



*Daily Travel  
Characteristics Report*

# 2017 Capital Regional District Origin Destination Household Travel Survey





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## 2017 CRD OD Survey Highlights

In autumn 2017, the Capital Regional District (CRD) conducted a comprehensive trip diary (origin-destination, or O-D) survey. The survey profiles residents' travel behaviour. The profile will aid the CRD in its Regional Growth Strategy, the Regional Transportation Plan, and other ongoing sustainable planning initiatives. The 2017 survey updates surveys that were conducted in 2011, 2006 and 2001.

The 2017 study area of the survey consisted of all 13 incorporated municipalities in the CRD, the Juan de Fuca Electoral Area and Salt Spring Island. Most of the reporting described below covers the 13 incorporated municipalities and the Juan de Fuca Electoral Area: this area corresponds to the area that is covered by the Regional Growth Strategy and is defined as the "Regional Planning Area" (RPA). Households from Salt Spring Island were included in order to build a better picture of travel between these regions and the RPA, and of the travel patterns of Salt Spring Island residents. The Southern Gulf Islands and the CVRD were not included.

The survey was conducted of a random sample of 7,392 households in the study area. The final sample was 7,159 households after data cleaning and validation – households with too much missing or poor data were removed. This represents a sample rate of about 4.2% of all households in the study area. The 2011 OD survey, by comparison, had 6,172 completed and valid weekday returns for a sample rate of 3.5% of all households in the study area at that time.

The 2017 sample results were expanded to represent demographic and travel characteristics for the study area.

### Demographic Highlights

The demographics of the RPA's residents are important indicators of travel. The key factors are population (trips are made by people), households (members of households coordinate their trips) and the vehicle available to each household. Key demographic characteristics follow. The rates are based on the actual values, although it should be noted that some of these values have been rounded to the nearest 100 for purposes of presentation.

- There were 170,000 households in the RPA in which 373,700 people resided; of these 199,100 were employed workers. Of this population, 357,500 were 5 years and older: young children commonly do not travel independently except locally, and so the 2017 survey captured trips made by residents 5 years and older.
- These demographic characteristics translate to average household sizes of 2.20 persons / household, 2.10 persons 5+ per household and 1.18 workers per household. These rates are important determinants of travel. Note that these rates are close to those observed in 2011 and, in fact, these rates generally have been stable over the four surveys, with only minor fluctuations.

- Age also is an important determinant. The 25-64 year old cohort comprises just over half the population (55.2%), with seniors (65+ years) comprising another 19.7%. Together, these cohorts comprise three quarters of the population. Overall, the proportions by age cohort are stable, with a slight aging of the population evidenced by growth (2.7%) in the 65+ cohort.
- Just over half (53.5%) of all individuals are employed – the same proportion as in 2011. Almost two of every five people had full time employment (41.3%, a slight growth compared with 39.9% in 2011). Another one in five (20.1%) are students - the same proportion as in 2011. Another one in five (20.6%) are retired – up slightly from 19.0% in 2011.
- Among the employed population, office employment is the greatest component, at 37.9%. The next highest categories are health care and social assistance (12.4%), retail and wholesale (9.2%) and industrial employment (8.5%). Combined, these three categories represent 30.1% of all employment.
- RPA households have 255,300 vehicles, for an average of 1.55 vehicles per household. This rate is an indicator of mobility and of mode choice: the more vehicles available to a household, the more likely they will be used as the mode of travel. This rate has been constant, with minor fluctuations, over the course of the four surveys.
- Also important is the number of vehicles available for each household member.
  - Half of all households (82,700 or 50.1%) have *at least one* vehicle for every household member. This proportion has grown slightly from 47.4% in 2011. Of these, 6.7% or 11,000 households have *more than one* vehicle for each individual, whereas the remaining 43.4% (or more than two out of five households) have *exactly one* vehicle for each person. These proportions have also grown slightly from 6.0% and 41.4%, respectively, in 2011.
  - Just over one in ten households (16,800 or 10.2%) do not have any vehicles. This proportion is unchanged from 2011. This means that household members are ‘captive’ to other modes (i.e., transit, walking, cycling or sharing a ride with someone else). Most 0-vehicle households are 1-person households.

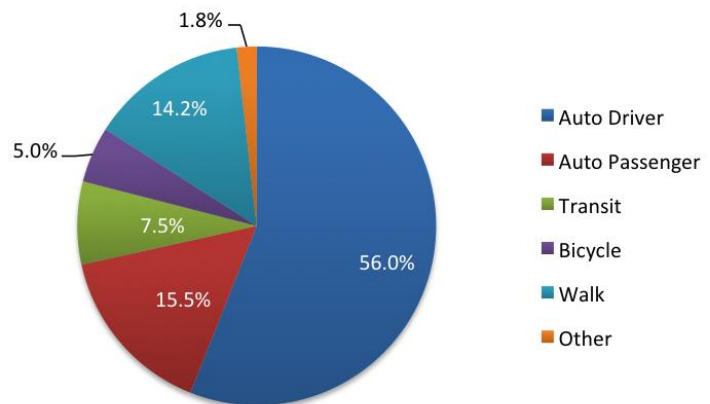
### Travel Highlights

Key findings of the 2017 survey follow.

- Study area residents made 1.1 million trips daily in the RPA (where ‘daily’ is measured as the 24-hour working weekday period over which the respondents’ trips were recorded).
- The average daily trip rate per person is a key travel indicator. It is calculated in two ways: dividing the total number of trips by the population including and excluding young children (0 – 4 years, who were not surveyed). Respectively, the rates are 3.04 and 3.17 trips per day. The average daily trip rate per household is slightly higher than that observed in 2011 (6.68 trips in 2017 versus 6.73 trips in 2011), although this is likely in part due to the fact that the 2011 survey captured trips for only householders 11+ years of age, whereas the 2006 survey captured trips for those 5+ years. When measured against 11+ population, the 2017 values of 3.20 trips per

person 11+ is noticeably less than the 2011 value of 3.30 trips. Overall, the rates are consistent with those observed in other recent Canadian travel surveys.

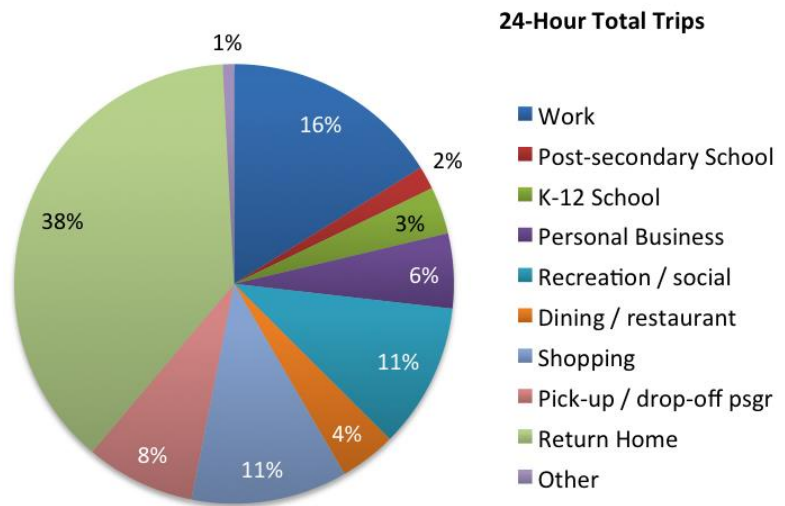
- Trips made during the AM and PM commuter peak periods (three hours duration each) comprise almost half, or 48.5%, of all daily trips.
- More than one quarter of all daily trips (28.5%) take place during the PM commuter peak period (1500 – 1759). This is significantly more than the one in five (20.0%) of trips that take place in the AM commuter peak period (0600 – 0859), even though the two peaks have the same duration. In fact, this pattern is common in Canadian urban areas, in that the AM peak period typically is dominated by the home to work / school commute, whereas many people make additional stops on the way home (e.g., to go to a store, the gym, and so on). Peak period travel as a proportion of total daily travel by all modes has grown slightly since 2011, especially that of the AM peak period, which represented 17.3% of total daily travel in 2011.
- Combined, travel in the two peaks comprise almost half, or 48.%, of all daily trips. The two peaks comprise 59.9% of all daily transit trips and 62.2% of all daily bicycling trips.
- As can be seen in the figure below, auto driver is the dominant mode, capturing just over half of all daily trips (56.0%). Auto passenger is next at 15.5%. This represents an average auto occupancy of 1.28 persons per vehicle; however, a more accurate calculation for this factor should be derived from observed screenline classification counts.<sup>1</sup> Walking is next, at 14.2% of the daily share, and is the second-most prevalent mode during the midday inter-peak (e.g., people walking to and from lunch). Transit is strongest during the peak periods, with a 7.5% daily share. The transit share rises to 10.3% during the AM peak and 8.5% during the PM peak. Bicycle trips have a 5.0% daily share, rising to 7.3% during the AM peak, 5.8% during the PM peak and, interestingly, 7.0% at night.



<sup>1</sup> ‘Screenlines’ are pre-determined imaginary lines spanning major roads or municipal boundaries across which traffic may pass. Classification and occupancy (C&O) counts may be conducted at key screenlines to gather samples of traffic volumes by vehicle type, number of occupants and time of day. Such counts are commonly used in conjunction with origin-destination survey data to calibrate transportation models.

- The next figure breaks down the daily trip purpose. People’s travel typically represents a ‘tour’ that starts and ends at home – for example, home to work to restaurant for lunch to work to shopping and finally return to home. Each of these trips is categorized as an individual trip. As the figure shows, the ‘return home’ trip dominates (i.e., virtually all tours end at home), at 38.0% of all trips. This is followed by the trip to work (16.1%), shopping (11.5%) and recreation / social (10.7%). Overall, the proportions are generally stable compared with 2011. The distribution of trip purposes

varies by time of day; for example, with the home to work / school commute dominating the AM peak period and the return home trip dominating the PM peak period. The commutes to work and to K-12 school and pick-up / drop-off (e.g., taking a child to daycare) dominate during the AM peak period. During the PM peak period the return home purpose dominates, followed by shopping, recreation / social and pick-up /drop-off.



- Several important characteristics come to light when mode and trip purpose are considered together:
  - Auto driver is the dominant mode for most trip purposes, notably pick-up / drop-off trips (79.4%), the commute to work (61.7%), personal business (62.5%) and shopping (62.5%). Auto passenger is strongest for K-12 school, at almost half (46.9%) of these trips, followed by recreation / social trips at 21.6% and dining / restaurant at 20.1%.
  - Transit’s share is strongest for post-secondary school (at half, or 50.9%). The share to work is 10.3%.
  - The walk share is strongest for dining / restaurant (23.7% - e.g., the mid-day lunch at work) and K-12 school (23.7%). Cycling is strongest for post-secondary school (11.1%), the work commute (8.9%) and K-12 school (8.2%). Overall, active transportation modes represent almost one in five (19.2%) of all trips, including 21.0% of work / work related trips, 30.5% of K-12 school trips, 26.0% of dining / restaurant trips, 19.6% of return home trips. Of note, 7.5% of pick-up / drop-off trips and 19.2% of shopping trips – purposes that are commonly associated with the auto mode - use active transportation.
- Over the course of the day, park and ride usage – people transferring from auto to bus or bus to auto, otherwise known as auto access trips (to or from transit) – recorded 3,500 trips. Another 1,900 transit users are dropped off or picked up by auto (kiss and ride). Of all of these, just under half (48.4%) take place at official and unofficial lots, with the remaining transfers

occurring elsewhere (e.g., at or near bus stops) – in other words, there is a strong non-specific locational component to auto access trips. Another 1,500 transit users bicycle to or from transit.

- For travellers who took transit, an important indication of the level of service that is available to them is the number of transfers they make en route to their destination. The large majority – 79.8% - take a single bus to their destination on the given trip, without transferring to another bus. Another 19.7% transfer to a second bus, and 0.6% take three buses.
  
- A comparison of 2017 indicators with those from the 2011, 2006 and 2001 surveys yields several observations. Keeping in mind that these totals are based on RPA residents' travel (i.e., the study areas in 2006 and 2001 were not the same as 2011, hence these figures are updated from the respective survey reports) and that each survey cycle may have different biases due to differences in the sample coverage and/or methods, key points to note are as follows:
  - Total population (all ages and 11+) and households have all increased. Their growth rates have been fastest after 2011 than before, even accounting for the longer six-year period between 2011 and 2017 than the preceding five-year intervals. Overall, between 2001 and 2017, population increased by 19.1% and households have increased slightly faster, at 21.7%.
  - In the 16 years from 2001 to 2017, total trips also have increased but at a more modest rate of 11.4%. While the survey results suggest that most of this increase took place between 2001 and 2006, it may be that the 2006 survey overstated the number of trips (as population did not increase as dramatically in the same period).
  - Similarly, after an increase in trip rates per resident, per resident 11+ and per household from 2001 to 2006, there have been reductions from 2006 to 2011 and again from 2011 to 2017. The post-2011 trips have not dropped as much as the pre-2011 trip rates, with 2017 trip rates in all three categories being lower than the 2001 rates, especially the household trip rate (-8.4%).

It is not unusual for trip rates to fluctuate up or down between surveys, and the changes in these rates are mostly within  $\pm 6\%$ . There could be several reasons for this, including changes in economic conditions or in demographics, or differences in survey methods. The CRD might wish to investigate these.

### Comparison of Demographics, Daily Trip Totals and Trip Rates – RPA Residents

	2001	2006	2011	2017	% Difference - 5yr			% Diff - 16yr
					2001 - 2006	2006 - 2011	2011 - 2017	2001 - 2017
Population	305,100	322,900	338,000	363,300	5.8%	4.7%	7.5%	19.1%
Population 11+ yrs	277,800	290,400	306,000	328,000	4.5%	5.4%	7.2%	18.1%
Households	135,700	145,500	153,400	165,100	7.2%	5.4%	7.6%	21.7%
Total trips by residents 11+	941,100	1,015,900	1,009,000	1,048,700	7.9%	-0.7%	3.9%	11.4%
Trips per RPA resident	3.08	3.15	2.99	2.89	2.0%	-5.1%	-3.3%	-6.4%
Trips per RPA resident 11+ yrs	3.39	3.50	3.30	3.20	3.3%	-5.7%	-3.1%	-5.6%
Trips per RPA household	6.93	6.98	6.58	6.35	0.7%	-5.8%	-3.4%	-8.4%

2001 survey data have been scaled to match actual final Census dwelling counts and estimated population living in private dwellings. 2006 survey data have been re-geocoded to match the Regional Planning Area for the purpose of comparison. Figures for the planning area have also been scaled to match final Census dwelling counts and estimated population living in private dwellings. 2011 survey data have been reweighted to match final Census weighting controls for dwelling type, age distribution, and total population living in private dwellings.

- Finally, the table below compares daily mode share. It can be seen that the auto driver / auto passenger shares have generally remained stable over time, with slight drops evidenced in both modes in 2011 and continuing in 2017. Nonetheless, the two modes together capture three quarters of all daily trips. After a reduction in 2011 to 6.5% from 7.0% in 2006, transit's share has increased to 7.8% in 2017. The bicycle and walk shares has increased, with the cycling share almost doubling to 5.1% in 2017 and the walk share increasing slightly to 13.7%.

**These results indicate an increase in non-auto mode shares since 2011. However, it should be noted that there are possible biases in the 2006 and particularly the 2011 data (neither of which included cell-phone-only households) that may influence the survey results, as well as differences in survey methods.** It appears that the 2011 survey may have under-represented bicycle trips, as there is a clear trend in an increase in reported bicycle trips from 2001 to 2006. The 2017 survey appears to be consistent with this increase, with 2011 appearing to show a decrease (whether due to limitations of the sample or other factors). The same pattern in the data by survey cycle can be seen for transit trips, although somewhat less pronounced.

While limitations to the 2011 survey samples may mask some of the underlying changes in mode shares, comparing the overall 16-year trend from 2001 to 2017 (with the exclusion of cell-phone-only households having little impact in 2001, and the 2017 sample encompassing all private households, including cell-phone-only households), suggests that a shift towards non-auto mode shares, albeit relatively small, is occurring. This is supported by the fact that the 2017 transit boardings reported in the survey data match closely with BC Transit figures.<sup>2</sup> Possible reasons for the shift include urban densification, development of transportation infrastructure, demographic shifts, and/or changes in the attitudes and behaviours of residents.

<sup>2</sup> The 82,500 daily transit trips represented by the expanded survey data represent 99,700 daily boardings, compared to BC Transit boarding counts of 97,451 for autumn 2016.



### Comparison of Daily Mode Shares – RPA Residents 11+

Travel Mode	2001		2006		2011		2017	
	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share
Auto driver	593,100	63.2%	652,100	64.3%	634,900	62.9%	617,700	58.9%
Auto passenger	135,600	14.5%	137,100	13.5%	131,100	13.0%	134,900	12.9%
Transit	65,000	6.9%	71,500	7.0%	65,500	6.5%	82,000	7.8%
Bicycle	24,500	2.6%	35,100	3.5%	27,200	2.7%	53,400	5.1%
Walk	109,300	11.7%	101,100	10.0%	133,500	13.2%	144,200	13.7%
Other	10,800	1.2%	17,600	1.7%	16,800	1.7%	16,500	1.6%
Total (all trips combined)	938,300	100.0%	1,014,400	100.0%	1,009,000	100.0%	1,048,700	100.0%

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. Excludes trips with unknown mode in the 2001 and 2006 datasets. 2001, 2006, and 2011 expansion factors have been recalibrated for the purpose of comparison. The 2017 figures in this table may differ slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island in order to facilitate comparisons.

All in all, in sum, the 2017 CRD survey provides a comprehensive profile of the region's travel and demographic characteristics, adding to the wealth of data provided by previous surveys.

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## 1 Introduction

### 1.1 Purpose of Report

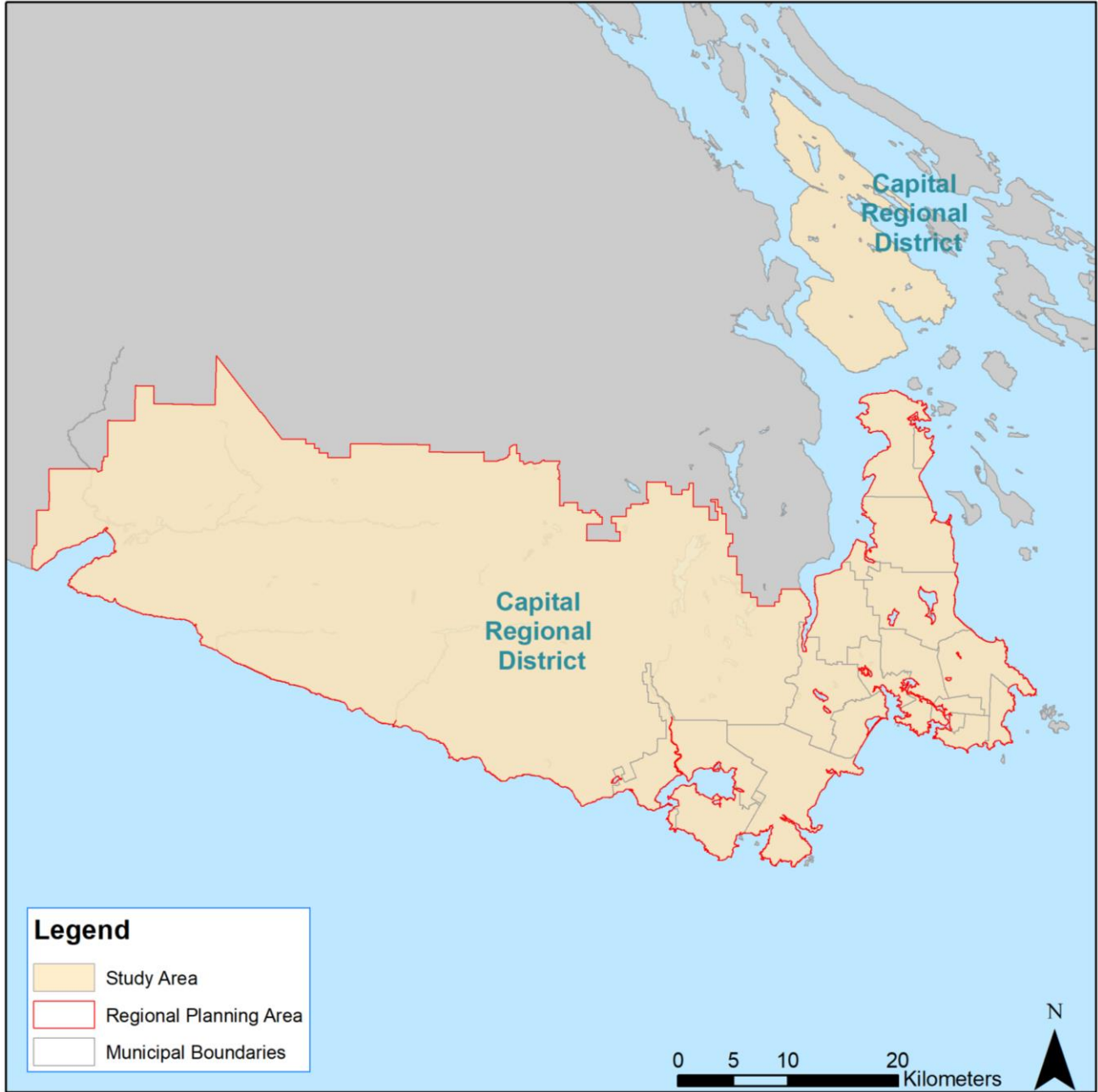
The Capital Regional District (CRD) is the regional government for 13 municipalities and three electoral areas that are located on the southern tip of Vancouver Island. The CRD's Regional and Strategic Planning Division is responsible for collecting, analysing and distributing data that helps it and its partners inform decisions. The Division tracks growth trends and maintains a series of forecasting models for its work (notably including the regional travel demand forecasting model). An important input to all of these is a profile residents' travel behaviour, and how this changes over time. Origin-destination (O-D) surveys are commonly used by the CRD and urban areas around the world to develop these profiles.

This report presents the results of the *2017 CRD Origin-Destination Household Travel Survey*. The survey was conducted in autumn 2017 by R.A. Malatest & Associates Ltd. (Malatest) in association with David Kriger Consultants Inc. (DKCI). The 2017 O-D survey is the latest in a series of CRD travel surveys, which include surveys in 2011, 2006 and 2001.

The 2017 study area consists of all incorporated municipalities in the CRD, the Juan de Fuca Electoral Area, and Salt Spring Island. Most of the reporting in this report covers the thirteen incorporated municipalities and the Juan de Fuca Electoral Area: this area corresponds to that which is covered by the Regional Growth Strategy and is referred to in this report as the "Regional Planning Area" (RPA). Households from Salt Spring Island were included in order to build a better picture of travel from those regions to and from the RPA, and of the travel patterns of Salt Spring Island residents (see Section 4 of this report for summary statistics for Salt Spring Island). The study area did not include the Southern Gulf Islands or any part of the Cowichan Valley Regional District (CVRD). It may be noted that the 2011 survey included the southern part of the CVRD south of Cowichan Valley Highway (Highway 18) / Herd Road, while the 2011 survey also included a smaller part of the south CVRD.

The study area is shown in Figure 1, with the RPA reporting area outlined in red. In general, the survey results focus on the characteristics of trips to, from and within the RPA by residents of the entire study area.

Figure 1. Study Area



## 1.2 Conduct of the CRD O-D Household Travel Survey

A travel survey captures the trips made by residents of an area over the course of a 24-hour working weekday. This activity is expressed as a person-trip for a particular purpose between an origin and a destination. The trip is made by one or more transportation modes at a specific time.

In addition to capturing travel characteristics, the survey also gathers demographic information about the respondents and the households in which they live. These data are used to expand and validate the survey responses and also to develop a profile of travel: the significance is that travel and demographic characteristics are related to each other.

Explanations and definitions of key terms are provided at appropriate locations throughout the text.

The survey was conducted with a random sample of 7,392 households in the study area. The final sample was 7,159 households after data cleaning and validation – households with too much missing or poor data were removed. This represents a sample rate of about 4.2% of all households in the study area. The 2011 survey, by comparison, had 6,172 valid completions for a sample rate of 3.5% of all households in the study area at that time (which included in the South CVRD in addition the geography covered in the 2017 survey), while the 2006 survey had 3,821 valid weekday completions for a sample rate of 2.4%.

The survey was conducted from late September to mid December 2017; that is, during the time of year when travel behaviour is considered to be at its most stable since vacations are over, school is in session (as are other activities), there are no major holiday periods that change travel patterns and winter weather has not yet arrived. (The same generally is true for the spring as well.)

An address-based sampling approach was used in order to obtain representation of a broad cross-section of households. A total of 35,932 addresses were randomly selected and sent survey invitation letters, with mailouts staggered across the survey administration period. Of the total households in the address sample, 9,900 were ‘address-only’ sample for whom the letter was the only means to encourage participation, and 26,032 were ‘address-and-phone’ sample (with directory-listed land-line phone numbers matched to the address sampled) who could be followed up with by telephone. This was a shift from the 2011 survey method, which relied primarily on listed land-line sample, and which may have been somewhat biased due to the exclusion of cell-phone-only households.

Two options were provided for completion of the survey: online, logging into the survey website portal at [www.crdtravelsurvey.ca](http://www.crdtravelsurvey.ca); or via telephone interview with an experienced survey interviewer, either by calling in to the survey toll-free number, or, for address-only sample, via calls placed by survey interviewers initiated a few days after the survey letter was mailed. Many respondents opted to complete the survey online, with 70% of the surveys completions being online and 30% completed via telephone interview. This was another shift in method from the 2011 survey, which was conducted primarily via telephone interview, with an experimental trial of invitations to complete the survey online to a small portion of the sample resulting in 6% online surveys in 2011. In total, 7,392 households

## 2017 CRD Household Travel Survey – Daily Travel Characteristics

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participated. After data cleaning and validation, the number of valid surveys was 7,159, generously exceeding the target of 6,555 surveys. The gross survey response rate was 19.9%.<sup>3</sup>

The processing of the survey data, to prepare them for this report, is summarized in section 2, and is detailed separately in an accompanying report, *2017 CRD Origin-Destination Household Travel Survey - Method*.

It should be noted that the survey is household-based. As such, it focused on the movement of people and accordingly did not capture commercial trips (that is, trips that are made to move goods or to provide services). So, for example, a computer technician's commute to her workplace is included in the survey, but her trips made to different customer locations are not covered.

### 1.3 Report Organization

The report contains five sections. After this introductory section, section 2 provides some background information on the preparation of the data for this report. Section 3 summarizes the main demographic and travel characteristics for the Regional Planning Area, and provides some comparisons with previous CRD surveys and with surveys elsewhere. Section 4 presents demographic and travel details for sub-areas of the region. Finally, Section 5 presents origin-destination (O-D) trip matrices for different time periods of the day.

### 1.4 Acknowledgements

The 2012 CRD O-D Household Travel Survey was commissioned by the CRD. It was conducted by R.A. Malatest & Associates Ltd. in association with David Kriger Consultants Inc (DKCI).

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This report was prepared by David Kriger (lead author) and Andreas Rose (project manager for Malatest) based on analysis and input by Golnar Zokai and Corey Burger (Malatest).

This project would not be possible without the contributions of over 7,300 households that answered the call to participate in this research, via phone interview or on-line, and told us about their daily travel. To those individuals: thank you for your participation; you have contributed to transportation planning data that will be useful for years to come.

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<sup>3</sup> This compares to 2,642 surveys out of approximately 60,000 initial telephone recruitment calls (approximately 4.4% gross response) in 2001; 5,438 returns (3,821 weekday, 1,617 Saturday) out of approximately 24,000 recruitment calls (approximately 22.7% gross response) in 2006; and 6,039 returns out of approximately 21,081 phone numbers (approximately 28.6% gross response) in 2011.



## 2 Data Processing and Analysis

### 2.1 Overview of Data Collected

The travel dates surveyed span September 26, the start of the survey field test, to December 18, 2017. However, the majority of the surveys were obtained for travel dates between October 13 and December 8, 2017. By day of week, Thursdays and Fridays are somewhat over-represented compared to Mondays, Tuesdays and Wednesdays. However, trip rates were similar by day of week, and no adjustments were made to the data weighting to rebalance days of the week. Taken as a whole, the data may be considered to be representative of the travel in the region on an average fall weekday in 2017.

The survey captured information on:

- household characteristics (number of persons, number of vehicles, etc),
- householder demographics and the locations of schools and workplaces (as applicable), and
- trips made by householders 5 years of age or older over the course of a full 24 hours from 4:00 a.m. (the day previous to when contacted) to 3:59 a.m. the next day.

The survey did not ask about the travel of children 4 years of age or under, as most (if not all) of their trips are usually accompanied by an adult or older sibling, and thus are already captured in the trips of others. While the 2011 survey used an age threshold of 11 years for the capture of trips, in 2017 the age threshold was set lower, to 5 years, in order to capture the travel of children 5 to 10 years including their school commutes.

The recorded trip information included departure time, trip purpose, origin, destination and mode(s) of travel used in the trip. Generally speaking, a trip is a journey for a single purpose that may use multiple modes of travel (e.g., driving from home to a Park and Ride lot then boarding the bus to go to work would be one trip). Commercial travel was excluded (e.g., that of a taxi driver on the job), but the travel of commercial drivers to where they started their workday was included. Travel made by survey respondents while outside the study area was also excluded (e.g., a trip from Langford to the ferry terminal would be included, as would the ferry travel to the mainland, but trips made in Vancouver would be excluded).

Data were reviewed extensively to ensure that the captured information was complete and within expected ranges. Initial tests were conducted within days of the survey completion to identify critical issues that might require follow-up with respondents while they still remembered their activities on their travel day. All locations captured in the survey were geocoded to XY coordinates and traffic analysis zones.

The trip data were validated with a battery of trip logic tests (e.g., testing for zero-length trips; persons without drivers' licenses reporting trips as auto drivers; etc.) to ensure that the final dataset was internally coherent. A small proportion of trips was missing important information (e.g., the respondent described ambiguous locations that could not be geocoded or refused to answer certain questions). There was some tolerance to include small numbers of records with missing information if the associated individuals otherwise had trips with good information. However, if a given individual had 50%

or more trips with poor or refused information, or refused to give any trip information at all, the person was flagged as having a poor trip chain. If more than 50% of householders within a given household had poor trip chains, the entire household was removed from the final dataset. If 50% or fewer householders had poor trip chains, attempts were made to deduce or impute missing information before making a final decision to accept or reject the household. A total of 233 households, or 3.2% of surveys completed, were rejected due to poor trip chains or other missing data essential to the analysis.

After data cleaning, coding, and validation, the final dataset for the 2017 survey comprises information for 7,159 households, 15,024 people and 44,243 trips.

## 2.2 Data Expansion

Data weighting is used to adjust survey respondents' contributions to the overall survey results by a multiplication factor in such a way as to compensate for both planned 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 disproportion by district, the unweighted survey data may also prove less than representative due to non-response bias, which occurs when certain types of households and/or individuals are less likely to respond to the survey.

In the case of this survey, the intent of the data weighting is to adjust for correctible 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 they represent (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 in the data expansion:

- **Household counts** (private dwellings occupied by usual residents) by district, with the study area being stratified into 19 districts. Data from the 2016 Census were used for this purpose, scaled to 2017 by projecting forward the population growth trend from 2011 to 2016 for each district;
- **Dwelling types** within each district, grouped into single-detached houses, other ground-oriented dwellings (semi-detached, row/townhouse, mobile homes) and apartments/condominiums, using the 2016 Census distributions scaled to 2017;
- **Household sizes** within each district (1-person, 2-person, 3-persons, 4-person, 5 or more persons), using the 2016 Census distributions scaled to 2017;
- **Counts of population living in private dwellings** by district, using the 2016 Census scaled to 2017;
- **Age and gender distributions** of the total population within each district, using the 2016 Census scaled to 2017, with a 20% reduction in population counts for those 75+ years of age to account for a greater proportion of the older population living in collective dwellings. It may be noted that collective dwellings are outside the scope of the survey. No reference statistics were available on the ages of those living in collective dwellings, but an assumption has been made that a slightly larger proportion of those 75+ live in collective dwellings compared to other age groups.

An iterative proportional fitting method was used 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, including a composite adjustment to each household weight to account for the disproportionate distribution by age/gender among the members of each household. 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 tolerances). In this manner, all persons within each household 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 to ensure that the weighted counts of total households matched Census figures.

The expanded survey responses for household, person and trip characteristics were compared to Census and other benchmark data (e.g., transit boardings) in order to validate the data expansion. It may be noted that the data expansion cannot compensate for all possible distortions due to non-response bias or coverage error. Furthermore, survey samples, even large samples, are subject to some degree of statistical sampling error. Nevertheless, the expanded data were found to match very closely to the various controls adjusted for in the weighting (dwelling type, household size, age, gender), as might be expected, and also line up well with other benchmark figures such as Census statistics on the number of employed persons in the study area and total transit boardings.

## 2.3 Statistical Validity

### 2.3.1 Possible Sources of Survey Error

The 2017 survey was conducted with a sample of about 4.2% of households in the study area. As with any survey, the data collected can be subject to sources of error or bias that can affect the reliability of the survey results. Potential sources of error can include the following:

- *Undercoverage.* Coverage error is associated with the failure to include some populations in the same frame used for sample selection, which may occur with samples of convenience such as telephone directories. The 2017 sample frame was the Canada Post database of mailable residential addresses, which should provide excellent coverage of private dwellings in the study area. There is only a minor undercoverage for certain rural postal routes, which was addressed for the Port Renfrew area by drawing a supplemental sample of phone listings for the community.
- *Non-response bias.* Non-response bias occurs when individuals who do not participate in a survey differ in relevant ways from individuals who do participate. For example, younger people are often less inclined to participate in surveys. This bias has also been addressed, in part, through the data expansion process, including the weighting by dwelling type, age and gender. However, it should be noted that there can be other, hidden biases in the data that could not be corrected by the data weighting. The address-only portion of the survey sample can be subject to greater non-response bias due to its lower response rate (13%). The address-and-phone sample had a more robust response rate (38%), and therefore is likely less affected by non-

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response bias. (It may be noted that, notwithstanding the address-only sample's lower response rate, it was essential to reach cell-phone-only households and obtain a more representative sample of the entire population.)

- *Measurement error.* This type of error is associated with the failure of survey instruments to capture correct information (e.g., through misunderstanding of survey questions). To control for this, the questionnaire and associated materials were based on previously well-tested survey questions, thoroughly reviewed for content and meaning, and field-tested with a sample of respondents prior to the full survey administration. Telephone interviewers were trained on the objectives of the survey, definitions of key terms, the intent of survey questions and how to address different trip circumstances described by respondents. During survey administration, 10% of interviews were monitored by a supervisor to ensure consistent application of questions. The online survey also included a number of built-in tests to prompt respondents to confirm key data and clarify illogical responses.
- *Processing error.* Processing errors include data entry, coding, editing and imputation errors. These potential sources of error were addressed through comprehensive training of survey staff and survey validation staff, continuous quality management practices and thorough data validation.
- *Sampling error.* Sampling error refers to the variability that occurs by chance because a sample was surveyed, rather than the complete population. As best as possible, sampling error was controlled in the sample design by over-sampling from districts with smaller populations, as a strictly proportional sample design would have resulted in very few completions for smaller districts.

Sampling error can be estimated based on the size of the sample frame (number of households in the region) and the number of household survey completions. The estimated margin of error for the survey results is presented in Table 1 for each district, as well as for the district aggregations used in reporting. The sampling errors have been corrected to account for the effects of the data weighting.

Overall, the margin of error for the survey results is estimated at  $\pm 1.5\%$  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 can slightly increase the sampling error beyond this.

As noted, the sampling design included higher sampling rates for smaller populations, in order to reduce the sampling errors when reporting on these districts individually. Nevertheless, survey results for geographies with higher sampling errors should be interpreted with caution.

It may be noted that reporting by given districts includes trips made by residents from outside the district. For example, while the survey sample for residents of Downtown Victoria is modest (237 surveys), the reporting on trips within the district is based on a considerably larger sample of households whose household members travelled to Downtown Victoria. Table 2 presents estimates of the sampling error for the trip records with destinations within each geography, using the total persons who made those trips as the basis for estimating the sampling error.

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**Table 1. Sampling Error for Household-Level Data by District**

District	Geography	Population living in Private Dwellings (2017) <sup>(1)</sup>	Households (Private dwellings occupied by usual residents) (2017) <sup>(1)</sup>	O-D Surveys Completed	Sampling Rate (% of Households Sampled)	Sampling Design Effect <sup>(2)</sup>	Margin of Error (± %) <sup>(3)</sup>
<b>Individual Districts</b>							
1	Salt Spring Island Electoral Area	10,365	4,873	393	8.1%	2.127	±6.9%
2	Town of Sidney	11,319	5,653	242	4.3%	1.809	±8.3%
3	District of North Saanich, Tsyecum First Nation, Pauquachin First Nation	11,641	4,761	221	4.6%	1.959	±9.0%
4	District of Central Saanich, Tsartlip First Nation, Tsawout First Nation	19,106	7,962	299	3.8%	1.910	±7.7%
5	Downtown Victoria	8,488	5,743	237	4.1%	1.317	±7.2%
6	Victoria North	30,423	15,526	580	3.7%	1.738	±5.3%
7	Victoria South	43,766	25,166	930	3.7%	1.246	±3.5%
8	Saanich North	17,992	7,413	287	3.9%	1.930	±7.9%
9	Saanich East	64,922	27,384	1,018	3.7%	1.736	±4.0%
10	Saanich West	30,138	12,230	466	3.8%	2.348	±6.8%
11	District of Oak Bay	17,554	7,744	270	3.5%	1.705	±7.7%
12	Township of Esquimalt	17,203	8,645	351	4.1%	1.563	±6.4%
13	Town of View Royal, Esquimalt Nation, Songhees First Nation	11,960	5,154	230	4.5%	1.737	±8.3%
14	District of Highlands	2,265	839	136	16.2%	1.771	±10.2%
15	City of Langford	36,532	14,771	551	3.7%	1.558	±5.1%
16	City of Colwood	16,895	6,651	245	3.7%	1.693	±8.0%
17	District of Metchosis, Scia'new First Nation	4,589	1,840	227	12.3%	2.100	±8.8%
18	District of Sooke, T'souke First Nation	13,482	5,481	241	4.4%	1.601	±7.8%
19	Juan de Fuca Electoral Area, Pacheedaht First Nation	5,019	2,149	235	10.9%	1.759	±8.0%
<b>District Aggregations</b>							
5-7	City of Victoria	82,677	46,435	1,747	3.8%	1.421	±2.7%
8-10	District of Saanich	113,051	47,027	1,771	3.8%	1.924	±3.2%
2-4	Peninsula Sub-Area	42,066	18,376	762	4.1%	1.906	±4.8%
5-13	Core Sub-Area	242,444	115,005	4,369	3.8%	1.674	±1.9%
14-19	West Shore Sub-Area	78,781	31,731	1,635	5.2%	1.944	±3.3%
2-19	Regional Planning Area (RPA)	363,291	165,112	6,766	4.1%	1.765	±1.5%
1-19	Study Area	373,656	169,985	7,159	4.2%	1.793	±1.5%

<sup>(1)</sup> 2017 counts are based on 2016 Census counts projected forward to 2017 based on 2011-2017 population growth by district.

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

<sup>(3)</sup> Estimated margin of error associated with random sampling, at a 95% confidence level (19 times out of 20), accounting for sampling design effects associated with data weighting.

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**Table 2. Estimated Sampling Error for Trip Data by District**

	District of Trip Destination	Daily Trip Records Captured by the Survey (destined to zone)	Sample Size (n) (persons surveyed with trips destined to zone)	Estimated Daily Trips Destined to Zone (expanded trips)	Estimated Sample Universe (expanded persons with trips destined to zone) <sup>(1)</sup>	Sampling Design Effect (due to over-and under-sampling and weighting) <sup>(2)</sup>	Estimated Effective Margin of Sampling Error for Trip Data (95% conf.) <sup>(3)</sup>
<b>Individual Districts</b>							
1	Salt Spring Island Electoral Area	1,842	563	25,330	7,657	2.067	±5.7%
2	Town of Sidney	1,355	768	32,757	19,400	1.977	±4.9%
3	District of North Saanich, Tsycum First Nation, Pauquachin First Nation	1,425	952	35,281	23,621	1.891	±4.3%
4	District of Central Saanich, Tsartlip First Nation, Tsawout First Nation	1,730	971	46,982	26,380	1.900	±4.3%
5	Downtown Victoria	3,830	2,478	103,055	68,112	1.624	±2.5%
6	Victoria North	3,731	2,455	98,185	65,275	1.686	±2.5%
7	Victoria South	4,745	2,683	128,965	72,591	1.533	±2.3%
8	Saanich North	2,018	1,238	53,737	31,660	1.773	±3.6%
9	Saanich East	7,174	3,836	206,479	108,614	1.746	±2.1%
10	Saanich West	2,878	1,814	81,175	50,056	1.944	±3.1%
11	District of Oak Bay	1,714	1,056	47,478	28,909	1.702	±3.9%
12	Township of Esquimalt	1,810	1,071	46,137	27,372	1.612	±3.7%
13	Town of View Royal, Esquimalt Nation, Songhees First Nation	1,190	833	29,445	21,137	1.762	±4.4%
14	District of Highlands	385	300	2,861	2,368	2.110	±7.7%
15	City of Langford	3,886	2,196	96,624	52,561	1.743	±2.7%
16	City of Colwood	1,829	1,134	48,608	27,906	1.726	±3.7%
17	District of Metchosin, Scia'new First Nation	743	497	8,464	5,818	2.037	±6.0%
18	District of Sooke, T'souke First Nation	1,131	543	26,206	12,074	1.686	±5.3%
19	Juan de Fuca Electoral Area, Pacheedaht First Nation	595	415	6,461	4,582	1.965	±6.4%
<b>District Aggregations</b>							
5-7	City of Victoria	12,306	5,587	330,204	150,202	1.635	±1.6%
8-10	District of Saanich	12,070	5,640	341,390	155,961	1.795	±1.7%
2-4	Peninsula Sub-Area	4,510	2,035	115,020	52,549	1.866	±2.9%
5-13	Core Sub-Area	29,090	9,374	794,654	250,495	1.716	±1.3%
14-19	West Shore Sub-Area	8,569	3,569	189,224	79,286	1.840	±2.2%
2-19	Regional Planning Area (RPA)	42,169	11,727	1,098,898	303,761	1.760	±1.2%
1-19	Study Area	44,243	12,258	1,129,384	311,235	1.781	±1.2%

Excludes persons who did not travel on their surveyed travel day. The survey area total for the person sample is less than the sum of the individual entries for each trip destination region, as individuals are counted in each region they had trip origins in, but are only counted once in the total.

<sup>(1)</sup> The estimated sample universe of persons who made trips to a given region is based on the expanded survey data, so should be considered an approximation of the actual number, and maybe be subject to error. Nevertheless, it provides a useful reference figure to use in the computation of the sampling error.

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

<sup>(3)</sup> Estimated margin of error associated with random sampling, at a 95% confidence level (19 times out of 20), for survey results for persons with trips destined to the given region, accounting for sampling design effects associated with data weighting. As the estimated universe of people making trips within each given region is an approximation based on the expanded survey sample, and as person samples within each zone are not always independent random samples, the margin of sampling error for trip-level data should be taken as an approximation. Does not take into account other possible sources of error such as measurement error, or non-response bias not corrected for by the data weighting.

### 2.3.2 Comparisons with Previous Surveys

When making comparisons to previous survey cycles, the reader is asked to keep in mind that differences in method and geographic scope can influence the comparability of the survey results from different survey cycles, although many aspects of the surveys were very similar. In particular:

- The 2006 and 2001 survey cycles had smaller samples, and are thus subjected to greater a greater margin of sampling error. These cycles also employed less sophisticated data weighting approaches than the 2011 and 2017 cycles.
- The 2006 and 2001 surveys data were weighted using population and household estimates available at the time rather than actual Census counts.
- The 2011 survey cycle, like previous cycles, relied on directory-listed landline telephone sample (drawn from the white pages), with some supplementation by a random-digit-dialled landline sample to reach unlisted households. However, cell-phone-only households would have been excluded, and there was likely quite significant undercoverage error in this cycle (much more so than in previous cycles). The 2011 results appeared to show a drop in transit and bicycle usage compared to 2006, which may have been a result of the excluded cell-phone-only households being more likely to be younger and more likely to use transit and bicycles than landline households. The exclusion of cell-phone-only households may have had a modest impact on the 2006 results, albeit somewhat lesser, as cell-phone-only households were not as large a proportion of the population at that time.
- The 2017 survey cycle saw a decrease in response rates compared to 2011 due to the necessity of including an address-only sample in order to reach out to cell-phone-only households. This resulted in lower response rates for this sample and possible higher non-response bias (notwithstanding the fact that this sample provided coverage of households that otherwise would not be represented at all).
- The 2017 cycle saw a methodological shift to completing the great majority of surveys online. Some online respondents can interpret questions differently than telephone respondents who are guided by a trained interviewer. There can also be a higher risk that online respondents under-report discretionary trips (e.g., non-commute trips, or stops along the way during commute trips).
- Some apparent differences between survey cycles may also be within the margins of error of the different survey cycles.

Comparisons of the 2011 report to this report should be undertaken with considerable caution. The base for reporting the main 2017 survey results (outside of the historical comparisons noted above) is RPA trips (to, from or within the RPA) made by residents 5+ years of age residing in the RPA and on Salt Spring Island. In contrast, the 2011 report is based on RPA trips made by residents 11+ years age residing in the RPA, Salt Spring Island, and also the southern CVRD. The 2006 and 2011 reports similarly

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have differences in data parameters that would make direct comparisons with these reports problematic.

To facilitate comparisons, and to mitigate some of the issues noted above, the following measures have been undertaken:

- Where possible, 2001 and 2006 data were recalibrated to adjust for overestimation of population due to the weighting for those cycles having been based on forecasts rather than on Census data (which had not been released at the time of data weighting). This recalibration was done as part of the 2011 reporting, and further revised in 2017 to reflect the estimated portion of the population living in private dwellings. As the 2001 and 2006 Census profiles do not list the portion of the population living in private dwellings versus those living in collective dwellings or homeless, the 2001 and 2006 data have been conservatively discounted to 97.7% of total population. This proportion was conservatively set at slightly more than the proportions of the population living in private dwellings in 2011 to 2017, for which the Census data furnish this statistic (97.5% and 97.3%, respectively).
- The data for the 2011 cycle were re-weighted using the same weighting method as 2017. This was done for two reasons: the 2011 weighting controls included some controls based on 2006 Census counts projected to 2011, and thus the distributions by age group, household size and dwelling type did not match actual distributions as well as they could have. In addition, the 2011 data weighting stratification did not differentiate between single-detached and other ground-oriented dwellings. The latter was theorized to have had an impact on available transportation options and reported mode shares, with those living in single-detached dwellings more likely to be automobile-reliant. The re-weighting of the 2011 data resulted in only modest revisions to the 2011 results, and still with apparent under-representation of transit boardings and bicycle trips relative to 2006. The most likely reason for this is the lack of coverage of cell-phone-only households.
- Given the variations by survey cycle in terms of both geography (RPA only; plus Salt Spring; plus Salt Spring and portions of the southern CVRD) and the ages for which trips were captured (all ages, 11+, 5+), where possible comparisons between cycles have been made using equivalent parameters. In particular, historical trends have been analysed on the basis of trips to, from, or within the RPA made by RPA residents 11 years of age and older, the common base.

Section 0 of this report presents comparisons between the recalibrated data for previous survey cycles and 2017 using the aforementioned common basis for comparison for all cycles (same geographical scope for survey participants and age threshold for reporting trips).

For future survey cycles, general consistency with past survey administration and data processing methods is recommended, as much as is possible in light of the evolving challenges associated with conducting representative surveys of the general population and future data requirements.

Notwithstanding potential sources of survey error, given the large number of survey completions (7,159), the reasonable response rate (19.9%), and the close attention given to coding and data validation, the 2017 origin-destination data set may be considered a robust data set, and is of considerable value for transportation planning in the region.



## 3 Regional Characteristics

### 3.1 Introduction

This section profiles the Regional Planning Area as a whole. To set the stage, it first describes the scope of the study area, then presents in more detail the RPA's demographics: these describe "who" is travelling. The remainder of the section profiles the RPA's travel characteristics and relates these back to the demographics and, for comparison, to previous CRD surveys and to surveys elsewhere in Canada.

#### **Presentation of Regional Characteristics**

It should be noted that the results presented in this section cover the Regional Planning Area, which includes the Capital Region with the exception of Salt Spring Island and the Southern Gulf Islands. For the purposes of this transportation study, First Nations lands within the general boundaries of the RPA (see Figure 1, page 2) are included in the parameters of the reporting. In terms of the district system used for the study, this means that districts 2-19 are included, but not district 1. Districts 20 and 21, which are used to identify travel beyond the study area, are also excluded. Trips made by residents of district 1 are included if they are made to, from or within the Regional Planning Area.

The expanded numbers presented here should be understood to be estimates, not precise counts, and are based on a surveyed sample of 4.2% of households in the study area that has been expanded to represent the total private households in the study area. Estimated counts of households, persons, and trips presented in this report have been rounded to the nearest 100. Totals and percentages are based on the survey results before rounding. The sum of individual rounded counts for subgroups may not always add exactly to the rounded total.

Many of the characteristics presented in this report are similar to those that were presented in the reports for the previous survey cycles. These help describe how conditions have changed over time. However, it is important to note that the areas covered in each of the surveys are not always contiguous and, accordingly, the comparisons must be approached with caution. Moreover, as explained elsewhere, differences in survey method, sample size, sampling method and so on similarly can render comparisons to be inexact.

To facilitate comparisons, the data expansion for 2006 and 2001 data was rescaled, as best as possible, to address overestimation of population in both cycles; nonetheless, unidentified distortions in the data weighting may still exist. The 2011 data were also reweighted to improve the representativeness of that sample; however, the 2011 sample in particular may be biased by lack of coverage of cell-phone-only households, and the 2006 sample may also have some bias for the same reason, but to a lesser extent.

Where possible, comparisons are made on the same geographic basis, that is, the CRD's Regional Planning Area, and using the same or similar data query parameters. For most comparisons, it was

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necessary to directly query the final 2011, 2006 and 2001 datasets, with the result that many of the 2011, 2006 and 2001 figures reported here differ from those reported elsewhere.<sup>4</sup>

Finally, although most survey questions remain essentially consistent, it should be noted that some questions have been changed and new questions added (hence are not comparable). All of the above may affect the accuracy of the comparisons. Nonetheless, the comparisons can be viewed as indicative.

On the other hand, several new characteristics, not presented in previous reports, have been added. These provide additional perspectives on the CRD's travel.

The sections that follow are organized thusly:

- Section 3.2 presents household and population characteristics for residents of the RPA. In this section, some comparisons with data from the 2011 survey are presented where appropriate (using reweighted 2011 data).
- Section 3.3 reports on travel patterns for trips made to, from, or within the RPA by residents of the entire study area who are 5+ years of age. In this section, no comparisons are made to the earlier surveys, as the study area geographies and age thresholds for data collection differed for different cycles.
- Section 0 presents comparisons among the 2017, 2011, 2006 and 2001 survey results using a common basis for comparison: trips made to, from or within the RPA as reported by residents of the RPA and Salt Spring Island who are 11+ years of age.

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<sup>4</sup> Differences between the different published reports may be due to: corrections to reflect actual Census counts; differences in the study area reported on (the 2006 report did not limit itself to the Regional Planning Area; the 2011 report included trips in the RPA made by residents of the south CVRD, which have been excluded in the re-querying of the 2011 data for this report); differences in the ages for which trips were captured and reported (2001, 2006: all ages; 2011: age 11+; 2017, age 5+); and/or irregularities in previous reporting.

### 3.2 Demographic Characteristics

The importance of presenting the RPA's demographics is twofold. First, it profiles the area's residents: these are the people who are making the trips.

Second, the demographics help explain the reasons for travelling and the travel choices that people make. These explanations, in turn, enable a further understanding of the travel characteristics. Of particular importance to travel are the following demographics:

- **Population.** The total number of residents of the area, comprising both genders and all age groups. Note that the survey does not typically include itinerant (temporary) residents or visitors. Also, trips made into the RPA by people who live outside the study area are not included (e.g., for work), although trips made by study area residents beyond the area's boundaries are included. Trips made by study area residents in district 1 (Salt Spring Island), which is outside the RPA, are part of the survey data, but only their trips into or within the RPA are reported here.
- **Households.** This represents a group of people who are living together in a dwelling unit. Commonly, they are related to each other – i.e., a family – but this is not always the case – e.g., two students who share an apartment. For the purposes of travel behaviour, what matters is that they make a number of decisions together, for the household as a whole. The household typically pools its resources to purchase goods and services for the household as a whole (e.g., furniture, weekly groceries, etc.). Although individuals make their own trips – e.g., two spouses commute separately to their respective workplaces – their travel choices can be linked if they are in the same household – for example, one spouse might require the household's automobile for her work, while the other spouse can walk or take transit. The number of persons per household is an indicator of travel activity, again since each individual travels for his / her own purposes. On the other hand, household size also is important, because some trips are made for the household as a whole, regardless of the number of people living in it (e.g., the weekly grocery trip).
- **Dwelling unit.** This describes the dwelling in which the household resides. Note that the two terms are not interchangeable. This is because there can be more than one household sharing a single dwelling unit. The type of dwelling unit – e.g., single-family unit, apartment and so on - is important to know for two related reasons: it is associated with urban form and, accordingly, can be associated with different rates of travel activity. For example, an apartment building that is located in the denser urban core may be within walking distance of work places, whereas low density suburban neighbourhoods might be located too far from these work places to commute on foot.
- **Vehicles.** This represents the number of motorized vehicles that is available to a household. The term "availability" generally means that any member of the household who is licensed to drive potentially can use the vehicle, regardless of who owns the vehicle (which, in the case of a leased vehicle, might not be a member of the household).

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Like dwelling unit type, vehicle availability is associated with travel activity. It is generally accepted that the more vehicles that are available to a household, the more these will be used for the household's trips, as opposed to other modes such as transit, walking or cycling. Hence the number of vehicles per household is an important indicator of travel mode choice.

- Population 5+. The 2017 survey accounted for the travel only of people who were five years of age and older as young children typically do not travel independently (or, if they are travelling by themselves, their trips tend to be very localized). Experience has shown that many parents are reluctant to divulge their children's travel activities, for reasons of personal security. The use of a minimum age is common practice for an OD survey. In Canadian practice (see section 3.3.3), a number of surveys have used a 10 or 11 years age threshold (including the 2011 CRD OD survey), while others, including the 2017 CRD OD survey, use 5 years as the threshold because it provides a more complete representation of school commutes. The number of people aged 5+ per household is an indicator of the composition of the household (i.e., a higher proportion means more child-oriented trips, on average).
- Population 11+. The 2011 survey accounted for the travel only of people who were 11 years of age and older. When comparisons are made with past survey cycles in Section 0 of this report, the 2017, 2006 and 2001 trip data have been filtered to show only those trips made by householders 11+ years of age.
- Employment, or workers. This represents the number of residents in area who are employed, whether in full time or part time jobs. The depiction of 'workers' refers to where they live, as opposed to jobs, which is a measure of the workplace (i.e., where they work). The number of workers per household is an indicator of the important home-to-work commute which comprises a significant portion of peak period travel activity.

Table 3 summarizes the study area population, household and vehicle characteristics for 2017, 2011, 2006 and 2001. As noted earlier, it is important to understand that the actual boundary of the study area includes Salt Spring Island, in order to obtain good information on the generation of trips to and from the CRD Regional Planning Area by residents of Salt Spring Island. The 2011 and 2006 cycles also included southern portions of the CVRD in the study area for those cycles, with the same idea in mind. However, only trips to, from or within the Regional Planning Area are reported.

Table 4 provides a better comparison across survey cycles. It summarizes the same characteristics for the CRD Regional Planning Area only, which includes the entire Capital Region with the exception of Salt Spring Island and the Southern Gulf Islands Electoral Areas. **The Regional Planning Area is the main focus of the reporting of survey results.**

Table 5 relates these parameters to each other. The absolute numbers of people, dwelling units, workers and vehicles have grown over the four surveys. However, the per-household rates have generally remained stable or have dropped slightly over the same period.

