

ETP CL-1

For Information

DATE: April 16, 2008

SUBJECT: **2006 TRANSPORTATION TOMORROW SURVEY**

FROM: M.D. Zamojc, P. Eng., Commissioner of Environment, Transportation and Planning Services

OBJECTIVE

The purpose of this report is to inform Regional Council of the results of the 2006 Transportation Tomorrow Survey (TTS). The TTS is the most important source of weekday passenger travel information for Peel Region and the Greater Golden Horseshoe area. The data is used by Peel Region to monitor future transportation trends and to develop future transportation improvements.

REPORT HIGHLIGHTS

- The 2006 Transportation Tomorrow Survey (TTS) is a comprehensive travel survey undertaken by the Region of Peel, 17 other municipalities in Southern Ontario, Ministry of Transportation Ontario, GO Transit and the Toronto Transit Commission.
- The TTS is conducted once every five years to collect information on travel choices and preferences of residents in the Greater Golden Horseshoe area.
- The data from the surveys is essential for the development of transportation projects, plans and policies.
- On a typical weekday in 2006, more than 2.3 million trips were made by Peel residents. Weekday trips have almost doubled since 1986 (a growth of 83 per cent in 20 years).
- The dominance of the private auto for peak period travel is beginning to weaken in Peel. Between 2001 and 2006 the share of drive-alone auto trips decreased from 64.7 per cent to 62.9 per cent. Total auto trips, however, still account for 78 per cent of all trips made in Peel during the morning peak period in 2006.
- Peel residents are increasingly choosing sustainable modes of travel in the peak period. For the first time since 1986 the market share of transit trips has increased (from 9.1 per cent to 9.5 per cent between 2001 and 2006).
- Auto passenger trips are also increasing (from 13.8 per cent to 15.2 per cent between 2001 and 2006).
- A higher proportion of Peel residents are choosing to travel locally (trips start and end in Peel) for work, school, shopping, etc.

DISCUSSION

1. Background

The Transportation Tomorrow Survey (TTS) is a comprehensive travel survey conducted in the Greater Golden Horseshoe area (the Study Area) once every five years. The 2006 TTS

2006 TRANSPORTATION TOMORROW SURVEY

is the fifth in a series of travel surveys (previous surveys were conducted in 1986, 1991, 1996 and 2001). The TTS is the largest survey of its kind in Canada. The Region of Peel has been a co-sponsor, funding partner and participant in all five travel surveys. Other participants in the 2006 TTS were the Ministry of Transportation Ontario, GO Transit, the Toronto Transit Commission and 17 upper and single tier municipalities in the Greater Golden Horseshoe.

The main purpose of the surveys is to provide information on the travel choices and preferences of the residents in the study area. The travel databases resulting from the surveys are used to support transportation and land use planning activities. Uses of the survey data by Regional staff include:

- Forecasting and monitoring changes in travel behaviour that may impact future transportation infrastructure needs and investments;
- Providing data to support official plans and transportation master plans;
- Providing data to support policy development;
- Providing data to support transportation and traffic impact studies;
- Providing data to support environmental assessments;
- Monitoring to assess the effectiveness of transportation policies and actions; and
- Developing and calibrating travel demand forecasting models (including the Region of Peel's model).

At this time, only preliminary results are available from the 2006 survey (pending final adjustments to the survey data based on household data from the 2006 Census of Canada).

2. The 2006 TTS

The Transportation Tomorrow Survey is a joint undertaking by the agencies represented on the Transportation Information Steering Committee, established in 1977 for the purposes of setting common transportation data collection standards and for coordinating data collection and dissemination. (The Region of Peel is a member of the Committee, which is chaired by the Ministry of Transportation Ontario.) The conduct and management of the survey is the responsibility of the Data Management Group (part of the University of Toronto's Joint Program in Transportation).

The survey area for the 2006 TTS included the Regional Municipalities of Peel, Durham, Halton, Niagara, Waterloo and York; the Cities of Barrie, Brantford, Guelph, Hamilton, Kawartha Lakes, Orillia and Toronto; the Town of Orangeville; and, the Counties of Dufferin, Peterborough, Simcoe and Wellington. Areas outside the Greater Toronto and Hamilton Area (GTHA) were surveyed in the fall of 2005. The GTHA was surveyed in the fall of 2006.

