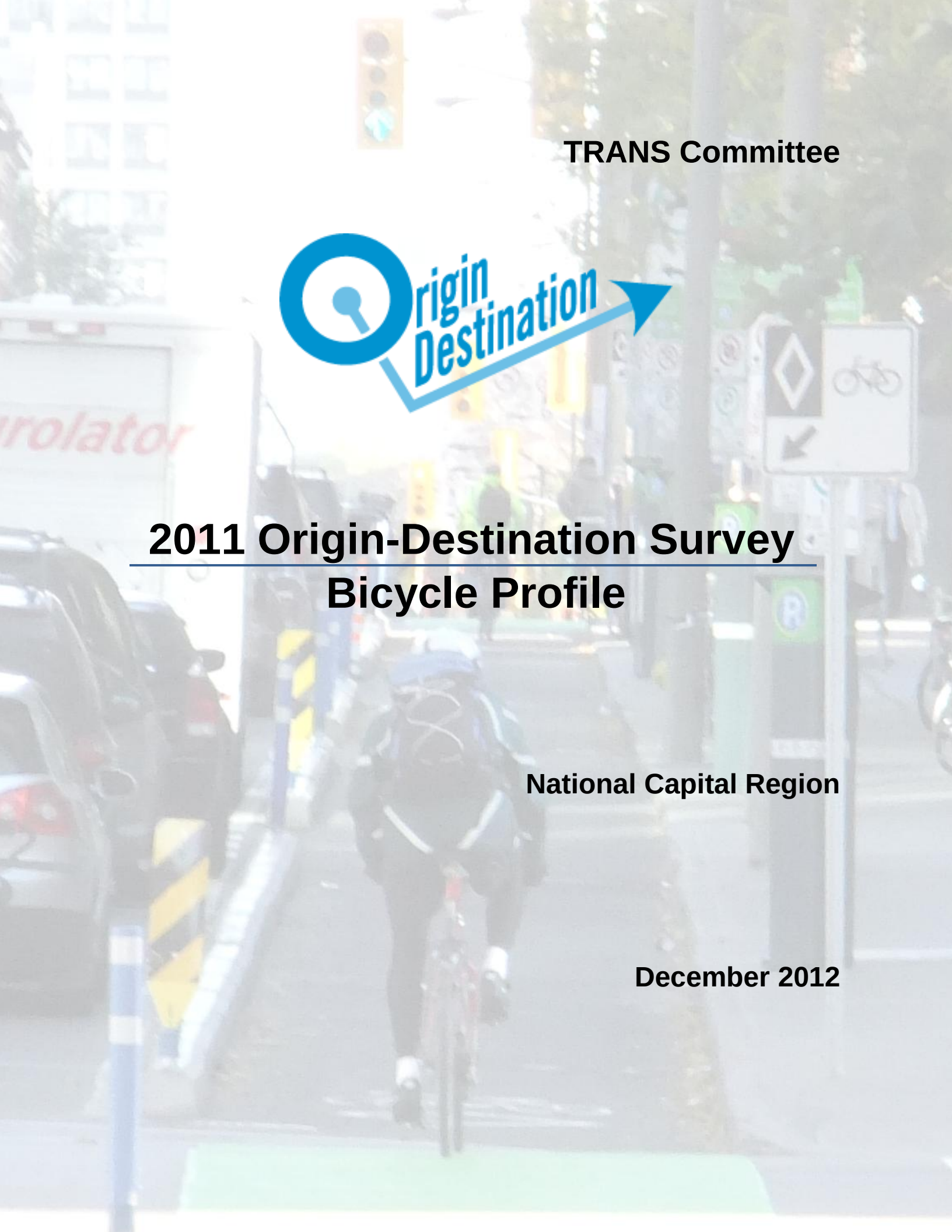

TRANS Committee

2011 Origin-Destination Survey
Bicycle Profile

National Capital Region

December 2012

TRANS Committee Members:

City of Ottawa, including OC Transpo

Ville de Gatineau

Société de transport de l'Outaouais

Ministry of Transportation of Ontario

Ministère des Transports du Québec

National Capital Commission

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1. INTRODUCTION

1.1 Purpose

This report analyzes the findings of the 2011 Origin-Destination Survey of the National Capital Region as it relates to bicycle travel. The context of cycling trips developed through this analysis will assist planners in identifying region-wide transportation infrastructure needs and services, measuring trends and monitoring progress towards an increasingly cycling friendly city.

1.2 Survey Background

The 2011 Origin-Destination (O-D) Survey is a joint project of the TRANS Committee, made up of the National Capital Commission, the City of Ottawa, the City of Gatineau, the Ontario and Quebec Ministries of Transportation, and the transit agencies of Ottawa and Gatineau (OC Transpo and STO).

The survey was conducted throughout Fall 2011, by way of telephone interviews. In all, 25,400 telephone interviews were completed, representing 5.0% of all households in both urban and rural districts of the survey area. Statistically, this is considered a rich sample. The results of the sample have been factored up to the general population of the National Capital Region (NCR).

Findings of the 2011 O-D Survey may be found on the O-D Survey Web site at www.O-DSurvey.ca. Some additional results relating to bicycle trips are presented below. Total trip numbers in this document account for the population of age 5 and older for the 2011 O-D survey and age 11 and older for the 2005 O-D survey. **The statistics presented in this report are all based on the population of age 5 and older unless otherwise stated (particularly those comparing numbers to 2005) and represent a typical Fall weekday**. The survey did not capture commercial trips or trips generated outside of the National Capital Region.

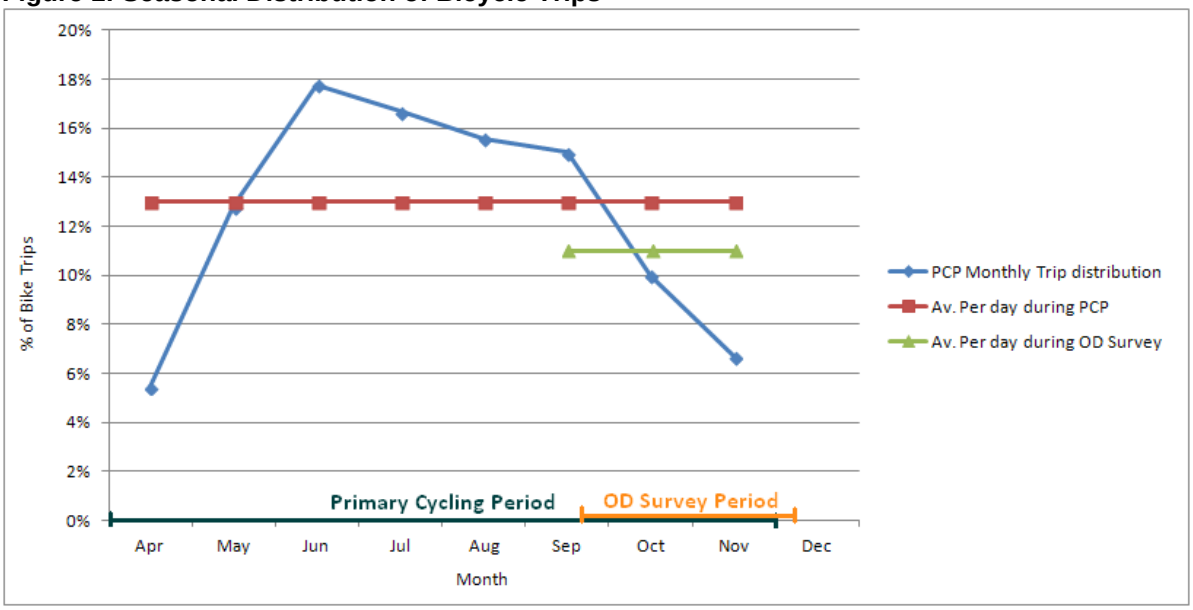
Table 1: Terminology

Trip	A single movement by a person from an origin to a destination, for a single purpose. It may comprise one or more modes and one or more transfers.
Bicycle Trip	A single movement by a person from an origin to a destination made on a bicycle, for a single purpose. A trip is not considered a bicycle trip if any leg of the trip involve motorized mode such as auto or transit.
Origin	The location where a trip begins.
Destination	The location where a trip ends.
District	A geographic area defined for the purpose of reporting O-D Survey results.
Morning Peak Period	Refers to the Morning AM peak period (06:30 to 08:59).
Afternoon Peak Period	Refers to the Afternoon PM peak period (15:30 to 17:59).
Modal Share	The proportion of trips by any given mode out of the total trips by all modes, for a given time period.

1.3 Seasonality and Cycling

Cycling rates are usually based on a Primary Cycling Period (PCP) running from April to November inclusively. **Figure 1** below shows the cycling profile over the PCP as measured in 2011 through the use of actual bike counters in Ottawa. This graph shows the distribution of bike trips per month as measured across the entire PCP based on the counter numbers to give an overall picture of bike trip distribution as the year progresses. The O-D survey takes place during the end of the PCP when bicycling rates are slightly lower than the average across the PCP.

Figure 1: Seasonal Distribution of Bicycle Trips



It should be noted that the 2011 O-D survey, although a large sample size survey, may not have fully captured all bicycle trips made by residents of the NCR. For example, the survey only covered households – excluding those living in rooming houses, on campus, etc. Further, bicycle use for non-utilitarian trips (recreation/exercise) may not have been fully captured in the survey. Much of these bicycle trips happen on weekends and in summer. Most importantly, the survey spans the whole fall season, at the end of which weather may not be very favourable to bicycle use.

1.4 General Observations

- Approximately 53,800 daily bicycle trips were made (by 5 years of age and older) in the National Capital Region during a typical Fall weekday in 2011.
- Of the total, about 52,000 daily bicycle trips were made by persons 11 years of age and older – this is an additional 14,900 trips, about 40% growth from 37,100 in 2005. This provides a fair comparison against the 2005 value as both numbers contain travel made by 11 years of age and older.
- More than three quarters i.e. about 84% of trips originate from Ottawa and about 16% originate from the Gatineau side; destinations have similar proportions.
- Inter-provincial bicycle travel accounts for 10% of daily bicycle trips in the Region.
- About 89% of daily bike trips originate from Ottawa occur within its greenbelt.