Between 2011 and 2017, it can be seen that almost all rates have remained about the same or have fluctuated slightly. The 2017 average household size is stable at 2.20 persons per household, although it

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has dropped slightly since 2001, as have the populations of 5+ and 11+ persons per household. The differences between 2001 and 2017 are all less than 3%.<sup>5</sup> Conversely, the number of workers per household appears to have increased overall between 2001 and 2017, by 3.5%, with slight fluctuations. On the other hand, the number of vehicles per household has been stable over the four survey periods, with only minor fluctuations in the interim.

**Table 3. Scope of the Study Area – Total Population, Households and Vehicles**

Survey Year	Geography	Population	Population 5+	Population 11+	Employment (Workers)	Households	Vehicles
2017	RPA+SS	373,700	357,500	337,700	199,100	170,000	263,600
2011	RPA+SS+SCVRD2	399,600	381,700	361,000	212,600	178,500	283,000
2006	RPA+SS+SCVRD1	362,200	N/A	N/A	189,200	160,500	253,600
2001	RPA	337,200	N/A	N/A	148,100	146,100	211,600

Geographies are not identical among survey years. Hence, parameters may not be directly comparable.

- The 2017 study area includes the RPA and Salt Spring Island.
- The 2011 study area included the RPA, Salt Spring Island and the southern part of the CVRD including Duncan.
- The 2006 study area included the RPA, Salt Spring Island and a smaller portion of the southern CVRD (Cowichan Valley Subdivision C). Data expansion was based on estimates rather than actual 2006 Census counts, and appeared to have overestimated the number of persons in the study area by 4.1% for the 2006 study area and 6.3% for the RPA alone.
- The 2001 study area effectively included only the RPA as only 2 surveys were obtained for Cowichan Valley Subdivision C, and Salt Spring Island was excluded by design. Again, data expansion used estimates rather than Census counts, overestimating population in by 5.6% for the stated study area and 10.6% for the RPA (the effective study area).

**Table 4. Regional Planning Area (RPA) – Total Population, Households and Vehicles**

Survey Year	Population (Census)	Population 5+	Population 11+	Employment (Workers)	Households (Census)	Vehicles
2017	363,300	347,400	328,000	194,200	165,100	255,300
2011	338,000	323,500	306,000	183,500	153,400	232,800
2006	322,900	309,600 (est.)	290,400 (est.)	169,300	145,500	223,100
2001	305,100	292,900 (est.)	277,800 (est.)	154,700	135,700	210,800

- 2017, 2011 figures reflect population in private dwellings (excludes population in collective dwellings), not total population
- 2006 survey data has been re-geocoded to match the Regional Planning Area for the purpose of comparison. 2006 figures have also been scaled down to match actual 2006 Census dwelling counts and estimated population in private dwellings.
- 2001 figures have been scaled down to match actual 2001 Census dwelling counts and estimated population in private dwellings.

<sup>5</sup> The rate of persons/household drops by 2.2% between 2001 and 2017. The rate of population 5+ / household drops by 2.8% and the rate of population 11+ / household drops by 2.9% over the same period.

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**Table 5. Key Demographic Indicators**

Survey Year	Persons / Household	Population 5+ / Household	Population 11+ / Household	Workers / Household	Vehicles / Household
2017	2.20	2.10	1.99	1.18	1.55
2011	2.20	2.11	1.99	1.20	1.52
2006	2.22	2.13 (est.)	2.00 (est.)	1.16	1.53
2001	2.25	2.16 (est.)	2.05 (est.)	1.14	1.55

The next several tables expand on these basic characteristics for the Regional Planning Area.

Table 6 breaks down the population by age cohort. All cohorts have grown in absolute terms. The largest cohort is 25-64 years, at just over half (55.2%) of the population. This represents a slight (2.5%) reduction compared with 2011, although the 65+ cohort has grown by 2.7%. Together, the two cohorts comprise three quarters of the population, rising slightly from 74.7% in 2011 to 74.9% in 2017. In contrast, the proportion of the population younger than 18 years has remained stable, at 16.4%, while that of young adults (18 – 24 years) has dropped slightly from 8.9% to 8.7%. Young children (0 – 4 years), whose travel activities were not surveyed, have risen slightly from 4.3% to 4.4%. Overall, the proportions by age are stable, with a slight aging of the population evidenced by growth in the 65+ cohort.

**Table 6. Population by Age Category**

Age Group	2011	%	2017	%
0 to 4	14,500	4.3%	15,900	4.4%
5 to 10	17,680	5.2%	19,400	5.3%
11 to 17	23,480	6.9%	24,400	6.7%
18 to 24	29,940	8.9%	31,700	8.7%
25 to 64	194,900	57.7%	200,400	55.2%
65+	57,600	17.0%	71,500	19.7%
Total (all ages)	338,000	100.0%	363,300	100.0%

Note: Within the 65+ group, in the survey data weighting, the population of those aged 75+ was reduced by 20% to account for a larger proportion of the older population likely to reside in collective dwellings, which were not included in the sampling frame. This was done for both the 2011 and 2017 survey cycles.

Table 7 summarizes the occupational status, or primary activity, of each household member, including young children. The proportions of each status have generally remained stable, with some slight variations. Just over half (53.5%) of all individuals are employed. This proportion is unchanged from 2011, although a slightly greater proportion of individuals are now employed full time (41.3% compared with 39.3% in 2011), with full time employment still representing two of every five individuals. Another one in five (20.1%) are students, as was the case in 2011. Another one in five (20.6%) are retired – up slightly from 19.0% in 2011.

It should be noted that there is some overlap in the categories, meaning that people could report both being a student and another occupational status. This is important because it exposes trips made by these individuals that otherwise might not be apparent - notably, a student going to a part-time job. A

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small percent of individuals are counted as both a full-time or part-time student and employed in a job, whether full-time or part-time – 21,100 individuals, or 5.8% of the total. These numbers represent increases from 17,600 individuals and 5.2% of the total in 2011. Of these individuals, 12,800 or 60.7% are full-time students with part-time jobs, compared with 10,600 individuals or 60.2% in 2011.

**Table 7. Occupational Status**

Occupational Status	2011	%	2017	%
Full time employed	133,000	39.3%	150,000	41.3%
Part time employed	48,100	14.2%	44,200	12.2%
Student (full-time or part-time)	66,300	20.1%	73,000	20.1%
Pre-schooler	14,500	4.3%	15,900	4.4%
Retired	64,200	19.0%	74,700	20.6%
Homemaker	10,000	3.0%	10,600	2.9%
Other	17,900	5.3%	17,200	4.7%
Decline / don't know	1,600	0.5%	100	0.0%
Total (expanded number of eligible survey persons)	338,000	100.0%	363,300	100.0%

Sum of rows adds to greater than 100% due to multiple responses (students who were employed were counted in both categories).

Among those who reported full or part time employment, Table 8 records the occupation type. Overall, 37.9% of all respondents recorded office employment. The next highest categories were health care and social assistance (12.4%), retail and wholesale (9.2%), and industrial employment (8.5%): combined, these three categories represented 30.1% of all employment. This information will be of use in calibrating the transportation model for the region.

**Table 8. Occupation Type**

Occupation Type	Number	%
Industrial employment	16,400	8.5%
Office employment	73,700	37.9%
Accommodation and food services	14,300	7.4%
Other main services	13,000	6.7%
Retail and wholesale employment	18,000	9.2%
Arts, entertainment and recreation	6,600	3.4%
Health care and social assistance	24,100	12.4%
School employment	14,800	7.6%
Commercial driver	3,800	1.9%
Other / unsure	9,600	4.9%
Decline / don't know	194,200	100.0%
Total, full time and part time employed	16,400	8.5%

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Table 9 lists the number of dwelling units by type. Single detached dwellings still dominate, representing two of every five dwellings. However, their absolute numbers have increased only marginally, and so their proportion in the overall mix has dropped. Apartments / condominiums (i.e., high-density buildings) have grown the most in absolute terms, representing just over one-third of all dwellings, with row / townhouses and semi-detached homes also increasing.

**Table 9. Type of Dwelling**

Type of Dwelling *	2011	%	2017	%
Single-detached	65,300	42.6%	65,600	39.8%
Semi-detached*	13,900	9.1%	16,400	9.9%
Row / townhouse*	21,500	14.0%	25,000	15.2%
Apartment or condominium	49,300	32.1%	55,500	33.6%
Other (e.g., trailers)*	3,400	2.2%	2,500	1.5%
Total	153,400	100.0%	165,100	100.0%

\* Figures reported are survey results. In the data weighting, semi-detached, row/townhouse, and other (trailers) were not individually controlled for, but were grouped together as ‘other ground oriented’. The 2017 survey results over-represent semi-detached dwellings and under-represent row/townhouses.

\*\* Percentages might not sum to 100% due to rounding.

The next three tables present various vehicle characteristics. Table 10 summarizes household size (number of persons in the household, ranging from 1 to 4+ persons) by vehicles per household (categorized from 0 to 3+ vehicles). This is an important indicator of mobility - as noted, the more vehicles that are available to a household, the more they are likely to be used as the household’s mode of travel.

Key points to note:

- Just over one in ten households (16,800 or 10.2%) do not have any vehicles. This proportion is unchanged from 2011. This means that the occupants generally are ‘captive’ to modes other than the auto (i.e., transit, walking, cycling or sharing a ride with someone else). Most 0-vehicle households are 1-person households.
- More than two of every five households (73,400 or 44.5%) are 1-vehicle households. Almost one third of households (53,200 or 32.2%) are 2-vehicle households. These proportions are unchanged from 2011.
- Half of all households (82,700 or 50.1%) have *at least one* vehicle for every household member. This proportion has grown slightly from 47.4% in 2011. Of these households, 6.7% (11,000 households) have *more than one* vehicle for each individual and the remaining 43.4% (or more than two out of all five households) have *exactly one* vehicle for each person. These proportions have also grown slightly from 6.0% and 41.4%, respectively, in 2011.
- Two-person households comprise over one third of all households (61,700 or 37.4%). One-person households comprise one third of all households (54,900 or 33.3%). Of the remainder, 4+ person households are the next largest proportion, at 16.0% (26,400). These proportions are generally the same as in 2011, with slight fluctuations.



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Overall, the composition of households by vehicle availability has remained stable proportionately, with 1-vehicle households and 2-person households being the most dominant in each category. However, the proportion of households that have at least one vehicle for every household member has grown slightly, now representing half of all households.

**Table 10. Household Size by Vehicles per Household**

Household Size	0 vehicles	1 vehicle	2 vehicles	3+ vehicles	Total
1 person	12,700	37,600	4,100	500	54,900
2 persons	3,100	24,100	28,100	6,400	61,700
3 persons	700	6,400	9,200	6,000	22,200
4+ persons	400	5,400	11,800	8,800	26,400
Total	16,800	73,400	53,200	21,700	165,100

The survey asked respondents about the fuel type of their vehicles. Table 11 indicates that although gasoline continues to dominate, at 93.6% of all vehicles, other fuel types also are present in the mix, including hybrid (2.1%), electric-only (0.7%) and biodiesel (0.2%) in addition to diesel (3.2%). Compared with 2011, the results indicate small though noticeable shifts from gasoline and, especially, diesel to hybrid, electric and biodiesel vehicles.

**Table 11. Vehicles by Fuel Type**

Vehicles by Fuel Type	2011	%	2017	%
Gasoline	219,700	94.4%	239,000	93.6%
Hybrid	2,800	1.2%	5,300	2.1%
Electric only	100	0.0%	1,900	0.7%
Diesel	9,900	4.3%	8,200	3.2%
Biodiesel	300	0.1%	400	0.2%
Other or Unknown Alternative Fuel	0	0.0%	500	0.2%
Total	232,800	100.0%	255,300	100.0%

Table 12 breaks out the expanded number of vehicles of different fuel types by dwelling type as reported in the 2011 and 2017 surveys. This information is relevant to planners considering the implications of urban densification (and associated increase in apartment dwellers) in relation to reliance on vehicles and access to charging for electric vehicles.

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Table 12. Fuel Types by Dwelling Type

Dwelling Type	Households	Vehicles	Vehicles by Fuel Type					Unknown /Other
			Gasoline	Hybrid	Electric	Diesel	Biodiesel	
<b>2011 Survey</b>								
Single-detached	65,300	134,200	125,000	1,700	100	7,400	200	n/a
Semi-detached*	13,900*	20,600	19,500	300	0	800	<50	n/a
Row / townhouse*	21,500*	29,400	28,500	200	0	700	<50	n/a
Apartment or condo	49,300	44,400	42,800	500	<50	1,000	100	n/a
Other (e.g., trailers)*	3,400*	4,200	4,100	100	0	100	0	n/a
Total	153,400	232,800	219,800	2,800	100	9,900	300	n/a
<b>2017 Survey</b>								
Single-detached	65,600	137,700	128,800	2,600	1,300	5,900	300	200
Semi-detached*	16,400*	25,500	23,700	900	<50	800	100	<50
Row / townhouse*	25,000*	35,600	34,100	700	200	700	0	200
Apartment or condo	55,500	53,000	50,900	1,100	300	900	<50	100
Other (e.g., trailers)*	2,500*	3,500	3,500	<50	0	0	0	0
Total	165,100	255,300	240,900	5,300	1,900	8,200	400	500

\*Expanded survey counts of households for other ground-oriented dwelling types (as these dwelling types were grouped together for purposes of data expansion) may differ significantly from Census counts and should be interpreted with caution. While the expanded survey counts of households for single-detached and apartment/condo more closely align to Census figures, it should be emphasized that these are expanded survey data and may not match Census counts exactly.

A total of 4,700 households, or 2.8% of all households, reported having at least one household member who is a member of a car share (for a total of 5,600 people registered with one or more car share service), while the number reporting at least one household member being a member of the local service, Modo, was 3,200 households (with 4,000 people registered), or 1.9% of all households.

As can be seen from Table 13, while 1.8% of the population of driving age are car share members, 1.3% are actually members of the sole service offered in Victoria (Modo). The other car share services cited include services cited by respondents as being used in cities such as Vancouver, Calgary and others that respondents may regularly or occasionally visit, and one respondent citing a private car co-op among friends. It should be noted that these are weighted survey estimates and have not been validated against car share enrolments from the car share services themselves.

**Table 13. Car Share Membership**

	Persons 16+	% of Persons 16+
Total Persons 16+ Yrs	306,100	100.0%
Car Share Members	5,600	1.8%
Modo	4,000	1.3%
Zip*	500	0.2%
Evo*	400	0.1%
Car2Go*	900	0.3%
Other/Unsure	100	0.0%

\* Zip, Evo, and Car2Go are not offered in Victoria

As some people may be members of more than one car share service, the individual numbers for each service may add to greater than the total number of car share members.

Table 14 summarizes bicycle ownership. Two-thirds (65.7%) of all households have bicycles. These households have an average of 2.43 bicycles per household, of which the large majority (83.9%) are adult bicycles.

**Table 14. Bicycles**

	Number	% of Households
Households with bicycles	108,500	65.7%
Total bicycles	263,900	
Children's bicycles	42,300	
Adult bicycles	221,500	

### 3.3 Travel Characteristics

#### Presentation of Regional Travel Characteristics

As noted in the previous section, it should be noted that the results presented below cover the Regional Planning Area. In terms of the district system used for the study, this means that districts 2-19 are included, but not districts 1 (Salt Spring Island), 20 (external to study area in southern CVRD) and 21 (external to study area). Trips made by residents of district 1 are included if they are made to, from or within the RPA.

Estimated counts of households, persons, and trips presented in this report have been rounded to the nearest 100. Totals and percentages are based on the survey results before rounding. The sum of individual rounded counts for subgroups may not always add exactly to the rounded total.

#### 3.3.1 Trip Totals and Trip Rates

Table 15 presents several important pieces of information. The table summarizes the number of trips in the RPA made by study area residents on a ‘typical’ working weekday. Here, the term typical means that the results from all surveys, which were conducted over several weeks in autumn 2017, have been combined to represent an average day.

The table breaks down activity by time period. Key points to note:

- Study area residents made 1.1 million trips daily, where ‘daily’ is measured as the 24-hour working weekday period over which the respondents’ trips were recorded. Of the estimated 1.104 million trips in the RPA, 1.103 million were made by residents of the RPA. The other 1,400 trips in the RPA were reported by survey respondents who live on Salt Spring Island.
- The table defines several time periods during the day. The two commuter peak periods are defined as:
  - AM peak period: 0600 to 0859.
  - PM peak period: 1500 to 1759.

These durations have been defined by the CRD as a function of observed travel on the region’s transportation network. They are consistent with earlier durations, and with durations in other Canadian cities.

Importantly, the definitions in Table 15 reflect the start time of the trip, regardless of when it ends: for example, a trip that begins at 0850 and reaches its destination at 0921 is included in the AM peak period, even though it ended during the ‘Midday’ period.

- The PM peak period comprises over a quarter of all daily trips (28.5%), which is significantly more than the 20.0% of trips that take place in the AM peak period, even though the two peaks have the same duration. In fact, this pattern is common in Canadian urban areas, in that the AM peak period typically is dominated by the home to work / school commute, whereas many people make additional stops on the way home (e.g., to go to a store, the gym, etc.), added on to the travel of non-workers in the PM period.

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- One third of all trips takes place during the six-hour mid-day inter-peak period (0900 – 1459). In other words, although the two commuter peak periods feature the most concentrated trip-making, other times of day – including the evening, at 16.9% - also have significant activity.
- The daily average trip rate per person is calculated by dividing the total trips made by RPA residents by the number of RPA residents. The rate is 3.17 trips per day.

**Table 15. Weekday Regional Trip Totals and Trip Rates**

	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour
Total Trips	14,300	220,600	367,800	314,900	186,700	1,104,300
% of Daily Trips	1.3%	20.0%	33.3%	28.5%	16.9%	100.0%
Trips made by RPA residents	14,300	220,300	367,100	314,500	186,700	1,102,900
Trips per Person 5+*	0.04	0.63	1.06	0.91	0.54	3.17

\*Trips made by RPA residents only divided by the number of RPA residents.

Table 16 breaks down the trips by age category. Table 17 presents the corresponding trip rates by age group (excluding 0-10 years). Over the 24-hour period, the 25-64 age group has the highest trip rate, at 3.44 daily trips per person. The highest trip rate by time of day occurs during the mid-day period and is recorded by seniors (65+, at 1.68 trips person. Nonetheless, this rate is consistent with retirees whose activities may take place outside the commuter peak period (e.g., personal business or shopping). Of interest, the rates for children 5-17 years old are highest during the AM and PM commuter peaks, which is consistent with the trip to and from school. Also of note, the midday rate for the 25-64 age group is only slightly lower than their PM peak period rate, and both are higher than the AM peak period rate.

**Table 16. Weekday Person-Trips by Age Category – RPA Residents**

Age Group	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour
0 to 4						
5 to 10	100	20,100	8,200	20,200	5,600	54,100
11 to 17	300	21,700	10,200	25,100	13,600	70,900
18 to 24	2,300	15,200	23,600	21,400	21,300	83,800
25 to 64	10,700	147,200	205,000	200,100	125,500	688,500
65 to 74	1,000	16,100	120,100	47,700	20,700	205,500
Total (all ages 5+)	14,300	220,300	367,100	314,500	186,700	1,102,900

Excludes trips made by residents outside the RPA.

**Table 17. Weekday Person-Trip Rates by Age Category – RPA Residents**

Age Group	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour
0 to 4						
5 to 10	0.00	1.04	0.43	1.04	0.29	2.80
11 to 17	0.01	0.89	0.42	1.03	0.56	2.90
18 to 24	0.07	0.48	0.74	0.68	0.67	2.64
25 to 64	0.05	0.73	1.02	1.00	0.63	3.44
65+	0.01	0.23	1.68	0.67	0.29	2.87
Total (all ages 5+)	0.04	0.63	1.06	0.91	0.54	3.17

Excludes trips made by residents outside the RPA.

### 3.3.2 Trip Origins and Destinations

This section summarizes the trip origins and destinations. As Table 18 indicates, the origins and destinations for the 21 districts are grouped into 6 sub-regions.

The Saanich Peninsula, Core, and West Shore sub-regions together comprise the Regional Planning Area that corresponds to the CRD’s Regional Growth Strategy.

The results are presented in the next several tables. All tables present only trips that originate in, are destined to or are entirely within the Regional Planning Area (i.e., excludes trips entirely within Salt Spring Island and other trips entirely external to the Regional Planning Area). Table 19 expresses all trips by the sub-region of origin (where the trips begin), by time of day. Table 20 expresses all trips by the sub-region of destination (where the trip ends), by time of day.

**Table 18. Sub-Region and District Definitions**

Sub-Region	Municipalities and Areas (Districts)
1. Salt Spring	1. Salt Spring Island Electoral Area
2. Saanich Peninsula	2. Town of Sidney 3. District of North Saanich with Tsycum First Nation, Pauquachin First Nation 4. District of Central Saanich with Tsartlip First Nation, Tsawout First Nation
3. Core	5. Downtown Victoria 6. Victoria North 7. Victoria South 8. Saanich North 9. Saanich East 10. Saanich West 11. District of Oak Bay 12. Township of Esquimalt 13. Town of View Royal with Esquimalt Nation, Songhees First Nation
4. West Shore	14. District of Highlands 15. City of Langford 16. City of Colwood 17. District of Metchosin with Scia’new First Nation

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Sub-Region	Municipalities and Areas (Districts)
	18. District of Sooke with T'souke First Nation 19. Juan de Fuca Electoral Area with Pacheedaht First Nation
5. South CVRD	20. External South CVRD (not surveyed) Cowichan Valley A, B, C, E (south of Cowichan Valley Highway), Duncan, North Cowichan (south of Herd Road), Malahat First Nation, Cowichan Tribes
6. External	21. External (Vancouver Island north of study area, Gulf Islands, mainland, etc.)

**Table 19. Weekday Trip Origins by Sub-Region**

Sub-Area	Trip Totals (Trip Origins)					
	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour
1. Salt Spring	0	100	200	100	0	500
2. Saanich Peninsula	1,900	21,900	43,500	32,300	15,600	115,200
3. Core	8,600	149,400	260,800	233,400	141,900	794,100
4. West Shore	3,700	49,000	61,800	47,200	28,500	190,200
5. External South CVRD	0	0	300	900	400	1,700
6. External Other	100	200	1,100	1,000	300	2,600
Total Trip Origins	14,300	220,600	367,800	314,900	186,700	1,104,300

Includes only trips to, from, or within the Regional Planning Area.

**Table 20. Weekday Trip Destinations by Sub-Region**

Sub-Area	Trip Totals (Trip Destinations)					
	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour
1. Salt Spring	0	100	100	300	0	600
2. Saanich Peninsula	2,400	20,500	43,800	32,600	15,700	115,000
3. Core	9,500	164,100	259,900	220,900	140,300	794,700
4. West Shore	2,300	34,400	61,800	60,500	30,200	189,200
7. External South CVRD	100	700	800	100	200	1,800
8. External Other	100	900	1,300	600	200	3,100
Total Trip Destinations	14,300	220,600	367,800	314,900	186,700	1,104,300

Includes only trips to, from, or within the Regional Planning Area.

Table 21 combines total daily (24 hour) trip origins and destinations into a single table. It shows the number of trips moving between each origin-destination combination. For example, there are 30,700 trips originating in the Saanich Peninsula (sub-region 2) and destined to the Core (sub-region 3). Note that the table also indicates travel that is internal to each sub-region - for example, 137,600 trips start and end within West Shore (sub-region 4). Table 22 and Table 23 list the daily auto-driver trips and transit person-trips, respectively. Inter-regional flows are presented further in Section 3.3.9 later in this report.

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**Table 21. Weekday Daily - Total Person-Trips by Sub-Region**

Sub-Area Trip Origin	Trip Destination						Total Trips
	Salt Spring	Saanich Peninsula	Core	West Shore	External S. CVRD	External	
1. Salt Spring	n/a	100	300	0	n/a	n/a	500
2. Saanich Peninsula	200	78,300	30,700	4,400	200	1,600	115,200
3. Core	300	30,600	714,200	46,500	1,200	1,300	794,100
4. West Shore	0	4,600	47,400	137,600	500	200	190,200
5. External South CVRD	n/a	100	900	600	n/a	n/a	1,700
6. External Other	n/a	1,400	1,200	100	n/a	n/a	2,600
<b>Total Trips</b>	<b>600</b>	<b>115,000</b>	<b>794,700</b>	<b>189,200</b>	<b>1,800</b>	<b>3,100</b>	<b>1,104,300</b>

Includes only trips to, from, or within the Regional Planning Area (n/a = not applicable).

**Table 22. Weekday Daily - Auto Driver Trips by Sub-Region**

Sub-Area Trip Origin	Trip Destination						Total Trips
	Salt Spring	Saanich Peninsula	Core	West Shore	External S. CVRD	External	
1. Salt Spring	n/a	100	200	0	n/a	n/a	300
2. Saanich Peninsula	200	50,900	23,300	3,500	100	500	78,500
3. Core	300	23,100	354,900	33,300	900	900	413,400
4. West Shore	0	3,700	34,100	85,600	400	200	123,900
5. External South CVRD	n/a	100	700	400	n/a	n/a	1,300
6. External other	n/a	500	700	100	n/a	n/a	1,300
<b>Total Trips</b>	<b>400</b>	<b>78,400</b>	<b>414,000</b>	<b>123,000</b>	<b>1,400</b>	<b>1,600</b>	<b>618,800</b>

Includes only trips to, from, or within the Regional Planning Area (n/a = not applicable).

**Table 23. Weekday Daily – Transit Person-Trips by Sub-Region**

Sub-Area Trip Origin	Trip Destination						Total Trips
	Salt Spring	Saanich Peninsula	Core	West Shore	External S. CVRD	External	
1. Salt Spring	n/a	-	-	-	n/a	n/a	-
2. Saanich Peninsula	-	1,500	1,900	100	-	100	3,600
3. Core	-	1,800	65,200	4,600	0	0	71,600
4. West Shore	-	100	5,200	1,900	-	-	7,200
5. External South CVRD	n/a	-	0	-	n/a	n/a	-
6. External Other	n/a	-	0	-	n/a	n/a	-
<b>Total Trips</b>	<b>-</b>	<b>3,500</b>	<b>72,300</b>	<b>6,500</b>	<b>0</b>	<b>100</b>	<b>82,500</b>

Includes only trips to, from, or within the Regional Planning Area (n/a = not applicable).

Transit trips exclude HandyDart. Figures are for the number of trips (not boardings; there may be multiple boardings per trip).



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Finally, sub-regional trip origins and destinations for the PM peak period are for all trips, auto-driver trips and transit person-trips in Table 24, Table 25 and Table 26, respectively.

**Table 24. Weekday PM Peak Period - Total Person-Trips by Sub-Region**

Sub-Area Trip Origin	Trip Destination						Total Trips
	Salt Spring	Saanich Peninsula	Core	West Shore	External S. CVRD	External	
1. Salt Spring	n/a	-	100	-	n/a	n/a	100
2. Saanich Peninsula	100	21,700	8,100	2,000	-	500	32,300
3. Core	200	9,300	203,900	19,800	100	100	233,400
4. West Shore	-	900	8,000	38,300	0	0	47,200
5. External South CVRD	n/a	0	400	500	n/a	n/a	900
6. External Other	n/a	600	400	0	n/a	n/a	1,000
<b>Total Trips</b>	<b>300</b>	<b>32,600</b>	<b>220,900</b>	<b>60,500</b>	<b>100</b>	<b>600</b>	<b>314,900</b>

Includes only trips to, from, or within the Regional Planning Area (n/a = not applicable).

**Table 25. Weekday PM Peak Period - Auto Driver Trips by Sub-Region**

Sub-Area Trip Origin	Trip Destination						Total Trips
	Salt Spring	Saanich Peninsula	Core	West Shore	External S. CVRD	External	
1. Salt Spring	n/a	-	100	-	n/a	n/a	100
2. Saanich Peninsula	100	13,900	5,800	1,600	-	100	21,500
3. Core	100	7,000	98,300	13,200	100	100	118,800
4. West Shore	-	700	6,300	23,200	0	-	30,200
5. External South CVRD	n/a	0	400	400	n/a	n/a	800
6. External Other	n/a	200	200	0	n/a	n/a	300
<b>Total Trips</b>	<b>200</b>	<b>21,800</b>	<b>110,900</b>	<b>38,400</b>	<b>100</b>	<b>200</b>	<b>171,700</b>

Includes only trips to, from, or within the Regional Planning Area (n/a = not applicable).

**Table 26. Weekday PM Peak Period – Transit Person-Trips by Sub-Region**

Sub-Area Trip Origin	Trip Destination						Total Trips
	Salt Spring	Saanich Peninsula	Core	West Shore	External S. CVRD	External	
1. Salt Spring	n/a	-	-	-	n/a	n/a	0
2. Saanich Peninsula	0	500	800	100	-	0	1,400
3. Core	-	600	21,000	2,900	-	-	24,600
4. West Shore	-	0	300	400	-	-	700
5. External South CVRD	n/a	-	-	-	n/a	n/a	0
6. External Other	n/a	-	0	-	n/a	n/a	0
<b>Total Trips</b>	<b>0</b>	<b>1,200</b>	<b>22,100</b>	<b>3,400</b>	<b>0</b>	<b>0</b>	<b>26,700</b>

Includes only trips to, from, or within the Regional Planning Area (n/a = not applicable).

Transit trips exclude HandyDart. Figures are for the number of trips (not boardings; there may be multiple boardings per trip).

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#### 3.3.3 Comparison With Trip Rates From Other Surveys

Table 27 compares daily person- and household-trip rates from the 2001, 2006, 2011 and 2017 CRD surveys with rates from other surveys across Canada. The other surveys were selected to approximate areas of comparable size (e.g., London, Waterloo and Hamilton in Ontario); proximity (Nanaimo, Vancouver and Kelowna); other western cities (Edmonton, Calgary, Saskatoon and Winnipeg); and a selection of large areas in eastern Canada (Toronto, Ottawa-Gatineau, Montréal and Québec City). In some cases, data for the two most recent surveys are provided, and it can be seen that some rates increase (Vancouver and Montréal), others have dropped (Region of Waterloo, Ottawa-Gatineau and Québec City) and the rest have remained constant (Hamilton and Toronto).

As noted in the table, the rates are not always directly comparable – in particular, some rates exclude children below a specified age while others include them. However, overall they are indicative, and they show that the 2017 CRD trip rates are reasonable and are consistent with the findings of other cities.

**Table 27. Comparison with Surveys from Other Canadian cities**

City	Year of Survey	Daily Person Trip Rate	Daily Household Trip Rate	Population
CRD	2017	3.17 (5+) ****	6.68	363,300
	2011	3.30 (11+) *	6.73	344,900
	2006	3.15 (all ages)**	7.14 **	330,400 **
	2001	3.08 (all ages)**	7.10 **	312,200 **
Nanaimo	2012	2.84 *	6.69	103,484
Vancouver (TransLink)	2011	2.77	6.71	2,405,000
	2008	2.68	6.43	2,273,000
Kelowna	2013	3.10	6.95	184,561
City of Edmonton	2015	3.51	8.54	894,400
City of Calgary	2011	3.67	9.47	1,090,900
City of Saskatoon	2013	3.21	7.41	241,250
City of Winnipeg	2007	2.83 *	5.92	632,970
London (Ontario)	2010	2.32 ***	6.4	291,555 ***
Region of Waterloo	2016	2.5 *	6.4	524,500
	2011	2.6 *	7.1	507,500
City of Hamilton	2016	2.4 *	6.0	525,500
	2011	2.4 *	6.1	519,800
City of Toronto	2016	2.2 *	5.3	2,671,500
	2011	2.2 *	5.7	2,616,800
Ottawa-Gatineau	2011	2.69 *	6.10	1,233,800
	2005	2.78 *	6.03	1,150,600
Montréal	2013	2.32 ****	5.18	4,287,629
	2008	2.16 ****	4.89	3,939,761
Québec City	2011	2.53 ****	5.33	807,245
	2006	2.81 ****	6.09	755,277

Notes:

1. Rates are presented to two decimal points, unless the source data were provided only to one decimal point.
2. Unless otherwise identified, these surveys cover an urban metropolitan region that may extend beyond the actual limits of the core city. The rates and populations correspond to this broader coverage. Exceptions:

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- The 2015 Edmonton, 2011 Calgary and 2007 Winnipeg surveys each included the surrounding region. The rates presented here are for residents of the respective city only.
  - The 2016 Transportation Tomorrow Survey covered several municipalities across south-central Ontario. The rates presented here are for residents of the Region of Waterloo, the City of Hamilton and the City of Toronto only.
  - The 2006, 2011 and 2017 CRD surveys also included external catchments (south CVRD in 2006 and 2011, Salt Spring Island in all three). For the purpose of comparison, the rates presented here are for Regional Planning Area residents only.
3. Unless otherwise noted, person trip rates and/or populations reflect all age groups. Exception are:
- \* Data are for population 11+ (CRD 2011, Nanaimo, Winnipeg, Region of Waterloo, Hamilton, Toronto Ottawa-Gatineau).
  - \*\* Data for 2001 and 2006 are for the Regional Planning Area, which is not the complete area that was reported on in 2006. Overall person trip rates and household trip rates have been recalibrated to be based on only trips made by population 11+ for the purpose of comparison. (Figures reported in these cycles were based on the trips of all persons of all ages and population totals included portions of the CVRD. In the 2001 and 2006 reports, the person trip rates reported were 3.35 and 3.34, respectively; while the household trip rates reported were 7.92 and 7.97, respectively).
  - \*\*\* Data are for population 15+ (London).
  - \*\*\*\* Data are for population 5+ (Montréal, Québec City).

### Sources:

- CRD: 2011 *CRD Origin-Destination Household Survey Daily Travel Characteristics Report*, September 2012, RA Malatest and DKCI, 2006 and 2001 *CRD Origin and Destination Household Survey Final Reports*, March 2007 and December 2002, TSi (Halcrow)
- Nanaimo: 2012 *Household Travel Survey*, August 2012, HDR and RA Malatest.
- TransLink: 2011 *Metro Vancouver Regional Trip Diary Survey, Analysis Report*, February 2013, TransLink.
- Kelowna: 2013 *Okanagan Travel Survey Findings & Comparison to 2007 Baseline* (no date), Acuere Consulting.
- City of Edmonton: 2015 *Edmonton and Region Household Travel Survey, Summary Report*, April 2018, City of Edmonton and RA Malatest.
- City of Calgary: *Changing Travel Behaviour in the Calgary Region, Travel Behaviour Report Series: Volume 1*, June 2013, City of Calgary.
- Saskatoon: 2013 *Household Travel Survey*, March 2014, Ipsos Reid.
- City of Winnipeg: 2007 *Winnipeg Area Travel Survey Results – Final Report*, July 2009, RA Malatest and iTRANS (HDR).
- City of London: 2010 *Working Paper: Household Travel Survey*, November 2010, AECOM. Results of the 2016 travel survey have not yet been published.
- Region of Waterloo, City of Hamilton and City of Toronto: *Transportation Tomorrow Survey 2016, Data Expansion and Validation Report*, February 2018 and *Transportation Tomorrow Survey 2016, TTS 2016 Travel Survey Summaries for TTS Area*, January 2018 RA Malatest.
- City of Kingston: 2008, *Model Development Report*, July 2009, AECOM.
- Ottawa-Gatineau: 2011 *NCR Household Origin-Destination Survey, Summary of Results*, January 2013, RA Malatest, HDR and DKCI.
- Montréal: *Enquête Origine-Destination 2013; La mobilité des personnes dans la région de Montréal* (report), 2015, Agence métropolitaine de transport et al.
- Québec City: *Enquête Origine-Destination 2011; La mobilité des personnes dans la région de Québec* (report), March 2015, Ministère des Transports du Québec.

### 3.3.4 Travel Mode and Trip Purpose

This section describes the modes people use to make their trips, and the purposes for which they travel. Mode choice and trip purpose are related in that the trip purpose can determine the choice of mode. For example, a parent picking up or dropping off children at a daycare might use the family auto, with the other parent taking transit or bicycling to work. Later on, the family might use the auto for the weekly trip for groceries in order to transport the heavy grocery bags home, even though the supermarket is a only a short walk from home.

Trip purposes can be divided into ‘non-discretionary’ and ‘discretionary’ trips. Non-discretionary trips are those that occur on a regular basis, commonly between the same origin and destination and at the same time of day. The commute trip to and from work or school exemplifies these trips. Discretionary trips are irregular, can occur at different times and have varied destinations. Examples include shopping or personal business. The frequency and regularity of trips, as well as the specific requirements of the trip – e.g., to carry passengers – also are determinants of mode choice.

When interpreting the survey results generally, it is important to bear in mind that the survey results represent the travel of individuals 5 years of age and older, as the trips of most young children will be captured in the travel of the adults or older siblings they travel with (also, many survey respondents prefer not to provide information on the travel patterns of their young children). This is particularly salient when reviewing the results by trip purpose: trips with the purpose of ‘other school’ exclude those for young school age children; although, it may be noted that many of these trips are captured in the travel of adults picking up and dropping off children. As with previous sections, only trips to, from, or within the CRD Regional Planning Area are reported on below.

#### Primary modes

Some trips use more than one mode. As a result, the question arises as to which mode should be considered as ‘primary,’ for purposes of reporting. The following hierarchy is used in this report, and has been retained from the previous survey cycles, with the exception that in the 2011 reporting, transit had included HandyDart (which is now more appropriately included as Other). Note that this hierarchy is independent of the order in which the modes are used in the trip:

- For any combination of modes with transit, **transit** is the primary mode. An important example is park and ride (e.g., auto to transit, or transit to auto – see also Table 43).
- For any combination of modes with school buses (except transit), **school bus** is the primary mode (classified under “other” modes below).
- For any combination of modes with auto driver (other than transit, or school bus), **auto driver** is the primary mode. Note that motorcycle and scooter are tabulated under auto driver.
- For any combination of modes with auto passenger (other than the above modes), **auto passenger** is the primary mode.
- For any combination of modes with bicycle (other than the above), **bicycle** is the primary mode.
- **Walk** is considered as the primary mode only if it is the only mode – i.e., for any combination of walk with other modes, it is considered as an access mode to the primary mode. For example, walking to the bus stop is a transit trip.
- **Other** is last in order, except for school bus. **Other** modes comprise school bus, HandyDart, other bus (non-transit), taxi, Harbour Ferry, BC Ferries, other marine, train and airplane.

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Table 28 summarizes travel modes by time of day, and Table 29 shows how these are distributed. As can be seen from Figure 2, auto driver is the dominant mode, capturing just over half of all daily trips (56.0%). Auto driver is the dominant mode at all times of day, with the AM and PM commuter peaks holding just under the daily share (53.6% and 54.6%, respectively) and the midday period at just over the daily share (58.9%). The auto driver share is highest at night, when it comprises almost two-thirds of all trips (64.9%).<sup>6</sup>

The auto passenger share is next highest at 15.5% overall, and rising to 22.0% during the evening. The daily shares represent an average auto occupancy of 1.28 persons per vehicle. The average AM and PM peak period occupancies are close to the daily average, at 1.27 and 1.30 persons per vehicle, respectively. The highest occupancy occurs during the evening, at 1.40 persons per vehicle, with the lowest rate occurring during the night, at 1.16 persons per vehicle. Note that these values are indicative: a more accurate calculation for auto occupancies should be derived from observed screenline classification counts.<sup>7</sup>

Walking is next, at 14.2% of the daily share. The walk share is highest during the midday, at 17.2% of all trips. Transit has a daily share of 7.5%, which rises to 10.3% during the AM peak and 8.5% during the PM peak. Bicycle trips have a 5.0% daily share, rising to 7.3% during the AM peak, 5.8% during the PM peak and, interestingly, 7.0% at night (midnight to 0559).

Trips made during the AM and PM peak periods comprise almost half, or 48.5%, of all daily trips. The two peaks comprise 59.9% of all daily transit trips and 62.2% of all daily bicycling trips. Two of five walk trips (40.5%) are made during the midday.

**Table 28. Weekday Travel Mode by Time of Day**

Travel Mode	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour Total
Auto Driver	9,300	118,300	216,700	171,700	102,800	618,800
Auto Passenger	1,500	31,800	45,800	50,900	41,200	171,200
Transit	1,000	22,700	22,000	26,700	10,100	82,500
Bicycle	1,000	16,200	14,800	18,400	5,300	55,600
Walk	1,000	25,300	63,300	41,900	25,000	156,400
Other *	600	6,400	5,100	5,300	2,400	19,800
Total (all modes)	14,300	220,600	367,800	314,900	186,700	1,104,300

\* Includes school bus, HandyDart, other bus (non-transit), taxi, Harbour Ferry, BC Ferries, other marine, train and airplane.

<sup>6</sup> Note that the shares reported here differ somewhat from those described for the 2011 survey. For example, the 2011 auto driver share was 64.0%. The difference relate in large part to the reporting, in that this report includes trips made by all travellers aged 5 years and over, whereas the 2011 reports is based on travellers 11+. This makes some difference, since if we based this section on travellers 11+, the 2017 auto driver mode share would be 58.9%. Also, the reweighted 2011 data have a mode share of about 63% (so only a 4% difference, although still and important: the difference speaks to differences in sampling frame and methodology that have been discussed above).

<sup>7</sup> 'Screenlines' are pre-determined imaginary lines spanning major roads or municipal boundaries across which traffic may pass. Classification and occupancy (C&O) counts may be conducted at key screenlines to gather samples of traffic volumes by vehicle type, number of occupants and time of day. Such counts are commonly used in conjunction with origin-destination survey data to calibrate transportation models.

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Table 29. Weekday Travel Mode – Distribution by Time of Day

Travel Mode	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour Total
Auto Driver	64.9%	53.6%	58.9%	54.5%	55.1%	56.0%
Auto Passenger	10.4%	14.4%	12.5%	16.2%	22.0%	15.5%
Transit	6.7%	10.3%	6.0%	8.5%	5.4%	7.5%
Bicycle	7.0%	7.3%	4.0%	5.8%	2.8%	5.0%
Walk	6.9%	11.5%	17.2%	13.3%	13.4%	14.2%
Other*	4.2%	2.9%	1.4%	1.7%	1.3%	1.8%
Total (all modes)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

\* Includes school bus, HandyDart, other bus (non-transit), taxi, Harbour Ferry, BC Ferries, other marine, train and airplane.

Figure 2. Weekday - Daily Mode Share

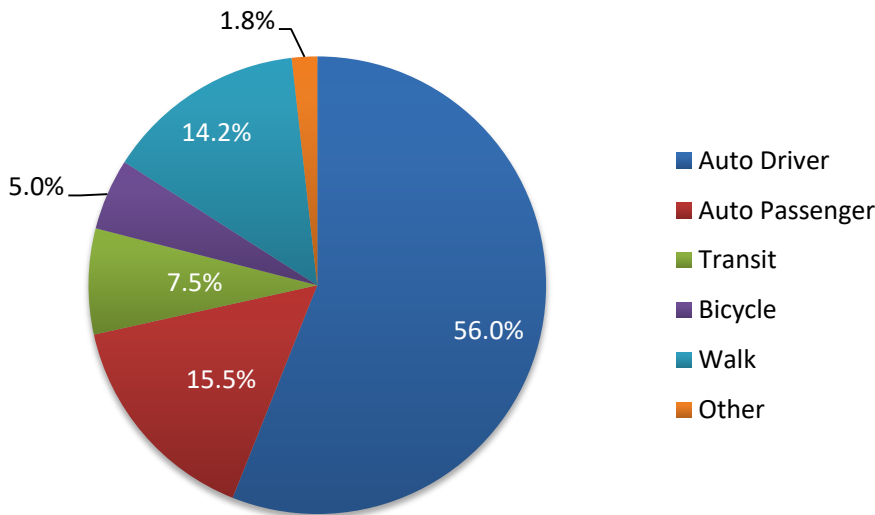


Table 30 summarizes the breakdown of trip purpose by time of day, and Table 31 shows their distribution. Trip purpose refers to the main reason for which the trip is being made: “work,” “post-secondary school” and “other school” refer to the non-discretionary commute to these locations. “Personal business,” “shopping,” etc. are discretionary trips. “Return home” is the trip in the homebound direction for both discretionary and non-discretionary trips. All stops generally must be counted as separate trips. For example, a stop at a coffee shop on the way to work makes two trips: home to dining / restaurant, and dining / restaurant to work.

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**Table 30. Weekday Trip Purpose by Time of Day**

Trip Purpose	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour Total
Work / work-related	6,200	104,000	52,400	12,000	3,600	178,200
Post-secondary school	-	9,000	8,000	1,300	400	18,700
K-12 School	100	36,300	1,900	100	0	38,400
Personal business	100	6,900	38,300	11,600	3,800	60,700
Recreation / social	1,400	10,300	45,600	30,900	29,800	117,900
Dining / restaurant	300	5,300	19,400	10,500	10,300	45,700
Shopping	100	5,200	68,400	36,100	17,000	126,800
Pick-up / drop-off psgr	700	30,300	22,100	24,400	11,500	89,000
Return home	5,200	11,200	107,800	185,900	109,500	419,700
Other	200	2,200	3,800	2,200	800	9,100
Total (all purposes)	14,300	220,600	367,800	314,900	186,700	1,104,300

**Table 31. Weekday Trip Purpose – Distribution by Time of Day**

Trip Purpose	Night 0000 - 0559	AM Peak 0600 - 0859	Midday 0900 - 1459	PM Peak 1500 - 1759	Evening 1800 - 2359	24 Hour Total
Work / work-related	43.3%	47.1%	14.3%	3.8%	1.9%	16.1%
Post-secondary school	0.0%	4.1%	2.2%	0.4%	0.2%	1.7%
K-12 School	0.4%	16.4%	0.5%	0.0%	0.0%	3.5%
Personal business	0.4%	3.1%	10.4%	3.7%	2.1%	5.5%
Recreation / social	10.0%	4.6%	12.4%	9.8%	16.0%	10.7%
Dining / restaurant	1.8%	2.4%	5.3%	3.3%	5.5%	4.1%
Shopping	1.0%	2.3%	18.6%	11.5%	9.1%	11.5%
Pick-up / drop-off psgr	5.0%	13.7%	6.0%	7.8%	6.1%	8.1%
Return home	36.6%	5.1%	29.3%	59.0%	58.7%	38.0%
Other	1.5%	1.0%	1.0%	0.7%	0.4%	0.8%
Total (all purposes)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

As Figure 3 indicates, the return home purpose is the most predominant, at over one third of all trips (38.0%). The commute to work is next, at 16.1%, followed by shopping (11.5%) and recreation / social (10.7%). Table 30 and Table 31 show that the commutes to work, K-12 school and pick-up / drop-off purpose (e.g., taking a child to daycare) dominate during the AM peak period. By comparison, as shown in the tables and in Figure 4, during the PM peak period the return home purpose dominates, followed by shopping, recreation / social and pick-up / drop-off.

Figure 5 on the following page highlights the variation in trip purposes by time of day – some categories have been grouped for the purpose of illustration. It can be seen that work / work related and school trips are highest during the AM peak period and return home and recreational / social trips are highest during the PM peak period. Pick-up and drop-off trips are highest during both commuter peaks. In contrast, shopping / personal business trips are highest during the midday, with recreational / social trips also having significant numbers during this period.

Figure 3. Weekday - Daily Trip Purpose Distribution

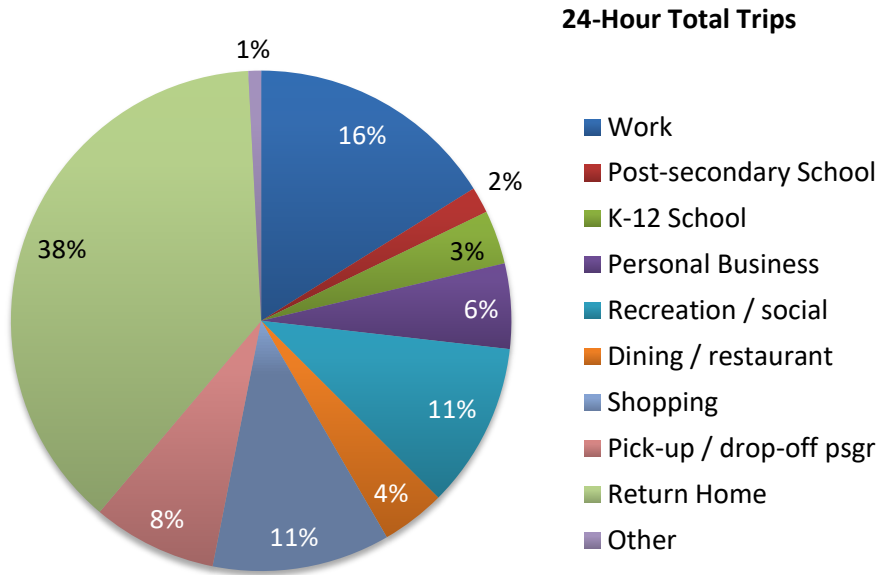


Figure 4. PM Peak Period – Trip Purpose Distribution

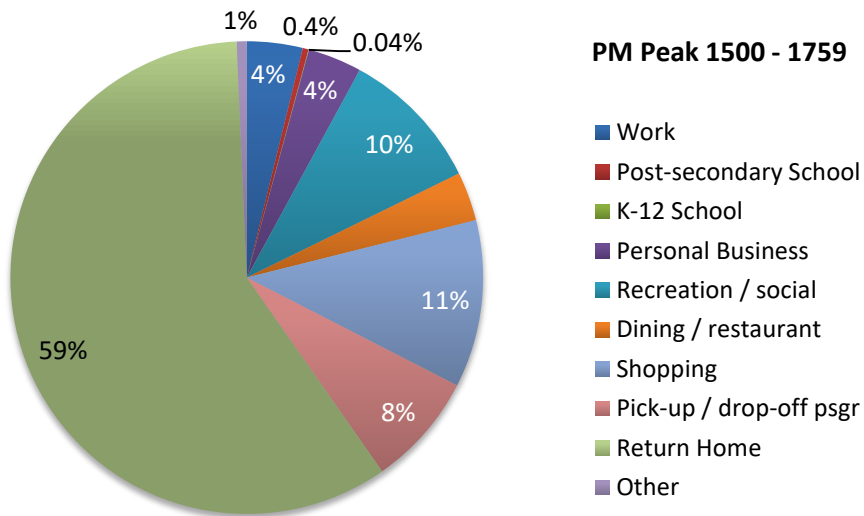




Figure 5. Variation in Trip Purpose by Time of Day

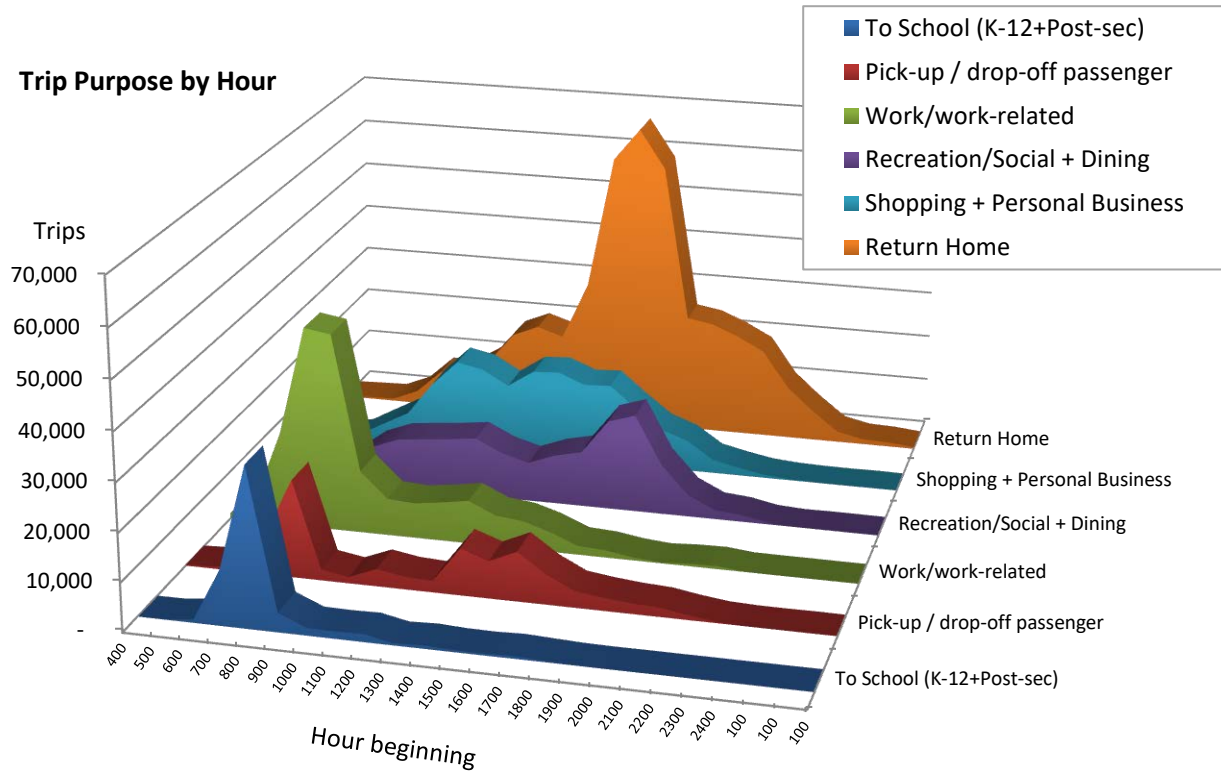


Table 32 and Table 33 summarize daily trip purpose, respectively, by mode and by percent mode share. Key points to note:

- Auto driver is the dominant mode for most trip purposes, notably pick-up / drop-off trips (79.4%), the commute to work (61.7%), personal business (62.5%) and shopping (62.5%). Auto passenger is strongest for K-12 school, at almost half (46.9%) of these trips, followed by recreation / social trips at 21.6% and dining / restaurant at 20.1%.
- Transit’s share is strongest for post-secondary school (at half, or 50.9%). The share to work is 10.3%.
- The walk share is strongest for dining / restaurant (23.7% - e.g., the mid-day lunch at work) and K-12 school (23.7%). Cycling is strongest for post-secondary school (11.1%), the work commute (8.9%) and K-12 school (8.2%). Overall, active transportation modes represent almost one in five (19.2%) of all trips, including 21.0% of work / work related trips, 30.5% of K-12 school trips, 26.0% of dining / restaurant trips, 19.6% of return home trips. Of note, 7.5% of pick-up / drop-off trips and 19.2% of shopping trips – purposes that are commonly associated with the auto mode - use active transportation.

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**Table 32. Weekday Daily - Trip Purpose by Travel Mode – Daily Trip Totals**

Trip Purpose	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
Work / work-related	109,900	10,200	18,300	15,800	21,700	2,300	178,200
Post-secondary school	4,200	1,400	9,500	2,100	1,200	200	18,700
K-12 school	1,200	17,800	3,200	3,200	8,500	4,500	38,400
Personal business	38,000	8,900	3,700	1,300	7,600	1,200	60,700
Recreation / social	62,300	25,400	5,400	3,900	19,200	1,600	117,900
Dining / restaurant	22,900	9,200	1,500	1,100	10,800	300	45,700
Shopping	79,200	18,200	4,500	2,600	21,700	600	126,800
Pick-up / drop-off psgr.	70,700	11,000	500	1,800	4,900	100	89,000
Return Home	227,300	67,200	35,500	23,700	58,700	7,400	419,700
Other	3,200	2,000	300	100	2,000	1,600	9,100
Total	618,800	171,200	82,500	55,600	156,400	19,800	1,104,300

**Table 33. Weekday Daily - Mode Shares for Each Trip Purpose**

Trip Purpose	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
Work / work-related	61.7%	5.7%	10.3%	8.9%	12.2%	1.3%	100%
Post-secondary school	22.6%	7.7%	50.9%	11.1%	6.5%	1.2%	100%
K-12 school	3.1%	46.4%	8.5%	8.2%	22.2%	11.7%	100%
Personal business	62.5%	14.6%	6.1%	2.2%	12.6%	2.0%	100%
Recreation / social	52.8%	21.6%	4.6%	3.3%	16.3%	1.4%	100%
Dining / restaurant	50.0%	20.1%	3.3%	2.3%	23.7%	0.6%	100%
Shopping	62.5%	14.3%	3.5%	2.1%	17.1%	0.5%	100%
Pick-up / drop-off psgr.	79.4%	12.3%	0.6%	2.1%	5.5%	0.1%	100%
Return Home	54.1%	16.0%	8.5%	5.6%	14.0%	1.8%	100%
Other	34.7%	21.5%	3.3%	1.5%	21.8%	17.2%	100%
Total	56.0%	15.5%	7.5%	5.0%	14.2%	1.8%	100%

**3.3.5 AM Travel Characteristics**

Historically, much of the CRD’s planning efforts have addressed the PM peak period, during which the largest concentration of travel occurs and trip purposes - hence modes, trip origins and trip destinations - are diverse. However, for comparison of mode shares by trip purpose, it is useful also to present results for the AM peak period. These are shown in Table 34 and Table 35.