The survey consisted of telephone interviews of a randomly selected sample of households in the Greater Golden Horseshoe area. The survey questions focused on travel on the previous weekday by all household members age 11 or older. For the 2006 survey 149,631 households were successfully surveyed (including 17,945 households in Peel). This represents approximately five per cent of all of the households in the survey area – a sampling rate considered large enough to provide reliable information for a survey of this type. The telephone interviews were conducted in nine languages. The sample data was expanded to represent the total population of the survey area using data on the number of dwelling units obtained from the Census of Canada.

The trip information collected in the survey included trip origin and destination locations; the purpose of the trip; the start time of the trip; the mode of travel used (auto driver, auto

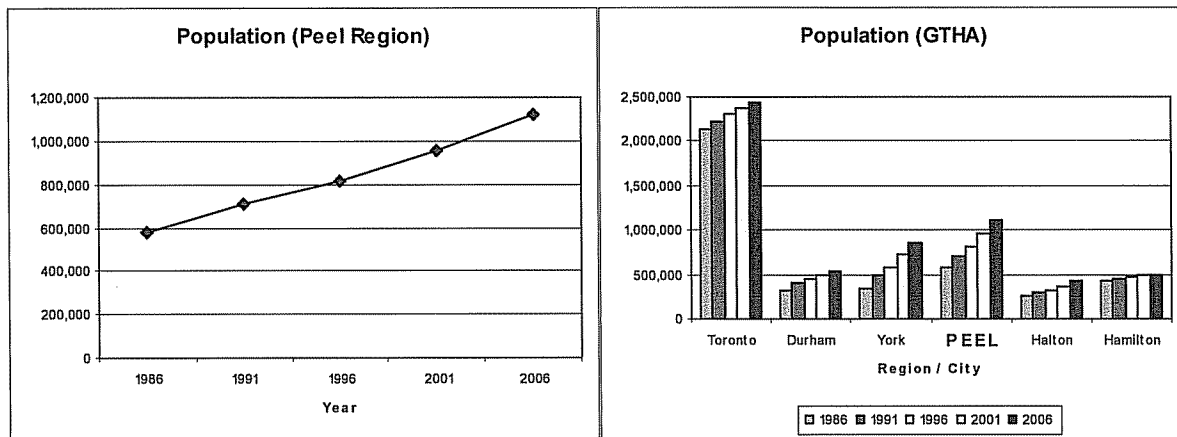
2006 TRANSPORTATION TOMORROW SURVEY

passenger, transit, walking, etc.); and, for transit trips, details on the route taken and how respondents got to and from the transit system. Demographic information was also collected, including age and gender; number of people per household; dwelling type; employment/student status; occupation; and number of vehicles per household.

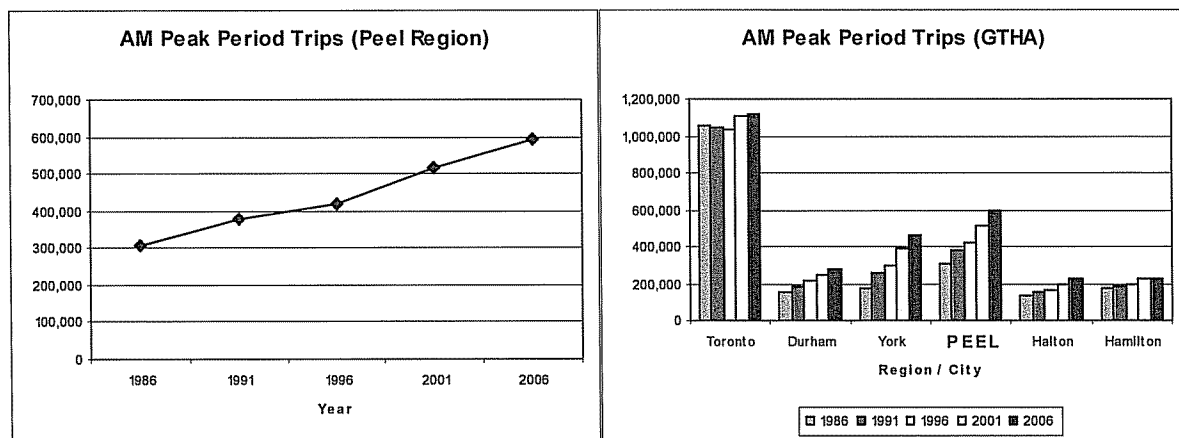
The comprehensiveness and reliability of the information that was collected, combined with the availability of similar information for earlier survey years, makes the survey an excellent and essential resource for data on travel trends and patterns. This data is used by transportation and land use planners to plan future development and to assist in making infrastructure investment decisions.