Table 2: Daily Bicycle Trips (Population 11+ years)

		Destination								
		2005			2011			Growth		
		Ottawa	Gatineau	Total	Ottawa	Gatineau	Total	Ottawa	Gatineau	Total
Origin	Ottawa	29,220	1,860	**31,080**	40,950	2,650	**43,600**	+40%	+42%	**+40%**
	Gatineau	1,880	4,130	**6,010**	2,710	5,640	**8,340**	+44%	+37%	**+39%**
	Total	**31,100**	**5,990**	**37,090**	**43,660**	**8,290**	**51,950**	**+40%**	**+38%**	**+40%**

2. BICYCLE MODE PROFILE

2.1 Bicycle Mode Share by Location

- In 2011, the highest bicycle modal share was observed in Central Ottawa at 6.1% of AM peak period trip origins. This illustrates a growth of about 69% from 3.6% bicycle modal share in 2005. Although the absolute numbers are smaller compared to Central Ottawa, Central Gatineau has the second highest bicycle modal share i.e. 5.4%.
- The AM peak period bicycle modal share of trips originating from inside the Greenbelt has also increased by 58% from 2.4% in 2005 to 3.8% in 2011.
- About 5.0% of all work trips originating from inside the Greenbelt during the 2011 AM peak period were made by bicycle.
- Overall, the City of Ottawa and Gatineau side observed a bicycle modal share of about 2.4% and 1.9% respectively during the 2011 AM peak period.
- The bicycle modal shares have increased across the region during the AM peak period except slight decreases in Suburban Ottawa.

Table 3: Bicycle Modal Share by Aggregated District of Origin (Population 11+ years)

Aggregated District of Origin	2005 Bike Mode Share, AM Peak	2011 Bike Mode Share, AM Peak	2011 Bike Mode Share, Daily	2011 Bike Trips, Daily
Central Ottawa	3.6%	6.1%	4.2%	18,310
Urban Ottawa	2.1%	3.2%	1.9%	20,610
Inside Greenbelt	2.4%	3.8%	2.5%	38,910
Suburban Ottawa	0.9%	0.8%	0.7%	4,040
Rural Ontario	0.2%	0.2%	0.5%	640
Ottawa Total	1.7%	2.4%	1.9%	43,600
Central Gatineau	3.8%	5.4%	3.5%	1,860
Urban Gatineau	2.1%	2.8%	1.5%	1,820
Suburban Gatineau	1.1%	1.9%	1.2%	3,790
Rural Quebec	0.5%	0.5%	0.9%	910
Gatineau Total	1.3%	1.9%	1.4%	8,370
Total	**1.6%**	**2.3%**	**1.8%**	**51,970**

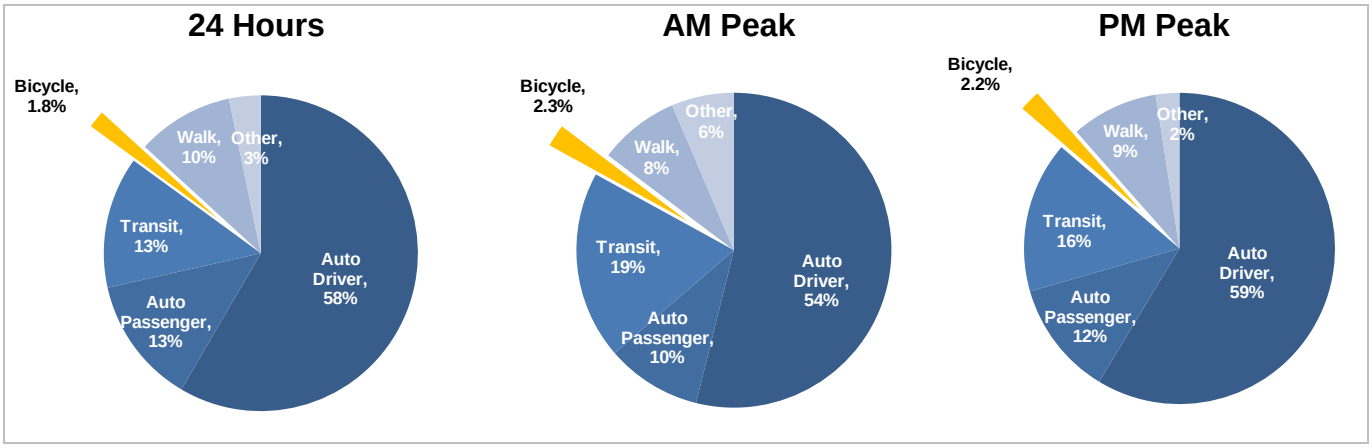
The urban structural level separates the TRANS districts as follows (see **Figure 21** for TRANS District map):

- Central Ottawa (Ottawa Centre, Ottawa Inner Area);
- Urban Ottawa (Alta Vista, Bayshore/Cedarview, Beacon Hill, Hunt Club, Merivale, Ottawa East, Ottawa West);
- Suburban Ottawa [outside greenbelt] (Kanata/Stittsville, Orléans, South Gloucester/Leitrim, South Nepean);
- Rural Ontario (Rural East, West, Southeast and Southwest);
- Central Gatineau (Île de Hull);
- Urban Gatineau (Hull Périphérie);
- Suburban Gatineau (Aylmer, Gatineau Centre, Gatineau Est, Plateau);
- Rural Québec (Masson-Angers, Rural Northeast and Northwest).

2.2 2011 Bicycle Modal Share by Time of Day

- An examination of the 2011 origin-destination mode share revealed that about 1.8% of all trips over 24 hours were made by bicycle. The corresponding 2005 bicycle mode share for the 24-hour period was 1.3% -- a growth of about 38%. (bicycle modal share for 5+ population is 1.7%)
- In the AM and PM peak periods, the mode share for bicycle trips within the National Capital Region is 2.2% (2005 mode share was around 1.6%). **Figure 2** illustrates the share of all modes at these time periods.
- Further, a bicycle is used as an access mode for an estimated 500 transit trips each day or approximately 0.1% of all daily transit trips.

Figure 2: 2011 Modal Shares by Time of Day (Population 11+ years)



2.3 Bicycle Trips by Age Group

Figure 3 highlights the distribution of daily bicycle trips by age groups in 2005 and 2011.

- In 2011, the 25-34 age group accounts for the highest percentage of daily bicycle trips at 22%. This is followed by the 45-54 age group with 21%. In 2005, the 35-44 age group had the highest percentage of daily bicycle trips at 23%, but only accounts for 18% in 2011.
- The percentage of bicycle trips made by the 55-64 age group went up from 7% in 2005 to 12% in 2011.
- The percentage of bicycle trips declines sharply after the 55 and older age groups, while the lowest percentage of bicycle trips is the 75+ age group.
- Overall, bicycle travel has increased among most of the age groups since 2005 except 15-24 and 35-44 age groups, which have seen a relative decline in percentage of daily bicycle trips from 2005. Although there is a decrease, the proportion of cycling trips in these age groups is still higher than that of all mode trips.
- The proportion of daily bicycle trips taken by those 25-34 years of age is significantly higher than the proportion of daily all mode trips by that age group. **(Figure 4)**
- Age group 25-34 are 5% more active in favour of bicycle. Overall, compared to all modes, age groups under 54 are 6% more active in favour of bicycle while age group over 54 are 7% less active in terms of bicycle.

Figure 3: Daily Bicycle Trips by Age Group in 2005 and 2011 (Population 11+ years)

