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# 2011 CRD Origin-Destination Household Travel Survey
# Daily Travel Characteristics Report

*Prepared for the*
**Capital Regional District**

*Prepared by*
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# 2011 CRD OD Survey Highlights

In autumn 2011, 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 2011 survey updates surveys that were conducted in 2006 and 2001.

The 2011 study area of the survey consisted of all 13 incorporated municipalities in the CRD, the Juan de Fuca Electoral Area, Salt Spring Island, and the southern part of the Cowichan Valley Regional District (CVRD), south of Cowichan Valley Highway (Highway 18) / Herd Road. 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 and the CVRD 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 northern CVRD were not included.

The survey was conducted of a random sample of 6,328 households in the study area. The final sample was 6,172 households after data cleaning and validation – households with too much missing or poor data were removed. This represents a sample rate of about 3.5% of all households in the study area. The 2006 OD survey, by comparison, had 3,821 completed and valid weekday returns for a sample rate of 2.4% of all households in the study area at that time.

The 2011 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 are as follows:

- There were 153,441 households in the RPA in which 344,889 people resided; of these 183,284 were employed workers. Of this population, 312,819 were 11 years and older: young children commonly do not travel independently except locally.

- These demographic characteristics translate to: 2.25 persons / household; 2.04 persons 11+ per household; and 1.19 workers per household. These rates are important determinants of travel, as is seen below.

- Age also is an important determinant. The 25-64 year old cohort comprises just over half the population (56.5%), with seniors (65+ years) comprising another 18.7%.

- Almost two of every five people had full time employment (39.1%). Another 14.0% had part time employment (meaning that over half the population had full or part time employment); 19.4% were students; and 19.8% were retired.

- Among the employed population, office employment was the greatest component, at 37.5%; followed by health care and social assistance (12.3%), industrial employment (11.7%) and retail and wholesale employment (11.5%).

- RPA households had 240,474 vehicles, for an average of 1.57 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. Also important is the number of vehicles available for each household member.
    - Close to half of all households (47.4%) have *at least one* vehicle for every household member. Of these, 6.0% have *more than one* vehicle for each individual, whereas 41.4% (i.e., two out of five households overall) have *exactly one* vehicle for each person.
    - Just over one in ten households (11.1%) do not have any vehicles. 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

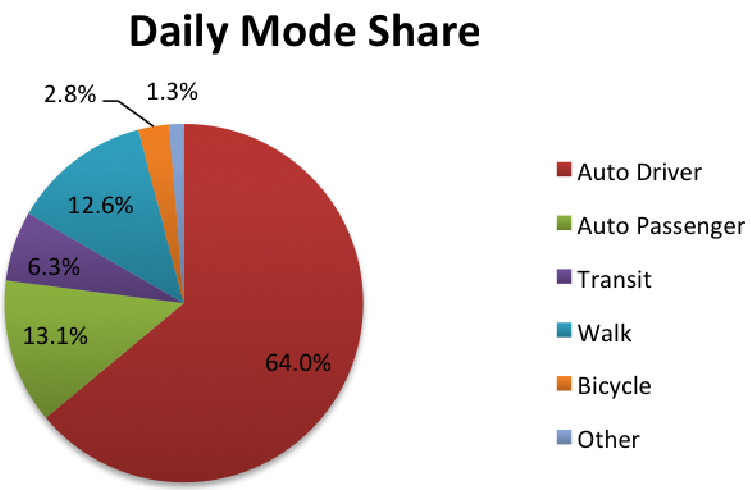
Key findings of the 2011 survey follow.

- Study area residents made over 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).

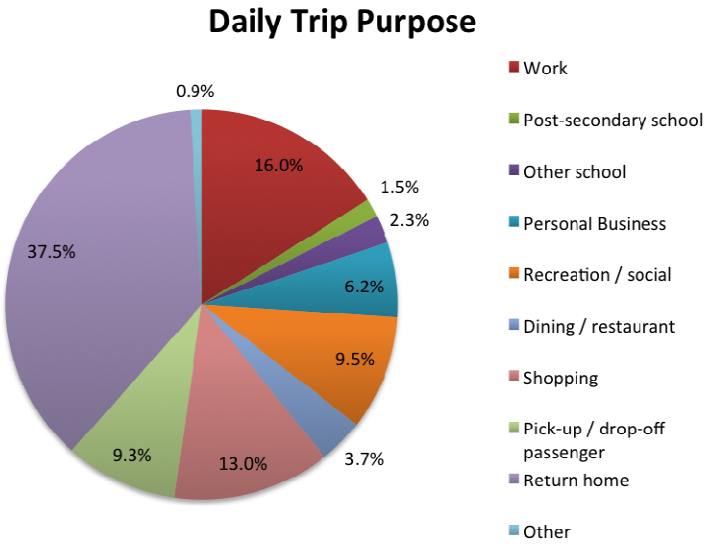
- The average daily trip rate per person is a key travel indicator. It is calculated in two ways: dividing the total number of trips by the population with and without young children (0 – 10 years, who were not surveyed). Respectively, the rates are 2.99 and 3.30 trips per day. These rates are lower than those of the previous CRD surveys; however, they are consistent with trip rates of other Canadian cities (some of which have increased and some – including Vancouver [TransLink], Toronto, Ottawa-Gatineau and Montréal – have decreased over time).

- One-quarter of all daily trips (27.1%) takes place during the PM commuter peak period (1500 – 1759). This is significantly more than the 17.3% 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).

- As can be seen in the figure below, auto driver is the dominant mode, capturing two thirds of all daily trips (64.0%). Auto passenger is next at 13.1%. This represents an average auto occupancy of 1.20; however, a more accurate calculation for this factor should be derived from observed screenline classification counts[1]. Walking is next, at 12.6% of all trips, 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 and midday inter-peak, with a 6.3% share overall.




- 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 37.5% of all trips. This is followed by the trip to work (16.0%), shopping (13.0%) and recreation / social (9.5%). 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.




- Several important characteristics come to light when mode and trip purpose are considered together:

[1] '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.

- Auto driver is the dominant mode for most trip purposes, notably the commute to work (69.9%). Auto passenger is strongest for other school, at 32.9%, followed by dining / restaurant at 20.9%.
- Transit's share is strongest for post-secondary school (almost half, or 49.0%) and other school (15.9%). The share to work is 8.1%.
- The walk share is strongest for other school (25.4%), dining / restaurant (23.0% - e.g., the mid-day lunch at work), and other (25.2%).
- Cycling is strongest for other school (5.3%), post-secondary school (5.0%) and the work commute, for which the share is 4.9%.

- Over the course of the day, park and ride usage – people transferring from auto / motorcycle to bus or bus to auto / motorcycle – recorded 3,114 trips. Of these, 57.5% took place at official and unofficial lots, with the remaining transfers occurring elsewhere (e.g., at or near bus stops).

- 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 – 86.2% - took a single bus to their destination on the given trip. No transfers were made. Another 12.1% transferred to a second bus, and 1.6% took three buses, and 0.02% took four buses.

- Vehicle availability is an important determinant of mode choice. For just under two of every five trips (38.4%), a vehicle was available: this means that the traveller had a choice of mode. For the remaining 61.6%, 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.

- A comparison of 2011 indicators with those from the 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), key points to note are as follows:
  - Total population (all ages and 11+) and households increased from 2001 through 2006 to 2011, with an overall increase of 10.5% across this 10-year period.
  - In the 10 years from 2001 to 2011, total trips also rose but at a more modest increase of 7.2%. 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.
  - Concurrently, there appears to have been a reduction in trip rates per resident over the previous 10 years, with net reductions in the trips per resident and per resident 11+ of -2.9% and -2.5% respectively. The corresponding reduction in trips per household is -5.1%; that this change is more dramatic can be explained by a decrease in average household size over the same period (due to an increase in one- and two-person households).

  These characteristics are detailed in the table below. It is not unusual for trip rates to fluctuate up or down between surveys; and the changes in these rates are all within ± 6%. There could be several reasons for this, including changes in economic conditions or in demographics, or differences in survey methods; and the CRD might wish to investigate these.

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

| | 2001 * | 2006 ** | 2011 | % Difference | | |
|---|---|---|---|---|---|---|
| | | | | 2001 - 2006 | 2006 - 2011 | 2001 - 2011 |
| Population | 312,168 | 330,423 | **344,889** | +5.8% | +4.4% | +10.5% |
| Population 11+ yrs | 284,312 | 297,129 | **312,819** | +4.5% | +5.3% | +10.0% |
| Households | 135,720 | 145,530 | **153,441** | +7.2% | +5.4% | +13.1% |
| Total trips by RPA residents 11+ | 963,027 | 1,039,549 | **1,032,775** | +7.9% | -0.7% | +7.2% |
| Trips per RPA resident | 3.08 | 3.15 | **2.99** | +2.0% | -4.8% | -2.9% |
| Trips per RPA resident 11+ yrs | 3.39 | 3.50 | **3.30** | +3.3% | -5.6% | -2.5% |
| Trips per RPA household | 7.10 | 7.14 | **6.73** | -0.7% | -5.8% | -5.1% |

* 2001 figures have been scaled to match actual final Census population and dwelling counts.

** 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 2006 Census population and dwelling counts.

- Finally, the table below compares daily mode share. It can be seen that the auto driver / auto passenger shares have remained constant over time, capturing three quarters of all daily trips. Transit's share appears to have dropped to 6.4% in 2011, from 7.0% in 2006 and 6.9% in 2001. The walk share has increased, and although the cycling share has dropped relative to 2006, it is still higher than the 2001 share. It is important to note that, for the purpose of comparison, the 2011 data in the table below were filtered to trips made by RPA residents only, and may differ slightly from mode share percentages reported elsewhere in this report.

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

| Travel Mode | 2001 | | 2006 | | 2011 ** | |
|---|---|---|---|---|---|---|
| | Daily Trips | Mode Share | Daily Trips | Mode Share | Daily Trips | Mode Share |
| Auto driver | 606,899 | 63.2% | 667,253 | 64.3% | 656,666 | 63.6% |
| Auto passenger | 138,772 | 14.5% | 140,258 | 13.5% | 134,612 | 13.0% |
| Transit | 66,539 | 6.9% | 73,125 | 7.0% | 66,440 | 6.4% |
| Walk | 111,863 | 11.7% | 103,434 | 10.0% | 131,844 | 12.8% |
| Bicycle | 25,064 | 2.6% | 35,954 | 3.5% | 29,403 | 2.8% |
| Other | 11,046 | 1.2% | 18,022 | 1.7% | 13,810 | 1.3% |
| Total (all trips combined) * | 960,184 | 100% | 1,038,045 | 100% | 1,032,775 | 100.0% |

* Includes only trips for population 11+ years of age.Excludes trips with unknown mode. 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.

** It is important to note that due to the filtering to data for RPA residents only for the purpose of comparison, the 2011 figures in this table may differ slightly from the mode shares reported on the basis of all trips in the RPA made by all residents surveyed (including those from Salt Spring Island and the Cowichan Valley).

All in all, in sum, the 2011 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. Among the CRD's many responsibilities are the Regional Growth Strategy, the regional sustainability program, and the Regional Transportation Plan, all of which are under the purview of the CRD's Regional Planning Division. The Division also tracks growth trends and sustainability indicators, 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.[2]

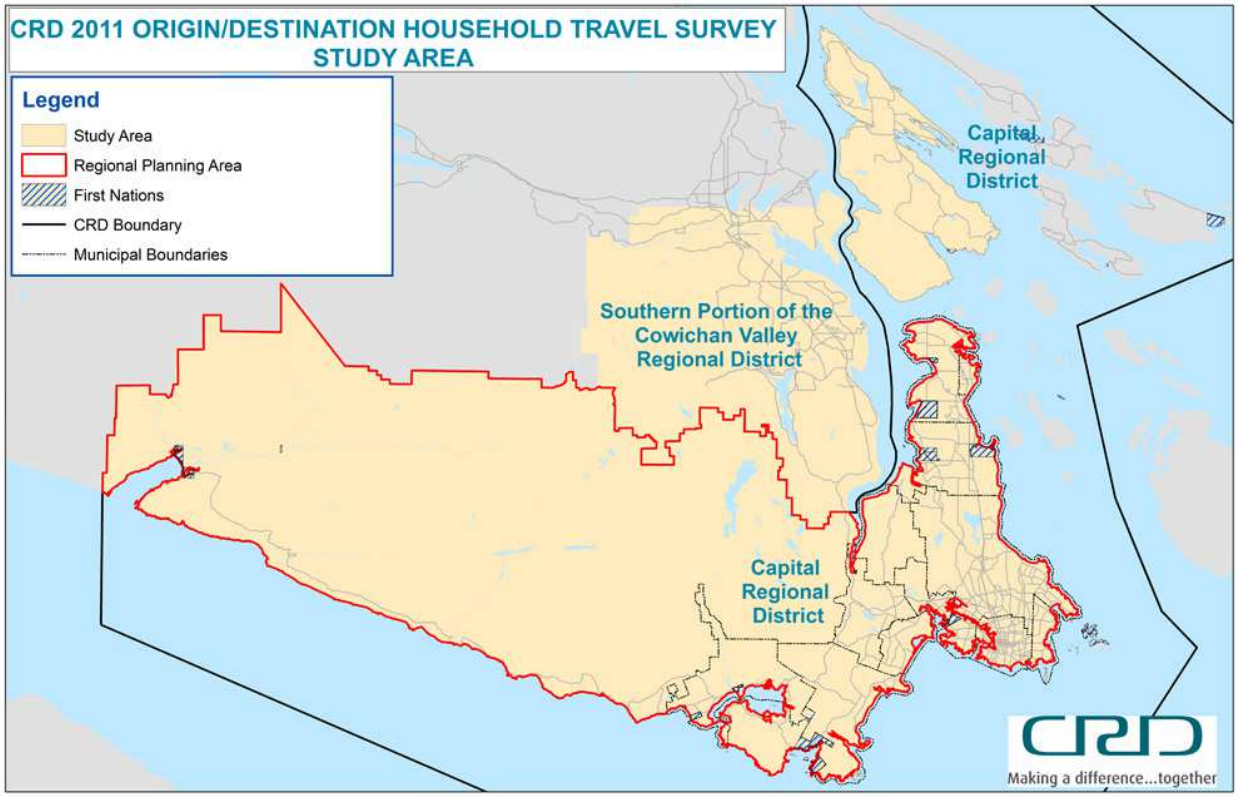
This report presents the results of the *2011 CRD Origin-Destination Household Travel Survey*. The survey was conducted in autumn 2011 by R.A. Malatest & Associates Ltd. in association with HDR Inc. and David Kriger Consultants Inc. The 2011 O-D survey is the latest in a series of CRD travel surveys,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

The 2011 study area consists of all incorporated municipalities in the CRD, the Juan de Fuca Electoral Area, Salt Spring Island, and the southern part of the Cowichan Valley Regional District (CVRD) south of Cowichan Valley Highway (Highway 18) / Herd Road. 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 and the southern portion of the CVRD 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 summary statistics for Salt Spring Island). The Southern Gulf Islands and northern CVRD were not included in the study area.

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.

[2] More detail can be found at http://www.crd.bc.ca/regionalplanning/overview.htm.

**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 6,328 households in the study area. The final sample was 6,172 households after data cleaning and validation – households with too much missing or poor data were removed. This represents a sample rate of about 3.5% of all households in the study area. The 2006 OD Survey, by comparison, had 3,821 completed and valid weekday returns for a sample rate of 2.4% of all households in the study area at that time.

The survey was conducted from October –December 2011; 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.) All respondents with listed phone numbers were notified by mail that their household had been randomly selected, while random digit dial (RDD) phone numbers were generated in order to reach households with unlisted numbers. During survey administration, survey completions were monitored to ensure that survey targets by district were met. About 93.6% of the households provided their responses as part of a telephone interview. The remainder responded via the internet. The processing of the survey data, to prepare them for this report, is summarized in Chapter 2, and is detailed separately in an accompanying report, *2011 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).

## 1.3 Report Organization

The report contains five chapters. After this introductory chapter, chapter 2 provides some background information on the preparation of the data for this report. Chapter 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. Chapter 4 presents demographic and travel details for sub-areas of the region. Finally, Chapter 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 HDR Inc. and David Kriger Consultants Inc.

The direction and guidance of the CRD Planning and Protective Services department is gratefully acknowledged: in particular, Malcolm MacPhail, Senior Transportation Planner (project manager), Marg Misek-Evans, Senior Manager of Regional and Strategic Planning, and Robert Lapham, General Manager of Planning and Protective Services.

This report was prepared by David Kriger (lead author) and Andreas Rose (project manager for Malatest) based on analysis and input by Don Cleghorn (HDR), Kevin Shen (HDR), Tara Erwin (HDR) and Jeff Moore (Malatest).

This project would not be possible without the contributions of over 6,300 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.

# 2 Data Processing and Analysis

## 2.1 Overview of Data Collected

The majority of the survey data collected as part of the 2011 CRD Origin-Destination Household Travel Survey was obtained from households in the study area between October 5 and December 7, 2011. A small number of surveys was completed between December 8 and 17 to obtain additional surveys for a few districts. Generally balanced numbers of surveys were obtained for each day of the week from Monday to Friday. Taken as a whole, the data may be considered to be representative of the travel in the region on an average fall weekday in 2011.

A total of 21,801 listed and randomly generated phone numbers were randomly selected and used in survey administration, in a ratio of 1 randomly generated phone number for every 5 listed phone numbers, to ensure that households with unlisted landlines could be given the opportunity to participate. The survey was conducted primarily via the telephone, but also with the option to complete the survey online (6.4% of survey completions). In total, 6,328 households participated, exceeding the target of 6,039 surveys. The valid survey response rate was 36.2%[3] after accounting for not-in-service numbers and non-qualifiers (phone numbers of businesses; households determined to be outside the study area).

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 11 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 10 years of age or under, as the majority of their travel will usually be accompanied by an adult or older sibling majority, and thus already captured in the trips of others. The trip information recorded 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, but the ferry travel itself and trips made in Vancouver would be excluded).

Data were reviewed extensively to ensure that the information captured was complete and within expected ranges. All locations were geocoded to XY coordinates and traffic analysis zones. A small proportion of trips was missing important information (e.g., the respondent described ambiguous

[3] This compares to 2,642 surveys out of approximately 60,000 initial telephone recruitment calls (approximately 4.4% gross response) in 2001, and 5,438 returns (3,821 weekday, 1,617 Saturday) out of approximately 24,000 recruitment calls (approximately 22.7% gross response) in 2006.

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, all of that individual's trips were flagged for removal from the analysis and the person was considered to have unknown mobility on their travel day (with adjustments made for this during the data expansion – see following section). Within any given household, if more than 50% of householders had unknown mobility on their travel day or refused to provide key demographic information for use in the data expansion, the entire household was removed from the final dataset.

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.

After data cleaning, coding, and validation, the final dataset for the 2011 survey is comprised of information for 6,172 households, 13,986 people and 40,973 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 for and unexpected disproportionate results. The sampling plan oversampled certain geographic districts with smaller populations in order to obtain better data for areas with smaller populations. In addition to this planned for disproportion by district, the unweighted survey data may also prove less than representative due to non-response bias, which occurs when certain types of household and/or individual are less likely to respond to the survey.

In the case of this survey, the intent of the data weighting is to adjust for 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 it represents (as best as possible) the actual number of residents and number of trips of the entire population. That is, the expanded survey data should provide survey estimates of the number of trips between areas, number of transit trips, etc. that closely align with actual counts within the region.

The following household and population controls were adjusted for in the data expansion:

- Household counts by district (the study area stratified into 20 districts), 2011 Census;
- Dwelling types within each district, grouped into ground-oriented dwellings (single-detached, semi-detached, row/townhouse) vs. apartments/condominiums, based on 2006 Census distributions (2011 not yet available);
- Household sizes within each district (1-person, 2-person, 3-4 persons, 5 or more persons), based on 2006 Census distributions (2011 not yet available);
- Population counts by district, 2011 Census;
- Age and gender distributions of the population within each district, 2011 Census.

An iterative proportional fitting (IPF) method was employed to balance household weights and person weights for the multiple factors described above. In this method, incremental adjustments to the household weights are made in succession, including a composite adjustment to each household weight to account for the disproportionate distribution by age/gender amongst 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 tolerance). 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 and at the person level to ensure that the weighted counts of total households and of total persons matched Census figures[4].

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

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

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

The expanded survey responses for household, person, and trip characteristics were compared to Census and other benchmark data (e.g., transit ridership and boardings) in order to validate the data expansion. Some under-representation of transit ridership was noted although total boardings appeared to be more in line. 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, and also match closely other benchmark figures (such as number of employed persons in the planning area).

## 2.3 Statistical Validity

The 2011 survey was conducted with a sample of about 3.5% of households in the study area. As with any survey, the data collected may be subject to sources of error or bias that may affect the reliability of the survey results. Potential sources of error may 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. To address this, the phone number sample drawn included both listed and randomly generated numbers to ensure that households with unlisted numbers could be provided with the opportunity to participate. Nonetheless, it is likely that cell-phone-only households are somewhat under-represented in the survey results. As these tend to be younger

[4] This was only required because 2006 Census proportional distributions of dwellings by household size (which are not yet available for the 2011 Census) had to be applied to 2011 dwelling counts, which served to slightly distort total person counts.

households and single-person households, the data expansion addresses this, in part, by weighting for age and household size.

- *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. The survey had a robust response rate for a general population survey (with completions obtained for 36% of valid phone numbers drawn), which helps to control for non-response bias. This bias has also been addressed, in part, through the data expansion process, including the weighting by age and gender.
- *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 developed based on previously well-tested survey questions, were thoroughly reviewed for content and meaning, and field tested with a sample of respondents before 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.
- *Processing error.* Processing errors include data entry, coding, editing, and imputation errors. This potential source of error was addressed through comprehensive training of survey staff and geocoders, 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 for 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 may 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 below for each district, as well as for the district aggregations used in reporting.

Overall, the margin of error for the survey results is estimated at ±1.2% at a 95% confidence level (theoretically, for a given survey question, the true value for the population would be somewhere within the margin of error of the survey results 19 times out of 20). Data weighting may slightly increase the sampling error beyond this.

## Table 1. Sampling Error by District

| District | Geography | Population (2011 Census) | Households (2011 Census) | O-D Surveys Completed | Sampling Rate (% of Households Sampled) | Margin of Error (± %)* |
|---|---|---|---|---|---|---|
| **Individual Districts** | | | | | | |
| 1 | Salt Spring Island Electoral Area | 10,234 | 4,662 | 398 | 8.5% | 4.7% |
| 2 | Town of Sidney | 11,178 | 5,328 | 182 | 3.4% | 7.1% |
| 3 | District of North Saanich, Tsyecum First Nation, Pauquachin First Nation | 11,527 | 4,623 | 159 | 3.4% | 7.6% |
| 4 | District of Central Saanich, Tsartlip First Nation, Tsawout First Nation | 18,463 | 7,655 | 238 | 3.1% | 6.3% |
| 5** | Downtown Victoria | 7,971 | 4,870 | 105 | 2.2% | 9.5% |
| 6 | Victoria North | 29,167 | 14,233 | 375 | 2.6% | 5.0% |
| 7 | Victoria South | 42,879 | 23,854 | 664 | 2.8% | 3.7% |
| 8 | Saanich North | 18,019 | 7,242 | 235 | 3.2% | 6.3% |
| 9 | Saanich East | 62,837 | 26,514 | 703 | 2.7% | 3.6% |
| 10 | Saanich West | 28,896 | 11,634 | 299 | 2.6% | 5.6% |
| 11 | District of Oak Bay | 18,015 | 7,764 | 406 | 5.2% | 4.7% |
| 12 | Township of Esquimalt | 16,209 | 8,038 | 355 | 4.4% | 5.1% |
| 13 | Township of View Royal, Esquimalt Nation, Songhees First Nation | 11,059 | 4,787 | 223 | 4.7% | 6.4% |
| 14** | District of Highlands | 2,120 | 779 | 44 | 5.6% | 14.4% |
| 15 | City of Langford | 29,228 | 11,680 | 545 | 4.7% | 4.1% |
| 16 | City of Colwood | 16,093 | 6,096 | 330 | 5.4% | 5.2% |
| 17** | District of Metchosin, Scia'new First Nation | 5,127 | 1,885 | 95 | 5.0% | 9.8% |
| 18 | District of Sooke, T'souke First Nation | 11,654 | 4,585 | 262 | 5.7% | 5.9% |
| 19 | Juan de Fuca Electoral Area, Pacheedaht First Nation | 4,447 | 1,874 | 157 | 8.4% | 7.5% |
| 20 | South CVRD, Duncan, portion of North Cowichan, Malahat First Nation, Cowichan Tribes | 51,362 | 20,468 | 397 | 1.9% | 4.9% |
| **District Aggregations** | | | | | | |
| 5-7 | City of Victoria | 80,017 | 42,957 | 1,144 | 2.7% | 2.9% |
| 8-10 | District of Saanich | 109,752 | 45,390 | 1,237 | 2.7% | 2.7% |
| 2-4 | Peninsula Sub-Area | 41,168 | 17,606 | 579 | 3.3% | 4.0% |
| 5-13 | Core Sub-Area | 235,052 | 108,936 | 3,365 | 3.1% | 1.7% |
| 14-19 | West Shore Sub-Area | 68,669 | 26,899 | 1,433 | 5.3% | 2.5% |
| 2-19 | Regional Planning Area (RPA) | 344,889 | 153,441 | 5,377 | 3.5% | 1.3% |
| 1-20 | Study Area | 406,485 | 178,571 | 6,172 | 3.5% | 1.2% |

*Maximum sampling error (for response proportions of 50%) at a 95% confidence level (19 times out of 20).

** Survey results associated with residents of districts with larger margins of error should be interpreted with caution.

Survey results for districts with higher sampling errors should be interpreted with caution.[5] However, it should 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 (105 surveys), the reporting on trips within the district is based on a considerably larger sample of households whose householders travelled to Downtown Victoria.

When making comparisons to previous survey cycles, the reader is asked to keep in mind that differences in methodology and in geographic scope may influence the comparability of the survey results from different survey cycles, although many aspects of the surveys were very similar. Furthermore, the previous survey cycles had smaller samples and somewhat lower overall response rates (relative to the number of phone listings drawn for recruitment for the survey). Some apparent differences between survey cycles may be within the margins of error of the different survey cycles. To facilitate comparisons, where possible, 2001 and 2006 data has been recalibrated (for example, to adjust for overestimation of population in earlier cycles). Also where possible, comparisons have been made using equivalent parameters. For future survey cycles, general consistency with past survey administration and data processing methods is recommended.

Notwithstanding potential sources of survey error, given the large number of survey completions (6,172), the strong response rate (36.2%), and the close attention given to coding and data validation, the 2011 origin-destination data set may be considered a robust data set, and is of considerable value for transportation planning in the region.

[5] Note: the sample design set out targets to contain the sampling error within ±8% for the original sampling areas, and to within ±4% within aggregated areas; After survey completion, in consultation with the CRD certain sampling areas were split for the purposes of analysis (such as the separation of Highlands and Langford). For future surveys, larger sample sizes for smaller areas are recommended if these areas are to be reported on individually.

# 3 Regional Characteristics

## 3.1 Introduction

This chapter profiles the RPA 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 chapter then 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 chapter cover the Regional Planning Area (RPA), 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 districts 1 and 20, respectively. District 21, which is used to identify travel beyond the study area, is also excluded. Trips made by residents of districts 1 and 20 are included if they are made to, from or within the Regional Planning Area.

Some of the characteristics presented below are similar to those that were presented in the CRD 2006 and 2001 survey reports. These help describe how conditions have changed over time. However, it is important to note that the areas surveyed 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 2011 data was rescaled, as best as possible, to address overestimation of population in both cycles; However, it may be noted that unidentified distortions in the data weighting may still exist. 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 necessary to directly query 2006 and 2001 final datasets, with the result that many of the 2006 and 2001 figures reported here differ from those reported elsewhere.[6] Finally, although most 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.

[6] Differences 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); 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 districts 1 and 20, which are 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 may be linked, if they are in the same household – for example, one spouse may 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: 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 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).

  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 11+. The 2011 survey accounted for the travel only of people who were 11 years of age and older, for two reasons: young children typically do not travel independently (or, if they are travelling by themselves, their trips tend to be very localized); and, 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, and the 10 or 11 years age threshold has been commonly used in Canadian practice (although some surveys have used 5 years as the threshold: see section 3.3.3). The number of people aged 11+ per household is an indicator of the composition of the household (i.e., a higher proportion means fewer child-oriented trips, on average).

- 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; and this is different from 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 proportion of peak period travel activity.

Table 2 summarizes the study area population, household and vehicle characteristics for 2011, 2006 and 2001. As noted earlier, it is important to understand that the actual boundary of the study area extended north of the CRD to include portions of the southern CVRD, and 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 these areas. However, it is only trips to, from, or within the Regional Planning Area that are reported on.

Table 3 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 4 relates these parameters to each other. It can be seen that the average household size (persons per household) has dropped slightly since 2006 (to 2.25 persons per household from 2.27), reflecting an increase in 1-person households due to changing age demographics. The numbers of workers per household has increased slightly compared with 2006, to 1.19 workers per household from 1.17 (a 2% increase). Vehicle availability has also increased slightly by 2.6%, to an average of 1.57 vehicles per household from 1.53 in 2006.

### Table 2. Scope of the Study Area – Total Population, Households and Vehicles

| Survey Year | Population | Population 11+ | Employment (Workers) | Households | Vehicles |
|---|---|---|---|---|---|
| 2011 | 406,485 | 367,851 | 212,372 | 178,571 | 290,638 |
| 2006 | 371,070 | N/A | 193,656 | 160,524 | 253,550 |
| 2001 | 345,050 | N/A | 151,590 | 146,140 | 211,640 |

- Note: Geographies are not identical among survey years. Hence, parameters may not be directly comparable. The 2011 study area includes Salt Spring Island and the southern part of the CVRD including Duncan.
- The 2006 study area included 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 appears 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 there 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 3. Regional Planning Area – Total Population, Households and Vehicles

| Survey Year | Population (Census) | Population 11+ | Employment (Workers) | Households (Census) | Vehicles |
|---|---|---|---|---|---|
| 2011 | 344,889 | 312,819 | 183,284 | 153,441 | 240,474 |
| 2006 | 330,423 | 297,129 (est.) | 173,209 | 145,530 | 223,135 |
| 2001 | 312,168 | 284,312 (est.) | 158,271 | 135,720 | 210,773 |

- 2006 survey data has been re-geocoded to match the Regional Planning Area for the purpose of comparison. 2006 figures have also been scaled to match actual 2006 Census population and dwelling counts.
- 2001 figures have been scaled to match actual 2001 Census population and dwelling counts.

### Table 4. Key Demographic Indicators

| Survey Year | Persons / Household | Population 11+ / Household | Workers / Household | Vehicles / Household |
|---|---|---|---|---|
| 2011 | 2.25 | 2.04 | 1.19 | 1.57 |
| 2006 | 2.27 | 2.04 (est.) | 1.19 | 1.53 |
| 2001 | 2.30 | 2.09 (est.) | 1.17 | 1.55 |

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

Table 5 breaks down the population by age cohort. The largest cohort is 25-64 years, at just over half (56.5%) of the population: together with seniors (65+, at 18.7%), these two cohorts comprise three quarters of the population. Young children (0 – 10 years), whose travel activities were not surveyed, comprise 9.1%.

### Table 5. Population by Age Category

| Age Group | Population | % |
|---|---|---|
| 0 to 10 | 31,487 | 9.1% |
| 11 to 17 | 23,889 | 6.9% |
| 18 to 24 | 30,409 | 8.8% |
| 25 to 64 | 194,675 | 56.5% |
| 65+ | 64,429 | 18.7% |
| Total (all ages) | 344,889 | 100.0% |

Table 6 summarizes the occupational status, or primary activity, of each household member, including young children. Almost two of every five individuals are employed full-time. Another one in five (19.4%) are students, and another one in five (19.8%) are retired. Part-time employed people represent 14.0%. 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 (e.g., a student going to a part-time job; a retiree who also attends school). A 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) – 17,791 individuals, or 5.2% of the total. Of these individuals, 11,042 are full-time students with part-time jobs.

### Table 6. Occupational Status

| Occupational Status | Number | % |
|---|---|---|
| Full time employed | 134,890 | 39.1% |
| Part time employed | 48,394 | 14.0% |
| Student (full-time or part-time) | 66,882 | 19.4% |
| Pre-schooler | 14,737 | 4.3% |
| Retired | 68,448 | 19.8% |
| Homemaker | 10,619 | 3.1% |
| Other | 17,350 | 5.0% |
| Decline / don't know | 1,360 | 0.4% |
| Total (expanded number of eligible survey persons) | 344,889 | 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 7 records the occupation type. Overall, 37.5% of all respondents recorded office employment . The next highest categories were health care and social assistance (12.3%), industrial employment (11.7%), and retail and wholesale (11.5%): combined, these three categories represented another 35.5% of all employment. This information will be of use in calibrating the transportation model for the region.

### Table 7. Occupation Type

| Occupation Type | Number | % |
|---|---|---|
| Industrial employment (10 *) | 21,531 | 11.7% |
| Office employment (20) | 68,648 | 37.5% |
| Accommodation and food services (31) | 12,298 | 6.7% |
| Other main services (32) | 11,049 | 6.0% |
| Retail and wholesale employment (40) | 21,128 | 11.5% |
| Arts, entertainment and recreation (50) | 7,326 | 4.0% |
| Health care and social assistance (60) | 22,621 | 12.3% |
| School employment (70) | 13,876 | 7.6% |
| Commercial driver (77) | 3,379 | 1.8% |
| Other / unsure | 442 | 0.2% |
| Decline / don't know | 985 | 0.5% |
| Total, full time and part time employed | 183,284 | 100.0% ** |

* Occupation classification code used in survey. For reference only.

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

Table 8 lists the number of dwelling units by type. Just over half the dwelling units are single-detached (56%), while almost 32% are apartments / condominiums (i.e., high-density buildings).

### Table 8. Type of Dwelling

| Type of Dwelling * | Number | % |
|---|---|---|
| Single-detached | 85,891 | 56.0% |
| Semi-detached | 6,984 | 4.6% |
| Row / townhouse | 10,029 | 6.5% |
| Apartment or condominium | 48,716 | 31.8% |
| Other (e.g., trailers) | 1,822 | 1.2% |
| Total | 153,441 | 100.0% ** |

* Figures reported are survey results and may not necessarily match the 2011 Census distributions, despite data weighting for ground-oriented dwellings vs. apartments/condominiums based on 2006 Census distributions (the most recent data available).

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

Finally, the next three tables present various vehicle characteristics. Table 9 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; that is – as noted – the more vehicles available in a household, the more they are likely to be used as the mode of travel.

Key points to note:

- Just over one in ten households (17,095 or 11.1%) do not have any vehicles. 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.
- Less than half the households (66,378 or 43.3%) are 1-vehicle households. Almost one third of households (48,481 or 31.6%) are 2-vehicle households.
- Close to half of all households (72,704 or 47.4%) have *a least one* vehicle for every household member. Of these households, 6.0% (9,249 households) have *more than one* vehicle for each individual and the remaining 41.4% (or just over two out of all five households) have *exactly one* vehicle for each person.
- Two-person households comprise just over one third of all households (56,272, or 36.7%). One-person households comprise just under one third of all households (50,353, or 32.8%). Of the remainder, 4+ person households are the next largest proportion, at 16.9% (25,950).

### Table 9. Household Size by Vehicles per Household

| Household Size * | 0 vehicles | 1 vehicle | 2 vehicles | 3+ vehicles | Total |
|---|---|---|---|---|---|
| 1 person | 13,318 | 33,373 | 2,597 | 1,064 | 50,353 |
| 2 persons | 2,604 | 23,638 | 24,441 | 5,588 | 56,272 |
| 3 persons | 871 | 5,334 | 9,022 | 5,640 | 20,866 |
| 4+ persons | 302 | 4,033 | 12,421 | 9,194 | 25,950 |
| Total | 17,095 | 66,378 | 48,481 | 21,486 | 153,441 |

* The calculation of household size comprises all age groups, including 0-10 years.

The survey asked respondents about the fuel type of their vehicles. Table 10 indicates that although gasoline continues to dominate, at 94.5% of all vehicles, other fuel types also are present in the mix, including hybrid (1.0%), electric-only (0.04%) and biodiesel (0.15%) in addition to diesel (4.3%).

### Table 10. Vehicles by Fuel Type

| Vehicles by Fuel Type | Number | % |
|---|---|---|
| Gasoline | 227,173 | 94.5% |
| Hybrid | 2,492 | 1.0% |
| Electric only | 104 | 0.0% |
| Diesel | 10,345 | 4.3% |
| Biodiesel | 359 | 0.2% |
| Total | 240,474 | 100.0% |

Table 11 indicates that only a small proportion of vehicles are leased (2.2%), with the remainder being owned by the respondents.

### Table 11. Vehicles by Ownership

| Vehicles by ownership | Number | % |
|---|---|---|
| Owned | 235,502 | 97.9% |
| Leased | 4,972 | 2.2% |
| Total | 240,474 | 100.0% * |

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

## 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 (southern CVRD), and 21 (external to study area). Trips made by residents of districts 1 and 20 are included if they are made to, from or within the RPA.

### 3.3.1 Trip Totals and Trip Rates

Table 12 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 2011, have been combined to represent a single day.

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

- Study area residents made over 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 1.056M trips in the RPA, 1.032M were made by residents of the RPA. The other 24,383 were reported by survey respondents who live in the South CVRD and 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 12 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 (27.1%), which is significantly more than the 17.3% 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.).

- Over 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 18.4% - also have significant activity.

- The daily average trip rate per person is calculated in two ways: dividing the total number of trips by all residents, including young children (0 – 10 years, i.e. who were not surveyed) and excluding them. In both instances, trips made in the RPA made by residents outside the RPA are excluded from the calculation of person trip-rates. The rates, respectively, are 2.99 and 3.30

trips per day. The rationale for including young (non-surveyed) children in the trip rate is twofold: reflecting that young children do not travel independently (hence do not add significantly to the trip totals); and to enable comparisons with surveys from other cities as a validation check (see section 3.3.3, p. 24).

### Table 12. 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 * | 15,043 | 182,486 | 377,681 | 286,487 | 194,581 | 1,056,278 |
| % of Daily Trips | 1.4% | 17.3% | 35.8% | 27.1% | 18.4% | 100.0% |
| Trips made by RPA residents * | 13,822 | 177,339 | 369,245 | 279,508 | 191,982 | 1,031,896 |
| Trips per Person ** | 0.04 | 0.51 | 1.07 | 0.81 | 0.56 | 2.99 |
| Trips per Person 11+** | 0.04 | 0.57 | 1.18 | 0.89 | 0.61 | 3.30 |

* These totals do not include 880 trips whose departure (start) time was not recorded.
** Trips made by RPA residents only divided by the number of RPA residents.

Table 13 breaks down the trips by age category. Table 14 presents the corresponding trip rates by age category (excluding 0-10 years). Over the 24-hour period, the 25-64 age group has the highest trip rate, at 3.55 daily trips per person. The highest trip rate during the mid-day period is recorded by seniors (65+), at 1.72 trips per person: this is consistent with retirees whose activities may take place outside the commuter peak period (e.g., personal business or shopping).

### Table 13. 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 10 | | | | | | |
| 11 to 17 | 468 | 22,083 | 9,529 | 24,086 | 13,173 | 69,339 |
| 18 to 24 | 2,005 | 14,803 | 24,635 | 22,398 | 25,593 | 89,434 |
| 25 to 64 | 10,532 | 127,658 | 225,561 | 191,560 | 134,858 | 690,169 |
| 65+ | 816 | 12,795 | 109,521 | 41,464 | 18,358 | 182,954 |
| Total (all ages 11+) | 13,821 | 177,339 | 369,246 | 279,508 | 191,982 | 1,031,896 |

Excludes 880 trips whose departure (start) time was not recorded. Excludes 24,383 trips made by external residents.

### Table 14. 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 10 | | | | | | |
| 11 to 17 | 0.02 | 0.92 | 0.40 | 1.01 | 0.55 | 2.90 |
| 18 to 24 | 0.06 | 0.48 | 0.80 | 0.72 | 0.83 | 2.89 |
| 25 to 64 | 0.05 | 0.66 | 1.16 | 0.99 | 0.69 | 3.55 |
| 65+ | 0.01 | 0.20 | 1.72 | 0.65 | 0.29 | 2.87 |
| Total (all ages 11+) | 0.04 | 0.57 | 1.18 | 0.89 | 0.61 | 3.30 |

Excludes 880 trips whose departure (start) time was not recorded. Excludes 24,383 trips made by external residents.

### 3.3.2 Trip Origins and Destinations

This section summarizes the trip origins and destinations. As Table 15 indicates, the origins and destinations for the 21 districts are grouped into 6 sub-regions: this is analogous to the aggregations presented for the 2006 and 2001 surveys; however, the actual groupings are different. As a result, sub-regional comparisons with the previous surveys are not made.

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 or CVRD regions and other trips entirely external to the Regional Planning Area). Table 16 expresses all trips by the sub-region of origin (where the trips begin), by time of day. Table 17 expresses all trips by the sub-region of destination (where the trip ends), by time of day.

It should be noted that some of the tables are accompanied by qualifying notes. The notes indicate that some trips were not included in the tabulation. This is because they are missing certain pieces of information – for example, the start (departure) or end times, or the origin or destination coordinate. Thus, although the trip exists, for these tabulations it is not included since it cannot be categorized accordingly. This is a common occurrence in any O-D survey of this size. These remain the only trips for which the missing data could not be recovered, after an extensive data editing process (described elsewhere). It is important to note that, overall, the difference is very small, at less than 0.5%; and since the impacted trips are distributed across the study throughout the day, any potential impacts are diffused, hence can be considered to be negligible.

**Table 15. 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<br>3. District of North Saanich with Tsyecum First Nation, Pauquachin First Nation<br>4. District of Central Saanich with Tsartlip First Nation, Tsawout First Nation |
| 3. Core | 5. Downtown Victoria<br>6. Victoria North<br>7. Victoria South<br>8. Saanich North<br>9. Saanich East<br>10. Saanich West<br>11. District of Oak Bay<br>12. Township of Esquimalt<br>13. Town of View Royal with Esquimalt Nation, Songhees First Nation |
| 4. West Shore | 14. District of Highlands<br>15. City of Langford<br>16. City of Colwood<br>17. District of Metchosin with Scia'new First Nation<br>18. District of Sooke with T'souke First Nation<br>19. Juan de Fuca Electoral Area with Pacheedaht First Nation |

| Sub-Region | Municipalities and Areas (Districts) |
|---|---|
| 5. South CVRD | 20. 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 16. 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 | 27 | 159 | 294 | 92 | 34 | 606 |
| 2. Saanich Peninsula | 1,393 | 19,539 | 46,906 | 31,348 | 18,491 | 117,677 |
| 3. Core | 8,890 | 120,920 | 264,830 | 209,468 | 143,318 | 747,426 |
| 4. West Shore | 3,162 | 36,700 | 57,958 | 40,788 | 28,742 | 167,351 |
| 5. South CVRD | 1,194 | 4,277 | 3,068 | 1,604 | 846 | 10,989 |
| 6. External | - | 13 | 544 | 899 | 407 | 1,863 |
| Total Trip Origins | 14,666 | 181,609 | 373,600 | 284,199 | 191,838 | 1,045,912 |

- Includes only trips to, from, or within the Regional Planning Area.
- Excludes 880 trips for which the departure time is missing.
- Excludes 5,219 trips for which the destination district is missing.
- Excludes all trips missing either an origin or a destination, and excludes all trips having no departure time specified.

### Table 17. 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 | - | 9 | 160 | 187 | 153 | 509 |
| 2. Saanich Peninsula | 1,942 | 19,911 | 46,442 | 30,678 | 17,655 | 116,628 |
| 3. Core | 10,392 | 135,737 | 264,489 | 197,052 | 140,531 | 748,202 |
| 4. West Shore | 2,060 | 24,868 | 58,669 | 50,936 | 31,344 | 167,876 |
| 5. South CVRD | 40 | 697 | 3,059 | 5,026 | 2,027 | 10,850 |
| 6. External | 231 | 388 | 781 | 320 | 128 | 1,847 |
| Total Trip Destinations | 14,666 | 181,609 | 373,600 | 284,199 | 191,838 | 1,045,912 |

- Includes only trips to, from, or within the Regional Planning Area.
- Excludes 880 trips for which the departure time is missing.
- Excludes 5,147 trips for which the origin district is missing.
- Excludes all trips missing either an origin or a destination, and excludes all trips having no departure time specified.

Table 18 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 29,928 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, 117,752 trips start and end within West Shore (sub-region 4). Table 19 and Table 20 list the daily auto-driver trips and transit person-trips, respectively.

### Table 18. Weekday Daily - Total Person-Trips by Sub-Region

| Sub-Area / Trip Origin | Trip Destination | | | | | | |
|---|---|---|---|---|---|---|---|
| | Salt Spring | Saanich Peninsula | Core | West Shore | South CVRD | External | Total Trips |
| 1. Salt Spring | N/A | 252 | 285 | 69 | N/A | N/A | 606 |
| 2. Saanich Peninsula | 283 | 81,983 | 29,928 | 4,121 | 965 | 396 | 117,677 |
| 3. Core | 132 | 29,209 | 668,052 | 42,540 | 7,080 | 1,202 | 748,213 |
| 4. West Shore | 94 | 3,614 | 42,904 | 117,752 | 2,805 | 249 | 167,418 |
| 5. South CVRD | N/A | 1,384 | 6,748 | 2,882 | N/A | N/A | 11,014 |
| 6. External | N/A | 247 | 1,035 | 581 | N/A | N/A | 1,863 |
| Total Trips | 509 | 116,690 | 748,952 | 167,944 | 10,850 | 1,847 | 1,046,792 |

- Includes only trips to, from, or within the Regional Planning Area (N/A = not applicable).
- Excludes 10,366 trips for which the origin or destination is missing.

### Table 19. Weekday Daily - Auto Driver Trips by Sub-Region

| Sub-Area / Trip Origin | Trip Destination | | | | | | |
|---|---|---|---|---|---|---|---|
| | Salt Spring | Saanich Peninsula | Core | West Shore | South CVRD | External | Total Trips |
| 1. Salt Spring | N/A | 214 | 170 | 43 | N/A | N/A | 428 |
| 2. Saanich Peninsula | 217 | 55,971 | 22,072 | 3,370 | 765 | 229 | 82,624 |
| 3. Core | 95 | 22,123 | 389,859 | 32,180 | 5,983 | 898 | 451,138 |
| 4. West Shore | 58 | 2,908 | 32,471 | 86,929 | 2,335 | 167 | 124,868 |
| 5. South CVRD | N/A | 1,008 | 5,722 | 2,061 | N/A | N/A | 8,792 |
| 6. External | N/A | 173 | 746 | 323 | N/A | N/A | 1,243 |
| Total Trips | 370 | 82,398 | 451,042 | 124,907 | 9,082 | 1,294 | 669,092 |

- Includes only trips to, from, or within the Regional Planning Area (N/A = not applicable).
- Excludes trips for which either origin or destination are missing.

### Table 20. Weekday Daily – Transit Person-Trips by Sub-Region

| Sub-Area / Trip Origin | Trip Destination | | | | | | |
|---|---|---|---|---|---|---|---|
| | Salt Spring | Saanich Peninsula | Core | West Shore | CVRD | External | Total Trips |
| 1. Salt Spring | N/A | 9 | 8 | N/A | N/A | N/A | 17 |
| 2. Saanich Peninsula | - | 841 | 1,696 | 31 | - | - | 2,568 |
| 3. Core | 8 | 1,674 | 53,269 | 3,228 | 492 | 79 | 58,749 |
| 4. West Shore | - | 31 | 3,479 | 1,549 | - | - | 5,059 |
| 5. South CVRD | N/A | - | 299 | - | N/A | N/A | 299 |
| 6. External | N/A | - | 22 | - | N/A | N/A | 22 |
| Total Trips | 8 | 2,555 | 58,773 | 4,807 | 492 | 79 | 66,714 |

- Transit trips include those using Handy Dart services.
- Includes only trips to, from, or within the Regional Planning Area (N/A = not applicable).
- Excludes trips for which either origin or destination are missing.

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 21, Table 22 and Table 23, respectively.

### Table 21. Weekday PM Peak Period - Total Person-Trips by Sub-Region

| Sub-Area Trip Origin | Trip Destination | | | | | | |
|---|---|---|---|---|---|---|---|
| | Salt Spring | Saanich Peninsula | Core | West Shore | South CVRD | External | Total Trips |
| 1. Salt Spring | N/A | 75 | 16 | - | N/A | N/A | 92 |
| 2. Saanich Peninsula | 74 | 21,538 | 8,391 | 1,213 | 133 | - | 31,348 |
| 3. Core | 87 | 8,311 | 179,907 | 17,496 | 3,377 | 290 | 209,468 |
| 4. West Shore | 26 | 483 | 7,819 | 30,914 | 1,516 | 30 | 40,788 |
| 5. South CVRD | N/A | 196 | 519 | 888 | N/A | N/A | 1,604 |
| 6. External | N/A | 75 | 399 | 425 | N/A | N/A | 899 |
| Total Trips | 187 | 30,678 | 197,052 | 50,936 | 5,026 | 320 | 284,199 |

- Includes only trips to, from, or within the Regional Planning Area (N/A = not applicable).
- Excludes trips for which either origin or destination are missing.

### Table 22. Weekday PM Peak Period - Auto Driver Trips by Sub-Region

| Sub-Area Trip Origin | Trip Destination | | | | | | |
|---|---|---|---|---|---|---|---|
| | Salt Spring | Saanich Peninsula | Core | West Shore | South CVRD | External | Total Trips |
| 1. Salt Spring | - | 57 | 16 | - | - | - | 73 |
| 2. Saanich Peninsula | 74 | 15,840 | 6,059 | 1,085 | 133 | - | 23,190 |
| 3. Core | 78 | 6,123 | 103,040 | 12,828 | 2,736 | 183 | 124,989 |
| 4. West Shore | 13 | 317 | 5,726 | 22,110 | 1,380 | 23 | 29,570 |
| 5. South CVRD | - | 124 | 471 | 566 | - | - | 1,161 |
| 6. External | - | 61 | 323 | 211 | - | - | 595 |
| Total Trips | 165 | 22,522 | 115,636 | 36,800 | 4,249 | 207 | 179,579 |

- Includes only trips to, from, or within the Regional Planning Area (N/A = not applicable).
- Excludes trips for which either origin or destination are missing.

### Table 23. Weekday PM Peak Period – Transit Person-Trips by Sub-Region

| Sub-Area Trip Origin | Trip Destination | | | | | | |
|---|---|---|---|---|---|---|---|
| | Salt Spring | Saanich Peninsula | Core | West Shore | South CVRD | External | Total Trips |
| 1. Salt Spring | N/A | - | - | - | N/A | N/A | - |
| 2. Saanich Peninsula | - | 146 | 287 | - | - | - | 434 |
| 3. Core | - | 892 | 15,697 | 1,985 | 239 | 79 | 18,893 |
| 4. West Shore | - | - | 328 | 445 | - | - | 772 |
| 5. South CVRD | N/A | - | - | - | N/A | N/A | - |
| 6. External | N/A | - | - | - | N/A | N/A | - |
| Total Trips | - | 1,039 | 16,312 | 2,430 | 239 | 79 | 20,099 |

- Transit trips include those using Handy Dart services.
- Includes only trips to, from, or within the Regional Planning Area (N/A = not applicable).
- Excludes trips for which either origin or destination are missing.

### 3.3.3 Comparison With Trip Rates From Other Surveys

Table 24 compares daily person- and household-trip rates from the 2001, 2006 and 2011 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 Niagara in Ontario); proximity (Nanaimo and Vancouver); other western cities (Edmonton 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 (e.g., Québec City) while others have dropped (e.g., Vancouver).

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 2011 CRD trip rates are reasonable and are consistent with the findings of other cities.