3. Travel Characteristics in Peel and the GTHA

Data highlights from the 2006 TTS for Peel Region and the GTHA are presented below. Most of the data is for the morning peak period (06:00-08:59 AM). See Appendix I for more detailed information from the 2006 TTS.

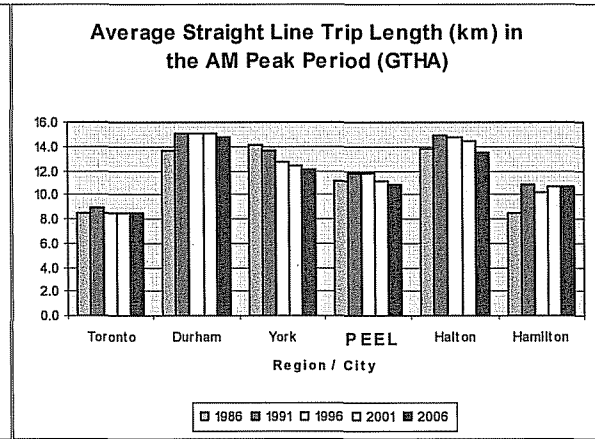
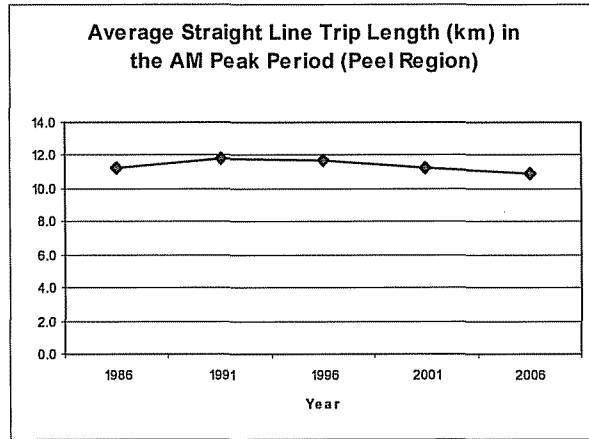
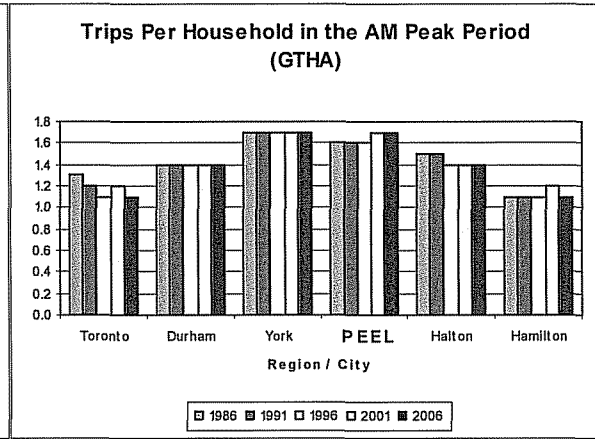
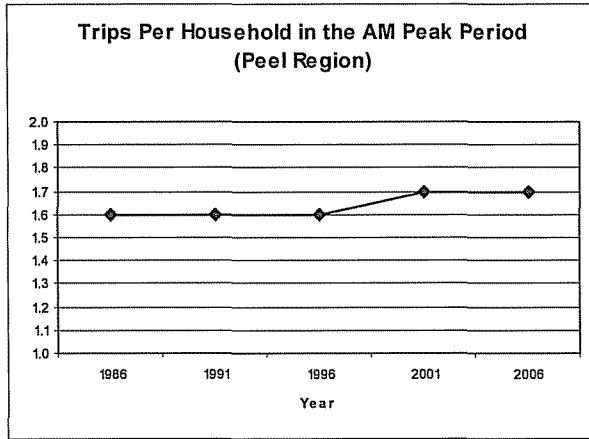


Population continues to grow strongly in Peel Region. Population increased by 94 per cent between 1986 and 2006.

