

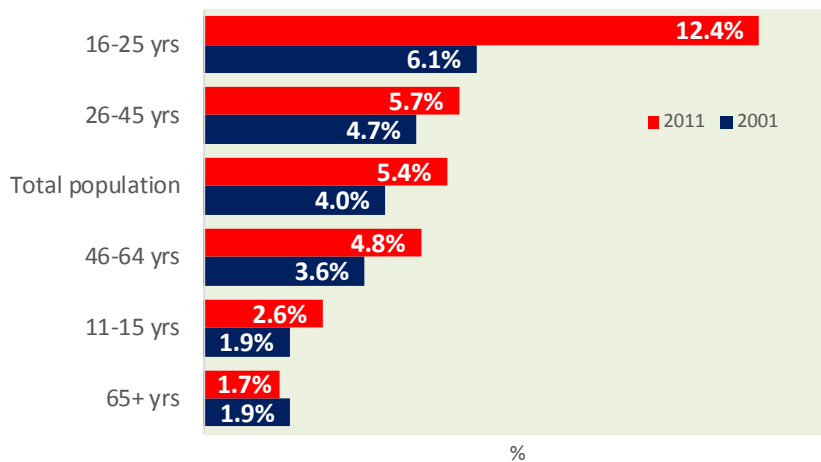
Who Uses Public Transit

Between 2001 and 2011, the volume of travel¹ as measured by the number of trips made by Halton's residents (11 years and over) has increased by about 28%. However, the growth in travel is less than the population increase of 38%. On a per capita basis, Halton residents travel less now than they did ten years ago.

The automobile (drivers and passengers) remains the predominant mode of travel, accounting for 89% of all trips. Although public transit trips² represent about 5.4% of all trips, they have grown by 72% which is about 2.5 times faster than automobile trips (27%) in the same period.

The increase has resulted in larger share of transit trips for all age groups except seniors. The most significant change occurred in the 16-25 age group which represents 11% of the total population. The proportion of transit trips has doubled to 12.4%. This phenomenon is also evident in other major urban centres.^{3,4} Many youth and young adults are delaying car ownership, choosing transit-oriented residence and employment locations, and replacing driving with alternative modes of transportation.

**Proportion of transit trips by age groups
Halton Region, 2001 and 2011**



Source: Transportation Tomorrow Survey, 2001, 2011

There are three age groups with transit shares below the regional average of 5.4%. Seniors use transit the least, with less than 2% of their trips on public transit.

Possession of a driver licence affects transit usage. Nearly one in five (19%) transit trips were made by persons without a driver licence. They are part of the group of captive transit riders. The proportion of captive transit riders also varies among age cohorts. For example, less than 10% of transit trips made by those between 26 and 64 years of age were made by captive transit riders. That

proportion increased to 29% for youth and young adults and to 42% for senior transit riders.

In addition to age differential, there is also a slight gender bias among transit users. Over half (52%) of all transit trips were made by men. This proportion increases to 59% for GO train only service. On the other hand, over half (57%) of all local transit trips were made by women. In Burlington, that proportion reached 63% followed by Milton at 55%.

1 University of Toronto, Data Management Group, Transportation Tomorrow Survey, 2011

2 Includes trips on regular bus services, subway, streetcars, trolleys, GO trains, intercity rail and bus, island ferry and special services such as Wheeltrans for handicapped person and hotel shuttle buses.