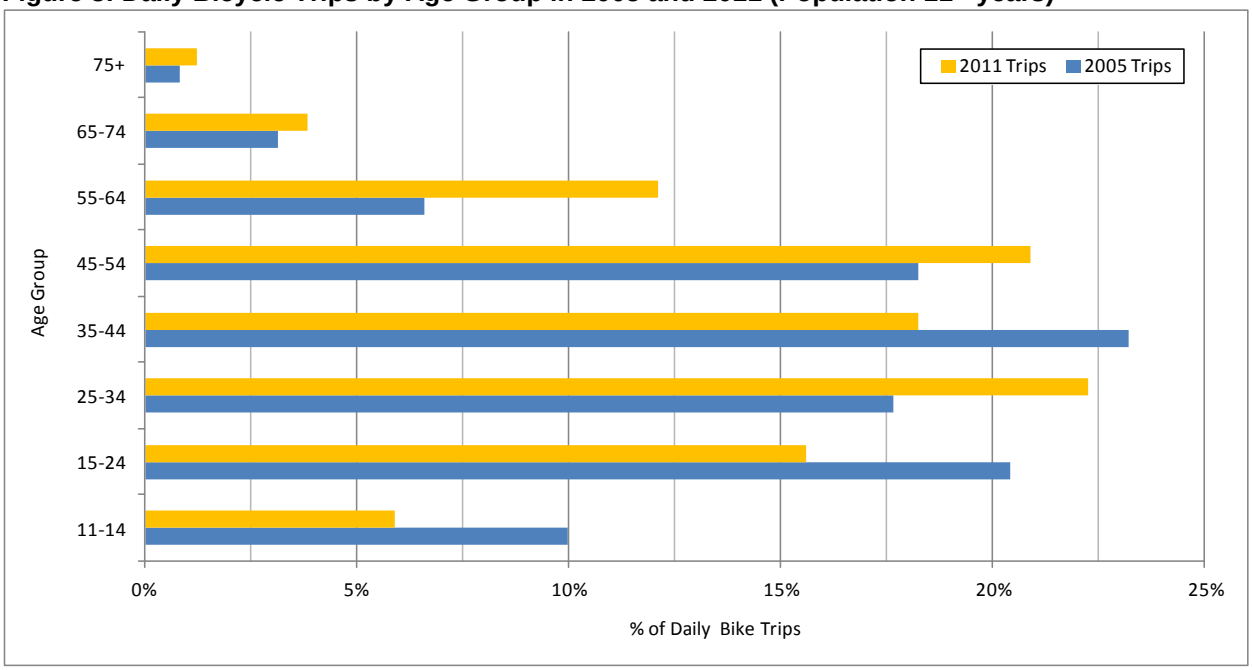


Figure 4: 2011 Daily Bicycle & All Mode Trips by Age Group

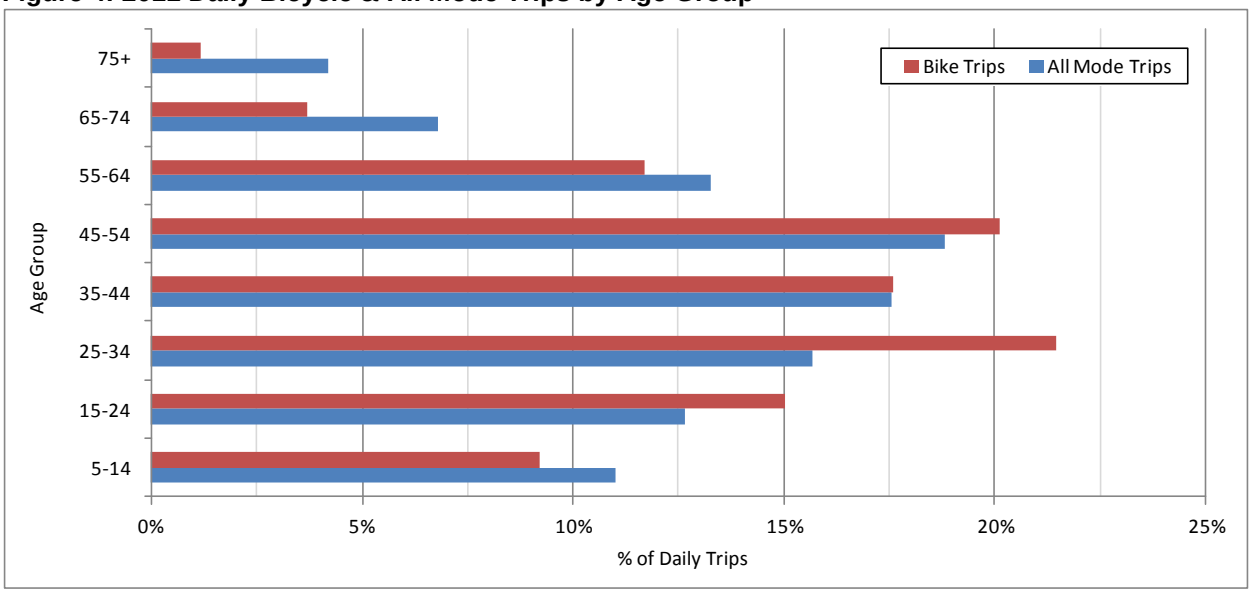
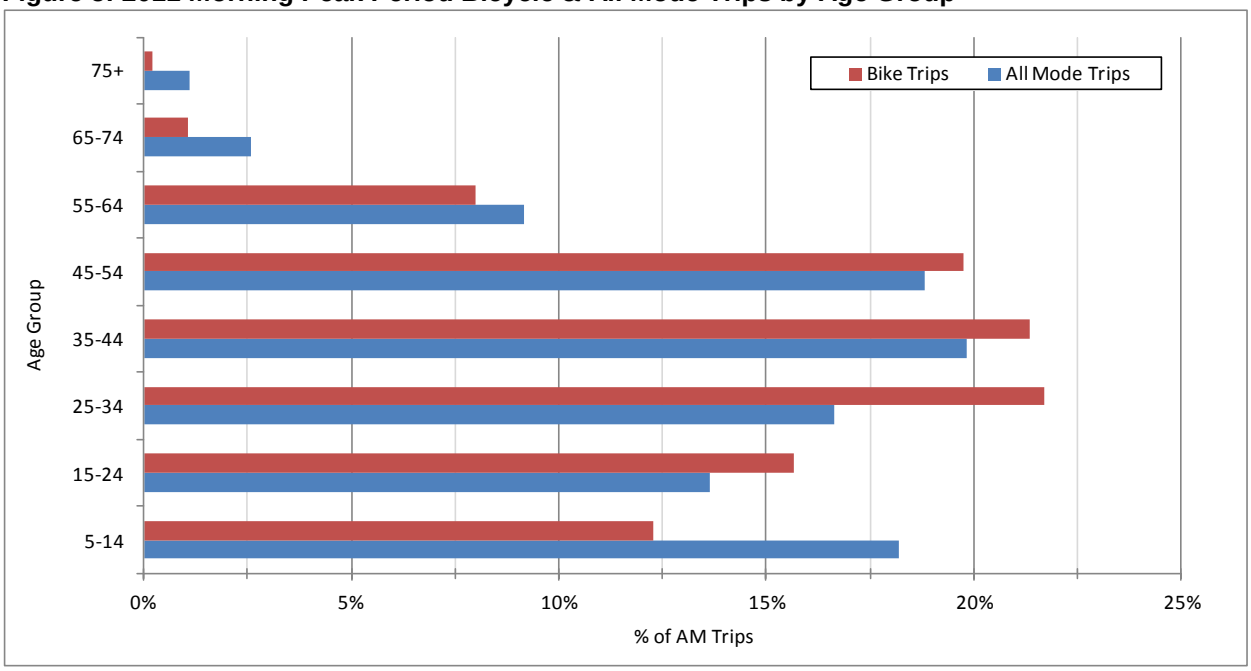


Figure 5 displays the distribution of morning peak period bicycle and all mode trips among age groups.

- In the morning peak period, bicycle trips distributions by age groups are almost similar to the daily distribution.
- Similar to daily patterns, the age group 25-34 are 5% more active in terms of bicycle. For age group 5-14, the percentage of bicycle trips compared to the percentage of all mode trips is significantly lower during the morning peak period.

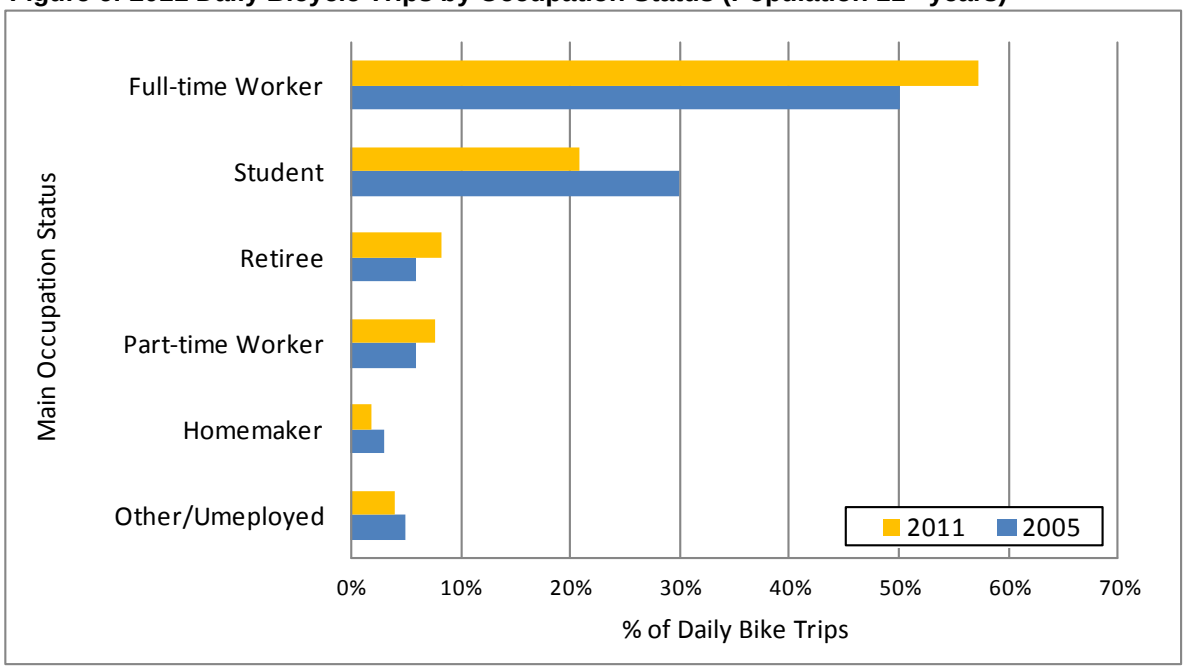
Figure 5: 2011 Morning Peak Period Bicycle & All Mode Trips by Age Group



2.4 Bicycle Trips by Occupation

- Together, full-time workers and students account for 78% of all bicycle trips over the 24-hour period. Retirees and Part-time workers shares are equally distributed at about 8%.
- Unemployed, Homemakers and Others bicycle less frequently.

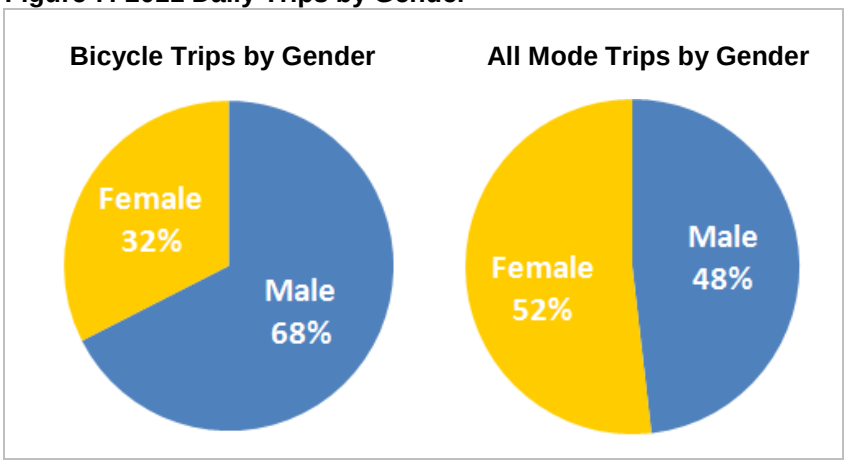
Figure 6: 2011 Daily Bicycle Trips by Occupation Status (Population 11+ years)



2.5 Bicycle Trips by Gender

- As illustrated in **Figure 7**, 68% of cycling trips over 24-hours are made by males.
- The proportion of daily bicycle trips made by females increased to 32% in 2011 compared to 28% in 2005.