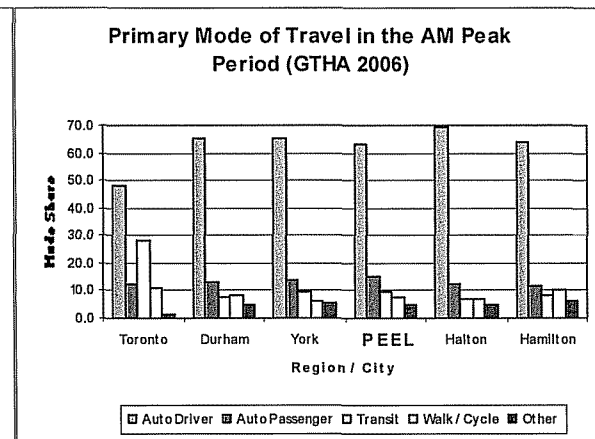
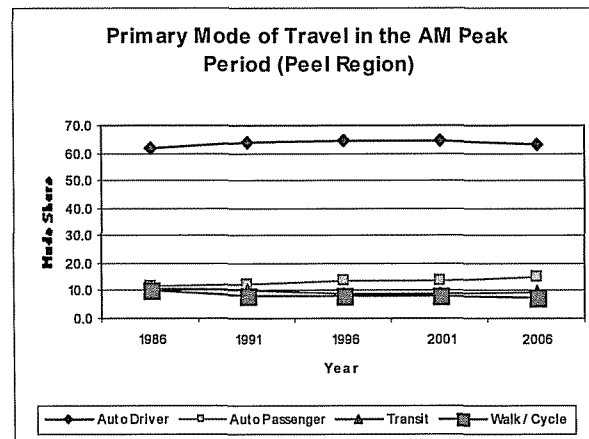


The growth in the number of trips in the AM peak period in Peel Region has closely paralleled the growth in population (in the period between 2001 and 2006 the growth rate for trips was slightly lower than the growth rate for population).

2006 TRANSPORTATION TOMORROW SURVEY



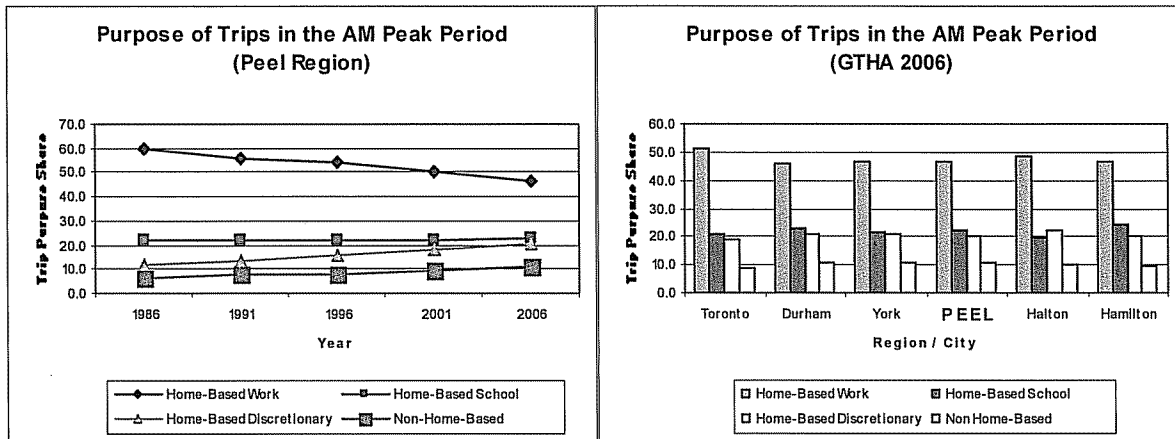
The average number of trips per household has been relatively consistent in Peel Region between 1986 and 2006. Average trip length is showing a slight downward trend. As seen earlier, however, the total number of trips has increased, leading to an increase in the number of vehicle kilometres travelled (more trips of roughly similar length). This in turn puts more demand on the transportation system, which is already experiencing significant congestion.