**Table 24. Comparison with Surveys from Other Canadian cities**

| City | Year of Survey | Daily Person Trip Rate | Daily Household Trip Rate | Population |
|---|---|---|---|---|
| **CRD** | **2011** | **2.99 *** | **6.73** | **344,889** |
| | 2006 | 3.15 ** | 7.14 ** | 330,423 ** |
| | 2001 | 3.08 ** | 7.10 ** | 312,168 ** |
| Nanaimo | 2012 | 2.84 * | 6.69 | 103,484 |
| Vancouver (TransLink) | 2008 | 2.65 | 6.93 | 2,476,392 |
| | 2004 | 3.17 | 6.99 | 2,132,800 |
| Edmonton | 2005 | 3.63 | 8.6 | 1,005,500 |
| City of Winnipeg | 2007 | 2.83 * | 5.92 | 632,970 |
| London (Ontario) | 2010 | 2.32 *** | 6.4 | 291,555 *** |
| Region of Waterloo | 2006 | 2.8 * | 6.4 | 476,400 |
| Region of Niagara | 2006 | 2.8 * | 6.1 | 411,800 |
| City of Toronto | 2006 | 2.2 * | 4.9 | 2,445,900 |
| | 2001 | 2.3 * | 5.1 | 2,368,700 |
| Ottawa-Gatineau | 2005 | 2.78 * | 6.03 | 1,150,600 |
| | 1995 | 3.00 | 6.52 | 972,400 |
| Montréal | 2008 | 2.16 **** | 4.89 | 3,939,761 |
| Montréal | 2003 | 2.30 **** | 5.27 | 3,605,996 |
| Québec City | 2006 | 2.81 **** | 6.09 | 755,277 |
| Québec City | 2001 | 2.65 **** | 5.55 | 712,978 |

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:
   - The 2007 Winnipeg survey included an external rural catchment area. The rates presented here are for City of Winnipeg residents only.
   - The 2006 and 2011 CRD surveys also included external catchments (south CVRD, Salt Spring Island). 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, 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 previous cycles were based on the trips of all persons including those 10 and under 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: 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: *Greater Vancouver Trip Diary Survey 2004 Summary* (no date) and *2008 Regional Trip Diary Survey: Final Reports*, February 2010, Halcrow/Mustel. Note: results for 2011 *Trip Diary Survey* are not yet available.
- City of Edmonton: *2005 Household Travel Survey, Summary Report on Weekday Travel by Residents of the Edmonton Region*, July 2006, ISL/Banister.
- 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.
- Region of Waterloo: *2006, 2001 & 1996 Travel Survey Summaries*, October 2008, Data Management Group, University of Toronto.
- Region of Niagara: *2006, 2001 & 1996 Travel Survey Summaries*.
- City of Toronto: *2006, 2001 & 1996 Travel Survey Summaries*.
- City of Kingston: 2008, *Model Development Report*, July 2009, AECOM.
- Ottawa-Gatineau: *2005 Origin-Destination Survey summary of Results*, December 2006, RA Malatest and iTRANS (HDR).
- Montréal: *Enquête Origine-Destination 2003; La mobilité des personnes dans la région de Montréal* and *Enquête Origine-Destination 2008; La mobilité des personnes dans la région de Montréal* (reports), Agence métropolitaine de transport et al.
- Trois-Rivieres: *La mobilité des personnes dans la region de Trois-Rivières; Sommaire des résultats de l'enquête origine-destination 2000*, 2001, Ministére des Transports du Québec.
- Sherbrooke: *Mobilité des personnes dans la region de Sherbrooke; Sommaire des résultats de l'enquête origine-destination de 2003*, 2004, Ministére des Transports du Québec.
- Québec City: *Mobilité des personnes dans l'agglomération de Québec: sommaire des résultats de l'enquête origin-destination de 2001*, 2002; and *Mobilité des personnes dans la region de Québec; Sommaire des résultats de l'enquête origine-destination 2006*, 2008, Ministère des Transports du Québec.

### 3.3.4 Travel Mode and Trip Purpose

This section describes the modes people use for their trips, and the purposes for which they travel. Mode choice and trip purpose are related, in that 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, including the pick-up or drop-off of children at schools or daycares. Discretionary trips are irregular, can occur at different times and have varied destinations: examples include shopping or personal business.

When interpreting the survey results generally, it is important to bear in mind that the survey results represent the travel of individuals 11 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.

Table 25 summarizes travel modes by time of day. As can be seen from Figure 2, auto driver is the dominant mode, capturing two thirds of all daily trips (64.0%). Auto driver is the dominant mode at any time, with auto passenger next at 13.1%. This represents an average auto occupancy of 1.20; however, a more accurate calculation for this factor should be derived from observed screenline classification counts[7]. Walking is next, at 12.6% of all trips, 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 and midday inter-peak, with a 6.3% share overall.

**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 2006 and 2001 CRD summaries. 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 42). Note that transit includes **Handy Dart**.
- 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 other bus (private carriers such as Pacific Coach Lines or Greyhound), **other bus** is the primary mode (classified under "other" modes below).
- For any combination of modes with auto driver (other than transit, school bus, or other 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 and other bus. **Other** modes comprise school bus, other bus (non-transit), taxi, Harbour Ferry, BC Ferries, other marine, train and airplane.

[7] '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.

### Table 25. 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 | 10,669 | 115,197 | 246,143 | 181,250 | 122,373 | 675,632 |
| Auto Passenger | 1,765 | 19,570 | 42,085 | 37,158 | 37,361 | 137,940 |
| Transit * | 126 | 17,309 | 21,181 | 20,130 | 8,067 | 66,813 |
| Walk | 1,435 | 18,219 | 56,254 | 34,792 | 22,027 | 132,726 |
| Bicycle | 438 | 8,639 | 7,862 | 9,116 | 3,268 | 29,323 |
| Other ** | 609 | 3,552 | 4,156 | 4,041 | 1,486 | 13,844 |
| Total (all modes) *** | 15,043 | 182,486 | 377,681 | 286,487 | 194,581 | 1,056,278 |

* Includes Handy Dart.

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

*** Does not include 880 trips for which departure time is missing.

### Figure 2. Weekday - Daily Mode Share

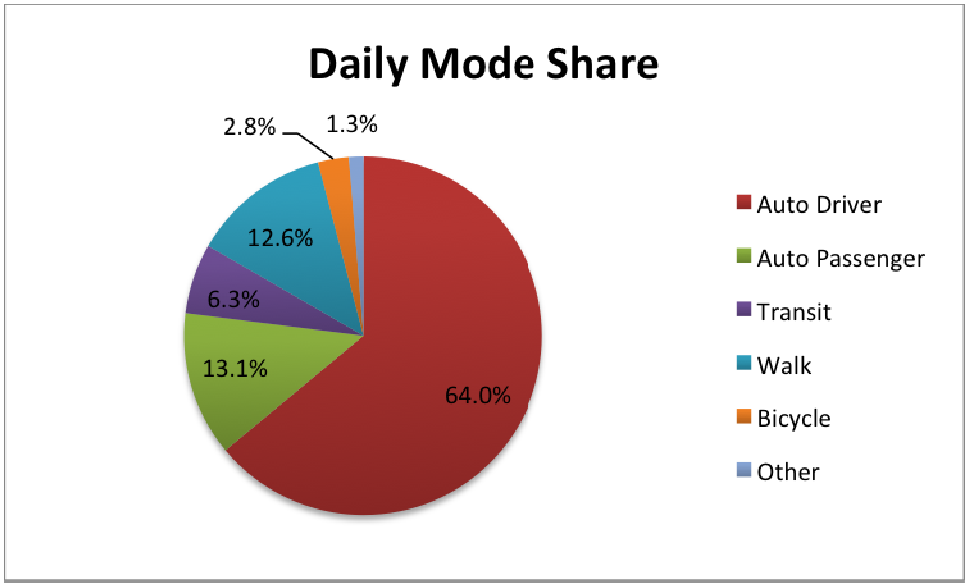



Table 26 summarizes the breakdown of trip purpose by time of day. Trip purpose refers to the main reason for which the trip is being made: "work," "post-secondary school" and "other school" refer to the non-discretionary commute *to* these locations. "Personal business," "shopping," etc. are discretionary 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.

### Table 26. 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 | 7,233 | 90,473 | 54,201 | 11,557 | 5,433 | 168,896 |
| Post-secondary school | - | 6,467 | 8,583 | 839 | 209 | 16,098 |
| Other school | 11 | 21,625 | 2,602 | 232 | 121 | 24,590 |
| Personal business | 273 | 6,295 | 40,806 | 13,011 | 5,095 | 65,480 |
| Recreation / social | 1,420 | 7,707 | 36,097 | 24,561 | 30,728 | 100,513 |
| Dining / restaurant | 314 | 2,118 | 18,525 | 7,133 | 11,228 | 39,318 |
| Shopping | 26 | 4,416 | 78,539 | 37,317 | 16,909 | 137,208 |
| Pick-up / drop-off psgr | 1,082 | 28,533 | 27,004 | 24,570 | 16,694 | 97,883 |
| Return home | 4,571 | 13,126 | 106,962 | 164,888 | 106,748 | 396,295 |
| Other | 112 | 1,725 | 4,362 | 2,380 | 1,417 | 9,997 |
| Total (all purposes) | 15,043 | 182,486 | 377,681 | 286,487 | 194,581 | 1,056,278 |

* Does not include 880 trips for which the departure time is missing.

As Figure 3 indicates, the return home purpose is the most predominant, at over one third of all trips (37.5%). The commute to work is next, at 16.0%, followed by shopping (13.0%) and recreation / social (9.5%). Table 26 shows that the commutes to work, other school and post-secondary school dominate in the AM peak period: also important is the pick-up / drop-off purpose (e.g., taking a child to daycare). By comparison, as shown in Figure 4, during the PM peak period the return home purpose dominates, followed by shopping, pick-up /drop-off and recreation / social. 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.

### Figure 3. Weekday - Daily Trip Purpose Distribution

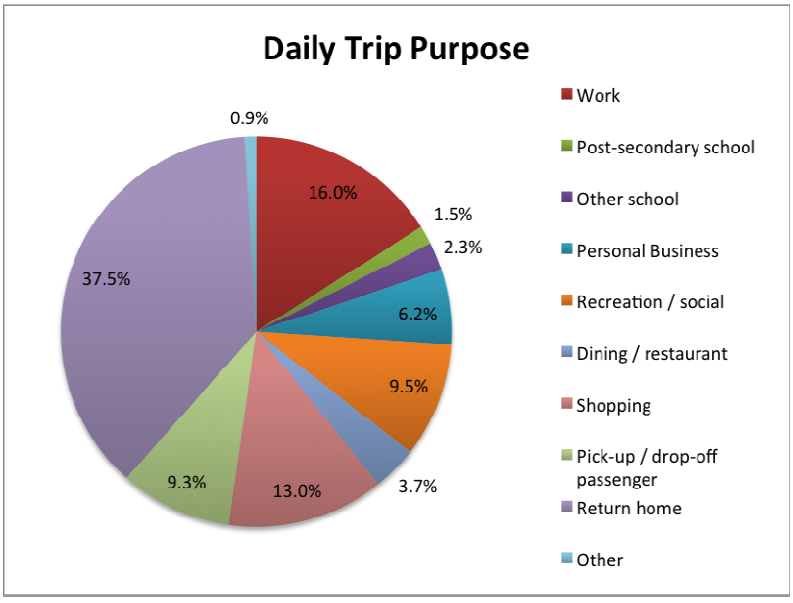


**Figure 4. PM Peak Period – Trip Purpose Distribution**

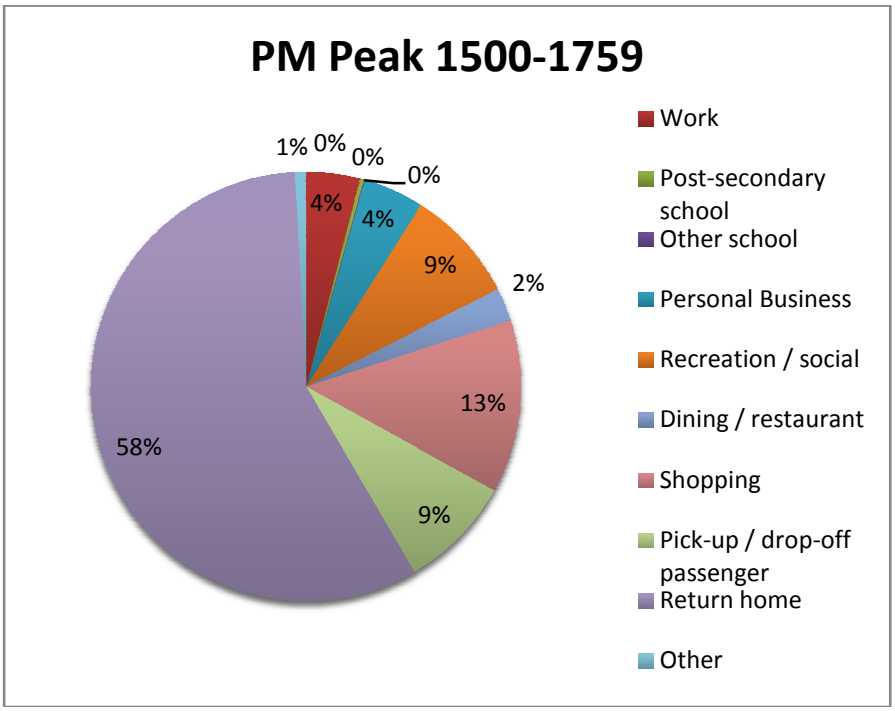



**Figure 5. Variation in Trip Purpose by Time of Day**

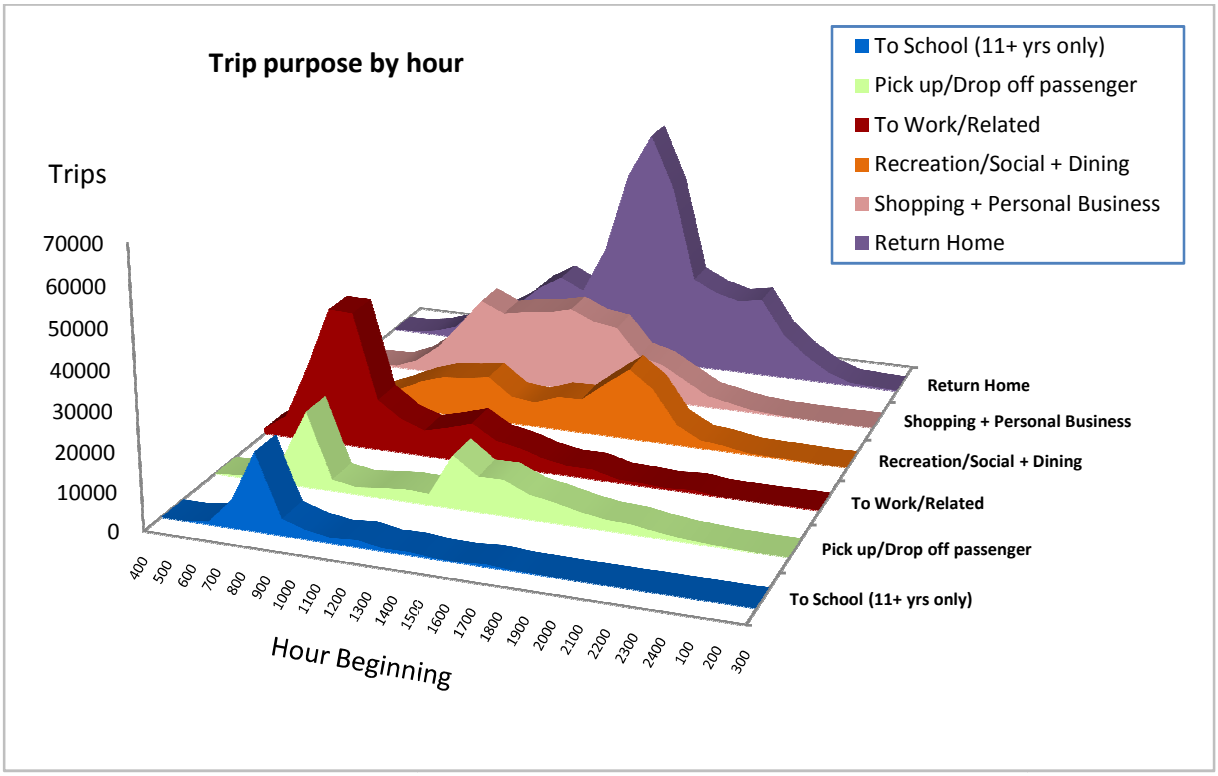


Table 27 and Table 28 summarize daily trip purpose, respectively, by mode and by percent mode share. Key points to note:

- Auto driver is the dominant mode for most trip purposes, notably the commute to work (69.9%). Auto passenger is strongest for other school, at 32.9%, followed by dining / restaurant at 20.9%.
- Transit's share is strongest for post-secondary school (almost half, or 49.0%) and other school (15.9%). The share to work is 8.1%.
- The walk share is strongest for other school (25.4%), dining / restaurant (23.0% - e.g., the mid-day lunch at work), and other (25.2%).
- Cycling is strongest for other school (5.3%), post-secondary school (5.0%) and the work commute, for which the share is 4.9%.

### Table 27. Weekday Daily - Trip Purpose by Travel Mode – Daily Trip Totals

| | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| Work | 118,188 | 10,277 | 13,613 | 17,305 | 8,306 | 1,355 | 169,043 |
| Post-secondary school | 4,816 | 1,318 | 7,895 | 925 | 799 | 344 | 16,098 |
| Other school | 2,221 | 8,100 | 3,908 | 6,254 | 1,308 | 2,861 | 24,652 |
| Personal business | 41,786 | 9,098 | 3,311 | 9,387 | 1,039 | 934 | 65,555 |
| Recreation / social | 63,309 | 18,393 | 4,566 | 10,744 | 2,078 | 1,585 | 100,676 |
| Dining / restaurant | 20,207 | 8,227 | 1,349 | 9,033 | 382 | 144 | 39,342 |
| Shopping | 90,381 | 18,462 | 2,517 | 23,265 | 2,013 | 724 | 137,362 |
| Pick-up / drop-off psgr | 83,487 | 9,409 | 125 | 3,864 | 952 | 65 | 97,902 |
| Return home | 246,813 | 53,184 | 29,130 | 49,432 | 12,217 | 5,755 | 396,532 |
| Other | 4,925 | 1,484 | 572 | 2,517 | 342 | 156 | 9,997 |
| Total | 676,135 | 137,952 | 66,985 | 132,726 | 29,436 | 13,924 | 1,057,158 |

### Table 28. Weekday Daily - Mode Shares for Each Trip Purpose

| | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| Work | 69.9% | 6.1% | 8.1% | 10.2% | 4.9% | 0.8% | 100.0% |
| Post-secondary school | 29.9% | 8.2% | 49.0% | 5.7% | 5.0% | 2.1% | 100.0% |
| Other school | 9.0% | 32.9% | 15.9% | 25.4% | 5.3% | 11.6% | 100.0% |
| Personal business | 63.7% | 13.9% | 5.1% | 14.3% | 1.6% | 1.4% | 100.0% |
| Recreation / social | 62.9% | 18.3% | 4.5% | 10.7% | 2.1% | 1.6% | 100.0% |
| Dining / restaurant | 51.4% | 20.9% | 3.4% | 23.0% | 1.0% | 0.4% | 100.0% |
| Shopping | 65.8% | 13.4% | 1.8% | 16.9% | 1.5% | 0.5% | 100.0% |
| Pick-up / drop-off psgr | 85.3% | 9.6% | 0.1% | 3.9% | 1.0% | 0.1% | 100.0% |
| Return home | 62.2% | 13.4% | 7.3% | 12.5% | 3.1% | 1.5% | 100.0% |
| Other | 49.3% | 14.8% | 5.7% | 25.2% | 3.4% | 1.6% | 100.0% |
| Total (all purposes) | 64.0% | 13.0% | 6.3% | 12.6% | 2.8% | 1.3% | 100.0% |

### 3.3.5 AM Travel Characteristics

Historically, much of 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. As a result, previous survey reports and this one focus on that time period. 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 29 and Table 30. Of note, it can be seen that the transit share increases to 9.5%, with the commutes to post-secondary school (45.4%), other school (16.2%) and work (10.7%) being the most important. The cycling share also increases, notably to shopping (6.6%), work (6.5%) and other school (5.1%). The walk share is slightly lower than it is over the course of the day, with other school being most prevalent (26.6%).

**Table 29. Weekday AM Peak Period – Trip Purpose by Travel Mode**

| | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| Work | 62,047 | 5,847 | 9,676 | 6,358 | 5,883 | 662 | 90,473 |
| Post-secondary school | 1,916 | 531 | 2,937 | 551 | 395 | 137 | 6,467 |
| Other school | 1,195 | 7,445 | 3,510 | 5,752 | 1,109 | 2,613 | 21,625 |
| Personal business | 4,613 | 950 | 185 | 534 | - | 12 | 6,295 |
| Recreation / social | 5,652 | 802 | 426 | 632 | 75 | 120 | 7,707 |
| Dining / restaurant | 1,744 | 134 | 41 | 174 | 25 | - | 2,118 |
| Shopping | 3,473 | 304 | - | 348 | 291 | - | 4,416 |
| Pick-up / drop-off psgr | 23,796 | 2,646 | 24 | 1,709 | 358 | - | 28,533 |
| Return home | 10,153 | 699 | 249 | 1,516 | 503 | 7 | 13,126 |
| Other | 607 | 212 | 261 | 645 | - | - | 1,725 |
| Total | 115,197 | 19,570 | 17,309 | 18,219 | 8,639 | 3,552 | 182,486 |

**Table 30. Weekday AM Peak Period – Mode Shares for Each Trip Purpose**

| | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| Work | 68.6% | 6.5% | 10.7% | 7.0% | 6.5% | 0.7% | 100.0% |
| Post-secondary school | 29.6% | 8.2% | 45.4% | 8.5% | 6.1% | 2.1% | 100.0% |
| Other school | 5.5% | 34.4% | 16.2% | 26.6% | 5.1% | 12.1% | 100.0% |
| Personal business | 73.3% | 15.1% | 2.9% | 8.5% | 0.0% | 0.2% | 100.0% |
| Recreation / social | 73.3% | 10.4% | 5.5% | 8.2% | 1.0% | 1.6% | 100.0% |
| Dining / restaurant | 82.3% | 6.3% | 1.9% | 8.2% | 1.2% | - | 100.0% |
| Shopping | 78.6% | 6.9% | - | 7.9% | 6.6% | - | 100.0% |
| Pick-up / drop-off psgr | 83.4% | 9.3% | 0.1% | 6.0% | 1.3% | - | 100.0% |
| Return home | 77.4% | 5.3% | 1.9% | 11.5% | 3.8% | 0.1% | 100.0% |
| Other | 35.2% | 12.3% | 15.1% | 37.4% | - | - | 100.0% |
| Total | 63.1% | 10.7% | 9.5% | 10.0% | 4.7% | 1.9% | 100.0% |

### 3.3.6 PM Travel Characteristics

Table 31 and Table 32 present trip purpose by mode and mode share, respectively. Here, transit's share is strongest for post-secondary school (42.9%), return home (9.6%), to work (5.8%) and recreation / social (5.6%). Walking is strongest for dining / restaurant (22.1% - e.g., a snack or drink after work), other school (17.9%), other (17.8%), personal business (16.7% - e.g., go the bank before going home from work) and to work (14.8%). Cycling is strongest for other (11.8%) and other school (6.1%).

**Table 31. Weekday PM Peak Period - Trip Purpose by Travel Mode**

| | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| Work | 8,317 | 630 | 666 | 1,711 | 150 | 84 | 11,557 |
| Post-secondary school | 237 | 241 | 360 | - | - | - | 839 |
| Other school | 38 | 67 | - | 42 | 14 | 70 | 232 |
| Personal business | 7,885 | 1,611 | 789 | 2,175 | 393 | 159 | 13,011 |
| Recreation / social | 14,133 | 5,524 | 1,382 | 2,858 | 462 | 202 | 24,561 |
| Dining / restaurant | 3,546 | 1,724 | 287 | 1,576 | - | - | 7,133 |
| Shopping | 25,442 | 5,579 | 629 | 4,923 | 391 | 353 | 37,317 |
| Pick-up / drop-off psgr | 21,422 | 2,424 | 15 | 426 | 271 | 13 | 24,570 |
| Return home | 99,265 | 18,809 | 15,850 | 20,659 | 7,156 | 3,149 | 164,888 |
| Other | 964 | 547 | 153 | 423 | 280 | 13 | 2,380 |
| Total | 181,250 | 37,158 | 20,130 | 34,792 | 9,116 | 4,041 | 286,487 |

**Table 32. Weekday PM Peak Period - Mode Shares for Each Trip Purpose**

| | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| Work | 72.0% | 5.5% | 5.8% | 14.8% | 1.3% | 0.7% | 100.0% |
| Post-secondary school | 28.3% | 28.8% | 42.9% | - | - | - | 100.0% |
| Other school | 16.6% | 29.1% | - | 17.9% | 6.1% | 30.3% | 100.0% |
| Personal business | 60.6% | 12.4% | 6.1% | 16.7% | 3.0% | 1.2% | 100.0% |
| Recreation / social | 57.5% | 22.5% | 5.6% | 11.6% | 1.9% | 0.8% | 100.0% |
| Dining / restaurant | 49.7% | 24.2% | 4.0% | 22.1% | - | - | 100.0% |
| Shopping | 68.2% | 15.0% | 1.7% | 13.2% | 1.0% | 0.9% | 100.0% |
| Pick-up / drop-off psgr | 87.2% | 9.9% | 0.1% | 1.7% | 1.1% | 0.1% | 100.0% |
| Return home | 60.2% | 11.4% | 9.6% | 12.5% | 4.3% | 1.9% | 100.0% |
| Other | 40.5% | 23.0% | 6.4% | 17.8% | 11.8% | 0.5% | 100.0% |
| Total | 63.3% | 13.0% | 7.0% | 12.1% | 3.2% | 1.4% | 100.0% |

Table 33 summarizes average trip lengths between origin and destination, by mode and by trip purpose during the PM peak period and daily. Overall, the average PM peak period trip length is 5.9 km, and the average daily trip length is 5.7 km.

On average, transit trips are longest among the 'urban' modes, followed by auto passenger and auto driver trips.'Other' mode is also amongst the longest (however, these include air, train and ferry). Daily average trip lengths are longer overall than those of the PM peak period. Transit trips are longer than auto driver trips for both time periods, while auto passenger trips are longer than auto driver trips, again

for both time periods. Cycling trips are four times longer than walk trips, but are about half the length of transit trips.

By purpose, the longest PM peak period trips are to school (post-secondary and other), return home and other. Daily, the longest trips are to post-secondary school (but not other school), at 7.7 km, and work, at 7.6 km. The shortest PM peak period trips are for shopping, personal business, and dining / restaurant (which may also reflect the inclusion of these activities in the 'return home' trip chain). Daily, the shortest trips are for other school, at about two thirds of the overall daily average (3.9 km v. 5.7 km), dining / restaurant, and shopping.

### Table 33. Weekday PM Peak and Daily Average Trip Lengths

| Travel Mode | Trip Length (km)* | | Trip Purpose | Trip Length (km) | |
|---|---|---|---|---|---|
| | PM Pk Pd | 24 Hour | | PM Pk Pd | 24 Hour |
| Auto Driver | 6.5 | 6.3 | Work | 6.0 | 7.6 |
| Auto Passenger | 6.9 | 6.5 | Post-secondary school | 8.5 | 7.7 |
| Transit | 7.1 | 7.0 | Other school | 10.9 | 3.9 |
| Walk | 0.9 | 0.8 | Personal Business | 4.4 | 5.7 |
| Bicycle | 3.7 | 3.3 | Recreation / social | 5.6 | 5.9 |
| Other | 6.7 | 6.7 | Dining / restaurant | 4.9 | 4.1 |
| Total (all modes) | 5.9 | 5.7 | Shopping | 4.1 | 4.2 |
| | | | Pick-up / drop-off psgr | 5.3 | 5.0 |
| | | | Return home | 6.7 | 6.0 |
| | | | Other | 6.1 | 6.2 |
| | | | Total (all purposes) | 5.9 | 5.7 |

* Trip length computed as the straight-line distance ("as the crow flies") between X,Y coordinates of trip origin and destination.

Table 34 and Table 35 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 25-64 age group (72.3%) and 65+ (65.6% ).
- The auto passenger share is highest in the 11-17 age group, at almost half (45.2%). This is consistent with much of this age group being too young to drive (and likely also with lower vehicle availability).
- The transit share is highest in the 18-24 age group, at 25.6%.
- Walking is most prevalent among the 11-17 age group (28.1%) but also 65+ (14.0%) and 18-24 (11.3%).
- Cycling is evenly distributed among all age groups 11 – 64, at 3.3% - 3.6%.

### Table 34. Weekday PM Peak Period – Mode Use by Age Group

| Age Group * | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| 11 to 17 | 991 | 10,911 | 3,036 | 6,787 | 854 | 1,553 | 24,133 |
| 18 to 24 | 9,698 | 3,628 | 5,774 | 2,547 | 754 | 151 | 22,552 |
| 25 to 64 | 143,037 | 16,318 | 9,965 | 19,560 | 7,204 | 1,747 | 197,831 |
| 65+ | 27,525 | 6,301 | 1,355 | 5,897 | 304 | 590 | 41,972 |
| Total (all ages) | 181,250 | 37,158 | 20,130 | 34,792 | 9,116 | 4,041 | 286,487 |

* Excludes 0 to 10 age group (not surveyed)

### Table 35. Weekday PM Peak Period – Mode Share by Age Group

| Age Group * | Auto Driver | Auto Passenger | Transit | Walk | Bicycle | Other | Total |
|---|---|---|---|---|---|---|---|
| 11 to 17 | 4.1% | 45.2% | 12.6% | 28.1% | 3.5% | 6.4% | 100.0% |
| 18 to 24 | 43.0% | 16.1% | 25.6% | 11.3% | 3.3% | 0.7% | 100.0% |
| 25 to 64 | 72.3% | 8.2% | 5.0% | 9.9% | 3.6% | 0.9% | 100.0% |
| 65+ | 65.6% | 15.0% | 3.2% | 14.0% | 0.7% | 1.4% | 100.0% |
| Total (all ages) | 63.3% | 13.0% | 7.0% | 12.1% | 3.2% | 1.4% | 100.0% |

* Excludes 0 to 10 age group (not surveyed)

Table 36 and Table 37 summarize trip purpose by age group for the PM peak period. For each age group, the return home trip dominates, from just over half (52.4%) for 65+ to two thirds (65.9%) for the 11-17 group. Otherwise, for each age group the dominant trip purpose was:

- 11-17: recreation / social (16.6%).
- 18-24: recreation / social (12.9%).
- 25-64: shopping (13.8%).
- 65+: shopping (18.1%).

### Table 36. Weekday PM Peak Period – Trip Purpose by Age Group

| Age Group * | Work | Post-secondary School | Other school | Personal business | Recreation / social | Dining / restaurant | Shopping | Pick-up / drop-off passenger | Return home | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 to 17 | 671 | | 179 | 659 | 3,998 | 225 | 1,174 | 899 | 15,895 | 432 | 24,133 |
| 18 to 24 | 1,896 | 736 | | 502 | 2,920 | 273 | 1,205 | 901 | 13,923 | 195 | 22,552 |
| 25 to 64 | 8,364 | 103 | 31 | 8,764 | 14,049 | 4,864 | 27,333 | 19,793 | 113,078 | 1,452 | 197,831 |
| 65+ | 626 | | 21 | 3,086 | 3,593 | 1,771 | 7,604 | 2,977 | 21,992 | 301 | 41,972 |
| Total (all ages) | 11,557 | 839 | 232 | 13,011 | 24,561 | 7,133 | 37,317 | 24,570 | 164,888 | 2,380 | 286,487 |

* Excludes 0 to 10 age group (not surveyed)

### Table 37. Weekday PM Peak Period – Trip Purpose Distribution by Age Group

| Age Group * | Work | Post-secondary School | Other school | Personal business | Recreation / social | Dining / restaurant | Shopping | Pick-up / drop-off passenger | Return home | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 to 17 | 2.8% | - | 0.7% | 2.7% | 16.6% | 0.9% | 4.9% | 3.7% | 65.9% | 1.8% | 100.0% |
| 18 to 24 | 8.4% | 3.3% | - | 2.2% | 12.9% | 1.2% | 5.3% | 4.0% | 61.7% | 0.9% | 100.0% |
| 25 to 64 | 4.2% | 0.1% | 0.0% | 4.4% | 7.1% | 2.5% | 13.8% | 10.0% | 57.2% | 0.7% | 100.0% |
| 65+ | 1.5% | - | 0.1% | 7.4% | 8.6% | 4.2% | 18.1% | 7.1% | 52.4% | 0.7% | 100.0% |
| Total (all ages) | 4.0% | 0.3% | 0.1% | 4.5% | 8.6% | 2.5% | 13.0% | 8.6% | 57.6% | 0.8% | 100.0% |

* Excludes 0 to 10 age group (not surveyed)

The next series of tables summarizes PM peak period travel by land use at the origin or destination. Whereas the land uses described in the 2006 and 2001 surveys were self-reported by the respondents, the 2011 survey matched the origin and destination's geocodes to a land use database supplied by the CRD. The database contains 213 detailed categories which, for consistency with the previous surveys, were then grouped according to the 9 categories shown in the tables below. As each origin or destination was assigned the land use of the closest parcel to the origin or destination X,Y coordinates, and some X,Y coordinates are imprecise (e.g., respondent preferred to provide an intersection rather than disclose a specific location), and furthermore some land uses are 'mixed use' (e.g., office and residential), the coding may yield small numbers of incongruous purposes and origins/destinations (e.g., very small number of 'return home' trips destined for office land uses). The land use coding will be of use in the calibration of the transportation model for the region.

Table 38 tabulates PM peak period trips by purpose and origin land use. Table 39 presents the corresponding information by destination land use. Table 40 and Table 41 show the distribution of land uses by origin and destination, respectively.

### Table 38. Weekday PM Peak Period – Trip Purpose by Origin Land Use

| Origin Land Use | Work | Post-secondary School | Other school | Personal business | Recreation / social | Dining / restaurant | Shopping | Pick-up / drop-off passenger | Return home | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Residential | 5,975 | 506 | 113 | 6,330 | 15,098 | 3,996 | 15,292 | 11,477 | 25,496 | 800 | 85,081 |
| Agricultural | 145 | 0 | 0 | 214 | 285 | 108 | 1,064 | 154 | 1,412 | 75 | 3,457 |
| Industrial | 351 | 15 | 34 | 270 | 491 | 45 | 536 | 714 | 4,569 | 115 | 7,142 |
| Office | 540 | 96 | 12 | 840 | 527 | 125 | 3,001 | 1,187 | 11,428 | 51 | 17,808 |
| Schools | 999 | 29 | 47 | 900 | 2,709 | 248 | 2,184 | 3,067 | 32,295 | 217 | 42,695 |
| Hospitals | 18 | 0 | 0 | 197 | 269 | 127 | 815 | 370 | 4,542 | 32 | 6,369 |
| Retail | 2,098 | 193 | 15 | 2,571 | 2,570 | 1,583 | 8,420 | 4,009 | 53,931 | 569 | 75,959 |
| Other Commercial | 658 | 0 | 0 | 459 | 1,407 | 544 | 2,881 | 1,679 | 15,343 | 406 | 23,376 |
| Other | 505 | 0 | 0 | 1,117 | 1,058 | 333 | 2,072 | 1,539 | 13,831 | 80 | 20,535 |
| Total * | 11,289 | 839 | 220 | 12,898 | 24,414 | 7,108 | 36,266 | 24,196 | 162,847 | 2,345 | 282,422 |

* Does not include 4,065 trips for which no land use code was available for the origin (e.g., locations outside the CRD).

### Table 39. Weekday PM Peak Period – Trip Purpose by Destination Land Use

| Destination Land Use | Work | Post-secondary School | Other school | Personal business | Recreation / social | Dining / restaurant | Shopping | Pick-up / drop-off passenger | Return home | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Residential | 1,909 | 0 | 39 | 1,734 | 7,772 | 306 | 3,820 | 6,924 | 148,881 | 603 | 171,988 |
| Agricultural | 182 | 0 | 0 | 212 | 289 | 33 | 295 | 215 | 2,006 | 0 | 3,232 |
| Industrial | 365 | 0 | 0 | 207 | 616 | 78 | 207 | 1,100 | 745 | 67 | 3,386 |
| Office | 789 | 0 | 10 | 827 | 1,003 | 363 | 592 | 1,347 | 870 | 204 | 6,005 |
| Schools | 1,014 | 839 | 161 | 174 | 1,783 | 0 | 111 | 5,687 | 192 | 131 | 10,091 |
| Hospitals | 498 | 0 | 0 | 497 | 343 | 0 | 0 | 510 | 173 | 41 | 2,063 |
| Retail | 3,830 | 0 | 7 | 6,157 | 3,692 | 3,692 | 27,606 | 3,742 | 2,571 | 759 | 52,055 |
| Other Commercial | 1,453 | 0 | 0 | 1,658 | 2,103 | 2,192 | 3,212 | 1,651 | 2,062 | 93 | 14,425 |
| Other | 1,365 | 0 | 14 | 1,365 | 6,486 | 384 | 1,134 | 2,931 | 3,056 | 347 | 17,083 |
| Total * | 11,407 | 839 | 232 | 12,831 | 24,087 | 7,048 | 36,978 | 24,106 | 160,556 | 2,244 | 280,328 |

* Does not include 6,159 trips for which no land use code was available for the destination.

### Table 40. Weekday PM Peak Period – Land Use at Trip Origin

| Origin Land Use | Person-Trips | % |
|---|---|---|
| Residential | 85,081 | 30.1% |
| Agricultural | 3,457 | 1.2% |
| Industrial | 7,142 | 2.5% |
| Office | 17,808 | 6.3% |
| Schools | 42,695 | 15.1% |
| Hospitals | 6,369 | 2.3% |
| Retail | 75,959 | 26.9% |
| Other Commercial | 23,376 | 8.3% |
| Other | 20,535 | 7.3% |
| Total | 282,422 | 100.0% |

* Does not include 4,065 trips for which no land use code was available for the origin.

### Table 41. Weekday PM Peak Period – Land Use at Trip Destination

| Destination Land Use | Person-Trips | % |
|---|---|---|
| Residential | 171,988 | 61.4% |
| Agricultural | 3,232 | 1.2% |
| Industrial | 3,386 | 1.2% |
| Office | 6,005 | 2.1% |
| Schools | 10,091 | 3.6% |
| Hospitals | 2,063 | 0.7% |
| Retail | 52,055 | 18.6% |
| Other Commercial | 14,425 | 5.1% |
| Other | 17,083 | 6.1% |
| Total | 280,328 | 100.0% |

* Does not include 6,159 trips for which no land use code was available for the destination

### 3.3.7 Other Mode Use Characteristics

The 2011 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.

Table 42 summarizes the usage of the area's Park and Ride facilities – that is, the location where people who used both auto/motorbike and transit transferred (whether from auto/motorbike to transit, or from transit to motorbike/auto). It can be seen that activity ranged up to 728 trips at Juan de Fuca East and West. Also important is the amount of 'informal' transferring that occurs: over two fifths of the transfers occurred outside park and ride lots (1,324 trips or 42.5%).

The park and ride data are important to the forecasting of and planning for park and ride.

**Table 42. Weekday Daily - Usage of Park and Ride Facilities**

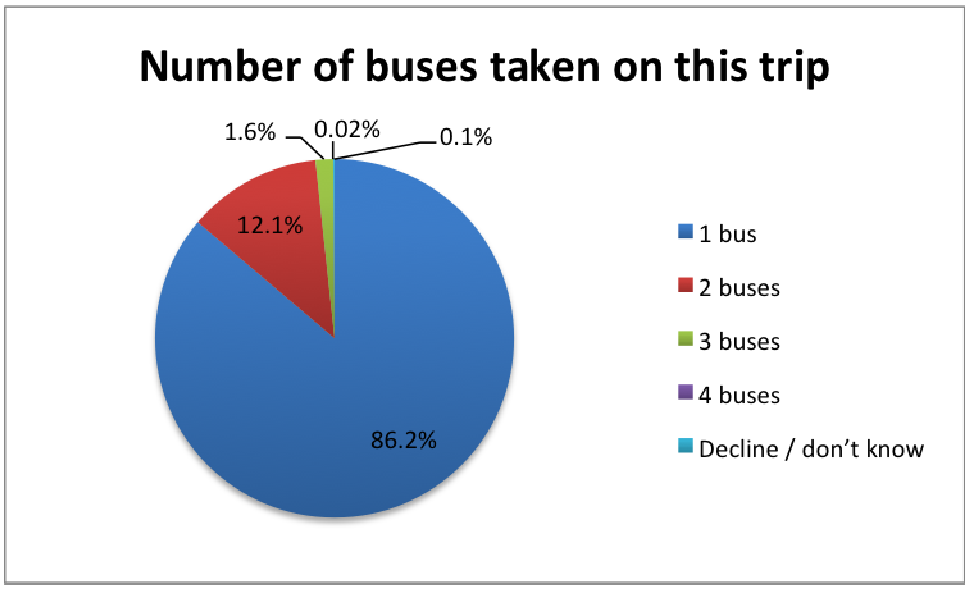
| Location | Official / Unofficial P+R | Number of trips * |
|---|---|---|
| Sooke P+R | Official | 188 |
| Saseenos | Unofficial | - |
| Seventeen Mile House | Unofficial | - |
| Langford P+R | Official | 67 |
| Peatt Road | Unofficial | - |
| Juan de Fuca East & West | Official | 728 |
| Helmcken | Official | 149 |
| Beaver Lake | Unofficial | 26 |
| McTavish | Official | 352 |
| Frayne Road | Official | 81 |
| Cobble Hill | Official | 48 |
| Duncan Mall | Unofficial | 20 |
| Valleyview | Official | 129 |
| Transferred auto to bus or bus to auto, but **not** at P+R | | 1,324 |
| Total, auto to bus and bus to auto trips | | 3,114 ** |

* Trip counts prorated to account for survey non-response (a little over one-quarter did not provide a response).

** Due to the small sample of respondents who qualified for this question (124), atypical responses (if any) may be magnified by the data expansion, and these results should be interpreted with caution.

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 – 86.2% - took a single bus to their destination on the given trip. No transfers were made. Another 12.1% transferred to a second bus, and 1.6% took three buses, and 0.02% took four buses.

**Figure 6. Weekday Daily – Number of Buses Taken**




The next three tables consider auto usage. Table 43 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 well over half (58.6%) of the person-trips by auto had only the driver as the occupant. Another 30.4% had the driver and one passenger. Note that these occupancies may include 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 43. Weekday Daily Average Reported Vehicle Occupancy**

| Number of people in the vehicle this trip | Number of trips |
|---|---|
| 1 | 479,181 |
| 2 | 249,074 |
| 3 | 60,853 |
| 4 | 20,318 |
| 5 | 5,099 |
| 6 | 1,448 |
| 7 – 14 people | 569 |
| 15 or more people | 130 |
| Decline / don't know | 1,468 |
| Total trips | 818,141 |

Table 44 records the relationship of the traveller to other vehicle occupants. This is important for understanding the dynamics of ridesharing, which differ between same household and multiple 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 over four of every five multi-occupant vehicle trips was made with a member of the same household (82.9%).

**Table 44. Weekday Daily Relationship to Other Vehicle Occupants**

| Relationship to Other Vehicle Occupants | Number of trips |
|---|---|
| Yes, member of respondent's household | 238,448 |
| No, not member of respondent's household | 49,023 |
| Decline / don't know | 49,935 |
| Total trips | 337,406 |

Finally, for trips made by modes other than the automobile (or motorcycle or scooter), Table 45 tabulates whether or not a vehicle was available. Vehicle availability is an important determinant of mode choice. For just under two of every five trips (38.4%), a vehicle was available: this means that the traveller had a choice of mode. For the remaining 61.6%, 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.

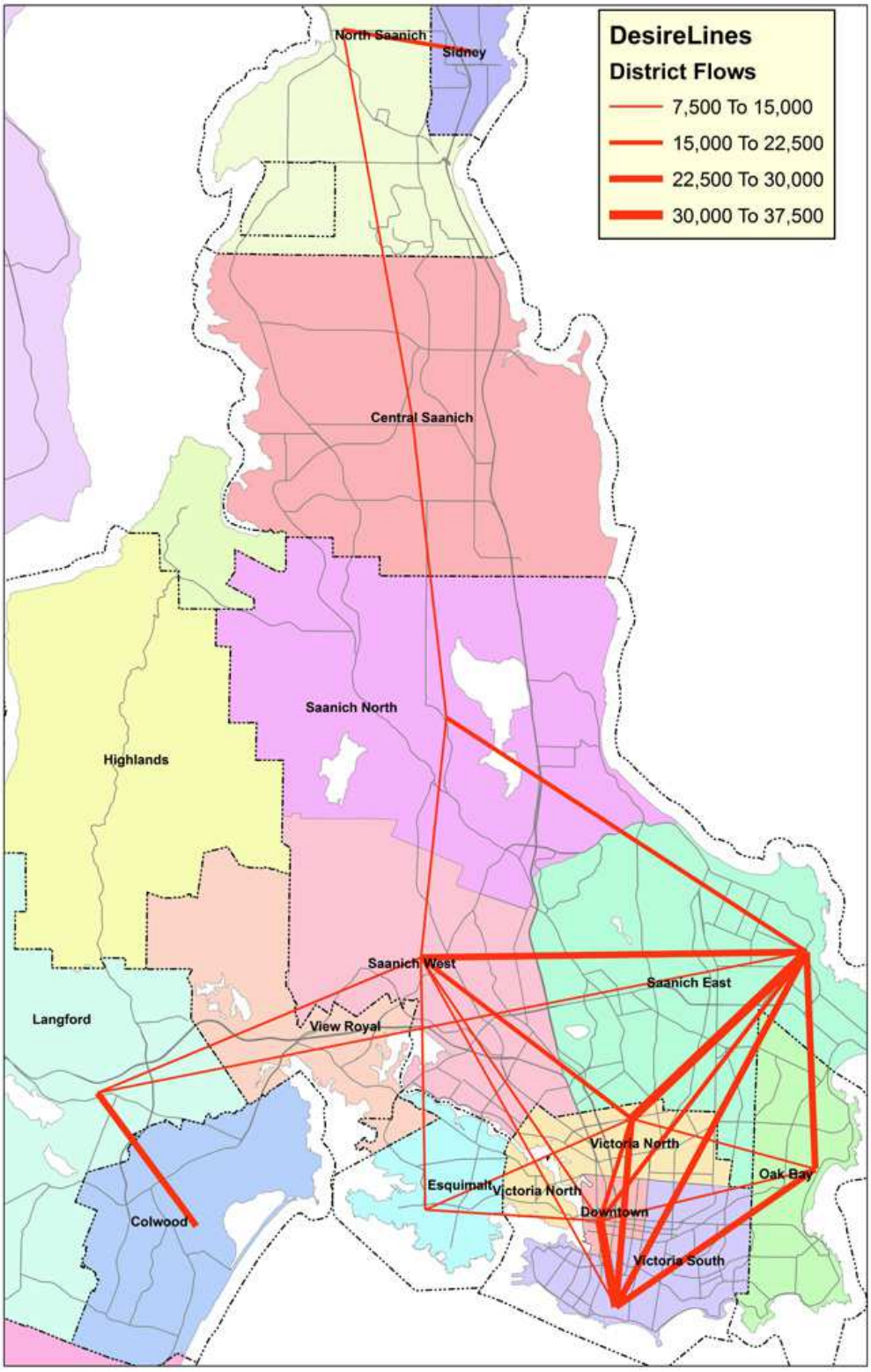
**Table 45. Weekday Daily Vehicle Availability for This Trip**

| Vehicle Availability for This Trip | Number of trips |
|---|---|
| Yes | 89,869 |
| No | 144,247 |
| Decline / don't know | 1,706 |
| Total trips | 235,822 |

### 3.3.8 Major Desire Lines

Figure 7 presents the prominent desire lines, or origin-destination flows among the RPA districts.

**Figure 7. Prominent Desire Lines in the Regional Planning Area**



### 3.3.9 Comparison with the 2001 and 2006 Travel Surveys

**Presentation of Comparisons**
The following tables compare the 2011 results with those from the 2001 and 2006 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.

The 2001 and 2006 datasets both over-estimated population counts, therefore, the data have been recalibrated to match actual Census counts for those years: as a result, the results presented here are not necessarily the same as those presented in the 2001 and 2006 survey reports.

Table 46 compares key demographic statistics, daily trip totals and trip rates. 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 increased, with total population and households increasing faster from 2001 to 2006, and population 11+ increasing faster between 2006 and 2011. Overall, between 2001 and 2011, population increased by 10.5%.
- In the 10 years from 2001 to 2011, total trips also rose but at a more modest increase of 7.2%. 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 was a reduction from 2006 to 2011, with 2011 trip rates in all three categories being lower than the 2001 rates, especially the household trip rate (-5.1%).

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

**Table 46. Comparison of Demographics, Daily Trip Totals and Trip Rates – RPA Residents**

| | 2001 * | 2006 ** | 2011 | % Difference | | |
|---|---|---|---|---|---|---|
| | | | | 2001 - 2006 | 2006 - 2011 | 2001 - 2011 |
| Population | 312,168 | 330,423 | **344,889** | +5.8% | +4.4% | +10.5% |
| Population 11+ yrs | 284,312 | 297,129 | **312,819** | +4.5% | +5.3% | +10.0% |
| Households | 135,720 | 145,530 | **153,441** | +7.2% | +5.4% | +13.1% |
| Total trips by residents 11+ | 963,027 | 1,039,549 | **1,032,775** | +7.9% | -0.7% | +7.2% |
| Trips per RPA resident | 3.08 | 3.15 | **2.99** | 2.0% | -4.8% | -2.9% |
| Trips per RPA resident 11+ yrs | 3.39 | 3.50 | **3.30** | +3.3% | -5.6% | -2.5% |
| Trips per RPA household | 7.10 | 7.14 | **6.73** | -0.7% | -5.8% | -5.1% |

* 2001 figures have been scaled to match actual final Census population and dwelling counts.

** 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 2006 Census population and dwelling counts.

One such examination is offered by a review of trips and trip rates by age category. This is summarized in Table 47. It can be seen, however, that the aforementioned increase to 2006 and reduction in 2011 holds true across all age categories.

### Table 47. Comparison of Daily Trip Totals and Rates by Age Category – RPA Residents

| Age Group * | 2001 | | | 2006 | | | 2011 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Population | Daily Trips | Trip Rates | Population | Daily Trips | Trip Rates | Population | Daily Trips | Trip Rates |
| 0 to 10 | 30,263 | 89,395 | 2.95 | 33,294 | 102,553 | 3.08 | 32,070 | | |
| 11 to 17 | 24,263 | 68,530 | 2.82 | 25,100 | 75,223 | 3.00 | 23,925 | 69,370 | 2.90 |
| 18 to 24 | 29,120 | 85,983 | 2.95 | 29,500 | 97,419 | 3.30 | 30,981 | 89,879 | 2.90 |
| 25 to 64 | 171,492 | 624,632 | 3.64 | 185,636 | 697,262 | 3.76 | 194,250 | 690,515 | 3.55 |
| 65+ | 56,588 | 182,980 | 3.23 | 56,893 | 169,847 | 2.99 | 63,664 | 183,010 | 2.87 |
| Total (all ages) | 311,726 | 1,051,520 | 3.37 | 330,423 | 1,142,304 | 3.46 | 344,889 | N/A | N/A |
| **Total (Residents 11+) ** / *** ** | **284,312** | **963,027** | **3.39** | **297,129** | **1,039,549** | **3.50** | **312,819** | **1,032,775** | **3.30** |

* Trips to, from, or within the RPA made by RPA residents. 2001 and 2006 trips for the 5-12 age group were apportioned to 0 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.

*** Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley). 2001 and 2006 expansion factors have been recalibrated for the purpose of comparison.

Table 48 compares daily mode share. It can be seen that the auto driver / auto passenger shares have remained constant over time, capturing three quarters of all daily trips. Transit's share has dropped to 6.4% in 2011, from 7.0% in 2006 and 6.9% in 2001. The walk share has increased, and although the cycling share has dropped relative to 2006, it is still higher than the 2001 share.

