking combined) – have changed. It can be seen that, after a drop between 1986 and 1995, the transit split and transit shares have increased and – as noted - are now showing a 0.6% - 0.7% increase for the 2011 11+ age group. The non-motorized shares have dropped slightly since 2005, continuing a reduction since 1995. The low non-motorized share in 1986 may reflect the ‘passive’ survey instrument (mailback) and the greater diligence placed in subsequent computer-aided telephone surveys to capture non-motorized trips. Consequently, the 1986 transit modal shares and splits may not be directly comparable with subsequent surveys.

**Figure 4-8: Changes in Use of Sustainable Transportation Modes (daily)**



**Table 4-19** quantifies motorized use changes over time. Total daily auto person trips increased by 33.5% between 1986 and 2011 – slightly faster than the 29.5% increase in total daily trips made by the all motorized modes. This also reflects the dominant role of the auto mode in daily travel.

Auto driver trips increased even faster, by 39.6% whereas auto passenger increase only by 11.6% over the same interval. This is evidenced by the reduction in the passenger share of total auto trips, with the 1986 average auto occupancy rate of 1.28 person per vehicle (ppv) dropping to 1.22 ppv in 2011.

Transit trips decreased by 26% between 1986 and 1995, but increased by 40% between 1995 and 2005. Overall, 2011 transit person trips were 11.8% higher than those of 1986.

More recently, since 2005 auto driver trips have increased by 4.7%, auto passenger trips by 1.4% and transit by 9.0%, which represents more than double the growth rate for auto travel.

Bicycle's share also has increased, to 1.8% from 1.4% in 2005, although the share of walk trips has dropped to 10.0% from 10.6% in 2005.

**Table 4-19: Changes Over Time in Modal Use – Motorized Trips (daily)**

Total Survey Area Residents

Comparison	Change in Total Motorized Trips	Change in Auto Driver Trips	Change in Auto Passenger Trips	Change in Total Auto Trips	Change in Transit Trips
2011 11+ - 2005	4.8%	4.7%	1.4%	4.1%	9.0%
2005 – 1995	12.8%	13.1%	-5.6%	9.0%	39.5%
1995 – 1986	9.5%	17.9%	16.6%	17.6%	-26.5%
2011 11+ - 1986	29.5%	39.6%	11.6%	33.5%	11.8%

Finally, **Table 4-20** documents the growth in daily bicycle and walk trips. Walk trips have effectively doubled since 1986, although they have dropped slightly since 2005 to 289,900 daily trips. Bicycle trips have almost doubled since 1986, and have increased by 40% since 2005.

**Table 4-20: Growth in Bicycle and Walk Trips (daily)**

**Ottawa Residents**

Survey Year	Bicycle	Walk	Total Non-motorized
2011 11+	42,900	248,000	290,900
2005	30,300	249,400	279,700
1995	26,900	224,400	251,300
1986	23,300	122,600	145,900

**Outaouais Residents**

Survey Year	Bicycle	Walk	Total Non-motorized
2011 11+	9,100	41,900	51,000
2005	6,900	49,100	56,000
1995	6,100	55,800	61,900
1986	4,200	23,800	28,000

**Total Study Area Residents**

Survey Year	Bicycle	Walk	Total Non-motorized
2011 11+	52,000	289,900	341,900
2005	37,100	298,600	335,700
1995	33,000	280,300	313,300
1986	27,500	146,400	173,900

Values may not add due to rounding.

#### 4.8 Travel by Purpose

**Table 4-21** breaks down trip purpose by time of day, for 2011 11+, 2005 and 1995. While the numbers of trip for each purpose generally have grown over time, their relative distribution within each time period has not changed significantly. Key points to note are:

- In 2011, with respect to trip purpose, over the 24-hour period the return home category dominates, at 41% of all trips. Work or related trips dominate in the AM peak period, at 55% of all trips. The return home category dominates in the PM peak period, at 64%.
- The proportion of work or related and school trips – that is, non-discretionary commutes – varies by time of day. During the AM peak period, these comprise 76% of all trips – 55% work and 21% school. During the PM peak period, these comprise 3% and 1%, respectively. Over the 24-hour period, these comprise ¼ of all trips, at 19% and 6%, respectively.
- Discretionary trips, such as shopping and personal and other, represent 28% of trips over the 24-hour period. Pick-up and drop-off represent 7% of all daily trips.
- The proportions by purpose have changed marginally among 1995, 2005 and 2011 11+. However, in absolute terms, work and – especially – school trips have dropped: the reason for this is unclear; however, it could reflect a better capture of interim stops along the daily commute to work and school.

- The total number of daily trips increased 4% from 2005 to 2011, with only a 1% growth in the AM peak period and a 4% growth in the PM peak period.

**Table 4-22** on the following page breaks down 2011 daily trip purpose by place of residence, for all travellers 5+: it can be seen that there is globally very little difference between Ottawa and the Outaouais.

Table 4-21: Trip Purpose Type by Time of Day and by Year

Trip Purpose Type	1995		2005		2011 11+		Change from 1995 to 2011 11+		Change from 1995 to 2005 11+		Change from 2005 to 2011 11+	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
24 Hours												
Work or related	460,100	18%	541,800	19%	540,100	19%	80,000	17%	81,700	18%	(1,700)	0%
School	175,700	7%	189,400	7%	167,000	6%	(8,700)	-5%	13,700	8%	(22,400)	-12%
Shopping	275,400	11%	277,400	10%	350,000	12%	74,600	27%	2,000	1%	72,600	26%
Pick up / drop off	176,100	7%	180,900	6%	213,400	7%	37,300	21%	4,800	3%	32,500	18%
Personal and other	439,800	17%	449,900	16%	458,400	16%	18,600	4%	10,100	2%	8,500	2%
Return home	1,000,900	40%	1,166,700	42%	1,180,100	41%	179,200	18%	165,800	17%	13,400	1%
Total	2,528,000	100%	2,806,100	100%	2,909,000	100%	381,000	15%	278,100	11%	102,900	4%
AM Peak Period (0630 – 0859)												
Work or related	272,400	53%	319,600	55%	322,600	55%	50,200	18%	47,200	17%	3,000	1%
School	126,900	25%	139,300	24%	120,900	21%	(6,000)	-5%	12,400	10%	(18,400)	-13%
Shopping	5,600	1%	7,300	1%	11,600	2%	6,000	107%	1,700	30%	4,300	59%
Pick up / drop off	50,500	10%	53,900	9%	60,900	10%	10,400	21%	3,400	7%	7,000	13%
Personal and other	38,600	8%	39,100	4%	45,600	8%	7,000	18%	500	1%	6,500	17%
Return home	16,500	3%	21,300	7%	27,000	5%	10,500	64%	4,800	29%	5,700	27%
Total	510,500	100%	580,500	100%	588,600	100%	78,100	15%	70,000	14%	8,100	1%
PM Peak Period (1530 – 1759)												
Work or related	24,200	4%	21,800	3%	19,700	3%	(4,500)	-19%	(2,400)	-10%	(2,100)	-10%
School	4,800	1%	5,600	1%	5,900	1%	1,100	23%	800	17%	300	5%
Shopping	53,300	9%	55,900	9%	72,000	11%	18,700	35%	2,600	5%	16,100	29%
Pick up / drop off	46,900	8%	50,000	8%	62,000	9%	15,100	32%	3,100	7%	12,000	24%
Personal and other	90,400	15%	83,600	13%	89,100	13%	(1,300)	-1%	(6,800)	-8%	5,500	7%
Return home	368,400	63%	438,100	67%	435,700	64%	67,300	18%	69,700	19%	(2,400)	-1%
Total	588,000	100%	655,000	100%	684,400	100%	96,400	16%	67,000	11%	29,400	4%

Note: 1995 and 2005 figures are for travellers 11+ years of age. Accordingly, for comparability 2011 figures are for all travellers 11+ years of age.

Values may not add due to rounding.

\* Some trip purposes are amalgamated in this table. *Work or related* comprises getting to work, work-related, working on the road; *School* comprises school; *Shopping* comprises shopping; *Pick up / Drop off* comprises driving someone to a destination and picking someone up; *Personal and other* comprises restaurant, recreation, visiting friends and family, health and personal care, and other; and *Return home* comprises return home.

**Table 4-22: Trip Purpose by Individual Response Category (daily), 2011 5+**

Trip Purpose Category	2011 5+					
	Number of trips *			% of Total *		
	Ottawa	Outaouais	Total Study	Ottawa	Outaouais	Total Study
Getting to work (usual place of work)	326,100	112,800	438,900	14%	16%	14%
Work – related (other than usual place of work)	64,500	18,000	82,500	3%	3%	3%
Working on the road	13,900	5,100	19,000	1%	1%	1%
School	178,500	57,300	235,800	7%	8%	8%
Shopping and household maintenance	287,100	69,800	356,900	12%	10%	11%
Restaurant	61,500	12,400	74,000	3%	2%	2%
Recreation	116,200	31,000	147,300	5%	4%	5%
Visiting friends / family	60,200	18,100	78,300	3%	3%	3%
Health and personal care	52,100	12,200	64,300	2%	2%	2%
Driving someone	84,300	27,500	111,800	4%	4%	4%
Picking someone up	77,700	27,300	105,000	3%	4%	3%
Returning home	973,900	296,600	1,270,500	41%	42%	41%
Other	105,800	20,200	126,000	4%	3%	4%
<b>TOTAL</b>	<b>2,401,800</b>	<b>708,300</b>	<b>3,110,300</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Values may not add due to rounding. Includes all trips made by travellers 5+ years.

\* By trip-maker's place of residence.

## 4.9 Trip Distance

**Figure 4-9** shows the distribution of all daily trips for all purposes, by mode by distance. All trips up to 40 kilometres long are included, and are shown in 1-kilometre increments.<sup>12</sup> **Figure 4-10** presents cumulative distance by mode, over the same 40-kilometre range. **Table 4-23** summarizes the average trip distance by mode. The table also lists the most frequently occurring trip distances for each mode and the 1-kilometre interval by which 50% of the trips have occurred.

**Table 4-23: Characteristics of Trip Distance**

Mode	Average Trip Distance	Most Frequent 1-km Interval	Interval by Which 50% of Trips Occur
Auto Driver	10.7 km	2-3 km	7-8 km
Auto Passenger	9.1 km	2-3 km	5-6 km
Bicycle	5.1 km	1-2 km	3-4 km
Transit	13.4 km	5-6 km	11-12 km
Walk (entire trip)	1.3 km	0-1 km	1-2 km
Other *	7.7 km	2-3 km	4-5 km

\* Includes taxi, motorcycle / scooter, school bus, other bus and minibus, paratransit, VIA Rail train, airplane, ferry and other.

On average, transit trips are longer than any other mode, including auto driver and auto passenger (25% and 47% longer, respectively). The average walk trip is shortest, at 1.3 kilometres. The average bicycle trip is less than half as long as the average auto driver trip (47%) and about 3/8 as long as the average transit trip (38%).

The most frequent (peak) intervals are much shorter, ranging from 0-1 km for walk to 1-2 km for bicycles, 2-3 km for auto driver / passenger and 5-6 km for transit. These are consistent with earlier 'peaks' developed for the 2003 Ottawa Transportation Master Plan, using the 1995 OD survey.<sup>13</sup> On the other hand, the intervals by which half the trips have occurred for each mode are closer to the average trip lengths, with auto passenger and bicycle being somewhat less (i.e., tighter ranges).

Note that the distances were calculated from the 'real' TRANS model network for each mode.<sup>14</sup>

- Auto driver / auto passenger: use congested assignment distances as reasonable proxy for daily travel (relatively few trips will take place during the free-flow night times).
- Transit trips: use transit assignment distances.
- Bicycle and walk: use free-flow auto assignment distances; i.e., generally cycle and walk paths are uncongested, so people will take the most direct route.

<sup>12</sup> 40 kilometres represents a reasonable inclusion of trips in the NCR, covering 98.0% of auto driver trips, 98.5% of transit trips, 98.7% of auto passenger trips, 99.9% of cycling trips and 100% of walk trips.

<sup>13</sup> *Strategic Analysis of Travel Demand*, City of Ottawa, July 2003. This analysis covered only trips originating in Ottawa.

<sup>14</sup> Note that there is a slight approximation in the calculation of zone-to-zone trip distances, attributable to the depiction of TAZs in the model network through their centroids (i.e., each zone's areas is represented by a single point). The centroid is connected to the model network via a TAZ, whose distance varies according to the geography and the location of the connection point on the network. On the other hand, the use of 'straight line' distance between each geocoded point and/or the use of the same distances for each mode would have introduced more significant and unrealistic distortions in the values (e.g., due to significant number of trips that cross one or more of the NCR's rivers, or which cross the Greenbelt; and also recognizing that the transit path between an origin and destination is not the same as the auto path).

**Figure 4-9: Number of Trips by Distance (kilometre) by Mode (daily), 2011**

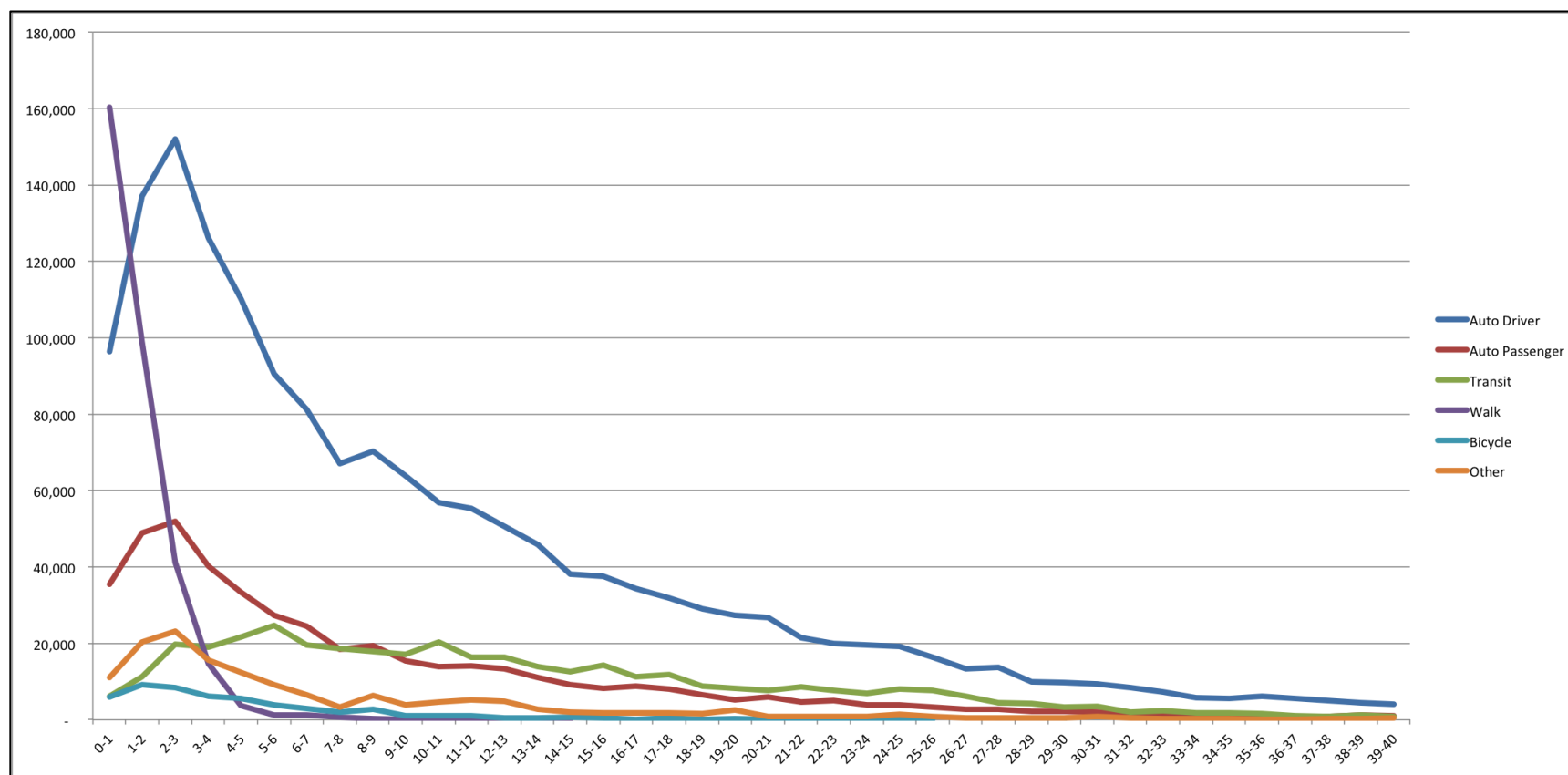
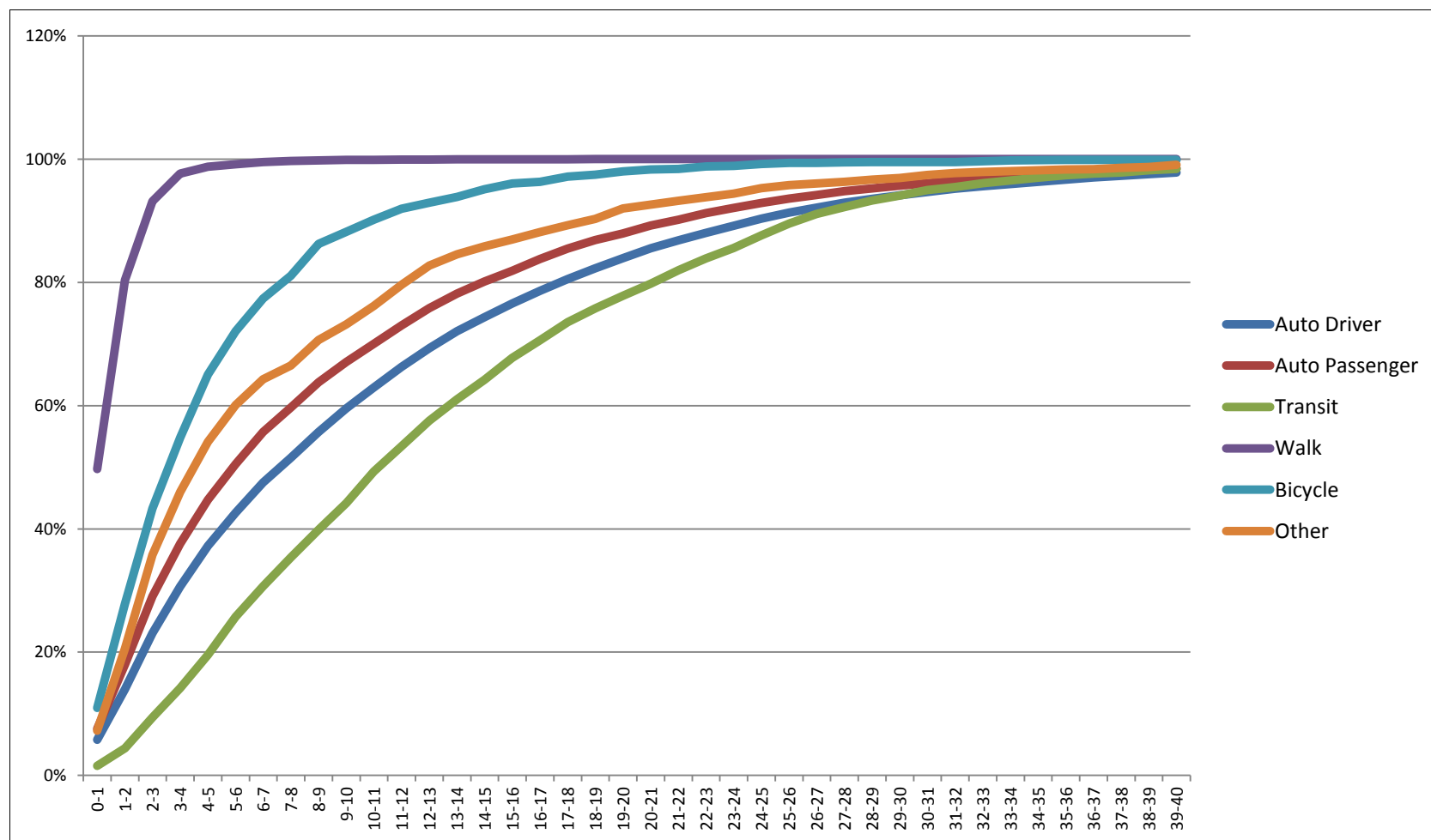


Figure 4-10: Cumulative Distance (kilometre) by Mode (daily), 2011



#### 4.10 Trip Duration

**Figure 4-11** shows the distribution of all trips for which duration is known, by 5-minute increments, by all modes for the AM and PM peak periods. The plot shows trips to durations of up to 120 minutes,<sup>15</sup> and excludes external trips as well as trips with the purpose of ‘working on the road’. Useable trip durations were provided for just over 40% of all trips (1.3 million trips) captured in the survey: these were the trips for which the primary respondent provided both the trip start and end times, excluding obviously unreasonable outliers.<sup>16</sup>

**Figure 4-12** presents a similar plot for the home-to-work trip. **Figure 4-13** shows the cumulative durations for all trips and work trips, for the AM and PM peak periods.

**Table 4-24** summarizes the average trip duration for each group of trips. The table also lists the most frequently occurring trip durations and the 5-minute intervals by which 50% of the trips have occurred. (Note that some caution is required in using these results, in that many respondents rounded their trip departure and arrival times. Also, the work trips capture only the ‘to work’ trip – meaning that the PM work numbers are small relative to the other trips. The return home trip is included in the all-trips category.)

**Table 4-24: Characteristics of Trip Duration – AM and PM Peak Periods**

Mode	Average Trip Duration *	Most Frequent 5-min Interval	Interval by Which 50% of Trips Occur
AM All trips	26.1 min	26-30 min	16-20 min
AM Work trips	30.6 min	26-30 min	26-30 min
PM All trips	25.0 min	26-30 min	11-15 min
PM Work trips	21.2 min	11-15 min	16-20 min

\* Weighted average of trip durations for trips made by primary respondents who reported arrival times, excluding external trips, trips with purposes of ‘working on the road’, and approximately 10% of trips with outlier durations relative to distance between origin and destination. AM All Trips n=11,275 (242,500 expanded trips), AM Trips to Work n=6,879 (154,400 expanded trips), PM All Trips n=14,853 (315,600 expanded trips), PM Peak Trips to Work n=150 (3,700 expanded trips). Trips to work exclude ‘work-related’ trips to locations other than the usual workplace.

On average, AM work trips have the longest duration, at 30.6 minutes, while PM work trips are shortest, at 21.2 minutes. For all trips, the AM duration is slightly longer than its PM counterpart (26.1 minutes vs. 25.0 minutes).

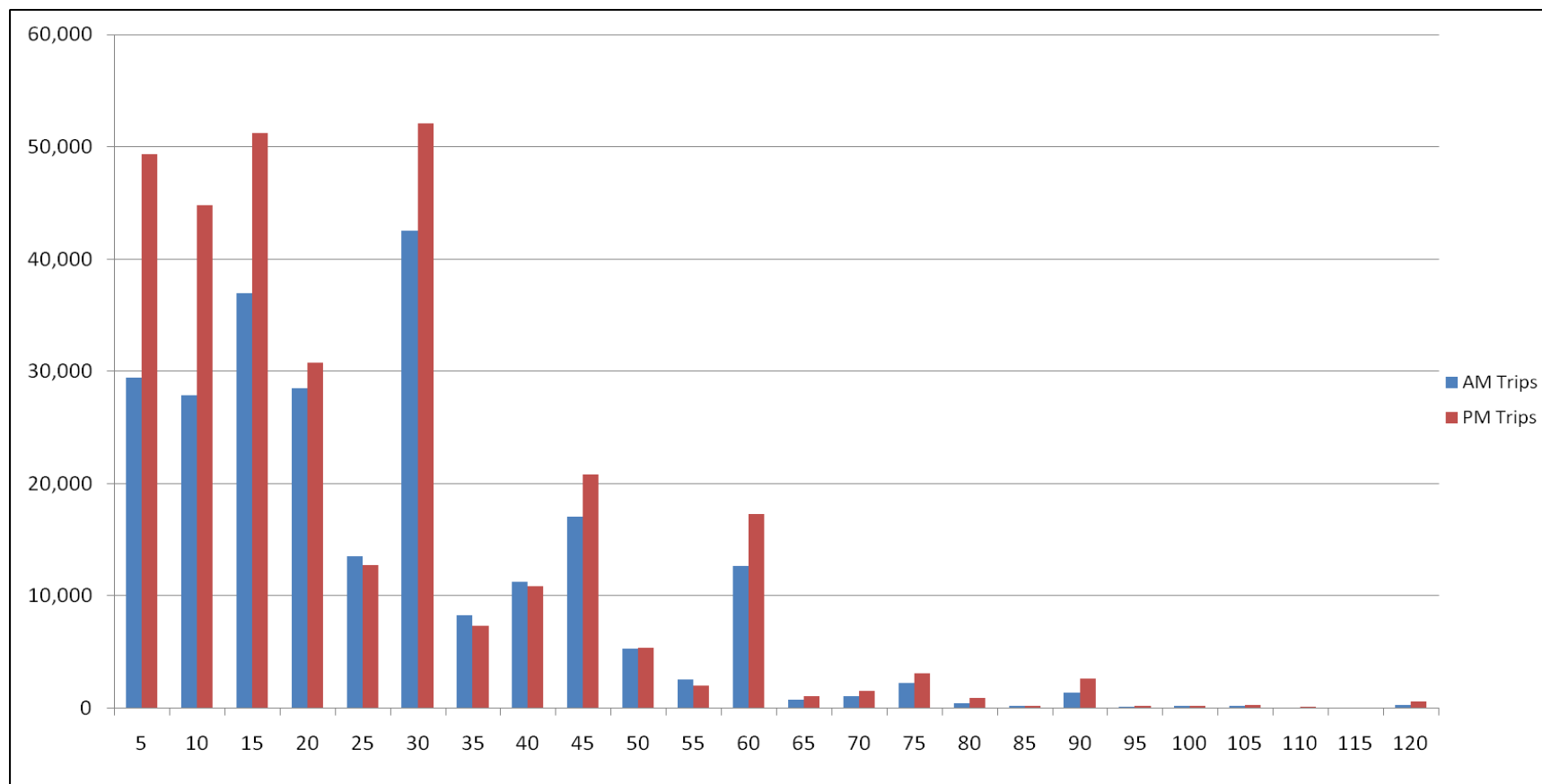
The most frequent intervals are at 26-30 minutes for all groups, except for PM work trips, for which the most frequent interval is 11-15 minutes (although there are very few trips to work relative to the diverse other trip purposes in this period).

PM trip durations tend to be more concentrated than those of the AM, with 50% of all PM trips occurring within 11-15 minutes. This compares with 50% of AM trip durations occurring within 16-20 minutes, with this distribution heavily influenced by the AM work trips. The AM work trips are longest (with 50% within 26-30 minutes), and shows the greatest dispersion in terms of duration (i.e., as demonstrated by significant proportions of trips to work in the 41-45 and 56-60 minute bands).

<sup>15</sup> 120 minutes represents a reasonable inclusion of trips in the NCR, very few trips with plausible travel speeds for the mode of travel selected had durations of greater than 120 minutes.

<sup>16</sup> About 10% of trips had a reported arrival time considerably at odds with the distance between the reported origin and destination, and were excluded as extreme outliers.

**Figure 4-11: Trip Duration (minutes), All Trips - AM and PM Peak Periods, 2011**



**Figure 4-12: Trip Duration (minutes), Trips to Work – AM and PM Peak Periods, 2011**

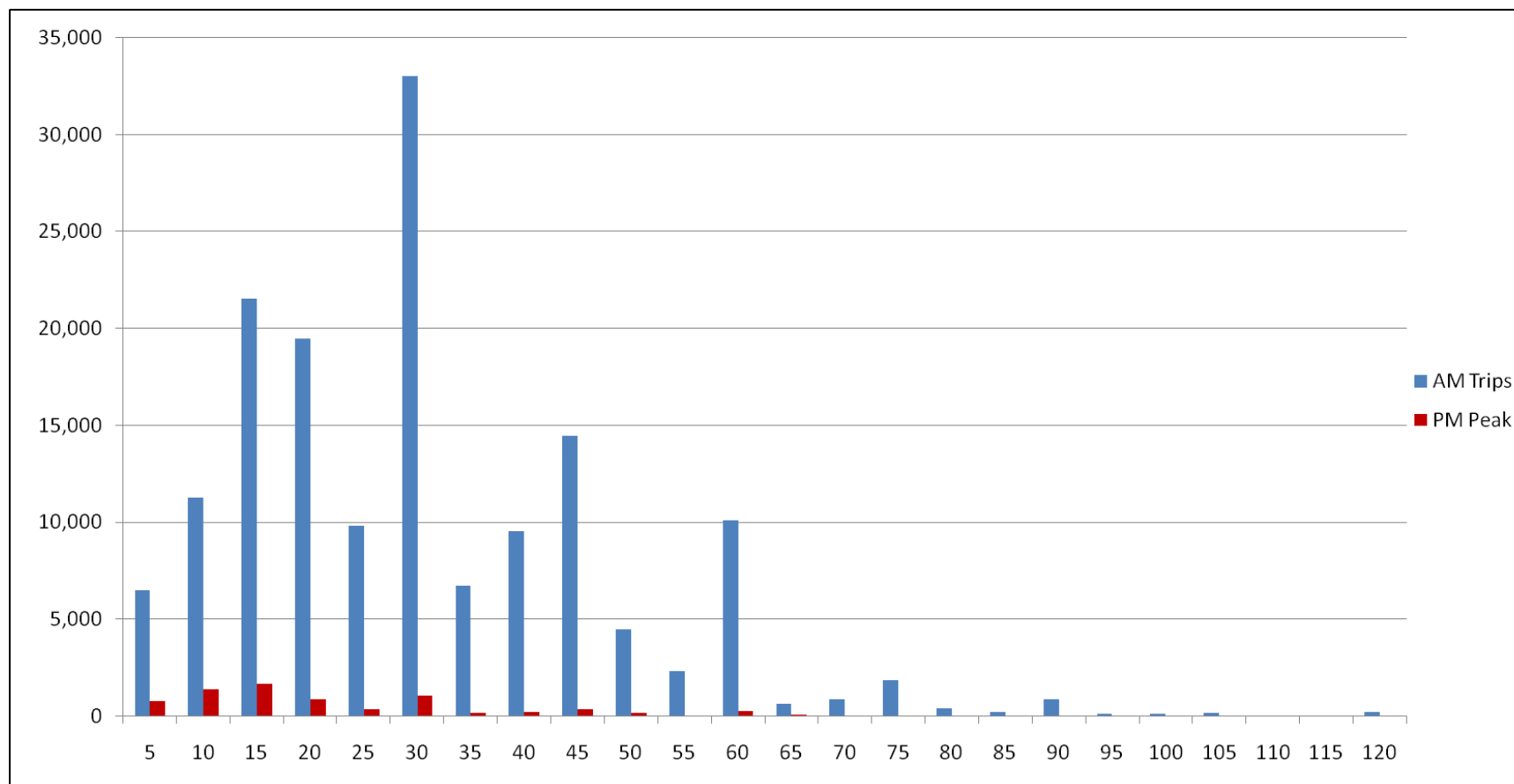
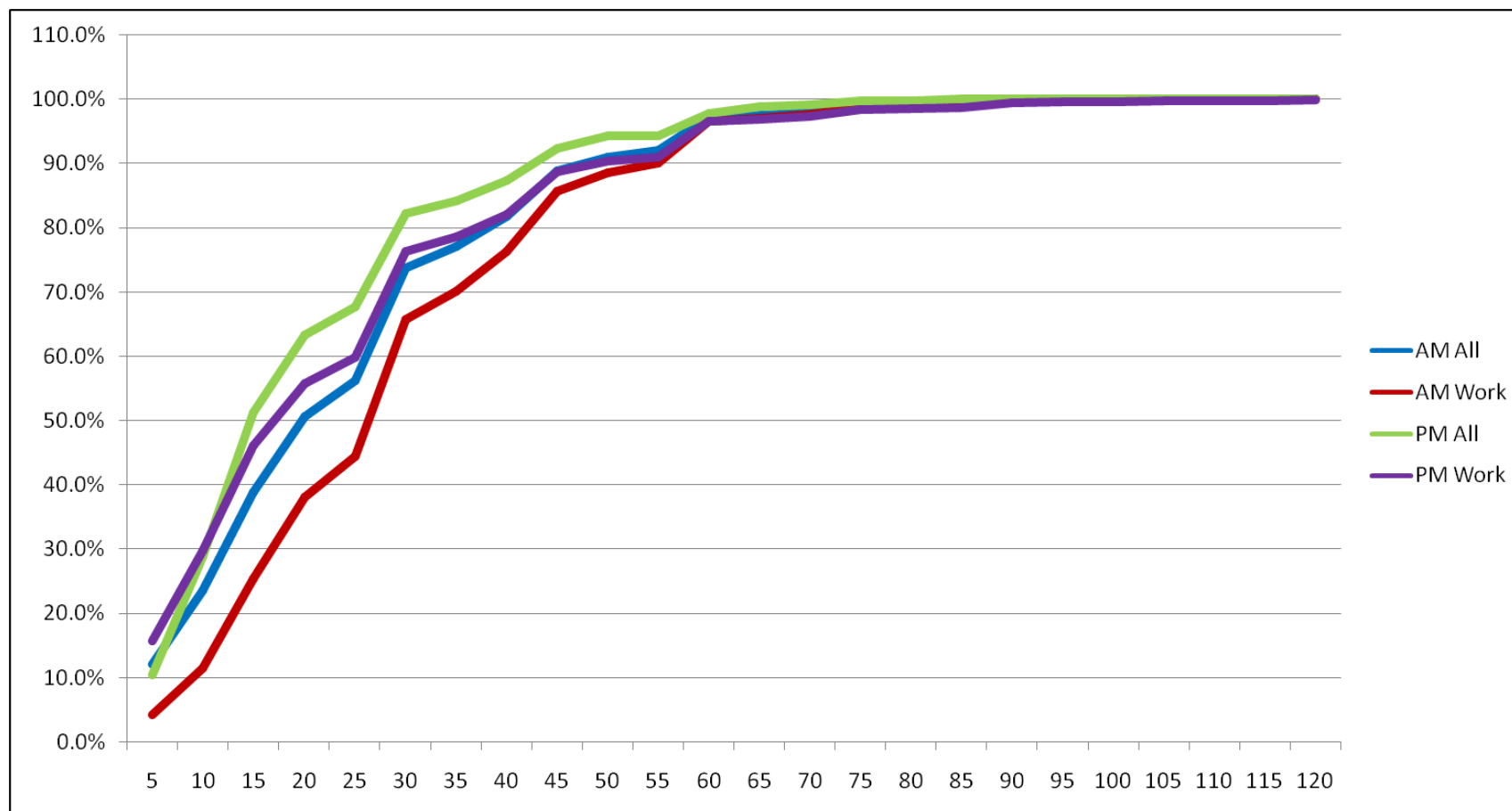


Figure 4-13: Cumulative Duration, All Trips and Work Trips, AM and PM Peak Periods, 2011



#### 4.11 Ridesharing Characteristics

New in 2011, survey participants who indicated they were the driver for an auto trip were asked how many people were in the vehicle. (Note that the question was asked only of the primary respondent; i.e., respondents could not report this information for other people.) **Table 4-25** summarizes the results. The dominance of the single-occupant trip (70.2% of all trips) is consistent with other data sources. The results will be used for model development.

**Table 4-25: Number of occupants in the vehicle, including the driver (daily), 2011**

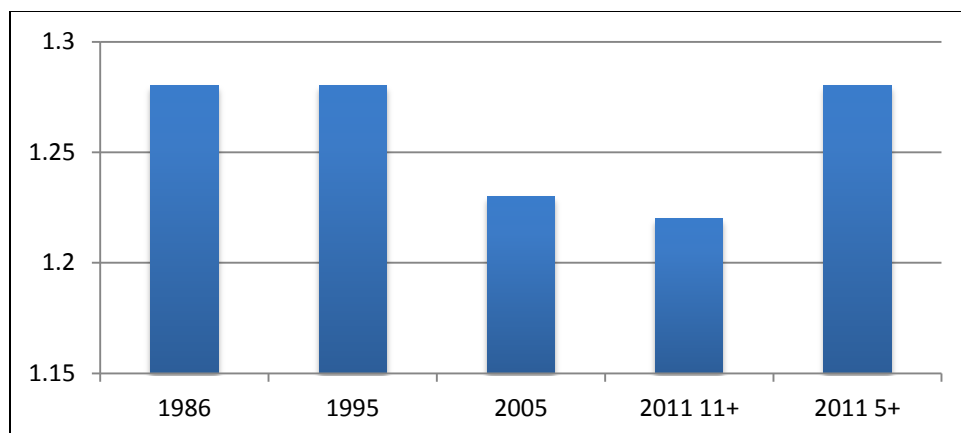
Occupants	Trips	% Total
1	751,900	70.2%
2	239,100	22.3%
3	57,000	5.3%
4	18,200	1.7%
5	3,400	0.3%
6	1,000	0.1%
7	300	0.0%
8 or more	100	0.0%
Total	1,071,100	100.0%

Values may not add due to rounding.

Excludes 2,300 auto driver trips for which vehicle occupancy was not known.

**Figure 4-14** shows how auto occupancy has changed over time (as reported in **Table 4-18**). The results show a consistent decline in vehicle occupancy: this trend generally is corroborated by screenline counts. The higher average occupancy associated with the 5+ population in 2011 reflects the inclusion of younger children in the survey, compared with previous years. This also suggests the importance of including younger children in the survey. These rates are calculated by dividing the total number of auto trips (driver + passenger) by auto drivers (i.e., auto vehicles).

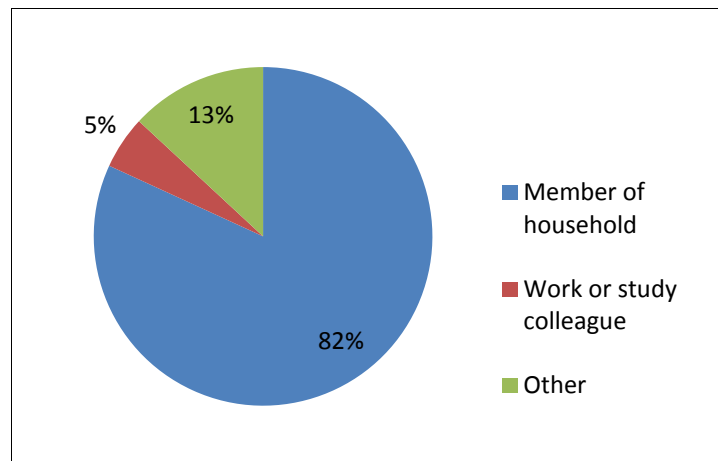
**Figure 4-14: Change in Auto Occupancy Over Time, daily**



In contrast, the occupants listed in **Table 4-25** reflect counts provided explicitly by the survey respondents. The resultant average of 1.40 persons per vehicle is significantly higher than the rates shown in **Figure 4-14**. One possible explanation for the differences may be that the explicit counts include all occupants, including children younger than 5 years; whereas auto driver and auto passenger trips reflect only those made by the surveyed population (5+).

**Figure 4-15** presents the relationship of the passenger to the driver. New in 2011, the question was asked for all auto passenger trips. This information is useful in understanding the characteristics of “true” ridesharing; that is, for people who are not members of the same household. It can be seen that over 4/5 of all occurrences were with members of the same household. (The plot excludes ‘decline / don’t know’ responses.)

**Figure 4-15: Relationship of passenger to driver (daily), 2011**



**Table 4-26** breaks down the average vehicle occupant and relationship results between Ottawa and Outaouais residents. It can be seen that Outaouais residents have a slightly higher propensity to make trips with non-household members (21%, compared with 19% for Ottawa residents). However, Outaouais residents also recorded a slightly smaller average occupant – 1.39 persons per vehicle, compared with 1.41 for Ottawa respondents. Perhaps most important, both rates are consistent for both regions.

**Table 4-26: Vehicle Occupant and Characteristics, 2011**

Trip Origin	Auto Passenger Relationship to Driver				Average Occupant
	Household Member	Non-Household Member	Total	% Non-Household Member	Overall
Trips made by Ottawa residents	301,200	71,100	372,300	19%	1.41
Trips made by Outaouais resident	91,000	24,100	115,100	21%	1.39
Total totals	392,200	95,200	487,400	20%	1.40

Values may not add due to rounding.

#### 4.12 Vehicle Kilometres Travelled

Vehicle kilometres travelled (VKT) is a useful measure of travel activity. **Table 4-27** summarizes VKT for all auto driver trips and again for all auto driver trips to work for 2011 and 2005. (Data were not available for 1995 or 1986.) The table also indicates the average trip length for each trip. As noted in section 4.9, the distances were derived from the TRANS travel model, in order to avoid distortions attributable to other methods. The results reveal an overall decrease in VKT. While there may be more travellers on the road—with an increase of 4.7% in auto driver trips (as reported earlier in **Table 4-19**)—those vehicle trips appear to be shorter. While from 2005 to 2011 the population rose 7.2% (as reported in **Table 4-13**), the total VKT decreased by 1.4% and the average trip length decreased even more, by 6.1%. During the same period, the employed population rose 8.2%, while the VKT for work trips decreased by 5.9%, with a corresponding 4.2% reduction in average vehicle trip length.

These reductions in total VKT and in average trip lengths may suggest a welcome progress towards more sustainable travel behaviour. They could be a function of several demographic, economic and transportation factors (such as higher transit and cycling shares), which cannot be explored further here. The addition of more data points from future surveys would help to determine trends and the underlying explanations.

**Table 4-27: VKT and Average Trip Length by Auto for All Purposes and Work-Related Purposes (daily)**

Survey Year	VKT		Average Trip Length	
	All	Work	All	Work
2011	17,867,700	4,625,800	10.7	13.8
2005	18,126,700	4,917,800	11.4	14.4

Note: data are not available for 1995 and 1986.

#### 4.13 Parking Costs

Approximately 64% of workers surveyed drove to their usual place of work on the day surveyed (with the remainder either using alternative modes of transportation, working from home, travelling to a place of work other than their usual place of work, working on the road, or not working at all on the day surveyed).

The survey results suggest that approximately one-quarter of workers who drive to work pay for their parking. **Table 4-28** summarizes the average parking rates per parking period paid.

**Table 4-28: Parking Costs, 2011**

Type of Parking	Workers Who Drove to Usual Work	Average Parking Fees
Unknown	16,500	n/a
Free	136,700	n/a
Provided by Employer	45,100	n/a
Pay Parking	60,600	
<i>Average Rates by Parking Term:</i>		
Day Rate	9,500	\$ 10.23
Weekly	1,300	\$ 22.05
Monthly	43,300	\$ 94.62
Yearly	3,200	\$ 368.85
Unknown Rate	3,300	unknown

Values may not add due to rounding

#### 4.14 Telecommuting

**Table 4-29** summarizes the number of occurrences of telecommuting. Survey respondents were asked whether they telecommuted if their usual workplace was outside the home, but they did not travel to work or make any work related trips on their travel day. Among those who responded, the results suggest that approximately 1 in 10 of such persons (9.7%) telecommuted.

**Table 4-29: Telecommuting, 2011**

Telecommute?	No. of Occurrences
Yes	5,800
No	49,400
Decline / don't know	2,100

To put these figures in context, the expanded survey results represent 603,100 workers for whom place of work is known, excluding people whose primary occupation is that of student (whose school location was captured instead). Of these workers, 36,800 work from home, 42,200 work on the road (work outside the home but without a fixed workplace address), and 524,100 have fixed workplaces outside the home. Looking at these figures together, it appears that approximately 6.0% of all workers (excluding those whose primary occupation is student) work from home, although it is not known whether or not they worked on the day surveyed, while another 1.0% of all workers have workplaces outside the home but chose to telecommute on the day surveyed.

#### 4.15 Breakdown of Key Indicators by Municipal Area

**Table 4-30** breaks down the key demographic determinants for Ottawa and the Outaouais. Generally, the 3:1 ratio of population, households and vehicles continues to hold true, as does the 3:1 proportion of trips made by residents of the respective sides of the Ottawa River, with slightly more households and vehicles in the Outaouais than in Ottawa. Overall, travel in these regions is approximately proportional to the breakdown in population, households and vehicle availability. Employment is not included here, given the disparity of jobs between the two regions.

**Table 4-30: Breakdown of Key Determinants for Ottawa and the Outaouais (daily), 2011**

Municipal Area	Population	%	Households	%	Vehicles	%	Daily Trips	%
Ottawa Residents	922,000	75%	379,800	74%	508,100	73%	2,401,900	77%
Outaouais Residents	311,700	25%	130,200	26%	191,200	27%	708,300	23%
Total Survey Area Residents	1,233,800	100%	510,000	100%	699,200	100%	3,110,200	100%

Values may not add due to rounding.

**Table 4-31** breaks down key travel indicators and rates for Ottawa and the Outaouais, with further distinctions according to the respective transit service areas. It can be seen that:

- The daily person trip rates are higher in Ottawa than in the Outaouais at 2.61 and 2.27 trips per person, respectively. The same holds true for the trips rates for the 5+ and 11+ populations, respectively. This is consistent with the situation in 2005.
- The respective transit service areas exhibit higher person and household trip rates than those of their associated region, with the differences being slightly greater in the Outaouais than in Ottawa. This is generally consistent with the situation in 2005.
- Average household sizes are greater in Ottawa than in the Outaouais (2.43 vs. 2.39 persons per household, respectively) as they were in 2005, although both current rates are less than those in 2005. Average vehicle availability rates are greater in the Outaouais than in Ottawa (1.47 vs. 1.34 vehicles per household, respectively), again as in 2005 but now with lower rates.

**Table 4-32** summarizes auto and transit person-trip rates for the two regions and their transit service areas. Transit person-trips rates for all population groups are higher within the respective transit service areas, and all transit person-trip rates are higher in Ottawa than in the Outaouais. Auto person-trips rates are higher in the STO service area than in the Outaouais, but are lower in the UTA than in Ottawa, again for all population groups. Here, the auto person-trip rates are higher in Ottawa than in the Outaouais, but are slightly higher in the STO service area than in the UTA (or are equal). Note that, for all categories, the rates are higher for the 11+ population than for the 5+ and total populations.

**Table 4-31: Selected Travel Indicators for Ottawa and the Outaouais (daily), 2011**

Area	Trips / Person	Trips / Person 5+	Trips / Person 11+
Ottawa residents	2.61	2.76	2.77
<i>Ottawa UTA residents*</i>	2.62	2.77	2.79
Outaouais residents	2.27	2.42	2.44
<i>STO service area residents**</i>	2.31	2.46	2.48
Total Survey Area ***	2.52	2.67	2.69

Area	Trips / Person 5+	Trips / Household	Persons / Household	Vehicles / Household
Ottawa residents	2.76	6.32	2.43	1.34
Ottawa UTA residents*	2.77	6.25	2.39	1.26
Outaouais residents	2.42	5.44	2.39	1.47
STO service area residents**	2.46	5.47	2.37	1.42
Total Survey Area ***	2.67	6.10	2.42	1.37

\* Urban Transit Area (UTA) is that part of the City of Ottawa that is served by transit. The UTA coverage has changed since the 2005 survey.

\*\* The STO service area is that part of the Ville de Gatineau and the MRC des Collines-des-l'Outaouais that is served by transit. The STO service is unchanged since the 2005 survey.

\*\*\* Total survey area refers to the City of Ottawa, the Ville de Gatineau and the MRC des Collines-des-l'Outaouais.

**Table 4-32: Auto and Transit Person-Trip Rates for Ottawa and the Outaouais (daily), 2011**

Area	Auto Person-Trip Rate	Transit Person-Trip Rate	Auto Person-Trip Rate 5+	Transit Person-Trip Rate 5+	Auto Person-Trip Rate 11+	Transit Person-Trip Rate 11+
Ottawa residents	1.78	0.35	1.88	0.37	1.93	0.40
Ottawa UTA residents	1.74	0.38	1.85	0.41	1.89	0.43
Outaouais residents	1.73	0.23	1.85	0.25	1.90	0.26
STO service area residents	1.74	0.25	1.86	0.27	1.90	0.28
Total Survey Area	1.77	0.32	1.87	0.34	1.92	0.37

**Table 4-33** summarizes auto and transit travel for the 2011 24-hour, AM peak and PM peak periods and the associated modal splits for the respective transit service areas. Note that these trips are for the 11+ population. Also, because they are based on all trip origins, they include external destinations (i.e., outside the NCR).

**Table 4-33: Transit Modal Split by Area, Daily, AM and PM Peak Periods, 2011 11+**

24 Hours – Trips From	Auto Driver	Auto Passenger	Transit	Total	Transit Modal Split (%)
Ottawa	1,291,400	294,800	335,300	1,921,500	17%
<i>Ottawa UTA</i>	1,191,700	275,300	330,600	1,797,600	18%
Outaouais	392,800	80,000	60,100	532,900	11%
<i>STO service area</i>	365,700	76,000	59,100	500,800	12%
Total Survey Area	1,684,100	374,800	395,400	2,454,300	16%

AM Peak Period – Trips From	Auto Driver	Auto Passenger	Transit	Total	Transit Modal Split (%)
Ottawa	231,100	42,200	90,800	364,100	25%
<i>Ottawa UTA</i>	205,000	37,900	88,600	331,500	27%
Outaouais	85,500	15,400	24,100	125,000	19%
<i>STO service area</i>	77,300	14,100	23,700	115,100	21%
Total Survey Area	316,600	57,600	114,900	489,100	23%

PM Peak Period – Trips From	Auto Driver	Auto Passenger	Transit	Total	Transit Modal Split (%)
Ottawa	304,500	64,200	92,100	460,800	20%
<i>Ottawa UTA</i>	287,200	60,400	91,100	438,700	21%
Outaouais	96,800	17,500	16,100	130,400	12%
<i>STO service area</i>	87,800	25,800	15,900	129,500	12%
Total Survey Area	396,700	80,600	108,100	585,400	18%

Values may not add due to rounding.

It can be seen that the transit modal split is higher in the transit service areas (in the PM peak period, the STO service area split is equal to that of the Outaouais). In all cases, the splits are higher for Ottawa origins than for Outaouais origins, as well as for their respective transit service areas. The highest splits occur during the AM peak periods, at 27% for trips originating in the UTA and 21% for trips originating in the STO service area. The corresponding PM peak period splits are 21% and 12%, respectively. The corresponding daily splits are 18% and 12%, respectively.

From the table, it can be determined that the auto passenger share of motorized trips was 15% for all areas over the course of the day. The auto passenger shares were higher during the PM peak period (13% to 14%, with a high of 20% for trips originating in the STO service area) than in the AM peak period (11% to 12%). With the exception of the PM peak STO origins, the lower rates indicate that auto passenger shares were higher outside the peak periods (which is consistent with lower transit use at those times of day).

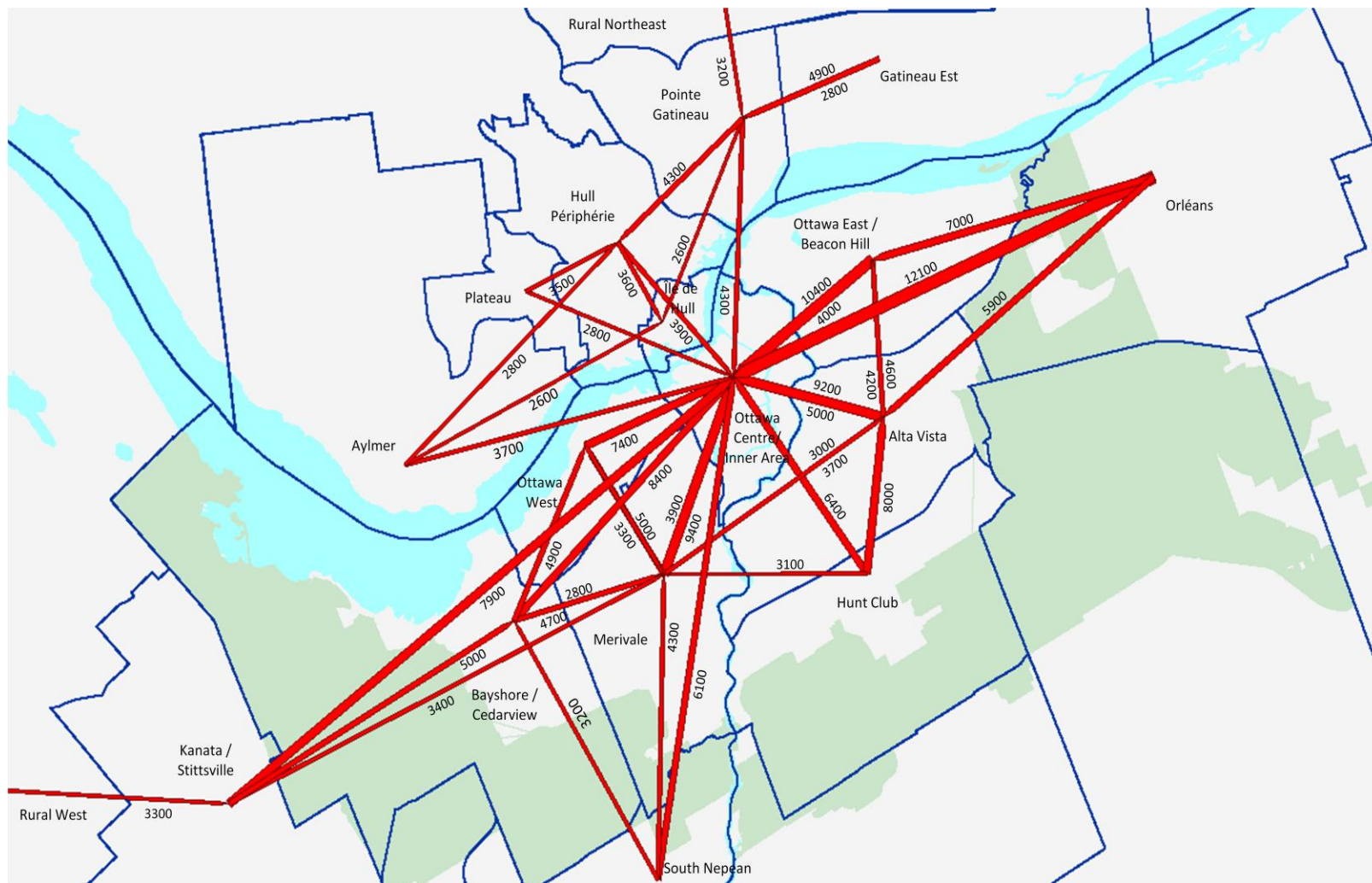
#### 4.16 Major Desire Lines

**Note:** Only flows greater than 2,500 person trips are shown.

shows the key desire lines – that is, the largest person-trip flows between origin and destination district – during the AM peak period. This is a graphical depiction of ‘where people want to go.’ The figure records only those flows greater than 2,500 person-trips in each direction, with all transportation modes and purposes combined. Note that, for the purposes of this analysis, the map combines the Ottawa Central (Centre) and Ottawa Inner Areas into a single district – this is the area bounded by the Rideau River (east and south), the Ottawa River (north) and the CPR line (west). Ottawa East and Beacon Hill are similarly combined. (All of these districts are kept separate as part of the Section 5 district summaries.)

- The top destination is the combined Ottawa Centre and Inner Area district, at 20% of all trips. In 2005, Ottawa Centre / Inner Area attracted 23% of all trips. The 2011 finding represents a slight dispersion of trips to other destinations in the NCR: the trend toward dispersion appears for other key destinations as well, as noted selectively below.
- The second top destinations are Alta Vista and Merivale, at 9% and 8% of all trips, respectively (10% and 8% in 2005, respectively).
- The Outaouais as a whole contributes 16% of the trips to Ottawa Centre / Inner Area, and the southeast sector of the City of Ottawa (Hunt Club and Alta Vista) contributes 12%.
- The City of Ottawa as a whole contributes 36% of the trips to Île de Hull (38% in 2005). Hull Périphérie, Pointe Gatineau and Gatineau East together add another 31% (36% in 2005).
- The primary destinations of trips from Orléans in the AM peak period are: Ottawa Centre/Inner Area (19%; 21% in 2005) and Ottawa East / Beacon Hill (11%; 14% in 2005).
- The primary destinations of trips from Kanata/Stittsville in the AM peak period are: Ottawa Centre / Inner Area (14%; 13% in 2005), Bayshore/Cedarview (9%; 10% in 2005) and Merivale (6%; 8% in 2005).
- Major flows entering the Greenbelt from Kanata are 65% of those from Orléans (in 2005, the proportion was about 50%).
- Other major flows not oriented towards Ottawa Centre / Inner Area or Île de Hull are from:
  - Bayshore/Cedarview to Ottawa West (13% of Bayshore/Cedarview origins).
  - Merivale to Ottawa West (12% of the trips out of Merivale).
  - Hunt Club to Alta Vista (25% of the trips out of Hunt Club).
  - Aylmer to Hull Périphérie (11% of the trips out of Aylmer).
  - Pointe Gatineau to Hull Périphérie (14% of the trips out of Pointe Gatineau).
  - Gatineau East to Hull Périphérie and to Pointe Gatineau (9% and 19% of the trips out of Gatineau East, respectively).

**Figure 4-16: Major Origin-Destination Flows (by Districts) – AM peak period**



Note: Only flows greater than 2,500 person trips are shown.

