4. KEY FINDINGS

The key findings of the 2005 survey are detailed below. These findings draw upon the demographic characteristics and travel patterns presented in the ensuing tables and exhibits. Where applicable, comparisons are made with the 1986 and 1995 surveys, as well. Additional tabulations may be found on the survey Web site at *www.O-DSurvey.ca*.

4.1 Determinants of Travel

Table 4-1 summarizes four key determinants of travel – population, households, employment and vehicle availability rates per household – for the 2005, 1995 and 1986 surveys. **Table 4-2** lists the growth rates for these determinants over the 19-year period (1986 to 2005).

Table 4-1: Key Survey Area Determinants

Survey Year	Population	Households	Employment	Persons / Household	Vehicles / Household [2]
2005	1,150,600	465,400	578,400	2.47	1.41
1995	972,400	376,500	473,100	2.58	1.27
1986	809,500	302,400	419,800	2.68	1.28

Sources:
- 2005 population and household numbers based on findings of 2005 O-D Survey
- 2005 employment estimate provided by the City of Ottawa.
- 1995 population and household numbers based on "Sommaire des résultats de l'enquête origine-destination 1995, région de l'Outaouais", MTQ, 1995.
- 1995 employment estimates based on "Data Guide: National Capital Region O-D Travel Survey," TRANS, 1996.
- 1986 population and household estimates based on the1986 Census of Canada.
- 1986 employment estimates based on "Labour Force Participation" tabulation in the "Survey Validation Report," TRANS, 1987.
- 1986 vehicles per household based on "La mobilité des personnes dans l'Outaouais", MTQ, 1990.

Table 4-2: Changes Over Time in Key Survey Area Determinants

Comparison	Population	Households	Employment	Persons / Household	Vehicles / Household [2]
2005 – 1986	42.1%	53.9%	37.8%	-7.8%	10.2%
2005 – 1995	18.3%	23.5%	22.3%	-4.3%	11.0%
1995 – 1986	20.1%	24.6%	12.7%	-3.7%	-0.8%

The tables indicate that, over the 19-year period (1986 to 2005):

- The population has grown by 42%, but households have increased by 54% (almost 30% faster than the population). The average household size (persons per household) has decreased accordingly. The higher household growth rate is important because many trips are

[2] The 1986 vehicle availability rate reported here differs from the one in the original consultants' report as it is based on an additional source: the "La mobilité des personnes en Outaouais" report. Changes over time vary accordingly.

generated to serve the household as a whole – e.g., the weekly shopping trip for groceries. Both population and households grew slightly more quickly in the nine years prior to 1995 than in the ten years since.

- Employment (jobs) has increased by 38% – slightly slower than the population. This reflects the slow growth rate between 1986 and 1995 of 2/3 that of the population (13% v. 20%, respectively), which in turn mirrors the recessionary economic climate in which the 1995 survey was conducted. However, since 1995, employment has increased by 22%; that is, slightly faster than the population growth of 18%. Both differences are significant for transit use, transit, employee-based trip reduction programmes, and other initiatives and services that are aimed at the peak period home-work commute.

- Vehicle availability is an important determinant both of the propensity to travel and of the propensity to use the vehicle, rather than using alternate modes such as transit, walking or cycling. As measured by the average availability rate of vehicles per household, vehicle availability has grown by 10% – although it stayed virtually flat from 1986 to 1995, which coincides with the economic climate of that year. [3,4]

4.2 Key Travel Indicators

Table 4-3 presents key indicators of travel for the three surveys, and **Table 4-4** lists their growth rates.

Table 4-3: Key Survey Area Travel Indicators (daily)[5]

Survey Year	Total Trips	Trips / Person	Trips / Household
2005	2,806,200	2.78	6.03
1995	2,455,000	3.00	6.52
1986	2,118,000	2.83	7.08

Table 4-4: Changes Over Time in Key Survey Area Travel Indicators

Comparison	% Change in Total Trips	% Change in Trips / Person	% Change in Trips / Household
2005 – 1986	32.5%	-1.8%	-13.9%
2005 – 1995	14.3%	-7.3%	-7.5%
1995 – 1986	15.9%	6.0%	-6.9%

[3] This finding differs from that in the original consultants' report, as per footnote 2, above.