Figure 7: 2011 Daily Trips by Gender

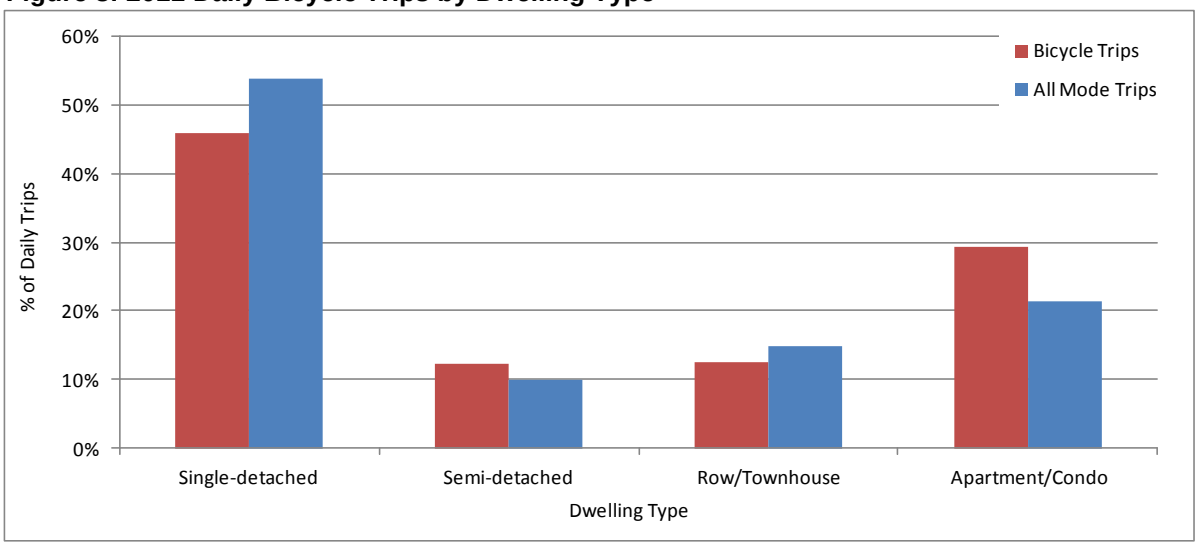


2.6 Bicycle Trips by Dwelling Type

Figure 8 illustrates the distribution of cycling trips and all mode trips among dwelling types.

- Of all trips made by cyclists over the 24-hour period, approximately 46% originate from a single-detached dwelling type, which is down from the 56% from the 2005 O-D Survey.
- Apartment / Condo dwellers account for 29% of daily bicycle trips.
- The proportion of bicycle trips generating from Apartment / Condo dwellings is 8% higher than those of all mode trips while Single-detached is 8% lower.
- In 2005, the proportion of bicycle trips from Apartment-type dwellings accounted for less than 20% of all bicycle trips, but now has grown to 29%.

Figure 8: 2011 Daily Bicycle Trips by Dwelling Type

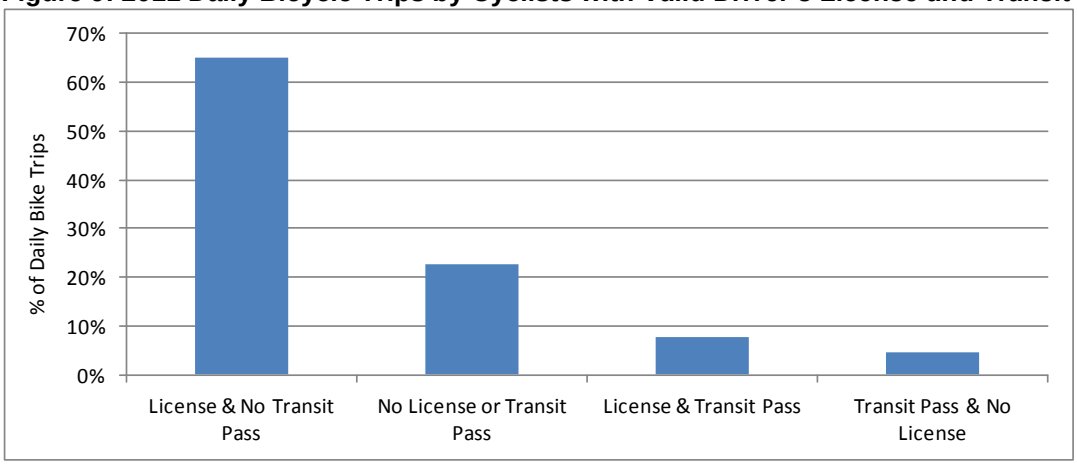


2.7 Bicycle Trips by Driver's Licence and Transit Pass

Figure 9 displays the percentage of bicycle trips by cyclists holding valid driver's licenses and valid transit passes in greater detail.

- 73% of cyclists hold a valid driver's license.
- 23% of cyclists do not hold a valid driver's license or transit pass.
- 13% of all bicycle trips are made by cyclists holding a valid transit pass.

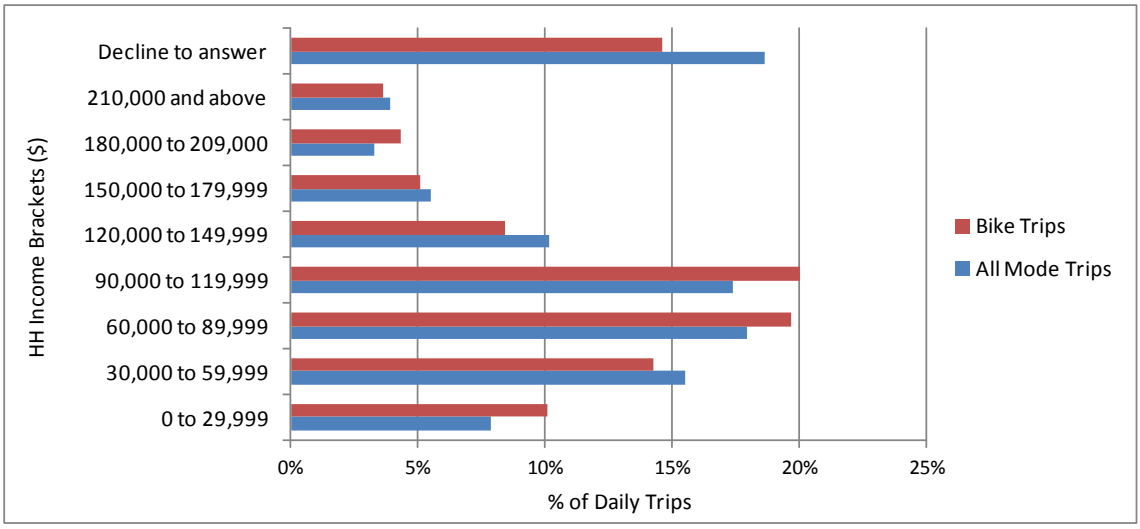
Figure 9: 2011 Daily Bicycle Trips by Cyclists with Valid Driver's License and Transit Pass



2.8 Bicycle Trips by Household Income

- About 40% of bicycle trips were made by cyclists whose household income ranges from $60,000 to $119,999. Above this household income bracket, the percentage of bicycle trips declines sharply. **(Figure 10)**
- A large portion of the bicycle trips (i.e. about 15%) were made by cyclist who did not report his / her household income information. Thus any analysis related to bicycle trips distribution by household income must be made carefully.

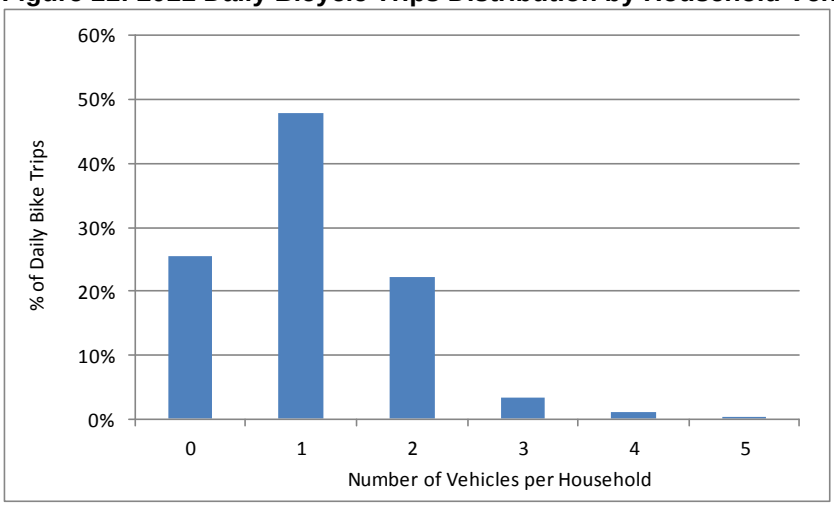
Figure 10: 2011 Daily Bicycle Trips by Household Income



2.9 Bicycle Trips by Household Vehicle Availability

- About 25% of bicycle trips were made by cyclists that belong to zero car households.
- Almost 50% of bicycle trips were made by cyclists who belong to a one vehicle household. **(Figure 11)**.
- The percentage of bicycle trips made by cyclist with 3+ cars household is very low.

Figure 11: 2011 Daily Bicycle Trips Distribution by Household Vehicle Availability



2.10 Bicycle Trips by Travel Purposes

- Overall, the proportion of daily bicycle trips by purpose are similar to those of trips by all modes.
- Trips defined by “Personal and Other” include visiting friends and family, health-related trips, and other.

Figure 12 and **Figure 13** further details bicycle trip purposes categorized by the time of day.

