

Weekday Travel Patterns

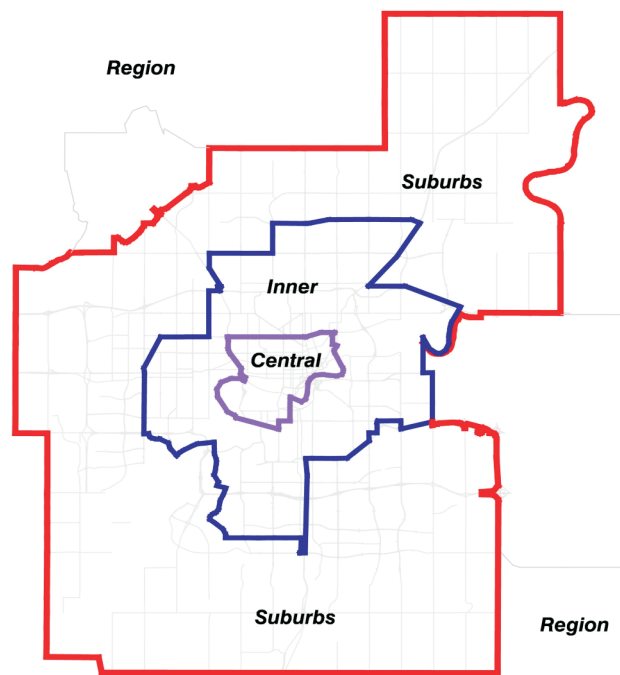
In 2005, the largest number of daily trips took place within and between the *Suburb* and *Inner* sectors.

Since 1994, trips between the *Central* and *Inner* sectors have decreased as well as trips within the *Inner* sector.

Trips to and from the *Central* sector have a higher transit share, ranging from 13% to 21%. Transit shares to other sectors range between 3% and 7%. The car driver mode share is the highest to and from the city and region, at 76%, with the lowest to and from the *Central* sector, at 29%. Trips to and from the remaining sectors have car driver mode shares ranging between 53% and 62%.

2005 weekday travel patterns have been summarized by four geographic sectors, as shown below.