Of note, it can be seen that the transit share represents 10.3% of all AM peak period trips (compared with 7.5% over the entire day), with the commutes to post-secondary school (56.7%), work / work related (12.3%) and personal business (12.1%) being the most important.

Active transportation modes represent almost one in five AM peak period trips: at 18.8%, this is only a slightly lower share than the daily 19.2% share. The AM cycling share of 7.3% is greater than its daily 5.0%, representing 10.5% of work / work related trips, 8.2% of K-12 school trips and 6.1% of post-secondary school trips. The AM walk share of 11.5% is lower than its 14.2% daily share, but represents

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one in five K-12 school trips (22.3%), 19.3% of other trips, 17.9% of return home trips, 16.3% of recreation / social trips, 14.5% of dining / restaurant trips and 7.8% of work / work related trips.

**Table 34. Weekday AM Peak Period – Trip Purpose by Travel Mode**

Trip Purpose	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
Work / work-related	65,400	5,600	12,800	10,900	8,100	1,200	104,000
Post-secondary school	2,000	600	5,100	500	600	200	9,000
K-12 School	700	17,300	2,700	3,000	8,100	4,500	36,300
Personal business	4,300	800	800	100	600	300	6,900
Recreation / social	6,700	1,400	200	200	1,700	100	10,300
Dining / restaurant	3,700	300	300	100	800	0	5,300
Shopping	4,100	300	100	0	600	0	5,200
Pick-up / drop-off psgr	22,600	4,100	100	1,000	2,500	-	30,300
Return home	8,000	600	300	300	2,000	0	11,200
Other	800	800	100	0	400	0	2,200
Total	118,300	31,800	22,700	16,200	25,300	6,400	220,600

**Table 35. Weekday AM Peak Period – Mode Shares for Each Trip Purpose**

Trip Purpose	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
Work / work-related	62.9%	5.4%	12.3%	10.5%	7.8%	1.2%	100%
Post-secondary school	22.0%	6.1%	56.7%	6.1%	7.1%	2.1%	100%
K-12 School	2.1%	47.7%	7.5%	8.2%	22.3%	12.3%	100%
Personal business	62.1%	12.1%	12.1%	1.1%	8.1%	4.5%	100%
Recreation / social	65.2%	13.9%	2.0%	1.8%	16.3%	0.9%	100%
Dining / restaurant	70.5%	5.8%	6.1%	2.3%	14.5%	0.8%	100%
Shopping	79.4%	5.4%	1.8%	0.6%	12.0%	0.8%	100%
Pick-up / drop-off psgr	74.7%	13.5%	0.4%	3.2%	8.1%	0.0%	100%
Return home	71.2%	5.4%	2.3%	3.1%	17.9%	0.2%	100%
Other	35.1%	37.3%	6.4%	0.3%	19.3%	1.5%	100%
Total	53.6%	14.4%	10.3%	7.3%	11.5%	2.9%	100%

**3.3.6 PM Travel Characteristics**

Table 36 and Table 37 present trip purpose by mode and mode share, respectively.

It can be seen that the transit share represents 8.5% of all PM peak period trips – lower than the 10.3% AM peak period share but greater than the 7.5% daily share. The most important transit shares are for commutes to post-secondary school (39.6%), return home (11.2%), work / work related (7.5%) and recreation / social (7.1%).

Active transportation modes again represent almost one in five PM peak period trips: at 19.1%, this is virtually the same as the daily 19.2% share and slightly greater than the 18.8% AM share. The PM cycling

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share of 5.8% is slightly greater than the daily 5.0% share but lower than the 7.3% AM share, and represents 7.4% of return home trips, 5.9% of work / work related trips, 5.0% of other trips and 4.7% of recreation / social trips. The PM walk share of 13.3% is lower than its 14.2% daily share but greater than its 11.5% AM share. Walk trips are well represented among most purposes, representing one quarter (24.8%) of other trips, 21.7% of dining / restaurant trips, 16.6% of shopping trips, 15.4% of recreation / social trips, 14.7% of personal business and 13.8% of work / work related trips.

**Table 36. Weekday PM Peak Period - Trip Purpose by Travel Mode**

Trip Purpose	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
Work / work-related	7,600	800	900	700	1,700	300	12,000
Post-secondary school	300	400	500	0	-	-	1,300
K-12 School	-	100	-	-	-	-	100
Personal business	7,200	1,700	600	400	1,700	0	11,600
Recreation / social	13,200	8,800	2,200	1,400	4,800	400	30,900
Dining / restaurant	5,300	2,700	100	300	2,300	-	10,500
Shopping	22,000	5,200	1,400	1,200	6,000	300	36,100
Pick-up / drop-off psgr	19,900	2,800	300	500	900	100	24,400
Return home	95,500	28,100	20,800	13,700	24,100	3,700	185,900
Other	700	300	0	100	500	500	2,200
Total	171,700	50,900	26,700	18,400	41,900	5,300	314,900

**Table 37. Weekday PM Peak Period - Mode Shares for Each Trip Purpose**

Trip Purpose	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
Work / work-related	63.5%	6.9%	7.5%	5.9%	13.8%	2.4%	100%
Post-secondary school	21.7%	35.0%	39.6%	3.7%	0.0%	0.0%	100%
K-12 School	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100%
Personal business	62.3%	14.3%	5.2%	3.0%	14.7%	0.4%	100%
Recreation / social	42.9%	28.6%	7.1%	4.7%	15.4%	1.3%	100%
Dining / restaurant	49.8%	25.2%	0.6%	2.7%	21.7%	0.0%	100%
Shopping	61.0%	14.3%	3.9%	3.4%	16.6%	0.7%	100%
Pick-up / drop-off psgr	81.4%	11.5%	1.1%	2.2%	3.5%	0.3%	100%
Return home	51.4%	15.1%	11.2%	7.4%	13.0%	2.0%	100%
Other	32.2%	14.2%	0.1%	5.0%	24.8%	23.5%	100%
Total	54.5%	16.2%	8.5%	5.8%	13.3%	1.7%	100%

Table 38 summarizes average trip lengths between origin and destination, by mode and by trip purpose during the PM peak period and daily. Two types of distances calculations are presented. The first is the straight-line distance between origin and destination, which provides a common basis for comparison between trips via different modes, but is less than the actual distance travelled on roads, bicycle routes, or pedestrian paths. The second is an estimate of the actual kilometres travelled, as output from Google’s Distances API for input of the primary mode, origin coordinates, destination coordinates, and

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time of day. Both types of distance calculation exclude trips with airplane, BC Ferry or ‘other marine’ as one of the modes used in the trip, while the distances derived from the Google API exclude a small proportion of the multi-mode trips that return inconsistent results, and exclude transit.

Overall, the average PM peak period trip length is 5.7 km, and the average daily trip length is slightly longer at 5.9 km.

On average, using the straight-line distance, transit trips are longest among the ‘urban’ modes, at 6.6 km during the PM peak and 6.2 km daily, followed by auto driver and auto passenger trips. It can be noted that the daily auto driver distance of 6.0 km is only slightly less than that for transit. Daily average trip lengths are longer overall than those of the PM peak period. Cycling and walking trip distances are comparable for both the PM peak and the day, with the average walk trip distance being 0.8 km and 0.7 km respectively and the average cycling distance being 3.0 km for both time periods.

By purpose, some trips are shorter during the PM peak than they are over the day – notably work (4.6 km and 6.7 km respectively), post-secondary school, personal business and recreational / social trips. The reverse is true for K-12 school (4.4 km and 2.7 km, respectively), dining / restaurant, pick-up / drop-off and return home trips. Average distances are the same for shopping trips. The longest trips are for recreation / social, at 6.7 km in the PM peak and 7.0 km daily. The shortest PM trips are for dining / restaurant, at 3.5 km, and the shortest daily distances are for K-12 school trips at 2.7 km.

**Table 38. Weekday PM Peak and Daily Average Trip Lengths**

	PM Peak						24 Hour Total					
	Straight-line km (Euclidean Distance)*			Estimated Actual km (Google Distance)**			Straight-line km (Euclidean Distance)*			Estimated Actual (Google Distance)**		
	Trips with distance	Avg km	Total km	Trips with distance	Avg km	Total km	Trips with distance	Avg km	Total km	Trips with distance	Avg km	Total km
Total Trips in RPA	314,800	5.7	1,802,000	n/a	n/a	n.a	1,104,000	5.9	6,507,000	n/a	n/a	n/a
<b>by Mode</b>												
Auto Driver	171,100	5.9	1,014,000	167,700	8.1	1,366,000	616,000	6.0	3,717,000	603,300	8.3	4,996,000
Auto Passenger	50,500	5.1	260,000	49,600	7.0	348,000	170,200	5.3	910,000	166,600	7.4	1,230,000
Transit	26,700	6.6	176,000	n/a	n/a	n/a	82,300	6.2	509,000	n/a	n/a	n/a
Bicycle	18,400	3.0	56,000	18,300	4.1	76,000	55,600	3.0	165,000	55,100	4.0	222,000
Walk	41,700	0.8	32,000	41,700	1.0	43,000	156,200	0.7	116,000	156,200	1.0	153,000
Other	4,900	4.7	23,000	n/a	n/a	n/a	18,500	4.5	84,000	n/a	n/a	n/a
<b>by Purpose</b>												
Work	12,000	4.6	55,000				178,000	6.7	1,189,000			
PSE school	1,300	5.0	6,000				18,700	6.0	112,000			
K-12 school	100	4.4	500				38,400	2.7	105,000			
Personal business	11,600	4.7	54,000				60,700	5.3	320,000			
Recreation/social	30,900	6.7	206,000				117,900	7.0	823,000			
Dining/restaurant	10,500	3.5	37,000				45,700	3.3	150,000			
Shopping	36,100	3.7	135,000				126,800	3.7	474,000			
Pick-up/drop-off	24,400	5.2	127,000				89,000	4.8	423,000			
Return Home	185,900	5.5	1,021,000				419,700	5.2	2,201,000			
Other	2,000	79.6	160,000				8,900	79.3	709,000			

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\* Trip length computed as the straight-line distance (“as the crow flies”) between X,Y coordinates of trip origin and destination. Excludes the distances of trips using Airplane, BC Ferry, or Other Marine as one of the modes (therefore excludes some multi-mode driving, passenger, and transit trips that include one or more of the aforementioned non-land-based modes).

\*\* Trip length returned by Google Distance API. Excludes trips using Airplane, BC Ferry, or Other Marine as one of the modes. The Google trip distances exclude multi-mode trips (e.g., driver and bicycle). Excludes transit trips, due to inconsistency of results.

Trip counts in the table above may differ from trip counts in other tables in this report due to the exclusion of certain modes of travel and certain multi-mode trips.

Table 39 and Table 40 break down PM peak period mode use and mode share, respectively, by age group. Key points to note:

- The auto driver share is highest in the 65+ (67.2%) and the 25-64 (65.0%) age groups.
- The auto passenger share is highest in the 5-10 (71.9%) and 11-17 (43.7%) age groups. This is consistent with most of these age groups being too young to drive, and likely also with lower vehicle availability for those who are licensed.
- The transit share is highest in the 18-24 age group, at 25.4%, followed by the 11-17 age group at 15.6%.
- Cycling is most prevalent in the 25-64 (6.9%) and 11-17 (6.7%) age groups, followed by the 5-10 (5.1%) and 18-24 (4.8%) age groups.
- Walking is well represented among all age groups, with the highest shares at 20.4% in the 11-17 age group and 18.2% in the 5-10 age group. The 25-64 age group has the lowest share at 11.7%. The 13.3% walking share of the 65+ age group is almost as high as that group’s auto passenger share, at 14.3%.

**Table 39. Weekday PM Peak Period – Mode Use by Age Group**

Age Group *	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
5 to 10	-	14,500	300	1,000	3,700	700	20,200
11 to 17	1,100	11,000	3,900	1,700	5,100	2,300	25,100
18 to 24	8,100	3,200	5,400	1,000	3,300	200	21,400
25 to 64	130,300	15,400	15,700	13,900	23,400	1,600	200,400
65+	32,100	6,800	1,300	800	6,400	400	47,800
Total (all ages)	171,700	50,900	26,700	18,400	41,900	5,300	314,900

\* Excludes 0 to 5 age group (not surveyed)

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**Table 40. Weekday PM Peak Period – Mode Share by Age Group**

Age Group *	Auto Driver	Auto Passenger	Transit	Bicycle	Walk	Other	Total
5 to 10	-	71.9%	1.3%	5.1%	18.2%	3.4%	100%
11 to 17	4.3%	43.7%	15.6%	6.7%	20.4%	9.3%	100%
18 to 24	38.0%	15.1%	25.4%	4.8%	15.6%	1.1%	100%
25 to 64	65.0%	7.7%	7.9%	6.9%	11.7%	0.8%	100%
65+	67.2%	14.3%	2.8%	1.6%	13.3%	0.7%	100%
Total (all ages)	54.5%	16.2%	8.5%	5.8%	13.3%	1.7%	100%

\* Excludes 0 to 5 age group (not surveyed)

Table 41 and Table 42 summarize trip purpose by age group for the PM peak period. For each age group, the return home trip dominates, from just over half (54.5%) for 65+ to more than two thirds for the 11-17 (69.6%), 5-10 (68.2%) and 18-24 (67.9%) age groups. Otherwise, recreation / social is prominent for these age groups while shopping is important for older age cohorts, as follows:

- 5-10: recreation / social (16.5%)
- 11-17: recreation / social (17.8%).
- 18-24: recreation / social (13.3%).
- 25-64: shopping (12.9%).
- 65+: shopping (17.8%).

The importance of these three purposes (return home, recreation / social and shopping) is consistent with expectations of post-work / post-school and late afternoon activities.

**Table 41. Weekday PM Peak Period – Trip Purpose by Age Group**

Age Group*	Work	Post-secondary School	K-12 School	Personal business	Recreation / social	Dining / restaurant	Shopping	Pick-up / drop-off passenger	Return home	Other	Total
5 to 10	0	-	-	400	3,300	400	700	1,100	13,800	500	20,200
11 to 17	900	-	100	600	4,300	300	1,000	1,000	16,900	100	24,200
18 to 24	1,700	800	-	500	2,600	600	1,200	500	13,400	100	19,700
25 to 64	8,600	300	-	7,000	15,800	7,300	24,800	19,000	116,200	1,200	191,700
65+	700	100	-	3,100	4,800	2,100	8,400	2,800	25,700	300	47,100
Total (all ages)	12,000	1,300	100	11,600	30,900	10,500	36,100	24,400	185,900	2,200	302,900

\* Excludes 0 to 5 age group (not surveyed)

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Table 42. Weekday PM Peak Period – Trip Purpose Distribution by Age Group

Age Group*	Work	Post-secondary School	K-12 School	Personal business	Recreation / social	Dining / restaurant	Shopping	Pick-up / drop-off passenger	Return home	Other	Total
5 to 10	0.1%	-	-	1.8%	16.5%	1.9%	3.7%	5.5%	68.2%	2.4%	100.0%
11 to 17	3.8%	-	0.5%	2.6%	17.8%	1.1%	3.9%	3.9%	69.6%	0.6%	100.0%
18 to 24	8.8%	4.1%	-	2.6%	13.3%	2.9%	6.3%	2.7%	67.9%	0.3%	100.0%
25 to 64	4.5%	0.2%	-	3.7%	8.3%	3.8%	12.9%	9.9%	60.6%	0.6%	100.0%
65+	1.5%	0.2%	-	6.5%	10.2%	4.4%	17.8%	5.9%	54.5%	0.6%	100.0%
Total (all ages)	4.0%	0.4%	0.0%	3.8%	10.2%	3.5%	11.9%	8.1%	61.4%	0.7%	100.0%

\* Excludes 0 to 5 age group (not surveyed)

3.3.7 Other Mode Use Characteristics

The 2017 survey asked about several other attributes of people’s trips. All of these are important to understanding how different modes are used. The key points are summarized below.

The survey results suggest that residents of the study area made 82,500 transit trips with 99,700 boardings. BC Transit boarding counts for autumn 2016, one year previous, numbered 97,451 boardings.

Table 43 summarizes modes used to access transit (whether at the boarding or alighting end of the transit journey). More than nine in ten transit trips (91.6%) are accessed on foot. Most of the remainder are accessed by auto, whether as a driver (park and ride) at 4.3% or as a passenger (kiss and ride) at 2.3%. The remaining 1.8% of transit trips are accessed by bicycle.

Table 43. Transit Access Modes

Location	Transit Trips	%
Walk access transit	75,600	91.6%
Auto access - driver (park and ride)	3,500	4.3%
Auto access - passenger (kiss and ride)	1,900	2.3%
Bicycle access (bike and ride)	1,500	1.8%
Total	82,500	100.0%

Note: multimode transit trips with less common non-walk access modes (e.g., other bus, BC Ferry, etc.) have been included with Walk access transit.

Table 44 breaks down the auto access trips by their park and ride (P+R) and kiss and ride (K+R) components. It can be seen that:

- Just over half (51.6%) of all auto access travellers did not use a park and ride facility. In other words, there is a strong non-specific locational component to auto access trips. However, when considering only drive access (P+R), the non-specific component drops to one-third (32.4% of all drive access transit trips). The non-specific access reflects passenger pick-ups and drop-offs (K+R) more than it does parkers.



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- Among the three formal park and ride facilities, Colwood Exchange has the greatest number of drivers (P+R). However, the other informal P+R locations combined take as many K+R riders (100) and more P+R riders (1,150) than the three formal P+R facilities together.

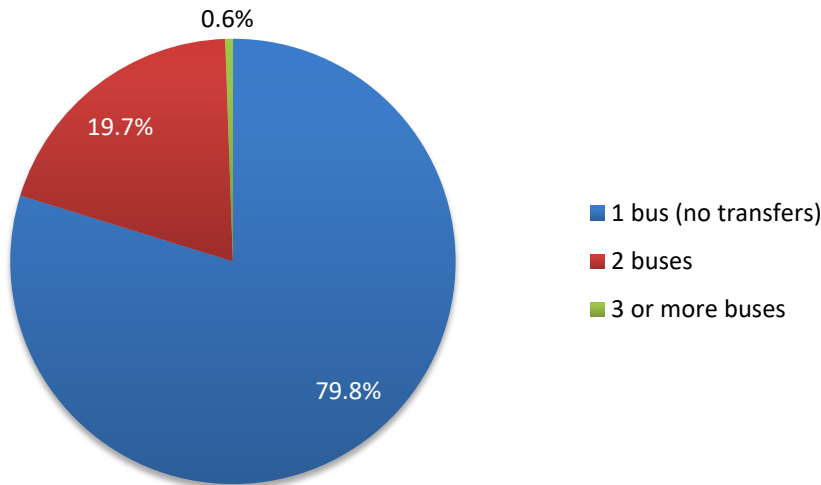
**Table 44. Transit Access – Breakdown of Auto Access**

	Person Trips (P+R / K+R)	% of transit trips	% of auto-access transit trips
<b>Total transit trips</b>	<b>82,500</b>	<b>100.0%</b>	
Total with auto access (driver or passenger)*	5,450	6.6%	100.0%
Did not use park & ride facility	2,800	3.4%	51.6%
Total using park & ride facility	2,650	3.2%	48.4%
Sooke Park & Ride	350 (300 / 50)	0.4%	6.2%
Colwood Exchange Park & Ride	900 (850 / 50)	1.1%	16.9%
McTavish Park & Ride	200 (200 / 0)	0.3%	3.9%
Other (unofficial park & ride location)**	1,150 (1,050 / 100)	1.4%	21.5%

\*Auto access transit trips break out as 3,500 drive-access transit trips (68%) and 1,900 auto passenger access transit trips (32%). Includes trips with auto-access at either the boarding or alighting end (round trip commute would have two trips counted). Note: the counts in the table do not equate to parking spaces required, just the volume of travellers, though it may be noted that it is much less common for auto passengers to use park & ride (would normally only do so if accompanying a driver who did). \*\*Unofficial and informal park & ride locations commonly cited included the Western Exchange, Sooke Road across from 17 Mile House, Helmcken Road at Trans-Canada Highway, Station Road at Veterans Memorial Parkway, and others.

For travellers who took transit, an important indication of the level of service that is available to them is the number of transfers they make en route to their destination. Figure 6 indicates that the large majority, 79.8%, took a single bus to their destination on the given trip. No transfers were made. Another 19.7% transferred to a second bus, and 0.6% took three buses.

Figure 6. Weekday Daily – Number of Buses Taken



The next tables consider auto usage. Table 45 indicates the number of occupants in the vehicle, when respondents recorded a trip by auto. The numbers include the driver. It can be seen that just over half (52.7%) of the person-trips by auto had only the driver as the occupant, representing almost three-quarters (72.2%) of auto vehicle-trips. Another 30.8% had the driver and one passenger, representing one in five auto vehicle-trips (21.1%). Note that these occupancies may include very young children in the respondent’s household, whose trips were not surveyed; and also trips made with people from other households (carpools), whose own trips were surveyed only if that household was sampled. (Again, it should be noted that the most accurate depiction of vehicle occupancy is derived from observed screenline classification counts.)

These data are used in the understanding of and planning for ridesharing programs and other Transportation Demand Management measures.

Table 45. Weekday Daily Average Reported Vehicle Occupancy

Vehicle Occupancy	Vehicle-Trips	%	Person-Trips	%
SOV (1 occupant)	449,600	72.2%	449,600	52.7%
HOV-2 (2 occupants)	131,200	21.1%	262,400	30.8%
HOV-3 (3 occupants)	30,000	4.8%	90,000	10.6%
HOV-4+ (4 or more occupants)	11,600	1.9%	51,100	6.0%
Total	622,400	100.0%	852,960	100.0%

Vehicle trips includes trips with primary mode of auto driver as well as transit trips with an auto driver access mode.

Person trips indicates the total number of people conveyed by the vehicle trips, including the vehicle drivers.

SOV = single occupant vehicle, HOV = high-occupancy vehicle

Table 46 records the relationship of the driver to other vehicle occupants. This is important for understanding the dynamics of ridesharing, which differ between same household and multiple

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households insofar as who is involved in the choices of mode ('I will drop off my spouse at his workplace on the way to mine'), route ('it is slightly out of my way') and time ('I will carpool with my co-worker who lives a few blocks from me, and I must be ready to be picked up at 7:45 am'). It can be seen that four of every five multi-occupant vehicle trips was made with a member of the same household (80.0%).

**Table 46. Weekday Daily Relationship to Other Vehicle Occupants**

Relationship to Other Vehicle Occupants	Number of trips	%
Yes, member of driver's household	138,200	80.0%
No, not member of driver's household	34,600	20.0%
Total trips	172,800	100.0%

Finally, for trips made by modes other than the automobile (or motorcycle or scooter), Table 47 tabulates whether or not a vehicle was available for those for whom driving might be an option. In the 2017 cycle of the survey, this question was asked of trips leaving home that used modes of transit, bicycle, walk or other, or the first trip away from home that used one of these modes, and who had a driver's license and who lived in a household with at least one vehicle. To reduce respondent burden, this question was not asked for subsequent trips away from home by the same mode, and the answer with respect to the first trip was applied to subsequent away-from-home trips on their trip tour before returning home again. Vehicle availability is an important determinant of mode choice.

For almost two-thirds of non-auto trips (62%) made by those who had a license and lived in a household vehicles, a vehicle was available for the tour away from home: this means that the traveller had a choice of mode. For the remaining 38%, a vehicle was not available for the trip – i.e., the household does not own a vehicle or someone else required the vehicle – and so that individual was 'captive' to transit, walking or cycling. These results indicate an apparent reversal of the 2011 survey results, in which a vehicle was available for 62% of all non-auto trips and was not available for the remaining 38%. Given that 90% of all households have vehicles (see Table 10), the results indicate that among the respondents, transit predominated and that, especially, transit users are captive to their mode, as are bicyclists (19%), walkers (14%) and users of other modes (25%) to a lesser degree. However, the findings should be read with some caution, given that the question was asked only for the first trip, and only of householders for whom driving might be an option. Further analysis may be required incorporating the persons without drivers licenses or access to household vehicles to get a truer picture of mode choice and mode reliance.

**Table 47. Weekday Daily Vehicle Availability for This Trip**

Was a vehicle available for this trip?	Primary Mode				Total
	Transit	Bicycle	Walk	Other	
Yes	62%	81%	86%	75%	62%
No	38%	19%	14%	25%	38%
Total	100%	100%	100%	100%	100%
Expanded trips for which question was asked	35,500	40,400	92,000	1,000	168,800
Expanded trips for which question was not asked	47,000	15,300	64,400	2,740	129,400

### 3.3.8 Inter-District Flows and Major Desire Lines

Table 48 summarizes the total 24-hour flows from and to the 18 districts within the RPA. Table 49 and Figure 7 present the prominent desire lines, or origin-destination flows among the RPA districts. Readers are referred to the origin-destination matrices in Section 5 of this report for a complete breakdown of inter-regional flows.

From Table 49, it can be seen that Saanich East is the top generator and receiver of trips to and from other districts, at 213,500 person-trips (two-way total), representing 15.6% of all inter-district trips. Victoria South, Downtown, and Victoria North are also prominent, with 11.7%, 10.7%, and 11.0% of trips respectively.

**Table 48. Overview of 24-Hour Inter-District Trips (Trips Generated or Received by Districts)**

District	Internalized (Trips Entirely Within District)	Inter-District Flows			% of Total Two-Way Inter-District Trips
		From District to Other RPA Districts	To District From Other RPA Districts	Two-Way Total	
2 Sidney	13,400	19,200	19,300	38,600	2.8%
3 North Saanich and FN Reserves	9,000	25,300	25,100	50,400	3.7%
4 Central Saanich and FN Reserves	21,000	25,700	25,800	51,500	3.8%
5 Downtown	27,700	74,700	75,200	149,800	11.0%
6 Victoria North	24,400	73,400	73,500	146,900	10.7%
7 Victoria South	48,300	80,200	80,300	160,400	11.7%
8 Saanich North	18,600	35,100	35,000	70,100	5.1%
9 Saanich East	99,200	106,500	107,000	213,500	15.6%
10 Saanich West	27,000	53,700	53,700	107,400	7.9%
11 Oak Bay	13,700	33,700	33,500	67,200	4.9%
12 Esquimalt	16,100	30,000	30,000	60,000	4.4%
13 View Royal and FN Reserves	5,800	23,500	23,600	47,100	3.4%
14 Highlands	200	2,700	2,700	5,400	0.4%
15 Langford	47,200	49,500	48,800	98,200	7.2%
16 Colwood	18,800	29,700	29,700	59,400	4.3%
17 Metchosin and FN Reserve	2,100	6,400	6,300	12,700	0.9%
18 Sooke District and FN Reserves	17,200	9,300	9,000	18,300	1.3%
19 Juan de Fuca Electoral Area and FN Reserves	1,600	4,800	4,800	9,600	0.7%
Total Trips	411,400	683,200	683,200	683,200	

Includes only trips entirely within the RPA made by residents of the RPA and Salt Spring Island. Excludes approximately 9,700 trips to/from Salt Spring Island and external areas (i.e., excludes districts 1, 20, 21).

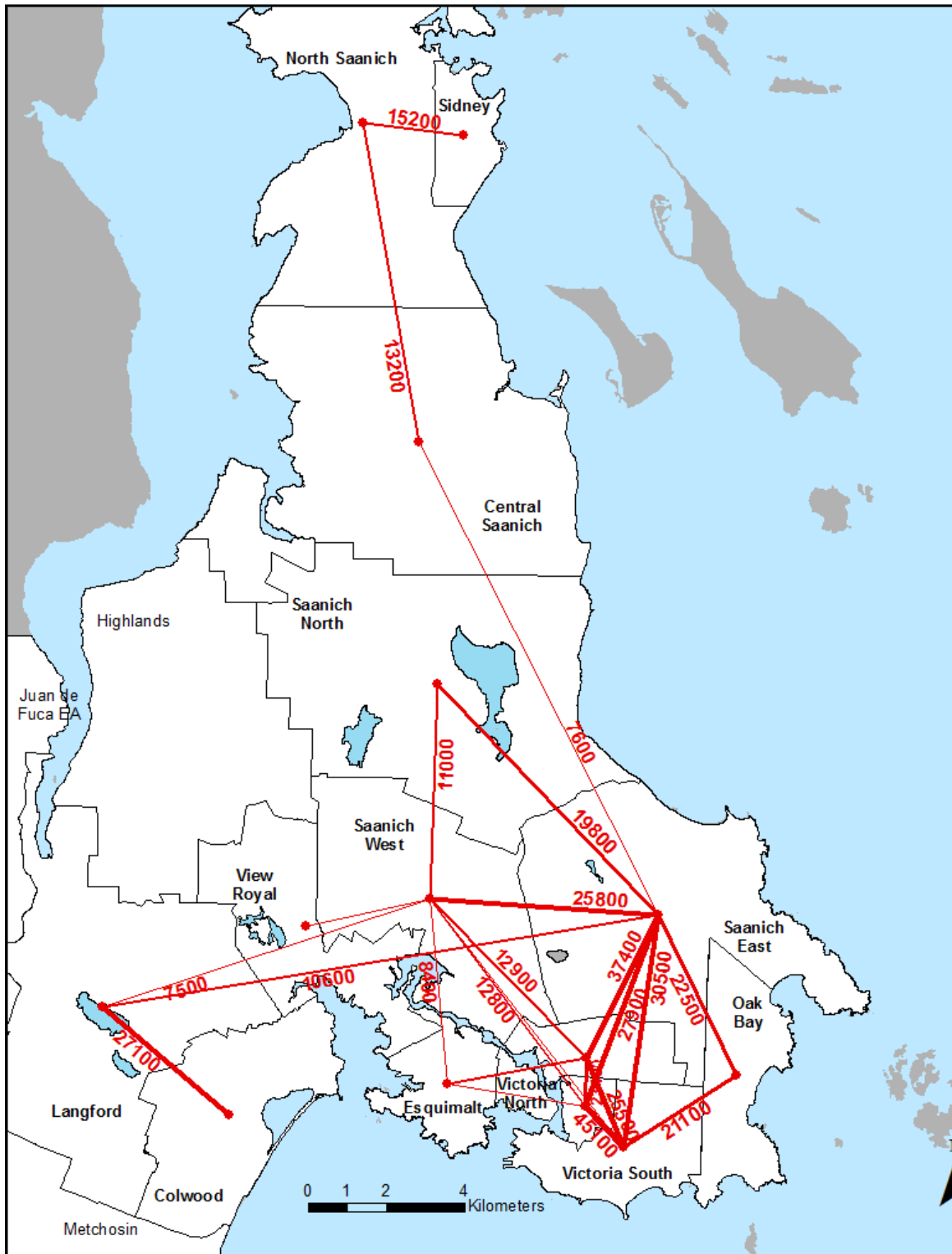
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**Table 49. Top 24 Inter-District Flows**

District	District	Two-Way Flow	Districts	24-Hour Two-Way Total
5	7	5 <-> 7	Downtown <-> Victoria South	45,100
6	9	6 <-> 9	Victoria North <-> Saanich East	37,400
7	9	7 <-> 9	Victoria South <-> Saanich East	30,500
5	9	5 <-> 9	Downtown <-> Saanich East	27,900
15	16	15 <-> 16	Langford <-> Colwood	27,100
9	10	9 <-> 10	Saanich East <-> Saanich West	25,800
6	7	6 <-> 7	Victoria North <-> Victoria South	25,500
5	6	5 <-> 6	Downtown <-> Victoria North	23,400
9	11	9 <-> 11	Saanich East <-> Oak Bay	22,500
7	11	7 <-> 11	Victoria South <-> Oak Bay	21,100
8	9	8 <-> 9	Saanich North <-> Saanich East	19,800
2	3	2 <-> 3	Sidney <-> North Saanich and FN Reserves	15,200
3	4	3 <-> 4	North Saanich and FN Reserves <-> Central Saanich and FN Reserves	13,200
6	10	6 <-> 10	Victoria North <-> Saanich West	12,900
5	10	5 <-> 10	Downtown <-> Saanich West	12,800
6	12	6 <-> 12	Victoria North <-> Esquimalt	11,900
8	10	8 <-> 10	Saanich North <-> Saanich West	11,000
9	15	9 <-> 15	Saanich East <-> Langford	10,600
10	12	10 <-> 12	Saanich West <-> Esquimalt	8,400
5	12	5 <-> 12	Downtown <-> Esquimalt	7,600
10	13	10 <-> 13	Saanich West <-> View Royal and FN Reserves	7,600
7	10	7 <-> 10	Victoria South <-> Saanich West	7,600
4	9	4 <-> 9	Central Saanich and FN Reserves <-> Saanich East	7,600
10	15	10 <-> 15	Saanich West <-> Langford	7,500

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Figure 7. Prominent Desire Lines in the Regional Planning Area – Top 24 Two-Way Inter-District Flows



### **3.3.9 Sub-Regional Flows and Internal Trips**

This section examines sub-regional flows. Unlike other statistics reported in this section, the trip total includes trips made on Salt Spring Island, but excludes flows to and from external locations other than those to and from the south CVRD. Table 50 tabulates the flows, which are summarized in Figure 8. It should be noted that, unlike previous sections of this report, the data reported in this section include all trips in the study area, including trips internal to Salt Spring Island, and from Salt Spring Island to the mainland.

It can be seen that:

- The Core features that highest number of internal trips – that is, trips beginning and ending within the Core, at all times of the day. This is consistent with expectations, given that the sub-region contains downtown Victoria and several prominent attractors. These trips represent three-quarters of the internalized flows.
- Similarly, the Core attracts and generates the greatest numbers of inter-regional trips.
- Over the course of the day, for each inter-regional pair the flows in each direction are approximately identical, with some slight variations.
- However, the peak period flows vary by direction according to the time of day – most noticeably, as a heavy inbound flow to the Core during the AM peak period, especially from the West Shore, and, correspondingly, a heavy outbound flow from the Core during the PM peak period.
- These figures suggest that most people do not linger, especially in the Core, outside the peak periods. However, additional inbound PM flows to the Core, relative to outbound AM flows from the Core, are apparent. These likely reflect the additional recreation / social, dining / restaurant, school, shopping and other activities that are available in the Core.

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**Table 50. Internalized and Inter-Regional Flows**

<b>Internalized Flows</b>	<b>24-Hour</b>	<b>AM Peak</b>	<b>PM Peak</b>
Salt Spring Island - Internal*	24,500	3,900	6,900
Saanich Peninsula - Internal	78,300	13,300	21,700
Core - Internal	714,200	137,800	203,900
West Shore - Internal	137,600	29,000	38,300
<b>Inter-Regional Flows</b>	<b>24-Hour</b>	<b>AM Peak</b>	<b>PM Peak</b>
Salt Spring Island -> Saanich Peninsula	500	100	100
Saanich Peninsula -> Salt Spring Island	600	100	300
Two-way total	1,100	200	400
Saanich Peninsula -> Core	31,000	8,000	8,200
Core -> Saanich Peninsula	30,900	5,600	9,500
Two-way total	61,900	13,600	17,700
West Shore -> Core	47,400	18,200	8,000
Core -> West Shore	46,500	5,100	19,800
Two-way total	93,900	23,300	27,800
West Shore -> Saanich Peninsula	4,600	1,400	900
Saanich Peninsula -> West Shore	4,400	300	2,000
Two-way total	9,000	1,700	2,900
<b>External Flows</b>	<b>24-Hour</b>	<b>AM Peak</b>	<b>PM Peak</b>
RPA -> South CVRD**	1,800	700	100
South CVRD -> RPA**	1,700	0	1,000
Two-way total**	3,500	700	1,100
Trips to/from RPA and other external locations (whether elsewhere on Vancouver Island, other Gulf Islands, or the mainland), two-way total.	5,700	1,100	1,500
Trips to/from Salt Spring Island and other external locations, two-way total*	600	100	200
<b>Total RPA Trips (to/from/within RPA)</b>	<b>1,104,300</b>	<b>220,700</b>	<b>314,900</b>
<b>Total Study Area Trips*</b>	<b>1,129,400</b>	<b>224,700</b>	<b>322,000</b>

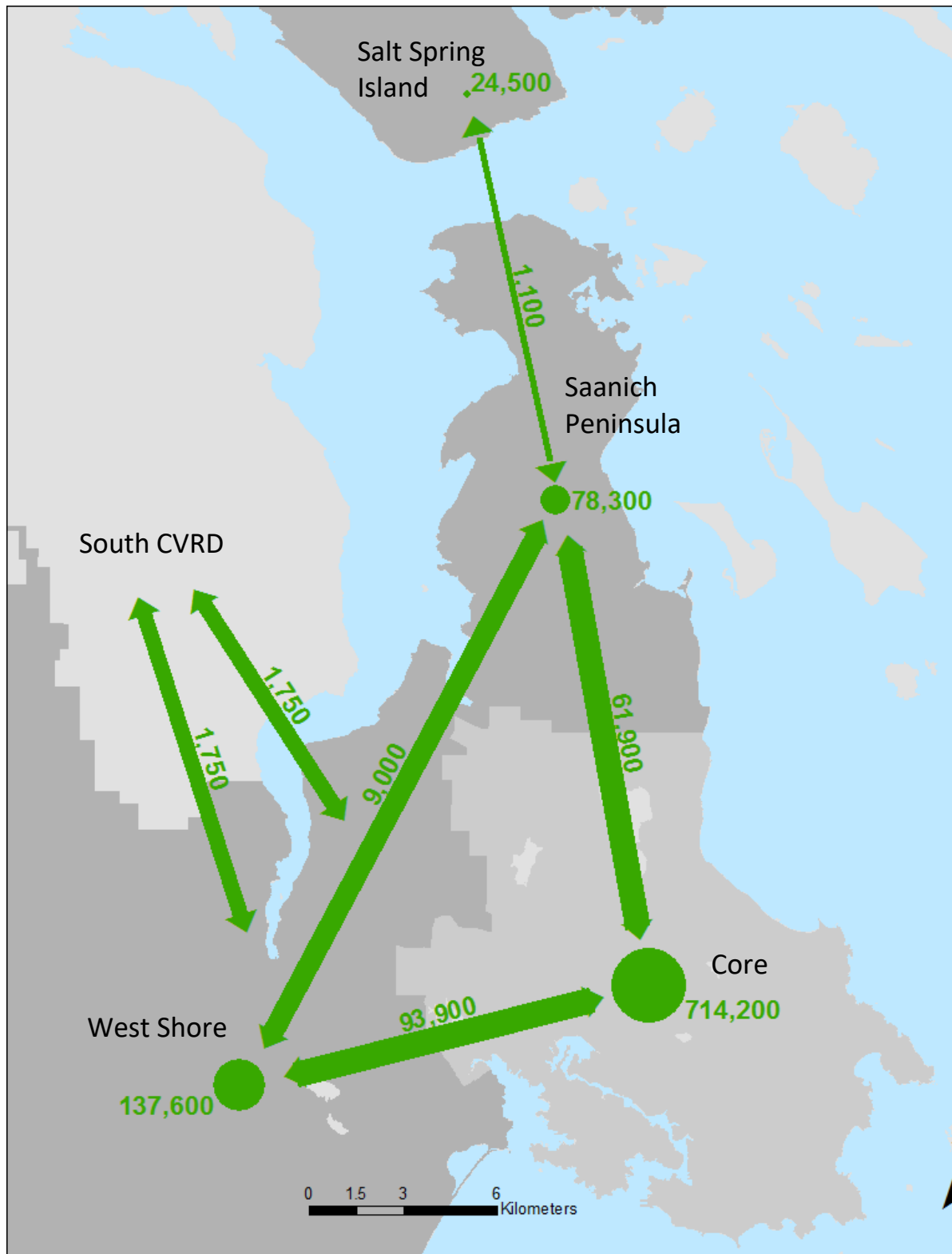
Individual flows may add to more than the total trips. Trips between Core and Salt Spring and between West Shore and Salt Spring are counted twice since they contribute to flows between the Saanich Peninsula and Salt Spring Island as well as to flows between these sub-regions and the Saanich Peninsula. Trips between the Saanich Peninsula and the West Shore have not been counted twice, even if they might briefly pass through the eastern portion of the Core subregion.

\* Includes trips external to the RPA (i.e., do not have either trip end within the RPA).

\*\* It should be noted that the flows between the RPA and the southern CVRD are trips made by RPA residents, and do not include the daily trip flows associated with residents of the southern CVRD. In the 2017 survey, residents of the southern CVRD were not surveyed.



Figure 8. Sub-regional Flows and Internal Trips, Average Weekday – Two-Way Person-Trips



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Table 51 and Figure 9 summarize the mode shares for internal and inter-regional flows for each of the four districts, all over the 24-hour totals. It can be seen that:

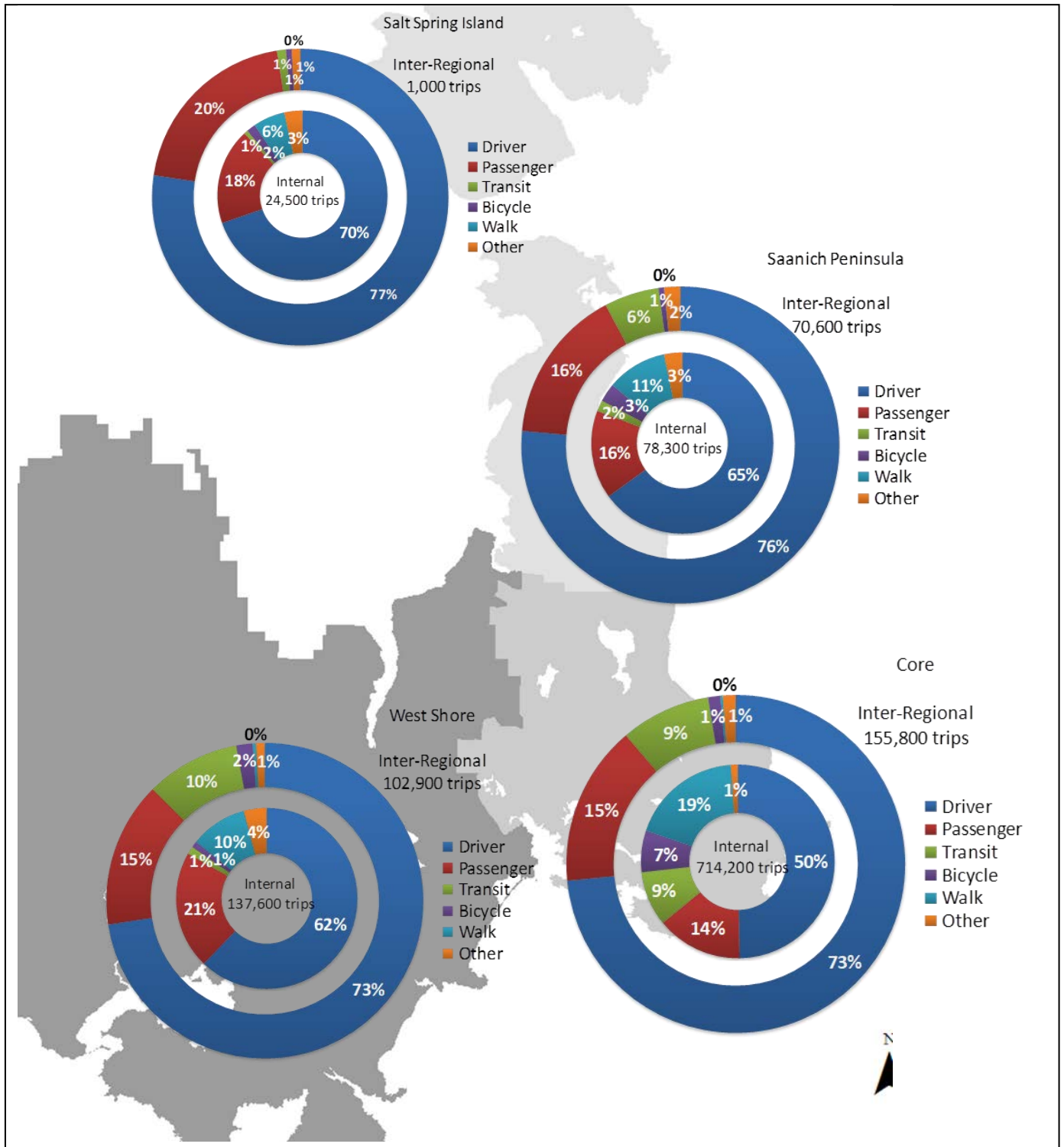
- The internal person-trip volumes are significantly higher in Salt Spring Island and the Core than their inter-regional components, consistent with expectations. The disparity is much smaller for the West Shore sub-region and, especially, the Saanich Peninsula. These differences are most apparent in the mode choices that are described below.
- Auto driver shares are highest for the three non-Core sub-regions, representing two-thirds of internal flows. The auto driver share rises to three-quarters of all trips for all inter-regional trips, even for the Core. The lower internal share reflects the greater proportion of other trips (e.g., school buses), walk and cycling trips, which are all more likely to be local than inter-regional.
- Auto passengers represent between one in six and one in five trips, with the auto passenger share being slightly higher (20.1%) for inter-regional Salt Spring Island trips and for internal West Shore trips (21.1%). The auto passenger share is lowest for internal Core trips (14.4%). However, this share is only slightly lower than the inter-regional Core and West Shore shares and Saanich Peninsula shares.
- Transit shares are highest for West Shore inter-regional trips, at 9.6%, with slightly lower shares for internal Core trips (9.1%) and inter-regional Core trips (8.6%). Inter-regional trips to/from the three non-Core sub-regions have higher transit shares than their internal counterparts, which is consistent with the downtown focus of the transit network.
- The bicycling and walk shares are significantly higher for internal trips in all four sub-regions, with the Core having the highest shares. These findings are consistent with the shorter distances inherent to these modes (see Table 38).

**Table 51. Mode Shares for Internalized and Inter-Regional Flows**

<b>Salt Spring Island</b>	<b>Auto Driver</b>	<b>Auto Passenger</b>	<b>Transit</b>	<b>Bicycle</b>	<b>Walk</b>	<b>Other</b>
Internal	69.7%	18.3%	0.7%	1.7%	6.1%	3.4%
Inter-Regional	77.4%	20.1%	1.0%	0.6%	0.0%	0.9%
<b>Saanich Peninsula</b>	<b>Auto Driver</b>	<b>Auto Passenger</b>	<b>Transit</b>	<b>Bicycle</b>	<b>Walk</b>	<b>Other</b>
Internal	65.0%	15.8%	2.0%	3.3%	10.7%	3.2%
Inter-Regional	76.4%	15.8%	5.6%	0.6%	0.0%	1.6%
<b>Core</b>	<b>Auto Driver</b>	<b>Auto Passenger</b>	<b>Transit</b>	<b>Bicycle</b>	<b>Walk</b>	<b>Other</b>
Internal	49.7%	14.4%	9.1%	6.9%	18.7%	1.2%
Inter-Regional	73.4%	15.3%	8.6%	1.2%	0.2%	1.2%
<b>West Shore</b>	<b>Auto Driver</b>	<b>Auto Passenger</b>	<b>Transit</b>	<b>Bicycle</b>	<b>Walk</b>	<b>Other</b>
Internal	62.2%	21.1%	1.4%	1.1%	10.2%	4.1%
Inter-Regional	72.6%	14.9%	9.6%	1.7%	0.3%	0.9%

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Figure 9. 24-Hour Inter-Regional Flows and Internalized Trips - Mode Shares



Inter-regional flow trip counts are two-way totals. Inter-regional trips are counted once in each region the trip has a trip end in.

### 3.4 Comparison with the 2001, 2006, and 2011 Travel Surveys

#### **Presentation of Comparisons**

The following tables compare the 2017 results with those from the 2001, 2006 and 2011 surveys. Due to the differences in the sampling frames in the three survey cycles, for the purposes of comparison, all three datasets have been filtered to include only households/residents within the Regional Planning Area and only trips made by residents of the RPA (i.e., excludes all trips made by residents of the South CVRD and Salt Spring Island, even those within the RPA), and only trips made by persons 11 years of age or older.

To improve the basis for comparisons, the weights for previous datasets have been readjusted. The 2001 and 2006 datasets both over-estimated population counts. Therefore, in 2011, the 2006 and 2001 data were recalibrated to match actual Census counts for those years, and in 2017 the results for these years were further scaled to represent population living in private dwellings.<sup>8</sup> The 2011 data have also been reweighted with Census data that were not available at the time of the preparation of the 2011 data weighting. **As a result, the results presented here are not necessarily the same as those presented in the 2001, 2006, or 2011 survey reports.**

#### **Caveats**

Differences in the household samples may affect the comparability of the results for different years. The 2001, 2006, and 2011 surveys relied primarily on telephone landline samples, which likely resulted in biases in 2006 and more so in 2011 due to the rise in cell-phone-only households, who may have some differences in characteristics and travel patterns than landline households, even within the age groups and household characteristics controlled for by data weighting. Differences in survey methodology may also affect the results. The 2017 survey used an address-based sampling approach that included cell-phone-only households. The 2001 and 2006 surveys were an even mix of paper and online trip diaries, the 2011 survey was a recall survey completed primarily via telephone with a small portion of online surveys, while four-fifths of the 2017 surveys were completed online with one-fifth by telephone. If online respondents answer differently than those interviewed by phone, it may also affect results.

#### **Estimated Counts**

The expanded numbers presented here should be understood to be estimates, not precise counts, and are based on a surveyed sample of 4.2% of households in the study area that has been expanded to represent the total private households in the study area. Estimated counts of households, persons, and trips presented in this report have been rounded to the nearest 100. Totals and percentages are based on the survey results before rounding. The sum of individual rounded counts for subgroups may not always add exactly to the rounded total.

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<sup>8</sup> This was done to match the 2017 weighting approach, which was to weight to the total population living in private dwellings (as the surveys do not include collective dwellings or homeless people).

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Table 52 compares key demographic statistics, daily trip totals and trip rates, and Figure 10 plots these changes among the four survey years. Keeping in mind that these totals are based on RPA residents' travel, as noted above, the table indicates that:

- Total population (all ages and 11+) and households have all increased. Their growth rates have been fastest after 2011 than before, even accounting for the longer six-year period between 2011 and 2017 than the preceding five-year intervals. Overall, between 2001 and 2017, population increased by 19.1% and households have increased slightly faster, at 21.7%.
- In the 16 years from 2001 to 2017, total trips also have increased but at a more modest rate of 11.4%. While the survey results suggest that most of this increase took place between 2001 and 2006, it may be that the 2006 survey overstated the number of trips (as population did not increase as dramatically in the same period).
- Similarly, after an increase in trip rates per resident, per resident 11+ and per household from 2001 to 2006, there have been reductions from 2006 to 2011 and again from 2011 to 2017. The post-2011 trips have not dropped as much as the pre-2011 trip rates, with 2017 trip rates in all three categories being lower than the 2001 rates, especially the household trip rate (-8.4%).

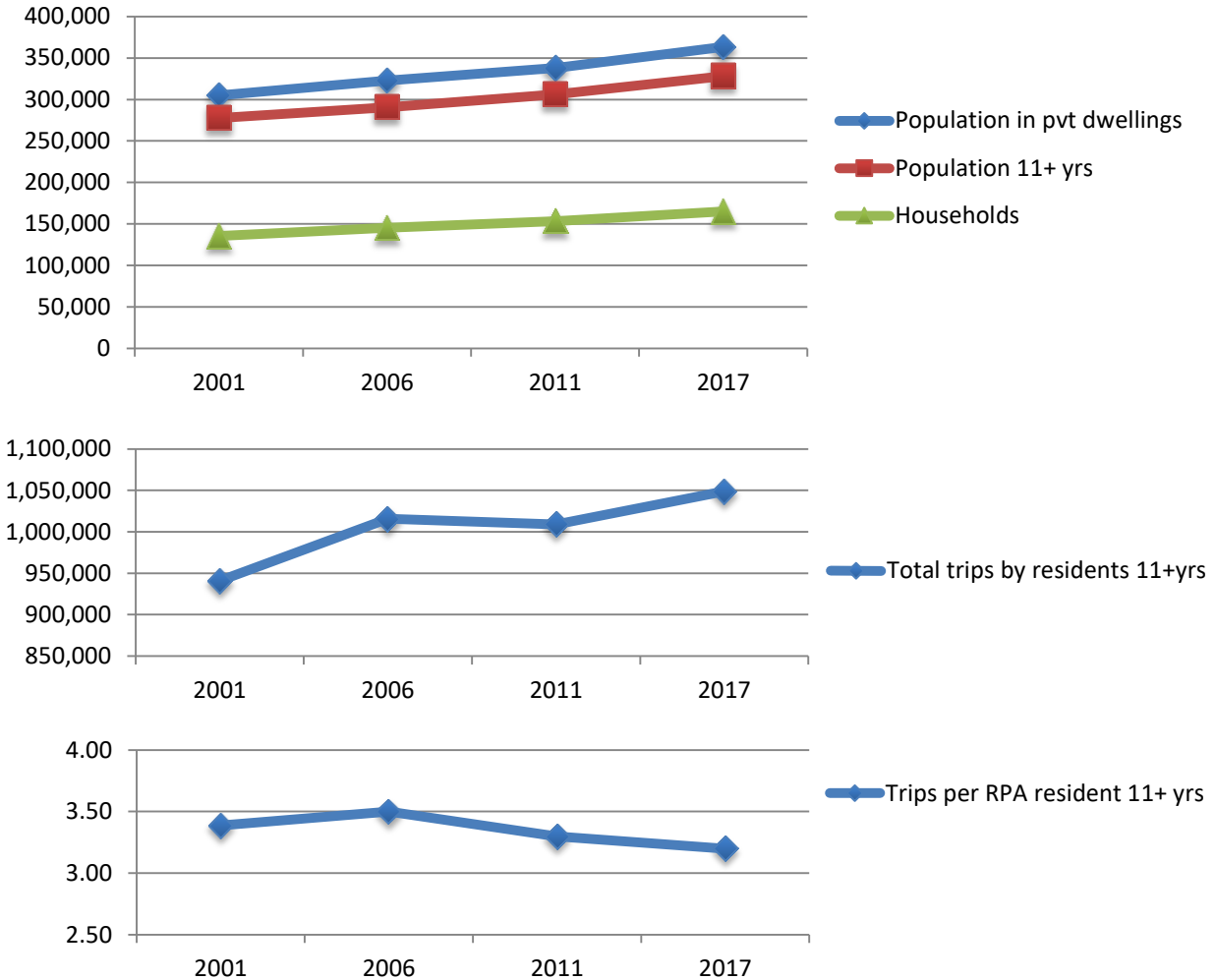
It is not unusual for trip rates to fluctuate up or down between surveys, and the changes in these rates are mostly within  $\pm 6\%$ . There could be several reasons for this, including changes in economic conditions or in demographics, or differences in survey methods. The CRD might wish to investigate these.

**Table 52. Comparison of Demographics, Daily Trip Totals and Trip Rates – RPA Residents**

	2001	2006	2011	2017	% Difference - 5yr			% Diff - 15yr
					2001 - 2006	2006 - 2011	2011 - 2017	2001 - 2017
Population	305,100	322,900	338,000	363,300	5.8%	4.7%	7.5%	19.1%
Population 11+ yrs	277,800	290,400	306,000	328,000	4.5%	5.4%	7.2%	18.1%
Households	135,700	145,500	153,400	165,100	7.2%	5.4%	7.6%	21.7%
Total trips by residents 11+	941,100	1,015,900	1,009,000	1,048,700	7.9%	-0.7%	3.9%	11.4%
Trips per RPA resident	3.08	3.15	2.99	2.89	2.0%	-5.1%	-3.3%	-6.4%
Trips per RPA resident 11+ yrs	3.39	3.50	3.30	3.20	3.3%	-5.7%	-3.1%	-5.6%
Trips per RPA household	6.93	6.98	6.58	6.35	0.7%	-5.8%	-3.4%	-8.4%

2001 survey data have been scaled to match actual final Census dwelling counts and estimated population living in private dwellings. 2006 survey data have been re-geocoded to match the Regional Planning Area for the purpose of comparison. Figures for the planning area have also been scaled to match final Census dwelling counts and estimated population living in private dwellings. 2011 survey data have been reweighted to match final Census weighting controls for dwelling type, age distribution, and total population living in private dwellings.

Figure 10. Changes in Demographics, Daily Trip Totals and Trip Rates, 2001 – 2017 – RPA Residents



One such investigation is offered by a review of trips and trip rates by age category. This is summarized in Table 53 and plotted in Figure 11. It can be seen, however, that the aforementioned increase to 2006 and subsequent reduction in 2011 continued into 2017 hold true across all age categories. The 65+ age group represents one exception, with the 2011 and 2017 rates being stable (2.88 and 2.87 trips per person, respectively).

