



**TRANS Committee**



# **2005 Origin-Destination Survey Summary of Results**

**National Capital Region**

**December 2006**





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# 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](http://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*<sup>1</sup>).
- 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

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<sup>1</sup> 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](http://www.ncr-trans-rcn.ca)). It was conducted by R.A. Malatest & Associates Ltd. in association with iTRANS Consulting Inc.

The direction and guidance of the TRANS Committee is gratefully acknowledged: in particular, Vincent Patterson (Project Manager), Mohammad Tayyaran and Derek Washnuk of the City of Ottawa and Pierre Tremblay, Louis Gourvil and Michel Lessard of the Ministère des Transports du Québec.

The original version of this report was prepared by iTRANS Consulting Inc. in October 2006. It was written by David Kriger (iTRANS project director) and Elizabeth Szymanski, based on analysis and input provided by Sasha Naylor, Kevin Shen, Lisa Sorensen and June Too. The current version features some revisions, the most significant of which are identified by footnotes.

## **2. ABOUT THE SURVEY**

### **2.1 Purpose of Survey**

Origin-destination surveys are used worldwide to provide a detailed picture of current trip patterns and travel choices made by residents of large communities. Information about where people go, as well as why, when and how they choose to get there is an important resource for transportation planners throughout the National Capital Region.

The 2005 Origin-Destination Survey is the latest in a series of regional travel surveys that have been conducted at regular intervals over the past 35 years. In combination with travel time surveys, traffic counts, on-board transit ridership counts and demographic and employment data from the Census of Canada and other sources, the 2005 survey provides both a reliable profile of current conditions and a means to measure trends in local travel. Transportation planning is a continuous process: thus, the 2005 Origin-Destination Survey is an invaluable reference for understanding ever-changing transportation needs.

### **2.2 Survey Process**

The survey was conducted over a ten-week period in autumn 2005, by way of computer-aided telephone interviews. An informational brochure was mailed out in four waves to randomly selected households, about one week before these were called by interviewers. The brochure, available on the Origin-Destination Survey Web site at [www.O-DSurvey.ca](http://www.O-DSurvey.ca), was designed to notify the household of the forthcoming telephone call, and inform on the nature of the survey and the confidentiality of the interview. Such a mail-out is a valuable response rate enhancement tool, as it provides validation of the research being conducted and helps to increase participation.

The call centre operated from Tuesdays to Saturdays, with up to 45 interviewer stations and a reception desk. For each household sampled, the survey sought to collect comprehensive data on trip patterns and choices made by each individual household member, 11 years of age and older, over a 24-hour period including the day before the call, between Wednesday, 21 September and Tuesday, 29 November 2005. The interviews were conducted only with a representative of the household who was 16 years of age and older: the individual described his/her trips as well as those of all other household members, 11 years of age and older. In common with survey practice elsewhere, the trips of younger children were not described, because young children generally do not travel independently except in the immediate vicinities of their homes.

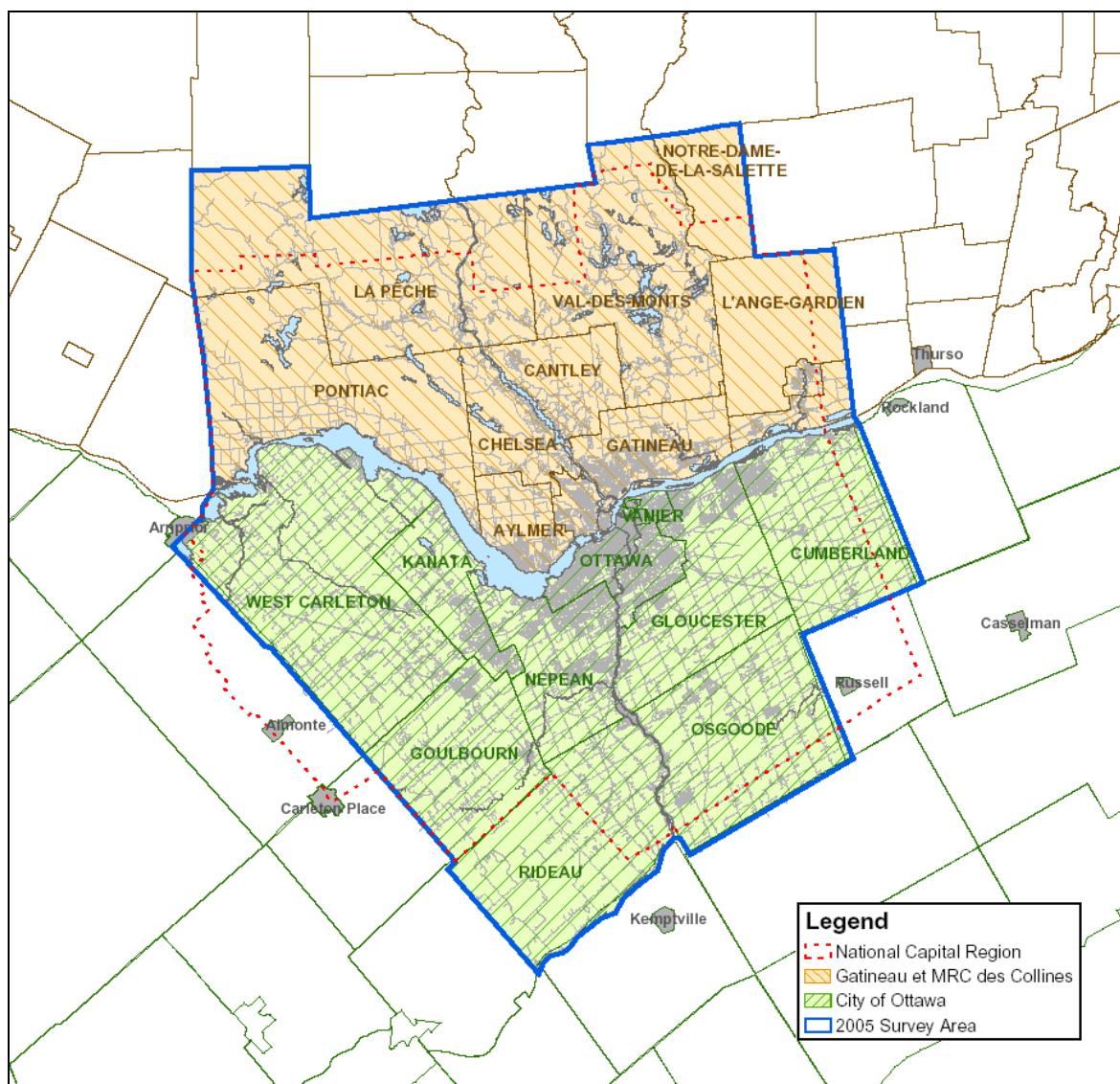
The survey software, developed by the Ministère des Transports du Québec (MTQ) and used previously for O-D surveys in other cities, was adapted to include survey questions, with related choices of answers, specific to the National Capital Region. Both the English and the French scripts, available at [www.O-DSurvey.ca](http://www.O-DSurvey.ca), were accessible to the interviewer at all times over the course of an interview.

The survey interview was designed for the interviewer to lead the respondent through a logical progression of events. The degree of integration of data collection, geo-coding and validation within the survey software was designed to increase the quality and consistency of the data collected and to reduce post-interview processing delays and costs.

## 2.3 Survey Area and Sampling

The survey area is presented in **Exhibit 2-1: Survey Area**. The area comprises the City of Ottawa, Ville de Gatineau and the Municipalité régionale de comté des Collines de l'Outaouais. (The Québec portions of the survey area are referred to collectively as the Outaouais throughout the remainder of this report.) The surveyed area approximates, but is not strictly contiguous with, the defined boundaries of the National Capital Region. A similar approximation applies between the survey area and the Census Metropolitan Area (which is a basis for many data from Statistics Canada). Nonetheless, for the purposes of this report, the three definitions can be considered as the same. The 2005 survey area is the same as that of the 1995 survey.

**Exhibit 2-1: Survey Area**



A specific sampling target was set for each of 22 urban and rural sampling districts. In all, 27,449 randomly selected households were interviewed in both urban and rural areas, representing 5.9% of all households in the survey area. A total of 23,912 interviews, representing 5.1% of all survey area households, was retained for statistical expansion, providing a rich, comprehensive data base for each sampling district.

## 2.4 Types of Data Collected

As listed in **Table 2-1**, the survey collected three categories of basic data: household data, person data and trip data. As noted, trip data were collected only for household members 11 years of age and older.

**Table 2-1: Categories of Basic Data Collected**

Household	Person	Trip
Location	Age	Origin
Household size	Gender	Destination
Number of vehicles	Driver's license?	Purpose
Type of dwelling	Transit pass? (type, if any)	Mode(s) of travel
	Occupation status (worker, student, retiree, etc.)	Departure time
	Usual place of work or school and parking arrangement	If transit: mode of access to stop/station, line(s) used, transfer point(s), fare payment (if not transit pass holder)
	Telecommuted the day before?	
		Ottawa River bridge used? (if any)

## 2.5 Data Quality and Processing

Productivity and quality control operations for both the survey administration and the coding activities were overseen by TRANS quality control staff. To ensure that overall and regional sampling targets were met, the supervisory staff and site managers regularly checked quotas to ensure that a sufficient number of completed questionnaires was obtained for each sampling district.

Immediately at the time of the interview, the data were coded into a relational database for the purposes of tabulation and analysis. The entered interview results were subsequently validated to check for logic, statistical viability, statistical bias and accuracy; certain imputations were then made as appropriate. The validated survey results were then factored up (expanded) to represent all the households (by size) and the entire population (by age group and gender) within each sampling district of the survey area.

### 3. COMPARISONS WITH OTHER SURVEYS

It is useful to compare key survey results with past surveys in the National Capital Region and with surveys in other Canadian cities. This comparison provides a useful context and benchmark for understanding the findings. **Table 3-1** compares the daily person and household trip rates for several recent Canadian surveys. The table also indicates household sizes; that is, the average number of persons per household. For some cities, data from previous surveys also are provided, to assist in the understanding of changes over time.

It should be noted that an exact comparison among the surveys is not possible, given that different surveys used different methods for sampling, different minimum age for participation (5 years old for surveys in Quebec) and even different survey instruments. For example, the 2005 Edmonton survey was an activity-based survey, using a small (1%) sample of households (whereas all of the other surveys collected information on trips only). Nonetheless, several important observations still may be made.

The primary observations are:

- The 2005 trip rates in the National Capital Region compare favourably with those of other cities, and with previous TRANS surveys.
- It can be seen that the household trip rates in the National Capital Region have been dropping steadily over the past 20 years. This reflects in part a continuing reduction in average household sizes. The reductions in household trip rates and sizes are consistent with the findings of surveys in Montréal and Edmonton. The Greater Toronto Area (GTA) household trip rates have increased or remained constant, although the average household size has not changed. This is true for GTA as a whole as well as for constituent cities, such as Toronto, Hamilton and Mississauga.
- The average person trip rate in the National Capital Region has decreased since 1995 and is approximately the same as that in 1986. By comparison, the Edmonton person trip rates are approximately the same – in fact, the 2005 rate is also slightly higher than the earlier rate. However, the Montréal person trip rates have dropped over the five-year period, while the GTA person trip rates have increased or remained constant.
- The Edmonton and Vancouver person trip and household trip rates are higher than those of the eastern cities. However, the 2004 Vancouver survey was based upon a 0.5% sample, with a deliberate over-representation of the Fraser River Valley (i.e., of fast-growing rural towns and communities within the Greater Vancouver commuter shed that are not well served by transit and which, typically, have a higher trip generation rate). This may explain the higher than average trip rates for Vancouver.

**Table 3-1: Comparison of Trip Rates – Canadian Surveys**

<b>City (Year of Survey)</b>	<b>Daily Person Trip Rate</b>	<b>Daily Household Trip Rate</b>	<b>Avg. Persons Per Household</b>
<b><i>National Capital Region (2005)</i></b>	<b><i>2.78</i></b>	<b><i>6.03</i></b>	<b><i>2.47</i></b>
National Capital Region (1995)	3.00	6.52	2.58
National Capital Region (1986)	2.83	7.08	2.68
Montréal (2003)	2.30	5.2	2.4
Montréal (1998)	2.46	5.7	2.5
Sherbrooke (2003)	2.80	6.0	2.3
Trois-Rivières (2000)	2.94	6.8	2.5
Québec City (2001)	2.65	5.5	2.2
Greater Toronto Area (2001)	2.5	5.8	2.7
Greater Toronto Area (1996)	2.4	5.6	2.7
City of Mississauga (2001)	2.6	6.6	3.0
City of Mississauga (1996)	2.5	6.2	3.0
City of Toronto * (2001)	2.3	5.0	2.5
Municipality of Metropolitan Toronto (1996)	2.3	5.0	2.5
City of Hamilton** (2001)	2.5	5.7	2.6
Regional Municipality of Hamilton-Wentworth (1996)	2.5	5.4	2.6
Edmonton (2005)	3.63	8.6	2.37
Edmonton (1994)	3.61	9.2	2.55
Vancouver (2004)	3.2	9.0	2.81

\* City of Toronto represents the area of the former Municipality of Metropolitan Toronto

\*\* City of Hamilton represents the area of the former Region of Hamilton-Wentworth. The 1996 and 2001 indicators based on Travel Survey Summary reports, fifth report of the 1996 and 2001 series.

## 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](http://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 <sup>2</sup>
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 the 1986 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 <sup>2</sup>
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

<sup>2</sup> 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.<sup>3,4</sup>

## 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)<sup>5</sup>**

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%

<sup>3</sup> This finding differs from that in the original consultants' report, as per footnote 2, above.

<sup>4</sup> 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.

<sup>5</sup> 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.<sup>6</sup>
- 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.<sup>7</sup>

### 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.

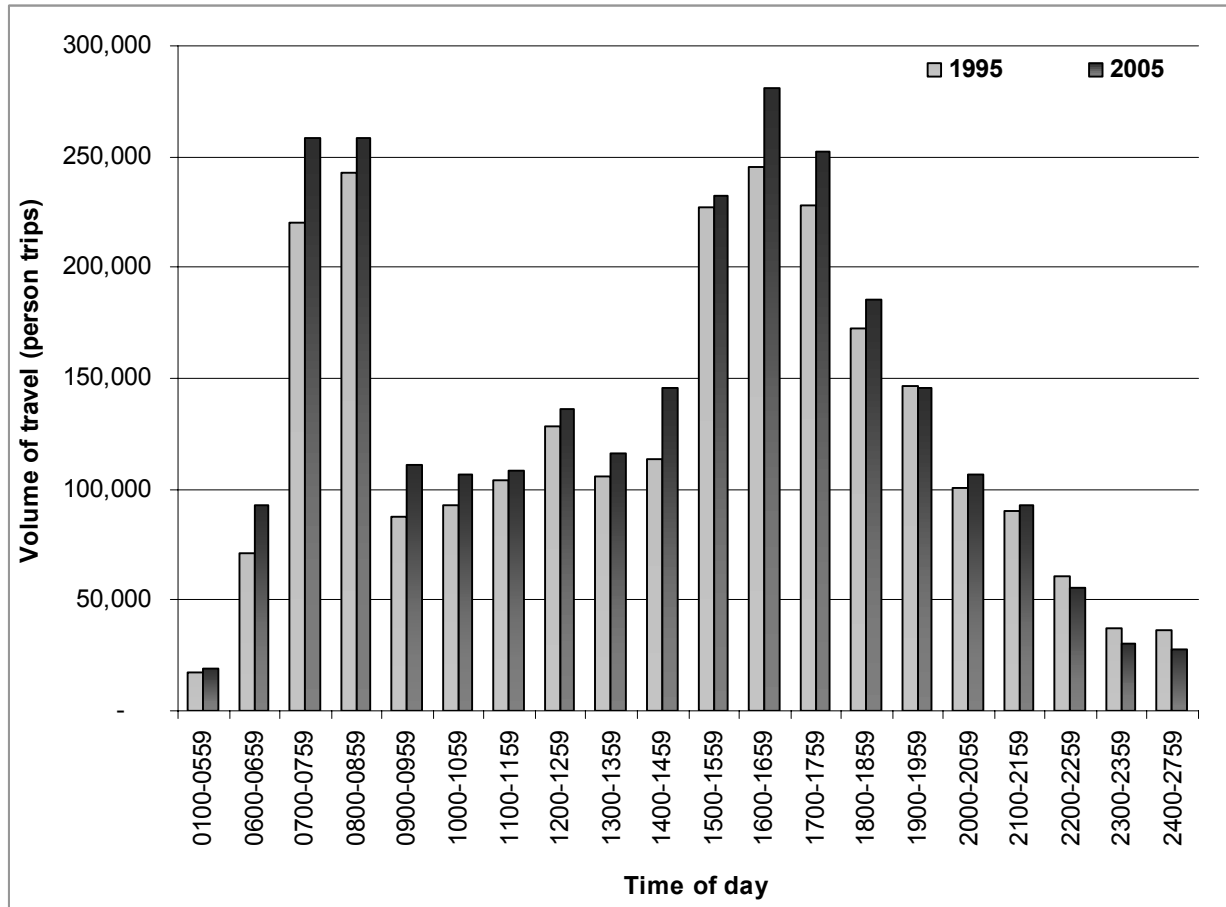
Other key points related to the distribution of trips by time of day are:

- 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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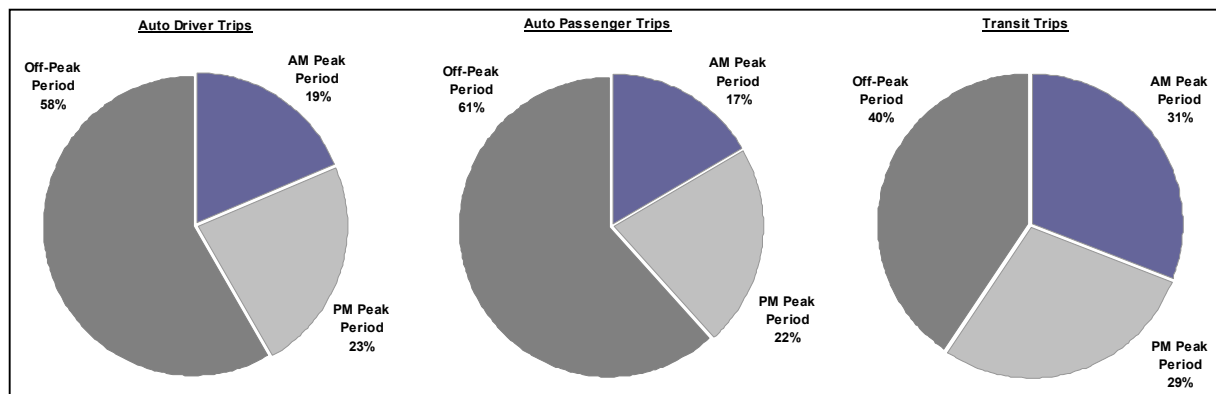
<sup>6</sup> This is a finding that did not appear in the original consultants' report, as it is based on additional analysis.

<sup>7</sup> 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.

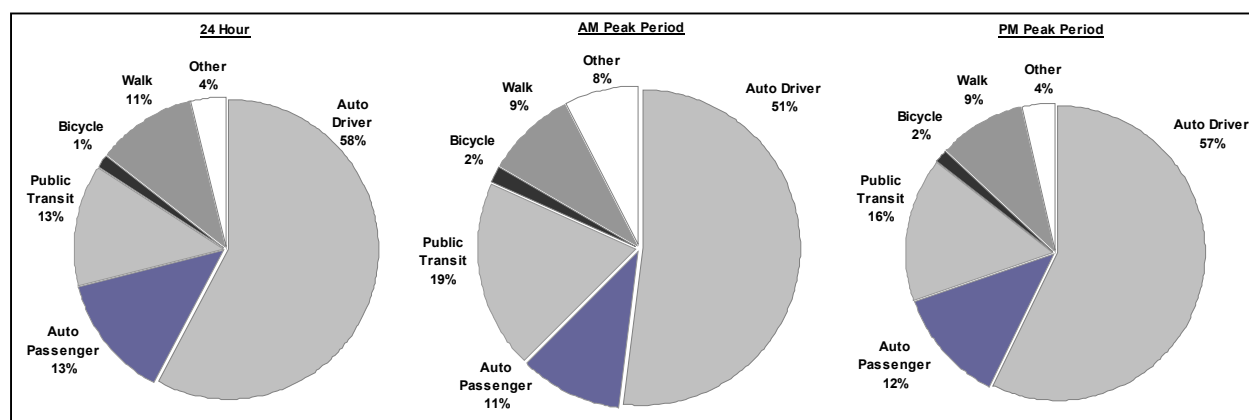
**Exhibit 4-2: Distribution of Auto and Transit Person Trips by Time of Day, 2005**

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 <sup>8</sup>			% 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. <sup>8</sup>
- 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

<sup>8</sup> 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 <sup>9</sup>**

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

<sup>9</sup> 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)**<sup>10</sup>

Area	Trips / Person	Trips / Household	Persons / Household	Vehicles / Household
Ottawa	2.84	6.21	2.49	1.39
<i>Ottawa UTA</i>	<i>2.85</i>	<i>6.14</i>	<i>2.44</i>	<i>1.30</i>
Outaouais	2.59	5.50	2.42	1.49
<i>STO service area</i>	<i>2.60</i>	<i>5.53</i>	<i>2.41</i>	<i>1.46</i>
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)**<sup>10</sup>

Area	Auto Person Trip Rate	Transit Person Trip Rate
Ottawa	1.97	0.40
<i>Ottawa UTA</i>	<i>1.92</i>	<i>0.44</i>
Outaouais	1.99	0.24
<i>STO service area</i>	<i>1.99</i>	<i>0.26</i>

<sup>10</sup> 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**

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

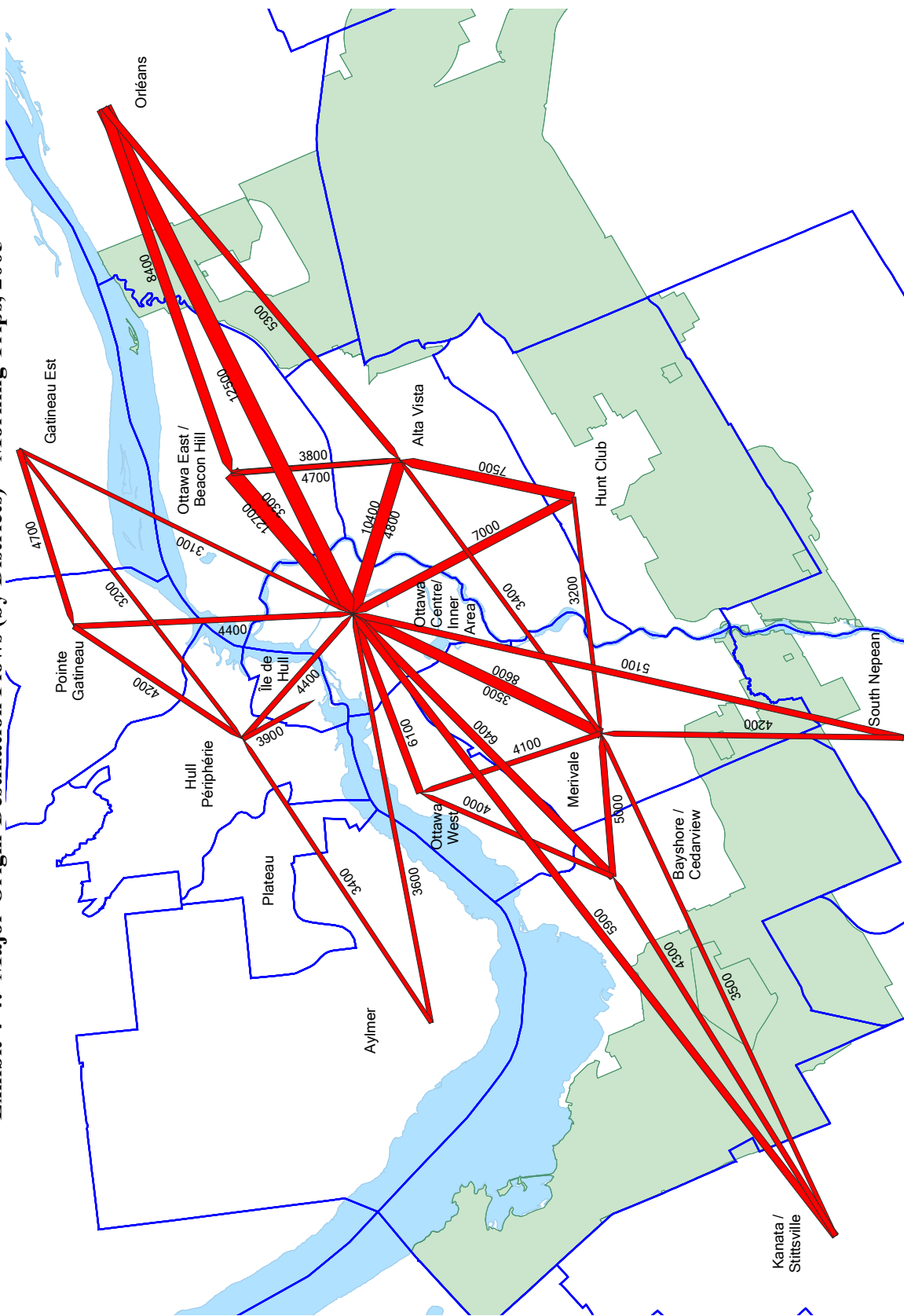
## 4.7 Major Desire Lines <sup>11</sup>

**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.

<sup>11</sup> 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**

From \ To	AM Peak Period 2005			AM Peak Period 1995		
	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**

From \ To	PM Peak Period 2005		PM Peak Period 1995	
	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.

## 5. SUMMARY BY TRANS DISTRICT

Key demographic and travel characteristics are presented on the following pages, generally according to the format provided in the preceding pages for the overall survey area. Separate presentations are provided for each of the 26 TRANS Districts, as well as for the City of Ottawa as a whole; Ville de Gatineau and the Municipalité régionale de comté des Collines de l'Outaouais combined; and the respective transit service areas for OC Transpo and the Société de transport de l'Outaouais. Additional tabulations may be found on the Origin-Destination Survey Web site at [www.O-DSurvey.ca](http://www.O-DSurvey.ca).

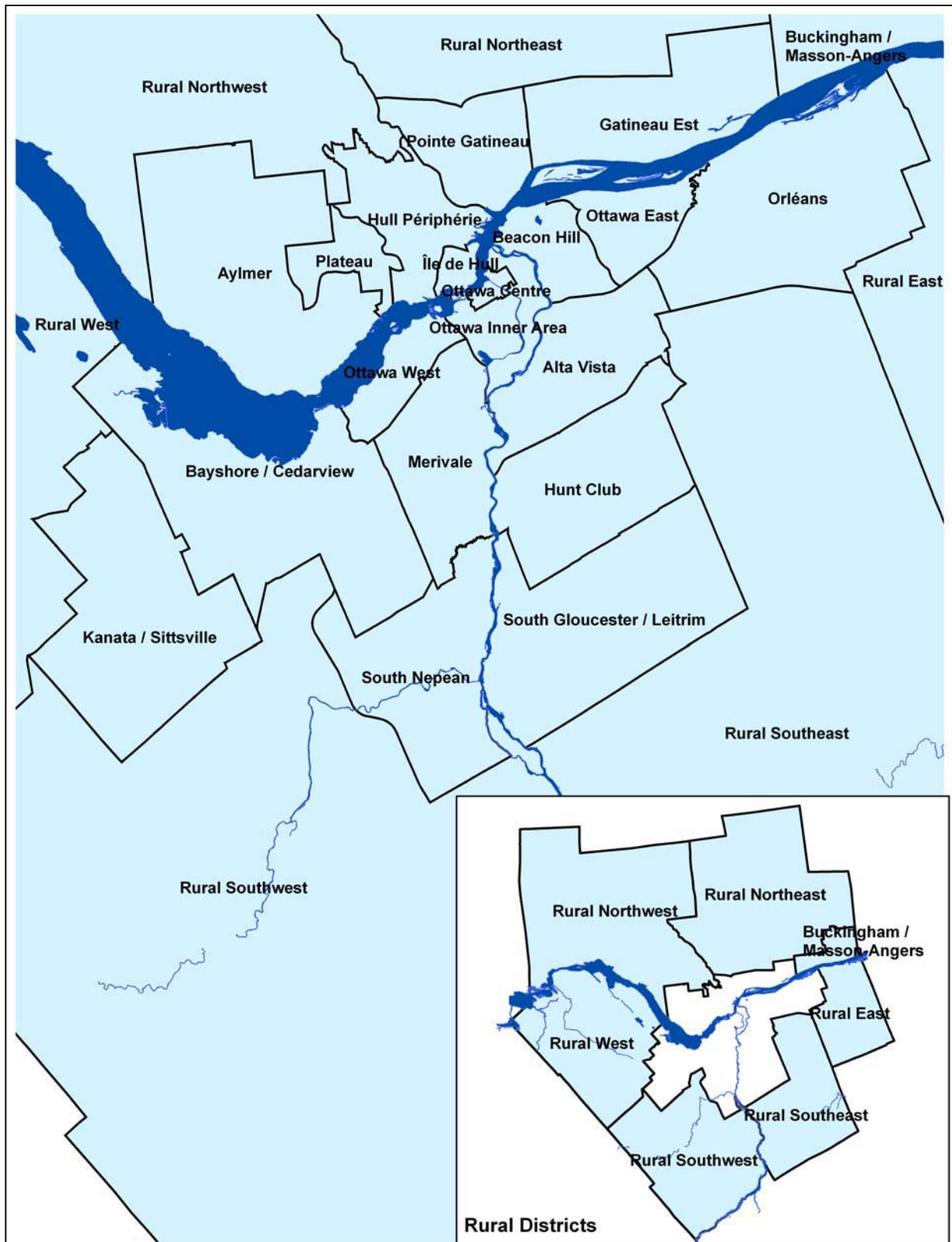
Each pair of pages presents:

- A map of the district.
- Demographic characteristics for the district.
- Occupational status of the district's residents.
- Characteristics of the district's travellers, comprising the number of transit pass holders, licensed drivers and telecommuters.
- Selected travel indicators, including trip rates.
- Breakdowns of household size (number of occupants), households by vehicle availability and households by dwelling type.
- Breakdown of the district's population and employed labour force by gender and age cohort.
- A map showing the five greatest origins or five greatest destinations from/to the district during the AM peak period (0630 to 0859), as well a table of the magnitude of the full 26 origins or destinations. Either origins only or destinations only are shown, depending on whether the district's total origins or the total destinations were greatest during the AM peak period. For clarity, trips originating from the district are shown in red, and trips destined to the district are shown in green.
- Breakdown of trips by purpose, for the 24 hours, AM peak period and PM peak period.
- Breakdown of trips by mode of travel, for the 24 hours, AM peak period and PM peak period.

Please note that all trip rates and trip numbers presented in this chapter are exclusive of external trips (trips originating in the survey area with a destination outside the area).

All trip rates and trip numbers differ somewhat from those in the original consultants' report, based on additional analysis. All numbers have been rounded to the nearest 10. As a result, there might be some minor differences between the control totals and totals calculated for each category.

**Exhibit 5-1** presents the 26 TRANS Districts.

**Exhibit 5-1: Map of 26 TRANS Districts**

## 2005 Origin-Destination Survey Area

### Demographic Characteristics

Population	1,150,600	Number of Vehicles	657,500
Households	465,400	Area (km <sup>2</sup> )	5,126.4
Actively Travelled	841,400		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	274,500	223,100	497,600	49%
Part Time Employed	14,800	30,800	45,600	5%
Student	101,300	99,000	200,300	20%
Retiree	76,000	93,000	169,000	17%
Homemaker	4,700	41,900	46,600	5%
Other	23,000	23,200	46,200	5%
Total:	494,300	511,000	1,005,300	100%

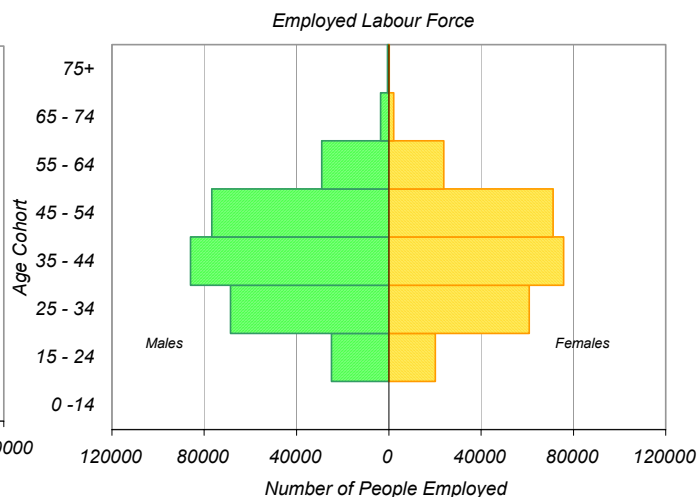
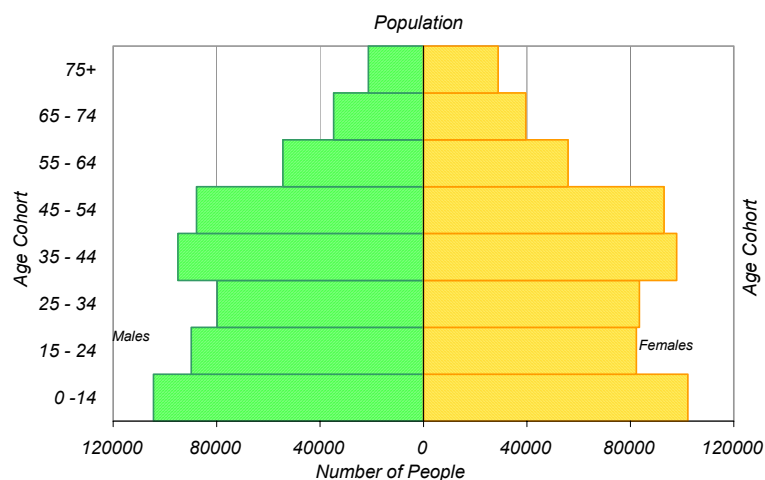
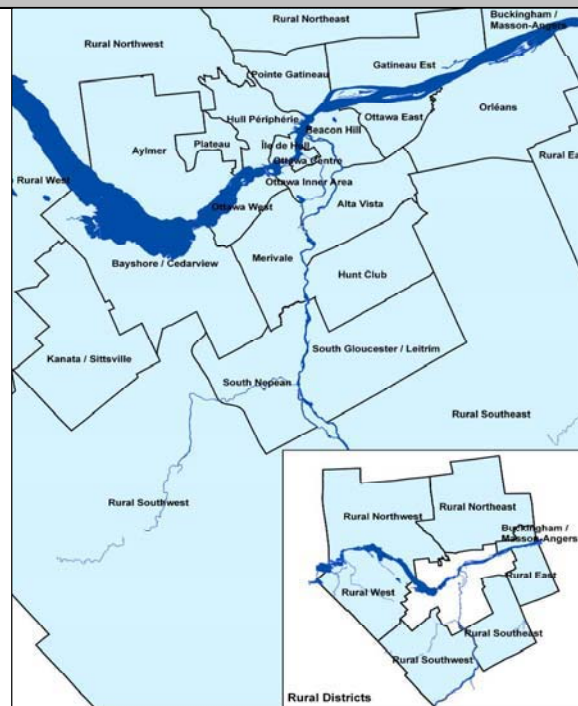
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	83,400	98,200	181,600
Licensed Drivers	404,800	386,800	791,600
Telecommuters	29,300	23,000	52,300

Selected Indicators	
Daily Trips per Person (age 11+)	2.75
Vehicles per Person	0.57
Number of Persons per Household	2.47
Daily Trips per Household	5.95
Vehicle per Household	1.41

Household Size		
1 person	119,000	26%
2 persons	163,800	35%
3 persons	80,000	17%
4 persons	72,900	16%
5 + persons	29,700	6%
Total:	465,400	100%

Households by Vehicle Availability		
0 vehicle	57,400	12%
1 vehicle	206,900	44%
2 vehicles	164,200	35%
3 vehicles	28,500	6%
4+ vehicles	8,300	2%
Total:	465,400	100%

Households by Dwelling Type		
Single-detached	254,700	55%
Semi-detached	39,200	8%
Townhouse	59,200	13%
Apartment	99,200	21%
Other	13,000	3%
Total:	465,400	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Trips by Trip Purpose**

24 Hours	Survey Area	
Work or related	534,900	19%
School	188,800	7%
Shopping	275,600	10%
Leisure	285,500	10%
Medical	43,000	2%
Pick up/ Drop off	179,400	6%
Return home	1,150,400	42%
Other	110,900	4%
Total:	2,768,500	100%

AM Peak Period	Survey Area	
Work or related	316,500	55%
School	138,700	24%
Shopping	7,300	1%
Leisure	16,300	3%
Medical	7,200	1%
Pick up/ Drop off	53,700	9%
Return home	21,000	4%
Other	14,100	2%
Total:	574,800	100%

PM Peak Period	Survey Area	
Work or related	21,500	3%
School	5,600	1%
Shopping	55,500	9%
Leisure	56,300	9%
Medical	5,300	1%
Pick up/ Drop off	49,600	8%
Return home	432,900	67%
Other	20,100	3%
Total:	646,800	100%

Peak Period (%)	Total:	% of 24 Hours	Survey Area (%)
24 Hours	2,768,500		100%
AM Peak Period	574,800	21%	100%
PM Peak Period	646,800	23%	100%

**Trips by Travel Mode**

24 Hours	Survey Area	
Auto Driver	1,596,600	58%
Auto Passenger	366,700	13%
Public Transit	362,300	13%
Bicycle	37,100	1%
Walk	298,500	11%
Other	107,300	4%
Total:	2,768,500	100%

AM Peak Period	Survey Area	
Auto Driver	296,700	52%
Auto Passenger	61,500	11%
Public Transit	111,400	19%
Bicycle	9,300	2%
Walk	52,500	9%
Other	43,400	8%
Total:	574,800	100%

PM Peak Period	Survey Area	
Auto Driver	369,600	57%
Auto Passenger	79,100	12%
Public Transit	103,600	16%
Bicycle	10,000	2%
Walk	61,700	10%
Other	22,800	4%
Total:	646,800	100%

Number of Daily Trips Made by Area Residents 2,768,000

Transit Share of Motorized Modes(%)	Survey Area (%)
24 Hours	16%
AM Peak Period	24%
PM Peak Period	19%



**Travel Patterns****Trips by Trip Purpose**

24 Hours	From City		To City		Within City	
Work or related	20,300	19%	55,800	52%	387,100	19%
School	1,200	1%	5,500	5%	146,200	7%
Shopping	3,900	4%	5,200	5%	218,300	10%
Leisure	7,600	7%	8,100	7%	220,000	11%
Medical	800	1%	1,800	2%	33,600	2%
Pick up/ Drop off	5,600	5%	5,800	5%	134,300	6%
Return home	66,400	61%	22,400	21%	860,100	41%
Other	2,400	2%	3,700	3%	85,200	4%
Total:	108,200	100%	108,300	100%	2,084,800	100%

AM Peak Period	From City		To City		Within City	
Work or related	14,500	85%	36,300	84%	223,900	54%
School	600	4%	3,000	7%	105,000	25%
Shopping	0	0%	100	0%	5,300	1%
Leisure	200	1%	400	1%	12,700	3%
Medical	0	0%	300	1%	5,900	1%
Pick up/ Drop off	700	4%	2,000	5%	38,700	9%
Return home	800	5%	300	1%	16,000	4%
Other	300	2%	800	2%	10,600	3%
Total:	17,100	100%	43,200	100%	418,100	100%

PM Peak Period	From City		To City		Within City	
Work or related	500	1%	1,100	6%	16,800	4%
School	200	0%	200	1%	4,700	1%
Shopping	1,400	3%	1,300	7%	44,100	9%
Leisure	2,000	5%	1,900	10%	43,600	9%
Medical	200	0%	200	1%	4,200	1%
Pick up/ Drop off	3,300	7%	1,700	9%	34,600	7%
Return home	35,800	81%	12,400	64%	307,300	65%
Other	700	2%	600	3%	15,600	3%
Total:	44,100	100%	19,400	100%	470,900	100%

Peak Period (%)	Total:	% of 24 Hours	Within City (%)
24 Hours	2,301,300		91%
AM Peak Period	478,400	21%	87%
PM Peak Period	534,400	23%	88%

**Trips by Travel Mode**

24 Hours	From City		To City		Within City	
Auto Driver	68,800	64%	68,600	63%	1,165,400	56%
Auto Passenger	13,700	13%	13,600	13%	274,600	13%
Public Transit	20,900	19%	21,200	20%	289,900	14%
Bicycle	1,900	2%	1,900	2%	29,200	1%
Walk	1,200	1%	1,300	1%	251,100	12%
Other	1,700	2%	1,700	2%	74,600	4%
Total:	108,200	100%	108,300	100%	2,084,800	100%

AM Peak Period	From City		To City		Within City	
Auto Driver	10,000	58%	25,400	59%	208,100	50%
Auto Passenger	1,200	7%	5,200	12%	45,000	11%
Public Transit	4,900	28%	10,900	25%	84,800	20%
Bicycle	500	3%	900	2%	7,000	2%
Walk	400	2%	300	1%	43,800	10%
Other	200	1%	500	1%	29,300	7%
Total:	17,200	100%	43,200	100%	418,000	100%

PM Peak Period	From City		To City		Within City	
Auto Driver	26,700	60%	11,300	59%	261,900	56%
Auto Passenger	5,600	13%	2,300	12%	56,900	12%
Public Transit	10,000	23%	4,700	24%	79,300	17%
Bicycle	1,000	2%	400	2%	7,500	2%
Walk	400	1%	400	2%	51,700	11%
Other	500	1%	200	1%	13,500	3%
Total:	44,200	100%	19,300	100%	470,800	100%

Number of Daily Trips Made by Residents 2,129,900

Transit Share of Motorized Modes(%)	From City (%)	To City (%)	Within City (%)
24 Hours	20%	21%	17%
AM Peak Period	30%	26%	25%
PM Peak Period	24%	26%	20%

## City of Gatineau and MRC des Collines-de-l'Outaouais

### Demographic Characteristics

Population	284,900	Number of Vehicles	175,500
Households	117,500	Area (km <sup>2</sup> )	2,226.7
Actively Travelled	203,300		

Occupation				
Status (age 11+)	Male	Female	Total	%
Full Time Employed	71,300	60,600	131,900	53%
Part Time Employed	3,800	6,300	10,100	4%
Student	21,900	21,400	43,300	17%
Retiree	19,100	22,600	41,700	17%
Homemaker	1,500	9,400	10,900	4%
Other	5,700	5,400	11,100	4%
Total:	123,300	125,700	249,000	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	15,700	19,000	34,700
Licensed Drivers	101,900	96,300	198,200
Telecommuters	7,300	5,700	13,000

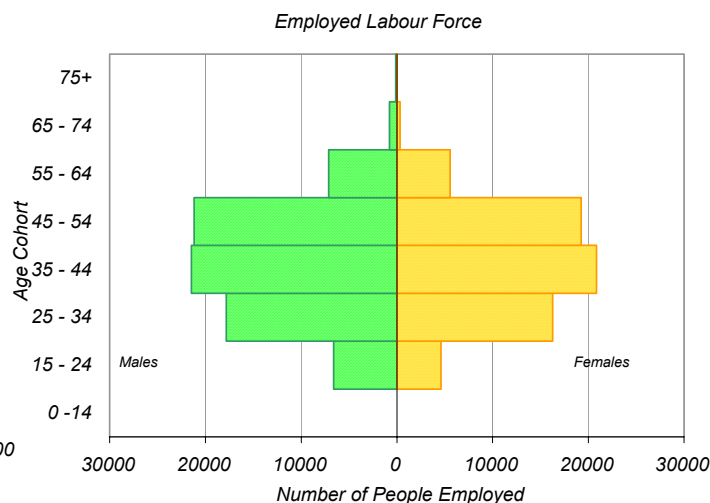
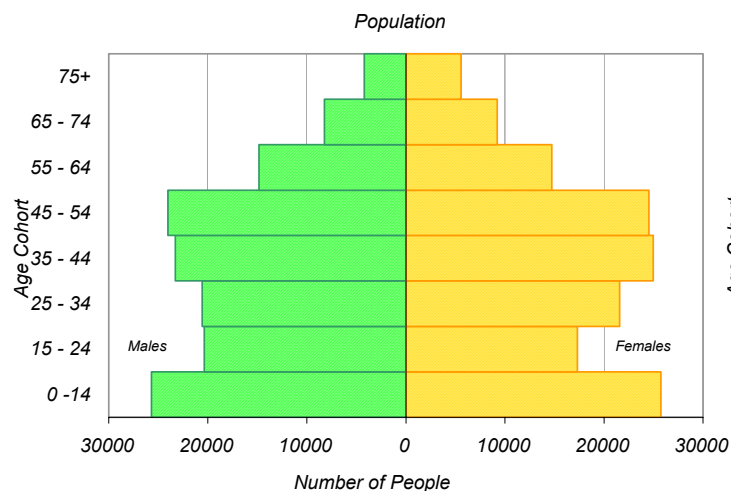
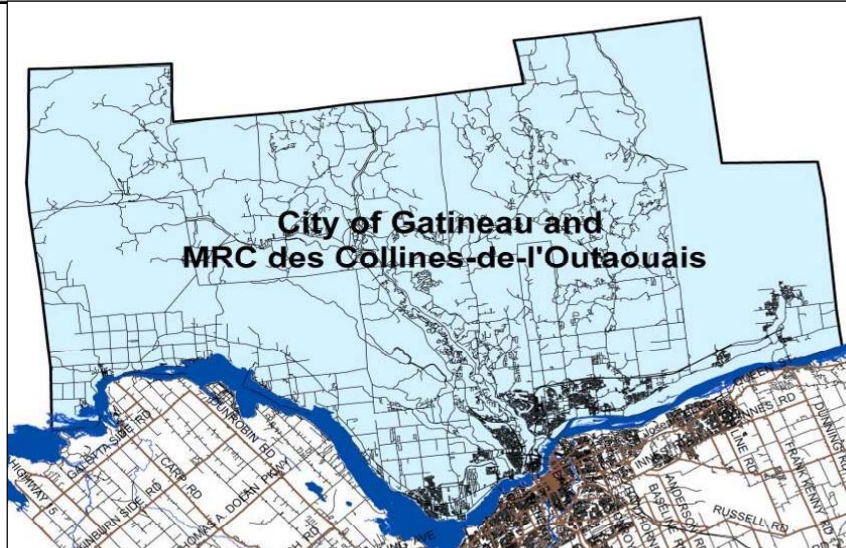
#### Selected Indicators

