

2007 Winnipeg Area Travel Survey Results - Final Report

Winnipeg, Manitoba

July 2009

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1. INTRODUCTION

1.1 Purpose of Report

This report summarizes the findings of the Winnipeg Area Travel Survey (WATS), a travel ‘origin-destination’ survey that was conducted in autumn 2007. The survey covered the entire City of Winnipeg and all of the surrounding area within a 100-km radius of downtown Winnipeg. The findings are presented in tabular and graphical format mainly according to two levels of detail: overall totals for the survey area and broken down for 31 sub-areas or districts. The findings include broad socio-demographic and travel characteristics and detailed information about trip purpose, mode choice, trip distribution, etc.

This report reflects the expanded survey results. To this end, the survey results were first subjected to a rigorous editing, imputation, expansion and validation process prior to their tabulation and summary.¹

1.2 Organization of Report

The report is organized into five chapters. The remainder of Chapter 1 presents a glossary of key terms, to help the reader understand the findings. Chapter 2 provides some background information to the survey. Chapter 3 ‘benchmarks’ the 2007 survey through a comparison with previous surveys in Winnipeg and with surveys elsewhere in Canada. Chapter 4 presents key findings from the survey. Chapter 5 presents characteristics for the 31 districts, as well as for the overall survey area.

1.3 Glossary

The following is a glossary of key terms and their meaning as applied to the 2007 WATS and to this report:

- Trip, or person trip, is a single or one-directional movement of one person from one point (origin) to a second point (destination), for a single purpose. For example, the commute from home to work represents one trip. The purpose of this trip is to go to work. However, if the commuter stopped along the way to drop off a child at a daycare, then two trips have been made: first, for the purpose of ‘serving a passenger’ (pick up or drop off) and then to go to work. A single trip can comprise one or more modes, and one or more transfers - for example, the commuter might have driven to a Park and Ride lot, then taken a Winnipeg Transit bus to his/her workplace. The survey is household-based and as such focussed on the movement of *people* and accordingly did not capture commercial trips (that is, trips that are made to move *goods* or to provide *services*²).

1 The survey process is described in R.A. Malatest & Associates, Survey Methodology Technical Report, prepared for the City of Winnipeg, September 2008.

2 The trip made by a service person from his/her home to the first call of the day is recorded in the survey, as a home-to-work trip.

- Peak periods are the times of day when the transportation system (both road and transit) typically carries the maximum numbers of trips. They typically correspond to the morning or evening commuter peak periods, each of which is assigned here a duration of 2 hours. By definition, the morning (AM) peak period corresponds to trips starting between 7:00 and 8:59. The afternoon (PM) peak period corresponds to trips starting between 15:30 and 17:29.
- Modes describe the types of transportation services that are used by residents in the region. These comprise:
 - Car driver (including light truck and small van)
 - Car passenger (including light truck and small van)
 - Winnipeg Transit
 - Intercity bus (Greyhound, Grey Goose)
 - Other transit (Beaver Bus Line, but excluding intercity Greyhound/Grey Goose)
 - Private transportation service (e.g. seniors' home van or bus, private/charter school bus)
 - School bus
 - Water taxi³ / ferry
 - Taxi
 - Handi-Transit
 - Bicycle
 - Walk (includes jogging, inline skating, skateboarding, wheelchair / electric scooter)
 - Motorcycle / moped
- Modal share is the proportion of trips by any given mode out of the total trips by all modes. Transit modal split is used here, for convenience, to refer to the proportion of transit trips out of the total trips made by the motorized (i.e. auto and transit) modes only.
- Purpose describes the reason that the trip is made. Typically, these are defined in terms of the activity at the destination: for example, "work" refers to the trip to go to work. The following trip purposes were used in WATS:
 - Work (usual place of work)
 - Work-related (other than usual place of work – e.g., go to a meeting outside one's usual place of work)
 - Work on the road / itinerant workplace / no fixed address
 - School
 - Shopping (stores / big boxes / grocery shopping / gas station)
 - Social / recreational (sports, gym, visit friends/family, religious, etc.)
 - Restaurant (take-out food, take out coffee, etc.)
 - Restaurant (eat in)
 - Medical / dental visit
 - Drive someone somewhere / Go pick someone up (serve passenger)
 - Return home (from any venue)

3 At least one water taxi service exists in the area, although its operations apparently are sporadic.

- Household is the basic analytical unit of the survey sample. It corresponds to a group of people, whether related or unrelated, who live together in the same location.
- Origin is the location where a trip begins. It is described in terms of a street address, a monument (e.g., a well-known location, an office building, a school, etc.), a street intersection or a district. All survey origins have been geo-coded for precision.
- Destination is the location where a trip ends. It has similar attributes as the trip origin.
- Origin-destination describes both ‘ends’ of a single trip. This term is commonly abbreviated to ‘O-D.’

1.4 Acknowledgements

The 2007 Winnipeg Area Travel Survey was commissioned by the City of Winnipeg. The survey was conducted by R.A. Malatest & Associates Ltd. in association with iTRANS Consulting Inc.

The direction and guidance of the City’s Steering Committee is gratefully acknowledged: in particular, Phil Wiwchar (Project Manager), Bill Menzies and Mascilline Hama of the Transit Department, and Doug Hurl of the Public Works Department.

This report was prepared by iTRANS Consulting Inc. It was prepared by David Kriger (iTRANS project director), Yun Ma and Krista Tanaka, with tabulations and the district summaries prepared by Kevin Shen, Yun Ma and Rhys Wolff.

2. ABOUT THE SURVEY

2.1 Purpose of Survey

Origin-destination surveys are used worldwide to provide a detailed picture of current trip patterns and travel choices made by residents of large communities. Information about where people go, as well as why, when and how they choose to get there is an important resource for transportation planners in Winnipeg.

The 2007 Winnipeg Area Travel Survey is the latest in a series of origin-destination surveys that have been conducted at different intervals over the past 45 years; most recently in 1992. The 2007 WATS is the first all household based trip survey ever done in Winnipeg. In combination with traffic counts, on-board transit ridership counts and demographic and employment data from the Census of Canada and other sources, the 2007 survey provides both a reliable profile of current conditions and a means to measure trends in local travel. Transportation planning is an ongoing process: thus, the 2007 WATS is an invaluable reference for understanding ever-changing transportation needs.

2.2 Survey Area and Sampling

The survey sampled over 15,000 households in the City of Winnipeg and within a 100 km radius outside Winnipeg. The survey area is shown in **Exhibit 2-1**. After data cleaning and validation, the valid survey completions yielded detailed information on 14,882 households; 32,735 householders over the age of 11 years;⁴ and 82,444 weekday trips that were made within, to or from Winnipeg. Of the 32,735 people surveyed, 23,907 took trips on their survey date. The others did not take trips or took trips outside Winnipeg. The valid completions for each district are shown in **Table 2-1**.

The final dataset represents 4.4% of all households within Winnipeg, and 3.3% of all households in the 100 km radius outside Winnipeg; and provides a rich, comprehensive database for the study area. For households inside Winnipeg, all daily trips made by the eligible (11 years and older) householders were recorded. However, for households outside Winnipeg, only those trips to or from Winnipeg were recorded.

It should be noted that the trip data only includes trips that have origins or destinations in Winnipeg, and excludes trips that were entirely external as well as "through trips" that might have passed through but not stopped in Winnipeg due to the difficulty of determining whether such "through trips" would have passed in City limits or passed around City limits on the Perimeter Highway. Certain external trips have been retained in the dataset if they were part of a day's travel that had at least one trip that was into or from Winnipeg, to

⁴ In common with survey practice elsewhere, the trips of younger children were not described, because young children generally do not travel independently except in the immediate vicinities of their homes.

maintain the overall logic and integrity of a day's travel, but are given a weight of zero to exclude them from analysis.

The survey was conducted in autumn 2007 (from mid-September – after school started – into December). In common with origin-destination surveys elsewhere in Canada, most of the interviews were conducted between 16:30 and 21:00 on weekdays, and between 10:00 and 17:30 on Saturdays.

Exhibit 2-1: Survey Area



Source: R.A. Malatest & Associates Ltd., Survey Methodology Technical Report, September 2008.

At the time of the interview, the data were coded into a database for the purposes of tabulation and analysis. The entered interview results were subsequently validated to check for logic, statistical viability, statistical bias and accuracy, and imputations were made as appropriate. As is standard practice in origin-destination surveys, the validated survey results then were factored up (expanded) to represent all the households (by size) and the entire population (by age group and gender) within each sampling district of the survey area. This report describes the expanded results.

Table 2-1: Valid Data Completion in Each District

District		Number of Households Surveyed	Number of Population 11+ Surveyed	Number of Trips Surveyed
1.	Downtown	442	689	1,911
2.	Elmwood	499	1,028	3,039
3.	North Kildonan	614	1,388	4,115
4.	East Kildonan	480	1,052	3,056
5.	Transcona	524	1,236	3,446
6.	St Boniface	504	1,015	2,989
7.	Windsor Park - Southdale - Island Lakes	528	1,251	3,776
8.	St Vital North	501	1,037	3,200
9.	St Vital South	540	1,309	4,004
10.	Fort Garry North	552	1,219	3,700
11.	Fort Garry South	623	1,426	4,176
12.	Fort Rouge	816	1,473	4,450
13.	Tuxedo - River Heights	529	1,097	3,618
14.	Charleswood	508	1,213	3,615
15.	West End - Wolseley	609	1,155	3,404
16.	St James	527	1,069	3,251
17.	Assiniboia	599	1,292	3,696
18.	St James Industrial - West End	466	999	2,528
19.	Inkster	486	1,199	3,094
20.	North End	475	984	2,661
21.	West Kildonan	501	1,050	2,950
22.	Seven Oaks	531	1,291	3,441
23.	East St Paul and West St Paul	329	854	2,013
24.	East (near)	306	779	1,090
25.	Southwest (near)	303	786	1,383
26.	Northwest (near)	327	765	1,055
27.	North Northeast (near)	366	847	1,089
28.	East	427	996	646
29.	South	285	702	360
30.	West Southwest	339	804	320
31.	Northwest	346	730	368
City subtotal		11,854	25,472	74,120
External subtotal		3,028	7,263	8,324
Total		14,882	32,735	82,444

2.3 **31 District System**

As noted, the study area was divided into 31 districts. These districts were used to control sampling; that is, to ensure that the survey sample was distributed evenly throughout the study area. The names and numbers of the districts are listed in **Table 2-2**. Districts 1-22 are located within the City of Winnipeg (the City), and districts 23-31 comprise the external area. The districts inside the City, depicted in **Exhibit 2-2**, were based on amalgamations of traffic zones. The names and numbers that were used to identify the districts (and which are listed in **Table 2-2**) are unofficial, and are based on commonly known areas of the City. External districts consisted of amalgamations of rural municipalities lying within 100 km of the City centre as shown in **Exhibit 2-3**. Rural municipalities that extended beyond the 100 km radius were cut-off at the 100 km limit and only households from those municipalities, falling within the 100 km radius, were subject to sampling. This distinguishes the true commuter shed that lies immediately outside the City from the more remote districts.

Table 2-2: District Names and Numbers

City of Winnipeg (1-22)	External (23-31)
1. Downtown	23. East St Paul and West St Paul
2. Elmwood	24. East (near), including Springfield RM, Oakbank, Lorette, Anola, Landmark
3. North Kildonan	25. Southwest (near), including Sanford, La Salle, St Adolphe, Ile des Chenes
4. East Kildonan	26. Northwest (near), including Headingley, Teulon, St FX
5. Transcona	27. North Northeast (near), including Selkirk, Winnipeg Beach, Grand Marais, St Andrews, Petersfield
6. St Boniface	28. East, including Lac du Bonnet, Beausejour, Steinbach, Ste Anne, Whitemouth
7. Windsor Park - Southdale - Island Lakes	29. South, including Altona, Grunthal, Niverville, Morris, St. Malo
8. St Vital North	30. West Southwest, including Winkler, Morden, Carman
9. St Vital South	31. Northwest, including Portage la Prairie and Gimli
10. Fort Garry North	
11. Fort Garry South	
12. Fort Rouge	
13. Tuxedo - River Heights	
14. Charleswood	
15. West End - Wolseley	
16. St James	
17. Assiniboia	
18. St James Industrial - West End	
19. Inkster	
20. North End	
21. West Kildonan	
22. Seven Oaks	

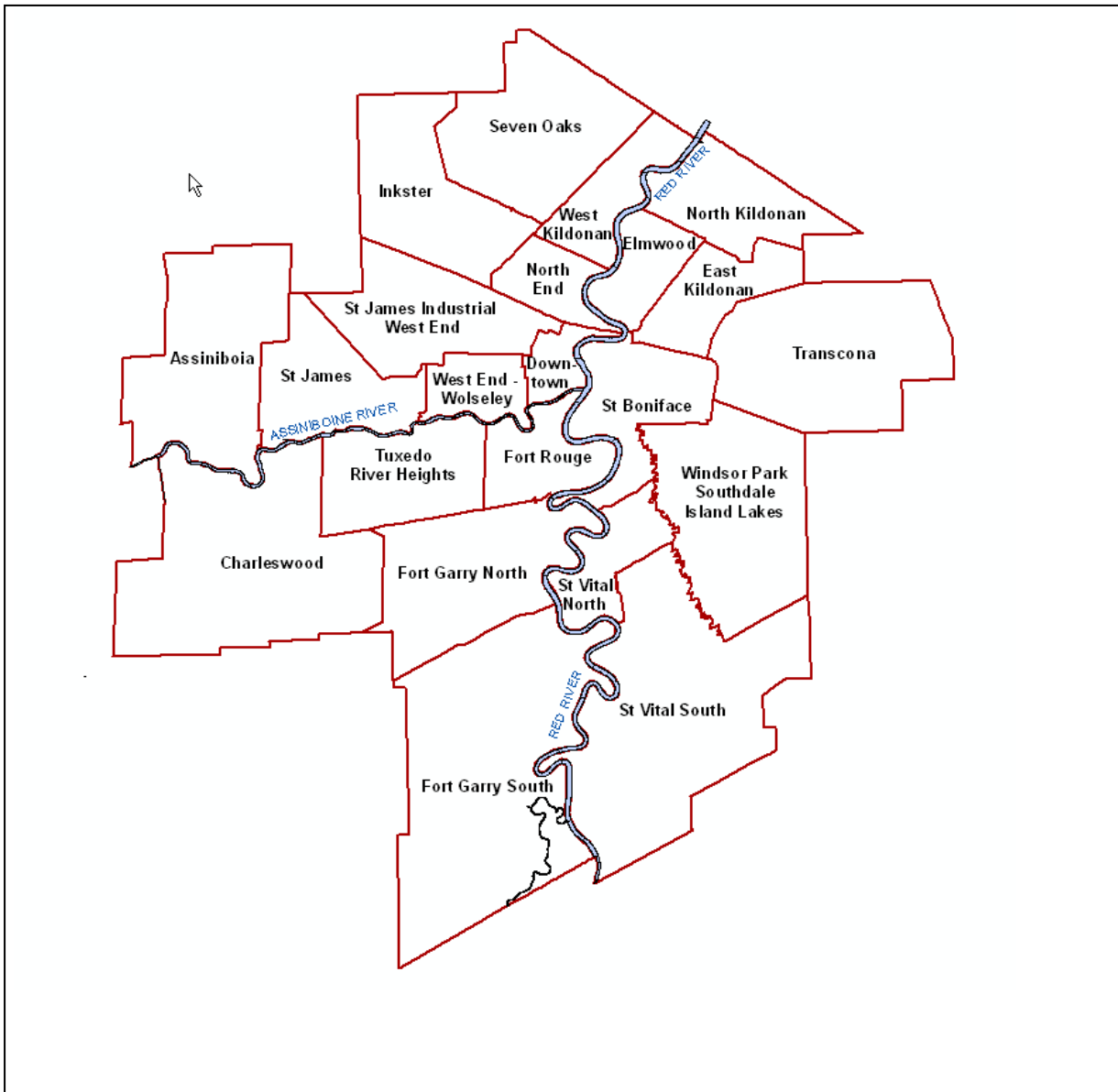
Exhibit 2-2: District System in City of Winnipeg

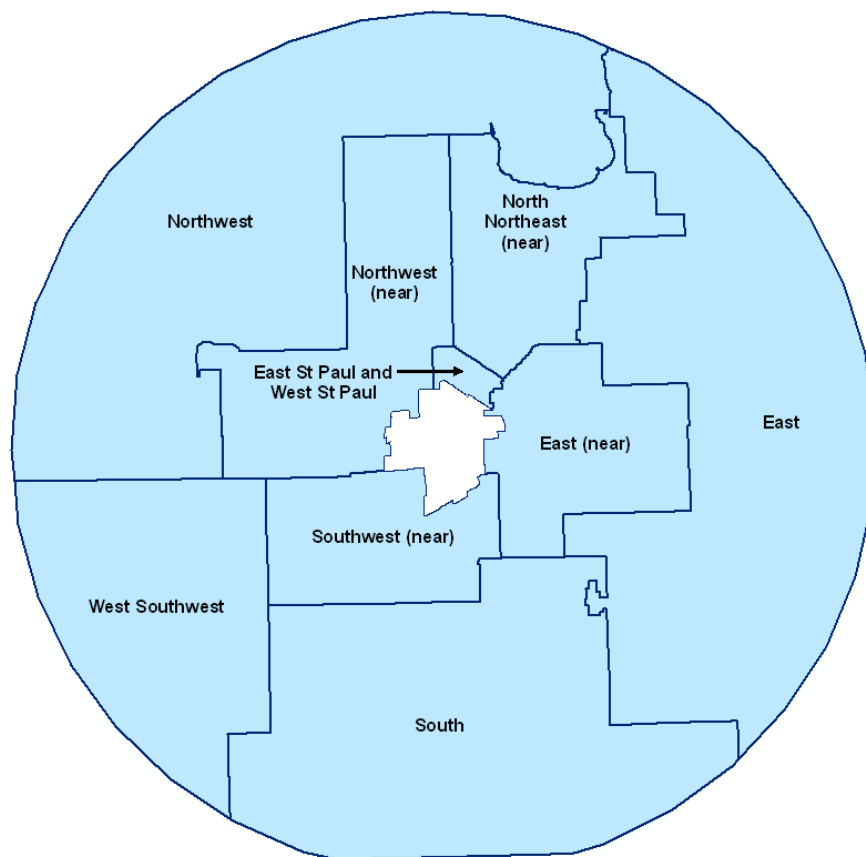
Exhibit 2-3: District System in External Area**2.4 Types of Data Collected**

Table 2-3 lists the basic data that were collected in the survey. Typical of origin-destination surveys, there are three categories: household data, person data and trip data. As noted, trip data were collected only for household members 11 years of age and older.

Table 2-3: Categories of Basic Data Collected

Household	Person	Trip
Location	Age	Origin
Household size	Gender	Destination
Number of vehicles	Driver's license	Purpose
Type of dwelling	Occupation status (worker, student, retiree, etc.)	Mode(s) of travel
Household income	Usual place of work or school	Departure time
	Long-term physical disability	Arrival time
	Labour force status	If transit: use of park and ride lot, line(s) used, transfer point(s)
	Hours of work	
	Education	

3. COMPARISONS WITH OTHER SURVEYS

This section compares key survey results with past surveys in Winnipeg and with surveys in other Canadian cities. This comparison is important, because it provides a benchmark for corroborating and understanding the findings.

Table 3-1 compares the daily trip rates by person and by household for several recent Canadian surveys. The table also indicates household sizes; that is, the average number of persons per household. These three factors are important because – although ultimately travel is an individual (personal) activity – many travel decisions are made at the household level. For example, the weekly grocery trip is made typically to serve the household; and the availability of the family auto for one household member may depend on what other members are doing.

The data represents the most recent survey data available for large Canadian cities or from surveys of similar sample sizes.⁵ For some cities, data from previous surveys also are provided, to assist in the understanding of changes over time.

Two notes are important regarding the comparisons:

- The 2007 WATS rates that are used in this comparison reflect only those from the districts within the City of Winnipeg. The external districts' rates are not shown because they reflect only selected activity (trips to and from the City) – hence they are not fully comparable with those of the other surveys.
- Data were available for some urban areas for multiple survey years. In Winnipeg, the last survey was conducted in 1992. However, only data on work and post secondary education trips were collected. Hence, the 1992 data could not be included in the **Table 3-1** comparison.

It should be noted that an exact comparison among the surveys is not possible, given that different surveys used different methods for sampling, age group definitions and even survey instruments. For example, the 2005 Edmonton survey was an activity-based survey, using a small (1%) sample of households; whereas all of the other surveys collected information on trips only. Nonetheless, several important observations still may be made, as follows:

- The 2007 trip rates from the Winnipeg Area Travel Survey compare favourably with those of other cities. This is true for both the person trip rate (2.83) and household trip rate (5.92). That is, the City-wide average values for these two trip rates fall well within the minimum and maximum rates for all of the cited surveys. This is a fundamental finding, because it benchmarks the entire survey.

⁵ A survey was conducted in the Montreal region in autumn 2008. However, its results are not yet available.

- A uniform pattern does not exist for all the surveys: some person and household trips have held steady, while others have dropped or increased only slightly over the years. In some cases, only household trip rates have dropped, reflecting reductions in average household size. Specifically:
 - Person trip rates dropped in Montréal and in the Greater Toronto Area (GTA), the latter after an increase in the 2001 survey, compared with the 1996 and 2006 surveys. The GTA household trip rates have increased or remained constant, although the average household size has not changed: this is true for GTA as a whole as well as for constituent cities, such as Toronto, Hamilton and Mississauga, whose rates are cited separately for comparison.
 - In other areas – Québec City and Ottawa-Gatineau – the rates have held constant or have increased slightly. On the other hand, Ottawa-Gatineau's reductions in household trip rates reflect reductions in average household size.
- The Edmonton, Vancouver and Victoria person trip and household trip rates are higher than those of all the other cities, including Winnipeg. However, these cities' data were developed from surveys of low sample sizes (0.5% - 1%, compared with the 4% - 5% sample sizes that are typical of each of the other cities, including Winnipeg). They also were conducted using different survey methods: activity-based survey in Edmonton, as noted; and web-based or mail-back travel surveys in the other two cities (these are passive methods). In contrast, with the exception of the 1986 Ottawa-Gatineau mail-back survey, all the other surveys were conducted via a computer-assisted telephone interview, which allows the interviewer to probe for missing data. In addition, the 2004 Vancouver survey was based upon a 0.5% sample, with a deliberate over-representation of the Fraser River Valley (i.e., of fast-growing suburban, auto-oriented towns and communities within the Greater Vancouver commuter shed that are not well served by transit and which, typically, have a higher trip generation rate). These factors may explain the higher than average trip rates for the three cities.

Table 3-1: Comparison of Trip Rates – Canadian Surveys

City (Year of Survey)	Daily Person Trip Rate	Daily Household Trip Rate	Avg. Persons Per Household
City of Winnipeg (2007)	2.83 *	5.92	2.48
Québec City (2006)	2.4	5.4	2.3
Québec City (2001)	2.3	n/a	2.2
Sherbrooke (2003)	2.75	n/a	2.3
Trois-Rivières (2000)	2.94	n/a	2.5
Montréal (2003)	2.30	5.27	2.42
Montréal (1998)	2.46	n/a	2.48
Ottawa-Gatineau (2005)	2.75 *	5.95	2.47
National Capital Region (1995)	2.56	6.62	2.59
National Capital Region (1986)	2.71	7.25	2.68
Greater Toronto Area ** (2006)	2.4 *	5.7	2.7
Greater Toronto Area ** (2001)	2.5 *	5.8	2.7
Greater Toronto Area ** (1996)	2.4 *	5.6	2.7
City of Mississauga (2006)	2.6 *	6.8	3.0
City of Mississauga (2001)	2.6 *	6.6	3.0
City of Mississauga (1996)	2.5 *	6.2	3.0
City of Toronto † (2006)	2.4 *	5.3	2.5
City of Toronto † (2001)	2.3 *	5.0	2.5
Municipality of Metropolitan Toronto † (1996)	2.3 *	5.0	2.5
City of Hamilton †† (2006)	2.4 *	5.3	2.5
City of Hamilton †† (2001)	2.5 *	5.7	2.6
Regional Municipality of Hamilton-Wentworth †† (1996)	2.5 *	5.4	2.6
Edmonton (2005)	3.63	8.6	2.37
Edmonton (1994)	3.61	9.2	2.55
Vancouver (2004)	3.2	9.0	2.81
Victoria (2006)	3.4	8.0	2.3
Victoria (2001)	3.4	7.9	2.4
Range (minimum and maximum values)	2.1 – 3.63	5.27 - 9.2	2.2 – 2.81

Notes:

1. Rates are presented to two decimal points, unless the source data were provided only to one decimal point.
 2. Unless otherwise identified, these surveys cover an urban metropolitan region that may extend beyond the actual limits of the core city (e.g., the Montréal surveys cover that core city, its suburbs and the entire metropolitan region).
- * Trip rate per person is based on population 11 years of age and older. (All other person trip rates are based on the total population.)
- ** Greater Toronto Area (GTA) comprises the City of Toronto, City of Hamilton and the Regions of Durham, Halton, Peel and York.
- † City of Toronto covers the same area as the former Municipality of Metropolitan Toronto.
- †† City of Hamilton covers the same area as the former Region of Hamilton-Wentworth.

4. KEY FINDINGS

The numbers shown below are based on the expanded results from the 2007 WATS,

2007 Survey – Key Facts At A Glance

- The entire survey area was home to 867,520 residents living in 349,770 households. Average household size was 2.48 persons. There were 410,750 employed persons in the survey area.
- On average, there were 1.58 vehicles per household.
- On a typical weekday, residents in the City (not including the external area) made 1,569,470 trips, for an average of 2.83 trips per person (11 years and older) and 5.92 trips per household.
- Based on the entire survey area, 37% of daily trips took place during the two peak periods, with the PM peak period carrying 351,590 trips (20% of the daily total) compared with 291,300 in the AM peak period (17%). The maximum hourly volume, according to the trip start time, occurred between 16:00 and 16:59, at 166,530 person trips.
- Based on the entire survey area, trips by auto dominate, at 81% (including auto passengers) of total daily trips. The average auto occupancy rate was 1.24 persons per vehicle
- Based on the entire survey area, the AM peak period transit modal split was 13%. The PM peak period transit modal split was 11%.
- Non-motorized trips – walking and cycling – represented 10% of total daily trips. This is consistent with non-motorized shares in other surveys.
- The “return home” category dominated all trip purposes, at 39% of all daily trips.
- “Work or work-related” and “school” trips comprised 74% of all trips during the AM peak period.
- The downtown core area (District 1 – Downtown) attracts 16% of all trips destined to the City (from all origins) during the AM peak period, more than any other district.
- Several districts exhibit a strong self-containment of travel: that is, roughly half of all trips destined to these districts originate within the same district. These comprise districts 3, 5, 7, 9, 14, and 17.

The key findings of the 2007 Winnipeg survey are detailed below. These findings draw upon the demographic characteristics and travel patterns presented in the ensuing tables and exhibits.

4.1 **Determinants of Travel**

Table 4-1 summarizes three key determinants of travel – population, households, employment and vehicle availability rates per household – based on census of 1991, 2001, and 2006 for the City area. Data were not available for the historical years for the external area with the exception of the 2006 data which are listed in **Table 4-1**. **Table 4-2** lists the growth rates for these determinants over the 15-year period for the City of Winnipeg.

Table 4-1: Survey Area Historical Determinants

Year	Total Population	Total Employment	Total Private Households	Persons / Household
City of Winnipeg				
1991	616,795	302,905	241,165	2.56
2001	619,544	316,760	252,810	2.45
2006	633,495	331,800	261,130	2.43
External Area				
2006	234,615	120,200	83,322	2.82

Sources:

- All data are from Statistics Canada's Census of Canada summary tabulations.
- 2006 External Area Data from Census of Canada summary tabulations for traffic zones outside Winnipeg but within the 100 km radius of the study area, plus Census of Canada summary tabulations for traffic zones outside Winnipeg that extended beyond the 100 km radius, scaled down to reflect known population within the 100 km radius.
- Total employment = employed labour force 15 years and over.

Table 4-2: Changes over Time in Survey Area Determinants

Survey Year	Total Population	Total Employment	Total Private Households	Persons / Household
City of Winnipeg				
1991 ~ 2001	0.4%	4.6%	4.8%	-4.2%
2001 ~ 2006	2.2%	4.7%	3.3%	-1.0%
1991 ~ 2006	2.7%	9.5%	8.3%	-5.2%

The two tables indicate the following:

- Since 1991, the population has grown slowly by 2.7% in the City. In the meantime, employment has increased faster by 9.5%, while the households have increased by 8.3%. Accordingly, the average household size (persons per household) has decreased by 5.2%. The higher household growth rate is important because many trips are generated to serve the household as a whole – e.g., the weekly shopping trip for groceries.

- Specifically, during the first ten years from 1991 to 2001, the population has increased very slowly with a total growth of only 0.4%. Since 2001, population and the other determinants grew more quickly than in the preceding ten years.

Table 4-3 summarizes the four key determinants of travel – population, households, employment and vehicle availability rates per household from the 2007 WATS, for the City of Winnipeg and the external area separately. This information is based on expanded totals from the survey data.

Table 4-3: Key Survey Area Determinants based on 2007 Travel Survey

Area	Total Population	Population Aged 11+	Total Employment	Total Households	Total Vehicles	Persons / Household	Vehicles / Household
City of Winnipeg	632,970	554,920	303,300	264,970	374,730	2.39	1.41
External Area	234,550	198,170	107,450	84,800	176,500	2.77	2.08
All Survey Area	867,520	753,080	410,750	349,770	551,230	2.48	1.58

Sources:

- Data are based on findings of 2007 O-D Survey
- Total employment = full time employment + part time employment
- Total Households for City of Winnipeg has been adjusted to account for growth between the 2006 Census and the survey by adding the number of new residential building permits issued

This table indicates the following:

- The estimated population within the WATS area is approximately 870,000 persons. Roughly 73% of persons in the WATS area live inside the City of Winnipeg boundary.
- While the total population of Winnipeg according to WATS is very close to the count according to the Census (632,970 versus 633,496, respectively), it is likely that the expanded WATS data actually undercounts the total population as it would have grown from the time of the Census to the time of WATS survey administration. Notwithstanding that growth in residential households was included in the expansion of the data, the survey did not capture populations that live in communal living circumstances, such as care homes and university residences. In addition, while expansion of the data was undertaken on the basis of Census information on household size, the maximum category was "households of 6 or more persons"; therefore, a survey response bias towards households with nearer the lower end of the range (say, 6 or 7 persons) and under-representation of households with 8 or more persons (who would have a harder time completing the entire survey) may contribute to undercounting by population.
- The total City of Winnipeg employment of 303,300, as derived from the expanded survey, is lower than the 2006 Census counts of 331,800, by 8.6%. However, the difference may reflect seasonal or periodic fluctuations, possible differences in definitions (these are two separate sources of data), possible differences between full and part time employment, and possible differences in how people defined their occupations

(e.g., a student in WATS could hold a job in addition to studying). These differences are not uncommon in origin-destination surveys; and the relatively small difference between the two numbers indicates that the WATS employment estimates can be considered to be reasonable.

- The difference in total City of Winnipeg households, according to WATS, and the Census counts (264,970 versus 261,130, respectively, an increase of 1.5%) is due to factoring in growth in households by cluster as represented by 3,732 new residential dwelling permits issued between the time of the Census in May 2006 and the start of WATS survey administration in September 2007.
- Survey results show that the external area has a larger average household size than the City does, with an average of 2.77 persons / household; compared with the City's average of 2.39 persons/household. Rural areas typically have larger household sizes than urban areas. For example, the average household size for rural districts in the 2005 Ottawa O-D survey⁶ was found to be approximately 2.88 persons / household, compared to an average of 2.44 persons / household within the City of Ottawa Urban Transit Area.
- The external area averages 2.08 vehicles / household, which is significantly higher than the City's average of 1.41 vehicles / household. The higher rural rates are consistent with experience elsewhere (reflecting, in part, the lower level of transit and other alternatives to driving in many rural areas). This is demonstrated by the 2005 Ottawa-Gatineau OD survey, which covered all the rural zones within those two cities. The average number of vehicles per household for rural districts in the City of Ottawa was found to be approximately 2.16 vehicles / household, compared to an average of 1.30 vehicles / household within the City of Ottawa Urban Transit Area (i.e., the urban transit service area).⁷

4.2 Key Travel Indicators

Table 4-4 presents key indicators of travel, for City of Winnipeg and external area separately, based on the 2007 surveys.

Table 4-4: Selected Travel Indicators for Winnipeg City and External Area (daily)

Area	Total Trips	Trips / Household	Trips / Person *	Persons / Household	Vehicles / Household	Vehicles / Person
City of Winnipeg	1,569,470	5.92	2.83	2.39	1.41	0.59
External Area **	154,720	1.82	0.78	2.77	2.08	0.75
All Survey Area **	1,724,190	4.93	2.29	2.48	1.58	0.64

Source: 2007 OD Survey

* Trips / person is based upon the population aged 11 and up.

⁶ <http://www.ncr-trans-rcn.ca/index.php?toc=content&ID=208>

⁷ <http://www.ncr-trans-rcn.ca/index.php?toc=content&ID=208>

** It is important to note that the external trip rates reflect only those trips to and from Winnipeg. Hence, these rates do not reflect the total activity of the external residents.

The table indicates that:

- The City generated approximately 1.57 million trips daily by 554,920 people (11+ years old), with average trip rate of 2.83 trips/person, or 5.92 trips/household.
- The trip rates for the external area represent only those trips between the external districts and the City of Winnipeg (to or from). The study design did not allow for the collection of data with respect to trips between external districts or within the external districts and so a full understanding of the external districts trip making tendencies was not captured.

4.3 Travel by Time of Day

Exhibit 4-1 presents the hourly distribution of start times of trips by all modes and by time of day, for the City of Winnipeg and the external area separately. It can be seen that the external area generated far fewer trips than the City, which is consistent with the ‘Winnipeg-only’ trips that were captured for the households within the external area. Note that the hourly distribution of trips only includes those trips for which survey respondents were able to provide a specific start time. Trips for which respondents provided a start time range were not included in the summary.

Other key points related to the distribution of trips by time of day are:

- Peak times of travel for both Winnipeg and the external area are the two commuter (AM and PM) peak periods.
- It can be seen from **Exhibit 4-1** that the single highest hourly volume of trips (all modes) occurred in the PM peak period, between 16:00 and 16:59, during which 166,530 trips were made.
- However, in the external area, more people travelled (trips to/from Winnipeg only) during the AM peak period than during the PM peak period.

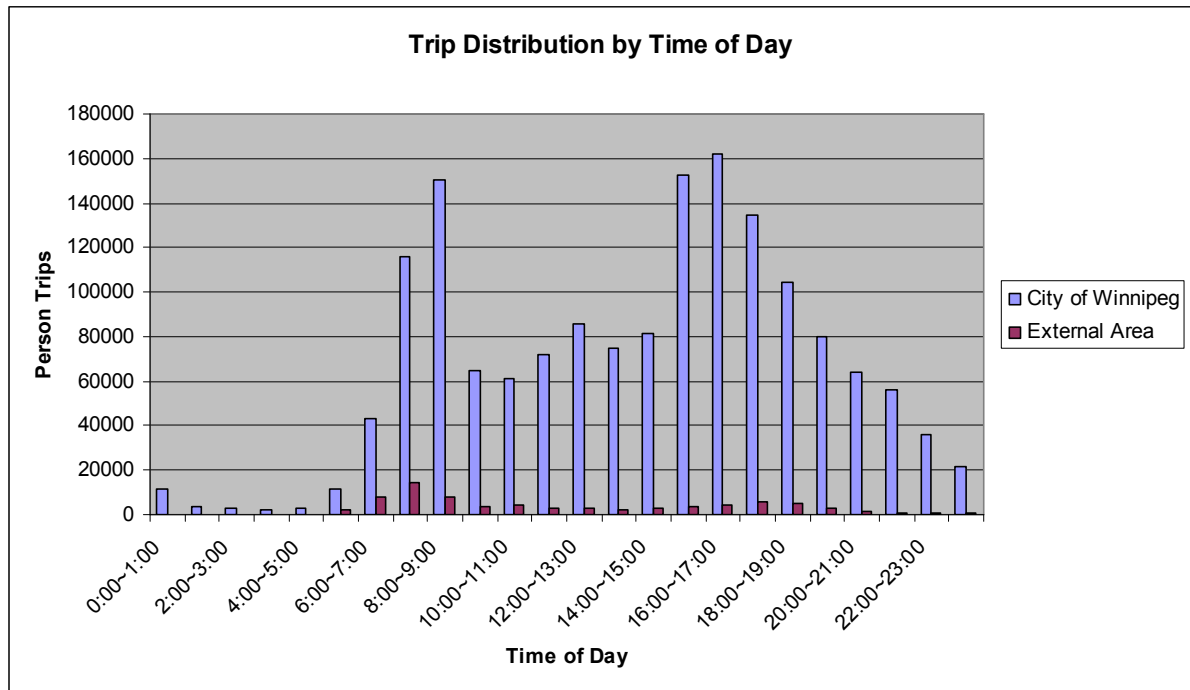
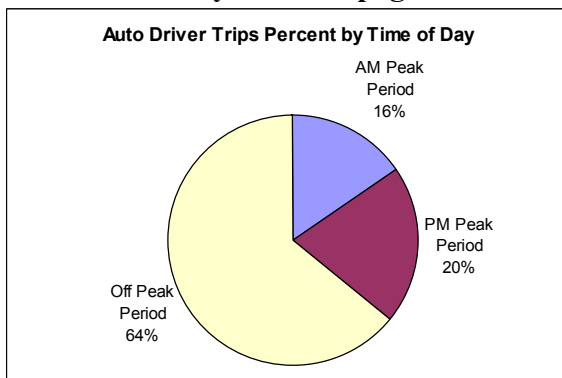
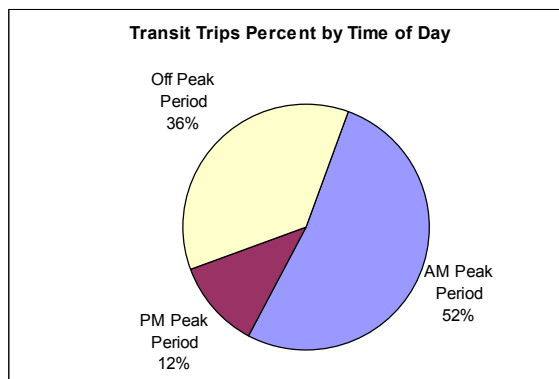
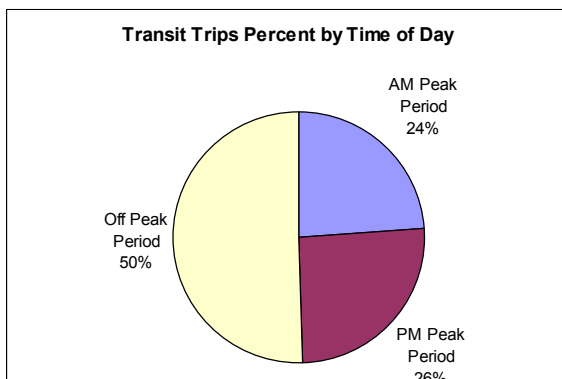
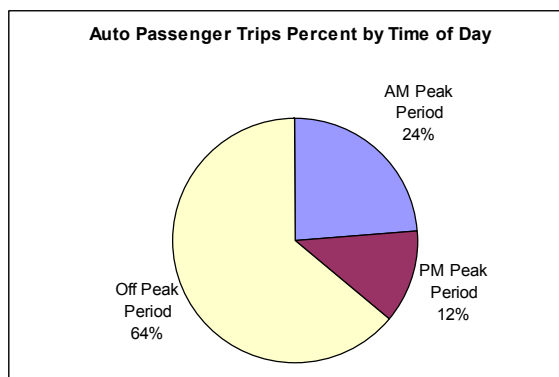
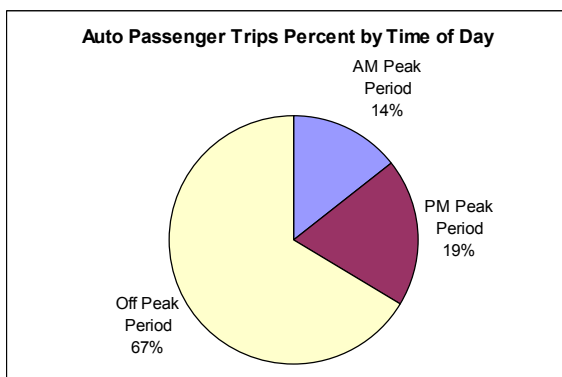
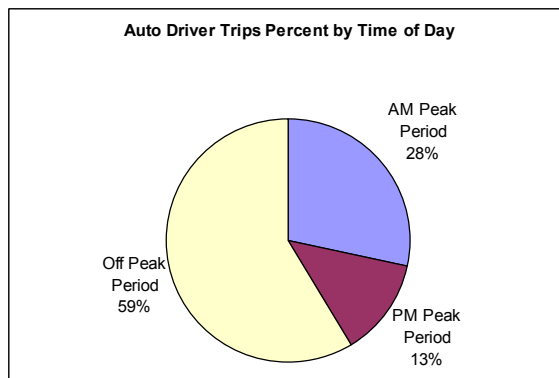
Exhibit 4-1: Travel by Time of Day

Exhibit 4-2 presents the distribution of auto and transit person trips by time of day in 2007, for the City of Winnipeg and the external area separately, for the AM and PM peak periods, and for the remaining 20 hours combined into a single off-peak category. It can be seen that:

- Most “auto driver” trips took place outside the two peak periods, with 64% for the City and 59% for external area trips. The same holds true for “auto passenger” trips.
- In the City, more auto trips took place during the PM peak period (20% and 19% of “auto driver” and “auto passenger” trips, respectively) than in the AM peak period (16% and 14% of “auto driver” and “auto passenger” trips, respectively).
- However, in the external area, more auto trips took place during the AM peak period (28% “auto driver” trips and 24% “auto passenger” trips) than in the PM peak period (13% “auto driver” trips and 12% “auto passenger” trips).
- A different pattern emerges for “transit” trips. For City residents, exactly half (50%) of the “transit” trips took place in the two peak periods (24% in the AM and 26% in the PM), with the remaining 50% occurring in the off-peak period.
- This tendency was much stronger for external area residents, with 64% of their Winnipeg-based “transit” trips being made during the two peak periods: of these, 52% were made during the AM peak period and 12% were made during the PM peak period. This suggests that the externally-based transit trips were for commuting.