[4] Vehicle population data are difficult to come by. Ontario-wide growth trends in light-duty gasoline vehicle registrations (which include passenger sedans) are: 18.2% growth for 1986-2005, with 12.1% growth between 1986 and 1995 and 5.4% growth from 1995 to 2005. It is cautioned that these trends reflect only part of the vehicle ownership 'picture', and not necessarily at the household level.

[5] All trip rates and total trip numbers cited in **Table 4-3** reflect the population 11 years and older – that is for 2005, the population whose trips were recorded in the survey – as opposed to the total population of 1,150,600.

The tables indicate that:

- The total number of person trips, for all modes and all purposes, has increased steadily, to 2.81 million trips each day. Compared with 1986, this represents an increase of 32%. Significantly, total daily trips have not grown as quickly as have population and households.

- The proportional growth in total daily trips in the two intervals before and after 1995 corresponds closely to growth in population and households before and after 1995. However, as noted, the trip rates per person were very similar in 1986 and 2005, but there was an interim surge in 1995: this may reflect the relative weight of certain age groups over time. The most mobile age group, between 25 and 44 years old, accounted for 35% of the population in 1986, then peaked at 37% in 1995, before decreasing to 31% in 2005. At the same time, the age group 45 years of age and older, which is less mobile, accounted for 28% of the population in 1986 and 29% in 1995, before increasing to 37% in 2005. [6]

- Trips per household, however, decreased significantly, from 7.08 trips per household in 1986 to 6.03 in 2005. The overall decrease can be attributed to the reduction in the average number of persons per household. The household trip rate decreased in spite of the increase in vehicle availability. [7]

4.3 Travel by Time of Day

Exhibit 4-1 presents the hourly distribution of daily travel by all modes and by time of day, for 1995 and 2005. It can be seen that travel generally has grown at all hours of the day, except during the late night period.

Other key points related to the distribution of trips by time of day are:

- The 2.5-hour peak periods continue to represent the peak times of travel – as seen below, combined, the two periods represent almost half (44%) of daily trip-making.

- More people travelled during the PM peak period than during the AM peak period. A total of 573,000 trips was made during the AM peak period (0630 – 0859), and 644,000 trips were made during the PM peak period (1530 – 1759). Proportionately, these represent 21% and 23%, respectively, of total daily travel.

- It can be seen from **Exhibit 4-1** that the single highest hourly volume of trips (all modes) occurred in the PM peak period, between 1600 and 1659, during which 281,300 trips were made.

- Travel in the AM period was more evenly distributed, with the two hours 0700-0759 and 0800-0859 each sustaining just under 259,000 trips (which were also the next highest hourly volumes, after the PM peak hour).

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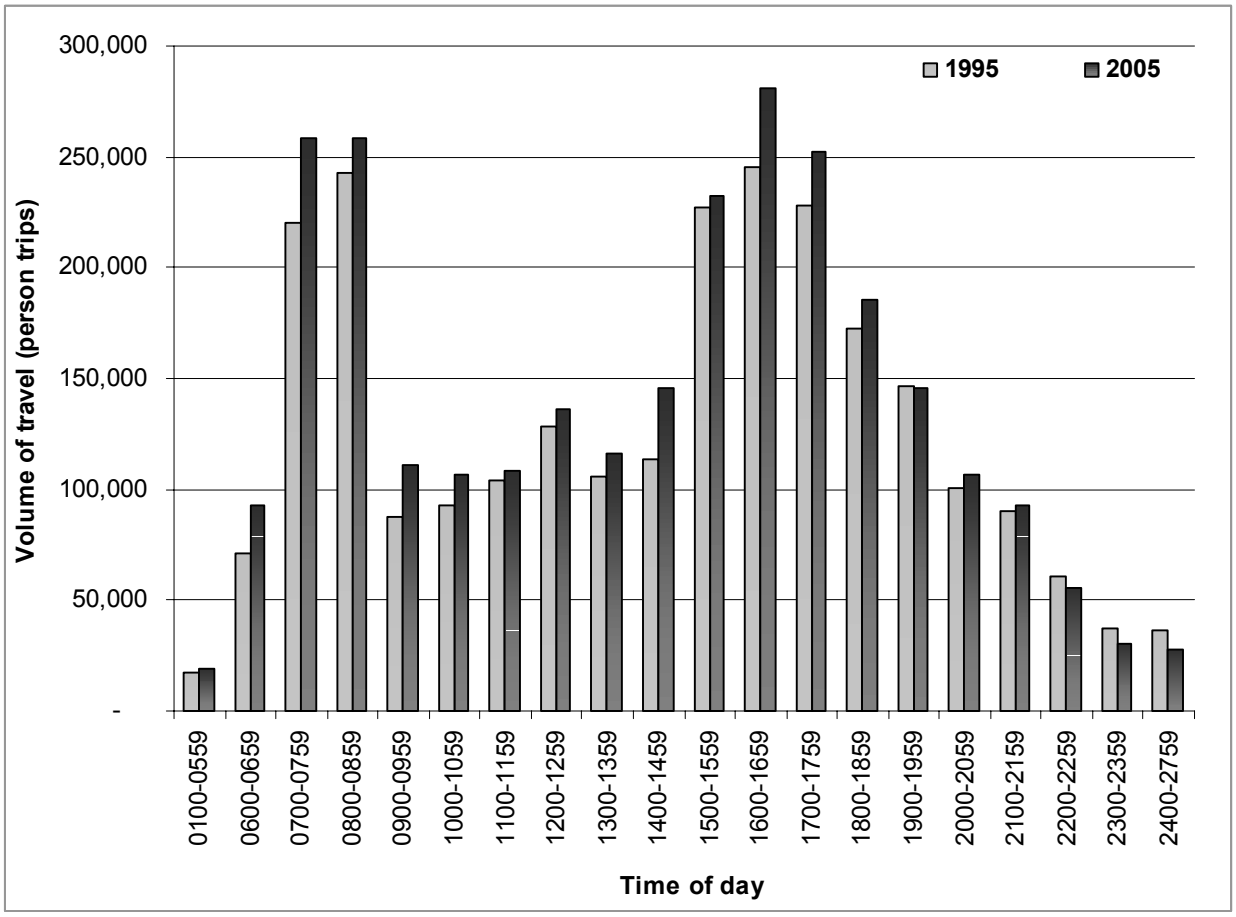
[6] This is a finding that did not appear in the original consultants' report, as it is based on additional analysis.

