

Hunt Club

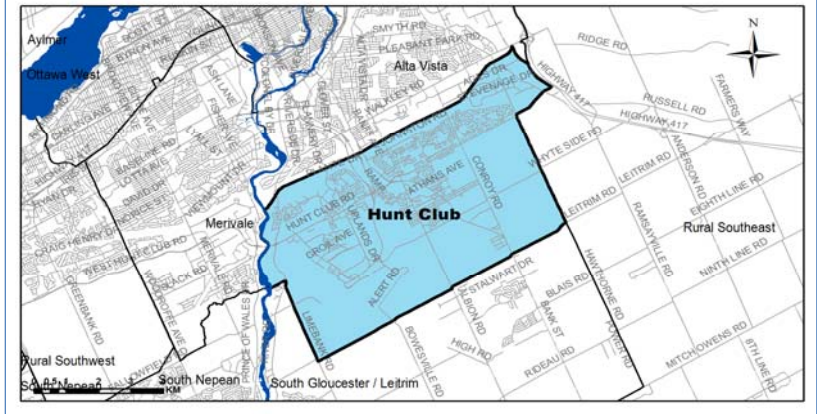
Demographic Characteristics

| | | | |
|---------------------|--------|-------------------------|--------|
| Population | 56,820 | Actively Travelled | 45,210 |
| Employed Population | 25,400 | Number of Vehicles | 30,390 |
| Households | 22,130 | Area (km ²) | 52.3 |

| Occupation Status (age 5+) | Male | Female | Total |
|----------------------------|---------------|---------------|---------------|
| Full Time Employed | 11,620 | 10,650 | 22,280 |
| Part Time Employed | 1,130 | 2,000 | 3,130 |
| Student | 7,910 | 7,300 | 15,210 |
| Retiree | 3,690 | 4,680 | 8,380 |
| Unemployed | 730 | 700 | 1,430 |
| Homemaker | 90 | 1,950 | 2,030 |
| Other | 420 | 660 | 1,080 |
| Total: | 25,580 | 27,950 | 53,520 |

| Traveller Characteristics | Male | Female | Total |
|---------------------------|--------|--------|---------|
| Transit Pass Holders | 5,960 | 7,020 | 12,980 |
| Licensed Drivers | 18,420 | 19,280 | 37,700 |
| Telecommuters | 80 | 190 | 270 |
| Trips made by residents | 66,220 | 74,780 | 141,000 |

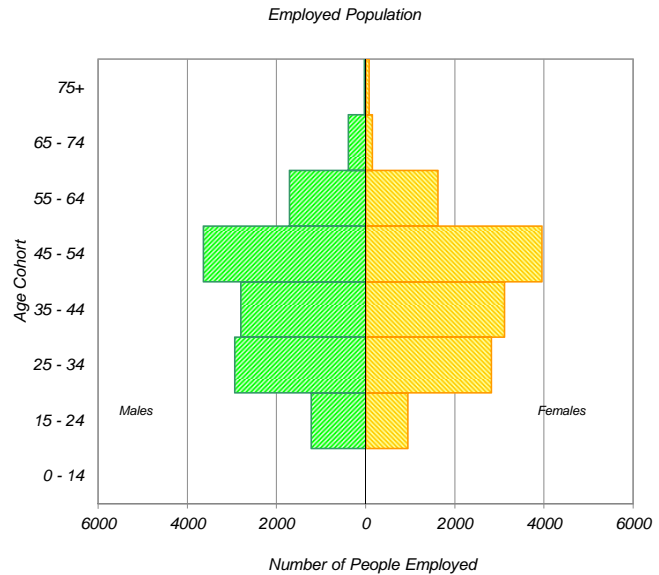
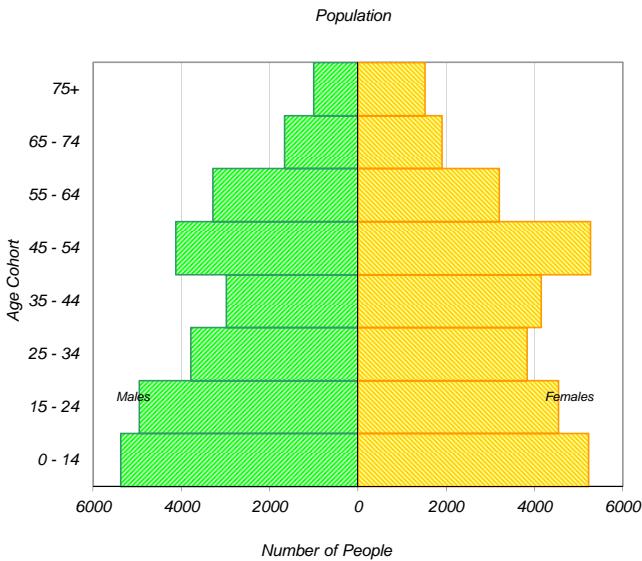
| Selected Indicators | |
|---|------|
| Daily Trips per Person (age 5+) | 2.63 |
| Vehicles per Person | 0.53 |
| Number of Persons per Household | 2.57 |
| Daily Trips per Household | 6.37 |
| Vehicles per Household | 1.37 |
| Workers per Household | 1.15 |
| Population Density (Pop/km ²) | 1090 |