Daily Trips per Person (age 11+)	2.57
Vehicles per Person	0.62
Number of Persons per Household	2.42
Daily Trips per Household	5.43
Vehicles per Household	1.49

Household Size		
1 person	30,900	26%
2 persons	41,300	35%
3 persons	20,200	17%
4 persons	18,000	15%
5 + persons	7,000	6%
Total:	117,500	100%

Households by Vehicle Availability		
0 vehicle	10,600	9%
1 vehicle	51,900	44%
2 vehicles	44,400	38%
3 vehicles	8,200	7%
4+ vehicles	2,300	2%
Total:	117,500	100%

Households by Dwelling Type		
Single-detached	69,400	59%
Semi-detached	15,000	13%
Townhouse	6,200	5%
Apartment	22,200	19%
Other	4,600	4%
Total:	117,500	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Trips by Trip Purpose**

24 Hours	From Area		To Area		Within Area	
Work or related	55,800	52%	20,300	19%	71,800	15%
School	5,500	5%	1,200	1%	35,900	8%
Shopping	5,200	5%	3,900	4%	48,200	10%
Leisure	8,100	7%	7,600	7%	49,700	11%
Medical	1,800	2%	800	1%	6,800	1%
Pick up/ Drop off	5,800	5%	5,600	5%	33,600	7%
Return home	22,400	21%	66,400	61%	201,500	43%
Other	3,700	3%	2,400	2%	19,500	4%
Total:	108,300	100%	108,200	100%	467,000	100%

AM Peak Period	From Area		To Area		Within Area	
Work or related	36,300	84%	14,500	85%	41,800	43%
School	3,000	7%	600	4%	30,100	31%
Shopping	100	0%	0	0%	1,800	2%
Leisure	400	1%	200	1%	2,900	3%
Medical	300	1%	0	0%	1,000	1%
Pick up/ Drop off	2,000	5%	700	4%	12,300	13%
Return home	300	1%	800	5%	4,000	4%
Other	800	2%	300	2%	2,400	2%
Total:	43,200	100%	17,100	100%	96,300	100%

PM Peak Period	From Area		To Area		Within Area	
Work or related	1,100	6%	500	1%	3,100	3%
School	200	1%	200	0%	400	0%
Shopping	1,300	7%	1,400	3%	8,700	8%
Leisure	1,900	10%	2,000	5%	8,800	8%
Medical	200	1%	200	0%	800	1%
Pick up/ Drop off	1,700	9%	3,300	7%	10,000	9%
Return home	12,400	64%	35,800	81%	77,400	69%
Other	600	3%	700	2%	3,200	3%
Total:	19,400	100%	44,100	100%	112,400	100%

Peak Period (%)	Total:	% of 24 Hours	Within Area (%)
24 Hours	683,500		68%
AM Peak Period	156,600	23%	61%
PM Peak Period	175,900	26%	64%

**Trips by Travel Mode**

24 Hours	From Area		To Area		Within Area	
Auto Driver	68,600	63%	68,800	64%	293,800	63%
Auto Passenger	13,600	13%	13,700	13%	64,800	14%
Public Transit	21,200	20%	20,900	19%	30,300	6%
Bicycle	1,900	2%	1,900	2%	4,100	1%
Walk	1,300	1%	1,200	1%	44,900	10%
Other	1,700	2%	1,700	2%	29,200	6%
Total:	108,300	100%	108,200	100%	467,100	100%

AM Peak Period	From Area		To Area		Within Area	
Auto Driver	25,400	59%	10,000	58%	53,200	55%
Auto Passenger	5,200	12%	1,200	7%	10,100	10%
Public Transit	10,900	25%	4,900	28%	10,900	11%
Bicycle	900	2%	500	3%	900	1%
Walk	300	1%	400	2%	7,900	8%
Other	500	1%	200	1%	13,400	14%
Total:	43,200	100%	17,200	100%	96,400	100%

PM Peak Period	From Area		To Area		Within Area	
Auto Driver	11,300	59%	26,700	60%	69,600	62%
Auto Passenger	2,300	12%	5,600	13%	14,400	13%
Public Transit	4,700	24%	10,000	23%	9,600	9%
Bicycle	400	2%	1,000	2%	1,100	1%
Walk	400	2%	400	1%	9,200	8%
Other	200	1%	500	1%	8,500	8%
Total:	19,300	100%	44,200	100%	112,400	100%

Number of Daily Trips Made by Area Residents 638,500

Transit Share of Motorized Modes(%)	From Area (%)	To Area (%)	Within Area (%)
24 Hours	21%	20%	8%
AM Peak Period	26%	30%	15%
PM Peak Period	26%	24%	10%

## City of Ottawa Urban Transit Area

### Demographic Characteristics

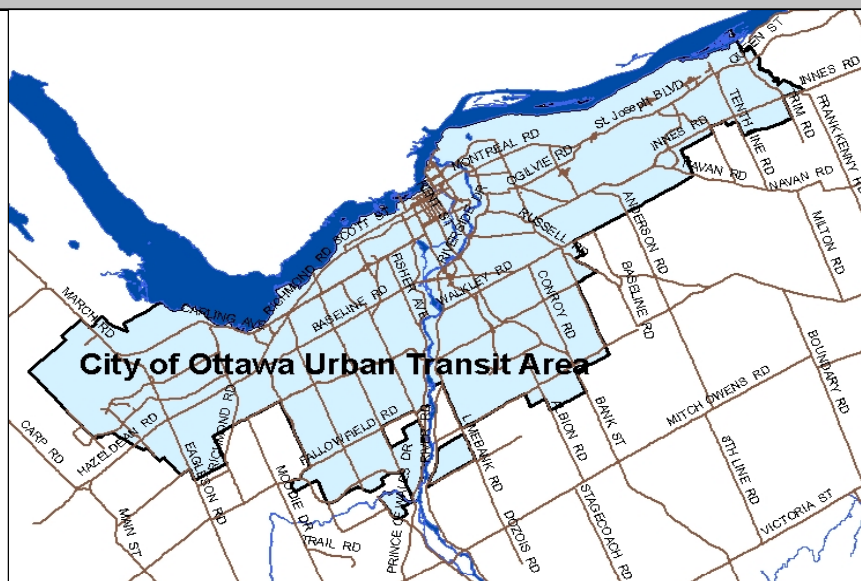
Population	759,500	Number of Vehicles	404,500
Households	311,100	Area (km <sup>2</sup> )	515.6
Actively Travelled	562,800		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	176,700	143,900	320,600	48%
Part Time Employed	9,900	21,300	31,200	5%
Student	70,800	69,600	140,400	21%
Retiree	49,700	62,900	112,600	17%
Homemaker	2,800	27,300	30,100	5%
Other	15,200	16,000	31,200	5%
Total:	325,100	341,000	666,100	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	65,200	76,900	142,100
Licensed Drivers	263,500	254,000	517,500
Telecommuters	18,700	15,000	33,700

#### Selected Indicators

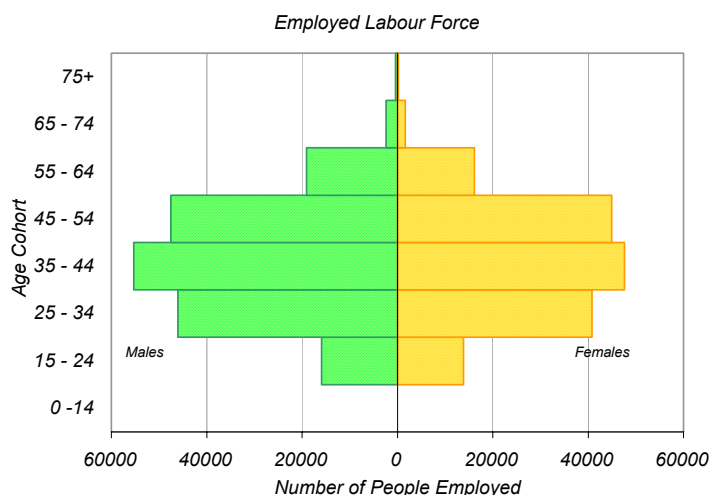
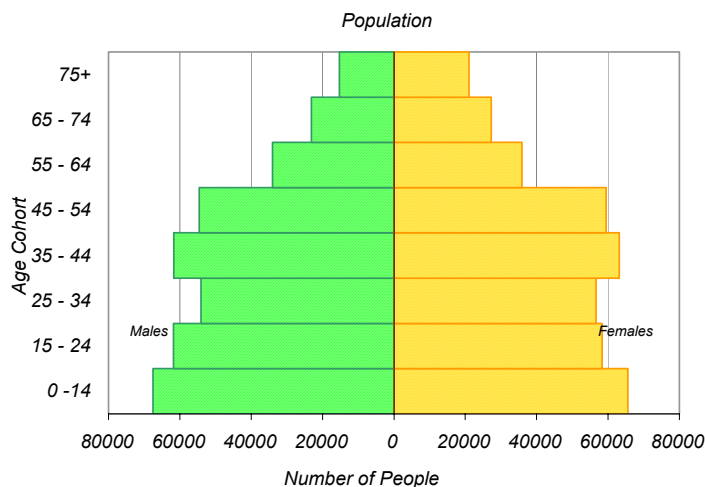
Daily Trips per Person (age 11+)	2.84
Vehicles per Person	0.53
Number of Persons per Household	2.44
Daily Trips per Household	6.08
Vehicles per Household	1.30



Household Size		
1 person	83,800	27%
2 persons	108,800	35%
3 persons	52,500	17%
4 persons	47,000	15%
5 + persons	18,900	6%
Total:	311,100	100%

Households by Vehicle Availability		
0 vehicle	46,300	15%
1 vehicle	147,600	47%
2 vehicles	99,300	32%
3 vehicles	14,400	5%
4+ vehicles	3,500	1%
Total:	311,100	100%

Households by Dwelling Type		
Single-detached	152,500	49%
Semi-detached	23,300	7%
Townhouse	51,700	17%
Apartment	76,400	25%
Other	7,300	2%
Total:	311,100	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Trips by Trip Purpose**

24 Hours	From Area		To Area		Within Area	
Work or related	29,000	15%	85,500	44%	336,700	18%
School	3,300	2%	13,200	7%	127,100	7%
Shopping	6,700	3%	15,300	8%	200,500	11%
Leisure	14,800	8%	18,400	9%	194,700	11%
Medical	1,300	1%	3,900	2%	29,900	2%
Pick up/ Drop off	9,300	5%	12,400	6%	118,600	6%
Return home	126,600	65%	39,500	20%	746,200	41%
Other	4,600	2%	7,800	4%	75,600	4%
Total:	195,600	100%	196,000	100%	1,829,300	100%

AM Peak Period	From Area		To Area		Within Area	
Work or related	18,700	74%	55,700	76%	193,700	54%
School	2,500	10%	8,800	12%	88,600	25%
Shopping	100	0%	500	1%	4,700	1%
Leisure	600	2%	1,100	2%	11,200	3%
Medical	100	0%	700	1%	5,400	1%
Pick up/ Drop off	1,300	5%	4,200	6%	34,100	9%
Return home	1,500	6%	700	1%	14,300	4%
Other	500	2%	1,400	2%	9,400	3%
Total:	25,300	100%	73,100	100%	361,400	100%

PM Peak Period	From Area		To Area		Within Area	
Work or related	1,200	2%	1,900	6%	14,900	4%
School	200	0%	500	2%	4,400	1%
Shopping	2,300	3%	3,000	9%	40,700	10%
Leisure	3,400	5%	4,100	13%	38,300	9%
Medical	300	0%	300	1%	3,800	1%
Pick up/ Drop off	4,500	6%	3,000	9%	30,700	7%
Return home	59,200	82%	18,400	57%	266,100	64%
Other	1,300	2%	1,200	4%	13,700	3%
Total:	72,400	100%	32,400	100%	412,600	100%

Peak Period (%)	Total:	% of 24 Hours	Within Area (%)
24 Hours	2,220,900		82%
AM Peak Period	459,800	21%	79%
PM Peak Period	517,400	23%	80%

**Trips by Travel Mode**

24 Hours	From Area		To Area		Within Area	
Auto Driver	133,600	68%	133,500	68%	987,400	54%
Auto Passenger	27,000	14%	26,600	14%	238,100	13%
Public Transit	24,900	13%	25,400	13%	280,700	15%
Bicycle	2,100	1%	2,200	1%	28,000	2%
Walk	1,600	1%	1,600	1%	244,100	13%
Other	6,400	3%	6,600	3%	51,100	3%
Total:	195,600	100%	195,900	100%	1,829,400	100%

AM Peak Period	From Area		To Area		Within Area	
Auto Driver	15,400	61%	46,600	64%	173,300	48%
Auto Passenger	1,900	8%	8,400	11%	39,300	11%
Public Transit	5,700	23%	13,000	18%	81,400	23%
Bicycle	600	2%	900	1%	6,700	2%
Walk	400	2%	400	1%	42,500	12%
Other	1,300	5%	3,900	5%	18,100	5%
Total:	25,300	100%	73,200	100%	361,300	100%

PM Peak Period	From Area		To Area		Within Area	
Auto Driver	47,600	66%	21,100	65%	220,000	53%
Auto Passenger	9,300	13%	4,300	13%	48,800	12%
Public Transit	11,900	16%	5,500	17%	76,300	18%
Bicycle	1,000	1%	500	2%	7,100	2%
Walk	400	1%	500	2%	50,300	12%
Other	2,000	3%	400	1%	10,000	2%
Total:	72,200	100%	32,300	100%	412,500	100%

Number of Daily Trips Made by Area Residents 1,890,700

Transit Share of Motorized Modes(%)	From Area (%)	To Area (%)	Within Area (%)
24 Hours	13%	14%	19%
AM Peak Period	25%	19%	28%
PM Peak Period	17%	18%	22%

# Société de transport de l'Outaouais

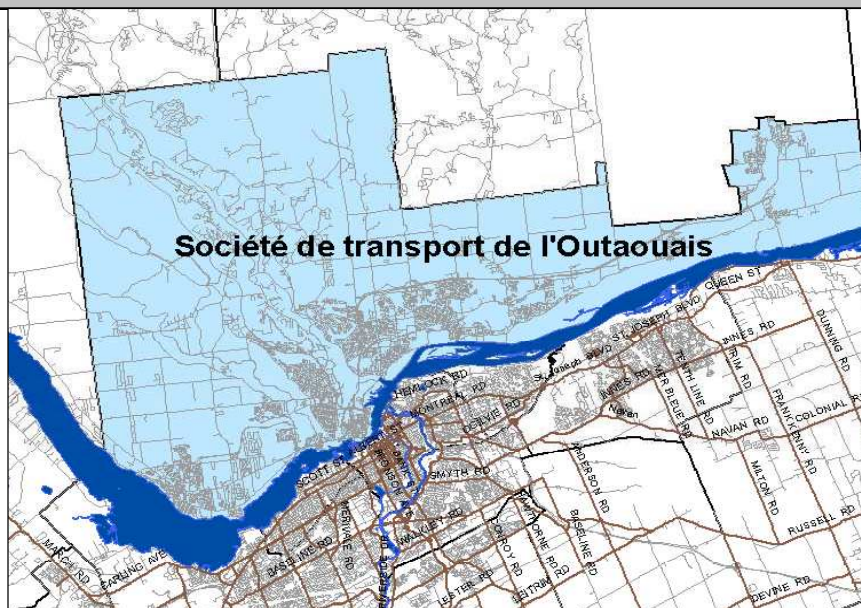
## Demographic Characteristics

Population	259,800	Number of Vehicles	157,000
Households	107,600	Area (km <sup>2</sup> )	637.2
Actively Travelled	187,000		

Occupation				
Status (age 11+)	Male	Female	Total	%
Full Time Employed	64,600	55,800	120,400	53%
Part Time Employed	3,300	5,600	8,900	4%
Student	20,500	19,900	40,400	18%
Retiree	17,400	20,900	38,300	17%
Homemaker	1,400	8,100	9,500	4%
Other	5,100	5,000	10,100	4%
Total:	112,300	115,300	227,600	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	15,400	18,400	33,800
Licensed Drivers	92,300	87,800	180,100
Telecommuters	6,400	5,000	11,400

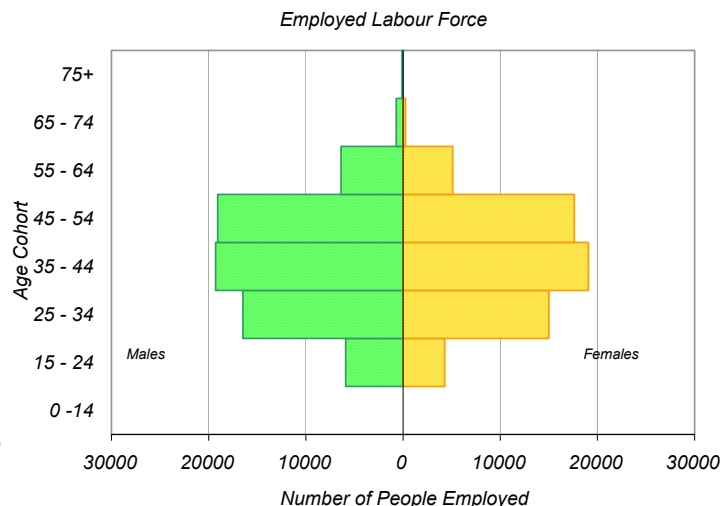
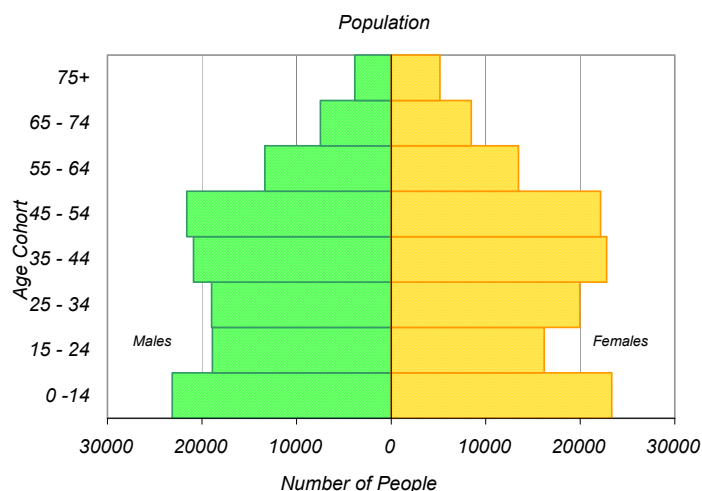
Selected Indicators	
Daily Trips per Person (age 11+)	2.59
Vehicles per Person	0.60
Number of Persons per Household	2.41
Daily Trips per Household	5.46
Vehicles per Household	1.46



Household Size		
1 person	29,000	27%
2 persons	37,400	35%
3 persons	18,500	17%
4 persons	16,500	15%
5 + persons	6,200	6%
Total:	107,600	100%

Households by Vehicle Availability		
0 vehicle	10,500	10%
1 vehicle	48,900	45%
2 vehicles	39,100	36%
3 vehicles	7,200	7%
4+ vehicles	1,900	2%
Total:	107,600	100%

Households by Dwelling Type		
Single-detached	60,700	56%
Semi-detached	14,800	14%
Townhouse	6,100	6%
Apartment	21,800	20%
Other	4,200	4%
Total:	107,600	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Trips by Trip Purpose**

24 Hours	From Area		To Area		Within Area	
Work or related	53,000	45%	24,200	21%	64,900	15%
School	5,400	5%	4,000	3%	32,300	8%
Shopping	5,200	4%	5,900	5%	45,300	11%
Leisure	9,000	8%	8,200	7%	45,900	11%
Medical	1,600	1%	1,300	1%	6,100	1%
Pick up/ Drop off	6,000	5%	6,300	5%	31,500	7%
Return home	33,200	28%	64,100	55%	182,900	43%
Other	3,900	3%	3,100	3%	18,100	4%
Total:	117,300	100%	117,100	100%	427,000	100%

AM Peak Period	From Area		To Area		Within Area	
Work or related	34,900	83%	16,800	72%	37,800	44%
School	3,000	7%	3,300	14%	26,600	31%
Shopping	100	0%	200	1%	1,600	2%
Leisure	400	1%	300	1%	2,700	3%
Medical	300	1%	200	1%	800	1%
Pick up/ Drop off	2,000	5%	1,200	5%	11,300	13%
Return home	400	1%	800	3%	3,700	4%
Other	800	2%	500	2%	2,200	3%
Total:	41,900	100%	23,300	100%	86,700	100%

PM Peak Period	From Area		To Area		Within Area	
Work or related	1,100	4%	500	1%	2,900	3%
School	200	1%	200	0%	400	0%
Shopping	1,400	6%	1,700	4%	8,200	8%
Leisure	2,100	8%	2,100	5%	8,000	8%
Medical	100	0%	200	0%	700	1%
Pick up/ Drop off	2,000	8%	3,400	8%	9,400	9%
Return home	17,500	70%	33,900	79%	69,500	68%
Other	600	2%	700	2%	3,200	3%
Total:	25,000	100%	42,700	100%	102,300	100%

Peak Period (%)	Total:	% of 24 Hours	Within Area (%)
24 Hours	661,400		65%
AM Peak Period	151,900	23%	57%
PM Peak Period	170,000	26%	60%

**Trips by Travel Mode**

24 Hours	From Area		To Area		Within Area	
Auto Driver	74,200	63%	74,400	63%	266,600	62%
Auto Passenger	14,900	13%	15,000	13%	59,100	14%
Public Transit	21,100	18%	20,900	18%	29,700	7%
Bicycle	1,900	2%	1,800	2%	3,900	1%
Walk	1,400	1%	1,300	1%	44,100	10%
Other	3,800	3%	3,900	3%	23,500	6%
Total:	117,300	100%	117,300	100%	426,900	100%

AM Peak Period	From Area		To Area		Within Area	
Auto Driver	24,600	59%	13,000	56%	47,800	55%
Auto Passenger	5,000	12%	2,000	9%	9,100	10%
Public Transit	10,700	26%	5,000	21%	10,600	12%
Bicycle	800	2%	500	2%	900	1%
Walk	300	1%	400	2%	7,800	9%
Other	400	1%	2,400	10%	10,600	12%
Total:	41,800	100%	23,300	100%	86,800	100%

PM Peak Period	From Area		To Area		Within Area	
Auto Driver	14,400	58%	25,700	60%	63,300	62%
Auto Passenger	3,200	13%	5,300	12%	12,900	13%
Public Transit	4,900	20%	9,900	23%	9,400	9%
Bicycle	400	2%	900	2%	1,100	1%
Walk	400	2%	400	1%	9,000	9%
Other	1,600	6%	400	1%	6,800	7%
Total:	24,900	100%	42,600	100%	102,500	100%

Number of Daily Trips Made by Area Residents 588,000

Transit Share of Motorized Modes(%)	From Area (%)	To Area (%)	Within Area (%)
24 Hours	19%	19%	8%
AM Peak Period	27%	25%	16%
PM Peak Period	22%	24%	11%

## Ottawa Centre

### Demographic Characteristics

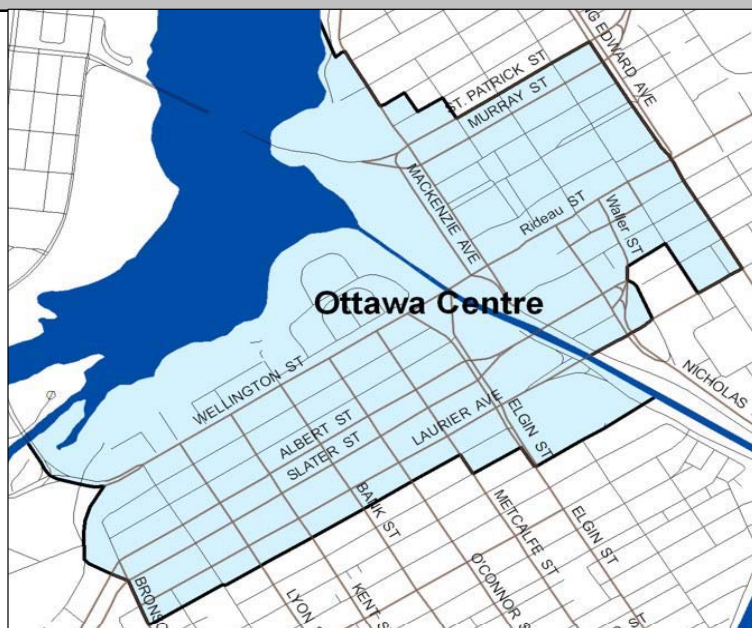
Population	6,440	Number of Vehicles	3,020
Households	4,540	Area (km <sup>2</sup> )	2.5
Actively Travelled	5,690		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	2,280	1,630	3,910	62%
Part Time Employed	0	80	80	1%
Student	360	310	670	11%
Retiree	530	630	1,160	18%
Homemaker	90	130	220	3%
Other	170	140	310	5%
Total:	3,430	2,920	6,350	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	870	690	1,560
Licensed Drivers	2,800	2,280	5,080
Telecommuters	290	160	450

#### Selected Indicators

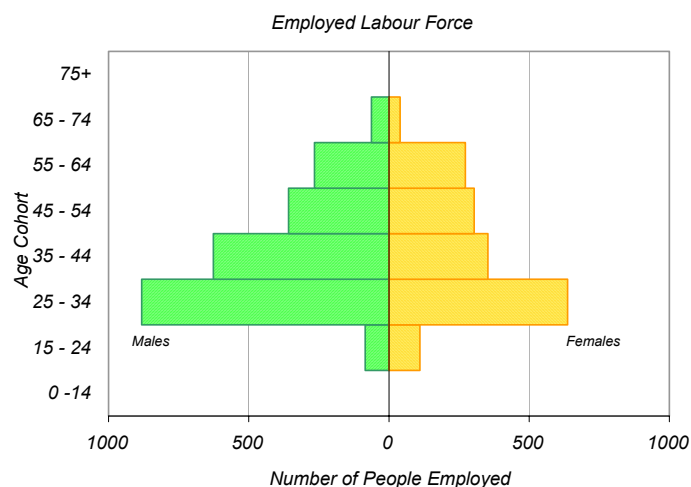
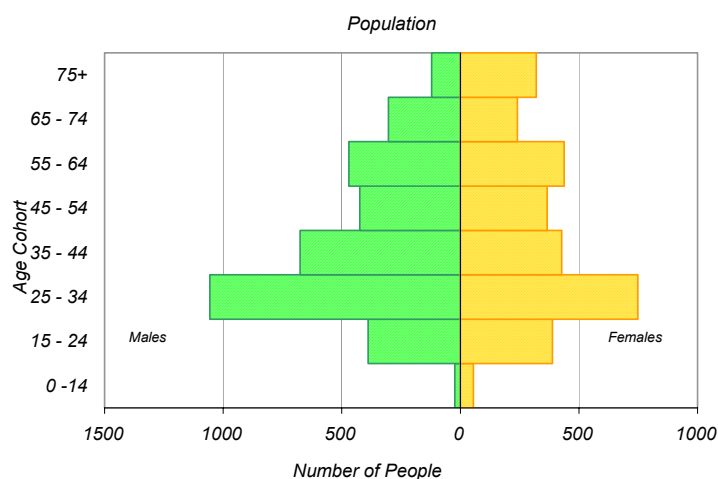
Daily Trips per Person (age 11+)	3.09
Vehicles per Person	0.47
Number of Persons per Household	1.42
Daily Trips per Household	4.34
Vehicles per Household	0.67



Household Size		
1 person	3,110	69%
2 persons	1,140	25%
3 persons	210	5%
4 persons	50	1%
5 + persons	20	0%
Total:	4,530	100%

Households by Vehicle Availability		
0 vehicle	1,810	40%
1 vehicle	2,430	54%
2 vehicles	290	6%
3 vehicles	0	0%
4+ vehicles	0	0%
Total:	4,530	100%

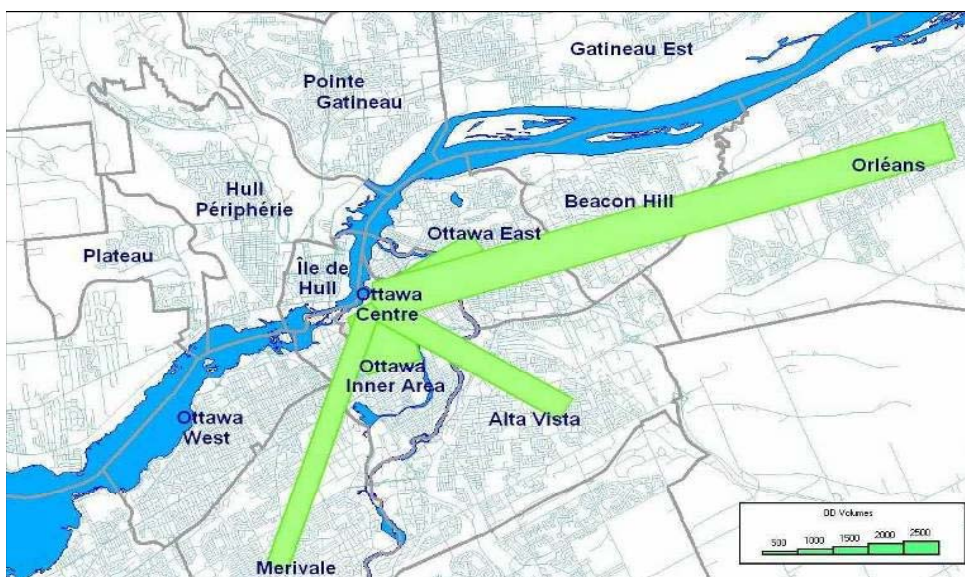
Households by Dwelling Type		
Single-detached	260	6%
Semi-detached	200	4%
Townhouse	320	7%
Apartment	3,590	79%
Other	170	4%
Total:	4,540	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five origins of trips to Ottawa Centre, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips to Ottawa Centre AM Peak Period

District of Origin	Trips	% Total
Ottawa Centre	2,190	3%
Ottawa Inner Area	10,090	15%
Ottawa East	4,170	6%
Beacon Hill	2,460	4%
Alta Vista	4,920	7%
Hunt Club	3,180	5%
Merivale	3,950	6%
Ottawa West	3,250	5%
Bayshore / Cedarview	3,440	5%
Orléans	7,760	11%
Rural East	390	1%
Rural Southeast	1,070	2%
South Gloucester / Leirtrim	550	1%
South Nepean	3,010	4%
Rural Southwest	670	1%
Kanata / Stittsville	3,200	5%
Rural West	600	1%
Île de Hull	640	1%
Hull Périphérie	2,690	4%
Plateau	1,050	2%
Aylmer	2,170	3%
Rural Northwest	740	1%
Pointe Gatineau	3,180	5%
Gatineau Est	2,060	3%
Rural Northeast	930	1%
Buckingham / Masson-Angers	180	0%
Ontario Sub-Total:	54,900	80%
Québec Sub-Total:	13,640	20%
Total:	68,540	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	9,530	7%	84,560	65%	9,340	37%
School	1,420	1%	2,090	2%	110	0%
Shopping	7,220	6%	10,370	8%	3,750	15%
Leisure	7,340	6%	13,110	10%	6,080	24%
Medical	1,420	1%	1,050	1%	150	1%
Pick up/ Drop off	4,470	3%	8,240	6%	500	2%
Return home	95,920	73%	4,790	4%	3,390	14%
Other	3,420	3%	6,810	5%	1,660	7%
Total:	130,740	100%	131,020	100%	24,980	100%

AM Peak Period	From District		To District		Within District	
Work or related	3,110	61%	59,650	90%	1,840	84%
School	140	3%	1,600	2%	30	1%
Shopping	90	2%	380	1%	110	5%
Leisure	160	3%	790	1%	80	4%
Medical	70	1%	190	0%	0	0%
Pick up/ Drop off	250	5%	2,620	4%	70	3%
Return home	1,180	23%	100	0%	30	1%
Other	70	1%	1,010	2%	40	2%
Total:	5,070	100%	66,340	100%	2,200	100%

PM Peak Period	From District		To District		Within District	
Work or related	720	1%	1,780	15%	330	7%
School	380	1%	90	1%	10	0%
Shopping	2,870	5%	2,590	21%	970	21%
Leisure	2,150	3%	2,200	18%	1,130	25%
Medical	370	1%	110	1%	20	0%
Pick up/ Drop off	2,720	4%	2,380	20%	260	6%
Return home	51,970	83%	1,760	14%	1,390	31%
Other	1,060	2%	1,230	10%	410	9%
Total:	62,240	100%	12,140	100%	4,520	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	286,740		9%
AM Peak Period	73,610	26%	3%
PM Peak Period	78,900	28%	6%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	52,110	40%	51,710	39%	2,460	10%
Auto Passenger	12,700	10%	12,500	10%	360	1%
Public Transit	43,220	33%	45,130	34%	1,600	6%
Bicycle	2,780	2%	2,840	2%	150	1%
Walk	16,890	13%	16,670	13%	20,070	80%
Other	3,050	2%	2,170	2%	340	1%
Total:	130,750	100%	131,020	100%	24,980	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	3,590	71%	22,450	34%	360	16%
Auto Passenger	190	4%	6,030	9%	20	1%
Public Transit	640	13%	29,550	45%	150	7%
Bicycle	40	1%	1,530	2%	30	1%
Walk	520	10%	6,200	9%	1,610	74%
Other	90	2%	570	1%	20	1%
Total:	5,070	100%	66,330	100%	2,190	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	20,880	34%	6,170	51%	670	15%
Auto Passenger	5,750	9%	1,010	8%	70	2%
Public Transit	27,380	44%	2,760	23%	320	7%
Bicycle	1,360	2%	330	3%	20	0%
Walk	6,200	10%	1,750	14%	3,390	75%
Other	660	1%	120	1%	50	1%
Total:	62,230	100%	12,140	100%	4,520	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	40%	41%	36%
AM Peak Period	14%	51%	28%
PM Peak Period	51%	28%	30%

## Ottawa Inner Area

### Demographic Characteristics

Population	88,370	Number of Vehicles	36,060
Households	44,210	Area (km <sup>2</sup> )	16.4
Actively Travelled	69,570		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	22,660	17,510	40,170	49%
Part Time Employed	1,630	2,190	3,820	5%
Student	8,840	8,770	17,610	22%
Retiree	5,600	7,130	12,730	16%
Homemaker	420	2,050	2,470	3%
Other	2,090	2,610	4,700	6%
Total:	41,240	40,260	81,500	100%

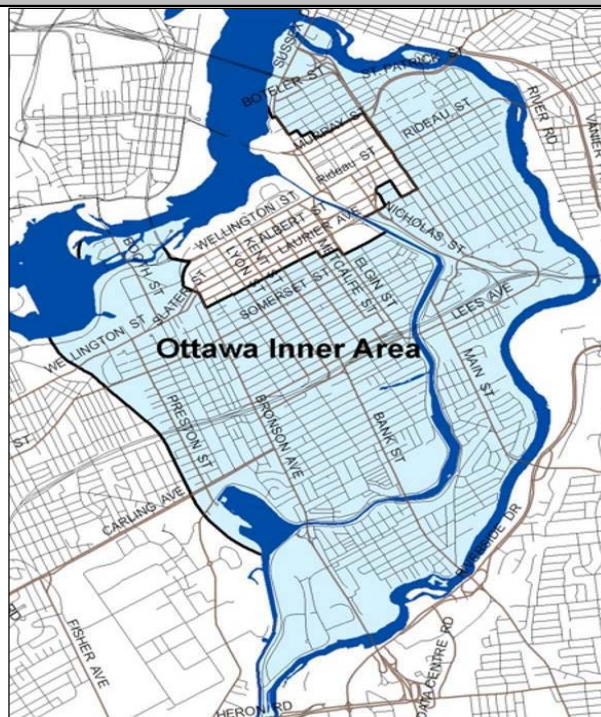
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	7,080	7,490	14,570
Licensed Drivers	33,350	30,120	63,470
Telecommuters	2,440	2,290	4,730

#### Selected Indicators

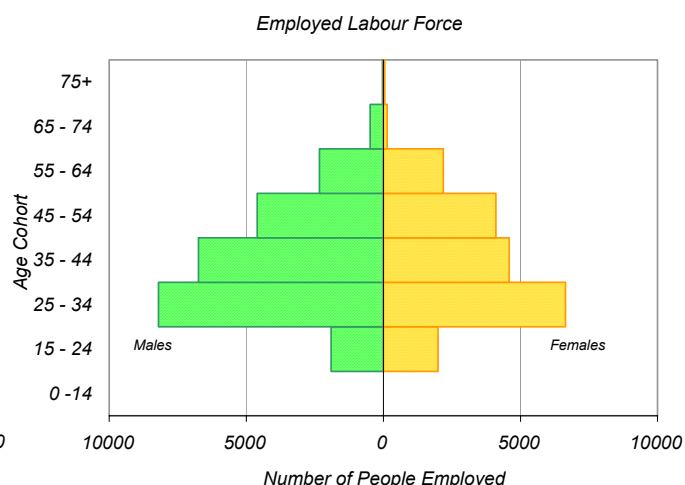
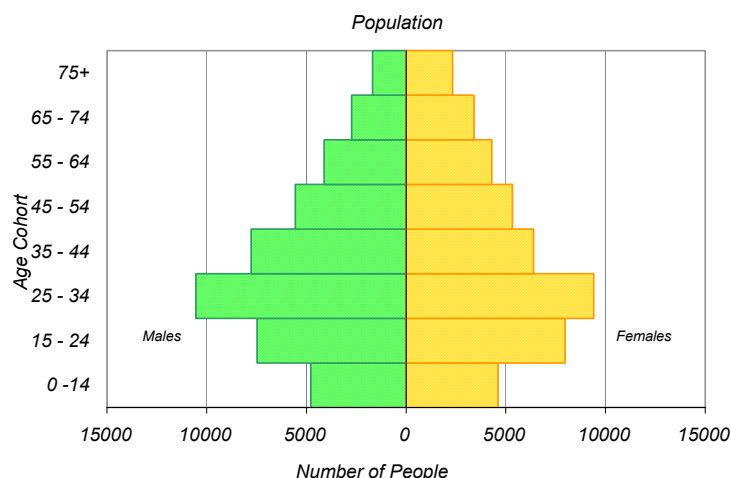
Daily Trips per Person (age 11+)	2.97
Vehicles per Person	0.41
Number of Persons per Household	2.00
Daily Trips per Household	5.48
Vehicles per Household	0.82

Household Size		
1 person	20,310	46%
2 persons	14,620	33%
3 persons	5,070	11%
4 persons	3,170	7%
5 + persons	1,040	2%
Total:	44,210	100%

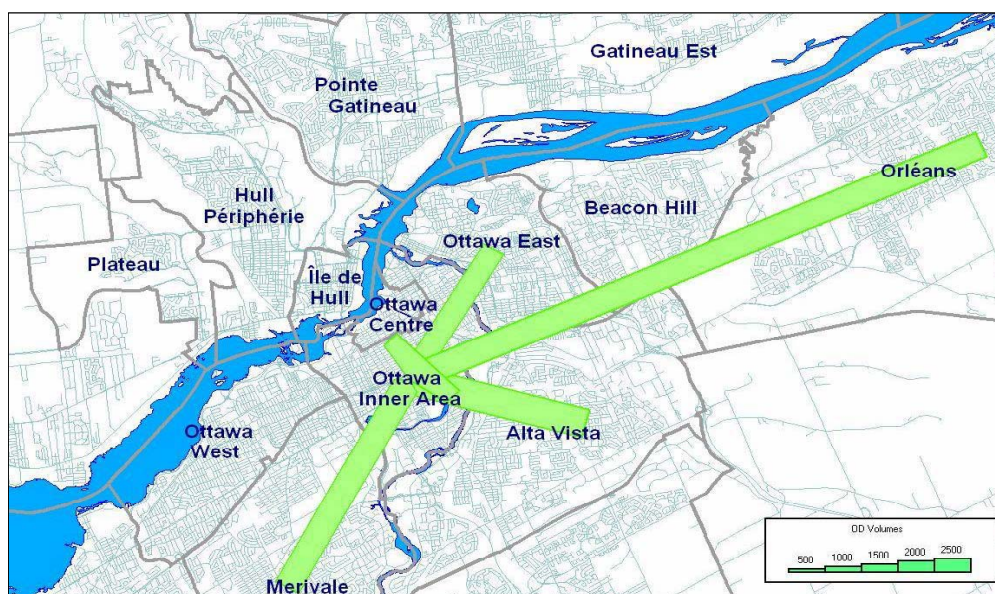
Households by Vehicle Availability		
0 vehicle	15,390	35%
1 vehicle	22,320	50%
2 vehicles	5,880	13%
3 vehicles	510	1%
4+ vehicles	100	0%
Total:	44,200	100%



Households by Dwelling Type		
Single-detached	11,270	25%
Semi-detached	3,180	7%
Townhouse	4,960	11%
Apartment	23,790	54%
Other	1,020	2%
Total:	44,220	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Top five origins of trips to Ottawa Inner Area, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips to Ottawa Inner Area  
AM Peak Period**

District of Origin	Trips	% Total
Ottawa Centre	1,370	2%
Ottawa Inner Area	15,150	24%
Ottawa East	3,870	6%
Beacon Hill	2,070	3%
Alta Vista	5,450	9%
Hunt Club	3,790	6%
Merivale	4,610	7%
Ottawa West	2,900	5%
Bayshore / Cedarview	2,860	5%
Orléans	4,700	8%
Rural East	380	1%
Rural Southeast	850	1%
South Gloucester / Leirtrim	450	1%
South Nepean	2,130	3%
Rural Southwest	760	1%
Kanata / Stittsville	2,620	4%
Rural West	560	1%
Île de Hull	540	1%
Hull Périphérie	1,690	3%
Plateau	550	1%
Aylmer	1,370	2%
Rural Northwest	490	1%
Pointe Gatineau	1,130	2%
Gatineau Est	1,070	2%
Rural Northeast	290	0%
Buckingham / Masson-Anger	240	0%
Ontario Sub-Total:	54,520	88%
Québec Sub-Total:	7,370	12%
Total:	61,890	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	36,890	20%	43,160	24%	11,950	12%
School	3,680	2%	33,450	18%	12,100	12%
Shopping	15,630	9%	6,310	3%	8,180	8%
Leisure	17,500	10%	20,830	12%	14,120	14%
Medical	2,620	1%	3,670	2%	980	1%
Pick up/ Drop off	8,620	5%	9,720	5%	5,610	6%
Return home	88,610	49%	56,890	31%	43,410	43%
Other	7,330	4%	7,100	4%	5,130	5%
Total:	180,880	100%	181,130	100%	101,480	100%

AM Peak Period	From District		To District		Within District	
Work or related	21,510	73%	25,520	55%	4,740	31%
School	2,690	9%	14,750	32%	5,500	36%
Shopping	330	1%	250	1%	300	2%
Leisure	790	3%	860	2%	780	5%
Medical	600	2%	760	2%	290	2%
Pick up/ Drop off	1,580	5%	2,660	6%	1,840	12%
Return home	970	3%	850	2%	1,150	8%
Other	840	3%	1,090	2%	550	4%
Total:	29,310	100%	46,740	100%	15,150	100%

PM Peak Period	From District		To District		Within District	
Work or related	1,900	4%	1,830	5%	840	4%
School	200	0%	2,170	6%	990	5%
Shopping	3,760	8%	1,710	5%	1,640	8%
Leisure	4,120	8%	3,960	11%	2,220	11%
Medical	270	1%	380	1%	160	1%
Pick up/ Drop off	3,240	7%	2,420	7%	1,110	5%
Return home	33,950	69%	22,520	62%	12,210	60%
Other	1,530	3%	1,200	3%	1,020	5%
Total:	48,970	100%	36,190	100%	20,190	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	463,490		22%
AM Peak Period	91,200	20%	17%
PM Peak Period	105,350	23%	19%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	87,190	48%	87,250	48%	24,530	24%
Auto Passenger	20,430	11%	20,650	11%	7,280	7%
Public Transit	46,400	26%	46,370	26%	9,760	10%
Bicycle	4,100	2%	4,050	2%	4,270	4%
Walk	19,050	11%	18,990	10%	53,390	53%
Other	3,710	2%	3,820	2%	2,260	2%
Total:	180,880	100%	181,130	100%	101,490	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	11,700	40%	21,770	47%	3,660	24%
Auto Passenger	2,250	8%	4,920	11%	920	6%
Public Transit	7,370	25%	17,120	37%	2,000	13%
Bicycle	1,210	4%	910	2%	610	4%
Walk	6,290	21%	1,190	3%	7,460	49%
Other	490	2%	850	2%	500	3%
Total:	29,310	100%	46,760	100%	15,150	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	24,310	50%	15,960	44%	4,560	23%
Auto Passenger	5,060	10%	3,610	10%	1,060	5%
Public Transit	15,430	32%	8,730	24%	2,280	11%
Bicycle	1,060	2%	1,210	3%	900	4%
Walk	2,410	5%	6,210	17%	10,920	54%
Other	700	1%	460	1%	450	2%
Total:	48,970	100%	36,180	100%	20,170	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	30%	30%	23%
AM Peak Period	35%	39%	30%
PM Peak Period	34%	31%	29%