[7] This finding differs from that in the original consultants' report, based on additional analysis and as per footnote 2, above.

Exhibit 4-1: Travel by Time of Day

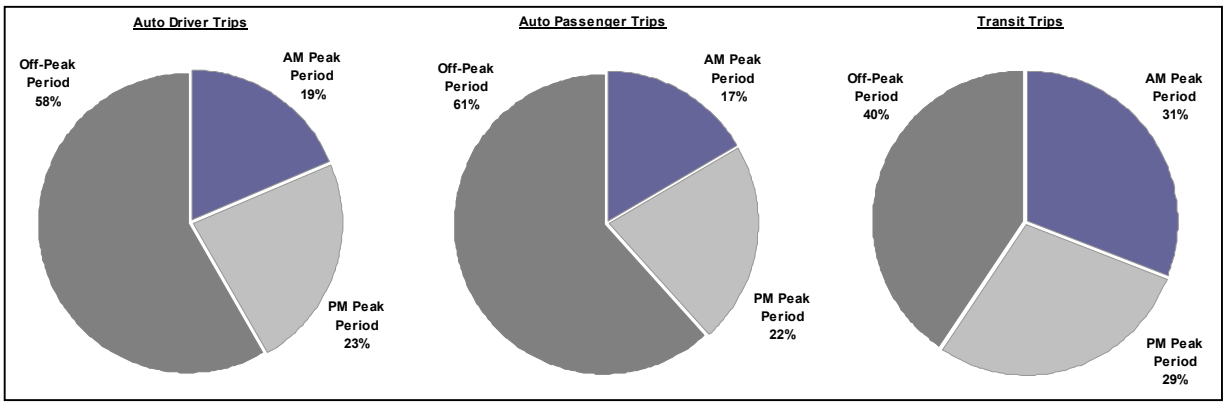


- In contrast, in 1995 the PM peak hour sustained only marginally more trips than the AM peak hour (245,700 and 242,700 trips, respectively).

- Between 1995 and 2005, the number of AM peak period trips increased by 13%, while PM peak period trips increased by 10%.

Exhibit 4-2 presents the distribution of auto and transit person trips by time of day in 2005: the AM and PM peak periods, and the remaining 19 hours combined into a single off-peak category.