Exhibit 4-2: Distribution of Auto and Transit Person Trips by Time of Day, 2007**City of Winnipeg****External Area**

4.4 Travel by Mode

Table 4-5 shows the breakdown of mode use. The table indicates the following:

- The dominant mode of travel was found to be auto trips (including “auto driver” and “auto passenger” trips) comprising 81% of trips for the City, and 97% for the external area.
- Transit accounted for 8.1% of trips within the City, but only 1.1% for external area residents (for trips to/from Winnipeg only).
- Non-motorized modes (“walk” and “bicycle” modes) comprised 10.2% of all trips in the City, and 0.1% of trips for external area residents (for trips to/from Winnipeg only).
- Auto occupancy is slightly higher for trips made by City residents (1.24 persons per vehicle, on average), than for trips to/from Winnipeg made by residents of external districts (1.21 persons per vehicle).

Table 4-5: Breakdown of Modal Use (daily)

Survey Year	Auto Person Trips					Transit Person Trips		Non-motorized Trips	
	Driver Trips	Passenger Trips	Total Auto Person Trips	Auto Occupancy	% of Auto person	No. Transit Person Trips	% of Transit	No. Non-motorized Trips	% of Non-motorized
City of Winnipeg	1,065,340	259,590	1,324,930	1.24	81%	133,530	8.1%	167,220	10.2%
External Area	63,700	13,300	77,000	1.21	97%	860	1.1%	90	0.1%
All Survey Area	1,129,030	272,890	1,401,920	1.24	81%	134,390	7.8%	167,320	9.7%

Exhibit 4-3 presents detailed modal shares by time of day. The figure shows the following key points:

- The number of daily transit person-trips, at 134,390, is well below Winnipeg Transit’s September – November 2007 range of 156,078 to 162,479 daily revenue passengers. Statistics Canada Employed labour force by mode of transportation⁸ information for the City of Winnipeg shows that 14% of trips to work were by transit mode while expanded

8 Statistics Canada. 2008. Employed labour force (1) by mode of transportation, both sexes, 2006 counts, for Canada and census subdivisions (municipalities) of residence with 5,000-plus population – 20% sample data (table). Place of Work Highlight Tables, 2006 Census. Statistics Canada Catalogue no. 97-561-XWE2006002. Ottawa. Released April 2, 2008.

survey results show the percentage of work or related trips by transit is closer to 12.5%. A detailed analysis of the survey did not uncover any obvious explanation

- “Auto driver” trips have the largest portion of the mode share within the City and the external area (for trips to/from Winnipeg). Among City households, “auto driver” trips accounted for 65% of the total daily trips over a 24 hour period and 62% and 64% of the trips during the AM and PM peak periods, respectively.
- For external area households, the percentage of “auto driver” trips is even higher than for the City, with 81% of all trips during the 24 hour period, 80% in the AM peak period and 82% in the PM peak periods undertaken using the “auto driver” mode.
- “Auto passenger” trips among City households comprised another 16% of the total daily trips and 14% and 15% of the AM and PM peak period trips, respectively.
- For external area households, the shares for the “auto passenger” mode are similar to those estimated for the City, with 17% of the total daily trips undertaken by the “auto passenger” mode. During the AM and PM peak periods, 14%, and 16%, of all trips were undertaken by “auto passenger” mode, respectively.
- Among City households, trips made by the “transit” mode (includes Public Transit and Park-and-ride and Kiss-and-ride) accounted for 8.2% of all trips during the 24 hour period, and 11.9% and 10.0% of all trips during the AM and PM peak periods, respectively.
- Among external area households, the “transit” share (includes Public Transit and Park-and-ride and Kiss-and-ride) was found to be quite small with only 1.1% of total trips to/from Winnipeg being undertaken using public transit during the 24 hour period.
- During the 24 hour period, non-motorized modes comprised around 10% of all trips made by City households, with “bicycle” trips accounting for 0.7% and “walk” trips accounting for 9.5% of all trips during that period. Note that these values may differ slightly from those in **Table 4-5** due to number rounding.
- For the external area, non-motorized modes accounted for 0.1% of all trips to/from Winnipeg within the 24-hour period.

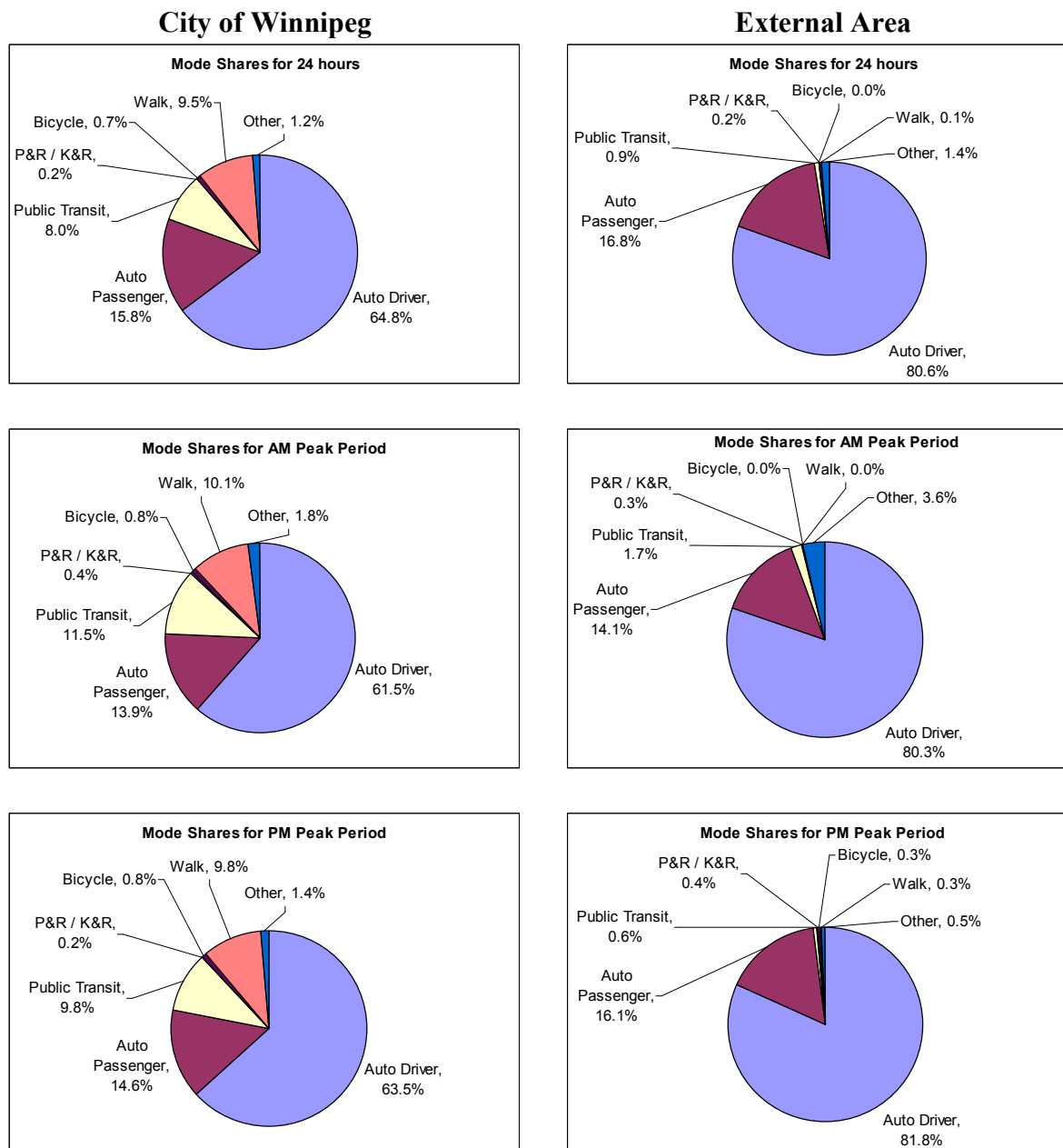
Exhibit 4-3: Mode Shares by Time of Day, 2007**4.5 Travel by Purpose**

Table 4-6 summarizes trip purpose for the 24 hour, AM peak and PM peak periods, for the City of Winnipeg and the external area separately.

Table 4-6: Trip by Purpose and Time of Day

Trip Purpose	City of Winnipeg		External Area		All Survey Area	
24 Hours						
Work or related	291,370	17.7%	28,720	36.3%	320,080	18.6%
School	87,960	5.3%	6,740	8.5%	94,690	5.5%
Shopping	197,590	12.0%	10,200	12.9%	207,790	12.1%
Leisure	201,020	12.2%	10,550	13.3%	211,560	12.3%
Medical	24,090	1.5%	2,950	3.7%	27,040	1.6%
Pick up/ Drop off	126,800	7.7%	4,840	6.1%	131,630	7.6%
Return home	664,990	40.4%	12,520	15.8%	677,520	39.3%
Other	51,300	3.1%	2,580	3.3%	53,870	3.1%
Total:	1,645,120	100%	79,100	100%	1,724,180	100%
AM Peak Period						
Work or related	135,990	50.6%	13,910	61.6%	149,900	51.5%
School	62,060	23.1%	5,010	22.2%	67,070	23.0%
Shopping	4,330	1.6%	420	1.9%	4,750	1.6%
Leisure	10,570	3.9%	610	2.7%	11,170	3.8%
Medical	3,240	1.2%	580	2.6%	3,820	1.3%
Pick up/ Drop off	33,370	12.4%	1,270	5.6%	34,630	11.9%
Return home	13,400	5.0%	140	0.6%	13,540	4.6%
Other	5,790	2.2%	640	2.8%	6,420	2.2%
Total:	268,750	100%	22,580	100%	291,300	100%
PM Peak Period						
Work or related	14,580	4.3%	950	9.3%	15,540	4.4%
School	1,400	0.4%	160	1.6%	1,560	0.4%
Shopping	34,600	10.1%	1,390	13.7%	35,980	10.2%
Leisure	32,420	9.5%	1,690	16.6%	34,110	9.7%
Medical	2,260	0.7%	80	0.8%	2,340	0.7%
Pick up/ Drop off	28,260	8.3%	1,010	9.9%	29,260	8.3%
Return home	220,450	64.6%	4,430	43.6%	224,880	64.0%
Other	7,450	2.2%	460	4.5%	7,920	2.3%
Total:	341,420	100%	10,170	100%	351,590	100%

Key points to note are:

- Among trips made by City households, over the 24-hour period, the “return home” was the dominant trip purpose, accounting for 40% of all trips.

- Among external households, over the 24-hour period, the “work or related” was the dominant trip purpose accounting for 36% of all trips, while the “return home” purpose accounted for 16% of all daily trips to/from Winnipeg.
- “Work or related” was the dominant trip purpose in the AM peak period, accounting for 51% of all trips made by City households, and 62% of trips to/from Winnipeg, made by external households during that time period.
- The “return home” was the dominant trip purpose in the PM peak period, accounting for 65% of all trips made by City households, and 44% of trips to/from Winnipeg made by external households during that time period.
- The proportion of “work or related” and “school” trips varied by time of day. For the whole survey area, during the AM peak period, these purposes accounted for 74% of all trips (51% “work or related” and 23% “school”).
- During the PM peak period the “work or related” and “school” trips comprised 4.4% and 0.4%, respectively, of all trips during that time period over the entire study area. It should be noted that these purposes only represent trips to work or school. Trips from work or school are captured in the “return home” trip purpose.
- During the 24-hour period the “work or related” and “school” trip purpose shares are 18% and 5.3% respectively for the entire study area. (Note that that these are trips to work or school; the “return home” purpose includes trips returning from work or school [among other origins].)
- For external households, the relatively high percentage of “work or related” trips (36% of daily trips), compared with 18% for Winnipeg households, demonstrates the importance of Winnipeg as a centre of employment. The lower proportion of “return home” trips (16% versus 40%, for external area and Winnipeg, respectively) likely indicates that many external residents conduct some other intermediate activity on the way home from their Winnipeg workplaces.
- Discretionary trips (such as “shopping” and “leisure”) represented 20% of trips during the PM peak period and 24% of trips over the 24 hour period, for whole survey area.

4.6 Travel Breakdown by Districts

Table 4-7 breaks down the daily trips made by households in each of the 31 districts. (See **Exhibit 2-2** and **Exhibit 2-3** for the locations of the 31 districts.)

Table 4-7: Comparison of the Distribution of Daily Trips and Population by District

District	Population 11+	Daily trips	Daily trip rate	% of City population	% of City trips
1. Downtown	15,842	43,224	2.73	2.9%	2.8%
2. Elmwood	20,756	60,285	2.90	3.7%	3.8%
3. North Kildonan	28,374	80,541	2.84	5.1%	5.1%
4. East Kildonan	22,174	60,895	2.75	4.0%	3.9%
5. Transcona	27,162	74,242	2.73	4.9%	4.7%
6. St Boniface	21,962	61,254	2.79	4.0%	3.9%
7. Windsor Park - Southdale - Island Lakes	29,224	86,723	2.97	5.3%	5.5%
8. St Vital North	22,105	68,038	3.08	4.0%	4.3%
9. St Vital South	27,307	81,554	2.99	4.9%	5.2%
10. Fort Garry North	29,002	85,955	2.96	5.2%	5.5%
11. Fort Garry South	32,601	91,780	2.82	5.9%	5.8%
12. Fort Rouge	33,555	96,379	2.87	6.0%	6.1%
13. Tuxedo - River Heights	25,459	81,058	3.18	4.6%	5.2%
14. Charleswood	23,275	67,040	2.88	4.2%	4.3%
15. West End - Wolseley	25,815	74,288	2.88	4.7%	4.7%
16. St James	24,044	68,809	2.86	4.3%	4.4%
17. Assiniboia	28,028	80,404	2.87	5.1%	5.1%
18. St James Industrial - West End	20,585	50,779	2.47	3.7%	3.2%
19. Inkster	23,903	59,278	2.48	4.3%	3.8%
20. North End	20,580	54,790	2.66	3.7%	3.5%
21. West Kildonan	21,947	62,148	2.83	4.0%	4.0%
22. Seven Oaks	31,217	80,012	2.56	5.6%	5.1%
Total City	554,915	1,569,474	2.83	100%	100%
External Districts	Population 11+	Daily trips	Daily trip rate	% external population	% external trips
23. East St Paul and West St Paul	11,639	25,634	2.20	5.6%	16.6%
24. East (near)	18,931	23,054	1.22	9.5%	14.9%
25. Southwest (near)	9,264	14,922	1.61	4.7%	9.6%
26. Northwest (near)	17,088	21,424	1.25	8.4%	13.8%
27. North Northeast (near)	28,845	28,700	0.99	14.2%	18.5%
28. East	28,121	13,724	0.49	14.1%	8.9%
29. South	30,359	11,046	0.36	16.1%	7.1%
30. West	25,964	6,236	0.24	13.1%	4.0%
31. Northwest	27,956	9,977	0.36	14.3%	6.4%
Total External	198,167	154,724	0.78	100%	100%

Notes: 1. External area trips comprise only those trips to and from Winnipeg.
2. Trip rates per person are based on the population aged 11 and up.

It can be seen that:

- The daily person trip rates are higher among City districts (1-22) than among external districts (23-31), given that the external area trips comprise only those made to and from the City.
- In the City, the percentage of trips generated by each district is consistent with the percent of the district's population.
- In the external area, the percentage of trips generated by each district is different than that of the population as would be expected because only trips to/from Winnipeg were captured in the survey. It is important to note that the districts closer to the City have a higher proportion of daily trips to/from the City, which is to be expected given their proximity to Winnipeg.

4.7 Travel Breakdown by From/To/Within Trips

Table 4-8 breaks down the AM peak period trips by from/to/within trips. It can be seen that:

- For districts 1, 6, 10, 11, 15, 16, 18, 19, the total trips destined to these eight districts are greater than total trips originating from the district. Some of these districts are downtown, and all eight are among the top ten districts in terms of location of employment/school.
- The proportion of trips made entirely within a given district defines the level of self-containment of that district. This proportion reflects the number and attractiveness of jobs available in the district and the geographical reach of local schools, stores, medical and recreational facilities. It also reflects local trips for picking up or dropping off passengers. This proportion of internalization varies among districts. For districts 3, 5, 7, 9, 14, and 17 roughly 50% of all the trips destined to these districts originate within the same district, which indicates that they are the most self-contained districts.

Table 4-8: Trip Breakdown by Origin/Destination during AM Peak Period

District	Trips Originating	Trips Destined	Trips Within	Total Productions from	Total Attractions to	Internal % of Total Productions	Internal % of Total Attractions
1. Downtown	5,936	43,791	2,580	8,516	46,372	30.3%	5.6%
2. Elmwood	7,106	5,903	2,553	9,658	8,456	26.4%	30.2%
3. North Kildonan	9,329	3,489	3,578	12,907	7,067	27.7%	50.6%
4. East Kildonan	6,689	4,726	2,911	9,601	7,637	30.3%	38.1%
5. Transcona	7,329	6,080	6,029	13,359	12,110	45.1%	49.8%
6. St Boniface	7,787	11,450	3,234	11,021	14,684	29.3%	22.0%
7. Windsor Park - Southdale - Island Lakes	11,271	3,616	4,317	15,588	7,933	27.7%	54.4%
8. St Vital North	7,786	3,990	2,419	10,204	6,409	23.7%	37.7%
9. St Vital South	10,723	3,328	3,685	14,408	7,013	25.6%	52.5%
10. Fort Garry North	10,486	14,224	5,449	15,935	19,673	34.2%	27.7%
11. Fort Garry South	9,489	15,272	6,892	16,381	22,164	42.1%	31.1%
12. Fort Rouge	12,301	10,820	3,669	15,970	14,489	23.0%	25.3%
13. Tuxedo - River Heights	10,120	5,158	2,911	13,032	8,069	22.3%	36.1%
14. Charleswood	8,626	2,179	3,175	11,800	5,354	26.9%	59.3%
15. West End - Wolseley	8,890	10,234	2,461	11,350	12,694	21.7%	19.4%
16. St James	8,514	8,715	3,755	12,270	12,470	30.6%	30.1%
17. Assiniboia	8,180	4,593	4,566	12,746	9,159	35.8%	49.8%
18. St James Industrial - West End	6,289	25,649	3,796	10,085	29,446	37.6%	12.9%
19. Inkster	7,263	7,529	4,146	11,409	11,675	36.3%	35.5%
20. North End	5,888	4,725	1,767	7,655	6,493	23.1%	27.2%
21. West Kildonan	8,517	3,696	2,278	10,795	5,975	21.1%	38.1%
22. Seven Oaks	9,508	5,635	4,537	14,045	10,172	32.3%	44.6%
23. East St Paul and West St Paul	4,163	644	0	4,163	644	0.0%	0.0%

Table 4-8: Trip Breakdown by Origin/Destination during AM Peak Period

District	Trips Originating	Trips Destined	Trips Within	Total Productions from	Total Attractions to	Internal % of Total Productions	Internal % of Total Attractions
24. East (near)	4,211	907	0	4,163	644	0.0%	0.0%
25. Southwest (near)	2,031	409	0	4,211	907	0.0%	0.0%
26. Northwest (near)	3,403	1,080	0	2,031	409	0.0%	0.0%
27. North Northeast (near)	4,392	857	0	3,403	1,080	0.0%	0.0%
28. East	1,509	751	0	4,392	857	0.0%	0.0%
29. South	1,337	490	0	1,509	751	0.0%	0.0%
30. West	525	197	0	1,337	490	0.0%	0.0%
31. Northwest	996	457	0	525	197	0.0%	0.0%
City	5,792	22,567	262,944	268,736	285,512	97.8%	92.1%
External	22,567	5,792	0	22,567	5,792	0.0%	0.0%
All				291,303	291,303		

5. DEMOGRAPHIC AND TRAVEL CHARACTERISTICS BY DISTRICT

Key demographic and travel characteristics are presented on the following pages, generally according to the format provided in the preceding pages for the overall survey area. Separate summary pages are provided for each of the 31 districts, as well as for the entire study area, the City of Winnipeg as a whole and the external area as a whole.

Each pair of pages presents:

- A map of the district.
- Demographic characteristics for the district.
- Occupational status of the district's residents.
- Characteristics of the district's travellers.
- Selected travel indicators, including trip rates.
- Breakdowns of household size (number of occupants), households by vehicle availability and households by dwelling type.
- Average household income, which is calculated as a weighted average of income. (This assumes that the middle of the range is the average income in each of the ranges [absent any other qualifying information from the survey], and that the average income for the \$120,000 + category was assumed to be \$150,000. [Note that survey asked about income in terms of ranges, given both the inherent sensitivity of asking this question and the common difficulty in respondents being able to provide a precise estimate of household income.])
- Breakdown of the district's population and employed labour force by gender and age cohort.
- A map showing the five greatest origins or five greatest destinations from/to the district during the AM peak period (7:00 to 8:59), as well a table of the magnitude of the full 31 origins or destinations (only provided for the district summaries and not for the City, external area or survey area summaries). 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. For clarity, trips originating from the district are shown in red, and trips destined to the district are shown in green.
- Breakdown of trips by purpose, for the 24 hours, AM peak period and PM peak period.
- Breakdown of trips by mode of travel, for the 24 hours, AM peak period and PM peak period.

All numbers have been rounded to the nearest 10. As a result, there might be some minor differences between the control totals and totals calculated for each category.

For the summary sheets for the larger areas (Survey Area, City of Winnipeg and External Area), "district" refers to the larger area being summarized. For example, the "to" trips for the City of Winnipeg summary sheet refers to trips destined to the City of Winnipeg from the External Area.

2007 Origin-Destination Survey Area

Demographic Characteristics

Population	867,520	Population age 11+	753,080
Households	349,770	Number of Vehicles	551,230
Actively Travelled	526,750	Area (km ²)	31,112.0

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	204,340	149,840	354,180	48%
Part Time Employed	14,680	41,890	56,570	8%
Student	66,240	66,440	132,680	18%
Retiree	61,620	84,670	146,290	20%
Homemaker	1,150	35,130	36,280	5%
Other	450	12,400	12,850	2%
Total:	348,480	390,370	738,850	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	301,370	303,390	604,760

Selected Indicators

Daily Trips per Person (age 11+)	2.29
Vehicles per Person	0.64
Number of Persons per Household	2.48
Daily Trips per Household	4.93
Vehicle per Household	1.58
Average Household Income	\$60,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size

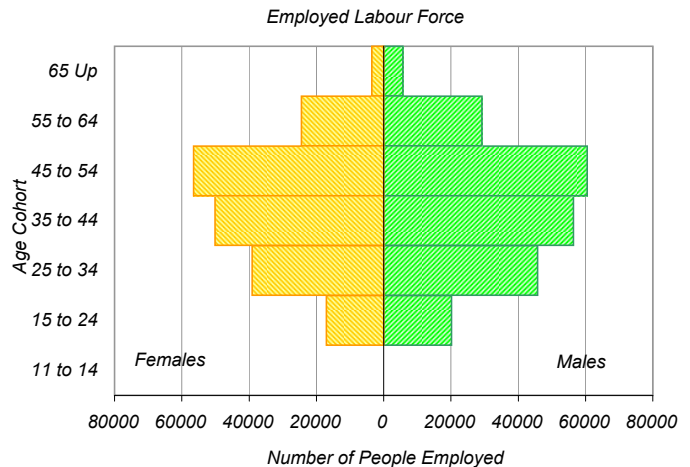
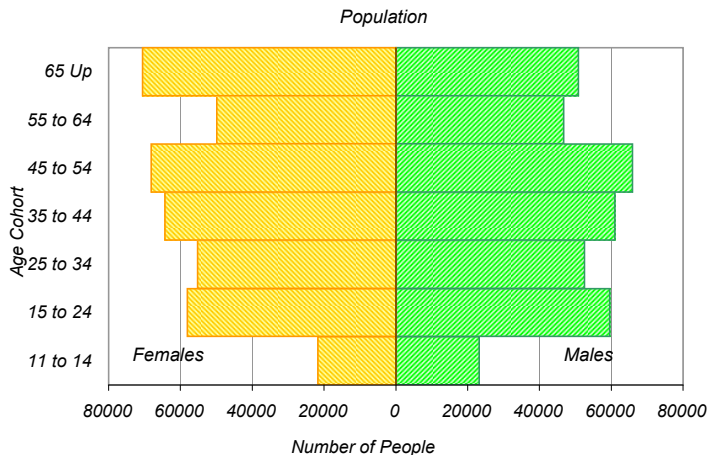
1 person	100,740	29%
2 persons	113,970	33%
3 persons	51,890	15%
4 persons	50,730	15%
5 + person	32,330	9%
Total:	349,660	100%

Households by Vehicle Availability

0 vehicle	13,240	4%
1 vehicle	137,280	43%
2 vehicles	118,810	37%
3 vehicles	34,150	11%
4+ vehicles	16,240	5%
Total:	319,720	100%

Households by Dwelling Type

Single-detached	234,350	67%
Semi-detached	12,130	3%
Townhouse	7,940	2%
Apartment	91,710	26%
Other	3,640	1%
Total:	349,770	100%



2007 Origin-Destination Survey Area

Travel Patterns

Trips by Trip Purpose

24 Hours	Survey Area	
Work or related	320,080	18.56%
School	94,690	5.49%
Shopping	207,790	12.05%
Leisure	211,560	12.27%
Medical	27,040	1.57%
Pick up/ Drop off	131,630	7.63%
Return home	677,520	39.30%
Other	53,870	3.12%
Total:	1,724,180	100.00%

AM Peak Period	Survey Area	
Work or related	149,900	51.46%
School	67,070	23.02%
Shopping	4,750	1.63%
Leisure	11,170	3.83%
Medical	3,820	1.31%
Pick up/ Drop off	34,630	11.89%
Return home	13,540	4.65%
Other	6,420	2.20%
Total:	291,300	100.00%

PM Peak Period	Survey Area	
Work or related	15,540	4.42%
School	1,560	0.44%
Shopping	35,980	10.23%
Leisure	34,110	9.70%
Medical	2,340	0.67%
Pick up/ Drop off	29,260	8.32%
Return home	224,880	63.96%
Other	7,920	2.25%
Total:	351,590	100.00%

Peak Period (%)	Total:	% of 24 Hours	Survey Area (%)
24 Hours	1,724,180		100%
AM Peak Period	291,300	17%	100%
PM Peak Period	351,590	20%	100%

Trips by Travel Mode

24 Hours	Survey Area	
Auto Driver	1,129,030	65.48%
Auto Passenger	272,890	15.83%
Winnipeg Transit	131,650	7.64%
Park & Ride/Kiss & Ride	2,740	0.16%
Bicycle	10,900	0.63%
Walk	156,420	9.07%
Other	20,550	1.19%
Total:	1,724,180	100.00%

AM Peak Period	Survey Area	
Auto Driver	183,350	62.94%
Auto Passenger	40,630	13.95%
Winnipeg Transit	31,230	10.72%
Park & Ride/Kiss & Ride	1,230	0.42%
Bicycle	2,020	0.69%
Walk	27,050	9.29%
Other	5,790	1.99%
Total:	291,300	100.00%

PM Peak Period	Survey Area	
Auto Driver	224,960	63.98%
Auto Passenger	51,620	14.68%
Winnipeg Transit	33,620	9.56%
Park & Ride/Kiss & Ride	570	0.16%
Bicycle	2,600	0.74%
Walk	33,400	9.50%
Other	4,830	1.37%
Total:	351,600	100.00%
Number of Daily Trips Made by Area Residents	1,724,190	

Transit Modal Split	Survey Area (%)
24 Hours	9%
AM Peak Period	13%
PM Peak Period	11%

City of Winnipeg

Demographic Characteristics

Population	632,970	Population age 11+	554,920
Households	264,970	Number of Vehicles	374,730
Actively Travelled	460,850	Area (km ²)	465.9

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	147,140	115,460	262,600	48%
Part Time Employed	11,210	29,490	40,700	7%
Student	48,220	49,940	98,160	18%
Retiree	45,370	64,630	110,000	20%
Homemaker	890	21,640	22,530	4%
Other	340	9,550	9,890	2%
Total:	253,170	290,710	543,880	100%

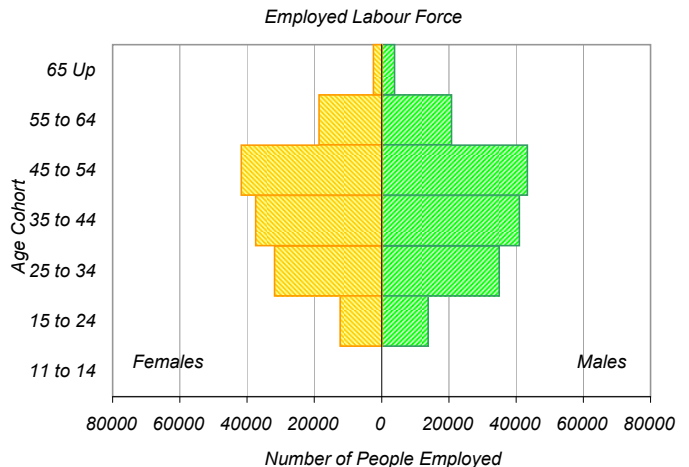
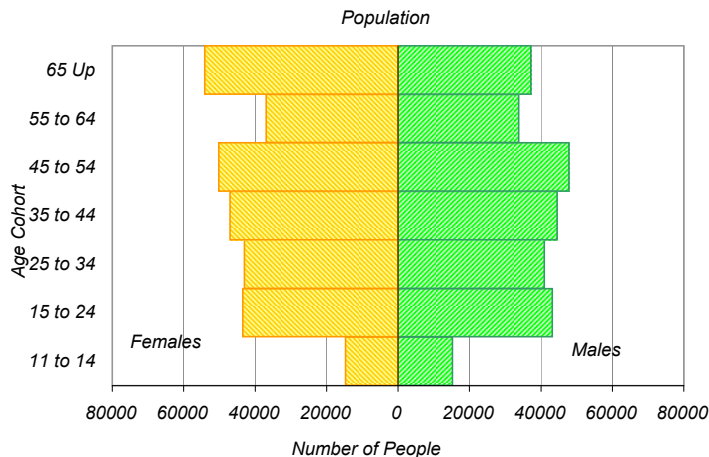
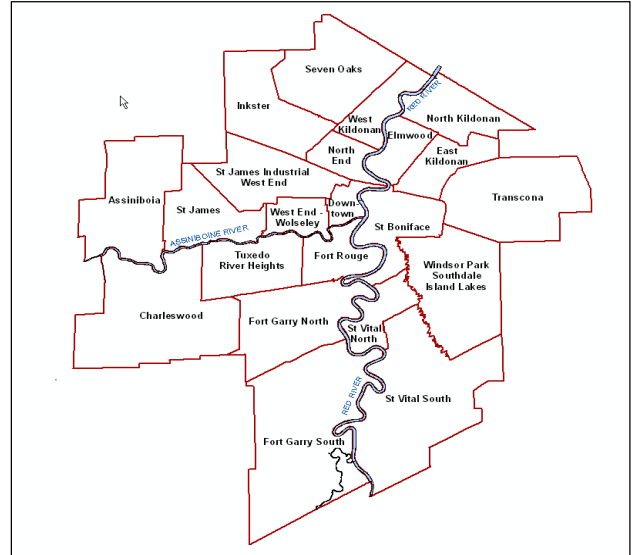
Traveller Characteristics	Male	Female	Total
Licensed Drivers	218,070	220,130	438,200

Selected Indicators	
Daily Trips per Person (age 11+)	2.83
Vehicles per Person	0.59
Number of Persons per Household	2.39
Daily Trips per Household	5.92
Vehicle per Household	1.41
Average Household Income	\$60,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size			Households by Vehicle Availability		
1 person	82,990	31%	0 vehicle	12,560	5%
2 persons	84,370	32%	1 vehicle	113,480	48%
3 persons	39,810	15%	2 vehicles	83,330	35%
4 persons	37,020	14%	3 vehicles	20,020	8%
5 + persons	20,700	8%	4+ vehicles	8,040	3%
Total:	264,890	100%	Total:	237,430	100%

Households by Dwelling Type		
Single-detached	159,650	60%
Semi-detached	10,980	4%
Townhouse	6,950	3%
Apartment	86,720	33%
Other	680	0%
Total:	264,980	100%



City of Winnipeg

Travel Patterns

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,250	12.89%	28,720	36.31%	281,120	17.96%
School	140	0.18%	6,740	8.52%	87,820	5.61%
Shopping	1,220	1.53%	10,200	12.90%	196,370	12.54%
Leisure	6,480	8.15%	10,550	13.34%	194,540	12.43%
Medical	240	0.30%	2,950	3.73%	23,850	1.52%
Pick up/ Drop off	1,320	1.66%	4,840	6.12%	125,480	8.01%
Return home	58,600	73.69%	12,520	15.83%	606,390	38.73%
Other	1,270	1.60%	2,580	3.26%	50,030	3.20%
Total:	79,520	100.00%	79,100	100.00%	1,565,600	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	4,600	79.31%	13,910	61.60%	131,390	49.97%
School	60	1.03%	5,010	22.19%	62,000	23.58%
Shopping	120	2.07%	420	1.86%	4,210	1.60%
Leisure	320	5.52%	610	2.70%	10,250	3.90%
Medical	30	0.52%	580	2.57%	3,210	1.22%
Pick up/ Drop off	100	1.72%	1,270	5.62%	33,270	12.65%
Return home	420	7.24%	140	0.62%	12,980	4.94%
Other	150	2.59%	640	2.83%	5,640	2.14%
Total:	5,800	100.00%	22,580	100.00%	262,950	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	530	2.28%	950	9.34%	14,050	4.42%
School	0	0.00%	160	1.57%	1,400	0.44%
Shopping	200	0.86%	1,390	13.67%	34,400	10.81%
Leisure	1,240	5.32%	1,690	16.62%	31,180	9.80%
Medical	10	0.04%	80	0.79%	2,250	0.71%
Pick up/ Drop off	410	1.76%	1,010	9.93%	27,850	8.75%
Return home	20,700	88.88%	4,430	43.56%	199,750	62.79%
Other	200	0.86%	460	4.52%	7,250	2.28%
Total:	23,290	100.00%	10,170	100.00%	318,130	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	1,724,220		91%
AM Peak Period	291,330	17%	90%
PM Peak Period	351,590	20%	90%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	63,500	79.84%	63,700	80.55%	1,001,840	63.99%
Auto Passenger	13,670	17.19%	13,300	16.82%	245,920	15.71%
Winnipeg Transit	820	1.03%	680	0.86%	130,150	8.31%
P & R / K & R	200	0.25%	180	0.23%	2,360	0.15%
Bicycle	30	0.04%	30	0.04%	10,830	0.69%
Walk	70	0.09%	60	0.08%	156,290	9.98%
Other	1,240	1.56%	1,130	1.43%	18,190	1.16%
Total:	79,530	100.00%	79,080	100.00%	1,565,580	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	5,200	89.66%	18,130	80.33%	160,020	60.86%
Auto Passenger	320	5.52%	3,180	14.09%	37,140	14.13%
Winnipeg Transit	70	1.21%	380	1.68%	30,780	11.71%
P & R / K & R	70	1.21%	70	0.31%	1,090	0.41%
Bicycle	30	0.52%	0	0.00%	1,990	0.76%
Walk	40	0.69%	0	0.00%	27,010	10.27%
Other	70	1.21%	810	3.59%	4,900	1.86%
Total:	5,800	100.00%	22,570	100.00%	262,930	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	18,670	80.13%	8,310	81.79%	197,980	62.23%
Auto Passenger	3,560	15.28%	1,640	16.14%	46,410	14.59%
Winnipeg Transit	350	1.50%	60	0.59%	33,210	10.44%
P & R / K & R	60	0.26%	40	0.39%	470	0.15%
Bicycle	10	0.04%	30	0.30%	2,560	0.80%
Walk	20	0.09%	30	0.30%	33,350	10.48%
Other	630	2.70%	50	0.49%	4,150	1.30%
Total:	23,300	100.00%	10,160	100.00%	318,130	100.00%

Number of Daily Trips Made by District Residents 1,569,470

Transit Modal Split	From District	To District	Within District
24 Hours	1%	1%	10%
AM Peak Period	2%	2%	14%
PM Peak Period	2%	1%	12%

External Area

Demographic Characteristics

Population	234,550	Population age 11+	198,170
Households	84,800	Number of Vehicles	176,500
Actively Travelled	65,900	Area (km ²)	30,646.2

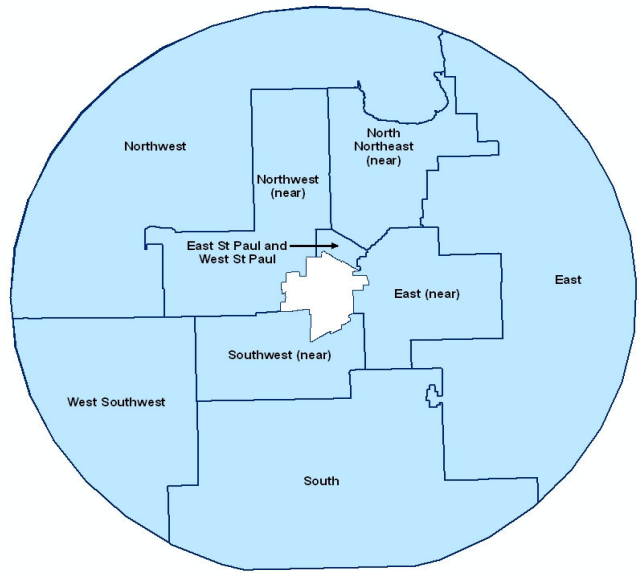
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	57,190	34,380	91,570	47%
Part Time Employed	3,470	12,410	15,880	8%
Student	18,020	16,500	34,520	18%
Retiree	16,250	20,040	36,290	19%
Homemaker	260	13,490	13,750	7%
Other	110	2,850	2,960	2%
Total:	95,300	99,670	194,970	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	83,300	83,250	166,550

Selected Indicators

Daily Trips per Person (age 11+)	0.78
Vehicles per Person	0.75
Number of Persons per Household	2.77
Daily Trips per Household	1.82
Vehicle per Household	2.08
Average Household Income	\$61,000