#### 4.17 Interprovincial Travel

**Table 4-34** and **Table 4-35** summarize, respectively, interprovincial travel for the AM and PM peak periods, for 2011, 2005 and 1995. (The tables also show intra-provincial travel: this provides a context for interprovincial trips.) The tables record trips for all modes and purposes, by origin and by destination. Note that for consistency purposes, these trips are for the 11+ population.

**Table 4-34: Interprovincial Travel by Origin, AM Peak Period – 2011 11+, 2005 and 1995**

From / To:	AM Peak Period 2011			AM Peak Period 2005			AM Peak Period 1995		
	Ottawa	Outaouais	Total	Ottawa	Outaouais	Total	Ottawa	Outaouais	Total
Ottawa	421,600	16,300	437,900	418,100	17,200	435,200	363,100	14,600	377,700
Outaouais	38,600	106,300	144,900	43,200	96,400	139,500	36,600	87,400	124,000
Total	460,200	122,600	582,800	461,300	113,600	574,700	399,700	102,000	501,700
% by Origin									
Ottawa - %	96%	4%	100%	96%	4%	100%	96%	4%	100%
Outaouais - %	27%	73%	100%	31%	69%	100%	30%	70%	100%
Total - %	78%	22%	100%	80%	20%	100%	80%	20%	100%
% by Dest'n									
Ottawa - %	92%	13%	75%	91%	15%	76%	91%	14%	75%
Outaouais - %	8%	87%	25%	9%	85%	24%	9%	86%	25%
Total - %	100%	100%	100%	100%	100%	100%	100%	100%	100%

Values may not add due to rounding.

**Table 4-35: Interprovincial Travel by Origin, PM Peak Period – 2011 11+, 2005 and 1995**

From / To:	PM Peak Period 2011			PM Peak Period 2005			PM Peak Period 1995		
	Ottawa	Outaouais	Total	Ottawa	Outaouais	Total	Ottawa	Outaouais	Total
Ottawa	496,700	37,600	534,300	470,900	44,200	515,100	414,400	35,300	449,700
Outaouais	18,300	122,700	141,000	19,300	112,400	131,700	15,600	109,200	124,800
Total	515,000	160,300	675,300	490,200	156,600	646,800	430,000	144,500	574,500
% by Origin									
Ottawa - %	93%	7%	100%	91%	9%	100%	92%	8%	100%
Outaouais - %	13%	87%	100%	15%	85%	100%	13%	88%	100%
Total - %	76%	24%	100%	76%	24%	100%	75%	25%	100%
% by Dest'n									
Ottawa - %	96%	23%	79%	96%	28%	80%	96%	24%	78%
Outaouais - %	4%	77%	21%	4%	72%	20%	4%	76%	22%
Total - %	100%	100%	100%	100%	100%	100%	100%	100%	100%

Values may not add due to rounding.

#### Key points to note:

- Generally, the distributions of trips – that is, the proportions of trips crossing the Ottawa River and the proportions that remain within each region – have been stable, with little variation over the years. However, it is important to note that the absolute volumes of person-trips crossing the Ottawa River have dropped since 2005, although they are still higher than the 1995 volumes. This is true for both the AM and PM peak periods.
- Overall, trip volumes have grown, from which it can be seen that more trips are staying within each region.
- In all years, the dominant interprovincial flows were generated by Outaouais residents crossing to Ottawa in the AM peak period, and returning in the PM peak period.

- The tables indicate that 27% of all trips originating in the Outaouais during the AM peak period crossed the Ottawa River in 2011 – down from 31% in 2005 and 30% in 1995. The corresponding figure for Ottawa-based trips remains stable at 4%, since 1995.
- In the PM peak period, 7% of all trips destined to the Outaouais originated in Ottawa – down slightly from 9% in 2005 and 8% in 1995.

#### 4.18 Core Area Travel

In 2011 (11+ population), 17% of all AM peak period trips in the survey area, and 26% of work trips, were attracted to the core; that is to Ottawa Centre (the area north of Gloucester Street) and Île de Hull. Both percentages were the same as in 2005.

The core's transit shares were 33% of 24-hour trip destinations, 45% of AM peak period destinations and 44% of PM peak period origins. Among all the TRANS districts, Ottawa Centre had the highest transit shares: 36% of 24-hour trip destinations (compared with 30% in 2005), 49% of AM peak period destinations (43% in 2005) and 48% of PM peak period origins (41% in 2005). For Île de Hull, the 2011 transit shares were 25% of 24-hour destinations (21% in 2005), 34% of AM peak period destinations (32% in 2005) and 32% of PM peak period origins (29% in 2005). **All of these represent increases over 2005.** (Further details on the 2011 figures may be found in the district break downs in Section 5.)

#### 4.19 Internal Travel

Internal travel is a measure of the accessibility of opportunities – work, school, shopping, etc. – close to a traveller's place of residence. The closer proximity of these activities to one's home in turn can be more conducive to sustainable transportation alternatives to driving alone (transit, walking and cycling). The three tables below provide different perspectives on internalization. Each table tabulates internal trips (those originating in and destined to the same district) as a percent of total trips originating within the district. (**Figure 5-1** in Section 5 presents a map of the districts.)

- **Table 4-36** summarizes internalization rates for all trip purposes originating within each district. It can be seen that Kanata – Stittsville, South Nepean and Orléans in Ottawa, and Aylmer and Masson-Angers in the Outaouais have the highest rates of internalization. Of interest, this suggests a higher internalization rate for Ottawa's three older Urban Communities than for other suburban communities inside the Greenbelt. The overall average internalization rate for Ottawa, the Outaouais and the NCR is 42%.
- **Table 4-37** provides a similar tabulation, but for trips to work. Ottawa Centre has the highest internalization rate (50%). Alta Vista (32%), Kanata – Stittsville (34%) and Hull Périphérie (31%) and Masson-Angers (36%) have the next highest rates. Overall, the work trip internalization rates are 24% for Ottawa, 22% for the Outaouais and 24% for the NCR as a whole.
- **Table 4-38** presents the internalization rates for all trips made by residents of each district. The two previous tabulations comprised trips made by residents and non-residents, so long as the trip originated within the district. Overall, the internalization rates are significantly higher, with 60% of trips made by Ottawa residents staying within Ottawa. Outaouais has a lower percentage (56%), likely reflecting in part the 'net export' of work trips to Ottawa.

The overall NCR average is 59%. The three Urban Communities again have the highest internalization percentages: Kanata- Stittsville (74%), South Nepean (63%) and Orléans (67%), again reflecting the ‘self-containment’ of opportunities within these communities. Hull Périphérie (65%) and Masson-Angers (70%) have the highest internalization rates in the Outaouais. The higher rates reflect school trips, but also generally suggest that residents of a district conduct many personal activities closer to home (e.g., shopping), even if they do not actually work in the same district.

**Table 4-36: Internalization of Travel – All Trips (daily)**

District	Internal Trips	Total Trip Origins	% Internal
Ottawa Centre	27,700	160,500	17%
Ottawa Inner Area	108,400	284,600	38%
Ottawa East	49,200	132,400	37%
Beacon Hill	29,100	84,700	34%
Alta Vista	85,200	238,200	36%
Hunt Club	42,200	121,300	35%
Merivale	87,700	242,000	36%
Ottawa West	57,900	153,300	38%
Bayshore/Cedarview	72,900	188,500	39%
Orleans	151,200	247,700	61%
Rural East	3,700	17,700	21%
Rural Southeast	16,400	42,100	39%
South Gloucester / Leirtrim	12,000	33,900	35%
South Nepean	79,900	143,100	56%
Rural Southwest	18,000	47,800	38%
Kanata - Stittsville	161,300	258,000	63%
Rural West	15,600	38,000	41%
<b>Ottawa</b>	<b>1,018,300</b>	<b>2,433,800</b>	<b>42%</b>
Île de Hull	7,200	54,600	13%
Hull Périphérie	51,200	128,100	40%
Plateau	11,400	41,100	28%
Aylmer	42,900	80,700	53%
Rural Northwest	13,400	31,800	42%
Pointe Gatineau	62,300	134,900	46%
Gatineau Est	44,600	96,700	46%
Rural Northeast	11,100	40,300	28%
Masson-Angers	27,800	45,100	62%
Outaouais	271,700	653,300	42%
<b>Total</b>	<b>1,290,000</b>	<b>3,087,100</b>	<b>42%</b>

Values may not add due to rounding.

**Table 4-37: Internalization of Travel – Work Trips (daily)**

District	Internal Trips	Total Trip Origins	% Internal
Ottawa Centre	8,300	16,600	50%
Ottawa Inner Area	11,400	44,700	26%
Ottawa East	4,100	22,200	18%
Beacon Hill	2,800	13,300	21%
Alta Vista	10,800	33,400	32%
Hunt Club	3,700	23,300	16%
Merivale	8,200	35,200	23%
Ottawa West	4,700	22,700	21%
Bayshore/Cedarview	7,300	33,100	22%
Orleans	9,500	48,100	20%
Rural East	700	4,400	16%
Rural Southeast	2,200	10,500	21%
South Gloucester / Leirtrim	700	7,100	10%
South Nepean	4,700	30,400	15%
Rural Southwest	1,900	10,000	19%
Kanata - Stittsville	14,500	42,400	34%
Rural West	1,900	9,000	21%
<b>Ottawa</b>	<b>97,400</b>	<b>406,400</b>	<b>24%</b>
Île de Hull	1,600	6,200	26%
Hull Périphérie	6,400	20,900	31%
Plateau	400	11,000	4%
Aylmer	3,300	18,200	18%
Rural Northwest	1,900	7,700	25%
Pointe Gatineau	5,400	23,800	23%
Gatineau Est	4,700	22,000	21%
Rural Northeast	1,900	12,700	15%
Masson-Angers	3,800	10,600	36%
Outaouais	29,400	133,100	22%
<b>Total</b>	<b>126,800</b>	<b>539,500</b>	<b>24%</b>

Values may not add due to rounding.

**Table 4-38: Internalization of Travel – All Trips Made by District Residents (daily)**

District	Internal Trips	Total Trip Origins	% Internal
Ottawa Centre	12,300	20,100	61%
Ottawa Inner Area	99,600	163,900	61%
Ottawa East	45,000	80,300	56%
Beacon Hill	26,300	48,600	54%
Alta Vista	73,900	124,600	59%
Hunt Club	39,200	83,200	47%
Merivale	74,400	130,200	57%
Ottawa West	51,300	89,000	58%
Bayshore/Cedarview	65,700	121,800	54%
Orleans	147,700	219,700	67%
Rural East	3,700	13,600	27%
Rural Southeast	16,300	36,900	44%
South Gloucester / Leitrim	11,700	25,700	46%
South Nepean	77,800	124,400	63%
Rural Southwest	17,700	37,800	47%
Kanata - Stittsville	152,300	206,700	74%
Rural West	15,200	33,000	46%
Ottawa	930,100	1,559,500	60%
Île de Hull	5,500	12,100	45%
Hull Périphérie	44,900	69,600	65%
Plateau	11,100	33,100	34%
Aylmer	42,200	70,700	60%
Rural Northwest	13,100	25,700	51%
Pointe Gatineau	57,000	91,500	62%
Gatineau Est	42,900	77,200	56%
Rural Northeast	10,800	35,500	30%
Masson-Angers	26,900	38,300	70%
Outaouais	254,400	453,700	56%
<b>Total</b>	<b>1,184,500</b>	<b>2,013,200</b>	<b>59%</b>

Values may not add due to rounding.

## 4.20 Trip Chains

A 'trip chain' is the sequence of trips that starts and ends at home. For example: home to work to shopping to home has three elements. **Table 4-39** lists the 16 most frequent trip chains, by unique order (i.e., home-to-work-to-shopping is different from home-to-shopping-to-work-to-home). These represent slightly less than 1/3 (31.13%) of all 2,568 observed unique combinations.<sup>17</sup> (This very large number includes chains up to 24 segments in length, although the vast majority of unique combinations have 6 or fewer segments.) By comparison, the top 50 chains represent just over 1/3 (34.55%) of the chains. It can be seen that to work and to school (i.e., compulsory trips) are the most frequently observed in chain: 8.93% and 6.07%, respectively, for a total of 15.00%.

<sup>17</sup> By comparison, there are 1,579 non-uniquely ordered chains. However, there is very little difference in the proportion of all trips (31.21%, vs. 31.13% according to the unique tabulation).

Most of the top 16 are single-purpose trips, before returning home ('out and back'). The 16<sup>th</sup> chain ('return home', with no other trip recorded within the 24-hour period surveyed) represents travellers who went out before "yesterday" and returned home yesterday (e.g., returning from a recreational trip, returning home from work at night, having travelled outside of the region). These represented 0.30% of all trips.

**Table 4-39: Top 16 Trip Chains – Unique Order (daily), 2011**

Rank	Frequency	% Total Trips	Purpose 1	Purpose 2	Purpose 3
1	277,888	8.93%	Travel to work	Return home	
2	188,717	6.07%	School	Return home	
3	126,454	4.07%	Shopping/household maintenance	Return home	
4	81,478	2.62%	Recreation	Return home	
5	50,451	1.62%	Other	Return home	
6	34,175	1.10%	Visit friends/family	Return home	
7	33,548	1.08%	Work related	Return home	
8	30,690	0.99%	Drive someone	Return home	
9	30,583	0.98%	Pick someone up	Return home	
10	27,857	0.90%	Health and personal care	Return home	
11	22,920	0.74%	Restaurant	Return home	
12	19,170	0.62%	Shopping/household maintenance	Shopping/household maintenance	Return home
13	15,156	0.49%	Travel to work	Shopping/household maintenance	Return home
14	9,966	0.32%	Working on the road	Return home	
15	9,950	0.32%	Drive someone	Travel to work	Return home
16	9,364	0.30%	Return home		
Sum 1 - 16	968,367	31.13%			
Sum 1 - 50	1,074,705	34.55%			
All	3,110,300	100.00%			

## SECTION 5: SUMMARY BY TRANS DISTRICT

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**Note that all travel data presented in Section 5 exclude external trips – that is, trips made by NCR residents to and from locations outside the NCR. In contrast, the region-wide tabulations presented in Section 4 include external trips.**

Detailed demographic and travel characteristics are presented on the following pages for two levels of geography:

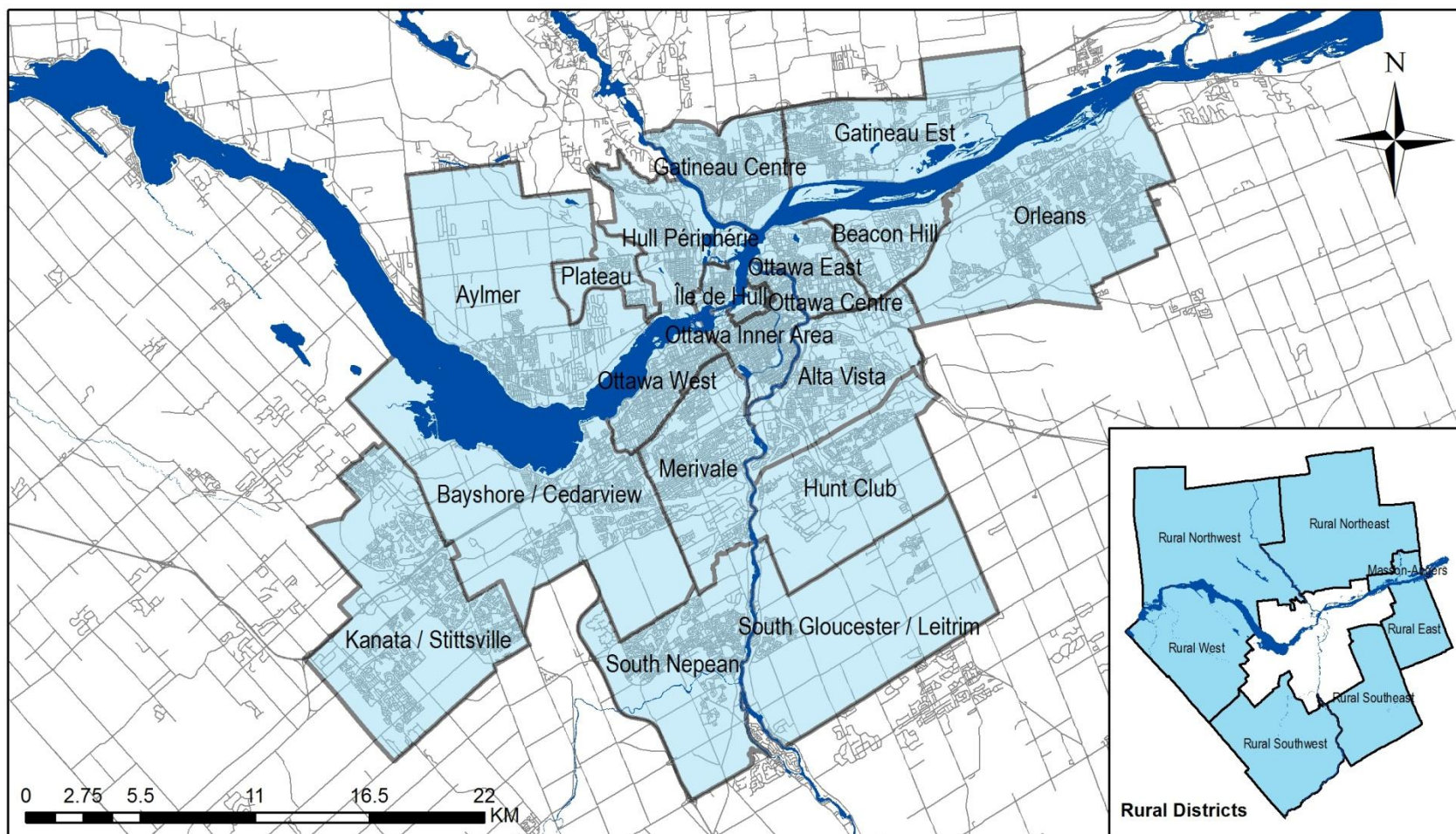
- 26 districts, as shown in **Figure 5-1**. These are the basic analytical units that were used for the survey sampling and for this report.
- 7 aggregations of these districts, as follows:
  - Total survey area.
  - City of Ottawa.
  - City of Ottawa's Urban Transit Area (transit service area).
  - City of Ottawa inside the Greenbelt.
  - Ville de Gatineau and the MRC des Collines de l'Outaouais.
  - Ville de Gatineau.
  - STO transit service area.

One pair of pages is provided for each summary. The information presented in each summary is similar to that presented in the Section 4 region-wide summaries, with the critical exception that these two-page summaries exclude trips that start or end at a location external to the NCR. Each pair of pages has the same format, so as to provide detailed characteristics while enabling a quick comparison among different geographies.

The first page of each pair presents:

- A map of the relevant district, sub-region, municipality or region.
- Demographic characteristics of the district's residents, including the number of residents who 'actively travelled' on the survey dates.
- Occupational status (primary activity), by gender. Note that the secondary status (part time employment or part time student, in addition to a primary status) is not included. Secondary status is addressed in Section 4.3.
- Traveller characteristics, by gender.
- Selected travel and demographic indicators, including trip rates.
- Household size.
- Households by vehicle availability.
- Households by dwelling unit type.
- Age by gender and age cohort for the total population and for the employed population.

**Figure 5-1: Map of TRANS Districts**



The second page of each pair presents:

- A map showing the five greatest origins or the five greatest destinations to/from the district during the AM peak period (06:30 to 08:59). Either origins only or destinations only are shown, depending on whether the district's total origins or the total destinations were greatest during the AM peak period. This is provided only for the district summaries.
- A table of the magnitude of the origins and destinations to and from the full 26 districts. This is provided only for the district summaries.
- Breakdown of trips by purpose, for the 24 hours, AM peak period (06:30 to 08:59) and PM peak period (15:30 to 17:59). The breakdown distinguishes among trips originating from and destined to the district to and from all points within the NCR (but, again, excluding trips to and from areas external to the NCR). Trips made entirely within the district are categorized as well.
- Breakdown of trips by mode of travel, for the 24 hours, AM peak period and PM peak period, categorized from, to and within the district. Trips are categorized according to the primary mode of use. The shares of each mode are calculated for each category.

All statistics reported in the two-page summaries are based on the survey results (as expanded and validated against the 2011 Census of Canada), not external sources.

Two-page summaries begin overleaf.

## Total Survey Area

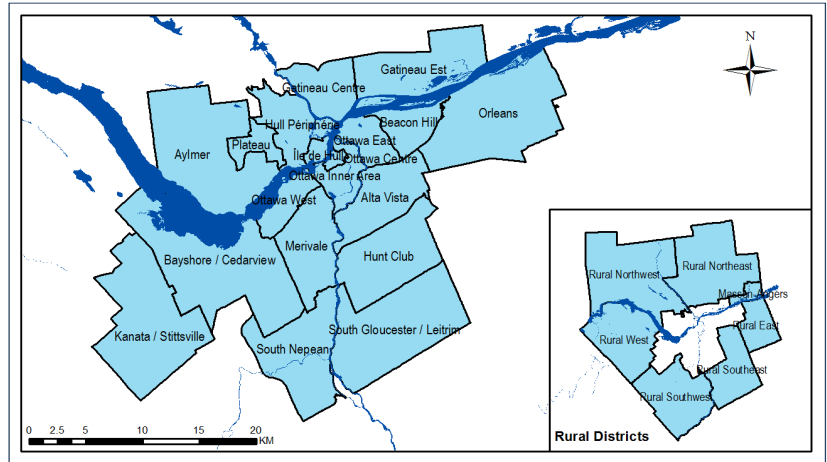
### Demographic Characteristics

Population	1,233,800	Actively Travelled	973,300
Employed Population	587,800	Number of Vehicles	699,200
Households	510,000	Area (km <sup>2</sup> )	5,470.8

Primary Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	284,900	242,500	527,500
Part Time Employed	22,200	38,200	60,400
Student	137,500	139,300	276,800
Retiree	91,400	120,700	212,200
Unemployed	15,900	13,500	29,400
Homemaker	1,800	33,700	35,500
Other	9,200	12,400	21,600
<b>Total:</b>	<b>562,900</b>	<b>600,400</b>	<b>1,163,300</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	94,400	115,200	209,600
<i>Regular</i>	52,000	61,000	113,000
<i>Express</i>	12,700	16,700	29,400
<i>Express Rural</i>	1,000	1,700	2,600
<i>U-Pass/Cam-Puce</i>	16,000	18,100	34,100
<i>Senior</i>	4,400	7,900	12,300
<i>Other</i>	8,400	9,800	18,100
Licensed Drivers	427,800	430,300	858,100
Telecommuters	2,800	3,000	5,800
Trips made by residents	1,498,300	1,611,900	3,110,200

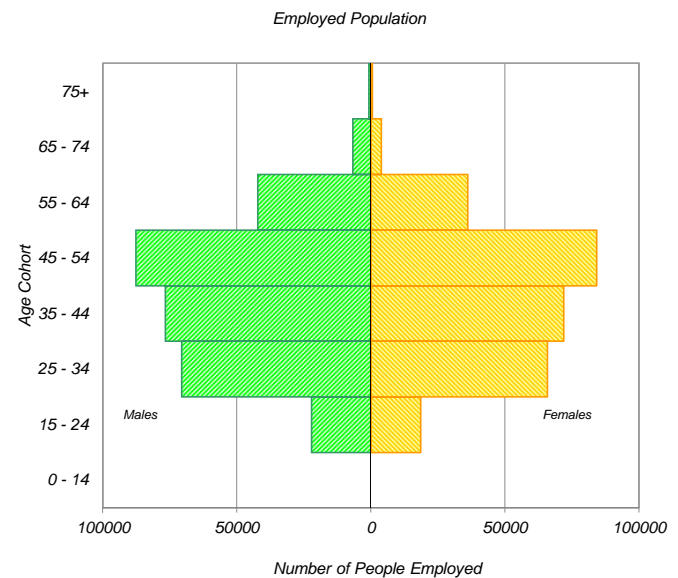
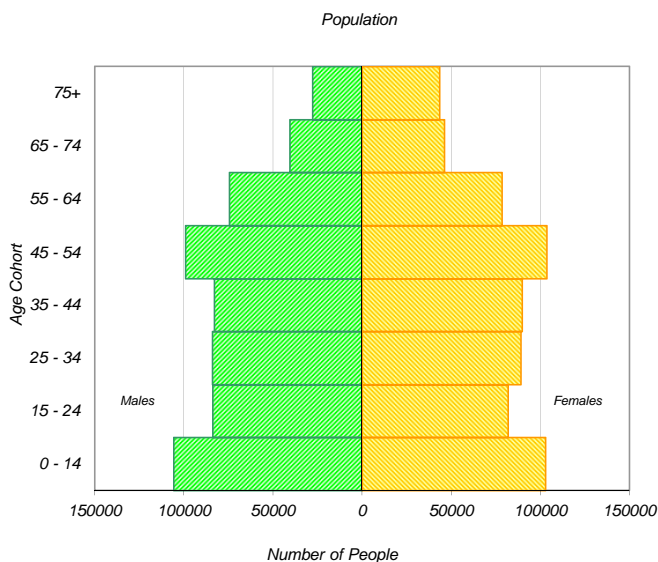
Selected Indicators	
Daily Trips per Person (age 5+)	2.67
Vehicles per Person	0.57
Number of Persons per Household	2.42
Daily Trips per Household	6.10
Vehicles per Household	1.37
Workers per Household	1.15
Population Density (Pop/km <sup>2</sup> )	226



Household Size		
1 person	145,500	29%
2 persons	169,700	33%
3 persons	81,400	16%
4 persons	75,800	15%
5+ persons	37,600	7%
<b>Total:</b>	<b>510,000</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	72,800	14%
1 vehicle	229,300	45%
2 vehicles	167,100	33%
3 vehicles	30,700	6%
4+ vehicles	10,000	2%
<b>Total:</b>	<b>510,000</b>	<b>100%</b>

Households by Dwelling Type		
Single-detached	226,500	44%
Semi-detached	47,200	9%
Townhouse	74,900	15%
Apartment/Condo (tenant)	121,100	24%
Apartment/Condo (owner)	40,400	8%
<b>Total:</b>	<b>510,000</b>	<b>100%</b>



\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Trips by Trip Purpose

24 Hours	Survey Area	
Work or related	533,800	17%
School	234,900	8%
Shopping	353,800	12%
Leisure	290,300	9%
Medical	63,600	2%
Pick-up / drive passenger	215,100	7%
Return Home	1,253,200	41%
Other	122,500	4%
Total:	3,067,200	100%

AM Peak (06:30 - 08:59)	Survey Area	
Work or related	319,800	49%
School	180,700	28%
Shopping	11,700	2%
Leisure	16,300	2%
Medical	10,300	2%
Pick-up / drive passenger	61,200	9%
Return Home	26,900	4%
Other	25,500	4%
Total:	652,400	100%

PM Peak (15:30 - 17:59)	Survey Area	
Work or related	19,400	3%
School	6,200	1%
Shopping	74,100	10%
Leisure	64,500	9%
Medical	7,700	1%
Pick-up / drive passenger	63,100	9%
Return Home	480,400	65%
Other	24,800	3%
Total:	740,200	100%

Peak Period (%)	Total:	% of 24 Hours	Survey Area (%)
24 Hours	3,067,200		100%
AM Peak Period	652,400	21%	100%
PM Peak Period	740,200	24%	100%

### Trips by Primary Travel Mode

24 Hours	Survey Area	
Auto Driver	1,670,100	54%
Auto Passenger	470,000	15%
Transit	397,800	13%
Bicycle	53,800	2%
Walk	322,500	11%
Other	152,900	5%
Total:	3,067,100	100%

AM Peak (06:30 - 08:59)	Survey Area	
Auto Driver	312,800	48%
Auto Passenger	83,400	13%
Transit	115,700	18%
Bicycle	14,000	2%
Walk	60,600	9%
Other	65,900	10%
Total:	652,400	100%

PM Peak (15:30 - 17:59)	Survey Area	
Auto Driver	394,900	53%
Auto Passenger	116,100	16%
Transit	108,800	15%
Bicycle	15,900	2%
Walk	73,500	10%
Other	31,000	4%
Total:	740,200	100%

Avg Vehicle Occupancy	Survey Area	
24 Hours	1.28	
AM Peak Period	1.27	
PM Peak Period	1.29	

Transit Modal Split	Survey Area	
24 Hours	16%	
AM Peak Period	23%	
PM Peak Period	18%	

# Ottawa

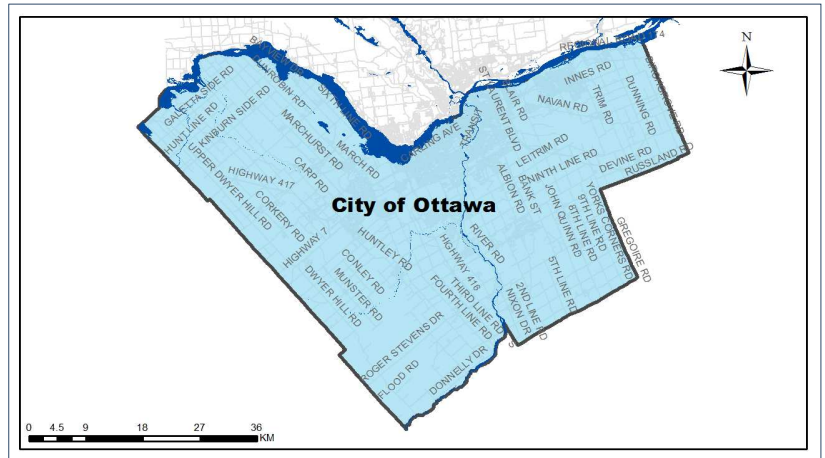
## Demographic Characteristics

Population	922,000	Actively Travelled	736,700
Employed Population	436,300	Number of Vehicles	508,100
Households	379,800	Area (km <sup>2</sup> )	2,892.8

Occupation			
Status (age 5+)	Male	Female	Total
Full Time Employed	210,400	177,300	387,700
Part Time Employed	17,200	31,500	48,700
Student	105,100	105,400	210,500
Retiree	68,200	90,200	158,400
Unemployed	11,900	10,500	22,400
Homemaker	1,100	26,100	27,200
Other	7,000	9,400	16,400
Total:	420,800	450,400	871,300

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	76,200	91,300	167,500
<i>Regular</i>	39,400	45,700	85,000
<i>Express</i>	9,900	12,700	22,600
<i>Express Rural</i>	500	700	1,100
<i>U-Pass/Cam-Puce</i>	15,400	17,500	32,900
<i>Senior</i>	3,600	6,500	10,100
<i>Other</i>	7,400	8,300	15,700
Licensed Drivers	317,300	321,000	638,300
Telecommuters	2,200	2,500	4,700
Trips made by residents	1,149,700	1,252,100	2,401,900

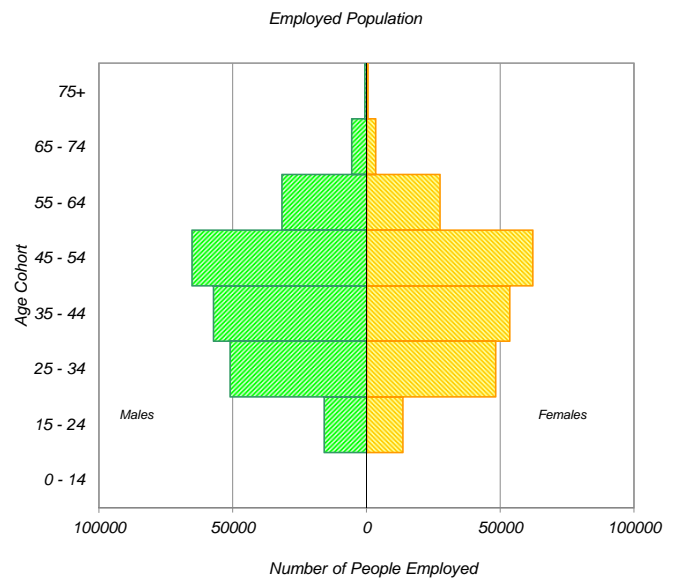
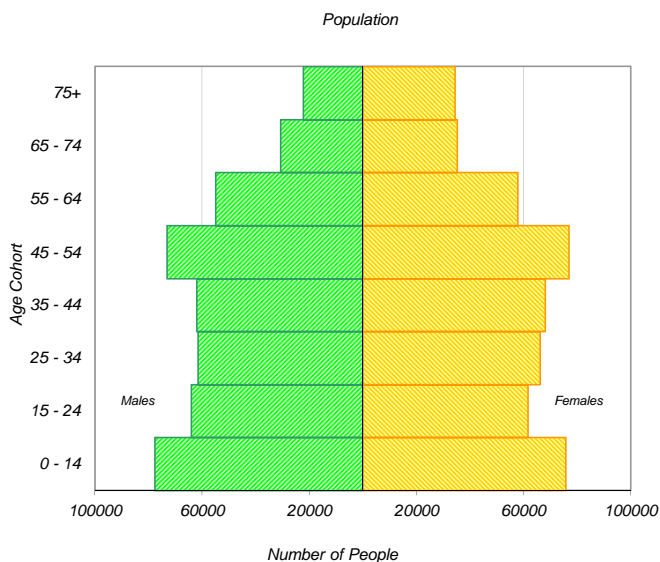
Selected Indicators	
Daily Trips per Person (age 5+)	2.76
Vehicles per Person	0.55
Number of Persons per Household	2.43
Daily Trips per Household	6.32
Vehicles per Household	1.34
Workers per Household	1.15
Population Density (Pop/km2)	300



Household Size		
1 person	107,400	28%
2 persons	125,500	33%
3 persons	59,800	16%
4 persons	57,600	15%
5+ persons	29,600	8%
Total:	379,800	100%

Households by Vehicle Availability		
0 vehicles	59,000	16%
1 vehicle	171,300	45%
2 vehicles	120,900	32%
3 vehicles	21,800	6%
4+ vehicles	6,800	2%
Total:	379,800	100%

Households by Dwelling Type		
Single-detached	164,000	43%
Semi-detached	29,900	8%
Townhouse	69,300	18%
Apartment/Condo (tenant)	85,800	23%
Apartment/Condo (owner)	30,700	8%
Total:	379,800	100%



\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Trips by Trip Purpose

24 Hours	From City		To City		Within City	
Work or related	19,900	19%	48,900	47%	382,100	17%
School	1,200	1%	6,100	6%	177,000	8%
Shopping	5,100	5%	7,500	7%	282,900	12%
Leisure	6,700	7%	6,900	7%	225,700	10%
Medical	600	1%	2,300	2%	51,100	2%
Pick-up / drive passenger	5,700	6%	5,800	6%	157,900	7%
Return Home	60,900	59%	23,100	22%	936,800	40%
Other	2,800	3%	2,500	2%	101,000	4%
Total:	102,900	100%	103,100	100%	2,314,500	100%

AM Peak (06:30 - 08:59)	From City		To City		Within City	
Work or related	13,900	84%	32,700	84%	226,300	48%
School	700	4%	3,200	8%	132,800	28%
Shopping	200	1%	200	1%	9,000	2%
Leisure	400	2%	600	2%	12,400	3%
Medical	0	0%	300	1%	7,900	2%
Pick-up / drive passenger	500	3%	1,200	3%	42,900	9%
Return Home	500	3%	300	1%	20,200	4%
Other	400	2%	300	1%	21,000	4%
Total:	16,600	100%	38,800	100%	472,500	100%

PM Peak (15:30 - 17:59)	From City		To City		Within City	
Work or related	300	1%	700	4%	14,300	3%
School	200	1%	400	2%	4,900	1%
Shopping	1,500	4%	1,600	9%	59,900	11%
Leisure	1,400	4%	1,400	7%	51,300	9%
Medical	100	0%	300	2%	6,300	1%
Pick-up / drive passenger	3,300	9%	1,700	9%	44,000	8%
Return Home	30,500	80%	12,200	65%	343,500	63%
Other	700	2%	400	2%	20,700	4%
Total:	38,000	100%	18,700	100%	544,900	100%

Peak Period (%)	Total:	% of 24 Hours	Within City (%)
24 Hours	2,520,500		92%
AM Peak Period	527,900	21%	90%
PM Peak Period	601,600	24%	91%

### Trips by Primary Travel Mode

24 Hours	From City		To City		Within City	
Auto Driver	60,900	59%	60,500	59%	1,219,000	53%
Auto Passenger	12,700	12%	12,400	12%	351,700	15%
Transit	24,400	24%	25,200	24%	313,100	14%
Bicycle	2,700	3%	2,700	3%	42,700	2%
Walk	900	1%	700	1%	272,700	12%
Other	1,400	1%	1,500	1%	115,500	5%
Total:	103,000	100%	103,000	100%	2,314,700	100%

AM Peak (06:30 - 08:59)	From City		To City		Within City	
Auto Driver	9,000	54%	20,600	53%	218,900	46%
Auto Passenger	1,100	7%	4,100	11%	58,400	12%
Transit	5,000	30%	12,200	31%	86,500	18%
Bicycle	600	4%	1,400	4%	10,600	2%
Walk	500	3%	100	0%	49,600	10%
Other	400	2%	400	1%	48,500	10%
Total:	16,600	100%	38,800	100%	472,500	100%

PM Peak (15:30 - 17:59)	From City		To City		Within City	
Auto Driver	20,200	53%	9,900	53%	282,800	52%
Auto Passenger	4,100	11%	1,600	9%	85,200	16%
Transit	11,900	31%	5,600	30%	80,800	15%
Bicycle	1,300	3%	800	4%	12,200	2%
Walk	200	1%	500	3%	62,200	11%
Other	300	1%	400	2%	21,800	4%
Total:	38,000	100%	18,800	100%	545,000	100%

Avg Vehicle Occupancy	From City		To City		Within City	
24 Hours	1.21		1.20		1.29	
AM Peak Period	1.12		1.20		1.27	
PM Peak Period	1.20		1.16		1.30	

Transit Modal Split	From City		To City		Within City	
24 Hours	25%		26%		17%	
AM Peak Period	33%		33%		24%	
PM Peak Period	33%		33%		18%	

# Ottawa UTA

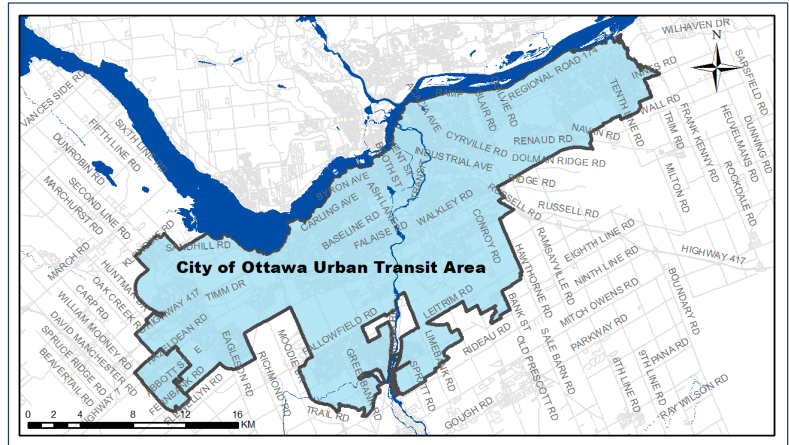
## Demographic Characteristics

Population	830,100	Actively Travelled	664,200
Employed Population	391,300	Number of Vehicles	439,200
Households	347,600	Area (km <sup>2</sup> )	542.3

Occupation			
Status (age 5+)	Male	Female	Total
Full Time Employed	187,600	159,900	347,500
Part Time Employed	15,800	28,000	43,800
Student	94,700	95,100	189,800
Retiree	60,700	82,200	142,900
Unemployed	11,000	9,900	20,800
Homemaker	1,000	23,200	24,200
Other	6,200	8,700	14,900
Total:	376,900	407,000	784,000

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	74,000	88,700	162,700
<i>Regular</i>	38,600	44,800	83,500
<i>Express</i>	9,700	12,300	22,000
<i>Express Rural</i>	400	500	900
<i>U-Pass/Cam-Puce</i>	14,500	16,600	31,100
<i>Senior</i>	3,600	6,400	10,000
<i>Other</i>	7,100	8,100	15,200
Licensed Drivers	281,900	286,200	568,200
Telecommuters	2,000	2,200	4,200
Trips made by residents	1,039,800	1,133,600	2,173,500

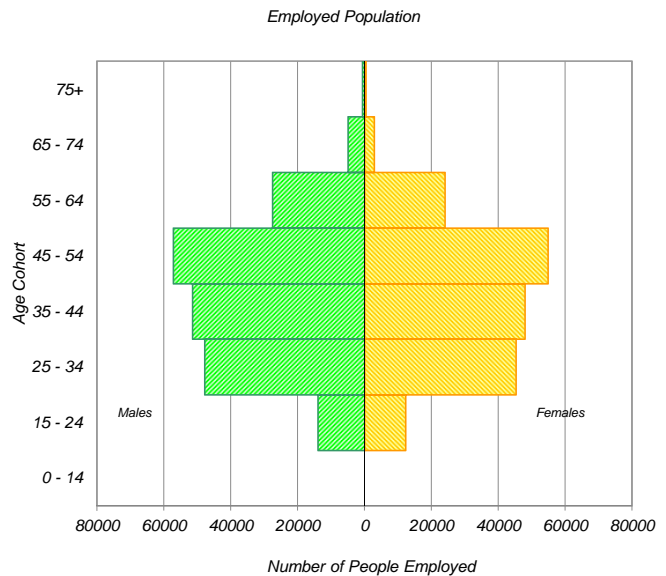
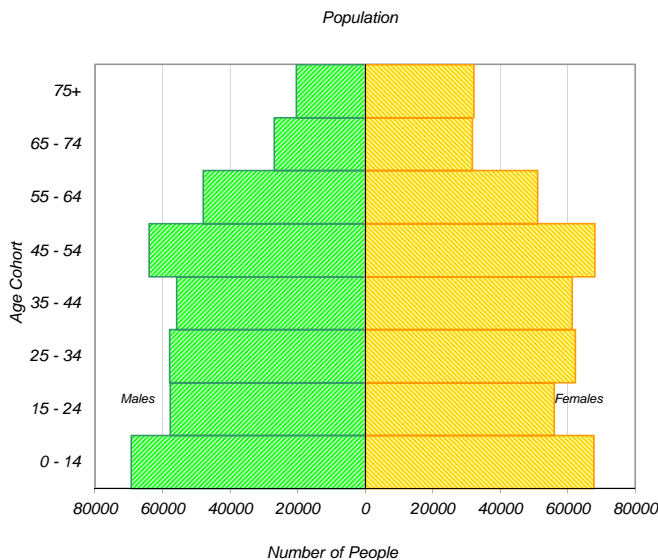
Selected Indicators	
Daily Trips per Person (age 5+)	2.77
Vehicles per Person	0.53
Number of Persons per Household	2.39
Daily Trips per Household	6.25
Vehicles per Household	1.26
Workers per Household	1.13
Population Density (Pop/km2)	1500



Household Size		
1 person	102,900	30%
2 persons	113,700	33%
3 persons	54,100	16%
4 persons	50,600	15%
5+ persons	26,300	8%
Total:	347,600	100%

Households by Vehicle Availability		
0 vehicles	58,500	17%
1 vehicle	164,600	47%
2 vehicles	104,500	30%
3 vehicles	15,900	5%
4+ vehicles	4,100	1%
Total:	347,600	100%

Households by Dwelling Type		
Single-detached	133,900	39%
Semi-detached	29,300	8%
Townhouse	68,600	20%
Apartment/Condo (tenant)	85,200	25%
Apartment/Condo (owner)	30,600	9%
Total:	347,600	100%



\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Trips by Trip Purpose

24 Hours	From Area	To Area	Within Area		
Work or related	26,800	15%	72,500	40%	341,300 16%
School	3,200	2%	13,500	7%	158,800 8%
Shopping	7,100	4%	17,800	10%	266,300 13%
Leisure	12,700	7%	15,300	8%	204,900 10%
Medical	1,600	1%	5,200	3%	46,300 2%
Pick-up / drive passenger	9,200	5%	12,100	7%	143,400 7%
Return Home	114,200	63%	37,400	21%	838,000 40%
Other	5,300	3%	6,700	4%	90,000 4%
Total:	180,100	100%	180,500	100%	2,089,000 100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area		
Work or related	18,000	73%	47,800	73%	201,700 48%
School	2,500	10%	9,200	14%	117,200 28%
Shopping	300	1%	800	1%	8,100 2%
Leisure	800	3%	1,100	2%	11,200 3%
Medical	200	1%	1,100	2%	6,900 2%
Pick-up / drive passenger	900	4%	3,300	5%	39,000 9%
Return Home	1,000	4%	700	1%	18,600 4%
Other	800	3%	1,400	2%	18,600 4%
Total:	24,500	100%	65,400	100%	421,300 100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area		
Work or related	600	1%	1,200	4%	13,000 3%
School	200	0%	600	2%	4,700 1%
Shopping	2,000	3%	3,300	11%	56,800 12%
Leisure	3,000	5%	3,400	11%	46,000 9%
Medical	300	0%	700	2%	5,800 1%
Pick-up / drive passenger	4,500	7%	3,100	10%	40,300 8%
Return Home	51,600	82%	17,200	56%	306,900 62%
Other	1,100	2%	1,300	4%	18,700 4%
Total:	63,300	100%	30,800	100%	492,200 100%

Peak Period (%)	Total:	% of 24 Hours	Within Area (%)
24 Hours	2,449,600		85%
AM Peak Period	511,200	21%	82%
PM Peak Period	586,300	24%	84%

### Trips by Primary Travel Mode

24 Hours	From Area	To Area	Within Area		
Auto Driver	116,500	65%	116,700	65%	1,068,100 51%
Auto Passenger	25,700	14%	24,800	14%	314,900 15%
Transit	28,500	16%	29,200	16%	304,300 15%
Bicycle	2,900	2%	3,000	2%	41,700 2%
Walk	1,000	1%	800	0%	267,900 13%
Other	5,600	3%	5,900	3%	92,000 4%
Total:	180,200	100%	180,400	100%	2,088,900 100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area		
Auto Driver	14,700	60%	38,300	59%	188,400 45%
Auto Passenger	1,700	7%	7,400	11%	52,400 12%
Transit	5,600	23%	14,200	22%	83,600 20%
Bicycle	700	3%	1,500	2%	10,500 2%
Walk	500	2%	200	0%	48,700 12%
Other	1,400	6%	3,700	6%	37,500 9%
Total:	24,600	100%	65,300	100%	421,100 100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area		
Auto Driver	38,800	61%	18,500	60%	247,400 50%
Auto Passenger	8,000	13%	4,000	13%	75,800 15%
Transit	13,800	22%	6,200	20%	78,000 16%
Bicycle	1,300	2%	800	3%	12,000 2%
Walk	200	0%	500	2%	61,200 12%
Other	1,200	2%	600	2%	17,800 4%
Total:	63,300	100%	30,600	100%	492,200 100%

Avg Vehicle Occupancy	From Area	To Area	Within Area
24 Hours	1.22	1.21	1.29
AM Peak Period	1.12	1.19	1.28
PM Peak Period	1.21	1.22	1.31

Transit Modal Split	From Area	To Area	Within Area
24 Hours	17%	17%	18%
AM Peak Period	25%	24%	26%
PM Peak Period	23%	22%	19%

## Ottawa Inside Greenbelt

### Demographic Characteristics

Population	517,000	Actively Travelled	413,800
Employed Population	240,100	Number of Vehicles	249,700
Households	234,100	Area (km <sup>2</sup> )	222.1

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	113,300	97,600	210,800
Part Time Employed	11,500	17,800	29,300
Student	54,700	55,300	110,100
Retiree	41,800	59,000	100,800
Unemployed	8,400	7,400	15,900
Homemaker	500	14,000	14,500
Other	4,900	6,000	10,900
<b>Total:</b>	<b>235,100</b>	<b>257,200</b>	<b>492,300</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	49,900	61,200	111,100
<i>Regular</i>	29,100	34,900	63,900
<i>Express</i>	1,600	2,400	4,000
<i>Express Rural</i>	200	200	400
<i>U-Pass/Cam-Puce</i>	10,500	11,700	22,200
<i>Senior</i>	3,000	5,800	8,800
<i>Other</i>	5,500	6,300	11,800
Licensed Drivers	173,800	175,800	349,600
Telecommuters	1,400	1,200	2,600
Trips made by residents	647,300	705,900	1,353,200

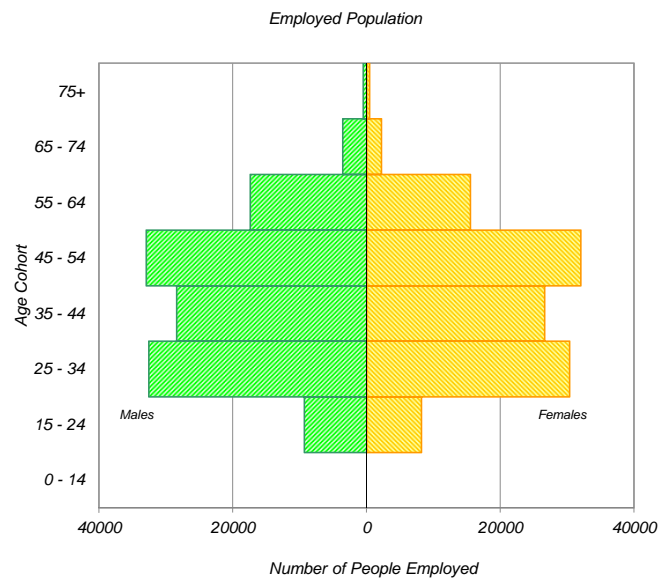
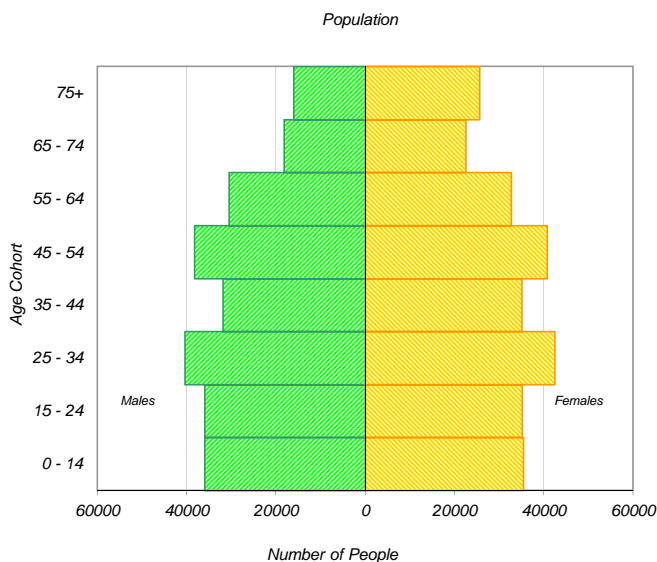
Selected Indicators	
Daily Trips per Person (age 5+)	2.75
Vehicles per Person	0.48
Number of Persons per Household	2.21
Daily Trips per Household	5.78
Vehicles per Household	1.07
Workers per Household	1.03
Population Density (Pop/km2)	2300



Household Size		
1 person	86,100	37%
2 persons	78,200	33%
3 persons	31,300	13%
4 persons	24,800	11%
5+ persons	13,700	6%
<b>Total:</b>	<b>234,100</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	55,100	24%
1 vehicle	120,600	52%
2 vehicles	49,000	21%
3 vehicles	7,500	3%
4+ vehicles	2,000	1%
<b>Total:</b>	<b>234,100</b>	<b>100%</b>

Households by Dwelling Type		
Single-detached	68,600	29%
Semi-detached	18,200	8%
Townhouse	37,600	16%
Apartment/Condo (tenant)	82,500	35%
Apartment/Condo (owner)	27,200	12%
<b>Total:</b>	<b>234,100</b>	<b>100%</b>



\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Trips by Trip Purpose

24 Hours	From Area	To Area	Within Area			
Work or related	36,300	11%	143,700	43%	204,900	16%
School	3,700	1%	31,400	9%	91,500	7%
Shopping	18,600	6%	27,800	8%	175,400	14%
Leisure	21,800	7%	28,400	9%	130,000	10%
Medical	3,600	1%	10,200	3%	30,900	2%
Pick-up / drive passenger	17,900	5%	21,600	7%	78,800	6%
Return Home	217,800	66%	54,700	17%	489,700	39%
Other	9,900	3%	13,100	4%	54,700	4%
Total:	329,600	100%	330,900	100%	1,255,900	100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area			
Work or related	22,000	69%	96,600	74%	117,100	49%
School	3,000	9%	19,100	15%	64,800	27%
Shopping	400	1%	900	1%	5,100	2%
Leisure	1,400	4%	1,900	1%	7,100	3%
Medical	500	2%	2,000	2%	4,700	2%
Pick-up / drive passenger	1,400	4%	6,500	5%	20,600	9%
Return Home	2,200	7%	700	1%	11,100	5%
Other	1,100	3%	2,300	2%	10,100	4%
Total:	32,000	100%	130,000	100%	240,600	100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area			
Work or related	1,200	1%	2,600	6%	8,400	3%
School	200	0%	1,600	4%	3,400	1%
Shopping	5,400	4%	4,900	11%	38,400	13%
Leisure	5,000	4%	6,300	14%	28,100	10%
Medical	700	1%	1,000	2%	3,500	1%
Pick-up / drive passenger	8,900	7%	4,800	11%	22,900	8%
Return Home	103,400	81%	21,900	48%	173,900	60%
Other	2,700	2%	2,500	5%	11,400	4%
Total:	127,500	100%	45,600	100%	290,000	100%

Peak Period (%)	Total:	% of 24 Hours	Within Area (%)
24 Hours	1,916,400		66%
AM Peak Period	402,600	21%	60%
PM Peak Period	463,100	24%	63%

### Trips by Primary Travel Mode

24 Hours	From Area	To Area	Within Area			
Auto Driver	206,200	63%	205,700	62%	579,200	46%
Auto Passenger	46,900	14%	46,600	14%	169,600	14%
Transit	65,100	20%	66,600	20%	209,200	17%
Bicycle	3,700	1%	3,700	1%	36,000	3%
Walk	1,100	0%	900	0%	212,500	17%
Other	6,600	2%	7,300	2%	49,400	4%
Total:	329,600	100%	330,800	100%	1,255,900	100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area			
Auto Driver	20,800	65%	73,600	57%	96,500	40%
Auto Passenger	2,400	8%	13,600	10%	27,700	12%
Transit	5,500	17%	37,100	29%	53,700	22%
Bicycle	800	3%	1,800	1%	8,900	4%
Walk	500	2%	200	0%	34,400	14%
Other	1,800	6%	3,800	3%	19,200	8%
Total:	31,800	100%	130,100	100%	240,400	100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area			
Auto Driver	73,900	58%	28,800	63%	131,200	45%
Auto Passenger	15,000	12%	7,600	17%	39,200	14%
Transit	34,500	27%	6,900	15%	51,400	18%
Bicycle	1,700	1%	1,000	2%	10,600	4%
Walk	200	0%	500	1%	48,400	17%
Other	2,200	2%	900	2%	9,200	3%
Total:	127,500	100%	45,700	100%	290,000	100%

Avg Vehicle Occupancy	From Area	To Area	Within Area
24 Hours	1.23	1.23	1.29
AM Peak Period	1.12	1.18	1.29
PM Peak Period	1.20	1.26	1.30

Transit Modal Split	From Area	To Area	Within Area
24 Hours	20%	21%	22%
AM Peak Period	19%	30%	30%
PM Peak Period	28%	16%	23%

## Gatineau

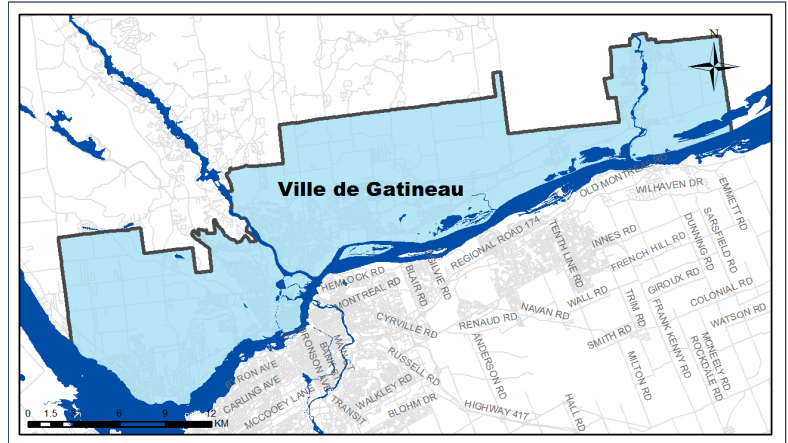
### Demographic Characteristics

Population	264,600	Actively Travelled	201,700
Employed Population	127,600	Number of Vehicles	156,000
Households	112,700	Area (km <sup>2</sup> )	381.3

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	62,400	55,500	117,900
Part Time Employed	4,100	5,600	9,700
Student	27,300	29,000	56,300
Retiree	19,700	27,000	46,700
Unemployed	3,600	2,800	6,400
Homemaker	600	6,300	6,900
Other	1,700	2,600	4,400
<b>Total:</b>	<b>119,500</b>	<b>128,700</b>	<b>248,300</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	17,400	22,500	39,900
<i>Regular</i>	12,000	14,600	26,600
<i>Express</i>	2,700	3,700	6,400
<i>Express Rural</i>	400	900	1,300
<i>U-Pass/Cam-Puce</i>	600	600	1,200
<i>Senior</i>	700	1,400	2,100
<i>Other</i>	900	1,400	2,300
Licensed Drivers	92,600	92,600	185,200
Telecommuters	500	500	1,000
Trips made by residents	300,000	310,200	610,200