## Ottawa East

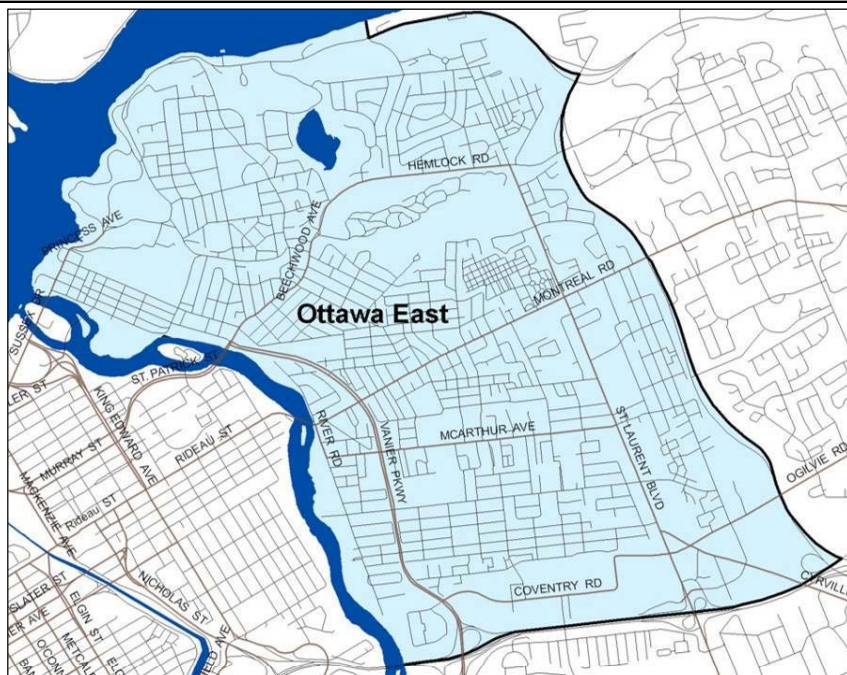
### Demographic Characteristics

Population	52,150	Number of Vehicles	25,590
Households	24,600	Area (km <sup>2</sup> )	16.6
Actively Travelled	39,270		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	11,650	10,100	21,750	46%
Part Time Employed	920	1,320	2,240	5%
Student	4,650	4,460	9,110	19%
Retiree	4,110	5,240	9,350	20%
Homemaker	230	2,000	2,230	5%
Other	1,470	1,430	2,900	6%
Total:	23,030	24,550	47,580	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	4,873	6,940	11,813
Licensed Drivers	16,990	16,250	33,240
Telecommuters	1,450	890	2,340

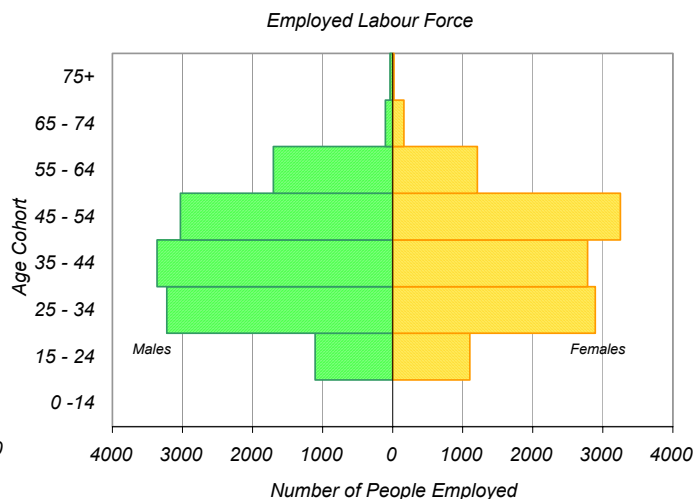
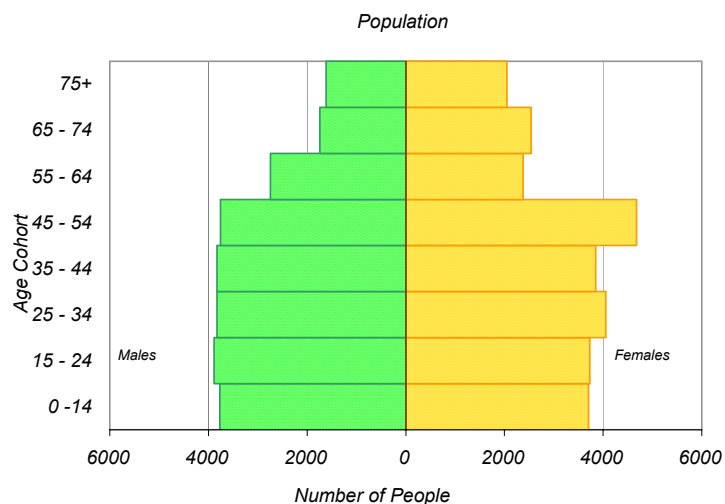
Selected Indicators	
Daily Trips per Person (age 11+)	2.63
Vehicles per Person	0.49
Number of Persons per Household	2.12
Daily Trips per Household	5.07
Vehicles per Household	1.04



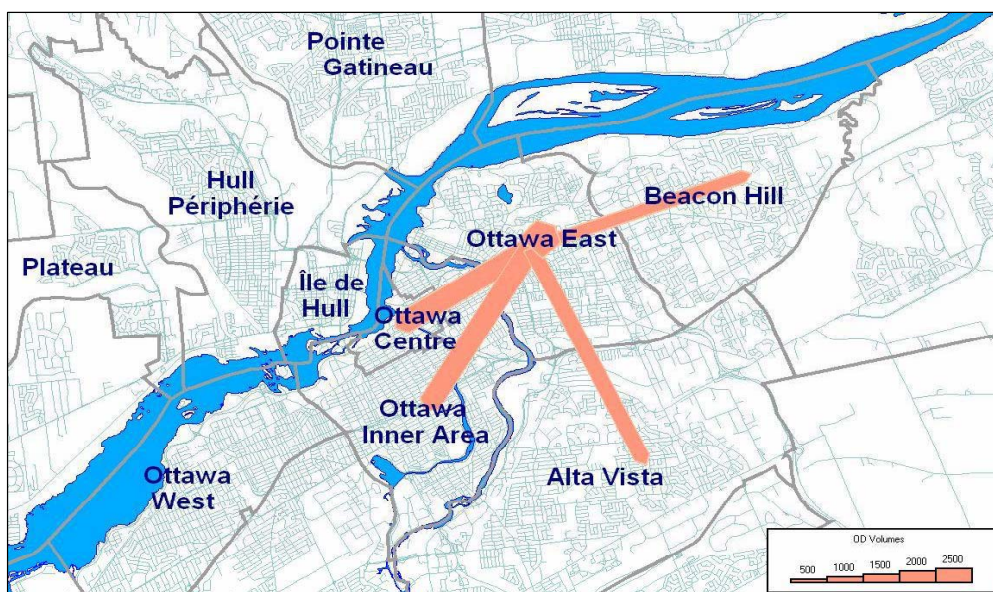
Household Size		
1 person	8,930	36%
2 persons	8,670	35%
3 persons	3,860	16%
4 persons	2,220	9%
5+ persons	930	4%
Total:	24,610	100%

Households by Vehicle Availability		
0 vehicle	6,200	25%
1 vehicle	12,420	50%
2 vehicles	5,080	21%
3 vehicles	710	3%
4+ vehicles	190	1%
Total:	24,600	100%

Households by Dwelling Type		
Single-detached	8,140	33%
Semi-detached	1,980	8%
Townhouse	3,600	15%
Apartment	10,000	41%
Other	890	4%
Total:	24,610	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Top five destinations for trips from Ottawa East, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips from Ottawa East  
AM Peak Period**

District of Destination	Trips	% Total
Ottawa Centre	4,170	17%
Ottawa Inner Area	3,870	16%
Ottawa East	5,810	23%
Beacon Hill	2,360	10%
Alta Vista	2,750	11%
Hunt Club	340	1%
Merivale	1,440	6%
Ottawa West	850	3%
Bayshore / Cedarview	450	2%
Orléans	490	2%
Rural East	30	0%
Rural Southeast	80	0%
South Gloucester / Leitrim	70	0%
South Nepean	70	0%
Rural Southwest	200	1%
Kanata / Stittsville	340	1%
Rural West	90	0%
Île de Hull	640	3%
Hull Périphérie	420	2%
Plateau	0	0%
Aylmer	30	0%
Rural Northwest	30	0%
Pointe Gatineau	70	0%
Gatineau Est	90	0%
Rural Northeast	0	0%
Buckingham / Masson-Anger	50	0%
Ontario Sub-Total:	23,410	95%
Québec Sub-Total:	1,330	5%
Total:	24,740	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	20,670	24%	19,830	23%	4,120	10%
School	5,460	6%	2,740	3%	1,620	4%
Shopping	5,970	7%	12,390	14%	8,330	20%
Leisure	7,710	9%	8,160	9%	5,420	13%
Medical	1,680	2%	990	1%	320	1%
Pick up/ Drop off	5,250	6%	5,430	6%	2,390	6%
Return home	36,480	42%	34,000	39%	18,360	43%
Other	3,040	4%	3,090	4%	1,810	4%
Total:	86,260	100%	86,630	100%	42,370	100%

AM Peak Period	From District		To District		Within District	
Work or related	11,820	62%	11,610	68%	1,990	34%
School	4,170	22%	2,420	14%	1,340	23%
Shopping	130	1%	230	1%	280	5%
Leisure	490	3%	290	2%	380	7%
Medical	340	2%	130	1%	60	1%
Pick up/ Drop off	1,100	6%	1,430	8%	810	14%
Return home	430	2%	600	4%	700	12%
Other	450	2%	390	2%	250	4%
Total:	18,930	100%	17,100	100%	5,810	100%

PM Peak Period	From District		To District		Within District	
Work or related	600	3%	800	4%	280	3%
School	210	1%	100	0%	0	0%
Shopping	1,240	6%	2,610	13%	1,420	17%
Leisure	1,250	6%	1,670	8%	880	11%
Medical	160	1%	100	0%	20	0%
Pick up/ Drop off	1,560	8%	1,620	8%	530	6%
Return home	14,570	73%	13,050	63%	4,880	59%
Other	370	2%	690	3%	220	3%
Total:	19,960	100%	20,640	100%	8,230	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	215,260		20%
AM Peak Period	41,840	19%	14%
PM Peak Period	48,830	23%	17%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	51,940	60%	52,350	60%	19,380	46%
Auto Passenger	11,840	14%	11,420	13%	5,540	13%
Public Transit	16,700	19%	17,210	20%	3,360	8%
Bicycle	1,240	1%	1,180	1%	980	2%
Walk	2,440	3%	2,430	3%	12,120	29%
Other	2,090	2%	2,040	2%	990	2%
Total:	86,250	100%	86,630	100%	42,370	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	8,510	45%	11,140	65%	2,190	38%
Auto Passenger	1,680	9%	1,990	12%	690	12%
Public Transit	6,550	35%	3,140	18%	600	10%
Bicycle	570	3%	100	1%	190	3%
Walk	760	4%	200	1%	1,810	31%
Other	860	5%	550	3%	340	6%
Total:	18,930	100%	17,120	100%	5,820	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	12,960	65%	11,070	54%	3,670	44%
Auto Passenger	2,550	13%	2,300	11%	1,310	16%
Public Transit	3,460	17%	5,640	27%	570	7%
Bicycle	170	1%	460	2%	140	2%
Walk	340	2%	830	4%	2,300	28%
Other	490	2%	340	2%	260	3%
Total:	19,970	100%	20,640	100%	8,250	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	21%	21%	12%
AM Peak Period	39%	19%	17%
PM Peak Period	18%	30%	10%

## Beacon Hill

### Demographic Characteristics

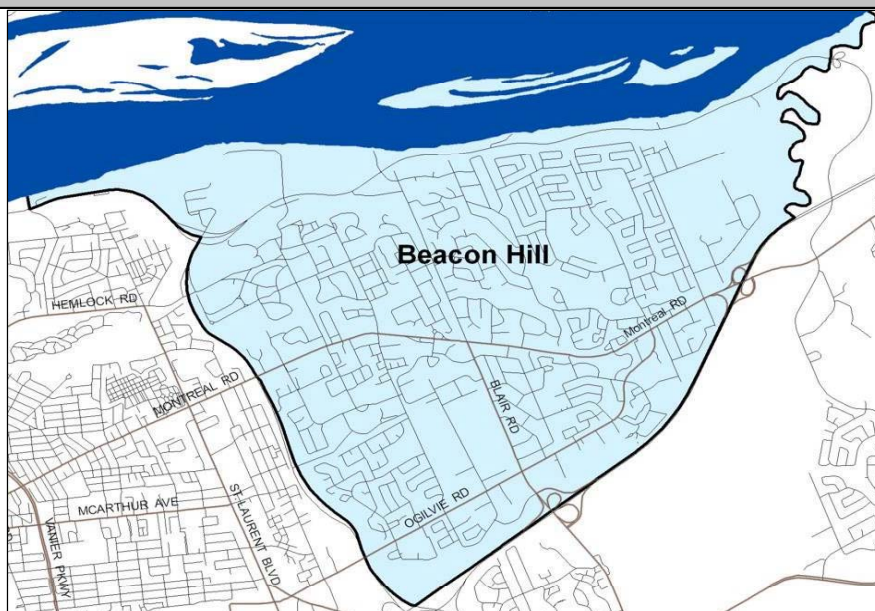
Population	32,510	Number of Vehicles	17,790
Households	13,780	Area (km <sup>2</sup> )	22.1
Actively Travelled	23,630		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,810	6,170	12,980	45%
Part Time Employed	320	920	1,240	4%
Student	2,620	2,920	5,540	19%
Retiree	2,930	3,380	6,310	22%
Homemaker	90	1,060	1,150	4%
Other	680	770	1,450	5%
Total:	13,450	15,220	28,670	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,040	4,040	7,080
Licensed Drivers	11,170	11,140	22,310
Telecommuters	710	510	1,220

#### Selected Indicators

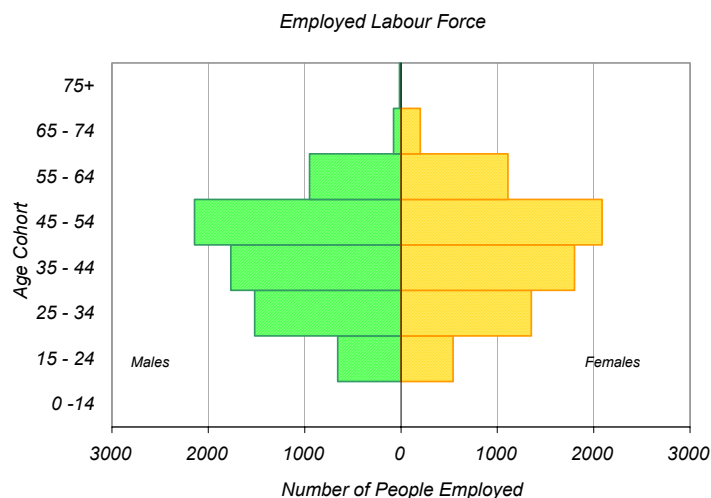
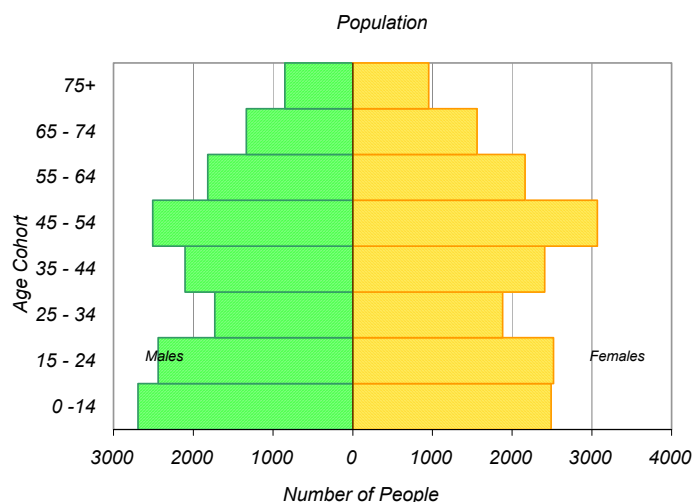
Daily Trips per Person (age 11+)	2.71
Vehicles per Person	0.55
Number of Persons per Household	2.36
Daily Trips per Household	5.64
Vehicles per Household	1.29



Household Size		
1 person	3,130	23%
2 persons	5,520	40%
3 persons	2,220	16%
4 persons	1,970	14%
5+ persons	930	7%
Total:	13,770	100%

Households by Vehicle Availability			
0 vehicle	1,530	11%	
1 vehicle	7,570	55%	
2 vehicles	4,020	29%	
3 vehicles	540	4%	
4+ vehicles	120	1%	
Total:	13,780	100%	

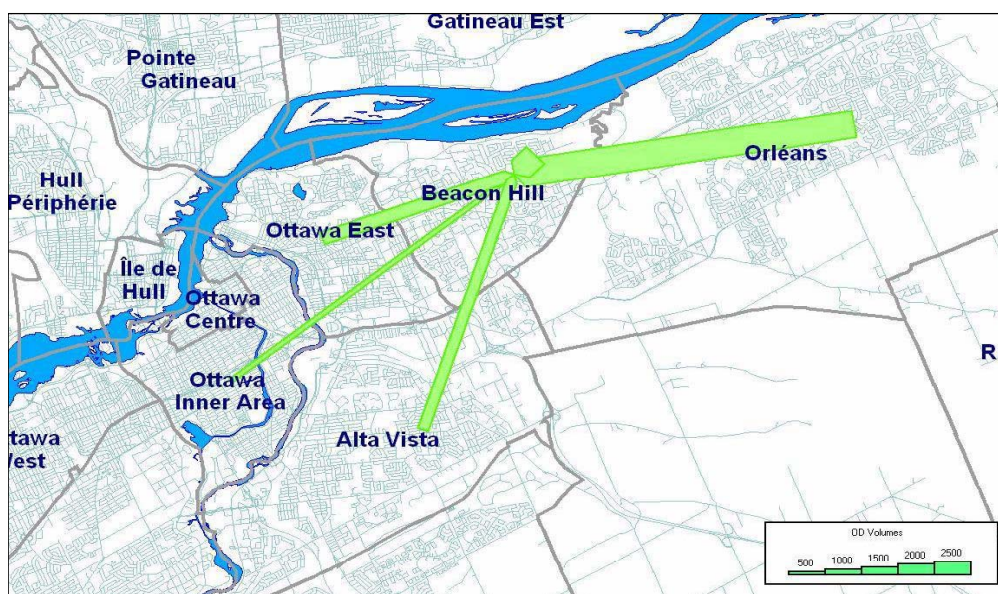
Households by Dwelling Type		
Single-detached	5,820	42%
Semi-detached	1,420	10%
Townhouse	3,250	24%
Apartment	2,870	21%
Other	420	3%
Total:	13,780	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five origins of trips to Beacon Hill, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips to Beacon Hill

#### AM Peak Period

District of Origin	Trips	% Total
Ottawa Centre	220	1%
Ottawa Inner Area	880	4%
Ottawa East	2,360	11%
Beacon Hill	4,370	21%
Alta Vista	1,860	9%
Hunt Club	760	4%
Merivale	460	2%
Ottawa West	320	2%
Bayshore / Cedarview	530	3%
Orléans	5,100	24%
Rural East	270	1%
Rural Southeast	240	1%
South Gloucester / Leitrim	130	1%
South Nepean	330	2%
Rural Southwest	230	1%
Kanata / Stittsville	320	2%
Rural West	70	0%
Île de Hull	120	1%
Hull Périphérie	480	2%
Plateau	290	1%
Aylmer	290	1%
Rural Northwest	90	0%
Pointe Gatineau	460	2%
Gatineau Est	410	2%
Rural Northeast	150	1%
Buckingham / Masson-Anger	140	1%
Ontario Sub-Total:	18,450	88%
Québec Sub-Total:	2,430	12%
Total:	20,880	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	11,860	20%	12,900	22%	2,430	10%
School	3,380	6%	7,460	13%	2,190	9%
Shopping	5,150	9%	4,960	8%	3,680	15%
Leisure	5,820	10%	5,630	10%	2,440	10%
Medical	1,070	2%	1,090	2%	400	2%
Pick up/ Drop off	3,550	6%	2,750	5%	1,820	7%
Return home	26,290	45%	21,880	37%	10,320	42%
Other	1,860	3%	2,250	4%	1,090	4%
Total:	58,980	100%	58,920	100%	24,370	100%

AM Peak Period	From District		To District		Within District	
Work or related	7,750	65%	8,400	51%	1,220	28%
School	2,080	18%	6,190	38%	1,670	38%
Shopping	140	1%	60	0%	60	1%
Leisure	290	2%	280	2%	150	3%
Medical	260	2%	210	1%	70	2%
Pick up/ Drop off	880	7%	650	4%	800	18%
Return home	250	2%	430	3%	320	7%
Other	200	2%	260	2%	90	2%
Total:	11,850	100%	16,480	100%	4,380	100%

PM Peak Period	From District		To District		Within District	
Work or related	470	3%	430	3%	140	3%
School	180	1%	50	0%	0	0%
Shopping	1,310	8%	900	7%	610	13%
Leisure	1,410	9%	1,300	10%	420	9%
Medical	160	1%	210	2%	20	0%
Pick up/ Drop off	1,180	7%	830	6%	410	9%
Return home	11,190	68%	8,920	68%	2,850	61%
Other	440	3%	390	3%	190	4%
Total:	16,340	100%	13,030	100%	4,640	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	142,270		17%
AM Peak Period	32,710	23%	13%
PM Peak Period	34,010	24%	14%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	34,650	59%	34,410	58%	12,880	53%
Auto Passenger	8,130	14%	8,430	14%	2,930	12%
Public Transit	12,980	22%	12,680	22%	2,380	10%
Bicycle	570	1%	560	1%	80	0%
Walk	1,090	2%	1,130	2%	5,440	22%
Other	1,560	3%	1,700	3%	660	3%
Total:	58,980	100%	58,910	100%	24,370	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	6,360	54%	8,290	50%	1,720	39%
Auto Passenger	1,250	11%	1,660	10%	550	13%
Public Transit	3,840	32%	4,770	29%	570	13%
Bicycle	80	1%	290	2%	50	1%
Walk	150	1%	300	2%	1,140	26%
Other	150	1%	1,180	7%	340	8%
Total:	11,830	100%	16,490	100%	4,370	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	9,520	58%	7,430	57%	2,600	56%
Auto Passenger	1,870	11%	1,600	12%	460	10%
Public Transit	4,120	25%	3,470	27%	600	13%
Bicycle	220	1%	170	1%	20	0%
Walk	180	1%	200	2%	950	20%
Other	430	3%	170	1%	20	0%
Total:	16,340	100%	13,040	100%	4,650	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	23%	23%	13%
AM Peak Period	34%	32%	20%
PM Peak Period	27%	28%	16%

## Alta Vista

### Demographic Characteristics

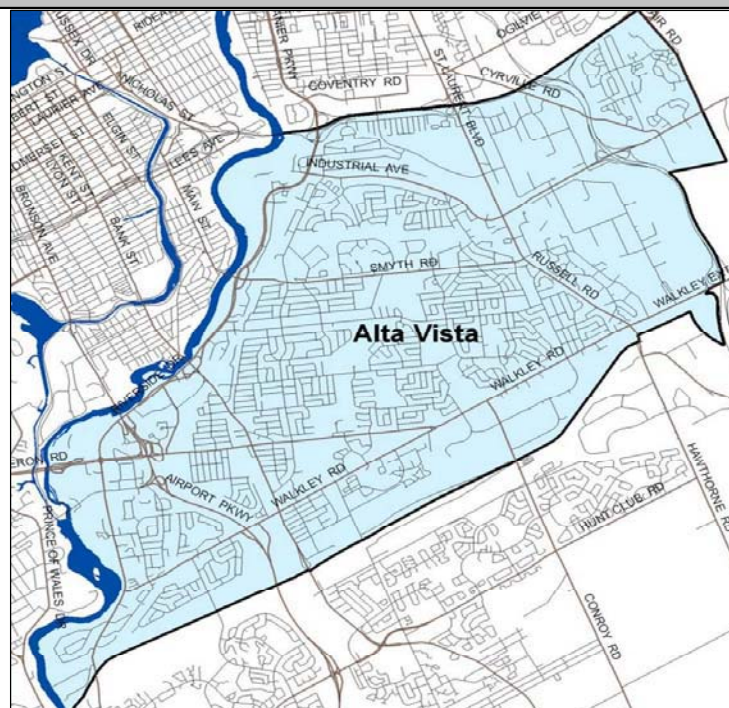
Population	79,170	Number of Vehicles	38,930
Households	33,200	Area (km <sup>2</sup> )	38.4
Actively Travelled	58,280		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	15,410	12,800	28,210	40%
Part Time Employed	850	2,310	3,160	4%
Student	8,190	8,050	16,240	23%
Retiree	6,770	9,070	15,840	22%
Homemaker	400	2,790	3,190	5%
Other	1,760	2,060	3,820	5%
Total:	33,380	37,080	70,460	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	7,820	9,990	17,810
Licensed Drivers	26,980	25,680	52,660
Telecommuters	1,390	1,200	2,590

#### Selected Indicators

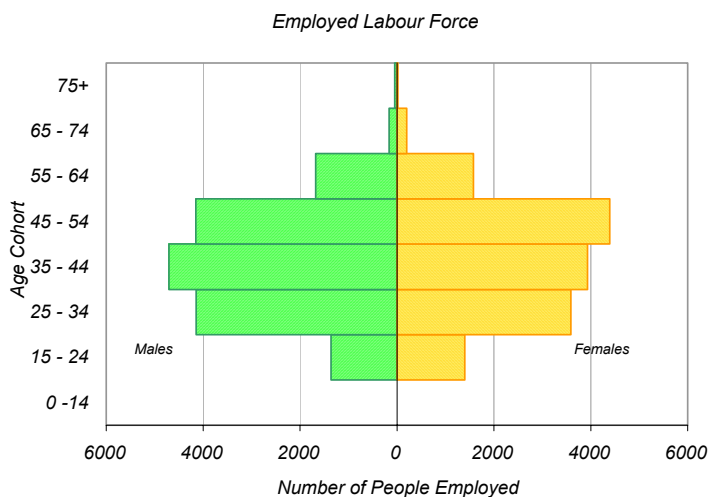
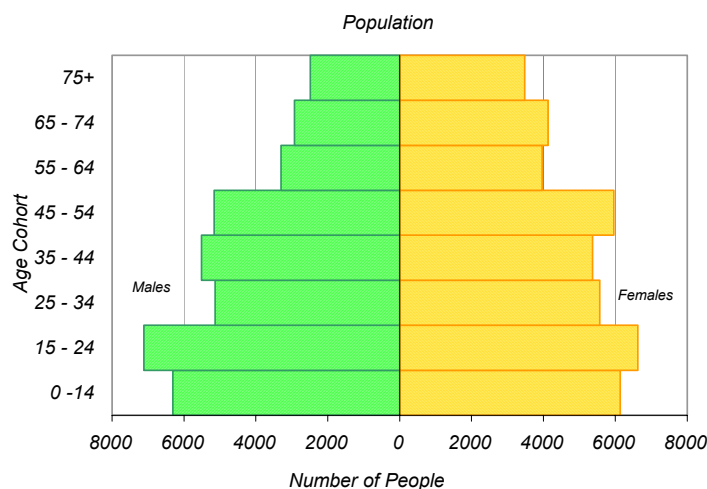
Daily Trips per Person (age 11+)	2.68
Vehicles per Person	0.49
Number of Persons per Household	2.38
Daily Trips per Household	5.68
Vehicles per Household	1.17



Household Size		
1 person	10,000	30%
2 persons	12,750	38%
3 persons	4,610	14%
4 persons	4,000	12%
5+ persons	1,840	6%
Total:	33,200	100%

Households by Vehicle Availability		
0 vehicle	5,770	17%
1 vehicle	17,770	54%
2 vehicles	8,050	24%
3 vehicles	1,400	4%
4+ vehicles	210	1%
Total:	33,200	100%

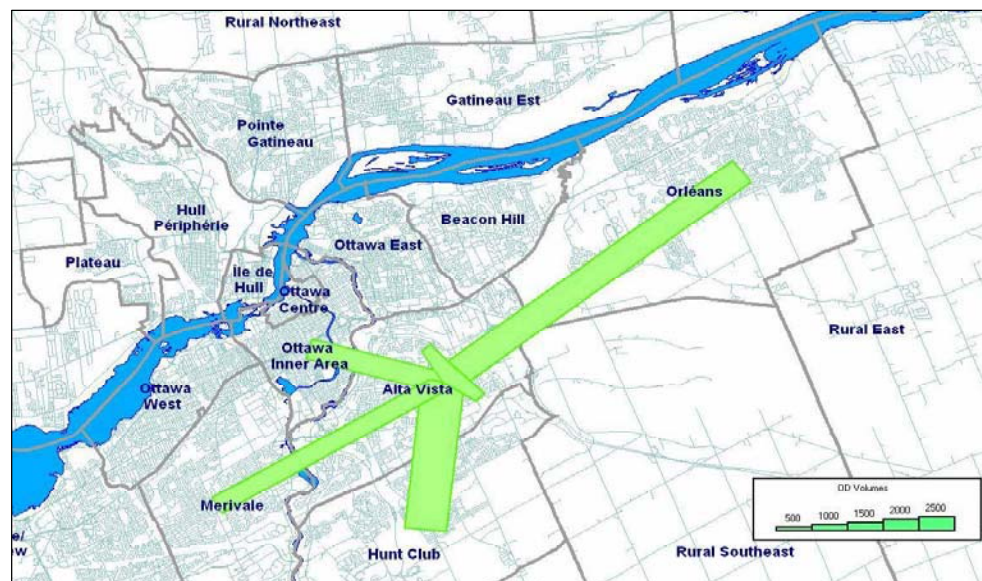
Households by Dwelling Type		
Single-detached	16,760	50%
Semi-detached	1,820	5%
Townhouse	3,970	12%
Apartment	9,740	29%
Other	910	3%
Total:	33,200	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five origins of trips to Alta Vista, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips to Alta Vista

#### AM Peak Period

District of Origin	Trips	% Total
Ottawa Centre	810	1%
Ottawa Inner Area	3,970	7%
Ottawa East	2,750	5%
Beacon Hill	1,950	3%
Alta Vista	13,600	24%
Hunt Club	7,470	13%
Merivale	3,420	6%
Ottawa West	1,840	3%
Bayshore / Cedarview	2,730	5%
Orléans	5,350	9%
Rural East	630	1%
Rural Southeast	1,460	3%
South Gloucester / Leirtrim	800	1%
South Nepean	2,230	4%
Rural Southwest	680	1%
Kanata / Stittsville	2,090	4%
Rural West	410	1%
Île de Hull	320	1%
Hull Périphérie	570	1%
Plateau	610	1%
Aylmer	680	1%
Rural Northwest	350	1%
Pointe Gatineau	850	1%
Gatineau Est	670	1%
Rural Northeast	220	0%
Buckingham / Masson-Anger	220	0%
Ontario Sub-Total:	52,190	92%
Québec Sub-Total:	4,490	8%
Total:	56,680	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	26,130	17%	46,440	30%	9,810	13%
School	8,870	6%	8,400	6%	5,360	7%
Shopping	15,240	10%	12,890	8%	10,890	14%
Leisure	14,150	9%	14,390	9%	8,340	11%
Medical	2,380	2%	5,400	4%	1,460	2%
Pick up/ Drop off	7,800	5%	10,080	7%	5,920	8%
Return home	72,190	47%	49,250	32%	30,530	40%
Other	5,340	4%	5,790	4%	3,280	4%
Total:	152,100	100%	152,640	100%	75,590	100%

AM Peak Period	From District		To District		Within District	
Work or related	15,820	65%	28,520	66%	4,870	36%
School	4,560	19%	7,280	17%	4,290	32%
Shopping	190	1%	220	1%	280	2%
Leisure	490	2%	1,120	3%	770	6%
Medical	180	1%	1,070	2%	210	2%
Pick up/ Drop off	1,440	6%	3,400	8%	2,000	15%
Return home	1,160	5%	510	1%	770	6%
Other	670	3%	960	2%	410	3%
Total:	24,510	100%	43,080	100%	13,600	100%

PM Peak Period	From District		To District		Within District	
Work or related	1,060	2%	1,540	5%	530	3%
School	530	1%	190	1%	70	0%
Shopping	3,650	8%	2,490	8%	2,020	11%
Leisure	3,240	7%	3,130	10%	1,490	8%
Medical	520	1%	570	2%	200	1%
Pick up/ Drop off	2,890	7%	2,430	8%	1,790	10%
Return home	30,690	70%	18,730	63%	11,170	62%
Other	960	2%	860	3%	610	3%
Total:	43,540	100%	29,940	100%	17,880	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	380,330		20%
AM Peak Period	81,190	21%	17%
PM Peak Period	91,360	24%	20%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	96,320	63%	96,730	63%	39,450	52%
Auto Passenger	20,790	14%	21,750	14%	9,850	13%
Public Transit	27,420	18%	26,300	17%	7,550	10%
Bicycle	1,580	1%	1,830	1%	1,130	1%
Walk	2,200	1%	2,050	1%	15,560	21%
Other	3,810	3%	4,000	3%	2,060	3%
Total:	152,120	100%	152,660	100%	75,600	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	12,600	51%	27,530	64%	5,820	43%
Auto Passenger	2,700	11%	4,970	12%	1,610	12%
Public Transit	7,810	32%	7,680	18%	1,960	14%
Bicycle	490	2%	600	1%	310	2%
Walk	270	1%	510	1%	3,250	24%
Other	640	3%	1,800	4%	640	5%
Total:	24,510	100%	43,090	100%	13,590	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	28,540	66%	16,940	57%	9,480	53%
Auto Passenger	5,350	12%	4,170	14%	2,330	13%
Public Transit	7,430	17%	7,610	25%	1,610	9%
Bicycle	560	1%	420	1%	200	1%
Walk	540	1%	230	1%	3,660	20%
Other	1,110	3%	570	2%	590	3%
Total:	43,530	100%	29,940	100%	17,870	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	19%	18%	13%
AM Peak Period	34%	19%	21%
PM Peak Period	18%	26%	12%

# Hunt Club

## Demographic Characteristics

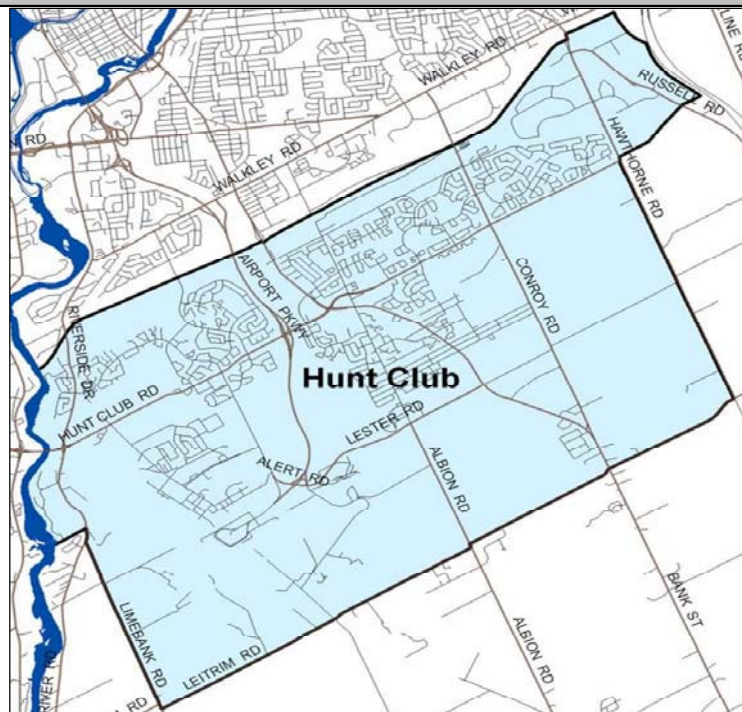
Population	53,930	Number of Vehicles	28,860
Households	19,840	Area (km <sup>2</sup> )	52.4
Actively Travelled	39,920		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	11,920	10,900	22,820	50%
Part Time Employed	650	1,410	2,060	4%
Student	5,730	5,630	11,360	25%
Retiree	2,610	3,030	5,640	12%
Homemaker	210	2,010	2,220	5%
Other	910	1,080	1,990	4%
Total:	22,030	24,060	46,090	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,120	6,370	11,490
Licensed Drivers	17,810	18,050	35,860
Telecommuters	1,150	1,200	2,350

### Selected Indicators

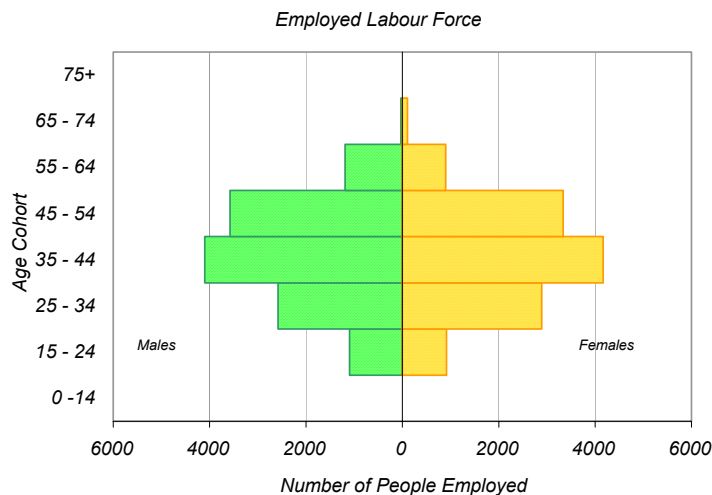
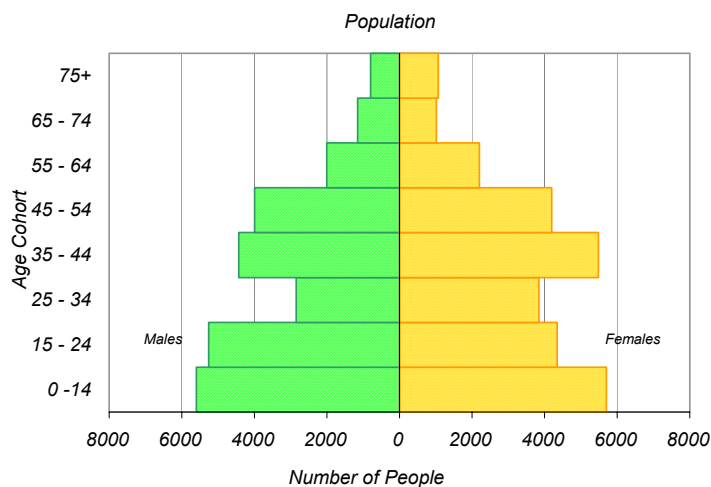
Daily Trips per Person (age 11+)	2.82
Vehicles per Person	0.54
Number of Persons per Household	2.72
Daily Trips per Household	6.56
Vehicles per Household	1.45



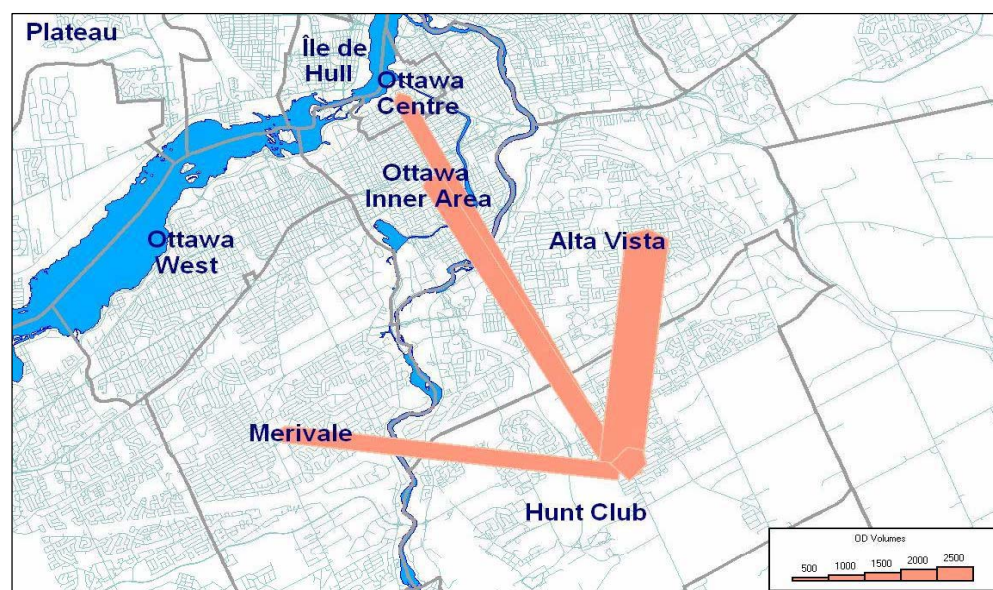
Household Size		
1 person	3,750	19%
2 persons	7,060	36%
3 persons	3,620	18%
4 persons	3,470	17%
5 + persons	1,930	10%
Total:	19,830	100%

Households by Vehicle Availability		
0 vehicle	1,480	7%
1 vehicle	9,340	47%
2 vehicles	7,750	39%
3 vehicles	1,110	6%
4+ vehicles	160	1%
Total:	19,840	100%

Households by Dwelling Type		
Single-detached	9,260	47%
Semi-detached	1,380	7%
Townhouse	6,230	31%
Apartment	2,350	12%
Other	620	3%
Total:	19,840	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Top five destinations for trips from Hunt Club, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips from Hunt Club  
AM Peak Period**

District of Destination	Trips	% Total
Ottawa Centre	3,180	11%
Ottawa Inner Area	3,790	13%
Ottawa East	660	2%
Beacon Hill	760	3%
Alta Vista	7,470	26%
Hunt Club	4,650	16%
Merivale	3,180	11%
Ottawa West	900	3%
Bayshore / Cedarview	790	3%
Orléans	430	1%
Rural East	70	0%
Rural Southeast	720	2%
South Gloucester / Leirtrim	230	1%
South Nepean	180	1%
Rural Southwest	360	1%
Kanata / Stittsville	550	2%
Rural West	20	0%
Île de Hull	700	2%
Hull Périphérie	290	1%
Plateau	0	0%
Aylmer	50	0%
Rural Northwest	0	0%
Pointe Gatineau	110	0%
Gatineau Est	30	0%
Rural Northeast	0	0%
Buckingham / Masson-Anger	0	0%
Ontario Sub-Total:	27,940	96%
Québec Sub-Total:	1,180	4%
Total:	29,120	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	20,590	27%	12,800	17%	2,900	9%
School	9,860	13%	240	0%	1,410	5%
Shopping	5,840	8%	8,620	11%	5,060	16%
Leisure	7,590	10%	6,140	8%	3,130	10%
Medical	1,330	2%	730	1%	340	1%
Pick up/ Drop off	4,990	6%	4,800	6%	2,800	9%
Return home	24,220	31%	40,180	53%	13,890	45%
Other	2,530	3%	2,870	4%	1,350	4%
Total:	76,950	100%	76,380	100%	30,880	100%

AM Peak Period	From District		To District		Within District	
Work or related	13,700	56%	6,950	73%	1,340	29%
School	7,510	31%	200	2%	1,280	28%
Shopping	170	1%	120	1%	260	6%
Leisure	370	2%	420	4%	110	2%
Medical	210	1%	120	1%	80	2%
Pick up/ Drop off	1,790	7%	950	10%	960	21%
Return home	350	1%	410	4%	410	9%
Other	360	1%	380	4%	210	5%
Total:	24,460	100%	9,550	100%	4,650	100%

PM Peak Period	From District		To District		Within District	
Work or related	620	5%	610	3%	270	4%
School	350	3%	0	0%	0	0%
Shopping	1,000	8%	1,970	9%	810	11%
Leisure	1,460	11%	1,190	5%	690	10%
Medical	160	1%	270	1%	130	2%
Pick up/ Drop off	1,220	9%	1,590	7%	680	9%
Return home	7,890	60%	16,340	73%	4,400	61%
Other	550	4%	460	2%	260	4%
Total:	13,250	100%	22,430	100%	7,240	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	184,210		17%
AM Peak Period	38,660	21%	12%
PM Peak Period	42,920	23%	17%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	48,830	63%	48,600	64%	17,740	57%
Auto Passenger	11,540	15%	10,630	14%	3,950	13%
Public Transit	12,920	17%	13,310	17%	1,350	4%
Bicycle	650	1%	610	1%	370	1%
Walk	280	0%	460	1%	6,730	22%
Other	2,750	4%	2,750	4%	750	2%
Total:	76,970	100%	76,360	100%	30,890	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	11,890	49%	7,510	79%	2,260	49%
Auto Passenger	3,150	13%	820	9%	560	12%
Public Transit	7,440	30%	800	8%	240	5%
Bicycle	240	1%	190	2%	20	0%
Walk	90	0%	20	0%	1,280	28%
Other	1,650	7%	220	2%	290	6%
Total:	24,460	100%	9,560	100%	4,650	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	9,790	74%	12,950	58%	4,150	57%
Auto Passenger	1,770	13%	3,020	13%	840	12%
Public Transit	1,370	10%	5,550	25%	320	4%
Bicycle	90	1%	130	1%	130	2%
Walk	30	0%	150	1%	1,500	21%
Other	190	1%	630	3%	280	4%
Total:	13,240	100%	22,430	100%	7,220	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	18%	18%	6%
AM Peak Period	33%	9%	8%
PM Peak Period	11%	26%	6%

# Merivale

## Demographic Characteristics

Population	78,550	Number of Vehicles	42,670
Households	32,290	Area (km <sup>2</sup> )	38.8
Actively Travelled	57,240		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	17,160	12,640	29,800	43%
Part Time Employed	890	2,190	3,080	4%
Student	7,660	8,050	15,710	23%
Retiree	6,440	8,030	14,470	21%
Homemaker	260	3,190	3,450	5%
Other	1,970	1,320	3,290	5%
Total:	34,380	35,420	69,800	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,770	7,630	13,400
Licensed Drivers	28,400	26,020	54,420
Telecommuters	1,670	1,190	2,860