### Table 48. Comparison of Daily Mode Shares – Trips by RPA Residents 11+

| Travel Mode | 2001 | | 2006 | | 2011** | |
|---|---|---|---|---|---|---|
| | Daily Trips | Mode Share | Daily Trips | Mode Share | Daily Trips | Mode Share |
| Auto driver | 606,899 | 63.2% | 667,253 | 64.3% | 656,666 | 63.6% |
| Auto passenger | 138,772 | 14.5% | 140,258 | 13.5% | 134,612 | 13.0% |
| Transit | 66,539 | 6.9% | 73,125 | 7.0% | 66,440 | 6.4% |
| Walk | 111,863 | 11.7% | 103,434 | 10.0% | 131,844 | 12.8% |
| Bicycle | 25,064 | 2.6% | 35,954 | 3.5% | 29,403 | 2.8% |
| Other | 11,046 | 1.2% | 18,022 | 1.7% | 13,810 | 1.3% |
| Total (all trips combined) * | 960,184 | 100% | 1,038,045 | 100% | 1,032,775 | 100.0% |

* Includes only trips for population 11+ years of age. Excludes trips with unknown mode. 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 and 2006 expansion factors have been recalibrated for the purpose of comparison.

** It is important to note that due to the filtering to data for RPA residents only for the purpose of comparison, the 2011 figures in this table may differ slightly from the mode shares reported on the basis of all trips in the RPA made by all residents surveyed include those from Salt Spring Island and the Cowichan Valley.

Table 49 compares daily trip purposes for people 11+. The distributions are reasonably consistent over time, with the exception of personal business, whose share has dropped to 6.2% in 2011 (compared with 9.1% in 2006 and 8.2% in 2001), and other, whose share varies considerably among the three years (although is never greater than 3.4%, in 2001).

**Table 49. Comparison of Daily Trip Purposes – Trips by RPA Residents 11+**

| Trip Purpose | 2001 | | 2006 | | 2011 | |
|---|---|---|---|---|---|---|
| | Daily Trips | % Distribution | Daily Trips | % Distribution | Daily Trips | % Distribution |
| Work | 157,566 | 16.4% | 176,404 | 17.0% | 161,784 | 15.7% |
| Post-secondary school | 18,890 | 2.0% | 19,237 | 1.9% | 15,883 | 1.5% |
| Other school | 21,913 | 2.3% | 28,238 | 2.7% | 24,641 | 2.4% |
| Personal business | 78,654 | 8.2% | 94,212 | 9.1% | 64,532 | 6.2% |
| Recreation / social | 84,526 | 8.8% | 102,614 | 9.9% | 98,745 | 9.6% |
| Dining / restaurant | 35,727 | 3.7% | 37,786 | 3.6% | 38,402 | 3.7% |
| Shopping | 106,541 | 11.1% | 120,079 | 11.6% | 133,908 | 13.0% |
| Pick-up / drop-off passenger | 78,879 | 8.2% | 96,297 | 9.3% | 96,255 | 9.3% |
| Return home | 347,373 | 36.1% | 363,672 | 35.0% | 388,930 | 37.7% |
| Other | 32,957 | 3.4% | 1,011 | 0.1% | 9,695 | 0.9% |
| Total (all trips combined)* | 963,027 | 100% | 1,039,549 | 100% | 1,032,775 | 100.00% |

* 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 and 2006 expansion factors have been recalibrated for the purpose of comparison.

** It is important to note that due to the filtering to data for RPA residents only for the purpose of comparison, the 2011 figures in this table may differ slightly from the trip purpose distributions reported on the basis of all trips in the RPA made by all residents surveyed (including those from Salt Spring Island and the Cowichan Valley).

Table 50 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 trip lengths generally have increased for each mode over time, with a particularly large increase for 'other' between 2006 and 2011 (although the share of 'other' modes is small, at 1.0% in 2011 and 0.1% in 2006 – hence the comparison may be based upon a limited number of observations). Walk trips are slightly shorter, but generally show constancy over time. The transit trip length has increased, although the auto driver and, especially, auto passenger, trip lengths have increased proportionately more. 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 50. Comparison of Daily Trip Lengths by Mode (Straight-Line Distance) – RPA Residents 11+

| Travel Mode | Average Trip Length (km) | | |
|---|---|---|---|
| | 2001 | 2006 | 2011 |
| Auto Driver | 5.4 | 5.6 | 5.9 |
| Auto Passenger | 5.0 | 5.2 | 6.1 |
| Transit | 5.9 | 6.2 | 6.4 |
| Walk | 0.8 | 0.9 | 0.8 |
| Bicycle | 3.0 | 3.5 | 3.4 |
| Other | 4.2 | 5.8 | 11.7 |
| Total (all trips combined) | 4.7 | 5.1 | 5.1 |

* 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 and 2006 expansion factors have been recalibrated for the purpose of comparison.

Table 51 compares average daily trip lengths by purpose, again by straight-line distance. As with the trip lengths by mode, average trip lengths generally have increased (especially post-secondary school, recreation / social and other) or have remained stable.

### Table 51. Comparison of Daily Trip Lengths by Purpose (Straight-Line Distance) – RPA Residents 11+

| Trip Purpose | Avg. Trip Length (km) | | |
|---|---|---|---|
| | 2001 | 2006 | 2011 |
| Work | 6.1 | 6.4 | 6.5 |
| Post-secondary school | 5.7 | 6.5 | 6.8 |
| Other school | 2.6 | 3.5 | 3.5 |
| Personal Business | 4.3 | 4.5 | 4.9 |
| Recreation / social | 4.8 | 5.2 | 5.7 |
| Dining / restaurant | 2.9 | 3.6 | 3.4 |
| Shopping | 3.3 | 3.7 | 3.7 |
| Pick-up / drop-off passenger | 4.4 | 4.5 | 4.6 |
| Return home | 5.0 | 5.3 | 5.3 |
| Other | 4.4 | 3.3 | 5.4 |
| Total (all trips combined) | 4.7 | 5.1 | 5.1 |

* 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 and 2006 expansion factors have been recalibrated for the purpose of comparison.

# 4 Sub-Area Demographic and Travel Summaries

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

- 21 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 20 districts in the study area can be grouped into the sub-regions, the municipal aggregations and the regional aggregations. Table 52 shows the equivalencies among the four levels. Note that there is no summary for the external areas (district 21 / sub-region 6), although internal-external and external-internal trips 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 Chapter 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.
- 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.
- 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.

### Table 52. 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 – D20)<br>2. Regional Planning Area (D2 – D19) |
| 2. Town of Sidney | 2. Saanich Peninsula | | |
| 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 | | | |
| 8. Saanich North | | 2. District of Saanich (D8 – D10) | |
| 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 (see summary for District 20) | | |

| Districts * | Sub-Regions | Municipalities | Regions |
|---|---|---|---|
| 21. External (Vancouver Island north of study area, Gulf Islands, mainland, etc.)*** | 6. External | | |

* Identical to Municipalities / Areas as listed in Table 15.

** The geographic survey frame for the South CVRD survey district was defined based on proximity to the CRD, not on standard administrative boundaries; therefore, the results for this district, while informative, should not be taken to represent the travel characteristics of all households in the CVRD.

*** External (District 21 / Sub-Region 6) does not have a separate summary. However, external trips to/from the other districts, sub-regions and regions are included in the respective summaries.

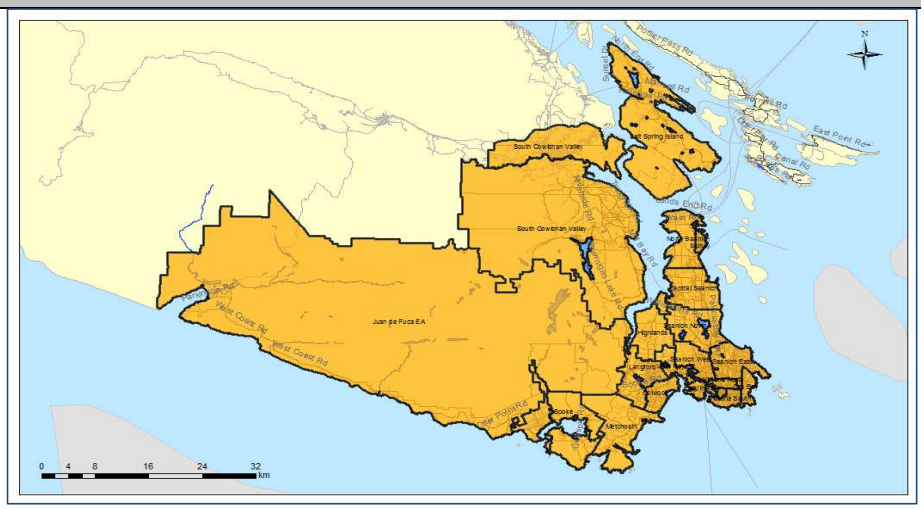
# Study Area 1 - District 1 - 20

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 406,485 | Actively Travelled | 339,833 |
| Employed Population | 212,372 | Number of Vehicles | 290,638 |
| Households | 178,571 | Area (ha) | 277,442 |
| Jobs in District | 195,385 | | |

| Occupation Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 87,828 | 68,187 | 156,015 | 42% |
| Part Time Employed | 19,323 | 37,034 | 56,357 | 15% |
| Student | 27,137 | 30,023 | 57,160 | 16% |
| Retiree | 37,158 | 45,445 | 82,603 | 22% |
| Homemaker | 1,068 | 12,741 | 13,809 | 4% |
| Other | 10,409 | 11,015 | 21,425 | 6% |
| Total: | 174,911 | 192,940 | 367,851 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 146,084 | 157,147 | 303,231 |
| Trips made by residents | | | 1,207,318 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.97 |
| Vehicles per Person | 0.72 |
| Number of Persons per Household | 2.28 |
| Daily Trips per Household | 6.76 |
| Vehicles per Household | 1.63 |
| Workers per Household | 1.19 |
| Population Density (Pop/ha) | 1.47 |
| Employment Density (Jobs/ha) | 0.70 |
| Jobs per Person | 0.48 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 57,014 | 32% |
| 2 persons | 66,432 | 37% |
| 3 persons | 24,356 | 14% |
| 4+ persons | 30,769 | 17% |
| Total: | 178,571 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 18698 | 10% |
| 1 vehicle | 73537 | 41% |
| 2 vehicles | 57939 | 32% |
| 3+ vehicles | 28397 | 16% |
| Total: | 178,571 | 100% |

**Explanatory Notes**

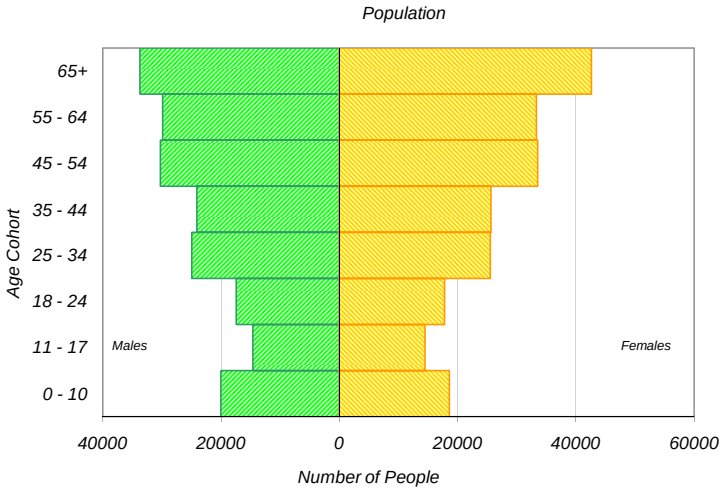
Information on this page is for households/residents of the entire study area, which includes Districts 2-19 within the CRD Regional Planning Area and Districts 1 and 20 outside the Regional Planning Area**.** These results are based on a survey sample of **3.5%** of households in this geography and are subject to a margin of sampling error of approximately **± 1.2%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this geography made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (less than 2.5% of all trips).

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 2,262 | 32% | 336 | 4% | 181,827 | 15% |
| Post-secondary School | 160 | 2% | 0 | 0% | 16,592 | 1% |
| Other School | 12 | 0% | 11 | 0% | 28,464 | 2% |
| Personal Business | 995 | 14% | 166 | 2% | 73,457 | 6% |
| Recreation / social | 1,283 | 18% | 0 | 0% | 112,166 | 10% |
| Dining / restaurant | 56 | 1% | 49 | 1% | 44,526 | 4% |
| Shopping | 1,187 | 17% | 545 | 7% | 157,299 | 13% |
| Passenger | 740 | 10% | 1,176 | 15% | 109,282 | 9% |
| Return Home | 79 | 1% | 5,188 | 67% | 445,297 | 38% |
| Other | 355 | 5% | 329 | 4% | 11,222 | 1% |
| Total: | 7,130 | 100% | 7,800 | 100% | 1,180,132 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,409 | 65% | 178 | 59% | 96,752 | 48% |
| Post-secondary School | 151 | 7% | 0 | 0% | 6,615 | 3% |
| Other School | 12 | 1% | 0 | 0% | 25,114 | 12% |
| Personal Business | 55 | 3% | 0 | 0% | 6,707 | 3% |
| Recreation / social | 47 | 2% | 0 | 0% | 8,721 | 4% |
| Dining / restaurant | 0 | 0% | 0 | 0% | 2,563 | 1% |
| Shopping | 255 | 12% | 0 | 0% | 5,476 | 3% |
| Pick-up / drop-off | 162 | 8% | 0 | 0% | 33,219 | 16% |
| Return Home | 0 | 0% | 54 | 18% | 15,902 | 8% |
| Other | 61 | 3% | 72 | 24% | 1,769 | 1% |
| Total: | 2,152 | 100% | 305 | 100% | 202,839 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 14 | 1% | 115 | 3% | 12,504 | 4% |
| Post-secondary School | 0 | 0% | 0 | 0% | 972 | 0% |
| Other School | 0 | 0% | 11 | 0% | 256 | 0% |
| Personal Business | 260 | 22% | 35 | 1% | 14,462 | 5% |
| Recreation / social | 266 | 22% | 0 | 0% | 28,515 | 9% |
| Dining / restaurant | 0 | 0% | 13 | 0% | 8,128 | 3% |
| Shopping | 405 | 34% | 207 | 5% | 42,339 | 13% |
| Pick-up / drop-off | 86 | 7% | 754 | 19% | 26,987 | 8% |
| Return Home | 79 | 7% | 2,664 | 69% | 182,658 | 57% |
| Other | 76 | 6% | 69 | 2% | 2,385 | 1% |
| Total: | 1,186 | 100% | 3,867 | 100% | 319,207 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 1,195,061 | | 99% |
| AM Peak Period | 205,296 | 17% | 99% |
| PM Peak Period | 324,260 | 27% | 98% |

### Trips by Primary Travel Mode

| Districts | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,833 | 82% | 6,261 | 80% | 767,493 | 65% |
| Auto Passenger | 942 | 13% | 1,186 | 15% | 160,114 | 14% |
| Transit | 79 | 1% | 22 | 0% | 67,276 | 6% |
| Bicycle | 47 | 1% | 0 | 0% | 29,973 | 3% |
| Walk | 0 | 0% | 0 | 0% | 138,876 | 12% |
| Other | 229 | 3% | 330 | 4% | 16,400 | 1% |
| Total: | 7,130 | 100% | 7,800 | 100% | 1,180,132 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 1,967 | 91% | 298 | 98% | 130,955 | 65% |
| Auto Passenger | 185 | 9% | 7 | 2% | 22,061 | 11% |
| Transit | 0 | 0% | 0 | 0% | 17,337 | 9% |
| Bicycle | 0 | 0% | 0 | 0% | 8,740 | 4% |
| Walk | 0 | 0% | 0 | 0% | 19,160 | 9% |
| Other | 0 | 0% | 0 | 0% | 4,585 | 2% |
| Total: | 2,152 | 100% | 305 | 100% | 202,839 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 940 | 79% | 3,129 | 81% | 205,470 | 64% |
| Auto Passenger | 167 | 14% | 686 | 18% | 42,684 | 13% |
| Transit | 79 | 7% | 0 | 0% | 20,175 | 6% |
| Bicycle | 0 | 0% | 0 | 0% | 9,518 | 3% |
| Walk | 0 | 0% | 0 | 0% | 36,564 | 11% |
| Other | 0 | 0% | 52 | 1% | 4,795 | 2% |
| Total: | 1,186 | 100% | 3,867 | 100% | 319,207 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 1% | 0% | 6% |
| AM Peak Period | 0% | 0% | 9% |
| PM Peak Period | 7% | 0% | 6% |

# Study Area 2 - Regional Planning Area District 2 - 19

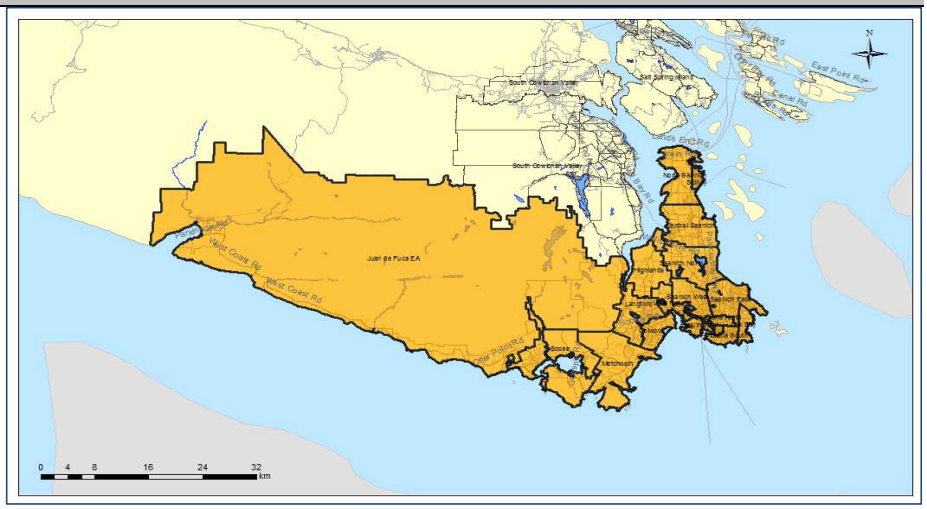
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 344,889 | Actively Travelled | 291,940 |
| Employed Population | 183,284 | Number of Vehicles | 240,474 |
| Households | 153,441 | Area (ha) | 200,111 |
| Jobs in District | 175,631 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 75,424 | 59,466 | 134,890 | 43% |
| Part Time Employed | 16,380 | 32,015 | 48,394 | 15% |
| Student | 24,198 | 25,969 | 50,167 | 16% |
| Retiree | 30,507 | 37,941 | 68,448 | 22% |
| Homemaker | 395 | 10,224 | 10,619 | 3% |
| Other | 8,874 | 9,217 | 18,092 | 6% |
| Total: | 148,400 | 164,419 | 312,819 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 123,822 | 133,291 | 257,114 |
| Trips made by residents | | | 1,033,922 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.00 |
| Vehicles per Person | 0.70 |
| Number of Persons per Household | 2.25 |
| Daily Trips per Household | 6.74 |
| Vehicles per Household | 1.57 |
| Workers per Household | 1.19 |
| Population Density (Pop/ha) | 1.72 |
| Employment Density (Jobs/ha) | 0.88 |
| Jobs per Person | 0.51 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 50,353 | 33% |
| 2 persons | 56,272 | 37% |
| 3 persons | 20,866 | 14% |
| 4+ persons | 25,950 | 17% |
| Total: | 153,441 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 17095 | 11% |
| 1 vehicle | 66378 | 43% |
| 2 vehicles | 48481 | 32% |
| 3+ vehicles | 21486 | 14% |
| Total: | 153,441 | 100% |

**Explanatory Notes**

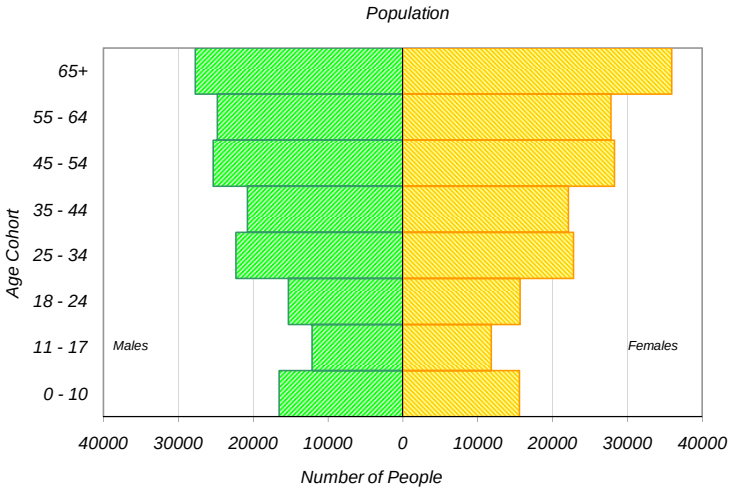
Information on this page is specific to households/residents of the CRD Regional Planning Area (Districts 2-19). These results are based on a survey sample of **3.5%** of households in this geography and are subject to a margin of sampling error of approximately **± 1.3%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this geography made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (less than 2.5% of all trips).

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,475 | 11% | 5,221 | 39% | 160,347 | 16% |
| Post-secondary School | 0 | 0% | 202 | 2% | 15,861 | 2% |
| Other School | 0 | 0% | 62 | 0% | 24,493 | 2% |
| Personal Business | 384 | 3% | 770 | 6% | 63,831 | 6% |
| Recreation / social | 1,499 | 11% | 1,499 | 11% | 95,768 | 9% |
| Dining / restaurant | 71 | 1% | 217 | 2% | 38,742 | 4% |
| Shopping | 1,029 | 8% | 1,824 | 14% | 133,045 | 13% |
| Passenger | 973 | 7% | 669 | 5% | 95,117 | 9% |
| Return Home | 7,642 | 58% | 2,895 | 21% | 383,470 | 38% |
| Other | 134 | 1% | 123 | 1% | 9,428 | 1% |
| Total: | 13,206 | 100% | 13,483 | 100% | 1,020,103 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 596 | 55% | 3,220 | 72% | 86,173 | 49% |
| Post-secondary School | 0 | 0% | 202 | 5% | 6,265 | 4% |
| Other School | 0 | 0% | 40 | 1% | 21,526 | 12% |
| Personal Business | 104 | 9% | 9 | 0% | 6,171 | 4% |
| Recreation / social | 30 | 3% | 471 | 11% | 7,084 | 4% |
| Dining / restaurant | 0 | 0% | 45 | 1% | 2,056 | 1% |
| Shopping | 177 | 16% | 194 | 4% | 4,028 | 2% |
| Pick-up / drop-off | 36 | 3% | 183 | 4% | 28,160 | 16% |
| Return Home | 151 | 14% | 49 | 1% | 12,914 | 7% |
| Other | 0 | 0% | 36 | 1% | 1,689 | 1% |
| Total: | 1,093 | 100% | 4,450 | 100% | 176,066 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 69 | 1% | 238 | 9% | 11,123 | 4% |
| Post-secondary School | 0 | 0% | 0 | 0% | 839 | 0% |
| Other School | 0 | 0% | 11 | 0% | 220 | 0% |
| Personal Business | 7 | 0% | 30 | 1% | 12,717 | 5% |
| Recreation / social | 297 | 5% | 71 | 3% | 23,940 | 9% |
| Dining / restaurant | 52 | 1% | 13 | 0% | 7,023 | 3% |
| Shopping | 251 | 5% | 728 | 28% | 35,896 | 13% |
| Pick-up / drop-off | 329 | 6% | 176 | 7% | 23,732 | 9% |
| Return Home | 4,487 | 81% | 1,274 | 49% | 158,389 | 57% |
| Other | 42 | 1% | 54 | 2% | 2,191 | 1% |
| Total: | 5,533 | 100% | 2,595 | 100% | 276,070 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 1,046,792 | | 97% |
| AM Peak Period | 181,609 | 17% | 97% |
| PM Peak Period | 284,199 | 27% | 97% |

### Trips by Primary Travel Mode

| Districts | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 10,746 | 81% | 10,463 | 78% | 647,884 | 64% |
| Auto Passenger | 1,637 | 12% | 2,392 | 18% | 132,327 | 13% |
| Transit | 578 | 4% | 338 | 3% | 65,798 | 6% |
| Bicycle | 101 | 1% | 54 | 0% | 29,056 | 3% |
| Walk | 0 | 0% | 0 | 0% | 131,793 | 13% |
| Other | 144 | 1% | 236 | 2% | 13,246 | 1% |
| Total: | 13,206 | 100% | 13,483 | 100% | 1,020,103 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 915 | 84% | 3,604 | 81% | 110,144 | 63% |
| Auto Passenger | 178 | 16% | 622 | 14% | 18,673 | 11% |
| Transit | 0 | 0% | 201 | 5% | 17,056 | 10% |
| Bicycle | 0 | 0% | 0 | 0% | 8,624 | 5% |
| Walk | 0 | 0% | 0 | 0% | 18,137 | 10% |
| Other | 0 | 0% | 22 | 0% | 3,432 | 2% |
| Total: | 1,093 | 100% | 4,450 | 100% | 176,066 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 4,621 | 84% | 1,829 | 70% | 173,129 | 63% |
| Auto Passenger | 563 | 10% | 660 | 25% | 35,541 | 13% |
| Transit | 318 | 6% | 0 | 0% | 19,781 | 7% |
| Bicycle | 0 | 0% | 54 | 2% | 9,044 | 3% |
| Walk | 0 | 0% | 0 | 0% | 34,618 | 13% |
| Other | 31 | 1% | 52 | 2% | 3,958 | 1% |
| Total: | 5,533 | 100% | 2,595 | 100% | 276,070 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 4% | 3% | 6% |
| AM Peak Period | 0% | 5% | 10% |
| PM Peak Period | 6% | 0% | 7% |

# Sub Area 2 - Saanich Peninsula District 2 - 4

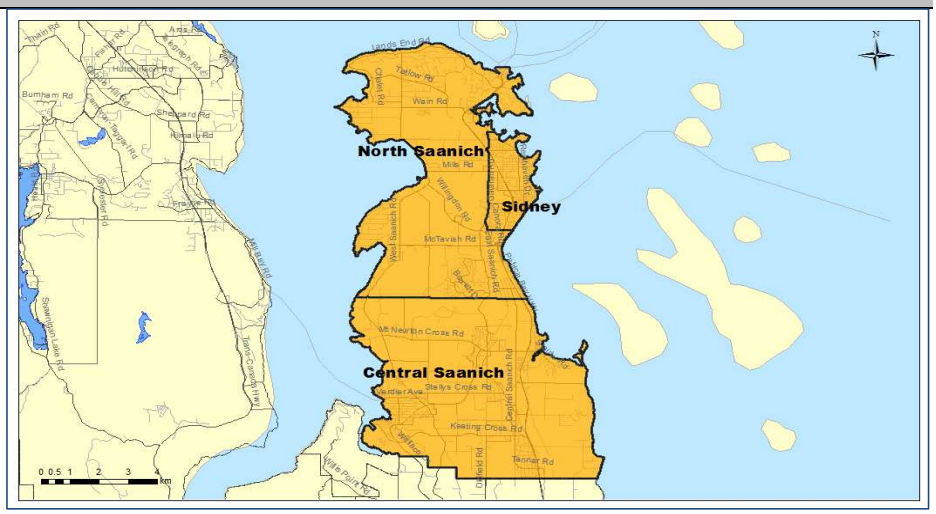
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 41,168 | Actively Travelled | 34,280 |
| Employed Population | 19,441 | Number of Vehicles | 32,804 |
| Households | 17,606 | Area (ha) | 9,157 |
| Jobs in District | 18,385 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 8,268 | 5,172 | 13,440 | 34% |
| Part Time Employed | 1,962 | 4,040 | 6,002 | 15% |
| Student | 2,350 | 2,433 | 4,783 | 12% |
| Retiree | 4,954 | 6,384 | 11,339 | 29% |
| Homemaker | 88 | 1,462 | 1,549 | 4% |
| Other | 747 | 1,129 | 1,876 | 5% |
| Total: | 18,369 | 20,620 | 38,989 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 15,369 | 16,707 | 32,076 |
| Trips made by residents | | | 121,241 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.95 |
| Vehicles per Person | 0.80 |
| Number of Persons per Household | 2.34 |
| Daily Trips per Household | 6.89 |
| Vehicles per Household | 1.86 |
| Workers per Household | 1.10 |
| Population Density (Pop/ha) | 4.50 |
| Employment Density (Jobs/ha) | 2.01 |
| Jobs per Person | 0.45 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 4,555 | 26% |
| 2 persons | 7,378 | 42% |
| 3 persons | 2,313 | 13% |
| 4+ persons | 3,361 | 19% |
| Total: | 17,606 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 921 | 5% |
| 1 vehicle | 6181 | 35% |
| 2 vehicles | 6638 | 38% |
| 3+ vehicles | 3866 | 22% |
| Total: | 17,606 | 100% |

**Explanatory Notes**

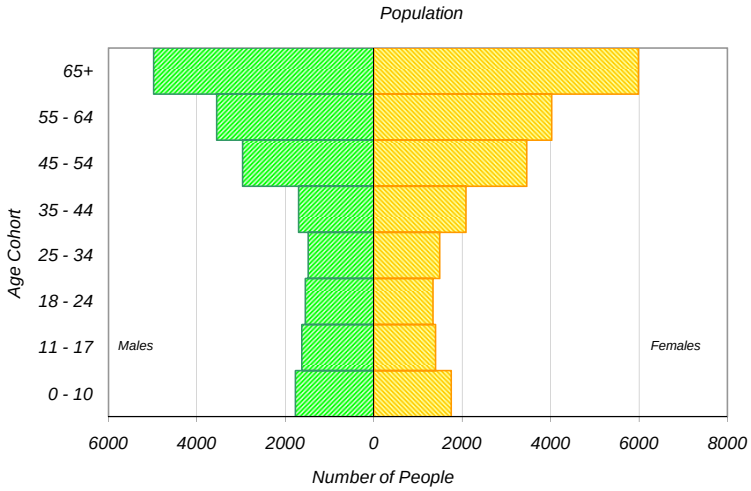
Information on this page is specific to households/residents of the Saanich Peninsula Sub-Area (Districts 2-4). These results are based on a survey sample of **3.3%** of households in this geography and are subject to a margin of sampling error of approximately **± 4.0%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this geography made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips).

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 7,150 | 20% | 8,877 | 26% | 8,736 | 11% |
| Post-secondary School | 1,086 | 3% | 164 | 0% | 0 | 0% |
| Other School | 426 | 1% | 208 | 1% | 2,530 | 3% |
| Personal Business | 2,454 | 7% | 1,115 | 3% | 5,136 | 6% |
| Recreation / social | 3,047 | 9% | 3,645 | 11% | 8,397 | 10% |
| Dining / restaurant | 718 | 2% | 896 | 3% | 2,856 | 3% |
| Shopping | 4,376 | 12% | 2,355 | 7% | 12,673 | 15% |
| Passenger | 2,212 | 6% | 4,471 | 13% | 8,895 | 11% |
| Return Home | 13,803 | 39% | 12,525 | 36% | 31,596 | 39% |
| Other | 423 | 1% | 450 | 1% | 1,164 | 1% |
| Total: | 35,694 | 100% | 34,706 | 100% | 81,983 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 4,297 | 60% | 5,464 | 73% | 3,745 | 30% |
| Post-secondary School | 555 | 8% | 164 | 2% | 0 | 0% |
| Other School | 312 | 4% | 208 | 3% | 2,314 | 19% |
| Personal Business | 402 | 6% | 143 | 2% | 314 | 3% |
| Recreation / social | 340 | 5% | 201 | 3% | 668 | 5% |
| Dining / restaurant | 0 | 0% | 55 | 1% | 199 | 2% |
| Shopping | 315 | 4% | 263 | 4% | 465 | 4% |
| Pick-up / drop-off | 467 | 7% | 612 | 8% | 2,978 | 24% |
| Return Home | 417 | 6% | 332 | 4% | 1,507 | 12% |
| Other | 32 | 0% | 68 | 1% | 210 | 2% |
| Total: | 7,139 | 100% | 7,511 | 100% | 12,400 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 488 | 5% | 462 | 5% | 777 | 4% |
| Post-secondary School | 73 | 1% | 0 | 0% | 0 | 0% |
| Other School | 56 | 1% | 0 | 0% | 0 | 0% |
| Personal Business | 452 | 5% | 134 | 1% | 1,638 | 8% |
| Recreation / social | 694 | 7% | 536 | 6% | 1,889 | 9% |
| Dining / restaurant | 235 | 2% | 50 | 1% | 456 | 2% |
| Shopping | 1,127 | 11% | 727 | 8% | 3,663 | 17% |
| Pick-up / drop-off | 377 | 4% | 1,013 | 11% | 1,800 | 8% |
| Return Home | 6,181 | 63% | 6,173 | 68% | 10,892 | 51% |
| Other | 126 | 1% | 44 | 0% | 424 | 2% |
| Total: | 9,810 | 100% | 9,140 | 100% | 21,538 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 152,383 | | 54% |
| AM Peak Period | 27,050 | 18% | 46% |
| PM Peak Period | 40,487 | 27% | 53% |

### Trips by Primary Travel Mode

| Districts | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 26,653 | 75% | 26,427 | 76% | 55,971 | 68% |
| Auto Passenger | 6,380 | 18% | 5,938 | 17% | 12,153 | 15% |
| Transit | 1,727 | 5% | 1,714 | 5% | 841 | 1% |
| Bicycle | 353 | 1% | 353 | 1% | 1,314 | 2% |
| Walk | 96 | 0% | 96 | 0% | 10,200 | 12% |
| Other | 485 | 1% | 179 | 1% | 1,504 | 2% |
| Total: | 35,694 | 100% | 34,706 | 100% | 81,983 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,118 | 72% | 5,953 | 79% | 7,902 | 64% |
| Auto Passenger | 1,006 | 14% | 1,123 | 15% | 1,474 | 12% |
| Transit | 818 | 11% | 294 | 4% | 315 | 3% |
| Bicycle | 128 | 2% | 111 | 1% | 283 | 2% |
| Walk | 49 | 1% | 0 | 0% | 1,706 | 14% |
| Other | 20 | 0% | 30 | 0% | 720 | 6% |
| Total: | 7,139 | 100% | 7,511 | 100% | 12,400 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 7,351 | 75% | 6,682 | 73% | 15,840 | 74% |
| Auto Passenger | 1,761 | 18% | 1,408 | 15% | 3,424 | 16% |
| Transit | 287 | 3% | 892 | 10% | 146 | 1% |
| Bicycle | 145 | 1% | 158 | 2% | 333 | 2% |
| Walk | 0 | 0% | 0 | 0% | 1,374 | 6% |
| Other | 266 | 3% | 0 | 0% | 421 | 2% |
| Total: | 9,810 | 100% | 9,140 | 100% | 21,538 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 5% | 5% | 1% |
| AM Peak Period | 11% | 4% | 3% |
| PM Peak Period | 3% | 10% | 1% |

# Sub Area 3 - Core District 5 - 13

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 235,052 | Actively Travelled | 200,071 |
| Employed Population | 125,645 | Number of Vehicles | 153,448 |
| Households | 108,936 | Area (ha) | 16,001 |
| Jobs in District | 136,047 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 50,253 | 41,504 | 91,757 | 43% |
| Part Time Employed | 11,594 | 22,295 | 33,889 | 16% |
| Student | 17,290 | 18,866 | 36,156 | 17% |
| Retiree | 20,835 | 26,098 | 46,933 | 22% |
| Homemaker | 211 | 6,139 | 6,351 | 3% |
| Other | 6,539 | 6,851 | 13,390 | 6% |
| Total: | 101,146 | 113,979 | 215,125 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 83,483 | 90,300 | 173,784 |
| Trips made by residents | | | 718,037 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.05 |
| Vehicles per Person | 0.65 |
| Number of Persons per Household | 2.16 |
| Daily Trips per Household | 6.59 |
| Vehicles per Household | 1.41 |
| Workers per Household | 1.15 |
| Population Density (Pop/ha) | 14.69 |
| Employment Density (Jobs/ha) | 8.50 |
| Jobs per Person | 0.58 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 40,180 | 37% |
| 2 persons | 38,987 | 36% |
| 3 persons | 13,827 | 13% |
| 4+ persons | 15,943 | 15% |
| Total: | 108,936 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 15549 | 14% |
| 1 vehicle | 52459 | 48% |
| 2 vehicles | 29539 | 27% |
| 3+ vehicles | 11388 | 10% |
| Total: | 108,936 | 100% |

**Explanatory Notes**

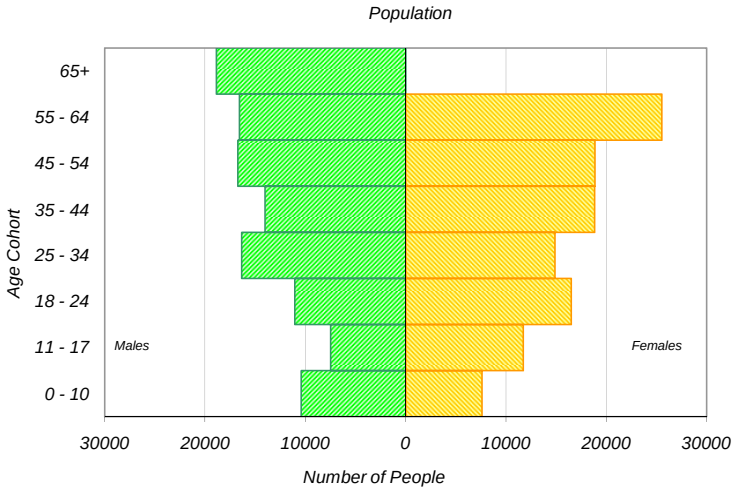
Information on this page is specific to households/residents of the Core Sub-Area (Districts 5-13). These results are based on a survey sample of **3.1%** of households in this geography and are subject to a margin of sampling error of approximately **± 1.7%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this geography made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips).

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 12,513 | 16% | 26,020 | 32% | 103,791 | 16% |
| Post-secondary School | 271 | 0% | 2,849 | 4% | 12,658 | 2% |
| Other School | 327 | 0% | 1,394 | 2% | 15,793 | 2% |
| Personal Business | 2,714 | 3% | 5,599 | 7% | 44,327 | 7% |
| Recreation / social | 8,278 | 10% | 6,816 | 8% | 63,188 | 9% |
| Dining / restaurant | 1,636 | 2% | 1,994 | 2% | 28,444 | 4% |
| Shopping | 8,960 | 11% | 6,368 | 8% | 86,842 | 13% |
| Passenger | 7,155 | 9% | 5,829 | 7% | 58,758 | 9% |
| Return Home | 37,606 | 47% | 23,174 | 29% | 248,405 | 37% |
| Other | 701 | 1% | 857 | 1% | 5,847 | 1% |
| Total: | 80,162 | 100% | 80,900 | 100% | 668,052 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 7,116 | 68% | 17,595 | 70% | 54,361 | 49% |
| Post-secondary School | 187 | 2% | 1,566 | 6% | 4,614 | 4% |
| Other School | 266 | 3% | 1,064 | 4% | 13,957 | 13% |
| Personal Business | 382 | 4% | 1,020 | 4% | 3,633 | 3% |
| Recreation / social | 494 | 5% | 916 | 4% | 4,573 | 4% |
| Dining / restaurant | 30 | 0% | 72 | 0% | 1,423 | 1% |
| Shopping | 163 | 2% | 297 | 1% | 2,573 | 2% |
| Pick-up / drop-off | 830 | 8% | 1,749 | 7% | 16,649 | 15% |
| Return Home | 920 | 9% | 733 | 3% | 7,619 | 7% |
| Other | 100 | 1% | 294 | 1% | 1,030 | 1% |
| Total: | 10,489 | 100% | 25,305 | 100% | 110,432 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,065 | 4% | 1,095 | 6% | 7,016 | 4% |
| Post-secondary School | 16 | 0% | 100 | 1% | 685 | 0% |
| Other School | 0 | 0% | 111 | 1% | 94 | 0% |
| Personal Business | 571 | 2% | 710 | 4% | 8,709 | 5% |
| Recreation / social | 2,106 | 7% | 1,603 | 9% | 15,893 | 9% |
| Dining / restaurant | 273 | 1% | 583 | 3% | 5,308 | 3% |
| Shopping | 3,133 | 11% | 1,533 | 9% | 23,001 | 13% |
| Pick-up / drop-off | 2,428 | 8% | 1,316 | 8% | 15,177 | 8% |
| Return Home | 19,901 | 67% | 9,907 | 58% | 102,635 | 57% |
| Other | 67 | 0% | 186 | 1% | 1,390 | 1% |
| Total: | 29,561 | 100% | 17,145 | 100% | 179,907 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 829,113 | | 81% |
| AM Peak Period | 146,226 | 18% | 76% |
| PM Peak Period | 226,613 | 27% | 79% |

### Trips by Primary Travel Mode

| Districts | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 61,279 | 76% | 61,182 | 76% | 389,859 | 58% |
| Auto Passenger | 11,987 | 15% | 12,473 | 15% | 78,879 | 12% |
| Transit | 5,480 | 7% | 5,504 | 7% | 53,269 | 8% |
| Bicycle | 739 | 1% | 672 | 1% | 25,605 | 4% |
| Walk | 139 | 0% | 139 | 0% | 112,501 | 17% |
| Other | 538 | 1% | 930 | 1% | 7,939 | 1% |
| Total: | 80,162 | 100% | 80,900 | 100% | 668,052 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 8,488 | 81% | 18,633 | 74% | 63,176 | 57% |
| Auto Passenger | 1,280 | 12% | 2,815 | 11% | 10,619 | 10% |
| Transit | 510 | 5% | 3,197 | 13% | 12,736 | 12% |
| Bicycle | 138 | 1% | 335 | 1% | 7,642 | 7% |
| Walk | 42 | 0% | 92 | 0% | 14,788 | 13% |
| Other | 30 | 0% | 234 | 1% | 1,470 | 1% |
| Total: | 10,489 | 100% | 25,305 | 100% | 110,432 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 21,949 | 74% | 12,595 | 73% | 103,040 | 57% |
| Auto Passenger | 3,818 | 13% | 3,437 | 20% | 20,321 | 11% |
| Transit | 3,195 | 11% | 615 | 4% | 15,697 | 9% |
| Bicycle | 370 | 1% | 177 | 1% | 7,964 | 4% |
| Walk | 0 | 0% | 0 | 0% | 30,704 | 17% |
| Other | 228 | 1% | 321 | 2% | 2,180 | 1% |
| Total: | 29,561 | 100% | 17,145 | 100% | 179,907 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 7% | 7% | 8% |
| AM Peak Period | 5% | 13% | 12% |
| PM Peak Period | 11% | 4% | 9% |

# Sub Area 4 - West Shore District 14 - 19

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 68,669 | Actively Travelled | 57,589 |
| Employed Population | 38,197 | Number of Vehicles | 54,222 |
| Households | 26,899 | Area (ha) | 174,953 |
| Jobs in District | 21,200 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 16,903 | 12,791 | 29,693 | 49% |
| Part Time Employed | 2,824 | 5,680 | 8,504 | 14% |
| Student | 4,558 | 4,671 | 9,229 | 15% |
| Retiree | 4,718 | 5,459 | 10,176 | 17% |
| Homemaker | 96 | 2,623 | 2,719 | 5% |
| Other | 1,588 | 1,238 | 2,825 | 5% |
| Total: | 29,405 | 30,651 | 60,056 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 24,970 | 26,284 | 51,254 |
| Trips made by residents | | | 194,645 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.83 |
| Vehicles per Person | 0.79 |
| Number of Persons per Household | 2.55 |
| Daily Trips per Household | 7.24 |
| Vehicles per Household | 2.02 |
| Workers per Household | 1.42 |
| Population Density (Pop/ha) | 0.39 |
| Employment Density (Jobs/ha) | 0.12 |
| Jobs per Person | 0.31 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 5,618 | 21% |
| 2 persons | 9,908 | 37% |
| 3 persons | 4,727 | 18% |
| 4+ persons | 6,646 | 25% |
| Total: | 26,899 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 625 | 2% |
| 1 vehicle | 7738 | 29% |
| 2 vehicles | 12304 | 46% |
| 3+ vehicles | 6232 | 23% |
| Total: | 26,899 | 100% |

**Explanatory Notes**

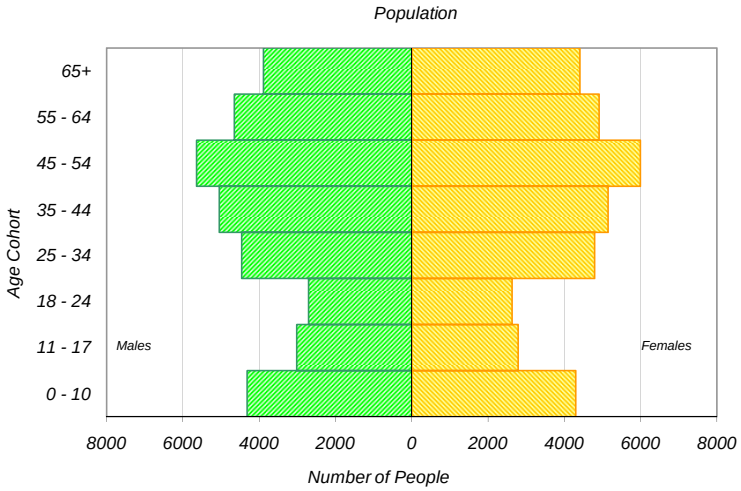
Information on this page is specific to households/residents of the West Shore Sub-Area (Districts 14-19). These results are based on a survey sample of **5.3%** of households in this geography and are subject to a margin of sampling error of approximately **± 2.5%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this geography made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips).

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 17,360 | 35% | 5,873 | 12% | 12,272 | 10% |
| Post-secondary School | 1,560 | 3% | 107 | 0% | 285 | 0% |
| Other School | 980 | 2% | 192 | 0% | 4,438 | 4% |
| Personal Business | 2,941 | 6% | 1,781 | 4% | 6,643 | 6% |
| Recreation / social | 4,101 | 8% | 4,966 | 10% | 10,255 | 9% |
| Dining / restaurant | 1,141 | 2% | 751 | 1% | 4,018 | 3% |
| Shopping | 3,174 | 6% | 8,583 | 17% | 18,049 | 15% |
| Passenger | 4,180 | 8% | 2,943 | 6% | 14,890 | 13% |
| Return Home | 13,593 | 27% | 24,556 | 49% | 46,109 | 39% |
| Other | 636 | 1% | 442 | 1% | 791 | 1% |
| Total: | 49,667 | 100% | 50,193 | 100% | 117,752 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 12,059 | 72% | 3,036 | 63% | 5,192 | 26% |
| Post-secondary School | 808 | 5% | 23 | 0% | 101 | 1% |
| Other School | 774 | 5% | 120 | 2% | 3,903 | 19% |
| Personal Business | 698 | 4% | 224 | 5% | 846 | 4% |
| Recreation / social | 198 | 1% | 356 | 7% | 841 | 4% |
| Dining / restaurant | 52 | 0% | 0 | 0% | 353 | 2% |
| Shopping | 92 | 1% | 28 | 1% | 595 | 3% |
| Pick-up / drop-off | 1,271 | 8% | 355 | 7% | 6,000 | 30% |
| Return Home | 476 | 3% | 647 | 13% | 2,126 | 11% |
| Other | 225 | 1% | 32 | 1% | 91 | 0% |
| Total: | 16,653 | 100% | 4,821 | 100% | 20,047 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 463 | 5% | 629 | 3% | 1,382 | 4% |
| Post-secondary School | 27 | 0% | 16 | 0% | 38 | 0% |
| Other School | 56 | 1% | 11 | 0% | 15 | 0% |
| Personal Business | 279 | 3% | 480 | 2% | 1,076 | 3% |
| Recreation / social | 1,008 | 10% | 1,443 | 7% | 2,647 | 9% |
| Dining / restaurant | 347 | 4% | 183 | 1% | 455 | 1% |
| Shopping | 704 | 7% | 3,181 | 16% | 4,519 | 15% |
| Pick-up / drop-off | 901 | 9% | 1,224 | 6% | 3,378 | 11% |
| Return Home | 6,001 | 61% | 12,791 | 64% | 17,266 | 56% |
| Other | 88 | 1% | 63 | 0% | 138 | 0% |
| Total: | 9,874 | 100% | 20,022 | 100% | 30,914 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 217,611 | | 54% |
| AM Peak Period | 41,521 | 19% | 48% |
| PM Peak Period | 60,810 | 28% | 51% |

### Trips by Primary Travel Mode

| Districts | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 37,939 | 76% | 37,978 | 76% | 86,929 | 74% |
| Auto Passenger | 7,447 | 15% | 8,158 | 16% | 17,118 | 15% |
| Transit | 3,510 | 7% | 3,258 | 6% | 1,549 | 1% |
| Bicycle | 373 | 1% | 394 | 1% | 773 | 1% |
| Walk | 42 | 0% | 42 | 0% | 8,815 | 7% |
| Other | 355 | 1% | 362 | 1% | 2,568 | 2% |
| Total: | 49,667 | 100% | 50,193 | 100% | 117,752 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 12,289 | 74% | 3,998 | 83% | 14,087 | 70% |
| Auto Passenger | 1,708 | 10% | 499 | 10% | 2,765 | 14% |
| Transit | 2,208 | 13% | 247 | 5% | 469 | 2% |
| Bicycle | 207 | 1% | 27 | 1% | 225 | 1% |
| Walk | 42 | 0% | 42 | 1% | 1,508 | 8% |
| Other | 199 | 1% | 7 | 0% | 993 | 5% |
| Total: | 16,653 | 100% | 4,821 | 100% | 20,047 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 7,460 | 76% | 14,690 | 73% | 22,110 | 72% |
| Auto Passenger | 2,030 | 21% | 2,860 | 14% | 4,751 | 15% |
| Transit | 328 | 3% | 1,985 | 10% | 445 | 1% |
| Bicycle | 32 | 0% | 267 | 1% | 200 | 1% |
| Walk | 0 | 0% | 0 | 0% | 2,539 | 8% |
| Other | 25 | 0% | 219 | 1% | 870 | 3% |
| Total: | 9,874 | 100% | 20,022 | 100% | 30,914 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 7% | 6% | 1% |
| AM Peak Period | 13% | 5% | 2% |
| PM Peak Period | 3% | 10% | 1% |

# District 1 - Salt Spring Island Electoral Area

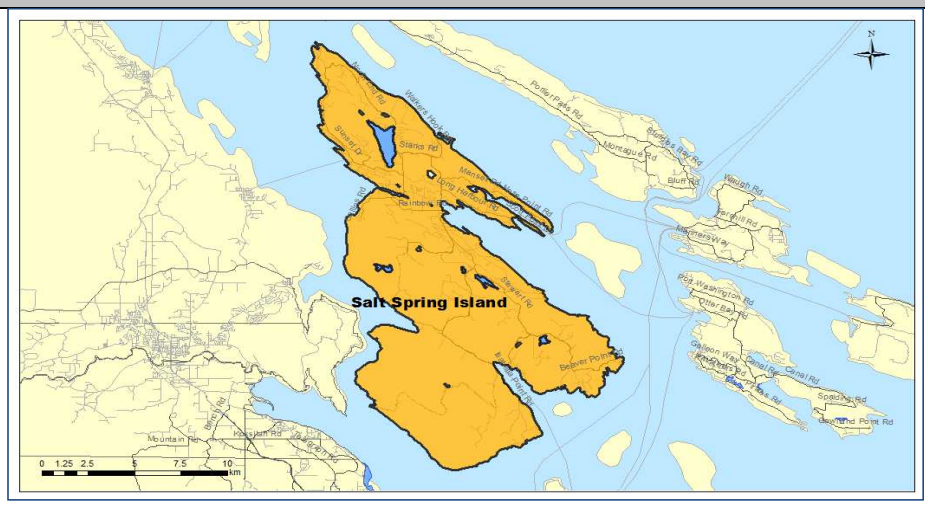
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 10,234 | Actively Travelled | 7,847 |
| Employed Population | 4,856 | Number of Vehicles | 8,477 |
| Households | 4,662 | Area (ha) | 18,570 |
| Jobs in District | 3,954 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 1,763 | 1,341 | 3,104 | 33% |
| Part Time Employed | 686 | 1,066 | 1,752 | 19% |
| Student | 468 | 571 | 1,039 | 11% |
| Retiree | 1,258 | 1,323 | 2,581 | 27% |
| Homemaker | 44 | 413 | 457 | 5% |
| Other | 283 | 435 | 718 | 8% |
| Total: | 4,382 | 5,028 | 9,410 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 3,860 | 4,228 | 8,088 |
| Trips made by residents | | | 28,053 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.74 |
| Vehicles per Person | 0.83 |
| Number of Persons per Household | 2.20 |
| Daily Trips per Household | 6.02 |
| Vehicles per Household | 1.82 |
| Workers per Household | 1.04 |
| Population Density (Pop/ha) | 0.55 |
| Employment Density (Jobs/ha) | 0.21 |
| Jobs per Person | 0.39 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 1,463 | 31% |
| 2 persons | 1,934 | 41% |
| 3 persons | 609 | 13% |
| 4+ persons | 656 | 14% |
| Total: | 4,662 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 170 | 4% |
| 1 vehicle | 1794 | 38% |
| 2 vehicles | 1850 | 40% |
| 3+ vehicles | 849 | 18% |
| Total: | 4,662 | 100% |

**Explanatory Notes**

District 1, Salt Spring Island EA, is not part of the CRD Regional Planning Area, but is part of the broader study area.