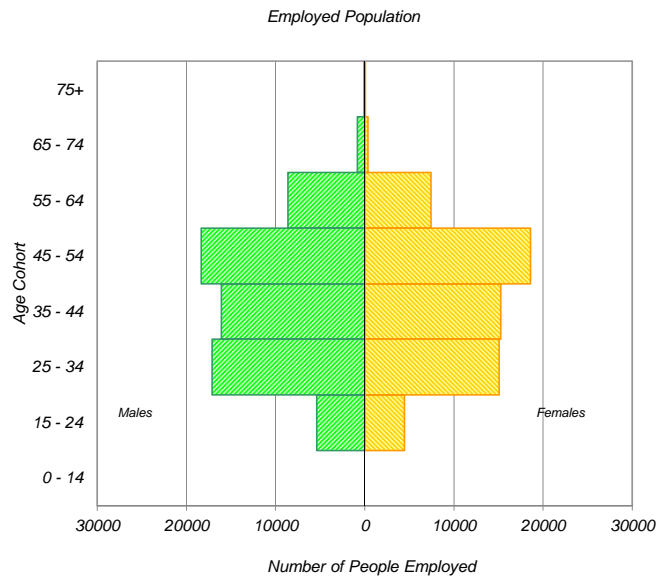
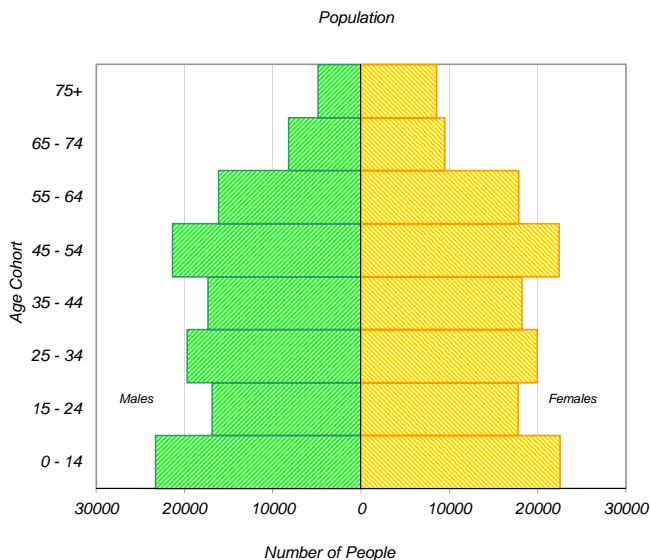
Selected Indicators	
Daily Trips per Person (age 5+)	2.46
Vehicles per Person	0.59
Number of Persons per Household	2.35
Daily Trips per Household	5.41
Vehicles per Household	1.38
Workers per Household	1.13
Population Density (Pop/km2)	700



Household Size		
1 person	34,800	31%
2 persons	38,000	34%
3 persons	18,400	16%
4 persons	15,000	13%
5+ persons	6,500	6%
<b>Total:</b>	<b>112,700</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	13,400	12%
1 vehicle	53,000	47%
2 vehicles	37,900	34%
3 vehicles	6,400	6%
4+ vehicles	1,900	2%
<b>Total:</b>	<b>112,700</b>	<b>100%</b>

Households by Dwelling Type		
Single-detached	46,400	41%
Semi-detached	17,000	15%
Townhouse	5,500	5%
Apartment/Condo (tenant)	34,500	31%
Apartment/Condo (owner)	9,300	8%
<b>Total:</b>	<b>112,700</b>	<b>100%</b>



\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Trips by Trip Purpose

24 Hours	From City		To City		Within City	
Work or related	45,400	38%	27,300	23%	69,000	15%
School	5,800	5%	5,900	5%	42,400	9%
Shopping	7,600	6%	8,000	7%	52,600	11%
Leisure	7,900	7%	8,200	7%	44,900	10%
Medical	1,800	2%	1,400	1%	8,300	2%
Pick-up / drive passenger	6,300	5%	7,700	6%	40,200	9%
Return Home	41,400	35%	57,700	48%	196,900	42%
Other	3,000	3%	3,500	3%	13,700	3%
Total:	119,200	100%	119,700	100%	468,000	100%

AM Peak (06:30 - 08:59)	From City		To City		Within City	
Work or related	30,900	83%	18,400	67%	38,900	37%
School	3,000	8%	4,800	18%	36,600	35%
Shopping	200	1%	500	2%	2,000	2%
Leisure	600	2%	500	2%	2,600	3%
Medical	100	0%	400	1%	1,600	2%
Pick-up / drive passenger	1,300	4%	1,500	5%	14,200	14%
Return Home	700	2%	500	2%	5,100	5%
Other	300	1%	800	3%	3,000	3%
Total:	37,100	100%	27,400	100%	104,000	100%

PM Peak (15:30 - 17:59)	From City		To City		Within City	
Work or related	700	3%	500	1%	3,700	3%
School	400	1%	200	1%	700	1%
Shopping	1,700	6%	1,700	5%	10,300	9%
Leisure	1,700	6%	1,700	5%	9,100	8%
Medical	300	1%	200	1%	900	1%
Pick-up / drive passenger	2,100	8%	3,500	10%	12,700	11%
Return Home	20,300	73%	28,200	77%	78,800	66%
Other	500	2%	600	2%	2,600	2%
Total:	27,700	100%	36,600	100%	118,800	100%

Peak Period (%)	Total:	% of 24 Hours	Within City (%)
24 Hours	706,900		66%
AM Peak Period	168,500	24%	62%
PM Peak Period	183,100	26%	65%

### Trips by Primary Travel Mode

24 Hours	From City		To City		Within City	
Auto Driver	72,300	61%	72,900	61%	275,900	59%
Auto Passenger	15,000	13%	15,200	13%	80,800	17%
Transit	24,700	21%	23,900	20%	33,800	7%
Bicycle	2,700	2%	2,700	2%	5,300	1%
Walk	700	1%	900	1%	47,000	10%
Other	3,900	3%	4,000	3%	25,100	5%
Total:	119,300	100%	119,600	100%	467,900	100%

AM Peak (06:30 - 08:59)	From City		To City		Within City	
Auto Driver	19,700	53%	15,400	56%	52,300	50%
Auto Passenger	3,900	10%	2,700	10%	16,600	16%
Transit	11,700	31%	5,100	19%	11,500	11%
Bicycle	1,400	4%	700	3%	1,300	1%
Walk	100	0%	500	2%	10,400	10%
Other	400	1%	2,900	11%	11,900	11%
Total:	37,200	100%	27,300	100%	104,000	100%

PM Peak (15:30 - 17:59)	From City		To City		Within City	
Auto Driver	16,000	58%	19,400	53%	68,600	58%
Auto Passenger	2,600	9%	3,900	11%	22,200	19%
Transit	5,700	21%	11,400	31%	10,100	8%
Bicycle	800	3%	1,300	4%	1,500	1%
Walk	500	2%	200	1%	10,600	9%
Other	1,900	7%	300	1%	5,900	5%
Total:	27,500	100%	36,500	100%	118,900	100%

Avg Vehicle Occupancy	From City		To City		Within City	
24 Hours	1.21		1.21		1.29	
AM Peak Period	1.20		1.18		1.32	
PM Peak Period	1.16		1.20		1.32	

Transit Modal Split	From City		To City		Within City	
24 Hours	22%		21%		9%	
AM Peak Period	33%		22%		14%	
PM Peak Period	23%		33%		10%	

## STO service area

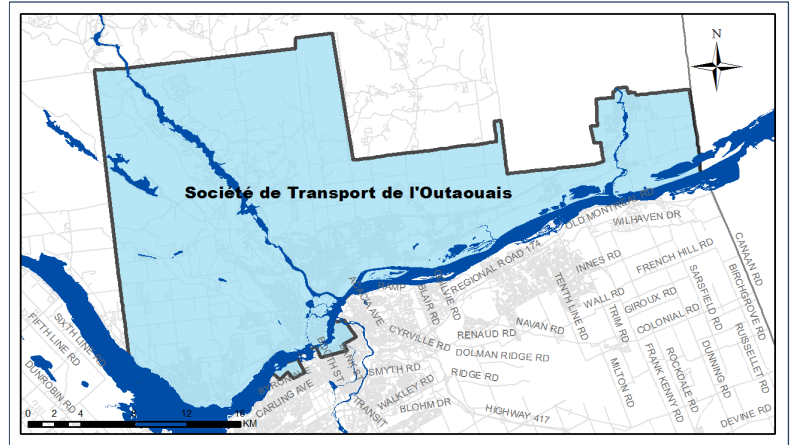
### Demographic Characteristics

Population	281,500	Actively Travelled	214,700
Employed Population	136,300	Number of Vehicles	168,100
Households	118,700	Area (km <sup>2</sup> )	636.0

Occupation			
Status (age 5+)	Male	Female	Total
Full Time Employed	66,700	59,200	125,800
Part Time Employed	4,500	6,000	10,500
Student	29,300	30,900	60,300
Retiree	20,800	28,100	48,900
Unemployed	3,700	2,900	6,600
Homemaker	700	6,600	7,300
Other	1,900	2,700	4,600
<b>Total:</b>	<b>127,500</b>	<b>136,400</b>	<b>263,900</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	17,900	23,100	41,000
<i>Regular</i>	12,500	15,000	27,500
<i>Express</i>	2,700	3,800	6,500
<i>Express Rural</i>	400	900	1,300
<i>U-Pass/Cam-Puce</i>	600	600	1,200
<i>Senior</i>	700	1,400	2,100
<i>Other</i>	900	1,400	2,300
Licensed Drivers	98,800	98,600	197,400
Telecommuters	600	500	1,100
Trips made by residents	318,700	330,200	648,900

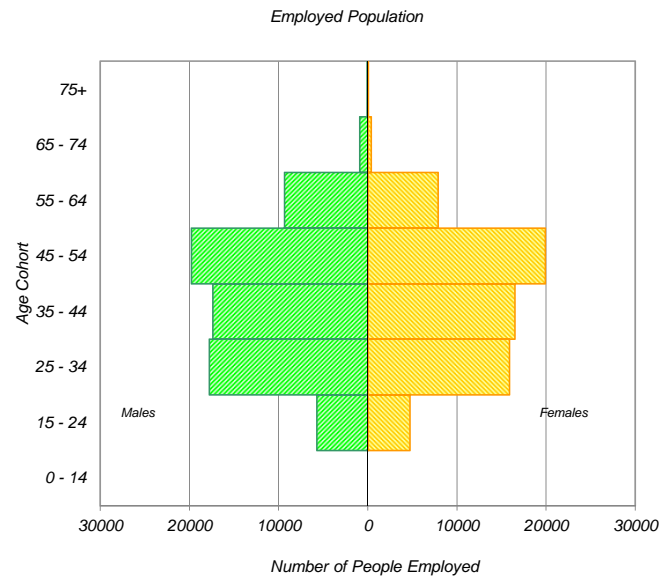
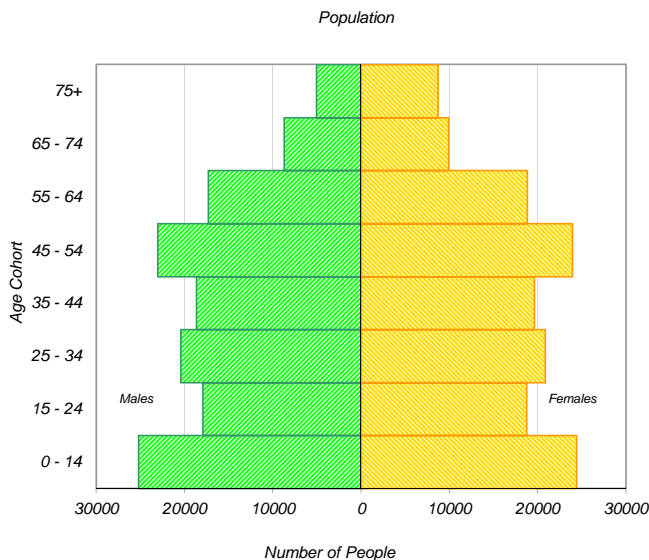
Selected Indicators	
Daily Trips per Person (age 5+)	2.46
Vehicles per Person	0.60
Number of Persons per Household	2.37
Daily Trips per Household	5.47
Vehicles per Household	1.42
Workers per Household	1.15
Population Density (Pop/km <sup>2</sup> )	400



Household Size		
1 person	35,800	30%
2 persons	40,000	34%
3 persons	19,600	17%
4 persons	16,200	14%
5+ persons	7,200	6%
<b>Total:</b>	<b>118,700</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	13,400	11%
1 vehicle	54,800	46%
2 vehicles	40,900	34%
3 vehicles	7,200	6%
4+ vehicles	2,400	2%
<b>Total:</b>	<b>118,700</b>	<b>100%</b>

Households by Dwelling Type		
Single-detached	52,100	44%
Semi-detached	17,100	14%
Townhouse	5,500	5%
Apartment/Condo (tenant)	34,600	29%
Apartment/Condo (owner)	9,500	8%
<b>Total:</b>	<b>118,700</b>	<b>100%</b>



\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Trips by Trip Purpose

24 Hours	From Area	To Area	Within Area			
Work or related	47,100	41%	25,200	22%	73,600	15%
School	5,900	5%	3,900	3%	45,600	9%
Shopping	7,600	7%	6,800	6%	54,700	11%
Leisure	7,700	7%	7,600	7%	47,500	10%
Medical	2,000	2%	1,100	1%	8,800	2%
Pick-up / drive passenger	6,200	5%	7,000	6%	42,300	8%
Return Home	34,100	30%	59,100	52%	210,600	42%
Other	2,900	3%	3,200	3%	14,700	3%
Total:	113,500	100%	113,900	100%	497,800	100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area			
Work or related	32,100	84%	17,100	73%	41,700	37%
School	3,100	8%	3,000	13%	39,600	35%
Shopping	200	1%	400	2%	2,100	2%
Leisure	700	2%	500	2%	2,700	2%
Medical	200	1%	300	1%	1,700	2%
Pick-up / drive passenger	1,300	3%	1,100	5%	15,100	14%
Return Home	500	1%	500	2%	5,300	5%
Other	300	1%	600	3%	3,400	3%
Total:	38,400	100%	23,500	100%	111,600	100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area			
Work or related	700	3%	500	1%	3,800	3%
School	400	2%	200	1%	700	1%
Shopping	1,600	7%	1,600	4%	10,600	8%
Leisure	1,600	7%	1,400	4%	9,800	8%
Medical	300	1%	100	0%	1,000	1%
Pick-up / drive passenger	2,000	8%	3,500	9%	13,200	10%
Return Home	17,100	71%	29,200	79%	84,700	67%
Other	500	2%	600	2%	2,800	2%
Total:	24,200	100%	37,100	100%	126,600	100%

Peak Period (%)	Total:	% of 24 Hours	Within Area (%)
24 Hours	725,200		69%
AM Peak Period	173,500	24%	64%
PM Peak Period	187,900	26%	67%

### Trips by Primary Travel Mode

24 Hours	From Area	To Area	Within Area			
Auto Driver	68,400	60%	69,100	61%	295,300	59%
Auto Passenger	13,900	12%	14,200	12%	86,100	17%
Transit	25,100	22%	24,300	21%	34,200	7%
Bicycle	2,800	2%	2,700	2%	5,600	1%
Walk	700	1%	900	1%	47,400	10%
Other	2,700	2%	2,800	2%	29,000	6%
Total:	113,600	100%	114,000	100%	497,600	100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area			
Auto Driver	20,400	53%	13,500	57%	56,400	51%
Auto Passenger	4,000	10%	2,000	9%	17,800	16%
Transit	12,100	32%	5,200	22%	11,700	10%
Bicycle	1,400	4%	600	3%	1,300	1%
Walk	100	0%	500	2%	10,400	9%
Other	400	1%	1,700	7%	13,900	12%
Total:	38,400	100%	23,500	100%	111,500	100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area			
Auto Driver	14,000	57%	19,600	53%	73,600	58%
Auto Passenger	2,300	9%	3,900	11%	23,500	19%
Transit	5,700	23%	11,700	32%	10,200	8%
Bicycle	800	3%	1,300	4%	1,700	1%
Walk	500	2%	200	1%	10,600	8%
Other	1,100	5%	300	1%	7,100	6%
Total:	24,400	100%	37,000	100%	126,700	100%

Avg Vehicle Occupancy	From Area	To Area	Within Area
24 Hours	1.20	1.21	1.29
AM Peak Period	1.20	1.15	1.32
PM Peak Period	1.16	1.20	1.32

Transit Modal Split	From Area	To Area	Within Area
24 Hours	23%	23%	8%
AM Peak Period	33%	25%	14%
PM Peak Period	26%	33%	10%

## Gatineau and MRC

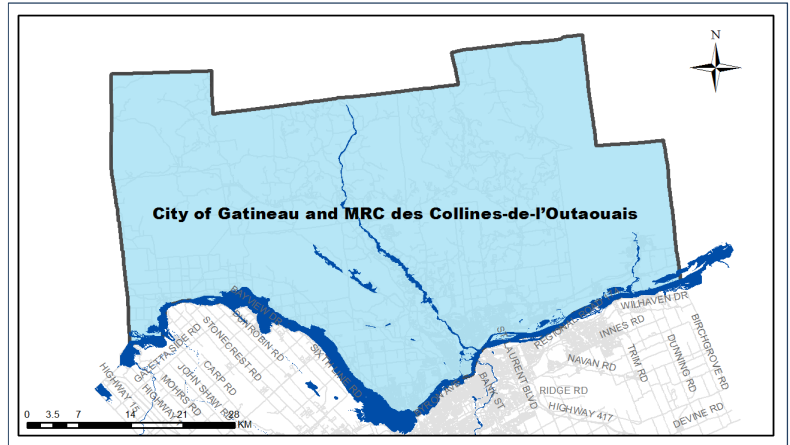
### Demographic Characteristics

Population	311,700	Actively Travelled	236,600
Employed Population	151,500	Number of Vehicles	191,200
Households	130,200	Area (km <sup>2</sup> )	2,578.0

Occupation			
Status (age 5+)	Male	Female	Total
Full Time Employed	74,600	65,200	139,800
Part Time Employed	5,000	6,700	11,700
Student	32,400	33,900	66,400
Retiree	23,200	30,500	53,800
Unemployed	4,000	3,000	7,000
Homemaker	700	7,500	8,200
Other	2,200	3,000	5,200
<b>Total:</b>	<b>142,100</b>	<b>150,000</b>	<b>292,100</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	18,300	23,800	42,100
<i>Regular</i>	12,700	15,300	28,000
<i>Express</i>	2,800	4,000	6,700
<i>Express Rural</i>	500	1,000	1,500
<i>U-Pass/Cam-Puce</i>	600	600	1,300
<i>Senior</i>	700	1,400	2,100
<i>Other</i>	1,000	1,500	2,500
Licensed Drivers	110,500	109,200	219,800
Telecommuters	600	500	1,100
Trips made by residents	348,500	359,800	708,300

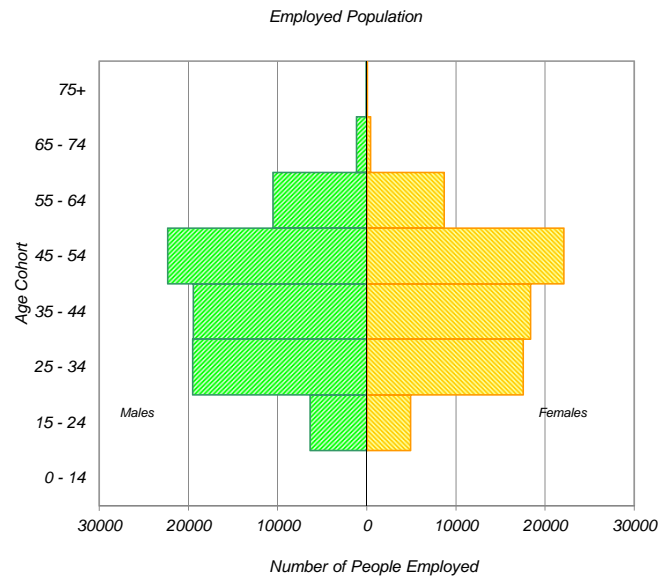
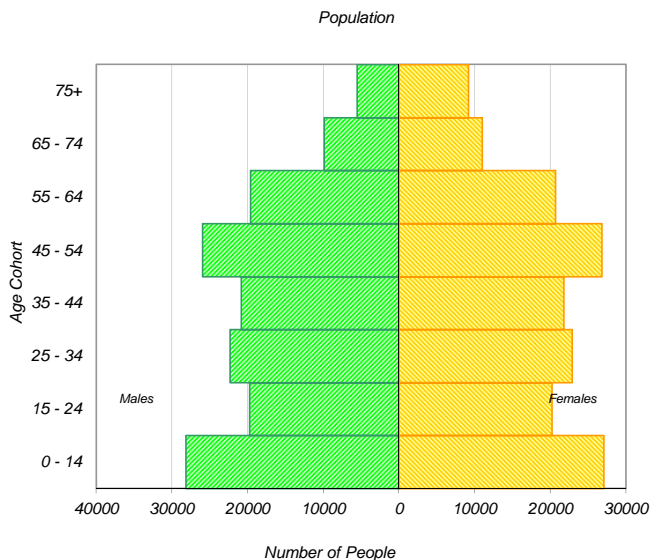
Selected Indicators	
Daily Trips per Person (age 5+)	2.42
Vehicles per Person	0.61
Number of Persons per Household	2.39
Daily Trips per Household	5.44
Vehicles per Household	1.47
Workers per Household	1.16
Population Density (Pop/km2)	100



Household Size		
1 person	38,100	29%
2 persons	44,200	34%
3 persons	21,700	17%
4 persons	18,200	14%
5+ persons	8,100	6%
<b>Total:</b>	<b>130,200</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	13,800	11%
1 vehicle	58,100	45%
2 vehicles	46,200	35%
3 vehicles	8,900	7%
4+ vehicles	3,300	3%
<b>Total:</b>	<b>130,200</b>	<b>100%</b>

Households by Dwelling Type		
Single-detached	62,500	48%
Semi-detached	17,300	13%
Townhouse	5,500	4%
Apartment/Condo (tenant)	35,200	27%
Apartment/Condo (owner)	9,700	7%
<b>Total:</b>	<b>130,200</b>	<b>100%</b>



\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Trips by Trip Purpose

24 Hours	From Area	To Area	Within Area			
Work or related	48,900	47%	19,900	19%	83,000	15%
School	6,100	6%	1,200	1%	50,600	9%
Shopping	7,500	7%	5,100	5%	58,200	11%
Leisure	6,900	7%	6,700	7%	50,900	9%
Medical	2,300	2%	600	1%	9,500	2%
Pick-up / drive passenger	5,800	6%	5,700	6%	45,700	8%
Return Home	23,100	22%	60,900	59%	232,400	43%
Other	2,500	2%	2,800	3%	16,200	3%
Total:	103,100	100%	102,900	100%	546,500	100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area			
Work or related	32,700	84%	13,900	84%	47,000	38%
School	3,200	8%	700	4%	44,000	35%
Shopping	200	1%	200	1%	2,300	2%
Leisure	600	2%	400	2%	2,900	2%
Medical	300	1%	0	0%	2,000	2%
Pick-up / drive passenger	1,200	3%	500	3%	16,600	13%
Return Home	300	1%	500	3%	5,800	5%
Other	300	1%	400	2%	3,700	3%
Total:	38,800	100%	16,600	100%	124,300	100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area			
Work or related	700	4%	300	1%	4,100	3%
School	400	2%	200	1%	700	1%
Shopping	1,600	9%	1,500	4%	11,100	8%
Leisure	1,400	7%	1,400	4%	10,400	8%
Medical	300	2%	100	0%	1,000	1%
Pick-up / drive passenger	1,700	9%	3,300	9%	14,100	10%
Return Home	12,200	65%	30,500	80%	94,200	68%
Other	400	2%	700	2%	2,900	2%
Total:	18,700	100%	38,000	100%	138,500	100%

Peak Period (%)	Total:	% of 24 Hours	Within Area (%)
24 Hours	752,500		73%
AM Peak Period	179,700	24%	69%
PM Peak Period	195,200	26%	71%

### Trips by Primary Travel Mode

24 Hours	From Area	To Area	Within Area			
Auto Driver	60,500	59%	60,900	59%	329,700	60%
Auto Passenger	12,400	12%	12,700	12%	93,300	17%
Transit	25,200	24%	24,400	24%	35,100	6%
Bicycle	2,700	3%	2,700	3%	5,800	1%
Walk	700	1%	900	1%	48,200	9%
Other	1,500	1%	1,400	1%	34,500	6%
Total:	103,000	100%	103,000	100%	546,600	100%

AM Peak (06:30 - 08:59)	From Area	To Area	Within Area			
Auto Driver	20,600	53%	9,000	54%	64,200	52%
Auto Passenger	4,100	11%	1,100	7%	19,800	16%
Transit	12,200	31%	5,000	30%	12,000	10%
Bicycle	1,400	4%	600	4%	1,300	1%
Walk	100	0%	500	3%	10,500	8%
Other	400	1%	400	2%	16,700	13%
Total:	38,800	100%	16,600	100%	124,500	100%

PM Peak (15:30 - 17:59)	From Area	To Area	Within Area			
Auto Driver	9,900	53%	20,200	53%	82,000	59%
Auto Passenger	1,600	9%	4,100	11%	25,200	18%
Transit	5,600	30%	11,900	31%	10,600	8%
Bicycle	800	4%	1,300	3%	1,700	1%
Walk	500	3%	200	1%	10,700	8%
Other	400	2%	300	1%	8,400	6%
Total:	18,800	100%	38,000	100%	138,600	100%

Avg Vehicle Occupancy	From Area	To Area	Within Area
24 Hours	1.20	1.21	1.28
AM Peak Period	1.20	1.12	1.31
PM Peak Period	1.16	1.20	1.31

Transit Modal Split	From Area	To Area	Within Area
24 Hours	26%	25%	8%
AM Peak Period	33%	33%	13%
PM Peak Period	33%	33%	9%

## Ottawa Centre

### Demographic Characteristics

Population	10,410	Actively Travelled	9,000
Employed Population	6,410	Number of Vehicles	3,390
Households	6,250	Area (km <sup>2</sup> )	2.5

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	3,790	2,160	5,950
Part Time Employed	80	390	460
Student	400	650	1,050
Retiree	940	1,130	2,070
Unemployed	240	80	320
Homemaker	0	240	240
Other	90	50	140
<b>Total:</b>	<b>5,550</b>	<b>4,690</b>	<b>10,230</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	1,320	1,280	2,590

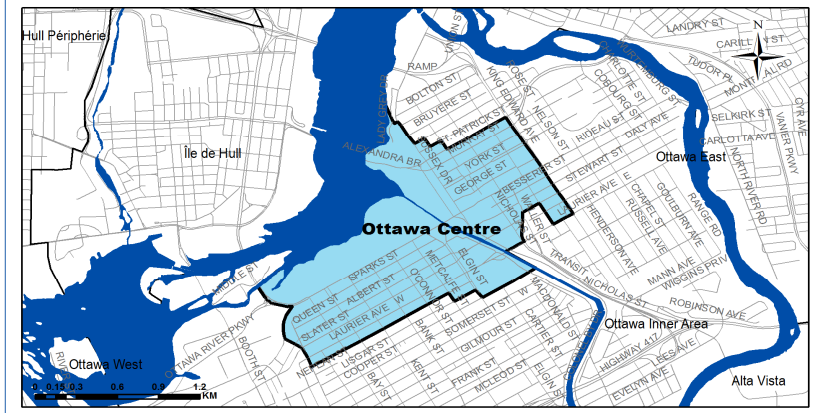
Licensed Drivers	4,550	3,170	7,720
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Telecommuters	30	50	80
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Trips made by residents	16,050	14,010	30,060
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.94
Vehicles per Person	0.33
Number of Persons per Household	1.67
Daily Trips per Household	4.81
Vehicles per Household	0.54
Workers per Household	1.03
Population Density (Pop/km2)	4160

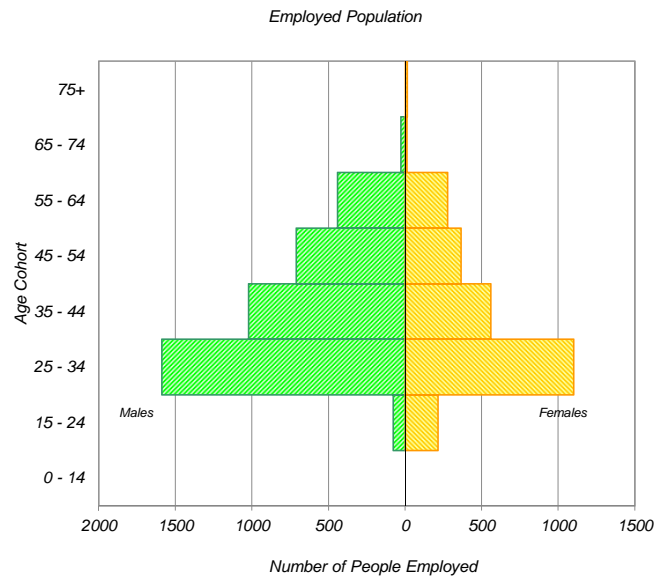
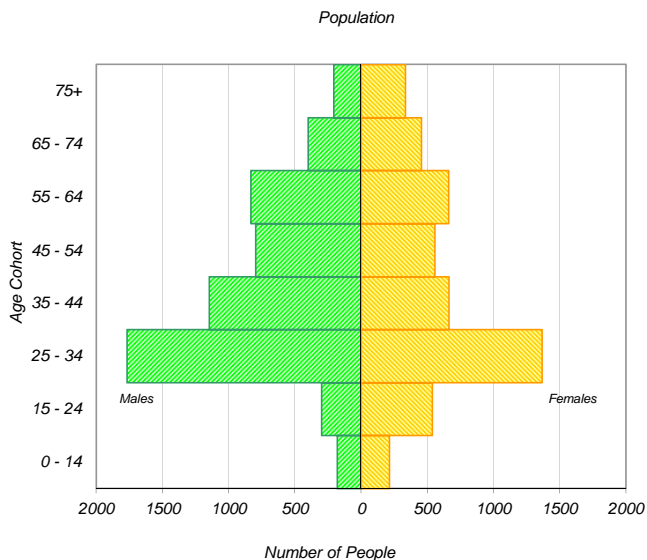


Household Size		
1 person	3,880	62%
2 persons	1,940	31%
3 persons	290	5%
4 persons	130	2%
5+ persons	20	0%
<b>Total:</b>	<b>6,250</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	3,310	53%
1 vehicle	2,510	40%
2 vehicles	410	7%
3 vehicles	20	0%
4+ vehicles	0	0%
<b>Total:</b>	<b>6,250</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	30	0%
Semi-detached	30	0%
Townhouse	40	1%
Apartment/Condo	6,150	98%
<b>Total:</b>	<b>6,250</b>	<b>100%</b>

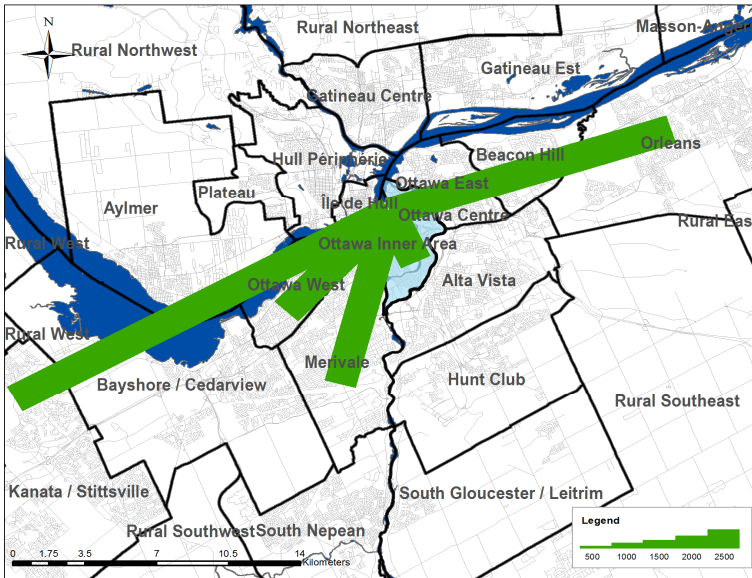


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Ottawa Centre

#### AM Peak Period



### Summary of Trips to and from Ottawa Centre

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	3,470	41%	Ottawa Centre	5%
Ottawa Inner Area	1,160	14%	Ottawa Inner Area	13%
Ottawa East	310	4%	Ottawa East	5%
Beacon Hill	190	2%	Beacon Hill	3%
Alta Vista	680	8%	Alta Vista	6%
Hunt Club	180	2%	Hunt Club	5%
Merivale	600	7%	Merivale	7%
Ottawa West	340	4%	Ottawa West	6%
Bayshore / Cedarview	170	2%	Bayshore / Cedarview	5%
Orléans	130	2%	Orléans	10%
Rural East	0	0%	Rural East	1%
Rural Southeast	20	0%	Rural Southeast	1%
South Gloucester / Leirtrim	0	0%	South Gloucester / Leirtrim	1%
South Nepean	30	0%	South Nepean	5%
Rural Southwest	40	0%	Rural Southwest	1%
Kanata / Stittsville	140	2%	Kanata / Stittsville	6%
Rural West	0	0%	Rural West	1%
Île de Hull	610	7%	Île de Hull	1%
Hull Périphérie	310	4%	Hull Périphérie	4%
Plateau	0	0%	Plateau	3%
Aylmer	50	1%	Aylmer	4%
Rural Northwest	50	1%	Rural Northwest	1%
Pointe Gatineau	30	0%	Pointe Gatineau	4%
Gatineau Est	20	0%	Gatineau Est	2%
Rural Northeast	0	0%	Rural Northeast	1%
Buckingham / Masson-Angers	0	0%	Buckingham / Masson-Angers	0%
Ontario Sub-Total:	7,460	87%	Ontario Sub-Total:	80%
Québec Sub-Total:	1,070	13%	Québec Sub-Total:	20%
Total:	8,530	100%	Total:	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	8,140	6%	85,450	64%	8,270	30%
School	1,810	1%	2,370	2%	280	1%
Shopping	8,510	6%	11,930	9%	5,470	20%
Leisure	7,850	6%	13,220	10%	5,490	20%
Medical	1,440	1%	1,440	1%	300	1%
Pick-up / drive passenger	5,790	4%	5,930	4%	570	2%
Return Home	95,410	72%	6,700	5%	5,550	20%
Other	3,410	3%	6,210	5%	1,720	6%
Total:	132,360	100%	133,250	100%	27,650	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	3,030	60%	61,330	91%	2,620	76%
School	440	9%	1,880	3%	230	7%
Shopping	170	3%	400	1%	110	3%
Leisure	190	4%	930	1%	40	1%
Medical	30	1%	160	0%	50	1%
Pick-up / drive passenger	170	3%	2,080	3%	60	2%
Return Home	900	18%	190	0%	140	4%
Other	100	2%	770	1%	210	6%
Total:	5,030	100%	67,740	100%	3,460	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	600	1%	1,270	11%	490	9%
School	290	0%	80	1%	0	0%
Shopping	3,470	5%	2,730	24%	1,400	25%
Leisure	2,370	4%	2,230	20%	1,020	18%
Medical	510	1%	60	1%	50	1%
Pick-up / drive passenger	3,680	6%	1,360	12%	250	4%
Return Home	51,670	81%	2,450	22%	2,090	37%
Other	1,340	2%	990	9%	290	5%
Total:	63,930	100%	11,170	100%	5,590	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	293,260		9%
AM Peak Period	76,230	26%	5%
PM Peak Period	80,690	28%	7%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	45,100	34%	45,340	34%	2,510	9%
Auto Passenger	13,330	10%	13,200	10%	650	2%
Transit	52,230	39%	54,540	41%	2,630	10%
Bicycle	3,980	3%	4,080	3%	360	1%
Walk	15,240	12%	14,350	11%	20,940	76%
Other	2,480	2%	1,740	1%	560	2%
Total:	132,360	100%	133,250	100%	27,650	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	2,620	52%	19,790	29%	400	12%
Auto Passenger	270	5%	5,620	8%	10	0%
Transit	1,200	24%	34,440	51%	380	11%
Bicycle	60	1%	2,490	4%	40	1%
Walk	840	17%	4,920	7%	2,580	74%
Other	60	1%	480	1%	60	2%
Total:	5,050	100%	67,740	100%	3,470	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	18,140	28%	4,170	37%	690	12%
Auto Passenger	4,930	8%	1,470	13%	200	4%
Transit	32,590	51%	3,450	31%	800	14%
Bicycle	2,560	4%	270	2%	170	3%
Walk	5,290	8%	1,670	15%	3,610	64%
Other	420	1%	140	1%	130	2%
Total:	63,930	100%	11,170	100%	5,600	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.30		1.29		1.26	
AM Peak Period	1.10		1.28		1.03	
PM Peak Period	1.27		1.35		1.29	

Transit Modal Split	From District		To District		Within District	
24 Hours	47%		48%		45%	
AM Peak Period	29%		58%		48%	
PM Peak Period	59%		38%		47%	

## Ottawa Inner Area

### Demographic Characteristics

Population	86,790	Actively Travelled	72,340
Employed Population	45,370	Number of Vehicles	32,580
Households	45,430	Area (km <sup>2</sup> )	16.4

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	21,170	18,680	39,850
Part Time Employed	2,550	2,960	5,520
Student	8,310	9,560	17,870
Retiree	5,810	7,960	13,770
Unemployed	1,430	1,280	2,710
Homemaker	30	1,810	1,850
Other	1,030	1,030	2,050
<b>Total:</b>	<b>40,340</b>	<b>43,290</b>	<b>83,630</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	9,170	11,080	20,240

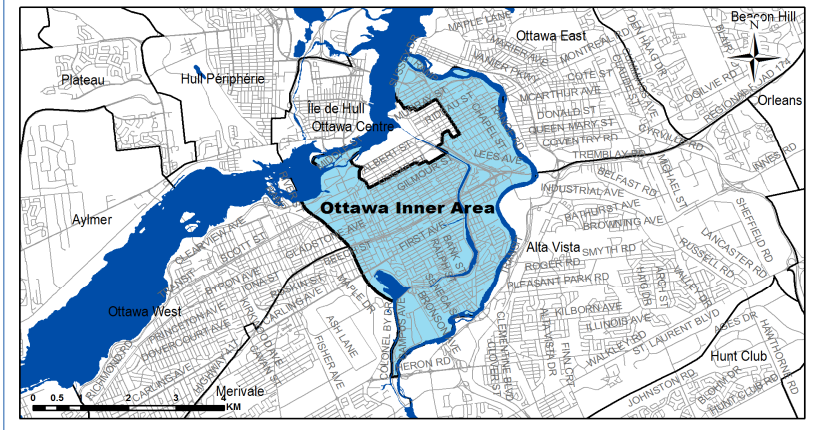
Licensed Drivers	28,610	29,590	58,200
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Telecommuters	460	300	760
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Trips made by residents	119,140	130,660	249,800
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.99
Vehicles per Person	0.38
Number of Persons per Household	1.91
Daily Trips per Household	5.50
Vehicles per Household	0.72
Workers per Household	1.00
Population Density (Pop/km2)	5290

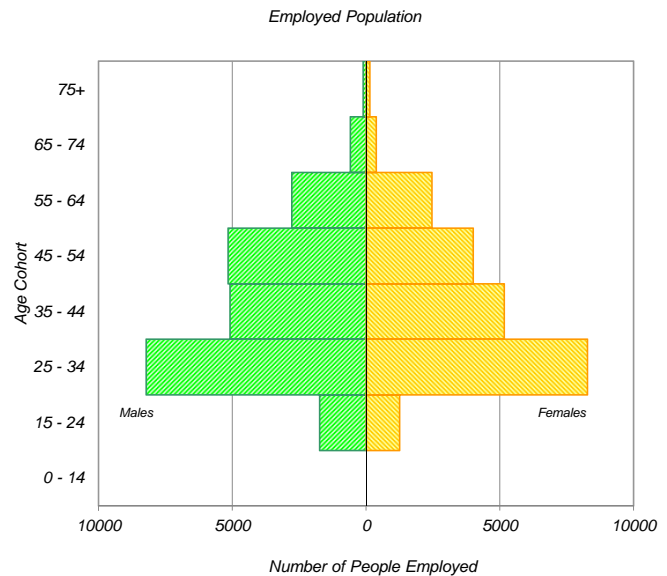
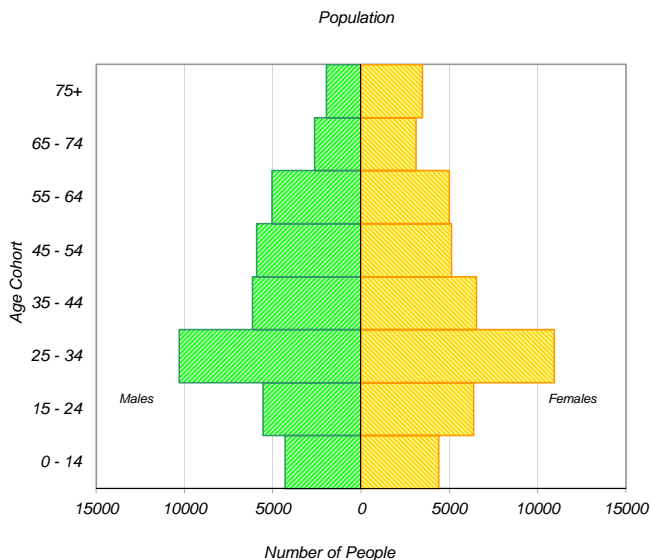


Household Size		
1 person	22,750	50%
2 persons	14,360	32%
3 persons	4,230	9%
4 persons	2,600	6%
5+ persons	1,480	3%
<b>Total:</b>	<b>45,430</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	18,620	41%
1 vehicle	21,890	48%
2 vehicles	4,220	9%
3 vehicles	590	1%
4+ vehicles	120	0%
<b>Total:</b>	<b>45,430</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	6,530	14%
Semi-detached	2,860	6%
Townhouse	3,320	7%
Apartment/Condo	32,720	72%
<b>Total:</b>	<b>45,430</b>	<b>100%</b>

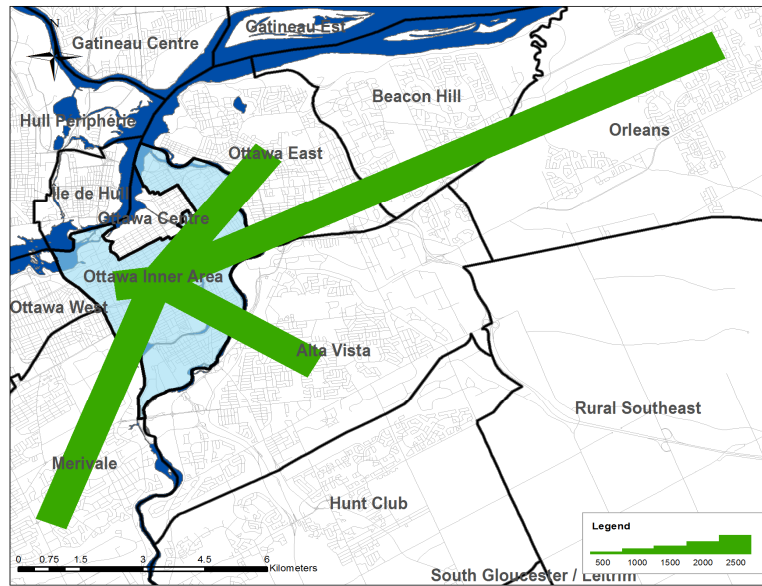


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Ottawa Inner Area

#### AM Peak Period



### Summary of Trips to and from Ottawa Inner Area

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	9,420	21%	1,160	2%
Ottawa Inner Area	17,180	37%	17,180	28%
Ottawa East	1,960	4%	3,670	6%
Beacon Hill	1,450	3%	1,380	2%
Alta Vista	4,270	9%	4,970	8%
Hunt Club	830	2%	3,060	5%
Merivale	3,260	7%	4,710	8%
Ottawa West	1,750	4%	3,080	5%
Bayshore / Cedarview	830	2%	2,860	5%
Orléans	630	1%	4,800	8%
Rural East	70	0%	250	0%
Rural Southeast	60	0%	830	1%
South Gloucester / Leitrim	250	1%	530	1%
South Nepean	340	1%	2,270	4%
Rural Southwest	150	0%	580	1%
Kanata / Stittsville	970	2%	3,350	5%
Rural West	20	0%	380	1%
Île de Hull	1,330	3%	440	1%
Hull Périphérie	670	1%	1,350	2%
Plateau	0	0%	1,040	2%
Aylmer	200	0%	1,050	2%
Rural Northwest	40	0%	240	0%
Pointe Gatineau	130	0%	1,470	2%
Gatineau Est	110	0%	700	1%
Rural Northeast	0	0%	500	1%
Buckingham / Masson-Angers	10	0%	240	0%
Ontario Sub-Total:	43,440	95%	55,060	89%
Québec Sub-Total:	2,490	5%	7,030	11%
Total:	45,930	100%	62,090	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	33,110	19%	37,330	21%	11,400	11%
School	4,810	3%	34,570	20%	10,560	10%
Shopping	19,380	11%	7,740	4%	11,860	11%
Leisure	15,940	9%	18,120	10%	16,560	15%
Medical	3,560	2%	4,220	2%	2,120	2%
Pick-up / drive passenger	7,310	4%	10,650	6%	5,660	5%
Return Home	84,260	48%	56,020	32%	44,570	41%
Other	6,860	4%	6,870	4%	5,630	5%
Total:	175,230	100%	175,520	100%	108,360	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	20,960	73%	23,220	52%	5,450	32%
School	3,200	11%	16,280	36%	6,270	37%
Shopping	440	2%	240	1%	290	2%
Leisure	790	3%	750	2%	940	5%
Medical	460	2%	500	1%	240	1%
Pick-up / drive passenger	1,120	4%	2,330	5%	1,490	9%
Return Home	1,180	4%	900	2%	1,170	7%
Other	590	2%	730	2%	1,320	8%
Total:	28,740	100%	44,950	100%	17,170	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	1,250	3%	880	2%	510	2%
School	90	0%	2,360	7%	770	3%
Shopping	4,250	9%	1,950	5%	3,320	13%
Leisure	3,140	7%	4,730	13%	3,240	13%
Medical	540	1%	490	1%	480	2%
Pick-up / drive passenger	2,490	5%	2,410	7%	1,560	6%
Return Home	32,930	71%	21,350	59%	14,280	56%
Other	1,690	4%	1,770	5%	1,350	5%
Total:	46,380	100%	35,940	100%	25,510	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	459,110		24%
AM Peak Period	90,860	20%	19%
PM Peak Period	107,830	23%	24%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	76,930	44%	76,620	44%	23,390	22%
Auto Passenger	21,230	12%	21,160	12%	8,750	8%
Transit	49,630	28%	49,160	28%	10,530	10%
Bicycle	6,860	4%	6,780	4%	7,380	7%
Walk	16,280	9%	17,130	10%	55,680	51%
Other	4,280	2%	4,670	3%	2,640	2%
Total:	175,210	100%	175,520	100%	108,370	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	11,370	40%	18,290	41%	3,490	20%
Auto Passenger	2,040	7%	4,080	9%	1,520	9%
Transit	7,060	25%	18,340	41%	2,220	13%
Bicycle	1,780	6%	1,990	4%	1,400	8%
Walk	5,410	19%	1,160	3%	7,530	44%
Other	1,070	4%	1,060	2%	1,020	6%
Total:	28,730	100%	44,920	100%	17,180	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	20,690	45%	15,420	43%	5,250	21%
Auto Passenger	5,070	11%	3,950	11%	2,110	8%
Transit	15,190	33%	7,820	22%	2,430	10%
Bicycle	2,440	5%	2,130	6%	1,750	7%
Walk	2,100	5%	5,840	16%	13,460	53%
Other	900	2%	770	2%	480	2%
Total:	46,390	100%	35,930	100%	25,480	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.28		1.28		1.37	
AM Peak Period	1.18		1.22		1.44	
PM Peak Period	1.25		1.26		1.40	

Transit Modal Split	From District		To District		Within District	
24 Hours	34%		33%		25%	
AM Peak Period	34%		45%		31%	
PM Peak Period	37%		29%		25%	

## Ottawa East

### Demographic Characteristics

Population	51,920	Actively Travelled	40,620
Employed Population	23,900	Number of Vehicles	24,190
Households	25,240	Area (km <sup>2</sup> )	16

Primary Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	10,920	9,880	20,800
Part Time Employed	1,370	1,730	3,100
Student	4,240	4,710	8,950
Retiree	4,380	6,060	10,450
Unemployed	1,470	1,020	2,490
Homemaker	220	1,650	1,870
Other	850	910	1,760
<b>Total:</b>	<b>23,450</b>	<b>25,970</b>	<b>49,420</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	4,420	6,060	10,480

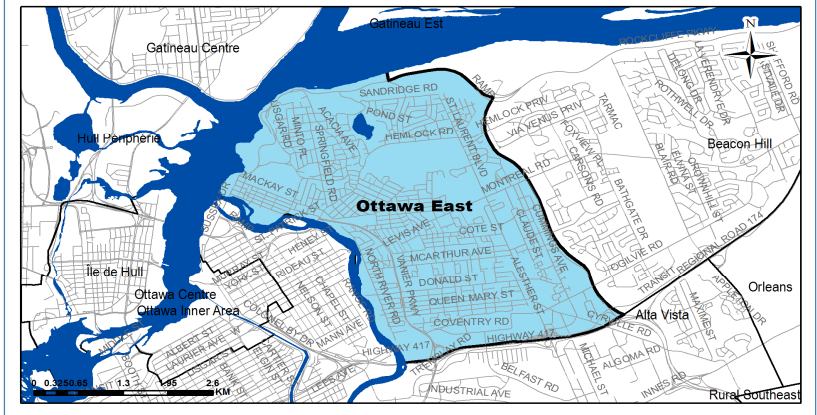
Licensed Drivers	16,280	16,350	32,620
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Telecommuters	190	40	230
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Trips made by residents	61,610	67,100	128,710
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.60
Vehicles per Person	0.47
Number of Persons per Household	2.06
Daily Trips per Household	5.10
Vehicles per Household	0.96
Workers per Household	0.95
Population Density (Pop/km2)	3150



#### Household Size

1 person	10,330	41%
2 persons	8,320	33%
3 persons	3,170	13%
4 persons	2,080	8%
5+ persons	1,340	5%
<b>Total:</b>	<b>25,240</b>	<b>100%</b>

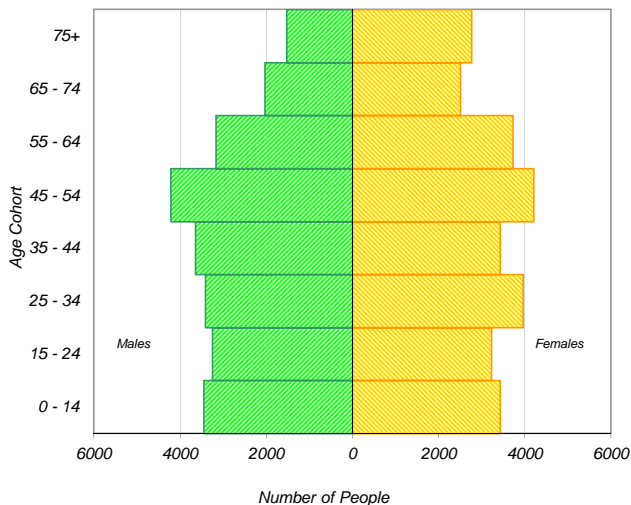
#### Households by Vehicle Availability

0 vehicles	7,290	29%
1 vehicle	13,190	52%
2 vehicles	3,750	15%
3 vehicles	720	3%
4+ vehicles	290	1%
<b>Total:</b>	<b>25,240</b>	<b>100%</b>

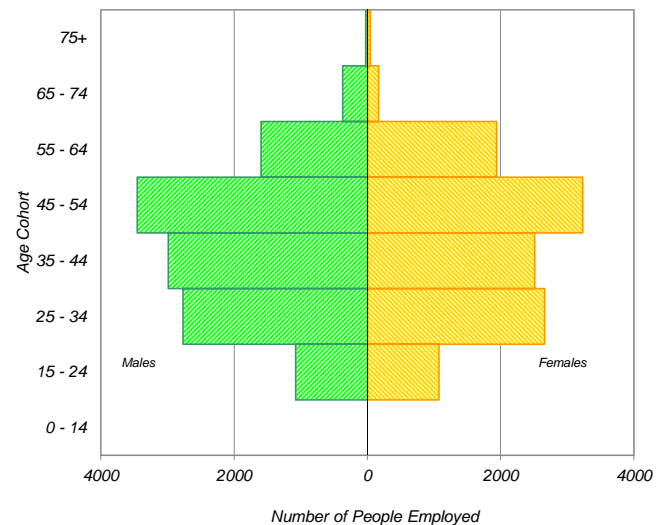
#### Households by Dwelling Type

Single-detached	4,700	19%
Semi-detached	1,900	8%
Townhouse	3,940	16%
Apartment/Condo	14,700	58%
<b>Total:</b>	<b>25,240</b>	<b>100%</b>

Population



Employed Population

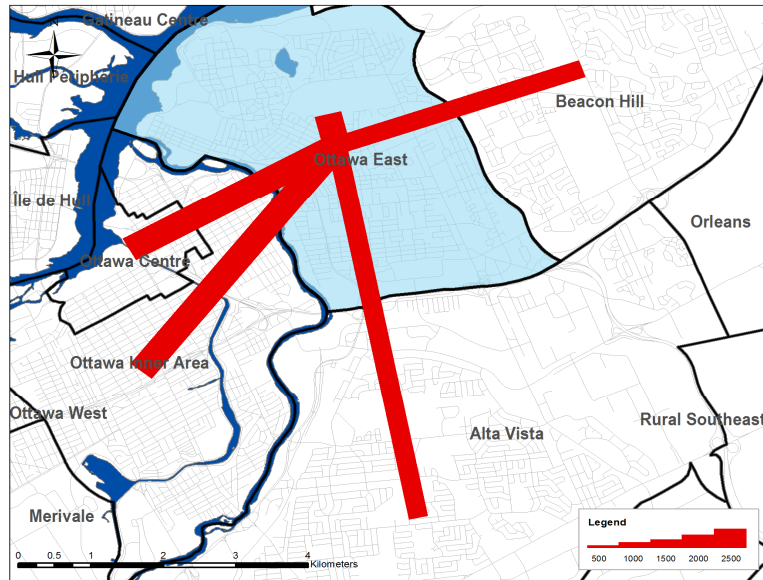


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Ottawa East

#### AM Peak Period



### Summary of Trips to and from Ottawa East

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	3,400	14%	310	1%
Ottawa Inner Area	3,670	15%	1,960	8%
Ottawa East	7,280	30%	7,280	32%
Beacons Hill	2,110	9%	1,750	8%
Alta Vista	2,370	10%	1,940	8%
Hunt Club	540	2%	960	4%
Merivale	1,610	7%	780	3%
Ottawa West	460	2%	310	1%
Bayshore / Cedarview	280	1%	310	1%
Orléans	600	2%	2,840	12%
Rural East	70	0%	160	1%
Rural Southeast	40	0%	260	1%
South Gloucester / Leitrim	40	0%	240	1%
South Nepean	50	0%	630	3%
Rural Southwest	20	0%	120	1%
Kanata / Stittsville	260	1%	660	3%
Rural West	90	0%	80	0%
Île de Hull	790	3%	240	1%
Hull Périphérie	450	2%	550	2%
Plateau	0	0%	130	1%
Aylmer	20	0%	500	2%
Rural Northwest	10	0%	190	1%
Pointe Gatineau	50	0%	420	2%
Gatineau Est	100	0%	290	1%
Rural Northeast	90	0%	100	0%
Buckingham / Masson-Angers	10	0%	90	0%
Ontario Sub-Total:	22,890	94%	20,590	89%
Québec Sub-Total:	1,520	6%	2,510	11%
Total:	24,410	100%	23,100	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	17,910	22%	17,810	22%	4,150	8%
School	4,920	6%	2,850	3%	3,010	6%
Shopping	7,690	9%	13,780	17%	10,880	22%
Leisure	6,320	8%	7,910	10%	4,340	9%
Medical	2,140	3%	1,850	2%	910	2%
Pick-up / drive passenger	5,200	6%	4,600	6%	2,690	5%
Return Home	35,280	43%	30,610	37%	20,780	42%
Other	3,240	4%	2,930	4%	2,450	5%
Total:	82,700	100%	82,340	100%	49,210	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	10,560	62%	10,340	65%	1,870	26%
School	3,480	20%	2,120	13%	2,680	37%
Shopping	260	2%	500	3%	340	5%
Leisure	470	3%	370	2%	220	3%
Medical	290	2%	300	2%	60	1%
Pick-up / drive passenger	1,140	7%	1,130	7%	1,030	14%
Return Home	360	2%	500	3%	670	9%
Other	580	3%	580	4%	430	6%
Total:	17,140	100%	15,840	100%	7,300	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	370	2%	1,080	5%	320	3%
School	150	1%	150	1%	40	0%
Shopping	1,490	8%	2,720	14%	1,960	17%
Leisure	990	6%	1,690	8%	1,020	9%
Medical	240	1%	320	2%	20	0%
Pick-up / drive passenger	1,380	8%	1,420	7%	720	6%
Return Home	12,630	70%	12,030	60%	6,810	60%
Other	730	4%	580	3%	460	4%
Total:	17,980	100%	19,990	100%	11,350	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	214,250		23%
AM Peak Period	40,280	19%	18%
PM Peak Period	49,320	23%	23%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	48,290	58%	47,600	58%	21,140	43%
Auto Passenger	12,390	15%	12,020	15%	7,390	15%
Transit	16,060	19%	16,550	20%	3,790	8%
Bicycle	2,330	3%	2,370	3%	1,290	3%
Walk	1,270	2%	1,260	2%	12,390	25%
Other	2,360	3%	2,530	3%	3,210	7%
Total:	82,700	100%	82,330	100%	49,210	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	7,690	45%	10,160	64%	2,390	33%
Auto Passenger	1,770	10%	1,720	11%	920	13%
Transit	5,160	30%	2,940	19%	660	9%
Bicycle	1,050	6%	170	1%	210	3%
Walk	380	2%	140	1%	1,730	24%
Other	1,070	6%	720	5%	1,380	19%
Total:	17,120	100%	15,850	100%	7,290	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	11,440	64%	9,660	48%	4,850	43%
Auto Passenger	2,630	15%	2,900	15%	1,800	16%
Transit	3,220	18%	5,430	27%	830	7%
Bicycle	300	2%	1,300	7%	380	3%
Walk	110	1%	390	2%	2,800	25%
Other	280	2%	300	2%	690	6%
Total:	17,980	100%	19,980	100%	11,350	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.26		1.25		1.35	
AM Peak Period	1.23		1.17		1.38	
PM Peak Period	1.23		1.30		1.37	

