

2017 CRD Origin Destination Household Travel Survey

Final Results

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Purpose

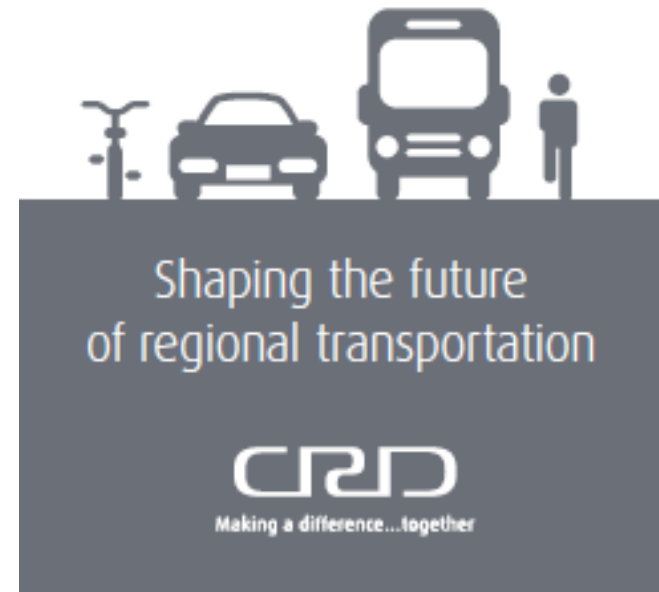
To provide a profile of travel patterns in the region: a snapshot of travel by CRD residents on an average fall day, updated every five to six years.

The data will support transportation planning decisions by the CRD, Municipalities, and the Province.

Content

The number of trips taken in the region on an average weekday by time of day, origin, destination, purpose, and mode of travel.

Household demographics that are determinants of travel patterns.