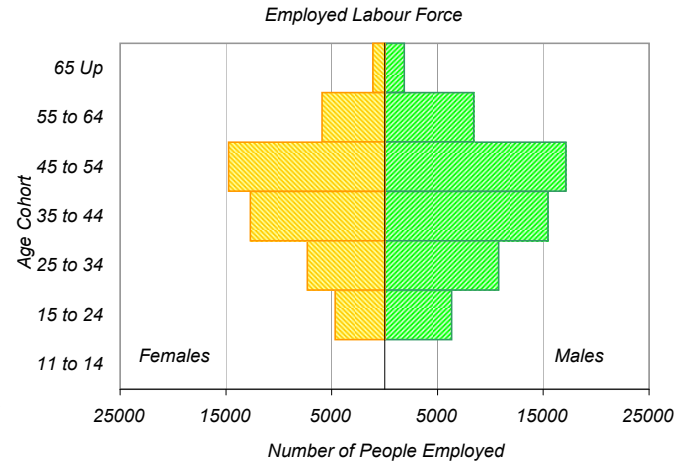
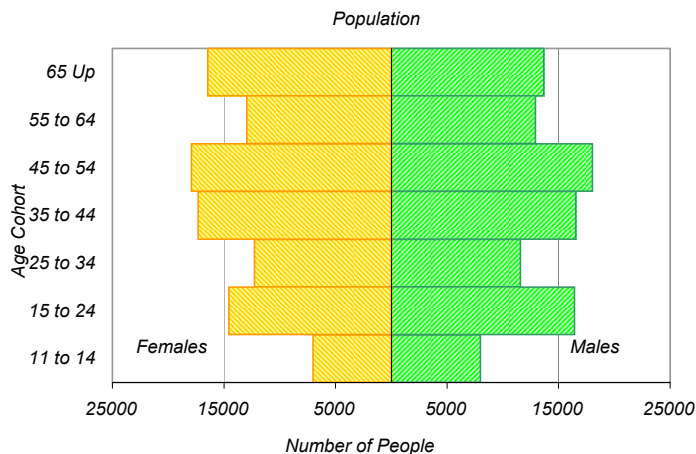
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	17,750	21%
2 persons	29,600	35%
3 persons	12,080	14%
4 persons	13,710	16%
5 + persons	11,640	14%
Total:	84,780	100%

Households by Vehicle Availability		
0 vehicle	680	1%
1 vehicle	23,800	29%
2 vehicles	35,480	43%
3 vehicles	14,130	17%
4+ vehicles	8,200	10%
Total:	82,290	100%

Households by Dwelling Type		
Single-detached	74,710	88%
Semi-detached	1,150	1%
Townhouse	990	1%
Apartment	4,990	6%
Other	2,960	3%
Total:	84,800	100%



External Area

Travel Patterns

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	28,720	36.31%	10,250	12.89%	0	0.00%
School	6,740	8.52%	140	0.18%	0	0.00%
Shopping	10,200	12.90%	1,220	1.53%	0	0.00%
Leisure	10,550	13.34%	6,480	8.15%	0	0.00%
Medical	2,950	3.73%	240	0.30%	0	0.00%
Pick up/ Drop off	4,840	6.12%	1,320	1.66%	0	0.00%
Return home	12,520	15.83%	58,600	73.69%	0	0.00%
Other	2,580	3.26%	1,270	1.60%	0	0.00%
Total:	79,100	100.00%	79,520	100.00%	0	0.00%

AM Peak Period	From District		To District		Within District	
Work or related	13,910	61.60%	4,600	79.31%	0	0.00%
School	5,010	22.19%	60	1.03%	0	0.00%
Shopping	420	1.86%	120	2.07%	0	0.00%
Leisure	610	2.70%	320	5.52%	0	0.00%
Medical	580	2.57%	30	0.52%	0	0.00%
Pick up/ Drop off	1,270	5.62%	100	1.72%	0	0.00%
Return home	140	0.62%	420	7.24%	0	0.00%
Other	640	2.83%	150	2.59%	0	0.00%
Total:	22,580	100.00%	5,800	100.00%	0	0.00%

PM Peak Period	From District		To District		Within District	
Work or related	950	9.34%	530	2.28%	0	0.00%
School	160	1.57%	0	0.00%	0	0.00%
Shopping	1,390	13.67%	200	0.86%	0	0.00%
Leisure	1,690	16.62%	1,240	5.32%	0	0.00%
Medical	80	0.79%	10	0.04%	0	0.00%
Pick up/ Drop off	1,010	9.93%	410	1.76%	0	0.00%
Return home	4,430	43.56%	20,700	88.88%	0	0.00%
Other	460	4.52%	200	0.86%	0	0.00%
Total:	10,170	100.00%	23,290	100.00%	0	0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	158,620		0%
AM Peak Period	28,380	18%	0%
PM Peak Period	33,460	21%	0%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	63,700	80.55%	63,500	79.84%	0	0.00%
Auto Passenger	13,300	16.82%	13,670	17.19%	0	0.00%
Winnipeg Transit	680	0.86%	820	1.03%	0	0.00%
Park & Ride/Kiss & I	180	0.23%	200	0.25%	0	0.00%
Bicycle	30	0.04%	30	0.04%	0	0.00%
Walk	60	0.08%	70	0.09%	0	0.00%
Other	1,130	1.43%	1,240	1.56%	0	0.00%
Total:	79,080	100.00%	79,530	100.00%	0	0.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	18,130	80.33%	5,200	89.66%	0	0.00%
Auto Passenger	3,180	14.09%	320	5.52%	0	0.00%
Winnipeg Transit	380	1.68%	70	1.21%	0	0.00%
Park & Ride/Kiss & I	70	0.31%	70	1.21%	0	0.00%
Bicycle	0	0.00%	30	0.52%	0	0.00%
Walk	0	0.00%	40	0.69%	0	0.00%
Other	810	3.59%	70	1.21%	0	0.00%
Total:	22,570	100.00%	5,800	100.00%	0	0.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	8,310	81.79%	18,670	80.13%	0	0.00%
Auto Passenger	1,640	16.14%	3,560	15.28%	0	0.00%
Winnipeg Transit	60	0.59%	350	1.50%	0	0.00%
Park & Ride/Kiss & I	40	0.39%	60	0.26%	0	0.00%
Bicycle	30	0.30%	10	0.04%	0	0.00%
Walk	30	0.30%	20	0.09%	0	0.00%
Other	50	0.49%	630	2.70%	0	0.00%
Total:	10,160	100.00%	23,300	100.00%	0	0.00%

Number of Daily Trips Made by District Residents 154,720

Transit Modal Split	From District	To District	Within District
24 Hours	1%	1%	0%
AM Peak Period	2%	2%	0%
PM Peak Period	1%	2%	0%

District 1 - Downtown

Demographic Characteristics

Population	17,400	Population age 11+	15,840
Households	10,560	Number of Vehicles	6,420
Actively Travelled	12,640	Area (km ²)	4.3

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	4,350	2,620	6,970	44%
Part Time Employed	440	720	1,160	7%
Student	1,500	1,390	2,890	18%
Retiree	1,240	1,630	2,870	18%
Homemaker	30	570	600	4%
Other	850	520	1,370	9%
Total:	8,410	7,450	15,860	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	5,920	4,280	10,200

Selected Indicators

Daily Trips per Person (age 11+)	2.73
Vehicles per Person	0.37
Number of Persons per Household	1.65
Daily Trips per Household	4.09
Vehicle per Household	0.61
Average Household Income	\$ 39,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

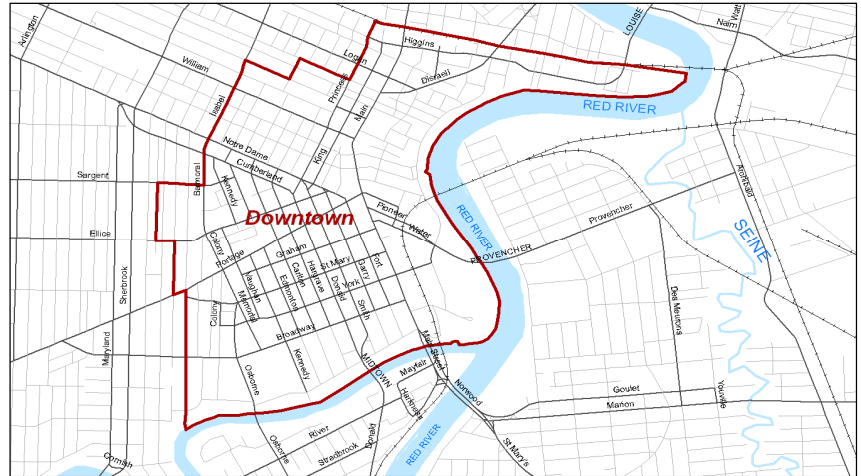
1 person	6,400	61%
2 persons	2,660	25%
3 persons	830	8%
4 persons	400	4%
5 + persons	270	3%
Total:	10,560	100%

Households by Vehicle Availability

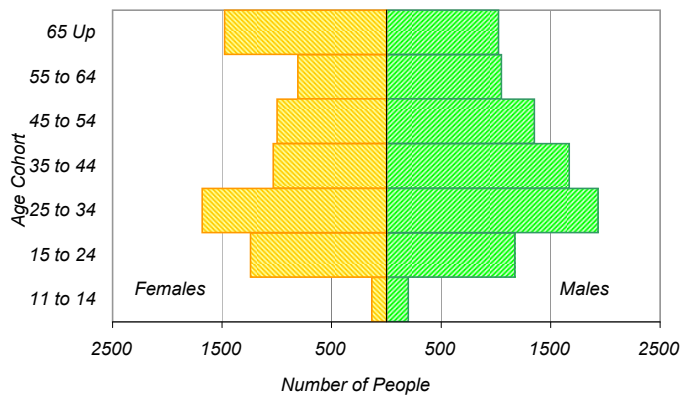
0 vehicle	1,510	22%
1 vehicle	4,340	64%
2 vehicles	810	12%
3 vehicles	40	1%
4+ vehicles	60	1%
Total:	6,760	100%

Households by Dwelling Type

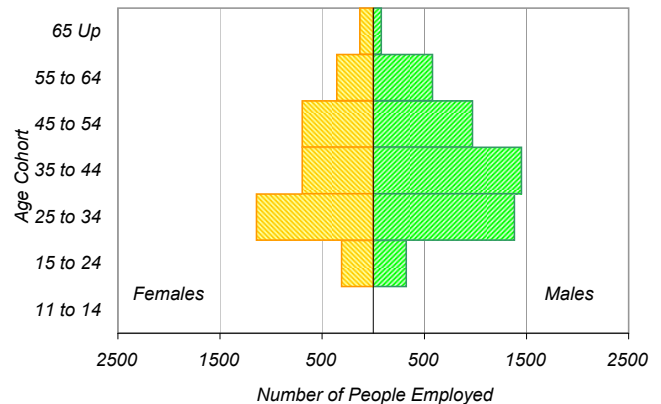
Single-detached	610	6%
Semi-detached	120	1%
Townhouse	0	0%
Apartment	9,810	93%
Other	30	0%
Total:	10,570	100%



Population



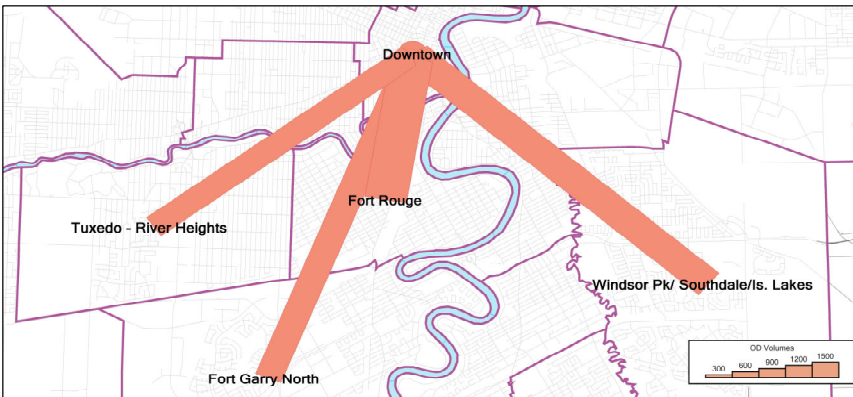
Employed Labour Force



District 1 - Downtown

Travel Patterns

Top five origins of trips to District 1 - Downtown, AM Peak Period



Summary of Trips to District 1 AM Peak Period

District of Origin	Trips	% Total
1 Downtown	2,580	6%
2 Elmwood	1,662	4%
3 North Kildonan	2,048	4%
4 East Kildonan	1,207	3%
5 Transcona	1,696	4%
6 St Boniface	2,092	5%
7 Windsor Park - Southdale - Island Lakes	2,843	6%
8 St. Vital North	1,383	3%
9 St. Vital South	1,978	4%
10 Fort Garry North	2,455	5%
11 Fort Garry South	1,644	4%
12 Fort Rouge	3,809	8%
13 Tuxedo - River Heights	2,228	5%
14 Charleswood	1,638	4%
15 West End - Wolseley	1,885	4%
16 St James	1,768	4%
17 Assiniboia	1,835	4%
18 St James Industrial - West End	1,330	3%
19 Inkster	1,490	3%
20 North End	988	2%
21 West Kildonan	1,780	4%
22 Seven Oaks	1,760	4%
23 East St Paul and West Saint Paul	726	2%
24 East (near)	734	2%
25 Southwest (near)	245	1%
26 Northwest (near)	475	1%
27 North Northeast (near)	1,214	3%
28 East	411	1%
29 South	178	0%
30 West Southwest	158	0%
31 Northwest	131	0%
City Total	42,099	91%
External Total	4,272	9%
Total:	46,371	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	9,470	8.35%	57,910	50.74%	8,290	27.62%
School	1,770	1.56%	8,820	7.73%	900	3.00%
Shopping	9,720	8.57%	5,960	5.22%	3,770	12.56%
Leisure	9,900	8.73%	14,520	12.72%	6,500	21.66%
Medical	930	0.82%	2,700	2.37%	500	1.67%
Pick up/ Drop off	6,170	5.44%	8,920	7.81%	1,180	3.93%
Return home	73,040	64.38%	10,650	9.33%	6,690	22.29%
Other	2,450	2.16%	4,660	4.08%	2,180	7.26%
Total:	113,450	100.00%	114,140	100.00%	30,010	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	3,030	51.01%	34,740	79.35%	1,970	76.36%
School	800	13.47%	4,370	9.98%	200	7.75%
Shopping	120	2.02%	110	0.25%	40	1.55%
Leisure	230	3.87%	500	1.14%	140	5.43%
Medical	50	0.84%	420	0.96%	60	2.33%
Pick up/ Drop off	560	9.43%	2,920	6.67%	70	2.71%
Return home	1,030	17.34%	130	0.30%	50	1.94%
Other	120	2.02%	590	1.35%	50	1.94%
Total:	5,940	100.00%	43,780	100.00%	2,580	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	750	1.84%	1,300	13.58%	850	14.31%
School	70	0.17%	360	3.76%	40	0.67%
Shopping	2,550	6.26%	810	8.46%	860	14.48%
Leisure	2,380	5.84%	1,860	19.44%	1,070	18.01%
Medical	210	0.52%	80	0.84%	160	2.69%
Pick up/ Drop off	2,460	6.04%	1,850	19.33%	490	8.25%
Return home	31,890	78.30%	2,820	29.47%	1,880	31.65%
Other	420	1.03%	490	5.12%	590	9.93%
Total:	40,730	100.00%	9,570	100.00%	5,940	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	257,600		12%
AM Peak Period	52,300	20%	5%
PM Peak Period	56,240	22%	11%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	64,980	57.28%	65,210	57.13%	5,960	19.86%
Auto Passenger	15,550	13.71%	15,660	13.72%	2,030	6.76%
Winnipeg Transit	23,340	20.57%	23,560	20.64%	2,340	7.80%
P & R / K & R	300	0.26%	520	0.46%	20	0.07%
Bicycle	1,100	0.97%	1,180	1.03%	180	0.60%
Walk	6,410	5.65%	6,640	5.82%	19,090	63.61%
Other	1,760	1.55%	1,380	1.21%	390	1.30%
Total:	113,440	100.00%	114,150	100.00%	30,010	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	3,830	64.37%	25,810	58.93%	930	36.05%
Auto Passenger	340	5.71%	4,900	11.19%	130	5.04%
Winnipeg Transit	1,100	18.49%	10,510	24.00%	190	7.36%
P & R / K & R	20	0.34%	380	0.87%	0	0.00%
Bicycle	20	0.34%	420	0.96%	0	0.00%
Walk	490	8.24%	1,590	3.63%	1,330	51.55%
Other	150	2.52%	190	0.43%	0	0.00%
Total:	5,950	100.00%	43,800	100.00%	2,580	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	22,020	54.06%	5,520	57.68%	1,520	25.63%
Auto Passenger	4,690	11.51%	1,010	10.55%	400	6.75%
Winnipeg Transit	10,880	26.71%	2,080	21.73%	500	8.43%
P & R / K & R	160	0.39%	0	0.00%	0	0.00%
Bicycle	420	1.03%	100	1.04%	20	0.34%
Walk	2,190	5.38%	760	7.94%	3,490	58.85%
Other	370	0.91%	100	1.04%	0	0.00%
Total:	40,730	100.00%	9,570	100.00%	5,930	100.00%

Number of Daily Trips Made by District Residents 43,220

Transit Modal Split	From District	To District	Within District
24 Hours	23%	23%	23%
AM Peak Period	21%	26%	15%
PM Peak Period	29%	24%	21%

District 2 - Elmwood

Demographic Characteristics

Population	23,760	Population age 11+	20,760
Households	10,740	Number of Vehicles	13,220
Actively Travelled	17,590	Area (km ²)	8.0

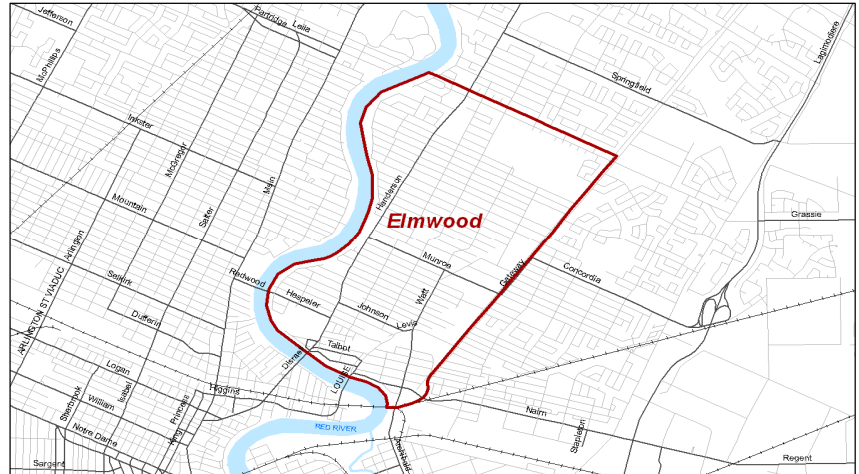
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	5,660	4,480	10,140	49%
Part Time Employed	710	980	1,690	8%
Student	1,440	1,510	2,950	14%
Retiree	1,760	2,570	4,330	21%
Homemaker	10	740	750	4%
Other	480	420	900	4%
Total:	10,060	10,700	20,760	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	8,050	7,750	15,800

Selected Indicators

Daily Trips per Person (age 11+)	2.90
Vehicles per Person	0.56
Number of Persons per Household	2.21
Daily Trips per Household	5.61
Vehicle per Household	1.23
Average Household Income	\$ 48,000

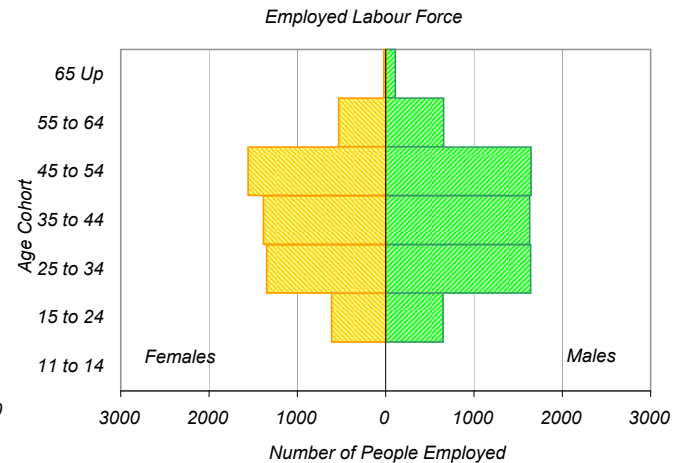
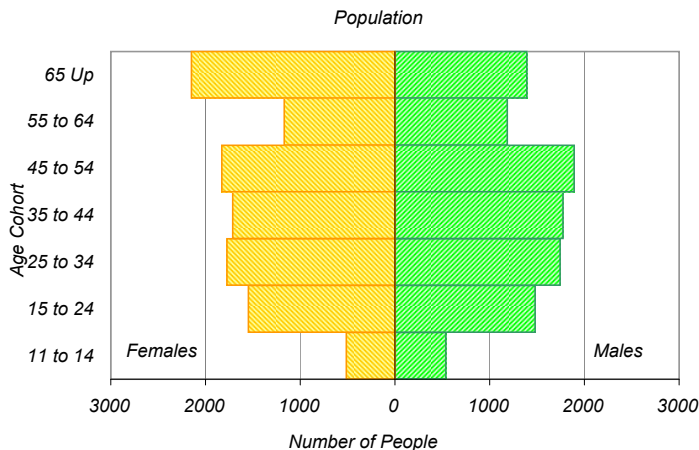
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	3,780	35%
2 persons	3,550	33%
3 persons	1,580	15%
4 persons	1,200	11%
5 + persons	630	6%
Total:	10,740	100%

Households by Vehicle Availability		
0 vehicle	820	9%
1 vehicle	4,870	52%
2 vehicles	2,990	32%
3 vehicles	490	5%
4+ vehicles	230	2%
Total:	9,400	100%

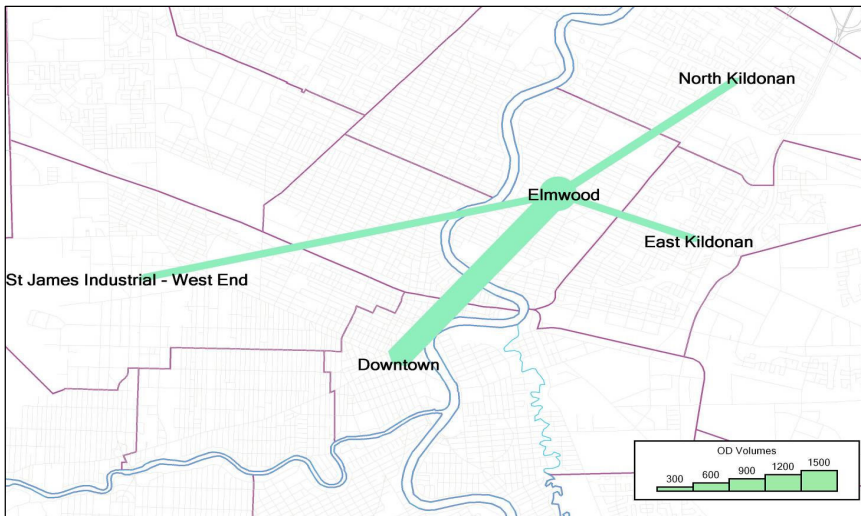
Households by Dwelling Type		
Single-detached	7,670	71%
Semi-detached	200	2%
Townhouse	40	0%
Apartment	2,810	26%
Other	30	0%
Total:	10,750	100%



District 2 - Elmwood

Travel Patterns

Top five destinations of trips from District 2, AM Peak Period



Summary of Trips from District 2

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	2,580	30%
2 Elmwood	200	2%
3 North Kildonan	49	1%
4 East Kildonan	131	2%
5 Transcona	156	2%
6 St Boniface	622	7%
7 Windsor Park - Southdale - Island Lakes	179	2%
8 St. Vital North	124	1%
9 St. Vital South	75	1%
10 Fort Garry North	407	5%
11 Fort Garry South	358	4%
12 Fort Rouge	660	8%
13 Tuxedo - River Heights	166	2%
14 Charleswood	64	1%
15 West End - Wolseley	647	8%
16 St James	191	2%
17 Assiniboia	172	2%
18 St James Industrial - West End	888	10%
19 Inkster	253	3%
20 North End	213	3%
21 West Kildonan	103	1%
22 Seven Oaks	178	2%
23 East St Paul and West Saint Paul	23	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	48	1%
29 South	0	0%
30 West Southwest	32	0%
31 Northwest	0	0%
City Total	8,416	99%
External Total	103	1%
Total:	8,519	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	9,550 26.55%	4,880 13.59%	1,070 7.11%
School	1,390 3.86%	1,890 5.26%	1,680 11.16%
Shopping	4,090 11.37%	2,350 6.54%	2,450 16.28%
Leisure	5,150 14.32%	5,030 14.00%	1,840 12.23%
Medical	660 1.83%	630 1.75%	30 0.20%
Pick up/ Drop off	2,470 6.87%	2,750 7.66%	1,380 9.17%
Return home	11,430 31.78%	17,470 48.64%	6,220 41.33%
Other	1,230 3.42%	920 2.56%	380 2.52%
Total:	35,970 100.00%	35,920 100.00%	15,050 100.00%

AM Peak Period	From District	To District	Within District
Work or related	4,860 68.45%	2,700 45.84%	540 21.09%
School	810 11.41%	1,570 26.66%	1,410 55.08%
Shopping	80 1.13%	0 0.00%	60 2.34%
Leisure	230 3.24%	280 4.75%	50 1.95%
Medical	30 0.42%	240 4.07%	10 0.39%
Pick up/ Drop off	730 10.28%	740 12.56%	450 17.58%
Return home	240 3.38%	280 4.75%	40 1.56%
Other	120 1.69%	80 1.36%	0 0.00%
Total:	7,100 100.00%	5,890 100.00%	2,560 100.00%

PM Peak Period	From District	To District	Within District
Work or related	470 6.72%	130 1.66%	70 1.97%
School	100 1.43%	0 0.00%	10 0.28%
Shopping	840 12.02%	510 6.53%	460 12.96%
Leisure	720 10.30%	690 8.83%	470 13.24%
Medical	140 2.00%	90 1.15%	0 0.00%
Pick up/ Drop off	620 8.87%	660 8.45%	290 8.17%
Return home	3,810 54.51%	5,610 71.83%	2,180 61.41%
Other	290 4.15%	120 1.54%	70 1.97%
Total:	6,990 100.00%	7,810 100.00%	3,550 100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	86,940		17%
AM Peak Period	15,550	18%	16%
PM Peak Period	18,350	21%	19%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	24,500 68.13%	24,320 67.71%	6,460 42.92%
Auto Passenger	5,860 16.30%	6,090 16.95%	2,170 14.42%
Winnipeg Transit	4,010 11.15%	3,730 10.38%	360 2.39%
P & R / K & R	100 0.28%	70 0.19%	0 0.00%
Bicycle	150 0.42%	140 0.39%	100 0.66%
Walk	1,030 2.86%	1,220 3.40%	5,890 39.14%
Other	310 0.86%	350 0.97%	70 0.47%
Total:	35,960 100.00%	35,920 100.00%	15,050 100.00%

AM Peak Period	From District	To District	Within District
Auto Driver	4,640 65.35%	3,770 63.79%	730 28.52%
Auto Passenger	930 13.10%	1,280 21.66%	460 17.97%
Winnipeg Transit	1,320 18.59%	570 9.64%	70 2.73%
P & R / K & R	40 0.56%	70 1.18%	0 0.00%
Bicycle	70 0.99%	0 0.00%	0 0.00%
Walk	80 1.13%	100 1.69%	1,270 49.61%
Other	20 0.28%	120 2.03%	30 1.17%
Total:	7,100 100.00%	5,910 100.00%	2,560 100.00%

PM Peak Period	From District	To District	Within District
Auto Driver	4,320 61.89%	5,290 67.65%	1,580 44.51%
Auto Passenger	1,400 20.06%	860 11.00%	490 13.80%
Winnipeg Transit	820 11.75%	1,050 13.43%	60 1.69%
P & R / K & R	20 0.29%	10 0.13%	0 0.00%
Bicycle	0 0.00%	60 0.77%	40 1.13%
Walk	330 4.73%	490 6.27%	1,380 38.87%
Other	90 1.29%	60 0.77%	0 0.00%
Total:	6,980 100.00%	7,820 100.00%	3,550 100.00%

Number of Daily Trips Made by District Residents 60,290

Transit Modal Split	From District	To District	Within District
24 Hours	12%	11%	4%
AM Peak Period	20%	11%	6%
PM Peak Period	13%	15%	3%

District 3 - North Kildonan

Demographic Characteristics

Population	31,800	Population age 11+	28,370
Households	13,420	Number of Vehicles	20,040
Actively Travelled	23,340	Area (km ²)	14.6

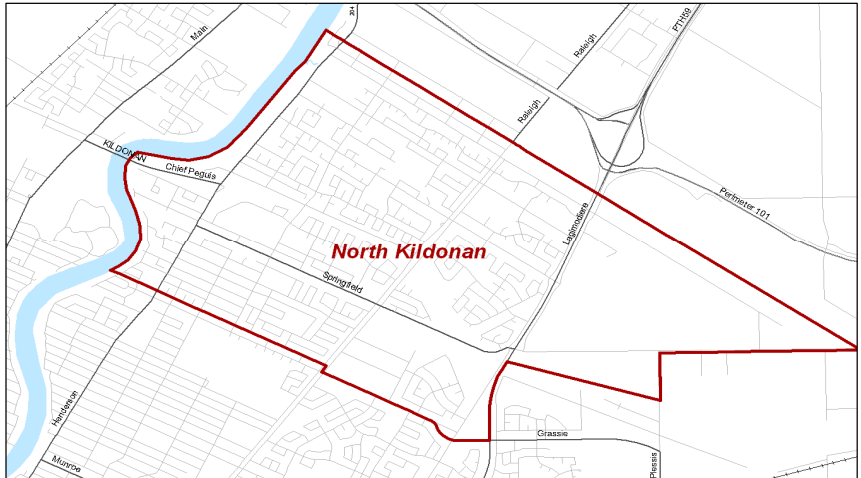
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,860	4,930	11,790	42%
Part Time Employed	630	1,790	2,420	9%
Student	2,090	2,410	4,500	16%
Retiree	2,880	4,520	7,400	27%
Homemaker	50	1,190	1,240	4%
Other	10	460	470	2%
Total:	12,520	15,300	27,820	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	11,150	12,010	23,160

Selected Indicators

Daily Trips per Person (age 11+)	2.84
Vehicles per Person	0.63
Number of Persons per Household	2.37
Daily Trips per Household	6.00
Vehicle per Household	1.49
Average Household Income	\$ 61,000

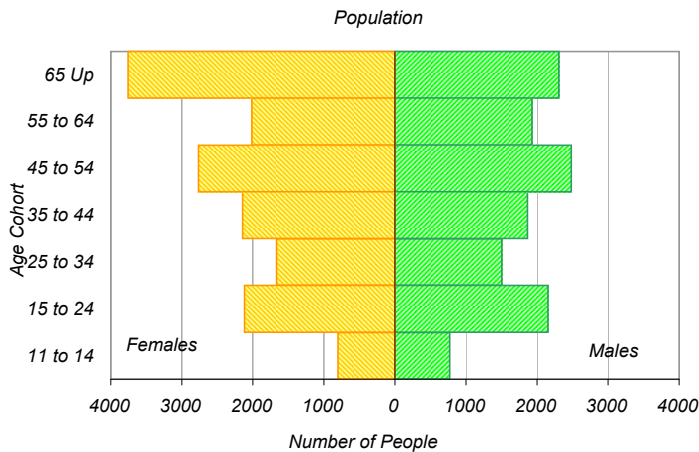
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	4,280	32%
2 persons	4,290	32%
3 persons	1,950	15%
4 persons	1,930	14%
5 + persons	970	7%
Total:	13,420	100%

Households by Vehicle Availability		
0 vehicle	600	5%
1 vehicle	5,890	48%
2 vehicles	3,920	32%
3 vehicles	1,140	9%
4+ vehicles	680	6%
Total:	12,230	100%

Households by Dwelling Type		
Single-detached	7,240	54%
Semi-detached	880	7%
Townhouse	350	3%
Apartment	4,930	37%
Other	20	0%
Total:	13,420	100%



District 3 - North Kildonan

Travel Patterns

Top five destinations of trips from District 3, AM Peak Period



Summary of Trips from District 3

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	2,048	16%
2 Elmwood	1,272	10%
3 North Kildonan	3,578	28%
4 East Kildonan	637	5%
5 Transcona	743	6%
6 St Boniface	420	3%
7 Windsor Park - Southdale - Island Lakes	277	2%
8 St. Vital North	40	0%
9 St. Vital South	54	0%
10 Fort Garry North	242	2%
11 Fort Garry South	414	3%
12 Fort Rouge	237	2%
13 Tuxedo - River Heights	126	1%
14 Charleswood	38	0%
15 West End - Wolseley	427	3%
16 St James	112	1%
17 Assiniboia	62	0%
18 St James Industrial - West End	903	7%
19 Inkster	182	1%
20 North End	249	2%
21 West Kildonan	216	2%
22 Seven Oaks	266	2%
23 East St Paul and West Saint Paul	80	1%
24 East (near)	74	1%
25 Southwest (near)	0	0%
26 Northwest (near)	65	1%
27 North Northeast (near)	43	0%
28 East	50	0%
29 South	31	0%
30 West Southwest	0	0%
31 Northwest	23	0%
City Total	12,543	97%
External Total	366	3%
Total:	12,909	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	11,010	27.30%	4,640	11.47%	1,510	7.38%
School	2,180	5.41%	1,000	2.47%	1,720	8.40%
Shopping	4,570	11.33%	2,490	6.16%	2,350	11.48%
Leisure	6,230	15.45%	5,100	12.61%	2,460	12.02%
Medical	810	2.01%	430	1.06%	30	0.15%
Pick up/ Drop off	3,080	7.64%	3,020	7.47%	2,800	13.68%
Return home	11,060	27.42%	22,990	56.85%	8,580	41.91%
Other	1,390	3.45%	770	1.90%	1,020	4.98%
Total:	40,330	100.00%	40,440	100.00%	20,470	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	5,930	63.56%	1,490	42.69%	510	14.29%
School	1,610	17.26%	810	23.21%	1,540	43.14%
Shopping	100	1.07%	50	1.43%	30	0.84%
Leisure	350	3.75%	190	5.44%	280	7.84%
Medical	90	0.96%	20	0.57%	0	0.00%
Pick up/ Drop off	890	9.54%	630	18.05%	830	23.25%
Return home	170	1.82%	180	5.16%	270	7.56%
Other	190	2.04%	120	3.44%	110	3.08%
Total:	9,330	100.00%	3,490	100.00%	3,570	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	340	5.88%	390	3.76%	80	2.83%
School	20	0.35%	0	0.00%	0	0.00%
Shopping	920	15.92%	590	5.68%	160	5.65%
Leisure	1,010	17.47%	880	8.48%	350	12.37%
Medical	30	0.52%	70	0.67%	0	0.00%
Pick up/ Drop off	530	9.17%	480	4.62%	390	13.78%
Return home	2,910	50.35%	7,830	75.43%	1,820	64.31%
Other	20	0.35%	140	1.35%	30	1.06%
Total:	5,780	100.00%	10,380	100.00%	2,830	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	101,240		20%
AM Peak Period	16,390	16%	22%
PM Peak Period	18,990	19%	15%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	28,270	70.08%	28,310	70.04%	11,090	54.15%
Auto Passenger	6,960	17.25%	7,390	18.28%	3,480	16.99%
Winnipeg Transit	3,280	8.13%	3,220	7.97%	1,050	5.13%
P & R / K & R	140	0.35%	0	0.00%	0	0.00%
Bicycle	120	0.30%	150	0.37%	160	0.78%
Walk	1,120	2.78%	920	2.28%	4,350	21.24%
Other	450	1.12%	430	1.06%	350	1.71%
Total:	40,340	100.00%	40,420	100.00%	20,480	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	6,250	66.99%	2,370	67.91%	1,570	43.85%
Auto Passenger	1,230	13.18%	690	19.77%	600	16.76%
Winnipeg Transit	1,410	15.11%	170	4.87%	370	10.34%
P & R / K & R	80	0.86%	0	0.00%	0	0.00%
Bicycle	0	0.00%	20	0.57%	10	0.28%
Walk	140	1.50%	140	4.01%	900	25.14%
Other	220	2.36%	100	2.87%	130	3.63%
Total:	9,330	100.00%	3,490	100.00%	3,580	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	3,800	65.74%	6,860	66.09%	1,620	57.45%
Auto Passenger	1,140	19.72%	1,650	15.90%	630	22.34%
Winnipeg Transit	320	5.54%	1,550	14.93%	60	2.13%
P & R / K & R	0	0.00%	0	0.00%	0	0.00%
Bicycle	50	0.87%	30	0.29%	70	2.48%
Walk	410	7.09%	130	1.25%	400	14.18%
Other	60	1.04%	160	1.54%	40	1.42%
Total:	5,780	100.00%	10,380	100.00%	2,820	100.00%

Number of Daily Trips Made by District Residents 80,540

Transit Modal Split	From District	To District	Within District
24 Hours	9%	8%	7%
AM Peak Period	17%	5%	15%
PM Peak Period	6%	15%	3%

District 4 - East Kildonan

Demographic Characteristics

Population	25,650	Population age 11+	22,170
Households	10,140	Number of Vehicles	15,410
Actively Travelled	18,540	Area (km ²)	11.1

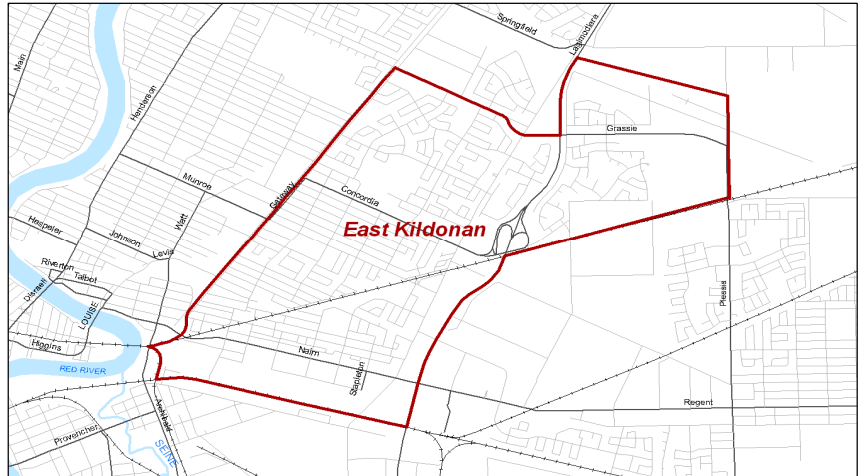
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,440	4,760	11,200	51%
Part Time Employed	320	1,090	1,410	6%
Student	1,630	1,790	3,420	15%
Retiree	1,780	2,260	4,040	18%
Homemaker	30	1,170	1,200	5%
Other	370	490	860	4%
Total:	10,570	11,560	22,130	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	8,900	8,710	17,610

Selected Indicators

Daily Trips per Person (age 11+)	2.75
Vehicles per Person	0.60
Number of Persons per Household	2.53
Daily Trips per Household	6.01
Vehicle per Household	1.52
Average Household Income	\$ 55,000