Transit Modal Split	From District		To District		Within District	
24 Hours	21%		22%		12%	
AM Peak Period	35%		20%		17%	
PM Peak Period	19%		30%		11%	

## Beacon Hill

### Demographic Characteristics

Population	31,270	Actively Travelled	24,100
Employed Population	13,740	Number of Vehicles	18,210
Households	14,030	Area (km <sup>2</sup> )	21.5

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	6,480	5,850	12,330
Part Time Employed	520	890	1,410
Student	3,190	3,200	6,390
Retiree	3,140	4,640	7,780
Unemployed	260	330	590
Homemaker	10	710	730
Other	260	350	610
<b>Total:</b>	<b>13,870</b>	<b>15,960</b>	<b>29,840</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	2,890	3,340	6,220

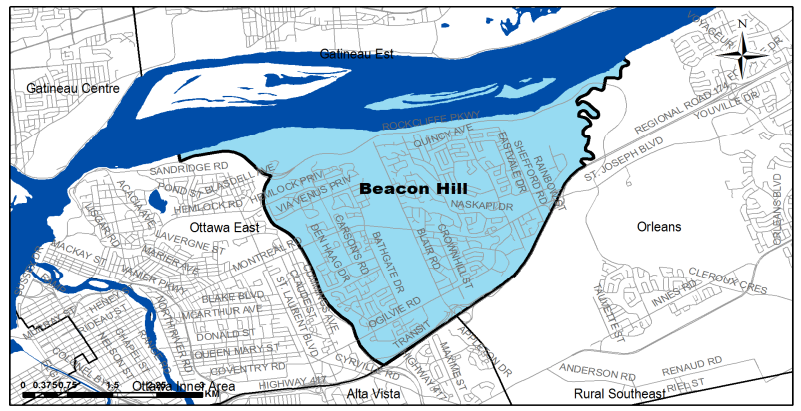
Licensed Drivers	10,470	11,270	21,740
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Telecommuters	50	70	120
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Trips made by residents	35,950	41,850	77,800
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.61
Vehicles per Person	0.58
Number of Persons per Household	2.23
Daily Trips per Household	5.55
Vehicles per Household	1.30
Workers per Household	0.98
Population Density (Pop/km2)	1450



#### Household Size

1 person	3,850	27%
2 persons	5,290	38%
3 persons	2,140	15%
4 persons	1,750	12%
5+ persons	1,000	7%
<b>Total:</b>	<b>14,030</b>	<b>100%</b>

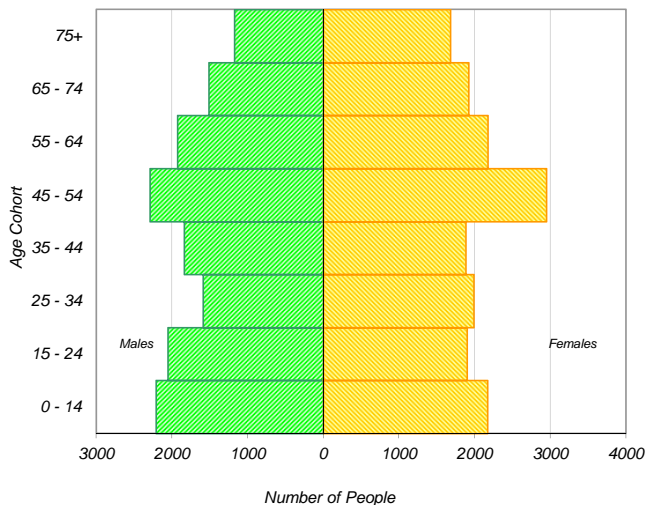
#### Households by Vehicle Availability

0 vehicles	1,600	11%
1 vehicle	7,550	54%
2 vehicles	4,230	30%
3 vehicles	470	3%
4+ vehicles	180	1%
<b>Total:</b>	<b>14,030</b>	<b>100%</b>

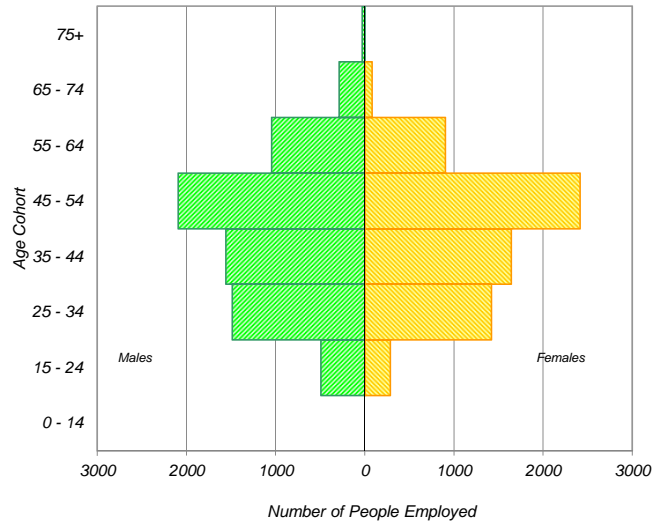
#### Households by Dwelling Type

Single-detached	5,110	36%
Semi-detached	1,610	11%
Townhouse	3,800	27%
Apartment/Condo	3,510	25%
<b>Total:</b>	<b>14,030</b>	<b>100%</b>

Population



Employed Population

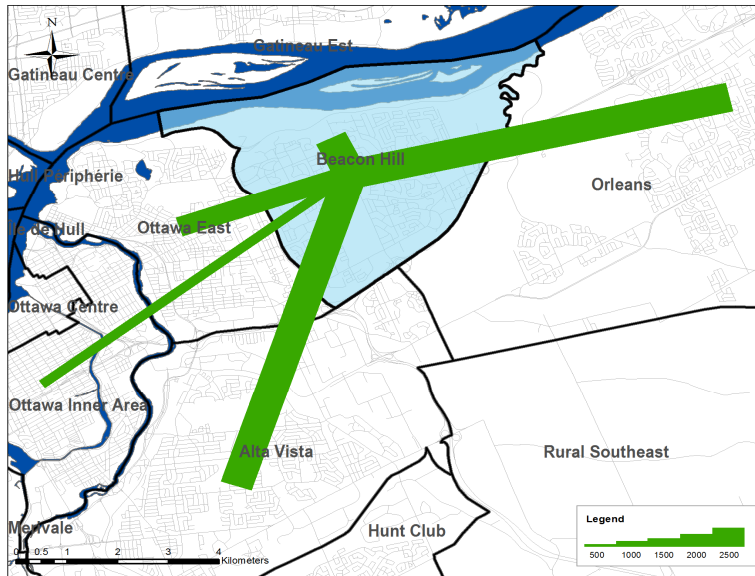


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Beacon Hill

#### AM Peak Period



### Summary of Trips to and from Beacon Hill

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	1,880	12%	190	1%
Ottawa Inner Area	1,380	9%	1,450	7%
Ottawa East	1,750	11%	2,110	10%
Beacon Hill	5,170	33%	5,170	25%
Alta Vista	1,850	12%	2,690	13%
Hunt Club	170	1%	380	2%
Merivale	540	3%	580	3%
Ottawa West	610	4%	150	1%
Bayshore / Cedarview	240	2%	550	3%
Orléans	760	5%	4,180	20%
Rural East	60	0%	350	2%
Rural Southeast	10	0%	480	2%
South Gloucester / Leitrim	30	0%	240	1%
South Nepean	50	0%	370	2%
Rural Southwest	0	0%	90	0%
Kanata / Stittsville	170	1%	280	1%
Rural West	40	0%	70	0%
Île de Hull	440	3%	50	0%
Hull Périphérie	240	2%	310	1%
Plateau	10	0%	130	1%
Aylmer	0	0%	250	1%
Rural Northwest	30	0%	90	0%
Pointe Gatineau	70	0%	560	3%
Gatineau Est	40	0%	250	1%
Rural Northeast	90	1%	80	0%
Buckingham / Masson-Angers	0	0%	50	0%
Ontario Sub-Total:	14,710	94%	19,330	92%
Québec Sub-Total:	920	6%	1,770	8%
Total:	15,630	100%	21,100	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,440	19%	12,360	22%	2,750	9%
School	2,230	4%	6,640	12%	3,100	11%
Shopping	5,550	10%	5,310	10%	4,960	17%
Leisure	5,440	10%	4,840	9%	2,720	9%
Medical	1,410	3%	1,250	2%	360	1%
Pick-up / drive passenger	3,780	7%	3,930	7%	2,440	8%
Return Home	24,470	44%	19,210	35%	11,910	41%
Other	1,810	3%	1,680	3%	870	3%
Total:	55,130	100%	55,220	100%	29,110	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	6,900	66%	8,100	51%	1,230	24%
School	1,380	13%	5,220	33%	2,520	49%
Shopping	190	2%	130	1%	150	3%
Leisure	310	3%	180	1%	310	6%
Medical	230	2%	320	2%	10	0%
Pick-up / drive passenger	660	6%	1,230	8%	580	11%
Return Home	490	5%	350	2%	230	4%
Other	280	3%	400	3%	140	3%
Total:	10,440	100%	15,930	100%	5,170	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	450	3%	420	4%	110	2%
School	80	1%	180	2%	40	1%
Shopping	1,380	9%	1,380	12%	840	13%
Leisure	1,230	8%	1,080	9%	490	8%
Medical	70	0%	120	1%	140	2%
Pick-up / drive passenger	1,470	10%	760	7%	860	13%
Return Home	9,610	66%	7,240	63%	3,800	58%
Other	360	2%	320	3%	220	3%
Total:	14,650	100%	11,500	100%	6,500	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	139,460		21%
AM Peak Period	31,540	23%	16%
PM Peak Period	32,650	23%	20%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	33,590	61%	33,580	61%	13,320	46%
Auto Passenger	7,800	14%	8,280	15%	5,370	18%
Transit	10,220	19%	10,180	18%	1,370	5%
Bicycle	560	1%	590	1%	340	1%
Walk	820	1%	640	1%	6,730	23%
Other	2,140	4%	1,970	4%	1,960	7%
Total:	55,130	100%	55,240	100%	29,090	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	6,100	59%	8,970	56%	1,640	32%
Auto Passenger	970	9%	1,860	12%	670	13%
Transit	2,680	26%	3,500	22%	270	5%
Bicycle	170	2%	150	1%	80	2%
Walk	20	0%	240	2%	1,450	28%
Other	480	5%	1,200	8%	1,060	21%
Total:	10,420	100%	15,920	100%	5,170	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	9,280	63%	6,640	58%	3,320	51%
Auto Passenger	1,810	12%	1,590	14%	1,640	25%
Transit	2,760	19%	2,750	24%	340	5%
Bicycle	110	1%	210	2%	50	1%
Walk	330	2%	20	0%	1,080	17%
Other	350	2%	300	3%	70	1%
Total:	14,640	100%	11,510	100%	6,500	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.23		1.25		1.40	
AM Peak Period	1.16		1.21		1.41	
PM Peak Period	1.20		1.24		1.49	

Transit Modal Split	From District		To District		Within District	
24 Hours	20%		20%		7%	
AM Peak Period	27%		24%		10%	
PM Peak Period	20%		25%		6%	

## Alta Vista

### Demographic Characteristics

Population	74,770	Actively Travelled	59,190
Employed Population	32,910	Number of Vehicles	37,270
Households	32,590	Area (km <sup>2</sup> )	38.5

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	15,840	12,940	28,780
Part Time Employed	1,660	2,470	4,130
Student	8,130	8,750	16,870
Retiree	6,200	8,840	15,030
Unemployed	1,200	950	2,150
Homemaker	50	2,150	2,200
Other	630	900	1,530
<b>Total:</b>	<b>33,700</b>	<b>36,990</b>	<b>70,700</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	7,620	9,140	16,760

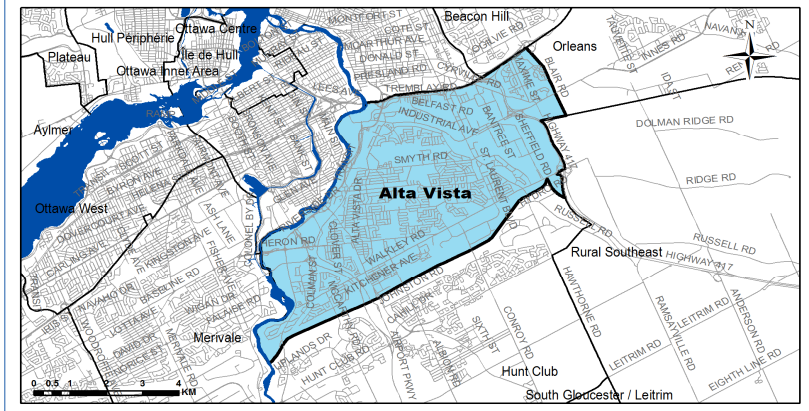
Licensed Drivers	25,060	24,810	49,870
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Telecommuters	140	60	200
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Trips made by residents	92,440	98,770	191,210
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.70
Vehicles per Person	0.50
Number of Persons per Household	2.29
Daily Trips per Household	5.87
Vehicles per Household	1.14
Workers per Household	1.01
Population Density (Pop/km2)	1940



#### Household Size

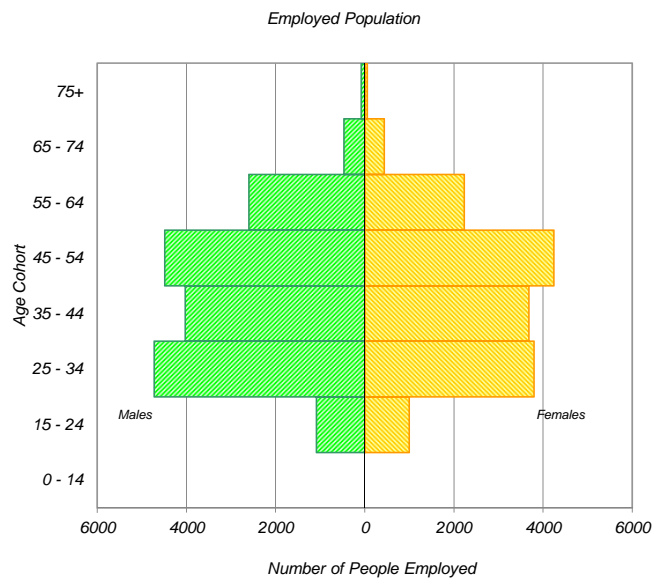
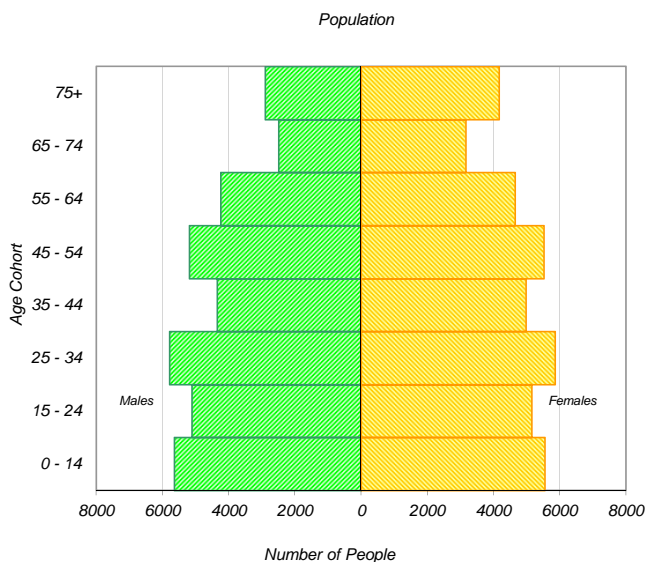
1 person	10,780	33%
2 persons	11,010	34%
3 persons	4,790	15%
4 persons	3,880	12%
5+ persons	2,130	7%
<b>Total:</b>	<b>32,590</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	6,320	19%
1 vehicle	16,930	52%
2 vehicles	8,030	25%
3 vehicles	1,030	3%
4+ vehicles	290	1%
<b>Total:</b>	<b>32,590</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	12,320	38%
Semi-detached	1,790	5%
Townhouse	4,700	14%
Apartment/Condo	13,780	42%
<b>Total:</b>	<b>32,590</b>	<b>100%</b>

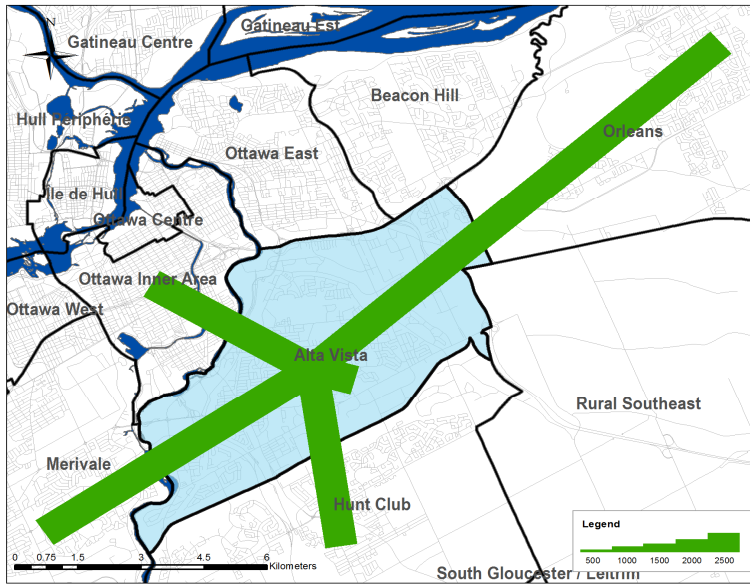


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Alta Vista

#### AM Peak Period



### Summary of Trips to and from Alta Vista

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	4,180	10%	680	1%
Ottawa Inner Area	4,970	12%	4,270	7%
Ottawa East	1,940	5%	2,370	4%
Beacon Hill	2,690	7%	1,850	3%
Alta Vista	16,220	39%	16,220	27%
Hunt Club	1,980	5%	7,990	13%
Merivale	3,010	7%	3,690	6%
Ottawa West	1,160	3%	1,550	3%
Bayshore / Cedarview	830	2%	2,330	4%
Orléans	1,050	3%	5,890	10%
Rural East	110	0%	430	1%
Rural Southeast	140	0%	1,550	3%
South Gloucester / Leitrim	160	0%	1,970	3%
South Nepean	460	1%	2,360	4%
Rural Southwest	160	0%	690	1%
Kanata / Stittsville	660	2%	1,810	3%
Rural West	20	0%	180	0%
Île de Hull	710	2%	190	0%
Hull Périphérie	360	1%	420	1%
Plateau	0	0%	680	1%
Aylmer	40	0%	480	1%
Rural Northwest	40	0%	300	1%
Pointe Gatineau	20	0%	740	1%
Gatineau Est	220	1%	270	0%
Rural Northeast	10	0%	320	1%
Buckingham / Masson-Angers	10	0%	70	0%
Ontario Sub-Total:	39,740	97%	55,830	94%
Québec Sub-Total:	1,410	3%	3,470	6%
Total:	41,150	100%	59,300	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	22,370	15%	46,540	31%	10,770	13%
School	8,550	6%	8,090	5%	6,440	8%
Shopping	16,500	11%	16,600	11%	14,550	17%
Leisure	11,940	8%	13,340	9%	7,720	9%
Medical	2,990	2%	7,860	5%	2,380	3%
Pick-up / drive passenger	9,390	6%	9,900	6%	6,990	8%
Return Home	75,570	50%	44,070	29%	33,060	39%
Other	4,870	3%	6,050	4%	3,240	4%
Total:	152,180	100%	152,450	100%	85,150	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	13,920	56%	28,300	66%	5,390	33%
School	5,340	21%	7,330	17%	5,600	35%
Shopping	510	2%	530	1%	320	2%
Leisure	570	2%	990	2%	480	3%
Medical	500	2%	1,760	4%	460	3%
Pick-up / drive passenger	1,790	7%	2,490	6%	2,110	13%
Return Home	1,380	6%	730	2%	910	6%
Other	910	4%	940	2%	930	6%
Total:	24,920	100%	43,070	100%	16,200	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	820	2%	1,340	5%	740	4%
School	550	1%	90	0%	70	0%
Shopping	3,920	9%	3,630	13%	2,830	14%
Leisure	2,550	6%	2,440	9%	1,580	8%
Medical	260	1%	670	2%	300	2%
Pick-up / drive passenger	3,310	7%	2,550	9%	2,390	12%
Return Home	31,900	72%	15,950	57%	11,310	58%
Other	1,270	3%	1,230	4%	440	2%
Total:	44,580	100%	27,900	100%	19,660	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	389,780		22%
AM Peak Period	84,190	22%	19%
PM Peak Period	92,140	24%	21%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	92,240	61%	92,670	61%	43,390	51%
Auto Passenger	24,030	16%	24,040	16%	13,430	16%
Transit	27,890	18%	27,220	18%	6,520	8%
Bicycle	2,180	1%	2,110	1%	1,390	2%
Walk	1,440	1%	1,510	1%	15,170	18%
Other	4,420	3%	4,890	3%	5,260	6%
Total:	152,200	100%	152,440	100%	85,160	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	12,430	50%	26,810	62%	6,330	39%
Auto Passenger	3,040	12%	5,100	12%	2,500	15%
Transit	7,540	30%	7,300	17%	1,700	10%
Bicycle	750	3%	750	2%	340	2%
Walk	280	1%	280	1%	3,210	20%
Other	880	4%	2,850	7%	2,140	13%
Total:	24,920	100%	43,090	100%	16,220	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	28,570	64%	15,990	57%	9,640	49%
Auto Passenger	5,930	13%	4,230	15%	3,570	18%
Transit	7,460	17%	6,420	23%	1,500	8%
Bicycle	630	1%	610	2%	470	2%
Walk	340	1%	310	1%	3,280	17%
Other	1,660	4%	340	1%	1,210	6%
Total:	44,590	100%	27,900	100%	19,670	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.26		1.26		1.31	
AM Peak Period	1.24		1.19		1.39	
PM Peak Period	1.21		1.26		1.37	

Transit Modal Split	From District		To District		Within District	
24 Hours	19%		19%		10%	
AM Peak Period	33%		19%		16%	
PM Peak Period	18%		24%		10%	

# Hunt Club

## Demographic Characteristics

Population	56,820	Actively Travelled	45,210
Employed Population	25,400	Number of Vehicles	30,390
Households	22,130	Area (km <sup>2</sup> )	52.3

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	11,620	10,650	22,280
Part Time Employed	1,130	2,000	3,130
Student	7,910	7,300	15,210
Retiree	3,690	4,680	8,380
Unemployed	730	700	1,430
Homemaker	90	1,950	2,030
Other	420	660	1,080
<b>Total:</b>	<b>25,580</b>	<b>27,950</b>	<b>53,520</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,960	7,020	12,980

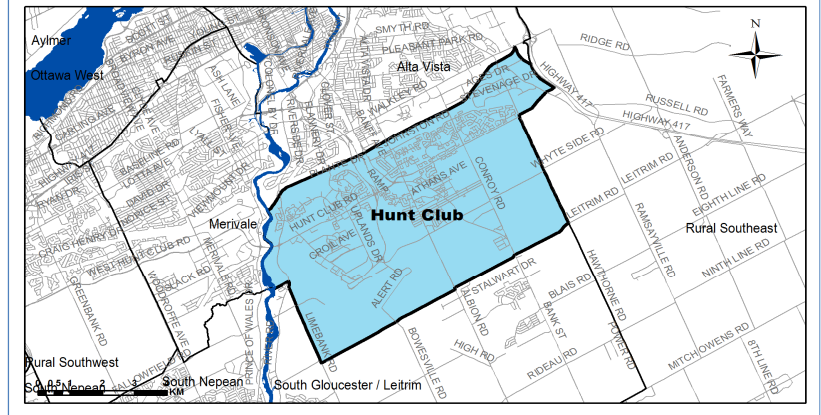
Licensed Drivers	18,420	19,280	37,700
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Telecommuters	80	190	270
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Trips made by residents	66,220	74,780	141,000
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### Selected Indicators

Daily Trips per Person (age 5+)	2.63
Vehicles per Person	0.53
Number of Persons per Household	2.57
Daily Trips per Household	6.37
Vehicles per Household	1.37
Workers per Household	1.15
Population Density (Pop/km2)	1090



### Household Size

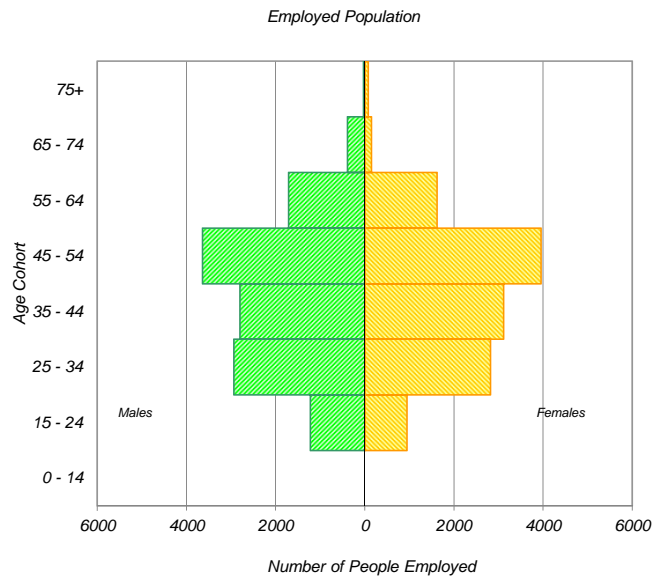
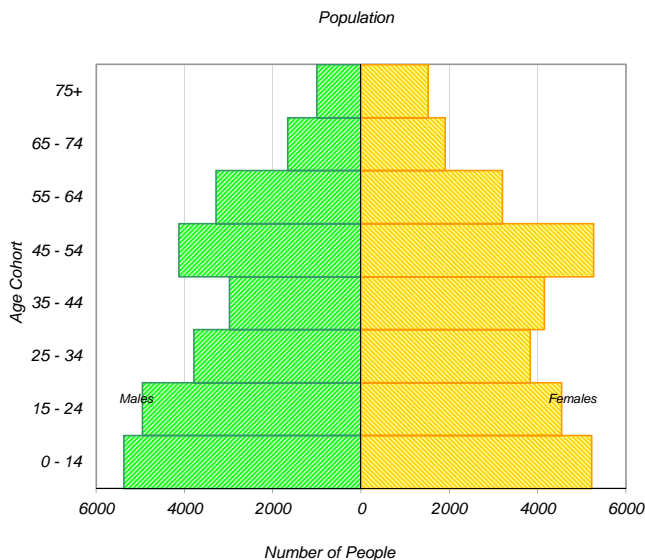
1 person	4,880	22%
2 persons	7,100	32%
3 persons	3,880	18%
4 persons	3,940	18%
5+ persons	2,330	11%
<b>Total:</b>	<b>22,130</b>	<b>100%</b>

### Households by Vehicle Availability

0 vehicles	2,030	9%
1 vehicle	11,340	51%
2 vehicles	7,400	33%
3 vehicles	1,220	6%
4+ vehicles	140	1%
<b>Total:</b>	<b>22,130</b>	<b>100%</b>

### Households by Dwelling Type

Single-detached	6,980	32%
Semi-detached	2,150	10%
Townhouse	8,900	40%
Apartment/Condo	4,110	19%
<b>Total:</b>	<b>22,130</b>	<b>100%</b>

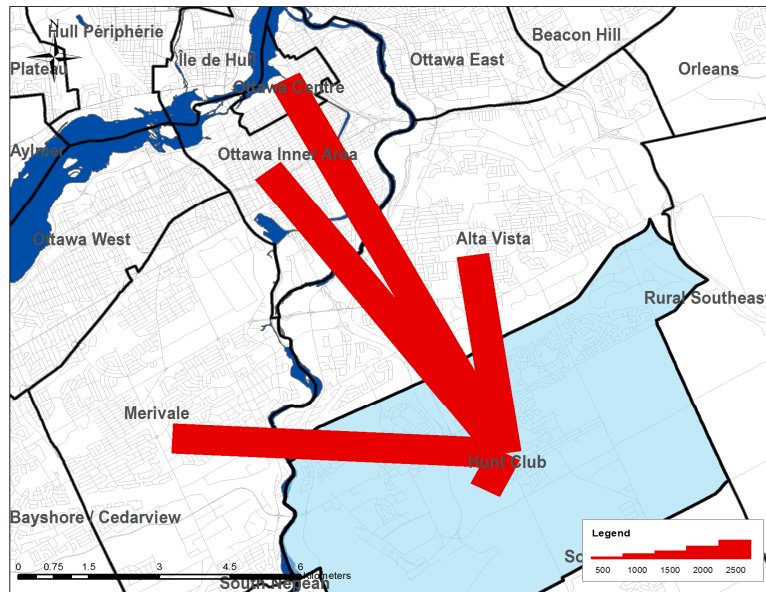


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Hunt Club

#### AM Peak Period



### Summary of Trips to and from Hunt Club

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	3,320	10%	180	1%
Ottawa Inner Area	3,060	10%	830	4%
Ottawa East	960	3%	540	3%
Beacon Hill	380	1%	170	1%
Alta Vista	7,990	25%	1,980	10%
Hunt Club	8,550	27%	8,550	44%
Merivale	3,130	10%	960	5%
Ottawa West	580	2%	360	2%
Bayshore / Cedarview	540	2%	230	1%
Orléans	630	2%	950	5%
Rural East	50	0%	140	1%
Rural Southeast	190	1%	1,210	6%
South Gloucester / Leitrim	870	3%	1,100	6%
South Nepean	440	1%	920	5%
Rural Southwest	180	1%	220	1%
Kanata / Stittsville	420	1%	490	3%
Rural West	60	0%	80	0%
Île de Hull	380	1%	50	0%
Hull Périphérie	170	1%	50	0%
Plateau	0	0%	80	0%
Aylmer	0	0%	160	1%
Rural Northwest	0	0%	110	1%
Pointe Gatineau	70	0%	70	0%
Gatineau Est	80	0%	120	1%
Rural Northeast	30	0%	20	0%
Buckingham / Masson-Angers	0	0%	0	0%
Ontario Sub-Total:	31,350	98%	18,910	97%
Québec Sub-Total:	730	2%	660	3%
Total:	32,080	100%	19,570	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	19,270	25%	12,680	16%	3,720	9%
School	9,690	12%	1,260	2%	3,410	8%
Shopping	6,290	8%	9,030	12%	7,130	17%
Leisure	6,830	9%	5,190	7%	3,880	9%
Medical	2,210	3%	1,090	1%	180	0%
Pick-up / drive passenger	5,400	7%	5,740	7%	3,610	9%
Return Home	25,220	32%	39,090	51%	18,040	43%
Other	3,490	4%	3,100	4%	2,190	5%
Total:	78,400	100%	77,180	100%	42,160	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	12,470	53%	6,990	63%	1,840	22%
School	7,350	31%	1,150	10%	3,190	37%
Shopping	260	1%	390	4%	330	4%
Leisure	360	2%	340	3%	370	4%
Medical	650	3%	140	1%	20	0%
Pick-up / drive passenger	1,480	6%	880	8%	1,340	16%
Return Home	420	2%	570	5%	670	8%
Other	560	2%	570	5%	780	9%
Total:	23,550	100%	11,030	100%	8,540	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	460	3%	530	2%	140	1%
School	350	2%	0	0%	50	1%
Shopping	1,370	9%	2,130	10%	1,530	16%
Leisure	1,440	9%	1,230	6%	1,080	11%
Medical	240	2%	120	1%	10	0%
Pick-up / drive passenger	1,420	9%	2,010	9%	930	9%
Return Home	9,130	59%	15,540	70%	5,730	58%
Other	990	6%	780	3%	400	4%
Total:	15,400	100%	22,340	100%	9,870	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	197,740		21%
AM Peak Period	43,120	22%	20%
PM Peak Period	47,610	24%	21%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	47,460	61%	47,270	61%	22,130	52%
Auto Passenger	12,000	15%	11,370	15%	6,360	15%
Transit	13,980	18%	13,850	18%	1,660	4%
Bicycle	560	1%	580	1%	360	1%
Walk	310	0%	350	0%	8,370	20%
Other	4,100	5%	3,740	5%	3,290	8%
Total:	78,410	100%	77,160	100%	42,170	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	10,420	44%	8,350	76%	3,700	43%
Auto Passenger	2,740	12%	1,080	10%	1,190	14%
Transit	7,540	32%	710	6%	270	3%
Bicycle	220	1%	130	1%	100	1%
Walk	150	1%	20	0%	1,720	20%
Other	2,490	11%	760	7%	1,570	18%
Total:	23,560	100%	11,050	100%	8,550	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	10,960	71%	12,380	55%	5,340	54%
Auto Passenger	2,590	17%	2,910	13%	1,880	19%
Transit	1,330	9%	5,460	24%	270	3%
Bicycle	120	1%	180	1%	80	1%
Walk	30	0%	40	0%	1,710	17%
Other	360	2%	1,360	6%	580	6%
Total:	15,390	100%	22,330	100%	9,860	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.24		1.29	
AM Peak Period	1.26		1.13		1.32	
PM Peak Period	1.24		1.24		1.35	

Transit Modal Split	From District		To District		Within District	
24 Hours	19%		19%		6%	
AM Peak Period	36%		7%		5%	
PM Peak Period	9%		26%		4%	

# Merivale

## Demographic Characteristics

Population	77,720	Actively Travelled	61,960
Employed Population	34,650	Number of Vehicles	41,580
Households	32,990	Area (km <sup>2</sup> )	38.8

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	15,970	14,080	30,050
Part Time Employed	1,660	2,940	4,600
Student	9,510	8,160	17,680
Retiree	6,960	9,020	15,980
Unemployed	1,340	1,130	2,470
Homemaker	50	1,980	2,030
Other	470	810	1,280
<b>Total:</b>	<b>35,960</b>	<b>38,120</b>	<b>74,080</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	7,770	8,770	16,540

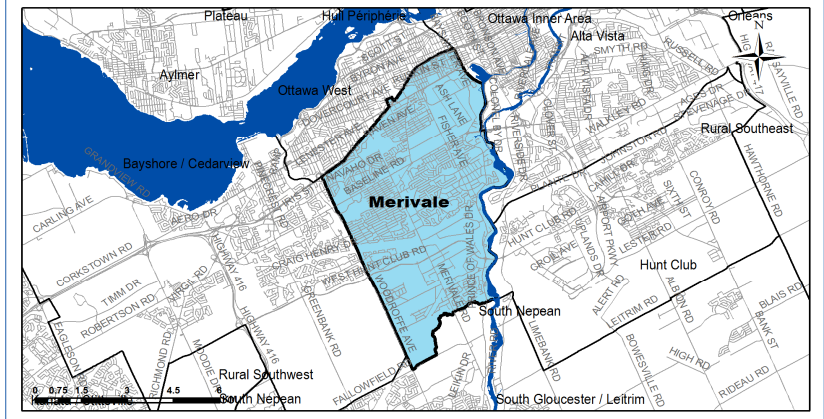
Licensed Drivers	27,680	27,260	54,940
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Telecommuters	140	150	290
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Trips made by residents	98,530	103,670	202,200
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### Selected Indicators

Daily Trips per Person (age 5+)	2.73
Vehicles per Person	0.53
Number of Persons per Household	2.36
Daily Trips per Household	6.13
Vehicles per Household	1.26
Workers per Household	1.05
Population Density (Pop/km <sup>2</sup> )	2000



### Household Size

1 person	10,050	30%
2 persons	11,680	35%
3 persons	5,060	15%
4 persons	3,890	12%
5+ persons	2,310	7%
<b>Total:</b>	<b>32,990</b>	<b>100%</b>

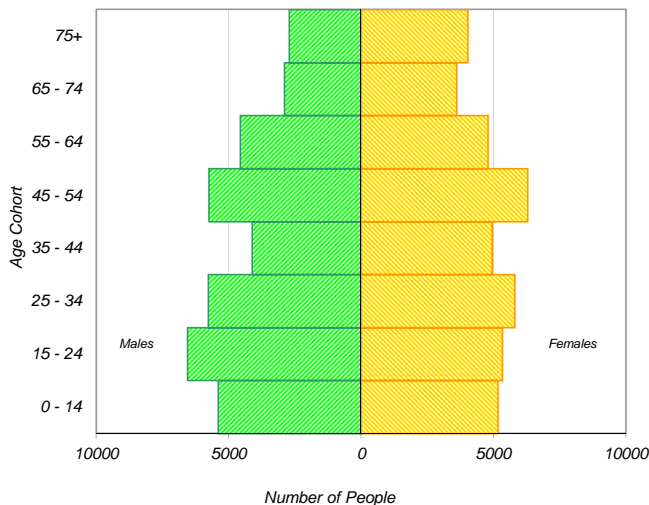
### Households by Vehicle Availability

0 vehicles	5,150	16%
1 vehicle	17,220	52%
2 vehicles	8,490	26%
3 vehicles	1,580	5%
4+ vehicles	560	2%
<b>Total:</b>	<b>32,990</b>	<b>100%</b>

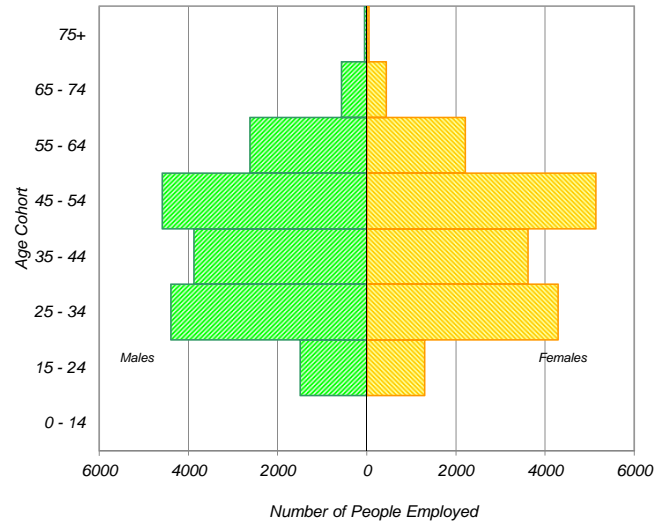
### Households by Dwelling Type

Single-detached	13,910	42%
Semi-detached	3,270	10%
Townhouse	4,320	13%
Apartment/Condo	11,490	35%
<b>Total:</b>	<b>32,990</b>	<b>100%</b>

Population



Employed Population

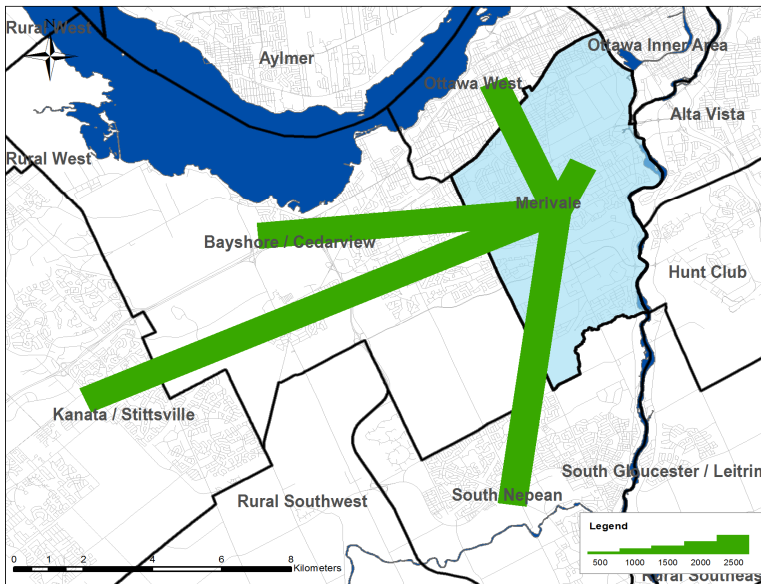


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Merivale

#### AM Peak Period



### Summary of Trips to and from Merivale

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	4,710	11%	600	1%
Ottawa Inner Area	4,710	11%	3,260	7%
Ottawa East	780	2%	1,610	3%
Beacon Hill	580	1%	540	1%
Alta Vista	3,690	9%	3,010	6%
Hunt Club	960	2%	3,130	6%
Merivale	13,980	34%	13,980	28%
Ottawa West	4,960	12%	3,340	7%
Bayshore / Cedarview	2,850	7%	4,710	9%
Orléans	460	1%	1,940	4%
Rural East	10	0%	340	1%
Rural Southeast	10	0%	960	2%
South Gloucester / Leitrim	340	1%	770	2%
South Nepean	790	2%	4,310	9%
Rural Southwest	200	0%	840	2%
Kanata / Stittsville	1,200	3%	3,410	7%
Rural West	70	0%	720	1%
Île de Hull	400	1%	130	0%
Hull Périphérie	180	0%	260	1%
Plateau	0	0%	190	0%
Aylmer	70	0%	520	1%
Rural Northwest	10	0%	250	1%
Pointe Gatineau	40	0%	320	1%
Gatineau Est	30	0%	310	1%
Rural Northeast	30	0%	30	0%
Buckingham / Masson-Angers	0	0%	100	0%
Ontario Sub-Total:	40,300	98%	47,470	96%
Québec Sub-Total:	760	2%	2,110	4%
Total:	41,060	100%	49,580	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	26,740	17%	34,050	22%	8,200	9%
School	8,520	6%	15,360	10%	6,130	7%
Shopping	12,310	8%	18,860	12%	19,990	23%
Leisure	13,070	9%	13,870	9%	9,290	11%
Medical	3,690	2%	6,540	4%	2,460	3%
Pick-up / drive passenger	9,730	6%	9,810	6%	5,080	6%
Return Home	73,660	48%	48,810	32%	32,900	37%
Other	5,540	4%	6,050	4%	3,690	4%
Total:	153,260	100%	153,350	100%	87,740	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	16,720	62%	20,310	57%	4,120	29%
School	5,210	19%	8,320	23%	4,760	34%
Shopping	360	1%	520	1%	610	4%
Leisure	470	2%	880	2%	700	5%
Medical	620	2%	1,290	4%	300	2%
Pick-up / drive passenger	1,790	7%	2,450	7%	1,700	12%
Return Home	980	4%	1,110	3%	950	7%
Other	930	3%	740	2%	830	6%
Total:	27,080	100%	35,620	100%	13,970	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	1,110	3%	1,110	4%	310	2%
School	290	1%	750	2%	220	1%
Shopping	3,540	9%	3,240	10%	3,250	18%
Leisure	3,200	8%	2,840	9%	2,140	12%
Medical	160	0%	530	2%	310	2%
Pick-up / drive passenger	3,430	9%	2,690	9%	1,060	6%
Return Home	27,480	68%	18,570	59%	9,960	56%
Other	940	2%	1,530	5%	610	3%
Total:	40,150	100%	31,260	100%	17,860	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	394,350		22%
AM Peak Period	76,670	19%	18%
PM Peak Period	89,270	23%	20%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	94,090	61%	94,010	61%	47,940	55%
Auto Passenger	22,640	15%	22,750	15%	13,260	15%
Transit	28,190	18%	27,930	18%	6,370	7%
Bicycle	2,400	2%	2,440	2%	1,340	2%
Walk	2,800	2%	2,790	2%	15,100	17%
Other	3,150	2%	3,420	2%	3,720	4%
Total:	153,270	100%	153,340	100%	87,730	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	14,480	53%	21,440	60%	6,050	43%
Auto Passenger	2,940	11%	4,180	12%	2,030	15%
Transit	6,960	26%	7,770	22%	1,500	11%
Bicycle	840	3%	660	2%	430	3%
Walk	600	2%	500	1%	2,380	17%
Other	1,270	5%	1,060	3%	1,580	11%
Total:	27,090	100%	35,610	100%	13,970	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	25,650	64%	18,310	59%	9,270	52%
Auto Passenger	5,440	14%	4,410	14%	2,650	15%
Transit	6,940	17%	6,070	19%	1,520	9%
Bicycle	590	1%	790	3%	310	2%
Walk	800	2%	890	3%	3,190	18%
Other	710	2%	790	3%	930	5%
Total:	40,130	100%	31,260	100%	17,870	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.24		1.24		1.28	
AM Peak Period	1.20		1.19		1.34	
PM Peak Period	1.21		1.24		1.29	

Transit Modal Split	From District		To District		Within District	
24 Hours	19%		19%		9%	
AM Peak Period	29%		23%		16%	
PM Peak Period	18%		21%		11%	

## Ottawa West

### Demographic Characteristics

Population	50,410	Actively Travelled	40,800
Employed Population	22,930	Number of Vehicles	23,590
Households	24,070	Area (km <sup>2</sup> )	18.3

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	10,960	9,490	20,450
Part Time Employed	930	1,540	2,480
Student	4,680	4,690	9,370
Retiree	4,580	7,260	11,840
Unemployed	570	980	1,540
Homemaker	30	990	1,020
Other	670	600	1,270
<b>Total:</b>	<b>22,410</b>	<b>25,560</b>	<b>47,970</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	4,120	5,780	9,900

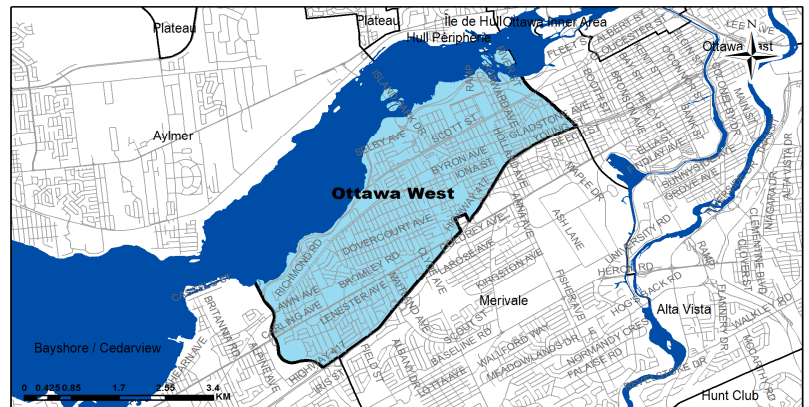
Licensed Drivers	17,020	17,720	34,740
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Telecommuters	140	250	390
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Trips made by residents	65,610	75,080	140,690
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.93
Vehicles per Person	0.47
Number of Persons per Household	2.09
Daily Trips per Household	5.85
Vehicles per Household	0.98
Workers per Household	0.95
Population Density (Pop/km2)	2760



#### Household Size

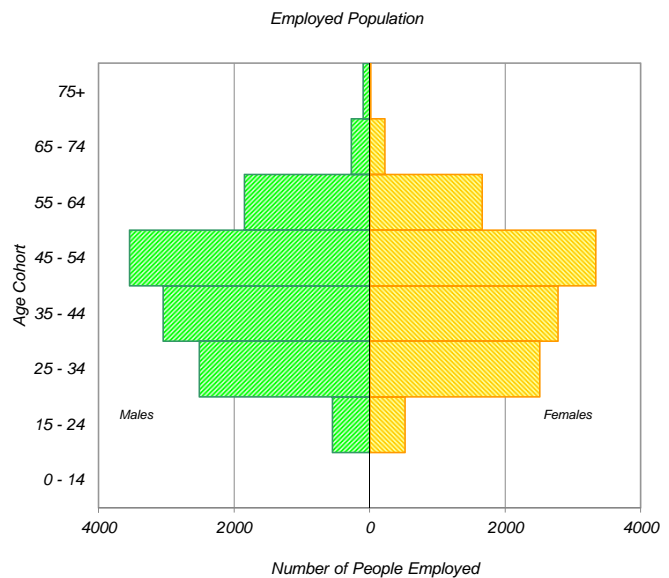
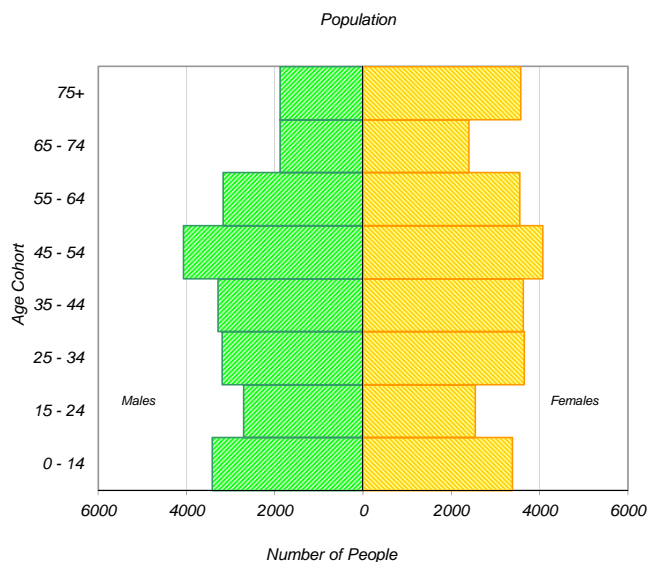
1 person	10,380	43%
2 persons	7,710	32%
3 persons	2,730	11%
4 persons	2,280	9%
5+ persons	970	4%
<b>Total:</b>	<b>24,070</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	6,230	26%
1 vehicle	12,950	54%
2 vehicles	4,200	17%
3 vehicles	540	2%
4+ vehicles	140	1%
<b>Total:</b>	<b>24,070</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	8,320	35%
Semi-detached	1,780	7%
Townhouse	980	4%
Apartment/Condo	13,000	54%
<b>Total:</b>	<b>24,070</b>	<b>100%</b>

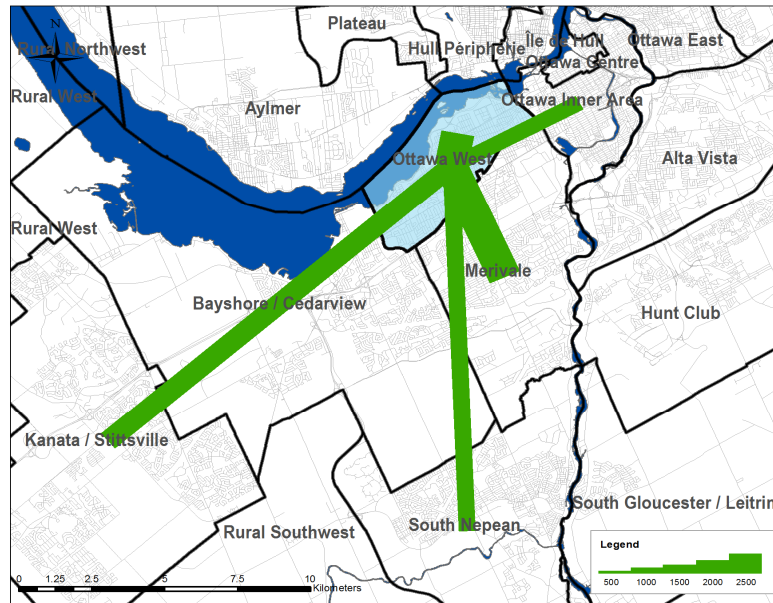


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Ottawa West

#### AM Peak Period



### Summary of Trips to and from Ottawa West

#### AM Peak Period (6:30 - 8:59)

Districts	Trips From		Trips To	
	District	% Total	District	% Total
Ottawa Centre	4,270 <div><div></div></div>	16%	340 <div><div></div></div>	1%
Ottawa Inner Area	3,080 <div><div></div></div>	12%	1,750 <div><div></div></div>	5%
Ottawa East	310 <div><div></div></div>	1%	460 <div><div></div></div>	1%
Beacon Hill	150 <div><div></div></div>	1%	610 <div><div></div></div>	2%
Alta Vista	1,550 <div><div></div></div>	6%	1,160 <div><div></div></div>	4%
Hunt Club	360 <div><div></div></div>	1%	580 <div><div></div></div>	2%
Merivale	3,340 <div><div></div></div>	13%	4,960 <div><div></div></div>	15%
Ottawa West	8,280 <div><div></div></div>	32%	8,280 <div><div></div></div>	25%
Bayshore / Cedarview	1,940 <div><div></div></div>	7%	4,870 <div><div></div></div>	15%
Orléans	220 <div><div></div></div>	1%	1,460 <div><div></div></div>	4%
Rural East	40 <div><div></div></div>	0%	60 <div><div></div></div>	0%
Rural Southeast	50 <div><div></div></div>	0%	190 <div><div></div></div>	1%
South Gloucester / Leitrim	0 <div><div></div></div>	0%	290 <div><div></div></div>	1%
South Nepean	160 <div><div></div></div>	1%	1,830 <div><div></div></div>	6%
Rural Southwest	80 <div><div></div></div>	0%	400 <div><div></div></div>	1%
Kanata / Stittsville	840 <div><div></div></div>	3%	2,020 <div><div></div></div>	6%
Rural West	70 <div><div></div></div>	0%	170 <div><div></div></div>	1%
Île de Hull	730 <div><div></div></div>	3%	170 <div><div></div></div>	1%
Hull Périphérie	170 <div><div></div></div>	1%	360 <div><div></div></div>	1%
Plateau	40 <div><div></div></div>	0%	760 <div><div></div></div>	2%
Aylmer	60 <div><div></div></div>	0%	770 <div><div></div></div>	2%
Rural Northwest	20 <div><div></div></div>	0%	310 <div><div></div></div>	1%
Pointe Gatineau	30 <div><div></div></div>	0%	450 <div><div></div></div>	1%
Gatineau Est	70 <div><div></div></div>	0%	310 <div><div></div></div>	1%
Rural Northeast	60 <div><div></div></div>	0%	170 <div><div></div></div>	1%
Buckingham / Masson-Angers	70 <div><div></div></div>	0%	140 <div><div></div></div>	0%
Ontario Sub-Total:	24,740 <div><div></div></div>	95%	29,430 <div><div></div></div>	90%
Québec Sub-Total:	1,250 <div><div></div></div>	5%	3,440 <div><div></div></div>	10%
Total:	25,990 <div><div></div></div>	100%	32,870 <div><div></div></div>	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	17,850	19%	24,050	25%	4,670	8%
School	3,820	4%	4,540	5%	4,230	7%
Shopping	9,960	10%	10,800	11%	10,260	18%
Leisure	9,570	10%	9,420	10%	6,520	11%
Medical	2,740	3%	2,190	2%	1,140	2%
Pick-up / drive passenger	6,010	6%	7,490	8%	4,320	7%
Return Home	40,560	43%	32,380	34%	23,230	40%
Other	4,500	5%	4,550	5%	3,520	6%
Total:	95,010	100%	95,420	100%	57,890	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	11,500	65%	16,000	65%	1,900	23%
School	2,450	14%	4,090	17%	3,260	39%
Shopping	120	1%	250	1%	270	3%
Leisure	720	4%	450	2%	340	4%
Medical	470	3%	330	1%	60	1%
Pick-up / drive passenger	1,110	6%	1,880	8%	1,400	17%
Return Home	790	4%	530	2%	560	7%
Other	540	3%	1,060	4%	490	6%
Total:	17,700	100%	24,590	100%	8,280	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	590	2%	550	3%	300	2%
School	180	1%	10	0%	110	1%
Shopping	2,510	10%	2,680	12%	1,940	14%
Leisure	2,090	8%	2,220	10%	1,780	13%
Medical	200	1%	270	1%	120	1%
Pick-up / drive passenger	1,970	8%	2,350	11%	1,030	7%
Return Home	17,330	68%	12,540	58%	8,090	57%
Other	790	3%	870	4%	850	6%
Total:	25,660	100%	21,490	100%	14,220	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	248,320		23%
AM Peak Period	50,570	20%	16%
PM Peak Period	61,370	25%	23%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	53,530	56%	53,730	56%	22,130	38%
Auto Passenger	14,560	15%	14,560	15%	6,300	11%
Transit	18,670	20%	18,820	20%	2,810	5%
Bicycle	3,120	3%	3,140	3%	3,110	5%
Walk	2,780	3%	2,750	3%	21,610	37%
Other	2,340	2%	2,430	3%	1,910	3%
Total:	95,000	100%	95,430	100%	57,870	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	8,230	46%	12,650	51%	2,740	33%
Auto Passenger	1,910	11%	3,800	15%	1,220	15%
Transit	5,490	31%	5,550	23%	370	4%
Bicycle	1,050	6%	710	3%	500	6%
Walk	650	4%	770	3%	2,770	33%
Other	370	2%	1,110	5%	690	8%
Total:	17,700	100%	24,590	100%	8,290	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	14,180	55%	11,370	53%	4,550	32%
Auto Passenger	4,060	16%	3,010	14%	1,370	10%
Transit	5,400	21%	5,090	24%	570	4%
Bicycle	750	3%	1,250	6%	1,000	7%
Walk	690	3%	620	3%	6,400	45%
Other	570	2%	160	1%	320	2%
Total:	25,650	100%	21,500	100%	14,210	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.27		1.27		1.28	
AM Peak Period	1.23		1.30		1.45	
PM Peak Period	1.29		1.26		1.30	