Exhibit 4-2: Distribution of Auto and Transit Person Trips by Time of Day, 2005



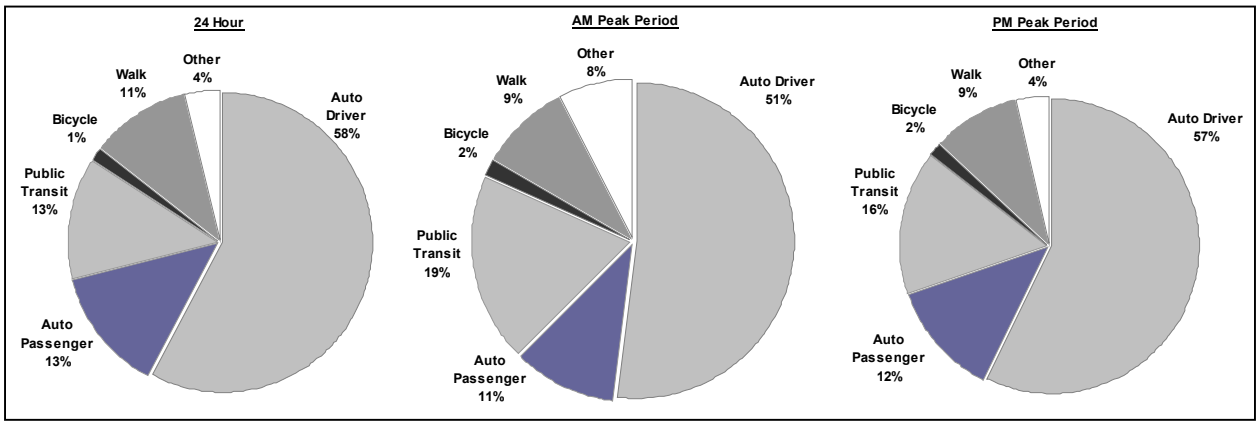
It can be seen that:

- Most auto trips took place outside the two peak periods, with 58% and 61% of auto driver and auto passenger trips, respectively, taking place during the off-peak. Of the remainder, more auto trips took place during the PM peak period (23% and 22% of auto driver and auto passenger trips, respectively) than in the AM peak period (19% and 17%, respectively).

- In contrast, most transit trips took place during the two peak periods, with 31% of daily transit trips taking place in the AM peak period and 29% in the PM peak period, while 40% took place in the off-peak period.

Modal shares vary by time of day. **Exhibit 4-3** presents modal shares by time of day.

Exhibit 4-3: Modal Shares by Time of Day, 2005



Note: "Other" modes include, among others, paratransit, school bus, motorcycle, taxi and ferry.

The figure shows the following key points:

- Auto driver trips were dominant, at 58%, during the 24-hour period, and 51% and 57% of AM and PM peak period trips, respectively. The higher percentage for the 24-hour period indicates that the auto driver mode had an even higher share of trips made during the day-time and night-time off-peak periods.

- Auto passenger trips comprised another 13%, 11% and 12% of 24-hour, AM peak period and PM peak period trips, respectively.

- Trips made by public transit accounted for 13% of all trips during the 24-hour period, and 19% and 16% of all trips during the AM and PM peak periods, respectively.

- Non-motorized modes comprised 11-12% of all trips. Cycling trips comprised 1-2% of all trips and walk trips comprised 9-11% of all trips.

4.4 Travel by Mode

Table 4-5 presents modal use for the three surveys, and **Table 4-6** indicates how it has changed over time. The tables indicate the following:

Table 4-5: Breakdown of Modal Use (daily)

Survey Year	Auto Person Trips				Transit Trips [8]			% Non-motorized
	Driver	Passenger	Total	Auto Occupancy	Person	Share of Motorized Modes	Modal Share	
2005	1,623,700	374,400	1,998,100	1.23	362,900	15.4%	12.9%	12.0%
1995	1,436,100	410,700	1,846,800	1.29	260,100	12.3%	10.3%	13.0%
1986	1,218,000	394,000	1,612,000	1.32	354,000	18.0%	15.4%	5.0%

Table 4-6: Changes Over Time in Modal Use – Motorized Trips (daily)

Comparison	Change in Total Motorized Trips	Change in Auto Driver Trips	Change in Auto Passenger Trips	Change in Total Auto Trips	Change in Transit Trips
2005 – 1986	20.1%	33.3%	-5.0%	24.0%	2.5%
2005 – 1995	12.1%	13.1%	-8.8%	8.2%	39.5%
1995 – 1986	7.2%	17.9%	4.2%	14.6%	-26.5%

- Total daily auto person trips increased by 24% between 1986 and 2005 – slightly faster than the 20% increase in total daily trips by all motorized modes. This also reflects the dominant role of the auto mode in daily travel.

