Capital Regional District

625 Fisgard St.,
Victoria, BC V8W 1R7

Notice of Meeting and Meeting Agenda
Transportation Committee

Wednesday, September 13, 2023 | **9:00 AM** | **6th Floor Boardroom, 625 Fisgard St., Victoria, BC V8W 1R7**

Special Meeting

D. Murdock (Chair), L. Szpak (Vice Chair), P. Brent, S. Brice, J. Caradonna, Z. de Vries, B. Desjardins, S. Goodmanson, D. Kobayashi, C. McNeil-Smith, M. Tait, D. Thompson, C. Plant (Board Chair, ex officio)

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

1. Territorial Acknowledgement

2. Approval of Agenda

3. Presentations/Delegations

The public are welcome to attend CRD Board meetings in-person.

Delegations will have the option to participate electronically. Please complete the online application at www.crd.bc.ca/address no later than 4:30 pm two days before the meeting and staff will respond with details.

Alternatively, you may email your comments on an agenda item to the CRD Board at crdboard@crd.bc.ca.

3.1. 23-639 Presentation: Steve Martin, Vice Chair and Commission Member, CRD Traffic Safety Commission; Re: Annual Update

Attachments: Presentation: CRD Traffic Safety Commission Annual Update

3.2. 23-643 Presentation: Chelsea Mossey, Senior Manager, Government Relations, BC Transit; Re: Annual Update

Attachments: Presentation: BC Transit Annual Update

3.3. 23-657 Delegation - Robin Jenkinson; Representing Island Pathways: Re: Agenda Item 4.1.: Service Planning 2024 - Transportation Community Need Summary

4. Special Meeting Matters

4.1. 23-605 Service Planning 2024 - Transportation Community Need Summary

Recommendation: The Transportation Committee recommends to the Capital Regional District Board: That Appendix A, Community Need Summary - Transportation, be approved as presented and form the basis of the 2024-2028 Financial Plan.

Attachments: Staff Report: Service Planning 2024 - Transportation

Appendix A: Community Need Summary - Transportation

4.2. 23-644 2022 Capital Regional District Origin Destination Household Travel Survey

Recommendation: There is no recommendation. This report is for information only.

Attachments: Staff Report: 2022 Origin Destination Household Travel Survey

Appendix A: 2022 Origin Destination Household Travel Survey

Presentation: Origin Destination Household Travel Survey

4.3. 23-520 Final Regional Parks and Trails Strategic Plan - 2022-2032

Recommendation: There is no recommendation. This report is for information only.

Attachments: Staff Report: Final Regional Parks & Trails Strategic Plan 2022-2032

Appendix A: Final Regional Parks & Trails Strategic Plan – 2022-2032

Appendix B: Report to RPC - FNs Feedback on Strategic Plan (June 28, 2023)

Presentation: Regional Parks & Trails Strategic Plan 2022-2032

5. Notice(s) of Motion

5.1. 23-529 Motion with Notice: Transferring of Regional Trails to CRD (Director Caradonna)

Recommendation: [At the July 19, 2023 Transportation Committee, the following Notice of Motion was read into the record to be discussed at the next Committee meeting:]
The Transportation Committee recommends to the Capital Regional District Board: That staff inquire with the province on the possibility of transferring the trails rights-of-way and assets to the CRD.
(NWA)

6. Adjournment

The next meeting is November 15, 2023.

To ensure quorum, please advise Tamara Pillipow (tpillipow@crd.bc.ca) if you or your alternate cannot attend.

September 2023 Update

CRD TRAFFIC SAFETY COMMISSION

Steve Martin , Vice Chair & Commission Member

Mandate of the TSC
(Partnerships Based Model)

- *Review traffic safety problems in the CRD and make recommendations to the CRD Board, through a CRD Board Committee, for the purpose of reducing or eliminating the problems; and,*
- *Plan and operate traffic safety education programs within the CRD, as provided for in the annual budget for the Commission, as approved by the CRD Board.*

CRD TRAFFIC SAFETY COMMISSION

Commission Membership

(Broad Stakeholder Base, Range of Expertise & Collaboration Across Sectors)

- Public Health
- Police/RCMP
- Community Member (with related experience)
- ICBC
- School District
- RoadSafetyBC
- BCAA Road Safety
- University of Victoria
- Commercial Vehicle Safety
- Transportation Planning
- V-I Safety Council
- Media
- MoTI
- BC Transit
- Walk-On Victoria
- BC Coroners Service
- Cycling Coalition

NOTE: Filling Commission vacancies is a priority

CRD TRAFFIC SAFETY COMMISSION

Strategic Priorities

Establishing Strategic Priorities

The Commission decided to undertake a strategic priority setting process in 2023 that would guide its actions in pursuit of addressing road safety problems

The process involved an evidence-based review of road safety problems including Commission member discussions on how best to address these problems

CRD TRAFFIC SAFETY COMMISSION

Strategic Priorities

Evidence & Data*

Top 3 Contributing Factors to Crashes

1. Distracted Driving (All Distractions)
2. Speeding
3. Impaired Driving (Drugs & Alcohol)

Top 3 Fatalities by Victim

1. Driver
2. Pedestrian
3. Passenger

* See also Attachments

CRD TRAFFIC SAFETY COMMISSION

Strategic Priorities

Evidence & Data (Cont.) *

Intersections are the leading(75%) location for all injuries

Intersections represent the greatest risk for vulnerable road users (e.g. pedestrians & cyclists)

* See also Attachments

CRD TRAFFIC SAFETY COMMISSION

Strategic Priorities

Based on the priority setting process, the Commission proposes focus its energy to address the top 3 road safety problems

1. Distracted Driving (All Distractions)
2. Speeding
3. Impaired Driving (Drugs & Alcohol)

CRD TRAFFIC SAFETY COMMISSION

Strategic Priority Action Areas*

Education & Awareness (see Attachment for examples)

- Pedestrians crossing at intersections and cross walks
- Intersections (all users)
- Support for impaired, driver inattention and speed campaigns
- Promote leading jurisdiction “best in class” measures to address road safety

Proposed Advocacy

- Example: Malahat speed interval cameras

* Areas of alignment between TSC member input/discussions and evidence/data

CRD TRAFFIC SAFETY COMMISSION

Funding of Community Partner Projects

Evaluation Criteria

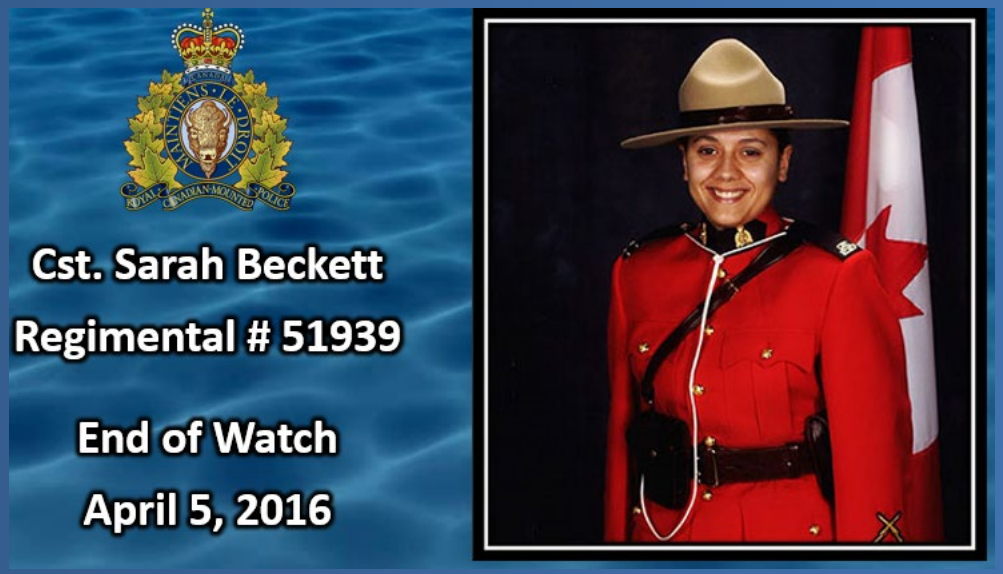
- Quality of project
- Merit of project
- Proposed evaluation of project
- Match with TSC priorities
- Likelihood of success
- Recognition of challenges
- Budget / matching funds

Funded Projects

- Micro-Mobility Options Study for Transportation Committee
- UVic Centre for Youth and Society Joint Project
- Safety and Etiquette on shared cycling and walking paths/trails
- CHEK TV TSC Campaigns
- Walk and Wheel to School
- Let's Get Visible
- VISC Rider Refresher Training
- Red light camera intersection safety
- Cycling skills training
- School crosswalk safety

CRD TRAFFIC SAFETY COMMISSION

2022 Sarah Beckett Memorial Scholarship

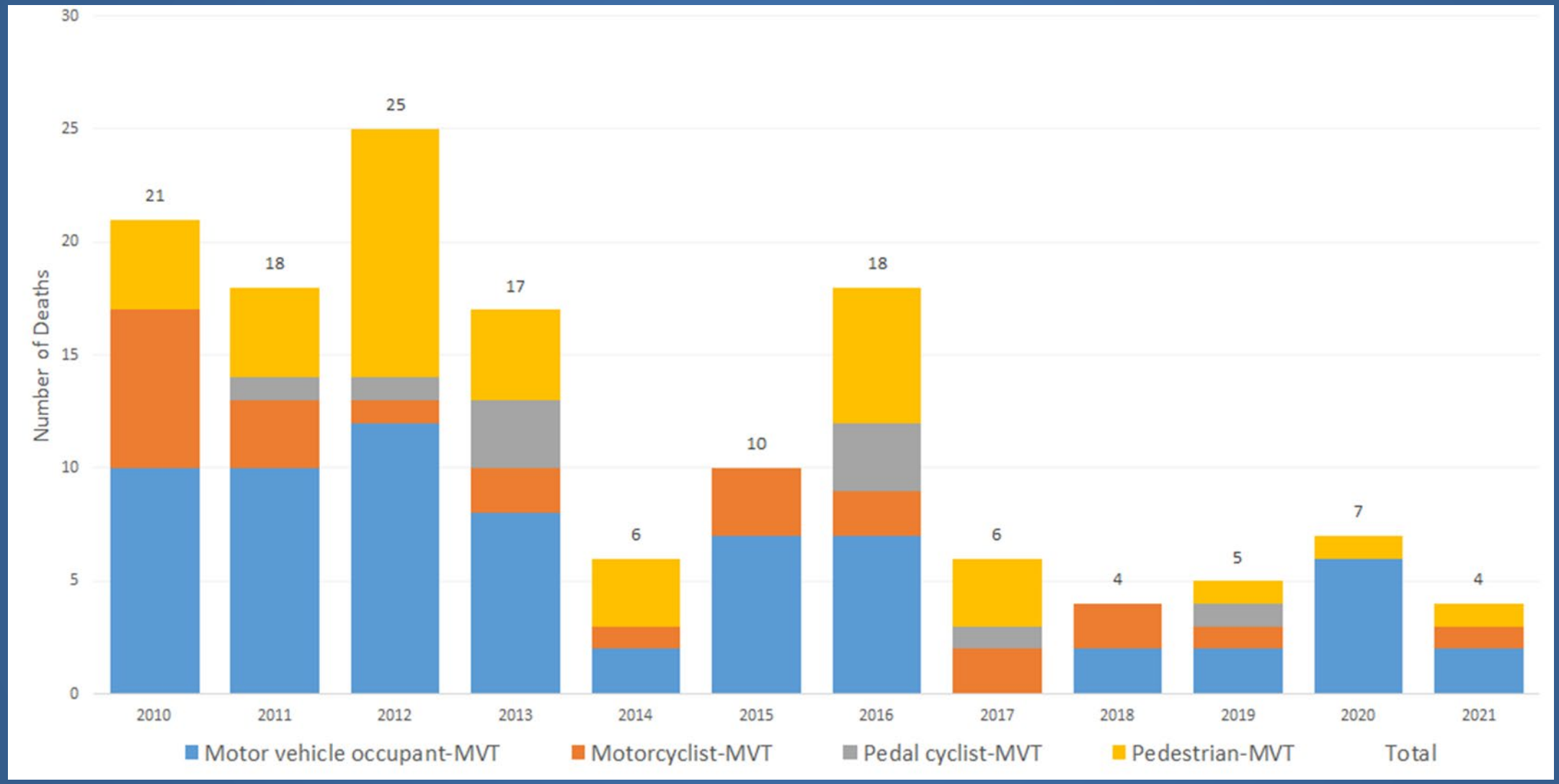


- **Hanna Davids** was awarded 2022 scholarship
  - graduated from Edward Milne Community School
  - studying for a Bachelor of Arts in Criminology at Vancouver Island University, intending to join the police force on completion.

CRD TRAFFIC SAFETY COMMISSION

Attachments

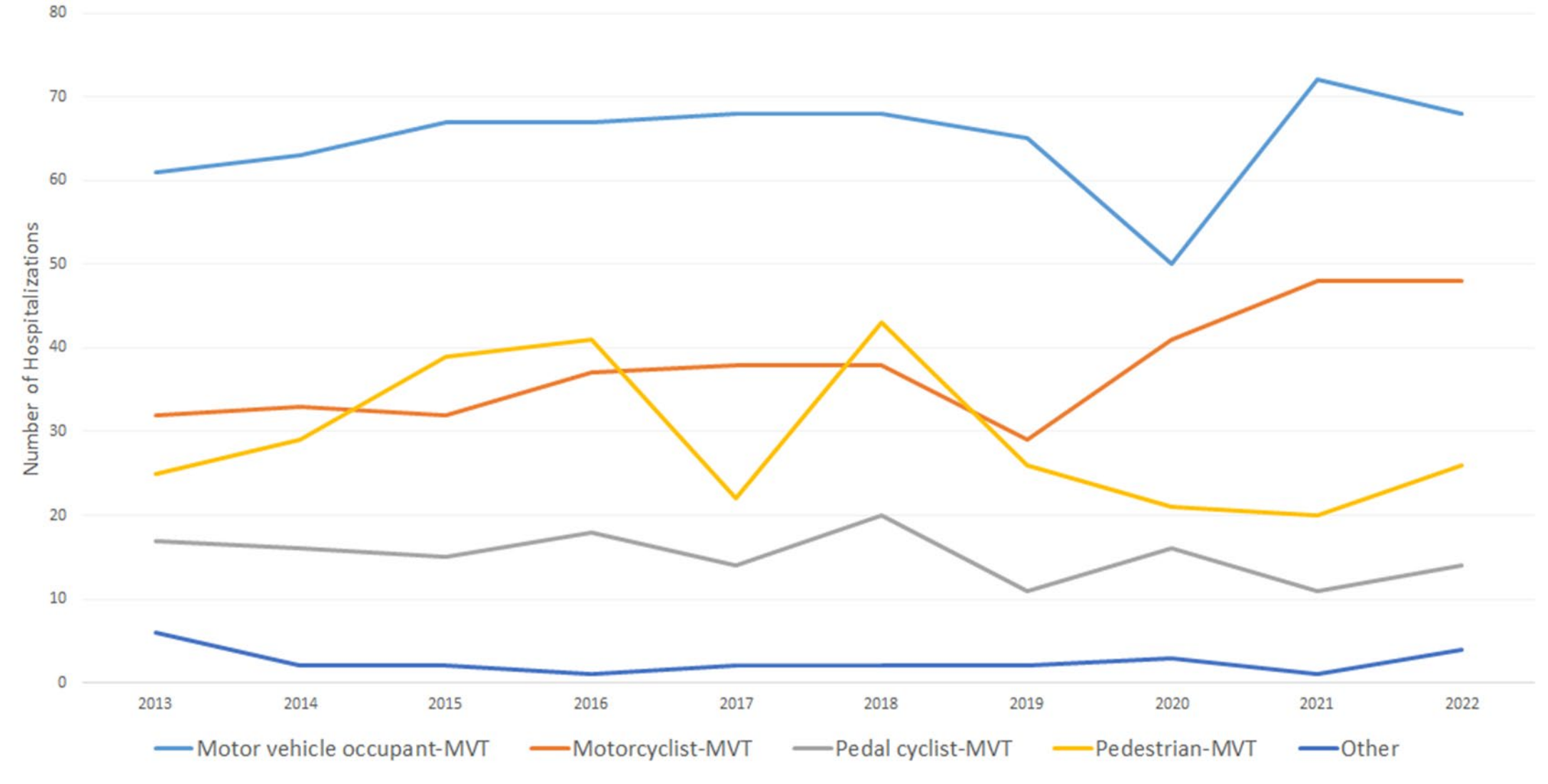
Number of Motor Vehicle Traffic Crash Fatalities by Road User Type, CRD, 2010 - 2021



Source: BC Vital Statistics

*Cause unknown or pending causes of death in Vital Statistics data (~2-7% of all recent deaths) may update historical data as data becomes complete

Number of Motor Vehicle Traffic Crash Hospitalizations by Road user Type, CRD, 2013 - 2022



Source: Discharge Abstract Database

Casualty Crashes by Intersection, CRD, 2018-2022

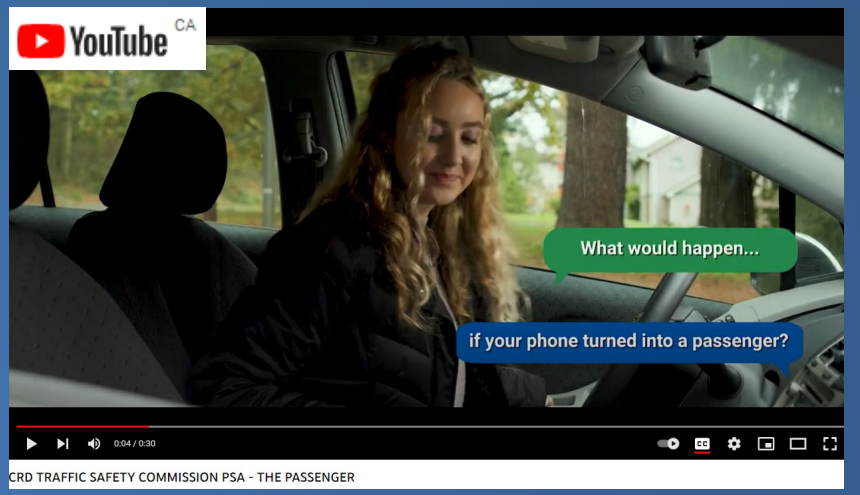
Top 15 Intersections	# of Crashes
BURNSIDE RD E & BURNSIDE RD W & HARRIET RD	122
DOUGLAS ST & MCKENZIE AVE & PATRICIA BAY HWY	116
PATRICIA BAY HWY & SAYWARD RD	114
MILLSTREAM RD & TRANS-CANADA HWY & VETERANS MEMORIAL PKY	112
ADMIRALS RD & HUNTER ST & MCKENZIE AVE & TRANS-CANADA HWY	109
BLANSHARD ST & SAANICH RD	108
GALLOPING GOOSE TRAIL & ISLAND HWY & OCEAN BLVD & WALE RD & BUS LANE	97
BOLESKINE RD & DOUGLAS ST & SAANICH RD	94
E RAIL TRAIL & GOLDSTREAM AVE & VETERANS MEMORIAL PKY	91
GLANFORD AVE & MCKENZIE AVE	91
CEDAR HILL GOLF COURSE TRAIL & CEDAR HILL RD & FINLAYSON ST & NORTH DAIRY RD	90
DOUGLAS ST & TOLMIE AVE & TOLMIE LANE	90
MCKENZIE AVE & QUADRA ST	86
GALLOPING GOOSE TRAIL & TILLICUM RD & TRANS-CANADA HWY	82
GLEN LAKE RD & HAPPY VALLEY RD & SOOKE RD	80

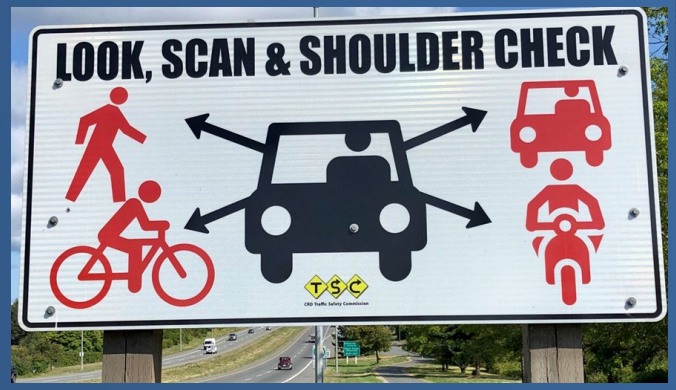
* Includes interchanges, on-ramps and off-ramps

Source: Insurance Corporation of British Columbia: ICBC crash data is gathered from reports made to ICBC by insured registered vehicle owners, drivers, pedestrians and cyclists.

Education Campaigns

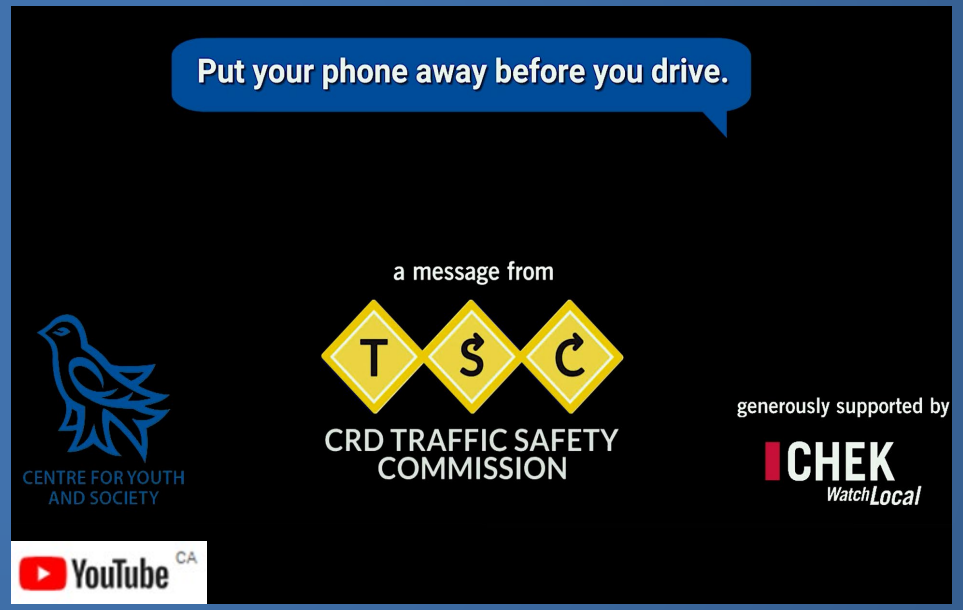
Education Campaigns





TSC
CRD TRAFFIC SAFETY COMMISSION

Recent/Current Campaigns
New Creative in partnership with CHEK
Social Media and Broadcast



T S C
CRD TRAFFIC SAFETY COMMISSION

What if that cyclist was you?
00:30

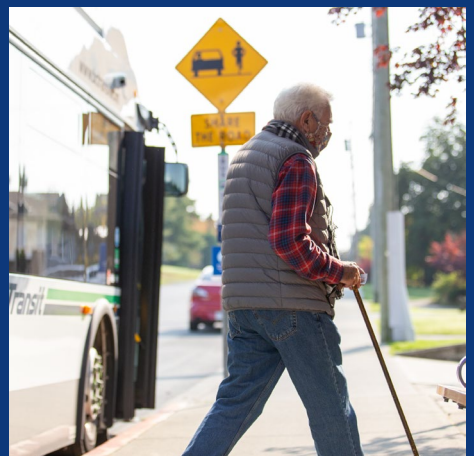
Commission Working Groups

- Funding Applications Working Group
- Sarah Beckett Memorial Scholarship Working Group
- Project Specific Data and Evidence Working Group

CRD TRAFFIC SAFETY COMMISSION

Thank you!

CRD TRAFFIC SAFETY COMMISSION



CRD Transportation Committee

BC Transit Update

September 13, 2023

BCTransit

Outline

- Victoria Regional Transit System Overview
- Umo
- Low Carbon Fleet Program
- Facility Master Plan
- Transit Future Plan
  - 10-Year Vision
  - Regional Corridor Study
  - RapidBus
- Island Coastal Inter-Community Transportation Study
- Transit-Oriented Development
- Questions

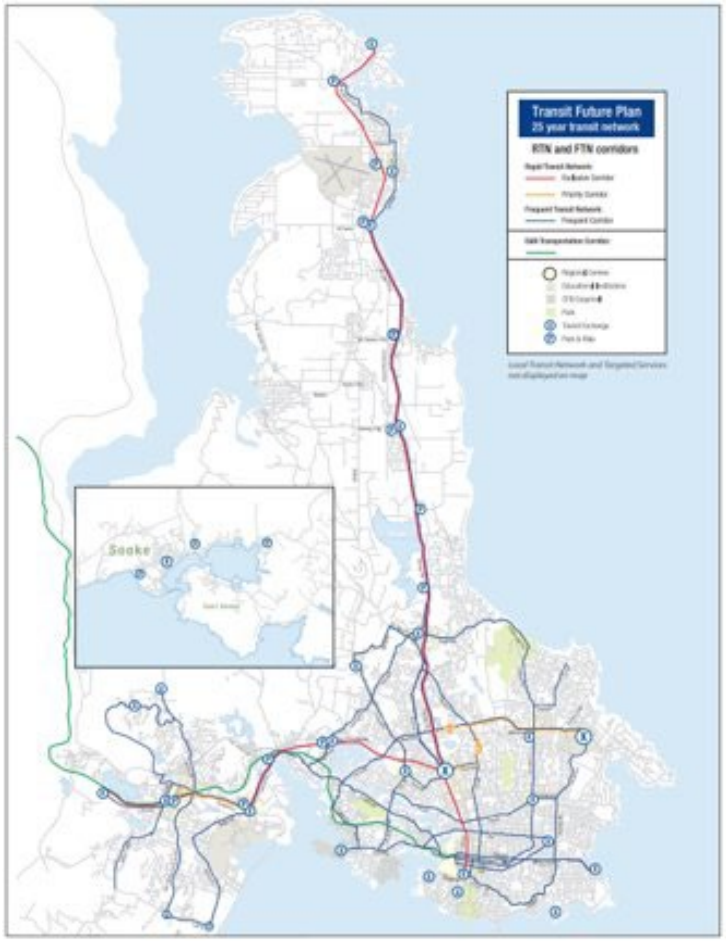
Victoria Regional Transit System Overview

Conventional Transit

- Fixed routes and schedules
  - 57 transit routes
- 22.4 million boardings in 2022/23
- Range of vehicles, services:
  - Double Deckers
  - 30’ 35’ 40’ vehicles
  - Community shuttles

Custom Transit (handyDART)

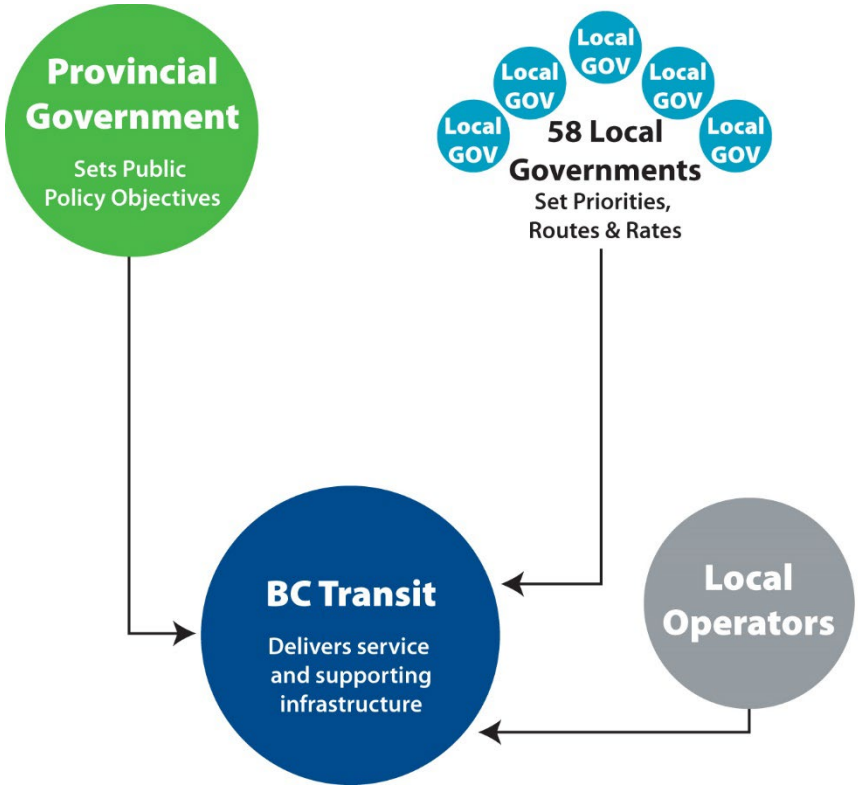
- Door to door, demand responsive
- Eligible people with a disability
- Operated by First Canada ULC
- Supported by taxi programs



Background: Victoria Regional Transit Commission

- Established under the *British Columbia Transit Act*
  - Local government representation for transit services in the CRD
- Eight elected local government officials are appointed by the Province
- Chair is designated by the Minister responsible for BC Transit
- Appointment process, composition and term described in the *Act*
- Staff, resources and contracted services provided by BC Transit

System Operates Through Partnership:
BC Transit's Model



Victoria Regional Transit Commission

- Plans community, establishes transit priorities and routes
- Sets service levels and approves budgets
- Set fares
- Provide local tax subsidy

BC Transit

- Turns VRTC priorities into transit operating and capital plans
- Works with Province to access funding
- Operates Victoria conventional service
  - Victoria Custom and regional transit services are operated via operating contract
- Manages capital program

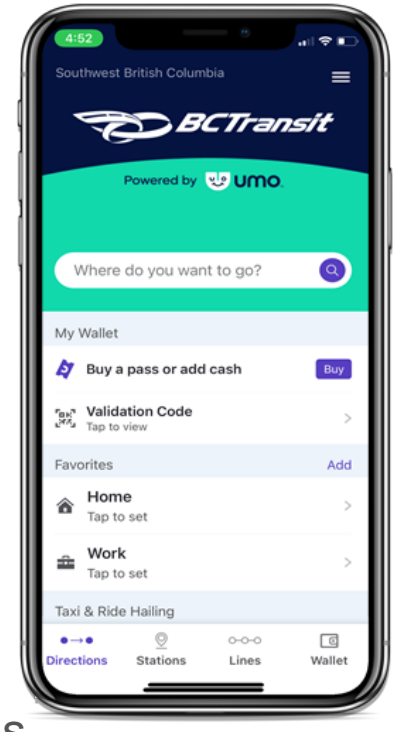
Local Government Collaboration

- Bus stops and shelters
- Collaboration on infrastructure for multi modal transportation (municipalities responsible for roads)
- Local planning initiatives (OCP etc.)
- Development Referrals
- Stakeholder engagement
- Collaboration with MOTI on Highways infrastructure
- Collaboration with CRD on regional growth strategies, regional parks and trails

BCTransit

Electronic Fare Collection System (Umo)

- BC Transit's new fare collection technology
  - Replacing end-of-life and costly fare technology
  - Better meets the expectations of riders
- Reduces barriers to fare payment and transit access
- Primary customer-facing components:
  - Mobile app
  - Reloadable fare card
  - Onboard fare validator
  - Dedicated customer call centre
- Future ability to enable onboard credit and debit card tap payments
- Increased and improved data to inform recommendations
- **Now launched in the Victoria Regional Transit System!**
- Fare review now underway



Victoria Regional Transit System Deployment

- Battery Electric Demonstration (BEB) bus now in service
- 10 BEBs coming to the VRTS
- New electric bus and charging infrastructure projects in development
- Joint funding announced in July 2023 for $395.5 million for up to 115 BEBs and 134 charging points

Low Carbon Fleet Program

cleanBC
our nature. our power. **our future.**

Provincial carbon emission reductions targets:

- 16% by 2025
- 40% by 2030
- 60% by 2040
- 80% by 2050

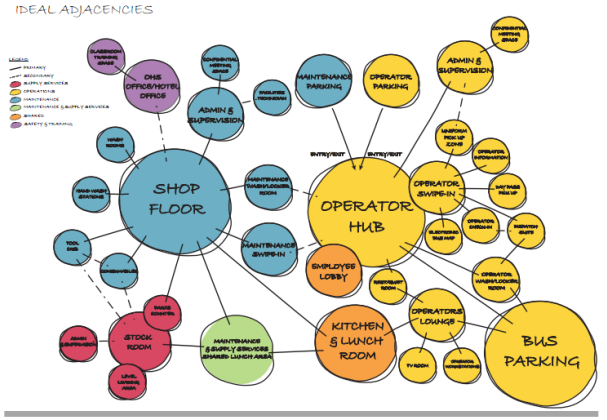
BCTransit

BC Transit has committed to transition to a **fully electric fleet** by 2040

BCTransit

VRTS Facility Master Plan

- In June 2022 the Commission endorsed the VRTS Facility Master Plan, including:
  - A strategic roadmap for future transit facility investment options that support a transition to battery electric buses and a future transit fleet of up to 600 conventional buses and 110 handyDART buses
  - **View Royal handydart** – "Early Works" phase substantially complete; final phase of building construction underway; On-going First Nations engagement
  - **Victoria and Langford Facility Upgrades** – Pre-implementation is underway, includes 10 battery electric bus deployment and supports expansion
  - **Saanich Transit Centre Phase 1** – Funding application pending; Planning work underway; Early outreach underway with First Nations groups

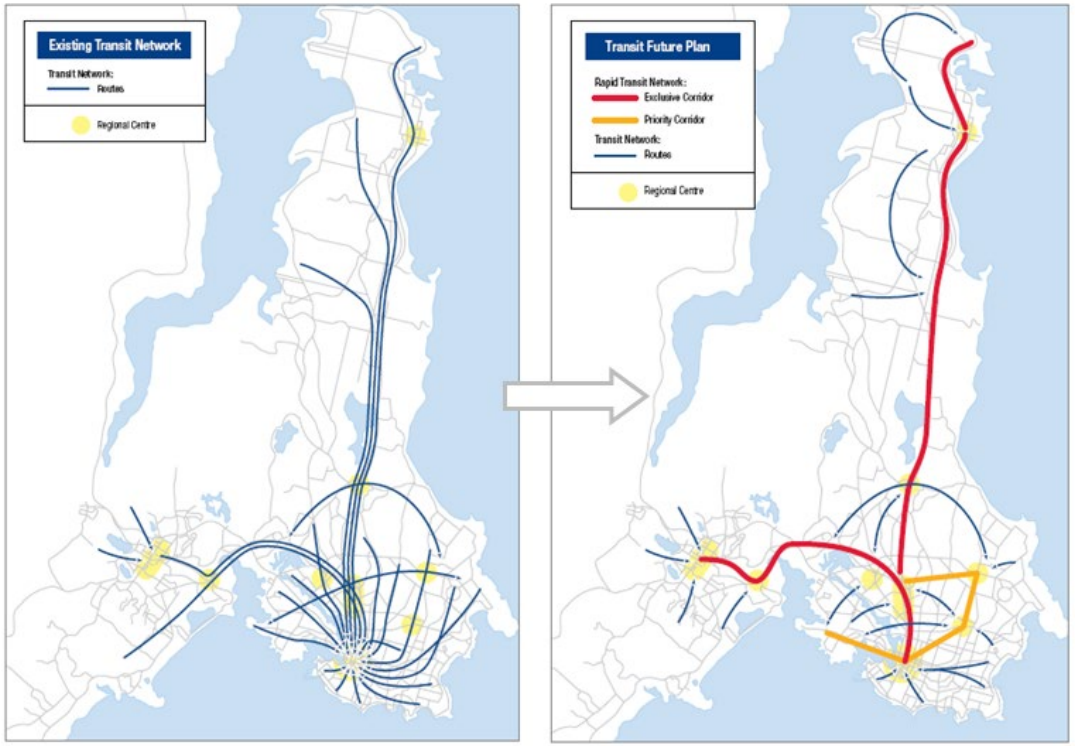


Transit Future Plan

BC Transit developed a 25-year transit plan for the region, which included development of the Transit Future Network

The Transit Future Network uses four layers of transit service:

- Rapid Transit
- Frequent Transit
- Local Transit
- Targeted Services



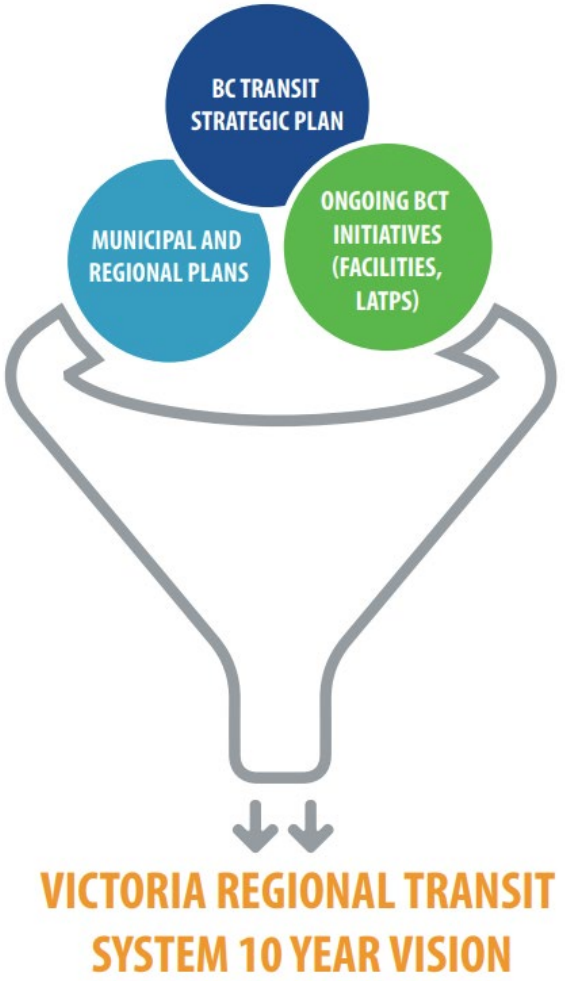
Transit Mode Share 6.5%

Transit Mode Share 15%

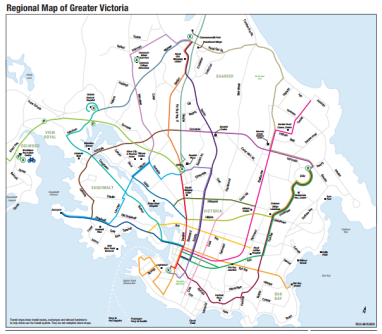
10 Year Vision

The 10 Year Vision:

- Builds upon the framework of the 2011 Transit Future Plan
- Outlines the vision for the Victoria Regional Transit System over the next 10 years, and summarizes all the plans, projects, and priorities seeking to move the transit system towards that vision.
- Is an annually updated, actionable and measurable strategy, providing both the Commission and the public a roadmap for transit development into the future.
- Includes a 15% transit mode share target



Regional Corridor Strategy



- **Project goals:**
  - Provide an updated Transit Future Network
  - Develop and prioritize a strategic transit planning work plan over the next 5-10 years, intended to:
    - Support broader network developments, including the Uptown Mobility Hub, crosstown network development, and RapidBus
    - Increase collaboration with Local Government Partners and alignment between land use and transit planning processes to better achieve collective sustainability goals
    - Revisit existing route classifications, upgrading to FTNs as appropriate
    - Resulting work plan will include a phased list of Corridor Plans and Local Area Transit Plans needed to support the goals of the Regional Corridor Strategy and 10 Year Vision
- Began in January 2023, with the goal of completion by the end of the year

RapidBus

CONNECTED, FREQUENT, FAST AND RELIABLE

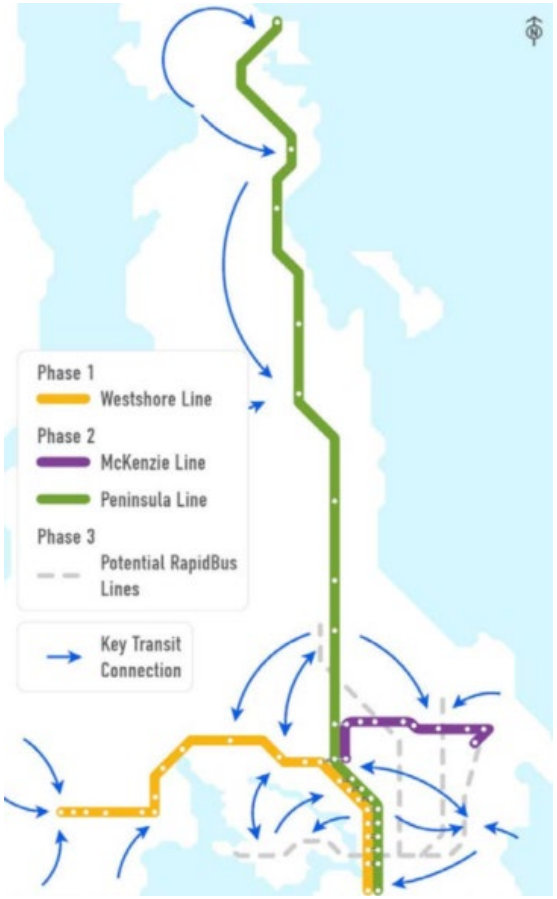
- RapidBus is a bus delivered rapid transit service designed to connect and support designated urban centres of high density, mixed-use areas of the region
- Features include branded services, corridor treatments, unique stations, limited stops and high frequencies

BCTransit

RapidBus Implementation Strategy

Endorsed by the Victoria Regional Transit Commission in 2021. The RapidBus Implementation Strategy identifies three top priority RapidBus lines separated into two phases:

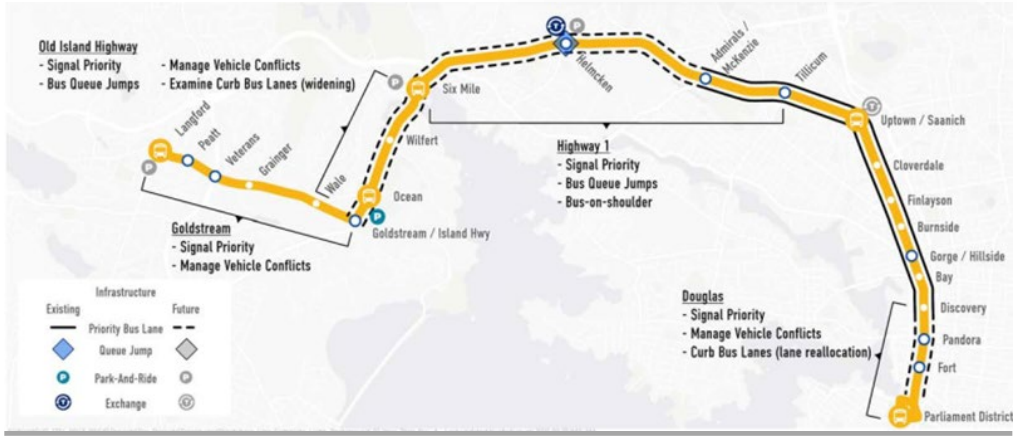
- **West Shore RapidBus Line (Phase 1)**
  - Island Highway Transit Priority Improvements
  - RapidBus Station Study
  - Downtown Victoria Visioning
- **McKenzie RapidBus Line (Phase 2)**
  - Corridor Study
- **Peninsula RapidBus Line (Phase 2)**
  - RapidBus stations
  - Transit hub study (Sidney)



West Shore RapidBus Line Launch

The flagship Blink West Shore RapidBus Line was launched in April 2023.

- Introduced the new Route 95 Langford/ Downtown
- Route 95 replaced Route 50, operating along the same route, but with added service and fewer bus stops
- 7-8 minute frequency at peak periods on weekdays
- Minimum of 15 minute service from 7am-10pm Monday to Saturday and 8am-10pm Sunday



BCTransit

3-Year Transit Expansion

- Key strategic service investments prioritized between 2024/25 and 2026/27 include:
  - RapidBus and Frequent Transit Network service improvements
  - Development of the crosstown network on the Hillside/Gorge and Admirals/McKenzie corridors
  - Simplifying and improving transit service on the Quadra corridor
  - Improvements to YYJ Airport and Peninsula service

- Expansion priorities (conventional and custom transit) tabled for the Commission's approval every September

Island Coastal Inter-Community Transportation Study: BC Transit Involvement

- Study completed by MNP on behalf of the Island Coastal Economic Trust
- Focused on passenger mobility between communities and in rural areas that are not currently served by transit.
- Primarily targeted local governments and First Nations communities but included engagement with other stakeholders
  - BC Transit participated in one engagement session
- Report now available online

Transit-Oriented Development

- Transportation Act now allows the Province to acquire land for the purpose of building housing and community amenities to serve people near transit stations and bus exchanges
- Densification of areas within communities will have implications for transit planning
- Plans underway with MoTI and BCTFA for an Uptown Mobility Hub Transit Oriented Development project

Province to increase housing, services near transit hubs

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News Release

Victoria
Tuesday, April 5, 2022 10:30 AM

Media Contacts

Ministry of Transportation and Infrastructure
Media Relations
250 356-8241

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Questions?

Chelsea Mossey –
Senior Manager, Government Relations
CMossey@bctransit.com

Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023

SUBJECT **Service Planning 2024 – Transportation Community Need Summary**

ISSUE SUMMARY

To provide strategic context and an overview of services, initiatives and performance data related to the Transportation Community Need.

BACKGROUND

The Capital Regional District (CRD) Board approved the 2023-2026 Board Priorities on March 8, 2023. Staff then developed the 2023-2026 CRD Corporate Plan which was approved by the CRD Board on April 12, 2023.

The CRD Corporate Plan presents the work the organization needs to deliver over the four-year term, along with the critical regional, sub-regional and local services, to meet the region's most important needs (i.e., Community Needs) and advance the Board's Vision and Priorities. Board Priorities, Corporate Plan initiatives and core service delivery form the foundation of the five-year financial plan.

The 2024 planning cycle marks the first year of the implementation of the 2023-2026 CRD Corporate Plan. The CRD's annual service plans, known as Community Need Summaries, provide an overview of the operational and strategic context, services levels, initiatives, and performance data for each Community Need. They also provide details of the initiatives, associated staffing, timing and service levels required to advance the work in future years.

The Transportation Community Need Summary is attached as Appendix A. The desired outcome is that residents have access to convenient, green and affordable multi-modal transportation systems that enhance livability.

The CRD reports on the progress of its initiatives and services on a regular basis. The Board receives updates about the Board Strategic Priorities through the Chief Administrative Officer Quarterly Progress Reports. The CRD Board also receives an overview of progress made on delivering the Corporate Plan twice a year at the strategic check-in and provisional budget meetings, which take place in the spring and fall respectively. The next strategic check-in will take place in spring 2025. During the year, standing committees and commissions also fulfill an oversight and advisory role in relation to the work.

ALTERNATIVES

Alternative 1

The Transportation Committee recommends to the Capital Regional District Board:
That Appendix A, Community Need Summary – Transportation, be approved as presented and form the basis of the 2024-2028 Financial Plan.

Alternative 2

The Transportation Committee recommends to the Capital Regional District Board:
That Appendix A, Community Need Summary – Transportation, be approved as amended and form the basis of the 2024-2028 Financial Plan.

IMPLICATIONS

Governance Implications

In 2024, staff have prioritized programs and initiatives that:

- Advance 2023-2026 Board Priorities or Corporate Plan initiatives;
- Operationalize capital investments; and/or
- Are necessary to maintain a core service level following a regulatory change or where there is a safety risk to customers, communities, or staff.

The Executive Leadership Team (ELT) has reviewed and assessed all business cases and confirmed alignment with the criteria. ELT has determined that the consolidated package of work is appropriate and a proportional response to the CRD Board's and communities' expectations of the organization.

Financial Implications

To exercise constraint and cost containment, the CRD Board directed staff to keep the core inflationary adjustment to 3.5% through the 2024 Service and Financial Planning Guidelines.

Staff and management have taken the necessary steps to mitigate the financial impact of proposed initiatives as well as cost escalation and high inflation rate experienced in 2022 through to 2023.

Financial and staff impacts for initiatives will be summarized and included in the provisional budget which will be presented at the Committee of the Whole meeting scheduled for October 25, 2023. Starting this year, this will also include a five-year forecast of staffing level changes, which will be reviewed annually.

Service Delivery Implications

Appendix A includes information about existing service delivery, operational considerations and performance. Additional information has been provided below about the proposed changes for 2024.

Staff are proposing to advance four new initiatives for the Transportation Community Need that have financial implications for 2024, as shown in Table 1. The key drivers for the initiatives are:
1. advancing a Board or Corporate Plan Priority; and
2. adjustments to core service levels to maintain safety.

Table 1. Transportation Community Need Initiatives (2024)

Initiative	Implementation year(s)	Staff impacts (2024)	Incremental cost (2024)	Funding source
4a-1.1 Transportation service	2024–2025	0.5 New Term	$422,000	Requisition
4b-1.1 Regional Trails Closure Policy Implementation Funding	2024-ongoing	-	$35,000	Requisition
4b-2.1 Island Corridor Consultation	2024	-	$600,000	Grant
4c-2.1 Regional Trails Project Engineer	2024–2028	1 New Term	$117,000	Capital & requisition

The information in Table 1 reflects the business case costs which ELT reviewed as part of their annual assessment of initiatives. The financial impacts reflect full program costs, including cost of staffing.

4a-1.1 Transportation Service

Discrete transportation management approaches and municipal priorities can be at cross-purposes when it comes to establishing a consistent multi-modal approach to transportation, region wide. If done effectively, regional transportation authorities ease the transportation management and delivery burden on local governments, allowing them to focus on other priorities that are important to their residents. The CRD Board has prioritized the need to explore and advance an increased regional role in how transportation is managed and delivered. A new transportation service is needed as the first step toward advancing such governance changes.

As a first step, all municipalities, electoral areas and key partners in the region are being engaged between July and September 2023 to gather information about aspirations and regional consensus on a new transportation service. This information will be used to scope service level options within the Regional District's statutory authorities to support the CRD Board's goals to ease traffic congestion, reduce greenhouse gas emissions from transportation and support higher rates of walking, cycling and transit use.

Initiative 4a-1.1 seeks a one-time budget adjustment to undertake this scoping work, namely a service feasibility study to identify, define and cost the new service levels, and a supporting facilitation or public engagement process. The initiative also seeks to create a part-time (0.5 FTE) two-year term position in the Financial Services Division to support this milestone project.

4b-1.1 Regional Trails Closure Policy Implementation Funding

The CRD operates and maintains a 100-kilometre multi-use regional trail network comprised of the Galloping Goose Regional Trail, the Lochside Regional Trail and the E&N Rail Trail – Humpback Connector that connects key destinations throughout the region. Temporary closures are sometimes required on the regional trails to address operational issues, conduct regular maintenance or to complete infrastructure improvements and repairs. Such closures, either planned as part of the core service delivery or unplanned because of an emergency, can impede the use of the regional trails as transportation corridors if safe detour routes are not provided.

A new CRD Regional Trails Closure Policy was approved by the General Manager of Parks & Environmental Services in 2023, in accordance with the CRD's Policy Management Framework. The policy enhances the level of service provided to trail users by designing and implementing a transportation engineered detour route that meets All Ages and Abilities facility standards when a regional trail is temporarily closed.

Initiative 4b-1.1 seeks an ongoing increase to the Regional Parks core budget to support the implementation of the Regional Trail Closure Policy. Staff will retain the services of a transportation engineer to design detour routes around closures and for any necessary materials to implement the detour. The funding has been estimated to support up to seven trail closures per year.

4b-2.1 Island Corridor Consultation

The island rail corridor is a 295 kilometre protected rail corridor that connects the CRD to Courtenay. The Provincial Ministry of Transportation and Infrastructure has given the CRD $600,000 in conditional grant funding to support the development of a shared vision for the future of this corridor. The funding, which was approved by Board resolution on April 12, 2023, must be used to consult and plan collaboratively with regional districts, First Nations, and other levels of government to secure this joint vision.

This initiative is retroactive as the funding has already been accepted by resolution and staff expect to start work on some of the deliverables in 2023. It has been submitted to track the work and secure the necessary internal resources. There are no additional resources (financial or staffing) required to progress the work.

4c-2.1 Regional Trail Project Engineer

The Galloping Goose and Lochside Regional Trails see two million and one million visits per year, respectively. The urban sections of these trails consist of a paved pathway for cyclists and pedestrians in a dual-direction flow. A study has been completed to evaluate options to widen and separate portions of the regional trails and to consider the installation of lighting along the corridors. The CRD Board approved accelerated implementation of the regional trails widening and lighting project in the summer.

Initiative 4c-2.1 seeks to create a new regular ongoing position in the Facilities Management & Engineering Services Division to support the delivery of the multiple phases of the widening and lighting project.

CONCLUSION

CRD staff are progressing initiatives identified in the 2023-2026 CRD Corporate Plan, including the Board Priorities. The CRD Board and commissions with delegated authorities determine resourcing through the annual review and approval of the provisional financial plan. To support decision-making, staff provide recommendations on funding, timing and service levels through the service and financial planning processes.

RECOMMENDATION

The Transportation Committee recommends to the Capital Regional District Board:
That Appendix A, Community Need Summary – Transportation, be approved as presented and form the basis of the 2024-2028 Financial Plan.

Submitted by:	Fran Lopez, M. Sc., Manager, Strategic Planning
Submitted by:	Jeff Leahy, Senior Manager, Regional Parks
Concurrence:	Emily Sinclair, MCIP, RPP, Acting General Manager, Planning & Protective Services
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENT

Appendix A: Community Need Summary – Transportation

4 Transportation

Residents have access to convenient, green and affordable multi-modal transportation systems that enhance livability

01 Strategy

STRATEGIES & PLANS

- Regional Transportation Plan
- Regional Growth Strategy
- Regional Parks & Trails Strategic Plan
- Regional Trails Management Plan
- Climate Action Strategy

CORPORATE PLAN GOALS

4a Present options for changes in governance for transportation in the region, including the electoral areas
4b Improve regional connectivity & safety across transportation modes
4c Support investments, expansion & equitable access to active and low carbon transportation
4d Education, encouragement & information

02 Contacts

Emily Sinclair, Regional & Strategic Planning	@ email	T. 250.360.3244
Jeff Leahy, Senior Manager, Regional Parks	@ email	T. 250.360.3340

03 Operating Context

ACHIEVEMENTS IN 2023

1. Initiated pre-planning for the Transportation Governance initiative including research and first round of engagement with municipalities, electoral areas and other partners (see initiative 4a-1.1).
2. CRD Board approved a regional definition for All Ages & Abilities (AAA) cycling facilities, developed with the Transportation Working Group.
3. Developed a regional trails closure policy to minimize disruptions to trail users and provide a consistent approach to regional trail closures.
4. CRD Board approved accelerated implementation of the Regional Trails Widening and Lighting Project in Q3 2023. This project will widen and light the most used sections of the Galloping Goose and Lochside trails.
5. Initiated the Critical Repairs to Selkirk Trestle project (phase 0).
6. Completed the Lochside Trail Paving Project. The project extends from Swartz Bay to Beacon Avenue.
7. Completed the Bilston Creek Bridge Replacement Project.
8. Completed the Regional Trails Asset Renewal Plan.
9. Completed the Salt Spring Island Active Transportation Plan.
10. Administered the Origin Destination Household Travel Survey in 2022 and presented results in Q3 2023.
11. Completed the 2022-23 cohort for the Ready Step Roll initiative (two elementary schools and two municipalities).
12. Launched the Sustainable Commute Planning pilot with CFB Esquimalt and Seaspan, bringing learnings from the Ready Step Roll initiative to employers and workplaces.
13. Conducted annual bicycle and vehicle counts.
14. Received a grant from the Ministry of Transportation and Infrastructure (MOTI) to support participation in consultation on the Island Rail Corridor, to be undertaken in partnership with the federal and provincial governments, island regional districts, First Nations and the Island Corridor Foundation.

FACTORS THAT WILL AFFECT OUR OPERATIONS IN 2024 AND BEYOND

- Regional Transportation Governance: A service feasibility study will be undertaken pending results from the transportation governance initiative engagement. Study findings could result in new or adjusted program and service delivery activities in both Regional and Strategic Planning and Regional Parks.
- Mode Shift and Population Growth: The volume of transportation work around the region remains high to accommodate population growth and to meet shared objectives to reduce congestion, support higher rates of walking, cycling and transit use and reduce greenhouse gas emissions. Transportation planning and infrastructure delivery is a shared responsibility among local governments, the province and service delivery partners such as BC Transit. There is a sustained need for data collection, research, analysis and regional coordination to ensure that project planning and delivery achieves a consistent, connected and sustainable transportation system.

- Changing User Needs and Expectations: Regional trail user needs and expectations are changing with increased rates of cycling and walking, as well as increased use of eBikes and other mobility devices. This has the potential to impact service levels. In addition, Board direction to accelerate implementation of regional trail widening and lighting to support increased rates of walking and cycling will require a dedicated project delivery team, resourced as the project moves forward.
- Sustainable Service Delivery: Major infrastructure in regional trails is nearing the end of its lifespan and needs improvements to support demands they were not built for. In recent years, the increased cost of materials and the complexity of projects has led to high costs for these major capital projects. Anticipate increased costs associated with the need for improved and safer active transportation infrastructure.
- Pandemic Recovery: The active school travel planning initiative, Ready Step Roll, has been in place for almost five years. We are starting to see the capacity of our school and community partners increase following a low in the COVID-19 pandemic, with four schools participating in 2023-2024. A continuous improvement approach is being used to refine delivery of this initiative and to consider expansion to employers and workplaces.

OPERATIONAL STATISTICS (IF APPLICABLE)

- 2022 Regional Trail peak user volume: 3,750 (July 2022, CRD Regional and Strategic Planning)

04 Services

The services listed below rely on the support of several corporate and support divisions to operate effectively on a daily basis. More information about these services is available in the Corporate Services and Government Relations Community Need Summaries.

SERVICE BUDGET REFERENCES[1]

- 1.324 Regional Planning
- 1.280 Regional Parks*

1. REGIONAL PLANNING – TRANSPORTATION

Description

Responsible for data collection, research and modelling related to regional multi-modal travel. The service supports the development and implementation of regional district services and informs local, agency and provincial government transportation and land use planning processes.

What you can expect from us

- Every five years, prepare the Origin Destination Household Travel Survey to gather mode shift data and other information about regional travel patterns.
- Collect and monitor multi-modal transportation data on an ongoing basis. Liaise and disseminate findings to municipalities, electoral areas, the provincial government, partner agencies, academic institutions and other partners, on demand.
- Deliver active school travel planning services with up to five schools per year.
- Analyze the impacts of actual and projected changes to the transportation system and provide transportation planning advice and expertise to regional, sub-regional and local planning and transportation projects and initiatives, on demand.
- Implement and monitor the Regional Transportation Plan, including research, analysis and advice to achieve the multi-modal Regional Transportation Network and support CRD departments advance active transportation infrastructure and programming.
- Deliver on CRD Board direction to scope and develop governance options, including consideration of a new transportation authority.

Staffing Complement[2]

Regional & Strategic Planning: **3.5 FTE + Senior Manager and 1 Administrative Support**

[1] Service budget(s) listed may fund other services

[2] Excluding exempt and administrative support staff

2. REGIONAL TRAILS

Description

Manage Regional Trails system to protect and operate three regional trails that provide a transportation and recreation function and that provide non-motorized trails for active transportation and recreation to connect municipalities, electoral areas and the region with adjacent jurisdictions.

What you can expect from us (through Regional Parks Operations)

- Operate, manage and maintain 95 km of multi-use regional trails.
- Implement the Regional Parks and Trails Strategic Plan and Regional Trails Management Plan to achieve regional transportation objectives.
- Conduct 250 km of boom flail vegetation removal annually.
- Procure engineer assessments of critical built assets (dams, trestles, bridges) up to a value of $225,000 annually. Prepare a 10-year critical asset assessment schedule.

Staffing Complement

Regional Parks: **See the Regional Parks Community Need Summary. Regional Trail FTEs are built into the Regional Parks Staffing complement.**

05 Initiatives

Below are the initiatives listed in the Capital Regional District 2023-2026 Corporate Plan and the related initiative business cases (IBCs), including financial and staffing impacts, proposed for 2024. The financial impacts reflect full program costs, including cost of staffing.

Initiative	Implementation year(s)	Impacts in 2024	
4a-1 Scope and develop governance options, including consideration of a new transportation authority	2024–ongoing		
▸ **NEW IBC** 4a-1.1 Transportation service	2024–2025	$422K requisition	0.5 New Term
4a-2 Work collaboratively with elected and staff leaders in electoral areas, local governments, partner agencies and the province on transportation governance options development	Planned for 2025	-	-
4a-3 Chart a pathway to approval, based on a preferred transportation governance option	Planned for 2026	-	-
4b-1 Work with the Transportation Working Group to implement the regional multi-modal transportation network	Ongoing		
▸ **NEW IBC** 4b-1.1 Regional Trails Closure Policy Implementation Funding	2024-ongoing	$35K requisition	-
4b-2 Prepare policy positions to support advocacy for infrastructure investments and service improvements to achieve regional transportation priority items related to mass transit, general transit improvements, active transportation and multi-modal and safe highways	Ongoing		
▸ **NEW IBC** 4b-2.1 Island Corridor Consultation	2024	$600K grant	-
4b-3 Support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy	Ongoing	-	-
4c-1 Update the Regional Trails Management Plan	Planned for 2025	-	-

Initiative	Implementation year(s)	Impacts in 2024	
4c-2 Prepare a funding strategy to support implementation of priority regional trail enhancement and expansion projects	2023		
▸ **NEW IBC** 4c-2.1 Regional Trails Project Engineer	2024–2028	$117K capital + requisition	1 New Term
4d-1 Shift travel behaviour through education, encouragement, and information	Planned for 2025	-	-

06 Performance

GOAL 4A: PRESENT OPTIONS FOR CHANGES IN GOVERNANCE FOR TRANSPORTATION IN THE REGION, INCLUDING THE ELECTORAL AREAS

Targets & Benchmarks

- Rate of stakeholder participation will measure the level of stakeholder engagement in the transportation governance initiative. High levels of participation indicate that stakeholders are interested, informed and committed to the initiative. Low levels of participation indicate possible indifference or resistance.
- Progress reporting on workplan deliverables will measure the number of decision milestones reached on time. Progress is on track if the timing of decisions continues to align with the timing required to execute governance change within the Board's term.

Measuring Progress

Ref	Performance Measure(s)	Type	2022 Actual	2023 Forecast	2024 Target	Desired trend
1	Percentage of stakeholders participating in the transportation governance initiative[1]	Quantity	N/A	100%	100%	→
2	Number of decision milestones reached on time[2]	Quantity	N/A	2/2	3/3	→

[1] Participation, expressed as a percentage, of the 22 stakeholders invited to participate in the transportation governance initiative.

[2] Number of decision milestones, based on the project plan, that need to be reached in-year to deliver transportation governance change within the 2023-2026 Board term.

Discussion

- Measure 1: 22 stakeholders are participating in the transportation governance initiative (13 municipalities, three electoral areas and six agency partners.) Participation will be measured yearly and evaluated based on whether the stakeholder provided input into the engagement process. The target is for 100% participation as governance changes will impact all stakeholders. Note that First Nations have been informed of the project and invited to participate on an opt-in basis. Their participation will be tracked separately.
- Measure 2: The project timelines for the transportation governance initiative were presented to the CRD Board on June 14, 2023. The timelines aim to deliver governance options for CRD Board consideration in 2024 to allow for new service creation in 2025, pending Board direction. Project timing is constrained by fixed deadlines (i.e., Board term, statutory requirements for service creation) and decision milestones are dependent on completing deliverables and securing consensus from multiple stakeholders. When decisions are not made on time, progress toward achieving transportation governance change will slow. This measure will indicate friction-points in the process and allow for the consideration of adjustments where needed (e.g., change to engagement approach or re-scoping). Note that decision milestones are not cumulative from year to year.

GOAL 4B: IMPROVE REGIONAL CONNECTIVITY & SAFETY ACROSS TRANSPORTATION MODES

Targets & Benchmarks

- Mode share is a good indicator of residents' willingness and ability to make sustainable transport choices for at least some of their trips. The regional mode share target is 45% for active transportation and transit combined for the region by 2038, based on 15% walking, 15% cycling and 15% transit. Note this is a 3% increase from the mode share target in the Regional Growth Strategy as the Victoria Regional Transit Commission increased the transit mode share target to 15% in 2020.

Measuring progress

Ref	Performance Measure(s)	Type	2022 Actual	2023 Forecast	2024 Target	Desired trend
3	**Percentage of all trips made annually in the capital region by walking, cycling and public transit[3]**	Quantity	29%	29%	29%	↗

[3] *data from CRD Origin Destination survey 2022*

Discussion

- The mode share target is measured through the CRD OD Survey, administered every five years. There is no year-on-year reporting of the target.
- The CRD has been tracking mode share since 2001. Starting in 2006, there has been a steady increase in the combined walking, cycling and public transit mode share over time:
    - 2001: 21.2%
    - 2006: 20.5%
    - 2011: 22.4%
    - 2017: 26.6%
    - 2022: 29%

GOAL 4C: SUPPORT INVESTMENTS, EXPANSION & EQUITABLE ACCESS TO ACTIVE AND LOW CARBON TRANSPORTATION

Targets & Benchmarks

- Value of capital spending in CRD active and low-carbon infrastructure indicates the level of organizational commitment to deliver this goal.
- Value of grant funding from federal, provincial and other funding bodies for CRD active and low-carbon infrastructure projects indicates the amount of external support available to deliver this goal.

Measuring Progress

Ref	Performance Measure(s)	Type	2022 Actual	2023 Forecast	2024 Target	Desired trend
4	**Total estimated CRD capital investments in active and low-carbon infrastructure projects**[4]	Quantity	$1.4M	$1.9M	$1.7M	↗
5	**Total value of grant funding for CRD active and low-carbon infrastructure projects from external sources**[5,6]	Quantity	$1.4M	$3.1M	$6.9M	↗

[4] *Estimated totals from CRD operating and capital plans*

[5] *Total value of grants received by the CRD.*

[6] *Total value of unsecured funds based on outstanding federal grant program applications (2024)*

Discussion

- Measure 4: The desired trend is to increase the amount invested in CRD active and low-carbon transportation infrastructure to keep pace with user needs. Targets are set for each fiscal year through the service and financial planning processes. The reported dollar figures include capital investments for regional trail expansion, enhancement, maintenance and operations in the fiscal year. Regional trails, both existing and proposed, are defined on Map 6 of the Regional Parks and Trails Strategic Plan and include the Galloping Goose, Lochside, E&N Rail-Trail Humpback Connector and the proposed network on Salt Spring Island and the Southern Gulf Islands. The figures also include investments in low-carbon infrastructure charging. Note the 2024 target does not include any debt servicing associated with borrowing related to acceleration of the Regional Trails Widening and Lighting project.
- Measure 5: The desired trend is to attract greater amounts of external funding for active and low-carbon transportation infrastructure. CRD priorities for active and low-carbon transportation are closely aligned to federal and provincial goals. The assumption is that the CRD is in a strong position to attract funding. If the measure trends down, this could indicate that grants are over-subscribed or there is a need to consider new grant application strategies. Note that the forecast and target values are for unsecured funds.

GOAL 4D: EDUCATION, ENCOURAGEMENT & INFORMATION

Targets & Benchmarks

- Measuring the number of schools participating in the Ready Step Roll initiative tracks the number of schools that have received hands-on support to educate younger residents on matters of traffic safety and sustainable mode choice.

Measuring Progress

Ref	Performance Measure(s)	Type	2022 Actual	2023 Forecast	2024 Target	Desired trend
6	**Active School Travel Planning: schools' participation in the regional Ready Step Roll initiative[6]**	Quantity	45	47	51	↗

[6] *Total number of schools that have participated in the regional Ready Step Roll initiative since 2015; data from CRD Regional Planning*

Discussion

- The active school travel planning initiative is delivered as a partnership among schools (administration and parent advisory committees), municipalities and the CRD. The initiative cannot succeed without the active participation of all three partners. Due to pressures facing school administrators and parents from the ongoing COVID-19 pandemic, only two schools participated in the initiative for the 2022/23 cohort (or school year). Four schools and municipalities have committed to participating in the initiative for the 2023/24 cohort.

07 Business Model

PARTICIPANTS	All municipalities, Tsawout Nation and Songhees Nations
FUNDING SOURCES	Requisitions, grants and reserves
GOVERNANCE	Transportation Committee Traffic Safety Commission Regional Parks Committee

Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE
MEETING OF WEDNESDAY, SEPTEMBER 13, 2023

SUBJECT **2022 Capital Regional District Origin Destination Household Travel Survey**

ISSUE SUMMARY

To provide the results of the 2022 Capital Regional District (CRD) Origin Destination Household Travel Survey (OD Survey).

BACKGROUND

The CRD 2022 Origin Destination Household Travel Survey (profiles residential travel patterns on an average fall day). The OD Survey provides comprehensive data about how residents travel around the region and the underlying demographic and household factors that influence people's travel behaviours. The survey provides key data points about where people go, for what purpose and how they get there. The CRD, local governments, the Province and other agency partners use the data to support transportation and land use decisions, track progress toward regional transportation goals and guide additional research. The 2022 OD Survey is provided in Appendix A.

The OD Survey covers the Regional Planning Area, inclusive of the CRD's 13 municipalities and the Juan de Fuca Electoral Area. Since 2017, the OD Survey has also included Salt Spring Island. The OD Survey is statistically representative of travel behaviour in the region. Over the duration of the survey, 62,500 households were contacted, and 8,581 valid surveys were completed, exceeding the target of 7,650 surveys by 11%. This completion rate represents 4.6% of all households in the Regional Planning Area and Salt Spring Island combined.

The 2022 OD Survey methods were adjusted to respond to administrative, societal and technological changes since 2017:

- Added questions about e-bikes and e-micromobility
- More nuanced questions relating to work from home and hybrid work from home
- Replaced 'other' with 'non-binary', 'prefer to self-describe' for gender
- Asked questions about dwelling tenure (rented or owned)
- Asked about household income
- Asked about access to electric vehicle (EV) charging
- Distinguished plug-in hybrid from hybrid vehicles

The above noted changes ensure that the data is robust and reflective of the times and that the 2022 OD Survey aligns well with other OD surveys undertaken in mid to large-sized regions in Canada. Additionally, they better support the CRD's climate action and equity goals.

Although it followed the same general procedure as previous surveys, the 2022 OD Survey is unique in that it took place following severe pandemic-induced impacts on travel. As a result, the report notes differences in travel behaviour from previous surveys and how the pandemic or other factors may have influenced these changes.

Key Findings
Regional transportation goals are listed below. The OD Survey provides data that helps track the region's progress toward achieving these goals.

Goal 1: Reduce congestion in the morning and afternoon peak periods
People are taking fewer trips, with a 10% reduction in total trips in 2022 despite a 9% increase in population since 2017. This trend can be attributed to changing travel behaviours in the densely populated Core (Victoria, Saanich, Oak Bay, Esquimalt and View Royal). However, trips within the Westshore (Langford, Colwood, Highlands, Metchosin and Sooke), and between the Westshore and the Core and the Saanich Peninsula (Central Saanich, Sidney and North Saanich), are slightly higher in 2022.

Trip volumes are also slightly down. People taking fewer trips throughout the day correspond to reductions in work and school commutes, as well as shopping, restaurant/bar, social activities and other activities that occur outside the commuter peaks. All these reductions are consistent with the lingering effects of pandemic activity shifts.

Goal 2: Increase the number of people walking, cycling and taking transit
Mode share continues to trend in the right direction, with 29% of trips made by walking, cycling and transit use. This is up from the 2017 mode share of 26.6%. The regional mode share goal is 45%. As with trip volumes, mode share varies depending on where you live in the region.

Goal 3: Reduce greenhouse gas (GHG) emissions from the transportation sector
In addition to gains in mode share, the region is also showing gains in the number of EVs-only. The gain in EVs between 2017 and 2022 is significant from 1,900 to 11,900 vehicles. EVs now represent 4% of the region's private vehicles, with hybrids at 3% and plug-in hybrids at 1%. Note that the numbers in the OD survey reflect the responses of surveyed households and may not correspond to the Insurance Corporation of British Columbia's vehicle population breakdown.

IMPLICATIONS

Environmental & Climate Action
Car travel is a significant contributor to GHG emissions. GHG emissions can be reduced in two ways: reducing car trips and switching to EV, hybrid and plug-in hybrid vehicles.

To better understand the rollout of a higher percentage of EVs, the OD Survey collected information on access to EV charging. Access is highest in five+ storey apartments, with 42% of these respondents having access in their building (33%) or nearby (9%). The access rate was 28% for single-detached dwellings, 26% for ground-oriented dwellings and 18% for apartments of less than five storeys.

The OD Survey also collected information on electric bicycles and e-micromobility devices. It found that 11% of adult bicycles were electric, representing 30,490 bicycles and that 2.3% of households had access to an e-micromobility device.

Survey data show that 32% of full-time workers who usually commute to an external workplace now work from home at least once a week. This trend has had a direct impact on daily travel volumes. With more people commuting and working, remote work could be another way to reduce the number of car trips.

Regional Growth Strategy Implications
The Regional Growth Strategy (RGS) has set a goal of 42% of all trips made by walking, cycling and transit (sustainable modes) by 2038. Since adoption of the RGS, the regional target has been adjusted upwards to 45% to reflect the Victoria Regional Transit Commission increased the transit mode share target from 12% to 15% in 2020.

For 2022, 29% of trips were made using sustainable modes, up from 26.6% in 2017. Table 1 provides more detail about the change in mode share over time.

Table 1 Details of sustainable mode shares, persons 11+, 2001-2022

	2001		2006		2011		2017		2022	
Travel Mode	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share
Transit	65,000	6.9%	71,500	7.0%	65,500	6.5%	82,000	7.8%	60,900	6.5%
Bicycle	24,500	2.6%	35,100	3.5%	27,200	2.7%	53,400	5.1%	73,900	7.9%
Walk	109,300	11.7%	101,100	10.0%	133,500	13.2%	144,200	13.7%	136,800	14.6%
Sustainable	**198,800**	**21.2%**	**207,700**	**20.5%**	**226,200**	**22.4%**	**279,600**	**26.6%**	**271,600**	**29.0%**

Mode share gains are from a 2.8% increase in cycling since 2017. Notable is that while e-bikes only make up 10% of bicycles, they represent 30% of the cycling trips. Among sustainable modes, transit has the highest share for trips between the Core, Westshore and Saanich Peninsula.

Sustained effort is needed to meet the 45% regional mode share target by 2038. A preliminary assessment of mode shift potential indicates that more than half of car driver trips could be made by bicycle or on foot. Additional research is needed to understand whether walking or cycling is a suitable mode for the trip purpose.

Equity, Diversity & Inclusion (EDI)
Survey wording was adjusted and new questions were added to better address EDI.

The OD Survey also provides insight into equity gaps. For instance, women and men make nearly equivalent numbers of walking trips, but women have only about two-thirds as many cycling trips as men. Other research supports that this difference is at least partially attributable to women being more reluctant to ride on infrastructure that is not physically separated from vehicle traffic.

Additionally, the OD Survey found that most people travelling by sustainable modes had access to a vehicle, except for transit users. A third of transit users did not have access to a vehicle, possibly making them 'captives' to taking transit. Further, a greater proportion of transit users are in households earning under $22,000. This suggests the need to make transit more attractive so that it is a choice rather than a necessity to expand transit mode share.

Intergovernmental Relations
The findings of the report were shared with local government staff at the September 11, 2023, joint meeting of the Regional Transportation Working Group, Development and Planning Advisory Committee and Climate Action Inter-Municipal Working Group. CRD staff will continue to support local government staff as they use the information for transportation and land use decisions.

Service Delivery
Information from the OD Survey will be used to support further research by CRD staff such as an update to the CRD Housing and Transportation Cost Estimate Study and to support ongoing work related to transportation governance. Additionally, information will be available to support other CRD divisions such as Regional Parks and Climate Action with their initiatives. The OD Survey will be available publicly on the CRD website.

Strategic / Corporate Plan
Information from the OD Survey can contribute to the following corporate plan initiatives:

- 4b-2 Prepare policy positions to support advocacy for infrastructure investments and service improvements to achieve regional transportation priority items related to mass transit, general transit improvements, active transportation and multi-modal and safe highways
- 4b-3 Support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy
- 4d-1 Shift travel behaviour through education, encouragement, and information

CONCLUSION

The CRD 2022 Origin Destination Household Travel Survey, conducted every five years, provides valuable insight into the travel patterns of the region's residents. The CRD, local governments, the Province and other agency partners will use the results to support transportation and land use decisions, track progress toward regional transportation goals and guide additional research.

RECOMMENDATION

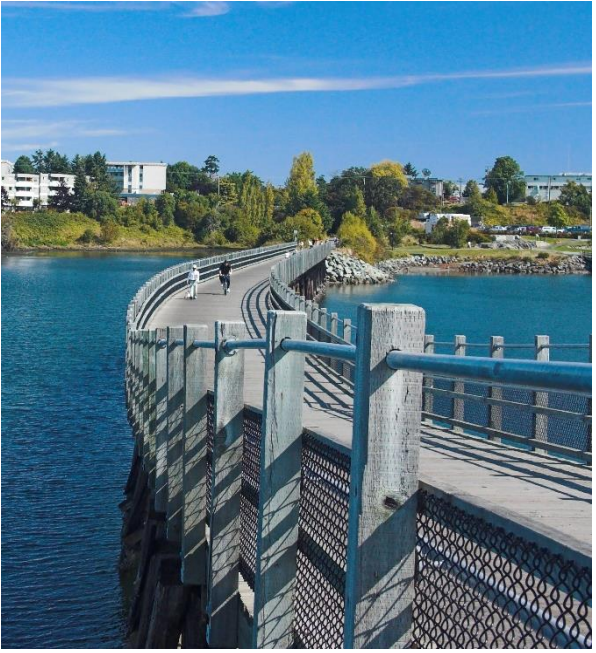
There is no recommendation. This report is for information only.

Submitted by:	Emily Sinclair, MCIP, RPP Senior Manager, Regional and Strategic Planning
Concurrence:	Kevin Lorette, P. Eng., MBA, General Manager, Planning & Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENT

Appendix A: 2022 Origin Destination Household Travel Survey

Appendix A



ORIGIN DESTINATION

2022 HOUSEHOLD TRAVEL SURVEY

2022 Capital Regional District Origin Destination Household Travel Survey

Final Report

September 2023

Prepared for:
Capital Regional District

Making a difference...together

Prepared by:
R.A. Malatest & Associates Ltd. &
David Kriger Consultants Inc.

MALATEST

DAVID KRIGER

TRANSPORTATION POLICY AND RESEARCH

ACKNOWLEDGEMENTS

The CRD conducts its business within the traditional territories of many First Nations, including though not limited to BOḰEĆEN (Pauquachin), MÁLEXEŁ (Malahat), Pacheedaht, Pune'laxutth' (Penelekut), Sc'ianew (Beecher Bay), Lək̓ʷəŋən (Songhees), SȾÁUTW_ (Tsawout), T'Sou-ke, W_SIKEM (Tseycum) and xʷsepsum (Esquimalt), all of whom have a long-standing relationship with the land and water from time immemorial that continues to this day.

The survey research was conducted by R.A. Malatest & Associates Ltd. with David Kriger Consultants Inc. (the Consultants), with the guidance of the Capital Regional District (CRD).

We gratefully acknowledge the direction and guidance of John Hicks, Senior Transportation Planner at the CRD, as well as the marketing and public communications support provided by the Communications team at the CRD.

This project would not be possible without the contributions of over 8,500 participating households that responded to this survey, via phone interview or online and told us about their daily travel. We thank you for your participation in the region's household travel survey; you have contributed to transportation planning data that will be useful for years to come.

SURVEY HIGHLIGHTS

In fall 2022, the Capital Regional District (CRD) conducted a comprehensive origin-destination (O-D) survey. The *2022 CRD Origin-Destination Household Travel Survey* is the latest in a series of surveys that have been conducted every 5-6 years. The survey profiles residents' 24-hour travel patterns over the course of a typical fall weekday. The profile will aid the CRD in its Regional Growth Strategy, the Regional Transportation Plan and other ongoing sustainable planning initiatives.

The survey study area covers the Regional Planning Area (RPA) plus Salt Spring Island. The final sample comprises 8,581 households. The final survey dataset includes information on 18,023 residents of the CRD and 43,531 trips made by those residents aged 5+ years. When weighted and expanded, the survey data represent approximately 184,700 households in the region and almost 405,500 residents. Overall, the survey dataset constitutes a randomly selected 4.6% sample of households and 4.4% sample of population.

The 2022 O-D survey followed the same general procedure as previous CRD O-D surveys. However, the 2022 O-D survey is unique in that it took place following the severe pandemic-induced impacts on travel. As a result, the report notes differences in travel behaviour from previous surveys and how the pandemic or other factors may have influenced these changes.

Survey highlights are presented below. Many of the highlights show comparisons with previous surveys, some dating back to 2001.[1] Details can be found in the accompanying report.

Demographics

Population and the numbers of households, workers and vehicles are all important determinants of travel. Since 2001, **the number of workers** (i.e., the number of potential commuters) **has grown faster than the population**. The **numbers of households and vehicles have also grown faster than population**, although households to a somewhat lesser extent than vehicles. Growth rates for all these variables were highest between 2017 and 2022, with employment and vehicles growing at a 1.85% compound annual growth rate.

In 2022, 212,800 people, or more than half the population, were employed, either full-time (166,100) or part-time (45,700). Almost one-quarter of the population was retired (92,100

[1] Surveys were conducted in 2001, 2006, 2011 and 2017. Except where noted, comparisons with previous surveys are made for the RPA. This is because different geographies have been used over the years, although the RPA has always been covered.

people). By comparison, 54% of the population was in the working age cohort (25-64 years old) in 2022 and the 65+ population has increased by 23% since 2017 and 52% since 2011.[2]

The four determinants relate to each other. These relationships help explain how and why travel behaviour has changed over time. Overall, the **relationships among these determinants have been stable or have experienced only gradual changes**. In 2022, the average household size was 2.19 people per household, which represents a modest reduction over time. There was an average of 1.19 workers per household, which represents a marginal reduction since 2011. Vehicle availability has also been steady, at 1.55 vehicles per household in 2022.

Mobility options

There is a strong relationship between mode choice and *access* to a vehicle. In other words, if a household has a vehicle, it is likely to be used. This is especially true of workers, who have been shown in past surveys to have priority over the use of the household vehicle for their commute to work. Key findings are:

Access to a vehicle remains pervasive, with 89% of RPA households having access to at least one vehicle. RPA households have an average of 1.56 vehicles each. Ninety-three percent of RPA residents of driving age (16+) have access to a household vehicle, representing an average of 0.83 vehicles per person 16+.

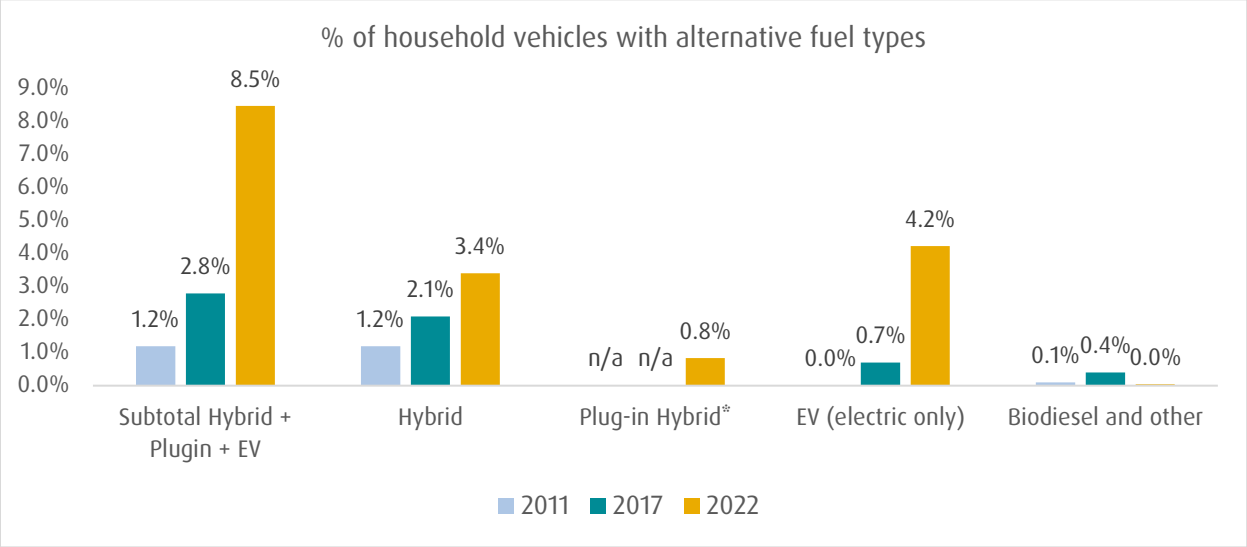
However, these rates vary by geography, with vehicle availability tending to be highest in suburban communities like Saanich and Langford and lowest in Victoria. The geographical variations may reflect differences in dwelling type, density, dwelling tenure, household income, occupational status, accessibility to transit and other factors. Further research may be needed to understand the underlying factors.

A slight reduction in vehicle dependency is apparent. In 2022, there were more zero- and 1-vehicle households compared with 2017, with the number of single-vehicle households slightly exceeding those households with two or more vehicles. Moreover, the proportion of 'car-light' households has increased: These reflect households that have fewer vehicles than workers, at 19.9% of households in 2022 compared with 17.8% in 2017. While these may be encouraging findings in terms of potentially reducing the dependency on the private auto, it should be noted that the 2022 findings might have been influenced by the pandemic-induced economic conditions and impacts on household finances. As well, the average numbers of vehicles in multi-vehicle households continued to grow slightly, which pushed up the overall average number of vehicles per household slightly. Further research is needed to understand the underlying factors. There will also be a need to monitor these trends over time.

[2] These comparisons are for context only, given that not every worker is in the 25-64 age cohort and not every retiree is in the 65+ age cohort.

The take-up of alternative-fuelled 'green' vehicles is growing rapidly. Though still a small proportion of the private vehicle stock,[3] the population of alternative-fuelled vehicles ('green' vehicles) has grown quickly in recent years. These include hybrids, plug-in hybrids, electric-only vehicles (EVs) and biodiesel. As the figure below shows, green alternative-fuelled vehicles represented 8.5% of the vehicle population in 2022, triple the 2.8% share in 2017, which itself was more than double the 1.2% share in 2011. In absolute terms, this represents a tripling of green alternative-fuelled vehicles, from 8,100 vehicles in 2017 to 23,800 vehicles in 2022.[4] This growth has been driven by the six-fold+ increase in electric vehicles, from 1,900 vehicles in 2017 to 11,900 vehicles in 2022.[5] Note also that the absolute numbers of diesel and biodiesel vehicles have been declining over time, even as the total vehicle population has increased.

Households with green alternative-fuelled vehicles, 2011-2022



Note: Reflects households in private dwellings (i.e., excludes collective dwellings).
Plug-in hybrids were not tracked separately from non-plug-in hybrids in 2011 and 2017.

Also noteworthy is households' access to bicycles and e-micromobility devices, which can complement, or serve as an alternative to owning, a household vehicle. Bicycles include adult and children's bicycles, as well as adult e-bikes (which have an electric motor to assist

[3] As opposed to the stock of vehicles that are in commercial use.
[4] These figures include hybrid, plug-in hybrid, electric-only vehicles, biodiesel and other or unknown alternative fuel. Diesel and gasoline are grouped with gasoline as conventionally powered vehicles.
[5] Note that comparison of the survey results with ICBC statistics on the fuel types of registered private vehicles shows similar numbers of hybrid vehicles but the number of EVs is higher in the expanded survey results than the ICBC counts. However, it should also be noted that the figures may not be directly comparable, given that the 'household vehicles' captured by the survey include both privately-owned vehicles and some business-owned vehicles kept at home by the business owner or available to employees for personal use. While the number of EVs is unquestionably growing fast, caution may be exercised in interpreting the magnitude of the increase suggested by the survey results.

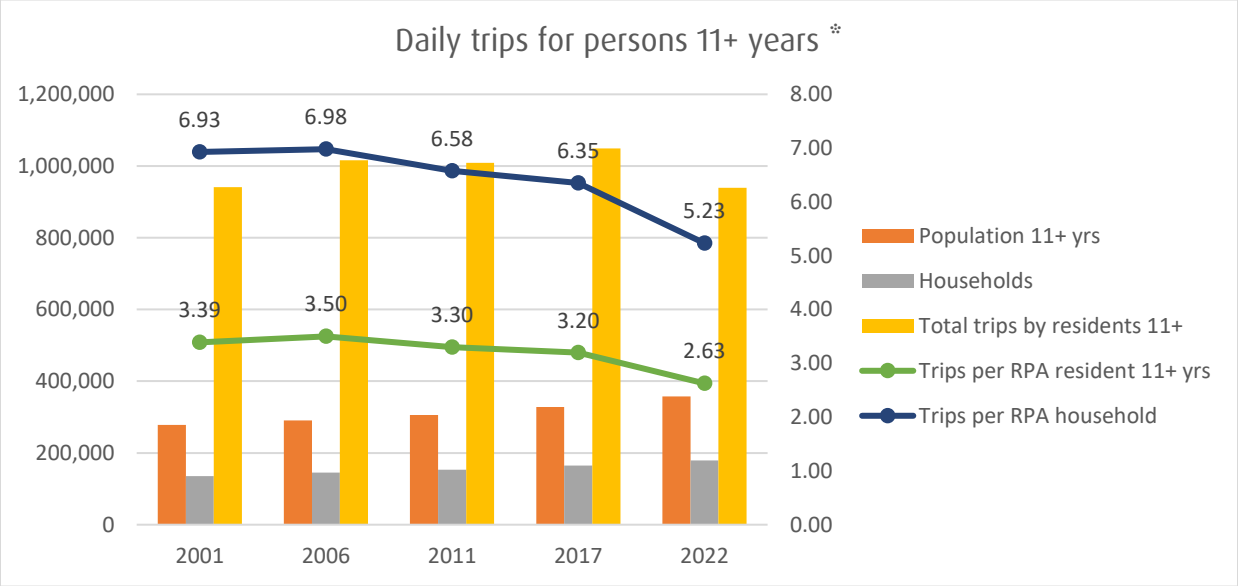
the cyclist when they are pedalling). E-micromobility devices include e-scooters, e-skateboards, hoverboards and other lightweight low-speed electric-powered devices. The survey counted electric throttle-assisted bicycles that do not need to be pedalled to accelerate are counted as e-micromobility devices, rather than as e-bikes.[6]

Bicycles are pervasive among RPA households, though not as pervasive as vehicles. Two-thirds of RPA households (66%) have at least one adult bicycle or e-bike. Seventy percent of households with children have at least one child-sized bicycle. E-bikes make up 10% of the stock of all bicycles and 11% of adult bicycles, while 2.3% of households have access to an e-micromobility device.

Trip volumes

Through 2017, the total number of daily trips made by RPA residents increased, even as the average daily number of trips made per person decreased steadily. However, as shown in the figure below, **2022 marked a significant drop in both total trips and the average trip rate per person**, for both the 5+ and 11+ thresholds.[7] The evident explanation is an apparent lingering effect of the pandemic-induced changes in people's daily activities.

Trips for persons 11+ years, RPA households, 2001-2022



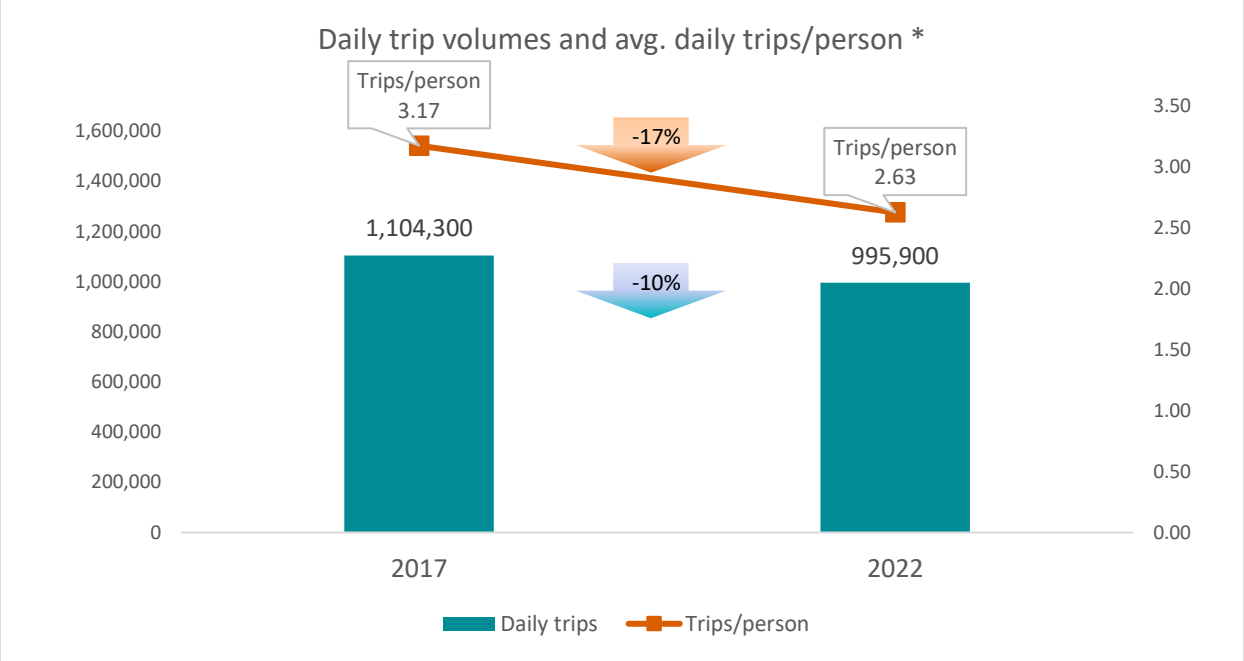
* All trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

[6] Heavier devices such as electric wheelchairs and mobility scooters were not included as e-micromobility devices for the purposes of the survey.

[7] Prior to the 2017 O-D survey, trips were captured only for people 11 years of age and older.

From 2017, daily trip volumes for persons aged 5+ dropped by 10% to 995,900 daily trips in 2022 from 1,104,300 trips, as shown in the figure below. This corresponds to a **17% reduction in the average daily trip rate per person aged 5+**, to **2.63 trips per person in 2022** from 3.17 trips per person in 2017. It also corresponds to a **17% reduction in average daily trips per household**, to **5.54 trips per household in 2022** from 6.69 trips per household in 2022.[8]

Figure 36. Daily trips for persons 5+ years, 2017 and 2022



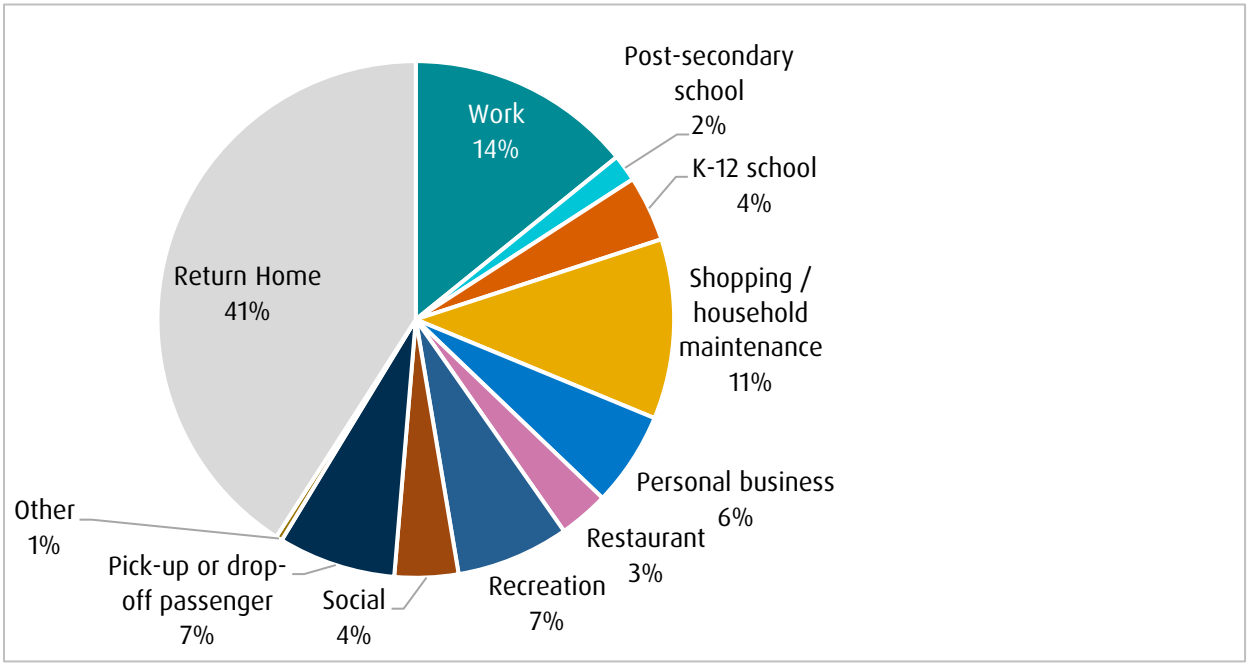
* Total trip volumes: all trips in the RPA, including Salt Spring Island residents' trips in the RPA. Trips/person: trips in the RPA made by RPA residents, excluding Salt Spring Island residents and their trips.

Reasons for travelling (trip purpose)

People travel for a variety of reasons. As shown in the figure below, **commuting trips to work and school comprise 20% of daily trips**. Stated another way, these commuting trips represent one-third (34%) of all trips destinations outside the home.[9] Including trips to pick up or drop off passengers (which are mostly associated with commuting to and from work or school) brings the total commuting and commuting-related trips to just under half the total (46%). **Trips for shopping, household maintenance and personal business comprise 17% of all trips**, or 29% of all trips other than return home. **Trips for recreational, dining (restaurant) and social activities make up 14% of all trips**, or 24% of all trips other than return home.

[8] Based on 1,104,300 trips in the RPA made by persons 5+ in 2017 and 996,300 trips in the RPA made by persons 5+ in 2022.
[9] 59% of trips are to destinations outside the home and 41% of trips are return-home trips. The trips to work represent 34% of the to destinations outside the home.

Daily trip purpose, population 5+, 2022



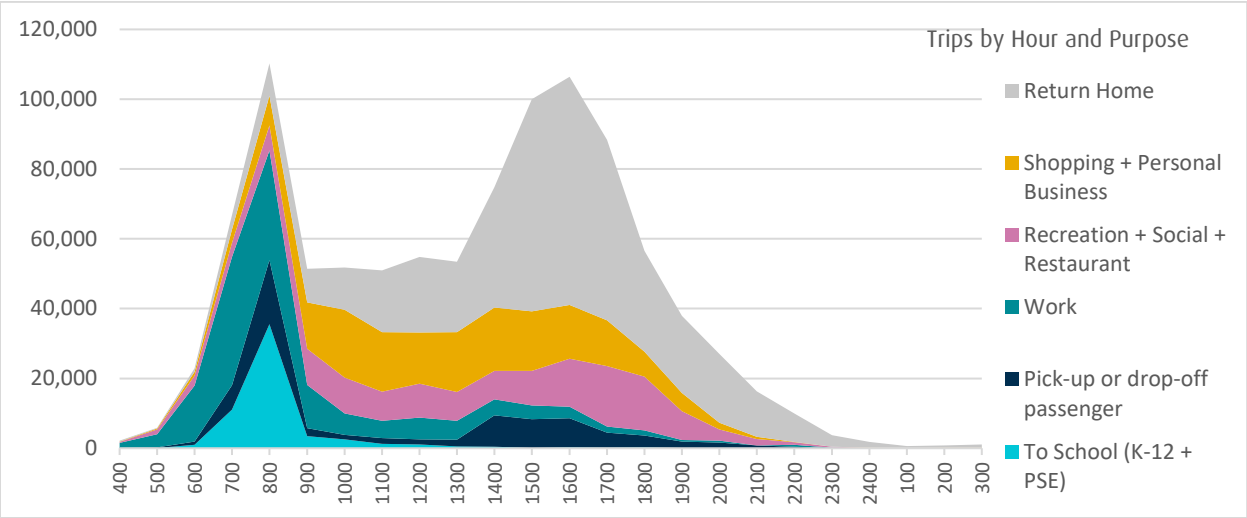
However, **compared with 2017, almost all trip purposes recorded reductions in volume**, commensurate with the lingering pandemic-induced shifts in people's activities. The greatest reductions occurred in commuting and commuting-related trips to work and post-secondary school, likely reflecting the ongoing shifts in remote / on-site working and schooling. Shopping / household maintenance and restaurant trips also experienced significant reductions, consistent with a lingering use of online purchases.

Trips to elementary and secondary schools increased by 7%, consistent with the 8.7% increase in the 5-17 population since 2017. The increase in these trips may reflect government policies that re-opened these schools as the pandemic eased, recognizing also that some parents may elect to keep their children home if the children or others were ill. Recreational trips also increased.

The **composition of trip purposes fluctuates by time of day**. The figure below shows a concentration of work, to school and pick-up and drop-off trips that dominates the AM peak period. After the AM peak period, shopping and personal business begin to increase, peaking in the hour beginning at 2 pm. Recreation, social and restaurant trips also increase, peaking in the hour beginning at 5 pm. All these purposes taper off significantly by the early evening. In the meantime, the return home trip builds after the AM peak period and dominates and peaks during the PM peak period.[10]

[10] Distributions of trip purposes are shown by hour according to the time the trip started. Some of the trip purposes have been grouped together in the figure for clarity.

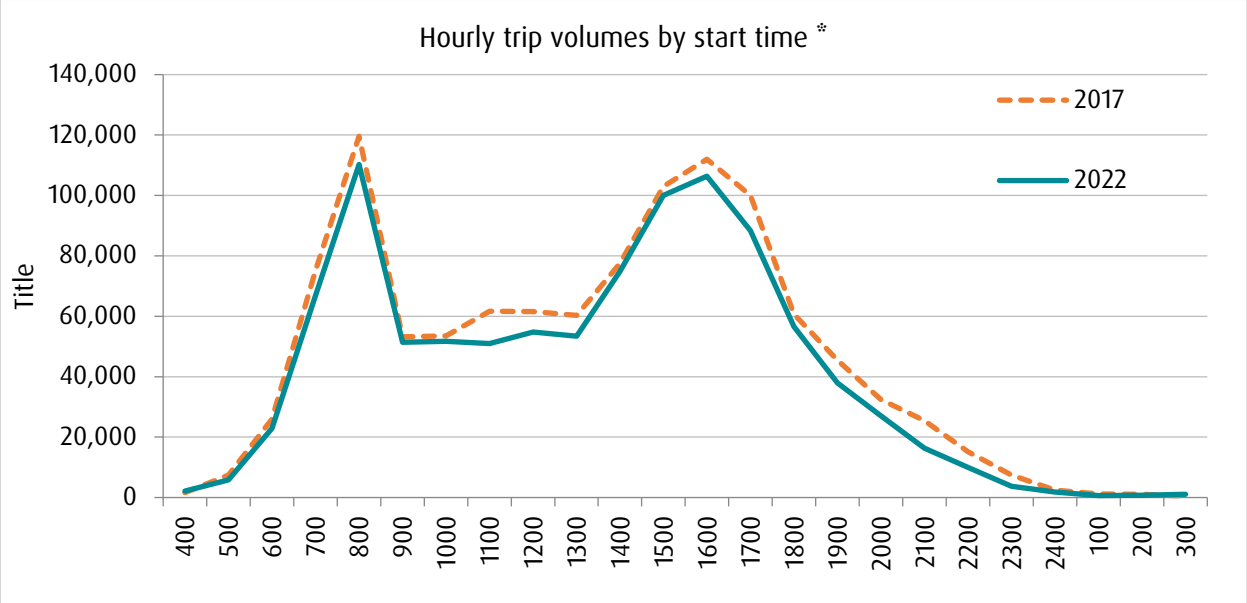
Trip purpose by start hour, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

As noted, these volumes reflect a reduction in travel activity since 2017. The figure below shows that the **reductions are not limited to the typical peak travel times**. Their breadth across the day corresponds to reductions in work and school commutes, as well as shopping, restaurant/bar and social activities and other activities that occur outside the commuter peaks. All these reductions are consistent with the lingering effects of pandemic activity shifts.

Trip volumes by hour of day, 2017 and 2022



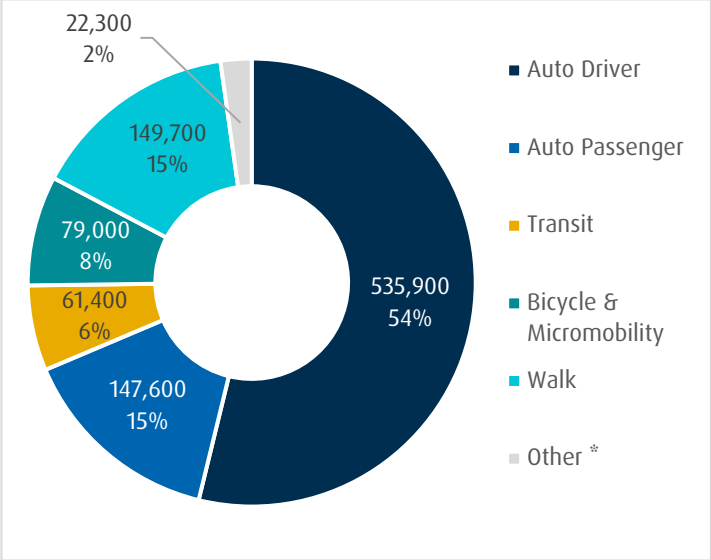
* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Mode shares

The figure below shows the mode shares of weekday trips made by RPA persons 5+, based on the primary mode of the trip.[11] It can be seen that:

- **More than two-thirds (69%) of daily trips are made by auto.** Of these, 54% are made as the driver, of which almost three-quarters are made by the driver travelling alone (39% of all trips). Another 15% are made with one or more passengers.
- **6% of trips are made by transit**, almost all of which are accessed on foot (95.2% of transit trips). Another 3.3% are accessed as park-and-ride and kiss-and-ride and 1.5% are accessed by bicycle or micromobility modes.
- **Almost one-quarter of trips are made by active transportation modes**, with 15% made on foot, 8% by bicycle or e-bike and 0.16% by micromobility modes.
- **30% of bicycle trips are made by e-bikes**, even though they make up only 10% of the stock of adult and children's bicycles. This suggests a more regular use of e-bikes than of other bikes.

Daily mode shares, persons 5+, 2022



Auto Driver Trips	Mode share	% of driver trips
Single Occupant (SOV)	39.1%	73.1%
2-Occupant (HOV-2)	11.0%	20.6%
3-Occupant (HOV-3+)	3.3%	6.1%

Transit Access	Mode share	% of transit trips
Walk Access	5.9%	95.1%
Park & Ride (drive access)	0.1%	1.8%
Kiss & Ride (passenger)	0.1%	1.7%
Bicycle/ Micromobility	0.1%	1.5%

Bicycle/Micromobility	Mode share	% of bike/ micromobility
Bicycle	5.4%	68.4%
E-bike	2.3%	29.5%
E-micromobility	0.14%	1.8%
Micromobility	0.02%	0.3%

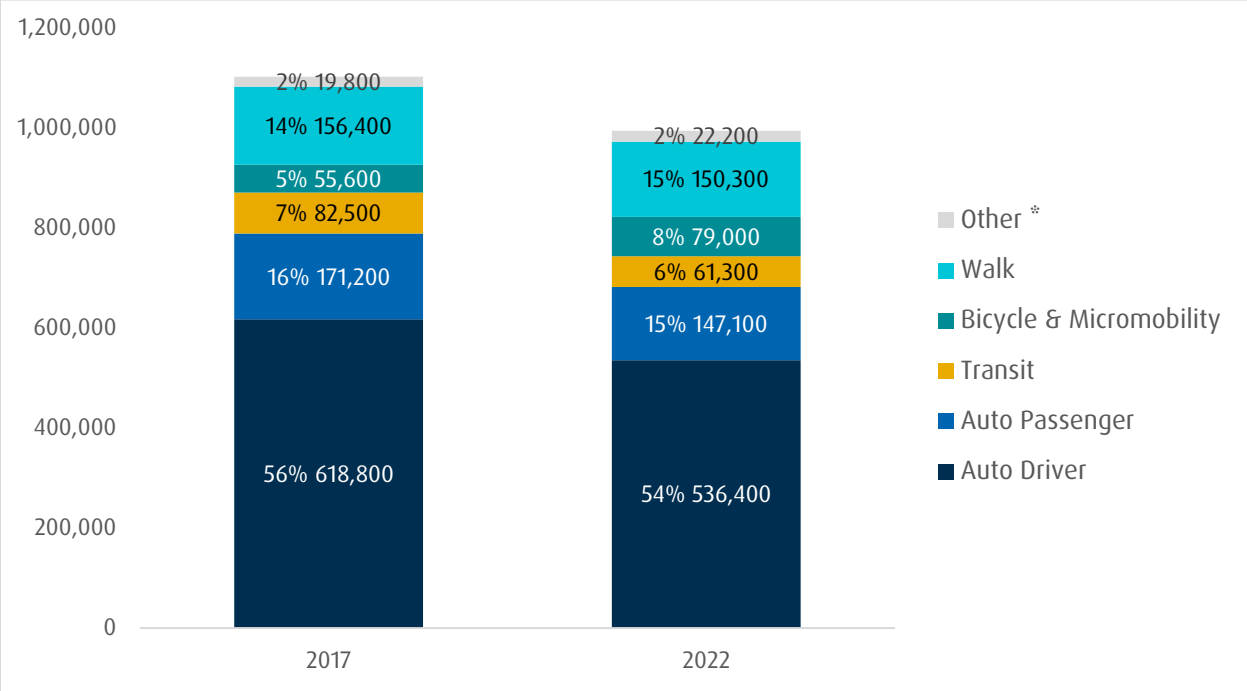
Based on all trips in the RPA, including Salt Spring Island residents' trips.

* 'Other' modes include motorcycle / scooter, HandyDART, school bus, taxi, Harbour ferry / water taxi, BC Ferries, other marine, train and airplane.

[11] A trip may entail more than one mode of travel, such as Park & Ride trips. In these instances, the primary mode was assigned based on the following hierarchy (with transit, at the top of the hierarchy, always being assigned if a trip involved transit and another mode): transit, school bus, auto driver, auto passenger, other, bicycle, walked. The primary mode assigned to a multi-mode trip is usually the mode by which the greatest distance would be travelled.

The figure below compares the 2017 and 2022 mode shares. While proportions are generally in the same order, the overall magnitude of trips by all modes has dropped. There has been **an increase in the number and proportion of cycling trips**, although **the number of transit trips had not yet returned to 2017 levels**.

Daily mode shares, persons 5+, 2017 and 2022



Based on all trips in the RPA, including Salt Spring Island residents' trips.

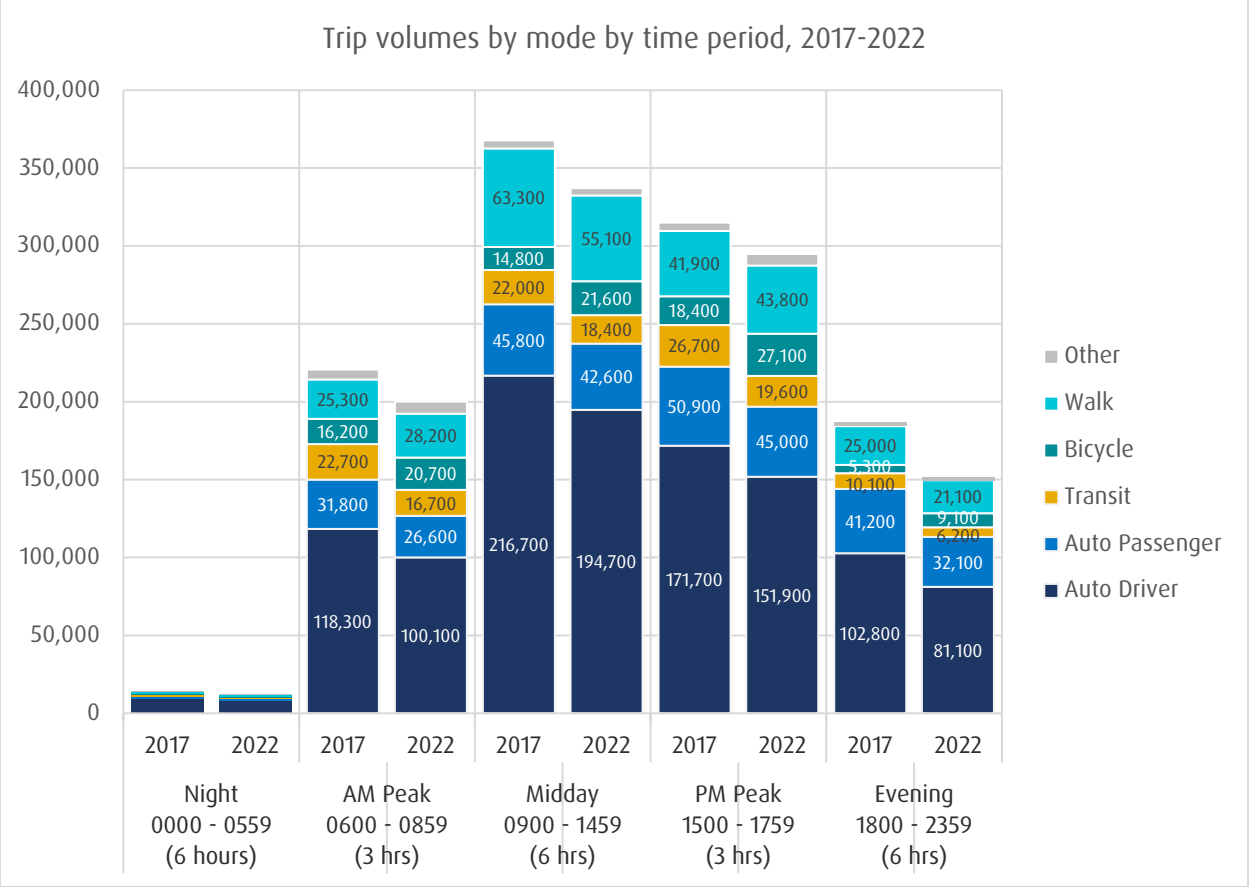
Mode shares by time of day

As noted above, the total daily volume of trips in the RPA has dropped 10% overall. However, the reduction has varied by time of day. This suggests **shifts in activity patterns that go beyond simple changes to commuting**, as might otherwise be expected given the significant reductions in work and school trips. As shown in the figure below, there appears to be some slight shifting among the five major time periods of the day, with the Midday and PM peak periods increasing their share of daily trips and the evening accounting for a lower proportion than in 2017.

Compared to 2017, there are notable drops in auto driver mode shares in both the AM and PM peak periods (drops of -3.6 and -3.0 percentage-points respectively), with the same being true for transit (drops of -1.9 percentage-points in both peak periods). Conversely, in these same time periods, there has been increase in both bicycle/micromobility (+3.0, +3.4 %-pts) and walk mode shares (+2.6, +1.6 %-pts) in these same time periods. Bicycling also sees an increase at other times of day, except for overnight.

A number of factors may have influenced these shifts in trip volumes and mode shares, including the impact of increased work-/study-from-home and reduced commuting, possible shifts in where workers work and live, the impact of the pandemic on daily commerce (retail shopping and services), the social impacts of the pandemic and other factors not considered here.

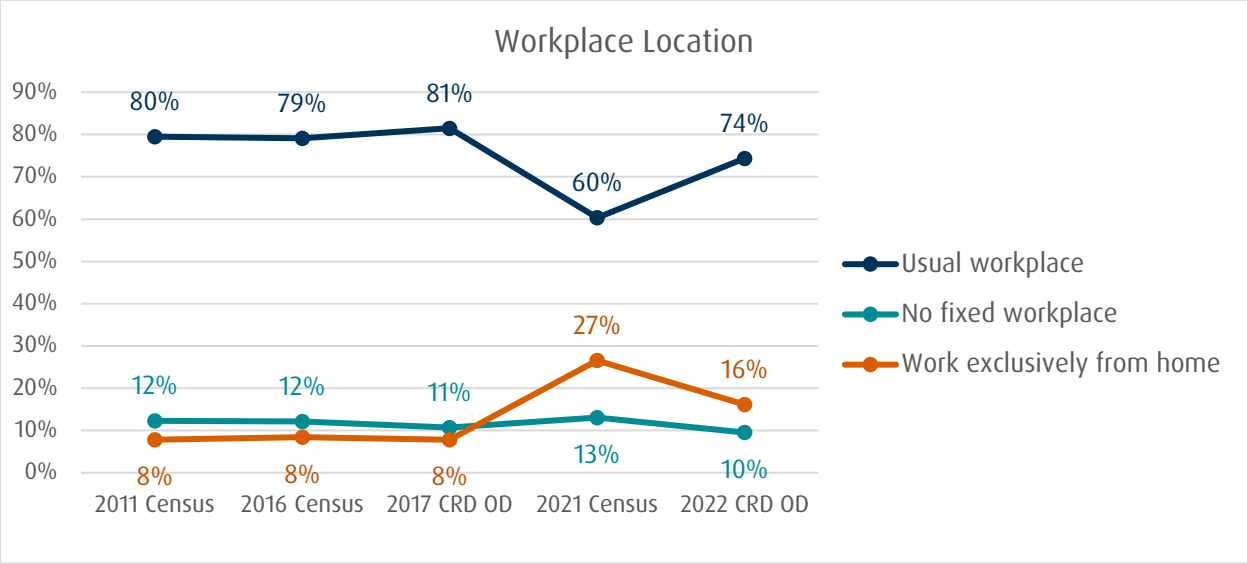
Trip volumes by mode by time period, 2017-2022



Telecommuting and work from home

The work commute is a key contributor to peak period travel. Commuters to and from work make up an important component of transit ridership, especially those who are commuting to and from the same work location. Through 2017, the proportions of workers who had a usual workplace (outside the home), no fixed workplace (the location varied) or worked exclusively from home remained fairly constant. The figure below shows that over this period, around 80% of workers had a usual workplace. Another 11-12% of workers had no fixed workplace. The remaining 8% worked exclusively from home.

Workplace location, 2011 to 2022



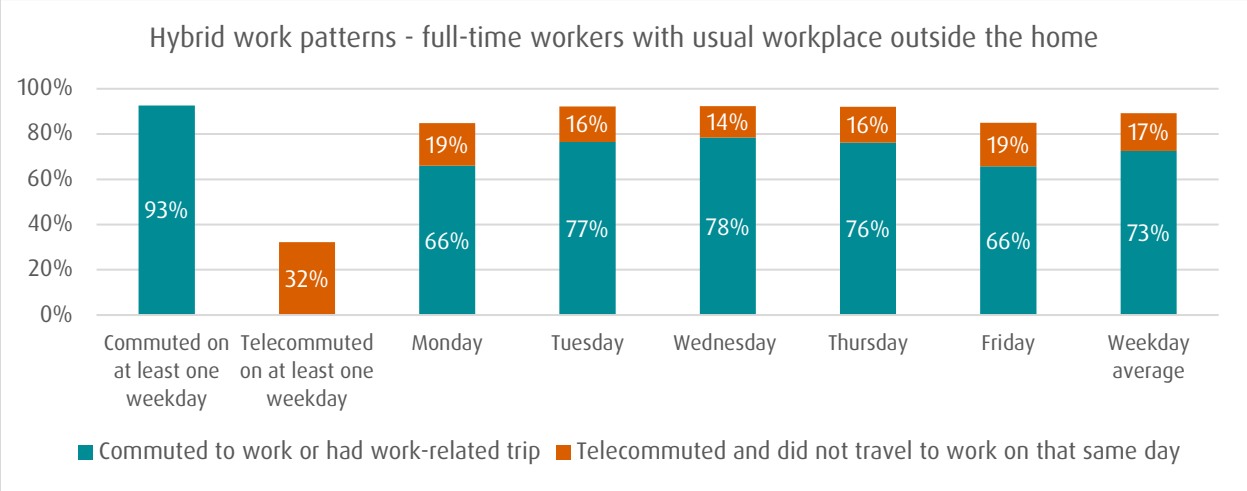
The pandemic altered these proportions, with its significant increase in people working from home. According to the 2021 Census, only 60% reported a usual workplace and 27% worked exclusively from home. The proportion of workers with no fixed workplace rose slightly to 13%. While these proportions are not unexpected and the Census and survey results are not directly comparable, the 2022 CRD survey proportions suggest that the pandemic has had some lingering effects:

- **The share of workers who work exclusively from home has doubled since 2017.** One in six workers (16%) work this way, even as people reporting a usual workplace have increased from 60% in 2021 to 74% in 2022. However, with the emergent hybrid workplace environment, this does not necessarily mean that average peak period travel volumes and transit ridership levels have seen a similar rebound towards pre-pandemic levels. It is also too soon to tell whether the 2022 proportions will continue to shift as workplace policies evolve, or whether 2022 is the 'new normal.'
- **One-third of full-time workers with a usual workplace have a hybrid working arrangement.** The figure below describes hybrid work patterns observed in 2022 for full-time workers who had a usual place of work outside the home. Almost one-third (32%) of these workers have hybrid work arrangements and telecommute on at least one weekday (i.e., when they do not travel to work or for a work-related trip). On an average weekday, 17% of full-time workers having a usual workplace outside the home, work from home. The work-from-home proportions were highest on Mondays and Fridays, at 19%. These days also saw the lowest proportion of people working, whether at a workplace or at home (a total of 85% reporting working on Monday and Friday compared with 92% to 94% on other weekdays): these figures are consistent

with flex day practices and with Mondays and Fridays being more common days for people to take vacation days.

- **The share of workers with no fixed workplace appears unaffected.** The proportion of workers with no fixed workplace has dropped slightly to pre-pandemic levels (and still slightly above the 2011 and 2017 shares). However, the proportion of workers with no fixed workplace seems largely to have been unaffected by the pandemic. This persistence likely reflects a combination of the traditional base in jobs that have no fixed workplace (e.g., construction) and growth in new 'gig' economy jobs (such as food delivery services, which grew rapidly during the pandemic lockdowns).

Hybrid work patterns – full-time workers with usual workplace outside the home



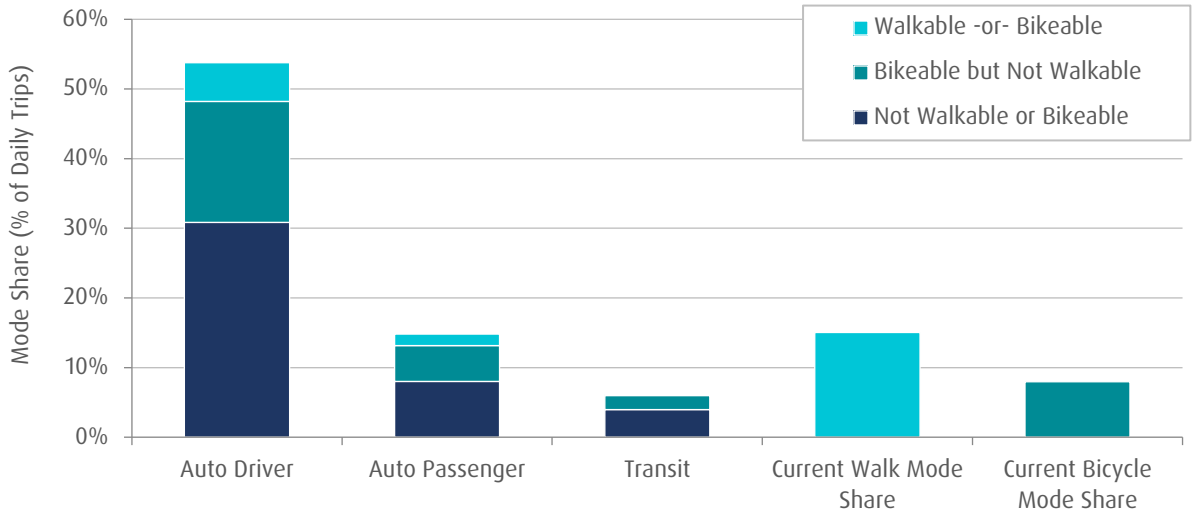
Walkable and bikeable motorized trips

Many trips made by auto or by transit cover short distances. The figure below examines the extent to which trips could feasibly have been made on foot or by bicycle instead. The analysis uses distance to assess 'walkability' and 'bikeability.' The figure shows that more than half of auto driver trips (54%) could be made by bicycle (43%) or on foot (10%). These proportions are lower in suburban areas like the Saanich Peninsula (33%+9%) and West Shore (35%+9%) and highest in the Core (49%+12%). Good proportions of auto passenger and transit trips are also of bikeable or walkable distance. Given the smaller overall mode shares for these modes, shifting trips from these modes would contribute modestly to the mode shift potential. Taking into account the potential of all motorized modes, this trip distance analysis suggests that modes shifts of up to 30% potentially could be achieved.

These findings are informative. However, a mode shift for many of the auto or transit trips that are of walkable or bikeable distance may be impractical. For example, these trips may be part of a trip chain that requires a vehicle, an auto is needed to carry heavy items not easily carried walking or biking, the traveller might have a disability or health condition that

limits ability to walk or bike, some cyclists will use only separated pathways rather than travelling on the road and so on. There may also be a need to ensure that the 'supply' of bicycle and pedestrian paths is available to meet traveller needs and itineraries.

Auto driver, auto passenger and transit trips that are walkable or bikeable, 2022



The distance was based on the trip length for each mode. Bikeable trips are those within a 4.6 km range, based on the finding that 90% of reported cycling trips had an estimated cycling trip length within this range. The distance threshold for walkable trips was set 1.6 km range, based on the same 90% criterion.

What this means: a baseline for the future

The *2022 CRD Origin-Destination Household Travel Survey* provides an important baseline of travel in the post-pandemic period. Compared with 2017, the 2022 survey recorded a significant reduction in both total trips and the average trip rates per person and per household. These reductions also extended to shifts in trip purpose and in mode choice, reflecting in part a continuing contingent of people working from home and the emergence of a hybrid working arrangement.

From the perspective of the CRD's sustainable transportation initiatives, there is evidence of changes in traveller behaviour. Cycling was the only mode that showed an increase, even with the drop in overall trip-making. Access to a household vehicle remained pervasive although there were signs of a reduced dependency by households on vehicles, evidenced by slight increases in the proportion of zero- and 1-vehicle households and in 'car-light' households. As well, the proportion of alternative-fuelled 'green' vehicles, while still relatively small, is increasing rapidly, with this growth being driven by a significant increase in electric vehicles since 2017.

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ACRONYMS

The table below explains the acronyms that are used in this report.

Acronym	Explanation
AC	Alternating current (referring to household charging stations for electric vehicles)
AM peak period	Morning commuter peak period, covering the three hours from 0600 to 0859
CAGR	Compound annual growth rate (annualized compounded average rate of growth)
CATI/CATW	Computer Assisted Telephone/Web Interview survey systems
CRD	Capital Regional District
CVRD	Cowichan Valley Regional District
DA	Statistics Canada Dissemination Area
DC	Direct current (referring to fast charging stations for electric vehicles)
EV	Electric vehicle – in this study, typically a personal vehicle
FN	First Nation
F/T	Full-time student
GED	General Educational Development program
GTHA	Greater Toronto and Hamilton Area
HBO	Home-based other trips (neither school nor work trips)
HBS	Home-based school trips
HBW	Home-based work trips
HOV-2	High occupancy passenger vehicle (two occupants)
HOV-3	High occupancy passenger vehicle (three occupants)
HOV-4+	High occupancy passenger vehicle (four or more occupants)
K-12	Kindergarten – Grade 12, referring to elementary and secondary school grades
NHB	Non-home-based trips
O-D	Origin-destination
P/T	Part-time student
PM peak period	Afternoon commuter peak period, covering the three hours from 1500 to 1759
PSE	Post-secondary school or student
RPA	Regional Planning Area
SCVRD	South part of Cowichan Valley Regional District (Cowichan Valley Subdivision C)
SOV	Single occupant passenger vehicle
SS	Salt Spring Island
%-pts	Percentage points

1 INTRODUCTION

1.1 Overview

In fall 2022, the Capital Regional District (CRD) conducted a comprehensive trip diary (origin-destination, or O-D) survey. The survey profiles residents' travel behaviour. The profile will aid the CRD in its Regional Growth Strategy, the Regional Transportation Plan and other ongoing sustainable planning initiatives. The 2022 survey provides an update to surveys that were conducted in 2017, 2011, 2006 and 2001.

As in 2017, the 2022 survey study area includes all incorporated municipalities in the CRD, the Juan de Fuca Electoral Area and Salt Spring Island.

The survey was conducted with a random sample of 8,985 households in the study. The final sample was 8,581 households surveyed after data validation and rejection of surveys with data issues. The final survey dataset includes information on 18,023 residents of the CRD and 43,531 trips made by those residents. When weighted and expanded, the survey data represent approximately 184,700 households in the region and almost 405,500 residents. Overall, the survey dataset constitutes a randomly selected 4.6% sample of households and 4.4% sample of population. The overall household-level survey results have an estimated margin of error due to random sampling of ±1.3% and the person- and trip-level results have an estimated margin of error of ±0.9%, both at a 95% confidence level, taking into account the effects of data weighting.[12]

Although it followed the same general procedure as previous CRD O-D surveys, the 2022 O-D survey was unique in that it took place following the severe pandemic-induced impacts on travel. As a result, the report notes differences in travel behaviour from previous surveys and how the pandemic or other factors may have influenced these changes.

[12] 19 times out of 20, for a given survey question, the survey response percentage should be somewhere within the margin of error of the survey results. The margin of error has been corrected to take into account the increase in error associated with data weighting to correct for over-/under-sampling and/or non-response bias.

What is a household O-D survey and how is it used?

O-D surveys provide a comprehensive profile of how people move, yet their design and application are often misunderstood. Origin-destination surveys are conducted by municipalities around the world. They aim to provide a factual profile of how a municipality's residents travel and of the underlying demographic and household factors that influence people's travel behaviour.

In the CRD, as in several other Canadian municipalities, a web-based or telephone survey is conducted of a random sample of households. The survey asks about the travel made by all household members (in the CRD, all members 5 and over) over a recent 24-hour weekday. The survey collects information at three levels:

- **Household**, including number of members, the number of vehicles and bicycles, type of dwelling and more.
- **Person,** including age, occupational status, type of occupation if employed, whether the person has a driver's licence and more.
- **Trip,** covering the trips made by each household member. For each trip made on the designated survey day, information is gathered about where the trip began (origin), the time the trip began, where it ends (destination), the mode(s) used for the trip, the purpose of the trip (e.g., commuting to work) and more.

The data collected are cleaned, expanded (to represent the total number of households) and validated against other data sources such as the Census of Canada. All this is done according to rigorous statistical processes. All collected data are held as confidential and are stripped of any identifying features before they can be used.

The survey is entirely fact-based and is based on what people actually did. As a result, it is statistically representative of the travel behaviour of the CRD's residents. This factual basis enables planners and other analysts to inform plans and policies both objectively and systematically. They do this by using the data to better understand how household and personal characteristics influence travel behaviour – where people go, for what purpose, how they get there and so on. The data are used as inputs to travel demand models, which are used to forecast travel as the region grows and to evaluate alternative infrastructure improvements and policies. Because the CRD has a rich history of surveys, it can assess changes in demographic, household and travel trends over time – all of which supports forecasts, policies, plans and infrastructure decisions. Survey outputs can inform policies in other areas, like equity or climate change. However, they cannot measure or comment on the progress of these policies or other initiatives.

1.2 Report organization

This report presents the results of the *2022 CRD Origin-Destination Household Travel Survey*. The survey was conducted by R.A. Malatest & Associates Ltd. (Malatest) in association with David Kriger Consultants Inc. (DKCI). DKCI and Malatest prepared this report.

The report has several chapters, in addition to this introductory chapter:

- Chapter 2 explains how the survey was conducted. It provides an overview of how the survey was conducted, expanded and analyzed.
- Chapter 3 profiles the household and demographic characteristics that were gathered from the survey. It also describes how these characteristics have evolved over time, with a focus on those characteristics that influence travel.
- Chapter 4 profiles the travel characteristics that were gathered in the survey. These characteristics are compared with previous CRD surveys and, where appropriate, other surveys.
- Chapter 5 presents a series of origin-destination tables (matrices), which summarize key travel patterns across the study area.
- Chapter 6 presents two-page profiles of household, demographic and travel characteristics associated with the CRD study area and its sub-areas.

The report is accompanied by two appendices, for reference:

- Appendix 1 presents the survey invitation letter that was sent to the sampled households.
- Appendix 2 presents the survey instrument ('script') that was used for the telephone and web interviews.

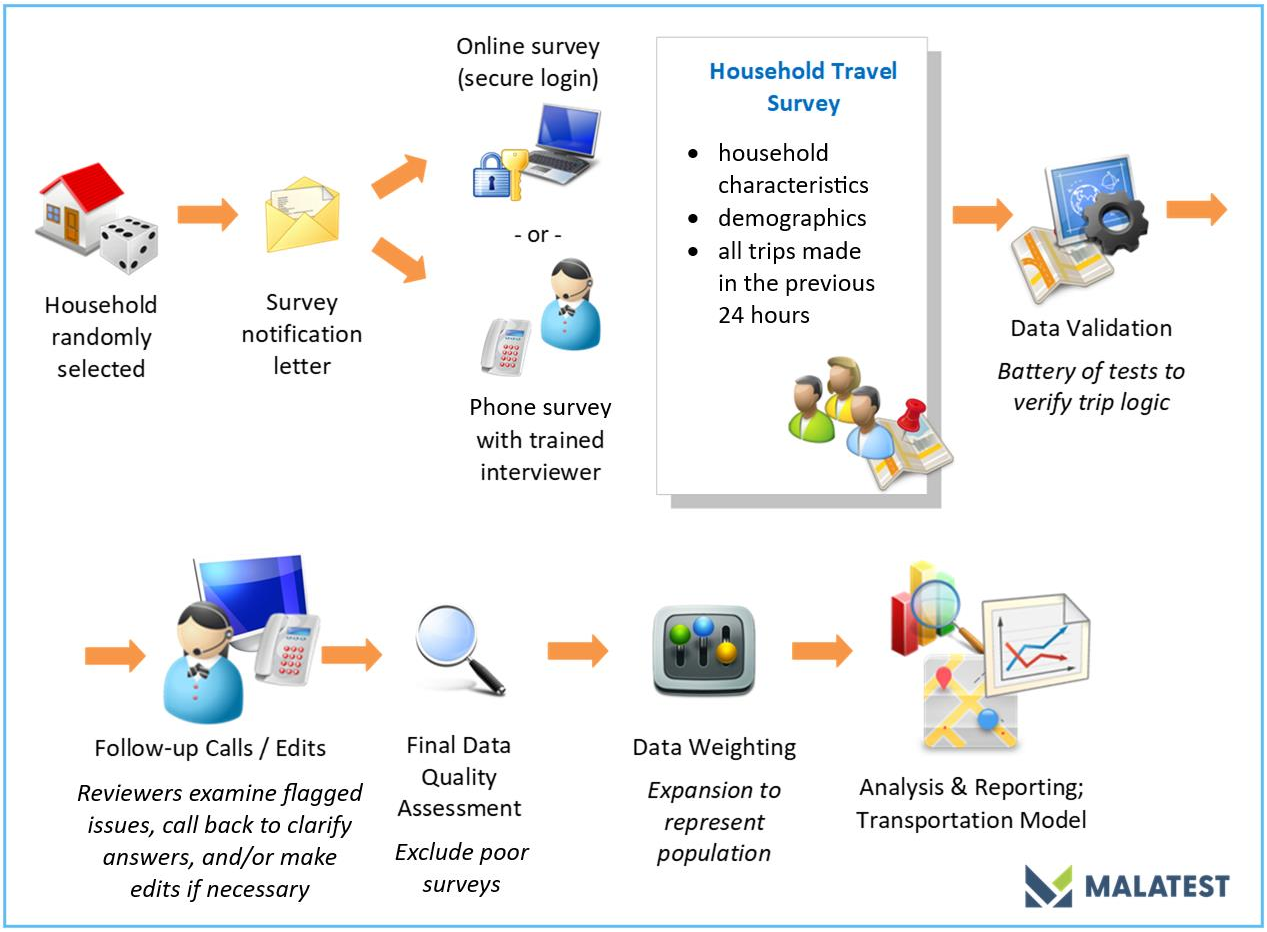
2 SURVEY CONDUCT

The 2022 Capital Regional District Origin Destination Household Travel Survey (CRD O-D survey or the survey) was a household travel survey designed to obtain information on mode shares and travel patterns in the study area. The survey captured information on key household characteristics (number of household members, number of vehicles, dwelling type, income); household residents' demographics, socio-economic characteristics and places of work and school; and trips taken over the course of 24 hours (from 4:00 a.m. to 3:59 a.m. the next day).

The methodology for this study included the completion of surveys both by telephone and online via a 24-hour recall survey. Triptelligence™, Malatest's CATI/CAWI (Computer Assisted Telephone/Web Interview) system, accommodated both survey modes on a single integrated platform. The diagram below illustrates the general process for the household travel survey. The survey process is summarized in the sections that follow.

2.1 Overview

Figure 1. Household Travel Survey Overview



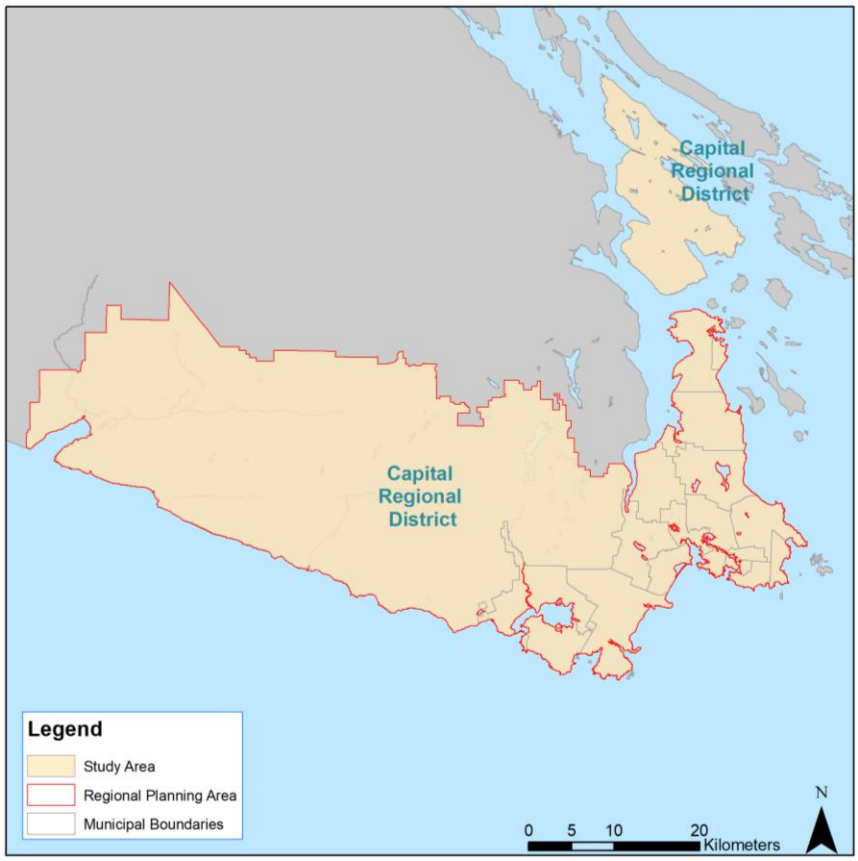
2.2 Survey geography

The 2022 study area consists of all incorporated municipalities in the CRD, First Nations within or adjacent to these municipalities, the Juan de Fuca Electoral Area and Salt Spring Island. The study area did not include the Southern Gulf Islands or any part of the Cowichan Valley Regional District (CVRD).[13]

Most of the reporting covers the thirteen incorporated municipalities and the Juan de Fuca Electoral Area: this area corresponds to that which is covered by the Regional Growth Strategy and is referred to in this report as the "Regional Planning Area" (RPA). Households from Salt Spring Island were included in the survey to build a better picture of travel from those regions to and from the RPA and of the travel patterns of Salt Spring Island residents (see Section 6 of this report for summary statistics for Salt Spring Island).

The study area is shown in Figure 2, with the RPA reporting area outlined in red. In general, the survey results focus on the characteristics of trips to, from and within the RPA by residents of the entire study area.

Figure 2. Study Area



[13] It may be noted that the 2011 survey included the southern part of the CVRD south of Cowichan Valley Highway (Highway 18)/ Herd Road. The 2006 survey included a smaller part of the South CVRD. Previous and subsequent surveys have not included this geography.

2.3 Survey design

The survey was a household-based survey that collected demographic information on all household members and trip information for household members 5 years of age and older. The survey employed a 24-hour recall method that asked survey respondents to report on their trips on the previous weekday, from 4:00 a.m. on the previous day to 3:59 a.m. the next day. Respondents could choose whether to complete the survey online or over the phone.

The survey was conducted using Malatest's Triptelligence™ system, an integrated CATI/CAWI (computer assisted telephone/web interview) system incorporating Google Maps and data handling features developed specifically for origin-destination surveys.

The survey was branded as "Origin-Destination Survey", with a logo designed by the CRD. A dedicated website was developed to provide prospective participants with information about the survey, including answers to frequently asked questions and contact information should they have any concerns about the survey.

Outlined below are the types of information collected by the survey:

HOUSEHOLD LEVEL	PERSON LEVEL For each person in the household	TRIP LEVEL For each trip made by each household member 5+ years of age
Home location	Gender	Origin location
Dwelling type	Age	Destination location
Household size (# people)	Driver's licence	Trip departure time
Number of vehicles by fuel type	Car share membership	Purpose (destination activity)
Number of bicycles (adult, adult e-bike children's)	Student status (f/t, p/t)	Mode(s) of travel (up to 5)
Number of e-micromobility devices	School level	Bus routes boarded (if bus transit used)
Household income	School location	Use of Park & Ride locations (if bus transit used)
Dwelling tenure (rent/own)	Employment status (f/t, p/t)	Number of vehicle occupants (if driver or passenger)
Availability of electric vehicle charging at home or nearby	Workplace location	Whether vehicle occupants were other household members (if multiple vehicle occupants)
Agreement to participate in future research	Weekdays commuted or telecommuted last week	Whether a vehicle was available for the trip (if non-auto mode)
	Other occupational status (retired, unemployed, etc.)	
	Whether took trips on travel day	

What is a trip?

For this survey, a trip was defined as a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. Travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining and another with a purpose of work. Travel to work which involved driving to a park & ride location and then taking transit the rest of the way is considered a single trip, with transit as the primary mode and driving as the transit access mode.

2.3.1 Changes to the Survey Design since the 2017 Survey

The core of the 2022 survey questionnaire was largely the same as the questionnaire used in 2017 in order to facilitate longitudinal comparison. Refinements were made to the questionnaire to reflect changing trends in vehicles, social awareness, hybrid work, and transportation options.

Changes to the questionnaire are detailed below:

- Vehicle fuel type: added 'plug-in hybrid' category, differentiated from regular hybrids (the 2017 survey only had a single category for 'hybrid'.
- Gender: add response categories of 'non-binary' and 'prefer to self-describe' to replace 'other'.
- Occupational activity: 'Stay-at-home parent or caregiver' replaced 'homemaker'.
- Workplace type: more precisely-worded definitions were used (work exclusively from home; no fixed workplace or work on the road; usual workplace go to regularly or occasionally).
- Trip mode of travel: emergent modes were added, including
    - car share driver,
    - car-share passenger,
    - e-bike (pedal-assist electric bicycle),
    - micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle), and
    - e-micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel).

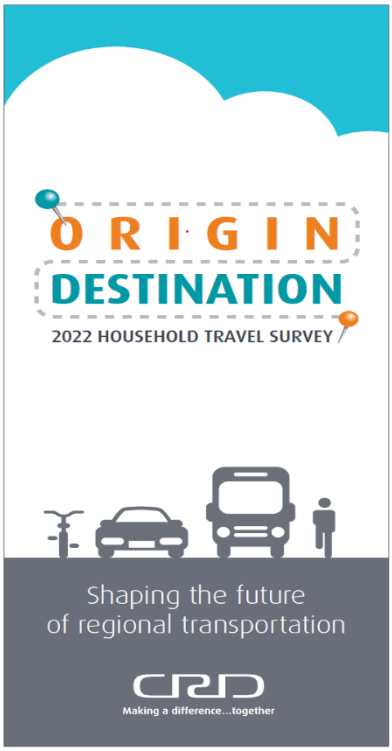
Other changes were made to how response categories have been aggregated in analysis of the data:

- 'Bicycle' mode share is now 'bicycle and micromobility', with the use of bicycles, e-bikes, micromobility devices, and e-micromobility devices now grouped under this category.
- 'Auto-driver' mode shares now include both auto driver and car-share driver.
- 'Auto-passenger' mode shares now include both auto passenger and car-share passenger.

- The detailed dwelling type response categories are now aggregated to four categories in the district summaries at the end of this report:
    - single-detached (unchanged from 2017),
    - other ground oriented (aggregating semi-detached, row/townhouse, suite in house, and mobile home),
    - apartment/condominium in a building with 1-4 floors, and
    - apartment/condominium in a building with 5 or more floors (with the latter two categories previously aggregated as 'apartments').

2.4 Survey conduct

To obtain coverage of all households in the study area, including cell-phone-only households, the survey of households employed an address-based sampling approach. Households were randomly selected from databases of mailable residential addresses, with a portion of these households having only address listings (address-only) and the remaining having addresses that could be matched to listed phone numbers (address-and-phone). A sampling plan was developed to obtain an overall 4.2% sample of the study area. Municipal districts with smaller populations were over-sampled to reduce the margin of sampling error for areas that would naturally have numerically small samples if sampled at the same rate as other municipalities. Districts with larger populations were modestly under-sampled relative to the overall target rate. The final valid samples obtained and the sampling rates are outlined in Table 1 at the end of this chapter.