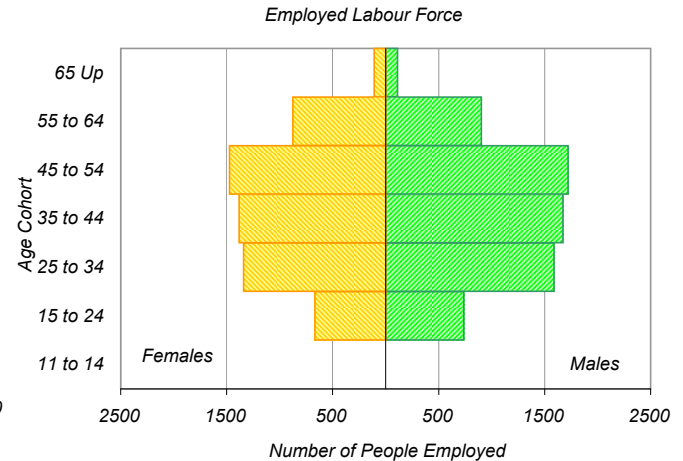
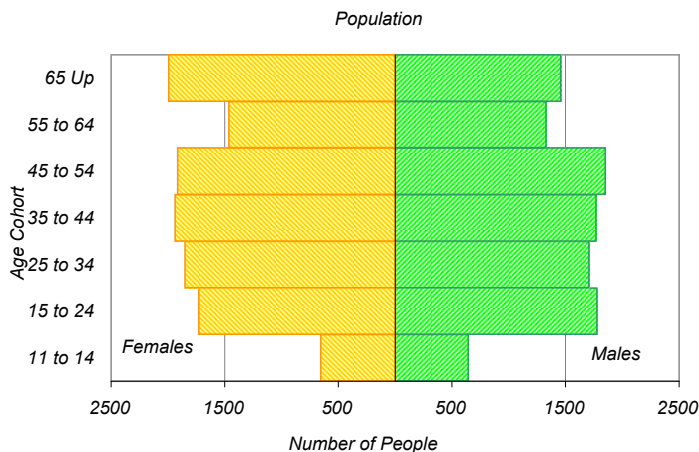
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	2,490	25%
2 persons	3,440	34%
3 persons	1,780	18%
4 persons	1,510	15%
5 + persons	920	9%
Total:	10,140	100%

Households by Vehicle Availability		
0 vehicle	310	3%
1 vehicle	4,100	45%
2 vehicles	3,400	37%
3 vehicles	910	10%
4+ vehicles	430	5%
Total:	9,150	100%

Households by Dwelling Type		
Single-detached	6,400	63%
Semi-detached	840	8%
Townhouse	370	4%
Apartment	2,520	25%
Other	0	0%
Total:	10,130	100%



District 4 - East Kildonan

Travel Patterns

Top five destinations of trips from District 4, AM Peak Period



Summary of Trips from District 4 AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,207	13%
2 Elmwood	1,104	11%
3 North Kildonan	520	5%
4 East Kildonan	2,911	30%
5 Transcona	757	8%
6 St Boniface	429	4%
7 Windsor Park - Southdale - Island Lakes	125	1%
8 St. Vital North	59	1%
9 St. Vital South	28	0%
10 Fort Garry North	120	1%
11 Fort Garry South	320	3%
12 Fort Rouge	117	1%
13 Tuxedo - River Heights	0	0%
14 Charleswood	0	0%
15 West End - Wolseley	154	2%
16 St James	155	2%
17 Assiniboia	0	0%
18 St James Industrial - West End	633	7%
19 Inkster	292	3%
20 North End	233	2%
21 West Kildonan	31	0%
22 Seven Oaks	151	2%
23 East St Paul and West Saint Paul	59	1%
24 East (near)	79	1%
25 Southwest (near)	16	0%
26 Northwest (near)	12	0%
27 North Northeast (near)	37	0%
28 East	38	0%
29 South	14	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	9,346	97%
External Total	255	3%
Total:	9,601	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	9,220 23.94%	6,000 15.65%	1,030 6.65%
School	1,830 4.75%	790 2.06%	1,480 9.56%
Shopping	5,550 14.41%	5,800 15.12%	2,320 14.99%
Leisure	4,920 12.77%	4,210 10.98%	1,440 9.30%
Medical	520 1.35%	350 0.91%	180 1.16%
Pick up/ Drop off	3,000 7.79%	2,410 6.28%	2,010 12.98%
Return home	12,550 32.58%	17,630 45.97%	6,520 42.12%
Other	930 2.41%	1,160 3.02%	500 3.23%
Total:	38,520 100.00%	38,350 100.00%	15,480 100.00%

AM Peak Period	From District	To District	Within District
Work or related	3,690 55.07%	2,740 57.93%	240 8.25%
School	1,400 20.90%	730 15.43%	1,260 43.30%
Shopping	210 3.13%	120 2.54%	30 1.03%
Leisure	360 5.37%	140 2.96%	160 5.50%
Medical	30 0.45%	0 0.00%	50 1.72%
Pick up/ Drop off	820 12.24%	540 11.42%	770 26.46%
Return home	130 1.94%	290 6.13%	310 10.65%
Other	60 0.90%	170 3.59%	90 3.09%
Total:	6,700 100.00%	4,730 100.00%	2,910 100.00%

PM Peak Period	From District	To District	Within District
Work or related	370 6.22%	200 2.32%	210 7.34%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	930 15.63%	820 9.51%	330 11.54%
Leisure	690 11.60%	850 9.86%	180 6.29%
Medical	40 0.67%	0 0.00%	0 0.00%
Pick up/ Drop off	570 9.58%	690 8.00%	490 17.13%
Return home	3,270 54.96%	5,900 68.45%	1,630 56.99%
Other	80 1.34%	160 1.86%	20 0.70%
Total:	5,950 100.00%	8,620 100.00%	2,860 100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	92,350		17%
AM Peak Period	14,340	16%	20%
PM Peak Period	17,430	19%	16%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	27,910 72.47%	28,030 73.05%	8,180 52.77%
Auto Passenger	6,470 16.80%	6,550 17.07%	3,390 21.87%
Winnipeg Transit	2,790 7.24%	2,580 6.72%	440 2.84%
P & R / K & R	120 0.31%	30 0.08%	0 0.00%
Bicycle	120 0.31%	110 0.29%	130 0.84%
Walk	900 2.34%	810 2.11%	3,250 20.97%
Other	200 0.52%	260 0.68%	110 0.71%
Total:	38,510 100.00%	38,370 100.00%	15,500 100.00%

AM Peak Period	From District	To District	Within District
Auto Driver	4,370 65.32%	3,550 75.05%	1,140 39.04%
Auto Passenger	1,060 15.84%	530 11.21%	880 30.14%
Winnipeg Transit	860 12.86%	450 9.51%	80 2.74%
P & R / K & R	120 1.79%	0 0.00%	0 0.00%
Bicycle	50 0.75%	0 0.00%	40 1.37%
Walk	230 3.44%	50 1.06%	730 25.00%
Other	0 0.00%	150 3.17%	50 1.71%
Total:	6,690 100.00%	4,730 100.00%	2,920 100.00%

PM Peak Period	From District	To District	Within District
Auto Driver	4,580 77.10%	6,150 71.26%	1,390 48.26%
Auto Passenger	1,010 17.00%	1,280 14.83%	780 27.08%
Winnipeg Transit	170 2.86%	850 9.85%	140 4.86%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	30 0.51%	50 0.58%	0 0.00%
Walk	60 1.01%	280 3.24%	520 18.06%
Other	90 1.52%	20 0.23%	50 1.74%
Total:	5,940 100.00%	8,630 100.00%	2,880 100.00%

Number of Daily Trips Made by District Residents 60,900

Transit Modal Split	From District	To District	Within District
24 Hours	8%	7%	4%
AM Peak Period	15%	10%	4%
PM Peak Period	3%	10%	6%

District 5 - Transcona

Demographic Characteristics

Population	31,440	Population age 11+	27,160
Households	11,970	Number of Vehicles	20,050
Actively Travelled	22,900	Area (km ²)	32.8

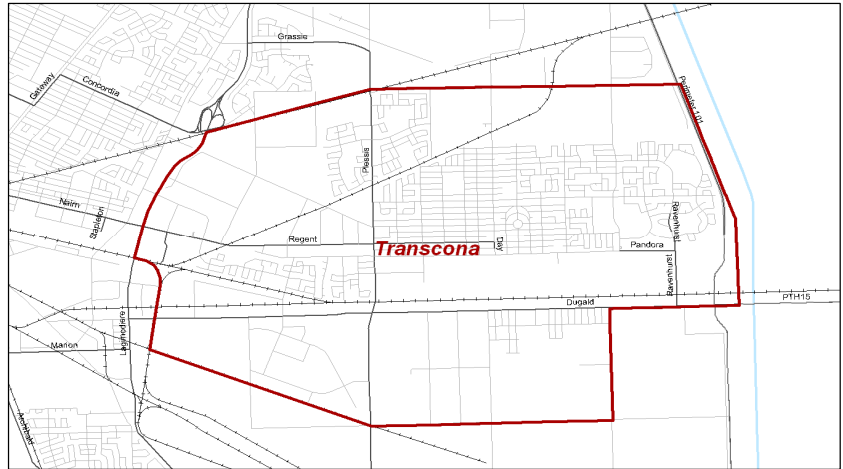
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	7,800	5,620	13,420	50%
Part Time Employed	340	1,350	1,690	6%
Student	2,620	2,440	5,060	19%
Retiree	2,060	2,980	5,040	19%
Homemaker	120	1,220	1,340	5%
Other	30	340	370	1%
Total:	12,970	13,950	26,920	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	11,090	11,100	22,190

Selected Indicators

Daily Trips per Person (age 11+)	2.73
Vehicles per Person	0.64
Number of Persons per Household	2.63
Daily Trips per Household	6.20
Vehicle per Household	1.68
Average Household Income	\$ 63,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size

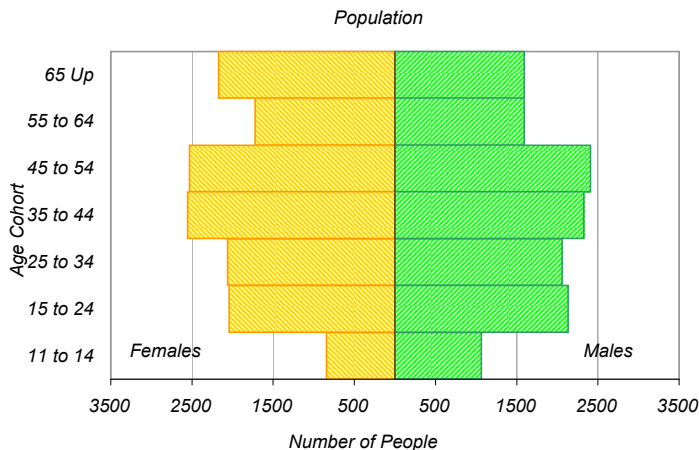
1 person	2,540	21%
2 persons	4,020	34%
3 persons	2,210	18%
4 persons	2,190	18%
5 + persons	1,020	9%
Total:	11,980	100%

Households by Vehicle Availability

0 vehicle	380	3%
1 vehicle	4,550	40%
2 vehicles	4,600	40%
3 vehicles	1,490	13%
4+ vehicles	450	4%
Total:	11,470	100%

Households by Dwelling Type

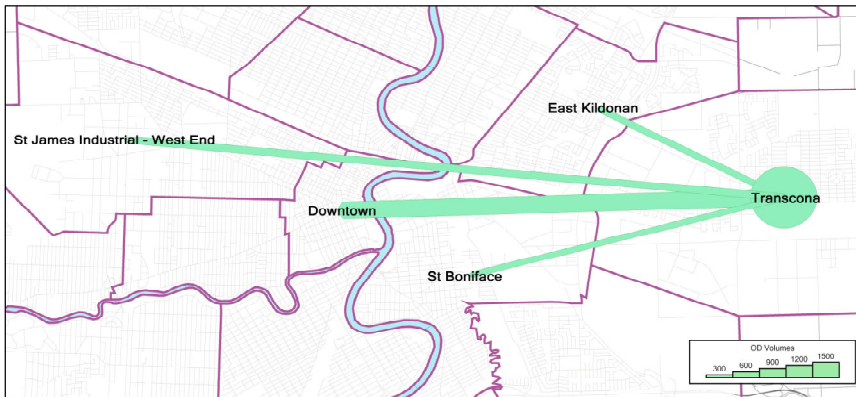
Single-detached	9,710	81%
Semi-detached	950	8%
Townhouse	200	2%
Apartment	1,110	9%
Other	0	0%
Total:	11,970	100%



District 5 - Transcona

Travel Patterns

Top five destinations of trips from District 5, AM Peak Period



Summary of Trips from District 5

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,696	13%
2 Elmwood	427	3%
3 North Kildonan	496	4%
4 East Kildonan	599	4%
5 Transcona	6,029	45%
6 St Boniface	561	4%
7 Windsor Park - Southdale - Island Lakes	274	2%
8 St. Vital North	54	0%
9 St. Vital South	129	1%
10 Fort Garry North	249	2%
11 Fort Garry South	538	4%
12 Fort Rouge	193	1%
13 Tuxedo - River Heights	94	1%
14 Charleswood	30	0%
15 West End - Wolseley	214	2%
16 St James	149	1%
17 Assiniboia	85	1%
18 St James Industrial - West End	719	5%
19 Inkster	159	1%
20 North End	161	1%
21 West Kildonan	108	1%
22 Seven Oaks	80	1%
23 East St Paul and West Saint Paul	27	0%
24 East (near)	138	1%
25 Southwest (near)	0	0%
26 Northwest (near)	33	0%
27 North Northeast (near)	66	0%
28 East	20	0%
29 South	0	0%
30 West Southwest	16	0%
31 Northwest	16	0%
City Total	13,044	98%
External Total	316	2%
Total:	13,360	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,130	20.82%	11,090	22.87%	3,640	9.25%
School	1,680	3.45%	520	1.07%	2,830	7.19%
Shopping	3,950	8.12%	12,620	26.03%	8,000	20.32%
Leisure	5,450	11.20%	5,160	10.64%	4,730	12.01%
Medical	890	1.83%	310	0.64%	290	0.74%
Pick up/ Drop off	2,490	5.12%	1,940	4.00%	3,190	8.10%
Return home	23,020	47.32%	15,040	31.02%	15,130	38.43%
Other	1,040	2.14%	1,810	3.73%	1,560	3.96%
Total:	48,650	100.00%	48,490	100.00%	39,370	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	4,720	64.39%	4,150	68.26%	1,520	25.25%
School	1,220	16.64%	460	7.57%	2,290	38.04%
Shopping	80	1.09%	300	4.93%	150	2.49%
Leisure	270	3.68%	390	6.41%	210	3.49%
Medical	260	3.55%	0	0.00%	0	0.00%
Pick up/ Drop off	320	4.37%	370	6.09%	1,140	18.94%
Return home	260	3.55%	180	2.96%	520	8.64%
Other	200	2.73%	230	3.78%	190	3.16%
Total:	7,330	100.00%	6,080	100.00%	6,020	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	380	4.05%	730	7.07%	230	3.08%
School	80	0.85%	0	0.00%	10	0.13%
Shopping	660	7.04%	1,950	18.90%	1,050	14.06%
Leisure	1,130	12.05%	1,000	9.69%	610	8.17%
Medical	0	0.00%	0	0.00%	40	0.54%
Pick up/ Drop off	640	6.82%	580	5.62%	560	7.50%
Return home	6,290	67.06%	5,780	56.01%	4,700	62.92%
Other	200	2.13%	280	2.71%	270	3.61%
Total:	9,380	100.00%	10,320	100.00%	7,470	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	136,510		29%
AM Peak Period	19,430	14%	31%
PM Peak Period	27,170	20%	27%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	36,250	74.53%	36,000	74.26%	23,810	60.45%
Auto Passenger	7,930	16.30%	7,450	15.37%	7,020	17.82%
Winnipeg Transit	3,300	6.78%	3,720	7.67%	1,450	3.68%
P & R / K & R	180	0.37%	150	0.31%	0	0.00%
Bicycle	40	0.08%	0	0.00%	150	0.38%
Walk	680	1.40%	760	1.57%	6,540	16.60%
Other	260	0.53%	400	0.83%	420	1.07%
Total:	48,640	100.00%	48,480	100.00%	39,390	100.00%

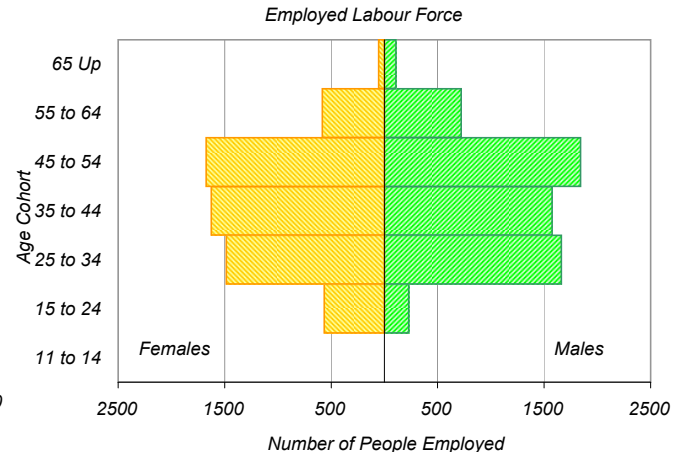
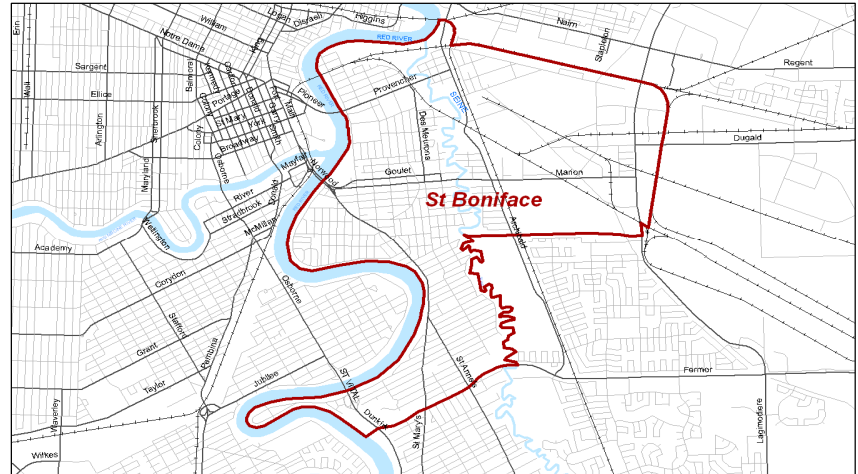
AM Peak Period	From District		To District		Within District	
Auto Driver	5,490	74.90%	4,770	78.45%	2,990	49.59%
Auto Passenger	560	7.64%	640	10.53%	1,050	17.41%
Winnipeg Transit	940	12.82%	350	5.76%	270	4.48%
P & R / K & R	90	1.23%	30	0.49%	0	0.00%
Bicycle	0	0.00%	0	0.00%	0	0.00%
Walk	180	2.46%	120	1.97%	1,530	25.37%
Other	70	0.95%	170	2.80%	190	3.15%
Total:	7,330	100.00%	6,080	100.00%	6,030	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	7,340	78.17%	7,380	71.58%	3,930	52.61%
Auto Passenger	1,080	11.50%	1,230	11.93%	1,440	19.28%
Winnipeg Transit	640	6.82%	1,410	13.68%	370	4.95%
P & R / K & R	30	0.32%	50	0.48%	0	0.00%
Bicycle	0	0.00%	0	0.00%	50	0.67%
Walk	170	1.81%	170	1.65%	1,580	21.15%
Other	130	1.38%	70	0.68%	100	1.34%
Total:	9,390	100.00%	10,310	100.00%	7,470	100.00%
Number of Daily Trips Made by District Residents					74,240	

Transit Modal Split	From District	To District	Within District
24 Hours	7%	8%	4%
AM Peak Period	15%	7%	6%
PM Peak Period	7%	14%	6%

Demographic Characteristics

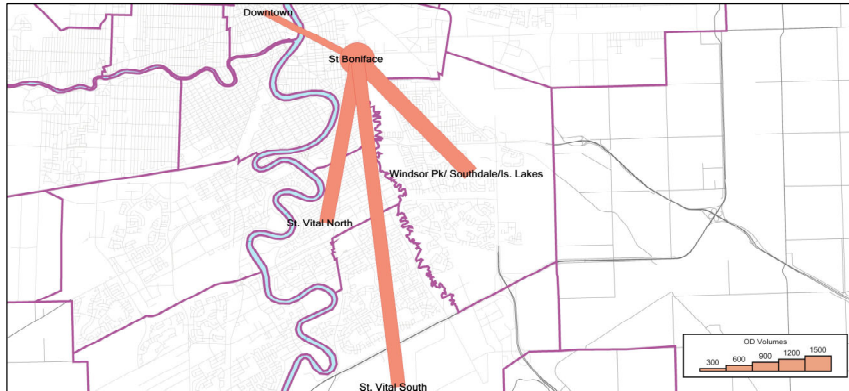
Single-detached	7,060	60%
Semi-detached	200	2%
Townhouse	100	1%
Apartment	4,500	38%
Other	0	0%
Total:	11,860	100%



District 6 - St Boniface

Travel Patterns

Top five origins of trips to District 6, AM Peak Period



Summary of Trips to District 6

AM Peak Period

District of Origin	Trips	% Total
1 Downtown	622	4%
2 Elmwood	371	3%
3 North Kildonan	420	3%
4 East Kildonan	429	3%
5 Transcona	561	4%
6 St Boniface	3,234	22%
7 Windsor Park - Southdale - Island Lakes	1,502	10%
8 St. Vital North	1,284	9%
9 St. Vital South	1,237	8%
10 Fort Garry North	284	2%
11 Fort Garry South	337	2%
12 Fort Rouge	617	4%
13 Tuxedo - River Heights	422	3%
14 Charleswood	210	1%
15 West End - Wolseley	267	2%
16 St James	225	2%
17 Assiniboia	198	1%
18 St James Industrial - West End	154	1%
19 Inkster	178	1%
20 North End	295	2%
21 West Kildonan	327	2%
22 Seven Oaks	388	3%
23 East St Paul and West Saint Paul	153	1%
24 East (near)	610	4%
25 Southwest (near)	95	1%
26 Northwest (near)	36	0%
27 North Northeast (near)	87	1%
28 East	69	0%
29 South	47	0%
30 West Southwest	30	0%
31 Northwest	0	0%
City Total	13,562	92%
External Total	1,127	8%
Total:	14,689	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,430	19%	14,440	26%	3,190	13%
School	1,770	3.23%	2,490	4.56%	1,440	5.86%
Shopping	6,080	11.09%	4,570	8.37%	3,370	13.70%
Leisure	5,340	9.74%	8,750	16.02%	3,820	15.53%
Medical	870	1.59%	2,920	5.35%	370	1.50%
Pick up/ Drop off	3,160	5.77%	4,930	9.02%	1,970	8.01%
Return home	25,520	46.56%	14,770	27.04%	9,490	38.59%
Other	1,640	2.99%	1,760	3.22%	940	3.82%
Total:	54,810	100.00%	54,630	100.00%	24,590	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	5,270	68%	6,840	60%	1,180	36%
School	1,050	13.50%	1,910	16.68%	780	24.00%
Shopping	60	0.77%	130	1.14%	120	3.69%
Leisure	220	2.83%	470	4.10%	230	7.08%
Medical	20	0.26%	610	5.33%	10	0.31%
Pick up/ Drop off	570	7.33%	1,150	10.04%	540	16.62%
Return home	450	5.78%	120	1.05%	330	10.15%
Other	140	1.80%	220	1.92%	60	1.85%
Total:	7,780	100.00%	11,450	100.00%	3,250	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	470	4%	490	5%	70	2%
School	50	0.40%	60	0.61%	0	0.00%
Shopping	900	7.25%	940	9.56%	310	6.83%
Leisure	920	7.41%	1,350	13.73%	730	16.08%
Medical	120	0.97%	200	2.03%	0	0.00%
Pick up/ Drop off	690	5.56%	1,340	13.63%	220	4.85%
Return home	8,910	71.80%	5,130	52.19%	3,140	69.16%
Other	350	2.82%	320	3.26%	70	1.54%
Total:	12,410	100.00%	9,830	100.00%	4,540	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	134,030		18%
AM Peak Period	22,480	17%	14%
PM Peak Period	26,780	20%	17%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	39,520	72%	39,460	72%	12,250	50%
Auto Passenger	8,170	14.91%	8,070	14.78%	2,840	11.55%
Winnipeg Transit	3,940	7.19%	3,850	7.05%	700	2.85%
P & R / K & R	20	0.04%	40	0.07%	0	0.00%
Bicycle	560	1.02%	550	1.01%	250	1.02%
Walk	2,030	3.70%	2,010	3.68%	8,480	34.49%
Other	570	1.04%	630	1.15%	70	0.28%
Total:	54,810	100.00%	54,610	100.00%	24,590	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	5,250	67%	8,130	71%	1,550	48%
Auto Passenger	630	8.09%	1,500	13.09%	320	9.91%
Winnipeg Transit	1,330	17.07%	960	8.38%	130	4.02%
P & R / K & R	20	0.26%	0	0.00%	0	0.00%
Bicycle	130	1.67%	100	0.87%	20	0.62%
Walk	410	5.26%	360	3.14%	1,190	36.84%
Other	20	0.26%	410	3.58%	20	0.62%
Total:	7,790	100.00%	11,460	100.00%	3,230	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	9,310	75%	6,580	67%	1,920	42%
Auto Passenger	1,560	12.56%	1,350	13.72%	720	15.82%
Winnipeg Transit	820	6.60%	1,200	12.20%	270	5.93%
P & R / K & R	0	0.00%	10	0.10%	0	0.00%
Bicycle	140	1.13%	140	1.42%	80	1.76%
Walk	280	2.25%	460	4.67%	1,530	33.63%
Other	310	2.50%	100	1.02%	30	0.66%
Total:	12,420	100.00%	9,840	100.00%	4,550	100.00%

Number of Daily Trips Made by District Residents 61,250

Transit Modal Split	From District	To District	Within District
24 Hours	8%	8%	4%
AM Peak Period	19%	9%	7%
PM Peak Period	7%	13%	9%

District 7 - Windsor Park - Southdale - Island Lakes

Demographic Characteristics

Population	33,970	Population age 11+	29,220
Households	12,440	Number of Vehicles	22,730
Actively Travelled	24,850	Area (km ²)	30.8

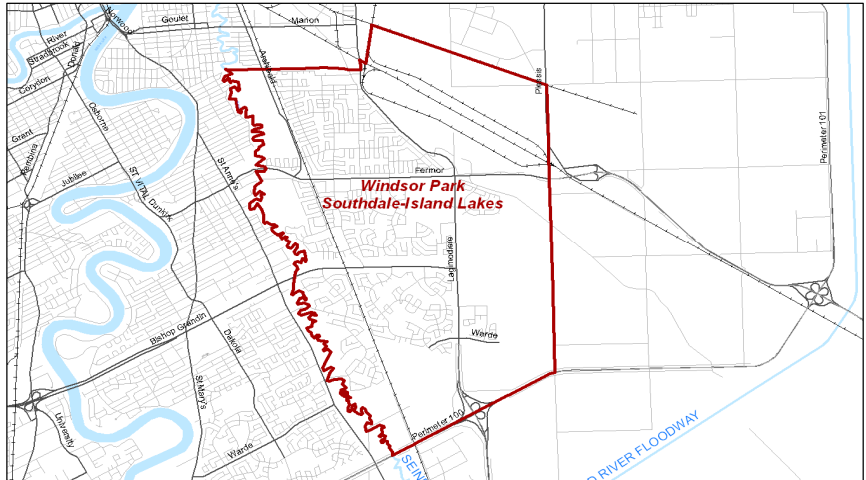
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	8,520	6,600	15,120	52%
Part Time Employed	500	1,550	2,050	7%
Student	2,580	2,690	5,270	18%
Retiree	2,360	2,800	5,160	18%
Homemaker	0	1,100	1,100	4%
Other	180	330	510	2%
Total:	14,140	15,070	29,210	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	12,500	12,580	25,080

Selected Indicators

Daily Trips per Person (age 11+)	2.97
Vehicles per Person	0.67
Number of Persons per Household	2.73
Daily Trips per Household	6.97
Vehicle per Household	1.83
Average Household Income	\$ 80,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

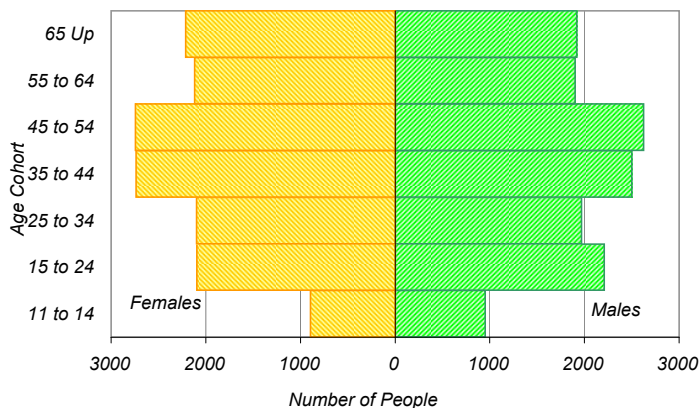


Household Size		
1 person	2,180	18%
2 persons	4,360	35%
3 persons	2,200	18%
4 persons	2,550	20%
5 + persons	1,160	9%
Total:	12,450	100%

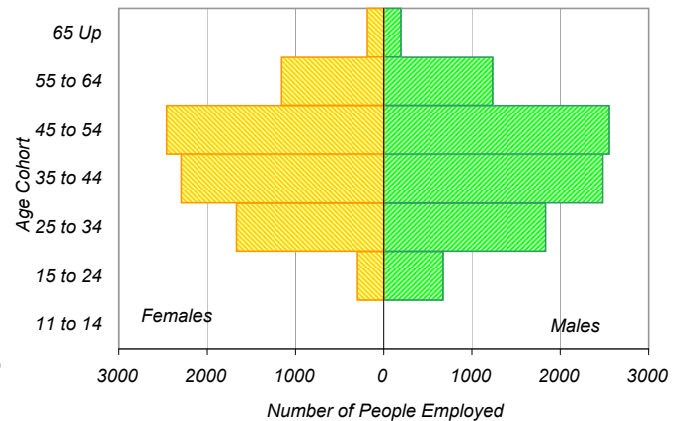
Households by Vehicle Availability		
0 vehicle	130	1%
1 vehicle	4,050	34%
2 vehicles	5,780	48%
3 vehicles	1,480	12%
4+ vehicles	620	5%
Total:	12,060	100%

Households by Dwelling Type		
Single-detached	9,650	78%
Semi-detached	900	7%
Townhouse	220	2%
Apartment	1,680	13%
Other	0	0%
Total:	12,450	100%

Population



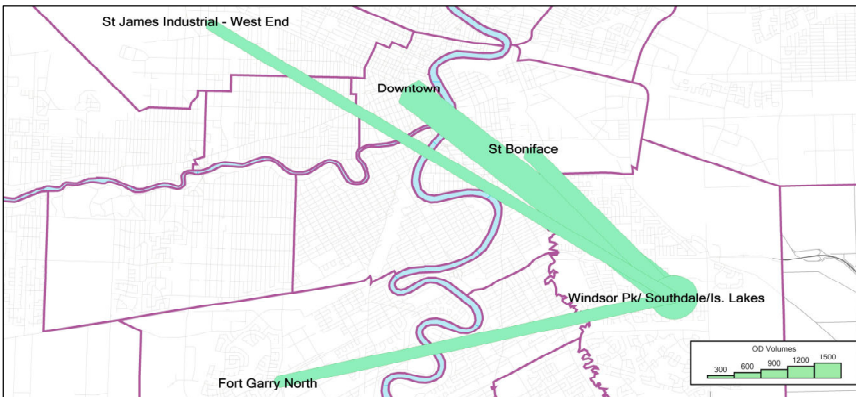
Employed Labour Force



District 7 - Windsor Park - Southdale - Island Lakes

Travel Patterns

Top five destinations of trips from District 7, AM Peak Period



Summary of Trips from District 7 AM Peak Period

District of Destination	Trips	% Total
1 Downtown	2,843	18%
2 Elmwood	281	2%
3 North Kildonan	76	0%
4 East Kildonan	239	2%
5 Transcona	553	4%
6 St Boniface	1,502	10%
7 Windsor Park - Southdale - Island Lakes	4,317	28%
8 St. Vital North	181	1%
9 St. Vital South	441	3%
10 Fort Garry North	1,152	7%
11 Fort Garry South	941	6%
12 Fort Rouge	314	2%
13 Tuxedo - River Heights	245	2%
14 Charleswood	35	0%
15 West End - Wolseley	381	2%
16 St James	166	1%
17 Assiniboia	74	0%
18 St James Industrial - West End	1,053	7%
19 Inkster	235	2%
20 North End	21	0%
21 West Kildonan	27	0%
22 Seven Oaks	102	1%
23 East St Paul and West Saint Paul	31	0%
24 East (near)	42	0%
25 Southwest (near)	65	0%
26 Northwest (near)	84	1%
27 North Northeast (near)	56	0%
28 East	24	0%
29 South	55	0%
30 West Southwest	0	0%
31 Northwest	52	0%
City Total	15,179	97%
External Total	409	3%
Total:	15,588	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	13,210 33.70%	4,780 12.24%	1,670 7.21%
School	2,340 5.97%	520 1.33%	2,420 10.44%
Shopping	4,070 10.38%	1,810 4.63%	1,730 7.47%
Leisure	5,990 15.28%	4,700 12.03%	3,060 13.21%
Medical	570 1.45%	360 0.92%	140 0.60%
Pick up/ Drop off	3,050 7.78%	2,500 6.40%	3,130 13.51%
Return home	8,680 22.14%	23,720 60.73%	10,480 45.23%
Other	1,290 3.29%	670 1.72%	540 2.33%
Total:	39,200 100.00%	39,060 100.00%	23,170 100.00%

AM Peak Period	From District	To District	Within District
Work or related	7,610 67.52%	2,020 55.80%	630 14.58%
School	1,580 14.02%	400 11.05%	1,980 45.83%
Shopping	210 1.86%	10 0.28%	0 0.00%
Leisure	410 3.64%	110 3.04%	200 4.63%
Medical	130 1.15%	40 1.10%	0 0.00%
Pick up/ Drop off	1,070 9.49%	510 14.09%	1,030 23.84%
Return home	110 0.98%	470 12.98%	380 8.80%
Other	150 1.33%	60 1.66%	100 2.31%
Total:	11,270 100.00%	3,620 100.00%	4,320 100.00%

PM Peak Period	From District	To District	Within District
Work or related	320 6.25%	240 2.29%	230 5.50%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	700 13.67%	420 4.00%	270 6.46%
Leisure	720 14.06%	810 7.71%	410 9.81%
Medical	70 1.37%	50 0.48%	0 0.00%
Pick up/ Drop off	520 10.16%	590 5.62%	370 8.85%
Return home	2,660 51.95%	8,320 79.24%	2,820 67.46%
Other	130 2.54%	70 0.67%	80 1.91%
Total:	5,120 100.00%	10,500 100.00%	4,180 100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	101,430		23%
AM Peak Period	19,210	19%	22%
PM Peak Period	19,800	20%	21%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	29,750 75.93%	29,570 75.70%	13,340 57.57%
Auto Passenger	5,840 14.91%	5,970 15.28%	4,110 17.74%
Winnipeg Transit	2,710 6.92%	2,660 6.81%	600 2.59%
P & R / K & R	50 0.13%	100 0.26%	0 0.00%
Bicycle	140 0.36%	180 0.46%	220 0.95%
Walk	290 0.74%	330 0.84%	4,730 20.41%
Other	400 1.02%	250 0.64%	170 0.73%
Total:	39,180 100.00%	39,060 100.00%	23,170 100.00%

AM Peak Period	From District	To District	Within District
Auto Driver	8,340 74.00%	2,890 80.06%	1,790 41.53%
Auto Passenger	1,430 12.69%	370 10.25%	800 18.56%
Winnipeg Transit	1,330 11.80%	150 4.16%	240 5.57%
P & R / K & R	50 0.44%	50 1.39%	0 0.00%
Bicycle	0 0.00%	20 0.55%	40 0.93%
Walk	0 0.00%	90 2.49%	1,400 32.48%
Other	120 1.06%	40 1.11%	40 0.93%
Total:	11,270 100.00%	3,610 100.00%	4,310 100.00%

PM Peak Period	From District	To District	Within District
Auto Driver	4,080 79.69%	7,450 70.82%	2,260 54.07%
Auto Passenger	770 15.04%	1,550 14.73%	720 17.22%
Winnipeg Transit	150 2.93%	1,350 12.83%	170 4.07%
P & R / K & R	0 0.00%	20 0.19%	0 0.00%
Bicycle	30 0.59%	50 0.48%	20 0.48%
Walk	80 1.56%	40 0.38%	990 23.68%
Other	10 0.20%	60 0.57%	20 0.48%
Total:	5,120 100.00%	10,520 100.00%	4,180 100.00%

Number of Daily Trips Made by District Residents 86,720

Transit Modal Split	From District	To District	Within District
24 Hours	7%	7%	3%
AM Peak Period	12%	6%	8%
PM Peak Period	3%	13%	5%

District 8 - St Vital North

Demographic Characteristics

Population	24,770	Population age 11+	22,110
Households	11,490	Number of Vehicles	15,740
Actively Travelled	18,820	Area (km ²)	9.2

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	5,590	4,550	10,140	47%
Part Time Employed	320	1,040	1,360	6%
Student	1,780	1,790	3,570	16%
Retiree	2,230	2,980	5,210	24%
Homemaker	40	960	1,000	5%
Other	10	420	430	2%
Total:	9,970	11,740	21,710	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	8,890	9,390	18,280

Selected Indicators

Daily Trips per Person (age 11+)	3.08
Vehicles per Person	0.64
Number of Persons per Household	2.16
Daily Trips per Household	5.92
Vehicle per Household	1.37
Average Household Income	\$ 57,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

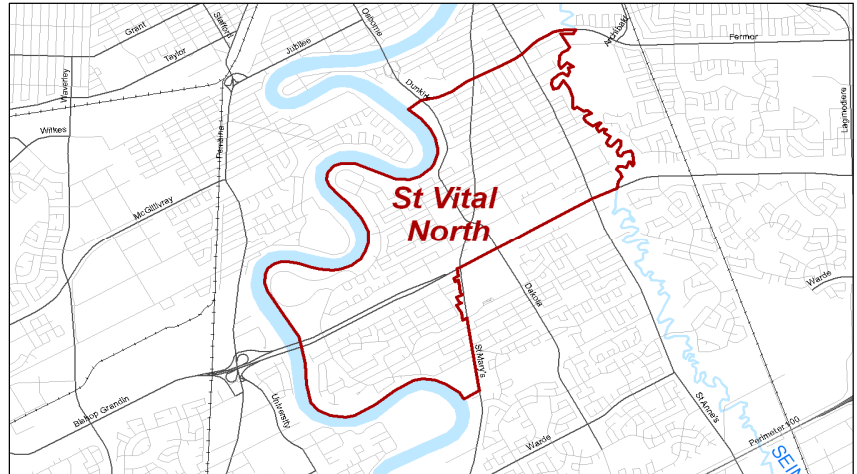
1 person	4,280	37%
2 persons	3,870	34%
3 persons	1,440	13%
4 persons	1,330	12%
5 + persons	580	5%
Total:	11,500	100%

Households by Vehicle Availability

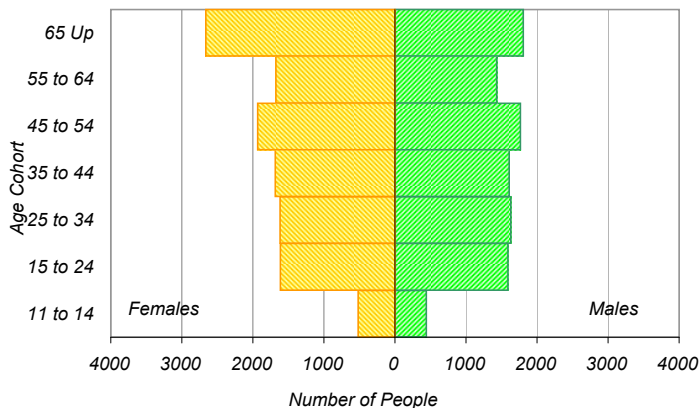
0 vehicle	520	5%
1 vehicle	5,800	55%
2 vehicles	3,230	30%
3 vehicles	820	8%
4+ vehicles	240	2%
Total:	10,610	100%

Households by Dwelling Type

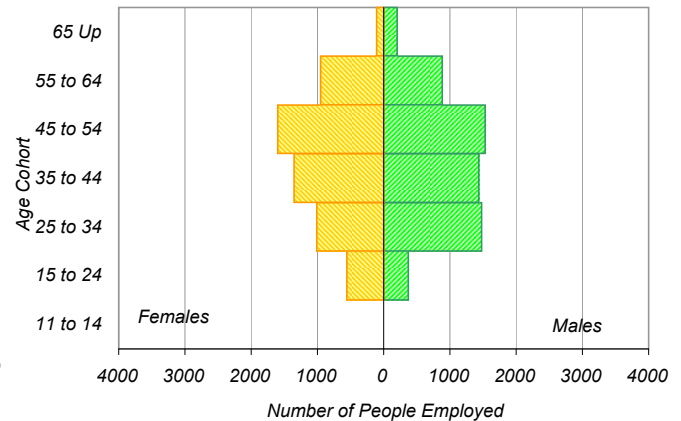
Single-detached	5,610	49%
Semi-detached	50	0%
Townhouse	810	7%
Apartment	5,020	44%
Other	0	0%
Total:	11,490	100%