- Auto driver trips increased even faster, by 33%, whereas auto passenger trips decreased by 5% over the same interval. This is evidenced by the reduction in the passenger share of total auto trips by almost one-third, with the 1986 average auto occupancy rate of 1.32 persons per vehicle (ppv) dropping to 1.23 ppv in 2005 – generally consistent with observed downward ppv trends at screenlines. Growth in auto driver trips was fastest in the period preceding 1995. Auto passenger trips increased between 1986 and 1995 (4%), but decreased significantly after 1995 (- 9%).

- Transit trips decreased by 26% between 1986 and 1995, but increased by 40% between 1995 and 2005. Overall, 2005 transit person trips were slightly more than those of 1986. [8]

- However, even though the total transit volumes were similar in 2005 and 1986, the daily transit modal share had decreased, to 13% in 2005 from 15% in 1986 (but up from 10% in 1995). Transit shares as percentages of motorized modes changed in the same relative proportion (15% in 2005, compared with 12% in 1995 and 18% in 1986).

- Non-motorized trips increased from 5% in 1986 to 13% in 1995 and declined slightly to 12% in 2005, translating into approximately the same volume of trips in 2005 as in 1995. However, the higher 1995 and 2005 proportions may reflect the survey method (telephone), in which respondents could be prompted to recall walking and cycling trips; whereas such prompting was not possible with the 1986 mailback survey. In 2005, workers and students

[8] These numbers and finding differ from those in the original consultants' report, based on additional analysis.

made about 90% of the non-motorized trips during the peak periods, with retirees accounting for 19% of the non-motorized trips made during midday.

4.5 Travel by Purpose

Table 4-7 breaks down trip purpose by time of day (24 hours, AM peak period and PM peak period), for 2005 as well as for 1995. Key points to note are:

Table 4-7: Trip Purpose by Year and Time of Day [9]

Trip Purpose	1995		2005		Change from 1995 to 2005	% Change
24 Hours						
Work or related	460,100	18%	541,800	19%	81,700	18%
School	175,700	7%	189,400	7%	13,700	8%
Shopping	275,400	11%	277,400	10%	2,000	1%
Pick up / Drop off	176,100	7%	180,900	6%	4,800	3%
Return home	1,000,900	40%	1,166,700	42%	165,800	17%
Personal and other	439,800	17%	449,900	16%	10,100	2%
Total:	2,528,000	100%	2,806,200	100%	278,200	11%
AM Peak Period						
Work or related	272,400	53%	319,600	55%	47,200	17%
School	126,900	25%	139,300	24%	12,400	10%
Shopping	5,600	1%	7,300	1%	1,700	31%
Pick up / Drop off	50,500	10%	53,900	9%	3,400	7%
Return home	16,500	3%	21,300	4%	4,800	29%
Personal and other	38,600	8%	39,100	7%	500	1%
Total:	510,500	100%	580,600	100%	70,100	14%
PM Peak Period						
Work or related	24,200	4%	21,800	3%	-2,400	-10%
School	4,800	1%	5,600	1%	790	16%
Shopping	53,300	9%	55,900	9%	2,600	5%
Pick up / Drop off	46,900	8%	50,000	8%	3,100	7%
Return home	368,400	63%	438,100	67%	69,700	19%
Personal and other	90,400	15%	83,600	13%	-6,800	-7%
Total:	588,000	100%	646,800	100%	66,900	11%

- In 2005, with respect to trip purpose, over the 24-hour period the "return home" category dominated, at 42% of all trips. "Work or work-related" trips dominated in the AM peak

[9] These numbers differ from those in the original consultants' report, based on additional analysis.

period, at 55% of all trips; and the "return home" category dominated in the PM peak period, at 67% of all trips.

- The proportion of "work or work-related" and "school" trips varied by time of day. In 2005, during the AM peak period, these comprised 79% of all trips – 55% work related and 24% school related. During the PM peak period, these comprised 3% and 1% respectively. Over the 24-hour period, these comprised one-quarter of all trips, at 19% and 7% respectively.

- "Discretionary" trips (such as shopping and leisure) represented 22% of trips during the PM peak period and 26% of trips over the 24-hour period.

- The proportion by purpose changed marginally between 1995 and 2005. However, compared with 1995, in 2005 the number of trips was greater in all categories.