Households were sent survey invitation letters signed by the Board Chair with a branded brochure explaining the purpose of the study, along with a secure access code and instructions for completing the survey online or over the telephone. Addresses with listed landlines received follow-up telephone calls to prompt completion of the survey either over the telephone or online.

The survey was tested internally before being launched the week of September 26, 2022. Sending letters to a portion of the sample allowed for a 'rolling field test' of the survey instrument via online and telephone interviews, to confirm that survey processes were operating as expected and to obtain feedback from participants. A full launch of the survey to all households followed.

Survey administration collected surveys between September 28 and December 17, 2022 for travel dates between September 27 and December 16, 2022. Survey completion targets were set for each of the 19 sampling districts in the region to ensure relatively uniform sampling

could be obtained across the region. Three main flights of letter invitations were sent in September and October, with two smaller flights of letters in November to target sampling districts with lower response rates. Across the entire survey administration period, just under 62,500 letters were sent. A small supplementary sample of 473 households that completed a joint City of Victoria / District of Saanich survey in 2021 and 2022 on Vehicle Kilometers Travelled had agreed to receive an invitation to the CRD OD survey. These households were invited to participate via email, with 51% of these households responding to the CRD OD survey.

By the end of October, 78% of data collection was completed, with targets for a number of districts achieved by this time. Survey administration continued to early December to target districts that were below target. Overall, across both sample types, the survey of households had a 14.3% response rate prior to the rejection of invalid surveys. After the invalid surveys were excluded, the valid response rate was 13.7%.

Across both sampling approaches, a total of 8,911 surveys were completed. A total of 330 surveys were rejected during data validation, for a final dataset of 8,581 validated households.

2.5 Data processing

After data collection, the survey data were subjected to a battery of validation tests to ensure that the survey questions were completed as intended and to flag possible errors in the data or issues with trip logic. Each night, Malatest's Triptelligence™ data validation system automatically ran a battery of tests on survey completions from the previous day. The system assigned flags for different issues with different levels of priority (critical issue, possible error, warning, etc.) for review by data validation staff. The data validation staff reviewed each flagged survey and either made logical corrections, re-geocoded locations, called back respondents to clarify information, or rejected the survey as unsalvageable. Surveys that passed all data validation tests were randomly selected for manual review to verify that such surveys appeared to be correct and that validation tests were working as expected. Through the data validation process, just under 4% of surveys were rejected.

The data were also systematically reviewed and tested by data analysts to provide quality control of the dataset and rule out the possibility of any systematic data issues. Any relevant re-codes to the data were undertaken (such as combining captured information on work status, school status or other status into a single occupation variable).

A small number of missing data points was imputed. In preparation for the data weighting, the few person records with unknown age or gender were imputed. Those reporting non-binary gender were randomly assigned to male or female for data weighting and analysis, as such respondents were too few to analyse separately. They are referred to in this report as "men+" and "women+". The original responses are preserved in the final dataset.

After finalization of the dataset, all latitude/longitude coordinates for locations captured by the survey (home, work, school, trip origin, trip destination) were geocoded using GIS tools to relevant study geographies and to Universal Transverse Mercator (UTM) Zone 10 x-y coordinates.

2.6 Data expansion and weighting

The data for the surveyed households were expanded to represent the total population living in residential households in the study area and a portion of post-secondary students living in on-campus residences. The survey data were also weighted to more accurately represent the distributions of households by household characteristics and demographics. This is necessary to address non-response bias and uneven sampling rates in the final survey sample.

The study area geography was organized into expansion zones as the base geographical unit for data weighting. The expansion zones were developed based on aggregations of Statistics Canada Dissemination Areas (DAs), for which detailed census profile data are available. For smaller municipalities, the expansion zone is the entire municipality. For the City of Victoria and District of Saanich, the expansion zones were developed to fit the sub-municipal district geographies as closely as possible, although some component DAs extend across district boundaries. Rather than attempting to split the DA-level Census data to two different expansion zones, the DAs were assigned to either one expansion zone or another. Thus, a few expansion zones have slightly different boundaries from the sub-municipal districts. For reporting purposes, however, each household is assigned to its correct reporting zone. This may result in very small variations in the weighted counts of households with different characteristics for the expansion zones compared to the actual districts used for sampling, analysis and reporting. As the overlaps between DA-based expansion zones and the districts used for reporting are very minor, these differences in counts will have negligible impact on the analysis of the data.

An iterative proportional fitting (IPF) method was employed to balance household weights and person weights for the multiple weighting controls. In this method, incremental adjustments to the household weights are made in succession for each of the household controls, as well as a composite adjustment to each household weight to account for the disproportionate distribution by age/gender amongst the members of each household. Each successive adjustment to balance a given control may slightly or significantly unbalance the correction previously introduced for a different control. However, iteratively cycling through each control results in convergence to a solution where all household and population controls have expected distributions (to within reasonable tolerance; some deviations may be expected, particularly for expansion zones with smaller sample sizes). In this manner, all persons within each household carry the same weight as the household. Limits were set on extreme weights, although they were allowed to range from 0.2 to 5.5 times the base expansion weight for the household's expansion zone. Less than 1% of households received

weights above 4.0 times the base expansion weight. The weights received final calibrations to ensure that the total number of households in each expansion zone matched the control totals.

The weighting controls were developed from 2021 Census data. The controls were selected for having significant influence on trip-making behaviour and for completeness of the information in the survey data. Estimates for 2022 were projected forward from 2021 Census counts based on annualized municipal-level growth rates between the 2016 and 2021 Censuses.[14] Adjustments to the resulting counts were also made to remove the portion of the population outside the survey sampling frame (approximately 2.3% of the population) that lives in collective dwellings or without a fixed address. The adjustments to the distributions of population by age group took into account that seniors make up a greater portion of the population living in collective dwellings. In some smaller expansion zones, certain age and/or gender categories may have been collapsed further due to small sample sizes or cells with no sample.

For each expansion zone, the weighting controls included:

- total households (private dwellings occupied by usual residents),
- household counts by dwelling type (house, apartment, other ground oriented),
- household counts by household size (1-person, 2-person, 3-person, 4-person, 5+ person),
- population counts by age and gender (12 age ranges, 2 genders),

In addition, the weights were seeded by an initial adjustment of household counts by DA, to better balance the sample geographically within each expansion zone. After this, the expansion zone level adjustments took over. It should be noted that the sample may not necessarily be fully balanced by DA or traffic zone.

As households reporting travel have more complex surveys with more questions and data points, they may have been more likely to either abandon the survey during data collection or more likely to have been rejected for poor trip logic or other data problems during data validation. To compensate for this, all partial surveys with demographic and all completed surveys that were rejected during validation were combined with the accepted survey

[14] The projection to 2022 looked only at total population. The growth rate was projected forward from 2021 to 2022 based on annualized growth rate from 2016 to 2022 for each Census Subdivision (CSD). This was then applied to the Census Profile counts uniformly across the Dissemination Areas in each CSD, with those scaled up Dissemination Area Census Profile counts then grouped to the 19 municipal districts used in the data weighting controls.
Since the 2021 Census Profile distributions are the core weighting controls, a simple scaling up was used, rather than trying to fine-tune the controls with speculative changes in age or other distributions. A more complex forecasting exercise that tried to forecast changes in age/gender distributions would not easily take into account how the change in dwellings by dwelling type or household by household size, which are also core weighting controls, would be affected by changes in population by age group.

completions and weighted to determine the incidence of travel by geography and age group (i.e., what percentage of people reported travel). This revealed that the 'natural incidence' before survey abandonment and rejections was in fact slightly higher overall (84.6%) than in the accepted surveys (83.6%). To better reflect actual incidence of travel, a weighting adjustment by age group (seven groups) by expansion zone was introduced to the data weighting of the accepted survey completions prior to the final rebalancing by household and demographic characteristics. After the final rebalancing, this resulted in a very modest (0.7%) increase in the total weighted and expanded trip count in the final weighted data, compared to the result prior to the introduction of this adjustment.

To contain the variance of the data weights (as such weighting could create more extreme high or low data weights), no attempt was made to adjust the weighting to balance the survey sample by day of week. It may be noted that travel on Thursdays and Fridays is somewhat over-represented, while travel on Mondays is somewhat under-represented.

2.7 Validation of the weighted survey data

The weighted survey data were validated against Census statistics (various household and demographic characteristics, employed labour force estimates, usual mode of travel for journey to work) and other available reference data (enrolments). The results compared favourably for most characteristics, including geographic distributions, household size, dwelling type, age/gender and employed labour force. This suggests that the survey results can be taken to be generally representative of the total population.

There were a few deviations of the survey data from the reference statistics. Within the dwelling category of "other ground-oriented dwellings" used in the weighting, the survey distributions by rowhouse/townhouse, semi-detached, suite in a house and mobile home may not necessarily match Census distributions. The survey results may somewhat under-represent households with lower incomes, although it is difficult to say this with certainty given that only 58% of households answered the income question. Comparison against 2021 Census place of work and journey to work revealed differences that were more likely due to the conduct of the Census at the height of the COVID-19 pandemic (e.g., much higher incidence of people working from home than in the 2016 Census and in the 2022 CRD OD survey results). The survey data may somewhat under-represent Camosun College students[15] and may provide good representation of University of Victoria students living off campus (as the survey was conducted with residents of private dwellings and did not include students living in residence on campus).[16] Comparison against Statistics Canada's 2022 Labour Force

[15] The expanded survey data represent 6,800 Camosun College students, half of the 13,600 enrolment for the entire 2022/23 year (*Camosun College Institutional Accountability Plan & Report, 2022/23 Reporting Cycle,* page 35, https://camosun.ca/sites/default/files/2023-08/accountability-report-23.pdf, last accessed August 2023). From published enrolment figures it is unclear how much of the reported 2022/23 enrolment was in the Fall semester.

[16] The expanded survey data represent 17,370 University of Victoria students (15,040 full-time and 2,330 part-time). This compares to reported 2021 UVic enrolments of 19,361 students, with 14,039 full-time and 5,322 part-time (*University of*

Survey (LFS) estimates suggest that the survey data do a good job of representing total employment: the expanded survey data represent 212,750 employed persons in the RPA, compared to October 2022 LFS estimates of 216,200 employed persons in the Victoria CMA.[17]

Finally, BC Transit ridership counts were compared against the survey data. BC Transit data for Fall 2022 suggest that there were around 89,990 boardings in October and 94,470 in November. The majority (78%) of the CRD OD surveys were completed by October 31, 2022, thus the BC Transit comparison would be to a weighted average between October and November of about 90,970 boardings, with the weighted and expanded survey results for residents of private dwellings representing 61,380 transit trips within the RPA with 75,350 boardings, or 83% of BC Transit's ridership estimate. Various factors might contribute to the difference between the BC Transit counts and the expanded survey counts: whether survey respondents under-reported the actual routes they took; the methodology of the BC Transit boarding counts; the extent to which people outside the survey frame make transit trips; and whether the survey sample under-represents transit users despite data weighting for various household and demographics characteristics.

2.8 Statistical reliability

2.8.1 Data reliability

The 2022 CRD OD survey was conducted with a sample of about 4.6% of households in the CRD. As with any survey, the data collected can be subject to sources of error or bias that can affect the reliability of the survey results. Potential sources of error can include the following:

- **Undercoverage.** Coverage error is associated with the failure to include some populations in the same frame used for sample selection, which may occur with samples of convenience such as telephone directories. The sample frame used was a Canada Post database of mailable residential addresses which provides excellent coverage of private dwellings in the study area, reducing the concern of under-coverage. However, the Canada Post database may sometimes miss some housing types, such as basement / secondary suites, mobile home parks and other non-conventional dwelling types.

Victoria Factbook Table 5 – Full Part-Time Headcount, page 1 Table 5B, https://www.uvic.ca/institutionalplanning/assets/docs/enrolment/factbook_table_05.pdf, last accessed August 2023). It may be noted that some portion of the reported enrolment, particularly part-time enrolment, may not have been in the Fall semester, and a small portion may include students living outside the study area. In addition, it may be noted that the university provides housing to up to 2,300 students in residence, who would not have been included in the survey sample frame. The headcount enrolment statistics for 2022 were not available, and it is unknown whether 2022 enrolments were higher or lower than 2021 enrolments.

[17] Statistics Canada. *Table 14-10-0380-02 Labour force characteristics, three month moving average, seasonally adjusted (x 1,000), last accessed August 2023*.

- **Non-response bias.** Non-response bias occurs when individuals who do not participate in a survey differ in relevant ways from individuals who do participate. For example, younger people are often less inclined to participate in surveys. This bias has also been addressed, in part, through the data expansion process, including the weighting by household size, dwelling type, age, gender and post-secondary enrolments. However, it should be noted that there can be other, hidden biases in the data that could not be corrected by the data weighting.
- **Measurement error.** This type of error is associated with the failure of survey instruments to capture correct information (e.g., through misunderstanding survey questions). To control for this, the questionnaire and associated materials were based on previously well-tested survey questions, thoroughly reviewed for content and meaning and field-tested with a sample of respondents prior to the full survey administration. Telephone interviewers were trained on the objectives of the survey, definitions of key terms, the intent of survey questions and how to address different trip circumstances described by respondents. During survey administration, interviews were regularly monitored by a supervisor to ensure consistent application of questions. The online survey also included several built-in tests to prompt respondents to confirm key data and clarify illogical responses.
- **Processing error.** Processing errors include data entry, coding, editing and imputation errors. These potential sources of error were addressed through comprehensive training of survey staff and survey validation staff, continuous quality management practices and data validation.
- **Sampling error.** Sampling error refers to the variability that occurs by chance because a sample was surveyed, rather than the complete population. As best as possible, sampling error was controlled for by obtaining a robust survey sample and targeting of areas with lower-than-expected response rates.
- **Error due to extreme weights when analysing small samples.** Notwithstanding the limiting of very extreme weights in the data weighting, small sample sizes for some strata and non-response bias may contribute to the assignment of high weights for some cases relative to others within the same geographic zone or population stratum. Users of the data should take note that the sample sizes for some zones are relatively modest. The survey results for such zones should be interpreted with caution. Caution should also be exercised when analysing any small subgroups of the total population.

2.8.2 Estimates of sampling error

Sampling error can be estimated based on the size of the sample universe (number of households in the study area) and the number of household survey completions. The estimated margin of error for the survey results at the household level is at ±1.3% at a 95%

confidence level (theoretically, for a given survey question, the true response proportion for the population would be somewhere within the margin of error of the survey results 19 times out of 20), taking into account the effects of data weighting on sampling error. For person- and trip-level survey results for the entire study area, the sampling error is estimated to be ±0.9%. Sampling errors increase when the study area is disaggregated into sub-regions, municipal districts or when analysing population sub-samples.

Table 1 provides the household sampling rate, the household and person sample sizes and the household and person sampling errors for the geographies in the study area. It may be noted that while most districts obtained survey sample rates of between 3.9% and 4.9% of all households, certain districts were oversampled and achieved much higher sampling rates: Metchosin (14.1% of households were surveyed), Highlands (11.2%), Juan de Fuca Electoral Area (11.2%), Salt Spring Island (10.0%) and North Saanich (6.2%). Even with these higher sampling rates, the sampling errors in these districts are somewhat higher than for other districts due to the numerically small samples.

Reporting of survey results related to trips originating in or destined to given sub-regions or municipal districts will include trips made by residents of the given geography as well as other residents of the study area from outside the given geography. Therefore, the sampling error associated with information on trips to, from or within the area would be much better than that for just the trips made by residents of the area. The sampling errors for person-level information can be considered to carry over to the trips those people make (i.e., the sampling error is associated with the entire trip chain). Therefore, the calculation of sampling error can be undertaken using the number of persons as the sample size rather than number of trips.

Table 1. Survey Samples and Sampling Errors for Different Levels of Reporting

Geography	Households	Population in Private Dwellings	Surveys	Sampling Rate (% of Households)	Sampling Error, Household Level (±%)	Persons in Surveyed Households	% of Population in Private Dwellings	Sampling Error for Persons, Trips Info (±%)
Study Area	184,700	406,100	8,581	4.6%	1.3%	18,023	4.4%	0.9%
Regional Planning Area	179,500	394,600	8,056	4.5%	1.3%	16,991	4.3%	0.9%
Sub-Regions								
Saanich Peninsula	19,600	44,500	959	4.9%	3.8%	2,031	4.6%	2.7%
Core	120,600	253,600	5,030	4.2%	1.6%	10,114	4.0%	1.2%
West Shore	39,300	96,500	2,067	5.3%	2.7%	4,846	5.0%	1.7%
Municipal totals for those with sub-municipal districts								
City of Victoria	49,900	89,000	2,093	4.2%	2.4%	3,664	4.1%	1.8%
District of Saanich	48,300	116,200	1,990	4.1%	2.7%	4,465	3.9%	1.8%
Districts (reporting zones)								
Salt Spring Island Electoral Area	5,200	11,500	525	10.1%	5.4%	1,032	9.0%	4.0%
Sidney	6,000	11,900	296	4.9%	7.2%	531	4.4%	5.7%

Geography	Households	Population in Private Dwellings	Surveys	Sampling Rate (% of Households)	Sampling Error, Household Level (±%)	Persons in Surveyed Households	% of Population in Private Dwellings	Sampling Error for Persons, Trips Info (±%)
North Saanich & FNs	5,200	12,800	324	6.2%	6.4%	733	5.8%	4.4%
Central Saanich & FNs	8,300	19,800	339	4.1%	6.1%	767	3.9%	4.1%
Downtown	7,900	11,900	333	4.2%	6.1%	510	4.2%	5.0%
Victoria North	16,000	31,500	648	4.1%	4.3%	1,225	4.0%	3.2%
Victoria South	26,000	45,700	1,112	4.3%	3.2%	1,929	4.2%	2.5%
Saanich North	7,900	18,900	325	4.1%	7.2%	706	3.8%	4.9%
Saanich East	28,300	67,200	1,158	4.1%	3.3%	2,578	3.8%	2.2%
Saanich West	12,200	30,200	507	4.2%	5.4%	1,181	3.9%	3.5%
Oak Bay	7,800	17,600	312	4.0%	6.6%	666	3.8%	4.4%
Esquimalt	8,600	17,300	343	4.0%	6.6%	685	4.0%	4.9%
View Royal and FNs	6,000	13,500	292	4.9%	6.7%	634	4.7%	4.6%
Highlands	900	2,500	104	11.6%	13.8%	257	10.1%	8.5%
Langford	20,000	48,400	809	4.0%	4.0%	1,912	4.0%	2.5%
Colwood	7,600	19,200	300	3.9%	6.9%	707	3.7%	4.4%
Metchosin and FN	2,000	5,000	277	13.9%	8.0%	652	13.1%	5.2%
Sooke District and FN	6,400	15,600	297	4.6%	6.7%	669	4.3%	4.4%
Juan de Fuca EA & FN	2,500	5,700	280	11.2%	7.1%	649	11.4%	4.5%

2.8.3 Caveats

It should be understood that sampling error is not the only possible source of error. While efforts have been made to control for possible error and to weight the data to be more representative of the population, there may still remain some non-response bias or other sources of error not accounted for in the data weighting and data processing.

The weighted survey data are based on a sample of population expanded to represent the total population of persons living in private dwellings (excluding population living in collective dwellings). As such, expanded counts from the survey data should be understood to be estimates, not exact counts.

3 HOUSEHOLDS, DEMOGRAPHICS, VEHICLES AND BICYCLES

3.1 Overview

This chapter describes the household and demographic factors that influence people's travel choices and patterns. The chapter discusses how these relate to each other. It also notes how they have changed over time, especially in light of the profound pandemic-induced shifts in social, economic and travel activity that transpired between the 2017 and 2022 surveys.

Note that the factors and proportions presented in this chapter reflected the survey results, which were expanded and validated to Census and other reference statistics described in the previous chapter. As a result, in most cases the results are consistent with these references. However, references to the working population may differ from the Census, given that the 2021 Census was taken at the height of a Covid wave whereas the household travel survey was conducted 18 months later. These differences refer specifically to total employment, mode of travel to work and the number of people working at home.

3.2 Summary of key indicators

Table 2 traces the growth in population, workers, households and vehicles across the study areas for each survey since 2001. Because the study areas varied among the surveys, Table 3 shows the same information for the Regional Planning Area (RPAs) alone. According to both definitions, the variables have all grown between 8.5% (total population) and 9.6% (vehicles). The growth rates are discussed further below.

Both 11+ and 5+ populations were used for comparisons in the 2017 survey. This reflects the transition that year from 11+ year-olds as the survey's population threshold to 5+ year-olds. To enable the comparison with older CRD surveys, the two tables retain both age thresholds.

Figure 3 shows that **the number of workers** (i.e., the number of potential commuters) **has grown faster than population** over the last two decades. The number of workers grew by 9.6% between 2017 and 2022, while the population grew by 8.5% in the same period. The reasons for the faster growth in workers may be the result of changes in the labour market between 2017 and 2022 and other factors. Further research would be needed to understand the reasons.

The numbers of **households and vehicles have also grown faster than population**, although households to a lesser extent than vehicles. Nonetheless, growth *rates* have been uneven

among these demographic variables and over time. As Figure 4 shows, the compound annual growth rates (CAGRs) for the four demographic variables were highest between 2017 and 2022, with both employment and vehicles growing fastest at a 1.85% CAGR.[18]

Table 2. Scope of the study area – total population, households and vehicles

Survey Year	Geography	Population	Population 5+	Population 11+	Employment (Workers)	Households	Vehicles
2022	RPA+SS	405,500	389,700	368,200	217,900	184,700	288,980
2017	RPA+SS	373,700	357,500	337,700	199,100	170,000	263,600
2011	RPA+SS+SCVRD2	399,600	381,700	361,000	212,600	178,500	283,000
2006	RPA+SS+SCVRD1	362,200	N/A	N/A	189,200	160,500	253,600
2001	RPA	337,200	N/A	N/A	148,100	146,100	211,600
2017 to 2022 % increase		+8.5%	+9.0%	+9.0%	+9.4%	+8.6%	+9.6%

Geographies are not identical among survey years. Hence, parameters may not be directly comparable.

- The 2017 and 2022 study areas included the RPA and Salt Spring Island.
- The 2011 study area included the RPA, Salt Spring Island and the southern part of the CVRD including Duncan.
- The 2006 study area included the RPA, Salt Spring Island and a smaller portion of the southern CVRD (Cowichan Valley Subdivision C). Data expansion was based on estimates rather than actual 2006 Census counts and appeared to have overestimated the number of persons in the study area by 4.1% for the 2006 study area and 6.3% for the RPA alone.
- The 2001 study area effectively included only the RPA as only 2 surveys were obtained for Cowichan Valley Subdivision C and Salt Spring Island was excluded by design. Again, data expansion used estimates rather than Census counts, overestimating population in by 5.6% for the stated study area and 10.6% for the RPA (the effective study area).

Table 3. Regional Planning Area (RPA) – total population, households and vehicles

Survey Year	Population (Census)	Population 5+	Population 11+	Employment (Workers)	Households (Census)	Vehicles
2022	394,000	378,600	357,600	212,800	179,500	279,800
2017	363,300	347,400	328,000	194,200	165,100	255,300
2011	338,000	323,500	306,000	183,500	153,400	232,800
2006	322,900	309,600 (est.)	290,400 (est.)	169,300	145,500	223,100
2001	305,100	292,900 (est.)	277,800 (est.)	154,700	135,700	210,800
2017 to 2022 % increase	+8.5%	+9.0%	+9.0%	+9.6%	+8.7%	+9.6%

- 2022, 2017, 2011 figures reflect population in private dwellings, not total population (i.e., excluding population in collective dwellings).
- 2006 survey data have been re-geocoded to match the Regional Planning Area for the purpose of comparison. 2006 figures have also been scaled down to match actual 2006 Census dwelling counts and estimated population in private dwellings.
- 2001 figures have been scaled down to match actual 2001 Census dwelling counts and estimated population in private dwellings.

[18] This corresponds to the five-year 9.7% growth rate cited in Table 3.

Traditionally, growth in access to vehicles has translated into growth in trip-making in Canadian cities. However, as noted below, the number of vehicles available per household has only changed modestly since 2017. Moreover, as described in Section 4, the pandemic has had a profound impact on travel behaviour, resulting in a significant contraction in overall trip numbers in 2022. Nonetheless, the impact of the relatively rapid recent growth in the underlying demographic and household determinants of travel provides a comparator for future surveys.

For reference, Figure 4 also shows the overall CAGRs for each variable over the two decades.

Figure 3. RPA growth in population, workers, households and vehicles – 2001 to 2022

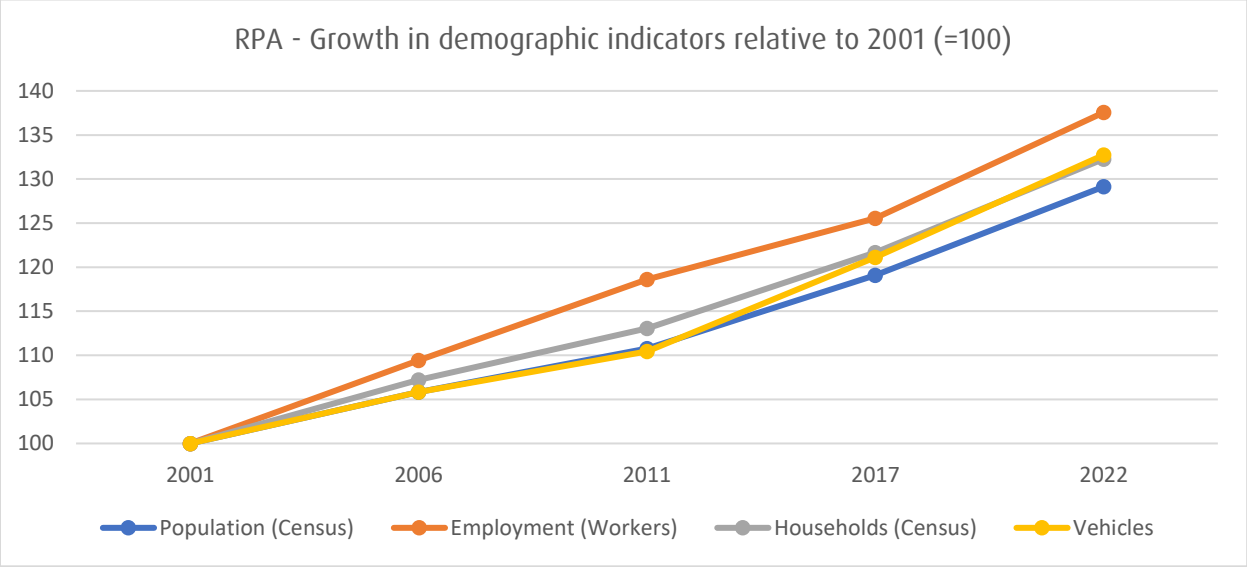
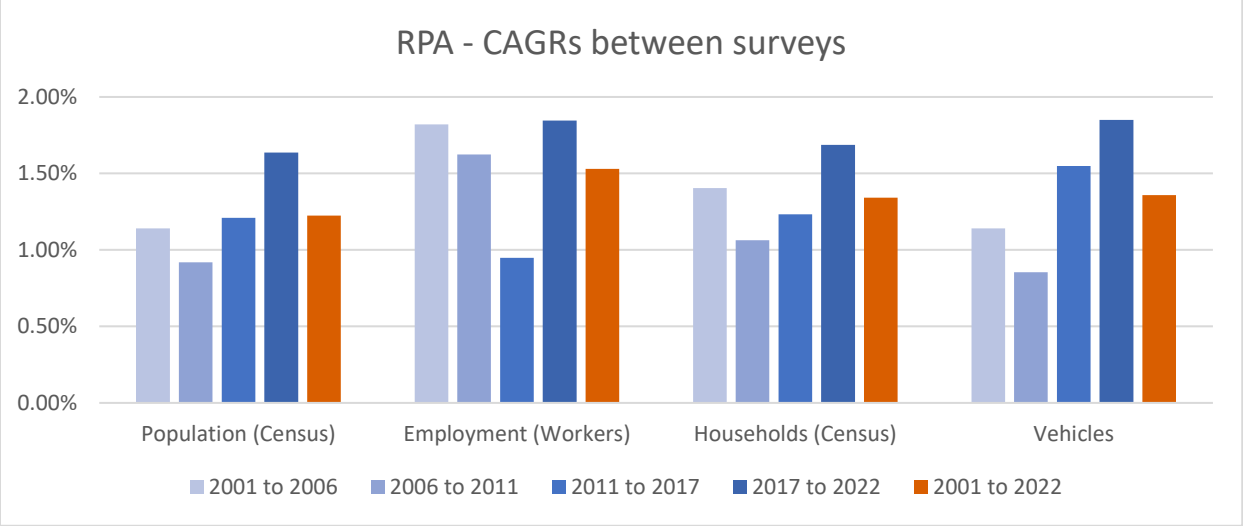


Figure 4. RPA growth rates in demographic variables (CAGRs), 2001 to 2022



CAGR = Compound Annual Growth Rate (i.e., the annualized compounded average rate of growth rate).

Table 4 summarizes how these indicators relate to each other. These relationships help explain how and why travel behaviour, described in the next section, has changed over time. Overall, these relationships have been stable or have experienced only gradual changes:

- **Household size and composition have changed modestly.** The average household size dropped slightly from 2.25 persons per household in 2001 to 2.20 persons per household in 2011. Since then, the average household size has been stable, at 2.20 persons per household in 2017 and 2.19 persons per household in 2022. This would normally suggest that the number of trips made to support household-level activities, likely the weekly trip for household groceries, should also be stable, although still subject to changes in human activity and commerce over time, including changes brought about by the impact of the COVID-19 pandemic. Since 2017, there has been a modest increase in the average number of young school-aged children (younger than 11), which may suggest an increase in elementary school trips.
- **Average vehicle availability (access) has grown modestly.** Mode choice is linked to vehicle access. This is especially true of employed household members, who often have priority for the household's vehicles, whose trips to and from work make up significant proportions of peak period travel volumes and, experience has shown, whose habitual commutes make these travellers more conducive to using transit and other alternatives to driving. On average, 1.55 vehicles were available per household in 2022. This rate has fluctuated slightly over the past two decades and is marginally higher than 2011's low of 1.52 vehicles per household. The rate is 30% greater than the average number of workers in the household (1.19 persons per household in 2022, an average that has dropped marginally since 2011) – meaning that there are more than enough vehicles on average for each worker.[19]

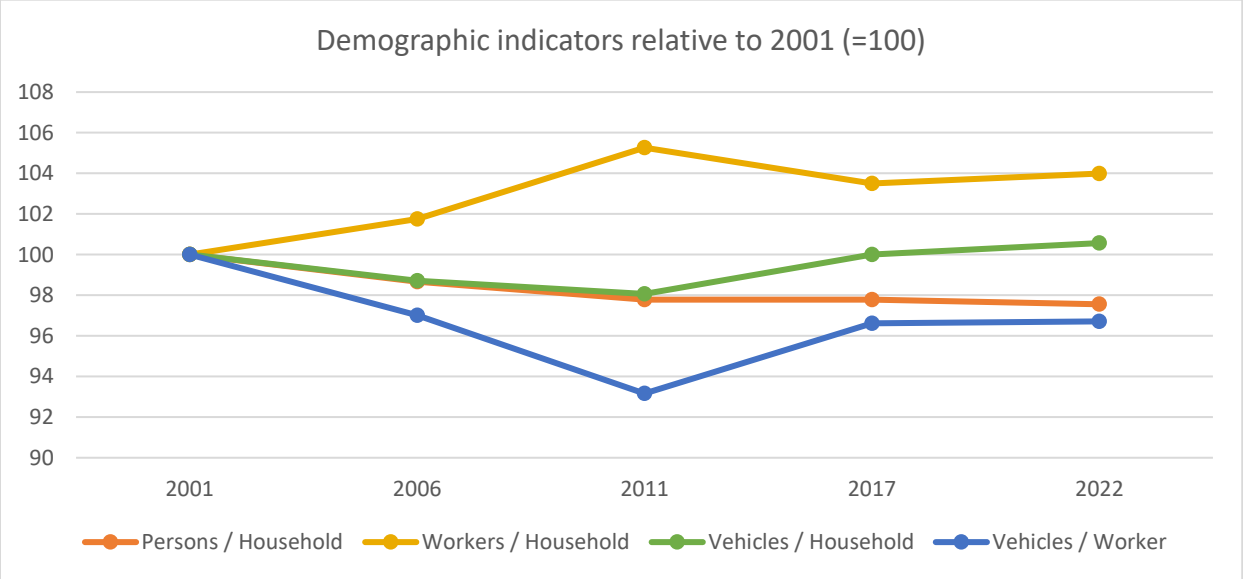
  Stated another way, Figure 5 shows that over the decade to 2011, the average number of workers per household grew while the vehicles available to these workers dropped. Since then, to 2017 the situation was reversed. Although both rates have increased slightly since then (the rapid growth in the vehicle stock was noted above), the vehicle availability per workers remains below 2001 levels though per household vehicle availability is on par with its 2001 level.

[19] Note that workers' priority for the household vehicle reflects experience observed in surveys across Canada. It does not necessarily reflect the needs of other household members; rather, how the household members collectively might or might not decide to make their trips. The focus here on workers' mode choices also corresponds to their primacy as a target market for transit because the regularity of their trip to and from home makes them most conducive to switch to that mode. The fact that, on average, there are more than enough vehicles for each worker means that, on average, households have enough vehicles to support the habitual commute to and from work by auto while also enabling, on average, the uses of the household vehicle for other non-work-related travel. This is a measure of household vehicle dependency (see Section 3.4.1).

Table 4. Key demographic indicators (RPA)

Survey Year	Persons / Household	Population 5+ / Household	Population 11+ / Household	Workers / Household	Vehicles / Household	Vehicles / Worker
2022	2.19	2.11	1.99	1.19	1.55	1.31
2017	2.20	2.10	1.99	1.18	1.55	1.31
2011	2.20	2.11	1.99	1.20	1.52	1.27
2006	2.22	2.13 (est.)	2.00 (est.)	1.16	1.53	1.32
2001	2.25	2.16 (est.)	2.05 (est.)	1.14	1.55	1.36

Figure 5. Changes in key demographic indicators – 2001 to 2022 (RPA)



Finally, it should be noted that **the relative stability and the values of these key indicators are comparable with those elsewhere**. The comparison is relevant to this survey because it helps validate the survey findings. Table 5 compares key CRD indicators with Québec City (another capital region) and Central Okanagan (a smaller BC region). The table compares the most recent and preceding surveys. While the demographic and economic structure of the three regions varies, the comparison confirms that the key CRD indicators are reasonable and are within expectations. Although the Central Okanagan has a higher average vehicle availability per household, the average household sizes and average vehicle availability per person are in comparable ranges among the three regions. Moreover, with the possible exception of the drop in Central Okanagan's vehicle availability rate between 2013 and 2018 (still only a 6.7% drop), any changes have been slight.

Table 5. Comparison of key indicators

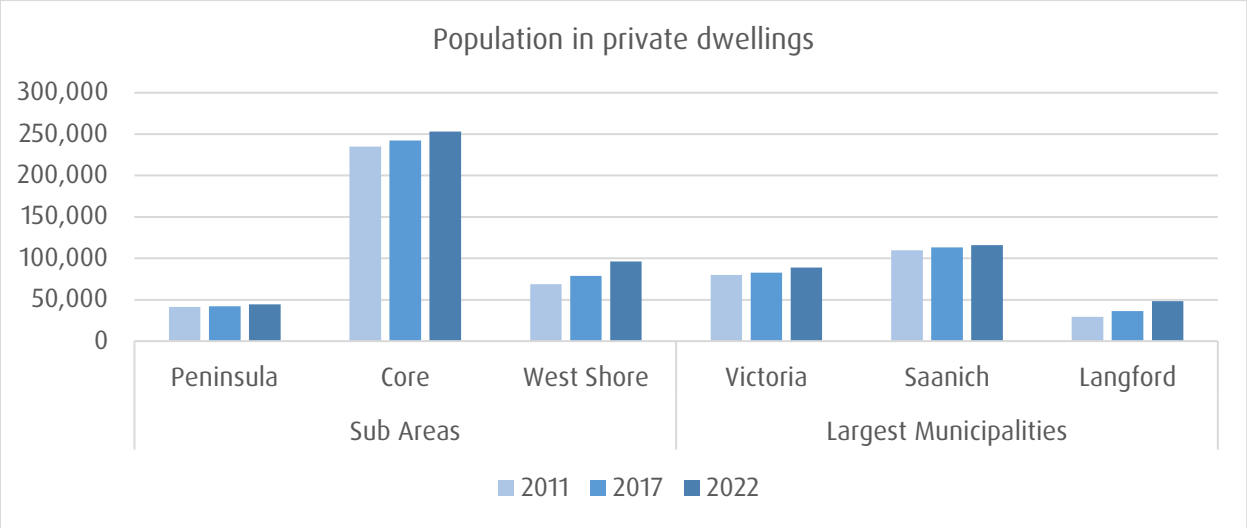
Survey Year	CRD (RPA)		Québec City *		Central Okanagan **	
	2017	2022	2011	2017	2013	2018
Population	363,300	394,000	807,245	841,160	220,470	237,250
Persons / household	2.20	2.19	2.22	2.22	2.33	2.31
Vehicles / household	1.55	1.55	1.38	1.44	1.95	1.82
Vehicles / person	0.70	0.71	0.74	0.78	0.84	0.79

* *Origin-Destination Survey 2011, Summary of Results*, March 2015 and *Origin-Destination Survey 2017, Summary of Results*, October 2019, prepared for the Québec Urban Community et al.

** R.A. Malatest, *2018 Okanagan Travel Survey, Report 3: Analysis of Survey Results & Trends*, prepared for the City of Kelowna et al., February 2020.

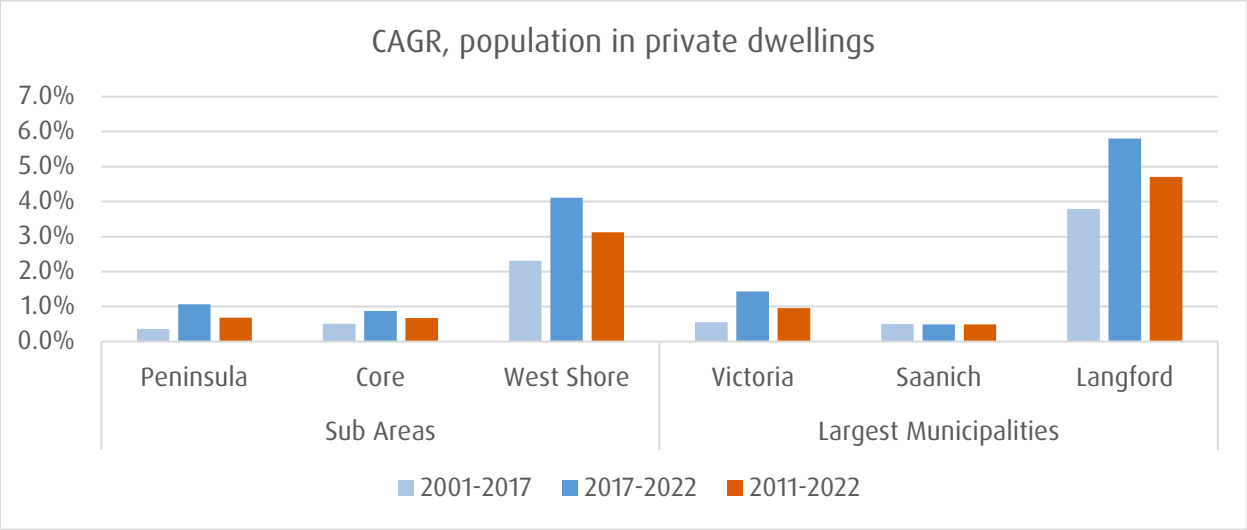
Figure 6 and Figure 7 show the growth in dwellings by RPA sub-area and the associated CAGRs, respectively. While the Core has the greatest concentration of population, the West Shore and especially Langford have had the highest annual growth rates, even as the CAGR has slowed since 2017.

Figure 6. Population in RPA sub-areas and largest municipalities, 2011 to 2022



Note: Population in private dwellings, not total population (i.e., excludes population in collective dwellings).

Figure 7. Population growth in RPA sub-areas and largest municipalities, 2011 to 2022



Note: Population in private dwellings, not total population (i.e., excludes population in collective dwellings).
CAGR = Compound Annual Growth Rate (i.e., the annualized compounded average rate of growth rate).

3.3 Households and demographics

3.3.1 Age distribution of population in private dwellings

Age is an important indicator of travel behaviour, reflecting in part an individual's occupational status as well as their responsibilities in the household and the modes that are available to them. Table 6 summarizes the population distribution by age for the 2011, 2017 and 2022 surveys. Figure 8 shows the distribution of the cohorts and Figure 9 shows their respective growth rates.

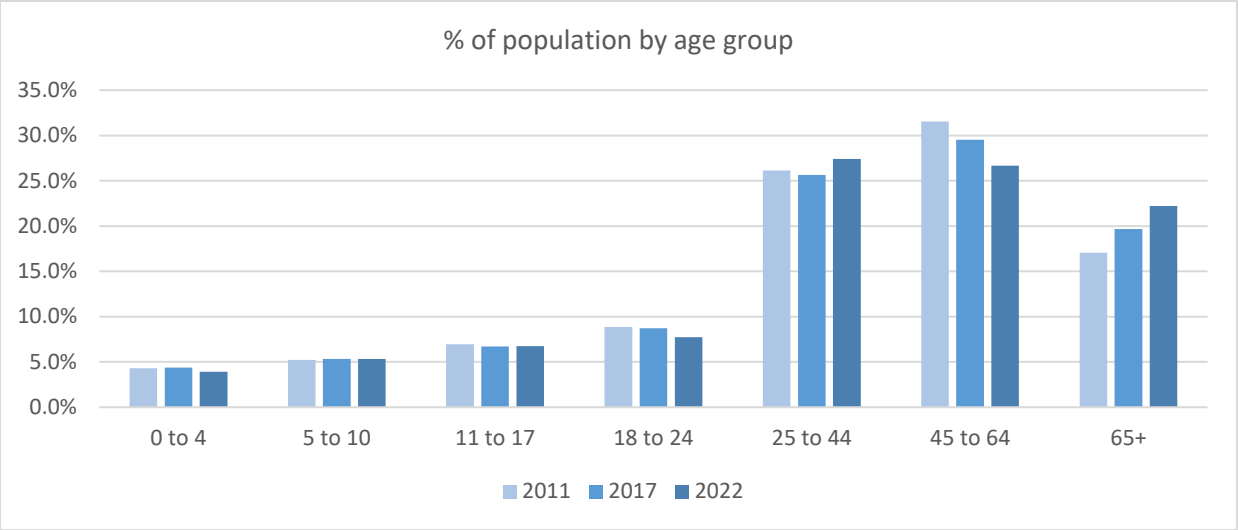
- **More than half the population is in the working age cohort** (25-64), comprising 54.1% of the total population in 2022. However, this proportion has dropped from 57.1% since 2011, even as the absolute numbers in the 25-64 cohort have increased by 9.1%. This shift matters because this is the dominant group in household formation and in the workforce.
- At the same time, **seniors (65+) have increased in absolute and proportional terms** since 2011. Their numbers have increased by half (52%) since 2011, representing a 22.2% share of the total population (from 17% in 2011) and a CAGR of 3.87% since 2011.
- **The 65+ proportions (and numbers) are comparable to those of the 0-24 cohort**, who represent 23.7% of the total population in 2022. However, growth within this cohort has been uneven, with elementary and secondary school population growing the fastest since 2011 (1.58% CAGR for the 5-10 cohort and 1.11% CAGR for the 11-17 cohort), while the pre-school cohort (0-4) and the post-secondary cohort (18-24) are growing more slowly, at CAGRs of 0.55% and 0.14% respectively.

Table 6. RPA population by age group, 2011 to 2022

Age Group	2011	2017	2022	2011 %	2017 %	2022 %
0 to 4	14,500	15,900	15,400	4.3%	4.4%	3.9%
5 to 10	17,680	19,400	21,000	5.2%	5.3%	5.3%
11 to 17	23,480	24,400	26,500	6.9%	6.7%	6.7%
18 to 24	29,940	31,700	30,400	8.9%	8.7%	7.7%
25 to 44	88,300	93,200	108,000	26.1%	25.7%	27.4%
45 to 64	106,600	107,200	105,100	31.5%	29.5%	26.7%
65+	57,600	71,500	87,500	17.0%	19.7%	22.2%
Total (all ages)	338,000	363,300	394,000	100.0%	100.0%	100.0%

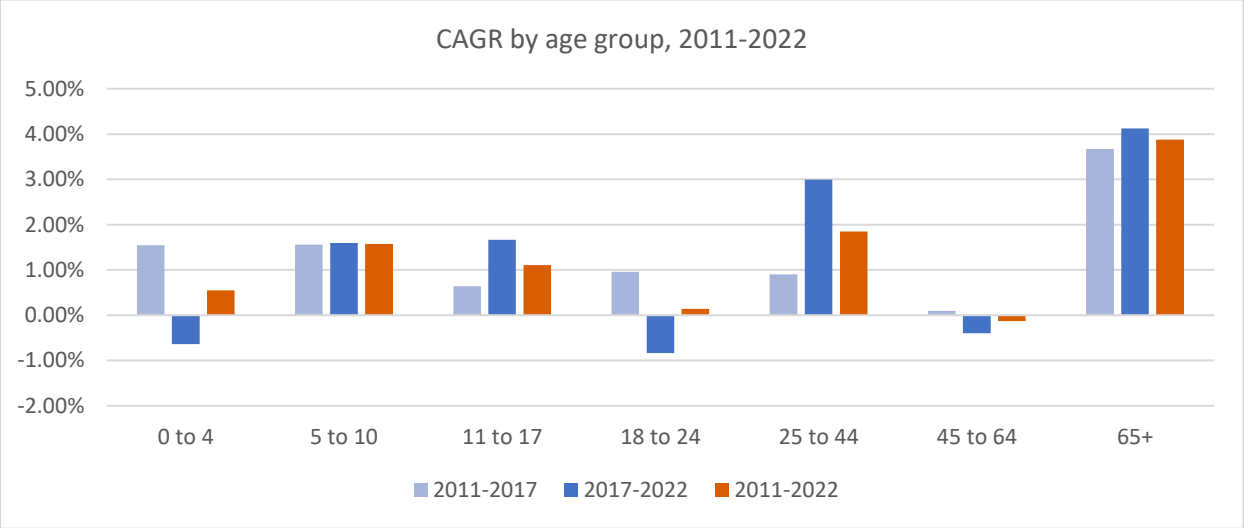
Note: Population in private dwellings, not total population (i.e., excludes population in collective dwellings). In 2022, Census data on the distribution of population by dwelling type by age group in each Census Subdivision was used to adjust the population of all age groups to reflect population in private dwellings. In 2011 and 2017, in the survey data weighting, within the 65+ group, the population of those aged 75+ was reduced by 20% to account for a larger proportion of the older population likely to reside in collective dwellings, which were not included in the sampling frame.

Figure 8. Population distribution by age group, 2011 to 2022



Note: population in private dwellings, not total population (i.e., excludes population in collective dwellings).

Figure 9. Population growth by age group, CAGR – 2011-2022



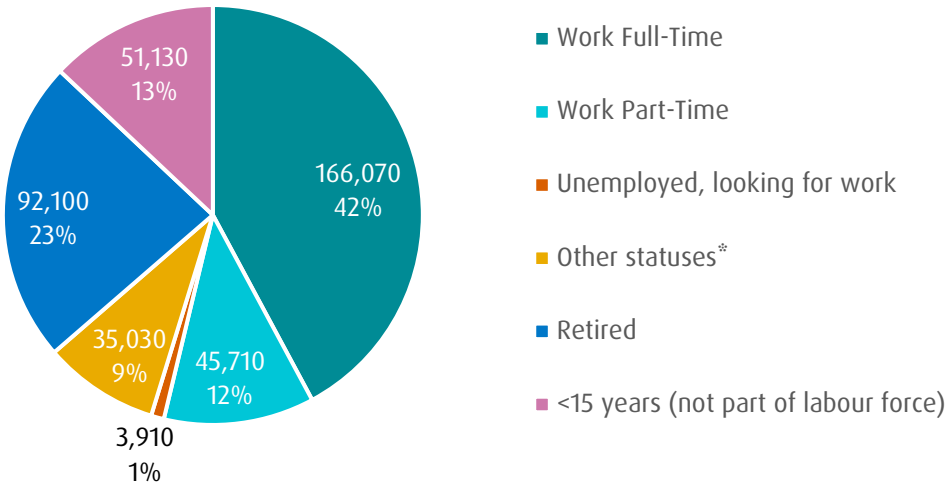
Note: population in private dwellings, not total population (i.e., excludes population in collective dwellings).

CAGR = Compound Annual Growth Rate (i.e., the annualized average rate of growth rate).

3.3.2 Occupational status

Occupational status influences travel behaviour: where people go and for what purpose, how often they travel and so on. Figure 10 shows the distribution of the population's employment status. Table 7 summarizes the occupational status of the population over 2011, 2017 and 2022. Figure 11 shows how the status has changed over time.

Figure 10. Employment status for total population, 2022



* 'Other statuses' includes persons who are unemployed and looking for work, those who are unemployed and not looking for work (including on disability, on parental leave, on medical leave), stay-at-home parents and caregivers and other statuses not elsewhere classifiable).

The **proportion of employed people has remained steady** across the three survey years (53.6% of eligible respondents in 2022), even as the total number of workers has grown and noting that this masks the pandemic-high unemployment rate of 11.1% in July 2020.[20] An additional 1% of the population was unemployed in 2022.

There has been a **slight increase in full-time employment since 2017**, which is consistent with the low unemployment rates at the time of the survey (4.3% in October 2022 and 3.5% in November 2022).[21] This represents a 2.04% CAGR since 2011. Part-time employment increased by a CAGR of 0.67% since 2017, following a contraction from 2011.

The number of students has increased by only 200 since 2017, which is consistent with the flat school age (5-17) populations and the slight drop in the 18-24 population noted in the preceding section.

[20] *Labour force characteristics by census metropolitan area (CMA), three-month moving average, seasonally adjusted and unadjusted*, Table 14-10-0294-01, Statistics Canada. The cited unemployment rate refers to the Victoria CMA.

[21] *Labour force characteristics by census metropolitan area* and C Wilson, *Greater Victoria's unemployment rate dropped to 3.5 per cent last month*, Times Colonist, posted December 2, 2022. The cited unemployment rates refer to the Victoria CMA.

Retirees are growing fastest, representing almost one-quarter of the population (23.4%) in 2022. Growth in this group accelerated following 2017 (preceded by a CAGR of 2.56% from 2011 and followed by a CAGR of 4.28% to 2022). While this growth is consistent with the rapid growth in the 65+ population, it may also relate to shifts in retirement patterns that occurred during the pandemic.[22] Research may be required to ascertain the underlying factors.

Table 7. Population occupational status, 2011 to 2022

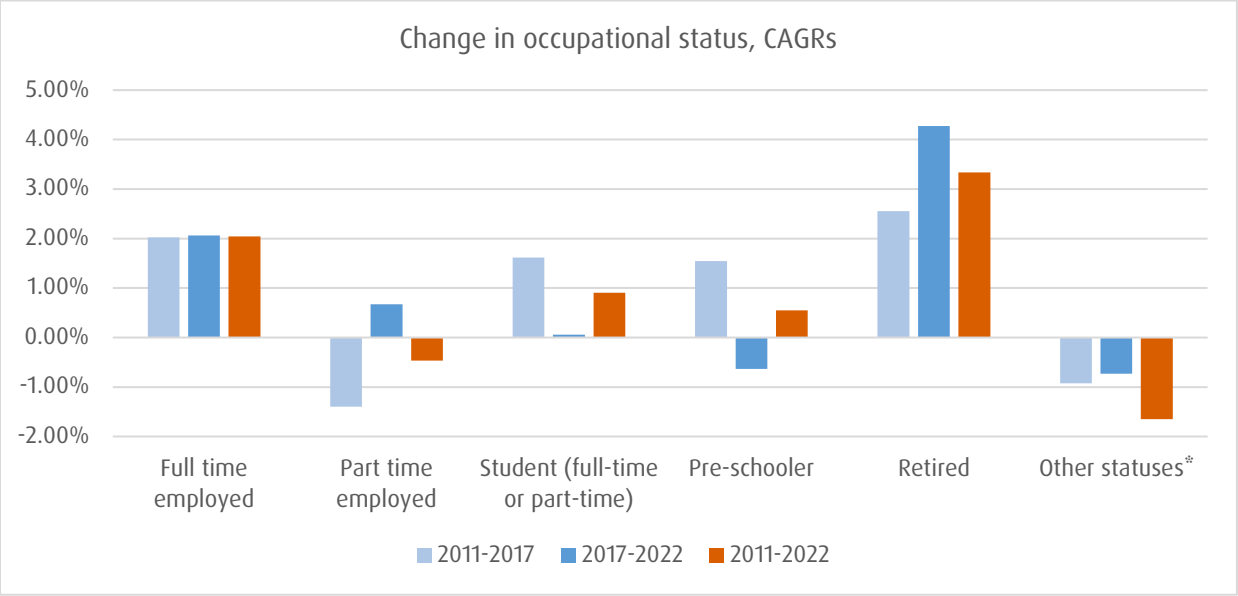
Occupational Status	2011	2017	2022	2011 %	2017 %	2022 %
Full-time employed	133,000	150,000	166,100	41.3%	39.3%	42.2%
Part-time employed	48,100	44,200	45,700	12.2%	14.2%	11.6%
Student (full-time or part-time)	66,300	73,000	73,200	20.1%	20.1%	18.6%
Pre-schooler (0-4 years)	14,500	15,900	15,400	4.4%	4.3%	3.9%
Retired	64,200	74,700	92,100	20.6%	19.0%	23.4%
Homemaker (2011, 2017 surveys) / Stay-at-home parent/caregiver (2022)*	10,000	10,600	5,900	2.9%	3.0%	1.5%
Other	17,900	17,200	20,800	4.7%	5.3%	5.3%
Decline / don't know	1,600	100	0	0.0%	0.5%	0.0%
Total (expanded number of eligible survey persons)	338,000	363,300	394,000	100.0%	100.0%	100.0%

Sum of rows adds to greater than 100% due to multiple responses (students who were employed were counted in both categories). Other includes persons who are unemployed and looking for work, those who are unemployed and not looking for work (including on disability, on parental leave, on medical leave and other statuses not elsewhere classifiable).

*Exercise caution when interpreting the results for 'Homemaker / stay-at home parent or caregiver'. The response category of 'homemaker' was used in 2011 to 2017, whereas in 2022 the category was 'stay-at-home parent or caregiver'. In 2022, the 'other' category (specifically the subcategory of not employed and not looking) may include some of the types of people who might have identified as 'homemaker' in previous surveys.

[22] R Saba, *Wave of retirement hits Canadian workforce as healthcare, education lose workers*, CTV News, September 30, 2022.

Figure 11. Change in occupational status, 2011 to 2022



For this chart, 'other statuses' include unemployed and looking for work, unemployed and not looking, homemaker (2011, 2017) / stay-at-home parent or caregiver (2022) and other responses not elsewhere classifiable. For this chart, homemaker has been combined with other statuses because in 2022, the 'other' category may include some of the types of people who might have identified as 'homemaker' in previous surveys.

3.3.3 Worker occupation type

Figure 12 breaks down surveyed workers' type of occupation, while Figure 13 shows how the occupation type has varied since 2011. The figures reflect the sum of full-time and part-time employment. It can be seen that:

- **Office employment remains the largest single occupation**, consistent with the CRD's role as the provincial capital. Its 44% share has increased from the 38% shares recorded in 2011 and 2017, representing 93,000 jobs in 2022 – a 26% increase since 2017.
- **Most other occupation types have increased in number**, including industrial services (since 2017), other main services, arts, entertainment & recreation (since 2017), health care & social assistance, school employment, and commercial driver. Combined, these represent 89,500 or 42% of the jobs in 2022. Health care & social assistance remains the second-largest occupation type, at 25,300 jobs in 2022 (12% of all jobs). Despite its growth since 2017, employment in industrial services is still below what it was in 2011.
- **Two occupations contracted in 2022**, including accommodation & food services, (since 2017) and retail & wholesale. Combined, these represent 27,600 occupations in 2022 (13% of all occupations), down from 33,400 occupations in 2011 (18%). While the reductions in retail and wholesale reflect continued trends since 2011, the reductions overall are consistent with the pandemic-induced economic contractions and *may*

reflect a lingering after-effect of the pandemic. Given the low unemployment rate in 2022, they may also reflect a shift to other occupation types.

Readers are advised that the results presented here are survey results. Occupation type was not adjusted for in data weighting and may be subject to non-response bias.

Figure 12. Occupation type, 2022

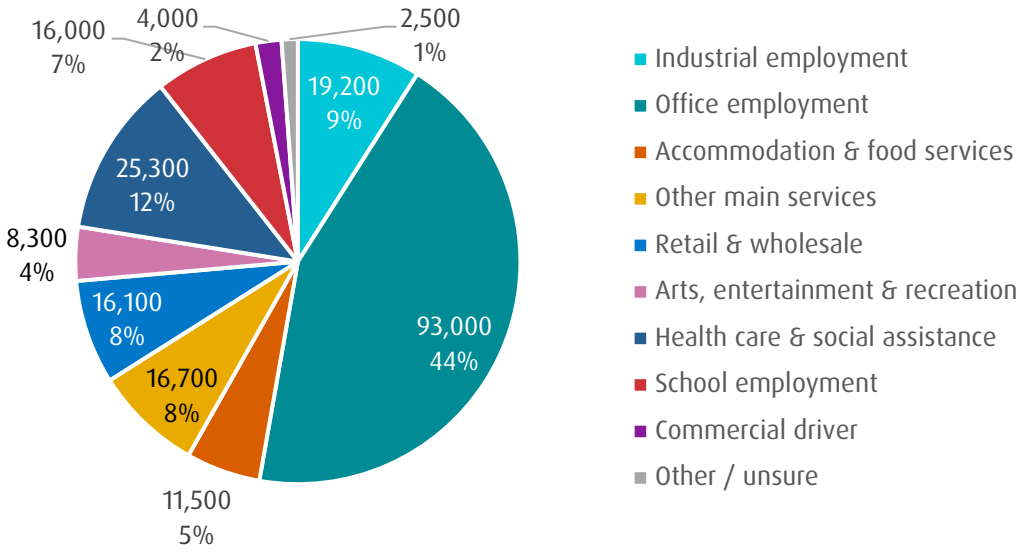
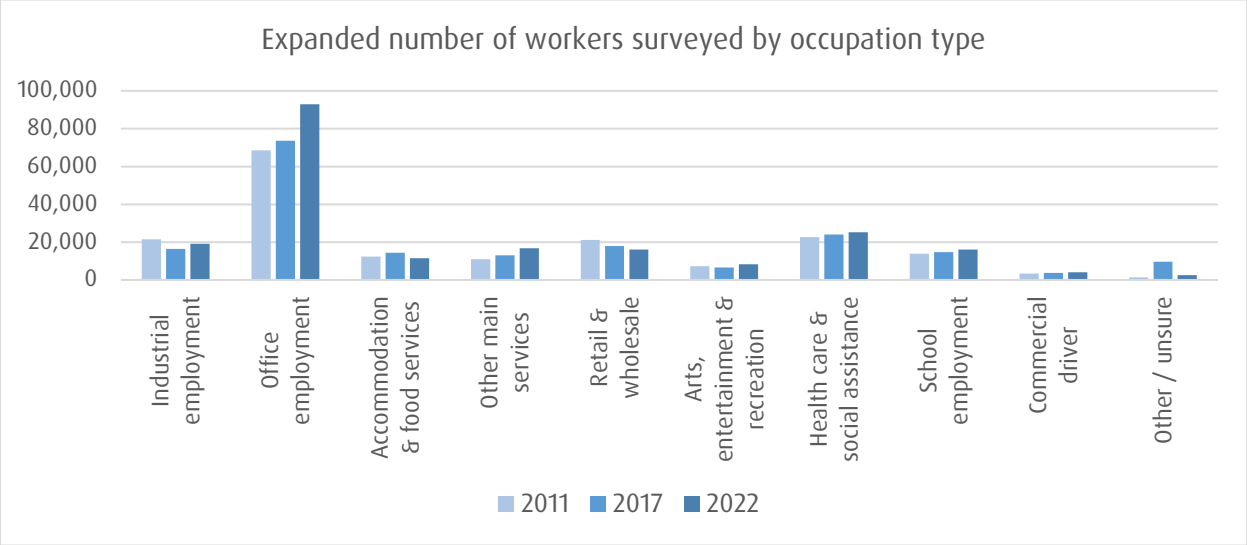


Figure 13. Occupation type, 2011-2022



Note that these distributions reflect survey respondents. Occupation type was not adjusted in the data weighting. If the survey sample is biased with respect to type of employment, the survey distributions may not necessarily reflect actual distributions in the population.

3.3.4 Workplace and work from home

The work commute is a key contributor to peak period travel. Commuters to and from work make up an important component of transit ridership, especially those who are commuting to and from the same work location. Through 2017, the proportions of workers who had a usual workplace (outside the home), no fixed workplace (the location varied) or worked exclusively from home remained fairly constant. Figure 15 shows that over this period, around 80% (79-81%) of workers had a usual workplace. Another 11-12% of workers had no fixed workplace. The remaining 8% worked exclusively from home.

The pandemic altered these proportions, with its significant increase in people working from home. According to the 2021 Census, only 60% reported a usual workplace and 27% worked exclusively from home. The proportion of workers with no fixed workplace rose slightly to 13%. While these proportions are not unexpected and the Census and survey results are not directly comparable, the 2022 CRD survey proportions suggest that the pandemic has had some lingering effects:

- **The share of workers who work exclusively from home has doubled.** The proportions reporting a usual workplace have increased from 60% in 2021 to 74% in 2022, falling short of the pre-pandemic level of 81% in 2017 (see Figure 14). There has been a corresponding reduction in the share of people who work exclusively from home, relative to the 27% proportion recorded in the 2021 Census. Even so, 16% (one in six workers) still work exclusively from home, which is double the pre-pandemic proportion of 8% recorded in the 2017 survey. With the emergent hybrid workplace environment, the rebound in those reporting a usual workplace does not necessarily mean that average peak period travel volumes and transit ridership levels have seen a similar rebound towards pre-pandemic levels (see Chapter 4). It is also too soon to tell whether the 2022 proportions will continue to shift as workplace policies evolve, or whether 2022 is the 'new normal.'
- **One-third of full-time workers with a usual workplace have a hybrid working arrangement.** Figure 16 describes hybrid work patterns observed in 2022 for full-time workers who had a usual place of work outside the home. Not only has working exclusively from home doubled. In addition, another one-third (32%) of workers with a usual workplace have hybrid work arrangements and telecommute on at least one weekday (i.e., when they do not travel to work or for a work-related trip). On an average weekday, 17% of full-time workers having a usual workplace outside the home, work from home. The work-from-home proportions were highest on Mondays and Fridays, at 19%. These days also saw the lowest proportion of people working, whether at a workplace or at home (a total of 85% reporting working on Monday and Friday, compared with 92% to 94% on other weekdays): these figures are consistent with flex day practices and with Mondays and Fridays being more common days for people to take vacation days.

- **The share of workers with no fixed workplace appears unaffected.** The proportion of workers with no fixed workplace has dropped slightly to pre-pandemic levels (and still slightly above the 2011 and 2017 shares). However, the proportion of workers with no fixed workplace seems largely to have been unaffected by the pandemic. This persistence likely reflects a combination of the traditional base in jobs that have no fixed workplace (e.g., construction) and growth in new 'gig' economy jobs (such as food delivery services, which grew rapidly during the pandemic lockdowns).
- **Workplace patterns are consistent across the RPA.** Table 8 breaks down the workplace location for residents of the Saanich Peninsula, Core and West Shore sub-areas and the largest municipalities. The distributions of workplace locations are consistent among these areas, with three-quarters (74%-75%) of workers having a usual workplace, 14%-17% working exclusively from home (rising slightly to 18% among workers who live in Victoria) and 9%-12% having no fixed workplace.

Figure 14. Workplace location, 2022

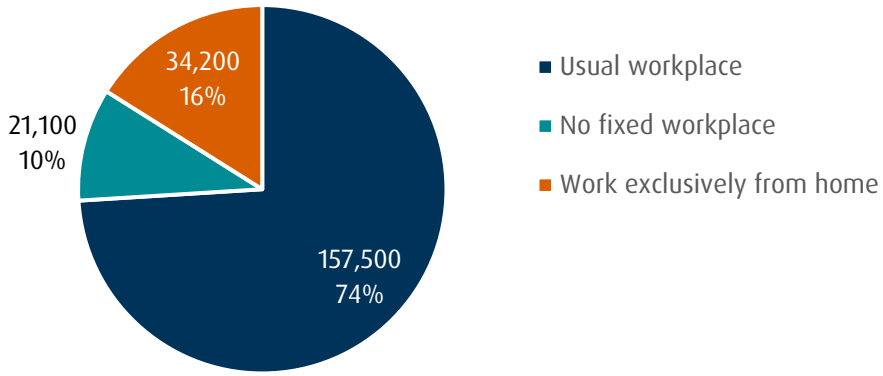


Figure 15. Workplace location, 2011 to 2022

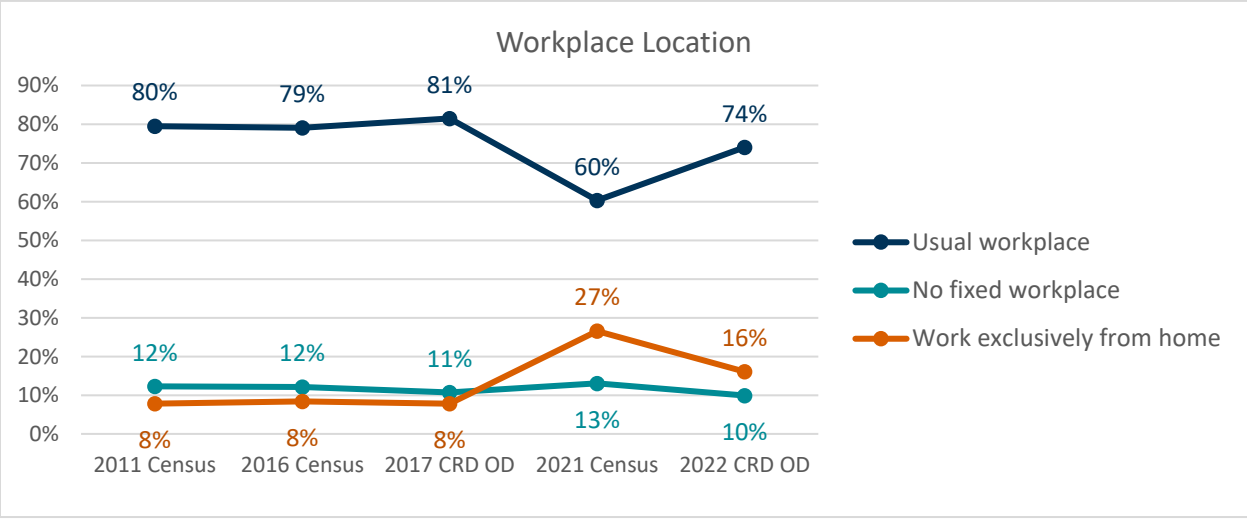


Figure 16. Hybrid work patterns – full-time workers with usual workplace outside the home

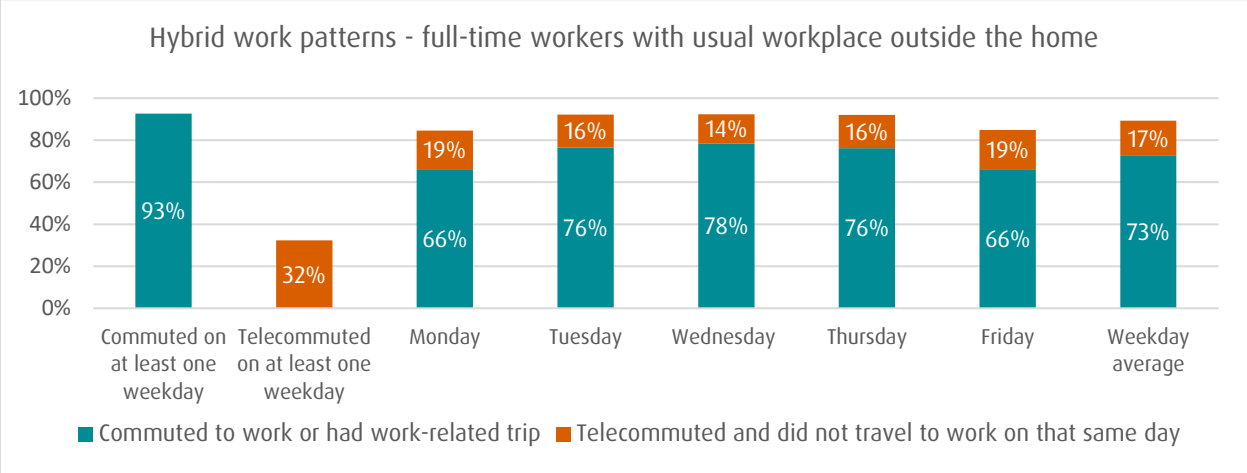


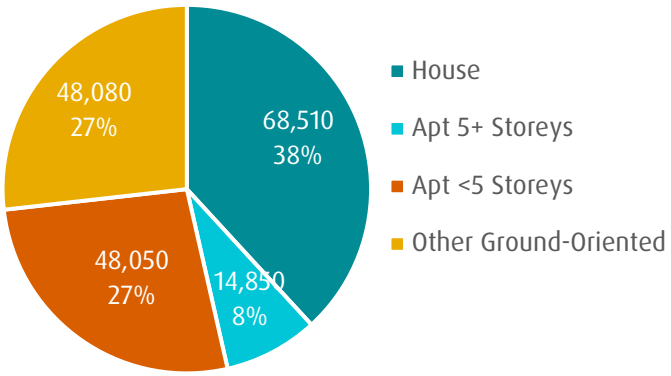
Table 8. Workplace location by sub-areas

	RPA Total	Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Total workers	212,400	20,300	138,900	53,500	53,540	60,590	28,480
Usual workplace	74%	75%	74%	74%	74%	75%	75%
No fixed workplace	10%	11%	9%	12%	8%	10%	9%
Work exclusively from home	16%	14%	17%	14%	18%	16%	16%

3.3.5 Dwelling type

Dwelling type can be an indicator of development density and sprawl, with higher densities generally reflecting a more efficient use of land and being more conducive to enticing residents to take transit, cycle or walk instead of driving. Figure 17 shows the breakdown of private dwelling types. Across the RPA, houses and ground-oriented dwellings represent almost two-thirds (65%) of all private dwellings. However, in the Core, 44% of the dwellings are apartments and in the City of Victoria, the number of apartments rises to 70% (48% are apartments of less than 5 storeys). In downtown Victoria, 95% of the dwellings are apartments, with 67% having 5 or more storeys.

Figure 17. Dwelling type



Note: Private dwellings – excludes collective dwellings, whose residents were not included in the survey.

Households surveyed were asked a supplemental question as to whether they rent or own the dwelling they live in. Approximately 62% provided an answer. Of those who did, approximately 75% were owners and 25% renters.[23] Given that the answers are for a sub-sample of the total survey dataset and that no adjustment was made in the data weighting for dwelling tenure, the survey result should not be taken to represent all households. The utility of the question is that it will make it possible for transportation planners to explore the transportation patterns and needs of renters as compared to owners.

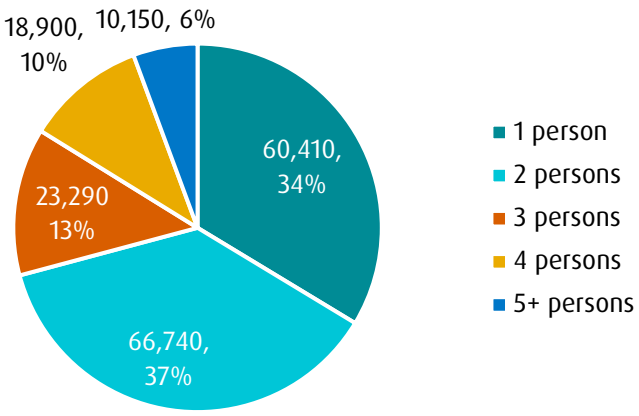
3.3.6 Household size

The stability in average household size (2.19 persons per household in 2022) was noted in Section 3.2. Figure 18 shows the breakdown of RPA households by the number of occupants. More than two-thirds (71%) of households have 1 or 2 occupants, with the remaining 29% having 3 or more occupants.

However, within the RPA, the average household size varies between the core and suburban areas: Seven percent of Downtown households and 16% of City of Victoria households have 3 or more persons. The proportion of 3+ households rises to 36% in the District of Saanich and 38% in the West Shore.

[23] This compares to 62% owners and 38% renters in the RPA per the 2021 Census for a 25% sample (Census long form). It is difficult to assess whether this means that there is bias in the survey sample, as 38% of households surveyed did not provide a response.

Figure 18. Household size, 2022



Note: Reflects households in private dwellings (i.e., excludes collective dwellings).

3.3.7 Household income

Household income is a factor that can influence travel choices – notably, whether or not a household has a vehicle. Figure 19 summarizes the proportions of households by income, according to six income brackets. For comparison, Figure 20 shows the distributions for both the 2022 survey and the 2021 Census.

Note that only 58% of the responding households responded to this question. That is, these figures represent only a subsample of the responding households. Accordingly, the 2022 survey distributions shown in the figures are meant to be used for information only and are not necessarily representative of the population as a whole. Going forward, for analytical and modelling purposes the CRD may wish to use the data to further analyze the travel behaviour patterns of the *responding* households.

Figure 19. Household income, 2022

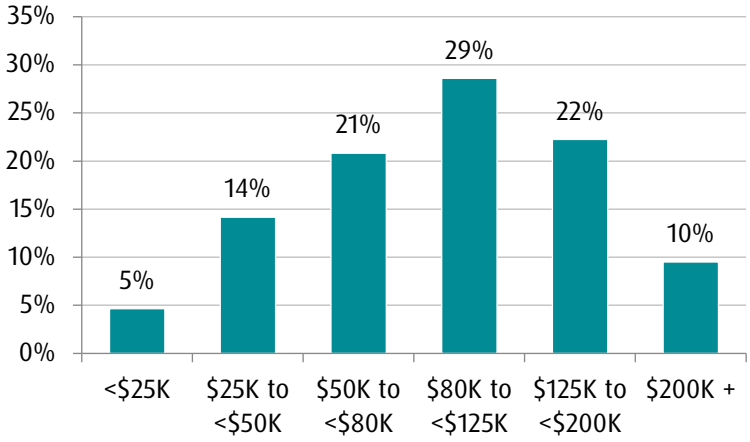
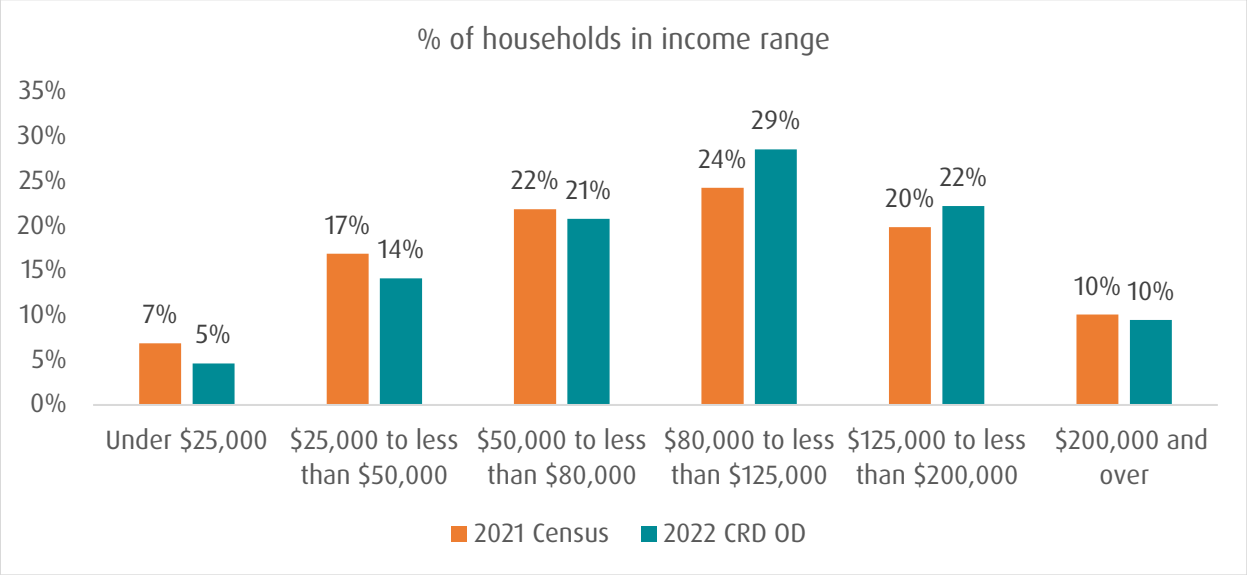


Figure 20. Household income, 2022 CRD OD vs. 2021 Census



Note: These distributions reflect responses from a subsample of 58% of the households that responded to the survey. Accordingly, these distributions are not necessarily representative of the population as a whole. Given that the number responding is a subsample, these data are not to be relied upon for any use other than information. However, for the survey records that do contain this information, in its future modelling and analytics, the CRD could use the data to better understand the travel patterns of households within different income brackets.

3.4 Access to vehicles

3.4.1 Vehicles and vehicle access

There is a strong relationship between mode choice and *access* to a vehicle. In other words, if a household has a vehicle, it is likely to be used. This is especially true of workers, who tend to have priority over the use of the household vehicle for their commute to work. Table 9 summarizes the characteristics of CRD households' access to a vehicle. Figure 21 and Table 10 show how these characteristics have changed over time. It can be seen that:

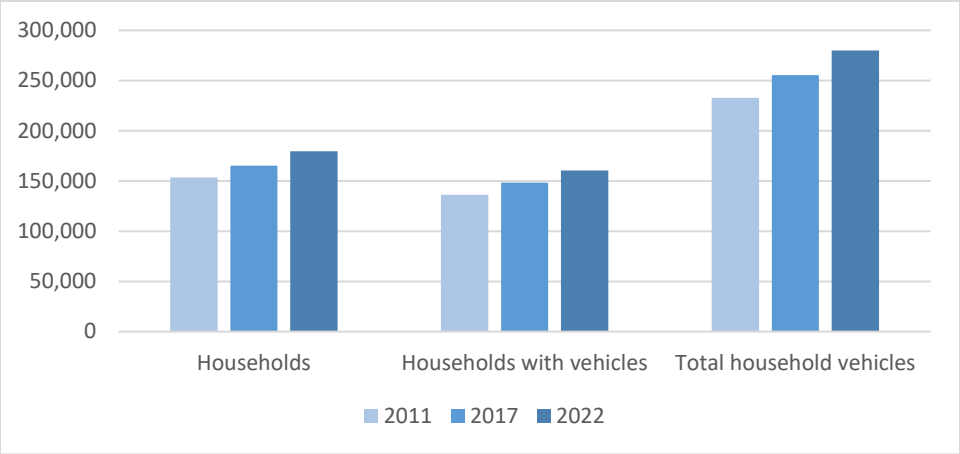
- **Access to a vehicle remains pervasive, although this varies by geography**, with vehicle access highest in the suburban communities like Saanich and Langford and lowest in Victoria:
  - 89% of RPA households have access to at least one vehicle. This pervasiveness has remained stable over time. In 2022, virtually all households in Saanich and Langford had access to a vehicle, while the same was true of three-quarters (75%) of Victoria households.
  - RPA households have an average of 1.56 vehicles each, reflecting slight growth since 2011. In 2022, there are almost 2 vehicles per household in the Saanich Peninsula and West Shore, with the rate closer to 1 vehicle per household in Victoria.
  - 93% of RPA residents of driving age (16+) have access to a household vehicle, representing an average of 0.83 vehicles per person 16+. Virtually all 16+ residents of Saanich and Langford have access to a vehicle (almost 1 vehicle on average), while the rate drops to 81% in Victoria (0.64 vehicle on average).

  The geographical variations may reflect differences in dwelling type, density, dwelling tenure, household income, occupational status, accessibility to transit and other factors. Further research may be needed to understand the underlying factors.

Table 9. Access to household vehicles, 2022

		Sub-Areas			Large Municipalities		
	RPA	Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Total Households	179,490	19,590	120,560	39,340	49,870	48,340	19,970
Private Vehicles	279,800	38,180	166,970	74,650	50,770	82,930	35,540
Persons 16+ years of age	338,670	38,620	220,540	79,510	79,640	99,160	39,390
Avg. vehicles per household	1.56	1.95	1.38	1.90	1.02	1.72	1.78
Avg. per person 16+ years of age	0.83	0.99	0.76	0.94	0.64	0.84	0.90
% of Households with at least one Vehicle	89%	96%	86%	97%	75%	94%	97%
% of population 16+ years of age with access to a household vehicle	93%	98%	90%	98%	81%	96%	98%

Figure 21. Household vehicles, 2017-2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

Table 10. Household vehicles, 2011-2022

	2011	2017	2022
Households	153,400	165,100	179,490
Households with vehicles	136,300	148,300	160,430
Total household vehicles	232,800	255,300	279,800
% of households with at least one vehicle	89%	90%	89%
Average vehicles per household	1.52	1.55	1.56

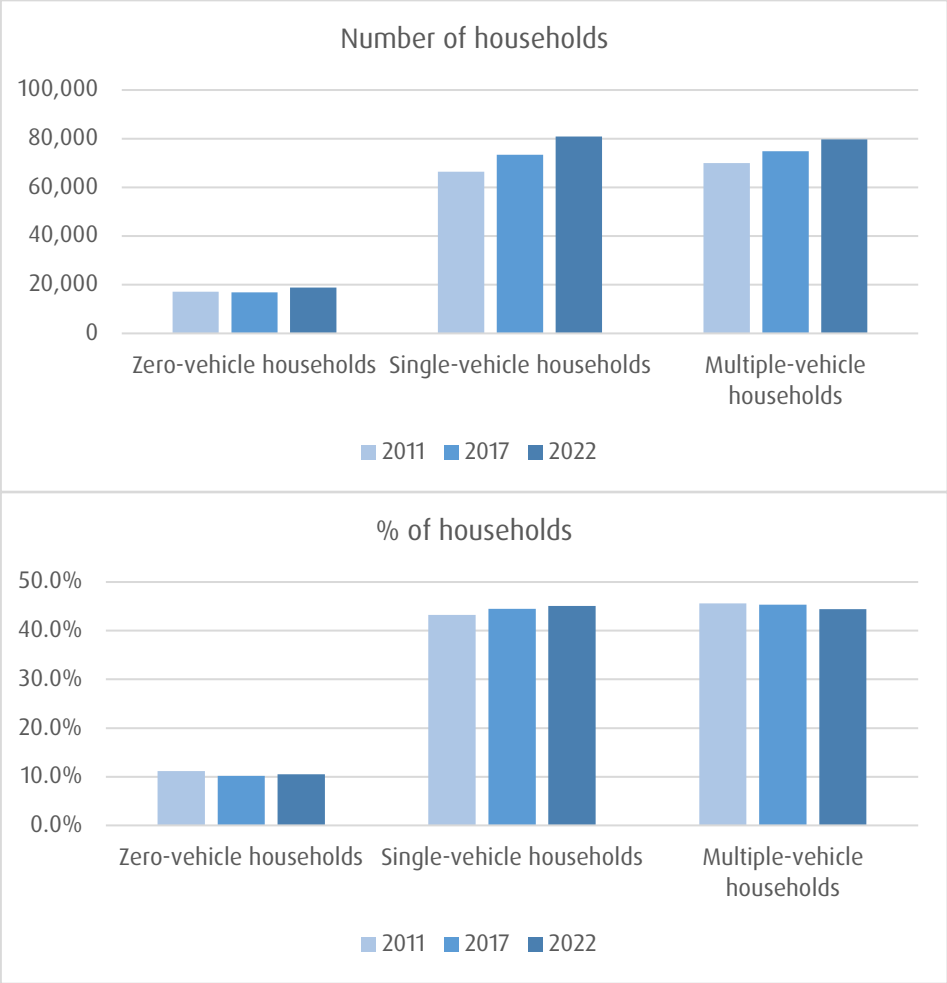
Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

- **More zero- and 1-vehicle households, while multi-vehicle households have more vehicles.** While the overall average number of vehicles per household has increased slightly, the distribution of these averages has shifted. Figure 22 and Table 11 show that although most households have access to a vehicle, the number of single-vehicle households now slightly exceeds households with two or more vehicles in 2022 (80,926 and 79,675 households, respectively).

  Growth in single-vehicle households has been faster than growth in multi-vehicle households. Zero-vehicle households (18,891 households in 2022) have also grown slightly, after a slight drop in 2017. While these may be encouraging findings in terms of potentially reducing the dependency on the private auto, it should be noted that the 2022 findings might have been influenced by the pandemic-induced economic conditions. As well, the average numbers of vehicles in multi-vehicle households continues to grow slightly, from 2.38 vehicles per household in 2011 to 2.50 vehicles

per household in 2022, resulting in the slight increase in the overall number of vehicles per household (1.56 vehicles per household).

Figure 22. Vehicles per household, 2011-2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

Table 11. Details of vehicles per household, 2011-2022

	2011	2017	2022
Zero-vehicle households	17,095	16,800	18,891
Single-vehicle households	66,378	73,400	80,926
Multi-vehicle households (2+ vehicles)	69,967	74,900	79,675
Total households	153,440	165,100	179,492
Total vehicles	232,800	255,300	280,230
Total vehicles in multi-vehicle households	166,422	181,900	199,304
Average number of vehicles in multi-vehicle households	2.38	2.43	2.50

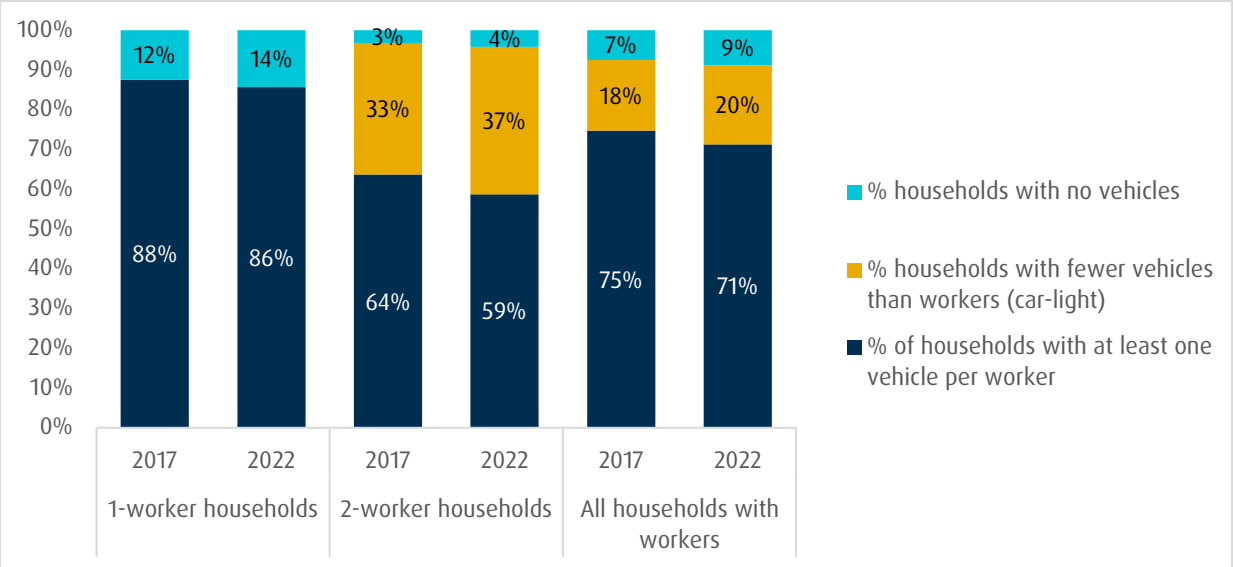
3.4.2 Car-light and zero-car households

One objective of sustainable land use and transportation plans is to make alternatives to driving sufficiently convenient that households can avoid the need for a vehicle, or for a second vehicle. A comparison of the 2017 and 2022 surveys suggests that **a gradual move towards 'car-light' and zero-car households is happening**, as summarized in Table 12 and Figure 23. The table focuses on vehicle availability according to households by number of workers who, as discussed in Section 3.2, are typically the priority users of a vehicle.

Table 12. Trends in 'car-light' households, 2017-2022

Vehicles in households with workers	2017	2022	%-pt Change	Change in # of such households
1-worker households	53,000	58,200		+10%
No vehicles	12.5%	14.3%	+1.9%	+26%
At least one vehicle	87.5%	85.7%	-1.9%	+7%
Households with 2 or more workers	61,600	67,000		+9%
No vehicles	3.2%	4.1%	+0.9%	+39%
Fewer vehicles than workers (car-light household)	33.1%	37.1%	+4.1%	+22%
At least one vehicle per worker	63.7%	58.7%	-5.0%	0%
All households with workers	114,600	125,200		+9%
No vehicles	7.5%	8.9%	+1.4%	+29%
Fewer vehicles than workers (car-light household)	17.8%	19.9%	+2.1%	+22%
At least one vehicle per worker	74.7%	71.3%	-3.5%	+4%

Figure 23. Trends in 'car-light' households, 2017-2022



For all households with workers:

- The proportion of zero-car households has increased – representing 8.9% of all households in 2022 compared with 7.5% in 2017 (and accounting for a 9% growth in the number of 'working' households).
- The proportion of 'car-light' households has also increased. These reflect households that have fewer vehicles than workers, at 19.9% of households in 2022 compared with 17.8% in 2017.
- The proportion of households that have at least one vehicle for each worker has corresponding dropped – still a majority though representing 71.3% of households in 2022 compared with 74.7% in 2017.

Though slight, these trends suggest that households' reliance on the private vehicle may be diminishing. Nonetheless, the factors underlying the diminishment are not known – in particular, the impact of the pandemic on the need to travel (hence a possible deferral of a vehicle purchase), the pandemic's impact on household finances, shortages in vehicle availability (hence higher purchase prices), food price inflation and other factors in 2022. Further research is needed to understand the underlying factors. There will also be a need to monitor these trends over time.

Independent of this, it can also be noted that a higher percentage of 1-worker households does not have any vehicles, at a rate of 14.3% in 2022, compared with 4.1% of 2+ worker households. This might relate to household size, household income or other factors. Further research is needed to understand the underlying factors. It should also be noted that the numbers of 1-worker and 2+ worker households are comparable (46% v 54% of all households with workers), so a better understanding of the factors could provide important insights for policy.

3.4.3 Household size, composition and dwelling type

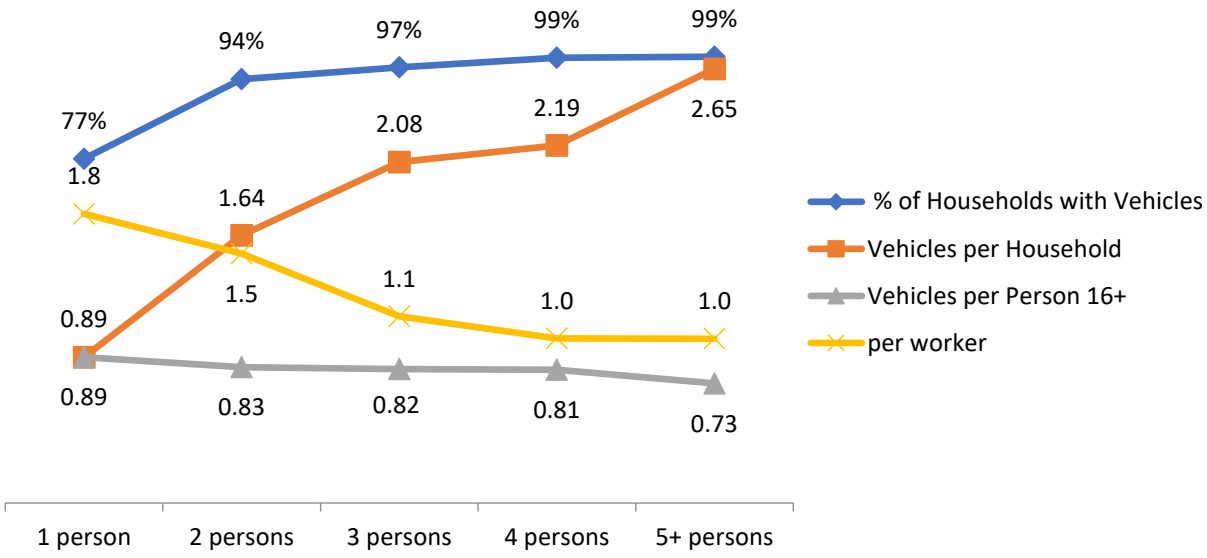
The next two figures show the relationship between access to a vehicle and household characteristics. Figure 24 shows the relationship with household size and composition. It can be seen that:

- **Vehicle access is virtually universal in the largest households.** Three-quarters (77%) of one-person households have access to a vehicle. However, this proportion rises quickly as household size increases. Virtually all households with 3 or more members have access to a vehicle.
- **The average number of vehicles per household rises quickly with household size.** 5+ person households have almost three times the number of vehicles as 1-person households, on average.
- **Working household members, on average, always have access to a vehicle.** There is at least 1 vehicle per worker, with 1.8 vehicles available on average in 1-person

households (the occupant is a worker) and 1.64 vehicles available for 2-person households (at least one member is working).

- **Driving-age (16+) persons on average, have relatively good access to a vehicle.** Even households that do not have a working member (e.g., households whose members are retired or do not work) tend to have access to a vehicle. The availability of vehicles per driving-age person drops gradually as household size increases, ranging from 0.89 vehicles per person 16+ in 1-person households (almost one vehicle per person 16+ on average) to 0.73 vehicles per person 16+ in 5+ person households. In other words, if a household member is working, then the household is almost certain to have at least one vehicle. If no one in the household is working, then it is still likely that the household has a vehicle.

Figure 24. Relationship between vehicle access and household size, 2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

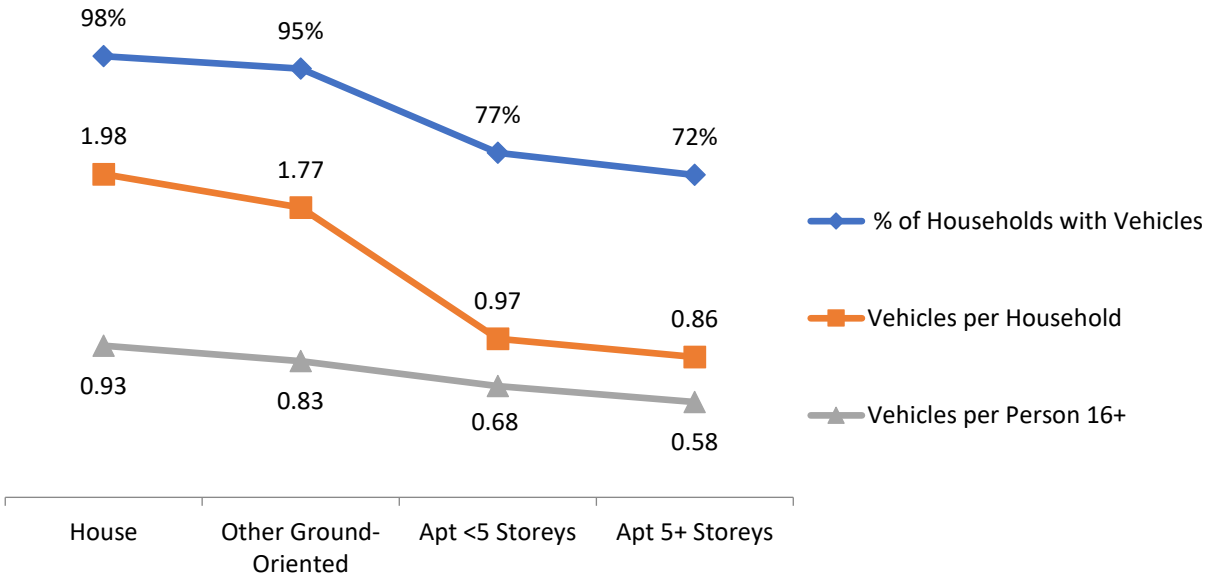
Dwelling type is also an indicator of access to a vehicle. Figure 25 shows that:

- **Virtually all houses and ground-oriented dwellings have access to a vehicle**, with virtually all houses (98%) having access to a vehicle.
- **Households in higher-density structures still have good access to a vehicle**, with three-quarters of apartments having access to a vehicle (77% for buildings with less than 5 storeys and 72% for those with 5 or more storeys).

- **Vehicle access may be linked to density.** In other words, the more dwellings per unit area, the less likely a household will have a vehicle, although vehicle accessibility is pervasive. Vehicle availability per driving-age person (16+) also drops with higher density.

It is important to note that the findings described here reflect observed conditions. Further research is needed to understand the relationship of density with other factors, notably where the dwelling is located (e.g., dense core or low-density suburb), proximity to destinations like work or school, household composition and size, the number of workers in the household, household income and more.

Figure 25. Relationship between vehicle access and dwelling type, 2022



Note: Reflects vehicles accessible to households in private dwellings (i.e., excludes collective dwellings).

3.4.4 Vehicle fuel types

The take-up of alternative-fuelled 'green' vehicles is growing rapidly. Though still a small proportion of the private vehicle stock,[24] the population of alternative-fuelled vehicles ('green' vehicles) has grown quickly in recent years. These include hybrids, plug-in hybrids, electric-only vehicles (EVs) and biodiesel. Figure 26 shows the breakdown of the vehicle population by fuel type, Figure 27 summarizes how the breakdown has changed since 2011 and further details are provided in Table 13.

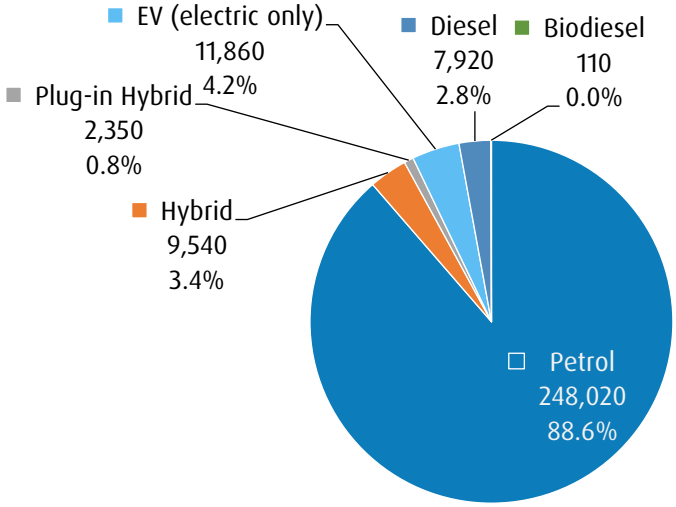
[24] As opposed to the stock of vehicles that are in commercial use.

Green alternative-fuelled vehicles represented 8.5% of the vehicle population in 2022, triple the 2.8% share in 2017, which itself was more than twice the 1.2% share in 2011. In absolute terms, this represents a tripling of green alternative-fuelled vehicles, from 8,100 vehicles in 2017 to 23,800 vehicles in 2022.[25] This growth has been driven by the six-fold+ increase in electric vehicles, from 1,900 vehicles in 2017 to 11,900 vehicles in 2022.

Note that comparison of the survey results with ICBC statistics on the fuel types of registered private vehicles shows that the number of EVs is higher in the expanded survey results than the ICBC counts. This suggests that EV owners may have been keener to participate in the survey, which could suggest a slight possible bias towards EV owners (although their overall relatively small numbers indicate that any bias to the results for other questions would be minimal). Even so, it should also be noted that the figures may not be directly comparable, given that the 'household vehicles' captured by the survey include both privately-owned vehicles and some business-owned vehicles kept at home by the business owner or available to employees for personal use. While the number of EVs is unquestionably growing fast, given that the numbers reflect the responses of surveyed households and may not correspond to ICBC's vehicle population breakdown, some caution should be used in interpreting the magnitude of the increase suggested by the survey results.

Note also that the absolute numbers of diesel and biodiesel vehicles have been declining over time, even as the total vehicle population has increased.

Figure 26. Vehicle population by fuel type, 2022



Notes: Given the relatively small numbers of some of these vehicle types, the percentages are shown to one decimal point. These figures reflect the responses of surveyed households and may not correspond to ICBC's vehicle population breakdowns.

[25] These figures include hybrid, plug-in hybrid, electric-only vehicles, biodiesel and other or unknown alternative fuel. Diesel and gasoline are grouped with gasoline as conventionally powered vehicles.

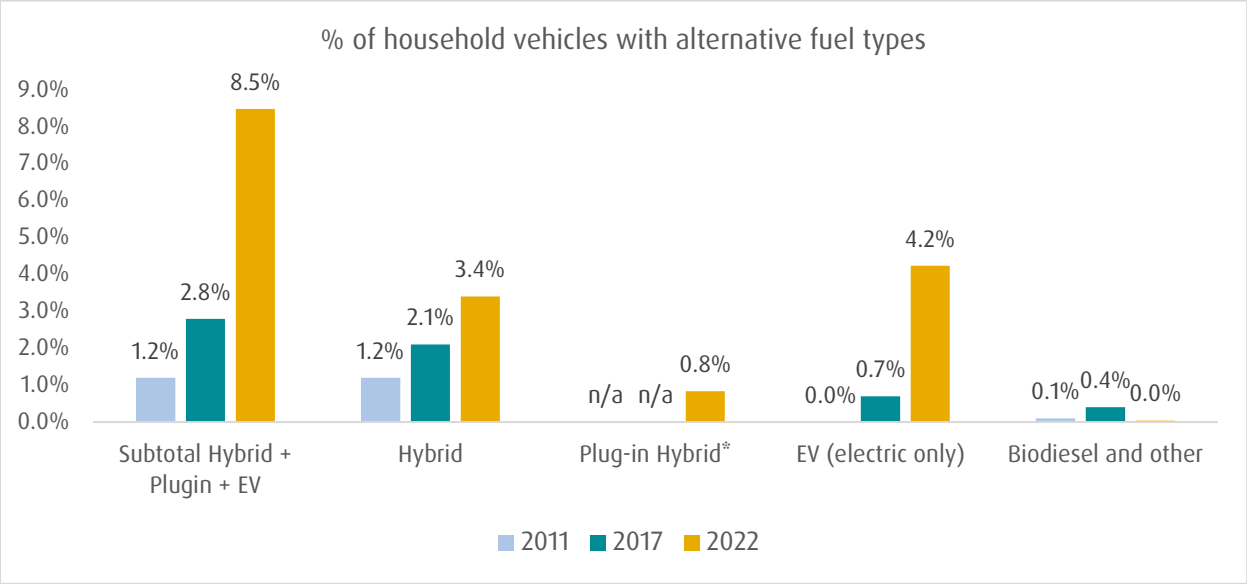
Table 13. Vehicle population by fuel type, 2011-2022

Vehicles by Fuel Type	2011	2017	2022	2011 %	2017 %	2022 %
Gasoline	219,700	239,000	248,000	94%	94%	89%
Hybrid	2,800	5,300	9,500	1%	2%	3%
Plug-in Hybrid	*	*	2,400	*	*	1%
EV (electric only)	100	1,900	11,900	0%	1%	4%
Diesel	9,900	8,200	7,900	4%	3%	3%
Biodiesel	300	400	100	0%	0%	0%
Other or Unknown Alternative Fuel	0	500	0	0%	0%	0%
Total	232,800	255,300	279,800	100%	100%	0%

*Plug-in hybrids were not tracked separately from non-plug-in hybrids in 2011 and 2017.

These figures reflect the responses of surveyed households and may not correspond to ICBC's vehicle population breakdowns for the area.

Figure 27. Households with green alternative-fuelled vehicles, 2011-2022



Note: Reflects households in private dwellings (i.e., excludes collective dwellings).

*Plug-in hybrids were not tracked separately from non-plug-in hybrids in 2011 and 2017.

3.4.5 Access to EV charging at home or nearby

Respondents were asked if they had access to EV charging. The responses are summarized in Figure 28. Table 14 breaks down the responses by geography, Figure 29 provides a breakdown by dwelling type and Table 15 provides a breakdown by tenure.

For clarity, note that respondents were instructed to answer yes if they have access to an AC Household Charging station (wallbox) or a DC Fast Charge station, whether public or private, or if they have access to specialized equipment for safe AC trickle charging, though only if it is designed for regular/daily use rather than occasional/emergency use. These definitions were used to avoid the confusion that many vehicles can have a plug-in to a regular outlet, which has a very long trickle charging and could be used for purposes other than EV charging.

Note this was a supplemental question to the survey. One-third of respondents did not answer to it. Of those who responded:

- **One-quarter of responding households have access to EV charging**, 15% in their building and 11% nearby. EV charging was not available or near enough to be used conveniently for two-thirds (63%) of the responding households. Eleven percent did not know.
- **Access varies by location**, ranging from 32% of Saanich Peninsula respondents having access to EV charging to 21% of Victoria households and 22% of Langford households (though Victoria and Langford respondents also had higher rates of 'don't know' responses).
- **Access is highest in 5+ storey apartments**, with 42% of these respondents having access in their building (33%) or nearby (9%). The access rate was 28% for houses, 26% for ground-oriented dwellings and 18% for apartments of less than 5 storeys.
- **Access is greater for owners**, with 28% of these respondents having access in their building (17%) or nearby (11%). Twenty percent of renters had access, either in their building (10%) or nearby (10%). Renters had higher incidences of 'don't know' responses (16% v 10% for owners).

Although informative regarding the take-up of EV charging (and, by implication, the choice of an EV for the household vehicle), the response rates to this supplemental survey question could overstate the incidence of EV charging. Other factors might also apply. For example, a renter might not have permission to implement charging equipment in their dwelling and awareness of EV charging facilities outside one's dwelling may be of interest only to those who have an EV. Further research is needed to understand the findings.

Figure 28. Reported Access to EV Charging, 2022

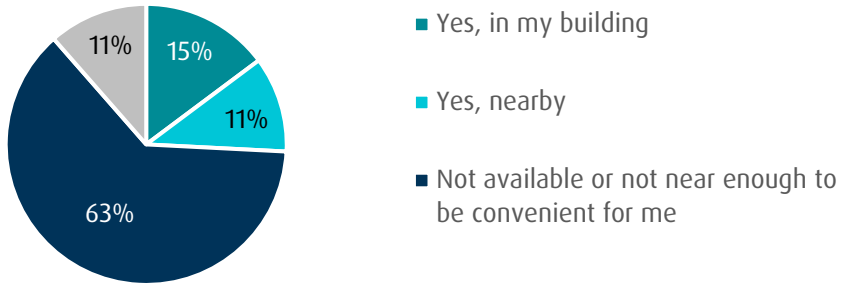


Table 14. Reported access to EV charging by geography

Is electric vehicle charging available to you where you live? *	RPA	Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Yes, in my building	15%	18%	15%	14%	14%	14%	13%
Yes, nearby	11%	14%	10%	13%	7%	11%	9%
Not available or not near enough to be convenient for me	63%	61%	63%	63%	63%	64%	64%
Don't know	11%	8%	12%	10%	15%	11%	14%

* Survey participants were instructed to answer yes if they have access to an AC Household Charging station (wallbox), or a DC Fast Charge station, whether public or private, or if they have access to specialized equipment for safe AC trickle charging, though only if it is designed for regular/daily use rather than occasional/emergency use.

Figure 29. Relationship between dwelling type and access to EV charging

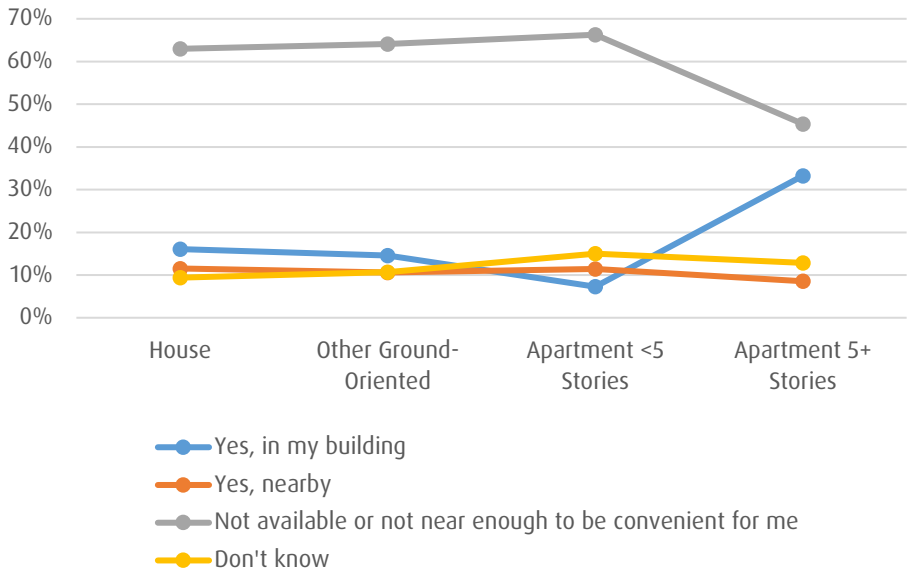


Table 15. Renters' and owners' access to EV charging

Is electric vehicle charging available to you where you live?	Renter	Owner
Yes, in my building	10%	17%
Yes, nearby	10%	11%
Not available or not near enough to be convenient for me	64%	62%
Don't know	16%	10%

3.4.6 Licensed drivers and car share membership

Access to vehicles also can be described in terms of driver licensing and car share membership (where the latter reflects who is able to access a vehicle, regardless of ownership).

Table 16 and Figure 30 profile how the proportion of the population that is **licensed to drive** has changed over time.

Table 16. Driver's licences, 2011 to 2022

	2011	2017	2022
Population 16+	273,300	311,700	338,700
Population with a driver's licence	237,700	279,700	305,390
% with driver's licence	87%	90%	90%

It can be seen that:

- **Licensing is pervasive among the 16+ population.** The sustained 90% proportion of licensed drivers over time means that the take-up of a licence has kept pace with population growth. The proportions of licensed male drivers are generally greater than those of female drivers for most age cohorts, with differences accentuated among younger and older cohorts.
- **More younger drivers are getting their licences.** Recent surveys elsewhere in Canada and the United States have shown a drop-off in the numbers of licensed drivers in their teens and twenties, with a suggestion that young adults might be eschewing licences and the purchase of a vehicle in favour of other mobility options. Figure 30 shows that take-up of licences among teens and young adults has increased since 2011 for both men and women.
- **Older drivers are retaining their licences for longer periods.** Figure 30 also shows that older drivers are retaining their licences to a later age, although this varies between men and women. For women, the drop-off that was apparent in the 65-69 cohort in 2011 is now being delayed to the 75-79 cohort. For men, the drop-off that began in the 75-79 cohort in 2011 is now being delayed to the 80-84 cohort. In other words,

men are still retaining their licences longer, though both men and women are driving (or are retaining the ability to drive) at older ages.

Figure 30. Driver's licencing rates by age and gender, 2011-2022

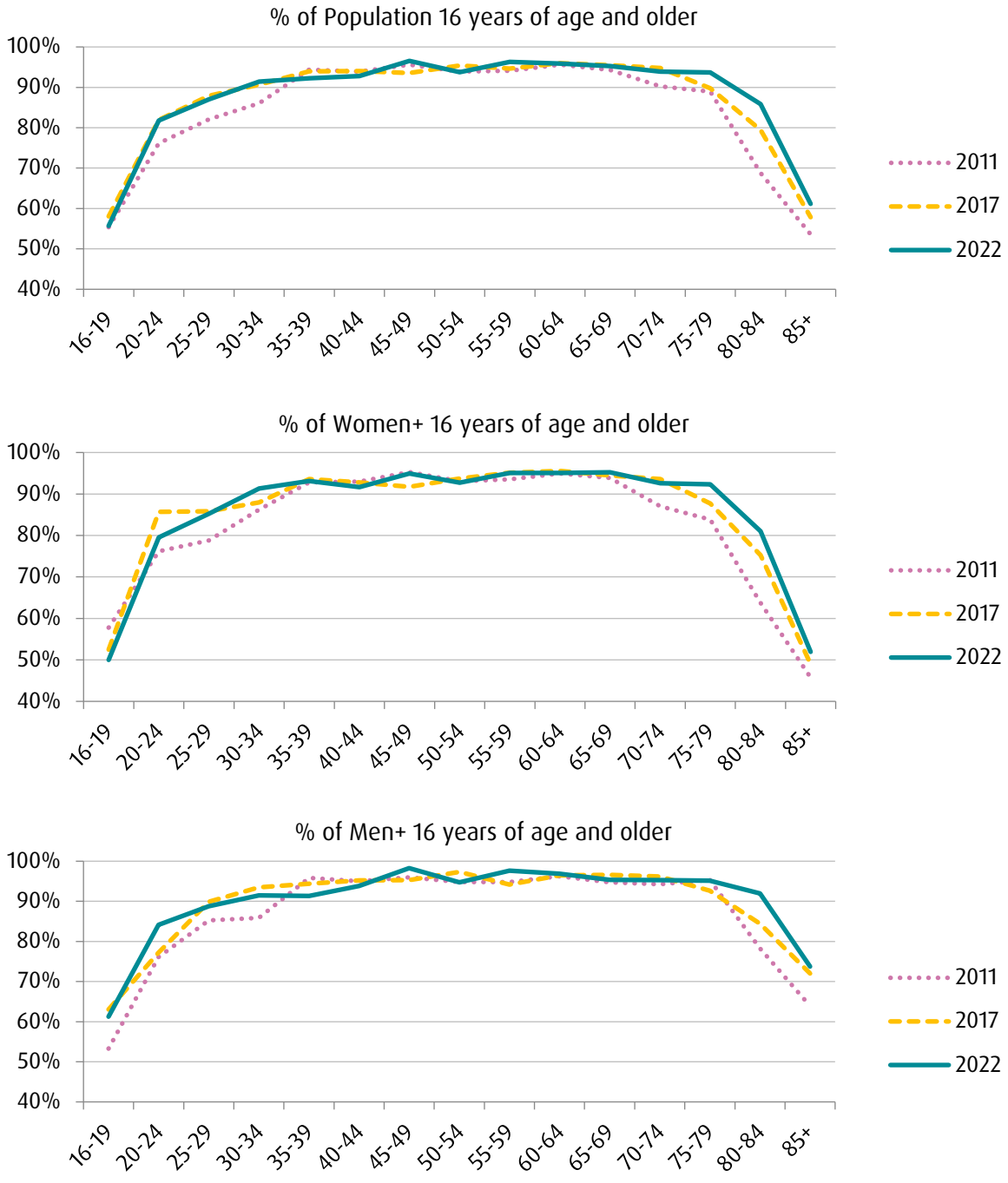


Figure 31 and Table 17 describe how **car share membership** has changed over time (data are available only from 2017). While only a small proportion of the eligible driving population has a membership in one or more of the car share providers, the rate has more than doubled since 2017, from 1.8% to 4.4% of the 16+ population, with an absolute increase of 2.6 times.

In sum, the driver licensing characteristics indicate that people are getting their licences earlier. Drivers are also keeping their licences longer, so that they can retain the ability to drive if they are eligible to do so. The upward trend in car share membership supports this desire and may provide evidence that more people realize they do not need to own a vehicle to do so.

Figure 31. Car share membership, 2017 to 2022

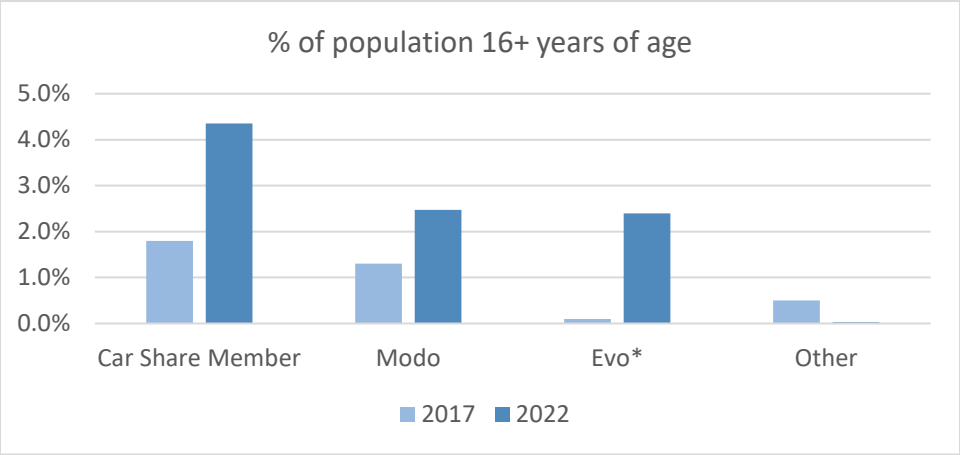


Table 17. Car share membership, 2017 to 2022

	Persons 16+		% of Persons 16+	
	2017	2022	2017	2022
Total Persons 16+ Years	306,100	338,700	100.0%	100.0%
Car Share Members	5,600	14,700	1.8%	4.4%
Modo	4,000	8,400	1.3%	2.5%
Evo*	400	8,100	0.1%	2.4%
Other	1,500	100	0.5%	0.0%

* Evo was not operational in the CRD in 2017. In 2017, Evo car share members would have used the service in other cities. Readers are reminded that figures are expanded survey results and may not necessarily match actual membership figures. Evo membership is provided free to all BCAA members. However, not all BCAA members may be aware or recall that they have an included Evo membership.

3.5 Access to bicycles and e-micromobility devices

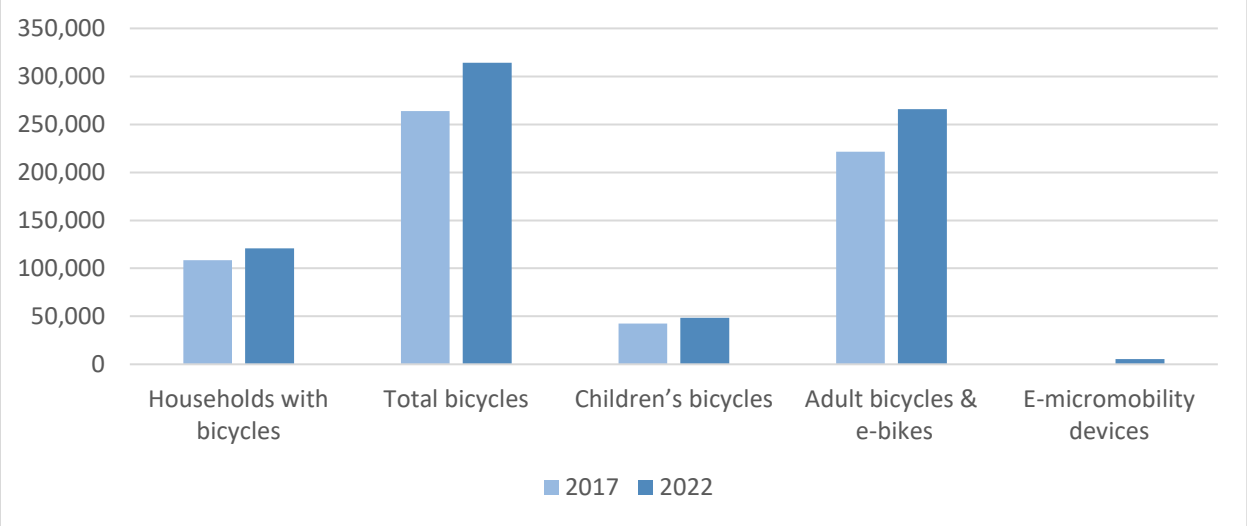
This discussion looks at households' access to bicycles and e-micromobility devices, which can serve to complement to using, or as an alternative to owning, a household vehicle. Bicycles include adult and children's bicycles, as well as adult e-bikes (which have an electric motor to assist the cyclist when they are pedalling). E-micromobility devices include e-scooters, e-skateboards, hoverboards and other lightweight low-speed electric-powered devices. The survey counted electric throttle-assisted bicycles that do not need to be pedalled to accelerate as e-micromobility devices, rather than as e-bikes. Heavier devices such as electric wheelchairs and mobility scooters were not included as e-micromobility devices for the purposes of the survey. Figure 32, Figure 33 and Table 18 profile the characteristics and take-up of bicycles and e-micromobility devices:

- **Bicycles are pervasive among RPA households**, though not as pervasive as vehicles:
  - **Two-thirds of RPA households have at least one adult bicycle or e-bike**, representing a slight increase from 2017 (66% in 2022 compared with 64% in 2017). By comparison, 90% of households have access to at least one vehicle.
  - **71% of households with children have at least one child-sized bicycle**, the same as in 2017.
- **E-bikes make up 10% of the stock of all bicycles** (including children's bicycles) **and 11% of adult bicycles** (when regular non-motorized adult bicycles and adult e-bikes are combined). As discussed in the next chapter, e-bikes were used for 30% of the trips made by cyclists. In other words, just as people who have access to a vehicle will use them, these numbers suggest that the same is true for those who have access to an e-bike.
- **The stock of total adult bicycles (combining non-motorized bicycles and e-bikes) has grown by 20%** since 2017, compared with a 15% growth in children's bicycles. Note that adult bicycles and e-bikes combined made up 85% of the bicycle stock in 2022. Although data on e-bikes were not collected in 2017, the 2022 stock of 30,490 e-bikes suggests that **e-bikes purchases could be responsible for much of the surge in the**

adult bike population. Note also that the District of Saanich introduced an e-bike rebate program in October 2021, which also may have impacted the surge.[26]

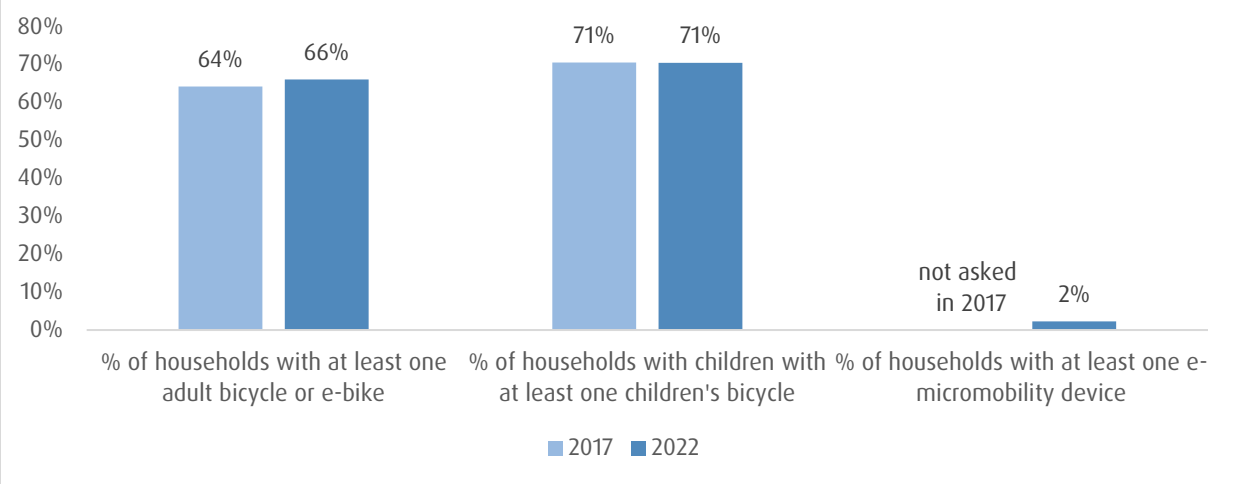
- **A small proportion of households has access to e-micromobility devices**, at 2.3% of all households.

Figure 32. Household bicycles and e-micromobility devices, 2017-2022



Note: Reflects bicycles accessible to households in private dwellings (i.e., excludes collective dwellings).

Figure 33. Percent of households with access to bicycles and e-micromobility, 2017-2022



Note: Reflects bicycles accessible to households in private dwellings (i.e., excludes collective dwellings).

[26] *E-bike Incentives*, District of Saanich, no date (https://www.saanich.ca/EN/main/community/sustainable-saanich/climate-change/programs-rebates/e-bike-incentives.html). The Province introduced a new rebate program for e-bikes on June 1, 2023. This program does not require applicants to scrap a car in order to access the rebate. *Rebates make new e-bike purchases more affordable*, media release, Ministry of Transportation and Infrastructure, May 25, 2023.

Table 18. Bicycles and e-micromobility device statistics by sub areas, 2022

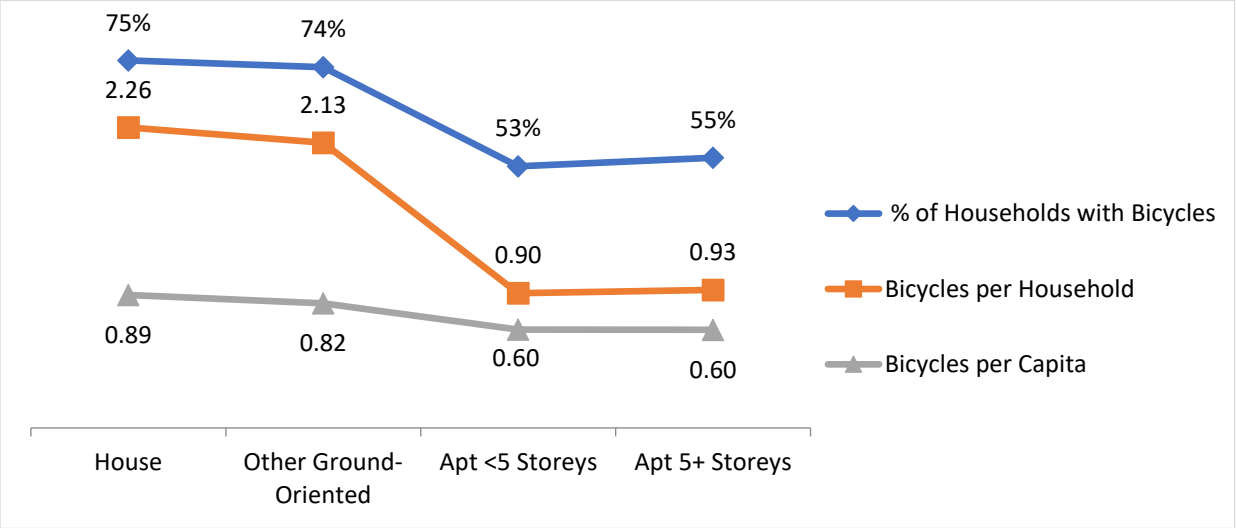
		Sub Areas			Largest Municipalities		
	RPA	Saanich Peninsula	Core	West Shore	Victoria	Saanich	Langford
Total private households	179,490	19,590	120,560	39,340	49,870	48,340	19,970
Population in households	393,990	44,390	253,160	96,440	88,810	115,920	48,400
Households with children <18 years	37,480	3,800	22,480	11,200	6,550	11,310	5,990
Total bicycles	314,320	35,880	208,190	70,250	71,340	96,620	33,700
Adult bicycles (non-motorized)	235,330	27,460	159,500	48,370	56,920	71,820	23,100
Adult e-bikes	30,490	3,050	20,330	7,110	6,790	9,660	3,200
Child bicycles	48,500	5,370	28,360	14,770	7,630	15,140	7,400
Avg. bicycles per household	1.75	1.83	1.73	1.78	1.43	2.00	1.69
Avg. bicycles per capita	0.80	0.81	0.82	0.73	0.80	0.83	0.70
% of households with at least one bicycle	67%	70%	68%	66%	64%	72%	65%
% of households with at least one adult bicycle or e-bike	66%	69%	67%	63%	63%	70%	63%
% of households with children with at least one children's bicycle	70%	75%	69%	72%	65%	72%	70%
E-micromobility devices (e-scooter, etc.)	5,350	510	2,950	1,890	1,200	1,150	910
% of households with at least one e-micromobility device	2.3%	2.2%	2.0%	3.2%	1.8%	2.2%	3.7%

E-bikes are pedal-assisted electric bicycle with a top speed of 32 km/h. The electric motor only operates when you pedal.

E-micromobility devices include e-scooters, e-skateboards, hoverboards and other lightweight low-speed electric-powered devices, including electric throttle-assisted bicycles that do not need to pedal in order to accelerate. They do not include heavier devices such as electric wheelchairs and mobility scooters.

Figure 34 shows bicycle access by dwelling type. The figure accounts for adults' and children's bicycles together. The highest proportions of households that have bicycles are among houses and other ground-oriented dwellings (75%), though the proportions drop to close to just over half of apartments. Similarly, the availability rates per household are highest among houses and other ground-oriented dwellings, with the rates almost 2.5 times those for apartment households. Per capita, the differences are less pronounced.

Figure 34. Relationship between bicycle access and dwelling type, 2022



Note: Reflects bicycles accessible to households in private dwellings (i.e., excludes collective dwellings).

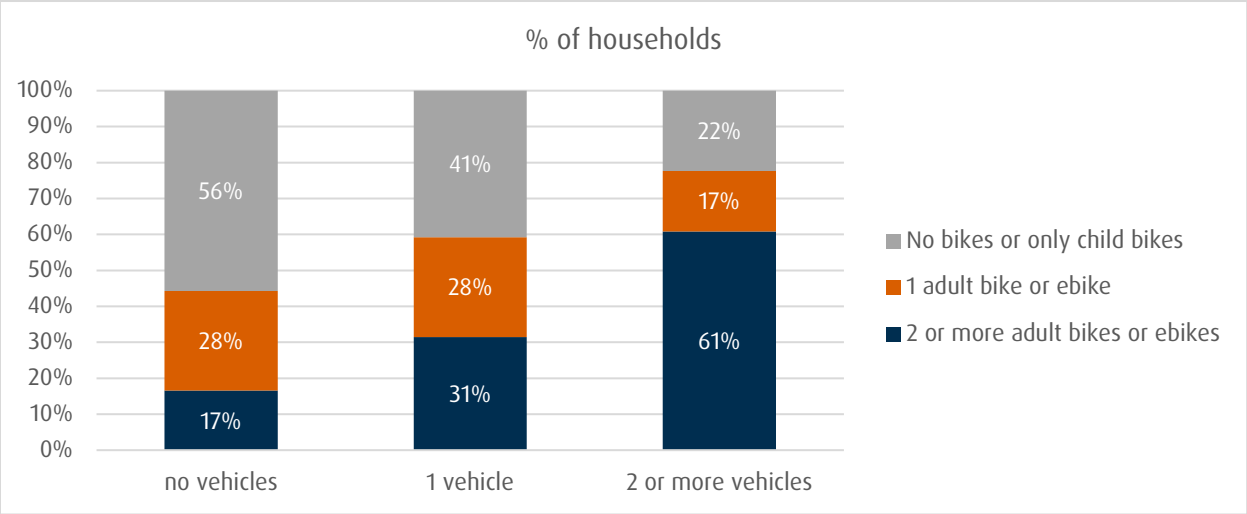
It is informative to **compare** bicycle access by dwelling type with vehicle access by dwelling type (Figure 25):

- Generally, the trend lines (the shape of the curves) are similar for both bicycles and vehicles.
- Virtually all houses and ground-oriented dwellings have access to a vehicle, whereas only 75% of these dwellings have access to a bicycle. Three-quarters of apartments have access to a vehicle, while just over half of apartments have access to a bicycle.
- Per household, the average take-up rates for bicycles are slightly to moderately higher than those for vehicles. For example, in houses there are 2.26 bicycles per household compared with 1.98 vehicles per household. The rates are reversed for apartments less than 5 storeys.
- Per capita, the rates are also similar, noting that the bicycle take-up is measured against the entire 5+ population (i.e., the entire eligible bike-riding population) while the vehicle take-up is measured against the 16+ population (the eligible driving-age population).

Figure 35 compares the share of households that have access to an adult bicycle with those that have access to a vehicle. The figure shows that bicycle access and vehicle access, according to the average numbers of each per household, are complementary. In other words, there is no apparent indication that households are purchasing a bicycle to substitute for a vehicle, or vice versa. Other factors may be more indicative of the take-up of either

mode – e.g., household size and composition, location and so on. Further research is needed to understand the underlying factors.

Figure 35. Household access to bicycle v access to vehicle



3.6 Summary: key takeaways

This chapter reviews the household and demographic factors that determine the need to travel and travel characteristics. Nine key takeaways are presented below:

1. The number of workers (potential commuters), households (generators of trips) and vehicles – all determinants of travel – have grown faster than population.
2. The 25-64 age cohort, which dominates the labour force and the formation of households, comprises just over half the population. However, the population of seniors (65+) has grown quickly and there are now almost as many seniors as there are school-age children and young adults in the 0-24 cohort.
3. More people are able to drive: more younger people are getting their driver's licence and seniors are retaining their licence longer.
4. Office jobs, typically a primary market for commuting by transit, remain the largest single occupation. After a 26% growth since 2017, office jobs now make up almost half (44%) the RPA's jobs. Some occupations also grew since 2017, notably health care & social assistance (12% of all jobs). However, other occupations like accommodation & food service and retail & wholesale, contracted.
5. The home-work commute makes up a significant component of peak period travel. However, where people work has changed through the pandemic. Three-quarters of workers have a usual workplace outside the home. However, following the pandemic, one-third of full-time workers with usual workplaces outside the home have hybrid working arrangements, with 32% working at home at least one day a week. The share of workers who work exclusively from home has doubled, from 8% in 2017 to 16% in 2022. Around 10% of workers have no fixed workplace.
6. Household access to a vehicle is pervasive. On average, there are 1.31 vehicles per worker. This is more than enough to serve workers, who tend to have priority for the vehicle, and other family members. Even so, almost 20% of households are 'car-light,' meaning that they have fewer vehicles than they do workers. There are more zero-vehicle and 1-vehicle households than in 2017; however, multi-vehicle households have more vehicles on average than they did in 2017.
7. The take-up of alternative-fuelled 'green' vehicles is growing rapidly, representing 9% of the vehicle population 2022, which is a three-fold increase since 2017. This growth has been driven by the six-fold+ increase in electric vehicles since 2017.
8. Household access to an adult bicycle is pervasive, though less so than access to vehicles. Bicycle and vehicle take-up tend to be complementary, meaning that neither mode substitutes for the other mode completely.
9. The stock of adult bicycles and e-bikes has increased by 20% since 2017. Indications are that e-bike purchases comprise an important part of that growth. A small proportion of households has access to e-micromobility devices.

4 DAILY TRAVEL CHARACTERISTICS

This chapter presents the characteristics of the trips captured in the survey. The details of these trips were collected from household members who were 5 years of age and older. The ensuing discussion describes daily trips and trip rates, mode shares (daily and during the commuter peaks), trip purposes, characteristics of vehicle, transit, cycling and walking trips, weekday commuting and telecommuting patterns and inter-district flows. Note that trip rates are based on trips made by population and households in the RPA, however total trips, overall mode shares, and various other statistics are based on trips in the RPA made by all surveyed households, including Salt Spring Island households.

4.1 Total trips and trip rates

4.1.1 Daily trips

This section presents the key travel characteristics from the 2022 and compares them with previous surveys. Prior to 2017, trips made by persons 11 years and older were included. From 2017, trips by persons 5+ and older are being captured. As a result, comparisons with previous surveys must be referenced in two ways.

Through 2017, the total number of daily trips made by RPA residents increased, even as the average daily number of trips made per person decreased steadily. However, **2022 marked a significant drop in both total trips and the average trip rate per person**, for both the 5+ and 11+ thresholds. The evident explanation is an apparent lingering effect of the pandemic-induced changes in people's daily activities.

Compared with 2017, daily trip volumes for persons aged 5+ dropped by 10% to 995,900 daily trips in 2022 from 1,104,300 trips, as shown in Figure 36. This corresponds to a **17% reduction in the average daily trip rate per person aged 5+**, to **2.63 trips per person in 2022** from 3.17 trips per person in 2017. It also corresponds to a **17% reduction in average daily trips per household**, to **5.54 trips per household in 2022** from 6.69 trips per household in 2017.[27] As noted in the next paragraph, the steep reductions since 2017 hold true whether measured for persons 5+ or for persons 11+.

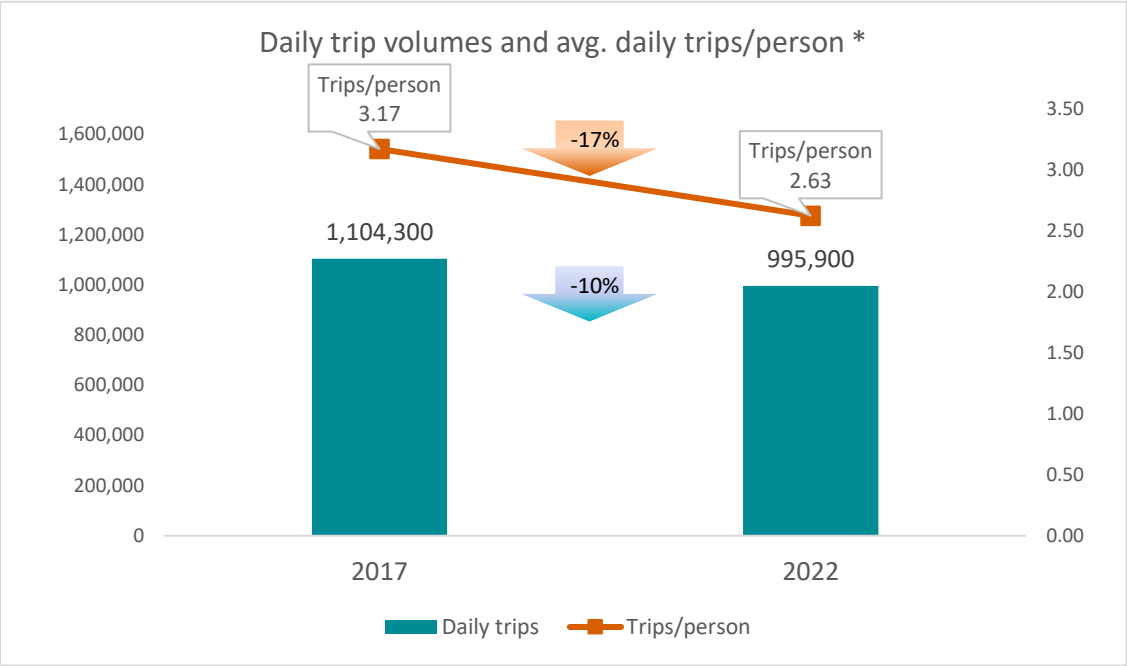
Ongoing contractions in average trip rates were greater after 2017. These reductions take on a more profound context when compared with changes in travel patterns over the 21-year period. Figure 37 and Table 19 shows these changes for the 11+ RPA population.[28] RPA population and households have increased steadily since 2001, as have total daily trips (except for a slight drop in 2011). However, average daily trips per household and per person have dropped steadily since 2006. In the 11-year period between 2006 and 2017, average daily trips per household and per person contracted by -9.0% and -8.6% respectively. A much

[27] Based on 1,104,300 trips in the RPA made by persons 5+ in 2017 and 995,900 trips in the RPA made by persons 5+ in 2022.

[28] Excludes trips made by Salt Spring Island residents.

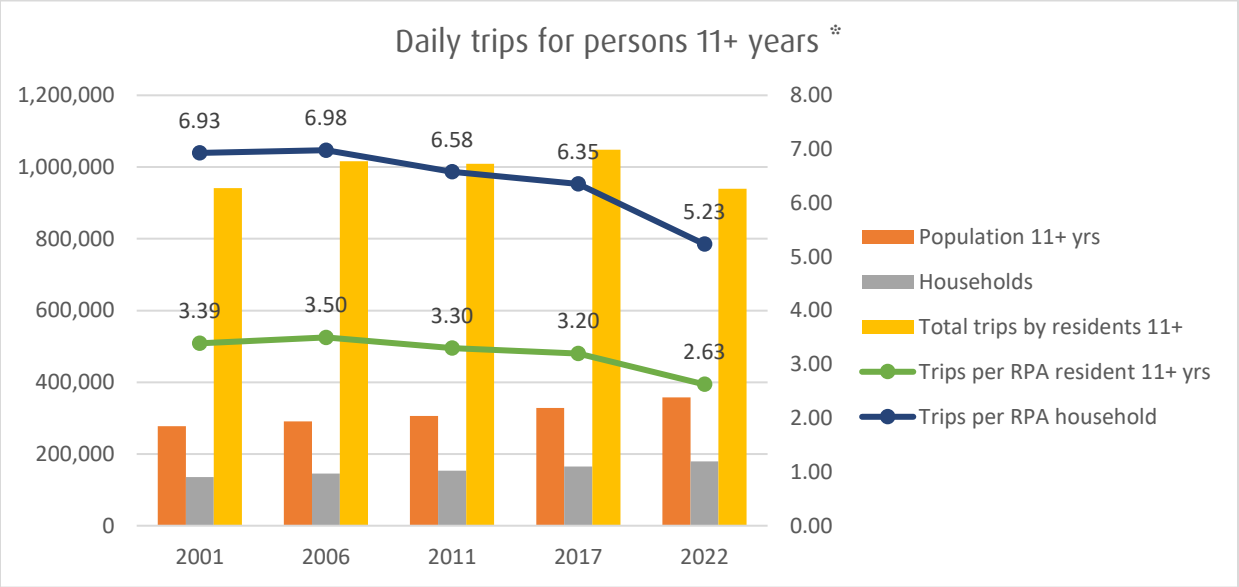
steeper contraction has been recorded since then, with the 2022 averages representing declines of -17.6% and -17.9% respectively since 2017. While trends between 2017 and the onset of the pandemic are not available, the changes in travel behaviour (described in the ensuing sections) are consistent with the lingering effects of the profound pandemic-induced shifts in people's daily activity.

Figure 36. Daily trips for persons 5+ years, 2017 and 2022



* Total trip volumes: all trips in the RPA, including Salt Spring Island residents' trips in the RPA. Trips/person: trips in the RPA made by RPA residents, excluding Salt Spring Island residents and their trips.

Figure 37. Trips for persons 11+ years, RPA households, 2001-2022



* All trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

Table 19. Details of trips for persons 11+ years, RPA households, 2001-2022

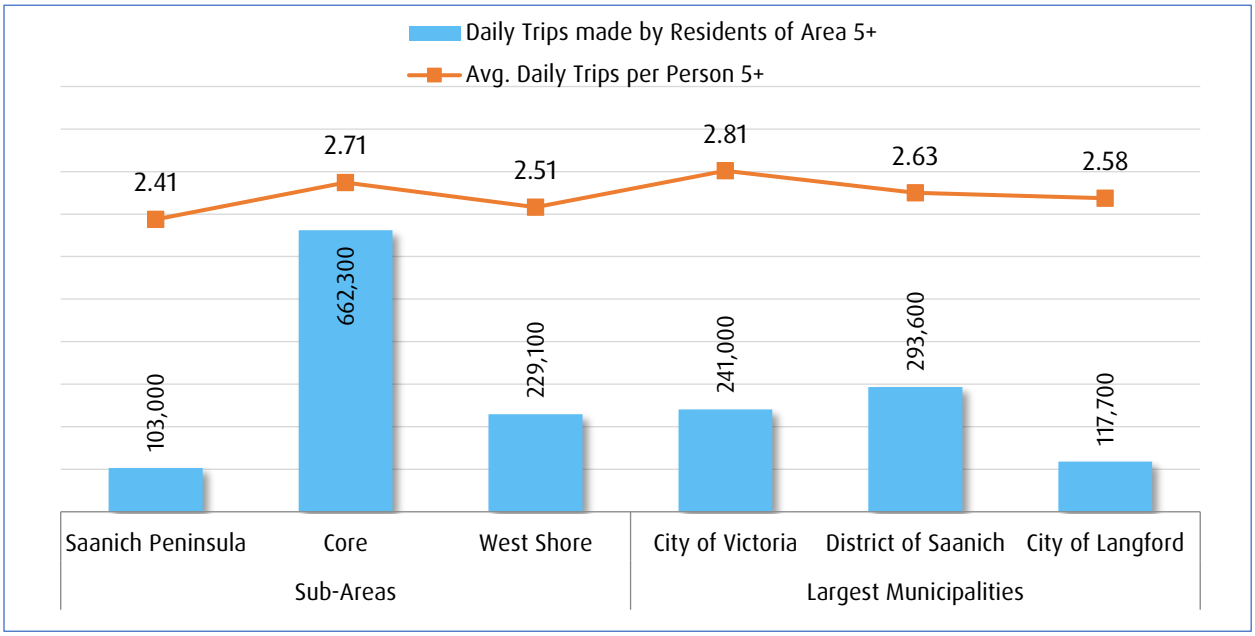
						% Difference - 5yr				% Diff - 21yr
	2001	2006	2011	2017	2022	2001 - 2006	2006 - 2011	2011 - 2017	2017-2022	2001-2022
Population	305,100	322,900	338,000	363,300	394,000	5.8%	4.7%	7.5%	8.5%	29.1%
Population 11+ years	277,800	290,400	306,000	328,000	357,600	4.5%	5.4%	7.2%	9.0%	28.7%
Households	135,700	145,500	153,400	165,100	179,500	7.2%	5.4%	7.6%	8.7%	32.3%
Total trips by residents 11+ *	941,100	1,015,900	1,009,000	1,048,700	939,100	7.9%	-0.7%	3.9%	-10.5%	-0.2%
Trips per RPA resident	3.08	3.15	2.99	2.89	2.38	2.0%	-5.1%	-3.3%	-17.5%	-22.6%
Trips per RPA resident 11+	3.39	3.50	3.30	3.20	2.63	3.3%	-5.7%	-3.1%	-17.9%	-22.5%
Trips per RPA household	6.93	6.98	6.58	6.35	5.23	0.7%	-5.8%	-3.4%	-17.6%	-24.5%

* All trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

Trip rates vary by sub-area. As shown in Figure 38 and detailed in Table 20, the daily trip rate per person 5+ is highest in the Core (which also generates two-thirds of daily trips) at 2.71 trips per person 5+ and in the City of Victoria at 2.81 trips per person 5+. The trips rates are lowest in the Saanich Peninsula (2.41 trips per person 5+) and in the City of Langford (2.58 trips per person 5+). The daily trip rates per household are highest in the West Shore (4.83 trips per household) and especially in the District of Saanich (6.07 trips per household). The rates are lowest in the Saanich Peninsula (5.26 trips per household) and in the City of Victoria (4.83 trips per household). **Per person trip rates are highest in the Core and lowest in**

the suburbs. Household trip rates are highest in the suburbs, which reflects the larger household sizes.