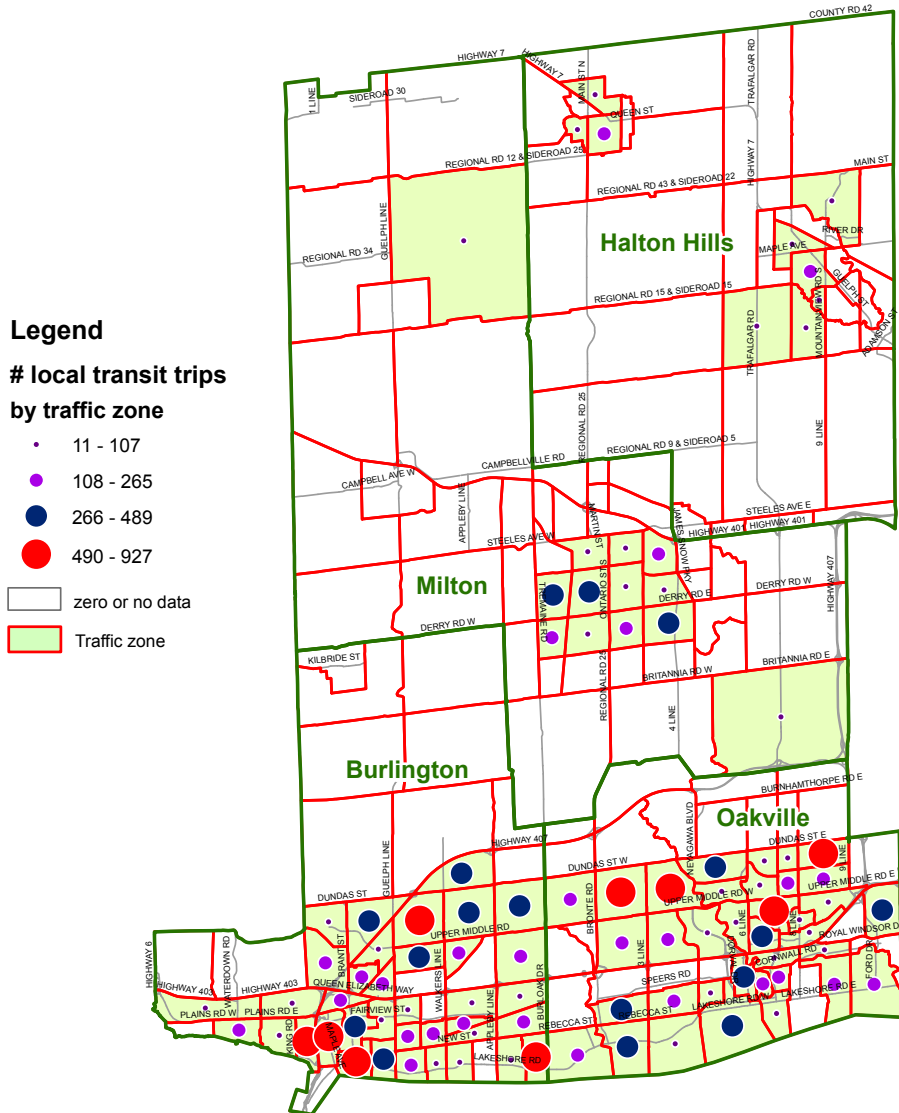
3 Thomas, R (2009), Tomorrow's transportation demographics: Youth and young adults, Plan Canada 49(4): 22-25

4 Frontier Group, U.S. PIRG Education Fund, Transportation and the New Generation, Why young people are driving less and what it means for transportation policy, April 2012

Over 60% of all transit trips are for work and a majority (86%) of which are on GO train (joint local transit and GO train, GO train only). One in five transit trips are to and from school with almost two-thirds on local transit. About 10% transit trips are for shopping, recreation or visiting and over two-thirds are on local transit. For seniors, over three-quarters of their transit trips are for shopping, recreation or visiting, of which over 80% are on local transit.

Local transit trips are trips that start and end on a municipal transit service (e.g. Burlington Transit or Oakville Transit). They represent about 30% of all transit trips. Burlington has the highest proportion (43%) of local transit trips followed by Milton at 32% and Oakville at 25%. The map shows the geographic distribution of local transit trips by traffic zone. There are nine traffic zone recorded over 500 local transit trips (red circles) and they are located in Oakville and Burlington.

Local Transit trips by Traffic Zone Halton Region, 2011



Source: 2011 Transportation Tomorrow Survey

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