- Between 1995 and 2005, the total number of trips increased by 11% over the 24-hour period (14% during the AM peak period). In comparison, "work or work-related" trips increased by 18% over the 24-hour period (17% during the AM peak period). This higher increase may reflect the economic recession conditions in 1995.

4.6 Breakdown by Municipal Area

Table 4-8 breaks down the key travel determinants between Ottawa and the Outaouais. It can be seen that the proportions of population and households are both identical, at 75% in Ottawa and 25% in the Outaouais. Vehicle availability is proportionately slightly higher in the Outaouais (27%); however, trip-making is proportionately slightly higher in Ottawa (77%). Overall, travel in these areas is approximately proportional to the break down in population, households and vehicle availability. Employment is not included in this comparison, because of the disparity of jobs between the two regions.

Table 4-8: Breakdown of Key Determinants for Ottawa and the Outaouais, 2005

Municipal Area	Population	%	Households	%	Vehicles	%	Daily Trips	%
Ottawa	865,700	75%	347,900	75%	482,100	73%	2,159,500	77%
Outaouais	284,900	25%	117,500	25%	175,500	27%	646,700	23%
Total Survey Area	1,150,600	100%	465,400	100%	657,600	100%	2,806,200	100%

Table 4-9 compares selected travel indicators for Ottawa and the Outaouais, and for their transit service areas. These are designated as the Ottawa UTA (Urban Transit Area) and the STO service area, respectively. It should be noted that the transit services areas are sub-areas of the respective municipal area.

It can be seen that:

- The daily person trip rates are higher in Ottawa than in the Outaouais, at 2.84 and 2.59 trips per person, respectively. The same is true of household rates, at 6.21 and 5.50 trips per household, respectively.

Table 4-9: Selected Travel Indicators for Ottawa and the Outaouais, 2005 (daily) [10]

Area	Trips / Person (24 Hr)	Trips / Household (24 Hr)	Persons / Household	Vehicles / Household
Ottawa	2.84	6.21	2.49	1.39
Ottawa UTA	*2.85*	*6.14*	*2.44*	*1.30*
Outaouais	2.59	5.50	2.42	1.49
STO service area	*2.60*	*5.53*	*2.41*	*1.46*
Total Survey Area	2.78	6.03	2.47	1.41

- The respective transit service areas exhibit slightly higher person and household trip rates, except for the Ottawa UTA's household trip rate which is slightly lower than that of the City of Ottawa overall. The Ottawa UTA's rates are greater than those of the STO's service area.

- Average household sizes are greater in Ottawa than in the Outaouais (2.49 v. 2.42 persons per household). Average vehicle availability rates are greater in the Outaouais than in Ottawa (1.49 v. 1.39 vehicles per household).

- Transit service area household sizes and vehicle availability rates are lower than in the respective cities as a whole. Given that 89% and 91% of households in Ottawa and the Outaouais, respectively, are located in their transit service areas, the average household sizes outside the transit service areas are 2.91 and 3.36 persons per household (compared with 2.49 and 2.42 for the respective municipal area). Vehicle availability rates similarly are significantly higher outside the transit service areas, at 2.15 vehicles per household outside the Ottawa UTA (compared with 1.39 for the city as a whole) and 1.82 vehicles per household outside the Outaouais transit service area (compared with 1.49 for the Outaouais as a whole).

Table 4-10 summarizes differences in modal travel activity between municipal and transit service areas on each side of the Ottawa River. Both auto and transit person trip rates are higher within the respective transit service areas. However, whereas the daily auto person trip rate is fairly consistent among all areas, the transit person trip rate in Ottawa is 50% higher than that of the Outaouais.

Table 4-10: Auto and Transit Trip Rates for Ottawa and the Outaouais, 2005 (daily) [10]

Area	Auto Person Trip Rate	Transit Person Trip Rate
Ottawa	1.97	0.40
Ottawa UTA	*1.92*	*0.44*
Outaouais	1.99	0.24
STO service area	*1.99*	*0.26*

[10] All trip rates cited in **Tables 4-9 and 4-10** reflect the population 11 years and older – that is for 2005, the population whose trips were recorded in the survey – as opposed to the total population of 1,150,600.

Table 4-11 summarizes auto and transit travel for the 2005 AM and PM peak periods. The transit share as a proportion of motorized modes (auto driver, auto passenger and transit) is higher in the transit service areas. In the AM peak period, the Ottawa UTA origin transit share of motorized modes is 27%, compared with 20% for the STO transit service area. The PM peak period origin transit share of motorized modes also is higher from the Ottawa UTA, at 22%, than from the STO service area (15%).

