

CAPITAL REGIONAL DISTRICT

Staff Report to the Regional Planning Committee
Meeting of Wednesday, April 17, 2002

SUBJECT:

2001 CRD Origin and Destination Household Travel Survey – Final Report

BACKGROUND:

The 2001 CRD Origin and Destination Household Travel Survey was undertaken to update travel behaviour information in this region last compiled in 1992. Prior to undertaking this survey the CRD used consultants to determine the best approach for the study.

The transportation consultant for this project was TSI Consultants in association with the research consultants McIntyre & Mustel. The funding and technical partners included the Ministry of Transportation, BC Transit and Regional Planning Services.

DISCUSSION:

Regional Planning Services has for distribution a CRD report titled “*2001 CRD Origin and Destination Household Travel Survey*”. The overview summary will be posted on the CRD Web Site and full copies of the report will be available through Regional Planning Services.

Purpose of the Household Travel Survey

The last Household Travel Survey data was completed in 1991 and needed to be updated. The Household Travel Survey provides information about household travel patterns not otherwise available through other data. It provides information about how people’s behaviour is changing and many of the factors that influence change. This type of survey focuses on travel demand and the characteristics of demand such as the:

- Total demand for travel;
- Mode choice used and the reasons for such choices;
- Trip distribution;
- Journey purpose by land use;
- Trip generation and attraction by land use, purpose and mode;
- Trip patterns within, between and through municipalities; and
- Travel impacts along various routes and through neighbourhoods.

New information with the 2001 Household Travel Survey

The 2001 survey collected new travel information for this region that includes:

- 24-hour trip characteristics of travel demand versus the 1992 focus on only the p.m. period;
- walk trip trends with a focus on the urban centres; and
- trip lengths for all modes by introducing geographic co-ordinates to improve our estimates.

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Timing of a Household Survey

Household Travel Surveys should be done in conjunction with national Census years. Since Household Travel Surveys are based on a relatively small random sample due to the cost, any expansion of the sample to the full population is based on other types of comparative data such as Census data. Stats Canada completed its Census in 2001 that includes data relevant to this region and the 2001 CRD Household Travel Survey.

Findings of the 2001 Household Survey

The full report and data results are in the report titled – “*2001 CRD Origin and destination Household Travel Survey – Final Report*”. Chapter 6 of this report summaries the survey results at a municipal or regional scale is attached. More detailed information is available in the raw database which will be made available to the funding partners.

The results estimate approximately 1,170,000 people travelling in this region during a typical weekday. The Core (Esquimalt, Oak Bay, Saanich, View Royal and Victoria) account for over 70% of this activity. The distribution of travel by mode choice as follows:

- 896,700 auto-trips,
- 138,300 walk-trips,
- 88,900 transit trips,
- 28,200 bike-trips, and
- the reminder by other options.

Auto travel continues to be the preferred mode choice accounting for 75.3% of all trips for the peak p.m. period with walking as the next most preferred option at 11.9%. Transit and cycling follow at 7.9% and 2.8% respectively. These ratios change marginally for the 24-hour period.

Age is an important factor in mode choice. For example, for personal business trips we find that:

- about half of the people age 25 to 64 reported travelling for personal reasons and the majority of these trips were by using the auto.
- people under 5 and over the age of 65 traveling for personal business, the majority (over 75%) use the automobile.

The origin and destination of trips provides information about local demand. The 2001 data provides information at a block level that will enable planners to better understand the relationship of urban and transportation-related issues in this region. For example, 24% of all trips were reported starting at a home while trips starting at offices accounted for only 17.9% of all trips. Schools are a major influence on travel demand accounting for 20% of all p.m. trips. Trips starting at a retail business are also significant accounting for 18.1% of all p.m. travel.

Comparisons to 1992

The methodology from 1992 to 2001 has changed to include a more rigorous approach to data sampling. The different approaches could account for some of the changes seen in the data that reflects more auto usage and less cycling as a share of total travel demand during the peak p.m. period.

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Total travel by auto increased from 86.6% to 88.8% of all p.m. trips. This is not an encouraging trend. In 1992, 6% of all trips were reported as using transit. This estimate was assumed to under-estimated transit activity. Today's findings place transit usage at 9.8% of all p.m. travel.

Over 320,000 trips occur from 3.p.m. to 6 p.m. In 1992 the peak p.m. period lasted for only 2 hours, today it covers a full 3-hour period. Today's p.m. peak 3-hours period is also over 45% busier than the a.m. 3-hour peak period.

One notable trend is the share of trips to and from work – the commuter. The travel demand of commuters has remained relatively unchanged since 1992 at about 33% of all travel in the peak period. Trips for personal business were the primary activity in 1992 and remain the primary activity in 2001 accounting for 60% of all trips per day.

Another major change in reported trends is the amount of cycling. In 1992, it was reported that 5.1% of all travel in the p.m. period was by bike. Today this total estimated at about 3.6% of p.m. travel demand (excluding walking for comparison to 1992). 6.2% of the people travelling from work cycled. Some of the drop in the overall p.m. peak hour cycling mode share is attributed to the changes made in the methodology used to sample households. Other reasons could be due to increased traffic and growing safety issues that concern cyclists in this region.

Conclusions

Travel demand varies significantly by mode, by time period and trip purpose. The information will be invaluable in providing critical information towards the development of a Regional Transportation Strategy. Given the efforts to develop a survey linked to a GIS platform, there will be a wide range of information available in the future about travel at a municipal level never before available. Over the next year, BC Transit and Regional Planning Services will be analyzing the data and providing further reports.

RECOMMENDATION:

The Regional Planning Committee receive this report as information.

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EXECUTIVE DIRECTOR'S COMMENTS:

W.M. Jordan, Executive Director
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