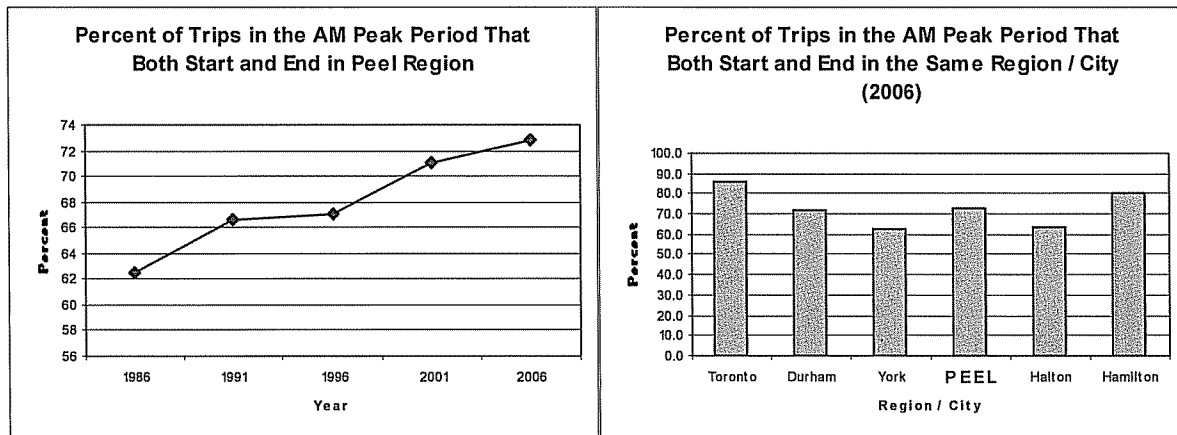
Auto driver (single-occupant vehicle) trips continue to be the dominant mode of travel used in Peel Region.

2006 TRANSPORTATION TOMORROW SURVEY

However, the period of 2001 to 2006 saw, a decrease in mode share for auto driver trips and increases in the mode shares of two sustainable modes (transit and auto passenger / car pooling). This increase in the mode share for transit trips is the first time this has been seen since 1986. The mode share of trips made using GO Rail held steady between 2001 and 2006. The mode share of trips made by walking or bicycling decreased slightly between 2001 and 2006. Increases in mode shares for sustainable modes of travel could provide some relief, or at least slow down the growth of, congestion in Peel Region.



Trips from home to work remain the dominant type of trip using the transportation system in the AM peak period in Peel Region. The share of trips of this type, however, has been decreasing since 1986. The shares of home-based discretionary trips (i.e., to neither work nor school destinations) and non-home-based trips (with neither the origin nor destination of the trip being the home) are increasing. This could impact how the transportation system is used during the peak period (such as by spreading out trip destinations and traffic flows).



The degree of self-containment for trips originating in Peel Region (i.e., trips that both start and end in Peel) in the AM peak period is increasing. This suggests that access to desired opportunities (to work, shop, etc.) within the region is increasing for Peel residents. Tied to this is an increase in telecommuting (working from home). The percentage of workers that reported working at home increased from 3.8 per cent in 2001 to 6.0 per cent in 2006.

2006 TRANSPORTATION TOMORROW SURVEY

4. Region of Peel Official Plan Policies

The Regional Official Plan includes policies aimed at encouraging an increased public transit mode share and encouraging the implementation of travel demand management strategies (including ride-share programs). Data from the 2006 TTS, in the form of increased mode shares since 2001 for both transit and auto passenger trips, provides an early indication of progress in achieving these policy objectives.

CONCLUSION

The 2006 Transportation Tomorrow Survey, together with earlier surveys conducted in 1986, 1991, 1996 and 2001, provides valuable insights into travel patterns and trends in Peel and the Greater Golden Horseshoe (GGH) area. The quality of the TTS data can be attributed to high standards of data collection by the University of Toronto, a 20-year trend history and a high degree of consistency of the data over the entire GGH.

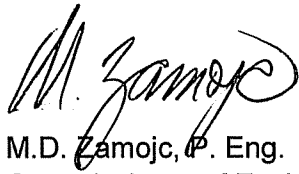
One of the highlights from the 2006 TTS is the continuing high growth of peak period trips. As well, the 2006 TTS shows, for the first time, that Peel residents are increasingly choosing sustainable modes of travel in the peak period; the market share of transit market trips has increased to 9.5 per cent and the share of auto passenger trips has increased to 15.2 per cent. Finally, Peel residents are increasingly choosing to work at home (this has increased to six per cent).