Figure 38. Details of daily trips, sub-areas and largest municipalities, 2022



* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Table 20. Trips and trip rates made persons 5+ years, by sub-area, 2022

		Sub-Areas			Largest Municipalities		
	RPA Residents	Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Households	179,500	19,600	120,600	39,300	49,900	48,300	20,000
Total persons 5+ years of age	378,600	42,800	244,300	91,400	85,900	111,800	45,600
% who travelled	84%	79%	85%	81%	86%	85%	83%
Total trips *	994,400	103,000	662,300	229,100	241,000	293,600	117,700
Household trip rate	5.54	5.26	5.49	5.82	4.83	6.07	5.90
Person trip rate	2.63	2.41	2.71	2.51	2.81	2.63	2.58

* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

4.1.2 Comparison with other jurisdictions

Table 21 provides a comparison of the CRD survey trip rates with those of selected other urban regions in Canada. The comparison serves to validate the key travel characteristics from the CRD; namely, daily person and household trip rates. Recent surveys were consulted, where available, including one that was conducted in the Greater Toronto and Hamilton Area

(GTHA) as part of research initiative to assess travel characteristics during the pandemic lockdowns. The City of Vancouver's annual panel survey also identified trends before and during the pandemic and the Coquitlam survey was conducted in 2022. All sources are publicly available, although not all information was available from these sources.

Table 21. Comparison of trip rates

City	Year of Survey	Daily Person Trip Rate	Daily Household Trip Rate	Population
CRD (trips made in the RPA by RPA residents 11+)	**2022**	**2.63**	**5.23**	**394,000**
	2017	3.20	6.35	363,300
	2011	3.30	6.58	338,000
	2006	3.50	6.98	322,900
	2001	3.39	6.93	305,100
Coquitlam	2022	2.41	6.86	159,285
City of Vancouver	2020 *	2.71	--	--
	2019 *	3.73	--	--
	2018 *	3.76	--	--
Vancouver North Shore	2021 **	3.13	--	--
	2019 **	3.66	--	--
Kelowna	2018	3.02	6.67	237,250
	2013	3.22	7.14	220,470
	2007	3.37	7.63	198,870
Greater Toronto and Hamilton Area	Fall 2021 ***	--	2.60	--
	2016	--	5.20	--
Kingston	2019	2.98	6.43	133,560
Québec City	2017	2.57	--	827,929
	2011	2.40	--	792,951
	2006	2.73	--	743,392

* Small sample (panel survey) of adults 18+ years of age. Source: 2020 Vancouver Panel Survey, Final Report, City of Vancouver, June 2021.

** Small sample (panel survey) of persons 15+ years of age. Source: 2021 North Shore Transportation Survey, Final Report, City of North Vancouver, District of North Vancouver, District of West Vancouver, June 2022.

** Very small sample. Unweighted results. Source: COVID-19 influenced Households' Interrupted Travel Schedules (COVHITS) Survey: Fall 2021 Cycle Report, University of Toronto, December 31, 2021.

Other sources:

- RA Malatest, Coquitlam Trip Diary Survey 2022.
- RA Malatest, 2018 Okanagan Travel Survey, Report 3: Analysis of Survey Results & Trends, City of Kelowna et al., 2020.
- RA Malatest, 2019 Kingston Household Travel Survey, Daily Travel Characteristics Report, City of Kingston, 2019.
- Key Facts of the Household Survey, Québec-Lévis Origin-Destination Survey, Québec Ministry of Transport, 2017.

The comparison shows that:

- The CRD rates are comparable with those of other urban regions at both the person and household levels.
- The available data indicate that these regions, like the CRD, exhibited reductions in person trip rates and household trip rates over time, although with some fluctuations.
- Trip rates at both the person and household levels dropped precipitously from 2020 in other regions. This is evidenced especially by the City of Vancouver panel survey, which was conducted near the beginning of the lockdowns in 2020, and by the GTHA survey, which was conducted at various intervals during the lockdowns. It is also demonstrated by the 2022 Coquitlam survey which, although it lacks an earlier reference point, is reasonably comparable to the 2022 CRD, 2021 GTHA and 2020 Vancouver surveys.

4.1.3 Daily trips by household characteristics

Table 22 summarizes how rates trips vary by key household characteristics. Trip rates generally increase with dwelling type, income, vehicle access and the numbers of workers – attributes that may be related to household size. However, progressions in trip rates per household may vary when measured at the person level. **The highest average person trip rates are for single parents or two adults with one or more children 0-17 years, people with household incomes greater than $125,000 and people living in 4-person households. The lowest average person trip rates are for people living in households that have three or more adults and no children and for those with household incomes below $25,000.** The ranges can be large – for example, household trip rates are 2.23 times greater for households that have access to two or more vehicles than for zero-vehicle households.

4.1.4 Daily trips by demographic characteristics

Table 23 examines how trip rates vary by demographic characteristics. The table shows that trip rates are highest for people in the 35-54 cohort (i.e., people who are generally in the midst of their work careers and have established households) and for part-time and full-time workers. Among students, part-time post-secondary students and K-12 students have the highest trip rates. The lowest trip rates are associated with people 85+, people who are studying online and people who are unemployed.

Table 22. Total daily trips and trip rates by household characteristics, persons 5+, 2022

Household Characteristic	Trips made by Residents *	Household Trip Rate	Person Trip Rate
Survey Total	994,400	5.54	2.63
By Household Size			
1 person	163,800	2.71	2.71
2 people	331,500	4.97	2.49
3 people	164,500	7.06	2.51
4 people	199,100	10.53	2.88
5+ people	135,400	13.34	2.69
By Dwelling Type			
House	433,400	6.33	2.59
Apartment 5+ storeys	59,700	4.02	2.66
Apartment <5 storeys	189,300	3.94	2.68
Other Ground-Oriented	312,100	6.49	2.64
By Household Income			
Less than $25K	14,300	2.95	2.18
$25K to <$50K	58,500	3.96	2.59
$50K to <$80K	95,400	4.40	2.55
$80K to <$125K	177,800	5.97	2.73
$125K to <$200K	178,300	7.68	2.92
$200K or more	77,600	7.83	2.85
Decline / Don't Know / Not asked	76,100	5.21	2.48
By Household Type			
Single person	163,800	2.71	2.71
Two adults, no children	313,300	4.91	2.46
Three or more adults, no children	139,700	7.84	2.26
Single parent, one or more children 0-17 years	33,000	7.72	3.44
Two adults, one or more children 0-17 years	260,800	10.15	3.07
Three or more adults, one or more children 0-17 years	83,800	11.14	2.43
By Vehicle Ownership			
No household vehicles	60,900	3.19	2.45
At least one vehicle	933,500	5.82	2.64
Worker vs. Non-Worker Households			
No workers	195,000	3.59	2.42
1 worker	263,300	4.53	2.65
2 or more workers	536,100	8.00	2.70

* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Table 23. Total daily trips and trip rates by demographic characteristics, persons 5+, 2022

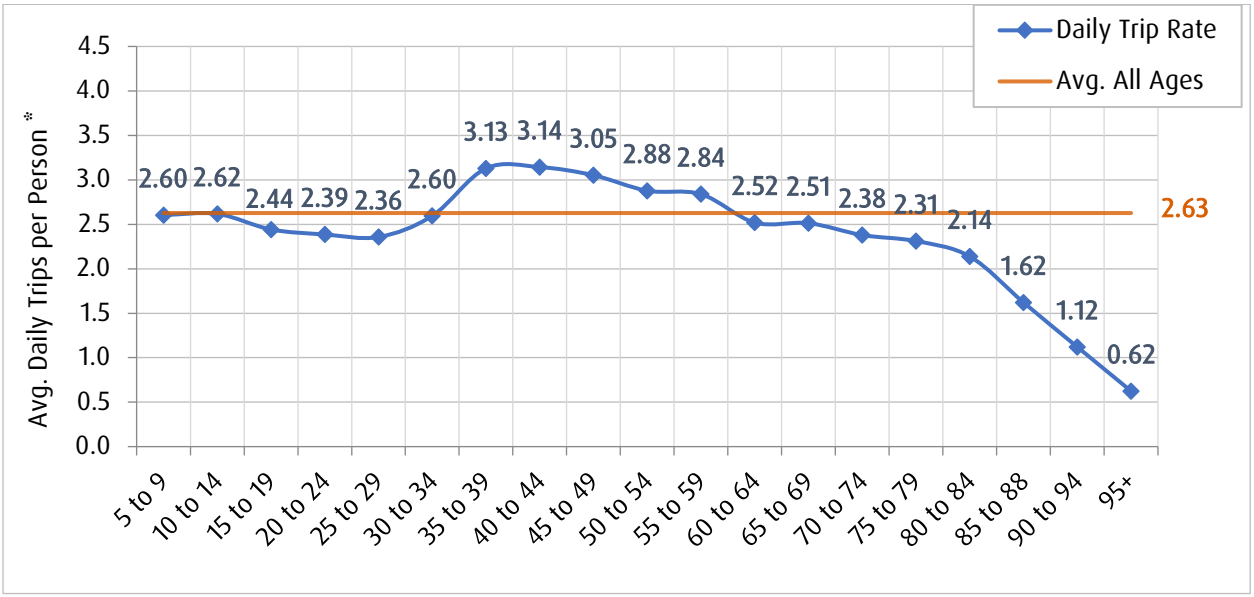
	Daily Trips *	Person Trip Rate
Survey Total	994,800	2.63
By Employment Status		
Work Full-Time	463,800	2.80
Work Part-Time	130,400	2.85
Unemployed	8,100	2.06
Other (includes students 15+ who do not work)	82,100	2.35
Retired	217,300	2.35
Not applicable (5-14 years)	93,200	2.61
By Student Status		
Not a student	791,500	2.64
K-12 student	123,000	2.60
PSE Full-time	56,200	2.49
PSE Part-time	22,000	2.65
Other / online	2,200	2.02
Gender		
Men+	479,900	2.62
Women+	514,900	2.63
Age Group		
05 to 14	93,200	2.61
15 to 24	101,700	2.41
25 to 34	134,900	2.48
35 to 44	168,500	3.14
45 to 54	145,300	2.96
55 to 64	149,800	2.67
65 to 74	129,100	2.45
75 to 84	62,100	2.25
85+	10,200	1.42

* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

4.1.5 Daily trips by age group

Figure 39 shows how the daily trip rate varies by age. Following a slight decline in trip-making as children enter their late teens and young adulthood, peak trip-making activity occurs in the 35-44 cohort which, as noted, is consistent with a stage in life in which people are active in their work careers and may be raising children – all of which contribute to increased travel activity. From a high of 3.14 trips per person in the 40-44 cohort, the average trip rate per person drops gradually with age, reaching below the daily average of 2.63 trips per person in the 60-64 cohort and starting to drop more steeply once people reach the 80+ cohorts.

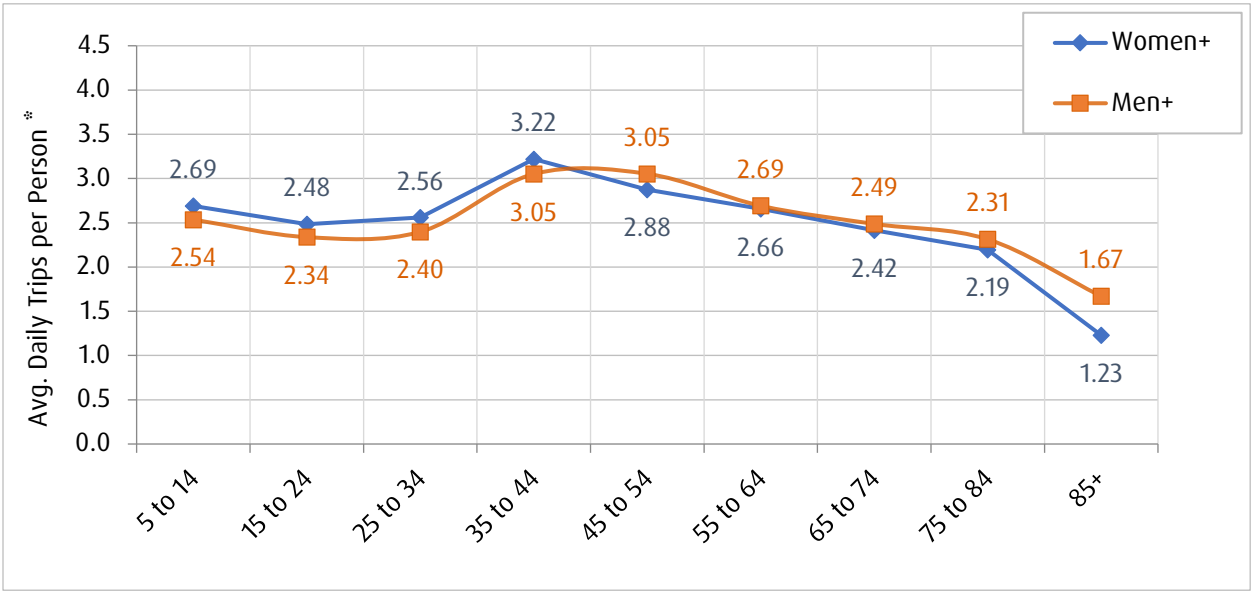
Figure 39. Trip rate by age (5-year age groups), 2022



* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Figure 40 expands on these trends by breaking down the trip rate by gender. Women have consistently higher trip rates through the 35-44 cohort, after which men have higher trip rates and women's travel activity drops faster than men's activity. The highest trip rate overall is that for women in the 35-44 cohort, at 3.22 trips per person, while women 85+ have the lowest trip rate, at 1.23 trips per person.

Figure 40. Trip rate by gender by age (10-year age groups), 2022



* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

4.1.6 Trips by hour of the day

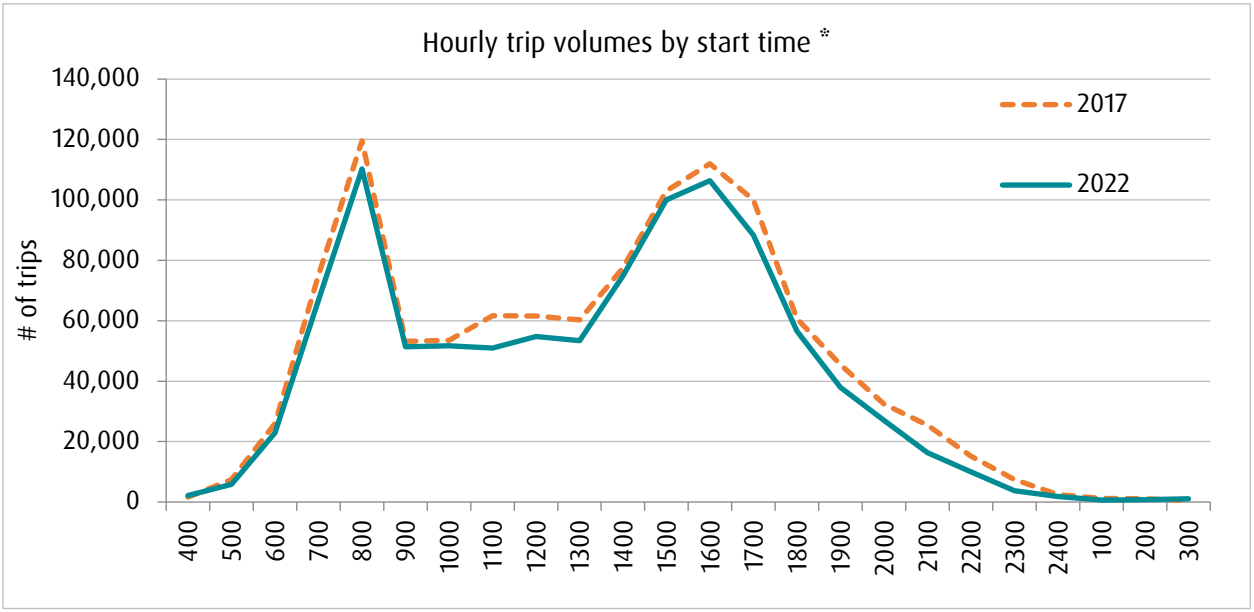
Figure 41 plots trips by hour of the day for 2017 and 2022. The volumes are plotted by start time. The general profile of the trips remains the same, with the morning and afternoon commuter peaks registering the greatest volumes of the day. The 1 pm start of afternoon peak volumes continues, with long evening taper ending slightly earlier in 2022.

However, the number of trips has dropped at all times of day in 2022. The most notable reductions occur in the hours starting at:

- 8 am, at -9,300 trips (the peak of the AM commuter peak).
- 11 am, at -10,700 trips (the mid-morning peak).
- 5 pm, at -11,600 trips (during the PM commuter peak and the largest hourly drop).
- 7 pm, at -7,500 trips (during the early evening).
- 9 pm, at -9,200 trips (during the late evening).

In other words, the reductions are not limited to the typical peak travel times. As examined in Section 4.3.1, their breadth across the day corresponds to reductions in work and school commutes, as well as shopping, restaurant/bar and social activities and other activities that occur outside the commuter peaks. All these reductions are consistent with the lingering effects of pandemic activity shifts.

Figure 41. Trip volumes by hour of day, 2017 and 2022



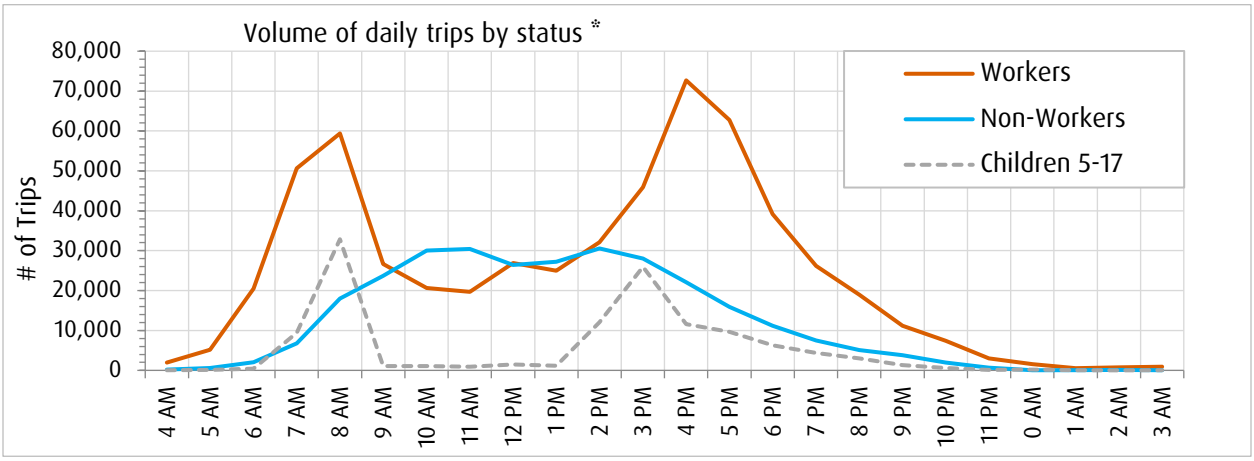
* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

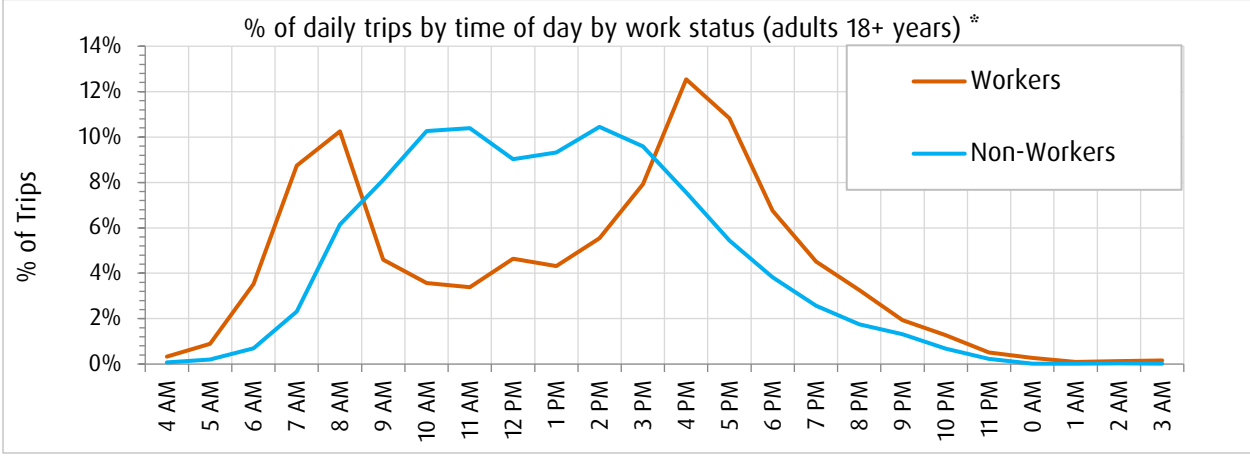
Figure 42 shows how travel patterns vary among working and non-working adults and children aged 5-17. As expected, the peak travel times for workers and children occur during the commuter peaks, which is consistent with their commutes to and from work and school respectively.[29] However, while there is still some activity by workers between the two commuter peaks (including work-related trips), children's travel drops to near-zero volumes during this time, consistent with their attendance at school. The morning peak hour occurs at 8 am for both workers and children (students), although the afternoon peak hour for students occurs at 3 pm and an hour later for workers. The morning is the sharpest peak for students, while the afternoon peak is greatest for workers.

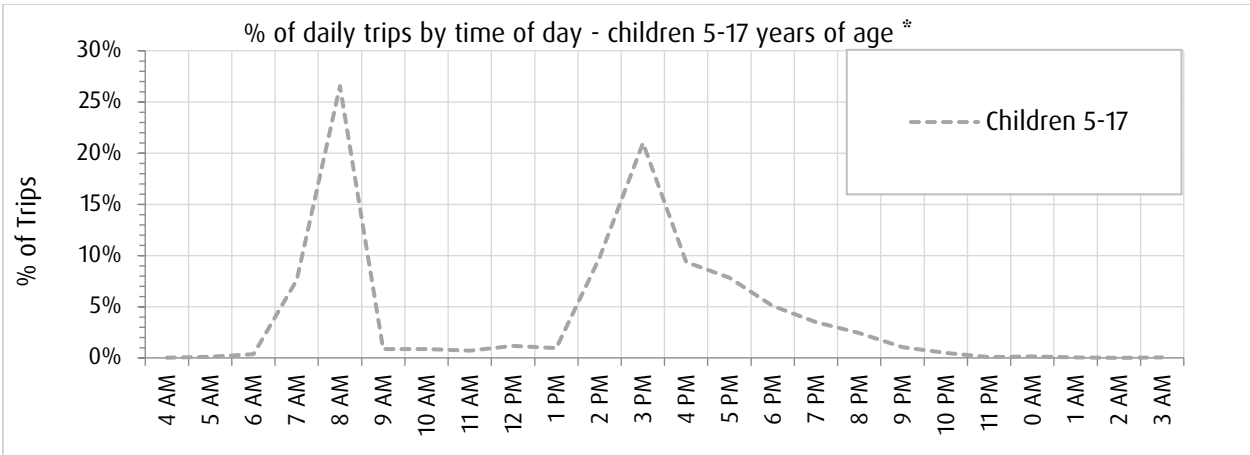
Trips made by non-working adults peak during the daytime inter-peak period, which is consistent with shopping, personal appointments and other discretionary trips.

[29] Because these are habitual trips that workers and students 'must' make as part of their employment or schooling, they are described as 'non-discretionary' trips, even if they do not occur every day. In contrast, trips for shopping, recreation, going to a restaurant and so on are characterized as 'discretionary' trips because they commonly have flexible schedules.

Figure 42. Trips by start hour for workers, non-workers and children, 2022





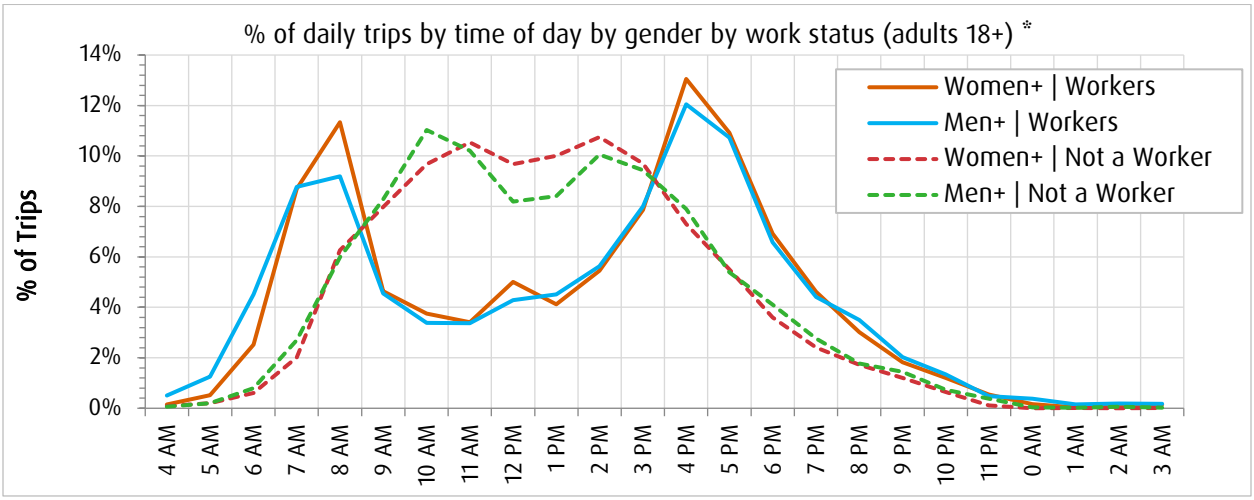


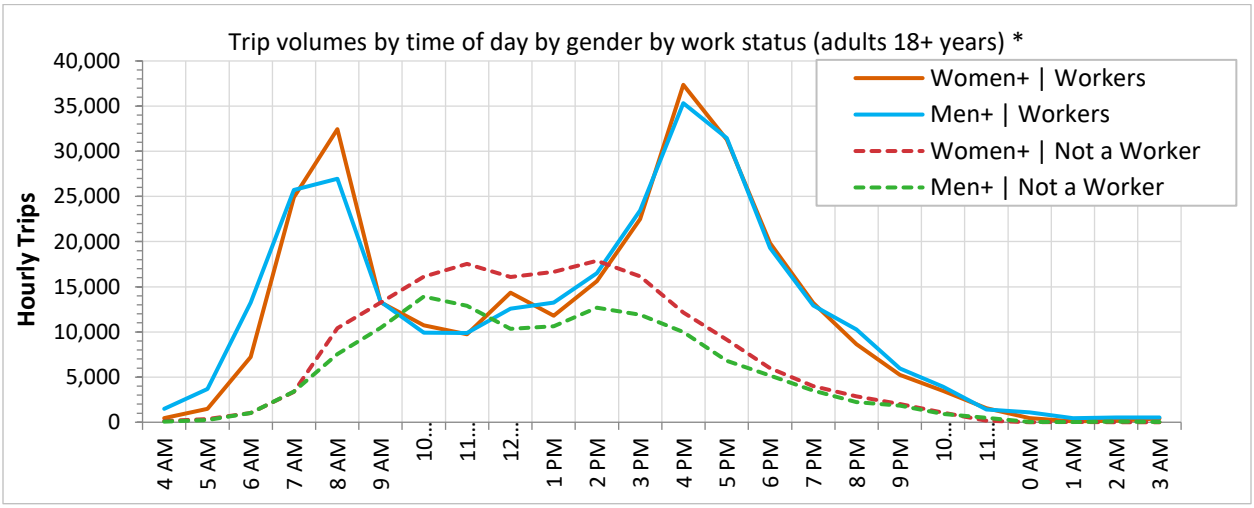
* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Figure 43 shows hourly trip volumes by work status and gender, all among adults 18+. As expected, workers' trips are concentrated in the two commuter peak periods. However, female workers contribute more to commuting volumes than male workers, although male activity in the morning begins earlier than that of females. The proportion of female workers' activity during the two peaks is sharper than that for male workers.

For non-workers, the distributions are also similar by gender, although male non-workers have more a trough in their mid-day activity than females, coupled with a sharper mid-morning peak.

Figure 43. Trips by start hour by work status by gender, adults (18+), 2022



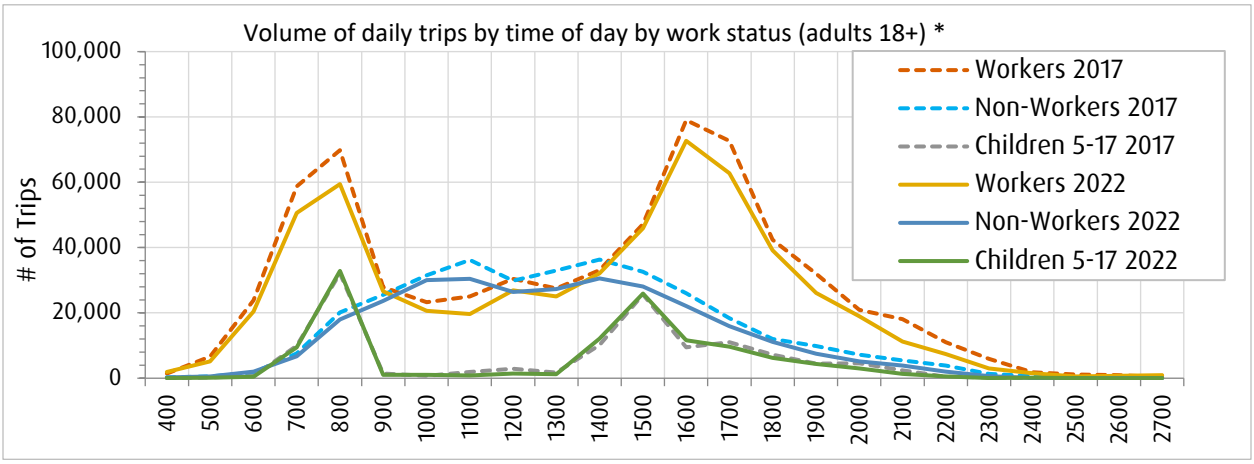


* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

Finally, Figure 44 compares shows the hourly volumes for working and non-working adults 18+ and children 5-17 for 2017 and 2022. This is a breakdown of the total trips shown in Figure 41. **The overall drops in travel are driven by reductions in working and non-working adults' trips, though these reductions are offset in part by increases in children's trips**:

- Workers experienced significant drops in trip volumes during the morning and afternoon commuter peaks, at 7AM and 8AM (-8,200, -10,400 respectively) and at 4PM and 5PM (-6,300 and -10,000 respectively). Reductions also occurred at 7PM (-5,900) and 9PM (-6,900), outside the commuter peaks though reflecting trips made by workers.
- Non-workers sustained high drops in the daytime inter-peak period between 11AM-4PM (-5,800, -3,500, -5,800, -5,800, -4,500 and -3,900 each hour respectively). Reductions in trip volumes also occurred across the rest of the day, although with lesser magnitude.
- Children made more trips in the hours starting at 8AM (+800), afternoon at 2PM, 3PM and 4PM (+1,900, +300 and +2,200 respectively), though they made fewer trips at most other hours.

Figure 44. Trips by start hour by work status, adults (18+), 2017-2022



* All trips in the RPA that are made by RPA residents, which excludes Salt Spring Island residents' trips.

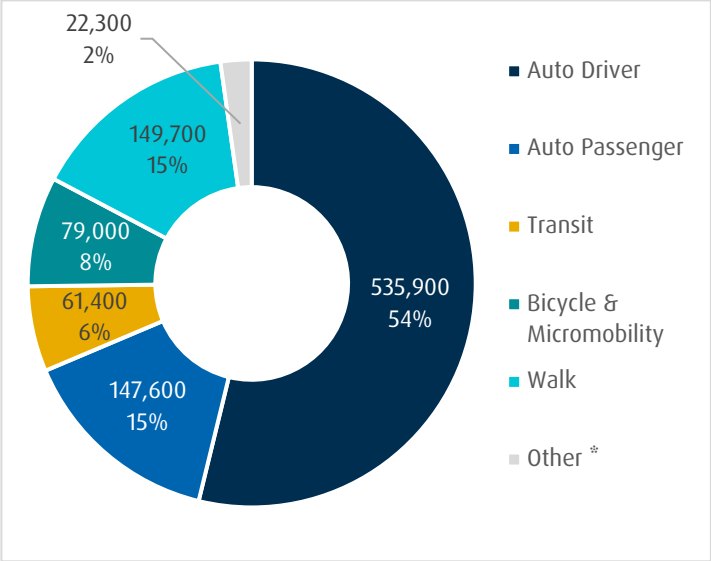
4.2 Primary mode shares – daily

4.2.1 Daily mode shares

Figure 45 shows the mode shares of weekday trips made in the RPA by persons 5+, based on the primary mode of the trip.[30] It can be seen that:

- **More than two-thirds (69%) of daily trips are made by auto.** Of these, 54% are made as the driver, of which almost three-quarters are made by the driver travelling alone (39% of all trips). Another 15% are made with one or more passengers.
- **6% of trips are made by transit**, almost all of which are accessed on foot (95.2% of transit trips). Another 3.3% are accessed as park-and-ride and kiss-and-ride, and 1.5% are accessed by bicycle or micromobility modes.
- **Almost one-quarter of trips are made by active transportation modes**, with 15% made on foot, 8% by bicycle or e-bike and 0.16% by micromobility modes.
- **Just under 30% of bicycle trips are made by e-bikes**, even though they make up only 10% of the stock of adult and children's bicycles. As noted in Section 3.5, this suggests a more regular use of e-bikes than of other bikes.

Figure 45. Daily mode shares, persons 5+, 2022



Auto Driver Trips	Mode share	% of driver trips
Single Occupant (SOV)	39.1%	73.1%
2-Occupant (HOV-2)	11.0%	20.6%
3-Occupant (HOV-3+)	3.3%	6.1%

Transit Access	Mode share	% of transit trips
Walk Access	5.9%	95.1%
Park & Ride (drive access)	0.1%	1.8%
Kiss & Ride (passenger)	0.1%	1.7%
Bicycle/ Micromobility	0.1%	1.5%

Bicycle/Micromobility	Mode share	% of bike/ micromobility
Bicycle	5.4%	68.4%
E-bike	2.3%	29.5%
E-micromobility	0.14%	1.8%
Micromobility	0.02%	0.3%

Based on all trips in the RPA, including Salt Spring Island residents' trips.

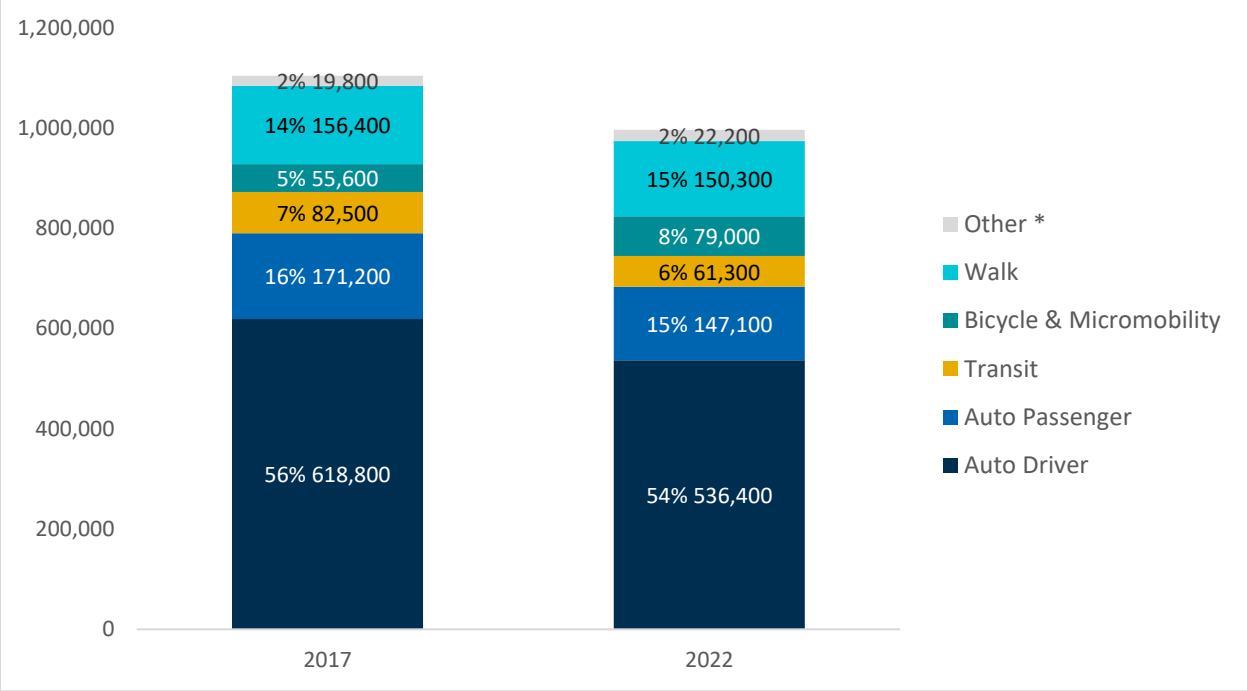
* 'Other' modes include motorcycle / scooter, HandyDART, school bus, taxi, Harbour ferry / water taxi, BC Ferries, other marine, train and airplane.

[30] A trip may entail more than one mode of travel, such as Park & Ride trips. In these instances, the primary mode was assigned based on the following hierarchy (with transit, at the top of the hierarchy, always being assigned if a trip involved transit and another mode): transit, school bus, auto driver, auto passenger, other, bicycle, walked. Generally, the primary mode assigned to a multi-mode trip is usually the mode by which the greatest distance would be travelled.

Figure 46 compares the 2017 and 2022 mode shares for persons 5+. While proportions are generally in the same order, the overall magnitude of trips by all modes has dropped, with the exception of bicycle, which has increased from 55,600 daily trips in 2017 to 79,000 in 2022, with a corresponding mode shift from 5% to 8% of daily trips by persons 5+.

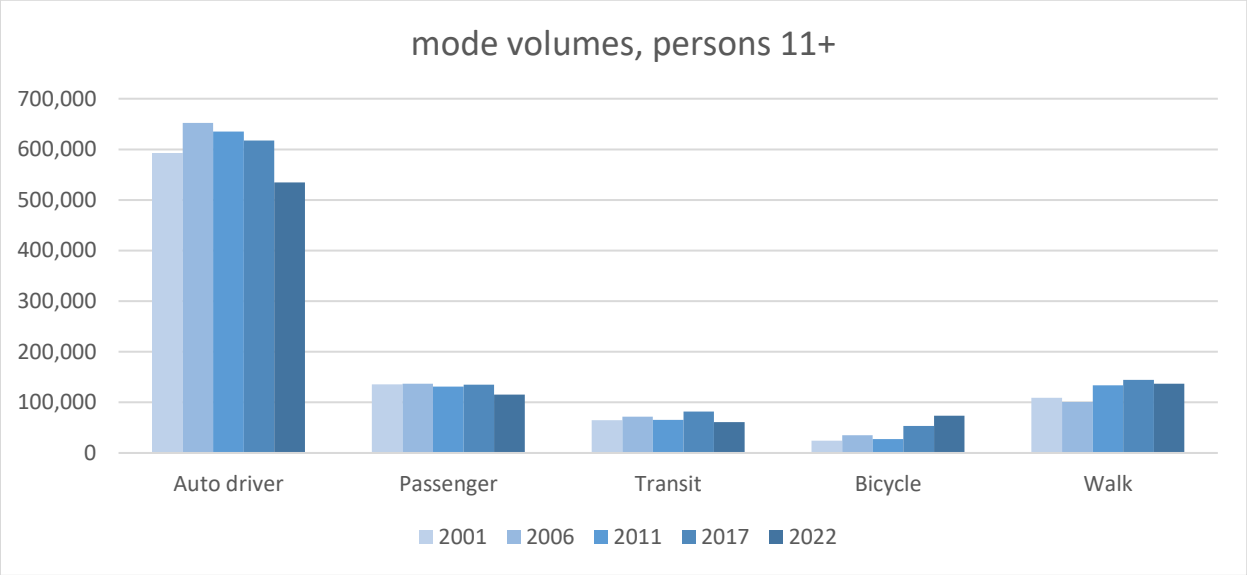
Figure 47 and Table 24 extend the comparison to 2001 for persons 11+. Here it can be seen that even with the steady reduction in auto driver trips since 2006, the drop-off to 2022 has been steep. Auto passenger volumes, while generally steady over time, also dropped noticeably after 2017. The increase in transit volumes to 2017 was also followed by a noticeable drop. A steady rise in walk trips to 2017 was followed by a smaller drop. Only cycling trips continued to increase after 2017, recording a 39% increase.

Figure 46. Daily mode shares, persons 5+, 2017 and 2022



Based on all trips in the RPA, including Salt Spring Island residents' trips.

Figure 47. Daily mode shares, persons 11+, 2001-2022



Based on all trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

Table 24. Details of daily mode shares, persons 11+, 2001-2022

	2001		2006		2011		2017		2022	
Travel Mode	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share	Daily Trips	Mode Share
Auto driver	593,100	63.2%	652,100	64.3%	634,900	62.9%	617,700	58.9%	534,800	56.9%
Passenger	135,600	14.5%	137,100	13.5%	131,100	13.0%	134,900	12.9%	115,400	12.3%
Transit	65,000	6.9%	71,500	7.0%	65,500	6.5%	82,000	7.8%	60,900	6.5%
Bicycle	24,500	2.6%	35,100	3.5%	27,200	2.7%	53,400	5.1%	73,900	7.9%
Walk	109,300	11.7%	101,100	10.0%	133,500	13.2%	144,200	13.7%	136,800	14.6%
Other	10,800	1.2%	17,600	1.7%	16,800	1.7%	16,500	1.6%	17,300	1.8%
Total	938,300	100.0%	1,014,400	100.0%	1,009,000	100.0%	1,048,700	100.0%	939,100	100.0%

Based on all trips in the RPA that are made by RPA residents 11+, which excludes Salt Spring Island residents' trips.

4.2.2 Mode shares by sub-area

Figure 48 and Table 25 show how mode shares vary by sub-area:

- **Auto trips dominate in the suburban areas, while the auto share drops in the core.** Whereas four-fifths of trips in the suburban areas are made by auto, of which two-thirds are made as the driver, in Victoria, less than half of daily trips are by auto.
- **The transit share is higher in the core**, at 7.7% of all trips. The highest share is among Victoria residents, at 9.1%, although District of Saanich residents have a 6.7% transit share (more than double the Saanich Peninsula share of 3.0%).

- **Victoria's active transportation share (43.6%) is almost the same as the city's auto share (46.1%).** Almost one-third (30.8%) of Victoria residents walk and another 12.8% of residents cycle. Both are the highest active transportation shares in the RPA. Active transportation comprises 14.7% of District of Saanich trips, which is more than double Langford's 7.1% share.

Figure 48. Mode shares by sub-area, 2022

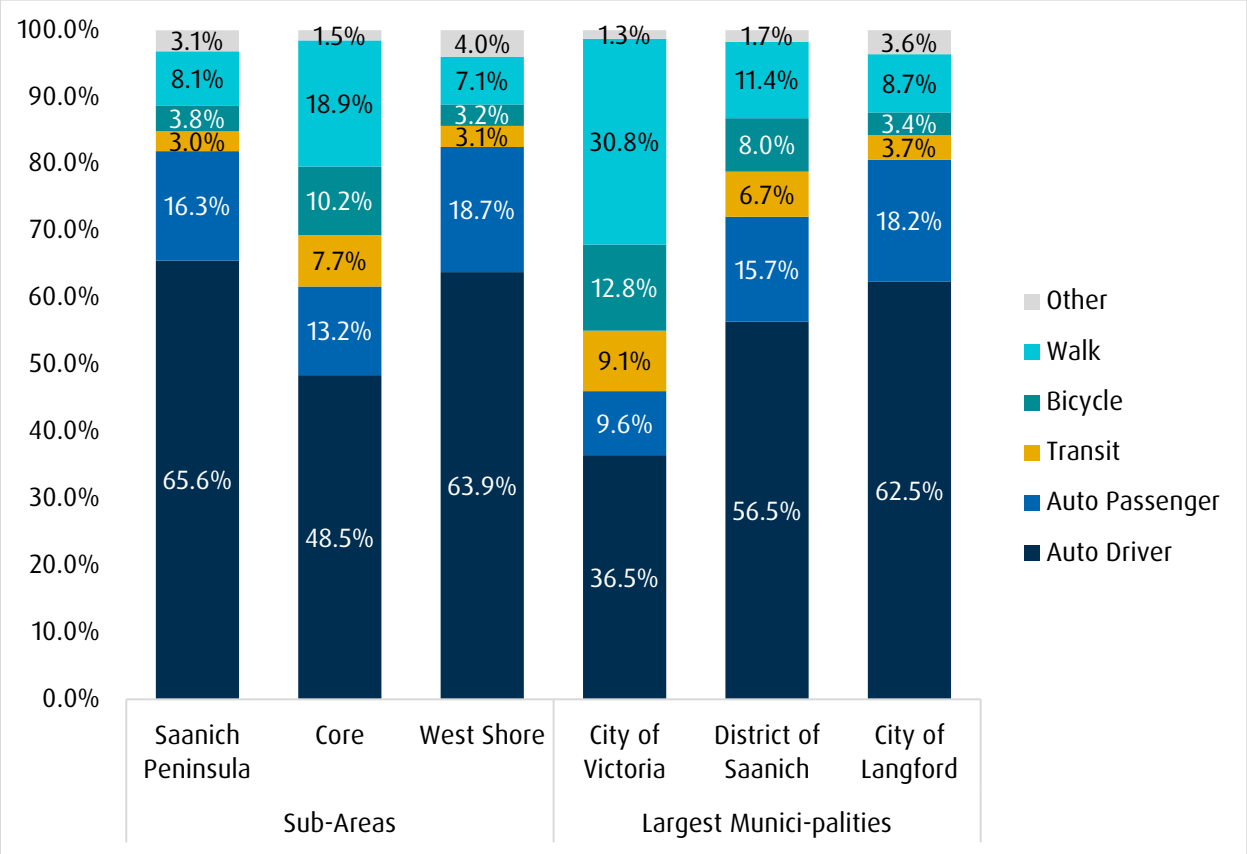


Table 25. Details of mode shares by sub-area, 2022

	Study Area	RPA Residents	Sub-Areas			Largest Municipalities		
			Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Total Trips	995,900	994,400	103,000	662,300	229,100	241,000	293,600	117,700
Auto Driver	53.8%	53.8%	65.6%	48.5%	63.9%	36.5%	56.5%	62.5%
Auto Passenger	14.8%	14.8%	16.3%	13.2%	18.7%	9.6%	15.7%	18.2%
Transit	6.2%	6.2%	3.0%	7.7%	3.1%	9.1%	6.7%	3.7%
Bicycle	7.9%	7.9%	3.8%	10.2%	3.2%	12.8%	8.0%	3.4%
Walk	15.0%	15.1%	8.1%	18.9%	7.1%	30.8%	11.4%	8.7%
Other	2.2%	2.2%	3.1%	1.5%	4.0%	1.3%	1.7%	3.6%

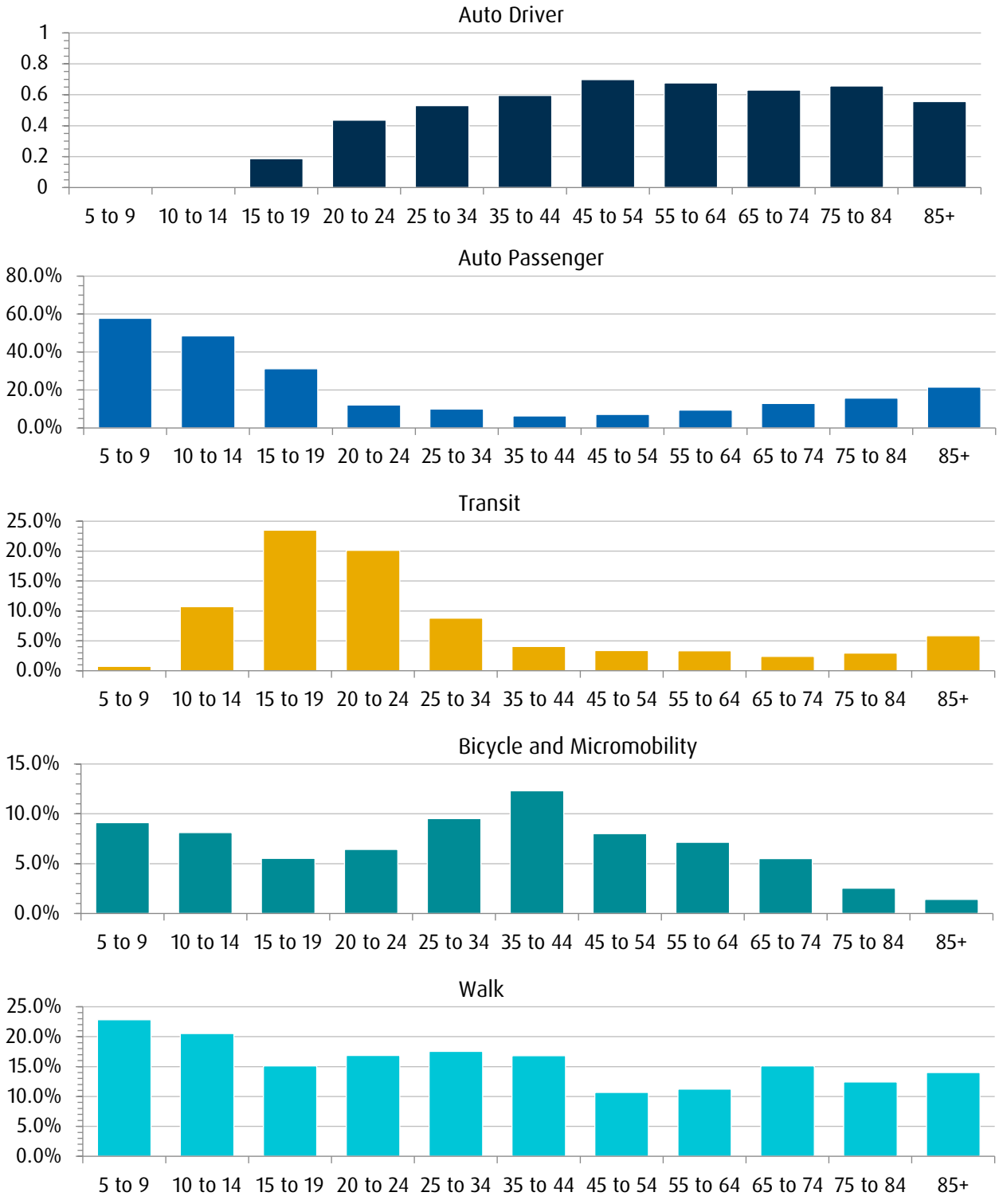
Based on all trips in the RPA, including those made by Salt Spring Island residents.

4.2.3 Mode shares by age group

Mode shares vary by age, as people's mobility needs and abilities change. Figure 49 depicts the shares for each mode by age range, with details provided in Table 26:

- **Auto driver shares dominate all age cohorts from 25 years on**, commensurate with people joining the workforce and, for many, starting families. The dominance peaks in the 45-54 cohort, at 70% of all trips, then steadily drops – although driving is still the dominant mode for the 85+ population, at 56% of all trips.
- **Auto passenger shares are highest among those who lack a licence or otherwise do not drive.** The auto passenger shares are highest among children below the driving age (and who may not be old enough to travel independently). The auto passenger share drops quickly for teens, bottoming out among the 35-44 population at 6.3% before rising steadily to 21.4% for the 85+ population.
- **The transit share is correspondingly highest among students and young adults** – those who either are too young to drive or who do not have access to a vehicle. The 15-19 population has the highest share, at 23.5%, followed by the 20-24 population at 20.1%. These shares are consistent with cohorts that can travel independently though lack access to a vehicle.
- **Cycling and micromobility peak in the 35-44 cohort**, with a 12.3% share. Use of these modes is also evident in the 5-9 cohort (9.1%). The shares drop steadily before they start to rise again in the young adult cohort. After the 35-44 peak, the shares then start to decline again gradually from 45 years on.
- **Walking is pervasive among all age groups**, though its share varies by age. The highest shares are among pre-16 children (22.8% for the 5-9 population and 20.5% for the 10-14 population). The lowest shares are in the 45-64 population, though never less than 10.7%. This cohort also has the highest auto driver shares.

Figure 49. Mode shares by age range, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

Table 26. Details of mode shares by age range, 2022

	Total Trips	Auto Driver	Auto Passenger	Transit bus	Walk	Bicycle and micromobility	Other
Survey Total	995,900	535,900	147,600	61,400	149,700	79,000	22,300
5 to 9	46,500		26,800	300	10,600	4,200	4,500
10 to 14	46,700		22,700	5,000	9,600	3,800	5,700
15 to 19	45,100	8,400	14,000	10,600	6,800	2,500	2,700
20 to 24	56,800	24,700	6,800	11,400	9,600	3,700	600
25 to 34	134,900	71,400	13,500	11,900	23,700	12,800	1,600
35 to 44	168,300	100,300	10,700	6,800	28,300	20,700	1,600
45 to 54	145,400	101,400	10,300	4,900	15,500	11,700	1,600
55 to 64	150,200	101,500	14,100	5,000	16,900	10,700	2,000
65 to 74	129,500	81,700	16,700	3,100	19,500	7,100	1,500
75 to 84	62,400	40,900	9,800	1,900	7,800	1,600	400
85+	10,200	5,700	2,200	600	1,400	100	200
	Total Trips	Auto Driver	Auto Passenger	Transit bus	Walk	Bicycle and micromobility	Other
Survey Total	995,900	535,900	147,600	61,400	149,700	79,000	22,300
5 to 9	46,500		57.8%	0.7%	22.8%	9.1%	0.1%
10 to 14	46,700		48.5%	10.7%	20.5%	8.1%	0.1%
15 to 19	45,100	18.7%	31.1%	23.5%	15.1%	5.5%	0.4%
20 to 24	56,800	43.5%	12.0%	20.1%	16.9%	6.4%	0.9%
25 to 34	134,900	52.9%	10.0%	8.8%	17.6%	9.5%	1.2%
35 to 44	168,300	59.6%	6.3%	4.0%	16.8%	12.3%	0.9%
45 to 54	145,400	69.7%	7.1%	3.4%	10.7%	8.0%	1.1%
55 to 64	150,200	67.6%	9.4%	3.3%	11.2%	7.1%	1.3%
65 to 74	129,500	63.0%	12.9%	2.4%	15.1%	5.5%	1.1%
75 to 84	62,400	65.7%	15.7%	3.0%	12.4%	2.5%	0.6%
85+	10,200	55.5%	21.4%	5.8%	14.0%	1.4%	1.7%

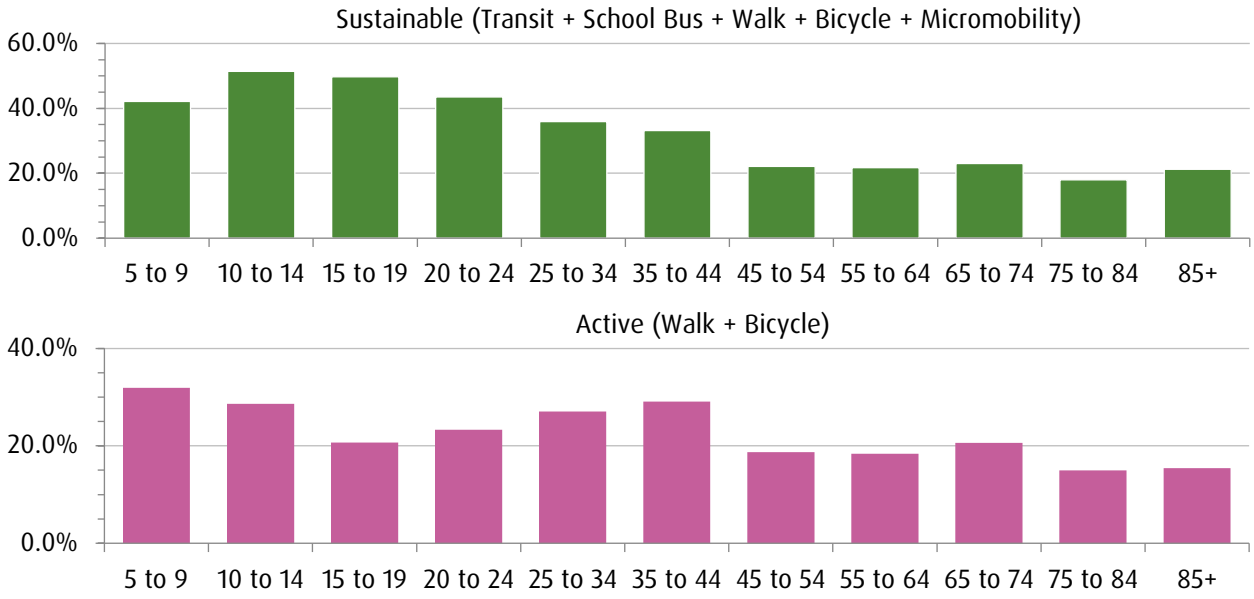
Based on all trips in the RPA, including those made by Salt Spring Island residents.

Figure 50 summarizes the shares for sustainable modes (all non-auto modes combined) and for active modes (walk and bicycle):

- **Almost one-third of all trips (30.4%) are made by sustainable modes**.
- **The share of sustainable modes is highest among children, teens and young adults** – those who either are too young to have a licence or do not have access to a vehicle. The share peaks at 51.4% in the 10-14 population. The share drops steadily among adults, corresponding to people joining the workforce and, in some cases, starting families. Even so, the shares all remain in the range of 21% to 23% (apart from the 75-84 population, whose share is 18.0%).
- **Almost one-quarter of all trips (23.0%) are made on foot or by bicycle.**

- **Active transportation shares are highest through the 35-44 cohort**, ranging from 20.7% to 31.9%. The active transportation shares then steadily drop, with the 75+ population having shares of the order of 15%.

Figure 50. Sustainable and active mode shares by age range, 2022



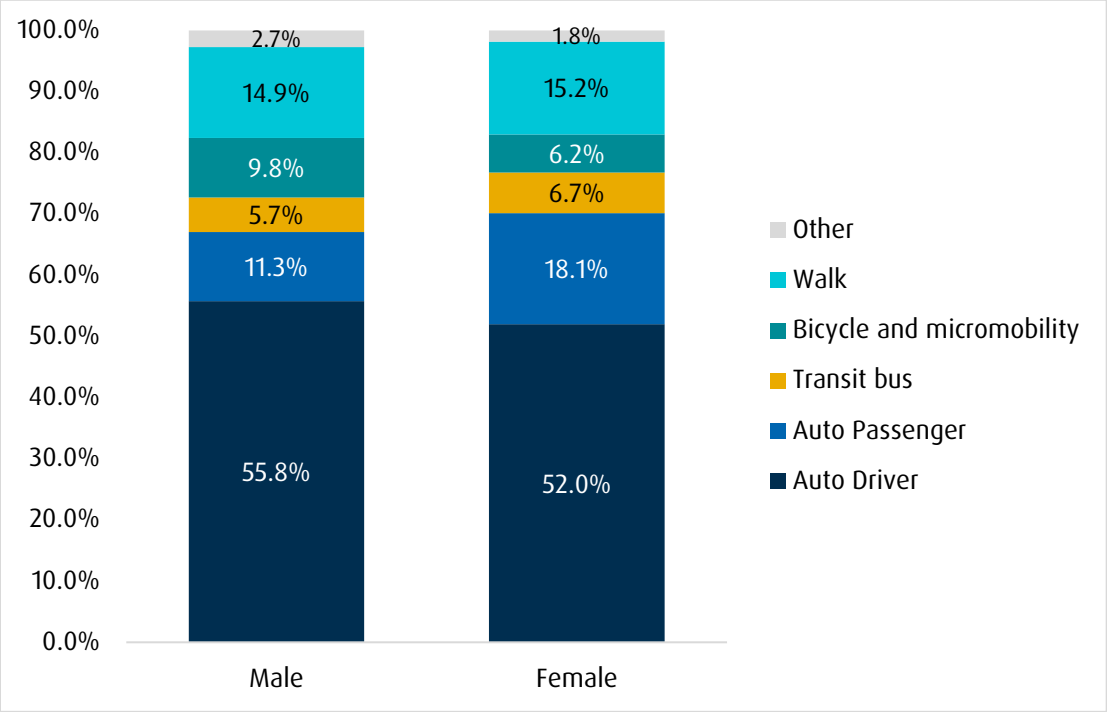
Based on all trips in the RPA, including those made by Salt Spring Island residents.

4.2.4 Mode shares by gender

The survey results reveal differences in mode use by gender, as depicted in Figure 51:

- Females drive slightly less than males (52.0% compared with 55.8%) and are more likely to be passengers (18.1% compared with 11.3%). This is the most significant difference in mode share between the genders. As a result, **females have a larger share of auto trips**, at 70.1% compared with 67.0% for males.
- **Females and males make nearly equivalent numbers of walking trips**, although **females have only about two-thirds as many cycling trips as males**. Overall, **almost one-quarter of males' trips are via active modes** (24.6%), compared with 21.4% of females' trips.
- **Females have a slightly higher share of transit use** than males (6.7% compared with 5.7%).

Figure 51. Mode shares by gender, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

4.2.5 Mode shares by household characteristics

This section presents mode shares according to three household characteristics: household structure (Figure 52), household income (Figure 53) and dwelling type (Figure 54). While these characteristics may be related (e.g., dwelling type and household income), it is useful to summarize the findings for each one separately:

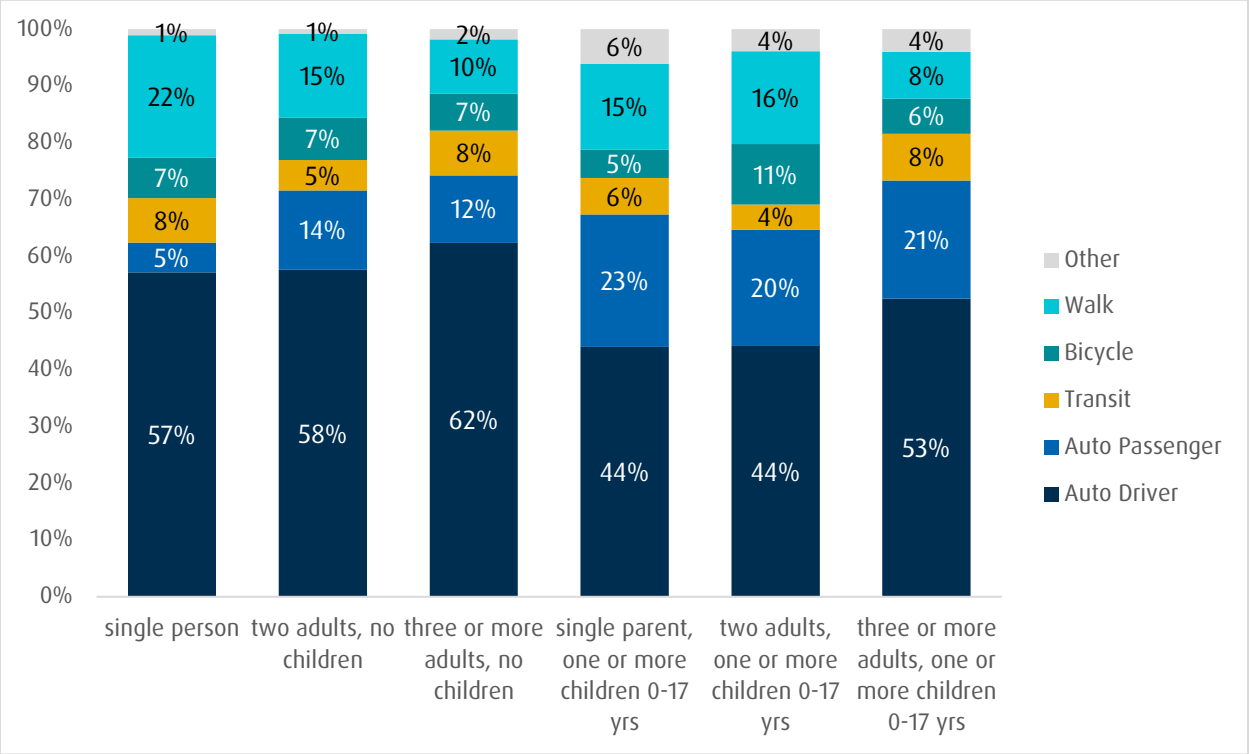
By household structure:

- **Auto shares generally increase with the number of adults in the household**,[31] within which **auto driver shares are highest in households *without* children** and **auto passenger shares are highest in households *with* children**.
- **Sustainable mode shares are highest among single-person households** (37%), **though the share decreases gradually for larger households.**[32] Walking is the largest component for all households, though it also diminishes for larger households. Cycling shares are highest for households that have two adults, both with and without children.

[31] The auto share drops slightly for households that have two adults and one or more children, compared with single-parent households.

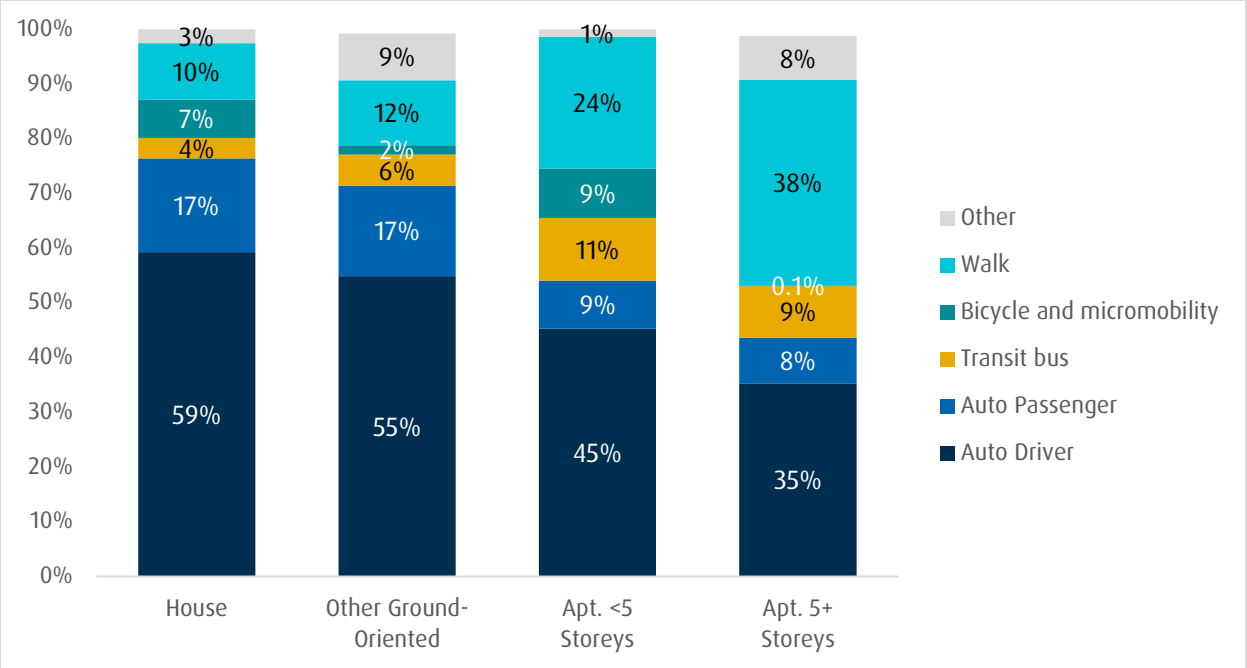
[32] The sustainable share increases for households that have two adults and one or more children, compared with single-parent households.

Figure 52. Mode shares by household structure, 2022



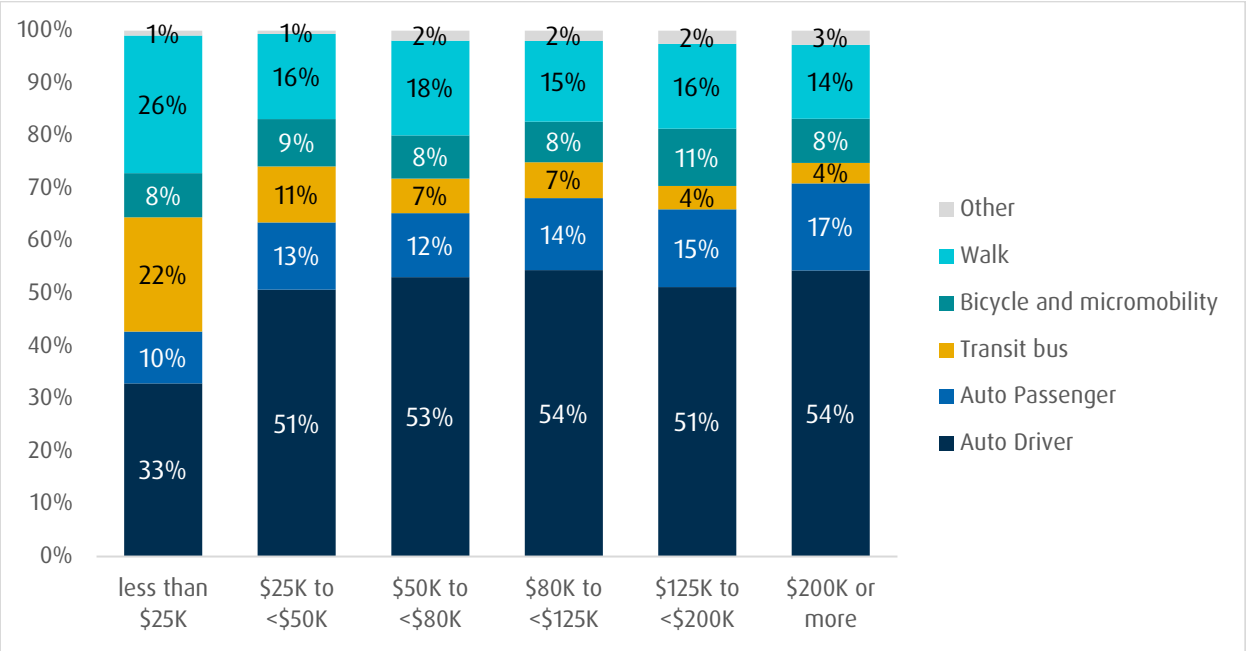
Based on all trips in the RPA, including those made by Salt Spring Island residents.

Figure 53. Mode shares by dwelling type, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

Figure 54. Mode shares by income, 2022



Includes data only from those households that responded to the income question. Based on all trips in the RPA, including those made by Salt Spring Island residents.

By dwelling type:

- **Auto trips make up almost three-quarters of all travel for people living in houses** (76%) and **other ground-oriented dwellings** (72%).
- **Trips by sustainable modes make up almost half of all travel for people living in 5+ storey apartments** (47%) and **<5 storey apartments** (45%). Walk trips make up more than one-third (38%) of trips made by people living in 5+ storey apartments and transit adds another 9%, while cycling trips are only 0.1% of their trips. For people living in <5 storey apartments, the walking share is 24% and 10% for cycling. The transit share is highest for people living in <5 storey apartments, at 11%.

By household income:

- **Households with incomes less than $25,000 have the lowest auto shares** (43%), **the highest walk shares** (26%) **and the highest transit shares** (22%). For households with incomes $25,000 or more, the auto shares rise gradually from 64% while the walk and transit shares steadily diminish. Households in the $125,000-$200,000 range have the highest cycling share, at 11%.[33]

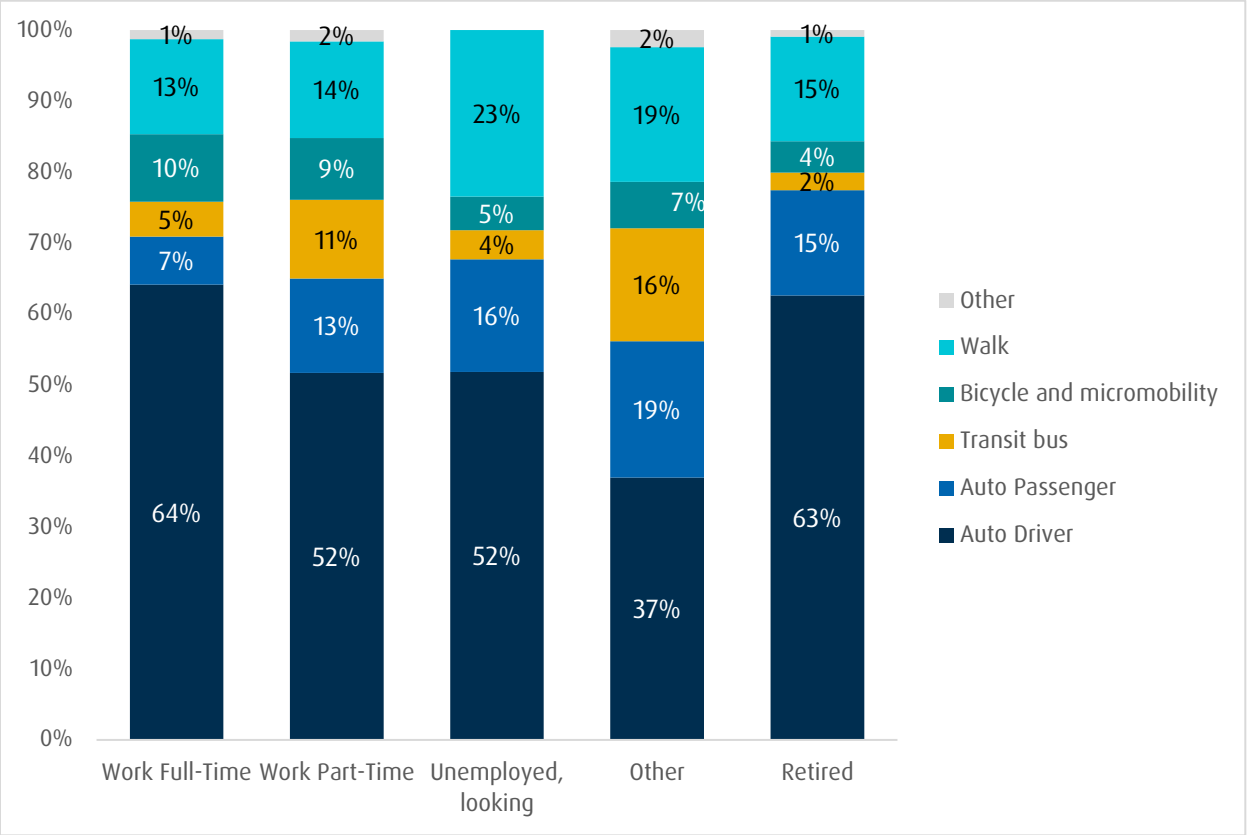
[33] The mode shares by household income reported here reflect only data from those households that responded to the income question.

4.2.6 Mode shares by employment and student status

Figure 55 and Figure 56 profile how mode shares vary by employment status and student status, respectively:

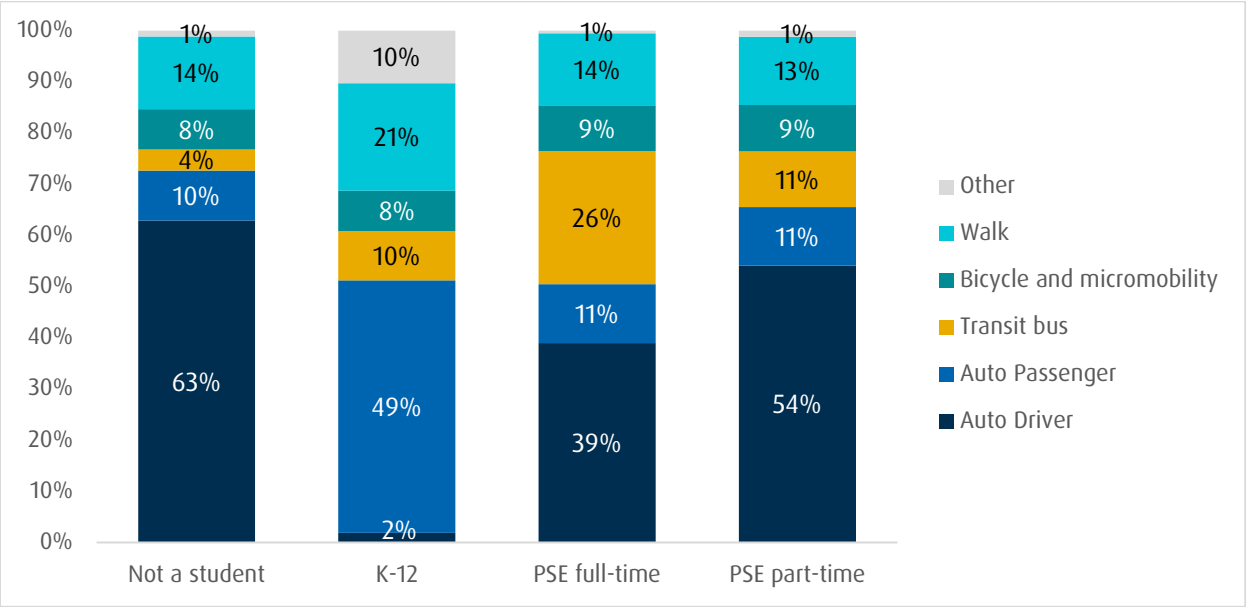
- Auto shares are highest among retirees (78% share) and full-time workers (71%), with retirees having the highest auto passenger shares (15%) and the lowest active transportation shares (19%).
- Transit shares are highest among full-time post-secondary students (26%). The transit share is lowest among retirees (2%) and those who are unemployed and looking for work (4%).
- Walking shares are highest among the unemployed and looking (23%) and among primary and secondary students (21%). It is also high among those whose employment status is 'other' (19%). Otherwise, the walk share is generally equivalent for all other statuses, at 13%-15% shares.
- The bicycling and micromobility shares are highest among full-time and part-time workers (9%-10%). Comparable shares are noted for all students, regardless of school level. Retirees have the lowest share (4%).

Figure 55. Mode shares by employment status, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

Figure 56. Mode shares by student status, 2022



Based on all trips in the RPA, including those made by Salt Spring Island residents.

4.2.7 Mode shares by trip start hour

Figure 57 shows the hourly variation of mode shares. The auto driver share is highest at all times of day, with auto drivers comprising at least half of all trips throughout most of the day – a notable exception is the hour beginning at 8 am at 44% (the lowest share for driving), when overall trip volumes are their peak, at 110,300 trips by all modes.

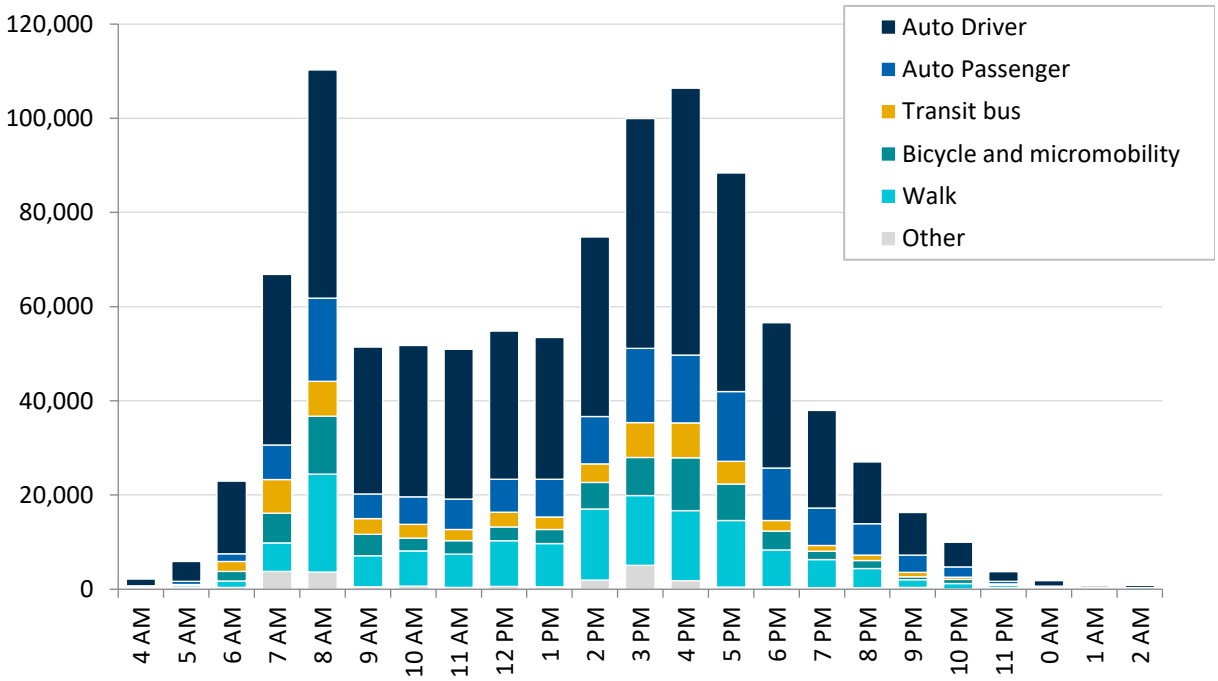
The highest absolute auto driver volumes correspond to the morning and afternoon peak periods (7–9 am and 2–6 pm), which are also the times of day when auto passenger volumes are greatest and are likely associated with commutes to and from work and school. As a proportion, however, auto passenger trips are greatest during the evening hours, reaching a maximum of 24% during the hour beginning at 8 pm: these shares are consistent with evening recreational, social and other after-hours activities.

Transit volumes are highest during the two commuter peaks, with volumes reaching 7,200-7,400 riders between 7 and 9 am and again between 3 and 5 pm. Transit's highest share occurs in the hour beginning at 7 am, at 11%.

Walking and cycling achieve their greatest numbers during the morning peak hour, at 33,000 trips in the hour beginning at 8 am. Volumes are also high during the afternoon peaks, rising to 26,100 trips in the hour beginning at 4 pm. Walking trips peak at 20,800 trips in the hour

beginning at 8 am and have a sustained peak of 14,800 trips in each of the hours beginning at 3 pm and 4 pm, and almost as many (14,200) in the hour beginning at 5 pm. The profile is the similar for cycling in the morning, at 12,300 in the hour beginning at 8 am, but with a distinct peak 11,200 trips in the hour beginning at 4 pm that stands apart from the hours before and after this (which have considerably fewer trips, at 8,100 and 7,800 respectively).

Figure 57. Mode shares by trip start hour, 2022



4.2.8 AM and PM Peak mode shares

The survey data have been grouped into five time periods, to provide a different view of travel patterns including the aggregation of trips in the AM and PM commuter peak periods:

- Night 0000 to 0559 trip depart times from 12 AM to just before 6 AM
- AM Peak 0600 to 0859 6 AM to just before 9 AM
- Midday 0900 to 1459 9 AM to just before 3 PM
- PM Peak 1500 to 1759 3 PM to just before 6 PM
- Evening 1800 to 1159 6 PM to just before midnight

Table 27 provides an overview of the total number of trips for each period in both 2017 and 2022. As has been discussed earlier, the estimated total daily volume of trips in the RPA has dropped 10% overall. However, this decrease has not been uniform by time of day. Most

notably, there appear to be 19% fewer trips reported in the evening hours (or 35,100 fewer trips), compared to only a 6% drop in the PM Peak period, with the AM Peak and Midday both with 8% drops. This suggests **shifts in activity patterns that go beyond simple changes to commuting**. In terms of each period's share of total daily trips, there appears to be some slight shifting, with the Midday and PM Peak periods increasing their share of daily trips and the evening accounting for a lower proportion than previously.

Table 27. Trip volumes by time period (including AM Peak, PM Peak), 2017-2022

Year	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour
2017	14,300	220,600	367,800	314,900	186,700	1,104,300
2022	12,400	200,000	337,100	294,700	151,600	995,900
difference	-1,900	-20,600	-30,700	-20,200	-35,100	-108,400
% difference	-13%	-8%	-8%	-6%	-19%	-10%
2017	1.3%	20.0%	33.3%	28.5%	16.9%	100.0%
2022	1.2%	20.1%	33.9%	29.6%	15.2%	100.0%
%-pt difference	-0.1%	+0.1%	+0.6%	+1.1%	-1.7%	

Table 28 examines how mode shares have changed in the same period. Compared to 2017, there are notable drops in auto driver mode shares in both the AM and PM Peak periods (drops of -3.6 and -3.0 percentage-points respectively), with the same being true for transit (drops of -1.9 percentage-points in both peak periods). Conversely, in these same time periods, there has been increase in both bicycle/micromobility (+3.0, +3.4 %-pts) and walk mode shares (+2.6, +1.6 %-pts) in these same time periods. Bicycling also sees an increase at other times of day, except for overnight.

Several factors may have influenced the shifts in trip volumes and mode shares observed in these surveys. These factors include the impact of increased work-/study-from-home and reduced commuting, possible shifts in where workers work and live, the impact of the pandemic on daily commerce (retail shopping and services), the social impacts of the pandemic and/or other factors not considered here.

Table 28. Mode shares by time period (including AM Peak, PM Peak), 2017-2022

	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour
2017: Total Trips	14,300	220,600	367,800	314,900	186,700	1,104,300
Auto Driver	64.9%	53.6%	58.9%	54.5%	55.1%	56.0%
Auto Passenger	10.4%	14.4%	12.5%	16.2%	22.0%	15.5%
Transit	6.7%	10.3%	6.0%	8.5%	5.4%	7.5%
Bicycle	7.0%	7.3%	4.0%	5.8%	2.8%	5.0%
Walk	6.9%	11.5%	17.2%	13.3%	13.4%	14.2%
Other	4.2%	2.9%	1.4%	1.7%	1.3%	1.8%
2022: Total Trips	12,400	200,000	337,100	294,700	151,600	995,900
Auto Driver	66.2%	50.0%	57.8%	51.5%	53.5%	53.8%
Auto Passenger	10.5%	13.3%	12.6%	15.3%	21.2%	14.8%
Transit	3.4%	8.4%	5.5%	6.6%	4.1%	6.2%
Bicycle & Micromobility	4.7%	10.3%	6.4%	9.2%	6.0%	7.9%
Walk	12.2%	14.1%	16.3%	14.9%	13.9%	15.0%
Other	2.9%	3.9%	1.4%	2.5%	1.3%	2.2%
Auto Driver	+1.3%	-3.6%	-1.1%	-3.0%	-1.6%	-2.2%
Auto Passenger	+0.1%	-1.1%	+0.1%	-0.9%	-0.8%	-0.7%
Transit	-3.3%	-1.9%	-0.5%	-1.9%	-1.3%	-1.3%
Bicycle & Micromobility	-2.3%	+3.0%	+2.4%	+3.4%	+3.2%	+2.9%
Walk	5.3%	+2.6%	-0.9%	+1.6%	+0.5%	+0.8%
Other	-1.3%	+1.0%	0.0%	+0.8%	0.0%	+0.4%

4.2.9 Mode shares by employment and student status for AM and PM peak period

Table 29 provides mode shares at different time periods of the day for three commuter groups: students between five and 17 years of age (most of whom would be in the K-12 education system), adult students (most of whom would be in post-secondary school) and workers.

Figure 58, Figure 59 and Figure 60 illustrate the volumes of their trips by different modes in the five time periods. For example, children's commutes to and from school appear to account for much of their daily travel, with the majority of their trips during the AM and PM peak periods being via sustainable modes (with the Other mode category including school bus trips) and three-quarters of their trips in the evening being made as auto passengers.

Students 18 years and older reported fewer trips in the AM Peak than they make after 9 AM in the Midday period or during the PM Peak period. Around half their travel is via sustainable modes in the AM Peak, Midday and PM Peak periods, with the balance made as auto drivers or auto passengers.

In contrast, the auto is the primary mode for workers at all times of day. Around 60% of trips are made as auto driver during most times of day (68% at night) and 5%-8% of their trips

are made as auto passengers (14.7% in the evening, consistent with non-work evening activities). Transit is highest during the AM Peak. Travel by bicycle and micromobility modes is highest during the PM Peak. Walking is pervasive at all times of day, though is highest in the Midday, PM Peak and evening.

Table 29. Mode Shares for Students and Workers by Time Period, 2022

Population Group	Mode	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour
Students 0-17 yrs	Total Trips	400	42,700	17,700	47,200	15,500	123,500
	Auto Driver	7.9%	1.6%	1.6%	2.3%	2.9%	2.1%
	Auto Passenger	78.6%	42.3%	39.2%	50.4%	75.9%	49.3%
	Transit	0.0%	9.6%	8.5%	11.2%	5.7%	9.5%
	Bicycle & Micromobility	0.0%	9.2%	9.1%	7.7%	3.6%	7.9%
	Walk	13.5%	23.1%	32.2%	18.1%	11.5%	21.0%
	Other	0.0%	14.2%	9.5%	10.3%	0.4%	10.2%
Students 18+ yrs	Total Trips	900	51,100	33,600	60,400	22,800	168,700
	Auto Driver	57.2%	46.0%	36.1%	42.5%	54.3%	43.7%
	Auto Passenger	2.2%	7.7%	14.2%	9.8%	13.9%	11.5%
	Transit	11.9%	26.7%	26.0%	20.6%	10.9%	21.4%
	Bicycle & Micromobility	4.2%	8.0%	10.2%	9.7%	6.6%	8.8%
	Walk	21.4%	11.2%	12.8%	16.9%	12.7%	13.8%
	Other	3.1%	0.4%	0.7%	0.4%	1.7%	0.8%
Workers	Total Trips	11,100	136,200	153,300	188,300	109,600	598,600
	Auto Driver	67.6%	62.3%	61.7%	60.6%	58.8%	61.1%
	Auto Passenger	8.4%	5.3%	7.8%	7.3%	14.7%	8.3%
	Transit	3.8%	8.7%	5.7%	6.6%	4.1%	6.3%
	Bicycle & Micromobility	5.1%	11.4%	7.9%	10.7%	6.9%	9.4%
	Walk	12.3%	10.7%	15.7%	13.3%	14.2%	13.5%
	Other	2.8%	1.7%	1.1%	1.4%	1.3%	1.4%

Figure 58. Students 5-17 years of age, trips by mode by time period 2022

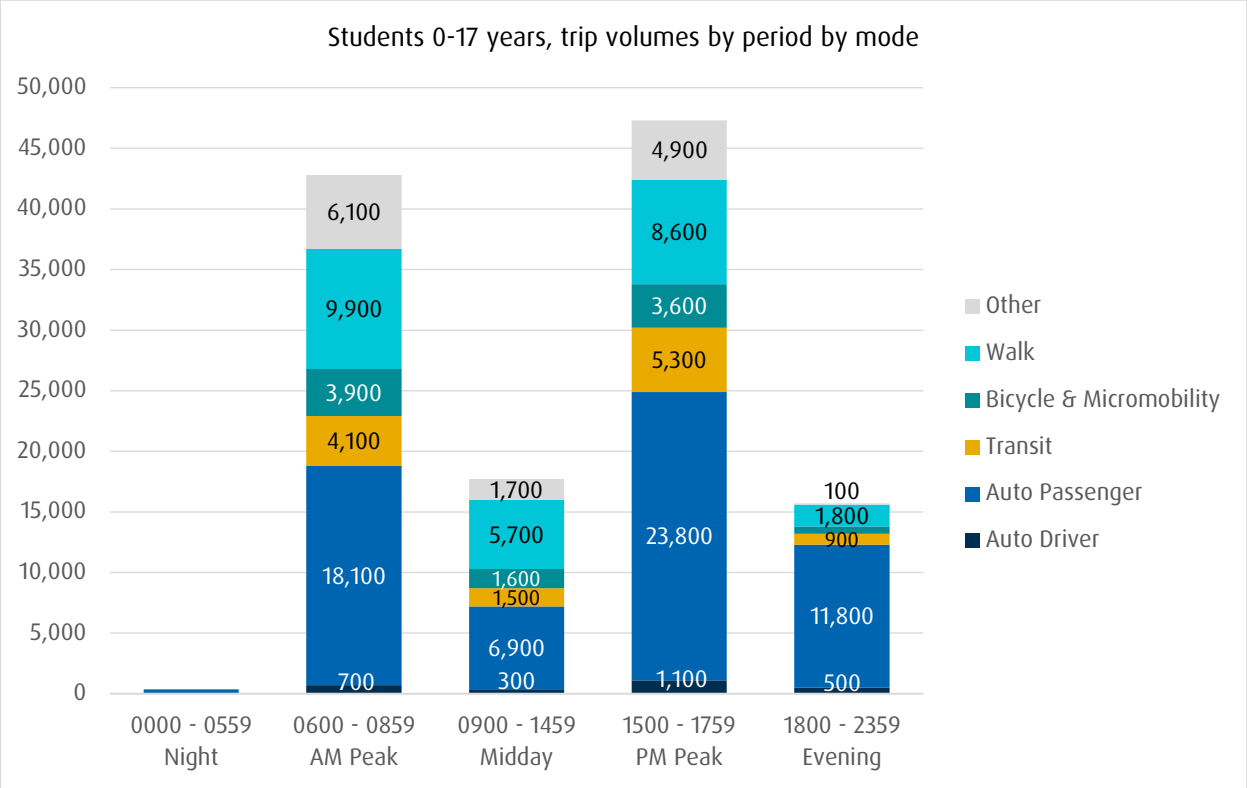


Figure 59. Students 18+ years of age, trips by mode by time period, 2022

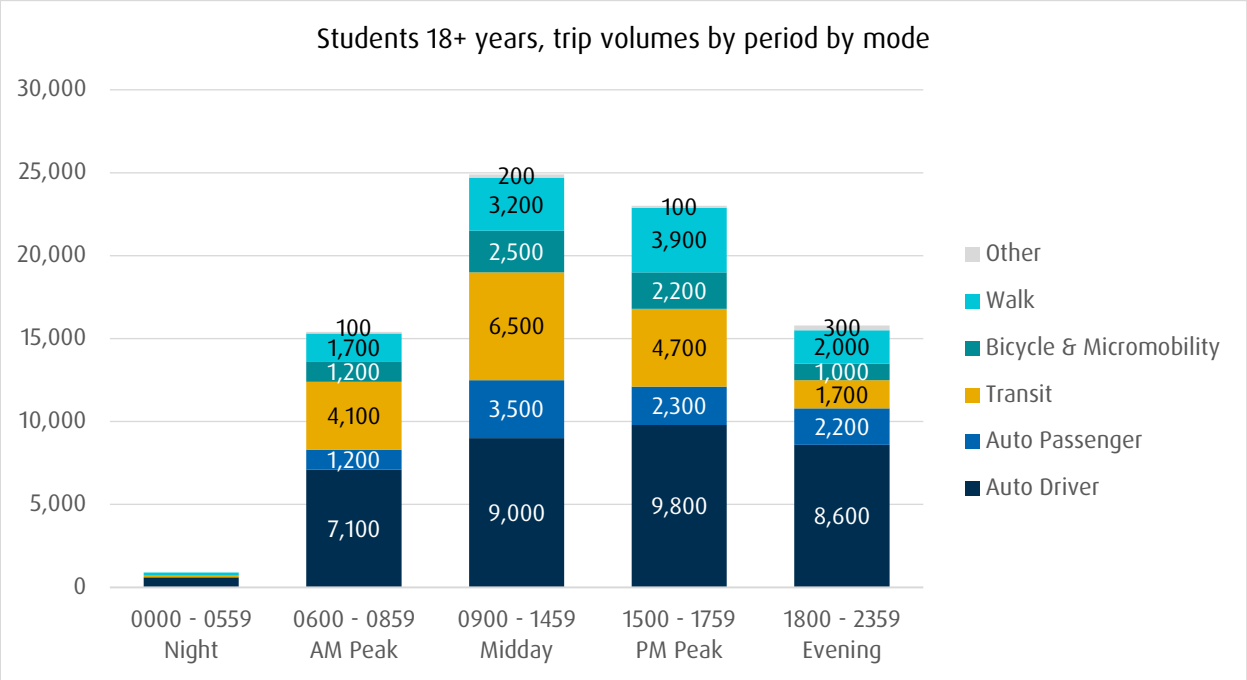
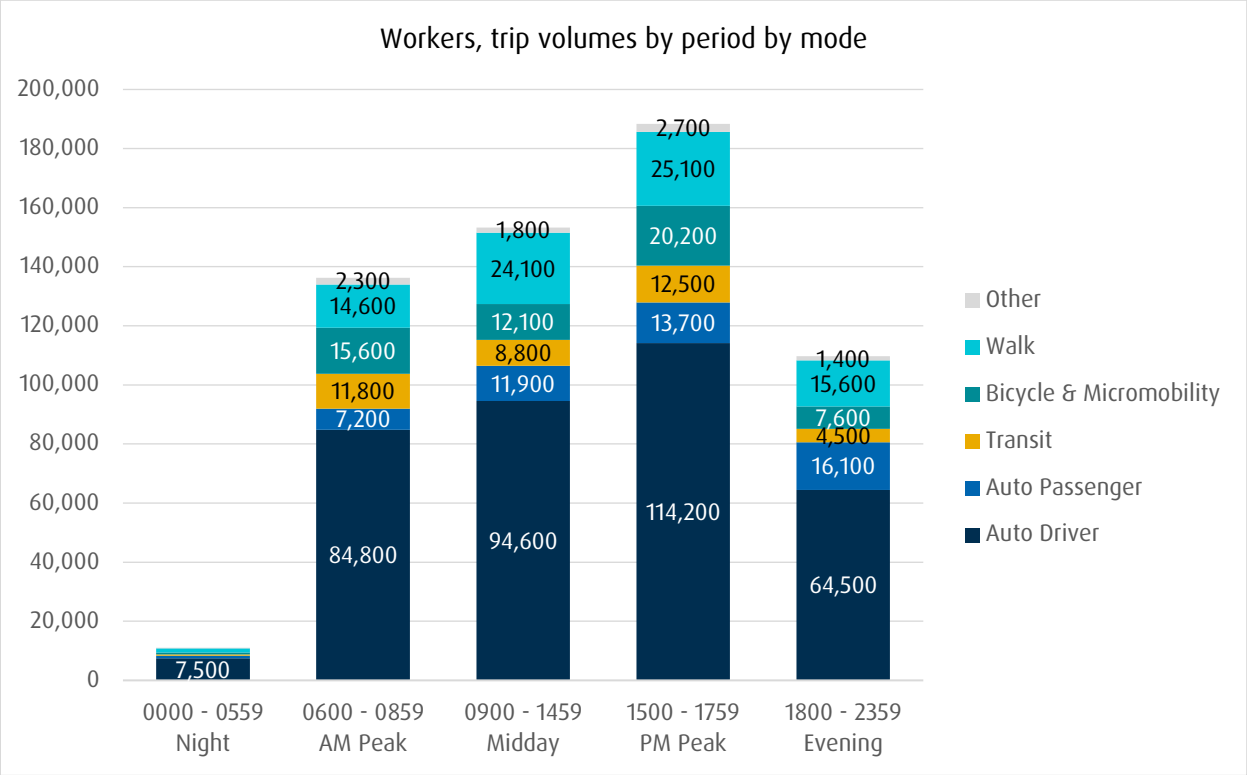
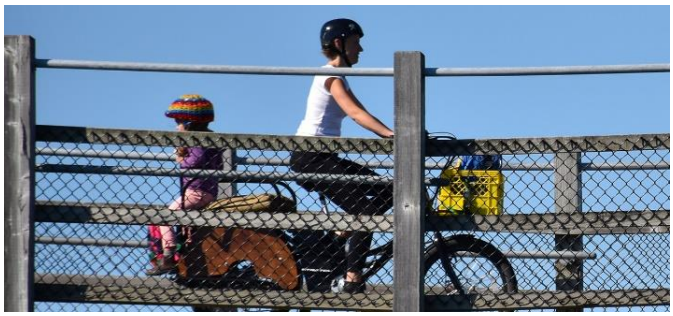


Figure 60. Workers, trips by mode by time period, 2022



4.3 Trip purpose

Trip purpose, or the reason for making a trip, is another important indicator of travel patterns and choices. The following discussions explore trip purpose in more detail, including by time of day, start hour and travel mode.

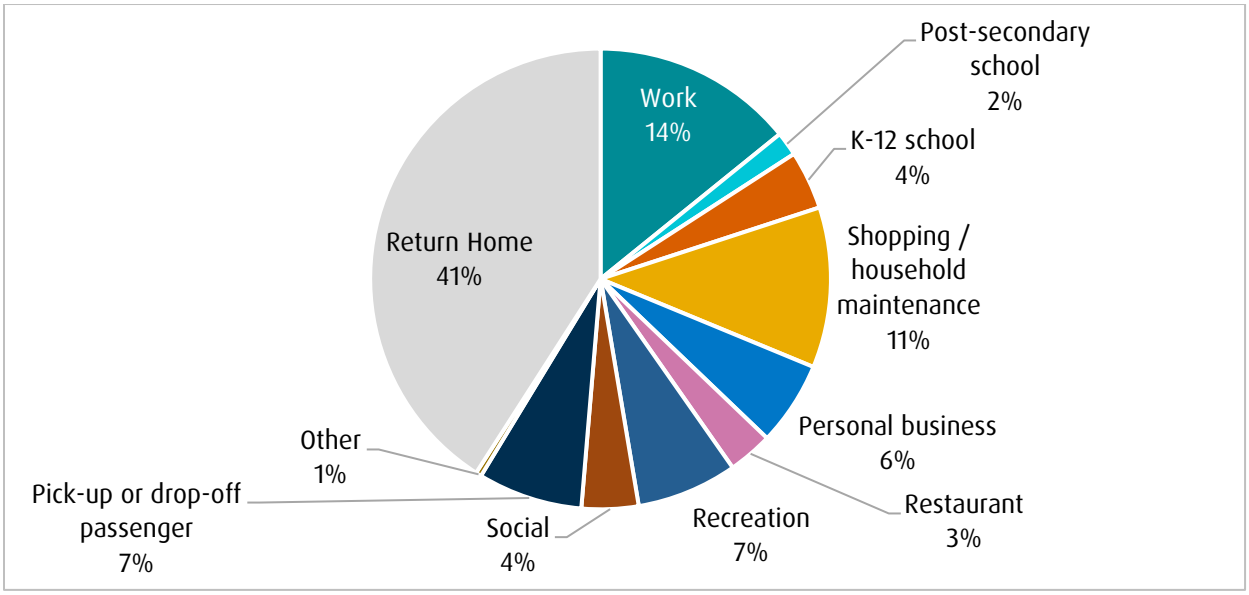


4.3.1 Trip purpose breakdown

Trip purposes based on the activity at the trip destination are broken out in Figure 61 and Table 30, for the 5+ population. For context, 59% of all trips are to destinations outside the home, and 41% return home.

- Commuting trips to work and school comprise 20% of daily trips. Stated another way, these commuting trips represent one-third (34%) of all trip destinations outside the home. Including trips to pick up or drop off passengers (which are mostly associated with commuting to and from work or school) brings the total commuting and commuting-related trips to just under half the total (46%) of the non-return-home trips.
- Trips for shopping, household maintenance and personal business comprise 17% of all trips, or 29% of all trips other than return home.
- Trips for recreational, dining (restaurant) and social activities make up 14% of all trips, or 24% of all trips other than return home.

Figure 61. Daily trip purpose, population 5+, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

Table 30. Details of trip purpose, population 5+, 2017-2022

Trip Purpose	2017	2022	change	difference
Work	178,200	141,200	-37,000	-21%
Post-secondary school	18,700	16,800	-1,900	-10%
K-12 school	38,400	40,900	2,500	+7%
Shopping / household maintenance	126,800	112,200	-14,700	-12%
Personal business	63,800	58,800	-5,000	-8%
Restaurant	45,700	31,200	-14,600	-32%
Recreation	68,300	70,400	2,100	+3%
Social	49,600	39,700	-9,900	-20%
Pick-up or drop-off passenger	89,000	73,200	-15,700	-18%
Other	6,000	3,900	-2,100	-35%
Return Home	419,700	407,500	-12,300	-3%
Total	1,104,300	995,900	-108,500	-10%

All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

Table 30 provides a comparison with the expanded 2017 survey. Almost all trip purposes recorded reductions in volume, commensurate with the lingering pandemic-induced shifts in people's activities. The greatest reductions occurred in commuting and commuting-related trips to work and post-secondary school, likely reflecting the ongoing shifts in remote / on-site working and schooling. Shopping / household maintenance and restaurant trips also experienced significant reductions, consistent with a lingering use of online purchases.

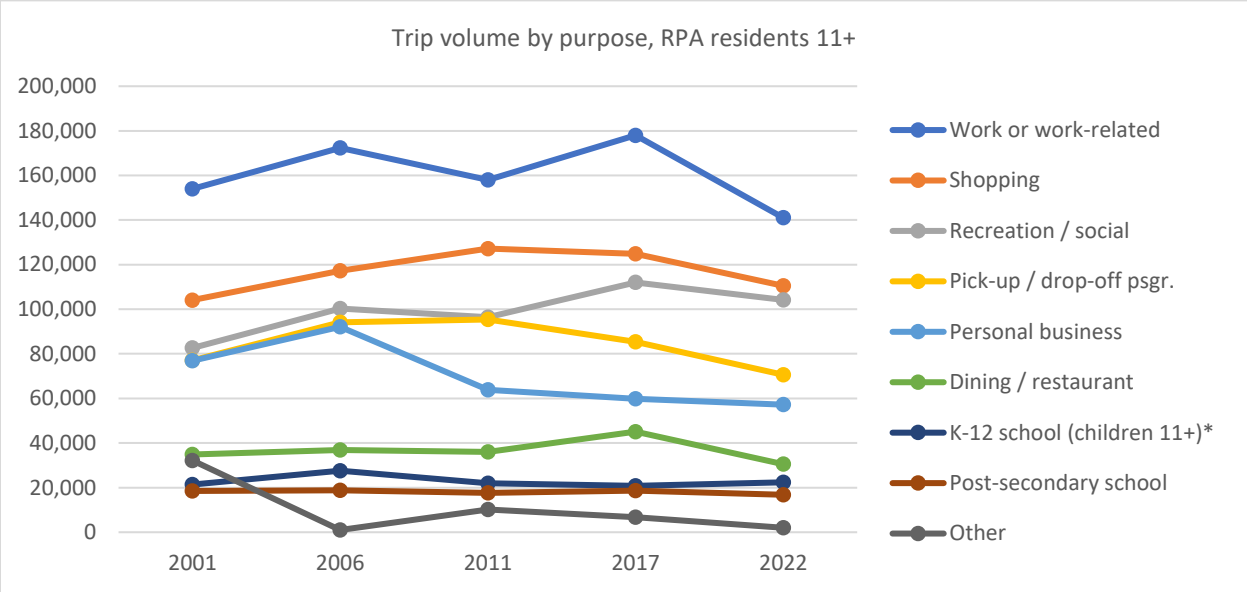
Trips to elementary and secondary schools increased by 7%. This is close to though less than the 8.7% increase in the 5-17 population since 2017 (see Table 6). The increase in these trips may reflect government policies that re-opened these schools as the pandemic eased, recognizing also that some parents may elect to keep their children home if the children or others were ill.[34] Recreational trips also increased.

Figure 62 and Table 31 provide a longer-term context for these trends back to 2001, for persons 11+. Trips for some purposes have fluctuated over time (e.g., work and work-related trips), some have increased (e.g., dining / restaurant) and others have declined (e.g., personal business and pick-up / drop-off passenger). However, except for K-12 school trips, the number of trips for all purposes declined between 2017 and 2022, in some cases profoundly: work or work-related, shopping and dining / restaurant. Though some of these reflect changes pandemic-induced prohibitions on in-person work or on socializing, the contractions in shopping and picking-up / dropping-off passengers appear to be part of a longer-term trends since 2011, perhaps accelerated by the pandemic. The ongoing reduction

[34] The 7% increase in trips to elementary and secondary schools is consistent with the 8.7% increase in the 5-17 population between 2017 and 2022. See Table 6.

in trips for personal business, more gradual following a steep decline between 2006 and 2011, may reflect the advent of more online services, rising inflation and interest rates and affordability in general, which also may have contributed to the steep recent decline in shopping.

Figure 62. Daily volume of trips by trip purpose, population 11+, 2001-2022



*In 2001 and 2006, this category was 'Other school' and would have included adults attending adult basic education, GEDs, etc. as well as K-12 students.

Table 31. Details of trip purposes, persons 11+ years, 2001-2022

	2001		2006		2011		2017		2022	
Trip Purpose	Daily Trips	%	Daily Trips	%	Daily Trips	%	Daily Trips	%	Daily Trips	%
Work	154,000	16.4%	172,400	17.0%	158,000	15.7%	178,000	17.0%	141,000	15.0%
Post-secondary school	18,500	2.0%	18,800	1.9%	17,600	1.7%	18,700	1.8%	16,800	1.8%
Other school in 2001,2006 K-12 school in 2011 onward	21,400	2.3%	27,600	2.7%	22,000	2.2%	20,800	2.0%	22,400	2.4%
Personal business	76,900	8.2%	92,100	9.1%	63,800	6.3%	59,800	5.7%	57,200	6.1%
Recreation / social	82,600	8.8%	100,300	9.9%	96,400	9.6%	112,000	10.7%	104,200	11.1%
Dining / restaurant	34,900	3.7%	36,900	3.6%	36,000	3.6%	45,100	4.3%	30,500	3.3%
Shopping	104,100	11.1%	117,300	11.6%	127,200	12.6%	124,900	11.9%	110,500	11.8%
Pick-up / drop-off psgr.	77,100	8.2%	94,100	9.3%	95,400	9.5%	85,400	8.1%	70,600	7.5%
Return home	339,500	36.1%	355,400	35.0%	382,500	37.9%	397,300	37.9%	384,000	40.9%
Other	32,200	3.4%	1,000	0.1%	10,200	1.0%	6,700	0.6%	2,000	0.2%
Total (all trips combined)	941,100	100.0%	1,015,900	100.0%	1,009,000	100.0%	1,048,700	100.0%	939,100	100.0%

Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g., Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. 2001, 2006 and 2011 expansion factors have been recalibrated for the purpose of comparison. The 2017 and 2022 figures in this table may differ

slightly from the figures reported elsewhere in this report, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island to facilitate comparisons.

4.3.2 AM and PM Peak trip purpose breakdown

The following charts and table provide a very disaggregated view of trip purposes by time of day. Work trips have been broken out into travel to usual workplace separately from work-related travel / work on the road, to better understand these two aspects of work travel by time of day, including any changes from 2017. Serve-passenger trips have been broken out into pick-up and drop-off trips as time of day is relevant to these types of trips.

Figure 63 shows the percentage distribution of trip purposes in each time period, with generally expected patterns, with high proportions of trips to work, trips to K-12 school and drop-off trips in the AM Peak, and shopping / household maintenance trips representing the plurality of non-home destinations in the Midday and PM Peak periods.

Figure 64 and Table 31 show a different view, looking at the volumes of trip purposes by period, with comparison to 2017. Notable observations include:

- K-12 school trips show an 8% increase in the AM Peak period, which is consistent with population growth.
- Travel to a usual workplace work shows a 20% decrease in the AM Peak Period (a drop of 17,100 trips) and a 30% drop in the Midday period (somewhat lesser in magnitude, at a drop of 9,100 trips). Work-related travel / work on the road also shows drops, which could be explained in part by fewer workers travelling to a usual workplace and fewer meetings or possible changes to the work travel for workers who do not have a usual workplace.
- Travel to post-secondary school shows a modest drop in the AM Peak Period (-8%, -700 trips) and a larger drop in the PM Peak period (-72% or -900 trips).
- Examining the Evening period, which had the greatest drop in total trips, the types of trips with the greatest drops in magnitude are social trips (-5,800), shopping / household maintenance (-5,200) and trips to restaurants, coffee shops and bars (-3,100).[35]
- Interestingly, the AM Peak, Midday and PM Peak periods saw an increase in recreational trips, even as recreational trips in the evening have declined.
- Return-home trips also saw increases in the AM Peak and Midday periods.

[35] Some behaviour associated with this trip purposes may not be captured in the survey. Specifically, some people now have their meals, groceries and other purchases delivered, rather than going to the restaurant or store themselves. These deliveries are considered as commercial trips, which are not captured in this household survey.

Figure 63. Distribution of trips by trip purpose by time period, 2022

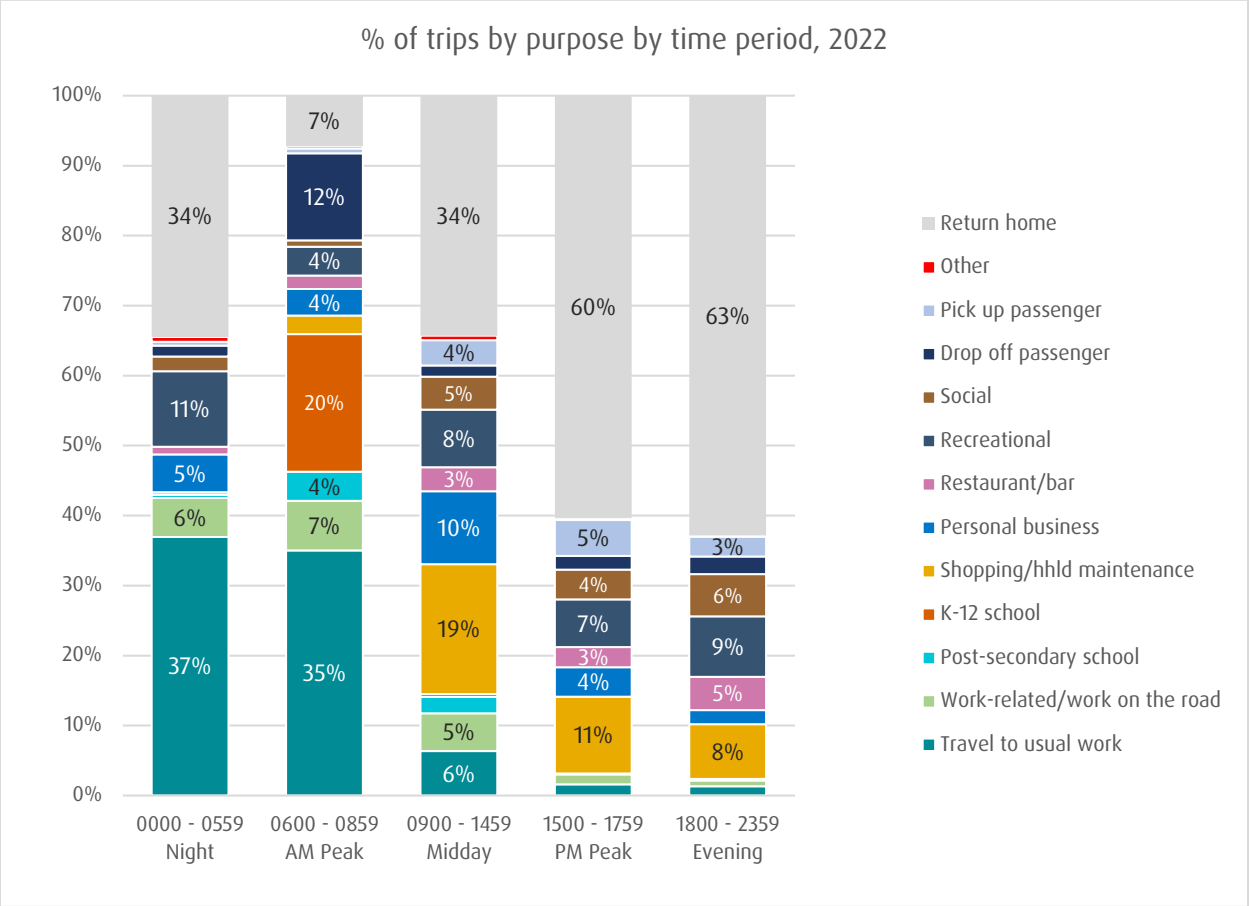


Figure 64. Trip volumes by trip purpose by time period, 2017-2022

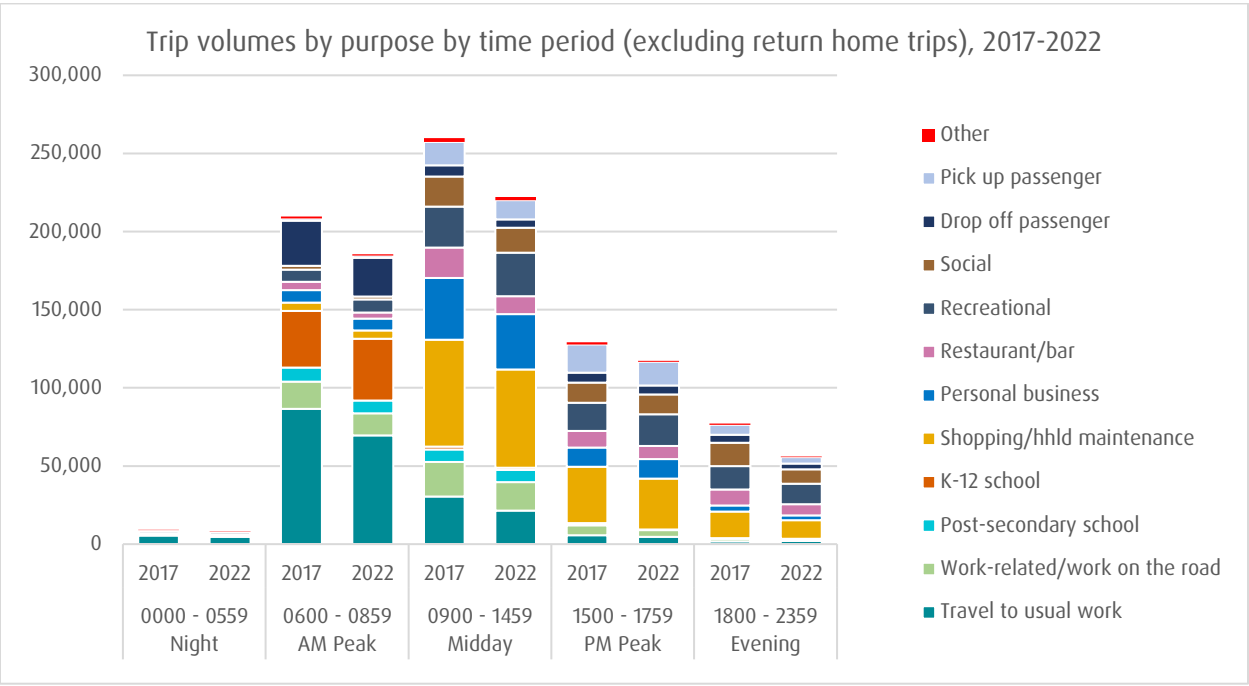


Table 32. Trip volumes by trip purpose by time period, 2022, with change from 2017

	Night 0000 - 0559 (6 hours)	AM Peak 0600 - 0859 (3 hrs)	Midday 0900 - 1459 (6 hrs)	PM Peak 1500 - 1759 (3 hrs)	Evening 1800 - 2359 (6 hrs)	24-Hour Total
Total Trips	12,400	200,000	337,100	294,700	151,600	995,900
Travel to usual work	4,600	70,100	21,400	4,700	2,000	102,700
Work-related/work on the road	700	14,100	18,200	4,200	1,200	38,400
Post-secondary school	100	8,300	7,900	300	200	16,800
K-12 school	0	39,300	1,400	100	100	40,900
Shopping/hhld maintenance	0	5,300	62,500	32,300	11,900	112,200
Personal business	700	7,600	35,100	12,400	3,100	58,800
Restaurant/bar	100	3,800	11,500	8,400	7,200	31,200
Recreational	1,300	8,200	27,800	20,000	13,100	70,400
Social	300	1,800	15,900	12,600	9,200	39,700
Drop off passenger	200	24,900	5,400	5,900	3,800	40,100
Pick up passenger	100	1,400	12,300	15,100	4,300	33,100
Other	100	700	2,100	800	300	3,900
Return home	4,300	14,400	115,700	177,800	95,300	407,500
Difference from 2017						
Total Trips	-1,900	-20,600	-30,600	-20,200	-35,000	-108,500
Travel to usual work	-1,000	-16,500	-9,000	-1,000	0	-27,500
Work-related/work on the road	0	-3,200	-3,800	-2,100	-400	-9,500
Post-secondary school	100	-700	-100	-900	-200	-1,900
K-12 school	-100	3,000	-500	0	100	2,500
Shopping/hhld maintenance	-100	200	-5,900	-3,700	-5,100	-14,700
Personal business	600	-500	-4,400	0	-800	-5,000
Restaurant/bar	-100	-1,400	-7,800	-2,100	-3,100	-14,600
Recreational	0	500	1,400	2,000	-1,800	2,100
Social	200	-700	-3,300	-400	-5,700	-9,900
Drop off passenger	-500	-3,900	-1,800	-600	-1,300	-8,200
Pick up passenger	0	-100	-2,600	-2,800	-2,000	-7,500
Other	-100	-400	-500	-500	-500	-2,100
Return home	-1,000	3,200	7,800	-8,000	-14,300	-12,300
% difference						
Total Trips	-14%	-9%	-8%	-6%	-19%	-10%
Travel to usual work	-17%	-19%	-30%	-18%	+3%	-21%
Work-related/work on the road	+3%	-19%	-17%	-33%	-24%	-20%
Post-secondary school	*	-8%	-2%	-73%	-44%	-10%
K-12 school	*	+8%	-27%	*	*	+7%
Shopping/hhld maintenance	*	+4%	-9%	-10%	-30%	-12%
Personal business	*	-6%	-11%	0%	-20%	-8%
Restaurant/bar	-47%	-27%	-40%	-20%	-30%	-32%
Recreational	0%	+6%	+5%	+11%	-12%	+3%
Social	*	-27%	-17%	-3%	-38%	-20%
Drop off passenger	-70%	-14%	-26%	-10%	-26%	-17%
Pick up passenger	*	-4%	-18%	-16%	-32%	-19%
Other	-60%	-38%	-20%	-39%	-64%	-35%
Return home	-19%	+29%	+7%	-4%	-13%	-3%

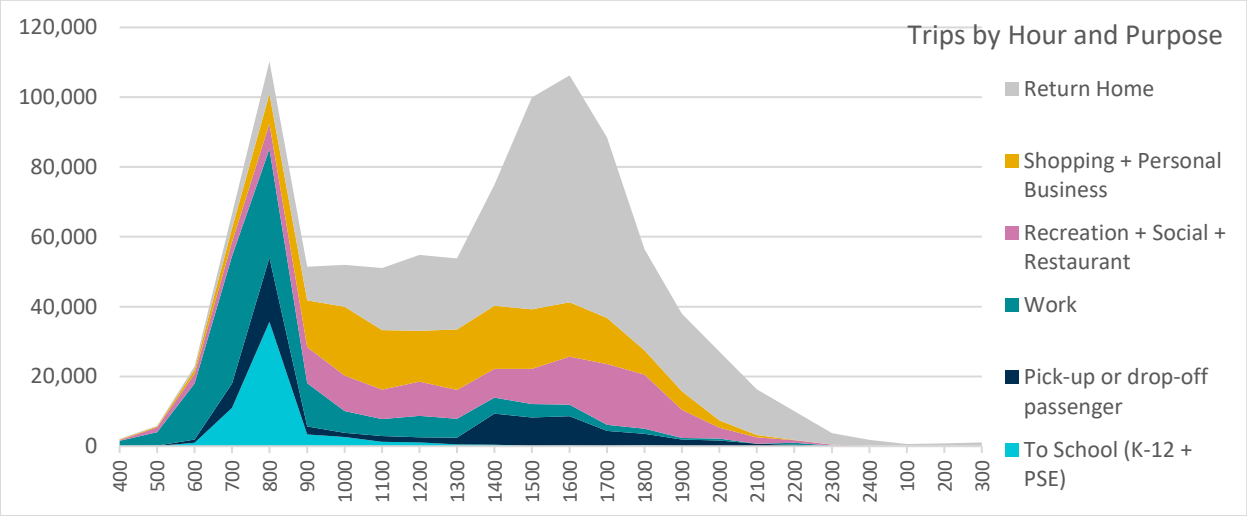
* Comparison suppressed due to very small sample size in cell in at least one survey year

4.3.3 Trip purpose by start hour

Figure 65 looks at the distribution of trip purposes by time of day (by hour according to the time the trip started). Some of the trip purposes have been grouped together in the chart for clarity.

The results show a concentration of work, to school and pick-up and drop-off trips that dominates the AM peak period. After the AM peak period, shopping and personal business begin to increase, peaking in the hour beginning at 2 pm. Recreation, social and restaurant trips also increase, peaking in the hour beginning at 5 pm. All these purposes taper off significantly by the early evening. In the meantime, the return home trip builds after the AM peak period and dominates and peaks during the PM peak period.

Figure 65. Trip purpose by start hour, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

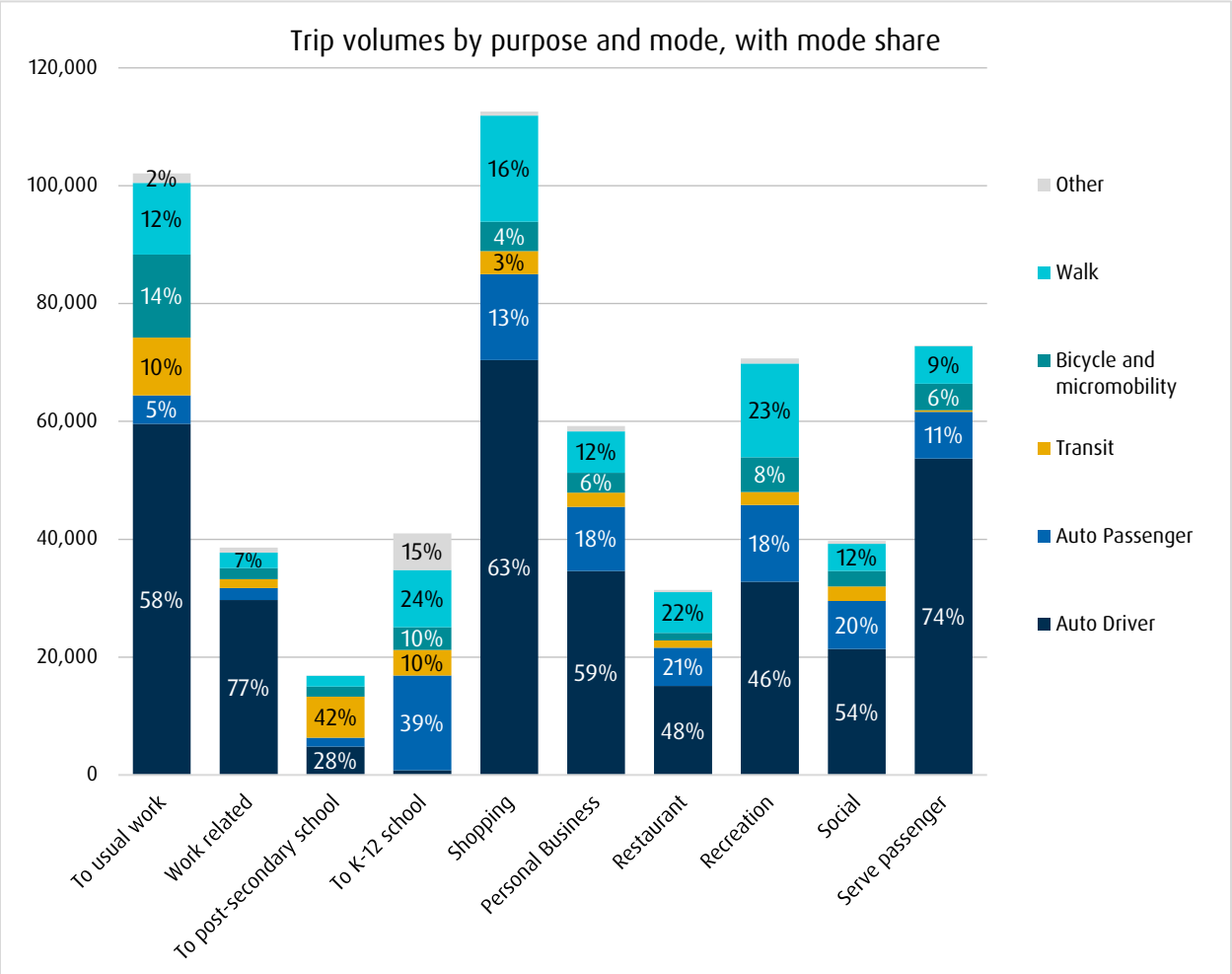
4.3.4 Trip purpose by travel mode

Figure 66 and Table 33 break down trip purpose by travel mode and modal share:

- Auto driver dominates all trip purposes except those for going to K-12 (secondary) or post-secondary schools. The greatest auto driver volumes occur for shopping trips (70,400 daily trips) and to the usual workplace (60,100 trips; this volume rises to 89,800 trips if combined with work-related trips).
- The very low proportions of auto passengers for work and work-related trips indicate that most trips for these purposes are made as single-occupant auto commutes. Auto passengers feature more prominently in other purposes, notably a 39% share for K-12 commutes. Auto passengers also are important for discretionary activities that are done with others – for example, 21% for restaurant trips.

- The transit share is highest for post-secondary students, at 42% of their commutes. For work and K-12 school commutes, the transit share is 10%.
- The shares of walk trips are highest for K-12 school commutes (24% or 9,700 trips), recreation (22% or 15,900 trips), restaurant (22% or 6,800 trips), shopping (16% or 18,000 trips) and the work commute (12%, or 12,100 trips).
- The shares of trips by bicycle and micromobility modes are highest for the work commute, at 14% or 14,200 trips. Ten percent of K-12 and post-secondary school commutes are also by these modes.

Figure 66. Trip purpose by travel mode, 2022



All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

Table 33. Details of trip purpose by travel mode, 2022

	Trips	Auto Driver	Auto Passenger	Transit	Bicycle and micromobility	Walk	Other
To usual work	102,700	59%	5%	10%	14%	12%	2%
Work related	38,400	77%	5%	4%	5%	7%	2%
To post-secondary school	16,800	29%	9%	42%	10%	10%	0%
To K-12 school	40,900	2%	39%	10%	10%	24%	15%
Shopping	112,200	62%	13%	4%	4%	16%	1%
Personal Business	58,800	59%	18%	4%	6%	12%	1%
Restaurant	31,200	48%	21%	4%	4%	22%	1%
Recreation	70,400	46%	19%	3%	8%	22%	1%
Social	39,700	53%	21%	6%	7%	12%	1%
Serve passenger	73,200	74%	11%	0%	6%	9%	0%
Other	3,940	15%	33%	2%	2%	24%	24%
Return home	407,460	52%	15%	6%	8%	16%	2%
RPA Total	995,900	54%	15%	6%	8%	15%	2%

All trips made in the RPA by persons 5+, including Salt Spring Island residents' trips.

4.4 Vehicle use

Vehicle occupancy is an indicator of the efficiency of vehicle use – that is, whether vehicles are occupied by the driver alone or safely carrying passengers as well. Figure 67 and Table 34 report the number of occupants in personal vehicles. **The single-occupant (drive alone) trip dominates.** Three-quarters of vehicle trips are occupied by the driver alone (73.2%). Another one-fifth have two occupants (20.7%), with the remaining 6.1% carrying three or more occupants. Combined, these **multi-person trips represent just under half of all vehicle trips (45.6%)**. Even with the overall reduction in total trips, **the 2022 distributions are largely unchanged from those of 2017**, except that the 4+ category has dropped from 6.0% to 4.3% when measured in terms of person-trips and from 1.9% to 1.4% in terms of vehicle-trips.

The **average vehicle occupancy is 1.35 persons per vehicle**, which is a modest decline from the 2017 average of 1.37 persons per vehicle. It should be noted that these rates are derived from the survey responses. These occupancies may include very young children in the respondent's household, whose trips were not surveyed. They may also include carpools made with people from other households, whose trips were surveyed only if that household was also sampled.

Figure 67. Weekday daily average report vehicle occupancy, 2022

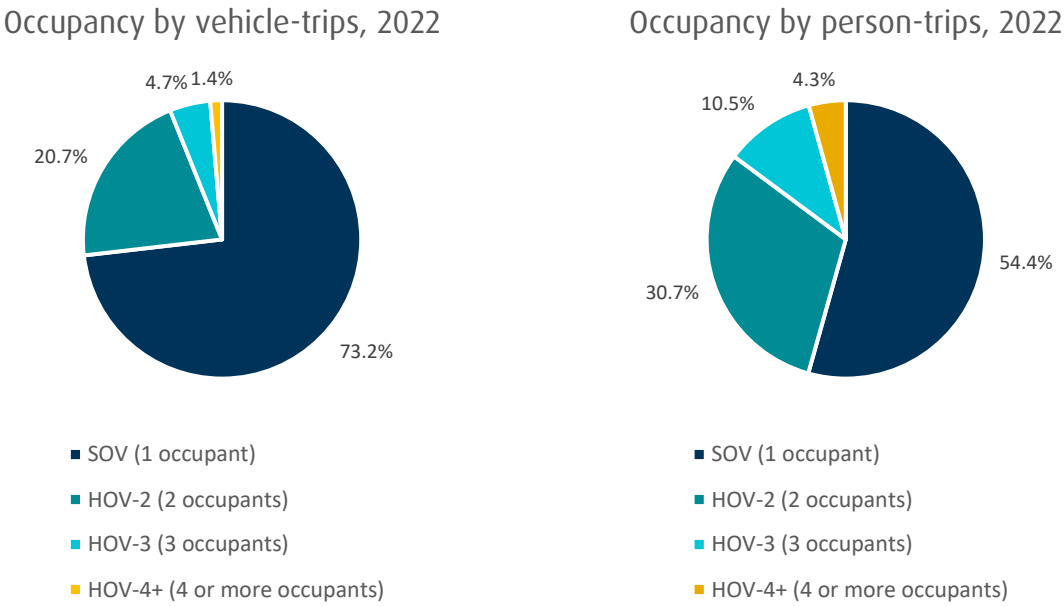


Table 34. Details of weekday daily average reported vehicle occupancy, 2022 and 2017

Vehicle Occupancy	Vehicle-Trips	%	*% in 2017*	Person-Trips	%	*% in 2017*
SOV (1 occupant)	389,400	73.2%	*72.2%*	389,800	54.4%	*52.7%*
HOV-2 (2 occupants)	110,100	20.7%	*21.1%*	220,100	30.7%	*30.8%*
HOV-3 (3 occupants)	25,100	4.7%	*4.8%*	75,400	10.5%	*10.6%*
HOV-4+ (4 or more occupants)	7,400	1.4%	*1.9%*	31,100	4.3%	*6.0%*
Total	532,400	100%	*100%*	716,400	100%	*100%*

All values are from the 2022 survey, except for the values in *italics*, which are included from the 2017 survey for comparison.
Vehicle trips includes trips with primary mode of auto driver as well as transit trips with an auto driver access mode.
Person trips indicates the total number of people conveyed by the vehicle trips, including the vehicle drivers.
SOV = single occupant vehicle, HOV = high-occupancy vehicle.

Respondents who used sustainable modes were asked if a vehicle was available for their trip. To reduce survey response burden, this question was only asked for trips leaving home via a sustainable mode.[36] Table 35 summarizes the findings. Vehicles were available for 87% and more of walking and cycling trips and for 81% of 'other' trips. This is consistent for the generally shorter trips made on foot and on bicycle, compared with those that can be made in a vehicle (i.e., the vehicle is not a competitor for many of these trips). However, vehicles were available only for two-thirds (65%) of transit trips – meaning one-third of riders do not have access to a vehicle for their trip, which may be of a distance that is not practical for many pedestrians and cyclists. The proportions of vehicle availability were greater than those observed in 2017, which were 62% of transit users, 81% of cyclists, 86% of walkers, and 75% of others. These differences suggest that more travellers may be selecting an alternative to driving as a deliberate, sustainable choice – further research would be needed to ascertain the factors behind their choices.

Table 35. Weekday daily vehicle availability for this trip, 2022

Was a vehicle available for this trip?	Primary Mode					Total
	Transit	Bicycle	E-Bike or E-Micromobility	Walk	Other*	
Yes	65%	87%	90%	87%	81%	84%
No	35%	13%	10%	13%	19%	16%
Total	100%	100%	100%	100%	100%	100%
Expanded trips for which question was asked	11,800	17,500	7,800	37,700	500	75,300
Expanded trips for which question was not asked	47,000	36,500	16,900	111,900	2,100	217,100

In this table, Other includes harbour ferry, other marine, taxi, personal micromobility device (e.g., skateboard) and other modes not elsewhere classified. Other excludes BC Ferries, motorcycle, airplane, HandyDART and school bus, for which the question was not asked. Interpret other with extreme caution due to very small sample size. Excludes trips for which primary mode was ferry, airplane, HandyDART, or school bus.

[36] I.e., the question was not asked again for each subsequent trip made via a sustainable mode by the same person unless they returned home and left home again via another sustainable mode.

4.5 Transit trips

Table 36 summarizes the characteristics of transit use, including the number of transit routes used and the modes used to access transit.

The survey results suggest that in the fall of 2022, about 61,400 transit trips were made each weekday by residents living in private dwellings and, when considering transfers, these trips involved around 75,400 bus boardings. It may be noted that these figures are somewhat less than BC Transit boarding counts for the same period.[37] As the survey sample frame comprised occupied private dwellings, the survey does not include the transit trips made by students living in residence on campus, visitors to the area or unhoused people. Accordingly, it may be possible that the survey data under-represent transit users.

One in five (21%) of all transit trips required a transfer. The need to transfer was highest in the Saanich Peninsula at 29% of all transit trips and in West Shore at 24% of all transit trips, though it can be noted that these residents generated 17% of all transit rides. The transfer rate was lowest among City of Victoria residents, at 12% of their transit trips: Victoria residents made 36% of all transit trips.

Most (95%) transit users accessed their bus on foot. Another 3.3% accessed by automobile, whether as a driver (1.8%) or as a passenger (1.5%). A further 1.5% used their bicycle to access transit. Non-foot access proportions were significantly higher in the suburban communities, especially in West Shore: Driver-access proportions increased to 8.3% in the Saanich Peninsula and 5.8% in West Shore, with passenger access in West Shore reaching another 6.5% of transit trips. Another 3.6% of West Shore riders accessed their bus on bicycle. Combined, the non-foot access trips represent 400 transit trips made by Saanich Peninsula residents and 1,150 transit trips made by West Shore residents.

Survey respondents who accessed transit via automobile (whether as a passenger or a driver) were asked whether they used an official Park & Ride location. Of those with valid responses (excluding those who answered "don't know"), only 26% indicated that they used one of the four official Park & Ride locations in the CRD, with this percentage being 20% for passenger-access transit trips and 30% for drive-access transit trips. This suggests

[37] BC Transit data for Fall 2022 suggest that there were around 89,990 boardings in October and 84, 470 in November. The majority (78%) of the CRD OD surveys were completed by October 31, 2022, thus the BC Transit comparison would be to a weighted average between October and November of about 90,970 boardings, with the survey results representing 83% of these boardings. Whether survey respondents under-reported the actual routes they took, the methodology of the BC Transit boarding counts, the extent to which people outside the survey frame make transit trips and whether the survey sample under-represents transit users despite data weighting for various household and demographics characteristics may all be factors in the difference between the BC Transit counts and the expanded survey results.

considerable informal parking arrangements for those who drive to transit (such as parking on the street in residential areas, malls, other public facilities or other kinds of parking lots). Some caution should be exercised when considering the results for Park & Ride responses, given the small number of trips for which answers were given (n<100).

Table 36. Characteristics of transit use, 2022

	RPA	Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Transit Trips	61,400	3,100	51,100	7,200	21,800	19,800	4,300
Boardings *	75,400	4,000	61,600	9,700	24,800	24,400	5,700
Avg. Boardings per Transit Trip	1.23	1.29	1.21	1.35	1.13	1.23	1.30
# of buses taken (% of trips)							
1 route (no transfers)	79.0%	71.4%	80.7%	70.6%	87.5%	78.3%	73.4%
2 routes (1 transfer)	19.7%	28.7%	18.6%	24.2%	11.9%	20.7%	23.8%
3 or more routes (2 or more transfers)	1.2%	0.0%	0.7%	5.2%	0.6%	1.0%	2.8%
Transit Access (% of trips)							
Walk-Access Transit	95.3%	87.1%	97.4%	84.1%	97.3%	97.1%	91%
Drive-Access Transit	1.8%	8.3%	0.8%	5.8%	0.8%	0.8%	2%
Drive-Access Transit - Passenger	1.5%	2.7%	0.7%	6.5%	0.5%	1.0%	3%
Bicycle-Access Transit	1.5%	1.9%	1.1%	3.6%	1.3%	1.0%	4%
Other Access Mode	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%

* See footnote 37 earlier in this section for comparison to BC Transit's boarding counts.

4.6 Inter-district flows

Table 37 summarizes the total 24-hour flows form and to the 18 districts within the RPA. Figure 68 and Table 38 present the prominent 'desire lines' (origin-destination flows) among the RPA districts. The origin-destination matrices in Chapter 5 provide a complete breakdown of these flows.

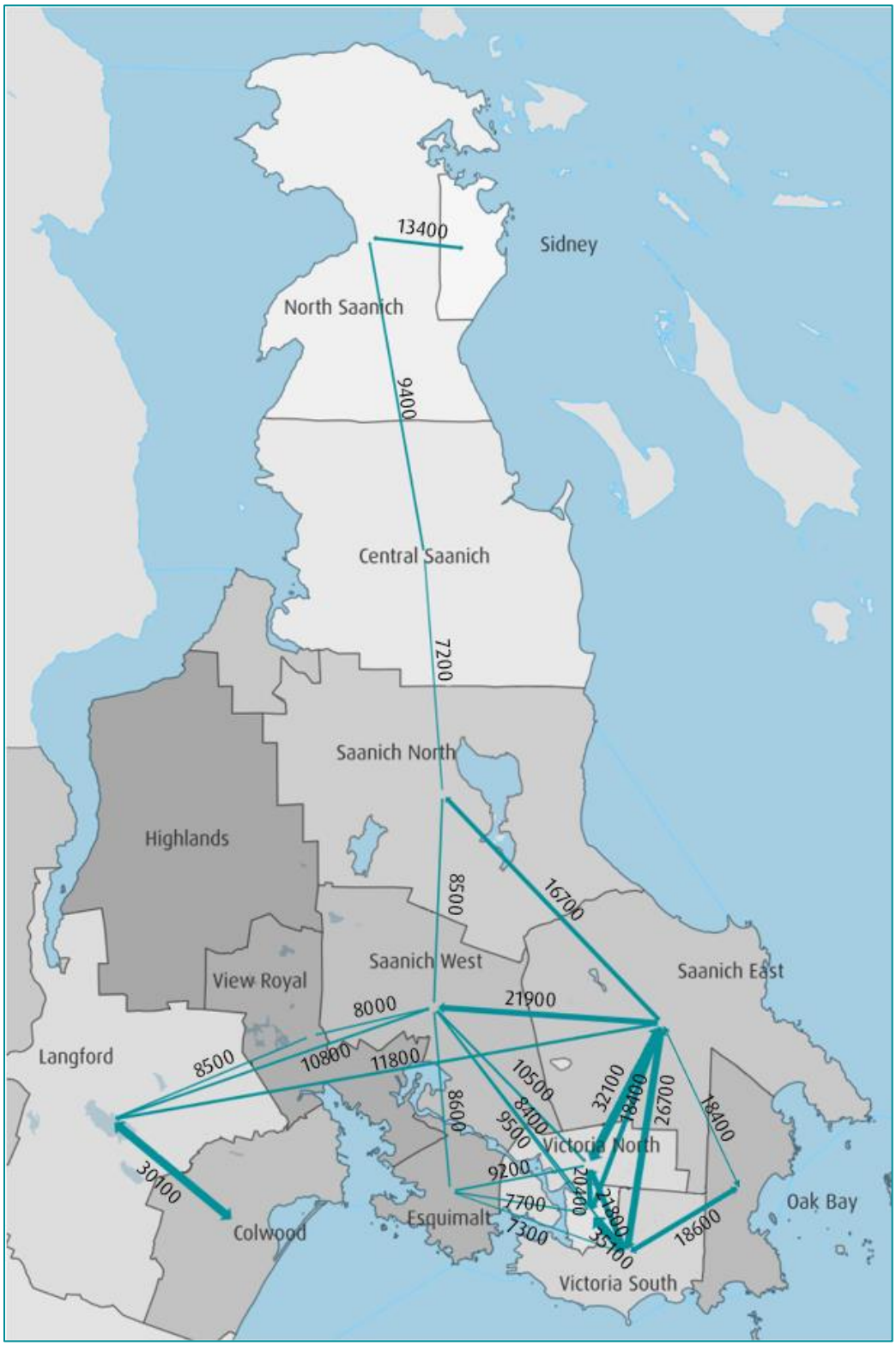
Saanich East is the top generator and receiver of trips to and from other districts, at 180,800 person-trips (daily two-way total) or 14.7% of all inter-district trips. **Victoria South, Victoria North and Downtown are also prominent**, at 11.4%, 10.4% and 9.4% of all trips. Overall, the rankings and **relative importance of the districts are consistent with those of 2017**, although **most inter-district trip volumes have contracted significantly** (e.g., -34% between Downtown and Saanich East). However, **trips to and from Langford and Colwood have increased**, with Langford now capturing 8.8% of all inter-district trips and Colwood's share now at 5.1%.