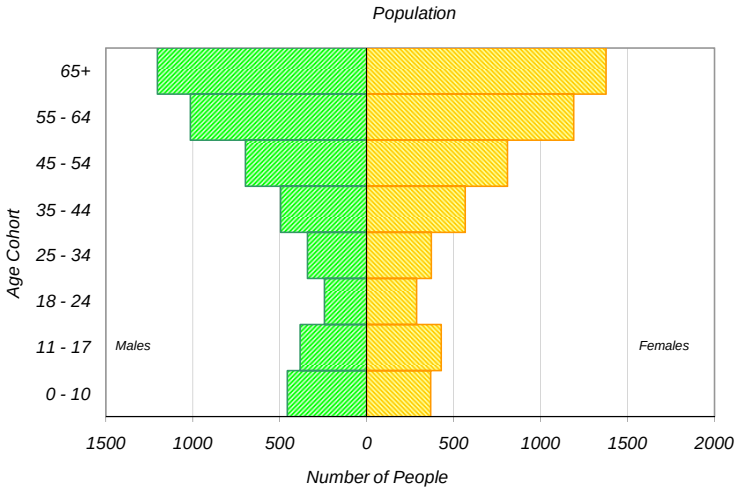
Information on this page is specific to the households/residents of this district. These results are based on a survey sample of **8.5%** of households in this district and are subject to a margin of sampling error of approximately **± 4.7%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

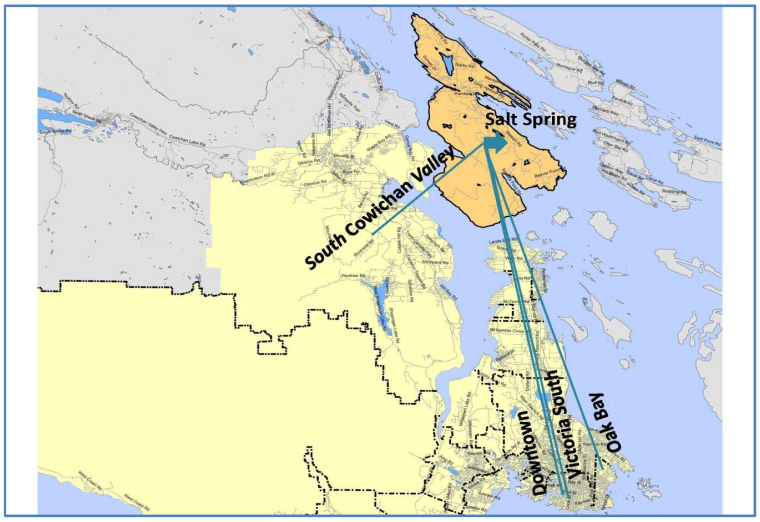
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from Salt Spring Island Electoral Area AM Peak Period




### Summary of Trips to and from Salt Spring Island Electoral Area

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 3,437 | 93% | 3,437 | 98% |
| Town of Sidney | 13 | 0% | 9 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 8 | 0% | 0 | 0% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 0 | 0% | 0 | 0% |
| Downtown | 54 | 1% | 0 | 0% |
| Victoria North | 0 | 0% | 0 | 0% |
| Victoria South | 30 | 1% | 0 | 0% |
| Saanich North | 0 | 0% | 0 | 0% |
| Saanich East | 16 | 0% | 0 | 0% |
| Saanich West | 0 | 0% | 0 | 0% |
| District of Oak Bay | 39 | 1% | 0 | 0% |
| Township of Esquimalt | 0 | 0% | 0 | 0% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 0 | 0% | 0 | 0% |
| District of Highlands | 0 | 0% | 0 | 0% |
| City of Langford | 0 | 0% | 0 | 0% |
| City of Colwood | 0 | 0% | 0 | 0% |
| District of Metchosin with Scia'new FN | 0 | 0% | 0 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 0 | 0% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 0 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 80 | 2% | 61 | 2% |
| External | 12 | 0% | 0 | 0% |
| Total | 3,689 | | 3,507 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 207 | 21% | 70 | 8% | 3,505 | 14% |
| Post-secondary School | 13 | 1% | 0 | 0% | 0 | 0% |
| Other School | 34 | 3% | 0 | 0% | 599 | 2% |
| Personal Business | 191 | 20% | 37 | 4% | 1,845 | 8% |
| Recreation / social | 176 | 18% | 19 | 2% | 2,617 | 11% |
| Dining / restaurant | 38 | 4% | 0 | 0% | 496 | 2% |
| Shopping | 98 | 10% | 57 | 6% | 3,815 | 16% |
| Pick-up / drop-off Passenger | 74 | 8% | 16 | 2% | 1,755 | 7% |
| Return Home | 118 | 12% | 603 | 68% | 9,293 | 38% |
| Other | 28 | 3% | 85 | 10% | 424 | 2% |
| Total: | 977 | 100% | 888 | 100% | 24,351 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 74 | 29% | 70 | 100% | 1,401 | 41% |
| Post-secondary School | 13 | 5% | 0 | 0% | 0 | 0% |
| Other School | 23 | 9% | 0 | 0% | 585 | 17% |
| Personal Business | 54 | 22% | 0 | 0% | 124 | 4% |
| Recreation / social | 22 | 9% | 0 | 0% | 183 | 5% |
| Dining / restaurant | 20 | 8% | 0 | 0% | 66 | 2% |
| Shopping | 12 | 5% | 0 | 0% | 173 | 5% |
| Pick-up / drop-off Passenger | 33 | 13% | 0 | 0% | 495 | 14% |
| Return Home | 0 | 0% | 0 | 0% | 366 | 11% |
| Other | 0 | 0% | 0 | 0% | 44 | 1% |
| Total: | 252 | 100% | 70 | 100% | 3,437 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 30 | 16% | 0 | 0% | 469 | 7% |
| Post-secondary School | 0 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 10 | 5% | 0 | 0% | 399 | 6% |
| Recreation / social | 15 | 8% | 19 | 5% | 891 | 12% |
| Dining / restaurant | 0 | 0% | 0 | 0% | 69 | 1% |
| Shopping | 0 | 0% | 32 | 8% | 861 | 12% |
| Pick-up / drop-off Passenger | 0 | 0% | 6 | 2% | 511 | 7% |
| Return Home | 118 | 62% | 320 | 82% | 3,868 | 54% |
| Other | 19 | 10% | 12 | 3% | 73 | 1% |
| Total: | 192 | 100% | 389 | 100% | 7,142 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 26,215 | | 93% |
| AM Peak Period | 3,759 | 14% | 91% |
| PM Peak Period | 7,723 | 29% | 92% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 669 | 68% | 611 | 69% | 17,553 | 72% |
| Auto Passenger | 224 | 23% | 193 | 22% | 3,382 | 14% |
| Transit | 17 | 2% | 8 | 1% | 425 | 2% |
| Bicycle | 0 | 0% | 0 | 0% | 443 | 2% |
| Walk | 0 | 0% | 0 | 0% | 1,712 | 7% |
| Other | 67 | 7% | 76 | 9% | 836 | 3% |
| Total: | 977 | 100% | 888 | 100% | 24,351 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 135 | 54% | 39 | 55% | 2,443 | 71% |
| Auto Passenger | 77 | 30% | 31 | 45% | 344 | 10% |
| Transit | 8 | 3% | 0 | 0% | 79 | 2% |
| Bicycle | 0 | 0% | 0 | 0% | 15 | 0% |
| Walk | 0 | 0% | 0 | 0% | 201 | 6% |
| Other | 32 | 13% | 0 | 0% | 354 | 10% |
| Total: | 252 | 100% | 70 | 100% | 3,437 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 132 | 69% | 307 | 79% | 5,009 | 70% |
| Auto Passenger | 60 | 31% | 72 | 18% | 921 | 13% |
| Transit | 0 | 0% | 0 | 0% | 155 | 2% |
| Bicycle | 0 | 0% | 0 | 0% | 330 | 5% |
| Walk | 0 | 0% | 0 | 0% | 444 | 6% |
| Other | 0 | 0% | 11 | 3% | 283 | 4% |
| Total: | 192 | 100% | 389 | 100% | 7,142 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 2% | 1% | 2% |
| AM Peak Period | 3% | 0% | 2% |
| PM Peak Period | 0% | 0% | 2% |

# District 2 - Town of Sidney

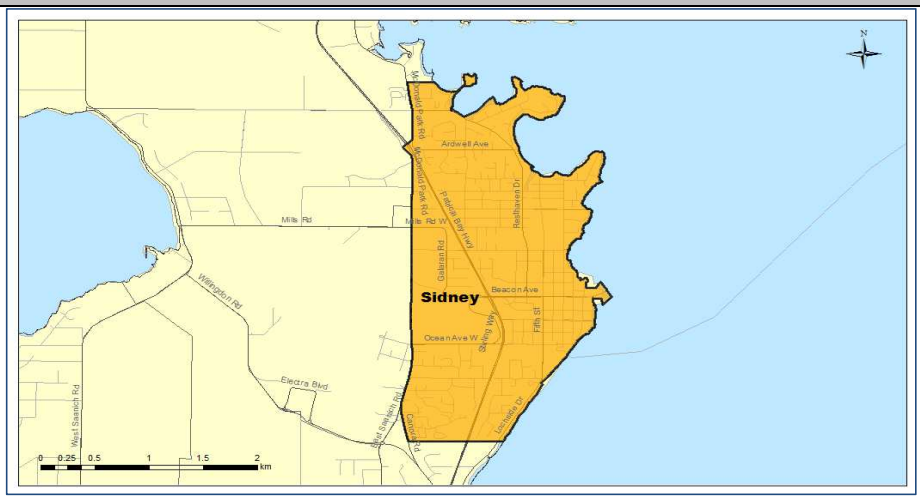
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 11,178 | Actively Travelled | 9,255 |
| Employed Population | 4,844 | Number of Vehicles | 7,990 |
| Households | 5,328 | Area (ha) | 508 |
| Jobs in District | 4,255 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 2,230 | 1,515 | 3,745 | 37% |
| Part Time Employed | 232 | 867 | 1,099 | 11% |
| Student | 368 | 455 | 823 | 8% |
| Retiree | 1,473 | 2,249 | 3,722 | 37% |
| Homemaker | 0 | 439 | 439 | 4% |
| Other | 225 | 402 | 627 | 6% |
| Total: | 4,483 | 5,705 | 10,188 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 3,993 | 4,637 | 8,630 |
| Trips made by residents | | | 31,961 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.86 |
| Vehicles per Person | 0.71 |
| Number of Persons per Household | 2.10 |
| Daily Trips per Household | 6.00 |
| Vehicles per Household | 1.50 |
| Workers per Household | 0.91 |
| Population Density (Pop/ha) | 22.00 |
| Employment Density (Jobs/ha) | 8.38 |
| Jobs per Person | 0.38 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 1,955 | 37% |
| 2 persons | 2,169 | 41% |
| 3 persons | 548 | 10% |
| 4+ persons | 657 | 12% |
| Total: | 5,328 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 352 | 7% |
| 1 vehicle | 2755 | 52% |
| 2 vehicles | 1656 | 31% |
| 3+ vehicles | 565 | 11% |
| Total: | 5,328 | 100% |

**Explanatory Notes**

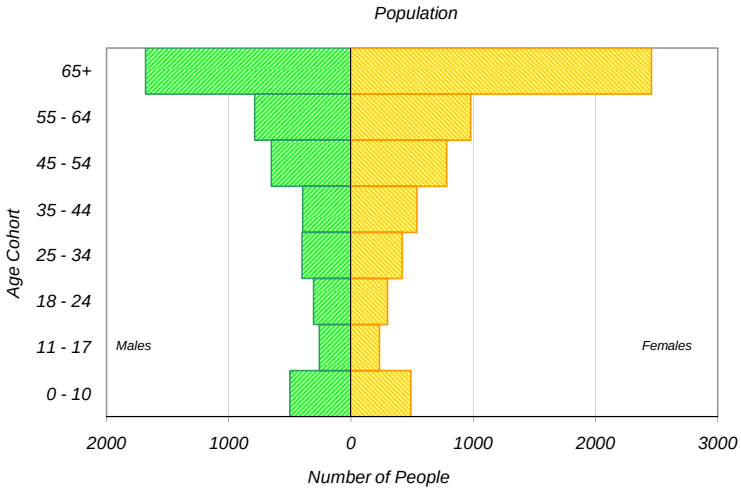
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **3.4%** of households in this district and are subject to a margin of sampling error of approximately **± 7.1%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from Town of Sidney
### AM Peak Period

### Summary of Trips to and from Town of Sidney
**AM Peak Period (06:00 - 08:59)**

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 9 | 0% | 13 | 0% |
| Town of Sidney | 1,529 | 36% | 1,529 | 40% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 1,170 | 27% | 662 | 17% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 500 | 12% | 387 | 10% |
| Downtown | 404 | 9% | 0 | 0% |
| Victoria North | 182 | 4% | 106 | 3% |
| Victoria South | 88 | 2% | 25 | 1% |
| Saanich North | 13 | 0% | 111 | 3% |
| Saanich East | 198 | 5% | 292 | 8% |
| Saanich West | 22 | 1% | 160 | 4% |
| District of Oak Bay | 48 | 1% | 109 | 3% |
| Township of Esquimalt | 36 | 1% | 7 | 0% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 19 | 0% | 82 | 2% |
| District of Highlands | 0 | 0% | 38 | 1% |
| City of Langford | 0 | 0% | 190 | 5% |
| City of Colwood | 20 | 0% | 76 | 2% |
| District of Metchosin with Scia'new FN | 0 | 0% | 14 | 0% |
| District of Sooke with T'souke FN | 12 | 0% | 31 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 8 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 19 | 0% | 0 | 0% |
| External | 0 | 0% | 0 | 0% |
| Total | 4,268 | | 3,838 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 3,097 | 17% | 3,082 | 17% | 1,632 | 8% |
| Post-secondary School | 187 | 1% | 0 | 0% | 0 | 0% |
| Other School | 296 | 2% | 83 | 0% | 80 | 0% |
| Personal Business | 881 | 5% | 1,557 | 8% | 1,828 | 9% |
| Recreation / social | 1,548 | 8% | 2,343 | 13% | 1,520 | 8% |
| Dining / restaurant | 342 | 2% | 824 | 4% | 1,067 | 5% |
| Shopping | 1,155 | 6% | 3,044 | 16% | 5,690 | 29% |
| Pick-up / drop-off Passenger | 1,587 | 9% | 1,869 | 10% | 1,164 | 6% |
| Return Home | 9,205 | 50% | 5,589 | 30% | 6,468 | 33% |
| Other | 183 | 1% | 196 | 1% | 332 | 2% |
| Total: | 18,480 | 100% | 18,587 | 100% | 19,781 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,647 | 60% | 1,464 | 63% | 520 | 34% |
| Post-secondary School | 6 | 0% | 0 | 0% | 0 | 0% |
| Other School | 275 | 10% | 83 | 4% | 31 | 2% |
| Personal Business | 94 | 3% | 193 | 8% | 31 | 2% |
| Recreation / social | 153 | 6% | 118 | 5% | 90 | 6% |
| Dining / restaurant | 0 | 0% | 8 | 0% | 0 | 0% |
| Shopping | 13 | 0% | 170 | 7% | 90 | 6% |
| Pick-up / drop-off Passenger | 367 | 13% | 130 | 6% | 348 | 23% |
| Return Home | 135 | 5% | 128 | 6% | 392 | 26% |
| Other | 51 | 2% | 15 | 1% | 27 | 2% |
| Total: | 2,739 | 100% | 2,310 | 100% | 1,529 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 424 | 8% | 302 | 6% | 188 | 4% |
| Post-secondary School | 0 | 0% | 0 | 0% | 0 | 0% |
| Other School | 22 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 105 | 2% | 261 | 5% | 633 | 13% |
| Recreation / social | 459 | 8% | 157 | 3% | 202 | 4% |
| Dining / restaurant | 39 | 1% | 200 | 4% | 70 | 1% |
| Shopping | 313 | 6% | 845 | 17% | 1,647 | 34% |
| Pick-up / drop-off Passenger | 318 | 6% | 771 | 16% | 125 | 3% |
| Return Home | 3,797 | 69% | 2,115 | 44% | 1,909 | 39% |
| Other | 57 | 1% | 181 | 4% | 87 | 2% |
| Total: | 5,533 | 100% | 4,833 | 100% | 4,861 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 56,847 | | 35% |
| AM Peak Period | 6,577 | 12% | 23% |
| PM Peak Period | 15,227 | 27% | 32% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 14,044 | 76% | 14,050 | 76% | 10,874 | 55% |
| Auto Passenger | 3,166 | 17% | 3,248 | 17% | 2,491 | 13% |
| Transit | 735 | 4% | 561 | 3% | 0 | 0% |
| Bicycle | 180 | 1% | 180 | 1% | 649 | 3% |
| Walk | 157 | 1% | 303 | 2% | 5,659 | 29% |
| Other | 197 | 1% | 245 | 1% | 108 | 1% |
| Total: | 18,480 | 100% | 18,587 | 100% | 19,781 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 2,003 | 73% | 1,956 | 85% | 688 | 45% |
| Auto Passenger | 255 | 9% | 237 | 10% | 53 | 3% |
| Transit | 355 | 13% | 20 | 1% | 0 | 0% |
| Bicycle | 19 | 1% | 25 | 1% | 55 | 4% |
| Walk | 74 | 3% | 0 | 0% | 733 | 48% |
| Other | 33 | 1% | 72 | 3% | 0 | 0% |
| Total: | 2,739 | 100% | 2,310 | 100% | 1,529 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 4,319 | 78% | 3,618 | 75% | 3,018 | 62% |
| Auto Passenger | 943 | 17% | 730 | 15% | 855 | 18% |
| Transit | 106 | 2% | 294 | 6% | 0 | 0% |
| Bicycle | 25 | 0% | 38 | 1% | 186 | 4% |
| Walk | 12 | 0% | 108 | 2% | 770 | 16% |
| Other | 128 | 2% | 44 | 1% | 32 | 1% |
| Total: | 5,533 | 100% | 4,833 | 100% | 4,861 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 4% | 3% | 0% |
| AM Peak Period | 13% | 1% | 0% |
| PM Peak Period | 2% | 6% | 0% |

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

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 11,527 | Actively Travelled | 9,601 |
| Employed Population | 5,264 | Number of Vehicles | 10,043 |
| Households | 4,623 | Area (ha) | 4,025 |
| Jobs in District | 5,291 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 2,181 | 1,085 | 3,266 | 31% |
| Part Time Employed | 739 | 1,259 | 1,998 | 19% |
| Student | 666 | 765 | 1,432 | 14% |
| Retiree | 1,541 | 1,786 | 3,327 | 32% |
| Homemaker | 0 | 513 | 513 | 5% |
| Other | 195 | 203 | 398 | 4% |
| Total: | 5,232 | 5,327 | 10,559 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 4,743 | 4,829 | 9,572 |
| Trips made by residents | | | 35,811 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.11 |
| Vehicles per Person | 0.87 |
| Number of Persons per Household | 2.49 |
| Daily Trips per Household | 7.75 |
| Vehicles per Household | 2.17 |
| Workers per Household | 1.14 |
| Population Density (Pop/ha) | 2.86 |
| Employment Density (Jobs/ha) | 1.31 |
| Jobs per Person | 0.46 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 783 | 17% |
| 2 persons | 2,149 | 46% |
| 3 persons | 670 | 15% |
| 4+ persons | 1,021 | 22% |
| Total: | 4,623 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 24 | 1% |
| 1 vehicle | 1023 | 22% |
| 2 vehicles | 2143 | 46% |
| 3+ vehicles | 1433 | 31% |
| Total: | 4,623 | 100% |

**Explanatory Notes**

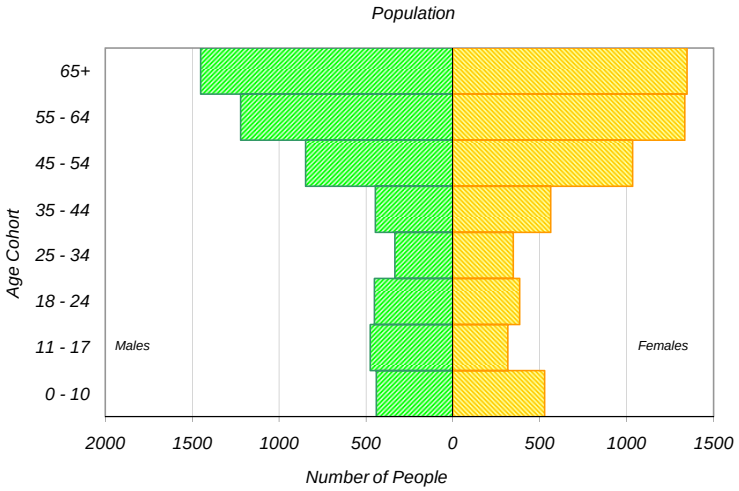
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **3.4%** of households in this district and are subject to a margin of sampling error of approximately **± 7.6%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

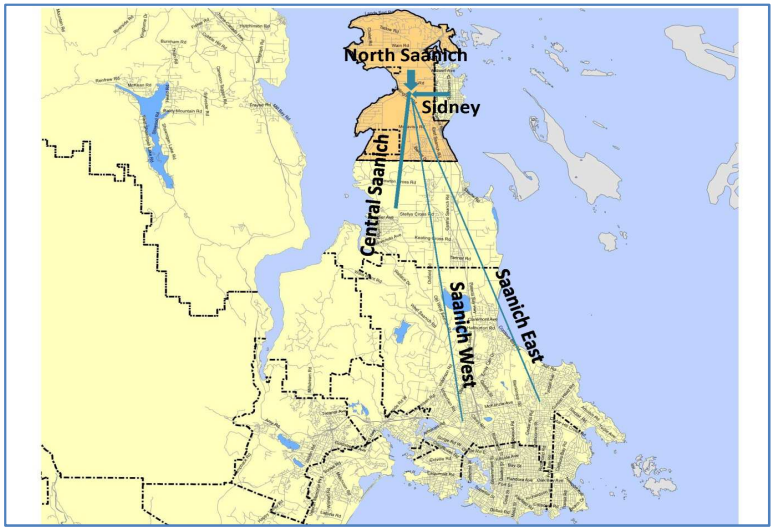
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top origins of AM peak period trips ending within this district, to reflect the net inbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Origins of Trips to District of North Saanich with Tsyecum FN, Pauquachin FN
### AM Peak Period




### Summary of Trips to and from District of North Saanich with Tsyecum FN, Pauquachin FN

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 8 | 0% |
| Town of Sidney | 662 | 12% | 1,170 | 20% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 1,953 | 36% | 1,953 | 34% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 519 | 10% | 875 | 15% |
| Downtown | 314 | 6% | 0 | 0% |
| Victoria North | 69 | 1% | 102 | 2% |
| Victoria South | 276 | 5% | 85 | 1% |
| Saanich North | 196 | 4% | 208 | 4% |
| Saanich East | 675 | 12% | 330 | 6% |
| Saanich West | 193 | 4% | 294 | 5% |
| District of Oak Bay | 78 | 1% | 77 | 1% |
| Township of Esquimalt | 133 | 2% | 176 | 3% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 37 | 1% | 0 | 0% |
| District of Highlands | 0 | 0% | 0 | 0% |
| City of Langford | 26 | 0% | 55 | 1% |
| City of Colwood | 28 | 1% | 110 | 2% |
| District of Metchosin with Scia'new FN | 17 | 0% | 0 | 0% |
| District of Sooke with T'souke FN | 21 | 0% | 21 | 0% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 23 | 0% | 110 | 2% |
| South CVRD with Malahat FN, Cowichan Tribes | 19 | 0% | 178 | 3% |
| External | 178 | 3% | 0 | 0% |
| Total | 5,417 | | 5,750 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 3,066 | 12% | 4,338 | 18% | 1,068 | 15% |
| Post-secondary School | 390 | 2% | 0 | 0% | 0 | 0% |
| Other School | 445 | 2% | 371 | 2% | 309 | 4% |
| Personal Business | 1,798 | 7% | 400 | 2% | 400 | 6% |
| Recreation / social | 2,007 | 8% | 3,322 | 14% | 1,203 | 17% |
| Dining / restaurant | 912 | 4% | 117 | 0% | 149 | 2% |
| Shopping | 4,944 | 20% | 589 | 3% | 18 | 0% |
| Pick-up / drop-off Passenger | 1,918 | 8% | 4,393 | 19% | 1,199 | 17% |
| Return Home | 9,144 | 37% | 9,592 | 41% | 2,686 | 37% |
| Other | 203 | 1% | 446 | 2% | 215 | 3% |
| Total: | 24,827 | 100% | 23,568 | 100% | 7,244 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,463 | 42% | 2,022 | 53% | 647 | 33% |
| Post-secondary School | 225 | 6% | 0 | 0% | 0 | 0% |
| Other School | 411 | 12% | 371 | 10% | 141 | 7% |
| Personal Business | 324 | 9% | 19 | 0% | 31 | 2% |
| Recreation / social | 223 | 6% | 337 | 9% | 144 | 7% |
| Dining / restaurant | 32 | 1% | 0 | 0% | 70 | 4% |
| Shopping | 260 | 7% | 0 | 0% | 0 | 0% |
| Pick-up / drop-off Passenger | 360 | 10% | 704 | 19% | 368 | 19% |
| Return Home | 168 | 5% | 259 | 7% | 402 | 21% |
| Other | 0 | 0% | 87 | 2% | 149 | 8% |
| Total: | 3,464 | 100% | 3,798 | 100% | 1,953 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 268 | 4% | 295 | 4% | 0 | 0% |
| Post-secondary School | 15 | 0% | 0 | 0% | 0 | 0% |
| Other School | 34 | 1% | 0 | 0% | 0 | 0% |
| Personal Business | 381 | 6% | 93 | 1% | 201 | 13% |
| Recreation / social | 425 | 7% | 1,180 | 17% | 174 | 12% |
| Dining / restaurant | 169 | 3% | 0 | 0% | 0 | 0% |
| Shopping | 1,536 | 24% | 275 | 4% | 18 | 1% |
| Pick-up / drop-off Passenger | 714 | 11% | 875 | 13% | 300 | 20% |
| Return Home | 2,860 | 44% | 4,125 | 59% | 782 | 52% |
| Other | 123 | 2% | 127 | 2% | 19 | 1% |
| Total: | 6,526 | 100% | 6,970 | 100% | 1,495 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 55,640 | | 13% |
| AM Peak Period | 9,215 | 17% | 21% |
| PM Peak Period | 14,991 | 27% | 10% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 18,399 | 74% | 18,087 | 77% | 5,676 | 78% |
| Auto Passenger | 4,738 | 19% | 4,086 | 17% | 796 | 11% |
| Transit | 723 | 3% | 870 | 4% | 0 | 0% |
| Bicycle | 151 | 1% | 174 | 1% | 126 | 2% |
| Walk | 246 | 1% | 118 | 1% | 416 | 6% |
| Other | 570 | 2% | 232 | 1% | 231 | 3% |
| Total: | 24,827 | 100% | 23,568 | 100% | 7,244 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 2,444 | 71% | 2,939 | 77% | 1,299 | 67% |
| Auto Passenger | 524 | 15% | 380 | 10% | 209 | 11% |
| Transit | 317 | 9% | 281 | 7% | 0 | 0% |
| Bicycle | 18 | 1% | 123 | 3% | 63 | 3% |
| Walk | 0 | 0% | 74 | 2% | 262 | 13% |
| Other | 161 | 5% | 0 | 0% | 119 | 6% |
| Total: | 3,464 | 100% | 3,798 | 100% | 1,953 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,058 | 78% | 5,037 | 72% | 1,124 | 75% |
| Auto Passenger | 918 | 14% | 1,443 | 21% | 196 | 13% |
| Transit | 39 | 1% | 406 | 6% | 0 | 0% |
| Bicycle | 125 | 2% | 0 | 0% | 63 | 4% |
| Walk | 89 | 1% | 12 | 0% | 0 | 0% |
| Other | 297 | 5% | 72 | 1% | 112 | 7% |
| Total: | 6,526 | 100% | 6,970 | 100% | 1,495 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 3% | 4% | 0% |
| AM Peak Period | 9% | 7% | 0% |
| PM Peak Period | 1% | 6% | 0% |

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

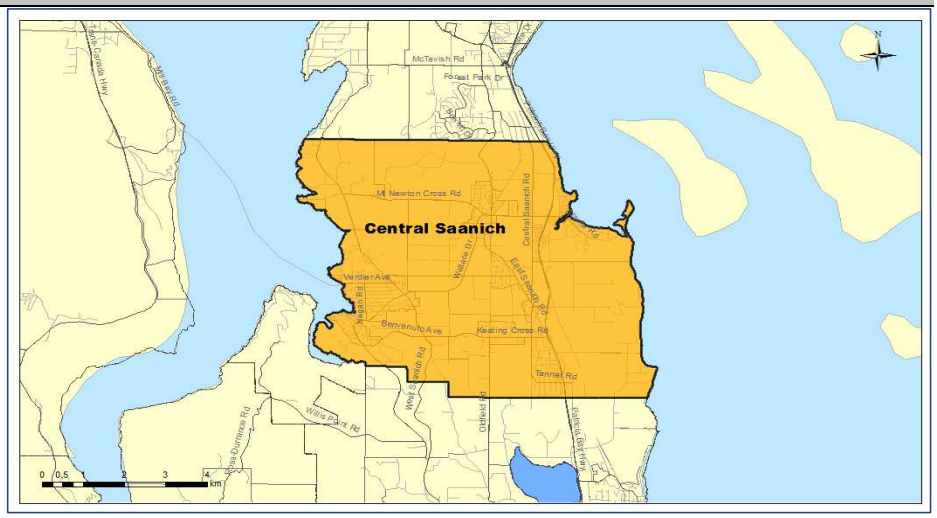
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 18,463 | Actively Travelled | 15,425 |
| Employed Population | 9,333 | Number of Vehicles | 14,771 |
| Households | 7,655 | Area (ha) | 4,624 |
| Jobs in District | 8,838 | | |

Occupation Status (age 11+)

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 3,857 | 2,572 | 6,429 | 38% |
| Part Time Employed | 991 | 1,913 | 2,904 | 17% |
| Student | 1,315 | 1,213 | 2,528 | 15% |
| Retiree | 1,940 | 2,350 | 4,290 | 25% |
| Homemaker | 88 | 510 | 598 | 4% |
| Other | 327 | 525 | 852 | 5% |
| Total: | 8,134 | 8,759 | 16,892 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 6,632 | 7,242 | 13,874 |
| Trips made by residents | | | 53,468 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.90 |
| Vehicles per Person | 0.80 |
| Number of Persons per Household | 2.41 |
| Daily Trips per Household | 6.98 |
| Vehicles per Household | 1.93 |
| Workers per Household | 1.22 |
| Population Density (Pop/ha) | 3.99 |
| Employment Density (Jobs/ha) | 1.91 |
| Jobs per Person | 0.48 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 1,816 | 24% |
| 2 persons | 3,060 | 40% |
| 3 persons | 1,095 | 14% |
| 4+ persons | 1,684 | 22% |
| Total: | 7,655 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 545 | 7% |
| 1 vehicle | 2403 | 31% |
| 2 vehicles | 2839 | 37% |
| 3+ vehicles | 1868 | 24% |
| Total: | 7,655 | 100% |

**Explanatory Notes**

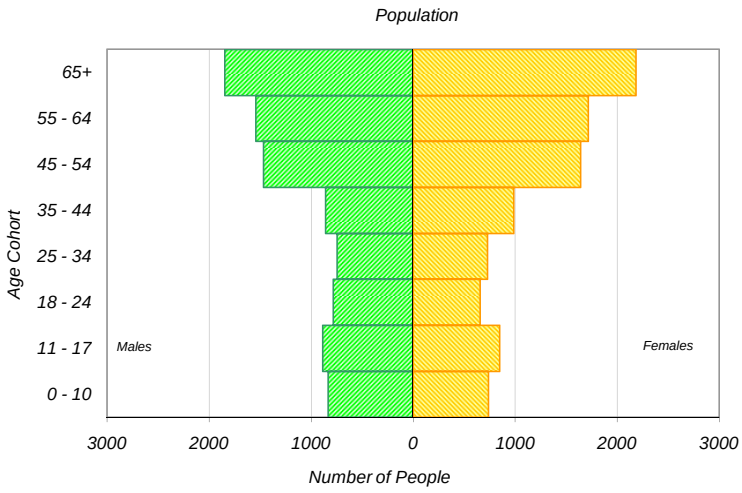
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **3.1%** of households in this district and are subject to a margin of sampling error of approximately **± 6.3%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

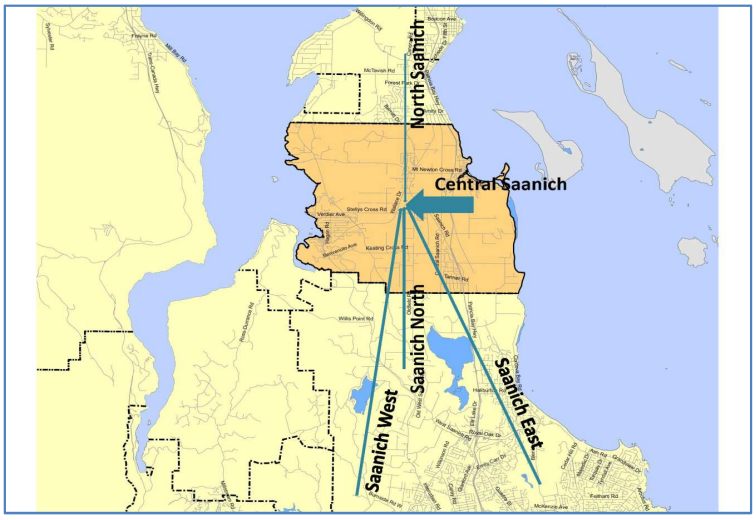
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top origins of AM peak period trips ending within this district, to reflect the net inbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Origins of Trips to District of Central Saanich with Tsartlip FN, Tsawout FN
### AM Peak Period




### Summary of Trips to and from District of Central Saanich with Tsartlip FN, Tsawout FN

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 387 | 4% | 500 | 5% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 875 | 9% | 519 | 5% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 4,806 | 49% | 4,806 | 47% |
| Downtown | 466 | 5% | 0 | 0% |
| Victoria North | 373 | 4% | 487 | 5% |
| Victoria South | 390 | 4% | 513 | 5% |
| Saanich North | 696 | 7% | 748 | 7% |
| Saanich East | 548 | 6% | 888 | 9% |
| Saanich West | 766 | 8% | 791 | 8% |
| District of Oak Bay | 223 | 2% | 60 | 1% |
| Township of Esquimalt | 92 | 1% | 206 | 2% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 124 | 1% | 105 | 1% |
| District of Highlands | 0 | 0% | 0 | 0% |
| City of Langford | 23 | 0% | 271 | 3% |
| City of Colwood | 0 | 0% | 99 | 1% |
| District of Metchosin with Scia'new FN | 41 | 0% | 0 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 65 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 0 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 46 | 0% | 263 | 3% |
| External | 0 | 0% | 0 | 0% |
| Total | 9,854 | | 10,322 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 5,072 | 20% | 5,543 | 22% | 1,951 | 9% |
| Post-secondary School | 509 | 2% | 164 | 1% | 0 | 0% |
| Other School | 321 | 1% | 391 | 2% | 1,505 | 7% |
| Personal Business | 1,484 | 6% | 867 | 3% | 1,200 | 5% |
| Recreation / social | 3,441 | 14% | 1,928 | 8% | 1,726 | 8% |
| Dining / restaurant | 464 | 2% | 954 | 4% | 640 | 3% |
| Shopping | 2,331 | 9% | 2,776 | 11% | 2,911 | 13% |
| Passenger | 2,291 | 9% | 1,793 | 7% | 2,948 | 13% |
| Return Home | 8,693 | 35% | 10,583 | 42% | 9,203 | 41% |
| Other | 381 | 2% | 153 | 1% | 273 | 1% |
| Total: | 24,988 | 100% | 25,153 | 100% | 22,357 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 3,029 | 60% | 3,821 | 69% | 736 | 15% |
| Post-secondary School | 325 | 6% | 164 | 3% | 0 | 0% |
| Other School | 264 | 5% | 391 | 7% | 1,505 | 31% |
| Personal Business | 109 | 2% | 57 | 1% | 127 | 3% |
| Recreation / social | 281 | 6% | 62 | 1% | 118 | 2% |
| Dining / restaurant | 8 | 0% | 87 | 2% | 88 | 2% |
| Shopping | 234 | 5% | 284 | 5% | 185 | 4% |
| Pick-up / drop-off | 460 | 9% | 496 | 9% | 1,544 | 32% |
| Return Home | 323 | 6% | 154 | 3% | 504 | 10% |
| Other | 15 | 0% | 0 | 0% | 0 | 0% |
| Total: | 5,048 | 100% | 5,516 | 100% | 4,806 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 274 | 4% | 342 | 5% | 111 | 2% |
| Post-secondary School | 58 | 1% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 385 | 5% | 199 | 3% | 385 | 7% |
| Recreation / social | 1,059 | 14% | 447 | 6% | 264 | 5% |
| Dining / restaurant | 220 | 3% | 43 | 1% | 194 | 4% |
| Shopping | 542 | 7% | 871 | 12% | 734 | 14% |
| Pick-up / drop-off | 497 | 6% | 519 | 7% | 222 | 4% |
| Return Home | 4,446 | 58% | 4,854 | 67% | 3,279 | 63% |
| Other | 209 | 3% | 0 | 0% | 54 | 1% |
| Total: | 7,689 | 100% | 7,275 | 100% | 5,243 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 72,498 | | 31% |
| AM Peak Period | 15,370 | 21% | 31% |
| PM Peak Period | 20,207 | 28% | 26% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 19,354 | 77% | 19,435 | 77% | 14,277 | 64% |
| Auto Passenger | 4,054 | 16% | 4,181 | 17% | 3,288 | 15% |
| Transit | 865 | 3% | 879 | 3% | 244 | 1% |
| Bicycle | 342 | 1% | 319 | 1% | 219 | 1% |
| Walk | 153 | 1% | 135 | 1% | 3,665 | 16% |
| Other | 219 | 1% | 204 | 1% | 664 | 3% |
| Total: | 24,988 | 100% | 25,153 | 100% | 22,357 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 4,015 | 80% | 4,402 | 80% | 2,570 | 53% |
| Auto Passenger | 506 | 10% | 785 | 14% | 932 | 19% |
| Transit | 331 | 7% | 178 | 3% | 130 | 3% |
| Bicycle | 146 | 3% | 18 | 0% | 109 | 2% |
| Walk | 49 | 1% | 0 | 0% | 637 | 13% |
| Other | 0 | 0% | 132 | 2% | 427 | 9% |
| Total: | 5,048 | 100% | 5,516 | 100% | 4,806 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,779 | 75% | 5,832 | 80% | 3,893 | 74% |
| Auto Passenger | 1,597 | 21% | 931 | 13% | 675 | 13% |
| Transit | 253 | 3% | 303 | 4% | 35 | 1% |
| Bicycle | 34 | 0% | 158 | 2% | 45 | 1% |
| Walk | 18 | 0% | 0 | 0% | 484 | 9% |
| Other | 7 | 0% | 51 | 1% | 111 | 2% |
| Total: | 7,689 | 100% | 7,275 | 100% | 5,243 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 3% | 3% | 1% |
| AM Peak Period | 7% | 3% | 3% |
| PM Peak Period | 3% | 4% | 1% |

# Municipal Aggregation 1 - City of Victoria District 5 - 7

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 80,017 | Actively Travelled | 68,063 |
| Employed Population | 44,682 | Number of Vehicles | 45,589 |
| Households | 42,957 | Area (ha) | 1,946 |
| Jobs in District | 69,924 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 17,039 | 15,210 | 32,249 | 43% |
| Part Time Employed | 4,524 | 7,908 | 12,433 | 17% |
| Student | 5,427 | 6,407 | 11,834 | 16% |
| Retiree | 6,295 | 8,880 | 15,175 | 20% |
| Homemaker | 128 | 1,670 | 1,798 | 2% |
| Other | 2,663 | 3,363 | 6,026 | 8% |
| Total: | 34,279 | 40,199 | 74,478 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 27,255 | 30,635 | 57,889 |
| Trips made by residents | | | 243,677 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.05 |
| Vehicles per Person | 0.57 |
| Number of Persons per Household | 1.86 |
| Daily Trips per Household | 5.67 |
| Vehicles per Household | 1.06 |
| Workers per Household | 1.04 |
| Population Density (Pop/ha) | 41.12 |
| Employment Density (Jobs/ha) | 35.93 |
| Jobs per Person | 0.87 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 20,809 | 48% |
| 2 persons | 14,771 | 34% |
| 3 persons | 4,091 | 10% |
| 4+ persons | 3,286 | 8% |
| Total: | 42,957 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 9281 | 22% |
| 1 vehicle | 25412 | 59% |
| 2 vehicles | 6380 | 15% |
| 3+ vehicles | 1883 | 4% |
| Total: | 42,957 | 100% |

**Explanatory Notes**

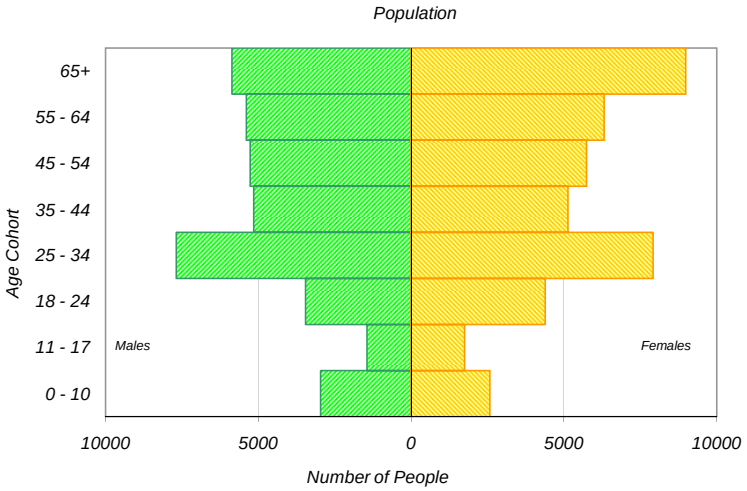
Information on this page is specific to the households/residents of the City of Victoria, which is comprised of survey Districts 5-7**.** These results are based on a survey sample of **2.7%** of households in this geography and are subject to a margin of sampling error of approximately **± 2.9%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

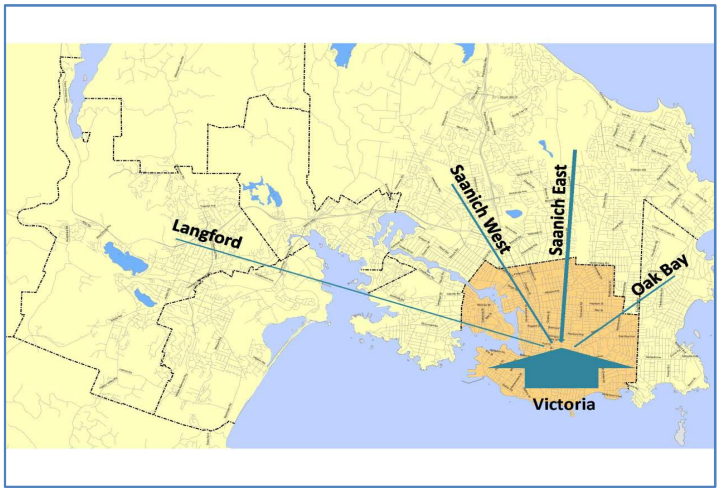
Trip information on the following page is based on all trips to, from, or within this geography made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top origins of AM peak period trips ending within this geography, to reflect the net inbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Origins of Trips to City of Victoria District 5 - 7
### AM Peak Period




### Summary of Trips to and from City of Victoria District 5 - 7

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 84 | 0% |
| Town of Sidney | 131 | 0% | 673 | 1% |
| District of North Saanich with Tsyecum FN, Pauquachin F | 187 | 0% | 659 | 1% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 1,000 | 3% | 1,229 | 2% |
| **City of Victoria** | **20,735** | **54%** | **20,735** | **38%** |
| Saanich North | 967 | 3% | 2,184 | 4% |
| Saanich East | 4,546 | 12% | 9,536 | 17% |
| Saanich West | 2,828 | 7% | 4,978 | 9% |
| District of Oak Bay | 4,263 | 11% | 3,630 | 7% |
| Township of Esquimalt | 2,216 | 6% | 2,960 | 5% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 398 | 1% | 1,236 | 2% |
| District of Highlands | 10 | 0% | 159 | 0% |
| City of Langford | 293 | 1% | 3,042 | 6% |
| City of Colwood | 328 | 1% | 1,838 | 3% |
| District of Metchosin with Scia'new FN | 9 | 0% | 258 | 0% |
| District of Sooke with T'souke FN | 221 | 1% | 623 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 6 | 0% | 129 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 68 | 0% | 1,229 | 2% |
| External | 0 | 0% | 13 | 0% |
| Total | 38,206 | | 55,197 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 17,827 | 13% | 37,677 | 28% | 30,148 | 18% |
| Post-secondary School | 5,406 | 4% | 248 | 0% | 141 | 0% |
| Other School | 1,859 | 1% | 1,471 | 1% | 1,581 | 1% |
| Personal Business | 6,659 | 5% | 12,710 | 9% | 12,912 | 8% |
| Recreation / social | 10,775 | 8% | 12,523 | 9% | 14,727 | 9% |
| Dining / restaurant | 3,304 | 2% | 5,974 | 4% | 12,151 | 7% |
| Shopping | 13,021 | 10% | 17,129 | 13% | 27,282 | 16% |
| Pick-up / drop-off Passenger | 10,602 | 8% | 11,932 | 9% | 11,851 | 7% |
| Return Home | 64,232 | 48% | 33,871 | 25% | 58,555 | 34% |
| Other | 1,152 | 1% | 1,408 | 1% | 2,000 | 1% |
| Total: | 134,837 | 100% | 134,943 | 100% | 171,347 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 9,717 | 56% | 24,817 | 72% | 12,247 | 59% |
| Post-secondary School | 1,651 | 9% | 233 | 1% | 99 | 0% |
| Other School | 1,564 | 9% | 1,264 | 4% | 1,515 | 7% |
| Personal Business | 237 | 1% | 2,063 | 6% | 478 | 2% |
| Recreation / social | 858 | 5% | 770 | 2% | 664 | 3% |
| Dining / restaurant | 191 | 1% | 359 | 1% | 396 | 2% |
| Shopping | 444 | 3% | 425 | 1% | 203 | 1% |
| Pick-up / drop-off Passenger | 1,758 | 10% | 3,156 | 9% | 3,394 | 16% |
| Return Home | 962 | 6% | 1,046 | 3% | 1,227 | 6% |
| Other | 88 | 1% | 329 | 1% | 514 | 2% |
| Total: | 17,470 | 100% | 34,462 | 100% | 20,735 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,343 | 3% | 1,617 | 5% | 1,884 | 4% |
| Post-secondary School | 348 | 1% | 0 | 0% | 0 | 0% |
| Other School | 9 | 0% | 55 | 0% | 35 | 0% |
| Personal Business | 1,898 | 4% | 2,125 | 7% | 2,422 | 5% |
| Recreation / social | 2,706 | 6% | 3,306 | 11% | 3,594 | 8% |
| Dining / restaurant | 398 | 1% | 1,280 | 4% | 2,522 | 6% |
| Shopping | 3,369 | 8% | 4,098 | 13% | 7,487 | 17% |
| Pick-up / drop-off Passenger | 3,564 | 8% | 3,483 | 11% | 3,157 | 7% |
| Return Home | 29,570 | 68% | 14,661 | 47% | 23,552 | 52% |
| Other | 545 | 1% | 271 | 1% | 374 | 1% |
| Total: | 43,751 | 100% | 30,896 | 100% | 45,026 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 441,127 | | 39% |
| AM Peak Period | 72,667 | 16% | 29% |
| PM Peak Period | 119,674 | 27% | 38% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 89,474 | 66% | 89,575 | 66% | 69,367 | 40% |
| Auto Passenger | 17,728 | 13% | 18,476 | 14% | 16,133 | 9% |
| Transit | 16,519 | 12% | 16,369 | 12% | 10,340 | 6% |
| Bicycle | 4,714 | 3% | 4,570 | 3% | 7,671 | 4% |
| Walk | 5,059 | 4% | 4,436 | 3% | 64,901 | 38% |
| Other | 1,342 | 1% | 1,518 | 1% | 2,936 | 2% |
| Total: | 134,837 | 100% | 134,943 | 100% | 171,347 | 100% |

| AM Peak (06:00 - 08:59 | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 11,471 | 66% | 22,452 | 65% | 7,535 | 36% |
| Auto Passenger | 1,582 | 9% | 3,738 | 11% | 1,474 | 7% |
| Transit | 3,203 | 18% | 5,215 | 15% | 2,742 | 13% |
| Bicycle | 578 | 3% | 2,297 | 7% | 1,921 | 9% |
| Walk | 446 | 3% | 519 | 2% | 6,852 | 33% |
| Other | 190 | 1% | 241 | 1% | 211 | 1% |
| Total: | 17,470 | 100% | 34,462 | 100% | 20,735 | 100% |

| PM Peak (15:00 - 17:59 | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 27,883 | 64% | 19,360 | 63% | 19,296 | 43% |
| Auto Passenger | 4,885 | 11% | 4,384 | 14% | 4,373 | 10% |
| Transit | 6,671 | 15% | 4,518 | 15% | 2,899 | 6% |
| Bicycle | 2,535 | 6% | 906 | 3% | 2,098 | 5% |
| Walk | 1,387 | 3% | 1,141 | 4% | 15,840 | 35% |
| Other | 390 | 1% | 587 | 2% | 520 | 1% |
| Total: | 43,751 | 100% | 30,896 | 100% | 45,026 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 12% | 12% | 6% |
| AM Peak Period | 18% | 15% | 13% |
| PM Peak Period | 15% | 15% | 6% |

# District 5 - Downtown

## Demographic Characteristics

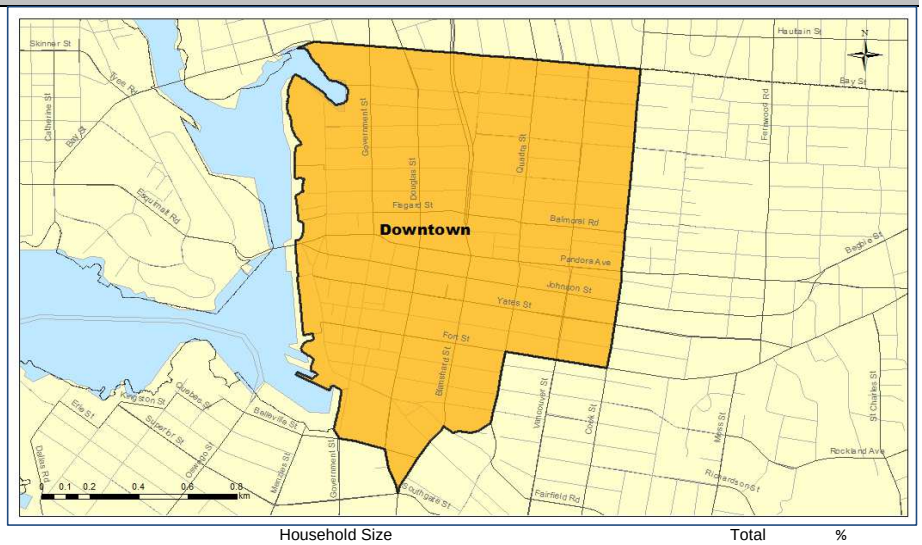
| | | | |
|---|---|---|---|
| Population | 7,971 | Actively Travelled | 6,766 |
| Employed Population | 4,509 | Number of Vehicles | 3,768 |
| Households | 4,870 | Area (ha) | 185 |
| Jobs in District | 28,847 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 1,854 | 1,677 | 3,531 | 47% |
| Part Time Employed | 291 | 686 | 978 | 13% |
| Student | 227 | 516 | 743 | 10% |
| Retiree | 586 | 762 | 1,348 | 18% |
| Homemaker | 19 | 187 | 206 | 3% |
| Other | 648 | 545 | 1,193 | 16% |
| Total: | 3,627 | 3,923 | 7,550 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 2,802 | 3,324 | 6,126 |
| Trips made by residents | | | 23,673 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.97 |
| Vehicles per Person | 0.47 |
| Number of Persons per Household | 1.64 |
| Daily Trips per Household | 4.86 |
| Vehicles per Household | 0.77 |
| Workers per Household | 0.93 |
| Population Density (Pop/ha) | 43.09 |
| Employment Density (Jobs/ha) | 155.93 |
| Jobs per Person | 3.62 |




| Household Size | Total | % |
|---|---|---|
| 1 person | 2,826 | 58% |
| 2 persons | 1,579 | 32% |
| 3 persons | 244 | 5% |
| 4+ persons | 221 | 5% |
| Total: | 4,870 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 1498 | 31% |
| 1 vehicle | 3133 | 64% |
| 2 vehicles | 84 | 2% |
| 3+ vehicles | 156 | 3% |
| Total: | 4,870 | 100% |

**Explanatory Notes**

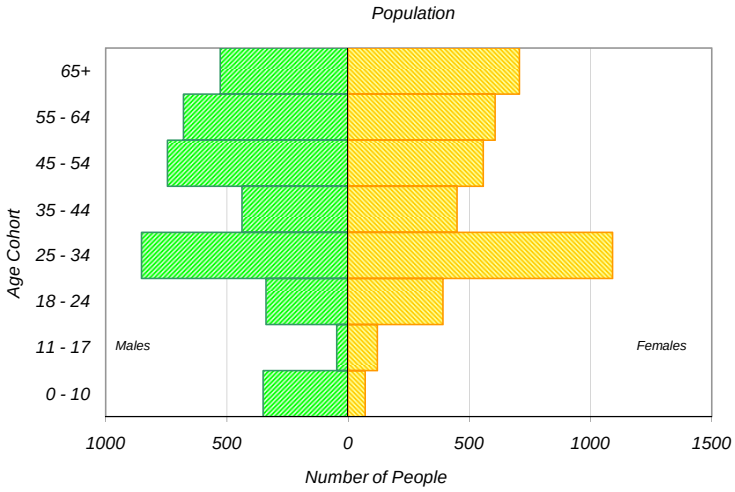
Information on this page is specific to the households/residents of this district. These results are based on a survey sample of **2.2%** of households in this district . These results are subject to a margin of sampling error of approximately **± 9.5%** at a 95% confidence level (19 times out of 20), and should be interpreted with caution. However, as the trip information on the following page is based on the travel in the distrct by all residents of the study area, it is considerably more reliable.