The TTS has proven to be a very cost-effective investment for Peel and has provided highly useful data to both Regional and Area Municipal staff. The availability of 2006 TTS data provides new information to facilitate the next five-year cycle of transportation improvements in Peel.

April 8, 2008

ETP-CG -7-

2006 TRANSPORTATION TOMORROW SURVEY



M.D. Zamojc, P. Eng.
Commissioner of Environment, Transportation
and Planning Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact
Tom AppaRao at extension 4100 or via email at tom.apparao@peelregion.ca*

Authored By: Murray McLeod / Brian Lakeman

c. Legislative Services

P-08-16 A/RS 2006 Transportation Tomorrow Survey

Appendix I
2006 Transportation Tomorrow Survey
April 8, 2008

Transportation Tomorrow Survey Data for Peel Region

| Demographic Characteristics | Year | | | | |
|---|-----------|-----------|-----------|-----------|-------------------|
| | 1986 | 1991 | 1996 | 2001 | 2006 ³ |
| Population ¹ | 577,000 | 709,800 | 812,500 | 954,200 | 1,119,100 |
| Number of Households ¹ | 186,800 | 229,700 | 266,500 | 308,600 | 359,000 |
| Travel Patterns² | | | | | |
| Total Trips - Daily | 1,277,400 | 1,566,200 | 1,684,700 | 2,045,800 | 2,340,500 |
| Total Trips - AM Peak Period | 307,400 | 377,900 | 420,400 | 514,200 | 595,000 |
| Average Trip Length - Daily (km) | 9.8 | 10.6 | 10.8 | 11.0 | 10.4 |
| Average Trip Length - AM Peak Period (km) | 11.2 | 11.8 | 11.7 | 11.2 | 10.9 |
| Trips per Person (age 11+) - Daily | 2.5 | 2.6 | 2.5 | 2.6 | 2.5 |
| Mode of Travel - Daily | | | | | |
| Percent of total trips (%) | | | | | |
| Auto Driver | 62.3 | 68.1 | 68.8 | 69.1 | 67.3 |
| Auto Passenger | 16.4 | 16.0 | 16.2 | 16.3 | 17.0 |
| Local Transit | 5.4 | 5.1 | 5.1 | 5.0 | 5.7 |
| GO Rail | 1.7 | 2.0 | 1.7 | 1.9 | 2.0 |
| Walk / Bicycle | 9.4 | 6.1 | 5.4 | 5.1 | 5.2 |
| Other | 4.8 | 2.8 | 2.7 | 2.6 | 2.8 |
| Mode of Travel - AM Peak Period | | | | | |
| Percent of total trips (%) | | | | | |
| Auto Driver | 61.6 | 64.0 | 64.2 | 64.7 | 62.9 |
| Auto Passenger | 11.9 | 12.1 | 13.5 | 13.8 | 15.2 |
| Local Transit | 7.5 | 6.4 | 5.9 | 5.7 | 5.9 |
| GO Rail | 3.2 | 4.1 | 3.2 | 3.5 | 3.6 |
| Walk / Bicycle | 10.4 | 8.4 | 8.4 | 7.9 | 7.6 |
| Other | 5.5 | 5.1 | 4.7 | 4.5 | 4.8 |
| Trip Purpose - Daily | | | | | |
| Percent of total trips (%) | | | | | |
| Home-Based Work | 35.6 | 34.9 | 36.6 | 35.1 | 34.0 |
| Home-Based School | 18.0 | 12.4 | 12.7 | 12.4 | 13.0 |
| Home-Based Discretionary | 32.9 | 37.9 | 36.5 | 37.7 | 38.3 |
| Non-Home-Based | 13.4 | 14.9 | 14.1 | 14.8 | 14.7 |
| Trip Purpose - AM Peak Period | | | | | |
| Percent of total trips (%) | | | | | |
| Home-Based Work | 59.9 | 56.0 | 54.1 | 50.7 | 46.7 |
| Home-Based School | 22.2 | 22.4 | 22.3 | 21.7 | 22.4 |
| Home-Based Discretionary | 11.7 | 13.7 | 15.4 | 17.9 | 20.2 |
| Non-Home-Based | 6.2 | 7.9 | 8.2 | 9.7 | 10.7 |

Notes:

- ¹ The demographic data is from the TTS surveys and is intended for survey purposes only.
The data differs from official Census Canada figures.
- ² Trips made by residents of Peel Region
- ³ Preliminary results from the 2006 TTS. These results are subject to change in a future release.