Table 37. Overview of 24-hour inter-district trips (trips generated or received by districts)

District		Internalized (Trips Entirely Within District)	Inter-District Flows			
			From District to Other RPA Districts	To District From Other RPA Districts	Two-Way Total	% of Total Two-Way Inter-District Trips
2	Sidney	12,900	15,800	15,600	31,400	2.6%
3	North Saanich & FNs	7,600	22,200	21,500	43,700	3.6%
4	Central Saanich & FNs	18,300	23,700	23,900	47,600	3.9%
5	Downtown	21,000	57,200	57,600	114,800	9.4%
6	Victoria North	21,800	63,700	63,300	127,100	10.4%
7	Victoria South	46,200	69,800	69,800	139,500	11.4%
8	Saanich North	13,500	28,200	28,200	56,400	4.6%
9	Saanich East	82,700	90,500	90,300	180,800	14.7%
10	Saanich West	19,900	50,000	50,300	100,200	8.2%
11	Oak Bay	16,900	29,200	29,400	58,600	4.8%
12	Esquimalt	13,500	29,400	29,800	59,200	4.8%
13	View Royal & FNs	7,000	24,000	23,800	47,800	3.9%
14	Highlands	200	2,800	2,700	5,500	0.4%
15	Langford	54,800	54,000	54,200	108,300	8.8%
16	Colwood	14,900	31,600	31,300	62,800	5.1%
17	Metchosin & FN	1,500	6,300	6,300	12,600	1.0%
18	Sooke District & FNs	17,400	10,000	10,000	19,900	1.6%
19	Juan de Fuca Electoral Area & FNs	900	5,200	5,100	10,300	0.8%
	Total Trips	371,200	613,300	613,200	613,300	100.0%

Includes only trips entirely within the RPA made by residents of the RPA and Salt Spring Island. Excludes approximately 12,900 trips to/from Salt Spring Island and external areas (i.e., excludes districts 1, 20, 21).

Figure 68. Prominent desire lines in the Regional Planning Area – top 24 two-Way inter-district flows, 2022



Only inter-district flows of at least 7,000 estimated daily trips are depicted.

Table 38. Top 25 inter-district flows

	Districts	24-hour two-way flows			
		2017	2022	diff (#)	diff (%)
5 <-> 7	Downtown <-> Victoria South	45,100	35,100	-10,000	-22%
6 <-> 9	Victoria North <-> Saanich East	37,400	32,100	-5,300	-14%
15 <-> 16	Langford <-> Colwood	27,100	30,100	+3,000	+11%
7 <-> 9	Victoria South <-> Saanich East	30,500	26,700	-3,800	-12%
9 <-> 10	Saanich East <-> Saanich West	25,800	21,900	-3,900	-15%
6 <-> 7	Victoria North <-> Victoria South	25,500	21,800	-3,700	-15%
5 <-> 6	Downtown <-> Victoria North	23,400	20,400	-3,000	-13%
7 <-> 11	Victoria South <-> Oak Bay	21,100	18,600	-2,500	-12%
5 <-> 9	Downtown <-> Saanich East	27,900	18,400	-9,500	-34%
9 <-> 11	Saanich East <-> Oak Bay	22,500	18,400	-4,100	-18%
8 <-> 9	Saanich North <-> Saanich East	19,800	16,700	-3,100	-16%
2 <-> 3	Sidney <-> North Saanich & FNs	15,200	13,400	-1,800	-12%
9 <-> 15	Saanich East <-> Langford	10,600	11,800	+1,200	+11%
10 <-> 15	Saanich West <-> Langford	7,500	10,800	+3,300	+44%
6 <-> 10	Victoria North <-> Saanich West	12,900	10,500	-2,400	-19%
7 <-> 10	Victoria South <-> Saanich West	7,600	9,500	+1,900	+25%
3 <-> 4	North Saanich & FNs <-> Central Saanich & FNs	13,200	9,400	-3,800	-29%
6 <-> 12	Victoria North <-> Esquimalt	11,900	9,200	-2,700	-23%
10 <-> 12	Saanich West <-> Esquimalt	8,400	8,600	+200	+2%
8 <-> 10	Saanich North <-> Saanich West	11,000	8,500	-2,500	-23%
5 <-> 10	Downtown <-> Saanich West	12,800	8,400	-4,400	-34%
10 <-> 13	Saanich West <-> View Royal & FNs	7,600	8,000	+400	+5%
5 <-> 12	Downtown <-> Esquimalt	7,600	7,700	+100	+1%
4<->8	Central Saanich & FNs <-> Saanich North	7,600	7,200	-400	-5%
7<->12	Victoria South <-> Esquimalt	7,600	7,300	-300	-4%

Figure 69 and Table 39 examine internalized travel – that is, trips made within the same district as a traveller's residence. This is a measure of the accessibility of activities, such as work, school and shopping, relative to a travellers' place of residence. A closer proximity of these activities to one's home can be more conducive to sustainable transportation alternatives to driving alone, especially walking and cycling. Almost half the trips generated by residents of Sooke District and First Nations and Saanich East remain in the same district, at 48% and 46% respectively. Highlands, Juan de Fuca Electoral Area and First Nations and Metchosin and First Nation have the lowest internalization rates, at 3%, 7% and 12% respectively.

Figure 69. Internalization of trips by home district, 2022

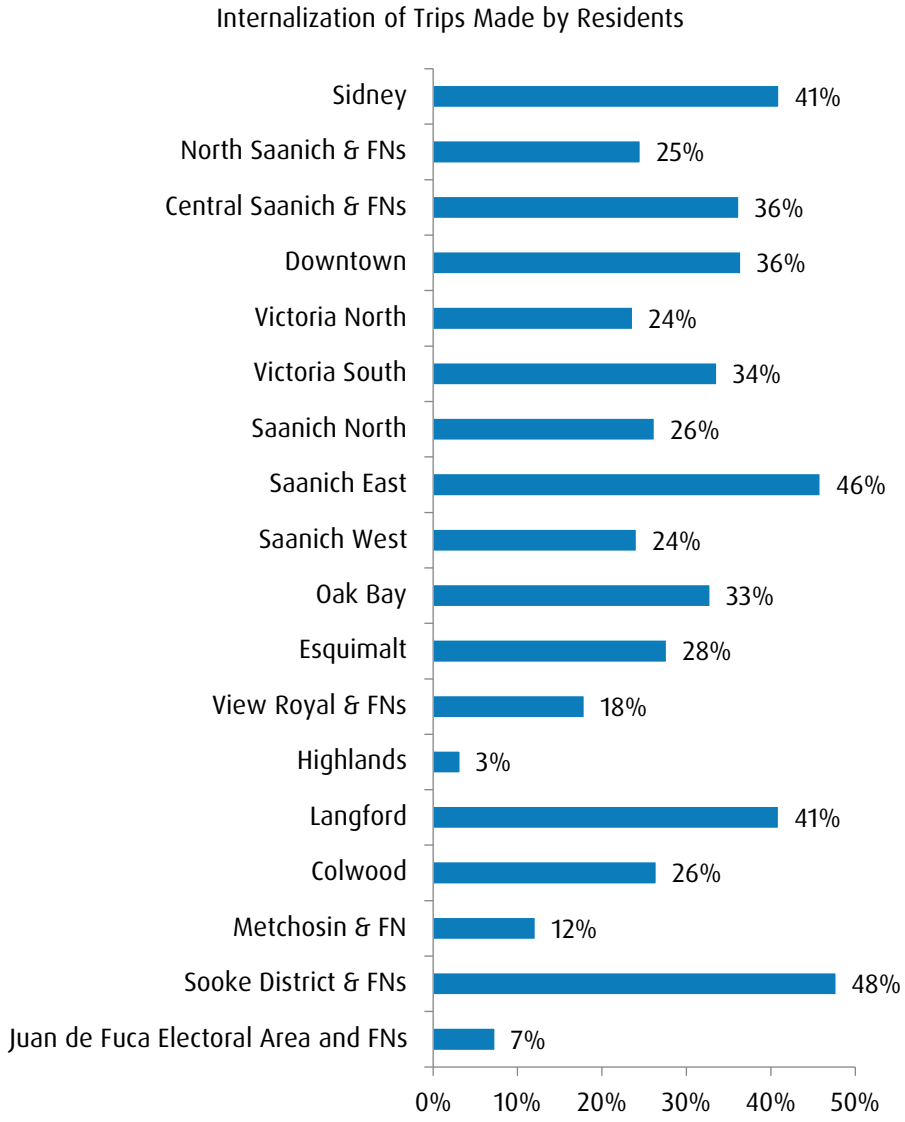


Table 39 breaks down the internalization of trips by purpose: home-based work (HBW), home-based school (HBS)[38] and home-based other (HBO, e.g., including shopping trips). Because these trips start or end at home, they do not capture all activity. For example, a trip to or from school that has been interrupted by a stop along the way (non-home-based) is not included in this analysis. Nonetheless, the table provides a good indicator of the extent of internalization:

- **Proximity to the workplace is greatest for Downtown residents,** at 36% of all HBW trips. However, in absolute terms, Saanich East, Langford and Victoria South have the

[38] HBS includes home-based trips to and from elementary and secondary schools but excludes trips to post-secondary schools, which fall under the HBO category.

greatest numbers of internalized HBW trips, at 8,800, 5,900 and 5,700 HBW trips each.[39]

- **Most districts have a high proximity rate to elementary and secondary schools,** which is consistent with these schools being constructed close to where students live. There are some notable exceptions, such as Sidney, Downtown, Highlands and Juan de Fuca Electoral Area and First Nations, whose internalized HBS rates are at or are approaching 0%. Saanich East has the greatest number of internal HBS trips, at 20,000 trips.
- **Most districts have good proximity rates to HBO activities,** which similarly reflects the availability of shopping, restaurants, recreational activities and other activities close to where people live. Saanich East and, Victoria South, and Langford have the highest numbers of internalized HBO trips, at about 41,400, 30,700 and 29,700 internal HBO trips.

Table 39. Details of top 25 internalized (within) district flows, 2022

	Total Trips Made by Residents of Area		HBW Trips Made by Residents of Area		HBS Trips Made by Residents of Area		HBO Trips Made by Residents of Area	
District of Residence	Trips Made by Residents	% Internal to Home District	HBW Trips	% Internal to Home District	HBS Trips	% Internal to Home District	HBO Trips	% Internal to Home District
Sidney	28,070	41%	4,450	32%	1,440	0%	17,500	50%
North Saanich & FNs	27,940	25%	4,540	19%	2,300	32%	15,720	30%
Central Saanich & FNs	46,990	36%	10,190	21%	4,640	70%	24,480	41%
Downtown	35,020	36%	9,340	35%	1,220	4%	17,420	44%
Victoria North	78,820	24%	17,970	15%	6,510	19%	40,540	34%
Victoria South	127,160	34%	23,620	24%	9,660	32%	72,060	43%
Saanich North	47,340	26%	7,940	17%	5,110	47%	25,750	32%
Saanich East	168,460	46%	32,400	27%	23,500	85%	85,460	48%
Saanich West	77,790	24%	16,230	12%	7,990	55%	39,440	28%
Oak Bay	47,990	33%	5,290	10%	6,420	40%	28,960	40%
Esquimalt	43,920	28%	10,680	23%	3,550	38%	22,050	33%
View Royal & FNs	35,810	18%	6,910	9%	2,990	30%	18,860	24%
Highlands	6,260	3%	1,160	5%	670	0%	2,760	5%
Langford	117,720	41%	26,890	22%	12,250	47%	54,560	54%
Colwood	47,340	26%	10,600	13%	4,890	69%	22,550	30%
Metchosin & FN	11,050	12%	2,340	3%	1,110	33%	5,130	17%
Sooke District & FNs	35,430	48%	7,880	26%	3,310	80%	16,470	64%
Juan de Fuca EA and FNs	11,260	7%	2,370	7%	1,110	0%	5,190	12%

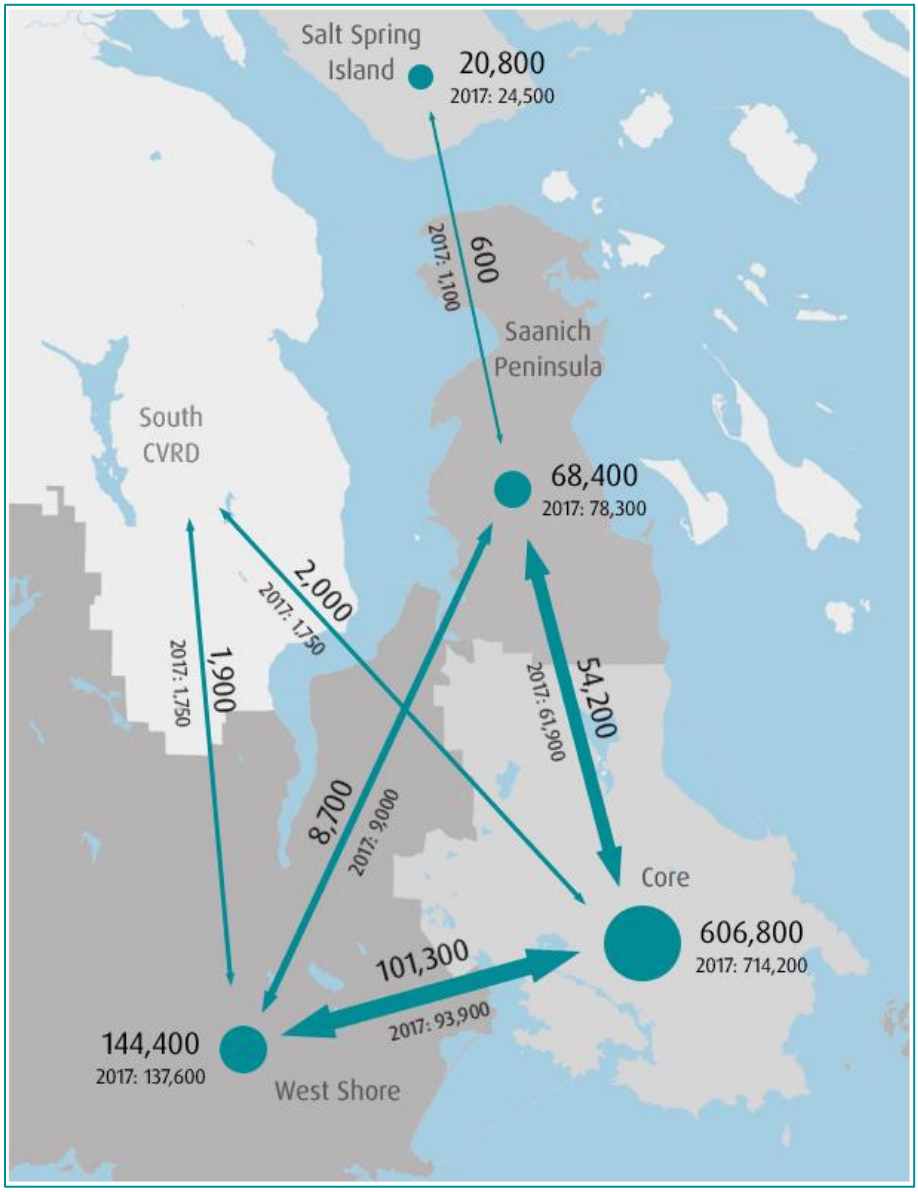
HBS, HBW and HBO trips include trips from home or returning to home. NHB trips are included in the total trips. However, NHB trips are not broken out separately. 'Internal' = both origin and destination are in the same district as the traveller's home.
Interpret with caution due to low n: Sidney HBS trips, Downtown HBS trips.

[39] Multiple of the total number of HBW trips generated in a district by the rate of internalization.

4.7 Inter-regional flows

Figure 70 and Table 40 profile inter-regional and internalized daily flows. Compared with 2017, internalized and inter-regional volumes have contracted, except for trips between the West Shore and the Core, which have increased by 8%, and a 5% increase in trips that are internal to West Shore. As shown in the previous section on inter-district flows (see Figure 68 and Table 38) the increase in travel to/from and within the West Shore is mainly driven by increases in trips to/from and within Langford.

Figure 70. 24-hour inter-regional flows and internalized trips, 2022



2017 volumes are shown in smaller font. Not depicted: 900 trips between Salt Spring Island and the Core (650), the West Shore (100) and the South CVRD (150); 500 trips between Saanich Peninsula and the South CVRD; a total of 6,900 trips between the study area sub-regions and external locations north of the South CVRD or on the Lower Mainland.

Table 40. Inter-regional and Internalized flows, 2022

Internalized Flows	2017			2022			Change		
	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak
Salt Spring Island Internal	24,500	3,900	6,900	20,800	3,200	6,300	-15%	-19%	-8%
Saanich Peninsula Internal	78,300	13,300	21,700	68,400	11,800	19,600	-13%	-11%	-10%
Core Internal	714,200	137,800	203,900	606,800	118,600	180,800	-15%	-14%	-11%
West Shore Internal	137,600	29,000	38,300	144,400	30,400	42,000	+5%	+5%	+10%
Inter-Regional Flows	**2017**			**2022**			**Change**		
	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak
Salt Spring Island → Saanich Peninsula	500	100	100	600	200	100	+35%	+43%	+53%
Saanich Peninsula → Salt Spring Island	600	100	300	700	100	200	+27%	-38%	-29%
Two-way Total	1,100	200	400	1,300	300	300	+31%	+12%	-12%
Saanich Peninsula → Core	31,000	8,000	8,200	27,500	6,000	7,900	-11%	-25%	-3%
Core → Saanich Peninsula	30,900	5,600	9,500	27,400	5,000	8,200	-11%	-12%	-14%
Two-way Total	61,900	13,600	17,700	54,900	10,900	16,100	+8%	+4%	+12%
West Shore → Core	47,400	18,200	8,000	50,900	18,100	10,600	+8%	-1%	+33%
Core → West Shore	46,500	5,100	19,800	50,300	6,100	20,400	+8%	+19%	+3%
Two-way Total	93,900	23,300	27,800	101,300	24,300	31,000	-2%	+41%	-6%
West Shore → Saanich Peninsula	4,600	1,400	900	4,200	1,600	1,000	-8%	+10%	+1%
Saanich Peninsula → West Shore	4,400	300	2,000	4,600	800	1,800	+5%	+197%	-10%
Two-way Total	9,000	1,700	2,900	8,800	2,400	2,700	+26%	33%	+18%
External Flows	**2017**			**2022**			**Change**		
	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak	24-Hour	AM Peak	PM Peak
RPA → South CVRD	1,800	700	100	2,100	900	300	+18%	+32%	+167%
South CVRD → RPA	1,700	0	1,000	2,300	0	1,000	+35%	n/a	+2%
Two-way Total	3,500	700	1,100	4,400	900	1,200	+9%	-34%	-31%
Trips to/from RPA and other external locations (whether elsewhere on Vancouver Island, other Gulf Islands, or the mainland), two-way total.	5,700	1,100	1,500	6,400	700	1,100	+13%	-37%	-26%
Trips to/from Salt Spring Island and other external locations, two-way total*	600	100	200	500	100	100	-22%	-5%	-67%
Total RPA trips (to/from/within RPA)	1,104,300	220,700	314,900	995,900	200,000	294,700	-10%	-9%	-6%
Total Study Area Trips	1,129,400	224,700	322,000	1,017,200	203,300	301,100	-10%	-10%	-6%

Interpret flows with low numbers of trips with caution, as sample sizes may be very small.
Individual flows may add to more than the total trips. Trips between Core and Salt Spring and between West Shore and Salt Spring are counted twice since they contribute to flows between the Saanich Peninsula and Salt Spring Island as well as to flows between these sub-regions and the Saanich Peninsula. Trips between the Saanich Peninsula and the West Shore have not been counted twice, even if they might briefly pass through the eastern portion of the Core subregion.
* Includes trips external to the RPA (i.e., do not have either trip end within the RPA).
** It should be noted that the flows between the RPA and the southern CVRD are trips made by RPA residents. The flows do not include the daily trip flows associated with residents of the southern CVRD. In the 2017 survey, residents of the southern CVRD were not surveyed.

Table 41 and Figure 71 break down the internalized and inter-regional flows by mode. Auto driver makes up almost three-quarters of inter-regional flows, though its share drops to under two-thirds for internalized flows (and under half in the Core, where sustainable modes have a 39.7% share). Inter-regional auto passenger shares are highest for Salt Spring Island residents, at 23.8%, while West Shore's internalized rate of 20% is greater than its inter-regional rate of 16.3%.

Among sustainable modes, transit has the highest inter-regional shares, at up to 6.3% in the West Shore. Walking has the highest shares of internalized travel for all regions, reaching a high of 20.7% in the Core. The bicycle and micromobility shares are similar higher for internalized flows than for inter-regional flows and is greater than the internalized transit shares for all regions.

Internalized travel within the Core represents a significant portion of the region's daily travel, at 606,700 trips. As a result, it is important to note that mode shares have shifted slightly since 2017: auto driver and transit shares have dropped (50% to 46% and 9% to 8%, respectively), while walk and cycling shares have gone up (19% to 21% and 7% to 11%, respectively). The shifts may reflect the pandemic lockdowns and the ensuing adjustments in transit service and shifts in economic and other activity. Among inter-regional flows, the transit share to and from West Shore has dropped from 10% in 2017 to 6% in 2022.

Table 41. Internalized trips and inter-regional flows by sub-area – mode shares, 2022

Salt Spring Island	Daily Trips	Auto Driver	Auto Passenger	Transit	Bicycle/Micromob	Walk	Other
Internalized	20,800	63.0%	19.8%	1.3%	3.6%	8.2%	4.1%
Inter-regional	1,300	74.3%	23.8%	0.0%	0.0%	0.0%	1.9%
Saanich Peninsula	**Daily Trips**	**Auto Driver**	**Auto Passenger**	**Transit**	**Bicycle/Micromob**	**Walk**	**Other**
Internalized	68,400	61.0%	16.7%	1.3%	4.8%	11.7%	4.4%
Inter-regional	63,500	75.0%	15.9%	4.6%	2.3%	0.2%	2.0%
Core	**Daily Trips**	**Auto Driver**	**Auto Passenger**	**Transit**	**Bicycle/Micromob**	**Walk**	**Other**
Internalized	606,800	46.2%	12.8%	8.0%	10.9%	20.7%	1.3%
Inter-regional	156,200	72.4%	16.1%	6.2%	3.2%	0.3%	1.9%
West Shore	**Daily Trips**	**Auto Driver**	**Auto Passenger**	**Transit**	**Bicycle/Micromob**	**Walk**	**Other**
Internalized	144,400	59.8%	20.0%	1.3%	3.0%	10.7%	5.2%
Inter-regional	110,100	72.2%	16.3%	6.3%	3.2%	0.3%	1.7%

Figure 71. 24-hour inter-regional flows and internalized trips by sub-area – mode shares 2022

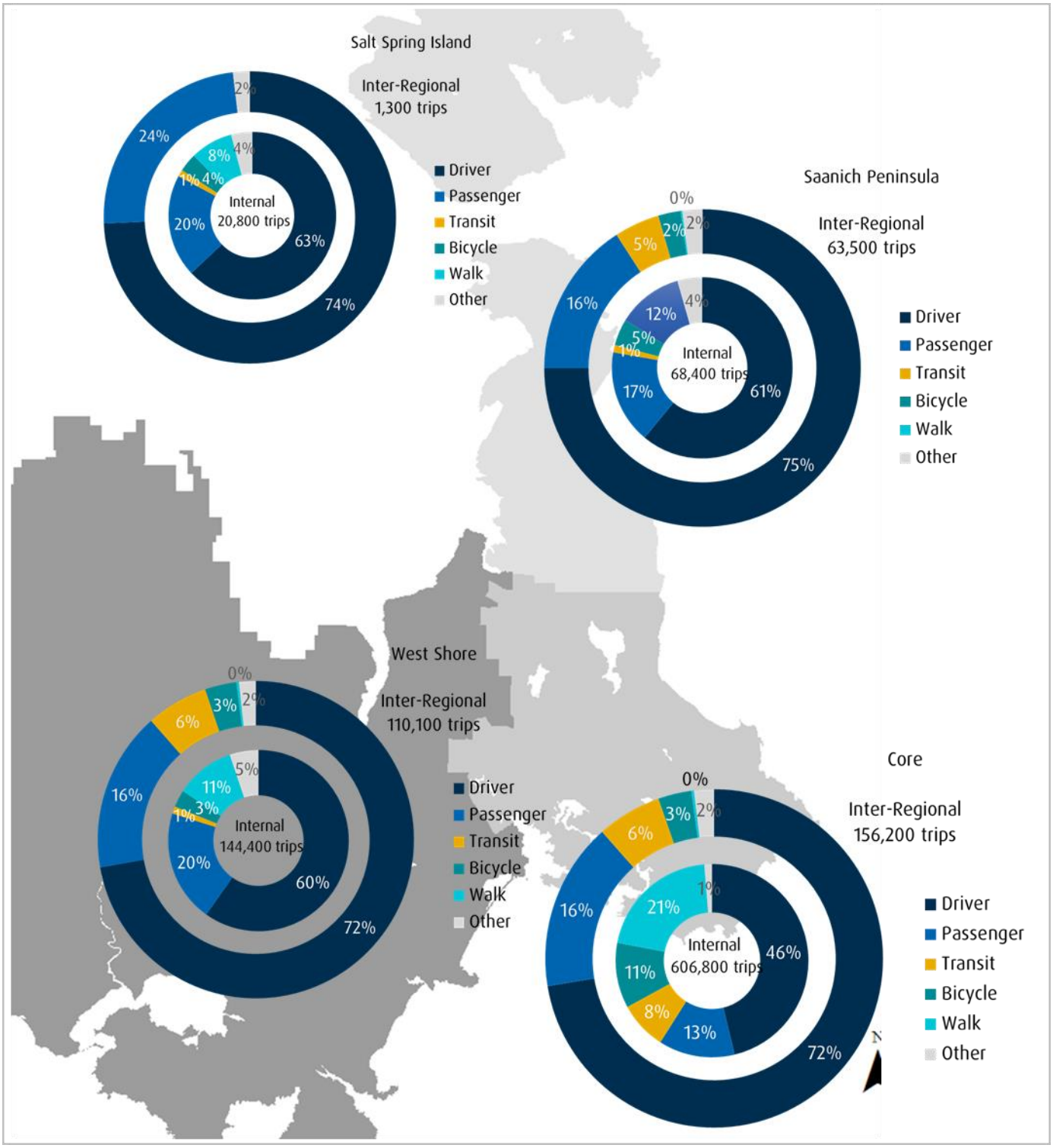
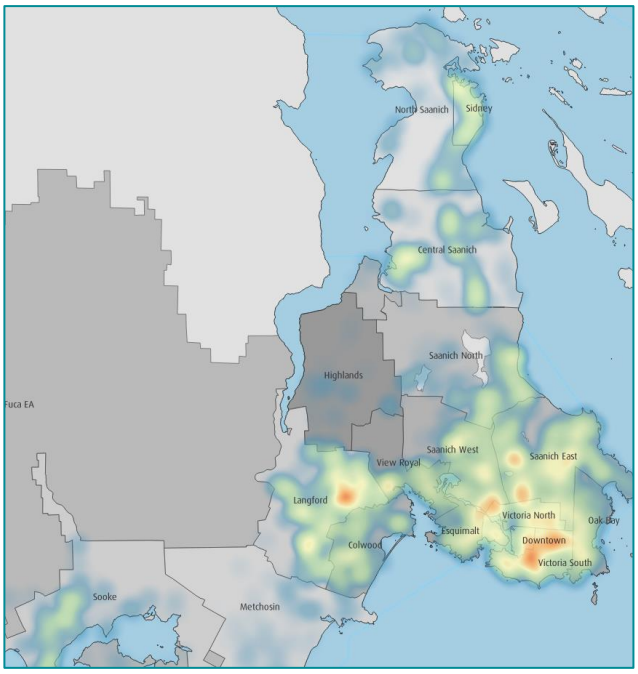


Figure 72 presents a series of heat maps that show the home and non-home locations (i.e., trip ends, whether origins or destinations) for auto, transit and cycling trips. The maps are based on the density of trip origins/destinations ('trip ends') per square kilometre. The heat scales are different for each mode, although they are the same for the home and non-home versions of each mode:

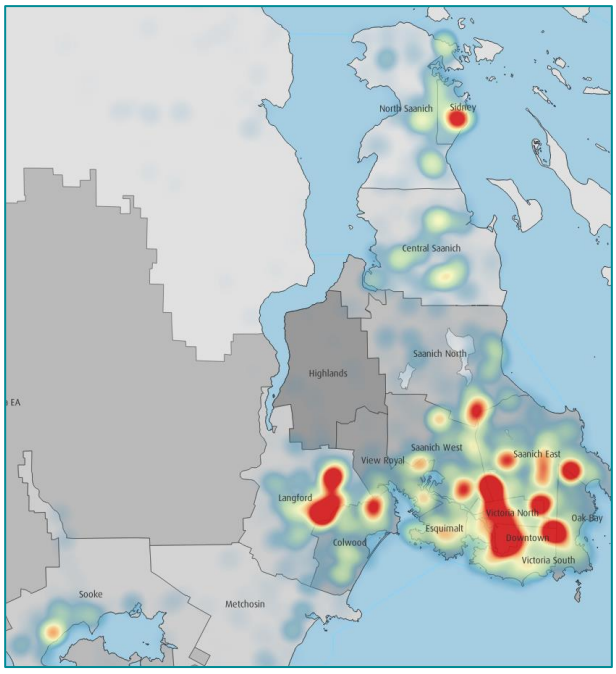
- **For auto trips, the home-end concentration of trip origins and destinations is relatively diffused,** compared with transit and cycling and compared also with non-home trip ends. The latter are concentrated in the commercial cores of Victoria, Langford and the major suburban communities across the region, as well as at the University of Victoria and other major activity generators.
- **Transit riders' homes are generally more concentrated in the core,** which is associated with higher densities of housing and a higher level of transit service, with some mode modest concentrations also in Langford and Colwood. There are significant concentrations of non-home transit trip ends at the University of Victoria and at the Camosun College Interurban campus – reflecting the importance of transit access to these generators. The other concentrations are at commercial areas, especially for non-home trip ends.
- **Cyclists' homes are also generally more concentrated in the core,** with some quite focused trip end concentrations at the University of Victoria, downtown and in the commercial areas in the core. Lesser concentrations can be seen in the more urbanized areas outside the core.

Figure 72. Heat maps of trip ends by mode, 2022

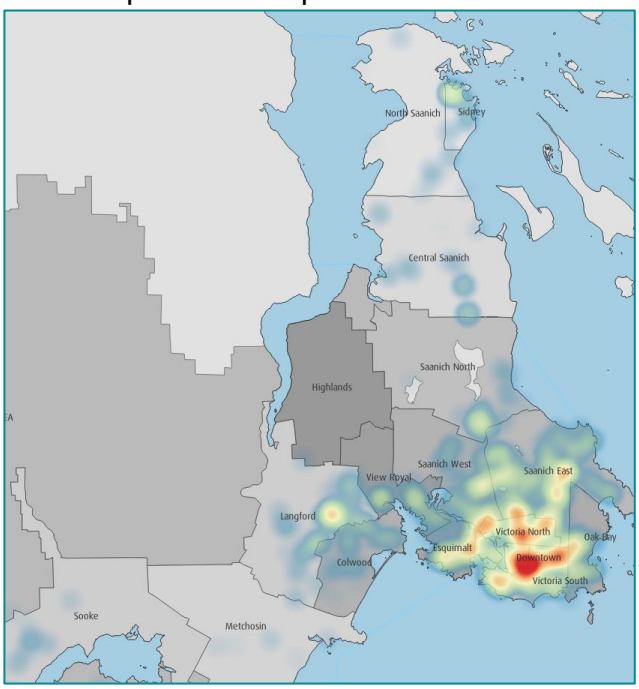
Auto trips – home trip ends



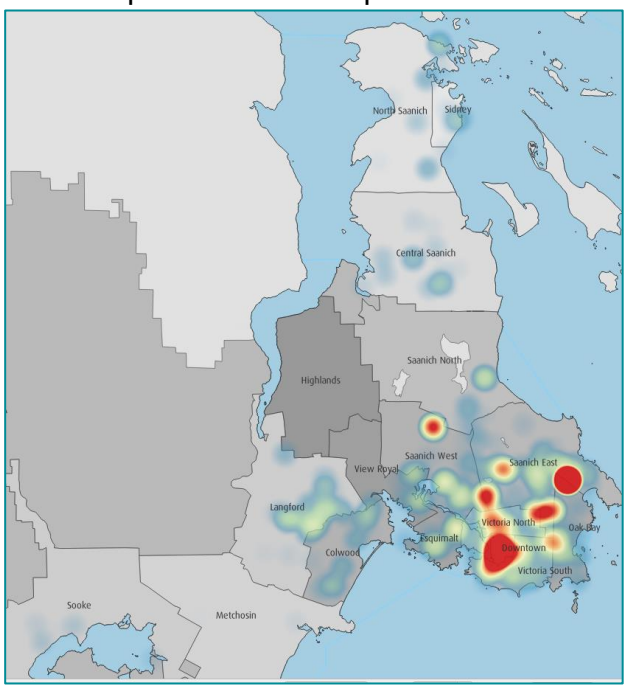
Auto trips – non-home trip ends



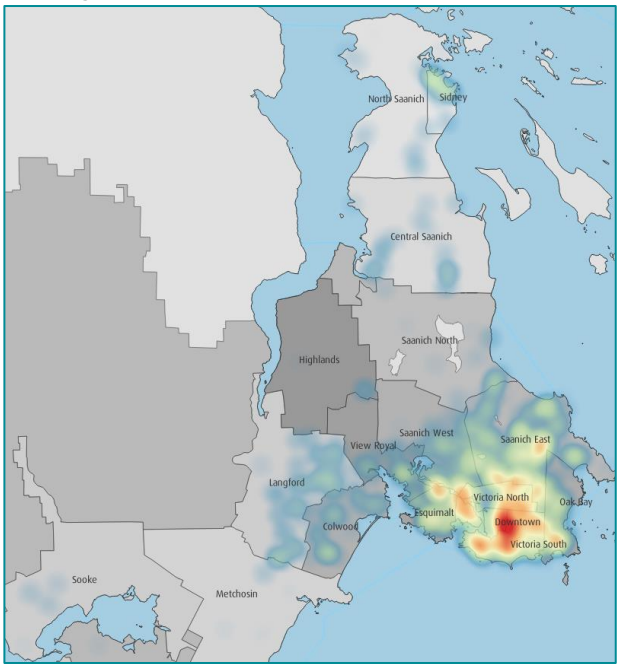
Transit trips – home trip ends



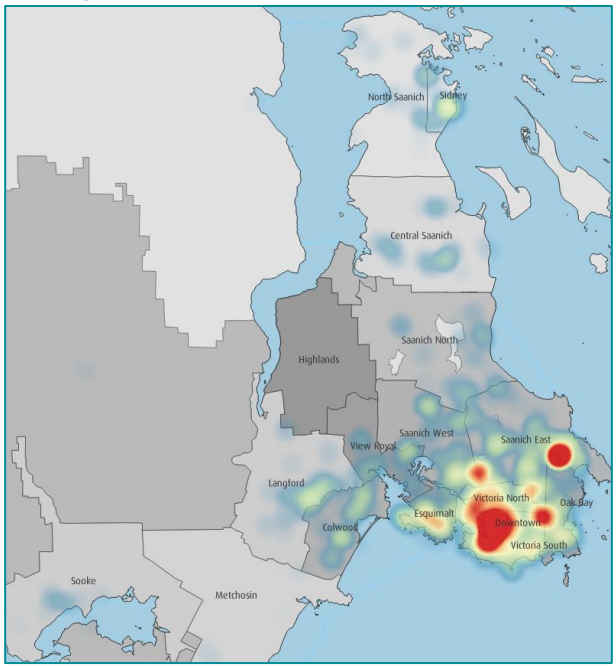
Transit trips – non-home trip ends



Cycling trips – home trip ends



Cycling trips – non-home trip ends



Heat maps for different modes use different maximum scales (number at which colour is bright red, collecting trip ends within a 1,500 m radius) in order to highlight the relative 'hot spots' for each mode type. Auto trips: maximum scale = 10,000 trip origins/destinations (or about 5,000 unique locations, considering most destinations are origins of subsequent trips and so are usually counted twice). Transit trips; maximum scale = 2,000 trip origins/destinations (about unique 1,000 trip locations). Bicycle trips: maximum scale = 2,500 trip origins/destinations (about 1,250 unique locations).

4.8 Walkable and bikeable trips

This section examines the extent to which trips made by auto or transit could feasibility have been made on foot or by bicycle instead. The analysis uses distance to assess 'walkability' and 'bikeability.' The distance was based on the trip length for each mode. Bikeable trips were determined to those within a 4.6 km range, based on the finding that 90% of reported cycling trips had an estimated cycling trip length within this range. The distance threshold for walkable trips was set 1.6 km range, based on the same 90% criterion. For trips made via auto or transit the trip origin, destination and time of day were processed via the Google API to determine the auto trips whose lengths fell within the eligible cycling and walk thresholds.

Figure 73 presents the findings and Table 42 details the potential shifts in auto driver trips. The analysis indicates that more than half of auto driver trips (54%) could be made by bicycle (43%) or on foot (10%), with the combined mode shift potential representing a 23% share of all trips. These proportions drop in the suburban areas, like the Saanich Peninsula (33%+9%) and West Shore (35%+9%) and are highest in the Core (49%+11%).

For auto passenger trips, 46% are bikeable, with the mode shift potential representing a 5% share of overall mode shares, while another 11% (2% mode share) are walkable only.

Just over one third (35%) of transit trips are bikeable (2% mode share), although none is walkable (very few transit trips are made for very short distances).

This analysis of trip distance suggests that across all motorized modes mode shifts of up to 30% potentially could be achieved.

Results should be caveated in that this examines only distance. Many of the auto or transit trips that are of walkable or bikeable distance may be impractical. For example, these trips may be part of a trip chain that requires a vehicle, an auto is needed to carry heavy items not easily carried walking or biking, the traveller might have disability or health condition that limits ability to walk or bike, some cyclists will use only separated pathways rather than travelling on the road and so on. There may also be a need to ensure that the 'supply' of bicycle and pedestrian paths is available to meet traveller needs and itineraries.

Figure 73. Auto driver, auto passenger and transit trips that are walkable or bikeable, 2022

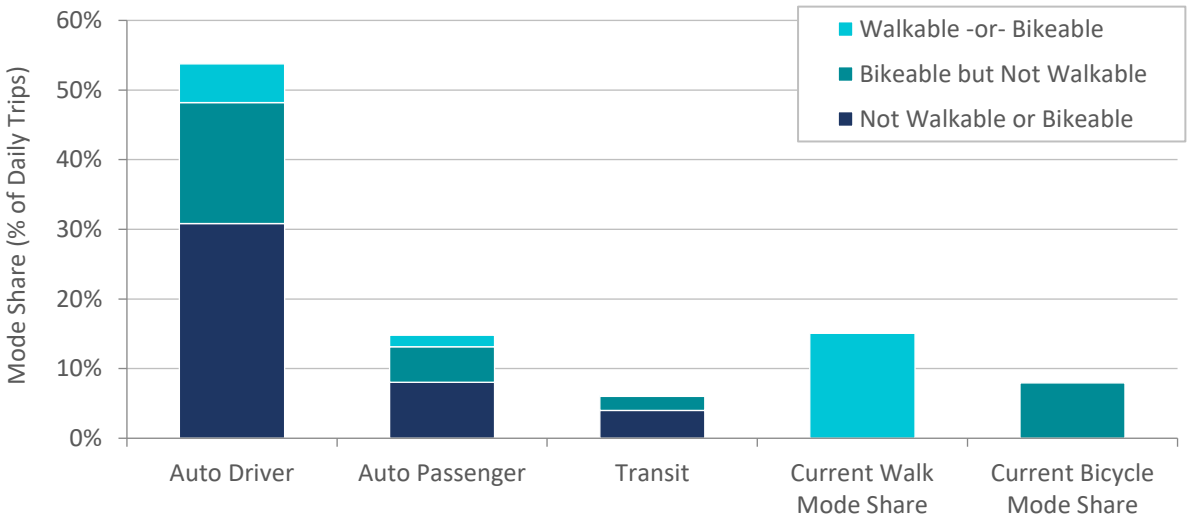


Table 42. Auto driver trips that are walkable or bikeable, 2022

	RPA Residents	Saanich Peninsula	Core	West Shore	City of Victoria	District of Saanich	City of Langford
Auto Driver Trips	534,800	67,600	320,900	146,300	87,900	165,800	73,500
Auto Driver Mode Share	54%	66%	48%	64%	36%	56%	62%
Bikeable Trips	228,200	22,000	155,700	50,600	51,700	72,600	27,700
% of Auto Driver Trips	43%	33%	49%	35%	59%	44%	38%
Mode shift potential	23%	21%	24%	22%	21%	25%	24%
Walkable Trips	55,500	6,200	36,700	12,700	12,500	15,300	7,100
% of Auto Driver Trips	10%	9%	11%	9%	14%	9%	10%
Mode shift potential	6%	6%	6%	6%	5%	5%	6%

4.9 Summary: key takeaways

This chapter reviews the travel characteristics from the 2022 survey and, where appropriate, compares the findings with previous surveys. Key takeaways are presented below:

1. **2022 marked a significant drop in both total trips and the average trip rates per person and per household,** reflecting the lingering effects of the pandemic-induced changes in people's daily activities. Average daily trip rates in the RPA fell to 2.63 trips per person and 5.23 trips per household, though trip rates vary by sub-area.
2. **Trip rates are highest for people in the 35-54 age cohort.** These are people who are generally in the midst of their work careers and have established households. The lowest trip rates are among people 85+. Trip rates also vary by gender, occupation status, household structure, household size, dwelling type and household income.
3. **Even with pandemic-driven shifts in travel behaviour across the day, the two commuter peak periods still generate the greatest volumes of trips.** This is driven by the work and school commutes. The AM peak period is sharper than the PM peak period, which begins early in the afternoon and has a lengthy tail.
4. **More than two-thirds of daily trips are made by auto**. 6% of daily trips are made by transit. Almost one-quarter of trips are made by active transportation modes, with 15% made on foot, 8% by bicycle or e-bike and 0.16% by micromobility modes.
5. **30% of bicycle trips are made by e-bikes**, even though they make up only 10% of the stock of bicycles. This suggests a more regular use of e-bikes than of other bicycles.
6. **Auto trips dominate the suburban areas, while the auto share drops in the Core.** The highest transit share is in the Core. Victoria's active transportation share (43.6%) is almost the same as the city's auto share (46.1%).
7. **Almost all trip purposes recorded a drop in numbers after 2017,** especially in commuting and commuting-related trips to work and post-secondary school. Shopping, household maintenance and restaurant trips also recorded a drop in numbers. All these trip reductions are consistent with pandemic-induced contractions in these activities, although some of these reductions continued trends that began prior to 2017 (albeit at accelerated rates). Trips to elementary and secondary school trips increased.
8. **The average vehicle occupancy is 1.35 persons per vehicle,** a slight reduction from 2017. Three-quarters of all vehicle trips are occupied by the driver alone.
9. **For those who travelled by sustainable modes, vehicles were available for most trips** – less so for transit users, of whom one-third are 'captives' to taking transit.
10. **One in five transit trips requires a transfer, with the transfer rate highest in suburban areas.** Almost all transit riders accessed their bus on foot. Of those who accessed transit via auto, one-quarter used one of the four official Park & Ride locations.
11. **Saanich East is the top generator and receiver of trips to and from other districts.** Victoria South, Victoria North and Downtown are also prominent. Most inter-district

travel volumes have dropped since 2017, although those to and from Langford and Colwood increased.

12. **Inter- regional and internalized flows have contracted since 2017, except for trips between Langford and the Core and trips internal to Langford.** Auto driver trips make up almost three-quarters of inter-regional trips and also dominate internalized shares. Sustainable modal shares are strongest in the Core.
13. **Auto trips have a more diffused origin-destination pattern across the region**, while transit riders' and cyclists' origins and destinations are more concentrated in the Core.
14. **About half of auto driver trips are within the distances travelled by most cyclists and pedestrians**. This means that these trips potentially could be made by bicycle or on foot rather than by auto, all else being equal.

5 ORIGIN-DESTINATION MATRICES

The following tables or "origin-destination matrices" tally total person-trips within the RPA and to or from the RPA at the district level. The matrices include external trips and Salt Spring Island trips; hence they have a dimension of 21 x 21.

Four matrices are presented:

- 24-hour
- AM peak period (3 hours, 06:00 – 08:59)
- Mid-day (inter-peak, 09:00 – 14:59)
- PM peak period (3 hours, 15:00 – 18:59)
- 24-hour transit

Table 43. 24-Hour Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		80	100	90	70	40	40	0	60	0	30	60	0	10	30	0	10	0	0			610
2	Sidney	140	12,870	6,710	3,510	450	560	290	1,240	1,140	590	200	160	50	0	370	80	110	100	40	10	100	28,740
3	North Saanich	70	6,680	7,580	4,510	820	1,180	680	1,370	3,030	1,080	390	450	250	10	1,140	330	90	50	50	80	940	30,760
4	Central Saanich	80	3,270	4,910	18,330	1,240	1,320	1,170	3,750	3,330	1,410	230	370	440	190	1,310	380	60	160	70	150	50	42,220
5	Downtown	10	660	640	1,300	20,990	10,080	17,500	1,530	9,050	4,320	2,130	3,830	1,390	30	2,910	1,170	140	340	130	30	80	78,260
6	Victoria North	70	650	1,070	1,520	10,350	21,800	10,890	2,040	16,390	5,090	3,120	4,700	2,070	60	3,370	1,120	430	460	330	130	150	85,820
7	Victoria South	60	310	630	1,290	17,600	10,940	46,240	1,490	13,630	4,580	9,470	3,600	1,420	90	2,330	1,500	310	200	320	180	290	116,470
8	Saanich North	0	1,320	1,390	3,440	1,440	1,900	1,840	13,530	8,320	4,050	910	430	450	180	1,440	740	130	20	220	60	10	41,800
9	Saanich East	80	1,300	2,790	3,540	9,340	15,750	13,110	8,390	82,690	10,950	9,350	3,260	3,040	160	6,070	2,300	300	610	150	130	610	173,910
10	Saanich West	20	500	930	1,480	4,030	5,390	4,930	4,450	10,990	19,890	1,180	4,120	4,020	150	5,140	1,710	340	430	150	210	90	70,140
11	Oak Bay	30	130	320	280	2,100	3,670	9,120	810	9,030	1,290	16,940	580	350	180	890	180	50	110	60	80	60	46,250
12	Esquimalt	100	100	410	320	3,870	4,520	3,700	490	2,950	4,450	570	13,550	2,330	30	3,590	1,210	170	430	150	100	50	43,080
13	View Royal	0	40	70	630	1,700	2,330	1,450	540	2,630	4,030	290	2,500	7,020	380	4,320	2,290	220	460	110	40	240	31,290
14	Highlands	0	0	30	120	40	130	70	170	150	240	190	60	340	210	1,000	150	20	50	30	0	20	3,020
15	Langford	40	320	920	1,350	2,840	3,050	2,730	1,080	5,740	5,670	1,010	3,220	4,130	880	54,840	15,230	1,520	3,370	930	650	290	109,810
16	Colwood	10	100	380	250	1,240	1,150	1,440	460	2,460	1,690	140	1,590	2,870	230	14,840	14,930	1,740	770	200	120	30	46,630
17	Metchosin	0	100	120	50	130	460	330	140	480	300	50	160	170	20	1,720	1,510	1,460	340	170	30	120	7,860
18	Sooke	0	70	70	130	300	630	140	60	820	390	110	620	270	50	2,850	1,050	400	17,390	2,010	50	90	27,480
19	Juan de Fuca EA	0	10	60	90	100	240	310	200	130	150	60	100	220	30	910	310	250	2,090	930	70	40	6,280
20	External S. CVRD		20	70	140	10	70	210	60	220	220	80	70	100	20	640	120	30	130	50			2,260
21	External Other		100	1,030	60	110	160	270	70	380	170	240	20	150	40	180	10	30	60	80			3,170
	Total	710	28,620	30,220	42,410	78,760	85,350	116,470	41,870	173,610	70,570	46,660	43,440	31,060	2,950	109,890	46,310	7,810	27,570	6,170	2,190	3,460	995,870

Table 44. AM Peak Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		0	40	10	20	40	10	0	40	0	10	0	0	0	30	0	0	0	0			210
2	Sidney	60	1,100	1,530	420	160	130	10	200	270	130	10	70	0	0	10	30	0	0	0	10	0	4,150
3	North Saanich	0	820	1,530	870	130	180	150	110	710	320	30	100	0	0	80	30	0	0	0	40	80	5,180
4	Central Saanich	0	390	1,050	4,070	370	380	290	410	860	510	70	120	80	0	400	200	0	20	20	70	40	9,370
5	Downtown	0	40	90	110	2,320	990	2,060	240	930	190	270	470	40	0	180	90	0	0	0	0	20	8,030
6	Victoria North	0	150	290	100	2,440	3,310	2,440	200	2,440	800	500	1,340	200	20	200	100	170	20	10	60	0	14,800
7	Victoria South	0	60	60	380	3,920	1,850	8,030	90	3,250	1,050	1,990	740	440	30	300	270	30	10	0	70	40	22,620
8	Saanich North	0	280	370	570	590	190	490	3,000	2,180	600	100	10	50	60	200	0	40	0	0	20	10	8,770
9	Saanich East	0	310	450	600	2,400	2,340	2,960	1,000	17,130	1,900	1,590	890	800	0	730	320	80	10	0	40	160	33,720
10	Saanich West	0	130	140	340	1,220	1,280	1,820	540	2,640	5,020	110	970	580	0	580	470	70	110	0	50	0	16,080
11	Oak Bay	0	30	90	30	610	560	1,600	120	1,780	530	3,170	30	50	0	50	110	0	0	0	0	0	8,760
12	Esquimalt	0	50	30	100	1,170	1,160	1,420	90	580	610	180	3,540	370	0	450	190	0	0	30	30	0	9,980
13	View Royal	0	30	40	90	780	600	540	140	690	1,080	70	620	1,540	80	650	280	70	110	0	0	20	7,430
14	Highlands	0	0	0	0	10	30	40	0	90	40	10	20	130	30	450	90	0	0	20	0	20	980
15	Langford	0	160	300	500	1,600	980	960	250	2,080	2,090	340	1,680	640	20	10,410	3,830	190	160	30	350	20	26,590
16	Colwood	0	20	210	50	500	480	470	80	1,080	350	30	650	700	0	1,720	4,590	190	110	10	50	0	11,270
17	Metchosin	0	40	40	0	70	100	170	50	130	50	40	100	30	0	370	500	450	20	10	30	10	2,220
18	Sooke	0	70	50	100	240	150	20	20	470	170	70	340	80	50	910	590	90	4,180	120	10	0	7,720
19	Juan de Fuca EA	0	0	0	30	30	70	70	20	90	70	30	70	80	10	200	170	140	680	90	20	0	1,880
20	External South CVRD		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
21	External Other		0	60	0	0	0	0	0	40	50	60	0	10	20	0	0	0	0	20			260
	Total	80	3,670	6,370	8,370	18,580	14,810	23,540	6,580	37,480	15,570	8,690	11,770	5,810	340	17,920	11,840	1,530	5,440	350	900	450	200,020

Table 45. Mid-day Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		30	0	80	50	0	30	0	0	0	10	60	0	10	0	0	0	0	0			260
2	Sidney	50	6,950	2,810	1,150	30	270	110	440	380	190	90	30	10	0	120	20	0	40	10	0	100	12,810
3	North Saanich	0	3,130	2,870	1,330	320	370	210	500	730	300	210	190	170	0	290	60	50	0	20	40	400	11,190
4	Central Saanich	40	1,390	1,560	7,140	300	350	360	1,360	1,060	340	80	110	220	100	270	100	20	0	10	10	10	14,830
5	Downtown	0	160	150	270	8,390	3,260	4,920	180	2,070	580	540	580	310	10	550	300	30	20	40	0	60	22,430
6	Victoria North	50	280	210	360	3,440	8,370	3,330	1,000	6,620	1,410	1,320	980	840	0	910	160	140	170	80	60	60	29,800
7	Victoria South	50	160	310	380	6,630	3,770	16,940	750	4,180	1,310	3,410	1,240	370	0	510	440	90	90	70	50	160	40,920
8	Saanich North	0	640	550	1,540	480	1,010	590	4,370	2,880	1,280	330	180	180	50	830	200	20	0	90	30	0	15,250
9	Saanich East	60	590	1,080	1,020	2,960	6,370	3,610	3,060	28,570	3,520	2,830	1,080	1,070	40	2,140	700	80	30	70	50	230	59,150
10	Saanich West	20	190	110	280	1,040	1,670	1,580	1,520	3,650	6,110	350	1,010	1,110	50	1,440	350	30	80	70	50	90	20,790
11	Oak Bay	10	50	130	60	550	1,680	3,160	280	2,980	370	6,790	170	140	140	250	0	0	0	30	40	60	16,870
12	Esquimalt	70	30	70	60	1,030	1,240	880	290	1,210	1,530	200	5,150	790	10	830	300	20	190	40	70	20	14,020
13	View Royal	0	0	0	140	430	800	490	320	860	1,350	90	750	2,580	40	1,660	600	90	150	40	0	90	10,460
14	Highlands	0	0	30	70	30	30	10	110	60	130	40	0	20	50	270	30	20	50	10	0	0	970
15	Langford	20	120	170	310	560	980	640	480	2,020	1,720	290	600	1,430	330	20,060	5,080	600	750	450	190	190	36,970
16	Colwood	0	10	50	60	340	200	330	180	580	560	20	250	600	110	5,160	3,470	340	170	50	70	30	12,590
17	Metchosin	0	60	90	40	30	280	60	70	200	50	10	0	50	0	760	510	340	70	70	0	100	2,800
18	Sooke	0	0	10	30	40	230	70	10	270	100	30	50	130	0	1,230	330	140	6,600	860	40	90	10,270
19	Juan de Fuca EA	0	10	30	40	70	30	130	100	20	70	0	30	50	10	310	90	80	890	440	50	40	2,490
20	External South CVRD		10	40	30	0	20	90	30	180	10	20	0	0	0	100	70	0	0	40			640
21	External Other		70	660	40	20	60	100	40	160	120	110	20	30	20	60	10	10	30	50			1,620
	Total	480	13,860	10,920	14,440	26,720	30,980	37,630	15,080	58,680	21,050	16,790	12,490	10,110	970	37,750	12,820	2,100	9,330	2,540	780	1,890	337,110

Table 46. PM Peak Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		60	50	0	0	0	0	0	20	0	0	0	0	0	0	0	10	0	0			120
2	Sidney	20	3,130	1,530	1,150	90	90	120	530	370	270	80	70	30	0	160	20	70	70	0	0	0	7,790
3	North Saanich	30	2,060	2,250	1,130	280	460	130	330	710	80	50	10	80	0	390	240	40	50	0	0	110	8,440
4	Central Saanich	40	720	1,640	5,980	340	440	390	1,250	1,150	360	70	90	80	60	470	40	10	100	30	0	0	13,250
5	Downtown	10	250	220	420	6,060	3,520	6,390	690	3,220	2,130	760	1,390	630	10	1,560	400	60	250	40	30	0	28,040
6	Victoria North	20	110	290	740	2,530	6,700	3,250	570	4,750	1,680	850	1,720	540	30	1,670	700	60	160	220	20	90	26,670
7	Victoria South	10	90	160	310	4,540	3,620	13,460	440	3,510	1,660	2,650	1,190	470	40	1,090	290	110	50	80	60	60	33,880
8	Saanich North	0	310	370	470	310	530	530	4,330	2,380	1,310	400	170	140	40	280	470	70	20	110	0	0	12,250
9	Saanich East	10	300	830	1,270	1,810	4,690	4,380	3,590	24,410	3,850	2,790	840	770	120	1,890	820	80	410	40	40	10	52,960
10	Saanich West	0	180	310	530	720	1,570	1,010	1,370	2,910	5,600	500	1,320	1,330	80	2,560	470	110	220	60	0	0	20,850
11	Oak Bay	20	30	70	120	450	1,030	2,860	290	2,680	270	4,450	200	70	50	320	70	40	70	10	40	0	13,150
12	Esquimalt	30	20	230	130	940	1,510	1,130	70	720	1,420	170	3,310	930	10	1,490	610	150	240	50	0	0	13,150
13	View Royal	0	10	0	290	230	480	290	70	690	1,200	80	860	1,940	80	1,280	1,000	60	120	60	20	130	8,870
14	Highlands	0	0	10	0	0	0	20	40	0	70	140	20	180	70	120	20	0	0	0	0	0	690
15	Langford	10	40	250	420	410	690	610	140	910	960	170	670	1,350	340	14,950	3,560	440	1,800	330	70	80	28,220
16	Colwood	10	30	70	100	180	130	310	80	560	420	70	440	1,080	70	5,350	5,500	730	490	90	0	0	15,720
17	Metchosin	0	0	0	10	20	40	40	10	130	160	0	10	70	0	340	160	450	170	80	0	0	1,690
18	Sooke	0	0	0	0	10	20	30	0	30	50	0	60	50	0	410	60	60	4,730	700	0	0	6,210
19	Juan de Fuca EA	0	0	0	0	0	90	0	10	20	0	0	0	90	0	260	50	20	330	270	0	0	1,160
20	External South CVRD		10	30	110	10	50	60	20	20	20	20	50	30	20	380	50	20	40	20			970
21	External Other		0	100	0	90	70	40	10	110	0	70	0	40	0	80	0	10	30	10			650
	Total	270	7,370	8,400	13,190	19,000	25,730	35,050	13,850	49,290	21,500	13,310	12,410	9,910	1,020	35,050	14,540	2,580	9,340	2,220	280	480	294,730

Table 47. 24-Hour Transit Origin-Destination Matrix

	Origin/Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total
1	Salt Spring Island		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
2	Sidney	0	70	110	90	80	60	20	110	140	60	10	0	0	20	0	0	0	0	0	0	100	860
3	North Saanich	0	160	90	60	190	0	60	0	100	40	20	0	0	10	0	0	0	0	0	0	940	1,660
4	Central Saanich	0	90	30	220	300	60	40	0	180	20	0	0	0	0	50	0	0	10	0	0	50	1,040
5	Downtown	0	130	160	110	420	1,360	1,060	140	2,580	340	390	900	200	400	190	30	40	10	0	0	80	8,530
6	Victoria North	0	40	0	110	1,470	620	960	30	1,940	330	300	300	60	320	30	0	10	0	0	0	150	6,680
7	Victoria South	0	30	50	90	1,330	900	1,890	70	2,560	370	490	140	270	180	190	0	0	50	0	20	290	8,920
8	Saanich North	0	110	0	0	150	110	120	230	220	200	0	0	0	20	0	0	0	0	0	0	10	1,170
9	Saanich East	0	140	40	240	2,640	2,150	2,170	380	6,150	1,100	870	350	230	540	310	0	80	40	0	0	610	18,020
10	Saanich West	0	0	40	70	350	400	270	200	1,180	820	150	360	180	150	40	10	30	10	0	0	90	4,350
11	Oak Bay	0	10	0	0	450	240	500	0	770	150	140	160	0	70	0	0	0	10	0	0	60	2,560
12	Esquimalt	0	0	0	0	890	170	140	0	380	320	160	340	220	200	30	30	0	0	0	0	50	2,940
13	View Royal	0	0	0	0	230	80	280	20	90	260	0	180	160	280	10	0	60	0	0	0	240	1,910
14	Highlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Langford	0	20	0	0	550	370	180	20	460	170	100	230	200	800	220	30	40	10	0	0	20	3,420
16	Colwood	0	10	0	0	200	80	100	0	370	60	0	30	0	310	250	0	40	0	0	0	290	1,740
17	Metchosin	0	0	0	0	30	0	0	0	10	10	0	30	0	0	10	0	0	0	0	0	30	120
18	Sooke	0	0	0	0	40	20	0	0	80	10	30	30	0	40	40	0	70	10	0	0	120	500
19	Juan de Fuca EA	0	0	0	10	10	0	10	0	40	0	10	0	0	10	0	0	20	0	0	0	90	210
20	External South CVRD		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
21	External Other		0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0			60
	Total	0	810	500	1,000	9,340	6,610	7,820	1,210	17,240	4,250	2,670	3,060	1,530	3,360	1,370	100	400	150	0	20	3,460	64,700

6 SUB-DISTRICT DEMOGRAPHICS AND TRAVEL SUMMARIES

Detailed demographic and travel characteristics are presented on the following pages for four levels of geographies:

- 19 districts to summarize the trip origins and destinations. These are the basic analytical units that were used for the survey sampling and for this report. The 19 districts are typically aggregations of entire municipalities and adjacent First Nations, with the exception of the City of Victoria and the District of Saanich, which are split into three sub-municipal districts each.
- 3 sub-regions (Saanich Peninsula, Core, West Shore).
- 2 municipal aggregations, corresponding to the municipal boundaries of the City of Victoria (districts 5-7) and the District of Saanich (districts 8-10).
- 2 regional aggregations, comprising the entire study area (districts 1-20 / sub-regions 1-5) and the Regional Planning Area (districts 2-19 / sub-regions 2-4).

The 19 districts in the study area can be grouped into the sub-regions, the municipal aggregations and the regional aggregations. Table 48 shows the equivalencies among the four levels. Note that there is no summary for the external areas (districts 20 and 21 / sub-region 6), although internal-external and external-internal trips between the study area and these areas are included in each of the summaries.

One pair of pages is provided for each summary. Each pair of pages has the same format, so as to provide detailed characteristics while enabling a quick comparison among different geographies. The exceptions is that the study area, RPA, and sub-region summaries do not include inter-district flows, as they are aggregations at a higher level than district.

Each pair of pages presents:

Page 1: Demographics. All statistics are for residents of the area.

- A map of the relevant district, sub-region, municipality or region.
- Demographic characteristics of the district's residents.
- Jobs in each district also are noted: this refers to the number of workplaces within the district reported by respondents from all districts. This should not be confused with the number of residents who live in the district who are employed.
- Occupational status (primary activity), by gender.
- Workplace locations of workers living in the district.
- Average weekday commuting and telecommuting patterns of full-time workers with a usual place of work outside the home.
- Traveller characteristics, by gender.
- Selected travel and demographic indicators, including trip rates. For most summaries, the count of trips made by residents counts trips to, from or within the RPA – except District 1 and Study Area, for which all trips in the entire study area are counted.
- Household size.

- Households by vehicle availability.
- Household vehicles by fuel type.
- Access to EV charging for households in the area.
- Charts illustrating population distribution by gender and age cohort.
- Mode shares for trips made by residents of the given district.

Page 2: Travel Patterns. All statistics are for trips made to/from/within the district by residents of the entire study area aged 5+ years.

- A map showing the five greatest origins or the five greatest destinations to/from the district during the AM peak period (06:00 to 08:59). Either origins only or destinations only are shown, depending on whether the district's total origins or the total destinations were greatest during the AM peak period. This is provided only for the district summaries.
- A table of the magnitude of the origins and destinations to and from the full 21 districts. This is provided only for the district summaries.
- Breakdown of trips by purpose, for the 24 hours, AM peak period (06:00 to 08:59) and PM peak period (15:00 to 17:59). The breakdown distinguishes among trips originating from and destined to the district; trips made entirely within the district are categorized as well.
- Breakdown of trips by mode of travel, for the 24 hours, AM peak period and PM peak period, categorized from, to and within the district. Trips are categorized according to the primary mode of use. The shares of each mode are calculated for each category.

The statistics reported in the two-page summaries are based on the survey results, and not external sources. For household and population counts, the survey statistics match the 2021 Census counts of dwelling occupied by usual residents and 2021 population counts, projected forward to 2022. While other controls were also included in the data weighting (dwelling size, general dwelling type, age, gender), given the number of controls, the survey results do not necessarily match all controls used in the weighting. Also, the survey results may not always match other external benchmark statistics from other sources such as the Labour Force Survey, although often they may be close.

Some respondents refused to answer certain questions; some statistics are based only on those who provided valid answers, and for the different measures reported there may be slight variations in totals.

Table 48. Key to District, Sub-Regional, Municipal and Regional Summaries

Districts *	Sub-Regions	Municipalities	Regions
1. Salt Spring Island Electoral Area	1. Salt Spring (see summary for District 1)		1. Study Area (D1 – D19) 2. Regional Planning Area (D2 – D19)
2. Town of Sidney	2. Saanich Peninsula		
3. District of North Saanich with Tsyecum First Nation, Pauquachin First Nation			
4. District of Central Saanich with Tsartlip First Nation, Tsawout First Nation			
5. Downtown Victoria	3. Core	1. City of Victoria (D5 – D7)	
6. Victoria North			
7. Victoria South			
8. Saanich North		2. District of Saanich (D8 – D10)	
9. Saanich East			
10. Saanich West			
11. District of Oak Bay			
12. Township of Esquimalt			
13. Town of View Royal with Esquimalt Nation, Songhees First Nation			
14. District of Highlands	4. West Shore		
15. City of Langford			
16. City of Colwood			
17. District of Metchosin with Scia'new First Nation			
18. District of Sooke with T'souke First Nation			
19. Juan de Fuca Electoral Area with Pacheedaht First Nation			
20. South CVRD (Cowichan Valley A, B, C, E (south of Cowichan Valley Highway), Duncan, North Cowichan (south of Herd Road), Malahat First Nation, Cowichan Tribes)*	5. CVRD		
21. External (Vancouver Island north of study area, Gulf Islands, mainland, etc.)*	6. External		

* The external areas, South CVRD (District 20) and External (District 21 / Sub-Region 6) do not have a separate summary. However, external trips to/from the other districts, sub-regions and regions are included in the respective summaries. The geographic boundaries for the South CVRD district was defined in the 2011 survey based on proximity to the CRD, not on standard administrative boundaries

The two-page summaries follow on the next page.

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MALATEST

Study Area - Districts 1 - 19

Demographic Characteristics

Population	405,490
Population 5+ (trips reported for survey sample)	389,700
Total Employed Population	217,870
Households	184,710
Jobs in District (places of work)	215,360
Actively Travelled	324,810
Number of Vehicles	288,980
Number of Adult Bicycles (non-motorized)	240,550
Number of Adult E-Bikes	31,640
Number of Child Bicycles	49,740
Number of E-micromobility devices	5,400
Area (km^2)	2,146.91

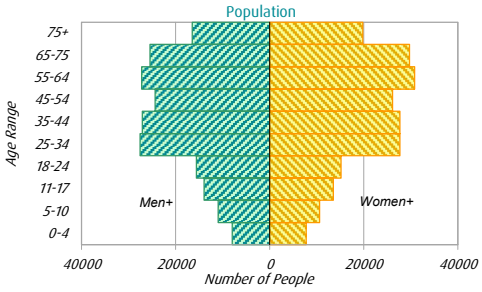
Occupation Status	Men+	Women+	Total	%
Employed full time	92,120	77,250	169,370	42%
Employed part time	18,940	29,550	48,500	12%
Student	39,120	41,890	81,010	20%
Retiree	42,380	53,470	95,850	24%
Stay-at-home parent / caregiver	650	5,400	6,040	1%
Pre-schooler	7,990	7,790	15,790	4%
Other status	6,450	9,020	15,470	4%
Total	196,390	209,100	405,490	

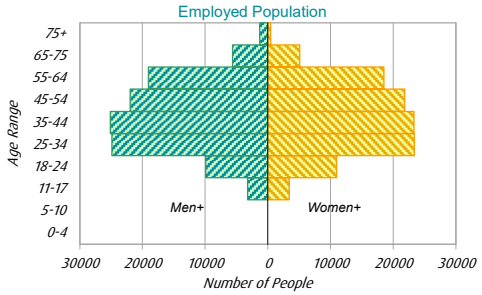
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	8,710	27,430	36,140	17%
No fixed workplace / on the road	7,410	14,540	21,950	10%
Usual workplace outside the home	32,380	127,400	159,780	73%
Total	48,500	169,370	217,870	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	44%	73%	67%
Avg. weekday, % who telecommuted	6%	19%	16%
% who telecommuted on at least one weekday	14%	35%	31%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	153,300	161,170	314,470
Car share members	8,090	6,860	14,950
Trips made by residents 5+	490,100	527,090	1,017,190
Trips made by residents 11+	462,560	498,470	961,030

Selected Indicators	
Daily Trips per Person 5+	2.61
Vehicles per Person	0.71
Number of Persons per Household	2.20
Daily Trips per Household	5.20
Vehicles per Household	1.56
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.47
Workers per Household	1.18
Jobs per Person	0.53
Population Density (Pop/km2)	190
Employment Density (Jobs/km2)	100





Households by Dwelling Type	Total	%
Single-detached house	72,790	39%
Other ground-oriented	48,930	26%
Apartment/condominium 1-4 floo	48,130	26%
Apartment/condominium 5+ floo	14,850	8%
Total:	184,710	100%

Household Size	Total	%
1 person	62,030	34%
2 persons	68,930	37%
3 persons	23,950	13%
4 persons	19,370	10%
5+ persons	10,440	6%
Total:	184,710	100%

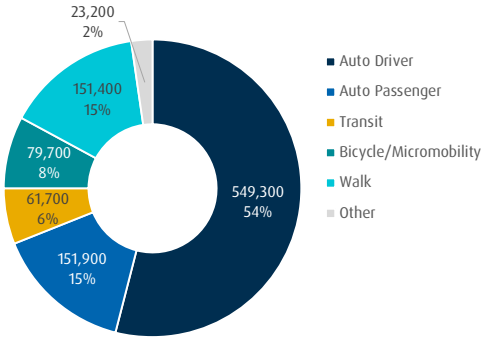
Households by Vehicle Availability	Total	%
No vehicles	19,260	10%
1 vehicle	82,820	45%
2 vehicles	54,400	29%
3+ vehicles	28,230	15%
Total:	184,710	100%

Vehicles by Fuel Type	Total	%
Gas	255,620	88%
Hybrid	9,980	3%
Plug-in Hybrid	2,470	1%
Electric	12,540	4%
Diesel	8,230	3%
Biodiesel	130	0%
Other	-	0%
Total:	288,970	100%

Access to EV Charging	%
Yes, in my building	15%
Yes, nearby	11%
Not available, not conveniently nearby	63%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample

Daily mode shares for residents of this geography



Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	1,129,380	1,017,190
Auto Driver	56%	54%
Auto Passenger	16%	15%
Transit	7%	6%
Bicycle & Micromobility	5%	8%
Walk	14%	15%
Other (school bus, taxi, ferry, etc)	2%	2%

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.6% of households in this area, and are subject to a margin of sampling error of approximately ±1.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Study Area - Districts 1 - 19

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	1,680	30%	220	4%	141,780	14%
Post-secondary school	20	0%	-	0%	16,820	2%
K-12 school	30	0%	-	0%	41,930	4%
Personal business	500	9%	80	1%	60,040	6%
Recreation / social	2,840	50%	80	1%	109,230	11%
Dining / restaurant	110	2%	20	0%	31,590	3%
Shopping	210	4%	170	3%	115,310	11%
Pick-up / drop-off passenger	180	3%	50	1%	74,140	7%
Return Home	-	0%	4,080	72%	411,940	41%
Other	70	1%	940	17%	3,130	0%
Total:	5,640	100%	5,640	100%	1,005,910	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	800	59%	-	0%	84,400	42%
Post-secondary school	20	2%	-	0%	8,320	4%
K-12 school	30	2%	-	0%	40,300	20%
Personal business	60	4%	-	1%	7,600	4%
Recreation / social	380	28%	-	0%	9,940	5%
Dining / restaurant	-	0%	-	0%	3,910	2%
Shopping	40	3%	-	0%	5,420	3%
Pick-up / drop-off passenger	-	0%	-	0%	26,770	13%
Return Home	-	0%	200	71%	14,370	7%
Other	20	2%	80	28%	620	0%
Total:	1,350	100%	290	100%	201,650	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	120	16%	60	4%	8,940	3%
Post-secondary school	-	0%	-	0%	340	0%
K-12 school	-	0%	-	0%	100	0%
Personal business	240	31%	-	0%	12,610	4%
Recreation / social	390	51%	40	2%	32,720	11%
Dining / restaurant	-	0%	-	0%	8,640	3%
Shopping	-	0%	100	6%	33,030	11%
Pick-up / drop-off passenger	-	0%	-	0%	21,300	7%
Return Home	-	0%	1,410	84%	180,200	60%
Other	20	2%	70	4%	770	0%
Total:	760	100%	1,680	100%	298,660	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	1,017,200	100%	99%
AM Peak Period	203,300	20%	99%
PM Peak Period	301,100	30%	99%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	3,440	61%	3,700	66%	542,150	54%
Auto Passenger	1,690	30%	1,360	24%	148,840	15%
Transit	30	0%	20	0%	61,660	6%
Bicycle & Micromobility	-	0%	40	1%	79,660	8%
Walk	-	0%	-	0%	151,380	15%
Other	490	9%	510	9%	22,210	2%
Total:	5,640	100%	5,640	100%	1,005,910	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,100	82%	180	64%	100,390	50%
Auto Passenger	140	10%	30	10%	27,180	13%
Transit	-	0%	-	0%	16,780	8%
Bicycle & Micromobility	-	0%	-	0%	20,810	10%
Walk	-	0%	-	0%	28,300	14%
Other	110	8%	70	25%	8,200	4%
Total:	1,350	100%	290	100%	201,650	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	280	37%	1,290	77%	153,850	52%
Auto Passenger	360	48%	360	21%	45,980	15%
Transit	20	3%	-	0%	19,750	7%
Bicycle & Micromobility	-	0%	-	0%	27,320	9%
Walk	-	0%	-	0%	44,250	15%
Other	100	13%	30	2%	7,510	3%
Total:	760	100%	1,680	100%	298,660	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.49	0%	1.37	0%	1.27	6%
AM Peak Period	1.12	0%	1.16	0%	1.27	8%
PM Peak Period	2.31	3%	1.28	0%	1.30	7%

MALATEST

Regional Planning Area - Districts 2 - 19

Demographic Characteristics

Population	393,990
Population 5+ (trips reported for survey sample)	378,560
Total Employed Population	212,750
Households	179,490
Jobs in District (places of work)	210,410
Actively Travelled	316,650
Number of Vehicles	279,800
Number of Adult Bicycles (non-motorized)	235,330
Number of Adult E-Bikes	30,490
Number of Child Bicycles	48,500
Number of E-micromobility devices	5,350
Area (km^2)	1,963.96

Occupation Status	Men+	Women+	Total	%
Employed full time	90,120	75,950	166,070	42%
Employed part time	18,230	28,450	46,680	12%
Student	38,300	40,860	79,160	20%
Retiree	40,700	51,400	92,100	23%
Stay-at-home parent / caregiver	650	5,220	5,870	1%
Pre-schooler	7,820	7,610	15,430	4%
Other status	6,240	8,610	14,850	4%
Total	190,860	203,130	393,990	

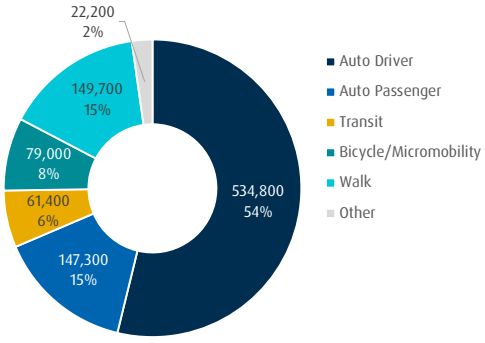
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	7,830	26,330	34,160	16%
No fixed workplace / on the road	7,150	13,970	21,120	10%
Usual workplace outside the home	31,690	125,780	157,470	74%
Total	46,680	166,070	212,750	100%

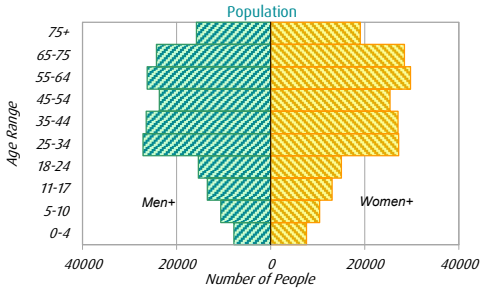
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	44%	73%	67%
Avg. weekday, % who telecommuted	6%	19%	16%
% who telecommuted on at least one weekday	14%	35%	31%

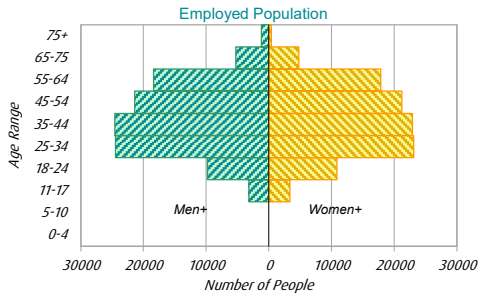
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	149,010	156,380	305,390
Car share members	7,960	6,770	14,740
Trips made by residents 5+	479,520	514,850	994,370
Trips made by residents 11+	452,370	486,750	939,120

Selected Indicators	
Daily Trips per Person 5+	2.63
Vehicles per Person	0.71
Number of Persons per Household	2.20
Daily Trips per Household	5.23
Vehicles per Household	1.56
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.48
Workers per Household	1.19
Jobs per Person	0.53
Population Density (Pop/km2)	200
Employment Density (Jobs/km2)	110

Daily mode shares for residents of this geography







Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	1,103,080	994,370
Auto Driver	56%	54%
Auto Passenger	15%	15%
Transit	7%	6%
Bicycle & Micromobility	5%	8%
Walk	14%	15%
Other (school bus, taxi, ferry, etc)	2%	2%

Households by Dwelling Type	Total	%
Single-detached house	68,510	38%
Other ground-oriented	48,080	27%
Apartment/condominium 1-4 floo	48,050	27%
Apartment/condominium 5+ floo	14,850	8%
Total:	179,490	100%

Household Size	Total	%
1 person	60,410	34%
2 persons	66,740	37%
3 persons	23,290	13%
4 persons	18,900	11%
5+ persons	10,150	6%
Total:	179,490	100%

Households by Vehicle Availability	Total	%
No vehicles	19,060	11%
1 vehicle	80,820	45%
2 vehicles	52,260	29%
3+ vehicles	27,350	15%
Total:	179,490	100%

Vehicles by Fuel Type	Total	%
Gas	248,020	89%
Hybrid	9,540	3%
Plug-in Hybrid	2,350	1%
Electric	11,860	4%
Diesel	7,920	3%
Biodiesel	110	0%
Other	-	0%
Total:	279,790	100%

Access to EV Charging	%
Yes, in my building	15%
Yes, nearby	11%
Not available, not conveniently nearby	63%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.5% of households in this area, and are subject to a margin of sampling error of approximately ±1.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Regional Planning Area - Districts 2 - 19

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	1,710	28%	290	5%	139,190	14%
Post-secondary school	-	0%	-	0%	16,820	2%
K-12 school	30	0%	-	0%	40,910	4%
Personal business	520	9%	270	5%	58,040	6%
Recreation / social	2,850	47%	150	3%	107,130	11%
Dining / restaurant	100	2%	10	0%	31,060	3%
Shopping	100	2%	340	6%	111,730	11%
Pick-up / drop-off passenger	200	3%	50	1%	72,990	7%
Return Home	520	9%	4,040	67%	402,890	41%
Other	70	1%	890	15%	2,980	0%
Total:	6,100	100%	6,040	100%	983,740	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	860	64%	40	8%	83,320	42%
Post-secondary school	-	0%	-	0%	8,320	4%
K-12 school	30	2%	-	0%	39,280	20%
Personal business	60	4%	40	9%	7,450	4%
Recreation / social	350	26%	40	9%	9,660	5%
Dining / restaurant	-	0%	-	0%	3,840	2%
Shopping	30	2%	90	19%	5,230	3%
Pick-up / drop-off passenger	-	0%	-	0%	26,280	13%
Return Home	-	0%	200	43%	14,220	7%
Other	20	2%	60	13%	590	0%
Total:	1,350	100%	470	100%	198,200	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	120	12%	90	5%	8,670	3%
Post-secondary school	-	0%	-	0%	340	0%
K-12 school	-	0%	-	0%	100	0%
Personal business	230	24%	-	0%	12,180	4%
Recreation / social	390	40%	30	2%	32,140	11%
Dining / restaurant	-	0%	-	0%	8,450	3%
Shopping	10	1%	100	6%	32,240	11%
Pick-up / drop-off passenger	-	0%	-	0%	20,930	7%
Return Home	200	21%	1,440	83%	176,190	60%
Other	20	2%	80	4%	750	0%
Total:	970	100%	1,740	100%	292,010	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	995,900	100%	99%
AM Peak Period	200,000	20%	99%
PM Peak Period	294,700	30%	99%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	3,850	63%	4,000	66%	528,040	54%
Auto Passenger	1,770	29%	1,490	25%	144,390	15%
Transit	30	0%	20	0%	61,380	6%
Bicycle & Micromobility	-	0%	40	1%	78,920	8%
Walk	-	0%	-	0%	149,670	15%
Other	450	7%	490	8%	21,330	2%
Total:	6,100	100%	6,040	100%	983,740	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,140	84%	350	74%	98,560	50%
Auto Passenger	120	9%	60	13%	26,420	13%
Transit	-	0%	-	0%	16,730	8%
Bicycle & Micromobility	-	0%	-	0%	20,660	10%
Walk	-	0%	-	0%	28,150	14%
Other	80	6%	60	13%	7,670	4%
Total:	1,350	100%	470	100%	198,200	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	440	46%	1,350	78%	150,050	51%
Auto Passenger	400	41%	340	20%	44,290	15%
Transit	20	2%	-	0%	19,560	7%
Bicycle & Micromobility	-	0%	-	0%	27,100	9%
Walk	-	0%	-	0%	43,780	15%
Other	100	11%	40	3%	7,230	2%
Total:	970	100%	1,740	100%	292,010	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.46	0%	1.37	0%	1.27	6%
AM Peak Period	1.11	0%	1.18	0%	1.27	8%
PM Peak Period	1.90	2%	1.25	0%	1.30	7%

MALATEST

Sub Area 1 - Saanich Peninsula - Districts 2 - 4

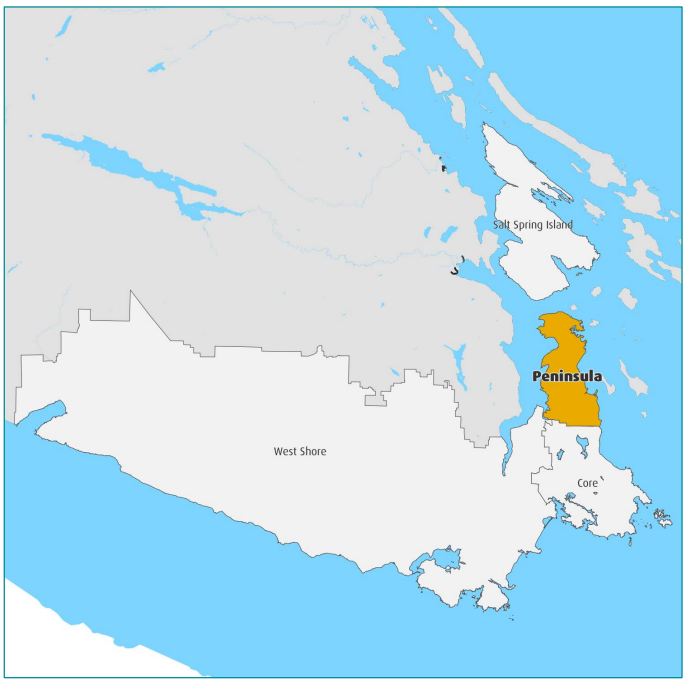
Demographic Characteristics

Population	44,390
Population 5+ (trips reported for survey sample)	42,810
Total Employed Population	20,340
Households	19,590
Jobs in District (places of work)	20,850
Actively Travelled	33,870
Number of Vehicles	38,180
Number of Adult Bicycles (non-motorized)	27,460
Number of Adult E-Bikes	3,050
Number of Child Bicycles	5,370
Number of E-micromobility devices	510
Area (km^2)	91.27

Occupation Status	Men+	Women+	Total	%
Employed full time	8,430	6,780	15,210	34%
Employed part time	1,860	3,270	5,130	12%
Student	3,640	3,560	7,200	16%
Retiree	7,190	8,600	15,790	36%
Stay-at-home parent / caregiver	130	590	720	2%
Pre-schooler	820	760	1,580	4%
Other status	230	750	980	2%
Total	21,300	23,090	44,390	

Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	920	2,010	2,930	14%
No fixed workplace / on the road	470	1,780	2,250	11%
Usual workplace outside the home	3,740	11,410	15,150	74%
Total	5,130	15,210	20,340	100%

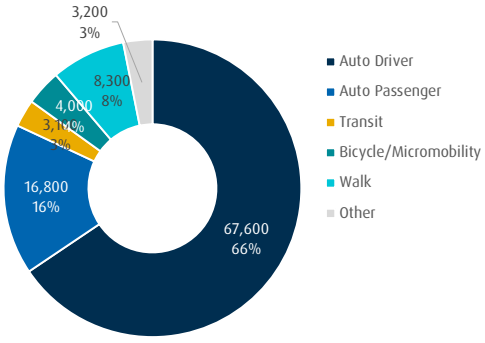
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	40%	73%	66%
Avg. weekday, % who telecommuted	4%	18%	14%
% who telecommuted on at least one weekday	9%	32%	27%

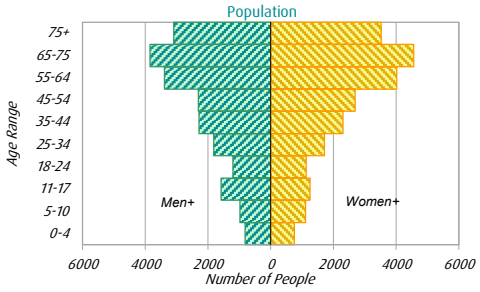


Traveller Characteristics	Men+	Women+	Total
Licensed drivers	17,380	18,600	35,980
Car share members	450	230	680
Trips made by residents 5+	48,420	54,590	103,010
Trips made by residents 11+	46,350	51,500	97,850

Selected Indicators	
Daily Trips per Person 5+	2.41
Vehicles per Person	0.86
Number of Persons per Household	2.27
Daily Trips per Household	4.99
Vehicles per Household	1.95
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.56
Workers per Household	1.04
Jobs per Person	0.47
Population Density (Pop/km2)	490
Employment Density (Jobs/km2)	230

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	120,180	103,010
Auto Driver	69%	66%
Auto Passenger	16%	16%
Transit	3%	3%
Bicycle & Micromobility	2%	4%
Walk	7%	8%
Other (school bus, taxi, ferry, etc)	3%	3%

Households by Dwelling Type	Total	%
Single-detached house	10,740	55%
Other ground-oriented	5,900	30%
Apartment/condominium 1-4 floo	2,710	14%
Apartment/condominium 5+ floor	240	1%
Total:	19,590	100%

Household Size	Total	%
1 person	5,590	29%
2 persons	8,290	42%
3 persons	2,400	12%
4 persons	2,130	11%
5+ persons	1,190	6%
Total:	19,590	100%

Households by Vehicle Availability	Total	%
No vehicles	790	4%
1 vehicle	6,740	34%
2 vehicles	7,010	36%
3+ vehicles	5,060	26%
Total:	19,590	100%

Vehicles by Fuel Type	Total	%
Gas	33,900	89%
Hybrid	850	2%
Plug-in Hybrid	150	0%
Electric	1,830	5%
Diesel	1,460	4%
Biodiesel	-	0%
Other	-	0%
Total:	38,180	100%

Access to EV Charging	%
Yes, in my building	18%
Yes, nearby	14%
Not available, not conveniently nearby	61%
Don't know	8%

Note: as self-reported by respondents; asked of a two-thirds sample

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.9% of households in this area, and are subject to a margin of sampling error of approximately ±3.8% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Sub Area 1 - Saanich Peninsula - Districts 2 - 4

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	6,440	19%	7,460	23%	6,440	9%
Post-secondary school	930	3%	-	0%	50	0%
K-12 school	460	1%	140	0%	3,630	5%
Personal business	2,240	7%	1,200	4%	4,810	7%
Recreation / social	4,050	12%	3,870	12%	8,720	13%
Dining / restaurant	990	3%	400	1%	2,310	3%
Shopping	3,140	9%	1,910	6%	8,350	12%
Pick-up / drop-off passenger	1,690	5%	2,820	9%	4,910	7%
Return Home	13,370	40%	13,850	42%	28,730	42%
Other	40	0%	1,260	4%	420	1%
Total:	33,350	100%	32,900	100%	68,360	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	4,080	59%	5,060	76%	3,440	29%
Post-secondary school	530	8%	-	0%	40	0%
K-12 school	430	6%	140	2%	3,480	30%
Personal business	480	7%	140	2%	500	4%
Recreation / social	370	5%	280	4%	920	8%
Dining / restaurant	230	3%	50	1%	470	4%
Shopping	150	2%	150	2%	190	2%
Pick-up / drop-off passenger	450	7%	460	7%	1,530	13%
Return Home	190	3%	250	4%	1,210	10%
Other	10	0%	120	2%	10	0%
Total:	6,920	100%	6,640	100%	11,780	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	190	2%	410	4%	550	3%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	40	0%	-	0%	-	0%
Personal business	330	3%	190	2%	920	5%
Recreation / social	910	9%	930	10%	2,130	11%
Dining / restaurant	590	6%	160	2%	300	2%
Shopping	920	9%	500	5%	2,130	11%
Pick-up / drop-off passenger	650	7%	720	8%	1,130	6%
Return Home	6,270	63%	6,270	67%	12,260	63%
Other	-	0%	180	2%	180	1%
Total:	9,890	100%	9,360	100%	19,600	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	134,600	100%	51%
AM Peak Period	25,300	19%	46%
PM Peak Period	38,800	29%	50%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	24,490	73%	24,280	74%	41,700	61%
Auto Passenger	5,640	17%	5,310	16%	11,450	17%
Transit	1,550	5%	1,390	4%	910	1%
Bicycle & Micromobility	740	2%	730	2%	3,250	5%
Walk	70	0%	40	0%	8,020	12%
Other	860	3%	1,140	3%	3,030	4%
Total:	33,350	100%	32,900	100%	68,360	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	5,220	75%	5,590	84%	6,020	51%
Auto Passenger	710	10%	390	6%	2,220	19%
Transit	700	10%	270	4%	300	3%
Bicycle & Micromobility	180	3%	140	2%	780	7%
Walk	-	0%	-	0%	1,280	11%
Other	110	2%	250	4%	1,170	10%
Total:	6,920	100%	6,640	100%	11,780	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	7,620	77%	6,880	73%	11,330	58%
Auto Passenger	1,280	13%	1,360	15%	3,480	18%
Transit	430	4%	710	8%	260	1%
Bicycle & Micromobility	190	2%	220	2%	1,310	7%
Walk	30	0%	20	0%	2,050	10%
Other	330	3%	170	2%	1,170	6%
Total:	9,890	100%	9,360	100%	19,600	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.23	5%	1.22	4%	1.27	1%
AM Peak Period	1.14	10%	1.07	4%	1.37	3%
PM Peak Period	1.17	4%	1.20	8%	1.31	1%

MALATEST

Sub Area 2 - Core - Districts 5 - 13

Demographic Characteristics

Population	253,160
Population 5+ (trips reported for survey sample)	244,340
Total Employed Population	138,920
Households	120,560
Jobs in District (places of work)	157,150
Actively Travelled	208,470
Number of Vehicles	166,970
Number of Adult Bicycles (non-motorized)	159,500
Number of Adult E-Bikes	20,330
Number of Child Bicycles	28,360
Number of E-micromobility devices	2,950
Area (km^2)	155.90

Occupation Status	Men+	Women+	Total	%
Employed full time	57,480	50,140	107,620	43%
Employed part time	12,730	18,560	31,290	12%
Student	25,320	27,240	52,560	21%
Retiree	25,360	32,720	58,080	23%
Stay-at-home parent / caregiver	320	3,280	3,600	1%
Pre-schooler	4,500	4,320	8,820	3%
Other status	4,400	5,290	9,690	4%
Total	122,080	131,090	253,160	

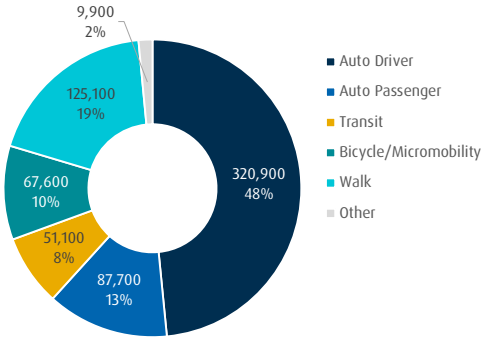
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	5,940	17,620	23,560	17%
No fixed workplace / on the road	4,520	8,050	12,570	9%
Usual workplace outside the home	20,840	81,950	102,790	74%
Total	31,290	107,620	138,920	100%

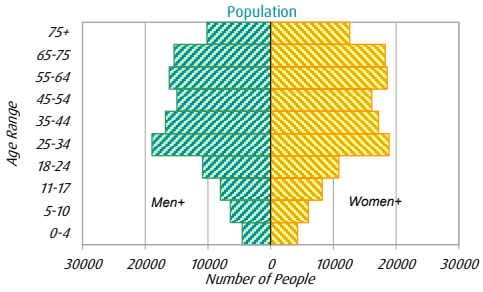
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	72%	67%
Avg. weekday, % who telecommuted	7%	20%	17%
% who telecommuted on at least one weekday	15%	37%	33%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	95,160	100,570	195,740
Car share members	7,230	6,180	13,400
Trips made by residents 5+	318,540	343,770	662,310
Trips made by residents 11+	302,080	327,740	629,810

Selected Indicators	
Daily Trips per Person 5+	2.71
Vehicles per Person	0.66
Number of Persons per Household	2.10
Daily Trips per Household	5.22
Vehicles per Household	1.38
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.49
Workers per Household	1.15
Jobs per Person	0.62
Population Density (Pop/km2)	1,620
Employment Density (Jobs/km2)	1,010

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	766,850	662,310
Auto Driver	52%	48%
Auto Passenger	15%	13%
Transit	9%	8%
Bicycle & Micromobility	7%	10%
Walk	17%	19%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	38,460	32%
Other ground-oriented	28,790	24%
Apartment/condominium 1-4 floo	40,300	33%
Apartment/condominium 5+ floor	13,020	11%
Total:	120,560	100%

Household Size	Total	%
1 person	45,180	37%
2 persons	43,600	36%
3 persons	14,470	12%
4 persons	11,320	9%
5+ persons	5,990	5%
Total:	120,560	100%

Households by Vehicle Availability	Total	%
No vehicles	17,200	14%
1 vehicle	59,010	49%
2 vehicles	30,490	25%
3+ vehicles	13,860	11%
Total:	120,560	100%

Vehicles by Fuel Type	Total	%
Gas	147,760	88%
Hybrid	6,540	4%
Plug-in Hybrid	1,600	1%
Electric	7,270	4%
Diesel	3,710	2%
Biodiesel	80	0%
Other	-	0%
Total:	166,970	100%

Access to EV Charging	%
Yes, in my building	15%
Yes, nearby	10%
Not available, not conveniently nearby	63%
Don't know	12%

Note: as self-reported by respondents; asked of a two-thirds sample

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.2% of households in this area, and are subject to a margin of sampling error of approximately ±1.6% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Sub Area 2 - Core - Districts 5 - 13

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	12,330	15%	23,650	29%	81,480	13%
Post-secondary school	110	0%	2,780	3%	13,480	2%
K-12 school	350	0%	1,620	2%	24,830	4%
Personal business	3,250	4%	6,470	8%	36,480	6%
Recreation / social	9,230	11%	7,680	9%	69,020	11%
Dining / restaurant	1,730	2%	2,030	3%	19,900	3%
Shopping	8,230	10%	5,700	7%	68,810	11%
Pick-up / drop-off passenger	4,780	6%	5,660	7%	43,340	7%
Return Home	39,790	50%	25,380	31%	248,400	41%
Other	450	1%	70	0%	1,030	0%
Total:	80,260	100%	81,030	100%	606,770	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	7,360	63%	15,950	66%	47,990	40%
Post-secondary school	80	1%	2,010	8%	5,900	5%
K-12 school	290	2%	1,450	6%	23,740	20%
Personal business	190	2%	1,320	5%	4,530	4%
Recreation / social	1,100	9%	720	3%	6,080	5%
Dining / restaurant	220	2%	440	2%	1,940	2%
Shopping	490	4%	210	1%	3,240	3%
Pick-up / drop-off passenger	730	6%	1,810	7%	15,660	13%
Return Home	1,100	9%	360	1%	9,290	8%
Other	70	1%	-	0%	190	0%
Total:	11,620	100%	24,260	100%	118,570	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	920	3%	740	4%	5,220	3%
Post-secondary school	-	0%	30	0%	310	0%
K-12 school	-	0%	40	0%	70	0%
Personal business	920	3%	1,210	6%	7,760	4%
Recreation / social	2,180	8%	2,380	12%	21,350	12%
Dining / restaurant	560	2%	950	5%	5,340	3%
Shopping	2,590	9%	1,540	8%	20,780	11%
Pick-up / drop-off passenger	1,720	6%	1,920	10%	12,780	7%
Return Home	20,050	69%	10,460	54%	107,030	59%
Other	120	0%	-	0%	110	0%
Total:	29,050	100%	19,280	100%	180,760	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	768,100	100%	79%
AM Peak Period	154,400	20%	77%
PM Peak Period	229,100	30%	79%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	58,050	72%	58,470	72%	280,430	46%
Auto Passenger	13,110	16%	13,330	16%	77,630	13%
Transit	4,760	6%	4,970	6%	48,750	8%
Bicycle & Micromobility	2,480	3%	2,500	3%	66,350	11%
Walk	190	0%	210	0%	125,860	21%
Other	1,670	2%	1,550	2%	7,760	1%
Total:	80,260	100%	81,030	100%	606,770	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	9,110	78%	17,290	71%	49,270	42%
Auto Passenger	970	8%	2,720	11%	13,990	12%
Transit	780	7%	2,570	11%	12,510	11%
Bicycle & Micromobility	480	4%	1,120	5%	17,300	15%
Walk	40	0%	-	0%	23,220	20%
Other	250	2%	560	2%	2,270	2%
Total:	11,620	100%	24,260	100%	118,570	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	20,860	72%	13,530	70%	78,310	43%
Auto Passenger	4,290	15%	3,650	19%	24,340	13%
Transit	2,340	8%	1,080	6%	15,150	8%
Bicycle & Micromobility	1,080	4%	590	3%	22,450	12%
Walk	50	0%	30	0%	38,050	21%
Other	430	1%	400	2%	2,470	1%
Total:	29,050	100%	19,280	100%	180,760	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.23	6%	1.23	6%	1.28	8%
AM Peak Period	1.11	7%	1.16	11%	1.28	11%
PM Peak Period	1.21	8%	1.27	6%	1.31	8%

MALATEST

Sub Area 3 - West Shore - Districts 14 - 19

Demographic Characteristics

Population	96,440
Population 5+ (trips reported for survey sample)	91,410
Total Employed Population	53,500
Households	39,340
Jobs in District (places of work)	32,410
Actively Travelled	74,310
Number of Vehicles	74,650
Number of Adult Bicycles (non-motorized)	48,370
Number of Adult E-Bikes	7,110
Number of Child Bicycles	14,770
Number of E-micromobility devices	1,890
Area (km^2)	1,716.80

Occupation Status	Men+	Women+	Total	%
Employed full time	24,210	19,030	43,240	45%
Employed part time	3,640	6,610	10,260	11%
Student	9,330	10,060	19,400	20%
Retiree	8,150	10,070	18,220	19%
Stay-at-home parent / caregiver	190	1,360	1,550	2%
Pre-schooler	2,500	2,530	5,030	5%
Other status	1,610	2,570	4,170	4%
Total	47,480	48,960	96,440	

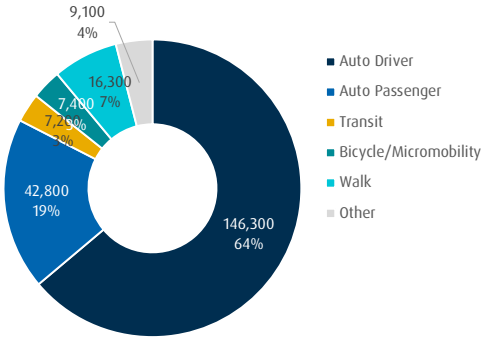
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	980	6,690	7,660	14%
No fixed workplace / on the road	2,160	4,130	6,300	12%
Usual workplace outside the home	7,120	32,420	39,530	74%
Total	10,260	43,240	53,500	100%

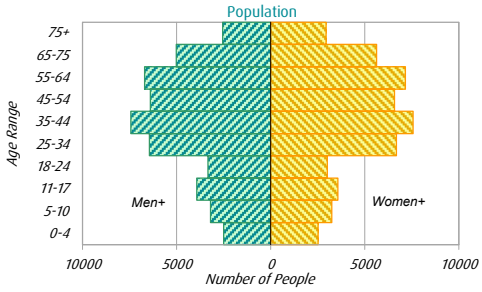
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	48%	75%	70%
Avg. weekday, % who telecommuted	5%	18%	15%
% who telecommuted on at least one weekday	12%	31%	28%

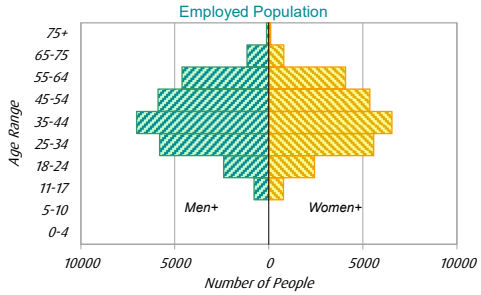
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	36,470	37,200	73,670
Car share members	280	370	650
Trips made by residents 5+	112,560	116,490	229,060
Trips made by residents 11+	103,930	107,510	211,450

Selected Indicators	
Daily Trips per Person 5+	2.51
Vehicles per Person	0.77
Number of Persons per Household	2.45
Daily Trips per Household	5.38
Vehicles per Household	1.90
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.41
Workers per Household	1.36
Jobs per Person	0.34
Population Density (Pop/km2)	60
Employment Density (Jobs/km2)	20

Daily mode shares for residents of this geography







Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	216,050	229,060
Auto Driver	65%	64%
Auto Passenger	18%	19%
Transit	5%	3%
Bicycle & Micromobility	1%	3%
Walk	7%	7%
Other (school bus, taxi, ferry, etc)	3%	4%

Households by Dwelling Type	Total	%
Single-detached house	19,310	49%
Other ground-oriented	13,390	34%
Apartment/condominium 1-4 floo	5,030	13%
Apartment/condominium 5+ floor	1,600	4%
Total:	39,340	100%

Household Size	Total	%
1 person	9,650	25%
2 persons	14,850	38%
3 persons	6,420	16%
4 persons	5,450	14%
5+ persons	2,970	8%
Total:	39,340	100%

Households by Vehicle Availability	Total	%
No vehicles	1,070	3%
1 vehicle	15,070	38%
2 vehicles	14,760	38%
3+ vehicles	8,430	21%
Total:	39,340	100%

Vehicles by Fuel Type	Total	%
Gas	66,360	89%
Hybrid	2,150	3%
Plug-in Hybrid	600	1%
Electric	2,760	4%
Diesel	2,750	4%
Biodiesel	20	0%
Other	-	0%
Total:	74,640	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	13%
Not available, not conveniently nearby	63%
Don't know	10%

Note: as self-reported by respondents; asked of a two-thirds sample

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 5.3% of households in this area, and are subject to a margin of sampling error of approximately ±2.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.

2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Sub Area 3 - West Shore - Districts 14 - 19

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	20,750	37%	6,990	12%	13,460	9%
Post-secondary school	1,900	3%	170	0%	340	0%
K-12 school	1,270	2%	300	1%	10,400	7%
Personal business	4,530	8%	2,100	4%	7,260	5%
Recreation / social	5,740	10%	4,770	8%	13,230	9%
Dining / restaurant	1,190	2%	1,390	2%	5,040	3%
Shopping	3,070	5%	7,070	13%	20,230	14%
Pick-up / drop-off passenger	4,350	8%	2,190	4%	14,120	10%
Return Home	13,850	24%	31,300	56%	59,270	41%
Other	60	0%	40	0%	1,050	1%
Total:	56,700	100%	56,330	100%	144,390	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	14,400	71%	4,030	58%	6,900	23%
Post-secondary school	1,530	8%	130	2%	240	1%
K-12 school	1,140	6%	230	3%	10,240	34%
Personal business	880	4%	70	1%	940	3%
Recreation / social	460	2%	620	9%	1,090	4%
Dining / restaurant	230	1%	190	3%	750	2%
Shopping	90	0%	440	6%	1,100	4%
Pick-up / drop-off passenger	1,420	7%	340	5%	6,490	21%
Return Home	60	0%	940	13%	2,370	8%
Other	-	0%	-	0%	330	1%
Total:	20,220	100%	6,980	100%	30,440	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	610	5%	530	2%	1,300	3%
Post-secondary school	30	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	930	8%	560	2%	1,560	4%
Recreation / social	1,910	16%	1,340	6%	4,040	10%
Dining / restaurant	360	3%	400	2%	1,300	3%
Shopping	810	7%	2,360	10%	5,020	12%
Pick-up / drop-off passenger	1,330	11%	1,050	5%	3,330	8%
Return Home	5,710	49%	16,540	73%	25,080	60%
Other	20	0%	10	0%	340	1%
Total:	11,720	100%	22,800	100%	41,960	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	257,400	100%	56%
AM Peak Period	57,600	22%	53%
PM Peak Period	76,500	30%	55%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	40,870	72%	40,820	72%	86,350	60%
Auto Passenger	9,410	17%	9,230	16%	28,930	20%
Transit	3,520	6%	3,460	6%	1,920	1%
Bicycle & Micromobility	1,760	3%	1,780	3%	4,340	3%
Walk	140	0%	150	0%	15,400	11%
Other	1,000	2%	890	2%	7,460	5%
Total:	56,700	100%	56,330	100%	144,390	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	14,640	72%	5,300	76%	15,450	51%
Auto Passenger	2,160	11%	660	9%	6,500	21%
Transit	1,950	10%	590	8%	500	2%
Bicycle & Micromobility	940	5%	340	5%	970	3%
Walk	-	0%	40	1%	3,610	12%
Other	530	3%	60	1%	3,420	11%
Total:	20,220	100%	6,980	100%	30,440	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	7,810	67%	16,800	74%	24,560	59%
Auto Passenger	2,630	22%	3,130	14%	8,670	21%
Transit	680	6%	1,640	7%	720	2%
Bicycle & Micromobility	390	3%	860	4%	1,680	4%
Walk	-	0%	30	0%	3,600	9%
Other	210	2%	350	2%	2,720	6%
Total:	11,720	100%	22,800	100%	41,960	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.23	6%	1.23	6%	1.34	1%
AM Peak Period	1.15	10%	1.13	8%	1.42	2%
PM Peak Period	1.34	6%	1.19	7%	1.35	2%

MALATEST

District 1 - Salt Spring Island Electoral Area

Demographic Characteristics

Population	11,500
Population 5+ (trips reported for survey sample)	11,150
Total Employed Population	5,120
Households	5,220
Jobs in District (places of work)	4,950
Actively Travelled	8,160
Number of Vehicles	9,180
Number of Adult Bicycles (non-motorized)	5,220
Number of Adult E-Bikes	1,150
Number of Child Bicycles	1,240
Number of E-micromobility devices	50
Area (km^2)	182.94

Occupation Status	Men+	Women+	Total	%
Employed full time	2,000	1,290	3,300	29%
Employed part time	710	1,110	1,820	16%
Student	820	1,040	1,860	16%
Retiree	1,670	2,070	3,750	33%
Stay-at-home parent / caregiver	-	170	170	1%
Pre-schooler (0-4 years)	170	180	360	3%
Other status	210	410	620	5%
Total	5,530	5,970	11,500	

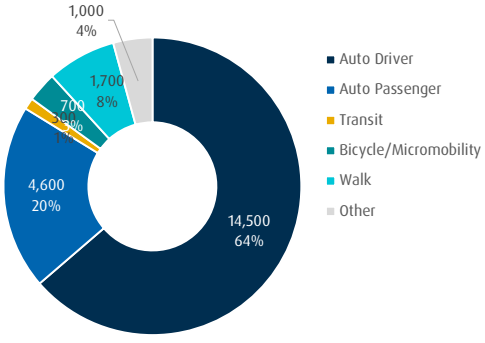
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	880	1,100	1,980	39%
No fixed workplace / on the road	260	570	830	16%
Usual workplace outside the home	680	1,620	2,310	45%
Total	1,820	3,300	5,120	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	69%	62%
Avg. weekday, % who telecommuted	13%	13%	13%
% who telecommuted on at least one weekday	22%	18%	19%

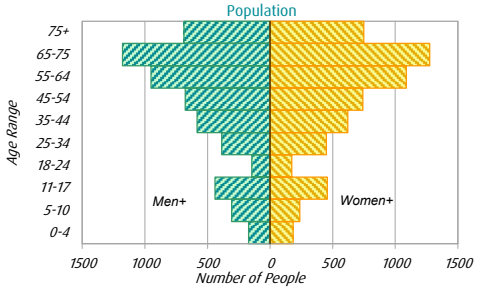
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	4,280	4,790	9,070
Car share members	130	80	220
Trips made by residents 5+	10,580	12,240	22,820
Trips made by residents 11+	10,190	11,720	21,910

Selected Indicators	
Daily Trips per Person 5+	2.05
Vehicles per Person	0.80
Number of Persons per Household	2.21
Daily Trips per Household	4.20
Vehicles per Household	1.76
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.22
Workers per Household	0.98
Jobs per Person	0.43
Population Density (Pop/km2)	60
Employment Density (Jobs/km2)	30

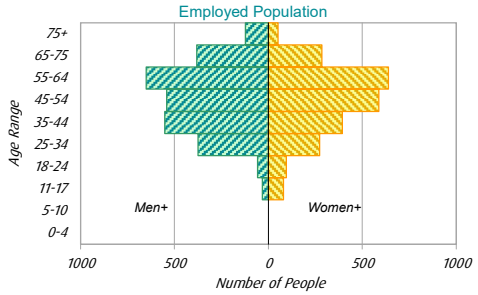
Daily mode shares for residents of this geography



Population



Employed Population



Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	26,310	22,820
Auto Driver	69%	64%
Auto Passenger	19%	20%
Transit	1%	1%
Bicycle & Micromobility	2%	3%
Walk	6%	7%
Other (school bus, taxi, ferry, etc)	4%	4%

Households by Dwelling Type	Total	%
Single-detached house	4,280	82%
Other ground-oriented	850	16%
Apartment/condominium 1-4 floo	80	2%
Apartment/condominium 5+ floor	-	0%
Total:	5,210	100%

Household Size	Total	%
1 person	1,620	31%
2 persons	2,180	42%
3 persons	660	13%
4 persons	470	9%
5+ persons	290	5%
Total:	5,220	100%

Households by Vehicle Availability	Total	%
No vehicles	200	4%
1 vehicle	2,000	38%
2 vehicles	2,130	41%
3+ vehicles	880	17%
Total:	5,220	100%

Vehicles by Fuel Type	Total	%
Gas	7,600	83%
Hybrid	430	5%
Plug-in Hybrid	130	1%
Electric	690	7%
Diesel	310	3%
Biodiesel	20	0%
Other	-	0%
Total:	9,180	100%

Access to EV Charging	%
Yes, in my building	19%
Yes, nearby	16%
Not available, not conveniently nearby	58%
Don't know	7%

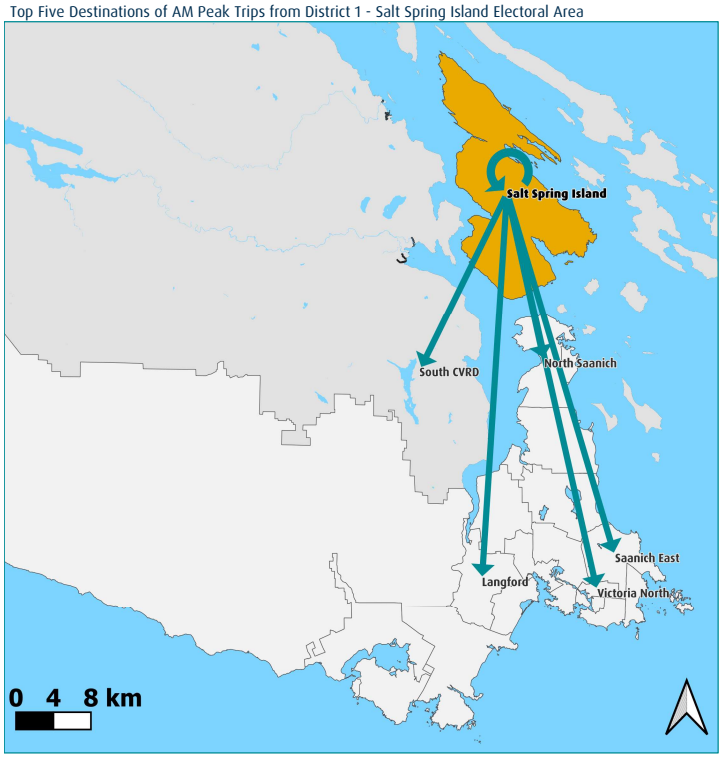
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 10.1% of households in this district, and are subject to a margin of sampling error of approximately ±5.4% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 employed age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 1 - Salt Spring Island Electoral Area



Summary of Trips to and from District 1 - Salt Spring Island Electoı AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	3,190	92%	3,190	98%
Sidney	-	0%	60	2%
North Saanich, Tsyecum FN, Pauquachin FN	40	1%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	10	0%	-	0%
Downtown	30	1%	-	0%
Victoria North	40	1%	-	0%
Victoria South	10	0%	-	0%
Saanich North	-	0%	-	0%
Saanich East	40	1%	-	0%
Saanich West	-	0%	-	0%
Oak Bay	10	0%	-	0%
Esquimalt	-	0%	-	0%
View Royal, Esquimalt Nation, Songhees FN	-	0%	-	0%
Highlands	-	0%	-	0%
Langford	30	1%	-	0%
Colwood	-	0%	-	0%
Metchosin, Scia'new FN	-	0%	-	0%
Sooke, T'Sou-ke FN	-	0%	-	0%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	-	0%
External South CVRD	30	1%	10	0%
External Other	30	1%	10	0%
Total	3,450	100%	3,260	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	100	12%	60	6%	2,460	12%
Post-secondary school	20	3%	-	0%	-	0%
K-12 school	-	0%	-	0%	1,020	5%
Personal business	210	24%	30	4%	1,780	9%
Recreation / social	130	15%	70	8%	1,950	9%
Dining / restaurant	10	1%	10	1%	530	3%
Shopping	300	34%	20	2%	3,390	16%
Pick-up / drop-off passenger	-	0%	20	2%	1,140	5%
Return Home	80	9%	640	70%	8,440	40%
Other	20	2%	70	8%	130	1%
Total:	870	100%	920	100%	20,850	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	40	14%	60	74%	990	31%
Post-secondary school	20	9%	-	0%	-	0%
K-12 school	-	0%	-	0%	1,020	32%
Personal business	40	14%	-	0%	110	3%
Recreation / social	70	26%	-	0%	230	7%
Dining / restaurant	-	0%	-	0%	80	2%
Shopping	100	37%	-	0%	100	3%
Pick-up / drop-off passenger	-	0%	-	0%	490	15%
Return Home	-	0%	-	0%	150	5%
Other	-	0%	20	26%	20	1%
Total:	270	100%	80	100%	3,190	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	30	21%	-	0%	240	4%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	10	5%	-	0%	420	7%
Recreation / social	-	0%	10	3%	570	9%
Dining / restaurant	-	0%	-	0%	190	3%
Shopping	-	0%	10	3%	780	12%
Pick-up / drop-off passenger	-	0%	-	0%	370	6%
Return Home	80	60%	250	91%	3,720	59%
Other	20	14%	10	3%	-	0%
Total:	130	100%	270	100%	6,310	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	22,600	100%	92%
AM Peak Period	3,500	16%	90%
PM Peak Period	6,700	30%	94%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	570	65%	690	75%	13,130	63%
Auto Passenger	240	27%	190	21%	4,140	20%
Transit	-	0%	-	0%	270	1%
Bicycle & Micromobility	-	0%	-	0%	750	4%
Walk	-	0%	-	0%	1,710	8%
Other	60	7%	40	5%	850	4%
Total:	870	100%	920	100%	20,850	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	190	73%	60	84%	1,600	50%
Auto Passenger	40	17%	-	0%	720	23%
Transit	-	0%	-	0%	50	1%
Bicycle & Micromobility	-	0%	-	0%	140	5%
Walk	-	0%	-	0%	150	5%
Other	30	11%	10	16%	530	17%
Total:	270	100%	80	100%	3,190	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	110	83%	210	79%	3,520	56%
Auto Passenger	-	3%	50	19%	1,650	26%
Transit	-	0%	-	0%	180	3%
Bicycle & Micromobility	-	0%	-	0%	220	4%
Walk	-	0%	-	0%	470	7%
Other	20	14%	10	2%	260	4%
Total:	130	100%	270	100%	6,310	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.42	0%	1.28	0%	1.32	1%
AM Peak Period	1.23	0%	1.00	0%	1.45	1%
PM Peak Period	1.03	0%	1.24	0%	1.47	3%

MALATEST

District 2 - Town of Sidney

Demographic Characteristics

Population	11,980
Population 5+ (trips reported for survey sample)	11,600
Total Employed Population	5,120
Households	6,040
Jobs in District (places of work)	6,040
Actively Travelled	8,920
Number of Vehicles	8,420
Number of Adult Bicycles (non-motorized)	7,590
Number of Adult E-Bikes	710
Number of Child Bicycles	1,040
Number of E-micromobility devices	60
Area (km^2)	5.11

Occupation Status	Men+	Women+	Total	%
Employed full time	2,170	1,250	3,420	29%
Employed part time	550	1,150	1,700	14%
Student	800	790	1,590	13%
Retiree	2,100	3,190	5,290	44%
Stay-at-home parent / caregiver	-	70	70	1%
Pre-schooler (0-4 years)	200	190	380	3%
Other status	10	280	290	2%
Total	5,490	6,490	11,980	

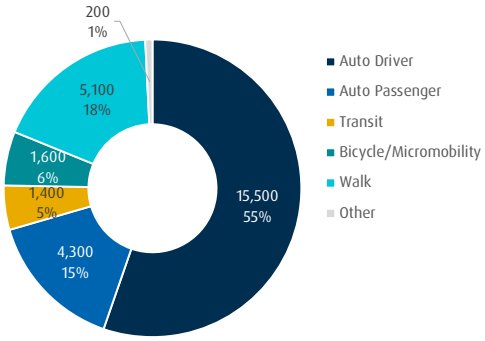
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	320	410	730	14%
No fixed workplace / on the road	180	350	530	10%
Usual workplace outside the home	1,190	2,660	3,850	75%
Total	1,700	3,420	5,120	100%

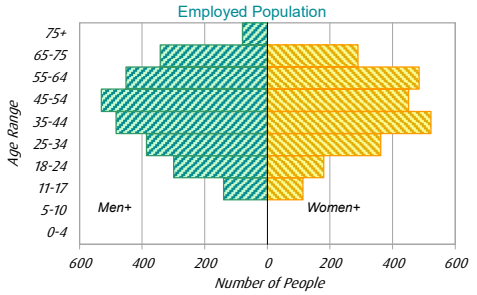
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	77%	67%
Avg. weekday, % who telecommuted	0%	18%	13%
% who telecommuted on at least one weekday	0%	32%	22%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	4,400	5,020	9,420
Car share members	350	120	470
Trips made by residents 5+	12,150	15,930	28,070
Trips made by residents 11+	12,150	14,500	26,640

Selected Indicators	
Daily Trips per Person 5+	2.42
Vehicles per Person	0.70
Number of Persons per Household	1.98
Daily Trips per Household	4.41
Vehicles per Household	1.39
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.37
Workers per Household	0.85
Jobs per Person	0.50
Population Density (Pop/km2)	2,350
Employment Density (Jobs/km2)	1,180

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	31,030	28,070
Auto Driver	64%	55%
Auto Passenger	15%	15%
Transit	4%	5%
Bicycle & Micromobility	3%	6%
Walk	12%	18%
Other (school bus, taxi, ferry, etc)	3%	1%

Households by Dwelling Type	Total	%
Single-detached house	2,110	35%
Other ground-oriented	1,940	32%
Apartment/condominium 1-4 floor	1,770	29%
Apartment/condominium 5+ floors	220	4%
Total:	6,040	100%

Household Size	Total	%
1 person	2,330	39%
2 persons	2,520	42%
3 persons	570	9%
4 persons	400	7%
5+ persons	230	4%
Total:	6,040	100%

Households by Vehicle Availability	Total	%
No vehicles	680	11%
1 vehicle	3,050	50%
2 vehicles	1,680	28%
3+ vehicles	640	11%
Total:	6,040	100%

Vehicles by Fuel Type	Total	%
Gas	7,770	92%
Hybrid	230	3%
Plug-in Hybrid	20	0%
Electric	350	4%
Diesel	50	1%
Biodiesel	-	0%
Other	-	0%
Total:	8,420	100%

Access to EV Charging	%
Yes, in my building	22%
Yes, nearby	16%
Not available, not conveniently nearby	56%
Don't know	6%

Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.9% of households in this district, and are subject to a margin of sampling error of approximately ±7.2% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
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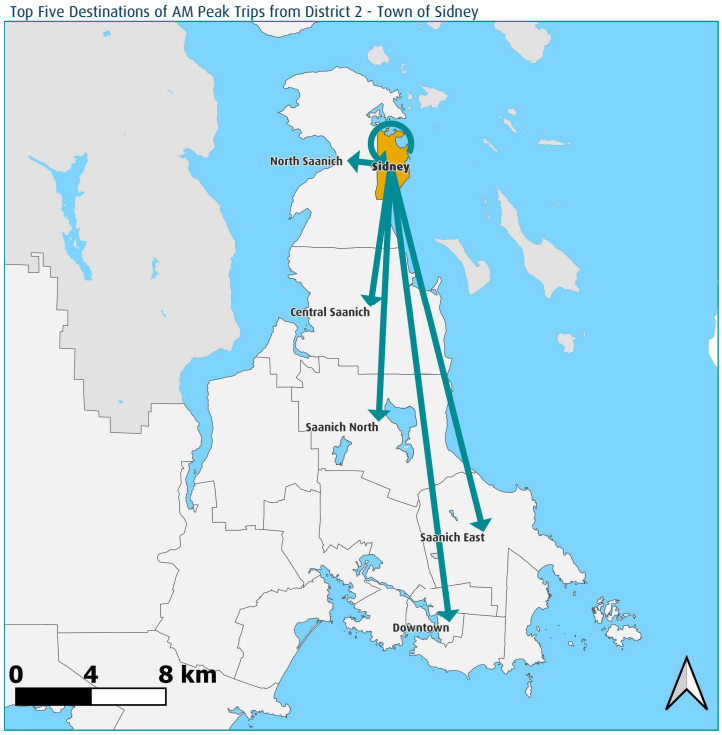
Gender balances for 5-10, 18-24, and 11-17 age groups are skewed due to small sample sizes for these age groups in this district nd/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 2 - Town of Sidney



Summary of Trips to and from District 2 - Town of Sidney AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	60	1%	-	0%
Sidney	1,100	27%	1,100	30%
North Saanich, Tsyecum FN, Pauquachin FN	1,530	37%	820	22%
Central Saanich, Tsartlip FN, Tsawout FN	420	10%	390	10%
Downtown	160	4%	40	1%
Victoria North	130	3%	150	4%
Victoria South	10	0%	60	1%
Saanich North	200	5%	280	8%
Saanich East	280	7%	310	9%
Saanich West	130	3%	130	4%
Oak Bay	10	0%	30	1%
Esquimalt	70	2%	50	1%
View Royal, Esquimalt Nation, Songhees FN	-	0%	30	1%
Highlands	-	0%	-	0%
Langford	10	0%	160	4%
Colwood	30	1%	20	0%
Metchosin, Scia'new FN	-	0%	40	1%
Sooke, T'Sou-ke FN	-	0%	70	2%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	-	0%
External South CVRD	10	0%	-	0%
External Other	-	0%	-	0%
Total	4,150	100%	3,670	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	2,050	13%	2,780	18%	1,080	8%
Post-secondary school	170	1%	-	0%	-	0%
K-12 school	860	5%	-	0%	50	0%
Personal business	1,040	7%	1,530	10%	1,390	11%
Recreation / social	2,690	17%	1,630	10%	1,360	11%
Dining / restaurant	290	2%	700	4%	710	6%
Shopping	870	5%	1,930	12%	2,580	20%
Pick-up / drop-off passenger	1,010	6%	430	3%	650	5%
Return Home	6,880	43%	6,580	42%	5,050	39%
Other	-	0%	170	1%	-	0%
Total:	15,870	100%	15,750	100%	12,870	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,080	36%	1,830	71%	450	41%
Post-secondary school	170	5%	-	0%	-	0%
K-12 school	860	28%	-	0%	50	4%
Personal business	140	5%	70	3%	150	13%
Recreation / social	310	10%	90	3%	200	18%
Dining / restaurant	50	2%	230	9%	70	6%
Shopping	50	2%	80	3%	60	5%
Pick-up / drop-off passenger	370	12%	60	2%	10	1%
Return Home	20	1%	210	8%	130	12%
Other	-	0%	-	0%	-	0%
Total:	3,040	100%	2,570	100%	1,100	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	40	1%	180	4%	130	4%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	180	4%	260	6%	280	9%
Recreation / social	460	10%	250	6%	260	8%
Dining / restaurant	50	1%	100	2%	150	5%
Shopping	360	8%	330	8%	540	17%
Pick-up / drop-off passenger	90	2%	190	4%	220	7%
Return Home	3,490	75%	2,900	68%	1,540	49%
Other	-	0%	30	1%	-	0%
Total:	4,660	100%	4,230	100%	3,130	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	44,500	100%	29%
AM Peak Period	6,700	15%	16%
PM Peak Period	12,000	27%	26%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	10,850	68%	10,860	69%	6,410	50%
Auto Passenger	2,710	17%	2,620	17%	1,510	12%
Transit	690	4%	740	5%	70	1%
Bicycle & Micromobility	860	5%	870	6%	780	6%
Walk	440	3%	340	2%	4,100	32%
Other	320	2%	320	2%	10	0%
Total:	15,870	100%	15,750	100%	12,870	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,490	49%	1,950	76%	530	48%
Auto Passenger	530	17%	190	7%	110	10%
Transit	410	14%	40	1%	20	2%
Bicycle & Micromobility	260	8%	190	8%	90	8%
Walk	240	8%	80	3%	360	33%
Other	110	4%	120	5%	-	0%
Total:	3,040	100%	2,570	100%	1,100	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	3,630	78%	2,540	60%	1,540	49%
Auto Passenger	570	12%	660	16%	440	14%
Transit	60	1%	520	12%	-	0%
Bicycle & Micromobility	210	5%	260	6%	250	8%
Walk	40	1%	200	5%	910	29%
Other	150	3%	60	1%	-	0%
Total:	4,660	100%	4,230	100%	3,130	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	4%	1.24	5%	1.24	1%
AM Peak Period	1.36	14%	1.10	1%	1.20	2%
PM Peak Period	1.16	1%	1.26	12%	1.28	0%

MALATEST

District 3 - District of North Saanich with Tsyecum FN, Pauquachin FN

Demographic Characteristics

Population	12,730
Population 5+ (trips reported for survey sample)	12,310
Total Employed Population	5,240
Households	5,210
Jobs in District (places of work)	6,310
Actively Travelled	9,290
Number of Vehicles	11,640
Number of Adult Bicycles (non-motorized)	8,780
Number of Adult E-Bikes	1,190
Number of Child Bicycles	1,380
Number of E-micromobility devices	70
Area (km^2)	40.27

Occupation Status	Men+	Women+	Total	%
Employed full time	2,000	1,710	3,720	29%
Employed part time	610	910	1,530	12%
Student	1,120	1,050	2,170	17%
Retiree	2,380	2,460	4,830	38%
Stay-at-home parent / caregiver	40	250	290	2%
Pre-schooler (0-4 years)	220	200	420	3%
Other status	80	210	290	2%
Total	6,220	6,510	12,730	

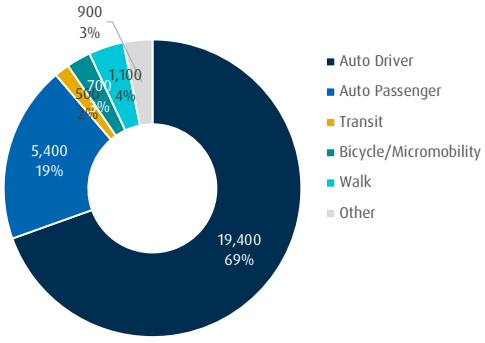
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	390	540	930	18%
No fixed workplace / on the road	130	440	570	11%
Usual workplace outside the home	1,000	2,740	3,740	71%
Total	1,530	3,720	5,240	100%

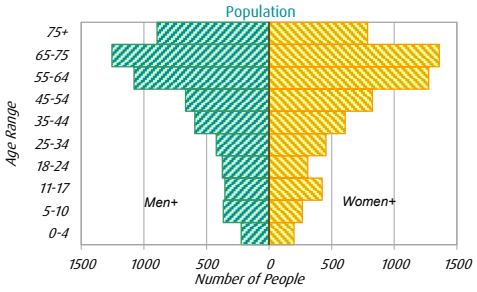
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	66%	60%
Avg. weekday, % who telecommuted	10%	18%	16%
% who telecommuted on at least one weekday	22%	33%	31%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	5,300	5,560	10,860
Car share members	40	10	50
Trips made by residents 5+	13,670	14,270	27,940
Trips made by residents 11+	12,890	13,850	26,750

Selected Indicators	
Daily Trips per Person 5+	2.27
Vehicles per Person	0.91
Number of Persons per Household	2.44
Daily Trips per Household	5.13
Vehicles per Household	2.23
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.91
Workers per Household	1.01
Jobs per Person	0.50
Population Density (Pop/km2)	320
Employment Density (Jobs/km2)	160

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	34,520	27,940
Auto Driver	72%	70%
Auto Passenger	18%	19%
Transit	1%	2%
Bicycle & Micromobility	2%	3%
Walk	4%	4%
Other (school bus, taxi, ferry, etc)	3%	3%

Households by Dwelling Type	Total	%
Single-detached house	4,150	79%
Other ground-oriented	940	18%
Apartment/condominium 1-4 floor	130	3%
Apartment/condominium 5+ floors	-	0%
Total:	5,210	100%

Household Size	Total	%
1 person	1,010	19%
2 persons	2,470	47%
3 persons	710	14%
4 persons	670	13%
5+ persons	350	7%
Total:	5,210	100%

Households by Vehicle Availability	Total	%
No vehicles	20	0%
1 vehicle	1,240	24%
2 vehicles	2,150	41%
3+ vehicles	1,810	35%
Total:	5,210	100%

Vehicles by Fuel Type	Total	%
Gas	9,500	82%
Hybrid	360	3%
Plug-in Hybrid	50	0%
Electric	1,020	9%
Diesel	700	6%
Biodiesel	-	0%
Other	-	0%
Total:	11,640	100%

Access to EV Charging	%
Yes, in my building	26%
Yes, nearby	5%
Not available, not conveniently nearby	60%
Don't know	9%

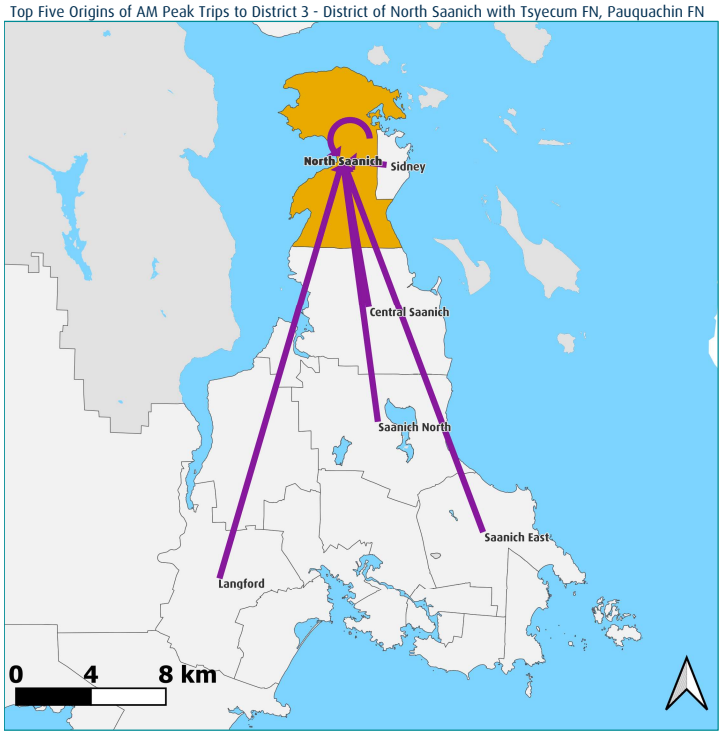
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 6.2% of households in this district, and are subject to a margin of sampling error of approximately ±6.4% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups are skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 3 - District of North Saanich with Tsyecum FN, Pauquachin FN



Summary of Trips to and from District 3 - District of North Saanich AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	1%
Sidney	820	16%	1,530	24%
North Saanich, Tsyecum FN, Pauquachin FN	1,530	30%	1,530	24%
Central Saanich, Tsartlip FN, Tsawout FN	870	17%	1,060	17%
Downtown	140	3%	90	1%
Victoria North	180	3%	290	5%
Victoria South	150	3%	60	1%
Saanich North	110	2%	370	6%
Saanich East	710	14%	460	7%
Saanich West	320	6%	140	2%
Oak Bay	30	1%	90	1%
Esquimalt	100	2%	30	0%
View Royal, Esquimalt Nation, Songhees FN	-	0%	40	1%
Highlands	-	0%	-	0%
Langford	80	1%	300	5%
Colwood	30	1%	210	3%
Metchosin, Scia'new FN	-	0%	40	1%
Sooke, T'Sou-ke FN	-	0%	50	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	-	0%
External South CVRD	40	1%	-	0%
External Other	80	1%	60	1%
Total	5,180	100%	6,380	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	2,560	11%	3,750	17%	660	9%
Post-secondary school	400	2%	-	0%	-	0%
K-12 school	480	2%	830	4%	460	6%
Personal business	1,330	6%	900	4%	380	5%
Recreation / social	2,420	10%	3,890	17%	1,640	22%
Dining / restaurant	860	4%	250	1%	110	1%
Shopping	2,620	11%	530	2%	290	4%
Pick-up / drop-off passenger	1,350	6%	2,960	13%	940	12%
Return Home	11,010	48%	8,190	36%	3,070	40%
Other	140	1%	1,330	6%	20	0%
Total:	23,180	100%	22,640	100%	7,580	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	1,250	34%	2,140	44%	350	23%
Post-secondary school	190	5%	-	0%	-	0%
K-12 school	480	13%	830	17%	430	28%
Personal business	190	5%	190	4%	70	4%
Recreation / social	220	6%	540	11%	150	10%
Dining / restaurant	390	11%	20	0%	10	1%
Shopping	160	4%	30	1%	20	2%
Pick-up / drop-off passenger	420	11%	660	14%	340	22%
Return Home	350	9%	310	6%	150	10%
Other	10	0%	120	2%	10	1%
Total:	3,640	100%	4,840	100%	1,530	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	220	4%	260	4%	50	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	110	2%	150	2%	50	2%
Recreation / social	500	8%	830	13%	450	20%
Dining / restaurant	120	2%	60	1%	-	0%
Shopping	770	12%	130	2%	40	2%
Pick-up / drop-off passenger	400	6%	620	10%	280	13%
Return Home	4,020	65%	3,790	62%	1,380	61%
Other	30	1%	310	5%	-	0%
Total:	6,190	100%	6,150	100%	2,250	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	53,400	100%	14%
AM Peak Period	10,000	19%	15%
PM Peak Period	14,600	27%	15%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	15,640	67%	15,420	68%	4,550	60%
Auto Passenger	4,820	21%	4,540	20%	1,270	17%
Transit	630	3%	410	2%	90	1%
Bicycle & Micromobility	590	3%	610	3%	220	3%
Walk	350	2%	390	2%	1,090	14%
Other	1,140	5%	1,260	6%	370	5%
Total:	23,180	100%	22,640	100%	7,580	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,370	65%	3,220	66%	840	54%
Auto Passenger	690	19%	720	15%	310	20%
Transit	100	3%	60	1%	40	3%
Bicycle & Micromobility	140	4%	230	5%	20	1%
Walk	80	2%	240	5%	160	11%
Other	260	7%	370	8%	170	11%
Total:	3,640	100%	4,840	100%	1,530	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	4,180	67%	4,400	72%	1,290	57%
Auto Passenger	1,010	16%	1,140	18%	310	14%
Transit	250	4%	130	2%	40	2%
Bicycle & Micromobility	180	3%	150	3%	140	6%
Walk	210	3%	10	0%	270	12%
Other	360	6%	310	5%	200	9%
Total:	6,190	100%	6,150	100%	2,250	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.31	3%	1.29	2%	1.28	1%
AM Peak Period	1.29	3%	1.22	1%	1.37	3%
PM Peak Period	1.24	4%	1.26	2%	1.24	2%

MALATEST

District 4 - District of Central Saanich with Tsartlip FN, Tsawout FN

Demographic Characteristics

Population	19,670
Population 5+ (trips reported for survey sample)	18,900
Total Employed Population	9,980
Households	8,340
Jobs in District (places of work)	8,500
Actively Travelled	15,660
Number of Vehicles	18,120
Number of Adult Bicycles (non-motorized)	11,090
Number of Adult E-Bikes	1,160
Number of Child Bicycles	2,940
Number of E-micromobility devices	380
Area (km^2)	45.90

Occupation Status	Men+	Women+	Total	%
Employed full time	4,260	3,810	8,070	41%
Employed part time	700	1,210	1,900	10%
Student	1,710	1,720	3,430	17%
Retiree	2,720	2,950	5,670	29%
Stay-at-home parent / caregiver	100	270	370	2%
Pre-schooler (0-4 years)	400	370	770	4%
Other status	140	270	400	2%
Total	9,590	10,080	19,670	

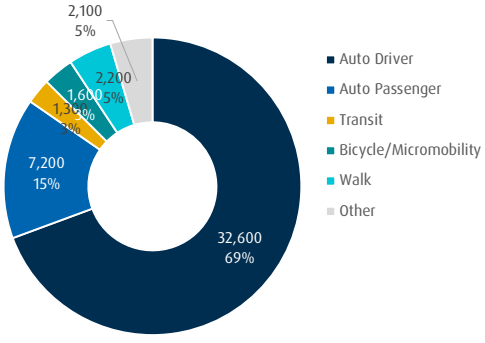
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	210	1,070	1,280	13%
No fixed workplace / on the road	150	990	1,150	12%
Usual workplace outside the home	1,540	6,010	7,560	76%
Total	1,900	8,070	9,980	100%

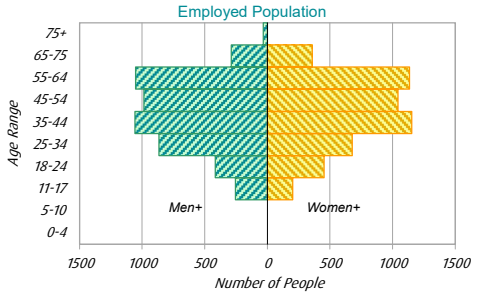
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	37%	75%	68%
Avg. weekday, % who telecommuted	3%	17%	14%
% who telecommuted on at least one weekday	8%	31%	27%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	7,680	8,020	15,700
Car share members	60	100	160
Trips made by residents 5+	22,600	24,390	46,990
Trips made by residents 11+	21,310	23,150	44,460

Selected Indicators	
Daily Trips per Person 5+	2.49
Vehicles per Person	0.92
Number of Persons per Household	2.36
Daily Trips per Household	5.33
Vehicles per Household	2.17
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.47
Workers per Household	1.20
Jobs per Person	0.43
Population Density (Pop/km2)	430
Employment Density (Jobs/km2)	190

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	54,620	46,990
Auto Driver	69%	69%
Auto Passenger	15%	15%
Transit	4%	3%
Bicycle & Micromobility	2%	3%
Walk	6%	5%
Other (school bus, taxi, ferry, etc)	3%	5%

Households by Dwelling Type	Total	%
Single-detached house	4,490	54%
Other ground-oriented	3,020	36%
Apartment/condominium 1-4 floor	810	10%
Apartment/condominium 5+ floors	20	0%
Total:	8,340	100%

Household Size	Total	%
1 person	2,240	27%
2 persons	3,310	40%
3 persons	1,120	13%
4 persons	1,060	13%
5+ persons	610	7%
Total:	8,340	100%

Households by Vehicle Availability	Total	%
No vehicles	90	1%
1 vehicle	2,450	29%
2 vehicles	3,180	38%
3+ vehicles	2,610	31%
Total:	8,340	100%

Vehicles by Fuel Type	Total	%
Gas	16,620	92%
Hybrid	270	1%
Plug-in Hybrid	70	0%
Electric	460	3%
Diesel	710	4%
Biodiesel	-	0%
Other	-	0%
Total:	18,120	100%

Access to EV Charging	%
Yes, in my building	10%
Yes, nearby	17%
Not available, not conveniently nearby	64%
Don't know	9%

Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±6.1% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
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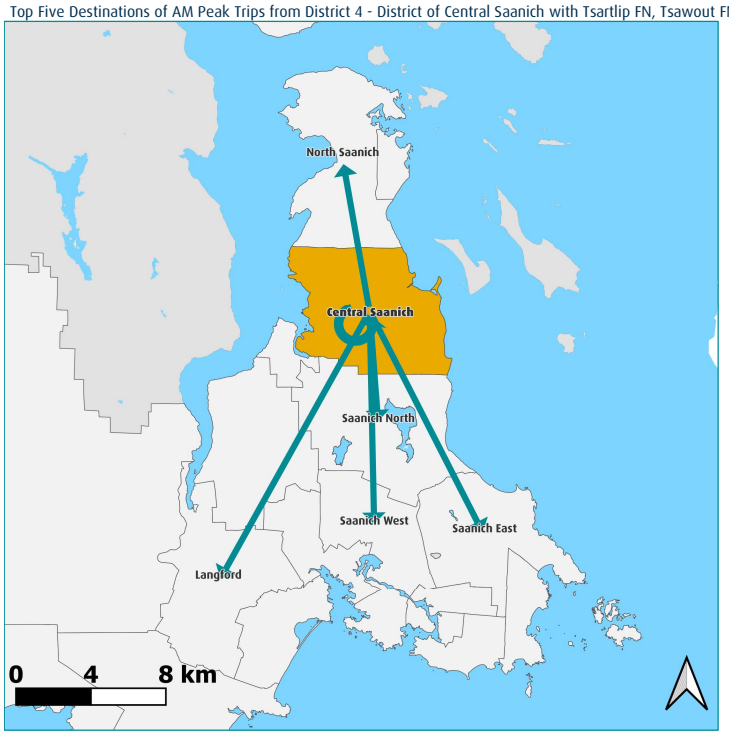
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 4 - District of Central Saanich with Tsartlip FN, Tsawout FN



Summary of Trips to and from District 4 - District of Central Saanich

AM Peak Period (06:00 - 08:59)
(Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	10	0%
Sidney	390	4%	420	5%
North Saanich, Tsyecum FN, Pauquachin FN	1,060	11%	870	10%
Central Saanich, Tsartlip FN, Tsawout FN	4,070	43%	4,070	49%
Downtown	370	4%	110	1%
Victoria North	380	4%	100	1%
Victoria South	290	3%	380	5%
Saanich North	410	4%	570	7%
Saanich East	860	9%	600	7%
Saanich West	510	5%	350	4%
Oak Bay	70	1%	30	0%
Esquimalt	130	1%	100	1%
View Royal, Esquimalt Nation, Songhees FN	80	1%	90	1%
Highlands	-	0%	-	0%
Langford	400	4%	510	6%
Colwood	200	2%	50	1%
Metchosin, Scia'new FN	-	0%	-	0%
Sooke, T'Sou-ke FN	20	0%	100	1%
Juan de Fuca Electoral Area, Pacheedaht FN	20	0%	30	0%
External South CVRD	70	1%	-	0%
External Other	40	0%	-	0%
Total	9,370	100%	8,370	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	4,960	21%	4,060	17%	1,570	9%
Post-secondary school	370	2%	-	0%	50	0%
K-12 school	440	2%	620	3%	1,800	10%
Personal business	2,000	8%	900	4%	900	5%
Recreation / social	3,280	14%	2,700	11%	1,360	7%
Dining / restaurant	840	4%	450	2%	480	3%
Shopping	2,260	9%	2,060	9%	2,870	16%
Pick-up / drop-off passenger	1,330	6%	1,430	6%	1,310	7%
Return Home	8,260	35%	11,870	49%	7,820	43%
Other	150	1%	-	0%	150	1%
Total:	23,890	100%	24,090	100%	18,330	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,410	64%	2,740	64%	980	24%
Post-secondary school	180	3%	-	0%	40	1%
K-12 school	410	8%	620	14%	1,690	41%
Personal business	310	6%	50	1%	120	3%
Recreation / social	350	7%	160	4%	60	1%
Dining / restaurant	60	1%	70	2%	130	3%
Shopping	30	1%	130	3%	20	0%
Pick-up / drop-off passenger	270	5%	340	8%	580	14%
Return Home	280	5%	190	4%	480	12%
Other	-	0%	-	0%	-	0%
Total:	5,300	100%	4,300	100%	4,070	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	190	3%	240	3%	100	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	40	0%	-	0%	-	0%
Personal business	350	5%	110	1%	260	4%
Recreation / social	790	11%	690	10%	580	10%
Dining / restaurant	510	7%	90	1%	50	1%
Shopping	590	8%	840	12%	760	13%
Pick-up / drop-off passenger	480	7%	230	3%	310	5%
Return Home	4,190	58%	5,010	70%	3,900	65%
Other	120	2%	-	0%	30	0%
Total:	7,270	100%	7,210	100%	5,980	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	66,300	100%	28%
AM Peak Period	13,700	21%	30%
PM Peak Period	20,500	31%	29%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	17,670	74%	17,670	73%	11,080	60%
Auto Passenger	4,180	17%	4,220	18%	2,590	14%
Transit	770	3%	780	3%	220	1%
Bicycle & Micromobility	610	3%	560	2%	940	5%
Walk	10	0%	40	0%	2,100	11%
Other	650	3%	820	3%	1,410	8%
Total:	23,890	100%	24,090	100%	18,330	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,190	79%	3,260	76%	1,830	45%
Auto Passenger	530	10%	530	12%	760	19%
Transit	240	5%	230	5%	180	4%
Bicycle & Micromobility	150	3%	80	2%	310	8%
Walk	-	0%	-	0%	440	11%
Other	190	4%	200	5%	560	14%
Total:	5,300	100%	4,300	100%	4,070	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,040	69%	5,160	72%	3,280	55%
Auto Passenger	1,370	19%	1,240	17%	1,060	18%
Transit	330	5%	270	4%	10	0%
Bicycle & Micromobility	190	3%	200	3%	540	9%
Walk	-	0%	30	0%	650	11%
Other	350	5%	320	4%	440	7%
Total:	7,270	100%	7,210	100%	5,980	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.24	3%	1.24	3%	1.23	1%
AM Peak Period	1.13	5%	1.16	5%	1.42	4%
PM Peak Period	1.27	5%	1.24	4%	1.32	0%