Population



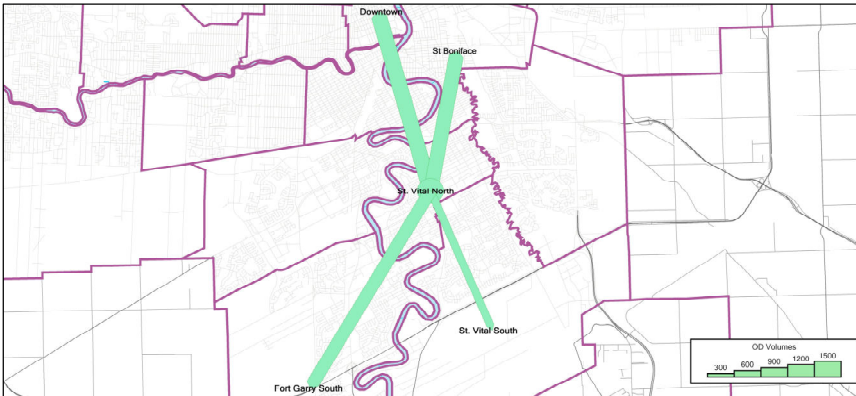
Employed Labour Force



District 8 - St Vital North

Travel Patterns

Top five destinations of trips from District 8, AM Peak Period



Summary of Trips from District 8 AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,383	14%
2 Elmwood	8	0%
3 North Kildonan	65	1%
4 East Kildonan	51	0%
5 Transcona	254	2%
6 St Boniface	1,284	13%
7 Windsor Park - Southdale - Island Lakes	234	2%
8 St. Vital North	2,419	24%
9 St. Vital South	683	7%
10 Fort Garry North	512	5%
11 Fort Garry South	1,156	11%
12 Fort Rouge	309	3%
13 Tuxedo - River Heights	178	2%
14 Charleswood	60	1%
15 West End - Wolseley	240	2%
16 St James	219	2%
17 Assiniboia	196	2%
18 St James Industrial - West End	499	5%
19 Inkster	90	1%
20 North End	20	0%
21 West Kildonan	105	1%
22 Seven Oaks	39	0%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	81	1%
25 Southwest (near)	11	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	12	0%
28 East	55	1%
29 South	36	0%
30 West Southwest	0	0%
31 Northwest	8	0%
City Total	10,004	98%
External Total	203	2%
Total:	10,207	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	9,260	24.93%	3,850	10.40%	690	5.62%
School	1,970	5.30%	1,040	2.81%	1,340	10.92%
Shopping	5,390	14.51%	3,470	9.37%	1,490	12.14%
Leisure	5,370	14.45%	3,500	9.45%	1,220	9.94%
Medical	860	2.31%	560	1.51%	150	1.22%
Pick up/ Drop off	3,230	8.69%	2,320	6.27%	1,330	10.84%
Return home	9,780	26.33%	21,050	56.85%	5,210	42.46%
Other	1,290	3.47%	1,240	3.35%	840	6.85%
Total:	37,150	100.00%	37,030	100.00%	12,270	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	4,770	61.31%	1,830	45.86%	360	14.88%
School	1,190	15.30%	850	21.30%	940	38.84%
Shopping	120	1.54%	90	2.26%	30	1.24%
Leisure	390	5.01%	130	3.26%	80	3.31%
Medical	180	2.31%	30	0.75%	10	0.41%
Pick up/ Drop off	880	11.31%	420	10.53%	350	14.46%
Return home	100	1.29%	550	13.78%	400	16.53%
Other	150	1.93%	90	2.26%	250	10.33%
Total:	7,780	100.00%	3,990	100.00%	2,420	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	230	4.16%	140	1.58%	110	4.42%
School	40	0.72%	0	0.00%	20	0.80%
Shopping	780	14.10%	830	9.39%	270	10.84%
Leisure	750	13.56%	360	4.07%	170	6.83%
Medical	0	0.00%	70	0.79%	0	0.00%
Pick up/ Drop off	380	6.87%	440	4.98%	350	14.06%
Return home	3,200	57.87%	6,670	75.45%	1,480	59.44%
Other	150	2.71%	330	3.73%	90	3.61%
Total:	5,530	100.00%	8,840	100.00%	2,490	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	86,450		14%
AM Peak Period	14,190	16%	17%
PM Peak Period	16,860	20%	15%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	26,600	71.60%	26,340	71.15%	6,320	51.55%
Auto Passenger	5,760	15.50%	5,870	15.86%	1,790	14.60%
Winnipeg Transit	2,900	7.81%	3,090	8.35%	250	2.04%
P & R / K & R	140	0.38%	80	0.22%	60	0.49%
Bicycle	160	0.43%	120	0.32%	120	0.98%
Walk	1,400	3.77%	1,300	3.51%	3,650	29.77%
Other	190	0.51%	220	0.59%	70	0.57%
Total:	37,150	100.00%	37,020	100.00%	12,260	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	5,600	71.98%	2,800	70.35%	870	35.95%
Auto Passenger	970	12.47%	500	12.56%	470	19.42%
Winnipeg Transit	890	11.44%	460	11.56%	70	2.89%
P & R / K & R	60	0.77%	50	1.26%	30	1.24%
Bicycle	90	1.16%	20	0.50%	30	1.24%
Walk	110	1.41%	100	2.51%	910	37.60%
Other	60	0.77%	50	1.26%	40	1.65%
Total:	7,780	100.00%	3,980	100.00%	2,420	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	3,870	69.86%	6,270	70.93%	1,360	54.40%
Auto Passenger	840	15.16%	1,160	13.12%	290	11.60%
Winnipeg Transit	440	7.94%	1,050	11.88%	70	2.80%
P & R / K & R	60	1.08%	20	0.23%	0	0.00%
Bicycle	10	0.18%	60	0.68%	0	0.00%
Walk	240	4.33%	220	2.49%	760	30.40%
Other	80	1.44%	60	0.68%	20	0.80%
Total:	5,540	100.00%	8,840	100.00%	2,500	100.00%

Number of Daily Trips Made by District Residents 68,040

Transit Modal Split	From District	To District	Within District
24 Hours	9%	9%	4%
AM Peak Period	13%	13%	7%
PM Peak Period	10%	13%	4%

District 9 - St Vital South

Demographic Characteristics

Population	31,490	Population age 11+	27,310
Households	11,350	Number of Vehicles	21,110
Actively Travelled	23,160	Area (km ²)	48.8

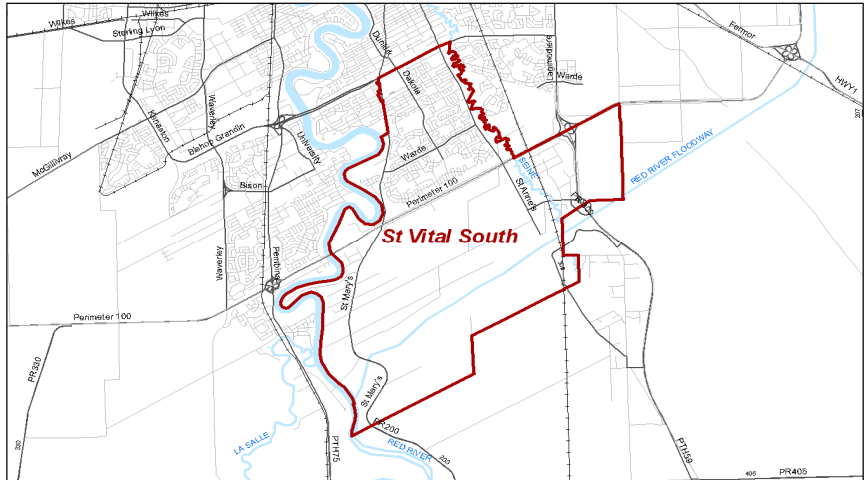
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	7,690	5,750	13,440	49%
Part Time Employed	520	1,360	1,880	7%
Student	2,740	2,940	5,680	21%
Retiree	1,870	2,640	4,510	17%
Homemaker	0	1,220	1,220	4%
Other	260	250	510	2%
Total:	13,080	14,160	27,240	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	11,260	11,640	22,900

Selected Indicators

Daily Trips per Person (age 11+)	2.99
Vehicles per Person	0.67
Number of Persons per Household	2.77
Daily Trips per Household	7.19
Vehicle per Household	1.86
Average Household Income	\$ 77,000

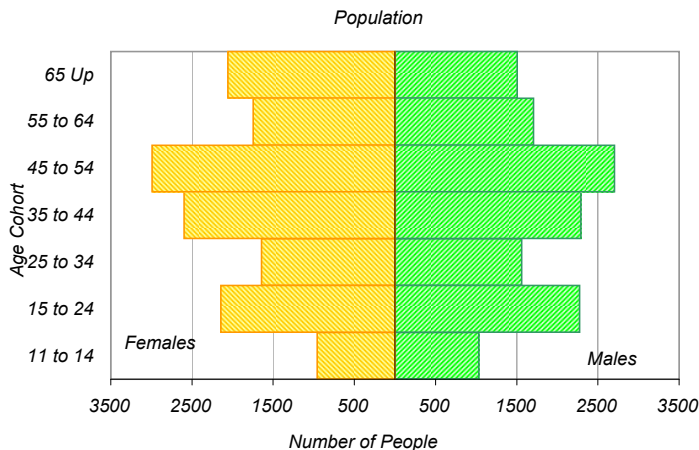
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	2,020	18%
2 persons	3,550	31%
3 persons	2,100	18%
4 persons	2,640	23%
5 + persons	1,050	9%
Total:	11,360	100%

Households by Vehicle Availability		
0 vehicle	160	1%
1 vehicle	3,570	33%
2 vehicles	5,120	47%
3 vehicles	1,410	13%
4+ vehicles	700	6%
Total:	10,960	100%

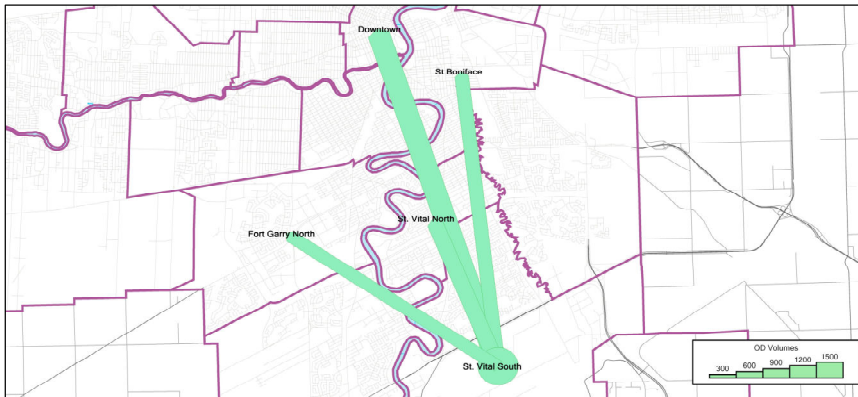
Households by Dwelling Type		
Single-detached	8,670	76%
Semi-detached	590	5%
Townhouse	360	3%
Apartment	1,530	13%
Other	210	2%
Total:	11,360	100%



District 9 - St Vital South

Travel Patterns

Top five destinations of trips from District 9, AM Peak Period



Summary of Trips from District 9 AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,978	14%
2 Elmwood	265	2%
3 North Kildonan	50	0%
4 East Kildonan	188	1%
5 Transcona	229	2%
6 St Boniface	1,237	9%
7 Windsor Park - Southdale - Island Lakes	382	3%
8 St. Vital North	1,427	10%
9 St. Vital South	3,685	26%
10 Fort Garry North	1,176	8%
11 Fort Garry South	952	7%
12 Fort Rouge	639	4%
13 Tuxedo - River Heights	279	2%
14 Charleswood	78	1%
15 West End - Wolseley	238	2%
16 St James	199	1%
17 Assiniboia	49	0%
18 St James Industrial - West End	612	4%
19 Inkster	104	1%
20 North End	119	1%
21 West Kildonan	45	0%
22 Seven Oaks	168	1%
23 East St Paul and West Saint Paul	20	0%
24 East (near)	48	0%
25 Southwest (near)	51	0%
26 Northwest (near)	27	0%
27 North Northeast (near)	27	0%
28 East	73	1%
29 South	15	0%
30 West Southwest	31	0%
31 Northwest	15	0%
City Total	14,099	98%
External Total	307	2%
Total:	14,406	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,960	22.48%	4,610	9.41%	1,350	5.59%
School	3,530	7.24%	270	0.55%	1,840	7.62%
Shopping	4,320	8.86%	11,090	22.64%	4,410	18.25%
Leisure	7,160	14.69%	5,620	11.47%	3,120	12.91%
Medical	970	1.99%	580	1.18%	260	1.08%
Pick up/ Drop off	3,240	6.65%	3,090	6.31%	2,490	10.31%
Return home	17,140	35.16%	22,370	45.67%	10,100	41.80%
Other	1,430	2.93%	1,350	2.76%	590	2.44%
Total:	48,750	100.00%	48,980	100.00%	24,160	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	6,600	61.57%	1,560	46.71%	450	12.26%
School	2,290	21.36%	240	7.19%	1,680	45.78%
Shopping	40	0.37%	210	6.29%	130	3.54%
Leisure	320	2.99%	420	12.57%	160	4.36%
Medical	230	2.15%	80	2.40%	70	1.91%
Pick up/ Drop off	910	8.49%	380	11.38%	900	24.52%
Return home	140	1.31%	330	9.88%	260	7.08%
Other	190	1.77%	120	3.59%	20	0.54%
Total:	10,720	100.00%	3,340	100.00%	3,670	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	280	4.29%	540	4.36%	210	4.46%
School	20	0.31%	0	0.00%	30	0.64%
Shopping	700	10.72%	2,050	16.56%	850	18.05%
Leisure	1,130	17.30%	820	6.62%	320	6.79%
Medical	0	0.00%	80	0.65%	0	0.00%
Pick up/ Drop off	550	8.42%	710	5.74%	500	10.62%
Return home	3,680	56.36%	8,030	64.86%	2,780	59.02%
Other	170	2.60%	150	1.21%	20	0.42%
Total:	6,530	100.00%	12,380	100.00%	4,710	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	121,890		20%
AM Peak Period	17,730	15%	21%
PM Peak Period	23,620	19%	20%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	34,660	71.10%	34,600	70.64%	15,000	62.11%
Auto Passenger	9,450	19.38%	9,410	19.21%	4,610	19.09%
Winnipeg Transit	2,980	6.11%	3,280	6.70%	460	1.90%
P & R / K & R	150	0.31%	60	0.12%	0	0.00%
Bicycle	40	0.08%	40	0.08%	140	0.58%
Walk	1,060	2.17%	1,170	2.39%	3,370	13.95%
Other	410	0.84%	420	0.86%	570	2.36%
Total:	48,750	100.00%	48,980	100.00%	24,150	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	7,740	72.13%	2,440	73.49%	1,800	48.78%
Auto Passenger	1,340	12.49%	500	15.06%	740	20.05%
Winnipeg Transit	1,130	10.53%	350	10.54%	160	4.34%
P & R / K & R	140	1.30%	0	0.00%	0	0.00%
Bicycle	0	0.00%	0	0.00%	40	1.08%
Walk	170	1.58%	0	0.00%	700	18.97%
Other	210	1.96%	30	0.90%	250	6.78%
Total:	10,730	100.00%	3,320	100.00%	3,690	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	4,480	68.61%	8,800	71.03%	2,760	58.72%
Auto Passenger	1,310	20.06%	1,850	14.93%	750	15.96%
Winnipeg Transit	490	7.50%	1,140	9.20%	90	1.91%
P & R / K & R	0	0.00%	20	0.16%	0	0.00%
Bicycle	0	0.00%	10	0.08%	60	1.28%
Walk	220	3.37%	360	2.91%	970	20.64%
Other	30	0.46%	210	1.69%	70	1.49%
Total:	6,530	100.00%	12,390	100.00%	4,700	100.00%

Number of Daily Trips Made by District Residents 81,550

Transit Modal Split	From District	To District	Within District
24 Hours	7%	7%	2%
AM Peak Period	12%	11%	6%
PM Peak Period	8%	10%	3%

District 10 - Fort Garry North

Demographic Characteristics

Population	33,380	Population age 11+	29,000
Households	12,910	Number of Vehicles	21,380
Actively Travelled	24,250	Area (km ²)	25.9

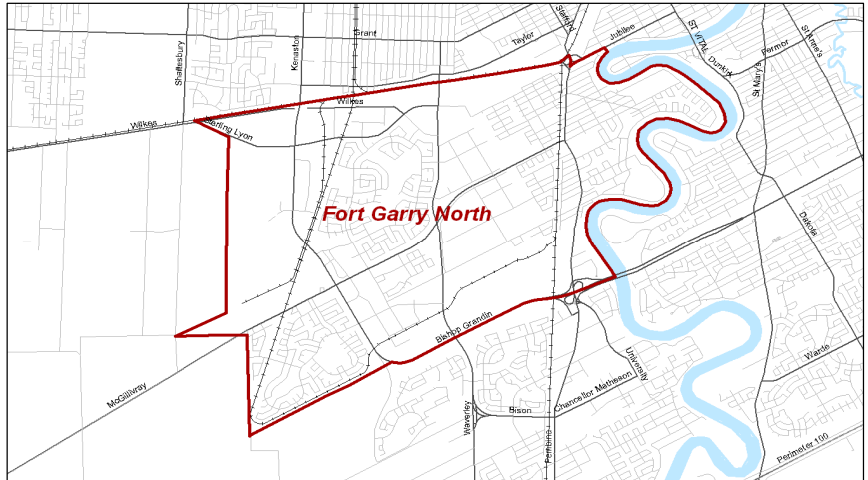
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	7,790	5,490	13,280	46%
Part Time Employed	370	1,930	2,300	8%
Student	3,230	3,100	6,330	22%
Retiree	2,010	3,210	5,220	18%
Homemaker	50	1,150	1,200	4%
Other	260	360	620	2%
Total:	13,710	15,240	28,950	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	11,680	12,520	24,200

Selected Indicators

Daily Trips per Person (age 11+)	2.96
Vehicles per Person	0.64
Number of Persons per Household	2.59
Daily Trips per Household	6.66
Vehicle per Household	1.66
Average Household Income	\$ 77,000

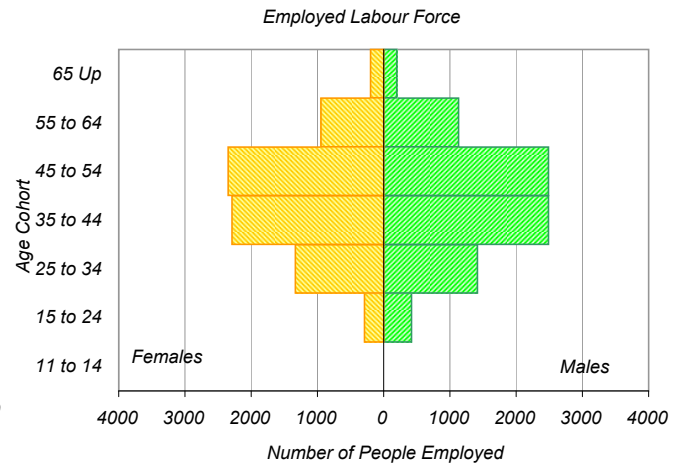
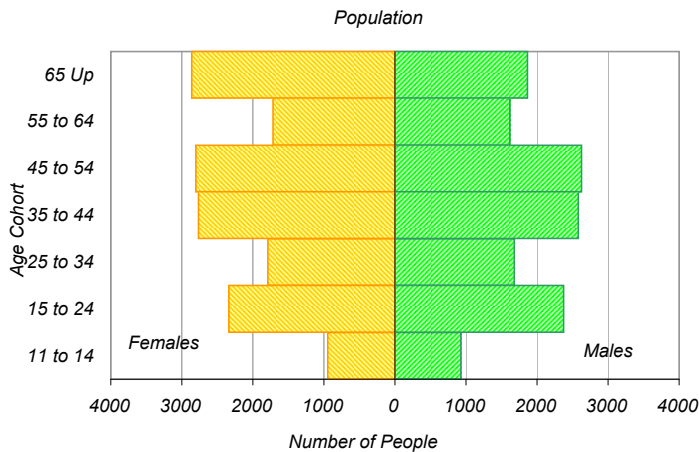
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	3,200	25%
2 persons	4,110	32%
3 persons	1,920	15%
4 persons	2,490	19%
5 + persons	1,180	9%
Total:	12,900	100%

Households by Vehicle Availability		
0 vehicle	330	3%
1 vehicle	4,620	38%
2 vehicles	5,300	44%
3 vehicles	1,410	12%
4+ vehicles	470	4%
Total:	12,130	100%

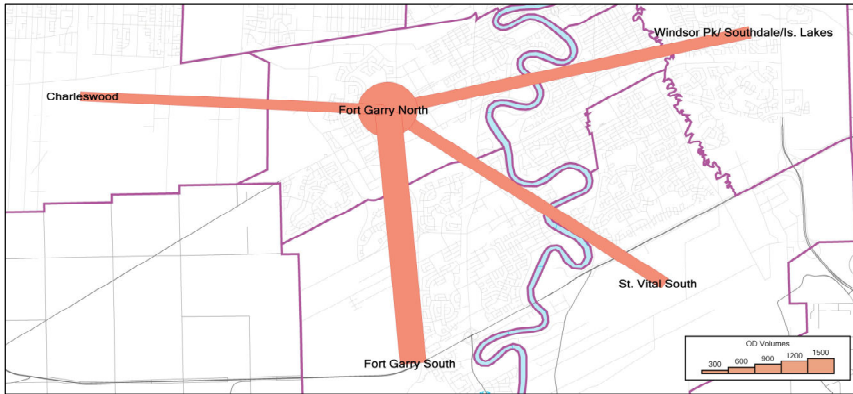
Households by Dwelling Type		
Single-detached	8,640	67%
Semi-detached	240	2%
Townhouse	410	3%
Apartment	3,620	28%
Other	0	0%
Total:	12,910	100%



District 10 - Fort Garry North

Travel Patterns

Top five origins of trips to District 10, AM Peak Period



Summary of Trips to District 10 AM Peak Period

District of Origin	Trips	% Total
1 Downtown	407	2%
2 Elmwood	364	2%
3 North Kildonan	242	1%
4 East Kildonan	120	1%
5 Transcona	249	1%
6 St Boniface	325	2%
7 Windsor Park - Southdale - Island Lakes	1,152	6%
8 St. Vital North	512	3%
9 St. Vital South	1,176	6%
10 Fort Garry North	5,449	28%
11 Fort Garry South	2,381	12%
12 Fort Rouge	869	4%
13 Tuxedo - River Heights	959	5%
14 Charleswood	959	5%
15 West End - Wolseley	608	3%
16 St James	417	2%
17 Assiniboia	397	2%
18 St James Industrial - West End	513	3%
19 Inkster	319	2%
20 North End	226	1%
21 West Kildonan	220	1%
22 Seven Oaks	389	2%
23 East St Paul and West Saint Paul	161	1%
24 East (near)	353	2%
25 Southwest (near)	359	2%
26 Northwest (near)	190	1%
27 North Northeast (near)	45	0%
28 East	42	0%
29 South	215	1%
30 West Southwest	23	0%
31 Northwest	30	0%
City Total	18,253	93%
External Total	1,418	7%
Total:	19,671	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	12,520	18.23%	21,010	30.41%	3,430	11.32%
School	2,880	4.19%	2,100	3.04%	2,840	9.37%
Shopping	7,430	10.82%	7,420	10.74%	4,450	14.69%
Leisure	7,380	10.75%	8,820	12.76%	4,100	13.53%
Medical	1,200	1.75%	590	0.85%	360	1.19%
Pick up/ Drop off	5,090	7.41%	4,500	6.51%	3,560	11.75%
Return home	30,330	44.16%	22,830	33.04%	10,780	35.58%
Other	1,850	2.69%	1,830	2.65%	780	2.57%
Total:	68,680	100.00%	69,100	100.00%	30,300	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	6,670	63.58%	10,090	71.01%	1,280	23.49%
School	1,760	16.78%	1,750	12.32%	2,240	41.10%
Shopping	120	1.14%	140	0.99%	170	3.12%
Leisure	260	2.48%	400	2.81%	160	2.94%
Medical	240	2.29%	30	0.21%	20	0.37%
Pick up/ Drop off	900	8.58%	1,250	8.80%	1,110	20.37%
Return home	440	4.19%	350	2.46%	310	5.69%
Other	100	0.95%	200	1.41%	160	2.94%
Total:	10,490	100.00%	14,210	100.00%	5,450	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	390	2.41%	720	5.69%	350	4.66%
School	50	0.31%	50	0.40%	40	0.53%
Shopping	1,170	7.24%	1,000	7.91%	1,050	13.98%
Leisure	1,330	8.23%	1,710	13.52%	910	12.12%
Medical	160	0.99%	40	0.32%	50	0.67%
Pick up/ Drop off	1,470	9.10%	1,090	8.62%	910	12.12%
Return home	11,330	70.11%	7,820	61.82%	4,140	55.13%
Other	260	1.61%	220	1.74%	60	0.80%
Total:	16,160	100.00%	12,650	100.00%	7,510	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	168,080		18%
AM Peak Period	30,150	18%	18%
PM Peak Period	36,320	22%	21%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	53,610	78.07%	53,960	78.08%	19,490	64.30%
Auto Passenger	9,740	14.18%	10,230	14.80%	4,890	16.13%
Winnipeg Transit	3,410	4.97%	3,230	4.67%	640	2.11%
P & R / K & R	170	0.25%	170	0.25%	0	0.00%
Bicycle	300	0.44%	310	0.45%	250	0.82%
Walk	590	0.86%	620	0.90%	4,480	14.78%
Other	850	1.24%	590	0.85%	560	1.85%
Total:	68,670	100.00%	69,110	100.00%	30,310	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	8,010	76.36%	11,460	80.53%	2,930	53.76%
Auto Passenger	890	8.48%	1,790	12.58%	1,170	21.47%
Winnipeg Transit	1,040	9.91%	680	4.78%	230	4.22%
P & R / K & R	150	1.43%	30	0.21%	0	0.00%
Bicycle	160	1.53%	60	0.42%	90	1.65%
Walk	130	1.24%	10	0.07%	860	15.78%
Other	110	1.05%	200	1.41%	170	3.12%
Total:	10,490	100.00%	14,230	100.00%	5,450	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	13,240	81.88%	9,480	75.00%	4,500	60.08%
Auto Passenger	1,790	11.07%	1,810	14.32%	990	13.22%
Winnipeg Transit	830	5.13%	1,020	8.07%	220	2.94%
P & R / K & R	0	0.00%	90	0.71%	0	0.00%
Bicycle	10	0.06%	20	0.16%	130	1.74%
Walk	10	0.06%	120	0.95%	1,480	19.76%
Other	290	1.79%	100	0.79%	170	2.27%
Total:	16,170	100.00%	12,640	100.00%	7,490	100.00%

Number of Daily Trips Made by District Residents 85,960

Transit Modal Split	From District	To District	Within District
24 Hours	5%	5%	3%
AM Peak Period	12%	5%	5%
PM Peak Period	5%	9%	4%

District 11 - Fort Garry South

Demographic Characteristics

Population	37,080	Population age 11+	32,600
Households	14,240	Number of Vehicles	22,950
Actively Travelled	27,680	Area (km ²)	54.4

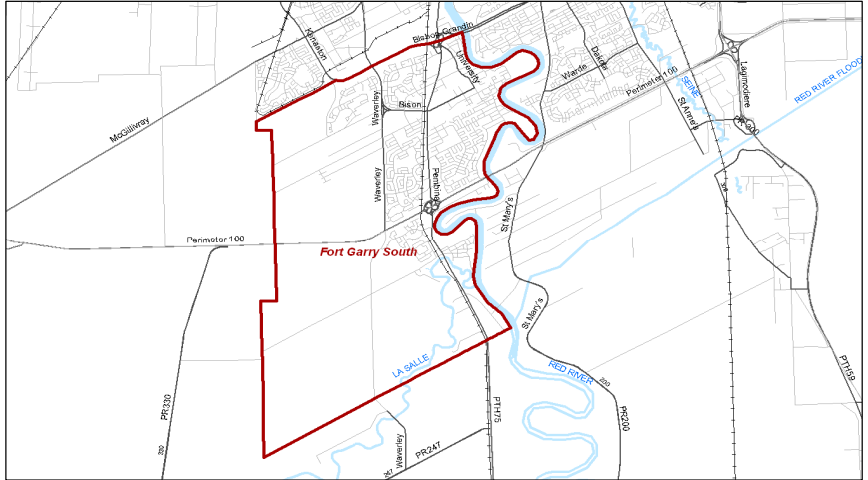
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	7,920	6,560	14,480	45%
Part Time Employed	470	1,510	1,980	6%
Student	4,490	4,240	8,730	27%
Retiree	2,310	2,980	5,290	16%
Homemaker	10	1,300	1,310	4%
Other	60	350	410	1%
Total:	15,260	16,940	32,200	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	13,580	13,820	27,400

Selected Indicators

Daily Trips per Person (age 11+)	2.82
Vehicles per Person	0.62
Number of Persons per Household	2.60
Daily Trips per Household	6.45
Vehicle per Household	1.61
Average Household Income	\$ 68,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size

1 person	3,070	22%
2 persons	4,940	35%
3 persons	2,630	18%
4 persons	2,350	17%
5 + persons	1,250	9%
Total:	14,240	100%

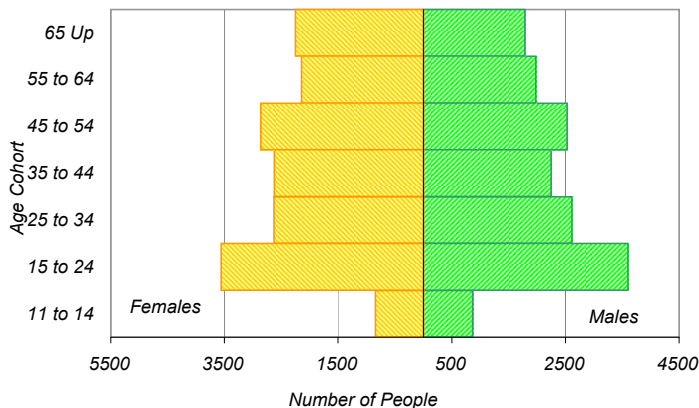
Households by Vehicle Availability

0 vehicle	450	3%
1 vehicle	5,730	43%
2 vehicles	5,350	40%
3 vehicles	1,300	10%
4+ vehicles	600	4%
Total:	13,430	100%

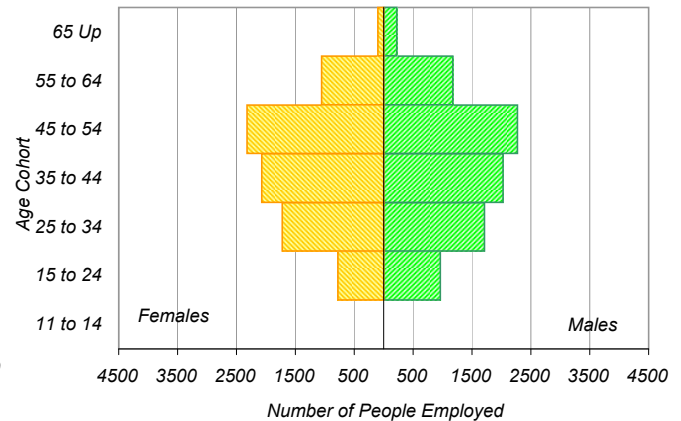
Households by Dwelling Type

Single-detached	7,850	55%
Semi-detached	670	5%
Townhouse	670	5%
Apartment	5,030	35%
Other	20	0%
Total:	14,240	100%

Population



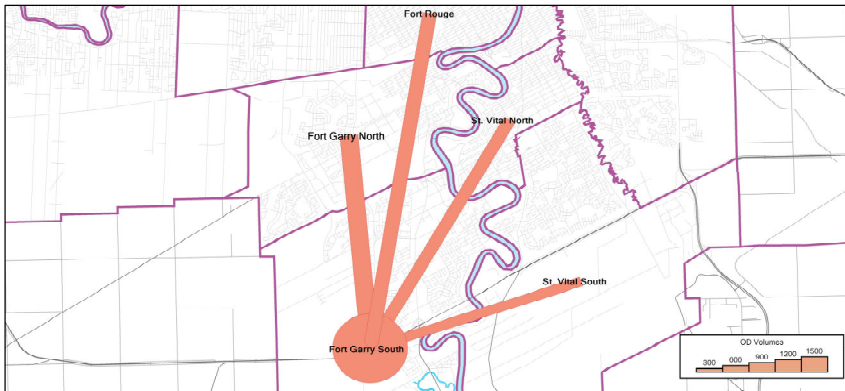
Employed Labour Force



District 11 - Fort Garry South

Travel Patterns

Top five origins of trips to District 11, AM Peak Period



Summary of Trips to District 11 AM Peak Period

District of Origin	Trips	% Total
1 Downtown	358	2%
2 Elmwood	211	1%
3 North Kildonan	414	2%
4 East Kildonan	320	1%
5 Transcona	538	2%
6 St Boniface	639	3%
7 Windsor Park - Southdale - Island Lakes	941	4%
8 St. Vital North	1,156	5%
9 St. Vital South	952	4%
10 Fort Garry North	1,660	7%
11 Fort Garry South	6,892	31%
12 Fort Rouge	1,297	6%
13 Tuxedo - River Heights	878	4%
14 Charleswood	871	4%
15 West End - Wolseley	334	2%
16 St James	315	1%
17 Assiniboia	294	1%
18 St James Industrial - West End	657	3%
19 Inkster	446	2%
20 North End	111	1%
21 West Kildonan	293	1%
22 Seven Oaks	541	2%
23 East St Paul and West Saint Paul	250	1%
24 East (near)	292	1%
25 Southwest (near)	566	3%
26 Northwest (near)	194	1%
27 North Northeast (near)	233	1%
28 East	164	1%
29 South	238	1%
30 West Southwest	107	0%
31 Northwest	0	0%
City Total	20,118	91%
External Total	2,044	9%
Total:	22,162	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	12,510	19.92%	9,920	15.83%	2,940	8.01%
School	1,770	2.82%	16,030	25.59%	5,850	15.94%
Shopping	4,950	7.88%	3,990	6.37%	4,250	11.58%
Leisure	7,530	11.99%	4,510	7.20%	3,280	8.94%
Medical	1,080	1.72%	1,020	1.63%	430	1.17%
Pick up/ Drop off	4,110	6.55%	3,600	5.75%	3,640	9.92%
Return home	29,460	46.92%	21,990	35.10%	15,350	41.83%
Other	1,380	2.20%	1,590	2.54%	960	2.62%
Total:	62,790	100.00%	62,650	100.00%	36,700	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	6,240	65.68%	5,450	35.71%	1,660	24.09%
School	1,140	12.00%	8,080	52.95%	3,270	47.46%
Shopping	70	0.74%	120	0.79%	70	1.02%
Leisure	510	5.37%	220	1.44%	80	1.16%
Medical	120	1.26%	170	1.11%	80	1.16%
Pick up/ Drop off	990	10.42%	770	5.05%	1,340	19.45%
Return home	240	2.53%	330	2.16%	320	4.64%
Other	190	2.00%	120	0.79%	70	1.02%
Total:	9,500	100.00%	15,260	100.00%	6,890	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	600	4.21%	420	3.77%	260	3.04%
School	90	0.63%	370	3.32%	150	1.76%
Shopping	870	6.11%	680	6.10%	780	9.13%
Leisure	1,130	7.94%	730	6.55%	560	6.56%
Medical	130	0.91%	70	0.63%	0	0.00%
Pick up/ Drop off	960	6.74%	810	7.26%	830	9.72%
Return home	10,150	71.28%	7,770	69.69%	5,800	67.92%
Other	310	2.18%	300	2.69%	160	1.87%
Total:	14,240	100.00%	11,150	100.00%	8,540	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	162,140		23%
AM Peak Period	31,650	20%	22%
PM Peak Period	33,930	21%	25%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	42,750	68.08%	42,600	68.00%	20,190	55.03%
Auto Passenger	9,030	14.38%	8,900	14.21%	5,420	14.77%
Winnipeg Transit	8,810	14.03%	8,640	13.79%	2,890	7.88%
P & R / K & R	360	0.57%	520	0.83%	0	0.00%
Bicycle	190	0.30%	230	0.37%	620	1.69%
Walk	750	1.19%	760	1.21%	7,000	19.08%
Other	900	1.43%	1,000	1.60%	570	1.55%
Total:	62,790	100.00%	62,650	100.00%	36,690	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	7,010	73.87%	8,860	58.02%	3,050	44.27%
Auto Passenger	1,210	12.75%	2,060	13.49%	1,320	19.16%
Winnipeg Transit	1,150	12.12%	3,450	22.59%	610	8.85%
P & R / K & R	0	0.00%	340	2.23%	0	0.00%
Bicycle	20	0.21%	80	0.52%	80	1.16%
Walk	40	0.42%	150	0.98%	1,620	23.51%
Other	60	0.63%	330	2.16%	210	3.05%
Total:	9,490	100.00%	15,270	100.00%	6,890	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	8,850	62.19%	8,340	74.80%	4,210	49.24%
Auto Passenger	1,930	13.56%	1,320	11.84%	1,170	13.68%
Winnipeg Transit	2,780	19.54%	1,260	11.30%	810	9.47%
P & R / K & R	170	1.19%	0	0.00%	0	0.00%
Bicycle	10	0.07%	0	0.00%	190	2.22%
Walk	170	1.19%	70	0.63%	1,900	22.22%
Other	320	2.25%	160	1.43%	270	3.16%
Total:	14,230	100.00%	11,150	100.00%	8,550	100.00%
Number of Daily Trips Made by District Residents					91,780	

Transit Modal Split	From District	To District	Within District
24 Hours	15%	15%	10%
AM Peak Period	12%	26%	12%
PM Peak Period	21%	12%	13%

District 12 - Fort Rouge

Demographic Characteristics

Population	36,660	Population age 11+	33,560
Households	19,640	Number of Vehicles	20,210
Actively Travelled	28,310	Area (km ²)	10.2

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	8,640	8,210	16,850	51%
Part Time Employed	900	1,570	2,470	8%
Student	2,480	2,760	5,240	16%
Retiree	2,510	4,420	6,930	21%
Homemaker	20	810	830	3%
Other	50	470	520	2%
Total:	14,600	18,240	32,840	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	12,230	13,810	26,040

Selected Indicators

Daily Trips per Person (age 11+)	2.87
Vehicles per Person	0.55
Number of Persons per Household	1.87
Daily Trips per Household	4.91
Vehicle per Household	1.03
Average Household Income	\$ 52,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

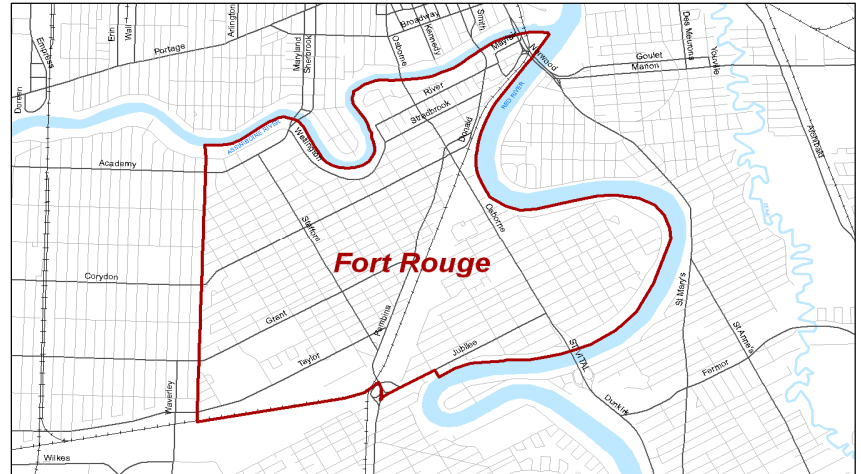
1 person	9,390	48%
2 persons	6,290	32%
3 persons	2,040	10%
4 persons	1,340	7%
5 + persons	580	3%
Total:	19,640	100%