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Table 53. Comparison of Daily Trip Totals and Rates by Age Category – RPA Residents

Age Group	2011			2006			2011			2017		
	Popula-tion	Daily Trips	Trip Rate	Popula-tion	Daily Trips	Trip Rate	Popula-tion	Daily Trips	Trip Rate	Popula-tion	Daily Trips	Trip Rate
0 to 4	11,700	35,200	3.00	13,300	40,700	3.07	14,500			15,900		
5 to 10	17,800	52,100	2.95	19,300	59,500	3.08	17,600			19,400	54,100	2.80
11 to 17	23,700	67,000	2.82	24,500	73,500	3.00	24,400	71,700	2.93	24,400	70,900	2.90
18 to 24	28,500	84,000	2.95	28,800	95,200	3.30	29,100	86,700	2.98	31,700	83,800	2.64
25 to 64	167,600	610,400	3.64	181,400	681,400	3.76	194,900	685,100	3.51	200,400	688,500	3.44
65+	55,300	178,800	3.23	55,600	166,000	2.99	57,600	165,600	2.88	71,500	205,500	2.87
Total (all ages)	304,600	1,027,600	3.37	322,900	1,116,300	3.46	338,000			363,300		
Total (Residents 5+)	292,900	992,400	3.39	309,600	1,075,500	3.47	323,500			347,400	1,102,900	3.17
Total (Residents 11+)	277,800	941,100	3.39	290,400	1,015,900	3.50	306,000	1,009,000	3.30	328,000	1,048,700	3.20

Trips to, from, or within the RPA made by RPA residents.

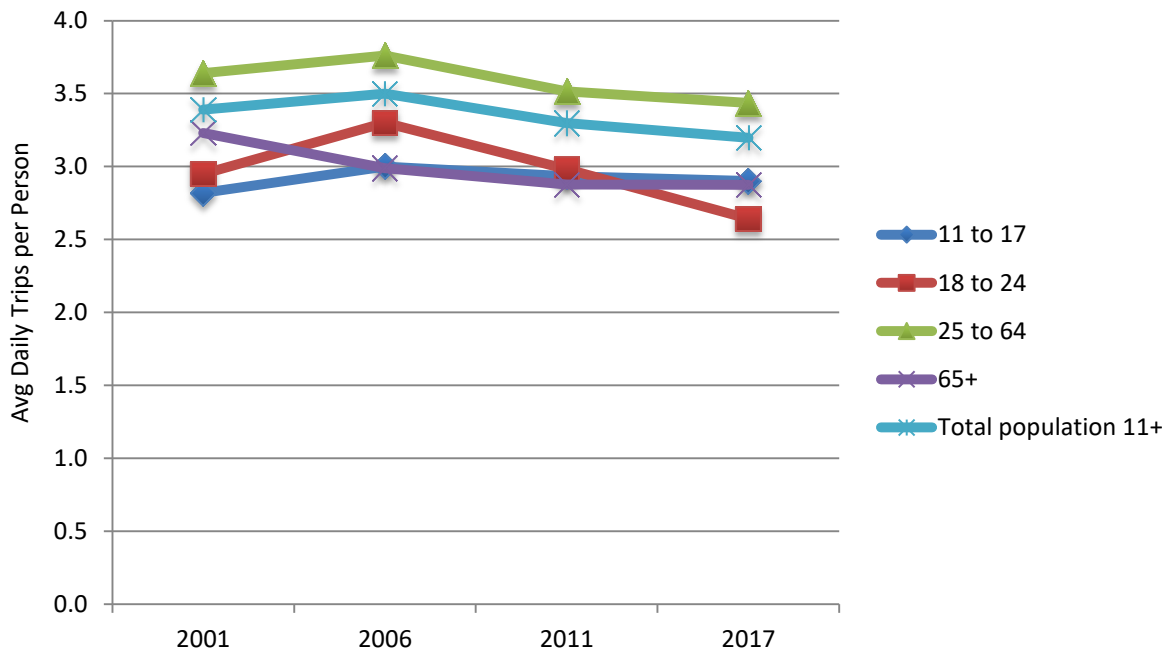
Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley).

2001 and 2006 trips for the 5-12 age group were apportioned to 0 to 4, 5 to 10, and 11 to 17 categories.

For 2001 and 2006, total for persons 11+ may differ from sum of individual categories due to respondents with unknown age groups, or estimation procedures to account for missing data.

2001, 2006, and 2011 expansion factors have been recalibrated for the purpose of comparison.

Figure 11. Change in Trip Rates by Age Group, 2001 – 2017 – RPA Residents



**2017 CRD Household Travel Survey – Daily Travel Characteristics**

Table 54 compares daily mode shares among the four surveys, and Figure 12 shows the progressions in these shares over time. Note that the data reflect trips by RPA residents 11+.

It can be seen that the auto driver / auto passenger shares have generally remained stable over time, with slight drops evidenced in both modes in 2011 continuing in 2017. Nonetheless, the two modes together capture close to three quarters of all daily trips.

After a reduction in 2011 to 6.5% from 7.0% in 2006, transit’s share has increased to 7.8% in 2017. The bicycle and walk shares has increased, with the cycling share almost doubling to 5.1% in 2017 and the walk share increasing slightly to 13.7%.

**These results indicate an increase in non-auto mode shares since 2011. However, it should be noted that there are possible biases in the 2006 and particularly the 2011 data (neither of which included cell-phone-only households) that may influence the survey results, as well as differences in survey methods.** It appears that the 2011 survey may have under-represented bicycle trips, as there is a clear trend in an increase in reported bicycle trips from 2001 to 2006. The 2017 survey appears to be consistent with this increase, with 2011 appearing to show a decrease (whether due to limitations of the sample or other factors). The same pattern in the data by survey cycle can be seen for transit trips, although somewhat less pronounced.

While limitations to the 2011 survey samples may mask some of the underlying changes in mode shares, comparing the overall 16-year trend from 2001 to 2017 (with the exclusion of cell-phone-only only households having little impact in 2001, and the 2017 sample encompassing all private households, including cell-phone-only households), suggests that a shift towards non-auto mode shares, albeit relatively small, is occurring. This is supported by the fact that the 2017 transit boardings reported in the survey data match closely with BC Transit figures.<sup>9</sup> Possible reasons for the shift include urban densification, development of transportation infrastructure, demographic shifts, and/or changes in the attitudes and behaviours of residents.

**Table 54. Comparison of Daily Mode Shares – Trips by RPA Residents 11+**

Travel Mode	2001		2006		2011		2017	
	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share
Auto driver	593,100	63.2%	652,100	64.3%	634,900	62.9%	617,700	58.9%
Auto passenger	135,600	14.5%	137,100	13.5%	131,100	13.0%	134,900	12.9%
Transit	65,000	6.9%	71,500	7.0%	65,500	6.5%	82,000	7.8%
Bicycle	24,500	2.6%	35,100	3.5%	27,200	2.7%	53,400	5.1%
Walk	109,300	11.7%	101,100	10.0%	133,500	13.2%	144,200	13.7%
Other	10,800	1.2%	17,600	1.7%	16,800	1.7%	16,500	1.6%
Total (all trips combined)	938,300	100.0%	1,014,400	100.0%	1,009,000	100.0%	1,048,700	100.0%

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. Excludes trips with unknown mode in

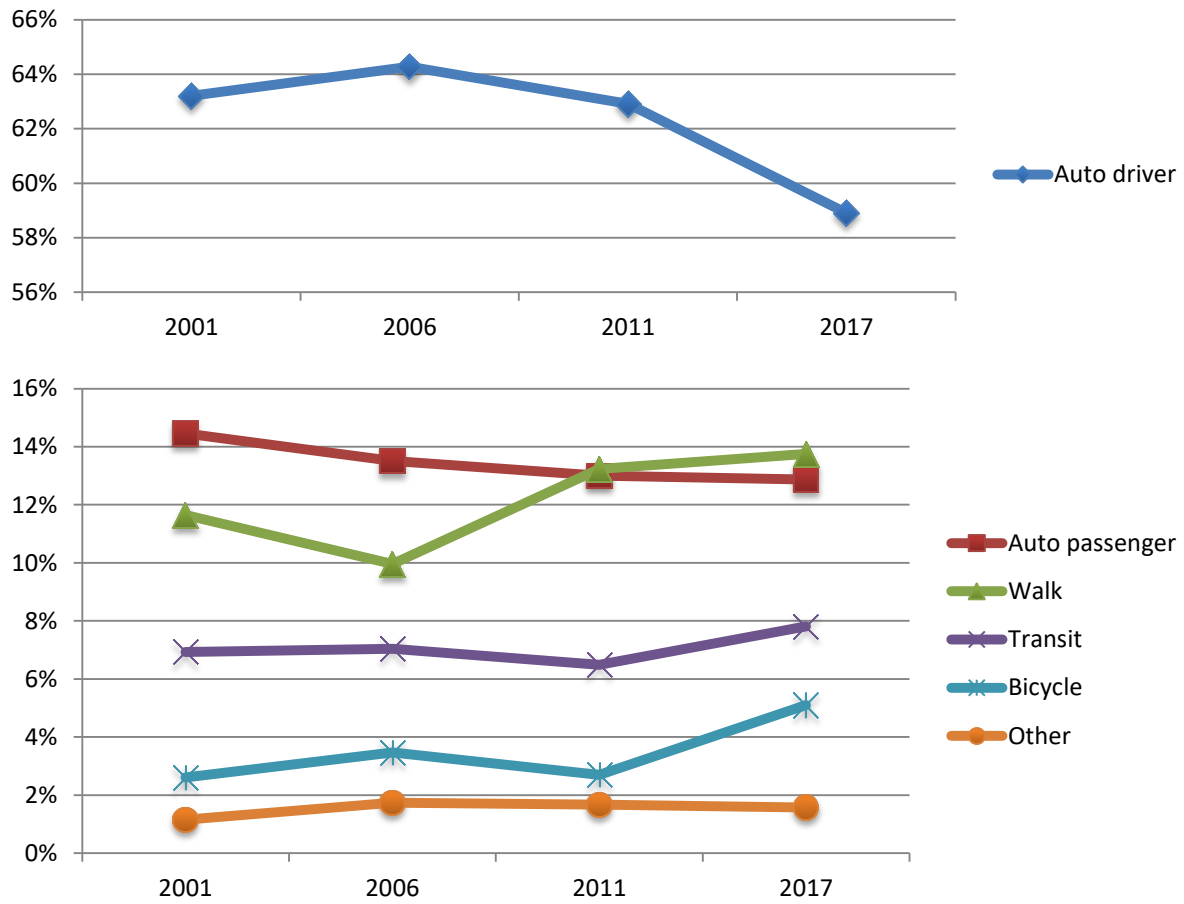
<sup>9</sup> The 82,500 daily transit trips represented by the expanded survey data represent 99,700 daily boardings, compared to BC Transit boarding counts of 97,451 for autumn 2016.



**2017 CRD Household Travel Survey – Daily Travel Characteristics**

the 2001 and 2006 datasets. 2001, 2006, and 2011 expansion factors have been recalibrated for the purpose of comparison. The 2017 figures in this table may differ slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island in order to facilitate comparisons.

**Figure 12. Change in Daily Mode Shares, 2001 – 2017 – Trips by RPA Residents 11+**



**2017 CRD Household Travel Survey – Daily Travel Characteristics**

Table 54 provides a breakdown of mode shares in 2011 and 2017 for people living in different dwelling types. This information is of interest to transportation planners to provide a perspective on the relationship between dwelling type and mode usage. For the purposes of this comparison, semi-detached, row/townhouse, and other have been combined as ‘other ground oriented’. Readers are again reminded of the caveats associated with comparisons between the survey cycles, particularly given that the biases in the 2011 sample related to non-coverage of cell-phone-only households may have been concentrated more in dwelling types other than single-detached houses. For certain modes that are suspected to be under-represented in the 2011 data (transit, bicycle) the differences between 2017 and 2011 surveys may appear to be somewhat exaggerated for such dwelling types. This information does provide benchmarking for future periods.

**Table 55. Comparison of Daily Mode Shares by Household Dwelling Type – Trips by RPA Residents 11+**

	2011				2017			
	Single-detached	Other Ground Oriented	Apt. or condo	Total	Single-detached	Other Ground Oriented	Apt. or condo	Total
Households	65,300	38,800	49,300	153,400	65,600	44,000	55,500	165,100
People	159,500	75,800	70,700	306,000	160,000	88,000	80,100	328,000
Trips	532,400	248,200	228,400	1,009,000	518,300	277,500	252,900	1,048,700
Auto Driver	68.0%	64.9%	49.0%	62.9%	65.5%	65.2%	45.9%	58.9%
Auto Passenger	13.6%	14.6%	9.9%	13.0%	14.8%	14.1%	9.3%	12.9%
Transit	5.5%	5.8%	9.5%	6.5%	5.1%	9.1%	13.0%	7.8%
Bicycle	3.4%	1.9%	1.9%	2.7%	4.4%	7.3%	5.1%	5.1%
Walk	7.8%	11.2%	28.0%	13.2%	8.3%	15.1%	25.2%	13.7%
Other	1.7%	1.6%	1.6%	1.7%	1.9%	1.1%	1.6%	1.6%

Table 56 compares daily trip purposes for people 11+. The distributions are reasonably consistent over time, with the return home shares remaining constant at 37.9%. The shares of some purposes have increased slightly – notably, work (to 17.0% from 15.7% in 2011), recreation / social (to 10.7% from 9.6% in 2011) and dining / restaurant (to 4.3% from 3.6% in 2011). The shares of other purposes have dropped slightly, notably personal business (to 5.7% from 6.3% in 2011) and pick-up / drop-off (to 8.1% from 9.5% in 2011).

Note: School bus service was implemented in the Langford area between the 2011 and 2017 surveys, which might have a modest influence on the number of pick-up/drop-off trips. Differences in survey method also might have some influence. In particular, it can be noted that seven-tenths of survey completions were obtained online, and it is possible that online respondents are more likely to omit discretionary trips such as stops along the way to work. The apparent drop in work trips in 2011 might be partly the result of biases in the survey data due to the exclusion of cell-phone only households.

**Table 56. Comparison of Daily Trip Purposes – Trips by RPA Residents 11+**

Trip Purpose	2001		2006		2011		2017	
	Daily Trips	%	Daily Trips	%	Daily Trips	%	Daily Trips	%
Work	154,000	16.4%	172,400	17.0%	158,000	15.7%	178,000	17.0%
Post-secondary school	18,500	2.0%	18,800	1.9%	17,600	1.7%	18,700	1.8%
Other school in 2001,2006 K-12 school in 2011, 2017	21,400	2.3%	27,600	2.7%	22,000	2.2%	20,800	2.0%
Personal business	76,900	8.2%	92,100	9.1%	63,800	6.3%	59,800	5.7%
Recreation / social	82,600	8.8%	100,300	9.9%	96,400	9.6%	112,000	10.7%
Dining / restaurant	34,900	3.7%	36,900	3.6%	36,000	3.6%	45,100	4.3%
Shopping	104,100	11.1%	117,300	11.6%	127,200	12.6%	124,900	11.9%
Pick-up / drop-off psgr.	77,100	8.2%	94,100	9.3%	95,400	9.5%	85,400	8.1%
Return home	339,500	36.1%	355,400	35.0%	382,500	37.9%	397,300	37.9%
Other	32,200	3.4%	1,000	0.1%	10,200	1.0%	6,700	0.6%
Total (all trips combined)	941,100	100.0%	1,015,900	100.0%	1,009,000	100.0%	1,048,700	100.0%

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. 2001, 2006, and 2011 expansion factors have been recalibrated for the purpose of comparison. The 2017 figures in this table may differ slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island in order to facilitate comparisons.

Table 57 compares average trip lengths by mode. The trip lengths reflect straight-line distance (measured between the x-y geo-coordinates of the trip origin and destination). It can be seen that – after increases for some modes to 2011 - trip lengths have generally held constant since 2011 or are now decreasing. The largest reduction is for ‘other’ modes; however, it should be noted that these represent only a very small percent of total trips, hence the comparison may be based upon a limited number of observations.

The transit and auto driver trip lengths have both increased slightly, with the average transit trip length only slightly greater than that of auto driver trips. Walk trips are slightly shorter, but generally show constancy over time, whereas – after some gains – the average bicycle trip length is now at 2001 levels. It should be noted that these results all reflect the same geographic area (RPA), although development patterns within this geography may have evolved over time.

**Table 57. Comparison of Daily Trip Lengths by Mode (Straight-Line Distance) – RPA Residents 11+**

Travel Mode	Average Trip Length (km)			
	2001	2006	2011	2017
Auto Driver	5.4	5.6	5.9	6.0
Auto Passenger	5.0	5.2	6.2	5.9
Transit	5.9	6.2	6.1	6.2
Bicycle	3.0	3.5	3.4	3.0
Walk	0.8	0.9	0.9	0.8
Other	4.2	5.8	6.1	4.9
Total (all trips combined)	4.7	5.1	5.2	5.1

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. 2001, 2006, and 2011 expansion factors have been recalibrated for the purpose of comparison. 2011 and 2017 data exclude trips with airplane, BC Ferries or Other Marine as one of the modes used. The 2017 figures in this table may differ slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island in order to facilitate comparisons.

Table 58 tabulates the total distance travelled by each mode. Together with the modal shares listed in Table 54, this table provides further insight into the evolution of the average trip lengths. It can be noted that:

- Even though the total number of auto driver trips dropped between 2011 and 2017, the total distance travelled has increased. Fewer drivers are making longer trips.
- The number of transit trips and the cumulative distance travelled have both increased, yielding a slightly longer average trip distance.
- Bicycle trips appear to have almost doubled between 2011 and 2017, although it is likely that the 2011 survey under-represented bicycle trips (due to limitations of the sample frame and/or other factors), and that the increase has been somewhat more modest. Interestingly, the cumulative distance travelled did not increase as much proportionately – reflecting a 13% reduction in average trip length.
- Walk trips increased by 13.7%. However, the slightly shorter average trip length in 2017 is reflected by the slightly shorter cumulative distances travelled.

### 2017 CRD Household Travel Survey – Daily Travel Characteristics

**Table 58. Total Distances Travelled by Mode – RPA Residents 11+**

Travel Mode	Total Distance (daily km)			
	2001	2006	2011	2017
Auto Driver	2,906,600	3,505,300	3,660,500	3,713,600
Auto Passenger	618,200	687,600	796,300	789,900
Transit	367,000	429,100	394,800	507,700
Bicycle	68,600	119,100	90,200	161,100
Walk	85,100	86,600	113,600	110,000
Other	49,600	105,200	88,400	74,500
Total (all trips combined)	4,095,200	4,933,000	5,143,800	5,356,900

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. 2001, 2006, and 2011 expansion factors have been recalibrated for the purpose of comparison. 2011 and 2017 data exclude trips with airplane, BC Ferries or Other Marine as one of the modes used. The 2017 figures in this table may differ slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island in order to facilitate comparisons.

Table 59 compares average daily trip lengths by purpose, again by straight-line distance. Overall, the average trip lengths have remained stable since 2006, with slight reductions between 2011 and 2017 for most individual trip purposes and the return home remaining unchanged. However, some important variations can be noted - in particular, the average post-secondary school distance has dropped by about 10%, other trips have increased from 5.6 km in 2011 to 9.7 km in 2017, and pick-up / drop-off trip lengths increased slightly to 4.7 km.

**Table 59. Comparison of Daily Trip Lengths by Purpose (Straight-Line Distance) – RPA Residents 11+**

Trip Purpose	Avg. Trip Length (km)			
	2001	2006	2011	2017
Work	6.1	6.4	6.4	6.3
Post-secondary school	5.7	6.5	6.5	6.0
Other school in 2001,2006 K-12 school in 2011, 2017	2.6	3.5	3.5	3.3
Personal Business	4.3	4.5	5.4	5.0
Recreation / social	4.8	5.2	5.7	5.5
Dining / restaurant	2.9	3.6	3.4	3.3
Shopping	3.3	3.7	3.7	3.7
Pick-up / drop-off passenger	4.4	4.5	4.6	4.7
Return home	5.0	5.3	5.3	5.3
Other	4.4	3.3	5.6	9.7
Total (all trips combined)	4.7	5.1	5.2	5.1

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. 2001, 2006, and 2011 expansion factors have been recalibrated for the purpose of comparison. 2011 and 2017 data exclude trips with airplane, BC Ferries or Other Marine as one of the modes used. The 2017 figures in this table may differ slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island in order to facilitate comparisons.

## 4 Sub-Area Demographic and Travel Summaries

Detailed demographic and travel characteristics are presented on the following pages for four levels of geographies:

- 19 districts, as defined in section 3.3.2 to summarize the trip origins and destinations. These are the basic analytical units that were used for the survey sampling and for this report.
- 5 sub-regions, as defined in the same section.
- 2 municipal aggregations, corresponding to the municipal boundaries of the City of Victoria (districts 5-7) and the District of Saanich (districts 8-10).
- 2 regional aggregations, comprising the entire study area (districts 1-20 / sub-regions 1-5) and the Regional Planning Area (districts 2-19 / sub-regions 2-4).

The 19 districts in the study area can be grouped into the sub-regions, the municipal aggregations and the regional aggregations. Table 60 shows the equivalencies among the four levels. Note that there is no summary for the external areas (districts 20 and 21 / sub-region 6), although internal-external and external-internal trips between the study area and these areas are included in each of the summaries.

One pair of pages is provided for each summary. The information presented in each summary is similar to that presented in the section 3 region-wide summaries. Each pair of pages has the same format, so as to provide detailed characteristics while enabling a quick comparison among different geographies.

Each pair of pages presents:

- A map of the relevant district, sub-region, municipality or region.
- Demographic characteristics of the district's residents.
- Jobs in each district also are noted: this refers to the number of workplaces within the district reported by respondents from all districts. This should not be confused with the number of residents who live in the district who are employed.
- Occupational status (primary activity), by gender.
- Traveller characteristics, by gender.
- Selected travel and demographic indicators, including trip rates. For most summaries, the count of trips made by residents counts trips to, from or within the RPA – except District 1 and Study Area, for which all trips in the entire study area are counted.
- Household size.
- Households by vehicle availability.
- Age by gender and age cohort.
- A map showing the five greatest origins or the five greatest destinations to/from the district during the AM peak period (06:00 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 21 districts. This is provided only for the district summaries.

### *2017 CRD Household Travel Survey – Daily Travel Characteristics*

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- Breakdown of trips by purpose, for the 24 hours, AM peak period (06:00 to 08:59) and PM peak period (15:00 to 17:59). The breakdown distinguishes among trips originating from and destined to the district; 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 (see section 3.3.4). The shares of each mode are calculated for each category.

The statistics reported in the two-page summaries are based on the survey results, and not external sources. For household and population counts, the survey statistics match the 2011 Census counts of dwelling occupied by usual residents and 2011 population counts, as these were controls used in the weighting for data expansion.

While other controls were also included in the data weighting (dwelling size, general dwelling type, age, gender), given the number of controls, the survey results do not necessarily match all controls used in the weighting. Also, the survey results may not always match other external benchmark statistics from other sources such as the Labour Force Survey, although often they may be close.

Some respondents refused to answer certain questions; some statistics are based only on those who provided valid answers, and for the different measures reported there may be slight variations in totals.

2017 CRD Household Travel Survey – Daily Travel Characteristics

Table 60. Key to District, Sub-Regional, Municipal and Regional Summaries

Districts *	Sub-Regions	Municipalities	Regions
1. Salt Spring Island Electoral Area	1. Salt Spring (see summary for District 1)		1. Study Area (D1 – D19)
2. Town of Sidney	2. Saanich Peninsula		2. Regional Planning Area (D2 – D19)
3. District of North Saanich with Tsyecum First Nation, Pauquachin First Nation			
4. District of Central Saanich with Tsartlip First Nation, Tsawout First Nation			
5. Downtown Victoria	3. Core	1. City of Victoria (D5 – D7)	
6. Victoria North			
7. Victoria South		2. District of Saanich (D8 – D10)	
8. Saanich North			
9. Saanich East			
10. Saanich West			
11. District of Oak Bay			
12. Township of Esquimalt			
13. Town of View Royal with Esquimalt Nation, Songhees First Nation			
14. District of Highlands		4. West Shore	
15. City of Langford			
16. City of Colwood			
17. District of Metchosin with Scia’new First Nation			
18. District of Sooke with T’souke First Nation			
19. Juan de Fuca Electoral Area with Pacheedaht First Nation			
20. South CVRD (Cowichan Valley A, B, C, E (south of Cowichan Valley Highway), Duncan, North Cowichan (south of Herd Road), Malahat First Nation, Cowichan Tribes)***	5. CVRD		
21. External (Vancouver Island north of study area, Gulf Islands, mainland, etc.)***	6. External		

\* Identical to Municipalities / Areas as listed in Table 18.

\*\* The external areas, South CVRD (District 20) and External (District 21 / Sub-Region 6) do not have a separate summary. However, external trips to/from the other districts, sub-regions and regions are included in the respective summaries. The geographic boundaries for the South CVRD district was defined in the 2011 survey based on proximity to the CRD, not on standard administrative boundaries.



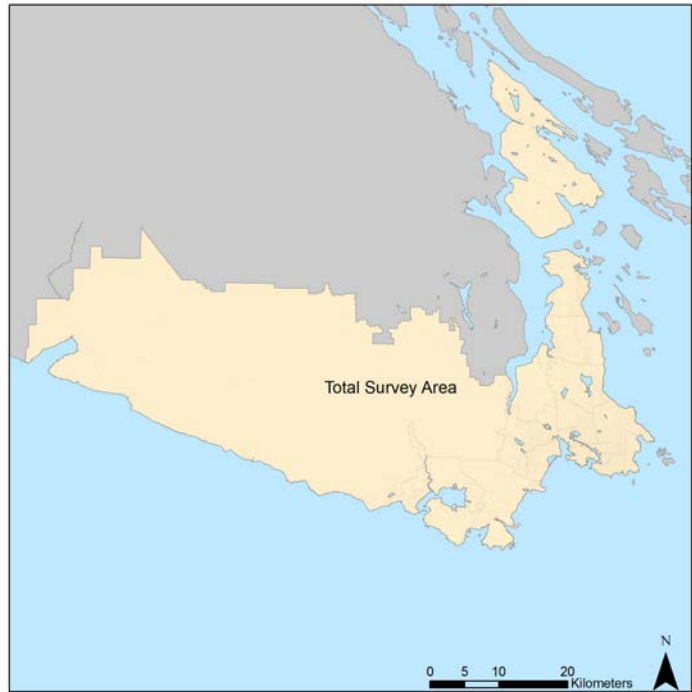
## Study Area - Districts 1 - 19

### Demographic Characteristics

Population	373,660
Population 5+ (trips reported for survey sample)	357,470
Total Employed Population	199,090
Households	169,990
Jobs in District (places of work)	196,670
Actively Travelled	324,390
Number of Vehicles	263,550
Number of Adult Bicycles	227,030
Number of Child Bicycles	43,360
Area (km <sup>2</sup> )	3,112.59

Occupation Status	Male	Female	Total	%
Employed full time	83,290	69,750	153,050	41%
Employed part time	18,100	27,940	46,040	12%
Student	35,770	38,830	74,610	20%
Retiree	34,470	43,120	77,590	21%
Homemaker	1,000	9,840	10,840	3%
Pre-schooler	8,160	8,030	16,190	4%
Other status	7,460	10,550	18,010	5%
<b>Total</b>	<b>178,810</b>	<b>194,850</b>	<b>373,660</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	138,450	148,550	287,000
Car share members	3,200	2,640	5,850
Trips made by residents 5+	531,710	597,680	1,129,380
Trips made by residents 11+	504,470	569,570	1,074,040



#### Selected Indicators

Daily Trips per Person 5+	3.16
Vehicles per Person	0.71
Number of Persons per Household	2.20
Daily Trips per Household	6.32
Vehicles per Household	1.55
Adult Bicycles per Household	1.34
Workers per Household	1.17
Population Density (Pop/km2)	120
Employment Density (Jobs/km2)	60

#### Households by Dwelling Type

Single-detached house	69,590	41%
Semi-detached house	16,850	10%
Row house or townhouse	25,440	15%
Apartment or condominium	55,600	33%
Other	2,510	1%
<b>Total:</b>	<b>169,990</b>	<b>100%</b>

#### Household Size

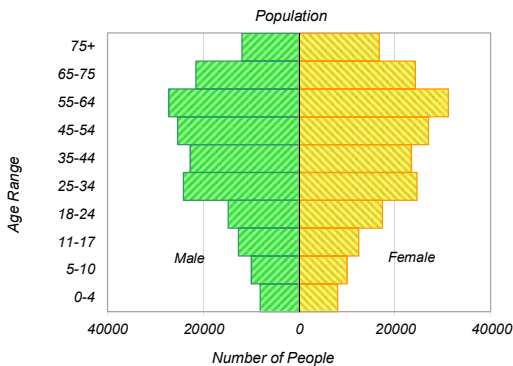
1 person	56,510	33%
2 persons	63,690	37%
3 persons	22,760	13%
4 persons	18,050	11%
5+ persons	8,980	5%
<b>Total:</b>	<b>169,990</b>	<b>100%</b>

#### Households by Vehicle Availability

No vehicles	16,870	10%
1 vehicle	75,730	45%
2 vehicles	54,960	32%
3+ vehicles	22,430	13%
<b>Total:</b>	<b>169,990</b>	<b>100%</b>

#### Vehicles by Fuel Type

Gas	246,270	94%
Hybrid	5,490	2%
Electric	2,230	1%
Diesel	8,550	3%
Biodiesel	510	0%
Other	-	0%
<b>Total:</b>	<b>263,050</b>	<b>100%</b>



#### Explanatory Notes

Information on this page is specific to the households/residents of this geography. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 4.2% of households in this district, and are subject to a margin of sampling error of approximately ±1.5% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns**

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	1,850	36%	270	6%	179,010	16%
Post-secondary school	-	0%	-	0%	18,700	2%
K-12 school	30	1%	-	0%	39,080	3%
Personal business	280	5%	100	2%	62,570	6%
Recreation / social	2,420	47%	60	1%	118,410	11%
Dining / restaurant	-	0%	-	0%	46,200	4%
Shopping	280	5%	210	4%	130,180	12%
Pick-up / drop-off passenger	120	2%	190	4%	90,640	8%
Return Home	-	0%	2,360	51%	426,760	38%
Other	180	3%	1,440	31%	8,040	1%
<b>Total:</b>	<b>5,160</b>	<b>100%</b>	<b>4,630</b>	<b>100%</b>	<b>1,119,600</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,010	63%	40	17%	104,530	47%
Post-secondary school	-	0%	-	0%	9,050	4%
K-12 school	30	2%	-	0%	36,900	17%
Personal business	120	7%	-	0%	7,160	3%
Recreation / social	330	21%	-	0%	10,120	5%
Dining / restaurant	-	0%	-	0%	5,390	2%
Shopping	70	4%	-	0%	5,200	2%
Pick-up / drop-off passenger	-	0%	-	0%	30,800	14%
Return Home	-	0%	20	10%	11,590	5%
Other	30	2%	160	73%	2,120	1%
<b>Total:</b>	<b>1,600</b>	<b>100%</b>	<b>220</b>	<b>100%</b>	<b>222,860</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	10	1%	50	2%	12,080	4%
Post-secondary school	-	0%	-	0%	1,260	0%
K-12 school	-	0%	-	0%	110	0%
Personal business	10	2%	40	2%	12,000	4%
Recreation / social	520	77%	40	2%	31,090	10%
Dining / restaurant	-	0%	-	0%	10,640	3%
Shopping	-	0%	110	5%	37,030	12%
Pick-up / drop-off passenger	80	12%	110	5%	24,680	8%
Return Home	-	0%	1,140	54%	188,710	59%
Other	50	8%	640	30%	1,630	1%
<b>Total:</b>	<b>670</b>	<b>100%</b>	<b>2,110</b>	<b>100%</b>	<b>319,230</b>	<b>99%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	1,129,380		99%
AM Peak Period	224,680	20%	99%
PM Peak Period	322,020	29%	99%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	3,140	61%	2,770	60%	630,240	56%
Auto Passenger	1,110	21%	970	21%	173,740	16%
Transit	120	2%	50	1%	82,490	7%
Bicycle	-	0%	60	1%	56,070	5%
Walk	100	2%	140	3%	157,690	14%
Other	690	13%	650	14%	19,360	2%
<b>Total:</b>	<b>5,160</b>	<b>100%</b>	<b>4,600</b>	<b>100%</b>	<b>1,119,600</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,010	63%	150	69%	119,820	54%
Auto Passenger	280	17%	30	15%	32,160	14%
Transit	10	1%	-	0%	22,680	10%
Bicycle	-	0%	-	0%	16,260	7%
Walk	30	2%	-	0%	25,420	11%
Other	280	17%	30	16%	6,520	3%
<b>Total:</b>	<b>1,600</b>	<b>100%</b>	<b>220</b>	<b>100%</b>	<b>222,860</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	280	42%	1,190	56%	174,870	55%
Auto Passenger	260	39%	410	19%	51,590	16%
Transit	50	7%	10	1%	26,680	8%
Bicycle	-	0%	60	3%	18,480	6%
Walk	-	0%	140	7%	42,310	13%
Other	80	12%	310	15%	5,300	2%
<b>Total:</b>	<b>670</b>	<b>100%</b>	<b>2,110</b>	<b>100%</b>	<b>319,230</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.35	2%	1.35	1%	1.28	7%
AM Peak Period	1.28	1%	1.22	0%	1.27	10%
PM Peak Period	1.93	7%	1.34	1%	1.30	8%

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

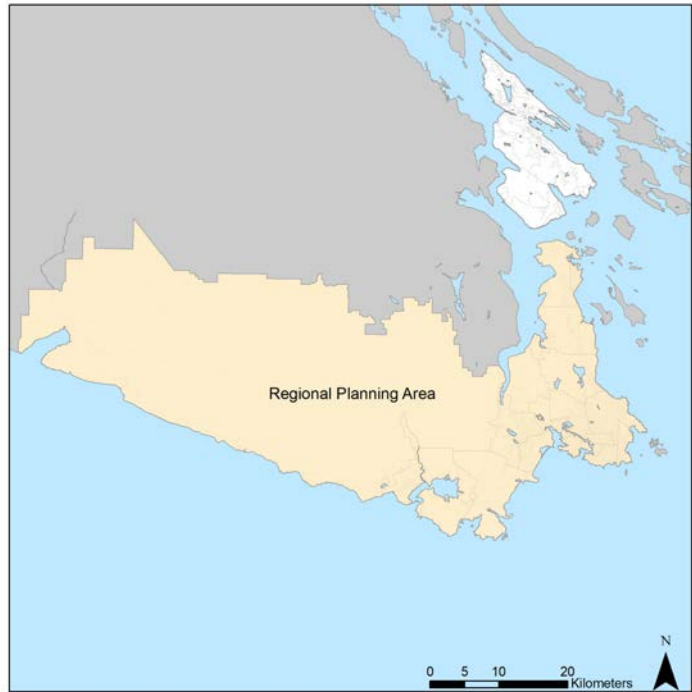
## Regional Planning Area - Districts 2 - 19

### Demographic Characteristics

Population	363,290
Population 5+ (trips reported for survey sample)	347,400
Total Employed Population	194,170
Households	165,110
Jobs in District (places of work)	192,260
Actively Travelled	316,690
Number of Vehicles	255,320
Number of Adult Bicycles	221,500
Number of Child Bicycles	42,350
Area (km <sup>2</sup> )	3,098.74

Occupation Status	Male	Female	Total	%
Employed full time	81,650	68,420	150,060	41%
Employed part time	17,370	26,740	44,110	12%
Student	35,000	38,030	73,030	20%
Retiree	33,120	41,560	74,680	21%
Homemaker	1,000	9,630	10,630	3%
Pre-schooler	8,000	7,890	15,890	4%
Other status	7,140	10,030	17,170	5%
<b>Total</b>	<b>173,930</b>	<b>189,370</b>	<b>363,290</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	134,610	144,200	278,810
Car share members	3,070	2,560	5,630
Trips made by residents 5+	519,620	583,460	1,103,080
Trips made by residents 11+	493,070	555,860	1,048,930



#### Selected Indicators

Daily Trips per Person 5+	3.18
Vehicles per Person	0.70
Number of Persons per Household	2.20
Daily Trips per Household	6.35
Vehicles per Household	1.55
Adult Bicycles per Household	1.34
Workers per Household	1.18
Population Density (Pop/km2)	120
Employment Density (Jobs/km2)	60

#### Households by Dwelling Type

Single-detached house	65,640	40%
Semi-detached house	16,450	10%
Row house or townhouse	25,050	15%
Apartment or condominium	55,510	34%
Other	2,460	1%
<b>Total:</b>	<b>165,110</b>	<b>100%</b>

#### Household Size

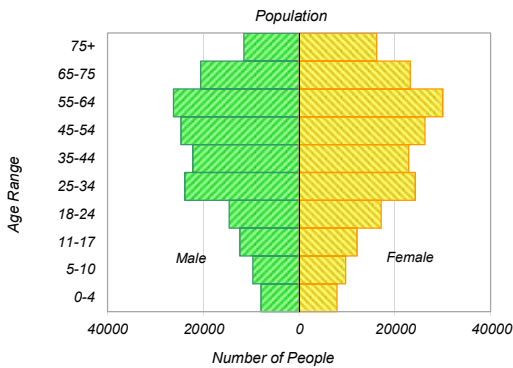
1 person	54,900	33%
2 persons	61,670	37%
3 persons	22,180	13%
4 persons	17,630	11%
5+ persons	8,730	5%
<b>Total:</b>	<b>165,110</b>	<b>100%</b>

#### Households by Vehicle Availability

No vehicles	16,770	10%
1 vehicle	73,400	44%
2 vehicles	53,210	32%
3+ vehicles	21,730	13%
<b>Total:</b>	<b>165,110</b>	<b>100%</b>

#### Vehicles by Fuel Type

Gas	239,000	94%
Hybrid	5,310	2%
Electric	1,870	1%
Diesel	8,240	3%
Biodiesel	410	0%
Other	-	0%
<b>Total:</b>	<b>254,820</b>	<b>100%</b>



#### Explanatory Notes

Information on this page is specific to the households/residents of this geography. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±1.5% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns**

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	1,820	34%	380	8%	175,980	16%
Post-secondary school	-	0%	-	0%	18,700	2%
K-12 school	-	0%	-	0%	38,390	4%
Personal business	230	4%	240	5%	60,280	6%
Recreation / social	2,400	44%	80	2%	115,450	11%
Dining / restaurant	-	0%	-	0%	45,730	4%
Shopping	240	4%	240	5%	126,360	12%
Pick-up / drop-off passenger	170	3%	320	7%	88,470	8%
Return Home	400	7%	2,220	47%	417,100	38%
Other	170	3%	1,280	27%	7,660	1%
<b>Total:</b>	<b>5,430</b>	<b>100%</b>	<b>4,770</b>	<b>100%</b>	<b>1,094,130</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,030	63%	90	25%	102,860	47%
Post-secondary school	-	0%	-	0%	9,050	4%
K-12 school	-	0%	-	0%	36,290	17%
Personal business	100	6%	40	12%	6,780	3%
Recreation / social	330	21%	-	0%	9,920	5%
Dining / restaurant	-	0%	-	0%	5,270	2%
Shopping	60	3%	-	1%	5,100	2%
Pick-up / drop-off passenger	-	0%	30	8%	30,240	14%
Return Home	60	4%	10	4%	11,140	5%
Other	30	2%	180	50%	2,020	1%
<b>Total:</b>	<b>1,620</b>	<b>100%</b>	<b>350</b>	<b>100%</b>	<b>218,680</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	10	1%	50	3%	11,940	4%
Post-secondary school	-	0%	-	0%	1,260	0%
K-12 school	-	0%	-	0%	110	0%
Personal business	20	2%	40	2%	11,560	4%
Recreation / social	510	53%	50	2%	30,340	10%
Dining / restaurant	-	0%	-	0%	10,540	3%
Shopping	10	1%	130	6%	35,940	12%
Pick-up / drop-off passenger	140	14%	160	8%	24,120	8%
Return Home	230	24%	1,050	53%	184,590	59%
Other	50	5%	530	26%	1,570	1%
<b>Total:</b>	<b>960</b>	<b>100%</b>	<b>2,000</b>	<b>100%</b>	<b>311,970</b>	<b>99%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	1,104,330		99%
AM Peak Period	220,650	20%	99%
PM Peak Period	314,930	29%	99%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	3,420	63%	2,940	62%	612,420	56%
Auto Passenger	1,140	21%	1,020	21%	169,050	15%
Transit	130	2%	50	1%	82,300	8%
Bicycle	-	0%	-	0%	55,640	5%
Walk	100	2%	140	3%	156,200	14%
Other	650	12%	620	13%	18,510	2%
<b>Total:</b>	<b>5,430</b>	<b>100%</b>	<b>4,800</b>	<b>100%</b>	<b>1,094,130</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,070	66%	270	76%	116,960	53%
Auto Passenger	270	17%	50	14%	31,480	14%
Transit	10	1%	-	0%	22,650	10%
Bicycle	-	0%	-	1%	16,150	7%
Walk	30	2%	-	0%	25,290	12%
Other	240	15%	30	10%	6,140	3%
<b>Total:</b>	<b>1,620</b>	<b>100%</b>	<b>350</b>	<b>100%</b>	<b>218,680</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	500	52%	1,170	59%	170,020	54%
Auto Passenger	320	33%	400	20%	50,230	16%
Transit	60	6%	10	1%	26,650	9%
Bicycle	-	0%	-	0%	18,420	6%
Walk	-	0%	140	7%	41,750	13%
Other	80	8%	270	14%	4,900	2%
<b>Total:</b>	<b>960</b>	<b>100%</b>	<b>2,000</b>	<b>100%</b>	<b>311,970</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.33	2%	1.35	1%	1.28	8%
AM Peak Period	1.25	1%	1.18	0%	1.27	10%
PM Peak Period	1.63	6%	1.34	1%	1.30	9%

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Sub Area 1 - Saanich Peninsula - Districts 2 - 4**

**Demographic Characteristics**

Population	42,070
Population 5+ (trips reported for survey sample)	40,450
Total Employed Population	19,500
Households	18,380
Jobs in District (places of work)	21,070
Actively Travelled	35,510
Number of Vehicles	35,370
Number of Adult Bicycles	27,470
Number of Child Bicycles	4,910
Area (km <sup>2</sup> )	60.97

Occupation Status	Male	Female	Total	%
Employed full time	8,370	6,320	14,690	35%
Employed part time	1,710	3,100	4,810	11%
Student	3,510	3,480	7,000	17%
Retiree	5,910	6,820	12,730	30%
Homemaker	170	980	1,150	3%
Pre-schooler	840	780	1,620	4%
Other status	500	1,290	1,790	4%
<b>Total</b>	<b>20,090</b>	<b>21,970</b>	<b>42,070</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	16,600	17,110	33,710
Car share members	30	-	30
Trips made by residents 5+	54,090	66,090	120,180
Trips made by residents 11+	51,380	63,330	114,700



**Selected Indicators**

Daily Trips per Person 5+	2.97
Vehicles per Person	0.84
Number of Persons per Household	2.29
Daily Trips per Household	6.24
Vehicles per Household	1.92
Adult Bicycles per Household	1.49
Workers per Household	1.06
Population Density (Pop/km2)	690
Employment Density (Jobs/km2)	350

**Households by Dwelling Type**

Single-detached house	10,430	57%
Semi-detached house	1,670	9%
Row house or townhouse	3,050	17%
Apartment or condominium	2,640	14%
Other	580	3%
<b>Total:</b>	<b>18,380</b>	<b>100%</b>

**Household Size**

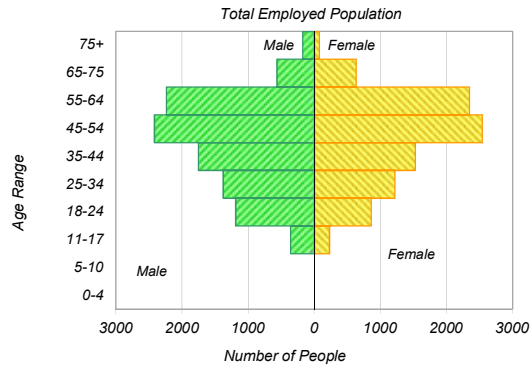
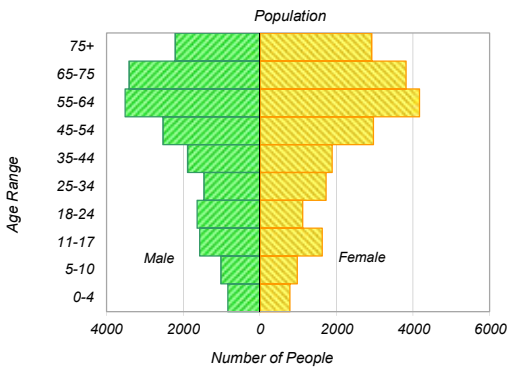
1 person	5,040	27%
2 persons	7,820	43%
3 persons	2,370	13%
4 persons	2,060	11%
5+ persons	1,080	6%
<b>Total:</b>	<b>18,380</b>	<b>100%</b>

**Households by Vehicle Availability**

No vehicles	630	3%
1 vehicle	6,130	33%
2 vehicles	7,530	41%
3+ vehicles	4,080	22%
<b>Total:</b>	<b>18,380</b>	<b>100%</b>

**Vehicles by Fuel Type**

Gas	32,580	93%
Hybrid	450	1%
Electric	340	1%
Diesel	1,620	5%
Biodiesel	160	0%
Other	-	0%
<b>Total:</b>	<b>35,140</b>	<b>100%</b>



**Explanatory Notes**

Information on this page is specific to the households/residents of this geography. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±4.8% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns**

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	6,960	19%	9,040	25%	10,440	13%
Post-secondary school	1,120	3%	20	0%	110	0%
K-12 school	530	1%	60	0%	3,950	5%
Personal business	2,260	6%	1,550	4%	4,630	6%
Recreation / social	4,680	13%	4,140	11%	9,800	13%
Dining / restaurant	950	3%	840	2%	2,860	4%
Shopping	3,460	9%	1,710	5%	8,820	11%
Pick-up / drop-off passenger	3,000	8%	2,940	8%	6,130	8%
Return Home	13,650	37%	14,210	39%	30,820	39%
Other	370	1%	2,270	6%	700	1%
<b>Total:</b>	<b>36,980</b>	<b>100%</b>	<b>36,770</b>	<b>100%</b>	<b>78,250</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	4,770	55%	5,410	75%	4,940	37%
Post-secondary school	770	9%	-	0%	10	0%
K-12 school	390	5%	60	1%	3,720	28%
Personal business	370	4%	200	3%	310	2%
Recreation / social	460	5%	190	3%	710	5%
Dining / restaurant	210	2%	80	1%	280	2%
Shopping	370	4%	150	2%	450	3%
Pick-up / drop-off passenger	970	11%	610	8%	2,150	16%
Return Home	200	2%	60	1%	680	5%
Other	110	1%	480	7%	50	0%
<b>Total:</b>	<b>8,610</b>	<b>100%</b>	<b>7,230</b>	<b>100%</b>	<b>13,310</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	200	2%	330	3%	580	3%
Post-secondary school	60	1%	-	0%	100	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	370	3%	440	4%	1,000	5%
Recreation / social	1,040	10%	870	8%	3,090	14%
Dining / restaurant	180	2%	450	4%	610	3%
Shopping	1,310	12%	680	6%	2,380	11%
Pick-up / drop-off passenger	880	8%	870	8%	1,470	7%
Return Home	6,500	61%	6,750	62%	12,370	57%
Other	100	1%	490	5%	60	0%
<b>Total:</b>	<b>10,650</b>	<b>100%</b>	<b>10,890</b>	<b>100%</b>	<b>21,670</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	152,000		51%
AM Peak Period	29,150	19%	46%
PM Peak Period	43,220	28%	50%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	27,660	75%	27,510	75%	50,870	65%
Auto Passenger	5,830	16%	6,120	17%	12,330	16%
Transit	2,050	6%	1,960	5%	1,550	2%
Bicycle	220	1%	180	0%	2,580	3%
Walk	70	0%	70	0%	8,390	11%
Other	1,150	3%	940	3%	2,540	3%
<b>Total:</b>	<b>36,980</b>	<b>100%</b>	<b>36,800</b>	<b>100%</b>	<b>78,250</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	6,760	79%	5,770	80%	7,590	57%
Auto Passenger	780	9%	530	7%	2,400	18%
Transit	590	7%	730	10%	430	3%
Bicycle	40	0%	40	1%	640	5%
Walk	-	0%	-	0%	1,100	8%
Other	440	5%	160	2%	1,140	9%
<b>Total:</b>	<b>8,610</b>	<b>100%</b>	<b>7,230</b>	<b>100%</b>	<b>13,310</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	7,640	72%	7,920	73%	13,900	64%
Auto Passenger	1,790	17%	1,800	17%	3,670	17%
Transit	920	9%	630	6%	530	2%
Bicycle	100	1%	70	1%	610	3%
Walk	-	0%	70	1%	2,430	11%
Other	220	2%	400	4%	540	2%
<b>Total:</b>	<b>10,650</b>	<b>100%</b>	<b>10,890</b>	<b>100%</b>	<b>21,670</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.21	6%	1.22	5%	1.24	2%
AM Peak Period	1.12	7%	1.09	10%	1.32	3%
PM Peak Period	1.23	9%	1.23	6%	1.26	2%

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

## Sub Area 2 - Core - Districts 5 - 13

### Demographic Characteristics

Population	242,440
Population 5+ (trips reported for survey sample)	232,750
Total Employed Population	131,880
Households	115,010
Jobs in District (places of work)	146,770
Actively Travelled	214,460
Number of Vehicles	159,510
Number of Adult Bicycles	150,820
Number of Child Bicycles	25,600
Area (km <sup>2</sup> )	322.44

Occupation Status	Male	Female	Total	%
Employed full time	53,660	46,990	100,650	42%
Employed part time	12,520	18,700	31,220	13%
Student	23,490	26,990	50,480	21%
Retiree	21,550	28,000	49,550	20%
Homemaker	590	5,520	6,120	3%
Pre-schooler	4,830	4,860	9,690	4%
Other status	5,050	6,680	11,730	5%
Total	114,840	127,600	242,440	

Traveller Characteristics	Male	Female	Total
Licensed drivers	88,770	97,060	185,830
Car share members	2,960	2,450	5,420
Trips made by residents 5+	361,890	404,960	766,850
Trips made by residents 11+	345,830	386,090	731,910



#### Selected Indicators

Daily Trips per Person 5+	3.29
Vehicles per Person	0.66
Number of Persons per Household	2.11
Daily Trips per Household	6.36
Vehicles per Household	1.39
Adult Bicycles per Household	1.31
Workers per Household	1.15
Population Density (Pop/km2)	750
Employment Density (Jobs/km2)	460

#### Households by Dwelling Type

Single-detached house	37,970	33%
Semi-detached house	9,980	9%
Row house or townhouse	17,820	15%
Apartment or condominium	48,630	42%
Other	610	1%
Total:	115,010	100%

#### Household Size

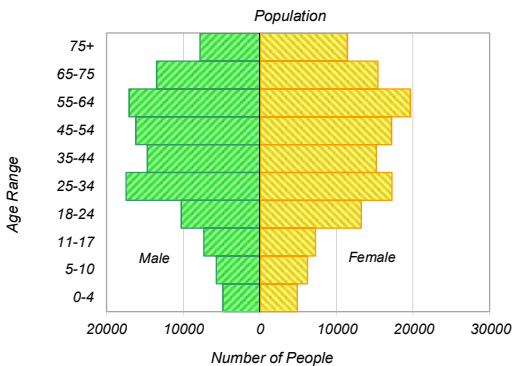
1 person	42,480	37%
2 persons	41,780	36%
3 persons	14,390	13%
4 persons	10,930	10%
5+ persons	5,420	5%
Total:	115,010	100%

#### Households by Vehicle Availability

No vehicles	14,930	13%
1 vehicle	56,990	50%
2 vehicles	31,980	28%
3+ vehicles	11,100	10%
Total:	115,010	100%

#### Vehicles by Fuel Type

Gas	150,370	94%
Hybrid	3,780	2%
Electric	1,050	1%
Diesel	3,890	2%
Biodiesel	180	0%
Other	-	0%
Total:	159,270	100%



#### Explanatory Notes

Information on this page is specific to the households/residents of this geography. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 3.8% of households in this district, and are subject to a margin of sampling error of approximately ±1.9% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns**

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	14,310	18%	24,880	31%	112,150	16%
Post-secondary school	90	0%	2,520	3%	15,840	2%
K-12 school	310	0%	1,430	2%	23,820	3%
Personal business	3,250	4%	5,220	6%	40,760	6%
Recreation / social	8,510	11%	7,270	9%	76,860	11%
Dining / restaurant	1,500	2%	2,460	3%	31,890	4%
Shopping	8,900	11%	6,290	8%	84,200	12%
Pick-up / drop-off passenger	5,300	7%	5,670	7%	55,750	8%
Return Home	36,490	46%	24,230	30%	269,180	38%
Other	1,240	2%	480	1%	3,770	1%
<b>Total:</b>	<b>79,900</b>	<b>100%</b>	<b>80,430</b>	<b>100%</b>	<b>714,230</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	8,240	71%	18,330	70%	63,370	46%
Post-secondary school	-	0%	1,740	7%	7,260	5%
K-12 school	230	2%	1,260	5%	22,390	16%
Personal business	180	2%	780	3%	4,900	4%
Recreation / social	540	5%	770	3%	6,820	5%
Dining / restaurant	140	1%	470	2%	3,360	2%
Shopping	300	3%	530	2%	2,670	2%
Pick-up / drop-off passenger	1,100	10%	1,940	7%	18,550	13%
Return Home	480	4%	310	1%	7,450	5%
Other	370	3%	150	1%	990	1%
<b>Total:</b>	<b>11,590</b>	<b>100%</b>	<b>26,290</b>	<b>100%</b>	<b>137,760</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	930	3%	710	4%	8,590	4%
Post-secondary school	-	0%	80	0%	1,080	1%
K-12 school	30	0%	-	0%	80	0%
Personal business	1,020	3%	890	5%	7,380	4%
Recreation / social	2,100	7%	1,390	8%	20,000	10%
Dining / restaurant	550	2%	710	4%	6,560	3%
Shopping	3,000	10%	1,550	9%	25,010	12%
Pick-up / drop-off passenger	1,950	7%	1,510	9%	15,690	8%
Return Home	19,720	67%	9,980	59%	118,630	58%
Other	190	1%	170	1%	930	0%
<b>Total:</b>	<b>29,490</b>	<b>100%</b>	<b>16,990</b>	<b>100%</b>	<b>203,940</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	874,560		82%
AM Peak Period	175,650	20%	78%
PM Peak Period	250,420	29%	81%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	58,460	73%	59,110	73%	354,920	50%
Auto Passenger	12,850	16%	11,850	15%	102,690	14%
Transit	6,420	8%	7,090	9%	65,220	9%
Bicycle	870	1%	960	1%	49,590	7%
Walk	230	0%	230	0%	133,450	19%
Other	1,070	1%	1,180	1%	8,360	1%
<b>Total:</b>	<b>79,900</b>	<b>100%</b>	<b>80,400</b>	<b>100%</b>	<b>714,230</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	9,260	80%	18,470	70%	64,810	47%
Auto Passenger	890	8%	2,500	10%	19,400	14%
Transit	1,110	10%	4,020	15%	16,570	12%
Bicycle	100	1%	650	2%	14,090	10%
Walk	30	0%	-	0%	21,160	15%
Other	200	2%	630	2%	1,730	1%
<b>Total:</b>	<b>11,590</b>	<b>100%</b>	<b>26,290</b>	<b>100%</b>	<b>137,760</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	20,470	69%	12,630	74%	98,310	48%
Auto Passenger	4,380	15%	2,780	16%	30,670	15%
Transit	3,540	12%	1,060	6%	21,030	10%
Bicycle	590	2%	260	2%	16,580	8%
Walk	20	0%	70	0%	35,530	17%
Other	490	2%	180	1%	1,810	1%
<b>Total:</b>	<b>29,490</b>	<b>100%</b>	<b>16,990</b>	<b>100%</b>	<b>203,940</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.22	8%	1.20	9%	1.29	9%
AM Peak Period	1.10	10%	1.14	15%	1.30	12%
PM Peak Period	1.21	12%	1.22	6%	1.31	10%

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.