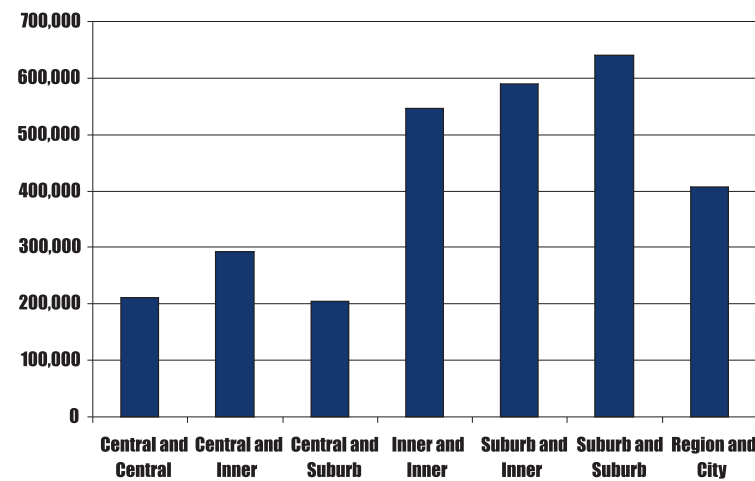
Geographic Sectors



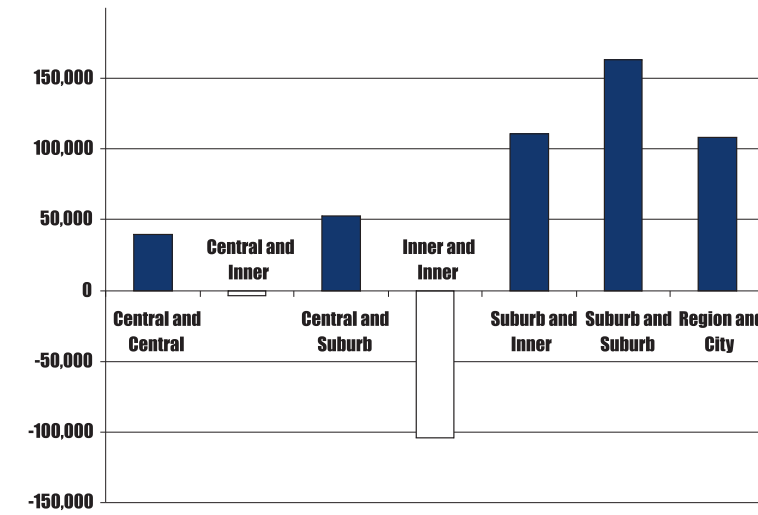
How will this data be used?

The results of the survey provide the City of Edmonton with data to assess future needs and plan an effective and efficient transportation system.

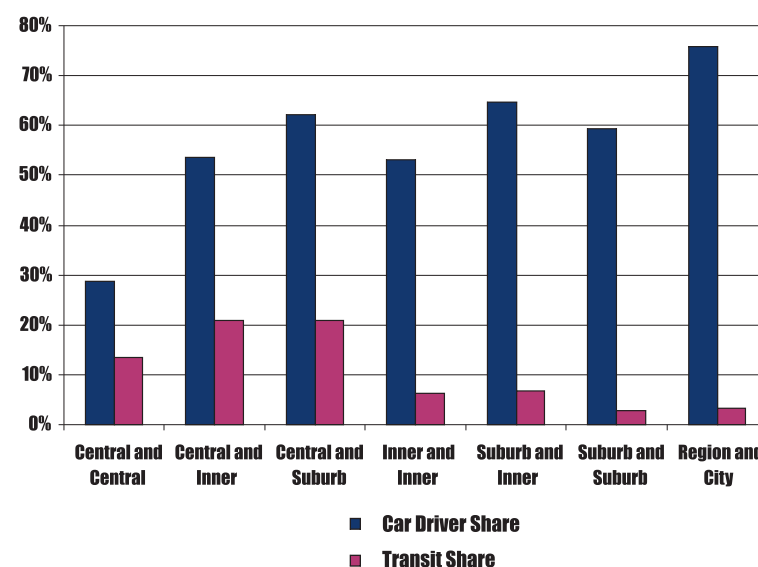
Total Daily Trips Between Sectors, 2005



Change in Trips Between Sectors, 1994-2005



Percent Car Driver and Transit Trips Between Sectors, 2005



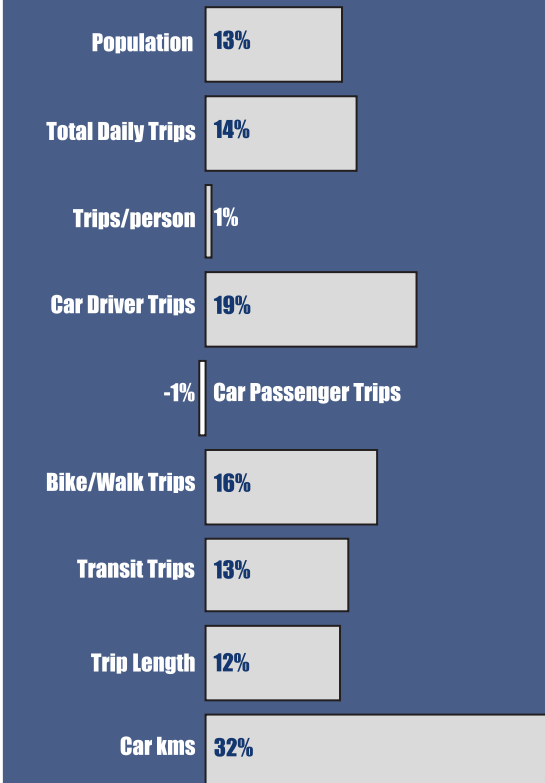
2005 Household Travel Survey Overview

The 2005 & 1994 Travel Surveys

Between September and December 2005, 6,619 randomly selected households in the City of Edmonton participated in a survey which collected information about the household, the residents of the household, and the activities, including travel information, for each member of the household in a 24 hour period.