Households by Vehicle Availability

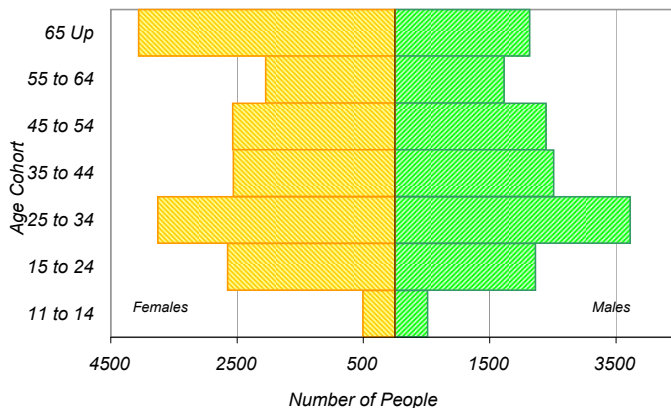
0 vehicle	1,810	11%
1 vehicle	10,530	64%
2 vehicles	3,460	21%
3 vehicles	480	3%
4+ vehicles	300	2%
Total:	16,580	100%

Households by Dwelling Type

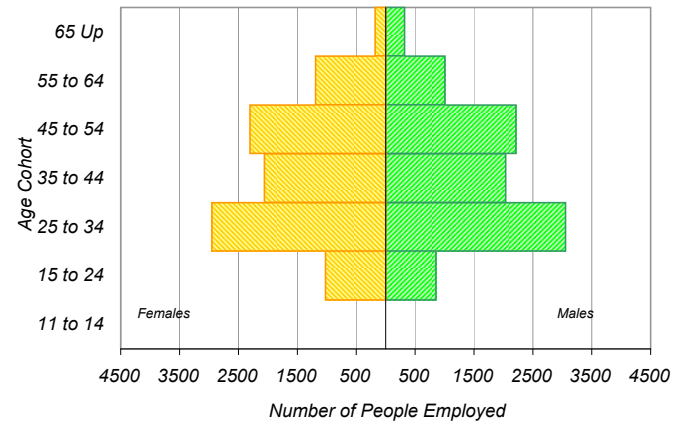
Single-detached	6,720	34%
Semi-detached	380	2%
Townhouse	250	1%
Apartment	12,280	63%
Other	10	0%
Total:	19,640	100%



Population



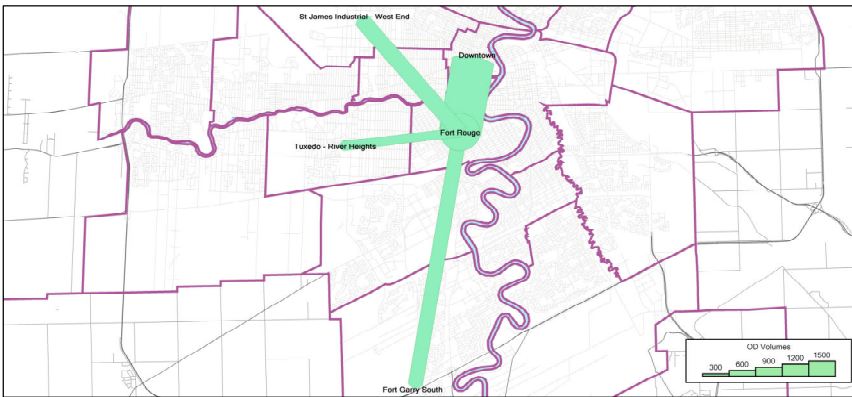
Employed Labour Force



District 12 - Fort Rouge

Travel Patterns

Top five destinations of trips from District 12, AM Peak Period



Summary of Trips from District 12

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	3,809	24%
2 Elmwood	108	1%
3 North Kildonan	141	1%
4 East Kildonan	344	2%
5 Transcona	330	2%
6 St Boniface	617	4%
7 Windsor Park - Southdale - Island Lakes	82	1%
8 St. Vital North	195	1%
9 St. Vital South	160	1%
10 Fort Garry North	869	5%
11 Fort Garry South	1,297	8%
12 Fort Rouge	3,669	23%
13 Tuxedo - River Heights	917	6%
14 Charleswood	157	1%
15 West End - Wolseley	628	4%
16 St James	300	2%
17 Assiniboia	38	0%
18 St James Industrial - West End	1,466	9%
19 Inkster	241	2%
20 North End	73	0%
21 West Kildonan	105	1%
22 Seven Oaks	142	1%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	42	0%
25 Southwest (near)	11	0%
26 Northwest (near)	54	0%
27 North Northeast (near)	49	0%
28 East	70	0%
29 South	40	0%
30 West Southwest	0	0%
31 Northwest	16	0%
City Total	15,688	98%
External Total	282	2%
Total:	15,970	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	15,590	22.01%	12,440	17.51%	2,920	10.60%
School	2,770	3.91%	2,870	4.04%	1,490	5.41%
Shopping	6,700	9.46%	8,050	11.33%	4,490	16.29%
Leisure	9,390	13.26%	12,040	16.95%	4,220	15.31%
Medical	1,090	1.54%	1,350	1.90%	250	0.91%
Pick up/ Drop off	4,300	6.07%	6,290	8.85%	1,880	6.82%
Return home	28,770	40.62%	26,220	36.90%	11,350	41.18%
Other	2,210	3.12%	1,790	2.52%	960	3.48%
Total:	70,820	100.00%	71,050	100.00%	27,560	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	8,570	69.67%	5,560	51.39%	850	23.22%
School	1,480	12.03%	2,410	22.27%	1,170	31.97%
Shopping	220	1.79%	130	1.20%	90	2.46%
Leisure	450	3.66%	450	4.16%	370	10.11%
Medical	80	0.65%	300	2.77%	10	0.27%
Pick up/ Drop off	600	4.88%	1,540	14.23%	650	17.76%
Return home	590	4.80%	230	2.13%	430	11.75%
Other	310	2.52%	200	1.85%	90	2.46%
Total:	12,300	100.00%	10,820	100.00%	3,660	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	750	5.71%	700	4.62%	90	2.00%
School	80	0.61%	30	0.20%	0	0.00%
Shopping	1,320	10.05%	1,430	9.44%	690	15.30%
Leisure	1,480	11.27%	2,260	14.92%	610	13.53%
Medical	120	0.91%	20	0.13%	0	0.00%
Pick up/ Drop off	1,170	8.91%	1,490	9.83%	270	5.99%
Return home	7,970	60.70%	8,970	59.21%	2,730	60.53%
Other	240	1.83%	250	1.65%	120	2.66%
Total:	13,130	100.00%	15,150	100.00%	4,510	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	169,430		16%
AM Peak Period	26,780	16%	14%
PM Peak Period	32,790	19%	14%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	45,760	64.61%	45,930	64.64%	11,810	42.82%
Auto Passenger	11,440	16.15%	11,970	16.84%	2,400	8.70%
Winnipeg Transit	8,540	12.06%	7,800	10.98%	1,460	5.29%
P & R / K & R	30	0.04%	140	0.20%	0	0.00%
Bicycle	690	0.97%	680	0.96%	280	1.02%
Walk	3,680	5.20%	3,690	5.19%	11,360	41.19%
Other	690	0.97%	850	1.20%	270	0.98%
Total:	70,830	100.00%	71,060	100.00%	27,580	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	7,210	58.67%	6,670	61.59%	1,240	33.70%
Auto Passenger	1,090	8.87%	2,000	18.47%	330	8.97%
Winnipeg Transit	2,610	21.24%	1,320	12.19%	350	9.51%
P & R / K & R	10	0.08%	50	0.46%	0	0.00%
Bicycle	320	2.60%	60	0.55%	50	1.36%
Walk	810	6.59%	630	5.82%	1,640	44.57%
Other	240	1.95%	100	0.92%	70	1.90%
Total:	12,290	100.00%	10,830	100.00%	3,680	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	8,350	63.59%	9,150	60.40%	1,750	38.98%
Auto Passenger	2,100	15.99%	1,850	12.21%	200	4.45%
Winnipeg Transit	1,670	12.72%	2,360	15.58%	300	6.68%
P & R / K & R	0	0.00%	60	0.40%	0	0.00%
Bicycle	130	0.99%	320	2.11%	60	1.34%
Walk	760	5.79%	1,230	8.12%	2,090	46.55%
Other	120	0.91%	180	1.19%	90	2.00%
Total:	13,130	100.00%	15,150	100.00%	4,490	100.00%

Number of Daily Trips Made by District Residents 96,380

Transit Modal Split	From District	To District	Within District
24 Hours	13%	12%	9%
AM Peak Period	24%	14%	18%
PM Peak Period	14%	18%	13%

District 13 - Tuxedo - River Heights

Demographic Characteristics

Population	28,820	Population age 11+	25,460
Households	12,170	Number of Vehicles	17,870
Actively Travelled	22,210	Area (km ²)	17.2

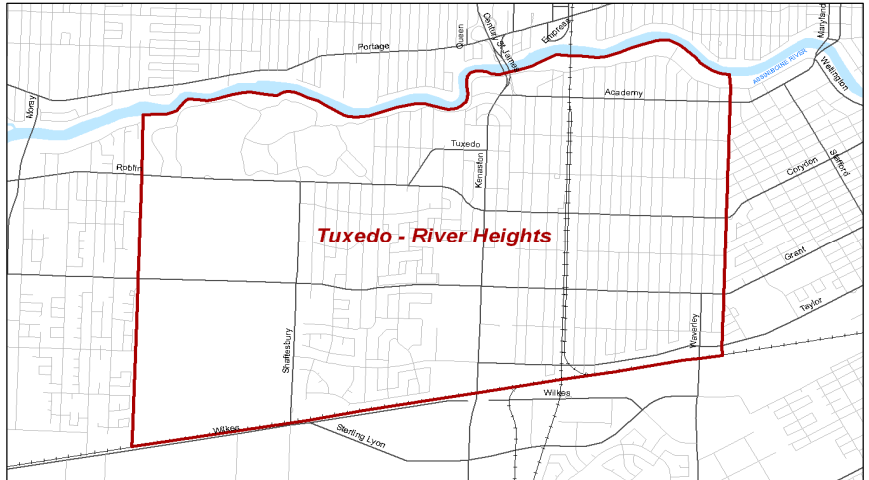
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,270	5,360	11,630	46%
Part Time Employed	640	1,650	2,290	9%
Student	2,040	2,260	4,300	17%
Retiree	2,300	3,390	5,690	22%
Homemaker	10	1,020	1,030	4%
Other	330	180	510	2%
Total:	11,590	13,860	25,450	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	10,120	11,160	21,280

Selected Indicators

Daily Trips per Person (age 11+)	3.18
Vehicles per Person	0.62
Number of Persons per Household	2.37
Daily Trips per Household	6.66
Vehicle per Household	1.47
Average Household Income	\$ 78,000

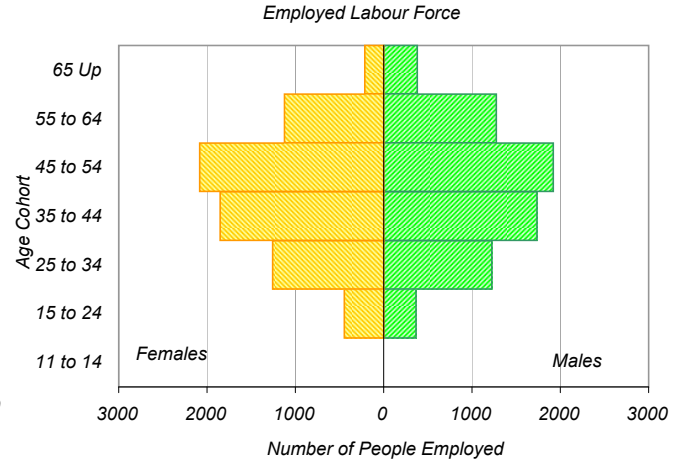
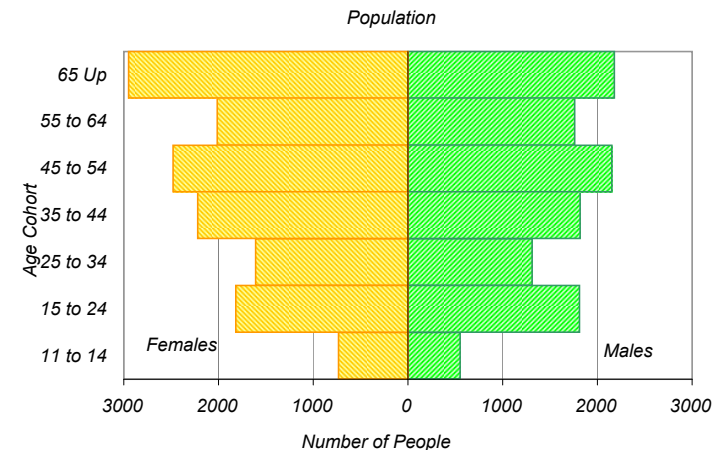
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	3,670	30%
2 persons	4,160	34%
3 persons	1,650	14%
4 persons	1,800	15%
5 + persons	860	7%
Total:	12,140	100%

Households by Vehicle Availability		
0 vehicle	280	2%
1 vehicle	5,460	48%
2 vehicles	4,680	41%
3 vehicles	860	8%
4+ vehicles	110	1%
Total:	11,390	100%

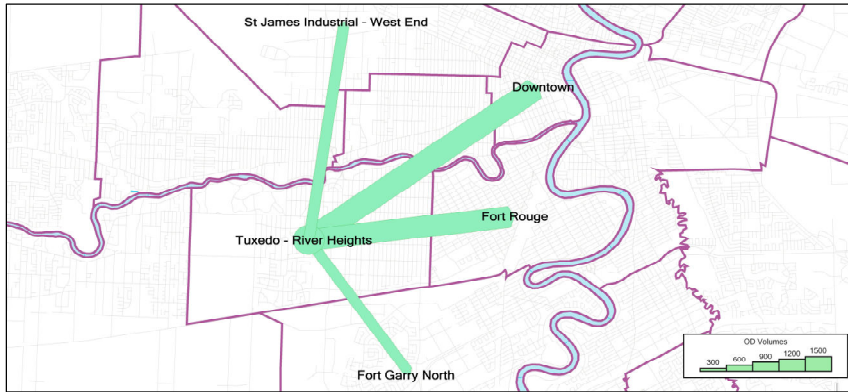
Households by Dwelling Type		
Single-detached	8,310	68%
Semi-detached	160	1%
Townhouse	310	3%
Apartment	3,370	28%
Other	30	0%
Total:	12,180	100%



District 13 - Tuxedo - River Heights

Travel Patterns

Top five destinations of trips from District 13, AM Peak Period



Summary of Trips from District 13

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	2,228	17%
2 Elmwood	19	0%
3 North Kildonan	43	0%
4 East Kildonan	30	0%
5 Transcona	71	1%
6 St Boniface	422	3%
7 Windsor Park - Southdale - Island Lakes	28	0%
8 St. Vital North	106	1%
9 St. Vital South	25	0%
10 Fort Garry North	959	7%
11 Fort Garry South	878	7%
12 Fort Rouge	2,102	16%
13 Tuxedo - River Heights	2,911	22%
14 Charleswood	238	2%
15 West End - Wolseley	527	4%
16 St James	485	4%
17 Assiniboia	237	2%
18 St James Industrial - West End	1,008	8%
19 Inkster	230	2%
20 North End	152	1%
21 West Kildonan	56	0%
22 Seven Oaks	110	1%
23 East St Paul and West Saint Paul	6	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	41	0%
27 North Northeast (near)	60	0%
28 East	52	0%
29 South	10	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	12,865	99%
External Total	169	1%
Total:	13,034	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	11,170	24.55%	4,830	10.68%	950	5.05%
School	2,990	6.57%	1,190	2.63%	1,000	5.32%
Shopping	5,630	12.38%	2,960	6.54%	2,770	14.73%
Leisure	5,950	13.08%	7,490	16.56%	2,400	12.76%
Medical	1,170	2.57%	750	1.66%	160	0.85%
Pick up/ Drop off	3,480	7.65%	3,890	8.60%	2,600	13.82%
Return home	13,320	29.28%	23,040	50.94%	7,950	42.26%
Other	1,780	3.91%	1,080	2.39%	980	5.21%
Total:	45,490	100.00%	45,230	100.00%	18,810	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	6,090	60.18%	2,110	40.81%	340	11.64%
School	1,810	17.89%	960	18.57%	880	30.14%
Shopping	180	1.78%	80	1.55%	60	2.05%
Leisure	330	3.26%	520	10.06%	240	8.22%
Medical	230	2.27%	190	3.68%	0	0.00%
Pick up/ Drop off	940	9.29%	800	15.47%	950	32.53%
Return home	240	2.37%	400	7.74%	230	7.88%
Other	300	2.96%	110	2.13%	220	7.53%
Total:	10,120	100.00%	5,170	100.00%	2,920	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	400	5.41%	380	3.35%	100	2.62%
School	10	0.14%	0	0.00%	0	0.00%
Shopping	1,010	13.65%	440	3.88%	560	14.66%
Leisure	970	13.11%	1,320	11.63%	350	9.16%
Medical	110	1.49%	80	0.70%	30	0.79%
Pick up/ Drop off	760	10.27%	1,110	9.78%	430	11.26%
Return home	3,960	53.51%	7,760	68.37%	2,240	58.64%
Other	180	2.43%	260	2.29%	110	2.88%
Total:	7,400	100.00%	11,350	100.00%	3,820	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	109,530		17%
AM Peak Period	18,210	17%	16%
PM Peak Period	22,570	21%	17%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	32,670	71.82%	32,550	71.98%	11,140	59.26%
Auto Passenger	7,680	16.88%	7,460	16.50%	3,210	17.07%
Winnipeg Transit	3,050	6.70%	2,960	6.55%	230	1.22%
P & R / K & R	110	0.24%	100	0.22%	0	0.00%
Bicycle	340	0.75%	330	0.73%	90	0.48%
Walk	1,220	2.68%	1,150	2.54%	4,070	21.65%
Other	420	0.92%	670	1.48%	60	0.32%
Total:	45,490	100.00%	45,220	100.00%	18,800	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	7,090	69.99%	3,760	73.01%	1,610	55.33%
Auto Passenger	1,510	14.91%	660	12.82%	690	23.71%
Winnipeg Transit	1,000	9.87%	420	8.16%	120	4.12%
P & R / K & R	0	0.00%	0	0.00%	0	0.00%
Bicycle	110	1.09%	120	2.33%	20	0.69%
Walk	310	3.06%	80	1.55%	470	16.15%
Other	110	1.09%	110	2.14%	0	0.00%
Total:	10,130	100.00%	5,150	100.00%	2,910	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	5,480	74.05%	7,910	69.69%	2,040	53.26%
Auto Passenger	1,340	18.11%	1,630	14.36%	900	23.50%
Winnipeg Transit	240	3.24%	1,050	9.25%	110	2.87%
P & R / K & R	0	0.00%	80	0.70%	0	0.00%
Bicycle	70	0.95%	110	0.97%	40	1.04%
Walk	180	2.43%	350	3.08%	740	19.32%
Other	90	1.22%	220	1.94%	0	0.00%
Total:	7,400	100.00%	11,350	100.00%	3,830	100.00%

Number of Daily Trips Made by District Residents 81,060

Transit Modal Split	From District	To District	Within District
24 Hours	7%	7%	2%
AM Peak Period	10%	9%	5%
PM Peak Period	3%	11%	4%

District 14 - Charleswood

Demographic Characteristics

Population	26,190	Population age 11+	23,280
Households	10,040	Number of Vehicles	18,210
Actively Travelled	19,920	Area (km ²)	45.2

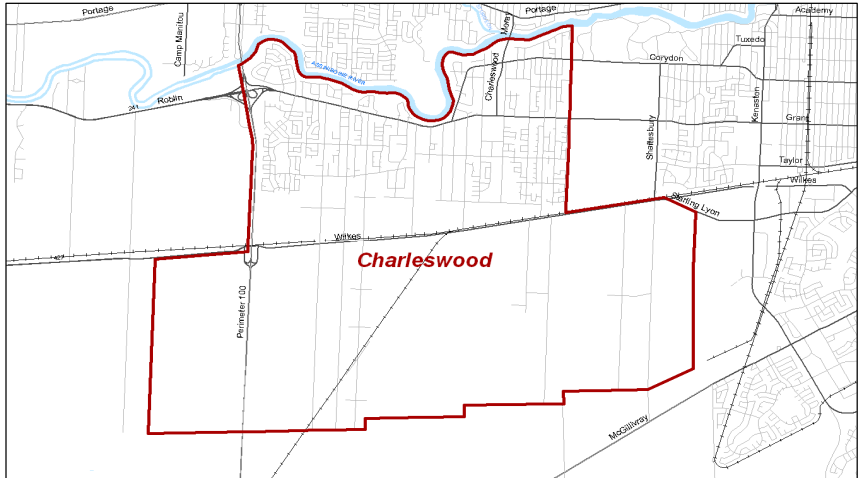
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,370	4,840	11,210	48%
Part Time Employed	330	1,320	1,650	7%
Student	1,950	2,190	4,140	18%
Retiree	2,120	2,400	4,520	19%
Homemaker	50	1,120	1,170	5%
Other	330	250	580	2%
Total:	11,150	12,120	23,270	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	9,850	10,010	19,860

Selected Indicators

Daily Trips per Person (age 11+)	2.88
Vehicles per Person	0.70
Number of Persons per Household	2.61
Daily Trips per Household	6.68
Vehicle per Household	1.81
Average Household Income	\$ 79,000

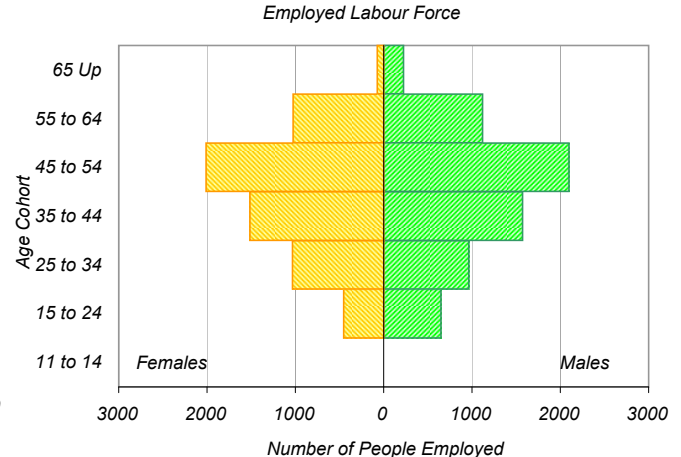
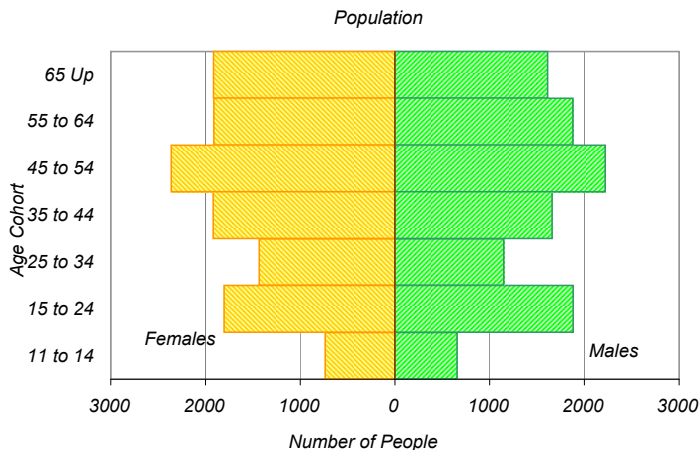
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	2,150	21%
2 persons	3,420	34%
3 persons	1,800	18%
4 persons	1,840	18%
5 + persons	830	8%
Total:	10,040	100%

Households by Vehicle Availability		
0 vehicle	250	3%
1 vehicle	3,240	34%
2 vehicles	4,220	44%
3 vehicles	1,370	14%
4+ vehicles	560	6%
Total:	9,640	100%

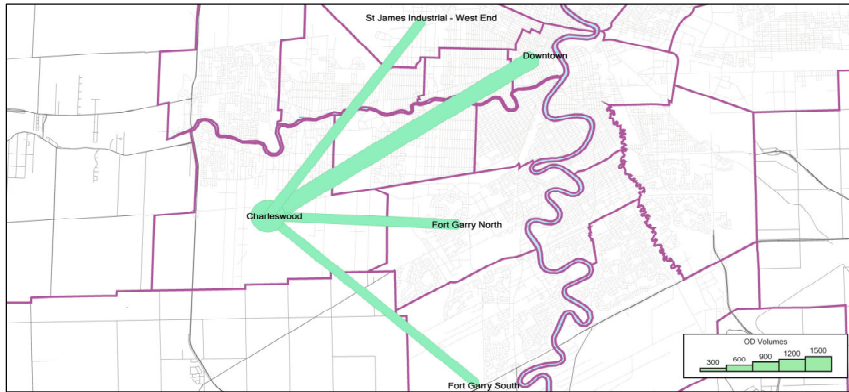
Households by Dwelling Type		
Single-detached	7,240	72%
Semi-detached	940	9%
Townhouse	320	3%
Apartment	1,500	15%
Other	40	0%
Total:	10,040	100%



District 14 - Charleswood

Travel Patterns

Top five destinations of trips from District 14, AM Peak Period



Summary of Trips from District 14

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,638	14%
2 Elmwood	25	0%
3 North Kildonan	35	0%
4 East Kildonan	13	0%
5 Transcona	91	1%
6 St Boniface	210	2%
7 Windsor Park - Southdale - Island Lakes	41	0%
8 St. Vital North	46	0%
9 St. Vital South	46	0%
10 Fort Garry North	959	8%
11 Fort Garry South	871	7%
12 Fort Rouge	630	5%
13 Tuxedo - River Heights	574	5%
14 Charleswood	3,175	27%
15 West End - Wolseley	559	5%
16 St James	820	7%
17 Assiniboia	327	3%
18 St James Industrial - West End	927	8%
19 Inkster	294	2%
20 North End	75	1%
21 West Kildonan	17	0%
22 Seven Oaks	89	1%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	33	0%
25 Southwest (near)	39	0%
26 Northwest (near)	117	1%
27 North Northeast (near)	0	0%
28 East	74	1%
29 South	47	0%
30 West Southwest	0	0%
31 Northwest	31	0%
City Total	11,462	97%
External Total	341	3%
Total:	11,803	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	9,890	34.46%	2,310	8.08%	1,230	7.30%
School	1,850	6.45%	430	1.50%	1,730	10.26%
Shopping	3,130	10.91%	1,250	4.37%	1,830	10.85%
Leisure	4,380	15.26%	3,280	11.48%	1,910	11.33%
Medical	540	1.88%	400	1.40%	130	0.77%
Pick up/ Drop off	2,360	8.22%	1,800	6.30%	2,160	12.81%
Return home	5,810	20.24%	18,640	65.22%	7,320	43.42%
Other	740	2.58%	470	1.64%	550	3.26%
Total:	28,700	100.00%	28,580	100.00%	16,860	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	5,900	68.37%	1,060	48.85%	520	16.35%
School	1,220	14.14%	350	16.13%	1,420	44.65%
Shopping	90	1.04%	0	0.00%	30	0.94%
Leisure	320	3.71%	120	5.53%	110	3.46%
Medical	110	1.27%	50	2.30%	30	0.94%
Pick up/ Drop off	730	8.46%	300	13.82%	870	27.36%
Return home	160	1.85%	280	12.90%	180	5.66%
Other	100	1.16%	10	0.46%	20	0.63%
Total:	8,630	100.00%	2,170	100.00%	3,180	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	200	5.60%	260	2.77%	40	1.10%
School	40	1.12%	40	0.43%	0	0.00%
Shopping	560	15.69%	330	3.51%	330	9.07%
Leisure	600	16.81%	450	4.79%	310	8.52%
Medical	30	0.84%	80	0.85%	0	0.00%
Pick up/ Drop off	390	10.92%	630	6.70%	190	5.22%
Return home	1,540	43.14%	7,570	80.53%	2,680	73.63%
Other	210	5.88%	40	0.43%	90	2.47%
Total:	3,570	100.00%	9,400	100.00%	3,640	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	74,140		23%
AM Peak Period	13,980	19%	23%
PM Peak Period	16,610	22%	22%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	21,810	75.94%	21,700	75.90%	10,280	60.94%
Auto Passenger	4,750	16.54%	4,620	16.16%	2,560	15.17%
Winnipeg Transit	1,450	5.05%	1,570	5.49%	570	3.38%
P & R / K & R	130	0.45%	80	0.28%	0	0.00%
Bicycle	30	0.10%	10	0.03%	270	1.60%
Walk	250	0.87%	370	1.29%	2,860	16.95%
Other	300	1.04%	240	0.84%	330	1.96%
Total:	28,720	100.00%	28,590	100.00%	16,870	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	6,550	75.99%	1,670	76.61%	1,590	50.16%
Auto Passenger	1,160	13.46%	280	12.84%	530	16.72%
Winnipeg Transit	670	7.77%	40	1.83%	200	6.31%
P & R / K & R	120	1.39%	0	0.00%	0	0.00%
Bicycle	0	0.00%	0	0.00%	50	1.58%
Walk	40	0.46%	110	5.05%	670	21.14%
Other	80	0.93%	80	3.67%	130	4.10%
Total:	8,620	100.00%	2,180	100.00%	3,170	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	2,430	68.26%	7,110	75.64%	1,960	53.70%
Auto Passenger	810	22.75%	1,270	13.51%	420	11.51%
Winnipeg Transit	170	4.78%	770	8.19%	180	4.93%
P & R / K & R	0	0.00%	40	0.43%	0	0.00%
Bicycle	0	0.00%	0	0.00%	60	1.64%
Walk	60	1.69%	70	0.74%	900	24.66%
Other	90	2.53%	140	1.49%	130	3.56%
Total:	3,560	100.00%	9,400	100.00%	3,650	100.00%

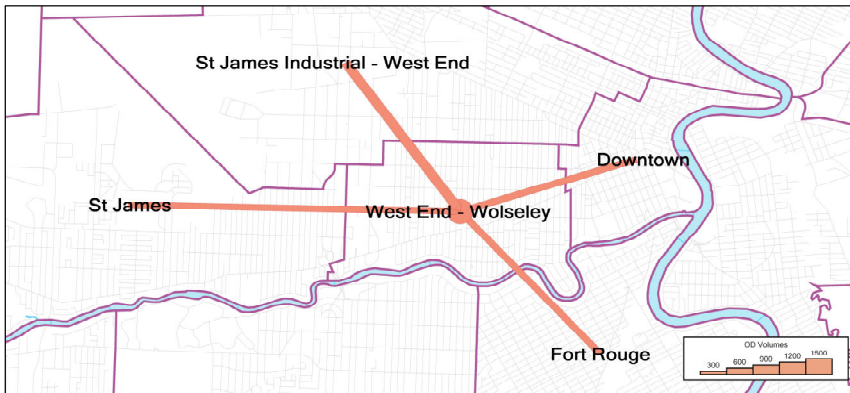
Number of Daily Trips Made by District Residents 67,040

Transit Modal Split	From District	To District	Within District
24 Hours	6%	6%	4%
AM Peak Period	9%	2%	9%
PM Peak Period	5%	9%	7%

District 15 - West End - Wolseley

Travel Patterns

Top five destinations of trips from District 15, AM Peak Period



Summary of Trips to District 15

AM Peak Period

District of Origin	Trips	% Total
1 Downtown	647	5%
2 Elmwood	511	4%
3 North Kildonan	427	3%
4 East Kildonan	154	1%
5 Transcona	214	2%
6 St Boniface	222	2%
7 Windsor Park - Southdale - Island Lakes	381	3%
8 St. Vital North	240	2%
9 St. Vital South	238	2%
10 Fort Garry North	495	4%
11 Fort Garry South	561	4%
12 Fort Rouge	628	5%
13 Tuxedo - River Heights	527	4%
14 Charleswood	559	4%
15 West End - Wolseley	2,461	19%
16 St James	646	5%
17 Assiniboia	587	5%
18 St James Industrial - West End	894	7%
19 Inkster	386	3%
20 North End	269	2%
21 West Kildonan	205	2%
22 Seven Oaks	441	3%
23 East St Paul and West Saint Paul	221	2%
24 East (near)	101	1%
25 Southwest (near)	76	1%
26 Northwest (near)	172	1%
27 North Northeast (near)	129	1%
28 East	88	1%
29 South	75	1%
30 West Southwest	33	0%
31 Northwest	106	1%
City Total	11,693	92%
External Total	1,001	8%
Total:	12,694	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	13,240	17.59%	14,390	19.20%	2,240	9.91%
School	2,920	3.88%	1,390	1.86%	850	3.76%
Shopping	8,130	10.80%	17,800	23.76%	4,910	21.72%
Leisure	8,200	10.90%	11,810	15.76%	3,750	16.59%
Medical	910	1.21%	1,240	1.65%	380	1.68%
Pick up/ Drop off	5,330	7.08%	4,590	6.13%	1,760	7.78%
Return home	34,760	46.19%	21,090	28.15%	7,840	34.67%
Other	1,760	2.34%	2,620	3.50%	880	3.89%
Total:	75,250	100.00%	74,930	100.00%	22,610	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	5,500	61.94%	6,570	64.29%	800	32.52%
School	1,690	19.03%	1,100	10.76%	690	28.05%
Shopping	20	0.23%	500	4.89%	90	3.66%
Leisure	150	1.69%	510	4.99%	140	5.69%
Medical	70	0.79%	120	1.17%	40	1.63%
Pick up/ Drop off	830	9.35%	730	7.14%	550	22.36%
Return home	570	6.42%	410	4.01%	70	2.85%
Other	50	0.56%	280	2.74%	80	3.25%
Total:	8,880	100.00%	10,220	100.00%	2,460	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	840	5.83%	880	6.41%	250	6.22%
School	80	0.55%	30	0.22%	0	0.00%
Shopping	1,380	9.57%	2,960	21.57%	780	19.40%
Leisure	1,090	7.56%	1,820	13.27%	560	13.93%
Medical	50	0.35%	50	0.36%	30	0.75%
Pick up/ Drop off	1,400	9.71%	1,010	7.36%	350	8.71%
Return home	9,460	65.60%	6,620	48.25%	1,950	48.51%
Other	120	0.83%	350	2.55%	100	2.49%
Total:	14,420	100.00%	13,720	100.00%	4,020	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	172,790		13%
AM Peak Period	21,560	12%	11%
PM Peak Period	32,160	19%	13%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	48,090	63.91%	48,220	64.36%	10,400	46.00%
Auto Passenger	12,860	17.09%	12,490	16.67%	2,530	11.19%
Winnipeg Transit	8,170	10.86%	7,950	10.61%	1,200	5.31%
P & R / K & R	70	0.09%	90	0.12%	0	0.00%
Bicycle	1,010	1.34%	930	1.24%	930	4.11%
Walk	4,130	5.49%	4,250	5.67%	7,390	32.68%
Other	920	1.22%	990	1.32%	160	0.71%
Total:	75,250	100.00%	74,920	100.00%	22,610	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	4,940	55.63%	7,380	72.21%	1,060	43.09%
Auto Passenger	970	10.92%	1,040	10.18%	310	12.60%
Winnipeg Transit	1,460	16.44%	1,310	12.82%	100	4.07%
P & R / K & R	40	0.45%	10	0.10%	0	0.00%
Bicycle	260	2.93%	60	0.59%	0	0.00%
Walk	900	10.14%	280	2.74%	930	37.80%
Other	310	3.49%	140	1.37%	60	2.44%
Total:	8,880	100.00%	10,220	100.00%	2,460	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	10,250	71.03%	8,420	61.37%	1,870	46.40%
Auto Passenger	2,060	14.28%	2,040	14.87%	240	5.96%
Winnipeg Transit	1,550	10.74%	1,750	12.76%	290	7.20%
P & R / K & R	0	0.00%	40	0.29%	0	0.00%
Bicycle	150	1.04%	300	2.19%	90	2.23%
Walk	360	2.49%	1,050	7.65%	1,540	38.21%
Other	60	0.42%	120	0.87%	0	0.00%
Total:	14,430	100.00%	13,720	100.00%	4,030	100.00%

Number of Daily Trips Made by District Residents 74,290

Transit Modal Split	From District	To District	Within District
24 Hours	12%	12%	8%
AM Peak Period	20%	14%	7%
PM Peak Period	11%	15%	12%

District 16 - St James

Demographic Characteristics

Population	26,890	Population age 11+	24,040
Households	12,660	Number of Vehicles	17,250
Actively Travelled	19,880	Area (km ²)	16.7

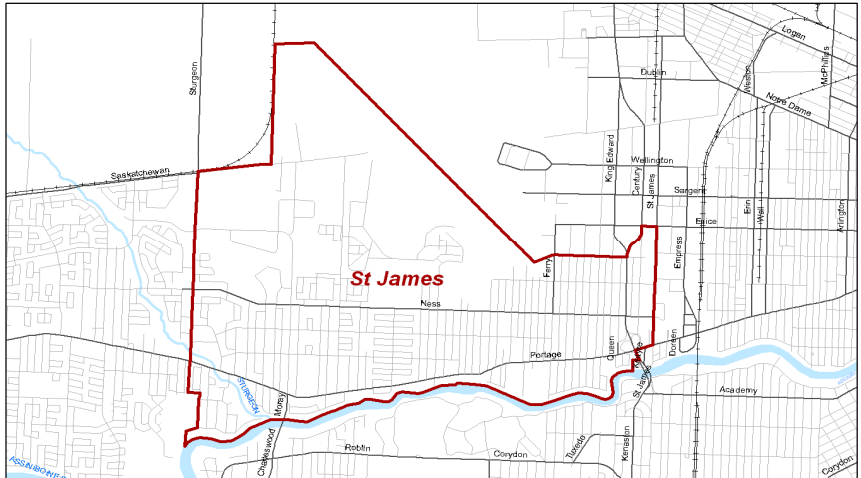
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,430	4,720	11,150	46%
Part Time Employed	430	1,490	1,920	8%
Student	1,610	1,650	3,260	14%
Retiree	2,410	3,560	5,970	25%
Homemaker	90	820	910	4%
Other	430	370	800	3%
Total:	11,400	12,610	24,010	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	9,540	9,810	19,350

Selected Indicators

Daily Trips per Person (age 11+)	2.86
Vehicles per Person	0.64
Number of Persons per Household	2.12
Daily Trips per Household	5.44
Vehicle per Household	1.36
Average Household Income	\$ 56,000

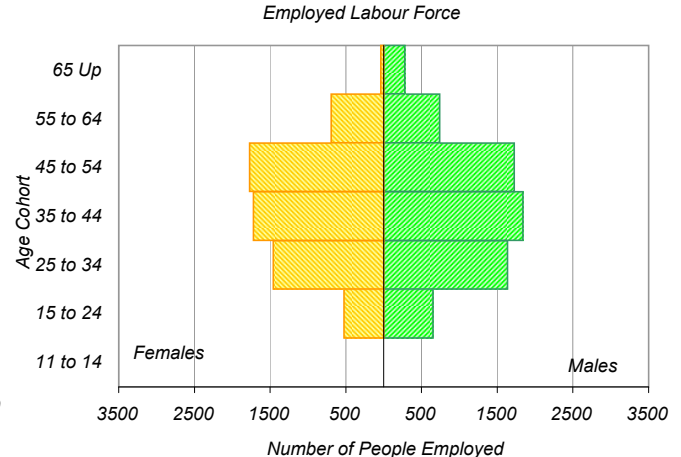
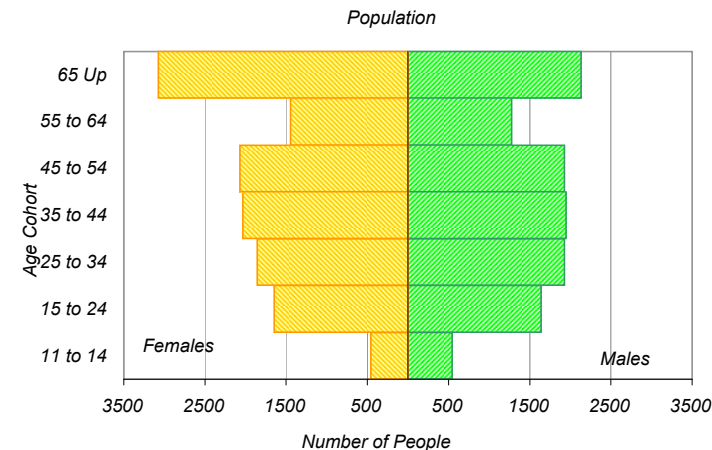
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	4,780	38%
2 persons	4,410	35%
3 persons	1,580	12%
4 persons	1,280	10%
5 + persons	620	5%
Total:	12,670	100%

