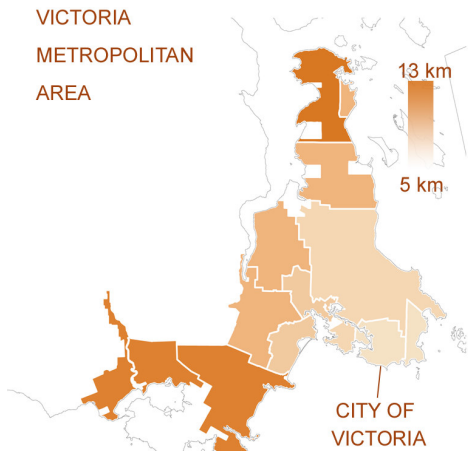


3.2 Daily Trips — Trip Lengths and Car Ownership



AVERAGE TRIP LENGTH SHOWN BY MUNICIPALITY OF TRIP ORIGIN

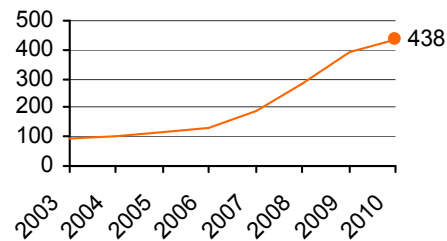
As shown in sheet 3.1, according to 2006 census data for trips to work, Victoria has the highest non-auto mode share in the region. The CRD Travel Survey indicates that Victoria also has the lowest average number of vehicles per household of all municipalities in the region.

The Victoria Car Share Coop is offers an alternative method for citizens to access vehicles in Victoria. Membership in the coop has risen rapidly since 2007, and now sits at 438 member households.

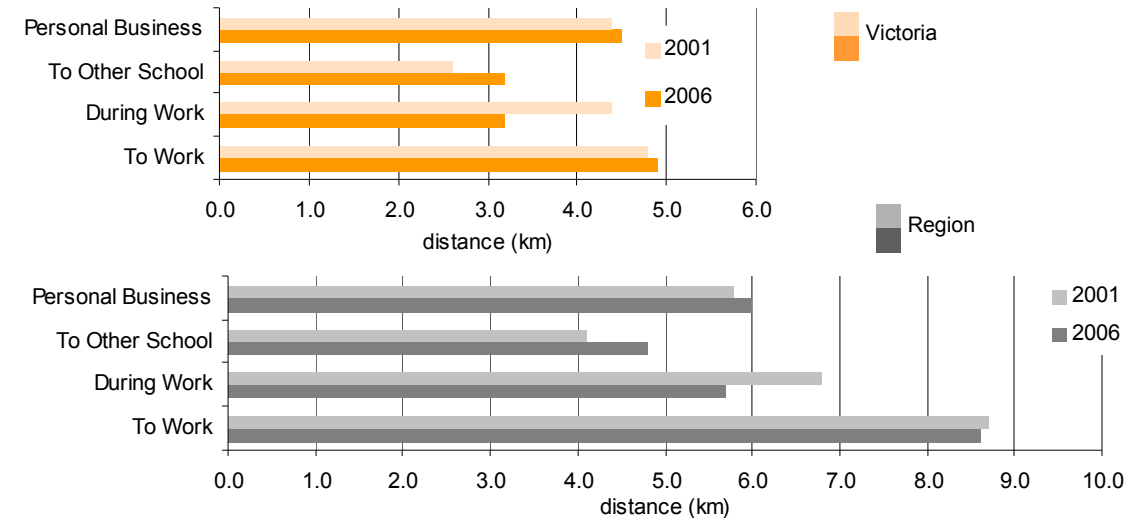
Average Number of Vehicles Per Household

	2001	2006	Change
Victoria	1.01	0.93	-8.6%
Core	1.25	1.17	-6.8%
CRD	1.41	1.34	-5.2%