Transit Modal Split	From District		To District		Within District	
24 Hours	22%		22%		9%	
AM Peak Period	35%		25%		9%	
PM Peak Period	23%		26%		9%	

## Bayshore/Cedarview

### Demographic Characteristics

Population	79,250	Actively Travelled	62,250
Employed Population	35,600	Number of Vehicles	40,010
Households	32,230	Area (km <sup>2</sup> )	113.1

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	16,910	14,100	31,010
Part Time Employed	1,630	2,960	4,590
Student	8,780	8,700	17,480
Retiree	6,350	9,710	16,050
Unemployed	1,190	1,000	2,190
Homemaker	40	2,560	2,600
Other	490	700	1,200
<b>Total:</b>	<b>35,390</b>	<b>39,730</b>	<b>75,120</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	6,780	8,880	15,660

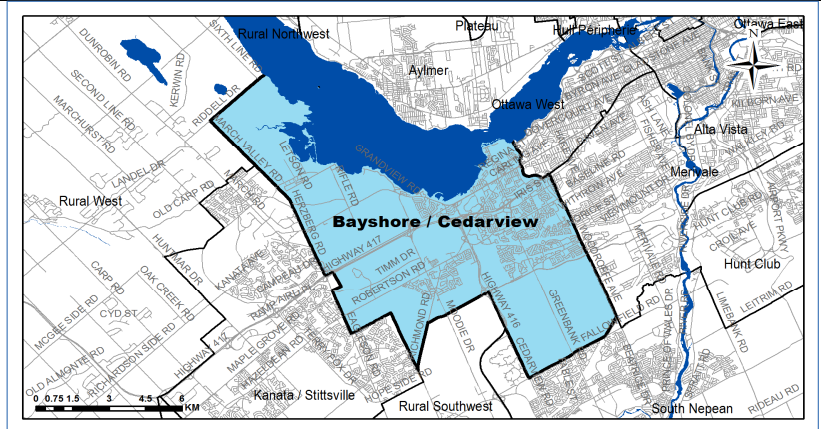
Licensed Drivers	26,530	27,160	53,690
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Telecommuters	200	140	330
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Trips made by residents	94,770	102,970	197,750
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.63
Vehicles per Person	0.50
Number of Persons per Household	2.46
Daily Trips per Household	6.14
Vehicles per Household	1.24
Workers per Household	1.10
Population Density (Pop/km2)	700



#### Household Size

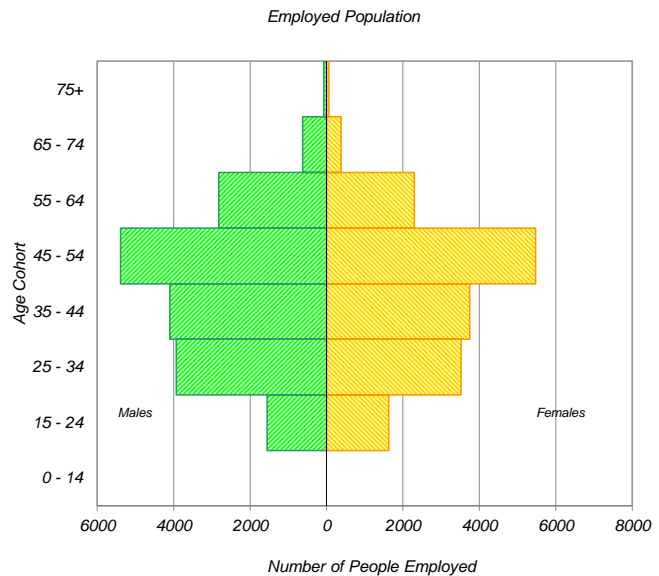
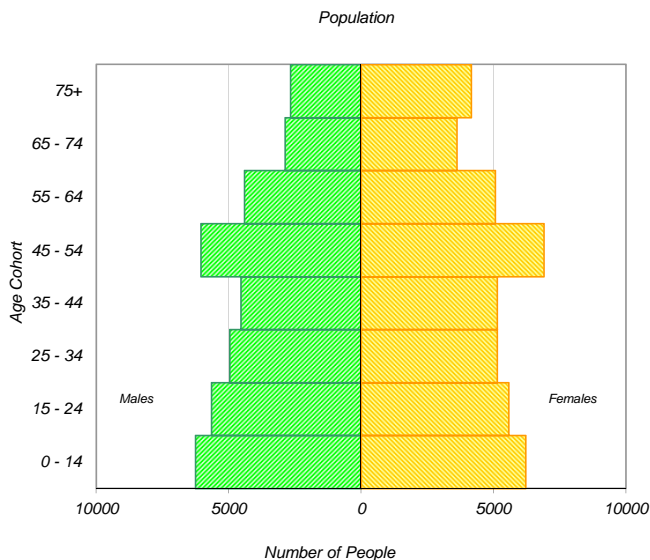
1 person	9,360	29%
2 persons	11,130	35%
3 persons	5,140	16%
4 persons	4,390	14%
5+ persons	2,210	7%
<b>Total:</b>	<b>32,230</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	4,670	14%
1 vehicle	17,170	53%
2 vehicles	8,710	27%
3 vehicles	1,380	4%
4+ vehicles	310	1%
<b>Total:</b>	<b>32,230</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	11,410	35%
Semi-detached	2,870	9%
Townhouse	7,590	24%
Apartment/Condo	10,360	32%
<b>Total:</b>	<b>32,230</b>	<b>100%</b>

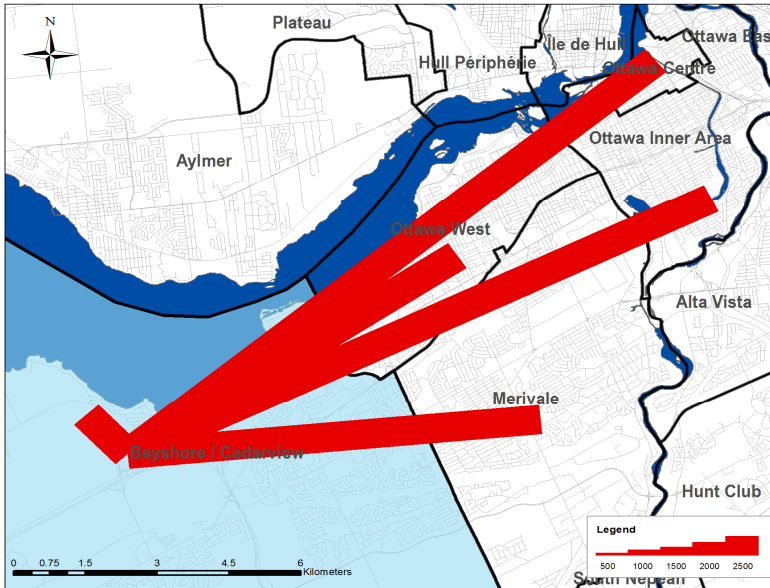


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Bayshore/Cedarview

#### AM Peak Period



### Summary of Trips to and from Bayshore/Cedarview

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	3,510	9%	170	0%
Ottawa Inner Area	2,860	7%	830	2%
Ottawa East	310	1%	280	1%
Beacon Hill	550	1%	240	1%
Alta Vista	2,330	6%	830	2%
Hunt Club	230	1%	540	2%
Merivale	4,710	12%	2,850	8%
Ottawa West	4,870	12%	1,940	6%
Bayshore / Cedarview	14,570	37%	14,570	41%
Orléans	310	1%	1,210	3%
Rural East	20	0%	50	0%
Rural Southeast	40	0%	180	1%
South Gloucester / Leitrim	70	0%	170	0%
South Nepean	700	2%	3,230	9%
Rural Southwest	190	0%	810	2%
Kanata / Stittsville	2,420	6%	5,010	14%
Rural West	380	1%	760	2%
Île de Hull	620	2%	70	0%
Hull Périphérie	220	1%	470	1%
Plateau	0	0%	110	0%
Aylmer	0	0%	470	1%
Rural Northwest	0	0%	100	0%
Pointe Gatineau	50	0%	60	0%
Gatineau Est	60	0%	130	0%
Rural Northeast	0	0%	70	0%
Buckingham / Masson-Angers	20	0%	0	0%
Ontario Sub-Total:	38,070	98%	33,670	96%
Québec Sub-Total:	970	2%	1,480	4%
Total:	39,040	100%	35,150	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	25,540	22%	22,500	20%	7,290	10%
School	7,410	6%	3,270	3%	6,870	9%
Shopping	14,050	12%	14,680	13%	9,710	13%
Leisure	11,800	10%	9,490	8%	7,230	10%
Medical	2,850	2%	3,050	3%	1,840	3%
Pick-up / drive passenger	7,190	6%	7,450	6%	6,260	9%
Return Home	41,180	36%	49,600	43%	30,180	41%
Other	4,680	4%	4,750	4%	3,540	5%
Total:	114,700	100%	114,790	100%	72,920	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	15,460	63%	13,800	67%	3,710	25%
School	4,740	19%	2,910	14%	6,170	42%
Shopping	490	2%	310	2%	250	2%
Leisure	760	3%	320	2%	420	3%
Medical	420	2%	420	2%	310	2%
Pick-up / drive passenger	1,390	6%	1,390	7%	1,710	12%
Return Home	610	2%	730	4%	980	7%
Other	610	2%	690	3%	1,020	7%
Total:	24,480	100%	20,570	100%	14,570	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	890	3%	740	3%	270	2%
School	240	1%	30	0%	70	0%
Shopping	2,770	11%	3,540	12%	2,290	14%
Leisure	2,360	9%	2,140	7%	1,500	9%
Medical	480	2%	300	1%	210	1%
Pick-up / drive passenger	2,590	10%	2,420	8%	1,590	10%
Return Home	15,960	61%	19,170	66%	9,690	60%
Other	940	4%	710	2%	650	4%
Total:	26,230	100%	29,050	100%	16,270	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	302,410		24%
AM Peak Period	59,620	20%	24%
PM Peak Period	71,550	24%	23%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	73,150	64%	73,010	64%	34,470	47%
Auto Passenger	18,520	16%	18,710	16%	10,600	15%
Transit	17,480	15%	17,570	15%	5,270	7%
Bicycle	1,200	1%	1,130	1%	1,160	2%
Walk	1,210	1%	1,120	1%	15,610	21%
Other	3,150	3%	3,270	3%	5,810	8%
Total:	114,710	100%	114,810	100%	72,920	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	12,840	52%	14,600	71%	5,130	35%
Auto Passenger	2,900	12%	2,150	10%	1,860	13%
Transit	7,070	29%	1,840	9%	1,380	9%
Bicycle	350	1%	280	1%	330	2%
Walk	170	1%	120	1%	3,120	21%
Other	1,140	5%	1,570	8%	2,750	19%
Total:	24,470	100%	20,560	100%	14,570	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	18,490	70%	16,320	56%	7,960	49%
Auto Passenger	4,030	15%	4,580	16%	2,990	18%
Transit	2,080	8%	6,750	23%	930	6%
Bicycle	420	2%	330	1%	230	1%
Walk	190	1%	390	1%	3,200	20%
Other	1,020	4%	660	2%	960	6%
Total:	26,230	100%	29,030	100%	16,270	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.26		1.31	
AM Peak Period	1.23		1.15		1.36	
PM Peak Period	1.22		1.28		1.38	

Transit Modal Split	From District		To District		Within District	
24 Hours	16%		16%		10%	
AM Peak Period	31%		10%		16%	
PM Peak Period	8%		24%		8%	

## Orleans

### Demographic Characteristics

Population	117,440	Actively Travelled	95,100
Employed Population	57,400	Number of Vehicles	70,160
Households	42,950	Area (km <sup>2</sup> )	88.6

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	27,630	24,540	52,170
Part Time Employed	2,040	3,200	5,240
Student	14,100	14,710	28,800
Retiree	8,240	9,820	18,060
Unemployed	890	790	1,670
Homemaker	110	2,990	3,090
Other	630	1,030	1,660
<b>Total:</b>	<b>53,630</b>	<b>57,060</b>	<b>110,690</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	11,690	13,440	25,130

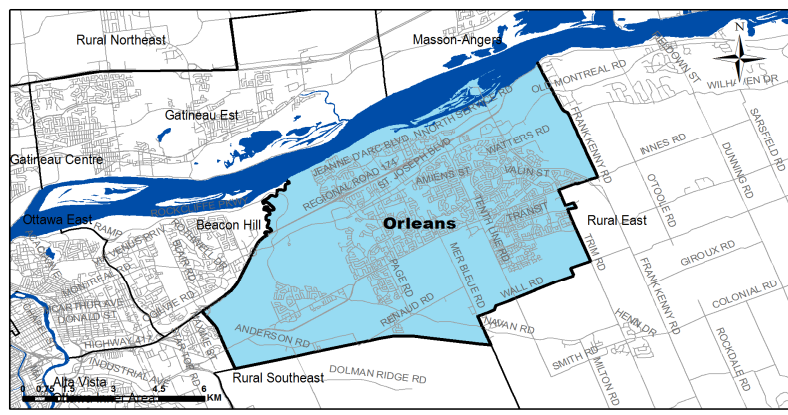
Licensed Drivers	41,780	42,490	84,270
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Telecommuters	270	260	530
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Trips made by residents	147,960	163,290	311,250
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.81
Vehicles per Person	0.60
Number of Persons per Household	2.73
Daily Trips per Household	7.25
Vehicles per Household	1.63
Workers per Household	1.34
Population Density (Pop/km2)	1330



#### Household Size

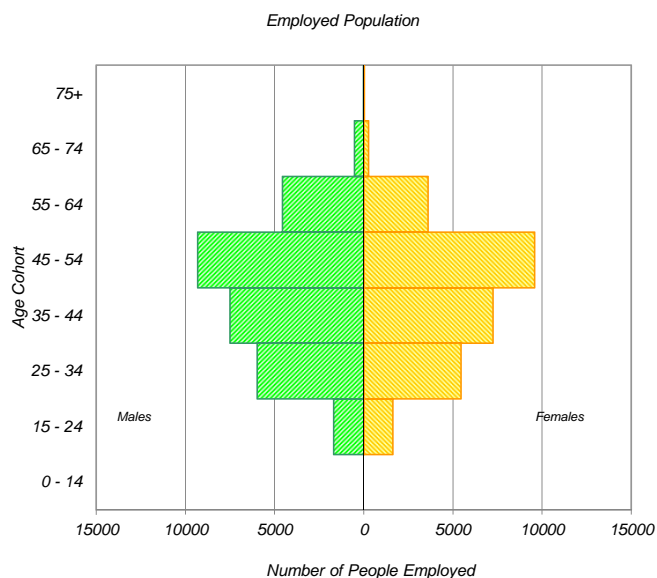
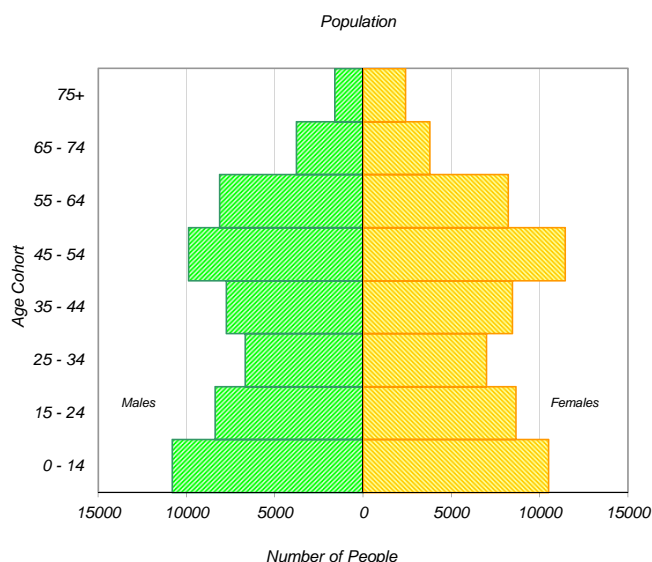
1 person	6,490	15%
2 persons	14,600	34%
3 persons	8,630	20%
4 persons	9,090	21%
5+ persons	4,130	10%
<b>Total:</b>	<b>42,950</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	1,390	3%
1 vehicle	18,250	42%
2 vehicles	19,080	44%
3 vehicles	3,330	8%
4+ vehicles	890	2%
<b>Total:</b>	<b>42,950</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	25,970	60%
Semi-detached	3,250	8%
Townhouse	10,730	25%
Apartment/Condo	3,010	7%
<b>Total:</b>	<b>42,950</b>	<b>100%</b>

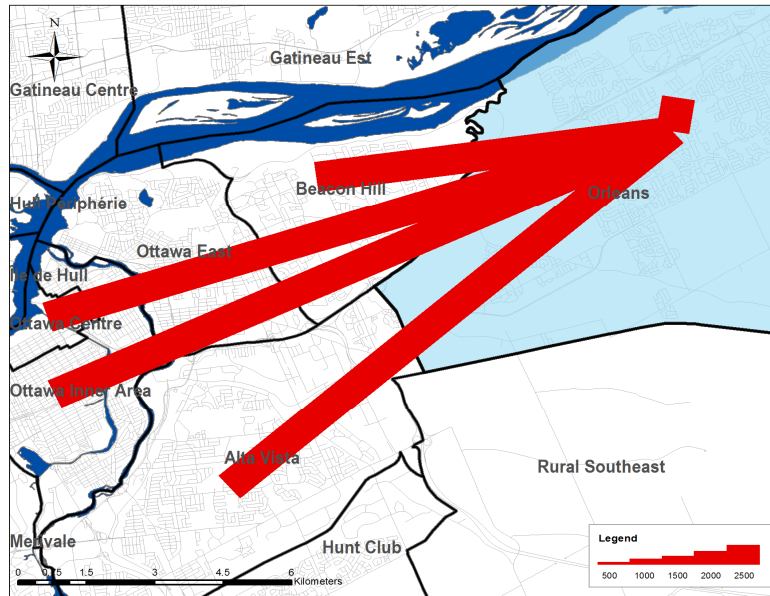


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Orleans

#### AM Peak Period



### Summary of Trips to and from Orleans

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	7,330	11%	130	0%
Ottawa Inner Area	4,800	7%	630	2%
Ottawa East	2,840	4%	600	2%
Beacon Hill	4,180	6%	760	2%
Alta Vista	5,890	9%	1,050	3%
Hunt Club	950	1%	630	2%
Merivale	1,940	3%	460	1%
Ottawa West	1,460	2%	220	1%
Bayshore / Cedarview	1,210	2%	310	1%
Orléans	29,900	46%	29,900	78%
Rural East	1,000	2%	1,970	5%
Rural Southeast	70	0%	290	1%
South Gloucester / Leitrim	170	0%	50	0%
South Nepean	200	0%	330	1%
Rural Southwest	70	0%	70	0%
Kanata / Stittsville	500	1%	290	1%
Rural West	70	0%	0	0%
Île de Hull	1,530	2%	80	0%
Hull Périphérie	460	1%	200	1%
Plateau	10	0%	80	0%
Aylmer	60	0%	90	0%
Rural Northwest	50	0%	40	0%
Pointe Gatineau	200	0%	70	0%
Gatineau Est	40	0%	60	0%
Rural Northeast	10	0%	20	0%
Buckingham / Masson-Angers	0	0%	30	0%
Ontario Sub-Total:	62,580	96%	37,690	98%
Québec Sub-Total:	2,360	4%	670	2%
Total:	64,940	100%	38,360	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	38,220	40%	7,250	8%	9,470	6%
School	9,890	10%	2,120	2%	15,080	10%
Shopping	7,210	8%	7,770	8%	23,480	16%
Leisure	8,640	9%	6,050	6%	15,650	10%
Medical	2,450	3%	1,950	2%	2,610	2%
Pick-up / drive passenger	6,060	6%	5,730	6%	12,910	9%
Return Home	18,630	20%	60,820	64%	65,050	43%
Other	3,880	4%	2,890	3%	6,970	5%
Total:	94,980	100%	94,580	100%	151,220	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	25,310	72%	3,910	46%	4,740	16%
School	5,870	17%	1,940	23%	13,930	47%
Shopping	240	1%	240	3%	840	3%
Leisure	470	1%	400	5%	1,190	4%
Medical	560	2%	310	4%	230	1%
Pick-up / drive passenger	1,780	5%	550	7%	4,540	15%
Return Home	210	1%	710	8%	2,160	7%
Other	630	2%	400	5%	2,280	8%
Total:	35,070	100%	8,460	100%	29,910	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	970	8%	370	1%	660	2%
School	420	3%	10	0%	30	0%
Shopping	1,090	9%	1,910	5%	4,480	13%
Leisure	2,110	17%	1,300	4%	3,470	10%
Medical	250	2%	520	1%	470	1%
Pick-up / drive passenger	1,220	10%	2,850	8%	3,080	9%
Return Home	5,530	46%	26,920	77%	20,320	60%
Other	470	4%	870	3%	1,190	4%
Total:	12,060	100%	34,750	100%	33,700	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	340,780		44%
AM Peak Period	73,440	22%	41%
PM Peak Period	80,510	24%	42%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	57,110	60%	57,360	61%	82,890	55%
Auto Passenger	14,260	15%	13,790	15%	30,320	20%
Transit	21,040	22%	20,690	22%	6,650	4%
Bicycle	400	0%	400	0%	1,600	1%
Walk	70	0%	30	0%	18,160	12%
Other	2,110	2%	2,320	2%	11,590	8%
Total:	94,990	100%	94,590	100%	151,210	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	19,140	55%	5,160	61%	11,450	38%
Auto Passenger	2,970	8%	1,080	13%	5,840	20%
Transit	12,140	35%	870	10%	2,170	7%
Bicycle	230	1%	0	0%	490	2%
Walk	30	0%	10	0%	4,780	16%
Other	550	2%	1,340	16%	5,170	17%
Total:	35,060	100%	8,460	100%	29,900	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	7,680	64%	19,440	56%	18,250	54%
Auto Passenger	2,580	21%	3,680	11%	7,810	23%
Transit	1,420	12%	11,050	32%	1,130	3%
Bicycle	0	0%	230	1%	380	1%
Walk	0	0%	20	0%	3,660	11%
Other	380	3%	320	1%	2,460	7%
Total:	12,060	100%	34,740	100%	33,690	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.24		1.37	
AM Peak Period	1.16		1.21		1.51	
PM Peak Period	1.34		1.19		1.43	

Transit Modal Split	From District		To District		Within District	
24 Hours	23%		23%		6%	
AM Peak Period	35%		12%		11%	
PM Peak Period	12%		32%		4%	

## Rural East

### Demographic Characteristics

Population	11,420	Actively Travelled	9,090
Employed Population	5,480	Number of Vehicles	9,320
Households	4,090	Area (km <sup>2</sup> )	287.5

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	2,850	2,180	5,040
Part Time Employed	90	360	450
Student	1,280	1,320	2,600
Retiree	1,010	1,020	2,030
Unemployed	130	100	240
Homemaker	0	400	400
Other	50	90	150
<b>Total:</b>	<b>5,410</b>	<b>5,480</b>	<b>10,900</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	500	490	990

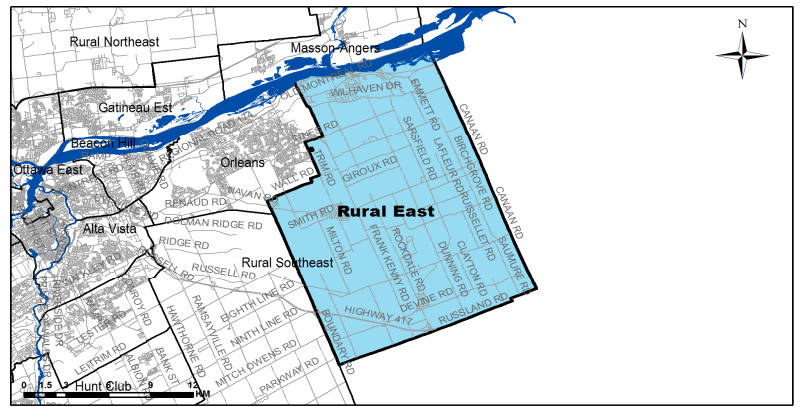
Licensed Drivers	4,450	4,410	8,850
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Telecommuters	0	80	80
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Trips made by residents	13,710	14,700	28,410
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.61
Vehicles per Person	0.82
Number of Persons per Household	2.79
Daily Trips per Household	6.95
Vehicles per Household	2.28
Workers per Household	1.34
Population Density (Pop/km <sup>2</sup> )	40



#### Household Size

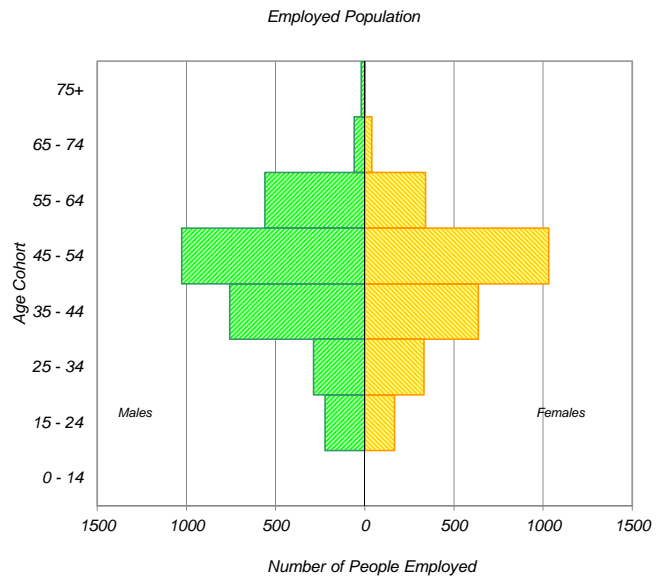
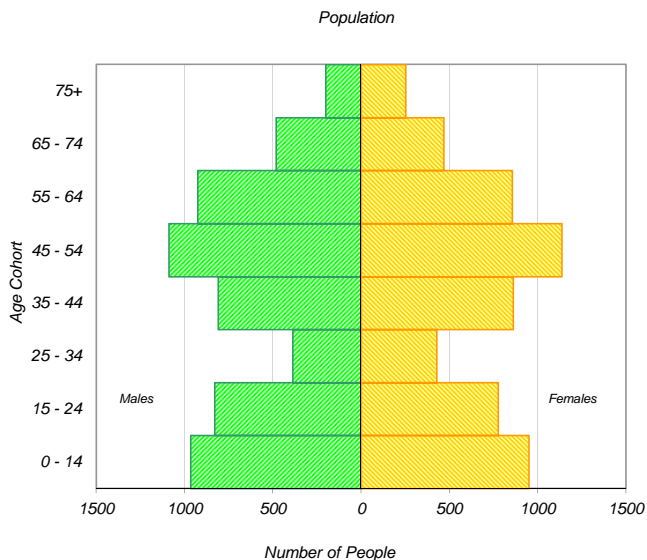
1 person	580	14%
2 persons	1,280	31%
3 persons	780	19%
4 persons	990	24%
5+ persons	460	11%
<b>Total:</b>	<b>4,090</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	60	1%
1 vehicle	810	20%
2 vehicles	1,820	44%
3 vehicles	910	22%
4+ vehicles	490	12%
<b>Total:</b>	<b>4,090</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	3,270	80%
Semi-detached	270	7%
Townhouse	220	5%
Apartment/Condo	330	8%
<b>Total:</b>	<b>4,090</b>	<b>100%</b>

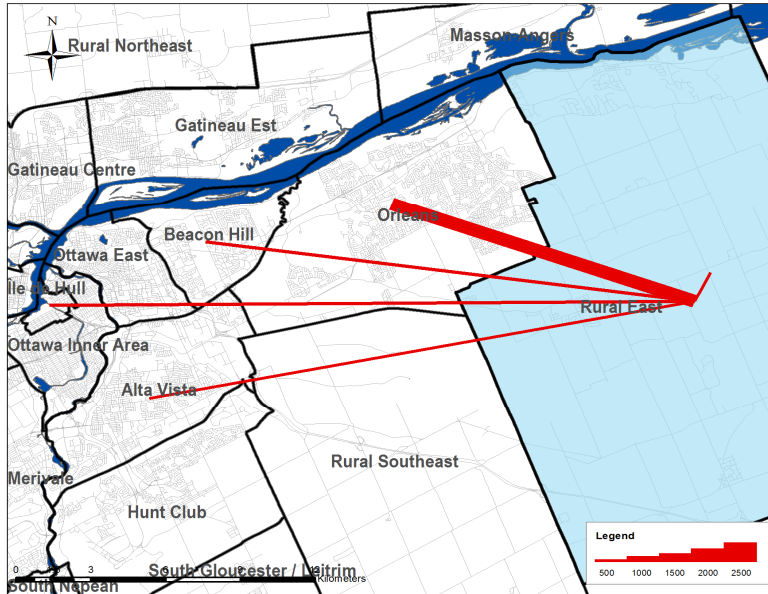


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Rural East

#### AM Peak Period



### Summary of Trips to and from Rural East

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	450	8%	0	0%
Ottawa Inner Area	250	5%	70	3%
Ottawa East	160	3%	70	3%
Beacons Hill	350	7%	60	2%
Alta Vista	430	8%	110	4%
Hunt Club	140	3%	50	2%
Merivale	340	6%	10	0%
Ottawa West	60	1%	40	2%
Bayshore / Cedarview	50	1%	20	1%
Orléans	1,970	37%	1,000	38%
Rural East	820	15%	820	31%
Rural Southeast	30	1%	170	6%
South Gloucester / Leitrim	10	0%	0	0%
South Nepean	60	1%	20	1%
Rural Southwest	20	0%	0	0%
Kanata / Stittsville	30	1%	100	4%
Rural West	0	0%	0	0%
Île de Hull	70	1%	10	0%
Hull Périphérie	30	1%	10	0%
Plateau	0	0%	0	0%
Aylmer	0	0%	30	1%
Rural Northwest	0	0%	0	0%
Pointe Gatineau	0	0%	30	1%
Gatineau Est	0	0%	20	1%
Rural Northeast	40	1%	0	0%
Buckingham / Masson-Angers	0	0%	0	0%
Ontario Sub-Total:	5,170	97%	2,540	96%
Québec Sub-Total:	140	3%	100	4%
Total:	5,310	100%	2,640	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	3,600	27%	1,100	8%	710	19%
School	1,590	12%	790	6%	320	9%
Shopping	1,460	11%	300	2%	90	2%
Leisure	1,290	10%	1,160	9%	410	11%
Medical	480	4%	90	1%	0	0%
Pick-up / drive passenger	1,150	9%	580	4%	350	9%
Return Home	3,120	23%	8,900	67%	1,620	43%
Other	670	5%	460	3%	250	7%
Total:	13,360	100%	13,380	100%	3,750	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	2,280	51%	660	36%	270	33%
School	1,370	30%	740	41%	310	38%
Shopping	70	2%	0	0%	0	0%
Leisure	70	2%	100	5%	10	1%
Medical	120	3%	40	2%	0	0%
Pick-up / drive passenger	380	8%	50	3%	120	15%
Return Home	30	1%	130	7%	70	9%
Other	180	4%	100	5%	40	5%
Total:	4,500	100%	1,820	100%	820	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	60	3%	90	2%	60	9%
School	10	0%	0	0%	0	0%
Shopping	180	8%	20	0%	30	5%
Leisure	250	11%	340	8%	110	17%
Medical	120	5%	30	1%	0	0%
Pick-up / drive passenger	250	11%	150	4%	40	6%
Return Home	1,290	58%	3,510	85%	400	61%
Other	60	3%	10	0%	20	3%
Total:	2,220	100%	4,150	100%	660	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	30,490		12%
AM Peak Period	7,140	23%	11%
PM Peak Period	7,030	23%	9%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	8,560	64%	8,540	64%	2,210	59%
Auto Passenger	2,530	19%	2,660	20%	650	17%
Transit	1,210	9%	1,220	9%	20	1%
Bicycle	30	0%	30	0%	100	3%
Walk	20	0%	20	0%	440	12%
Other	1,000	7%	920	7%	330	9%
Total:	13,350	100%	13,390	100%	3,750	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	2,510	56%	830	46%	400	49%
Auto Passenger	750	17%	240	13%	170	21%
Transit	420	9%	550	30%	10	1%
Bicycle	0	0%	20	1%	10	1%
Walk	0	0%	20	1%	70	9%
Other	810	18%	150	8%	160	20%
Total:	4,490	100%	1,810	100%	820	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	1,280	58%	2,770	67%	360	55%
Auto Passenger	390	18%	730	18%	150	23%
Transit	420	19%	440	11%	10	2%
Bicycle	10	0%	10	0%	10	2%
Walk	20	1%	0	0%	60	9%
Other	100	5%	210	5%	70	11%
Total:	2,220	100%	4,160	100%	660	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.30		1.31		1.29	
AM Peak Period	1.30		1.29		1.43	
PM Peak Period	1.30		1.26		1.42	

Transit Modal Split	From District		To District		Within District	
24 Hours	10%		10%		1%	
AM Peak Period	11%		34%		2%	
PM Peak Period	20%		11%		2%	

## Rural Southeast

### Demographic Characteristics

Population	26,840	Actively Travelled	21,350
Employed Population	13,620	Number of Vehicles	19,650
Households	9,320	Area (km <sup>2</sup> )	508.6

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	6,760	5,460	12,230
Part Time Employed	310	1,080	1,390
Student	3,300	2,860	6,160
Retiree	2,000	2,150	4,150
Unemployed	230	190	420
Homemaker	10	610	630
Other	200	290	490
<b>Total:</b>	<b>12,820</b>	<b>12,640</b>	<b>25,460</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	590	700	1,290

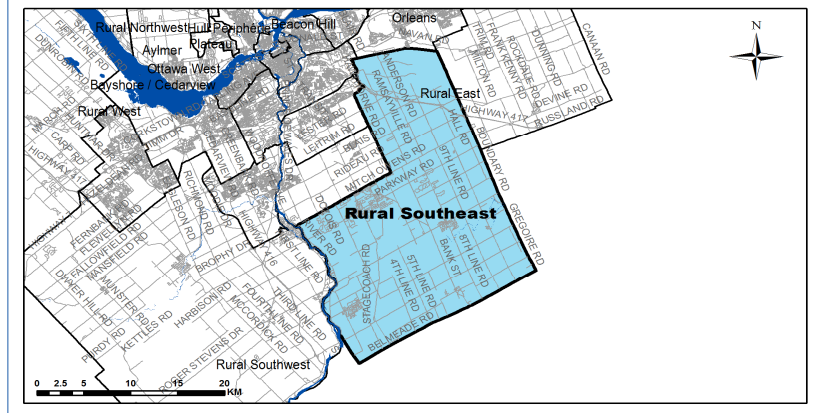
Licensed Drivers	10,120	10,110	20,230
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Telecommuters	10	80	100
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Trips made by residents	32,130	35,050	67,170
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.64
Vehicles per Person	0.73
Number of Persons per Household	2.88
Daily Trips per Household	7.21
Vehicles per Household	2.11
Workers per Household	1.46
Population Density (Pop/km2)	50



#### Household Size

1 person	1,210	13%
2 persons	3,390	36%
3 persons	1,730	19%
4 persons	2,120	23%
5+ persons	880	9%
<b>Total:</b>	<b>9,320</b>	<b>100%</b>

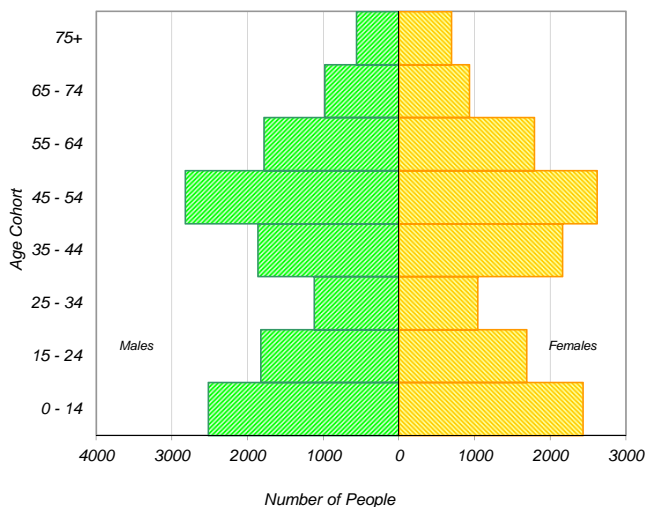
#### Households by Vehicle Availability

0 vehicles	200	2%
1 vehicle	1,760	19%
2 vehicles	5,180	56%
3 vehicles	1,470	16%
4+ vehicles	710	8%
<b>Total:</b>	<b>9,320</b>	<b>100%</b>

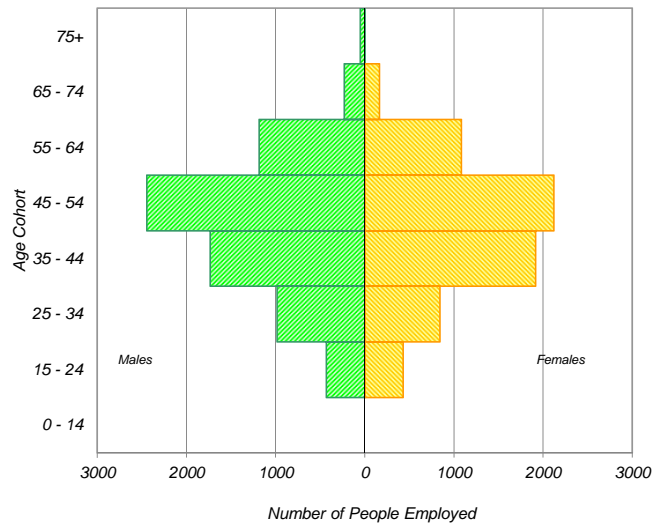
#### Households by Dwelling Type

Single-detached	9,020	97%
Semi-detached	70	1%
Townhouse	140	2%
Apartment/Condo	90	1%
<b>Total:</b>	<b>9,320</b>	<b>100%</b>

Population



Employed Population

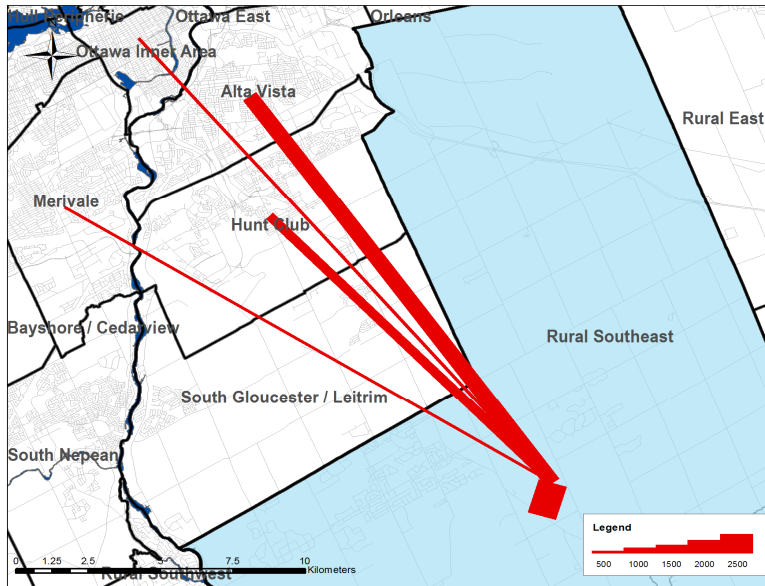


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Rural Southeast

#### AM Peak Period



### Summary of Trips to and from Rural Southeast

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	690	5%	20	0%
Ottawa Inner Area	830	6%	60	1%
Ottawa East	260	2%	40	1%
Beacon Hill	480	4%	10	0%
Alta Vista	1,550	12%	140	2%
Hunt Club	1,210	9%	190	3%
Merivale	960	7%	10	0%
Ottawa West	190	1%	50	1%
Bayshore / Cedarview	180	1%	40	1%
Orléans	290	2%	70	1%
Rural East	170	1%	30	0%
Rural Southeast	4,440	33%	4,440	73%
South Gloucester / Leitrim	570	4%	210	3%
South Nepean	580	4%	250	4%
Rural Southwest	520	4%	390	6%
Kanata / Stittsville	260	2%	50	1%
Rural West	0	0%	20	0%
Île de Hull	110	1%	0	0%
Hull Périphérie	0	0%	30	0%
Plateau	0	0%	0	0%
Aylmer	0	0%	0	0%
Rural Northwest	0	0%	0	0%
Pointe Gatineau	0	0%	0	0%
Gatineau Est	0	0%	0	0%
Rural Northeast	0	0%	70	1%
Buckingham / Masson-Angers	0	0%	0	0%
Ontario Sub-Total:	13,180	99%	6,020	98%
Québec Sub-Total:	110	1%	100	2%
Total:	13,290	100%	6,120	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	7,950	34%	1,470	6%	2,180	13%
School	2,360	10%	440	2%	2,570	16%
Shopping	2,600	11%	490	2%	620	4%
Leisure	2,230	9%	1,950	8%	1,270	8%
Medical	850	4%	300	1%	130	1%
Pick-up / drive passenger	2,180	9%	810	3%	1,170	7%
Return Home	3,780	16%	17,300	74%	7,300	45%
Other	1,580	7%	670	3%	1,110	7%
Total:	23,530	100%	23,430	100%	16,350	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	4,930	56%	710	42%	1,000	23%
School	1,870	21%	380	22%	2,280	51%
Shopping	270	3%	30	2%	30	1%
Leisure	140	2%	130	8%	130	3%
Medical	260	3%	20	1%	10	0%
Pick-up / drive passenger	800	9%	140	8%	380	9%
Return Home	160	2%	170	10%	230	5%
Other	440	5%	120	7%	370	8%
Total:	8,870	100%	1,700	100%	4,430	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	220	8%	60	1%	170	5%
School	50	2%	20	0%	0	0%
Shopping	450	16%	160	2%	110	3%
Leisure	530	19%	590	7%	240	7%
Medical	70	2%	70	1%	0	0%
Pick-up / drive passenger	390	14%	350	4%	210	6%
Return Home	830	29%	6,970	84%	2,670	75%
Other	320	11%	120	1%	150	4%
Total:	2,860	100%	8,340	100%	3,550	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	63,310		26%
AM Peak Period	15,000	24%	30%
PM Peak Period	14,750	23%	24%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	16,890	72%	16,830	72%	7,750	47%
Auto Passenger	4,160	18%	4,250	18%	2,670	16%
Transit	970	4%	960	4%	40	0%
Bicycle	50	0%	20	0%	0	0%
Walk	30	0%	40	0%	1,630	10%
Other	1,460	6%	1,320	6%	4,260	26%
Total:	23,560	100%	23,420	100%	16,350	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	5,960	67%	1,170	69%	1,550	35%
Auto Passenger	1,270	14%	150	9%	530	12%
Transit	530	6%	0	0%	20	0%
Bicycle	20	0%	0	0%	0	0%
Walk	0	0%	30	2%	400	9%
Other	1,070	12%	350	21%	1,940	44%
Total:	8,850	100%	1,700	100%	4,440	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	1,830	64%	6,110	73%	1,530	43%
Auto Passenger	860	30%	1,450	17%	640	18%
Transit	90	3%	430	5%	20	1%
Bicycle	0	0%	0	0%	0	0%
Walk	0	0%	0	0%	310	9%
Other	100	3%	340	4%	1,040	29%
Total:	2,880	100%	8,330	100%	3,540	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.25		1.34	
AM Peak Period	1.21		1.13		1.34	
PM Peak Period	1.47		1.24		1.42	

Transit Modal Split	From District		To District		Within District	
24 Hours	4%		4%		0%	
AM Peak Period	7%		0%		1%	
PM Peak Period	3%		5%		1%	

## South Gloucester / Leirim

### Demographic Characteristics

Population	17,600	Actively Travelled	14,190
Employed Population	8,910	Number of Vehicles	11,080
Households	6,240	Area (km <sup>2</sup> )	78.9

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	4,550	3,630	8,180
Part Time Employed	130	590	730
Student	2,160	2,130	4,290
Retiree	720	770	1,490
Unemployed	90	220	320
Homemaker	20	540	560
Other	80	120	200
<b>Total:</b>	<b>7,750</b>	<b>8,010</b>	<b>15,760</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	790	1,070	1,850

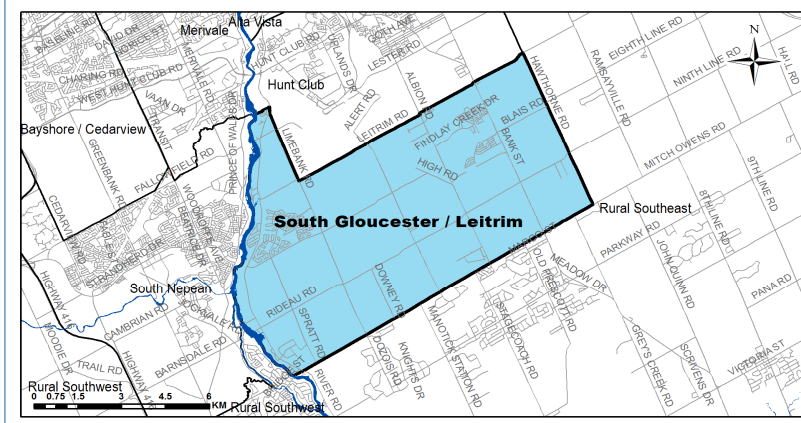
Licensed Drivers	5,790	5,940	11,730
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Telecommuters	60	10	70
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Trips made by residents	20,810	24,430	45,240
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.87
Vehicles per Person	0.63
Number of Persons per Household	2.82
Daily Trips per Household	7.25
Vehicles per Household	1.78
Workers per Household	1.43
Population Density (Pop/km2)	220



#### Household Size

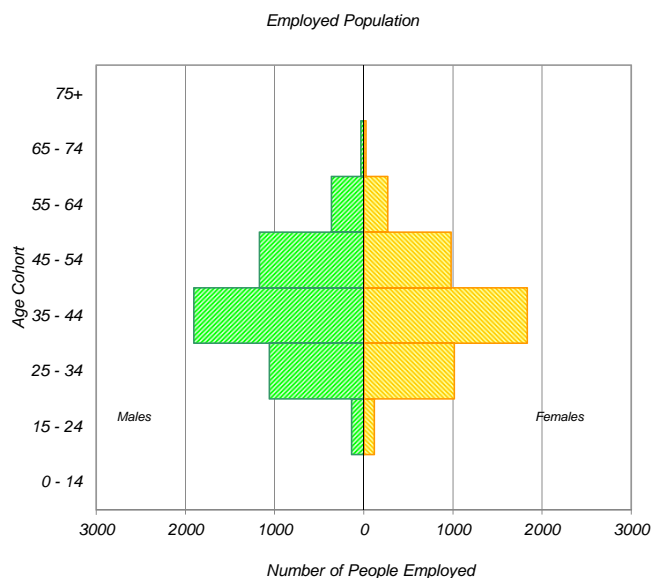
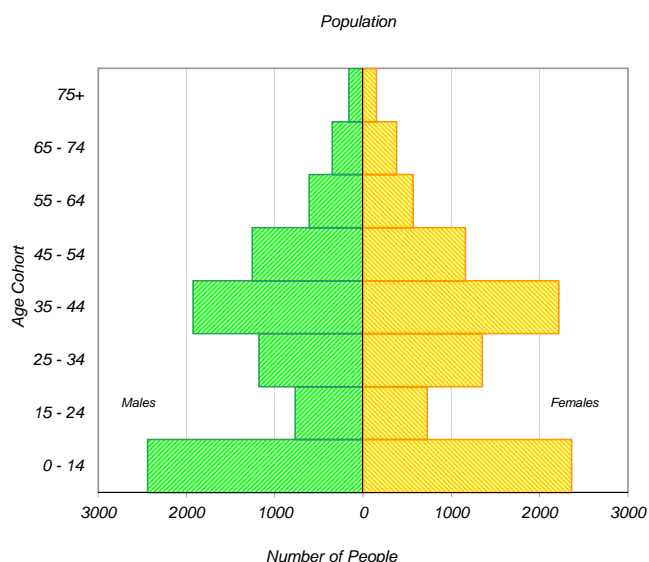
1 person	880	14%
2 persons	1,870	30%
3 persons	1,170	19%
4 persons	1,630	26%
5+ persons	690	11%
<b>Total:</b>	<b>6,240</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	40	1%
1 vehicle	2,080	33%
2 vehicles	3,510	56%
3 vehicles	510	8%
4+ vehicles	100	2%
<b>Total:</b>	<b>6,240</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	3,300	53%
Semi-detached	770	12%
Townhouse	2,010	32%
Apartment/Condo	150	2%
<b>Total:</b>	<b>6,240</b>	<b>100%</b>

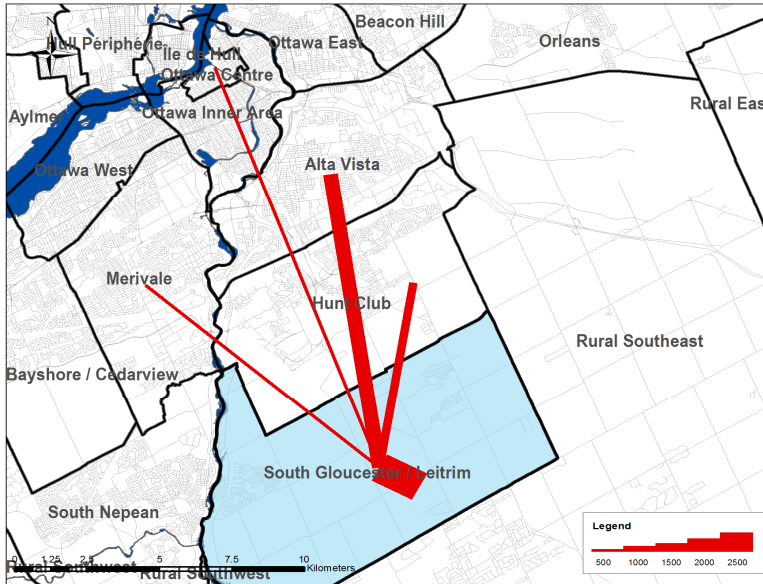


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from South Gloucester / Leirtrim

#### AM Peak Period



### Summary of Trips to and from South Gloucester / Leirtrim

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	930	9%	0	0%
Ottawa Inner Area	530	5%	250	4%
Ottawa East	240	2%	40	1%
Beaconsfield	240	2%	30	0%
Alta Vista	1,970	18%	160	2%
Hunt Club	1,100	10%	870	13%
Merivale	770	7%	340	5%
Ottawa West	290	3%	0	0%
Bayshore / Cedarview	170	2%	70	1%
Orléans	50	0%	170	3%
Rural East	0	0%	10	0%
Rural Southeast	210	2%	570	8%
South Gloucester / Leirtrim	3,680	34%	3,680	55%
South Nepean	310	3%	100	1%
Rural Southwest	120	1%	220	3%
Kanata / Stittsville	140	1%	60	1%
Rural West	40	0%	60	1%
Île de Hull	90	1%	0	0%
Hull Périphérie	10	0%	20	0%
Plateau	0	0%	20	0%
Aylmer	0	0%	0	0%
Rural Northwest	20	0%	10	0%
Pointe Gatineau	10	0%	30	0%
Gatineau Est	0	0%	0	0%
Rural Northeast	20	0%	0	0%
Buckingham / Masson-Angers	0	0%	20	0%
Ontario Sub-Total:	10,790	99%	6,630	99%
Québec Sub-Total:	150	1%	100	1%
Total:	10,940	100%	6,730	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	6,300	29%	3,270	15%	700	6%
School	1,640	8%	840	4%	1,930	16%
Shopping	1,830	8%	720	3%	700	6%
Leisure	2,730	13%	1,990	9%	660	6%
Medical	440	2%	120	1%	120	1%
Pick-up / drive passenger	1,610	7%	970	4%	1,720	14%
Return Home	6,020	28%	13,110	60%	5,320	44%
Other	1,160	5%	680	3%	850	7%
Total:	21,730	100%	21,700	100%	12,000	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	4,650	64%	1,740	57%	420	11%
School	1,310	18%	810	27%	1,580	43%
Shopping	60	1%	40	1%	10	0%
Leisure	140	2%	50	2%	0	0%
Medical	80	1%	0	0%	0	0%
Pick-up / drive passenger	780	11%	180	6%	900	25%
Return Home	100	1%	120	4%	330	9%
Other	150	2%	110	4%	430	12%
Total:	7,270	100%	3,050	100%	3,670	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	140	3%	150	2%	40	1%
School	30	1%	0	0%	80	2%
Shopping	270	6%	170	2%	210	6%
Leisure	840	19%	420	6%	140	4%
Medical	50	1%	0	0%	30	1%
Pick-up / drive passenger	310	7%	360	5%	400	12%
Return Home	2,400	54%	5,990	82%	2,350	69%
Other	400	9%	200	3%	150	4%
Total:	4,440	100%	7,290	100%	3,400	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	55,430		22%
AM Peak Period	13,990	25%	26%
PM Peak Period	15,130	27%	22%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	14,990	69%	14,970	69%	5,210	43%
Auto Passenger	3,870	18%	3,650	17%	3,120	26%
Transit	1,630	8%	1,740	8%	200	2%
Bicycle	90	0%	100	0%	20	0%
Walk	40	0%	40	0%	2,680	22%
Other	1,110	5%	1,200	6%	770	6%
Total:	21,730	100%	21,700	100%	12,000	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	4,640	64%	2,070	68%	1,540	42%
Auto Passenger	1,260	17%	210	7%	1,140	31%
Transit	860	12%	100	3%	60	2%
Bicycle	70	1%	20	1%	10	0%
Walk	20	0%	0	0%	620	17%
Other	420	6%	640	21%	300	8%
Total:	7,270	100%	3,040	100%	3,670	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	3,100	70%	4,920	67%	1,510	44%
Auto Passenger	1,020	23%	1,120	15%	860	25%
Transit	150	3%	790	11%	50	1%
Bicycle	20	0%	80	1%	0	0%
Walk	10	0%	0	0%	850	25%
Other	130	3%	390	5%	130	4%
Total:	4,430	100%	7,300	100%	3,400	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.26		1.24		1.60	
AM Peak Period	1.27		1.10		1.74	
PM Peak Period	1.33		1.23		1.57	

Transit Modal Split	From District		To District		Within District	
24 Hours	8%		9%		2%	
AM Peak Period	13%		4%		2%	
PM Peak Period	4%		12%		2%	

## South Nepean

### Demographic Characteristics

Population	72,750	Actively Travelled	57,830
Employed Population	35,540	Number of Vehicles	44,130
Households	26,260	Area (km <sup>2</sup> )	54.8

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	17,630	14,730	32,350
Part Time Employed	620	2,570	3,190
Student	9,910	9,420	19,340
Retiree	3,420	4,200	7,620
Unemployed	720	500	1,220
Homemaker	180	2,390	2,570
Other	270	540	810
<b>Total:</b>	<b>32,750</b>	<b>34,350</b>	<b>67,100</b>

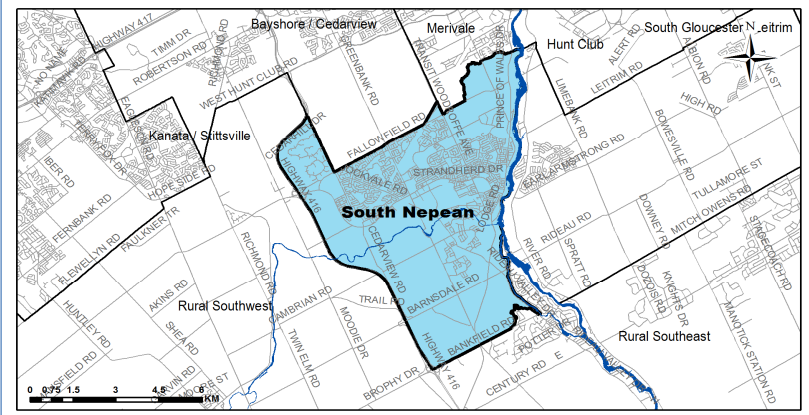
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,590	6,100	11,700