| Household Size | | |
|----------------|---------------|-------------|
| 1 person | 4,880 | 22% |
| 2 persons | 7,100 | 32% |
| 3 persons | 3,880 | 18% |
| 4 persons | 3,940 | 18% |
| 5+ persons | 2,330 | 11% |
| Total: | 22,130 | 100% |

| Households by Vehicle Availability | | |
|------------------------------------|---------------|-------------|
| 0 vehicles | 2,030 | 9% |
| 1 vehicle | 11,340 | 51% |
| 2 vehicles | 7,400 | 33% |
| 3 vehicles | 1,220 | 6% |
| 4+ vehicles | 140 | 1% |
| Total: | 22,130 | 100% |

| Households by Dwelling Type | | |
|-----------------------------|---------------|-------------|
| Single-detached | 6,980 | 32% |
| Semi-detached | 2,150 | 10% |
| Townhouse | 8,900 | 40% |
| Apartment/Condo | 4,110 | 19% |
| Total: | 22,130 | 100% |

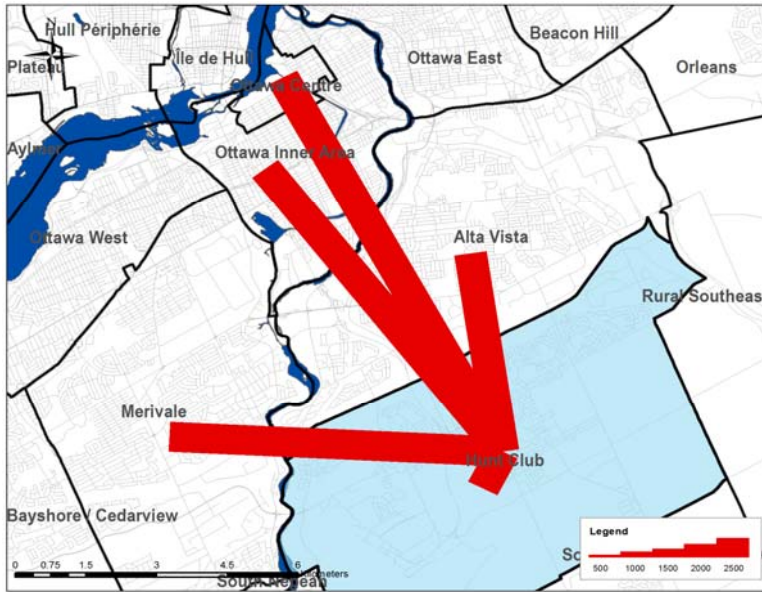


* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

Travel Patterns

Top Five Destinations of Trips from Hunt Club

AM Peak Period



Summary of Trips to and from Hunt Club

AM Peak Period (6:30 - 8:59)

