2016 TRANSPORTATION TOMORROW SURVEY – KEY FINDINGS

PRESENTATION TO COMMITTEE OF THE WHOLE

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• Overview and Methodology
• Key Findings
OVERVIEW AND METHODOLOGY
TTS PROVIDES INSIGHT INTO TRAVEL PATTERNS AND TRENDS IN THE GREATER GOLDEN HORSESHOE AREA

The 2016 TTS is the latest in a series of surveys conducted regularly over the past 30 years to correspond with the national census.
TTS Captured Travel Behaviour Over a 24 Hour Weekday in 2016

• 160,000 randomly sampled households across GGHA

• 5.1% of all York Region households completed the survey

• **Household** – Location, size, number of vehicles, type of residence, income

• **Persons** – Age, gender, occupation

• **Trips** – Origin, destination, purpose (work, school, shopping, etc.), departure time, mode(s) of travel
TTS DATA INFORMS A WIDE RANGE OF REGIONAL TRANSPORTATION STUDIES

Allows planners and engineers to better forecast transportation infrastructure needs
KEY FINDINGS

- TRENDING IN THE DESIRED DIRECTION
- NEUTRAL
- NOT TRENDING IN THE DESIRED DIRECTION
Growth in the Region from 2001 to 2016

- **1,109,600 Residents**: 52% Growth since 2001
- **357,000 Households**: 60% Growth since 2001
- **671,000 Personal Vehicles**: 55% Growth since 2001
- **565,200 Workers**: 46% Growth since 2001
2.1 MILLION DAILY TRIPS BY ALL MODES IN YORK REGION IN 2016

The share of daily trips for each municipality is approximately the same as their population share.
RESIDENTS ARE MAKING FEWER TRIPS PER PERSON THAN IN 2001

Since 2001, total daily trips in York Region has grown at a slower rate than the population growth.

People are choosing not to make as many trips as they used to, possibly due to working from home, online shopping or simply choosing not to travel.
MORE PEOPLE ARE USING TRANSIT AND ACTIVE TRANSPORTATION THAN IN 2001

Reflects significant investment by Regional Council and other levels of government in public transit

- **Auto Driver & Passenger**: 79.8% (2001) vs 77.9% (2016)
- **GO Rail & Local Transit**: 7.9% (2001) vs 10.6% (2016)
- **School Bus**: 5.9% (2001) vs 4.1% (2016)
- **Walk/Cycle**: 6.3% (2001) vs 7.1% (2016)
- **Other**: 0.2% (2001) vs 0.3% (2016)
AVERAGE NUMBER OF PEOPLE IN EACH CAR HAS DECLINED

2016 data shows the average has dropped to 1.21 person per vehicle.
TRAVEL PERIODS ARE BUSIER AND THE AFTERNOON PEAK OCCURS OVER A LONGER PERIOD OF TIME THAN THE MORNING PEAK

START TIME OF TRIP BY YORK REGION RESIDENTS

Morning peak period traffic demand creates traveller pressure to increase transportation capacity
YORK RESIDENTS TRAVEL LONG DISTANCES BY CAR TO WORK

It is an area of potential future improvement as more options to both live and work in the Region are created.

<table>
<thead>
<tr>
<th>Region</th>
<th>2001</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durham</td>
<td>17.5</td>
<td>19.3</td>
</tr>
<tr>
<td>Halton</td>
<td>15.6</td>
<td>16.3</td>
</tr>
<tr>
<td>Peel</td>
<td>13.6</td>
<td>14.3</td>
</tr>
<tr>
<td>Hamilton</td>
<td>12.7</td>
<td>13.2</td>
</tr>
<tr>
<td>Hamilton</td>
<td>10.0</td>
<td>11.8</td>
</tr>
<tr>
<td>Toronto</td>
<td>11.4</td>
<td>11.5</td>
</tr>
</tbody>
</table>

Third highest in the GGHA.
TRANSIT, WALKING AND CYCLING POPULAR AMONG YOUNGER TRAVELLERS

DAILY TRIPS BY TRAVEL MODE AND AGE GROUP

- Auto Drive & Passenger
- Local Transit
- GO Rail
- Walk/Cycle
- School Bus
- Other
MORE PEOPLE ARE NOW BOTH LIVING AND WORKING WITHIN THE REGION

60% to 84% trips start and end in York Region during the morning peak period in 2016
TRANSIT CONTINUES TO BE THE MOST UTILIZED MODE OF TRAVEL FROM THE REGION TO DOWNTOWN TORONTO

Since 2001, GO Rail service has expanded including new stations, improved service, increased parking and improved connection with local transit.
### SUMMARY OF TRAVEL TRENDS

<table>
<thead>
<tr>
<th>TRENDING IN THE DESIRED DIRECTION</th>
<th>NEUTRAL</th>
<th>NOT TRENDING IN THE DESIRED DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total daily trips in York Region are growing</td>
<td>![Yellow]</td>
<td>![Red]</td>
</tr>
<tr>
<td>Residents are making fewer trips per person than in 2001</td>
<td>![Green]</td>
<td>![Red]</td>
</tr>
<tr>
<td>More people are using transit, walking or cycling to get around</td>
<td>![Green]</td>
<td>![Red]</td>
</tr>
<tr>
<td>The average number of people in each car has decreased</td>
<td>![Red]</td>
<td>![Red]</td>
</tr>
<tr>
<td>Trend Description</td>
<td>Status</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------</td>
<td>-----------------</td>
<td></td>
</tr>
<tr>
<td>The majority of trips continue to occur during peak periods</td>
<td>Not trending</td>
<td></td>
</tr>
<tr>
<td>York Region residents travel the third longest distance to work by car</td>
<td>Not trending</td>
<td></td>
</tr>
<tr>
<td>Transit, walking and cycling are popular modes among younger travellers</td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>More people are now both living and working in the Region</td>
<td>Trending</td>
<td></td>
</tr>
<tr>
<td>Transit continues to be the most utilized mode of travel to downtown Toronto</td>
<td>Trending</td>
<td></td>
</tr>
</tbody>
</table>
1. The overall findings of the Transportation Tomorrow Survey (TTS) are trending in the desired direction for travel in the Region

2. The TTS is an important data source for transportation planning in the Region

3. Through increased use of transit, cycling and walking, reliance on the automobile for travel has begun to decrease in the Region

4. The 2016 TTS trends indicate that Council’s ongoing focus on investments in transportation initiatives is having a positive impact on travel behaviour
   - Record capital investments in roads and transit
   - Operation of the new Rapidways
   - Leadership in the Greater Toronto Area Smart Commute program
   - Investments in the Centres and Corridors programs
QUESTIONS / DISCUSSION

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