Key Components to Understand Regional Travel Behaviour

- **Persons**

- Age and Gender
- Employment Status
- Vehicle Availability



- **Households**

- Location
- Size, Dwelling Type
- Number of vehicles



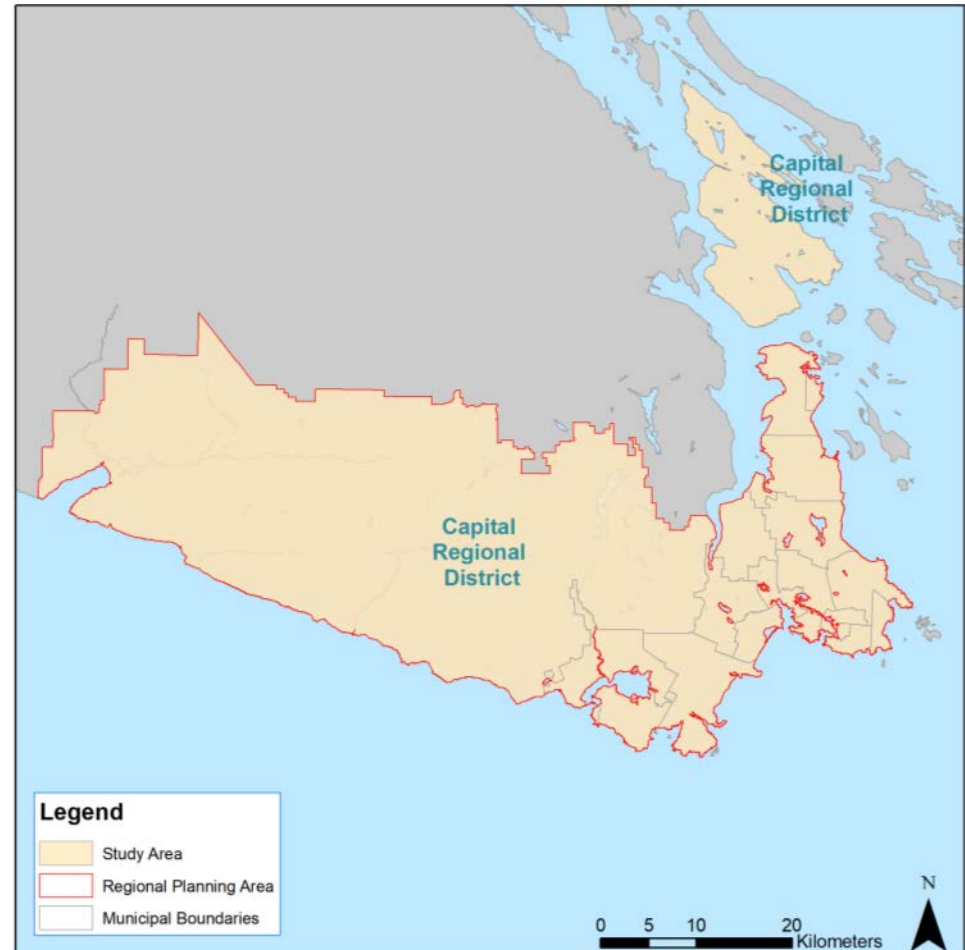
- **Trips**

- Origin
- Destination
- Time of Day
- Purpose
- Mode



Study Area

- Regional Planning Area (RPA) and Salt Spring Island
- 36,000 households contacted
- 7,159 valid surveys completed (exceeded target of 6,555 surveys by 9%)
- 4.2% of all households in study area
- Most reporting is for the RPA, including RPA trips by Salt Spring Island residents



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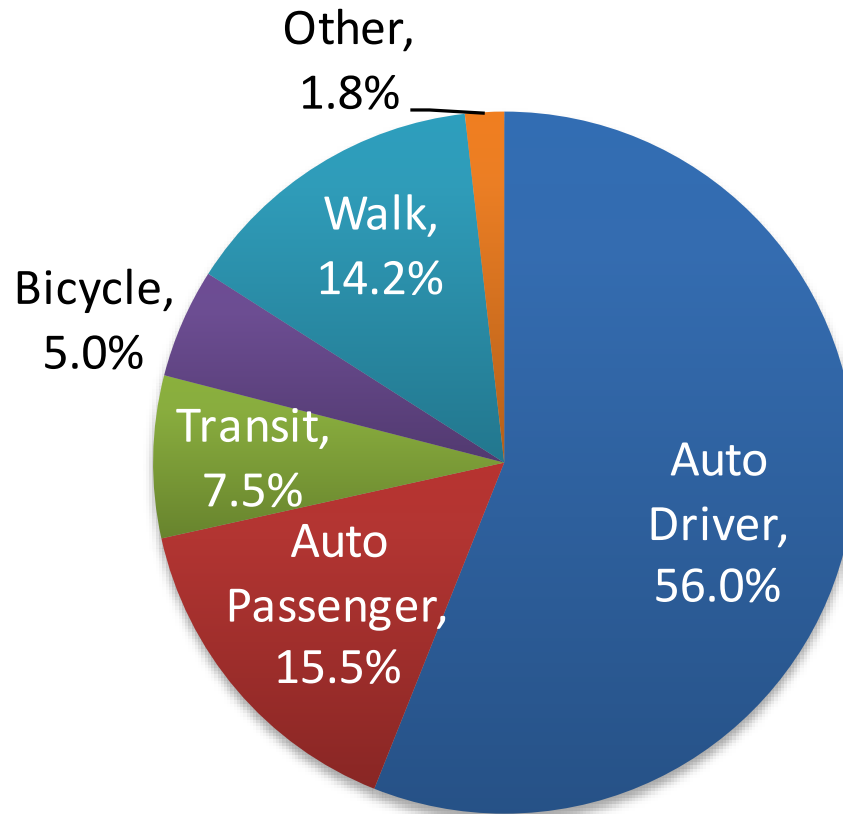
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2017 is the 4th survey

	2001	2006	2011	2017
Geography	RPA	RPA + Salt Spring + South CVRD	RPA + Salt Spring + South CVRD	RPA + Salt Spring
Surveys (re weekdays)	2,642	3,821	6,039	7,159
% of Households	1.9%	2.4%	3.5%	4.2%
Sampling approach	Listed landline	Listed landline	Listed landline	Address-based
Est. % of households without landline (cell-phone-only)	Unknown (small)	10% (excluded from sample)	20%-30% (excluded from sample)	40%-50% (included in 2017)
Survey method	paper / online trip diary	paper / online trip diary	primarily telephone	70/30 online / telephone
Ages for trip capture	All	All	11+ years	5+ years