Appendix I
2006 Transportation Tomorrow Survey
April 8, 2008

Transportation Tomorrow Survey Data for the Greater Toronto and Hamilton Area

| Demographic Characteristics | Year | | | | |
|---|-----------|-----------|------------|------------|-------------------|
| | 1986 | 1991 | 1996 | 2001 | 2006 ³ |
| Population ¹ | 4,062,900 | 4,569,600 | 4,926,400 | 5,386,100 | 5,871,900 |
| Number of Households ¹ | 1,466,100 | 1,656,000 | 1,805,000 | 1,975,200 | 2,160,100 |
| Travel Patterns² | | | | | |
| Total Trips - Daily | 8,760,900 | 9,893,000 | 10,105,400 | 11,515,300 | 12,244,700 |
| Total Trips - AM Peak Period | 2,005,300 | 2,216,900 | 2,330,800 | 2,684,700 | 2,901,200 |
| Average Trip Length - Daily (km) | 8.9 | 10.0 | 9.9 | 10.1 | 10.1 |
| Average Trip Length - AM Peak Period (km) | 10.1 | 11.1 | 10.8 | 10.8 | 10.7 |
| Trips per Person (age 11+) - Daily | 2.4 | 2.5 | 2.4 | 2.5 | 2.4 |
| Mode of Travel - Daily | | | | | |
| Percent of total trips (%) | | | | | |
| Auto Driver | 56.6 | 62.4 | 62.2 | 63.6 | 62.5 |
| Auto Passenger | 15.4 | 14.9 | 15.7 | 15.5 | 15.8 |
| Local Transit | 14.8 | 12.8 | 12.4 | 11.3 | 11.8 |
| GO Rail | 0.7 | 1.1 | 0.9 | 1.1 | 1.3 |
| Walk / Bicycle | 8.9 | 6.7 | 6.6 | 6.2 | 6.3 |
| Other | 3.5 | 2.1 | 2.2 | 2.3 | 2.3 |
| Mode of Travel - AM Peak Period | | | | | |
| Percent of total trips (%) | | | | | |
| Auto Driver | 54.6 | 57.9 | 57.3 | 58.9 | 58.2 |
| Auto Passenger | 10.5 | 10.5 | 12.2 | 12.3 | 13.1 |
| Local Transit | 19.9 | 16.6 | 15.1 | 13.7 | 13.7 |
| GO Rail | 1.4 | 2.2 | 1.8 | 2.2 | 2.4 |
| Walk / Bicycle | 10.1 | 9.2 | 10.0 | 9.3 | 8.9 |
| Other | 3.6 | 3.7 | 3.6 | 3.6 | 3.7 |
| Trip Purpose - Daily | | | | | |
| Percent of total trips (%) | | | | | |
| Home-Based Work | 35.4 | 33.9 | 34.2 | 33.5 | 32.2 |
| Home-Based School | 16.7 | 11.5 | 12.7 | 12.0 | 12.1 |
| Home-Based Discretionary | 34.3 | 39.3 | 38.3 | 39.3 | 40.2 |
| Non-Home-Based | 13.7 | 15.4 | 14.9 | 15.2 | 15.5 |
| Trip Purpose - AM Peak Period | | | | | |
| Percent of total trips (%) | | | | | |
| Home-Based Work | 61.6 | 57.7 | 54.1 | 52.2 | 48.5 |
| Home-Based School | 21.5 | 21.1 | 23.2 | 21.8 | 21.7 |
| Home-Based Discretionary | 11.3 | 13.9 | 15.1 | 17.3 | 19.9 |
| Non-Home-Based | 5.6 | 7.4 | 7.6 | 8.7 | 9.9 |

Notes:

- ¹ The demographic data is from the TTS surveys and is intended for survey purposes only. The data differs from official Census Canada figures.
- ² Trips made by residents of Peel Region
- ³ Preliminary results from the 2006 TTS. These results are subject to change in a future release.