From the table, it can be determined that the auto passenger share of auto trips was approximately 17-18% for all areas and for the two peak periods. This was slightly less than the 19% daily proportion; which indicates that the auto passenger proportion was higher during the off-peak hours.

The AM peak *hour* transit share of motorized modes for the entire survey area (0700 – 0759) was 24.0%. The PM peak *hour* transit share of motorized modes (1615 – 1714) was 17.2%. Both figures reflect the hours during which *total* trips are at their peaks. However, it should be noted that in the PM peak period, *transit* trips peaked between 1515 and 1614, during which the transit share of motorized modes was 22.9%.

Table 4-11: Transit Share of Motorized Modes by Area, AM and PM Peak Periods, 2005

AM Peak Period – *Trips From*	**Auto Driver**	**Auto Passenger**	**Transit**	**Total**	**Transit Share of Motorized Modes (%)**
Ottawa	221,100	46,700	89,700	357,500	25%
Ottawa UTA	*190,600*	*41,400*	*87,200*	*319,200*	*27%*
Outaouais	79,700	15,500	21,700	116,900	19%
STO service area	*73,200*	*14,300*	*21,300*	*108,800*	*20%*
Total Survey Area	300,700	62,200	111,500	474,400	24%
PM Peak Period – *Trips To*	**Auto Driver**	**Auto Passenger**	**Transit**	**Total**	**Transit Share of Motorized Modes (%)**
Ottawa	276,700	60,200	84,100	421,000	20%
Ottawa UTA	*243,400*	*53,800*	*81,900*	*379,100*	*22%*
Outaouais	97,300	20,200	19,600	137,100	14%
STO service area	*89,800*	*18,400*	*19,300*	*127,500*	*15%*
Total Survey Area	374,000	80,400	103,800	558,100	19%

4.7 Major Desire Lines [11]

Exhibit 4-4 shows the major Origin-Destination flows in the National Capital Region. The morning desire lines indicate that:

- The top destination is the combined Ottawa Centre and Inner Area Districts (bounded by the Rideau River and the CPR line) – 23% of all trips.

[11] This section did not appear in the original consultants' report, as it is based on additional analysis.

Exhibit 4-4: Major Origin-Destination Flows (by Districts) - Morning Trips, 2005

Note: Only flows greater than 3,000 person trips are shown.

- The second top destinations are the Alta Vista and Merivale Districts – 10% and 8% of all trips, respectively.
- The Outaouais as a whole contributes 16% of the trips to Ottawa Centre/Inner Area, and the southeast sector of the City of Ottawa (Hunt Club and Alta Vista Districts) contributes 13%.
- The City of Ottawa as a whole contributes 38% of the trips to Île de Hull, and Hull Périphérie, Pointe Gatineau and Gatineau East together contribute another 36%.
- The primary destinations of trips out of the Orléans District in the morning are: Ottawa Centre/Inner Area (34%), Ottawa East/Beacon Hill (23%) and the Alta Vista District (14%).
- The primary destinations of trips out of South Nepean in the morning are: Ottawa Centre/Inner Area (25%) and the Merivale District (20%).
- The primary destinations of trips out of the Kanata/Stittsville District in the morning are: Ottawa Centre/Inner Area (26%), Bayshore/Cedarview (19%) and the Merivale District (15%).
- Major flows entering the Greenbelt from Kanata are less than 50% of those from Orléans.
- Other major flows not oriented towards Ottawa Centre/Inner Area or Île de Hull are:
    - from Bayshore/Cedarview District to Merivale District (19% of the trips out of Bayshore/Cedarview)
    - from Merivale District to Alta Vista District (13% of the trips out of Merivale)
    - from Hunt Club District to Alta Vista District (31% of the trips out of Hunt Club)
    - from Aylmer District to Hull Périphérie District (17% of the trips out of Aylmer)
    - from Pointe Gatineau District to Hull Périphérie District (16% of the trips out of Pointe Gatineau)
    - from Gatineau East District to Hull Périphérie District and to Pointe Gatineau District (13% and 20% of the trips out of Gatineau East, respectively).

