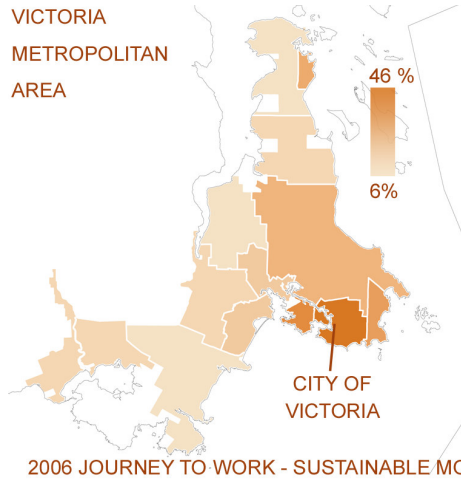
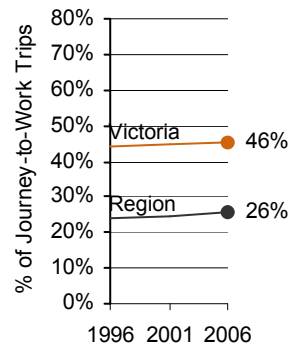


3.1 Transportation Overview

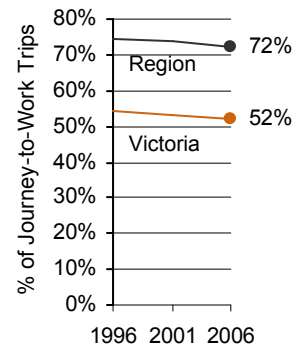


Journey-to-Work Mode Shares, Victoria and Region

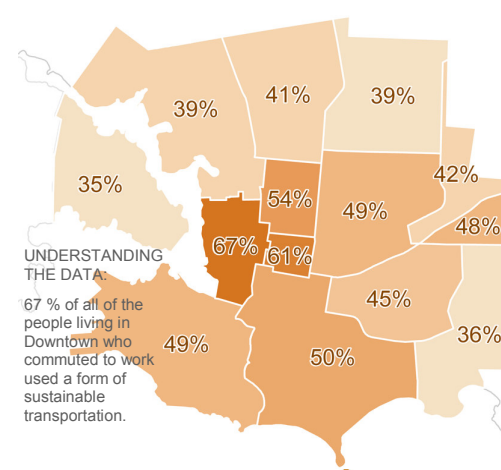
By Sustainable Modes



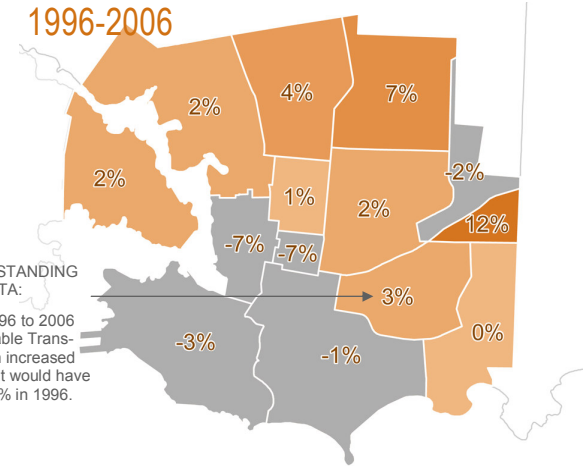
By Vehicle



Journey-to-Work, By Sustainable Modes, by Neighbourhood (2006)



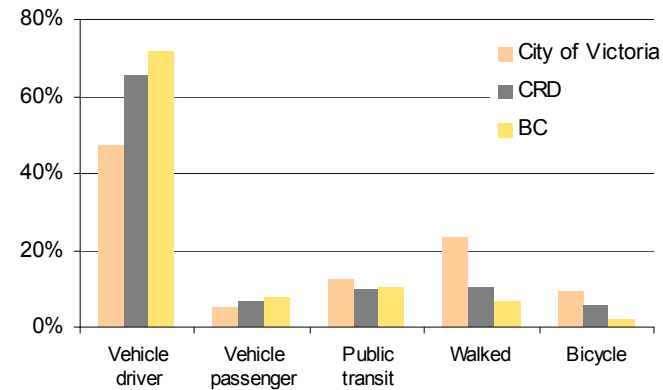
Journey-to-Work Trips, By Sustainable Modes, by Neighbourhood, Change from 1996-2006