MALATEST

City of Victoria - Districts 5 -7

Demographic Characteristics

Population	88,810
Population 5+ (trips reported for survey sample)	85,870
Total Employed Population	53,560
Households	49,870
Jobs in District (places of work)	81,730
Actively Travelled	74,240
Number of Vehicles	50,770
Number of Adult Bicycles (non-motorized)	56,920
Number of Adult E-Bikes	6,790
Number of Child Bicycles	7,630
Number of E-micromobility devices	1,200
Area (km^2)	19.45

Occupation Status	Men+	Women+	Total	%
Employed full time	21,680	20,120	41,800	47%
Employed part time	4,700	7,060	11,760	13%
Student	7,660	8,230	15,890	18%
Retiree	8,040	10,900	18,940	21%
Stay-at-home parent / caregiver	30	940	970	1%
Pre-schooler (0-4 years)	1,500	1,430	2,930	3%
Other status	1,550	1,740	3,280	4%
Total	42,370	46,440	88,810	

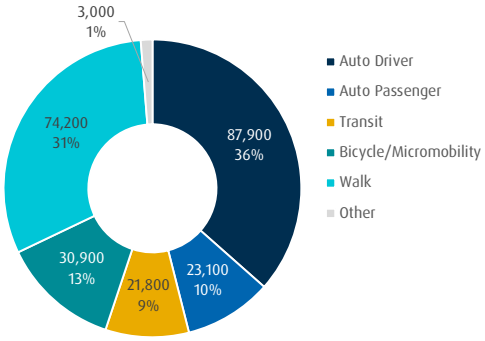
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	2,390	7,230	9,610	18%
No fixed workplace / on the road	1,820	2,500	4,320	8%
Usual workplace outside the home	7,550	32,070	39,620	74%
Total	11,760	41,800	53,560	100%

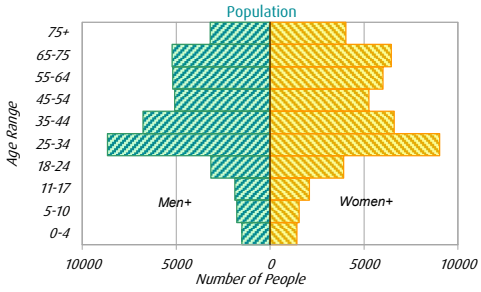
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	42%	73%	67%
Avg. weekday, % who telecommuted	8%	19%	17%
% who telecommuted on at least one weekday	16%	37%	33%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	32,640	35,610	68,260
Car share members	4,680	4,130	8,810
Trips made by residents 5+	116,040	124,960	241,010
Trips made by residents 11+	111,020	121,330	232,340

Selected Indicators	
Daily Trips per Person 5+	2.81
Vehicles per Person	0.57
Number of Persons per Household	1.78
Daily Trips per Household	4.66
Vehicles per Household	1.02
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.28
Workers per Household	1.07
Jobs per Person	0.92
Population Density (Pop/km2)	4,560
Employment Density (Jobs/km2)	4,200

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	270,410	241,010
Auto Driver	41%	36%
Auto Passenger	11%	10%
Transit	10%	9%
Bicycle & Micromobility	9%	13%
Walk	28%	31%
Other (school bus, taxi, ferry, etc)	1%	1%

Households by Dwelling Type	Total	%
Single-detached house	6,790	14%
Other ground-oriented	8,100	16%
Apartment/condominium 1-4 floor	23,840	48%
Apartment/condominium 5+ floors	11,140	22%
Total:	49,870	100%

Household Size	Total	%
1 person	24,460	49%
2 persons	17,280	35%
3 persons	4,340	9%
4 persons	2,670	5%
5+ persons	1,130	2%
Total:	49,870	100%

Households by Vehicle Availability	Total	%
No vehicles	12,270	25%
1 vehicle	27,680	55%
2 vehicles	7,490	15%
3+ vehicles	2,430	5%
Total:	49,870	100%

Vehicles by Fuel Type	Total	%
Gas	45,270	89%
Hybrid	2,390	5%
Plug-in Hybrid	500	1%
Electric	1,610	3%
Diesel	970	2%
Biodiesel	30	0%
Other	-	0%
Total:	50,770	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	7%
Not available, not conveniently nearby	63%
Don't know	15%

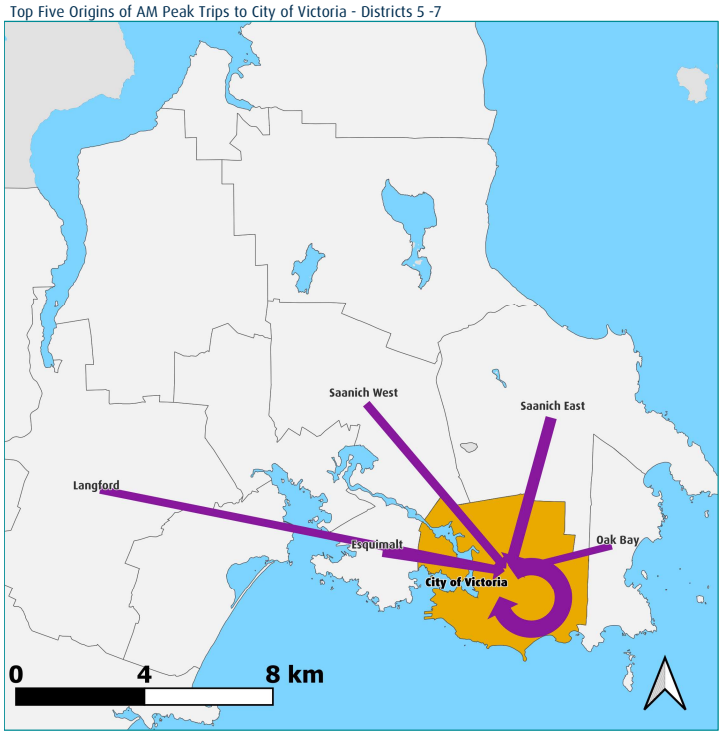
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.2% of households in this area, and are subject to a margin of sampling error of approximately ±2.4% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to City of Victoria - Districts 5 -7



Summary of Trips to and from City of Victoria - Districts 5 -7 AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	70	0%
Sidney	250	1%	300	1%
North Saanich, Tsyecum FN, Pauquachin FN	440	1%	460	1%
Central Saanich, Tsartlip FN, Tsawout FN	580	1%	1,040	2%
City of Victoria	27,370	60%	27,370	48%
Saanich North	530	1%	1,270	2%
Saanich East	6,630	15%	7,700	14%
Saanich West	2,040	4%	4,320	8%
Oak Bay	2,760	6%	2,780	5%
Esquimalt	2,550	6%	3,740	7%
View Royal, Esquimalt Nation, Songhees FN	670	1%	1,920	3%
Highlands	50	0%	70	0%
Langford	690	2%	3,530	6%
Colwood	460	1%	1,450	3%
Metchosin, Scia'new FN	200	0%	340	1%
Sooke, T'Sou-ke FN	30	0%	410	1%
Juan de Fuca Electoral Area, Pacheedaht FN	10	0%	160	0%
External South CVRD	130	0%	-	0%
External Other	60	0%	-	0%
Total	45,440	100%	56,930	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	13,780	12%	30,310	27%	24,440	15%
Post-secondary school	4,150	4%	70	0%	220	0%
K-12 school	2,580	2%	2,240	2%	3,660	2%
Personal business	4,630	4%	10,340	9%	11,770	7%
Recreation / social	12,880	11%	12,610	11%	20,000	12%
Dining / restaurant	1,910	2%	4,710	4%	8,540	5%
Shopping	8,710	8%	11,510	10%	24,350	15%
Pick-up / drop-off passenger	6,440	6%	7,680	7%	8,510	5%
Return Home	58,970	52%	34,590	30%	64,390	39%
Other	120	0%	130	0%	520	0%
Total:	114,160	100%	114,190	100%	166,390	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	8,700	48%	19,750	67%	13,400	49%
Post-secondary school	1,720	10%	70	0%	140	1%
K-12 school	2,490	14%	2,150	7%	3,530	13%
Personal business	750	4%	1,860	6%	980	4%
Recreation / social	1,160	6%	740	2%	1,630	6%
Dining / restaurant	350	2%	390	1%	820	3%
Shopping	400	2%	710	2%	950	3%
Pick-up / drop-off passenger	1,280	7%	2,520	9%	3,230	12%
Return Home	1,220	7%	1,360	5%	2,500	9%
Other	20	0%	-	0%	180	1%
Total:	18,080	100%	29,560	100%	27,370	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	820	2%	1,370	5%	1,520	3%
Post-secondary school	100	0%	-	0%	-	0%
K-12 school	-	0%	10	0%	-	0%
Personal business	1,150	3%	1,820	6%	2,760	6%
Recreation / social	4,090	11%	3,710	12%	6,210	12%
Dining / restaurant	500	1%	1,370	5%	2,430	5%
Shopping	3,030	8%	3,190	11%	7,670	15%
Pick-up / drop-off passenger	2,340	6%	2,480	8%	2,910	6%
Return Home	26,430	69%	15,720	53%	26,510	53%
Other	60	0%	60	0%	30	0%
Total:	38,530	100%	29,730	100%	50,060	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	394,700	100%	42%
AM Peak Period	75,000	19%	36%
PM Peak Period	118,300	30%	42%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	66,070	58%	65,760	58%	48,340	29%
Auto Passenger	16,350	14%	16,360	14%	13,860	8%
Transit	13,600	12%	13,750	12%	10,020	6%
Bicycle & Micromobility	11,800	10%	11,900	10%	22,180	13%
Walk	4,470	4%	4,790	4%	70,610	42%
Other	1,860	2%	1,630	1%	1,380	1%
Total:	114,160	100%	114,190	100%	166,390	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	9,000	50%	16,920	57%	6,910	25%
Auto Passenger	1,440	8%	3,060	10%	1,840	7%
Transit	3,350	19%	4,020	14%	2,410	9%
Bicycle & Micromobility	2,730	15%	4,300	15%	4,940	18%
Walk	1,220	7%	820	3%	11,020	40%
Other	320	2%	450	2%	250	1%
Total:	18,080	100%	29,560	100%	27,370	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	23,020	60%	14,810	50%	12,980	26%
Auto Passenger	5,160	13%	4,740	16%	4,360	9%
Transit	4,250	11%	4,260	14%	3,280	7%
Bicycle & Micromobility	4,220	11%	3,590	12%	7,640	15%
Walk	1,370	4%	1,830	6%	21,450	43%
Other	510	1%	490	2%	340	1%
Total:	38,530	100%	29,730	100%	50,060	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	12%	1.25	12%	1.29	6%
AM Peak Period	1.16	19%	1.18	14%	1.27	9%
PM Peak Period	1.22	11%	1.32	14%	1.34	7%

MALATEST

District 5 - Downtown

Demographic Characteristics

Population	12,110
Population 5+ (trips reported for survey sample)	11,760
Total Employed Population	8,860
Households	8,150
Jobs in District (places of work)	31,990
Actively Travelled	10,400
Number of Vehicles	5,860
Number of Adult Bicycles (non-motorized)	6,500
Number of Adult E-Bikes	830
Number of Child Bicycles	570
Number of E-micromobility devices	230
Area (km^2)	2.00

Occupation Status	Men+	Women+	Total	%
Employed full time	4,050	3,390	7,440	61%
Employed part time	730	690	1,420	12%
Student	880	820	1,700	14%
Retiree	700	850	1,550	13%
Stay-at-home parent / caregiver	-	70	70	1%
Pre-schooler (0-4 years)	120	230	350	3%
Other status	240	210	450	4%
Total	6,350	5,770	12,110	

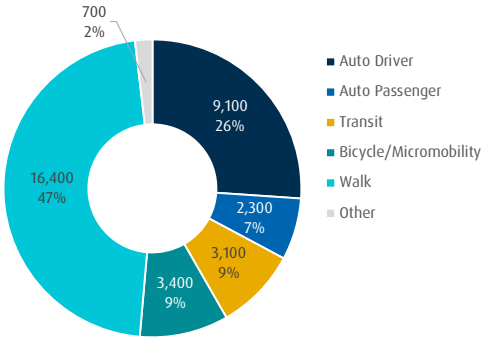
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	400	1,330	1,730	20%
No fixed workplace / on the road	230	520	750	8%
Usual workplace outside the home	790	5,580	6,370	72%
Total	1,420	7,440	8,860	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	47%	73%	70%
Avg. weekday, % who telecommuted	12%	21%	20%
% who telecommuted on at least one weekday	27%	41%	40%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	4,850	4,340	9,200
Car share members	1,040	820	1,870
Trips made by residents 5+	19,170	15,850	35,020
Trips made by residents 11+	18,730	15,550	34,270

Selected Indicators	
Daily Trips per Person 5+	2.98
Vehicles per Person	0.48
Number of Persons per Household	1.49
Daily Trips per Household	4.21
Vehicles per Household	0.72
Adult Bicycles per Household (non-motorized & e-bikes combined)	0.90
Workers per Household	1.09
Jobs per Person	2.64
Population Density (Pop/km2)	6,060
Employment Density (Jobs/km2)	16,000

Daily mode shares for residents of this geography



Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	30,100	35,020
Auto Driver	26%	26%
Auto Passenger	11%	7%
Transit	10%	9%
Bicycle & Micromobility	6%	10%
Walk	45%	47%
Other (school bus, taxi, ferry, etc)	2%	2%

Households by Dwelling Type	Total	%
Single-detached house	100	1%
Other ground-oriented	310	4%
Apartment/condominium 1-4 floor	2,310	28%
Apartment/condominium 5+ floors	5,420	67%
Total:	8,150	100%

Household Size	Total	%
1 person	4,980	61%
2 persons	2,560	31%
3 persons	400	5%
4 persons	200	3%
5+ persons	-	0%
Total:	8,150	100%

Households by Vehicle Availability	Total	%
No vehicles	3,320	41%
1 vehicle	4,100	50%
2 vehicles	450	6%
3+ vehicles	280	3%
Total:	8,150	100%

Vehicles by Fuel Type	Total	%
Gas	5,210	89%
Hybrid	310	5%
Plug-in Hybrid	50	1%
Electric	110	2%
Diesel	140	2%
Biodiesel	30	1%
Other	-	0%
Total:	5,860	100%

Access to EV Charging	%
Yes, in my building	20%
Yes, nearby	11%
Not available, not conveniently nearby	52%
Don't know	17%

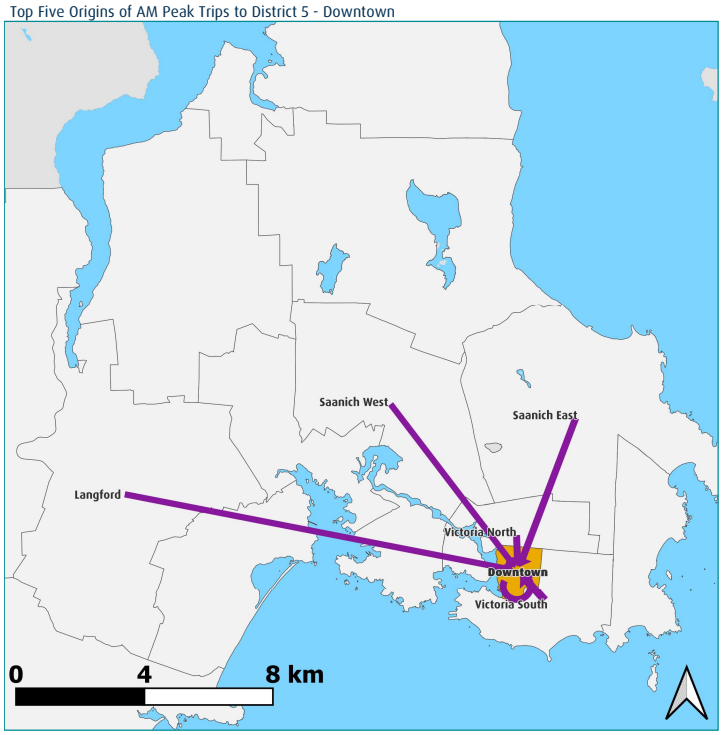
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.2% of households in this district, and are subject to a margin of sampling error of approximately ±6.1% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balance for 0-4 age group is skewed due to small sample sizes for this age group in this district. 11-17 and 18-24 may be skewed due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 5 - Downtown



Summary of Trips to and from District 5 - Downtown AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	30	0%
Sidney	40	1%	160	1%
North Saanich, Tsyecum FN, Pauquachin FN	90	1%	140	1%
Central Saanich, Tsartlip FN, Tsawout FN	110	1%	370	2%
Downtown	2,320	29%	2,320	13%
Victoria North	990	12%	2,440	13%
Victoria South	2,060	26%	3,920	21%
Saanich North	240	3%	590	3%
Saanich East	930	12%	2,400	13%
Saanich West	190	2%	1,220	7%
Oak Bay	270	3%	610	3%
Esquimalt	470	6%	1,170	6%
View Royal, Esquimalt Nation, Songhees FN	40	0%	780	4%
Highlands	-	0%	10	0%
Langford	180	2%	1,600	9%
Colwood	90	1%	500	3%
Metchosin, Scia'new FN	-	0%	70	0%
Sooke, T'Sou-ke FN	-	0%	240	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	30	0%
External South CVRD	-	0%	-	0%
External Other	20	0%	-	0%
Total	8,030	100%	18,580	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	5,420	9%	19,420	34%	3,720	18%
Post-secondary school	530	1%	60	0%	-	0%
K-12 school	380	1%	250	0%	40	0%
Personal business	2,050	4%	6,170	11%	1,670	8%
Recreation / social	4,190	7%	9,510	16%	2,350	11%
Dining / restaurant	990	2%	4,170	7%	2,350	11%
Shopping	4,460	8%	6,140	11%	4,550	22%
Pick-up / drop-off passenger	2,370	4%	3,510	6%	660	3%
Return Home	36,680	64%	8,470	15%	5,600	27%
Other	200	0%	70	0%	40	0%
Total:	57,270	100%	57,770	100%	20,990	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,310	58%	12,610	78%	1,500	64%
Post-secondary school	150	3%	60	0%	-	0%
K-12 school	360	6%	210	1%	-	0%
Personal business	60	1%	690	4%	60	2%
Recreation / social	190	3%	750	5%	70	3%
Dining / restaurant	200	4%	430	3%	90	4%
Shopping	70	1%	180	1%	150	6%
Pick-up / drop-off passenger	480	8%	1,040	6%	250	11%
Return Home	790	14%	280	2%	220	9%
Other	90	2%	-	0%	-	0%
Total:	5,710	100%	16,250	100%	2,320	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	390	2%	820	6%	190	3%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	540	2%	1,280	10%	520	9%
Recreation / social	1,600	7%	2,540	20%	880	14%
Dining / restaurant	230	1%	1,350	10%	460	8%
Shopping	1,840	8%	1,620	13%	1,500	25%
Pick-up / drop-off passenger	980	4%	1,670	13%	340	6%
Return Home	16,350	74%	3,620	28%	2,180	36%
Other	60	0%	50	0%	-	0%
Total:	21,980	100%	12,950	100%	6,060	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	136,000	100%	15%
AM Peak Period	24,300	18%	10%
PM Peak Period	41,000	30%	15%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	23,870	42%	23,320	40%	2,000	10%
Auto Passenger	6,330	11%	6,650	12%	740	4%
Transit	8,030	14%	8,920	15%	420	2%
Bicycle & Micromobility	7,690	13%	7,990	14%	1,370	7%
Walk	10,530	18%	10,260	18%	16,470	78%
Other	830	1%	630	1%	-	0%
Total:	57,270	100%	57,770	100%	20,990	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,430	43%	6,090	37%	340	15%
Auto Passenger	230	4%	1,050	6%	20	1%
Transit	760	13%	3,620	22%	40	2%
Bicycle & Micromobility	1,000	18%	3,000	18%	220	10%
Walk	1,150	20%	2,430	15%	1,690	73%
Other	140	2%	60	0%	-	0%
Total:	5,710	100%	16,250	100%	2,320	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	8,630	39%	4,990	39%	580	10%
Auto Passenger	1,780	8%	1,550	12%	330	5%
Transit	3,740	17%	1,710	13%	70	1%
Bicycle & Micromobility	3,580	16%	1,680	13%	610	10%
Walk	4,050	18%	2,830	22%	4,470	74%
Other	200	1%	180	1%	-	0%
Total:	21,980	100%	12,950	100%	6,060	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.27	14%	1.29	15%	1.37	2%
AM Peak Period	1.09	13%	1.17	22%	1.07	2%
PM Peak Period	1.21	17%	1.31	13%	1.56	1%

MALATEST

District 6 - Victoria North

Demographic Characteristics

Population	30,980
Population 5+ (trips reported for survey sample)	29,670
Total Employed Population	18,710
Households	15,730
Jobs in District (places of work)	21,650
Actively Travelled	25,070
Number of Vehicles	19,030
Number of Adult Bicycles (non-motorized)	19,710
Number of Adult E-Bikes	2,350
Number of Child Bicycles	3,200
Number of E-micromobility devices	480
Area (km^2)	7.58

Occupation Status	Men+	Women+	Total	%
Employed full time	7,660	6,710	14,370	46%
Employed part time	1,770	2,580	4,340	14%
Student	2,920	2,980	5,900	19%
Retiree	2,410	3,320	5,730	18%
Stay-at-home parent / caregiver	30	400	430	1%
Pre-schooler (0-4 years)	720	600	1,310	4%
Other status	600	800	1,410	5%
Total	14,990	15,990	30,980	

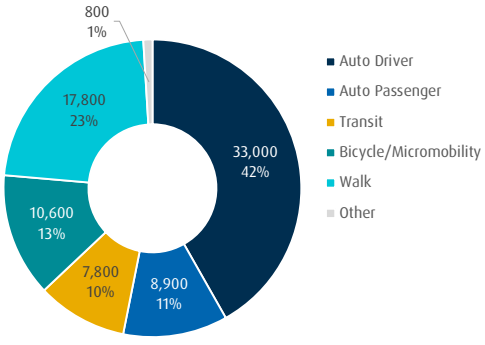
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	750	1,930	2,680	14%
No fixed workplace / on the road	650	930	1,580	8%
Usual workplace outside the home	2,940	11,510	14,450	77%
Total	4,340	14,370	18,710	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	40%	72%	66%
Avg. weekday, % who telecommuted	6%	20%	18%
% who telecommuted on at least one weekday	15%	39%	35%

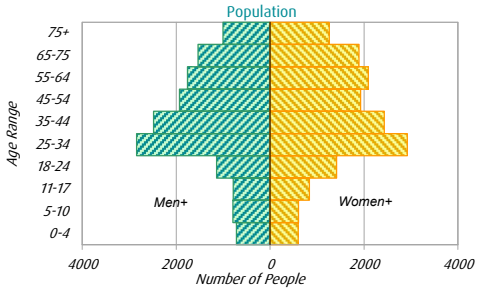
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	11,130	12,290	23,420
Car share members	1,120	940	2,050
Trips made by residents 5+	38,490	40,330	78,820
Trips made by residents 11+	36,340	39,170	75,520

Selected Indicators	
Daily Trips per Person 5+	2.66
Vehicles per Person	0.61
Number of Persons per Household	1.97
Daily Trips per Household	4.80
Vehicles per Household	1.21
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.40
Workers per Household	1.19
Jobs per Person	0.70
Population Density (Pop/km2)	4,090
Employment Density (Jobs/km2)	2,860

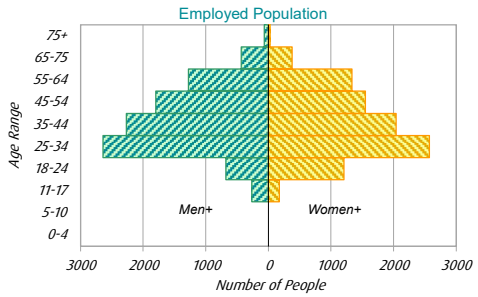
Daily mode shares for residents of this geography



Population



Employed Population



Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	94,300	78,820
Auto Driver	48%	42%
Auto Passenger	13%	11%
Transit	9%	10%
Bicycle & Micromobility	9%	13%
Walk	20%	23%
Other (school bus, taxi, ferry, etc)	1%	1%

Households by Dwelling Type	Total	%
Single-detached house	2,750	17%
Other ground-oriented	3,830	24%
Apartment/condominium 1-4 floo	6,860	44%
Apartment/condominium 5+ floor	2,290	15%
Total:	15,730	100%

Household Size	Total	%
1 person	6,560	42%
2 persons	5,660	36%
3 persons	1,850	12%
4 persons	1,120	7%
5+ persons	540	3%
Total:	15,730	100%

Households by Vehicle Availability	Total	%
No vehicles	2,730	17%
1 vehicle	8,630	55%
2 vehicles	3,190	20%
3+ vehicles	1,180	8%
Total:	15,730	100%

Vehicles by Fuel Type	Total	%
Gas	17,360	91%
Hybrid	590	3%
Plug-in Hybrid	180	1%
Electric	500	3%
Diesel	400	2%
Biodiesel	-	0%
Other	-	0%
Total:	19,030	100%

Access to EV Charging	%
Yes, in my building	13%
Yes, nearby	9%
Not available, not conveniently nearby	66%
Don't know	12%

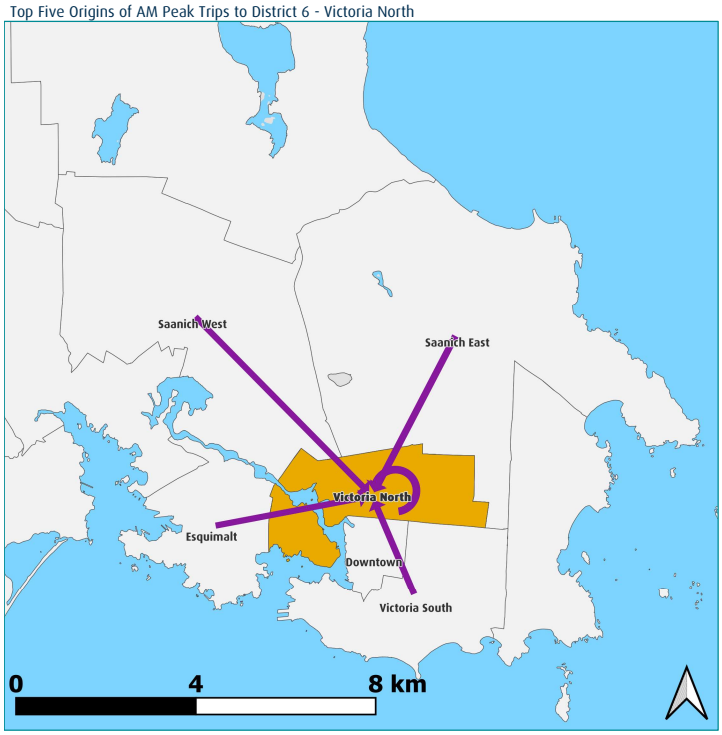
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±4.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 6 - Victoria North



Summary of Trips to and from District 6 - Victoria North AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	0%
Sidney	150	1%	130	1%
North Saanich, Tsyecum FN, Pauquachin FN	290	2%	180	1%
Central Saanich, Tsartlip FN, Tsawout FN	100	1%	380	3%
Downtown	2,440	17%	990	7%
Victoria North	3,310	22%	3,310	22%
Victoria South	2,440	16%	1,850	13%
Saanich North	200	1%	190	1%
Saanich East	2,440	17%	2,340	16%
Saanich West	800	5%	1,280	9%
Oak Bay	500	3%	560	4%
Esquimalt	1,340	9%	1,160	8%
View Royal, Esquimalt Nation, Songhees FN	200	1%	600	4%
Highlands	20	0%	30	0%
Langford	200	1%	980	7%
Colwood	100	1%	480	3%
Metchosin, Scia'new FN	170	1%	100	1%
Sooke, T'Sou-ke FN	20	0%	150	1%
Juan de Fuca Electoral Area, Pacheedaht FN	10	0%	70	0%
External South CVRD	60	0%	-	0%
External Other	-	0%	-	0%
Total	14,800	100%	14,820	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	11,120	17%	12,520	20%	2,030	9%
Post-secondary school	1,500	2%	20	0%	30	0%
K-12 school	1,490	2%	780	1%	770	4%
Personal business	3,700	6%	5,230	8%	940	4%
Recreation / social	7,020	11%	5,150	8%	2,090	10%
Dining / restaurant	1,690	3%	2,180	3%	1,200	5%
Shopping	6,080	9%	10,600	17%	4,520	21%
Pick-up / drop-off passenger	3,640	6%	3,710	6%	1,160	5%
Return Home	27,760	43%	23,330	37%	8,940	41%
Other	20	0%	40	0%	140	1%
Total:	64,020	100%	63,550	100%	21,800	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	6,360	55%	7,110	62%	920	28%
Post-secondary school	770	7%	20	0%	-	0%
K-12 school	1,460	13%	750	7%	770	23%
Personal business	450	4%	680	6%	90	3%
Recreation / social	560	5%	190	2%	250	8%
Dining / restaurant	150	1%	220	2%	100	3%
Shopping	310	3%	610	5%	160	5%
Pick-up / drop-off passenger	1,040	9%	950	8%	670	20%
Return Home	390	3%	970	8%	340	10%
Other	-	0%	-	0%	-	0%
Total:	11,490	100%	11,500	100%	3,310	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	640	3%	780	4%	190	3%
Post-secondary school	30	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	890	4%	1,040	5%	250	4%
Recreation / social	2,120	11%	1,590	8%	790	12%
Dining / restaurant	590	3%	660	3%	520	8%
Shopping	1,980	10%	3,350	18%	1,150	17%
Pick-up / drop-off passenger	1,390	7%	1,210	6%	230	3%
Return Home	12,320	62%	10,400	55%	3,540	53%
Other	-	0%	-	0%	30	0%
Total:	19,970	100%	19,030	100%	6,700	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	149,400	100%	15%
AM Peak Period	26,300	18%	13%
PM Peak Period	45,700	31%	15%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	36,060	56%	35,900	56%	6,810	31%
Auto Passenger	8,720	14%	8,380	13%	2,240	10%
Transit	5,910	9%	5,990	9%	620	3%
Bicycle & Micromobility	7,140	11%	7,030	11%	2,460	11%
Walk	5,510	9%	5,540	9%	9,640	44%
Other	670	1%	710	1%	20	0%
Total:	64,020	100%	63,550	100%	21,800	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,870	42%	7,260	63%	980	30%
Auto Passenger	1,260	11%	1,220	11%	330	10%
Transit	1,970	17%	950	8%	40	1%
Bicycle & Micromobility	1,900	17%	1,180	10%	590	18%
Walk	1,360	12%	770	7%	1,370	41%
Other	130	1%	130	1%	-	0%
Total:	11,490	100%	11,500	100%	3,310	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	11,690	59%	8,880	47%	1,900	28%
Auto Passenger	2,710	14%	3,070	16%	800	12%
Transit	1,340	7%	2,110	11%	210	3%
Bicycle & Micromobility	2,380	12%	2,780	15%	840	13%
Walk	1,680	8%	2,050	11%	2,950	44%
Other	160	1%	130	1%	-	0%
Total:	19,970	100%	19,030	100%	6,700	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.24	9%	1.23	9%	1.33	3%
AM Peak Period	1.26	17%	1.17	8%	1.33	1%
PM Peak Period	1.23	7%	1.35	11%	1.42	3%

MALATEST

District 7 - Victoria South

Demographic Characteristics

Population	45,710
Population 5+ (trips reported for survey sample)	44,440
Total Employed Population	25,990
Households	25,990
Jobs in District (places of work)	28,090
Actively Travelled	38,760
Number of Vehicles	25,880
Number of Adult Bicycles (non-motorized)	30,710
Number of Adult E-Bikes	3,610
Number of Child Bicycles	3,860
Number of E-micromobility devices	490
Area (km^2)	9.88

Occupation Status	Men+	Women+	Total	%
Employed full time	9,970	10,020	19,990	44%
Employed part time	2,200	3,790	6,000	13%
Student	3,860	4,430	8,280	18%
Retiree	4,930	6,730	11,660	26%
Stay-at-home parent / caregiver	-	480	480	1%
Pre-schooler (0-4 years)	670	600	1,270	3%
Other status	700	730	1,430	3%
Total	21,030	24,680	45,710	

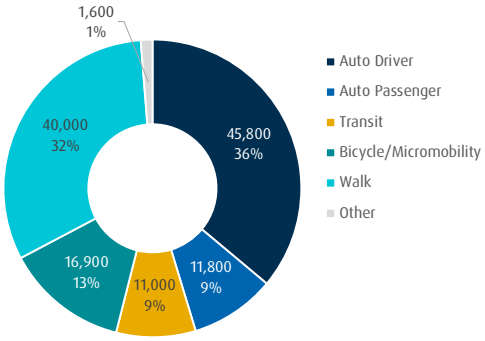
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	1,230	3,960	5,190	20%
No fixed workplace / on the road	940	1,050	1,990	8%
Usual workplace outside the home	3,820	14,980	18,800	72%
Total	6,000	19,990	25,990	100%

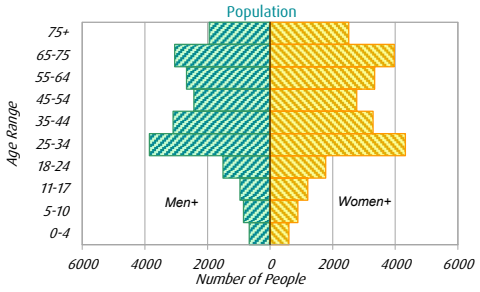
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	42%	73%	67%
Avg. weekday, % who telecommuted	8%	17%	16%
% who telecommuted on at least one weekday	15%	33%	29%

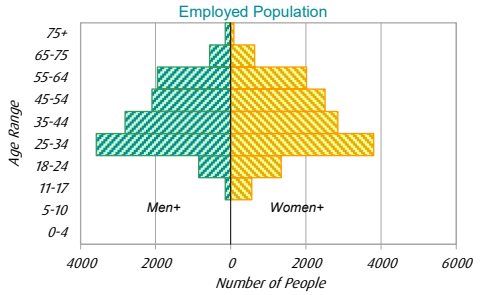
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	16,660	18,980	35,640
Car share members	2,530	2,360	4,890
Trips made by residents 5+	58,380	68,780	127,160
Trips made by residents 11+	55,950	66,600	122,550

Selected Indicators	
Daily Trips per Person 5+	2.86
Vehicles per Person	0.57
Number of Persons per Household	1.76
Daily Trips per Household	4.71
Vehicles per Household	1.00
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.32
Workers per Household	1.00
Jobs per Person	0.61
Population Density (Pop/km2)	4,630
Employment Density (Jobs/km2)	2,840

Daily mode shares for residents of this geography







Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	146,020	127,160
Auto Driver	41%	36%
Auto Passenger	10%	9%
Transit	10%	9%
Bicycle & Micromobility	9%	13%
Walk	29%	31%
Other (school bus, taxi, ferry, etc)	2%	1%

Households by Dwelling Type	Total	%
Single-detached house	3,940	15%
Other ground-oriented	3,960	15%
Apartment/condominium 1-4 floor	14,660	56%
Apartment/condominium 5+ floors	3,430	13%
Total:	25,990	100%

Household Size	Total	%
1 person	12,910	50%
2 persons	9,060	35%
3 persons	2,090	8%
4 persons	1,340	5%
5+ persons	590	2%
Total:	25,990	100%

Households by Vehicle Availability	Total	%
No vehicles	6,230	24%
1 vehicle	14,940	57%
2 vehicles	3,850	15%
3+ vehicles	970	4%
Total:	25,990	100%

Vehicles by Fuel Type	Total	%
Gas	22,690	88%
Hybrid	1,490	6%
Plug-in Hybrid	270	1%
Electric	1,000	4%
Diesel	430	2%
Biodiesel	-	0%
Other	-	0%
Total:	25,880	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	5%
Not available, not conveniently nearby	65%
Don't know	17%

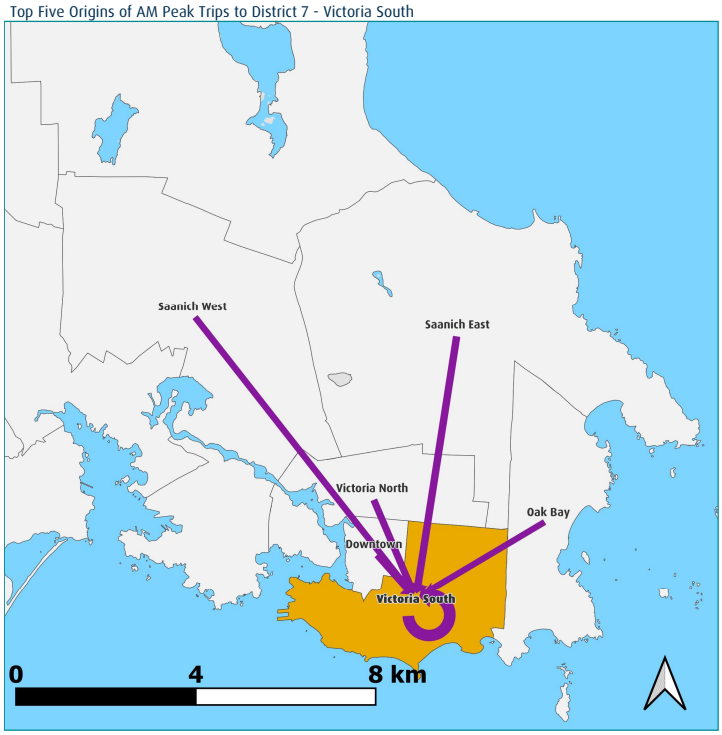
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.3% of households in this district, and are subject to a margin of sampling error of approximately ±3.2% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balance for employed 11-17 age group may be skewed due to small sample size of employed persons for this age group in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 7 - Victoria South



Summary of Trips to and from District 7 - Victoria South AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	10	0%
Sidney	60	0%	10	0%
North Saanich, Tsyecum FN, Pauquachin FN	60	0%	150	1%
Central Saanich, Tsartlip FN, Tsawout FN	380	2%	290	1%
Downtown	3,920	17%	2,060	9%
Victoria North	1,850	8%	2,440	10%
Victoria South	8,030	36%	8,030	34%
Saanich North	90	0%	490	2%
Saanich East	3,250	14%	2,960	13%
Saanich West	1,050	5%	1,820	8%
Oak Bay	1,990	9%	1,600	7%
Esquimalt	740	3%	1,420	6%
View Royal, Esquimalt Nation, Songhees FN	440	2%	540	2%
Highlands	30	0%	40	0%
Langford	300	1%	960	4%
Colwood	270	1%	480	2%
Metchosin, Scia'new FN	30	0%	170	1%
Sooke, T'Sou-ke FN	10	0%	20	0%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	70	0%
External South CVRD	70	0%	-	0%
External Other	40	0%	-	0%
Total	22,620	100%	23,540	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	11,890	17%	13,010	19%	4,040	9%
Post-secondary school	2,230	3%	100	0%	80	0%
K-12 school	1,710	2%	2,220	3%	1,840	4%
Personal business	5,200	7%	5,260	7%	2,850	6%
Recreation / social	10,300	15%	6,580	9%	6,930	15%
Dining / restaurant	2,360	3%	1,500	2%	1,850	4%
Shopping	7,740	11%	4,340	6%	5,710	12%
Pick-up / drop-off passenger	4,350	6%	4,380	6%	2,780	6%
Return Home	24,430	35%	32,690	47%	19,950	43%
Other	40	0%	150	0%	220	0%
Total:	70,240	100%	70,240	100%	46,240	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	7,760	53%	8,760	57%	2,260	28%
Post-secondary school	910	6%	100	1%	20	0%
K-12 school	1,630	11%	2,140	14%	1,800	22%
Personal business	690	5%	950	6%	390	5%
Recreation / social	1,050	7%	440	3%	680	8%
Dining / restaurant	390	3%	120	1%	250	3%
Shopping	330	2%	230	1%	330	4%
Pick-up / drop-off passenger	870	6%	1,640	11%	1,190	15%
Return Home	950	7%	1,020	7%	1,030	13%
Other	20	0%	90	1%	90	1%
Total:	14,580	100%	15,500	100%	8,030	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	700	3%	680	3%	240	2%
Post-secondary school	70	0%	-	0%	-	0%
K-12 school	-	0%	10	0%	-	0%
Personal business	1,110	5%	890	4%	600	4%
Recreation / social	2,940	14%	2,150	10%	1,990	15%
Dining / restaurant	660	3%	340	2%	470	4%
Shopping	2,420	12%	1,430	7%	1,810	13%
Pick-up / drop-off passenger	1,610	8%	1,230	6%	710	5%
Return Home	10,900	53%	14,860	69%	7,640	57%
Other	-	0%	-	0%	-	0%
Total:	20,420	100%	21,600	100%	13,460	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	186,700	100%	25%
AM Peak Period	38,100	20%	21%
PM Peak Period	55,500	30%	24%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	33,060	47%	33,460	48%	12,620	27%
Auto Passenger	8,530	12%	8,550	12%	3,660	8%
Transit	6,750	10%	5,930	8%	1,890	4%
Bicycle & Micromobility	10,230	15%	10,140	14%	5,080	11%
Walk	10,490	15%	11,040	16%	22,460	49%
Other	1,180	2%	1,120	2%	540	1%
Total:	70,240	100%	70,240	100%	46,240	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	5,520	38%	7,390	48%	1,770	22%
Auto Passenger	900	6%	1,740	11%	550	7%
Transit	2,370	16%	1,200	8%	580	7%
Bicycle & Micromobility	2,700	18%	2,980	19%	1,270	16%
Walk	2,890	20%	1,800	12%	3,770	47%
Other	210	1%	400	3%	100	1%
Total:	14,580	100%	15,500	100%	8,030	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	10,070	49%	8,320	39%	3,130	23%
Auto Passenger	2,790	14%	2,240	10%	1,110	8%
Transit	1,560	8%	2,820	13%	620	5%
Bicycle & Micromobility	2,710	13%	3,580	17%	1,730	13%
Walk	2,930	14%	4,250	20%	6,740	50%
Other	360	2%	400	2%	120	1%
Total:	20,420	100%	21,600	100%	13,460	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	10%	1.26	8%	1.29	4%
AM Peak Period	1.16	16%	1.24	8%	1.31	7%
PM Peak Period	1.28	8%	1.27	13%	1.36	5%

MALATEST

District of Saanich - Districts 8 - 10

Demographic Characteristics

Population	115,920
Population 5+ (trips reported for survey sample)	111,780
Total Employed Population	60,590
Households	48,340
Jobs in District (places of work)	50,950
Actively Travelled	94,610
Number of Vehicles	82,930
Number of Adult Bicycles (non-motorized)	71,820
Number of Adult E-Bikes	9,660
Number of Child Bicycles	15,140
Number of E-micromobility devices	1,150
Area (km^2)	103.59

Occupation Status	Men+	Women+	Total	%
Employed full time	25,090	20,600	45,690	39%
Employed part time	6,080	8,830	14,900	13%
Student	12,960	14,010	26,970	23%
Retiree	11,810	14,730	26,540	23%
Stay-at-home parent / caregiver	190	1,810	2,000	2%
Pre-schooler (0-4 years)	2,110	2,030	4,140	4%
Other status	2,070	2,290	4,360	4%
Total	56,500	59,420	115,920	

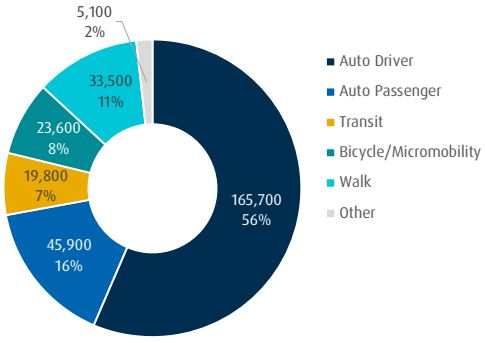
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	2,580	6,860	9,440	16%
No fixed workplace / on the road	2,070	3,920	5,990	10%
Usual workplace outside the home	10,250	34,900	45,150	75%
Total	14,900	45,690	60,590	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	44%	72%	66%
Avg. weekday, % who telecommuted	7%	21%	18%
% who telecommuted on at least one weekday	14%	38%	33%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	44,320	45,080	89,400
Car share members	1,800	1,460	3,270
Trips made by residents 5+	142,850	150,730	293,580
Trips made by residents 11+	134,600	142,650	277,260

Selected Indicators	
Daily Trips per Person 5+	2.63
Vehicles per Person	0.72
Number of Persons per Household	2.40
Daily Trips per Household	5.74
Vehicles per Household	1.72
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.69
Workers per Household	1.25
Jobs per Person	0.44
Population Density (Pop/km2)	1,120
Employment Density (Jobs/km2)	490

Daily mode shares for residents of this geography



Population

Employed Population

Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	349,800	293,580
Auto Driver	57%	56%
Auto Passenger	17%	16%
Transit	8%	7%
Bicycle & Micromobility	5%	8%
Walk	12%	11%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	22,560	47%
Other ground-oriented	15,340	32%
Apartment/condominium 1-4 floor	9,820	20%
Apartment/condominium 5+ floors	620	1%
Total:	48,340	100%

Household Size	Total	%
1 person	13,160	27%
2 persons	17,760	37%
3 persons	7,330	15%
4 persons	6,340	13%
5+ persons	3,750	8%
Total:	48,340	100%

Households by Vehicle Availability	Total	%
No vehicles	3,010	6%
1 vehicle	20,190	42%
2 vehicles	16,370	34%
3+ vehicles	8,780	18%
Total:	48,340	100%

Vehicles by Fuel Type	Total	%
Gas	73,210	88%
Hybrid	2,830	3%
Plug-in Hybrid	590	1%
Electric	4,090	5%
Diesel	2,170	3%
Biodiesel	50	0%
Other	-	0%
Total:	82,930	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	11%
Not available, not conveniently nearby	64%
Don't know	11%

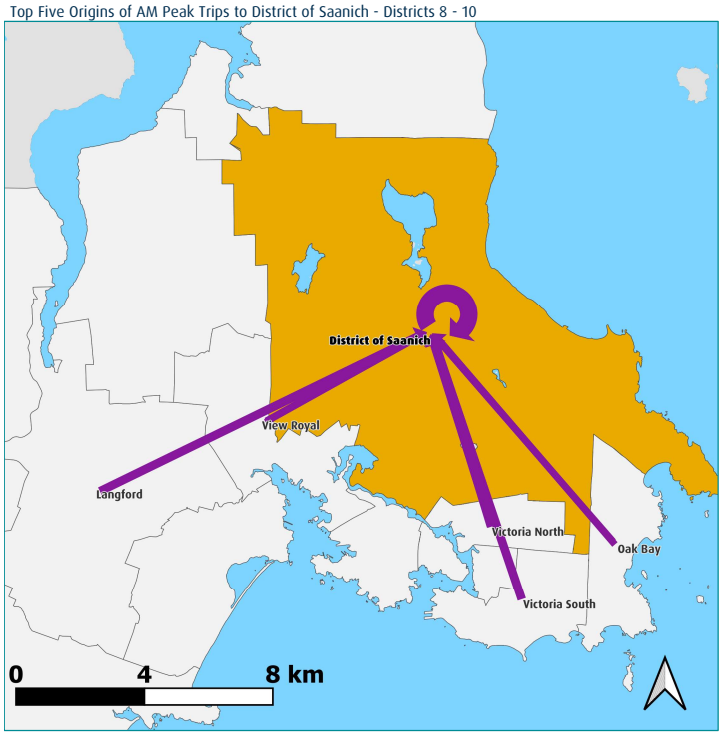
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.1% of households in this area, and are subject to a margin of sampling error of approximately ±2.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District of Saanich - Districts 8 - 10



Summary of Trips to and from District of Saanich - Districts 8 - 10 AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	0%
Sidney	720	1%	610	1%
North Saanich, Tsyecum FN, Pauquachin FN	970	2%	1,140	2%
Central Saanich, Tsartlip FN, Tsawout FN	1,520	3%	1,790	3%
Downtown	4,210	7%	1,360	2%
Victoria North	3,810	7%	3,440	6%
Victoria South	5,270	9%	4,390	7%
District of Saanich	34,010	58%	34,010	57%
Oak Bay	1,810	3%	2,430	4%
Esquimalt	1,870	3%	1,280	2%
View Royal, Esquimalt Nation, Songhees FN	1,430	2%	1,910	3%
Highlands	60	0%	130	0%
Langford	1,510	3%	4,420	7%
Colwood	790	1%	1,510	3%
Metchosin, Scia'new FN	200	0%	230	0%
Sooke, T'Sou-ke FN	130	0%	660	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	180	0%
External South CVRD	120	0%	-	0%
External Other	170	0%	90	0%
Total	58,570	100%	59,630	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	24,830	20%	18,300	15%	14,780	9%
Post-secondary school	50	0%	8,350	7%	7,340	4%
K-12 school	2,020	2%	3,480	3%	11,230	7%
Personal business	8,170	7%	7,080	6%	8,220	5%
Recreation / social	14,150	12%	11,780	10%	15,620	10%
Dining / restaurant	3,580	3%	1,860	2%	3,920	2%
Shopping	12,620	10%	11,440	9%	18,160	11%
Pick-up / drop-off passenger	8,870	7%	8,230	7%	14,250	9%
Return Home	47,880	39%	52,280	43%	69,550	43%
Other	440	0%	-	0%	190	0%
Total:	122,600	100%	122,790	100%	163,260	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	15,080	61%	11,440	45%	7,780	23%
Post-secondary school	-	0%	4,080	16%	3,360	10%
K-12 school	1,870	8%	3,280	13%	10,640	31%
Personal business	1,080	4%	1,390	5%	830	2%
Recreation / social	1,310	5%	1,060	4%	1,640	5%
Dining / restaurant	370	1%	540	2%	450	1%
Shopping	730	3%	400	2%	800	2%
Pick-up / drop-off passenger	2,320	9%	2,360	9%	5,920	17%
Return Home	1,760	7%	1,080	4%	2,580	8%
Other	40	0%	-	0%	-	0%
Total:	24,560	100%	25,620	100%	34,010	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	1,500	4%	940	3%	1,400	3%
Post-secondary school	-	0%	130	0%	220	0%
K-12 school	10	0%	40	0%	60	0%
Personal business	1,730	5%	1,330	4%	1,720	3%
Recreation / social	3,580	10%	3,960	11%	4,540	9%
Dining / restaurant	860	2%	510	1%	1,260	3%
Shopping	3,850	11%	3,920	11%	5,340	11%
Pick-up / drop-off passenger	2,880	8%	2,670	8%	3,480	7%
Return Home	21,800	60%	21,390	61%	31,710	64%
Other	110	0%	-	0%	20	0%
Total:	36,310	100%	34,890	100%	49,740	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	408,700	100%	40%
AM Peak Period	84,200	21%	40%
PM Peak Period	120,900	30%	41%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	76,140	62%	76,180	62%	85,920	53%
Auto Passenger	19,340	16%	19,470	16%	22,860	14%
Transit	12,360	10%	12,220	10%	10,470	6%
Bicycle & Micromobility	9,960	8%	10,010	8%	12,120	7%
Walk	2,780	2%	2,650	2%	29,790	18%
Other	2,020	2%	2,260	2%	2,100	1%
Total:	122,600	100%	122,790	100%	163,260	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	15,580	63%	14,610	57%	15,060	44%
Auto Passenger	2,950	12%	3,160	12%	5,540	16%
Transit	2,070	8%	4,420	17%	2,870	8%
Bicycle & Micromobility	2,940	12%	2,050	8%	3,220	9%
Walk	390	2%	590	2%	6,660	20%
Other	630	3%	770	3%	660	2%
Total:	24,560	100%	25,620	100%	34,010	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	20,820	57%	21,840	63%	24,900	50%
Auto Passenger	5,900	16%	5,420	16%	7,520	15%
Transit	4,990	14%	2,270	6%	3,530	7%
Bicycle & Micromobility	2,980	8%	3,860	11%	4,170	8%
Walk	1,010	3%	890	3%	8,840	18%
Other	600	2%	620	2%	790	2%
Total:	36,310	100%	34,890	100%	49,740	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	10%	1.26	10%	1.27	6%
AM Peak Period	1.19	8%	1.22	17%	1.37	8%
PM Peak Period	1.28	14%	1.25	6%	1.30	7%

MALATEST

District 8 - Saanich North

Demographic Characteristics

Population	18,640
Population 5+ (trips reported for survey sample)	18,110
Total Employed Population	8,660
Households	7,770
Jobs in District (places of work)	7,130
Actively Travelled	15,160
Number of Vehicles	15,640
Number of Adult Bicycles (non-motorized)	13,660
Number of Adult E-Bikes	2,000
Number of Child Bicycles	2,550
Number of E-micromobility devices	10
Area (km^2)	44.03

Occupation Status	Men+	Women+	Total	%
Employed full time	3,620	2,530	6,150	33%
Employed part time	960	1,550	2,510	13%
Student	1,650	1,760	3,410	18%
Retiree	2,720	3,170	5,890	32%
Stay-at-home parent / caregiver	-	410	410	2%
Pre-schooler (0-4 years)	290	240	530	3%
Other status	270	520	790	4%
Total	9,040	9,600	18,640	

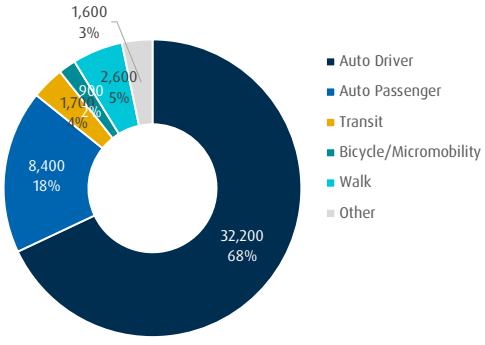
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	740	1,190	1,920	22%
No fixed workplace / on the road	570	460	1,030	12%
Usual workplace outside the home	1,200	4,500	5,710	66%
Total	2,510	6,150	8,660	100%

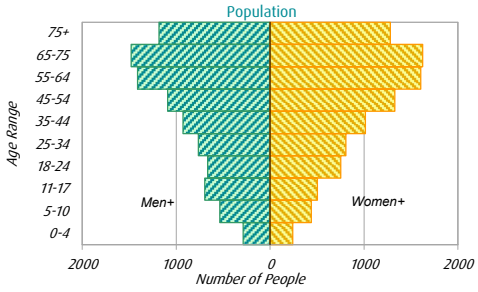
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	39%	76%	68%
Avg. weekday, % who telecommuted	4%	20%	17%
% who telecommuted on at least one weekday	12%	41%	35%

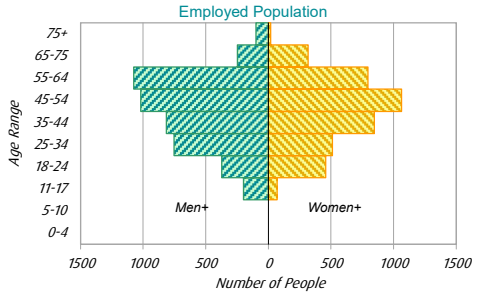
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	7,390	8,210	15,600
Car share members	50	20	70
Trips made by residents 5+	21,640	25,690	47,340
Trips made by residents 11+	20,290	24,190	44,470

Selected Indicators	
Daily Trips per Person 5+	2.61
Vehicles per Person	0.84
Number of Persons per Household	2.40
Daily Trips per Household	5.73
Vehicles per Household	2.01
Adult Bicycles per Household (non-motorized & e-bikes combined)	2.02
Workers per Household	1.11
Jobs per Person	0.38
Population Density (Pop/km2)	420
Employment Density (Jobs/km2)	160

Daily mode shares for residents of this geography







Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	59,470	47,340
Auto Driver	67%	68%
Auto Passenger	19%	18%
Transit	3%	4%
Bicycle & Micromobility	3%	2%
Walk	7%	5%
Other (school bus, taxi, ferry, etc)	2%	3%

Households by Dwelling Type	Total	%
Single-detached house	4,500	58%
Other ground-oriented	2,230	29%
Apartment/condominium 1-4 floo	780	10%
Apartment/condominium 5+ floor	260	3%
Total:	7,770	100%

Household Size	Total	%
1 person	1,830	24%
2 persons	3,270	42%
3 persons	1,030	13%
4 persons	1,010	13%
5+ persons	630	8%
Total:	7,770	100%

Households by Vehicle Availability	Total	%
No vehicles	80	1%
1 vehicle	2,690	35%
2 vehicles	3,050	39%
3+ vehicles	1,940	25%
Total:	7,770	100%

Vehicles by Fuel Type	Total	%
Gas	13,730	88%
Hybrid	560	4%
Plug-in Hybrid	120	1%
Electric	760	5%
Diesel	420	3%
Biodiesel	50	0%
Other	-	0%
Total:	15,640	100%

Access to EV Charging	%
Yes, in my building	23%
Yes, nearby	14%
Not available, not conveniently nearby	52%
Don't know	12%

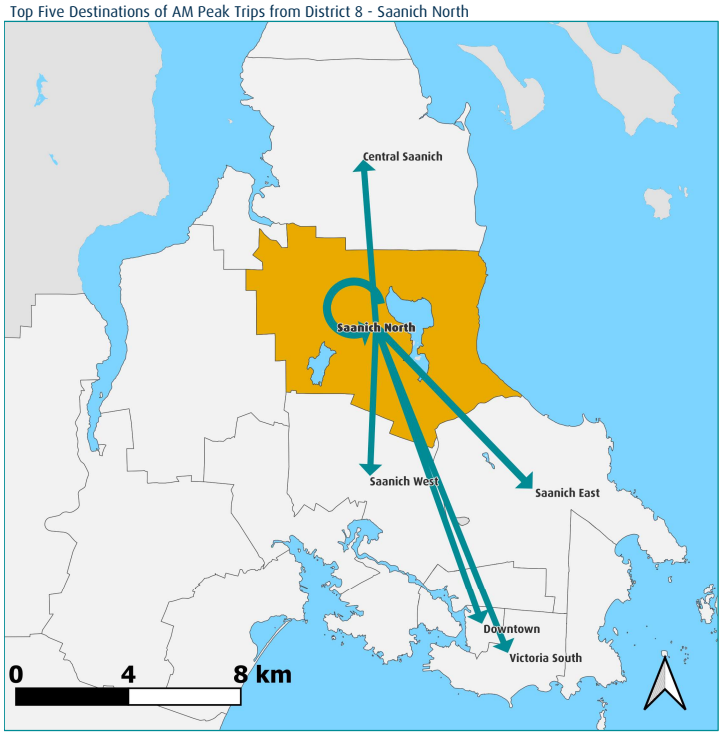
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±7.2% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balance for employed 11-17 age group may be skewed due to small sample size of employed persons for this age group in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for weighting contr
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 8 - Saanich North



Summary of Trips to and from District 8 - Saanich North AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	280	3%	200	3%
North Saanich, Tsyecum FN, Pauquachin FN	370	4%	110	2%
Central Saanich, Tsartlip FN, Tsawout FN	570	7%	410	6%
Downtown	590	7%	240	4%
Victoria North	190	2%	200	3%
Victoria South	490	6%	90	1%
Saanich North	3,000	34%	3,000	46%
Saanich East	2,180	25%	1,000	15%
Saanich West	600	7%	540	8%
Oak Bay	110	1%	120	2%
Esquimalt	10	0%	90	1%
View Royal, Esquimalt Nation, Songhees FN	50	1%	140	2%
Highlands	60	1%	-	0%
Langford	200	2%	250	4%
Colwood	-	0%	80	1%
Metchosin, Scia'new FN	40	0%	50	1%
Sooke, T'Sou-ke FN	-	0%	20	0%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	20	0%
External South CVRD	20	0%	-	0%
External Other	10	0%	-	0%
Total	8,770	100%	6,580	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	4,510	16%	3,580	13%	950	7%
Post-secondary school	910	3%	30	0%	20	0%
K-12 school	630	2%	400	1%	1,490	11%
Personal business	2,210	8%	1,880	7%	360	3%
Recreation / social	3,690	13%	3,860	14%	1,360	10%
Dining / restaurant	700	2%	840	3%	170	1%
Shopping	3,050	11%	2,910	10%	2,070	15%
Pick-up / drop-off passenger	2,330	8%	1,260	4%	1,260	9%
Return Home	10,190	36%	13,580	48%	5,850	43%
Other	40	0%	-	0%	-	0%
Total:	28,270	100%	28,340	100%	13,530	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	2,520	44%	1,620	45%	280	9%
Post-secondary school	610	11%	30	1%	20	1%
K-12 school	560	10%	380	11%	1,420	47%
Personal business	370	6%	220	6%	50	2%
Recreation / social	370	6%	560	16%	130	4%
Dining / restaurant	180	3%	70	2%	20	1%
Shopping	180	3%	70	2%	120	4%
Pick-up / drop-off passenger	640	11%	360	10%	550	18%
Return Home	330	6%	270	8%	420	14%
Other	10	0%	-	0%	-	0%
Total:	5,770	100%	3,580	100%	3,000	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	300	4%	320	3%	300	7%
Post-secondary school	20	0%	-	0%	-	0%
K-12 school	-	0%	20	0%	-	0%
Personal business	460	6%	200	2%	60	1%
Recreation / social	1,170	15%	880	9%	550	13%
Dining / restaurant	220	3%	300	3%	40	1%
Shopping	660	8%	630	7%	440	10%
Pick-up / drop-off passenger	850	11%	380	4%	360	8%
Return Home	4,240	53%	6,780	71%	2,580	60%
Other	-	0%	-	0%	-	0%
Total:	7,920	100%	9,520	100%	4,330	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	70,100	100%	19%
AM Peak Period	12,300	18%	24%
PM Peak Period	21,800	31%	20%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	20,880	74%	21,040	74%	8,100	60%
Auto Passenger	4,440	16%	4,300	15%	2,070	15%
Transit	930	3%	970	3%	230	2%
Bicycle & Micromobility	970	3%	1,000	4%	160	1%
Walk	250	1%	270	1%	2,120	16%
Other	800	3%	760	3%	850	6%
Total:	28,270	100%	28,340	100%	13,530	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,080	71%	2,650	74%	1,460	49%
Auto Passenger	810	14%	240	7%	580	19%
Transit	500	9%	260	7%	60	2%
Bicycle & Micromobility	210	4%	170	5%	10	0%
Walk	10	0%	-	0%	390	13%
Other	160	3%	260	7%	500	17%
Total:	5,770	100%	3,580	100%	3,000	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,440	69%	6,670	70%	2,360	54%
Auto Passenger	1,530	19%	1,700	18%	760	18%
Transit	220	3%	530	6%	180	4%
Bicycle & Micromobility	310	4%	230	2%	70	2%
Walk	80	1%	190	2%	650	15%
Other	330	4%	190	2%	310	7%
Total:	7,920	100%	9,520	100%	4,330	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.21	3%	1.20	3%	1.26	2%
AM Peak Period	1.20	9%	1.09	7%	1.40	2%
PM Peak Period	1.28	3%	1.26	6%	1.32	4%

MALATEST

District 9 - Saanich East

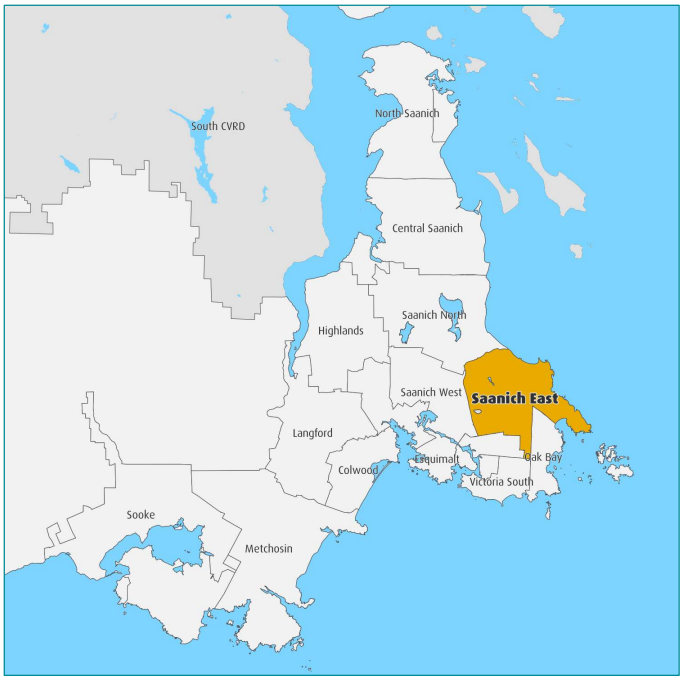
Demographic Characteristics

Population	67,180
Population 5+ (trips reported for survey sample)	64,900
Total Employed Population	34,930
Households	28,270
Jobs in District (places of work)	30,660
Actively Travelled	55,450
Number of Vehicles	45,230
Number of Adult Bicycles (non-motorized)	40,580
Number of Adult E-Bikes	5,460
Number of Child Bicycles	8,700
Number of E-micromobility devices	850
Area (km^2)	35.11

Occupation Status	Men+	Women+	Total	%
Employed full time	14,070	11,510	25,590	38%
Employed part time	3,820	5,530	9,340	14%
Student	8,170	8,960	17,140	26%
Retiree	6,560	8,580	15,140	23%
Stay-at-home parent / caregiver	170	970	1,140	2%
Pre-schooler (0-4 years)	1,150	1,140	2,290	3%
Other status	1,070	1,060	2,130	3%
Total	32,660	34,520	67,180	

Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	1,470	3,720	5,190	15%
No fixed workplace / on the road	1,100	1,820	2,920	8%
Usual workplace outside the home	6,780	20,040	26,820	77%
Total	9,340	25,590	34,930	100%

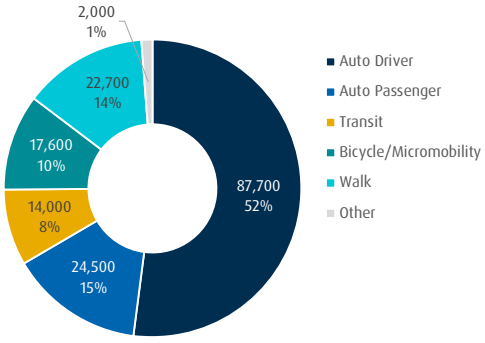
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	47%	72%	66%
Avg. weekday, % who telecommuted	9%	21%	18%
% who telecommuted on at least one weekday	17%	39%	33%



Traveller Characteristics	Men+	Women+	Total
Licensed drivers	25,390	25,320	50,710
Car share members	1,190	970	2,160
Trips made by residents 5+	81,020	87,440	168,460
Trips made by residents 11+	76,600	83,030	159,620

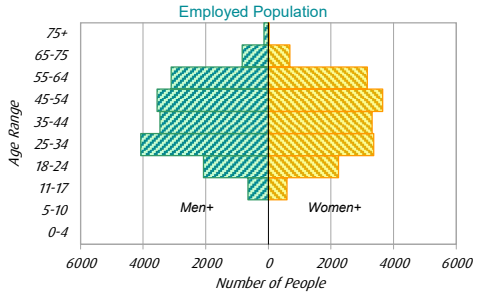
Selected Indicators	
Daily Trips per Person 5+	2.60
Vehicles per Person	0.67
Number of Persons per Household	2.38
Daily Trips per Household	5.65
Vehicles per Household	1.60
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.63
Workers per Household	1.24
Jobs per Person	0.46
Population Density (Pop/km2)	1,910
Employment Density (Jobs/km2)	870

Daily mode shares for residents of this geography



Population

Employed Population



Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	200,590	168,460
Auto Driver	55%	52%
Auto Passenger	16%	15%
Transit	9%	8%
Bicycle & Micromobility	6%	10%
Walk	13%	14%
Other (school bus, taxi, ferry, etc)	1%	1%

Households by Dwelling Type	Total	%
Single-detached house	12,660	45%
Other ground-oriented	8,400	30%
Apartment/condominium 1-4 floo	6,940	25%
Apartment/condominium 5+ floor	270	1%
Total:	28,270	100%

Household Size	Total	%
1 person	8,030	28%
2 persons	10,240	36%
3 persons	4,270	15%
4 persons	3,630	13%
5+ persons	2,090	7%
Total:	28,270	100%

Households by Vehicle Availability	Total	%
No vehicles	2,230	8%
1 vehicle	12,370	44%
2 vehicles	9,700	34%
3+ vehicles	3,960	14%
Total:	28,270	100%

Vehicles by Fuel Type	Total	%
Gas	39,950	88%
Hybrid	1,550	3%
Plug-in Hybrid	410	1%
Electric	2,360	5%
Diesel	950	2%
Biodiesel	-	0%
Other	-	0%
Total:	45,230	100%

Access to EV Charging	%
Yes, in my building	13%
Yes, nearby	12%
Not available, not conveniently nearby	65%
Don't know	10%

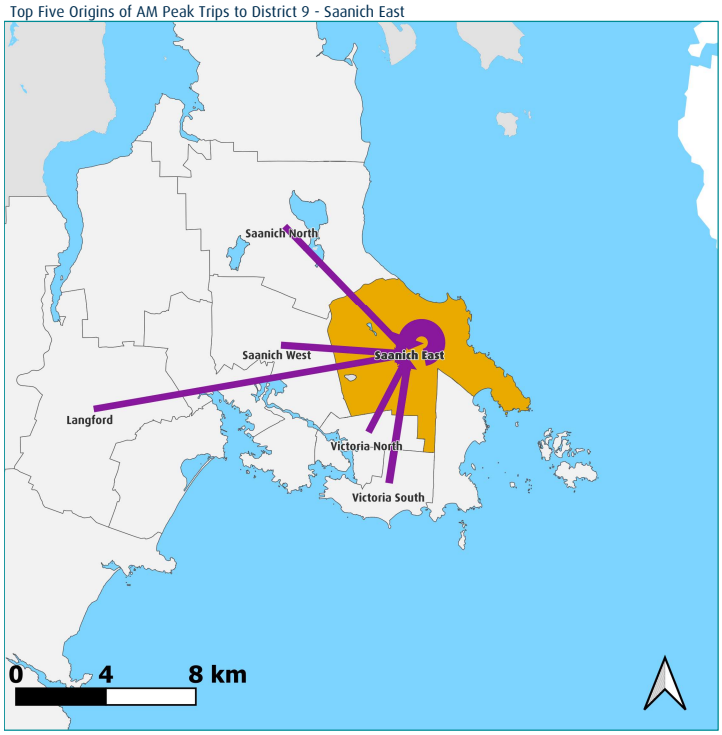
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.1% of households in this district, and are subject to a margin of sampling error of approximately ±3.3% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 9 - Saanich East



Summary of Trips to and from District 9 - Saanich East AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	40	0%
Sidney	310	1%	280	1%
North Saanich, Tsyecum FN, Pauquachin FN	460	1%	710	2%
Central Saanich, Tsartlip FN, Tsawout FN	600	2%	860	2%
Downtown	2,400	7%	930	2%
Victoria North	2,340	7%	2,440	7%
Victoria South	2,960	9%	3,250	9%
Saanich North	1,000	3%	2,180	6%
Saanich East	17,130	51%	17,130	46%
Saanich West	1,900	6%	2,640	7%
Oak Bay	1,590	5%	1,780	5%
Esquimalt	890	3%	580	2%
View Royal, Esquimalt Nation, Songhees FN	810	2%	690	2%
Highlands	-	0%	90	0%
Langford	730	2%	2,080	6%
Colwood	320	1%	1,080	3%
Metchosin, Scia'new FN	80	0%	130	0%
Sooke, T'Sou-ke FN	20	0%	470	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	90	0%
External South CVRD	40	0%	-	0%
External Other	160	0%	40	0%
Total	33,720	100%	37,480	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	16,470	18%	12,770	14%	6,730	8%
Post-secondary school	400	0%	8,250	9%	4,680	6%
K-12 school	1,620	2%	2,730	3%	6,280	8%
Personal business	5,880	6%	6,090	7%	4,200	5%
Recreation / social	10,350	11%	8,260	9%	7,170	9%
Dining / restaurant	2,230	2%	1,730	2%	2,030	2%
Shopping	8,730	10%	10,100	11%	9,050	11%
Pick-up / drop-off passenger	6,170	7%	6,030	7%	6,970	8%
Return Home	38,990	43%	34,940	38%	35,540	43%
Other	390	0%	-	0%	40	0%
Total:	91,230	100%	90,930	100%	82,690	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	9,820	59%	8,490	42%	3,530	21%
Post-secondary school	270	2%	4,000	20%	1,790	10%
K-12 school	1,490	9%	2,580	13%	5,850	34%
Personal business	830	5%	1,130	6%	390	2%
Recreation / social	1,160	7%	730	4%	580	3%
Dining / restaurant	120	1%	660	3%	200	1%
Shopping	320	2%	360	2%	400	2%
Pick-up / drop-off passenger	1,480	9%	1,900	9%	3,090	18%
Return Home	1,070	6%	500	2%	1,300	8%
Other	30	0%	-	0%	-	0%
Total:	16,590	100%	20,350	100%	17,130	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	930	3%	330	1%	610	2%
Post-secondary school	-	0%	150	1%	170	1%
K-12 school	30	0%	40	0%	-	0%
Personal business	1,210	4%	1,110	4%	1,010	4%
Recreation / social	2,560	9%	3,020	12%	1,720	7%
Dining / restaurant	590	2%	410	2%	590	2%
Shopping	2,560	9%	3,380	14%	2,810	11%
Pick-up / drop-off passenger	1,990	7%	2,020	8%	1,500	6%
Return Home	18,580	65%	14,430	58%	15,990	66%
Other	110	0%	-	0%	20	0%
Total:	28,550	100%	24,880	100%	24,410	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	264,800	100%	31%
AM Peak Period	54,100	20%	32%
PM Peak Period	77,800	29%	31%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	54,880	60%	54,400	60%	37,030	45%
Auto Passenger	13,890	15%	14,270	16%	10,240	12%
Transit	11,270	12%	11,090	12%	6,150	7%
Bicycle & Micromobility	7,650	8%	7,580	8%	8,750	11%
Walk	2,560	3%	2,580	3%	20,020	24%
Other	970	1%	1,000	1%	510	1%
Total:	91,230	100%	90,930	100%	82,690	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	10,180	61%	11,010	54%	6,290	37%
Auto Passenger	1,860	11%	2,760	14%	2,460	14%
Transit	1,660	10%	4,020	20%	1,500	9%
Bicycle & Micromobility	2,270	14%	1,700	8%	2,410	14%
Walk	300	2%	630	3%	4,400	26%
Other	330	2%	220	1%	70	0%
Total:	16,590	100%	20,350	100%	17,130	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	15,760	55%	15,320	62%	10,180	42%
Auto Passenger	4,660	16%	4,000	16%	2,870	12%
Transit	4,370	15%	1,750	7%	2,260	9%
Bicycle & Micromobility	2,560	9%	2,700	11%	3,010	12%
Walk	960	3%	750	3%	5,930	24%
Other	240	1%	360	1%	160	1%
Total:	28,550	100%	24,880	100%	24,410	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.25	12%	1.26	12%	1.28	7%
AM Peak Period	1.18	10%	1.25	20%	1.39	9%
PM Peak Period	1.30	15%	1.26	7%	1.28	9%

MALATEST

District 10 - Saanich West

Demographic Characteristics

Population	30,100
Population 5+ (trips reported for survey sample)	28,780
Total Employed Population	17,010
Households	12,310
Jobs in District (places of work)	13,160
Actively Travelled	24,000
Number of Vehicles	22,070
Number of Adult Bicycles (non-motorized)	17,580
Number of Adult E-Bikes	2,200
Number of Child Bicycles	3,890
Number of E-micromobility devices	290
Area (km^2)	24.45

Occupation Status	Men+	Women+	Total	%
Employed full time	7,390	6,560	13,950	46%
Employed part time	1,300	1,750	3,050	10%
Student	3,140	3,290	6,420	21%
Retiree	2,530	2,990	5,510	18%
Stay-at-home parent / caregiver	20	430	450	1%
Pre-schooler (0-4 years)	680	650	1,320	4%
Other status	730	710	1,440	5%
Total	14,800	15,300	30,100	

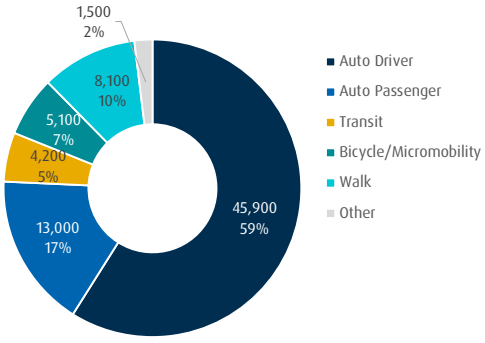
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	380	1,950	2,330	14%
No fixed workplace / on the road	400	1,640	2,040	12%
Usual workplace outside the home	2,270	10,360	12,630	74%
Total	3,050	13,950	17,010	100%

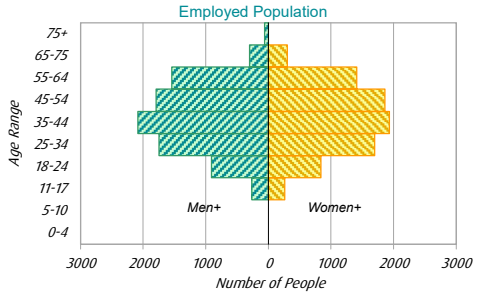
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	39%	68%	63%
Avg. weekday, % who telecommuted	5%	21%	18%
% who telecommuted on at least one weekday	9%	35%	30%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	11,540	11,550	23,080
Car share members	570	470	1,040
Trips made by residents 5+	40,180	37,600	77,790
Trips made by residents 11+	37,720	35,440	73,160

Selected Indicators	
Daily Trips per Person 5+	2.70
Vehicles per Person	0.73
Number of Persons per Household	2.45
Daily Trips per Household	5.94
Vehicles per Household	1.79
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.61
Workers per Household	1.38
Jobs per Person	0.44
Population Density (Pop/km2)	1,230
Employment Density (Jobs/km2)	540

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	89,740	77,790
Auto Driver	56%	59%
Auto Passenger	16%	17%
Transit	10%	5%
Bicycle & Micromobility	5%	7%
Walk	12%	10%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	5,390	44%
Other ground-oriented	4,710	38%
Apartment/condominium 1-4 floo	2,100	17%
Apartment/condominium 5+ floor	100	1%
Total:	12,310	100%

Household Size	Total	%
1 person	3,300	27%
2 persons	4,250	35%
3 persons	2,030	16%
4 persons	1,700	14%
5+ persons	1,030	8%
Total:	12,310	100%

Households by Vehicle Availability	Total	%
No vehicles	700	6%
1 vehicle	5,120	42%
2 vehicles	3,620	29%
3+ vehicles	2,870	23%
Total:	12,310	100%

Vehicles by Fuel Type	Total	%
Gas	19,540	89%
Hybrid	720	3%
Plug-in Hybrid	60	0%
Electric	960	4%
Diesel	800	4%
Biodiesel	-	0%
Other	-	0%
Total:	22,070	100%

Access to EV Charging	%
Yes, in my building	10%
Yes, nearby	9%
Not available, not conveniently nearby	70%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.2% of households in this district, and are subject to a margin of sampling error of approximately ±5.4% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
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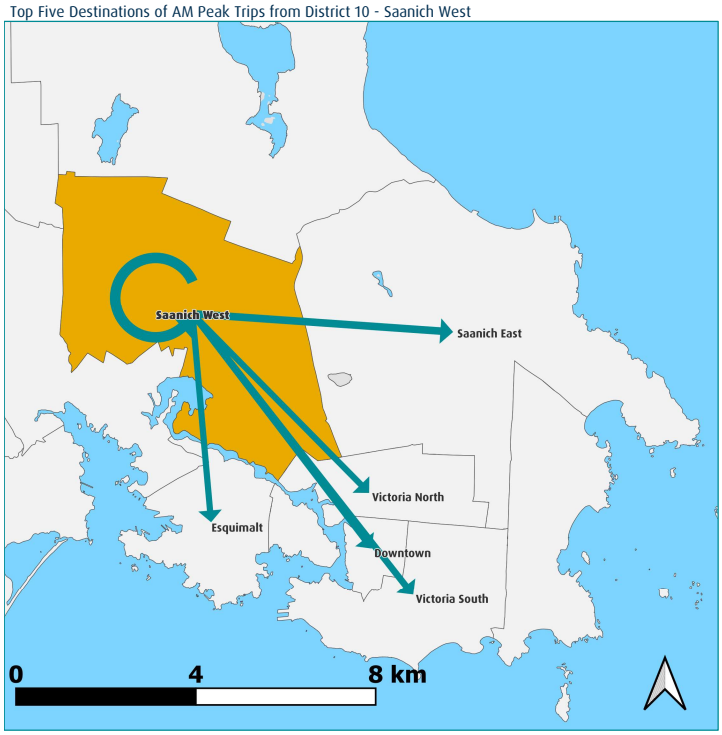
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 10 - Saanich West



Summary of Trips to and from District 10 - Saanich West AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	130	1%	130	1%
North Saanich, Tsyecum FN, Pauquachin FN	140	1%	320	2%
Central Saanich, Tsartlip FN, Tsawout FN	350	2%	510	3%
Downtown	1,220	8%	190	1%
Victoria North	1,280	8%	800	5%
Victoria South	1,820	11%	1,050	7%
Saanich North	540	3%	600	4%
Saanich East	2,640	16%	1,900	12%
Saanich West	5,020	31%	5,020	32%
Oak Bay	110	1%	530	3%
Esquimalt	970	6%	610	4%
View Royal, Esquimalt Nation, Songhees FN	580	4%	1,080	7%
Highlands	-	0%	50	0%
Langford	580	4%	2,090	13%
Colwood	470	3%	350	2%
Metchosin, Scia'new FN	70	0%	50	0%
Sooke, T'Sou-ke FN	110	1%	170	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	70	0%
External South CVRD	50	0%	-	0%
External Other	-	0%	50	0%
Total	16,080	100%	15,570	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	9,700	19%	7,800	15%	1,240	6%
Post-secondary school	940	2%	2,270	4%	450	2%
K-12 school	1,190	2%	1,760	3%	2,050	10%
Personal business	3,180	6%	2,210	4%	560	3%
Recreation / social	5,010	10%	4,570	9%	2,200	11%
Dining / restaurant	1,930	4%	560	1%	430	2%
Shopping	5,820	12%	3,410	7%	2,040	10%
Pick-up / drop-off passenger	3,970	8%	4,530	9%	2,420	12%
Return Home	18,450	37%	23,510	46%	8,420	42%
Other	60	0%	50	0%	90	0%
Total:	50,250	100%	50,680	100%	19,890	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	5,960	54%	4,560	43%	750	15%
Post-secondary school	510	5%	1,430	14%	170	3%
K-12 school	1,180	11%	1,670	16%	2,020	40%
Personal business	270	2%	440	4%	-	0%
Recreation / social	420	4%	410	4%	290	6%
Dining / restaurant	260	2%	-	0%	40	1%
Shopping	320	3%	50	1%	190	4%
Pick-up / drop-off passenger	1,390	13%	1,290	12%	1,100	22%
Return Home	760	7%	700	7%	470	9%
Other	-	0%	-	0%	-	0%
Total:	11,060	100%	10,550	100%	5,020	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	620	4%	650	4%	140	2%
Post-secondary school	30	0%	30	0%	-	0%
K-12 school	-	0%	-	0%	40	1%
Personal business	670	4%	620	4%	50	1%
Recreation / social	1,490	10%	1,710	11%	620	11%
Dining / restaurant	610	4%	370	2%	60	1%
Shopping	2,070	14%	1,350	9%	660	12%
Pick-up / drop-off passenger	1,350	9%	1,580	10%	320	6%
Return Home	8,410	55%	9,600	60%	3,720	66%
Other	-	0%	-	0%	-	0%
Total:	15,250	100%	15,900	100%	5,600	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	120,800	100%	16%
AM Peak Period	26,600	22%	19%
PM Peak Period	36,700	30%	15%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	33,100	66%	33,470	66%	8,060	41%
Auto Passenger	8,470	17%	8,360	17%	3,090	16%
Transit	3,440	7%	3,430	7%	820	4%
Bicycle & Micromobility	3,300	7%	3,400	7%	1,250	6%
Walk	990	2%	820	2%	6,640	33%
Other	940	2%	1,190	2%	40	0%
Total:	50,250	100%	50,680	100%	19,890	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	7,000	63%	6,620	63%	1,630	33%
Auto Passenger	1,620	15%	1,490	14%	1,160	23%
Transit	1,080	10%	1,300	12%	150	3%
Bicycle & Micromobility	900	8%	630	6%	360	7%
Walk	230	2%	110	1%	1,710	34%
Other	230	2%	390	4%	-	0%
Total:	11,060	100%	10,550	100%	5,020	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	9,830	64%	10,050	63%	2,150	38%
Auto Passenger	2,810	18%	2,810	18%	790	14%
Transit	1,190	8%	780	5%	310	6%
Bicycle & Micromobility	830	5%	1,660	10%	360	6%
Walk	280	2%	260	2%	1,960	35%
Other	310	2%	350	2%	30	1%
Total:	15,250	100%	15,900	100%	5,600	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	7%	1.25	7%	1.38	4%
AM Peak Period	1.23	10%	1.23	12%	1.71	3%
PM Peak Period	1.29	8%	1.28	5%	1.37	6%

MALATEST

District 11 - District of Oak Bay

Demographic Characteristics

Population	17,630
Population 5+ (trips reported for survey sample)	17,180
Total Employed Population	7,280
Households	7,800
Jobs in District (places of work)	6,140
Actively Travelled	14,740
Number of Vehicles	11,750
Number of Adult Bicycles (non-motorized)	11,620
Number of Adult E-Bikes	1,070
Number of Child Bicycles	2,530
Number of E-micromobility devices	180
Area (km^2)	10.52

Occupation Status	Men+	Women+	Total	%
Employed full time	2,710	2,670	5,380	31%
Employed part time	920	980	1,900	11%
Student	1,980	2,270	4,250	24%
Retiree	2,650	3,350	6,000	34%
Stay-at-home parent / caregiver	30	170	210	1%
Pre-schooler (0-4 years)	220	230	450	3%
Other status	130	380	510	3%
Total	8,230	9,400	17,630	

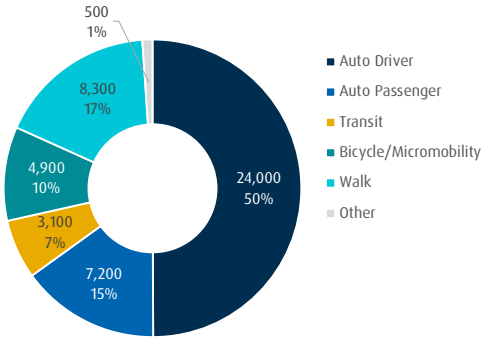
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	420	1,320	1,730	24%
No fixed workplace / on the road	280	660	930	13%
Usual workplace outside the home	1,210	3,400	4,610	63%
Total	1,900	5,380	7,280	100%

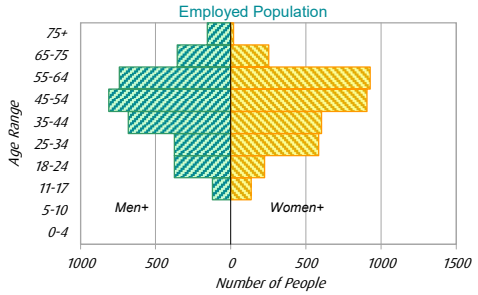
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	43%	71%	64%
Avg. weekday, % who telecommuted	5%	19%	15%
% who telecommuted on at least one weekday	13%	38%	31%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	6,500	7,520	14,010
Car share members	200	200	400
Trips made by residents 5+	21,650	26,330	47,990
Trips made by residents 11+	20,160	24,940	45,110

Selected Indicators	
Daily Trips per Person 5+	2.79
Vehicles per Person	0.67
Number of Persons per Household	2.26
Daily Trips per Household	5.78
Vehicles per Household	1.51
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.63
Workers per Household	0.93
Jobs per Person	0.35
Population Density (Pop/km2)	1,680
Employment Density (Jobs/km2)	580

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	57,810	47,990
Auto Driver	58%	50%
Auto Passenger	17%	15%
Transit	6%	6%
Bicycle & Micromobility	7%	10%
Walk	10%	17%
Other (school bus, taxi, ferry, etc)	2%	1%

Households by Dwelling Type	Total	%
Single-detached house	4,900	63%
Other ground-oriented	750	10%
Apartment/condominium 1-4 floor	1,740	22%
Apartment/condominium 5+ floors	410	5%
Total:	7,800	100%

Household Size	Total	%
1 person	2,430	31%
2 persons	2,990	38%
3 persons	920	12%
4 persons	1,000	13%
5+ persons	450	6%
Total:	7,800	100%

Households by Vehicle Availability	Total	%
No vehicles	570	7%
1 vehicle	3,940	50%
2 vehicles	2,360	30%
3+ vehicles	930	12%
Total:	7,800	100%

Vehicles by Fuel Type	Total	%
Gas	10,150	86%
Hybrid	660	6%
Plug-in Hybrid	260	2%
Electric	530	5%
Diesel	150	1%
Biodiesel	-	0%
Other	-	0%
Total:	11,750	100%

Access to EV Charging	%
Yes, in my building	21%
Yes, nearby	14%
Not available, not conveniently nearby	55%
Don't know	10%

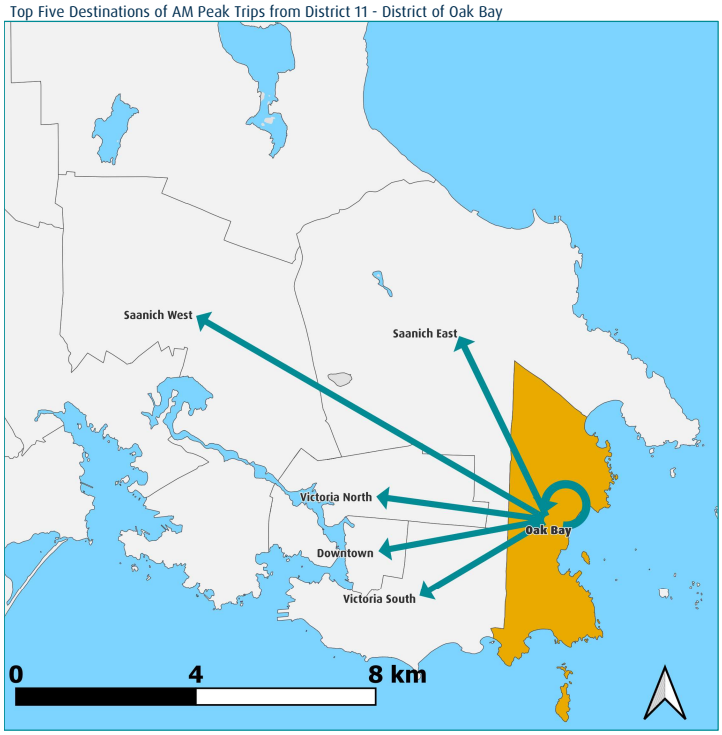
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.0% of households in this district, and are subject to a margin of sampling error of approximately ±6.6% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 11 - District of Oak Bay



Summary of Trips to and from District 11 - District of Oak Bay AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	10	0%
Sidney	30	0%	10	0%
North Saanich, Tsyecum FN, Pauquachin FN	90	1%	30	0%
Central Saanich, Tsartlip FN, Tsawout FN	30	0%	70	1%
Downtown	610	7%	270	3%
Victoria North	560	6%	500	6%
Victoria South	1,600	18%	1,990	23%
Saanich North	120	1%	110	1%
Saanich East	1,780	20%	1,590	18%
Saanich West	530	6%	110	1%
Oak Bay	3,170	36%	3,170	36%
Esquimalt	30	0%	180	2%
View Royal, Esquimalt Nation, Songhees FN	50	1%	70	1%
Highlands	-	0%	10	0%
Langford	50	1%	340	4%
Colwood	110	1%	30	0%
Metchosin, Scia'new FN	-	0%	40	0%
Sooke, T'Sou-ke FN	-	0%	70	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	30	0%
External South CVRD	-	0%	-	0%
External Other	-	0%	60	1%
Total	8,760	100%	8,700	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	3,010	10%	3,490	12%	400	2%
Post-secondary school	1,170	4%	50	0%	180	1%
K-12 school	1,030	4%	1,730	6%	1,210	7%
Personal business	1,960	7%	1,200	4%	900	5%
Recreation / social	3,850	13%	5,870	20%	3,480	21%
Dining / restaurant	800	3%	690	2%	450	3%
Shopping	3,370	11%	1,420	5%	1,570	9%
Pick-up / drop-off passenger	2,120	7%	2,040	7%	1,390	8%
Return Home	11,990	41%	13,240	45%	7,220	43%
Other	-	0%	-	0%	140	1%
Total:	29,310	100%	29,720	100%	16,940	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	2,070	37%	2,200	40%	130	4%
Post-secondary school	390	7%	30	1%	180	6%
K-12 school	1,020	18%	1,650	30%	1,170	37%
Personal business	370	7%	110	2%	100	3%
Recreation / social	330	6%	540	10%	430	14%
Dining / restaurant	40	1%	40	1%	-	0%
Shopping	220	4%	60	1%	240	7%
Pick-up / drop-off passenger	710	13%	520	9%	520	16%
Return Home	440	8%	370	7%	390	12%
Other	-	0%	-	0%	-	0%
Total:	5,590	100%	5,530	100%	3,170	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	170	2%	120	1%	80	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	210	2%	320	4%	130	3%
Recreation / social	1,250	14%	1,790	20%	1,020	23%
Dining / restaurant	100	1%	210	2%	60	1%
Shopping	1,100	13%	460	5%	270	6%
Pick-up / drop-off passenger	520	6%	480	5%	360	8%
Return Home	5,360	62%	5,470	62%	2,530	57%
Other	-	0%	-	0%	-	0%
Total:	8,700	100%	8,860	100%	4,450	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	76,000	100%	22%
AM Peak Period	14,300	19%	22%
PM Peak Period	22,000	29%	20%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	15,310	52%	15,590	52%	6,000	35%
Auto Passenger	5,490	19%	5,660	19%	1,700	10%
Transit	2,370	8%	2,530	9%	140	1%
Bicycle & Micromobility	3,230	11%	3,160	11%	2,040	12%
Walk	2,500	9%	2,380	8%	6,920	41%
Other	420	1%	400	1%	140	1%
Total:	29,310	100%	29,720	100%	16,940	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,560	46%	2,380	43%	900	28%
Auto Passenger	890	16%	790	14%	310	10%
Transit	550	10%	540	10%	-	0%
Bicycle & Micromobility	950	17%	870	16%	520	16%
Walk	520	9%	800	14%	1,380	44%
Other	110	2%	140	3%	50	2%
Total:	5,590	100%	5,530	100%	3,170	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	4,170	48%	4,690	53%	1,430	32%
Auto Passenger	1,580	18%	1,710	19%	570	13%
Transit	610	7%	910	10%	50	1%
Bicycle & Micromobility	1,140	13%	810	9%	660	15%
Walk	980	11%	620	7%	1,740	39%
Other	220	3%	110	1%	-	0%
Total:	8,700	100%	8,860	100%	4,450	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.36	8%	1.36	9%	1.28	1%
AM Peak Period	1.35	10%	1.33	10%	1.35	0%
PM Peak Period	1.38	7%	1.36	10%	1.40	1%

MALATEST

District 12 - Township of Esquimalt

Demographic Characteristics

Population	17,250
Population 5+ (trips reported for survey sample)	16,520
Total Employed Population	9,970
Households	8,550
Jobs in District (places of work)	11,970
Actively Travelled	14,050
Number of Vehicles	10,970
Number of Adult Bicycles (non-motorized)	10,690
Number of Adult E-Bikes	1,640
Number of Child Bicycles	1,400
Number of E-micromobility devices	290
Area (km^2)	7.08

Occupation Status	Men+	Women+	Total	%
Employed full time	4,870	3,990	8,860	51%
Employed part time	470	640	1,110	6%
Student	1,350	1,280	2,630	15%
Retiree	1,500	1,930	3,430	20%
Stay-at-home parent / caregiver	-	220	220	1%
Pre-schooler (0-4 years)	380	350	730	4%
Other status	430	490	920	5%
Total	8,610	8,630	17,250	

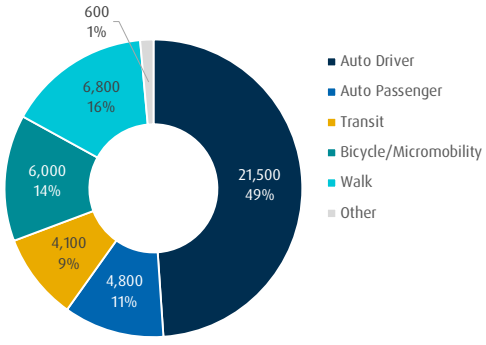
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	220	1,330	1,550	16%
No fixed workplace / on the road	130	750	880	9%
Usual workplace outside the home	760	6,780	7,540	76%
Total	1,110	8,860	9,970	100%

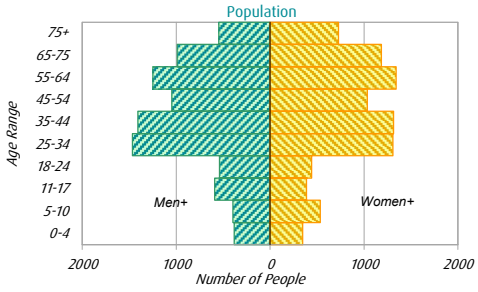
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	37%	72%	69%
Avg. weekday, % who telecommuted	12%	19%	18%
% who telecommuted on at least one weekday	30%	37%	36%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	6,690	6,750	13,440
Car share members	510	290	800
Trips made by residents 5+	21,940	21,990	43,920
Trips made by residents 11+	20,880	20,190	41,070

Selected Indicators	
Daily Trips per Person 5+	2.66
Vehicles per Person	0.64
Number of Persons per Household	2.02
Daily Trips per Household	4.80
Vehicles per Household	1.28
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.44
Workers per Household	1.17
Jobs per Person	0.69
Population Density (Pop/km2)	2,440
Employment Density (Jobs/km2)	1,690

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	52,880	43,920
Auto Driver	52%	49%
Auto Passenger	15%	11%
Transit	11%	9%
Bicycle & Micromobility	6%	14%
Walk	16%	16%
Other (school bus, taxi, ferry, etc)	1%	1%

Households by Dwelling Type	Total	%
Single-detached house	1,980	23%
Other ground-oriented	2,010	23%
Apartment/condominium 1-4 floo	3,980	46%
Apartment/condominium 5+ floor	590	7%
Total:	8,550	100%

Household Size	Total	%
1 person	3,310	39%
2 persons	3,190	37%
3 persons	1,050	12%
4 persons	680	8%
5+ persons	310	4%
Total:	8,550	100%

Households by Vehicle Availability	Total	%
No vehicles	1,030	12%
1 vehicle	4,920	58%
2 vehicles	1,900	22%
3+ vehicles	710	8%
Total:	8,550	100%

Vehicles by Fuel Type	Total	%
Gas	9,920	90%
Hybrid	330	3%
Plug-in Hybrid	180	2%
Electric	420	4%
Diesel	120	1%
Biodiesel	-	0%
Other	-	0%
Total:	10,970	100%

Access to EV Charging	%
Yes, in my building	12%
Yes, nearby	13%
Not available, not conveniently nearby	64%
Don't know	11%

Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
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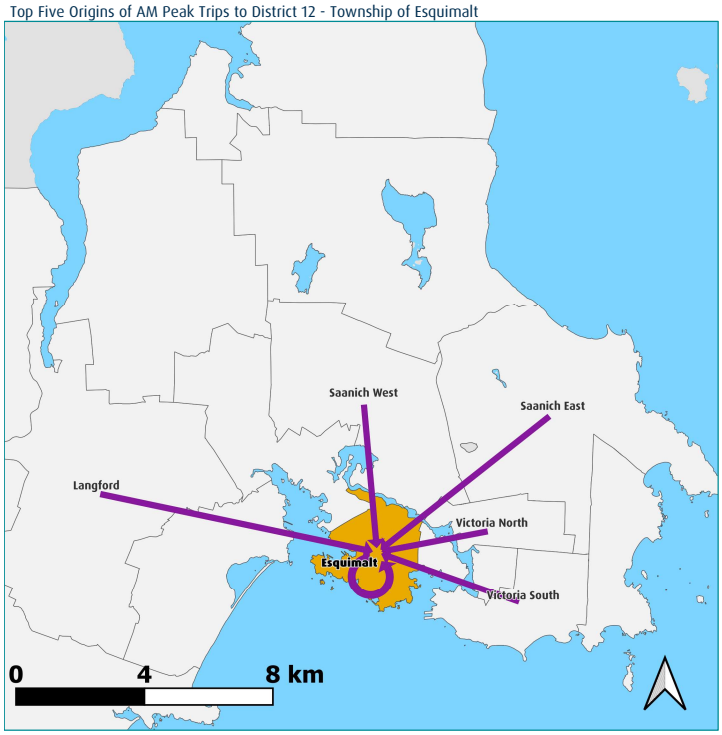
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 12 - Township of Esquimalt



Summary of Trips to and from District 12 - Township of Esquimalt AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	50	0%	70	1%
North Saanich, Tsyecum FN, Pauquachin FN	30	0%	100	1%
Central Saanich, Tsartlip FN, Tsawout FN	100	1%	130	1%
Downtown	1,170	12%	470	4%
Victoria North	1,160	12%	1,340	11%
Victoria South	1,420	14%	740	6%
Saanich North	90	1%	10	0%
Saanich East	580	6%	890	8%
Saanich West	610	6%	970	8%
Oak Bay	180	2%	30	0%
Esquimalt	3,540	35%	3,540	30%
View Royal, Esquimalt Nation, Songhees FN	370	4%	620	5%
Highlands	-	0%	20	0%
Langford	450	4%	1,690	14%
Colwood	190	2%	650	6%
Metchosin, Scia'new FN	-	0%	100	1%
Sooke, T'Sou-ke FN	-	0%	350	3%
Juan de Fuca Electoral Area, Pacheedaht FN	30	0%	70	1%
External South CVRD	30	0%	-	0%
External Other	-	0%	-	0%
Total	9,990	100%	11,770	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	5,660	19%	7,380	25%	1,850	14%
Post-secondary school	250	1%	-	0%	10	0%
K-12 school	1,040	4%	1,400	5%	820	6%
Personal business	1,940	7%	740	2%	330	2%
Recreation / social	2,710	9%	3,510	12%	1,570	12%
Dining / restaurant	1,120	4%	400	1%	380	3%
Shopping	2,940	10%	1,400	5%	1,550	11%
Pick-up / drop-off passenger	2,440	8%	2,300	8%	1,530	11%
Return Home	11,410	39%	12,740	43%	5,460	40%
Other	10	0%	30	0%	50	0%
Total:	29,530	100%	29,890	100%	13,550	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,610	56%	5,150	63%	1,320	37%
Post-secondary school	100	2%	-	0%	10	0%
K-12 school	1,040	16%	1,400	17%	680	19%
Personal business	150	2%	80	1%	60	2%
Recreation / social	220	3%	410	5%	180	5%
Dining / restaurant	60	1%	100	1%	30	1%
Shopping	170	3%	60	1%	130	4%
Pick-up / drop-off passenger	770	12%	710	9%	640	18%
Return Home	320	5%	320	4%	490	14%
Other	-	0%	-	0%	10	0%
Total:	6,440	100%	8,230	100%	3,540	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	260	3%	430	5%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	530	5%	200	2%	70	2%
Recreation / social	1,160	12%	1,170	13%	430	13%
Dining / restaurant	330	3%	-	0%	100	3%
Shopping	800	8%	440	5%	250	8%
Pick-up / drop-off passenger	1,020	10%	1,040	11%	290	9%
Return Home	5,740	58%	5,840	64%	2,160	65%
Other	-	0%	-	0%	10	0%
Total:	9,850	100%	9,110	100%	3,310	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	73,000	100%	19%
AM Peak Period	18,200	25%	19%
PM Peak Period	22,300	30%	15%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	17,690	60%	17,810	60%	3,890	29%
Auto Passenger	3,900	13%	3,970	13%	1,320	10%
Transit	2,560	9%	2,730	9%	340	2%
Bicycle & Micromobility	3,630	12%	3,630	12%	1,790	13%
Walk	920	3%	900	3%	6,090	45%
Other	830	3%	850	3%	130	1%
Total:	29,530	100%	29,890	100%	13,550	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	3,310	51%	5,110	62%	1,070	30%
Auto Passenger	520	8%	800	10%	460	13%
Transit	1,110	17%	400	5%	80	2%
Bicycle & Micromobility	1,190	19%	1,320	16%	560	16%
Walk	190	3%	110	1%	1,380	39%
Other	130	2%	480	6%	-	0%
Total:	6,440	100%	8,230	100%	3,540	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	6,000	61%	4,940	54%	540	16%
Auto Passenger	1,230	12%	1,540	17%	120	4%
Transit	340	3%	1,140	13%	130	4%
Bicycle & Micromobility	1,530	16%	880	10%	530	16%
Walk	390	4%	380	4%	1,950	59%
Other	360	4%	230	3%	30	1%
Total:	9,850	100%	9,110	100%	3,310	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.22	9%	1.22	9%	1.34	2%
AM Peak Period	1.16	17%	1.16	5%	1.43	2%
PM Peak Period	1.20	3%	1.31	13%	1.22	4%

MALATEST

District 13 - Town of View Royal with Esquimalt Nation, Songhees FN

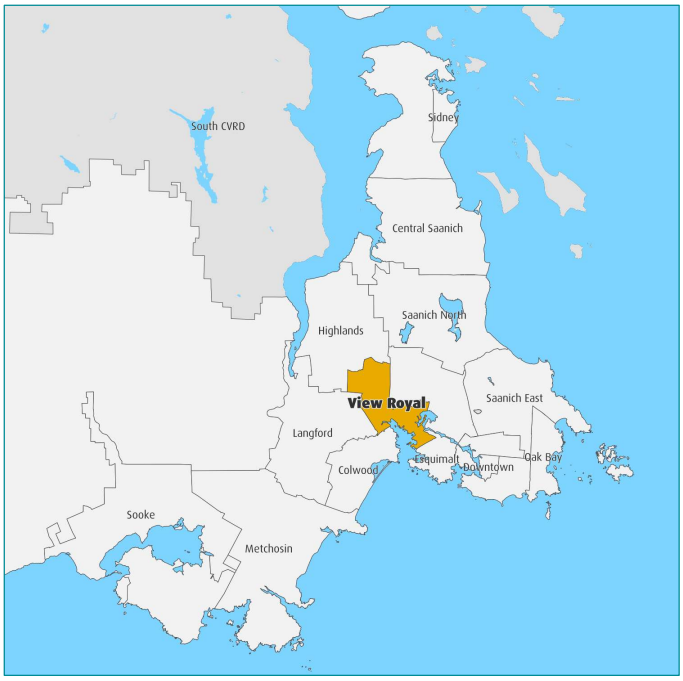
Demographic Characteristics

Population	13,560
Population 5+ (trips reported for survey sample)	12,980
Total Employed Population	7,520
Households	6,000
Jobs in District (places of work)	6,360
Actively Travelled	10,830
Number of Vehicles	10,540
Number of Adult Bicycles (non-motorized)	8,450
Number of Adult E-Bikes	1,170
Number of Child Bicycles	1,660
Number of E-micromobility devices	140
Area (km^2)	15.26

Occupation Status	Men+	Women+	Total	%
Employed full time	3,140	2,760	5,900	44%
Employed part time	570	1,050	1,620	12%
Student	1,370	1,450	2,820	21%
Retiree	1,370	1,810	3,180	23%
Stay-at-home parent / caregiver	70	130	200	1%
Pre-schooler (0-4 years)	280	290	570	4%
Other status	220	400	620	5%
Total	6,360	7,190	13,560	

Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	330	890	1,220	16%
No fixed workplace / on the road	220	220	440	6%
Usual workplace outside the home	1,070	4,790	5,860	78%
Total	1,620	5,900	7,520	100%

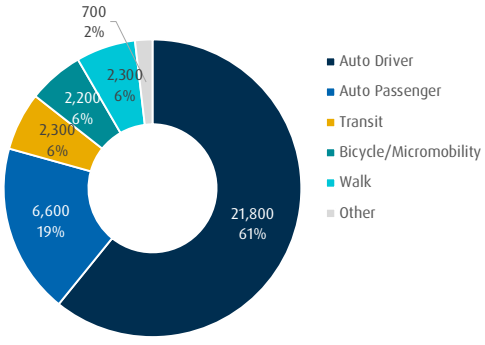
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	39%	74%	68%
Avg. weekday, % who telecommuted	3%	14%	12%
% who telecommuted on at least one weekday	11%	28%	25%



Traveller Characteristics	Men+	Women+	Total
Licensed drivers	5,020	5,610	10,630
Car share members	30	100	130
Trips made by residents 5+	16,050	19,760	35,810
Trips made by residents 11+	15,410	18,620	34,040

Selected Indicators	
Daily Trips per Person 5+	2.76
Vehicles per Person	0.78
Number of Persons per Household	2.26
Daily Trips per Household	5.68
Vehicles per Household	1.76
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.60
Workers per Household	1.25
Jobs per Person	0.47
Population Density (Pop/km2)	890
Employment Density (Jobs/km2)	420

Daily mode shares for residents of this geography



Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	35,940	35,810
Auto Driver	61%	61%
Auto Passenger	20%	18%
Transit	7%	6%
Bicycle & Micromobility	3%	6%
Walk	7%	6%
Other (school bus, taxi, ferry, etc)	1%	2%

Households by Dwelling Type	Total	%
Single-detached house	2,230	37%
Other ground-oriented	2,590	43%
Apartment/condominium 1-4 floo	930	15%
Apartment/condominium 5+ floor	250	4%
Total:	6,000	100%

Household Size	Total	%
1 person	1,820	30%
2 persons	2,380	40%
3 persons	830	14%
4 persons	630	11%
5+ persons	340	6%
Total:	6,000	100%

Households by Vehicle Availability	Total	%
No vehicles	330	5%
1 vehicle	2,290	38%
2 vehicles	2,370	40%
3+ vehicles	1,010	17%
Total:	6,000	100%

Vehicles by Fuel Type	Total	%
Gas	9,220	87%
Hybrid	330	3%
Plug-in Hybrid	70	1%
Electric	620	6%
Diesel	300	3%
Biodiesel	-	0%
Other	-	0%
Total:	10,540	100%

Access to EV Charging	%
Yes, in my building	16%
Yes, nearby	14%
Not available, not conveniently nearby	61%
Don't know	9%

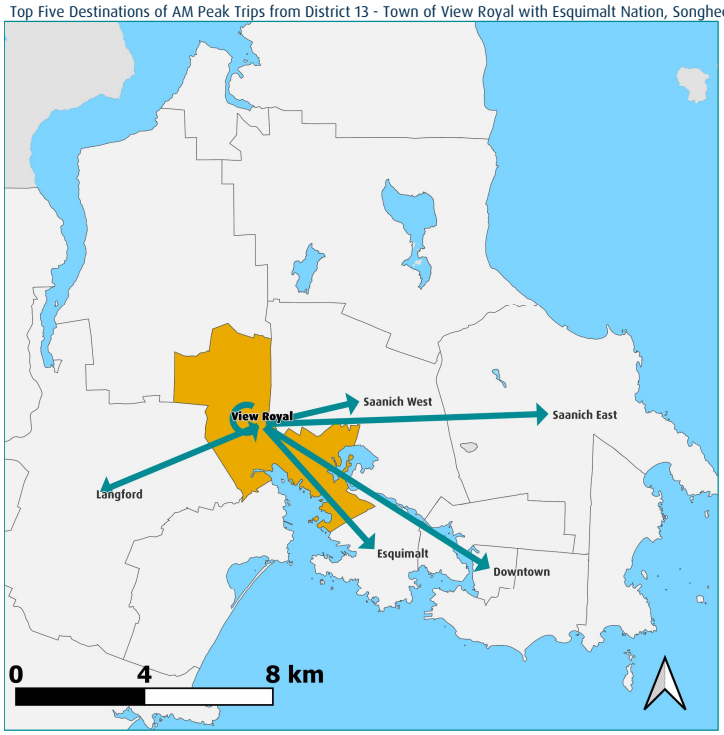
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.9% of households in this district, and are subject to a margin of sampling error of approximately ±6.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 13 - Town of View Royal with Esquimalt Nation, Songhees FN



Summary of Trips to and from District 13 - Town of View Royal wi AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	30	0%	-	0%
North Saanich, Tsyecum FN, Pauquachin FN	40	1%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	90	1%	80	1%
Downtown	780	10%	40	1%
Victoria North	600	8%	200	3%
Victoria South	540	7%	440	7%
Saanich North	140	2%	50	1%
Saanich East	690	9%	810	14%
Saanich West	1,080	15%	580	10%
Oak Bay	70	1%	50	1%
Esquimalt	620	8%	370	6%
View Royal, Esquimalt Nation, Songhees FN	1,540	21%	1,540	27%
Highlands	80	1%	130	2%
Langford	650	9%	640	11%
Colwood	280	4%	700	12%
Metchosin, Scia'new FN	70	1%	30	1%
Sooke, T'Sou-ke FN	110	1%	80	1%
Juan de Fuca Electoral Area, Pacheedaht FN	-	0%	80	1%
External South CVRD	-	0%	-	0%
External Other	20	0%	10	0%
Total	7,430	100%	5,810	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	4,720	19%	3,830	16%	350	5%
Post-secondary school	240	1%	40	0%	-	0%
K-12 school	1,120	5%	220	1%	470	7%
Personal business	1,540	6%	2,100	9%	260	4%
Recreation / social	3,270	13%	1,550	6%	720	10%
Dining / restaurant	670	3%	710	3%	270	4%
Shopping	2,870	12%	2,210	9%	910	13%
Pick-up / drop-off passenger	1,620	7%	2,130	9%	930	13%
Return Home	8,220	34%	11,210	47%	3,110	44%
Other	10	0%	40	0%	-	0%
Total:	24,280	100%	24,040	100%	7,020	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	3,050	52%	2,550	60%	220	14%
Post-secondary school	70	1%	40	1%	-	0%
K-12 school	1,110	19%	220	5%	470	30%
Personal business	340	6%	370	9%	50	3%
Recreation / social	250	4%	160	4%	20	1%
Dining / restaurant	30	1%	-	0%	-	0%
Shopping	80	1%	80	2%	20	1%
Pick-up / drop-off passenger	500	8%	550	13%	490	32%
Return Home	440	7%	310	7%	260	17%
Other	10	0%	-	0%	-	0%
Total:	5,880	100%	4,270	100%	1,540	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	380	5%	100	1%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	360	5%	600	7%	10	1%
Recreation / social	920	13%	570	7%	330	17%
Dining / restaurant	250	4%	350	4%	10	1%
Shopping	850	12%	570	7%	220	12%
Pick-up / drop-off passenger	540	8%	840	11%	160	8%
Return Home	3,630	52%	4,960	62%	1,200	62%
Other	-	0%	-	0%	-	0%
Total:	6,930	100%	7,970	100%	1,940	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	55,300	100%	13%
AM Peak Period	11,700	21%	13%
PM Peak Period	16,800	30%	12%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	15,580	64%	15,850	66%	3,550	51%
Auto Passenger	4,570	19%	4,430	18%	1,340	19%
Transit	1,510	6%	1,360	6%	160	2%
Bicycle & Micromobility	1,770	7%	1,720	7%	300	4%
Walk	320	1%	290	1%	1,640	23%
Other	520	2%	390	2%	30	0%
Total:	24,280	100%	24,040	100%	7,020	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	3,340	57%	2,950	69%	650	42%
Auto Passenger	690	12%	430	10%	310	20%
Transit	780	13%	270	6%	70	5%
Bicycle & Micromobility	660	11%	580	14%	60	4%
Walk	70	1%	30	1%	430	28%
Other	350	6%	10	0%	10	1%
Total:	5,880	100%	4,270	100%	1,540	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	4,320	62%	4,720	59%	980	51%
Auto Passenger	1,720	25%	1,550	19%	460	24%
Transit	280	4%	640	8%	30	2%
Bicycle & Micromobility	490	7%	730	9%	170	9%
Walk	70	1%	90	1%	290	15%
Other	50	1%	250	3%	-	0%
Total:	6,930	100%	7,970	100%	1,940	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.29	6%	1.28	6%	1.38	2%
AM Peak Period	1.21	13%	1.14	6%	1.47	5%
PM Peak Period	1.40	4%	1.33	8%	1.47	2%

MALATEST

District 14 - District of Highlands

Demographic Characteristics

Population	2,550
Population 5+ (trips reported for survey sample)	2,440
Total Employed Population	1,570
Households	930
Jobs in District (places of work)	530
Actively Travelled	1,890
Number of Vehicles	2,350
Number of Adult Bicycles (non-motorized)	1,720
Number of Adult E-Bikes	470
Number of Child Bicycles	480
Number of E-micromobility devices	410
Area (km^2)	38.01

Occupation Status	Men+	Women+	Total	%
Employed full time	660	490	1,150	45%
Employed part time	160	260	420	16%
Student	230	300	520	20%
Retiree	210	220	430	17%
Stay-at-home parent / caregiver	-	40	40	2%
Pre-schooler (0-4 years)	50	70	110	4%
Other status	30	20	50	2%
Total	1,250	1,310	2,550	

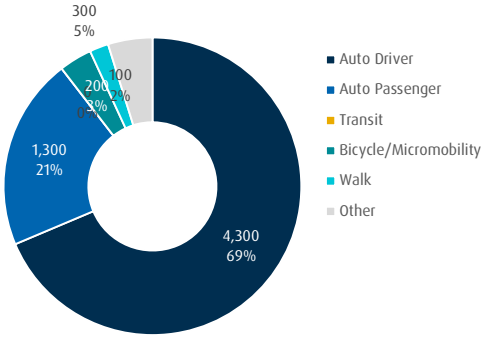
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	90	160	250	16%
No fixed workplace / on the road	80	140	230	15%
Usual workplace outside the home	250	840	1,090	69%
Total	420	1,150	1,570	100%

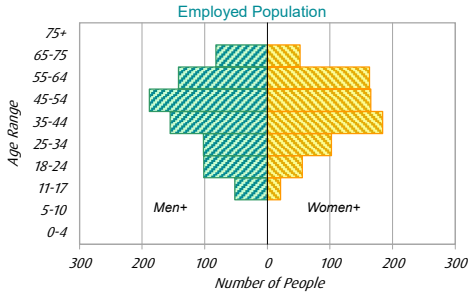
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	53%	70%	66%
Avg. weekday, % who telecommuted	12%	24%	21%
% who telecommuted on at least one weekday	26%	34%	32%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	1,000	990	1,990
Car share members	-	10	10
Trips made by residents 5+	3,510	2,740	6,260
Trips made by residents 11+	3,400	2,470	5,870

Selected Indicators	
Daily Trips per Person 5+	2.56
Vehicles per Person	0.92
Number of Persons per Household	2.76
Daily Trips per Household	6.35
Vehicles per Household	2.55
Adult Bicycles per Household (non-motorized & e-bikes combined)	2.37
Workers per Household	1.69
Jobs per Person	0.21
Population Density (Pop/km2)	70
Employment Density (Jobs/km2)	10

Daily mode shares for residents of this geography





Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	6,050	6,260
Auto Driver	72%	69%
Auto Passenger	18%	21%
Transit	2%	0%
Bicycle & Micromobility	1%	4%
Walk	2%	2%
Other (school bus, taxi, ferry, etc)	5%	5%

Households by Dwelling Type	Total	%
Single-detached house	890	96%
Other ground-oriented	40	4%
Apartment/condominium 1-4 floor	-	0%
Apartment/condominium 5+ floors	-	0%
Total:	930	100%

Household Size	Total	%
1 person	150	16%
2 persons	380	41%
3 persons	140	15%
4 persons	160	17%
5+ persons	90	10%
Total:	930	99%

Households by Vehicle Availability	Total	%
No vehicles	10	1%
1 vehicle	140	15%
2 vehicles	490	53%
3+ vehicles	290	31%
Total:	930	100%

Vehicles by Fuel Type	Total	%
Gas	1,860	79%
Hybrid	80	3%
Plug-in Hybrid	10	0%
Electric	160	7%
Diesel	240	10%
Biodiesel	-	0%
Other	-	0%
Total:	2,350	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	6%
Not available, not conveniently nearby	71%
Don't know	8%

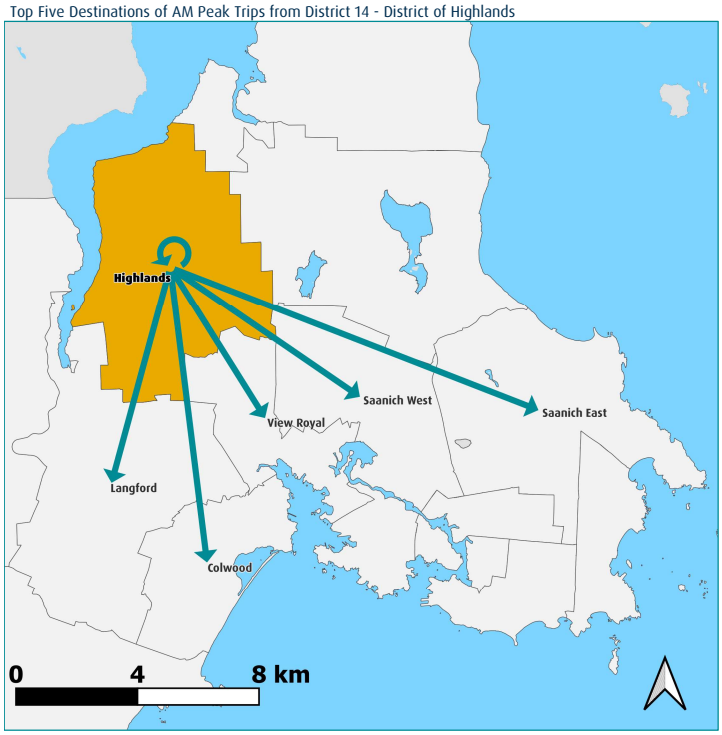
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 11.6% of households in this district, and are subject to a margin of sampling error of approximately ±13.8% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 0-4, 11-17, and 35-44 age groups are skewed due to small sample sizes for these age groups. 11-17 and 18-24 may be skewed due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 14 - District of Highlands



Summary of Trips to and from District 14 - District of Highlands AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	-	0%	-	0%
North Saanich, Tsyecum FN, Pauquachin FN	-	0%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	-	0%	-	0%
Downtown	10	1%	-	0%
Victoria North	30	3%	20	6%
Victoria South	40	4%	30	8%
Saanich North	-	0%	60	17%
Saanich East	90	9%	-	0%
Saanich West	50	5%	-	0%
Oak Bay	10	1%	-	0%
Esquimalt	20	2%	-	0%
View Royal, Esquimalt Nation, Songhees FN	130	13%	80	24%
Highlands	30	3%	30	10%
Langford	450	46%	30	7%
Colwood	90	9%	-	0%
Metchosin, Scia'new FN	-	0%	-	1%
Sooke, T'Sou-ke FN	-	0%	50	15%
Juan de Fuca Electoral Area, Pacheedaht FN	20	2%	10	4%
External South CVRD	-	0%	-	0%
External Other	20	2%	20	7%
Total	980	100%	340	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	640	23%	130	5%	40	18%
Post-secondary school	60	2%	-	0%	-	0%
K-12 school	290	10%	-	0%	-	0%
Personal business	110	4%	10	1%	50	25%
Recreation / social	290	10%	440	16%	10	5%
Dining / restaurant	160	6%	-	0%	-	0%
Shopping	300	11%	-	0%	-	0%
Pick-up / drop-off passenger	500	18%	10	0%	-	0%
Return Home	460	16%	2,150	78%	110	52%
Other	-	0%	-	0%	-	0%
Total:	2,820	100%	2,750	100%	210	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	250	26%	80	25%	30	73%
Post-secondary school	10	1%	-	0%	-	0%
K-12 school	290	31%	-	0%	-	0%
Personal business	10	1%	10	5%	-	0%
Recreation / social	10	1%	80	28%	-	14%
Dining / restaurant	10	1%	-	0%	-	0%
Shopping	90	9%	-	0%	-	0%
Pick-up / drop-off passenger	270	28%	10	4%	-	0%
Return Home	10	2%	120	38%	-	14%
Other	-	0%	-	0%	-	0%
Total:	950	100%	300	100%	30	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	-	0%	-	0%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	-	0%	-	0%	10	11%
Recreation / social	160	26%	50	5%	-	7%
Dining / restaurant	-	1%	-	0%	-	0%
Shopping	80	14%	-	0%	-	0%
Pick-up / drop-off passenger	150	25%	-	0%	-	0%
Return Home	210	35%	900	95%	60	83%
Other	-	0%	-	0%	-	0%
Total:	620	100%	950	100%	70	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	5,800	100%	4%
AM Peak Period	1,300	22%	3%
PM Peak Period	1,600	28%	4%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	1,980	70%	1,850	67%	160	78%
Auto Passenger	570	20%	560	21%	-	0%
Transit	-	0%	-	0%	-	0%
Bicycle & Micromobility	80	3%	140	5%	-	0%
Walk	10	1%	30	1%	50	22%
Other	170	6%	160	6%	-	0%
Total:	2,820	100%	2,750	100%	210	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	500	53%	220	72%	30	87%
Auto Passenger	240	25%	70	23%	-	0%
Transit	-	0%	-	0%	-	0%
Bicycle & Micromobility	40	4%	-	0%	-	0%
Walk	10	2%	10	5%	-	13%
Other	150	16%	-	0%	-	0%
Total:	950	100%	300	100%	30	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	360	58%	640	67%	30	44%
Auto Passenger	240	39%	140	14%	-	0%
Transit	-	0%	-	0%	-	0%
Bicycle & Micromobility	-	0%	40	4%	-	0%
Walk	-	0%	-	0%	40	56%
Other	20	3%	140	15%	-	0%
Total:	620	100%	950	100%	70	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.29	0%	1.31	0%	1.00	0%
AM Peak Period	1.48	0%	1.32	0%	1.00	0%
PM Peak Period	1.67	0%	1.21	0%	1.00	0%

MALATEST

District 15 - City of Langford

Demographic Characteristics

Population	48,400
Population 5+ (trips reported for survey sample)	45,600
Total Employed Population	28,480
Households	19,970
Jobs in District (places of work)	17,770
Actively Travelled	37,710
Number of Vehicles	35,540
Number of Adult Bicycles (non-motorized)	23,100
Number of Adult E-Bikes	3,200
Number of Child Bicycles	7,400
Number of E-micromobility devices	910
Area (km^2)	41.43

Occupation Status	Men+	Women+	Total	%
Employed full time	12,650	10,680	23,330	48%
Employed part time	1,750	3,400	5,150	11%
Student	5,020	5,450	10,470	22%
Retiree	3,060	3,970	7,030	15%
Stay-at-home parent / caregiver	60	580	640	1%
Pre-schooler (0-4 years)	1,360	1,440	2,800	6%
Other status	790	1,030	1,820	4%
Total	23,660	24,740	48,400	

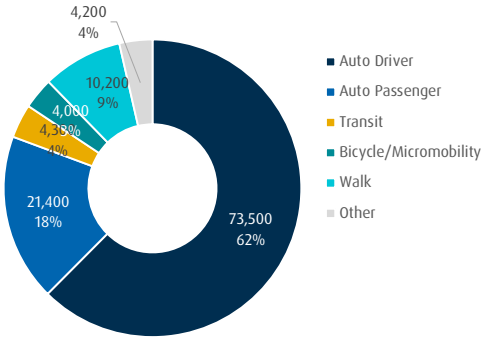
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	370	4,060	4,440	16%
No fixed workplace / on the road	870	1,770	2,640	9%
Usual workplace outside the home	3,910	17,500	21,400	75%
Total	5,150	23,330	28,480	100%

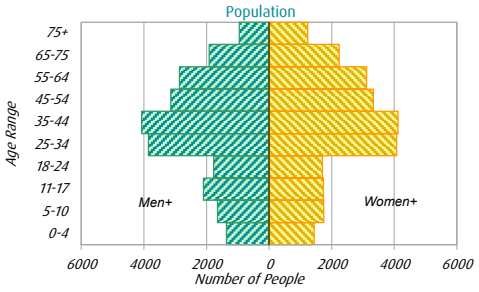
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	47%	75%	70%
Avg. weekday, % who telecommuted	5%	19%	16%
% who telecommuted on at least one weekday	12%	34%	30%

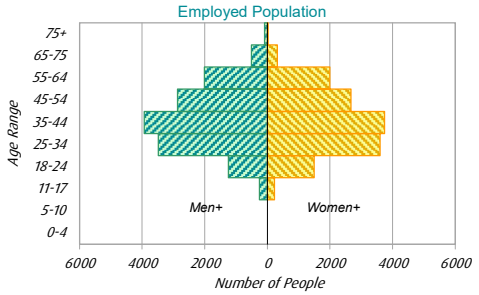
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	17,950	18,540	36,490
Car share members	220	230	450
Trips made by residents 5+	58,630	59,090	117,720
Trips made by residents 11+	53,820	54,420	108,240

Selected Indicators	
Daily Trips per Person 5+	2.58
Vehicles per Person	0.73
Number of Persons per Household	2.42
Daily Trips per Household	5.42
Vehicles per Household	1.78
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.32
Workers per Household	1.43
Jobs per Person	0.37
Population Density (Pop/km2)	1,170
Employment Density (Jobs/km2)	430

Daily mode shares for residents of this geography







Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	97,940	117,720
Auto Driver	64%	62%
Auto Passenger	18%	18%
Transit	6%	4%
Bicycle & Micromobility	1%	3%
Walk	8%	9%
Other (school bus, taxi, ferry, etc)	2%	4%

Households by Dwelling Type	Total	%
Single-detached house	7,010	35%
Other ground-oriented	7,660	38%
Apartment/condominium 1-4 floo	3,900	20%
Apartment/condominium 5+ floor	1,390	7%
Total:	19,970	100%

Household Size	Total	%
1 person	5,230	26%
2 persons	7,190	36%
3 persons	3,310	17%
4 persons	2,760	14%
5+ persons	1,480	7%
Total:	19,970	100%

Households by Vehicle Availability	Total	%
No vehicles	540	3%
1 vehicle	8,820	44%
2 vehicles	6,910	35%
3+ vehicles	3,700	19%
Total:	19,970	100%

Vehicles by Fuel Type	Total	%
Gas	32,300	91%
Hybrid	800	2%
Plug-in Hybrid	310	1%
Electric	1,310	4%
Diesel	800	2%
Biodiesel	20	0%
Other	-	0%
Total:	35,540	100%

Access to EV Charging	%
Yes, in my building	13%
Yes, nearby	9%
Not available, not conveniently nearby	64%
Don't know	14%

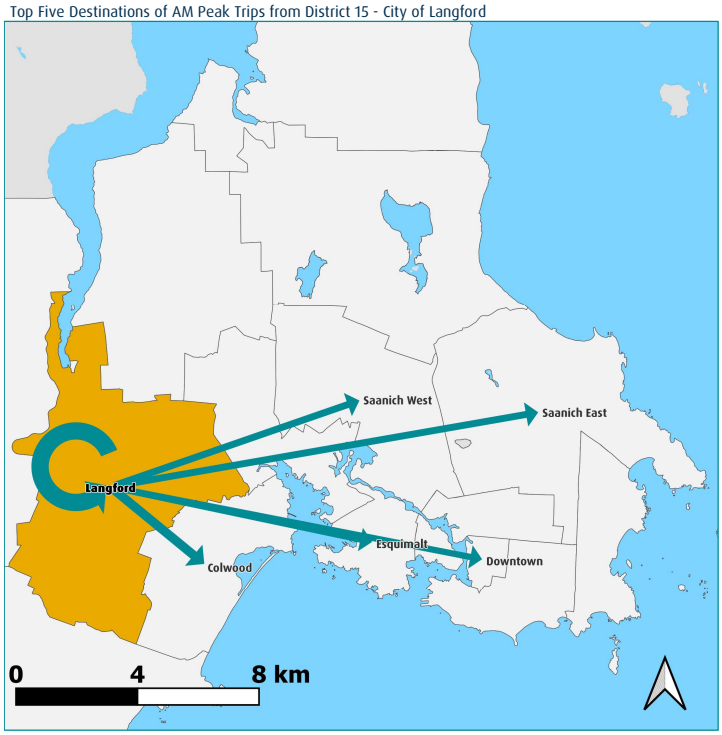
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates.
These results are based on a survey sample of 4.0% of households in this district, and are subject to a margin of sampling error of approximately ±4% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 15 - City of Langford



Summary of Trips to and from District 15 - City of Langford AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	30	0%
Sidney	160	1%	10	0%
North Saanich, Tsyecum FN, Pauquachin FN	300	1%	80	0%
Central Saanich, Tsartlip FN, Tsawout FN	510	2%	400	2%
Downtown	1,600	6%	180	1%
Victoria North	980	4%	200	1%
Victoria South	960	4%	300	2%
Saanich North	250	1%	200	1%
Saanich East	2,080	8%	730	4%
Saanich West	2,090	8%	580	3%
Oak Bay	340	1%	50	0%
Esquimalt	1,690	6%	450	3%
View Royal, Esquimalt Nation, Songhees FN	640	2%	650	4%
Highlands	30	0%	450	3%
Langford	10,410	39%	10,410	58%
Colwood	3,830	14%	1,720	10%
Metchosin, Scia'new FN	190	1%	370	2%
Sooke, T'Sou-ke FN	160	1%	910	5%
Juan de Fuca Electoral Area, Pacheedaht FN	30	0%	200	1%
External South CVRD	350	1%	-	0%
External Other	20	0%	-	0%
Total	26,590	100%	17,920	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	13,550	25%	6,900	13%	4,660	9%
Post-secondary school	1,100	2%	-	0%	20	0%
K-12 school	2,480	5%	650	1%	3,510	6%
Personal business	3,370	6%	3,350	6%	2,450	4%
Recreation / social	6,010	11%	3,550	6%	4,180	8%
Dining / restaurant	1,100	2%	1,750	3%	2,410	4%
Shopping	2,690	5%	10,370	19%	11,420	21%
Pick-up / drop-off passenger	4,800	9%	2,780	5%	4,760	9%
Return Home	19,740	36%	25,640	47%	21,260	39%
Other	130	0%	70	0%	170	0%
Total:	54,970	100%	55,060	100%	54,840	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	9,560	59%	3,740	50%	2,190	21%
Post-secondary school	830	5%	-	0%	20	0%
K-12 school	2,340	14%	580	8%	3,420	33%
Personal business	760	5%	210	3%	220	2%
Recreation / social	580	4%	280	4%	330	3%
Dining / restaurant	210	1%	380	5%	290	3%
Shopping	80	0%	910	12%	380	4%
Pick-up / drop-off passenger	1,670	10%	580	8%	2,230	21%
Return Home	160	1%	820	11%	1,280	12%
Other	-	0%	20	0%	60	1%
Total:	16,180	100%	7,510	100%	10,410	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	520	4%	630	3%	500	3%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	750	6%	620	3%	660	4%
Recreation / social	1,850	14%	1,180	6%	1,470	10%
Dining / restaurant	280	2%	460	2%	600	4%
Shopping	730	6%	2,850	14%	2,670	18%
Pick-up / drop-off passenger	1,100	8%	1,170	6%	1,070	7%
Return Home	7,970	60%	13,180	66%	7,980	53%
Other	50	0%	10	0%	-	0%
Total:	13,260	100%	20,100	100%	14,950	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	164,900	100%	33%
AM Peak Period	34,100	21%	31%
PM Peak Period	48,300	29%	31%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	38,100	69%	38,180	69%	31,950	58%
Auto Passenger	10,540	19%	10,780	20%	9,410	17%
Transit	2,600	5%	2,550	5%	800	1%
Bicycle & Micromobility	1,570	3%	1,460	3%	1,630	3%
Walk	580	1%	600	1%	9,220	17%
Other	1,580	3%	1,470	3%	1,830	3%
Total:	54,970	100%	55,060	100%	54,840	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	10,690	66%	5,730	76%	5,040	48%
Auto Passenger	2,420	15%	720	10%	1,860	18%
Transit	1,160	7%	560	7%	230	2%
Bicycle & Micromobility	680	4%	160	2%	340	3%
Walk	160	1%	90	1%	2,080	20%
Other	1,060	7%	260	3%	850	8%
Total:	16,180	100%	7,510	100%	10,410	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	9,170	69%	13,650	68%	9,280	62%
Auto Passenger	2,740	21%	3,730	19%	2,740	18%
Transit	620	5%	1,020	5%	430	3%
Bicycle & Micromobility	300	2%	810	4%	520	3%
Walk	100	1%	120	1%	1,440	10%
Other	340	3%	770	4%	550	4%
Total:	13,260	100%	20,100	100%	14,950	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.28	5%	1.28	5%	1.29	1%
AM Peak Period	1.23	7%	1.13	7%	1.37	2%
PM Peak Period	1.30	5%	1.27	5%	1.30	3%

MALATEST

District 16 - City of Colwood

Demographic Characteristics

Population	19,150
Population 5+ (trips reported for survey sample)	18,150
Total Employed Population	10,030
Households	7,590
Jobs in District (places of work)	6,710
Actively Travelled	15,040
Number of Vehicles	14,360
Number of Adult Bicycles (non-motorized)	9,420
Number of Adult E-Bikes	1,880
Number of Child Bicycles	3,160
Number of E-micromobility devices	350
Area (km^2)	17.66

Occupation Status	Men+	Women+	Total	%
Employed full time	4,700	3,430	8,130	42%
Employed part time	710	1,200	1,900	10%
Student	1,850	1,940	3,790	20%
Retiree	1,740	2,360	4,100	21%
Stay-at-home parent / caregiver	70	240	310	2%
Pre-schooler (0-4 years)	500	490	990	5%
Other status	400	660	1,070	6%
Total	9,430	9,720	19,150	

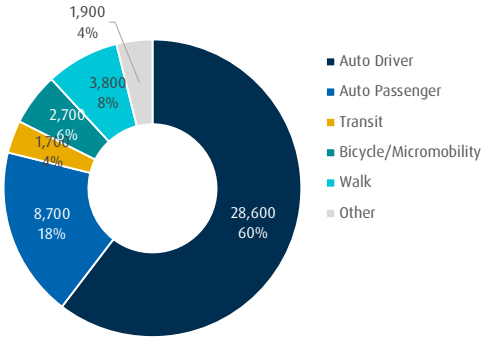
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	110	750	860	9%
No fixed workplace / on the road	560	730	1,300	13%
Usual workplace outside the home	1,230	6,650	7,880	79%
Total	1,900	8,130	10,030	100%

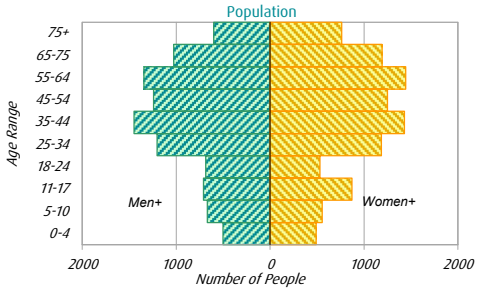
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	51%	76%	73%
Avg. weekday, % who telecommuted	5%	15%	14%
% who telecommuted on at least one weekday	13%	27%	25%

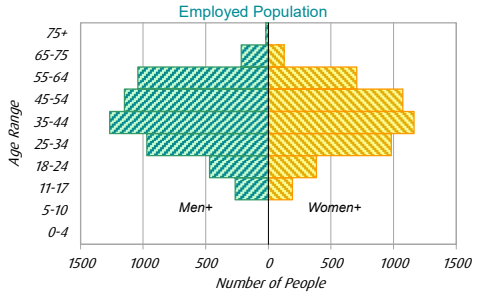
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	7,240	7,320	14,560
Car share members	20	50	70
Trips made by residents 5+	23,390	23,950	47,340
Trips made by residents 11+	21,480	22,300	43,780

Selected Indicators	
Daily Trips per Person 5+	2.61
Vehicles per Person	0.75
Number of Persons per Household	2.52
Daily Trips per Household	5.77
Vehicles per Household	1.89
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.49
Workers per Household	1.32
Jobs per Person	0.35
Population Density (Pop/km2)	1,080
Employment Density (Jobs/km2)	380

Daily mode shares for residents of this geography







Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	49,380	47,340
Auto Driver	61%	60%
Auto Passenger	18%	18%
Transit	3%	4%
Bicycle & Micromobility	3%	6%
Walk	10%	8%
Other (school bus, taxi, ferry, etc)	5%	4%

Households by Dwelling Type	Total	%
Single-detached house	3,730	49%
Other ground-oriented	2,960	39%
Apartment/condominium 1-4 floo	710	9%
Apartment/condominium 5+ floor	190	2%
Total:	7,590	100%

Household Size	Total	%
1 person	1,650	22%
2 persons	2,830	37%
3 persons	1,340	18%
4 persons	1,180	16%
5+ persons	600	8%
Total:	7,590	100%

Households by Vehicle Availability	Total	%
No vehicles	240	3%
1 vehicle	2,840	37%
2 vehicles	2,920	38%
3+ vehicles	1,590	21%
Total:	7,590	100%

Vehicles by Fuel Type	Total	%
Gas	12,740	89%
Hybrid	670	5%
Plug-in Hybrid	70	1%
Electric	340	2%
Diesel	530	4%
Biodiesel	-	0%
Other	-	0%
Total:	14,360	100%

Access to EV Charging	%
Yes, in my building	11%
Yes, nearby	17%
Not available, not conveniently nearby	66%
Don't know	6%

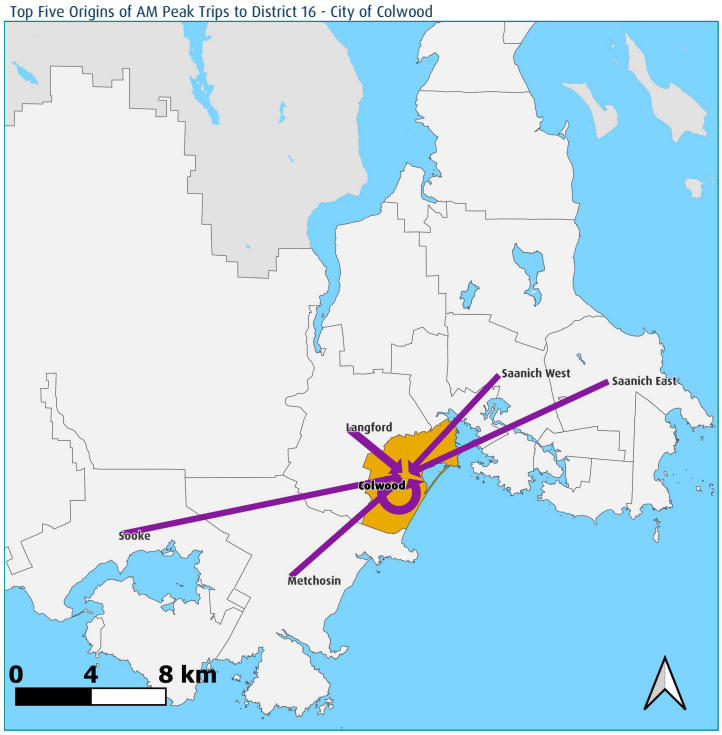
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 3.9% of households in this district, and are subject to a margin of sampling error of approximately ±6.9% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within the 10-14, 15-19, and 20-24 age groups used for weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Origins of AM Peak Trips to District 16 - City of Colwood