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

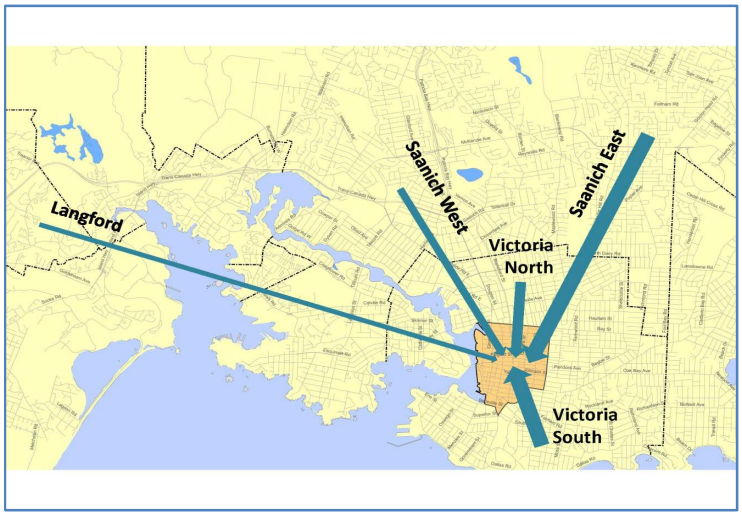
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top origins of AM peak period trips ending within this district, to reflect the net inbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Origins of Trips to Downtown AM Peak Period




### Summary of Trips to and from Downtown

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 54 | 0% |
| Town of Sidney | 0 | 0% | 404 | 2% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 0 | 0% | 314 | 1% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 0 | 0% | 466 | 2% |
| Downtown | 901 | 17% | 901 | 4% |
| Victoria North | 685 | 13% | 2,775 | 13% |
| Victoria South | 951 | 18% | 4,003 | 18% |
| Saanich North | 207 | 4% | 1,017 | 5% |
| Saanich East | 865 | 16% | 4,082 | 19% |
| Saanich West | 501 | 9% | 1,954 | 9% |
| District of Oak Bay | 331 | 6% | 1,239 | 6% |
| Township of Esquimalt | 799 | 15% | 1,172 | 5% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 0 | 0% | 384 | 2% |
| District of Highlands | 0 | 0% | 12 | 0% |
| City of Langford | 53 | 1% | 1,267 | 6% |
| City of Colwood | 21 | 0% | 879 | 4% |
| District of Metchosin with Scia'new FN | 0 | 0% | 114 | 1% |
| District of Sooke with T'souke FN | 14 | 0% | 235 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 47 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 15 | 0% | 603 | 3% |
| External | 0 | 0% | 13 | 0% |
| Total | 5,342 | | 21,933 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 6,936 | 11% | 24,182 | 37% | 4,597 | 19% |
| Post-secondary School | 754 | 1% | 300 | 0% | 0 | 0% |
| Other School | 169 | 0% | 530 | 1% | 0 | 0% |
| Personal Business | 2,240 | 3% | 6,724 | 10% | 3,143 | 13% |
| Recreation / social | 3,731 | 6% | 8,114 | 12% | 2,146 | 9% |
| Dining / restaurant | 1,666 | 3% | 5,891 | 9% | 3,185 | 13% |
| Shopping | 6,027 | 9% | 7,913 | 12% | 6,055 | 25% |
| Pick-up / drop-off Passenger | 3,772 | 6% | 5,045 | 8% | 590 | 2% |
| Return Home | 39,379 | 60% | 5,384 | 8% | 4,722 | 19% |
| Other | 536 | 1% | 1,309 | 2% | 213 | 1% |
| Total: | 65,210 | 100% | 65,393 | 100% | 24,651 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 2,503 | 56% | 16,497 | 78% | 704 | 78% |
| Post-secondary School | 463 | 10% | 281 | 1% | 0 | 0% |
| Other School | 141 | 3% | 482 | 2% | 0 | 0% |
| Personal Business | 133 | 3% | 777 | 4% | 0 | 0% |
| Recreation / social | 99 | 2% | 587 | 3% | 22 | 2% |
| Dining / restaurant | 138 | 3% | 289 | 1% | 30 | 3% |
| Shopping | 234 | 5% | 11 | 0% | 59 | 7% |
| Pick-up / drop-off Passenger | 125 | 3% | 1,555 | 7% | 81 | 9% |
| Return Home | 605 | 14% | 68 | 0% | 0 | 0% |
| Other | 0 | 0% | 484 | 2% | 5 | 1% |
| Total: | 4,441 | 100% | 21,032 | 100% | 901 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 539 | 2% | 867 | 7% | 519 | 10% |
| Post-secondary School | 35 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 17 | 0% | 0 | 0% |
| Personal Business | 960 | 4% | 1,410 | 12% | 458 | 9% |
| Recreation / social | 1,313 | 5% | 1,596 | 13% | 321 | 6% |
| Dining / restaurant | 493 | 2% | 1,111 | 9% | 576 | 12% |
| Shopping | 2,204 | 8% | 2,411 | 20% | 1,223 | 24% |
| Pick-up / drop-off Passenger | 1,741 | 7% | 1,960 | 16% | 183 | 4% |
| Return Home | 18,909 | 72% | 2,565 | 21% | 1,676 | 34% |
| Other | 204 | 1% | 86 | 1% | 45 | 1% |
| Total: | 26,398 | 100% | 12,024 | 100% | 5,001 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 155,254 | | 16% |
| AM Peak Period | 26,374 | 17% | 3% |
| PM Peak Period | 43,423 | 28% | 12% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 34,736 | 53% | 34,888 | 53% | 3,067 | 12% |
| Auto Passenger | 7,738 | 12% | 7,723 | 12% | 858 | 3% |
| Transit | 10,570 | 16% | 10,877 | 17% | 126 | 1% |
| Bicycle | 2,319 | 4% | 2,599 | 4% | 638 | 3% |
| Walk | 8,592 | 13% | 8,450 | 13% | 19,445 | 79% |
| Other | 1,256 | 2% | 855 | 1% | 517 | 2% |
| Total: | 65,210 | 100% | 65,393 | 100% | 24,651 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 2,857 | 64% | 9,226 | 44% | 281 | 31% |
| Auto Passenger | 105 | 2% | 2,120 | 10% | 0 | 0% |
| Transit | 934 | 21% | 5,067 | 24% | 18 | 2% |
| Bicycle | 162 | 4% | 1,556 | 7% | 7 | 1% |
| Walk | 246 | 6% | 2,936 | 14% | 595 | 66% |
| Other | 137 | 3% | 127 | 1% | 0 | 0% |
| Total: | 4,441 | 100% | 21,032 | 100% | 901 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 12,818 | 49% | 6,948 | 58% | 540 | 11% |
| Auto Passenger | 2,452 | 9% | 1,315 | 11% | 72 | 1% |
| Transit | 5,616 | 21% | 1,913 | 16% | 0 | 0% |
| Bicycle | 1,603 | 6% | 160 | 1% | 140 | 3% |
| Walk | 3,630 | 14% | 1,429 | 12% | 4,249 | 85% |
| Other | 279 | 1% | 259 | 2% | 0 | 0% |
| Total: | 26,398 | 100% | 12,024 | 100% | 5,001 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 16% | 17% | 1% |
| AM Peak Period | 21% | 24% | 2% |
| PM Peak Period | 21% | 16% | 0% |

# District 6 - Victoria North

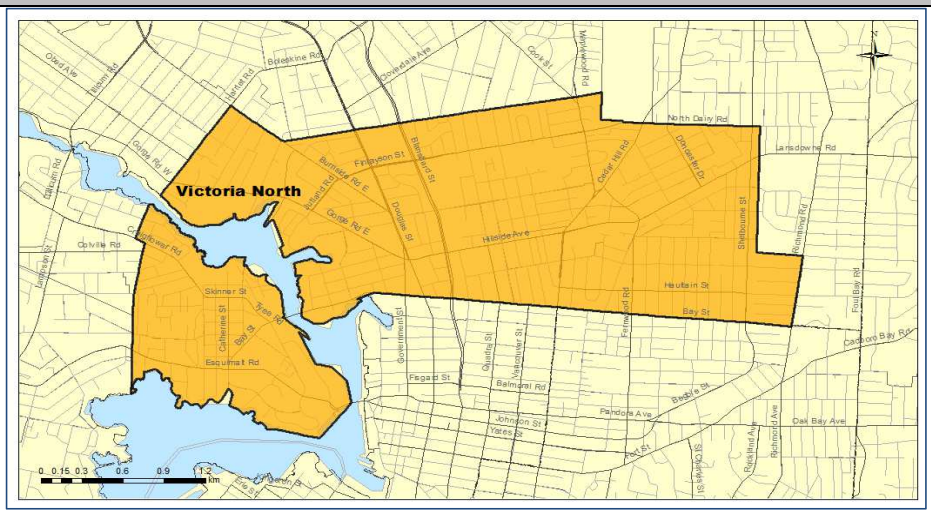
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 29,167 | Actively Travelled | 24,599 |
| Employed Population | 16,181 | Number of Vehicles | 16,554 |
| Households | 14,233 | Area (ha) | 774 |
| Jobs in District | 20,188 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 6,522 | 5,439 | 11,961 | 45% |
| Part Time Employed | 1,468 | 2,752 | 4,220 | 16% |
| Student | 1,913 | 2,559 | 4,472 | 17% |
| Retiree | 2,383 | 2,891 | 5,274 | 20% |
| Homemaker | 47 | 292 | 339 | 1% |
| Other | 1,141 | 893 | 2,033 | 8% |
| Total: | 12,727 | 13,939 | 26,666 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 9,688 | 10,774 | 20,462 |
| Trips made by residents | | | 84,925 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.91 |
| Vehicles per Person | 0.57 |
| Number of Persons per Household | 2.05 |
| Daily Trips per Household | 5.97 |
| Vehicles per Household | 1.16 |
| Workers per Household | 1.14 |
| Population Density (Pop/ha) | 37.68 |
| Employment Density (Jobs/ha) | 26.08 |
| Jobs per Person | 0.69 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 5,913 | 42% |
| 2 persons | 5,050 | 35% |
| 3 persons | 1,823 | 13% |
| 4+ persons | 1,446 | 10% |
| Total: | 14,233 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 2587 | 18% |
| 1 vehicle | 7884 | 55% |
| 2 vehicles | 2983 | 21% |
| 3+ vehicles | 779 | 5% |
| Total: | 14,233 | 100% |

**Explanatory Notes**

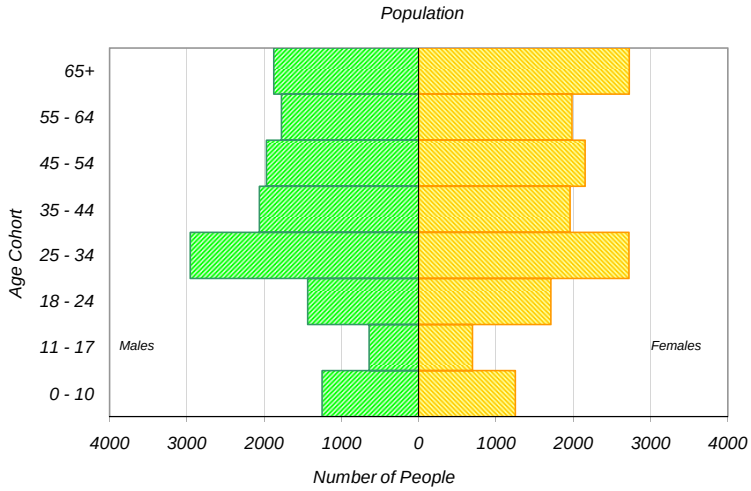
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **2.6%** of households in this district and are subject to a margin of sampling error of approximately **± 5.0%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

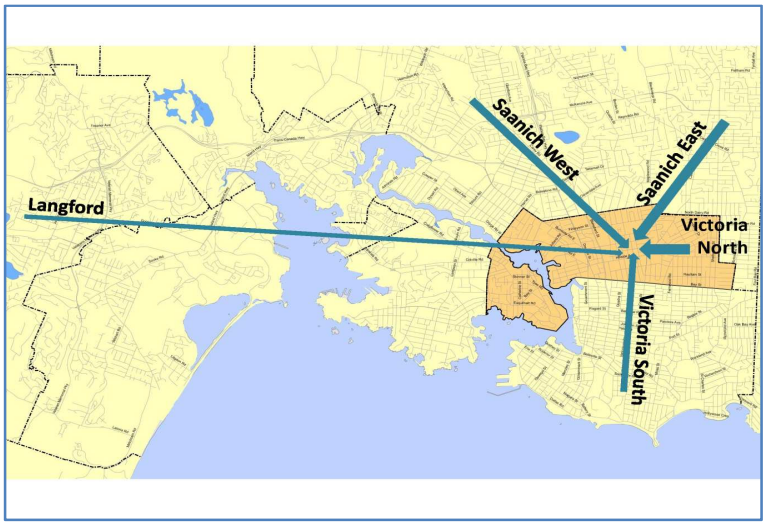
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top origins for trips in the AM peak period ending within this district, to reflect the net inbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Origins of Trips to Victoria North
### AM Peak Period




### Summary of Trips to and from Victoria North

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 106 | 1% | 182 | 1% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 102 | 1% | 69 | 0% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 487 | 3% | 373 | 2% |
| Downtown | 2,775 | 20% | 685 | 4% |
| Victoria North | 2,896 | 21% | 2,896 | 19% |
| Victoria South | 1,759 | 13% | 1,730 | 11% |
| Saanich North | 106 | 1% | 465 | 3% |
| Saanich East | 2,086 | 15% | 2,578 | 17% |
| Saanich West | 1,263 | 9% | 2,048 | 13% |
| District of Oak Bay | 896 | 6% | 403 | 3% |
| Township of Esquimalt | 863 | 6% | 1,042 | 7% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 108 | 1% | 500 | 3% |
| District of Highlands | 10 | 0% | 80 | 1% |
| City of Langford | 177 | 1% | 1,155 | 8% |
| City of Colwood | 124 | 1% | 491 | 3% |
| District of Metchosin with Scia'new FN | 0 | 0% | 131 | 1% |
| District of Sooke with T'souke FN | 207 | 1% | 196 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 6 | 0% | 46 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 36 | 0% | 277 | 2% |
| External | 0 | 0% | 0 | 0% |
| Total | 14,006 | | 15,347 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 12,463 | 17% | 15,809 | 21% | 3,476 | 13% |
| Post-secondary School | 2,334 | 3% | 74 | 0% | 0 | 0% |
| Other School | 1,156 | 2% | 433 | 1% | 30 | 0% |
| Personal Business | 3,867 | 5% | 5,425 | 7% | 1,653 | 6% |
| Recreation / social | 6,975 | 9% | 5,764 | 8% | 1,552 | 6% |
| Dining / restaurant | 1,801 | 2% | 3,184 | 4% | 1,767 | 7% |
| Shopping | 7,959 | 11% | 14,460 | 19% | 5,210 | 20% |
| Pick-up / drop-off Passenger | 6,825 | 9% | 6,387 | 9% | 2,200 | 9% |
| Return Home | 31,329 | 42% | 22,428 | 30% | 9,715 | 38% |
| Other | 536 | 1% | 755 | 1% | 175 | 1% |
| Total: | 75,246 | 100% | 74,718 | 100% | 25,778 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 6,403 | 58% | 8,394 | 67% | 1,247 | 43% |
| Post-secondary School | 541 | 5% | 50 | 0% | 0 | 0% |
| Other School | 947 | 9% | 364 | 3% | 30 | 1% |
| Personal Business | 240 | 2% | 660 | 5% | 0 | 0% |
| Recreation / social | 611 | 6% | 292 | 2% | 140 | 5% |
| Dining / restaurant | 170 | 2% | 188 | 2% | 80 | 3% |
| Shopping | 211 | 2% | 332 | 3% | 23 | 1% |
| Pick-up / drop-off Passenger | 1,483 | 13% | 1,143 | 9% | 950 | 33% |
| Return Home | 448 | 4% | 967 | 8% | 368 | 13% |
| Other | 55 | 0% | 63 | 1% | 58 | 2% |
| Total: | 11,110 | 100% | 12,452 | 100% | 2,896 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 775 | 4% | 787 | 4% | 135 | 2% |
| Post-secondary School | 60 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 14 | 0% | 0 | 0% |
| Personal Business | 842 | 4% | 997 | 5% | 317 | 5% |
| Recreation / social | 1,635 | 8% | 1,340 | 7% | 360 | 5% |
| Dining / restaurant | 185 | 1% | 713 | 4% | 178 | 3% |
| Shopping | 2,106 | 10% | 3,600 | 19% | 1,397 | 21% |
| Pick-up / drop-off Passenger | 2,087 | 10% | 1,432 | 8% | 442 | 7% |
| Return Home | 12,181 | 60% | 9,421 | 51% | 3,722 | 57% |
| Other | 280 | 1% | 346 | 2% | 16 | 0% |
| Total: | 20,152 | 100% | 18,650 | 100% | 6,568 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 175,742 | | 15% |
| AM Peak Period | 26,457 | 15% | 11% |
| PM Peak Period | 45,370 | 26% | 14% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 49,003 | 65% | 48,742 | 65% | 11,452 | 44% |
| Auto Passenger | 10,698 | 14% | 10,530 | 14% | 2,110 | 8% |
| Transit | 5,954 | 8% | 5,811 | 8% | 409 | 2% |
| Bicycle | 3,503 | 5% | 3,254 | 4% | 1,247 | 5% |
| Walk | 5,165 | 7% | 5,029 | 7% | 10,059 | 39% |
| Other | 923 | 1% | 1,353 | 2% | 501 | 2% |
| Total: | 75,246 | 100% | 74,718 | 100% | 25,778 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,766 | 52% | 8,925 | 72% | 1,554 | 54% |
| Auto Passenger | 1,352 | 12% | 777 | 6% | 447 | 15% |
| Transit | 1,602 | 14% | 1,184 | 10% | 46 | 2% |
| Bicycle | 750 | 7% | 1,313 | 11% | 190 | 7% |
| Walk | 1,566 | 14% | 224 | 2% | 642 | 22% |
| Other | 73 | 1% | 29 | 0% | 17 | 1% |
| Total: | 11,110 | 100% | 12,452 | 100% | 2,896 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 13,953 | 69% | 10,856 | 58% | 3,450 | 53% |
| Auto Passenger | 2,410 | 12% | 3,030 | 16% | 604 | 9% |
| Transit | 1,353 | 7% | 1,993 | 11% | 185 | 3% |
| Bicycle | 1,298 | 6% | 786 | 4% | 380 | 6% |
| Walk | 984 | 5% | 1,623 | 9% | 1,652 | 25% |
| Other | 154 | 1% | 362 | 2% | 298 | 5% |
| Total: | 20,152 | 100% | 18,650 | 100% | 6,568 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 8% | 8% | 2% |
| AM Peak Period | 14% | 10% | 2% |
| PM Peak Period | 7% | 11% | 3% |

# District 7 - Victoria South

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 42,879 | Actively Travelled | 36,697 |
| Employed Population | 23,993 | Number of Vehicles | 25,267 |
| Households | 23,854 | Area (ha) | 987 |
| Jobs in District | 20,889 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 8,663 | 8,094 | 16,757 | 42% |
| Part Time Employed | 2,765 | 4,470 | 7,236 | 18% |
| Student | 3,287 | 3,332 | 6,619 | 16% |
| Retiree | 3,326 | 5,227 | 8,553 | 21% |
| Homemaker | 62 | 1,191 | 1,253 | 3% |
| Other | 874 | 1,926 | 2,799 | 7% |
| Total: | 17,926 | 22,337 | 40,263 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 14,765 | 16,537 | 31,301 |
| Trips made by residents | | | 135,079 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.15 |
| Vehicles per Person | 0.59 |
| Number of Persons per Household | 1.80 |
| Daily Trips per Household | 5.66 |
| Vehicles per Household | 1.06 |
| Workers per Household | 1.01 |
| Population Density (Pop/ha) | 43.44 |
| Employment Density (Jobs/ha) | 21.16 |
| Jobs per Person | 0.49 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 12,070 | 51% |
| 2 persons | 8,142 | 34% |
| 3 persons | 2,024 | 8% |
| 4+ persons | 1,619 | 7% |
| Total: | 23,854 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 5197 | 22% |
| 1 vehicle | 14396 | 60% |
| 2 vehicles | 3314 | 14% |
| 3+ vehicles | 948 | 4% |
| Total: | 23,854 | 100% |

**Explanatory Notes**

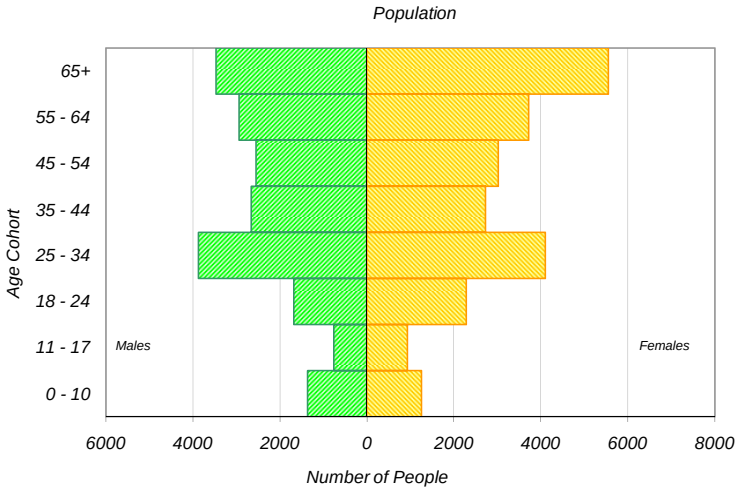
Information on this page is specific to the households/residents of this district. These results are based on a survey sample of **2.8%** of households in this district and are subject to a margin of sampling error of approximately **± 3.7%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips. The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from Victoria South
### AM Peak Period

### Summary of Trips to and from Victoria South

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 30 | 0% |
| Town of Sidney | 25 | 0% | 88 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 85 | 0% | 276 | 2% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 513 | 3% | 390 | 2% |
| Downtown | 4,003 | 21% | 951 | 5% |
| Victoria North | 1,730 | 9% | 1,759 | 10% |
| Victoria South | 5,036 | 27% | 5,036 | 28% |
| Saanich North | 654 | 3% | 702 | 4% |
| Saanich East | 1,595 | 8% | 2,877 | 16% |
| Saanich West | 1,065 | 6% | 976 | 5% |
| District of Oak Bay | 3,036 | 16% | 1,988 | 11% |
| Township of Esquimalt | 554 | 3% | 746 | 4% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 290 | 2% | 353 | 2% |
| District of Highlands | 0 | 0% | 67 | 0% |
| City of Langford | 63 | 0% | 620 | 3% |
| City of Colwood | 183 | 1% | 468 | 3% |
| District of Metchosin with Scia'new FN | 9 | 0% | 13 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 192 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 36 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 17 | 0% | 349 | 2% |
| External | 0 | 0% | 0 | 0% |
| Total | 18,858 | | 17,917 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 14,699 | 20% | 13,957 | 19% | 5,805 | 14% |
| Post-secondary School | 2,459 | 3% | 16 | 0% | 0 | 0% |
| Other School | 1,218 | 2% | 1,192 | 2% | 866 | 2% |
| Personal Business | 6,097 | 8% | 6,106 | 8% | 2,572 | 6% |
| Recreation / social | 7,374 | 10% | 5,950 | 8% | 3,724 | 9% |
| Dining / restaurant | 4,073 | 6% | 1,136 | 2% | 2,962 | 7% |
| Shopping | 9,113 | 12% | 4,834 | 7% | 5,940 | 14% |
| Pick-up / drop-off Passenger | 5,692 | 8% | 6,186 | 8% | 3,374 | 8% |
| Return Home | 21,518 | 29% | 34,054 | 46% | 16,123 | 38% |
| Other | 1,080 | 1% | 344 | 0% | 612 | 1% |
| Total: | 73,322 | 100% | 73,775 | 100% | 41,977 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 8,879 | 64% | 7,994 | 62% | 2,228 | 44% |
| Post-secondary School | 746 | 5% | 0 | 0% | 0 | 0% |
| Other School | 1,119 | 8% | 1,062 | 8% | 841 | 17% |
| Personal Business | 223 | 2% | 986 | 8% | 119 | 2% |
| Recreation / social | 528 | 4% | 272 | 2% | 122 | 2% |
| Dining / restaurant | 43 | 0% | 43 | 0% | 125 | 2% |
| Shopping | 70 | 1% | 154 | 1% | 50 | 1% |
| Pick-up / drop-off Passenger | 1,284 | 9% | 1,590 | 12% | 1,230 | 24% |
| Return Home | 562 | 4% | 664 | 5% | 206 | 4% |
| Other | 367 | 3% | 116 | 1% | 115 | 2% |
| Total: | 13,822 | 100% | 12,881 | 100% | 5,036 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 756 | 4% | 690 | 3% | 504 | 4% |
| Post-secondary School | 253 | 1% | 0 | 0% | 0 | 0% |
| Other School | 20 | 0% | 34 | 0% | 25 | 0% |
| Personal Business | 1,193 | 6% | 815 | 4% | 548 | 5% |
| Recreation / social | 1,723 | 9% | 2,336 | 10% | 948 | 8% |
| Dining / restaurant | 608 | 3% | 343 | 2% | 880 | 8% |
| Shopping | 2,359 | 12% | 1,387 | 6% | 1,566 | 14% |
| Pick-up / drop-off Passenger | 1,797 | 9% | 2,151 | 10% | 471 | 4% |
| Return Home | 10,325 | 54% | 14,520 | 65% | 6,309 | 55% |
| Other | 248 | 1% | 26 | 0% | 127 | 1% |
| Total: | 19,281 | 100% | 22,302 | 100% | 11,378 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 189,073 | | 22% |
| AM Peak Period | 31,739 | 17% | 16% |
| PM Peak Period | 52,961 | 28% | 21% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 42,683 | 58% | 42,892 | 58% | 17,900 | 43% |
| Auto Passenger | 8,945 | 12% | 9,876 | 13% | 3,512 | 8% |
| Transit | 8,407 | 11% | 8,093 | 11% | 1,393 | 3% |
| Bicycle | 3,214 | 4% | 3,039 | 4% | 1,465 | 3% |
| Walk | 9,431 | 13% | 9,085 | 12% | 17,268 | 41% |
| Other | 642 | 1% | 788 | 1% | 440 | 1% |
| Total: | 73,322 | 100% | 73,775 | 100% | 41,977 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 6,567 | 48% | 8,020 | 62% | 1,980 | 39% |
| Auto Passenger | 764 | 6% | 1,480 | 11% | 387 | 8% |
| Transit | 3,117 | 23% | 1,415 | 11% | 227 | 5% |
| Bicycle | 1,072 | 8% | 834 | 6% | 318 | 6% |
| Walk | 2,272 | 16% | 998 | 8% | 1,978 | 39% |
| Other | 29 | 0% | 133 | 1% | 146 | 3% |
| Total: | 13,822 | 100% | 12,881 | 100% | 5,036 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 11,745 | 61% | 12,189 | 55% | 4,673 | 41% |
| Auto Passenger | 2,804 | 15% | 2,819 | 13% | 916 | 8% |
| Transit | 1,963 | 10% | 2,872 | 13% | 454 | 4% |
| Bicycle | 843 | 4% | 1,169 | 5% | 369 | 3% |
| Walk | 1,779 | 9% | 3,095 | 14% | 4,935 | 43% |
| Other | 148 | 1% | 157 | 1% | 31 | 0% |
| Total: | 19,281 | 100% | 22,302 | 100% | 11,378 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 11% | 11% | 3% |
| AM Peak Period | 23% | 11% | 5% |
| PM Peak Period | 10% | 13% | 4% |

# Municipal Aggregation 2 - District of Saanich District 8 - 10

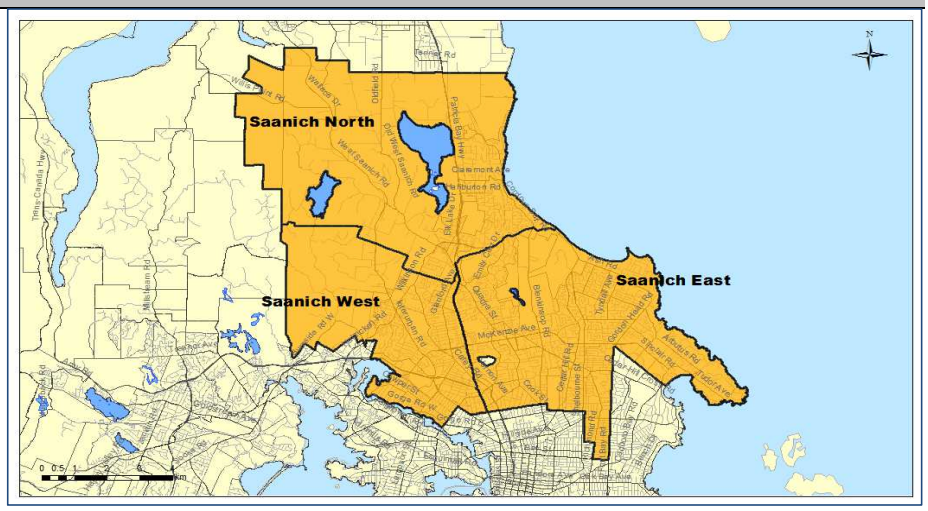
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 109,752 | Actively Travelled | 93,221 |
| Employed Population | 57,836 | Number of Vehicles | 76,684 |
| Households | 45,390 | Area (ha) | 10,702 |
| Jobs in District | 38,768 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 23,532 | 18,811 | 42,343 | 43% |
| Part Time Employed | 5,322 | 10,171 | 15,492 | 16% |
| Student | 8,744 | 9,471 | 18,215 | 18% |
| Retiree | 9,913 | 11,395 | 21,308 | 21% |
| Homemaker | 52 | 3,086 | 3,138 | 3% |
| Other | 2,756 | 2,489 | 5,245 | 5% |
| Total: | 47,332 | 52,191 | 99,523 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 39,721 | 42,474 | 82,194 |
| Trips made by residents | | | 334,775 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.05 |
| Vehicles per Person | 0.70 |
| Number of Persons per Household | 2.42 |
| Daily Trips per Household | 7.38 |
| Vehicles per Household | 1.69 |
| Workers per Household | 1.27 |
| Population Density (Pop/ha) | 10.26 |
| Employment Density (Jobs/ha) | 3.62 |
| Jobs per Person | 0.35 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 12,453 | 27% |
| 2 persons | 16,575 | 37% |
| 3 persons | 6,960 | 15% |
| 4+ persons | 9,402 | 21% |
| Total: | 45,390 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 3872 | 9% |
| 1 vehicle | 18202 | 40% |
| 2 vehicles | 16144 | 36% |
| 3+ vehicles | 7172 | 16% |
| Total: | 45,390 | 100% |

**Explanatory Notes**

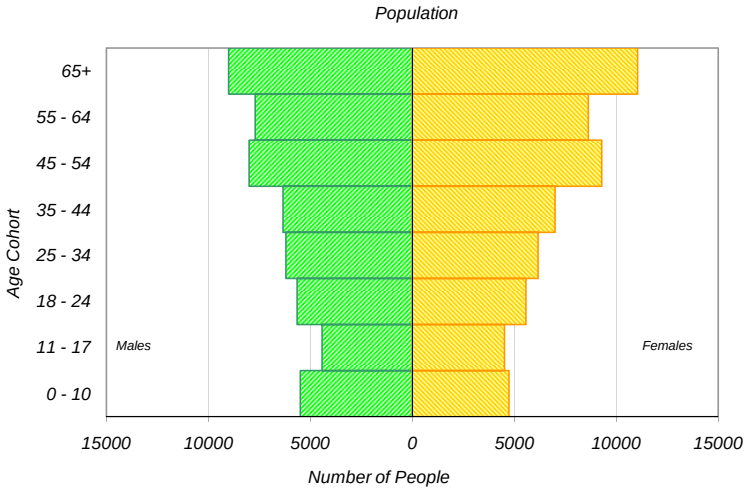
Information on this page is specific to the households/residents of the District of Saanich, which is comprised of survey Districts 8-10. These results are based on a survey sample of **2.7%** of households in this geography and are subject to a margin of sampling error of approximately **± 2.7%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

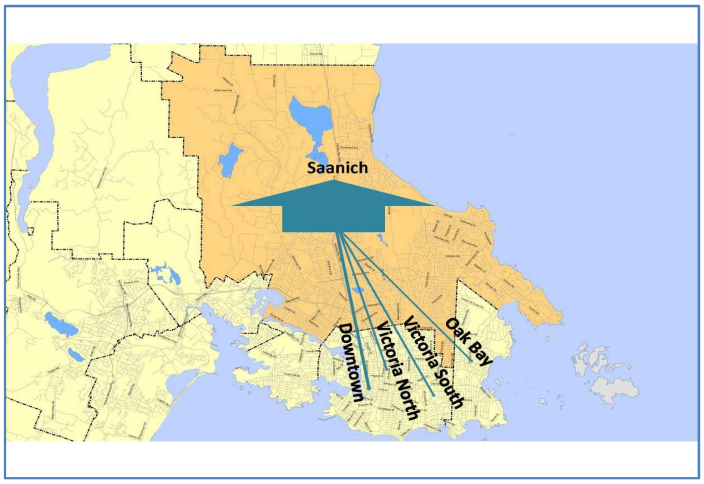
Trip information on the following page is based on all trips to, from, or within this geography made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations for AM peak period trips beginning within this geography, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from District of Saanich District 8 - 10 AM Peak Period




### Summary of Trips to and from District of Saanich District 8 - 10

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 16 | 0% |
| Town of Sidney | 563 | 1% | 232 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin F | 831 | 1% | 1,063 | 2% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 2,427 | 4% | 2,009 | 4% |
| Downtown | 7,053 | 12% | 1,573 | 3% |
| Victoria North | 5,091 | 8% | 3,455 | 7% |
| Victoria South | 4,555 | 8% | 3,313 | 6% |
| **District of Saanich** | **29,579** | **49%** | **29,579** | **57%** |
| District of Oak Bay | 4,410 | 7% | 1,631 | 3% |
| Township of Esquimalt | 2,043 | 3% | 1,253 | 2% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 950 | 2% | 1,788 | 3% |
| District of Highlands | 0 | 0% | 125 | 0% |
| City of Langford | 1,185 | 2% | 3,006 | 6% |
| City of Colwood | 704 | 1% | 1,102 | 2% |
| District of Metchosin with Scia'new FN | 67 | 0% | 200 | 0% |
| District of Sooke with T'souke FN | 74 | 0% | 329 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 67 | 0% | 123 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 161 | 0% | 860 | 2% |
| External | 170 | 0% | 0 | 0% |
| Total | 59,930 | | 51,658 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 31,162 | 23% | 19,831 | 15% | 16,892 | 10% |
| Post-secondary School | 3,290 | 2% | 3,725 | 3% | 2,340 | 1% |
| Other School | 2,251 | 2% | 2,674 | 2% | 7,184 | 4% |
| Personal Business | 9,197 | 7% | 6,923 | 5% | 9,478 | 6% |
| Recreation / social | 16,189 | 12% | 10,298 | 8% | 17,170 | 10% |
| Dining / restaurant | 4,128 | 3% | 3,455 | 3% | 5,468 | 3% |
| Shopping | 15,513 | 12% | 14,492 | 11% | 24,543 | 15% |
| Pick-up / drop-off Passenger | 11,606 | 9% | 11,529 | 9% | 18,174 | 11% |
| Return Home | 40,365 | 30% | 60,854 | 45% | 66,111 | 39% |
| Other | 1,068 | 1% | 1,193 | 1% | 1,126 | 1% |
| Total: | 134,771 | 100% | 134,973 | 100% | 168,487 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 20,445 | 67% | 11,541 | 52% | 8,198 | 28% |
| Post-secondary School | 1,475 | 5% | 1,994 | 9% | 841 | 3% |
| Other School | 1,776 | 6% | 2,321 | 11% | 6,505 | 22% |
| Personal Business | 1,196 | 4% | 534 | 2% | 1,178 | 4% |
| Recreation / social | 1,031 | 3% | 909 | 4% | 1,529 | 5% |
| Dining / restaurant | 283 | 1% | 193 | 1% | 379 | 1% |
| Shopping | 362 | 1% | 560 | 3% | 1,239 | 4% |
| Pick-up / drop-off Passenger | 2,494 | 8% | 2,832 | 13% | 6,173 | 21% |
| Return Home | 1,060 | 3% | 979 | 4% | 3,342 | 11% |
| Other | 230 | 1% | 216 | 1% | 194 | 1% |
| Total: | 30,351 | 100% | 22,080 | 100% | 29,579 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,461 | 4% | 1,532 | 4% | 1,903 | 4% |
| Post-secondary School | 190 | 1% | 293 | 1% | 162 | 0% |
| Other School | 7 | 0% | 63 | 0% | 28 | 0% |
| Personal Business | 1,691 | 5% | 1,350 | 3% | 1,509 | 3% |
| Recreation / social | 4,370 | 13% | 2,695 | 7% | 4,401 | 10% |
| Dining / restaurant | 691 | 2% | 601 | 1% | 1,054 | 2% |
| Shopping | 4,221 | 12% | 3,438 | 8% | 6,850 | 15% |
| Pick-up / drop-off Passenger | 3,122 | 9% | 3,388 | 8% | 3,531 | 8% |
| Return Home | 17,733 | 52% | 26,429 | 65% | 25,561 | 57% |
| Other | 309 | 1% | 746 | 2% | 48 | 0% |
| Total: | 33,796 | 100% | 40,536 | 100% | 45,048 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 438,231 | | 38% |
| AM Peak Period | 82,010 | 19% | 36% |
| PM Peak Period | 119,380 | 27% | 38% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 93,249 | 69% | 93,097 | 69% | 113,097 | 67% |
| Auto Passenger | 18,488 | 14% | 19,117 | 14% | 21,310 | 13% |
| Transit | 13,452 | 10% | 12,969 | 10% | 6,126 | 4% |
| Bicycle | 4,439 | 3% | 4,263 | 3% | 4,690 | 3% |
| Walk | 3,889 | 3% | 4,241 | 3% | 21,762 | 13% |
| Other | 1,253 | 1% | 1,286 | 1% | 1,502 | 1% |
| Total: | 134,771 | 100% | 134,973 | 100% | 168,487 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 20,485 | 67% | 15,315 | 69% | 18,143 | 61% |
| Auto Passenger | 2,439 | 8% | 2,354 | 11% | 3,713 | 13% |
| Transit | 3,783 | 12% | 3,166 | 14% | 1,412 | 5% |
| Bicycle | 2,435 | 8% | 699 | 3% | 1,599 | 5% |
| Walk | 840 | 3% | 255 | 1% | 4,271 | 14% |
| Other | 370 | 1% | 290 | 1% | 440 | 1% |
| Total: | 30,351 | 100% | 22,080 | 100% | 29,579 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 23,092 | 68% | 26,888 | 66% | 29,339 | 65% |
| Auto Passenger | 4,736 | 14% | 5,161 | 13% | 5,623 | 12% |
| Transit | 3,671 | 11% | 4,228 | 10% | 1,616 | 4% |
| Bicycle | 731 | 2% | 2,245 | 6% | 1,062 | 2% |
| Walk | 1,086 | 3% | 1,461 | 4% | 7,004 | 16% |
| Other | 480 | 1% | 552 | 1% | 405 | 1% |
| Total: | 33,796 | 100% | 40,536 | 100% | 45,048 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 10% | 10% | 4% |
| AM Peak Period | 12% | 14% | 5% |
| PM Peak Period | 11% | 10% | 4% |

# District 8 - Saanich North

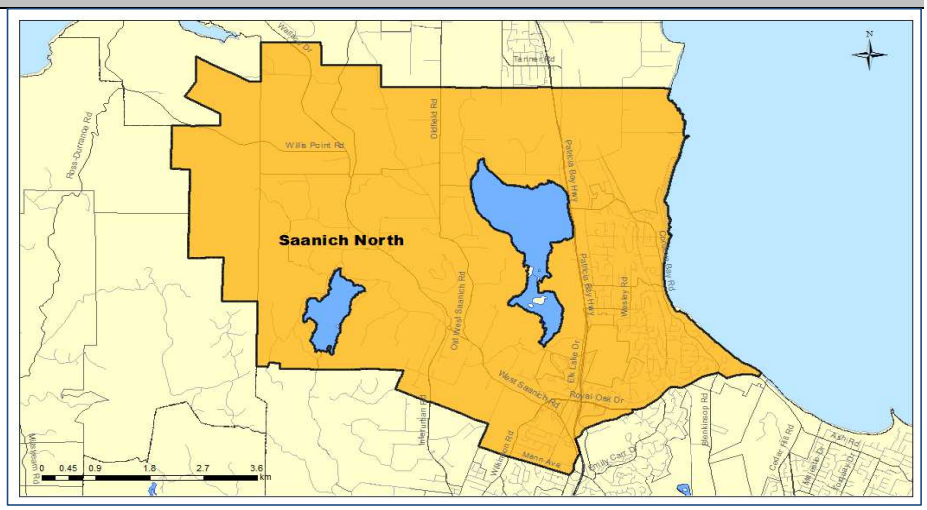
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 18,019 | Actively Travelled | 14,803 |
| Employed Population | 9,408 | Number of Vehicles | 15,079 |
| Households | 7,242 | Area (ha) | 4,896 |
| Jobs in District | 6,757 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 3,482 | 2,896 | 6,378 | 39% |
| Part Time Employed | 1,051 | 1,979 | 3,030 | 18% |
| Student | 1,107 | 1,332 | 2,439 | 15% |
| Retiree | 2,305 | 2,102 | 4,408 | 27% |
| Homemaker | 52 | 533 | 586 | 4% |
| Other | 211 | 426 | 637 | 4% |
| Total: | 7,829 | 8,672 | 16,500 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 6,798 | 7,594 | 14,392 |
| Trips made by residents | | | 53,833 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.99 |
| Vehicles per Person | 0.84 |
| Number of Persons per Household | 2.49 |
| Daily Trips per Household | 7.43 |
| Vehicles per Household | 2.08 |
| Workers per Household | 1.30 |
| Population Density (Pop/ha) | 3.68 |
| Employment Density (Jobs/ha) | 1.38 |
| Jobs per Person | 0.37 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 1,496 | 21% |
| 2 persons | 3,027 | 42% |
| 3 persons | 1,076 | 15% |
| 4+ persons | 1,643 | 23% |
| Total: | 7,242 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 334 | 5% |
| 1 vehicle | 1917 | 26% |
| 2 vehicles | 3191 | 44% |
| 3+ vehicles | 1800 | 25% |
| Total: | 7,242 | 100% |

**Explanatory Notes**

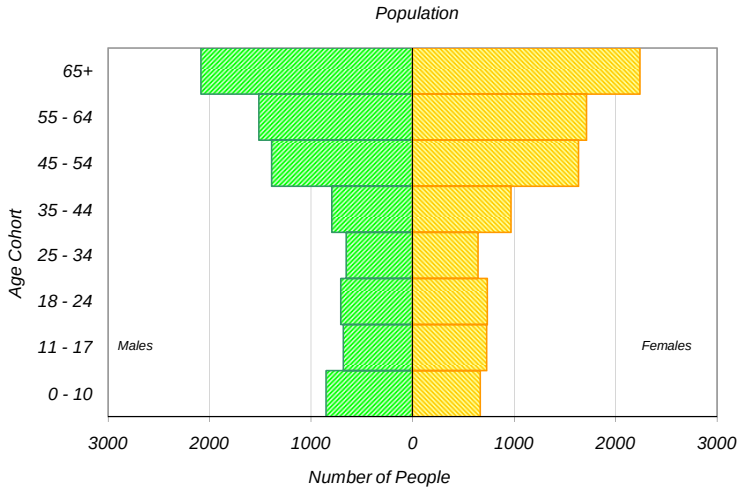
Information on this page is specific to the households/residents of this district. These results are based on a survey sample of **3.2%** of households in this district and are subject to a margin of sampling error of approximately **± 6.3%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

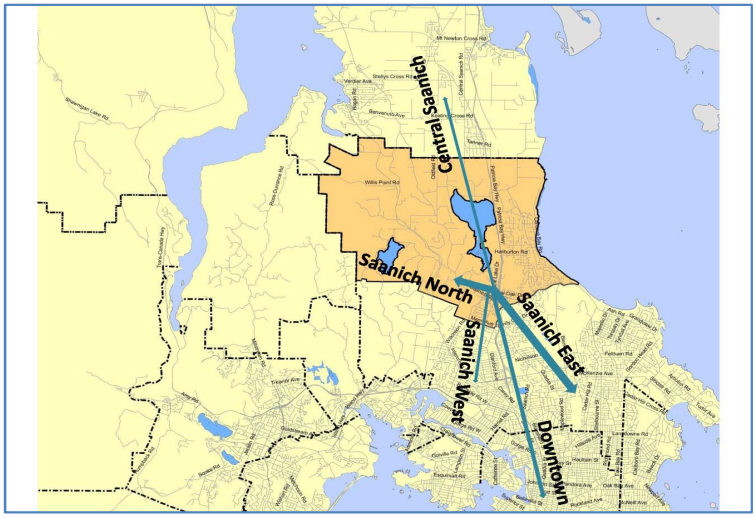
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from Saanich North
### AM Peak Period




### Summary of Trips to and from Saanich North
**AM Peak Period (06:00 - 08:59)**

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 111 | 1% | 13 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 208 | 2% | 196 | 3% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 748 | 8% | 696 | 10% |
| Downtown | 1,017 | 11% | 207 | 3% |
| Victoria North | 465 | 5% | 106 | 2% |
| Victoria South | 702 | 8% | 654 | 9% |
| Saanich North | 1,925 | 22% | 1,925 | 28% |
| Saanich East | 1,997 | 22% | 1,613 | 23% |
| Saanich West | 730 | 8% | 792 | 11% |
| District of Oak Bay | 349 | 4% | 118 | 2% |
| Township of Esquimalt | 130 | 1% | 36 | 1% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 146 | 2% | 205 | 3% |
| District of Highlands | 0 | 0% | 48 | 1% |
| City of Langford | 109 | 1% | 243 | 3% |
| City of Colwood | 95 | 1% | 28 | 0% |
| District of Metchosin with Scia'new FN | 0 | 0% | 20 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 56 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 54 | 1% | 0 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 49 | 1% | 0 | 0% |
| External | 74 | 1% | 0 | 0% |
| Total | 8,909 | | 6,955 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 7,027 | 20% | 4,538 | 13% | 740 | 5% |
| Post-secondary School | 805 | 2% | 77 | 0% | 0 | 0% |
| Other School | 409 | 1% | 488 | 1% | 904 | 6% |
| Personal Business | 2,708 | 8% | 1,573 | 4% | 724 | 5% |
| Recreation / social | 3,783 | 11% | 5,904 | 17% | 1,860 | 12% |
| Dining / restaurant | 759 | 2% | 1,330 | 4% | 705 | 4% |
| Shopping | 3,341 | 9% | 4,711 | 13% | 2,804 | 18% |
| Pick-up / drop-off Passenger | 3,722 | 10% | 2,684 | 8% | 1,826 | 11% |
| Return Home | 13,033 | 36% | 14,173 | 40% | 6,204 | 39% |
| Other | 276 | 1% | 192 | 1% | 186 | 1% |
| Total: | 35,863 | 100% | 35,670 | 100% | 15,953 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 4,189 | 60% | 2,337 | 46% | 199 | 10% |
| Post-secondary School | 269 | 4% | 47 | 1% | 0 | 0% |
| Other School | 329 | 5% | 304 | 6% | 823 | 43% |
| Personal Business | 244 | 3% | 121 | 2% | 0 | 0% |
| Recreation / social | 432 | 6% | 779 | 15% | 191 | 10% |
| Dining / restaurant | 54 | 1% | 92 | 2% | 60 | 3% |
| Shopping | 214 | 3% | 473 | 9% | 49 | 3% |
| Pick-up / drop-off Passenger | 755 | 11% | 503 | 10% | 472 | 25% |
| Return Home | 456 | 7% | 298 | 6% | 131 | 7% |
| Other | 42 | 1% | 77 | 2% | 0 | 0% |
| Total: | 6,985 | 100% | 5,030 | 100% | 1,925 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 395 | 5% | 421 | 4% | 0 | 0% |
| Post-secondary School | 30 | 0% | 0 | 0% | 0 | 0% |
| Other School | 7 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 388 | 4% | 252 | 2% | 104 | 3% |
| Recreation / social | 838 | 10% | 1,949 | 16% | 409 | 10% |
| Dining / restaurant | 90 | 1% | 353 | 3% | 134 | 3% |
| Shopping | 726 | 8% | 1,520 | 13% | 844 | 21% |
| Pick-up / drop-off Passenger | 1,229 | 14% | 890 | 7% | 206 | 5% |
| Return Home | 4,997 | 57% | 6,512 | 55% | 2,283 | 57% |
| Other | 33 | 0% | 7 | 0% | 19 | 0% |
| Total: | 8,735 | 100% | 11,904 | 100% | 4,000 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 87,487 | | 18% |
| AM Peak Period | 13,940 | 16% | 14% |
| PM Peak Period | 24,638 | 28% | 16% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 28,119 | 78% | 27,963 | 78% | 11,394 | 71% |
| Auto Passenger | 5,153 | 14% | 5,118 | 14% | 1,942 | 12% |
| Transit | 1,577 | 4% | 1,727 | 5% | 183 | 1% |
| Bicycle | 477 | 1% | 450 | 1% | 233 | 1% |
| Walk | 411 | 1% | 291 | 1% | 1,387 | 9% |
| Other | 126 | 0% | 122 | 0% | 815 | 5% |
| Total: | 35,863 | 100% | 35,670 | 100% | 15,953 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,420 | 78% | 3,857 | 77% | 1,031 | 54% |
| Auto Passenger | 518 | 7% | 488 | 10% | 301 | 16% |
| Transit | 598 | 9% | 354 | 7% | 67 | 3% |
| Bicycle | 304 | 4% | 173 | 3% | 19 | 1% |
| Walk | 114 | 2% | 114 | 2% | 126 | 7% |
| Other | 30 | 0% | 45 | 1% | 380 | 20% |
| Total: | 6,985 | 100% | 5,030 | 100% | 1,925 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 6,844 | 78% | 9,098 | 76% | 2,782 | 70% |
| Auto Passenger | 1,379 | 16% | 1,722 | 14% | 482 | 12% |
| Transit | 294 | 3% | 777 | 7% | 0 | 0% |
| Bicycle | 148 | 2% | 236 | 2% | 19 | 0% |
| Walk | 70 | 1% | 55 | 0% | 516 | 13% |
| Other | 0 | 0% | 16 | 0% | 201 | 5% |
| Total: | 8,735 | 100% | 11,904 | 100% | 4,000 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 4% | 5% | 1% |
| AM Peak Period | 9% | 7% | 3% |
| PM Peak Period | 3% | 7% | 0% |