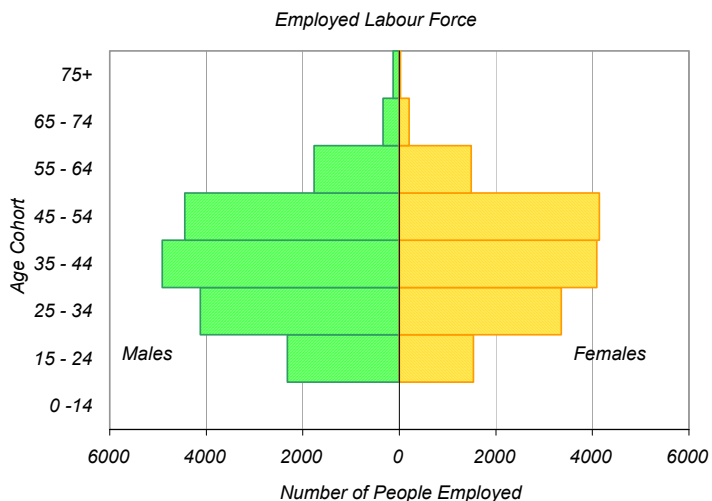
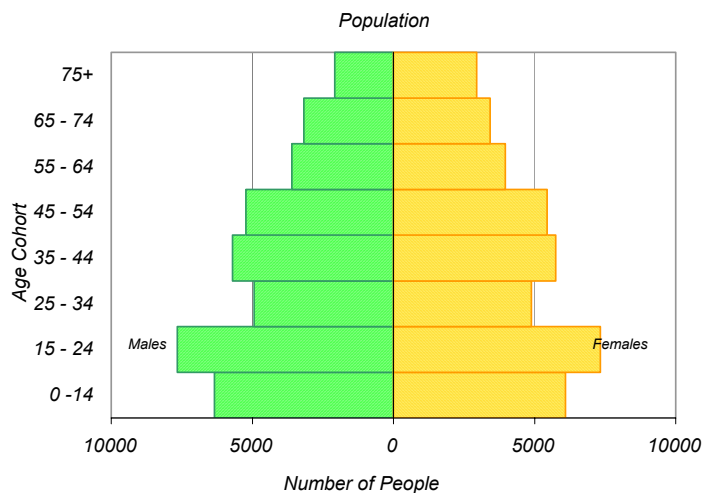
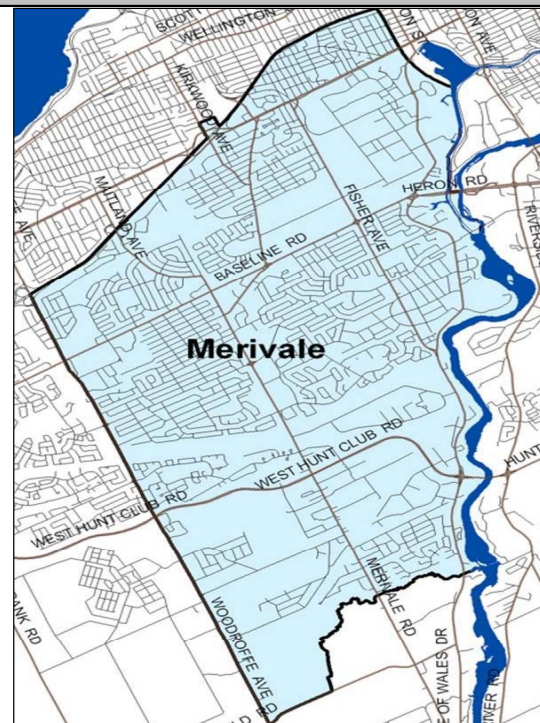
### Selected Indicators

Daily Trips per Person (age 11+)	2.76
Vehicles per Person	0.54
Number of Persons per Household	2.43
Daily Trips per Household	5.97
Vehicles per Household	1.32

Household Size		
1 person	8,620	27%
2 persons	11,680	36%
3 persons	6,060	19%
4 persons	3,950	12%
5+ persons	1,990	6%
Total:	32,300	100%

Households by Vehicle Availability		
0 vehicle	4,360	13%
1 vehicle	16,070	50%
2 vehicles	9,670	30%
3 vehicles	1,640	5%
4+ vehicles	560	2%
Total:	32,300	100%

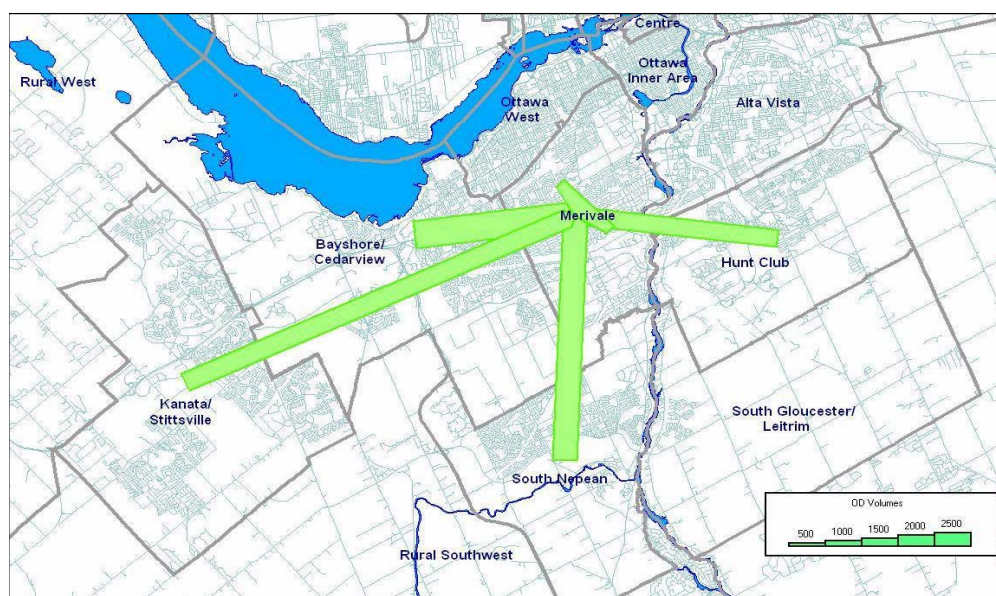
Households by Dwelling Type		
Single-detached	18,230	56%
Semi-detached	2,510	8%
Townhouse	3,680	11%
Apartment	7,240	22%
Other	640	2%
Total:	32,300	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five origins of trips to Merivale, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips to Merivale

#### AM Peak Period

District of Origin	Trips	% Total
Ottawa Centre	350	1%
Ottawa Inner Area	3,160	7%
Ottawa East	1,440	3%
Beacon Hill	780	2%
Alta Vista	2,130	4%
Hunt Club	3,180	7%
Merivale	12,290	25%
Ottawa West	2,960	6%
Bayshore / Cedarview	5,030	10%
Orléans	2,830	6%
Rural East	230	0%
Rural Southeast	780	2%
South Gloucester / Leitrim	420	1%
South Nepean	4,160	9%
Rural Southwest	1,390	3%
Kanata / Stittsville	3,400	7%
Rural West	790	2%
Île de Hull	220	0%
Hull Périphérie	410	1%
Plateau	180	0%
Aylmer	920	2%
Rural Northwest	210	0%
Pointe Gatineau	530	1%
Gatineau Est	240	0%
Rural Northeast	280	1%
Buckingham / Masson-Anger	70	0%
Ontario Sub-Total:	45,320	94%
Québec Sub-Total:	3,060	6%
Total:	48,380	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	28,060	19%	36,840	25%	8,670	11%
School	7,110	5%	13,380	9%	6,300	8%
Shopping	11,920	8%	16,420	11%	14,390	18%
Leisure	13,030	9%	15,450	10%	9,010	11%
Medical	2,340	2%	4,860	3%	1,250	2%
Pick up/ Drop off	8,800	6%	7,950	5%	4,740	6%
Return home	70,760	48%	47,470	32%	31,490	40%
Other	5,460	4%	5,380	4%	3,160	4%
Total:	147,480	100%	147,750	100%	79,010	100%

AM Peak Period	From District		To District		Within District	
Work or related	16,420	64%	21,880	61%	3,660	30%
School	4,220	17%	8,430	23%	4,620	38%
Shopping	230	1%	380	1%	380	3%
Leisure	770	3%	790	2%	780	6%
Medical	530	2%	1,030	3%	180	1%
Pick up/ Drop off	1,940	8%	1,930	5%	1,370	11%
Return home	670	3%	850	2%	820	7%
Other	690	3%	770	2%	480	4%
Total:	25,470	100%	36,060	100%	12,290	100%

PM Peak Period	From District		To District		Within District	
Work or related	1,330	4%	1,470	5%	660	4%
School	420	1%	790	3%	70	0%
Shopping	2,700	7%	3,280	10%	2,970	17%
Leisure	2,550	7%	3,560	11%	1,470	9%
Medical	220	1%	360	1%	90	1%
Pick up/ Drop off	2,560	7%	2,240	7%	1,160	7%
Return home	25,700	70%	18,750	60%	9,930	58%
Other	1,040	3%	950	3%	690	4%
Total:	36,520	100%	31,400	100%	17,040	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	374,240		21%
AM Peak Period	73,820	20%	17%
PM Peak Period	84,960	23%	20%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	95,810	65%	95,990	65%	43,610	55%
Auto Passenger	20,670	14%	20,150	14%	12,440	16%
Public Transit	22,920	16%	23,570	16%	6,270	8%
Bicycle	1,850	1%	1,850	1%	1,330	2%
Walk	3,300	2%	3,270	2%	13,340	17%
Other	2,950	2%	2,920	2%	2,020	3%
Total:	147,500	100%	147,750	100%	79,010	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	15,070	59%	22,600	63%	5,300	43%
Auto Passenger	2,970	12%	3,870	11%	1,690	14%
Public Transit	5,390	21%	7,790	22%	1,700	14%
Bicycle	500	2%	350	1%	210	2%
Walk	820	3%	470	1%	2,530	21%
Other	720	3%	980	3%	850	7%
Total:	25,470	100%	36,060	100%	12,280	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	23,940	66%	18,970	60%	9,310	55%
Auto Passenger	4,610	13%	4,440	14%	2,510	15%
Public Transit	6,050	17%	6,010	19%	1,410	8%
Bicycle	560	2%	490	2%	360	2%
Walk	620	2%	840	3%	3,120	18%
Other	740	2%	660	2%	340	2%
Total:	36,520	100%	31,410	100%	17,050	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	16%	17%	10%
AM Peak Period	23%	23%	20%
PM Peak Period	17%	20%	11%

# Ottawa West

## Demographic Characteristics

Population	48,730	Number of Vehicles	26,530
Households	23,180	Area (km <sup>2</sup> )	19.0
Actively Travelled	37,160		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	10,940	9,180	20,120	46%
Part Time Employed	940	1,580	2,520	6%
Student	3,340	3,040	6,380	15%
Retiree	4,210	6,800	11,010	25%
Homemaker	170	1,550	1,720	4%
Other	940	1,120	2,060	5%
Total:	20,540	23,270	43,810	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,530	4,830	8,360
Licensed Drivers	16,710	17,380	34,090
Telecommuters	1,260	1,030	2,290

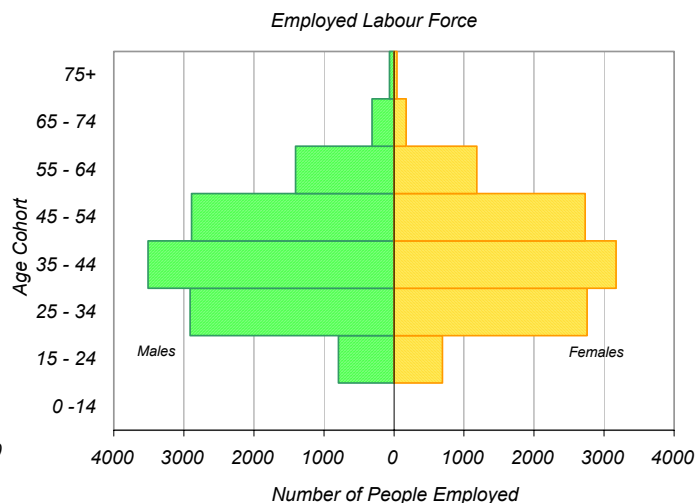
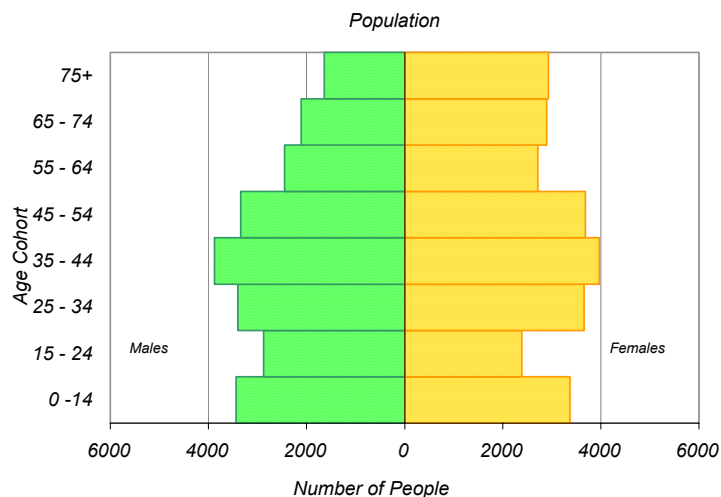
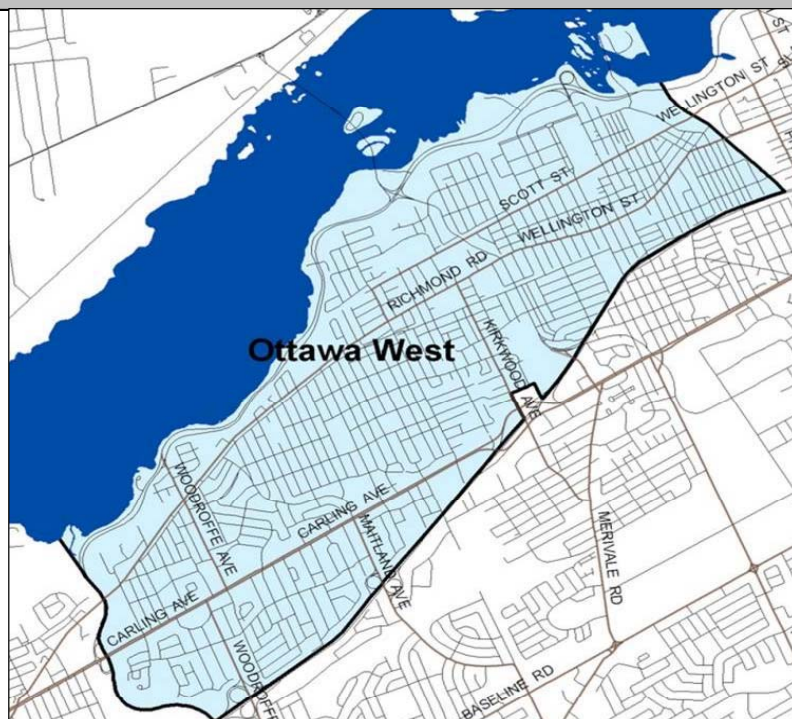
### Selected Indicators

Daily Trips per Person (age 11+)	3.10
Vehicles per Person	0.54
Number of Persons per Household	2.10
Daily Trips per Household	5.87
Vehicles per Household	1.14

Household Size		
1 person	9,450	41%
2 persons	7,430	32%
3 persons	3,290	14%
4 persons	2,310	10%
5+ persons	690	3%
Total:	23,170	100%

Households by Vehicle Availability		
0 vehicle	4,500	19%
1 vehicle	12,310	53%
2 vehicles	5,300	23%
3 vehicles	790	3%
4+ vehicles	280	1%
Total:	23,180	100%

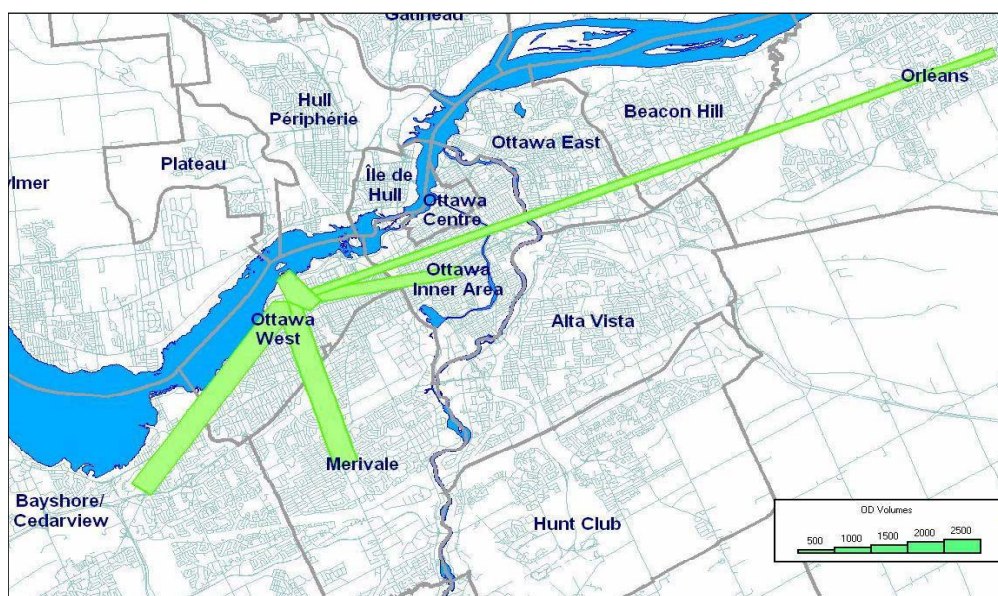
Households by Dwelling Type		
Single-detached	11,650	50%
Semi-detached	1,760	8%
Townhouse	1,710	7%
Apartment	7,410	32%
Other	660	3%
Total:	23,190	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five origins of trips to Ottawa West, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips to Ottawa West

#### AM Peak Period

District of Origin	Trips	% Total
Ottawa Centre	510	2%
Ottawa Inner Area	2,240	7%
Ottawa East	850	3%
Beacon Hill	530	2%
Alta Vista	1,170	4%
Hunt Club	900	3%
Merivale	4,090	13%
Ottawa West	8,010	26%
Bayshore / Cedarview	3,980	13%
Orléans	1,450	5%
Rural East	90	0%
Rural Southeast	130	0%
South Gloucester / Leitrim	190	1%
South Nepean	1,380	4%
Rural Southwest	260	1%
Kanata / Stittsville	1,300	4%
Rural West	370	1%
Île de Hull	360	1%
Hull Périphérie	510	2%
Plateau	500	2%
Aylmer	910	3%
Rural Northwest	210	1%
Pointe Gatineau	560	2%
Gatineau Est	440	1%
Rural Northeast	200	1%
Buckingham / Masson-Anger	70	0%
Ontario Sub-Total:	27,450	88%
Québec Sub-Total:	3,760	12%
Total:	31,210	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	18,420	19%	24,260	25%	5,580	11%
School	3,160	3%	3,770	4%	3,320	6%
Shopping	9,590	10%	10,490	11%	8,160	16%
Leisure	11,090	12%	9,030	9%	6,070	12%
Medical	2,040	2%	2,180	2%	650	1%
Pick up/ Drop off	5,930	6%	7,310	8%	3,700	7%
Return home	41,610	43%	33,660	35%	22,220	42%
Other	4,030	4%	5,240	5%	2,930	6%
Total:	95,870	100%	95,940	100%	52,630	100%

AM Peak Period	From District		To District		Within District	
Work or related	11,690	68%	15,680	68%	2,560	32%
School	1,960	11%	3,200	14%	2,350	29%
Shopping	300	2%	190	1%	210	3%
Leisure	640	4%	560	2%	440	5%
Medical	320	2%	520	2%	70	1%
Pick up/ Drop off	1,220	7%	2,130	9%	1,170	15%
Return home	700	4%	330	1%	780	10%
Other	460	3%	600	3%	430	5%
Total:	17,290	100%	23,210	100%	8,010	100%

PM Peak Period	From District		To District		Within District	
Work or related	710	3%	680	4%	350	3%
School	210	1%	60	0%	60	1%
Shopping	1,900	7%	1,560	8%	1,730	15%
Leisure	2,520	10%	1,920	10%	990	8%
Medical	160	1%	160	1%	90	1%
Pick up/ Drop off	2,180	8%	1,790	9%	830	7%
Return home	17,430	68%	11,910	62%	7,470	63%
Other	620	2%	1,030	5%	340	3%
Total:	25,730	100%	19,110	100%	11,860	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	244,440		22%
AM Peak Period	48,510	20%	17%
PM Peak Period	56,700	23%	21%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	58,240	61%	58,240	61%	22,580	43%
Auto Passenger	13,990	15%	13,900	14%	5,800	11%
Public Transit	16,760	17%	16,490	17%	3,600	7%
Bicycle	2,130	2%	2,040	2%	1,740	3%
Walk	3,140	3%	3,260	3%	18,290	35%
Other	1,620	2%	2,010	2%	630	1%
Total:	95,880	100%	95,940	100%	52,640	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	9,510	55%	12,490	54%	2,960	37%
Auto Passenger	1,570	9%	3,060	13%	890	11%
Public Transit	4,460	26%	5,770	25%	770	10%
Bicycle	790	5%	400	2%	440	6%
Walk	710	4%	800	3%	2,780	35%
Other	250	1%	680	3%	160	2%
Total:	17,290	100%	23,200	100%	8,000	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	13,980	54%	10,670	56%	4,870	41%
Auto Passenger	3,900	15%	2,250	12%	1,310	11%
Public Transit	5,990	23%	4,230	22%	900	8%
Bicycle	560	2%	760	4%	510	4%
Walk	880	3%	830	4%	4,070	34%
Other	430	2%	370	2%	210	2%
Total:	25,740	100%	19,110	100%	11,870	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	19%	19%	11%
AM Peak Period	29%	27%	17%
PM Peak Period	25%	25%	13%

## Bayshore / Cedarview

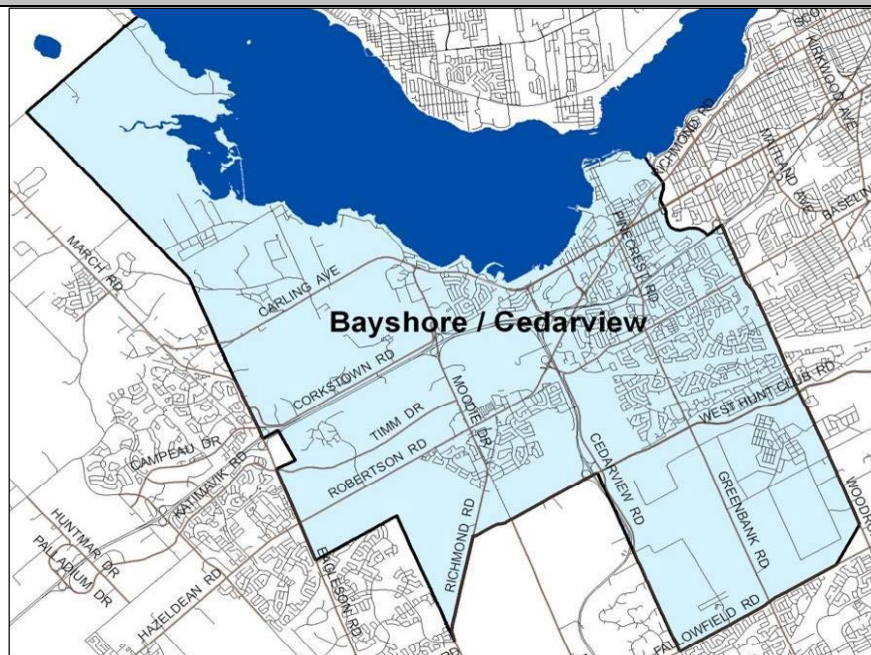
### Demographic Characteristics

Population	80,520	Number of Vehicles	43,140
Households	31,470	Area (km <sup>2</sup> )	113.2
Actively Travelled	58,990		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	17,350	14,450	31,800	45%
Part Time Employed	1,150	2,480	3,630	5%
Student	7,200	7,140	14,340	20%
Retiree	6,330	8,130	14,460	20%
Homemaker	250	2,730	2,980	4%
Other	1,900	1,810	3,710	5%
Total:	34,180	36,740	70,920	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	6,586	7,272	13,858
Licensed Drivers	27,334	26,071	53,405
Telecommuters	1,897	1,497	3,394

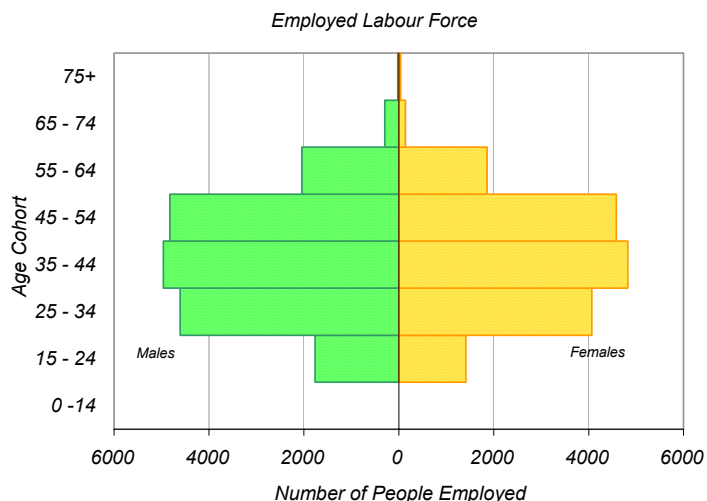
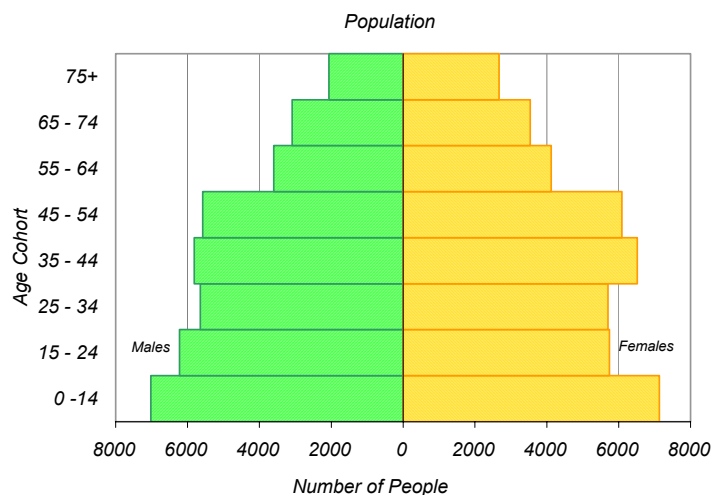
Selected Indicators	
Daily Trips per Person (age 11+)	2.68
Vehicles per Person	0.54
Number of Persons per Household	2.56
Daily Trips per Household	6.06
Vehicle per Household	1.37



Household Size	
1 person	7,742 25%
2 persons	11,801 37%
3 persons	5,544 18%
4 persons	4,576 15%
5 + persons	1,811 6%
Total:	31,474 100%

Households by Vehicle Availability	
0 vehicle	3,447 11%
1 vehicle	15,516 49%
2 vehicles	10,489 33%
3 vehicles	1,572 5%
4+ vehicles	450 1%
Total:	31,474 100%

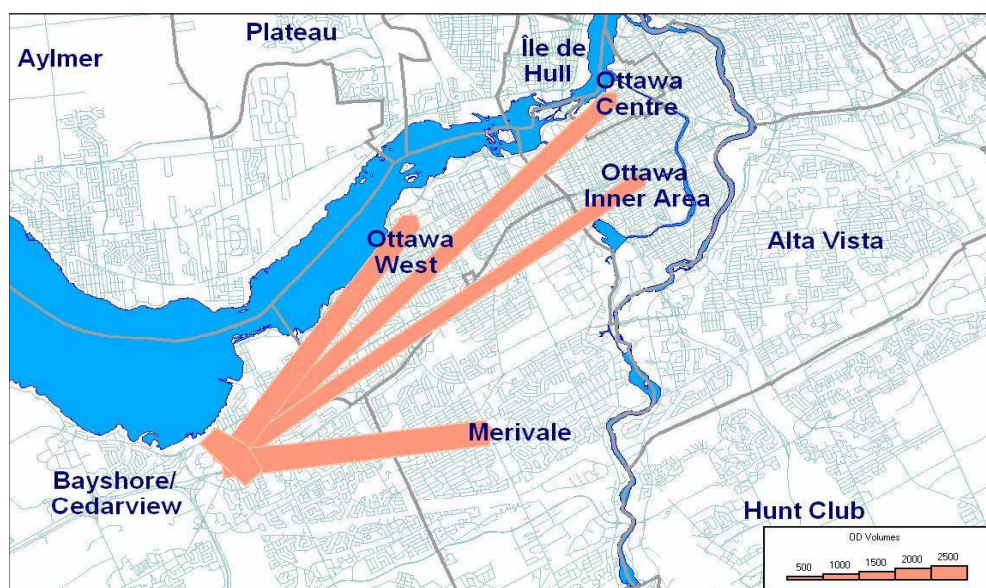
Households by Dwelling Type	
Single-detached	15,446 49%
Semi-detached	2,392 8%
Townhouse	6,007 19%
Apartment	6,868 22%
Other	761 2%
Total:	31,474 100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Bayshore / Cedarview, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Bayshore / Cedarview AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	3,440	9%
Ottawa Inner Area	2,860	8%
Ottawa East	830	2%
Beacon Hill	530	1%
Alta Vista	2,730	7%
Hunt Club	590	2%
Merivale	5,030	14%
Ottawa West	3,980	11%
Bayshore / Cedarview	11,350	31%
Orléans	230	1%
Rural East	20	0%
Rural Southeast	60	0%
South Gloucester / Leirtrim	130	0%
South Nepean	840	2%
Rural Southwest	420	1%
Kanata / Stittsville	2,590	7%
Rural West	150	0%
Île de Hull	680	2%
Hull Périphérie	380	1%
Plateau	0	0%
Aylmer	30	0%
Rural Northwest	30	0%
Pointe Gatineau	130	0%
Gatineau Est	60	0%
Rural Northeast	30	0%
Buckingham / Masson-Anger	20	0%
Ontario Sub-Total:	35,780	96%
Québec Sub-Total:	1,360	4%
Total:	37,140	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	27,430	23%	25,990	22%	6,500	11%
School	7,530	6%	2,360	2%	5,460	9%
Shopping	11,800	10%	13,270	11%	8,670	14%
Leisure	13,500	12%	10,340	9%	6,350	10%
Medical	2,040	2%	2,070	2%	1,000	2%
Pick up/ Drop off	7,250	6%	5,590	5%	4,390	7%
Return home	42,870	37%	53,780	46%	25,990	42%
Other	4,840	4%	3,620	3%	2,930	5%
Total:	117,260	100%	117,020	100%	61,290	100%

AM Peak Period	From District		To District		Within District	
Work or related	16,660	65%	15,440	74%	3,320	29%
School	4,710	18%	2,040	10%	5,090	45%
Shopping	300	1%	200	1%	120	1%
Leisure	850	3%	500	2%	440	4%
Medical	310	1%	330	2%	110	1%
Pick up/ Drop off	1,720	7%	1,230	6%	1,500	13%
Return home	530	2%	730	4%	580	5%
Other	710	3%	350	2%	180	2%
Total:	25,790	100%	20,820	100%	11,340	100%

PM Peak Period	From District		To District		Within District	
Work or related	1,080	4%	950	3%	270	2%
School	200	1%	0	0%	0	0%
Shopping	1,910	7%	2,610	9%	1,530	12%
Leisure	2,950	11%	2,120	8%	1,130	9%
Medical	120	0%	260	1%	200	2%
Pick up/ Drop off	2,100	8%	1,640	6%	890	7%
Return home	17,460	65%	19,590	70%	7,710	62%
Other	850	3%	660	2%	680	5%
Total:	26,670	100%	27,830	100%	12,410	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	295,570		21%
AM Peak Period	57,950	20%	20%
PM Peak Period	66,910	23%	19%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	78,680	67%	78,460	67%	32,350	53%
Auto Passenger	16,710	14%	16,550	14%	7,530	12%
Public Transit	16,630	14%	16,460	14%	4,180	7%
Bicycle	870	1%	860	1%	750	1%
Walk	1,480	1%	1,650	1%	12,760	21%
Other	2,880	2%	3,050	3%	3,730	6%
Total:	117,250	100%	117,030	100%	61,300	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	14,390	56%	15,260	73%	4,490	40%
Auto Passenger	2,780	11%	1,570	8%	1,570	14%
Public Transit	7,040	27%	2,090	10%	1,120	10%
Bicycle	250	1%	230	1%	200	2%
Walk	360	1%	150	1%	2,240	20%
Other	980	4%	1,510	7%	1,720	15%
Total:	25,800	100%	20,810	100%	11,340	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	19,190	72%	16,850	61%	6,620	53%
Auto Passenger	3,110	12%	3,660	13%	1,350	11%
Public Transit	2,750	10%	6,120	22%	990	8%
Bicycle	260	1%	270	1%	230	2%
Walk	160	1%	410	1%	2,460	20%
Other	1,190	4%	510	2%	760	6%
Total:	26,660	100%	27,820	100%	12,410	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	15%	15%	9%
AM Peak Period	29%	11%	16%
PM Peak Period	11%	23%	11%

# Orléans

## Demographic Characteristics

Population	108,490	Number of Vehicles	61,840
Households	37,280	Area (km <sup>2</sup> )	88.6
Actively Travelled	80,830		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	26,800	22,690	49,490	53%
Part Time Employed	1,590	3,170	4,760	5%
Student	11,110	11,050	22,160	24%
Retiree	4,810	5,540	10,350	11%
Homemaker	240	3,530	3,770	4%
Other	1,370	1,610	2,980	3%
Total:	45,920	47,590	93,510	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	12,020	13,040	25,060
Licensed Drivers	37,090	37,070	74,160
Telecommuters	2,920	2,450	5,370

### Selected Indicators

Daily Trips per Person (age 11+)	2.92
Vehicles per Person	0.57
Number of Persons per Household	2.91
Daily Trips per Household	7.31
Vehicles per Household	1.66

### Household Size

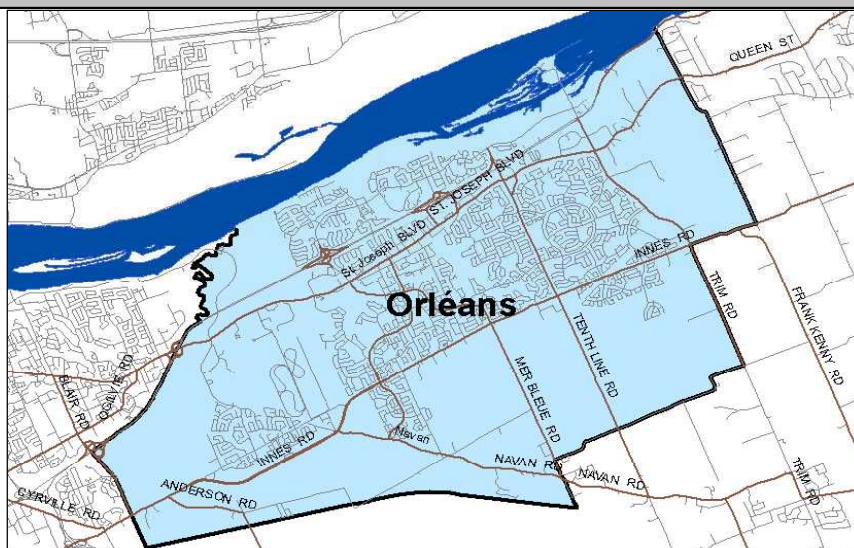
1 person	3,760	10%
2 persons	12,910	35%
3 persons	7,790	21%
4 persons	9,450	25%
5+ persons	3,370	9%
Total:	37,280	100%

### Households by Vehicle Availability

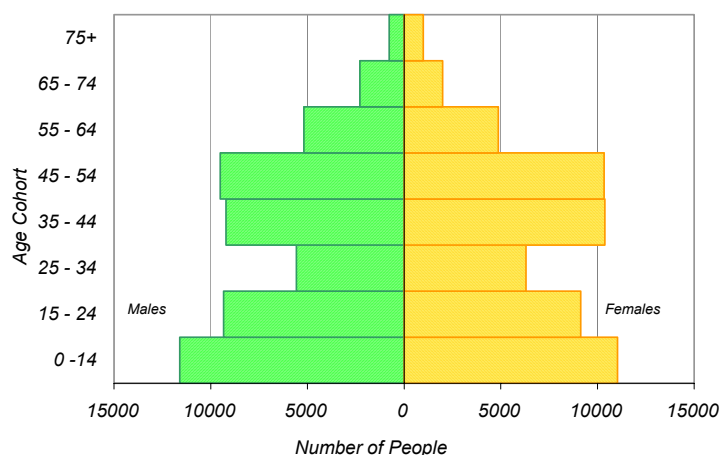
0 vehicle	830	2%
1 vehicle	15,220	41%
2 vehicles	17,800	48%
3 vehicles	2,810	8%
4+ vehicles	620	2%
Total:	37,280	100%

### Households by Dwelling Type

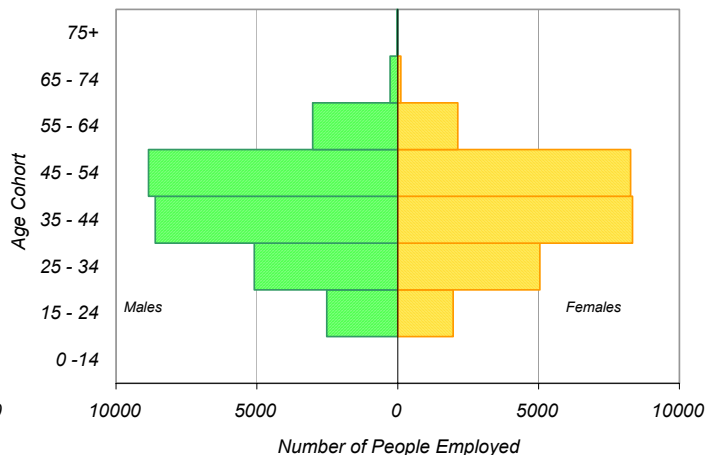
Single-detached	26,850	72%
Semi-detached	2,320	6%
Townhouse	6,370	17%
Apartment	1,110	3%
Other	630	2%
Total:	37,280	100%



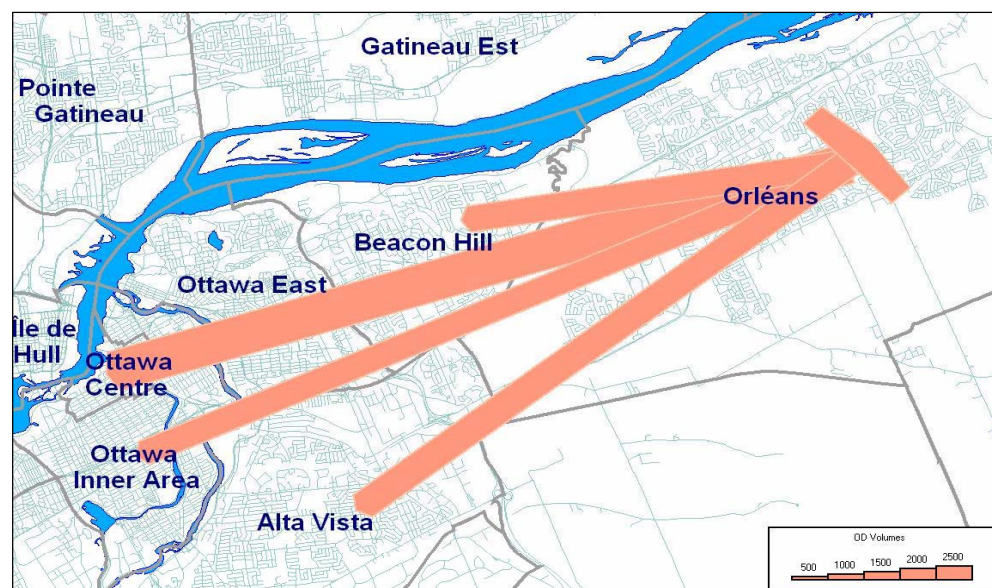
Population



Employed Labour Force



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Top five destinations for trips from Orléans, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips from Orléans****AM Peak Period**

District of Destination	Trips	% Total
Ottawa Centre	7,760	13%
Ottawa Inner Area	4,700	8%
Ottawa East	3,370	6%
Beacon Hill	5,100	9%
Alta Vista	5,350	9%
Hunt Club	680	1%
Merivale	2,830	5%
Ottawa West	1,450	2%
Bayshore / Cedarview	1,070	2%
Orléans	21,780	37%
Rural East	600	1%
Rural Southeast	230	0%
South Gloucester / Leirtrim	240	0%
South Nepean	310	1%
Rural Southwest	240	0%
Kanata / Stittsville	680	1%
Rural West	50	0%
Île de Hull	1,160	2%
Hull Périphérie	830	1%
Plateau	50	0%
Aylmer	50	0%
Rural Northwest	60	0%
Pointe Gatineau	120	0%
Gatineau Est	70	0%
Rural Northeast	20	0%
Buckingham / Masson-Anger	60	0%
Ontario Sub-Total:	56,440	96%
Québec Sub-Total:	2,420	4%
Total:	58,860	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	38,540	41%	8,020	9%	7,770	7%
School	9,930	11%	2,520	3%	11,440	10%
Shopping	5,820	6%	5,960	6%	15,570	13%
Leisure	9,570	10%	7,580	8%	12,810	11%
Medical	1,790	2%	980	1%	1,890	2%
Pick up/ Drop off	5,510	6%	4,610	5%	10,850	9%
Return home	19,180	21%	61,180	66%	52,340	44%
Other	3,090	3%	2,250	2%	5,260	4%
Total:	93,430	100%	93,100	100%	117,930	100%

AM Peak Period	From District		To District		Within District	
Work or related	26,870	72%	3,880	46%	3,880	18%
School	6,620	18%	2,290	27%	10,300	47%
Shopping	130	0%	180	2%	280	1%
Leisure	770	2%	390	5%	900	4%
Medical	380	1%	130	2%	330	2%
Pick up/ Drop off	1,710	5%	780	9%	3,950	18%
Return home	160	0%	630	7%	1,440	7%
Other	440	1%	200	2%	710	3%
Total:	37,080	100%	8,480	100%	21,790	100%

PM Peak Period	From District		To District		Within District	
Work or related	990	8%	420	1%	770	3%
School	490	4%	100	0%	90	0%
Shopping	990	8%	1,710	5%	2,690	12%
Leisure	1,860	16%	2,220	6%	2,600	12%
Medical	230	2%	220	1%	200	1%
Pick up/ Drop off	1,090	9%	1,860	5%	1,880	8%
Return home	5,630	48%	28,570	81%	13,470	60%
Other	570	5%	380	1%	760	3%
Total:	11,850	100%	35,480	100%	22,460	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	304,460		39%
AM Peak Period	67,350	22%	32%
PM Peak Period	69,790	23%	32%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	55,340	59%	55,510	60%	67,500	57%
Auto Passenger	12,920	14%	12,770	14%	19,010	16%
Public Transit	21,990	24%	21,290	23%	6,320	5%
Bicycle	500	1%	500	1%	1,460	1%
Walk	480	1%	530	1%	17,480	15%
Other	2,200	2%	2,490	3%	6,170	5%
Total:	93,430	100%	93,090	100%	117,940	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	18,280	49%	5,070	60%	9,050	42%
Auto Passenger	3,300	9%	700	8%	3,210	15%
Public Transit	14,520	39%	1,330	16%	2,000	9%
Bicycle	160	0%	50	1%	440	2%
Walk	50	0%	80	1%	4,240	19%
Other	760	2%	1,240	15%	2,840	13%
Total:	37,070	100%	8,470	100%	21,780	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	7,900	67%	18,420	52%	13,870	62%
Auto Passenger	1,990	17%	3,770	11%	3,700	16%
Public Transit	1,450	12%	12,410	35%	960	4%
Bicycle	130	1%	230	1%	260	1%
Walk	100	1%	90	0%	2,940	13%
Other	280	2%	560	2%	710	3%
Total:	11,850	100%	35,480	100%	22,460	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	24%	24%	7%
AM Peak Period	40%	19%	14%
PM Peak Period	13%	36%	5%

## Rural East

### Demographic Characteristics

Population	11,360	Number of Vehicles	8,660
Households	3,950	Area (km <sup>2</sup> )	287.4
Actively Travelled	8,370		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	2,880	2,140	5,020	51%
Part Time Employed	160	330	490	5%
Student	1,020	1,030	2,050	21%
Retiree	580	690	1,270	13%
Homemaker	30	360	390	4%
Other	330	330	660	7%
Total:	5,000	4,880	9,880	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	550	400	950
Licensed Drivers	4,180	3,950	8,130
Telecommuters	220	180	400

#### Selected Indicators

Daily Trips per Person (age 11+)	2.71
Vehicles per Person	0.76
Number of Persons per Household	2.88
Daily Trips per Household	6.79
Vehicles per Household	2.19