- Over the 24-hour period, 34% of bicycle trips are made for work or school related purposes; compared to 25% of trips by all modes for work or school related purposes.
- Over the 24-hour period, 7% of trips are made by bicycle for shopping purposes, compared to 11% of trips by all modes.
- For the morning peak period, 67% of bicycle trips are work related followed by 24% for school purposes.

Figure 12: 2011 Bicycle Trip Purposes by Time of Day

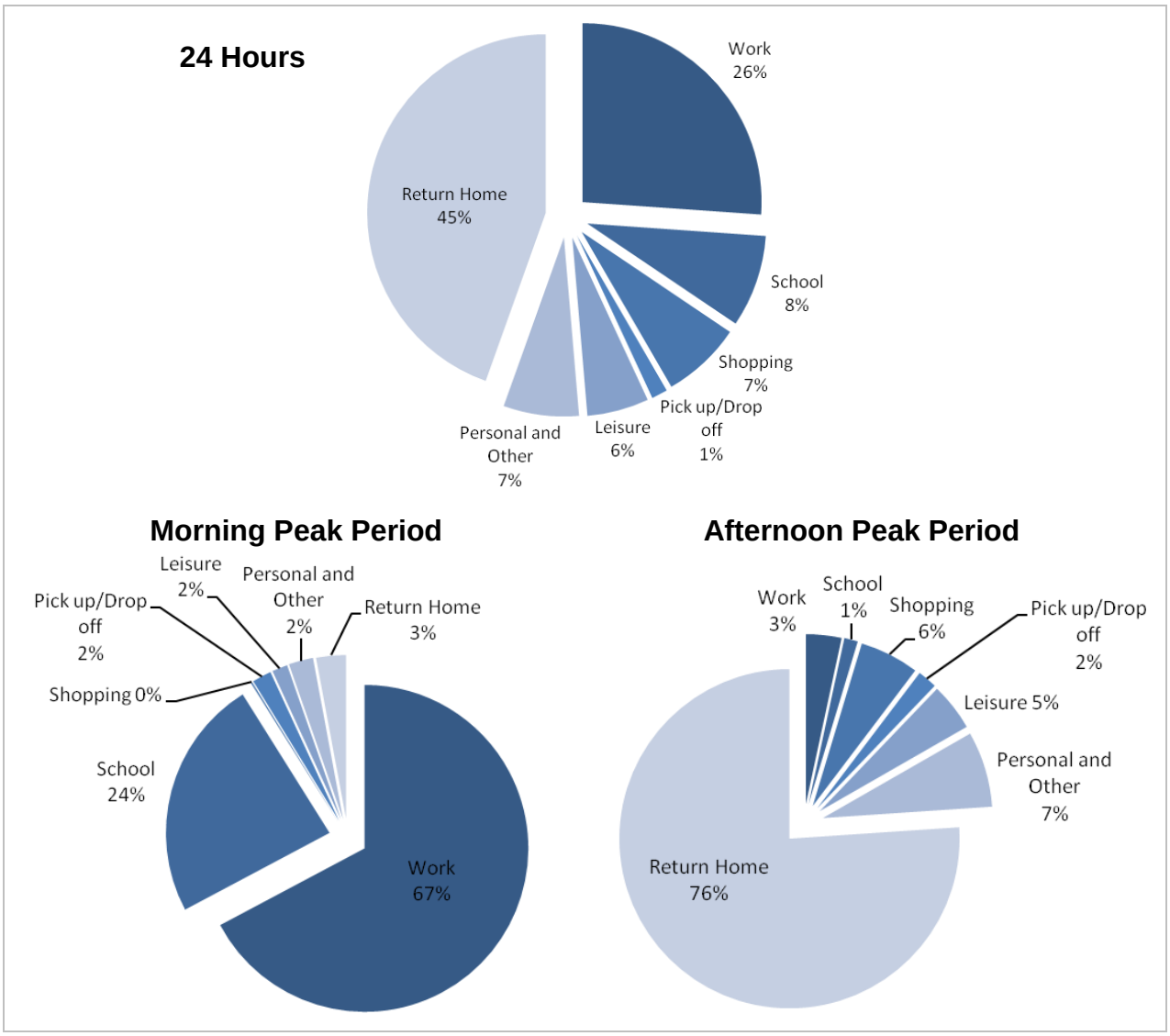
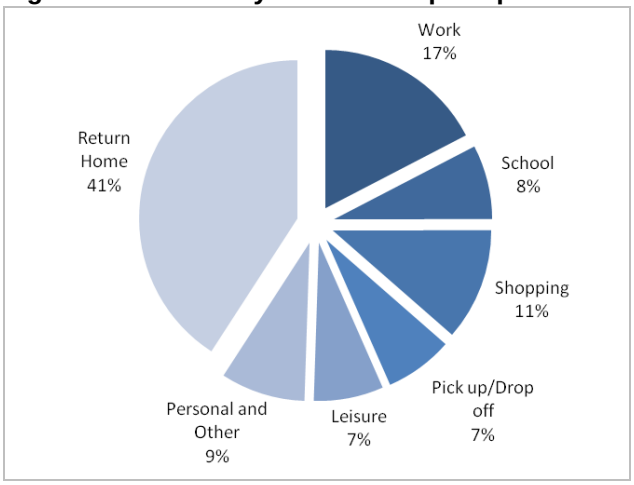


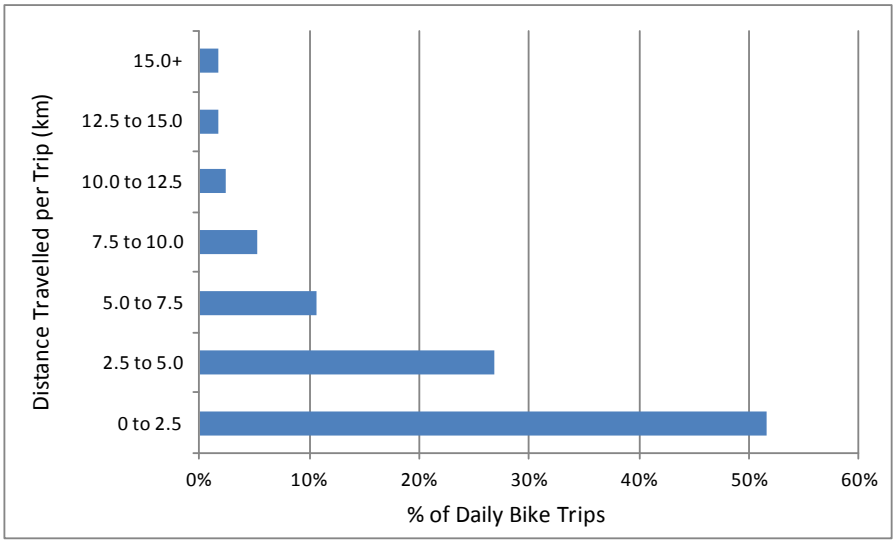
Figure 13: 2011 Daily All Mode Trip Purposes



2.11 Bicycle Trips by Travel Distance

- About 52% of all daily bicycle trips are within a distance of 2.5km, while 79% of trips are within 5km in total distance (**Figure 14**).
- Approximately 85% of daily work trips by bike are within a trip distance of 7km.
- Of all daily bicycle trips within 5km, approximately 50% occurred during the peak periods; about 24% of those occur during the AM peak and 28% of those in the PM peak.
- About 61% of all AM peak period work trips by bike are within a distance of 5km.
- About 6% of daily bicycle trips are greater than 10km in total distance while only 2% are greater than 15km.
- **Figure 15** illustrates bicycle trip length distribution by purpose and **Figure 16** shows cumulative bicycle trips based on distance and purpose. Average bicycle trip length for work, school, leisure, shopping, and other purposes is 4.5 km, 2.3 km, 2.4 km, 2.6 km, and 3.1 km respectively.
- The number of bike trips for most purposes decrease as trip distance increases, however work trips jumps sharply upwards for trips around 2-3km in length before going down.

Figure 14: 2011 Daily Bicycle Trips by Travel Distance



Note: Trip distance is measured as a Euclidean distance (i.e. straight line distance from origin to destination). The actual travel distance may be longer after considering the road network.