# District 9 - Saanich East

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 62,837 | Actively Travelled | 53,699 |
| Employed Population | 33,042 | Number of Vehicles | 40,439 |
| Households | 26,514 | Area (ha) | 3,418 |
| Jobs in District | 21,202 | | |

| Occupation Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 13,291 | 10,877 | 24,168 | 42% |
| Part Time Employed | 3,236 | 5,637 | 8,874 | 15% |
| Student | 5,165 | 5,634 | 10,799 | 19% |
| Retiree | 5,658 | 7,178 | 12,836 | 22% |
| Homemaker | 0 | 1,480 | 1,480 | 3% |
| Other | 1,589 | 1,152 | 2,741 | 5% |
| Total: | 27,201 | 30,216 | 57,417 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 22,637 | 23,974 | 46,611 |
| Trips made by residents | | | 193,094 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.07 |
| Vehicles per Person | 0.64 |
| Number of Persons per Household | 2.37 |
| Daily Trips per Household | 7.28 |
| Vehicles per Household | 1.53 |
| Workers per Household | 1.25 |
| Population Density (Pop/ha) | 18.38 |
| Employment Density (Jobs/ha) | 6.20 |
| Jobs per Person | 0.34 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 7,951 | 30% |
| 2 persons | 9,504 | 36% |
| 3 persons | 3,937 | 15% |
| 4+ persons | 5,123 | 19% |
| Total: | 26,514 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 2874 | 11% |
| 1 vehicle | 11392 | 43% |
| 2 vehicles | 9227 | 35% |
| 3+ vehicles | 3021 | 11% |
| Total: | 26,514 | 100% |

**Explanatory Notes**

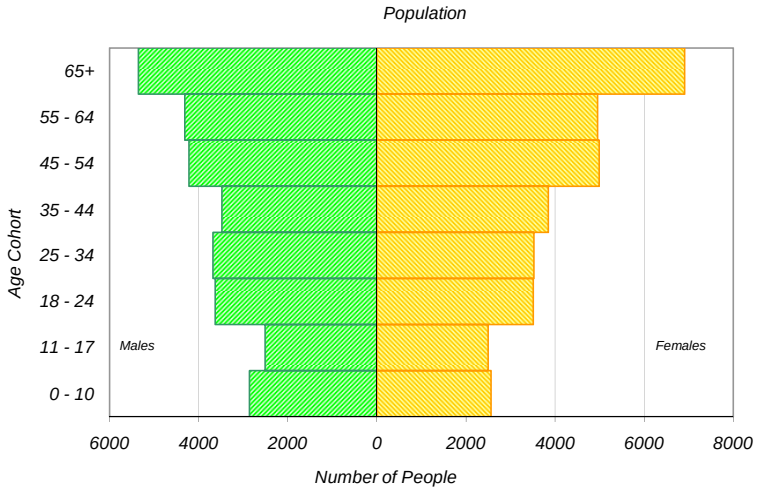
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **2.7%** of households in this district and are subject to a margin of sampling error of approximately **±3.6%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

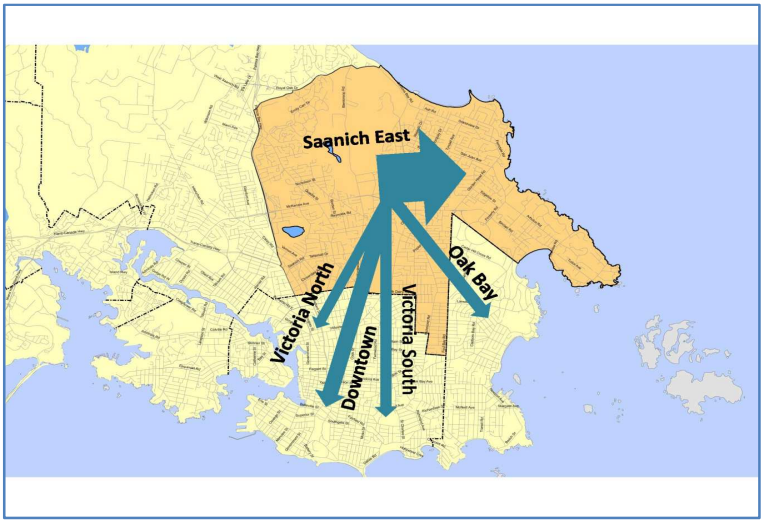
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from Saanich East
### AM Peak Period




### Summary of Trips to and from Saanich East
**AM Peak Period (06:00 - 08:59)**

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 16 | 0% |
| Town of Sidney | 292 | 1% | 198 | 1% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 330 | 1% | 675 | 2% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 888 | 3% | 548 | 2% |
| Downtown | 4,082 | 12% | 865 | 3% |
| Victoria North | 2,578 | 7% | 2,086 | 7% |
| Victoria South | 2,877 | 8% | 1,595 | 6% |
| Saanich North | 1,613 | 5% | 1,997 | 7% |
| Saanich East | 14,343 | 41% | 14,343 | 50% |
| Saanich West | 2,368 | 7% | 1,671 | 6% |
| District of Oak Bay | 3,298 | 9% | 1,161 | 4% |
| Township of Esquimalt | 914 | 3% | 598 | 2% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 543 | 2% | 520 | 2% |
| District of Highlands | 0 | 0% | 39 | 0% |
| City of Langford | 492 | 1% | 1,223 | 4% |
| City of Colwood | 316 | 1% | 461 | 2% |
| District of Metchosin with Scia'new FN | 42 | 0% | 60 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 242 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 123 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 112 | 0% | 489 | 2% |
| External | 96 | 0% | 0 | 0% |
| Total | 35,182 | | 28,909 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 20,349 | 21% | 13,089 | 14% | 7,252 | 9% |
| Post-secondary School | 2,991 | 3% | 2,417 | 3% | 739 | 1% |
| Other School | 1,783 | 2% | 1,785 | 2% | 4,171 | 5% |
| Personal Business | 5,907 | 6% | 6,305 | 7% | 4,388 | 6% |
| Recreation / social | 13,253 | 14% | 6,135 | 6% | 7,584 | 10% |
| Dining / restaurant | 2,912 | 3% | 2,694 | 3% | 2,821 | 4% |
| Shopping | 11,668 | 12% | 11,092 | 12% | 11,623 | 15% |
| Pick-up / drop-off Passenger | 7,611 | 8% | 9,256 | 10% | 7,606 | 10% |
| Return Home | 28,350 | 30% | 42,267 | 44% | 31,034 | 40% |
| Other | 706 | 1% | 986 | 1% | 458 | 1% |
| Total: | 95,531 | 100% | 96,026 | 100% | 77,677 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 12,771 | 61% | 7,162 | 49% | 3,293 | 23% |
| Post-secondary School | 1,446 | 7% | 1,032 | 7% | 187 | 1% |
| Other School | 1,270 | 6% | 1,592 | 11% | 3,716 | 26% |
| Personal Business | 886 | 4% | 495 | 3% | 462 | 3% |
| Recreation / social | 1,031 | 5% | 587 | 4% | 603 | 4% |
| Dining / restaurant | 199 | 1% | 156 | 1% | 239 | 2% |
| Shopping | 336 | 2% | 394 | 3% | 532 | 4% |
| Pick-up / drop-off Passenger | 1,749 | 8% | 2,382 | 16% | 3,422 | 24% |
| Return Home | 994 | 5% | 650 | 4% | 1,786 | 12% |
| Other | 158 | 1% | 118 | 1% | 104 | 1% |
| Total: | 20,840 | 100% | 14,566 | 100% | 14,343 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 775 | 3% | 988 | 4% | 1,243 | 6% |
| Post-secondary School | 144 | 1% | 73 | 0% | 162 | 1% |
| Other School | 16 | 0% | 22 | 0% | 12 | 0% |
| Personal Business | 1,018 | 4% | 1,154 | 4% | 984 | 5% |
| Recreation / social | 3,841 | 16% | 1,446 | 5% | 1,964 | 9% |
| Dining / restaurant | 533 | 2% | 323 | 1% | 600 | 3% |
| Shopping | 3,280 | 13% | 2,697 | 10% | 3,459 | 16% |
| Pick-up / drop-off Passenger | 2,298 | 9% | 2,677 | 10% | 1,273 | 6% |
| Return Home | 12,467 | 51% | 18,100 | 64% | 11,870 | 55% |
| Other | 234 | 1% | 594 | 2% | 29 | 0% |
| Total: | 24,605 | 100% | 28,072 | 100% | 21,596 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 269,234 | | 29% |
| AM Peak Period | 49,749 | 18% | 29% |
| PM Peak Period | 74,274 | 28% | 29% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 67,111 | 70% | 67,111 | 70% | 46,520 | 60% |
| Auto Passenger | 12,486 | 13% | 12,922 | 13% | 9,139 | 12% |
| Transit | 9,144 | 10% | 8,802 | 9% | 3,127 | 4% |
| Bicycle | 3,223 | 3% | 3,247 | 3% | 2,902 | 4% |
| Walk | 2,865 | 3% | 3,206 | 3% | 15,383 | 20% |
| Other | 701 | 1% | 738 | 1% | 606 | 1% |
| Total: | 95,531 | 100% | 96,026 | 100% | 77,677 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 13,863 | 67% | 10,780 | 74% | 8,018 | 56% |
| Auto Passenger | 1,657 | 8% | 1,543 | 11% | 1,782 | 12% |
| Transit | 2,664 | 13% | 1,656 | 11% | 665 | 5% |
| Bicycle | 1,686 | 8% | 368 | 3% | 754 | 5% |
| Walk | 748 | 4% | 178 | 1% | 3,108 | 22% |
| Other | 222 | 1% | 41 | 0% | 15 | 0% |
| Total: | 20,840 | 100% | 14,566 | 100% | 14,343 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 17,680 | 72% | 18,377 | 65% | 12,359 | 57% |
| Auto Passenger | 3,471 | 14% | 3,483 | 12% | 2,598 | 12% |
| Transit | 2,151 | 9% | 2,947 | 10% | 808 | 4% |
| Bicycle | 330 | 1% | 1,710 | 6% | 621 | 3% |
| Walk | 727 | 3% | 1,166 | 4% | 5,041 | 23% |
| Other | 247 | 1% | 388 | 1% | 169 | 1% |
| Total: | 24,605 | 100% | 28,072 | 100% | 21,596 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 10% | 9% | 4% |
| AM Peak Period | 13% | 11% | 5% |
| PM Peak Period | 9% | 10% | 4% |

# District 10 - Saanich West

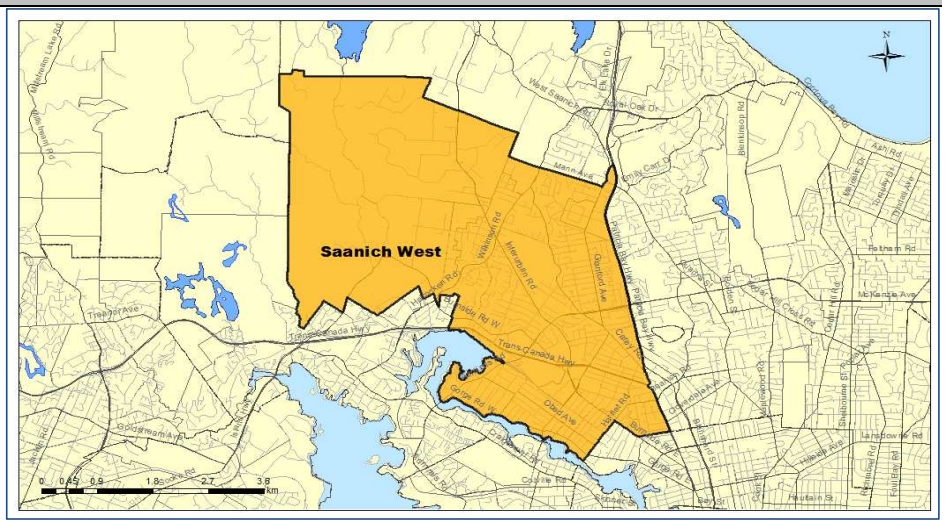
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 28,896 | Actively Travelled | 24,719 |
| Employed Population | 15,386 | Number of Vehicles | 21,167 |
| Households | 11,634 | Area (ha) | 2,388 |
| Jobs in District | 10,809 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 6,759 | 5,038 | 11,797 | 46% |
| Part Time Employed | 1,034 | 2,555 | 3,589 | 14% |
| Student | 2,472 | 2,505 | 4,977 | 19% |
| Retiree | 1,950 | 2,114 | 4,065 | 16% |
| Homemaker | 0 | 1,073 | 1,073 | 4% |
| Other | 956 | 911 | 1,867 | 7% |
| Total: | 12,303 | 13,303 | 25,606 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 10,286 | 10,905 | 21,191 |
| Trips made by residents | | | 87,848 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.04 |
| Vehicles per Person | 0.73 |
| Number of Persons per Household | 2.48 |
| Daily Trips per Household | 7.55 |
| Vehicles per Household | 1.82 |
| Workers per Household | 1.32 |
| Population Density (Pop/ha) | 12.10 |
| Employment Density (Jobs/ha) | 4.53 |
| Jobs per Person | 0.37 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 3,006 | 26% |
| 2 persons | 4,044 | 35% |
| 3 persons | 1,948 | 17% |
| 4+ persons | 2,636 | 23% |
| Total: | 11,634 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 665 | 6% |
| 1 vehicle | 4892 | 42% |
| 2 vehicles | 3726 | 32% |
| 3+ vehicles | 2351 | 20% |
| Total: | 11,634 | 100% |

**Explanatory Notes**

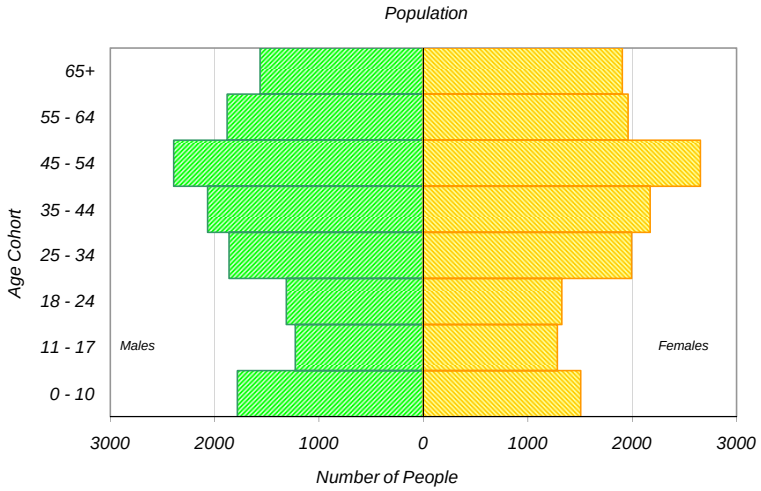
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **2.6%** of households in this district and are subject to a margin of sampling error of approximately **± 5.6%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference



## Travel Patterns

### Top Five Destinations of Trips from Saanich West
### AM Peak Period

### Summary of Trips to and from Saanich West
**AM Peak Period (06:00 - 08:59)**

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 160 | 1% | 22 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 294 | 2% | 193 | 1% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 791 | 5% | 766 | 5% |
| Downtown | 1,954 | 12% | 501 | 3% |
| Victoria North | 2,048 | 13% | 1,263 | 8% |
| Victoria South | 976 | 6% | 1,065 | 7% |
| Saanich North | 792 | 5% | 730 | 5% |
| Saanich East | 1,671 | 11% | 2,368 | 15% |
| Saanich West | 4,140 | 26% | 4,140 | 26% |
| District of Oak Bay | 763 | 5% | 352 | 2% |
| Township of Esquimalt | 1,000 | 6% | 619 | 4% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 261 | 2% | 1,063 | 7% |
| District of Highlands | 0 | 0% | 38 | 0% |
| City of Langford | 583 | 4% | 1,541 | 10% |
| City of Colwood | 293 | 2% | 613 | 4% |
| District of Metchosin with Scia'new FN | 25 | 0% | 120 | 1% |
| District of Sooke with T'souke FN | 74 | 0% | 32 | 0% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 12 | 0% | 0 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 0 | 0% | 370 | 2% |
| External | 0 | 0% | 0 | 0% |
| Total | 15,838 | | 15,794 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 11,639 | 20% | 10,057 | 17% | 1,047 | 5% |
| Post-secondary School | 683 | 1% | 2,420 | 4% | 411 | 2% |
| Other School | 944 | 2% | 1,286 | 2% | 1,223 | 6% |
| Personal Business | 3,837 | 7% | 2,300 | 4% | 1,111 | 5% |
| Recreation / social | 5,376 | 9% | 4,481 | 8% | 1,504 | 7% |
| Dining / restaurant | 2,068 | 4% | 1,041 | 2% | 331 | 2% |
| Shopping | 7,447 | 13% | 5,632 | 10% | 3,173 | 15% |
| Passenger | 5,723 | 10% | 5,039 | 9% | 3,293 | 16% |
| Return Home | 19,438 | 34% | 24,870 | 43% | 8,417 | 41% |
| Other | 466 | 1% | 396 | 1% | 102 | 0% |
| Total: | 57,622 | 100% | 57,522 | 100% | 20,612 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 7,550 | 65% | 6,108 | 52% | 641 | 15% |
| Post-secondary School | 339 | 3% | 1,495 | 13% | 75 | 2% |
| Other School | 921 | 8% | 1,168 | 10% | 1,223 | 30% |
| Personal Business | 527 | 5% | 379 | 3% | 256 | 6% |
| Recreation / social | 285 | 2% | 261 | 2% | 18 | 0% |
| Dining / restaurant | 110 | 1% | 25 | 0% | 0 | 0% |
| Shopping | 242 | 2% | 123 | 1% | 228 | 6% |
| Pick-up / drop-off | 1,261 | 11% | 1,217 | 10% | 1,009 | 24% |
| Return Home | 373 | 3% | 794 | 7% | 663 | 16% |
| Other | 92 | 1% | 83 | 1% | 29 | 1% |
| Total: | 11,698 | 100% | 11,654 | 100% | 4,140 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 878 | 6% | 710 | 5% | 73 | 1% |
| Post-secondary School | 16 | 0% | 220 | 1% | 0 | 0% |
| Other School | 0 | 0% | 57 | 0% | 0 | 0% |
| Personal Business | 692 | 5% | 353 | 2% | 14 | 0% |
| Recreation / social | 1,323 | 9% | 932 | 6% | 396 | 8% |
| Dining / restaurant | 296 | 2% | 153 | 1% | 92 | 2% |
| Shopping | 2,118 | 14% | 1,124 | 8% | 645 | 12% |
| Pick-up / drop-off | 881 | 6% | 1,108 | 7% | 767 | 15% |
| Return Home | 8,482 | 58% | 10,031 | 68% | 3,194 | 62% |
| Other | 42 | 0% | 145 | 1% | 0 | 0% |
| Total: | 14,728 | 100% | 14,832 | 100% | 5,180 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 135,756 | | 15% |
| AM Peak Period | 27,492 | 20% | 15% |
| PM Peak Period | 34,740 | 26% | 15% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 40,841 | 71% | 40,845 | 71% | 12,362 | 60% |
| Auto Passenger | 8,826 | 15% | 9,054 | 16% | 2,253 | 11% |
| Transit | 4,380 | 8% | 4,089 | 7% | 1,168 | 6% |
| Bicycle | 1,481 | 3% | 1,309 | 2% | 813 | 4% |
| Walk | 1,588 | 3% | 1,719 | 3% | 4,017 | 19% |
| Other | 506 | 1% | 506 | 1% | 0 | 0% |
| Total: | 57,622 | 100% | 57,522 | 100% | 20,612 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 8,213 | 70% | 7,689 | 66% | 2,083 | 50% |
| Auto Passenger | 1,272 | 11% | 1,332 | 11% | 622 | 15% |
| Transit | 978 | 8% | 1,614 | 14% | 221 | 5% |
| Bicycle | 804 | 7% | 517 | 4% | 468 | 11% |
| Walk | 268 | 2% | 253 | 2% | 746 | 18% |
| Other | 163 | 1% | 249 | 2% | 0 | 0% |
| Total: | 11,698 | 100% | 11,654 | 100% | 4,140 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 9,692 | 66% | 10,537 | 71% | 3,073 | 59% |
| Auto Passenger | 1,968 | 13% | 2,038 | 14% | 461 | 9% |
| Transit | 1,777 | 12% | 1,054 | 7% | 257 | 5% |
| Bicycle | 534 | 4% | 580 | 4% | 141 | 3% |
| Walk | 489 | 3% | 440 | 3% | 1,248 | 24% |
| Other | 267 | 2% | 183 | 1% | 0 | 0% |
| Total: | 14,728 | 100% | 14,832 | 100% | 5,180 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 8% | 7% | 6% |
| AM Peak Period | 8% | 14% | 5% |
| PM Peak Period | 12% | 7% | 5% |

# District 11 - District of Oak Bay

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 18,015 | Actively Travelled | 15,382 |
| Employed Population | 8,094 | Number of Vehicles | 12,152 |
| Households | 7,764 | Area (ha) | 1,058 |
| Jobs in District | 10,462 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 3,115 | 2,404 | 5,519 | 33% |
| Part Time Employed | 878 | 1,697 | 2,575 | 16% |
| Student | 1,489 | 1,353 | 2,843 | 17% |
| Retiree | 2,188 | 3,053 | 5,241 | 32% |
| Homemaker | 13 | 739 | 752 | 5% |
| Other | 220 | 327 | 547 | 3% |
| Total: | 7,480 | 9,043 | 16,524 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 6,298 | 7,217 | 13,515 |
| Trips made by residents | | | 59,923 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.33 |
| Vehicles per Person | 0.67 |
| Number of Persons per Household | 2.32 |
| Daily Trips per Household | 7.72 |
| Vehicles per Household | 1.57 |
| Workers per Household | 1.04 |
| Population Density (Pop/ha) | 17.03 |
| Employment Density (Jobs/ha) | 9.89 |
| Jobs per Person | 0.58 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 2,560 | 33% |
| 2 persons | 2,766 | 36% |
| 3 persons | 991 | 13% |
| 4+ persons | 1,447 | 19% |
| Total: | 7,764 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 863 | 11% |
| 1 vehicle | 3239 | 42% |
| 2 vehicles | 2716 | 35% |
| 3+ vehicles | 946 | 12% |
| Total: | 7,764 | 100% |

**Explanatory Notes**

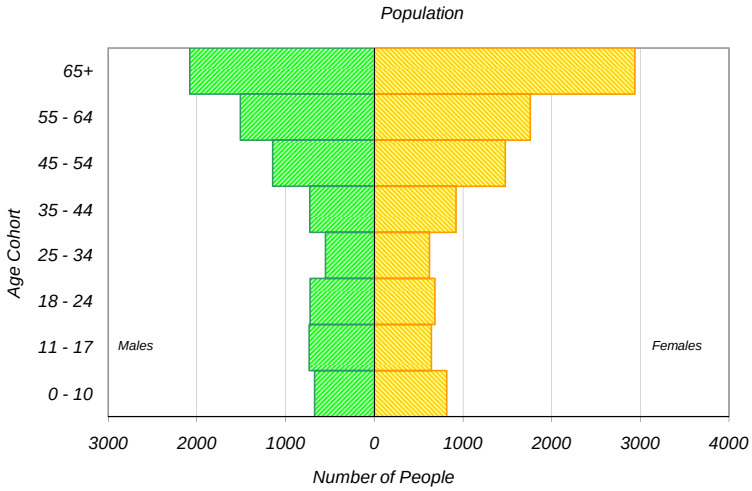
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **5.2%** of households in this district and are subject to a margin of sampling error of approximately **± 4.7%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

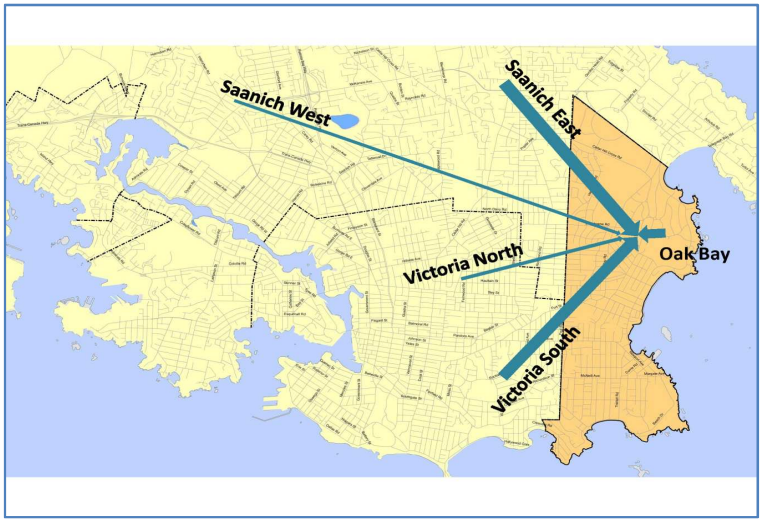
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top origins of AM peak period trips ending within this district, to reflect the net inbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Origins of Trips to District of Oak Bay
### AM Peak Period




### Summary of Trips to and from District of Oak Bay

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 39 | 0% |
| Town of Sidney | 109 | 1% | 48 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 77 | 1% | 78 | 1% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 60 | 1% | 223 | 2% |
| Downtown | 1,239 | 15% | 331 | 3% |
| Victoria North | 403 | 5% | 896 | 7% |
| Victoria South | 1,988 | 24% | 3,036 | 23% |
| Saanich North | 118 | 1% | 349 | 3% |
| Saanich East | 1,161 | 14% | 3,298 | 25% |
| Saanich West | 352 | 4% | 763 | 6% |
| District of Oak Bay | 2,561 | 31% | 2,561 | 20% |
| Township of Esquimalt | 125 | 1% | 424 | 3% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 32 | 0% | 218 | 2% |
| District of Highlands | 0 | 0% | 0 | 0% |
| City of Langford | 70 | 1% | 330 | 3% |
| City of Colwood | 36 | 0% | 237 | 2% |
| District of Metchosin with Scia'new FN | 0 | 0% | 0 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 87 | 1% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 63 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 0 | 0% | 69 | 1% |
| External | 10 | 0% | 0 | 0% |
| Total | 8,342 | | 13,050 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 5,712 | 13% | 7,549 | 17% | 1,909 | 9% |
| Post-secondary School | 256 | 1% | 8,235 | 18% | 753 | 3% |
| Other School | 994 | 2% | 1,975 | 4% | 606 | 3% |
| Personal Business | 2,533 | 6% | 2,628 | 6% | 1,640 | 8% |
| Recreation / social | 3,600 | 8% | 5,736 | 13% | 2,125 | 10% |
| Dining / restaurant | 1,178 | 3% | 763 | 2% | 1,119 | 5% |
| Shopping | 4,827 | 11% | 1,307 | 3% | 2,266 | 10% |
| Passenger | 3,816 | 8% | 3,107 | 7% | 2,745 | 13% |
| Return Home | 22,411 | 49% | 14,191 | 31% | 8,178 | 38% |
| Other | 325 | 1% | 166 | 0% | 308 | 1% |
| Total: | 45,652 | 100% | 45,657 | 100% | 21,648 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 2,590 | 45% | 4,541 | 43% | 672 | 26% |
| Post-secondary School | 184 | 3% | 2,718 | 26% | 230 | 9% |
| Other School | 826 | 14% | 1,360 | 13% | 453 | 18% |
| Personal Business | 283 | 5% | 50 | 0% | 38 | 1% |
| Recreation / social | 256 | 4% | 523 | 5% | 200 | 8% |
| Dining / restaurant | 101 | 2% | 0 | 0% | 32 | 1% |
| Shopping | 121 | 2% | 0 | 0% | 56 | 2% |
| Pick-up / drop-off | 934 | 16% | 790 | 8% | 522 | 20% |
| Return Home | 443 | 8% | 507 | 5% | 332 | 13% |
| Other | 44 | 1% | 0 | 0% | 26 | 1% |
| Total: | 5,781 | 100% | 10,489 | 100% | 2,561 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 660 | 4% | 358 | 3% | 174 | 3% |
| Post-secondary School | 0 | 0% | 330 | 3% | 0 | 0% |
| Other School | 0 | 0% | 9 | 0% | 15 | 0% |
| Personal Business | 522 | 3% | 928 | 9% | 478 | 8% |
| Recreation / social | 1,104 | 7% | 1,527 | 15% | 412 | 7% |
| Dining / restaurant | 232 | 2% | 23 | 0% | 141 | 2% |
| Shopping | 1,162 | 8% | 265 | 3% | 670 | 11% |
| Pick-up / drop-off | 1,053 | 7% | 900 | 9% | 747 | 12% |
| Return Home | 10,480 | 68% | 5,797 | 57% | 3,361 | 56% |
| Other | 93 | 1% | 87 | 1% | 15 | 0% |
| Total: | 15,306 | 100% | 10,224 | 100% | 6,012 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 112,957 | | 19% |
| AM Peak Period | 18,831 | 17% | 14% |
| PM Peak Period | 31,542 | 28% | 19% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 26,816 | 59% | 26,731 | 59% | 10,646 | 49% |
| Auto Passenger | 5,619 | 12% | 5,210 | 11% | 2,572 | 12% |
| Transit | 6,908 | 15% | 7,363 | 16% | 1,056 | 5% |
| Bicycle | 2,696 | 6% | 2,796 | 6% | 949 | 4% |
| Walk | 3,419 | 7% | 3,378 | 7% | 6,261 | 29% |
| Other | 194 | 0% | 179 | 0% | 164 | 1% |
| Total: | 45,652 | 100% | 45,657 | 100% | 21,648 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 3,461 | 60% | 5,426 | 52% | 1,466 | 57% |
| Auto Passenger | 849 | 15% | 796 | 8% | 269 | 10% |
| Transit | 480 | 8% | 2,511 | 24% | 185 | 7% |
| Bicycle | 568 | 10% | 873 | 8% | 201 | 8% |
| Walk | 394 | 7% | 846 | 8% | 426 | 17% |
| Other | 30 | 1% | 36 | 0% | 14 | 1% |
| Total: | 5,781 | 100% | 10,489 | 100% | 2,561 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 8,341 | 54% | 6,308 | 62% | 2,535 | 42% |
| Auto Passenger | 1,614 | 11% | 1,265 | 12% | 675 | 11% |
| Transit | 3,064 | 20% | 893 | 9% | 302 | 5% |
| Bicycle | 1,013 | 7% | 845 | 8% | 421 | 7% |
| Walk | 1,253 | 8% | 892 | 9% | 1,985 | 33% |
| Other | 22 | 0% | 21 | 0% | 93 | 2% |
| Total: | 15,306 | 100% | 10,224 | 100% | 6,012 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 15% | 16% | 5% |
| AM Peak Period | 8% | 24% | 7% |
| PM Peak Period | 20% | 9% | 5% |

# District 12 - Township of Esquimalt

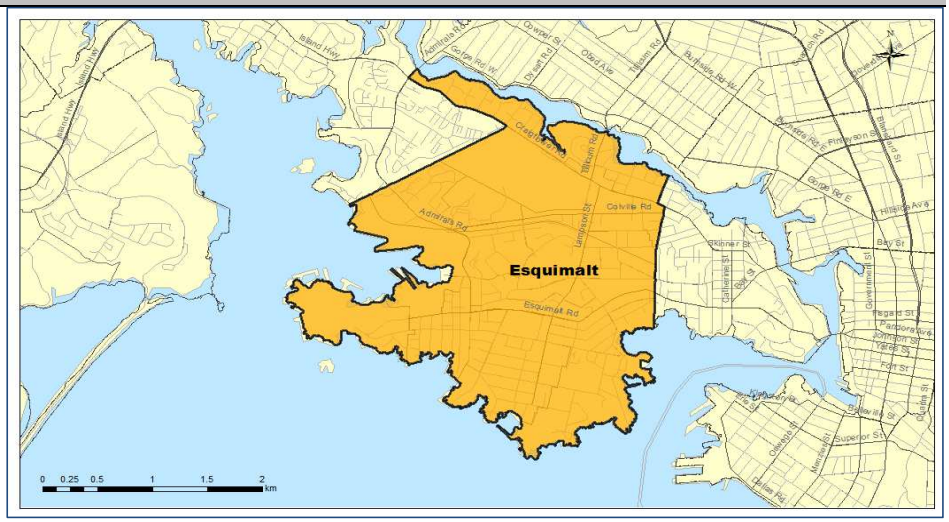
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 16,209 | Actively Travelled | 13,721 |
| Employed Population | 8,882 | Number of Vehicles | 10,952 |
| Households | 8,038 | Area (ha) | 796 |
| Jobs in District | 11,727 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 3,948 | 3,045 | 6,993 | 47% |
| Part Time Employed | 444 | 1,445 | 1,889 | 13% |
| Student | 861 | 805 | 1,666 | 11% |
| Retiree | 1,450 | 1,640 | 3,089 | 21% |
| Homemaker | 12 | 510 | 522 | 4% |
| Other | 743 | 395 | 1,139 | 8% |
| Total: | 7,250 | 7,485 | 14,735 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 6,300 | 5,717 | 12,018 |
| Trips made by residents | | | 46,005 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.84 |
| Vehicles per Person | 0.68 |
| Number of Persons per Household | 2.02 |
| Daily Trips per Household | 5.72 |
| Vehicles per Household | 1.36 |
| Workers per Household | 1.10 |
| Population Density (Pop/ha) | 20.36 |
| Employment Density (Jobs/ha) | 14.73 |
| Jobs per Person | 0.72 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 3,069 | 38% |
| 2 persons | 2,986 | 37% |
| 3 persons | 1,049 | 13% |
| 4+ persons | 934 | 12% |
| Total: | 8,038 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 1208 | 15% |
| 1 vehicle | 3879 | 48% |
| 2 vehicles | 2257 | 28% |
| 3+ vehicles | 695 | 9% |
| Total: | 8,038 | 100% |

**Explanatory Notes**

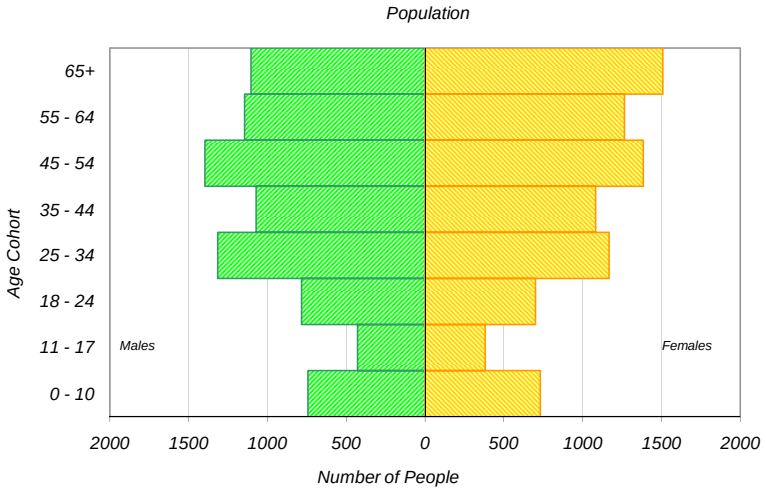
Information on this page is specific to the households/residents of this district. These results are based on a survey sample of **4.4%** of households in this district and are subject to a margin of sampling error of approximately **± 5.1%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

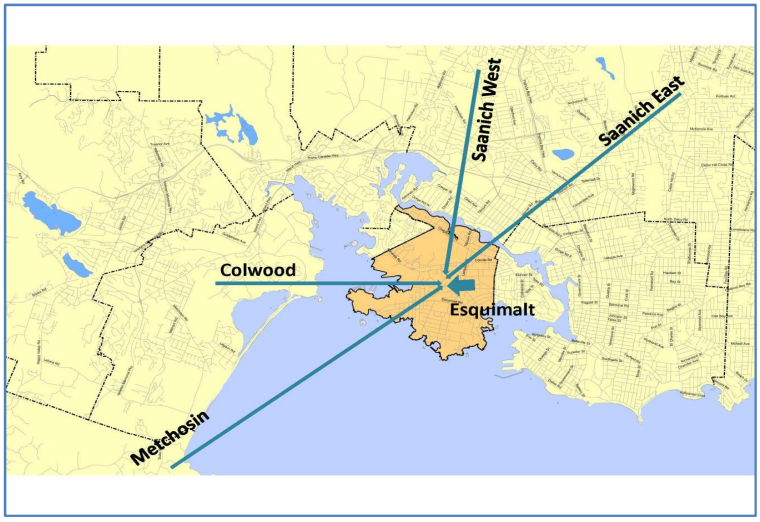
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top origins for trips in the AM peak period ending within this district, to reflect the net inbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Origins of Trips to Township of Esquimalt AM Peak Period




### Summary of Trips to and from Township of Esquimalt

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 7 | 0% | 36 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 176 | 2% | 133 | 1% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 206 | 2% | 92 | 1% |
| Downtown | 1,172 | 13% | 799 | 7% |
| Victoria North | 1,042 | 12% | 863 | 7% |
| Victoria South | 746 | 9% | 554 | 5% |
| Saanich North | 36 | 0% | 130 | 1% |
| Saanich East | 598 | 7% | 914 | 8% |
| Saanich West | 619 | 7% | 1,000 | 8% |
| District of Oak Bay | 424 | 5% | 125 | 1% |
| Township of Esquimalt | 3,215 | 37% | 3,215 | 27% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 92 | 1% | 687 | 6% |
| District of Highlands | 0 | 0% | 62 | 1% |
| City of Langford | 106 | 1% | 1,010 | 8% |
| City of Colwood | 219 | 2% | 928 | 8% |
| District of Metchosin with Scia'new FN | 68 | 1% | 63 | 1% |
| District of Sooke with T'souke FN | 0 | 0% | 411 | 3% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 65 | 1% |
| South CVRD with Malahat FN, Cowichan Tribes | 40 | 0% | 807 | 7% |
| External | 0 | 0% | 0 | 0% |
| Total | 8,766 | | 11,894 | |

### Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 5,803 | 19% | 9,841 | 31% | 2,072 | 14% |
| Post-secondary School | 502 | 2% | 0 | 0% | 0 | 0% |
| Other School | 134 | 0% | 682 | 2% | 727 | 5% |
| Personal Business | 2,335 | 8% | 1,260 | 4% | 207 | 1% |
| Recreation / social | 2,477 | 8% | 3,608 | 11% | 1,630 | 11% |
| Dining / restaurant | 1,321 | 4% | 380 | 1% | 554 | 4% |
| Shopping | 3,026 | 10% | 1,353 | 4% | 2,139 | 15% |
| Pick-up / drop-off Passenger | 3,229 | 10% | 2,373 | 8% | 1,459 | 10% |
| Return Home | 11,865 | 38% | 11,924 | 38% | 5,742 | 39% |
| Other | 237 | 1% | 170 | 1% | 223 | 2% |
| Total: | 30,929 | 100% | 31,590 | 100% | 14,753 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 3,636 | 66% | 6,369 | 73% | 1,298 | 40% |
| Post-secondary School | 238 | 4% | 0 | 0% | 0 | 0% |
| Other School | 134 | 2% | 633 | 7% | 683 | 21% |
| Personal Business | 366 | 7% | 41 | 0% | 11 | 0% |
| Recreation / social | 58 | 1% | 555 | 6% | 187 | 6% |
| Dining / restaurant | 0 | 0% | 65 | 1% | 72 | 2% |
| Shopping | 35 | 1% | 156 | 2% | 129 | 4% |
| Pick-up / drop-off Passenger | 609 | 11% | 553 | 6% | 516 | 16% |
| Return Home | 464 | 8% | 275 | 3% | 319 | 10% |
| Other | 11 | 0% | 31 | 0% | 0 | 0% |
| Total: | 5,551 | 100% | 8,679 | 100% | 3,215 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 221 | 2% | 337 | 5% | 81 | 2% |
| Post-secondary School | 0 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 436 | 4% | 272 | 4% | 42 | 1% |
| Recreation / social | 361 | 4% | 625 | 9% | 405 | 10% |
| Dining / restaurant | 427 | 4% | 107 | 2% | 18 | 0% |
| Shopping | 888 | 9% | 255 | 4% | 447 | 11% |
| Pick-up / drop-off Passenger | 1,454 | 14% | 459 | 7% | 532 | 14% |
| Return Home | 6,348 | 62% | 4,860 | 70% | 2,333 | 60% |
| Other | 38 | 0% | 0 | 0% | 33 | 1% |
| Total: | 10,172 | 100% | 6,916 | 100% | 3,892 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 77,273 | | 19% |
| AM Peak Period | 17,445 | 23% | 18% |
| PM Peak Period | 20,981 | 27% | 19% |

### Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 22,299 | 72% | 22,582 | 71% | 8,060 | 55% |
| Auto Passenger | 3,724 | 12% | 3,590 | 11% | 1,037 | 7% |
| Transit | 2,924 | 9% | 3,029 | 10% | 199 | 1% |
| Bicycle | 697 | 2% | 834 | 3% | 255 | 2% |
| Walk | 771 | 2% | 964 | 3% | 4,859 | 33% |
| Other | 514 | 2% | 592 | 2% | 344 | 2% |
| Total: | 30,929 | 100% | 31,590 | 100% | 14,753 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 3,785 | 68% | 6,810 | 78% | 1,561 | 49% |
| Auto Passenger | 531 | 10% | 627 | 7% | 208 | 6% |
| Transit | 812 | 15% | 480 | 6% | 61 | 2% |
| Bicycle | 256 | 5% | 214 | 2% | 111 | 3% |
| Walk | 166 | 3% | 221 | 3% | 1,130 | 35% |
| Other | 0 | 0% | 327 | 4% | 145 | 5% |
| Total: | 5,551 | 100% | 8,679 | 100% | 3,215 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 7,884 | 78% | 4,439 | 64% | 2,108 | 54% |
| Auto Passenger | 1,016 | 10% | 753 | 11% | 249 | 6% |
| Transit | 520 | 5% | 1,171 | 17% | 7 | 0% |
| Bicycle | 255 | 3% | 312 | 5% | 96 | 2% |
| Walk | 191 | 2% | 225 | 3% | 1,288 | 33% |
| Other | 306 | 3% | 17 | 0% | 145 | 4% |
| Total: | 10,172 | 100% | 6,916 | 100% | 3,892 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 9% | 10% | 1% |
| AM Peak Period | 15% | 6% | 2% |
| PM Peak Period | 5% | 17% | 0% |

# District 13 - Town of View Royal with Esquimalt Nation, Songhees FN

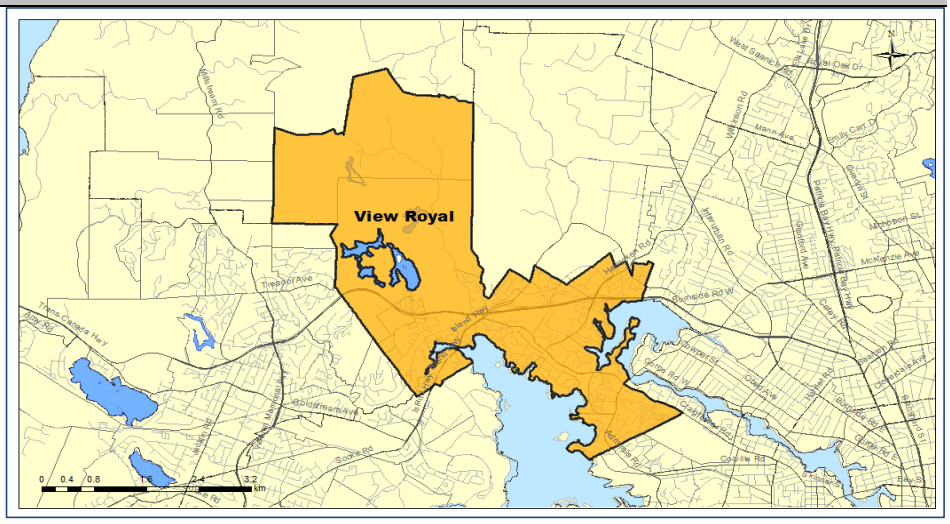
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 11,059 | Actively Travelled | 9,685 |
| Employed Population | 6,152 | Number of Vehicles | 8,070 |
| Households | 4,787 | Area (ha) | 1,499 |
| Jobs in District | 5,167 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 2,618 | 2,034 | 4,652 | 47% |
| Part Time Employed | 425 | 1,074 | 1,499 | 15% |
| Student | 769 | 829 | 1,598 | 16% |
| Retiree | 990 | 1,130 | 2,120 | 21% |
| Homemaker | 6 | 134 | 140 | 1% |
| Other | 157 | 276 | 433 | 4% |
| Total: | 4,804 | 5,061 | 9,865 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 3,910 | 4,257 | 8,167 |
| Trips made by residents | | | 33,658 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 3.04 |
| Vehicles per Person | 0.73 |
| Number of Persons per Household | 2.31 |
| Daily Trips per Household | 7.03 |
| Vehicles per Household | 1.69 |
| Workers per Household | 1.29 |
| Population Density (Pop/ha) | 7.38 |
| Employment Density (Jobs/ha) | 3.45 |
| Jobs per Person | 0.47 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 1,289 | 27% |
| 2 persons | 1,889 | 39% |
| 3 persons | 735 | 15% |
| 4+ persons | 874 | 18% |
| Total: | 4,787 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 325 | 7% |
| 1 vehicle | 1727 | 36% |
| 2 vehicles | 2043 | 43% |
| 3+ vehicles | 692 | 14% |
| Total: | 4,787 | 100% |

**Explanatory Notes**

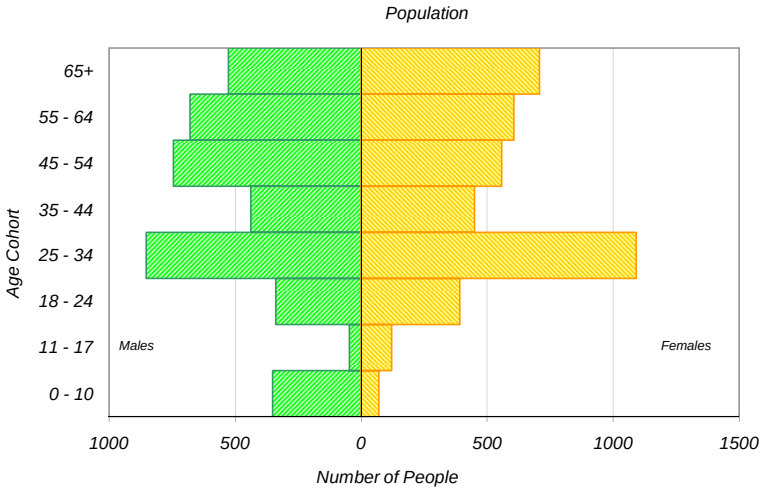
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **4.7%** of households in this district and are subject to a margin of sampling error of approximately **± 6.4%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

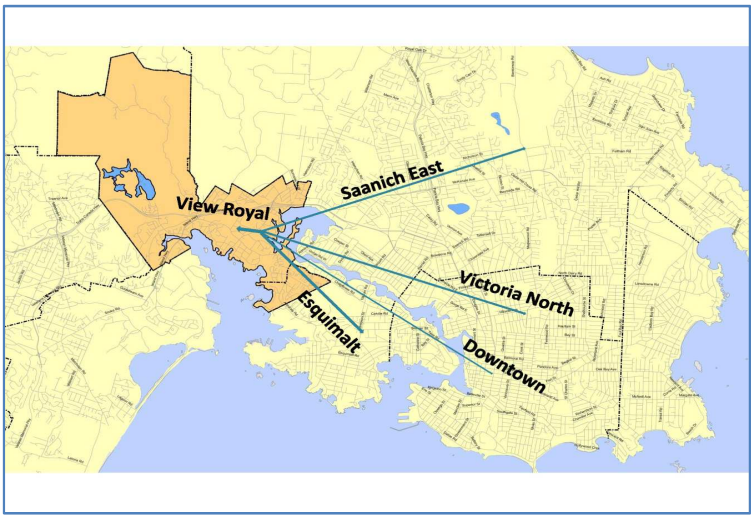
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from Town of View Royal with Esquimalt Nation, Songhees FN
### AM Peak Period




### Summary of Trips to and from Town of View Royal with Esquimalt Nation, Songhees FN

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 82 | 1% | 19 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 0 | 0% | 37 | 1% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 105 | 2% | 124 | 3% |
| Downtown | 384 | 7% | 0 | 0% |
| Victoria North | 500 | 9% | 108 | 3% |
| Victoria South | 353 | 6% | 290 | 7% |
| Saanich North | 205 | 4% | 146 | 4% |
| Saanich East | 520 | 9% | 543 | 14% |
| Saanich West | 1,063 | 19% | 261 | 7% |
| District of Oak Bay | 218 | 4% | 32 | 1% |
| Township of Esquimalt | 687 | 12% | 92 | 2% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 947 | 17% | 947 | 24% |
| District of Highlands | 0 | 0% | 48 | 1% |
| City of Langford | 317 | 6% | 613 | 16% |
| City of Colwood | 181 | 3% | 195 | 5% |
| District of Metchosin with Scia'new FN | 0 | 0% | 41 | 1% |
| District of Sooke with T'souke FN | 20 | 0% | 160 | 4% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 41 | 1% |
| South CVRD with Malahat FN, Cowichan Tribes | 86 | 2% | 242 | 6% |
| External | 11 | 0% | 0 | 0% |
| Total | 5,677 | | 3,938 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 4,280 | 20% | 3,395 | 16% | 496 | 11% |
| Post-secondary School | 241 | 1% | 65 | 0% | 0 | 0% |
| Other School | 666 | 3% | 170 | 1% | 117 | 2% |
| Personal Business | 1,854 | 9% | 1,942 | 9% | 224 | 5% |
| Recreation / social | 2,445 | 12% | 1,858 | 9% | 329 | 7% |
| Dining / restaurant | 715 | 3% | 432 | 2% | 143 | 3% |
| Shopping | 2,402 | 11% | 1,917 | 9% | 783 | 17% |
| Pick-up / drop-off Passenger | 1,681 | 8% | 667 | 3% | 751 | 16% |
| Return Home | 6,672 | 32% | 10,274 | 49% | 1,880 | 40% |
| Other | 110 | 1% | 110 | 1% | 0 | 0% |
| Total: | 21,066 | 100% | 20,829 | 100% | 4,723 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 2,459 | 52% | 2,057 | 69% | 214 | 23% |
| Post-secondary School | 84 | 2% | 65 | 2% | 0 | 0% |
| Other School | 648 | 14% | 170 | 6% | 117 | 12% |
| Personal Business | 169 | 4% | 199 | 7% | 59 | 6% |
| Recreation / social | 285 | 6% | 153 | 5% | 0 | 0% |
| Dining / restaurant | 0 | 0% | 0 | 0% | 0 | 0% |
| Shopping | 80 | 2% | 33 | 1% | 69 | 7% |
| Pick-up / drop-off Passenger | 721 | 15% | 105 | 3% | 358 | 38% |
| Return Home | 261 | 6% | 196 | 7% | 130 | 14% |
| Other | 23 | 0% | 15 | 0% | 0 | 0% |
| Total: | 4,730 | 100% | 2,992 | 100% | 947 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 296 | 6% | 167 | 2% | 59 | 4% |
| Post-secondary School | 0 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 267 | 5% | 276 | 4% | 15 | 1% |
| Recreation / social | 435 | 9% | 322 | 5% | 209 | 13% |
| Dining / restaurant | 25 | 1% | 72 | 1% | 73 | 5% |
| Shopping | 762 | 16% | 746 | 11% | 278 | 17% |
| Pick-up / drop-off Passenger | 349 | 7% | 200 | 3% | 96 | 6% |
| Return Home | 2,740 | 56% | 5,130 | 74% | 859 | 54% |
| Other | 0 | 0% | 0 | 0% | 0 | 0% |
| Total: | 4,875 | 100% | 6,913 | 100% | 1,589 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 46,618 | | 10% |
| AM Peak Period | 8,668 | 19% | 11% |
| PM Peak Period | 13,377 | 29% | 12% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 15,602 | 74% | 15,359 | 74% | 2,527 | 54% |
| Auto Passenger | 3,660 | 17% | 3,313 | 16% | 595 | 13% |
| Transit | 1,190 | 6% | 1,288 | 6% | 36 | 1% |
| Bicycle | 203 | 1% | 218 | 1% | 30 | 1% |
| Walk | 244 | 1% | 364 | 2% | 1,473 | 31% |
| Other | 167 | 1% | 288 | 1% | 62 | 1% |
| Total: | 21,066 | 100% | 20,829 | 100% | 4,723 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 3,240 | 68% | 2,584 | 86% | 516 | 54% |
| Auto Passenger | 652 | 14% | 73 | 2% | 183 | 19% |
| Transit | 569 | 12% | 161 | 5% | 0 | 0% |
| Bicycle | 110 | 2% | 62 | 2% | 0 | 0% |
| Walk | 58 | 1% | 112 | 4% | 248 | 26% |
| Other | 100 | 2% | 0 | 0% | 0 | 0% |
| Total: | 4,730 | 100% | 2,992 | 100% | 947 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 3,816 | 78% | 4,668 | 68% | 696 | 44% |
| Auto Passenger | 783 | 16% | 1,088 | 16% | 186 | 12% |
| Transit | 142 | 3% | 679 | 10% | 0 | 0% |
| Bicycle | 93 | 2% | 125 | 2% | 30 | 2% |
| Walk | 24 | 0% | 221 | 3% | 646 | 41% |
| Other | 17 | 0% | 131 | 2% | 31 | 2% |
| Total: | 4,875 | 100% | 6,913 | 100% | 1,589 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 6% | 6% | 1% |
| AM Peak Period | 12% | 5% | 0% |
| PM Peak Period | 3% | 10% | 0% |

# District 14 - District of Highlands

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 2,120 | Actively Travelled | 1,759 |
| Employed Population | 1,323 | Number of Vehicles | 2,129 |
| Households | 779 | Area (ha) | 3,821 |
| Jobs in District | 393 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 662 | 360 | 1,022 | 52% |
| Part Time Employed | 28 | 273 | 301 | 15% |
| Student | 94 | 212 | 306 | 16% |
| Retiree | 98 | 145 | 243 | 12% |
| Homemaker | 0 | 63 | 63 | 3% |
| Other | 78 | 66 | 144 | 7% |
| Total: | 959 | 1,006 | 1,966 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 859 | 845 | 1,704 |
| Trips made by residents | | | 6,305 |

| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.97 |
| Vehicles per Person | 1.00 |
| Number of Persons per Household | 2.72 |
| Daily Trips per Household | 8.09 |
| Vehicles per Household | 2.73 |
| Workers per Household | 1.70 |
| Population Density (Pop/ha) | 0.55 |
| Employment Density (Jobs/ha) | 0.10 |
| Jobs per Person | 0.19 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 104 | 13% |
| 2 persons | 324 | 42% |
| 3 persons | 122 | 16% |
| 4+ persons | 229 | 29% |
| Total: | 779 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 0 | 0% |
| 1 vehicle | 25 | 3% |
| 2 vehicles | 406 | 52% |
| 3+ vehicles | 347 | 45% |
| Total: | 779 | 100% |

**Explanatory Notes**

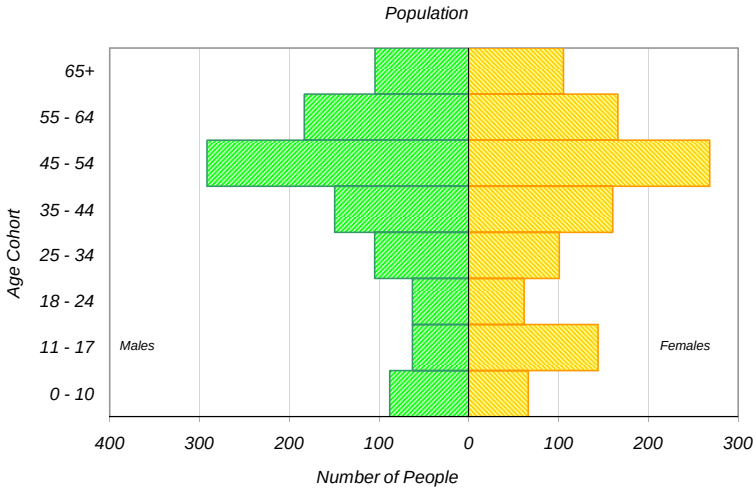
Information on this page is specific to the households/residents of this district. These results are based on a survey sample of **5.6%** of households in this district and are subject to a margin of sampling error of approximately **± 14.4%** at a 95% confidence level (19 times out of 20). Due to the high margin of error, these results should be interpreted with caution.