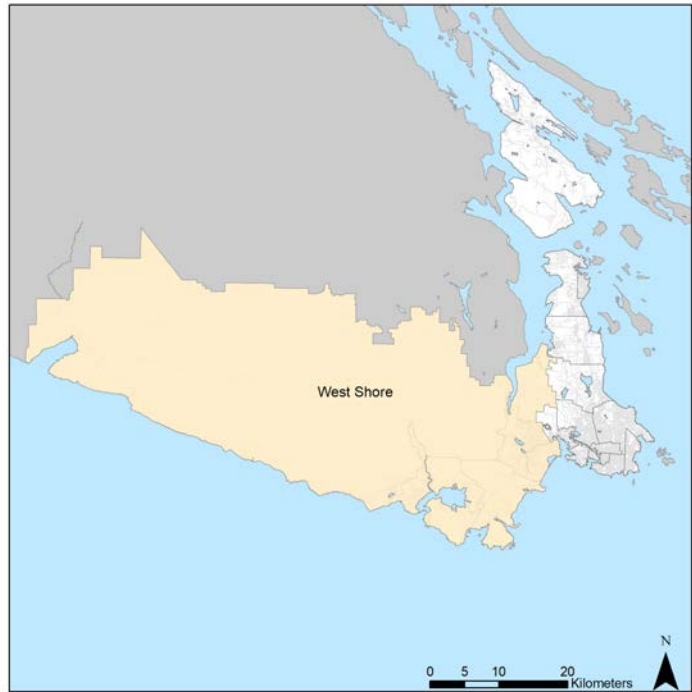
### Sub Area 3 - West Shore - Districts 14 - 19

#### Demographic Characteristics

Population	78,780
Population 5+ (trips reported for survey sample)	74,210
Total Employed Population	42,790
Households	31,730
Jobs in District (places of work)	24,420
Actively Travelled	66,710
Number of Vehicles	60,450
Number of Adult Bicycles	43,220
Number of Child Bicycles	11,840
Area (km <sup>2</sup> )	2,715.34

Occupation Status	Male	Female	Total	%
Employed full time	19,620	15,100	34,720	44%
Employed part time	3,130	4,940	8,080	10%
Student	7,990	7,560	15,560	20%
Retiree	5,660	6,740	12,400	16%
Homemaker	240	3,120	3,360	4%
Pre-schooler	2,330	2,240	4,570	6%
Other status	1,590	2,060	3,650	5%
<b>Total</b>	<b>38,990</b>	<b>39,790</b>	<b>78,780</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	29,240	30,030	59,270
Car share members	80	100	180
Trips made by residents 5+	103,640	112,410	216,050
Trips made by residents 11+	95,860	106,450	202,320



#### Selected Indicators

Daily Trips per Person 5+	2.91
Vehicles per Person	0.77
Number of Persons per Household	2.48
Daily Trips per Household	6.38
Vehicles per Household	1.90
Adult Bicycles per Household	1.36
Workers per Household	1.35
Population Density (Pop/km2)	30
Employment Density (Jobs/km2)	10

#### Households by Dwelling Type

Single-detached house	17,240	54%
Semi-detached house	4,800	15%
Row house or townhouse	4,180	13%
Apartment or condominium	4,240	13%
Other	1,270	4%
<b>Total:</b>	<b>31,730</b>	<b>100%</b>

#### Household Size

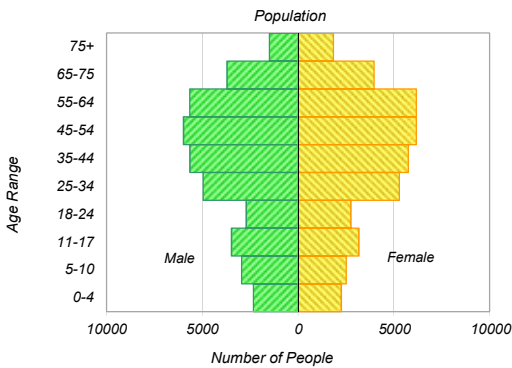
1 person	7,370	23%
2 persons	12,070	38%
3 persons	5,420	17%
4 persons	4,640	15%
5+ persons	2,230	7%
<b>Total:</b>	<b>31,730</b>	<b>100%</b>

#### Households by Vehicle Availability

No vehicles	1,210	4%
1 vehicle	10,280	32%
2 vehicles	13,690	43%
3+ vehicles	6,550	21%
<b>Total:</b>	<b>31,730</b>	<b>100%</b>

#### Vehicles by Fuel Type

Gas	56,050	93%
Hybrid	1,080	2%
Electric	480	1%
Diesel	2,730	5%
Biodiesel	70	0%
Other	-	0%
<b>Total:</b>	<b>60,410</b>	<b>100%</b>



#### Explanatory Notes

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2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns**

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	20,680	39%	6,590	13%	13,270	10%
Post-secondary school	1,400	3%	70	0%	150	0%
K-12 school	900	2%	260	0%	8,880	6%
Personal business	3,630	7%	2,390	5%	5,980	4%
Recreation / social	4,480	9%	3,950	8%	13,520	10%
Dining / restaurant	1,730	3%	880	2%	6,800	5%
Shopping	3,420	7%	7,800	15%	17,790	13%
Pick-up / drop-off passenger	3,110	6%	2,950	6%	15,350	11%
Return Home	13,010	25%	26,530	51%	54,340	40%
Other	270	1%	250	0%	1,470	1%
<b>Total:</b>	<b>52,640</b>	<b>100%</b>	<b>51,670</b>	<b>100%</b>	<b>137,560</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	15,420	77%	3,750	69%	7,140	25%
Post-secondary school	970	5%	-	0%	30	0%
K-12 school	870	4%	180	3%	8,690	30%
Personal business	560	3%	80	1%	550	2%
Recreation / social	580	3%	280	5%	1,160	4%
Dining / restaurant	270	1%	60	1%	1,020	4%
Shopping	210	1%	160	3%	1,150	4%
Pick-up / drop-off passenger	950	5%	490	9%	6,520	22%
Return Home	110	1%	370	7%	2,280	8%
Other	60	0%	50	1%	480	2%
<b>Total:</b>	<b>20,010</b>	<b>100%</b>	<b>5,420</b>	<b>100%</b>	<b>29,020</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	530	6%	660	3%	1,120	3%
Post-secondary school	20	0%	-	0%	-	0%
K-12 school	-	0%	30	0%	-	0%
Personal business	590	7%	650	3%	1,230	3%
Recreation / social	820	9%	1,240	6%	3,790	10%
Dining / restaurant	720	8%	290	1%	1,920	5%
Shopping	410	5%	2,610	12%	3,830	10%
Pick-up / drop-off passenger	860	10%	1,330	6%	3,400	9%
Return Home	4,960	56%	15,280	69%	22,640	59%
Other	20	0%	130	1%	330	1%
<b>Total:</b>	<b>8,920</b>	<b>100%</b>	<b>22,220</b>	<b>100%</b>	<b>38,250</b>	<b>99%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	241,870		57%
AM Peak Period	54,440	23%	53%
PM Peak Period	69,390	29%	55%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	38,370	73%	37,400	72%	85,550	62%
Auto Passenger	7,520	14%	8,110	16%	28,960	21%
Transit	5,280	10%	4,630	9%	1,910	1%
Bicycle	880	2%	830	2%	1,510	1%
Walk	150	0%	190	0%	14,000	10%
Other	430	1%	500	1%	5,620	4%
<b>Total:</b>	<b>52,640</b>	<b>100%</b>	<b>51,700</b>	<b>100%</b>	<b>137,560</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	13,570	68%	4,540	84%	16,040	55%
Auto Passenger	1,960	10%	380	7%	6,310	22%
Transit	3,480	17%	420	8%	480	2%
Bicycle	640	3%	80	2%	650	2%
Walk	-	0%	-	0%	3,030	10%
Other	370	2%	-	0%	2,510	9%
<b>Total:</b>	<b>20,010</b>	<b>100%</b>	<b>5,420</b>	<b>100%</b>	<b>29,020</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	7,010	79%	15,240	69%	23,190	61%
Auto Passenger	1,430	16%	3,100	14%	8,610	22%
Transit	280	3%	2,990	13%	410	1%
Bicycle	190	2%	540	2%	360	1%
Walk	-	0%	20	0%	3,770	10%
Other	10	0%	320	1%	1,920	5%
<b>Total:</b>	<b>8,920</b>	<b>100%</b>	<b>22,220</b>	<b>100%</b>	<b>38,250</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.20	10%	1.22	9%	1.34	1%
AM Peak Period	1.14	17%	1.08	8%	1.39	2%
PM Peak Period	1.20	3%	1.20	13%	1.37	1%

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

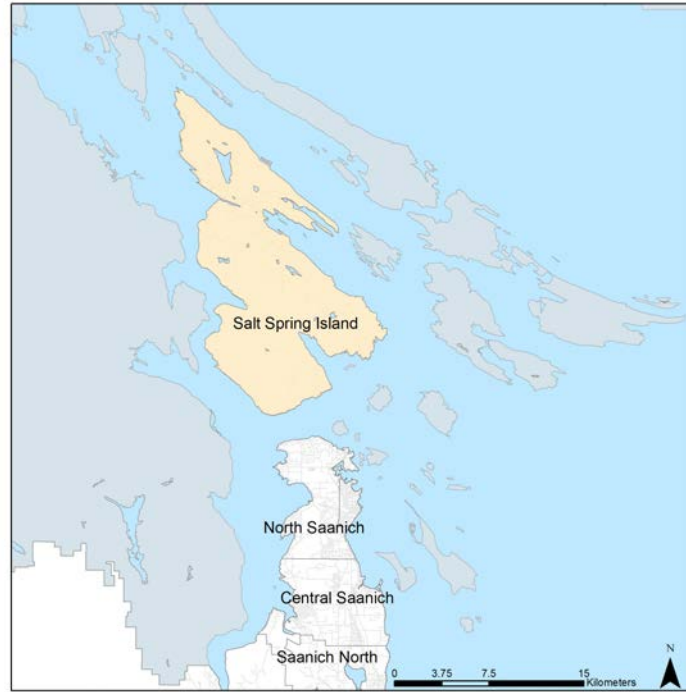
## District 1 - Salt Spring Island Electoral Area

### Demographic Characteristics

Population	10,360
Population 5+ (trips reported for survey sample)	10,060
Total Employed Population	4,920
Households	4,870
Jobs in District (places of work)	4,410
Actively Travelled	7,710
Number of Vehicles	8,230
Number of Adult Bicycles	5,530
Number of Child Bicycles	1,010
Area (km <sup>2</sup> )	13.85

Occupation Status	Male	Female	Total	%
Employed full time	1,650	1,340	2,980	29%
Employed part time	730	1,200	1,940	19%
Student	770	800	1,580	15%
Retiree	1,350	1,560	2,910	28%
Homemaker	-	210	220	2%
Pre-schooler	160	140	300	3%
Other status	320	520	840	8%
<b>Total</b>	<b>4,880</b>	<b>5,480</b>	<b>10,360</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	3,840	4,350	8,190
Car share members	140	80	220
Trips made by residents 5+	12,090	14,220	26,310
Trips made by residents 11+	11,400	13,710	25,110



### Selected Indicators

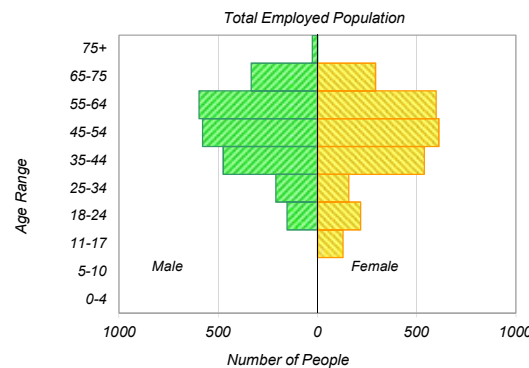
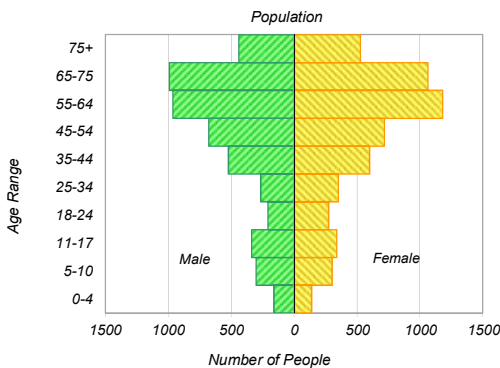
Daily Trips per Person 5+	2.61
Vehicles per Person	0.79
Number of Persons per Household	2.13
Daily Trips per Household	5.15
Vehicles per Household	1.69
Adult Bicycles per Household	1.13
Workers per Household	1.01
Jobs per Person	0.43
Population Density (Pop/km <sup>2</sup> )	750
Employment Density (Jobs/km <sup>2</sup> )	320

Households by Dwelling Type	Total	%
Single-detached house	3,950	81%
Semi-detached house	400	8%
Row house or townhouse	390	8%
Apartment or condominium	80	2%
Other	50	1%
<b>Total:</b>	<b>4,870</b>	<b>100%</b>

Household Size	Total	%
1 person	1,610	33%
2 persons	2,010	41%
3 persons	580	12%
4 persons	430	9%
5+ persons	250	5%
<b>Total:</b>	<b>4,870</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	90	2%
1 vehicle	2,330	48%
2 vehicles	1,750	36%
3+ vehicles	700	14%
<b>Total:</b>	<b>4,870</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	7,270	88%
Hybrid	190	2%
Electric	360	4%
Diesel	320	4%
Biodiesel	100	1%
Other	-	0%
<b>Total:</b>	<b>8,230</b>	<b>100%</b>



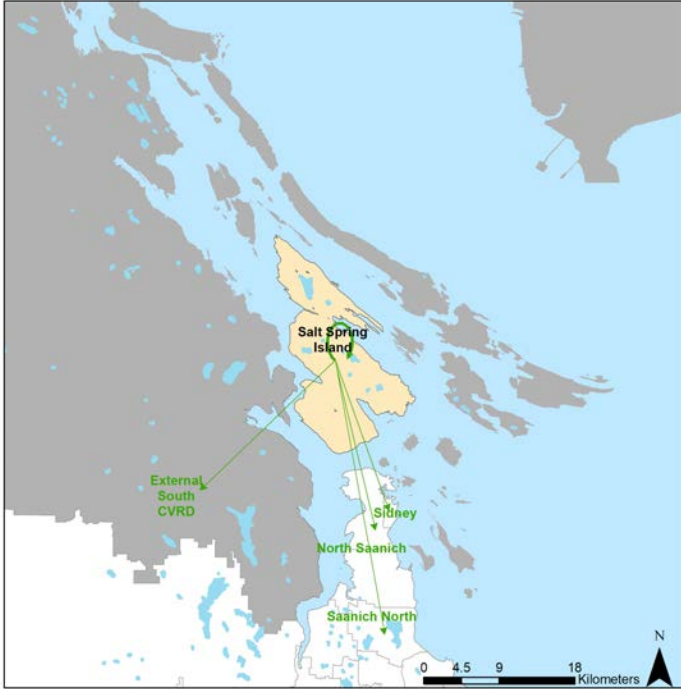
### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 8.1% of households in this district, and are subject to a margin of sampling error of approximately ±6.9% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 1 - Salt Spring Island Electoral Area**



**Summary of Trips to and from**

**District 1 - Salt Spring Island Electoral Area**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	3,950	95%	3,950	98%
Sidney	20	1%	-	0%
North Saanich and FN Reserves	60	2%	10	0%
Central Saanich and FN Reserves	-	0%	-	0%
Downtown	-	0%	-	0%
Victoria North	20	0%	50	1%
Victoria South	10	0%	-	0%
Saanich North	20	1%	-	0%
Saanich East	-	0%	30	1%
Saanich West	10	0%	-	0%
Oak Bay	-	0%	-	0%
Esquimalt	-	0%	-	0%
View Royal and FN Reserves	-	0%	-	0%
Highlands	-	0%	-	0%
Langford	-	0%	-	0%
Colwood	-	0%	-	0%
Metchosin and FN Reserve	-	0%	-	0%
Sooke District and FN Reserves	-	0%	-	0%
Juan de Fuca Electoral Area and FN Reserv	-	0%	-	0%
External South CVRD	60	1%	-	0%
External Other	20	0%	10	0%
<b>Total</b>	<b>4,170</b>	<b>100%</b>	<b>4,050</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	200	27%	60	7%	2,860	12%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	30	5%	-	0%	690	3%
Personal business	190	26%	-	0%	2,150	9%
Recreation / social	70	9%	30	3%	2,920	12%
Dining / restaurant	-	0%	-	0%	470	2%
Shopping	90	12%	10	1%	3,780	15%
Pick-up / drop-off passenger	130	18%	60	6%	1,990	8%
Return Home	-	0%	530	61%	9,260	38%
Other	30	4%	180	21%	350	1%
<b>Total:</b>	<b>740</b>	<b>100%</b>	<b>870</b>	<b>100%</b>	<b>24,460</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	70	30%	30	29%	1,590	40%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	30	16%	-	0%	620	16%
Personal business	50	24%	-	0%	340	9%
Recreation / social	-	0%	-	0%	200	5%
Dining / restaurant	-	0%	-	0%	110	3%
Shopping	20	9%	-	0%	90	2%
Pick-up / drop-off passenger	30	13%	-	0%	540	14%
Return Home	-	0%	70	71%	390	10%
Other	20	9%	-	0%	80	2%
<b>Total:</b>	<b>220</b>	<b>100%</b>	<b>100</b>	<b>100%</b>	<b>3,950</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	-	0%	-	0%	140	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	-	0%	-	1%	430	6%
Recreation / social	20	18%	-	0%	750	11%
Dining / restaurant	-	0%	-	0%	100	1%
Shopping	20	26%	10	2%	1,060	15%
Pick-up / drop-off passenger	50	56%	60	11%	450	7%
Return Home	-	0%	320	64%	3,890	57%
Other	-	0%	110	22%	60	1%
<b>Total:</b>	<b>90</b>	<b>100%</b>	<b>490</b>	<b>100%</b>	<b>6,880</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	26,100		94%
AM Peak Period	4,300	16%	92%
PM Peak Period	7,500	29%	92%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	510	69%	610	69%	17,040	70%
Auto Passenger	170	23%	160	19%	4,480	18%
Transit	-	0%	10	1%	180	1%
Bicycle	-	0%	60	7%	420	2%
Walk	-	0%	-	0%	1,490	6%
Other	50	7%	30	4%	840	3%
<b>Total:</b>	<b>740</b>	<b>100%</b>	<b>870</b>	<b>100%</b>	<b>24,460</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	150	69%	100	96%	2,640	67%
Auto Passenger	30	14%	-	4%	660	17%
Transit	-	0%	-	0%	30	1%
Bicycle	-	1%	-	0%	100	3%
Walk	-	0%	-	0%	140	3%
Other	30	16%	-	0%	380	10%
<b>Total:</b>	<b>220</b>	<b>100%</b>	<b>100</b>	<b>100%</b>	<b>3,950</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	70	82%	310	63%	4,560	66%
Auto Passenger	20	18%	80	16%	1,290	19%
Transit	-	0%	10	2%	10	0%
Bicycle	-	0%	60	12%	60	1%
Walk	-	0%	-	0%	560	8%
Other	-	0%	30	7%	390	6%
<b>Total:</b>	<b>90</b>	<b>100%</b>	<b>490</b>	<b>100%</b>	<b>6,880</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.34	0%	1.27	1%	1.26	1%
AM Peak Period	1.20	0%	1.05	0%	1.25	1%
PM Peak Period	1.22	0%	1.25	2%	1.28	0%

## District 2 - Town of Sidney

### Demographic Characteristics

Population	11,320
Population 5+ (trips reported for survey sample)	10,930
Total Employed Population	4,280
Households	5,650
Jobs in District (places of work)	5,700
Actively Travelled	9,330
Number of Vehicles	8,480
Number of Adult Bicycles	7,230
Number of Child Bicycles	1,210
Area (km <sup>2</sup> )	15.56

Occupation Status	Male	Female	Total	%
Employed full time	1,880	1,470	3,350	30%
Employed part time	440	490	930	8%
Student	820	1,050	1,870	17%
Retiree	1,860	2,680	4,540	40%
Homemaker	-	350	350	3%
Pre-schooler	210	170	380	3%
Other status	80	330	410	4%
Total	5,130	6,190	11,320	

Traveller Characteristics	Male	Female	Total
Licensed drivers	4,220	4,680	8,900
Car share members	10	-	10
Trips made by residents 5+	13,600	17,440	31,030
Trips made by residents 11+	13,080	17,070	30,160



### Selected Indicators

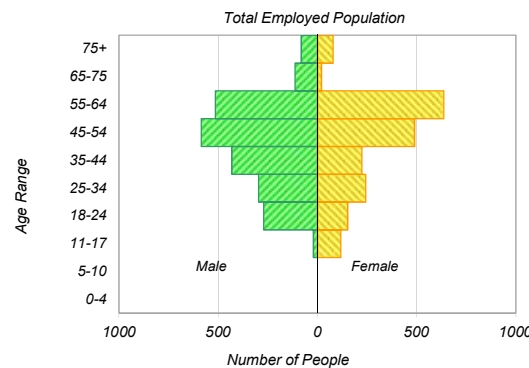
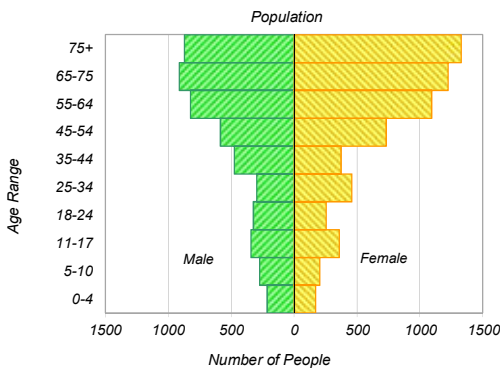
Daily Trips per Person 5+	2.84
Vehicles per Person	0.75
Number of Persons per Household	2.00
Daily Trips per Household	5.33
Vehicles per Household	1.50
Adult Bicycles per Household	1.28
Workers per Household	0.76
Jobs per Person	0.50
Population Density (Pop/km <sup>2</sup> )	730
Employment Density (Jobs/km <sup>2</sup> )	370

Households by Dwelling Type	Total	%
Single-detached house	2,020	36%
Semi-detached house	890	16%
Row house or townhouse	880	15%
Apartment or condominium	1,770	31%
Other	100	2%
Total:	5,650	100%

Household Size	Total	%
1 person	2,150	38%
2 persons	2,370	42%
3 persons	530	9%
4 persons	410	7%
5+ persons	200	3%
Total:	5,650	100%

Households by Vehicle Availability	Total	%
No vehicles	360	6%
1 vehicle	2,670	47%
2 vehicles	2,150	38%
3+ vehicles	480	8%
Total:	5,650	100%

Vehicles by Fuel Type	Total	%
Gas	7,990	95%
Hybrid	80	1%
Electric	70	1%
Diesel	130	2%
Biodiesel	110	1%
Other	-	0%
Total:	8,380	100%



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding.

These results are based on a survey sample of 4.3% of households in this district, and are subject to a margin of sampling error of approximately ±8.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

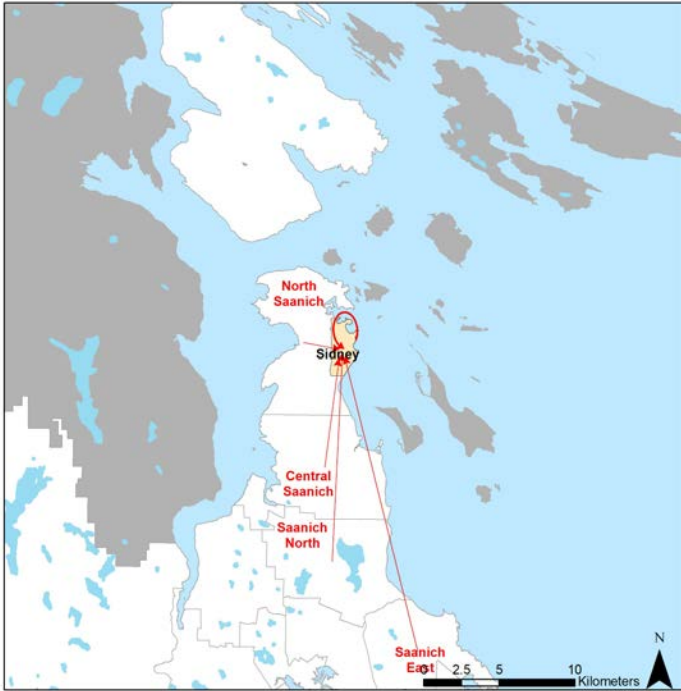
The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

Gender balance for 25-34 age group is skewed due to small sample sizes for this age group in this district.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Origins of AM Peak Trips to District 2 - Town of Sidney**



**Summary of Trips to and from**

**District 2 - Town of Sidney  
AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	20	0%
Sidney	1,390	30%	1,390	29%
North Saanich and FN Reserves	1,420	31%	890	18%
Central Saanich and FN Reserves	260	6%	730	15%
Downtown	160	3%	50	1%
Victoria North	270	6%	120	2%
Victoria South	70	1%	320	6%
Saanich North	60	1%	560	11%
Saanich East	560	12%	340	7%
Saanich West	220	5%	120	2%
Oak Bay	50	1%	110	2%
Esquimalt	-	0%	60	1%
View Royal and FN Reserves	110	2%	40	1%
Highlands	40	1%	10	0%
Langford	-	0%	120	3%
Colwood	-	0%	20	0%
Metchosin and FN Reserve	-	0%	-	0%
Sooke District and FN Reserves	-	0%	-	0%
Juan de Fuca Electoral Area and FN Reserv	-	0%	-	0%
External South CVRD	-	0%	-	0%
External Other	10	0%	-	0%
<b>Total</b>	<b>4,640</b>	<b>100%</b>	<b>4,880</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	3,260	17%	4,590	24%	1,520	11%
Post-secondary school	410	2%	-	0%	-	0%
K-12 school	650	3%	40	0%	270	2%
Personal business	1,640	8%	1,570	8%	1,400	10%
Recreation / social	1,400	7%	2,340	12%	1,370	10%
Dining / restaurant	380	2%	880	5%	670	5%
Shopping	1,750	9%	2,040	11%	2,580	19%
Pick-up / drop-off passenger	1,170	6%	1,080	6%	610	5%
Return Home	8,380	44%	6,820	35%	4,820	36%
Other	230	1%	50	0%	110	1%
<b>Total:</b>	<b>19,270</b>	<b>100%</b>	<b>19,400</b>	<b>100%</b>	<b>13,350</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,740	54%	2,790	80%	480	34%
Post-secondary school	320	10%	-	0%	-	0%
K-12 school	530	16%	40	1%	270	19%
Personal business	150	5%	120	3%	80	6%
Recreation / social	220	7%	30	1%	110	8%
Dining / restaurant	50	2%	130	4%	50	3%
Shopping	40	1%	90	3%	80	6%
Pick-up / drop-off passenger	50	1%	240	7%	220	16%
Return Home	30	1%	40	1%	120	8%
Other	110	3%	10	0%	-	0%
<b>Total:</b>	<b>3,250</b>	<b>100%</b>	<b>3,480</b>	<b>100%</b>	<b>1,390</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	60	1%	250	5%	30	1%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	260	5%	280	5%	350	9%
Recreation / social	180	4%	590	11%	270	7%
Dining / restaurant	40	1%	260	5%	150	4%
Shopping	880	18%	530	10%	700	18%
Pick-up / drop-off passenger	310	6%	240	4%	250	6%
Return Home	3,240	65%	3,070	58%	2,150	55%
Other	-	0%	40	1%	40	1%
<b>Total:</b>	<b>4,980</b>	<b>100%</b>	<b>5,260</b>	<b>100%</b>	<b>3,940</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	52,000		26%
AM Peak Period	8,100	16%	17%
PM Peak Period	14,200	27%	28%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	14,480	75%	14,490	75%	6,770	51%
Auto Passenger	2,590	13%	2,930	15%	1,490	11%
Transit	1,090	6%	980	5%	30	0%
Bicycle	480	2%	410	2%	370	3%
Walk	190	1%	200	1%	4,530	34%
Other	430	2%	390	2%	160	1%
<b>Total:</b>	<b>19,270</b>	<b>100%</b>	<b>19,400</b>	<b>100%</b>	<b>13,350</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,230	69%	2,760	79%	740	53%
Auto Passenger	110	3%	280	8%	170	12%
Transit	300	9%	400	11%	-	0%
Bicycle	150	5%	10	0%	-	0%
Walk	170	5%	10	0%	370	27%
Other	280	9%	30	1%	110	8%
<b>Total:</b>	<b>3,250</b>	<b>100%</b>	<b>3,480</b>	<b>100%</b>	<b>1,390</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	3,840	77%	3,740	71%	2,080	53%
Auto Passenger	720	14%	680	13%	680	17%
Transit	360	7%	430	8%	-	0%
Bicycle	60	1%	50	1%	70	2%
Walk	-	0%	170	3%	1,060	27%
Other	-	0%	170	3%	50	1%
<b>Total:</b>	<b>4,980</b>	<b>100%</b>	<b>5,260</b>	<b>100%</b>	<b>3,940</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.18	6%	1.20	5%	1.22	0%
AM Peak Period	1.05	9%	1.10	11%	1.23	0%
PM Peak Period	1.19	7%	1.18	8%	1.33	0%

### District 3 - District of North Saanich with Tsyecum FN, Pauquachin FN

#### Demographic Characteristics

Population	11,640
Population 5+ (trips reported for survey sample)	11,260
Total Employed Population	5,230
Households	4,760
Jobs in District (places of work)	7,150
Actively Travelled	9,620
Number of Vehicles	11,260
Number of Adult Bicycles	9,330
Number of Child Bicycles	1,550
Area (km <sup>2</sup> )	20.28

Occupation Status	Male	Female	Total	%
Employed full time	2,350	1,450	3,800	33%
Employed part time	500	920	1,420	12%
Student	1,030	900	1,930	17%
Retiree	1,760	1,840	3,600	31%
Homemaker	110	280	400	3%
Pre-schooler	230	150	380	3%
Other status	170	420	590	5%
<b>Total</b>	<b>5,880</b>	<b>5,760</b>	<b>11,640</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	4,890	4,870	9,760
Car share members	20	-	20
Trips made by residents 5+	15,620	18,910	34,520
Trips made by residents 11+	14,970	18,100	33,080



#### Selected Indicators

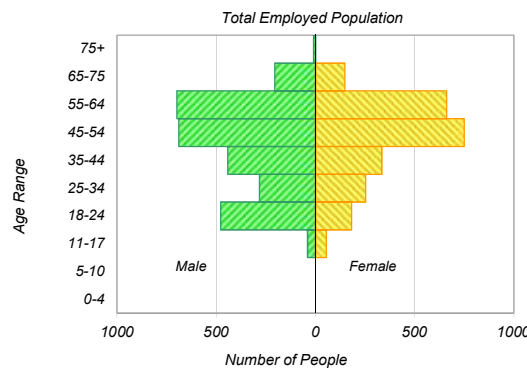
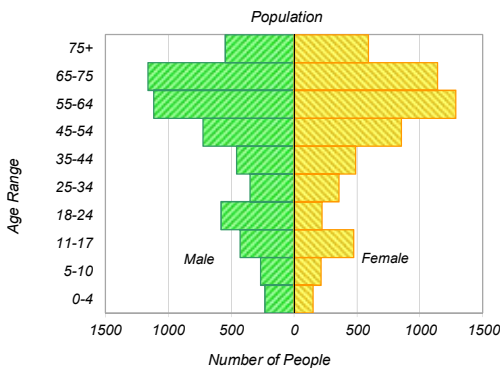
Daily Trips per Person 5+	3.07
Vehicles per Person	0.97
Number of Persons per Household	2.45
Daily Trips per Household	6.95
Vehicles per Household	2.36
Adult Bicycles per Household	1.96
Workers per Household	1.10
Jobs per Person	0.61
Population Density (Pop/km <sup>2</sup> )	570
Employment Density (Jobs/km <sup>2</sup> )	350

Households by Dwelling Type	Total	%
Single-detached house	4,050	85%
Semi-detached house	170	4%
Row house or townhouse	480	10%
Apartment or condominium	70	1%
Other	-	0%
<b>Total:</b>	<b>4,760</b>	<b>100%</b>

Household Size	Total	%
1 person	820	17%
2 persons	2,340	49%
3 persons	670	14%
4 persons	600	13%
5+ persons	320	7%
<b>Total:</b>	<b>4,760</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	20	0%
1 vehicle	1,050	22%
2 vehicles	1,920	40%
3+ vehicles	1,770	37%
<b>Total:</b>	<b>4,760</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	9,930	88%
Hybrid	190	2%
Electric	210	2%
Diesel	880	8%
Biodiesel	40	0%
Other	-	0%
<b>Total:</b>	<b>11,260</b>	<b>100%</b>



#### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 4.6% of households in this district, and are subject to a margin of sampling error of approximately ±9.0% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed. Gender balance for 20-24 age group is skewed due to small sample sizes for this age group in this district. 2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Origins of AM Peak Trips to District 3 - District of North Saanich with Tsyecum FN, Pauquachin FN**



**Summary of Trips to and from**

**District 3 - District of North Saanich with Tsyecum FN, Pauquachin FN**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	10	0%	60	1%
Sidney	890	14%	1,420	19%
North Saanich and FN Reserves	2,180	33%	2,180	29%
Central Saanich and FN Reserves	590	9%	1,270	17%
Downtown	450	7%	40	0%
Victoria North	90	1%	90	1%
Victoria South	190	3%	340	5%
Saanich North	540	8%	110	1%
Saanich East	720	11%	670	9%
Saanich West	370	6%	340	5%
Oak Bay	10	0%	150	2%
Esquimalt	70	1%	60	1%
View Royal and FN Reserves	90	1%	80	1%
Highlands	-	0%	20	0%
Langford	80	1%	270	4%
Colwood	60	1%	230	3%
Metchosin and FN Reserve	-	0%	-	0%
Sooke District and FN Reserves	-	0%	20	0%
Juan de Fuca Electoral Area and FN Reserv	-	0%	-	0%
External South CVRD	20	0%	-	0%
External Other	200	3%	160	2%
<b>Total</b>	<b>6,560</b>	<b>100%</b>	<b>7,520</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	3,550	13%	5,390	20%	1,330	15%
Post-secondary school	360	1%	30	0%	-	0%
K-12 school	430	2%	910	3%	650	7%
Personal business	1,490	6%	700	3%	210	2%
Recreation / social	3,840	14%	4,510	17%	1,500	17%
Dining / restaurant	1,080	4%	160	1%	300	3%
Shopping	2,330	9%	210	1%	150	2%
Pick-up / drop-off passenger	2,220	8%	2,970	11%	1,070	12%
Return Home	11,170	42%	9,110	35%	3,560	40%
Other	200	1%	2,330	9%	190	2%
<b>Total:</b>	<b>26,680</b>	<b>100%</b>	<b>26,320</b>	<b>100%</b>	<b>8,960</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,990	46%	3,140	59%	680	31%
Post-secondary school	310	7%	10	0%	-	0%
K-12 school	420	10%	900	17%	650	30%
Personal business	220	5%	90	2%	20	1%
Recreation / social	220	5%	290	5%	160	7%
Dining / restaurant	220	5%	30	0%	40	2%
Shopping	120	3%	30	1%	10	0%
Pick-up / drop-off passenger	650	15%	310	6%	450	21%
Return Home	220	5%	40	1%	140	7%
Other	10	0%	500	9%	20	1%
<b>Total:</b>	<b>4,380</b>	<b>100%</b>	<b>5,340</b>	<b>100%</b>	<b>2,180</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	240	3%	170	3%	10	1%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	300	4%	100	2%	10	0%
Recreation / social	970	13%	1,500	22%	400	17%
Dining / restaurant	280	4%	-	0%	40	2%
Shopping	580	8%	70	1%	110	5%
Pick-up / drop-off passenger	520	7%	960	14%	220	10%
Return Home	4,350	60%	3,380	51%	1,480	65%
Other	50	1%	460	7%	10	0%
<b>Total:</b>	<b>7,290</b>	<b>100%</b>	<b>6,650</b>	<b>100%</b>	<b>2,270</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	62,000		14%
AM Peak Period	11,900	19%	18%
PM Peak Period	16,200	26%	14%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	18,840	71%	18,690	71%	5,440	61%
Auto Passenger	4,830	18%	4,520	17%	1,870	21%
Transit	720	3%	970	4%	90	1%
Bicycle	530	2%	520	2%	420	5%
Walk	280	1%	270	1%	580	7%
Other	1,460	5%	1,360	5%	560	6%
<b>Total:</b>	<b>26,680</b>	<b>100%</b>	<b>26,320</b>	<b>100%</b>	<b>8,960</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	3,100	71%	3,510	66%	1,170	53%
Auto Passenger	690	16%	300	6%	430	20%
Transit	190	4%	330	6%	-	0%
Bicycle	20	1%	290	5%	140	6%
Walk	20	0%	180	3%	210	10%
Other	350	8%	720	14%	230	11%
<b>Total:</b>	<b>4,380</b>	<b>100%</b>	<b>5,340</b>	<b>100%</b>	<b>2,180</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,320	73%	4,430	67%	1,180	52%
Auto Passenger	1,060	15%	1,770	27%	290	13%
Transit	360	5%	110	2%	90	4%
Bicycle	120	2%	10	0%	210	9%
Walk	170	2%	70	1%	210	9%
Other	260	4%	260	4%	280	12%
<b>Total:</b>	<b>7,290</b>	<b>100%</b>	<b>6,650</b>	<b>100%</b>	<b>2,270</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	3%	1.24	4%	1.34	1%
AM Peak Period	1.22	4%	1.09	6%	1.37	0%
PM Peak Period	1.20	5%	1.40	2%	1.25	4%



## District 4 - District of Central Saanich with Tsartlip FN, Tsawout FN

### Demographic Characteristics

Population	19,110
Population 5+ (trips reported for survey sample)	18,250
Total Employed Population	10,000
Households	7,960
Jobs in District (places of work)	8,220
Actively Travelled	16,560
Number of Vehicles	15,620
Number of Adult Bicycles	10,910
Number of Child Bicycles	2,150
Area (km <sup>2</sup> )	25.13

Occupation Status	Male	Female	Total	%
Employed full time	4,140	3,410	7,540	39%
Employed part time	770	1,690	2,460	13%
Student	1,660	1,530	3,200	17%
Retiree	2,290	2,300	4,590	24%
Homemaker	50	360	410	2%
Pre-schooler	390	460	850	4%
Other status	250	550	790	4%
<b>Total</b>	<b>9,080</b>	<b>10,020</b>	<b>19,110</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	7,480	7,570	15,050
Car share members	-	-	-
Trips made by residents 5+	24,880	29,750	54,620
Trips made by residents 11+	23,320	28,150	51,470



### Selected Indicators

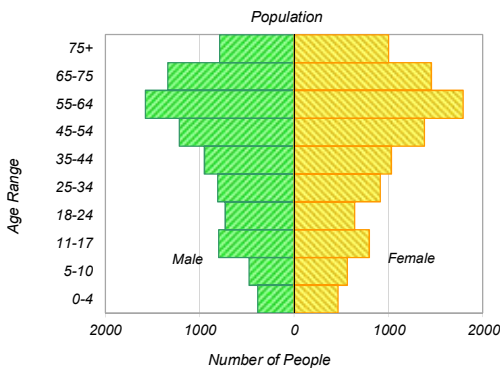
Daily Trips per Person 5+	2.99
Vehicles per Person	0.82
Number of Persons per Household	2.40
Daily Trips per Household	6.46
Vehicles per Household	1.96
Adult Bicycles per Household	1.37
Workers per Household	1.26
Jobs per Person	0.43
Population Density (Pop/km <sup>2</sup> )	760
Employment Density (Jobs/km <sup>2</sup> )	330

Households by Dwelling Type	Total	%
Single-detached house	4,370	55%
Semi-detached house	610	8%
Row house or townhouse	1,700	21%
Apartment or condominium	810	10%
Other	480	6%
<b>Total:</b>	<b>7,960</b>	<b>100%</b>

Household Size	Total	%
1 person	2,070	26%
2 persons	3,110	39%
3 persons	1,160	15%
4 persons	1,050	13%
5+ persons	570	7%
<b>Total:</b>	<b>7,960</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	250	3%
1 vehicle	2,420	30%
2 vehicles	3,460	43%
3+ vehicles	1,830	23%
<b>Total:</b>	<b>7,960</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	14,660	94%
Hybrid	180	1%
Electric	60	0%
Diesel	600	4%
Biodiesel	10	0%
Other	-	0%
<b>Total:</b>	<b>15,510</b>	<b>100%</b>



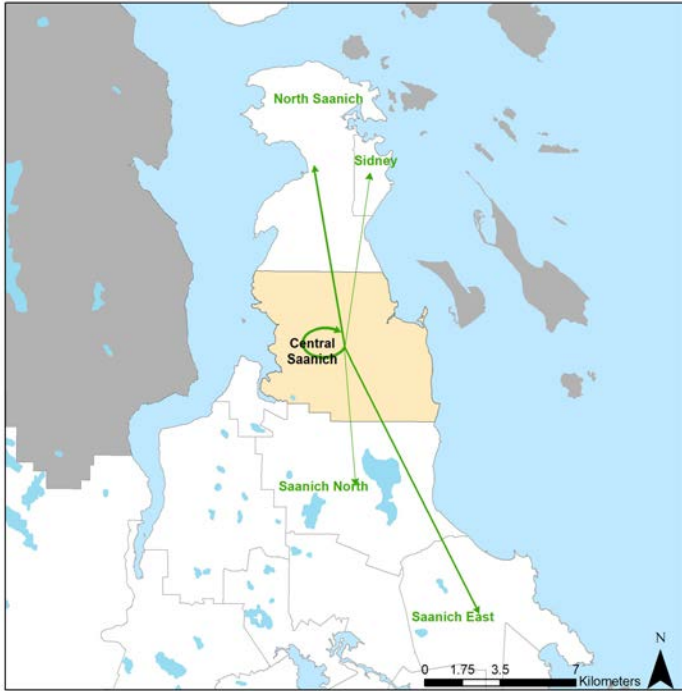
### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 3.8% of households in this district, and are subject to a margin of sampling error of approximately ±7.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 4 - District of Central Saanich with Tsartlip FN, Tsawout FN**



**Summary of Trips to and from**

**District 4 - District of Central Saanich with Tsartlip FN, Tsawout FN**

**AM Peak Period (06:00 - 08:59)**

(Trips made by persons 5+)	Destinations of Trips From		Origins of Trips To	
	Count	Percentage	Count	Percentage
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	730	7%	260	3%
North Saanich and FN Reserves	1,270	12%	590	7%
Central Saanich and FN Reserves	4,580	43%	4,580	56%
Downtown	510	5%	50	1%
Victoria North	420	4%	170	2%
Victoria South	520	5%	250	3%
Saanich North	760	7%	400	5%
Saanich East	1,020	9%	470	6%
Saanich West	290	3%	350	4%
Oak Bay	80	1%	20	0%
Esquimalt	170	2%	220	3%
View Royal and FN Reserves	130	1%	70	1%
Highlands	-	0%	60	1%
Langford	80	1%	430	5%
Colwood	20	0%	200	2%
Metchosin and FN Reserve	-	0%	-	0%
Sooke District and FN Reserves	-	0%	30	0%
Juan de Fuca Electoral Area and FN Reserv	-	0%	10	0%
External South CVRD	50	0%	-	0%
External Other	110	1%	-	0%
<b>Total</b>	<b>10,720</b>	<b>100%</b>	<b>8,140</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	Percentage	Count	Percentage	Count	Percentage
Work	6,190	24%	5,100	20%	1,550	7%
Post-secondary school	360	1%	-	0%	100	0%
K-12 school	640	2%	300	1%	1,830	9%
Personal business	1,290	5%	1,440	6%	860	4%
Recreation / social	4,670	18%	2,520	10%	1,700	8%
Dining / restaurant	580	2%	890	3%	800	4%
Shopping	2,200	8%	2,280	9%	3,280	16%
Pick-up / drop-off passenger	1,730	7%	1,010	4%	2,320	11%
Return Home	8,140	31%	12,330	47%	8,390	40%
Other	170	1%	120	0%	170	1%
<b>Total:</b>	<b>25,970</b>	<b>100%</b>	<b>25,980</b>	<b>100%</b>	<b>21,010</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	Percentage	Count	Percentage	Count	Percentage
Work	4,040	66%	2,500	70%	770	17%
Post-secondary school	150	2%	-	0%	-	0%
K-12 school	520	8%	200	6%	1,720	38%
Personal business	140	2%	130	4%	70	1%
Recreation / social	280	4%	130	4%	180	4%
Dining / restaurant	90	2%	80	2%	30	1%
Shopping	320	5%	140	4%	250	6%
Pick-up / drop-off passenger	410	7%	200	6%	1,340	29%
Return Home	160	3%	180	5%	210	5%
Other	20	0%	-	0%	-	0%
<b>Total:</b>	<b>6,140</b>	<b>100%</b>	<b>3,560</b>	<b>100%</b>	<b>4,580</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	Percentage	Count	Percentage	Count	Percentage
Work	310	4%	330	4%	120	2%
Post-secondary school	60	1%	-	0%	100	2%
K-12 school	-	0%	-	0%	-	0%
Personal business	210	3%	460	6%	250	4%
Recreation / social	1,820	23%	710	8%	500	8%
Dining / restaurant	200	3%	520	6%	100	2%
Shopping	660	8%	880	10%	770	13%
Pick-up / drop-off passenger	710	9%	330	4%	330	5%
Return Home	3,750	48%	5,140	61%	3,910	64%
Other	60	1%	-	0%	-	0%
<b>Total:</b>	<b>7,770</b>	<b>100%</b>	<b>8,370</b>	<b>100%</b>	<b>6,070</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	73,000		29%
AM Peak Period	14,300	20%	32%
PM Peak Period	22,200	30%	27%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	Percentage	Count	Percentage	Count	Percentage
Auto Driver	19,670	76%	19,660	76%	13,330	63%
Auto Passenger	3,960	15%	4,220	16%	3,420	16%
Transit	1,300	5%	1,070	4%	370	2%
Bicycle	350	1%	380	1%	650	3%
Walk	20	0%	20	0%	2,860	14%
Other	690	3%	620	2%	380	2%
<b>Total:</b>	<b>25,970</b>	<b>100%</b>	<b>25,980</b>	<b>100%</b>	<b>21,010</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	Percentage	Count	Percentage	Count	Percentage
Auto Driver	4,790	78%	2,870	81%	2,310	51%
Auto Passenger	280	5%	250	7%	1,500	33%
Transit	350	6%	260	7%	170	4%
Bicycle	190	3%	50	2%	180	4%
Walk	10	0%	10	0%	310	7%
Other	510	8%	120	3%	90	2%
<b>Total:</b>	<b>6,140</b>	<b>100%</b>	<b>3,560</b>	<b>100%</b>	<b>4,580</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	Percentage	Count	Percentage	Count	Percentage
Auto Driver	5,310	68%	6,580	79%	3,810	63%
Auto Passenger	1,780	23%	1,120	13%	920	15%
Transit	530	7%	420	5%	110	2%
Bicycle	50	1%	150	2%	190	3%
Walk	-	0%	-	0%	980	16%
Other	100	1%	110	1%	60	1%
<b>Total:</b>	<b>7,770</b>	<b>100%</b>	<b>8,370</b>	<b>100%</b>	<b>6,070</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.20	5%	1.21	4%	1.26	2%
AM Peak Period	1.06	6%	1.09	7%	1.65	4%
PM Peak Period	1.34	7%	1.17	5%	1.24	2%

## City of Victoria - Districts 5 -7

### Demographic Characteristics

Population	82,680
Population 5+ (trips reported for survey sample)	79,780
Total Employed Population	48,500
Households	46,440
Jobs in District (places of work)	75,230
Actively Travelled	74,320
Number of Vehicles	50,040
Number of Adult Bicycles	52,450
Number of Child Bicycles	6,260
Area (km <sup>2</sup> )	70.04

Occupation Status	Male	Female	Total	%
Employed full time	19,850	18,330	38,170	46%
Employed part time	3,620	6,710	10,320	12%
Student	5,860	8,500	14,360	17%
Retiree	7,160	10,030	17,190	21%
Homemaker	240	1,090	1,330	2%
Pre-schooler	1,520	1,380	2,900	4%
Other status	1,940	2,410	4,350	5%
<b>Total</b>	<b>38,530</b>	<b>44,140</b>	<b>82,680</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	30,790	34,600	65,390
Car share members	1,880	1,920	3,800
Trips made by residents 5+	127,310	143,100	270,410
Trips made by residents 11+	123,400	138,370	261,770



### Selected Indicators

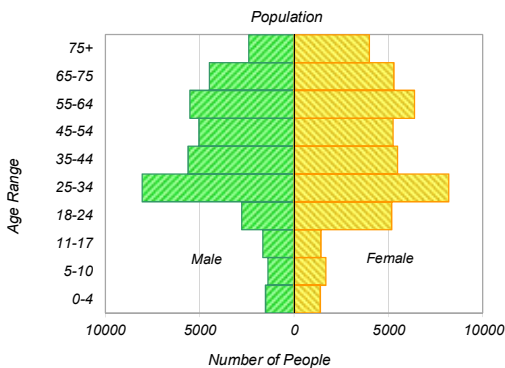
Daily Trips per Person 5+	3.39
Vehicles per Person	0.61
Number of Persons per Household	1.78
Daily Trips per Household	5.64
Vehicles per Household	1.08
Adult Bicycles per Household	1.13
Workers per Household	1.04
Jobs per Person	0.91
Population Density (Pop/km <sup>2</sup> )	1,180
Employment Density (Jobs/km <sup>2</sup> )	1,070

Households by Dwelling Type	Total	%
Single-detached house	6,640	14%
Semi-detached house	4,360	9%
Row house or townhouse	3,700	8%
Apartment or condominium	31,700	68%
Other	30	0%
<b>Total:</b>	<b>46,440</b>	<b>100%</b>

Household Size	Total	%
1 person	22,520	49%
2 persons	16,300	35%
3 persons	4,220	9%
4 persons	2,410	5%
5+ persons	980	2%
<b>Total:</b>	<b>46,440</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	9,440	20%
1 vehicle	26,810	58%
2 vehicles	8,280	18%
3+ vehicles	1,910	4%
<b>Total:</b>	<b>46,440</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	47,150	94%
Hybrid	1,390	3%
Electric	230	0%
Diesel	1,070	2%
Biodiesel	90	0%
Other	-	0%
<b>Total:</b>	<b>49,920</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 3.8% of households in this district, and are subject to a margin of sampling error of approximately ±2.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Origins of AM Peak Trips to City of Victoria - Districts 5-7**



**Summary of Trips to and from**

**City of Victoria - Districts 5-7**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	50	0%	20	0%
Sidney	480	1%	500	1%
North Saanich and FN Reserves	470	1%	730	1%
Central Saanich and FN Reserves	470	1%	1,440	2%
City of Victoria	29,490	61%	29,490	43%
Saanich North	750	2%	2,880	4%
Saanich East	8,010	16%	11,190	16%
Saanich West	2,760	6%	4,710	7%
Oak Bay	2,050	4%	3,890	6%
Esquimalt	2,310	5%	3,480	5%
View Royal and FN Reserves	570	1%	2,310	3%
Highlands	30	0%	180	0%
Langford	390	1%	4,240	6%
Colwood	230	0%	1,930	3%
Metchosin and FN Reserve	50	0%	300	0%
Sooke District and FN Reserves	20	0%	650	1%
Juan de Fuca Electoral Area and FN Reserv	10	0%	240	0%
External South CVRD	180	0%	-	0%
External Other	250	1%	50	0%
<b>Total</b>	<b>48,560</b>	<b>100%</b>	<b>68,230</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	17,310	13%	39,740	29%	36,330	19%
Post-secondary school	4,350	3%	800	1%	270	0%
K-12 school	2,080	2%	1,900	1%	3,780	2%
Personal business	5,430	4%	10,930	8%	13,140	7%
Recreation / social	12,910	10%	13,250	10%	21,790	11%
Dining / restaurant	2,960	2%	6,390	5%	13,810	7%
Shopping	11,600	9%	17,140	13%	28,740	15%
Pick-up / drop-off passenger	9,880	7%	9,110	7%	9,080	5%
Return Home	67,960	50%	35,530	26%	66,570	34%
Other	660	0%	930	1%	960	0%
<b>Total:</b>	<b>135,130</b>	<b>100%</b>	<b>135,730</b>	<b>100%</b>	<b>194,470</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	9,760	51%	27,900	72%	16,950	57%
Post-secondary school	1,840	10%	660	2%	90	0%
K-12 school	1,870	10%	1,880	5%	3,570	12%
Personal business	570	3%	1,730	4%	1,270	4%
Recreation / social	1,020	5%	870	2%	1,030	4%
Dining / restaurant	550	3%	810	2%	1,060	4%
Shopping	220	1%	810	2%	930	3%
Pick-up / drop-off passenger	1,790	9%	3,200	8%	2,910	10%
Return Home	1,210	6%	510	1%	1,500	5%
Other	250	1%	360	1%	180	1%
<b>Total:</b>	<b>19,080</b>	<b>100%</b>	<b>38,740</b>	<b>100%</b>	<b>29,490</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	1,120	2%	2,010	6%	3,420	6%
Post-secondary school	460	1%	-	0%	50	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	840	2%	1,910	6%	2,590	5%
Recreation / social	3,610	8%	3,550	11%	5,700	11%
Dining / restaurant	870	2%	1,180	4%	3,000	6%
Shopping	3,600	8%	4,320	14%	8,770	16%
Pick-up / drop-off passenger	4,180	9%	1,780	6%	3,150	6%
Return Home	32,650	69%	16,450	52%	26,430	49%
Other	210	0%	290	1%	310	1%
<b>Total:</b>	<b>47,540</b>	<b>100%</b>	<b>31,490</b>	<b>100%</b>	<b>53,430</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	465,300		42%
AM Peak Period	87,300	19%	34%
PM Peak Period	132,500	28%	40%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	80,350	59%	80,890	60%	65,050	33%
Auto Passenger	20,750	15%	20,410	15%	17,710	9%
Transit	20,230	15%	20,030	15%	12,770	7%
Bicycle	8,110	6%	8,350	6%	17,030	9%
Walk	3,640	3%	4,360	3%	79,290	41%
Other	2,060	2%	1,690	1%	2,620	1%
<b>Total:</b>	<b>135,130</b>	<b>100%</b>	<b>135,730</b>	<b>100%</b>	<b>194,470</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	11,340	59%	21,680	56%	9,170	31%
Auto Passenger	1,640	9%	4,630	12%	2,730	9%
Transit	3,380	18%	7,620	20%	3,120	11%
Bicycle	1,850	10%	3,440	9%	4,280	15%
Walk	620	3%	900	2%	9,890	34%
Other	250	1%	470	1%	300	1%
<b>Total:</b>	<b>19,080</b>	<b>100%</b>	<b>38,740</b>	<b>100%</b>	<b>29,490</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	26,770	56%	17,630	56%	19,010	36%
Auto Passenger	6,770	14%	4,700	15%	5,220	10%
Transit	8,940	19%	4,890	16%	3,980	7%
Bicycle	3,510	7%	2,640	8%	5,700	11%
Walk	990	2%	1,330	4%	19,030	36%
Other	560	1%	290	1%	490	1%
<b>Total:</b>	<b>47,540</b>	<b>100%</b>	<b>31,490</b>	<b>100%</b>	<b>53,430</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	15%	1.25	15%	1.27	7%
AM Peak Period	1.14	18%	1.21	20%	1.30	11%
PM Peak Period	1.25	19%	1.27	16%	1.27	7%

## District 5 - Downtown

### Demographic Characteristics

Population	8,490
Population 5+ (trips reported for survey sample)	8,270
Total Employed Population	5,920
Households	5,740
Jobs in District (places of work)	34,970
Actively Travelled	7,940
Number of Vehicles	3,790
Number of Adult Bicycles	5,230
Number of Child Bicycles	290
Area (km <sup>2</sup> )	49.57

Occupation Status	Male	Female	Total	%
Employed full time	2,910	1,950	4,860	57%
Employed part time	450	610	1,060	12%
Student	540	770	1,300	15%
Retiree	600	700	1,300	15%
Homemaker	-	100	100	1%
Pre-schooler	210	10	220	3%
Other status	200	170	370	4%
<b>Total</b>	<b>4,670</b>	<b>3,820</b>	<b>8,490</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	3,560	3,030	6,590
Car share members	270	310	580
Trips made by residents 5+	16,960	13,130	30,100
Trips made by residents 11+	16,490	13,020	29,520

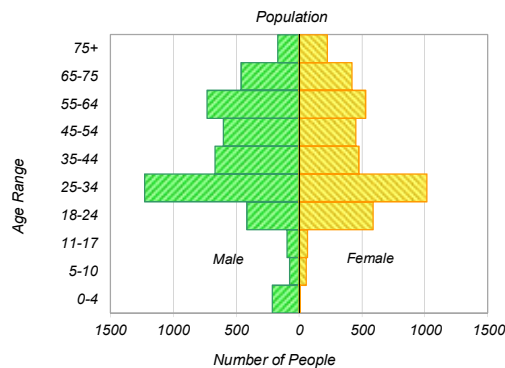


### Selected Indicators

Daily Trips per Person 5+	3.64
Vehicles per Person	0.45
Number of Persons per Household	1.48
Daily Trips per Household	5.14
Vehicles per Household	0.66
Adult Bicycles per Household	0.91
Workers per Household	1.03
Jobs per Person	4.12
Population Density (Pop/km <sup>2</sup> )	170
Employment Density (Jobs/km <sup>2</sup> )	710

Households by Dwelling Type	Total	%
Single-detached house	70	1%
Semi-detached house	40	1%
Row house or townhouse	170	3%
Apartment or condominium	5,430	95%
Other	30	0%
<b>Total:</b>	<b>5,740</b>	<b>100%</b>

Household Size	Total	%
1 person	3,530	61%
2 persons	1,800	31%
3 persons	310	5%
4 persons	110	2%
5+ persons	-	0%
<b>Total:</b>	<b>5,740</b>	<b>100%</b>



Households by Vehicle Availability	Total	%
No vehicles	2,460	43%
1 vehicle	2,820	49%
2 vehicles	410	7%
3+ vehicles	50	1%
<b>Total:</b>	<b>5,740</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	3,470	92%
Hybrid	150	4%
Electric	-	0%
Diesel	170	4%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>3,790</b>	<b>100%</b>

### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding.