In the 2006 Census, under the Statistics Canada grouping for Sustainable transportation (Public Transit, Bicycle and Walk), Victoria tied Montreal for first in Canada with a Sustainable transportation mode share total of 46%. Compared to other municipalities Victoria's walk mode share was 23%, ranking within the top 5 in Canada, bicycle was 10% - tied with Oak Bay for top in Canada, and public transportation was 13%, ranking in the top 40. Census number refer specifically to trips to work, but the data collected in the CRD Origin Destination Survey supports this trend; trips originating in Victoria have the highest proportion of transit + walk + bicycle trips of any municipality in the region.

Most neighbourhoods in Victoria saw an increase in Sustainable transportation modes between 1996 and 2006. Declines in some neighbourhoods may be indirectly related to sharp declines in the proportion of older residents —this is likely in the neighbourhoods of Fairfield and James Bay; and normalization of the population in the Downtown and Harris Green neighbourhoods as residential populations increase.

2006 Journey to Work— Victoria, Region and BC



SOURCE: STATISTICS CANADA

High walk mode shares are usually associated with much smaller municipalities and Victoria is unique in Canada for its high walk mode share; other high-ranking walk mode shares are found in the municipalities of Banff Alta, Iqualuit Nvt, Smithers BC, Nelson BC, and Yellowknife NWT. Vancouver is the highest major city with 12% .

Journey-to-Work Transportation Comparisons with other Canadian Cities

| | Sustainable Transportation | | | Vehicle Driver | Vehicle Passenger | |
|-----------------|----------------------------|----------------|--------|----------------|-------------------|-----------|
| | Total | Public transit | Walked | | | Bicycle |
| Montréal | 46% | 35% | 9% | 2% | 49% | 4% |
| Victoria | 46% | 13% | 23% | 10% | 47% | 5% |
| Toronto | 43% | 34% | 7% | 2% | 49% | 6% |
| Vancouver | 41% | 25% | 12% | 4% | 52% | 6% |
| Ottawa | 32% | 22% | 8% | 1% | 60% | 8% |
| North Vancouver | 32% | 20% | 9% | 2% | 62% | 6% |
| Quebec | 24% | 13% | 9% | 2% | 70% | 6% |
| Calgary | 24% | 17% | 6% | 1% | 67.6 | 8% |

- RELATED SHEETS
- 4.1 PERSONAL MOBILITY
 - 3.2 DAILY COMMUTING
 - 3.4 SUSTAINABLE TRANSPORTATION BREAKDOWN BY NEIGHBOURHOOD

UNDERSTANDING THE DATA:
What is a mode??
A transportation mode (referred to as mode in this profile series) is means a form of transport.
A mode share is the percent of all trips which are done using a particular mode.

For example, using the chart on the left, Victoria has a 10% Bicycle mode share for Journeys to work. The means that of all trips to work, 10% of them are done by bicycle.

3.1 Transportation Overview

! Two primary sources of information inform the transportation characteristics presented in this series— Statistics Canada Census Data, Journey to Work, and the Origin and Destination Household Travel Surveys (OD Survey), produced by the Capital Regional District in 2001 and 2006. One of the primary differences is that the OD Survey data reported here corresponds to trips made for *all* purposes, while Statistics Canada data is related to commuting to work, and only applies to the employed population. Due to a difference in methodologies data from the two is not comparable.