Between October and December 1994, a similar survey of 6,020 households was conducted in the Edmonton region.

Changes in Key Weekday Travel Characteristics for Edmonton Residents, 1994-2005



Growth & maturing population drive a change in weekday travel

Like other major Canadian cities, Edmonton is experiencing a strong growth combined with a trend of suburbanization, affecting travel patterns across the city, increasing car usage and trip distance. However, central sectors of the city have seen healthy growth in the business and educational opportunities. The maturing age profile of Edmontonians has also contributed to changes in travel.

This brochure provides an overview of the change in travel by City of Edmonton residents by comparing daily travel information from the 1994 and 2005 Household Travel Surveys.

City Travel Increasing

The total weekday trips made by city residents in 2005 were 2.56 million with an average person trip rate of 3.6 trips/day. The overall number of trips made by city residents increased by nearly 310,000 (+14%), in line with the city population increase of 13%.

In comparison to 1994, car driver trips are up 19%, car passenger trips are down 1%, and transit trips increased by 13%.

Total Weekday Daily Trips

	2005	Change from 1994
Car Driver	1,460,000	+235,000
Car Passenger	525,000	-5,000
Transit	220,000	+25,000
Walk	285,000	+30,000
Bicycle	25,000	+15,000
School/Work Bus	35,000	+10,000
Other	15,000	0
Total	2,565,000	+310,000

People move from the passenger seat to the driver seat

The mode of travel for daily trips has changed slightly. Overall, people are completing their trips less as car passengers and more as car drivers. Demographic changes may be contributing to this phenomenon with a decline in the number of children under 10 (traditional car passengers) and an increase in the middle-aged group, who are more often car drivers. Seniors are also shifting their mode choice from walking and transit to car driver.

Transit continues to hold mode share

Despite rates of transit use dropping amongst some population groups like the 25-44 aged women (switching to car driver mode) and post secondary students, transit has continued to hold on to its mode share of both total and commute trips. This is most likely due to the strong growth in the central sectors of Downtown and the University and the fact that transit fares have remained stable while gas prices have nearly doubled (after allowing for inflation) over the same time period.

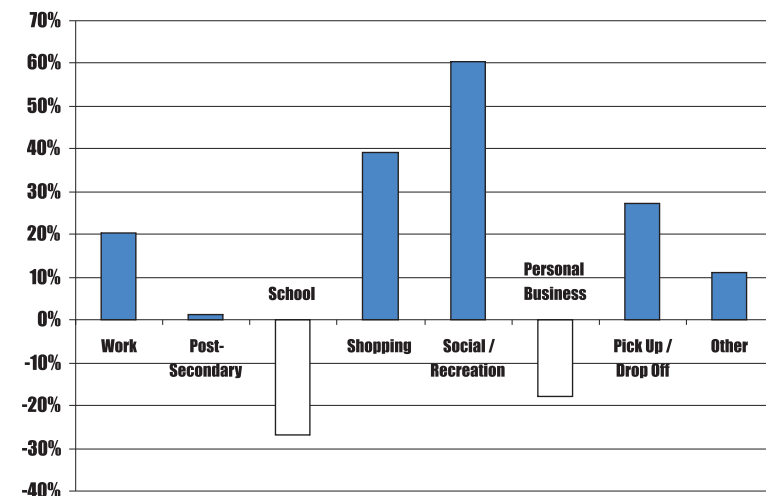
More walkers and cyclists

The bicycle share of total trips has increased from 0.4% to 1.0%. Walk trips declined slightly due in part to the decrease in the number of school aged children. On average, people in the 25 to 64 age group have increased the number of walk and bicycle trips they make. This may be attributed to a move towards healthy lifestyle choices. We also note that favourable weather conditions existed at the time the survey was taken in 2005.