Licensed Drivers	24,480	25,260	49,740
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Telecommuters	60	310	370
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Trips made by residents	88,180	97,380	185,550
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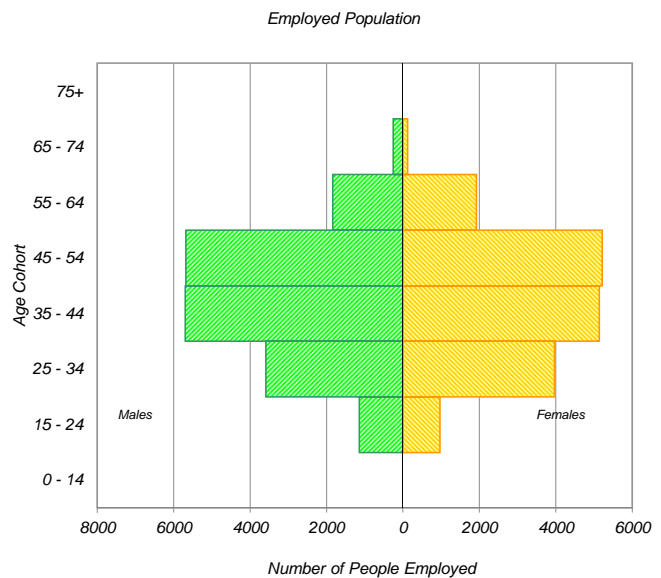
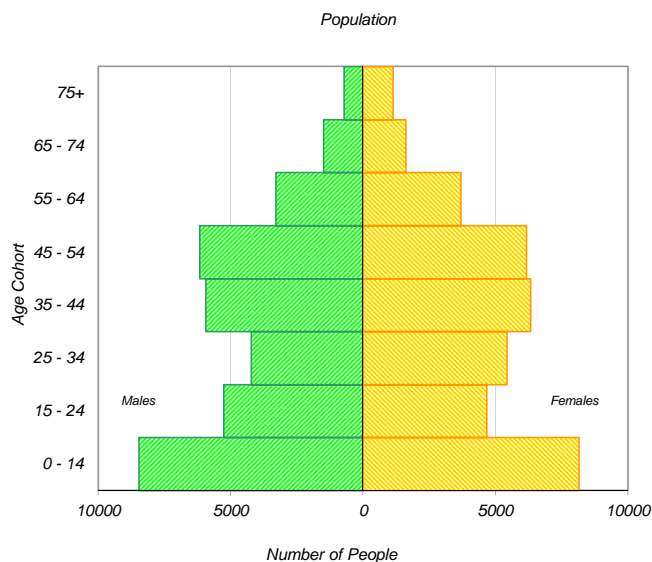
Selected Indicators	
Daily Trips per Person (age 5+)	2.77
Vehicles per Person	0.61
Number of Persons per Household	2.77
Daily Trips per Household	7.07
Vehicles per Household	1.68
Workers per Household	1.35
Population Density (Pop/km2)	1330



Household Size		
1 person	3,560	14%
2 persons	7,300	28%
3 persons	5,500	21%
4 persons	6,320	24%
5+ persons	3,590	14%
<b>Total:</b>	<b>26,260</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	810	3%
1 vehicle	9,500	36%
2 vehicles	13,800	53%
3 vehicles	1,730	7%
4+ vehicles	410	2%
<b>Total:</b>	<b>26,260</b>	<b>100%</b>

Households by Dwelling Type		
Single-detached	14,530	55%
Semi-detached	3,090	12%
Townhouse	7,770	30%
Apartment/Condo	870	3%
<b>Total:</b>	<b>26,260</b>	<b>100%</b>

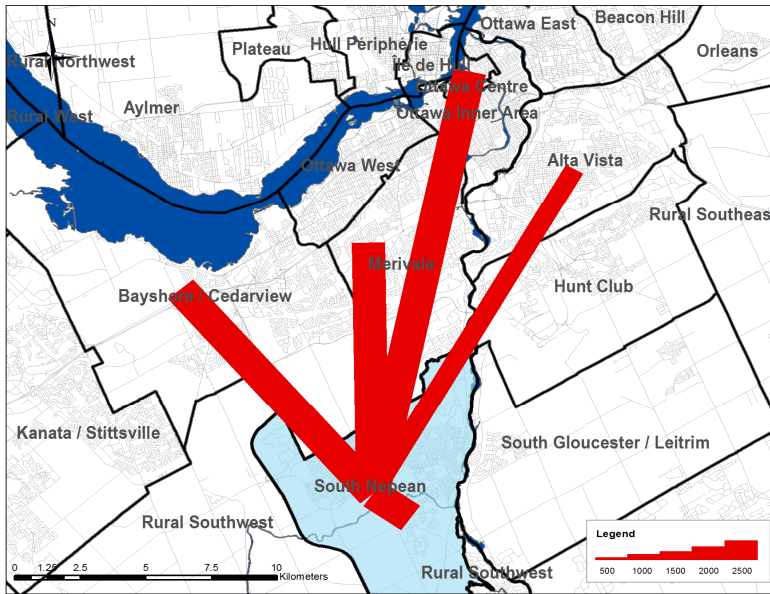


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from South Nepean

#### AM Peak Period



### Summary of Trips to and from South Nepean

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	3,820	9%	30	0%
Ottawa Inner Area	2,270	5%	340	1%
Ottawa East	630	2%	50	0%
Beacons Hill	370	1%	50	0%
Alta Vista	2,360	6%	460	2%
Hunt Club	920	2%	440	2%
Merivale	4,310	10%	790	3%
Ottawa West	1,830	4%	160	1%
Bayshore / Cedarview	3,230	8%	700	3%
Orléans	330	1%	200	1%
Rural East	20	0%	60	0%
Rural Southeast	250	1%	580	2%
South Gloucester / Leitrim	100	0%	310	1%
South Nepean	17,260	42%	17,260	74%
Rural Southwest	580	1%	970	4%
Kanata / Stittsville	1,800	4%	690	3%
Rural West	80	0%	30	0%
Île de Hull	840	2%	50	0%
Hull Périphérie	260	1%	40	0%
Plateau	0	0%	40	0%
Aylmer	60	0%	40	0%
Rural Northwest	40	0%	40	0%
Pointe Gatineau	0	0%	0	0%
Gatineau Est	0	0%	20	0%
Rural Northeast	10	0%	20	0%
Buckingham / Masson-Angers	20	0%	0	0%
Ontario Sub-Total:	40,160	97%	23,120	99%
Québec Sub-Total:	1,230	3%	250	1%
Total:	41,390	100%	23,370	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	25,640	41%	5,290	8%	4,680	6%
School	5,310	8%	1,430	2%	10,610	13%
Shopping	4,940	8%	4,220	7%	12,840	16%
Leisure	6,960	11%	4,020	6%	5,760	7%
Medical	1,720	3%	900	1%	840	1%
Pick-up / drive passenger	4,040	6%	3,920	6%	7,530	9%
Return Home	11,460	18%	40,960	65%	34,630	43%
Other	2,640	4%	2,090	3%	3,020	4%
Total:	62,710	100%	62,830	100%	79,910	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	18,160	75%	2,890	47%	2,120	12%
School	3,280	14%	1,170	19%	9,180	53%
Shopping	180	1%	70	1%	720	4%
Leisure	350	1%	230	4%	220	1%
Medical	400	2%	60	1%	100	1%
Pick-up / drive passenger	1,060	4%	770	13%	2,860	17%
Return Home	210	1%	640	10%	1,070	6%
Other	520	2%	290	5%	990	6%
Total:	24,160	100%	6,120	100%	17,260	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	410	5%	290	1%	410	2%
School	250	3%	0	0%	50	0%
Shopping	900	11%	1,090	5%	2,090	11%
Leisure	1,420	17%	790	3%	1,840	10%
Medical	190	2%	230	1%	90	0%
Pick-up / drive passenger	820	10%	1,700	7%	1,610	9%
Return Home	3,800	47%	18,990	81%	11,810	64%
Other	360	4%	490	2%	540	3%
Total:	8,150	100%	23,580	100%	18,440	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	205,450		39%
AM Peak Period	47,540	23%	36%
PM Peak Period	50,170	24%	37%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	41,340	66%	41,280	66%	39,110	49%
Auto Passenger	9,400	15%	10,030	16%	15,320	19%
Transit	9,990	16%	9,520	15%	2,260	3%
Bicycle	310	0%	320	1%	960	1%
Walk	80	0%	170	0%	13,060	16%
Other	1,600	3%	1,520	2%	9,210	12%
Total:	62,720	100%	62,840	100%	79,920	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	14,570	60%	4,360	71%	5,800	34%
Auto Passenger	1,930	8%	780	13%	3,210	19%
Transit	6,610	27%	330	5%	730	4%
Bicycle	80	0%	50	1%	320	2%
Walk	20	0%	10	0%	3,000	17%
Other	930	4%	590	10%	4,200	24%
Total:	24,140	100%	6,120	100%	17,260	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	5,840	72%	14,640	62%	8,420	46%
Auto Passenger	1,730	21%	2,680	11%	3,930	21%
Transit	350	4%	5,770	24%	650	4%
Bicycle	80	1%	110	0%	150	1%
Walk	30	0%	0	0%	3,680	20%
Other	100	1%	380	2%	1,590	9%
Total:	8,130	100%	23,580	100%	18,420	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.23		1.24		1.39	
AM Peak Period	1.13		1.18		1.55	
PM Peak Period	1.30		1.18		1.47	

Transit Modal Split	From District		To District		Within District	
24 Hours	16%		16%		4%	
AM Peak Period	29%		6%		7%	
PM Peak Period	4%		25%		5%	

## Rural Southwest

### Demographic Characteristics

Population	26,460	Actively Travelled	20,890
Employed Population	12,530	Number of Vehicles	19,080
Households	9,190	Area (km <sup>2</sup> )	729.3

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	6,450	4,690	11,140
Part Time Employed	430	960	1,390
Student	2,830	2,870	5,700
Retiree	2,340	2,720	5,070
Unemployed	260	150	410
Homemaker	10	870	880
Other	250	210	460
<b>Total:</b>	<b>12,580</b>	<b>12,470</b>	<b>25,050</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	410	710	1,110

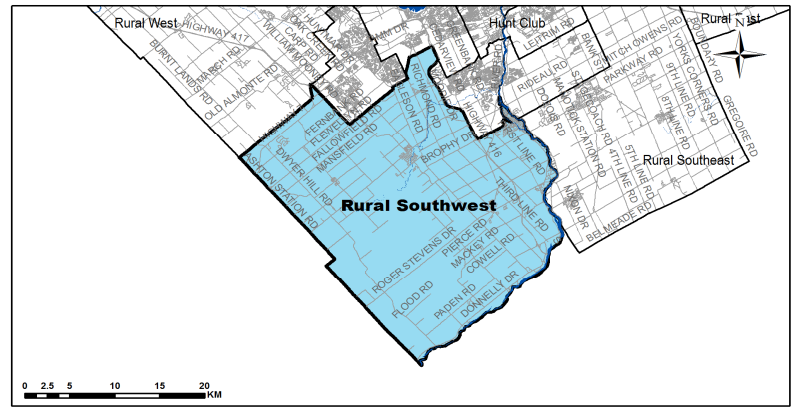
Licensed Drivers	10,170	10,250	20,420
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Telecommuters	50	40	90
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Trips made by residents	33,080	33,470	66,550
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.66
Vehicles per Person	0.72
Number of Persons per Household	2.88
Daily Trips per Household	7.24
Vehicles per Household	2.08
Workers per Household	1.36
Population Density (Pop/km2)	40



#### Household Size

1 person	1,340	15%
2 persons	3,500	38%
3 persons	1,540	17%
4 persons	1,790	19%
5+ persons	1,020	11%
<b>Total:</b>	<b>9,190</b>	<b>100%</b>

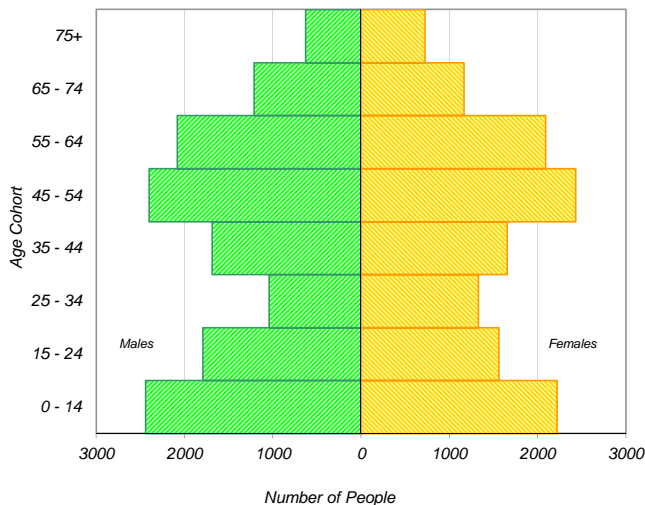
#### Households by Vehicle Availability

0 vehicles	160	2%
1 vehicle	2,180	24%
2 vehicles	4,430	48%
3 vehicles	1,820	20%
4+ vehicles	590	6%
<b>Total:</b>	<b>9,190</b>	<b>100%</b>

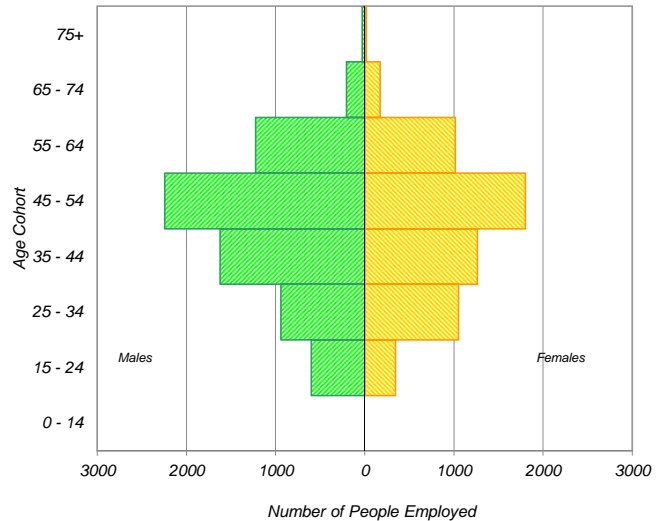
#### Households by Dwelling Type

Single-detached	8,660	94%
Semi-detached	160	2%
Townhouse	190	2%
Apartment/Condo	180	2%
<b>Total:</b>	<b>9,190</b>	<b>100%</b>

Population



Employed Population

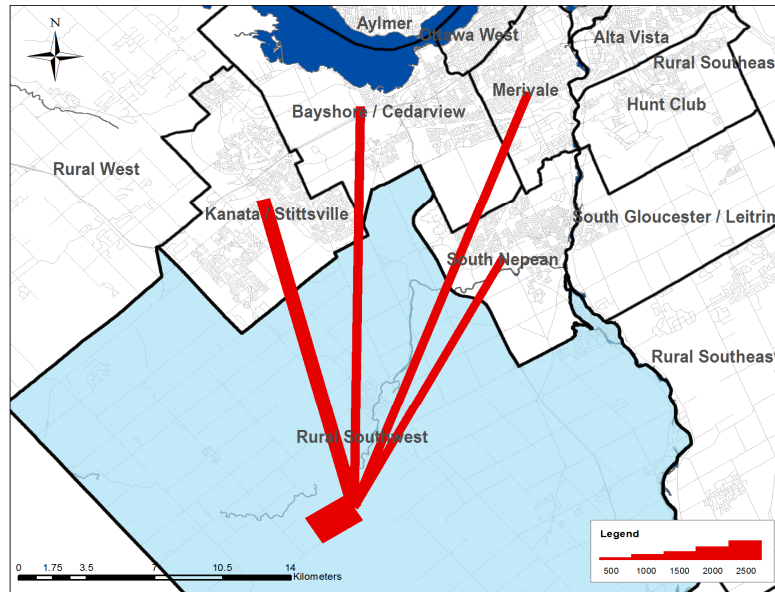


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Rural Southwest

#### AM Peak Period



### Summary of Trips to and from Rural Southwest

AM Peak Period (6:30 - 8:59)	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	620 <div><div></div></div>	5%	40 <div><div></div></div>	0%
Ottawa Inner Area	580 <div><div></div></div>	5%	150 <div><div></div></div>	2%
Ottawa East	120 <div><div></div></div>	1%	20 <div><div></div></div>	0%
Beacon Hill	90 <div><div></div></div>	1%	0 <div><div></div></div>	0%
Alta Vista	690 <div><div></div></div>	6%	160 <div><div></div></div>	2%
Hunt Club	220 <div><div></div></div>	2%	180 <div><div></div></div>	2%
Merivale	840 <div><div></div></div>	7%	200 <div><div></div></div>	2%
Ottawa West	400 <div><div></div></div>	3%	80 <div><div></div></div>	1%
Bayshore / Cedarview	810 <div><div></div></div>	7%	190 <div><div></div></div>	2%
Orléans	70 <div><div></div></div>	1%	70 <div><div></div></div>	1%
Rural East	0 <div><div></div></div>	0%	20 <div><div></div></div>	0%
Rural Southeast	390 <div><div></div></div>	3%	520 <div><div></div></div>	6%
South Gloucester / Leitrim	220 <div><div></div></div>	2%	120 <div><div></div></div>	1%
South Nepean	970 <div><div></div></div>	8%	580 <div><div></div></div>	7%
Rural Southwest	4,280 <div><div></div></div>	34%	4,280 <div><div></div></div>	53%
Kanata / Stittsville	1,850 <div><div></div></div>	15%	1,130 <div><div></div></div>	14%
Rural West	80 <div><div></div></div>	1%	160 <div><div></div></div>	2%
Île de Hull	120 <div><div></div></div>	1%	0 <div><div></div></div>	0%
Hull Périphérie	70 <div><div></div></div>	1%	30 <div><div></div></div>	0%
Plateau	0 <div><div></div></div>	0%	0 <div><div></div></div>	0%
Aylmer	0 <div><div></div></div>	0%	60 <div><div></div></div>	1%
Rural Northwest	0 <div><div></div></div>	0%	0 <div><div></div></div>	0%
Pointe Gatineau	0 <div><div></div></div>	0%	10 <div><div></div></div>	0%
Gatineau Est	0 <div><div></div></div>	0%	10 <div><div></div></div>	0%
Rural Northeast	0 <div><div></div></div>	0%	0 <div><div></div></div>	0%
Buckingham / Masson-Angers	0 <div><div></div></div>	0%	0 <div><div></div></div>	0%
Ontario Sub-Total:	12,230 <div><div></div></div>	98%	7,900 <div><div></div></div>	99%
Québec Sub-Total:	190 <div><div></div></div>	2%	110 <div><div></div></div>	1%
Total:	12,420 <div><div></div></div>	100%	8,010 <div><div></div></div>	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	7,730	27%	3,170	11%	1,930	11%
School	2,200	8%	1,000	4%	2,640	15%
Shopping	3,390	12%	1,450	5%	1,610	9%
Leisure	3,560	13%	2,420	9%	1,700	9%
Medical	1,000	4%	660	2%	130	1%
Pick-up / drive passenger	1,980	7%	1,250	4%	750	4%
Return Home	7,290	26%	17,280	61%	7,960	44%
Other	1,130	4%	930	3%	1,250	7%
Total:	28,280	100%	28,160	100%	17,970	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	4,820	59%	1,900	51%	1,110	26%
School	1,830	22%	960	26%	2,290	54%
Shopping	140	2%	20	1%	40	1%
Leisure	280	3%	220	6%	90	2%
Medical	210	3%	90	2%	0	0%
Pick-up / drive passenger	500	6%	230	6%	290	7%
Return Home	130	2%	190	5%	180	4%
Other	240	3%	80	2%	280	7%
Total:	8,150	100%	3,690	100%	4,280	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	260	5%	120	1%	60	2%
School	50	1%	0	0%	0	0%
Shopping	480	10%	390	5%	250	7%
Leisure	940	19%	760	9%	300	9%
Medical	10	0%	10	0%	30	1%
Pick-up / drive passenger	550	11%	360	4%	100	3%
Return Home	2,410	48%	6,370	77%	2,480	73%
Other	290	6%	220	3%	180	5%
Total:	4,990	100%	8,230	100%	3,400	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	74,410		24%
AM Peak Period	16,120	22%	27%
PM Peak Period	16,620	22%	20%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	20,550	73%	20,370	72%	9,040	50%
Auto Passenger	4,420	16%	4,490	16%	2,460	14%
Transit	1,100	4%	1,130	4%	60	0%
Bicycle	60	0%	80	0%	250	1%
Walk	100	0%	120	0%	1,630	9%
Other	2,030	7%	1,960	7%	4,530	25%
Total:	28,260	100%	28,150	100%	17,970	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	5,620	69%	2,280	61%	1,630	38%
Auto Passenger	910	11%	340	9%	420	10%
Transit	410	5%	270	7%	10	0%
Bicycle	20	0%	20	1%	30	1%
Walk	40	0%	20	1%	190	4%
Other	1,150	14%	800	21%	1,990	47%
Total:	8,150	100%	3,730	100%	4,270	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	3,620	73%	6,060	74%	1,660	49%
Auto Passenger	860	17%	1,430	17%	510	15%
Transit	290	6%	430	5%	30	1%
Bicycle	40	1%	20	0%	80	2%
Walk	0	0%	80	1%	330	10%
Other	180	4%	220	3%	780	23%
Total:	4,990	100%	8,240	100%	3,390	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.22		1.22		1.27	
AM Peak Period	1.16		1.15		1.26	
PM Peak Period	1.24		1.24		1.31	

Transit Modal Split	From District		To District		Within District	
24 Hours	4%		4%		1%	
AM Peak Period	6%		9%		0%	
PM Peak Period	6%		5%		1%	

## Kanata - Stittsville

### Demographic Characteristics

Population	105,210	Actively Travelled	83,460
Employed Population	49,640	Number of Vehicles	64,540
Households	38,010	Area (km <sup>2</sup> )	82.6

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	24,670	19,590	44,260
Part Time Employed	1,540	3,840	5,380
Student	13,630	13,410	27,040
Retiree	6,480	8,350	14,820
Unemployed	850	940	1,790
Homemaker	160	3,310	3,470
Other	350	1,010	1,360
<b>Total:</b>	<b>47,690</b>	<b>50,440</b>	<b>98,120</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,940	6,920	12,860

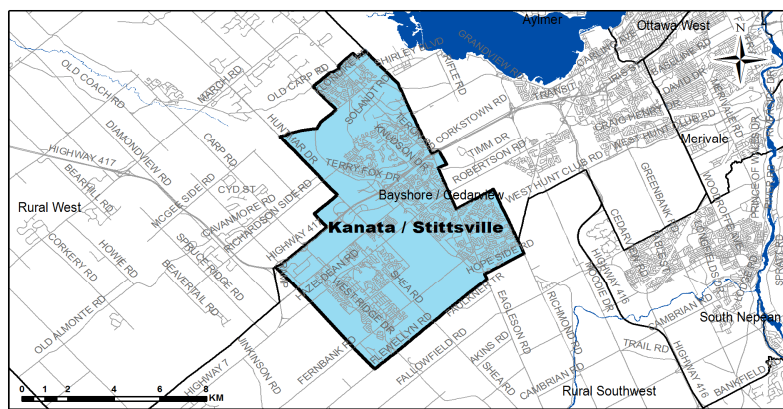
Licensed Drivers	36,280	36,790	73,070
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Telecommuters	200	380	580
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Trips made by residents	135,300	143,330	278,630
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.84
Vehicles per Person	0.61
Number of Persons per Household	2.77
Daily Trips per Household	7.33
Vehicles per Household	1.70
Workers per Household	1.31
Population Density (Pop/km2)	1270



#### Household Size

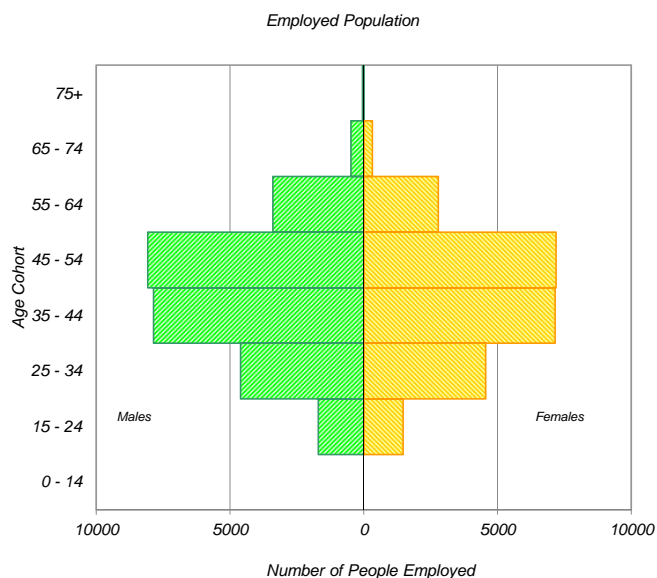
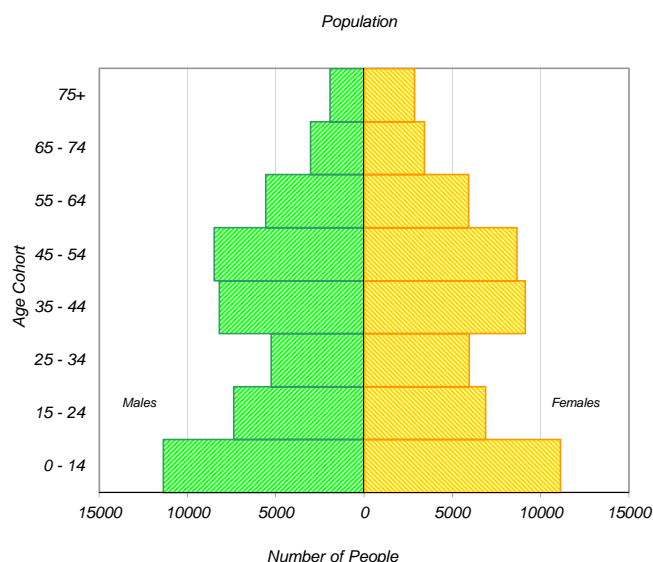
1 person	5,810	15%
2 persons	11,660	31%
3 persons	7,490	20%
4 persons	8,890	23%
5+ persons	4,160	11%
<b>Total:</b>	<b>38,010</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	1,050	3%
1 vehicle	14,090	37%
2 vehicles	19,110	50%
3 vehicles	3,000	8%
4+ vehicles	770	2%
<b>Total:</b>	<b>38,010</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	21,610	57%
Semi-detached	3,890	10%
Townhouse	10,550	28%
Apartment/Condo	1,960	5%
<b>Total:</b>	<b>38,010</b>	<b>100%</b>

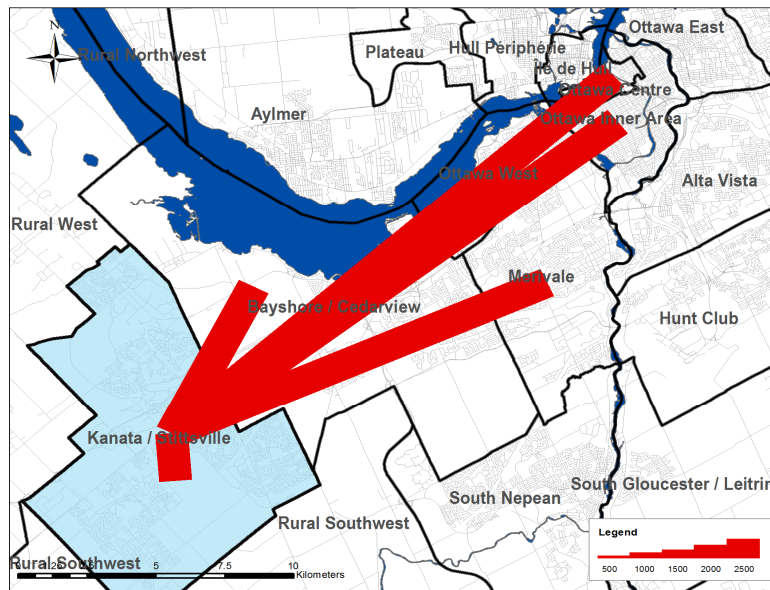


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Kanata - Stittsville

#### AM Peak Period



### Summary of Trips to and from Kanata - Stittsville

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	4,560	8%	140	0%
Ottawa Inner Area	3,350	6%	970	2%
Ottawa East	660	1%	260	1%
Beacon Hill	280	0%	170	0%
Alta Vista	1,810	3%	660	1%
Hunt Club	490	1%	420	1%
Merivale	3,410	6%	1,200	3%
Ottawa West	2,020	4%	840	2%
Bayshore / Cedarview	5,010	9%	2,420	5%
Orléans	290	1%	500	1%
Rural East	100	0%	30	0%
Rural Southeast	50	0%	260	1%
South Gloucester / Leirtrim	60	0%	140	0%
South Nepean	690	1%	1,800	4%
Rural Southwest	1,130	2%	1,850	4%
Kanata / Stittsville	30,360	54%	30,360	66%
Rural West	1,050	2%	3,250	7%
Île de Hull	670	1%	30	0%
Hull Périphérie	160	0%	30	0%
Plateau	100	0%	230	0%
Aylmer	0	0%	190	0%
Rural Northwest	20	0%	60	0%
Pointe Gatineau	20	0%	80	0%
Gatineau Est	0	0%	60	0%
Rural Northeast	30	0%	50	0%
Buckingham / Masson-Angers	30	0%	10	0%
Ontario Sub-Total:	55,320	98%	45,270	98%
Québec Sub-Total:	1,030	2%	740	2%
Total:	56,350	100%	46,010	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	27,180	29%	17,020	18%	14,550	9%
School	7,070	7%	2,500	3%	15,110	9%
Shopping	6,070	6%	9,150	10%	22,480	14%
Leisure	8,450	9%	10,590	11%	17,090	11%
Medical	2,520	3%	1,170	1%	2,660	2%
Pick-up / drive passenger	6,570	7%	5,470	6%	15,190	9%
Return Home	33,610	35%	45,620	48%	65,770	41%
Other	3,560	4%	3,590	4%	8,440	5%
Total:	95,030	100%	95,110	100%	161,290	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	18,030	69%	11,020	70%	7,430	24%
School	4,890	19%	2,280	15%	11,740	39%
Shopping	170	1%	320	2%	760	3%
Leisure	340	1%	400	3%	780	3%
Medical	330	1%	230	1%	350	1%
Pick-up / drive passenger	1,260	5%	580	4%	4,760	16%
Return Home	290	1%	380	2%	1,980	7%
Other	670	3%	430	3%	2,560	8%
Total:	25,980	100%	15,640	100%	30,360	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	390	2%	350	1%	930	2%
School	370	2%	0	0%	90	0%
Shopping	1,030	5%	1,910	7%	5,100	14%
Leisure	2,140	11%	3,080	11%	4,130	11%
Medical	230	1%	180	1%	400	1%
Pick-up / drive passenger	1,980	10%	1,980	7%	3,410	9%
Return Home	12,130	64%	20,550	71%	21,560	58%
Other	680	4%	860	3%	1,850	5%
Total:	18,950	100%	28,910	100%	37,470	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	351,430		46%
AM Peak Period	71,980	20%	42%
PM Peak Period	85,330	24%	44%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	63,470	67%	63,830	67%	92,190	57%
Auto Passenger	15,220	16%	14,920	16%	31,880	20%
Transit	12,200	13%	12,270	13%	4,050	3%
Bicycle	360	0%	410	0%	960	1%
Walk	40	0%	50	0%	21,080	13%
Other	3,730	4%	3,660	4%	11,130	7%
Total:	95,020	100%	95,140	100%	161,290	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	15,360	59%	11,530	74%	13,630	45%
Auto Passenger	2,450	9%	1,160	7%	5,050	17%
Transit	6,230	24%	1,290	8%	1,210	4%
Bicycle	30	0%	80	1%	220	1%
Walk	0	0%	40	0%	5,730	19%
Other	1,900	7%	1,560	10%	4,510	15%
Total:	25,970	100%	15,660	100%	30,350	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	13,850	73%	17,660	61%	21,240	57%
Auto Passenger	3,240	17%	4,270	15%	8,570	23%
Transit	1,270	7%	5,980	21%	670	2%
Bicycle	40	0%	100	0%	260	1%
Walk	40	0%	0	0%	4,570	12%
Other	520	3%	910	3%	2,160	6%
Total:	18,960	100%	28,920	100%	37,470	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.24		1.23		1.35	
AM Peak Period	1.16		1.10		1.37	
PM Peak Period	1.23		1.24		1.40	

Transit Modal Split	From District		To District		Within District	
24 Hours	13%		13%		3%	
AM Peak Period	26%		9%		6%	
PM Peak Period	7%		21%		2%	

## Rural West

### Demographic Characteristics

Population	24,960	Actively Travelled	19,280
Employed Population	12,280	Number of Vehicles	18,930
Households	8,750	Area (km <sup>2</sup> )	744.4

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	6,190	4,610	10,800
Part Time Employed	480	990	1,470
Student	2,720	2,970	5,680
Retiree	1,920	1,900	3,820
Unemployed	300	150	450
Homemaker	60	970	1,030
Other	260	140	390
<b>Total:</b>	<b>11,920</b>	<b>11,730</b>	<b>23,660</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	620	550	1,170

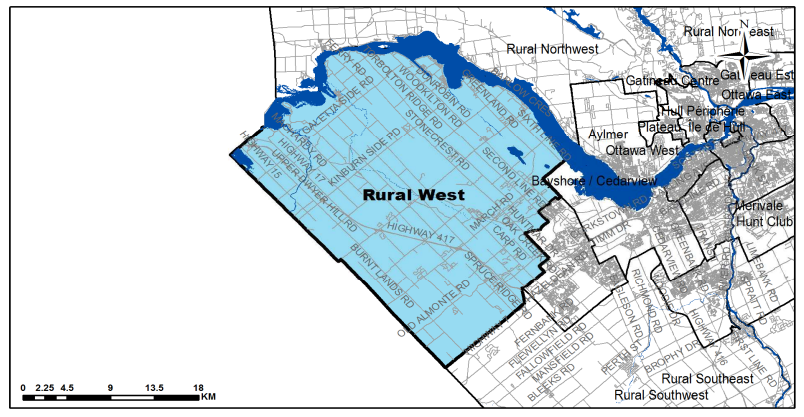
Licensed Drivers	9,590	9,180	18,770
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Telecommuters	90	100	190
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Trips made by residents	28,240	31,610	59,850
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.53
Vehicles per Person	0.76
Number of Persons per Household	2.85
Daily Trips per Household	6.84
Vehicles per Household	2.16
Workers per Household	1.40
Population Density (Pop/km <sup>2</sup> )	30



#### Household Size

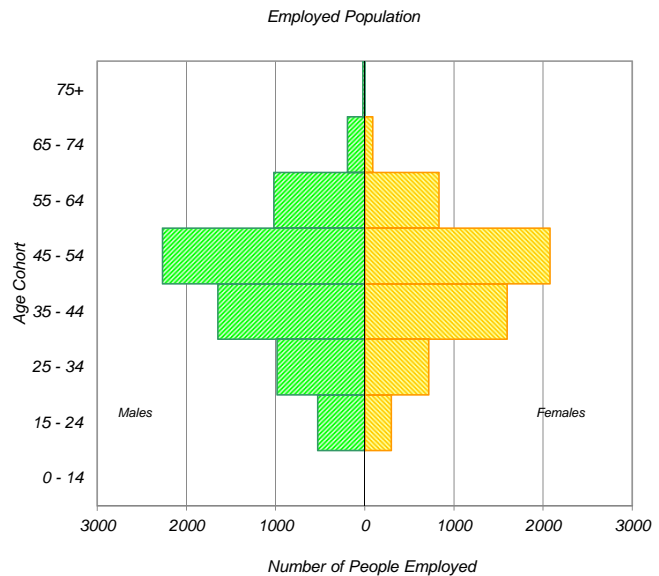
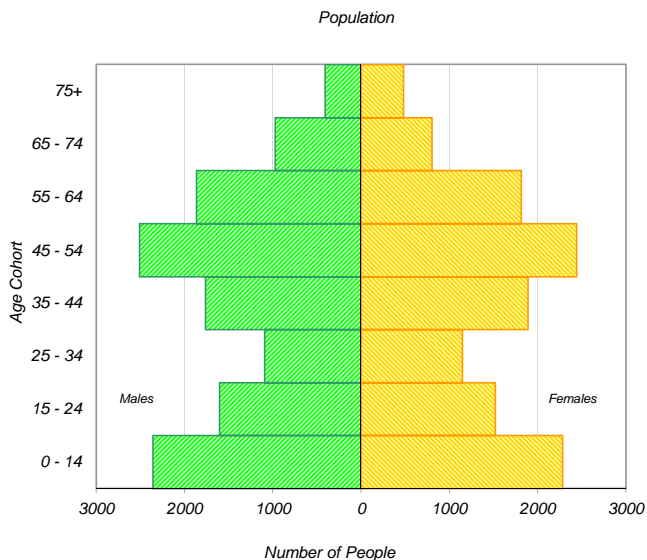
1 person	1,280	15%
2 persons	3,330	38%
3 persons	1,520	17%
4 persons	1,800	21%
5+ persons	820	9%
<b>Total:</b>	<b>8,750</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	90	1%
1 vehicle	1,820	21%
2 vehicles	4,540	52%
3 vehicles	1,530	17%
4+ vehicles	770	9%
<b>Total:</b>	<b>8,750</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	8,330	95%
Semi-detached	160	2%
Townhouse	170	2%
Apartment/Condo	90	1%
<b>Total:</b>	<b>8,750</b>	<b>100%</b>

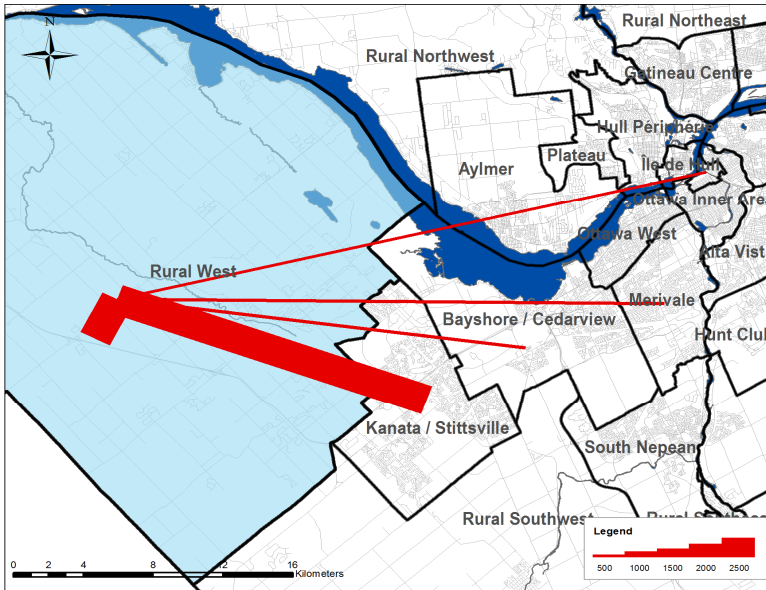


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Rural West

#### AM Peak Period



### Summary of Trips to and from Rural West

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	430	4%	0	0%
Ottawa Inner Area	380	4%	20	0%
Ottawa East	80	1%	90	1%
Beacon Hill	70	1%	40	1%
Alta Vista	180	2%	20	0%
Hunt Club	80	1%	60	1%
Merivale	720	7%	70	1%
Ottawa West	170	2%	70	1%
Bayshore / Cedarview	760	7%	380	6%
Orléans	0	0%	70	1%
Rural East	0	0%	0	0%
Rural Southeast	20	0%	0	0%
South Gloucester / Leitrim	60	1%	40	1%
South Nepean	30	0%	80	1%
Rural Southwest	160	2%	80	1%
Kanata / Stittsville	3,250	31%	1,050	17%
Rural West	4,020	38%	4,020	65%
Île de Hull	140	1%	0	0%
Hull Périphérie	50	0%	0	0%
Plateau	0	0%	0	0%
Aylmer	0	0%	50	1%
Rural Northwest	10	0%	0	0%
Pointe Gatineau	20	0%	10	0%
Gatineau Est	0	0%	20	0%
Rural Northeast	0	0%	0	0%
Buckingham / Masson-Angers	0	0%	0	0%
Ontario Sub-Total:	10,410	98%	6,090	99%
Québec Sub-Total:	220	2%	80	1%
Total:	10,630	100%	6,170	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	6,640	32%	2,300	11%	1,860	12%
School	1,930	9%	460	2%	2,220	14%
Shopping	2,930	14%	220	1%	750	5%
Leisure	2,240	11%	1,440	7%	1,310	8%
Medical	680	3%	150	1%	420	3%
Pick-up / drive passenger	1,610	8%	800	4%	1,400	9%
Return Home	3,570	17%	14,860	72%	6,720	43%
Other	1,080	5%	370	2%	880	6%
Total:	20,680	100%	20,600	100%	15,560	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	4,090	62%	1,410	65%	1,140	28%
School	1,480	22%	420	19%	2,010	50%
Shopping	130	2%	0	0%	90	2%
Leisure	110	2%	40	2%	40	1%
Medical	120	2%	30	1%	0	0%
Pick-up / drive passenger	460	7%	50	2%	430	11%
Return Home	0	0%	150	7%	170	4%
Other	230	3%	60	3%	140	3%
Total:	6,620	100%	2,160	100%	4,020	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	40	1%	30	0%	50	1%
School	40	1%	0	0%	0	0%
Shopping	550	17%	30	0%	140	4%
Leisure	510	16%	290	4%	510	14%
Medical	170	5%	40	1%	0	0%
Pick-up / drive passenger	360	11%	360	5%	430	12%
Return Home	1,380	42%	5,950	88%	2,310	63%
Other	200	6%	40	1%	230	6%
Total:	3,250	100%	6,740	100%	3,670	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	56,840		27%
AM Peak Period	12,800	23%	31%
PM Peak Period	13,660	24%	27%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	15,110	73%	15,000	73%	8,640	55%
Auto Passenger	3,170	15%	3,310	16%	2,320	15%
Transit	790	4%	680	3%	0	0%
Bicycle	190	1%	180	1%	50	0%
Walk	0	0%	0	0%	720	5%
Other	1,430	7%	1,430	7%	3,840	25%
Total:	20,690	100%	20,600	100%	15,570	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	4,400	67%	1,570	73%	1,670	42%
Auto Passenger	610	9%	180	8%	490	12%
Transit	650	10%	0	0%	0	0%
Bicycle	0	0%	0	0%	0	0%
Walk	0	0%	0	0%	140	3%
Other	950	14%	400	19%	1,720	43%
Total:	6,610	100%	2,150	100%	4,020	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	2,590	80%	5,070	75%	1,960	54%
Auto Passenger	540	17%	850	13%	870	24%
Transit	0	0%	450	7%	0	0%
Bicycle	10	0%	0	0%	20	1%
Walk	0	0%	0	0%	180	5%
Other	100	3%	370	5%	630	17%
Total:	3,240	100%	6,740	100%	3,660	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.21		1.22		1.27	
AM Peak Period	1.14		1.11		1.29	
PM Peak Period	1.21		1.17		1.44	

Transit Modal Split	From District		To District		Within District	
24 Hours	4%		4%		0%	
AM Peak Period	11%		0%		0%	
PM Peak Period	0%		7%		0%	

## Île de Hull

### Demographic Characteristics

Population	9,200	Actively Travelled	6,920
Employed Population	4,370	Number of Vehicles	3,590
Households	5,230	Area (km <sup>2</sup> )	4.8

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	2,210	1,710	3,920
Part Time Employed	280	170	450
Student	640	660	1,290
Retiree	970	1,450	2,420
Unemployed	330	160	490
Homemaker	30	190	220
Other	120	80	210
<b>Total:</b>	<b>4,580</b>	<b>4,420</b>	<b>9,000</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	1,160	1,040	2,200

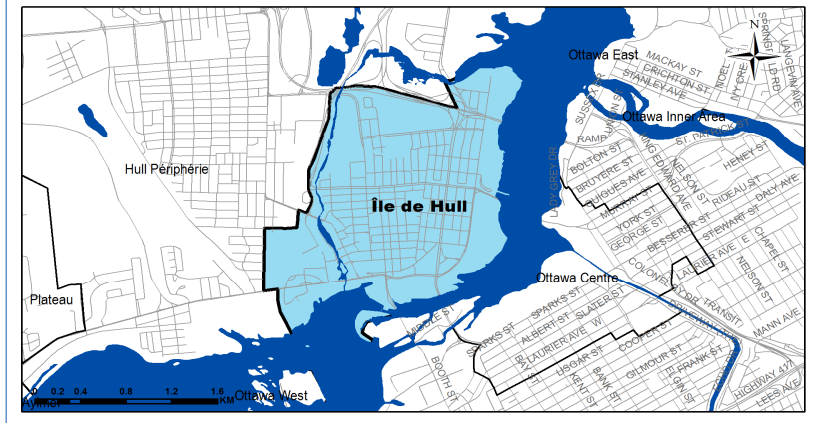
Licensed Drivers	3,140	2,740	5,880
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Telecommuters	10	10	20
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Trips made by residents	11,070	9,560	20,630
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.29
Vehicles per Person	0.39
Number of Persons per Household	1.76
Daily Trips per Household	3.94
Vehicles per Household	0.69
Workers per Household	0.84
Population Density (Pop/km <sup>2</sup> )	1910

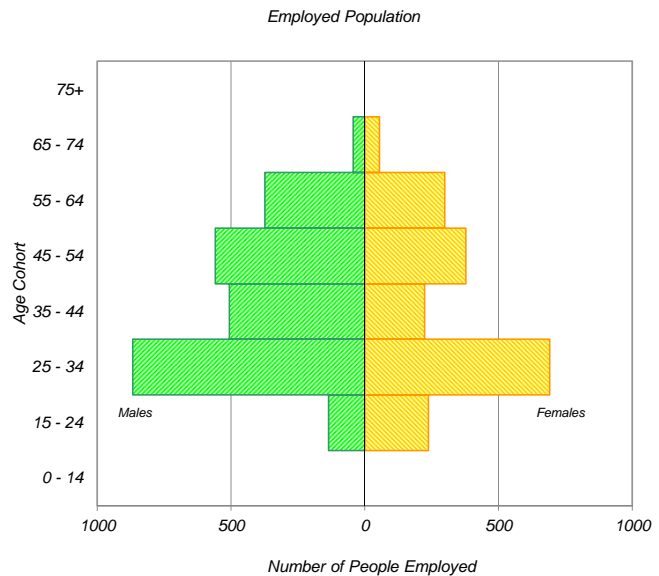
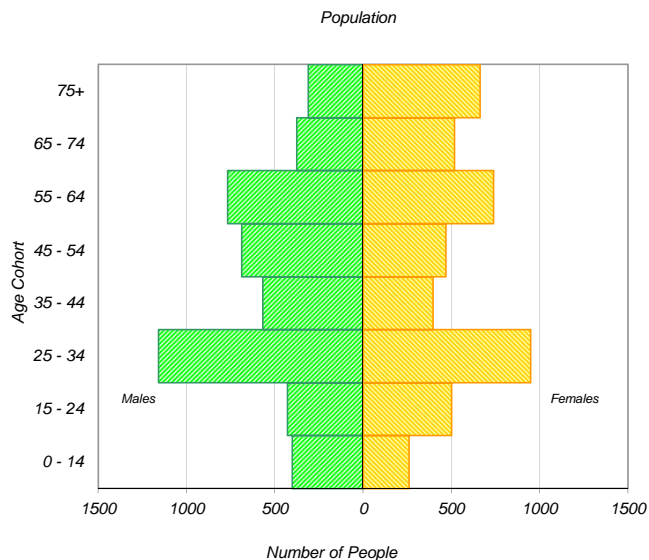


Household Size		
1 person	2,890	55%
2 persons	1,720	33%
3 persons	380	7%
4 persons	100	2%
5+ persons	140	3%
<b>Total:</b>	<b>5,230</b>	<b>100%</b>

Households by Vehicle Availability		
0 vehicles	2,290	44%
1 vehicle	2,320	44%
2 vehicles	600	11%
3 vehicles	20	0%
4+ vehicles	0	0%
<b>Total:</b>	<b>5,230</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	650	12%
Semi-detached	190	4%
Townhouse	230	4%
Apartment/Condo	4,170	80%
<b>Total:</b>	<b>5,230</b>	<b>100%</b>

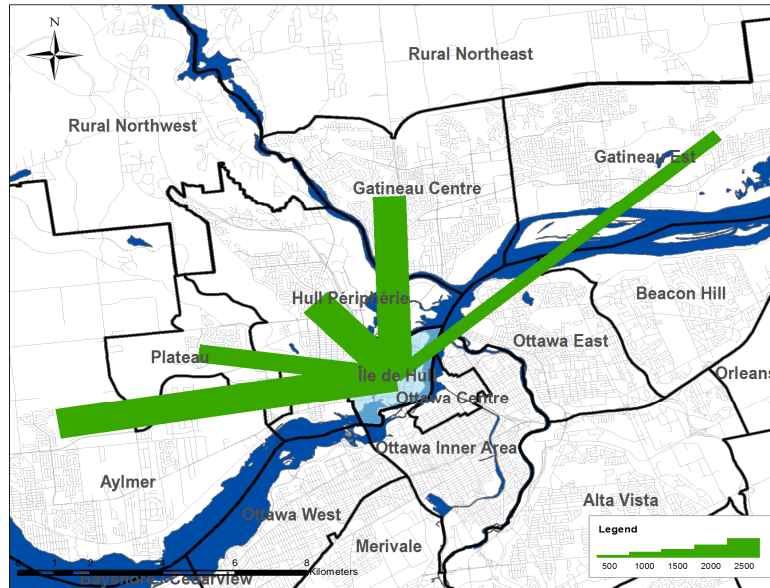


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Île de Hull

#### AM Peak Period



### Summary of Trips to and from Île de Hull

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	880	17%	610	2%
Ottawa Inner Area	440	8%	1,330	5%
Ottawa East	240	5%	790	3%
Beacon Hill	50	1%	440	2%
Alta Vista	190	4%	710	3%
Hunt Club	50	1%	380	1%
Merivale	130	2%	400	2%
Ottawa West	170	3%	730	3%
Bayshore / Cedarview	70	1%	620	2%
Orléans	80	2%	1,530	6%
Rural East	10	0%	70	0%
Rural Southeast	0	0%	110	0%
South Gloucester / Leitrim	0	0%	90	0%
South Nepean	50	1%	840	3%
Rural Southwest	0	0%	120	0%
Kanata / Stittsville	30	1%	670	3%
Rural West	0	0%	140	1%
Île de Hull	1,590	30%	1,590	6%
Hull Périphérie	730	14%	3,580	14%
Plateau	150	3%	2,360	9%
Aylmer	0	0%	2,630	10%
Rural Northwest	50	1%	750	3%
Pointe Gatineau	270	5%	2,640	10%
Gatineau Est	30	1%	1,900	7%
Rural Northeast	90	2%	990	4%
Buckingham / Masson-Angers	30	1%	410	2%
Ontario Sub-Total:	2,390	45%	9,580	36%
Québec Sub-Total:	2,940	55%	16,850	64%
Total:	5,330	100%	26,430	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	4,520	10%	26,600	56%	1,640	23%
School	940	2%	3,150	7%	550	8%
Shopping	3,980	8%	1,140	2%	800	11%
Leisure	2,890	6%	3,780	8%	900	13%
Medical	510	1%	250	1%	50	1%
Pick-up / drive passenger	3,080	7%	3,910	8%	530	7%
Return Home	30,290	64%	6,310	13%	2,520	35%
Other	1,090	2%	2,140	5%	160	2%
Total:	47,300	100%	47,280	100%	7,150	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	2,680	72%	19,570	79%	900	57%
School	360	10%	2,890	12%	350	22%
Shopping	70	2%	50	0%	10	1%
Leisure	130	3%	130	1%	0	0%
Medical	30	1%	40	0%	20	1%
Pick-up / drive passenger	110	3%	1,360	5%	120	8%
Return Home	250	7%	170	1%	160	10%
Other	110	3%	640	3%	30	2%
Total:	3,740	100%	24,850	100%	1,590	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	190	1%	500	9%	30	2%
School	130	1%	0	0%	20	1%
Shopping	1,630	6%	190	3%	320	20%
Leisure	1,050	4%	690	12%	140	9%
Medical	240	1%	0	0%	0	0%
Pick-up / drive passenger	2,150	9%	1,200	22%	160	10%
Return Home	19,280	77%	2,520	46%	890	56%
Other	410	2%	430	8%	30	2%
Total:	25,080	100%	5,530	100%	1,590	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	101,730		7%
AM Peak Period	30,180	30%	5%
PM Peak Period	32,200	32%	5%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	23,130	49%	23,030	49%	1,600	22%
Auto Passenger	6,220	13%	6,390	14%	630	9%
Transit	13,090	28%	13,160	28%	310	4%
Bicycle	1,720	4%	1,770	4%	140	2%
Walk	1,390	3%	1,310	3%	4,430	62%
Other	1,740	4%	1,610	3%	50	1%
Total:	47,290	100%	47,270	100%	7,160	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	1,940	52%	10,500	42%	570	36%
Auto Passenger	180	5%	3,010	12%	160	10%
Transit	1,110	30%	8,760	35%	70	4%
Bicycle	280	7%	900	4%	0	0%
Walk	120	3%	680	3%	780	49%
Other	110	3%	1,010	4%	20	1%
Total:	3,740	100%	24,860	100%	1,600	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	11,010	44%	2,920	53%	300	19%
Auto Passenger	2,920	12%	690	13%	60	4%
Transit	8,440	34%	1,260	23%	90	6%
Bicycle	1,020	4%	420	8%	0	0%
Walk	840	3%	170	3%	1,140	71%
Other	850	3%	60	1%	10	1%
Total:	25,080	100%	5,520	100%	1,600	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.27		1.28		1.39	
AM Peak Period	1.09		1.29		1.28	
PM Peak Period	1.27		1.24		1.20	

Transit Modal Split	From District		To District		Within District	
24 Hours	31%		31%		12%	
AM Peak Period	34%		39%		9%	
PM Peak Period	38%		26%		20%	

## Hull Périphérie

### Demographic Characteristics

Population	43,680	Actively Travelled	32,910
Employed Population	20,560	Number of Vehicles	23,480
Households	21,460	Area (km <sup>2</sup> )	29.0

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	9,940	8,820	18,760
Part Time Employed	850	950	1,810
Student	3,970	4,780	8,750
Retiree	3,600	5,000	8,610
Unemployed	950	650	1,600
Homemaker	100	1,050	1,150
Other	290	390	690
<b>Total:</b>	<b>19,700</b>	<b>21,650</b>	<b>41,350</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,530	5,260	8,790

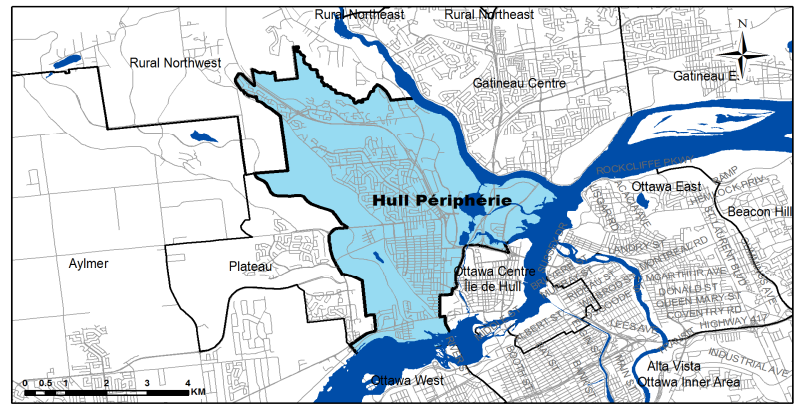
Licensed Drivers	15,090	15,020	30,110
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Telecommuters	100	70	170
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Trips made by residents	48,510	50,580	99,100
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.40
Vehicles per Person	0.54
Number of Persons per Household	2.04
Daily Trips per Household	4.62
Vehicles per Household	1.09
Workers per Household	0.96
Population Density (Pop/km2)	1500



#### Household Size

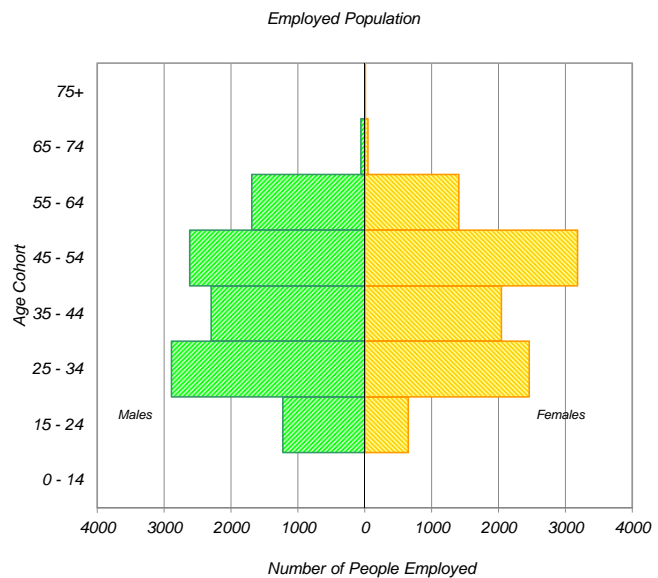
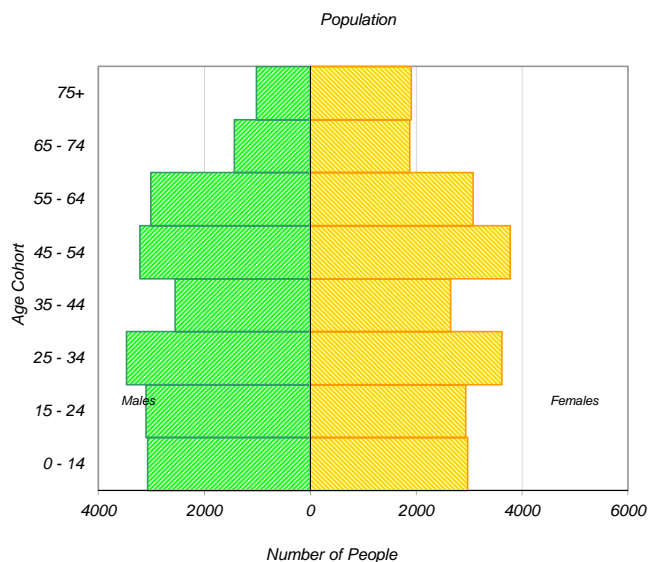
1 person	9,190	43%
2 persons	6,840	32%
3 persons	2,810	13%
4 persons	1,900	9%
5+ persons	720	3%
<b>Total:</b>	<b>21,460</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	4,140	19%
1 vehicle	12,080	56%
2 vehicles	4,440	21%
3 vehicles	680	3%
4+ vehicles	120	1%
<b>Total:</b>	<b>21,460</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	5,480	26%
Semi-detached	2,050	10%
Townhouse	820	4%
Apartment/Condo	13,110	61%
<b>Total:</b>	<b>21,460</b>	<b>100%</b>