Households by Vehicle Availability		
0 vehicle	630	5%
1 vehicle	6,090	53%
2 vehicles	3,600	31%
3 vehicles	900	8%
4+ vehicles	300	3%
Total:	11,520	100%

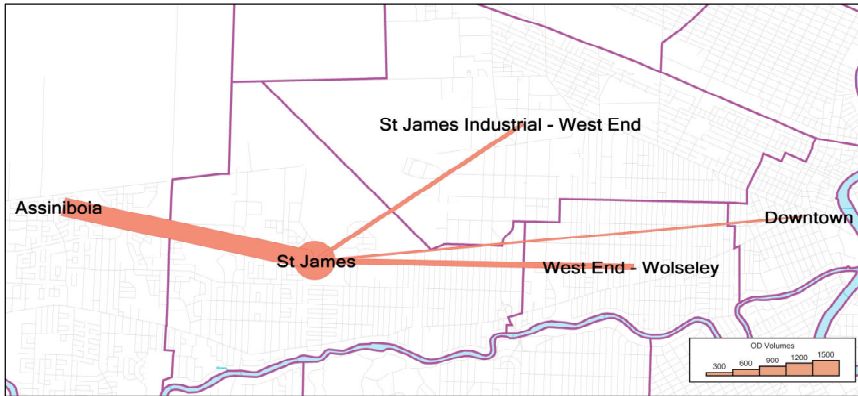
Households by Dwelling Type		
Single-detached	7,870	62%
Semi-detached	90	1%
Townhouse	170	1%
Apartment	4,500	36%
Other	30	0%
Total:	12,660	100%



District 16 - St James

Travel Patterns

Top five destinations of trips from District 16, AM Peak Period



Summary of Trips from District 16

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,768	14%
2 Elmwood	161	1%
3 North Kildonan	15	0%
4 East Kildonan	110	1%
5 Transcona	101	1%
6 St Boniface	225	2%
7 Windsor Park - Southdale - Island Lakes	45	0%
8 St. Vital North	82	1%
9 St. Vital South	98	1%
10 Fort Garry North	417	3%
11 Fort Garry South	315	3%
12 Fort Rouge	279	2%
13 Tuxedo - River Heights	248	2%
14 Charleswood	223	2%
15 West End - Wolseley	646	5%
16 St James	3,755	31%
17 Assiniboia	1,314	11%
18 St James Industrial - West End	1,655	13%
19 Inkster	343	3%
20 North End	106	1%
21 West Kildonan	43	0%
22 Seven Oaks	39	0%
23 East St Paul and West Saint Paul	43	0%
24 East (near)	20	0%
25 Southwest (near)	20	0%
26 Northwest (near)	93	1%
27 North Northeast (near)	0	0%
28 East	28	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	78	1%
City Total	11,988	98%
External Total	282	2%
Total:	12,270	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,890	21.75%	13,160	26.23%	2,150	10.36%
School	1,100	2.20%	1,460	2.91%	1,750	8.43%
Shopping	6,930	13.84%	4,020	8.01%	1,870	9.01%
Leisure	6,670	13.32%	7,150	14.25%	3,300	15.90%
Medical	670	1.34%	1,050	2.09%	370	1.78%
Pick up/ Drop off	3,200	6.39%	3,360	6.70%	2,130	10.27%
Return home	19,280	38.51%	18,570	37.01%	8,590	41.40%
Other	1,330	2.66%	1,400	2.79%	590	2.84%
Total:	50,070	100.00%	50,170	100.00%	20,750	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	5,640	66.12%	5,650	64.79%	860	22.81%
School	760	8.91%	1,230	14.11%	1,500	39.79%
Shopping	230	2.70%	90	1.03%	30	0.80%
Leisure	590	6.92%	400	4.59%	290	7.69%
Medical	70	0.82%	130	1.49%	0	0.00%
Pick up/ Drop off	620	7.27%	820	9.40%	790	20.95%
Return home	440	5.16%	280	3.21%	260	6.90%
Other	180	2.11%	120	1.38%	40	1.06%
Total:	8,530	100.00%	8,720	100.00%	3,770	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	530	4.69%	450	4.76%	130	3.12%
School	50	0.44%	0	0.00%	0	0.00%
Shopping	1,140	10.09%	820	8.67%	350	8.39%
Leisure	1,300	11.50%	1,160	12.26%	500	11.99%
Medical	0	0.00%	130	1.37%	20	0.48%
Pick up/ Drop off	780	6.90%	890	9.41%	390	9.35%
Return home	7,260	64.25%	5,860	61.95%	2,750	65.95%
Other	240	2.12%	150	1.59%	30	0.72%
Total:	11,300	100.00%	9,460	100.00%	4,170	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	120,990		17%
AM Peak Period	21,020	17%	18%
PM Peak Period	24,930	21%	17%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	37,010	73.92%	37,450	74.66%	13,010	62.67%
Auto Passenger	7,380	14.74%	7,230	14.41%	3,530	17.00%
Winnipeg Transit	3,710	7.41%	3,590	7.16%	450	2.17%
P & R / K & R	10	0.02%	60	0.12%	0	0.00%
Bicycle	220	0.44%	230	0.46%	90	0.43%
Walk	1,210	2.42%	1,020	2.03%	3,400	16.38%
Other	530	1.06%	580	1.16%	280	1.35%
Total:	50,070	100.00%	50,160	100.00%	20,760	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	6,140	72.15%	6,660	76.46%	2,010	53.60%
Auto Passenger	960	11.28%	1,180	13.55%	910	24.27%
Winnipeg Transit	1,050	12.34%	460	5.28%	120	3.20%
P & R / K & R	0	0.00%	60	0.69%	0	0.00%
Bicycle	90	1.06%	40	0.46%	0	0.00%
Walk	150	1.76%	140	1.61%	620	16.53%
Other	120	1.41%	170	1.95%	90	2.40%
Total:	8,510	100.00%	8,710	100.00%	3,750	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	8,580	75.93%	7,020	74.13%	2,420	58.03%
Auto Passenger	1,580	13.98%	1,100	11.62%	740	17.75%
Winnipeg Transit	700	6.19%	950	10.03%	110	2.64%
P & R / K & R	0	0.00%	0	0.00%	0	0.00%
Bicycle	50	0.44%	70	0.74%	0	0.00%
Walk	220	1.95%	200	2.11%	770	18.47%
Other	170	1.50%	130	1.37%	130	3.12%
Total:	11,300	100.00%	9,470	100.00%	4,170	100.00%

Number of Daily Trips Made by District Residents 68,810

Transit Modal Split	From District	To District	Within District
24 Hours	8%	8%	3%
AM Peak Period	13%	6%	4%
PM Peak Period	6%	10%	3%

District 17 - Assiniboia

Demographic Characteristics

Population	31,260	Population age 11+	28,030
Households	13,430	Number of Vehicles	20,060
Actively Travelled	23,040	Area (km ²)	30.1

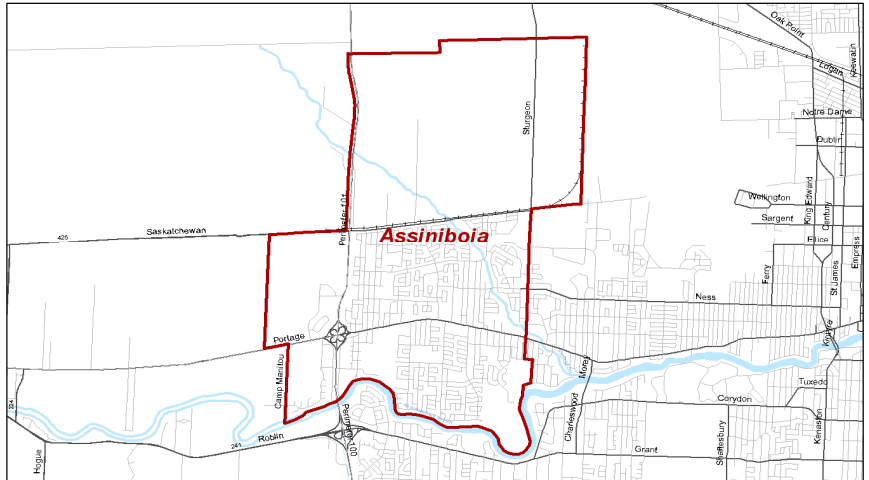
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,960	5,460	12,420	45%
Part Time Employed	540	1,480	2,020	7%
Student	2,150	1,990	4,140	15%
Retiree	3,120	4,500	7,620	28%
Homemaker	30	1,080	1,110	4%
Other	30	300	330	1%
Total:	12,830	14,810	27,640	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	11,140	11,700	22,840

Selected Indicators

Daily Trips per Person (age 11+)	2.87
Vehicles per Person	0.64
Number of Persons per Household	2.33
Daily Trips per Household	5.99
Vehicle per Household	1.49
Average Household Income	\$ 60,000

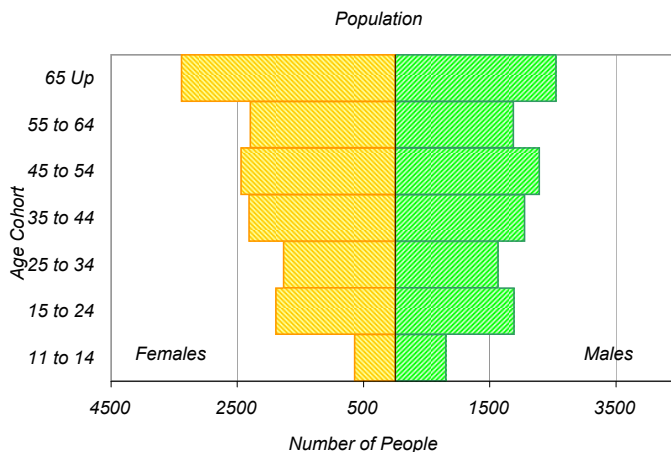
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	3,790	28%
2 persons	5,010	37%
3 persons	2,000	15%
4 persons	1,760	13%
5 + persons	840	6%
Total:	13,400	100%

Households by Vehicle Availability		
0 vehicle	380	3%
1 vehicle	5,700	46%
2 vehicles	4,800	39%
3 vehicles	1,000	8%
4+ vehicles	440	4%
Total:	12,320	100%

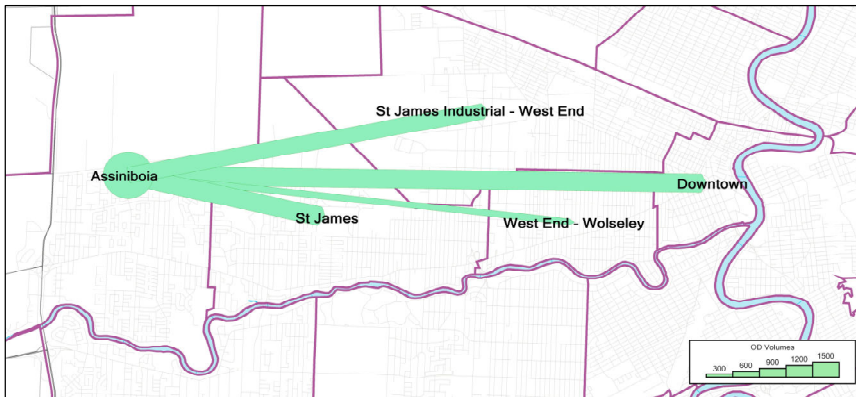
Households by Dwelling Type		
Single-detached	7,430	55%
Semi-detached	780	6%
Townhouse	460	3%
Apartment	4,670	35%
Other	100	1%
Total:	13,440	100%



District 17 - Assiniboia

Travel Patterns

Top five destinations of trips from District 17, AM Peak Period



Summary of Trips from District 17

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,835	14%
2 Elmwood	0	0%
3 North Kildonan	9	0%
4 East Kildonan	41	0%
5 Transcona	42	0%
6 St Boniface	198	2%
7 Windsor Park - Southdale - Island Lakes	60	0%
8 St. Vital North	63	0%
9 St. Vital South	24	0%
10 Fort Garry North	397	3%
11 Fort Garry South	294	2%
12 Fort Rouge	157	1%
13 Tuxedo - River Heights	129	1%
14 Charleswood	106	1%
15 West End - Wolseley	587	5%
16 St James	1,810	14%
17 Assiniboia	4,566	36%
18 St James Industrial - West End	1,554	12%
19 Inkster	249	2%
20 North End	17	0%
21 West Kildonan	69	1%
22 Seven Oaks	146	1%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	17	0%
25 Southwest (near)	64	1%
26 Northwest (near)	256	2%
27 North Northeast (near)	53	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	12,353	97%
External Total	390	3%
Total:	12,743	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	10,580 26.71%	4,520 11.43%	1,690 5.46%
School	1,480 3.74%	590 1.49%	1,820 5.88%
Shopping	3,610 9.11%	5,870 14.84%	6,100 19.70%
Leisure	5,720 14.44%	5,480 13.86%	3,950 12.76%
Medical	1,200 3.03%	330 0.83%	290 0.94%
Pick up/ Drop off	3,010 7.60%	2,940 7.43%	2,730 8.82%
Return home	12,700 32.06%	18,780 47.48%	13,250 42.80%
Other	1,310 3.31%	1,040 2.63%	1,130 3.65%
Total:	39,610 100.00%	39,550 100.00%	30,960 100.00%

AM Peak Period	From District	To District	Within District
Work or related	5,230 63.94%	2,280 49.57%	620 13.60%
School	980 11.98%	530 11.52%	1,570 34.43%
Shopping	170 2.08%	150 3.26%	210 4.61%
Leisure	400 4.89%	330 7.17%	210 4.61%
Medical	380 4.65%	10 0.22%	0 0.00%
Pick up/ Drop off	680 8.31%	620 13.48%	1,100 24.12%
Return home	200 2.44%	550 11.96%	630 13.82%
Other	140 1.71%	130 2.83%	220 4.82%
Total:	8,180 100.00%	4,600 100.00%	4,560 100.00%

PM Peak Period	From District	To District	Within District
Work or related	310 5.07%	250 2.28%	180 3.28%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	530 8.67%	1,110 10.14%	880 16.06%
Leisure	680 11.13%	1,190 10.87%	730 13.32%
Medical	70 1.15%	20 0.18%	70 1.28%
Pick up/ Drop off	590 9.66%	980 8.95%	300 5.47%
Return home	3,840 62.85%	7,130 65.11%	3,190 58.21%
Other	90 1.47%	270 2.47%	130 2.37%
Total:	6,110 100.00%	10,950 100.00%	5,480 100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	110,120		28%
AM Peak Period	17,340	16%	26%
PM Peak Period	22,540	20%	24%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	29,700 74.96%	29,470 74.51%	19,830 64.07%
Auto Passenger	6,090 15.37%	5,970 15.09%	5,280 17.06%
Winnipeg Transit	2,680 6.76%	2,870 7.26%	460 1.49%
P & R / K & R	90 0.23%	70 0.18%	0 0.00%
Bicycle	30 0.08%	30 0.08%	130 0.42%
Walk	620 1.56%	710 1.80%	4,940 15.96%
Other	410 1.03%	430 1.09%	310 1.00%
Total:	39,620 100.00%	39,550 100.00%	30,950 100.00%

AM Peak Period	From District	To District	Within District
Auto Driver	6,040 73.75%	3,550 77.34%	2,320 50.88%
Auto Passenger	1,020 12.45%	440 9.59%	880 19.30%
Winnipeg Transit	910 11.11%	230 5.01%	120 2.63%
P & R / K & R	80 0.98%	0 0.00%	0 0.00%
Bicycle	30 0.37%	0 0.00%	40 0.88%
Walk	70 0.85%	110 2.40%	1,050 23.03%
Other	40 0.49%	260 5.66%	150 3.29%
Total:	8,190 100.00%	4,590 100.00%	4,560 100.00%

PM Peak Period	From District	To District	Within District
Auto Driver	4,600 75.41%	8,250 75.34%	2,960 54.01%
Auto Passenger	930 15.25%	1,550 14.16%	1,080 19.71%
Winnipeg Transit	240 3.93%	1,020 9.32%	170 3.10%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	30 0.27%	70 1.28%
Walk	100 1.64%	80 0.73%	1,140 20.80%
Other	230 3.77%	20 0.18%	60 1.09%
Total:	6,100 100.00%	10,950 100.00%	5,480 100.00%

Number of Daily Trips Made by District Residents 80,400

Transit Modal Split	From District	To District	Within District
24 Hours	7%	8%	2%
AM Peak Period	12%	5%	4%
PM Peak Period	4%	9%	4%

District 18 - St James Industrial - West End

Demographic Characteristics

Population	24,340	Population age 11+	20,590
Households	9,650	Number of Vehicles	10,300
Actively Travelled	16,070	Area (km ²)	19.9

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	5,600	3,770	9,370	47%
Part Time Employed	400	910	1,310	7%
Student	1,590	2,230	3,820	19%
Retiree	1,560	1,830	3,390	17%
Homemaker	40	1,110	1,150	6%
Other	10	690	700	4%
Total:	9,200	10,540	19,740	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	7,360	5,660	13,020

Selected Indicators

Daily Trips per Person (age 11+)	2.47
Vehicles per Person	0.42
Number of Persons per Household	2.52
Daily Trips per Household	5.26
Vehicle per Household	1.07
Average Household Income	\$ 41,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

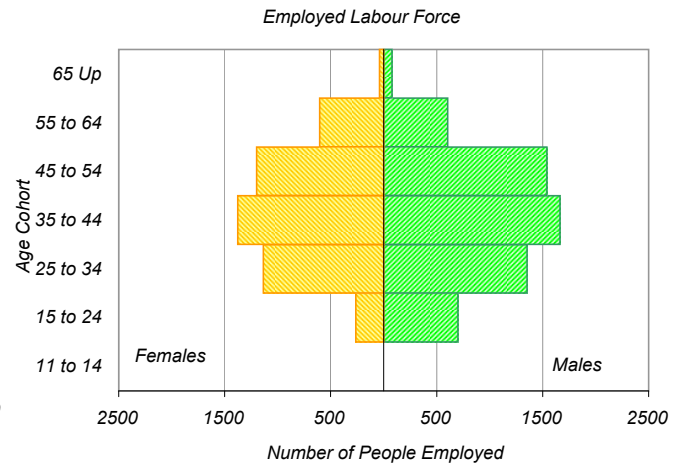
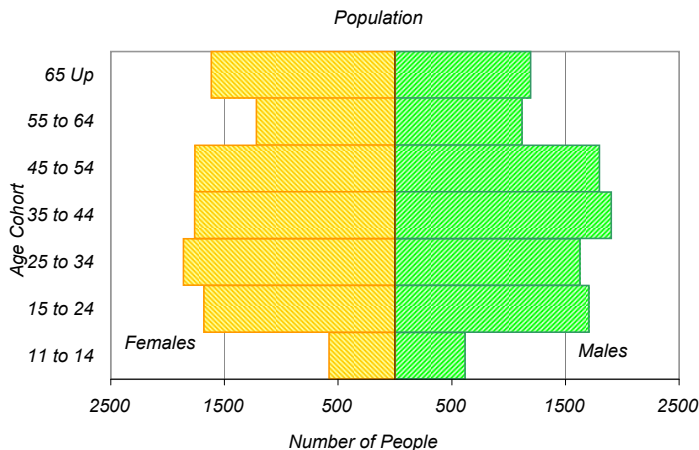
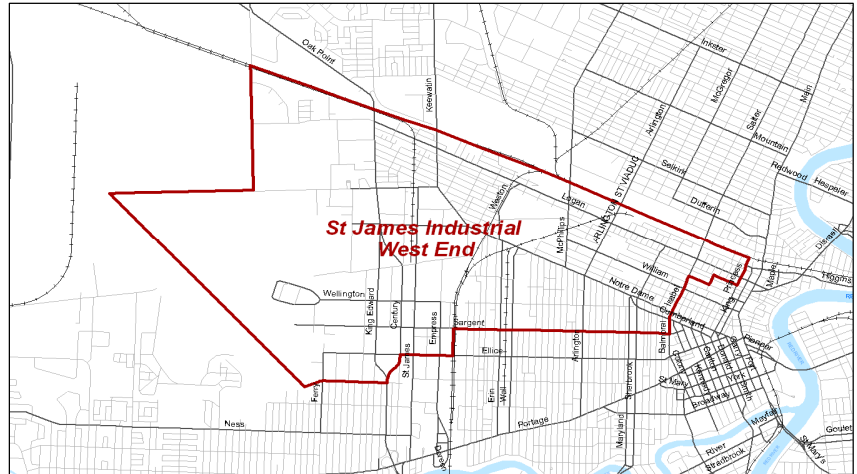
1 person	3,250	34%
2 persons	2,540	26%
3 persons	1,420	15%
4 persons	1,240	13%
5 + persons	1,170	12%
Total:	9,620	100%

Households by Vehicle Availability

0 vehicle	430	6%
1 vehicle	4,580	61%
2 vehicles	2,050	27%
3 vehicles	320	4%
4+ vehicles	160	2%
Total:	7,540	100%

Households by Dwelling Type

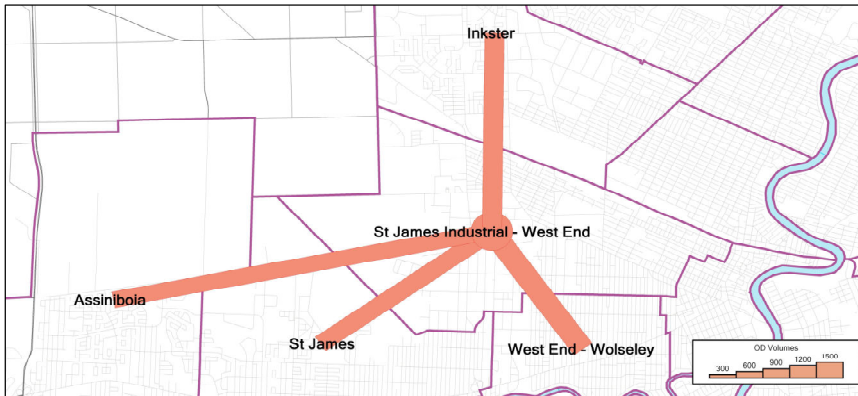
Single-detached	6,170	64%
Semi-detached	270	3%
Townhouse	80	1%
Apartment	3,100	32%
Other	30	0%
Total:	9,650	100%



District 18 - St James Industrial - West End

Travel Patterns

Top five destinations of trips from District 18, AM Peak Period



Summary of Trips to District 18

AM Peak Period

District of Origin	Trips	% Total
1 Downtown	888	3%
2 Elmwood	535	2%
3 North Kildonan	903	3%
4 East Kildonan	633	2%
5 Transcona	719	2%
6 St Boniface	848	3%
7 Windsor Park - Southdale - Island Lakes	1,053	4%
8 St. Vital North	499	2%
9 St. Vital South	612	2%
10 Fort Garry North	1,298	4%
11 Fort Garry South	1,080	4%
12 Fort Rouge	1,466	5%
13 Tuxedo - River Heights	1,008	3%
14 Charleswood	927	3%
15 West End - Wolseley	2,010	7%
16 St James	1,655	6%
17 Assiniboia	1,554	5%
18 St James Industrial - West End	3,796	13%
19 Inkster	1,751	6%
20 North End	1,092	4%
21 West Kildonan	1,132	4%
22 Seven Oaks	1,534	5%
23 East St Paul and West Saint Paul	429	1%
24 East (near)	329	1%
25 Southwest (near)	181	1%
26 Northwest (near)	372	1%
27 North Northeast (near)	542	2%
28 East	223	1%
29 South	135	0%
30 West Southwest	72	0%
31 Northwest	171	1%
City Total	26,993	92%
External Total	2,454	8%
Total:	29,447	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,040	11.50%	36,110	41.52%	3,970	17.47%
School	2,100	2.41%	5,620	6.46%	1,800	7.92%
Shopping	9,220	10.56%	10,280	11.82%	3,850	16.95%
Leisure	8,210	9.41%	7,840	9.01%	1,950	8.58%
Medical	940	1.08%	3,860	4.44%	220	0.97%
Pick up/ Drop off	4,770	5.47%	7,680	8.83%	2,010	8.85%
Return home	49,750	57.01%	12,480	14.35%	7,810	34.38%
Other	2,240	2.57%	3,110	3.58%	1,110	4.89%
Total:	87,270	100.00%	86,980	100.00%	22,720	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	2,950	46.83%	18,040	70.33%	1,430	37.73%
School	1,390	22.06%	4,130	16.10%	1,290	34.04%
Shopping	110	1.75%	220	0.86%	20	0.53%
Leisure	150	2.38%	640	2.50%	170	4.49%
Medical	20	0.32%	660	2.57%	20	0.53%
Pick up/ Drop off	440	6.98%	1,130	4.41%	490	12.93%
Return home	1,110	17.62%	320	1.25%	130	3.43%
Other	130	2.06%	510	1.99%	240	6.33%
Total:	6,300	100.00%	25,650	100.00%	3,790	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	1,060	3.76%	1,170	11.76%	230	4.46%
School	100	0.35%	130	1.31%	0	0.00%
Shopping	2,550	9.04%	1,440	14.47%	720	13.95%
Leisure	1,850	6.56%	1,080	10.85%	150	2.91%
Medical	190	0.67%	300	3.02%	20	0.39%
Pick up/ Drop off	1,600	5.67%	1,500	15.08%	570	11.05%
Return home	20,310	71.97%	3,790	38.09%	3,250	62.98%
Other	560	1.98%	540	5.43%	220	4.26%
Total:	28,220	100.00%	9,950	100.00%	5,160	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	196,970		12%
AM Peak Period	35,740	18%	11%
PM Peak Period	43,330	22%	12%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	61,620	70.61%	62,060	71.36%	11,740	51.67%
Auto Passenger	13,910	15.94%	13,140	15.11%	4,090	18.00%
Winnipeg Transit	7,290	8.35%	7,710	8.87%	1,660	7.31%
P & R / K & R	90	0.10%	60	0.07%	0	0.00%
Bicycle	600	0.69%	580	0.67%	130	0.57%
Walk	2,320	2.66%	2,210	2.54%	4,780	21.04%
Other	1,440	1.65%	1,210	1.39%	320	1.41%
Total:	87,270	100.00%	86,970	100.00%	22,720	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	3,940	62.64%	19,290	75.20%	1,550	40.79%
Auto Passenger	860	13.67%	2,170	8.46%	590	15.53%
Winnipeg Transit	930	14.79%	2,980	11.62%	490	12.89%
P & R / K & R	0	0.00%	40	0.16%	0	0.00%
Bicycle	100	1.59%	320	1.25%	10	0.26%
Walk	280	4.45%	560	2.18%	1,070	28.16%
Other	180	2.86%	290	1.13%	90	2.37%
Total:	6,290	100.00%	25,650	100.00%	3,800	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	20,710	73.41%	6,270	62.89%	2,500	48.36%
Auto Passenger	3,020	10.71%	1,970	19.76%	980	18.96%
Winnipeg Transit	3,220	11.41%	940	9.43%	630	12.19%
P & R / K & R	20	0.07%	10	0.10%	0	0.00%
Bicycle	270	0.96%	70	0.70%	20	0.39%
Walk	620	2.20%	400	4.01%	1,000	19.34%
Other	350	1.24%	310	3.11%	40	0.77%
Total:	28,210	100.00%	9,970	100.00%	5,170	100.00%

Number of Daily Trips Made by District Residents 50,780

Transit Modal Split	From District	To District	Within District
24 Hours	9%	9%	9%
AM Peak Period	16%	12%	19%
PM Peak Period	12%	10%	15%

District 19 - Inkster

Demographic Characteristics

Population	28,170	Population age 11+	23,900
Households	9,420	Number of Vehicles	15,590
Actively Travelled	19,100	Area (km ²)	21.8

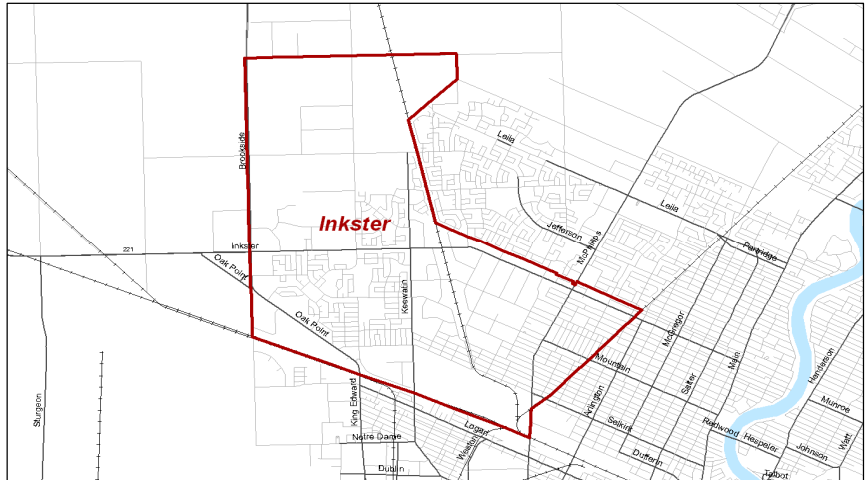
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,660	5,740	12,400	53%
Part Time Employed	450	1,060	1,510	6%
Student	2,300	2,240	4,540	19%
Retiree	1,450	2,040	3,490	15%
Homemaker	60	910	970	4%
Other	40	490	530	2%
Total:	10,960	12,480	23,440	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	9,430	8,630	18,060

Selected Indicators

Daily Trips per Person (age 11+)	2.48
Vehicles per Person	0.55
Number of Persons per Household	2.99
Daily Trips per Household	6.29
Vehicle per Household	1.65
Average Household Income	\$ 57,000

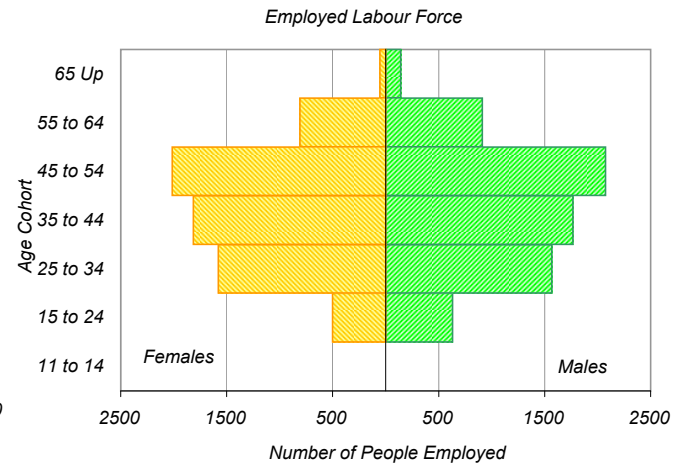
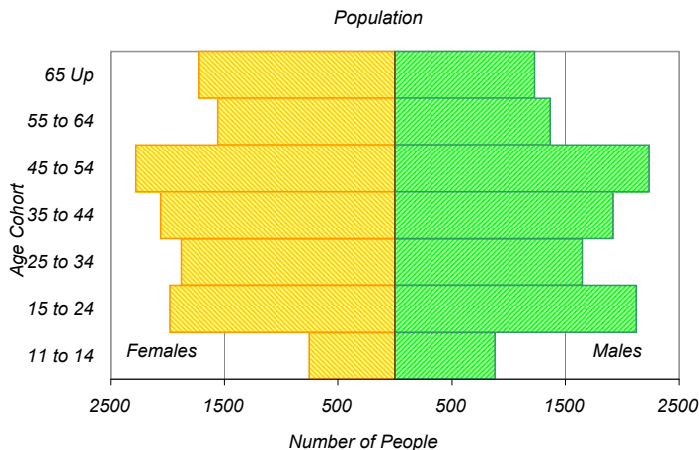
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	1,820	19%
2 persons	2,440	26%
3 persons	1,780	19%
4 persons	1,800	19%
5 + persons	1,580	17%
Total:	9,420	100%

Households by Vehicle Availability		
0 vehicle	210	2%
1 vehicle	3,690	42%
2 vehicles	3,550	40%
3 vehicles	990	11%
4+ vehicles	410	5%
Total:	8,850	100%

Households by Dwelling Type		
Single-detached	7,590	81%
Semi-detached	560	6%
Townhouse	670	7%
Apartment	570	6%
Other	30	0%
Total:	9,420	100%



District 19 - Inkster

Travel Patterns

Top five destinations of trips from District 19, AM Peak Period



Summary of Trips to District 19

AM Peak Period

District of Origin	Trips	% Total
1 Downtown	253	2%
2 Elmwood	369	3%
3 North Kildonan	182	2%
4 East Kildonan	292	3%
5 Transcona	159	1%
6 St Boniface	295	3%
7 Windsor Park - Southdale - Island Lakes	235	2%
8 St. Vital North	90	1%
9 St. Vital South	104	1%
10 Fort Garry North	102	1%
11 Fort Garry South	86	1%
12 Fort Rouge	241	2%
13 Tuxedo - River Heights	230	2%
14 Charleswood	294	3%
15 West End - Wolseley	362	3%
16 St James	343	3%
17 Assiniboia	249	2%
18 St James Industrial - West End	618	5%
19 Inkster	4,146	36%
20 North End	614	5%
21 West Kildonan	502	4%
22 Seven Oaks	1,058	9%
23 East St Paul and West Saint Paul	132	1%
24 East (near)	23	0%
25 Southwest (near)	47	0%
26 Northwest (near)	210	2%
27 North Northeast (near)	373	3%
28 East	0	0%
29 South	39	0%
30 West Southwest	0	0%
31 Northwest	25	0%
City Total	10,824	93%
External Total	849	7%
Total:	11,673	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	10,280 24.37%	13,800 32.56%	2,380 14.08%
School	1,630 3.86%	610 1.44%	2,280 13.49%
Shopping	4,820 11.43%	2,540 5.99%	1,170 6.92%
Leisure	4,620 10.95%	4,270 10.08%	1,470 8.70%
Medical	890 2.11%	150 0.35%	40 0.24%
Pick up/ Drop off	2,990 7.09%	3,030 7.15%	2,060 12.19%
Return home	15,890 37.67%	17,040 40.21%	6,840 40.47%
Other	1,060 2.51%	940 2.22%	660 3.91%
Total:	42,180 100.00%	42,380 100.00%	16,900 100.00%

AM Peak Period	From District	To District	Within District
Work or related	4,770 65.70%	5,870 77.95%	810 19.57%
School	1,090 15.01%	470 6.24%	2,110 50.97%
Shopping	170 2.34%	70 0.93%	30 0.72%
Leisure	230 3.17%	170 2.26%	130 3.14%
Medical	70 0.96%	0 0.00%	0 0.00%
Pick up/ Drop off	560 7.71%	530 7.04%	900 21.74%
Return home	300 4.13%	280 3.72%	160 3.86%
Other	70 0.96%	140 1.86%	0 0.00%
Total:	7,260 100.00%	7,530 100.00%	4,140 100.00%

PM Peak Period	From District	To District	Within District
Work or related	290 3.02%	570 7.21%	230 4.88%
School	40 0.42%	0 0.00%	0 0.00%
Shopping	780 8.12%	420 5.31%	350 7.43%
Leisure	840 8.74%	580 7.33%	210 4.46%
Medical	200 2.08%	60 0.76%	30 0.64%
Pick up/ Drop off	880 9.16%	840 10.62%	500 10.62%
Return home	6,340 65.97%	5,280 66.75%	3,160 67.09%
Other	240 2.50%	160 2.02%	230 4.88%
Total:	9,610 100.00%	7,910 100.00%	4,710 100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	101,460		17%
AM Peak Period	18,930	19%	22%
PM Peak Period	22,230	22%	21%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	31,650 75.05%	31,650 74.68%	9,050 53.52%
Auto Passenger	6,430 15.25%	6,650 15.69%	3,250 19.22%
Winnipeg Transit	2,600 6.17%	2,890 6.82%	1,250 7.39%
P & R / K & R	20 0.05%	10 0.02%	20 0.12%
Bicycle	110 0.26%	110 0.26%	120 0.71%
Walk	1,010 2.40%	690 1.63%	2,840 16.79%
Other	350 0.83%	380 0.90%	380 2.25%
Total:	42,170 100.00%	42,380 100.00%	16,910 100.00%

AM Peak Period	From District	To District	Within District
Auto Driver	5,110 70.39%	6,410 85.13%	1,680 40.48%
Auto Passenger	780 10.74%	610 8.10%	1,090 26.27%
Winnipeg Transit	1,150 15.84%	200 2.66%	500 12.05%
P & R / K & R	20 0.28%	0 0.00%	0 0.00%
Bicycle	0 0.00%	80 1.06%	10 0.24%
Walk	130 1.79%	120 1.59%	690 16.63%
Other	70 0.96%	110 1.46%	180 4.34%
Total:	7,260 100.00%	7,530 100.00%	4,150 100.00%

PM Peak Period	From District	To District	Within District
Auto Driver	7,610 79.27%	5,610 70.74%	2,140 45.44%
Auto Passenger	1,340 13.96%	1,200 15.13%	1,020 21.66%
Winnipeg Transit	230 2.40%	1,010 12.74%	570 12.10%
P & R / K & R	0 0.00%	0 0.00%	20 0.42%
Bicycle	60 0.63%	0 0.00%	20 0.42%
Walk	340 3.54%	70 0.88%	860 18.26%
Other	20 0.21%	40 0.50%	80 1.70%
Total:	9,600 100.00%	7,930 100.00%	4,710 100.00%

Number of Daily Trips Made by District Residents 59,280

Transit Modal Split	From District	To District	Within District
24 Hours	6%	7%	9%
AM Peak Period	17%	3%	15%
PM Peak Period	3%	13%	16%

District 20 - North End

Demographic Characteristics

Population	24,800	Population age 11+	20,580
Households	10,180	Number of Vehicles	10,360
Actively Travelled	16,330	Area (km ²)	6.9

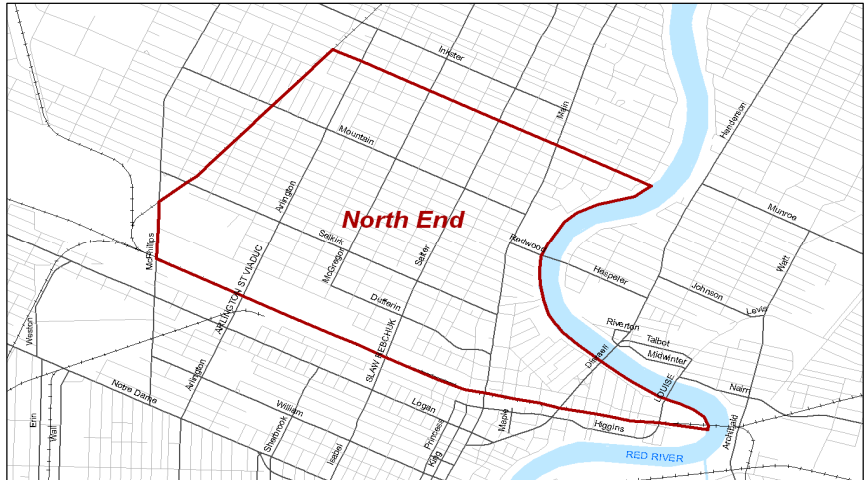
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	4,710	3,820	8,530	43%
Part Time Employed	430	1,040	1,470	7%
Student	2,080	1,930	4,010	20%
Retiree	1,720	2,190	3,910	20%
Homemaker	50	1,100	1,150	6%
Other	30	800	830	4%
Total:	9,020	10,880	19,900	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	6,600	5,960	12,560

Selected Indicators

Daily Trips per Person (age 11+)	2.66
Vehicles per Person	0.42
Number of Persons per Household	2.44
Daily Trips per Household	5.38
Vehicle per Household	1.02
Average Household Income	\$ 36,000