4.8 Interprovincial Travel

Interprovincial travel – that is, trips between Ottawa and the Outaouais – is tabulated below for 2005 and 1995. **Table 4-12** depicts AM peak period travel by area of origin. **Table 4-13** depicts PM peak period travel by area of destination. The tables indicate the following:

- The proportions of interprovincial travel remained approximately constant between 1995 and 2005, for both peak periods.

- In both years, the dominant interprovincial flows were generated by Outaouais residents crossing to Ottawa in the AM peak period, and returning in the PM peak period.

- The total number of person trips crossing the Ottawa River increased, in both directions and for both peak periods. In the AM peak period, trips in both directions increased by 18%, to 43,200 person trips southbound from the Outaouais to Ottawa and 17,200 northbound from Ottawa to the Outaouais. In the PM peak period, trips in both directions increased by 25%, to 44,200 person trips from Ottawa to the Outaouais and to 19,300 trips from the Outaouais to Ottawa.

- The tables indicate that 31% of all trips originating in the Outaouais during the AM peak period crossed the Ottawa River in 2005 and 30% in 1995, a 1% increase. The corresponding figure for Ottawa based trips was constant at 4% for both 2005 and 1995.

- In the PM peak period, 28% of all trips destined to the Outaouais crossed the Ottawa River, in 2005, compared with 24% in 1995 – a 4% increase. This compared with 4% of the trips destined to Ottawa during the PM peak period, in both 2005 and 1995.

Table 4-12: Interprovincial Travel by Origin, AM Peak Period, 2005 and 1995

	AM Peak Period 2005			AM Peak Period 1995		
From \ To	**Ottawa**	**Outaouais**	**Total**	**Ottawa**	**Outaouais**	**Total**
Ottawa	418,100	17,200	435,200	363,100	14,600	377,700
Outaouais	43,200	96,400	139,500	36,600	87,400	124,000
Ottawa – %	96%	4%	100%	96%	4%	100%
Outaouais – %	31%	69%	100%	30%	70%	100%

Table 4-13: Interprovincial Travel by Destination, PM Peak Period, 2005 and 1995

	PM Peak Period 2005		PM Peak Period 1995	
From \ To	**Ottawa**	**Outaouais**	**Ottawa**	**Outaouais**
Ottawa	470,900	44,200	414,400	35,300
Outaouais	19,300	112,400	15,600	109,200
Total	490,200	156,600	430,000	144,500
Ottawa – %	96%	28%	96%	24%
Outaouais – %	4%	72%	4%	76%
Total – %	100%	100%	100%	100%

4.9 Core Area Travel

In 1995, 17% of all AM peak period trips in the survey area, and 26% of work trips, were attracted to its core, consisting of Ottawa Centre (the area north of Gloucester Street) and Île de Hull. By 2005, this percentage decreased slightly to 16% of all AM peak period trips and 25% of work trips.

Of interest, and as can be deduced from the TRANS District breakdown in Chapter 5, the highest transit modal shares were observed in Ottawa Centre at 30% of 24-hour trip destinations, 43% of AM peak period trip destinations and 41% of PM peak period trip origins.

4.10 Internal Travel

The proportion of trips made entirely within a given district defines the level of self-containment of that district. This proportion of internal trips varies among districts. It reflects the number and attractiveness of jobs available in the district, the geographical reach of local schools, stores, medical and recreational facilities, as well as local trips for picking up or dropping off passengers. As can be deduced from the TRANS District breakdown in Chapter 5, during the AM peak period:

- 56% (21,700 trips) of all the trips attracted (i.e., destined) to Kanata / Stittsville come from within Kanata / Stittsville. These 21,700 internal trips make up 49% of all the trips produced (originating) in Kanata / Stittsville during the AM peak period. These two proportions make Kanata / Stittsville the most self-contained district in the National Capital Region, second only to Buckingham / Masson-Angers (which generates less than one-quarter the trips overall than Kanata / Stittsville).

- 72% (21,750 trips) of all the trips to Orléans come from within Orléans, meaning that only 28% of all the trips to Orléans are attracted from outside Orléans. This is the smallest proportion of trips attracted from outside any district. The same 21,750 internal trips make up 37% of all the trips produced in Orléans during the AM peak period.

- 17% (350 trips) of all the trips attracted to South Gloucester / Leitrim come from within South Gloucester / Leitrim. At the same time, the same 350 internal trips make up 7% of all trips produced in South Gloucester / Leitrim during the AM peak period. These two proportions make South Gloucester / Leitrim the least self-contained district in the National Capital Region.