| Districts | Destinations of Trips From | | Origins of Trips To | |
|-----------------------------|----------------------------|-------------|---------------------|-------------|
| | District | % Total | District | % Total |
| Ottawa Centre | 3,320 | 10% | 180 | 1% |
| Ottawa Inner Area | 3,060 | 10% | 830 | 4% |
| Ottawa East | 960 | 3% | 540 | 3% |
| Beacon Hill | 380 | 1% | 170 | 1% |
| Alta Vista | 7,990 | 25% | 1,980 | 10% |
| Hunt Club | 8,550 | 27% | 8,550 | 44% |
| Merivale | 3,130 | 10% | 960 | 5% |
| Ottawa West | 580 | 2% | 360 | 2% |
| Bayshore / Cedarview | 540 | 2% | 230 | 1% |
| Orléans | 630 | 2% | 950 | 5% |
| Rural East | 50 | 0% | 140 | 1% |
| Rural Southeast | 190 | 1% | 1,210 | 6% |
| South Gloucester / Leirtrim | 870 | 3% | 1,100 | 6% |
| South Nepean | 440 | 1% | 920 | 5% |
| Rural Southwest | 180 | 1% | 220 | 1% |
| Kanata / Stittsville | 420 | 1% | 490 | 3% |
| Rural West | 60 | 0% | 80 | 0% |
| Île de Hull | 380 | 1% | 50 | 0% |
| Hull Périphérie | 170 | 1% | 50 | 0% |
| Plateau | 0 | 0% | 80 | 0% |
| Aylmer | 0 | 0% | 160 | 1% |
| Rural Northwest | 0 | 0% | 110 | 1% |
| Pointe Gatineau | 70 | 0% | 70 | 0% |
| Gatineau Est | 80 | 0% | 120 | 1% |
| Rural Northeast | 30 | 0% | 20 | 0% |
| Buckingham / Masson-Angers | 0 | 0% | 0 | 0% |
| Ontario Sub-Total: | 31,350 | 98% | 18,910 | 97% |
| Québec Sub-Total: | 730 | 2% | 660 | 3% |
| Total: | 32,080 | 100% | 19,570 | 100% |

Trips by Trip Purpose

| 24 Hours | From District | | To District | | Within District | |
|---------------------------|---------------|-------------|---------------|-------------|-----------------|-------------|
| Work or related | 19,270 | 25% | 12,680 | 16% | 3,720 | 9% |
| School | 9,690 | 12% | 1,260 | 2% | 3,410 | 8% |
| Shopping | 6,290 | 8% | 9,030 | 12% | 7,130 | 17% |
| Leisure | 6,830 | 9% | 5,190 | 7% | 3,880 | 9% |
| Medical | 2,210 | 3% | 1,090 | 1% | 180 | 0% |
| Pick-up / drive passenger | 5,400 | 7% | 5,740 | 7% | 3,610 | 9% |
| Return Home | 25,220 | 32% | 39,090 | 51% | 18,040 | 43% |
| Other | 3,490 | 4% | 3,100 | 4% | 2,190 | 5% |
| Total: | 78,400 | 100% | 77,180 | 100% | 42,160 | 100% |

| AM Peak (06:30 - 08:59) | From District | | To District | | Within District | |
|---------------------------|---------------|-------------|---------------|-------------|-----------------|-------------|
| Work or related | 12,470 | 53% | 6,990 | 63% | 1,840 | 22% |
| School | 7,350 | 31% | 1,150 | 10% | 3,190 | 37% |
| Shopping | 260 | 1% | 390 | 4% | 330 | 4% |
| Leisure | 360 | 2% | 340 | 3% | 370 | 4% |
| Medical | 650 | 3% | 140 | 1% | 20 | 0% |
| Pick-up / drive passenger | 1,480 | 6% | 880 | 8% | 1,340 | 16% |
| Return Home | 420 | 2% | 570 | 5% | 670 | 8% |
| Other | 560 | 2% | 570 | 5% | 780 | 9% |
| Total: | 23,550 | 100% | 11,030 | 100% | 8,540 | 100% |