Figure 15: 2011 Daily Bicycle Trips by Trip Distance and Purpose*

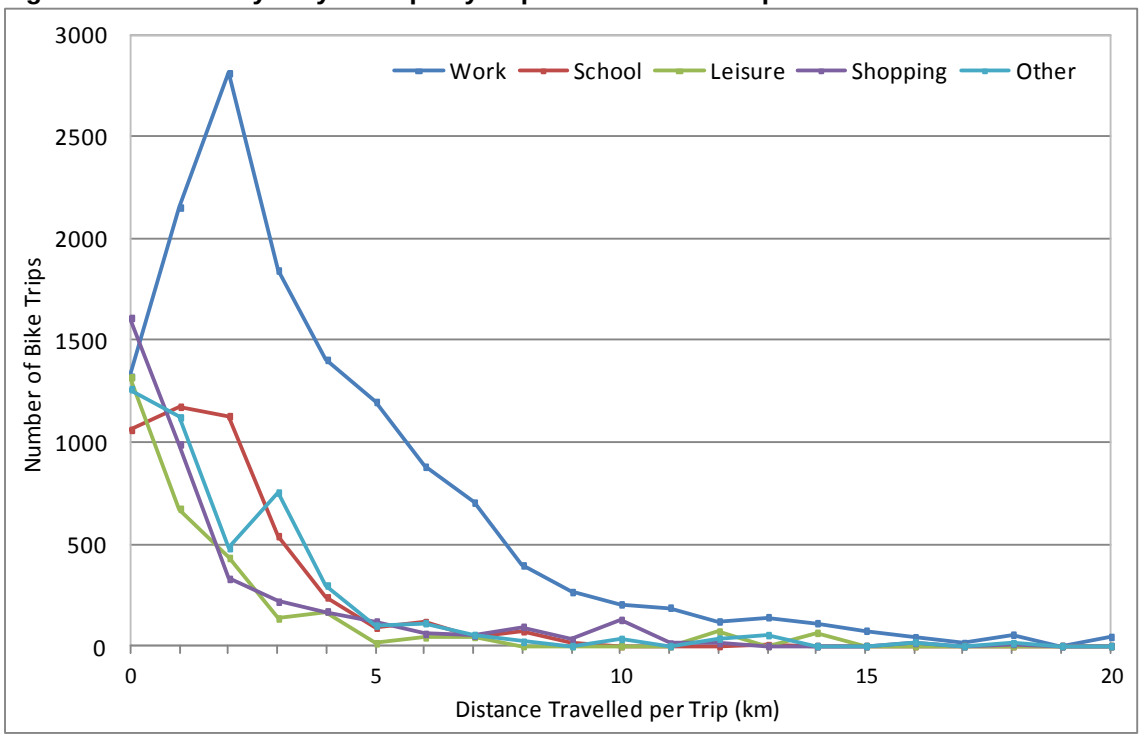
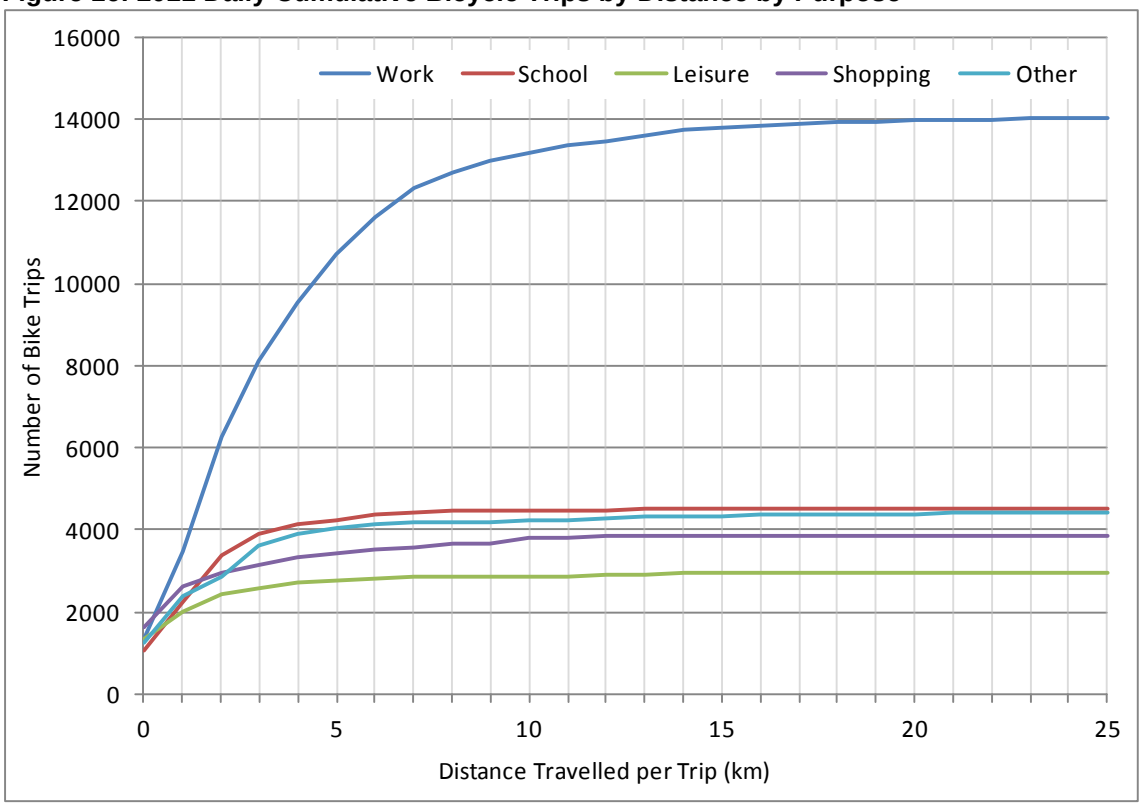


Figure 16: 2011 Daily Cumulative Bicycle Trips by Distance by Purpose*



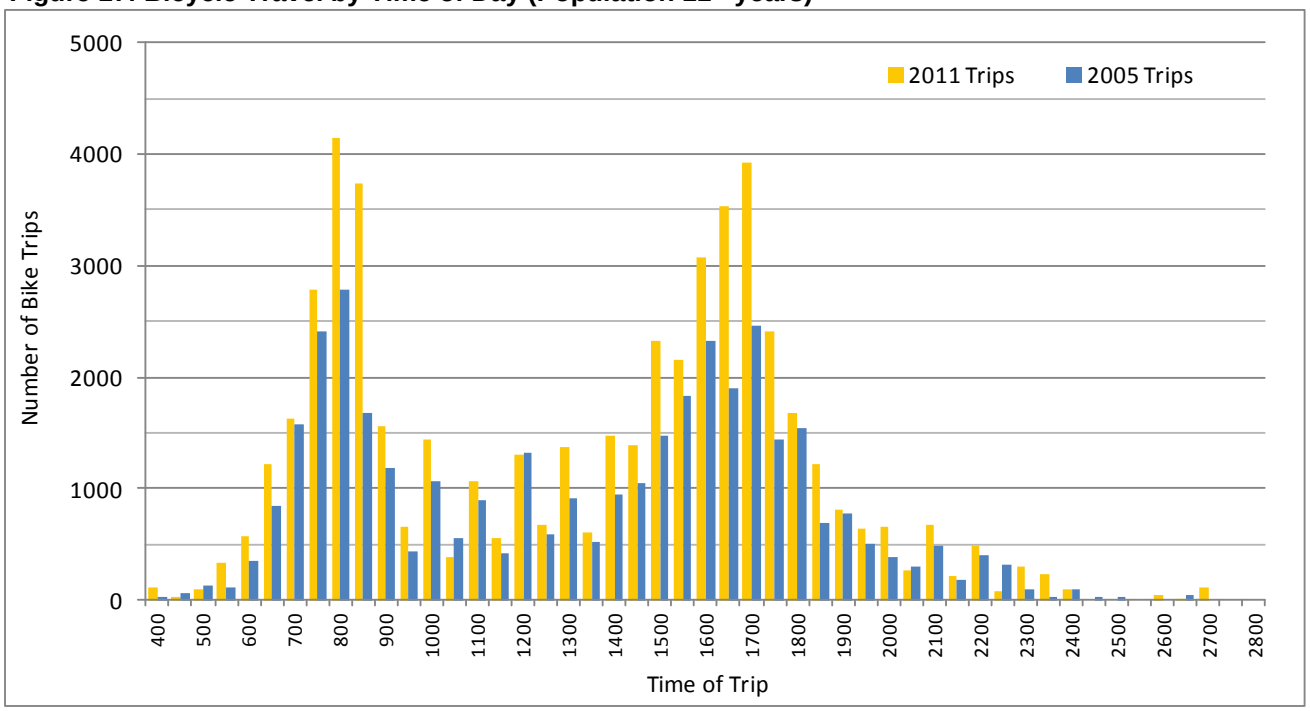
** The "return home" trip purpose not included in the graph*

2.12 Bicycle Trips by Time of Travel

Figure 17 illustrates the daily distribution of bicycle trips over 24 hours.

- There are two visible peak periods of travel; between 7:30 & 8:59 and between 15:00 &17:30. The morning peak is sharper, spread over 1.5 hours, while the afternoon peak spreads over a longer period i.e. 2.5 hours. Over 50% of all bicycle trips occur within these two periods.
- There are a steady amount of bicycle trips being made between the two visible peak periods (9:00 to 15:00).
- After 18:30, the number of bicycle trips begins to decline.
- Since 2005, bicycle travel generally has grown at all hours of the day but there has been a significant increase in the morning and afternoon peaks. More than 8,800 additional bicycle trips have been added to the peak periods mentioned above since 2005. The largest increase of cyclists occurs in the 8:00-8:59 period, having an additional 3,400 bicycle trips. Also, the single highest hourly volume of bicycle trips occurred during this time period, during which 7,890 bicycle trips were made. *(These numbers only considered population of 11+ years)*

Figure 17: Bicycle Travel by Time of Day (Population 11+ years)



Note: Time of travel is based on reported time of departure of trips

2.13 Bicycle Trips by Origin – Destination

Figure 18 and **Figure 19** quantify the approximate number of bicycle trips which originate from and are destined to TRANS districts during the morning peak period in the National Capital Region.

- The top 5 origin districts are:
  - Ottawa Inner Area
  - Ottawa West
  - Merivale
  - Ottawa East
  - Alta Vista
- The top 5 destination districts are:
  - Ottawa Inner Area
  - Ottawa Centre
  - Ottawa West
  - Merivale
  - Alta Vista
- The high number of trips destined to Ottawa Centre is disproportionate to the low number of trips originating from Ottawa Centre.
- The number of bicycle trips originating from Ottawa Inner Area grew by about 1200 trips (around a 68% increase) since 2005.