#### Household Size

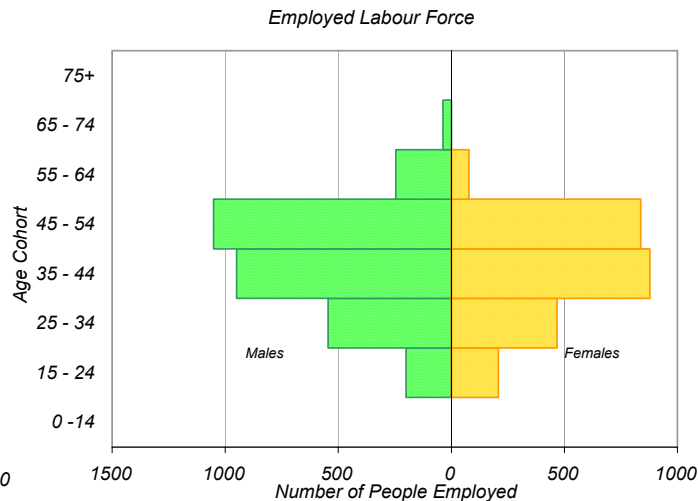
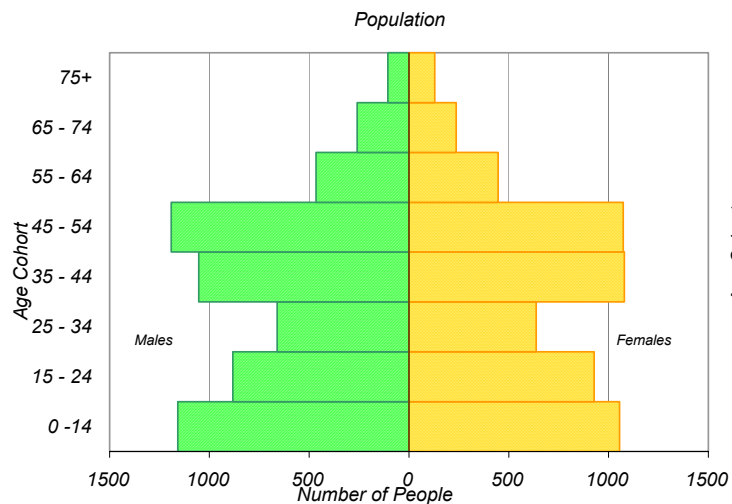
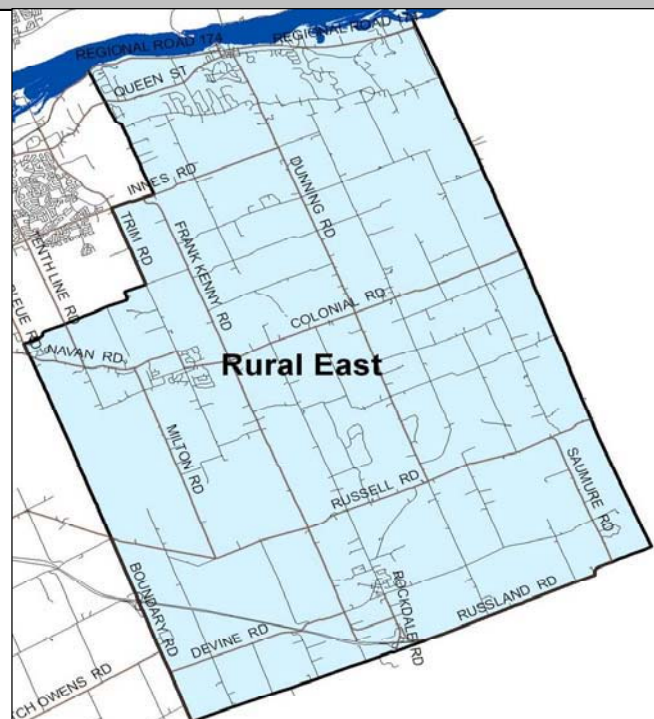
1 person	300	8%
2 persons	1,410	36%
3 persons	740	19%
4 persons	1,050	27%
5+ persons	460	12%
Total:	3,960	100%

#### Households by Vehicle Availability

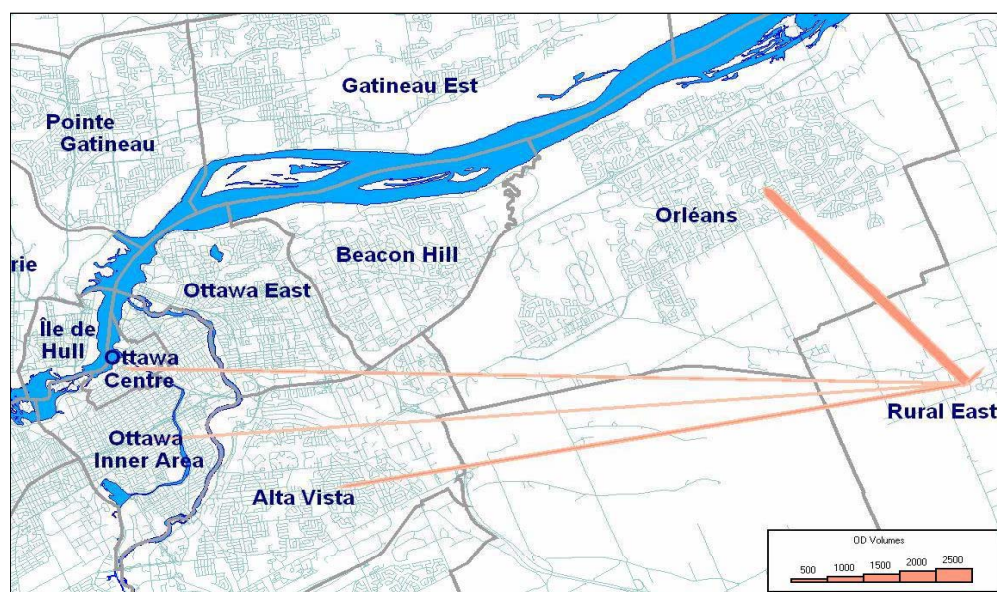
0 vehicle	20	1%
1 vehicle	700	18%
2 vehicles	2,240	57%
3 vehicles	750	19%
4+ vehicles	240	6%
Total:	3,950	100%

#### Households by Dwelling Type

Single-detached	3,670	93%
Semi-detached	50	1%
Townhouse	80	2%
Apartment	30	1%
Other	130	3%
Total:	3,960	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Top five destinations for trips from Rural East, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips from Rural East  
AM Peak Period**

District of Destination	Trips	% Total
Ottawa Centre	390	7%
Ottawa Inner Area	380	7%
Ottawa East	320	6%
Beacons Hill	270	5%
Alta Vista	630	12%
Hunt Club	70	1%
Merivale	230	4%
Ottawa West	90	2%
Bayshore / Cedarview	150	3%
Orléans	1,760	34%
Rural East	640	12%
Rural Southeast	10	0%
South Gloucester / Leirtrim	0	0%
South Nepean	30	1%
Rural Southwest	0	0%
Kanata / Stittsville	80	2%
Rural West	0	0%
Île de Hull	60	1%
Hull Périphérie	60	1%
Plateau	0	0%
Aylmer	20	0%
Rural Northwest	0	0%
Pointe Gatineau	20	0%
Gatineau Est	20	0%
Rural Northeast	0	0%
Buckingham / Masson-Anger	20	0%
Ontario Sub-Total:	5,050	96%
Québec Sub-Total:	200	4%
Total:	5,250	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	3,740	29%	1,080	8%	540	17%
School	1,860	14%	340	3%	200	6%
Shopping	1,230	9%	320	3%	40	1%
Leisure	1,440	11%	1,160	9%	360	12%
Medical	350	3%	60	0%	20	1%
Pick up/ Drop off	1,210	9%	420	3%	220	7%
Return home	2,650	20%	9,180	72%	1,480	48%
Other	510	4%	220	2%	250	8%
Total:	12,990	100%	12,780	100%	3,110	100%

AM Peak Period	From District		To District		Within District	
Work or related	2,300	50%	500	48%	260	41%
School	1,540	34%	340	32%	200	31%
Shopping	0	0%	0	0%	30	5%
Leisure	120	3%	30	3%	10	2%
Medical	40	1%	0	0%	0	0%
Pick up/ Drop off	480	10%	60	6%	60	9%
Return home	40	1%	110	10%	50	8%
Other	70	2%	10	1%	30	5%
Total:	4,590	100%	1,050	100%	640	100%

PM Peak Period	From District		To District		Within District	
Work or related	160	9%	130	3%	50	6%
School	40	2%	0	0%	0	0%
Shopping	140	8%	70	2%	0	0%
Leisure	410	23%	220	5%	90	10%
Medical	40	2%	0	0%	0	0%
Pick up/ Drop off	250	14%	170	4%	90	10%
Return home	710	39%	3,640	85%	620	70%
Other	50	3%	40	1%	30	3%
Total:	1,800	100%	4,270	100%	880	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	28,880		11%
AM Peak Period	6,280	22%	10%
PM Peak Period	6,950	24%	13%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	8,870	68%	8,680	68%	1,800	58%
Auto Passenger	2,000	15%	2,040	16%	330	11%
Public Transit	820	6%	910	7%	20	1%
Bicycle	60	0%	10	0%	0	0%
Walk	10	0%	10	0%	620	20%
Other	1,230	9%	1,120	9%	350	11%
Total:	12,990	100%	12,770	100%	3,120	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	2,630	57%	620	60%	300	48%
Auto Passenger	430	9%	50	5%	70	11%
Public Transit	400	9%	310	30%	10	2%
Bicycle	0	0%	0	0%	0	0%
Walk	0	0%	10	1%	60	10%
Other	1,140	25%	50	5%	190	30%
Total:	4,600	100%	1,040	100%	630	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	1,200	66%	2,910	68%	490	56%
Auto Passenger	350	19%	710	17%	130	15%
Public Transit	210	12%	400	9%	10	1%
Bicycle	30	2%	10	0%	0	0%
Walk	0	0%	0	0%	90	10%
Other	20	1%	240	6%	160	18%
Total:	1,810	100%	4,270	100%	880	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	7%	8%	1%
AM Peak Period	12%	32%	3%
PM Peak Period	12%	10%	2%

## Rural Southeast

### Demographic Characteristics

Population	24,770	Number of Vehicles	18,150
Households	8,530	Area (km <sup>2</sup> )	508.4
Actively Travelled	17,130		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,510	4,310	10,820	52%
Part Time Employed	270	870	1,140	5%
Student	1,760	1,690	3,450	17%
Retiree	1,670	1,550	3,220	15%
Homemaker	160	1,190	1,350	6%
Other	480	420	900	4%
Total:	10,850	10,030	20,880	100%

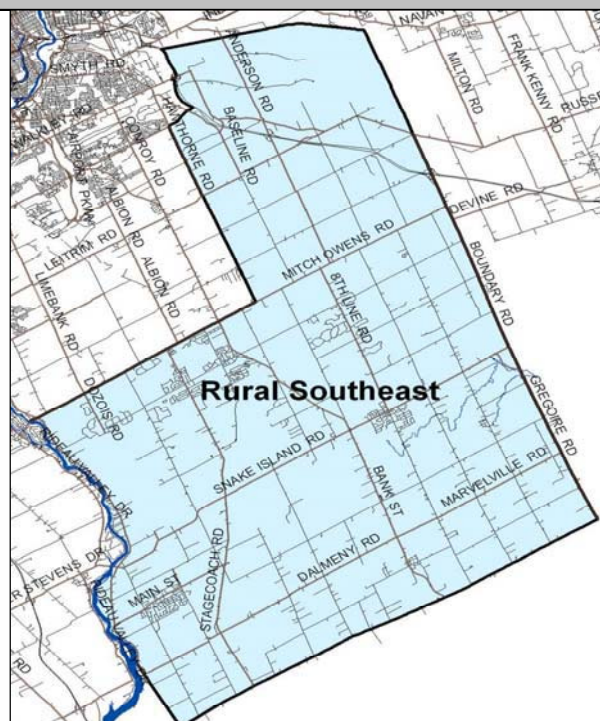
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	610	500	1,110
Licensed Drivers	9,310	8,380	17,690
Telecommuters	910	620	1,530

#### Selected Indicators

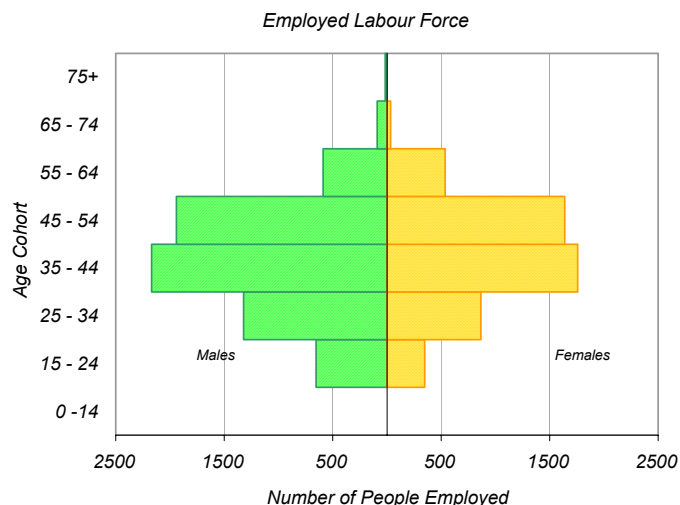
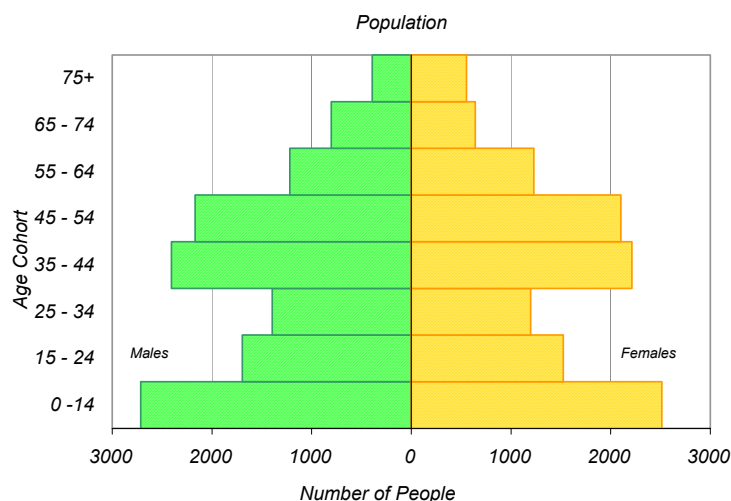
Daily Trips per Person (age 11+)	2.55
Vehicles per Person	0.73
Number of Persons per Household	2.90
Daily Trips per Household	6.31
Vehicles per Household	2.13

Household Size		
1 person	1,020	12%
2 persons	3,040	36%
3 persons	1,630	19%
4 persons	1,860	22%
5+ persons	980	11%
Total:	8,530	100%

Households by Vehicle Availability		
0 vehicle	110	1%
1 vehicle	1,730	20%
2 vehicles	4,550	53%
3 vehicles	1,580	19%
4+ vehicles	570	7%
Total:	8,540	100%



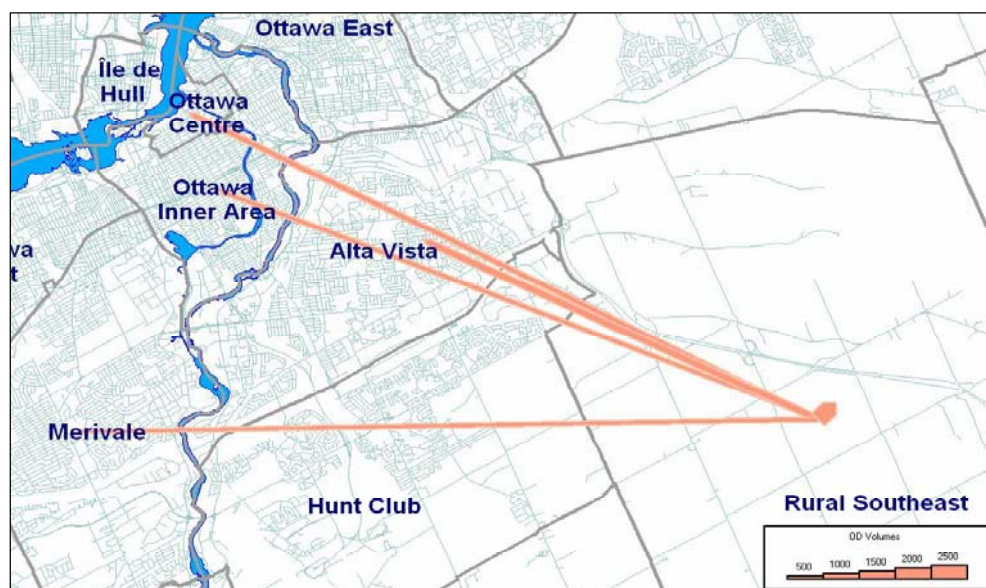
Households by Dwelling Type		
Single-detached	7,440	87%
Semi-detached	290	3%
Townhouse	290	3%
Apartment	220	3%
Other	300	4%
Total:	8,540	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Rural Southeast, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Rural Southeast AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	1,070	10%
Ottawa Inner Area	850	8%
Ottawa East	560	5%
Beacon Hill	240	2%
Alta Vista	1,460	13%
Hunt Club	610	5%
Merivale	780	7%
Ottawa West	130	1%
Bayshore / Cedarview	450	4%
Orléans	290	3%
Rural East	90	1%
Rural Southeast	3,440	31%
South Gloucester / Leirtrim	250	2%
South Nepean	160	1%
Rural Southwest	270	2%
Kanata / Stittsville	210	2%
Rural West	0	0%
Île de Hull	90	1%
Hull Périphérie	70	1%
Plateau	0	0%
Aylmer	0	0%
Rural Northwest	0	0%
Pointe Gatineau	80	1%
Gatineau Est	20	0%
Rural Northeast	0	0%
Buckingham / Masson-Anger	0	0%
Ontario Sub-Total:	10,860	98%
Québec Sub-Total:	260	2%
Total:	11,120	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	8,430	37%	2,180	10%	1,540	12%
School	1,600	7%	1,240	6%	2,090	16%
Shopping	2,420	11%	320	1%	500	4%
Leisure	2,750	12%	1,490	7%	1,160	9%
Medical	350	2%	170	1%	120	1%
Pick up/ Drop off	1,390	6%	870	4%	870	7%
Return home	4,730	21%	15,880	71%	6,020	47%
Other	870	4%	360	2%	570	4%
Total:	22,540	100%	22,510	100%	12,870	100%

AM Peak Period	From District		To District		Within District	
Work or related	5,240	68%	1,300	46%	1,010	29%
School	1,360	18%	1,160	41%	1,960	57%
Shopping	110	1%	0	0%	0	0%
Leisure	190	2%	90	3%	30	1%
Medical	30	0%	30	1%	0	0%
Pick up/ Drop off	490	6%	140	5%	220	6%
Return home	90	1%	60	2%	90	3%
Other	160	2%	40	1%	130	4%
Total:	7,670	100%	2,820	100%	3,440	100%

PM Peak Period	From District		To District		Within District	
Work or related	320	9%	40	1%	60	3%
School	10	0%	0	0%	0	0%
Shopping	350	10%	70	1%	110	5%
Leisure	570	16%	280	4%	240	10%
Medical	30	1%	40	1%	60	3%
Pick up/ Drop off	390	11%	280	4%	170	7%
Return home	1,770	51%	6,140	88%	1,640	69%
Other	50	1%	110	2%	90	4%
Total:	3,490	100%	6,960	100%	2,370	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	57,920		22%
AM Peak Period	13,930	24%	25%
PM Peak Period	12,820	22%	18%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	16,880	75%	16,710	74%	7,220	56%
Auto Passenger	2,950	13%	3,190	14%	1,180	9%
Public Transit	840	4%	820	4%	10	0%
Bicycle	80	0%	80	0%	80	1%
Walk	20	0%	0	0%	1,080	8%
Other	1,760	8%	1,710	8%	3,300	26%
Total:	22,530	100%	22,510	100%	12,870	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	5,780	75%	1,410	50%	1,210	35%
Auto Passenger	710	9%	330	12%	280	8%
Public Transit	480	6%	110	4%	10	0%
Bicycle	10	0%	30	1%	0	0%
Walk	20	0%	0	0%	330	10%
Other	680	9%	940	33%	1,610	47%
Total:	7,680	100%	2,820	100%	3,440	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	2,480	71%	5,250	75%	1,700	72%
Auto Passenger	620	18%	880	13%	160	7%
Public Transit	130	4%	400	6%	0	0%
Bicycle	30	1%	20	0%	20	1%
Walk	0	0%	0	0%	220	9%
Other	230	7%	410	6%	250	11%
Total:	3,490	100%	6,960	100%	2,350	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	4%	4%	0%
AM Peak Period	7%	6%	1%
PM Peak Period	4%	6%	0%

## South Gloucester/Leitrim

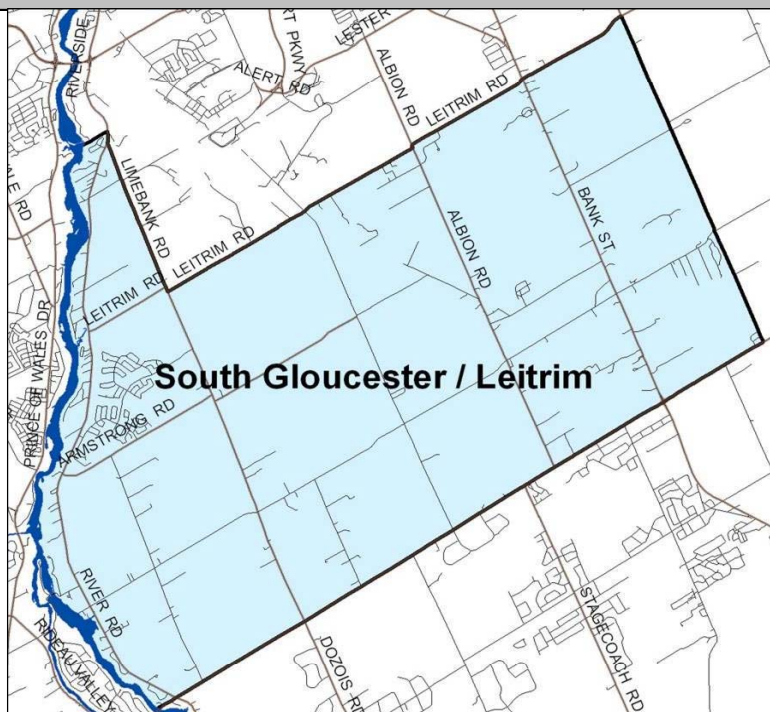
### Demographic Characteristics

Population	9,440	Number of Vehicles	7,400
Households	3,920	Area (km <sup>2</sup> )	79
Actively Travelled	6,420		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	2,840	2,170	5,010	65%
Part Time Employed	130	230	360	5%
Student	410	360	770	10%
Retiree	460	440	900	12%
Homemaker	30	400	430	6%
Other	160	100	260	3%
Total:	4,030	3,700	7,730	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	300	240	540
Licensed Drivers	3,780	3,350	7,130
Telecommuters	310	180	490

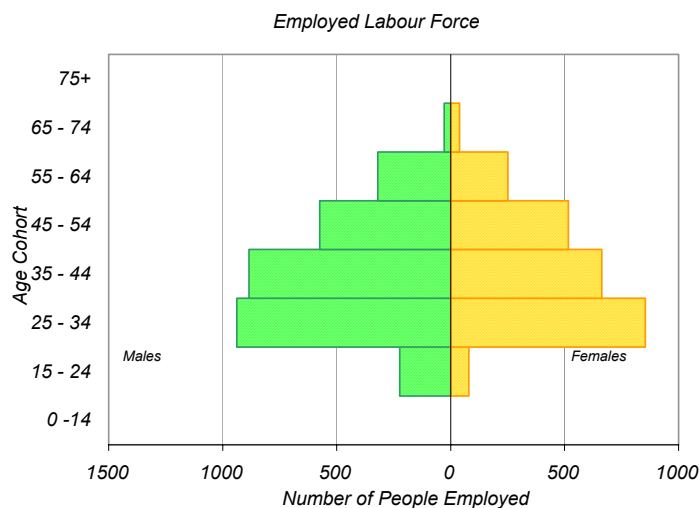
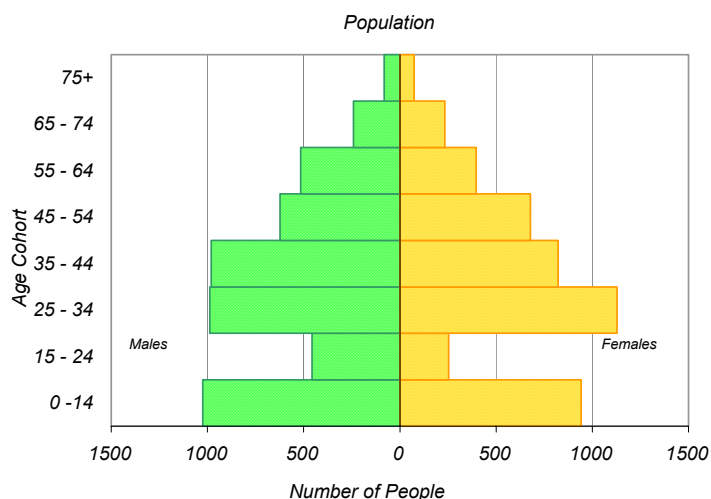
Selected Indicators	
Daily Trips per Person (age 11+)	2.75
Vehicles per Person	0.78
Number of Persons per Household	2.41
Daily Trips per Household	5.44
Vehicles per Household	1.89



Household Size		
1 person	540	14%
2 persons	1,550	40%
3 persons	770	20%
4 persons	740	19%
5 + persons	310	8%
Total:	3,910	100%

Households by Vehicle Availability		
0 vehicle	0	0%
1 vehicle	1,120	28%
2 vehicles	2,350	60%
3 vehicles	320	8%
4+ vehicles	140	4%
Total:	3,930	100%

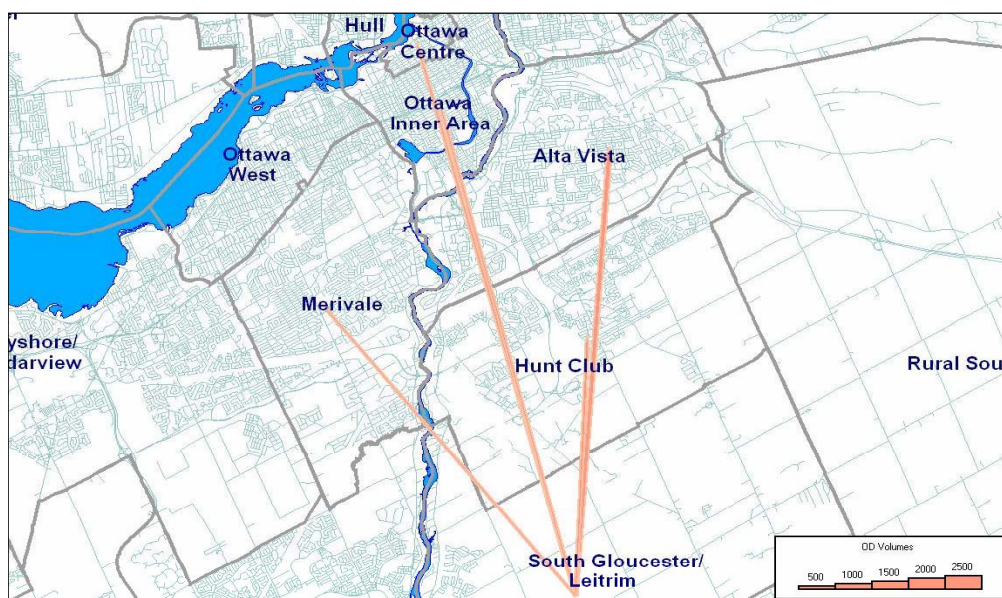
Households by Dwelling Type		
Single-detached	2,830	72%
Semi-detached	300	8%
Townhouse	660	17%
Apartment	10	0%
Other	130	3%
Total:	3,930	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from South Gloucester/Leitrim, AM Peak Pd



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from South Gloucester/AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	550	12%
Ottawa Inner Area	450	10%
Ottawa East	70	1%
Beacon Hill	130	3%
Alta Vista	800	17%
Hunt Club	490	10%
Merivale	420	9%
Ottawa West	190	4%
Bayshore / Cedarview	270	6%
Orléans	90	2%
Rural East	30	1%
Rural Southeast	140	3%
South Gloucester / Leitrim	330	7%
South Nepean	80	2%
Rural Southwest	310	7%
Kanata / Stittsville	160	3%
Rural West	10	0%
Île de Hull	120	3%
Hull Périphérie	40	1%
Plateau	10	0%
Aylmer	10	0%
Rural Northwest	10	0%
Pointe Gatineau	0	0%
Gatineau Est	0	0%
Rural Northeast	0	0%
Buckingham / Masson-Anger	10	0%
Ontario Sub-Total:	4,520	96%
Québec Sub-Total:	200	4%
Total:	4,720	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	4,090	32%	2,770	22%	210	9%
School	690	5%	50	0%	20	1%
Shopping	1,220	9%	300	2%	300	13%
Leisure	1,280	10%	1,500	12%	240	11%
Medical	210	2%	10	0%	30	1%
Pick up/ Drop off	1,130	9%	610	5%	200	9%
Return home	3,750	29%	7,280	57%	1,140	50%
Other	510	4%	360	3%	130	6%
Total:	12,880	100%	12,880	100%	2,270	100%

AM Peak Period	From District		To District		Within District	
Work or related	2,940	67%	1,230	72%	110	33%
School	530	12%	50	3%	20	6%
Shopping	30	1%	40	2%	0	0%
Leisure	60	1%	30	2%	20	6%
Medical	50	1%	0	0%	0	0%
Pick up/ Drop off	570	13%	170	10%	110	33%
Return home	110	3%	120	7%	40	12%
Other	110	3%	80	5%	30	9%
Total:	4,400	100%	1,720	100%	330	100%

PM Peak Period	From District		To District		Within District	
Work or related	110	5%	90	2%	0	0%
School	0	0%	0	0%	0	0%
Shopping	170	7%	70	2%	110	20%
Leisure	190	8%	250	7%	60	11%
Medical	20	1%	10	0%	10	2%
Pick up/ Drop off	200	9%	160	4%	30	5%
Return home	1,560	67%	3,090	83%	340	62%
Other	90	4%	60	2%	0	0%
Total:	2,340	100%	3,730	100%	550	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	28,030		8%
AM Peak Period	6,450	23%	5%
PM Peak Period	6,620	24%	8%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	9,990	78%	9,900	77%	1,500	66%
Auto Passenger	1,650	13%	1,760	14%	190	8%
Public Transit	690	5%	720	6%	0	0%
Bicycle	80	1%	80	1%	30	1%
Walk	50	0%	50	0%	530	23%
Other	410	3%	380	3%	10	0%
Total:	12,870	100%	12,890	100%	2,260	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	3,300	75%	1,290	75%	200	61%
Auto Passenger	410	9%	170	10%	40	12%
Public Transit	370	8%	150	9%	0	0%
Bicycle	30	1%	40	2%	0	0%
Walk	0	0%	10	1%	80	24%
Other	290	7%	50	3%	10	3%
Total:	4,400	100%	1,710	100%	330	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	1,870	80%	2,820	75%	410	77%
Auto Passenger	220	9%	400	11%	30	6%
Public Transit	160	7%	350	9%	0	0%
Bicycle	10	0%	30	1%	10	2%
Walk	20	1%	10	0%	80	15%
Other	50	2%	130	3%	0	0%
Total:	2,330	100%	3,740	100%	530	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	6%	6%	0%
AM Peak Period	9%	9%	0%
PM Peak Period	7%	10%	0%

## South Nepean

### Demographic Characteristics

Population	55,790	Number of Vehicles	34,630
Households	19,660	Area (km <sup>2</sup> )	55.2
Actively Travelled	40,760		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	14,620	11,620	26,240	56%
Part Time Employed	510	1,800	2,310	5%
Student	5,260	4,790	10,050	22%
Retiree	1,810	2,020	3,830	8%
Homemaker	190	2,400	2,590	6%
Other	560	880	1,440	3%
Total:	22,950	23,510	46,460	100%

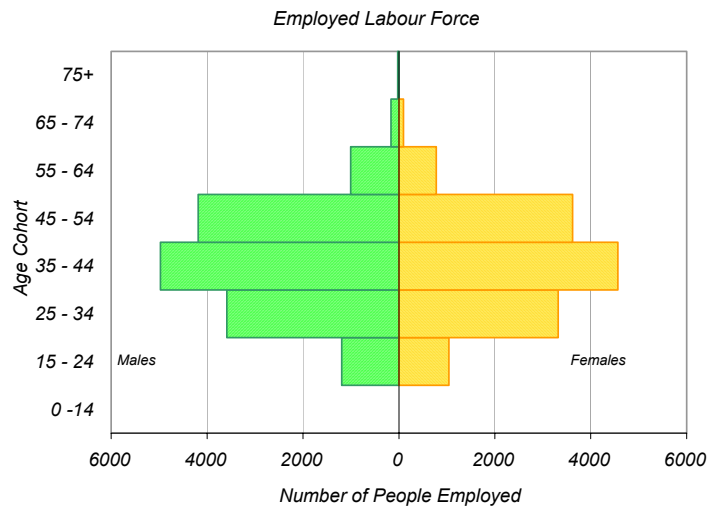
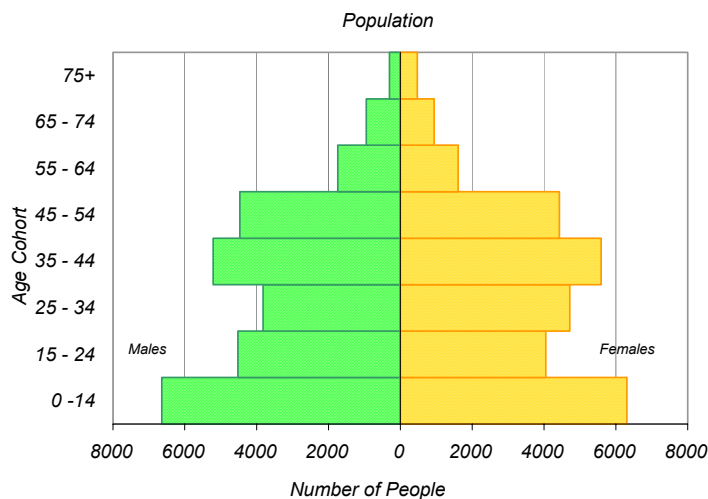
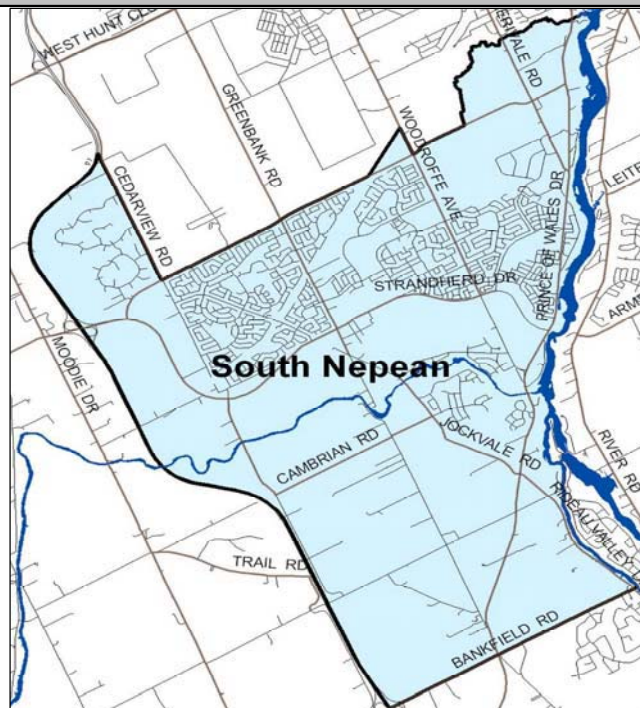
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,780	4,190	7,970
Licensed Drivers	19,030	19,120	38,150
Telecommuters	1,460	1,110	2,570

Selected Indicators	
Daily Trips per Person (age 11+)	2.84
Vehicles per Person	0.62
Number of Persons per Household	2.84
Daily Trips per Household	6.70
Vehicles per Household	1.76

Household Size	
1 person	1,830 9%
2 persons	5,640 29%
3 persons	4,890 25%
4 persons	5,410 28%
5 + persons	1,900 10%
Total:	19,670 100%

Households by Vehicle Availability	
0 vehicle	340 2%
1 vehicle	6,600 34%
2 vehicles	10,670 54%
3 vehicles	1,590 8%
4+ vehicles	460 2%
Total:	19,660 100%

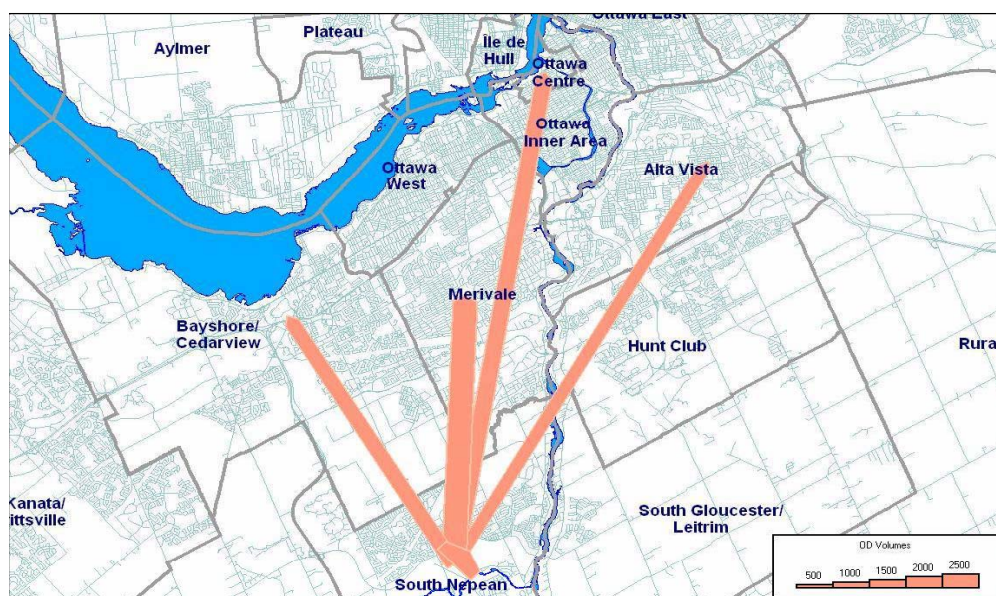
Households by Dwelling Type	
Single-detached	12,140 62%
Semi-detached	1,790 9%
Townhouse	5,280 27%
Apartment	360 2%
Other	100 1%
Total:	19,670 100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from South Nepean, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from South Nepean

#### AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	3,010	10%
Ottawa Inner Area	2,130	7%
Ottawa East	580	2%
Beacon Hill	330	1%
Alta Vista	2,230	8%
Hunt Club	640	2%
Merivale	4,160	14%
Ottawa West	1,380	5%
Bayshore / Cedarview	2,640	9%
Orléans	170	1%
Rural East	0	0%
Rural Southeast	180	1%
South Gloucester / Leitrin	130	0%
South Nepean	8,380	29%
Rural Southwest	240	1%
Kanata / Stittsville	1,730	6%
Rural West	130	0%
Île de Hull	350	1%
Hull Périphérie	360	1%
Plateau	0	0%
Aylmer	10	0%
Rural Northwest	30	0%
Pointe Gatineau	50	0%
Gatineau Est	30	0%
Rural Northeast	30	0%
Buckingham / Masson-Anger	20	0%
Ontario Sub-Total:	28,060	97%
Québec Sub-Total:	880	3%
Total:	28,940	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	22,270	41%	4,610	9%	2,420	5%
School	3,950	7%	740	1%	4,990	11%
Shopping	4,060	8%	4,190	8%	5,740	13%
Leisure	5,770	11%	4,190	8%	3,990	9%
Medical	1,210	2%	300	1%	290	1%
Pick up/ Drop off	3,360	6%	3,090	6%	5,020	11%
Return home	11,260	21%	34,520	65%	20,410	46%
Other	1,910	4%	1,730	3%	1,790	4%
Total:	53,790	100%	53,370	100%	44,650	100%

AM Peak Period	From District		To District		Within District	
Work or related	15,830	77%	2,540	56%	1,230	15%
School	2,740	13%	570	13%	4,250	51%
Shopping	80	0%	120	3%	140	2%
Leisure	220	1%	280	6%	270	3%
Medical	280	1%	10	0%	0	0%
Pick up/ Drop off	920	4%	410	9%	1,690	20%
Return home	170	1%	390	9%	530	6%
Other	340	2%	220	5%	270	3%
Total:	20,580	100%	4,540	100%	8,380	100%

PM Peak Period	From District		To District		Within District	
Work or related	390	5%	180	1%	340	4%
School	80	1%	0	0%	10	0%
Shopping	770	10%	1,220	6%	1,050	12%
Leisure	1,290	17%	880	5%	610	7%
Medical	190	3%	40	0%	20	0%
Pick up/ Drop off	870	12%	1,160	6%	870	10%
Return home	3,610	48%	15,560	81%	5,940	65%
Other	260	3%	250	1%	230	3%
Total:	7,460	100%	19,290	100%	9,070	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	151,810		29%
AM Peak Period	33,500	22%	25%
PM Peak Period	35,820	24%	25%

### Trips by Travel Mode

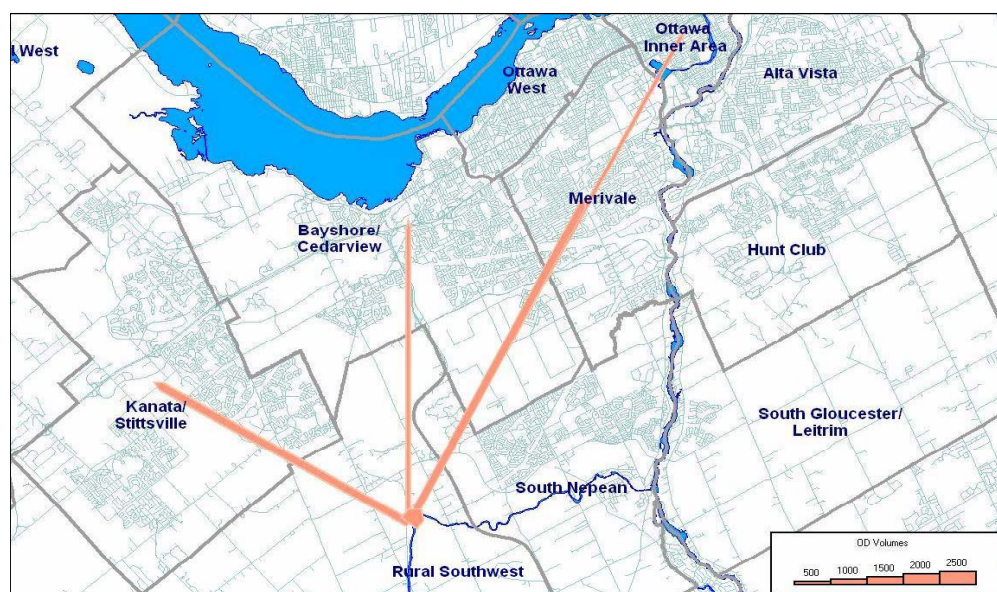
24 Hours	From District		To District		Within District	
Auto Driver	37,040	69%	36,900	69%	25,260	57%
Auto Passenger	7,270	14%	7,640	14%	6,650	15%
Public Transit	7,690	14%	7,240	14%	1,090	2%
Bicycle	140	0%	140	0%	550	1%
Walk	260	0%	190	0%	6,990	16%
Other	1,380	3%	1,260	2%	4,100	9%
Total:	53,780	100%	53,370	100%	44,640	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	13,370	65%	2,980	66%	3,200	38%
Auto Passenger	1,580	8%	670	15%	1,120	13%
Public Transit	4,670	23%	540	12%	350	4%
Bicycle	50	0%	20	0%	150	2%
Walk	20	0%	30	1%	1,640	20%
Other	880	4%	280	6%	1,920	23%
Total:	20,570	100%	4,520	100%	8,380	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	5,290	71%	13,030	68%	5,170	57%
Auto Passenger	1,390	19%	1,630	8%	1,130	12%
Public Transit	610	8%	4,070	21%	310	3%
Bicycle	20	0%	30	0%	130	1%
Walk	10	0%	70	0%	1,560	17%
Other	140	2%	470	2%	760	8%
Total:	7,460	100%	19,300	100%	9,060	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	15%	14%	3%
AM Peak Period	24%	13%	7%
PM Peak Period	8%	22%	5%



**Travel Patterns****Top five destinations for trips from Rural Southwest, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips from Rural Southwest AM Peak Period**

District of Destination	Trips	% Total
Ottawa Centre	670	6%
Ottawa Inner Area	760	6%
Ottawa East	160	1%
Beacon Hill	230	2%
Alta Vista	680	6%
Hunt Club	360	3%
Merivale	1,390	12%
Ottawa West	260	2%
Bayshore / Cedarview	770	7%
Orléans	80	1%
Rural East	0	0%
Rural Southeast	690	6%
South Gloucester / Leitrim	90	1%
South Nepean	310	3%
Rural Southwest	3,480	29%
Kanata / Stittsville	1,430	12%
Rural West	80	1%
Île de Hull	110	1%
Hull Périphérie	110	1%
Plateau	0	0%
Aylmer	0	0%
Rural Northwest	10	0%
Pointe Gatineau	40	0%
Gatineau Est	70	1%
Rural Northeast	20	0%
Buckingham / Masson-Anger	0	0%
Ontario Sub-Total:	11,440	97%
Québec Sub-Total:	360	3%
Total:	11,800	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	8,280	27%	5,050	16%	2,050	13%
School	2,190	7%	1,110	4%	1,960	12%
Shopping	2,870	9%	1,800	6%	1,160	7%
Leisure	3,380	11%	3,340	11%	1,570	10%
Medical	670	2%	130	0%	330	2%
Pick up/ Drop off	2,240	7%	1,650	5%	920	6%
Return home	9,980	32%	16,670	54%	7,150	46%
Other	1,190	4%	1,110	4%	550	4%
Total:	30,800	100%	30,860	100%	15,690	100%

AM Peak Period	From District		To District		Within District	
Work or related	5,230	63%	2,480	56%	950	27%
School	1,710	21%	1,050	24%	1,910	55%
Shopping	100	1%	50	1%	10	0%
Leisure	230	3%	210	5%	120	3%
Medical	130	2%	0	0%	0	0%
Pick up/ Drop off	580	7%	360	8%	410	12%
Return home	220	3%	210	5%	60	2%
Other	120	1%	100	2%	10	0%
Total:	8,320	100%	4,460	100%	3,470	100%