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

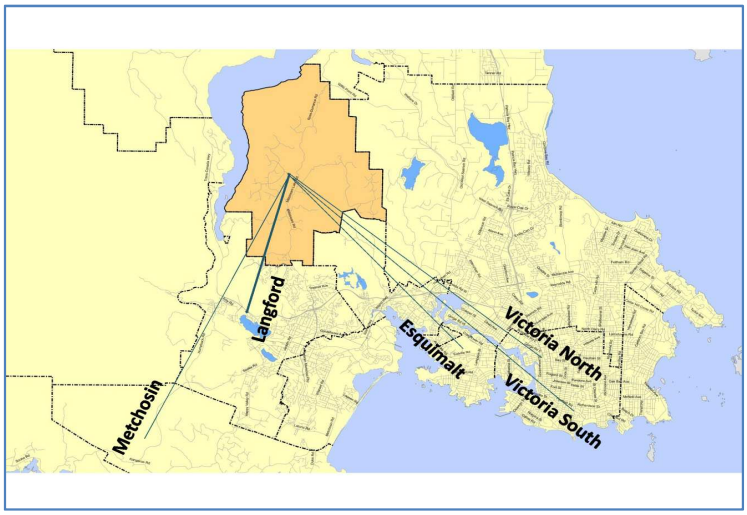
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from District of Highlands AM Peak Period




### Summary of Trips to and from District of Highlands

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 38 | 4% | 0 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 0 | 0% | 0 | 0% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 0 | 0% | 0 | 0% |
| Downtown | 12 | 1% | 0 | 0% |
| Victoria North | 80 | 9% | 10 | 9% |
| Victoria South | 67 | 7% | 0 | 0% |
| Saanich North | 48 | 5% | 0 | 0% |
| Saanich East | 39 | 4% | 0 | 0% |
| Saanich West | 38 | 4% | 0 | 0% |
| District of Oak Bay | 0 | 0% | 0 | 0% |
| Township of Esquimalt | 62 | 7% | 0 | 0% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 48 | 5% | 0 | 0% |
| District of Highlands | 27 | 3% | 27 | 25% |
| City of Langford | 370 | 41% | 70 | 65% |
| City of Colwood | 0 | 0% | 0 | 0% |
| District of Metchosin with Scia'new FN | 52 | 6% | 0 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 0 | 0% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 0 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 28 | 3% | 0 | 0% |
| External | 0 | 0% | 0 | 0% |
| Total | 909 | | 107 | |

### Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 724 | 31% | 41 | 2% | 23 | 6% |
| Post-secondary School | 22 | 1% | 0 | 0% | 0 | 0% |
| Other School | 161 | 7% | 0 | 0% | 0 | 0% |
| Personal Business | 68 | 3% | 27 | 1% | 78 | 20% |
| Recreation / social | 493 | 21% | 42 | 2% | 50 | 13% |
| Dining / restaurant | 98 | 4% | 0 | 0% | 0 | 0% |
| Shopping | 227 | 10% | 25 | 1% | 17 | 4% |
| Pick-up / drop-off Passenger | 329 | 14% | 150 | 6% | 27 | 7% |
| Return Home | 177 | 8% | 2,029 | 88% | 187 | 49% |
| Other | 48 | 2% | 0 | 0% | 0 | 0% |
| Total: | 2,346 | 100% | 2,316 | 100% | 382 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 321 | 36% | 41 | 51% | 0 | 0% |
| Post-secondary School | 22 | 2% | 0 | 0% | 0 | 0% |
| Other School | 161 | 18% | 0 | 0% | 0 | 0% |
| Personal Business | 39 | 4% | 0 | 0% | 0 | 0% |
| Recreation / social | 38 | 4% | 0 | 0% | 0 | 0% |
| Dining / restaurant | 45 | 5% | 0 | 0% | 0 | 0% |
| Shopping | 0 | 0% | 0 | 0% | 0 | 0% |
| Pick-up / drop-off Passenger | 190 | 21% | 21 | 26% | 27 | 100% |
| Return Home | 24 | 3% | 18 | 22% | 0 | 0% |
| Other | 43 | 5% | 0 | 0% | 0 | 0% |
| Total: | 882 | 100% | 80 | 100% | 27 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 0 | 0% | 0 | 0% | 0 | 0% |
| Post-secondary School | 0 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 0 | 0% | 0 | 0% | 39 | 25% |
| Recreation / social | 80 | 47% | 24 | 2% | 23 | 14% |
| Dining / restaurant | 0 | 0% | 0 | 0% | 0 | 0% |
| Shopping | 74 | 43% | 0 | 0% | 17 | 11% |
| Pick-up / drop-off Passenger | 0 | 0% | 42 | 4% | 0 | 0% |
| Return Home | 17 | 10% | 1,010 | 94% | 80 | 51% |
| Other | 0 | 0% | 0 | 0% | 0 | 0% |
| Total: | 172 | 100% | 1,076 | 100% | 159 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 5,044 | | 8% |
| AM Peak Period | 989 | 20% | 3% |
| PM Peak Period | 1,407 | 28% | 11% |

### Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 1,879 | 80% | 1,857 | 80% | 226 | 59% |
| Auto Passenger | 321 | 14% | 339 | 15% | 0 | 0% |
| Transit | 12 | 0% | 12 | 1% | 0 | 0% |
| Bicycle | 0 | 0% | 0 | 0% | 0 | 0% |
| Walk | 0 | 0% | 0 | 0% | 156 | 41% |
| Other | 135 | 6% | 108 | 5% | 0 | 0% |
| Total: | 2,346 | 100% | 2,316 | 100% | 382 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 631 | 72% | 62 | 78% | 27 | 100% |
| Auto Passenger | 134 | 15% | 18 | 22% | 0 | 0% |
| Transit | 12 | 1% | 0 | 0% | 0 | 0% |
| Bicycle | 0 | 0% | 0 | 0% | 0 | 0% |
| Walk | 0 | 0% | 0 | 0% | 0 | 0% |
| Other | 105 | 12% | 0 | 0% | 0 | 0% |
| Total: | 882 | 100% | 80 | 100% | 27 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 127 | 74% | 869 | 81% | 81 | 51% |
| Auto Passenger | 33 | 19% | 135 | 13% | 0 | 0% |
| Transit | 0 | 0% | 0 | 0% | 0 | 0% |
| Bicycle | 0 | 0% | 0 | 0% | 0 | 0% |
| Walk | 0 | 0% | 0 | 0% | 78 | 49% |
| Other | 12 | 7% | 71 | 7% | 0 | 0% |
| Total: | 172 | 100% | 1,076 | 100% | 159 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 0% | 1% | 0% |
| AM Peak Period | 1% | 0% | 0% |
| PM Peak Period | 0% | 0% | 0% |

# District 15 - City of Langford

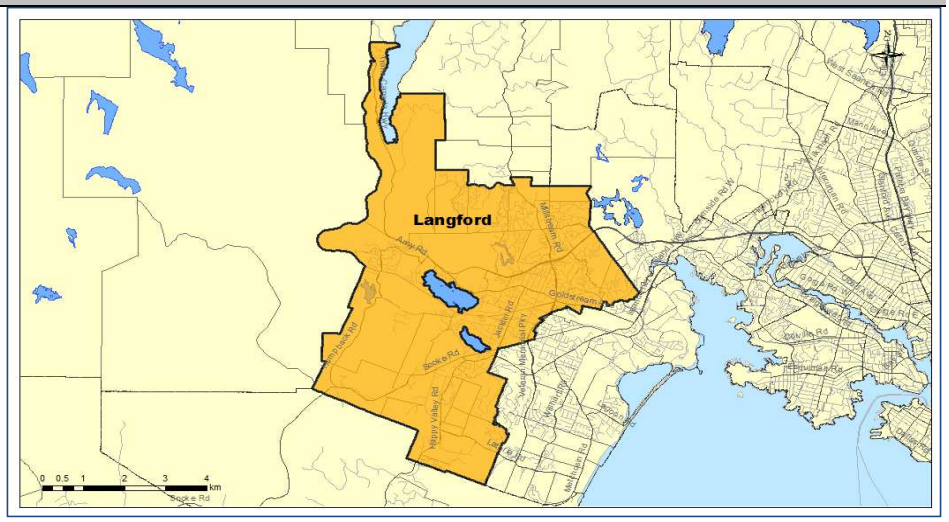
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 29,228 | Actively Travelled | 24,500 |
| Employed Population | 16,939 | Number of Vehicles | 22,865 |
| Households | 11,680 | Area (ha) | 4,100 |
| Jobs in District | 11,401 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 7,363 | 6,141 | 13,504 | 53% |
| Part Time Employed | 1,248 | 2,188 | 3,436 | 14% |
| Student | 2,103 | 1,973 | 4,076 | 16% |
| Retiree | 1,557 | 2,047 | 3,605 | 14% |
| Homemaker | 49 | 964 | 1,013 | 4% |
| Other | 600 | 459 | 1,058 | 4% |
| Total: | 12,267 | 13,064 | 25,331 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 10,522 | 11,009 | 21,532 |
| Trips made by residents | | | 83,297 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.85 |
| Vehicles per Person | 0.78 |
| Number of Persons per Household | 2.50 |
| Daily Trips per Household | 7.13 |
| Vehicles per Household | 1.96 |
| Workers per Household | 1.45 |
| Population Density (Pop/ha) | 7.13 |
| Employment Density (Jobs/ha) | 2.78 |
| Jobs per Person | 0.39 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 2,569 | 22% |
| 2 persons | 4,101 | 35% |
| 3 persons | 2,112 | 18% |
| 4+ persons | 2,897 | 25% |
| Total: | 11,680 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 453 | 4% |
| 1 vehicle | 3512 | 30% |
| 2 vehicles | 5154 | 44% |
| 3+ vehicles | 2561 | 22% |
| Total: | 11,680 | 100% |

**Explanatory Notes**

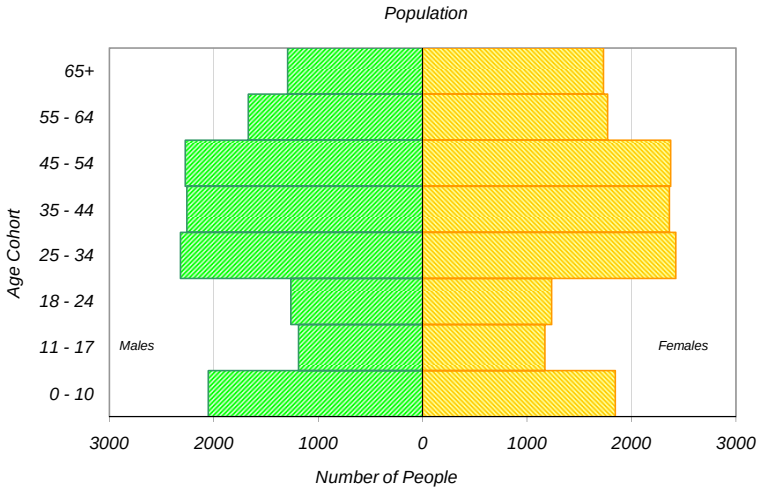
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **4.7%** of households in this district and are subject to a margin of sampling error of approximately **± 4.1%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

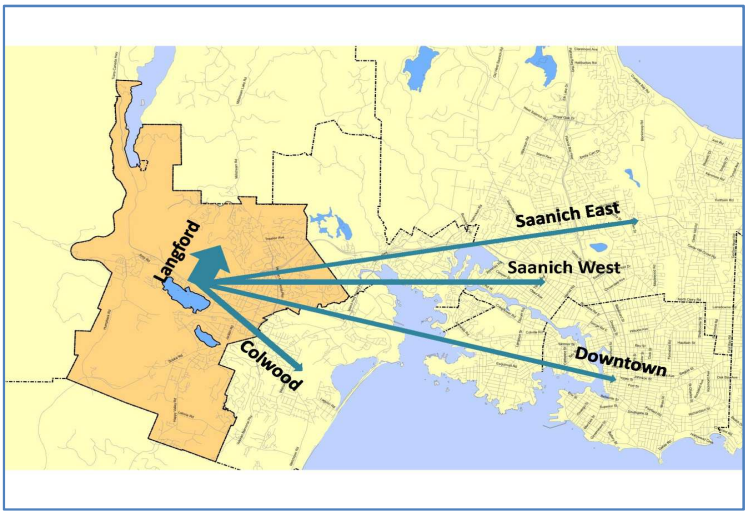
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from City of Langford
### AM Peak Period




### Summary of Trips to and from City of Langford

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 190 | 1% | 0 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 55 | 0% | 26 | 0% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 271 | 2% | 23 | 0% |
| Downtown | 1,267 | 8% | 53 | 0% |
| Victoria North | 1,155 | 7% | 177 | 1% |
| Victoria South | 620 | 4% | 63 | 0% |
| Saanich North | 243 | 1% | 109 | 1% |
| Saanich East | 1,223 | 7% | 492 | 4% |
| Saanich West | 1,541 | 9% | 583 | 5% |
| District of Oak Bay | 330 | 2% | 70 | 1% |
| Township of Esquimalt | 1,010 | 6% | 106 | 1% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 613 | 4% | 317 | 3% |
| District of Highlands | 70 | 0% | 370 | 3% |
| City of Langford | 6,175 | 37% | 6,175 | 49% |
| City of Colwood | 1,727 | 10% | 2,282 | 18% |
| District of Metchosin with Scia'new FN | 150 | 1% | 759 | 6% |
| District of Sooke with T'souke FN | 106 | 1% | 364 | 3% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 8 | 0% | 119 | 1% |
| South CVRD with Malahat FN, Cowichan Tribes | 124 | 1% | 572 | 5% |
| External | 0 | 0% | 0 | 0% |
| Total | 16,879 | | 12,661 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 9,810 | 21% | 7,203 | 15% | 3,644 | 9% |
| Post-secondary School | 980 | 2% | 16 | 0% | 59 | 0% |
| Other School | 940 | 2% | 1,123 | 2% | 1,287 | 3% |
| Personal Business | 2,065 | 4% | 2,645 | 6% | 2,019 | 5% |
| Recreation / social | 3,841 | 8% | 3,711 | 8% | 3,276 | 8% |
| Dining / restaurant | 1,197 | 3% | 891 | 2% | 1,711 | 4% |
| Shopping | 3,322 | 7% | 11,143 | 23% | 9,552 | 24% |
| Pick-up / drop-off Passenger | 4,288 | 9% | 3,795 | 8% | 4,664 | 11% |
| Return Home | 20,364 | 43% | 16,708 | 35% | 14,183 | 35% |
| Other | 342 | 1% | 313 | 1% | 219 | 1% |
| Total: | 47,150 | 100% | 47,546 | 100% | 40,613 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 6,745 | 63% | 3,199 | 49% | 1,337 | 22% |
| Post-secondary School | 438 | 4% | 0 | 0% | 38 | 1% |
| Other School | 783 | 7% | 916 | 14% | 1,102 | 18% |
| Personal Business | 414 | 4% | 469 | 7% | 111 | 2% |
| Recreation / social | 218 | 2% | 224 | 3% | 168 | 3% |
| Dining / restaurant | 0 | 0% | 18 | 0% | 202 | 3% |
| Shopping | 85 | 1% | 240 | 4% | 238 | 4% |
| Pick-up / drop-off Passenger | 1,329 | 12% | 1,028 | 16% | 2,115 | 34% |
| Return Home | 671 | 6% | 363 | 6% | 845 | 14% |
| Other | 22 | 0% | 28 | 0% | 18 | 0% |
| Total: | 10,704 | 100% | 6,486 | 100% | 6,175 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 386 | 3% | 863 | 6% | 354 | 3% |
| Post-secondary School | 0 | 0% | 16 | 0% | 0 | 0% |
| Other School | 42 | 0% | 0 | 0% | 15 | 0% |
| Personal Business | 259 | 2% | 348 | 2% | 403 | 4% |
| Recreation / social | 815 | 7% | 985 | 7% | 1,134 | 11% |
| Dining / restaurant | 237 | 2% | 247 | 2% | 133 | 1% |
| Shopping | 780 | 7% | 3,291 | 22% | 2,664 | 25% |
| Pick-up / drop-off Passenger | 731 | 6% | 1,147 | 8% | 975 | 9% |
| Return Home | 8,086 | 71% | 7,994 | 54% | 5,045 | 47% |
| Other | 80 | 1% | 44 | 0% | 57 | 1% |
| Total: | 11,415 | 100% | 14,934 | 100% | 10,780 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 135,309 | | 30% |
| AM Peak Period | 23,365 | 17% | 26% |
| PM Peak Period | 37,129 | 27% | 29% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 35,594 | 75% | 35,711 | 75% | 28,546 | 70% |
| Auto Passenger | 7,986 | 17% | 8,383 | 18% | 5,611 | 14% |
| Transit | 2,453 | 5% | 2,277 | 5% | 257 | 1% |
| Bicycle | 227 | 0% | 227 | 0% | 127 | 0% |
| Walk | 411 | 1% | 419 | 1% | 5,214 | 13% |
| Other | 479 | 1% | 529 | 1% | 858 | 2% |
| Total: | 47,150 | 100% | 47,546 | 100% | 40,613 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 7,904 | 74% | 4,731 | 73% | 4,200 | 68% |
| Auto Passenger | 1,370 | 13% | 951 | 15% | 778 | 13% |
| Transit | 1,134 | 11% | 427 | 7% | 93 | 1% |
| Bicycle | 144 | 1% | 49 | 1% | 31 | 0% |
| Walk | 18 | 0% | 188 | 3% | 723 | 12% |
| Other | 134 | 1% | 141 | 2% | 350 | 6% |
| Total: | 10,704 | 100% | 6,486 | 100% | 6,175 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 8,499 | 74% | 10,948 | 73% | 7,300 | 68% |
| Auto Passenger | 2,014 | 18% | 2,371 | 16% | 1,885 | 17% |
| Transit | 507 | 4% | 1,266 | 8% | 52 | 0% |
| Bicycle | 44 | 0% | 128 | 1% | 15 | 0% |
| Walk | 214 | 2% | 58 | 0% | 1,243 | 12% |
| Other | 137 | 1% | 163 | 1% | 284 | 3% |
| Total: | 11,415 | 100% | 14,934 | 100% | 10,780 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 5% | 5% | 1% |
| AM Peak Period | 11% | 7% | 1% |
| PM Peak Period | 4% | 8% | 0% |

# District 16 - City of Colwood

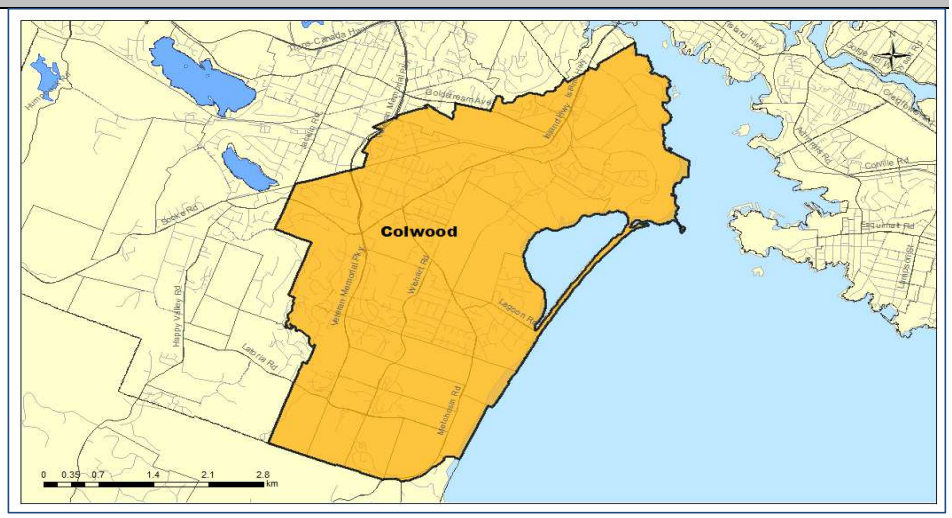
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 16,093 | Actively Travelled | 13,969 |
| Employed Population | 8,739 | Number of Vehicles | 12,130 |
| Households | 6,096 | Area (ha) | 1,774 |
| Jobs in District | 4,079 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 3,932 | 3,098 | 7,030 | 50% |
| Part Time Employed | 723 | 987 | 1,709 | 12% |
| Student | 1,105 | 1,058 | 2,162 | 15% |
| Retiree | 1,122 | 1,442 | 2,564 | 18% |
| Homemaker | 0 | 649 | 649 | 5% |
| Other | 387 | 224 | 611 | 4% |
| Total: | 6,857 | 7,132 | 13,989 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 5,715 | 6,189 | 11,904 |
| Trips made by residents | | | 46,298 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.88 |
| Vehicles per Person | 0.75 |
| Number of Persons per Household | 2.64 |
| Daily Trips per Household | 7.59 |
| Vehicles per Household | 1.99 |
| Workers per Household | 1.43 |
| Population Density (Pop/ha) | 9.07 |
| Employment Density (Jobs/ha) | 2.30 |
| Jobs per Person | 0.25 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 1,114 | 18% |
| 2 persons | 2,157 | 35% |
| 3 persons | 1,181 | 19% |
| 4+ persons | 1,644 | 27% |
| Total: | 6,096 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 108 | 2% |
| 1 vehicle | 1879 | 31% |
| 2 vehicles | 2684 | 44% |
| 3+ vehicles | 1424 | 23% |
| Total: | 6,096 | 100% |

**Explanatory Notes**

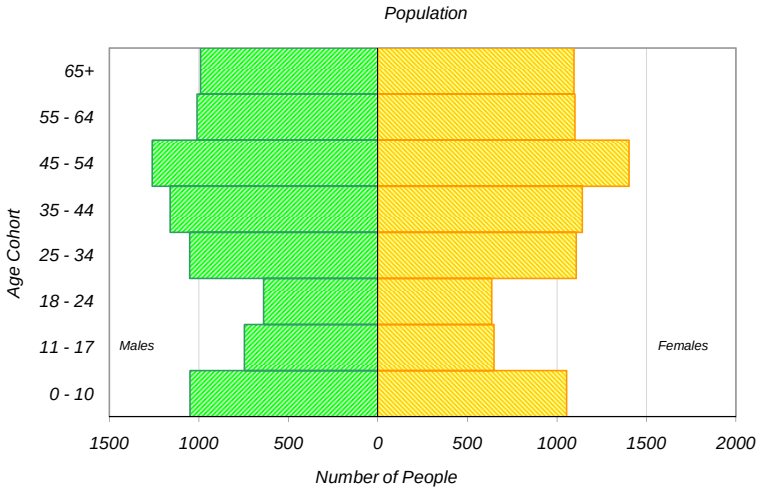
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **5.4%** of households in this district and are subject to a margin of sampling error of approximately **± 5.2%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

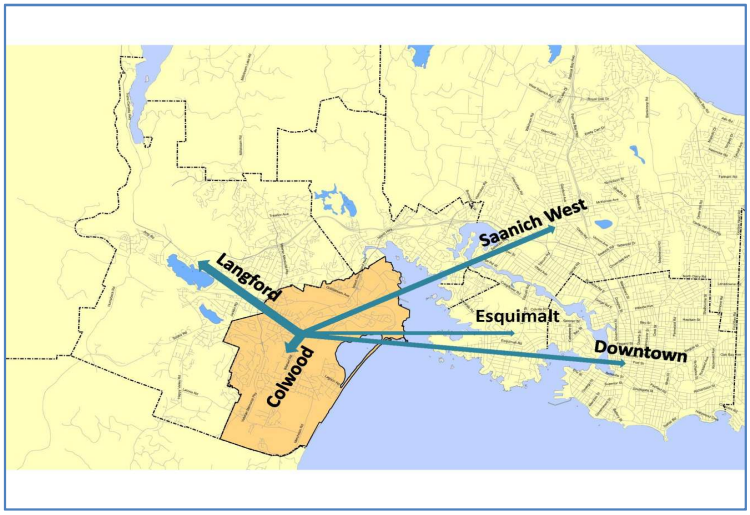
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference



## Travel Patterns

### Top Five Destinations of Trips from City of Colwood
### AM Peak Period




### Summary of Trips to and from City of Colwood

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 76 | 1% | 20 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 110 | 1% | 28 | 0% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 99 | 1% | 0 | 0% |
| Downtown | 879 | 9% | 21 | 0% |
| Victoria North | 491 | 5% | 124 | 2% |
| Victoria South | 468 | 5% | 183 | 3% |
| Saanich North | 28 | 0% | 95 | 1% |
| Saanich East | 461 | 5% | 316 | 5% |
| Saanich West | 613 | 6% | 293 | 5% |
| District of Oak Bay | 237 | 2% | 36 | 1% |
| Township of Esquimalt | 928 | 10% | 219 | 3% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 195 | 2% | 181 | 3% |
| District of Highlands | 0 | 0% | 0 | 0% |
| City of Langford | 2,282 | 24% | 1,727 | 27% |
| City of Colwood | 2,387 | 25% | 2,387 | 37% |
| District of Metchosin with Scia'new FN | 166 | 2% | 478 | 7% |
| District of Sooke with T'souke FN | 48 | 1% | 158 | 2% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 112 | 2% |
| South CVRD with Malahat FN, Cowichan Tribes | 46 | 0% | 57 | 1% |
| External | 10 | 0% | 0 | 0% |
| Total | 9,523 | | 6,436 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 6,640 | 24% | 2,740 | 10% | 702 | 7% |
| Post-secondary School | 351 | 1% | 302 | 1% | 15 | 0% |
| Other School | 949 | 3% | 576 | 2% | 434 | 4% |
| Personal Business | 1,924 | 7% | 1,160 | 4% | 575 | 5% |
| Recreation / social | 2,066 | 7% | 3,709 | 13% | 1,054 | 10% |
| Dining / restaurant | 572 | 2% | 776 | 3% | 555 | 5% |
| Shopping | 3,269 | 12% | 2,292 | 8% | 963 | 9% |
| Passenger | 2,715 | 10% | 2,816 | 10% | 2,022 | 19% |
| Return Home | 9,254 | 33% | 13,567 | 48% | 4,148 | 39% |
| Other | 325 | 1% | 261 | 1% | 78 | 1% |
| Total: | 28,065 | 100% | 28,199 | 100% | 10,546 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 4,285 | 60% | 1,531 | 38% | 351 | 15% |
| Post-secondary School | 196 | 3% | 86 | 2% | 0 | 0% |
| Other School | 779 | 11% | 493 | 12% | 406 | 17% |
| Personal Business | 312 | 4% | 61 | 1% | 153 | 6% |
| Recreation / social | 114 | 2% | 325 | 8% | 132 | 6% |
| Dining / restaurant | 25 | 0% | 18 | 0% | 52 | 2% |
| Shopping | 182 | 3% | 64 | 2% | 51 | 2% |
| Pick-up / drop-off | 825 | 12% | 838 | 21% | 926 | 39% |
| Return Home | 296 | 4% | 613 | 15% | 306 | 13% |
| Other | 123 | 2% | 21 | 1% | 10 | 0% |
| Total: | 7,136 | 100% | 4,049 | 100% | 2,387 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 384 | 6% | 220 | 3% | 144 | 5% |
| Post-secondary School | 27 | 0% | 38 | 0% | 0 | 0% |
| Other School | 14 | 0% | 11 | 0% | 0 | 0% |
| Personal Business | 205 | 3% | 274 | 3% | 115 | 4% |
| Recreation / social | 506 | 8% | 834 | 10% | 212 | 7% |
| Dining / restaurant | 127 | 2% | 58 | 1% | 87 | 3% |
| Shopping | 580 | 9% | 702 | 8% | 266 | 9% |
| Pick-up / drop-off | 863 | 14% | 906 | 10% | 442 | 15% |
| Return Home | 3,486 | 56% | 5,588 | 65% | 1,760 | 58% |
| Other | 0 | 0% | 13 | 0% | 0 | 0% |
| Total: | 6,193 | 100% | 8,644 | 100% | 3,027 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 66,809 | | 16% |
| AM Peak Period | 13,572 | 20% | 18% |
| PM Peak Period | 17,863 | 27% | 17% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 21,556 | 77% | 21,546 | 76% | 7,830 | 74% |
| Auto Passenger | 3,982 | 14% | 4,093 | 15% | 1,119 | 11% |
| Transit | 1,245 | 4% | 1,329 | 5% | 57 | 1% |
| Bicycle | 341 | 1% | 334 | 1% | 170 | 2% |
| Walk | 461 | 2% | 453 | 2% | 1,245 | 12% |
| Other | 479 | 2% | 443 | 2% | 125 | 1% |
| Total: | 28,065 | 100% | 28,199 | 100% | 10,546 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,069 | 71% | 3,262 | 81% | 1,618 | 68% |
| Auto Passenger | 746 | 10% | 440 | 11% | 248 | 10% |
| Transit | 828 | 12% | 105 | 3% | 26 | 1% |
| Bicycle | 127 | 2% | 30 | 1% | 68 | 3% |
| Walk | 231 | 3% | 60 | 1% | 382 | 16% |
| Other | 134 | 2% | 151 | 4% | 46 | 2% |
| Total: | 7,136 | 100% | 4,049 | 100% | 2,387 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 4,848 | 78% | 6,268 | 73% | 2,195 | 73% |
| Auto Passenger | 951 | 15% | 1,030 | 12% | 325 | 11% |
| Transit | 106 | 2% | 752 | 9% | 0 | 0% |
| Bicycle | 55 | 1% | 191 | 2% | 15 | 0% |
| Walk | 58 | 1% | 214 | 2% | 467 | 15% |
| Other | 175 | 3% | 188 | 2% | 26 | 1% |
| Total: | 6,193 | 100% | 8,644 | 100% | 3,027 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 4% | 5% | 1% |
| AM Peak Period | 12% | 3% | 1% |
| PM Peak Period | 2% | 9% | 0% |

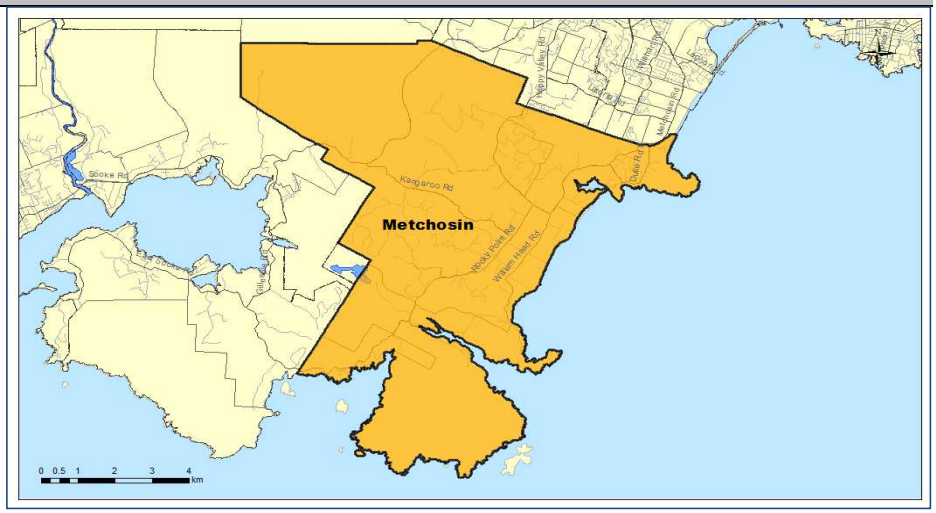
# District 17 - District of Metchosin with Scia'new FN

## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 5,127 | Actively Travelled | 4,154 |
| Employed Population | 2,662 | Number of Vehicles | 4,154 |
| Households | 1,885 | Area (ha) | 7,398 |
| Jobs in District | 1,287 | | |

| Occupation Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 1,229 | 813 | 2,043 | 44% |
| Part Time Employed | 89 | 531 | 620 | 13% |
| Student | 303 | 326 | 628 | 14% |
| Retiree | 622 | 515 | 1,138 | 25% |
| Homemaker | 0 | 223 | 223 | 5% |
| Other | 67 | 75 | 142 | 3% |
| Total: | 2,288 | 2,345 | 4,632 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 1,898 | 2,099 | 3,997 |
| Trips made by residents | | | 14,615 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.85 |
| Vehicles per Person | 0.81 |
| Number of Persons per Household | 2.72 |
| Daily Trips per Household | 7.75 |
| Vehicles per Household | 2.20 |
| Workers per Household | 1.41 |
| Population Density (Pop/ha) | 0.69 |
| Employment Density (Jobs/ha) | 0.17 |
| Jobs per Person | 0.25 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 358 | 19% |
| 2 persons | 791 | 42% |
| 3 persons | 298 | 16% |
| 4+ persons | 439 | 23% |
| Total: | 1,885 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 0 | 0% |
| 1 vehicle | 463 | 25% |
| 2 vehicles | 783 | 42% |
| 3+ vehicles | 639 | 34% |
| Total: | 1,885 | 100% |

**Explanatory Notes**

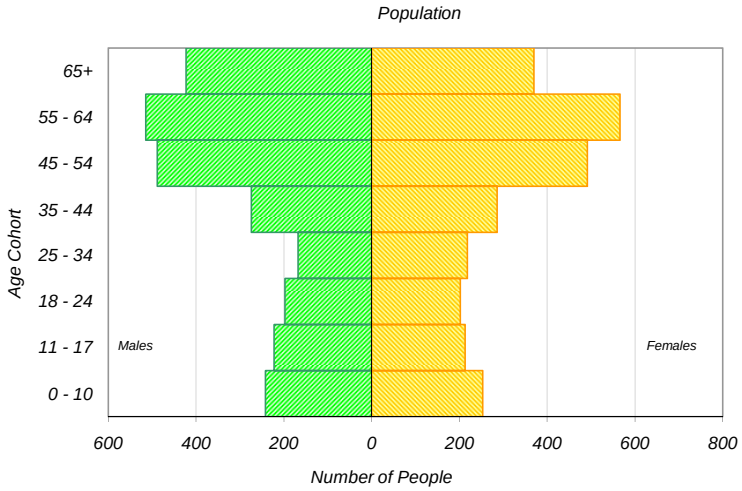
Information on this page is specific to the households/residents of this district. These results are based on a survey sample of **5.0%** of households in this district. These results are subject to a margin of sampling error of approximately **± 9.8%** at a 95% confidence level (19 times out of 20), and should be interpreted with caution.

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

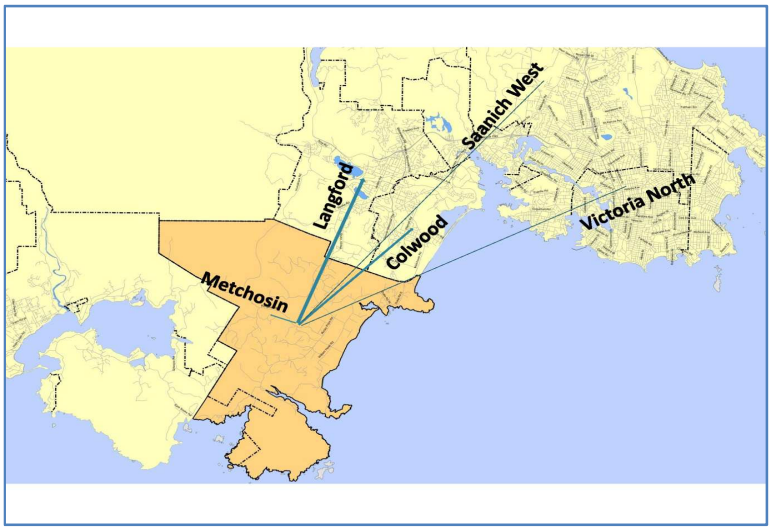
All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from District of Metchosin with Scia'new FN

### AM Peak Period




### Summary of Trips to and from District of Metchosin with Scia'new FN

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 14 | 1% | 0 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 0 | 0% | 17 | 2% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 0 | 0% | 41 | 4% |
| Downtown | 114 | 6% | 0 | 0% |
| Victoria North | 131 | 6% | 0 | 0% |
| Victoria South | 13 | 1% | 9 | 1% |
| Saanich North | 20 | 1% | 0 | 0% |
| Saanich East | 60 | 3% | 42 | 5% |
| Saanich West | 120 | 6% | 25 | 3% |
| District of Oak Bay | 0 | 0% | 0 | 0% |
| Township of Esquimalt | 63 | 3% | 68 | 7% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 41 | 2% | 0 | 0% |
| District of Highlands | 0 | 0% | 52 | 6% |
| City of Langford | 759 | 37% | 150 | 16% |
| City of Colwood | 478 | 23% | 166 | 18% |
| District of Metchosin with Scia'new FN | 181 | 9% | 181 | 20% |
| District of Sooke with T'souke FN | 46 | 2% | 137 | 15% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 35 | 4% |
| South CVRD with Malahat FN, Cowichan Tribes | 0 | 0% | 0 | 0% |
| External | 0 | 0% | 0 | 0% |
| Total | 2,041 | | 922 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,556 | 26% | 696 | 12% | 146 | 11% |
| Post-secondary School | 50 | 1% | 0 | 0% | 0 | 0% |
| Other School | 290 | 5% | 14 | 0% | 81 | 6% |
| Personal Business | 612 | 10% | 282 | 5% | 82 | 6% |
| Recreation / social | 558 | 9% | 293 | 5% | 99 | 8% |
| Dining / restaurant | 192 | 3% | 122 | 2% | 0 | 0% |
| Shopping | 715 | 12% | 86 | 1% | 8 | 1% |
| Pick-up / drop-off Passenger | 784 | 13% | 485 | 8% | 283 | 22% |
| Return Home | 1,098 | 19% | 3,960 | 67% | 602 | 46% |
| Other | 79 | 1% | 0 | 0% | 0 | 0% |
| Total: | 5,933 | 100% | 5,938 | 100% | 1,301 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 825 | 44% | 486 | 66% | 33 | 18% |
| Post-secondary School | 50 | 3% | 0 | 0% | 0 | 0% |
| Other School | 256 | 14% | 14 | 2% | 81 | 45% |
| Personal Business | 100 | 5% | 33 | 4% | 0 | 0% |
| Recreation / social | 136 | 7% | 70 | 9% | 0 | 0% |
| Dining / restaurant | 18 | 1% | 0 | 0% | 0 | 0% |
| Shopping | 61 | 3% | 12 | 2% | 0 | 0% |
| Pick-up / drop-off Passenger | 364 | 20% | 76 | 10% | 49 | 27% |
| Return Home | 0 | 0% | 50 | 7% | 18 | 10% |
| Other | 50 | 3% | 0 | 0% | 0 | 0% |
| Total: | 1,860 | 100% | 742 | 100% | 181 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 97 | 7% | 63 | 4% | 4 | 1% |
| Post-secondary School | 0 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 65 | 5% | 86 | 5% | 0 | 0% |
| Recreation / social | 114 | 8% | 51 | 3% | 18 | 6% |
| Dining / restaurant | 61 | 4% | 20 | 1% | 0 | 0% |
| Shopping | 161 | 11% | 11 | 1% | 0 | 0% |
| Pick-up / drop-off Passenger | 173 | 12% | 87 | 5% | 0 | 0% |
| Return Home | 754 | 53% | 1,317 | 81% | 298 | 93% |
| Other | 9 | 1% | 0 | 0% | 0 | 0% |
| Total: | 1,434 | 100% | 1,635 | 100% | 320 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 13,172 | | 10% |
| AM Peak Period | 2,782 | 21% | 6% |
| PM Peak Period | 3,389 | 26% | 9% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 4,850 | 82% | 4,826 | 81% | 904 | 69% |
| Auto Passenger | 864 | 15% | 919 | 15% | 189 | 15% |
| Transit | 83 | 1% | 45 | 1% | 0 | 0% |
| Bicycle | 15 | 0% | 15 | 0% | 35 | 3% |
| Walk | 0 | 0% | 0 | 0% | 122 | 9% |
| Other | 122 | 2% | 133 | 2% | 50 | 4% |
| Total: | 5,933 | 100% | 5,938 | 100% | 1,301 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 1,336 | 72% | 709 | 96% | 100 | 55% |
| Auto Passenger | 319 | 17% | 18 | 2% | 0 | 0% |
| Transit | 83 | 4% | 0 | 0% | 0 | 0% |
| Bicycle | 15 | 1% | 0 | 0% | 17 | 10% |
| Walk | 0 | 0% | 0 | 0% | 38 | 21% |
| Other | 107 | 6% | 14 | 2% | 25 | 14% |
| Total: | 1,860 | 100% | 742 | 100% | 181 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 1,189 | 83% | 1,263 | 77% | 162 | 50% |
| Auto Passenger | 230 | 16% | 241 | 15% | 75 | 23% |
| Transit | 0 | 0% | 30 | 2% | 0 | 0% |
| Bicycle | 0 | 0% | 15 | 1% | 0 | 0% |
| Walk | 0 | 0% | 0 | 0% | 59 | 18% |
| Other | 14 | 1% | 86 | 5% | 25 | 8% |
| Total: | 1,434 | 100% | 1,635 | 100% | 320 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 1% | 1% | 0% |
| AM Peak Period | 4% | 0% | 0% |
| PM Peak Period | 0% | 2% | 0% |

# District 18 - District of Sooke with T'souke FN

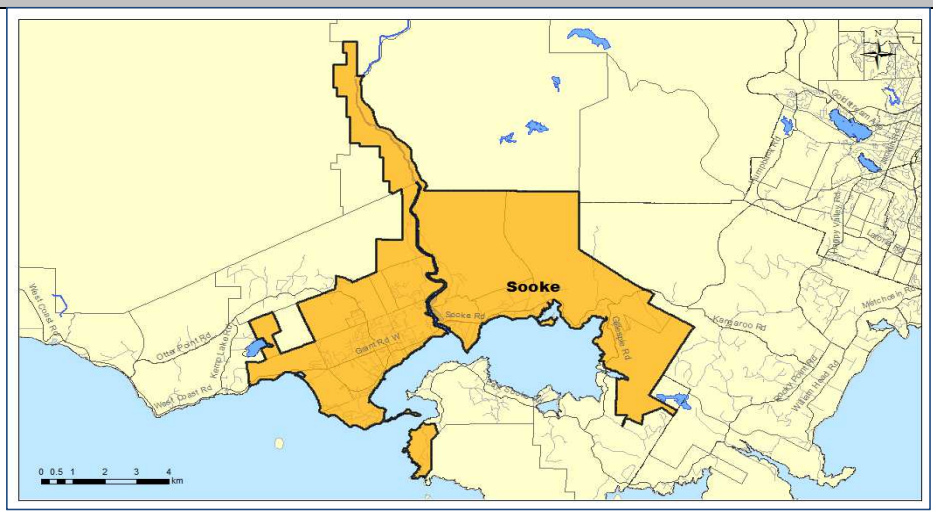
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 11,654 | Actively Travelled | 9,849 |
| Employed Population | 6,009 | Number of Vehicles | 8,823 |
| Households | 4,585 | Area (ha) | 5,877 |
| Jobs in District | 3,125 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 2,652 | 1,733 | 4,385 | 43% |
| Part Time Employed | 454 | 1,170 | 1,625 | 16% |
| Student | 769 | 921 | 1,690 | 17% |
| Retiree | 905 | 921 | 1,826 | 18% |
| Homemaker | 48 | 536 | 584 | 6% |
| Other | 270 | 278 | 548 | 5% |
| Total: | 4,903 | 5,190 | 10,094 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 4,167 | 4,406 | 8,572 |
| Trips made by residents | | | 33,633 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.89 |
| Vehicles per Person | 0.76 |
| Number of Persons per Household | 2.54 |
| Daily Trips per Household | 7.34 |
| Vehicles per Household | 1.92 |
| Workers per Household | 1.31 |
| Population Density (Pop/ha) | 1.98 |
| Employment Density (Jobs/ha) | 0.53 |
| Jobs per Person | 0.27 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 1,016 | 22% |
| 2 persons | 1,750 | 38% |
| 3 persons | 768 | 17% |
| 4+ persons | 1,052 | 23% |
| Total: | 4,585 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 55 | 1% |
| 1 vehicle | 1370 | 30% |
| 2 vehicles | 2397 | 52% |
| 3+ vehicles | 763 | 17% |
| Total: | 4,585 | 100% |

**Explanatory Notes**

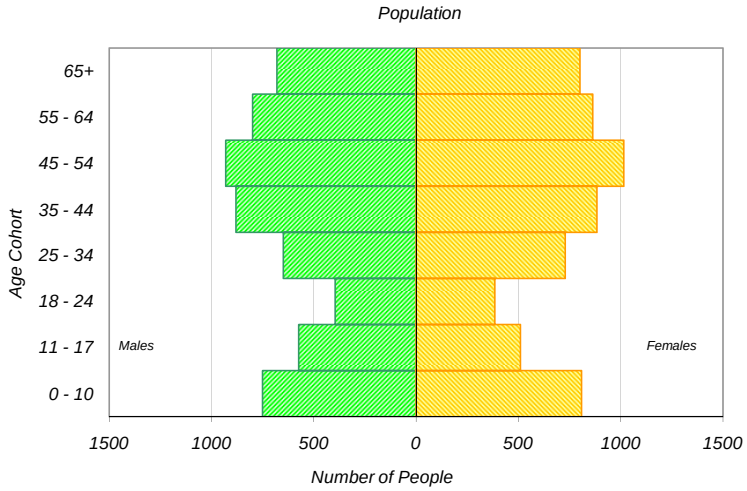
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **5.7%** of households in this district and are subject to a margin of sampling error of approximately **± 5.9%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

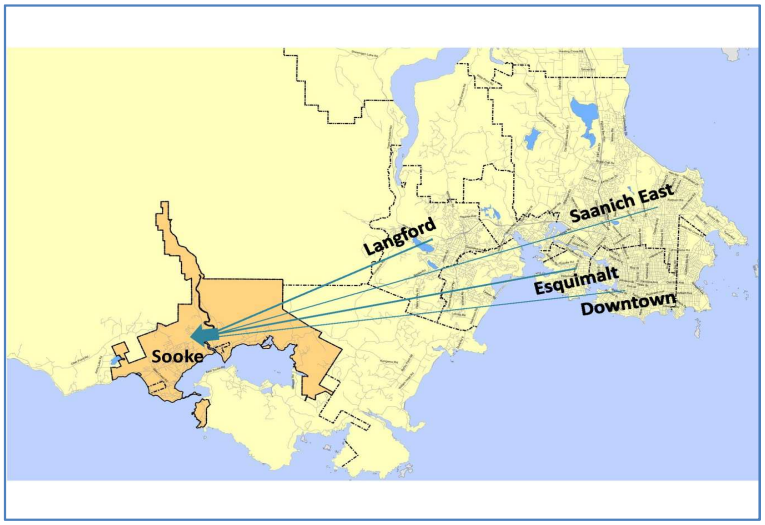
Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference



## Travel Patterns

### Top Five Destinations of Trips from District of Sooke with T'souke FN
### AM Peak Period




### Summary of Trips to and from District of Sooke with T'souke FN

| AM Peak Period (06:00 - 08:59) | Destinations of Trips From District | | Origins of Trips To District | |
|---|---|---|---|---|
| Districts | | % Total | | % Total |
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 31 | 1% | 12 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 21 | 0% | 21 | 0% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 65 | 1% | 0 | 0% |
| Downtown | 235 | 4% | 14 | 0% |
| Victoria North | 196 | 3% | 207 | 5% |
| Victoria South | 192 | 3% | 0 | 0% |
| Saanich North | 56 | 1% | 0 | 0% |
| Saanich East | 242 | 4% | 0 | 0% |
| Saanich West | 32 | 1% | 74 | 2% |
| District of Oak Bay | 87 | 1% | 0 | 0% |
| Township of Esquimalt | 411 | 7% | 0 | 0% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 160 | 3% | 20 | 0% |
| District of Highlands | 0 | 0% | 0 | 0% |
| City of Langford | 364 | 6% | 106 | 2% |
| City of Colwood | 158 | 3% | 48 | 1% |
| District of Metchosin with Scia'new FN | 137 | 2% | 46 | 1% |
| District of Sooke with T'souke FN | 3,366 | 57% | 3,366 | 76% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 117 | 2% | 503 | 11% |
| South CVRD with Malahat FN, Cowichan Tribes | 47 | 1% | 0 | 0% |
| External | 0 | 0% | 0 | 0% |
| Total | 5,915 | | 4,417 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 3,278 | 38% | 676 | 8% | 1,672 | 10% |
| Post-secondary School | 304 | 3% | 0 | 0% | 0 | 0% |
| Other School | 164 | 2% | 249 | 3% | 867 | 5% |
| Personal Business | 753 | 9% | 625 | 7% | 894 | 5% |
| Recreation / social | 562 | 6% | 847 | 10% | 1,754 | 10% |
| Dining / restaurant | 107 | 1% | 98 | 1% | 596 | 3% |
| Shopping | 902 | 10% | 611 | 7% | 1,742 | 10% |
| Pick-up / drop-off Passenger | 521 | 6% | 535 | 6% | 2,848 | 16% |
| Return Home | 2,114 | 24% | 5,070 | 58% | 6,765 | 39% |
| Other | 24 | 0% | 63 | 1% | 270 | 2% |
| Total: | 8,730 | 100% | 8,773 | 100% | 17,407 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,864 | 73% | 385 | 37% | 781 | 23% |
| Post-secondary School | 102 | 4% | 0 | 0% | 0 | 0% |
| Other School | 102 | 4% | 249 | 24% | 762 | 23% |
| Personal Business | 194 | 8% | 130 | 12% | 113 | 3% |
| Recreation / social | 11 | 0% | 38 | 4% | 141 | 4% |
| Dining / restaurant | 0 | 0% | 0 | 0% | 63 | 2% |
| Shopping | 53 | 2% | 8 | 1% | 9 | 0% |
| Pick-up / drop-off Passenger | 120 | 5% | 151 | 14% | 1,115 | 33% |
| Return Home | 99 | 4% | 91 | 9% | 344 | 10% |
| Other | 5 | 0% | 0 | 0% | 38 | 1% |
| Total: | 2,550 | 100% | 1,051 | 100% | 3,366 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 185 | 11% | 63 | 2% | 238 | 5% |
| Post-secondary School | 38 | 2% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 64 | 4% | 165 | 4% | 127 | 3% |
| Recreation / social | 138 | 8% | 270 | 7% | 458 | 10% |
| Dining / restaurant | 77 | 5% | 37 | 1% | 44 | 1% |
| Shopping | 145 | 9% | 155 | 4% | 525 | 11% |
| Pick-up / drop-off Passenger | 285 | 18% | 211 | 6% | 633 | 13% |
| Return Home | 693 | 43% | 2,829 | 76% | 2,675 | 56% |
| Other | 0 | 0% | 15 | 0% | 73 | 2% |
| Total: | 1,625 | 100% | 3,744 | 100% | 4,773 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 34,910 | | 50% |
| AM Peak Period | 6,967 | 20% | 48% |
| PM Peak Period | 10,142 | 29% | 47% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 6,630 | 76% | 6,650 | 76% | 12,785 | 73% |
| Auto Passenger | 1,260 | 14% | 1,309 | 15% | 2,696 | 15% |
| Transit | 699 | 8% | 609 | 7% | 106 | 1% |
| Bicycle | 17 | 0% | 17 | 0% | 213 | 1% |
| Walk | 0 | 0% | 0 | 0% | 1,243 | 7% |
| Other | 125 | 1% | 188 | 2% | 364 | 2% |
| Total: | 8,730 | 100% | 8,773 | 100% | 17,407 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 1,966 | 77% | 626 | 60% | 2,492 | 74% |
| Auto Passenger | 225 | 9% | 272 | 26% | 514 | 15% |
| Transit | 330 | 13% | 34 | 3% | 32 | 1% |
| Bicycle | 0 | 0% | 0 | 0% | 30 | 1% |
| Walk | 0 | 0% | 0 | 0% | 153 | 5% |
| Other | 28 | 1% | 120 | 11% | 145 | 4% |
| Total: | 2,550 | 100% | 1,051 | 100% | 3,366 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 1,028 | 63% | 2,826 | 75% | 3,393 | 71% |
| Auto Passenger | 434 | 27% | 588 | 16% | 731 | 15% |
| Transit | 97 | 6% | 267 | 7% | 11 | 0% |
| Bicycle | 17 | 1% | 17 | 0% | 86 | 2% |
| Walk | 0 | 0% | 0 | 0% | 421 | 9% |
| Other | 48 | 3% | 45 | 1% | 133 | 3% |
| Total: | 1,625 | 100% | 3,744 | 100% | 4,773 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 8% | 7% | 1% |
| AM Peak Period | 13% | 3% | 1% |
| PM Peak Period | 6% | 7% | 0% |

# District 19 - Juan de Fuca Electoral Area with Pacheedaht FN

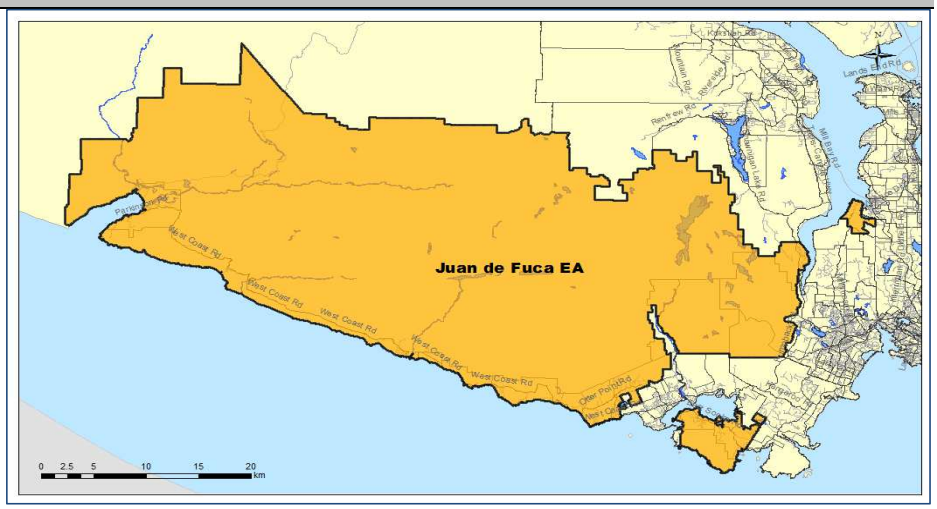
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 4,447 | Actively Travelled | 3,359 |
| Employed Population | 2,524 | Number of Vehicles | 4,121 |
| Households | 1,874 | Area (ha) | 151,983 |
| Jobs in District | 915 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 1,065 | 645 | 1,710 | 42% |
| Part Time Employed | 283 | 531 | 814 | 20% |
| Student | 184 | 182 | 366 | 9% |
| Retiree | 413 | 389 | 801 | 20% |
| Homemaker | 0 | 187 | 187 | 5% |
| Other | 187 | 136 | 322 | 8% |
| Total: | 2,131 | 1,913 | 4,044 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 1,808 | 1,735 | 3,544 |
| Trips made by residents | | | 10,496 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.36 |
| Vehicles per Person | 0.93 |
| Number of Persons per Household | 2.37 |
| Daily Trips per Household | 5.60 |
| Vehicles per Household | 2.20 |
| Workers per Household | 1.35 |
| Population Density (Pop/ha) | 0.03 |
| Employment Density (Jobs/ha) | 0.01 |
| Jobs per Person | 0.21 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 457 | 24% |
| 2 persons | 786 | 42% |
| 3 persons | 246 | 13% |
| 4+ persons | 385 | 21% |
| Total: | 1,874 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 8 | 0% |
| 1 vehicle | 489 | 26% |
| 2 vehicles | 880 | 47% |
| 3+ vehicles | 497 | 26% |
| Total: | 1,874 | 100% |

**Explanatory Notes**

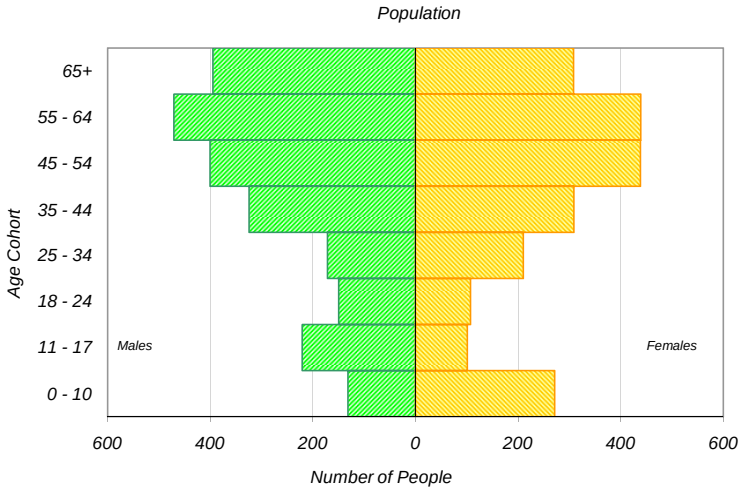
Information on this page is specific to the households/residents of this district**.** These results are based on a survey sample of **8.4%** of households in this district and are subject to a margin of sampling error of approximately **± 7.5%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference



## Travel Patterns

### Top Five Destinations of Trips from Juan de Fuca Electoral Area with Pacheedaht FN

### AM Peak Period

### Summary of Trips to and from Juan de Fuca Electoral Area with Pacheedaht FN

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

| Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 0 | 0% | 0 | 0% |
| Town of Sidney | 8 | 1% | 0 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 110 | 8% | 23 | 7% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 0 | 0% | 0 | 0% |
| Downtown | 47 | 3% | 0 | 0% |
| Victoria North | 46 | 3% | 6 | 2% |
| Victoria South | 36 | 3% | 0 | 0% |
| Saanich North | 0 | 0% | 54 | 17% |
| Saanich East | 123 | 9% | 0 | 0% |
| Saanich West | 0 | 0% | 12 | 4% |
| District of Oak Bay | 63 | 4% | 0 | 0% |
| Township of Esquimalt | 65 | 5% | 0 | 0% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 41 | 3% | 0 | 0% |
| District of Highlands | 0 | 0% | 0 | 0% |
| City of Langford | 119 | 8% | 8 | 2% |
| City of Colwood | 112 | 8% | 0 | 0% |
| District of Metchosin with Scia'new FN | 35 | 2% | 0 | 0% |
| District of Sooke with T'souke FN | 503 | 35% | 117 | 36% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 105 | 7% | 105 | 32% |
| South CVRD with Malahat FN, Cowichan Tribes | 13 | 1% | 0 | 0% |
| External | 8 | 1% | 0 | 0% |
| Total | 1,433 | | 325 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 1,322 | 32% | 489 | 12% | 114 | 15% |
| Post-secondary School | 63 | 2% | 0 | 0% | 0 | 0% |
| Other School | 245 | 6% | 0 | 0% | 0 | 0% |
| Personal Business | 507 | 12% | 28 | 1% | 8 | 1% |
| Recreation / social | 464 | 11% | 246 | 6% | 139 | 18% |
| Dining / restaurant | 125 | 3% | 13 | 0% | 8 | 1% |
| Shopping | 474 | 11% | 159 | 4% | 34 | 4% |
| Pick-up / drop-off Passenger | 477 | 11% | 96 | 2% | 112 | 15% |
| Return Home | 480 | 11% | 3,115 | 75% | 332 | 44% |
| Other | 34 | 1% | 22 | 1% | 8 | 1% |
| Total: | 4,190 | 100% | 4,168 | 100% | 756 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 641 | 48% | 16 | 7% | 68 | 65% |
| Post-secondary School | 63 | 5% | 0 | 0% | 0 | 0% |
| Other School | 245 | 18% | 0 | 0% | 0 | 0% |
| Personal Business | 108 | 8% | 0 | 0% | 0 | 0% |
| Recreation / social | 51 | 4% | 70 | 32% | 29 | 28% |
| Dining / restaurant | 0 | 0% | 0 | 0% | 0 | 0% |
| Shopping | 8 | 1% | 0 | 0% | 0 | 0% |
| Pick-up / drop-off Passenger | 212 | 16% | 10 | 4% | 0 | 0% |
| Return Home | 0 | 0% | 124 | 57% | 0 | 0% |
| Other | 0 | 0% | 0 | 0% | 8 | 7% |
| Total: | 1,328 | 100% | 220 | 100% | 105 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 53 | 8% | 63 | 4% | 0 | 0% |
| Post-secondary School | 0 | 0% | 0 | 0% | 0 | 0% |
| Other School | 0 | 0% | 0 | 0% | 0 | 0% |
| Personal Business | 77 | 11% | 0 | 0% | 0 | 0% |
| Recreation / social | 140 | 20% | 65 | 4% | 16 | 8% |
| Dining / restaurant | 37 | 5% | 13 | 1% | 0 | 0% |
| Shopping | 11 | 2% | 69 | 4% | 0 | 0% |
| Pick-up / drop-off Passenger | 65 | 9% | 48 | 3% | 112 | 55% |
| Return Home | 295 | 43% | 1,382 | 84% | 77 | 37% |
| Other | 7 | 1% | 0 | 0% | 0 | 0% |
| Total: | 685 | 100% | 1,640 | 100% | 205 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 9,114 | | 8% |
| AM Peak Period | 1,653 | 18% | 6% |
| PM Peak Period | 2,530 | 28% | 8% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 3,374 | 81% | 3,331 | 80% | 695 | 92% |
| Auto Passenger | 514 | 12% | 594 | 14% | 24 | 3% |
| Transit | 147 | 4% | 116 | 3% | 0 | 0% |
| Bicycle | 0 | 0% | 27 | 1% | 0 | 0% |
| Walk | 0 | 0% | 0 | 0% | 6 | 1% |
| Other | 156 | 4% | 100 | 2% | 31 | 4% |
| Total: | 4,190 | 100% | 4,168 | 100% | 756 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 939 | 71% | 164 | 75% | 94 | 89% |
| Auto Passenger | 134 | 10% | 21 | 10% | 5 | 5% |
| Transit | 139 | 10% | 0 | 0% | 0 | 0% |
| Bicycle | 0 | 0% | 27 | 12% | 0 | 0% |
| Walk | 0 | 0% | 0 | 0% | 6 | 6% |
| Other | 116 | 9% | 7 | 3% | 0 | 0% |
| Total: | 1,328 | 100% | 220 | 100% | 105 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 568 | 83% | 1,314 | 80% | 181 | 88% |
| Auto Passenger | 101 | 15% | 229 | 14% | 0 | 0% |
| Transit | 0 | 0% | 52 | 3% | 0 | 0% |
| Bicycle | 0 | 0% | 0 | 0% | 0 | 0% |
| Walk | 0 | 0% | 0 | 0% | 0 | 0% |
| Other | 16 | 2% | 45 | 3% | 24 | 12% |
| Total: | 685 | 100% | 1,640 | 100% | 205 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 4% | 3% | 0% |
| AM Peak Period | 10% | 0% | 0% |
| PM Peak Period | 0% | 3% | 0% |

# District 20 - South CVRD with Malahat FN, Cowichan Tribes

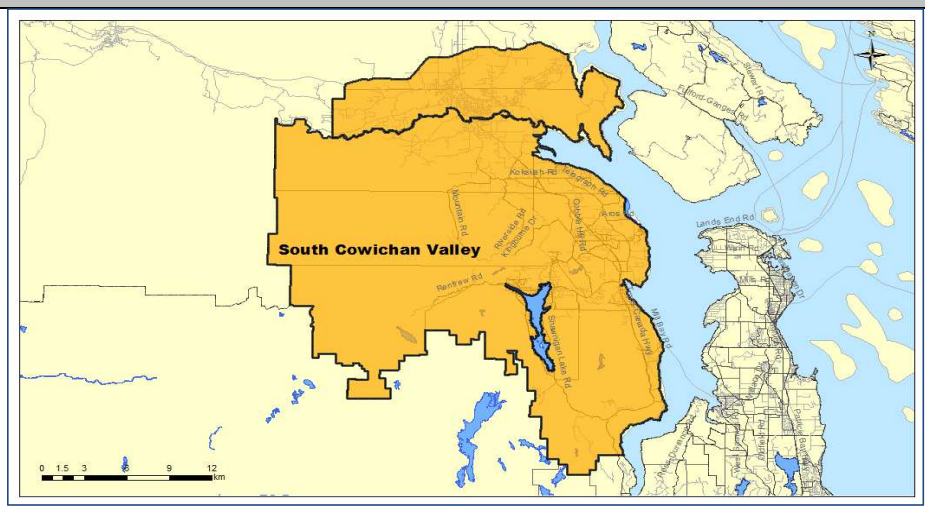
## Demographic Characteristics

| | | | |
|---|---|---|---|
| Population | 51,362 | Actively Travelled | 40,046 |
| Employed Population | 24,232 | Number of Vehicles | 41,687 |
| Households | 20,468 | Area (ha) | 58,761 |
| Jobs in District | 15,800 | | |

Occupation

| Status (age 11+) | Male | Female | Total | % |
|---|---|---|---|---|
| Full Time Employed | 10,641 | 7,380 | 18,021 | 40% |
| Part Time Employed | 2,258 | 3,953 | 6,210 | 14% |
| Student | 2,471 | 3,483 | 5,954 | 13% |
| Retiree | 5,393 | 6,181 | 11,574 | 25% |
| Homemaker | 629 | 2,104 | 2,733 | 6% |
| Other | 1,252 | 1,363 | 2,615 | 6% |
| Total: | 22,129 | 23,493 | 45,622 | 100% |

| Traveller Characteristics | Male | Female | Total |
|---|---|---|---|
| Licensed Drivers | 18,401 | 19,628 | 38,029 |
| Trips made by residents | | | 145,342 |




| Selected Indicators | |
|---|---|
| Daily Trips per Person (age 11+) | 2.83 |
| Vehicles per Person | 0.81 |
| Number of Persons per Household | 2.51 |
| Daily Trips per Household | 7.10 |
| Vehicles per Household | 2.04 |
| Workers per Household | 1.18 |
| Population Density (Pop/ha) | 0.87 |
| Employment Density (Jobs/ha) | 0.27 |
| Jobs per Person | 0.31 |

| Household Size | Total | % |
|---|---|---|
| 1 person | 5,197 | 25% |
| 2 persons | 8,227 | 40% |
| 3 persons | 2,881 | 14% |
| 4+ persons | 4,163 | 20% |
| Total: | 20,468 | 100% |

| Households by Vehicle Availability | Total | % |
|---|---|---|
| 0 vehicles | 1433 | 7% |
| 1 vehicle | 5365 | 26% |
| 2 vehicles | 7609 | 37% |
| 3+ vehicles | 6061 | 30% |
| Total: | 20,468 | 100% |

**Explanatory Notes**

District 20, the South CVRD, is not part of the CRD Regional Planning Area, but is part of the broader study area. The geographic survey frame for this district was chosen based on proximity to the CRD, not administrative boundaries; therefore, the survey results for this district should not be taken to be representative of the population characteristics and travel behaviours of the entire CVRD.

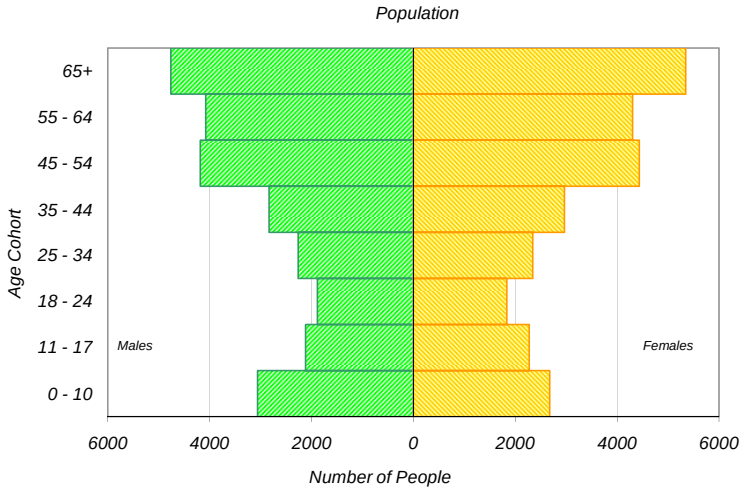
Information on this page is specific to the households/population of this district. These results are based on a survey sample of **1.9%** of households in this district and are subject to a sampling error of approximately **± 4.9%** at a 95% confidence level (19 times out of 20).

Occupation status is listed only for residents 11+ years of age (persons asked about their travel). Due to multiple responses for this measure (e.g., a student may also be employed), the results for individual categories may sum to greater than 100%.

Totals may vary slightly for different measures due to occasional non-response to certain survey questions. Typically, only valid responses are reported.

Trip information on the following page is based on all trips to, from, or within this district made by individuals 11+ years of age from all districts surveyed. Trip counts on the following page exclude trips for which either the origin or destination is unknown (typically less than 3% of all trips). The accompanying map illustrates top destinations of AM peak-period trips beginning within this district, to reflect the net outbound flow of traffic during this period.

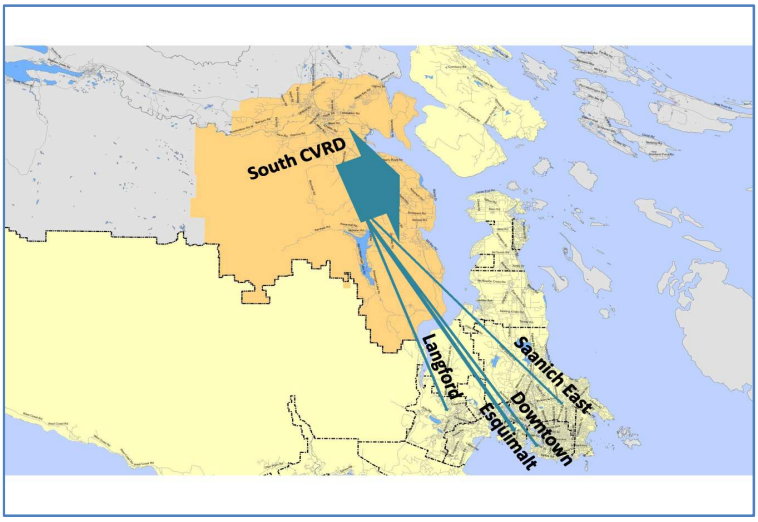
All statistics in this summary are results of the *2011 CRD Origin-Destination Household Travel Survey*, expanded to reflect dwelling and population counts from the 2011 Census. Survey statistics on jobs, employment, and other measures presented here may not always match those from other reference sources.



## Travel Patterns

### Top Five Destinations of Trips from South CVRD with Malahat FN, Cowichan Tribes

### AM Peak Period




### Summary of Trips to and from South CVRD with Malahat FN, Cowichan Tribes

| AM Peak Period (06:00 - 08:59) Districts | Destinations of Trips From District | % Total | Origins of Trips To District | % Total |
|---|---|---|---|---|
| Salt Spring Island Electoral Area | 61 | 0% | 80 | 0% |
| Town of Sidney | 0 | 0% | 19 | 0% |
| District of North Saanich with Tsyecum FN, Pauquachin FN | 178 | 1% | 19 | 0% |
| District of Central Saanich with Tsartlip FN, Tsawout FN | 263 | 1% | 46 | 0% |
| Downtown | 603 | 2% | 15 | 0% |
| Victoria North | 277 | 1% | 36 | 0% |
| Victoria South | 349 | 1% | 17 | 0% |
| Saanich North | 0 | 0% | 49 | 0% |
| Saanich East | 489 | 2% | 112 | 1% |
| Saanich West | 370 | 2% | 0 | 0% |
| District of Oak Bay | 69 | 0% | 0 | 0% |
| Township of Esquimalt | 807 | 3% | 40 | 0% |
| Town of View Royal with Esquimalt Nation, Songhees FN | 242 | 1% | 86 | 0% |
| District of Highlands | 0 | 0% | 28 | 0% |
| City of Langford | 572 | 2% | 124 | 1% |
| City of Colwood | 57 | 0% | 46 | 0% |
| District of Metchosin with Scia'new FN | 0 | 0% | 0 | 0% |
| District of Sooke with T'souke FN | 0 | 0% | 47 | 0% |
| Juan de Fuca Electoral Area with Pacheedaht FN | 0 | 0% | 13 | 0% |
| South CVRD with Malahat FN, Cowichan Tribes | 18,053 | 75% | 18,053 | 94% |
| External | 1,752 | 7% | 291 | 2% |
| Total | 24,143 | | 19,121 | |

## Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 6,824 | 41% | 1,288 | 8% | 11,730 | 10% |
| Post-secondary School | 350 | 2% | 0 | 0% | 528 | 0% |
| Other School | 40 | 0% | 11 | 0% | 3,310 | 3% |
| Personal Business | 1,409 | 9% | 348 | 2% | 6,792 | 6% |
| Recreation / social | 2,190 | 13% | 1,064 | 6% | 11,199 | 10% |
| Dining / restaurant | 223 | 1% | 108 | 1% | 5,013 | 4% |
| Shopping | 2,641 | 16% | 1,244 | 7% | 17,858 | 16% |
| Pick-up / drop-off Passenger | 858 | 5% | 1,655 | 10% | 11,245 | 10% |
| Return Home | 1,640 | 10% | 11,011 | 65% | 43,212 | 39% |
| Other | 330 | 2% | 258 | 2% | 1,234 | 1% |
| Total: | 16,503 | 100% | 16,985 | 100% | 112,122 | 100% |

| AM Peak (06:00 - 08:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 4,456 | 73% | 606 | 57% | 5,461 | 30% |
| Post-secondary School | 340 | 6% | 0 | 0% | 148 | 1% |
| Other School | 40 | 1% | 11 | 1% | 2,952 | 16% |
| Personal Business | 17 | 0% | 112 | 10% | 292 | 2% |
| Recreation / social | 496 | 8% | 30 | 3% | 953 | 5% |
| Dining / restaurant | 25 | 0% | 0 | 0% | 397 | 2% |
| Shopping | 270 | 4% | 10 | 1% | 1,071 | 6% |
| Pick-up / drop-off Passenger | 312 | 5% | 36 | 3% | 4,346 | 24% |
| Return Home | 36 | 1% | 192 | 18% | 2,435 | 13% |
| Other | 97 | 2% | 72 | 7% | 0 | 0% |
| Total: | 6,090 | 100% | 1,068 | 100% | 18,053 | 100% |

| PM Peak (15:00 - 17:59) | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Work | 162 | 6% | 124 | 2% | 664 | 2% |
| Post-secondary School | 0 | 0% | 0 | 0% | 133 | 0% |
| Other School | 0 | 0% | 0 | 0% | 36 | 0% |
| Personal Business | 283 | 11% | 45 | 1% | 1,306 | 5% |
| Recreation / social | 197 | 8% | 152 | 2% | 3,442 | 12% |
| Dining / restaurant | 0 | 0% | 52 | 1% | 983 | 3% |
| Shopping | 1,110 | 42% | 402 | 5% | 4,626 | 16% |
| Pick-up / drop-off Passenger | 116 | 4% | 930 | 12% | 2,386 | 8% |
| Return Home | 713 | 27% | 6,309 | 79% | 15,162 | 53% |
| Other | 34 | 1% | 21 | 0% | 103 | 0% |
| Total: | 2,615 | 100% | 8,035 | 100% | 28,841 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|---|---|---|---|
| 24 Hours | 145,610 | | 77% |
| AM Peak Period | 25,211 | 17% | 72% |
| PM Peak Period | 39,491 | 27% | 73% |

## Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 13,453 | 82% | 14,222 | 84% | 83,021 | 74% |
| Auto Passenger | 2,439 | 15% | 1,959 | 12% | 21,047 | 19% |
| Transit | 299 | 2% | 492 | 3% | 238 | 0% |
| Bicycle | 54 | 0% | 54 | 0% | 365 | 0% |
| Walk | 0 | 0% | 0 | 0% | 5,371 | 5% |
| Other | 258 | 2% | 258 | 2% | 2,079 | 2% |
| Total: | 16,503 | 100% | 16,985 | 100% | 112,122 | 100% |

| AM Peak (06:00 - 08:59 | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 5,252 | 86% | 991 | 93% | 14,033 | 78% |
| Auto Passenger | 645 | 11% | 67 | 6% | 2,330 | 13% |
| Transit | 194 | 3% | 0 | 0% | 0 | 0% |
| Bicycle | 0 | 0% | 0 | 0% | 102 | 1% |
| Walk | 0 | 0% | 0 | 0% | 822 | 5% |
| Other | 0 | 0% | 11 | 1% | 766 | 4% |
| Total: | 6,090 | 100% | 1,068 | 100% | 18,053 | 100% |

| PM Peak (15:00 - 17:59 | From District | | To District | | Within District | |
|---|---|---|---|---|---|---|
| Auto Driver | 1,990 | 76% | 6,796 | 85% | 21,529 | 75% |
| Auto Passenger | 560 | 21% | 970 | 12% | 5,207 | 18% |
| Transit | 0 | 0% | 239 | 3% | 0 | 0% |
| Bicycle | 54 | 2% | 0 | 0% | 90 | 0% |
| Walk | 0 | 0% | 0 | 0% | 1,503 | 5% |
| Other | 11 | 0% | 31 | 0% | 513 | 2% |
| Total: | 2,615 | 100% | 8,035 | 100% | 28,841 | 100% |

| Transit Modal Share | From District | To District | Within District |
|---|---|---|---|
| 24 Hours | 2% | 3% | 0% |
| AM Peak Period | 3% | 0% | 0% |
| PM Peak Period | 0% | 3% | 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 53 - 24 hour
- Table 54 - AM peak period (3 hours, 06:00 – 08:59)
- Table 55- Mid-day (inter-peak, 09:00 – 14:59)
- Table 56- PM peak period (3 hours, 15:00 – 18:59)

## Table 53. 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 | 24,351 | 162 | 74 | 16 | 109 | 21 | 58 | | 42 | | 39 | 17 | | 6 | 36 | | | 26 | | 284 | 87 | 25,328 |
| Sidney | 2 | 165 | 19,781 | 8,787 | 3,177 | 868 | 740 | 785 | 779 | 1,417 | 236 | 273 | 151 | 74 | 48 | 479 | 223 | 28 | 82 | 83 | 36 | 48 | 38,261 |
| North Saanich Tsyecum, Pauquachin | 3 | 102 | 8,398 | 7,244 | 4,327 | 683 | 931 | 1,090 | 1,313 | 2,982 | 1,099 | 747 | 510 | 226 | 111 | 719 | 242 | 234 | 88 | 192 | 484 | 348 | 32,071 |
| Central Saanich, Tsartlip, Tsawout | 4 | 16 | 3,495 | 4,417 | 22,357 | 1,247 | 2,382 | 1,182 | 3,918 | 2,389 | 2,242 | 651 | 335 | 676 | 60 | 961 | 226 | 233 | 113 | | 445 | | 47,345 |
| Downtown Victoria | 5 | 66 | 657 | 493 | 1,223 | 24,651 | 10,756 | 17,734 | 2,446 | 10,780 | 5,153 | 4,823 | 4,242 | 1,314 | 83 | 2,531 | 1,466 | 36 | 335 | 249 | 704 | 120 | 89,861 |
| Victoria North | 6 | | 927 | 979 | 2,416 | 9,308 | 25,778 | 12,474 | 3,417 | 18,025 | 8,821 | 5,751 | 4,713 | 1,687 | 199 | 3,210 | 1,283 | 217 | 659 | 135 | 927 | 98 | 101,024 |
| Victoria South | 7 | 26 | 653 | 680 | 1,281 | 16,190 | 12,480 | 41,977 | 1,900 | 12,132 | 4,824 | 14,187 | 2,764 | 1,335 | 104 | 1,435 | 1,370 | 56 | 516 | 57 | 1,218 | 114 | 115,299 |
| Saanich North | 8 | | 838 | 1,200 | 4,009 | 2,467 | 2,833 | 2,248 | 15,953 | 10,627 | 5,349 | 1,500 | 907 | 1,181 | 39 | 1,263 | 845 | 37 | 104 | 158 | 184 | 74 | 51,817 |
| Saanich East | 9 | 12 | 1,540 | 2,264 | 2,604 | 11,417 | 17,156 | 12,142 | 10,706 | 77,677 | 11,094 | 12,079 | 3,374 | 2,491 | 29 | 4,362 | 1,897 | 221 | 666 | 145 | 965 | 367 | 173,207 |
| Saanich West | 10 | 10 | 507 | 946 | 2,125 | 5,554 | 9,748 | 3,920 | 5,060 | 11,409 | 20,612 | 2,096 | 4,934 | 3,254 | 28 | 4,424 | 1,798 | 186 | 262 | 28 | 976 | 357 | 78,234 |
| Oak Bay | 11 | | 391 | 592 | 659 | 5,036 | 4,492 | 14,360 | 1,386 | 12,156 | 2,872 | 21,648 | 982 | 731 | 6 | 964 | 448 | 94 | 12 | 69 | 391 | 10 | 67,300 |
| Esquimalt (Township) | 12 | 17 | 235 | 403 | 364 | 4,922 | 4,852 | 2,565 | 811 | 3,590 | 4,070 | 1,041 | 14,753 | 1,671 | 147 | 2,602 | 1,695 | 150 | 462 | 101 | 1,205 | 26 | 45,682 |
| View Royal, Esquimalt Nation, Songhees | 13 | | 145 | 96 | 981 | 1,565 | 1,942 | 1,002 | 1,194 | 2,045 | 3,498 | 490 | 2,209 | 4,723 | 12 | 3,234 | 1,473 | 290 | 279 | 68 | 510 | 35 | 25,789 |
| Highlands | 14 | 6 | 48 | 111 | | 82 | 123 | 127 | 71 | 146 | 63 | 6 | 143 | 48 | 382 | 1,014 | 228 | 52 | | | 77 | | 2,728 |
| Langford | 15 | 46 | 235 | 775 | 822 | 2,763 | 3,253 | 1,377 | 1,278 | 4,460 | 4,654 | 1,000 | 2,422 | 3,363 | 1,187 | 40,613 | 12,235 | 2,237 | 2,102 | 416 | 2,391 | 132 | 87,763 |
| Colwood | 16 | 15 | 86 | 254 | 229 | 1,444 | 1,209 | 1,090 | 725 | 1,663 | 1,741 | 537 | 1,700 | 1,611 | 179 | 12,817 | 10,546 | 1,340 | 701 | 429 | 248 | 46 | 38,611 |
| Metchosin, Scia'new | 17 | | 37 | 142 | 266 | 129 | 222 | 13 | 57 | 196 | 194 | 0 | 171 | 187 | | 2,524 | 1,256 | 1,301 | 429 | 110 | | | 7,234 |
| Sooke, T'souke | 18 | 26 | 128 | 103 | 113 | 444 | 552 | 683 | 122 | 703 | 98 | 128 | 498 | 326 | 0 | 1,787 | 701 | 405 | 17,407 | 1,849 | 47 | 18 | 26,137 |
| Juan de Fuca EA, Pacheedaht | 19 | | 57 | 209 | | 185 | 145 | 143 | 50 | 204 | 113 | 69 | 99 | 72 | | 457 | 280 | 120 | 1,891 | 756 | 42 | 53 | 4,946 |
| South CVRD | 20 | 294 | | 859 | 525 | 924 | 768 | 654 | 218 | 941 | 1,121 | 184 | 1,393 | 544 | 77 | 2,270 | 459 | | 47 | 29 | 112,122 | 5,195 | 128,625 |
| External | 21 | 85 | 48 | 184 | 15 | 54 | 113 | 126 | 218 | 120 | 281 | 57 | 26 | 38 | | 458 | 75 | | | 49 | 5,852 | n/d | 7,800 |
| | Total | 25,239 | 38,367 | 30,813 | 47,510 | 90,043 | 100,496 | 115,751 | 51,623 | 173,703 | 78,134 | 67,305 | 46,343 | 25,552 | 2,697 | 88,160 | 38,744 | 7,239 | 26,180 | 4,924 | 129,107 | 7,130 | 1,195,061 |

*Excludes 12,257 trips for which either origin or destination is unknown. Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area).*

## Table 54. 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 | 3,437 | 13 | 8 | | 54 | | 30 | | 16 | | 39 | | | | | | | | | 80 | 12 | 3,689 |
| Sidney | 2 | 9 | 1,529 | 1,170 | 500 | 404 | 182 | 88 | 13 | 198 | 22 | 48 | 36 | 19 | | | 20 | | 12 | | 19 | | 4,268 |
| North Saanich Tsyecum, Pauquachin | 3 | | 662 | 1,953 | 519 | 314 | 69 | 276 | 196 | 675 | 193 | 78 | 133 | 37 | | 26 | 28 | 17 | 21 | 23 | 19 | 178 | 5,417 |
| Central Saanich, Tsartlip, Tsawout | 4 | | 387 | 875 | 4,806 | 466 | 373 | 390 | 696 | 548 | 766 | 223 | 92 | 124 | | 23 | | 41 | | | 46 | | 9,854 |
| Downtown Victoria | 5 | | | | | 901 | 685 | 951 | 207 | 865 | 501 | 331 | 799 | | | 53 | 21 | | 14 | | 15 | | 5,342 |
| Victoria North | 6 | | 106 | 102 | 487 | 2,775 | 2,896 | 1,759 | 106 | 2,086 | 1,263 | 896 | 863 | 108 | 10 | 177 | 124 | | 207 | 6 | 36 | | 14,006 |
| Victoria South | 7 | | 25 | 85 | 513 | 4,003 | 1,730 | 5,036 | 654 | 1,595 | 1,065 | 3,036 | 554 | 290 | | 63 | 183 | 9 | | | 17 | | 18,858 |
| Saanich North | 8 | | 111 | 208 | 748 | 1,017 | 465 | 702 | 1,925 | 1,997 | 730 | 349 | 130 | 146 | | 109 | 95 | | | 54 | 49 | 74 | 8,909 |
| Saanich East | 9 | | 292 | 330 | 888 | 4,082 | 2,578 | 2,877 | 1,613 | 14,343 | 2,368 | 3,298 | 914 | 543 | | 492 | 316 | 42 | | | 112 | 96 | 35,182 |
| Saanich West | 10 | | 160 | 294 | 791 | 1,954 | 2,048 | 976 | 792 | 1,671 | 4,140 | 763 | 1,000 | 261 | | 583 | 293 | 25 | 74 | 12 | | | 15,838 |
| Oak Bay | 11 | | 109 | 77 | 60 | 1,239 | 403 | 1,988 | 118 | 1,161 | 352 | 2,561 | 125 | 32 | | 70 | 36 | | | | | 10 | 8,342 |
| Esquimalt (Township) | 12 | | 7 | 176 | 206 | 1,172 | 1,042 | 746 | 36 | 598 | 619 | 424 | 3,215 | 92 | | 106 | 219 | 68 | | | 40 | | 8,766 |
| View Royal, Esquimalt Nation, Songhees | 13 | | 82 | | 105 | 384 | 500 | 353 | 205 | 520 | 1,063 | 218 | 687 | 947 | | 317 | 181 | | 20 | | 86 | 11 | 5,677 |
| Highlands | 14 | | 38 | | | 12 | 80 | 67 | 48 | 39 | 38 | | 62 | 48 | 27 | 370 | | 52 | | | 28 | | 909 |
| Langford | 15 | | 190 | 55 | 271 | 1,267 | 1,155 | 620 | 243 | 1,223 | 1,541 | 330 | 1,010 | 613 | 70 | 6,175 | 1,727 | 150 | 106 | 8 | 124 | | 16,879 |
| Colwood | 16 | | 76 | 110 | 99 | 879 | 491 | 468 | 28 | 461 | 613 | 237 | 928 | 195 | | 2,282 | 2,387 | 166 | 48 | | 46 | 10 | 9,523 |
| Metchosin, Scia'new | 17 | | 14 | | | 114 | 131 | 13 | 20 | 60 | 120 | | 63 | 41 | | 759 | 478 | 181 | 46 | | | | 2,041 |
| Sooke, T'souke | 18 | | 31 | 21 | 65 | 235 | 196 | 192 | 56 | 242 | 32 | 87 | 411 | 160 | | 364 | 158 | 137 | 3,366 | 117 | 47 | | 5,915 |
| Juan de Fuca EA, Pacheedaht | 19 | | 8 | 110 | | 47 | 46 | 36 | | 123 | | 63 | 65 | 41 | | 119 | 112 | 35 | 503 | 105 | 13 | 8 | 1,433 |
| South CVRD | 20 | 61 | | 178 | 263 | 603 | 277 | 349 | | 489 | 370 | 69 | 807 | 242 | | 572 | 57 | | | | 18,053 | 1,752 | 24,143 |
| External | 21 | | | | | 13 | | | | | | | | | | | | | | | 291 | n/d | 305 |
| | Total | 3,507 | 3,838 | 5,750 | 10,322 | 21,933 | 15,347 | 17,917 | 6,955 | 28,909 | 15,794 | 13,050 | 11,894 | 3,938 | 107 | 12,661 | 6,436 | 922 | 4,417 | 325 | 19,121 | 2,152 | 205,296 |

*Excludes 979 trips for which either origin or destination is unknown. Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area).*

## Table 55. 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 | 9,926 | 92 | 19 | | 56 | 21 | 11 | | 26 | | | | | 6 | 36 | | | 26 | | 117 | 34 | 10,372 |
| Sidney | 2 | 67 | 10,862 | 3,284 | 1,155 | 292 | 269 | 221 | 321 | 851 | 107 | 121 | 63 | | 10 | 90 | 58 | | | 66 | | | 17,836 |
| North Saanich Tsyecum, Pauquachin | 3 | 10 | 4,000 | 2,910 | 1,178 | 128 | 513 | 159 | 331 | 848 | 227 | 264 | 103 | 16 | | 261 | 85 | 100 | | 44 | 148 | 17 | 11,343 |
| Central Saanich, Tsartlip, Tsawout | 4 | | 1,703 | 1,511 | 9,078 | 560 | 830 | 361 | 1,049 | 602 | 508 | 350 | 36 | 270 | | 239 | 77 | 192 | 36 | | 324 | | 17,727 |
| Downtown Victoria | 5 | 20 | 98 | 68 | 396 | 13,448 | 3,717 | 6,216 | 498 | 2,346 | 1,100 | 1,590 | 1,041 | 481 | 36 | 373 | 188 | 4 | 9 | 91 | 134 | 41 | 31,894 |
| Victoria North | 6 | | 135 | 505 | 581 | 3,041 | 10,561 | 4,282 | 1,070 | 6,512 | 2,751 | 2,941 | 1,867 | 443 | 51 | 1,190 | 352 | 52 | 132 | 25 | 135 | | 36,627 |
| Victoria South | 7 | 9 | 268 | 434 | 360 | 6,432 | 4,601 | 17,086 | 451 | 4,889 | 1,467 | 5,846 | 794 | 317 | | 487 | 478 | 18 | 53 | | 301 | 114 | 44,403 |
| Saanich North | 8 | | 388 | 337 | 1,356 | 911 | 1,065 | 601 | 5,810 | 3,854 | 2,008 | 647 | 519 | 431 | 34 | 566 | 290 | 17 | | 21 | | | 18,856 |
| Saanich East | 9 | 2 | 629 | 568 | 563 | 3,577 | 6,892 | 3,593 | 3,758 | 25,738 | 3,937 | 4,645 | 955 | 695 | 8 | 1,635 | 525 | 47 | 128 | 37 | 407 | 270 | 58,608 |
| Saanich West | 10 | | 36 | 361 | 538 | 1,496 | 3,549 | 1,217 | 1,998 | 4,205 | 7,010 | 549 | 1,484 | 886 | 6 | 1,548 | 413 | 28 | 112 | | 195 | 137 | 25,768 |
| Oak Bay | 11 | | 196 | 258 | 178 | 1,893 | 2,057 | 4,481 | 679 | 3,960 | 869 | 9,066 | 128 | 206 | | 405 | 69 | | 12 | 69 | 286 | | 24,812 |
| Esquimalt (Township) | 12 | | 67 | 52 | 92 | 2,257 | 2,152 | 694 | 469 | 911 | 1,424 | 392 | 4,325 | 571 | 31 | 817 | 302 | 24 | 78 | | 329 | | 14,988 |
| View Royal, Esquimalt Nation, Songhees | 13 | | 19 | 16 | 186 | 933 | 584 | 308 | 461 | 677 | 1,182 | 160 | 679 | 1,590 | | 1,018 | 638 | 226 | 14 | 22 | 147 | 14 | 8,873 |
| Highlands | 14 | 6 | 11 | | | 70 | 5 | 60 | | 39 | 25 | 6 | 28 | | 114 | 123 | 57 | | | | 49 | | 592 |
| Langford | 15 | 46 | 45 | 266 | 290 | 504 | 881 | 489 | 521 | 1,383 | 1,435 | 271 | 696 | 1,130 | 127 | 16,589 | 4,348 | 974 | 854 | 88 | 529 | 120 | 31,587 |
| Colwood | 16 | | | 88 | 41 | 320 | 355 | 213 | 385 | 511 | 358 | 202 | 229 | 608 | 19 | 5,110 | 3,276 | 542 | 120 | 63 | 48 | 19 | 12,506 |
| Metchosin, Scia'new | 17 | | 23 | 142 | 192 | 16 | 77 | | | 31 | 66 | | 64 | 129 | | 1,030 | 356 | 601 | 29 | 37 | | | 2,794 |
| Sooke, T'souke | 18 | | 62 | 38 | 11 | 73 | 177 | 102 | 42 | 300 | 27 | 41 | 10 | 95 | 0 | 877 | 287 | 83 | 5,560 | 795 | | 18 | 8,597 |
| Juan de Fuca EA, Pacheedaht | 19 | | | 70 | | 115 | 41 | 33 | 22 | 31 | 10 | | | 32 | | 259 | 142 | 19 | 722 | 325 | 29 | 32 | 1,882 |
| South CVRD | 20 | 65 | | 459 | 103 | 257 | 161 | 141 | 151 | 306 | 254 | 50 | 11 | 124 | 42 | 794 | 215 | | | | 39,386 | 1,845 | 44,364 |
| External | 21 | 22 | | 109 | 15 | | | 22 | 121 | 76 | 46 | 57 | | 13 | | 58 | 18 | | | 8 | 1,808 | n/d | 2,374 |
| | Total | 10,173 | 18,636 | 11,496 | 16,311 | 36,379 | 38,508 | 40,292 | 18,137 | 58,096 | 24,810 | 27,197 | 13,033 | 8,036 | 484 | 33,506 | 12,173 | 2,929 | 7,886 | 1,691 | 44,370 | 2,661 | 426,804 |

*Excludes 4,837 trips for which either origin or destination is unknown. Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area).*

## Table 56. 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 | 7,142 | 57 | 19 | | | | 16 | | | | | | | | | | | | | 86 | 14 | 7,334 |
| Sidney | 2 | 44 | 4,861 | 2,903 | 952 | 131 | 202 | 126 | 352 | 346 | 101 | 63 | 52 | 27 | 11 | 90 | 50 | 14 | 52 | | 17 | | 10,395 |
| North Saanich Tsyecum, Pauquachin | 3 | 21 | 2,328 | 1,495 | 1,376 | 141 | 238 | 274 | 379 | 700 | 296 | 152 | 26 | 40 | 81 | 226 | 59 | 16 | 68 | 45 | 60 | | 8,021 |
| Central Saanich, Tsartlip, Tsawout | 4 | 8 | 907 | 1,472 | 5,243 | 90 | 822 | 334 | 1,619 | 638 | 776 | 35 | 199 | 231 | 60 | 241 | 135 | | 65 | | 57 | | 12,932 |
| Downtown Victoria | 5 | 38 | 341 | 331 | 491 | 5,001 | 3,905 | 6,296 | 1,079 | 4,777 | 1,887 | 1,723 | 1,400 | 525 | 36 | 1,473 | 1,067 | 32 | 207 | 155 | 556 | 79 | 31,399 |
| Victoria North | 6 | | 224 | 166 | 785 | 2,164 | 6,568 | 3,419 | 1,396 | 4,896 | 2,150 | 982 | 1,007 | 530 | 99 | 1,029 | 465 | 21 | 273 | 29 | 517 | | 26,720 |
| Victoria South | 7 | 17 | 201 | 97 | 261 | 3,293 | 3,002 | 11,378 | 532 | 3,731 | 1,428 | 3,682 | 663 | 526 | 79 | 644 | 382 | 13 | 333 | 21 | 375 | | 30,659 |
| Saanich North | 8 | | 150 | 208 | 1,154 | 261 | 453 | 533 | 4,000 | 2,651 | 1,717 | 369 | 166 | 307 | 6 | 300 | 243 | 20 | 44 | 35 | 118 | | 12,735 |
| Saanich East | 9 | 11 | 372 | 1,035 | 757 | 1,861 | 4,736 | 3,847 | 3,535 | 21,596 | 2,018 | 2,434 | 526 | 705 | | 1,410 | 575 | 80 | 384 | 71 | 249 | | 46,202 |
| Saanich West | 10 | 10 | 61 | 209 | 510 | 1,230 | 1,276 | 1,037 | 1,462 | 2,890 | 5,180 | 332 | 1,157 | 1,372 | 22 | 1,754 | 728 | 100 | 32 | 16 | 347 | 184 | 19,908 |
| Oak Bay | 11 | | 68 | 123 | 299 | 1,008 | 1,438 | 5,282 | 375 | 4,174 | 921 | 6,012 | 458 | 352 | 6 | 345 | 260 | 94 | | | 104 | | 21,318 |
| Esquimalt (Township) | 12 | 11 | 24 | 111 | 67 | 998 | 1,037 | 598 | 217 | 1,353 | 1,203 | 62 | 3,892 | 797 | 116 | 1,364 | 908 | 25 | 319 | 101 | 836 | 26 | 14,064 |
| View Royal, Esquimalt Nation, Songhees | 13 | | 16 | | 251 | 82 | 424 | 113 | 254 | 424 | 580 | 89 | 585 | 1,589 | 12 | 1,112 | 407 | 26 | 212 | 10 | 277 | | 6,464 |
| Highlands | 14 | | | | | | | | | 10 | | | | | 159 | 85 | 78 | | | | | | 331 |
| Langford | 15 | | | 129 | 142 | 574 | 508 | 146 | 290 | 895 | 949 | 251 | 326 | 867 | 477 | 10,780 | 2,780 | 661 | 740 | 167 | 1,500 | 13 | 22,195 |
| Colwood | 16 | | | 20 | 14 | 80 | 184 | 138 | 224 | 270 | 509 | 49 | 203 | 512 | 35 | 2,825 | 3,027 | 423 | 325 | 348 | 16 | 17 | 9,219 |
| Metchosin, Scia'new | 17 | | | | 41 | | | | 17 | 47 | 8 | | 43 | 17 | | 613 | 280 | 320 | 309 | 58 | | | 1,754 |
| Sooke, T'souke | 18 | 26 | 35 | | 36 | 64 | 179 | 70 | | 112 | 0 | | 11 | 20 | | 286 | 148 | 82 | 4,773 | 555 | | | 6,398 |
| Juan de Fuca EA, Pacheedaht | 19 | | 49 | 16 | | | 40 | 36 | 28 | 50 | 91 | | 2 | | | | 13 | 28 | 335 | 205 | | | 891 |
| South CVRD | 20 | 158 | | 56 | 140 | 5 | 92 | 30 | 49 | 87 | 120 | | 65 | 71 | 35 | 772 | 34 | | 47 | | 28,841 | 853 | 31,456 |
| External | 21 | 45 | | 75 | | 41 | 113 | 7 | 96 | 22 | 80 | | 26 | 14 | | 368 | 30 | | | 28 | 2,923 | | 3,867 |
| | Total | 7,532 | 9,694 | 8,465 | 12,519 | 17,024 | 25,218 | 33,680 | 15,904 | 49,669 | 20,012 | 16,235 | 10,808 | 8,502 | 1,235 | 25,714 | 11,670 | 1,955 | 8,517 | 1,845 | 36,877 | 1,186 | 324,260 |

*Excludes 2,892 trips for which either origin or destination is unknown. Shaded cells are trips entirely outside districts 2-19 (RPA). No data on external-external trips entirely outside districts 1-20 (the study area).*