Figure 18: 2011 Morning Bicycle Trips by Origin TRANS District (Population 11+ years)

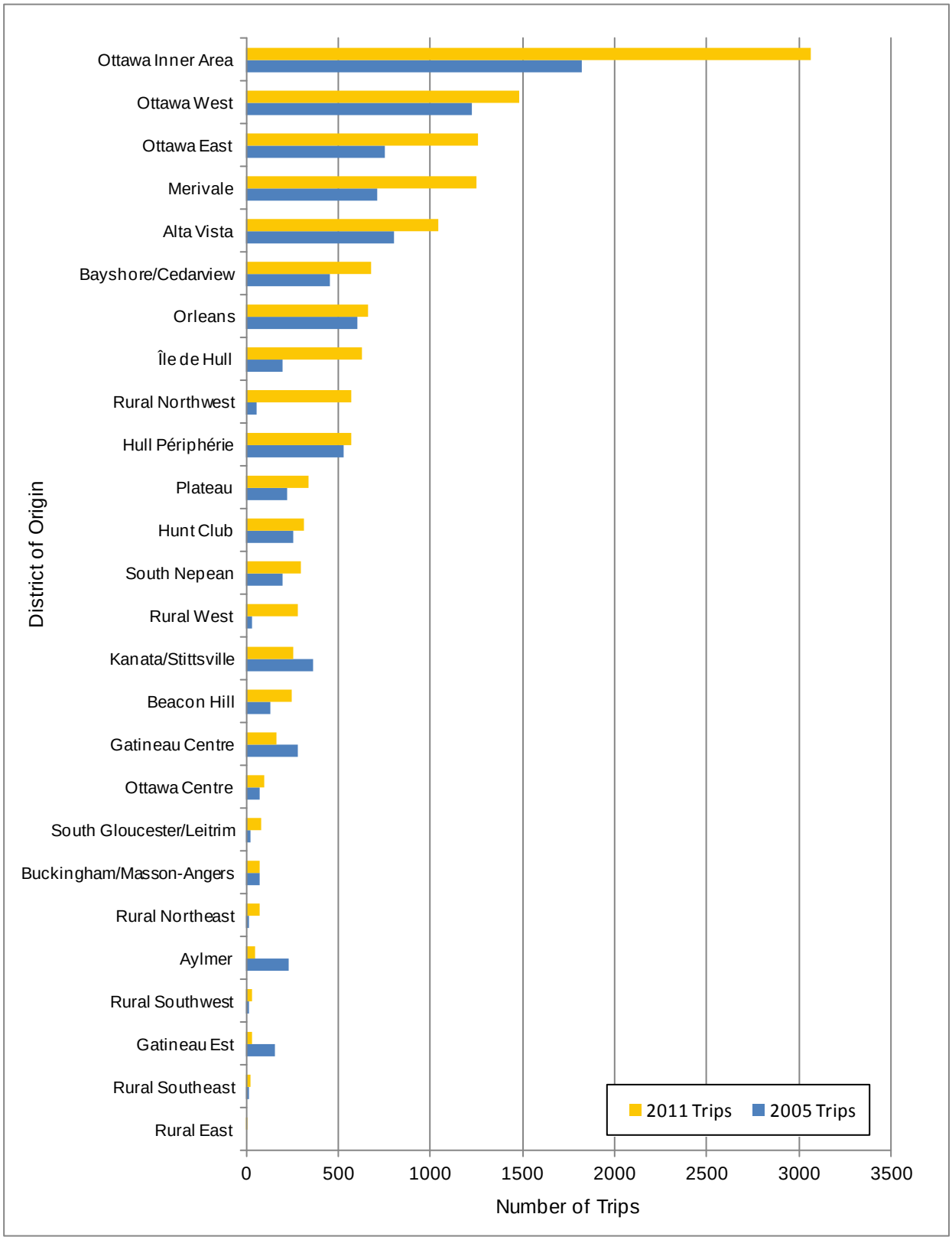


Figure 19: Morning Bicycle Trips by Destination TRANS District (Population 11+ years)

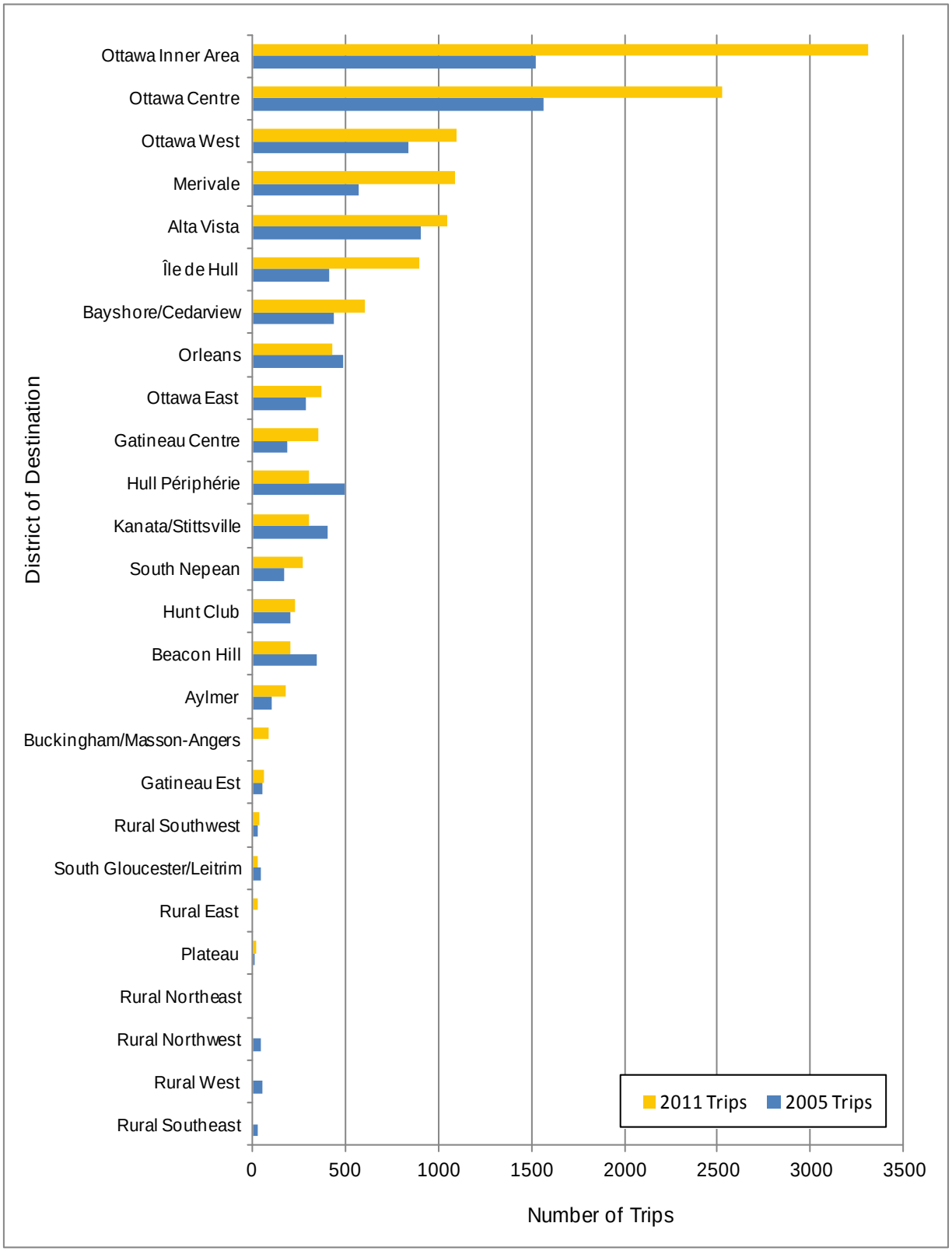


Figure 20 highlights intra-zonal activity and major desire lines of bicycle travel in the Morning Peak Period.

- For the purpose of this report, a desire line is defined as greater than 125 bicycle trips among TRANS districts.
- The top 10 bicycle desire lines among TRANS districts in the Morning Peak Period are the following:
  - Ottawa Inner Area to Ottawa Inner Area (1400 trips)
  - Ottawa Inner Area to Ottawa Centre (810 trips)
  - Ottawa West to Ottawa West (500 trips)
  - Orléans to Orléans (490 trips)
  - Merivale to Merivale (440 trips)
  - Ottawa East to Ottawa Centre (380 trips)
  - Ottawa East to Ottawa Inner Area (350 trips)
  - Alta Vista to Alta Vista (340 trips)
  - Ottawa West to Ottawa Centre (340 trips)
  - Bayshore/Cedarview to Bayshore/Cedarview (330 trips)
- An underlying trend in bicycle desire lines is a high level of intra-zonal travel. This is consistent with Figure 14, which demonstrated that 79% of trips are 5km or less.
- **Table 4, Table 5** and **Table 6** further detail the distribution of bicycle trips from origin to destination in the corresponding Morning Peak, Afternoon Peak and 24 Hour Period.

Figure 20: Morning Major Bicycle Desire Lines – (TRANS Districts)