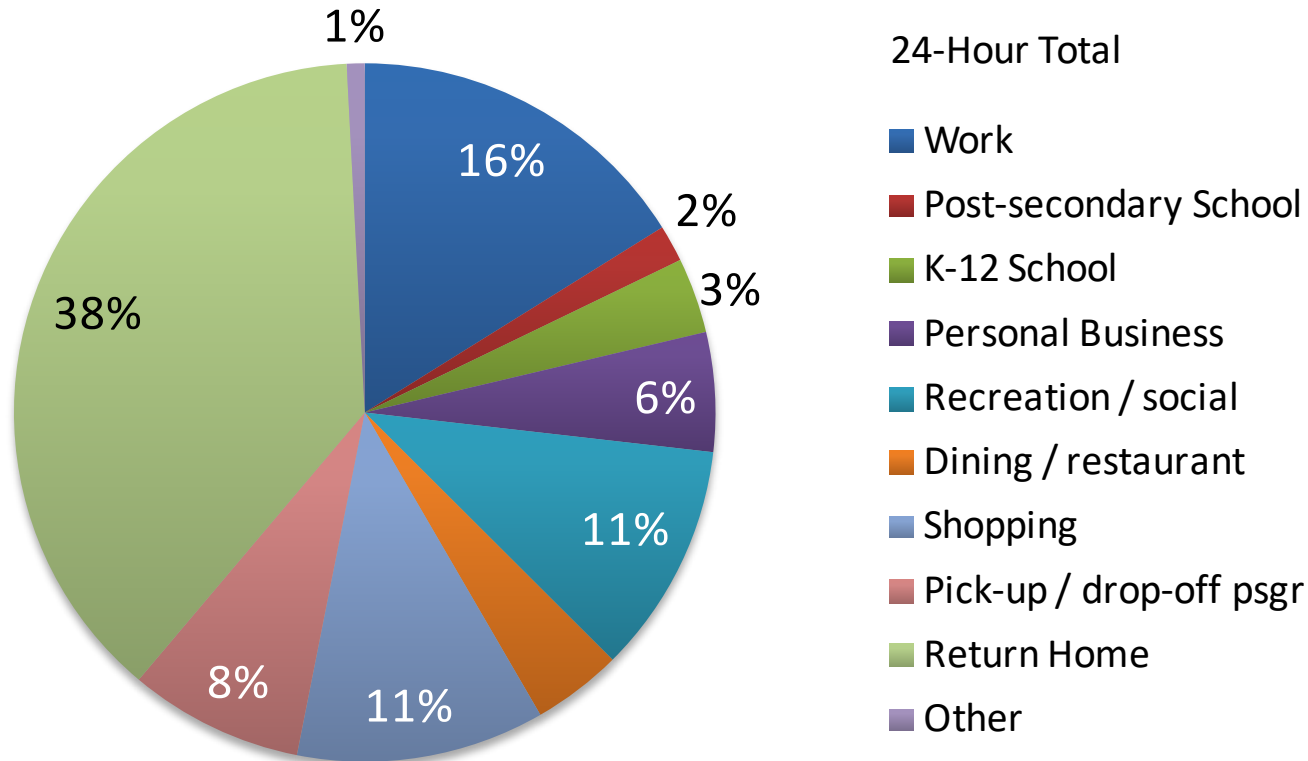
Differences between sampling approach and methodology may affect comparability of results, despite data weighting to mitigate biases.

Mode Shares - RPA Trips (Ages 5+)