2006 Journey-to-Work Mode Share Data, (Map & Line Graphs)

| | 1996 | | 2001 | | 2006 | |
|------------------------------|------------|------------|------------|------------|------------|------------|
| | Victoria | Region | Victoria | Region | Victoria | Region |
| "Sustainable" | 44% | 24% | 45% | 25% | 46% | 26% |
| Public transit | 12% | 10% | 12% | 10% | 13% | 10% |
| Walked to work | 23% | 10% | 25% | 10% | 23% | 10% |
| Bicycle | 9% | 5% | 8% | 5% | 10% | 6% |
| "Vehicular" | 54% | 74% | 53% | 74% | 52% | 72% |
| Car, truck, van as driver | 49% | 67% | 49% | 68% | 47% | 65% |
| Car, truck, van as passenger | 6% | 7% | 4% | 6% | 5% | 7% |

SOURCE: STATISTICS CANADA , 2006, 2001, 1996 CENSUS

Product Title: Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, census metropolitan areas and census agglomerations, and component census subdivisions (municipalities) of residence - 20% sample data

- Persons who, during the week (Sunday to Saturday) prior to Census Day (May 16, 2006):
 - did any work at all for pay or in self-employment or without pay in a family farm, business or professional practice
 - were absent from their job or business, with or without pay, for the entire week because of a vacation, an illness, a labour dispute at their place of work, or any other reasons.
- Place of residence: applies to the employed labour force with either a usual place of work or with no fixed workplace address.
- Sustainable transportation includes public transit, walking and cycling.

Journey-to-Work Transportation Comparisons with other Canadian Cities (Table)

SOURCE: STATISTICS CANADA , 2006, 2001, 1996 CENSUS

Product Title: Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, and census subdivisions (municipalities) of residence with 5,000-plus population - 20% sample data

- Persons who, during the week (Sunday to Saturday) prior to Census Day (May 16, 2006):
 - did any work at all for pay or in self-employment or without pay in a family farm, business or professional practice
 - were absent from their job or business, with or without pay, for the entire week because of a vacation, an illness, a labour dispute at their place of work, or any other reasons.
- Place of residence: applies to the employed labour force with either a usual place of work or with no fixed workplace address.
- Sustainable transportation includes public transit, walking and cycling.

Journey-to-Work, By Sustainable Modes, by Neighbourhood (2006) Map

| MODE OF TRANSPORTATION | 1996 | 2001 | 2006 |
|------------------------|------------|------------|------------|
| City Average | 44% | 45% | 46% |
| BURNSIDE | 37% | 34% | 39% |
| DOWNTOWN | 74% | 69% | 67% |
| FAIRFIELD | 51% | 50% | 50% |
| FERNWOOD | 47% | 51% | 49% |
| GONZALES | 36% | 33% | 37% |
| HARRIS GREEN | 68% | 67% | 61% |
| HILLSIDE-QUADRA | 37% | 43% | 41% |
| JAMES BAY | 52% | 55% | 49% |
| JUBILEE NORTH | 44% | 40% | 42% |
| NORTH PARK | 54% | 48% | 55% |
| OAKLANDS | 32% | 32% | 39% |
| ROCKLAND | 42% | 44% | 45% |
| JUBILEE SOUTH | 36% | 46% | 48% |
| VICTORIA WEST | 33% | 32% | 36% |

SOURCE: STATISTICS CANADA , 2006, 2001, 1996 CENSUS

Neighbourhood geographies run for the City of Victoria based on: Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, census metropolitan areas and census agglomerations, and component census subdivisions (municipalities) of residence - 20% sample data

- Persons who, during the week (Sunday to Saturday) prior to Census Day (May 16, 2006):
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- Place of residence: applies to the employed labour force with either a usual place of work or with no fixed workplace address.
- Sustainable transportation includes public transit, walking and cycling.

Journey-to-Work Trips, By Sustainable Modes, by Neighbourhood, Change from 1996-2006

See Above.

2006 Journey to Work— Victoria, Region and BC

SOURCE: STATISTICS CANADA , 2006 CENSUS

Neighbourhood geographies run for the City of Victoria based on: Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, census metropolitan areas and census agglomerations, and component census subdivisions (municipalities) of residence - 20% sample data

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