Summary of Trips to and from District 16 - City of Colwood AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	20	0%	30	0%
North Saanich, Tsyecum FN, Pauquachin FN	210	2%	30	0%
Central Saanich, Tsartlip FN, Tsawout FN	50	0%	200	2%
Downtown	500	4%	90	1%
Victoria North	480	4%	100	1%
Victoria South	480	4%	270	2%
Saanich North	80	1%	-	0%
Saanich East	1,080	10%	320	3%
Saanich West	350	3%	470	4%
Oak Bay	30	0%	110	1%
Esquimalt	650	6%	190	2%
View Royal, Esquimalt Nation, Songhees FN	700	6%	280	2%
Highlands	-	0%	90	1%
Langford	1,720	15%	3,830	32%
Colwood	4,590	41%	4,590	39%
Metchosin, Scia'new FN	190	2%	500	4%
Sooke, T'Sou-ke FN	110	1%	590	5%
Juan de Fuca Electoral Area, Pacheedaht FN	10	0%	170	1%
External South CVRD	50	0%	-	0%
External Other	-	0%	-	0%
Total	11,270	100%	11,840	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	6,510	21%	3,860	12%	1,270	9%
Post-secondary school	600	2%	330	1%	120	1%
K-12 school	380	1%	2,220	7%	2,000	13%
Personal business	2,470	8%	1,170	4%	520	3%
Recreation / social	3,040	10%	4,310	14%	1,060	7%
Dining / restaurant	700	2%	880	3%	390	3%
Shopping	3,520	11%	1,870	6%	870	6%
Pick-up / drop-off passenger	2,450	8%	3,640	12%	2,340	16%
Return Home	11,990	38%	13,030	42%	5,930	40%
Other	50	0%	70	0%	420	3%
Total:	31,710	100%	31,390	100%	14,930	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	4,130	62%	2,310	32%	680	15%
Post-secondary school	520	8%	230	3%	80	2%
K-12 school	380	6%	2,170	30%	1,980	43%
Personal business	60	1%	150	2%	80	2%
Recreation / social	90	1%	380	5%	170	4%
Dining / restaurant	160	2%	140	2%	50	1%
Shopping	180	3%	60	1%	10	0%
Pick-up / drop-off passenger	750	11%	1,500	21%	1,170	25%
Return Home	390	6%	310	4%	170	4%
Other	20	0%	-	0%	180	4%
Total:	6,690	100%	7,260	100%	4,590	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	340	3%	280	3%	190	4%
Post-secondary school	30	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	670	7%	440	5%	170	3%
Recreation / social	1,190	12%	1,390	15%	260	5%
Dining / restaurant	300	3%	200	2%	190	4%
Shopping	920	9%	610	7%	510	9%
Pick-up / drop-off passenger	1,070	10%	830	9%	720	13%
Return Home	5,700	56%	5,280	58%	3,390	62%
Other	-	0%	-	0%	80	1%
Total:	10,220	100%	9,040	100%	5,500	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	78,000	100%	19%
AM Peak Period	18,500	24%	25%
PM Peak Period	24,800	32%	22%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	20,760	65%	20,540	65%	6,670	45%
Auto Passenger	7,000	22%	6,900	22%	2,460	16%
Transit	1,200	4%	1,120	4%	250	2%
Bicycle & Micromobility	1,030	3%	1,080	3%	1,240	8%
Walk	580	2%	560	2%	3,170	21%
Other	1,130	4%	1,180	4%	1,140	8%
Total:	31,710	100%	31,390	100%	14,930	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	4,740	71%	3,940	54%	1,670	36%
Auto Passenger	730	11%	1,910	26%	980	21%
Transit	670	10%	230	3%	20	0%
Bicycle & Micromobility	280	4%	230	3%	470	10%
Walk	90	1%	200	3%	910	20%
Other	170	3%	740	10%	540	12%
Total:	6,690	100%	7,260	100%	4,590	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	5,560	54%	6,110	68%	2,430	44%
Auto Passenger	3,010	29%	1,750	19%	760	14%
Transit	320	3%	510	6%	20	0%
Bicycle & Micromobility	520	5%	370	4%	520	9%
Walk	110	1%	90	1%	1,310	24%
Other	710	7%	210	2%	460	8%
Total:	10,220	100%	9,040	100%	5,500	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.34	4%	1.34	4%	1.37	2%
AM Peak Period	1.15	10%	1.48	3%	1.58	0%
PM Peak Period	1.54	3%	1.29	6%	1.31	0%

MALATEST

District 17 - District of Metchosin with Scia'new FN

Demographic Characteristics

Population	4,990
Population 5+ (trips reported for survey sample)	4,820
Total Employed Population	2,580
Households	1,970
Jobs in District (places of work)	1,810
Actively Travelled	3,790
Number of Vehicles	4,530
Number of Adult Bicycles (non-motorized)	3,210
Number of Adult E-Bikes	350
Number of Child Bicycles	790
Number of E-micromobility devices	80
Area (km^2)	72.20

Occupation Status	Men+	Women+	Total	%
Employed full time	1,170	800	1,970	39%
Employed part time	170	440	610	12%
Student	340	400	740	15%
Retiree	660	790	1,450	29%
Stay-at-home parent / caregiver	40	110	140	3%
Pre-schooler (0-4 years)	90	80	170	3%
Other status	60	30	80	2%
Total	2,510	2,480	4,990	

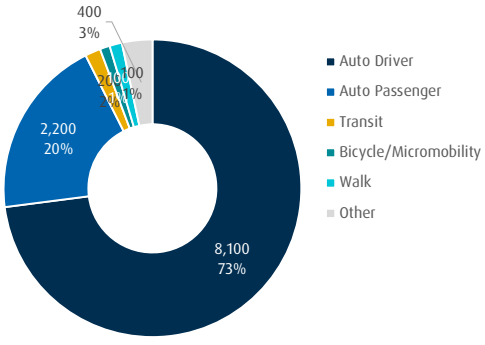
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	100	320	420	16%
No fixed workplace / on the road	190	380	580	22%
Usual workplace outside the home	320	1,260	1,580	61%
Total	610	1,970	2,580	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	41%	74%	67%
Avg. weekday, % who telecommuted	10%	18%	16%
% who telecommuted on at least one weekday	41%	38%	39%

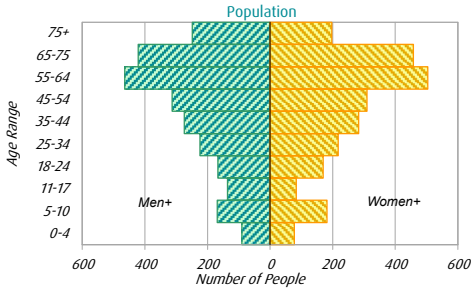
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	2,050	2,040	4,080
Car share members	-	10	10
Trips made by residents 5+	5,250	5,800	11,050
Trips made by residents 11+	4,810	5,290	10,100

Selected Indicators	
Daily Trips per Person 5+	2.29
Vehicles per Person	0.91
Number of Persons per Household	2.53
Daily Trips per Household	5.13
Vehicles per Household	2.30
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.81
Workers per Household	1.31
Jobs per Person	0.36
Population Density (Pop/km2)	70
Employment Density (Jobs/km2)	30

Daily mode shares for residents of this geography



Population



Employed Population

Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	14,670	11,050
Auto Driver	71%	73%
Auto Passenger	22%	20%
Transit	2%	2%
Bicycle & Micromobility	1%	1%
Walk	2%	1%
Other (school bus, taxi, ferry, etc)	2%	3%

Households by Dwelling Type	Total	%
Single-detached house	1,560	79%
Other ground-oriented	410	21%
Apartment/condominium 1-4 floor	-	0%
Apartment/condominium 5+ floors	-	0%
Total:	1,970	100%

Household Size	Total	%
1 person	400	20%
2 persons	840	43%
3 persons	280	14%
4 persons	270	14%
5+ persons	170	9%
Total:	1,970	100%

Households by Vehicle Availability	Total	%
No vehicles	20	1%
1 vehicle	540	28%
2 vehicles	720	37%
3+ vehicles	690	35%
Total:	1,970	100%

Vehicles by Fuel Type	Total	%
Gas	3,800	84%
Hybrid	160	3%
Plug-in Hybrid	30	1%
Electric	240	5%
Diesel	290	6%
Biodiesel	-	0%
Other	-	0%
Total:	4,530	100%

Access to EV Charging	%
Yes, in my building	17%
Yes, nearby	11%
Not available, not conveniently nearby	67%
Don't know	5%

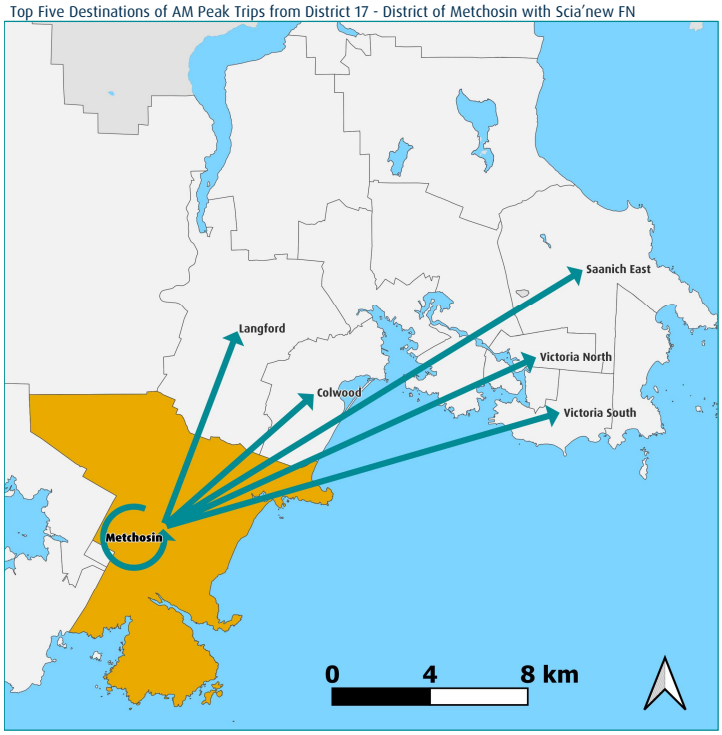
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 13.9% of households in this district, and are subject to a margin of sampling error of approximately ±8.1% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 0-4, 11-17, and 25-34 age groups may be skewed due to small sample sizes for these age groups. 11-17 and 18-24 may be skewed due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 17 - District of Metchosin with Scia'new FN



Summary of Trips to and from District 17 - District of Metchosin w AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	40	2%	-	0%
North Saanich, Tsyecum FN, Pauquachin FN	40	2%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	-	0%	-	0%
Downtown	70	3%	-	0%
Victoria North	100	4%	170	11%
Victoria South	170	8%	30	2%
Saanich North	50	2%	40	3%
Saanich East	130	6%	80	5%
Saanich West	50	2%	70	5%
Oak Bay	40	2%	-	0%
Esquimalt	100	4%	-	0%
View Royal, Esquimalt Nation, Songhees FN	30	1%	70	5%
Highlands	-	0%	-	0%
Langford	370	17%	190	12%
Colwood	500	22%	190	12%
Metchosin, Scia'new FN	450	20%	450	30%
Sooke, T'Sou-ke FN	20	1%	90	6%
Juan de Fuca Electoral Area, Pacheedaht FN	10	1%	140	9%
External South CVRD	30	1%	-	0%
External Other	10	0%	-	0%
Total	2,220	100%	1,530	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	1,450	23%	940	15%	40	3%
Post-secondary school	110	2%	-	0%	-	0%
K-12 school	270	4%	120	2%	230	16%
Personal business	440	7%	200	3%	80	5%
Recreation / social	800	13%	840	13%	170	11%
Dining / restaurant	160	2%	110	2%	80	5%
Shopping	650	10%	60	1%	40	3%
Pick-up / drop-off passenger	740	12%	390	6%	200	14%
Return Home	1,780	28%	3,670	58%	600	41%
Other	-	0%	30	1%	30	2%
Total:	6,410	100%	6,360	100%	1,460	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	890	51%	570	53%	20	5%
Post-secondary school	80	4%	-	0%	-	0%
K-12 school	270	15%	120	11%	230	51%
Personal business	50	3%	10	1%	-	0%
Recreation / social	90	5%	130	12%	-	0%
Dining / restaurant	10	0%	-	0%	-	0%
Shopping	70	4%	-	0%	-	0%
Pick-up / drop-off passenger	270	15%	160	15%	120	26%
Return Home	30	2%	90	8%	50	12%
Other	-	0%	-	0%	30	6%
Total:	1,770	100%	1,080	100%	450	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	40	4%	20	1%	10	2%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	40	3%	50	2%	20	5%
Recreation / social	200	16%	140	7%	30	7%
Dining / restaurant	50	4%	-	0%	10	3%
Shopping	110	9%	20	1%	-	0%
Pick-up / drop-off passenger	110	9%	60	3%	20	4%
Return Home	680	55%	1,810	85%	360	80%
Other	-	0%	30	2%	-	0%
Total:	1,240	100%	2,130	100%	450	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	14,200	100%	10%
AM Peak Period	3,300	23%	14%
PM Peak Period	3,800	27%	12%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	4,610	72%	4,700	74%	710	49%
Auto Passenger	1,480	23%	1,330	21%	370	26%
Transit	90	1%	100	2%	-	0%
Bicycle & Micromobility	100	2%	90	1%	30	2%
Walk	-	0%	-	0%	130	9%
Other	120	2%	130	2%	220	15%
Total:	6,410	100%	6,360	100%	1,460	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,340	76%	860	79%	160	36%
Auto Passenger	300	17%	190	17%	130	29%
Transit	70	4%	20	2%	-	0%
Bicycle & Micromobility	-	0%	10	1%	-	0%
Walk	-	0%	-	0%	30	7%
Other	50	3%	-	0%	130	28%
Total:	1,770	100%	1,080	100%	450	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	900	73%	1,470	69%	220	49%
Auto Passenger	290	23%	490	23%	80	18%
Transit	10	0%	70	3%	-	0%
Bicycle & Micromobility	10	1%	40	2%	20	3%
Walk	-	0%	-	0%	70	16%
Other	30	2%	60	3%	60	13%
Total:	1,240	100%	2,130	100%	450	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.32	1%	1.28	2%	1.52	0%
AM Peak Period	1.23	4%	1.22	2%	1.81	0%
PM Peak Period	1.32	0%	1.33	3%	1.37	0%

MALATEST

District 18 - District of Sooke with T'Sou-ke FN

Demographic Characteristics

Population	15,650
Population 5+ (trips reported for survey sample)	14,870
Total Employed Population	8,060
Households	6,390
Jobs in District (places of work)	4,240
Actively Travelled	11,890
Number of Vehicles	12,500
Number of Adult Bicycles (non-motorized)	7,670
Number of Adult E-Bikes	840
Number of Child Bicycles	2,300
Number of E-micromobility devices	110
Area (km^2)	57.34

Occupation Status	Men+	Women+	Total	%
Employed full time	3,760	2,730	6,500	42%
Employed part time	540	1,020	1,570	10%
Student	1,460	1,530	2,990	19%
Retiree	1,630	1,880	3,510	22%
Stay-at-home parent / caregiver	30	270	310	2%
Pre-schooler (0-4 years)	420	360	780	5%
Other status	200	680	880	6%
Total	7,700	7,950	15,650	

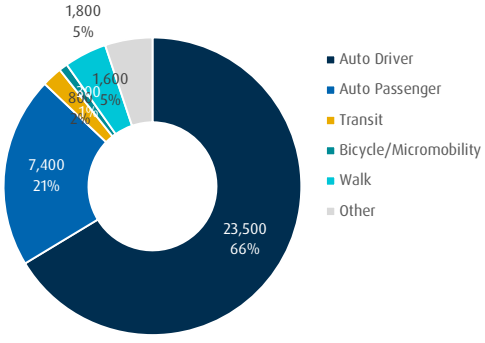
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	180	910	1,090	14%
No fixed workplace / on the road	280	710	990	12%
Usual workplace outside the home	1,100	4,880	5,980	74%
Total	1,570	6,500	8,060	100%

Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	52%	75%	71%
Avg. weekday, % who telecommuted	1%	14%	12%
% who telecommuted on at least one weekday	3%	25%	21%

Traveller Characteristics	Men+	Women+	Total
Licensed drivers	5,760	6,010	11,770
Car share members	20	70	90
Trips made by residents 5+	16,310	19,120	35,430
Trips made by residents 11+	15,330	17,500	32,840

Selected Indicators	
Daily Trips per Person 5+	2.38
Vehicles per Person	0.80
Number of Persons per Household	2.45
Daily Trips per Household	5.14
Vehicles per Household	1.96
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.33
Workers per Household	1.26
Jobs per Person	0.27
Population Density (Pop/km2)	270
Employment Density (Jobs/km2)	70

Daily mode shares for residents of this geography



Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	35,430	35,430
Auto Driver	67%	66%
Auto Passenger	17%	21%
Transit	7%	2%
Bicycle & Micromobility	0%	1%
Walk	5%	5%
Other (school bus, taxi, ferry, etc)	3%	5%

Households by Dwelling Type	Total	%
Single-detached house	4,030	63%
Other ground-oriented	1,920	30%
Apartment/condominium 1-4 floo	420	7%
Apartment/condominium 5+ floor	20	0%
Total:	6,390	100%

Household Size	Total	%
1 person	1,570	25%
2 persons	2,500	39%
3 persons	1,000	16%
4 persons	840	13%
5+ persons	480	8%
Total:	6,390	100%

Households by Vehicle Availability	Total	%
No vehicles	250	4%
1 vehicle	1,960	31%
2 vehicles	2,730	43%
3+ vehicles	1,450	23%
Total:	6,390	100%

Vehicles by Fuel Type	Total	%
Gas	11,160	89%
Hybrid	270	2%
Plug-in Hybrid	130	1%
Electric	430	3%
Diesel	510	4%
Biodiesel	-	0%
Other	-	0%
Total:	12,500	100%

Access to EV Charging	%
Yes, in my building	14%
Yes, nearby	23%
Not available, not conveniently nearby	55%
Don't know	8%

Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 4.6% of households in this district, and are subject to a margin of sampling error of approximately ±6.7% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
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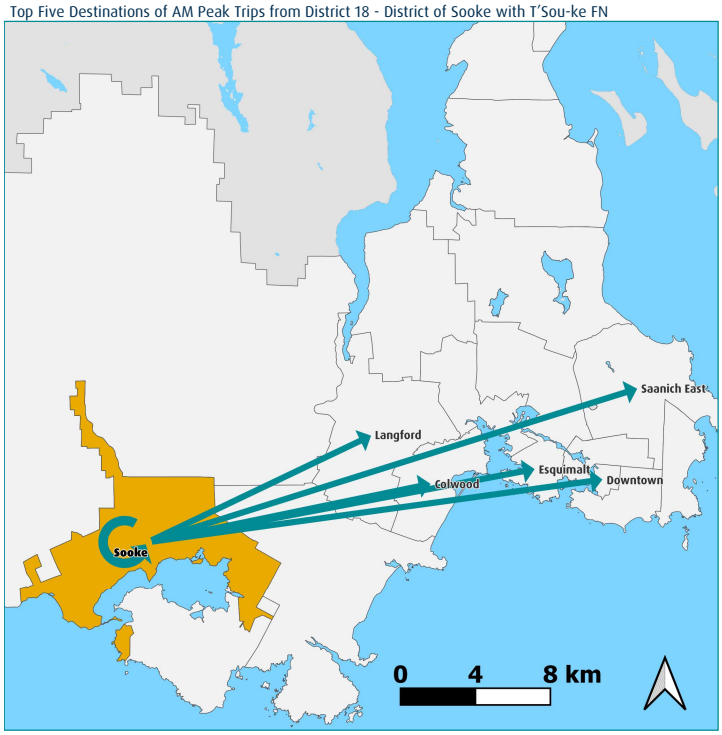
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 18 - District of Sooke with T'Sou-ke FN



Summary of Trips to and from District 18 - District of Sooke with T AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	70	1%	-	0%
North Saanich, Tsyecum FN, Pauquachin FN	50	1%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	100	1%	20	0%
Downtown	240	3%	-	0%
Victoria North	150	2%	20	0%
Victoria South	20	0%	10	0%
Saanich North	20	0%	-	0%
Saanich East	470	6%	20	0%
Saanich West	170	2%	110	2%
Oak Bay	70	1%	-	0%
Esquimalt	350	4%	-	0%
View Royal, Esquimalt Nation, Songhees FN	80	1%	110	2%
Highlands	50	1%	-	0%
Langford	910	12%	160	3%
Colwood	590	8%	110	2%
Metchosin, Scia'new FN	90	1%	20	0%
Sooke, T'Sou-ke FN	4,180	54%	4,180	77%
Juan de Fuca Electoral Area, Pacheedaht FN	120	2%	680	13%
External South CVRD	10	0%	-	0%
External Other	-	0%	-	0%
Total	7,720	100%	5,440	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	3,470	34%	1,040	10%	1,310	8%
Post-secondary school	120	1%	40	0%	-	0%
K-12 school	310	3%	360	3%	1,610	9%
Personal business	600	6%	330	3%	1,010	6%
Recreation / social	1,110	11%	730	7%	1,530	9%
Dining / restaurant	340	3%	140	1%	680	4%
Shopping	1,000	10%	540	5%	2,030	12%
Pick-up / drop-off passenger	550	5%	440	4%	1,610	9%
Return Home	2,580	26%	6,570	65%	7,310	42%
Other	-	0%	-	0%	310	2%
Total:	10,090	100%	10,180	100%	17,390	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	2,190	62%	570	45%	630	15%
Post-secondary school	120	3%	40	3%	-	0%
K-12 school	310	9%	360	28%	1,610	38%
Personal business	180	5%	20	2%	310	7%
Recreation / social	60	2%	90	7%	180	4%
Dining / restaurant	140	4%	-	0%	70	2%
Shopping	160	5%	10	1%	170	4%
Pick-up / drop-off passenger	340	10%	120	10%	870	21%
Return Home	40	1%	60	5%	290	7%
Other	-	0%	-	0%	50	1%
Total:	3,550	100%	1,260	100%	4,180	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	120	8%	20	1%	150	3%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	70	4%	20	0%	60	1%
Recreation / social	170	12%	180	4%	430	9%
Dining / restaurant	40	3%	90	2%	150	3%
Shopping	150	10%	120	3%	570	12%
Pick-up / drop-off passenger	40	3%	220	5%	240	5%
Return Home	900	61%	3,960	86%	2,920	62%
Other	-	0%	-	0%	230	5%
Total:	1,480	100%	4,610	100%	4,730	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	37,700	100%	46%
AM Peak Period	9,000	24%	46%
PM Peak Period	10,800	29%	44%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	7,610	75%	7,770	76%	10,290	59%
Auto Passenger	1,850	18%	1,740	17%	3,510	20%
Transit	310	3%	330	3%	70	0%
Bicycle & Micromobility	-	0%	30	0%	320	2%
Walk	10	0%	10	0%	1,570	9%
Other	310	3%	310	3%	1,640	9%
Total:	10,090	100%	10,180	100%	17,390	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	2,790	79%	800	63%	2,020	48%
Auto Passenger	530	15%	180	14%	1,080	26%
Transit	170	5%	20	2%	-	0%
Bicycle & Micromobility	-	0%	-	0%	90	2%
Walk	-	0%	10	0%	280	7%
Other	50	1%	250	20%	710	17%
Total:	3,550	100%	1,260	100%	4,180	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	1,100	74%	3,490	76%	2,490	53%
Auto Passenger	290	20%	840	18%	960	20%
Transit	10	1%	190	4%	-	0%
Bicycle & Micromobility	-	0%	30	1%	160	3%
Walk	10	0%	-	0%	440	9%
Other	80	5%	60	1%	680	14%
Total:	1,480	100%	4,610	100%	4,730	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.24	3%	1.22	3%	1.34	0%
AM Peak Period	1.19	5%	1.23	2%	1.54	0%
PM Peak Period	1.27	1%	1.24	4%	1.39	0%

MALATEST

District 19 - Juan de Fuca Electoral Area with Pacheedaht FN

Demographic Characteristics

Population	5,710
Population 5+ (trips reported for survey sample)	5,530
Total Employed Population	2,780
Households	2,490
Jobs in District (places of work)	1,360
Actively Travelled	3,990
Number of Vehicles	5,370
Number of Adult Bicycles (non-motorized)	3,260
Number of Adult E-Bikes	360
Number of Child Bicycles	640
Number of E-micromobility devices	30
Area (km^2)	1,490.15

Occupation Status	Men+	Women+	Total	%
Employed full time	1,270	900	2,170	38%
Employed part time	310	300	610	11%
Student	440	440	880	15%
Retiree	850	850	1,700	30%
Stay-at-home parent / caregiver	-	120	120	2%
Pre-schooler (0-4 years)	90	90	180	3%
Other status	130	140	280	5%
Total	2,950	2,760	5,710	

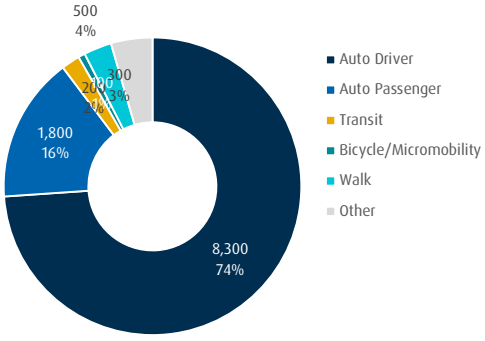
Workplace locations of residents of this geography	Part-time	Full-time	Total	
Work exclusively from home	130	490	620	22%
No fixed workplace / on the road	170	390	560	20%
Usual workplace outside the home	310	1,290	1,610	58%
Total	610	2,170	2,780	100%

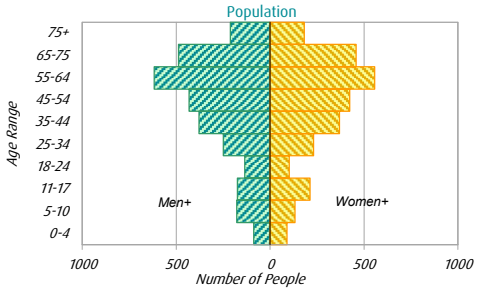
Workers with usual workplace, pattern in week previous	Part-time	Full-time	Total
Avg. weekday, % who commuted to work/travel for work	52%	76%	72%
Avg. weekday, % who telecommuted	2%	17%	14%
% who telecommuted on at least one weekday	4%	30%	25%

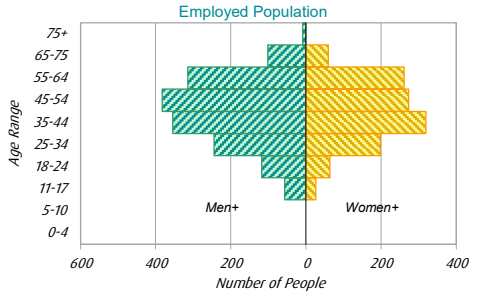
Traveller Characteristics	Men+	Women+	Total
Licensed drivers	2,480	2,300	4,780
Car share members	20	-	20
Trips made by residents 5+	5,470	5,790	11,260
Trips made by residents 11+	5,090	5,520	10,610

Selected Indicators	
Daily Trips per Person 5+	2.04
Vehicles per Person	0.94
Number of Persons per Household	2.29
Daily Trips per Household	4.26
Vehicles per Household	2.15
Adult Bicycles per Household (non-motorized & e-bikes combined)	1.45
Workers per Household	1.12
Jobs per Person	0.24
Population Density (Pop/km2)	-
Employment Density (Jobs/km2)	-

Daily mode shares for residents of this geography







Mode Shares for Residents of Area	2017	2022
Esimated Total Daily Trips	12,580	11,260
Auto Driver	70%	74%
Auto Passenger	18%	16%
Transit	5%	2%
Bicycle & Micromobility	1%	1%
Walk	4%	3%
Other (school bus, taxi, ferry, etc)	2%	4%

Households by Dwelling Type	Total	%
Single-detached house	2,100	84%
Other ground-oriented	390	16%
Apartment/condominium 1-4 floor	-	0%
Apartment/condominium 5+ floors	-	0%
Total:	2,490	100%

Household Size	Total	%
1 person	650	26%
2 persons	1,100	44%
3 persons	360	14%
4 persons	230	9%
5+ persons	140	6%
Total:	2,490	100%

Households by Vehicle Availability	Total	%
No vehicles	10	1%
1 vehicle	770	31%
2 vehicles	990	40%
3+ vehicles	720	29%
Total:	2,490	100%

Vehicles by Fuel Type	Total	%
Gas	4,500	84%
Hybrid	170	3%
Plug-in Hybrid	50	1%
Electric	270	5%
Diesel	370	7%
Biodiesel	-	0%
Other	-	0%
Total:	5,360	100%

Access to EV Charging	%
Yes, in my building	24%
Yes, nearby	2%
Not available, not conveniently nearby	66%
Don't know	8%

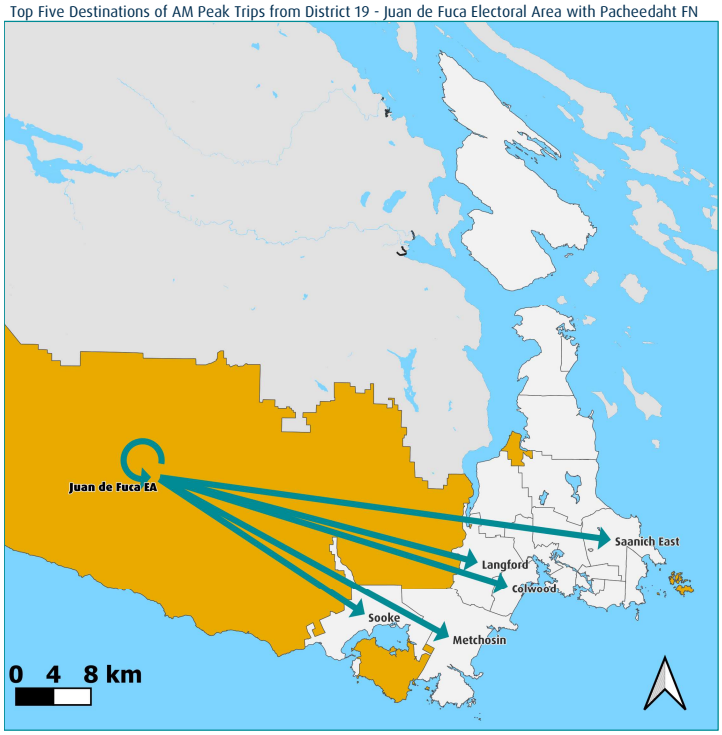
Note: as self-reported by respondents; asked of a two-thirds sample.

Explanatory Notes

Information on this page is specific to the households/residents of this district. Expanded survey counts are rounded to the nearest 10. Individual counts (or %'s) may not always add up to the total (or to 100%) due to rounding. All figures are expanded estimates. These results are based on a survey sample of 11.2% of households in this district, and are subject to a margin of sampling error of approximately ±7.2% at a 95% confidence level (19 times out of 20), adjusted for data weighting.
The survey allowed survey respondents to indicate their gender as non-binary, other, or decline to answer. For the purpose of analysis , such responses have been randomly grouped with either Men+ or Women+.
Occupational Status reports on multiple responses (e.g., a student may also be employed), therefore the results for individual categories may sum to greater than 100%.
The Total Employed Population bar chart includes all workers with either a primary or secondary status of employed (e.g., includes full-time students who are part-time workers).
Telecommute: work from home rather than travelling to or for work. Avg. % commute/telecommute is across 5 weekdays (Mon-Fri) in the week previous to the survey. Mondays, Fridays typically have fewer commutes, more telecommutes, more not working.
Gender balances for 11-17 and 18-24 age groups may be skewed due to small sample sizes for these age groups in this district and/or due to unequal distributions by individual year within 10-14, 15-19, and 20-24 age groups used for data weighting controls.
2022 trip-level data are for persons aged 5+ years . They may be compared against the 2017 report but not the 2011 report, which was based on persons 11+ years. Please see analytical sections of this report for historical comparisons for persons 11+ years.

Travel Patterns - Persons 5+

Top Five Destinations of AM Peak Trips from District 19 - Juan de Fuca Electoral Area with Pacheedaht FN



Summary of Trips to and from District 19 - Juan de Fuca Electoral / AM Peak Period (06:00 - 08:59) (Trips made by persons 5+)

	Destinations of Trips From District		Origins of Trips To District	
Salt Spring Island Electoral Area	-	0%	-	0%
Sidney	-	0%	-	0%
North Saanich, Tsyecum FN, Pauquachin FN	-	0%	-	0%
Central Saanich, Tsartlip FN, Tsawout FN	30	2%	20	6%
Downtown	30	1%	-	0%
Victoria North	70	4%	10	4%
Victoria South	70	4%	-	0%
Saanich North	20	1%	-	0%
Saanich East	90	5%	-	0%
Saanich West	70	4%	-	0%
Oak Bay	30	2%	-	0%
Esquimalt	70	4%	30	9%
View Royal, Esquimalt Nation, Songhees FN	80	4%	-	0%
Highlands	10	1%	20	7%
Langford	200	11%	30	7%
Colwood	170	9%	10	1%
Metchosin, Scia'new FN	140	8%	10	4%
Sooke, T'Sou-ke FN	680	36%	120	33%
Juan de Fuca Electoral Area, Pacheedaht FN	90	5%	90	25%
External South CVRD	20	1%	-	0%
External Other	-	0%	20	5%
Total	1,870	100%	360	100%

Note: 2022 trip-level data on this page are for trips made by persons aged 5+ years. They may be compared against the 2017 report but not the 2011 report, which was based on trips made by persons aged 11+ years. See analytical this report for comparisons of 2017, 2011, 2006, and 2001 trip data for persons 11+ and discussion of the results.

Trips by Trip Purpose - Persons 5+

24 Hours	From District		To District		Within District	
Work	1,170	22%	140	3%	120	13%
Post-secondary school	110	2%	-	0%	-	0%
K-12 school	580	11%	-	0%	-	0%
Personal business	540	10%	60	1%	140	15%
Recreation / social	510	10%	930	18%	260	27%
Dining / restaurant	230	4%	-	0%	-	0%
Shopping	750	14%	70	1%	30	3%
Pick-up / drop-off passenger	490	9%	110	2%	10	2%
Return Home	970	18%	3,930	75%	380	41%
Other	10	0%	-	0%	-	0%
Total:	5,350	100%	5,240	100%	930	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Work	650	37%	40	15%	70	74%
Post-secondary school	100	6%	-	0%	-	0%
K-12 school	540	30%	-	0%	-	0%
Personal business	150	8%	-	0%	-	0%
Recreation / social	30	2%	40	16%	10	16%
Dining / restaurant	20	1%	-	0%	-	0%
Shopping	50	3%	-	0%	-	0%
Pick-up / drop-off passenger	230	13%	60	23%	-	0%
Return Home	-	0%	120	46%	10	9%
Other	-	0%	-	0%	-	0%
Total:	1,790	100%	270	100%	90	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Work	30	4%	20	1%	-	0%
Post-secondary school	-	0%	-	0%	-	0%
K-12 school	-	0%	-	0%	-	0%
Personal business	10	1%	30	2%	40	14%
Recreation / social	130	14%	190	10%	70	25%
Dining / restaurant	30	4%	-	0%	-	0%
Shopping	80	9%	30	1%	10	3%
Pick-up / drop-off passenger	120	14%	40	2%	10	5%
Return Home	490	55%	1,640	84%	140	52%
Other	-	0%	-	0%	-	0%
Total:	890	100%	1,950	100%	270	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	11,500	100%	8%
AM Peak Period	2,100	19%	4%
PM Peak Period	3,100	27%	9%

Trips by Travel Mode - Persons 5+

24 Hours	From District		To District		Within District	
Auto Driver	3,830	72%	3,810	73%	530	57%
Auto Passenger	1,000	19%	940	18%	150	16%
Transit	120	2%	150	3%	-	0%
Bicycle & Micromobility	20	0%	20	0%	80	8%
Walk	50	1%	50	1%	170	18%
Other	340	6%	280	5%	-	0%
Total:	5,350	100%	5,240	100%	930	100%

AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	1,030	58%	210	79%	60	71%
Auto Passenger	370	21%	40	15%	-	5%
Transit	120	6%	-	0%	-	0%
Bicycle & Micromobility	-	0%	-	0%	10	9%
Walk	20	1%	10	5%	10	15%
Other	250	14%	-	0%	-	0%
Total:	1,790	100%	270	100%	90	100%

PM Peak (15:00-17:59)	From District		To District		Within District	
Auto Driver	710	80%	1,420	73%	140	52%
Auto Passenger	170	19%	290	15%	20	8%
Transit	-	0%	120	6%	-	0%
Bicycle & Micromobility	-	0%	-	0%	30	10%
Walk	-	0%	30	2%	80	30%
Other	10	1%	90	5%	-	0%
Total:	890	100%	1,950	100%	270	100%

	From District		To District		Within District	
	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share	Avg Vehicle Occupancy	Transit Mode Share
24 Hours	1.26	2%	1.25	3%	1.28	0%
AM Peak Period	1.36	6%	1.19	0%	1.07	0%
PM Peak Period	1.24	0%	1.20	6%	1.15	0%

APPENDICES

Appendix 1: Survey invitation letter

Making a difference...together

Capital Regional District
625 Fisgard Street, PO Box 1000
Victoria, BC, V8W 2S6

T: 250.360.3160
F: 250.360.3159
www.crd.bc.ca

Log in at
www.crdtravelsurvey.ca
Your secure access code is
123456789

Resident
Address Line 1
Address Line 2

Dear Resident:

Your household has been randomly selected to participate in the Capital Regional District's 2022 Origin Destination Household Travel Survey.

Your participation will go a long way towards improving transportation in the region. This survey occurs every five years and provides the CRD, municipalities, First Nations, and provincial agencies with information critical for decisions on future transportation options.

All information your household provides for the survey is strictly confidential and is not shared with any other individual or organization, per the *Freedom of Information and Protection of Privacy Act*.

You can complete the survey in two ways:

- Take the survey online at **crdtravelsurvey.ca** using the secure access code at the top of this letter.
- Complete the survey over the phone by calling the toll-free survey hotline at **1.888.430.2115**.

[IF ADDRESS MATCHED TO PHONE NUMBER, NOT INCLUDED FOR ADDRESS-ONLY LISTINGS: You may also receive a phone call requesting participation.] R.A. Malatest & Associates Ltd., a Victoria based research firm, is surveying on behalf of the CRD.

See the enclosed brochure for details on participating and your eligibility for great prizes.

If you have questions about the survey, call the toll-free survey hotline at **1.888.430.2115** or email **info@crdtravelsurvey.ca.** For further information, visit **www.crdtravelsurvey.ca.**

Thank you for participating in this vital survey that will benefit all regional residents.

Sincerely,

Colin Plant, Board Chair
Capital Regional District

For questions about CRD transportation research, contact:
CRD Regional and Strategic Planning at 250.360.3160 and regionalplanning@crd.bc.ca.

Appendix 2: Survey instrument

CRD Origin Destination Household Travel Survey

2022 Survey Questionnaire – Phone Interview / Online Scripts

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Grey shading indicates scripts for the online version that differ from the telephone interview version.

Orange text indicates a key variable name associated with a given question.

SUMMARY OF SURVEY DATA ELEMENTS

The threshold for the 2022 cycle will be for household members less than 5 years of age. Those under 5 years of age usually travel with parents or older siblings whose trips will be captured, and only very rarely travel independent of other household members, so excluding them will reduce response burden. Those 5 to 10 will sometimes make trips unaccompanied by another household member, for school commutes, or for other reasons, so it is worthwhile to capture their information.

Trip definition: A trip is a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. Travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining, another with a purpose of work. Travel to work which involved driving to a park & ride location then taking transit the rest of the way is considered a single trip with a primary mode of transit and a transit access mode of driving.

Household level ***Note: survey weekday travel only***

- ✓ Confirm have reached appropriate person to complete the survey. (Online: also confirm at least 16 years of age).
- ✓ Confirm phone number
- ✓ Travel day surveyed (date and day of week)
- ✓ Confirm address (Geocode home XY coordinates)
- ✓ Dwelling type *(2022: updated to differentiate between apartments with 1-4 vs 5+ storeys)*
- ✓ Number of household members
- ✓ Number of vehicles available to household members (includes company vehicles, lease or own)
- ✓ Number of vehicles of each fuel type (if has vehicles)
- ✓ Number of working bicycles available to household members (adult, adult e-bike, child bike) *(2022: expanded to capture type of bicycle)*
- ✓ Number of e-micromobility devices *(new in 2022)*
- ✓ Whether any household member is a member of a car share program
- ✓ Rent or own dwelling *(new in 2022)*
- ✓ Access to EV charging at home or nearby *(new in 2022)*
- ✓ Household income *(new in 2022)*

Person level

- ✓ Identifier (respondent's preference – first name, initial, relationship, or other identifier) for reference in survey questions
- ✓ Gender *(2022: added non-binary, prefer to self-describe)*
- ✓ Age
- ✓ If age refused, Age Range within a 5-year range
- ✓ Driver's license (yes/no)
- ✓ Student status (f/t, p/t)
- ✓ School level (Elementary, High School, College, etc.)
- ✓ School name / location (Geocode school XY coordinates)
- ✓ Employed (yes, no, don't know)
- ✓ Employment status (f/t, p/t, volunteer, homemaker, retired) *(2022: refined categories)*
- ✓ Workplace location (employed or volunteer) (note if home) (Geocode workplace XY coordinates) *(2022: refined definitions of workplace types (exclusively home/no fixed/usual))*
- ✓ Type of occupation (if employed, National Occupation Classification major groups)

- ✓ Telecommuted on which days of the week in the last week *(new in 2022)*
- ✓ Commuted on which days of the week in the last week *(new in 2022)*
- ✓ Whether member of car share program
- ✓ Made any trips between 4:00 a.m. yesterday and 3:59 a.m. today

Trip level ***Note: survey trips for respondents 5+ years of age only***

- ✓ Trip departure time
- ✓ Trip purpose (or activity at destination location)
- ✓ Origin (Geocode origin XY coordinates)
- ✓ Destination (Geocode destination XY coordinates)
- ✓ Mode of travel (up to five modes) *(2022: added new modes)*
- ✓ Access and egress modes if transit was chosen
- ✓ Park and ride location (if multi-mode includes transit) *(2022: added Helmken is as P&R location as it is now listed on the official transit maps)*
- ✓ Transit route(s) (if transit taken) (route name or number)
- ✓ Number of vehicle occupants, and number from the same household (if auto driver)
- ✓ Car availability (if not by automobile)
- ✓ Additional information about trip (open-ended response)

Questions associated with data validation ***For quality control purposes – not used for analysis***

- ✓ If did not take any trips, confirm reason
- ✓ If first origin of the day was not home, confirm & confirm reason why not start from home
- ✓ If last destination of the day was not home, confirm that were at last location until end of travel day (3:59 a.m.)
- ✓ Ask whether stopped along the way in case respondent missed reporting a trip in order to collect information to use to split the trip (assuming classic definition of a trip being a journey for a single purpose is used, which means a trip to work with a stop for coffee becomes two trips)
- ✓ If auto driver for a trip, and not have drivers license, confirm mode / clarify
- ✓ If auto driver for a trip, and not have vehicle in household, confirm mode / clarify
- ✓ If a worker, and primary work location outside the home, and did not take any trips with work as a purpose or a destination, confirm whether worked from home
- ✓ If a student, and school location outside the home, and did not take any trips with school as a purpose or a destination, confirm whether attended school

A number of the above clarification questions are included in the 2022 survey to ensure that online respondents accurately report their trips and for data validation purposes. The answers to these questions will not be used for analysis.

CRD Origin Destination Household Travel Survey
Online Survey / Telephone Interview Script

INTRODUCTION – ONLINE HOUSEHOLD TRAVEL SURVEY

To begin the survey, please enter the ID code found on the top of your notification letter.
ID Code:_____ **Begin Survey**

Welcome to the Capital Regional District (CRD) Household Travel Survey. This survey is about the transportation choices people make and will help create transportation solutions across the region aimed at reducing congestion and improving the whole transportation system.

How long does it take to complete the survey? Approximately 10-25 minutes depending on the size of your household and number of trips. It is extremely important all your data is entered completely and accurately. You can also complete the survey by telephone with one of our professional interviewers by calling us toll-free at 1.888.430.2115 or 250.999.1022.

What kinds of questions are asked? The first two sections of the survey contain questions about your household and the people in your household. The final section asks questions about the trips taken by every member of your household 5 years of age or older on a particular weekday (your Travel Day).

Will my privacy be protected? Yes. Your survey responses will be combined with others' responses before they are analysed. Your contact information will be permanently deleted once the survey is concluded. Click here to view our **Privacy Statement**.

How was I selected for the survey? Your household was selected at random from households across the CRD. A limited number of households are invited to join the study, so the few minutes you take to participate will have a big impact. The survey is voluntary, but to truly represent the travel behaviour of all types of residents in your neighbourhood, we hope that you will choose to participate.

Who is conducting the survey? The Capital Regional District has contracted independent research firm R.A. Malatest & Associates Ltd., based in Victoria.

Are there incentives for participation? Participants that complete the survey are eligible to enter a prize draw. You could win a cash prize of $500, or be one of 50 eligible participants to win a cash prize of $25. A total of $1,750 in prizes will be awarded. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

What day of the week should I report on? We are interested in your travel on the most recent previous weekday. It is important that you provide a snapshot of what you actually did on that day, even if it was not a typical day, or even if you did not travel.

Who do I contact for more information or for help?

- If you would prefer to complete the survey by telephone, please call **1.888.430.2115** (toll free) or 250.999.1022.
- You may also call the number above for assistance with the on-line survey, or e-mail us at **info@CRDtravelsurvey.ca** .
- If you wish to validate the authenticity of this survey you may contact John Hicks, Senior Transportation Planner with the CRD, at 250.360.3305 or via e-mail at **jhicks@crd.bc.ca**
- For more information about this study, please visit https://www.crd.bc.ca/project/regional-transportation/origin-destination-household-travel or **http://CRDtravelsurvey.ca**

Please note that your answers to the survey are saved each time you click on the Previous or Next Buttons.

A1. **The survey should be completed by a person in your household 16 years of age or older who is familiar with your household's weekday travel. Are you that person?**
1. Yes
2. No

[IF NO]

A1X. This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel.
If you are 16 years of age or older, click the Previous button to change your answer.
If you are under the age of 16, please have an older person in your household fill out the survey.

INTRODUCTION – TELEPHONE INTERVIEW

Hello, my name is _____ , and I am calling on behalf of the Capital Regional District to follow up on an invitation we recently sent you to participate in a major study of household trip patterns in the CRD and surrounding area.

As reported in the media, we are conducting a study of household travel patterns in the CRD and surrounding area. This will help create transportation solutions across the region aimed at reducing congestion and improving the whole transportation system. I would like to ask you some questions about the trips made by members of your household yesterday.

(Interviewer: If sounds young, verify over the age of 16. If no, ask to talk to appropriate person and restart intro)

USE FOLLOWING SCRIPTS AS NECESSARY:

- The survey will be about the transportation choices people make. It will help create transportation solutions across the region aimed at reducing congestion and improving the whole transportation system.
- Your household has been randomly selected to participate in this study. This major transportation research study is conducted only once every 5 to 6 years. The survey is voluntary, but to truly represent the travel behaviour of residents in your area, it is important that you participate in the study.
- The survey takes about 10-25 minutes depending on the size of your household and your answers.
- The survey contains questions about your household and the people in your household. It also asks about the trips people in your household make.

- Even if you did not make any trips yesterday, it is important that we record that information as well. The survey will be shorter for you.

- I work for R.A. Malatest & Associates Ltd, a Victoria-based professional research firm. The Capital Regional District has contracted our firm to conduct this survey on their behalf.

- If you wish to validate the authenticity of this survey you may call John Hicks, Senior Transportation Planner at 250.360.3305.

- I can send you an e-mail with information about the study, and a link to the CRD's web page about this study.

- Participants that complete the survey are eligible to enter a prize draw. You could win a cash prize of You could win a cash prize of $500 or be one of 50 eligible participants to win a cash prize of $25. A total of $1,750 in prizes will be awarded. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

A1. **I need to talk to the person, 16 or older, who is most familiar with your household's trips made yesterday. Are you that person? May I complete the survey with you now?**
1. Yes (confirmed correct person)
2. No (ask to talk to that person and restart introduction)

INTERVIEWER: IF RESPONDENT DID NOT RECEIVE LETTER AND WISHES MORE INFORMATION BEFORE PROCEEDING:
I can send you an e-mail with information about the study, and a link to the CRD's web page about this study.

[IF NO]
A1X. **This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel. May I speak to someone in your household is over the age or sixteen and who is familiar with your household's travel?**
INTERVIEWER: Click Previous to change the answer on previous page and proceed.

A2. [ONLY ASKED OF TELEPEHONE INTERVIEW RESPONDENTS. ASSUME ONLINE RESPONDENTS HAVE RECEIVED THE LETTER IN THE MAIL IN ORDER TO GET ACCESS CODE TO LOG ON]
Have you received the letter in the mail describing this study?

1. Yes
2. No
3. Don't know

INTERVIEWER NOTE: IF RESPONDENT DID NOT RECEIVE LETTER AND WISHES MORE INFORMATION BEFORE PROCEEDING:
I can send you an e-mail with information about the study, and a link to the CRD's web page about this study.

SURVEY PRIVACY STATEMENT

[available anywhere there is a link to the Privacy Statement]

The survey team is dedicated to protecting the privacy of its participants.

Collection of information for the survey is being undertaken in accordance with Sections 26 through 36 of BC's Freedom of Information and Protection of Privacy Act (FOIPPA). The confidentiality of any information collected is protected under the provisions of the Act.

Any information obtained from each household is processed, stored, and used in a form that does not permit any particular household to be identified. Names, addresses, and phone numbers are deleted from the data file at the conclusion of the survey's data collection phase.

Canadian-based research firm R.A. Malatest & Associates Ltd. is conducting the survey data collection under the direction of the Capital Regional District and with the highest standards of the protection of privacy and confidentiality. Click here for a link to the firm's Privacy Policy [URL: http://www.malatest.com/Privacy.htm - launch in separate window].

The Capital Regional District (John Hicks, Senior Transportation Planner) can also be contacted via e-mail at **jhicks@crd.bc.ca** or by phone at 250.360.3305. For more information about this research study please visit https://www.crd.bc.ca/project/regional-transportation/origin-destination-household-travel or **http://CRDtravelsurvey.ca**

HOUSEHOLD INFORMATION

Before we begin, I'd like to let you know that this survey is entirely confidential. This call may be recorded for quality assurance purposes.

WEB: This survey is entirely confidential and uses secure internet protocols.
Your survey responses will only be analyzed after all personal identifying information has been removed. Survey responses will be aggregated for analysis and will be used only for transportation and regional planning purposes.

I am now going to ask you some general questions concerning your household
WEB: This section contains questions about your household.

B1A. **We would like to be able to contact you in the event we need to verify any of your responses. Please provide a phone number and email address you may be reached at by our staff.**

Name: [NAME]
Phone Number: [PHONE NUMBER] [mandatory field] Extension: _____ [optional]
E-mail: _____[optional field]

This information will be kept confidential and will not be shared with anyone. We will contact you only in the event we need to verify your responses. Your contact information will be deleted once the survey is concluded.

Click here to view our Privacy Statement.

B2. [if address exists in sample file AND street address flag=1 (i.e., address is not a mailing address like a rural route or PO Box])]

The home address we have on file for you is listed below. Please verify the address and correct it if necessary. This information is required to identify the location of your trips.

We are interested in the physical address of your home, not your mailing address.

STREET ADDRESS
CITY / TOWN
POSTAL CODE

Confirm address is correct, or edit the fields displayed

1. Yes
2. No
9. Decline to answer / don't know

B2X. [IF DECLINE TO ANSWER IN B2]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our Privacy Statement.

If you are uncomfortable providing us your exact street address and you live in an urban area, you may provide your postal code. If you live in a rural area, please provide your street address, or at least the closest cross-streets.

Rather than terminating the survey, would you reconsider answering this question?

[if agree, go back to previous question]

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

homelat, homelong, etc.

HOME_LOCATION

[Map the address provided using Google Maps]

[If no address in sample or if address flag indicates a mailing address such as PO Box and address page was skipped]: What is your home's physical address? Please provide where you live. Do not provide a rural route or a PO Box. This information is required to identify the location of your trips.

[If confirmed address on previous page:] [display confirmed address above Google Map]

WEB: Does the map correctly show where your home address is located? If not, please move the marker to where it is located, or use the Search box to search for your correct address.

INTERVIEWER: CONFIRM WITH RESPONDENT WHAT THE MAP SHOWS: E.g., I am looking at the location on Google Maps. It looks like your home is near the intersection of [STREET] and [STREET]. Is that correct?

LOCATION CAPTURE [HOME COORDINATES]

dwellingtype

B3. **What type of dwelling is that?**

1. single-detached house, laneway house, or detached garden suite
6. single-detached house with a secondary suite, such as a basement apartment
2. semi-detached house (side-by-side, duplex)
3. row house or townhouse (including condo townhouses)
4: Apartment or condo in a building with 1 to 4 floors
5: Apartment or condo in a building with 5 or more floors

8. other (e.g., trailer, cottage, etc.), please specify:_____

secsuitethreeunits

B3A. [if dwelling type = secondary suite in a house]**Is the secondary suite in a building with 3 or more apartments or dwelling units?**

1. Yes
2. No

numveh

B6. **How many licensed (insured) motor vehicles (including cars, light trucks, vans and motorcycles) are available to the members of your household, including yourself?**
Please include personal and business vehicles.
(Do not count any motor vehicles which are not registered. Do not count any that are registered to an owner in the household but not insured to be on the road.)
(Do include all vehicles provided by employers and which household members use to go to work or for personal use.)

___
77. none
99. Don't know

havealtfuelveh, numvehhybrid, numvehpluginhybrid, numvehelectric, numvehdiesel, numvehbiodiesel

B7A. [if # vehicles=1] **Is the vehicle a hybrid, plug-in hybrid, electric, diesel, or biodiesel powered?**
[if # vehicles>1] **Are any of these vehicles hybrid, electric, diesel, or biodiesel powered?**
(i.e., an alternative fuel source than gasoline)

1. Yes
2. No [skip to B8]
9. decline / don't know

B7B. [if yes; # vehicles=1] **Is the vehicle…?**

1. A hybrid
2. Plug-in hybrid
3. Electric-only
4. Diesel
5. Biodiesel
9. decline / don't know

B7C. [if yes; # vehicles > 1] **How many of the [B6 #] vehicles are…**
(Note: remainder of vehicles are assumed to be gasoline powered)

1. Hybrid? _____
2. Plug-in hybrid? _____
3. Electric-only? _____
4. Diesel? _____
5. Biodiesel? _____
9. decline / don't know

havebikes, numbikesadult, numbikesadulte, numbikeschild, haveemicromob, numemicromobility

B8. **How many working children's and adult bicycles and electric bicycles (e-bikes) are available to members of your household, including yourself? And how many electric micromobility devices, such as e-scooters, e-skateboards, and hoverboards?**
Adult bicycles: _____
Adult E-bikes: _____
Children's bicycles: ___
E-micromobility devices: ___(e-scooters, e-skateboards, and hoverboards)
99. decline / don't know

E-bikes are pedal-assisted electric bicycle with a top speed of 32 km/h. The electric motor only operates when you pedal.

E-micromobility devices include e-scooters, e-skateboards, hoverboards and other lightweight low-speed electric-powered devices, including electric throttle-assisted bicycles that do not need to pedal in order to accelerate. Do not include heavier devices such as electric wheelchairs and mobility scooters.

hhsize

B4. **What is the total number of people living in your household, including yourself?**
(Children in joint custody to be included if living in household on the day of the survey.
Web: (Include children in joint custody if living in household on your Travel Day.
Include roommates, housemates, live-in housekeepers, and lodgers if they share communal facilities. Exclude anyone living in a separate apartment within the building.
Do not include visitors, even if they are staying for an extended period of time.)
___ Total # persons in household
(confirm with respondent)
99. decline / don't know [go to B5]

B5. [IF DECLINE TO ANSWER IN B4]
Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential.
Click here to view our Privacy Statement.

Rather than terminating the survey, would you reconsider providing this information?

Web: Click the Previous button to go back and provide a response, or click End Survey to quit]

[if agree, go back to previous question]
[If still refuse, record as refusal:] Thank you for your time. Have a pleasant day / evening

LOCATION CAPTURE MODULE

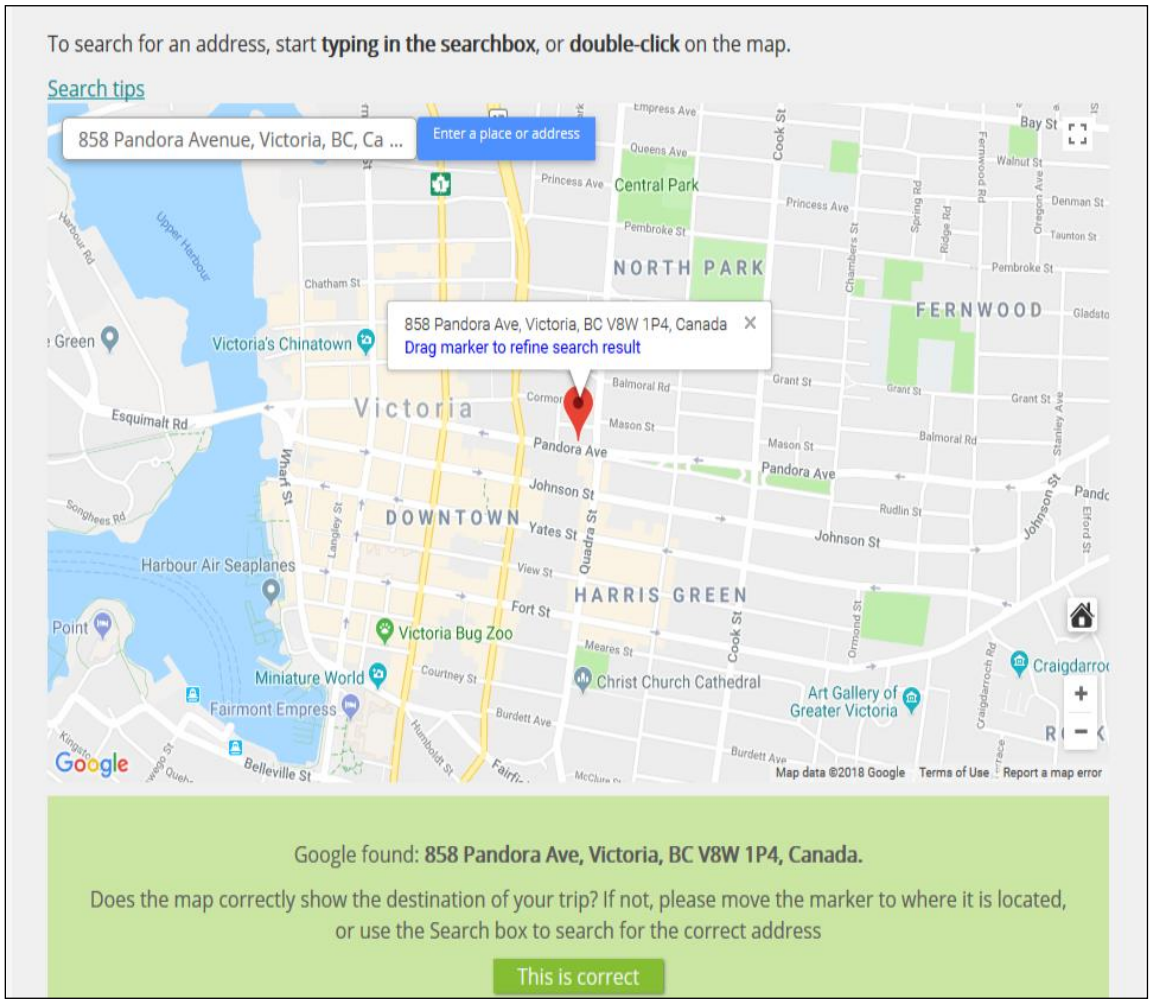
The general format of the location capture screen is as follows, modified for each survey question as required.

*Anywhere the survey indicates **LOCATION CAPTURE** in the survey instrument this format will be used.*

LOC1 1. **Home** (display confirmed address, from sample or as captured in the survey)
21. [Your/PERSON's] main **work** location (display address captured in survey)
22. [PERSON 2]'s main work location (display address captured in survey)
…etc...
31. [Your/PERSON's] **school** (display address captured in survey)
32. [PERSON 2]'s main **school** location (display address captured in survey)
…etc...
5. On the road / no fixed location (no fixed place of work) [Work and school location capture only]
6. Other location [Google Geocode searches and Google Maps confirmation]

Example screen shots: First page allows respondent to pick from locations already given by the household, or indicate that it is another location:

Example screen shot: If respondent selects 'Other location' they can provide their location by via Google search, double-clicking on the map, or dragging the marker.



DEMOGRAPHIC INTRO

The next section is about your demographics. You will be asked to provide some information about yourself before moving on to recording your trips in the next section of the survey.

[IF ONE PERSON HOUSEHOLD]

Please fill in your name or initials in the table below, then click on the 'enter demographic information' link to answer your demographic questions.

Person #1 ID	

Before proceeding, please ensure that all information provided is accurate.

If the number of people in the household is not correct, use the Previous button to go back to the question about the number of people in the household.

Upon selecting 'Continue,' the information provided thus far will be saved and processed.

[IF MORE THAN ONE PERSON]

The next section is about the demographics of your household. You will be asked to provide some information about yourself and the other members of your household.

Please fill in the following table with a way of identifying each person. This will make it easier to refer to them in questions later in the survey. You could use a name, nickname, initials, or familial relationship (husband, son 12 years old, etc.).

Person #1 ID	
Person #2 ID	
Person #3 ID	
Etc.	

[TABLE LISTING ALL HOUSEHOLD MEMBERS]

Before proceeding, please ensure that all information provided is accurate.

If the number of people in the household is not correct, use the Previous button to go back to the question about the number of people in the household.

Upon selecting 'Continue,' the information provided thus far will be saved and processed.

[ONE PERSON HOUSEHOLD]

To edit your demographic information, please click on the Edit Demographics link in the above table. Once your demographic questions are complete, you can enter your trips.

[MORE THAN ONE PERSON HOUSEHOLD]

To edit the information for any household member, please click on the Edit Demographics links in the above table. Once demographic information is entered for all members of your household, you can start entering your trips.

DEMOGRAPHICS

gender

C1. **What is [your/PERSON's] gender?**
Refers to current gender which may be different from sex assigned at birth and may be different from what is indicated on legal documents.
1. Male
2. Female
3. Non-binary
4. Prefer to self-describe: _____
9. Decline /don't know

age

C2. **What is [your/PERSON's] age?**

___
9. decline / don't know

agerangeoriginal

C2A. [if not provide specific age] **What age range do [you /PERSON] belong to?**
(INTERVIEWER: Read the age ranges, starting at a relevant one)
1. 0 – 4 years
2. 5 – 10 years
3. 11– 15 years
4. 16 – 17 years
5. 18 – 24 years
6. 25 – 34 years
7. 35 – 44 years
8. 45 – 54 years
9. 55 – 64 years
10. 65+ years
99. decline / don't know

agecategoryoriginal

C2B. [if 99 to C2A]
Unfortunately, the survey cannot proceed without an answer to this question. Demographic information such as age is crucial to transportation research. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our Privacy Statement.

Rather than terminating the survey, would you reconsider answering this question?
If you are uncomfortable providing us [your / PERSON's] exact age, please select from the ranges below to continue the survey.

[if (PERSON = 1)]
1. 16+ years (eligible for driver's licence)
99. Decline / don't know

[if (PERSON ≠ 1)]
1. 0 – 4 years (infant or toddler, trips will not be captured)

2. 5 – 15 years (child or youth not eligible for driver's license)
3. 16+ years (eligible for driver's license)

INTERVIEWER: Go back to previous question if precise range given or select from broad ranges above

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

C2C. [if (PERSON #1<16 IN C2 or PERSON#1=C2A age range<3 or PERSON#1=C2B age range <3) AND # of people in household =1]

[Cul-de-sac page with only Previous and End Survey buttons]

You indicated that only 1 person lives in your household, and that you are [AGE years or AGE RANGE] old.

This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel.

If you are 16 years of age or older, click the Previous button to change your answer.

If you are under the age of 16, please have an older person in your household fill out the survey.

driverslicence

C3. [if age >= 16, or C2A <4 C2B <3]

[Do you/does PERSON] have a valid driver's licence?

[mouseover for valid driver's licence: This includes any category of motor vehicle licence, including a temporary learner's permit. Answer 'No' if the licence has expired and has not been renewed or if it has been suspended.]

1. Yes
2. No
99. decline / don't know

studentft, studentpt

C4. [ask if 5+ years of age (C2>=5 or C2A>=2 or C2B >=2)]

[Do you/does PERSON] currently attend school or another learning institution? (K-12 or post-secondary)

1. Yes, full-time student
2. Yes, part-time student
3. No

schooltype

C4A. **What kind of school [do you/does PERSON] attend?**

1. Elementary school
2. High school or junior high
3. College or university
4. Alternate, adult basic education, or other
5. Online / distance learning only, please specify level (high school, college, university, adult basic education: _____)

schoolname

C4B. **What is the name of [your/PERSON'S] school?**

(you can choose from suggestions that appear as you type, or, if none of the suggestions applies, you can type the name exactly as you know it)

School Name: _____ [Auto-suggest as you type]
8. Home schooled (does not attend a school outside the home)
[List of K-12 schools in CRD provided by CRD, supplemented with public post-secondary, and larger private post-secondary]
[Include street address and municipality in description of school location]

schooladdress, schoollat, schoollong, etc.

C4D. [If not on list] **What is the location of the school?**
[If on list, map location:] **Does this location appear to be correct?** (If it is not correct, please drag the marker on the map, double-click, or use the search bar to find the correct location)
LOCATION CAPTURE [SCHOOL CO-ORDINATES / TAZ]

workpt, workft

C5A. [If 12+ years of age (C2>=12 or C2A>=3 or C2B>=3)]
[Are you/Is PERSON] currently employed (i.e., a worker or self-employed)? Full-time or part-time?
(If you have more than one job, please respond with respect to the hours of work of your main job)
(Answer "Employed" if self-employed)
(Interviewer: If mentions volunteering, treat as a No and capture in the next question)
11. Employed Full-time (30 hours or more per week)
12. Employed Part-time (less than 30 hours per week)
20. Not employed (stay-at-home parent, retired, unemployed, unpaid volunteer, maternity leave, disability leave)

ftworkftschool

C5X. [if respondent indicated both f/t student and f/t worker, provide message:]
From your answers, it appears that [you attend/PERSON attends] school full-time and also [work/works] full-time (more than 30 hours per week at [your/PERSON's] main job).
Is this correct?
1. Yes, attend **school full-time** and **work full-time** (work more than 30 hours/week)
2. No, attend **school part-time** and **work full-time** (work more than 30 hours/week)
3. No, attend **school full-time** and **work part-time** (work less than 30 hours/week)
4. Decline / don't know

unemployed, notlooking, retired, caregiver, mainactother

C5B. [ask if (16+ years and not employed) or (5 to 15 years and not a student)]
Which best describes [your/PERSON's] main activity…?
1. Student
3. Stay-at-home parent or caregiver [only display if age 16+]
51. Unemployed (available for and actively seeking work) [only display if age 15+]
54. Not employed and not looking for work (disability, unpaid volunteer , parental leave) [only display if age 15+]
4. Retired [only display if age 40 +]
77. Other, please specify: _____

Add validation if C4=no. not a student and C5B=Student, then:
You indicated earlier that [YOU/PERSON] [are/is] not a student. Are [YOU/PERSON] a student?

if yes, then send back to C4; if no, then send back to C5B.

workplace, workaddress, worklat, worklong, etc.

C6A. [If worker:]
Q14D(1) Do [you/PERSON] have a usual place of work outside the home?

If [you/PERSON] are currently working from home due to the COVID pandemic, but would otherwise go in to work, select 'usual workplace'

6: Work at a usual workplace that [you go/PERSON goes] to regularly or occasionally (use Google Map on the next page to map [your/PERSON's] usual workplace)
3: No fixed workplace address / no usual place of work / work on the road / worksite changes daily
1: Work exclusively from home (and do not have a workplace [you/PERSON] would usually travel to)

[Google Map based location capture]

worktcmon, worktctue, etc.

C6B [if work at a usual workplace outside the home (i.e., exclude those who work exclusively from home and those with no fixed workplace address)]
In the last week, on which weekdays did [you/PERSON] telecommute (work from home) rather than travel to [your/PERSON's] usual workplace? Select all that apply
1. Monday
2. Tuesday
3. Wednesday
4. Thursday
5. Friday
77. Did not work from home at all in the last week [PROGRAMMER: mutually exclusive to 1 through 5]
88. Don't know

workcmon, workctue, etc.

C6C [if work at a usual workplace outside the home (i.e., exclude those who work exclusively from home and those with no fixed workplace address)]
In the last week, on which weekdays did [you/PERSON] travel to work or travel for work-related purposes? Select all that apply
1. Monday
2. Tuesday
3. Wednesday
4. Thursday
5. Friday
77. Did not travel to work or for work purposes in the last week [PROGRAMMER: mutually exclusive to 1 through 5]
88. Don't know

occupationtype

C7. **Which of the following best fits the nature of [your/PERSON's] occupation?**

77. Commercial driver (such as a courier, food delivery, taxi, or bus driver)
10. Industrial Employment (Manufacturing, Mining, Oil & Gas Extraction, Construction, Agriculture, Forestry, Fishing, Hunting, Transportation and Warehousing)
20. Office Employment (Professional, Scientific and Technical Services, Finance and Insurance, Management of Companies and Enterprises, Public Admin, Real Estate, Rental, Leasing, Information and Cultural)
31. Accommodation and Food Services
32. Other Main Services (Administration, Support, Waste Management and Remedial Services, Utilities, Other Services)
40. Retail and Wholesale Employment
50. Arts, Entertainment, and Recreation
60. Health Care and Social Assistance
70. School Employment
80. Other/unsure, please specify: _____

INTERVIEWER: Read main title, only read examples in brackets if necessary to clarify

[Cycle through above questions for as many people in household as were indicated. Some questions may not be applicable for children under the age of 5 for whom we will not ask about trips]

TRIPS INTRODUCTION

D1.
[Begin with primary respondent, section is tailored as appropriately for subsequent respondents]
This section consists of questions about the trips taken by the members of your household **during a single <u>weekday</u>** (your Travel Day).

In order to ensure the most accurate recollection of your travel, please use [yesterday/TRAVELDAY] as your Travel Day.

[CYCLE THROUGH TRIPS SECTION FOR ALL HOUSEHOLD MEMBERS >= age 5]

This section is about the trips you made on [TRAVEL DAY], that is any trip during the 24-hour period between 4:00 a.m. yesterday ([TRAVEL DAY]) and 4:00 a.m. this morning, whether for work, school, shopping or any other purpose.

This section will have a series of questions for each separate trip. [if any member of the household is under the age of 5, i.e., C2<5 or C2A=1 or C2B=1:] We will only ask for trip details for children 5 years of age or older.

What is a trip? A trip is a one-way journey from one location to a destination for a single purpose. A trip may include more than one mode of travel, such as car and transit.

- It is important to report all trips, even for a short distance, on foot for instance.
- If you stopped off on your way to somewhere else, such as to drop off a child at school or pick up a coffee, then that journey would be two trips. The return portion of a journey is also considered a separate trip.
- Report all trips, whether made by walking, car, truck, bicycle, transit or any other mode of travel.
- [if person is employed:] <u>Report</u> your trips for business meetings and work-related purposes.
- Do not report walking the dog around the block and returning to the same place.
- Do not report going for a jog around the neighbourhood and returning to the same place. (However, if you jog to work, please report jogging to work as a trip to work).

How precise do locations need to be? We will ask you where you travelled to. Please try to describe locations as precisely as possible, to the accuracy of street address. Use the Google Map provided to search for a specific business or place, or double click on the map to set a 'pushpin' marker. You can drag the marker to the exact location. If possible, try to avoid placing markers at intersections – drag them to the actual destination you travelled to.

[if person is employed:]
If [you/PERSON] are a commercial driver (bus driver, taxi driver, courier, food delivery driver, traveling salesman): You do not have to tell us about the all the work trips you made for commercial deliveries, or while driving a taxi or bus. But please report the following:

- Your first trip to where you started your work day (terminal, office) or your first delivery or stopping point if you started your delivery/work schedule directly from home.
- Your final work-related stopping point if it is different from the one above.
- A return trip to your home or other non-work related location at the end of your work day.
- All personal trips by any mode of travel.

(Interviewer Note: If the person was out of town yesterday, we can capture their travel if it passed through or ended up in the CRD).

[CYCLE THROUGH TRIP SECTION FOR PRIMARY RESPONDENT]
[NEXT, CYCLE THROUGH INTRODUCTION AND TRIP FOR EACH HOUSEHOLD MEMBER]

TRIP CAPTURE – START OF TRAVEL DAY

[if PERSON's age<=5 read following introduction]
As [PERSON] is under the age of 5, I do not have to ask you questions about the trips they took yesterday. However, I will ask whether he or she travelled at all yesterday.
(If asked why: It is assumed that most of the time we would capture their travel accompanied by an adult, in an adults' trips)

Web: As [PERSON] is under the age of 5, you do not need to provide details about the trips they took yesterday. However, we would like to know whether he or she travelled at all yesterday.

anytrip

E1. **Did [your/PERSON] first trip start from home yesterday?**
(Note: Trips include those made via any mode of travel, including non-motorized modes of transportation such as walking, cycling, rollerblading, skateboarding, and so on)
1. Yes, my first trip started from home
7. No, my first trip started somewhere else
2. I did not make any trips yesterday [CYCLE TO NEXT PERSON]

whynotrips

E1X. [If E1=2 (no trips):]
Why did [you/PERSON] not leave home or make any trips [yesterday/TRAVEL DAY]?
1. Out of town for entire day
2. Sick/ill or care for other sick/ill household member
3. Not scheduled for school classes or activities
4. Not scheduled for work or on extended leave from work (paternity/maternity, short-term disability)
5. Worked from home, and did not leave home for any reason
6. No need to leave home
7. Could not leave home, no transportation available
77. Other (specify): _____
100. Actually, [I/PERSON] did leave home to go to work or school or to make at least one other kind of trip [GO BACK TO E1]

[IF E1C OTHER THAN 100 (did make trips) CYCLE TO NEXT PERSON]

originlat, originlon, etc.

E4. **What was the starting point of your first trip [yesterday/TRAVEL DAY]?**
LOCATION CAPTURE [ORIGIN CO-ORDINATES]

originnothomereason

E4A. [If E4 <> home]
You mentioned that [your/person's] first trip of the day started at a location other than your home. Is it that [you were/PERSON was]…?
1. Working a night shift (past 4 am, the start of the travel day)
2. Staying overnight at another household? (friend's, relative's, parent's, etc.)
3. Away from home on business travel?
4. Away from home on vacation (or other personal travel)?
5. Another reason, please specify: _____

TRIP CAPTURE

departtime

E2. [if first trip] **At what time did [you/PERSON] leave to make [your/PERSON's] first trip?**
[subsequent trip] **At what time did [you/PERSON] leave [your/their] previous destination…?**
(0400 to 2759)
Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m. [TRAVELDAY+1]
Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]
Please provide your best guess if you cannot give the exact time.

trippurpose

E3. **What was the main purpose of this trip?**
10. Travel to Work (usual place of work)
11. Work-related
[mouseover: Trips to attend meetings, and for other work-related purposes.
If job hunting or volunteering, please select 'Other'.]
12. Working on the road / itinerant workplace / no fixed work address
20. Post-Secondary School
30. Attend School (K-12)
[mouseover: Trips made for the purpose of attending school.
If driving someone to/from school, select 'Pick up a passenger' or 'drop off a passenger'.
If parent attending parent-teacher meeting, select 'Other'.
If work at the school, select Work.]
31. Attend Daycare
50. Recreational
51. Social (visiting friends, family, religious)
60. Restaurant (whether eat-in or take-out)
70. Shopping and household maintenance (grocery, shoe store, auto repair, gas station)
40. Personal business (e.g., bank, dentist, health appointments, personal care)
91. Pick up a passenger (e.g., pick up child at school, pick up someone at work, etc)
92. Drop off a passenger (e.g., drop off child at school, drop off someone at work, etc)
80. RETURN HOME ([recall address]) [DO NOT DISPLAY IF LOCATION SELECTED IS 'USUAL WORK' OR IF ORIGIN IS HOME OR (IF ORIGIN IS WORK AND USUAL WORK = HOME)]
888. Other, please specify: _____

destlat, destlong, etc.

E5. [always ask if first trip just to be sure this is clear
OR
ask if trip number>1 and purpose not Return Home (i.e., do not need to ask if subsequent trips and purpose of return home)
OR
ask if trip number>1 and E5A=No (circled back here from E5A)]
What was the destination of this trip?
(Note: For trips requiring air travel or ferry travel: please treat the trip to the airport or the ferry terminal as a separate trip from the trip on the airplane or ferry.)
LOCATION CAPTURE [DESTINATION CO-ORDINATES / TAZ]
[WORK LOCATIONS AND SCHOOL LOCATIONS FOR ALL HOUSEHOLD MEMBERS ARE INCLUDED IN LIST OF KNOWN LOCATIONS]

desthomeconfirm

E5A. [If Trip purpose = Return Home and E5 not asked]
To confirm, the destination of [your/PERSON's] trip was your home ([recall address for reference])?
1. Yes [continue]
2. No, another location [go back to E5]

mode1, mode2, mode3, mode4, mode5

E7. **How did you get there? Please select up to 5 modes, in order of use.**
INTERVIEWER NOTE: If Transit bus in first mode, probe: how did you get to the bus stop?
If only one mode, prompt: did you use another mode of transportation?
If answer of "carpooling": was that as a passenger or as a driver?
What was your first mode of transportation?
Mode 1: [select from drop down]
Mode 2: [select from drop down]
Mode 3: [select from drop down]
Mode 4: [select from drop down]
Mode 5: [select from drop down]

1. Auto driver
2. Auto passenger
21. Car share driver
22. Car share passenger
3. Transit
4. HandyDart
5. School bus (e.g., yellow bus)
8. Walked (incl. jogging, wheelchair, mobility scooter)
7. Bicycle
91. E-bike (pedal-assist electric bicycle)
92. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)
93. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)
9. Taxi
11. Harbour ferry / water taxi
12. BC Ferries

16. Other marine (e.g., personal boat, Seattle Clipper, Blackball ferry, etc.)
13. Motorcycle or scooter
14. Train
15. Airplane
17. Other (please specify): _____

TRIP CAPTURE – TRANSIT

transitaccessmodecheck

E7A. [if first mode recorded was 5. transit bus]
How did [you/PERSON] get to the bus stop?

19. Bus stop was right in front of my origin (the starting point of the trip: [previous destination])

[Same list of modes as above]

transitegressmodecheck

E7B. [If last of the modes recorded was 5. transit bus (last mode could be in any of 2-5)]
How did [you/PERSON] get from the bus stop to your final destination ([destination of this trip])? Or did the bus drop you off right in front of your destination?

19. Bus stop was right at my destination ([recall current destination])

[Same list of modes as above]

parkandride

E8. [if motorbike/auto driver/auto passenger then bus, or bus then motorbike/auto driver/auto passenger (look at answers of all of main mode question and of access and egress mode questions)]
Did you transfer from [bus / automobile/motorbike] to [automobile/motorbike / bus] at a Park and Ride location?

77. No, did not transfer at a Park & Ride location
1. Sooke Park & Ride (Sooke Rd @ Sooke River Rd, by Edward Milne School)
6. Colwood Exchange Park & Ride / WestShore Parks & Rec Centre
8. Helmken Park & Ride (Helmken Rd @ Hwy 1)
10. McTavish Park & Ride (McTavish Rd @ Pat Bay Hwy, North Saanich)
88. Other (specify): _____

route1, route2, route3, route4, route5

E9. [if bus]
What bus routes did [you/PERSON] take? (in the order that they were taken)
(After capturing one bus route, prompt: Did you take another bus route?)
Web: Please list the bus routes that [you/PERSON] took? (in the order that they were taken)

First route: ___
Second route: ___
Third route: ___
Fourth route: ___
Fifth route: ___

TRIP CAPTURE – AUTO DRIVER OR PASSENGER

drivernolicense

E19A. [if E7 mode = auto driver OR motorcycle AND not licensed to drive]
[if auto driver:] **You reported that [you were/PERSON was] an automobile driver for this trip; however, you previously indicated that [you do/PERSON does] not have a driver's license. Which of the following best applies…?**
[if motorcycle:] **You reported that [you were/PERSON was] traveled by motorcycle on this trip; however, you previously indicated that [you do/PERSON does] not have a driver's license. Which of the following best applies…?**
1. [YOU actually have/Person actually has] a driver's license
2. [YOU were/Person was] a [if motorcycle: motorcycle] passenger, not the driver
7. Other, please specify: _____

drivernohhvehicles

E19B. [E7= auto driver AND no vehicles available to the household (B6=0)]
You reported that [YOU were/PERSON was] an automobile driver for this trip; however, you previously indicated that your household has no vehicles available for your use. Which of the following applies…?
1. I drove a work vehicle, rental, or borrowed vehicle
2. I drove a car share vehicle
3. My household actually has vehicles. Please specify how many: _____
6. No, [I/PERSON] was a actually a passenger, not the driver

numvehoccupants

E10. [if by automobile (driver or passenger - look at answers of all of main mode question and of access and egress mode questions)]
How many people were in the car, including [yourself/PERSON]?
1. 1
2. 2
3. 3
4. 4
5. 5
6. 6
7. 7-14
8. 15 or more
9. Don't know

hhmember01, hhmember02, etc

E10A. [if E10>1]
Were any of the other people in the car with [you/PERSON], members of your household? If yes, who? (select all that apply)
[List all household members including those less than 5 yrs of age]
1. Household member 1
2. Household member 1
… Etc. …
11. Household member 11
97. Yes, but not sure who (family members not specified)
20. No, no other family members in vehicle
99. Don't know

TRIP CAPTURE – OTHER STOPS

otherstop

E50. [ask this question if Age>14 and {(Origin=Home and Destination=any household member's work or school) OR (Origin= any household member's work or school and Destination=Home)}. Intent is to capture missed incidental trips without forcing respondent to go back and correct previous info.]
In [your/PERSON's] trip from [ORIGIN] to [DESTINATION], did [you/PERSON] make any other stops along the way? (stopped for gas, went through drive-through, picked someone up, or dropped someone off)
1. Yes
2. No

otherstoplat, otherstoplong, etc.

E50B. [If E50=Yes]
Where did [you/PERSON] stop?
LOCATION CATPURE

otherstoppurpose

E50C. [If E50=Yes]
Why did [you/PERSON] stop there?
[Repeat list of trip purposes]

otherstoppickup

E50D. [If E50=Yes and E50C = picked someone up and Mode=Driver]
How many people did [you/PERSON] pick up there?

___

otherstopdropoff

E50E. [If E50=Yes and E50C = dropped someone off and Mode=Driver]
How many people did [you/PERSON] drop off there?

___

otherstopdepart

E50F. **What time did [you/PERSON] leave [location in E50B] to go to [E5 DESTINATION]?**
Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m. [TRAVELDAY+1]
Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

TRIP CAPTURE – OTHER INFORMATION

vehavailable

E11. [if trip made not driver or passenger and Origin=Home and Person has drivers licence and HH had vehicles]
Was a vehicle available to [you/PERSON] to make this trip?
1. Yes
2. No
9. Don't know

tripnotes

E11N. Interviewer Note: If there is anything unusual about a trip (e.g., round trip from home to home) or the individual trip chains, or if useful information for the location geo-coder, please make notes here, otherwise proceed to next question without delay. Use only when necessary.
Web: Is there any additional information you would like to provide about this trip (e.g., clarification of location, purpose, etc.)]?

_____

othertrip

E12. **Prompt: Did [you/PERSON] make another trip after that?**
1. Yes
2. No

TRIP CAPTURE – END OF TRAVEL DAY

didnotreturnhome

E13. [if E12 = No AND (destination <> home OR trip purpose <> home)
From your answers, it appears [you/PERSON] did not return home.
Just to confirm, [were you/was PERSON] at this final destination, [RECALL DESTINATION], until at least past 4 a.m. [today/TRAVEL DAY+1] (the end of the travel day)?
1. Did not return home, was at this final destination until past 4 a.m.
2. Returned home (more trips to record) [RETURN TO E12 AND CORRECT ANSWER]
3. Returned home but already entered the return home trip earlier in the survey [CONTINUE FORWARD]

whynoreturnhome

E14. [if E14 = 1. yes]
Why did [you/PERSON] not return home before the end of the day?
(Note: for this survey, the end of the Travel Day extends past midnight to 4 am the next day)
(We are only asking as a check to ensure that we captured [your/PERSON's] entire travel)
1. Worked a night shift past 4 am
2. Stayed overnight at another household (whether friend, relative, parent)
3. Away from home on business travel or working on the road
4. Away from home for vacation travel
5. Other, please specify: _____

whynowork

E16. [if employed (C5A=yes) AND did not make a work-related trip AND no trip destination of 'usual workplace' (E5<>main work location) AND E12=777 (No more trips)]
You did not report [going to work / that [PERSON] went to work] [yesterday/on TRAVEL DAY]. What was the reason you didn't make any trips to your usual place of employment yesterday?

1. Worked from home (telecommuted)
2. Away on business / working on the road
3. Did not work
4. Actually [I/PERSON] worked and did take work-related trips or travelled to work
77. Other, specify: _____

E17A. [if E16=4 actually did work)]
Please add your trips to and from work, on the Trips Overview page whether you walked or used another mode of travel.
Please also record any other trips by modes other than walking that you may have missed. *Link to Trips Overview page.*

whynoschool

E16A. [if a full-time student (C4=1) AND did not make a school-related trip AND no trip destination of 'school' (E5<>person's own school) AND E12=777 (No more trips)]
You did not report [going to school / that PERSON went to school]. Did [you/PERSON] attend school [yesterday/on TRAVELDAY]?
1. Did go to school
2. Did not have any scheduled classes, stayed home sick, or did not attend school for another reason
3. Away on a field trip or other travel
4. Other, specify: _____

E17B. [if went to school E16A=Yes and usual school location other than 'home']
Please add your trips to and from school, on the Trips Overview page whether you walked or used another mode of travel. *Link to Trips Overview Page*
Please also record any other trips by modes other than walking that you may have missed.

[CYCLE THROUGH TRIPS FOR EACH PERSON]

E20. Your household trips can be reviewed and edited on this page before exiting the trip section of the survey. You can also add additional trips here that you may have missed. Can you think of any other trips you or other members of your household made [yesterday/TRAVEL DAY] either during the day or in the evening that we may have missed?
If so, click on Add Trips or use the Edit trip links to edit a trip you've already entered.
If you are done entering trips, click on Go to Household Summary where you can continue through the final questions of the survey once you've finished your trip entries for your household.

FINAL QUESTIONS

havecarshare

B9A. [Household size is greater than 1] **Is any member of your household a member of a car-sharing service?**
[Household size=1] **Are you a member of a car-sharing service?**
1. Yes
2. No
99. Don't know

carsharemodo, carshareevo, carshareother, carshareotherspec

B9B. [IF B9A = 1]
Please indicate which members of your household are members of a car sharing service (select all that apply:
[only list household members >=16 years of age] [allow more than one response]

		Modo	Evo	Other, please specify	Not a car share member
PERSON1		❍	❍	_____	❍
PERSON2		❍	❍	_____	❍
PERSON2		❍	❍	_____	❍
…etc…		❍	❍	_____	❍

SUPPLEMENTARY QUESTIONS

[The next three questions are supplementary questions added later, and were answered by approximately two-thirds of survey respondents]

rentown

B10A. **Do you rent or own your place of residence?**

1. Rent
2. Own
99. Decline to answer

evchargeavailable

B10B. **Is electric vehicle charging available to you where you live?**

Answer yes if you have access to an AC Household Charging station (wallbox), or a DC Fast Charge station, whether public or private. You may answer also answer yes if you have access to specialized equipment for safe AC trickle charging, but only if it is designed for regular/daily use rather than occasional/emergency use. Answer 'not available' if you do not have convenient access to EV charging.

1. Yes, in my building
2. Yes, nearby
3. Not available or not near enough to be convenient for me
99. Don't know / decline to answer

hhincome

B10C. **Please indicate the range which corresponds to your household's total gross income last year (from all sources, before income taxes).**
[Phone:] **May I ask which of the following ranges corresponds to your household's total income last year? (Consider all sources of income, before income taxes)?** (INTERVIEWER: read answers until confirmation)

1. Under $25,000
2. $25,000 - $49,999
3. $50,000 - $79,999
4. $80,000 - $124,999
5. $125,000-$199,000
6. $200,000 and over
99. Decline to answer / don't know

Why do we ask this question? This question will help us understand whether we have surveyed a representative sample of the entire population. It will help us better understand the different transportation needs and travel patterns of all residents of our region, including how easy or difficult it is for households of different income levels to travel around our region. This question, like other questions on the survey, is entirely voluntary. Your answers will remain confidential.

FINAL COMMENTS AND FUTURE RESEARCH

finalcomments

B10A. [Online respondents] **Did you have any difficulty reporting your trip information?**

_____

No

B10B. [Online respondents] **Do you have any final comments about the information you provided on your survey?**
[INTERVIEWER NOTE] Do not ask the respondent if they have any final comments to make. Do not record any information here unless it pertains to potential issues in the trip data collected (e.g., you think you made an error in capturing trips, or the system did not perform as expected).

_____

99. No comments

agreefutureresearch

B11. **Would you be willing to be contacted to participate in future transportation-related research?**
Your contact information will only be used to contact you for future transportation-related research conducted by the Capital Regional District or one of the agencies or municipalities which have partnered on this survey. Your contact information will never be sold or shared with any other agency, or used for any other purpose other than to invite you to participate in research in the future. Click here to see our Privacy Statement.
1. Yes
2. No

PRIZE DRAW

prizedraw

F1. **Participants in the survey are eligible to enter a prize draw. A total of $1,750 in prizes will be awarded. Would you like me to enter you into the draw?**

Web: Would you like to enter into the draw?

INTERVIEWER: If more information requested

Prizes include:
- 1 cash prize of $500
- 50 cash prizes of $25

The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

1. Yes
2. No

prizedrawname, prizedrawphone, prizedrawemail

F2. [If yes] **May I confirm your name and phone number, so that we can contact you at this phone number to let you know that you have won?**

Your name and phone number will be kept confidential and will be used only to contact you in the event your name is selected in the prize draw.

Web: Please confirm your name and phone number, so that the survey administrator can contact you at this phone number in the event your name is selected in the prize draw.

This personal information will not be used for any other purpose nor will it be shared with anyone else.

Name: _____ [prepopulate with first name, if respondent provided their name earlier]

Phone: _____ [prepopulated with household phone number. Allow edits in case respondent wants to be contacted at another number]

CONCLUSION

Please click on the Submit button to submit your survey answers and conclude the survey.
After you click Submit, you will no longer be able to edit your answers.

That concludes the Capital Regional District Origin-Destination Household Travel Survey.
Thank you very much for your participation!

Your survey answers have been saved. Click here to see our Privacy Statement.

If you wish to change any of your answers, or if you have any concerns about the survey, please contact info@CRDtravelsurvey.ca or **1.888.430.2115 (toll free) or 250.999.1022 (local number).**

That concludes the survey. Thank you very much for your cooperation.
Have a pleasant evening.

2022 CRD Origin Destination Household Travel Survey

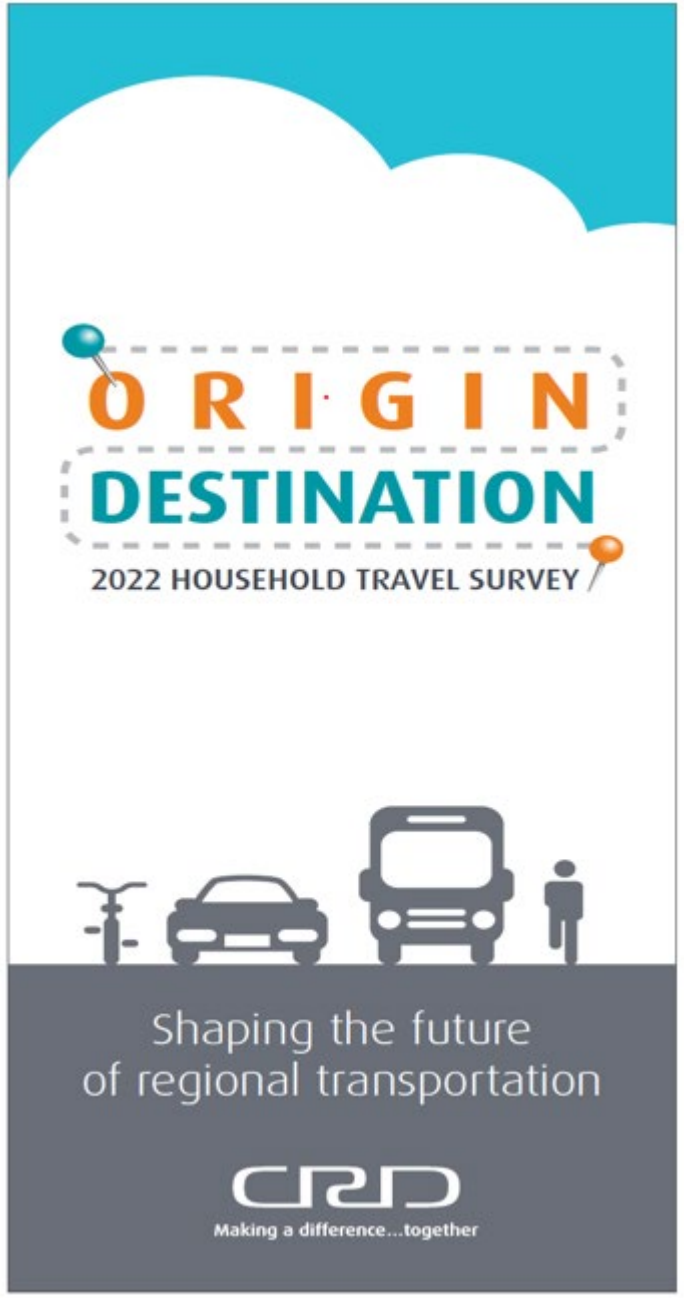
Final Results

Why do we conduct the Origin Destination Household Travel Survey?

The Origin Destination Household Travel Survey provides a profile of travel patterns in the region with a snapshot of travel by CRD residents on an average fall day.

We need data to:

- guide additional research
- support transportation and land use planning decisions



Survey Areas

- Regional Planning Area (RPA)
- and Salt Spring Island

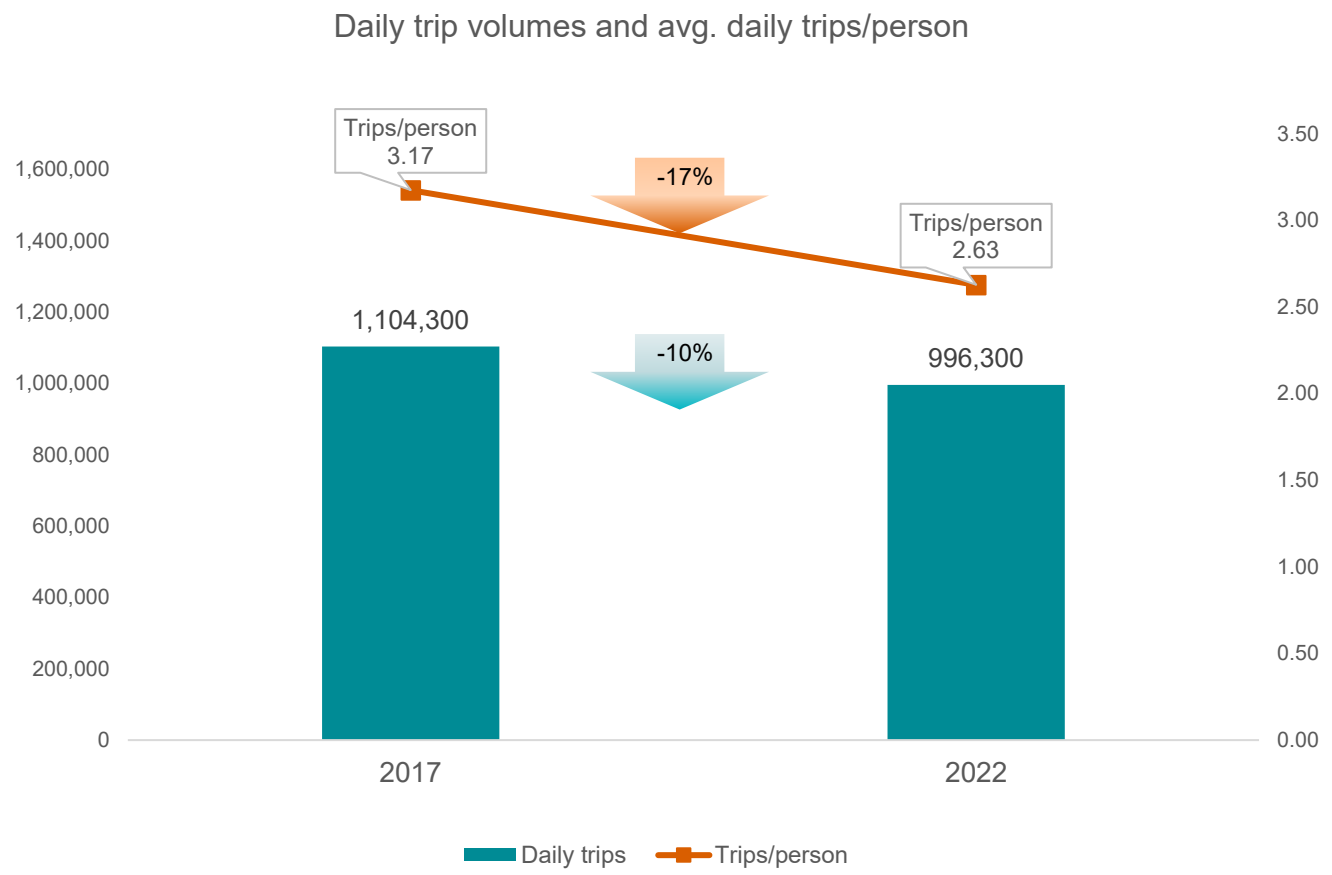
New Questions

- E-bikes and e-micromobility devices
  How many in household? (+regular adult, child bikes)
- Commuting / Telecommuting Patterns
  On which weekdays last week did you travel to or for work? On which weekdays did you telecommute?
- If suite in house, clarify dwelling type
  Is it in a house with 3 or more apartments/dwelling units? (i.e., duplex / semi-detached vs. apartment building definition)
- Housing Tenure*
  Do you rent or own your place of residence?
- Household Income*
  Range corresponding to your household's total gross income last year (from all sources, before income taxes)
- Access to electric charging stations at home*
  Is electric vehicle charging available at home or nearby?

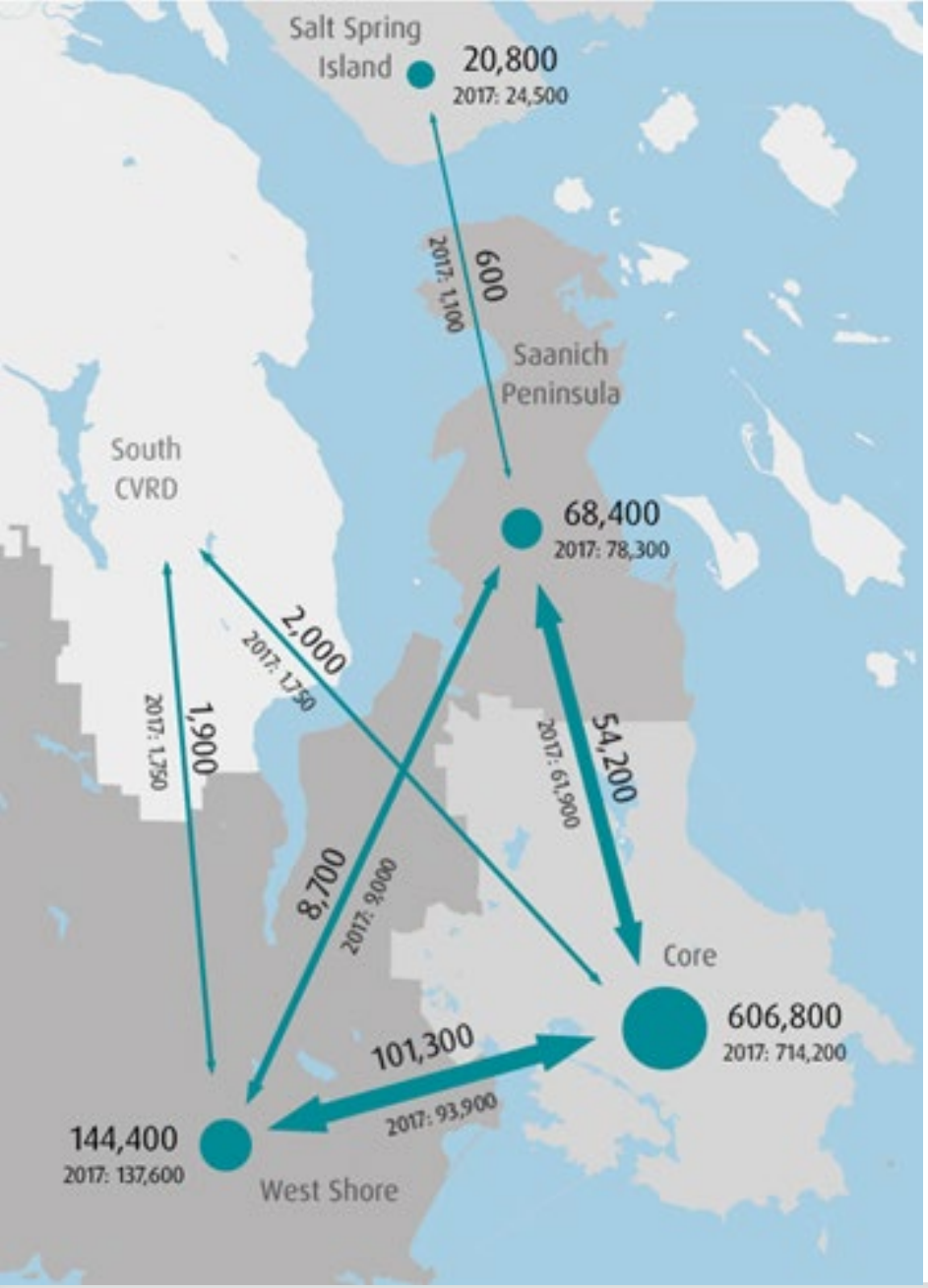
*supplemental follow-up questions answered by 60%-65% of households

Key Findings

2022 CRD Origin Destination Household Travel Survey
Final Results Daily Trips in the Regional Planning Area (RPA)



Daily trips in the RPA by study area residents 5+ years of age (including SSI) expanded to represent total population.
Daily trips/person in the RPA by RPA residents 5+ years of age expanded to represent total population.



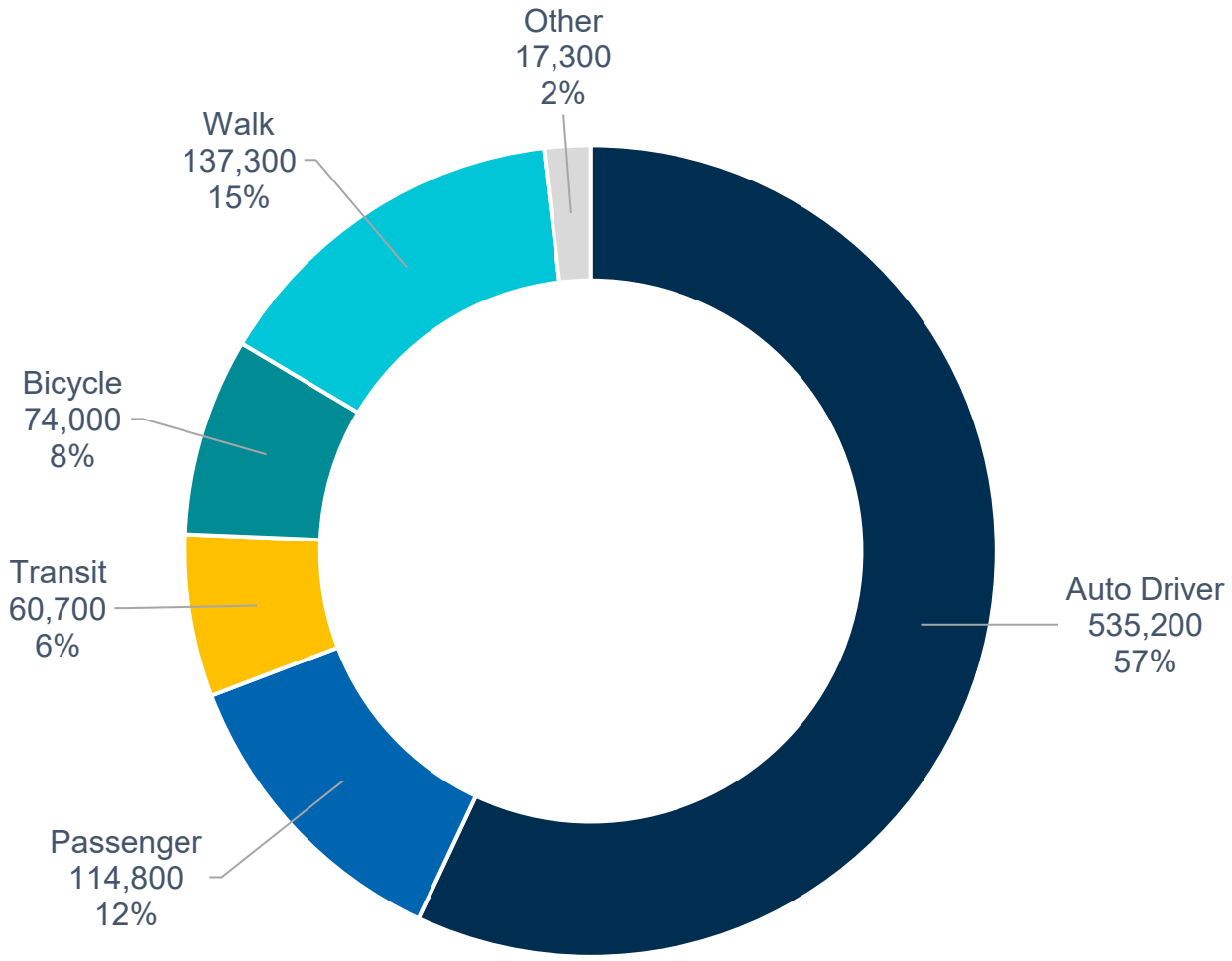
2022 CRD Origin Destination Household Travel Survey Final Results Sub-Regional Flows and Internal Trips

Estimated daily trips by residents of the RPA and Salt Spring Island

Not depicted:

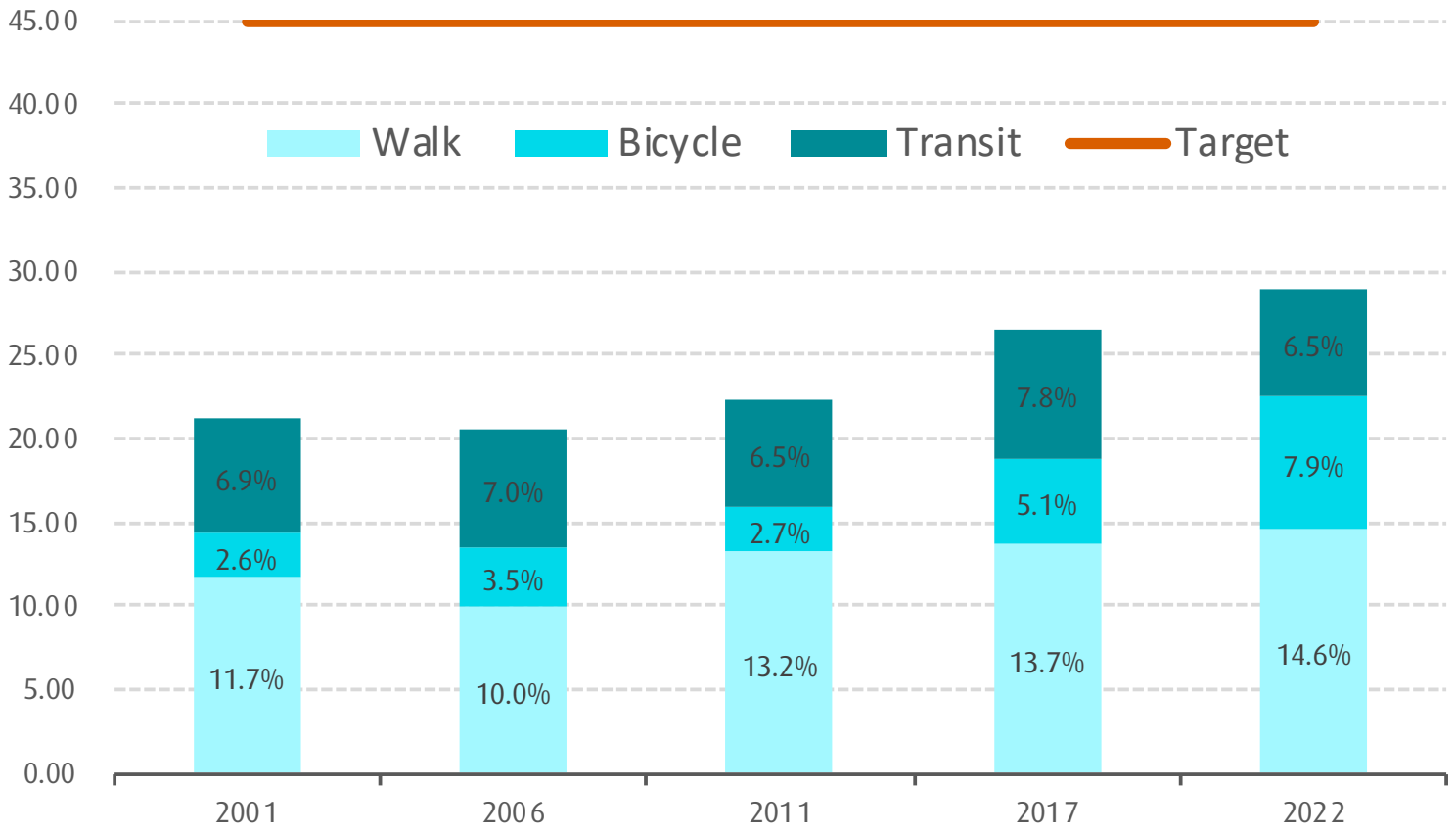
- 900 trips between Salt Spring Island and the Core (700),the Westshore (100), and the South CVRD (100)
- 500 trips between Saanich Peninsula and the South CVRD
- A total of 6,900 trips between the study area sub-regions and external locations north of the South CVRD or on the Lower Mainland

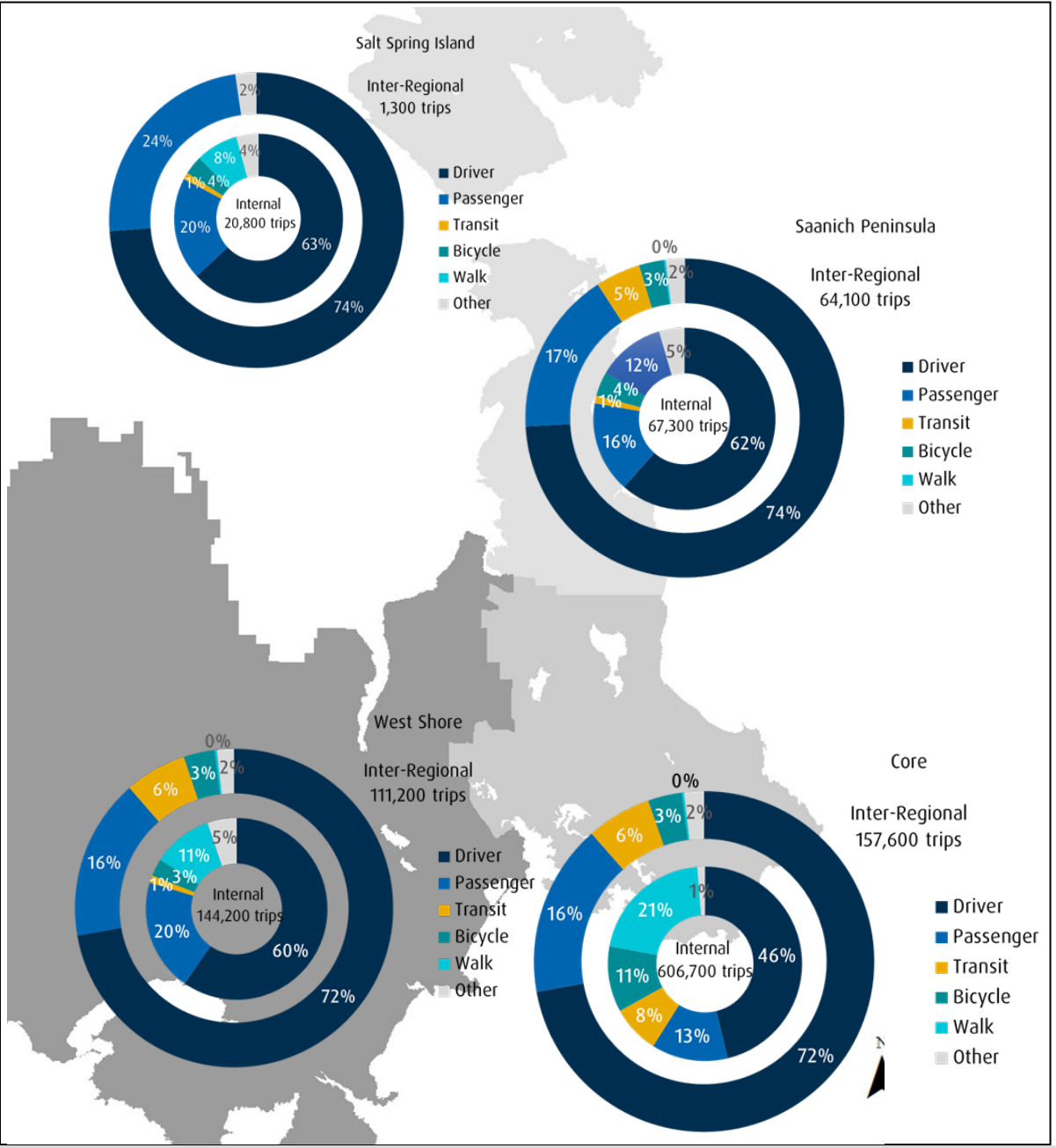
2022 CRD Origin Destination Household Travel Survey
Final Results Mode Shares for Persons 11+ Years



Mode shares for trips made in the RPA by surveyed persons 11+ years of age, expanded to represent total population.
Auto driver includes car share driver trips. Auto passenger includes car share passenger. Bicycle and micromobility includes regular bicycle, e-bike, micromobility (e.g., skateboard), and e-micromobility (e.g., e-scooter). *Other = taxi, motorcycle, Harbour Ferry, BC Ferries, etc.

2022 CRD Origin Destination Household Travel Survey
Final Results Total Trips Walking, Cycling and Transit





2022 CRD Origin Destination Household Travel Survey Final Results Sub-Regional Mode Share and Inter-Regional Flows

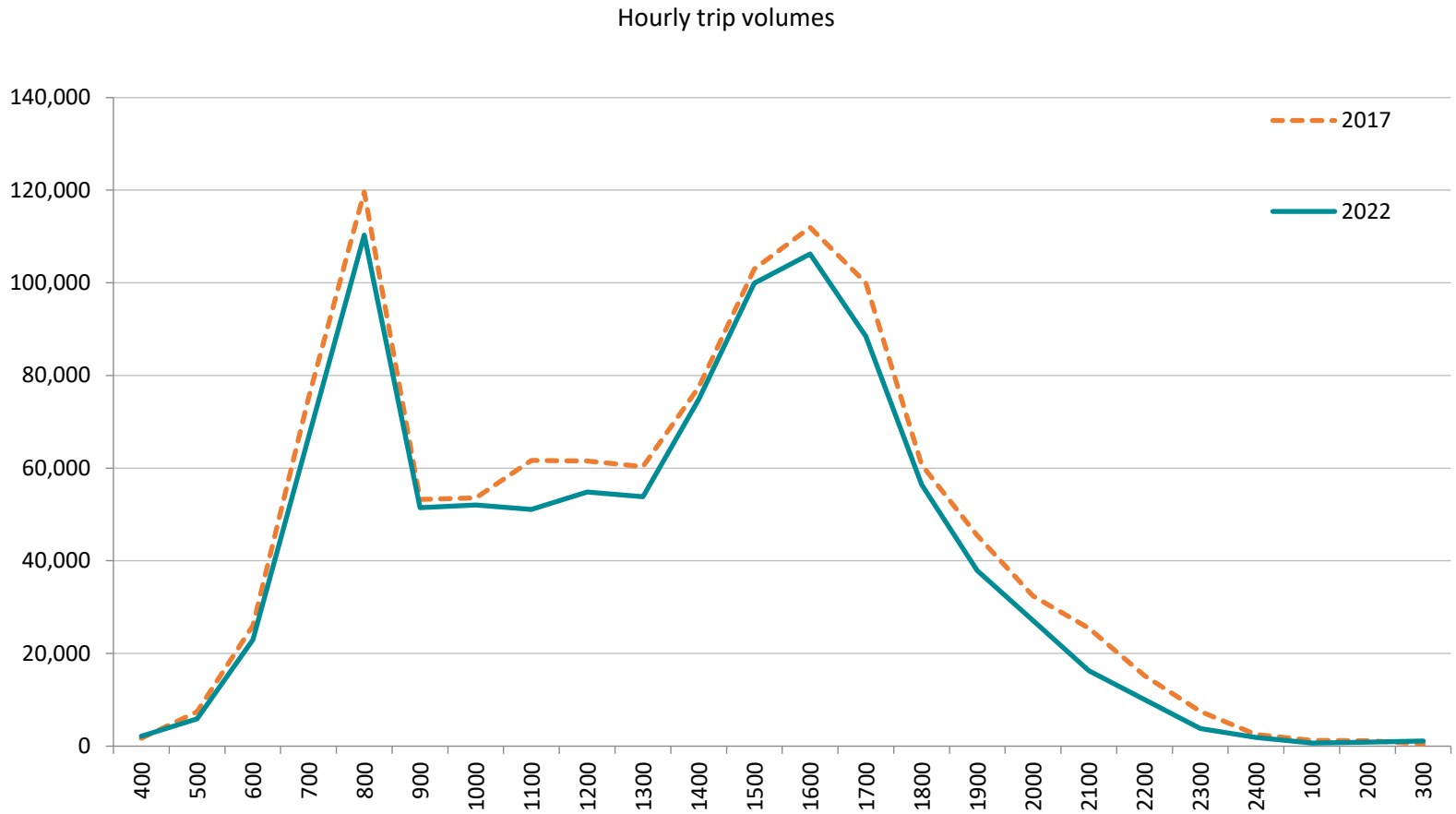
Trips entirely within Core:

- 46% auto driver ↓ (50% in 2017)
- 8% transit ↓ (9% in 2017)
- 11% bicycle ↑ (7% in 2017)
- 21% walk ↑ (19% in 2017)

Inter-regional trips:

- Close to three-quarters auto driver
- 6% transit for flows to/from Westshore has dropped from 10% in 2017

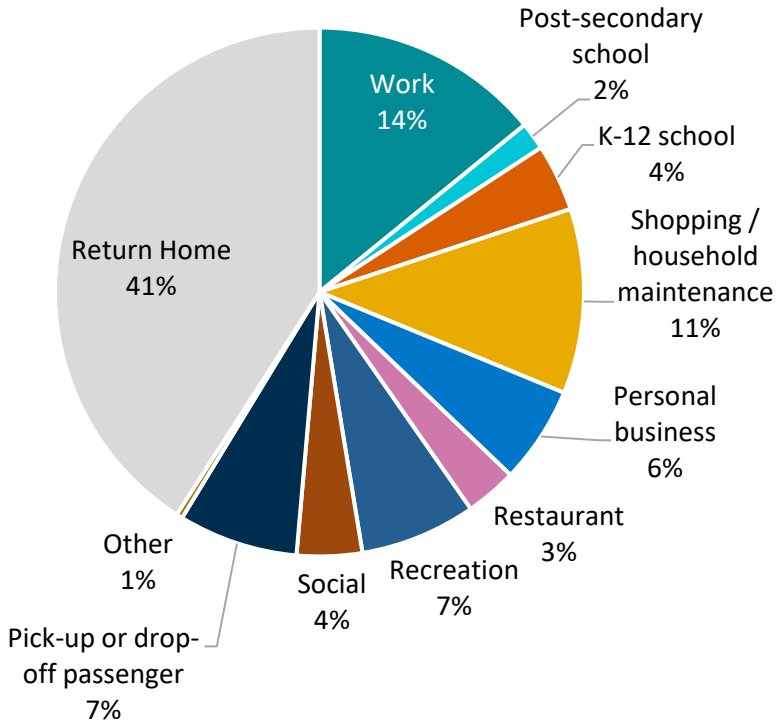
2022 CRD Origin Destination Household Travel Survey Final Results Trips by Hour 2017 vs 2022



Trips made in the RPA by surveyed persons 5+ years of age, expanded to represent total population. Includes RPA trips by residents of Salt Spring Island.

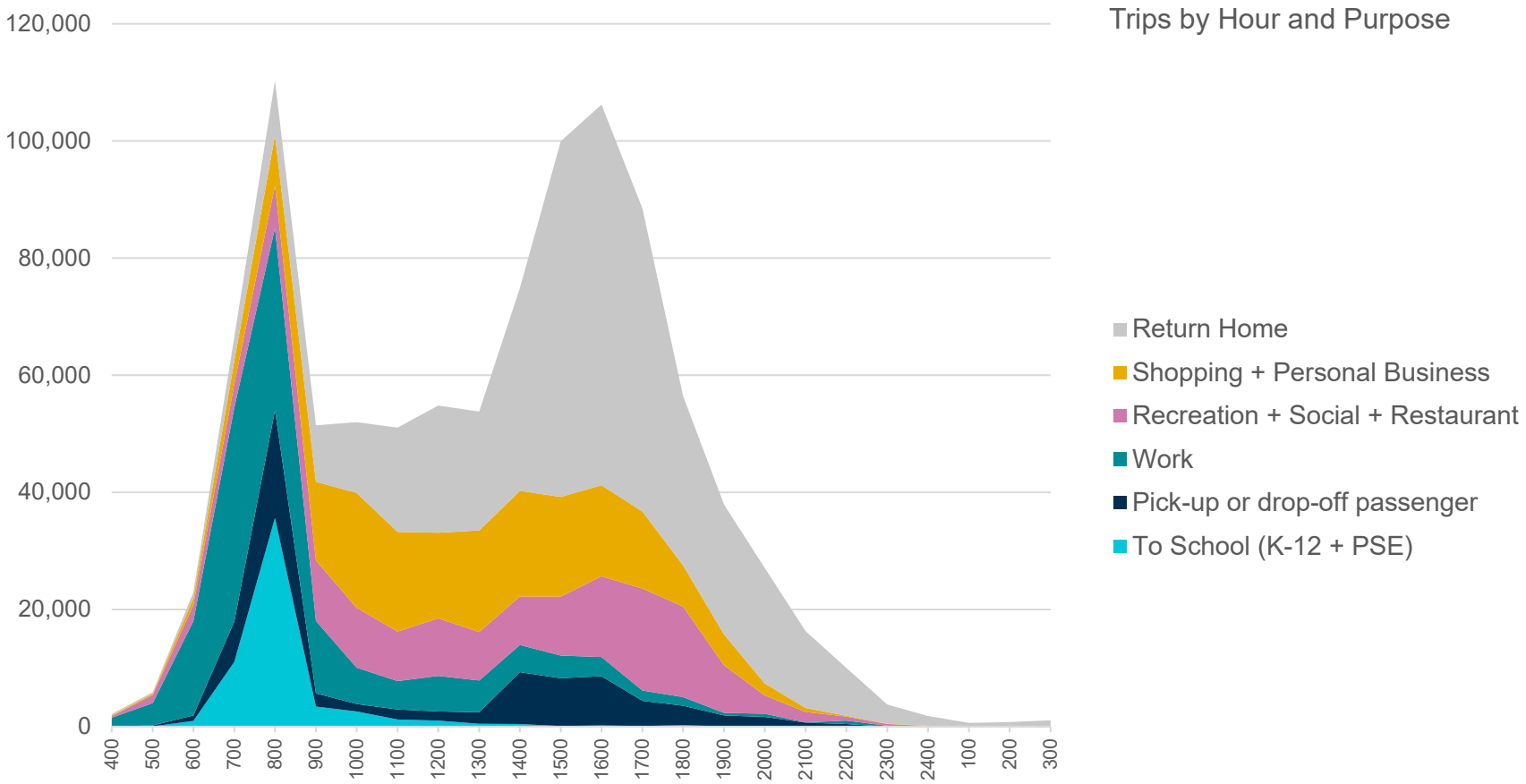
2022 CRD Origin Destination Household Travel Survey
Final Results Trips by Purpose

Trip Purpose	2017	2022	change
Work	178,200	140,600	-37,600
Post-secondary school	18,700	16,800	-1,900
K-12 school	38,400	41,000	2,600
Shopping / household maintenance	126,800	112,700	-14,200
Personal business	63,800	59,100	-4,700
Restaurant	45,700	31,400	-14,300
Recreation	68,300	70,600	2,300
Social	49,600	39,800	-9,800
Pick-up or drop-off passenger	89,000	72,800	-16,100
Other	6,000	3,800	-2,300
Return Home	419,700	407,700	-12,100
Total	1,104,300	996,300	-108,000



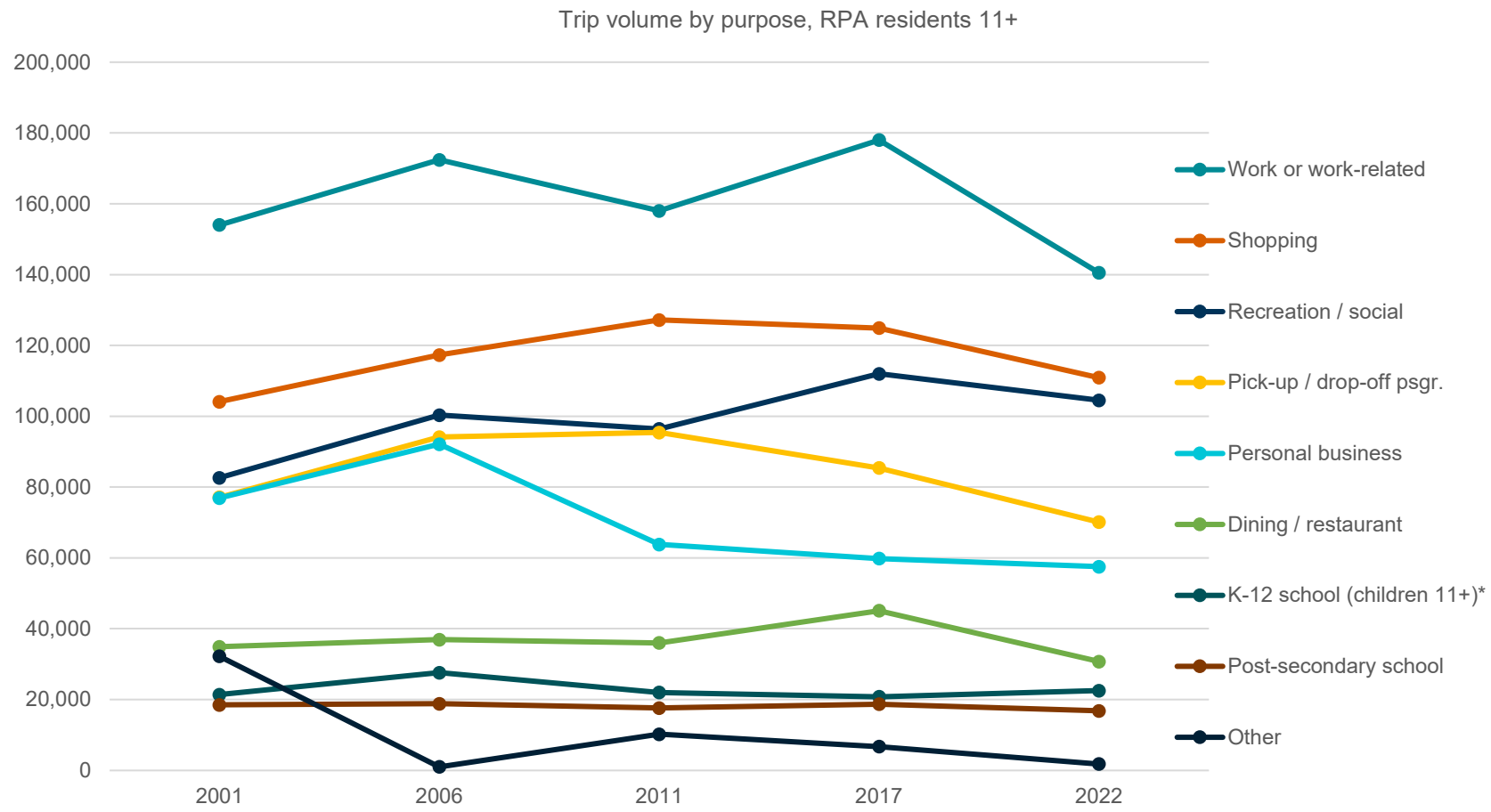
Destination purposes for trips made in the RPA by surveyed persons 5+ years of age, expanded to represent total population. Includes RPA trips by residents of Salt Spring Island.

2022 CRD Origin Destination Household Travel Survey Final Results Trips by Hour and Purpose



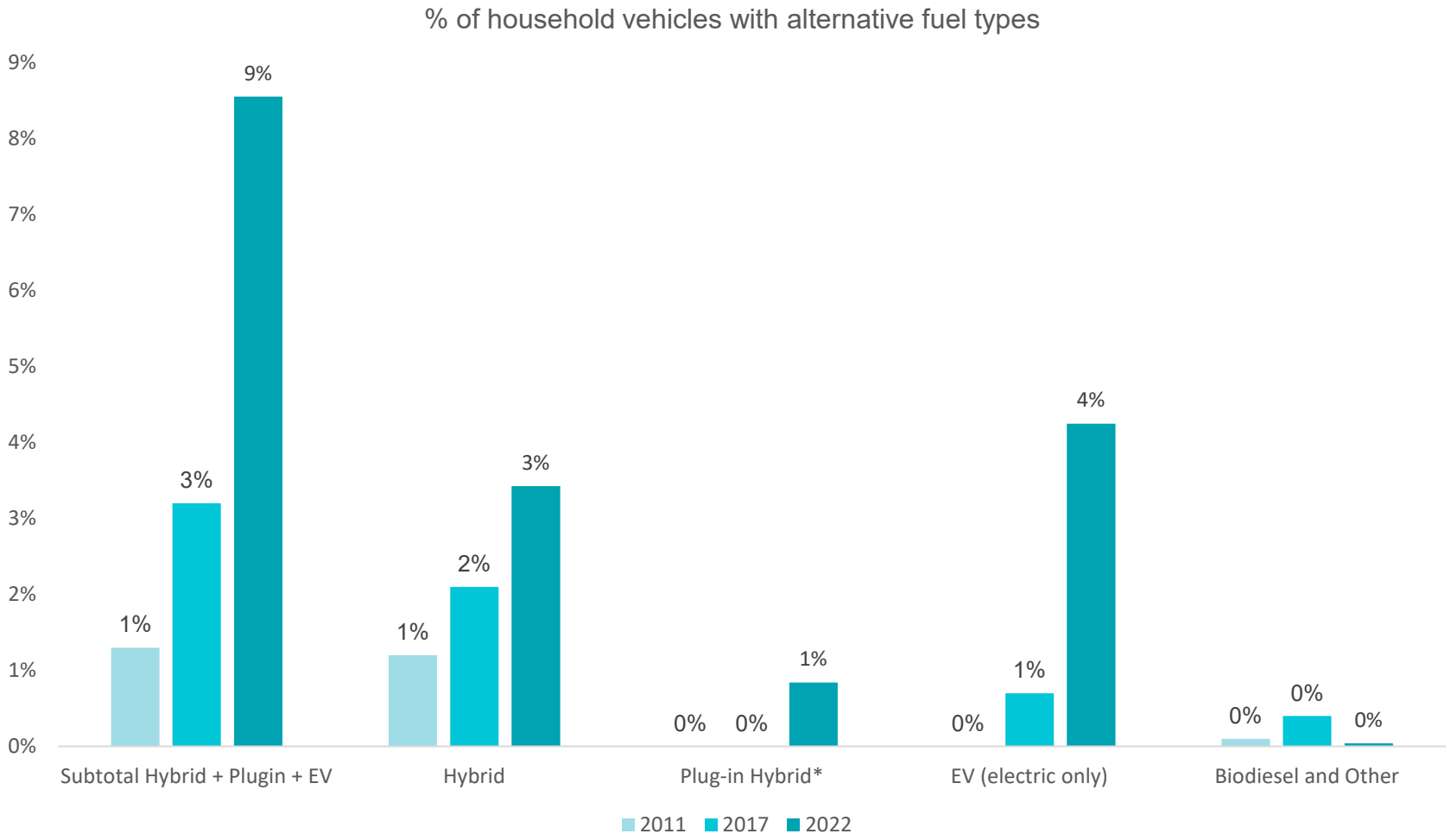
Destination purposes for trips made in the RPA by surveyed persons 5+ years of age, expanded to represent total population. Includes RPA trips by residents of Salt Spring Island.

2022 CRD Origin Destination Household Travel Survey
Final Results Trend in # of trips by purpose 2001 - 2022



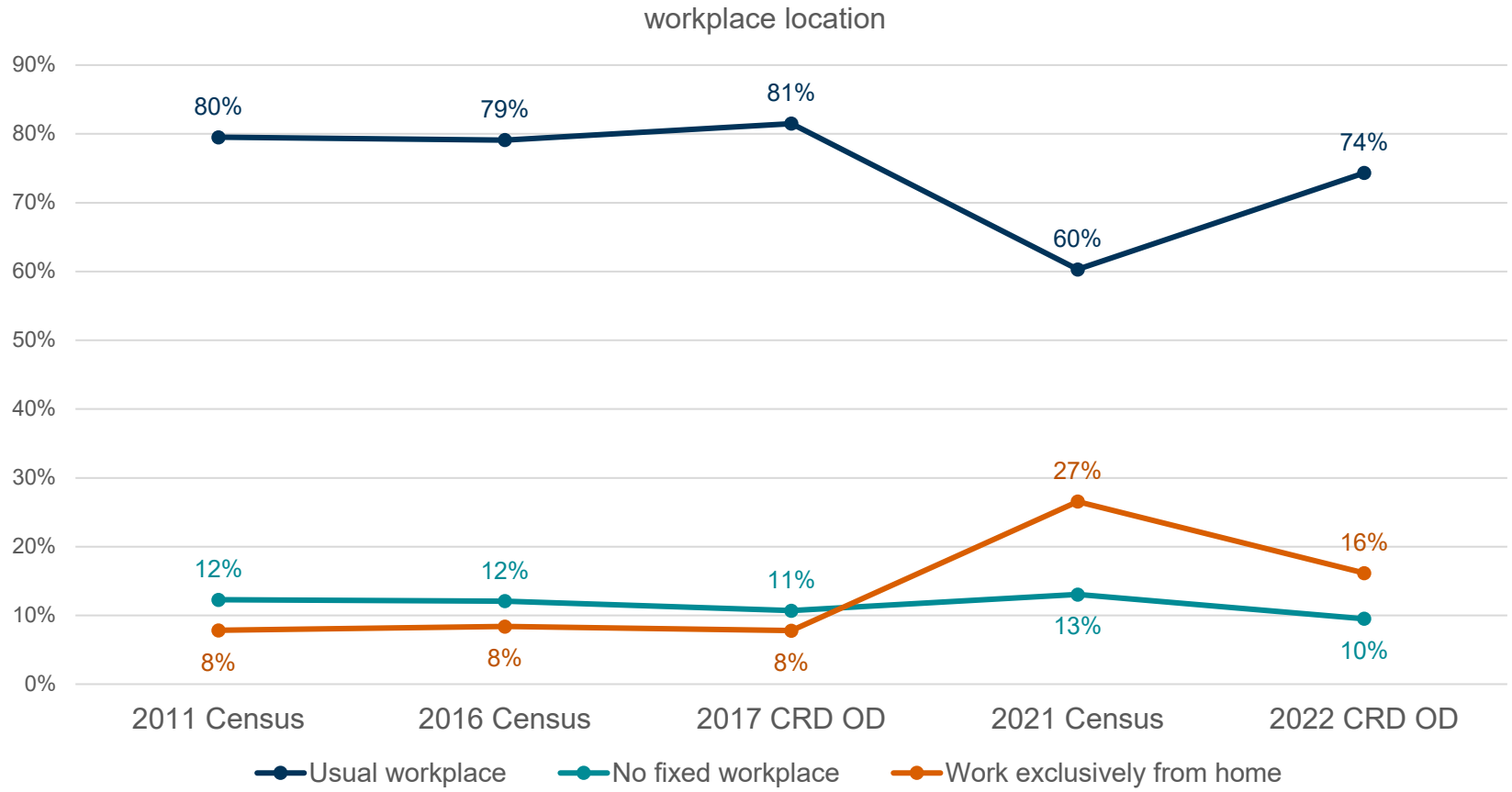
Includes only trips for residents of the RPA 11+ years of age. Excludes trips made by survey respondents outside the RPA (e.g. Salt Spring Island, Cowichan Valley) to allow comparisons to be made on the same basis. 2001, 2006, and 2011 expansion factors were recalibrated for the purpose of comparison. The 2017 and 2022 figures in this table may differ slightly from figures reported elsewhere, as the figures in this table exclude trips in the RPA made by residents of Salt Spring Island in order to facilitate comparisons. *In 2001, 2006, category of 'Other school' was used and would have included adults attending adult basic education, GED's, etc. as well as K-12.

2022 CRD Origin Destination Household Travel Survey
Final Results Vehicle Fuel Types



Insights

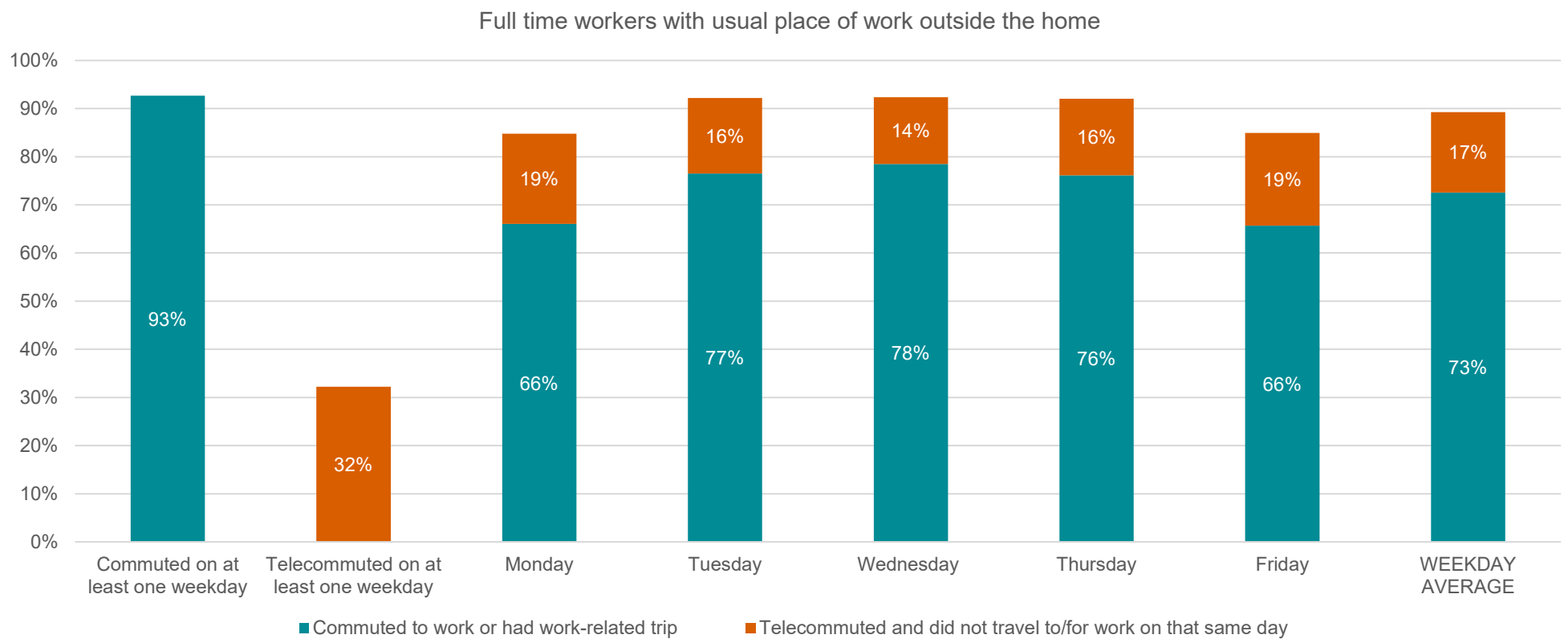
2022 CRD Origin Destination Household Travel Survey
Final Results Trends in Commuting and Work from Home



Reported workplaces of RPA residents. Census data is from May of the given year. CRD OD data is from the Fall.

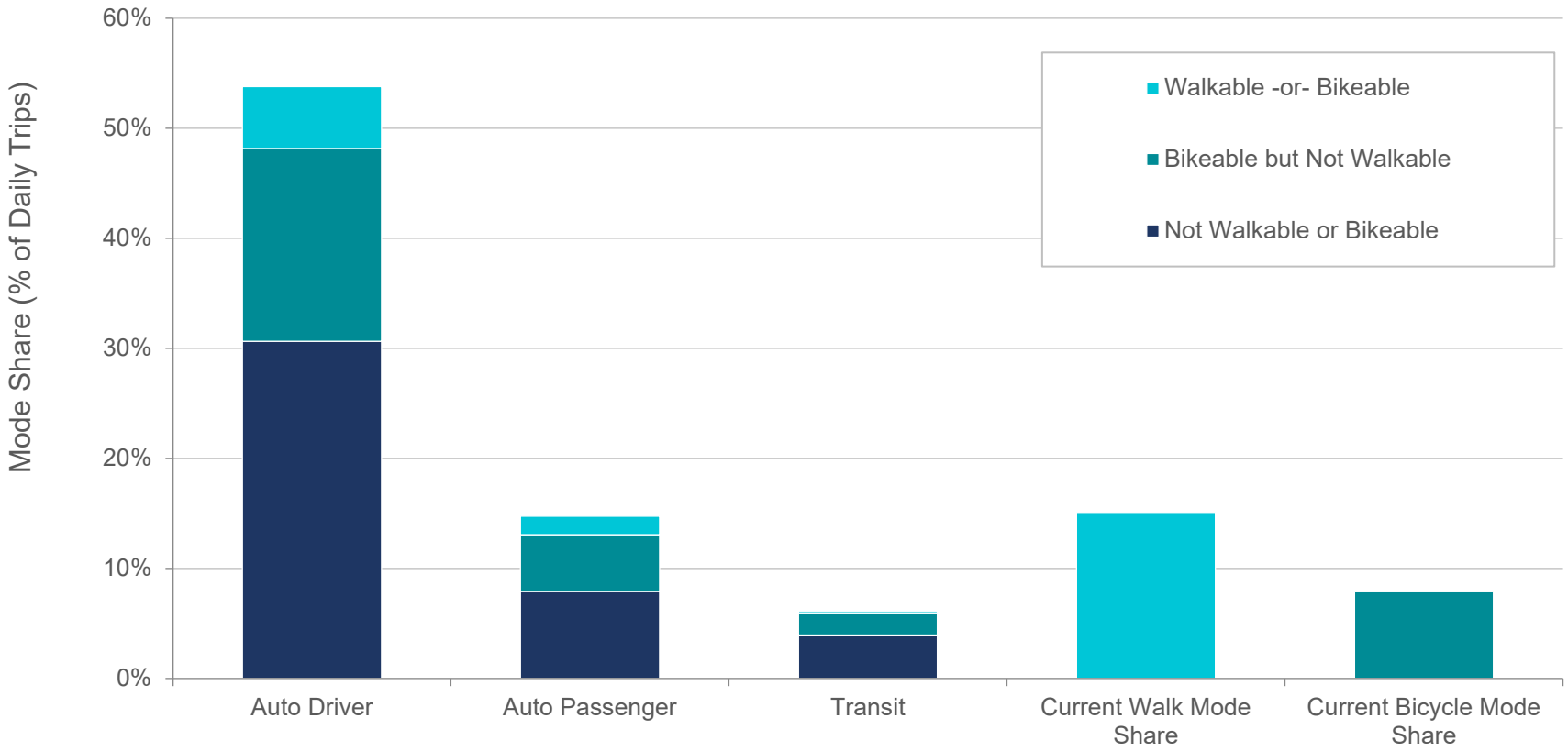
2022 CRD Origin Destination Household Travel Survey Final Results

Trends in Commuting and Work from Home



Reported commuting and telecommuting on each weekday in the last week before survey participation, for RPA residents who work full-time and have a usual workplace outside the home that they go to, whether occasionally or regularly.