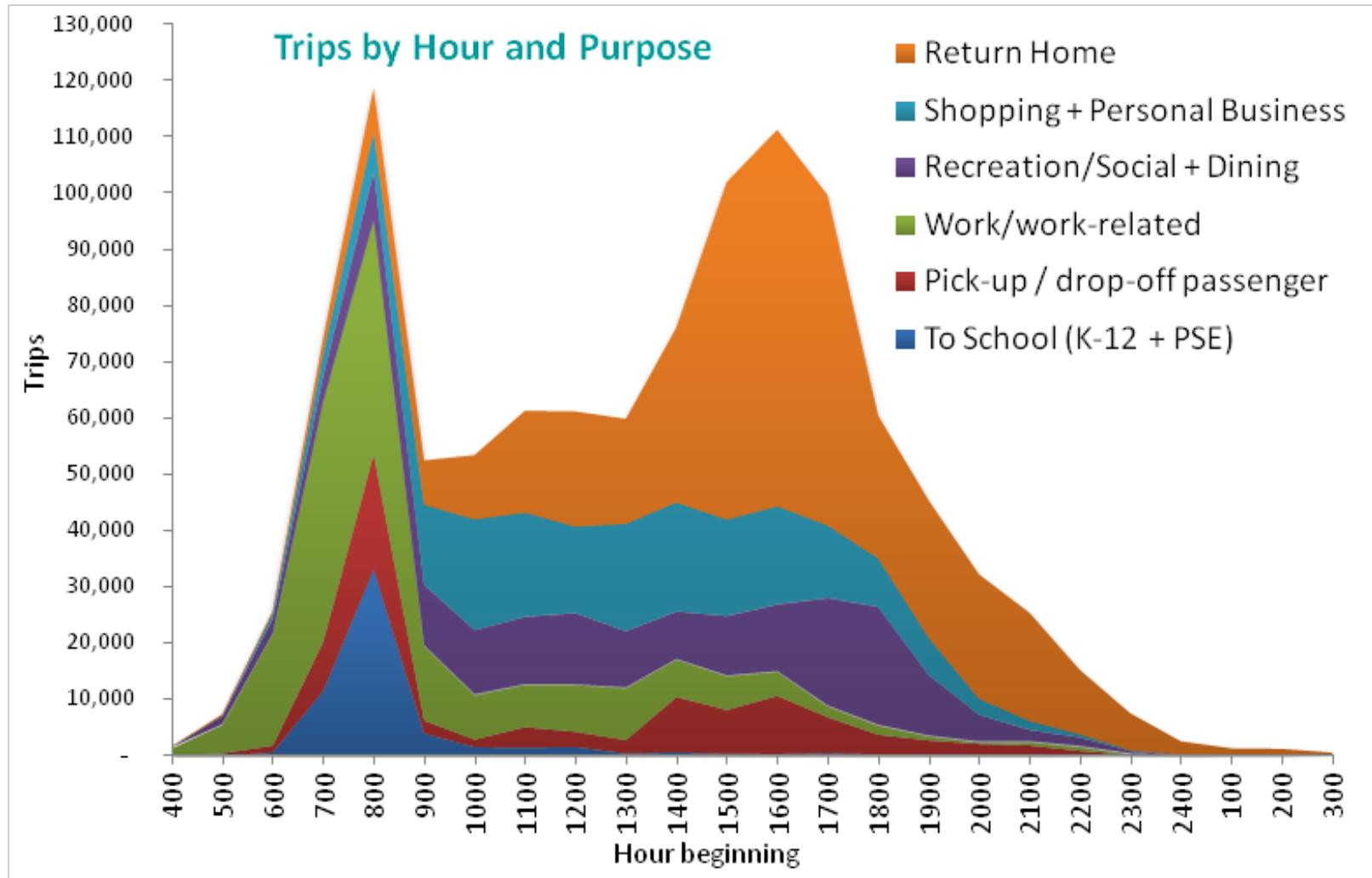
Mode Shares for trips to, from, and within the RPA, made by people 5+ years of age (including RPA trips of Salt Spring Island residents)

Trips by Purpose



Trip purposes for trips to, from, and within the RPA, made by people 5+ years of age (including RPA trips of Salt Spring Island residents)

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AM Peak (6:00-8:59) and PM Peak (15:00-17:59) fit a classic pattern

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Overall increase in non-motorized mode shares since 2001

Differences in survey methodology may affect the comparisons. In particular trip counts are estimates based on expanded survey data.