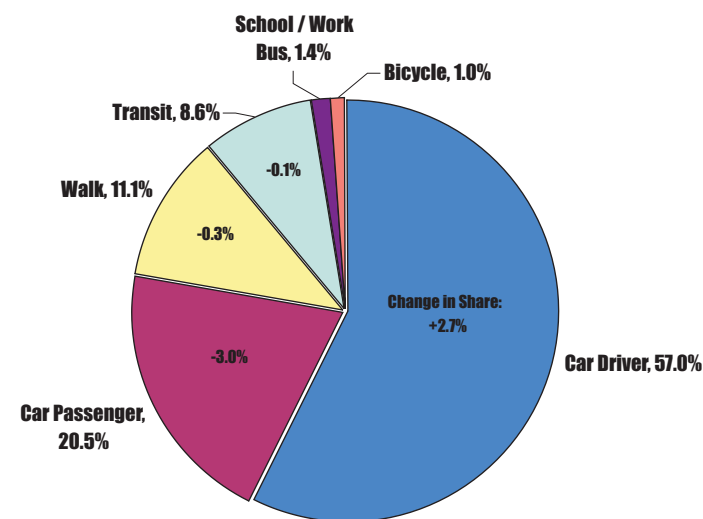
Why we travel

The change in weekday travel purpose is a reflection of the city's changing demographics. The decrease in trips to and from school is a reflection of the decrease in the population of school-aged children. The increase in the social and recreational trips is possibly due to three reasons: increasing affluence, an increasing emphasis on a healthy lifestyle, and the increase in our retired population. A fourth reason may be related to the decrease in personal business trips, perhaps due to increased internet-based transactions, freeing up time for other activities.

Change in Weekday Daily Trips To and From Home, 1994-2005



Mode Shares All Weekday Trips, 2005



Driving children to school becomes more prevalent

Between 1994 and 2005, there has been a shift away from the walk mode, primarily to car passenger but also to the school bus, for elementary school and junior high students. This confirms the trend that driving children to school has become more popular, particularly given the city's open border policy on school enrollment.

Getting to work

The way people get to work has not changed much over the past 11 years. Driving continues to be the favourite, however the car passenger and transit modes continue to hold their share.

Commute Mode Share

2005	Elementary School	Junior High	Senior High	Post Secondary	Work
Car Driver	0%	0%	6%	23%	73%
Car Passenger	53%	47%	30%	12%	7%
Transit	1%	27%	50%	38%	12%
School Bus	17%	9%	6%	0%	0%
Bicycle	1%	2%	1%	3%	1%
Walk	28%	16%	7%	23%	6%
	100%	100%	100%	100%	100%

Trip distances increasing

Average trip lengths have increased between 1994 and 2005. In 2005, the average trip length for all purposes was 7.5 km, an increase of 12% from the average trip length of 6.7 km in 1994.

This coincides with the population and household growth in the suburban regions and decline in the inner city regions. The car driver, car passenger and transit modes each saw an increase in trip length.

In 2005, the total distance travelled by Edmonton resident car drivers on the Edmonton region road network was 13 million kilometers, an increase of 32% over 1994 levels. This increase arises through a combination of the increase in total trips made by city residents, the increase in car driver share of trips, and the increase in average trip length.

Demographic Changes

The population of Edmonton in 2005 was 712,400 compared to about 630,000 in 1994; an increase of 13%. In general, Edmonton and the surrounding region have grown at a healthy rate over the past 11 years. A look at the age profile of Edmonton shows that our population is maturing, particularly in the middle-aged and senior categories. Whereas there has been a 14% decrease in people in the 30-40 age category and a 24% decrease in children age 10 and under.

Between 1994 and 2005, significant increases in employment have occurred in the southeast and northwest suburbs. In addition, post secondary institutions, including the University of Alberta, NAIT, Grant MacEwan, and Norquest colleges have all expanded and increased enrollment.

Change in Population, 1994-2005