PM Peak Period	From District		To District		Within District	
Work or related	200	3%	330	4%	140	5%
School	90	2%	0	0%	0	0%
Shopping	600	10%	350	4%	170	6%
Leisure	680	12%	760	9%	430	14%
Medical	30	1%	0	0%	40	1%
Pick up/ Drop off	550	9%	490	6%	170	6%
Return home	3,480	59%	6,370	75%	1,930	64%
Other	240	4%	220	3%	140	5%
Total:	5,870	100%	8,520	100%	3,020	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	77,350		20%
AM Peak Period	16,250	21%	21%
PM Peak Period	17,410	23%	17%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	22,400	73%	22,570	73%	9,040	58%
Auto Passenger	4,870	16%	4,740	15%	1,900	12%
Public Transit	1,230	4%	1,180	4%	10	0%
Bicycle	150	0%	150	0%	70	0%
Walk	200	1%	260	1%	1,460	9%
Other	1,940	6%	1,960	6%	3,200	20%
Total:	30,790	100%	30,860	100%	15,680	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	5,850	70%	2,830	63%	1,420	41%
Auto Passenger	990	12%	360	8%	240	7%
Public Transit	340	4%	480	11%	10	0%
Bicycle	20	0%	30	1%	0	0%
Walk	20	0%	30	1%	220	6%
Other	1,110	13%	740	17%	1,580	46%
Total:	8,330	100%	4,470	100%	3,470	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	4,280	73%	6,390	75%	1,900	63%
Auto Passenger	980	17%	1,260	15%	500	17%
Public Transit	450	8%	340	4%	0	0%
Bicycle	30	1%	40	0%	30	1%
Walk	60	1%	50	1%	240	8%
Other	70	1%	430	5%	350	12%
Total:	5,870	100%	8,510	100%	3,020	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	4%	4%	0%
AM Peak Period	5%	13%	1%
PM Peak Period	8%	4%	0%

## Kanata / Stittsville

### Demographic Characteristics

Population	87,480	Number of Vehicles	52,670
Households	30,760	Area (km <sup>2</sup> )	82.6
Actively Travelled	60,340		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	21,400	15,480	36,880	52%
Part Time Employed	560	2,210	2,770	4%
Student	7,220	6,680	13,900	19%
Retiree	4,750	5,440	10,190	14%
Homemaker	270	4,740	5,010	7%
Other	1,440	1,400	2,840	4%
Total:	35,640	35,950	71,590	100%

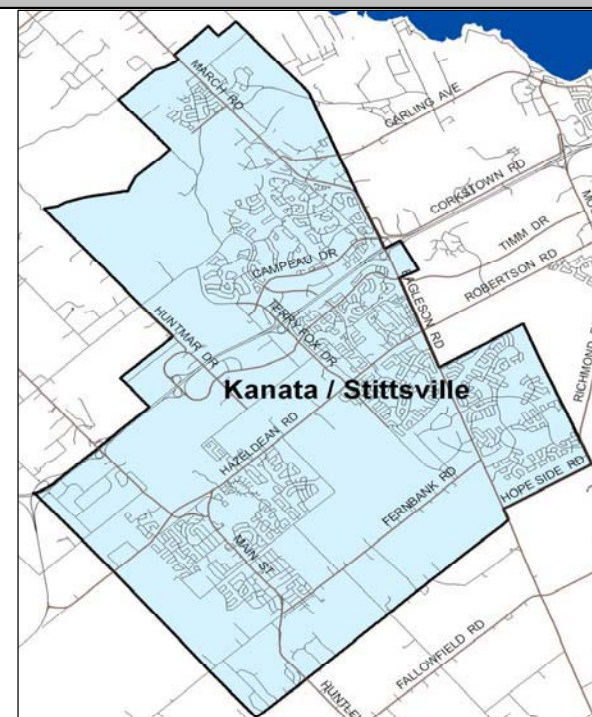
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,140	4,910	10,050
Licensed Drivers	29,730	28,970	58,700
Telecommuters	2,500	1,720	4,220

#### Selected Indicators

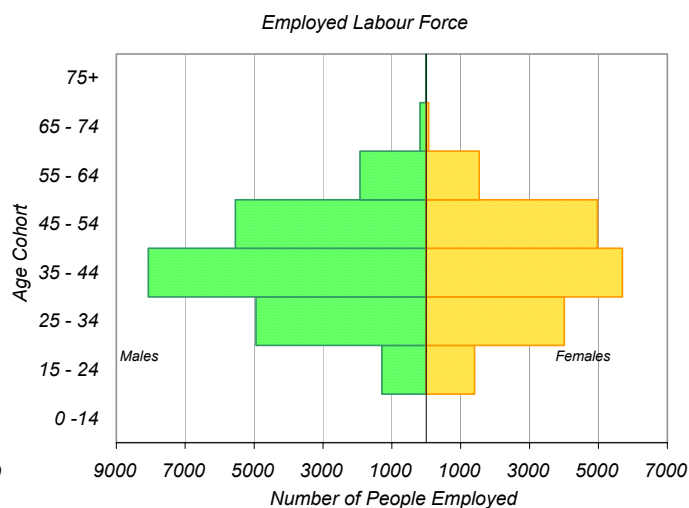
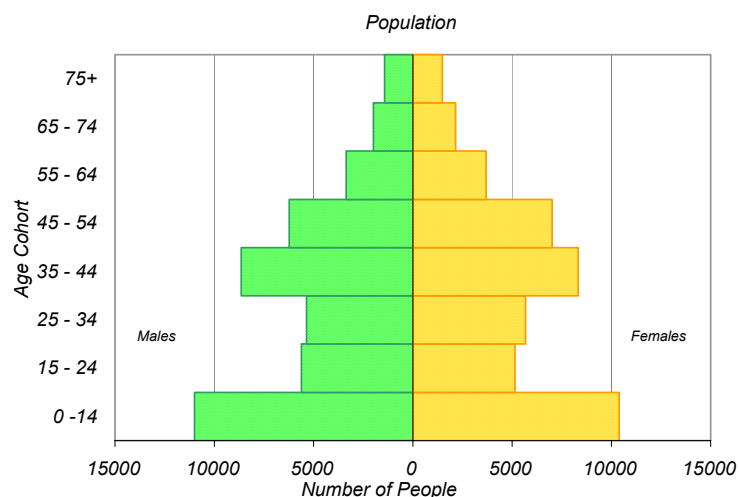
Daily Trips per Person (age 11+)	2.97
Vehicles per Person	0.60
Number of Persons per Household	2.84
Daily Trips per Household	6.93
Vehicles per Household	1.71

Household Size		
1 person	3,670	12%
2 persons	10,630	35%
3 persons	6,150	20%
4 persons	7,500	24%
5 + persons	2,810	9%
Total:	30,760	100%

Households by Vehicle Availability		
0 vehicle	870	3%
1 vehicle	10,740	35%
2 vehicles	16,250	53%
3 vehicles	2,340	8%
4+ vehicles	570	2%
Total:	30,770	100%



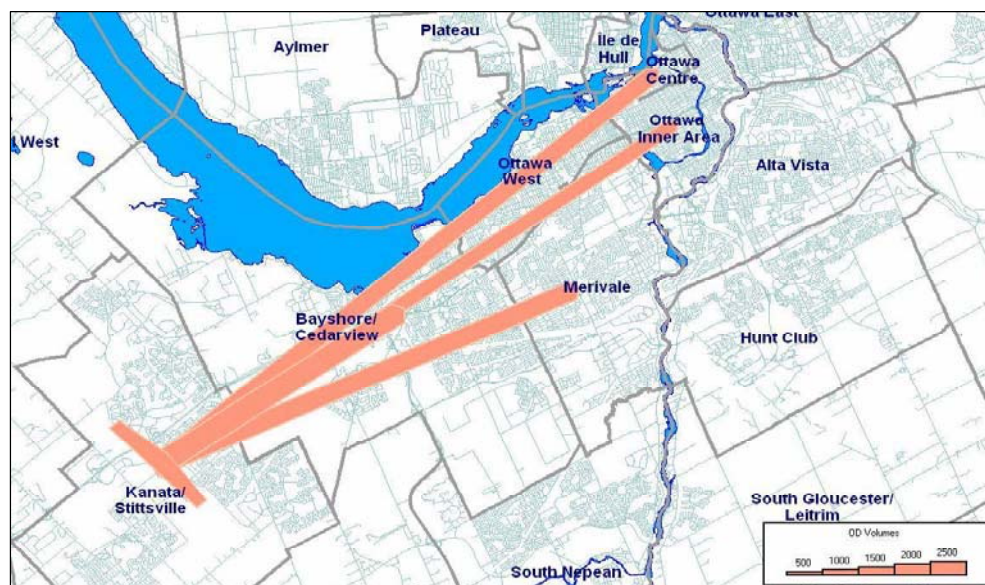
Households by Dwelling Type		
Single-detached	20,130	65%
Semi-detached	2,590	8%
Townhouse	6,270	20%
Apartment	1,250	4%
Other	520	2%
Total:	30,760	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Kanata / Stittsville, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Kanata / Stittsville AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	3,200	7%
Ottawa Inner Area	2,620	6%
Ottawa East	730	2%
Beacon Hill	320	1%
Alta Vista	2,090	5%
Hunt Club	540	1%
Merivale	3,400	8%
Ottawa West	1,300	3%
Bayshore / Cedarview	4,340	10%
Orléans	340	1%
Rural East	0	0%
Rural Southeast	120	0%
South Gloucester / Leitrim	40	0%
South Nepean	690	2%
Rural Southwest	1,060	2%
Kanata / Stittsville	21,750	49%
Rural West	800	2%
Île de Hull	340	1%
Hull Périphérie	340	1%
Plateau	30	0%
Aylmer	110	0%
Rural Northwest	0	0%
Pointe Gatineau	90	0%
Gatineau Est	60	0%
Rural Northeast	0	0%
Buckingham / Masson-Anger	0	0%
Ontario Sub-Total:	43,340	98%
Québec Sub-Total:	970	2%
Total:	44,310	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	24,820	29%	20,150	23%	13,110	11%
School	5,930	7%	2,400	3%	8,830	8%
Shopping	5,570	6%	5,920	7%	14,020	12%
Leisure	8,180	10%	9,490	11%	13,140	11%
Medical	1,630	2%	830	1%	1,370	1%
Pick up/ Drop off	5,060	6%	4,230	5%	11,200	10%
Return home	31,820	37%	40,250	47%	48,470	42%
Other	2,930	3%	2,700	3%	5,390	5%
Total:	85,940	100%	85,970	100%	115,530	100%

AM Peak Period	From District		To District		Within District	
Work or related	15,740	70%	12,580	75%	7,110	33%
School	3,740	17%	2,120	13%	7,650	35%
Shopping	120	1%	240	1%	300	1%
Leisure	350	2%	370	2%	730	3%
Medical	590	3%	70	0%	130	1%
Pick up/ Drop off	1,200	5%	700	4%	3,750	17%
Return home	330	1%	400	2%	1,500	7%
Other	480	2%	360	2%	580	3%
Total:	22,550	100%	16,840	100%	21,750	100%

PM Peak Period	From District		To District		Within District	
Work or related	670	4%	670	3%	790	3%
School	130	1%	40	0%	0	0%
Shopping	1,250	7%	1,470	6%	2,740	11%
Leisure	1,570	9%	2,700	11%	2,220	9%
Medical	90	1%	20	0%	390	2%
Pick up/ Drop off	1,240	7%	1,490	6%	2,380	10%
Return home	12,110	69%	17,320	71%	14,430	60%
Other	510	3%	620	3%	1,180	5%
Total:	17,570	100%	24,330	100%	24,130	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	287,440		40%
AM Peak Period	61,140	21%	36%
PM Peak Period	66,030	23%	37%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	60,120	70%	60,230	70%	72,030	62%
Auto Passenger	11,910	14%	11,980	14%	19,230	17%
Public Transit	10,100	12%	10,000	12%	3,460	3%
Bicycle	280	0%	290	0%	930	1%
Walk	310	0%	330	0%	14,400	12%
Other	3,210	4%	3,160	4%	5,480	5%
Total:	85,930	100%	85,990	100%	115,530	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	13,690	61%	12,480	74%	11,210	52%
Auto Passenger	1,940	9%	1,380	8%	3,680	17%
Public Transit	5,460	24%	1,370	8%	1,090	5%
Bicycle	80	0%	120	1%	290	1%
Walk	40	0%	70	0%	3,210	15%
Other	1,360	6%	1,400	8%	2,270	10%
Total:	22,570	100%	16,820	100%	21,750	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	13,550	77%	15,890	65%	15,980	66%
Auto Passenger	2,000	11%	2,990	12%	3,480	14%
Public Transit	1,240	7%	4,690	19%	710	3%
Bicycle	100	1%	110	0%	230	1%
Walk	110	1%	40	0%	2,710	11%
Other	570	3%	620	3%	1,020	4%
Total:	17,570	100%	24,340	100%	24,130	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	12%	12%	4%
AM Peak Period	26%	9%	7%
PM Peak Period	7%	20%	4%

## Rural West

### Demographic Characteristics

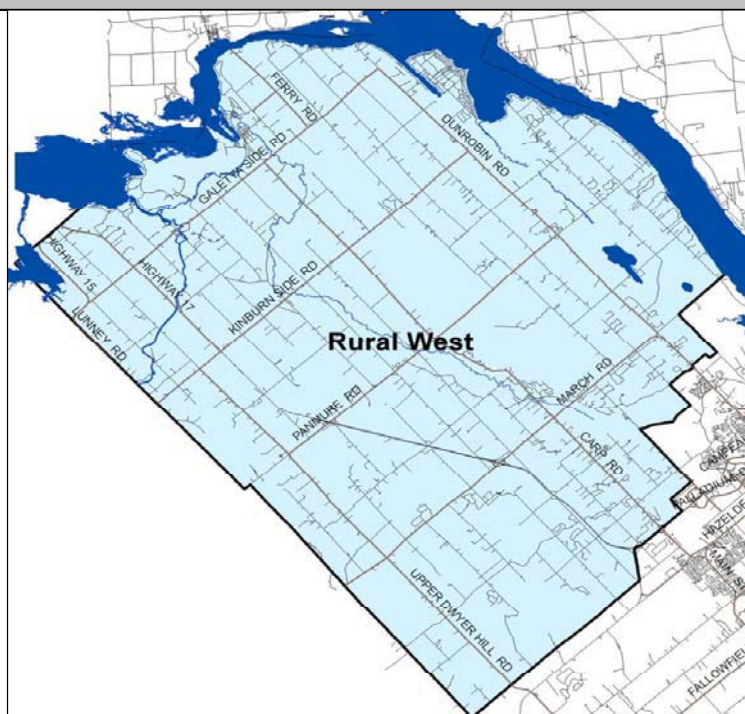
Population	23,280	Number of Vehicles	17,400
Households	8,110	Area (km <sup>2</sup> )	750.1
Actively Travelled	16,290		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,040	4,170	10,210	51%
Part Time Employed	180	720	900	5%
Student	1,800	1,770	3,570	18%
Retiree	1,410	1,420	2,830	14%
Homemaker	110	1,250	1,360	7%
Other	590	390	980	5%
Total:	10,130	9,720	19,850	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	330	380	710
Licensed Drivers	8,710	8,080	16,790
Telecommuters	760	490	1,250

#### Selected Indicators

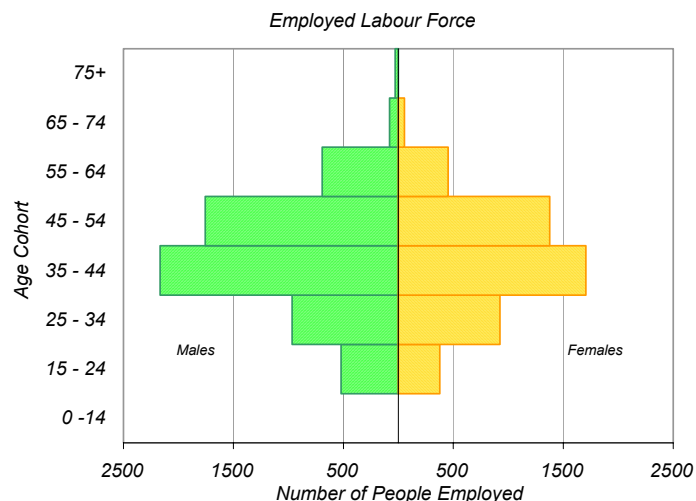
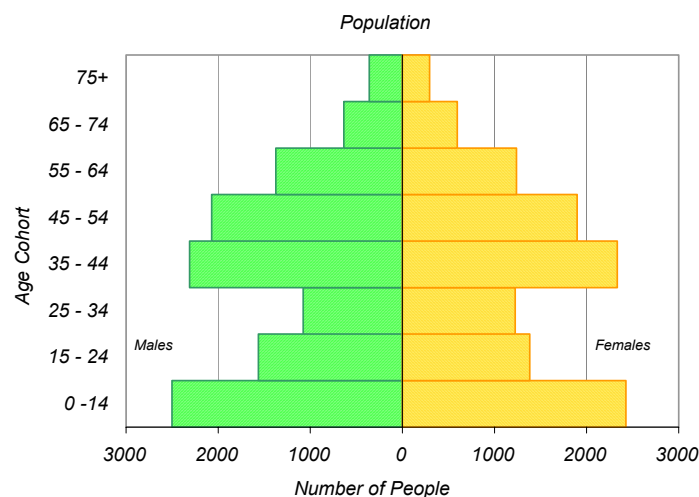
Daily Trips per Person (age 11+)	2.46
Vehicles per Person	0.75
Number of Persons per Household	2.87
Daily Trips per Household	6.05
Vehicles per Household	2.15



Household Size		
1 person	950	12%
2 persons	3,050	38%
3 persons	1,650	20%
4 persons	1,630	20%
5 + persons	820	10%
Total:	8,100	100%

Households by Vehicle Availability		
0 vehicle	50	1%
1 vehicle	1,570	19%
2 vehicles	4,540	56%
3 vehicles	1,330	16%
4+ vehicles	610	8%
Total:	8,100	100%

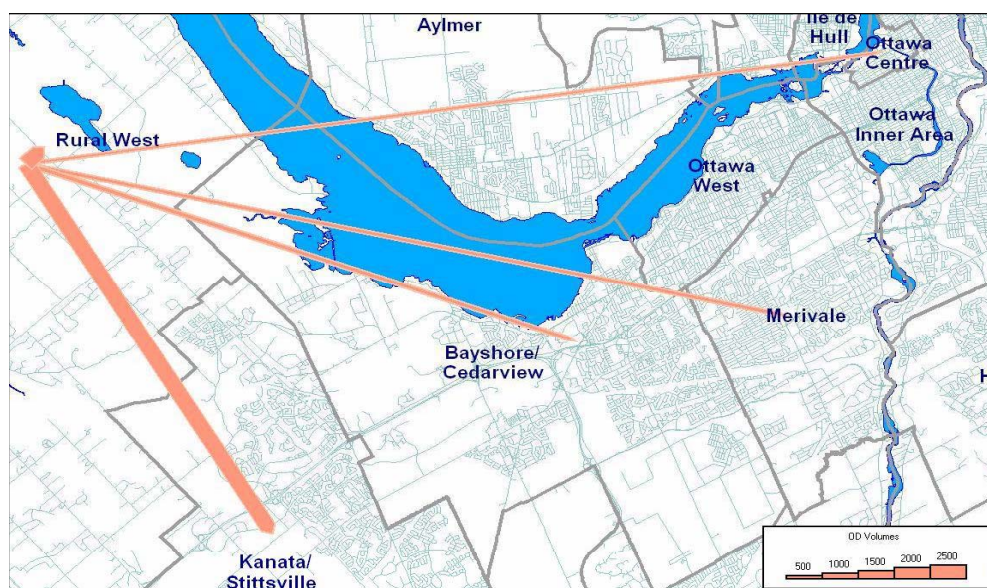
Households by Dwelling Type		
Single-detached	7,590	94%
Semi-detached	100	1%
Townhouse	160	2%
Apartment	30	0%
Other	230	3%
Total:	8,110	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Rural West, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Rural West AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	600	6%
Ottawa Inner Area	560	6%
Ottawa East	160	2%
Beacon Hill	70	1%
Alta Vista	410	4%
Hunt Club	110	1%
Merivale	790	8%
Ottawa West	370	4%
Bayshore / Cedarview	920	9%
Orléans	50	0%
Rural East	20	0%
Rural Southeast	40	0%
South Gloucester / Leitrim	20	0%
South Nepean	50	0%
Rural Southwest	90	1%
Kanata / Stittsville	2,900	29%
Rural West	2,870	28%
Île de Hull	120	1%
Hull Périphérie	20	0%
Plateau	0	0%
Aylmer	0	0%
Rural Northwest	0	0%
Pointe Gatineau	0	0%
Gatineau Est	0	0%
Rural Northeast	0	0%
Buckingham / Masson-Anger	0	0%
Ontario Sub-Total:	10,030	99%
Québec Sub-Total:	140	1%
Total:	10,170	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	7,550	38%	2,100	11%	1,150	12%
School	1,740	9%	310	2%	1,620	16%
Shopping	1,990	10%	260	1%	250	3%
Leisure	2,340	12%	1,140	6%	960	10%
Medical	570	3%	110	1%	100	1%
Pick up/ Drop off	1,440	7%	860	4%	750	8%
Return home	2,930	15%	14,370	74%	4,670	47%
Other	1,060	5%	340	2%	440	4%
Total:	19,620	100%	19,490	100%	9,940	100%

AM Peak Period	From District		To District		Within District	
Work or related	4,820	66%	1,090	60%	810	28%
School	1,310	18%	290	16%	1,560	54%
Shopping	110	2%	0	0%	40	1%
Leisure	150	2%	60	3%	50	2%
Medical	60	1%	40	2%	0	0%
Pick up/ Drop off	540	7%	150	8%	240	8%
Return home	50	1%	160	9%	100	3%
Other	260	4%	40	2%	70	2%
Total:	7,300	100%	1,830	100%	2,870	100%

PM Peak Period	From District		To District		Within District	
Work or related	170	6%	130	2%	0	0%
School	40	1%	0	0%	0	0%
Shopping	300	10%	50	1%	30	2%
Leisure	530	18%	240	4%	240	12%
Medical	20	1%	20	0%	0	0%
Pick up/ Drop off	250	8%	370	6%	150	8%
Return home	1,470	50%	5,500	86%	1,510	76%
Other	170	6%	120	2%	70	4%
Total:	2,950	100%	6,430	100%	2,000	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	49,050		20%
AM Peak Period	12,000	24%	24%
PM Peak Period	11,380	23%	18%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	15,060	77%	15,010	77%	5,420	54%
Auto Passenger	2,790	14%	2,860	15%	1,070	11%
Public Transit	510	3%	420	2%	0	0%
Bicycle	90	0%	90	0%	30	0%
Walk	50	0%	20	0%	790	8%
Other	1,130	6%	1,100	6%	2,640	27%
Total:	19,630	100%	19,500	100%	9,950	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	5,170	71%	1,360	74%	1,080	38%
Auto Passenger	890	12%	160	9%	330	11%
Public Transit	310	4%	80	4%	0	0%
Bicycle	30	0%	50	3%	0	0%
Walk	30	0%	0	0%	160	6%
Other	860	12%	190	10%	1,300	45%
Total:	7,290	100%	1,840	100%	2,870	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	2,440	83%	4,960	77%	1,090	55%
Auto Passenger	340	12%	840	13%	290	15%
Public Transit	30	1%	230	4%	0	0%
Bicycle	40	1%	0	0%	0	0%
Walk	10	0%	0	0%	190	10%
Other	90	3%	390	6%	420	21%
Total:	2,950	100%	6,420	100%	1,990	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	3%	2%	0%
AM Peak Period	5%	5%	0%
PM Peak Period	1%	4%	0%

# Île de Hull

## Demographic Characteristics

Population	8,740	Number of Vehicles	3,780
Households	4,790	Area (km <sup>2</sup> )	4.6
Actively Travelled	6,100		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	2,180	1,500	3,680	46%
Part Time Employed	170	200	370	5%
Student	520	620	1,140	14%
Retiree	730	1,010	1,740	22%
Homemaker	110	310	420	5%
Other	370	210	580	7%
Total:	4,080	3,850	7,930	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	770	840	1,610
Licensed Drivers	3,030	2,370	5,400
Telecommuters	290	100	390

### Selected Indicators

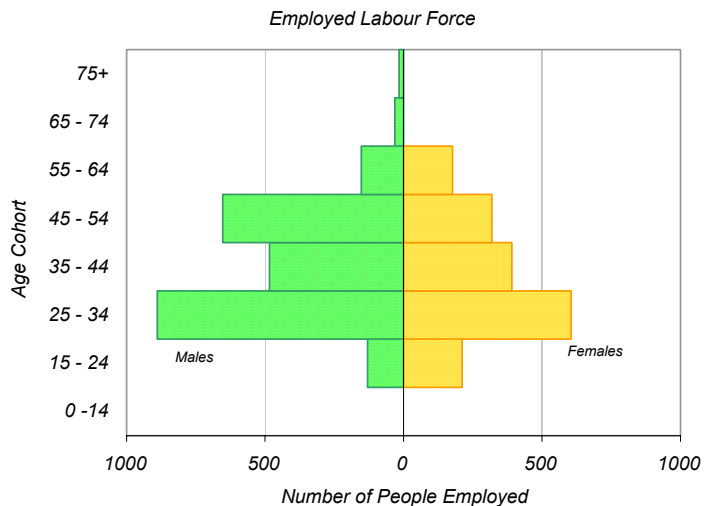
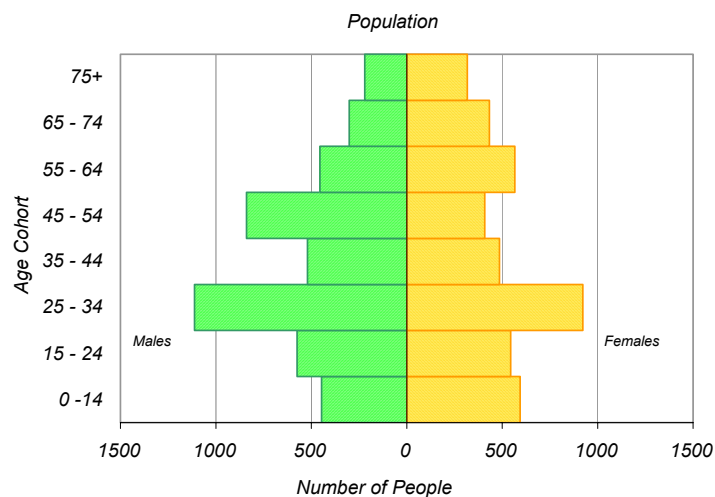
Daily Trips per Person (age 11+)	2.58
Vehicles per Person	0.43
Number of Persons per Household	1.82
Daily Trips per Household	4.27
Vehicles per Household	0.79



Household Size		
1 person	2,640	55%
2 persons	1,230	26%
3 persons	460	10%
4 persons	360	8%
5+ persons	100	2%
Total:	4,790	100%

Households by Vehicle Availability		
0 vehicle	1,680	35%
1 vehicle	2,480	52%
2 vehicles	600	13%
3 vehicles	30	1%
4+ vehicles	0	0%
Total:	4,790	100%

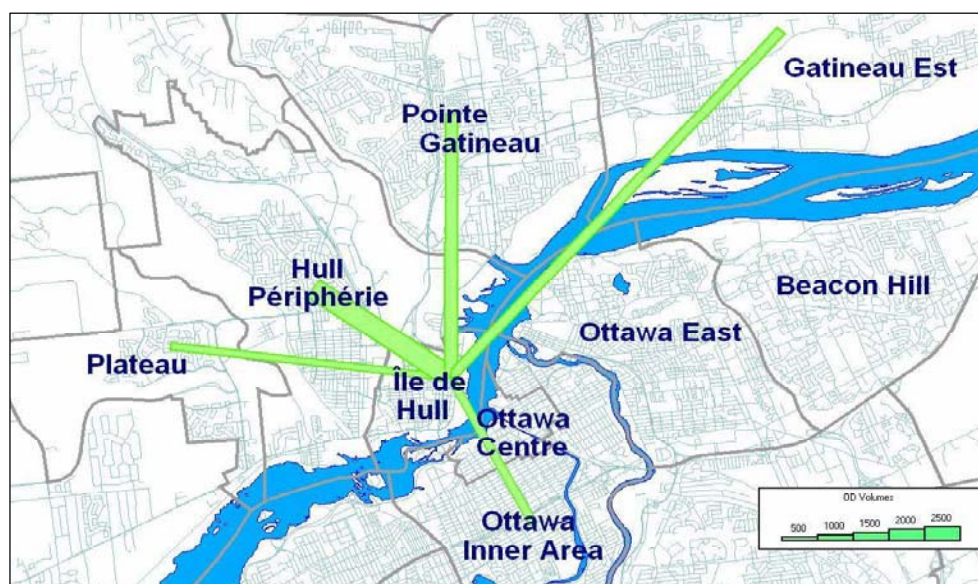
Households by Dwelling Type		
Single-detached	1,210	25%
Semi-detached	530	11%
Townhouse	100	2%
Apartment	2,670	56%
Other	280	6%
Total:	4,790	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five origins of trips to Île de Hull, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips to Île de Hull

#### AM Peak Period

District of Origin	Trips	% Total
Ottawa Centre	330	1%
Ottawa Inner Area	1,420	6%
Ottawa East	640	3%
Beacon Hill	330	1%
Alta Vista	560	3%
Hunt Club	700	3%
Merivale	680	3%
Ottawa West	700	3%
Bayshore / Cedarview	680	3%
Orléans	1,160	5%
Rural East	60	0%
Rural Southeast	90	0%
South Gloucester / Leitrim	120	1%
South Nepean	350	2%
Rural Southwest	110	0%
Kanata / Stittsville	340	2%
Rural West	120	1%
Île de Hull	1,020	5%
Hull Périphérie	3,920	18%
Plateau	1,230	6%
Aylmer	1,180	5%
Rural Northwest	600	3%
Pointe Gatineau	2,180	10%
Gatineau Est	1,770	8%
Rural Northeast	1,130	5%
Buckingham / Masson-Anger	680	3%
Ontario Sub-Total:	8,390	38%
Québec Sub-Total:	13,710	62%
Total:	22,100	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	4,880	12%	22,370	55%	1,240	23%
School	830	2%	2,770	7%	410	8%
Shopping	2,950	7%	470	1%	460	8%
Leisure	2,960	7%	2,930	7%	760	14%
Medical	600	1%	210	1%	30	1%
Pick up/ Drop off	2,040	5%	3,650	9%	360	7%
Return home	25,050	61%	6,760	17%	1,770	33%
Other	1,510	4%	1,650	4%	400	7%
Total:	40,820	100%	40,810	100%	5,430	100%

AM Peak Period	From District		To District		Within District	
Work or related	2,660	64%	16,440	78%	520	50%
School	380	9%	2,610	12%	330	32%
Shopping	60	1%	50	0%	30	3%
Leisure	140	3%	180	1%	40	4%
Medical	40	1%	30	0%	0	0%
Pick up/ Drop off	220	5%	1,390	7%	70	7%
Return home	470	11%	50	0%	20	2%
Other	160	4%	310	1%	20	2%
Total:	4,130	100%	21,060	100%	1,030	100%

PM Peak Period	From District		To District		Within District	
Work or related	270	1%	550	11%	90	8%
School	150	1%	10	0%	0	0%
Shopping	1,000	5%	110	2%	80	7%
Leisure	850	4%	530	10%	190	16%
Medical	120	1%	10	0%	0	0%
Pick up/ Drop off	1,150	6%	1,290	25%	200	17%
Return home	15,270	79%	2,500	48%	490	41%
Other	410	2%	220	4%	140	12%
Total:	19,220	100%	5,220	100%	1,190	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	87,060		6%
AM Peak Period	26,220	30%	4%
PM Peak Period	25,630	29%	5%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	22,340	55%	22,180	54%	1,260	23%
Auto Passenger	4,540	11%	4,690	11%	210	4%
Public Transit	9,490	23%	9,840	24%	110	2%
Bicycle	900	2%	890	2%	100	2%
Walk	1,840	5%	1,550	4%	3,510	65%
Other	1,710	4%	1,670	4%	240	4%
Total:	40,820	100%	40,820	100%	5,430	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	2,320	56%	9,740	46%	230	22%
Auto Passenger	310	7%	2,330	11%	70	7%
Public Transit	860	21%	6,990	33%	50	5%
Bicycle	200	5%	410	2%	0	0%
Walk	350	8%	620	3%	620	60%
Other	100	2%	980	5%	60	6%
Total:	4,140	100%	21,070	100%	1,030	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	9,470	49%	3,150	60%	380	32%
Auto Passenger	2,180	11%	410	8%	30	3%
Public Transit	5,990	31%	830	16%	30	3%
Bicycle	290	2%	220	4%	0	0%
Walk	610	3%	420	8%	740	63%
Other	690	4%	200	4%	0	0%
Total:	19,230	100%	5,230	100%	1,180	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	26%	27%	7%
AM Peak Period	25%	37%	14%
PM Peak Period	34%	19%	7%

# Hull Périphérie

## Demographic Characteristics

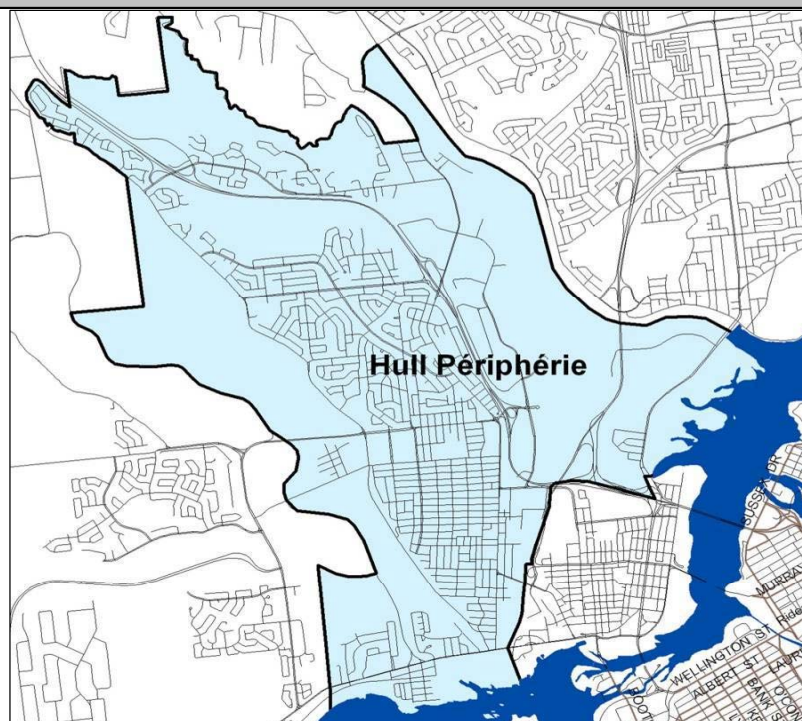
Population	49,470	Number of Vehicles	29,410
Households	24,750	Area (km <sup>2</sup> )	28.4
Actively Travelled	37,020		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	11,940	10,680	22,620	50%
Part Time Employed	800	1,110	1,910	4%
Student	3,700	3,780	7,480	17%
Retiree	3,950	5,400	9,350	21%
Homemaker	270	1,400	1,670	4%
Other	910	950	1,860	4%
Total:	21,570	23,320	44,890	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,750	4,770	8,520
Licensed Drivers	17,530	16,950	34,480
Telecommuters	1,200	870	2,070

### Selected Indicators

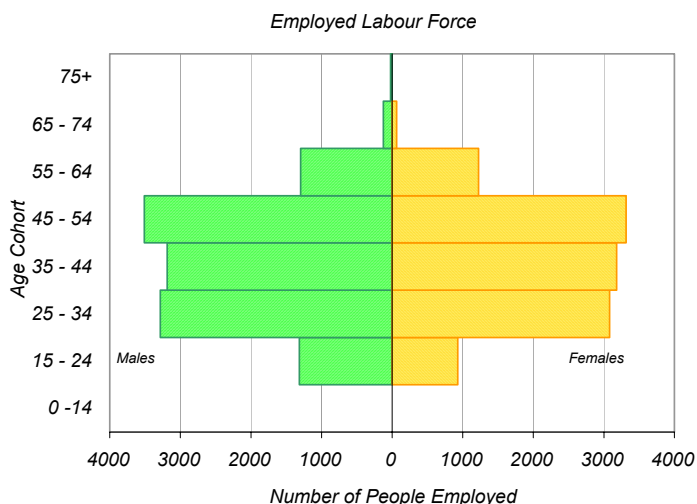
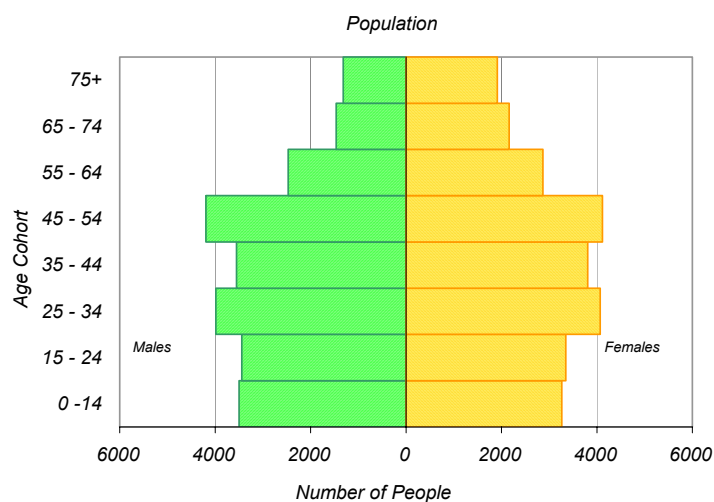
Daily Trips per Person (age 11+)	2.64
Vehicles per Person	0.59
Number of Persons per Household	2.00
Daily Trips per Household	4.78
Vehicles per Household	1.19



Household Size		
1 person	9,650	39%
2 persons	8,380	34%
3 persons	3,310	13%
4 persons	2,390	10%
5 + persons	1,020	4%
Total:	24,750	100%

Households by Vehicle Availability		
0 vehicle	3,990	16%
1 vehicle	13,550	55%
2 vehicles	6,040	24%
3 vehicles	930	4%
4+ vehicles	240	1%
Total:	24,750	100%

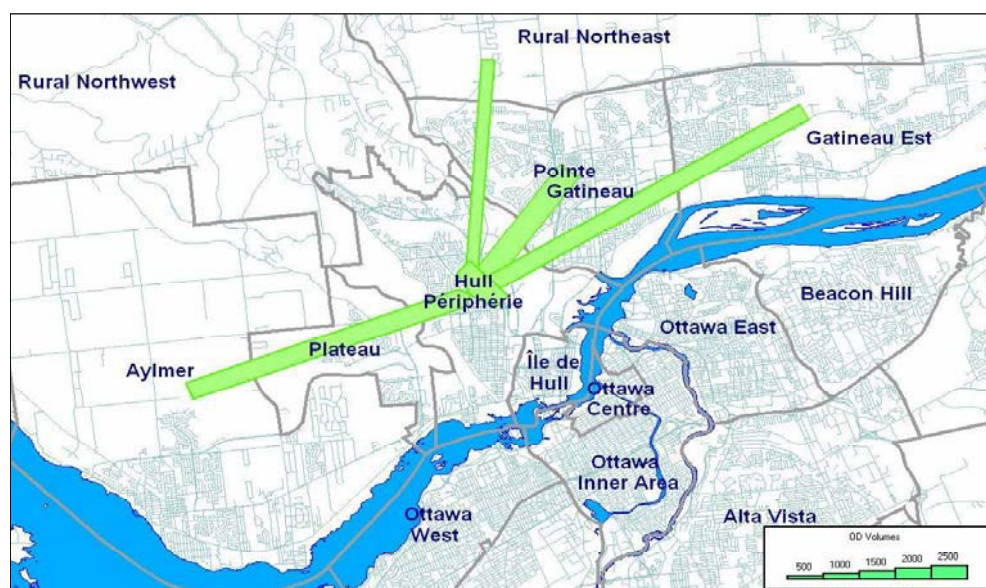
Households by Dwelling Type		
Single-detached	10,680	43%
Semi-detached	3,120	13%
Townhouse	1,550	6%
Apartment	8,360	34%
Other	1,040	4%
Total:	24,750	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five origins of trips to Hull Périphérie, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips to Hull Périphérie AM Peak Period

District of Origin	Trips	% Total
Ottawa Centre	290	1%
Ottawa Inner Area	560	2%
Ottawa East	420	1%
Beacon Hill	330	1%
Alta Vista	430	1%
Hunt Club	290	1%
Merivale	250	1%
Ottawa West	280	1%
Bayshore / Cedarview	380	1%
Orléans	830	3%
Rural East	60	0%
Rural Southeast	70	0%
South Gloucester / Leirtrim	40	0%
South Nepean	360	1%
Rural Southwest	110	0%
Kanata / Stittsville	340	1%
Rural West	20	0%
Île de Hull	840	3%
Hull Périphérie	9,480	29%
Plateau	1,830	6%
Aylmer	3,430	10%
Rural Northwest	1,560	5%
Pointe Gatineau	4,160	13%
Gatineau Est	3,220	10%
Rural Northeast	2,150	7%
Buckingham / Masson-Anger	1,330	4%
Ontario Sub-Total:	5,060	15%
Québec Sub-Total:	28,000	85%
Total:	33,060	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	17,270	21%	21,400	26%	7,820	14%
School	2,970	4%	9,010	11%	4,050	7%
Shopping	5,650	7%	5,910	7%	7,030	12%
Leisure	6,940	9%	7,830	10%	6,670	12%
Medical	760	1%	1,840	2%	940	2%
Pick up/ Drop off	4,150	5%	5,130	6%	3,940	7%
Return home	40,020	50%	26,210	32%	23,720	42%
Other	2,720	3%	3,540	4%	2,930	5%
Total:	80,480	100%	80,870	100%	57,100	100%

AM Peak Period	From District		To District		Within District	
Work or related	10,980	71%	13,540	57%	3,900	41%
School	2,310	15%	6,720	29%	2,670	28%
Shopping	70	0%	280	1%	130	1%
Leisure	320	2%	460	2%	400	4%
Medical	110	1%	160	1%	150	2%
Pick up/ Drop off	940	6%	1,420	6%	1,420	15%
Return home	400	3%	390	2%	540	6%
Other	310	2%	600	3%	270	3%
Total:	15,440	100%	23,570	100%	9,480	100%

PM Peak Period	From District		To District		Within District	
Work or related	750	3%	710	4%	400	3%
School	70	0%	330	2%	100	1%
Shopping	1,390	6%	1,180	7%	1,100	9%
Leisure	1,430	6%	1,460	8%	1,010	8%
Medical	20	0%	220	1%	80	1%
Pick up/ Drop off	1,870	8%	1,700	9%	1,300	10%
Return home	18,430	76%	11,930	66%	8,120	65%
Other	390	2%	610	3%	310	2%
Total:	24,350	100%	18,140	100%	12,420	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	218,450		26%
AM Peak Period	48,490	22%	20%
PM Peak Period	54,910	25%	23%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	52,810	66%	52,980	65%	33,320	58%
Auto Passenger	10,750	13%	10,880	13%	6,110	11%
Public Transit	11,550	14%	11,480	14%	4,550	8%
Bicycle	930	1%	980	1%	840	1%
Walk	1,400	2%	1,440	2%	11,510	20%
Other	3,040	4%	3,130	4%	760	1%
Total:	80,480	100%	80,890	100%	57,090	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	8,430	55%	14,490	62%	5,130	54%
Auto Passenger	1,620	10%	2,640	11%	860	9%
Public Transit	4,270	28%	3,820	16%	1,390	15%
Bicycle	380	2%	340	1%	150	2%
Walk	380	2%	190	1%	1,800	19%
Other	360	2%	2,080	9%	150	2%
Total:	15,440	100%	23,560	100%	9,480	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	15,050	62%	10,790	60%	7,480	60%
Auto Passenger	2,990	12%	2,350	13%	1,120	9%
Public Transit	3,890	16%	4,010	22%	1,190	10%
Bicycle	230	1%	340	2%	280	2%
Walk	360	1%	350	2%	2,230	18%
Other	1,820	7%	280	2%	120	1%
Total:	24,340	100%	18,120	100%	12,420	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	15%	15%	10%
AM Peak Period	30%	18%	19%
PM Peak Period	18%	23%	12%

## Plateau

### Demographic Characteristics

Population	15,580	Number of Vehicles	8,240
Households	5,860	Area (km <sup>2</sup> )	13.0
Actively Travelled	11,620		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	4,430	4,010	8,440	65%
Part Time Employed	70	320	390	3%
Student	1,040	870	1,910	15%
Retiree	430	780	1,210	9%
Homemaker	60	380	440	3%
Other	200	360	560	4%
Total:	6,230	6,720	12,950	100%

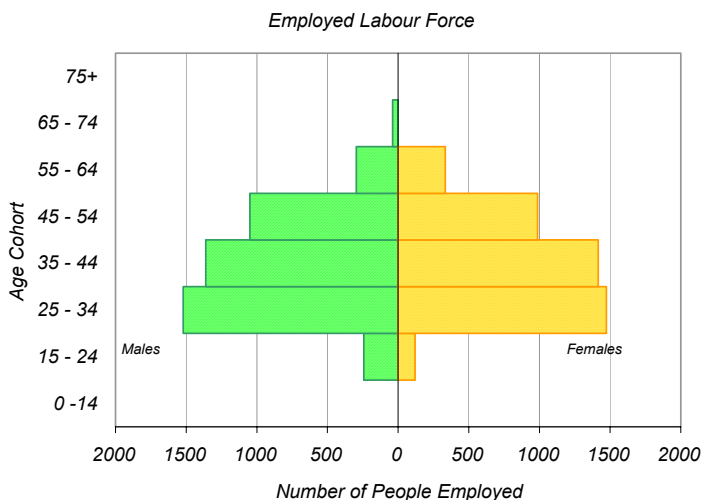
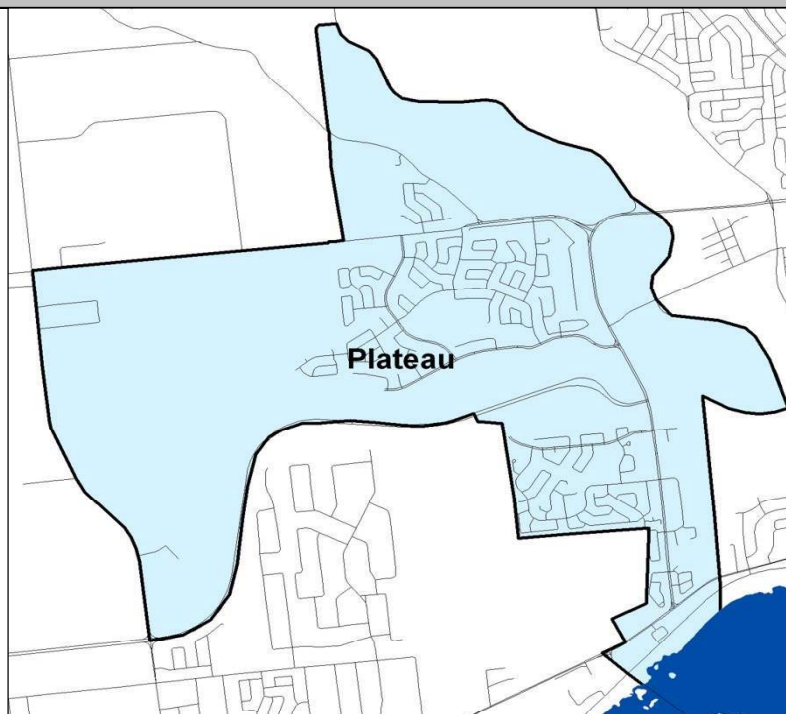
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	1,480	1,700	3,180
Licensed Drivers	5,350	5,710	11,060
Telecommuters	330	270	600