2022 CRD Origin Destination Household Travel Survey Final Results Mode Shift Potential



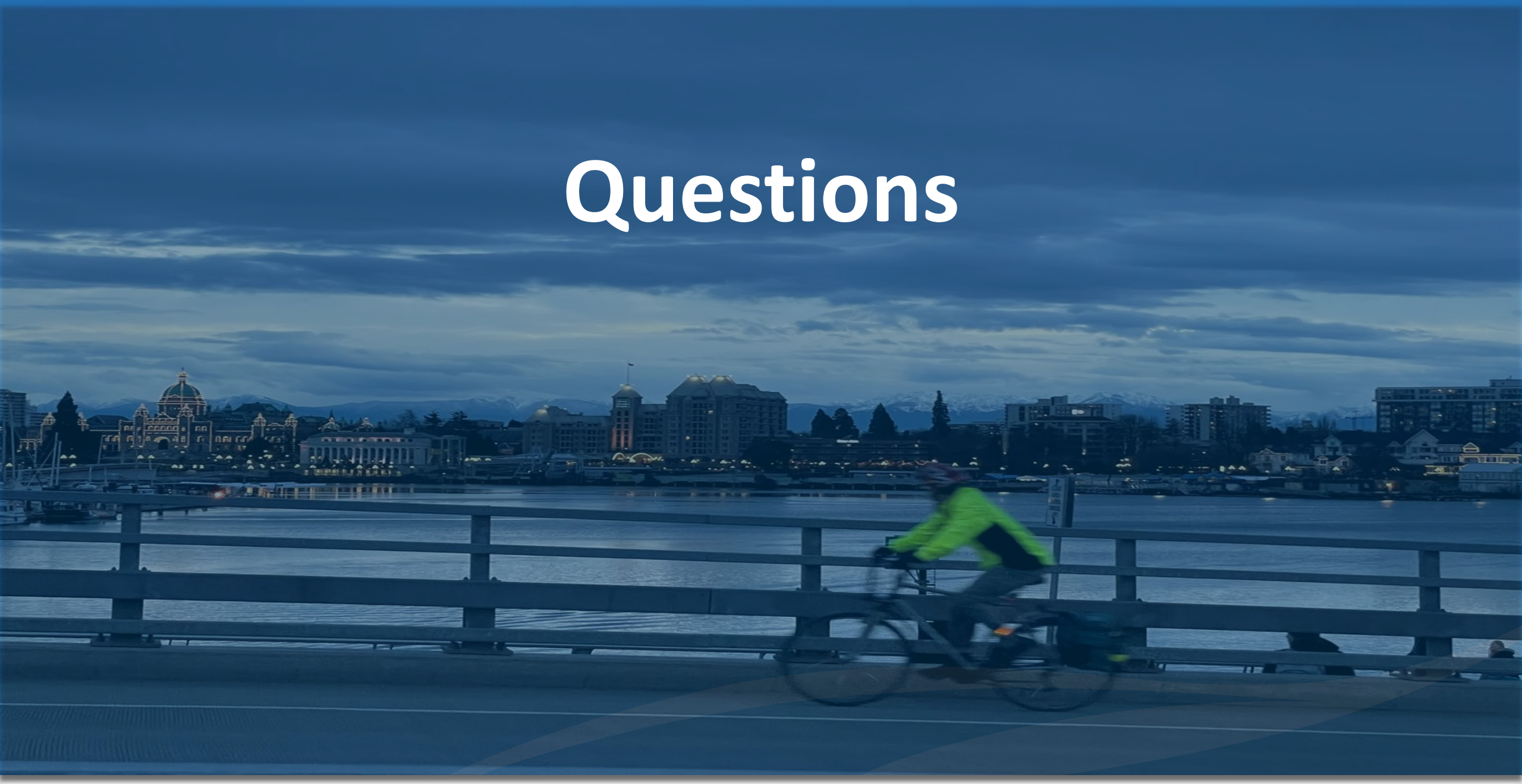
Trips were assessed as to their walkability or bikeability based on distance that would be travelled on existing roads, bicycle paths, and walking paths if the trip had been taken by walking or bicycling (from Google Map Directions). Bikeable = within 4.6 km. Walkable = within 1.6 km. This assessment examines only distance and does not consider the feasibility practicality of the trip as a segment of a longer trip chain that may itself require a car, whether the trip involves the transport of heavy items that requires a car, or disability or health conditions that may limit the ability to walk or bike.

Applications

Information from the survey can contribute to the following corporate plan initiatives:

- 4b-2 Prepare policy positions to support advocacy for infrastructure investments and service improvements to achieve regional transportation priority items related to mass transit, general transit improvements, active transportation and multi-modal and safe highways.
- 4b-3 Support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy
- 4d-1 Shift travel behaviour through education, encouragement, and information

Questions



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE
MEETING OF WEDNESDAY, JULY 19, 2023

SUBJECT **Final Regional Parks and Trails Strategic Plan – 2022-2032**

ISSUE SUMMARY

To present the final Regional Parks and Trails Strategic Plan – 2022-2032.

BACKGROUND

At its meeting of July 12, 2023, the Capital Regional District (CRD) Board approved the final CRD Regional Parks and Trails Strategic Plan – 2022-2032 (Appendix A). Background information is found in the staff report presented at the June 28, 2023 Regional Parks Committee meeting (Appendix B). At that meeting, it was decided to add the words "biodiversity" and "science" to the mission statement, and staff revised the plan accordingly.

CONCLUSION

The CRD Board approved the Regional Parks and Trails Strategic Plan – 2022-2032 in July 2022 on an interim basis for one year while engagement with First Nations continued. Nineteen First Nations were invited to engage on the Interim Strategic Plan and are invited to continue being involved during implementation. Edits to the Strategic Plan drew on input received from First Nations in the region between August 2022 and April 2023. Additional edits were made to correct errors and grammar, to clarify the scope of 'compatible outdoor recreation', and to reclassify Brooks Point Regional Park as a Conservation Area. The Strategic Plan includes 13 strategic priorities and 57 sub-actions to guide the CRD in achieving its vision for regional parks and trails over the next ten years. Board approval of the CRD Regional Parks and Trails Strategic Plan 2022-32 occurred on July 12, 2023, accomplishing a key initiative in the CRD Corporate Plan 2023-26.

RECOMMENDATION

There is no recommendation. This report is for information only.

Submitted by:	Jeff Leahy, Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P.Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

Appendix A: Final Regional Parks and Trails Strategic Plan – 2022-2032
Appendix B: Staff Report to CRD Regional Parks Committee – First Nations Feedback on the Regional Parks and Trails Strategic Plan – 2022-2032 – June 28, 2023

APPENDIX A

Regional Parks and Trails Strategic Plan

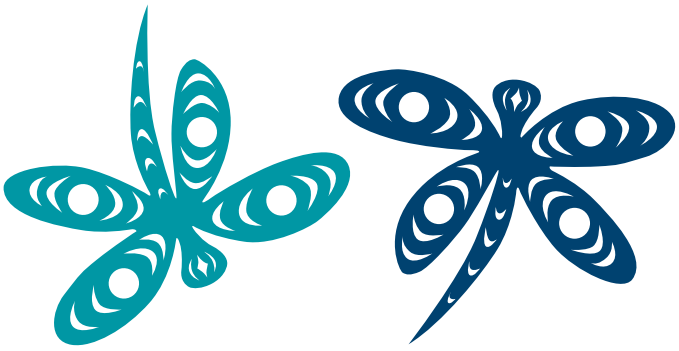
2022-2032

Approved by CRD Board
July 12, 2023

Making a difference...together

Territorial Acknowledgement

The CRD conducts its business within the traditional territories of many First Nations, including but not limited to BOḰEĆEN (Pauquachin), MÁLEXEŁ (Malahat), P'a:chi:da?aht (Pacheedaht), Pune'laxutth' (Penelakut), Sc'ianew (Beecher Bay), Songhees, SȾÁUTW̱ (Tsawout), T'Sou-ke, W̱JOŁEŁP (Tsartlip), W̱SIKEM (Tseycum), and xʷsepsəm (Esquimalt), all of whom have a long-standing relationship with the land and waters from time immemorial that continues to this day.



Dancing Dragonflies by Chris Paul

The CRD commissioned W̱SÁNEĆ artist Chris Paul to create an image based on the idea of First Nation and Settler communities living side by side and our governments making a difference together.

Dragonfly is a symbol of change, transformation and swiftness. Dragonfly represents a symbol of change in the view of self-understanding and the kind of change that has its source in maturity and insight into the deeper meaning of life.

It is our hope today that our work to change and transform will be swift, that as we mature we will develop insight that allows us to be poised for reconciliation and that we continue to build strong and meaningful relationships with local First Nations.

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Cover photo credit: Andrea Rangel

Camas, also known as qʷɬáʔəl or spéenxʷ in SENĆOŦEN and speenhw in Həńq̓əmiń̓əḿ, grows in the wild in great numbers in moist meadows. Rich in local Indigenous food traditions, Camas are perennial plants which emerge early in the spring and can be observed in many of CRD's regional parks.

Organizational Overview

The Capital Regional District (CRD) delivers regional, sub-regional and local services to 13 municipalities and three electoral areas on southern Vancouver Island and the Gulf Islands. Governed by a 24-member Board of Directors, the CRD works collaboratively with First Nations and other government partners to enable sustainable growth, foster community well-being, and develop cost-effective infrastructure, while continuing to provide core services to residents throughout the region.

The CRD's boundaries span the traditional territories of many First Nations, whose ancestors have been caretakers of these lands since time immemorial. The CRD believes that a positive working relationship with First Nations is good for the whole region. For the CRD to have a positive relationship with First Nations we need to acknowledge, respect and complement their Indigenous laws, customs and systems of governance. The CRD is part of a national movement towards Reconciliation with Canada's Indigenous peoples, informed by the Truth and Reconciliation Commission's Calls to Action, the United Nations Declaration on the Rights of Indigenous Peoples, Section 35 of the Canadian Charter of Rights and Freedoms, and the Douglas Treaties and the BC Modern Treaty process.

The CRD wishes to work with local First Nations in the spirit and practice of reconciliation to determine appropriate actions in regional parks and trails that respect Indigenous rights, uplift Indigenous governance and that strengthen government-to-government relationships.

Ƛ́ekoo Ƛ́ekoo! (Diitiidʔaaʔtx̱)
Huy ch q'a (Həńq̓əmińəm̓)
HÍSW̱ḴE (SENĆOŦEN)
Hay'sxw'qa si'em (LKWUNGEN)
Klecko Klecko (Nuu-chah-nulth)
Thank You

Transformation (Raven)
by Darlene Gait of
Esquimalt Nation

Executive Summary

The Regional Parks and Trails Strategic Plan (Strategic Plan) is an overarching document that provides a long-term vision for regional parks and trails from 2022 to 2032. This updated 10-year Strategic Plan builds on the success of the Regional Parks Strategic Plan 2012-2021. It is founded on the belief that regional parks and trails provide immense benefits to the region and that it is necessary to plan today to protect those natural areas that are vital to the long-term health of the region's natural environment, cultural heritage and the health of people and of our communities.

The Capital Regional District (CRD) Board initiated an update to the Strategic Plan in December 2021 and set the initial direction for a renewed vision, mission, values and priorities for engagement. This Strategic Plan has been developed with input from First Nations, stakeholder groups and the public, and draws on corporate knowledge and linkages with other CRD strategies.

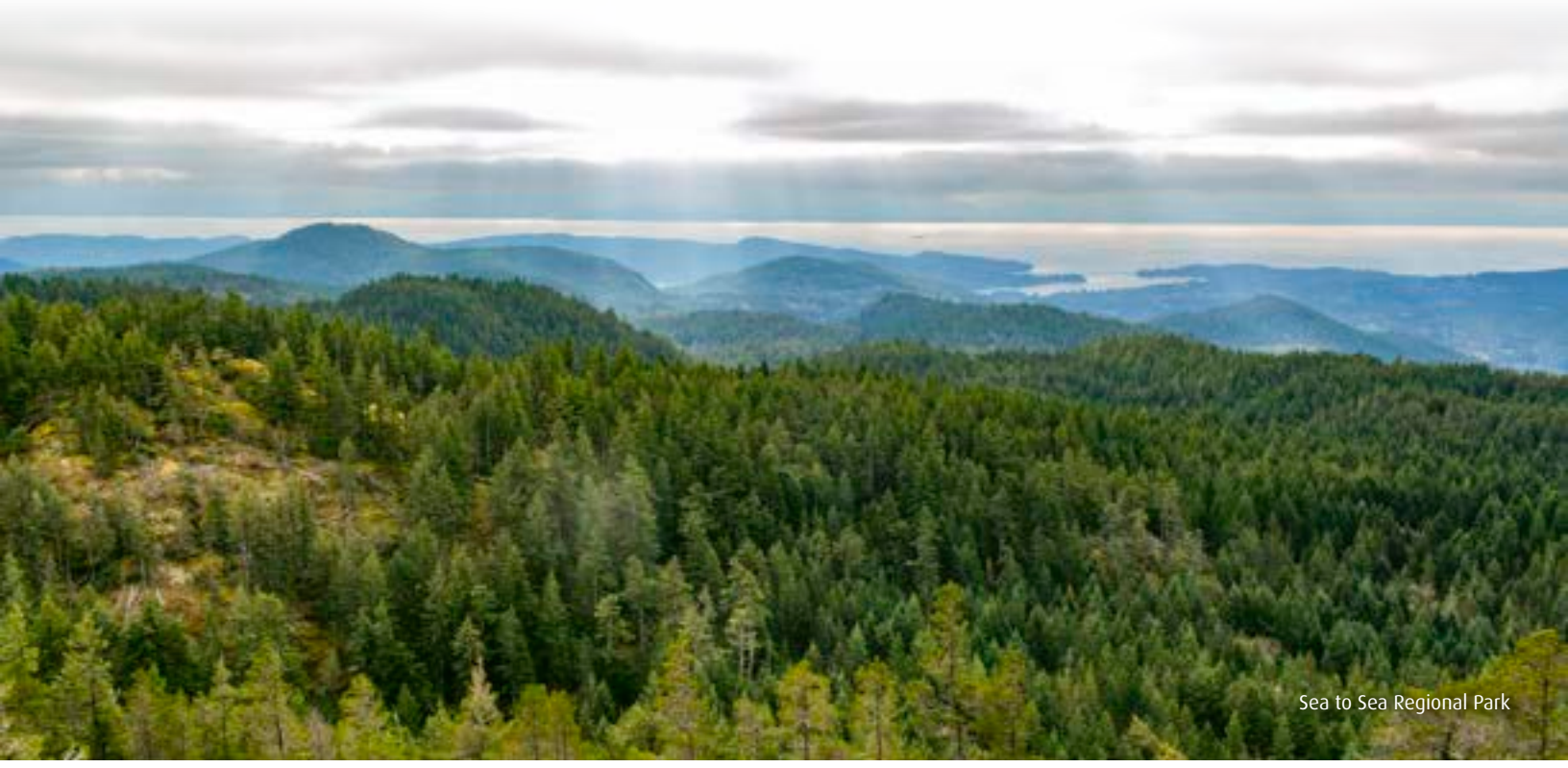
The highlights of the Strategic Plan are: a commitment to build strong relationships with First Nations in the region and support Indigenous rights; increased efforts to conserve natural areas and cultural heritage; improvements to the visitor experience; preparations for and action on climate change; improved resiliency across the service; and enhanced access to and equity in regional parks and trails.

As the Strategic Plan is implemented over the next decade, monitoring and reporting will be conducted so that the status of actions can be tracked and progress towards achieving the goals can be realized. Minor or major amendments to the Strategic Plan may be considered by the CRD Board over time, in response to shifting priorities.

1. Introduction

In 2019, the Capital Regional District (CRD) Board made it a priority to update the Regional Parks Strategic Plan 2012-2021. The CRD developed this Regional Parks and Trails Strategic Plan 2022-2032 (the Plan) between December 2021 and June 2022. The Plan updates the former strategy to reflect current challenges and opportunities affecting the region, as well as to incorporate recent CRD initiatives and priorities and advance the CRD's commitment to reconciliation with First Nations. The success of this Plan relies on a commitment to superior service delivery, cooperation with partners, and relationships with First Nations.

The Plan is structured as follows: the introduction sets out a renewed vision, values and principles, and mission statements and outlines the engagement process for the Plan update. Section 2 includes a review of the state of regional parks and regional trails in 2022. Section 3 establishes a classification system for regional parks and regional trails. Key priorities and initiatives for regional parks and regional trails are organized in five themes in Section 4. Section 5 outlines the monitoring and reporting structure for the Plan. A glossary of key terms is provided in Appendix A and supporting information is included in Appendices B-E.



Sea to Sea Regional Park

Mill Hill Regional Park

1.1 Vision

The vision identifies the desired future state of regional parks and regional trails in 2032:

> We have an expanded and connected system of regional parks and regional trails that are rich in biodiversity, respect Indigenous cultural heritage and use, inspire stewardship, are resilient to change, and provide enjoyable outdoor recreation experiences.

The initial direction for the vision statement was set by the CRD Board at the outset of the Strategic Plan update process and was further developed with input received from First Nations, stakeholder organizations and the public.

This vision recognizes that the CRD must play a prominent role as a leader in expanding the system of regional parks and trails, in collaboratively and respectfully stewarding natural areas, respecting cultural use, and in facilitating health and wellbeing in the face of a changing climate and a rapidly growing region. Expansion of regional parks and trails will be approached in a manner that supports First Nations access to and use of their traditional territories, including their right to harvest resources, and does not impact areas of cultural concern. This Plan sets the course for the CRD to better understand how the formation of government-owned parks and protected areas has affected First Nations people and cultures, and how CRD can learn from and collaboratively work with First Nations communities, as long-term stewards of these lands, to achieve a rich and resilient network of parks and trails and to encourage a new generation of stewards.

Reaching the desired vision will be successful if the CRD works closely with First Nations communities, other government partners, organizations, institutions and residents in the region. A focus on equity and accessibility in the Plan is aimed at encouraging broader participation in regional parks and trails.

1.2 Mission

The mission defines the fundamental purpose of the regional parks and regional trails system, describing why it exists, what it does, and the level of performance to be met or surpassed. The mission for regional parks and regional trails is to:

- Operate and manage a connected system of regional parks for public enjoyment.
- Foster stewardship of biodiversity by learning from and working with science and long-term land stewards and by connecting people to nature.
- Operate and manage a regional trail network for active transportation and recreation.
- Foster reconciliation by collaborating with First Nations in the operation and management of regional parks and regional trails through the establishment of traditional use agreements.
- Be fiscally responsible and accountable in decision-making.

Horth Hill Regional Park

1.3 Values

The following values and guiding principles were identified during the development of this Plan. Values and principles define what is important to the CRD and will be applied to guide the implementation of this Plan:

Access: Regional parks and regional trails can be accessed by transit, micromobility, cycling and walking.

Accountability: Decision-making processes and financial management are transparent and based on the best available information.

Connectivity: Biodiversity depends on connected natural area corridors and complete communities depend on connected trail corridors and active transportation networks.

Conservation: Regional parks protect, restore and enhance the region's cultural heritage, biodiversity, and rare and unique ecosystems.

Education: Promoting literacy of the region's natural and cultural heritage increases awareness of the interconnectedness between humans and the nature and impacts of climate change.

Equity: Regional parks and regional trails are inclusive, culturally safe, and accessible to visitors of all ages, abilities and income levels.

Outdoor Recreation: Outdoor recreation benefits our health and wellbeing, connects us to each other and immerses us in nature.

Partnership: A commitment to developing meaningful partnerships with First Nations that respect Indigenous knowledge, First Nations governance and cultural use, as well as collaborating with other government partners and organizations in the region.

Reconciliation: A commitment to take action towards Indigenous reconciliation by respecting Indigenous laws, creating opportunities to collaborate in the operation of parks and trails, and strengthening relationships with First Nations communities by applying the principles of respect, reciprocity and responsibility.

Resiliency: Regional parks and regional trails adapt to change by incorporating solutions that take action on climate change, recognize the value of Indigenous cultural knowledge, ensure sustainable service delivery and aim to benefit future generations.

Stewardship: A commitment to learning from and implementing approaches from First Nations, who are the long term land stewards, and inspiring residents and visitors to be stewards of the region's natural and cultural heritage by leading by example and showcasing best practices.

Roche Cove Regional Park

1.4 Engagement Process

In December 2021, the CRD Board initiated an update to the Regional Parks Strategic Plan 2012-2021. After initial input was received from the Regional Parks Committee and CRD Board to set the strategic direction of the Plan update, an engagement process was implemented between February and April to seek input on the Plan update from First Nations, stakeholder organizations representing regional conservation, outdoor recreation and community interests, staff from other park agencies, and from the public (Figures 1 and 2). Collectively, the input received through this engagement process has contributed to the development of the vision, mission, values and principles, key priorities, initiatives and targets identified in this Plan. A complete engagement report accompanies this Plan.

The CRD's boundaries span the traditional territories of many First Nations, who have been taking care of the land since time immemorial. The CRD believes that a positive working relationship with First Nations is good for the whole region. Engagement with First Nations on the Regional Parks and Trails Strategic Plan 2022-2032 is ongoing throughout the development and implementation of this Plan. An engagement report outlining First Nations input to date accompanies this Plan, and the CRD acknowledges the following First Nations who participated in the development of this plan:

- Sc'ianew First Nation
- BOḰEĆEN (Pauquachin) First Nation
- MÁLEXEŁ (Malahat) Nation
- P'a:chi:da?aht (Pacheedaht) First Nation
- Spune'luxutth (Penelakut) Tribe
- Songhees Nation
- SȾÁUTW̱ (Tsawout) First Nation
- T'Sou-ke Nation
- W̱JOŁEŁP (Tsartlip) First Nation (represented by W̱SÁNEĆ Leadership Council)
- W̱SÍḴEM (Tseycum) First Nation (represented by W̱SÁNEĆ Leadership Council)
- xʷsepsəm (Esquimalt) Nation
- xeláltxw (Halalt) First Nation
- Lyackson First Nation
- Stz'uminus (Chemainus) First Nation
- Semiahmoo First Nation
- Snuneymuxw First Nation
- Sc̓əwaθən məsteyəxʷ (Tsawwassen) First Nation
- Ts'uubaa-asatx (Lake Cowichan) First Nation
- Cowichan Tribes

FIGURE 1. ENGAGEMENT PROCESS TIMELINE

FIGURE 2. ENGAGEMENT OVERVIEW

2,400
Visits to project webpage

44
Stakeholder groups attended 5 focus groups

1,228
Completed surveys

26
Attended 3 public information sessions

19,000
Reached on Social Media

19
First Nations invited to engage long-term

2. Regional Parks and Trails in 2022

2.1 Regional Parks Service

The CRD is the regional government for the 13 municipalities and three electoral areas that are located on the southern tip of Vancouver Island (Map 1). The CRD covers an area of approximately 238,000 hectares (ha) and extends from Port Renfrew in the west, to the Malahat and Saanich Inlet, to Victoria and the Saanich Peninsula, and Salt Spring Island and the Southern Gulf Islands in the east.

The CRD provides over 200 services in the following categories:

- Regional, where all municipalities and electoral areas are served
- Sub-regional, where two or more jurisdictions are served
- Local, in the electoral areas where the CRD is the local government

The authority to provide a regional parks and regional trails service is granted by the Province of British Columbia (BC) to the regional district primarily through provisions outlined in the *Local Government Act*.

The CRD has provided a service for the provision and maintenance of regional parks and regional trails since incorporation in 1966. The service is a regional service provided to all municipalities and electoral areas in the CRD, as per the "Regional Parks Extended Service Establishment Bylaw No. 1, 1989", CRD Bylaw No. 1749. The CRD Board is the decision-making authority for the service. The CRD Regional Parks Committee provides input to the Board on matters pertaining to regional parks and regional trails. As of 2022, the CRD Transportation Committee also provides input to the Board on regional trail matters (mobility and recreation, including land acquisition, management, operations and programs for the Galloping Goose, Lochside and E&N regional trails). Funding for the service is primarily through property tax requisition, with additional funding received from non-tax revenue sources, borrowing and grant funding.

In 2022, there are 32 regional parks and four regional trails in the system, comprising over 13,200 hectares (ha) of land (Map 2). Regional parks contribute approximately 27% to the region's network of protected natural areas (Appendix B). Map 2 shows the current extent of parks and protected areas, including federal, provincial, regional and municipal. The CRD's protected watershed lands are also included, as they comprise a significant area dedicated to protection of the region's drinking water supply.

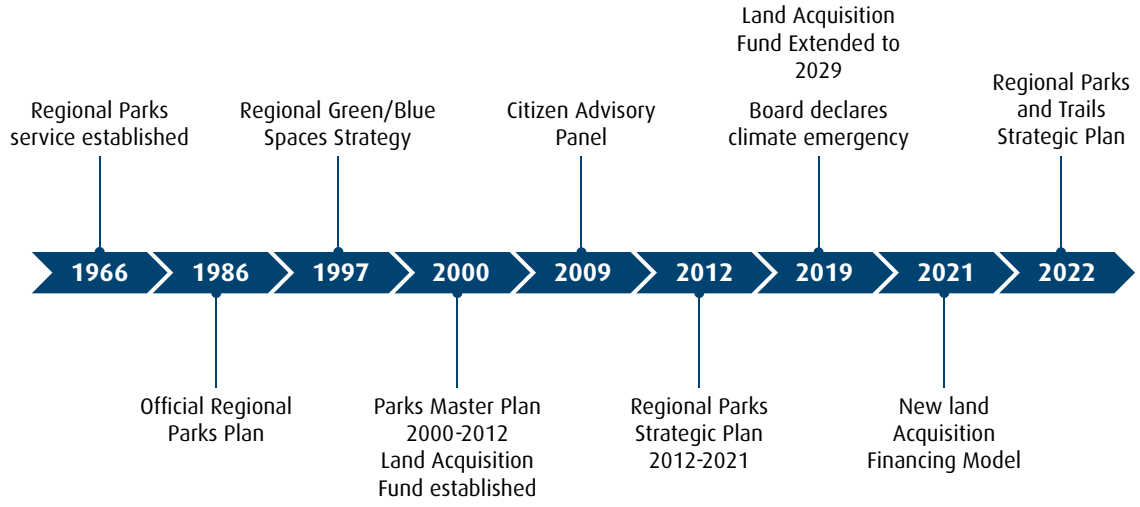
In contrast to most municipal or community park services, regional parks in BC tend to be larger parcels of land located outside of the central urban core and having more limited recreation facilities. Regional parks generally contrast the scale of the vast provincial and federal park systems, and differ from the conservation mandate of conservancies and trust funds. In the CRD, regional parks receive high levels of visitation, offer high-quality facilities, and make up the largest type of park, covering 5.5% of the region's land base (Appendix B). Regional parks are provided for public enjoyment and are compatible with the objectives of protecting biodiversity and cultural heritage. The dynamic of establishing regional parks for the purpose of public use and enjoyment, and for conservation, will become increasingly challenging with continued population growth and development pressure in the region.

Regional trails differ from neighbourhood-scale walking and cycling infrastructure, as they span municipal boundaries and serve as off-street greenway corridors for both active transportation and recreation. Regional trails also differ from provincially-designated Recreation Trails, such as the Kludahk Trail, and iconic hiking trail experiences, such as the Provincial Juan de Fuca Marine Trail and federal West Coast Trail. Regional trails will become increasingly important in supporting the regional transportation mode-shift towards active transportation and micromobility choices, and for improving health and wellness in the region's population.

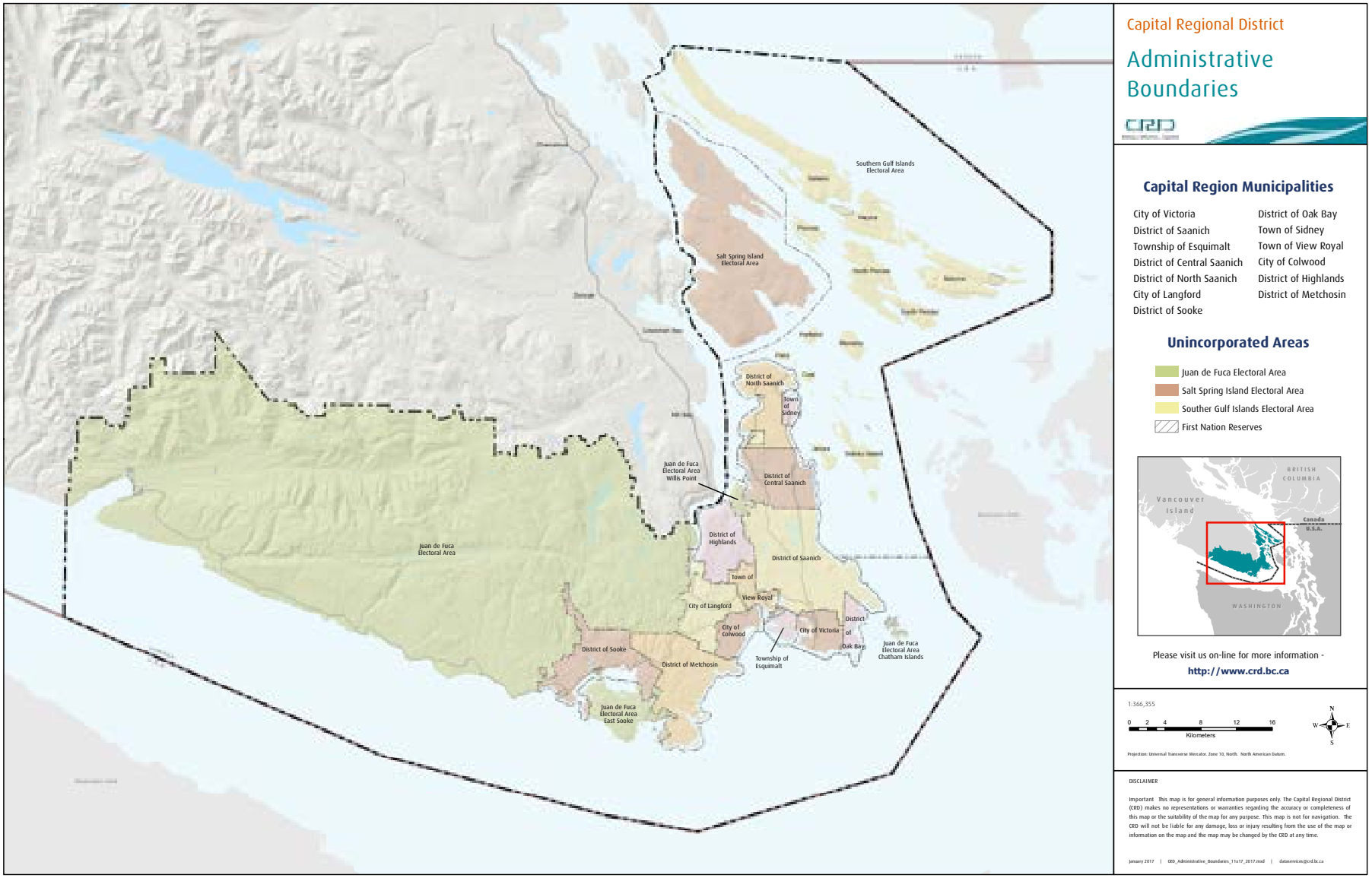
Elk/Beaver Lake Regional Park

The management of regional parks and regional trails has been guided by various plans and strategies over the years. The former Regional Parks Strategic Plan 2012-2021, developed with extensive involvement by a Citizens Advisory Panel, has provided guidance to service delivery over the past ten years. Many of the foundational principles in the former Strategic Plan are incorporated into this updated Plan, and emerging priorities over the past decade have been considered for inclusion in this updated Plan. Notable milestones impacting regional parks and regional trails are highlighted in Figure 3.

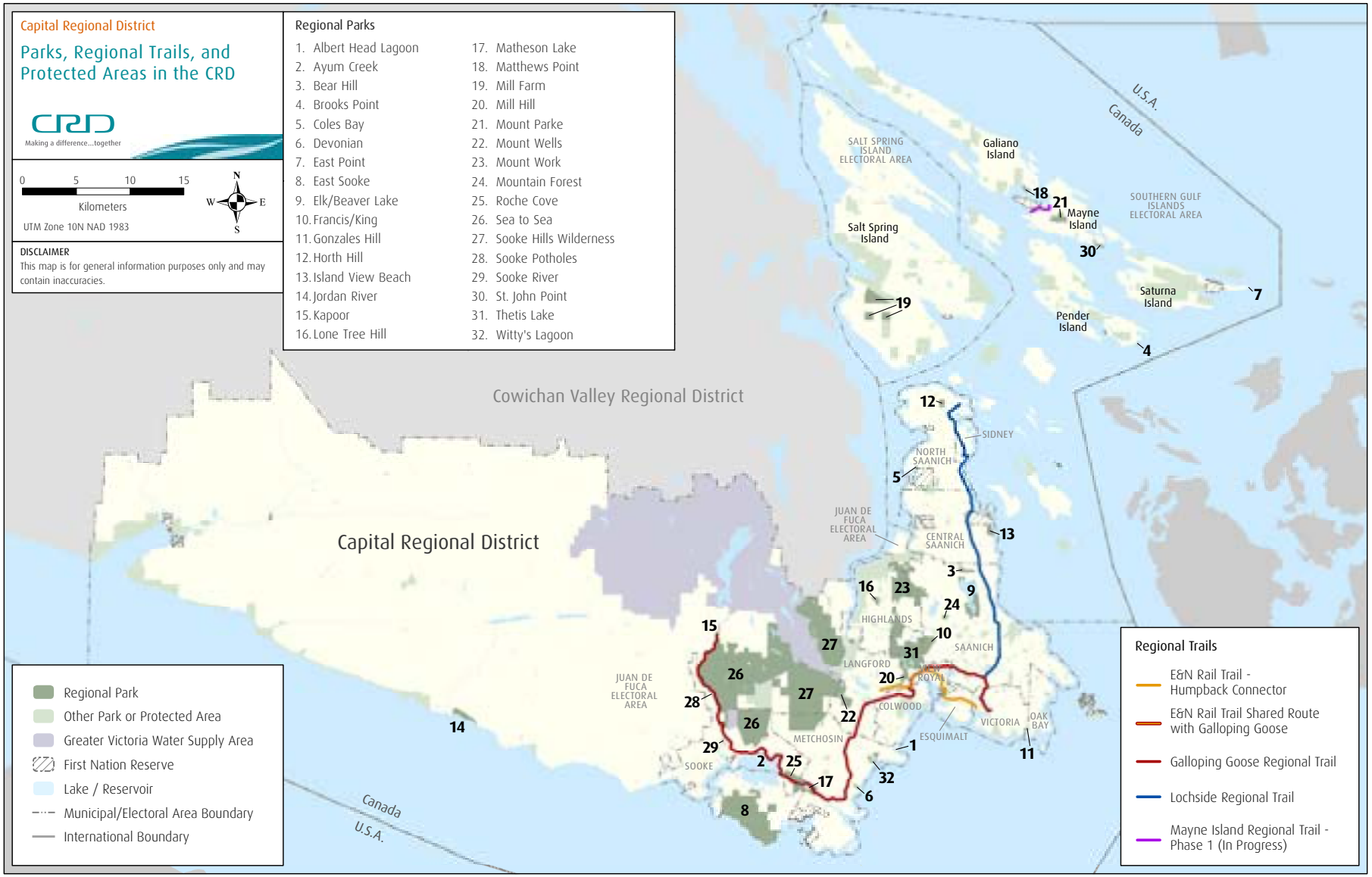
FIGURE 3. ACTION THROUGH THE YEARS



MAP 1. ADMINISTRATIVE BOUNDARIES



MAP 2. PARKS AND PROTECTED AREAS IN THE CRD



2.2 Cultural Setting

First Nations with traditional territory in the region follow Indigenous laws, assert Aboriginal Rights protected by section 35 of the *Constitution Act,* and many First Nations are also signatories of the Douglas Treaties.

The CRD's 2018 First Nations Task Force Final Report (Final Report) recommends actions and next steps for the CRD's path towards more inclusive models of governance and decision making between the CRD and First Nations governments. The CRD's Statement of Reconciliation underpins this Final Report and guides the organization's initiatives at the Board, leadership and staff level. The CRD can support reconciliation in many ways. Such opportunities are identified in the Final Report, including but not limited to: establishing traditional use and access agreements, developing collaborative approaches to park management; integrating First Nations interests and traditional knowledge in park management; and supporting cultural safety and harvesting rights in regional parks. A CRD Board priority for 2023-2026 is strong relationships with First Nations based on trust and mutual respect, partnerships and working together on shared goals.

In 2019, the Province of BC enacted the *Declaration on the Rights of Indigenous Peoples Act* (DRIPA), committing to upholding the human rights of Indigenous Peoples, and adopted a five-year action plan to advance reconciliation in tangible and measurable ways between 2022-27. Of particular relevance to regional parks and trails are: Article 12: access to religious and cultural sites; Article 26: right to use, develop and control traditional territories; Article 29: protection and conservation of territories; and Article 32: right to determine and develop priorities for the development of territories. These articles and actions will determine how the CRD and First Nations in the region work together over the next decade.

The CRD supports the *Heritage Conservation Act* through implementation of the CRD's Protection and Conservation of Heritage Sites Policy. The CRD recognizes the historical, cultural, scientific, spiritual and educational value of archaeological sites to First Nations, local communities, academic institutions, and the public.

Regional parks encompass many cultural heritage values that may or may not benefit from formal protection but are important in telling the history of the region. The CRD seeks to connect people to place through the delivery of interpretive programs, signs and information. An interpretive program was piloted in 2021 to explore the cultural significance of the region through a First Peoples lens. This program will be expanded in 2022.

Sooke Hills Wilderness Regional Park
Credit: Rich Mably

2.3 Physical Setting

The CRD encompasses a complex geography and climate that includes a range of rich and diverse ecosystems. Regional parks are home to a number of culturally significant plants and animals for First Nations, including camas, saskatoon berry and sword fern. The CRD is located within three Biogeoclimatic zones: Coastal Douglas-fir (CDF), Coastal Western Hemlock (CWH) and Mountain Hemlock (MH) (Map 3).

The CDF zone is home to the highest number of species and ecosystems at risk in BC, of which many are ranked globally as imperiled or critically imperiled. Only 0.3% of BC consists of CDF zone and it is the least protected zone in BC, with many of the protected areas being small, isolated parcels surrounded by development. A significant portion of the total CDF land base has been converted or altered by forestry, agriculture, mining and residential development (Map 4). There is only one subzone of CDF, recognized as CDFmm (Moist Maritime). The CRD currently protects 4% (2,850 ha) of the CDF occurring within the region, which comprises approximately 22% of the regional parks system as a whole (Appendix C).

The CWH zone covers approximately 11% of the province and is comprised of ten subzones, of which three occur within the CRD. While the CWH is relatively well protected across BC, two subzones that occur within the CRD are more heavily disturbed and less protected across their range, including CWH xm1 (very dry maritime - eastern) and CWH sm2 (very dry maritime-western). The CRD currently protects 4% (10,360 ha) of the region's CWH, which comprises 78% of the regional parks system (Appendix C).

The MH zone occupies approximately 4% of the province, along higher elevations (900-1,800 m above sea level) of the BC Coast. It consists of three subzones, of which only MH mm1 (moist maritime) occurs within the CRD in an area of 3,473 ha in size. The MH mm1 zone is generally well protected across BC, but is not currently protected by the regional parks system.

There are several species and ecological communities within the CRD at risk of becoming extinct. The *Species at Risk Act* (SARA) provides federal legal protection for species at risk, and their associated critical habitat, in an effort to recover the species. Critical habitat is identified under SARA to protect habitat necessary for the survival or recovery of species at risk. While SARA applies largely to federal lands, the CRD is effectively responsible for providing protection for species at risk within regional parks. The BC Ministry of Environment Conservation Data Centre conducts provincial assessments of species and ecological communities at risk. The CRD supports conservation by complying with provincial and federal legislation for at risk species and ecological communities in regional parks.

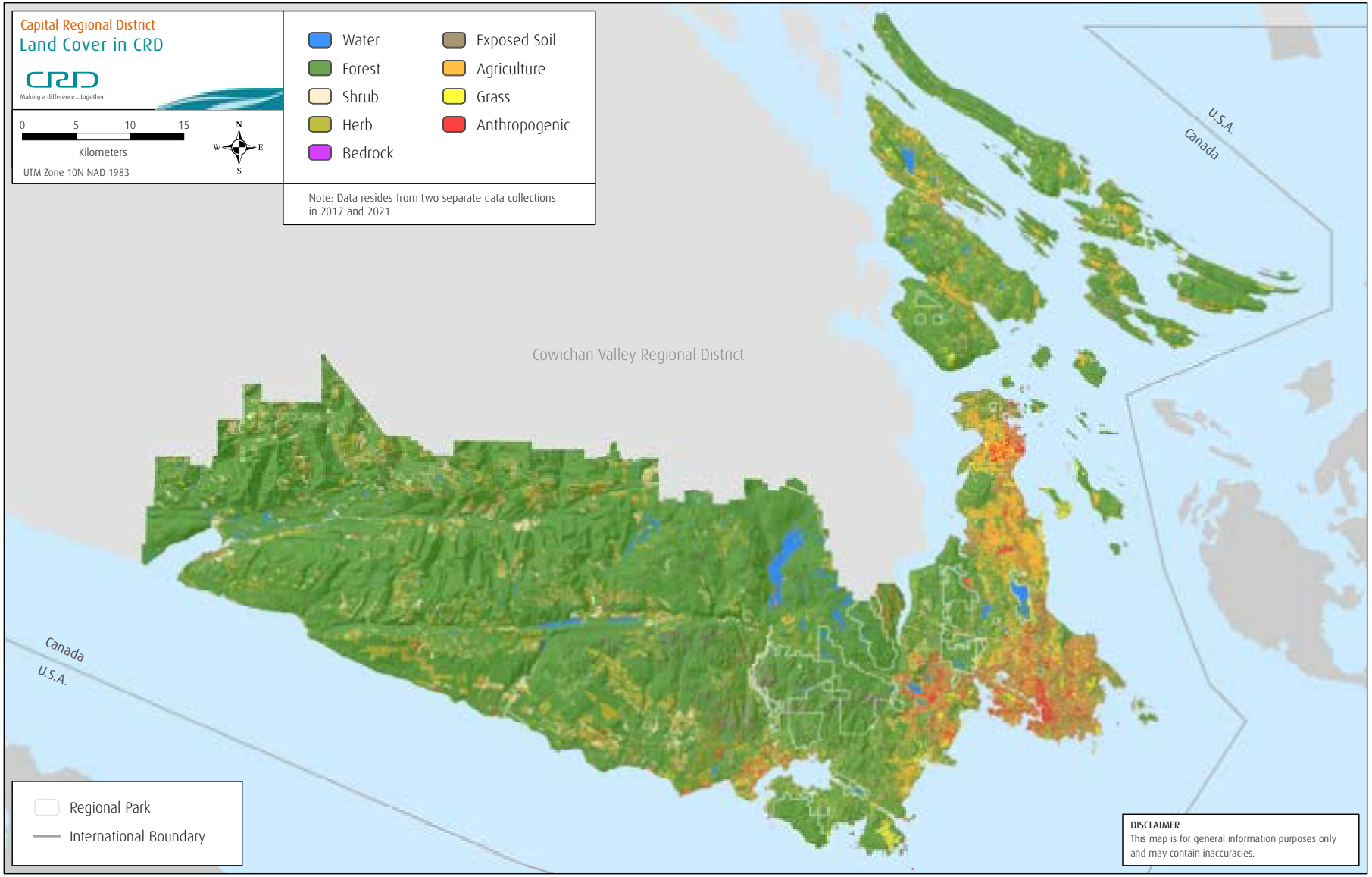
Both federally and provincially listed species at risk, and ecological communities occur across the CRD. Federally, 72 species are known or expected to occur within region parks, comprising 88% of all at-risk species across the Capital Region. Critical habitat has been proposed or confirmed for 11 of those species, covering over 60% of existing regional parks land base. Provincially, 61 species at risk and 18 ecological communities at risk occur within regional parks, comprising 51% and 78% of all species and ecological communities in the Capital Region, respectively. This data may exclude some omitted information due to privacy or data sensitivity purposes.

The region includes a mosaic of different land cover types that have changed significantly over the years. Map 4 provides a snapshot in time of the land cover categories comprising the region. The majority of regional park land is dominated by forest land cover (86%) with herb and water (lakes, streams and wetlands) comprising about 8% of regional parks. The remaining land cover in regional parks includes bedrock, grass and shrubs, and very minimal modern anthropogenic features (roads, buildings). Although land cover and land use is in constant flux at the local level, the character of the region is not anticipated to change significantly on a broad scale over the next decade. The urban containment boundary identified in the CRD's Regional Growth Strategy plays a key role in protecting natural areas from outward urban expansion, as has the strategic acquisition of the green/blue belt over the past twenty years.

Regional parks are vulnerable to a number of stressors that threaten the ecological health, function and integrity of important ecological values, both within regional parks and the surrounding land. Threats to the region’s ecological values include, human use, invasive species, hyperabundant species, urban development, industrial and agricultural land use, and significant or extreme weather events, such as fire, flood, drought, wind, and sea level rise. Ecological values are also vulnerable to pressures within regional parks related to facility development and visitor use. The CRD addresses and mitigates threats to ecological values in regional parks and trails through research, planning, active management, stewardship, monitoring and enforcement in collaboration with First Nations, community members, regional and provincial partners.

MAP 3. BIOGEOCLIMATIC ZONES IN CRD

MAP 4. LAND COVER ANALYSIS



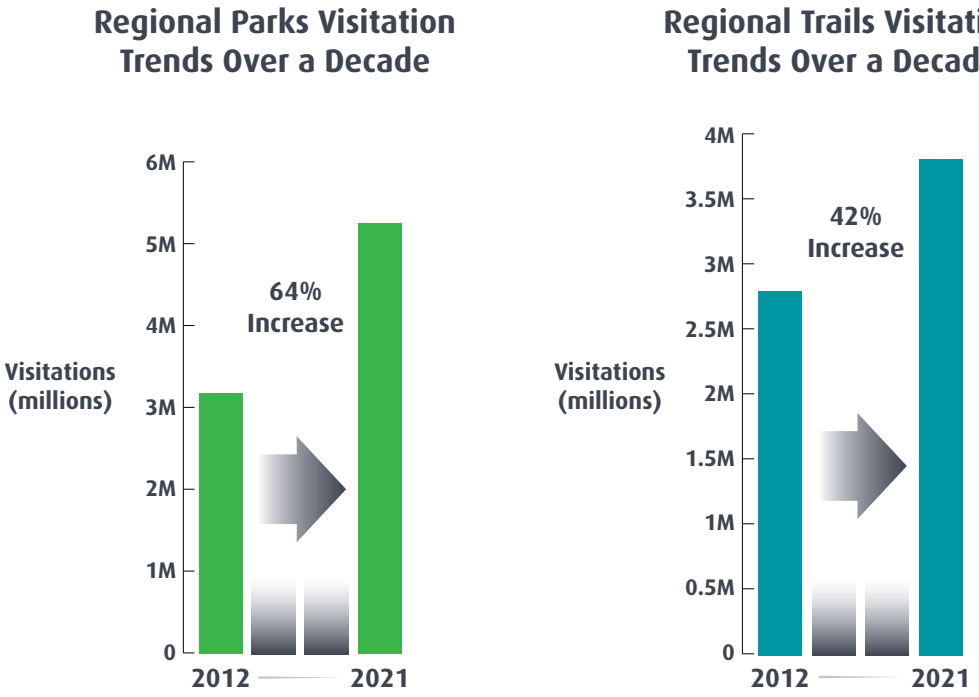
2.4 Visitor Experience

Regional parks and regional trails are vital to the region, supporting health and wellbeing, offering social connections, and improving quality of life. Regional parks provide over 300 kilometres (km) of trails and a range of opportunities for outdoor recreation, experiencing nature, learning about natural and cultural heritage, participating in park stewardship, and gathering for events. Regional parks primarily offer day-use activities, but there are currently three campgrounds operating in the system, offering frontcountry overnight camping opportunities. The regional parks system includes near-urban, rural, and remote opportunities to access nature. Regional parks receive routine maintenance and improvements to address public safety, such as waste removal, vegetation clearing, and hazard assessments.

Regional trails are a separated, primarily off-street pathway system connecting urban and rural communities across the region. There are over 100 km of regional trails available for use 24 hours a day, 365 days per year. Regional trails serve as the anchor for the region's active transportation network and recreational greenway corridors.

System-wide visitation to regional parks and regional trails has increased by 54% since 2012. In 2021, regional trails received over 3.7 million visits and regional parks received over 5 million visits (Figure 4). Visitation rates are determined by a series of vehicle counters at parking lots and trail counters at various locations.

FIGURE 4. 10 YEAR VISITATION TRENDS



Residents of the region value the importance of regional parks and regional trails. The CRD's 2017 Regional Parks Resident Survey results indicate that the public supports outdoor recreation activities in regional parks provided there is no negative impact to conservation values and that the most popular recreational activities in regional parks are hiking, walking, horseback riding, cycling, camping, swimming, paddling, fishing and nature study. Regional trail use is predominantly by cyclists (80%) and pedestrians (20%) in the urban areas, with peak use to weekday morning and afternoon commute times. Regional trail use in the rural areas receives lower volumes and seasonal use, and includes cyclists, pedestrian and equestrians with peak use occurring on weekends and midday.

The CRD offers interpretive programs that deliver education and outreach about natural and cultural values in regional parks. In 2019, prior to the COVID-19 pandemic, interpretive programs reached over 3,600 students through school programs, 6,600 park visitors through public programs and park events, and over 2,000 residents through community outreach events. In addition, the CRD operates two nature centres in regional parks that are open to the public and, on average, see over 8,000 visitors a year. In 2021, the CRD piloted an interpretive program in regional parks that explores the cultural significance of the region through a First Peoples lens and is expanding the program in 2022. The CRD supports reinstating Indigenous place names through a planned approach to implementation of the regional park naming policy and interpretive signage.

Many opportunities are available for volunteers to be involved in regional parks and trails. The CRD offers volunteer positions as park naturalists, park stewards, mountain biking stewards, and trail ambassadors. There are also opportunities for volunteers to contribute to projects, such as park clean-ups, invasive species removal, restoration and vegetation planting. In 2021, approximately 460 volunteers committed over 5,500 hours to regional parks and trails. Additionally, the CRD holds two license agreements with community organizations for stewardship of mountain-biking trails in two regional parks. Expertise, in-kind contributions, and financial donations contribute to the overall enhancement of regional parks and regional trails and, through working with First Nations, volunteers and organizations, the CRD can strengthen connections with community members and better understand the visitor experience.

Certain uses may be allowed in regional parks and trails on a limited basis, subject to permit, as outlined in CRD Bylaw No. 3675, the "Capital Regional District Regional Parks Services and Facilities Fees and Charges Bylaw No. 1, 2010". In 2021, 38 special event permits were issued for activities such as festivals and competitions, 63 commercial permits were issued for activities such as filming, training, dog-walking, use of picnic shelters, and research. The CRD recognizes the benefits of enhanced opportunities in regional parks and trails provided that, overall, natural areas and other park users are not negatively impacted.

The CRD delivers a compliance and enforcement program in regional parks and regional trails that emphasizes use of education to gain voluntary compliance leading to better protection of park and trail assets, safer and more enjoyable experiences, and better informed park and trail users. This work is conducted through community outreach, promotional campaigns, volunteers and the park ranger program. In 2021, park rangers conducted over 2,700 hours of patrols and CRD bylaw officers conducted over 1,800 hours of patrols to promote compliance with the "Capital Regional District Parks Regulation Bylaw No. 1, 2018", CRD Bylaw No. 4225. While voluntary compliance far exceeds the number of ticket violations, the main infractions tend to be related to illegal parking, camping in unauthorized areas, possession of alcohol, off-leash dogs and failure to obey signs. The use of regional parks and regional trails is summarized in Figure 5.

FIGURE 5. USE IN REGIONAL PARKS AND REGIONAL TRAILS

Todd Creek Trestle - Galloping Goose Regional Trail

2.5 Park and Trail Facilities

The CRD's system of regional parks and regional trails is comprised of both natural assets and facilities, including over 13,200 ha of land and 300 km of park trails in 32 regional parks, and approximately 100 km of paved and gravel regional trails.

The CRD's 2019 Corporate Asset Management Strategy outlines how the CRD will apply an integrated approach, evidence-based decision-making, and life cycle management to renew infrastructure and determine appropriate levels of service for regional parks and regional trails.

The CRD's 2019 Regional Parks Sustainable Service Delivery Plan Report Card provides a summary of the condition of assets in regional parks and trails and a snapshot of the services' financial state to help inform a future asset renewal program and ensure appropriate levels of service delivery.

There were an estimated 273 major engineered assets in regional parks and trails in 2019. Although the majority of engineered assets in both regional parks and regional trails are in good or very good condition, infrastructure such as dams, buildings and bridges have high replacement costs, need to meet public safety standards, and are critical for continued public use. Facilities such as trails, furniture and signage have varying lifespans and renewal needs but are also essential for providing a high quality experience to visitors.

Staff plan, implement, operate and maintain infrastructure in regional parks and regional trails to provide an appropriate duty of care and deliver the service to visitors. This work requires adequate numbers of skilled staff plus equipment, vehicles and supplies. The CRD typically retains contractors to conduct more significant construction and repair projects.

2.6 Investment

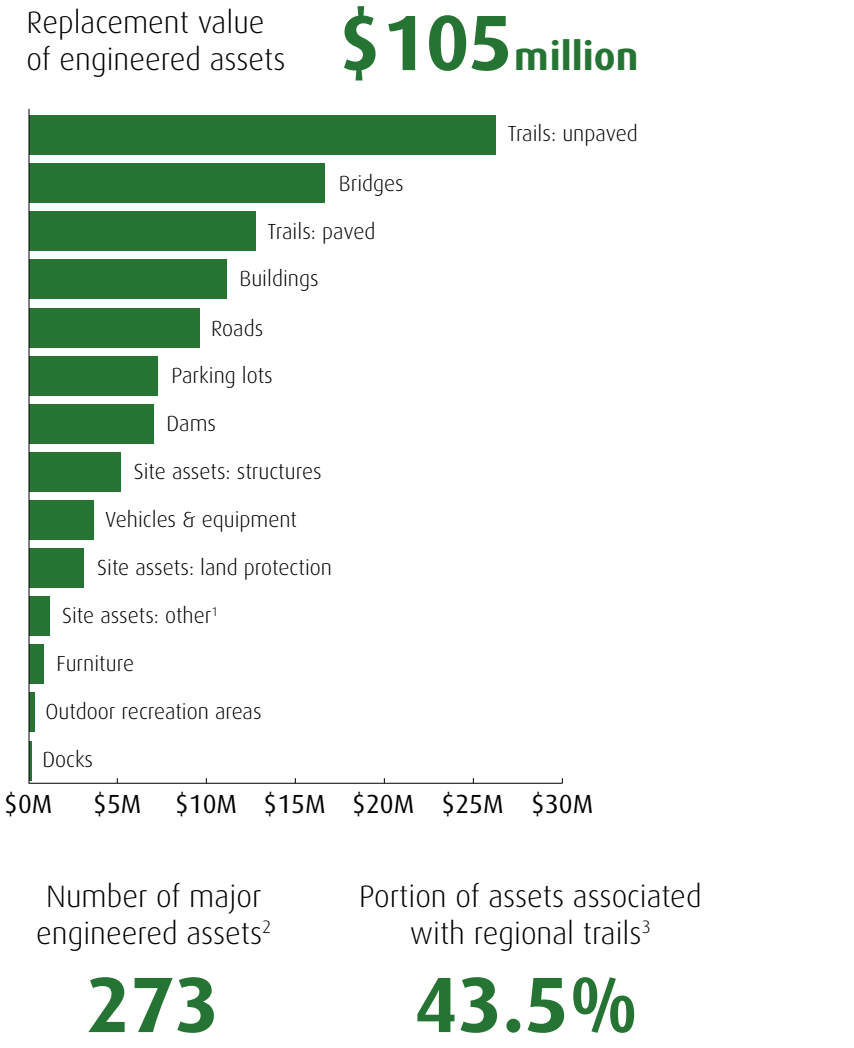
The regional parks and regional trails service is funded primarily through a regional property tax requisition. In 2022, the annual operating budget for regional parks and regional trails was $16.7 million. The CRD Board Strategic Plan 2019-2022 prioritizes ensuring appropriate funding for parks and trails infrastructure, improvements and maintenance. The CRD Board has also endorsed the appropriateness of the property tax requisition as the primary revenue source for operating costs and continues to seek ways to relieve affordability pressure for taxpayers.

Non-tax revenue provides a portion of the funding stream for regional parks and trails. Non-tax revenue is generated through the fees and permit provisions in CRD Bylaw No. 3675, "Capital Regional District Regional Parks Services and Facilities Fees and Charges Bylaw No. 1, 2010". Other sources of non-tax revenue may include: donations, facility rentals or lease agreements, bylaw infraction fines, and external grant funding. The CRD conducted a revenue generation review for regional parks in 2019 and determined approximately $575,000, not including grant funding and bylaw infraction fines, was generated from non-tax sources. In 2022, non-tax revenue comprises approximately 3% of the annual budget for regional parks and trails. In 2022, tax requisition funded $15.5 million towards the total annual operating budget of $16.7 million. Additionally, grant funding enhances the overall budget but is dependent on available opportunities and successful applications.

The total 2019 replacement value for all built infrastructure over the current lifespan was estimated at $105 million. The value of regional trails infrastructure costs make up over 40% of asset replacement value (approximately $40 million) (Figure 6). These estimates were based on an estimated condition assessment and valuation of existing built assets and do not include enhanced or expanded assets already committed or contemplated in this Plan. Inflation, cost and availability of materials will continue to influence the estimated replacement value of built infrastructure. Due to these factors, the estimated 2022 replacement values for all built infrastructure in regional parks and regional trails over the current lifespan is estimated at $120,750,000.

Additional financial resources are required to meet critical infrastructure renewal demands, as well as to address expansions to the regional parks and trails system, enhanced protection and monitoring of ecosystems and cultural heritage, improved facility design, planning, monitoring, engagement and outreach efforts. Although grant funding is typically relied upon to develop new facilities, there is increasing need to secure reliable and sustainable funds to support future enhancement to, and renewal of, regional parks and trails.

FIGURE 6. 2019 REPLACEMENT VALUE OF ENGINEERED ASSETS



[1]The category of Site assets: other includes water systems, sign posts and utilities.
[2]The total number of major and minor assets is 3,700.
[3]Assets in the regional trails service include asphalt and gravel pavement, bridges and culverts, fencing, pit toilets, and amenities such as rest and water stations.

2.7 Land Acquisition

The CRD Board established a Land Acquisition Fund (LAF) in 2000 for the sole purpose of acquiring regional park land. The LAF was initially set at a rate of $10 per average residential household and has increased over time. In 2010, the LAF was renewed and an increase of $1 per year was approved. In November 2019, the Board extended the LAF to 2029 at the rate of $20 per average residential household, with rates set to increase by $1 each year through 2025 to a maximum of $25 per average residential household. The LAF collected approximately $4 million in 2021 for regional park land acquisition.

The CRD's 2022 Financial Plan incorporates a new approach to land acquisition that leverages borrowing capacity to purchase land that would otherwise be unattainable on a pay-as-you-go savings model. The new borrowing-power approach recognizes that, given the current economic development reality and high land costs in the region, land acquisition decisions need to accommodate opportunistic acquisitions of important lands versus saving for a cash purchase. This financing structure is anticipated to create a revenue stream that can be used to debt service up to $50 million of land purchases over 15 years, thereby leveraging a net increase in land values in excess of $100 million. The financing structure is aimed at managing revenue and cash flow to increase land acquisition capacity and provide value-added service delivery. Costs incurred for the securement and development of new regional park lands are considered at time of acquisition, and when a park management plan is developed, and are brought forward as budget increases.

The CRD's Regional Parks Land Acquisition Strategy (LAS) identifies criteria for selecting desirable parcels of the land to purchase as regional park. The LAS strives to achieve a 20% contribution of land acquisition funds from partners. To date, the CRD, with support of partners, has acquired approximately 4,800 ha of land since 2000. In that time, the regional park system has grown from 8,400 ha to more than 13,200 ha.

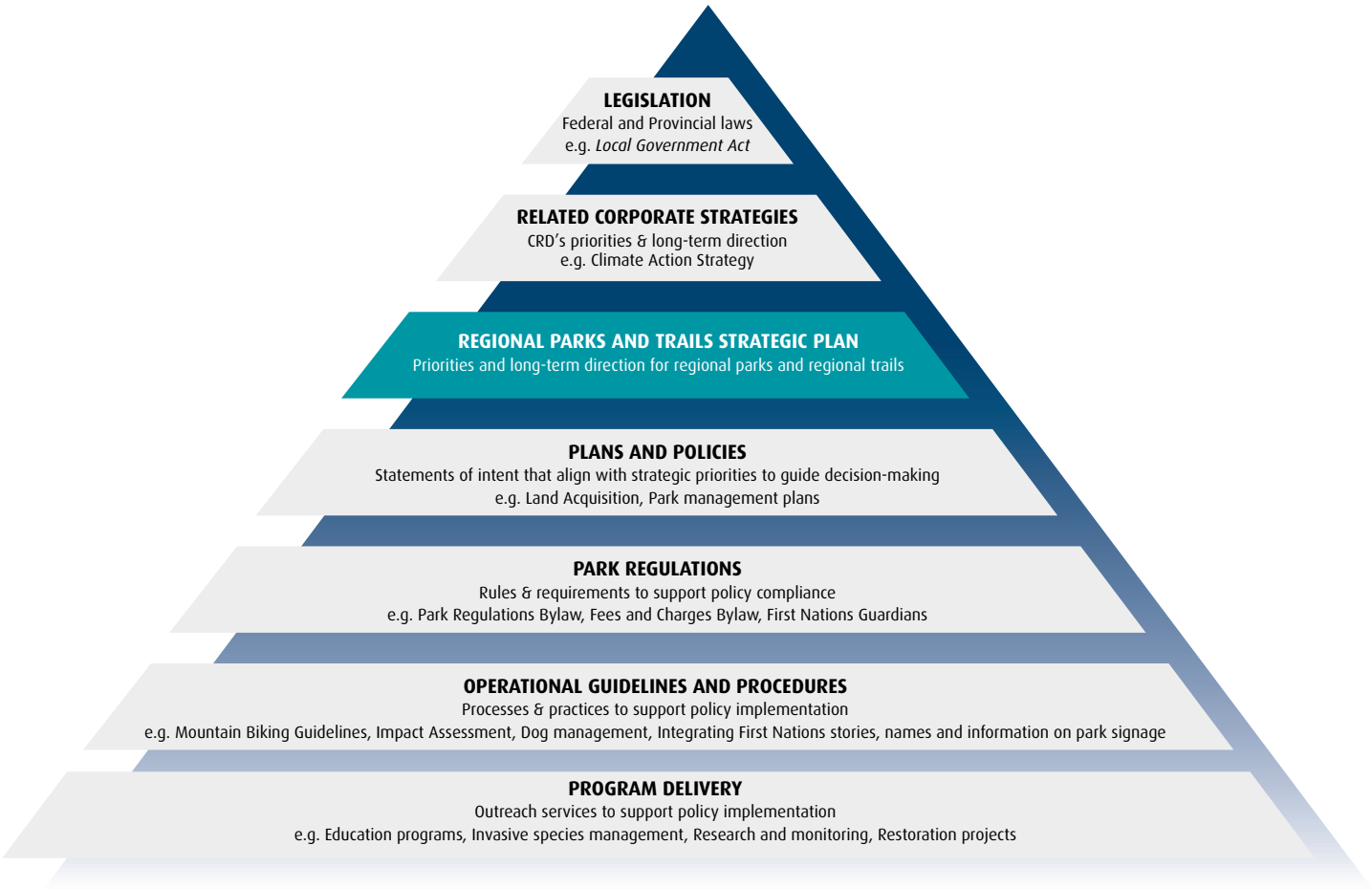
The CRD’s Regional Growth Strategy (RGS) requires municipalities to identify regionally significant park lands in the municipal context statements in their Official Community Plans. The CRD is committed to having meaningful discussions with First Nations, municipal, provincial and federal parks agencies operating in the region, as well as with land conservancy organizations and other potential partners when entering into land acquisition decisions and recognizes that changes to the current processes are needed for all parties to meaningfully engage.

3. Planning Framework

This updated Strategic Plan will help the CRD set priorities, respond to complex challenges, and guide the organization in making decisions that move towards a desired future state for regional parks and regional trails. This Plan will benefit staff, the Regional Parks Committee, Transportation Committee and the Board in making decisions that advance the vision. The updated Strategic Plan will provide better opportunities for First Nations engagement by providing a framework for collaborating on regional parks and trails initiatives with First Nations. The updated Strategic Plan is also intended to create a greater understanding of the CRD's priorities and commitments for regional parks and regional trails going forward.

This Plan applies to the overall management of regional parks and regional trails. The Plan's vision, mission, values and principles, priorities, actions and targets will be implemented through the various plans, policies, regulations and programs guiding regional parks and regional trails (Figure 7). Where existing park plans and policies are inconsistent with the Strategic Plan, updates will be undertaken to bring them into alignment. Financial support for implementation will be determined through operating and capital budgets approved by the Board.

FIGURE 7. STRATEGIC PLAN WITHIN THE HIERARCHY OF OTHER PLANNING DOCUMENTS



Since 2012, the CRD has adopted a number of key strategies, including the Regional Growth Strategy and Climate Action Strategy, and has committed to support reconciliation with First Nations that have traditional territory in the region. This Plan reflects how the regional parks and regional trails system can support the current CRD Board priorities 2019-2022, and the initiatives identified in the related CRD strategies identified in Figure 8 (Appendix D). Related CRD strategies are available at: www.crd.bc.ca/plans

FIGURE 8. CRD STRATEGIES WITH STRONG LINKS TO THE REGIONAL PARKS AND TRAILS STRATEGIC PLAN

East Sooke Regional Park

3.1 Regional Park Classifications

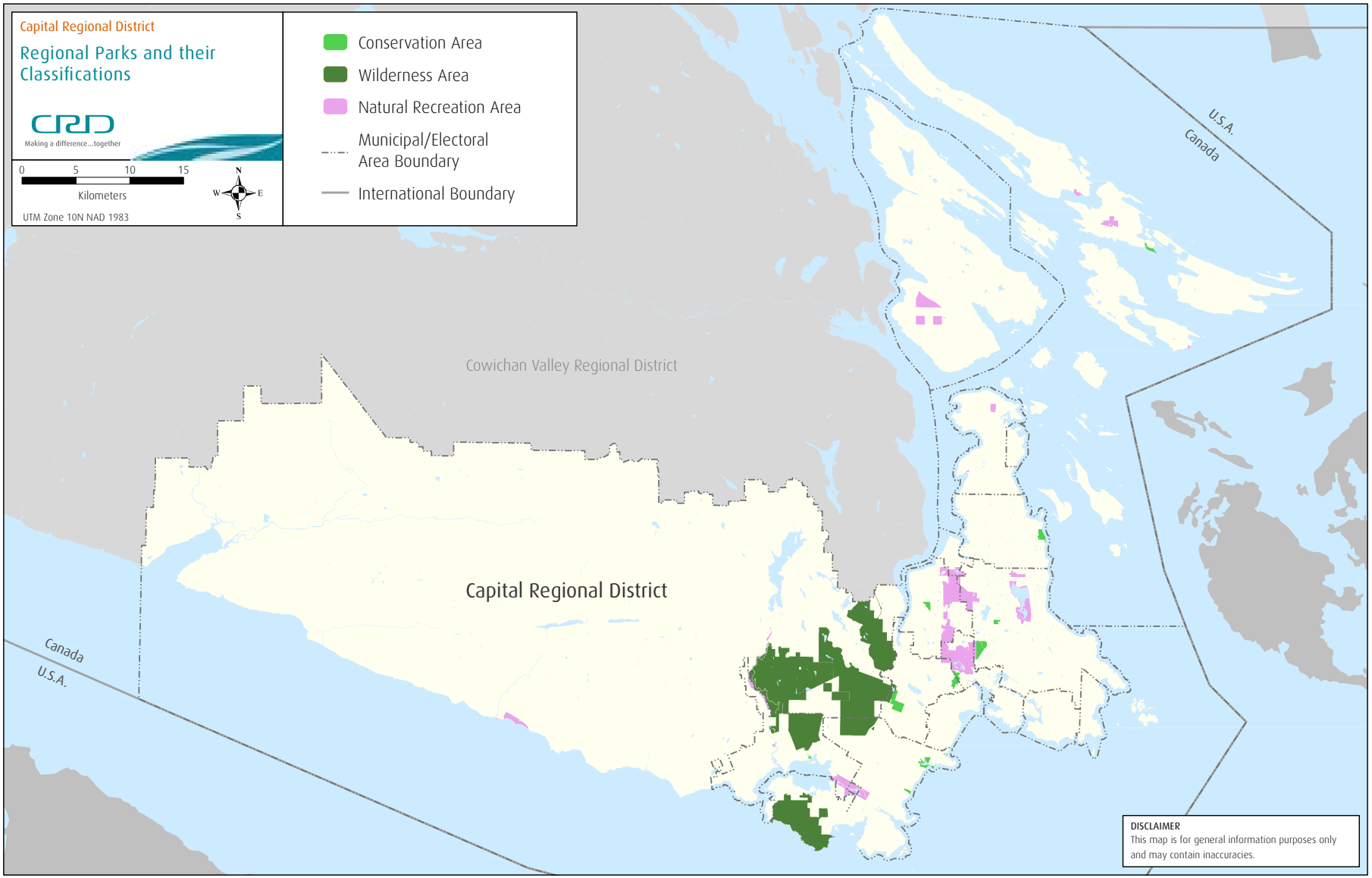
A park classification system establishes the intended purpose for each park type. The concept of establishing a spectrum of regional park classifications was first adopted in the Official Regional Park Plan, 1987, and continued in the CRD Parks Master Plan, 2000, and the Regional Parks Strategic Plan 2012-2021. The regional park classification system is established in Figure 9. Existing regional parks are classified as shown on Map 5, and Appendix E, and include: 11 Conservation Areas, 3 Wilderness Areas, and 18 Natural Recreation Area parks. Appendix E shows the current proportion of the regional parks system by classification type. A new Conservancy Area classification has been established in anticipation of emerging interests to protect natural or cultural features, primarily for their intrinsic value to First Nations. Consideration of a new park classification by the CRD Board would constitute a major amendment to this Plan. Consideration of classifying new regional park land or reclassifying existing lands by the CRD Board will constitute a minor amendment to this Plan.

Park management plans set the policy approach for regional parks and will be reviewed and updated to align with this Plan. Of the 32 regional parks in the system in 2022, 18 have management plans, 1 has interim management guidelines, and 13 are without management plans. Of the 18 management plans, 8 have been approved within the past 15 years. Upon acquisition, a park is dedicated by bylaw and a park management plan is prepared and approved by the CRD Board to guide how that park is to be developed and what services will be offered. Park management plans that are informed by assessments of what regional park values are present, input from First Nations, stakeholder groups and the public provide a foundation for evidence-based decision-making and reflect current and future visitor use of regional parks in order to anticipate future pressures on the park and to respect interests and values. Park zoning is used to define appropriate uses, facilities and services offered within different areas of a park based on the present values. It is important that park management plans forecast challenges and opportunities that may impact a park over time, and include mitigation measures and financial considerations to guide decision-making. Regular monitoring and reporting on park management plan implementation provides accountability and transparency.

FIGURE 9. REGIONAL PARK CLASSIFICATIONS

Park Classification	Purpose
Conservation Area	To protect species or ecological communities at risk and to offer visitor opportunities that are primarily focused on interpretation of natural and cultural features.
Wilderness Area	To protect large, connected tracts of natural areas and to offer visitor opportunities that are primarily focused on remote and secluded compatible outdoor recreation.
Conservancy Area	To protect natural assets and areas primarily for their intrinsic cultural use value and to offer visitor opportunities that enhance understanding and appreciation for Indigenous cultural use where appropriate.
Natural Recreation Area	To protect a connected system of natural areas and to offer visitor opportunities that are primarily focused on compatible outdoor recreation.

MAP 5. REGIONAL PARK CLASSIFICATIONS



3.2 Regional Trail Classifications

A trail classification system establishes the intended purpose for each regional trail type. This Plan builds on the regional trail classification system established in the Regional Parks Strategic Plan 2012-2021 and is established in Figure 10. Existing regional trails are classified as shown on Map 6 and include: Urban Bike and Pedestrian and Rural Bike and Pedestrian. Consideration of a new trail classification by the CRD Board would constitute a major amendment to this Plan. Consideration of classifying new regional trails or reclassifying existing regional trails by the CRD Board will constitute a minor amendment to this Plan.

The CRD's 2016 Regional Trails Management Plan and 2018 Gulf Islands Regional Trails Management Plan set the current policy approach for regional trails and will be reviewed and updated to align with this Plan. Regional trail management plans are prepared to guide how regional trails will be developed and what facilities are offered. Regional trail management plans are informed by the classification system, as well as by related strategies such as the CRD's 2014 Regional Transportation Plan, input from First Nations, interest groups and the public, and are approved by the CRD Board. It is important the regional trail management plans forecast challenges and opportunities that may impact the regional trails over time and include financial considerations to guide decision-making. Regular monitoring and reporting on regional trail management plan implementation provides accountability and transparency.

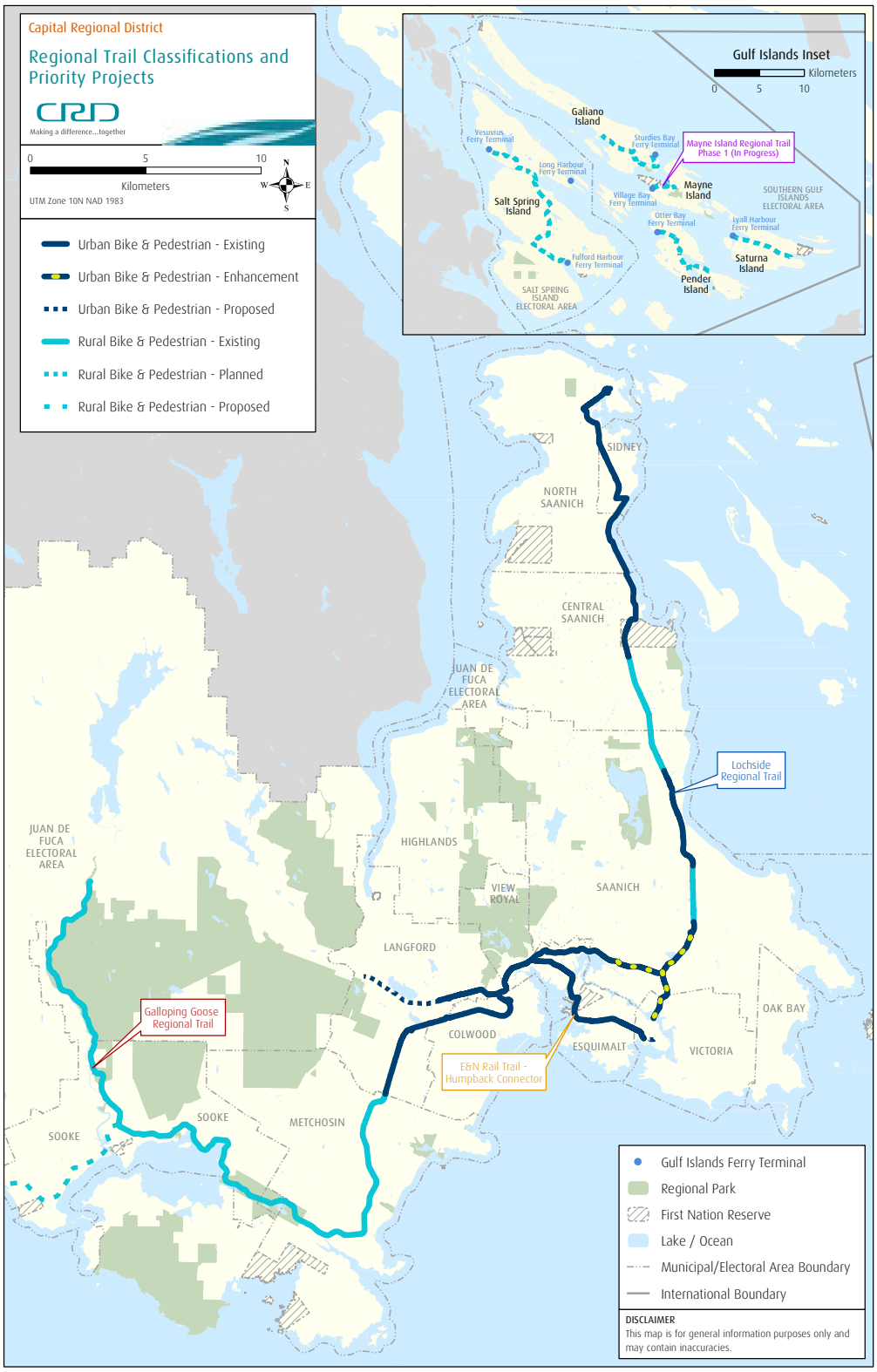
Selkirk Trestle - Galloping Goose Regional Trail

Credit: Bill Irvine

FIGURE 10. REGIONAL TRAIL CLASSIFICATIONS

Trail Classification	Purpose
Urban Bike & Pedestrian	To provide an off-street trail corridor in urban areas that is primarily for high volumes of active transportation at peak travel times and accommodates regular recreational use. Trail separation and lighting design standards will be applied to areas with high user volumes and greater trail user differential.
Rural Bike & Pedestrian	To provide an off-street trail corridor in rural areas that is primarily for active transportation and recreation with higher volumes during the summer season and on weekends. Trail design will be dual-direction, shared use with gravel surface, except in areas of higher user volumes or on-street separated facilities, where a paved surface may be considered.

MAP 6. REGIONAL TRAIL CLASSIFICATIONS AND PRIORITY PROJECTS



Lochside Regional Trail

The CRD recognizes there are competing priorities for enhancing and expanding the regional trails network. The following priority projects are identified for the upcoming decade and are shown on Map 6:

- Enhance Urban Bike & Pedestrian trails in high use sections with a separated use pathway and lighting;
- Complete the E&N regional trail;
- Develop the Gulf Islands regional trail network;
- Plan for and develop an extension of the Galloping Goose to connect to Sooke and the Juan de Fuca Electoral Area.

The following criteria will be applied when prioritizing planning, enhancing and expanding the regional trails system:

- Tenure is established for the route corridor;
- Route has a greenway character that is primarily separated from motor-vehicle traffic;
- Route addresses an existing gap in the network that connects to communities;
- Public safety, regulatory requirements and critical infrastructure renewal takes precedent over regional trail expansion projects;
- User volume and user type differential data will inform where enhancements are prioritized;
- Enhancement projects can align with other planned work;
- Funding is secured.

The following guiding principles will be applied to minimize service disruptions on regional trails whenever possible:

- Isolate worksite to allow regional trail to remain open during the work activity;
- Minimize footprint of work site;
- Schedule work actvitity outside of peak visitation times;
- Provide early and ongoing communication to users;
- Provide a higher standard of care for detours on Urban Bike and Pedestrian trails.

4. Strategic Priorities

Strategic Priorities have been developed to guide the CRD towards its desired vision for regional parks and regional trails. The Strategic Priorities are presented in the following theme categories: Reconciliation; Conservation; Visitor Experience; Climate Action & Resiliency; Access & Equity. Supporting actions and timelines for implementation are provided for each priority.

Reconciliation

Goal 1: Strong, collaborative and mutually beneficial relationships with First Nations through working in partnership.

This Regional Parks and Trails Strategic Plan is a refreshed outlook on strengthening government-to-government relationships and understanding between the CRD and First Nations in the region.

The CRD commits to maintain an open dialogue with First Nations to confirm that Indigenous cultural values and cultural uses are respected and that the priorities and actions remain relevant and meaningful. The Plan will support ongoing engagement with First Nations in the operation of regional parks and regional trails in years to come. Currently, CRD staff are participating in training to better understand Indigenous harvesting rights and practices in regional parks. Work is also underway to formalize traditional use agreements with First Nations to better recognize traditional harvesting rights. At the same time, it is recognized that reconciliation initiatives will be long-lasting and evolve over time.

The CRD's Truth and Reconciliation Calls to Action Dashboard highlights a number of areas where the CRD can focus program or policy development in regional parks and regional trails to support reconciliation. The CRD recognizes that each First Nation has individual interests, needs and capacity to engage in these initiatives. In addition to the reconciliation goal and supporting priorities and actions identified here, this Plan identifies many priorities and actions related to working with First Nations that are intended to reflect the items identified in Truth and Reconciliation Calls to Action Dashboard that relate to regional parks and trails.

The CRD will work with First Nations as Treaty settlements are committed and as the *Declaration on the Rights of Indigenous Peoples Act* and action plan is implemented. The CRD supports working with First Nations on common interests and recognizes that how this is achieved will be an ongoing discussion with each First Nation and will evolve as priorities, capacities, and governance structures shift over time. This Plan supports the journey towards strengthened relationships with First Nations and overall increased cultural awareness and respect to improve management of regional parks and trails.

Culturally Modified Tree

The inner bark (known as slə'wi7 in SENĆOŦEN) of the western red cedar (known as x̱pey̓ in SENĆOŦEN and Həńq̓əmiǹəń) is harvested in the spring from the sunrise side of the tree to encourage healing. The bark is then prepared for weaving by soaking it in water and beating it between two stones. It can then be woven into baskets, blankets, mats and hats.

Priority 1-1

Incorporate First Nation worldviews and knowledge in the ongoing management and operation of regional parks and regional trails.

Actions	Timing
1-1a Work collaboratively with First Nations to develop and implement priority initiatives related to regional parks and regional trails, such as: • Integrating First Nations stories, names and other information on park and trail signage and communications material; • Recognizing traditional place names; • Identifying, monitoring and restoring species of cultural significance to First Nations; • Developing cooperative management agreements, traditional use protocols and access agreements; • Information sharing without limiting the ability of traditional knowledge holders to share within their own community; • Involving First Nations in land acquisition and park management planning and operations.	Ongoing
1-1b Develop a policy for supporting and clarifying Indigenous rights to access parks for cultural use and how cultural safety can be improved in regional parks.	Short-term

Priority 1-2

Work collaboratively with First Nations governments in service delivery initiatives.

Actions	Timing
1-2a Encourage and invite First Nations interpreters in regional parks.	Ongoing
1-2b Partner with First Nations in conservation and restoration projects.	Ongoing
1-2c Support First Nations guardians in the region.	Ongoing
1-2d Support business relations with First Nations that provide value-added and compatible services in regional parks and regional trails, such as campground operations.	Ongoing

Conservation

Goal 2: Regional parks protect the region's natural assets and cultural heritage for future generations

Regional parks contribute to a large system of connected natural areas that protect natural assets, maintain ecological health, function and integrity, and provide important refuge for a diversity of species, from the threatened blue-grey taildropper slug to large carnivores, including wolves, bears and cougars. Regional parks also include an abundance of species and landscapes that are culturally important to Indigenous peoples. This complex and diverse system of protected areas is vital to ensuring long-term viability of natural areas, conserving biodiversity and building resilience to changing climates and increasing pressures on the landscape.

Regional parks also contribute to the protection of the region's cultural heritage and archaeological sites protected under the *Heritage Conservation Act*. Careful protection and monitoring of these sites is important to ensure impacts from visitor use and climate change do not degrade their integrity. The CRD's Protection and Conservation of Heritage Sites Policy provides protocol and procedure for ground-altering works near registered archaeological sites and in areas of high potential. Increased staff awareness and involvement by First Nations in the assessment of these sites, as well as other culturally spiritual places, allows for traditional knowledge to be incorporated into efforts to protect these sites in perpetuity.

New approaches have been adopted by local governments across Canada to recognize that natural assets, such as forests, wetlands, lakes and streams, can provide equivalent or better services compared to engineered facilities, and at reduced costs. Through efforts to conserve natural areas, the region can better sustain ecosystem goods, such as clean air and water, and ecosystem services, such as nutrient cycling, water storage and purification. Important social, cultural and spiritual values can also be improved through natural asset management. The CRD's regional parks play a key role in protecting important natural assets that provide beneficial ecosystem goods and services.

Northern Red-legged Frog Species of Special Concern (Blue listed)
Credit: Rick Eppler

The Northern Red-legged Frog Rana aurora can be found in many of CRD's regional parks. Frogs, known as pipá:ḿ in Həḿq̓əmiḿəḿ or wáx̱əs in SENĆOŦEN, are often an indicator species, and when their numbers decline, it is often a sign of declining ecosystem health overall. Currently, the Northern Red-legged Frog is provincially listed as special concern in British Columbia. It is designated as a species of Special Concern in Canada.

Ensuring ecological health and integrity of natural assets over the long term is challenging as stressors on the park system increase, such as higher visitor use and extreme weather events related to climate change. Understanding the current ecological values and health status of regional parks is fundamental to their effective management and protection.

Across the region, information about the ecology of the landscape has been documented for many years. First Nations people have been developing Traditional Ecological Knowledge (TEK) since time immemorial in order to sustain their way of life. This knowledge is often specific to a location and includes the relationships among people, plants, animals, natural phenomena, landscapes and natural cycles. Euro-centric understandings of how to conserve the natural world are beginning to learn from and braid with TEK to more fully understand and steward lands and waters. Supporting and partnering with First Nations communities, researchers and other agencies to share and improve ecological knowledge will be especially important to sustain the regional parks system.

On a global scale, the United Nations Convention on Biological Diversity has released a global biodiversity framework for managing nature through 2030 which includes the target for at least 30% of the planet under effective conservation by 2030. Other ambitious movements to halt loss of global biodiversity are being undertaken by organizations, including the European Union, International Union for Conservation of Nature and the High Ambition Coalition, aiming to achieve protection of at least 30% of the planet's land and water. Canada is also working to conserve 25% of the nation's land and water by 2025 and 30% by 2030. The CRD can support these targets through the land acquisition program and through partnering with First Nations, government partners and other organizations to protect and conserve important species and habitats across the region.

The CRD's Regional Growth Strategy aims to protect the region's landscape character, natural heritage and biodiversity by protecting, conserving, and actively stewarding lands in accordance with the guiding principles of prioritizing ecosystem health and recognizing the benefits derived from healthy ecosystems.

The CRD Board Priorities for 2023-2026 also reinforce the need to protect and enhance the region's natural areas to support environmental resilience. The CRD can directly support the protection and enhancement of the region's natural areas and cultural heritage through land acquisition, research, monitoring and restoration.

Conservation efforts require a coordinated approach at global, national, provincial and local levels and are to include TEK. The CRD aims to use the most current information, both within the parks system and at a regional scale, to support monitoring and protection of ecological and cultural heritage values over time.

An approach that strengthens partnerships and supports evidence-based and transparent decision-making is critical in supporting conservation priorities in regional parks. The CRD will take a leadership role to proactively manage, restore, and protect ecological and cultural values, in regional parks and to support broader conservation efforts in the region.

In doing this, it is important to be mindful of the ways in which conservation efforts have withheld First Nations Peoples from accessing their traditional lands and how integrating traditional ecological knowledge into park management can help reconnect First Nations People to the land and better incorporate a stewardship relationship to the land.

Deltoid balsamroot
Listed as Endangered under the Species at Risk Act
Credit: Andrea Rangel

Priority 2-1

Take action to increase protection of biodiversity, ecological integrity and natural assets in the region through improved knowledge, proactive stewardship and land acquisition.

Actions	Timing
2-1a Complete a State of Natural Values in Regional Parks Report that includes: a review of existing ecological values and an assessment of the ecological health in regional parks.	Short-term
2-1b Prepare and implement a Natural Areas Conservation Plan that includes: an analysis of current and future ecological data needs, including TEK; goals and targets for research, protection, restoration and enhancement, and watershed management; impact mitigation strategies and methods for long-term monitoring and reporting.	Short-term
2-1c Protect, restore, enhance and mitigate impacts to important habitat and sensitive ecosystems in regional parks by developing and implementing Impact Assessment and Best Management Practice Guidelines that are informed by research and incorporate traditional ecological knowledge.	Short-term
2-1d Develop a set of Demand Management Tools to mitigate ecological, cultural and recreation carrying capacity in regional parks.	Medium-term
2-1e Support global, national and local conservation targets by increasing protection of the region's large and connected natural areas, rare and at-risk species and ecosystems, natural assets, and representation of diverse ecosystems.	Long-term
2-1f Restore and enhance disturbed and fragmented habitats and ecosystems within regional parks.	Ongoing

Priority 2-2

Respect and protect cultural heritage sites and traditional cultural use practices.

Actions	Timing
2-2a Ensure parks staff receive training to improve understanding of cultural heritage conservation and Indigenous cultural use in regional parks.	Ongoing
2-2b Invite and incorporate First Nations knowledge in the implementation of the CRD's Protection and Conservation of Heritage Sites Policy in regional parks.	Ongoing
2-2c In partnership with First Nations, develop Cultural Heritage Protection Plans to identify, protect and monitor cultural heritage sites in regional parks.	Long-term

Priority 2-3

Work with and support partners in taking care of the region's species, habitats and natural areas.

Actions	Timing
2-3a Support, collaborate, participate and lead initiatives to share knowledge with First Nations, other government partners, institutions and organizations on regional topics of conservation, biodiversity, species at risk, restoration and invasive species management.	Ongoing
2-3b Enhance opportunities to improve regional conservation knowledge by collaborating with partners to share open, transparent and accessible information on the region's natural values while respecting First Nations traditional ecological knowledge and information sharing protocols.	Long-term
2-3c Proactively seek, support and lead partnership opportunities.	Long-term
2-3d Work with First Nations to understand and monitor plants and animals of significance to Indigenous cultural use in regional parks.	Ongoing

Visitor Experience

Goal 3: Visitors to regional parks are involved in stewardship and have access to enjoyable outdoor recreation opportunities

Outdoor recreation plays an important role in the quality of life that attracts people to this region, benefiting mental and physical health, promoting social and community connectivity, and being relatively low-barrier to access. The motivating factors, or user objectives, for visiting regional parks and trails is unique to each individual and depends on the characteristics of the recreation setting. The CRD aims to support a fit for life approach in regional parks by providing a range of different opportunities for broad public use while supporting and protecting ecological values. Regional parks offer a range of visitor use experiences that benefit broad public enjoyment and that are compatible with other park users and with the natural setting.

Compatible outdoor recreation in regional parks:

- Is immersed in and reliant on the natural environment and the natural environment is integral to the activity;
- Does not degrade the ecological and cultural integrity of the park;
- Is human-powered, with the exception of mobility aids and electric assist devices; and
- Encourages an appreciation for and understanding of natural and cultural values.

These visitors are well prepared for a challenging hike over rugged terrain in Sea to Sea Regional Park.

With the increasing popularity of outdoor recreation come challenges for meeting user objectives, including ensuring safety, mitigating environmental damage, and resolving conflict between users. Providing quality outdoor recreation opportunities can have positive impacts on increasing environmental and cultural awareness, enhancing stewardship values, and promoting user etiquette and compliance. Opportunities to encourage outdoor recreation, through group training, competitions and events supported through the permit program, are recognized as positive contributions to promoting healthy lifestyles, fostering social connections, and providing economic benefit to the region, provided such activities are sited appropriately and remain secondary to broad public use of regional parks and trails.

The involvement of not-for-profit organizations in stewardship of regional parks and trails can be mutually beneficial. Through formal agreements, organizations may contribute expertise, labour and materials to maintenance and restoration projects that result in improved facility design and user experience, and contribute by disseminating information through their membership. Stewardship opportunities in regional parks and trails offer participants an opportunity to develop a deeper understanding of park management challenges, such as human impacts on the natural environment. The CRD invites guidance in these efforts from First Nations, as long-term stewards of the land and water.

Interpretive programs offered in regional parks have a positive effect on educating the public about natural and cultural values and connect people with nature. Programs can be further improved through incorporating First Nations world views. Continued emphasis on interpretive programming and communication material, especially aimed at youth, can encourage a new generation of stewards. Effective communication and messaging, through in-person and media outlets, can also increase public awareness of human impacts on the environment, improve users' preparedness for participating in outdoor activities, and increase awareness of regional park values. Consistent messaging can also target improved behaviour of regional parks and trail users, rather than relying on compliance and enforcement. Over time, rates of voluntary compliance with park regulations are expected to increase, as a result of improved communication and education efforts.

Continued engagement with park users helps the CRD to understand visitor use trends in regional parks. In addition, data sources, such as vehicle and trail counters and resident surveys, inform planning and operational decisions that enhance enjoyment of regional parks.

Priority 3-1

Offer compatible outdoor recreation opportunities that are enjoyable, healthy, safe and immersed in nature.

Actions	Timing
3-1a Develop and implement an Outdoor Recreation Plan that takes into account a range of desired user objectives, compatibility, recreation setting characteristics, and establishes a method for long-term monitoring and reporting.	Short-term
3-1b Develop, update and implement Facility Standards and Outdoor Recreation Activity-Specific Guidelines that establish design standards, risk mitigation and level of service requirements.	Medium-term
3-1c Undertake Resident Surveys to assess visitor use satisfaction and emerging trends related to regional parks and regional trails.	Every 5 years
3-1d Update Park Use Permit opportunities giving consideration to Indigenous cultural safety, protection of cultural heritage and ecosystem integrity, park land carrying capacity, park classifications, equity and non-tax revenue generation needs.	Medium-term
3-1e Update Emergency Response Plans for regional parks.	Ongoing
3-1f Expand compatible outdoor recreation opportunities in previously disturbed areas or areas with lower conservation values.	Long-term

Priority 3-2

Foster stewardship through program delivery, knowledge sharing and collaboration.

Actions	Timing
3-2a Develop and implement an Interpretive Program Plan and provide programs that deliver natural and cultural heritage information, climate change education, promote health benefits of nature-based activities and visitor compliance.	Medium-term
3-2b Develop a Volunteer Plan that includes a diversity of opportunities for individuals and organizations to participate in and contribute to regional parks.	Medium-term
3-2c Work with First Nations to provide park visitors with information about First Nations history and cultural use and to improve cultural safety in regional parks.	Ongoing

Climate Action & Resiliency

Goal 4: Regional parks and regional trails are resilient and take action on climate change

The CRD Board declared a climate emergency in 2019 and has since committed to take action to address climate change within operations at the regional level and to take a leadership role to pursue carbon neutrality. The CRD's 2021 Climate Action Strategy recognizes that greenhouse gas (GHG) emissions must be reduced and sequestered. In order to respond to climate impacts, efforts must focus on understanding vulnerabilities, ensuring natural assets are resilient and ecological integrity is maintained, and preparing the region's infrastructure and lands.

The CRD can contribute to regional GHG reductions in regional parks and trails by integrating the corporate climate lens framework, making operational choices that reduce GHG emissions, and through the planning, design, and operation of the regional trails system, which serves as the anchor of the region's active transportation network. The CRD's 2014 Regional Transportation Plan put forth a multi-modal transportation network concept for the region that includes sections of regional trails functioning as separated, off-street active transportation corridors. Canada's Active Transportation Strategy, BC's South Island Transportation Plan and the CRD's Regional Growth Strategy target increased active transportation as a personal mobility choice and for enhancing individuals' health and wellbeing. As almost half of the region's GHG emissions come from transportation, the CRD can directly support a shift to low-carbon mobility choices by accelerating infrastructure improvements in regional parks and regional trails that support active transportation and low-carbon mobility choices.

Natural areas provide important ecosystem goods and services, such as carbon storage, water supply and temperature buffering functions, as well as improve resilience to extreme weather events. The CRD can manage ecosystem health and integrity in regional parks to support nature's capacity to mitigate against and adapt to a changing climate. This can be done through acquiring new lands, actively managing and restoring natural areas, building community awareness on climate action, and providing opportunities to engage in stewardship activities.

Yellow Sand-verbena
Species of Special Concern (Blue listed)
Credit: Sean Rangel

Yellow Sand-verbena Abronia latifolia is a Species of Special Concern that grows in coastal sandy habitats. This flowering plant is the sole source of food for the endangered Sand-verbena Moth, which is dependent on the plant for every stage of its life. Both species face further peril from rising sea levels due to climate change.

Extreme weather events such as flooding, drought and fire could have severe long-term detrimental effects on the regional parks land base, values, and fragile resources, such as archaeological sites, rare and sensitive ecosystems, outdoor recreation spaces, and critical infrastructure and facilities. Understanding and preparing for possible climate impacts to regional parks and regional trails is critical to assessing climate mitigation and adaptation measures and to making informed decisions. Information sharing and incorporating traditional ecological knowledge can further inform climate action and adaptation decisions, thereby increasing resiliency.

Effectively achieving the vision for regional parks and regional trails in the face of increased regional population growth, urban development pressure, changing visitor use expectations and use patterns, and major infrastructure renewal needs requires substantial investment and effective financial management. There are significant funding challenges and competing priorities for expenditures relating to acquiring and opening new parks, upgrading and replacing existing infrastructure, and funding programs to plan and manage the regional parks and trails system. Funding existing and future service delivery demands is also a challenge as the region becomes increasingly diverse and is exposed to disruptive and unpredictable events due to climate change.

Resident surveys conducted in 2017 provided evidence that the public supported an increase in funding to operate regional parks and regional trails and for continuation of the Land Acquisition Fund. These opinions about the level of funding demonstrate support for funding the following priorities over the next five years: repair and maintenance of facilities, environmental restoration projects, and acquisition of more parkland.

The CRD applies an asset management approach to build organizational resilience. Fundamental to adopting an asset management approach is ensuring consistent, systematic and standardized information about facilities to inform decision-making. The CRD embarked on an asset management program with the Regional Parks Sustainable Service Delivery Report Card in 2019, which focused on critical infrastructure renewal needs. Further development of an asset management program will assist with managing each facility's life cycle and determining appropriate levels of service and risk. Consideration can also be given to determining the feasibility of broadening the scope of asset management to include natural assets in the regional parks system.

It is important to balance the capacity of the CRD to operate and manage the system in a fiscally responsible manner, while continuing to expand and improve service, and to balance risks and benefits. In 2019, the CRD Board made it a priority to ensure appropriate funding for regional parks and trails infrastructure, improvements and maintenance. On finalization of this Strategic Plan, a financial plan will be prepared that will comprehensively address all aspects of the funding necessary for the CRD to achieve its vision for regional parks and regional trails.

Priority 4-1

Advance regional active transportation opportunities that contribute to greenhouse gas reduction.

Actions	Timing
4-1a Update the Regional Trails Management Plan with consideration to regional trail classifications, design standards, priority regional trail projects and increasing connectivity.	Short-term
4-1b Plan for and implement priority regional trail enhancement and expansion projects.	Ongoing
4-1c Prepare a funding strategy to support implementation of priority regional trail enhancement and expansion projects.	Short-term
4-1d Work with municipalities to develop and implement Operational Guidelines for regional trail service disruptions.	Short-term
4-1e Develop and implement a Micromobility Policy that gives consideration to the use of electric micromobility devices, such as electric-assist bikes and electric scooters, in regional parks and regional trails.	Medium-term
4-1f Support, participate and collaborate in the planning and implementation of a regional active transportation network that improves connectivity, identifies system gaps and establishes desired design standards and service levels.	Ongoing

Galloping Goose Regional Trail

Priority 4-2

Support the development of complete and connected communities by improving access to regional parks by transit, electric vehicles, micromobility, walking or cycling.

Actions	Timing
4-2a Advocate for expanded transit service to regional parks.	Ongoing
4-2b Align implementation of parking fees where regional parks can be easily accessed by transit, walking or cycling as a disincentive to motor vehicle use, excluding vehicle parking for people with disabilities.	Short-term
4-2c Prioritize regional park and regional trail projects that improve multi-modal access between parks and communities.	Ongoing
4-2d Undertake a study of regional parks access points to inform parking lot safety improvements, multi-modal access and low-carbon mobility incentives.	Medium-term
4-2e Plan for and implement bike parking and E-Bike, Electric Vehicle and Electric Micromobility charging stations at high-use regional park accesses.	Medium-term

Priority 4-3

Align service delivery and infrastructure improvements in regional parks and regional trails with climate action.

Actions	Timing
4-3a Incorporate a Climate Action Lens into service delivery, facility development and asset renewal that prioritizes low-carbon and energy efficient investment in regional parks and regional trails.	Medium-term
4-3b Determine the feasibility of considering natural assets in an asset management plan for regional parks.	Long-term
4-3c Develop and implement an Asset Management Plan for regional parks and regional trails that achieves critical infrastructure life cycle renewal, is well-planned, managed and funded, is consistent with legislative requirements and receives First Nations input.	Medium-term
4-3d Conduct a Service Level Review of regional trails to understand current levels of service, forecast emerging needs and required adjustments.	Short-term

CRD Regional Parks crew aiding with a fire.

Priority 4-4

Ensure the long-term and consistent management of regional parks and protected natural areas.

Actions	Timing
4-4a Implement a Park Management Planning Process that is efficient, adaptable, evidence-based and addresses service level needs, financial implications and climate mitigation measures.	Ongoing
4-4b Engage and involve First Nations governments, stakeholders and the public in the preparation and implementation of park management plans to ensure transparency, knowledge sharing and adaptability.	Ongoing
4-4c Support protection of the CRD's Greater Victoria Water Supply Area from unauthorized activities, incompatible adjacent land uses, and from climate-related weather events through park management, land acquisition and sharing information.	Ongoing
4-4d Work with partners to share knowledge, assess and identify options to improve regional parks capacity to mitigate against and adapt to a changing climate, including ecosystem services such as carbon sequestration, water storage and buffering severe weather events.	Medium-term
4-4e Support monitoring of ecosystem health in the CRD's Greater Victoria Water Supply Area and investigate expanding to regional parks.	Ongoing

Priority 4-5

Strategically acquire and manage natural areas to address climate mitigation, urban containment and access to green space for a growing population.

Actions	Timing
4-5a Work in collaboration with First Nations, Municipalities and Electoral Areas, and organizations to identify regionally significant park land and determine alignment of goals and objectives.	Ongoing
4-5b Work in collaboration with First Nations to update land acquisition criteria to incorporate cultural use values and areas of cultural significance.	Ongoing
4-5c Update regional park land acquisition criteria and prioritize land acquisition that reflects the values in this Plan, including consideration of areas that contribute to climate change mitigation, enhance biodiversity, buffer urban development, increase connectivity of natural areas, improve ecological integrity and provide increased area and diversity of outdoor recreation opportunities.	Ongoing
4-5d Support the long-term protection of the region's natural assets through inventories, monitoring, land acquisition and partnerships.	Ongoing

Volunteers removing invasive species in Mill Hill Regional Park.

Access & Equity

Goal 5: Regional parks and regional trails are inclusive and accessible

Regional parks and regional trails are a public good that belong to everyone in the region. The benefits of experiencing and interacting with nature for physical and mental well-being are felt by many. Medical professionals from the World Health Organization to Doctors of BC are advocating for equitable access to nature to safeguard the physical and psychological wellbeing of residents. Factors such as lack of access to transportation and distance to parks can be barriers preventing members of society from enjoying the benefits of parks and trails. Increased benefits of accessing nature and public spaces can be realized when they adapt to the needs of diverse populations, such as people of all ages, ethnic backgrounds, mobility levels and income brackets. The CRD's Regional Growth Strategy supports development of complete communities that include more opportunities to walk, cycle and use public transit conveniently. Ideally, recreation and green space can be easily accessed in a 10-minute walk or 15-minute bike ride. BC's Active Transportation Guide recommends specifications to be followed in the development of active transportation infrastructure while offering design choice to improve the user experience for all ages and abilities.

The concept of equity recognizes that people may require different resources or opportunities to meet a goal, as they have different needs and circumstances. Aspects of equity relate to procedural and distributive fairness. Procedural equity is the representation of multiple perspectives in decision-making. Distributive equity refers to spatial or locational access to a service and the related social factors affecting access to those services. Efforts to increase equitable, or fair, access to parks and protected areas are being promoted by the Convention on Biological Diversity (Aichi Target 11) at the global scale to provincial initiatives offering free park passes. Understanding barriers to accessing parks and trails in the CRD is limited, but a new partnership initiative to apply a gender equity lens to regional trails is being piloted in 2022.

Accessibility mats like this one located at Thetis Lake's main beach allow for access to the water for visitors with mobility aids.

Accessibility is about creating communities and offering services that enable everyone to participate fully without barriers. The 2018 *Accessible Canada Act* aims to achieve a barrier-free Canada by 2040 by identifying, addressing and preventing accessibility obstacles. The *Accessible British Columbia Act* and upcoming regulation will require public-sector organizations to develop accessibility plans and public-feedback mechanisms. A barrier is anything that hinders the full and equal participation in society of persons with a physical, mental, intellectual, cognitive, learning, communication or sensory impairment or functional limitation. New accessibility standards being developed and applied at the federal and provinicial levels will inform regional efforts to improve accessibility.

Priority 5-1

Enhance health and well-being by providing equitable access to regional parks and regional trails.

5-Actions	Timing
5-1a Develop and apply an Equity Lens to inform management and operation of regional parks and regional trails.	Ongoing
5-1b Conduct an Inclusion and Accessibility Assessment of regional parks and regional trails that assesses barriers and deterrents to access.	Short-term
5-1c Replace the 2003 Universal Access Plan for Regional Parks with new Accessibility Guidelines that provide objective information about the visitor experience, such as descriptions of trail terrain, length and slope to empower visitors to make appropriate individual choices and to better align user expectations with self-preparedness and ability.	Medium-term
5-1d Develop a Park Use Permit Policy that gives consideration to providing equitable access to programs, ensuring events and commercial activities align with the values in this Plan, and that fees reflect impacts on park facilities and users.	Medium-term
5-1e Work with First Nations to improve Indigenous cultural safety in regional parks and on regional trails.	Ongoing

East Sooke Regional Park
Credit: Rosemary Neering

5. Monitoring & Reporting

Over the next ten years, the actions contained within this Strategic Plan will form the basis of service plans and work plans that are approved by the Board annually as part of the financial planning process. Collaboration with First Nations governments, municipalities, park agencies, CRD divisions, and stakeholders will be integral to this process. Capacity for undertaking this work will need to be determined and appropriate resources assigned during implementation.

As progress is made in the implementation of this action plan, knowledge and understanding of regional parks and regional trails will continue to develop. To remain flexible and adaptable, and to support consistent implementation over time, CRD staff will:

- Continue on journey of reconciliation with First Nations;
- Prepare a funding strategy to accompany implementation;
- Continue to identify opportunities for external grant funding and partnerships;
- Share knowledge and best practices with others;
- Participate in professional development to improve service delivery;
- Continue to monitor data to track progress over time;
- Evaluate progress and adjust actions, as needed; and
- Continue to improve on current practices.

5.1 Performance Indicators and Reporting

Progress on the implementation of the 10-year Regional Parks and Trails Strategic Plan will be reported annually. Figure 11 summarizes the intended reporting indicators identified for each strategic priority area proposed for annual reporting. For each goal area, an action status will reflect general progress made towards all actions supporting that goal. This helps to summarize at-a-glance progress made on actions that may not be easily measurable or reflected in another indicator, such as actions that are ongoing or taking place over a long period. For other measures, an icon is provided to indicate the desired direction of the indicator over time (increasing or decreasing), if applicable.

Minor amendments to the Strategic Plan will be brought forward when necessary to update factual information and to update the park and trail classifications, as new additions to the system are identified and established.

Major amendments to the Strategic Plan will involve First Nations, stakeholder and public engagement and will be considered by the CRD Board for approval.

Thetis Lake Regional Park

FIGURE 11. ANNUAL INTENDED REPORTING INDICATOR

Goal area	Intended reporting indicator
Goal 1: Reconciliation	1-1 Reconciliation workplans are developed with each First Nation
	1-1 Traditional use agreements are initiated with all First Nations in the region
	1-2 Increased participation in Indigenous perspectives programs and presentations
	1-2 Increased number of conservation and restoration projects in partnership with First Nations
	1-2 Increased number of economic opportunities made available to First Nations
Goal 2: Conservation	2-1 Increased area of regional park land protected
	2-1 Increased area of regional park land restored
	2-1 Increased protection of at risk species and ecosystems in regional parks
	2-2 Increased percentage of First Nations collaborating with CRD on cultural heritage protection projects
	2-2 All staff receive cultural awareness training
	2-3 Increased conservation and research partnerships
Goal 3: Visitor Experience	3-1 Maintain high rates of visitor satisfaction
	3-1 Increased area available for compatible outdoor recreation
	3-2 Review and update interpretive program content every 4 years
	3-2 Increased number of volunteer hours

FIGURE 11. ANNUAL INTENDED REPORTING INDICATOR

Goal area	Intended reporting indicator
Goal 4: Climate Action & Resiliency	↑ 4-1 Increased use of regional trails
	↑ 4-1 Completed regional trail priority projects
	↓ 4-1 Minimized regional trail service disruptions
	↑ 4-2 Increase Electric Vehicle charging stations at park accesses
	↓ 4-3 Reduced operational greenhouse gas emissions
	↻ 4-3 Maintain critical infrastructure in good condition
	4-4 Increase the percentage of parks with management plans less than 15 years old
	↑ 4-5 Increased area of regional park land
	↑ 4-5 Increased representation of all regional park classifications
Goal 5: Access & Equity	↑ 5-1 Improved accessibility to regional parks and regional trails
	↑ 5-1 Cultural awareness information is incorporated into new park kiosks

Mill Hill Regional Park

Appendix A: Glossary

Archaeological Site: A heritage site or object protected by the *Heritage Conservation Act*.

Accessibility: The quality of being easily used, approached or understood by a wide range of people and, in some cases, adapted for specific uses.

Biodiversity: The variability among living organisms from terrestrial, marine and other ecosystems, and includes variability at the genetic, species and ecosystem levels.[1]

Conservation: The practice of preserving, protecting and/or restoring the natural and cultural environment and species within for future generations.

Cultural Heritage: Includes tangible and intangible heritage embedded into artifacts, sites or monuments that have a diversity of symbolic, historic, artistic, aesthetic, ethnological, anthropological, scientific or social values.[2]

Ecosystem Goods and Services: Provision of services by natural systems that benefit the region and thereby offset, complement or, in some cases, eliminate the need for engineered solutions, such as but not limited to soil quality and stability, water treatment and storage, recharge of aquifers and air quality regulation.

Facility: A piece of equipment, infrastructure or amenity in a regional park or regional trail, such as but not limited to: trails, signs, benches or bridges.

Fit-for-Life: Describes the majority of individuals' level of participation in an activity, where their motivation for participation is driven primarily by the enjoyment of engaging in the physical activity; participation may include recreational-level competition and training but is not the primary motivation.[3]

Invasive species: Any species not native to a particular ecosystem whose introduction causes, or is likely to cause, economic or environmental harm or harm to human health.[4]

Level of Service: a measure of the quantity, quality and reliability of service performance in relation to service performance goals, including consideration of legal requirements, community expectations and technical standards.

Micromobility Device: Small, lightweight modes of transportation designed for individual use that may have an electric motor, such as but not limited to, bicycles, electric bicycles, scooters, electric scooters and self-balancing devices.

Natural Assets: A biophysical or biological attribute of a natural ecosystem.

Outdoor Recreation: Physical, social and intellectual activities that are immersed in a natural outdoor setting, are dependent on the natural landscape, are compatible with and relatively low-impact on the natural environment, and that directly or indirectly foster appreciation for the natural environment.

Recreation Setting Characteristics: The qualities and conditions of a specific area that influence users' experiences and motivations to recreate there.[5]

Resilience: The capacity of social, economic and environmental systems to cope with a hazardous event, trend or disturbance, responding to reorganizing in ways that maintain their essential function, identify, and structure while also maintaining the capacity for adaptation, learning and transformation.[4]

Stewardship: Responsible use and protection of the environment and cultural heritage through conservation and sustainable practices to improve ecosystem resilience and human wellbeing.

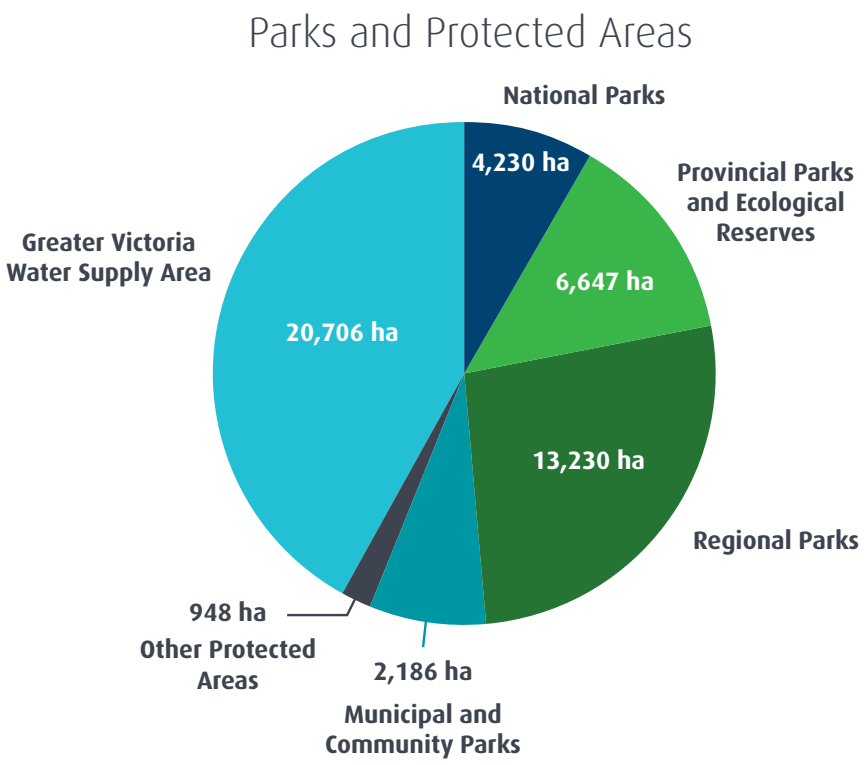
Sustainable service delivery: the process of providing services to the community with the lens of economic, social and environmental well-being, today and into the future.[6]

Traditional Ecological Knowledge: The knowledge, practice and belief concerning the relationships of living beings to one another and to the physical environment that has been developed by First Nations since time immemorial through living as part of the environment.

References:

1. IPCC, 2014, Climate Change 2014: Impacts, Adaptation, and Vulnerability.
2. Adapted from: UNESCO Institute for Statistics, 2009 UNESCO Framework for Cultural Statistics.
3. Adapted from: Sport For Life, Long-term Development in Sport and Activity Framework.
4. BC Ministry of Forests, 2008, Glossary of forestry terms in British Columbia.
5. Bureau of Land Management, Planning for Recreation and Visitor Services.
6. CRD, 2019, Corporate Asset Management Strategy.

Appendix B: Parks and Protected Areas in the CRD



PROTECTED AREA TYPE	HECTARES	% of CRD Land Base
National Parks	4,230	1.78%
Provincial Parks and Ecological Reserves	6,647	2.79%
Regional Parks	13,230	5.56%
Municipal and Community Parks	2,186	0.92%
Other Protected Areas*	948	0.40%
Greater Victoria Water Supply Area	20,706	8.7%

Total Parks and Protected Areas	47,947	20.15%

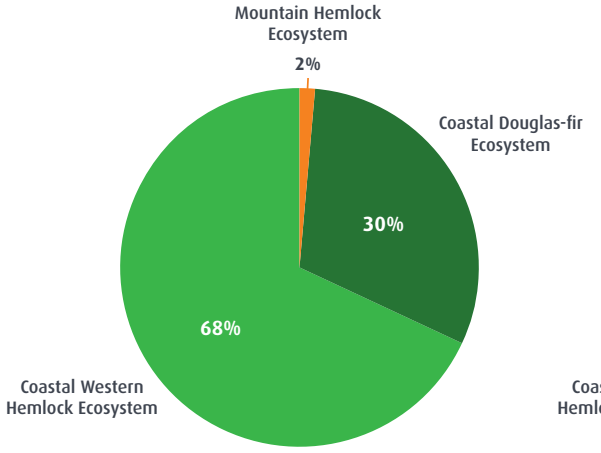
Total CRD land base	238,000

*Note, this may not include a complete data set of privately protected lands that are protected in fee simple or conservation covenants

Appendix C: Ecosystems and Species at Risk in the CRD

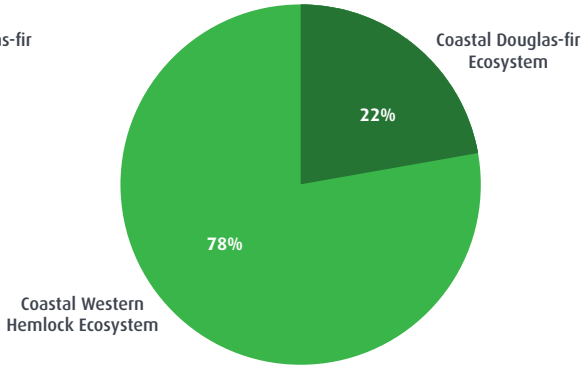
Biogeoclimatic Ecosystems

Capital Regional District



BIOGEOCLIMATIC ECOSYSTEM TYPE	HECTARES
Mountain Hemlock	3,473
Coastal Douglas-fir	72,636
Coastal Western Hemlock	162,056

Regional Parks



BIOGEOCLIMATIC ECOSYSTEM TYPE	HECTARES
Coastal Douglas-fir	2,853
Coastal Western Hemlock	10,360

Coastal Western Hemlock

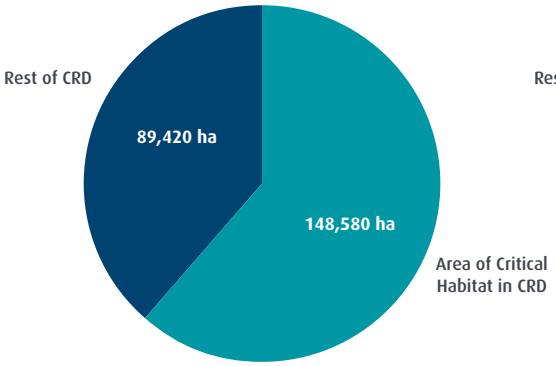
Coastal Douglas-fir

Mountain Hemlock

Appendix C: Cont.

Area of Critical Habitat designated for Species at Risk

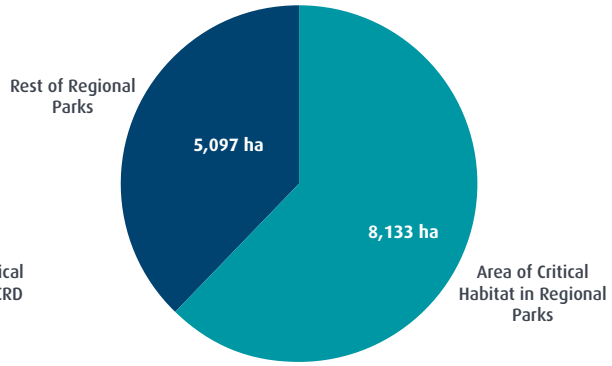
Capital Regional District



CRITICAL HABITAT (AREA)	HECTARES
Area of Critical Habitat*	148,580
Rest of CRD	89,420

* Identified for species at risk

Regional Parks



CRITICAL HABITAT (AREA)	HECTARES
Area of Critical Habitat*	8,133
Rest of Regional Parks	5,097

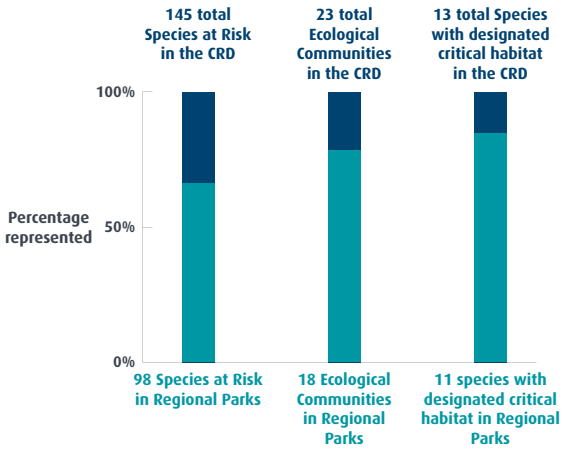
* Identified for species at risk

Regional Parks Representation of Species at Risk, Ecological Communities, and Critical Habitat in the CRD

SPECIES AT RISK	COUNT
In the CRD	145
In Regional Parks	98

ECOLOGICAL COMMUNITIES	HECTARES
In the CRD	23
In Regional Parks	18

CRITICAL HABITAT	COUNT
In the CRD	13
In Regional Parks	11



Appendix D: Related CRD Strategies and Plans

CRD Plans intersecting with regional parks and trails	Regional Parks and Trails Strategy Goal				
	1	2	3	4	5
2019-2022 Board Priorities	•	•	•	•	•
Advocacy Strategy (2019)	•	•	•	•	•
Climate Action Strategy (2021)		•	•	•	•
Corporate Asset Management Strategy (2019)			•	•	•
Corporate Plan (2019-2022)	•	•	•	•	•
First Nations Task Force Final Report (2018)	•	•		•	•
Regional Food and Agriculture Strategy (2016)				•	
Regional Green/Blue Spaces Strategy (1997)		•		•	
Regional Growth Strategy (2018)		•	•	•	•
Regional Parks Land Acquisition Strategy (2020-2021)		•	•		
Regional Parks Strategic Plan (2012-2021)		•	•	•	
Regional Trails Management Plan (2015)			•	•	•
Regional Transportation Plan (2014)			•	•	•
Regional Water Supply Strategic Plan (2017)				•	
Statement of Reconciliation	•	•		•	•

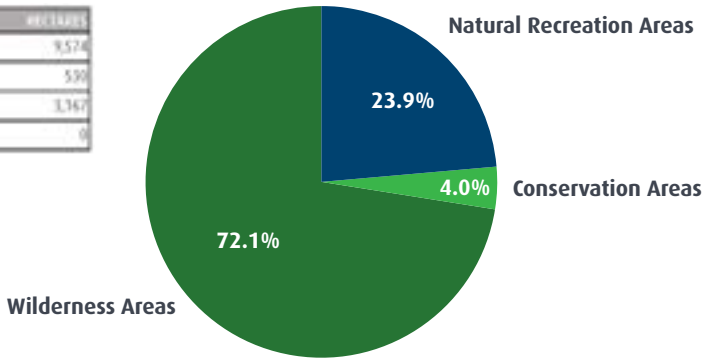
Appendix E: Regional Park Classifications

	REGIONAL PARK	CONSERVATION AREA	WILDERNESS AREA	NATURAL RECREATION AREA	HECTARES
1	Albert Head Lagoon				7
2	Ayum Creek				6.4
3	Bear Hill				48.7
4	Brooks Point				6
5	Coles Bay				3.6
6	Devonian				13.5
7	East Point				0.8
8	East Sooke				1,458
9	Elk/Beaver Lake				443
10	Francis/King				107
11	Gonzales Hill				1.8
12	Horth Hill				36
13	Island View Beach				52
14	Jordan River				100
15	Kapoor				12.6
16	Lone Tree Hill				31
17	Matheson Lake				157
18	Matthews Point				24
19	Mill Farm				315
20	Mill Hill				71.6
21	Mount Parke				91
22	Mount Wells				121
23	Mount Work				754
24	Mountain Forest				19.8
25	Roche Cove				160
26	Sea to Sea				3,979
27	Sooke Hills Wilderness				4,120
28	Sooke Potholes				72
29	Sooke River				7
30	St. John Point				27
31	Thetis Lake				923
32	Witty's Lagoon				56

* Conservancy Area classifications for CRD Regional Parks currently total to zero and are not represented in the chart above.

Regional Parks Land Base by Classification

PARK CLASSIFICATION	NUMBER OF PARKS	HECTARES
Regional Wilderness Areas	3	9,578
Regional Conservation Areas	12	550
Regional Natural Recreation Areas	16	3,147
Regional Conservancy Areas	0	0



Capital Regional District

625 Fisgard Street
Victoria, BC V8W 2S6
250.360.3000

www.crd.bc.ca
Twitter: @crd_bc
Facebook: Capital Regional District

Making a difference...together

REPORT TO REGIONAL PARKS COMMITTEE
MEETING OF WEDNESDAY, JUNE 28, 2023

SUBJECT **First Nations Feedback on the Interim Regional Parks and Trails Strategic Plan 2022-2032**

ISSUE SUMMARY

To provide feedback from continued engagement with First Nations on the Interim Regional Parks and Trails Strategic Plan 2022-2032 and to consider the Plan for approval.

BACKGROUND

The Capital Regional District (CRD) Board initiated an update of the Regional Parks Strategic Plan 2012-2021 at its meeting of December 8, 2021 and requested that staff engage all First Nations in the region in an early, meaningful and ongoing manner in the development of the renewed Strategic Plan. A workshop was held with the Regional Parks Committee in January 2022 to develop a proposed vision, mission, values and priorities for regional parks and trails. In February 2022, the CRD Board approved these materials for First Nations, stakeholder and public engagement, and directed that a lens of conservation and protection of biodiversity be applied to the development of the priorities and the planning process.

Staff led the development of an updated Regional Parks and Trails Strategic Plan (Strategic Plan) between January and June 2022 and sought input from First Nations, stakeholders and the public. A consulting firm was retained to assist with First Nations engagement. Many First Nations indicated an interest to engage in the process but could not accommodate the timeline presented.

At its meeting of July 13, 2022, the CRD Board carried the following motions arising:

1. *That the Capital Regional District Regional Parks and Trails Strategic Plan 2022-2032 be approved on an interim basis for one year while engagement with First Nations continues.*
2. *That bike parking and e-bike charging stations be added to priority action 4-2e.*
3. *That the Regional Parks Committee direct staff to report back, as part of the review, on the advisability of including the following target in the plan: "That CRD work with Indigenous, federal, provincial, philanthropic partners to expand protected areas in the region to 25% of the region's land base by 2032."*
4. *That staff be directed to consider the expansion of camping opportunities as part of the development of the Outdoor Recreation Plan as well as the report back on the Regional Parks and Trails Strategic Plan.*

First Nations Engagement

Engagement with First Nations in the region continued between August 2022 and April 2023. Nineteen First Nations with traditional territory in the CRD were invited to review and provide input on the Interim Strategic Plan. Fifteen First Nations provided feedback and based on the feedback received, proposed changes have been incorporated into the Strategic Plan for consideration (Appendix A; revisions shown in orange text). A summary report outlining the First Nations engagement process and feedback received is included in Appendix B.

Protected Area Targets

In response to the Board's request to determine the advisability of including a target in the plan to work with Indigenous, federal, provincial and philanthropic partners to expand protected areas in the region to 25% of the region's land base by 2032, staff determined that the target falls short of international and national targets to achieve 30% protection of land and water by 2030. The Interim Strategic Plan commits the CRD to its continuing role of contributing to the 30% by 2030 target in the following ways:

- Priority action 2-1e: *Support global, national and local conservation targets by increasing protection of the region's large and connected natural areas, rare and at-risk species and ecosystems, natural assets, and representation of diverse ecosystems*.
- The actions included in strategic priority 4-5: *Strategically acquire and manage natural areas to address climate mitigation, urban containment and access to green space for a growing population*.
- Annual reporting indicators for 2-1 increased area of park land protected, 3-1 increased area available for compatible outdoor recreation, and 4-5 increased representation of all regional park classifications.

Updating the Land Acquisition Strategy (priority actions 4-5b and 5-4c) is a key initiative to set the direction for the regional parks system expansion over the coming years. Feedback received from First Nations reinforces the important role of land and Indigenous rights in reconciliation efforts. The CRD seeks to better understand the interests of local First Nations in land acquisition for regional parks, as well as the goals and capacity of other government partners, to collectively achieve protected area targets in the region. This work will provide revised principles, processes, criteria and partnership opportunities to guide the expansion of the regional parks system.

Strategic Plan priority action 4-5a sees ongoing collaboration with First Nations, government partners and organizations to identify regionally significant parkland and determine alignment of goals and objectives. The CRD is already contributing to Canada's national conservation network by recognizing all 33 existing regional parks in the national Protected and Conserved Areas Database. By connecting with partners to protect and conserve biologically diverse lands within the region, the CRD will continue to support the 30% by 2030 target. Therefore, staff suggest that embedding a 25% target by 2032 in the Strategic Plan is not advisable.

Other Proposed Edits

Staff took the opportunity to review the Interim Strategic Plan document with a view to correcting any minor grammatical issues, errors or omissions. The changes proposed to the Interim Strategic Plan relate to the following:

- Compatible Outdoor Recreation: refinement of what is 'compatible outdoor recreation' based on feedback received from accessibility community; incorporated consistent terminology for 'outdoor recreation opportunities' throughout; added 'front-country' overnight camping terminology introduced in preparation for the Outdoor Recreation Plan.
- Park Classifications: Brooks Point Regional Park classification has been amended in Appendix E: Regional Park Classifications to classify it as a Conservation Area, in alignment with the management plan approved in 2014.

- Priority Action 4-2e: Bike parking and e-bike charging stations added to priority action 4-2e (previously incorporated).
- Minor edits and corrections to the following sections:
  - Section 2.3 Physical Setting and Appendix B calculations.
  - Map 6 Regional Trail Classifications and Priority Projects to show Phase 5 of the E&N Rail Trail as proposed (not yet planned or designed).
  - Correct regional park names.

ALTERNATIVES

Alternative 1

The Regional Parks Committee recommends to the Capital Regional District Board:
That the Capital Regional District Regional Parks and Trails Strategic Plan 2022-2032 be approved.

Alternative 2

That the interim Capital Regional District Regional Parks and Trails Strategic Plan 2022-2032 be referred back to staff.

IMPLICATIONS

Environmental & Climate Implications

The Strategic Plan applies a lens of conservation to the Vision, Mission and Value statements that emphasize conservation of environmental and cultural values, protection of biodiversity, and connecting people to nature through stewardship, education, and compatible outdoor recreation opportunities. The goal to protect the region's natural assets and cultural heritage for future generations is supported by several priority initiatives related to incorporating Indigenous knowledge, stewardship and restoration, and incorporating best practices for compatible outdoor recreation. Many First Nations indicated the benefits of incorporating traditional knowledge and stewardship approaches into park management planning to achieve long-term sustainability of resources.

Regional parks and regional trails are vital in helping to achieve the region's climate action, environmental and active transportation goals. The Strategic Plan includes priorities for increasing protection of the region's biodiversity; protecting cultural heritage and traditional cultural use; advancing regional active transportation opportunities; and strategically acquiring and managing natural areas to address climate mitigation, urban containment, and access to green space for a growing population.

Intergovernmental Implications

Continuing a journey of reconciliation with First Nations in the region is a foundational principle of the Strategic Plan. Proposed edits to the Strategic Plan draw on input received from First Nations in the region between August 2022 and April 2023. First Nations are invited to continue being involved in the implementation of the Strategic Plan.

Feedback received from First Nations on the Interim Strategic Plan expresses interest in strengthening relationships between First Nations governments and the CRD. Interest in how the Strategic Plan will be implemented with First Nations involvement and collaboration was also communicated.

In developing this Strategic Plan, staff consulted representatives from other park agencies and other CRD divisions to understand how priorities for the CRD's regional parks might align with the goals and objectives of other agencies, with the aim of aligning desired outcomes between groups, strengthening partnerships, clarifying roles and responsibilities of the different agencies, and enhancing information sharing.

Social Implications

A key concern expressed by First Nations during engagement is the alienation of land and resources from Indigenous People. Many First Nations expressed interest in highlighting Indigenous rights, managing areas in regional parks for cultural use activities and opportunities for public education, where appropriate.

Financial Implications

Financial implications associated with service level adjustments identified by the updated Strategic Plan will be considered by the CRD Board in future service planning processes. A funding strategy to accompany implementation will be brought forward for consideration following finalization of the Strategic Plan.

Alignment with Board & Corporate Priorities

The 2023-2026 CRD Board Priorities include strong relationships with First Nations, progress on climate action and environment, and multi-modal transportation systems. Completion of the strategic planning and engagement process to bring forward a final Regional Parks and Trails Strategic Plan addresses goal 7a of the CRD's 2023-2026 Corporate Plan. The proposed Strategic Plan, as included in Appendix A, aligns with the goals and initiatives in the Corporate Plan. Implementation of the 13 strategic priorities and 57 sub-actions identified in the Strategic Plan will be implemented over the next 10 years and progress will be reported on annually.

Alignment with Existing Plans & Strategies

The region faces different challenges and opportunities than when the Regional Parks Strategic Plan was adopted in 2012. The Regional Parks and Trails Strategic Plan 2022-2032 is in alignment with recent Board-approved strategies: Regional Growth Strategy, Regional Transportation Plan, Climate Action Strategy and the Special Task Force on First Nations Relations Final Report. The Strategic Plan creates strong linkages to Board directions, the engagement process, relevant legislation, guidance documents, operational knowledge and the feedback from public surveys.

CONCLUSION

The CRD Board approved the Regional Parks and Trails Strategic Plan in July 2022 on an interim basis for one year while engagement with First Nations continued. Nineteen First Nations were invited to engage on the Interim Strategic Plan and are invited to continue being involved during implementation. Proposed edits to the Strategic Plan draw on input received from First Nations in

the region between August 2022 and April 2023. Additional edits are proposed to correct errors and grammar, to clarify the scope of 'compatible outdoor recreation', and to reclassify Brooks Point Regional Park as a Conservation Area. The Strategic Plan includes 13 strategic priorities and 57 sub-actions to guide the CRD in achieving its vision for regional parks and trails over the next ten years. Finalizing the CRD Regional Parks and Trails Strategic Plan 2022-32 is a key initiative in the CRD Corporate Plan 2023-26.

RECOMMENDATION

The Regional Parks Committee recommends to the Capital Regional District Board:
That the Capital Regional District Regional Parks and Trails Strategic Plan 2022-2032 be approved.

Submitted by:	Jeff Leahy, Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P.Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENTS

Appendix A: Revised Regional Parks and Trails Strategic Plan – 2022-2032 (revisions shown in orange text)
Appendix B: First Nations Engagement Report
Appendix C: Presentation Regional Parks and Trails Strategic Plan – 2022-2032

APPENDIX A

Regional Parks and Trails Strategic Plan

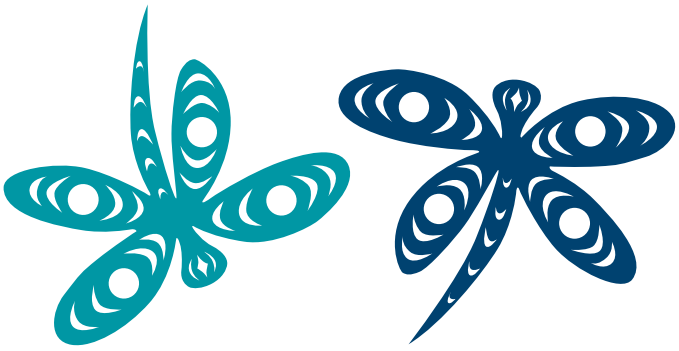
2022-2032

June 2023

Making a difference...together

Territorial Acknowledgement

The CRD conducts its business within the traditional territories of many First Nations, including but not limited to BOḴEĆEN (Pauquachin), MÁLEXEŁ (Malahat), P'a:chi:da?aht (Pacheedaht), Pune'laxutth' (Penelakut), Sc'ianew (Beecher Bay), Songhees, SṮÁUTW̱ (Tsawout), T'Sou-ke, W̱JOŁEŁP (Tsartlip), W̱SIKEM (Tseycum), and xʷsepsəm (Esquimalt), all of whom have a long-standing relationship with the land and waters from time immemorial that continues to this day.



Dancing Dragonflies by Chris Paul

The CRD commissioned W̱SÁNEĆ artist Chris Paul to create an image based on the idea of First Nation and Settler communities living side by side and our governments making a difference together.

Dragonfly is a symbol of change, transformation and swiftness. Dragonfly represents a symbol of change in the view of self-understanding and the kind of change that has its source in maturity and insight into the deeper meaning of life.

It is our hope today that our work to change and transform will be swift, that as we mature we will develop insight that allows us to be poised for reconciliation and that we continue to build strong and meaningful relationships with local First Nations.

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Cover photo credit: Andrea Rangel

Camas, also known as qʷɬáʔəl or spéenxʷ in SENĆOŦEN and speenhw in Həńq̓əmiṅəṁ, grows in the wild in great numbers in moist meadows. Rich in local Indigenous food traditions, Camas are perennial plants which emerge early in the spring and can be observed in many of CRD's regional parks.

Organizational Overview

The Capital Regional District (CRD) delivers regional, sub-regional and local services to 13 municipalities and three electoral areas on southern Vancouver Island and the Gulf Islands. Governed by a 24-member Board of Directors, the CRD works collaboratively with First Nations and other government partners to enable sustainable growth, foster community well-being, and develop cost-effective infrastructure, while continuing to provide core services to residents throughout the region.

The CRD's boundaries span the traditional territories of many First Nations, whose ancestors have been caretakers of these lands since time immemorial. The CRD believes that a positive working relationship with First Nations is good for the whole region. For the CRD to have a positive relationship with First Nations we need to acknowledge, respect and complement their Indigenous laws, customs and systems of governance. The CRD is part of a national movement towards Reconciliation with Canada's Indigenous peoples, informed by the Truth and Reconciliation Commission's Calls to Action, the United Nations Declaration on the Rights of Indigenous Peoples, Section 35 of the Canadian Charter of Rights and Freedoms, and the Douglas Treaties and the BC Modern Treaty process.

The CRD wishes to work with local First Nations in the spirit and practice of reconciliation to determine appropriate actions in regional parks and trails that respect Indigenous rights, uplift Indigenous governance and that strengthen government-to-government relationships.

Ƛ́ekoo Ƛ́ekoo! (Diitiidʔaaʔtx̌)
Huy ch q'a (Həńq̓əmińəm̓)
HÍSW̱K̓E (SENĆOŦEN)
Hay'sxw'qa si'em (LKWUNGEN)
Klecko Klecko (Nuu-chah-nulth)
Thank You

Transformation (Raven)
by Darlene Gait of
Esquimalt Nation

Executive Summary

The Regional Parks and Trails Strategic Plan (Strategic Plan) is an overarching document that provides a long-term vision for regional parks and trails from 2022 to 2032. This updated 10-year Strategic Plan builds on the success of the Regional Parks Strategic Plan 2012-2021. It is founded on the belief that regional parks and trails provide immense benefits to the region and that it is necessary to plan today to protect those natural areas that are vital to the long-term health of the region's natural environment, cultural heritage and the health of people and of our communities.

The Capital Regional District (CRD) Board initiated an update to the Strategic Plan in December 2021 and set the initial direction for a renewed vision, mission, values and priorities for engagement. This Strategic Plan has been developed with input from First Nations, stakeholder groups and the public, and draws on corporate knowledge and linkages with other CRD strategies.

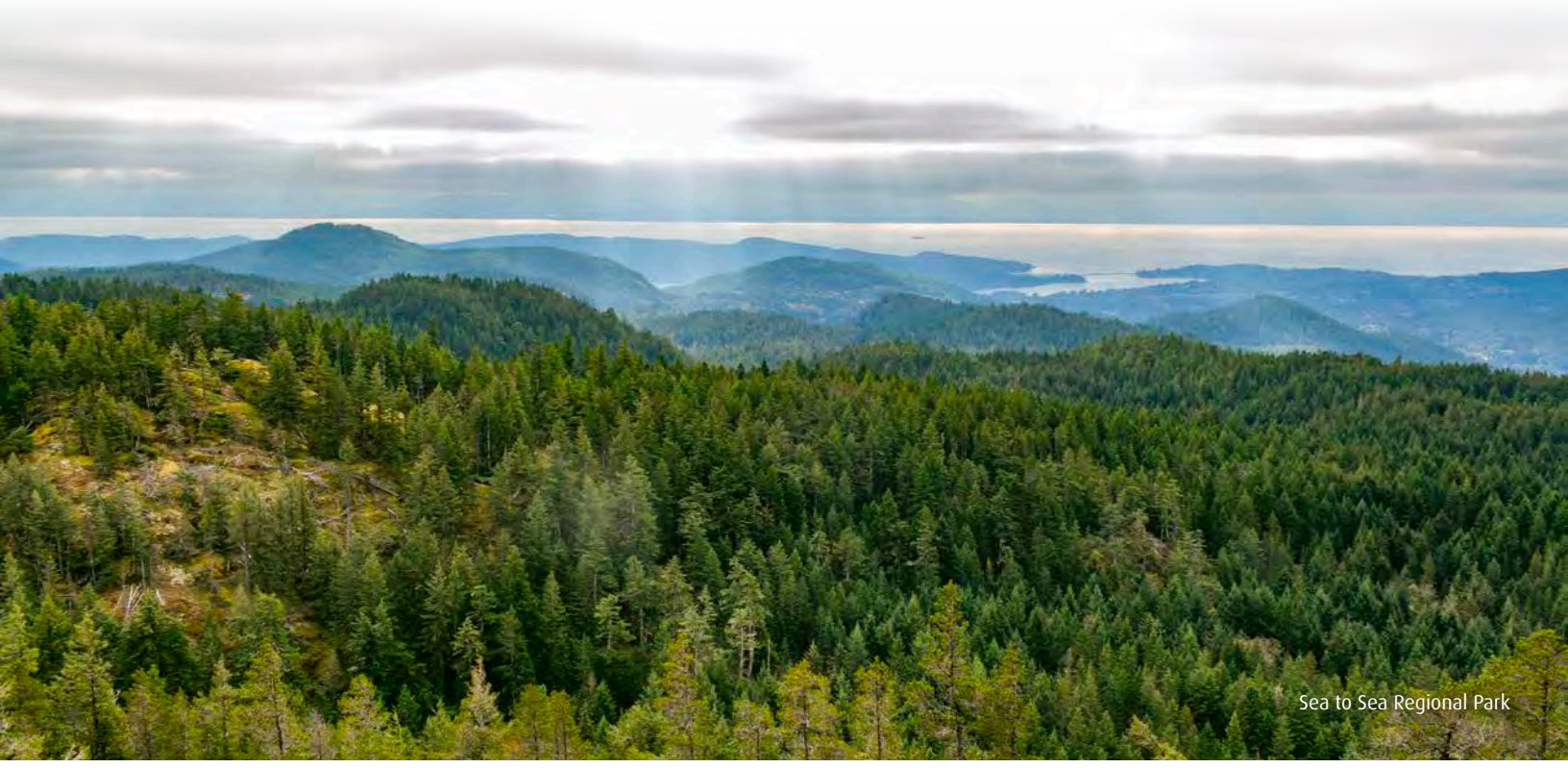
The highlights of the Strategic Plan are: a commitment to build strong relationships with First Nations in the region and support Indigenous rights; increased efforts to conserve natural areas and cultural heritage; improvements to the visitor experience; preparations for and action on climate change; improved resiliency across the service; and enhanced access to and equity in regional parks and trails.

As the Strategic Plan is implemented over the next decade, monitoring and reporting will be conducted so that the status of actions can be tracked and progress towards achieving the goals can be realized. Minor or major amendments to the Strategic Plan may be considered by the CRD Board over time, in response to shifting priorities.

1. Introduction

In 2019, the Capital Regional District (CRD) Board made it a priority to update the Regional Parks Strategic Plan 2012-2021. The CRD developed this Regional Parks and Trails Strategic Plan 2022-2032 (the Plan) between December 2021 and June 2022. The Plan updates the former strategy to reflect current challenges and opportunities affecting the region, as well as to incorporate recent CRD initiatives and priorities and advance the CRD's commitment to reconciliation with First Nations. The success of this Plan relies on a commitment to superior service delivery, cooperation with partners, and relationships with First Nations.

The Plan is structured as follows: the introduction sets out a renewed vision, values and principles, and mission statements and outlines the engagement process for the Plan update. Section 2 includes a review of the state of regional parks and regional trails in 2022. Section 3 establishes a classification system for regional parks and regional trails. Key priorities and initiatives for regional parks and regional trails are organized in five themes in Section 4. Section 5 outlines the monitoring and reporting structure for the Plan. A glossary of key terms is provided in Appendix A and supporting information is included in Appendices B-E.



Sea to Sea Regional Park

Mill Hill Regional Park

1.1 Vision

The vision identifies the desired future state of regional parks and regional trails in 2032:

> We have an expanded and connected system of regional parks and regional trails that are rich in biodiversity, respect Indigenous cultural heritage and use, inspire stewardship, are resilient to change, and provide enjoyable outdoor recreation experiences.

The initial direction for the vision statement was set by the CRD Board at the outset of the Strategic Plan update process and was further developed with input received from First Nations, stakeholder organizations and the public.

This vision recognizes that the CRD must play a prominent role as a leader in expanding the system of regional parks and trails, in collaboratively and respectfully stewarding natural areas, respecting cultural use, and in facilitating health and wellbeing in the face of a changing climate and a rapidly growing region. Expansion of regional parks and trails will be approached in a manner that supports First Nations access to and use of their traditional territories, including their right to harvest resources, and does not impact areas of cultural concern. This Plan sets the course for the CRD to better understand how the formation of government-owned parks and protected areas has affected First Nations people and cultures, and how CRD can learn from and collaboratively work with First Nations communities, as long-term stewards of these lands, to achieve a rich and resilient network of parks and trails and to encourage a new generation of stewards.

Reaching the desired vision will be successful if the CRD works closely with First Nations communities, other government partners, organizations, institutions and residents in the region. A focus on equity and accessibility in the Plan is aimed at encouraging broader participation in regional parks and trails.

1.2 Mission

The mission defines the fundamental purpose of the regional parks and regional trails system, describing why it exists, what it does, and the level of performance to be met or surpassed. The mission for regional parks and regional trails is to:

- Operate and manage a connected system of regional parks for public enjoyment.
- Foster stewardship by learning from and working with long-term land stewards and by connecting people to nature.
- Operate and manage a regional trail network for active transportation and recreation.
- Foster reconciliation by collaborating with First Nations in the operation and management of regional parks and regional trails through the establishment of traditional use agreements.
- Be fiscally responsible and accountable in decision-making.

Horth Hill Regional Park

1.3 Values

The following values and guiding principles were identified during the development of this Plan. Values and principles define what is important to the CRD and will be applied to guide the implementation of this Plan:

Access: Regional parks and regional trails can be accessed by transit, micromobility, cycling and walking.

Accountability: Decision-making processes and financial management are transparent and based on the best available information.

Connectivity: Biodiversity depends on connected natural area corridors and complete communities depend on connected trail corridors and active transportation networks.

Conservation: Regional parks protect, restore and enhance the region's cultural heritage, biodiversity, and rare and unique ecosystems.

Education: Promoting literacy of the region's natural and cultural heritage increases awareness of the interconnectedness between humans and the nature and impacts of climate change.

Equity: Regional parks and regional trails are inclusive, culturally safe, and accessible to visitors of all ages, abilities and income levels.

Outdoor Recreation: Outdoor recreation benefits our health and wellbeing, connects us to each other and immerses us in nature.

Partnership: A commitment to developing meaningful partnerships with First Nations that respect Indigenous knowledge, First Nations governance and cultural use, as well as collaborating with other government partners and organizations in the region.

Reconciliation: A commitment to take action towards Indigenous reconciliation by respecting Indigenous laws, creating opportunities to collaborate in the operation of parks and trails, and strengthening relationships with First Nations communities by applying the principles of respect, reciprocity and responsibility.

Resiliency: Regional parks and regional trails adapt to change by incorporating solutions that take action on climate change, recognize the value of Indigenous cultural knowledge, ensure sustainable service delivery and aim to benefit future generations.