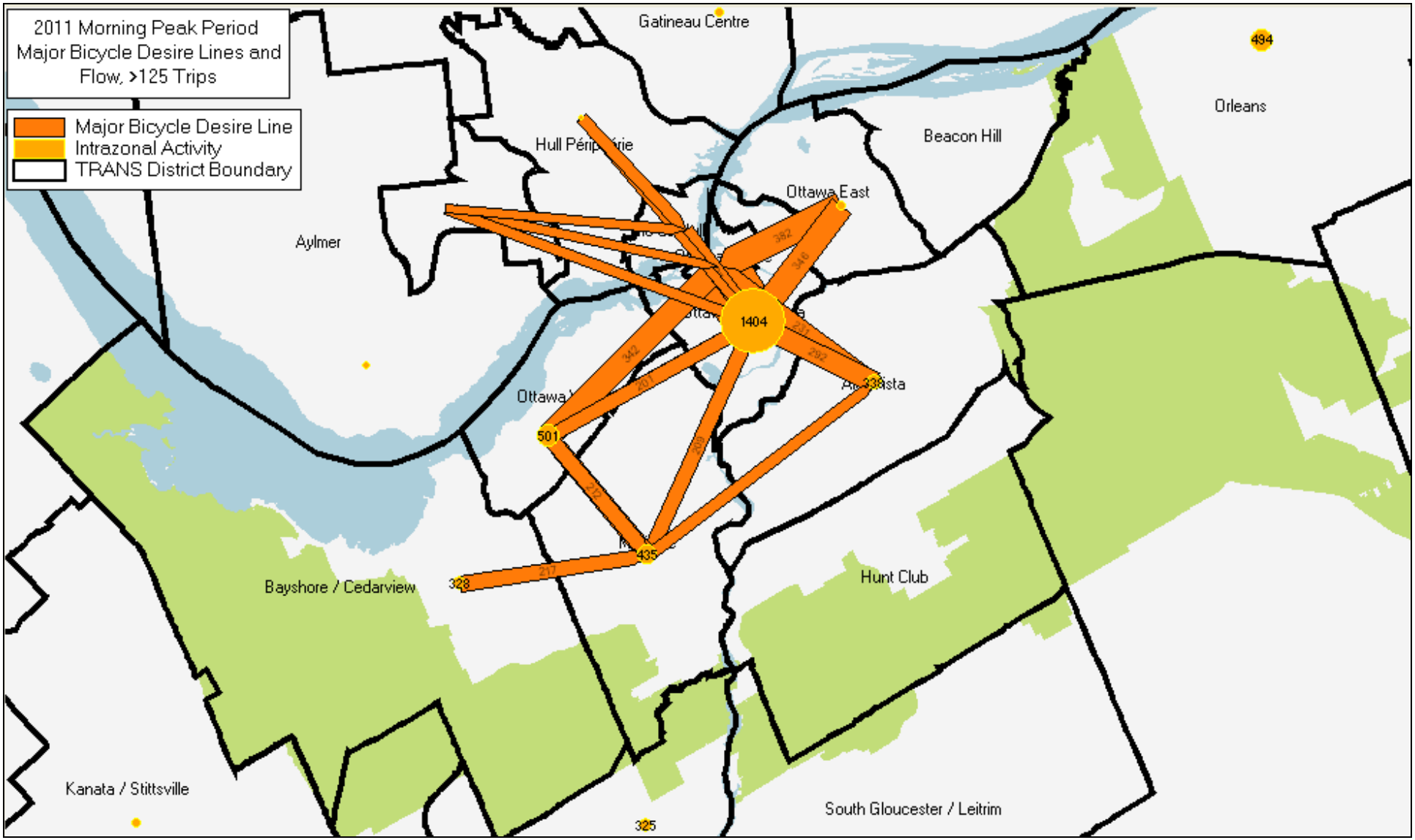


Table 4: Morning Peak Period Bicycle Trip* - All Purposes (TRANS Districts)

DESTINATION

ORIGIN	Ottawa Centre	Ottawa Inner Area	Ottawa East	Beacon Hill	Alta Vista	Hunt Club	Merivale	Ottawa West	Bayshore/Cedarview	Orleans	Rural East	Rural Southeast	South Gloucester/Leitrim	South Nepean	Rural Southwest	Kanata/Stittsville	Rural West	Île de Hull	Hull Périphérie	Plateau	Aylmer	Rural Northwest	Gatineau Centre	Gatineau Est	Rural Northeast	Buckingham/Masson-Angers	Total
Ottawa Centre	40	60																									**100**
Ottawa Inner Area	810	1,400	70	20	210	10	90	190	60							10		200	90		10						**3,190**
Ottawa East	380	350	210	50	100	20	10	20										80	40							10	**1,270**
Beacon Hill	80	50		80			20											20									**250**
Alta Vista	230	290	10	10	340	70	60	60								10		20									**1,080**
Hunt Club	30	60	30		70	100								30													**320**
Merivale	50	210	10		170		440	250	130					10				10									**1,280**
Ottawa West	340	200			50	10	210	500	60		20			10		20		110	20								**1,550**
Bayshore/Cedarview	60	40					220	30	330							10											**680**
Orleans	70		10	50	80					490								20									**730**
Rural East											10																**10**
Rural Southeast						20																					**20**
South Gloucester/Leitrim	20	10			20								10			20											**90**
South Nepean					30		30							330	20												**400**
Rural Southwest								20							30												**50**
Kanata/Stittsville									30							220											**260**
Rural West																											**0**
Île de Hull	30	230	10					10																			**280**
Hull Périphérie	110	130	10	20				10										170	140				50				**630**
Plateau	140	150			20			70	10				20					130		20	20						**570**
Aylmer	80	60					20									20					190						**370**
Rural Northwest		10						10										20	20								**50**
Gatineau Centre	40	120						60										100	10				230	10			**570**
Gatineau Est		20																20					80	50			**170**
Rural Northeast	30																										**30**
Buckingham/Masson-Angers																										70	**70**
Total	**2,530**	**3,390**	**380**	**230**	**1,090**	**230**	**1,090**	**1,210**	**610**	**490**	**30**	**0**	**30**	**380**	**50**	**300**	**0**	**900**	**310**	**20**	**230**	**0**	**360**	**60**	**0**	**90**	**13,990**

* Note: The numbers are rounded to the nearest 10. As a result, there might be some minor differences between the control totals and distribution.

Table 5: Afternoon Peak Period Bicycle Trip* - All Purposes (TRANS Districts)

DESTINATION

ORIGIN	Ottawa Centre	Ottawa Inner Area	Ottawa East	Beacon Hill	Alta Vista	Hunt Club	Merivale	Ottawa West	Bayshore/Cedarview	Orleans	Rural East	Rural Southeast	South Gloucester/Leitrim	South Nepean	Rural Southwest	Kanata/Stittsville	Rural West	Île de Hull	Hull Périphérie	Plateau	Aylmer	Rural Northwest	Gatineau Centre	Gatineau Est	Rural Northeast	Buckingham/Masson-Angers	Total
Ottawa Centre	170	930	400	100	220	30	50	310	60	60			20					30	110	100	80		50		30		**2,730**
Ottawa Inner Area	210	1,750	570	20	170	50	290	370	80				10					250	120	110	20		120	30			**4,190**
Ottawa East	50	180	380	40	10		10												10								**680**
Beacon Hill			40	50						50	10								20								**160**
Alta Vista		180	70		470	50	140	40	10	80			20	30						20							**1,110**
Hunt Club		10	20		80	80		10																			**210**
Merivale		90	10	20	60	20	310	260	60	30				30							20						**910**
Ottawa West		340			40		130	1,000	110						20	20		10	10	70		10					**1,750**
Bayshore/Cedarview		40				10	120	140	230					40		60				10							**640**
Orleans										380																	**380**
Rural East			10								10																**20**
Rural Southeast																											**0**
South Gloucester/Leitrim																				20							**20**
South Nepean						30	60							150													**240**
Rural Southwest													20	20	80												**120**
Kanata/Stittsville		10			10				10							260					20						**310**
Rural West																10	20										**40**
Île de Hull	10	250	70	20	20		10	100		20									260	110		30	100	20			**1,020**
Hull Périphérie		90	110	10				20										130	190								**550**
Plateau																											**0**
Aylmer		10																		20	250	40					**320**
Rural Northwest																					40	70					**110**
Gatineau Centre																			50				200	50			**310**
Gatineau Est																								20			**20**
Rural Northeast																											**0**
Buckingham/Masson-Angers			10																					20		90	**120**
Total	**440**	**3,890**	**1,680**	**260**	**1,080**	**270**	**1,100**	**2,250**	**560**	**620**	**20**	**0**	**80**	**260**	**100**	**360**	**20**	**420**	**770**	**460**	**430**	**140**	**480**	**130**	**30**	**90**	**15,940**

* Note: The numbers are rounded to the nearest 10. As a result, there might be some minor differences between the control totals and distribution.

Table 6: 24-Hour Bicycle Trip* - All Purposes (TRANS Districts)

DESTINATION

ORIGIN	Ottawa Centre	Ottawa Inner Area	Ottawa East	Beacon Hill	Alta Vista	Hunt Club	Merivale	Ottawa West	Bayshore/Cedarview	Orleans	Rural East	Rural Southeast	South Gloucester/Leitrim	South Nepean	Rural Southwest	Kanata/Stittsville	Rural West	Île de Hull	Hull Périphérie	Plateau	Aylmer	Rural Northwest	Gatineau Centre	Gatineau Est	Rural Northeast	Buckingham/Masson-Angers	Total
Ottawa Centre	360	1,760	660	120	260	40	60	370	60	70		20	20					80	130	140	80		60		50		**4,340**
Ottawa Inner Area	1,800	7,380	950	70	780	170	540	1,060	170	20			10			10		640	280	150	50		120	30			**14,240**
Ottawa East	640	920	1,290	200	140	70	30	20	0	30								80	160			30				10	**3,630**
Beacon Hill	110	90	180	340			20	30		80	10							20	30								**900**
Alta Vista	290	770	120	40	1,390	190	330	170	40	110			20	50		10		20		20							**3,570**
Hunt Club	40	170	70		210	360		10	10	20				30													**920**
Merivale	70	610	30	20	310	20	1,340	790	380	30				100		10		10			20						**3,740**
Ottawa West	400	1,020	20		170	10	760	3,110	290		20			10	30	80		120	20	70		30	50	20			**6,230**
Bayshore/Cedarview	60	100	0		30	10	530	300	1,160					70		70				10	30						**2,360**
Orleans	90		40	80	100	20	30			1,600								50									**2,000**
Rural East			10					20			100																**130**
Rural Southeast		20				20																					**50**
South Gloucester/Leitrim	20	10			20								20			20				20							**120**
South Nepean		30			50	30	100	10	30					960	40	20											**1,270**
Rural Southwest								20					20	20	250												**310**
Kanata/Stittsville		30			10		10	20	90					20		960	180				20						**1,320**
Rural West																180	50					10					**230**
Île de Hull	110	560	80	20	20		10	120		50				30				140	360	130		30	170	20			**1,860**
Hull Périphérie	130	290	160	30				20										380	610	20	40	20	70		20	20	**1,820**
Plateau	140	170			16			70	10				20					130	40	40	50						**680**
Aylmer	80	70					20		30							20			40	50	880	40					**1,230**
Rural Northwest		10	30					30										20	20		50	220	20	20			**410**
Gatineau Centre	60	120						60										200	80			20	950	90	10		**1,590**
Gatineau Est		30						20										20				20	110	200		20	**410**
Rural Northeast	50																		20				10			20	**100**
Buckingham/Masson-Angers			10																20					20		340	**390**
Total	**4,430**	**14,160**	**3,660**	**920**	**3,500**	**940**	**3,780**	**6,250**	**2,290**	**1,990**	**130**	**20**	**120**	**1,280**	**320**	**1,360**	**220**	**1,910**	**1,810**	**640**	**1,220**	**410**	**1,560**	**390**	**80**	**410**	**53,840**

* Note: The numbers are rounded to the nearest 10. As a result, there might be some minor differences between the control totals and distribution.

Figure 21: TRANS Districts Map