Selected Indicators	
Daily Trips per Person (age 11+)	2.94
Vehicles per Person	0.53
Number of Persons per Household	2.66
Daily Trips per Household	6.50
Vehicles per Household	1.41

Household Size		
1 person	1,520	26%
2 persons	2,000	34%
3 persons	1,080	18%
4 persons	940	16%
5+ persons	330	6%
Total:	5,870	100%

Households by Vehicle Availability		
0 vehicle	160	3%
1 vehicle	3,390	58%
2 vehicles	2,100	36%
3 vehicles	200	3%
4+ vehicles	10	0%
Total:	5,860	100%

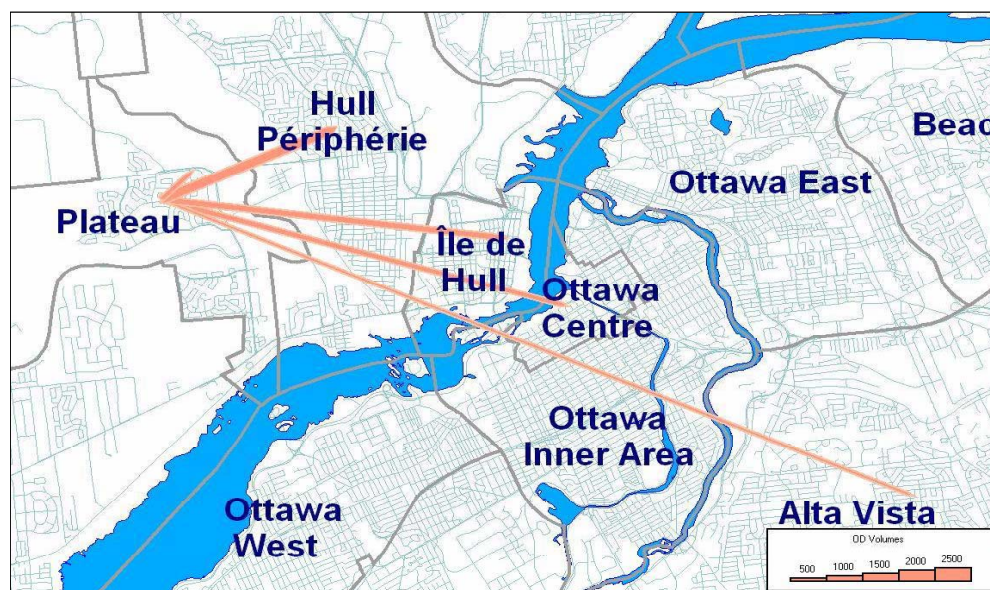
Households by Dwelling Type		
Single-detached	2,390	41%
Semi-detached	1,850	32%
Townhouse	450	8%
Apartment	880	15%
Other	280	5%
Total:	5,850	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Plateau, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Plateau

AM Peak Period		
District of Destination	Trips	% Total
Ottawa Centre	1,050	12%
Ottawa Inner Area	550	6%
Ottawa East	150	2%
Beacon Hill	290	3%
Alta Vista	610	7%
Hunt Club	140	2%
Merivale	180	2%
Ottawa West	500	6%
Bayshore / Cedarview	180	2%
Orléans	100	1%
Rural East	0	0%
Rural Southeast	0	0%
South Gloucester / Leitrim	0	0%
South Nepean	10	0%
Rural Southwest	60	1%
Kanata / Stittsville	80	1%
Rural West	0	0%
Île de Hull	1,230	14%
Hull Périphérie	1,830	21%
Plateau	940	11%
Aylmer	230	3%
Rural Northwest	30	0%
Pointe Gatineau	370	4%
Gatineau Est	230	3%
Rural Northeast	30	0%
Buckingham / Masson-Anger	10	0%
Ontario Sub-Total:	3,900	44%
Québec Sub-Total:	4,900	56%
Total:	8,800	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	7,520	33%	1,340	6%	210	4%
School	1,660	7%	400	2%	220	4%
Shopping	1,520	7%	3,710	16%	1,180	21%
Leisure	2,250	10%	2,160	10%	530	9%
Medical	500	2%	90	0%	10	0%
Pick up/ Drop off	1,640	7%	1,640	7%	790	14%
Return home	6,490	29%	12,780	56%	2,610	46%
Other	1,020	5%	550	2%	110	2%
Total:	22,600	100%	22,670	100%	5,660	100%

AM Peak Period	From District		To District		Within District	
Work or related	5,530	70%	570	31%	120	13%
School	1,180	15%	360	20%	190	20%
Shopping	40	1%	90	5%	40	4%
Leisure	90	1%	130	7%	10	1%
Medical	60	1%	30	2%	0	0%
Pick up/ Drop off	680	9%	350	19%	480	52%
Return home	90	1%	170	9%	80	9%
Other	180	2%	120	7%	10	1%
Total:	7,850	100%	1,820	100%	930	100%

PM Peak Period	From District		To District		Within District	
Work or related	90	3%	100	1%	0	0%
School	60	2%	0	0%	0	0%
Shopping	300	10%	770	9%	270	16%
Leisure	280	9%	320	4%	150	9%
Medical	40	1%	0	0%	0	0%
Pick up/ Drop off	310	10%	780	9%	190	11%
Return home	1,780	59%	6,170	75%	1,050	63%
Other	160	5%	110	1%	10	1%
Total:	3,020	100%	8,250	100%	1,670	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	50,930		11%
AM Peak Period	10,600	21%	9%
PM Peak Period	12,940	25%	13%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	15,120	67%	15,060	66%	3,500	62%
Auto Passenger	3,580	16%	3,730	16%	600	11%
Public Transit	3,000	13%	2,880	13%	160	3%
Bicycle	310	1%	310	1%	150	3%
Walk	150	1%	180	1%	1,160	21%
Other	450	2%	500	2%	80	1%
Total:	22,610	100%	22,660	100%	5,650	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	4,480	57%	1,210	67%	530	57%
Auto Passenger	930	12%	180	10%	150	16%
Public Transit	2,140	27%	90	5%	60	6%
Bicycle	210	3%	0	0%	10	1%
Walk	40	1%	50	3%	150	16%
Other	60	1%	280	15%	30	3%
Total:	7,860	100%	1,810	100%	930	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	2,000	66%	4,850	59%	1,080	65%
Auto Passenger	560	19%	1,270	15%	180	11%
Public Transit	190	6%	1,790	22%	30	2%
Bicycle	30	1%	220	3%	10	1%
Walk	20	1%	50	1%	330	20%
Other	220	7%	90	1%	40	2%
Total:	3,020	100%	8,270	100%	1,670	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	14%	13%	4%
AM Peak Period	28%	6%	8%
PM Peak Period	7%	23%	2%

# Aylmer

## Demographic Characteristics

Population	40,420	Number of Vehicles	22,880
Households	14,340	Area (km <sup>2</sup> )	95.5
Actively Travelled	29,460		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	9,390	8,430	17,820	51%
Part Time Employed	610	960	1,570	4%
Student	3,800	3,550	7,350	21%
Retiree	2,720	2,690	5,410	15%
Homemaker	270	1,310	1,580	4%
Other	740	810	1,550	4%
Total:	17,530	17,750	35,280	100%

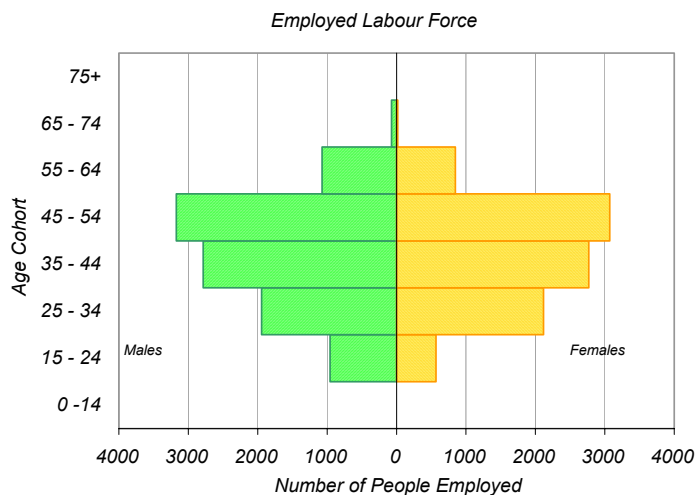
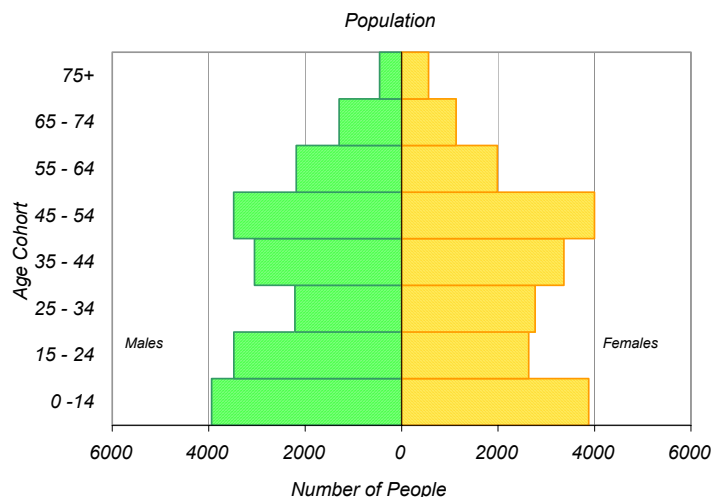
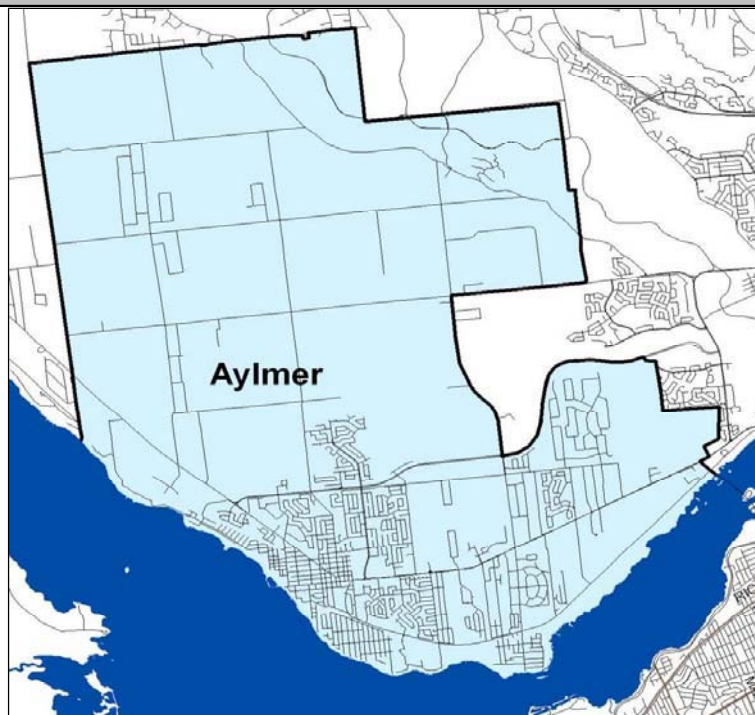
Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,160	3,360	6,520
Licensed Drivers	14,150	13,330	27,480
Telecommuters	1,260	840	2,100

Selected Indicators	
Daily Trips per Person (age 11+)	2.61
Vehicles per Person	0.57
Number of Persons per Household	2.82
Daily Trips per Household	6.41
Vehicles per Household	1.60

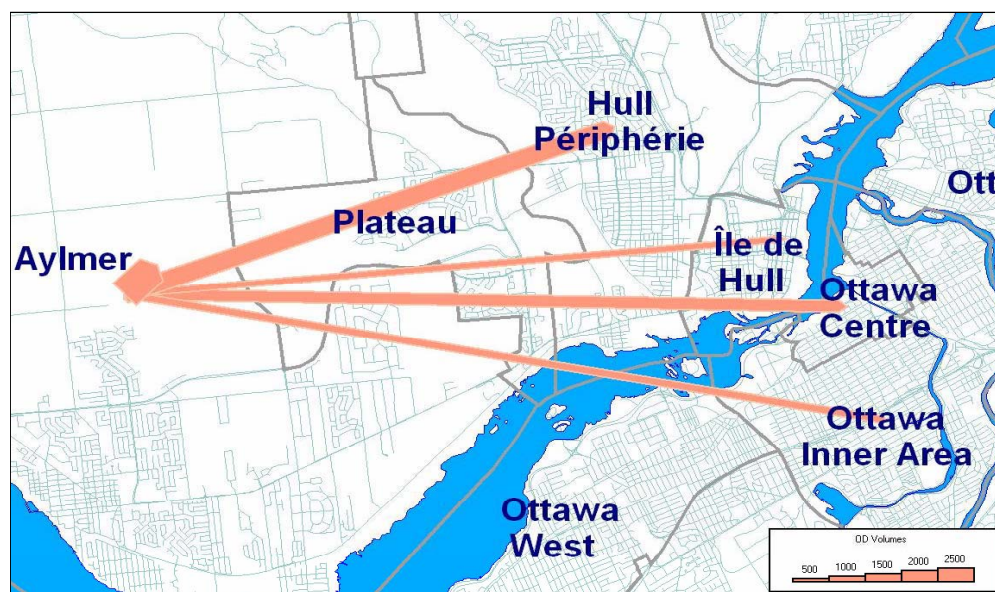
Household Size		
1 person	2,880	20%
2 persons	5,000	35%
3 persons	2,670	19%
4 persons	2,600	18%
5 + persons	1,180	8%
Total:	14,330	100%

Households by Vehicle Availability		
0 vehicle	960	7%
1 vehicle	5,980	42%
2 vehicles	5,860	41%
3 vehicles	1,190	8%
4+ vehicles	340	2%
Total:	14,330	100%

Households by Dwelling Type		
Single-detached	9,770	68%
Semi-detached	1,830	13%
Townhouse	930	6%
Apartment	1,380	10%
Other	430	3%
Total:	14,340	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Top five destinations for trips from Aylmer, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips from Aylmer****AM Peak Period**

District of Destination	Trips	% Total
Ottawa Centre	2,170	11%
Ottawa Inner Area	1,370	7%
Ottawa East	310	2%
Beacon Hill	290	1%
Alta Vista	680	3%
Hunt Club	300	1%
Merivale	920	5%
Ottawa West	910	4%
Bayshore / Cedarview	370	2%
Orléans	80	0%
Rural East	20	0%
Rural Southeast	20	0%
South Gloucester / Leitrim	60	0%
South Nepean	30	0%
Rural Southwest	110	1%
Kanata / Stittsville	300	1%
Rural West	20	0%
Île de Hull	1,180	6%
Hull Périphérie	3,430	17%
Plateau	530	3%
Aylmer	5,850	29%
Rural Northwest	190	1%
Pointe Gatineau	710	3%
Gatineau Est	300	1%
Rural Northeast	80	0%
Buckingham / Masson-Anger	120	1%
Ontario Sub-Total:	7,960	39%
Québec Sub-Total:	12,390	61%
Total:	20,350	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	14,080	39%	3,310	9%	2,390	7%
School	3,900	11%	980	3%	2,600	8%
Shopping	2,410	7%	1,660	5%	4,230	13%
Leisure	3,120	9%	3,010	8%	3,760	12%
Medical	900	3%	180	1%	260	1%
Pick up/ Drop off	2,290	6%	1,740	5%	3,270	10%
Return home	7,610	21%	23,940	67%	14,610	45%
Other	1,510	4%	970	3%	1,270	4%
Total:	35,820	100%	35,790	100%	32,390	100%

AM Peak Period	From District		To District		Within District	
Work or related	9,490	65%	1,680	47%	1,270	22%
School	3,050	21%	860	24%	2,350	40%
Shopping	150	1%	10	0%	180	3%
Leisure	180	1%	280	8%	160	3%
Medical	230	2%	10	0%	20	0%
Pick up/ Drop off	920	6%	310	9%	1,400	24%
Return home	180	1%	300	8%	340	6%
Other	300	2%	150	4%	140	2%
Total:	14,500	100%	3,600	100%	5,860	100%

PM Peak Period	From District		To District		Within District	
Work or related	320	6%	170	1%	220	3%
School	90	2%	10	0%	50	1%
Shopping	410	8%	500	4%	570	8%
Leisure	800	15%	790	6%	680	10%
Medical	30	1%	40	0%	30	0%
Pick up/ Drop off	560	10%	840	6%	790	11%
Return home	2,900	54%	11,400	82%	4,400	63%
Other	230	4%	150	1%	250	4%
Total:	5,340	100%	13,900	100%	6,990	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	104,000		31%
AM Peak Period	23,960	23%	24%
PM Peak Period	26,230	25%	27%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	23,700	66%	23,780	66%	18,420	57%
Auto Passenger	5,270	15%	5,010	14%	3,950	12%
Public Transit	4,600	13%	4,700	13%	2,030	6%
Bicycle	320	1%	300	1%	420	1%
Walk	140	0%	180	1%	6,060	19%
Other	1,780	5%	1,840	5%	1,520	5%
Total:	35,810	100%	35,810	100%	32,400	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	8,180	56%	2,390	66%	2,720	46%
Auto Passenger	1,780	12%	310	9%	600	10%
Public Transit	3,370	23%	130	4%	850	15%
Bicycle	150	1%	20	1%	80	1%
Walk	30	0%	30	1%	960	16%
Other	1,010	7%	720	20%	640	11%
Total:	14,520	100%	3,600	100%	5,850	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	3,930	74%	7,960	57%	4,360	62%
Auto Passenger	850	16%	1,740	13%	700	10%
Public Transit	240	4%	3,070	22%	290	4%
Bicycle	30	1%	190	1%	130	2%
Walk	20	0%	70	1%	1,080	15%
Other	270	5%	870	6%	420	6%
Total:	5,340	100%	13,900	100%	6,980	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	14%	14%	8%
AM Peak Period	25%	5%	20%
PM Peak Period	5%	24%	5%

## Rural Northwest

### Demographic Characteristics

Population	18,280	Number of Vehicles	13,680
Households	7,250	Area (km <sup>2</sup> )	1,235.2
Actively Travelled	12,730		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	4,610	3,540	8,150	52%
Part Time Employed	250	640	890	6%
Student	1,000	1,150	2,150	14%
Retiree	1,340	1,440	2,780	18%
Homemaker	110	730	840	5%
Other	410	320	730	5%
Total:	7,720	7,820	15,540	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	140	390	530
Licensed Drivers	6,760	6,490	13,250
Telecommuters	600	500	1,100

#### Selected Indicators

Daily Trips per Person (age 11+)	2.54
Vehicles per Person	0.75
Number of Persons per Household	2.52
Daily Trips per Household	5.47
Vehicles per Household	1.89

#### Household Size

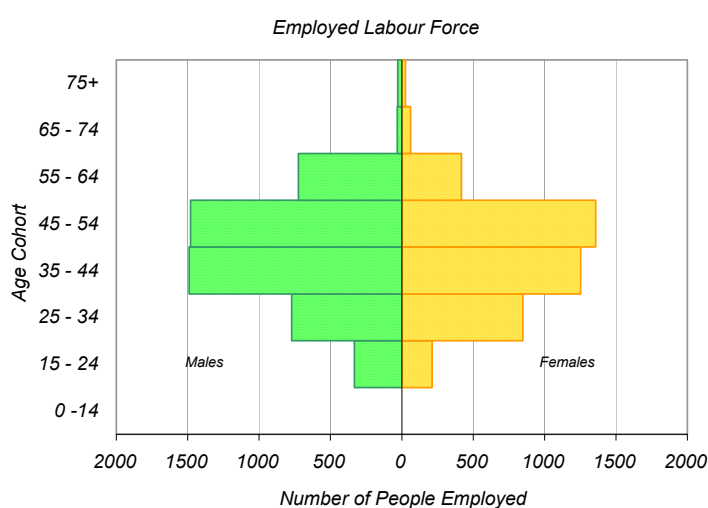
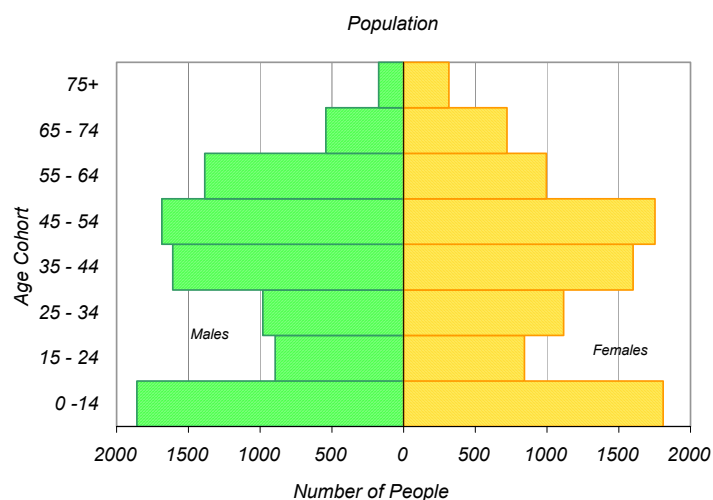
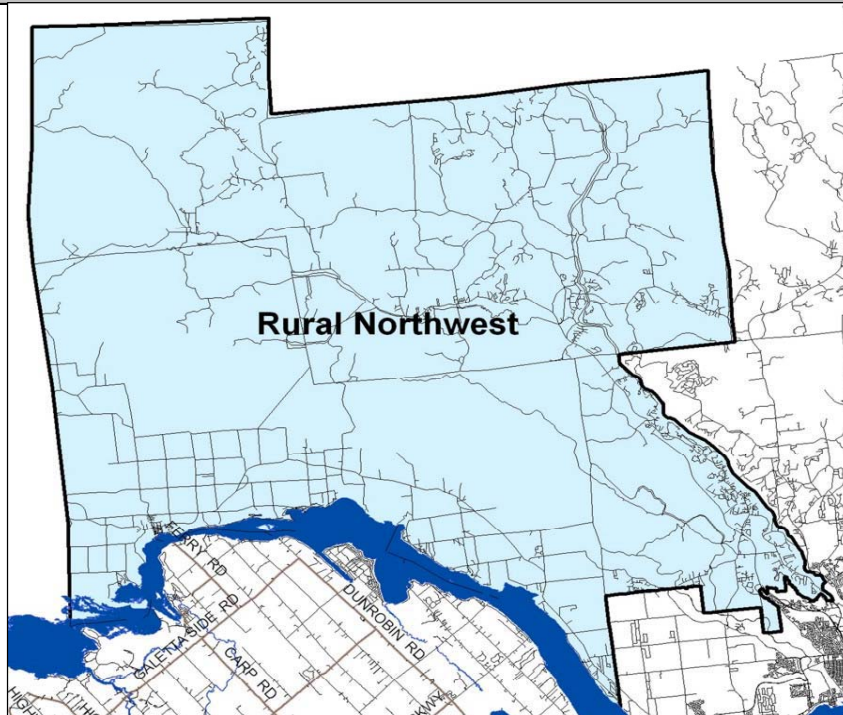
1 person	1,570	22%
2 persons	2,770	38%
3 persons	1,320	18%
4 persons	970	13%
5+ persons	620	9%
Total:	7,250	100%

#### Households by Vehicle Availability

0 vehicle	110	2%
1 vehicle	2,140	29%
2 vehicles	3,990	55%
3 vehicles	730	10%
4+ vehicles	290	4%
Total:	7,260	100%

#### Households by Dwelling Type

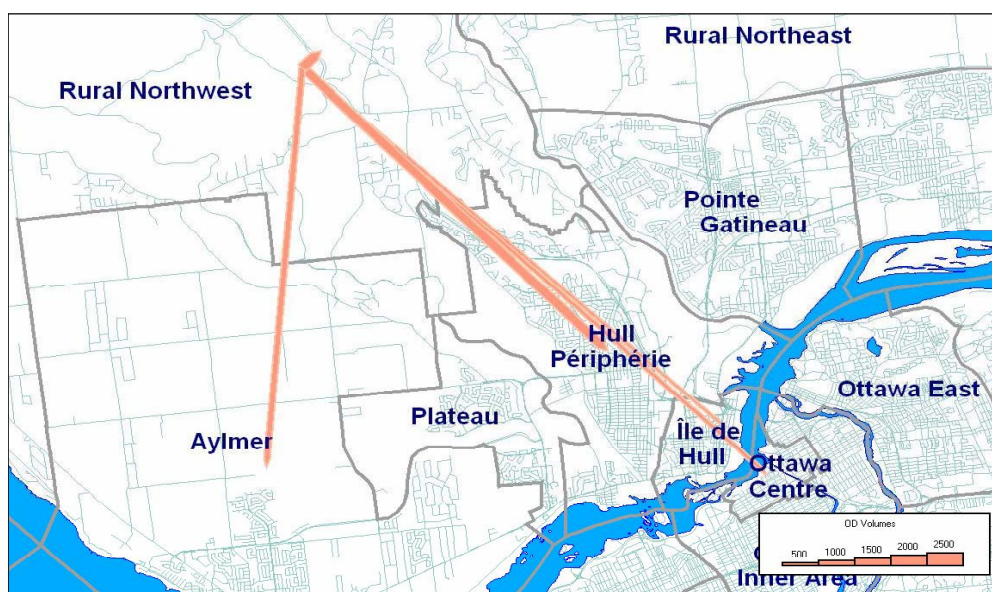
Single-detached	6,620	91%
Semi-detached	160	2%
Townhouse	60	1%
Apartment	190	3%
Other	230	3%
Total:	7,260	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Rural Northwest, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Rural Northwest

#### AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	740	9%
Ottawa Inner Area	490	6%
Ottawa East	180	2%
Beacon Hill	90	1%
Alta Vista	350	4%
Hunt Club	70	1%
Merivale	210	2%
Ottawa West	210	2%
Bayshore / Cedarview	60	1%
Orléans	10	0%
Rural East	0	0%
Rural Southeast	0	0%
South Gloucester / Leitrim	50	1%
South Nepean	30	0%
Rural Southwest	50	1%
Kanata / Stittsville	80	1%
Rural West	0	0%
Île de Hull	600	7%
Hull Périphérie	1,560	19%
Plateau	140	2%
Aylmer	1,020	12%
Rural Northwest	1,870	22%
Pointe Gatineau	250	3%
Gatineau Est	240	3%
Rural Northeast	60	1%
Buckingham / Masson-Anger	60	1%
Ontario Sub-Total:	2,620	31%
Québec Sub-Total:	5,800	69%
Total:	8,420	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	5,800	35%	1,660	10%	1,250	13%
School	2,130	13%	100	1%	480	5%
Shopping	1,570	10%	440	3%	660	7%
Leisure	1,620	10%	1,380	8%	1,440	15%
Medical	500	3%	170	1%	70	1%
Pick up/ Drop off	930	6%	680	4%	870	9%
Return home	3,070	19%	11,410	70%	4,470	46%
Other	720	4%	440	3%	470	5%
Total:	16,340	100%	16,280	100%	9,710	100%

AM Peak Period	From District		To District		Within District	
Work or related	3,720	57%	850	63%	780	42%
School	1,840	28%	70	5%	440	24%
Shopping	90	1%	0	0%	50	3%
Leisure	200	3%	20	1%	50	3%
Medical	110	2%	60	4%	0	0%
Pick up/ Drop off	500	8%	160	12%	370	20%
Return home	50	1%	120	9%	160	9%
Other	50	1%	60	4%	10	1%
Total:	6,560	100%	1,340	100%	1,860	100%

PM Peak Period	From District		To District		Within District	
Work or related	110	6%	10	0%	40	2%
School	20	1%	0	0%	0	0%
Shopping	190	10%	190	3%	60	3%
Leisure	180	10%	280	5%	240	12%
Medical	10	1%	30	0%	0	0%
Pick up/ Drop off	60	3%	330	5%	190	9%
Return home	1,200	64%	5,190	85%	1,440	70%
Other	100	5%	70	1%	80	4%
Total:	1,870	100%	6,100	100%	2,050	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	42,330		23%
AM Peak Period	9,760	23%	19%
PM Peak Period	10,020	24%	20%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	11,700	72%	11,690	72%	6,980	72%
Auto Passenger	2,510	15%	2,600	16%	1,050	11%
Public Transit	540	3%	440	3%	10	0%
Bicycle	120	1%	100	1%	90	1%
Walk	90	1%	90	1%	860	9%
Other	1,380	8%	1,340	8%	710	7%
Total:	16,340	100%	16,260	100%	9,700	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	4,110	63%	1,010	76%	1,270	68%
Auto Passenger	850	13%	110	8%	70	4%
Public Transit	290	4%	140	11%	0	0%
Bicycle	40	1%	20	2%	20	1%
Walk	0	0%	10	1%	120	6%
Other	1,270	19%	40	3%	390	21%
Total:	6,560	100%	1,330	100%	1,870	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	1,320	70%	4,120	68%	1,530	74%
Auto Passenger	330	17%	900	15%	180	9%
Public Transit	160	8%	210	3%	0	0%
Bicycle	40	2%	60	1%	20	1%
Walk	10	1%	20	0%	170	8%
Other	30	2%	780	13%	160	8%
Total:	1,890	100%	6,090	100%	2,060	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	4%	3%	0%
AM Peak Period	6%	11%	0%
PM Peak Period	9%	4%	0%

## Pointe Gatineau

### Demographic Characteristics

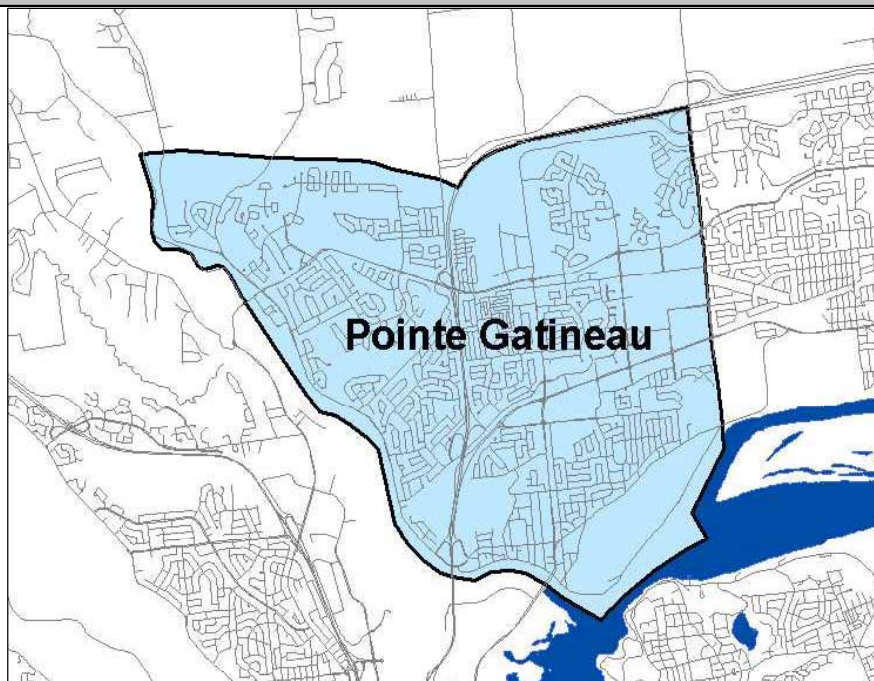
Population	53,530	Number of Vehicles	32,590
Households	22,500	Area (km <sup>2</sup> )	26.9
Actively Travelled	38,050		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	13,090	11,830	24,920	52%
Part Time Employed	580	1,160	1,740	4%
Student	4,310	4,140	8,450	18%
Retiree	3,950	4,670	8,620	18%
Homemaker	170	1,660	1,830	4%
Other	1,170	880	2,050	4%
Total:	23,270	24,340	47,610	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	3,100	3,610	6,710
Licensed Drivers	19,040	18,330	37,370
Telecommuters	1,250	1,270	2,520

#### Selected Indicators

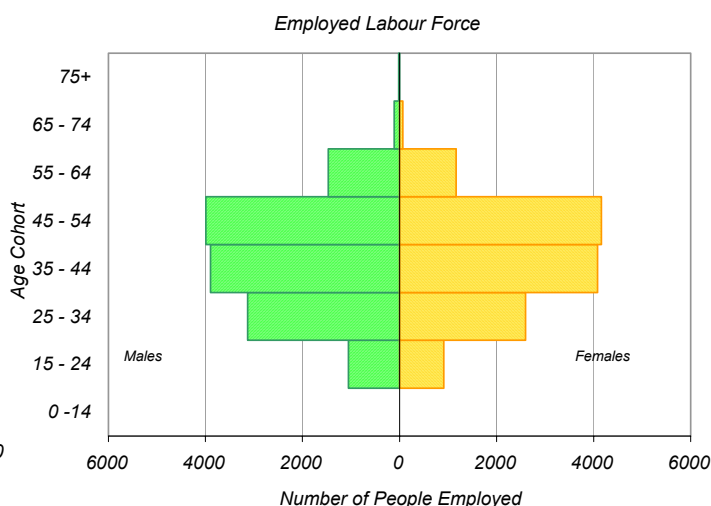
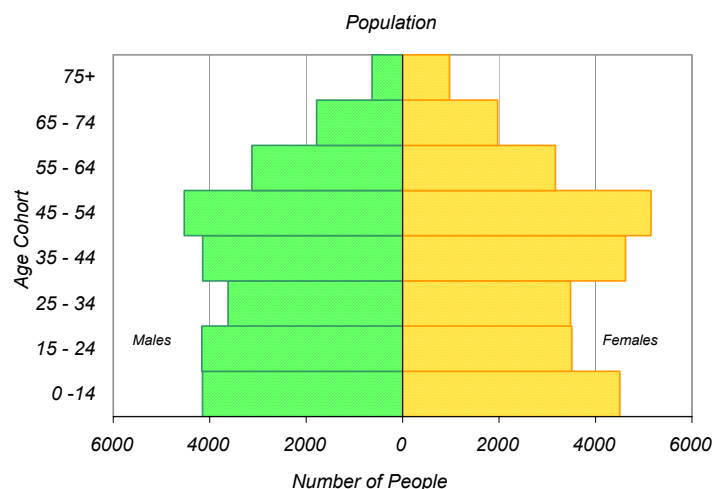
Daily Trips per Person (age 11+)	2.52
Vehicles per Person	0.61
Number of Persons per Household	2.38
Daily Trips per Household	5.32
Vehicles per Household	1.45



Household Size		
1 person	5,480	24%
2 persons	8,300	37%
3 persons	4,200	19%
4 persons	3,310	15%
5+ persons	1,200	5%
Total:	22,490	100%

Households by Vehicle Availability		
0 vehicle	2,140	10%
1 vehicle	10,160	45%
2 vehicles	8,480	38%
3 vehicles	1,430	6%
4+ vehicles	280	1%
Total:	22,490	100%

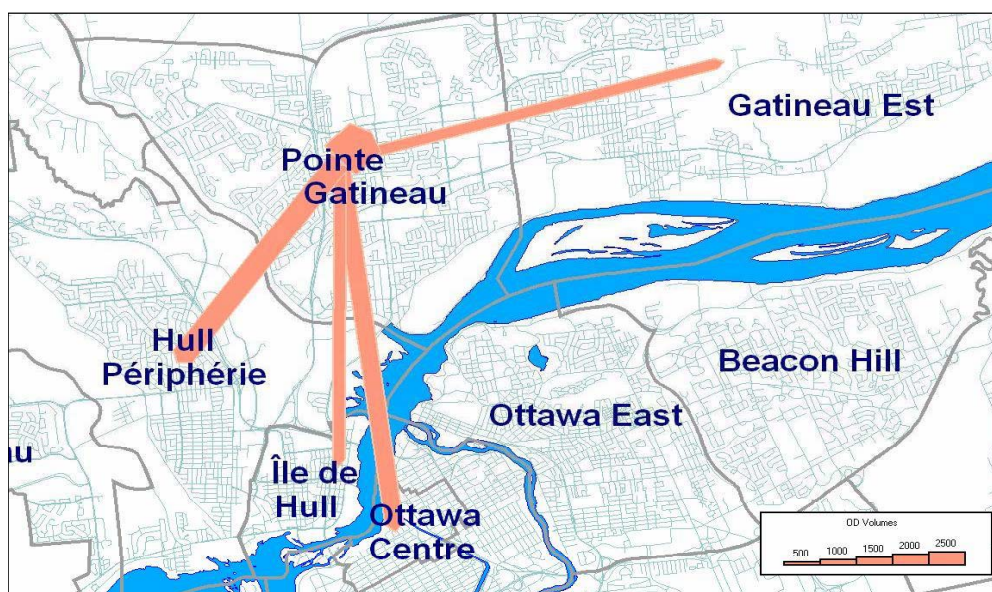
Households by Dwelling Type		
Single-detached	12,280	55%
Semi-detached	2,290	10%
Townhouse	1,930	9%
Apartment	5,110	23%
Other	890	4%
Total:	22,500	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Pointe Gatineau, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Pointe Gatineau

#### AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	3,180	12%
Ottawa Inner Area	1,130	4%
Ottawa East	550	2%
Beacon Hill	460	2%
Alta Vista	850	3%
Hunt Club	70	0%
Merivale	530	2%
Ottawa West	560	2%
Bayshore / Cedarview	320	1%
Orléans	290	1%
Rural East	30	0%
Rural Southeast	0	0%
South Gloucester / Leitrim	70	0%
South Nepean	0	0%
Rural Southwest	110	0%
Kanata / Stittsville	240	1%
Rural West	20	0%
Île de Hull	2,180	9%
Hull Périphérie	4,160	16%
Plateau	160	1%
Aylmer	330	1%
Rural Northwest	60	0%
Pointe Gatineau	7,670	30%
Gatineau Est	2,120	8%
Rural Northeast	350	1%
Buckingham / Masson-Anger	190	1%
Ontario Sub-Total:	8,410	33%
Québec Sub-Total:	17,220	67%
Total:	25,630	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	19,560	29%	9,490	14%	4,440	9%
School	3,320	5%	4,540	7%	3,360	7%
Shopping	4,220	6%	9,500	14%	8,010	16%
Leisure	6,290	9%	6,250	9%	6,020	12%
Medical	710	1%	1,960	3%	860	2%
Pick up/ Drop off	4,310	6%	4,290	6%	3,490	7%
Return home	27,910	41%	29,720	43%	20,540	42%
Other	2,010	3%	2,600	4%	2,370	5%
Total:	68,330	100%	68,350	100%	49,090	100%

AM Peak Period	From District		To District		Within District	
Work or related	12,990	72%	5,930	46%	2,110	27%
School	2,470	14%	4,260	33%	2,580	34%
Shopping	90	1%	420	3%	220	3%
Leisure	290	2%	290	2%	390	5%
Medical	60	0%	360	3%	120	2%
Pick up/ Drop off	1,290	7%	1,010	8%	1,430	19%
Return home	370	2%	400	3%	510	7%
Other	400	2%	310	2%	320	4%
Total:	17,960	100%	12,980	100%	7,680	100%

PM Peak Period	From District		To District		Within District	
Work or related	530	3%	440	2%	190	2%
School	40	0%	0	0%	20	0%
Shopping	520	3%	1,930	10%	1,510	13%
Leisure	1,090	7%	1,250	6%	1,060	9%
Medical	160	1%	190	1%	160	1%
Pick up/ Drop off	1,450	9%	1,800	9%	780	6%
Return home	11,260	73%	14,090	69%	7,940	66%
Other	400	3%	600	3%	410	3%
Total:	15,450	100%	20,310	100%	12,070	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	185,770		26%
AM Peak Period	38,620	21%	20%
PM Peak Period	47,820	26%	25%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	45,730	67%	46,000	67%	28,950	59%
Auto Passenger	10,500	15%	10,410	15%	7,930	16%
Public Transit	6,970	10%	7,030	10%	1,390	3%
Bicycle	430	1%	410	1%	310	1%
Walk	880	1%	800	1%	8,320	17%
Other	3,820	6%	3,690	5%	2,200	4%
Total:	68,330	100%	68,340	100%	49,100	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	10,720	60%	7,430	57%	3,870	51%
Auto Passenger	2,160	12%	1,230	9%	790	10%
Public Transit	3,920	22%	1,340	10%	300	4%
Bicycle	200	1%	100	1%	80	1%
Walk	100	1%	200	2%	1,650	22%
Other	850	5%	2,690	21%	970	13%
Total:	17,950	100%	12,990	100%	7,660	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	9,560	62%	13,140	65%	6,730	56%
Auto Passenger	2,130	14%	2,970	15%	1,730	14%
Public Transit	1,260	8%	3,450	17%	470	4%
Bicycle	120	1%	230	1%	80	1%
Walk	190	1%	140	1%	2,100	17%
Other	2,190	14%	380	2%	950	8%
Total:	15,450	100%	20,310	100%	12,060	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	11%	11%	4%
AM Peak Period	23%	13%	6%
PM Peak Period	10%	18%	5%

## Gatineau Est

### Demographic Characteristics

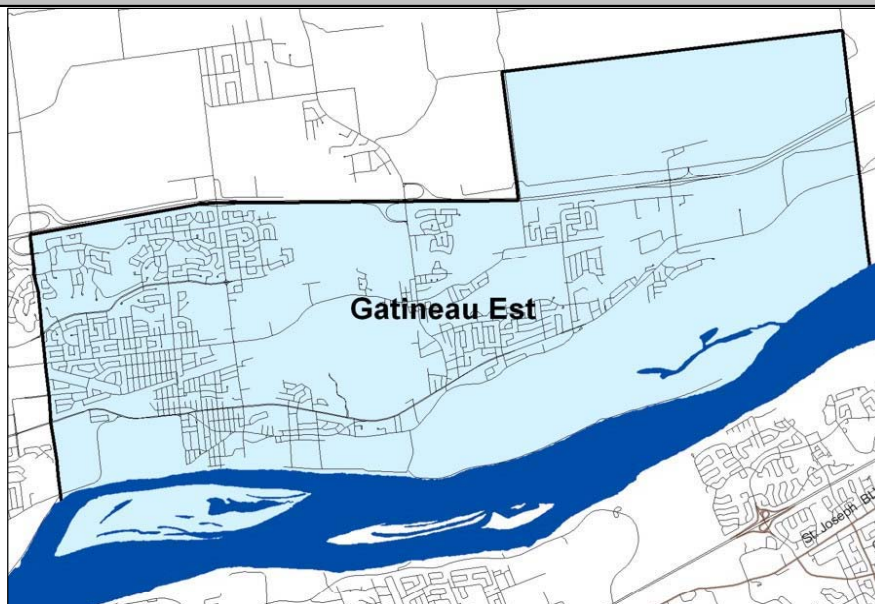
Population	47,740	Number of Vehicles	29,810
Households	18,760	Area (km <sup>2</sup> )	57.0
Actively Travelled	33,840		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	12,490	10,500	22,990	56%
Part Time Employed	420	700	1,120	3%
Student	3,660	3,630	7,290	18%
Retiree	2,840	3,160	6,000	15%
Homemaker	280	1,540	1,820	4%
Other	820	1,070	1,890	5%
Total:	20,510	20,600	41,110	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	2,320	2,840	5,160
Licensed Drivers	16,990	15,930	32,920
Telecommuters	1,060	1,040	2,100

#### Selected Indicators

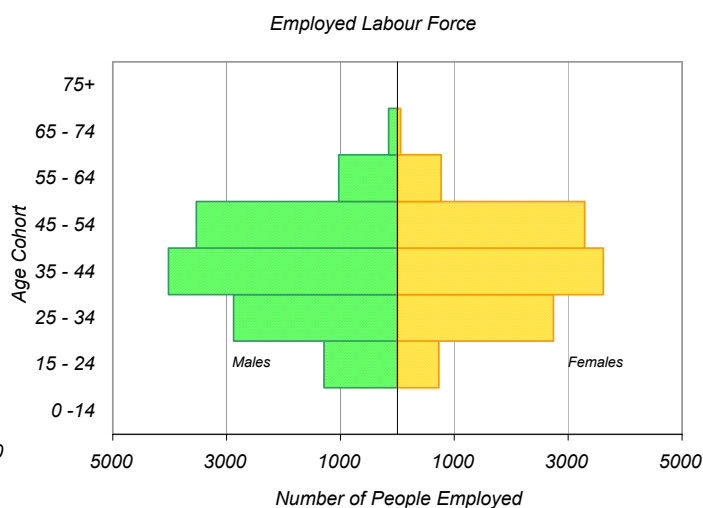
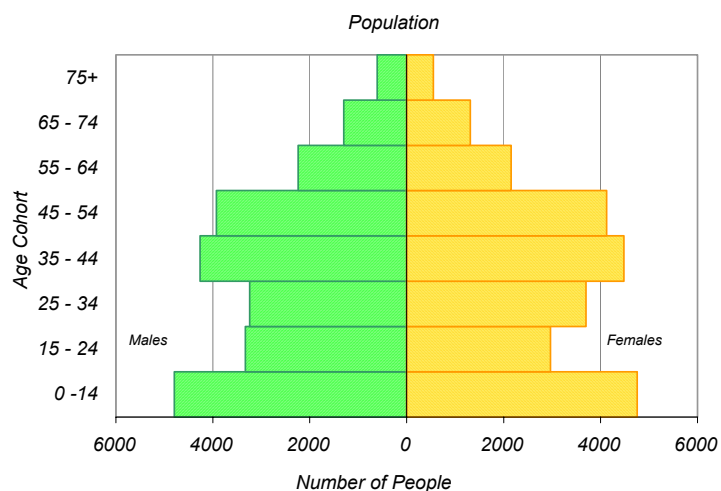
Daily Trips per Person (age 11+)	2.64
Vehicles per Person	0.62
Number of Persons per Household	2.54
Daily Trips per Household	5.79
Vehicles per Household	1.59



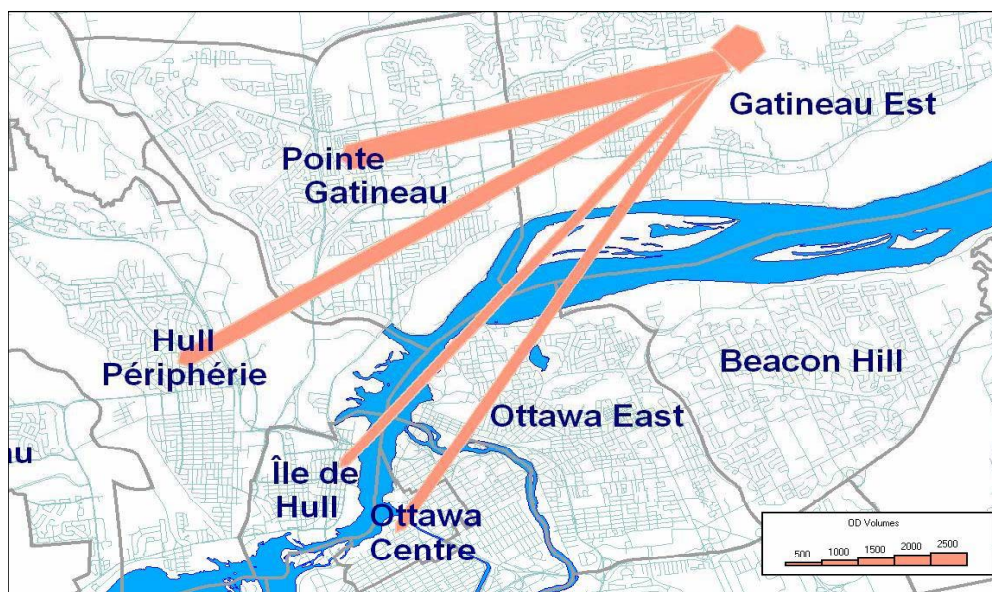
Household Size		
1 person	3,820	20%
2 persons	6,630	35%
3 persons	3,480	19%
4 persons	3,610	19%
5 + persons	1,230	7%
Total:	18,770	100%

Households by Vehicle Availability		
0 vehicle	1,140	6%
1 vehicle	7,850	42%
2 vehicles	7,770	41%
3 vehicles	1,630	9%
4+ vehicles	370	2%
Total:	18,760	100%

Households by Dwelling Type		
Single-detached	11,540	61%
Semi-detached	3,390	18%
Townhouse	590	3%
Apartment	2,500	13%
Other	750	4%
Total:	18,770	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

**Travel Patterns****Top five destinations for trips from Gatineau Est, AM Peak Period**

Full map of TRANS Districts appears in Exhibit 5-1.