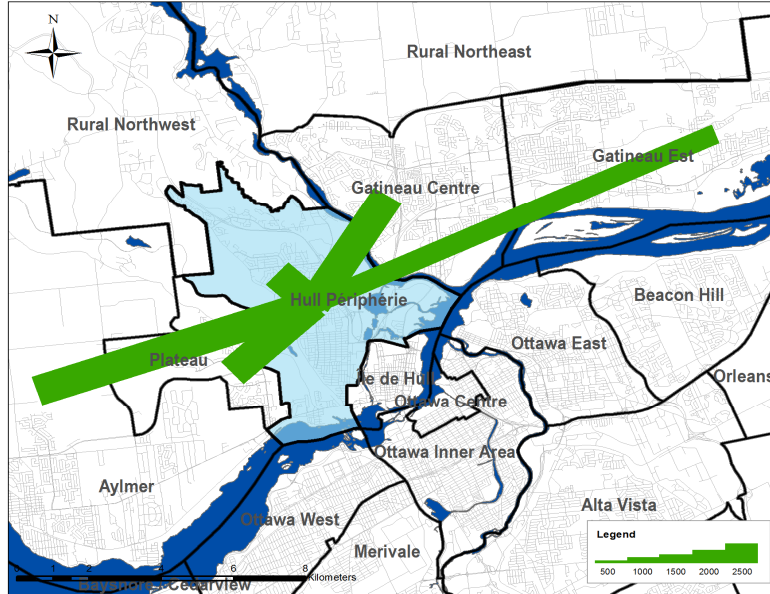


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Origins of Trips to Hull Périphérie

#### AM Peak Period



### Summary of Trips to and from Hull Périphérie

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	2,640	11%	310	1%
Ottawa Inner Area	1,350	6%	670	2%
Ottawa East	550	2%	450	1%
Beacon Hill	310	1%	240	1%
Alta Vista	420	2%	360	1%
Hunt Club	50	0%	170	1%
Merivale	260	1%	180	1%
Ottawa West	360	1%	170	1%
Bayshore / Cedarview	470	2%	220	1%
Orléans	200	1%	460	1%
Rural East	10	0%	30	0%
Rural Southeast	30	0%	0	0%
South Gloucester / Leitrim	20	0%	10	0%
South Nepean	40	0%	260	1%
Rural Southwest	30	0%	70	0%
Kanata / Stittsville	30	0%	160	0%
Rural West	0	0%	50	0%
Île de Hull	3,580	15%	730	2%
Hull Périphérie	10,310	42%	10,310	32%
Plateau	430	2%	3,550	11%
Aylmer	580	2%	2,850	9%
Rural Northwest	260	1%	1,560	5%
Pointe Gatineau	1,550	6%	4,310	13%
Gatineau Est	500	2%	2,400	7%
Rural Northeast	240	1%	2,010	6%
Buckingham / Masson-Angers	90	0%	970	3%
Ontario Sub-Total:	6,770	28%	3,810	12%
Québec Sub-Total:	17,540	72%	28,690	88%
Total:	24,310	100%	32,500	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	14,300	19%	20,630	27%	6,430	13%
School	2,780	4%	9,600	13%	4,850	9%
Shopping	5,870	8%	6,110	8%	6,990	14%
Leisure	5,050	7%	8,750	11%	5,620	11%
Medical	810	1%	1,780	2%	860	2%
Pick-up / drive passenger	4,900	6%	5,940	8%	4,570	9%
Return Home	40,660	53%	21,080	28%	20,420	40%
Other	2,040	3%	2,700	4%	1,450	3%
Total:	76,410	100%	76,590	100%	51,190	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	9,590	68%	11,860	53%	2,970	29%
School	2,040	15%	6,790	31%	4,050	39%
Shopping	80	1%	430	2%	420	4%
Leisure	110	1%	530	2%	250	2%
Medical	60	0%	520	2%	180	2%
Pick-up / drive passenger	980	7%	1,440	6%	1,600	16%
Return Home	860	6%	200	1%	620	6%
Other	300	2%	410	2%	220	2%
Total:	14,020	100%	22,180	100%	10,310	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	530	2%	820	5%	570	5%
School	100	0%	630	3%	90	1%
Shopping	1,310	6%	1,530	8%	1,070	9%
Leisure	990	4%	2,010	11%	1,040	9%
Medical	120	1%	200	1%	50	0%
Pick-up / drive passenger	1,930	9%	2,330	13%	1,380	11%
Return Home	17,010	76%	9,830	54%	7,560	63%
Other	350	2%	720	4%	290	2%
Total:	22,340	100%	18,070	100%	12,050	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	204,190		25%
AM Peak Period	46,510	23%	22%
PM Peak Period	52,460	26%	23%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	49,120	64%	49,610	65%	28,330	55%
Auto Passenger	11,560	15%	11,140	15%	7,790	15%
Transit	11,370	15%	11,300	15%	4,620	9%
Bicycle	1,210	2%	1,200	2%	610	1%
Walk	760	1%	810	1%	8,880	17%
Other	2,380	3%	2,530	3%	960	2%
Total:	76,400	100%	76,590	100%	51,190	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	7,290	52%	13,900	63%	4,890	47%
Auto Passenger	1,590	11%	2,690	12%	1,890	18%
Transit	3,910	28%	3,880	17%	1,340	13%
Bicycle	490	3%	170	1%	140	1%
Walk	330	2%	20	0%	1,650	16%
Other	400	3%	1,530	7%	410	4%
Total:	14,010	100%	22,190	100%	10,320	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	14,780	66%	10,170	56%	6,100	51%
Auto Passenger	2,840	13%	2,840	16%	2,240	19%
Transit	3,400	15%	3,670	20%	1,270	11%
Bicycle	360	2%	580	3%	190	2%
Walk	50	0%	470	3%	2,080	17%
Other	900	4%	340	2%	190	2%
Total:	22,330	100%	18,070	100%	12,070	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.24		1.22		1.27	
AM Peak Period	1.22		1.19		1.39	
PM Peak Period	1.19		1.28		1.37	

Transit Modal Split	From District		To District		Within District	
24 Hours	16%		16%		11%	
AM Peak Period	31%		19%		17%	
PM Peak Period	16%		22%		13%	

## Plateau

### Demographic Characteristics

Population	25,100	Actively Travelled	19,840
Employed Population	13,520	Number of Vehicles	14,240
Households	10,620	Area (km <sup>2</sup> )	11.5

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	6,440	6,190	12,630
Part Time Employed	200	690	890
Student	2,910	2,920	5,830
Retiree	840	1,530	2,370
Unemployed	70	180	240
Homemaker	20	560	580
Other	120	230	340
<b>Total:</b>	<b>10,590</b>	<b>12,300</b>	<b>22,890</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	2,510	2,990	5,500

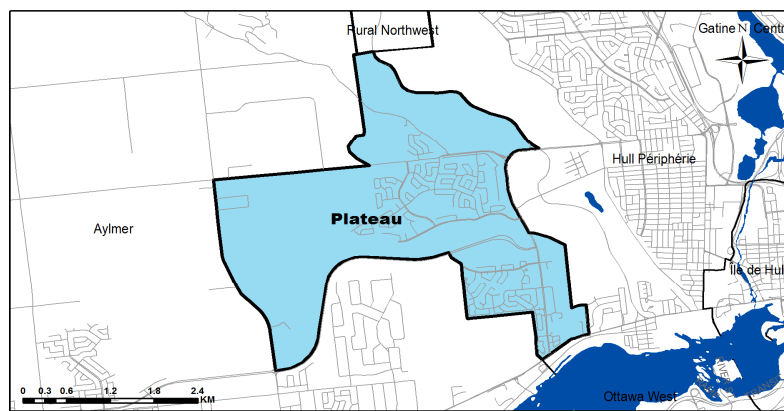
Licensed Drivers	8,020	9,200	17,220
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Telecommuters	90	160	260
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Trips made by residents	28,960	32,110	61,070
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.67
Vehicles per Person	0.57
Number of Persons per Household	2.36
Daily Trips per Household	5.75
Vehicles per Household	1.34
Workers per Household	1.27
Population Density (Pop/km <sup>2</sup> )	2190



#### Household Size

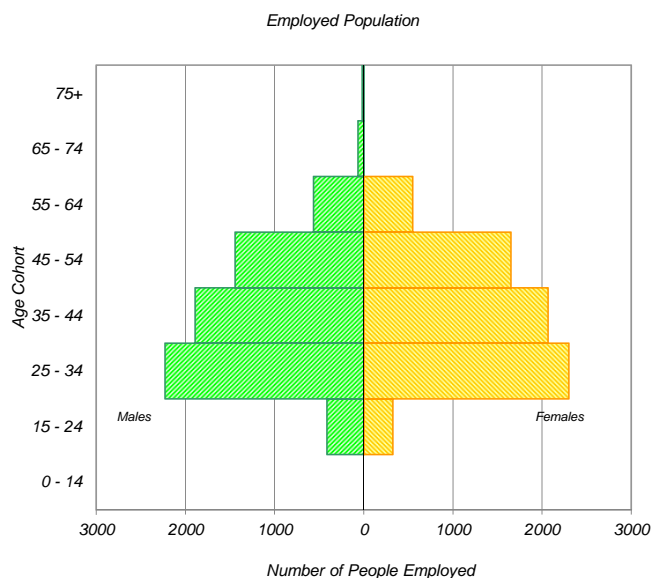
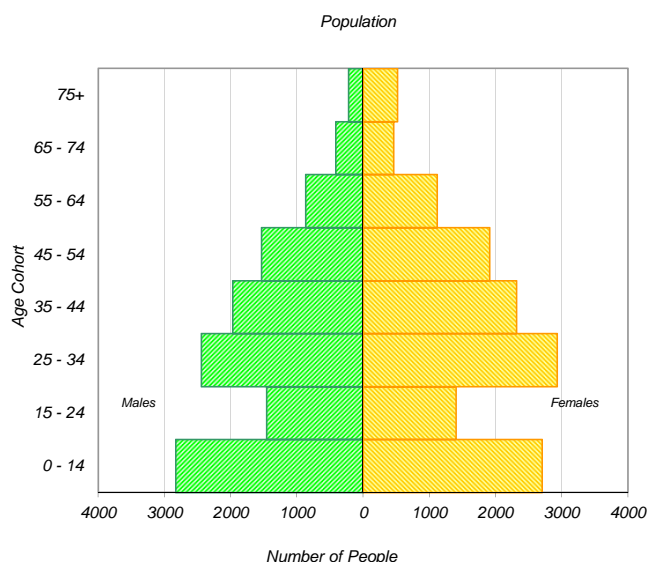
1 person	3,530	33%
2 persons	2,870	27%
3 persons	1,960	18%
4 persons	1,660	16%
5+ persons	590	6%
<b>Total:</b>	<b>10,620</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	650	6%
1 vehicle	6,110	58%
2 vehicles	3,440	32%
3 vehicles	420	4%
4+ vehicles	0	0%
<b>Total:</b>	<b>10,620</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	2,650	25%
Semi-detached	2,230	21%
Townhouse	670	6%
Apartment/Condo	5,070	48%
<b>Total:</b>	<b>10,620</b>	<b>100%</b>

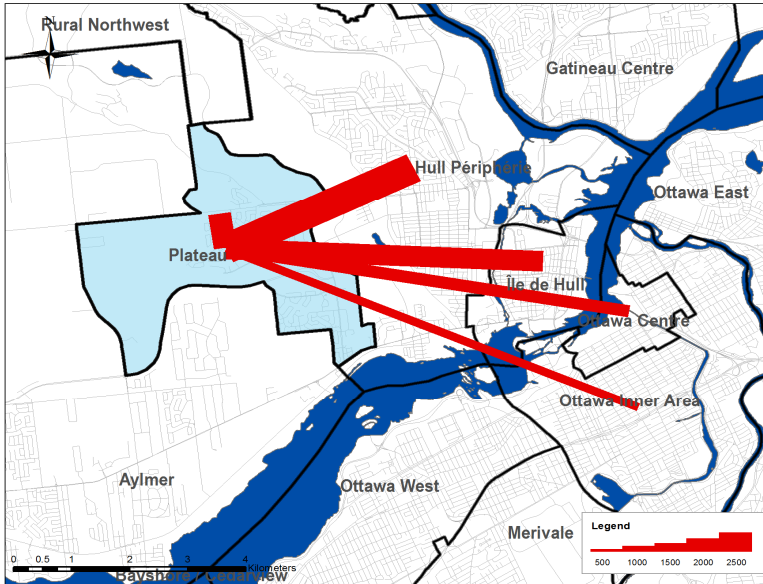


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Plateau

#### AM Peak Period



### Summary of Trips to and from Plateau

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	1,800	12%	0	0%
Ottawa Inner Area	1,040	7%	0	0%
Ottawa East	130	1%	0	0%
Beacon Hill	130	1%	10	0%
Alta Vista	680	4%	0	0%
Hunt Club	80	1%	0	0%
Merivale	190	1%	0	0%
Ottawa West	760	5%	40	1%
Bayshore / Cedarview	110	1%	0	0%
Orléans	80	1%	10	0%
Rural East	0	0%	0	0%
Rural Southeast	0	0%	0	0%
South Gloucester / Leitrim	20	0%	0	0%
South Nepean	40	0%	0	0%
Rural Southwest	0	0%	0	0%
Kanata / Stittsville	230	2%	100	2%
Rural West	0	0%	0	0%
Île de Hull	2,360	15%	150	3%
Hull Périphérie	3,550	23%	430	10%
Plateau	2,440	16%	2,440	57%
Aylmer	570	4%	550	13%
Rural Northwest	90	1%	150	3%
Pointe Gatineau	630	4%	100	2%
Gatineau Est	280	2%	100	2%
Rural Northeast	70	0%	190	4%
Buckingham / Masson-Angers	40	0%	30	1%
Ontario Sub-Total:	5,290	35%	160	4%
Québec Sub-Total:	10,030	65%	4,140	96%
Total:	15,320	100%	4,300	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,560	36%	1,400	5%	400	4%
School	3,680	12%	620	2%	1,330	12%
Shopping	2,430	8%	3,570	12%	1,630	14%
Leisure	3,370	11%	1,450	5%	860	8%
Medical	820	3%	150	1%	110	1%
Pick-up / drive passenger	2,220	7%	1,650	6%	1,470	13%
Return Home	5,500	19%	20,490	69%	5,200	46%
Other	1,110	4%	380	1%	350	3%
Total:	29,690	100%	29,710	100%	11,350	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	8,180	63%	520	28%	70	3%
School	2,790	22%	570	30%	1,210	49%
Shopping	30	0%	120	6%	90	4%
Leisure	280	2%	30	2%	50	2%
Medical	140	1%	20	1%	30	1%
Pick-up / drive passenger	1,100	9%	360	19%	810	33%
Return Home	110	1%	240	13%	130	5%
Other	270	2%	20	1%	60	2%
Total:	12,900	100%	1,880	100%	2,450	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	250	6%	160	1%	30	1%
School	180	5%	0	0%	0	0%
Shopping	380	10%	650	6%	360	10%
Leisure	580	15%	280	2%	320	9%
Medical	240	6%	20	0%	30	1%
Pick-up / drive passenger	340	9%	720	6%	330	9%
Return Home	1,800	45%	9,750	83%	2,520	70%
Other	190	5%	110	1%	20	1%
Total:	3,960	100%	11,690	100%	3,610	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	70,750		16%
AM Peak Period	17,230	24%	14%
PM Peak Period	19,260	27%	19%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	18,220	61%	18,390	62%	6,310	56%
Auto Passenger	4,480	15%	4,630	16%	1,970	17%
Transit	5,080	17%	4,880	16%	120	1%
Bicycle	640	2%	600	2%	40	0%
Walk	130	0%	120	0%	2,580	23%
Other	1,140	4%	1,090	4%	330	3%
Total:	29,690	100%	29,710	100%	11,350	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	6,330	49%	1,030	55%	900	37%
Auto Passenger	1,550	12%	220	12%	650	27%
Transit	3,820	30%	100	5%	0	0%
Bicycle	550	4%	0	0%	20	1%
Walk	20	0%	90	5%	680	28%
Other	630	5%	430	23%	190	8%
Total:	12,900	100%	1,870	100%	2,440	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	2,740	69%	6,420	55%	1,810	50%
Auto Passenger	660	17%	1,440	12%	820	23%
Transit	210	5%	3,130	27%	0	0%
Bicycle	0	0%	460	4%	0	0%
Walk	90	2%	0	0%	890	25%
Other	270	7%	230	2%	100	3%
Total:	3,970	100%	11,680	100%	3,620	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.25		1.31	
AM Peak Period	1.24		1.21		1.72	
PM Peak Period	1.24		1.22		1.45	

Transit Modal Split	From District		To District		Within District	
24 Hours	18%		17%		1%	
AM Peak Period	33%		7%		0%	
PM Peak Period	6%		28%		0%	

## Aylmer

### Demographic Characteristics

Population	45,720	Actively Travelled	35,180
Employed Population	22,740	Number of Vehicles	27,250
Households	17,460	Area (km <sup>2</sup> )	95.7

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	10,900	9,940	20,840
Part Time Employed	840	1,060	1,900
Student	4,960	5,140	10,100
Retiree	2,860	3,680	6,540
Unemployed	710	400	1,110
Homemaker	120	1,020	1,140
Other	250	400	650
<b>Total:</b>	<b>20,630</b>	<b>21,650</b>	<b>42,280</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,590	4,150	7,740

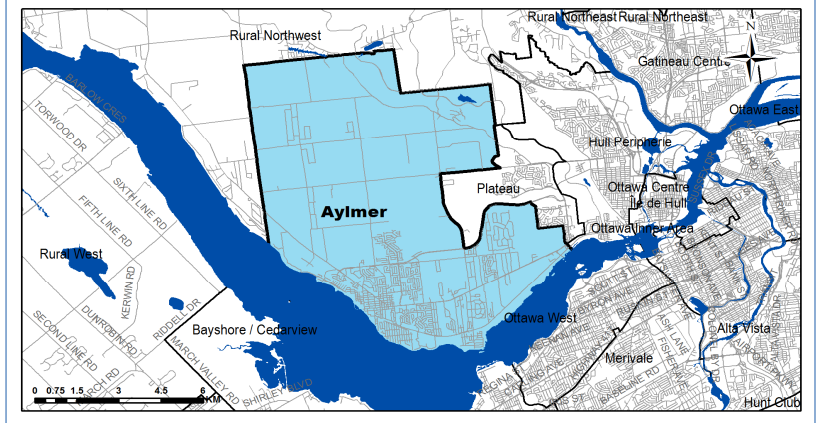
Licensed Drivers	15,680	15,480	31,150
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Telecommuters	120	80	200
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Trips made by residents	54,130	54,460	108,590
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.57
Vehicles per Person	0.60
Number of Persons per Household	2.62
Daily Trips per Household	6.22
Vehicles per Household	1.56
Workers per Household	1.30
Population Density (Pop/km <sup>2</sup> )	480



#### Household Size

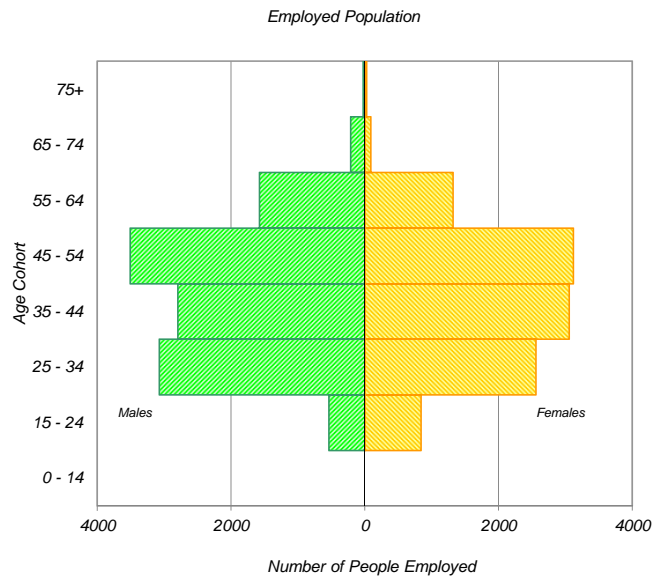
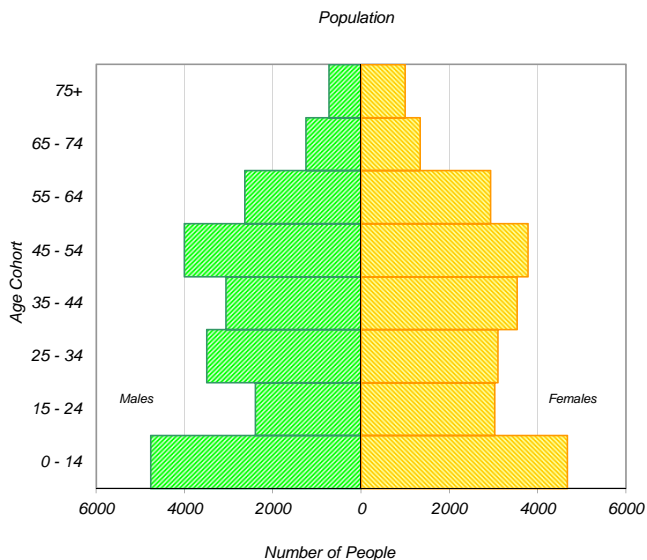
1 person	3,890	22%
2 persons	5,960	34%
3 persons	3,010	17%
4 persons	3,070	18%
5+ persons	1,540	9%
<b>Total:</b>	<b>17,460</b>	<b>100%</b>

#### Households by Vehicle Availability

0 vehicles	1,090	6%
1 vehicle	7,590	43%
2 vehicles	7,300	42%
3 vehicles	1,030	6%
4+ vehicles	460	3%
<b>Total:</b>	<b>17,460</b>	<b>100%</b>

#### Households by Dwelling Type

Single-detached	10,100	58%
Semi-detached	3,120	18%
Townhouse	1,170	7%
Apartment/Condo	3,070	18%
<b>Total:</b>	<b>17,460</b>	<b>100%</b>

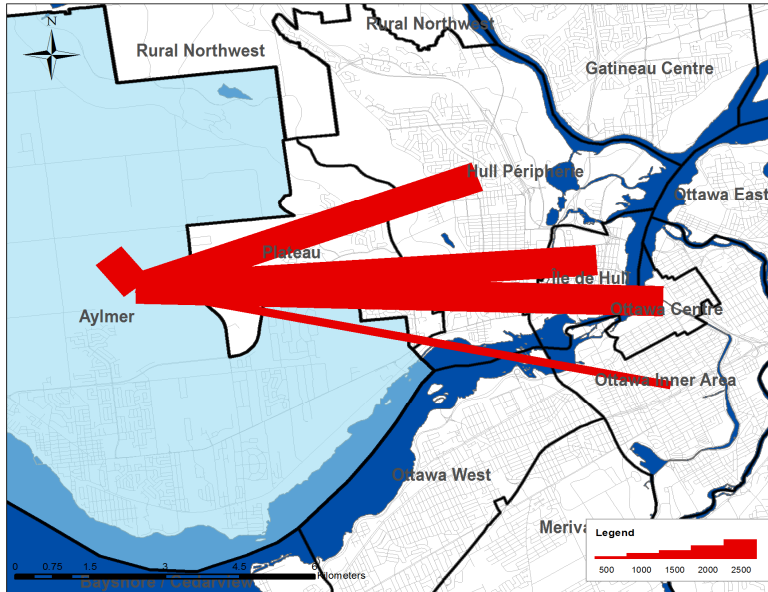


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Aylmer

#### AM Peak Period



### Summary of Trips to and from Aylmer

Districts	Trips From		Origins of	
	District	% Total	District	% Total
Ottawa Centre	2,660	11%	50	0%
Ottawa Inner Area	1,050	4%	200	1%
Ottawa East	500	2%	20	0%
Beacon Hill	250	1%	0	0%
Alta Vista	480	2%	40	0%
Hunt Club	160	1%	0	0%
Merivale	520	2%	70	1%
Ottawa West	770	3%	60	0%
Bayshore / Cedarview	470	2%	0	0%
Orléans	90	0%	60	0%
Rural East	30	0%	0	0%
Rural Southeast	0	0%	0	0%
South Gloucester / Leitrim	0	0%	0	0%
South Nepean	40	0%	60	0%
Rural Southwest	60	0%	0	0%
Kanata / Stittsville	190	1%	0	0%
Rural West	50	0%	0	0%
Île de Hull	2,630	11%	0	0%
Hull Périphérie	2,850	11%	580	4%
Plateau	550	2%	570	4%
Aylmer	10,110	41%	10,110	75%
Rural Northwest	310	1%	860	6%
Pointe Gatineau	830	3%	160	1%
Gatineau Est	240	1%	320	2%
Rural Northeast	0	0%	190	1%
Buckingham / Masson-Angers	30	0%	110	1%
Ontario Sub-Total:	7,320	29%	560	4%
Québec Sub-Total:	17,550	71%	12,900	96%
Total:	24,870	100%	13,460	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	14,780	40%	3,110	8%	3,320	8%
School	3,750	10%	880	2%	5,130	12%
Shopping	2,770	7%	2,200	6%	4,860	11%
Leisure	3,560	10%	2,490	7%	4,660	11%
Medical	1,200	3%	480	1%	430	1%
Pick-up / drive passenger	2,710	7%	2,280	6%	4,510	11%
Return Home	7,510	20%	25,190	67%	18,740	44%
Other	1,060	3%	900	2%	1,250	3%
Total:	37,340	100%	37,530	100%	42,900	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	10,200	69%	1,830	55%	1,540	15%
School	2,870	19%	780	23%	4,850	48%
Shopping	80	1%	20	1%	340	3%
Leisure	110	1%	80	2%	180	2%
Medical	290	2%	40	1%	130	1%
Pick-up / drive passenger	950	6%	250	7%	2,100	21%
Return Home	130	1%	300	9%	690	7%
Other	160	1%	40	1%	270	3%
Total:	14,790	100%	3,340	100%	10,100	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	200	4%	90	1%	290	3%
School	60	1%	0	0%	80	1%
Shopping	310	7%	570	4%	1,200	11%
Leisure	820	18%	620	4%	1,010	9%
Medical	80	2%	160	1%	50	0%
Pick-up / drive passenger	700	15%	1,100	8%	1,100	10%
Return Home	2,210	47%	11,380	81%	7,010	64%
Other	290	6%	210	1%	290	3%
Total:	4,670	100%	14,130	100%	11,030	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	117,770		36%
AM Peak Period	28,230	24%	36%
PM Peak Period	29,830	25%	37%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	23,630	63%	23,800	63%	22,060	51%
Auto Passenger	5,970	16%	6,510	17%	7,660	18%
Transit	5,870	16%	5,350	14%	1,740	4%
Bicycle	350	1%	340	1%	880	2%
Walk	0	0%	0	0%	7,600	18%
Other	1,520	4%	1,510	4%	2,960	7%
Total:	37,340	100%	37,510	100%	42,900	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	7,750	52%	2,510	75%	4,210	42%
Auto Passenger	2,100	14%	170	5%	2,110	21%
Transit	3,830	26%	80	2%	570	6%
Bicycle	170	1%	30	1%	190	2%
Walk	0	0%	0	0%	1,520	15%
Other	930	6%	550	16%	1,510	15%
Total:	14,780	100%	3,340	100%	10,110	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	3,120	67%	7,710	55%	6,020	55%
Auto Passenger	1,060	23%	2,320	16%	2,430	22%
Transit	190	4%	3,310	23%	290	3%
Bicycle	70	1%	170	1%	250	2%
Walk	0	0%	0	0%	1,510	14%
Other	230	5%	610	4%	510	5%
Total:	4,670	100%	14,120	100%	11,010	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.27		1.35	
AM Peak Period	1.27		1.07		1.50	
PM Peak Period	1.34		1.30		1.40	

Transit Modal Split	From District		To District		Within District	
24 Hours	17%		15%		6%	
AM Peak Period	28%		3%		8%	
PM Peak Period	4%		25%		3%	

## Rural Northwest

### Demographic Characteristics

Population	20,310	Actively Travelled	15,360
Employed Population	10,210	Number of Vehicles	15,410
Households	8,010	Area (km <sup>2</sup> )	1,242.9

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	5,100	4,170	9,270
Part Time Employed	430	510	940
Student	2,130	1,940	4,060
Retiree	1,830	1,860	3,690
Unemployed	140	90	220
Homemaker	90	470	560
Other	150	150	300
<b>Total:</b>	<b>9,860</b>	<b>9,180</b>	<b>19,050</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	210	460	670

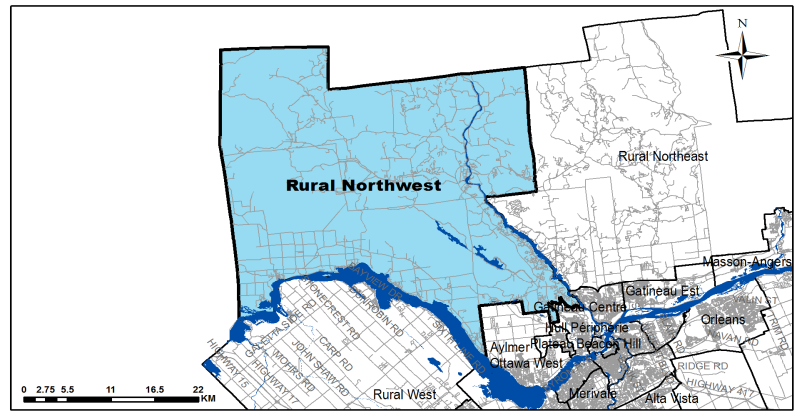
Licensed Drivers	7,750	7,400	15,150
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Telecommuters	20	0	20
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Trips made by residents	21,690	22,230	43,920
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.31
Vehicles per Person	0.76
Number of Persons per Household	2.54
Daily Trips per Household	5.48
Vehicles per Household	1.92
Workers per Household	1.27
Population Density (Pop/km <sup>2</sup> )	20



#### Household Size

1 person	1,780	22%
2 persons	2,980	37%
3 persons	1,410	18%
4 persons	1,260	16%
5+ persons	590	7%
<b>Total:</b>	<b>8,010</b>	<b>100%</b>

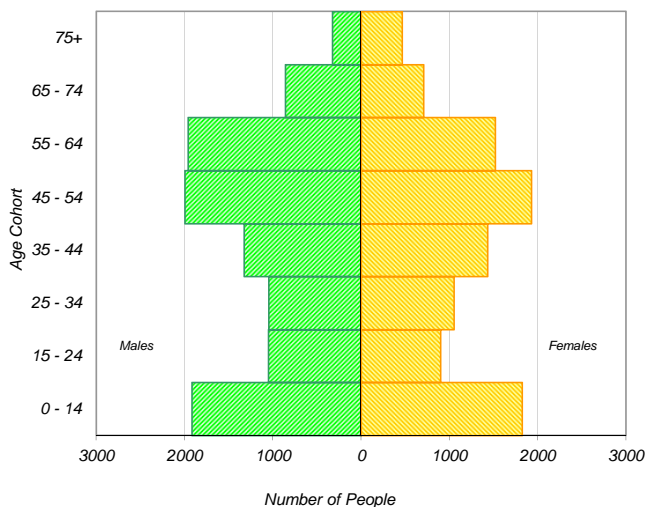
#### Households by Vehicle Availability

0 vehicles	230	3%
1 vehicle	2,360	29%
2 vehicles	3,840	48%
3 vehicles	1,100	14%
4+ vehicles	470	6%
<b>Total:</b>	<b>8,010</b>	<b>100%</b>

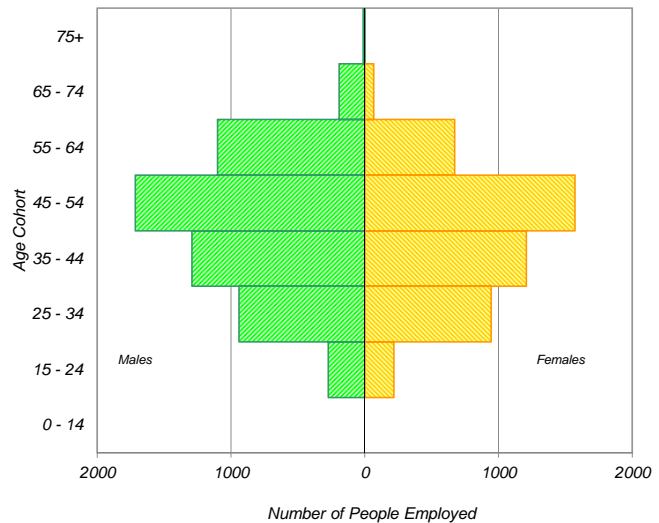
#### Households by Dwelling Type

Single-detached	7,390	92%
Semi-detached	130	2%
Townhouse	30	0%
Apartment/Condo	450	6%
<b>Total:</b>	<b>8,010</b>	<b>100%</b>

Population



Employed Population

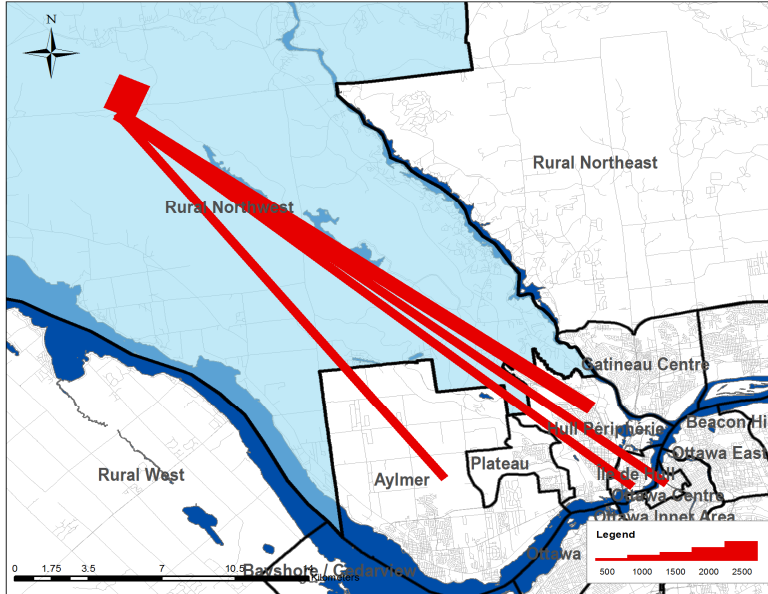


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Rural Northwest

#### AM Peak Period



### Summary of Trips to and from Rural Northwest

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	680	7%	50	1%
Ottawa Inner Area	240	2%	40	1%
Ottawa East	190	2%	10	0%
Beacon Hill	90	1%	30	1%
Alta Vista	300	3%	40	1%
Hunt Club	110	1%	0	0%
Merivale	250	3%	10	0%
Ottawa West	310	3%	20	0%
Bayshore / Cedarview	100	1%	0	0%
Orléans	40	0%	50	1%
Rural East	0	0%	0	0%
Rural Southeast	0	0%	0	0%
South Gloucester / Leitrim	10	0%	20	0%
South Nepean	40	0%	40	1%
Rural Southwest	0	0%	0	0%
Kanata / Stittsville	60	1%	20	0%
Rural West	0	0%	10	0%
Île de Hull	750	8%	50	1%
Hull Périphérie	1,560	16%	260	5%
Plateau	150	2%	90	2%
Aylmer	860	9%	310	6%
Rural Northwest	3,620	36%	3,620	68%
Pointe Gatineau	530	5%	130	2%
Gatineau Est	20	0%	60	1%
Rural Northeast	50	1%	360	7%
Buckingham / Masson-Angers	40	0%	90	2%
Ontario Sub-Total:	2,420	24%	340	6%
Québec Sub-Total:	7,580	76%	4,970	94%
Total:	10,000	100%	5,310	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	5,650	32%	1,540	9%	1,880	14%
School	1,830	10%	290	2%	1,450	11%
Shopping	1,640	9%	640	4%	1,360	10%
Leisure	1,380	8%	1,950	11%	1,130	8%
Medical	470	3%	170	1%	260	2%
Pick-up / drive passenger	1,370	8%	1,110	6%	920	7%
Return Home	4,610	26%	11,100	64%	5,950	45%
Other	790	4%	650	4%	420	3%
Total:	17,740	100%	17,450	100%	13,370	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	3,540	55%	860	51%	1,100	30%
School	1,520	24%	230	14%	1,420	39%
Shopping	100	2%	40	2%	60	2%
Leisure	80	1%	60	4%	60	2%
Medical	190	3%	0	0%	130	4%
Pick-up / drive passenger	550	9%	190	11%	520	14%
Return Home	160	3%	250	15%	160	4%
Other	250	4%	60	4%	170	5%
Total:	6,390	100%	1,690	100%	3,620	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	30	1%	90	1%	20	1%
School	0	0%	10	0%	0	0%
Shopping	210	9%	210	3%	210	7%
Leisure	180	8%	510	8%	210	7%
Medical	0	0%	50	1%	10	0%
Pick-up / drive passenger	290	12%	500	8%	190	6%
Return Home	1,660	69%	4,970	77%	2,300	77%
Other	30	1%	90	1%	60	2%
Total:	2,400	100%	6,430	100%	3,000	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	48,560		28%
AM Peak Period	11,700	24%	31%
PM Peak Period	11,830	24%	25%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	12,880	73%	12,720	73%	7,940	59%
Auto Passenger	3,190	18%	3,060	18%	2,290	17%
Transit	450	3%	470	3%	60	0%
Bicycle	190	1%	190	1%	220	2%
Walk	0	0%	0	0%	730	5%
Other	1,030	6%	1,020	6%	2,130	16%
Total:	17,740	100%	17,460	100%	13,370	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	4,080	64%	1,150	68%	1,850	51%
Auto Passenger	1,110	17%	290	17%	620	17%
Transit	270	4%	130	8%	20	1%
Bicycle	50	1%	0	0%	0	0%
Walk	0	0%	0	0%	60	2%
Other	880	14%	110	7%	1,060	29%
Total:	6,390	100%	1,680	100%	3,610	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	1,800	75%	4,630	72%	1,920	64%
Auto Passenger	380	16%	1,010	16%	590	20%
Transit	130	5%	260	4%	0	0%
Bicycle	40	2%	70	1%	70	2%
Walk	0	0%	0	0%	30	1%
Other	50	2%	450	7%	390	13%
Total:	2,400	100%	6,420	100%	3,000	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.24		1.29	
AM Peak Period	1.27		1.25		1.34	
PM Peak Period	1.21		1.22		1.31	

Transit Modal Split	From District		To District		Within District	
24 Hours	3%		3%		1%	
AM Peak Period	5%		8%		1%	
PM Peak Period	6%		4%		0%	

## Pointe Gatineau

### Demographic Characteristics

Population	57,470	Actively Travelled	43,850
Employed Population	25,640	Number of Vehicles	34,260
Households	24,470	Area (km <sup>2</sup> )	26.2

Occupation			
Status (age 5+)	Male	Female	Total
Full Time Employed	12,760	10,700	23,460
Part Time Employed	1,080	1,100	2,180
Student	5,590	6,520	12,110
Retiree	5,510	7,700	13,200
Unemployed	730	560	1,280
Homemaker	90	1,410	1,500
Other	430	750	1,180
Total:	26,190	28,730	54,930

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,510	4,260	7,770

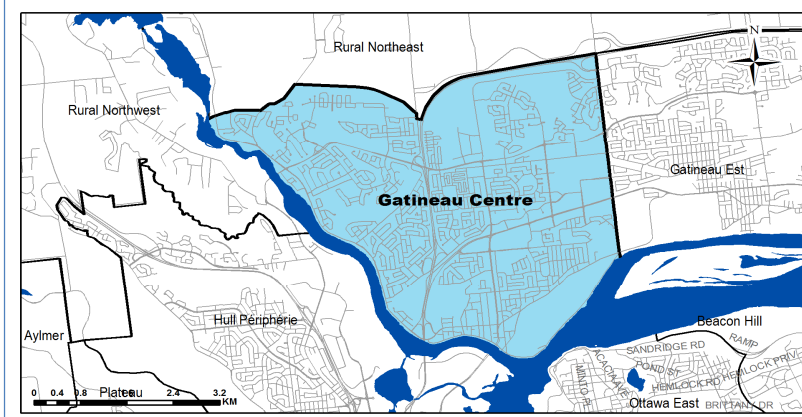
Licensed Drivers	20,870	20,650	41,520
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Telecommuters	70	70	140
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Trips made by residents	63,550	68,810	132,360
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.41
Vehicles per Person	0.60
Number of Persons per Household	2.35
Daily Trips per Household	5.41
Vehicles per Household	1.40
Workers per Household	1.05
Population Density (Pop/km <sup>2</sup> )	2190



#### Household Size

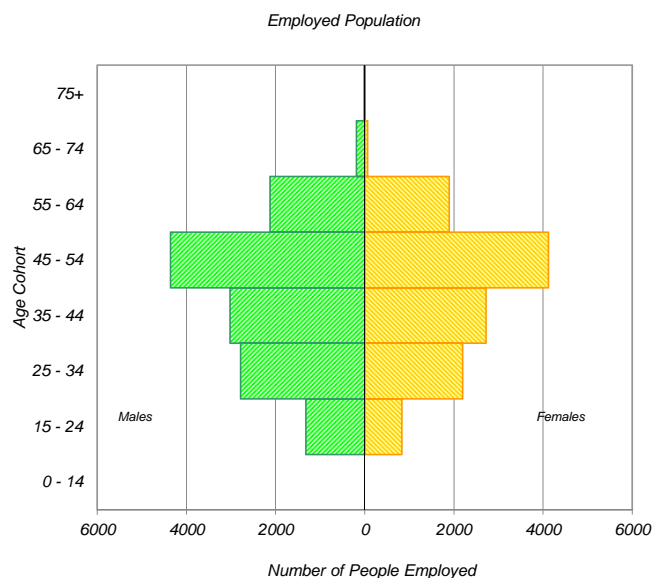
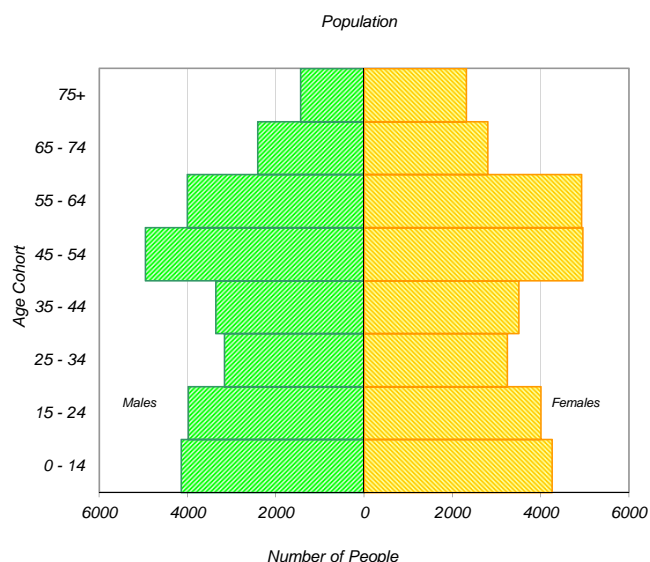
1 person	7,120	29%
2 persons	8,940	37%
3 persons	4,000	16%
4 persons	3,120	13%
5+ persons	1,280	5%
Total:	24,470	100%

#### Households by Vehicle Availability

0 vehicles	2,530	10%
1 vehicle	12,100	49%
2 vehicles	8,030	33%
3 vehicles	1,210	5%
4+ vehicles	600	2%
Total:	24,470	100%

#### Households by Dwelling Type

Single-detached	10,380	42%
Semi-detached	2,690	11%
Townhouse	1,470	6%
Apartment/Condo	9,930	41%
Total:	24,470	100%

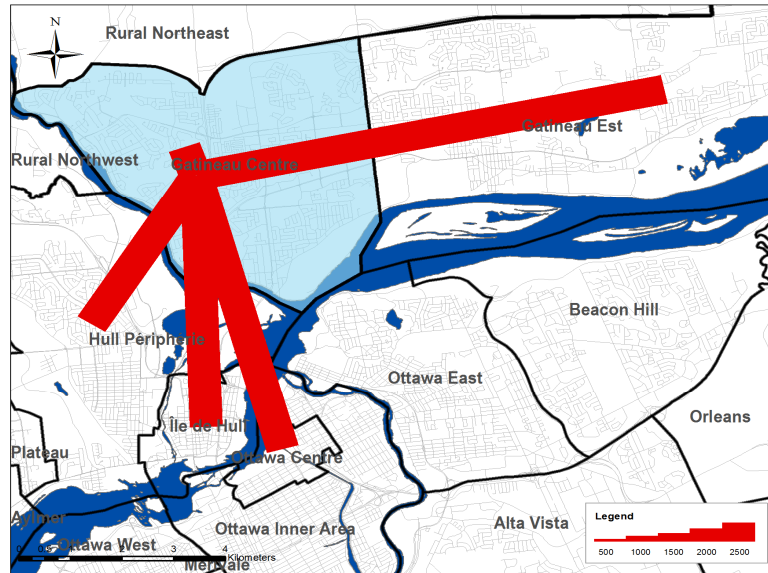


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Pointe Gatineau

#### AM Peak Period



### Summary of Trips to and from Pointe Gatineau

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	2,790	9%	30	0%
Ottawa Inner Area	1,470	5%	130	1%
Ottawa East	420	1%	50	0%
Beacons Hill	560	2%	70	0%
Alta Vista	740	2%	20	0%
Hunt Club	70	0%	70	0%
Merivale	320	1%	40	0%
Ottawa West	450	1%	30	0%
Bayshore / Cedarview	60	0%	50	0%
Orléans	70	0%	200	1%
Rural East	30	0%	0	0%
Rural Southeast	0	0%	0	0%
South Gloucester / Leitrim	30	0%	10	0%
South Nepean	0	0%	0	0%
Rural Southwest	10	0%	0	0%
Kanata / Stittsville	80	0%	20	0%
Rural West	10	0%	20	0%
Île de Hull	2,640	9%	270	1%
Hull Périphérie	4,310	14%	1,550	6%
Plateau	100	0%	630	2%
Aylmer	160	1%	830	3%
Rural Northwest	130	0%	530	2%
Pointe Gatineau	12,040	40%	12,040	47%
Gatineau Est	2,780	9%	4,860	19%
Rural Northeast	540	2%	3,170	12%
Buckingham / Masson-Angers	360	1%	930	4%
Ontario Sub-Total:	7,110	24%	740	3%
Québec Sub-Total:	23,060	76%	24,810	97%
Total:	30,170	100%	25,550	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	18,250	25%	10,820	15%	5,400	9%
School	4,440	6%	4,870	7%	5,590	9%
Shopping	5,720	8%	10,990	15%	9,960	16%
Leisure	6,490	9%	6,690	9%	6,450	10%
Medical	1,040	1%	2,090	3%	1,810	3%
Pick-up / drive passenger	4,620	6%	4,750	7%	5,370	9%
Return Home	29,740	41%	30,070	42%	25,980	42%
Other	1,940	3%	1,960	3%	1,750	3%
Total:	72,240	100%	72,240	100%	62,310	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	11,970	66%	6,010	44%	2,520	21%
School	3,320	18%	4,210	31%	4,990	41%
Shopping	190	1%	190	1%	180	1%
Leisure	450	2%	290	2%	660	5%
Medical	250	1%	420	3%	250	2%
Pick-up / drive passenger	990	5%	1,360	10%	2,210	18%
Return Home	530	3%	650	5%	780	6%
Other	430	2%	390	3%	440	4%
Total:	18,130	100%	13,520	100%	12,030	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	560	4%	600	3%	360	2%
School	180	1%	10	0%	30	0%
Shopping	910	6%	2,310	11%	1,670	11%
Leisure	1,180	8%	1,210	6%	1,160	7%
Medical	50	0%	80	0%	250	2%
Pick-up / drive passenger	1,500	10%	1,750	9%	1,820	11%
Return Home	10,770	70%	13,830	69%	10,270	65%
Other	340	2%	370	2%	280	2%
Total:	15,490	100%	20,160	100%	15,840	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	206,790		30%
AM Peak Period	43,680	21%	28%
PM Peak Period	51,490	25%	31%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	48,270	67%	48,090	67%	34,200	55%
Auto Passenger	11,560	16%	11,240	16%	13,100	21%
Transit	7,410	10%	7,760	11%	1,250	2%
Bicycle	640	1%	600	1%	950	2%
Walk	520	1%	670	1%	9,920	16%
Other	3,830	5%	3,880	5%	2,890	5%
Total:	72,230	100%	72,240	100%	62,310	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	10,250	57%	8,370	62%	5,170	43%
Auto Passenger	1,950	11%	1,500	11%	2,400	20%
Transit	4,400	24%	1,070	8%	330	3%
Bicycle	350	2%	130	1%	230	2%
Walk	0	0%	50	0%	2,630	22%
Other	1,190	7%	2,410	18%	1,290	11%
Total:	18,140	100%	13,530	100%	12,050	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	10,410	67%	12,420	62%	8,490	54%
Auto Passenger	2,100	14%	2,590	13%	3,400	21%
Transit	1,100	7%	4,100	20%	250	2%
Bicycle	90	1%	260	1%	210	1%
Walk	110	1%	150	1%	2,550	16%
Other	1,660	11%	630	3%	920	6%
Total:	15,470	100%	20,150	100%	15,820	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.24		1.23		1.38	
AM Peak Period	1.19		1.18		1.46	
PM Peak Period	1.20		1.21		1.40	

Transit Modal Split	From District		To District		Within District	
24 Hours	11%		12%		3%	
AM Peak Period	27%		10%		4%	
PM Peak Period	8%		21%		2%	

## Gatineau Est

### Demographic Characteristics

Population	52,180	Actively Travelled	39,480
Employed Population	25,750	Number of Vehicles	32,490
Households	21,040	Area (km <sup>2</sup> )	57.7

Occupation			
Status (age 5+)	Male	Female	Total
Full Time Employed	12,390	11,430	23,820
Part Time Employed	720	1,210	1,930
Student	5,680	5,690	11,370
Retiree	3,520	4,570	8,080
Unemployed	670	450	1,120
Homemaker	110	1,220	1,330
Other	330	610	950
Total:	23,410	25,180	48,590

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	2,190	3,280	5,470

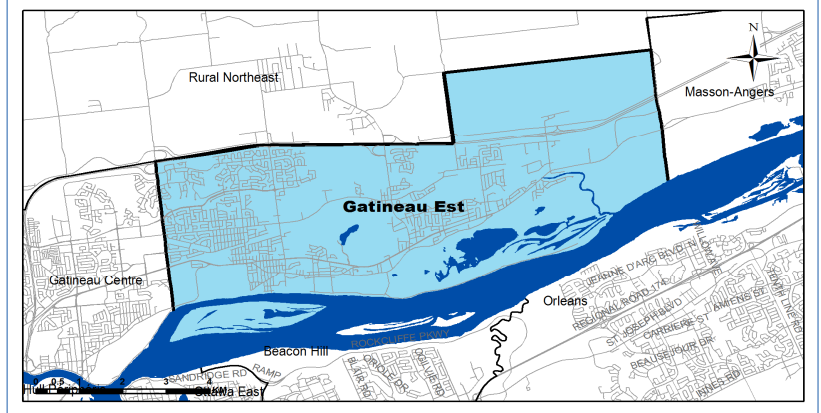
Licensed Drivers	18,590	18,500	37,090
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Telecommuters	90	90	180
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Trips made by residents	59,820	59,560	119,380
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.46
Vehicles per Person	0.62
Number of Persons per Household	2.48
Daily Trips per Household	5.67
Vehicles per Household	1.54
Workers per Household	1.22
Population Density (Pop/km2)	900



#### Household Size

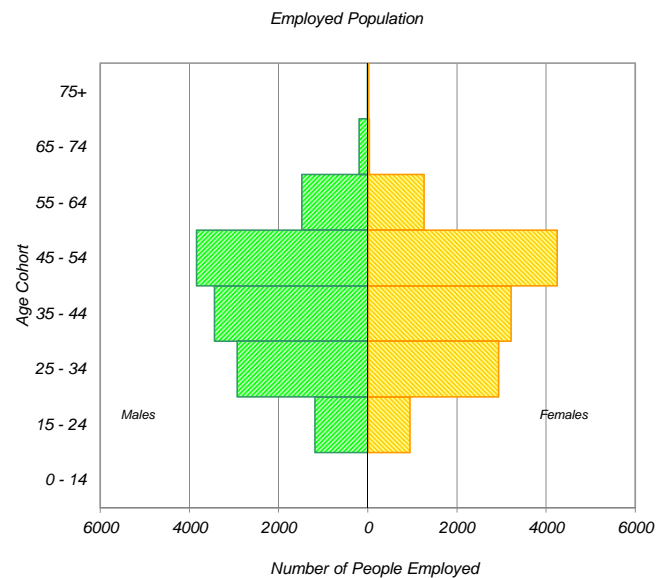
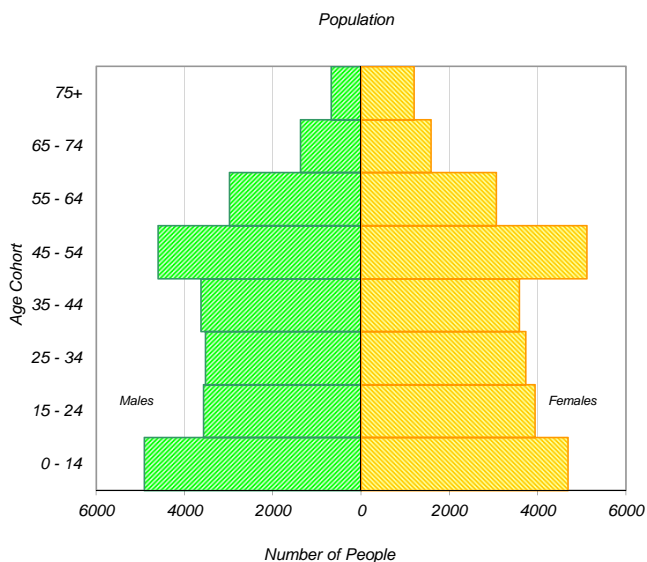
1 person	5,280	25%
2 persons	7,260	35%
3 persons	4,040	19%
4 persons	3,160	15%
5+ persons	1,300	6%
Total:	21,040	100%

#### Households by Vehicle Availability

0 vehicles	1,850	9%
1 vehicle	8,820	42%
2 vehicles	8,090	38%
3 vehicles	1,750	8%
4+ vehicles	530	3%
Total:	21,040	100%

#### Households by Dwelling Type

Single-detached	10,430	50%
Semi-detached	3,670	17%
Townhouse	800	4%
Apartment/Condo	6,140	29%
Total:	21,040	100%

