

1. INTRODUCTION

1.1 Purpose of Report

This report summarizes the findings of the 2005 Origin-Destination Survey in the National Capital Region. The findings are presented in tabular and graphical format mainly according to two levels of detail: overall totals for the survey area and broken down for 26 sub-areas, which are referred to as TRANS Districts. The findings include broad socio-demographic and travel characteristics and detailed information about trip purpose, mode choice, trip distribution, etc.

This report reflects the expanded survey results. To this end, the survey results were first subjected to a rigorous editing, imputation, expansion and validation process prior to their tabulation and summary. Additional information may be found on the Origin-Destination Survey Web site at www.O-DSurvey.ca.

1.2 Organization of Report

The report is organized into six chapters. The remainder of Chapter 1 presents a glossary of key terms, to help the reader understand the findings. Chapter 2 provides some background information to the survey. Chapter 3 ‘benchmarks’ the 2005 survey through a comparison with previous surveys in the National Capital Region and with surveys elsewhere in Canada. Chapter 4 presents key findings from the survey. Chapter 5 presents characteristics for the 26 districts, as well as for the respective areas covered in Ontario and Québec, and the respective urban transit service areas. Finally, Chapter 6 presents summary trip tables for the 26 districts.

1.3 Glossary

The following is a glossary of key terms and their meaning as applied to the 2005 Origin-Destination Survey and to this report:

- Trip, or person trip, is a single or one-directional movement of one person from one point (origin) to a second point (destination), for a single purpose. For example, the commute from home to work represents one trip. The purpose of this trip is to go to work. However, if the commuter stopped along the way to drop off a child at a daycare, then two trips have been made: first, for the purpose of ‘serving a passenger’ (pick up or drop off) and then to go to work. A single trip can comprise one or more modes, and one or more transfers – for example, the commuter might have driven to a Transitway station then taken the bus to his/her workplace. The Origin-Destination Survey is household-based and as such focussed on the movement of *people* and accordingly did not capture commercial trips (that is, trips that are made to move *goods* or to provide *services*¹).
- Peak periods are the times of day when the transportation system (both road and transit) typically carries the maximum numbers of trips. They typically correspond to the morning or evening commuter peak periods, each of which is assigned here a duration of 2½ hours. By

¹ The trip made by a service person from his/her home to the first call of the day is recorded in the survey, as a home-to-work trip.

definition, the morning (AM) peak period corresponds to trips starting between 0630 and 0859. The afternoon (PM) peak period corresponds to trips starting between 1530 and 1759.

- Modes describe the types of transportation services that are used by residents in the region. For the purposes of the survey, they include: auto driver, auto passenger (as distinct from the driver), public transit (bus or rail), paratransit, school bus, motorcycle, taxi, ferry, walking and cycling.
- Modal share is the proportion of trips by any given mode out of the total trips by all modes, for a given time period. The transit modal share is sometimes expressed as a proportion out of the total trips made by the motorized modes only, i.e. auto (driver or passenger) and transit.
- Purpose describes the reason that the trip is made. Trip purposes comprise work or work-related (i.e., going to work or going somewhere outside one's normal place of work to conduct business), going to school, going shopping, leisure (e.g., recreation, visiting friends or going to a restaurant), medical (e.g., going to an appointment), picking up or dropping off someone (e.g., a child at daycare), other (any other purpose, not otherwise captured by the above) and returning home (from any venue).
- Household is the basic analytical unit of the survey sample. It corresponds to a group of people, whether related or unrelated, who live together in the same location.
- Origin is the location where a trip begins. It is described in terms of a street address, a monument (e.g., a well-known location, an office building, a school, etc.), a street intersection or a district. All survey origins have been geo-coded for precision.
- Destination is the location where a trip ends. It has similar attributes as the trip origin.
- Origin-destination describes both 'ends' of a single trip. This term is commonly abbreviated to 'O-D.'

1.4 Acknowledgements

The 2005 Origin-Destination Survey was commissioned by the TRANS Committee, a joint transportation planning group in the National Capital Region (www.ncr-trans-rcn.ca). It was conducted by R.A. Malatest & Associates Ltd. in association with iTRANS Consulting Inc.

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