**Summary of Trips from Gatineau Est****AM Peak Period**

District of Destination	Trips	% Total
Ottawa Centre	2,060	9%
Ottawa Inner Area	1,070	4%
Ottawa East	360	1%
Beacon Hill	410	2%
Alta Vista	670	3%
Hunt Club	70	0%
Merivale	240	1%
Ottawa West	440	2%
Bayshore / Cedarview	70	0%
Orléans	220	1%
Rural East	0	0%
Rural Southeast	0	0%
South Gloucester / Leitrim	20	0%
South Nepean	30	0%
Rural Southwest	50	0%
Kanata / Stittsville	190	1%
Rural West	40	0%
Île de Hull	1,770	7%
Hull Périphérie	3,220	13%
Plateau	210	1%
Aylmer	360	1%
Rural Northwest	190	1%
Pointe Gatineau	4,710	20%
Gatineau Est	6,990	29%
Rural Northeast	250	1%
Buckingham / Masson-Anger	410	2%
Ontario Sub-Total:	5,940	25%
Québec Sub-Total:	18,110	75%
Total:	24,050	100%

**Trips by Trip Purpose**

24 Hours	From District		To District		Within District	
Work or related	17,840	34%	5,700	11%	3,090	10%
School	4,180	8%	2,280	4%	3,550	11%
Shopping	5,650	11%	2,590	5%	2,100	7%
Leisure	4,730	9%	4,340	8%	3,730	12%
Medical	860	2%	400	1%	80	0%
Pick up/ Drop off	3,760	7%	3,230	6%	3,130	10%
Return home	13,050	25%	31,670	61%	14,100	45%
Other	1,900	4%	1,410	3%	1,210	4%
Total:	51,970	100%	51,620	100%	30,990	100%

AM Peak Period	From District		To District		Within District	
Work or related	11,190	66%	3,370	47%	1,640	23%
School	3,260	19%	2,100	29%	3,090	44%
Shopping	280	2%	20	0%	120	2%
Leisure	340	2%	270	4%	200	3%
Medical	90	1%	70	1%	0	0%
Pick up/ Drop off	1,290	8%	770	11%	1,330	19%
Return home	180	1%	470	7%	460	7%
Other	430	3%	90	1%	150	2%
Total:	17,060	100%	7,160	100%	6,990	100%

PM Peak Period	From District		To District		Within District	
Work or related	470	6%	210	1%	200	3%
School	0	0%	40	0%	40	1%
Shopping	1,150	13%	480	3%	520	8%
Leisure	820	10%	1,020	6%	540	8%
Medical	80	1%	50	0%	20	0%
Pick up/ Drop off	1,000	12%	1,330	7%	800	13%
Return home	4,720	55%	14,710	80%	4,020	63%
Other	290	3%	480	3%	250	4%
Total:	8,530	100%	18,320	100%	6,390	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	134,580		23%
AM Peak Period	31,210	23%	22%
PM Peak Period	33,240	25%	19%

**Trips by Travel Mode**

24 Hours	From District		To District		Within District	
Auto Driver	35,400	68%	35,130	68%	17,130	55%
Auto Passenger	7,780	15%	7,870	15%	3,630	12%
Public Transit	4,800	9%	4,340	8%	200	1%
Bicycle	300	1%	260	1%	250	1%
Walk	660	1%	870	2%	6,390	21%
Other	3,020	6%	3,160	6%	3,400	11%
Total:	51,960	100%	51,630	100%	31,000	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	10,210	60%	4,480	63%	3,420	49%
Auto Passenger	2,120	12%	780	11%	490	7%
Public Transit	3,020	18%	330	5%	40	1%
Bicycle	140	1%	30	0%	20	0%
Walk	200	1%	100	1%	1,290	18%
Other	1,360	8%	1,430	20%	1,730	25%
Total:	17,050	100%	7,150	100%	6,990	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	6,060	71%	11,720	64%	4,230	66%
Auto Passenger	1,470	17%	2,500	14%	590	9%
Public Transit	360	4%	2,760	15%	80	1%
Bicycle	90	1%	120	1%	60	1%
Walk	80	1%	200	1%	1,080	17%
Other	460	5%	1,010	6%	330	5%
Total:	8,520	100%	18,310	100%	6,370	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	10%	9%	1%
AM Peak Period	20%	6%	1%
PM Peak Period	5%	16%	2%

## Rural Northeast

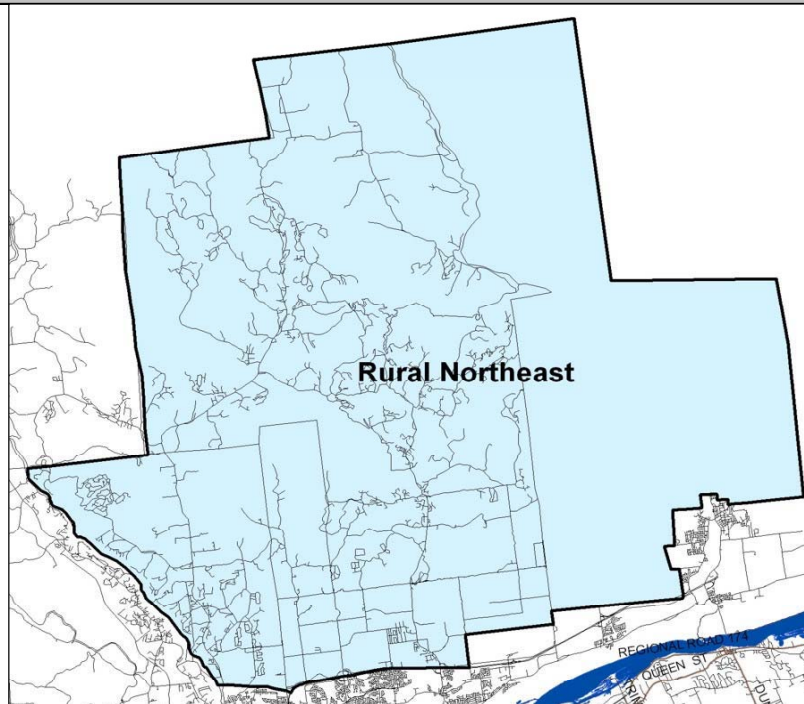
### Demographic Characteristics

Population	27,930	Number of Vehicles	19,270
Households	9,790	Area (km <sup>2</sup> )	685.0
Actively Travelled	18,650		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	7,810	5,630	13,440	56%
Part Time Employed	540	770	1,310	5%
Student	2,200	1,730	3,930	16%
Retiree	1,440	1,470	2,910	12%
Homemaker	70	1,190	1,260	5%
Other	590	460	1,050	4%
Total:	12,650	11,250	23,900	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	510	760	1,270
Licensed Drivers	10,750	9,290	20,040
Telecommuters	660	530	1,190

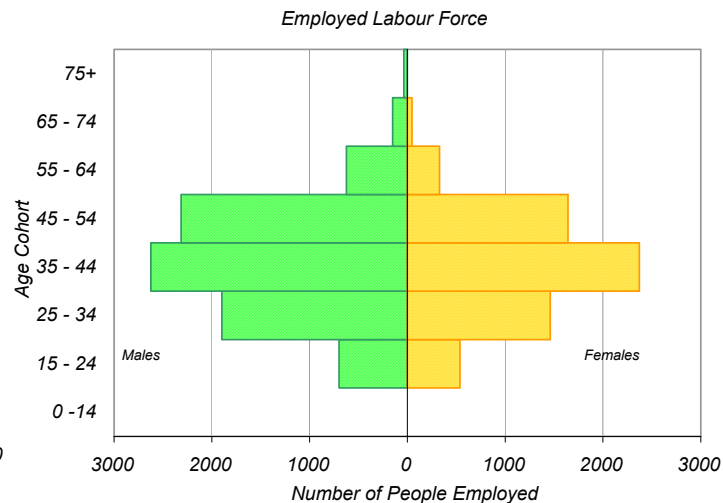
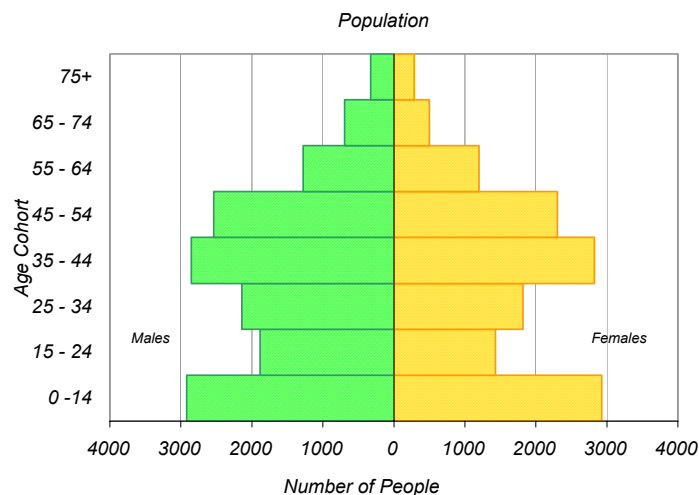
Selected Indicators	
Daily Trips per Person (age 11+)	2.40
Vehicles per Person	0.69
Number of Persons per Household	2.85
Daily Trips per Household	5.86
Vehicles per Household	1.97



Household Size		
1 person	1,380	14%
2 persons	3,670	37%
3 persons	1,840	19%
4 persons	2,090	21%
5+ persons	810	8%
Total:	9,790	100%

Households by Vehicle Availability		
0 vehicle	60	1%
1 vehicle	2,710	28%
2 vehicles	5,290	54%
3 vehicles	1,160	12%
4+ vehicles	580	6%
Total:	9,800	100%

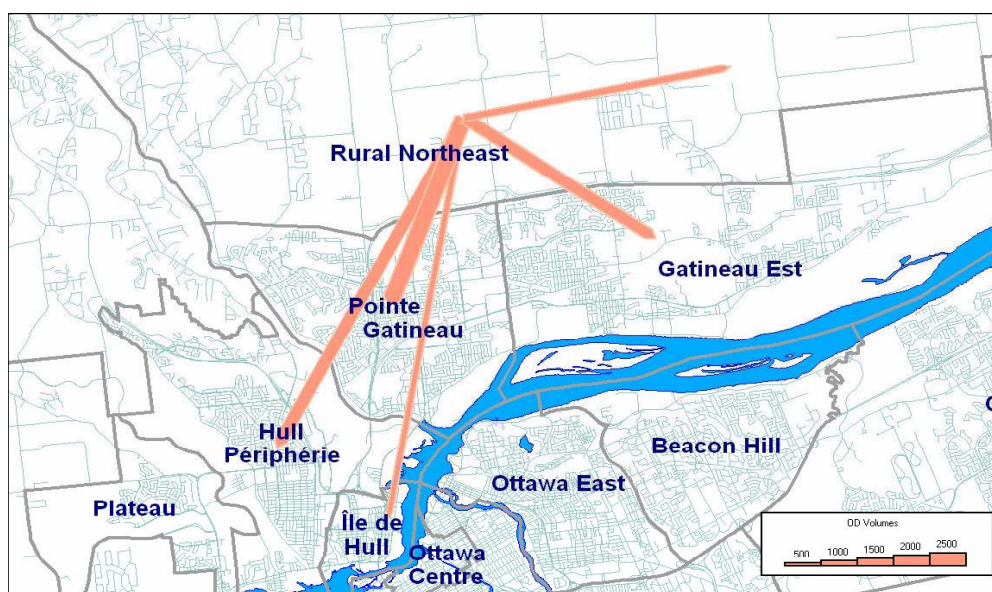
Households by Dwelling Type		
Single-detached	8,840	90%
Semi-detached	100	1%
Townhouse	120	1%
Apartment	340	3%
Other	400	4%
Total:	9,800	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Rural Northeast, AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Rural Northeast AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	930	7%
Ottawa Inner Area	290	2%
Ottawa East	260	2%
Beacon Hill	150	1%
Alta Vista	220	2%
Hunt Club	70	1%
Merivale	280	2%
Ottawa West	200	1%
Bayshore / Cedarview	40	0%
Orléans	90	1%
Rural East	0	0%
Rural Southeast	0	0%
South Gloucester / Leirtrim	10	0%
South Nepean	50	0%
Rural Southwest	0	0%
Kanata / Stittsville	90	1%
Rural West	0	0%
Île de Hull	1,130	8%
Hull Périphérie	2,150	16%
Plateau	180	1%
Aylmer	260	2%
Rural Northwest	180	1%
Pointe Gatineau	2,970	22%
Gatineau Est	2,130	16%
Rural Northeast	1,370	10%
Buckingham / Masson-Anger	400	3%
Ontario Sub-Total:	2,680	20%
Québec Sub-Total:	10,770	80%
Total:	13,450	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,470	38%	1,360	5%	910	15%
School	4,670	17%	210	1%	300	5%
Shopping	2,100	8%	1,020	4%	470	8%
Leisure	2,390	9%	1,930	7%	710	11%
Medical	710	3%	80	0%	50	1%
Pick up/ Drop off	1,710	6%	730	3%	620	10%
Return home	3,700	14%	21,430	79%	2,990	48%
Other	1,450	5%	500	2%	210	3%
Total:	27,200	100%	27,260	100%	6,260	100%

AM Peak Period	From District		To District		Within District	
Work or related	6,110	51%	770	51%	520	38%
School	4,310	36%	150	10%	280	21%
Shopping	220	2%	50	3%	10	1%
Leisure	170	1%	90	6%	30	2%
Medical	170	1%	0	0%	0	0%
Pick up/ Drop off	830	7%	130	9%	370	27%
Return home	30	0%	260	17%	100	7%
Other	230	2%	60	4%	50	4%
Total:	12,070	100%	1,510	100%	1,360	100%

PM Peak Period	From District		To District		Within District	
Work or related	180	6%	80	1%	60	3%
School	20	1%	30	0%	0	0%
Shopping	210	7%	310	3%	150	8%
Leisure	460	16%	270	2%	160	9%
Medical	60	2%	0	0%	40	2%
Pick up/ Drop off	410	15%	450	4%	100	5%
Return home	1,260	45%	10,610	90%	1,310	72%
Other	210	7%	100	1%	0	0%
Total:	2,810	100%	11,850	100%	1,820	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	60,720		10%
AM Peak Period	14,940	25%	9%
PM Peak Period	16,480	27%	11%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	17,860	66%	18,000	66%	4,750	76%
Auto Passenger	4,470	16%	4,480	16%	610	10%
Public Transit	1,060	4%	1,040	4%	0	0%
Bicycle	80	0%	110	0%	70	1%
Walk	80	0%	110	0%	170	3%
Other	3,650	13%	3,530	13%	650	10%
Total:	27,200	100%	27,270	100%	6,250	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	6,510	54%	1,200	80%	970	71%
Auto Passenger	1,360	11%	170	11%	110	8%
Public Transit	740	6%	60	4%	0	0%
Bicycle	10	0%	0	0%	0	0%
Walk	10	0%	0	0%	30	2%
Other	3,440	29%	70	5%	250	18%
Total:	12,070	100%	1,500	100%	1,360	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	2,070	74%	7,090	60%	1,360	75%
Auto Passenger	630	23%	1,730	15%	200	11%
Public Transit	30	1%	780	7%	0	0%
Bicycle	20	1%	20	0%	0	0%
Walk	0	0%	0	0%	70	4%
Other	50	2%	2,230	19%	190	10%
Total:	2,800	100%	11,850	100%	1,820	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	5%	4%	0%
AM Peak Period	9%	4%	0%
PM Peak Period	1%	8%	0%

## Buckingham/ Masson-Angers

### Demographic Characteristics

Population	23,190	Number of Vehicles	15,790
Households	9,410	Area (km <sup>2</sup> )	81.2
Actively Travelled	15,840		

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	5,410	4,440	9,850	49%
Part Time Employed	330	470	800	4%
Student	1,680	1,960	3,640	18%
Retiree	1,720	1,980	3,700	19%
Homemaker	180	930	1,110	6%
Other	450	350	800	4%
Total:	9,770	10,130	19,900	100%

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	460	730	1,190
Licensed Drivers	8,270	7,940	16,210
Telecommuters	620	330	950

#### Selected Indicators

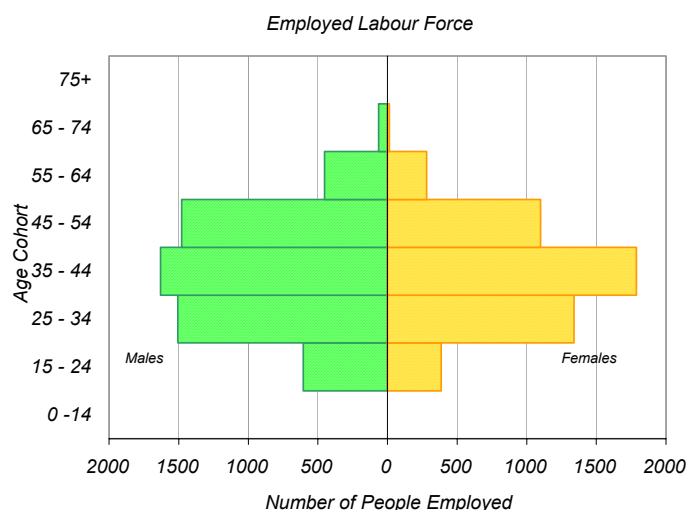
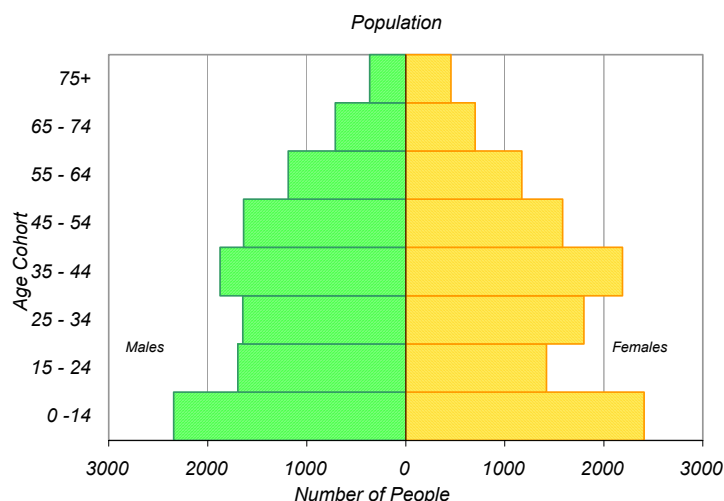
Daily Trips per Person (age 11+)	2.24
Vehicles per Person	0.68
Number of Persons per Household	2.46
Daily Trips per Household	4.73
Vehicles per Household	1.68



Household Size		
1 person	1,950	21%
2 persons	3,370	36%
3 persons	1,860	20%
4 persons	1,750	19%
5+ persons	480	5%
Total:	9,410	100%

Households by Vehicle Availability		
0 vehicle	350	4%
1 vehicle	3,680	39%
2 vehicles	4,280	46%
3 vehicles	910	10%
4+ vehicles	180	2%
Total:	9,400	100%

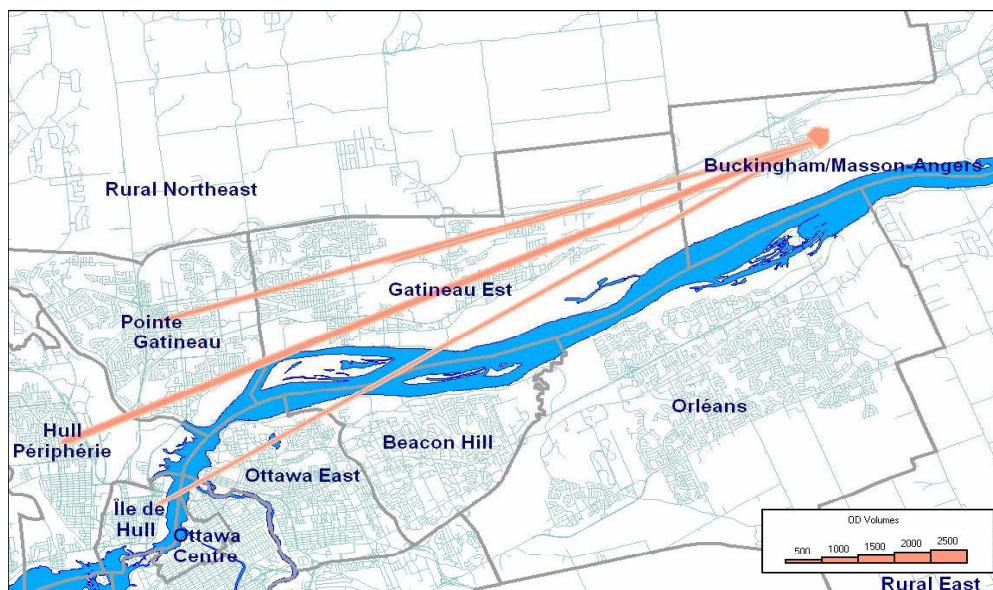
Households by Dwelling Type		
Single-detached	6,110	65%
Semi-detached	1,700	18%
Townhouse	490	5%
Apartment	800	9%
Other	310	3%
Total:	9,410	100%



Additional sources for demographic information: City of Ottawa, Institut de la statistique du Québec

## Travel Patterns

### Top five destinations for trips from Buckingham/ Masson-Angers AM Peak Period



Full map of TRANS Districts appears in Exhibit 5-1.

### Summary of Trips from Buckingham / Masson-Angers, AM Peak Period

District of Destination	Trips	% Total
Ottawa Centre	180	2%
Ottawa Inner Area	240	3%
Ottawa East	60	1%
Beacon Hill	140	2%
Alta Vista	220	3%
Hunt Club	40	0%
Merivale	70	1%
Ottawa West	70	1%
Bayshore / Cedarview	0	0%
Orléans	70	1%
Rural East	0	0%
Rural Southeast	20	0%
South Gloucester / Leitrim	0	0%
South Nepean	0	0%
Rural Southwest	20	0%
Kanata / Stittsville	30	0%
Rural West	0	0%
Île de Hull	680	8%
Hull Périphérie	1,330	15%
Plateau	40	0%
Aylmer	80	1%
Rural Northwest	60	1%
Pointe Gatineau	870	10%
Gatineau Est	610	7%
Rural Northeast	250	3%
Buckingham / Masson-Anger	3,680	42%
Ontario Sub-Total:	1,160	13%
Québec Sub-Total:	7,600	87%
Total:	8,760	100%

### Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	6,480	41%	1,820	12%	2,280	12%
School	1,220	8%	350	2%	1,500	8%
Shopping	1,170	7%	690	4%	1,990	10%
Leisure	1,360	9%	1,310	8%	2,560	13%
Medical	400	3%	60	0%	340	2%
Pick up/ Drop off	980	6%	520	3%	1,160	6%
Return home	3,490	22%	10,500	67%	8,740	45%
Other	630	4%	490	3%	840	4%
Total:	15,730	100%	15,740	100%	19,410	100%

AM Peak Period	From District		To District		Within District	
Work or related	3,340	66%	1,060	65%	1,230	33%
School	990	19%	250	15%	1,380	38%
Shopping	70	1%	40	2%	110	3%
Leisure	120	2%	10	1%	140	4%
Medical	120	2%	0	0%	40	1%
Pick up/ Drop off	300	6%	60	4%	470	13%
Return home	20	0%	170	10%	250	7%
Other	120	2%	50	3%	60	2%
Total:	5,080	100%	1,640	100%	3,680	100%

PM Peak Period	From District		To District		Within District	
Work or related	140	6%	30	1%	100	2%
School	0	0%	20	0%	20	0%
Shopping	290	12%	150	3%	290	7%
Leisure	220	9%	360	6%	450	11%
Medical	20	1%	30	1%	50	1%
Pick up/ Drop off	320	13%	190	3%	260	6%
Return home	1,370	56%	5,020	86%	2,800	69%
Other	80	3%	20	0%	100	2%
Total:	2,440	100%	5,820	100%	4,070	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	50,880		38%
AM Peak Period	10,400	20%	35%
PM Peak Period	12,330	24%	33%

### Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	11,600	74%	11,660	74%	11,850	61%
Auto Passenger	2,390	15%	2,330	15%	2,460	13%
Public Transit	930	6%	900	6%	100	1%
Bicycle	80	1%	100	1%	290	1%
Walk	80	1%	40	0%	2,910	15%
Other	650	4%	710	5%	1,810	9%
Total:	15,730	100%	15,740	100%	19,420	100%

AM Peak Period	From District		To District		Within District	
Auto Driver	3,610	71%	1,220	73%	1,930	53%
Auto Passenger	660	13%	110	7%	300	8%
Public Transit	420	8%	120	7%	10	0%
Bicycle	20	0%	30	2%	60	2%
Walk	0	0%	0	0%	490	13%
Other	370	7%	190	11%	880	24%
Total:	5,080	100%	1,670	100%	3,670	100%

PM Peak Period	From District		To District		Within District	
Auto Driver	1,910	79%	3,980	69%	2,360	58%
Auto Passenger	320	13%	920	16%	430	11%
Public Transit	70	3%	580	10%	50	1%
Bicycle	30	1%	10	0%	40	1%
Walk	20	1%	0	0%	500	12%
Other	80	3%	310	5%	690	17%
Total:	2,430	100%	5,800	100%	4,070	100%

Transit Share of Motorized Modes(%)	From District	To District	Within District
24 Hours	6%	6%	1%
AM Peak Period	9%	8%	0%
PM Peak Period	3%	11%	2%

## **6. ORIGIN – DESTINATION MATRICES**

**Exhibit 6-1** presents person trip matrices for all trips (all modes and all purposes) for the 24-hour period, for the 26 TRANS Districts. **Exhibit 6-2** and **Exhibit 6-3** present the same information for the AM and PM peak periods, respectively.

The numbers differ somewhat from those in the original consultants' report, based on additional analysis.

Exhibit 6-1: 24-Hour Person Trips – All Modes, All Purposes (26 TRANS Districts)

Origin / Destination	Ottawa Centre	Ottawa Inner Area	Ottawa East	Beacon Hill	Alta Vista	Hunt Club	Mervale	Ottawa West	Bayshore / Cedarview	Orléans	Rural East	Rural Southeast	South Gloucester / Leiflin	South Nepean	Rural Southwest	Kanata / Stittsville	Rural West	Île de Hull	Hull Périphérie	Plateau	Aylmer	Rural Northwest	Pointe Gatineau	Gatineau Est	Rural Northeast	Bu/Masson-Angers	Total
Ottawa Centre	25,000	31,000	8,900	4,300	10,600	6,000	7,700	7,200	6,100	11,500	600	1,800	700	4,100	1,200	5,600	1,000	2,100	4,800	1,500	3,600	1,000	4,700	3,100	1,400	500	155,700
Ottawa Inner Area	30,500	101,500	14,200	6,800	24,600	12,100	20,200	12,600	11,200	10,600	800	2,000	1,200	4,500	1,900	8,100	1,200	3,100	4,500	1,000	2,900	1,200	2,300	1,900	1,000	500	282,400
Ottawa East	8,300	14,100	42,200	10,300	14,400	3,300	5,100	3,300	2,700	9,200	700	1,400	400	1,400	800	2,300	500	1,200	2,000	200	700	500	1,500	800	700	500	128,600
Beacon Hill	4,400	6,700	10,200	24,400	8,400	1,600	2,300	1,900	1,600	12,800	600	500	200	700	600	1,200	200	600	1,400	300	700	100	800	600	300	300	83,300
Alta Vista	10,600	23,900	14,100	8,500	75,600	21,100	13,900	6,000	7,600	15,000	1,400	3,500	1,500	4,800	1,800	6,200	900	1,300	2,400	900	1,500	700	2,100	1,400	600	500	227,700
Hunt Club	5,600	11,900	3,000	1,600	20,900	30,900	8,800	3,300	3,600	3,200	300	3,100	1,800	1,900	1,300	2,400	400	1,000	800	200	700	200	400	300	200	100	107,800
Mervale	8,200	19,400	5,400	2,400	13,600	8,400	79,000	20,200	23,900	5,900	300	2,100	1,400	11,400	4,300	11,100	1,700	1,200	1,600	500	1,800	600	1,000	400	500	200	226,500
Ottawa West	6,900	13,300	3,100	1,600	6,300	2,700	19,700	52,600	18,200	3,100	300	600	400	3,800	1,100	5,300	800	1,500	1,600	800	1,700	500	1,100	1,000	500	200	148,500
Bayshore / Cedarview	6,400	11,100	2,900	1,700	7,600	3,600	23,900	18,100	61,300	3,000	400	800	700	9,600	3,000	17,200	2,100	1,100	1,200	300	900	300	700	400	200	100	178,600
Orléans	11,500	10,900	9,500	12,300	14,800	2,900	5,900	3,000	3,300	117,900	6,000	1,400	800	1,300	800	2,500	300	1,600	1,900	200	300	300	800	600	300	400	211,400
Rural East	600	1,000	700	800	1,400	300	400	300	300	5,900	3,100	200	100	100	100	200	100	100	100	0	100	100	100	100	0	0	18,100
Rural Southeast	1,700	1,900	1,400	600	3,600	3,000	2,000	400	800	1,400	200	12,900	900	1,000	2,200	700	100	100	200	0	0	0	100	100	0	0	36,400
South Gloucester / Leiflin	800	1,200	500	200	1,700	1,800	1,200	400	700	700	100	900	2,300	300	1,000	400	0	200	100	0	200	100	100	100	100	0	15,100
South Nepean	4,200	4,700	1,300	600	4,700	1,900	11,700	3,400	9,400	1,100	100	900	400	44,600	2,400	4,500	500	600	800	0	200	100	100	100	100	0	98,400
Rural Southwest	1,200	1,900	800	500	2,100	1,300	4,100	1,300	3,200	800	100	2,300	1,100	2,000	15,700	6,100	800	200	200	100	200	100	300	200	100	100	46,500
Kanata / Stittsville	5,700	8,100	2,200	1,200	6,000	2,400	10,800	4,800	17,400	2,400	300	800	400	4,500	6,200	115,500	8,600	900	800	200	700	300	600	400	300	100	201,400
Rural West	1,000	1,400	500	200	900	300	1,900	1,000	2,000	300	100	100	100	500	800	8,100	9,900	200	100	0	0	100	100	100	0	100	29,600
Île de Hull	2,300	3,300	1,100	800	1,200	800	1,300	1,400	1,200	1,500	0	100	200	600	200	800	100	5,400	9,500	2,000	1,900	700	4,300	2,800	1,700	1,100	46,300
Hull Périphérie	5,000	4,200	2,100	1,400	2,200	800	1,400	1,400	1,100	1,700	200	100	100	700	200	800	100	9,500	57,100	7,300	7,500	3,600	14,100	7,800	4,400	2,800	137,600
Plateau	1,600	1,200	300	400	1,000	200	500	800	300	300	0	0	0	0	100	200	0	1,900	7,000	5,700	2,300	700	2,100	1,200	400	300	28,300
Aylmer	3,600	2,900	700	600	1,400	800	2,000	1,700	900	300	0	0	200	200	200	800	100	2,000	7,300	2,300	32,400	2,300	2,700	1,900	800	600	68,200
Rural Northwest	1,100	1,300	500	100	800	200	500	500	300	200	0	0	100	100	100	300	100	800	3,600	700	2,300	9,700	1,000	800	200	200	26,100
Pointe Gatineau	4,600	2,300	1,400	800	2,000	400	1,000	1,100	700	900	100	100	100	200	300	500	100	4,100	13,800	2,200	2,700	1,000	49,100	18,600	6,600	2,900	117,400
Gatineau Est	3,300	2,000	900	700	1,500	300	400	800	400	600	0	100	100	200	200	400	100	3,000	8,200	1,300	1,400	700	18,200	31,000	4,600	2,600	82,900
Rural Northeast	1,600	900	700	300	700	200	600	500	200	200	0	0	0	100	100	300	0	1,700	4,300	400	800	800	6,500	4,700	6,300	1,500	33,500
Bu/Masson-Angers	600	600	400	300	500	100	300	200	100	400	0	100	0	0	100	100	100	1,200	2,800	200	700	200	2,700	2,600	1,500	19,400	35,200
Total:	156,000	282,600	129,000	83,300	228,200	107,300	226,800	148,600	175,300	211,000	15,900	35,400	15,200	98,000	46,800	201,500	29,400	46,200	138,000	28,300	68,200	26,000	117,400	82,600	33,500	35,200	2,768,500

Exhibit 6-2: AM Peak Period Person Trips – All Modes, All Purposes (26 TRANS Districts)

Origin \ Destination	Ottawa Centre	Ottawa Inner Area	Ottawa East	Basoon Hill	Alta Vista	Hunt Club	Mervale	Ottawa West	Bayshore / Cedarview	Orléans	Rural East	Rural Southeast	South Gloucester / Leblim	South Nepean	Rural Southwest	Kanata / Stittsville	Rural West	Île de Hull	Hull Périphérie	Plateau	Aylmer	Rural Northwest	Pointe Galineau Est	Rural Northeast	Bu/Masson-Angers	Total	
Ottawa Centre	2,200	1,400	300	200	800	0	300	500	200	100	0	0	0	100	0	200	0	300	300	0	0	0	100	0	0	7,300	
Ottawa Inner Area	10,100	15,200	1,900	900	4,000	1,000	3,200	2,200	1,400	500	0	100	100	100	100	1,100	100	1,400	600	0	100	0	100	100	100	44,500	
Ottawa East	4,200	3,900	5,800	2,400	2,800	300	1,400	800	500	500	0	100	100	100	200	300	100	600	400	0	0	0	100	100	0	24,700	
Basoon Hill	2,500	2,100	1,500	4,400	2,000	200	800	500	300	1,100	0	0	0	0	100	200	0	300	300	0	0	0	0	0	0	16,200	
Alta Vista	4,900	5,500	1,900	1,900	13,600	1,700	2,100	1,200	1,000	1,100	100	200	100	300	200	900	100	600	400	0	0	0	200	100	0	38,100	
Hunt Club	3,200	3,800	700	800	7,500	4,600	3,200	900	800	400	100	700	200	200	400	500	0	700	300	0	100	0	100	0	0	29,100	
Mervale	4,000	4,600	1,100	500	3,400	800	12,300	4,100	2,600	300	0	100	100	800	300	1,500	100	700	200	0	100	0	0	0	0	37,800	
Ottawa West	3,300	2,900	500	300	1,800	400	3,000	8,000	2,100	200	0	0	0	300	100	1,000	100	700	300	0	100	100	0	0	0	25,300	
Bayshore / Cedarview	3,400	2,900	800	500	2,700	600	5,000	4,000	11,300	200	0	100	100	800	400	2,600	100	700	400	0	0	100	100	0	0	37,100	
Orléans	7,800	4,700	3,400	5,100	5,300	700	2,800	1,500	1,100	21,800	600	200	200	300	200	700	0	1,200	800	0	100	100	100	0	100	58,900	
Rural East	400	400	300	300	600	100	200	100	200	1,800	600	0	0	0	0	100	0	100	100	0	0	0	0	0	0	5,200	
Rural Southeast	1,100	900	600	200	1,500	600	800	100	500	300	100	3,400	200	200	300	200	0	100	100	0	0	0	100	0	0	11,100	
South Gloucester / Leblim	500	400	100	100	800	500	400	200	300	100	0	100	300	100	300	200	0	100	0	0	0	0	100	0	0	4,700	
South Nepean	3,000	2,100	600	300	2,200	600	4,200	1,400	2,600	200	0	200	100	8,400	200	1,700	100	300	400	0	0	0	0	0	0	28,900	
Rural Southwest	700	800	200	200	700	400	1,400	300	800	100	0	700	100	300	3,500	1,400	100	100	100	0	0	0	100	0	0	11,800	
Kanata / Stittsville	3,200	2,600	700	300	2,100	500	3,400	1,300	4,300	300	0	100	0	700	1,100	21,700	800	300	300	0	100	0	100	100	0	44,300	
Rural West	600	600	200	100	400	100	800	400	900	100	0	0	0	0	100	2,900	2,900	100	0	0	0	0	0	0	0	10,200	
Île de Hull	600	500	100	100	300	0	200	400	100	100	0	0	0	0	0	100	0	1,000	800	0	100	0	200	100	0	5,200	
Hull Périphérie	2,700	1,700	500	500	600	200	400	500	300	200	0	0	0	0	0	100	0	3,900	9,500	300	500	300	1,600	700	100	24,900	
Plateau	1,000	600	200	300	600	100	200	500	200	100	0	0	0	0	100	100	0	1,200	1,800	900	200	0	400	200	0	8,800	
Aylmer	2,200	1,400	300	300	700	300	900	900	400	100	0	0	100	0	100	300	0	1,200	3,400	500	5,900	200	700	300	100	20,400	
Rural Northwest	700	500	200	100	300	100	200	200	100	0	0	0	100	0	100	100	0	600	1,600	100	1,000	1,900	300	200	100	8,400	
Pointe Galineau	3,200	1,100	600	500	800	100	500	600	300	300	0	0	100	0	100	200	0	2,200	4,200	200	300	100	7,700	2,100	300	25,600	
Galineau Est	2,100	1,100	400	400	700	100	200	400	100	200	0	0	0	0	100	200	0	1,800	3,200	200	400	200	4,700	7,000	200	24,000	
Rural Northeast	900	300	300	100	200	100	300	200	0	100	0	0	0	100	0	100	0	1,100	2,100	200	300	200	3,000	2,100	1,400	13,400	
Bu/Masson-Angers	200	200	100	100	200	0	100	100	0	100	0	0	0	0	0	0	0	700	1,300	0	100	100	600	200	3,700	8,800	
Total	68,500	61,900	22,900	20,900	56,700	14,200	48,400	31,200	32,200	30,300	1,700	6,300	2,000	12,900	7,900	38,600	4,700	22,100	33,000	2,700	9,500	3,200	20,700	14,100	2,900	5,300	574,800

Exhibit 6-3: PM Peak Period Person Trips – All Modes, All Purposes (26 TRANS Districts)

Origin \ Destination	Ottawa Centre	Ottawa Inner Area	Ottawa East	Beacon Hill	Alta Vista	Hunt/Club	Merivale	Ottawa West	Bayshore / Cedarview	Orléans	Rural East	Rural Southeast	South Gloucester / Leblim	South Nepean	Rural Southwest	Kanata / Stittsville	Rural West	Ile de Hull	Hull Periphérie	Plateau	Aylmer	Rural Northwest	Gatineau Est	Pointe Gatineau	Bu/Masson-Angers	Total	
Ottawa Centre	4,500	10,900	3,900	2,000	4,300	3,000	3,700	2,900	2,900	6,800	400	900	400	2,700	400	3,100	500	800	2,700	1,000	1,900	700	2,900	2,100	1,000	300	66,800
Ottawa Inner Area	4,500	20,200	3,200	1,900	6,400	3,700	5,300	3,000	2,800	3,900	300	800	400	1,800	600	2,400	400	600	1,700	400	1,300	500	1,100	1,100	400	200	69,100
Ottawa East	500	2,400	8,200	2,100	3,200	700	1,000	500	700	3,200	400	400	100	500	200	700	200	200	600	100	200	200	700	500	400	200	28,200
Beacon Hill	400	1,000	2,500	4,600	1,900	600	600	400	500	4,900	200	100	100	400	300	300	100	100	400	200	300	0	400	300	200	200	21,000
Alta Vista	1,400	5,000	3,100	2,200	17,900	6,100	3,600	1,500	2,400	6,000	600	1,200	600	1,800	700	2,300	300	300	700	500	600	300	1,000	700	200	300	61,400
Hunt/Club	300	1,400	700	300	2,800	7,200	1,400	600	800	900	100	700	400	700	300	500	200	0	200	100	400	100	0	100	0	20,500	
Merivale	500	4,000	1,500	800	3,100	2,400	17,000	3,400	5,400	2,300	100	600	400	3,500	1,600	3,500	500	200	600	200	700	200	500	300	200	53,600	
Ottawa West	1,000	3,100	900	500	1,200	900	4,400	11,900	4,500	1,300	100	200	200	1,600	400	1,500	200	300	700	400	900	100	600	400	100	37,600	
Bayshore / Cedarview	600	1,900	800	300	1,300	1,000	4,600	3,300	12,400	1,200	100	400	200	3,000	1,000	4,900	900	100	400	100	400	100	200	100	0	39,100	
Orléans	400	1,100	1,100	1,600	1,600	700	600	200	500	22,400	1,500	200	100	200	100	500	100	100	300	100	100	0	300	300	100	34,300	
Rural East	0	100	0	100	200	100	0	0	0	1,100	900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,700	
Rural Southeast	100	200	200	0	400	600	300	100	100	300	0	2,400	200	200	600	100	0	0	0	0	0	0	0	0	0	5,900	
South Gloucester / Leblim	100	200	100	0	100	300	100	0	100	300	0	300	500	100	200	100	0	0	0	0	100	0	100	100	0	2,900	
South Nepean	100	500	0	100	500	400	1,900	500	1,300	200	100	200	100	9,100	500	700	100	0	200	0	0	0	100	0	0	16,500	
Rural Southwest	0	200	300	0	200	300	600	100	700	300	0	400	200	500	3,000	1,100	100	0	0	100	100	100	100	0	0	8,900	
Kanata / Stittsville	200	1,200	400	300	800	500	1,800	1,100	3,400	600	100	200	200	1,600	1,300	24,100	2,700	200	200	0	300	100	300	200	100	0	41,700
Rural West	100	100	100	100	100	0	300	100	200	0	0	0	0	200	100	1,400	2,000	0	0	0	0	0	100	0	0	5,000	
Ile de Hull	600	1,200	500	300	500	600	600	600	700	1,000	0	100	100	400	0	400	100	1,200	3,600	1,100	1,000	500	2,200	1,500	600	20,400	
Hull Periphérie	600	600	500	300	600	300	200	300	300	700	100	0	0	200	100	400	0	1,500	12,400	2,400	3,100	1,600	4,600	2,000	1,100	36,800	
Plateau	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	1,700	600	200	200	100	4,700		
Aylmer	100	300	200	0	200	100	200	200	100	100	0	0	0	0	0	100	0	200	800	500	7,000	800	400	300	200	12,300	
Rural Northwest	0	200	100	0	100	0	100	0	0	100	0	100	0	0	0	0	0	0	300	100	200	2,000	100	200	100	0	3,900
Pointe Gatineau	300	200	200	0	200	100	0	100	0	100	0	100	0	100	0	100	0	300	2,200	600	900	300	12,100	5,700	2,900	900	27,500
Gatineau Est	200	100	100	100	200	0	0	100	0	0	0	0	0	0	100	100	0	200	900	400	300	100	3,100	6,400	1,600	800	14,900
Rural Northeast	100	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	300	0	100	100	800	700	1,800	300	4,600
Bu/Masson-Angers	0	100	100	0	0	0	100	0	0	100	0	0	0	0	0	0	0	100	200	0	200	0	400	700	4,100	6,500	
Total:	16,700	56,400	28,900	17,700	47,800	29,700	48,400	31,000	40,200	57,900	5,200	9,300	4,300	28,400	11,500	48,500	8,400	6,400	30,600	9,900	20,900	8,200	32,400	24,700	13,700	9,900	646,800