Car-Share Coop Membership

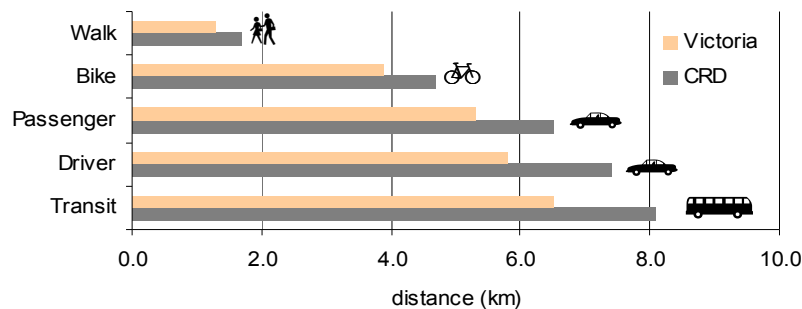


Length of Trip by Trip Purpose



Trips originating in Victoria are significantly shorter than the regional averages for almost all trip purposes, however the length of trips for most purposes originating in Victoria edged up from 2001 to 2006. A notable contrast from the region is that Victoria saw an *increase* in the distance of trips to work, while the region saw a *decrease* in the distance of trips to work.

Length of Trip by Mode, 2006.




CRD travel survey indicates that trip lengths based on mode did not change markedly in the City of Victoria between 2001 and 2006, and trends were mirrored at the regional level with increases in the length of trips taken by transit and modest declines in the length of trips taken by auto passengers.

Although trip lengths are shorter for trips originating in Victoria than across the CRD, the pattern across mode and trip-length is consistent between the City and Region. Walk trips are shortest; bicycle trips are about three times walk-trip length, and trips take by bus are the longest.

The Non-Commute: Working from Home

The 2006 census reported 8% of residents of Victoria working from home, compared to 9% in the region. Despite increased accessibility to internet and telecommunications tools, the increase in the percent of the Victoria workforce working from home was only 1% between 1991 and 2006.

 RELATED SHEETS
 3.3 DAILY COMMUTING BY DESTINATION AND NEIGHBOURHOOD
 3.4 SUSTAINABLE TRANSPORTATION BREAKDOWN BY NEIGHBOURHOOD

NOTE: Due to the high volume of content on this profile sheet, some source information has been re-allocated to the reverse side

3.2 Daily Trips — Trip Lengths and Car Ownership

! 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.

Average Number of Vehicles Per Household

	2001			2006		
	Victoria	Core	CRD	Victoria	Core	CRD
No Vehicle	23%	14%	11%	22%		10%
1 Vehicle	57%	52%	48%	58%		46%
2 Vehicles	17%	28%	31%	15%		33%
3+ Vehicles	3%	6%	9%	4%		12%
Avg Vehicle	1.01	1.28	1.41*	0.93		1.34*

SOURCE: ORIGIN– DESTINATION SURVEY, 2001 & 2006, CAPITAL REGIONAL DISTRICT

Notes

- 1) Core = A Municipal Grouping consisting of the Esquimalt, Oak Bay, Saanich, Victoria, and View Royal.
- 2) Avg Vehicle number is derived from total number of households divided by total number of vehicles. The decline in Avg Vehicle at the CRD level may seem counterintuitive, however (a) percentages presented here are rounded (b) the decline in 1 vehicle households at the regional level accounts for over 10,000 fewer total vehicles (c) the 3+ category may have had significant shifts within it (more households with just 3 vehicles, rather than 4 and 5 vehicles).

Car-Share Coop Membership

SOURCE: VICTORIA CAR SHARE COOP

Notes

- 1) The Victoria Car Share Coop serves Greater Victoria, but the majority of vehicles are stationed at locations within the City of Victoria.

Length of Trip by Mode, 2006 (km)

	2001		2006	
	Victoria	CRD	Victoria	CRD
Transit	6.4	7.9	6.5	8.1
Driver	5.9	7.4	5.8	7.4
Passenger	5.7	6.6	5.3	6.5
Bike	1.5	1.8	3.9	4.7
Walk	1.5	1.8	1.3	1.7
ALL TRIPS	5.0	6.5	4.9	6.6

SOURCE: ORIGIN– DESTINATION SURVEY, 2001 & 2006, CAPITAL REGIONAL DISTRICT

Length of Trip by Trip Purpose (km)

	Victoria		CRD	
	2001	2006	2001	2006
To Work	4.8	4.9	8.7	8.6
During Work	4.4	3.2	6.8	5.7
To Other School	2.6	3.2	4.1	4.8
Personal Business	4.4	4.5	5.8	6

SOURCE: ORIGIN– DESTINATION SURVEY, 2001 & 2006, CAPITAL REGIONAL DISTRICT

The Non-Commute: Working from Home

1991	1996	2001	2006
7%	8%	8%	8%

SOURCE: STATISTICS CANADA, 2006, 2001, 1996, 1991 CENSUS (20% Sample Data)