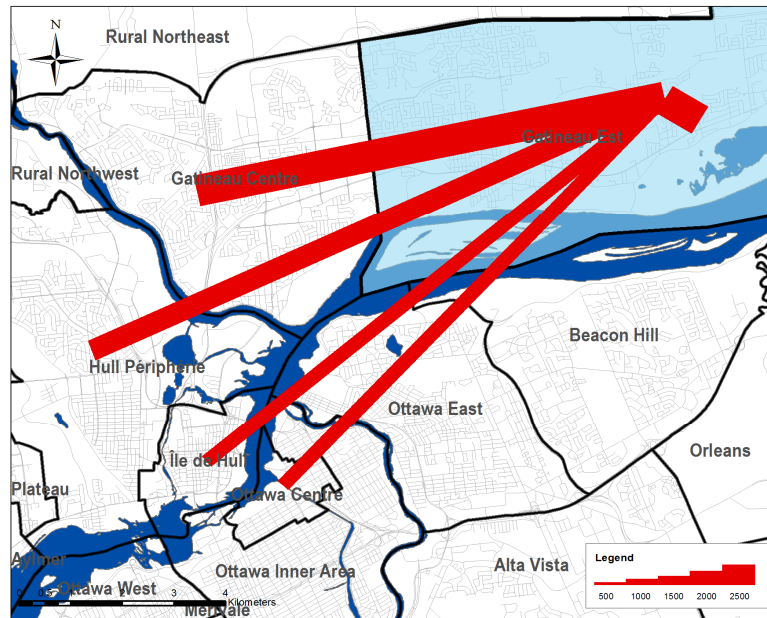


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Gatineau Est

#### AM Peak Period



### Summary of Trips to and from Gatineau Est

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	1,720	7%	20	0%
Ottawa Inner Area	700	3%	110	1%
Ottawa East	290	1%	100	1%
Beacons Hill	250	1%	40	0%
Alta Vista	270	1%	220	1%
Hunt Club	120	0%	80	0%
Merivale	310	1%	30	0%
Ottawa West	310	1%	70	0%
Bayshore / Cedarview	130	1%	60	0%
Orléans	60	0%	40	0%
Rural East	20	0%	0	0%
Rural Southeast	0	0%	0	0%
South Gloucester / Leitrim	0	0%	0	0%
South Nepean	20	0%	0	0%
Rural Southwest	10	0%	0	0%
Kanata / Stittsville	60	0%	0	0%
Rural West	20	0%	0	0%
Île de Hull	1,900	7%	30	0%
Hull Périphérie	2,400	9%	500	3%
Plateau	100	0%	280	1%
Aylmer	320	1%	240	1%
Rural Northwest	60	0%	20	0%
Pointe Gatineau	4,860	19%	2,780	15%
Gatineau Est	11,020	43%	11,020	58%
Rural Northeast	440	2%	2,210	12%
Buckingham / Masson-Angers	380	1%	1,150	6%
Ontario Sub-Total:	4,290	17%	770	4%
Québec Sub-Total:	21,480	83%	18,230	96%
Total:	25,770	100%	19,000	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	17,000	33%	5,190	10%	4,650	10%
School	4,170	8%	2,420	5%	5,560	12%
Shopping	5,810	11%	3,740	7%	4,170	9%
Leisure	4,460	9%	3,810	7%	3,640	8%
Medical	1,420	3%	620	1%	260	1%
Pick-up / drive passenger	3,290	6%	3,970	8%	5,000	11%
Return Home	13,810	27%	30,140	59%	19,840	45%
Other	1,390	3%	1,490	3%	1,440	3%
Total:	51,350	100%	51,380	100%	44,560	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	9,700	66%	3,320	42%	2,510	23%
School	2,980	20%	2,270	28%	5,000	45%
Shopping	190	1%	60	1%	260	2%
Leisure	310	2%	300	4%	220	2%
Medical	120	1%	200	3%	0	0%
Pick-up / drive passenger	990	7%	980	12%	1,930	18%
Return Home	250	2%	300	4%	680	6%
Other	250	2%	560	7%	420	4%
Total:	14,790	100%	7,990	100%	11,020	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	720	8%	180	1%	210	2%
School	150	2%	20	0%	20	0%
Shopping	1,070	12%	650	4%	670	7%
Leisure	850	9%	670	4%	680	7%
Medical	50	1%	140	1%	60	1%
Pick-up / drive passenger	800	9%	1,490	9%	1,520	15%
Return Home	5,290	57%	12,370	78%	6,970	68%
Other	320	3%	240	2%	160	2%
Total:	9,250	100%	15,760	100%	10,290	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	147,290		30%
AM Peak Period	33,800	23%	33%
PM Peak Period	35,300	24%	29%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	34,080	66%	34,170	67%	24,640	55%
Auto Passenger	8,460	16%	8,610	17%	8,410	19%
Transit	5,340	10%	4,930	10%	250	1%
Bicycle	210	0%	190	0%	200	0%
Walk	350	1%	420	1%	7,260	16%
Other	2,910	6%	3,050	6%	3,790	9%
Total:	51,350	100%	51,370	100%	44,550	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	8,680	59%	4,970	62%	5,030	46%
Auto Passenger	1,800	12%	1,140	14%	2,110	19%
Transit	2,930	20%	330	4%	80	1%
Bicycle	120	1%	10	0%	50	0%
Walk	30	0%	0	0%	1,780	16%
Other	1,230	8%	1,540	19%	1,970	18%
Total:	14,790	100%	7,990	100%	11,020	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	6,510	70%	9,690	62%	6,040	59%
Auto Passenger	1,740	19%	2,120	13%	2,510	24%
Transit	360	4%	3,050	19%	50	0%
Bicycle	0	0%	110	1%	20	0%
Walk	90	1%	90	1%	1,210	12%
Other	540	6%	690	4%	480	5%
Total:	9,240	100%	15,750	100%	10,310	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.25		1.25		1.34	
AM Peak Period	1.21		1.23		1.42	
PM Peak Period	1.27		1.22		1.42	

Transit Modal Split	From District		To District		Within District	
24 Hours	11%		10%		1%	
AM Peak Period	22%		5%		1%	
PM Peak Period	4%		21%		1%	

## Rural Northeast

### Demographic Characteristics

Population	33,470	Actively Travelled	24,900
Employed Population	17,090	Number of Vehicles	24,450
Households	12,010	Area (km <sup>2</sup> )	1,028.4

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	8,880	7,110	15,990
Part Time Employed	410	680	1,100
Student	4,010	3,600	7,620
Retiree	2,120	2,270	4,390
Unemployed	260	180	430
Homemaker	30	930	960
Other	300	280	580
<b>Total:</b>	<b>16,010</b>	<b>15,060</b>	<b>31,070</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	810	1,220	2,030

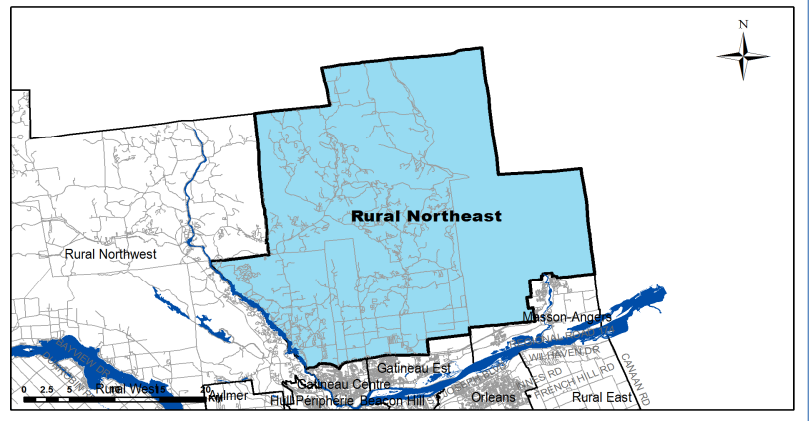
Licensed Drivers	12,700	11,620	24,320
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Telecommuters	80	40	120
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Trips made by residents	35,410	34,690	70,100
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.26
Vehicles per Person	0.73
Number of Persons per Household	2.79
Daily Trips per Household	5.84
Vehicles per Household	2.04
Workers per Household	1.42
Population Density (Pop/km2)	30



#### Household Size

1 person	1,960	16%
2 persons	4,150	35%
3 persons	2,230	19%
4 persons	2,460	20%
5+ persons	1,220	10%
<b>Total:</b>	<b>12,010</b>	<b>100%</b>

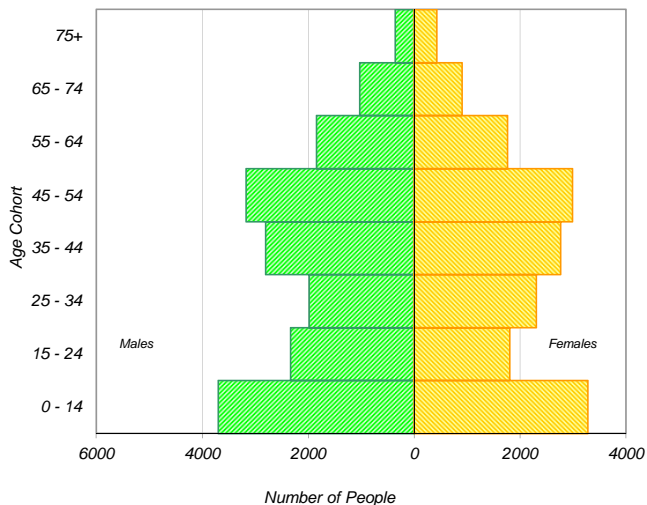
#### Households by Vehicle Availability

0 vehicles	230	2%
1 vehicle	3,290	27%
2 vehicles	5,740	48%
3 vehicles	1,770	15%
4+ vehicles	970	8%
<b>Total:</b>	<b>12,010</b>	<b>100%</b>

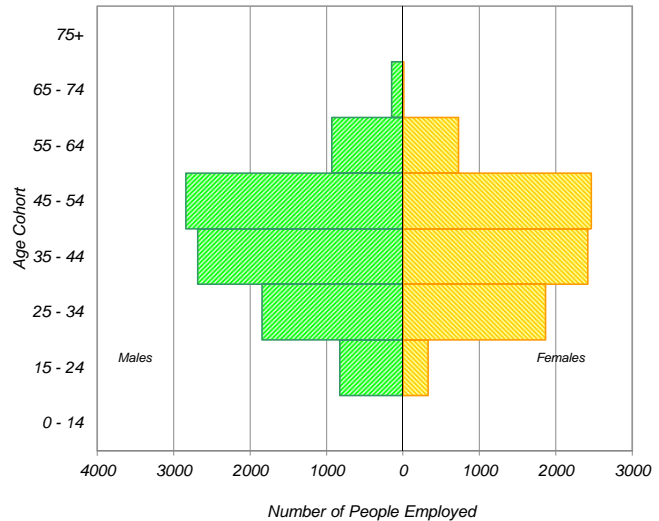
#### Households by Dwelling Type

Single-detached	10,710	89%
Semi-detached	350	3%
Townhouse	0	0%
Apartment/Condo	950	8%
<b>Total:</b>	<b>12,010</b>	<b>100%</b>

Population



Employed Population

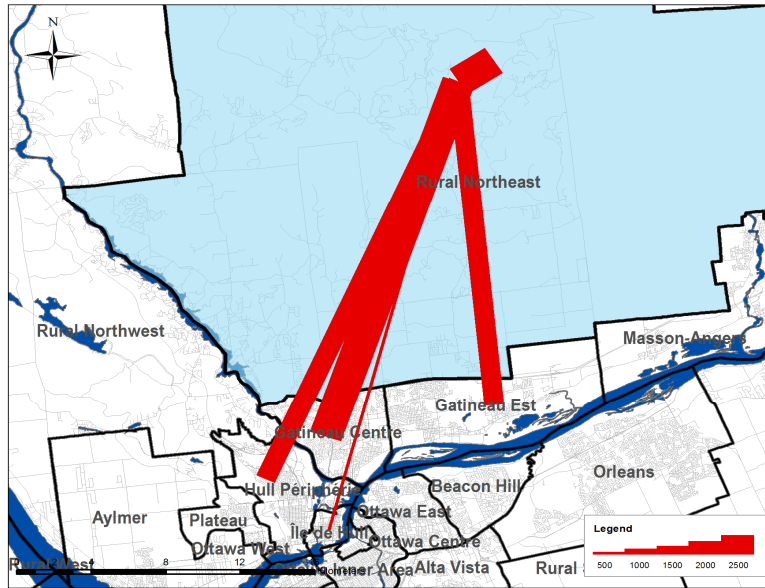


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Rural Northeast

#### AM Peak Period



### Summary of Trips to and from Rural Northeast

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	800	5%	0	0%
Ottawa Inner Area	500	3%	0	0%
Ottawa East	100	1%	90	2%
Beacon Hill	80	1%	90	2%
Alta Vista	320	2%	10	0%
Hunt Club	20	0%	30	1%
Merivale	30	0%	30	1%
Ottawa West	170	1%	60	1%
Bayshore / Cedarview	70	0%	0	0%
Orléans	20	0%	10	0%
Rural East	0	0%	40	1%
Rural Southeast	70	0%	0	0%
South Gloucester / Leirtrim	0	0%	20	0%
South Nepean	20	0%	10	0%
Rural Southwest	0	0%	0	0%
Kanata / Stittsville	50	0%	30	1%
Rural West	0	0%	0	0%
Île de Hull	990	6%	90	2%
Hull Périphérie	2,010	13%	240	4%
Plateau	190	1%	70	1%
Aylmer	190	1%	0	0%
Rural Northwest	360	2%	50	1%
Pointe Gatineau	3,170	20%	540	10%
Gatineau Est	2,210	14%	440	8%
Rural Northeast	3,240	21%	3,240	60%
Buckingham / Masson-Angers	1,060	7%	300	6%
Ontario Sub-Total:	2,250	14%	420	8%
Québec Sub-Total:	13,420	86%	4,970	92%
Total:	15,670	100%	5,390	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,670	37%	1,970	7%	1,910	17%
School	4,890	17%	300	1%	1,600	14%
Shopping	2,900	10%	330	1%	490	4%
Leisure	2,440	8%	1,140	4%	980	9%
Medical	1,050	4%	70	0%	30	0%
Pick-up / drive passenger	2,430	8%	920	3%	1,080	10%
Return Home	3,430	12%	23,350	81%	4,700	43%
Other	1,040	4%	680	2%	260	2%
Total:	28,850	100%	28,760	100%	11,050	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	5,900	48%	1,180	55%	950	29%
School	4,320	35%	250	12%	1,480	46%
Shopping	170	1%	0	0%	0	0%
Leisure	220	2%	70	3%	70	2%
Medical	320	3%	0	0%	0	0%
Pick-up / drive passenger	1,110	9%	210	10%	610	19%
Return Home	70	1%	310	15%	60	2%
Other	310	2%	110	5%	60	2%
Total:	12,420	100%	2,130	100%	3,230	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	350	10%	40	0%	90	3%
School	0	0%	0	0%	0	0%
Shopping	380	11%	140	1%	70	2%
Leisure	560	16%	350	3%	290	9%
Medical	60	2%	10	0%	0	0%
Pick-up / drive passenger	400	12%	290	2%	270	8%
Return Home	1,540	45%	10,730	92%	2,440	75%
Other	110	3%	100	1%	100	3%
Total:	3,400	100%	11,660	100%	3,260	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	68,660		16%
AM Peak Period	17,780	26%	18%
PM Peak Period	18,320	27%	18%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	20,370	71%	20,310	71%	6,780	61%
Auto Passenger	4,010	14%	4,180	15%	1,820	16%
Transit	1,530	5%	1,620	6%	40	0%
Bicycle	100	0%	80	0%	0	0%
Walk	70	0%	50	0%	550	5%
Other	2,770	10%	2,520	9%	1,870	17%
Total:	28,850	100%	28,760	100%	11,060	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	7,320	59%	1,650	77%	1,620	50%
Auto Passenger	1,620	13%	210	10%	580	18%
Transit	870	7%	150	7%	0	0%
Bicycle	30	0%	0	0%	0	0%
Walk	20	0%	0	0%	70	2%
Other	2,550	21%	120	6%	970	30%
Total:	12,410	100%	2,130	100%	3,240	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	2,570	75%	7,560	65%	2,000	61%
Auto Passenger	520	15%	1,550	13%	650	20%
Transit	210	6%	920	8%	20	1%
Bicycle	0	0%	30	0%	0	0%
Walk	20	1%	20	0%	50	2%
Other	90	3%	1,580	14%	550	17%
Total:	3,410	100%	11,660	100%	3,270	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.20		1.21		1.27	
AM Peak Period	1.22		1.13		1.36	
PM Peak Period	1.20		1.21		1.33	

Transit Modal Split	From District		To District		Within District	
24 Hours	6%		6%		0%	
AM Peak Period	9%		7%		0%	
PM Peak Period	6%		9%		1%	

## Masson-Angers

### Demographic Characteristics

Population	24,620	Actively Travelled	18,170
Employed Population	11,650	Number of Vehicles	15,990
Households	9,900	Area (km <sup>2</sup> )	81.9

Occupation Status (age 5+)	Male	Female	Total
Full Time Employed	5,910	5,190	11,100
Part Time Employed	170	370	550
Student	2,570	2,660	5,230
Retiree	1,990	2,450	4,440
Unemployed	170	340	510
Homemaker	150	660	810
Other	160	100	260
<b>Total:</b>	<b>11,130</b>	<b>11,780</b>	<b>22,910</b>

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	770	1,170	1,940

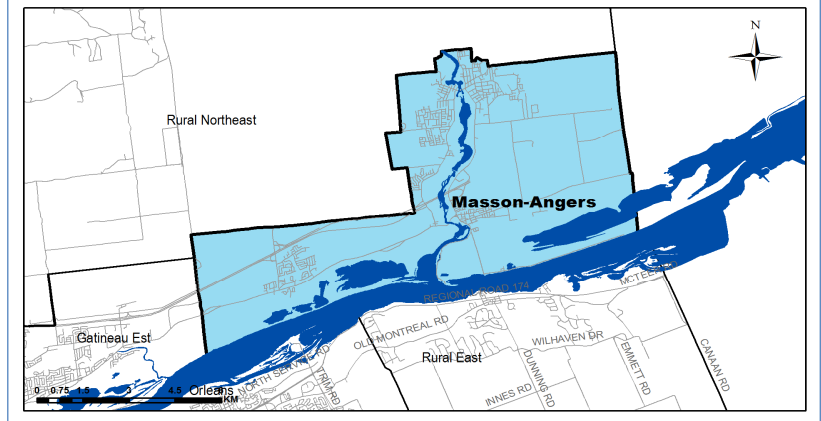
Licensed Drivers	8,670	8,620	17,290
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Telecommuters	20	10	30
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Trips made by residents	25,420	27,770	53,190
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#### Selected Indicators

Daily Trips per Person (age 5+)	2.32
Vehicles per Person	0.65
Number of Persons per Household	2.49
Daily Trips per Household	5.37
Vehicles per Household	1.62
Workers per Household	1.18
Population Density (Pop/km <sup>2</sup> )	300



#### Household Size

1 person	2,440	25%
2 persons	3,490	35%
3 persons	1,810	18%
4 persons	1,490	15%
5+ persons	680	7%
<b>Total:</b>	<b>9,900</b>	<b>100%</b>

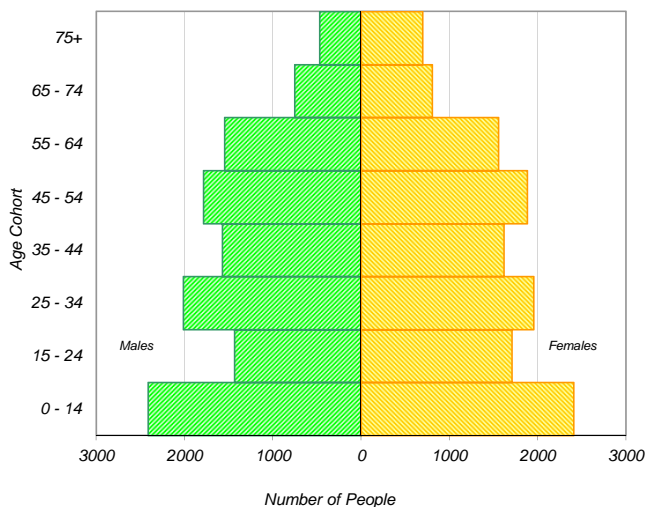
#### Households by Vehicle Availability

0 vehicles	790	8%
1 vehicle	3,390	34%
2 vehicles	4,720	48%
3 vehicles	880	9%
4+ vehicles	120	1%
<b>Total:</b>	<b>9,900</b>	<b>100%</b>

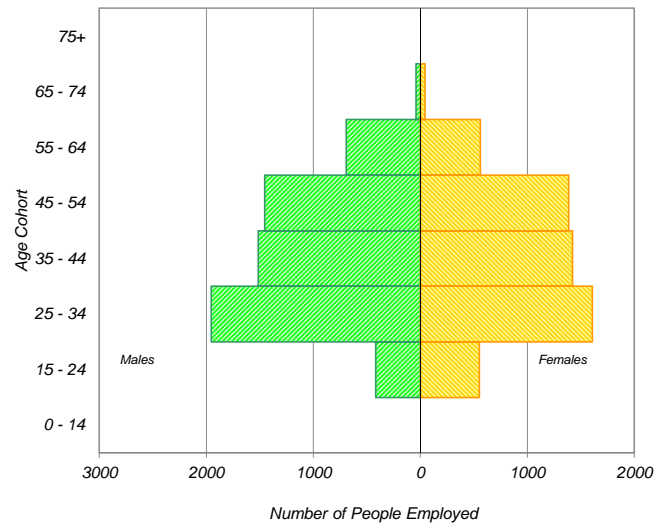
#### Households by Dwelling Type

Single-detached	4,660	47%
Semi-detached	2,820	28%
Townhouse	340	3%
Apartment/Condo	2,070	21%
<b>Total:</b>	<b>9,900</b>	<b>100%</b>

Population



Employed Population

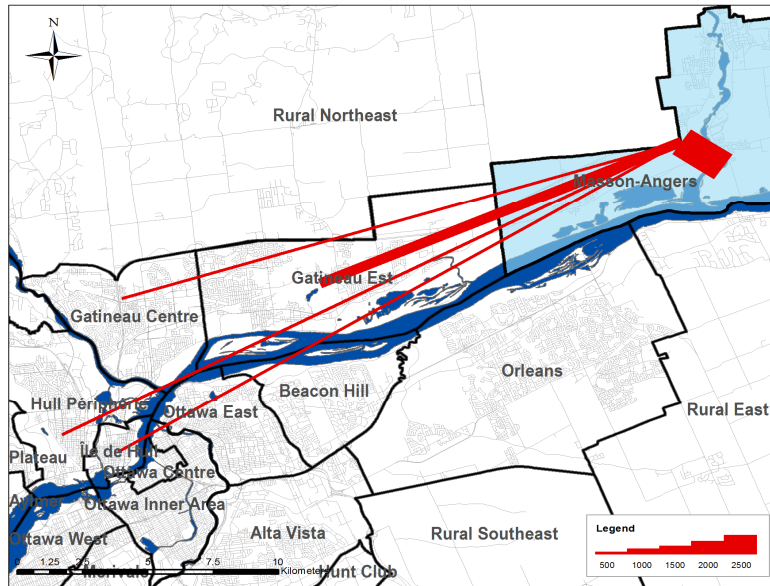


\* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

## Travel Patterns

### Top Five Destinations of Trips from Masson-Angers

#### AM Peak Period



### Summary of Trips to and from Masson-Angers

#### AM Peak Period (6:30 - 8:59)

Districts	Destinations of Trips From		Origins of Trips To	
	District	% Total	District	% Total
Ottawa Centre	250	2%	0	0%
Ottawa Inner Area	240	2%	10	0%
Ottawa East	90	1%	10	0%
Beacon Hill	50	0%	0	0%
Alta Vista	70	1%	10	0%
Hunt Club	0	0%	0	0%
Merivale	100	1%	0	0%
Ottawa West	140	1%	70	1%
Bayshore / Cedarview	0	0%	20	0%
Orléans	30	0%	0	0%
Rural East	0	0%	0	0%
Rural Southeast	0	0%	0	0%
South Gloucester / Leitrim	20	0%	0	0%
South Nepean	0	0%	20	0%
Rural Southwest	0	0%	0	0%
Kanata / Stittsville	10	0%	30	0%
Rural West	0	0%	0	0%
Île de Hull	410	3%	30	0%
Hull Périphérie	970	8%	90	1%
Plateau	30	0%	40	0%
Aylmer	110	1%	30	0%
Rural Northwest	90	1%	40	0%
Pointe Gatineau	930	8%	360	4%
Gatineau Est	1,150	10%	380	4%
Rural Northeast	300	3%	1,060	12%
Buckingham / Masson-Angers	6,810	58%	6,810	76%
Ontario Sub-Total:	1,000	8%	170	2%
Québec Sub-Total:	10,800	92%	8,840	98%
Total:	11,800	100%	9,010	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	6,630	39%	2,100	12%	3,840	14%
School	1,080	6%	620	4%	3,030	11%
Shopping	1,210	7%	1,230	7%	3,120	11%
Leisure	1,460	9%	900	5%	2,460	9%
Medical	350	2%	410	2%	330	1%
Pick-up / drive passenger	1,010	6%	1,060	6%	2,420	9%
Return Home	4,690	28%	10,270	61%	11,940	43%
Other	520	3%	310	2%	710	3%
Total:	16,950	100%	16,900	100%	27,850	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	3,480	70%	1,250	57%	1,880	28%
School	820	16%	480	22%	2,900	43%
Shopping	20	0%	70	3%	180	3%
Leisure	130	3%	80	4%	200	3%
Medical	130	3%	20	1%	60	1%
Pick-up / drive passenger	250	5%	120	5%	940	14%
Return Home	90	2%	180	8%	430	6%
Other	80	2%	10	0%	220	3%
Total:	5,000	100%	2,210	100%	6,810	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	80	3%	90	2%	280	4%
School	100	3%	0	0%	0	0%
Shopping	270	9%	190	3%	610	9%
Leisure	260	8%	60	1%	520	7%
Medical	0	0%	0	0%	20	0%
Pick-up / drive passenger	390	13%	640	12%	570	8%
Return Home	1,950	64%	4,440	81%	4,920	70%
Other	10	0%	30	1%	70	1%
Total:	3,060	100%	5,450	100%	6,990	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	61,700		45%
AM Peak Period	14,020	23%	49%
PM Peak Period	15,500	25%	45%

### Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	12,240	72%	12,240	72%	16,390	59%
Auto Passenger	2,160	13%	2,170	13%	4,380	16%
Transit	1,690	10%	1,610	10%	50	0%
Bicycle	50	0%	70	0%	340	1%
Walk	0	0%	0	0%	3,780	14%
Other	810	5%	810	5%	2,910	10%
Total:	16,950	100%	16,900	100%	27,850	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	3,720	74%	1,660	75%	3,260	48%
Auto Passenger	410	8%	100	5%	1,080	16%
Transit	640	13%	40	2%	0	0%
Bicycle	0	0%	10	0%	70	1%
Walk	0	0%	0	0%	930	14%
Other	230	5%	400	18%	1,470	22%
Total:	5,000	100%	2,210	100%	6,810	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	2,270	74%	3,930	72%	4,040	58%
Auto Passenger	430	14%	570	10%	1,490	21%
Transit	120	4%	820	15%	0	0%
Bicycle	30	1%	0	0%	90	1%
Walk	0	0%	0	0%	460	7%
Other	220	7%	120	2%	890	13%
Total:	3,070	100%	5,440	100%	6,970	100%

Avg Vehicle Occupancy	From District		To District		Within District	
24 Hours	1.18		1.18		1.27	
AM Peak Period	1.11		1.06		1.33	
PM Peak Period	1.19		1.15		1.37	

Transit Modal Split	From District		To District		Within District	
24 Hours	11%		10%		0%	
AM Peak Period	13%		2%		0%	
PM Peak Period	4%		15%		0%	

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## **SECTION 6:      ORIGIN-DESTINATION MATRICES**

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This section presents three district-level origin-destination trip tables:

- Table 6-1 summarizes 24-hour person-trips, for all modes and all purposes.
- Table 6-2 summarizes AM peak period person trips, for all modes and all purposes.
- Table 6-3 summarizes PM peak period person-trips, for all modes and all purposes.

These trip tables and additional tabulations also can be downloaded from the Origin-Destination Survey Website at [www.O-DSurvey.ca](http://www.O-DSurvey.ca).

**Table 6-1: 24 Hour Person-Trips – All Modes, All Purposes (26 districts)**

District Name	O/D	1	50	100	120	140	180	200	240	260	300	350	360	400	425	450	500	560	600	625	650	700	750	800	820	840	845	9999	Total
Ottawa Centre	1	27,660	28,780	7,620	3,350	10,140	5,690	9,150	8,230	6,670	11,180	640	1,280	1,440	5,320	1,080	7,080	820	2,630	4,250	2,250	3,710	960	4,820	3,120	1,350	800	440	160,460
Ottawa Inner Area	50	29,040	108,380	14,470	5,430	24,480	10,140	19,800	12,060	10,440	11,310	750	1,870	1,710	5,210	1,570	8,440	890	3,190	3,980	1,780	2,560	910	2,610	1,500	730	330	1,040	284,620
Ottawa East	100	7,410	14,420	49,210	10,230	14,010	3,250	4,390	2,690	2,370	9,010	520	1,010	800	1,210	370	2,500	290	1,670	1,790	460	1,010	510	1,100	790	440	460	450	132,370
Beacon Hill	120	3,550	5,470	10,620	29,100	8,770	1,390	2,130	1,800	1,280	11,430	450	770	360	720	260	1,080	130	710	1,130	280	370	230	1,010	540	420	240	480	84,720
Alta Vista	140	9,930	24,280	13,470	8,450	85,160	21,670	14,070	5,810	6,360	16,910	1,020	3,310	3,510	5,540	1,610	5,460	870	1,230	1,660	760	1,390	670	1,510	1,630	630	450	850	238,210
Hunt Club	180	5,830	10,700	3,190	1,510	21,130	42,170	10,460	2,930	2,300	3,420	330	3,230	3,820	2,840	990	2,560	250	590	510	100	370	240	460	360	230	60	670	121,250
Merivale	200	9,190	19,140	4,760	2,380	13,910	9,930	87,730	20,720	25,980	6,240	730	2,040	2,290	12,450	2,800	11,970	1,430	910	1,020	370	1,450	920	1,300	840	360	120	1,050	242,030
Ottawa West	240	7,950	13,030	2,520	1,530	5,720	2,960	20,310	57,880	17,240	3,060	130	470	620	3,800	970	6,300	730	1,310	1,000	1,080	1,620	450	760	660	490	280	450	153,320
Bayshore/Cedarview	260	7,010	9,870	2,490	1,370	6,830	2,240	25,430	17,290	72,920	2,720	170	690	770	10,080	2,270	18,590	2,140	1,050	880	280	920	480	380	460	240	70	860	188,500
Orleans	300	11,200	11,650	9,040	12,070	16,200	3,450	6,080	2,930	2,640	151,220	7,140	820	830	1,180	500	2,420	260	2,010	1,960	210	530	210	750	510	280	150	1,480	247,720
Rural East	350	750	710	450	650	1,150	330	790	190	160	6,600	3,750	470	30	90	70	340	-	160	160	-	50	20	50	50	60	-	630	17,710
Rural Southeast	360	1,110	1,950	940	780	3,480	3,060	1,990	640	700	940	430	16,360	1,990	1,250	2,640	990	20	290	80	-	50	60	60	-	90	-	2,150	42,050
South Gloucester / Leitrim	400	1,570	1,680	750	460	3,320	3,580	2,190	680	1,000	830	30	2,030	12,000	990	1,250	630	210	180	50	50	20	30	60	30	50	50	170	33,890
South Nepean	425	5,370	5,290	1,210	640	5,530	2,790	12,750	3,580	9,580	1,090	70	1,250	1,040	79,910	4,080	5,670	490	1,070	500	130	140	130	90	100	90	50	490	143,130
Rural Southwest	450	1,270	1,450	310	350	1,600	950	2,780	1,150	2,330	540	80	2,660	1,240	3,820	17,970	6,390	520	160	200	-	130	80	70	80	50	40	1,540	47,760
Kanata - Stittsville	500	7,010	8,310	2,410	1,020	5,430	2,500	12,080	6,160	18,610	2,640	320	870	580	5,640	6,520	161,280	11,180	1,000	640	600	440	190	290	270	180	130	1,730	258,030
Rural West	560	860	970	290	100	960	330	1,570	670	2,200	240	-	50	190	450	470	10,680	15,570	140	130	-	170	60	120	-	-	10	1,720	37,950
Ile de Hull	600	2,670	3,260	1,470	610	1,530	610	1,100	1,300	1,100	1,830	220	320	160	1,050	100	1,190	70	7,160	8,930	3,720	3,600	1,140	5,240	3,220	1,910	950	150	54,610
Hull Périphérie	625	3,960	3,720	1,880	1,130	1,350	490	1,320	1,070	940	1,940	70	50	70	510	160	700	90	8,990	51,190	10,040	7,640	3,700	13,830	6,340	3,990	2,420	550	128,140
Plateau	650	2,420	1,930	280	310	830	190	380	990	470	200	-	-	20	90	-	490	20	3,510	9,800	11,360	3,080	840	2,130	1,000	470	260	60	41,130
Aylmer	700	4,090	2,590	980	370	1,170	440	1,430	1,750	870	550	70	70	10	220	110	430	100	3,940	7,400	3,250	42,900	2,360	2,950	1,080	640	470	440	80,680
Rural Northwest	750	1,010	840	530	190	740	240	790	610	430	220	-	30	30	120	80	320	30	1,290	3,760	850	2,310	13,360	1,380	590	990	350	690	31,780
Pointe Gatineau	800	4,420	2,580	1,130	960	1,710	320	1,170	740	350	730	40	50	80	30	90	310	50	5,100	13,820	2,060	3,460	1,390	62,310	20,580	7,740	3,310	380	134,910
Gatineau Est	820	3,360	1,390	750	690	1,470	360	700	690	450	530	50	-	10	50	70	250	20	3,360	6,270	880	1,170	730	20,730	44,550	4,450	2,910	750	96,640
Rural Northeast	840	1,440	830	330	490	610	200	330	450	230	270	70	90	50	140	40	190	-	1,730	4,390	330	850	900	7,310	4,620	11,060	2,970	440	40,360
Masson-Angers	845	820	670	450	150	360	50	180	300	70	130	60	-	50	70	60	150	-	1,060	2,270	250	450	250	3,250	2,990	2,880	27,850	260	45,080
External	9999	310	1,180	740	710	740	730	1,070	550	880	1,620	700	2,120	170	520	1,530	1,820	1,790	90	470	120	550	690	590	510	410	500	2,000	23,110
Total		161,210	285,070	132,290	85,030	238,330	120,060	242,170	153,860	188,570	247,400	17,840	41,910	33,870	143,300	47,660	258,230	37,970	54,530	128,240	41,210	80,940	31,510	135,160	96,420	40,230	45,230	21,920	3,110,160

Values may not add due to rounding.

**Table 6-2: AM Peak Period Person-Trips – All Modes, All Purposes (26 districts)**

District Name	O/D	1	50	100	120	140	180	200	240	260	300	350	360	400	425	450	500	560	600	625	650	700	750	800	820	840	845	9999	Total
Ottawa Centre	1	3,470	1,160	310	190	680	180	600	340	170	130	-	20	-	30	40	140	-	610	310	-	50	50	30	20	-	-	40	8,570
Ottawa Inner Area	50	9,420	17,180	1,960	1,450	4,270	830	3,260	1,750	830	630	70	60	250	340	150	970	20	1,330	670	-	200	40	130	110	-	10	180	46,110
Ottawa East	100	3,400	3,670	7,280	2,110	2,370	540	1,610	460	280	600	70	40	40	50	20	260	90	790	450	-	20	10	50	100	90	10	120	24,530
Beacon Hill	120	1,880	1,380	1,750	5,170	1,850	170	540	610	240	760	60	10	30	50	-	170	40	440	240	10	-	30	70	40	90	-	80	15,710
Alta Vista	140	4,180	4,970	1,940	2,690	16,220	1,980	3,010	1,160	830	1,050	110	140	160	460	160	660	20	710	360	-	40	40	20	220	10	10	130	41,280
Hunt Club	180	3,320	3,060	960	380	7,990	8,550	3,130	580	540	630	50	190	870	440	180	420	60	380	170	-	-	-	70	80	30	-	200	32,280
Merivale	200	4,710	4,710	780	580	3,690	960	13,980	4,960	2,850	460	10	10	340	790	200	1,200	70	400	180	-	70	10	40	30	30	-	250	41,310
Ottawa West	240	4,270	3,080	310	150	1,550	360	3,340	8,280	1,940	220	40	50	-	160	80	840	70	730	170	40	60	20	30	70	60	70	90	26,080
Bayshore/Cedarview	260	3,510	2,860	310	550	2,330	230	4,710	4,870	14,570	310	20	40	70	700	190	2,420	380	620	220	-	-	-	50	60	-	20	190	39,230
Orleans	300	7,330	4,800	2,840	4,180	5,890	950	1,940	1,460	1,210	29,900	1,000	70	170	200	70	500	70	1,530	460	10	60	50	200	40	10	-	450	65,390
Rural East	350	450	250	160	350	430	140	340	60	50	1,970	820	30	10	60	20	30	-	70	30	-	-	-	-	-	40	-	230	5,540
Rural Southeast	360	690	830	260	480	1,550	1,210	960	190	180	290	170	4,440	570	580	520	260	-	110	-	-	-	-	-	-	-	-	450	13,740
South Gloucester / Leitrim	400	930	530	240	240	1,970	1,100	770	290	170	50	-	210	3,680	310	120	140	40	90	10	-	-	20	10	-	20	-	110	11,050
South Nepean	425	3,820	2,270	630	370	2,360	920	4,310	1,830	3,230	330	20	250	100	17,260	580	1,800	80	840	260	-	60	40	-	-	10	20	130	41,520
Rural Southwest	450	620	580	120	90	690	220	840	400	810	70	-	390	220	970	4,280	1,850	80	120	70	-	-	-	-	-	-	-	320	12,740
Kanata - Stittsville	500	4,560	3,350	660	280	1,810	490	3,410	2,020	5,010	290	100	50	60	690	1,130	30,360	1,050	670	160	100	-	20	20	-	30	30	350	56,700
Rural West	560	430	380	80	70	180	80	720	170	760	-	-	20	60	30	160	3,250	4,020	140	50	-	-	10	20	-	-	-	730	11,360
Île de Hull	600	880	440	240	50	190	50	130	170	70	80	10	-	-	50	-	30	-	1,590	730	150	-	50	270	30	90	30	-	5,330
Hull Périphérie	625	2,640	1,350	550	310	420	50	260	360	470	200	10	30	20	40	30	30	-	3,580	10,310	430	580	260	1,550	500	240	90	130	24,440
Plateau	650	1,800	1,040	130	130	680	80	190	760	110	80	-	-	20	40	-	230	-	2,360	3,550	2,440	570	90	630	280	70	40	40	15,360
Aylmer	700	2,660	1,050	500	250	480	160	520	770	470	90	30	-	-	40	60	190	50	2,630	2,850	550	10,110	310	830	240	-	30	70	24,940
Rural Northwest	750	680	240	190	90	300	110	250	310	100	40	-	-	10	40	-	60	-	750	1,560	150	860	3,620	530	20	50	40	250	10,250
Pointe Gatineau	800	2,790	1,470	420	560	740	70	320	450	60	70	30	-	30	-	10	80	10	2,640	4,310	100	160	130	12,040	2,780	540	360	120	30,290
Gatineau Est	820	1,720	700	290	250	270	120	310	310	130	60	20	-	-	20	10	60	20	1,900	2,400	100	320	60	4,860	11,020	440	380	290	26,060
Rural Northeast	840	800	500	100	80	320	20	30	170	70	20	-	70	-	20	-	50	-	990	2,010	190	190	360	3,170	2,210	3,240	1,060	120	15,790
Masson-Angers	845	250	240	90	50	70	-	100	140	-	30	-	-	20	-	-	10	-	410	970	30	110	90	930	1,150	300	6,810	150	11,950
External	9999	10	10	-	-	30	50	30	40	80	10	20	-	-	-	-	50	50	-	-	40	20	-	30	-	20	20	120	630
<b>Total</b>		<b>71,220</b>	<b>62,100</b>	<b>23,100</b>	<b>21,100</b>	<b>59,330</b>	<b>19,620</b>	<b>49,610</b>	<b>32,910</b>	<b>35,230</b>	<b>38,370</b>	<b>2,660</b>	<b>6,120</b>	<b>6,730</b>	<b>23,370</b>	<b>8,010</b>	<b>46,060</b>	<b>6,220</b>	<b>26,430</b>	<b>32,500</b>	<b>4,340</b>	<b>13,480</b>	<b>5,310</b>	<b>25,580</b>	<b>19,000</b>	<b>5,410</b>	<b>9,030</b>	<b>5,340</b>	<b>658,180</b>

Values may not add due to rounding.

**Table 6-3: PM Peak Period Person-Trips – All Modes, All Purposes (26 districts)**

District Name	O/D	1	50	100	120	140	180	200	240	260	300	350	360	400	425	450	500	560	600	625	650	700	750	800	820	840	845	9999	Total
Ottawa Centre	1	5,590	9,890	3,230	1,390	3,860	2,960	4,260	3,820	3,410	6,780	420	700	780	3,520	620	4,250	330	970	2,430	1,530	2,450	520	2,940	1,540	1,020	310	60	69,580
Ottawa Inner Area	50	3,480	25,500	4,520	1,190	5,070	2,800	4,750	2,630	3,240	4,220	290	910	590	2,150	670	2,930	330	560	1,300	920	870	500	1,170	750	380	160	140	72,020
Ottawa East	100	480	2,320	11,350	2,230	2,550	1,040	700	670	500	3,260	160	350	110	400	160	750	120	210	320	170	330	180	390	240	180	140	60	29,370
Beacon Hill	120	260	1,250	2,420	6,490	1,950	300	330	250	430	4,050	150	410	260	290	50	460	20	40	320	10	330	120	410	150	280	80	60	21,170
Alta Vista	140	1,190	4,900	3,650	1,810	19,660	6,860	3,610	1,890	1,820	6,270	420	1,560	1,760	2,350	580	1,920	300	210	520	490	550	210	850	560	170	160	140	64,410
Hunt Club	180	550	1,730	570	420	3,400	9,870	1,320	610	450	1,180	170	860	1,280	870	300	740	70	80	120	60	90	160	170	140	50	10	90	25,360
Merivale	200	1,080	3,760	1,320	760	2,990	3,230	17,860	4,780	6,640	1,800	330	730	710	4,630	970	3,730	560	140	180	50	380	450	370	410	70	80	270	58,280
Ottawa West	240	720	3,140	580	480	1,110	990	5,050	14,220	4,580	1,320	20	120	170	1,760	420	1,950	280	120	370	820	560	150	480	180	150	130	60	39,930
Bayshore/Cedarview	260	570	1,400	330	260	1,100	630	4,850	3,340	16,260	1,060	100	240	200	3,510	680	5,740	830	30	390	80	460	210	60	70	80	-	320	42,800
Orleans	300	380	1,240	1,270	1,480	2,030	480	470	130	420	33,700	1,700	200	110	330	90	740	60	100	340	30	80	20	70	200	70	30	300	46,070
Rural East	350	10	80	60	10	190	30	110	-	40	1,240	660	140	10	-	20	150	-	10	30	-	30	-	10	30	-	-	120	2,980
Rural Southeast	360	70	130	130	40	240	460	260	120	160	120	110	3,550	370	140	360	40	20	30	10	-	-	30	10	-	20	-	250	6,670
South Gloucester / Leitrim	400	110	480	90	90	360	530	260	200	160	230	10	920	3,410	250	510	110	60	-	-	20	-	10	-	30	-	20	10	7,870
South Nepean	425	190	540	20	80	570	360	1,560	360	1,420	120	20	190	290	18,430	1,130	980	20	-	70	30	50	10	10	30	80	-	20	26,580
Rural Southwest	450	70	210	30	60	120	240	470	120	510	30	20	560	250	630	3,400	1,310	100	-	30	-	80	50	30	20	-	40	260	8,640
Kanata - Stittsville	500	240	1,680	380	180	780	570	1,840	1,100	3,780	710	20	340	210	1,500	1,410	37,470	3,520	30	10	170	120	120	120	90	20	10	170	56,590
Rural West	560	50	70	60	20	70	70	240	150	440	90	-	-	20	110	40	1,660	3,670	-	20	-	110	20	20	-	-	-	230	7,160
Île de Hull	600	860	1,610	530	350	720	310	420	730	670	1,240	50	100	90	780	90	780	70	1,590	4,040	2,190	2,470	690	2,630	1,930	1,210	540	30	26,720
Hull Périphérie	625	330	800	380	330	250	230	340	270	200	500	40	-	10	230	60	200	50	1,510	12,070	3,440	2,500	1,410	4,000	2,520	1,690	1,040	110	34,510
Plateau	650	160	190	20	10	50	-	60	40	40	10	-	-	-	-	-	60	-	150	1,490	3,620	900	220	180	100	200	50	-	7,550
Aylmer	700	150	180	50	-	30	-	60	50	10	130	20	-	-	60	-	30	-	310	1,360	660	11,020	710	430	210	120	90	10	15,690
Rural Northwest	750	20	40	10	-	70	60	110	-	10	90	-	-	20	30	-	110	10	40	300	160	380	3,000	230	190	410	110	70	5,470
Pointe Gatineau	800	100	230	60	60	210	100	110	30	40	170	-	20	20	-	20	70	10	520	2,670	500	1,080	290	15,820	5,330	2,690	1,150	60	31,360
Gatineau Est	820	60	20	150	100	160	80	20	50	20	90	-	-	-	-	20	90	-	140	940	230	200	120	4,210	10,300	1,740	810	10	19,560
Rural Northeast	840	20	40	-	120	-	30	40	60	50	20	60	-	20	20	30	90	-	130	470	30	60	200	740	650	3,270	490	40	6,680
Masson-Angers	845	-	20	110	-	30	-	20	80	-	-	50	-	20	20	10	40	-	180	330	90	30	30	600	390	1,030	6,970	-	10,050
External	9999	10	190	260	170	170	210	290	140	150	430	100	450	100	50	460	760	620	40	170	20	80	190	290	90	150	360	470	6,420
Total		16,750	61,640	31,580	18,130	47,740	32,440	49,410	35,840	45,450	68,860	4,920	12,350	10,810	42,060	12,100	67,160	11,050	7,140	30,300	15,320	25,210	9,620	36,240	26,150	15,080	12,780	3,360	749,490

Values may not add due to rounding.

## **APPENDIX A: 2011 SURVEY QUESTIONNAIRE**

## 2011 Origin-Destination Survey Questionnaire

### Introduction

Status of telephone number obtained from survey software:

1: Not called yet
2: Called earlier; appointment scheduled
3: Called earlier; mailing requested by respondent

"Hello, my name is \_\_\_\_\_ from R.A. Malatest and I am calling on behalf of the City of Ottawa / the Ministère des Transports du Québec. As reported in the media, we are conducting a major study of household trip patterns in the metropolitan region of Ottawa-Gatineau. I would like to ask you some questions about the trips made by the members of your household yesterday. I need to talk to the person, 16 or older, who is most familiar with your household's trips made yesterday. Are you that person?"

If person not available, try to make appointment.

Call status:

1: Successful connection	8: Refusal
2: Appointment scheduled	9: Non residential
3: Voice message	10: Outside survey area
4: Respondent not available	11: Out of service
5: Postal mail requested	13: Call successfully completed
6: Electronic mail requested	14: Rejected household
7: Unable to continue (available anytime during interview)	

If refusal, offer to send information about the purpose of the study.

If refusal maintained: "Thank you for your time. Have a pleasant day / evening."

Q4 Have you received the information brochure in the mail describing this study?  
[IF NOT] Have you seen or heard about it through the newspaper, radio or television?

1: By mail	4: Other (word of mouth, ads, etc.)
2: Through electronic media	5: Not seen or heard
3: Through newspaper	

Read to all:

"As noted in the media, the purpose of this study is to record person trip patterns in order to better plan the transportation networks of the metropolitan region of Ottawa-Gatineau. I can assure you that all personal information will be kept strictly confidential."

Q5 Do you agree to take part in the study?

1: Agree
2: Call later / appointment
3: Refuse

### Household Information

- Q6 First off, allow me to verify some information. I have dialled (nnn-nnn-nnnn), haven't I?  
*If not, apologize and hang up.*

I also need to verify your address: (street number), (street name), (municipality).  
*If corrected address is not within the survey area: "Your home address is not part of our survey area. I will stop the interview here and thank you for your time. Have a pleasant day / evening."*

- Q6A What type of dwelling is that?

1: Single-detached house	5: Apartment or Condo (owner)
2: Semi-detached house	6: Other (e.g. caravan, cottage, etc.)
3: Row / townhouse	7: Decline to answer / don't know
4: Apartment or Condo (tenant)	

- Q7 How many people currently live in your household, including yourself?  
*Children in joint custody to be included if living in household on the day of the survey. Include roommates and housemates; exclude anyone living in a separate apartment within the building. Do not include visitors, even if they are staying for an extended period of time.*

1: 1	15: 15 or more
2: 2	16: Decline to answer / don't know
3: ...	

*If decline to answer: "Unfortunately, I cannot proceed with the interview without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Rather than terminating the call here, would you reconsider answering this question?" If still decline to answer: "Thank you for your time. Have a pleasant day / evening."*

- Q8 How many vehicles, including cars, light trucks and small vans, are available to the people living in your household, including yourself?  
*Include vehicles provided by employers which household members use to go to work or for personal use. Exclude motorcycle/scooters and RVs.*

0: 0	3: ...
1: 1	15: 15 or more
2: 2	16: Decline to answer / don't know

### Household Member Information

I am now going to ask you some information about yourself.

- Q10 Could you please tell me your age // how old he / she is?

0: less than 1 year old	98: 98 years old
1: 1 year	99: 99 and over
2: ....	100: Decline to answer

If decline to answer:

Q10A Could you tell me which age group you (he / she) belong(s) to?

Read the age ranges, starting at a relevant one:

1: 0-4 years	
2: 5-9	
3: 10-14	11: 50-54
4: 15-19	12: 55-59
5: 20-24	13: 60-64
6: 25-29	14: 65-69
7: 30-34	15: 70-74
8: 35-39	16: 75-79
9: 40-44	17: 80 and over
10: 45-49	18: Decline to answer

Q11 Are you (is he / she) male or female?

1: Male
2: Female
3: Decline to answer

Q12 Do you (does he / she) have a valid automobile driver's licence?

1: Yes
2: No
3: Decline to answer / don't know
4: Not applicable (under 16 years of age)

Q12A Do you (does he / she) currently have a valid public transit pass?

[IF YES] What type?

1: Regular	6: Other
2: Express	7: No
3: Express Rural / Interzone	8: Decline to answer / don't know
4: U-Pass / Cam-Puce	9: Not applicable (under 5 years old)
5: Senior	

Q13 What is your (his / her) main occupation status?

For workers: full-time (30 hours / week or more) or part-time (less than 30 hours / week).

1: Full-time worker	6: Homemaker
2: Part-time worker	7: Other
3: Student	8: Decline to answer
4: Retiree	9: Not applicable (under 5 years old)
5: Unemployed	

If worker or retiree or unemployed or homemaker:

Q13A Are you (is he / she) also a part-time student?

1: Yes
2: No
3: Decline to answer / don't know

*If student or retiree or homemaker:*

Q13AA Are you (is he / she) also a part-time worker?

1: Yes
2: No
3: Decline to answer / don't know

*If worker:*

Q13B What is the nature of your (his / her) main occupation?

1: Management	6: Art, Culture, Recreation and Sport
2: Business, Finance and Administrative	7: Sales and Service
3: Natural and Applied Science and Related occupation	8: Trades, Transport and Equipment Operators and Related occupations
4: Health	9: Primary Industry
5: Social Science, Education, Government Service and Religion	10: Processing, Manufacturing and Public Utilities

*If worker or student:*

Q13C Could you tell me where is your (his / her) usual place of work? / Could you tell me the name of the school?

1: Home	5: Address
2: On the road / no fixed place of work	6: Intersection
3: Municipality (if outside survey area)	8: Decline to answer / don't know
4: Generator	

Q14 Did you (he / she) make at least one trip at any time yesterday?

1: Yes
2: No
3: Not applicable (under 5 years old)
4: Decline to answer

*If were asking about respondent and there are other persons in household:*

Q15 I am now going to ask you about the other persons in your household. Could you give me an initial or some other designation, for the (person number) person?

*A simple code like M1, M2, M3 or F1, F2, F3 from oldest to youngest would do fine.*

*Go to next person, back at Q10*

*OR if were asking about the last person: "Is there another person in your household?"*

*If yes: add additional person to file and go back to Q10.*

*If no one in the household made any trip yesterday:*

*"Thank you for your time and have a pleasant day / evening"*

### Trip Information

"I am now going to ask you about the trips you made yesterday, that is any trip during the 24-hour period between 4:00 AM yesterday and 4:00 AM this morning, whether for work, school, shopping or any other purpose. It is important to report all trips, even for a short distance, on foot for instance, or stopovers on the way to somewhere else."

*If it is the respondent's / household member's first trip:*

Q21 At what time did you (he / she) leave to make your (his / her) first trip?

*If respondent decline to give "exact" time:*

Q21A Could you tell me approximate Hour you (he / she) made this trip?

Enter minutes as "99"
9999: Decline to answer / don't know

*Starting with the respondent's / household member's second trip:*

Q21B At what time did you (he / she) leave your (his / her) previous destination to make your (his / her) next trip?

*If respondent declines to give "exact" time:*

Q21C Same as Q21A

Q22 What was the purpose of this trip?

*Read list as required; only one response to be recorded.*

1: Getting to Work (usual place of work)	8: Visiting friends / family
2: Work-related (other than usual place of work) / business meeting	9: Health and personal care
3: Working on the road / itinerant work place / no fixed address	10: Driving someone
4: School	11: Picking someone up
5: Shopping and household maintenance (grocery, shoe store, auto repair, etc.)	12: Returning home
6: Restaurant	13: Other
7: Recreation	14: Decline to answer / don't know

*If returning home, software records "home" at Q23 and goes to Q25.*

*If it is respondent's / household member's first trip:*

Q22A What was the starting point of this trip? *If needed: "Could you tell me the name of the place, address or street intersection?"*

1: Home	5: Address
2: Usual place of work / school	6: Intersection
3: Municipality (if outside survey area)	8: Decline to answer / don't know
4: Generator	

Q23 What was the destination of this trip? *If needed: "Could you tell me the name of the place, address or street intersection? Same codes as Q22A.*

*Ask only for trips made by the respondent and when respondent give "exact" time to Q21 and Q21B. Don't ask for trips made by household member.*

Q24 At what time did you (he / she) reach that destination?  
*If respondent declines to give "exact" time:  
Q24A Same as Q21A. Verify that arrival time is greater than the departure time.*

Q25 How did you (he / she) get there? *Start with the first mode, up to a maximum of 5 modes.*

<u>Private modes</u>	<u>External modes</u>
1: Car – Driver	10: Intercity or chartered bus
2: Car – Passenger	11: VIA Rail Train
3: Taxi	12: Airplane
4: Motorcycle or scooter	<u>Other modes</u>
5: Bicycle	13: Walk (entire trip)
<u>Collective modes</u>	14: Ferry
6: Urban transit (OC Transpo, STO, O-Train)	15: Other
7: School bus (e.g. yellow bus)	16: Decline to answer / don't know
8: Other bus and minibus	
9: Paratransit	

*If answer is urban transit:*

Q25A How did you (he / she) get to the bus stop (or the O-Train station)?  
0: Walk (default access)  
*If not: choose a standard mode from Q25.*

*If answer to Q25 is urban transit:*

Q25B What bus route(s) did you (he / she) take? *Start with first bus route; make respondent specify each route up to a maximum of 5 routes. If walk distance to first bus route is greater than 1 kilometre: "Did you actually walk the distance between your origin and route (XX)?" Make corrections as required.*

*If asked Q25B:*

Q25C Did you (he / she) take another bus route to get to your destination?  
*If yes, return to Q25B (The software checks the feasibility of the transfer and displays a warning message if validation is needed.)*

*If for two consecutive modes, the respondent / household member went from one group of modes to another (e.g. private to collective or car-driver to car-passenger at Q25) or vice versa:*

Q25D Where did you (he / she) switch transportation modes? *If needed: "Could you tell me the transfer point, name of the place (generator), address or street intersection?"*

3: Municipality (if outside survey area)	6: Intersection
4: Generator	8: Decline to answer / don't know
5: Address	

Q26 Did you (he / she) use another mode of transportation to get to your destination?

*If yes, record new mode at Q25.*

*If no, verify: "So you had arrived at your destination?" If no, return to Q25.*

*If answer to Q25 is car-passenger:*

Q27 Was the vehicle's driver:

1: A member of your household	3: Other
2: A work or study colleague	4: Decline to answer / don't know

*If answer to Q25 is car-driver (ask only for trips made by the respondent and don't ask for trips made by household member):*

Q27A How many people, including yourself, were in the car you were driving?

1: 1	9: 9 or more
2: 2	0: Decline to answer / don't know

*If trip purpose is "getting to work at the usual place of work" (code 1 at Q22) and mode is "car-driver" (code 1 at Q25):*

Q27B How much did you (he / she) spend for parking at this destination?

1: Free (public or private, off-street or on-street parking)	3: Pay parking:
2: Provided by employer	a. Amount: \$_____
	b. Term: _____ (D, W, M, Y) (by: day, week, month or year)
	4: Decline to answer / don't know

Q28 Did you (he / she) make another trip after that yesterday?

*If yes, record next trip at Q21B.*

*If no, the software makes sure that the return home trip has not been omitted "Did you return home yesterday?" before going to Q29 and then to the next person of the household.*

*If worker (code 1 or 2 at Q13) and usual place of work is not home (not code 1 at Q13C) and did not travel for work (no code 1 at Q22 during the day) yesterday:*

Q29 Did you (he / she) telecommute yesterday, instead of making a trip to your (his / her) usual place of work?

1: Yes
2: No
3: Decline to answer / don't know

*If we were asking about respondent and there are other persons in household 5 or older who made at least one trip at any time yesterday:*

*“Now I would like to ask you about the trips that (initial) made yesterday.”*

*Go to next person’s trips, back at Q21*

*OR if we were asking about the last person in household 5 or older who have made any trip:*

#### **Household Income**

Q30 Finally, could you indicate the range which corresponds to your household’s total income last year (from all sources, before income taxes)?

1: \$0 to \$29,999	6: \$150,000 to \$179,999
2: \$30,000 to \$59,999	7: \$180,000 to \$209,999
3: \$60,000 to \$89,999	8: \$210,000 and above
4: \$90,000 to \$119,999	9: Decline to answer / don’t know
5: \$120,000 to \$149,999	

*“Thank you for your cooperation and have a pleasant day / evening.”*