| PM Peak (15:30 - 17:59) | From District | | To District | | Within District | |
|---------------------------|---------------|-------------|---------------|-------------|-----------------|-------------|
| Work or related | 460 | 3% | 530 | 2% | 140 | 1% |
| School | 350 | 2% | 0 | 0% | 50 | 1% |
| Shopping | 1,370 | 9% | 2,130 | 10% | 1,530 | 16% |
| Leisure | 1,440 | 9% | 1,230 | 6% | 1,080 | 11% |
| Medical | 240 | 2% | 120 | 1% | 10 | 0% |
| Pick-up / drive passenger | 1,420 | 9% | 2,010 | 9% | 930 | 9% |
| Return Home | 9,130 | 59% | 15,540 | 70% | 5,730 | 58% |
| Other | 990 | 6% | 780 | 3% | 400 | 4% |
| Total: | 15,400 | 100% | 22,340 | 100% | 9,870 | 100% |

| Peak Period (%) | Total: | % of 24 Hours | Within District (%) |
|-----------------|---------|---------------|---------------------|
| 24 Hours | 197,740 | | 21% |
| AM Peak Period | 43,120 | 22% | 20% |
| PM Peak Period | 47,610 | 24% | 21% |

Trips by Primary Travel Mode

| 24 Hours | From District | | To District | | Within District | |
|----------------|---------------|-------------|---------------|-------------|-----------------|-------------|
| Auto Driver | 47,460 | 61% | 47,270 | 61% | 22,130 | 52% |
| Auto Passenger | 12,000 | 15% | 11,370 | 15% | 6,360 | 15% |
| Transit | 13,980 | 18% | 13,850 | 18% | 1,660 | 4% |
| Bicycle | 560 | 1% | 580 | 1% | 360 | 1% |
| Walk | 310 | 0% | 350 | 0% | 8,370 | 20% |
| Other | 4,100 | 5% | 3,740 | 5% | 3,290 | 8% |
| Total: | 78,410 | 100% | 77,160 | 100% | 42,170 | 100% |

| AM Peak (06:30 - 08:59) | From District | | To District | | Within District | |
|-------------------------|---------------|-------------|---------------|-------------|-----------------|-------------|
| Auto Driver | 10,420 | 44% | 8,350 | 76% | 3,700 | 43% |
| Auto Passenger | 2,740 | 12% | 1,080 | 10% | 1,190 | 14% |
| Transit | 7,540 | 32% | 710 | 6% | 270 | 3% |
| Bicycle | 220 | 1% | 130 | 1% | 100 | 1% |
| Walk | 150 | 1% | 20 | 0% | 1,720 | 20% |
| Other | 2,490 | 11% | 760 | 7% | 1,570 | 18% |
| Total: | 23,560 | 100% | 11,050 | 100% | 8,550 | 100% |

| PM Peak (15:30 - 17:59) | From District | | To District | | Within District | |
|-------------------------|---------------|-------------|---------------|-------------|-----------------|-------------|
| Auto Driver | 10,960 | 71% | 12,380 | 55% | 5,340 | 54% |
| Auto Passenger | 2,590 | 17% | 2,910 | 13% | 1,880 | 19% |
| Transit | 1,330 | 9% | 5,460 | 24% | 270 | 3% |
| Bicycle | 120 | 1% | 180 | 1% | 80 | 1% |
| Walk | 30 | 0% | 40 | 0% | 1,710 | 17% |
| Other | 360 | 2% | 1,360 | 6% | 580 | 6% |
| Total: | 15,390 | 100% | 22,330 | 100% | 9,860 | 100% |

| Avg Vehicle Occupancy | From District | | To District | | Within District | |
|-----------------------|---------------|--|-------------|--|-----------------|--|
| 24 Hours | 1.25 | | 1.24 | | 1.29 | |
| AM Peak Period | 1.26 | | 1.13 | | 1.32 | |
| PM Peak Period | 1.24 | | 1.24 | | 1.35 | |

| Transit Modal Split | From District | | To District | | Within District | |
|---------------------|---------------|--|-------------|--|-----------------|--|
| 24 Hours | 19% | | 19% | | 6% | |
| AM Peak Period | 36% | | 7% | | 5% | |
| PM Peak Period | 9% | | 26% | | 4% | |