These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±7.2% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

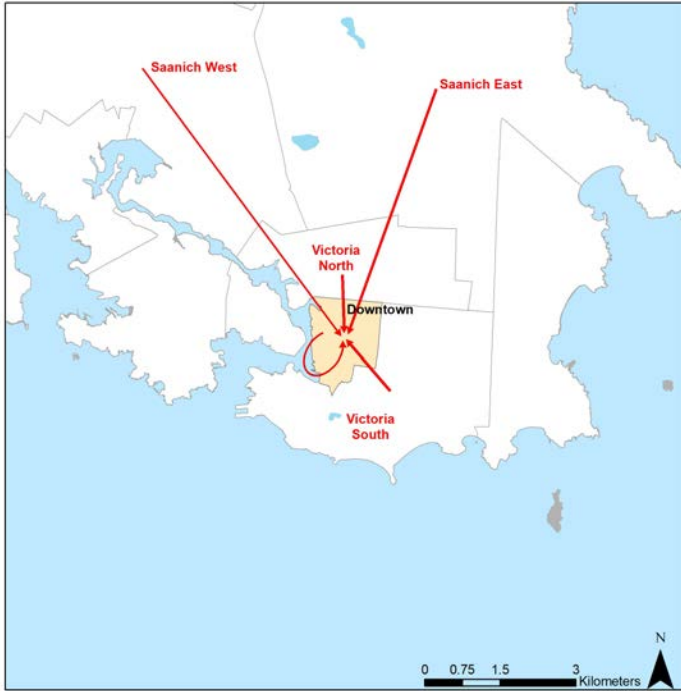
The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

Gender balance for the following age groups is skewed due to small sample sizes for one gender within the age group: 0-4, 10-14.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Origins of AM Peak Trips to District 5 - Downtown**



**Summary of Trips to and from**

**District 5 - Downtown**

**AM Peak Period (06:00 - 08:59)  
(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	50	1%	160	1%
North Saanich and FN Reserves	40	0%	450	2%
Central Saanich and FN Reserves	50	1%	510	2%
Downtown	2,390	32%	2,390	8%
Victoria North	700	9%	3,800	13%
Victoria South	1,630	21%	5,610	20%
Saanich North	80	1%	890	3%
Saanich East	1,040	14%	4,930	17%
Saanich West	770	10%	2,490	9%
Oak Bay	120	2%	1,030	4%
Esquimalt	460	6%	1,680	6%
View Royal and FN Reserves	120	2%	930	3%
Highlands	10	0%	60	0%
Langford	70	1%	2,090	7%
Colwood	10	0%	1,040	4%
Metchosin and FN Reserve	-	0%	70	0%
Sooke District and FN Reserves	-	0%	470	2%
Juan de Fuca Electoral Area and FN Reserv	-	0%	50	0%
External South CVRD	-	0%	-	0%
External Other	40	1%	-	0%
<b>Total</b>	<b>7,580</b>	<b>100%</b>	<b>28,550</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	6,880	9%	30,270	40%	7,690	28%
Post-secondary school	620	1%	930	1%	10	0%
K-12 school	130	0%	90	0%	-	0%
Personal business	2,750	4%	6,750	9%	2,150	8%
Recreation / social	4,260	6%	10,970	15%	2,830	10%
Dining / restaurant	1,800	2%	5,820	8%	4,610	17%
Shopping	6,310	8%	9,320	12%	5,180	19%
Pick-up / drop-off passenger	4,020	5%	4,140	6%	440	2%
Return Home	47,830	64%	6,650	9%	4,620	17%
Other	240	0%	380	1%	210	1%
<b>Total:</b>	<b>74,840</b>	<b>100%</b>	<b>75,310</b>	<b>100%</b>	<b>27,740</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,030	58%	21,190	81%	1,710	72%
Post-secondary school	310	6%	710	3%	-	0%
K-12 school	130	3%	90	0%	-	0%
Personal business	80	2%	1,010	4%	160	7%
Recreation / social	210	4%	630	2%	30	1%
Dining / restaurant	110	2%	630	2%	230	10%
Shopping	190	4%	370	1%	130	5%
Pick-up / drop-off passenger	280	5%	1,430	5%	50	2%
Return Home	780	15%	80	0%	80	3%
Other	50	1%	110	0%	-	0%
<b>Total:</b>	<b>5,180</b>	<b>100%</b>	<b>26,260</b>	<b>100%</b>	<b>2,390</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	1,010	3%	1,820	13%	1,040	16%
Post-secondary school	100	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	840	3%	1,140	8%	430	6%
Recreation / social	1,250	4%	2,430	17%	790	12%
Dining / restaurant	340	1%	1,460	10%	890	14%
Shopping	2,660	9%	2,760	20%	1,530	23%
Pick-up / drop-off passenger	2,370	8%	1,260	9%	280	4%
Return Home	21,580	71%	3,080	22%	1,520	23%
Other	140	0%	160	1%	100	2%
<b>Total:</b>	<b>30,290</b>	<b>100%</b>	<b>14,110</b>	<b>100%</b>	<b>6,600</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	177,900		16%
AM Peak Period	33,800	19%	7%
PM Peak Period	51,000	29%	13%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	32,320	43%	32,450	43%	3,420	12%
Auto Passenger	9,080	12%	8,950	12%	920	3%
Transit	14,050	19%	14,490	19%	270	1%
Bicycle	6,990	9%	7,280	10%	1,280	5%
Walk	10,980	15%	10,930	15%	21,650	78%
Other	1,430	2%	1,200	2%	200	1%
<b>Total:</b>	<b>74,840</b>	<b>100%</b>	<b>75,310</b>	<b>100%</b>	<b>27,740</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,780	54%	9,940	38%	690	29%
Auto Passenger	450	9%	2,240	9%	40	1%
Transit	930	18%	7,410	28%	40	2%
Bicycle	350	7%	3,820	15%	70	3%
Walk	590	11%	2,540	10%	1,560	65%
Other	80	1%	300	1%	-	0%
<b>Total:</b>	<b>5,180</b>	<b>100%</b>	<b>26,260</b>	<b>100%</b>	<b>2,390</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	11,480	38%	6,120	43%	1,130	17%
Auto Passenger	2,720	9%	1,990	14%	280	4%
Transit	7,950	26%	2,470	18%	90	1%
Bicycle	3,710	12%	1,010	7%	660	10%
Walk	4,150	14%	2,330	16%	4,440	67%
Other	280	1%	190	1%	10	0%
<b>Total:</b>	<b>30,290</b>	<b>100%</b>	<b>14,110</b>	<b>100%</b>	<b>6,600</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.28	19%	1.28	19%	1.27	1%
AM Peak Period	1.16	18%	1.23	28%	1.05	2%
PM Peak Period	1.24	26%	1.32	18%	1.25	1%

## District 6 - Victoria North

### Demographic Characteristics

Population	30,420
Population 5+ (trips reported for survey sample)	29,100
Total Employed Population	18,430
Households	15,530
Jobs in District (places of work)	18,840
Actively Travelled	27,020
Number of Vehicles	19,390
Number of Adult Bicycles	19,460
Number of Child Bicycles	2,990
Area (km <sup>2</sup> )	17.30

Occupation Status	Male	Female	Total	%
Employed full time	7,730	6,540	14,270	47%
Employed part time	1,240	2,930	4,160	14%
Student	2,220	3,320	5,540	18%
Retiree	1,980	3,000	4,980	16%
Homemaker	120	650	770	3%
Pre-schooler	660	660	1,320	4%
Other status	600	810	1,420	5%
<b>Total</b>	<b>14,240</b>	<b>16,180</b>	<b>30,420</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	11,690	12,780	24,470
Car share members	670	510	1,180
Trips made by residents 5+	44,110	50,190	94,300
Trips made by residents 11+	42,550	48,590	91,140



### Selected Indicators

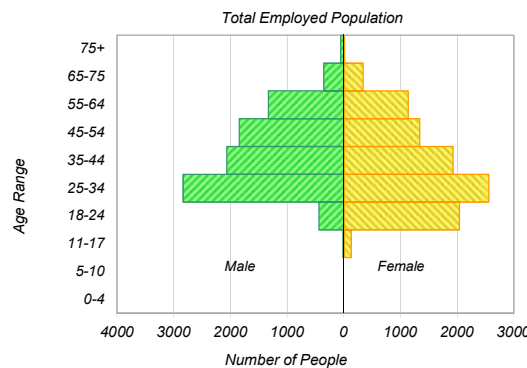
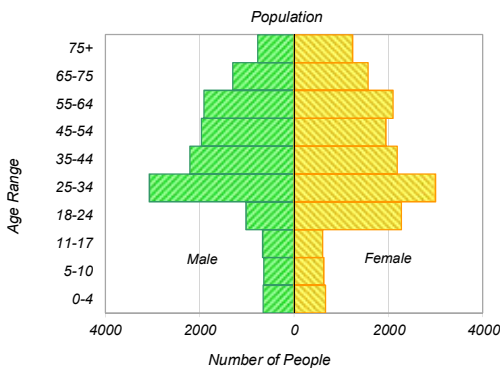
Daily Trips per Person 5+	3.24
Vehicles per Person	0.64
Number of Persons per Household	1.96
Daily Trips per Household	5.87
Vehicles per Household	1.25
Adult Bicycles per Household	1.25
Workers per Household	1.19
Jobs per Person	0.62
Population Density (Pop/km <sup>2</sup> )	1,760
Employment Density (Jobs/km <sup>2</sup> )	1,090

Households by Dwelling Type	Total	%
Single-detached house	2,710	17%
Semi-detached house	2,210	14%
Row house or townhouse	1,710	11%
Apartment or condominium	8,900	57%
Other	-	0%
<b>Total:</b>	<b>15,530</b>	<b>100%</b>

Household Size	Total	%
1 person	6,410	41%
2 persons	5,650	36%
3 persons	1,880	12%
4 persons	1,070	7%
5+ persons	520	3%
<b>Total:</b>	<b>15,530</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	2,140	14%
1 vehicle	9,000	58%
2 vehicles	3,440	22%
3+ vehicles	940	6%
<b>Total:</b>	<b>15,530</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	18,420	95%
Hybrid	350	2%
Electric	100	1%
Diesel	400	2%
Biodiesel	30	0%
Other	-	0%
<b>Total:</b>	<b>19,300</b>	<b>100%</b>



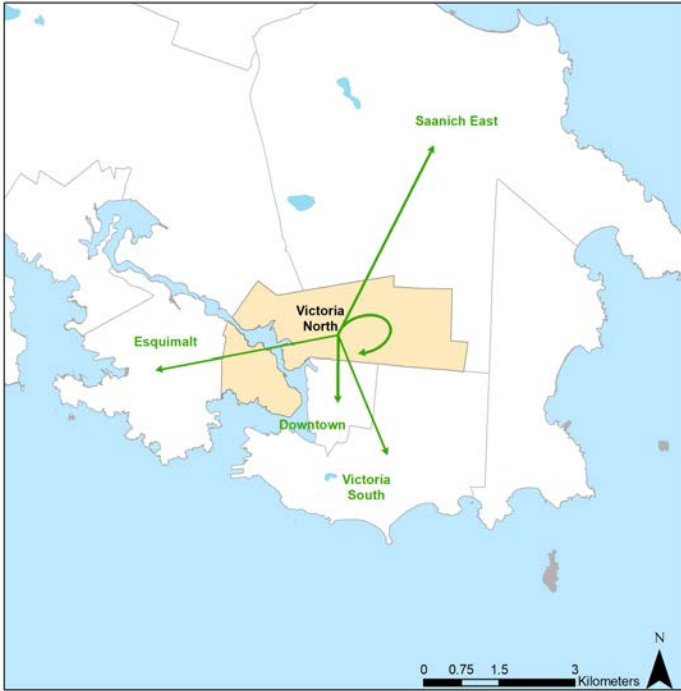
### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 3.7% of households in this district, and are subject to a margin of sampling error of approximately ±5.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 6 - Victoria North**



**Summary of Trips to and from**

**District 6 - Victoria North**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	50	0%	20	0%
Sidney	120	1%	270	2%
North Saanich and FN Reserves	90	0%	90	1%
Central Saanich and FN Reserves	170	1%	420	2%
Downtown	3,800	21%	700	4%
Victoria North	3,550	20%	3,550	21%
Victoria South	2,230	13%	2,440	15%
Saanich North	460	3%	960	6%
Saanich East	3,960	22%	2,570	15%
Saanich West	1,110	6%	1,160	7%
Oak Bay	450	3%	790	5%
Esquimalt	1,120	6%	920	6%
View Royal and FN Reserves	210	1%	710	4%
Highlands	20	0%	110	1%
Langford	130	0%	1,320	8%
Colwood	50	0%	440	3%
Metchosin and FN Reserve	10	0%	140	1%
Sooke District and FN Reserves	10	0%	30	0%
Juan de Fuca Electoral Area and FN Reserv	-	0%	50	0%
External South CVRD	100	1%	-	0%
External Other	80	0%	50	0%
<b>Total</b>	<b>17,690</b>	<b>100%</b>	<b>16,710</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	13,690	19%	14,480	20%	3,740	15%
Post-secondary school	1,510	2%	140	0%	-	0%
K-12 school	1,690	2%	710	1%	680	3%
Personal business	4,240	6%	4,350	6%	1,050	4%
Recreation / social	7,660	10%	5,790	8%	1,980	8%
Dining / restaurant	2,460	3%	3,450	5%	1,590	7%
Shopping	7,400	10%	13,800	19%	4,680	19%
Pick-up / drop-off passenger	5,550	8%	3,990	5%	1,510	6%
Return Home	29,060	39%	26,360	36%	9,050	37%
Other	310	0%	700	1%	140	1%
<b>Total:</b>	<b>73,580</b>	<b>100%</b>	<b>73,760</b>	<b>100%</b>	<b>24,430</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	8,190	58%	8,670	66%	1,670	47%
Post-secondary school	600	4%	30	0%	-	0%
K-12 school	1,520	11%	680	5%	660	19%
Personal business	600	4%	590	5%	20	0%
Recreation / social	410	3%	220	2%	110	3%
Dining / restaurant	340	2%	450	3%	110	3%
Shopping	130	1%	570	4%	120	3%
Pick-up / drop-off passenger	1,640	12%	1,130	9%	520	15%
Return Home	560	4%	470	4%	330	9%
Other	160	1%	320	2%	10	0%
<b>Total:</b>	<b>14,140</b>	<b>100%</b>	<b>13,160</b>	<b>100%</b>	<b>3,550</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	860	4%	740	4%	320	5%
Post-secondary school	150	1%	50	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	910	4%	630	3%	240	4%
Recreation / social	2,440	11%	1,990	10%	390	6%
Dining / restaurant	630	3%	600	3%	330	5%
Shopping	2,000	9%	3,160	15%	1,080	17%
Pick-up / drop-off passenger	2,040	10%	1,090	5%	490	8%
Return Home	12,130	57%	12,210	59%	3,450	55%
Other	80	0%	140	1%	20	0%
<b>Total:</b>	<b>21,230</b>	<b>100%</b>	<b>20,620</b>	<b>100%</b>	<b>6,310</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	171,800		14%
AM Peak Period	30,900	18%	12%
PM Peak Period	48,200	28%	13%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	43,040	58%	43,140	58%	9,770	40%
Auto Passenger	11,620	16%	11,310	15%	2,100	9%
Transit	7,520	10%	7,130	10%	520	2%
Bicycle	5,360	7%	5,250	7%	1,250	5%
Walk	5,350	7%	6,120	8%	10,650	44%
Other	680	1%	800	1%	130	1%
<b>Total:</b>	<b>73,580</b>	<b>100%</b>	<b>73,760</b>	<b>100%</b>	<b>24,430</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	6,550	46%	8,760	67%	1,080	30%
Auto Passenger	1,540	11%	1,680	13%	270	8%
Transit	2,370	17%	1,100	8%	120	3%
Bicycle	2,240	16%	920	7%	360	10%
Walk	1,340	9%	670	5%	1,690	47%
Other	100	1%	30	0%	40	1%
<b>Total:</b>	<b>14,140</b>	<b>100%</b>	<b>13,160</b>	<b>100%</b>	<b>3,550</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	13,520	64%	10,150	49%	2,810	45%
Auto Passenger	3,340	16%	3,140	15%	490	8%
Transit	1,780	8%	2,800	14%	190	3%
Bicycle	1,260	6%	2,320	11%	460	7%
Walk	1,230	6%	1,990	10%	2,290	36%
Other	110	1%	220	1%	70	1%
<b>Total:</b>	<b>21,230</b>	<b>100%</b>	<b>20,620</b>	<b>100%</b>	<b>6,310</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.27	10%	1.26	10%	1.22	2%
AM Peak Period	1.23	17%	1.19	8%	1.25	3%
PM Peak Period	1.25	8%	1.31	14%	1.17	3%



## District 7 - Victoria South

### Demographic Characteristics

Population	43,770
Population 5+ (trips reported for survey sample)	42,410
Total Employed Population	24,150
Households	25,170
Jobs in District (places of work)	21,420
Actively Travelled	39,350
Number of Vehicles	26,860
Number of Adult Bicycles	27,760
Number of Child Bicycles	2,990
Area (km <sup>2</sup> )	3.17

Occupation Status	Male	Female	Total	%
Employed full time	9,200	9,840	19,040	44%
Employed part time	1,930	3,170	5,100	12%
Student	3,100	4,410	7,520	17%
Retiree	4,580	6,330	10,910	25%
Homemaker	120	340	460	1%
Pre-schooler	650	710	1,360	3%
Other status	1,140	1,430	2,560	6%
Total	19,620	24,140	43,770	

Traveller Characteristics	Male	Female	Total
Licensed drivers	15,540	18,790	34,330
Car share members	940	1,110	2,050
Trips made by residents 5+	66,240	79,770	146,020
Trips made by residents 11+	64,350	76,750	141,100



### Selected Indicators

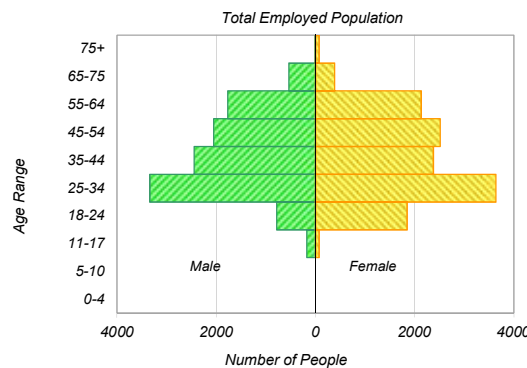
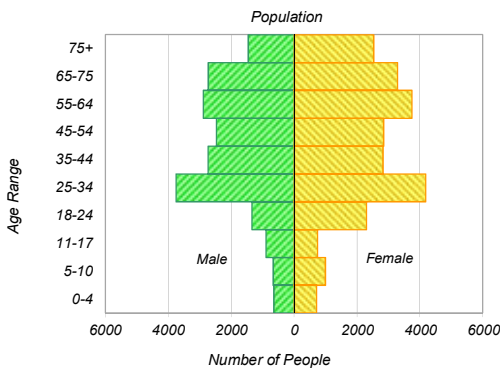
Daily Trips per Person 5+	3.44
Vehicles per Person	0.61
Number of Persons per Household	1.74
Daily Trips per Household	5.61
Vehicles per Household	1.07
Adult Bicycles per Household	1.10
Workers per Household	0.96
Jobs per Person	0.49
Population Density (Pop/km <sup>2</sup> )	13,820
Employment Density (Jobs/km <sup>2</sup> )	6,760

Households by Dwelling Type	Total	%
Single-detached house	3,870	15%
Semi-detached house	2,110	8%
Row house or townhouse	1,820	7%
Apartment or condominium	17,370	69%
Other	-	0%
Total:	25,170	100%

Household Size	Total	%
1 person	12,590	50%
2 persons	8,850	35%
3 persons	2,030	8%
4 persons	1,240	5%
5+ persons	460	2%
Total:	25,170	100%

Households by Vehicle Availability	Total	%
No vehicles	4,830	19%
1 vehicle	14,980	60%
2 vehicles	4,440	18%
3+ vehicles	920	4%
Total:	25,170	100%

Vehicles by Fuel Type	Total	%
Gas	25,270	94%
Hybrid	890	3%
Electric	130	0%
Diesel	500	2%
Biodiesel	50	0%
Other	-	0%
Total:	26,830	100%



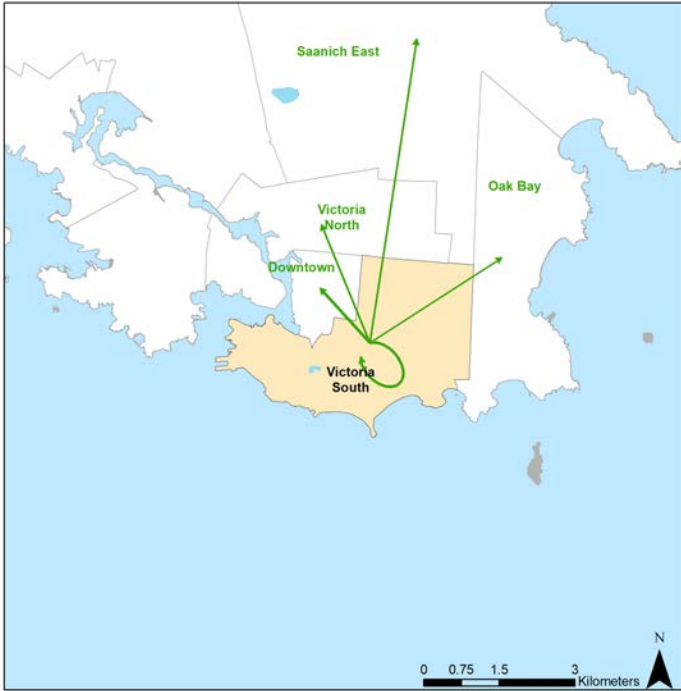
### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 3.7% of households in this district, and are subject to a margin of sampling error of approximately ±3.5% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 7 - Victoria South**



**Summary of Trips to and from**

**District 7 - Victoria South**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
	Trips	%	Trips	%
Salt Spring Island Electoral Area	-	0%	10	0%
Sidney	320	1%	70	0%
North Saanich and FN Reserves	340	1%	190	1%
Central Saanich and FN Reserves	250	1%	520	2%
Downtown	5,610	24%	1,630	7%
Victoria North	2,440	10%	2,230	10%
Victoria South	7,140	31%	7,140	31%
Saanich North	220	1%	1,030	5%
Saanich East	3,020	13%	3,700	16%
Saanich West	880	4%	1,050	5%
Oak Bay	1,480	6%	2,070	9%
Esquimalt	720	3%	890	4%
View Royal and FN Reserves	240	1%	660	3%
Highlands	10	0%	10	0%
Langford	190	1%	830	4%
Colwood	180	1%	450	2%
Metchosin and FN Reserve	40	0%	100	0%
Sooke District and FN Reserves	20	0%	150	1%
Juan de Fuca Electoral Area and FN Reserv	10	0%	150	1%
External South CVRD	80	0%	-	0%
External Other	130	1%	-	0%
<b>Total</b>	<b>23,290</b>	<b>100%</b>	<b>22,860</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Trips	%	Trips	%	Trips	%
Work	17,020	21%	15,270	19%	4,610	10%
Post-secondary school	2,470	3%	-	0%	-	0%
K-12 school	760	1%	1,610	2%	2,600	5%
Personal business	5,280	7%	6,670	8%	3,090	6%
Recreation / social	11,380	14%	6,880	9%	6,600	14%
Dining / restaurant	3,580	4%	2,010	2%	2,730	6%
Shopping	10,070	12%	6,190	8%	6,710	14%
Pick-up / drop-off passenger	4,820	6%	5,490	7%	2,620	5%
Return Home	24,840	31%	36,300	45%	19,120	40%
Other	460	1%	210	0%	250	1%
<b>Total:</b>	<b>80,680</b>	<b>100%</b>	<b>80,630</b>	<b>100%</b>	<b>48,330</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Trips	%	Trips	%	Trips	%
Work	10,290	64%	9,780	62%	1,820	25%
Post-secondary school	1,010	6%	-	0%	-	0%
K-12 school	720	4%	1,610	10%	2,410	34%
Personal business	640	4%	880	6%	340	5%
Recreation / social	810	5%	420	3%	490	7%
Dining / restaurant	570	4%	190	1%	250	3%
Shopping	320	2%	290	2%	250	3%
Pick-up / drop-off passenger	1,200	7%	1,970	13%	1,020	14%
Return Home	490	3%	580	4%	470	7%
Other	120	1%	10	0%	100	1%
<b>Total:</b>	<b>16,160</b>	<b>100%</b>	<b>15,730</b>	<b>100%</b>	<b>7,130</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Trips	%	Trips	%	Trips	%
Work	830	4%	1,030	4%	470	4%
Post-secondary school	250	1%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	510	2%	1,560	7%	510	4%
Recreation / social	2,900	13%	2,100	9%	1,540	12%
Dining / restaurant	1,080	5%	310	1%	590	4%
Shopping	2,800	12%	2,260	9%	2,310	17%
Pick-up / drop-off passenger	1,660	7%	1,310	5%	490	4%
Return Home	12,950	56%	15,170	64%	7,440	56%
Other	160	1%	150	1%	30	0%
<b>Total:</b>	<b>23,150</b>	<b>100%</b>	<b>23,890</b>	<b>100%</b>	<b>13,390</b>	<b>100%</b>

Peak Period (%)	Total	% of 24 Hours	Within District (%)
24 Hours	209,600		23%
AM Peak Period	39,000	19%	18%
PM Peak Period	60,400	29%	22%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Trips	%	Trips	%	Trips	%
Auto Driver	41,830	52%	42,140	52%	15,010	31%
Auto Passenger	11,000	14%	11,100	14%	3,730	8%
Transit	9,210	11%	8,950	11%	1,430	3%
Bicycle	6,330	8%	6,390	8%	3,940	8%
Walk	10,860	13%	10,860	13%	23,440	48%
Other	1,450	2%	1,200	1%	780	2%
<b>Total:</b>	<b>80,680</b>	<b>100%</b>	<b>80,630</b>	<b>100%</b>	<b>48,330</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Trips	%	Trips	%	Trips	%
Auto Driver	7,540	47%	8,510	54%	1,870	26%
Auto Passenger	1,330	8%	2,390	15%	740	10%
Transit	2,820	17%	1,840	12%	220	3%
Bicycle	2,150	13%	1,590	10%	960	13%
Walk	2,090	13%	1,090	7%	3,240	45%
Other	220	1%	300	2%	110	2%
<b>Total:</b>	<b>16,160</b>	<b>100%</b>	<b>15,730</b>	<b>100%</b>	<b>7,130</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Trips	%	Trips	%	Trips	%
Auto Driver	12,480	54%	12,070	51%	4,350	33%
Auto Passenger	4,020	17%	2,870	12%	1,150	9%
Transit	2,420	10%	2,830	12%	500	4%
Bicycle	1,670	7%	2,430	10%	1,460	11%
Walk	2,140	9%	3,540	15%	5,770	43%
Other	410	2%	140	1%	160	1%
<b>Total:</b>	<b>23,150</b>	<b>100%</b>	<b>23,890</b>	<b>100%</b>	<b>13,390</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	11%	1.26	11%	1.25	3%
AM Peak Period	1.18	17%	1.28	12%	1.40	3%
PM Peak Period	1.32	10%	1.24	12%	1.26	4%

## District of Saanich - Districts 8 - 10

### Demographic Characteristics

Population	113,050
Population 5+ (trips reported for survey sample)	108,280
Total Employed Population	59,180
Households	47,030
Jobs in District (places of work)	50,590
Actively Travelled	98,500
Number of Vehicles	78,760
Number of Adult Bicycles	69,670
Number of Child Bicycles	13,750
Area (km <sup>2</sup> )	98.07

Occupation Status	Male	Female	Total	%
Employed full time	23,510	20,330	43,840	39%
Employed part time	7,000	8,340	15,340	14%
Student	13,520	13,560	27,070	24%
Retiree	9,850	11,970	21,820	19%
Homemaker	250	3,100	3,350	3%
Pre-schooler	2,440	2,330	4,770	4%
Other status	2,030	3,210	5,240	5%
Total	54,640	58,410	113,050	

Traveller Characteristics	Male	Female	Total
Licensed drivers	41,110	43,940	85,050
Car share members	820	320	1,150
Trips made by residents 5+	166,740	183,060	349,800
Trips made by residents 11+	158,460	173,540	332,000



### Selected Indicators

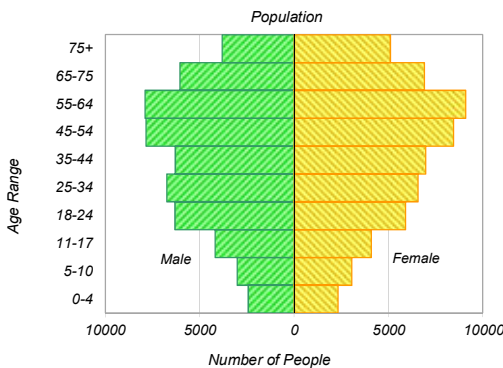
Daily Trips per Person 5+	3.23
Vehicles per Person	0.70
Number of Persons per Household	2.40
Daily Trips per Household	7.06
Vehicles per Household	1.67
Adult Bicycles per Household	1.48
Workers per Household	1.26
Jobs per Person	0.45
Population Density (Pop/km <sup>2</sup> )	1,150
Employment Density (Jobs/km <sup>2</sup> )	520

Households by Dwelling Type	Total	%
Single-detached house	22,360	48%
Semi-detached house	3,890	8%
Row house or townhouse	11,170	24%
Apartment or condominium	9,520	20%
Other	80	0%
Total:	47,030	100%

Household Size	Total	%
1 person	12,670	27%
2 persons	17,350	37%
3 persons	7,400	16%
4 persons	6,210	13%
5+ persons	3,390	7%
Total:	47,030	100%

Households by Vehicle Availability	Total	%
No vehicles	3,010	6%
1 vehicle	20,180	43%
2 vehicles	16,580	35%
3+ vehicles	7,260	15%
Total:	47,030	100%

Vehicles by Fuel Type	Total	%
Gas	74,200	94%
Hybrid	1,570	2%
Electric	590	1%
Diesel	2,250	3%
Biodiesel	50	0%
Other	-	0%
Total:	78,670	100%



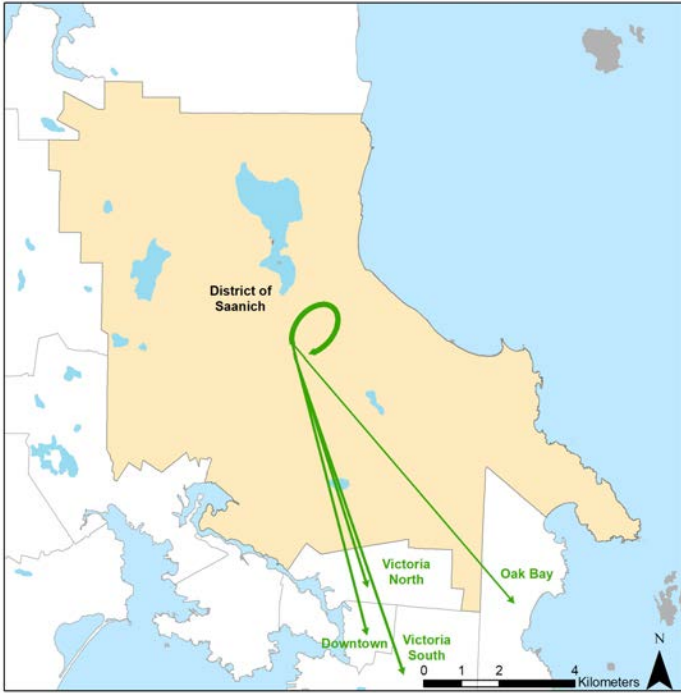
### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 3.8% of households in this district, and are subject to a margin of sampling error of approximately ±3.2% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District of Saanich - Districts 8 - 10**



**Summary of Trips to and from**

**District of Saanich - Districts 8 - 10**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	30	0%	30	0%
Sidney	1,010	1%	850	1%
North Saanich and FN Reserves	1,130	2%	1,640	2%
Central Saanich and FN Reserves	1,220	2%	2,070	3%
Downtown	8,310	12%	1,880	3%
Victoria North	4,680	7%	5,520	8%
Victoria South	5,790	8%	4,120	6%
District of Saanich	41,460	58%	41,460	59%
Oak Bay	2,330	3%	3,310	5%
Esquimalt	1,840	3%	1,950	3%
View Royal and FN Reserves	1,590	2%	2,270	3%
Highlands	80	0%	290	0%
Langford	1,390	2%	3,620	5%
Colwood	1,090	2%	1,510	2%
Metchosin and FN Reserve	30	0%	260	0%
Sooke District and FN Reserves	-	0%	-	0%
Juan de Fuca Electoral Area and FN Reserv	-	0%	-	0%
External South CVRD	-	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>71,960</b>	<b>100%</b>	<b>70,770</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	31,880	23%	22,770	16%	20,400	10%
Post-secondary school	710	1%	8,230	6%	8,850	4%
K-12 school	1,780	1%	3,810	3%	11,560	6%
Personal business	8,530	6%	6,530	5%	9,310	5%
Recreation / social	15,830	11%	12,220	9%	21,120	10%
Dining / restaurant	4,770	3%	3,000	2%	6,840	3%
Shopping	14,490	10%	13,860	10%	22,390	11%
Pick-up / drop-off passenger	9,660	7%	13,890	10%	20,410	10%
Return Home	51,220	37%	55,180	39%	79,260	39%
Other	920	1%	420	0%	1,340	1%
<b>Total:</b>	<b>139,790</b>	<b>100%</b>	<b>139,920</b>	<b>100%</b>	<b>201,470</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	20,750	67%	13,920	46%	11,510	28%
Post-secondary school	520	2%	4,270	14%	3,830	9%
K-12 school	1,680	5%	3,470	11%	10,740	26%
Personal business	1,280	4%	960	3%	1,230	3%
Recreation / social	1,580	5%	1,200	4%	2,390	6%
Dining / restaurant	450	1%	580	2%	840	2%
Shopping	550	2%	550	2%	590	1%
Pick-up / drop-off passenger	3,020	10%	4,000	13%	7,400	18%
Return Home	660	2%	1,350	4%	2,640	6%
Other	400	1%	120	0%	310	1%
<b>Total:</b>	<b>30,890</b>	<b>100%</b>	<b>30,410</b>	<b>100%</b>	<b>41,460</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	1,720	4%	1,520	4%	1,760	3%
Post-secondary school	40	0%	540	1%	530	1%
K-12 school	30	0%	-	0%	80	0%
Personal business	1,600	4%	820	2%	1,940	3%
Recreation / social	3,190	8%	2,890	7%	6,070	10%
Dining / restaurant	830	2%	790	2%	1,340	2%
Shopping	4,060	10%	3,700	9%	7,370	12%
Pick-up / drop-off passenger	2,520	6%	4,790	12%	5,010	8%
Return Home	25,270	64%	24,050	61%	36,220	60%
Other	130	0%	190	0%	120	0%
<b>Total:</b>	<b>39,390</b>	<b>100%</b>	<b>39,270</b>	<b>100%</b>	<b>60,450</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	481,200		42%
AM Peak Period	102,800	21%	40%
PM Peak Period	139,100	29%	43%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	88,990	64%	88,780	63%	107,150	53%
Auto Passenger	21,880	16%	21,820	16%	35,620	18%
Transit	16,430	12%	17,000	12%	13,920	7%
Bicycle	7,480	5%	7,350	5%	10,840	5%
Walk	3,470	2%	3,090	2%	32,090	16%
Other	1,540	1%	1,870	1%	1,850	1%
<b>Total:</b>	<b>139,790</b>	<b>100%</b>	<b>139,920</b>	<b>100%</b>	<b>201,470</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	19,120	62%	18,340	60%	19,910	48%
Auto Passenger	3,670	12%	3,840	13%	7,840	19%
Transit	4,270	14%	4,830	16%	3,600	9%
Bicycle	2,750	9%	1,940	6%	2,750	7%
Walk	640	2%	660	2%	6,870	17%
Other	440	1%	800	3%	500	1%
<b>Total:</b>	<b>30,890</b>	<b>100%</b>	<b>30,410</b>	<b>100%</b>	<b>41,460</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	23,640	60%	24,360	62%	30,580	51%
Auto Passenger	6,210	16%	5,750	15%	12,030	20%
Transit	5,500	14%	5,220	13%	4,030	7%
Bicycle	2,600	7%	2,830	7%	3,130	5%
Walk	910	2%	820	2%	10,220	17%
Other	520	1%	300	1%	450	1%
<b>Total:</b>	<b>39,390</b>	<b>100%</b>	<b>39,270</b>	<b>100%</b>	<b>60,450</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	12%	1.25	12%	1.33	7%
AM Peak Period	1.19	14%	1.21	16%	1.39	9%
PM Peak Period	1.26	14%	1.24	13%	1.39	7%

## District 8 - Saanich North

### Demographic Characteristics

Population	17,990
Population 5+ (trips reported for survey sample)	17,410
Total Employed Population	9,230
Households	7,410
Jobs in District (places of work)	6,570
Actively Travelled	15,930
Number of Vehicles	15,210
Number of Adult Bicycles	12,370
Number of Child Bicycles	1,690
Area (km <sup>2</sup> )	11.06

Occupation Status	Male	Female	Total	%
Employed full time	3,690	3,260	6,950	39%
Employed part time	1,010	1,270	2,280	13%
Student	1,330	1,860	3,180	18%
Retiree	2,410	2,350	4,760	26%
Homemaker	-	510	510	3%
Pre-schooler	290	290	580	3%
Other status	250	480	740	4%
<b>Total</b>	<b>8,480</b>	<b>9,510</b>	<b>17,990</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	7,140	7,590	14,730
Car share members	150	-	150
Trips made by residents 5+	28,520	30,950	59,470
Trips made by residents 11+	27,560	29,680	57,240



### Selected Indicators

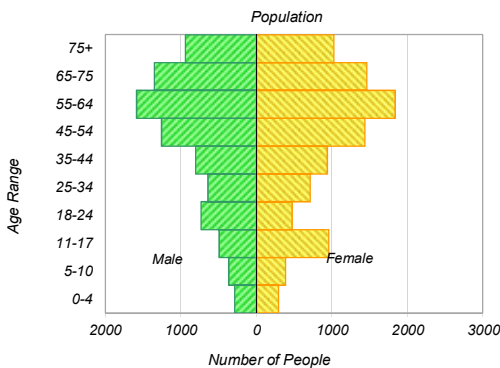
Daily Trips per Person 5+	3.42
Vehicles per Person	0.85
Number of Persons per Household	2.43
Daily Trips per Household	7.72
Vehicles per Household	2.05
Adult Bicycles per Household	1.67
Workers per Household	1.25
Jobs per Person	0.37
Population Density (Pop/km <sup>2</sup> )	1,630
Employment Density (Jobs/km <sup>2</sup> )	590

Households by Dwelling Type	Total	%
Single-detached house	4,430	60%
Semi-detached house	40	1%
Row house or townhouse	2,030	27%
Apartment or condominium	840	11%
Other	80	1%
<b>Total:</b>	<b>7,410</b>	<b>100%</b>

Household Size	Total	%
1 person	1,670	22%
2 persons	3,090	42%
3 persons	1,140	15%
4 persons	970	13%
5+ persons	540	7%
<b>Total:</b>	<b>7,410</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	100	1%
1 vehicle	2,420	33%
2 vehicles	3,050	41%
3+ vehicles	1,850	25%
<b>Total:</b>	<b>7,410</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	14,160	93%
Hybrid	390	3%
Electric	190	1%
Diesel	480	3%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>15,210</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding.

These results are based on a survey sample of 3.9% of households in this district, and are subject to a margin of sampling error of approximately ±7.9% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

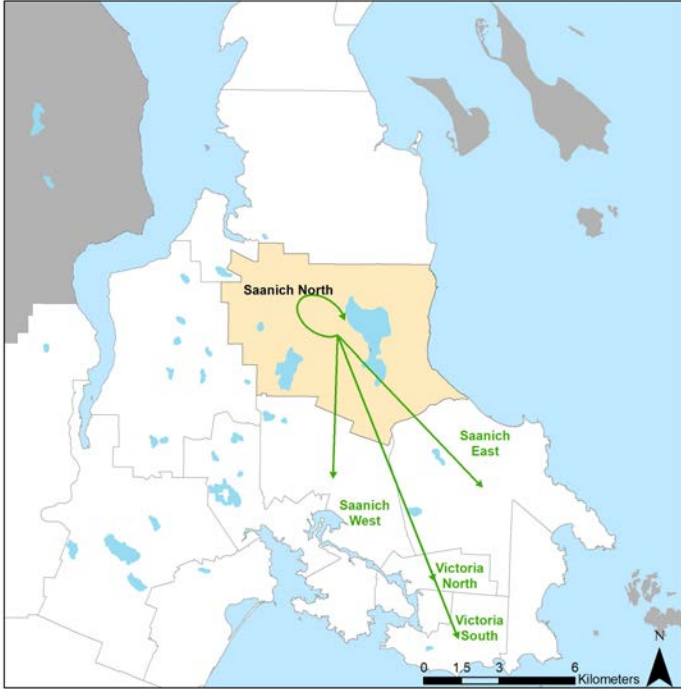
The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

Gender balance for 20-24 age group is skewed due to small sample sizes for this age group in this district.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 8 - Saanich North**



**Summary of Trips to and from**

**District 8 - Saanich North**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	20	0%
Sidney	560	5%	60	1%
North Saanich and FN Reserves	110	1%	540	7%
Central Saanich and FN Reserves	400	4%	760	10%
Downtown	890	9%	80	1%
Victoria North	960	9%	460	6%
Victoria South	1,030	10%	220	3%
Saanich North	2,510	24%	2,510	33%
Saanich East	2,050	20%	1,090	14%
Saanich West	1,140	11%	770	10%
Oak Bay	120	1%	10	0%
Esquimalt	30	0%	330	4%
View Royal and FN Reserves	170	2%	170	2%
Highlands	20	0%	70	1%
Langford	180	2%	340	5%
Colwood	110	1%	70	1%
Metchosin and FN Reserve	-	0%	50	1%
Sooke District and FN Reserves	-	0%	40	1%
Juan de Fuca Electoral Area and FN Reserv	-	0%	20	0%
External South CVRD	40	0%	-	0%
External Other	10	0%	-	0%
<b>Total</b>	<b>10,320</b>	<b>100%</b>	<b>7,590</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	6,610	19%	4,250	12%	1,490	8%
Post-secondary school	530	2%	-	0%	-	0%
K-12 school	1,060	3%	750	2%	930	5%
Personal business	2,000	6%	1,750	5%	1,420	8%
Recreation / social	3,670	10%	5,860	17%	2,750	15%
Dining / restaurant	1,140	3%	1,670	5%	580	3%
Shopping	3,660	10%	4,390	13%	2,070	11%
Pick-up / drop-off passenger	3,470	10%	3,520	10%	1,440	8%
Return Home	12,770	36%	12,830	37%	7,970	43%
Other	300	1%	90	0%	-	0%
<b>Total:</b>	<b>35,210</b>	<b>100%</b>	<b>35,090</b>	<b>100%</b>	<b>18,650</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	4,230	54%	1,900	37%	310	12%
Post-secondary school	230	3%	-	0%	-	0%
K-12 school	970	12%	740	14%	830	33%
Personal business	370	5%	300	6%	240	10%
Recreation / social	270	3%	590	12%	350	14%
Dining / restaurant	270	3%	240	5%	140	6%
Shopping	90	1%	260	5%	40	2%
Pick-up / drop-off passenger	1,130	15%	730	14%	320	13%
Return Home	180	2%	300	6%	290	11%
Other	90	1%	30	1%	-	0%
<b>Total:</b>	<b>7,820</b>	<b>100%</b>	<b>5,080</b>	<b>100%</b>	<b>2,510</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	330	4%	730	6%	390	7%
Post-secondary school	40	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	250	3%	430	4%	330	5%
Recreation / social	1,020	12%	1,670	14%	880	15%
Dining / restaurant	190	2%	270	2%	110	2%
Shopping	880	10%	1,480	13%	700	12%
Pick-up / drop-off passenger	790	9%	1,350	11%	530	9%
Return Home	5,230	60%	5,860	50%	3,030	51%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>8,730</b>	<b>100%</b>	<b>11,790</b>	<b>100%</b>	<b>5,960</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	88,900		21%
AM Peak Period	15,400	17%	16%
PM Peak Period	26,500	30%	23%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	25,250	72%	24,910	71%	11,130	60%
Auto Passenger	7,340	21%	7,380	21%	3,460	19%
Transit	940	3%	1,240	4%	70	0%
Bicycle	1,010	3%	1,020	3%	390	2%
Walk	190	1%	100	0%	3,120	17%
Other	480	1%	440	1%	470	3%
<b>Total:</b>	<b>35,210</b>	<b>100%</b>	<b>35,090</b>	<b>100%</b>	<b>18,650</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	5,300	68%	3,700	73%	1,360	54%
Auto Passenger	1,370	17%	930	18%	360	14%
Transit	470	6%	140	3%	20	1%
Bicycle	480	6%	170	3%	120	5%
Walk	60	1%	20	0%	440	17%
Other	140	2%	130	2%	210	8%
<b>Total:</b>	<b>7,820</b>	<b>100%</b>	<b>5,080</b>	<b>100%</b>	<b>2,510</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	6,100	70%	7,520	64%	3,480	58%
Auto Passenger	2,100	24%	2,870	24%	1,300	22%
Transit	90	1%	660	6%	-	0%
Bicycle	290	3%	510	4%	70	1%
Walk	20	0%	30	0%	950	16%
Other	130	2%	200	2%	160	3%
<b>Total:</b>	<b>8,730</b>	<b>100%</b>	<b>11,790</b>	<b>100%</b>	<b>5,960</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.29	3%	1.30	4%	1.31	0%
AM Peak Period	1.26	6%	1.25	3%	1.26	1%
PM Peak Period	1.34	1%	1.38	6%	1.37	0%

## District 9 - Saanich East

### Demographic Characteristics

Population	64,920
Population 5+ (trips reported for survey sample)	62,240
Total Employed Population	32,790
Households	27,380
Jobs in District (places of work)	31,010
Actively Travelled	56,130
Number of Vehicles	43,480
Number of Adult Bicycles	39,620
Number of Child Bicycles	8,340
Area (km <sup>2</sup> )	42.19

Occupation Status	Male	Female	Total	%
Employed full time	12,440	10,970	23,410	36%
Employed part time	3,980	5,400	9,380	14%
Student	8,930	8,400	17,340	27%
Retiree	5,720	7,510	13,230	20%
Homemaker	120	1,540	1,660	3%
Pre-schooler	1,390	1,290	2,680	4%
Other status	1,180	1,570	2,750	4%
<b>Total</b>	<b>31,340</b>	<b>33,580</b>	<b>64,920</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	22,710	25,060	47,770
Car share members	610	280	890
Trips made by residents 5+	95,840	104,750	200,590
Trips made by residents 11+	90,990	99,860	190,850



### Selected Indicators

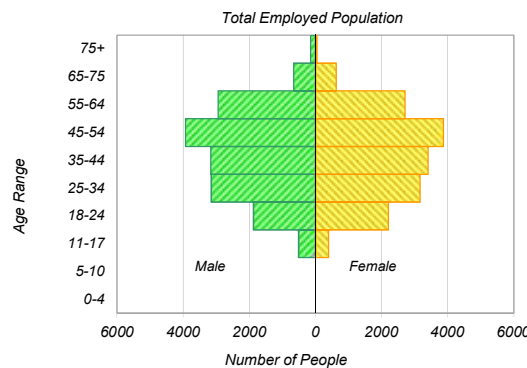
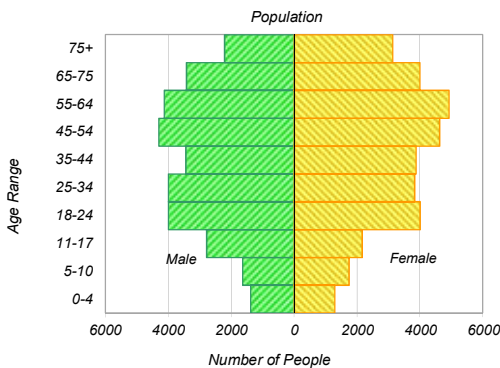
Daily Trips per Person 5+	3.22
Vehicles per Person	0.67
Number of Persons per Household	2.37
Daily Trips per Household	6.97
Vehicles per Household	1.59
Adult Bicycles per Household	1.45
Workers per Household	1.20
Jobs per Person	0.48
Population Density (Pop/km2)	1,540
Employment Density (Jobs/km2)	740

Households by Dwelling Type	Total	%
Single-detached house	12,520	46%
Semi-detached house	2,320	8%
Row house or townhouse	6,010	22%
Apartment or condominium	6,540	24%
Other	-	0%
<b>Total:</b>	<b>27,380</b>	<b>100%</b>

Household Size	Total	%
1 person	7,800	28%
2 persons	9,910	36%
3 persons	4,220	15%
4 persons	3,520	13%
5+ persons	1,930	7%
<b>Total:</b>	<b>27,380</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	2,440	9%
1 vehicle	11,930	44%
2 vehicles	9,070	33%
3+ vehicles	3,940	14%
<b>Total:</b>	<b>27,380</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	41,220	95%
Hybrid	780	2%
Electric	340	1%
Diesel	1,020	2%
Biodiesel	30	0%
Other	-	0%
<b>Total:</b>	<b>43,380</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding.

These results are based on a survey sample of 3.7% of households in this district, and are subject to a margin of sampling error of approximately ±4.0% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

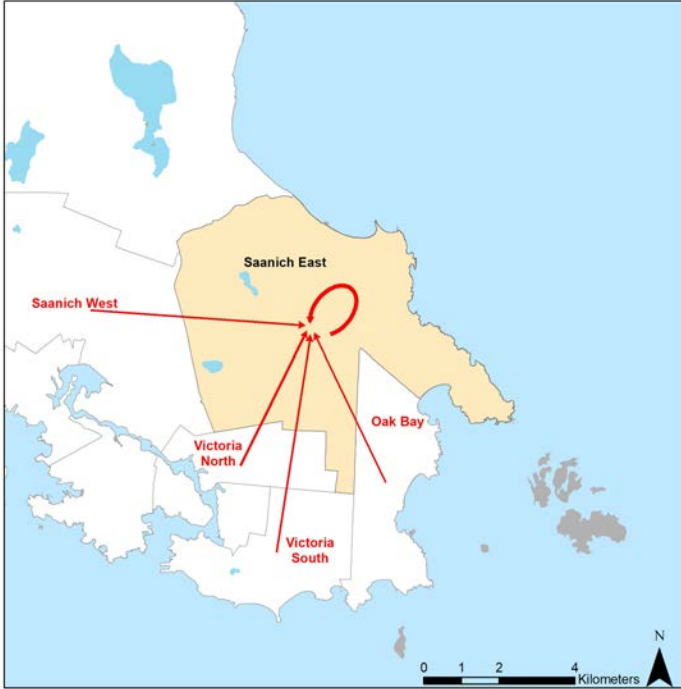
The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

Gender balance for 20-24 age group is skewed due to small sample sizes for this age group in this district.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Origins of AM Peak Trips to District 9 - Saanich East**



**Summary of Trips to and from**

**District 9 - Saanich East**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	30	0%	-	0%
Sidney	340	1%	560	1%
North Saanich and FN Reserves	670	2%	720	2%
Central Saanich and FN Reserves	470	1%	1,020	2%
Downtown	4,930	12%	1,040	2%
Victoria North	2,570	6%	3,960	9%
Victoria South	3,700	9%	3,020	7%
Saanich North	1,090	3%	2,050	5%
Saanich East	21,390	50%	21,390	47%
Saanich West	2,590	6%	3,140	7%
Oak Bay	2,060	5%	3,070	7%
Esquimalt	680	2%	880	2%
View Royal and FN Reserves	560	1%	940	2%
Highlands	30	0%	150	0%
Langford	710	2%	1,740	4%
Colwood	500	1%	1,130	3%
Metchosin and FN Reserve	-	0%	100	0%
Sooke District and FN Reserves	10	0%	270	1%
Juan de Fuca Electoral Area and FN Reserv	30	0%	170	0%
External South CVRD	30	0%	-	0%
External Other	70	0%	-	0%
<b>Total</b>	<b>42,440</b>	<b>100%</b>	<b>45,320</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	20,860	20%	17,580	16%	8,600	9%
Post-secondary school	470	0%	7,500	7%	6,750	7%
K-12 school	1,870	2%	3,220	3%	6,050	6%
Personal business	6,100	6%	5,830	5%	4,150	4%
Recreation / social	12,930	12%	8,650	8%	8,700	9%
Dining / restaurant	3,580	3%	3,010	3%	3,350	3%
Shopping	11,890	11%	11,470	11%	11,490	12%
Pick-up / drop-off passenger	7,030	7%	10,670	10%	10,190	10%
Return Home	41,800	39%	39,000	36%	39,400	40%
Other	390	0%	310	0%	550	1%
<b>Total:</b>	<b>106,930</b>	<b>100%</b>	<b>107,240</b>	<b>100%</b>	<b>99,240</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	13,460	64%	10,960	46%	4,930	23%
Post-secondary school	340	2%	3,400	14%	2,720	13%
K-12 school	1,820	9%	2,890	12%	5,550	26%
Personal business	860	4%	680	3%	590	3%
Recreation / social	1,070	5%	730	3%	1,400	7%
Dining / restaurant	180	1%	450	2%	560	3%
Shopping	320	2%	250	1%	250	1%
Pick-up / drop-off passenger	2,190	10%	3,620	15%	3,710	17%
Return Home	670	3%	850	4%	1,560	7%
Other	160	1%	110	0%	100	0%
<b>Total:</b>	<b>21,060</b>	<b>100%</b>	<b>23,940</b>	<b>100%</b>	<b>21,390</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	1,370	4%	880	3%	760	3%
Post-secondary school	40	0%	370	1%	260	1%
K-12 school	30	0%	20	0%	-	0%
Personal business	1,330	4%	740	2%	710	3%
Recreation / social	2,770	8%	2,250	8%	1,980	7%
Dining / restaurant	630	2%	810	3%	500	2%
Shopping	3,660	11%	3,770	13%	3,230	12%
Pick-up / drop-off passenger	1,840	6%	3,400	11%	2,410	9%
Return Home	20,850	64%	17,580	59%	17,880	64%
Other	50	0%	110	0%	90	0%
<b>Total:</b>	<b>32,560</b>	<b>100%</b>	<b>29,910</b>	<b>100%</b>	<b>27,820</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	313,400		32%
AM Peak Period	66,400	21%	32%
PM Peak Period	90,300	29%	31%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	65,680	61%	65,910	61%	46,680	47%
Auto Passenger	18,600	17%	18,280	17%	15,120	15%
Transit	12,660	12%	13,250	12%	9,070	9%
Bicycle	5,690	5%	5,660	5%	7,330	7%
Walk	3,130	3%	3,060	3%	20,640	21%
Other	1,170	1%	1,080	1%	390	0%
<b>Total:</b>	<b>106,930</b>	<b>100%</b>	<b>107,240</b>	<b>100%</b>	<b>99,240</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	13,290	63%	13,830	58%	9,050	42%
Auto Passenger	2,630	12%	3,420	14%	3,760	18%
Transit	2,550	12%	3,890	16%	2,160	10%
Bicycle	1,790	9%	1,680	7%	1,660	8%
Walk	530	3%	750	3%	4,570	21%
Other	270	1%	370	2%	180	1%
<b>Total:</b>	<b>21,060</b>	<b>100%</b>	<b>23,940</b>	<b>100%</b>	<b>21,390</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	18,520	57%	18,580	62%	12,510	45%
Auto Passenger	5,660	17%	4,850	16%	4,510	16%
Transit	4,800	15%	3,430	11%	2,470	9%
Bicycle	2,300	7%	2,020	7%	1,890	7%
Walk	940	3%	870	3%	6,410	23%
Other	340	1%	170	1%	40	0%
<b>Total:</b>	<b>32,560</b>	<b>100%</b>	<b>29,910</b>	<b>100%</b>	<b>27,820</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.28	12%	1.28	12%	1.32	9%
AM Peak Period	1.20	12%	1.25	16%	1.42	10%
PM Peak Period	1.31	15%	1.26	11%	1.36	9%



## District 10 - Saanich West

### Demographic Characteristics

Population	30,140
Population 5+ (trips reported for survey sample)	28,630
Total Employed Population	17,160
Households	12,230
Jobs in District (places of work)	13,010
Actively Travelled	26,440
Number of Vehicles	20,080
Number of Adult Bicycles	17,670
Number of Child Bicycles	3,720
Area (km <sup>2</sup> )	44.82

Occupation Status	Male	Female	Total	%
Employed full time	7,380	6,100	13,490	45%
Employed part time	2,010	1,670	3,670	12%
Student	3,260	3,290	6,550	22%
Retiree	1,720	2,110	3,830	13%
Homemaker	120	1,040	1,170	4%
Pre-schooler	760	740	1,500	5%
Other status	600	1,160	1,750	6%
<b>Total</b>	<b>14,820</b>	<b>15,320</b>	<b>30,140</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	11,260	11,290	22,550
Car share members	60	50	110
Trips made by residents 5+	42,380	47,360	89,740
Trips made by residents 11+	39,910	44,010	83,910



### Selected Indicators

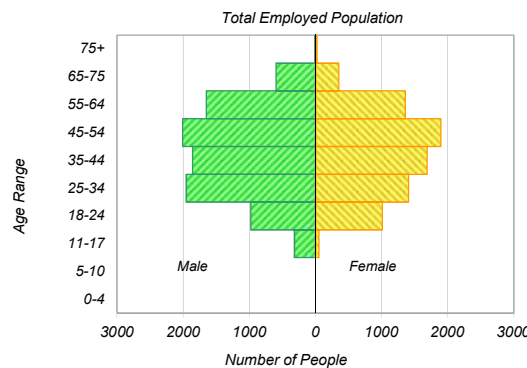
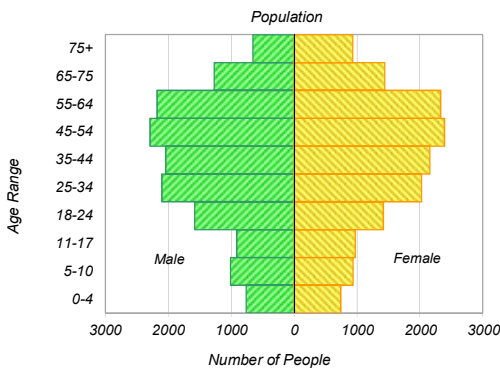
Daily Trips per Person 5+	3.13
Vehicles per Person	0.67
Number of Persons per Household	2.46
Daily Trips per Household	6.86
Vehicles per Household	1.64
Adult Bicycles per Household	1.44
Workers per Household	1.40
Jobs per Person	0.43
Population Density (Pop/km <sup>2</sup> )	670
Employment Density (Jobs/km <sup>2</sup> )	290

Households by Dwelling Type	Total	%
Single-detached house	5,420	44%
Semi-detached house	1,530	13%
Row house or townhouse	3,140	26%
Apartment or condominium	2,140	17%
Other	-	0%
<b>Total:</b>	<b>12,230</b>	<b>100%</b>

Household Size	Total	%
1 person	3,200	26%
2 persons	4,350	36%
3 persons	2,040	17%
4 persons	1,710	14%
5+ persons	930	8%
<b>Total:</b>	<b>12,230</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	480	4%
1 vehicle	5,830	48%
2 vehicles	4,460	36%
3+ vehicles	1,470	12%
<b>Total:</b>	<b>12,230</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	18,830	94%
Hybrid	400	2%
Electric	60	0%
Diesel	760	4%
Biodiesel	20	0%
Other	-	0%
<b>Total:</b>	<b>20,080</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding.