Stewardship: A commitment to learning from and implementing approaches from First Nations, who are the long term land stewards, and inspiring residents and visitors to be stewards of the region's natural and cultural heritage by leading by example and showcasing best practices.

Roche Cove Regional Park

1.4 Engagement Process

In December 2021, the CRD Board initiated an update to the Regional Parks Strategic Plan 2012-2021. After initial input was received from the Regional Parks Committee and CRD Board to set the strategic direction of the Plan update, an engagement process was implemented between February and April to seek input on the Plan update from First Nations, stakeholder organizations representing regional conservation, outdoor recreation and community interests, staff from other park agencies, and from the public (Figures 1 and 2). Collectively, the input received through this engagement process has contributed to the development of the vision, mission, values and principles, key priorities, initiatives and targets identified in this Plan. A complete engagement report accompanies this Plan.

The CRD's boundaries span the traditional territories of many First Nations, who have been taking care of the land since time immemorial. The CRD believes that a positive working relationship with First Nations is good for the whole region. Engagement with First Nations on the Regional Parks and Trails Strategic Plan 2022-2032 is ongoing throughout the development and implementation of this Plan. An engagement report outlining First Nations input to date accompanies this Plan, and the CRD acknowledges the following First Nations who participated in the development of this plan:

- Sc'ianew First Nation
- BOḰEĆEN (Pauquachin) First Nation
- MÁLEXEŁ (Malahat) Nation
- P'a:chi:da?aht (Pacheedaht) First Nation
- Spune'luxutth (Penelakut) Tribe
- Songhees Nation
- SȾÁUTW̱ (Tsawout) First Nation
- T'Sou-ke Nation
- W̱JOŁEŁP (Tsartlip) First Nation (represented by W̱SÁNEĆ Leadership Council)
- W̱SÍḴEM (Tseycum) First Nation (represented by W̱SÁNEĆ Leadership Council)
- xʷsepsəm (Esquimalt) Nation
- xeláltxw (Halalt) First Nation
- Lyackson First Nation
- Stz'uminus (Chemainus) First Nation
- Semiahmoo First Nation
- Snuneymuxw First Nation
- Sc̓əwaθən məsteyəxʷ (Tsawwassen) First Nation
- Ts'uubaa-asatx (Lake Cowichan) First Nation
- Cowichan Tribes

FIGURE 1. ENGAGEMENT PROCESS TIMELINE

FIGURE 2. ENGAGEMENT OVERVIEW

2,400
Visits to project webpage

44
Stakeholder groups attended 5 focus groups

1,228
Completed surveys

26
Attended 3 public information sessions

19,000
Reached on Social Media

19
First Nations invited to engage long-term

2. Regional Parks and Trails in 2022

2.1 Regional Parks Service

The CRD is the regional government for the 13 municipalities and three electoral areas that are located on the southern tip of Vancouver Island (Map 1). The CRD covers an area of approximately 238,000 hectares (ha) and extends from Port Renfrew in the west, to the Malahat and Saanich Inlet, to Victoria and the Saanich Peninsula, and Salt Spring Island and the Southern Gulf Islands in the east.

The CRD provides over 200 services in the following categories:

- Regional, where all municipalities and electoral areas are served
- Sub-regional, where two or more jurisdictions are served
- Local, in the electoral areas where the CRD is the local government

The authority to provide a regional parks and regional trails service is granted by the Province of British Columbia (BC) to the regional district primarily through provisions outlined in the *Local Government Act*.

The CRD has provided a service for the provision and maintenance of regional parks and regional trails since incorporation in 1966. The service is a regional service provided to all municipalities and electoral areas in the CRD, as per the "Regional Parks Extended Service Establishment Bylaw No. 1, 1989", CRD Bylaw No. 1749. The CRD Board is the decision-making authority for the service. The CRD Regional Parks Committee provides input to the Board on matters pertaining to regional parks and regional trails. As of 2022, the CRD Transportation Committee also provides input to the Board on regional trail matters (mobility and recreation, including land acquisition, management, operations and programs for the Galloping Goose, Lochside and E&N regional trails). Funding for the service is primarily through property tax requisition, with additional funding received from non-tax revenue sources, borrowing and grant funding.

In 2022, there are 32 regional parks and four regional trails in the system, comprising over 13,200 hectares (ha) of land (Map 2). Regional parks contribute approximately 27% to the region's network of protected natural areas (Appendix B). Map 2 shows the current extent of parks and protected areas, including federal, provincial, regional and municipal. The CRD's protected watershed lands are also included, as they comprise a significant area dedicated to protection of the region's drinking water supply.

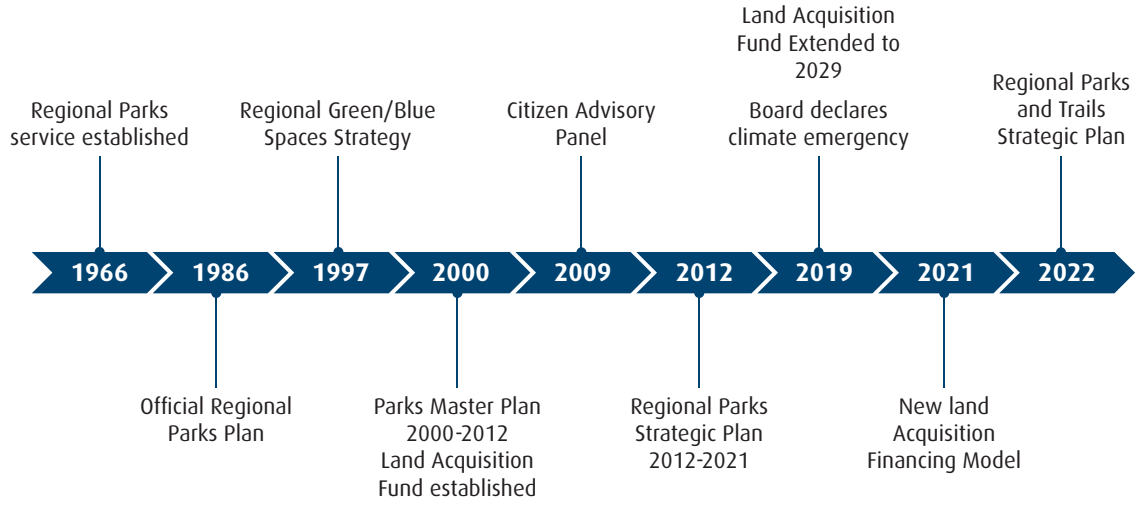
In contrast to most municipal or community park services, regional parks in BC tend to be larger parcels of land located outside of the central urban core and having more limited recreation facilities. Regional parks generally contrast the scale of the vast provincial and federal park systems, and differ from the conservation mandate of conservancies and trust funds. In the CRD, regional parks receive high levels of visitation, offer high-quality facilities, and make up the largest type of park, covering 5.5% of the region's land base (Appendix B). Regional parks are provided for public enjoyment and are compatible with the objectives of protecting biodiversity and cultural heritage. The dynamic of establishing regional parks for the purpose of public use and enjoyment, and for conservation, will become increasingly challenging with continued population growth and development pressure in the region.

Regional trails differ from neighbourhood-scale walking and cycling infrastructure, as they span municipal boundaries and serve as off-street greenway corridors for both active transportation and recreation. Regional trails also differ from provincially-designated Recreation Trails, such as the Kludahk Trail, and iconic hiking trail experiences, such as the Provincial Juan de Fuca Marine Trail and federal West Coast Trail. Regional trails will become increasingly important in supporting the regional transportation mode-shift towards active transportation and micromobility choices, and for improving health and wellness in the region's population.

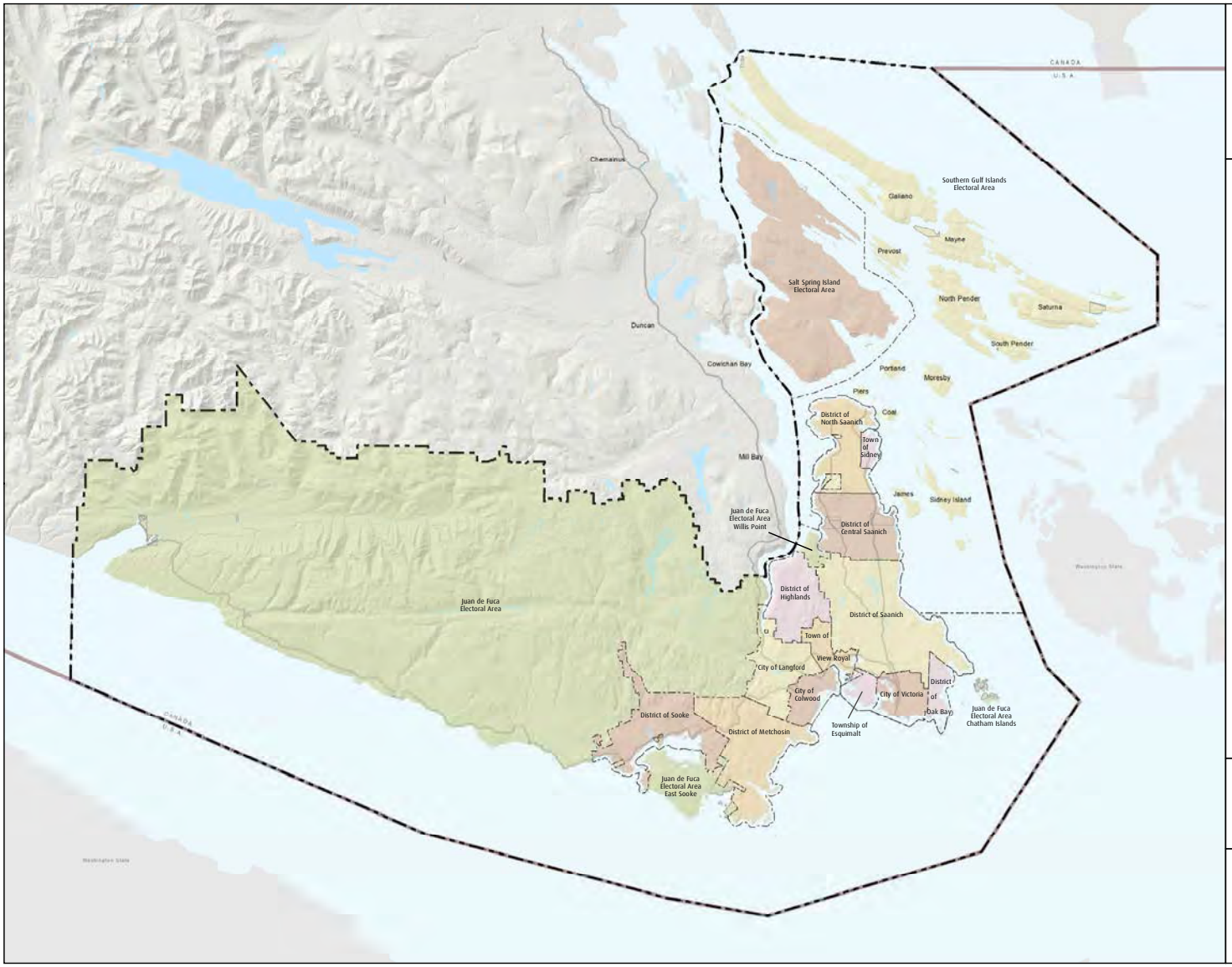
Elk/Beaver Lake Regional Park

The management of regional parks and regional trails has been guided by various plans and strategies over the years. The former Regional Parks Strategic Plan 2012-2021, developed with extensive involvement by a Citizens Advisory Panel, has provided guidance to service delivery over the past ten years. Many of the foundational principles in the former Strategic Plan are incorporated into this updated Plan, and emerging priorities over the past decade have been considered for inclusion in this updated Plan. Notable milestones impacting regional parks and regional trails are highlighted in Figure 3.

FIGURE 3. ACTION THROUGH THE YEARS



MAP 1. ADMINISTRATIVE BOUNDARIES



Capital Regional District

Administrative Boundaries

Capital Region Municipalities

City of Victoria
District of Saanich
Township of Esquimalt
District of Central Saanich
District of North Saanich
City of Langford
District of Sooke
District of Oak Bay
Town of Sidney
Town of View Royal
City of Colwood
District of Highlands
District of Metchosin

Unincorporated Areas

Juan de Fuca Electoral Area
Salt Spring Island Electoral Area
Souther Gulf Islands Electoral Area
First Nation Reserves

Please visit us on-line for more information -
http://www.crd.bc.ca

1:366,355

0 2 4 8 12 16
Kilometers

N
W E
S

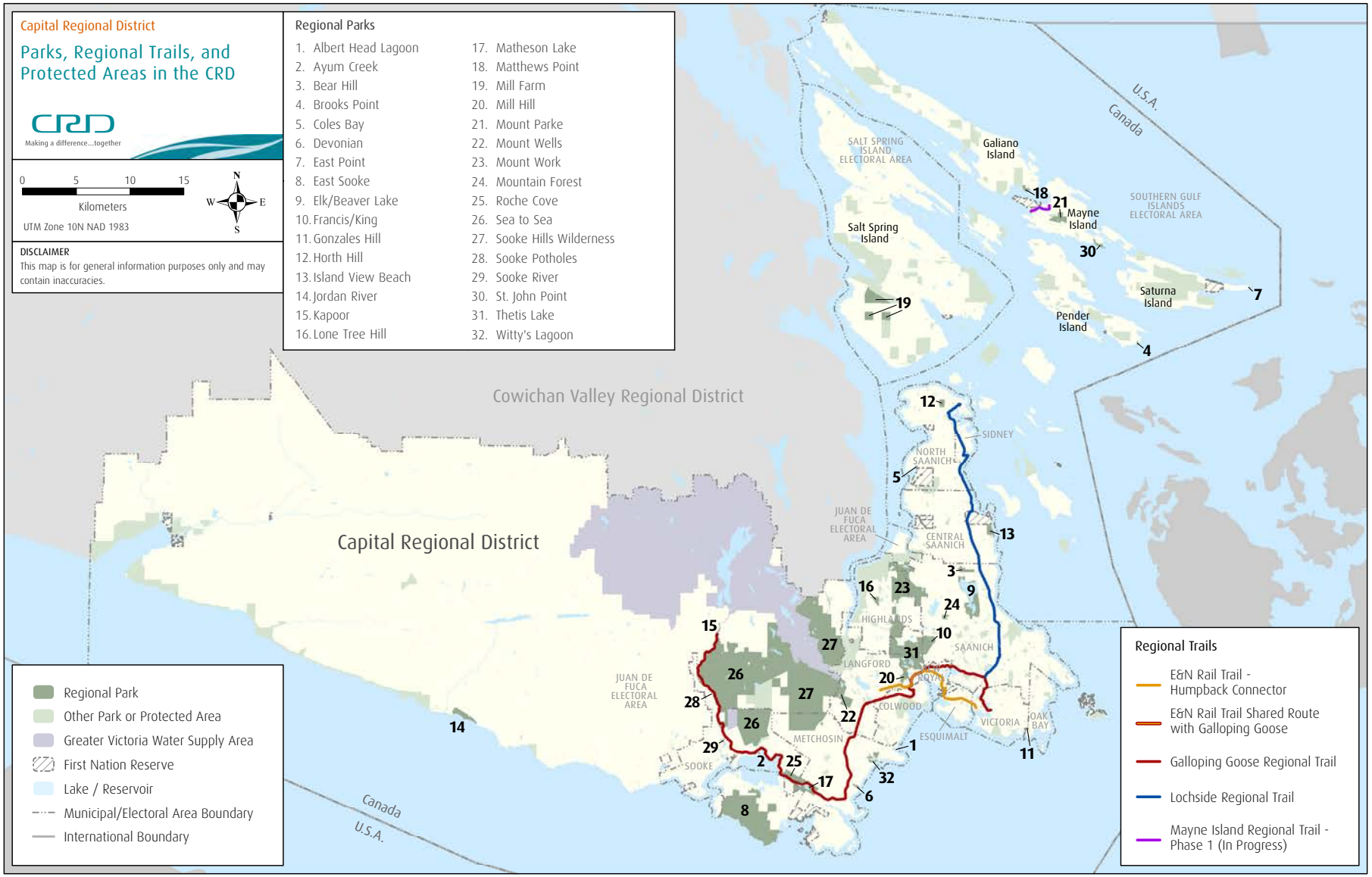
Projection: Universal Transverse Mercator. Zone 10, North. North American Datum.

DISCLAIMER

Important This map is for general information purposes only. The Capital Regional District (CRD) makes no representations or warranties regarding the accuracy or completeness of this map or the suitability of the map for any purpose. This map is not for navigation. The CRD will not be liable for any damage, loss or injury resulting from the use of the map or information on the map and the map may be changed by the CRD at any time.

January 2017 | CRD_Administrative_Boundaries_11x17_2017.mxd | dataservices@crd.bc.ca

MAP 2. PARKS AND PROTECTED AREAS IN THE CRD



2.2 Cultural Setting

First Nations with traditional territory in the region follow Indigenous laws, assert Aboriginal Rights protected by section 35 of the *Constitution Act,* and many First Nations are also signatories of the Douglas Treaties.

The CRD's 2018 First Nations Task Force Final Report (Final Report) recommends actions and next steps for the CRD's path towards more inclusive models of governance and decision making between the CRD and First Nations governments. The CRD's Statement of Reconciliation underpins this Final Report and guides the organization's initiatives at the Board, leadership and staff level. The CRD can support reconciliation in many ways. Such opportunities are identified in the Final Report, including but not limited to: establishing traditional use and access agreements, developing collaborative approaches to park management; integrating First Nations interests and traditional knowledge in park management; and supporting cultural safety and harvesting rights in regional parks. A CRD Board priority for 2023-2026 is strong relationships with First Nations based on trust and mutual respect, partnerships and working together on shared goals.

In 2019, the Province of BC enacted the *Declaration on the Rights of Indigenous Peoples Act* (DRIPA), committing to upholding the human rights of Indigenous Peoples, and adopted a five-year action plan to advance reconciliation in tangible and measurable ways between 2022-27. Of particular relevance to regional parks and trails are: Article 12: access to religious and cultural sites; Article 26: right to use, develop and control traditional territories; Article 29: protection and conservation of territories; and Article 32: right to determine and develop priorities for the development of territories. These articles and actions will determine how the CRD and First Nations in the region work together over the next decade.

The CRD supports the *Heritage Conservation Act* through implementation of the CRD's Protection and Conservation of Heritage Sites Policy. The CRD recognizes the historical, cultural, scientific, spiritual and educational value of archaeological sites to First Nations, local communities, academic institutions, and the public.

Regional parks encompass many cultural heritage values that may or may not benefit from formal protection but are important in telling the history of the region. The CRD seeks to connect people to place through the delivery of interpretive programs, signs and information. An interpretive program was piloted in 2021 to explore the cultural significance of the region through a First Peoples lens. This program will be expanded in 2022.

Sooke Hills Wilderness Regional Park
Credit: Rich Mably

2.3 Physical Setting

The CRD encompasses a complex geography and climate that includes a range of rich and diverse ecosystems. Regional parks are home to a number of culturally significant plants and animals for First Nations, including camas, saskatoon berry and sword fern. The CRD is located within three Biogeoclimatic zones: Coastal Douglas-fir (CDF), Coastal Western Hemlock (CWH) and Mountain Hemlock (MH) (Map 3).

The CDF zone is home to the highest number of species and ecosystems at risk in BC, of which many are ranked globally as imperiled or critically imperiled. Only 0.3% of BC consists of CDF zone and it is the least protected zone in BC, with many of the protected areas being small, isolated parcels surrounded by development. A significant portion of the total CDF land base has been converted or altered by forestry, agriculture, mining and residential development (Map 4). There is only one subzone of CDF, recognized as CDFmm (Moist Maritime). The CRD currently protects 4% (2,850 ha) of the CDF occurring within the region, which comprises approximately 22% of the regional parks system as a whole (Appendix C).

The CWH zone covers approximately 11% of the province and is comprised of ten subzones, of which three occur within the CRD. While the CWH is relatively well protected across BC, two subzones that occur within the CRD are more heavily disturbed and less protected across their range, including CWH xm1 (very dry maritime - eastern) and CWH sm2 (very dry maritime-western). The CRD currently protects 4% (10,360 ha) of the region's CWH, which comprises 78% of the regional parks system (Appendix C).

The MH zone occupies approximately 4% of the province, along higher elevations (900-1,800 m above sea level) of the BC Coast. It consists of three subzones, of which only MH mm1 (moist maritime) occurs within the CRD in an area of 3,473 ha in size. The MH mm1 zone is generally well protected across BC, but is not currently protected by the regional parks system.

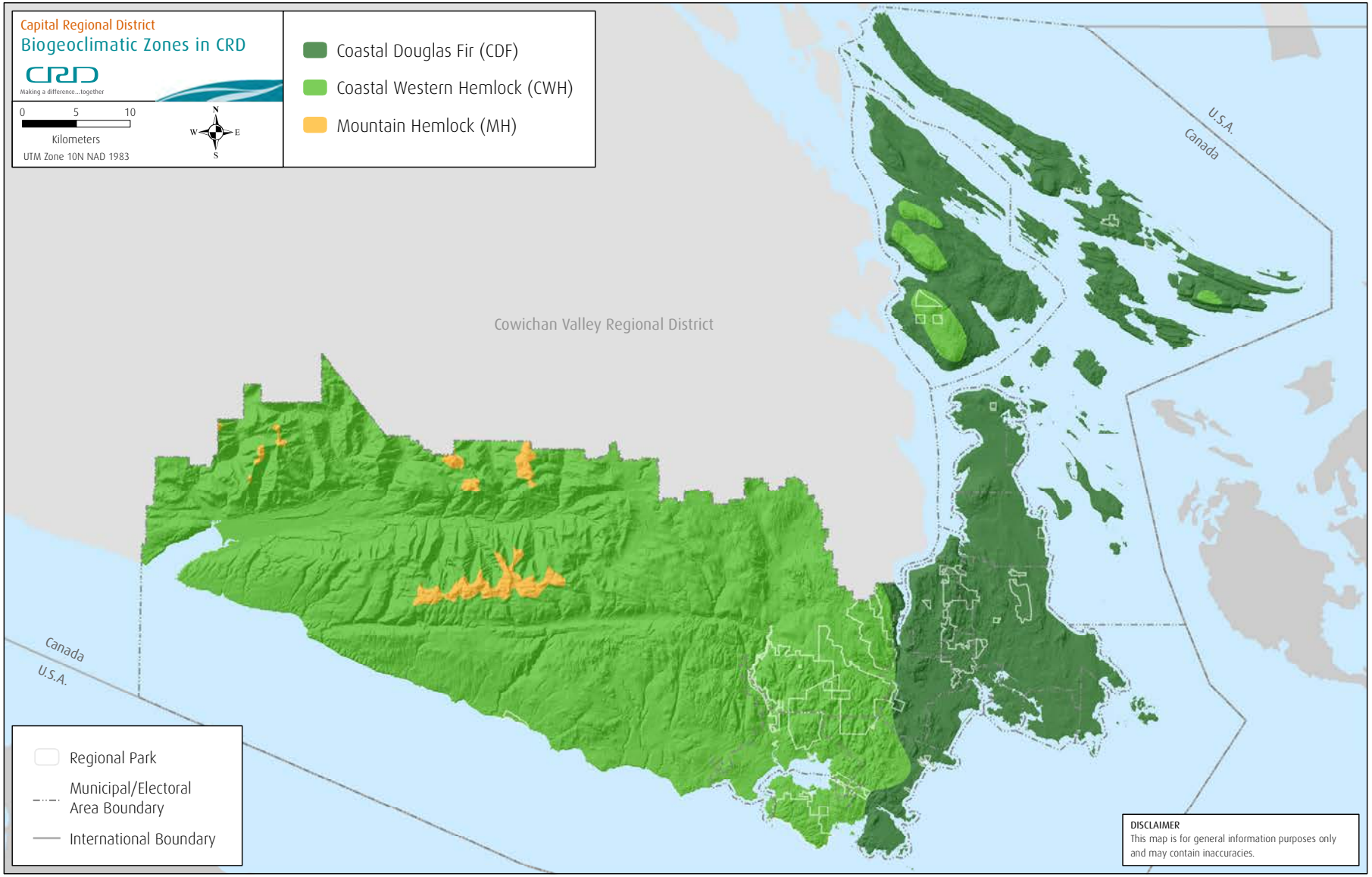
There are several species and ecological communities within the CRD at risk of becoming extinct. The *Species at Risk Act* (SARA) provides federal legal protection for species at risk, and their associated critical habitat, in an effort to recover the species. Critical habitat is identified under SARA to protect habitat necessary for the survival or recovery of species at risk. While SARA applies largely to federal lands, the CRD is effectively responsible for providing protection for species at risk within regional parks. The BC Ministry of Environment Conservation Data Centre conducts provincial assessments of species and ecological communities at risk. The CRD supports conservation by complying with provincial and federal legislation for at risk species and ecological communities in regional parks.

Both federally and provincially listed species at risk, and ecological communities occur across the CRD. Federally, 72 species are known or expected to occur within region parks, comprising 88% of all at-risk species across the Capital Region. Critical habitat has been proposed or confirmed for 11 of those species, covering over 60% of existing regional parks land base. Provincially, 61 species at risk and 18 ecological communities at risk occur within regional parks, comprising 51% and 78% of all species and ecological communities in the Capital Region, respectively. This data may exclude some omitted information due to privacy or data sensitivity purposes.

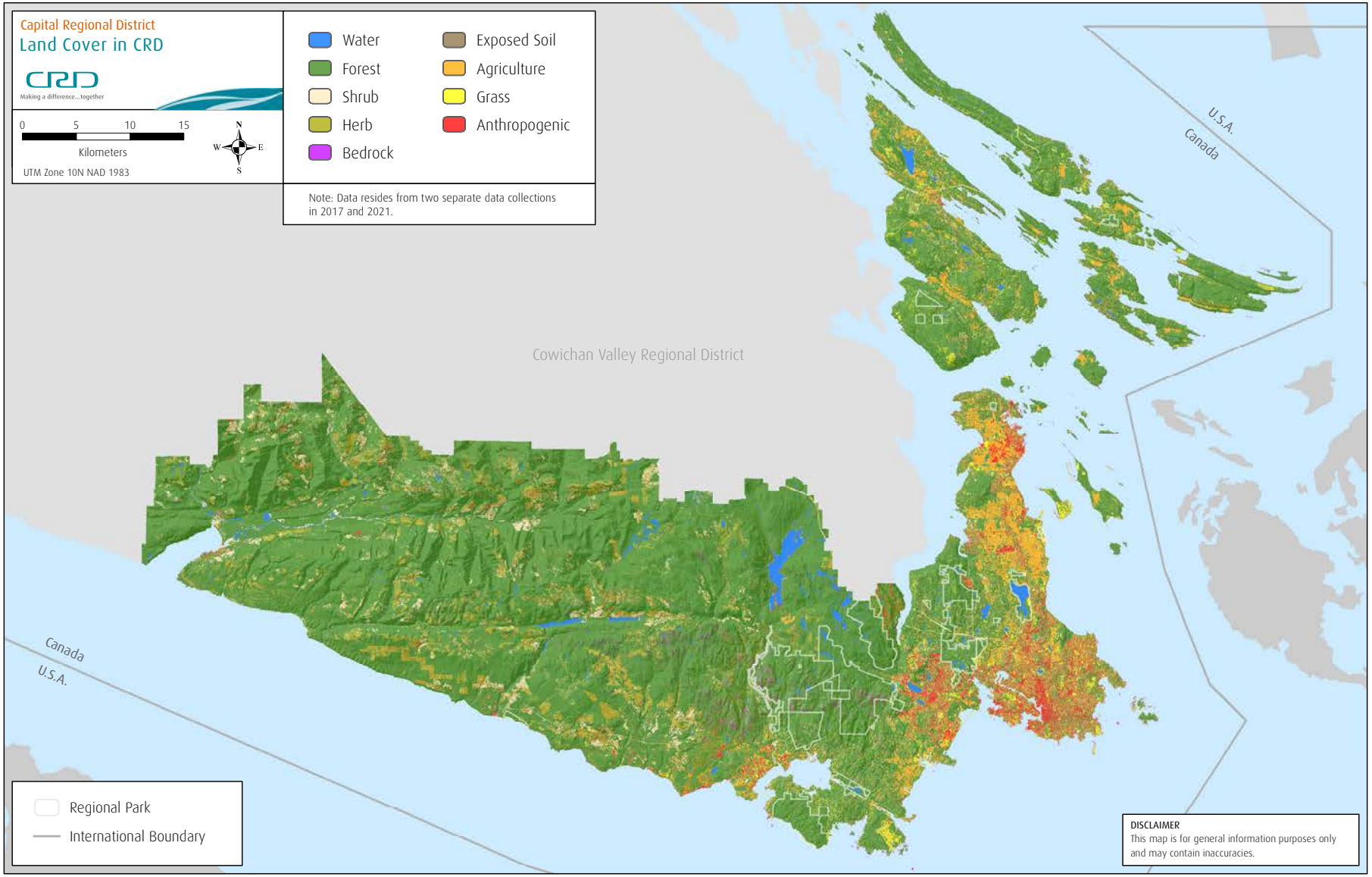
The region includes a mosaic of different land cover types that have changed significantly over the years. Map 4 provides a snapshot in time of the land cover categories comprising the region. The majority of regional park land is dominated by forest land cover (86%) with herb and water (lakes, streams and wetlands) comprising about 8% of regional parks. The remaining land cover in regional parks includes bedrock, grass and shrubs, and very minimal modern anthropogenic features (roads, buildings). Although land cover and land use is in constant flux at the local level, the character of the region is not anticipated to change significantly on a broad scale over the next decade. The urban containment boundary identified in the CRD's Regional Growth Strategy plays a key role in protecting natural areas from outward urban expansion, as has the strategic acquisition of the green/blue belt over the past twenty years.

Regional parks are vulnerable to a number of stressors that threaten the ecological health, function and integrity of important ecological values, both within regional parks and the surrounding land. Threats to the region's ecological values include, human use, invasive species, hyperabundant species, urban development, industrial and agricultural land use, and significant or extreme weather events, such as fire, flood, drought, wind, and sea level rise. Ecological values are also vulnerable to pressures within regional parks related to facility development and visitor use. The CRD addresses and mitigates threats to ecological values in regional parks and trails through research, planning, active management, stewardship, monitoring and enforcement in collaboration with First Nations, community members, regional and provincial partners.

MAP 3. BIOGEOCLIMATIC ZONES IN CRD



MAP 4. LAND COVER ANALYSIS



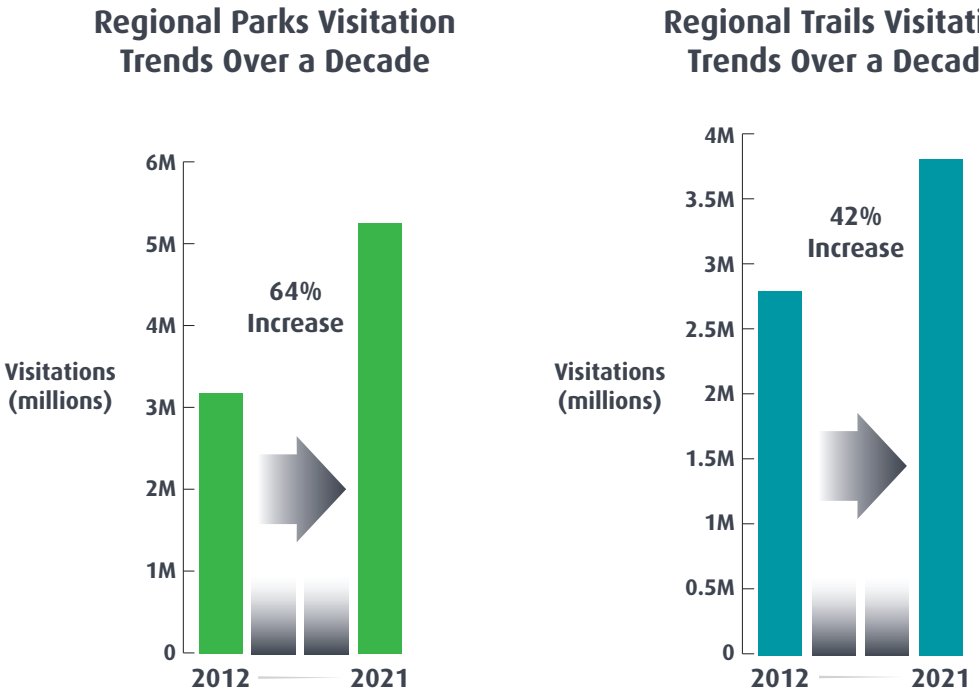
2.4 Visitor Experience

Regional parks and regional trails are vital to the region, supporting health and wellbeing, offering social connections, and improving quality of life. Regional parks provide over 300 kilometres (km) of trails and a range of opportunities for outdoor recreation, experiencing nature, learning about natural and cultural heritage, participating in park stewardship, and gathering for events. Regional parks primarily offer day-use activities, but there are currently three campgrounds operating in the system, offering frontcountry overnight camping opportunities. The regional parks system includes near-urban, rural, and remote opportunities to access nature. Regional parks receive routine maintenance and improvements to address public safety, such as waste removal, vegetation clearing, and hazard assessments.

Regional trails are a separated, primarily off-street pathway system connecting urban and rural communities across the region. There are over 100 km of regional trails available for use 24 hours a day, 365 days per year. Regional trails serve as the anchor for the region's active transportation network and recreational greenway corridors.

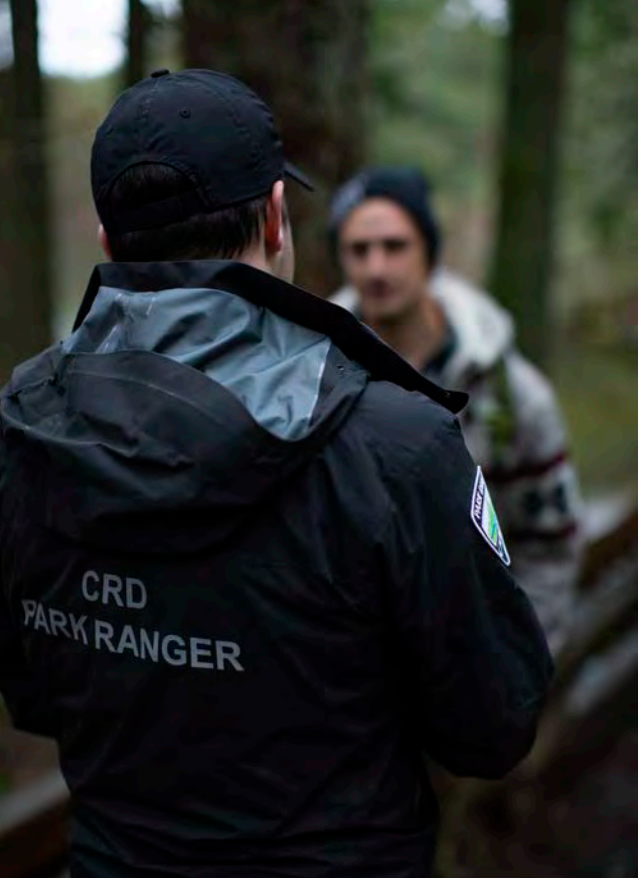
System-wide visitation to regional parks and regional trails has increased by 54% since 2012. In 2021, regional trails received over 3.7 million visits and regional parks received over 5 million visits (Figure 4). Visitation rates are determined by a series of vehicle counters at parking lots and trail counters at various locations.

FIGURE 4. 10 YEAR VISITATION TRENDS



Residents of the region value the importance of regional parks and regional trails. The CRD's 2017 Regional Parks Resident Survey results indicate that the public supports outdoor recreation activities in regional parks provided there is no negative impact to conservation values and that the most popular recreational activities in regional parks are hiking, walking, horseback riding, cycling, camping, swimming, paddling, fishing and nature study. Regional trail use is predominantly by cyclists (80%) and pedestrians (20%) in the urban areas, with peak use to weekday morning and afternoon commute times. Regional trail use in the rural areas receives lower volumes and seasonal use, and includes cyclists, pedestrian and equestrians with peak use occurring on weekends and midday.

The CRD offers interpretive programs that deliver education and outreach about natural and cultural values in regional parks. In 2019, prior to the COVID-19 pandemic, interpretive programs reached over 3,600 students through school programs, 6,600 park visitors through public programs and park events, and over 2,000 residents through community outreach events. In addition, the CRD operates two nature centres in regional parks that are open to the public and, on average, see over 8,000 visitors a year. In 2021, the CRD piloted an interpretive program in regional parks that explores the cultural significance of the region through a First Peoples lens and is expanding the program in 2022. The CRD supports reinstating Indigenous place names through a planned approach to implementation of the regional park naming policy and interpretive signage.

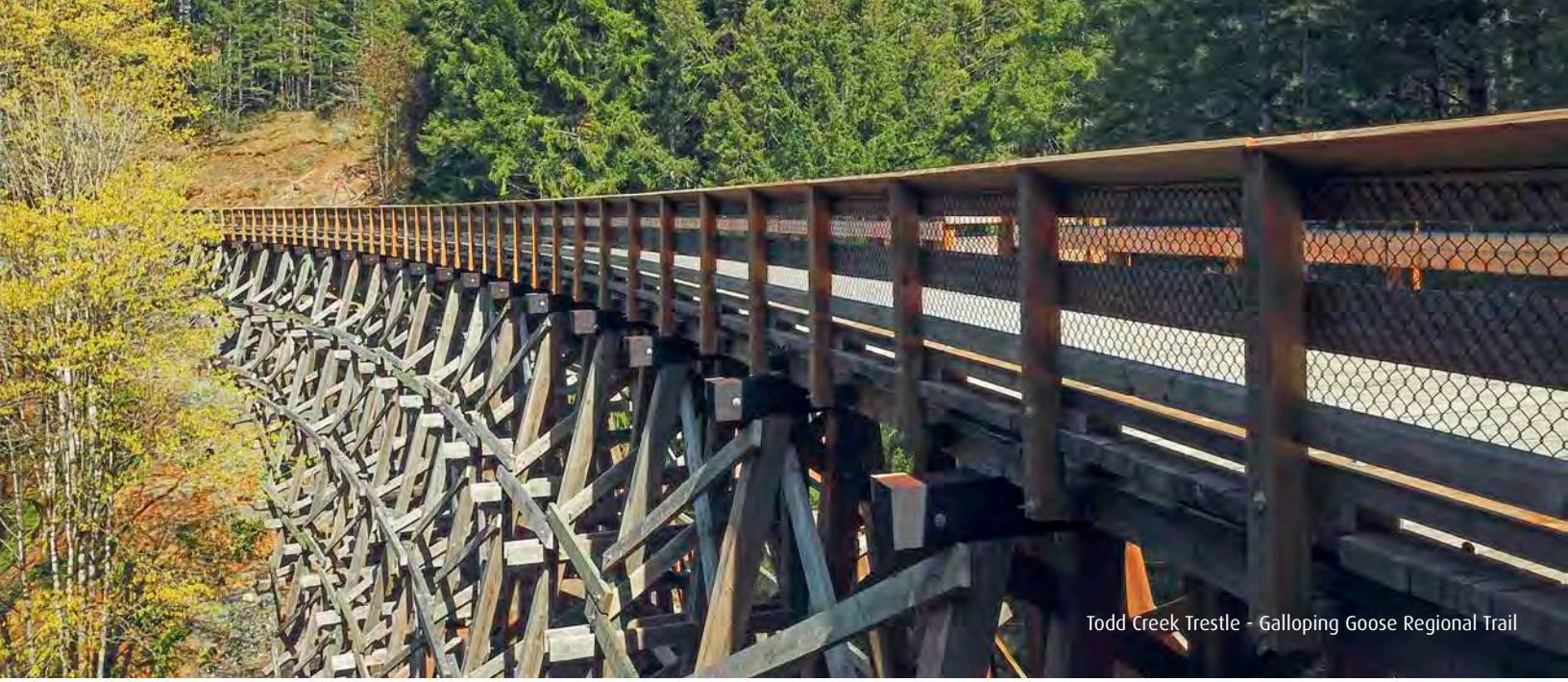


Many opportunities are available for volunteers to be involved in regional parks and trails. The CRD offers volunteer positions as park naturalists, park stewards, mountain biking stewards, and trail ambassadors. There are also opportunities for volunteers to contribute to projects, such as park clean-ups, invasive species removal, restoration and vegetation planting. In 2021, approximately 460 volunteers committed over 5,500 hours to regional parks and trails. Additionally, the CRD holds two license agreements with community organizations for stewardship of mountain-biking trails in two regional parks. Expertise, in-kind contributions, and financial donations contribute to the overall enhancement of regional parks and regional trails and, through working with First Nations, volunteers and organizations, the CRD can strengthen connections with community members and better understand the visitor experience.

Certain uses may be allowed in regional parks and trails on a limited basis, subject to permit, as outlined in CRD Bylaw No. 3675, the "Capital Regional District Regional Parks Services and Facilities Fees and Charges Bylaw No. 1, 2010". In 2021, 38 special event permits were issued for activities such as festivals and competitions, 63 commercial permits were issued for activities such as filming, training, dog-walking, use of picnic shelters, and research. The CRD recognizes the benefits of enhanced opportunities in regional parks and trails provided that, overall, natural areas and other park users are not negatively impacted.

The CRD delivers a compliance and enforcement program in regional parks and regional trails that emphasizes use of education to gain voluntary compliance leading to better protection of park and trail assets, safer and more enjoyable experiences, and better informed park and trail users. This work is conducted through community outreach, promotional campaigns, volunteers and the park ranger program. In 2021, park rangers conducted over 2,700 hours of patrols and CRD bylaw officers conducted over 1,800 hours of patrols to promote compliance with the "Capital Regional District Parks Regulation Bylaw No. 1, 2018", CRD Bylaw No. 4225. While voluntary compliance far exceeds the number of ticket violations, the main infractions tend to be related to illegal parking, camping in unauthorized areas, possession of alcohol, off-leash dogs and failure to obey signs. The use of regional parks and regional trails is summarized in Figure 5.

FIGURE 5. USE IN REGIONAL PARKS AND REGIONAL TRAILS



Todd Creek Trestle - Galloping Goose Regional Trail

2.5 Park and Trail Facilities

The CRD's system of regional parks and regional trails is comprised of both natural assets and facilities, including over 13,200 ha of land and 300 km of park trails in 32 regional parks, and approximately 100 km of paved and gravel regional trails.

The CRD's 2019 Corporate Asset Management Strategy outlines how the CRD will apply an integrated approach, evidence-based decision-making, and life cycle management to renew infrastructure and determine appropriate levels of service for regional parks and regional trails.

The CRD's 2019 Regional Parks Sustainable Service Delivery Plan Report Card provides a summary of the condition of assets in regional parks and trails and a snapshot of the services' financial state to help inform a future asset renewal program and ensure appropriate levels of service delivery.

There were an estimated 273 major engineered assets in regional parks and trails in 2019. Although the majority of engineered assets in both regional parks and regional trails are in good or very good condition, infrastructure such as dams, buildings and bridges have high replacement costs, need to meet public safety standards, and are critical for continued public use. Facilities such as trails, furniture and signage have varying lifespans and renewal needs but are also essential for providing a high quality experience to visitors.

Staff plan, implement, operate and maintain infrastructure in regional parks and regional trails to provide an appropriate duty of care and deliver the service to visitors. This work requires adequate numbers of skilled staff plus equipment, vehicles and supplies. The CRD typically retains contractors to conduct more significant construction and repair projects.

2.6 Investment

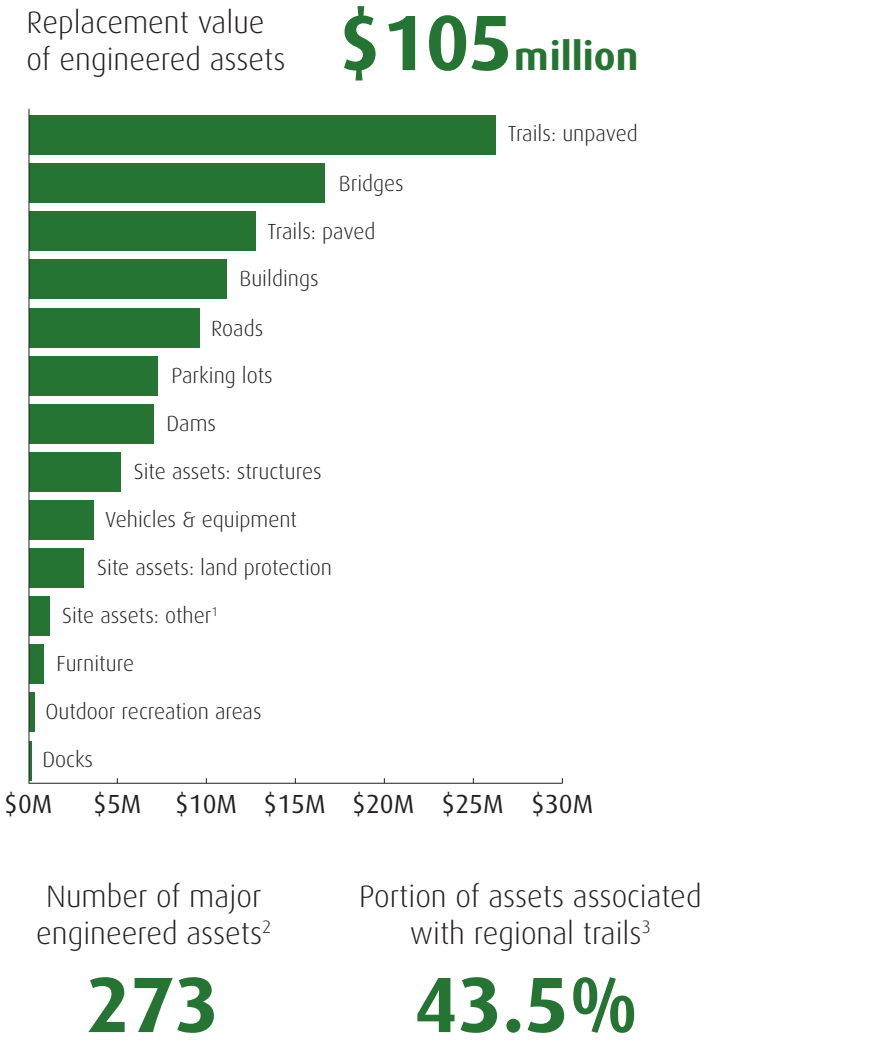
The regional parks and regional trails service is funded primarily through a regional property tax requisition. In 2022, the annual operating budget for regional parks and regional trails was $16.7 million. The CRD Board Strategic Plan 2019-2022 prioritizes ensuring appropriate funding for parks and trails infrastructure, improvements and maintenance. The CRD Board has also endorsed the appropriateness of the property tax requisition as the primary revenue source for operating costs and continues to seek ways to relieve affordability pressure for taxpayers.

Non-tax revenue provides a portion of the funding stream for regional parks and trails. Non-tax revenue is generated through the fees and permit provisions in CRD Bylaw No. 3675, "Capital Regional District Regional Parks Services and Facilities Fees and Charges Bylaw No. 1, 2010". Other sources of non-tax revenue may include: donations, facility rentals or lease agreements, bylaw infraction fines, and external grant funding. The CRD conducted a revenue generation review for regional parks in 2019 and determined approximately $575,000, not including grant funding and bylaw infraction fines, was generated from non-tax sources. In 2022, non-tax revenue comprises approximately 3% of the annual budget for regional parks and trails. In 2022, tax requisition funded $15.5 million towards the total annual operating budget of $16.7 million. Additionally, grant funding enhances the overall budget but is dependent on available opportunities and successful applications.

The total 2019 replacement value for all built infrastructure over the current lifespan was estimated at $105 million. The value of regional trails infrastructure costs make up over 40% of asset replacement value (approximately $40 million) (Figure 6). These estimates were based on an estimated condition assessment and valuation of existing built assets and do not include enhanced or expanded assets already committed or contemplated in this Plan. Inflation, cost and availability of materials will continue to influence the estimated replacement value of built infrastructure. Due to these factors, the estimated 2022 replacement values for all built infrastructure in regional parks and regional trails over the current lifespan is estimated at $120,750,000.

Additional financial resources are required to meet critical infrastructure renewal demands, as well as to address expansions to the regional parks and trails system, enhanced protection and monitoring of ecosystems and cultural heritage, improved facility design, planning, monitoring, engagement and outreach efforts. Although grant funding is typically relied upon to develop new facilities, there is increasing need to secure reliable and sustainable funds to support future enhancement to, and renewal of, regional parks and trails.

FIGURE 6. 2019 REPLACEMENT VALUE OF ENGINEERED ASSETS



[1]The category of Site assets: other includes water systems, sign posts and utilities.
[2]The total number of major and minor assets is 3,700.
[3]Assets in the regional trails service include asphalt and gravel pavement, bridges and culverts, fencing, pit toilets, and amenities such as rest and water stations.

2.7 Land Acquisition

The CRD Board established a Land Acquisition Fund (LAF) in 2000 for the sole purpose of acquiring regional park land. The LAF was initially set at a rate of $10 per average residential household and has increased over time. In 2010, the LAF was renewed and an increase of $1 per year was approved. In November 2019, the Board extended the LAF to 2029 at the rate of $20 per average residential household, with rates set to increase by $1 each year through 2025 to a maximum of $25 per average residential household. The LAF collected approximately $4 million in 2021 for regional park land acquisition.

The CRD's 2022 Financial Plan incorporates a new approach to land acquisition that leverages borrowing capacity to purchase land that would otherwise be unattainable on a pay-as-you-go savings model. The new borrowing-power approach recognizes that, given the current economic development reality and high land costs in the region, land acquisition decisions need to accommodate opportunistic acquisitions of important lands versus saving for a cash purchase. This financing structure is anticipated to create a revenue stream that can be used to debt service up to $50 million of land purchases over 15 years, thereby leveraging a net increase in land values in excess of $100 million. The financing structure is aimed at managing revenue and cash flow to increase land acquisition capacity and provide value-added service delivery. Costs incurred for the securement and development of new regional park lands are considered at time of acquisition, and when a park management plan is developed, and are brought forward as budget increases.

The CRD's Regional Parks Land Acquisition Strategy (LAS) identifies criteria for selecting desirable parcels of the land to purchase as regional park. The LAS strives to achieve a 20% contribution of land acquisition funds from partners. To date, the CRD, with support of partners, has acquired approximately 4,800 ha of land since 2000. In that time, the regional park system has grown from 8,400 ha to more than 13,200 ha.

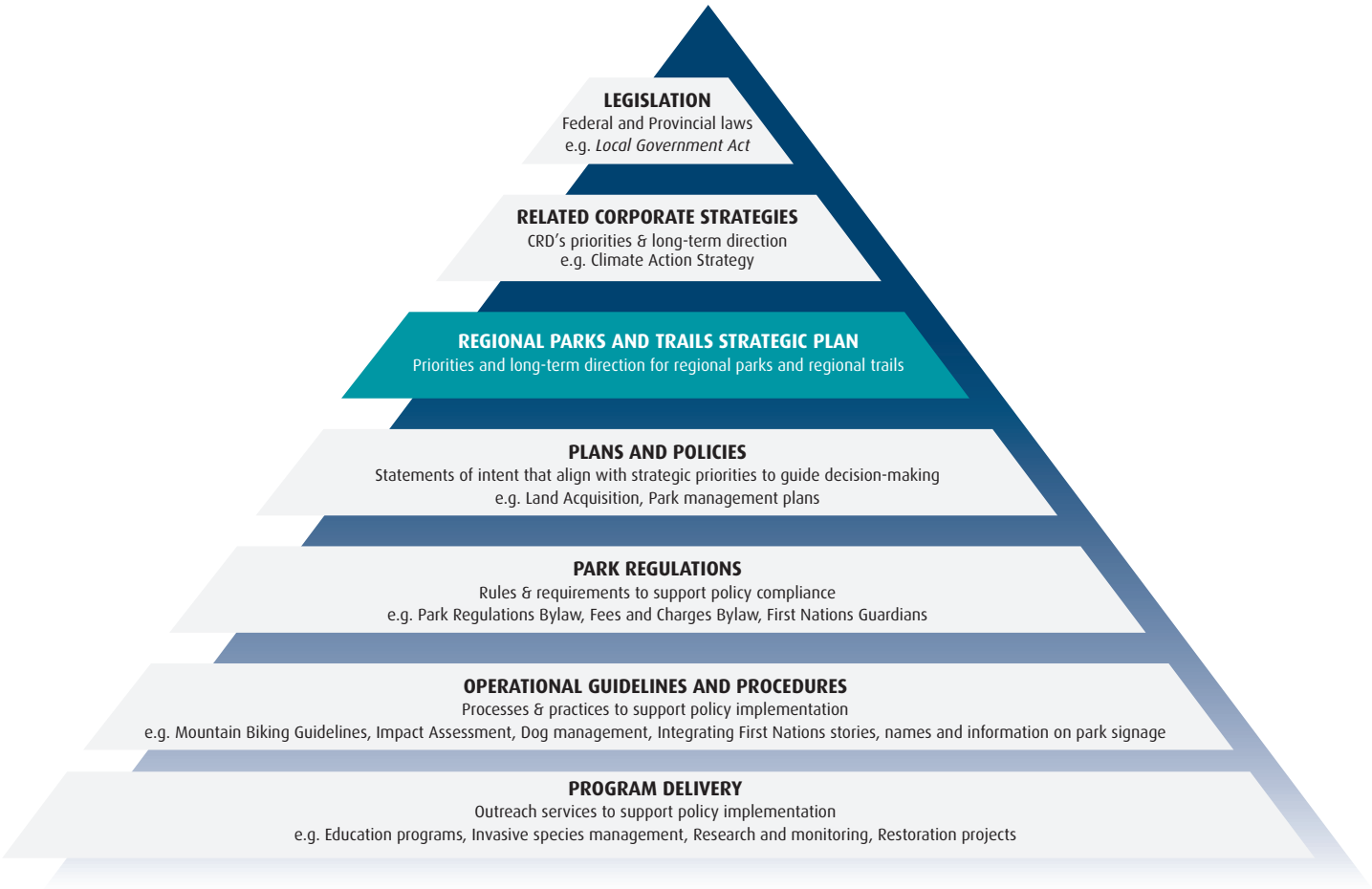
The CRD's Regional Growth Strategy (RGS) requires municipalities to identify regionally significant park lands in the municipal context statements in their Official Community Plans. The CRD is committed to having meaningful discussions with First Nations, municipal, provincial and federal parks agencies operating in the region, as well as with land conservancy organizations and other potential partners when entering into land acquisition decisions and recognizes that changes to the current processes are needed for all parties to meaningfully engage.

3. Planning Framework

This updated Strategic Plan will help the CRD set priorities, respond to complex challenges, and guide the organization in making decisions that move towards a desired future state for regional parks and regional trails. This Plan will benefit staff, the Regional Parks Committee, Transportation Committee and the Board in making decisions that advance the vision. The updated Strategic Plan will provide better opportunities for First Nations engagement by providing a framework for collaborating on regional parks and trails initiatives with First Nations. The updated Strategic Plan is also intended to create a greater understanding of the CRD's priorities and commitments for regional parks and regional trails going forward.

This Plan applies to the overall management of regional parks and regional trails. The Plan's vision, mission, values and principles, priorities, actions and targets will be implemented through the various plans, policies, regulations and programs guiding regional parks and regional trails (Figure 7). Where existing park plans and policies are inconsistent with the Strategic Plan, updates will be undertaken to bring them into alignment. Financial support for implementation will be determined through operating and capital budgets approved by the Board.

FIGURE 7. STRATEGIC PLAN WITHIN THE HIERARCHY OF OTHER PLANNING DOCUMENTS



Since 2012, the CRD has adopted a number of key strategies, including the Regional Growth Strategy and Climate Action Strategy, and has committed to support reconciliation with First Nations that have traditional territory in the region. This Plan reflects how the regional parks and regional trails system can support the current CRD Board priorities 2019-2022, and the initiatives identified in the related CRD strategies identified in Figure 8 (Appendix D). Related CRD strategies are available at: www.crd.bc.ca/plans

FIGURE 8. CRD STRATEGIES WITH STRONG LINKS TO THE REGIONAL PARKS AND TRAILS STRATEGIC PLAN

East Sooke Regional Park

3.1 Regional Park Classifications

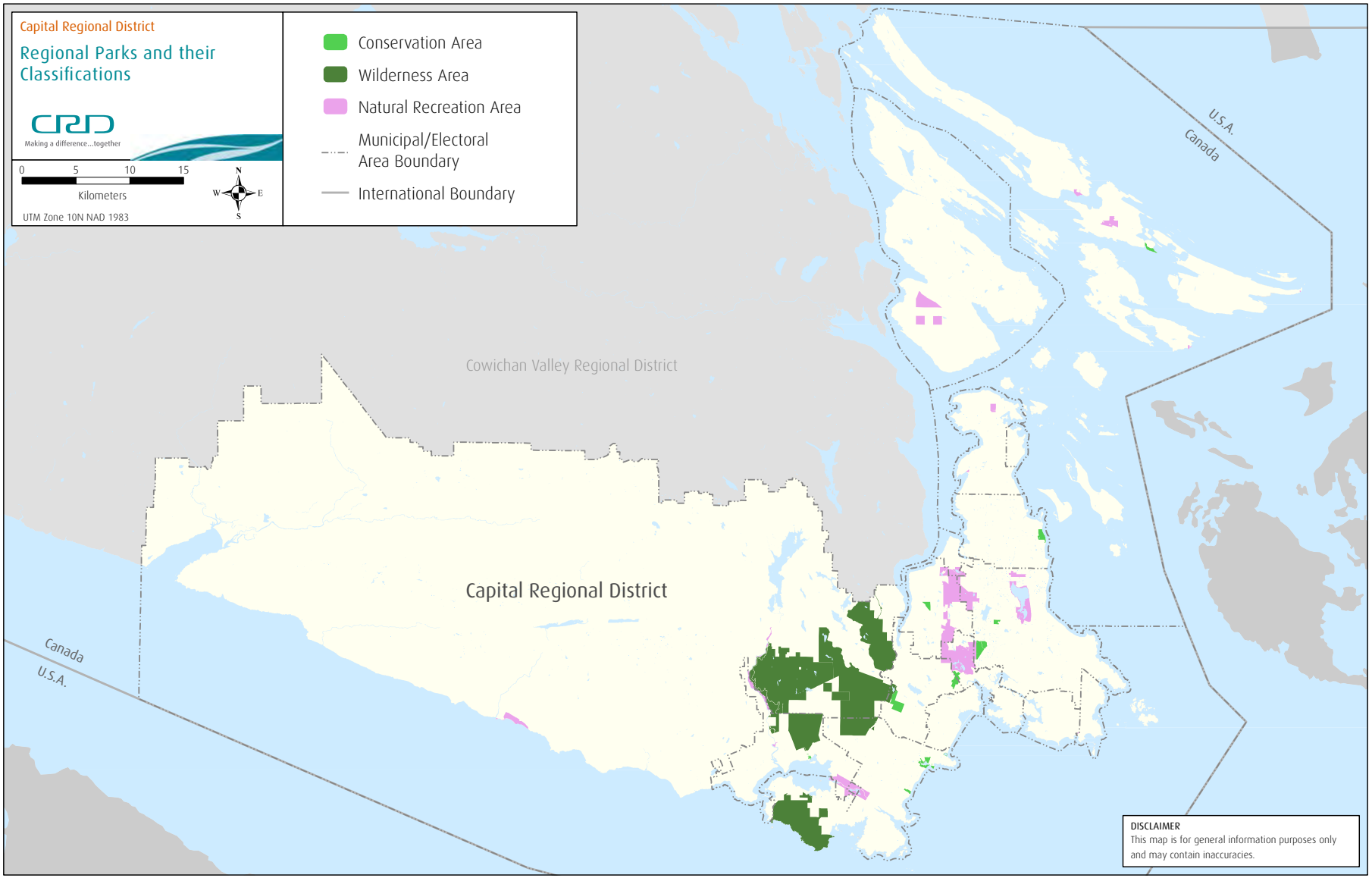
A park classification system establishes the intended purpose for each park type. The concept of establishing a spectrum of regional park classifications was first adopted in the Official Regional Park Plan, 1987, and continued in the CRD Parks Master Plan, 2000, and the Regional Parks Strategic Plan 2012-2021. The regional park classification system is established in Figure 9. Existing regional parks are classified as shown on Map 5, and Appendix E, and include: 11 Conservation Areas, 3 Wilderness Areas, and 18 Natural Recreation Area parks. Appendix E shows the current proportion of the regional parks system by classification type. A new Conservancy Area classification has been established in anticipation of emerging interests to protect natural or cultural features, primarily for their intrinsic value to First Nations. Consideration of a new park classification by the CRD Board would constitute a major amendment to this Plan. Consideration of classifying new regional park land or reclassifying existing lands by the CRD Board will constitute a minor amendment to this Plan.

Park management plans set the policy approach for regional parks and will be reviewed and updated to align with this Plan. Of the 32 regional parks in the system in 2022, 18 have management plans, 1 has interim management guidelines, and 13 are without management plans. Of the 18 management plans, 8 have been approved within the past 15 years. Upon acquisition, a park is dedicated by bylaw and a park management plan is prepared and approved by the CRD Board to guide how that park is to be developed and what services will be offered. Park management plans that are informed by assessments of what regional park values are present, input from First Nations, stakeholder groups and the public provide a foundation for evidence-based decision-making and reflect current and future visitor use of regional parks in order to anticipate future pressures on the park and to respect interests and values. Park zoning is used to define appropriate uses, facilities and services offered within different areas of a park based on the present values. It is important that park management plans forecast challenges and opportunities that may impact a park over time, and include mitigation measures and financial considerations to guide decision-making. Regular monitoring and reporting on park management plan implementation provides accountability and transparency.

FIGURE 9. REGIONAL PARK CLASSIFICATIONS

Park Classification	Purpose
Conservation Area	To protect species or ecological communities at risk and to offer visitor opportunities that are primarily focused on interpretation of natural and cultural features.
Wilderness Area	To protect large, connected tracts of natural areas and to offer visitor opportunities that are primarily focused on remote and secluded compatible outdoor recreation.
Conservancy Area	To protect natural assets and areas primarily for their intrinsic cultural use value and to offer visitor opportunities that enhance understanding and appreciation for Indigenous cultural use where appropriate.
Natural Recreation Area	To protect a connected system of natural areas and to offer visitor opportunities that are primarily focused on compatible outdoor recreation.

MAP 5. REGIONAL PARK CLASSIFICATIONS



3.2 Regional Trail Classifications

A trail classification system establishes the intended purpose for each regional trail type. This Plan builds on the regional trail classification system established in the Regional Parks Strategic Plan 2012-2021 and is established in Figure 10. Existing regional trails are classified as shown on Map 6 and include: Urban Bike and Pedestrian and Rural Bike and Pedestrian. Consideration of a new trail classification by the CRD Board would constitute a major amendment to this Plan. Consideration of classifying new regional trails or reclassifying existing regional trails by the CRD Board will constitute a minor amendment to this Plan.

The CRD's 2016 Regional Trails Management Plan and 2018 Gulf Islands Regional Trails Management Plan set the current policy approach for regional trails and will be reviewed and updated to align with this Plan. Regional trail management plans are prepared to guide how regional trails will be developed and what facilities are offered. Regional trail management plans are informed by the classification system, as well as by related strategies such as the CRD's 2014 Regional Transportation Plan, input from First Nations, interest groups and the public, and are approved by the CRD Board. It is important the regional trail management plans forecast challenges and opportunities that may impact the regional trails over time and include financial considerations to guide decision-making. Regular monitoring and reporting on regional trail management plan implementation provides accountability and transparency.

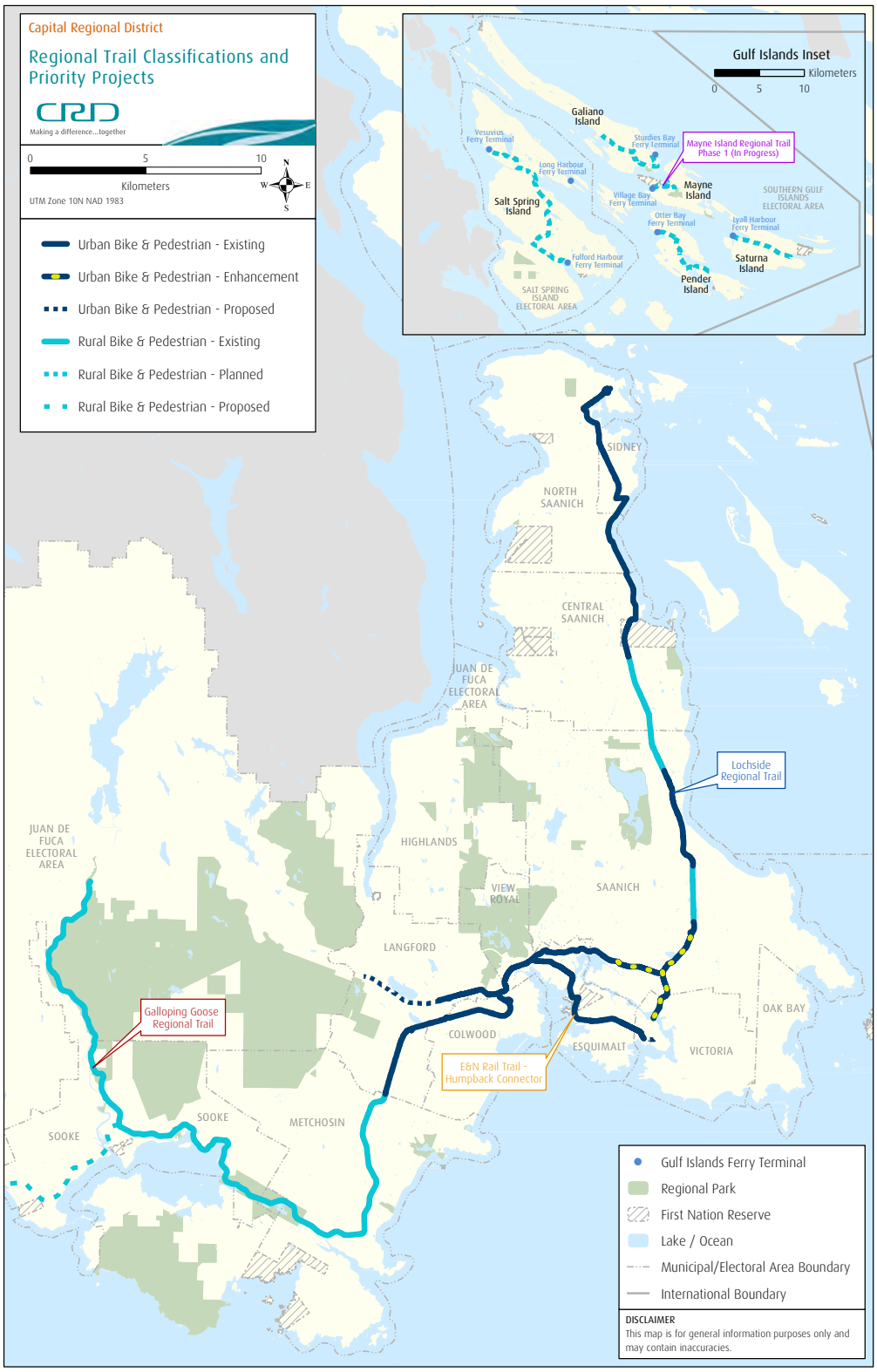
Selkirk Trestle - Galloping Goose Regional Trail

Credit: Bill Irvine

FIGURE 10. REGIONAL TRAIL CLASSIFICATIONS

Trail Classification	Purpose
Urban Bike & Pedestrian	To provide an off-street trail corridor in urban areas that is primarily for high volumes of active transportation at peak travel times and accommodates regular recreational use. Trail separation and lighting design standards will be applied to areas with high user volumes and greater trail user differential.
Rural Bike & Pedestrian	To provide an off-street trail corridor in rural areas that is primarily for active transportation and recreation with higher volumes during the summer season and on weekends. Trail design will be dual-direction, shared use with gravel surface, except in areas of higher user volumes or on-street separated facilities, where a paved surface may be considered.

MAP 6. REGIONAL TRAIL CLASSIFICATIONS AND PRIORITY PROJECTS



Lochside Regional Trail

The CRD recognizes there are competing priorities for enhancing and expanding the regional trails network. The following priority projects are identified for the upcoming decade and are shown on Map 6:

- Enhance Urban Bike & Pedestrian trails in high use sections with a separated use pathway and lighting;
- Complete the E&N regional trail;
- Develop the Gulf Islands regional trail network;
- Plan for and develop an extension of the Galloping Goose to connect to Sooke and the Juan de Fuca Electoral Area.

The following criteria will be applied when prioritizing planning, enhancing and expanding the regional trails system:

- Tenure is established for the route corridor;
- Route has a greenway character that is primarily separated from motor-vehicle traffic;
- Route addresses an existing gap in the network that connects to communities;
- Public safety, regulatory requirements and critical infrastructure renewal takes precedent over regional trail expansion projects;
- User volume and user type differential data will inform where enhancements are prioritized;
- Enhancement projects can align with other planned work;
- Funding is secured.

The following guiding principles will be applied to minimize service disruptions on regional trails whenever possible:

- Isolate worksite to allow regional trail to remain open during the work activity;
- Minimize footprint of work site;
- Schedule work actvitity outside of peak visitation times;
- Provide early and ongoing communication to users;
- Provide a higher standard of care for detours on Urban Bike and Pedestrian trails.

4. Strategic Priorities

Strategic Priorities have been developed to guide the CRD towards its desired vision for regional parks and regional trails. The Strategic Priorities are presented in the following theme categories: Reconciliation; Conservation; Visitor Experience; Climate Action & Resiliency; Access & Equity. Supporting actions and timelines for implementation are provided for each priority.

Reconciliation

Goal 1: Strong, collaborative and mutually beneficial relationships with First Nations through working in partnership.

This Regional Parks and Trails Strategic Plan is a refreshed outlook on strengthening government-to-government relationships and understanding between the CRD and First Nations in the region.

The CRD commits to maintain an open dialogue with First Nations to confirm that Indigenous cultural values and cultural uses are respected and that the priorities and actions remain relevant and meaningful. The Plan will support ongoing engagement with First Nations in the operation of regional parks and regional trails in years to come. Currently, CRD staff are participating in training to better understand Indigenous harvesting rights and practices in regional parks. Work is also underway to formalize traditional use agreements with First Nations to better recognize traditional harvesting rights. At the same time, it is recognized that reconciliation initiatives will be long-lasting and evolve over time.

The CRD's Truth and Reconciliation Calls to Action Dashboard highlights a number of areas where the CRD can focus program or policy development in regional parks and regional trails to support reconciliation. The CRD recognizes that each First Nation has individual interests, needs and capacity to engage in these initiatives. In addition to the reconciliation goal and supporting priorities and actions identified here, this Plan identifies many priorities and actions related to working with First Nations that are intended to reflect the items identified in Truth and Reconciliation Calls to Action Dashboard that relate to regional parks and trails.

The CRD will work with First Nations as Treaty settlements are committed and as the *Declaration on the Rights of Indigenous Peoples Act* and action plan is implemented. The CRD supports working with First Nations on common interests and recognizes that how this is achieved will be an ongoing discussion with each First Nation and will evolve as priorities, capacities, and governance structures shift over time. This Plan supports the journey towards strengthened relationships with First Nations and overall increased cultural awareness and respect to improve management of regional parks and trails.

Culturally Modified Tree

The inner bark (known as sl̓əʼwi7 in SENĆOŦEN) of the western red cedar (known as x̱péy̓ in SENĆOŦEN and Həńq̓əmiǹəŕ) is harvested in the spring from the sunrise side of the tree to encourage healing. The bark is then prepared for weaving by soaking it in water and beating it between two stones. It can then be woven into baskets, blankets, mats and hats.

Priority 1-1

Incorporate First Nation worldviews and knowledge in the ongoing management and operation of regional parks and regional trails.

Actions	Timing
1-1a Work collaboratively with First Nations to develop and implement priority initiatives related to regional parks and regional trails, such as: • Integrating First Nations stories, names and other information on park and trail signage and communications material; • Recognizing traditional place names; • Identifying, monitoring and restoring species of cultural significance to First Nations; • Developing cooperative management agreements, traditional use protocols and access agreements; • Information sharing without limiting the ability of traditional knowledge holders to share within their own community; • Involving First Nations in land acquisition and park management planning and operations.	Ongoing
1-1b Develop a policy for supporting and clarifying Indigenous rights to access parks for cultural use and how cultural safety can be improved in regional parks.	Short-term

Priority 1-2

Work collaboratively with First Nations governments in service delivery initiatives.

Actions	Timing
1-2a Encourage and invite First Nations interpreters in regional parks.	Ongoing
1-2b Partner with First Nations in conservation and restoration projects.	Ongoing
1-2c Support First Nations guardians in the region.	Ongoing
1-2d Support business relations with First Nations that provide value-added and compatible services in regional parks and regional trails, such as campground operations.	Ongoing

Conservation

Goal 2: Regional parks protect the region's natural assets and cultural heritage for future generations

Regional parks contribute to a large system of connected natural areas that protect natural assets, maintain ecological health, function and integrity, and provide important refuge for a diversity of species, from the threatened blue-grey taildropper slug to large carnivores, including wolves, bears and cougars. Regional parks also include an abundance of species and landscapes that are culturally important to Indigenous peoples. This complex and diverse system of protected areas is vital to ensuring long-term viability of natural areas, conserving biodiversity and building resilience to changing climates and increasing pressures on the landscape.

Regional parks also contribute to the protection of the region's cultural heritage and archaeological sites protected under the *Heritage Conservation Act*. Careful protection and monitoring of these sites is important to ensure impacts from visitor use and climate change do not degrade their integrity. The CRD's Protection and Conservation of Heritage Sites Policy provides protocol and procedure for ground-altering works near registered archaeological sites and in areas of high potential. Increased staff awareness and involvement by First Nations in the assessment of these sites, as well as other culturally spiritual places, allows for traditional knowledge to be incorporated into efforts to protect these sites in perpetuity.

New approaches have been adopted by local governments across Canada to recognize that natural assets, such as forests, wetlands, lakes and streams, can provide equivalent or better services compared to engineered facilities, and at reduced costs. Through efforts to conserve natural areas, the region can better sustain ecosystem goods, such as clean air and water, and ecosystem services, such as nutrient cycling, water storage and purification. Important social, cultural and spiritual values can also be improved through natural asset management. The CRD's regional parks play a key role in protecting important natural assets that provide beneficial ecosystem goods and services.

Northern Red-legged Frog Species of Special Concern (Blue listed)
Credit: Rick Eppler

The Northern Red-legged Frog Rana aurora can be found in many of CRD's regional parks. Frogs, known as pipá:ḿ in Həḿq̓əmiḿəḿ or wáx̱əs in SENĆOŦEN, are often an indicator species, and when their numbers decline, it is often a sign of declining ecosystem health overall. Currently, the Northern Red-legged Frog is provincially listed as special concern in British Columbia. It is designated as a species of Special Concern in Canada.

Ensuring ecological health and integrity of natural assets over the long term is challenging as stressors on the park system increase, such as higher visitor use and extreme weather events related to climate change. Understanding the current ecological values and health status of regional parks is fundamental to their effective management and protection.

Across the region, information about the ecology of the landscape has been documented for many years. First Nations people have been developing Traditional Ecological Knowledge (TEK) since time immemorial in order to sustain their way of life. This knowledge is often specific to a location and includes the relationships among people, plants, animals, natural phenomena, landscapes and natural cycles. Euro-centric understandings of how to conserve the natural world are beginning to learn from and braid with TEK to more fully understand and steward lands and waters. Supporting and partnering with First Nations communities, researchers and other agencies to share and improve ecological knowledge will be especially important to sustain the regional parks system.

On a global scale, the United Nations Convention on Biological Diversity has released a global biodiversity framework for managing nature through 2030 which includes the target for at least 30% of the planet under effective conservation by 2030. Other ambitious movements to halt loss of global biodiversity are being undertaken by organizations, including the European Union, International Union for Conservation of Nature and the High Ambition Coalition, aiming to achieve protection of at least 30% of the planet's land and water. Canada is also working to conserve 25% of the nation's land and water by 2025 and 30% by 2030. The CRD can support these targets through the land acquisition program and through partnering with First Nations, government partners and other organizations to protect and conserve important species and habitats across the region.

The CRD's Regional Growth Strategy aims to protect the region's landscape character, natural heritage and biodiversity by protecting, conserving, and actively stewarding lands in accordance with the guiding principles of prioritizing ecosystem health and recognizing the benefits derived from healthy ecosystems.

The CRD Board Priorities for 2023-2026 also reinforce the need to protect and enhance the region's natural areas to support environmental resilience. The CRD can directly support the protection and enhancement of the region's natural areas and cultural heritage through land acquisition, research, monitoring and restoration.

Conservation efforts require a coordinated approach at global, national, provincial and local levels and are to include TEK. The CRD aims to use the most current information, both within the parks system and at a regional scale, to support monitoring and protection of ecological and cultural heritage values over time.

An approach that strengthens partnerships and supports evidence-based and transparent decision-making is critical in supporting conservation priorities in regional parks. The CRD will take a leadership role to proactively manage, restore, and protect ecological and cultural values, in regional parks and to support broader conservation efforts in the region.

In doing this, it is important to be mindful of the ways in which conservation efforts have withheld First Nations Peoples from accessing their traditional lands and how integrating traditional ecological knowledge into park management can help reconnect First Nations People to the land and better incorporate a stewardship relationship to the land.

Deltoid balsamroot
Listed as Endangered under the Species at Risk Act
Credit: Andrea Rangel

Priority 2-1

Take action to increase protection of biodiversity, ecological integrity and natural assets in the region through improved knowledge, proactive stewardship and land acquisition.

Actions	Timing
2-1a Complete a State of Natural Values in Regional Parks Report that includes: a review of existing ecological values and an assessment of the ecological health in regional parks.	Short-term
2-1b Prepare and implement a Natural Areas Conservation Plan that includes: an analysis of current and future ecological data needs, including TEK; goals and targets for research, protection, restoration and enhancement, and watershed management; impact mitigation strategies and methods for long-term monitoring and reporting.	Short-term
2-1c Protect, restore, enhance and mitigate impacts to important habitat and sensitive ecosystems in regional parks by developing and implementing Impact Assessment and Best Management Practice Guidelines that are informed by research and incorporate traditional ecological knowledge.	Short-term
2-1d Develop a set of Demand Management Tools to mitigate ecological, cultural and recreation carrying capacity in regional parks.	Medium-term
2-1e Support global, national and local conservation targets by increasing protection of the region's large and connected natural areas, rare and at-risk species and ecosystems, natural assets, and representation of diverse ecosystems.	Long-term
2-1f Restore and enhance disturbed and fragmented habitats and ecosystems within regional parks.	Ongoing

Priority 2-2

Respect and protect cultural heritage sites and traditional cultural use practices.

Actions	Timing
2-2a Ensure parks staff receive training to improve understanding of cultural heritage conservation and Indigenous cultural use in regional parks.	Ongoing
2-2b Invite and incorporate First Nations knowledge in the implementation of the CRD's Protection and Conservation of Heritage Sites Policy in regional parks.	Ongoing
2-2c In partnership with First Nations, develop Cultural Heritage Protection Plans to identify, protect and monitor cultural heritage sites in regional parks.	Long-term

Priority 2-3

Work with and support partners in taking care of the region's species, habitats and natural areas.

Actions	Timing
2-3a Support, collaborate, participate and lead initiatives to share knowledge with First Nations, other government partners, institutions and organizations on regional topics of conservation, biodiversity, species at risk, restoration and invasive species management.	Ongoing
2-3b Enhance opportunities to improve regional conservation knowledge by collaborating with partners to share open, transparent and accessible information on the region's natural values while respecting First Nations traditional ecological knowledge and information sharing protocols.	Long-term
2-3c Proactively seek, support and lead partnership opportunities.	Long-term
2-3d Work with First Nations to understand and monitor plants and animals of significance to Indigenous cultural use in regional parks.	Ongoing

Visitor Experience

Goal 3: Visitors to regional parks are involved in stewardship and have access to enjoyable outdoor recreation opportunities

Outdoor recreation plays an important role in the quality of life that attracts people to this region, benefiting mental and physical health, promoting social and community connectivity, and being relatively low-barrier to access. The motivating factors, or user objectives, for visiting regional parks and trails is unique to each individual and depends on the characteristics of the recreation setting. The CRD aims to support a fit for life approach in regional parks by providing a range of different opportunities for broad public use while supporting and protecting ecological values. Regional parks offer a range of visitor use experiences that benefit broad public enjoyment and that are compatible with other park users and with the natural setting.

Compatible outdoor recreation in regional parks:

- Is immersed in and reliant on the natural environment and the natural environment is integral to the activity;
- Does not degrade the ecological and cultural integrity of the park;
- Is human-powered, with the exception of mobility aids and electric assist devices; and
- Encourages an appreciation for and understanding of natural and cultural values.

These visitors are well prepared for a challenging hike over rugged terrain in Sea to Sea Regional Park.

With the increasing popularity of outdoor recreation come challenges for meeting user objectives, including ensuring safety, mitigating environmental damage, and resolving conflict between users. Providing quality outdoor recreation opportunities can have positive impacts on increasing environmental and cultural awareness, enhancing stewardship values, and promoting user etiquette and compliance. Opportunities to encourage outdoor recreation, through group training, competitions and events supported through the permit program, are recognized as positive contributions to promoting healthy lifestyles, fostering social connections, and providing economic benefit to the region, provided such activities are sited appropriately and remain secondary to broad public use of regional parks and trails.

The involvement of not-for-profit organizations in stewardship of regional parks and trails can be mutually beneficial. Through formal agreements, organizations may contribute expertise, labour and materials to maintenance and restoration projects that result in improved facility design and user experience, and contribute by disseminating information through their membership. Stewardship opportunities in regional parks and trails offer participants an opportunity to develop a deeper understanding of park management challenges, such as human impacts on the natural environment. The CRD invites guidance in these efforts from First Nations, as long-term stewards of the land and water.

Interpretive programs offered in regional parks have a positive effect on educating the public about natural and cultural values and connect people with nature. Programs can be further improved through incorporating First Nations world views. Continued emphasis on interpretive programming and communication material, especially aimed at youth, can encourage a new generation of stewards. Effective communication and messaging, through in-person and media outlets, can also increase public awareness of human impacts on the environment, improve users' preparedness for participating in outdoor activities, and increase awareness of regional park values. Consistent messaging can also target improved behaviour of regional parks and trail users, rather than relying on compliance and enforcement. Over time, rates of voluntary compliance with park regulations are expected to increase, as a result of improved communication and education efforts.

Continued engagement with park users helps the CRD to understand visitor use trends in regional parks. In addition, data sources, such as vehicle and trail counters and resident surveys, inform planning and operational decisions that enhance enjoyment of regional parks.

Priority 3-1

Offer compatible outdoor recreation opportunities that are enjoyable, healthy, safe and immersed in nature.

Actions	Timing
3-1a Develop and implement an Outdoor Recreation Plan that takes into account a range of desired user objectives, compatibility, recreation setting characteristics, and establishes a method for long-term monitoring and reporting.	Short-term
3-1b Develop, update and implement Facility Standards and Outdoor Recreation Activity-Specific Guidelines that establish design standards, risk mitigation and level of service requirements.	Medium-term
3-1c Undertake Resident Surveys to assess visitor use satisfaction and emerging trends related to regional parks and regional trails.	Every 5 years
3-1d Update Park Use Permit opportunities giving consideration to Indigenous cultural safety, protection of cultural heritage and ecosystem integrity, park land carrying capacity, park classifications, equity and non-tax revenue generation needs.	Medium-term
3-1e Update Emergency Response Plans for regional parks.	Ongoing
3-1f Expand compatible outdoor recreation opportunities in previously disturbed areas or areas with lower conservation values.	Long-term

Priority 3-2

Foster stewardship through program delivery, knowledge sharing and collaboration.

Actions	Timing
3-2a Develop and implement an Interpretive Program Plan and provide programs that deliver natural and cultural heritage information, climate change education, promote health benefits of nature-based activities and visitor compliance.	Medium-term
3-2b Develop a Volunteer Plan that includes a diversity of opportunities for individuals and organizations to participate in and contribute to regional parks.	Medium-term
3-2c Work with First Nations to provide park visitors with information about First Nations history and cultural use and to improve cultural safety in regional parks.	Ongoing

Climate Action & Resiliency

Goal 4: Regional parks and regional trails are resilient and take action on climate change

The CRD Board declared a climate emergency in 2019 and has since committed to take action to address climate change within operations at the regional level and to take a leadership role to pursue carbon neutrality. The CRD's 2021 Climate Action Strategy recognizes that greenhouse gas (GHG) emissions must be reduced and sequestered. In order to respond to climate impacts, efforts must focus on understanding vulnerabilities, ensuring natural assets are resilient and ecological integrity is maintained, and preparing the region's infrastructure and lands.

The CRD can contribute to regional GHG reductions in regional parks and trails by integrating the corporate climate lens framework, making operational choices that reduce GHG emissions, and through the planning, design, and operation of the regional trails system, which serves as the anchor of the region's active transportation network. The CRD's 2014 Regional Transportation Plan put forth a multi-modal transportation network concept for the region that includes sections of regional trails functioning as separated, off-street active transportation corridors. Canada's Active Transportation Strategy, BC's South Island Transportation Plan and the CRD's Regional Growth Strategy target increased active transportation as a personal mobility choice and for enhancing individuals' health and wellbeing. As almost half of the region's GHG emissions come from transportation, the CRD can directly support a shift to low-carbon mobility choices by accelerating infrastructure improvements in regional parks and regional trails that support active transportation and low-carbon mobility choices.

Natural areas provide important ecosystem goods and services, such as carbon storage, water supply and temperature buffering functions, as well as improve resilience to extreme weather events. The CRD can manage ecosystem health and integrity in regional parks to support nature's capacity to mitigate against and adapt to a changing climate. This can be done through acquiring new lands, actively managing and restoring natural areas, building community awareness on climate action, and providing opportunities to engage in stewardship activities.

Yellow Sand-verbena
Species of Special Concern (Blue listed)
Credit: Sean Rangel

Yellow Sand-verbena Abronia latifolia is a Species of Special Concern that grows in coastal sandy habitats. This flowering plant is the sole source of food for the endangered Sand-verbena Moth, which is dependent on the plant for every stage of its life. Both species face further peril from rising sea levels due to climate change.

Extreme weather events such as flooding, drought and fire could have severe long-term detrimental effects on the regional parks land base, values, and fragile resources, such as archaeological sites, rare and sensitive ecosystems, outdoor recreation spaces, and critical infrastructure and facilities. Understanding and preparing for possible climate impacts to regional parks and regional trails is critical to assessing climate mitigation and adaptation measures and to making informed decisions. Information sharing and incorporating traditional ecological knowledge can further inform climate action and adaptation decisions, thereby increasing resiliency.

Effectively achieving the vision for regional parks and regional trails in the face of increased regional population growth, urban development pressure, changing visitor use expectations and use patterns, and major infrastructure renewal needs requires substantial investment and effective financial management. There are significant funding challenges and competing priorities for expenditures relating to acquiring and opening new parks, upgrading and replacing existing infrastructure, and funding programs to plan and manage the regional parks and trails system. Funding existing and future service delivery demands is also a challenge as the region becomes increasingly diverse and is exposed to disruptive and unpredictable events due to climate change.

Resident surveys conducted in 2017 provided evidence that the public supported an increase in funding to operate regional parks and regional trails and for continuation of the Land Acquisition Fund. These opinions about the level of funding demonstrate support for funding the following priorities over the next five years: repair and maintenance of facilities, environmental restoration projects, and acquisition of more parkland.

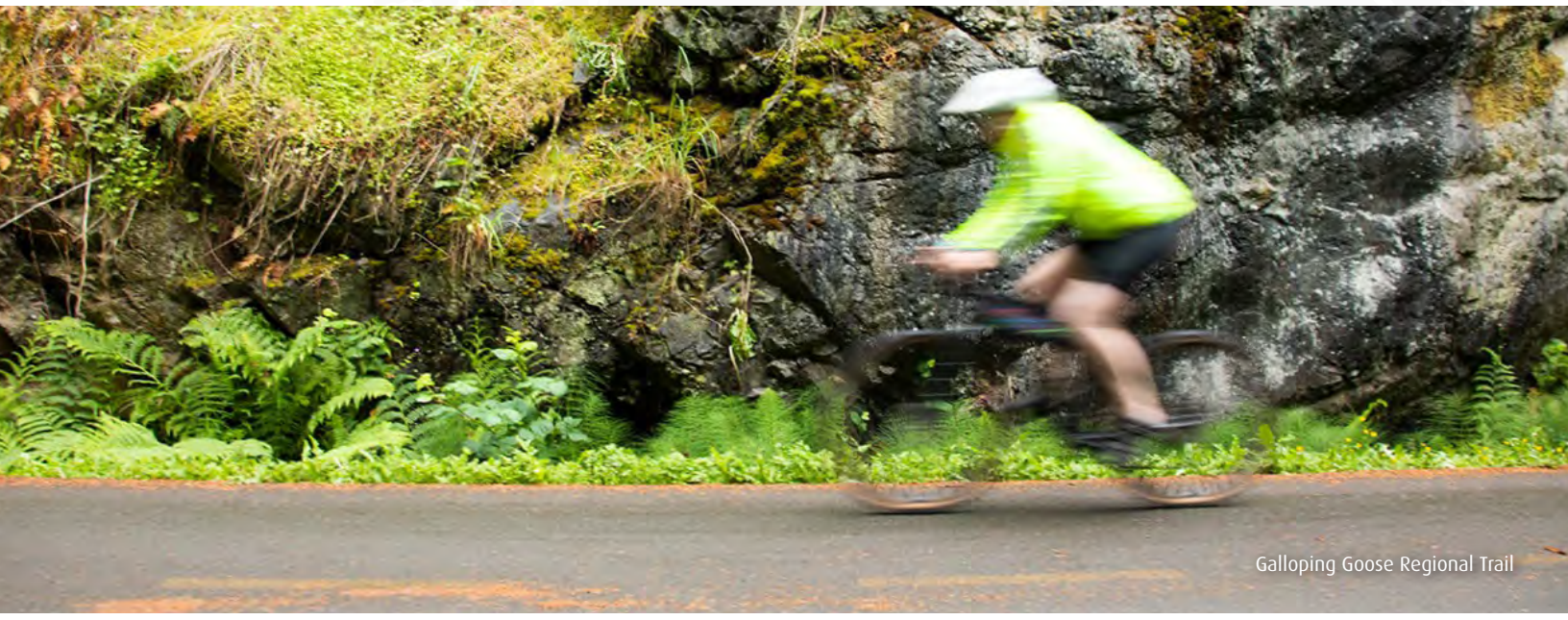
The CRD applies an asset management approach to build organizational resilience. Fundamental to adopting an asset management approach is ensuring consistent, systematic and standardized information about facilities to inform decision-making. The CRD embarked on an asset management program with the Regional Parks Sustainable Service Delivery Report Card in 2019, which focused on critical infrastructure renewal needs. Further development of an asset management program will assist with managing each facility's life cycle and determining appropriate levels of service and risk. Consideration can also be given to determining the feasibility of broadening the scope of asset management to include natural assets in the regional parks system.

It is important to balance the capacity of the CRD to operate and manage the system in a fiscally responsible manner, while continuing to expand and improve service, and to balance risks and benefits. In 2019, the CRD Board made it a priority to ensure appropriate funding for regional parks and trails infrastructure, improvements and maintenance. On finalization of this Strategic Plan, a financial plan will be prepared that will comprehensively address all aspects of the funding necessary for the CRD to achieve its vision for regional parks and regional trails.

Priority 4-1

Advance regional active transportation opportunities that contribute to greenhouse gas reduction.

Actions	Timing
4-1a Update the Regional Trails Management Plan with consideration to regional trail classifications, design standards, priority regional trail projects and increasing connectivity.	Short-term
4-1b Plan for and implement priority regional trail enhancement and expansion projects.	Ongoing
4-1c Prepare a funding strategy to support implementation of priority regional trail enhancement and expansion projects.	Short-term
4-1d Work with municipalities to develop and implement Operational Guidelines for regional trail service disruptions.	Short-term
4-1e Develop and implement a Micromobility Policy that gives consideration to the use of electric micromobility devices, such as electric-assist bikes and electric scooters, in regional parks and regional trails.	Medium-term
4-1f Support, participate and collaborate in the planning and implementation of a regional active transportation network that improves connectivity, identifies system gaps and establishes desired design standards and service levels.	Ongoing



Galloping Goose Regional Trail

Priority 4-2

Support the development of complete and connected communities by improving access to regional parks by transit, electric vehicles, micromobility, walking or cycling.

Actions	Timing
4-2a Advocate for expanded transit service to regional parks.	Ongoing
4-2b Align implementation of parking fees where regional parks can be easily accessed by transit, walking or cycling as a disincentive to motor vehicle use, excluding vehicle parking for people with disabilities.	Short-term
4-2c Prioritize regional park and regional trail projects that improve multi-modal access between parks and communities.	Ongoing
4-2d Undertake a study of regional parks access points to inform parking lot safety improvements, multi-modal access and low-carbon mobility incentives.	Medium-term
4-2e Plan for and implement bike parking and E-Bike, Electric Vehicle and Electric Micromobility charging stations at high-use regional park accesses.	Medium-term

Priority 4-3

Align service delivery and infrastructure improvements in regional parks and regional trails with climate action.

Actions	Timing
4-3a Incorporate a Climate Action Lens into service delivery, facility development and asset renewal that prioritizes low-carbon and energy efficient investment in regional parks and regional trails.	Medium-term
4-3b Determine the feasibility of considering natural assets in an asset management plan for regional parks.	Long-term
4-3c Develop and implement an Asset Management Plan for regional parks and regional trails that achieves critical infrastructure life cycle renewal, is well-planned, managed and funded, is consistent with legislative requirements and receives First Nations input.	Medium-term
4-3d Conduct a Service Level Review of regional trails to understand current levels of service, forecast emerging needs and required adjustments.	Short-term

CRD Regional Parks crew aiding with a fire.

Priority 4-4

Ensure the long-term and consistent management of regional parks and protected natural areas.

Actions	Timing
4-4a Implement a Park Management Planning Process that is efficient, adaptable, evidence-based and addresses service level needs, financial implications and climate mitigation measures.	Ongoing
4-4b Engage and involve First Nations governments, stakeholders and the public in the preparation and implementation of park management plans to ensure transparency, knowledge sharing and adaptability.	Ongoing
4-4c Support protection of the CRD's Greater Victoria Water Supply Area from unauthorized activities, incompatible adjacent land uses, and from climate-related weather events through park management, land acquisition and sharing information.	Ongoing
4-4d Work with partners to share knowledge, assess and identify options to improve regional parks capacity to mitigate against and adapt to a changing climate, including ecosystem services such as carbon sequestration, water storage and buffering severe weather events.	Medium-term
4-4e Support monitoring of ecosystem health in the CRD's Greater Victoria Water Supply Area and investigate expanding to regional parks.	Ongoing

Priority 4-5

Strategically acquire and manage natural areas to address climate mitigation, urban containment and access to green space for a growing population.

Actions	Timing
4-5a Work in collaboration with First Nations, Municipalities and Electoral Areas, and organizations to identify regionally significant park land and determine alignment of goals and objectives.	Ongoing
4-5b Work in collaboration with First Nations to update land acquisition criteria to incorporate cultural use values and areas of cultural significance.	Ongoing
4-5c Update regional park land acquisition criteria and prioritize land acquisition that reflects the values in this Plan, including consideration of areas that contribute to climate change mitigation, enhance biodiversity, buffer urban development, increase connectivity of natural areas, improve ecological integrity and provide increased area and diversity of outdoor recreation opportunities.	Ongoing
4-5d Support the long-term protection of the region's natural assets through inventories, monitoring, land acquisition and partnerships.	Ongoing

Volunteers removing invasive species in Mill Hill Regional Park.

Access & Equity

Goal 5: Regional parks and regional trails are inclusive and accessible

Regional parks and regional trails are a public good that belong to everyone in the region. The benefits of experiencing and interacting with nature for physical and mental well-being are felt by many. Medical professionals from the World Health Organization to Doctors of BC are advocating for equitable access to nature to safeguard the physical and psychological wellbeing of residents. Factors such as lack of access to transportation and distance to parks can be barriers preventing members of society from enjoying the benefits of parks and trails. Increased benefits of accessing nature and public spaces can be realized when they adapt to the needs of diverse populations, such as people of all ages, ethnic backgrounds, mobility levels and income brackets. The CRD's Regional Growth Strategy supports development of complete communities that include more opportunities to walk, cycle and use public transit conveniently. Ideally, recreation and green space can be easily accessed in a 10-minute walk or 15-minute bike ride. BC's Active Transportation Guide recommends specifications to be followed in the development of active transportation infrastructure while offering design choice to improve the user experience for all ages and abilities.

Accessibility mats like this one located at Thetis Lake's main beach allow for access to the water for visitors with mobility aids.

The concept of equity recognizes that people may require different resources or opportunities to meet a goal, as they have different needs and circumstances. Aspects of equity relate to procedural and distributive fairness. Procedural equity is the representation of multiple perspectives in decision-making. Distributive equity refers to spatial or locational access to a service and the related social factors affecting access to those services. Efforts to increase equitable, or fair, access to parks and protected areas are being promoted by the Convention on Biological Diversity (Aichi Target 11) at the global scale to provincial initiatives offering free park passes. Understanding barriers to accessing parks and trails in the CRD is limited, but a new partnership initiative to apply a gender equity lens to regional trails is being piloted in 2022.

Accessibility is about creating communities and offering services that enable everyone to participate fully without barriers. The 2018 *Accessible Canada Act* aims to achieve a barrier-free Canada by 2040 by identifying, addressing and preventing accessibility obstacles. The *Accessible British Columbia Act* and upcoming regulation will require public-sector organizations to develop accessibility plans and public-feedback mechanisms. A barrier is anything that hinders the full and equal participation in society of persons with a physical, mental, intellectual, cognitive, learning, communication or sensory impairment or functional limitation. New accessibility standards being developed and applied at the federal and provinicial levels will inform regional efforts to improve accessibility.

Priority 5-1

Enhance health and well-being by providing equitable access to regional parks and regional trails.

5-Actions	Timing
5-1a Develop and apply an Equity Lens to inform management and operation of regional parks and regional trails.	Ongoing
5-1b Conduct an Inclusion and Accessibility Assessment of regional parks and regional trails that assesses barriers and deterrents to access.	Short-term
5-1c Replace the 2003 Universal Access Plan for Regional Parks with new Accessibility Guidelines that provide objective information about the visitor experience, such as descriptions of trail terrain, length and slope to empower visitors to make appropriate individual choices and to better align user expectations with self-preparedness and ability.	Medium-term
5-1d Develop a Park Use Permit Policy that gives consideration to providing equitable access to programs, ensuring events and commercial activities align with the values in this Plan, and that fees reflect impacts on park facilities and users.	Medium-term
5-1e Work with First Nations to improve Indigenous cultural safety in regional parks and on regional trails.	Ongoing

East Sooke Regional Park
Credit: Rosemary Neering

5. Monitoring & Reporting

Over the next ten years, the actions contained within this Strategic Plan will form the basis of service plans and work plans that are approved by the Board annually as part of the financial planning process. Collaboration with First Nations governments, municipalities, park agencies, CRD divisions, and stakeholders will be integral to this process. Capacity for undertaking this work will need to be determined and appropriate resources assigned during implementation.

As progress is made in the implementation of this action plan, knowledge and understanding of regional parks and regional trails will continue to develop. To remain flexible and adaptable, and to support consistent implementation over time, CRD staff will:

- Continue on journey of reconciliation with First Nations;
- Prepare a funding strategy to accompany implementation;
- Continue to identify opportunities for external grant funding and partnerships;
- Share knowledge and best practices with others;
- Participate in professional development to improve service delivery;
- Continue to monitor data to track progress over time;
- Evaluate progress and adjust actions, as needed; and
- Continue to improve on current practices.

5.1 Performance Indicators and Reporting

Progress on the implementation of the 10-year Regional Parks and Trails Strategic Plan will be reported annually. Figure 11 summarizes the intended reporting indicators identified for each strategic priority area proposed for annual reporting. For each goal area, an action status will reflect general progress made towards all actions supporting that goal. This helps to summarize at-a-glance progress made on actions that may not be easily measurable or reflected in another indicator, such as actions that are ongoing or taking place over a long period. For other measures, an icon is provided to indicate the desired direction of the indicator over time (increasing or decreasing), if applicable.

Minor amendments to the Strategic Plan will be brought forward when necessary to update factual information and to update the park and trail classifications, as new additions to the system are identified and established.

Major amendments to the Strategic Plan will involve First Nations, stakeholder and public engagement and will be considered by the CRD Board for approval.

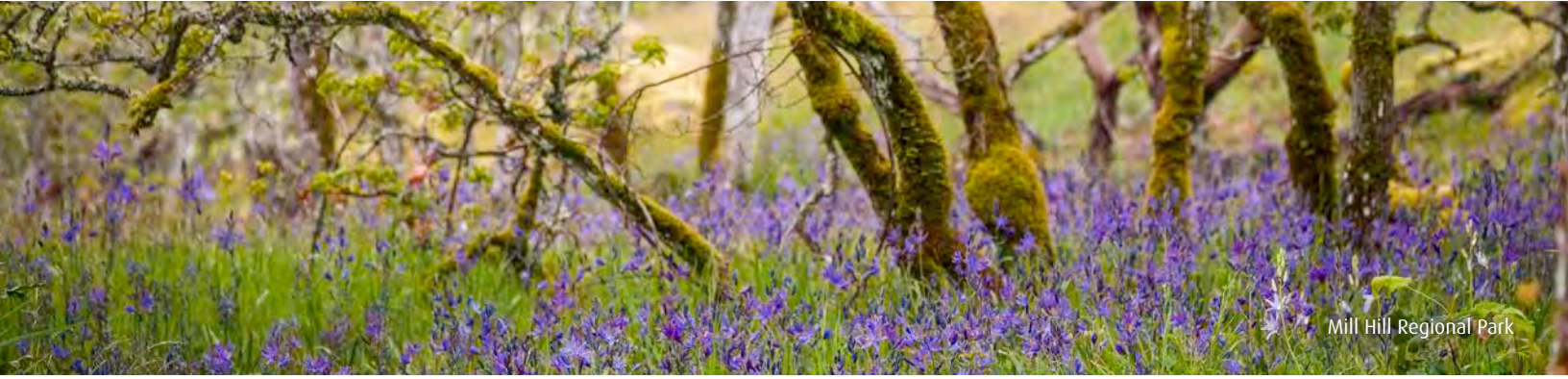
Thetis Lake Regional Park

FIGURE 11. ANNUAL INTENDED REPORTING INDICATOR

Goal area	Intended reporting indicator
Goal 1: Reconciliation	↑ 1-1 Reconciliation workplans are developed with each First Nation
	↑ 1-1 Traditional use agreements are initiated with all First Nations in the region
	↑ 1-2 Increased participation in Indigenous perspectives programs and presentations
	↑ 1-2 Increased number of conservation and restoration projects in partnership with First Nations
	↑ 1-2 Increased number of economic opportunities made available to First Nations
Goal 2: Conservation	↑ 2-1 Increased area of regional park land protected
	↑ 2-1 Increased area of regional park land restored
	↑ 2-1 Increased protection of at risk species and ecosystems in regional parks
	↑ 2-2 Increased percentage of First Nations collaborating with CRD on cultural heritage protection projects
	↑ 2-2 All staff receive cultural awareness training
	↑ 2-3 Increased conservation and research partnerships
Goal 3: Visitor Experience	○ 3-1 Maintain high rates of visitor satisfaction
	↑ 3-1 Increased area available for compatible outdoor recreation
	○ 3-2 Review and update interpretive program content every 4 years
	↑ 3-2 Increased number of volunteer hours

FIGURE 11. ANNUAL INTENDED REPORTING INDICATOR

Goal area	Intended reporting indicator
Goal 4: Climate Action & Resiliency	4-1 Increased use of regional trails
	4-1 Completed regional trail priority projects
	4-1 Minimized regional trail service disruptions
	4-2 Increase Electric Vehicle charging stations at park accesses
	4-3 Reduced operational greenhouse gas emissions
	4-3 Maintain critical infrastructure in good condition
	4-4 Increase the percentage of parks with management plans less than 15 years old
	4-5 Increased area of regional park land
	4-5 Increased representation of all regional park classifications
Goal 5: Access & Equity	5-1 Improved accessibility to regional parks and regional trails
	5-1 Cultural awareness information is incorporated into new park kiosks



Mill Hill Regional Park

Appendix A: Glossary

Archaeological Site: A heritage site or object protected by the *Heritage Conservation Act*.

Accessibility: The quality of being easily used, approached or understood by a wide range of people and, in some cases, adapted for specific uses.

Biodiversity: The variability among living organisms from terrestrial, marine and other ecosystems, and includes variability at the genetic, species and ecosystem levels.[1]

Conservation: The practice of preserving, protecting and/or restoring the natural and cultural environment and species within for future generations.

Cultural Heritage: Includes tangible and intangible heritage embedded into artifacts, sites or monuments that have a diversity of symbolic, historic, artistic, aesthetic, ethnological, anthropological, scientific or social values.[2]

Ecosystem Goods and Services: Provision of services by natural systems that benefit the region and thereby offset, complement or, in some cases, eliminate the need for engineered solutions, such as but not limited to soil quality and stability, water treatment and storage, recharge of aquifers and air quality regulation.

Facility: A piece of equipment, infrastructure or amenity in a regional park or regional trail, such as but not limited to: trails, signs, benches or bridges.

Fit-for-Life: Describes the majority of individuals' level of participation in an activity, where their motivation for participation is driven primarily by the enjoyment of engaging in the physical activity; participation may include recreational-level competition and training but is not the primary motivation.[3]

Invasive species: Any species not native to a particular ecosystem whose introduction causes, or is likely to cause, economic or environmental harm or harm to human health.[4]

Level of Service: a measure of the quantity, quality and reliability of service performance in relation to service performance goals, including consideration of legal requirements, community expectations and technical standards.

Micromobility Device: Small, lightweight modes of transportation designed for individual use that may have an electric motor, such as but not limited to, bicycles, electric bicycles, scooters, electric scooters and self-balancing devices.

Natural Assets: A biophysical or biological attribute of a natural ecosystem.

Outdoor Recreation: Physical, social and intellectual activities that are immersed in a natural outdoor setting, are dependent on the natural landscape, are compatible with and relatively low-impact on the natural environment, and that directly or indirectly foster appreciation for the natural environment.

Recreation Setting Characteristics: The qualities and conditions of a specific area that influence users' experiences and motivations to recreate there.[5]

Resilience: The capacity of social, economic and environmental systems to cope with a hazardous event, trend or disturbance, responding to reorganizing in ways that maintain their essential function, identify, and structure while also maintaining the capacity for adaptation, learning and transformation.[4]

Stewardship: Responsible use and protection of the environment and cultural heritage through conservation and sustainable practices to improve ecosystem resilience and human wellbeing.

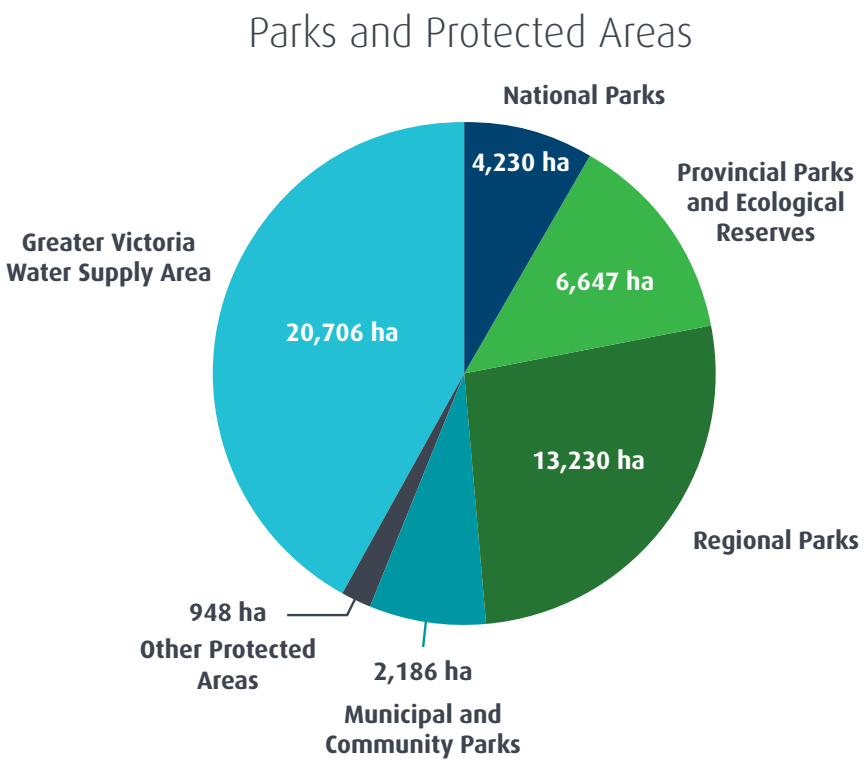
Sustainable service delivery: the process of providing services to the community with the lens of economic, social and environmental well-being, today and into the future.[6]

Traditional Ecological Knowledge: The knowledge, practice and belief concerning the relationships of living beings to one another and to the physical environment that has been developed by First Nations since time immemorial through living as part of the environment.

References:

1. IPCC, 2014, Climate Change 2014: Impacts, Adaptation, and Vulnerability.
2. Adapted from: UNESCO Institute for Statistics, 2009 UNESCO Framework for Cultural Statistics.
3. Adapted from: Sport For Life, Long-term Development in Sport and Activity Framework.
4. BC Ministry of Forests, 2008, Glossary of forestry terms in British Columbia.
5. Bureau of Land Management, Planning for Recreation and Visitor Services.
6. CRD, 2019, Corporate Asset Management Strategy.

Appendix B: Parks and Protected Areas in the CRD



PROTECTED AREA TYPE	HECTARES	% of CRD Land Base
National Parks	4,230	1.78%
Provincial Parks and Ecological Reserves	6,647	2.79%
Regional Parks	13,230	5.56%
Municipal and Community Parks	2,186	0.92%
Other Protected Areas*	948	0.40%
Greater Victoria Water Supply Area	20,706	8.7%

Total Parks and Protected Areas	47,947	20.15%

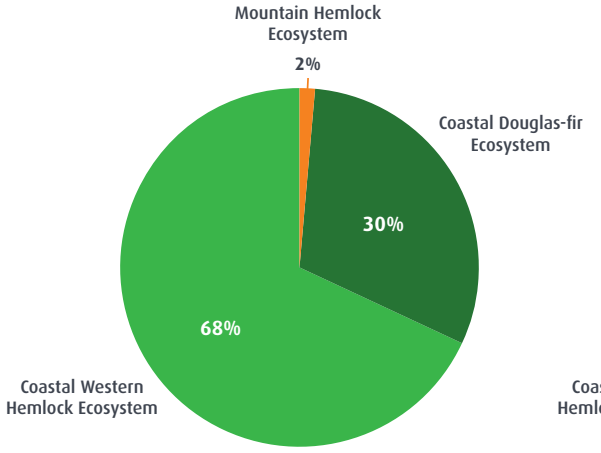
Total CRD land base	238,000

*Note, this may not include a complete data set of privately protected lands that are protected in fee simple or conservation covenants

Appendix C: Ecosystems and Species at Risk in the CRD

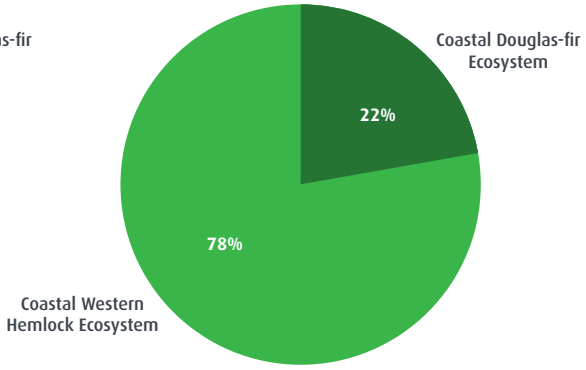
Biogeoclimatic Ecosystems

Capital Regional District



BIOGEOCLIMATIC ECOSYSTEM TYPE	HECTARES
Mountain Hemlock	3,473
Coastal Douglas-fir	72,636
Coastal Western Hemlock	162,056

Regional Parks



BIOGEOCLIMATIC ECOSYSTEM TYPE	HECTARES
Coastal Douglas-fir	2,853
Coastal Western Hemlock	10,360

Coastal Western Hemlock

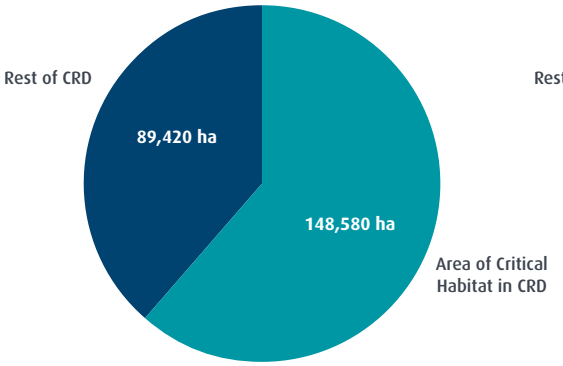
Coastal Douglas-fir

Mountain Hemlock

Appendix C: Cont.

Area of Critical Habitat designated for Species at Risk

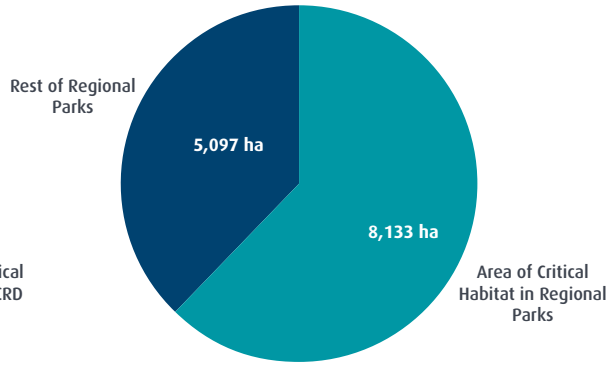
Capital Regional District



CRITICAL HABITAT (AREA)	HECTARES
Area of Critical Habitat*	148,580
Rest of CRD	89,420

* Identified for species at risk

Regional Parks



CRITICAL HABITAT (AREA)	HECTARES
Area of Critical Habitat*	8,133
Rest of Regional Parks	5,097

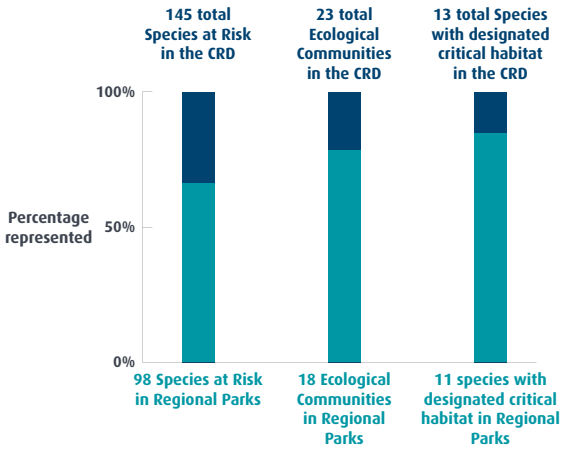
* Identified for species at risk

Regional Parks Representation of Species at Risk, Ecological Communities, and Critical Habitat in the CRD

SPECIES AT RISK	COUNT
In the CRD	145
In Regional Parks	98

ECOLOGICAL COMMUNITIES	HECTARES
In the CRD	23
In Regional Parks	18

CRITICAL HABITAT	COUNT
In the CRD	13
In Regional Parks	11



Appendix D: Related CRD Strategies and Plans

CRD Plans intersecting with regional parks and trails	Regional Parks and Trails Strategy Goal				
	1	2	3	4	5
2019-2022 Board Priorities	•	•	•	•	•
Advocacy Strategy (2019)	•	•	•	•	•
Climate Action Strategy (2021)		•	•	•	•
Corporate Asset Management Strategy (2019)			•	•	•
Corporate Plan (2019-2022)	•	•	•	•	•
First Nations Task Force Final Report (2018)	•	•		•	•
Regional Food and Agriculture Strategy (2016)				•	
Regional Green/Blue Spaces Strategy (1997)		•		•	
Regional Growth Strategy (2018)		•	•	•	•
Regional Parks Land Acquisition Strategy (2020-2021)		•	•		
Regional Parks Strategic Plan (2012-2021)		•	•	•	
Regional Trails Management Plan (2015)			•	•	•
Regional Transportation Plan (2014)			•	•	•
Regional Water Supply Strategic Plan (2017)				•	
Statement of Reconciliation	•	•		•	•

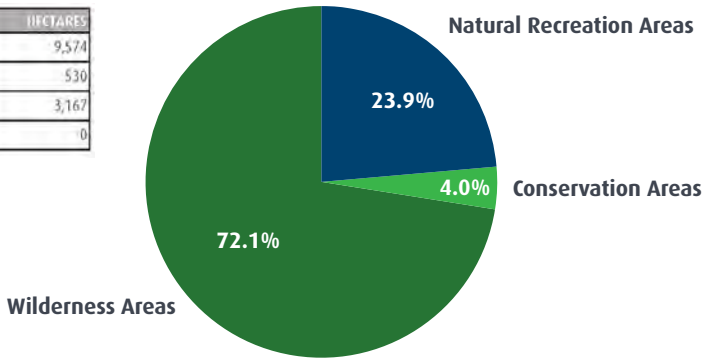
Appendix E: Regional Park Classifications

	REGIONAL PARK	CONSERVATION AREA	WILDERNESS AREA	NATURAL RECREATION AREA	HECTARES
1	Albert Head Lagoon				7
2	Ayum Creek				6.4
3	Bear Hill				48.7
4	Brooks Point				6
5	Coles Bay				3.6
6	Devonian				13.5
7	East Point				0.8
8	East Sooke				1,458
9	Elk/Beaver Lake				443
10	Francis/King				107
11	Gonzales Hill				1.8
12	Horth Hill				36
13	Island View Beach				52
14	Jordan River				100
15	Kapoor				12.6
16	Lone Tree Hill				31
17	Matheson Lake				157
18	Matthews Point				24
19	Mill Farm				315
20	Mill Hill				71.6
21	Mount Parke				91
22	Mount Wells				121
23	Mount Work				754
24	Mountain Forest				19.8
25	Roche Cove				160
26	Sea to Sea				3,979
27	Sooke Hills Wilderness				4,120
28	Sooke Potholes				72
29	Sooke River				7
30	St. John Point				27
31	Thetis Lake				923
32	Witty's Lagoon				56

* Conservancy Area classifications for CRD Regional Parks currently total to zero and are not represented in the chart above.

Regional Parks Land Base by Classification

PARK CLASSIFICATION	NUMBER OF PARKS	HECTARES
Regional Wilderness Areas	3	9,574
Regional Conservation Areas	12	530
Regional Natural Recreation Areas	18	3,167
Regional Conservancy Areas	0	0



Capital Regional District

625 Fisgard Street
Victoria, BC V8W 2S6
250.360.3000

www.crd.bc.ca
Twitter: @crd_bc
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Making a difference...together

Regional Parks & Trails Strategic Plan

First Nations Engagement Report

Capital Regional District | June 2023

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1. Executive Summary

The Capital Regional District (CRD) Board has stated its commitment to engage First Nations communities respectfully and appropriately in regional strategies, decision making and shared interests. Input on the Regional Parks and Trails Strategic Plan 2022-2032 has been sought from First Nations whose traditional territories overlap the CRD and whose ancestors have been taking care of the land since time immemorial.

First Nations input on the Strategic Plan update received between February and May 31, 2022 was provided to the CRD Board on July 13, 2022. Given the restricted timeframe for engagement on the Strategic Plan update and the intense demands on First Nations communities over the past two years, the input received was not considered reflective of the interests and concerns of all First Nations, nor was it considered comprehensive in all cases, given time constraints. At that meeting, the CRD Board approved the renewed Regional Parks and Trails Strategic Plan 2022-2032 on an interim basis for one year, while engagement with First Nations continued.

This report summarizes the input received from 15 First Nations between August 2022 and April 2023, and is reflective of key interests expressed by First Nations who were willing and available to participate.

Key themes heard during the engagement include: the importance of a broader relationship between CRD and First Nations at the governance level; the need for more proactive steps towards truth and reconciliation; concern regarding the alienation of land from Indigenous Peoples; the protection of areas within regional parks for cultural use and harvesting activities; proactive public education with an aim to improve cultural safety; incorporating Indigenous stewardship approaches and traditional knowledge; the need for ongoing consultation and increased capacity to engage.

Edits to the Interim Regional Parks and Trails Strategic Plan 2022-2032 are proposed to incorporate the feedback received from First Nations during this process. Proposed edits relate to the manner in which the vision for regional parks and trails should be achieved, a new mission statement to support reconciliation, reframing conservation goals and objectives to incorporate Indigenous stewardship approaches; a willingness to collaborate on the operation and management of regional parks and trails; and acknowledgement of the resourcing and capacity required to implement the Strategic Plan with First Nations involvement.

The Strategic Plan presents a renewed direction for regional parks and trails over the next several years with focus on five goal areas and 57 priority actions. The Plan also presents an openness to further adaptation during Plan implementation as new ways of collaborating are explored. Implementation of the Strategic Plan will include a commitment to work together and to increase First Nations' capacity to participate in ongoing consultation and engagement.

2. Introduction

The CRD Board initiated an update of the previous Regional Parks Strategic Plan 2012-2021 on December 8, 2021, and a workshop was held with the Regional Parks Committee in January 2022 to set the direction for the Strategic Plan update. On February 9, 2022, the CRD Board approved a proposed vision, values, mission statement, and priorities for engagement and to apply a lens of conservation and protection of biodiversity to the priorities and process.

The CRD Board directed staff to engage all First Nations in the region in an early, meaningful and ongoing manner in the development of the Strategic Plan. Consistent with the CRD Corporate Plan goal to strengthen relationships with First Nations, and CRD Board priority to work with First Nations to create new regional planning and decision-making systems together on their traditional territories. The CRD embarked on consultation with First Nations regarding the Strategic Plan update in February 2022, with assistance from a consulting firm. A separate engagement process was conducted with agencies, stakeholders and the public and feedback was summarized in a report provided to the CRD Board in July 2022.

The renewed CRD Regional Parks & Trails Strategic Plan was brought forward to the CRD Board for approval in July 2022 on an interim basis while engagement with First Nations in the region continued. The CRD acknowledges that many First Nations have competing priorities that limited their ability to engage on the Strategic Plan development and invites ongoing dialogue with First Nations to implement the Plan.

3. Purpose of the Engagement Report

The purpose of this report is to summarize the engagement process with First Nations and to highlight responses and key themes received related to the proposed vision, values, mission, and key priorities incorporated into the CRD Interim Regional Parks & Trails Strategic Plan. Additional information about how First Nations Governments wish to work with the CRD on matters relating to regional parks and trails and which initiatives are of interest to focus on are also included.

4. Engagement Period

This report includes a summary of the engagement activities completed and responses received from First Nations between August 2022 and April 2023. Engagement with First Nations is ongoing and will continue throughout implementation of the Strategic Plan.

5. Focus of Engagement

The CRD is committed to involving First Nations respectfully and appropriately in the development of regional strategies, decision making and shared interests. The aim of this engagement process was to inform First Nations with traditional territories in the CRD about the CRD Regional Parks & Trails Strategic Plan update process, to seek input and information from interested and affected Nations on the proposed vision, mission, values and key priorities for the Strategic Plan update, and to discuss interests and ideas to assist the CRD with future decision making about regional parks and trails. Other goals of the engagement process included information sharing, dialogue and discussion, building ongoing relationships, developing understanding, and producing a Strategic Plan that reflects First Nation's interests, organizational needs and public interests.

6. Who Was Engaged

First Nations whose traditional territory lies within the CRD boundary were identified to engage in the Strategic Plan update process. Engagement on the CRD Interim Regional Parks & Trails Strategic Plan has included the following First Nations:

1. BOḴEĆEN (Pauquachin) First Nation
2. xʷsepsəm (Esquimalt) Nation
3. **xeláltxw (**Halalt) First Nation
4. Lyackson First Nation
5. MÁLEXEŁ (Malahat) Nation
6. P'a:chi:da?aht (Pacheedaht) First Nation
7. Spune'luxutth **(**Penelakut) Tribe
8. Cowichan Tribes
9. Sc'ianew First Nation
10. Semiahmoo First Nation*
11. Snuneymuxw First Nation*
12. Songhees Nation
13. SȾÁUTW (Tsawout) First Nation
14. Stz'uminus (Chemainus) First Nation
15. Scˇəwaθən məsteyəxʷ **(**Tsawwassen) First Nation*
16. T'Sou-ke Nation
17. Ts'uubaa-asatx (Lake Cowichan) First Nation*
18. WJOŁEŁP (Tsartlip) First Nation
19. WSIḴEM (Tseycum) First Nation

*The First Nations identified above with an asterisk were not contacted in the first round of engagement on this Regional Parks and Trails Strategic Plan and were added at the direction of CRD.

For reasons of community relationships, capacity constraints and efficiencies, some First Nations responded together.

Quw'utsun Nation (QN) represents Lyackson First Nation, xeláltxw (Halalt) First Nation, Spune'luxutth (Penelakut) Tribe, Stz'uminus (Chemainus) First Nation, and Cowichan Tribes. At times, these five First Nations work together on projects and topics of mutual interests. For the purposes of engagement with the CRD, these communities came together through QN to respond to the Regional Parks and Trails Strategic Plan.

WSÁNEĆ Leadership Council (WLC) represents WSÍKEM (Tseycum) First Nation and WJOŁEŁP (Tsartlip) First Nation. For the purposes of engagement with the CRD, these communities came together through WLC to respond to the Regional Parks and Trails Strategic Plan.

7. Engagement Methods

The scope of engagement for the CRD Regional Parks & Trails Strategic Plan update was approved by the CRD Board in February 2022 and extended in July 2022 for a year. A team of consultants were retained by the CRD to facilitate engagement. To accomplish engagement that provides meaningful opportunities for input within the timeframes identified for the project, the consultants used a number of approaches to engage First Nations, including phone calls, written correspondence and in-person and virtual meetings. The consultants approach engagement and consultation with First Nations with awareness and consideration for the effects of colonialism and associated trauma on Indigenous communities and in a manner that is grounded in respect for the lived experiences, knowledge, priorities, available time, interests and perspectives of each Indigenous group, and with the understanding that a Nation's priorities are often not those of another organization. Engagement timelines and expectations are communicated respectfully, but also with an understanding that engagement activities may need to be flexible as Indigenous communities are disproportionately impacted by factors such as the COVID 19 pandemic. Hence, engagement methods varied depending on the preferences and priorities identified by each First Nation.

7.1. Letters

All First Nations were provided with a letter from the consultants in September 2022, inviting feedback and notifying of the CRD's approval of the Regional Parks & Trails Strategic Plan 2022-2023 on an interim basis for one year while engagement with First Nations continues. The letters provided background on the engagement process, attached a copy of the Interim Strategic Plan, included a request to meet and discuss the Plan, an offer of participation funding to support the Nation's review, and referenced any previous correspondence.

7.2. Meetings, Emails and Phone Calls

All First Nations were contacted by both phone and email with follow-up information, meeting requests and other details, as requested. Reasonable efforts were made to reach all identified First Nation groups. Multiple efforts were made through several communication channels (letters, emails, phone calls, etc.) to contact First Nations. Meetings took place with individual First Nations either in person or virtually, as requested. Follow up meetings

occurred to ensure feedback shared was properly captured and to gather any additional feedback. Feedback was provided by individual First Nations through meetings, phone calls, emails and written submissions according to their preferences.

8. Responses

Input on the CRD's Interim Regional Parks and Trails Strategic Plan was requested from 19 First Nations with traditional territory overlapping the CRD boundary. Between August 2022 and April 2023, input was received from 15 First Nations. Feedback was provided through meetings, phone calls, emails and written submissions, according to the preferences of each First Nation. Meetings were held with three First Nations during this period who were not able to provide feedback by April 2023. These 15 Nations accepted offers of participation funding. No feedback was received from four First Nations during this engagement period.

8.1 Feedback Received

The following is a summary of the feedback received from First Nations between August 2022 and April 2023, related to the CRD Regional Parks & Trails Strategic Plan update. This summary has not been reviewed by First Nations.

Feedback received from First Nations on the Strategic Plan has been summarized into the following general themes:

Relationship Building: All First Nations indicated the importance of a broader relationship with the CRD at the governance level. The importance of ongoing communication and clear dialogue with leadership was stressed as a critical component of building lasting and productive relationships. Regular scheduled meetings and frequent and ongoing communication was noted of importance to some First Nations.

A number of First Nations expressed interest in having a voice in decision making at the CRD in order to have meaningful engagement and advance reconciliation and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), stressing the importance of Free, Prior and Informed Consent when it comes to decision making.

Co-management of regional parks and trails, traditional use and access agreements, revenue sharing, equal decision-making roles and First Nations representation on the CRD Board were governance topics of interest raised by many First Nations.

ReconciliACTION: All First Nations noted that reconciliation requires action, and more proactive steps need to be moved forward by the CRD to support greater First Nation inclusion in all aspects. Some First Nations called on the CRD to further define reconciliation. Some First Nations expressed interest in how the Strategic Plan will be implemented with First Nations involvement and how to advance work plans and priority initiatives. Some First Nations expressed that the pace of reconciliation efforts by CRD is too slow and that actions should be taken immediately to protect Indigenous rights in regional parks.

Land Back: The reference to 'Land Back' was raised by many First Nations, with some noting that their main objective is to obtain land from the federal or provincial government through treaty tables or reconciliation discussions.

All First Nations expressed concern regarding the alienation of land and resources from Indigenous People. It was noted that park lands often alienate Indigenous People from their relationship to the land as many members do not feel safe to practice their traditional activities given public access and recreational use.

Many First Nations expressed concern with the CRD's Land Acquisition Program and many First Nations stated they do not support further land acquisition in their territory without a meaningful partnership that involves some form of co-management. Some First Nations expressed an interest in working with the CRD to review criteria for land acquisition in order to inform the Land Acquisition Strategy.

Some First Nations highlighted again the importance of UNDRIP and Free, Prior and Informed Consent when it comes to decisions affecting land. One First Nation requested a right of first refusal for any lands CRD is considering acquiring or disposing of.

Cultural Use & Activities: Many First Nations stated that the protection of areas within regional parks for cultural use was essential, stressing the importance of Indigenous harvesting rights. Some First Nations stated that this includes the right to hunt in parks and that they would like to work with CRD to ensure members are able to practice their Section 35 Aboriginal rights.

Agreements were mentioned as a possible way to protect these interests and some First Nations expressed an interest identifying periods in the year, times of day, and locations that cultural use activities, like hunting, are practiced. One First Nation felt that the Strategic Plan could go further to protect cultural use and support Indigenous rights.

Some First Nations stated that plants of cultural significance needed to be protected as many of these are harvested by members for cultural use. Some suggested mutually beneficial opportunities that could be pursued with the CRD to protect and cultivate medicinal plants.

A number of First Nations expressed concerns that recreational use is often in direct conflict with cultural use. Public access and increased foot traffic can deter members from practicing cultural activities and further alienate Indigenous People from the land.

Public Education: Many First Nations felt that proactive education for the public was necessary as the lack of awareness by user groups can create real problems for their members. This specifically relates to First Nation cultural safety in parks and the alienation of Indigenous Peoples from the land. Suggestions included hiring First Nation interpreters and guardians in regional parks, developing signage and printed materials in collaboration with First Nations, and providing Parks staff with cultural acumen training. It was stressed that First Nations must be involved and lead this work and that there should be 'nothing about us, without us.'

Some First Nations stated that providing the public with information wasn't enough and proper measures must be in place to support Indigenous access to cultural areas. It was also noted that in areas that may be

reserved for cultural use activities, signage could attract more visitors, and so the use of interpretative signs should be carefully considered.

Stewardship & Conservation: Some First Nations noted their historic role as stewards of the land and the need for the CRD to acknowledge and support their community's contribution to these lands through information sharing, capacity support, and collaboration. It was noted that Western ideologies are often in conflict with traditional ways and traditional knowledge. Core concepts of 'taking care of the land' and 'only taking what you need' should be integrated into the Strategic Plan.

One First Nation stressed that priority should be given to working with and supporting Indigenous partners in taking care of the species, habitats, and natural areas in this region. In addition, it was expressed that conservation is a colonial ideology that can often prevent Indigenous People from accessing their lands.

Some First Nations stated that conservation and recreational use are not compatible uses, and that recreational trails can further alienate Indigenous People from their land and conflict with the CRD's broader stewardship goals. Concerns were shared that increased public access impacts wildlife habitat and creates disturbance to ecosystems.

Meaningful Consultation: Consultation on CRD's plans for regional parks was noted as an ongoing need and interest. Some First Nations highlighted that significant funding would need to be made available to have continued discussions about CRD parks and trails and projects like the land acquisition strategy.

8.2 Incorporating Feedback Received

The following table summarizes how the feedback received by First Nations during the engagement period has been incorporated into the Strategic Plan:

Theme	Edits proposed	Section
Relationship Building	Added new mission statement to support reconciliation.	1.2 Mission p.6
	Included examples of collaborative approaches to park management and expanded reference to DRIPA.	2.2 Cultural Setting p.15
	Removed requirement for a traditional use agreement between CRD and local First Nations as these are desired and applicable in a multitude of park operation and management scenarios, not only in Conservancy Areas.	3.1 Conservancy Area p. 31
	Included reference to Truth and Reconciliation Calls to Action Dashboard related to regional parks and trails.	Goal1: Reconciliation p.38

ReconciliACTION	Stated CRD's commitment to reconciliation with First Nations.	1. Introduction p.4 5. Monitoring & Reporting p.56
	Revised Reconciliation Value to include principles of collaboration, respect, reciprocity and responsibility.	1.3 Values p.7
	Inserted word 'collaboratively' to reflect how we will work.	Goal 1: Reconciliation p.39
Land Back	Recognition of need to support First Nations access to and use of land and understanding ways parks can alienate First Nations.	1.1 Vision p.5
	Acknowledgement of First Nations interest in land acquisition and need for meaningful engagement.	2.7 Land Acquisition p.27
	Inserted word 'collaboratively' to reflect First Nations interest in land.	Priority 4-5 p.53
Cultural Use & Activities	Recognition of First Nations rights.	1.1 Vision p.5
	Added initiative to identify culturally significant species.	Priority 1-1a p.39
	Reworded priority action to strengthen language around Indigenous rights and access.	Priority 1-1b p.39
	Revised timeline to ongoing for inviting and incorporating First Nations knowledge in the implementation of CRD's Protection and Conservation of Heritage Sites Policy.	Priority 2-2b p.44
	Revised compatible outdoor recreation to address cultural integrity.	Goal 3: Visitor Experience p.45
Public Education	Inserted need for implementation approach to reinstate Indigenous place names.	2.4 Visitor Experience p.21
	Added that visitor opportunities would be offered where appropriate, indicating there would be input from First Nations about this.	3.1 Conservancy Areas p.31

	Added collaboration to priority actions to reflect 'nothing about us, without us'.	Goal 1: Reconciliation p.39
	Included Indigenous language and artwork.	Throughout
Stewardship & Conservation	Human use added as a threat to ecological values.	2.3 Physical Setting p.17
	Revamped conservation lens to better incorporate traditional knowledge.	Goal 2: Conservation p.41; Glossary p.61
	Advanced Natural Areas Conservation Plan as short term.	Priority 2-1b p.43
	Included role of supporting partners.	Priority 2-3 p.44
Meaningful Consultation	Added to territorial acknowledgement and CRD's statement of reconciliation.	Territorial Acknowledgement inside cover
	Reflected continued engagement with 19 First Nations.	1.2 Engagement Process p.8-9
	Identified capacity needs for implementation.	Monitoring & Reporting p.56

Table 1: Feedback incorporated into the Strategic Plan.

9. Limitations

This report is not reflective of the views of all First Nations identified for engagement on the CRD Interim Regional Parks and Trails Strategic Plan. Relationships between the CRD and First Nations in the region are continuing to develop and engagement protocols are not currently in place to streamline communication on processes such as the Strategic Plan. Dialogue is ongoing to deepen an understanding of the issues and interests raised by First Nations during this process and this feedback will be reflected in the ongoing work of the CRD and is not included in this report. The CRD understands that First Nations communities may face resource constraints which limits opportunities for dialogue on the Strategic Plan update. Another limitation of engagement on the Strategic Plan was the interest of some First Nations to address broader CRD issues related to governance before providing input on individual projects and plans.

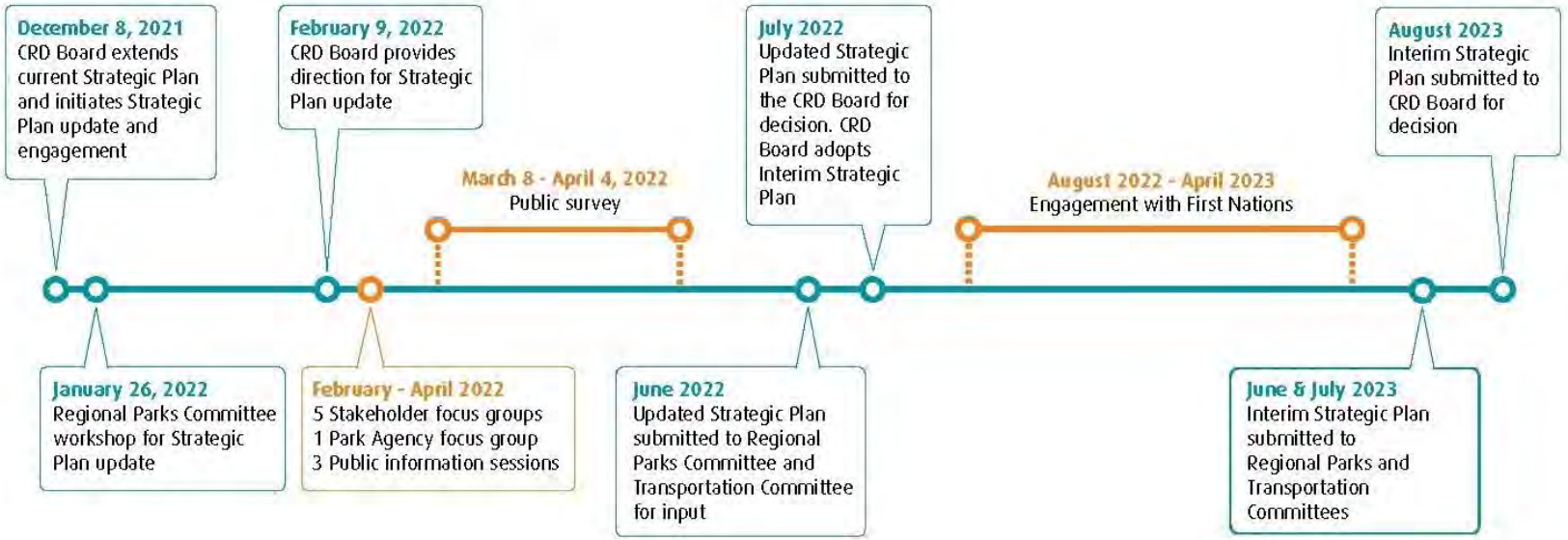
Regional Parks and Trails Strategic Plan 2022 – 2032

June 28, 2023
Regional Parks Committee

Presentation Outline

1. Strategic Plan Update Process
2. Engagement
3. What We Heard
4. Other Proposed Edits

Strategic Plan Update Process



Engagement

2,400
Visits to project webpage

1,228
Completed surveys

19,000
Reached on Social Media

44
Stakeholder groups attended 5 focus groups

26
Attended 3 public information sessions

19
First Nations invited to engage long-term

Engagement

The CRD acknowledges the following First Nations who participated in the development of this plan:

- Sc'ianew First Nation
- BOḰEĆEN (Pauquachin) First Nation
- MÁLEXEŁ (Malahat) Nation
- P'a:chi:da?aht (Pacheedaht) First Nation
- Spune'luxutth (Penelakut) Tribe
- Songhees Nation
- SȾÁUTW̱ (Tsawout) First Nation
- T'Sou-ke Nation
- W̱JOŁEŁP (Tsartlip) First Nation (represented by W̱SÁNEĆ Leadership Council)
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- xʷsepsəm (Esquimalt) Nation
- xeláltxw (Halalt) First Nation
- Lyackson First Nation
- Stz'uminus (Chemainus) First Nation
- Semiahmoo First Nation
- Snuneymuxw First Nation
- Sc̓əwaθən məsteyəxʷ (Tsawwassen) First Nation
- Ts'uubaa-asatx (Lake Cowichan) First Nation
- Cowichan Tribes

What we heard

- **Relationship Building** – government-to-government dialogue, revenue sharing opportunities, decision-making roles, co-management arrangements

  Edits to: Mission, Cultural Setting, Conservancy Area, Goal 1: Reconciliation

- **ReconciliACTION** – proactive steps to include First Nations, implement Plan with First Nations involvement, set work plans for priority initiatives

  Edits to: Introduction, Values, Goal 1: Reconciliation, Monitoring & Reporting

- **Land Back** – obtain land through treaty or other means, right past alienation from traditional territories from formation of parks, meaningful partnerships in future land acquisitions

  Edits to: Vision, Land Acquisition, Priority 4-5

What we heard

- **Cultural Use & Activities** – recognize Indigenous rights, improve cultural safety in parks, conflicts between recreation and conservation interests, opportunities for inventories and restoration projects

  Edits to: Vision, Priority 1-1a, 1-1b, 2-2b, Goal 3: Visitor Experience

- **Public Education** – increase awareness, utilize Indigenous interpreters and guardians, co-develop material, 'nothing about us without us'

  Edits to: Visitor experience, Conservancy Areas, Goal 1: Reconciliation, throughout

What we heard

- **Stewardship & Conservation** – knowledge sharing, integrate traditional concepts for taking care of the land, conflicts between public access and conservation efforts

  Edits to: Physical setting, Goal 2: Conservation, Priority 2-1b, 2-3

- **Meaningful Consultation** – address capacity and resource needs, ongoing need and interest

  Edits to: Territorial Acknowledgement, Engagement process, Monitoring & Reporting

Other Proposed Edits

- Compatible outdoor recreation terminology.
- Brooks Point Regional Park classified as a Conservation Area in alignment with the management plan approved in 2014.
- Priority action 4-2e: Bike parking and e-bike charging stations added.
- Minor edits and corrections to:
  - Section 2.3 Physical Setting and Appendix B calculations;
  - Map 6 Regional Trail Classifications and Priority Projects to show Phase 5 of the E&N Rail Trail as proposed (not yet planned or designed);
  - Correct regional park names;
  - Adjust timing of select priority actions.

* No edits are proposed to include a 25% by 2032 target as the document already confirms the CRD's role in contributing to the national and international target of protecting 30% of land and water by 2030.

Regional Parks and Trails Strategic Plan 2022 – 2032

July 19, 2023

Transportation Committee

Presentation Outline

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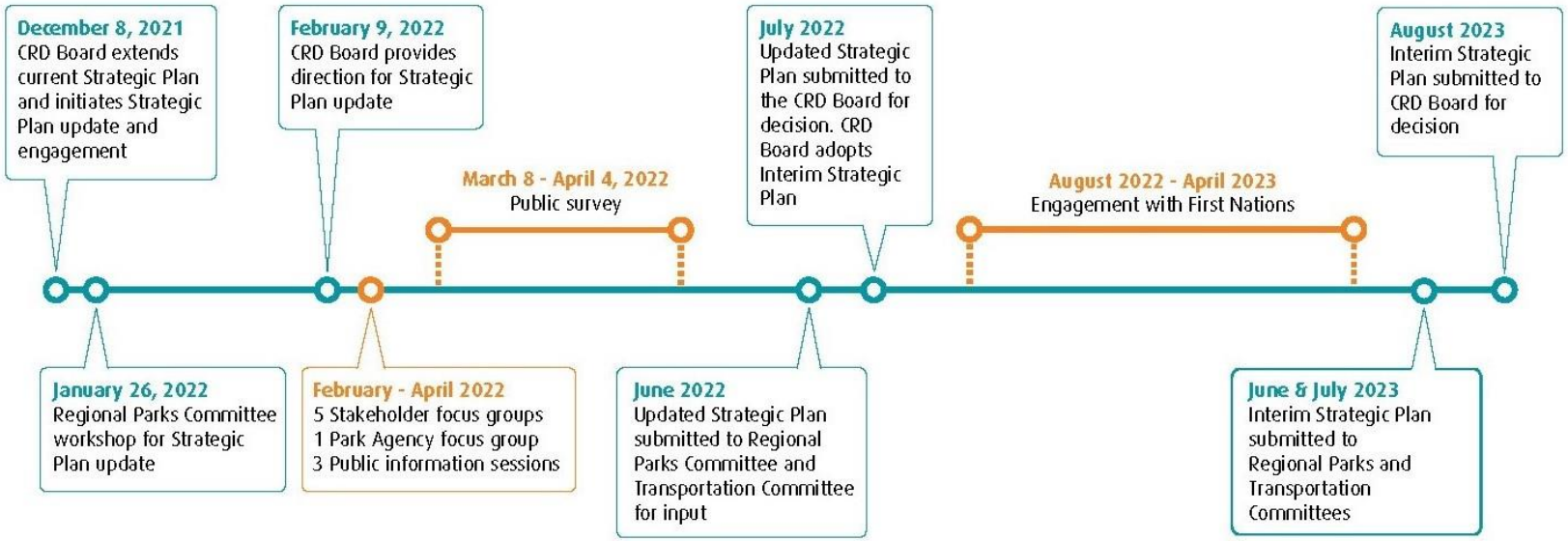

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