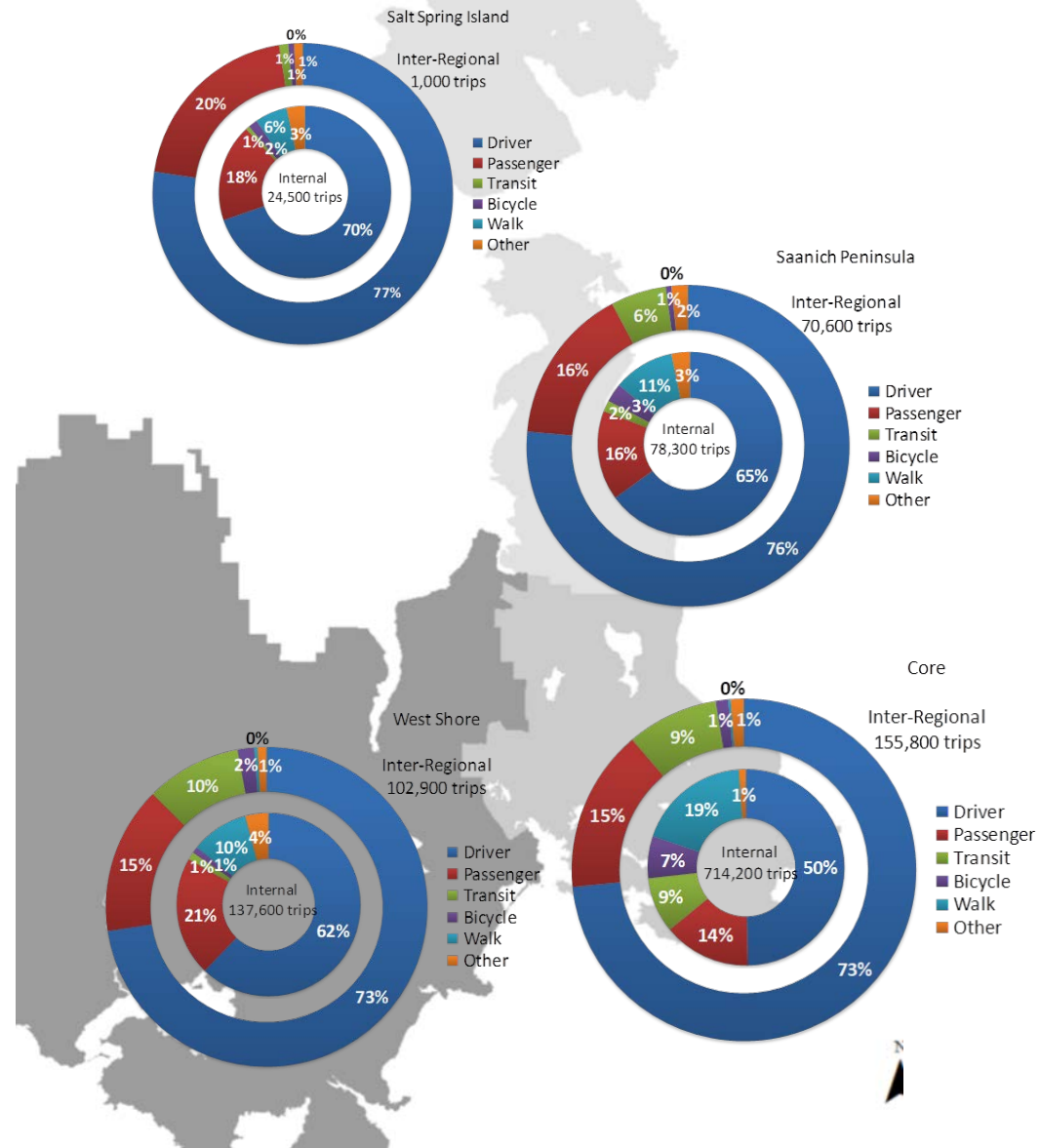
Travel Mode	2001		2006		2011		2017	
	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share
Auto driver	593,100	63.2%	652,100	64.3%	634,900	62.9%	617,700	58.9%
Passenger	135,600	14.5%	137,100	13.5%	131,100	13.0%	134,900	12.9%
Transit	65,000	6.9%	71,500	7.0%	65,500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

RPA trips by RPA residents 11+ years (common basis for survey comparisons)

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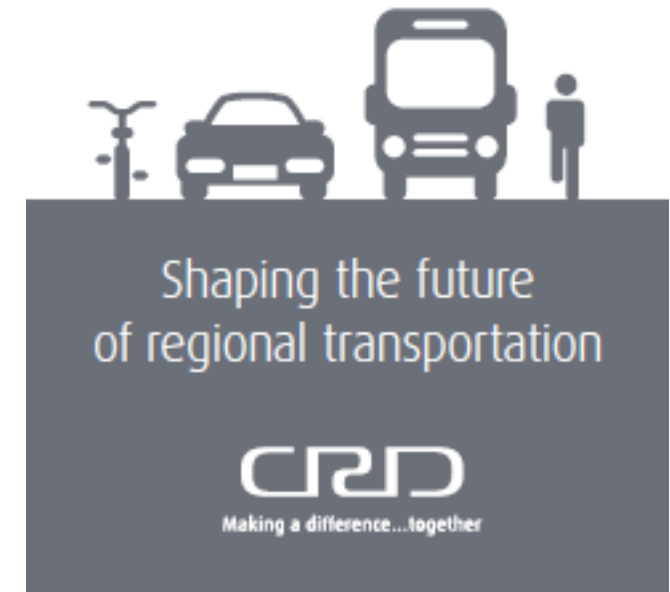
Mode shares by Sub-Region for Internalized Trips vs. Inter-Regional Trips

- Trips entirely within Core: 50% auto driver, 9% transit, 7% bicycle, 19% walk
- Inter-regional trips, typically three-quarters auto driver, with different transit %s for flows to/from Westshore (10%) and Saanich Peninsula (6%)



Applications

- Regional transportation master plans / pedestrian/cycling master plans
- Support for Municipal and Provincial transportation initiatives
- Climate change / GHG emissions estimates
- Update to the Regional Transportation Model



Next steps

- Release of all data, including individual municipalities in early July