These results are based on a survey sample of 3.8% of households in this district, and are subject to a margin of sampling error of approximately ±6.8% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

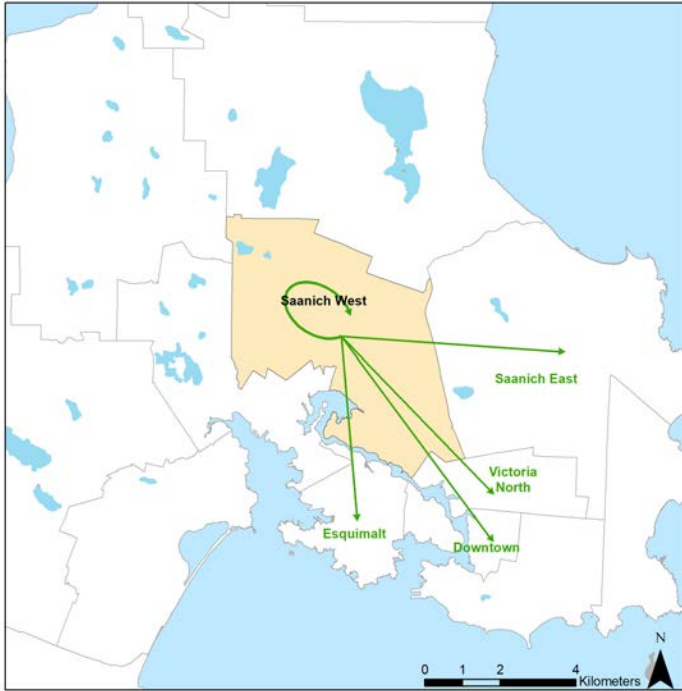
The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

Gender balance for 10-14 age group is skewed due to small sample sizes for this age group in this district.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 10 - Saanich West**



**Summary of Trips to and from**

**District 10 - Saanich West**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	10	0%
Sidney	120	1%	220	1%
North Saanich and FN Reserves	340	2%	370	2%
Central Saanich and FN Reserves	350	2%	290	2%
Downtown	2,490	13%	770	4%
Victoria North	1,160	6%	1,110	6%
Victoria South	1,050	5%	880	5%
Saanich North	770	4%	1,140	6%
Saanich East	3,140	16%	2,590	14%
Saanich West	6,800	35%	6,800	36%
Oak Bay	150	1%	230	1%
Esquimalt	1,120	6%	740	4%
View Royal and FN Reserves	870	4%	1,170	6%
Highlands	30	0%	70	0%
Langford	500	3%	1,530	8%
Colwood	480	2%	310	2%
Metchosin and FN Reserve	30	0%	110	1%
Sooke District and FN Reserves	30	0%	530	3%
Juan de Fuca Electoral Area and FN Reserv	30	0%	80	0%
External South CVRD	80	0%	-	0%
External Other	60	0%	-	0%
<b>Total</b>	<b>19,590</b>	<b>100%</b>	<b>18,950</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	12,390	23%	8,920	16%	2,320	9%
Post-secondary school	1,150	2%	2,170	4%	660	2%
K-12 school	810	1%	1,800	3%	2,630	10%
Personal business	3,170	6%	1,690	3%	1,000	4%
Recreation / social	6,440	12%	4,950	9%	2,440	9%
Dining / restaurant	2,180	4%	450	1%	780	3%
Shopping	5,780	11%	4,840	9%	1,990	7%
Pick-up / drop-off passenger	4,640	9%	5,180	10%	3,290	12%
Return Home	17,250	32%	23,950	44%	11,300	42%
Other	410	1%	220	0%	600	2%
<b>Total:</b>	<b>54,220</b>	<b>100%</b>	<b>54,160</b>	<b>100%</b>	<b>27,020</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	7,910	62%	5,910	49%	1,430	21%
Post-secondary school	690	5%	1,610	13%	370	5%
K-12 school	730	6%	1,680	14%	2,520	37%
Personal business	270	2%	200	2%	170	2%
Recreation / social	830	7%	460	4%	60	1%
Dining / restaurant	140	1%	30	0%	-	0%
Shopping	270	2%	160	1%	170	2%
Pick-up / drop-off passenger	1,580	12%	1,530	13%	1,490	22%
Return Home	170	1%	580	5%	420	6%
Other	190	1%	10	0%	180	3%
<b>Total:</b>	<b>12,790</b>	<b>100%</b>	<b>12,160</b>	<b>100%</b>	<b>6,800</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	530	3%	410	3%	110	1%
Post-secondary school	-	0%	210	1%	230	3%
K-12 school	20	0%	-	0%	60	1%
Personal business	720	5%	360	2%	200	2%
Recreation / social	1,440	9%	1,010	7%	1,180	13%
Dining / restaurant	480	3%	180	1%	260	3%
Shopping	2,280	14%	1,210	8%	670	8%
Pick-up / drop-off passenger	1,350	9%	1,510	10%	600	7%
Return Home	8,950	56%	10,370	68%	5,560	62%
Other	80	1%	80	0%	30	0%
<b>Total:</b>	<b>15,860</b>	<b>100%</b>	<b>15,330</b>	<b>100%</b>	<b>8,900</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	135,400		20%
AM Peak Period	31,700	23%	21%
PM Peak Period	40,100	30%	22%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	35,260	65%	35,170	65%	12,130	45%
Auto Passenger	8,170	15%	8,390	15%	4,810	18%
Transit	5,990	11%	5,670	10%	1,610	6%
Bicycle	2,840	5%	2,710	5%	1,070	4%
Walk	1,500	3%	1,290	2%	6,980	26%
Other	450	1%	920	2%	420	2%
<b>Total:</b>	<b>54,220</b>	<b>100%</b>	<b>54,160</b>	<b>100%</b>	<b>27,020</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	7,470	58%	7,760	64%	2,550	38%
Auto Passenger	1,740	14%	1,550	13%	1,660	24%
Transit	1,970	15%	1,520	12%	700	10%
Bicycle	1,260	10%	870	7%	180	3%
Walk	230	2%	70	1%	1,680	25%
Other	110	1%	390	3%	20	0%
<b>Total:</b>	<b>12,790</b>	<b>100%</b>	<b>12,160</b>	<b>100%</b>	<b>6,800</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	9,960	63%	9,190	60%	3,660	41%
Auto Passenger	2,810	18%	2,390	16%	1,850	21%
Transit	1,690	11%	2,220	14%	470	5%
Bicycle	790	5%	1,080	7%	410	5%
Walk	360	2%	330	2%	2,450	27%
Other	250	2%	120	1%	60	1%
<b>Total:</b>	<b>15,860</b>	<b>100%</b>	<b>15,330</b>	<b>100%</b>	<b>8,900</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.23	11%	1.24	10%	1.40	6%
AM Peak Period	1.23	15%	1.20	12%	1.65	10%
PM Peak Period	1.28	11%	1.26	14%	1.51	5%

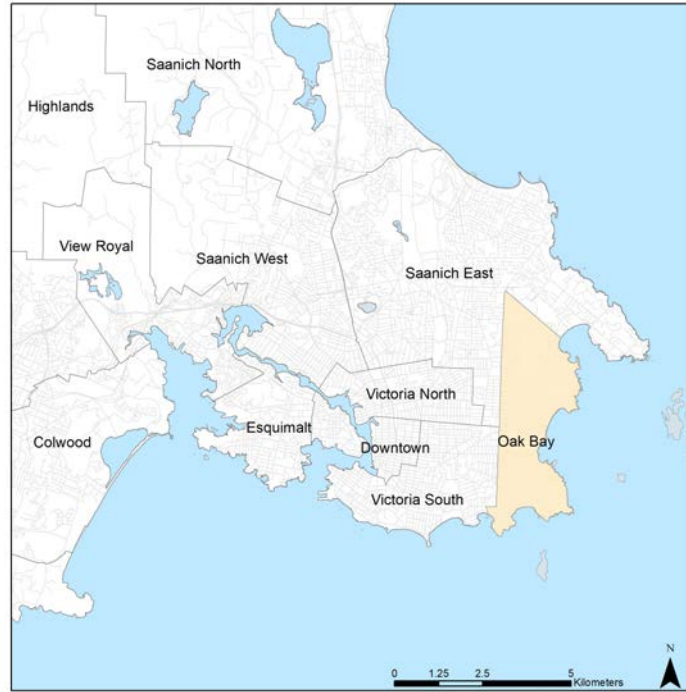
## District 11 - District of Oak Bay

### Demographic Characteristics

Population	17,550
Population 5+ (trips reported for survey sample)	16,930
Total Employed Population	8,130
Households	7,740
Jobs in District (places of work)	4,210
Actively Travelled	15,970
Number of Vehicles	12,400
Number of Adult Bicycles	11,940
Number of Child Bicycles	2,510
Area (km <sup>2</sup> )	24.62

Occupation Status	Male	Female	Total	%
Employed full time	3,080	2,980	6,060	35%
Employed part time	790	1,280	2,070	12%
Student	1,920	1,790	3,710	21%
Retiree	2,170	2,990	5,170	29%
Homemaker	-	550	550	3%
Pre-schooler	170	460	630	4%
Other status	230	230	460	3%
<b>Total</b>	<b>7,810</b>	<b>9,750</b>	<b>17,550</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	6,190	7,320	13,510
Car share members	90	50	140
Trips made by residents 5+	26,470	31,340	57,810
Trips made by residents 11+	24,280	29,760	54,040



### Selected Indicators

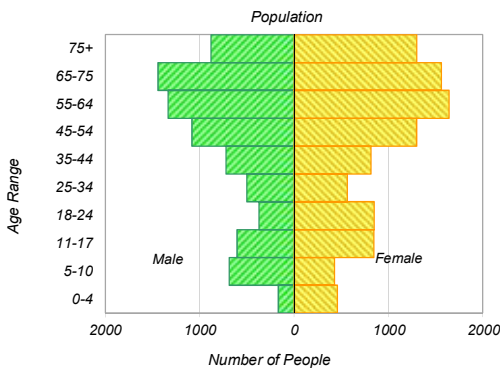
Daily Trips per Person 5+	3.42
Vehicles per Person	0.71
Number of Persons per Household	2.27
Daily Trips per Household	6.98
Vehicles per Household	1.60
Adult Bicycles per Household	1.54
Workers per Household	1.05
Jobs per Person	0.24
Population Density (Pop/km2)	710
Employment Density (Jobs/km2)	170

Households by Dwelling Type	Total	%
Single-detached house	4,900	63%
Semi-detached house	210	3%
Row house or townhouse	590	8%
Apartment or condominium	2,040	26%
Other	-	0%
<b>Total:</b>	<b>7,740</b>	<b>100%</b>

Household Size	Total	%
1 person	2,390	31%
2 persons	2,990	39%
3 persons	960	12%
4 persons	980	13%
5+ persons	420	5%
<b>Total:</b>	<b>7,740</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	650	8%
1 vehicle	3,050	39%
2 vehicles	3,120	40%
3+ vehicles	930	12%
<b>Total:</b>	<b>7,740</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	11,910	96%
Hybrid	340	3%
Electric	70	1%
Diesel	40	0%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>12,370</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding.

These results are based on a survey sample of 3.5% of households in this district, and are subject to a margin of sampling error of approximately ±7.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

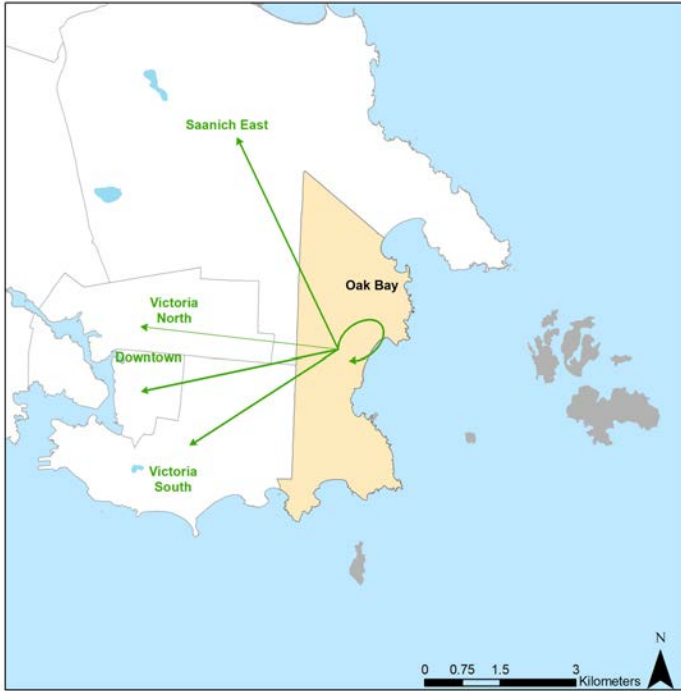
The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

Gender balance for the following age groups is skewed due to small sample sizes for these age groups: 0-4, 10-14, 20-24.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 11 - District of Oak Bay**



**Summary of Trips to and from**

**District 11 - District of Oak Bay**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
	Count	%	Count	%
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	110	1%	50	1%
North Saanich and FN Reserves	150	1%	10	0%
Central Saanich and FN Reserves	20	0%	80	1%
Downtown	1,030	10%	120	2%
Victoria North	790	8%	4,50	6%
Victoria South	2,070	20%	1,480	20%
Saanich North	10	0%	120	2%
Saanich East	3,070	30%	2,060	28%
Saanich West	230	2%	150	2%
Oak Bay	2,220	22%	2,220	30%
Esquimalt	150	1%	210	3%
View Royal and FN Reserves	40	0%	180	3%
Highlands	-	0%	50	1%
Langford	220	2%	60	1%
Colwood	70	1%	20	0%
Metchosin and FN Reserve	-	0%	10	0%
Sooke District and FN Reserves	-	0%	-	0%
Juan de Fuca Electoral Area and FN Reserv	-	0%	-	0%
External South CVRD	-	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>10,180</b>	<b>100%</b>	<b>7,260</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	6,450	19%	3,280	10%	530	4%
Post-secondary school	720	2%	40	0%	-	0%
K-12 school	1,070	3%	960	3%	1,040	8%
Personal business	2,420	7%	1,630	5%	900	7%
Recreation / social	3,450	10%	6,100	18%	3,020	22%
Dining / restaurant	1,200	4%	810	2%	630	5%
Shopping	4,900	14%	920	3%	820	6%
Pick-up / drop-off passenger	3,540	10%	3,040	9%	990	7%
Return Home	9,940	29%	16,910	50%	5,550	41%
Other	350	1%	100	0%	200	1%
<b>Total:</b>	<b>34,040</b>	<b>100%</b>	<b>33,790</b>	<b>100%</b>	<b>13,680</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	3,420	43%	1,600	32%	120	5%
Post-secondary school	350	4%	-	0%	-	0%
K-12 school	1,050	13%	960	19%	930	42%
Personal business	410	5%	150	3%	-	0%
Recreation / social	290	4%	800	16%	350	16%
Dining / restaurant	220	3%	70	1%	110	5%
Shopping	290	4%	10	0%	-	0%
Pick-up / drop-off passenger	1,250	16%	720	14%	420	19%
Return Home	650	8%	690	14%	230	10%
Other	30	0%	50	1%	60	3%
<b>Total:</b>	<b>7,960</b>	<b>100%</b>	<b>5,050</b>	<b>100%</b>	<b>2,210</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	700	9%	130	1%	90	2%
Post-secondary school	-	0%	40	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	560	7%	270	3%	210	4%
Recreation / social	850	10%	780	8%	800	17%
Dining / restaurant	300	4%	200	2%	160	3%
Shopping	1,230	15%	290	3%	350	8%
Pick-up / drop-off passenger	960	12%	1,070	10%	240	5%
Return Home	3,460	42%	7,470	73%	2,680	58%
Other	80	1%	-	0%	80	2%
<b>Total:</b>	<b>8,140</b>	<b>100%</b>	<b>10,240</b>	<b>100%</b>	<b>4,600</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	81,500		17%
AM Peak Period	15,200	19%	15%
PM Peak Period	23,000	28%	20%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	21,410	63%	21,410	63%	6,100	45%
Auto Passenger	6,220	18%	5,970	18%	1,710	12%
Transit	2,080	6%	2,030	6%	460	3%
Bicycle	2,500	7%	2,450	7%	750	5%
Walk	1,440	4%	1,440	4%	4,410	32%
Other	400	1%	500	1%	260	2%
<b>Total:</b>	<b>34,040</b>	<b>100%</b>	<b>33,790</b>	<b>100%</b>	<b>13,680</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	4,570	57%	3,300	65%	690	31%
Auto Passenger	1,140	14%	640	13%	410	18%
Transit	1,090	14%	250	5%	-	0%
Bicycle	610	8%	550	11%	370	17%
Walk	340	4%	310	6%	690	31%
Other	200	2%	-	0%	60	3%
<b>Total:</b>	<b>7,960</b>	<b>100%</b>	<b>5,050</b>	<b>100%</b>	<b>2,210</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	5,240	64%	6,550	64%	2,130	46%
Auto Passenger	1,430	18%	1,720	17%	700	15%
Transit	460	6%	880	9%	220	5%
Bicycle	530	6%	670	7%	310	7%
Walk	460	6%	230	2%	1,210	26%
Other	20	0%	200	2%	40	1%
<b>Total:</b>	<b>8,140</b>	<b>100%</b>	<b>10,240</b>	<b>100%</b>	<b>4,600</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.29	6%	1.28	6%	1.28	3%
AM Peak Period	1.25	14%	1.19	5%	1.59	0%
PM Peak Period	1.27	6%	1.26	9%	1.33	5%

## District 12 - Township of Esquimalt

### Demographic Characteristics

Population	17,200
Population 5+ (trips reported for survey sample)	16,390
Total Employed Population	9,330
Households	8,650
Jobs in District (places of work)	11,180
Actively Travelled	15,140
Number of Vehicles	10,350
Number of Adult Bicycles	9,820
Number of Child Bicycles	2,100
Area (km <sup>2</sup> )	20.77

Occupation Status	Male	Female	Total	%
Employed full time	4,330	3,170	7,510	44%
Employed part time	680	1,140	1,820	11%
Student	1,290	1,640	2,930	17%
Retiree	1,350	1,790	3,140	18%
Homemaker	110	520	630	4%
Pre-schooler	420	390	810	5%
Other status	640	610	1,260	7%
<b>Total</b>	<b>8,450</b>	<b>8,760</b>	<b>17,200</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	6,350	6,410	12,760
Car share members	60	140	200
Trips made by residents 5+	25,310	27,570	52,880
Trips made by residents 11+	24,270	26,290	50,550



### Selected Indicators

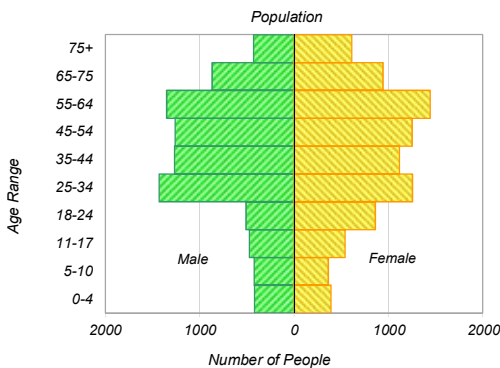
Daily Trips per Person 5+	3.23
Vehicles per Person	0.60
Number of Persons per Household	1.99
Daily Trips per Household	5.85
Vehicles per Household	1.20
Adult Bicycles per Household	1.14
Workers per Household	1.08
Jobs per Person	0.65
Population Density (Pop/km <sup>2</sup> )	830
Employment Density (Jobs/km <sup>2</sup> )	540

Households by Dwelling Type	Total	%
Single-detached house	2,030	24%
Semi-detached house	1,210	14%
Row house or townhouse	850	10%
Apartment or condominium	4,550	53%
Other	-	0%
<b>Total:</b>	<b>8,650</b>	<b>100%</b>

Household Size	Total	%
1 person	3,470	40%
2 persons	3,110	36%
3 persons	1,070	12%
4 persons	710	8%
5+ persons	280	3%
<b>Total:</b>	<b>8,650</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	1,530	18%
1 vehicle	4,640	54%
2 vehicles	1,930	22%
3+ vehicles	540	6%
<b>Total:</b>	<b>8,650</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	9,640	93%
Hybrid	210	2%
Electric	90	1%
Diesel	380	4%
Biodiesel	40	0%
Other	-	0%
<b>Total:</b>	<b>10,350</b>	<b>100%</b>



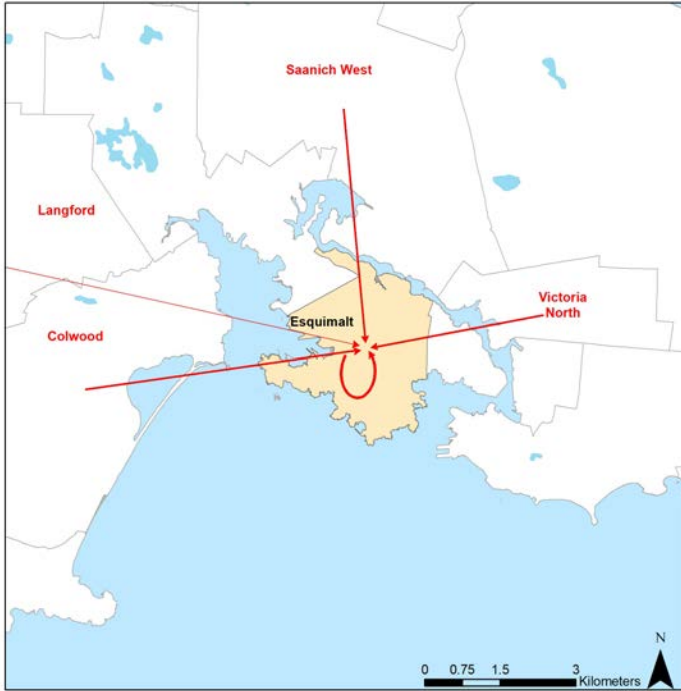
### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±6.4% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Origins of AM Peak Trips to District 12 - Township of Esquimalt**



**Summary of Trips to and from**

**District 12 - Township of Esquimalt**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
	Count	%	Count	%
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	60	1%	-	0%
North Saanich and FN Reserves	60	1%	70	1%
Central Saanich and FN Reserves	220	2%	170	1%
Downtown	1,680	16%	460	4%
Victoria North	920	9%	1,120	10%
Victoria South	890	8%	720	6%
Saanich North	330	3%	30	0%
Saanich East	880	8%	680	6%
Saanich West	740	7%	1,120	10%
Oak Bay	210	2%	150	1%
Esquimalt	4,150	39%	4,150	36%
View Royal and FN Reserves	240	2%	520	4%
Highlands	-	0%	10	0%
Langford	200	2%	820	7%
Colwood	70	1%	1,150	10%
Metchosin and FN Reserve	50	1%	50	0%
Sooke District and FN Reserves	10	0%	250	2%
Juan de Fuca Electoral Area and FN Reserv	-	0%	90	1%
External South CVRD	-	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>10,700</b>	<b>100%</b>	<b>11,560</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	5,710	19%	7,380	25%	2,410	15%
Post-secondary school	560	2%	-	0%	40	0%
K-12 school	750	3%	470	2%	870	5%
Personal business	1,990	7%	810	3%	680	4%
Recreation / social	3,080	10%	2,850	9%	1,420	9%
Dining / restaurant	1,250	4%	750	3%	860	5%
Shopping	4,300	14%	1,110	4%	2,320	14%
Pick-up / drop-off passenger	3,310	11%	1,820	6%	1,320	8%
Return Home	8,850	29%	14,800	49%	6,090	38%
Other	250	1%	90	0%	60	0%
<b>Total:</b>	<b>30,050</b>	<b>100%</b>	<b>30,070</b>	<b>100%</b>	<b>16,070</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	3,740	57%	5,460	74%	1,420	34%
Post-secondary school	330	5%	-	0%	40	1%
K-12 school	750	11%	410	6%	850	20%
Personal business	100	1%	10	0%	100	2%
Recreation / social	200	3%	540	7%	250	6%
Dining / restaurant	140	2%	200	3%	110	3%
Shopping	100	1%	80	1%	210	5%
Pick-up / drop-off passenger	890	14%	560	7%	720	17%
Return Home	260	4%	160	2%	440	11%
Other	50	1%	-	0%	20	0%
<b>Total:</b>	<b>6,550</b>	<b>100%</b>	<b>7,410</b>	<b>100%</b>	<b>4,150</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	470	5%	200	2%	80	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	320	4%	210	2%	90	2%
Recreation / social	1,040	12%	610	7%	290	7%
Dining / restaurant	200	2%	100	1%	160	4%
Shopping	1,050	12%	360	4%	670	16%
Pick-up / drop-off passenger	1,030	11%	480	6%	220	5%
Return Home	4,720	53%	6,550	77%	2,620	63%
Other	110	1%	30	0%	20	0%
<b>Total:</b>	<b>8,950</b>	<b>100%</b>	<b>8,540</b>	<b>100%</b>	<b>4,150</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	76,200		21%
AM Peak Period	18,100	24%	23%
PM Peak Period	21,600	28%	19%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	18,670	62%	18,910	63%	7,150	45%
Auto Passenger	4,810	16%	4,530	15%	1,720	11%
Transit	3,130	10%	3,430	11%	610	4%
Bicycle	1,550	5%	1,610	5%	850	5%
Walk	1,520	5%	1,180	4%	5,610	35%
Other	380	1%	410	1%	120	1%
<b>Total:</b>	<b>30,050</b>	<b>100%</b>	<b>30,070</b>	<b>100%</b>	<b>16,070</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	2,920	44%	5,210	70%	1,810	44%
Auto Passenger	920	14%	790	11%	470	11%
Transit	1,470	22%	610	8%	150	4%
Bicycle	740	11%	560	8%	360	9%
Walk	440	7%	100	1%	1,330	32%
Other	70	1%	150	2%	40	1%
<b>Total:</b>	<b>6,550</b>	<b>100%</b>	<b>7,410</b>	<b>100%</b>	<b>4,150</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	6,030	67%	4,250	50%	1,480	36%
Auto Passenger	1,350	15%	1,520	18%	250	6%
Transit	610	7%	1,750	20%	240	6%
Bicycle	540	6%	680	8%	440	11%
Walk	300	3%	300	4%	1,670	40%
Other	110	1%	40	0%	70	2%
<b>Total:</b>	<b>8,950</b>	<b>100%</b>	<b>8,540</b>	<b>100%</b>	<b>4,150</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	10%	1.24	11%	1.24	4%
AM Peak Period	1.32	22%	1.15	8%	1.26	4%
PM Peak Period	1.22	7%	1.36	20%	1.17	6%

## District 13 - Town of View Royal with Esquimalt Nation, Songhees FN

### Demographic Characteristics

Population	11,960
Population 5+ (trips reported for survey sample)	11,370
Total Employed Population	6,750
Households	5,150
Jobs in District (places of work)	5,550
Actively Travelled	10,540
Number of Vehicles	7,960
Number of Adult Bicycles	6,930
Number of Child Bicycles	980
Area (km <sup>2</sup> )	108.94

Occupation Status	Male	Female	Total	%
Employed full time	2,890	2,180	5,070	42%
Employed part time	440	1,230	1,670	14%
Student	910	1,500	2,400	20%
Retiree	1,020	1,220	2,230	19%
Homemaker	-	270	270	2%
Pre-schooler	280	310	590	5%
Other status	200	220	430	4%
<b>Total</b>	<b>5,410</b>	<b>6,550</b>	<b>11,960</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	4,330	4,790	9,120
Car share members	110	20	130
Trips made by residents 5+	16,060	19,890	35,940
Trips made by residents 11+	15,420	18,130	33,550



### Selected Indicators

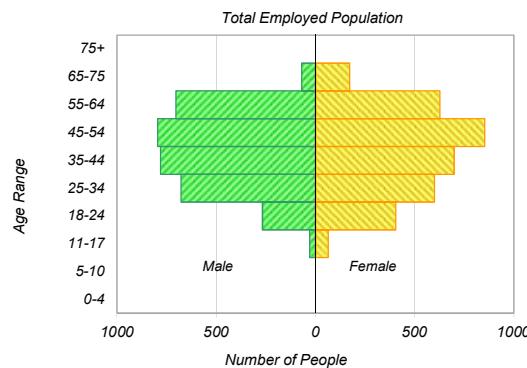
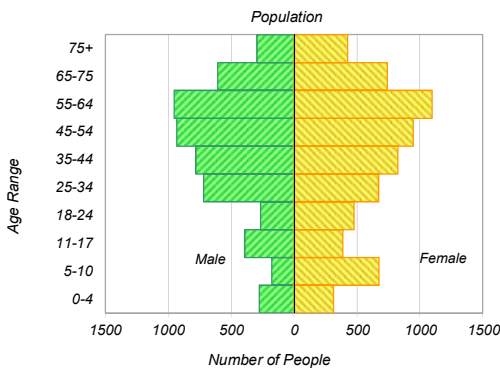
Daily Trips per Person 5+	3.16
Vehicles per Person	0.67
Number of Persons per Household	2.32
Daily Trips per Household	6.51
Vehicles per Household	1.54
Adult Bicycles per Household	1.35
Workers per Household	1.31
Jobs per Person	0.46
Population Density (Pop/km2)	110
Employment Density (Jobs/km2)	50

Households by Dwelling Type	Total	%
Single-detached house	2,030	39%
Semi-detached house	300	6%
Row house or townhouse	1,500	29%
Apartment or condominium	820	16%
Other	500	10%
<b>Total:</b>	<b>5,150</b>	<b>100%</b>

Household Size	Total	%
1 person	1,430	28%
2 persons	2,020	39%
3 persons	740	14%
4 persons	630	12%
5+ persons	340	7%
<b>Total:</b>	<b>5,150</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	300	6%
1 vehicle	2,320	45%
2 vehicles	2,070	40%
3+ vehicles	460	9%
<b>Total:</b>	<b>5,150</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	7,470	94%
Hybrid	270	3%
Electric	60	1%
Diesel	150	2%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>7,960</b>	<b>100%</b>



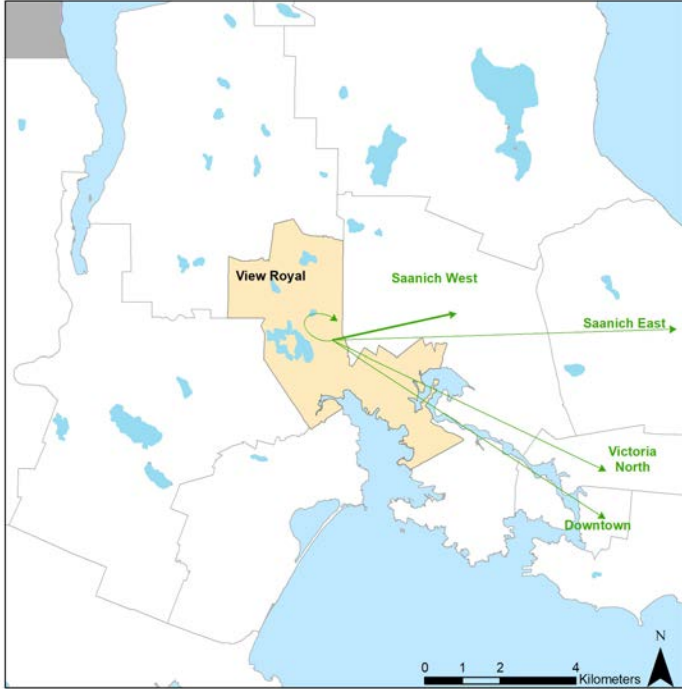
### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 4.5% of households in this district, and are subject to a margin of sampling error of approximately ±8.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 13 - Town of View Royal with Esquimalt Nation, Songhees FN**



**Summary of Trips to and from**

**District 13 - Town of View Royal with Esquimalt Nation, Songhees FN**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	40	1%	110	2%
North Saanich and FN Reserves	80	1%	90	2%
Central Saanich and FN Reserves	70	1%	130	3%
Downtown	930	12%	120	2%
Victoria North	710	9%	210	4%
Victoria South	660	9%	240	5%
Saanich North	170	2%	170	3%
Saanich East	940	12%	560	11%
Saanich West	1,170	15%	870	17%
Oak Bay	180	2%	40	1%
Esquimalt	520	7%	240	5%
View Royal and FN Reserves	920	12%	920	18%
Highlands	30	0%	40	1%
Langford	380	5%	860	17%
Colwood	470	6%	270	5%
Metchosin and FN Reserve	-	0%	30	1%
Sooke District and FN Reserves	230	3%	200	4%
Juan de Fuca Electoral Area and FN Reserv	-	0%	50	1%
External South CVRD	30	0%	-	0%
External Other	50	1%	-	0%
<b>Total</b>	<b>7,570</b>	<b>100%</b>	<b>5,140</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	5,030	21%	3,790	16%	410	7%
Post-secondary school	440	2%	120	1%	-	0%
K-12 school	860	4%	510	2%	340	6%
Personal business	1,290	5%	1,720	7%	320	6%
Recreation / social	1,980	8%	1,580	7%	750	13%
Dining / restaurant	580	2%	770	3%	490	9%
Shopping	2,760	12%	2,410	10%	760	13%
Pick-up / drop-off passenger	2,620	11%	1,520	6%	250	4%
Return Home	7,850	33%	11,150	47%	2,390	41%
Other	240	1%	100	0%	40	1%
<b>Total:</b>	<b>23,650</b>	<b>100%</b>	<b>23,680</b>	<b>100%</b>	<b>5,770</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,700	56%	2,580	61%	250	27%
Post-secondary school	280	4%	120	3%	-	0%
K-12 school	860	13%	510	12%	340	38%
Personal business	80	1%	180	4%	40	5%
Recreation / social	190	3%	120	3%	30	3%
Dining / restaurant	20	0%	50	1%	-	0%
Shopping	80	1%	20	1%	20	2%
Pick-up / drop-off passenger	1,120	17%	440	10%	130	15%
Return Home	250	4%	140	3%	100	11%
Other	60	1%	50	1%	-	0%
<b>Total:</b>	<b>6,640</b>	<b>100%</b>	<b>4,220</b>	<b>100%</b>	<b>920</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	140	3%	100	1%	10	1%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	220	4%	220	3%	20	1%
Recreation / social	390	7%	520	7%	170	12%
Dining / restaurant	90	2%	180	2%	160	11%
Shopping	710	13%	530	7%	210	15%
Pick-up / drop-off passenger	290	5%	420	6%	60	4%
Return Home	3,480	65%	5,330	73%	810	57%
Other	50	1%	50	1%	-	0%
<b>Total:</b>	<b>5,370</b>	<b>100%</b>	<b>7,340</b>	<b>100%</b>	<b>1,420</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	53,100		11%
AM Peak Period	11,800	22%	8%
PM Peak Period	14,100	27%	10%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	15,960	67%	16,040	68%	2,560	44%
Auto Passenger	4,120	17%	4,040	17%	1,000	17%
Transit	2,010	9%	2,060	9%	10	0%
Bicycle	1,020	4%	1,010	4%	320	6%
Walk	330	1%	330	1%	1,880	33%
Other	210	1%	210	1%	-	0%
<b>Total:</b>	<b>23,650</b>	<b>100%</b>	<b>23,680</b>	<b>100%</b>	<b>5,770</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,180	63%	2,820	67%	360	40%
Auto Passenger	1,390	21%	470	11%	90	10%
Transit	610	9%	430	10%	-	0%
Bicycle	370	6%	390	9%	110	12%
Walk	20	0%	60	2%	350	38%
Other	70	1%	40	1%	-	0%
<b>Total:</b>	<b>6,640</b>	<b>100%</b>	<b>4,220</b>	<b>100%</b>	<b>920</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	3,450	64%	4,500	61%	450	31%
Auto Passenger	940	18%	1,420	19%	150	11%
Transit	600	11%	890	12%	-	0%
Bicycle	320	6%	350	5%	90	6%
Walk	20	0%	60	1%	730	51%
Other	40	1%	120	2%	-	0%
<b>Total:</b>	<b>5,370</b>	<b>100%</b>	<b>7,340</b>	<b>100%</b>	<b>1,420</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	9%	1.25	9%	1.39	0%
AM Peak Period	1.33	9%	1.17	10%	1.25	0%
PM Peak Period	1.27	11%	1.32	12%	1.34	0%



## District 14 - District of Highlands

### Demographic Characteristics

Population	2,260
Population 5+ (trips reported for survey sample)	2,140
Total Employed Population	1,370
Households	840
Jobs in District (places of work)	670
Actively Travelled	1,880
Number of Vehicles	2,070
Number of Adult Bicycles	1,510
Number of Child Bicycles	300
Area (km <sup>2</sup> )	16.84

Occupation Status	Male	Female	Total	%
Employed full time	610	430	1,050	46%
Employed part time	90	230	330	15%
Student	230	210	450	20%
Retiree	140	160	300	13%
Homemaker	-	70	70	3%
Pre-schooler	50	70	120	5%
Other status	40	40	80	4%
<b>Total</b>	<b>1,110</b>	<b>1,150</b>	<b>2,260</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	870	930	1,800
Car share members	-	-	-
Trips made by residents 5+	2,780	3,270	6,050
Trips made by residents 11+	2,700	3,170	5,870



### Selected Indicators

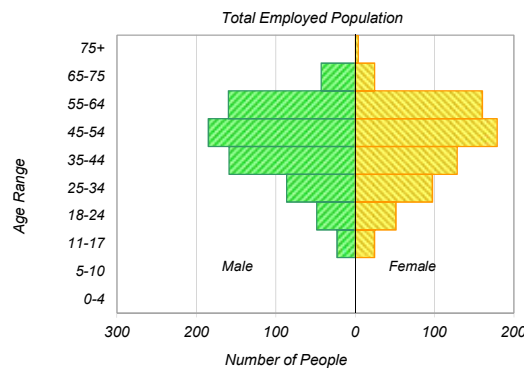
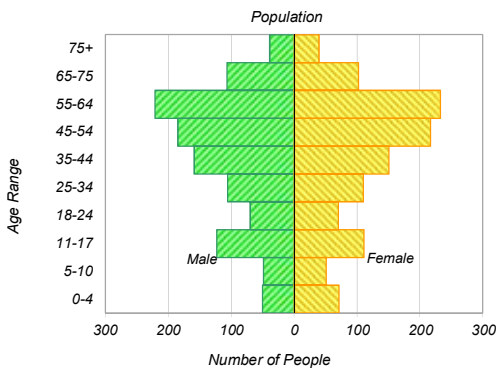
Daily Trips per Person 5+	2.82
Vehicles per Person	0.91
Number of Persons per Household	2.70
Daily Trips per Household	6.99
Vehicles per Household	2.46
Adult Bicycles per Household	1.80
Workers per Household	1.64
Jobs per Person	0.30
Population Density (Pop/km <sup>2</sup> )	130
Employment Density (Jobs/km <sup>2</sup> )	40

Households by Dwelling Type	Total	%
Single-detached house	800	96%
Semi-detached house	10	1%
Row house or townhouse	-	0%
Apartment or condominium	-	0%
Other	30	3%
<b>Total:</b>	<b>840</b>	<b>100%</b>

Household Size	Total	%
1 person	140	17%
2 persons	350	41%
3 persons	130	15%
4 persons	150	18%
5+ persons	80	9%
<b>Total:</b>	<b>840</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	-	0%
1 vehicle	180	22%
2 vehicles	310	37%
3+ vehicles	350	41%
<b>Total:</b>	<b>840</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	1,930	93%
Hybrid	30	2%
Electric	-	0%
Diesel	90	4%
Biodiesel	10	0%
Other	-	0%
<b>Total:</b>	<b>2,070</b>	<b>100%</b>

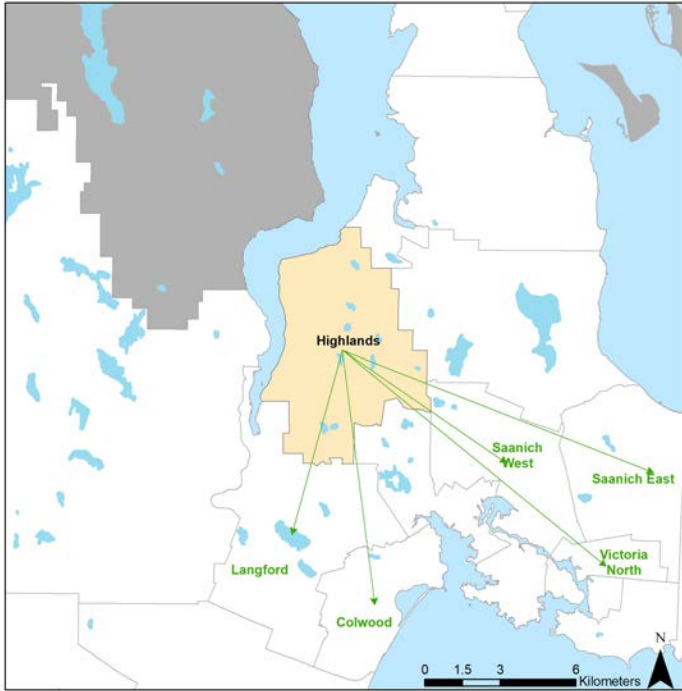


### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 16.2% of households in this district, and are subject to a margin of sampling error of approximately ±10.2% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed. Gender balance for 20-24 age group is skewed due to small sample sizes for this age group in this district. 2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 14 - District of Highlands**



**Summary of Trips to and from**

**District 14 - District of Highlands**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	10	1%	40	15%
North Saanich and FN Reserves	20	2%	-	0%
Central Saanich and FN Reserves	60	5%	-	0%
Downtown	60	5%	10	3%
Victoria North	110	9%	20	6%
Victoria South	10	1%	10	2%
Saanich North	70	6%	20	8%
Saanich East	150	13%	30	10%
Saanich West	70	6%	30	10%
Oak Bay	50	5%	-	0%
Esquimalt	10	1%	-	0%
View Royal and FN Reserves	40	4%	30	9%
Highlands	20	2%	20	8%
Langford	340	31%	10	5%
Colwood	100	9%	40	14%
Metchosin and FN Reserve	-	0%	-	0%
Sooke District and FN Reserves	-	0%	10	5%
Juan de Fuca Electoral Area and FN Reserv	-	0%	20	5%
External South CVRD	-	0%	-	0%
External Other	10	1%	-	0%
<b>Total</b>	<b>1,130</b>	<b>100%</b>	<b>280</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	800	30%	230	9%	-	0%
Post-secondary school	60	2%	-	0%	-	0%
K-12 school	220	8%	-	0%	-	0%
Personal business	230	9%	90	3%	20	11%
Recreation / social	320	12%	200	7%	30	19%
Dining / restaurant	110	4%	-	0%	-	0%
Shopping	200	8%	-	0%	-	2%
Pick-up / drop-off passenger	240	9%	120	4%	30	16%
Return Home	490	18%	2,060	76%	80	51%
Other	20	1%	10	0%	-	0%
<b>Total:</b>	<b>2,690</b>	<b>100%</b>	<b>2,710</b>	<b>100%</b>	<b>160</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	510	46%	150	57%	-	0%
Post-secondary school	50	4%	-	0%	-	0%
K-12 school	220	20%	-	0%	-	0%
Personal business	50	4%	-	0%	-	22%
Recreation / social	90	8%	10	4%	10	24%
Dining / restaurant	50	5%	-	0%	-	0%
Shopping	-	0%	-	0%	-	0%
Pick-up / drop-off passenger	140	13%	50	20%	-	16%
Return Home	-	0%	50	19%	10	39%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>1,100</b>	<b>100%</b>	<b>260</b>	<b>100%</b>	<b>20</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	-	1%	-	0%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	20	4%	-	0%	10	27%
Recreation / social	50	11%	30	2%	-	7%
Dining / restaurant	10	1%	-	0%	-	0%
Shopping	30	5%	-	0%	-	0%
Pick-up / drop-off passenger	30	6%	60	5%	10	11%
Return Home	350	72%	1,060	92%	20	55%
Other	-	0%	10	1%	-	0%
<b>Total:</b>	<b>490</b>	<b>100%</b>	<b>1,160</b>	<b>100%</b>	<b>50</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	5,500		3%
AM Peak Period	1,400	25%	2%
PM Peak Period	1,700	31%	3%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	2,060	77%	2,090	77%	110	74%
Auto Passenger	410	15%	430	16%	20	14%
Transit	50	2%	30	1%	-	0%
Bicycle	30	1%	30	1%	-	0%
Walk	-	0%	-	0%	20	12%
Other	140	5%	130	5%	-	0%
<b>Total:</b>	<b>2,690</b>	<b>100%</b>	<b>2,710</b>	<b>100%</b>	<b>160</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	740	67%	260	100%	10	53%
Auto Passenger	160	14%	-	0%	-	0%
Transit	30	3%	-	0%	-	0%
Bicycle	30	3%	-	0%	-	0%
Walk	-	0%	-	0%	10	47%
Other	140	13%	-	0%	-	0%
<b>Total:</b>	<b>1,100</b>	<b>100%</b>	<b>260</b>	<b>100%</b>	<b>20</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	410	84%	870	75%	40	84%
Auto Passenger	80	16%	150	13%	-	7%
Transit	-	0%	30	2%	-	0%
Bicycle	-	0%	30	2%	-	0%
Walk	-	0%	-	0%	-	10%
Other	-	0%	90	8%	-	0%
<b>Total:</b>	<b>490</b>	<b>100%</b>	<b>1,160</b>	<b>100%</b>	<b>50</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.20	2%	1.21	1%	1.19	0%
AM Peak Period	1.21	3%	1.00	0%	1.00	0%
PM Peak Period	1.19	0%	1.17	2%	1.08	0%

## District 15 - City of Langford

### Demographic Characteristics

Population	36,530
Population 5+ (trips reported for survey sample)	34,210
Total Employed Population	20,750
Households	14,770
Jobs in District (places of work)	13,340
Actively Travelled	31,140
Number of Vehicles	26,310
Number of Adult Bicycles	17,350
Number of Child Bicycles	5,420
Area (km <sup>2</sup> )	20.01

Occupation Status	Male	Female	Total	%
Employed full time	9,540	7,980	17,510	48%
Employed part time	1,160	2,080	3,240	9%
Student	3,710	3,530	7,240	20%
Retiree	2,100	2,590	4,690	13%
Homemaker	150	1,320	1,470	4%
Pre-schooler	1,210	1,120	2,320	6%
Other status	680	860	1,540	4%
<b>Total</b>	<b>17,820</b>	<b>18,710</b>	<b>36,530</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	13,250	13,760	27,010
Car share members	30	50	80
Trips made by residents 5+	45,930	52,010	97,940
Trips made by residents 11+	42,050	49,230	91,280



### Selected Indicators

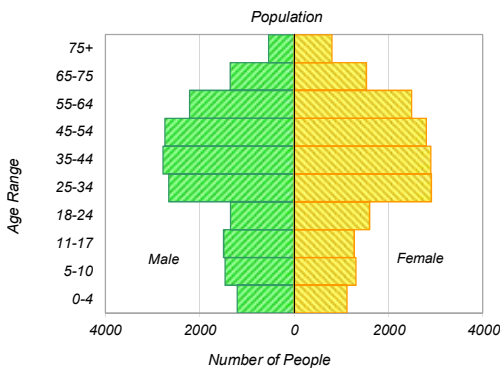
Daily Trips per Person 5+	2.86
Vehicles per Person	0.72
Number of Persons per Household	2.47
Daily Trips per Household	6.18
Vehicles per Household	1.78
Adult Bicycles per Household	1.17
Workers per Household	1.41
Jobs per Person	0.37
Population Density (Pop/km2)	1,830
Employment Density (Jobs/km2)	670

Households by Dwelling Type	Total	%
Single-detached house	5,890	40%
Semi-detached house	2,250	15%
Row house or townhouse	2,840	19%
Apartment or condominium	3,100	21%
Other	690	5%
<b>Total:</b>	<b>14,770</b>	<b>100%</b>

Household Size	Total	%
1 person	3,630	25%
2 persons	5,340	36%
3 persons	2,670	18%
4 persons	2,140	15%
5+ persons	1,000	7%
<b>Total:</b>	<b>14,770</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	780	5%
1 vehicle	5,540	38%
2 vehicles	5,740	39%
3+ vehicles	2,710	18%
<b>Total:</b>	<b>14,770</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	24,660	94%
Hybrid	550	2%
Electric	210	1%
Diesel	860	3%
Biodiesel	-	0%
Other	-	0%
<b>Total:</b>	<b>26,280</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding.

These results are based on a survey sample of 3.7% of households in this district, and are subject to a margin of sampling error of approximately ±5.1% at a 95% confidence level (19 times out of 20), adjusted for data weighting.

The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female.

Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.

