

## APPENDIX B – KEY FINDINGS OF THE 2011 OD SURVEY

Key findings of the 2011 OD Survey compared to prior years and sub-regionally are as follows.

1. Trips are increasing at a slower rate than population growth. Between 2001 and 2011 population has increased by 10.5% and trips have increased by 7.2%.

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

2. The share of travel by modes within the region has not changed much since 2001.

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%

3. Trip length for most purposes has increased steadily over the last 10 years.

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
Total (all trips combined)	4.7	5.1	5.1

4. Trip lengths for auto, transit and other modes have increased, while cycling and walking trip lengths remain steady.

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

5. Sub-regionally, the urban Core area with higher residential and employment densities has higher modes shares for transit, cycling and walking.

SUB-REGION	Auto Driver	Auto Passenger	Transit	Bike	Walk	Other
Saanich Peninsula	69.8%	15.7%	2.1%	1.4%	8.6%	2.3%
Core	60.3%	12.2%	7.8%	3.5%	15.0%	1.2%
West Shore	74.6%	14.6%	3.0%	0.7%	5.3%	1.8%

Note: For trips originating in each sub-region.

6. Most weekday travel (71.5%) occurs in the Core area municipalities of Victoria, Saanich, Oak Bay, Esquimalt and View Royal.

Sub-Area Trip Origin	Trip Destination						Total Trips
	Salt Spring	Saanich Peninsula	Core	West Shore	South CVRD	External	
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. <b>Core</b>	132	29,209	668,052	42,540	7,080	1,202	<b>748,213</b>
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	<b>748,952</b>	167,944	10,850	1,847	1,046,792