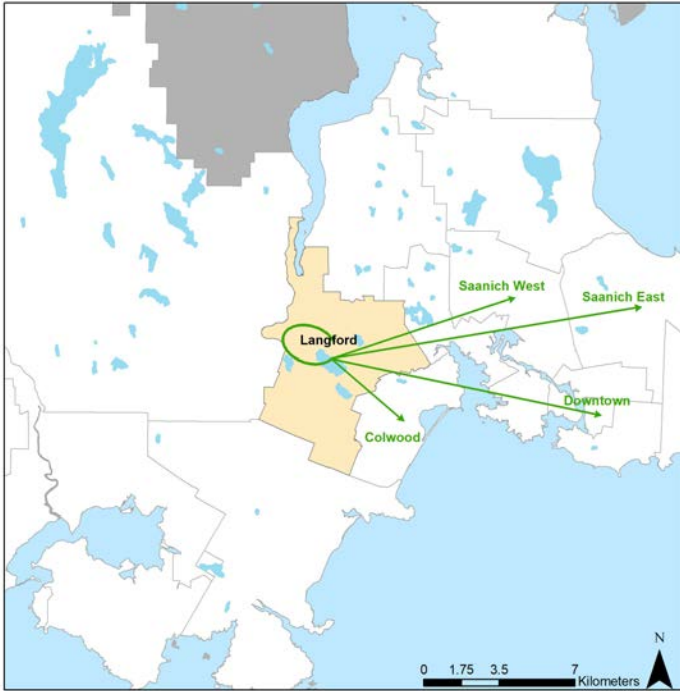
The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

Gender balance for the following age groups is skewed due to small sample sizes for these age groups: 5-9, 20-24.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 15 - City of Langford**



**Summary of Trips to and from**

**District 15 - City of Langford**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	120	1%	-	0%
North Saanich and FN Reserves	270	1%	80	1%
Central Saanich and FN Reserves	430	2%	80	1%
Downtown	2,090	9%	70	0%
Victoria North	1,320	6%	130	1%
Victoria South	830	4%	190	1%
Saanich North	340	2%	180	1%
Saanich East	1,740	8%	710	5%
Saanich West	1,530	7%	500	3%
Oak Bay	60	0%	220	1%
Esquimalt	820	4%	200	1%
View Royal and FN Reserves	860	4%	380	2%
Highlands	10	0%	340	2%
Langford	8,750	38%	8,750	57%
Colwood	3,100	14%	1,800	12%
Metchosin and FN Reserve	160	1%	540	4%
Sooke District and FN Reserves	230	1%	810	5%
Juan de Fuca Electoral Area and FN Reserv	-	0%	320	2%
External South CVRD	170	1%	-	0%
External Other	50	0%	-	0%
<b>Total</b>	<b>22,890</b>	<b>100%</b>	<b>15,280</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	12,250	25%	7,240	15%	4,680	10%
Post-secondary school	780	2%	70	0%	-	0%
K-12 school	1,650	3%	700	1%	2,850	6%
Personal business	2,090	4%	2,790	6%	1,700	4%
Recreation / social	5,390	11%	3,470	7%	3,690	8%
Dining / restaurant	1,080	2%	2,010	4%	2,890	6%
Shopping	3,030	6%	10,550	21%	9,210	20%
Pick-up / drop-off passenger	3,740	8%	2,870	6%	4,110	9%
Return Home	19,510	39%	19,660	40%	17,800	38%
Other	310	1%	60	0%	300	1%
<b>Total:</b>	<b>49,840</b>	<b>100%</b>	<b>49,400</b>	<b>100%</b>	<b>47,220</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	8,960	63%	4,060	62%	1,960	22%
Post-secondary school	500	4%	-	0%	-	0%
K-12 school	1,650	12%	670	10%	2,770	32%
Personal business	360	3%	160	2%	100	1%
Recreation / social	350	2%	210	3%	500	6%
Dining / restaurant	240	2%	200	3%	480	5%
Shopping	110	1%	360	6%	430	5%
Pick-up / drop-off passenger	1,520	11%	520	8%	1,830	21%
Return Home	370	3%	340	5%	640	7%
Other	90	1%	20	0%	30	0%
<b>Total:</b>	<b>14,150</b>	<b>100%</b>	<b>6,530</b>	<b>100%</b>	<b>8,750</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	500	4%	630	4%	630	5%
Post-secondary school	20	0%	-	0%	-	0%
K-12 school	-	0%	30	0%	-	0%
Personal business	430	4%	710	4%	430	3%
Recreation / social	1,310	11%	850	5%	1,080	8%
Dining / restaurant	180	2%	1,010	6%	570	4%
Shopping	520	4%	2,720	15%	2,200	16%
Pick-up / drop-off passenger	1,000	9%	1,300	7%	1,130	8%
Return Home	7,580	65%	10,570	59%	7,490	55%
Other	70	1%	-	0%	40	0%
<b>Total:</b>	<b>11,620</b>	<b>100%</b>	<b>17,810</b>	<b>100%</b>	<b>13,560</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	146,500		32%
AM Peak Period	29,400	20%	30%
PM Peak Period	43,000	29%	32%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	35,620	71%	35,300	71%	28,050	59%
Auto Passenger	8,990	18%	9,160	19%	9,690	21%
Transit	3,290	7%	3,000	6%	520	1%
Bicycle	890	2%	670	1%	400	1%
Walk	500	1%	440	1%	7,310	15%
Other	550	1%	830	2%	1,260	3%
<b>Total:</b>	<b>49,840</b>	<b>100%</b>	<b>49,400</b>	<b>100%</b>	<b>47,220</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	9,360	66%	5,050	77%	4,750	54%
Auto Passenger	2,260	16%	500	8%	2,130	24%
Transit	1,770	13%	450	7%	200	2%
Bicycle	480	3%	310	5%	-	0%
Walk	-	0%	-	0%	1,040	12%
Other	280	2%	220	3%	620	7%
<b>Total:</b>	<b>14,150</b>	<b>100%</b>	<b>6,530</b>	<b>100%</b>	<b>8,750</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	8,440	73%	12,130	68%	8,210	61%
Auto Passenger	2,180	19%	3,370	19%	3,090	23%
Transit	410	3%	1,550	9%	30	0%
Bicycle	270	2%	210	1%	110	1%
Walk	220	2%	210	1%	1,720	13%
Other	100	1%	350	2%	380	3%
<b>Total:</b>	<b>11,620</b>	<b>100%</b>	<b>17,810</b>	<b>100%</b>	<b>13,560</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	7%	1.26	6%	1.35	1%
AM Peak Period	1.24	13%	1.10	7%	1.45	2%
PM Peak Period	1.26	3%	1.28	9%	1.38	0%

## District 16 - City of Colwood

### Demographic Characteristics

Population	16,900
Population 5+ (trips reported for survey sample)	15,910
Total Employed Population	8,990
Households	6,650
Jobs in District (places of work)	4,920
Actively Travelled	14,680
Number of Vehicles	12,770
Number of Adult Bicycles	10,590
Number of Child Bicycles	2,940
Area (km <sup>2</sup> )	2,567.06

Occupation Status	Male	Female	Total	%
Employed full time	4,250	2,860	7,110	42%
Employed part time	780	1,100	1,880	11%
Student	1,920	1,710	3,640	22%
Retiree	1,160	1,580	2,730	16%
Homemaker	-	760	760	4%
Pre-schooler	500	480	990	6%
Other status	290	560	850	5%
<b>Total</b>	<b>8,540</b>	<b>8,350</b>	<b>16,900</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	6,170	6,440	12,610
Car share members	-	20	20
Trips made by residents 5+	23,530	25,850	49,380
Trips made by residents 11+	21,230	24,590	45,820



### Selected Indicators

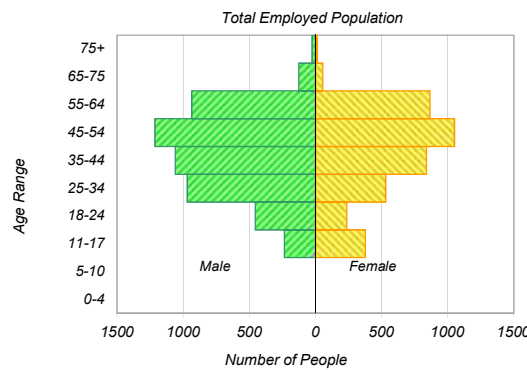
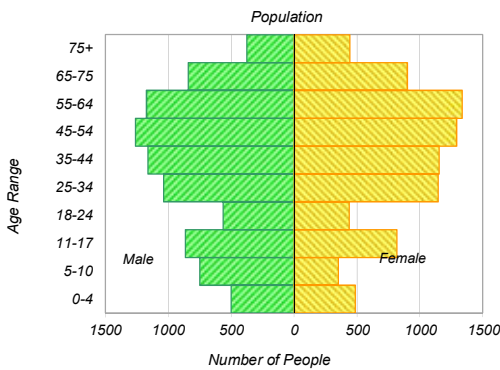
Daily Trips per Person 5+	3.10
Vehicles per Person	0.76
Number of Persons per Household	2.54
Daily Trips per Household	6.89
Vehicles per Household	1.92
Adult Bicycles per Household	1.59
Workers per Household	1.35
Jobs per Person	0.29
Population Density (Pop/km <sup>2</sup> )	10
Employment Density (Jobs/km <sup>2</sup> )	-

Households by Dwelling Type	Total	%
Single-detached house	3,390	51%
Semi-detached house	1,480	22%
Row house or townhouse	990	15%
Apartment or condominium	730	11%
Other	50	1%
<b>Total:</b>	<b>6,650</b>	<b>100%</b>

Household Size	Total	%
1 person	1,380	21%
2 persons	2,530	38%
3 persons	1,170	18%
4 persons	1,120	17%
5+ persons	450	7%
<b>Total:</b>	<b>6,650</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	150	2%
1 vehicle	2,020	30%
2 vehicles	3,190	48%
3+ vehicles	1,290	19%
<b>Total:</b>	<b>6,650</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	11,840	93%
Hybrid	160	1%
Electric	90	1%
Diesel	660	5%
Biodiesel	10	0%
Other	-	0%
<b>Total:</b>	<b>12,770</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 3.7% of households in this district, and are subject to a margin of sampling error of approximately ±8.0% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed.

2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 16 - City of Colwood**



**Summary of Trips to and from**

**District 16 - City of Colwood**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	20	0%	-	0%
North Saanich and FN Reserves	230	2%	60	0%
Central Saanich and FN Reserves	200	2%	20	0%
Downtown	1,040	8%	10	0%
Victoria North	440	3%	50	0%
Victoria South	450	3%	180	1%
Saanich North	70	1%	110	1%
Saanich East	1,130	8%	500	4%
Saanich West	310	2%	480	4%
Oak Bay	20	0%	70	1%
Esquimalt	1,150	9%	70	1%
View Royal and FN Reserves	270	2%	470	4%
Highlands	40	0%	100	1%
Langford	1,800	13%	3,100	26%
Colwood	5,730	43%	5,730	48%
Metchosin and FN Reserve	320	2%	760	6%
Sooke District and FN Reserves	100	1%	140	1%
Juan de Fuca Electoral Area and FN Reserv	70	0%	230	2%
External South CVRD	50	0%	-	0%
External Other	40	0%	-	0%
<b>Total</b>	<b>13,460</b>	<b>100%</b>	<b>12,060</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
Work	7,360	25%	3,210	11%	1,100	6%
Post-secondary school	250	1%	30	0%	120	1%
K-12 school	260	1%	1,450	5%	2,490	13%
Personal business	1,870	6%	1,230	4%	800	4%
Recreation / social	2,820	9%	4,460	15%	1,330	7%
Dining / restaurant	1,840	6%	930	3%	980	5%
Shopping	3,600	12%	2,210	7%	820	4%
Pick-up / drop-off passenger	1,890	6%	3,850	13%	3,490	19%
Return Home	9,970	33%	12,040	40%	7,000	37%
Other	20	0%	370	1%	700	4%
<b>Total:</b>	<b>29,870</b>	<b>100%</b>	<b>29,780</b>	<b>100%</b>	<b>18,830</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	5,750	74%	2,190	35%	760	13%
Post-secondary school	200	3%	30	0%	-	0%
K-12 school	260	3%	1,440	23%	2,390	42%
Personal business	180	2%	110	2%	60	1%
Recreation / social	320	4%	320	5%	90	1%
Dining / restaurant	160	2%	180	3%	160	3%
Shopping	310	4%	140	2%	50	1%
Pick-up / drop-off passenger	210	3%	1,580	25%	1,530	27%
Return Home	340	4%	220	4%	410	7%
Other	-	0%	110	2%	270	5%
<b>Total:</b>	<b>7,730</b>	<b>100%</b>	<b>6,330</b>	<b>100%</b>	<b>5,730</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	270	3%	320	3%	20	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	430	5%	250	3%	120	3%
Recreation / social	640	8%	1,380	14%	530	12%
Dining / restaurant	1,040	13%	50	0%	340	7%
Shopping	620	7%	700	7%	190	4%
Pick-up / drop-off passenger	910	11%	1,110	12%	560	12%
Return Home	4,400	53%	5,630	59%	2,680	59%
Other	-	0%	120	1%	140	3%
<b>Total:</b>	<b>8,320</b>	<b>100%</b>	<b>9,560</b>	<b>100%</b>	<b>4,590</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	78,500		24%
AM Peak Period	19,800	25%	29%
PM Peak Period	22,500	29%	20%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
Auto Driver	20,570	69%	20,170	68%	8,970	48%
Auto Passenger	5,870	20%	6,400	22%	3,740	20%
Transit	1,420	5%	1,140	4%	-	0%
Bicycle	700	2%	870	3%	220	1%
Walk	520	2%	650	2%	3,770	20%
Other	800	3%	550	2%	2,130	11%
<b>Total:</b>	<b>29,870</b>	<b>100%</b>	<b>29,780</b>	<b>100%</b>	<b>18,830</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	5,590	72%	4,170	66%	2,100	37%
Auto Passenger	460	6%	1,490	24%	1,190	21%
Transit	860	11%	140	2%	-	0%
Bicycle	590	8%	270	4%	150	3%
Walk	-	0%	-	0%	1,340	23%
Other	240	3%	260	4%	950	17%
<b>Total:</b>	<b>7,730</b>	<b>100%</b>	<b>6,330</b>	<b>100%</b>	<b>5,730</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,590	67%	6,430	67%	1,710	37%
Auto Passenger	1,990	24%	1,630	17%	940	20%
Transit	160	2%	720	8%	-	0%
Bicycle	100	1%	450	5%	70	1%
Walk	200	2%	220	2%	1,130	25%
Other	270	3%	110	1%	740	16%
<b>Total:</b>	<b>8,320</b>	<b>100%</b>	<b>9,560</b>	<b>100%</b>	<b>4,590</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.29	5%	1.32	4%	1.42	0%
AM Peak Period	1.08	11%	1.36	2%	1.57	0%
PM Peak Period	1.36	2%	1.25	8%	1.55	0%

## District 17 - District of Metchosin with Scia'new FN

### Demographic Characteristics

Population	4,590
Population 5+ (trips reported for survey sample)	4,420
Total Employed Population	2,650
Households	1,840
Jobs in District (places of work)	1,570
Actively Travelled	3,930
Number of Vehicles	4,390
Number of Adult Bicycles	3,500
Number of Child Bicycles	650
Area (km <sup>2</sup> )	23.07

Occupation Status	Male	Female	Total	%
Employed full time	1,220	720	1,940	42%
Employed part time	250	450	700	15%
Student	460	330	790	17%
Retiree	500	450	950	21%
Homemaker	-	160	160	3%
Pre-schooler	90	70	160	3%
Other status	50	60	110	2%
<b>Total</b>	<b>2,470</b>	<b>2,120</b>	<b>4,590</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	1,930	1,820	3,750
Car share members	20	20	50
Trips made by residents 5+	7,370	7,300	14,670
Trips made by residents 11+	7,000	6,940	13,940



### Selected Indicators

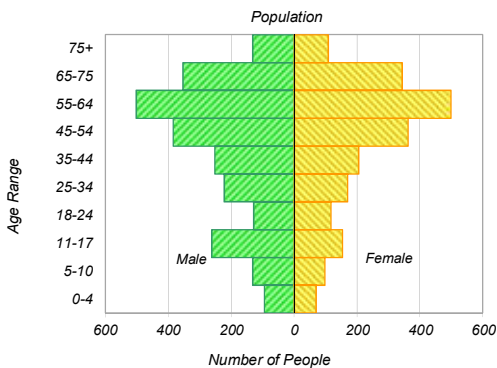
Daily Trips per Person 5+	3.32
Vehicles per Person	0.96
Number of Persons per Household	2.49
Daily Trips per Household	7.57
Vehicles per Household	2.39
Adult Bicycles per Household	1.90
Workers per Household	1.44
Jobs per Person	0.34
Population Density (Pop/km <sup>2</sup> )	200
Employment Density (Jobs/km <sup>2</sup> )	70

Households by Dwelling Type	Total	%
Single-detached house	1,670	91%
Semi-detached house	100	6%
Row house or townhouse	-	0%
Apartment or condominium	40	2%
Other	30	2%
<b>Total:</b>	<b>1,840</b>	<b>100%</b>

Household Size	Total	%
1 person	370	20%
2 persons	790	43%
3 persons	280	15%
4 persons	240	13%
5+ persons	150	8%
<b>Total:</b>	<b>1,840</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	10	0%
1 vehicle	370	20%
2 vehicles	840	46%
3+ vehicles	620	34%
<b>Total:</b>	<b>1,840</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	3,890	89%
Hybrid	110	3%
Electric	10	0%
Diesel	340	8%
Biodiesel	40	1%
Other	-	0%
<b>Total:</b>	<b>4,380</b>	<b>100%</b>



### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 12.3% of households in this district, and are subject to a margin of sampling error of approximately ±8.8% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed. Gender balance for 5-9 age group is skewed due to small sample sizes for this age group in this district. 2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 17 - District of Metchosis with Scia'new FN**



**Summary of Trips to and from**

**District 17 - District of Metchosis with Scia'new FN**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
	Count	%	Count	%
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	-	0%	-	0%
North Saanich and FN Reserves	-	0%	-	0%
Central Saanich and FN Reserves	-	0%	-	0%
Downtown	70	3%	-	0%
Victoria North	140	6%	10	1%
Victoria South	100	4%	40	3%
Saanich North	50	2%	-	0%
Saanich East	100	4%	-	0%
Saanich West	110	5%	30	2%
Oak Bay	10	0%	-	0%
Esquimalt	50	2%	50	5%
View Royal and FN Reserves	30	1%	-	0%
Highlands	-	0%	-	0%
Langford	540	22%	160	14%
Colwood	760	31%	320	27%
Metchosis and FN Reserve	410	17%	410	35%
Sooke District and FN Reserves	50	2%	80	7%
Juan de Fuca Electoral Area and FN Reserv	30	1%	90	7%
External South CVRD	-	0%	-	0%
External Other	10	0%	-	0%
<b>Total</b>	<b>2,430</b>	<b>100%</b>	<b>1,180</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	1,390	22%	450	7%	120	6%
Post-secondary school	100	2%	-	0%	-	0%
K-12 school	380	6%	110	2%	90	4%
Personal business	410	6%	180	3%	70	3%
Recreation / social	530	8%	1,000	16%	450	21%
Dining / restaurant	200	3%	140	2%	110	5%
Shopping	850	13%	130	2%	180	8%
Pick-up / drop-off passenger	930	14%	370	6%	200	9%
Return Home	1,590	25%	3,970	62%	870	41%
Other	20	0%	-	0%	30	2%
<b>Total:</b>	<b>6,410</b>	<b>100%</b>	<b>6,360</b>	<b>100%</b>	<b>2,100</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	880	44%	320	41%	60	14%
Post-secondary school	40	2%	-	0%	-	0%
K-12 school	380	19%	110	15%	80	20%
Personal business	80	4%	50	6%	10	1%
Recreation / social	90	4%	40	6%	40	9%
Dining / restaurant	30	1%	-	0%	-	1%
Shopping	100	5%	20	3%	60	15%
Pick-up / drop-off passenger	430	21%	150	19%	100	23%
Return Home	-	0%	70	9%	60	15%
Other	-	0%	-	0%	10	3%
<b>Total:</b>	<b>2,020</b>	<b>100%</b>	<b>770</b>	<b>100%</b>	<b>410</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	20	2%	-	0%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	10	0%	80	4%	40	8%
Recreation / social	150	14%	140	7%	70	15%
Dining / restaurant	10	1%	30	2%	-	1%
Shopping	200	18%	30	2%	30	6%
Pick-up / drop-off passenger	190	17%	20	1%	40	7%
Return Home	540	48%	1,720	85%	310	63%
Other	-	0%	-	0%	-	0%
<b>Total:</b>	<b>1,120</b>	<b>100%</b>	<b>2,030</b>	<b>100%</b>	<b>490</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	14,900		14%
AM Peak Period	3,200	21%	13%
PM Peak Period	3,600	24%	13%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	4,830	75%	4,800	75%	1,470	70%
Auto Passenger	1,320	21%	1,310	21%	500	24%
Transit	140	2%	90	1%	-	0%
Bicycle	40	1%	40	1%	10	0%
Walk	30	1%	-	0%	110	5%
Other	50	1%	120	2%	10	1%
<b>Total:</b>	<b>6,410</b>	<b>100%</b>	<b>6,360</b>	<b>100%</b>	<b>2,100</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	1,350	67%	600	78%	310	76%
Auto Passenger	510	25%	170	22%	80	20%
Transit	80	4%	-	0%	-	0%
Bicycle	40	2%	-	0%	-	0%
Walk	-	0%	-	0%	10	4%
Other	50	2%	-	0%	-	0%
<b>Total:</b>	<b>2,020</b>	<b>100%</b>	<b>770</b>	<b>100%</b>	<b>410</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	910	81%	1,550	76%	320	65%
Auto Passenger	210	19%	370	18%	130	26%
Transit	-	0%	40	2%	-	0%
Bicycle	-	0%	40	2%	-	1%
Walk	-	0%	-	0%	40	7%
Other	-	0%	30	1%	-	0%
<b>Total:</b>	<b>1,120</b>	<b>100%</b>	<b>2,030</b>	<b>100%</b>	<b>490</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.27	2%	1.27	1%	1.34	0%
AM Peak Period	1.38	4%	1.28	0%	1.27	0%
PM Peak Period	1.23	0%	1.24	2%	1.40	0%



## District 18 - District of Sooke with T'Sou-ke FN

### Demographic Characteristics

Population	13,480
Population 5+ (trips reported for survey sample)	12,720
Total Employed Population	6,380
Households	5,480
Jobs in District (places of work)	2,680
Actively Travelled	11,240
Number of Vehicles	10,320
Number of Adult Bicycles	6,940
Number of Child Bicycles	1,810
Area (km <sup>2</sup> )	72.35

Occupation Status	Male	Female	Total	%
Employed full time	2,870	2,280	5,150	38%
Employed part time	530	700	1,230	9%
Student	1,310	1,330	2,640	20%
Retiree	1,210	1,440	2,650	20%
Homemaker	80	610	690	5%
Pre-schooler	400	360	760	6%
Other status	390	420	810	6%
<b>Total</b>	<b>6,600</b>	<b>6,890</b>	<b>13,480</b>	

Traveller Characteristics	Male	Female	Total
Licensed drivers	4,880	5,100	9,980
Car share members	20	10	30
Trips made by residents 5+	18,100	17,330	35,430
Trips made by residents 11+	17,180	16,310	33,490



### Selected Indicators

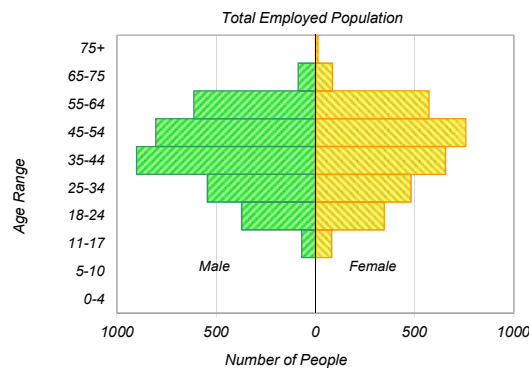
Daily Trips per Person 5+	2.79
Vehicles per Person	0.77
Number of Persons per Household	2.46
Daily Trips per Household	6.11
Vehicles per Household	1.88
Adult Bicycles per Household	1.27
Workers per Household	1.16
Jobs per Person	0.20
Population Density (Pop/km <sup>2</sup> )	190
Employment Density (Jobs/km <sup>2</sup> )	40

Households by Dwelling Type	Total	%
Single-detached house	3,620	66%
Semi-detached house	820	15%
Row house or townhouse	340	6%
Apartment or condominium	380	7%
Other	320	6%
<b>Total:</b>	<b>5,480</b>	<b>100%</b>

Household Size	Total	%
1 person	1,350	25%
2 persons	2,080	38%
3 persons	880	16%
4 persons	740	14%
5+ persons	430	8%
<b>Total:</b>	<b>5,480</b>	<b>100%</b>

Households by Vehicle Availability	Total	%
No vehicles	240	4%
1 vehicle	1,620	30%
2 vehicles	2,670	49%
3+ vehicles	950	17%
<b>Total:</b>	<b>5,480</b>	<b>100%</b>

Vehicles by Fuel Type	Total	%
Gas	9,460	92%
Hybrid	150	1%
Electric	140	1%
Diesel	570	6%
Biodiesel	10	0%
Other	-	0%
<b>Total:</b>	<b>10,320</b>	<b>100%</b>

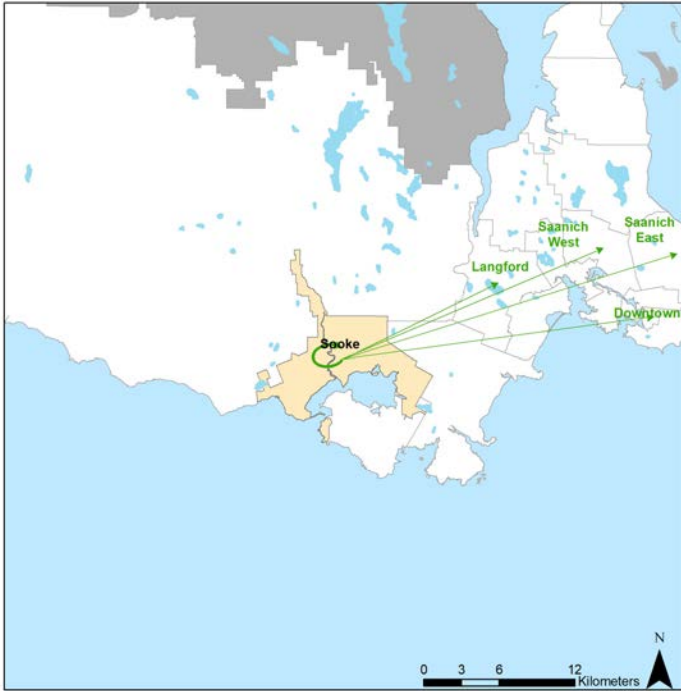


### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 4.4% of households in this district, and are subject to a margin of sampling error of approximately ±7.8% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed. Gender balance for 10-14 age group is skewed due to small sample sizes for this age group in this district. 2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 18 - District of Sooke with T'Sou-ke FN**



**Summary of Trips to and from**

**District 18 - District of Sooke with T'Sou-ke FN**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
	Count	%	Count	%
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	-	0%	-	0%
North Saanich and FN Reserves	20	0%	-	0%
Central Saanich and FN Reserves	30	0%	-	0%
Downtown	470	7%	-	0%
Victoria North	30	0%	10	0%
Victoria South	150	2%	20	0%
Saanich North	40	1%	-	0%
Saanich East	270	4%	10	0%
Saanich West	530	7%	30	1%
Oak Bay	-	0%	-	0%
Esquimalt	250	4%	10	0%
View Royal and FN Reserves	200	3%	230	4%
Highlands	10	0%	-	0%
Langford	810	11%	230	5%
Colwood	140	2%	100	2%
Metchosin and FN Reserve	80	1%	50	1%
Sooke District and FN Reserves	4,020	56%	4,020	78%
Juan de Fuca Electoral Area and FN Reserv	160	2%	420	8%
External South CVRD	-	0%	-	0%
External Other	-	0%	-	0%
<b>Total</b>	<b>7,200</b>	<b>100%</b>	<b>5,120</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	3,220	34%	740	8%	1,510	9%
Post-secondary school	160	2%	-	0%	-	0%
K-12 school	290	3%	190	2%	1,270	7%
Personal business	750	8%	250	3%	1,110	6%
Recreation / social	1,090	12%	560	6%	1,450	8%
Dining / restaurant	500	5%	120	1%	490	3%
Shopping	820	9%	430	5%	1,940	11%
Pick-up / drop-off passenger	670	7%	540	6%	2,450	14%
Return Home	1,750	19%	6,130	68%	6,850	40%
Other	130	1%	20	0%	160	1%
<b>Total:</b>	<b>9,380</b>	<b>100%</b>	<b>8,980</b>	<b>100%</b>	<b>17,230</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	2,050	64%	470	43%	720	18%
Post-secondary school	160	5%	-	0%	-	0%
K-12 school	290	9%	140	13%	1,250	31%
Personal business	80	3%	50	4%	40	1%
Recreation / social	110	3%	20	2%	80	2%
Dining / restaurant	80	2%	-	0%	30	1%
Shopping	30	1%	20	1%	230	6%
Pick-up / drop-off passenger	270	8%	140	13%	1,110	28%
Return Home	80	2%	250	23%	470	12%
Other	40	1%	-	0%	80	2%
<b>Total:</b>	<b>3,180</b>	<b>100%</b>	<b>1,100</b>	<b>100%</b>	<b>4,020</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	70	6%	70	2%	40	1%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	90	7%	40	1%	180	4%
Recreation / social	120	10%	170	4%	480	11%
Dining / restaurant	90	7%	60	1%	150	3%
Shopping	40	3%	170	4%	380	8%
Pick-up / drop-off passenger	70	5%	260	6%	210	5%
Return Home	750	61%	3,470	82%	2,940	66%
Other	-	0%	-	0%	80	2%
<b>Total:</b>	<b>1,240</b>	<b>100%</b>	<b>4,240</b>	<b>100%</b>	<b>4,450</b>	<b>100%</b>

Peak Period (%)	Total	% of 24 Hours	Within District (%)
24 Hours	35,600		48%
AM Peak Period	8,300	23%	48%
PM Peak Period	9,900	28%	45%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	6,680	71%	6,480	72%	10,990	64%
Auto Passenger	1,390	15%	1,130	13%	3,520	20%
Transit	1,110	12%	1,190	13%	350	2%
Bicycle	-	0%	-	0%	40	0%
Walk	-	0%	-	0%	1,500	9%
Other	190	2%	180	2%	820	5%
<b>Total:</b>	<b>9,380</b>	<b>100%</b>	<b>8,980</b>	<b>100%</b>	<b>17,230</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	2,110	66%	870	79%	2,040	51%
Auto Passenger	240	7%	100	9%	1,000	25%
Transit	700	22%	70	6%	30	1%
Bicycle	-	0%	-	0%	-	0%
Walk	-	0%	-	0%	560	14%
Other	130	4%	60	6%	380	10%
<b>Total:</b>	<b>3,180</b>	<b>100%</b>	<b>1,100</b>	<b>100%</b>	<b>4,020</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	930	75%	2,750	65%	2,820	63%
Auto Passenger	190	16%	560	13%	910	20%
Transit	50	4%	830	20%	40	1%
Bicycle	-	0%	-	0%	-	0%
Walk	-	0%	-	0%	320	7%
Other	60	5%	110	2%	370	8%
<b>Total:</b>	<b>1,240</b>	<b>100%</b>	<b>4,240</b>	<b>100%</b>	<b>4,450</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.21	12%	1.17	13%	1.32	2%
AM Peak Period	1.11	22%	1.12	6%	1.49	1%
PM Peak Period	1.21	4%	1.20	20%	1.32	1%

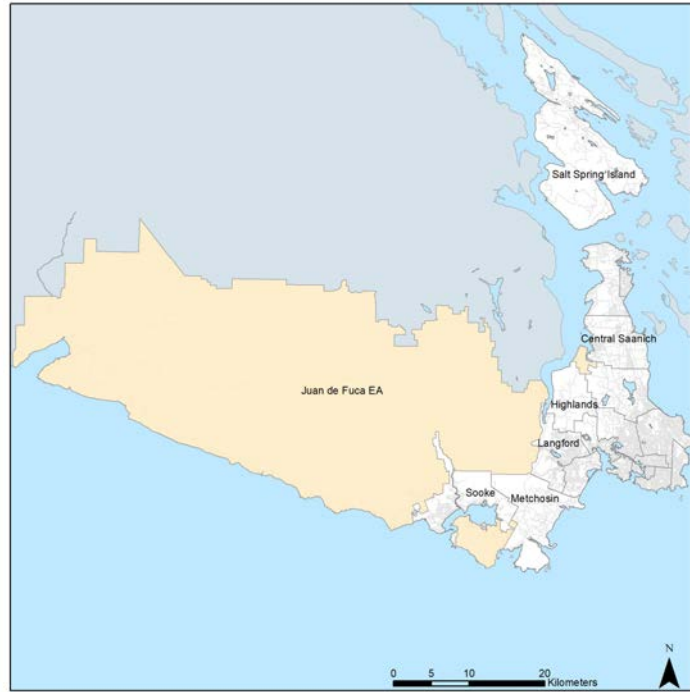
## District 19 - Juan de Fuca Electoral Area with Pacheedaht FN

### Demographic Characteristics

Population	5,020
Population 5+ (trips reported for survey sample)	4,800
Total Employed Population	2,640
Households	2,150
Jobs in District (places of work)	1,230
Actively Travelled	3,830
Number of Vehicles	4,600
Number of Adult Bicycles	3,310
Number of Child Bicycles	710
Area (km <sup>2</sup> )	16.00

Occupation Status	Male	Female	Total	%
Employed full time	1,120	820	1,950	39%
Employed part time	320	380	690	14%
Student	350	440	800	16%
Retiree	550	530	1,080	22%
Homemaker	10	200	210	4%
Pre-schooler	80	140	220	4%
Other status	140	120	260	5%
Total	2,450	2,570	5,020	

Traveller Characteristics	Male	Female	Total
Licensed drivers	2,140	1,970	4,110
Car share members	-	-	-
Trips made by residents 5+	5,930	6,650	12,580
Trips made by residents 11+	5,710	6,220	11,930



### Selected Indicators

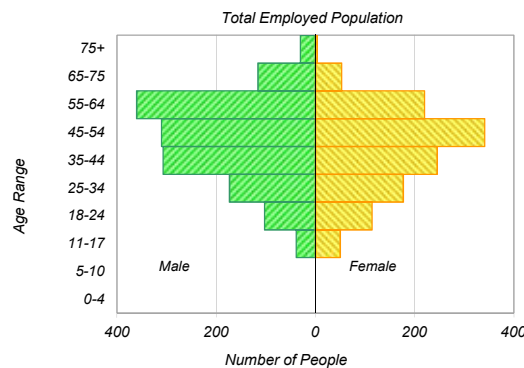
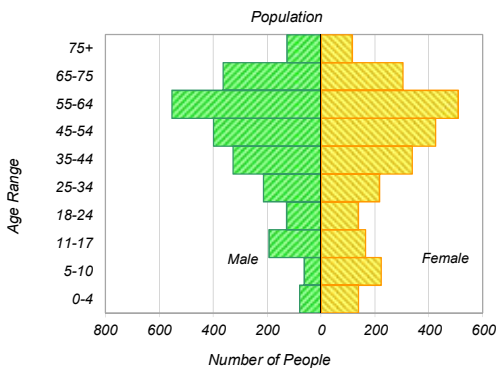
Daily Trips per Person 5+	2.62
Vehicles per Person	0.92
Number of Persons per Household	2.34
Daily Trips per Household	5.55
Vehicles per Household	2.14
Adult Bicycles per Household	1.54
Workers per Household	1.23
Jobs per Person	0.25
Population Density (Pop/km2)	310
Employment Density (Jobs/km2)	80

Households by Dwelling Type	Total	%
Single-detached house	1,870	87%
Semi-detached house	130	6%
Row house or townhouse	-	0%
Apartment or condominium	-	0%
Other	140	7%
Total:	2,150	100%

Household Size	Total	%
1 person	510	24%
2 persons	990	46%
3 persons	290	13%
4 persons	240	11%
5+ persons	120	6%
Total:	2,150	100%

Households by Vehicle Availability	Total	%
No vehicles	40	2%
1 vehicle	540	25%
2 vehicles	940	44%
3+ vehicles	620	29%
Total:	2,150	100%

Vehicles by Fuel Type	Total	%
Gas	4,280	93%
Hybrid	80	2%
Electric	20	1%
Diesel	210	5%
Biodiesel	10	0%
Other	-	0%
Total:	4,600	100%

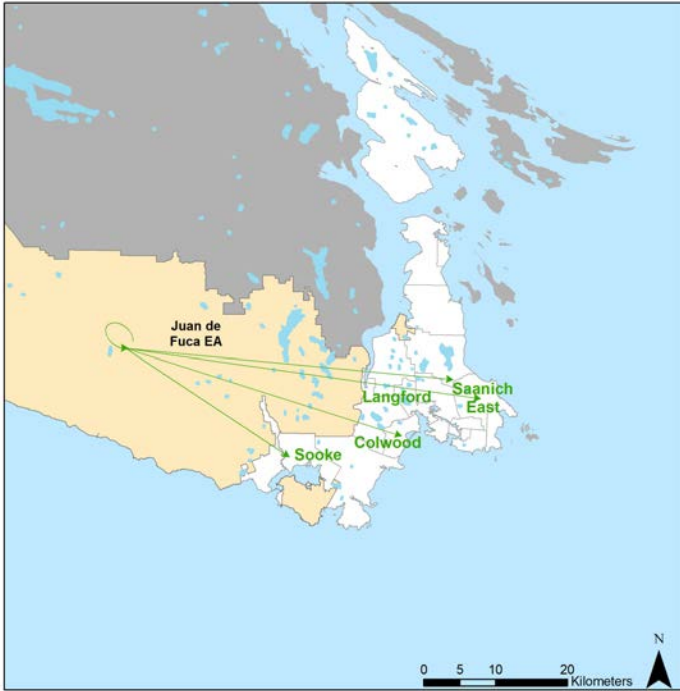


### Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %s) may not always add up to the total (or to 100%) due to rounding. These results are based on a survey sample of 10.9% of households in this district, and are subject to a margin of sampling error of approximately ±8.0% at a 95% confidence level (19 times out of 20), adjusted for data weighting. The survey allowed survey respondents to indicate their gender as Other. For the purpose of analysis, such responses have been randomly grouped with either Male or Female. Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%. The Total Employed Population bar chart includes all workers with either a Primary or Secondary status of employed. Gender balance for the following age groups is skewed due to small sample sizes for these age groups: 0-4, 5-9. 2016 trip-level data are for persons aged 5+ years, and should not be compared against the 2011 report, which was based on persons 11+ years. Please see Section 3.4 of this report for comparisons of 2001, 2006, 2011, and 2016 trip data for persons 11+ years.

**Travel Patterns - Persons 5+**

**Top Five Destinations of AM Peak Trips from District 19 - Juan de Fuca Electoral Area with Pacheedaht FN**



**Summary of Trips to and from**

**District 19 - Juan de Fuca Electoral Area with Pacheedaht FN**

**AM Peak Period (06:00 - 08:59)**

**(Trips made by persons 5+)**

	Destinations of Trips From		Origins of Trips To	
	Count	%	Count	%
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	-	0%	-	0%
North Saanich and FN Reserves	-	0%	-	0%
Central Saanich and FN Reserves	10	0%	-	0%
Downtown	50	2%	-	0%
Victoria North	50	2%	-	0%
Victoria South	150	8%	10	2%
Saanich North	20	1%	-	0%
Saanich East	170	9%	30	6%
Saanich West	80	4%	30	5%
Oak Bay	-	0%	-	0%
Esquimalt	90	5%	-	0%
View Royal and FN Reserves	50	3%	-	0%
Highlands	20	1%	-	0%
Langford	320	17%	-	0%
Colwood	230	12%	70	13%
Metchosin and FN Reserve	90	5%	30	5%
Sooke District and FN Reserves	420	22%	160	31%
Juan de Fuca Electoral Area and FN Reserv	200	10%	200	37%
External South CVRD	10	0%	-	0%
External Other	10	0%	-	0%
<b>Total</b>	<b>1,920</b>	<b>100%</b>	<b>520</b>	<b>100%</b>

Note: 2016 trip-level data on this page are for trips made by persons aged 5+ years and should not be compared against the the 2011 report, which was based on trips made by persons aged 11+ years. See Section 3.4 of this report for comparisons of 2016, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

**Trips by Trip Purpose - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	1,220	25%	260	6%	300	18%
Post-secondary school	80	2%	-	0%	-	0%
K-12 school	290	6%	-	0%	-	0%
Personal business	480	10%	60	1%	90	5%
Recreation / social	620	13%	550	11%	300	18%
Dining / restaurant	320	7%	-	0%	30	2%
Shopping	490	10%	40	1%	70	4%
Pick-up / drop-off passenger	670	14%	230	5%	40	3%
Return Home	630	13%	3,610	75%	810	49%
Other	30	1%	60	1%	10	1%
<b>Total:</b>	<b>4,830</b>	<b>100%</b>	<b>4,810</b>	<b>100%</b>	<b>1,650</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	790	46%	70	22%	120	64%
Post-secondary school	60	3%	-	0%	-	0%
K-12 school	260	15%	-	0%	-	0%
Personal business	130	8%	30	9%	30	13%
Recreation / social	60	4%	110	33%	10	6%
Dining / restaurant	40	2%	-	0%	20	11%
Shopping	40	3%	-	0%	-	0%
Pick-up / drop-off passenger	330	19%	-	0%	-	0%
Return Home	-	0%	120	36%	10	3%
Other	10	1%	-	0%	10	3%
<b>Total:</b>	<b>1,730</b>	<b>100%</b>	<b>330</b>	<b>100%</b>	<b>200</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Work	50	6%	10	1%	50	10%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	40	5%	-	0%	20	4%
Recreation / social	90	11%	230	11%	70	14%
Dining / restaurant	240	31%	-	0%	-	0%
Shopping	30	4%	20	1%	-	0%
Pick-up / drop-off passenger	100	13%	30	1%	20	4%
Return Home	220	28%	1,700	83%	320	67%
Other	10	1%	60	3%	-	0%
<b>Total:</b>	<b>780</b>	<b>100%</b>	<b>2,050</b>	<b>100%</b>	<b>490</b>	<b>100%</b>

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	11,300		15%
AM Peak Period	2,200	20%	9%
PM Peak Period	3,300	29%	15%

**Trips by Travel Mode - Persons 5+**

24 Hours	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	3,630	75%	3,570	74%	950	58%
Auto Passenger	810	17%	940	20%	210	13%
Transit	310	6%	230	5%	-	0%
Bicycle	-	0%	-	0%	70	4%
Walk	-	0%	-	0%	400	24%
Other	70	2%	70	2%	20	1%
<b>Total:</b>	<b>4,830</b>	<b>100%</b>	<b>4,810</b>	<b>100%</b>	<b>1,650</b>	<b>100%</b>

AM Peak (06:00-08:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	1,140	66%	320	97%	120	60%
Auto Passenger	240	14%	10	3%	-	0%
Transit	280	16%	-	0%	-	0%
Bicycle	-	0%	-	0%	-	0%
Walk	-	0%	-	0%	70	35%
Other	70	4%	-	0%	10	6%
<b>Total:</b>	<b>1,730</b>	<b>100%</b>	<b>330</b>	<b>100%</b>	<b>200</b>	<b>100%</b>

PM Peak (15:00-17:59)	From District		To District		Within District	
	Count	%	Count	%	Count	%
Auto Driver	590	76%	1,360	67%	230	48%
Auto Passenger	190	24%	450	22%	110	23%
Transit	-	0%	160	8%	-	0%
Bicycle	-	0%	-	0%	-	0%
Walk	-	0%	-	0%	140	30%
Other	-	0%	70	4%	-	0%
<b>Total:</b>	<b>780</b>	<b>100%</b>	<b>2,050</b>	<b>100%</b>	<b>490</b>	<b>100%</b>

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.22	6%	1.26	5%	1.23	0%
AM Peak Period	1.21	16%	1.03	0%	1.00	0%
PM Peak Period	1.32	0%	1.33	8%	1.47	0%



## 5 Origin-Destination Matrices

The following tables or “origin-destination matrices” tally total person-trips at the district level. The matrices included external trips; hence they have a dimension of 21 x 21.

Four matrices are presented:

- Table 61 - 24 hour
- Table 62 - AM peak period (3 hours, 06:00 – 08:59)
- Table 63- Mid-day (inter-peak, 09:00 – 14:59)
- Table 64- PM peak period (3 hours, 15:00 – 18:59)

Table 61. Person-Trip OD – Daily (24 hour)

Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total	
Salt Spring Island EA	1		50	100	-	50	0	50	50	150	0	-	0	0	-	-	-	-	-	-			450
Sidney	2	50	13,350	7,550	3,300	700	800	950	1,500	2,450	500	200	50	400	50	600	50	0	100	0	50	0	32,600
North Saanich Tsyecum, Pauquachin	3	150	7,600	8,950	6,550	1,000	450	1,200	1,500	2,950	1,300	450	250	250	100	800	550	50	100	0	0	1,400	35,650
Central Saanich, Tsartlip, Tsawout	4	0	3,300	6,650	21,000	1,050	2,100	1,350	2,850	3,650	1,600	100	600	400	300	1,050	450	0	100	100	100	150	47,000
Downtown Victoria	5	50	750	900	950	27,750	11,850	22,600	2,050	13,500	6,550	3,650	3,650	2,250	100	3,500	1,250	200	700	150	50	150	102,600
Victoria North	6	50	600	650	1,800	11,500	24,450	12,600	3,100	18,950	6,750	3,800	5,850	1,850	100	3,450	1,650	150	150	300	100	100	98,000
Victoria South	7	50	1,050	1,000	1,500	22,500	12,850	48,350	2,650	15,700	3,700	10,300	3,050	1,100	50	2,800	1,000	250	350	300	250	250	129,000
Saanich North	8	-	1,500	1,750	2,800	2,100	3,200	2,650	18,650	9,450	5,500	800	1,050	1,100	200	2,100	600	50	100	200	100	50	53,850
Saanich East	9	200	2,300	2,700	3,900	14,450	18,500	14,750	10,350	99,250	12,850	11,250	3,550	2,650	300	5,350	2,150	500	550	250	300	100	206,150
Saanich West	10	-	700	1,350	1,500	6,200	6,200	3,900	5,500	12,950	27,000	850	4,450	3,900	150	3,750	1,350	150	650	150	200	300	81,250
Oak Bay	11	0	150	550	250	3,600	3,650	10,800	600	11,250	800	13,700	400	650	0	700	150	0	100	0	100	250	47,700
Esquimalt (Township)	12	0	200	200	450	4,000	6,050	3,000	1,150	3,650	3,950	500	16,050	2,400	50	2,100	1,550	150	450	100	50	-	46,100
View Royal, Esquimalt Nation, Songhees	13	0	350	200	400	2,050	2,150	1,450	900	2,800	3,700	600	2,650	5,750	100	3,000	2,350	200	550	50	50	50	29,400
Highlands	14	-	50	100	250	100	150	50	200	300	250	100	50	100	150	800	150	0	50	50	0	0	2,850
Langford	15	0	550	750	1,400	3,100	3,650	2,800	1,750	5,200	3,750	600	1,950	3,500	950	47,200	13,750	2,250	2,600	850	300	50	97,050
Colwood	16	-	50	400	300	1,700	1,050	1,050	600	2,650	1,300	200	1,750	2,250	200	13,350	18,850	1,700	500	700	100	50	48,700
Metchosin, Scia'new	17	-	100	50	50	150	250	350	100	500	250	0	150	150	50	2,300	1,450	2,100	450	150	0	0	8,500
Sooke, T'souke	18	-	0	150	100	750	350	450	50	500	800	0	450	550	0	2,350	850	450	17,250	1,500	0	100	26,600
Juan de Fuca EA, Pacheedaht	19	-	0	50	200	150	250	250	100	400	200	50	150	100	50	800	400	150	1,550	1,650	0	0	6,500
South CVRD	20		50	-	50	-	50	250	50	150	200	150	50	50	0	600	50	0	-	0			1,700
External	21		0	1,200	100	150	200	150	-	100	250	150	50	100	0	50	50	0	-	-			2,650
Total		550	32,750	35,300	47,000	103,050	98,200	128,950	53,750	206,500	81,150	47,500	46,150	29,450	2,850	96,600	48,600	8,450	26,200	6,450	1,800	3,050	1,104,350

Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area). Expanded trips are rounded to the closest 50.

Table 62. Person-Trip OD – AM Peak Period (3 hour)

Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total	
Salt Spring Island EA	1		0	50	-	-	0	0	0	-	0	-	0	-	-	-	-	-	-	-			150
Sidney	2	-	1,400	1,400	250	150	250	50	50	550	200	50	-	100	50	-	-	-	-	-	-	0	4,650
North Saanich Tsyecum, Pauquachin	3	0	900	2,200	600	450	100	200	550	700	350	0	50	100	-	100	50	-	-	-	0	200	6,550
Central Saanich, Tsartlip, Tsawout	4	-	750	1,250	4,600	500	400	500	750	1,000	300	100	150	150	-	100	0	-	-	-	50	100	10,700
Downtown Victoria	5	-	50	50	50	2,400	700	1,650	50	1,050	750	100	450	100	0	50	0	-	-	-	-	50	7,600
Victoria North	6	50	100	100	150	3,800	3,550	2,250	450	3,950	1,100	450	1,100	200	0	150	50	0	0	-	100	100	17,700
Victoria South	7	-	300	350	250	5,600	2,450	7,150	200	3,000	900	1,500	700	250	0	200	200	50	0	0	100	150	23,300
Saanich North	8	-	550	100	400	900	950	1,050	2,500	2,050	1,150	100	50	150	0	200	100	-	-	-	50	0	10,300
Saanich East	9	50	350	650	450	4,950	2,550	3,700	1,100	21,400	2,600	2,050	700	550	50	700	500	-	0	50	50	50	42,450
Saanich West	10	-	100	350	350	2,500	1,150	1,050	750	3,150	6,800	150	1,100	850	50	500	500	50	50	50	100	50	19,600
Oak Bay	11	-	100	150	0	1,050	800	2,050	0	3,050	250	2,200	150	50	-	200	50	-	-	-	-	-	10,200
Esquimalt (Township)	12	-	50	50	200	1,700	900	900	350	900	750	200	4,150	250	-	200	50	50	0	-	-	-	10,700
View Royal, Esquimalt Nation, Songhees	13	-	50	100	50	950	700	650	150	950	1,150	200	500	900	0	400	450	-	250	-	50	50	7,550
Highlands	14	-	0	0	50	50	100	0	50	150	50	50	0	50	0	350	100	-	-	-	0	0	1,150
Langford	15	-	100	250	450	2,100	1,300	850	350	1,750	1,550	50	800	850	0	8,750	3,100	150	250	-	150	50	22,900
Colwood	16	-	0	250	200	1,050	450	450	50	1,150	300	0	1,150	250	50	1,800	5,750	300	100	50	50	50	13,450
Metchosin, Scia'new	17	-	-	0	-	50	150	100	50	100	100	0	50	50	-	550	750	400	50	50	0	0	2,450
Sooke, T'souke	18	-	-	0	50	450	50	150	50	250	550	-	250	200	0	800	150	100	4,000	150	-	-	7,200
Juan de Fuca EA, Pacheedaht	19	-	-	-	0	50	50	150	0	150	100	-	100	50	0	300	250	100	400	200	0	0	1,900
South CVRD	20		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
External	21		-	150	-	-	50	-	-	-	-	-	-	-	-	-	-	-	-	-			200
Total		100	4,850	7,500	8,150	28,650	16,700	22,850	7,600	45,300	18,950	7,250	11,550	5,150	300	15,300	12,050	1,200	5,100	500	650	850	220,650

Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area). Expanded trips are rounded to the closest 50.



**Table 63. Person-Trip OD – Mid-day (inter-peak)**

Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total	
Salt Spring Island EA	1		0	50	-	50	0	50	-	100	-	-	-	0	-	-	-	-	-	-			200
Sidney	2	0	6,800	3,650	1,600	400	300	250	700	850	50	50	0	50	-	350	-	0	-	0	50	-	15,050
North Saanich Tsyecum, Pauquachin	3	50	3,700	3,100	2,150	150	100	400	400	650	350	250	0	50	0	200	200	50	0	-	-	600	12,400
Central Saanich, Tsartlip, Tsawout	4	-	1,400	1,800	8,050	250	550	200	1,000	1,400	350	0	150	200	150	350	150	-	-	0	50	0	16,100
Downtown Victoria	5	0	400	200	200	14,550	3,300	6,750	600	3,450	1,550	950	600	500	0	550	150	100	50	0	-	100	34,000
Victoria North	6	0	150	250	950	3,350	10,050	4,350	1,000	7,250	2,150	1,300	1,750	450	0	1,050	300	50	50	50	0	0	34,550
Victoria South	7	0	400	300	350	8,500	4,400	17,850	900	4,450	1,300	3,300	700	350	0	1,000	250	0	50	150	100	0	44,400
Saanich North	8	-	400	600	1,050	550	1,300	800	6,850	3,900	1,000	300	550	350	0	900	150	-	-	100	50	0	18,900
Saanich East	9	0	950	650	1,050	4,000	7,000	3,800	3,950	33,250	3,700	3,300	700	550	100	1,550	700	150	50	100	100	50	65,650
Saanich West	10	-	150	350	300	1,800	2,000	1,050	1,500	3,550	6,700	250	1,250	1,400	0	1,050	300	0	150	0	100	150	22,100
Oak Bay	11	-	-	300	150	1,250	1,300	3,150	250	3,250	350	4,950	100	400	0	300	50	0	-	0	100	250	16,200
Esquimalt (Township)	12	0	50	0	150	1,100	2,450	1,050	100	1,000	1,150	100	6,200	1,150	50	800	350	0	-	0	50	-	15,850
View Royal, Esquimalt Nation, Songhees	13	0	200	50	250	650	850	400	250	900	1,000	50	1,050	1,650	0	850	1,000	50	50	0	-	0	9,250
Highlands	14	-	-	0	100	50	50	0	50	50	100	0	50	0	50	300	50	-	0	0	0	-	850
Langford	15	0	50	250	500	500	1,100	850	500	1,600	1,200	200	300	900	250	16,750	4,200	700	700	300	50	-	30,900
Colwood	16	-	-	50	100	350	300	250	250	700	400	50	250	700	50	4,450	6,250	650	150	100	50	0	15,150
Metchosin, Scia'new	17	-	-	0	0	50	100	150	50	250	50	-	0	50	0	1,000	400	650	50	50	-	-	2,850
Sooke, T'souke	18	-	0	150	0	150	250	150	-	100	100	0	50	50	0	900	450	200	6,600	550	-	100	9,800
Juan de Fuca EA, Pacheedaht	19	-	-	50	0	50	150	100	50	100	0	50	0	0	0	350	100	50	650	550	0	-	2,300
South CVRD	20		50	-	-	-	0	0	0	50	-	50	0	-	0	100	0	0	-	-			300
External	21		-	400	-	-	100	50	-	100	200	150	-	-	-	50	50	0	-	-			1,100
Total		150	14,700	12,150	16,950	37,800	35,600	41,700	18,400	66,950	21,650	15,300	13,700	8,850	750	32,900	15,000	2,650	8,550	2,000	750	1,300	367,750

Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area). Expanded trips are rounded to the closest 50.

Table 64. Person-Trip OD – PM Peak Period (3 hour)

Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total	
Salt Spring Island EA	1		-	-	-	0	-	-	0	50	-	-	0	-	-	-	-	-	-	-	-	100	
Sidney	2	50	3,950	1,500	950	200	200	450	400	800	100	-	50	150	0	150	0	-	-	-	-	8,900	
North Saanich Tsyecum, Pauquachin	3	50	2,050	2,250	1,800	150	100	300	250	900	300	50	150	0	0	400	250	0	50	-	-	450	9,550
Central Saanich, Tsartlip, Tsawout	4	0	800	2,300	6,050	150	850	500	600	750	550	50	250	-	50	550	250	0	50	100	-	0	13,850
Downtown Victoria	5	50	250	350	350	6,600	4,400	8,150	850	5,550	2,250	1,650	1,600	1,100	100	1,950	950	50	600	50	50	-	36,900
Victoria North	6	0	300	150	450	2,600	6,300	3,750	1,050	4,850	1,750	1,000	1,550	850	100	1,550	850	100	100	250	-	-	27,550
Victoria South	7	0	300	200	500	4,550	3,650	13,400	1,050	5,450	900	3,550	1,000	300	0	750	450	100	200	100	-	0	36,550
Saanich North	8	-	200	400	1,050	250	400	450	5,950	1,850	2,300	300	250	200	100	700	150	50	100	50	-	0	14,700
Saanich East	9	150	650	500	1,750	2,950	6,100	4,200	3,700	27,800	4,050	2,850	1,000	1,050	150	2,150	700	150	350	100	-	-	60,400
Saanich West	10	-	400	350	500	1,000	1,650	1,200	2,200	3,700	8,900	150	1,000	950	100	1,550	450	50	400	100	0	100	24,750
Oak Bay	11	-	50	50	50	750	850	3,100	250	2,500	150	4,600	150	100	0	50	0	0	100	-	-	-	12,750
Esquimalt (Township)	12	0	-	150	100	700	1,450	600	450	1,250	1,100	200	4,150	750	0	850	900	100	300	100	50	-	13,100
View Royal, Esquimalt Nation, Songhees	13	-	100	0	100	200	300	300	100	700	800	200	800	1,400	50	1,100	400	50	100	-	-	-	6,800
Highlands	14	-	50	0	150	0	-	-	0	50	50	-	0	0	50	50	0	0	0	0	-	-	550
Langford	15	-	100	100	250	200	450	450	650	950	450	100	400	800	400	13,550	3,850	750	1,200	450	0	-	25,150
Colwood	16	-	-	50	0	200	100	150	250	500	350	100	250	700	50	4,800	4,600	450	100	250	-	-	12,900
Metchosin, Scia'new	17	-	-	0	0	0	0	50	-	50	100	-	0	0	0	350	200	500	250	100	-	-	1,600
Sooke, T'souke	18	-	-	-	50	-	-	-	-	-	50	-	50	250	-	200	100	100	4,450	450	0	0	5,700
Juan de Fuca EA, Pacheedaht	19	-	-	0	150	0	0	50	-	0	50	0	0	0	-	100	0	50	300	500	-	-	1,250
South CVRD	20		-	-	50	-	0	200	50	-	100	50	50	50	-	450	0	-	-	0			950
External	21		-	450	100	150	50	50	-	50	0	0	50	50	0	0	-	-	-	-			950
<b>Total</b>		<b>300</b>	<b>9,200</b>	<b>8,900</b>	<b>14,450</b>	<b>20,700</b>	<b>26,950</b>	<b>37,300</b>	<b>17,750</b>	<b>57,750</b>	<b>24,250</b>	<b>14,850</b>	<b>12,700</b>	<b>8,750</b>	<b>1,200</b>	<b>31,350</b>	<b>14,150</b>	<b>2,500</b>	<b>8,700</b>	<b>2,550</b>	<b>100</b>	<b>550</b>	<b>314,950</b>

Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area). Expanded trips are rounded to the closest 50.