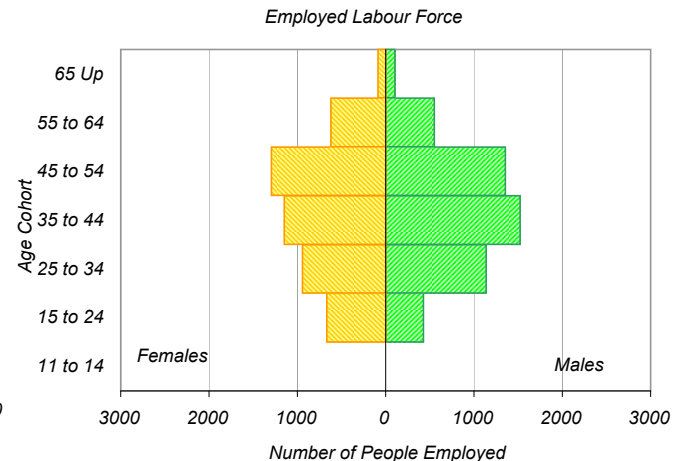
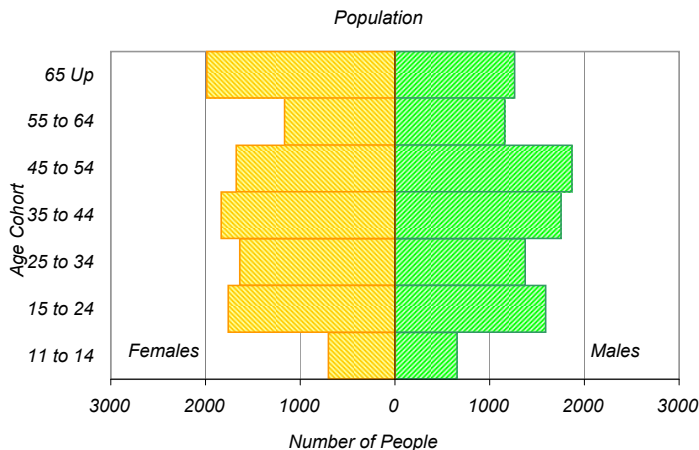
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	3,770	37%
2 persons	2,570	25%
3 persons	1,480	15%
4 persons	1,140	11%
5 + persons	1,210	12%
Total:	10,170	100%

Households by Vehicle Availability		
0 vehicle	920	11%
1 vehicle	4,900	59%
2 vehicles	1,940	23%
3 vehicles	460	6%
4+ vehicles	40	0%
Total:	8,260	100%

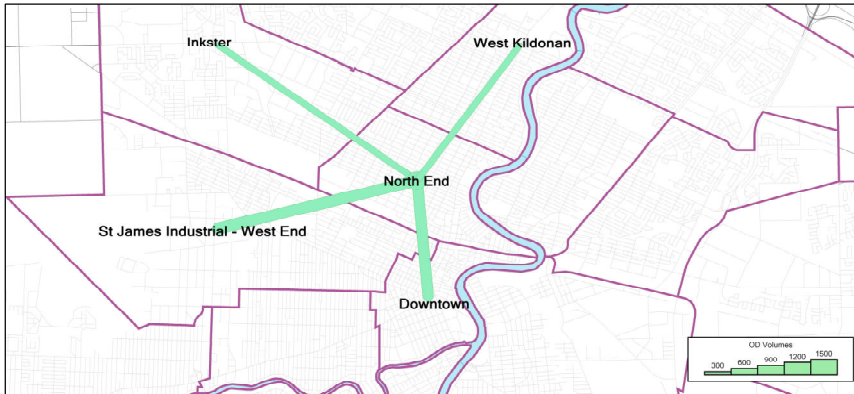
Households by Dwelling Type		
Single-detached	6,190	61%
Semi-detached	490	5%
Townhouse	340	3%
Apartment	3,160	31%
Other	10	0%
Total:	10,190	100%



District 20 - North End

Travel Patterns

Top five destinations of trips from District 20, AM Peak Period



Summary of Trips from District 20

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	988	13%
2 Elmwood	179	2%
3 North Kildonan	52	1%
4 East Kildonan	164	2%
5 Transcona	193	3%
6 St Boniface	295	4%
7 Windsor Park - Southdale - Island Lakes	0	0%
8 St. Vital North	15	0%
9 St. Vital South	0	0%
10 Fort Garry North	226	3%
11 Fort Garry South	111	1%
12 Fort Rouge	228	3%
13 Tuxedo - River Heights	112	1%
14 Charleswood	23	0%
15 West End - Wolseley	269	4%
16 St James	71	1%
17 Assiniboia	62	1%
18 St James Industrial - West End	1,092	14%
19 Inkster	614	8%
20 North End	1,767	23%
21 West Kildonan	602	8%
22 Seven Oaks	490	6%
23 East St Paul and West Saint Paul	22	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	35	0%
27 North Northeast (near)	44	1%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	7,553	99%
External Total	101	1%
Total:	7,654	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	7,540	24.35%	5,480	17.85%	1,100	10.21%
School	2,300	7.43%	1,270	4.14%	1,140	10.58%
Shopping	4,460	14.41%	1,590	5.18%	1,480	13.74%
Leisure	3,530	11.40%	2,460	8.01%	1,080	10.03%
Medical	690	2.23%	290	0.94%	120	1.11%
Pick up/ Drop off	2,520	8.14%	1,710	5.57%	900	8.36%
Return home	8,440	27.26%	16,750	54.56%	4,360	40.48%
Other	1,480	4.78%	1,150	3.75%	590	5.48%
Total:	30,960	100.00%	30,700	100.00%	10,770	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	2,610	44.39%	2,580	54.55%	320	18.08%
School	1,920	32.65%	840	17.76%	890	50.28%
Shopping	70	1.19%	60	1.27%	30	1.69%
Leisure	80	1.36%	50	1.06%	100	5.65%
Medical	90	1.53%	0	0.00%	0	0.00%
Pick up/ Drop off	820	13.95%	410	8.67%	230	12.99%
Return home	150	2.55%	620	13.11%	70	3.95%
Other	140	2.38%	170	3.59%	130	7.34%
Total:	5,880	100.00%	4,730	100.00%	1,770	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	330	6.35%	190	2.73%	90	3.98%
School	40	0.77%	170	2.44%	0	0.00%
Shopping	650	12.50%	460	6.61%	170	7.52%
Leisure	350	6.73%	290	4.17%	160	7.08%
Medical	0	0.00%	80	1.15%	0	0.00%
Pick up/ Drop off	460	8.85%	380	5.46%	290	12.83%
Return home	3,110	59.81%	5,300	76.15%	1,450	64.16%
Other	260	5.00%	90	1.29%	100	4.42%
Total:	5,200	100.00%	6,960	100.00%	2,260	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	72,430		15%
AM Peak Period	12,380	17%	14%
PM Peak Period	14,420	20%	16%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	18,510	59.81%	18,590	60.55%	4,090	37.94%
Auto Passenger	5,500	17.77%	5,210	16.97%	1,390	12.89%
Winnipeg Transit	4,650	15.02%	4,680	15.24%	1,430	13.27%
P & R / K & R	30	0.10%	30	0.10%	0	0.00%
Bicycle	340	1.10%	340	1.11%	110	1.02%
Walk	1,370	4.43%	1,350	4.40%	3,690	34.23%
Other	550	1.78%	500	1.63%	70	0.65%
Total:	30,950	100.00%	30,700	100.00%	10,780	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	2,700	45.84%	3,400	71.88%	520	29.38%
Auto Passenger	1,010	17.15%	560	11.84%	210	11.86%
Winnipeg Transit	1,550	26.32%	360	7.61%	380	21.47%
P & R / K & R	10	0.17%	0	0.00%	0	0.00%
Bicycle	0	0.00%	50	1.06%	0	0.00%
Walk	370	6.28%	250	5.29%	620	35.03%
Other	250	4.24%	110	2.33%	40	2.26%
Total:	5,890	100.00%	4,730	100.00%	1,770	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	3,140	60.38%	3,620	52.01%	860	38.22%
Auto Passenger	1,100	21.15%	1,020	14.66%	460	20.44%
Winnipeg Transit	550	10.58%	1,640	23.56%	250	11.11%
P & R / K & R	20	0.38%	10	0.14%	0	0.00%
Bicycle	90	1.73%	90	1.29%	0	0.00%
Walk	240	4.62%	400	5.75%	680	30.22%
Other	60	1.15%	180	2.59%	0	0.00%
Total:	5,200	100.00%	6,960	100.00%	2,250	100.00%

Number of Daily Trips Made by District Residents 54,790

Transit Modal Split	From District	To District	Within District
24 Hours	16%	17%	21%
AM Peak Period	30%	8%	34%
PM Peak Period	12%	26%	16%

District 21 - West Kildonan

Demographic Characteristics

Population	25,410	Population age 11+	21,950
Households	10,590	Number of Vehicles	16,260
Actively Travelled	18,210	Area (km ²)	9.9

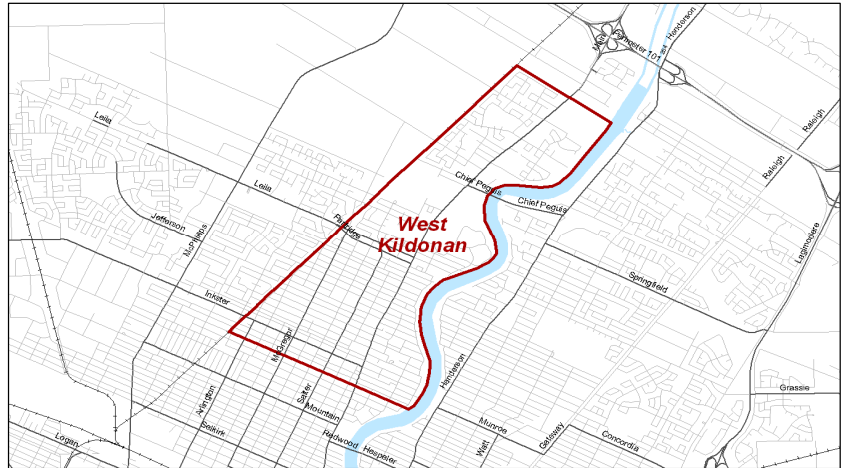
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	6,030	4,740	10,770	50%
Part Time Employed	600	1,440	2,040	9%
Student	1,730	1,820	3,550	16%
Retiree	1,680	2,350	4,030	19%
Homemaker	0	900	900	4%
Other	30	340	370	2%
Total:	10,070	11,590	21,660	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	8,690	9,050	17,740

Selected Indicators

Daily Trips per Person (age 11+)	2.83
Vehicles per Person	0.64
Number of Persons per Household	2.40
Daily Trips per Household	5.87
Vehicle per Household	1.54
Average Household Income	\$ 60,000

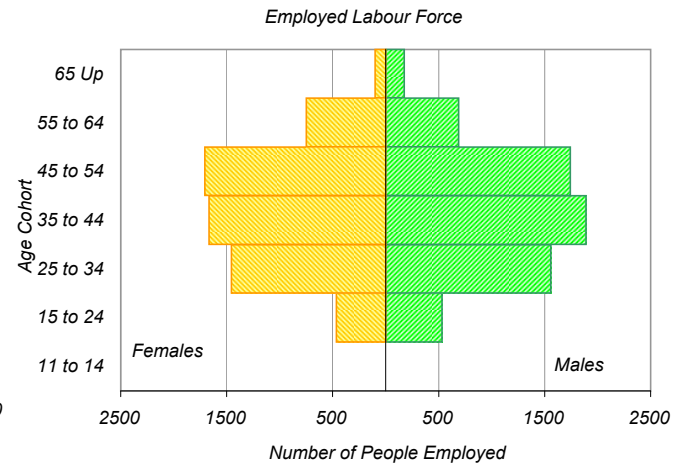
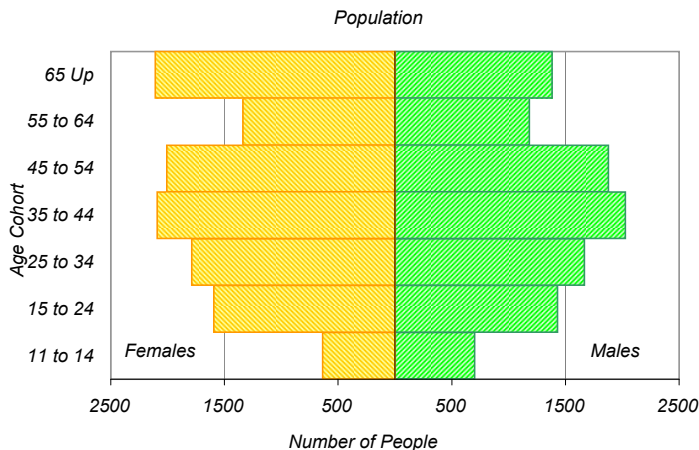
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	3,160	30%
2 persons	3,430	32%
3 persons	1,750	17%
4 persons	1,510	14%
5 + persons	740	7%
Total:	10,590	100%

Households by Vehicle Availability		
0 vehicle	170	2%
1 vehicle	4,470	45%
2 vehicles	4,120	42%
3 vehicles	860	9%
4+ vehicles	220	2%
Total:	9,840	100%

Households by Dwelling Type		
Single-detached	8,080	76%
Semi-detached	330	3%
Townhouse	70	1%
Apartment	2,040	19%
Other	70	1%
Total:	10,590	100%



District 21 - West Kildonan

Travel Patterns

Top five destinations of trips from District 21, AM Peak Period



Summary of Trips from District 21

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,780	16%
2 Elmwood	223	2%
3 North Kildonan	165	2%
4 East Kildonan	257	2%
5 Transcona	48	0%
6 St Boniface	327	3%
7 Windsor Park - Southdale - Island Lakes	71	1%
8 St. Vital North	17	0%
9 St. Vital South	40	0%
10 Fort Garry North	220	2%
11 Fort Garry South	293	3%
12 Fort Rouge	395	4%
13 Tuxedo - River Heights	22	0%
14 Charleswood	18	0%
15 West End - Wolseley	205	2%
16 St James	169	2%
17 Assiniboia	111	1%
18 St James Industrial - West End	1,132	10%
19 Inkster	502	5%
20 North End	568	5%
21 West Kildonan	2,278	21%
22 Seven Oaks	1,680	16%
23 East St Paul and West Saint Paul	127	1%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	54	1%
27 North Northeast (near)	68	1%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	26	0%
City Total	10,521	97%
External Total	275	3%
Total:	10,796	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	10,390	29.87%	3,270	9.40%	910	7.02%
School	2,130	6.12%	1,000	2.87%	870	6.71%
Shopping	4,280	12.31%	3,270	9.40%	1,810	13.96%
Leisure	4,320	12.42%	3,540	10.17%	1,780	13.72%
Medical	680	1.96%	850	2.44%	110	0.85%
Pick up/ Drop off	3,120	8.97%	2,600	7.47%	1,430	11.03%
Return home	8,780	25.24%	18,840	54.14%	5,580	43.02%
Other	1,080	3.11%	1,430	4.11%	480	3.70%
Total:	34,780	100.00%	34,800	100.00%	12,970	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	5,110	59.98%	1,320	35.77%	360	15.79%
School	1,510	17.72%	820	22.22%	870	38.16%
Shopping	250	2.93%	90	2.44%	0	0.00%
Leisure	200	2.35%	220	5.96%	100	4.39%
Medical	210	2.46%	110	2.98%	40	1.75%
Pick up/ Drop off	930	10.92%	670	18.16%	540	23.68%
Return home	100	1.17%	350	9.49%	240	10.53%
Other	210	2.46%	110	2.98%	130	5.70%
Total:	8,520	100.00%	3,690	100.00%	2,280	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	480	9.86%	310	3.66%	50	2.03%
School	70	1.44%	0	0.00%	0	0.00%
Shopping	510	10.47%	890	10.52%	370	15.04%
Leisure	570	11.70%	340	4.02%	220	8.94%
Medical	10	0.21%	80	0.95%	40	1.63%
Pick up/ Drop off	580	11.91%	610	7.21%	250	10.16%
Return home	2,560	52.57%	5,980	70.69%	1,500	60.98%
Other	90	1.85%	250	2.96%	30	1.22%
Total:	4,870	100.00%	8,460	100.00%	2,460	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	82,550		16%
AM Peak Period	14,490	18%	16%
PM Peak Period	15,790	19%	16%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	24,870	71.49%	24,940	71.71%	7,520	57.98%
Auto Passenger	5,720	16.44%	5,930	17.05%	1,580	12.18%
Winnipeg Transit	2,670	7.67%	2,350	6.76%	450	3.47%
P & R / K & R	40	0.11%	20	0.06%	20	0.15%
Bicycle	110	0.32%	80	0.23%	30	0.23%
Walk	760	2.18%	970	2.79%	3,080	23.75%
Other	620	1.78%	490	1.41%	290	2.24%
Total:	34,790	100.00%	34,780	100.00%	12,970	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	6,060	71.04%	2,550	69.11%	990	43.42%
Auto Passenger	1,130	13.25%	710	19.24%	370	16.23%
Winnipeg Transit	1,020	11.96%	30	0.81%	170	7.46%
P & R / K & R	20	0.23%	20	0.54%	0	0.00%
Bicycle	30	0.35%	0	0.00%	0	0.00%
Walk	140	1.64%	150	4.07%	570	25.00%
Other	130	1.52%	230	6.23%	180	7.89%
Total:	8,530	100.00%	3,690	100.00%	2,280	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	3,440	70.78%	6,050	71.43%	1,280	52.03%
Auto Passenger	730	15.02%	1,280	15.11%	200	8.13%
Winnipeg Transit	400	8.23%	870	10.27%	150	6.10%
P & R / K & R	0	0.00%	0	0.00%	20	0.81%
Bicycle	0	0.00%	20	0.24%	30	1.22%
Walk	90	1.85%	200	2.36%	720	29.27%
Other	200	4.12%	50	0.59%	60	2.44%
Total:	4,860	100.00%	8,470	100.00%	2,460	100.00%
Number of Daily Trips Made by District Residents					62,150	

Transit Modal Split	From District	To District	Within District
24 Hours	8%	7%	5%
AM Peak Period	13%	2%	11%
PM Peak Period	9%	11%	10%

District 22 - Seven Oaks

Demographic Characteristics

Population	35,640	Population age 11+	31,220
Households	12,860	Number of Vehicles	21,080
Actively Travelled	24,450	Area (km ²)	25.7

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	8,180	6,850	15,030	48%
Part Time Employed	530	1,690	2,220	7%
Student	2,520	2,610	5,130	16%
Retiree	2,640	3,800	6,440	21%
Homemaker	60	870	930	3%
Other	890	520	1,410	5%
Total:	14,820	16,340	31,160	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	12,300	12,060	24,360

Selected Indicators

Daily Trips per Person (age 11+)	2.56
Vehicles per Person	0.59
Number of Persons per Household	2.77
Daily Trips per Household	6.22
Vehicle per Household	1.64
Average Household Income	\$ 61,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

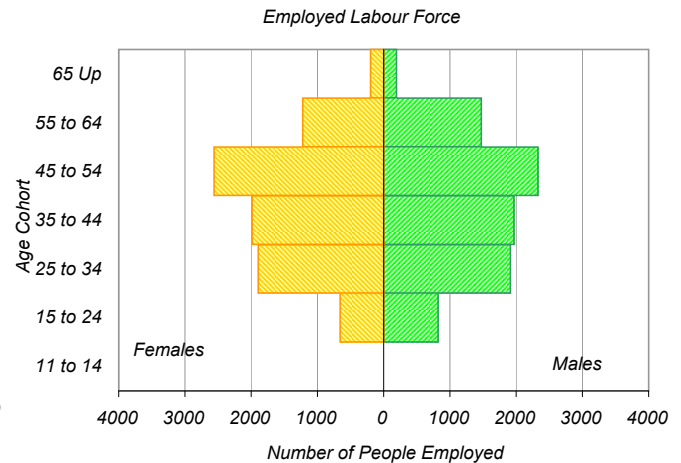
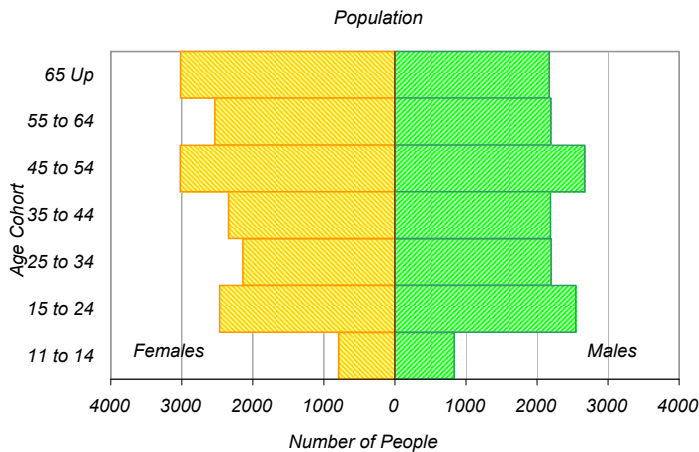
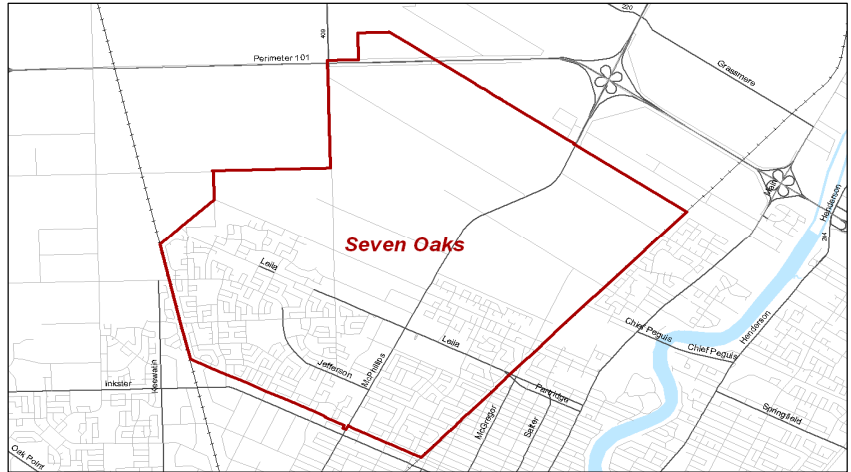
1 person	2,800	22%
2 persons	3,840	30%
3 persons	2,280	18%
4 persons	2,250	17%
5 + persons	1,690	13%
Total:	12,860	100%

Households by Vehicle Availability

0 vehicle	270	2%
1 vehicle	5,000	42%
2 vehicles	4,940	41%
3 vehicles	1,080	9%
4+ vehicles	650	5%
Total:	11,940	100%

Households by Dwelling Type

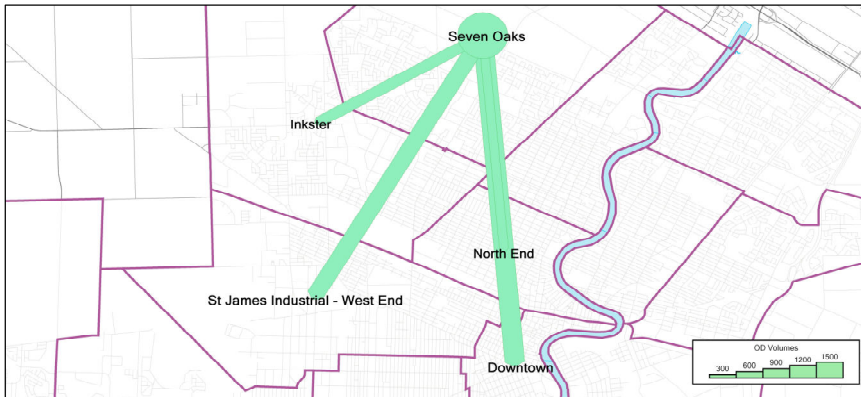
Single-detached	7,670	60%
Semi-detached	1,010	8%
Townhouse	690	5%
Apartment	3,470	27%
Other	20	0%
Total:	12,860	100%



District 22 - Seven Oaks

Travel Patterns

Top five destinations of trips from District 22, AM Peak Period



Summary of Trips from District 22

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,760	13%
2 Elmwood	68	0%
3 North Kildonan	221	2%
4 East Kildonan	94	1%
5 Transcona	152	1%
6 St Boniface	388	3%
7 Windsor Park - Southdale - Island Lakes	72	1%
8 St. Vital North	0	0%
9 St. Vital South	11	0%
10 Fort Garry North	389	3%
11 Fort Garry South	541	4%
12 Fort Rouge	335	2%
13 Tuxedo - River Heights	218	2%
14 Charleswood	63	0%
15 West End - Wolseley	441	3%
16 St James	212	2%
17 Assiniboia	129	1%
18 St James Industrial - West End	1,534	11%
19 Inkster	1,058	8%
20 North End	806	6%
21 West Kildonan	805	6%
22 Seven Oaks	4,537	32%
23 East St Paul and West Saint Paul	36	0%
24 East (near)	58	0%
25 Southwest (near)	14	0%
26 Northwest (near)	18	0%
27 North Northeast (near)	85	1%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	13,834	98%
External Total	211	2%
Total:	14,045	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	12,780	26.99%	5,700	12.07%	2,370	7.45%
School	2,230	4.71%	1,300	2.75%	2,270	7.13%
Shopping	4,000	8.45%	10,810	22.88%	7,700	24.20%
Leisure	4,730	9.99%	4,950	10.48%	3,480	10.94%
Medical	890	1.88%	1,030	2.18%	230	0.72%
Pick up/ Drop off	3,410	7.20%	3,230	6.84%	2,890	9.08%
Return home	17,680	37.34%	19,150	40.54%	12,350	38.81%
Other	1,630	3.44%	1,070	2.27%	530	1.67%
Total:	47,350	100.00%	47,240	100.00%	31,820	100.00%

AM Peak Period	From District		To District		Within District	
Work or related	6,150	64.67%	2,540	45.12%	830	18.32%
School	1,470	15.46%	1,080	19.18%	1,920	42.38%
Shopping	70	0.74%	430	7.64%	130	2.87%
Leisure	140	1.47%	210	3.73%	360	7.95%
Medical	90	0.95%	120	2.13%	0	0.00%
Pick up/ Drop off	940	9.88%	660	11.72%	1,030	22.74%
Return home	420	4.42%	420	7.46%	210	4.64%
Other	230	2.42%	170	3.02%	50	1.10%
Total:	9,510	100.00%	5,630	100.00%	4,530	100.00%

PM Peak Period	From District		To District		Within District	
Work or related	520	7.29%	270	2.40%	230	3.38%
School	60	0.84%	0	0.00%	20	0.29%
Shopping	530	7.43%	2,250	20.00%	1,020	15.00%
Leisure	650	9.12%	1,190	10.58%	530	7.79%
Medical	60	0.84%	170	1.51%	40	0.59%
Pick up/ Drop off	760	10.66%	660	5.87%	530	7.79%
Return home	4,360	61.15%	6,610	58.76%	4,390	64.56%
Other	190	2.66%	100	0.89%	40	0.59%
Total:	7,130	100.00%	11,250	100.00%	6,800	100.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	126,410		25%
AM Peak Period	19,670	16%	23%
PM Peak Period	25,180	20%	27%

Trips by Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	34,380	72.65%	34,140	72.28%	19,490	61.21%
Auto Passenger	8,480	17.92%	8,390	17.76%	7,020	22.05%
Winnipeg Transit	3,290	6.95%	3,510	7.43%	1,060	3.33%
P & R / K & R	60	0.13%	10	0.02%	10	0.03%
Bicycle	0	0.00%	50	0.11%	0	0.00%
Walk	650	1.37%	510	1.08%	3,660	11.49%
Other	460	0.97%	620	1.31%	600	1.88%
Total:	47,320	100.00%	47,230	100.00%	31,840	100.00%

AM Peak Period	From District		To District		Within District	
Auto Driver	6,980	73.47%	4,030	71.58%	2,020	44.49%
Auto Passenger	1,470	15.47%	980	17.41%	1,080	23.79%
Winnipeg Transit	780	8.21%	480	8.53%	250	5.51%
P & R / K & R	60	0.63%	0	0.00%	0	0.00%
Bicycle	0	0.00%	0	0.00%	0	0.00%
Walk	100	1.05%	100	1.78%	1,010	22.25%
Other	110	1.16%	40	0.71%	180	3.96%
Total:	9,500	100.00%	5,630	100.00%	4,540	100.00%

PM Peak Period	From District		To District		Within District	
Auto Driver	5,440	76.30%	8,070	71.73%	3,860	56.68%
Auto Passenger	1,060	14.87%	1,720	15.29%	1,770	25.99%
Winnipeg Transit	470	6.59%	1,190	10.58%	270	3.96%
P & R / K & R	0	0.00%	10	0.09%	0	0.00%
Bicycle	0	0.00%	0	0.00%	0	0.00%
Walk	60	0.84%	60	0.53%	730	10.72%
Other	100	1.40%	200	1.78%	180	2.64%
Total:	7,130	100.00%	11,250	100.00%	6,810	100.00%

Number of Daily Trips Made by District Residents 80,010

Transit Modal Split	From District	To District	Within District
24 Hours	7%	8%	4%
AM Peak Period	9%	9%	7%
PM Peak Period	7%	11%	5%

District 23 - East St Paul and West St Paul

Demographic Characteristics

Population	13,230	Population age 11+	11,640
Households	4,390	Number of Vehicles	10,480
Actively Travelled	8,760	Area (km ²)	131.2

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	3,230	2,220	5,450	47%
Part Time Employed	190	570	760	7%
Student	1,190	1,250	2,440	21%
Retiree	950	1,230	2,180	19%
Homemaker	30	480	510	4%
Other	80	140	220	2%
Total:	5,670	5,890	11,560	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	5,040	5,030	10,070

Selected Indicators

Daily Trips per Person (age 11+)	2.20
Vehicles per Person	0.79
Number of Persons per Household	3.01
Daily Trips per Household	5.84
Vehicle per Household	2.39
Average Household Income	\$ 88,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

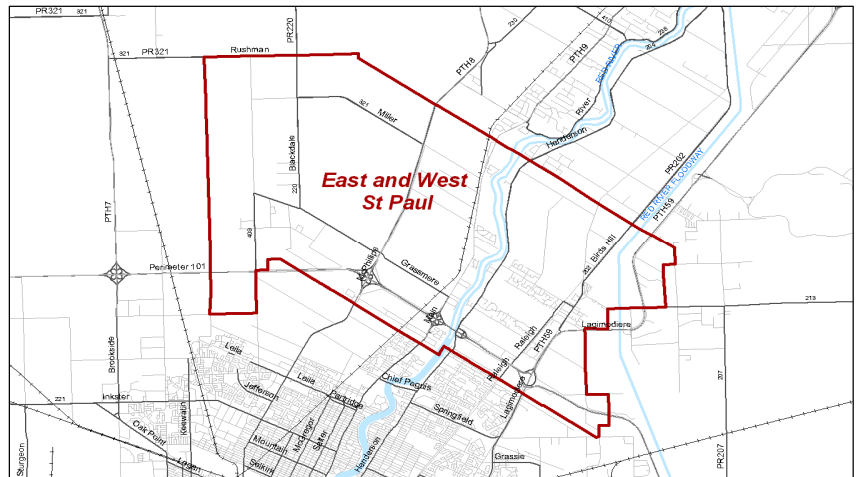
1 person	480	11%
2 persons	1,470	33%
3 persons	790	18%
4 persons	1,080	25%
5 + persons	570	13%
Total:	4,390	100%

Households by Vehicle Availability

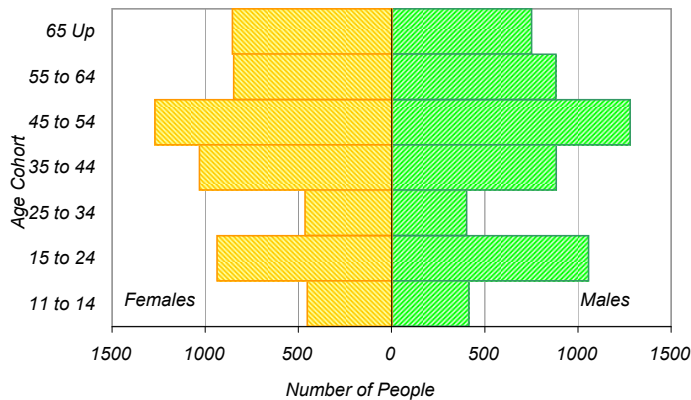
0 vehicle	0	0%
1 vehicle	810	19%
2 vehicles	1,820	42%
3 vehicles	1,020	24%
4+ vehicles	670	16%
Total:	4,320	100%

Households by Dwelling Type

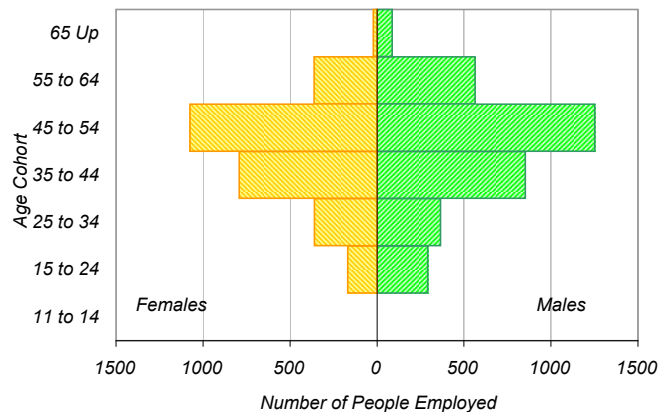
Single-detached	4,270	97%
Semi-detached	40	1%
Townhouse	30	1%
Apartment	60	1%
Other	0	0%
Total:	4,400	100%



Population



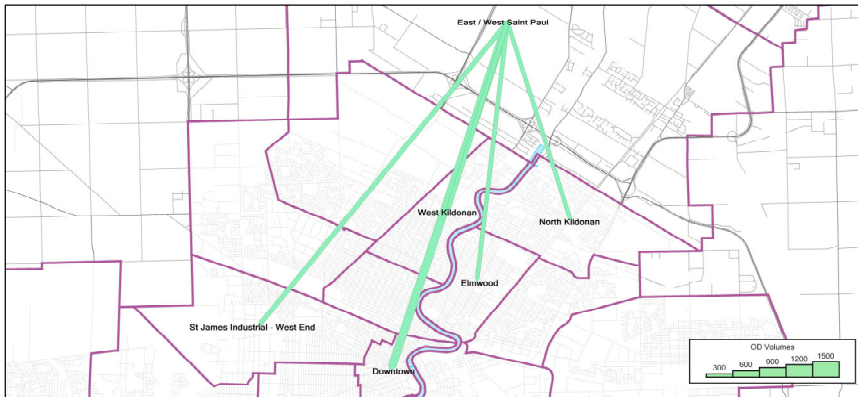
Employed Labour Force



District 23 - East St Paul and West St Paul

Travel Patterns

Top five destinations of trips from District 23, AM Peak Period



Summary of Trips from District 23

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	726	17%
2 Elmwood	375	9%
3 North Kildonan	372	9%
4 East Kildonan	82	2%
5 Transcona	231	6%
6 St Boniface	153	4%
7 Windsor Park - Southdale - Island Lakes	38	1%
8 St. Vital North	25	1%
9 St. Vital South	17	0%
10 Fort Garry North	161	4%
11 Fort Garry South	250	6%
12 Fort Rouge	82	2%
13 Tuxedo - River Heights	6	0%
14 Charleswood	34	1%
15 West End - Wolseley	221	5%
16 St James	54	1%
17 Assiniboia	56	1%
18 St James Industrial - West End	429	10%
19 Inkster	132	3%
20 North End	29	1%
21 West Kildonan	384	9%
22 Seven Oaks	306	7%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	4,163	100%
External Total	0	0%
Total:	4,163	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	4,140 32.45%	940 7.43%	0 0.00%
School	1,620 12.70%	60 0.47%	0 0.00%
Shopping	1,680 13.17%	100 0.79%	0 0.00%
Leisure	1,910 14.97%	960 7.59%	0 0.00%
Medical	250 1.96%	0 0.00%	0 0.00%
Pick up/ Drop off	1,120 8.78%	350 2.77%	0 0.00%
Return home	1,690 13.24%	10,140 80.16%	0 0.00%
Other	350 2.74%	100 0.79%	0 0.00%
Total:	12,760 100.00%	12,650 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	2,290 55.05%	410 65.08%	0 0.00%
School	1,310 31.49%	40 6.35%	0 0.00%
Shopping	40 0.96%	20 3.17%	0 0.00%
Leisure	120 2.88%	30 4.76%	0 0.00%
Medical	20 0.48%	0 0.00%	0 0.00%
Pick up/ Drop off	310 7.45%	50 7.94%	0 0.00%
Return home	0 0.00%	80 12.70%	0 0.00%
Other	70 1.68%	0 0.00%	0 0.00%
Total:	4,160 100.00%	630 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	140 11.38%	110 2.94%	0 0.00%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	150 12.20%	0 0.00%	0 0.00%
Leisure	320 26.02%	160 4.28%	0 0.00%
Medical	0 0.00%	0 0.00%	0 0.00%
Pick up/ Drop off	210 17.07%	20 0.53%	0 0.00%
Return home	380 30.89%	3,420 91.44%	0 0.00%
Other	30 2.44%	30 0.80%	0 0.00%
Total:	1,230 100.00%	3,740 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	25,410		0%
AM Peak Period	4,790	19%	0%
PM Peak Period	4,970	20%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	9,920 77.68%	9,820 77.57%	0 0.00%
Auto Passenger	2,230 17.46%	2,300 18.17%	0 0.00%
Winnipeg Transit	70 0.55%	100 0.79%	0 0.00%
P & R / K & R	60 0.47%	30 0.24%	0 0.00%
Bicycle	10 0.08%	10 0.08%	0 0.00%
Walk	10 0.08%	0 0.00%	0 0.00%
Other	470 3.68%	400 3.16%	0 0.00%
Total:	12,770 100.00%	12,660 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	2,970 71.22%	550 85.94%	0 0.00%
Auto Passenger	720 17.27%	50 7.81%	0 0.00%
Winnipeg Transit	60 1.44%	0 0.00%	0 0.00%
P & R / K & R	50 1.20%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	370 8.87%	40 6.25%	0 0.00%
Total:	4,170 100.00%	640 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	990 80.49%	2,800 74.87%	0 0.00%
Auto Passenger	230 18.70%	710 18.98%	0 0.00%
Winnipeg Transit	0 0.00%	30 0.80%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	10 0.81%	10 0.27%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	190 5.08%	0 0.00%
Total:	1,230 100.00%	3,740 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 25,630

Transit Modal Split	From District	To District	Within District
24 Hours	1%	1%	0%
AM Peak Period	3%	0%	0%
PM Peak Period	0%	1%	0%

District 24 - East (near)

Demographic Characteristics

Population	22,360	Population age 11+	18,930
Households	7,490	Number of Vehicles	17,530
Actively Travelled	10,020	Area (km ²)	1,680.6

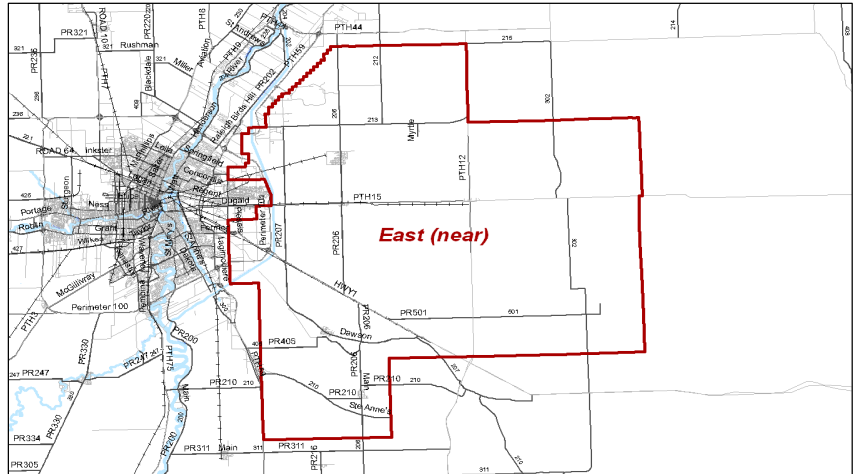
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	5,760	3,580	9,340	50%
Part Time Employed	140	1,020	1,160	6%
Student	2,100	1,860	3,960	21%
Retiree	1,280	1,190	2,470	13%
Homemaker	20	1,390	1,410	8%
Other	30	290	320	2%
Total:	9,330	9,330	18,660	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	8,220	8,020	16,240

Selected Indicators

Daily Trips per Person (age 11+)	1.22
Vehicles per Person	0.78
Number of Persons per Household	2.99
Daily Trips per Household	3.08
Vehicle per Household	2.34
Average Household Income	\$ 76,000

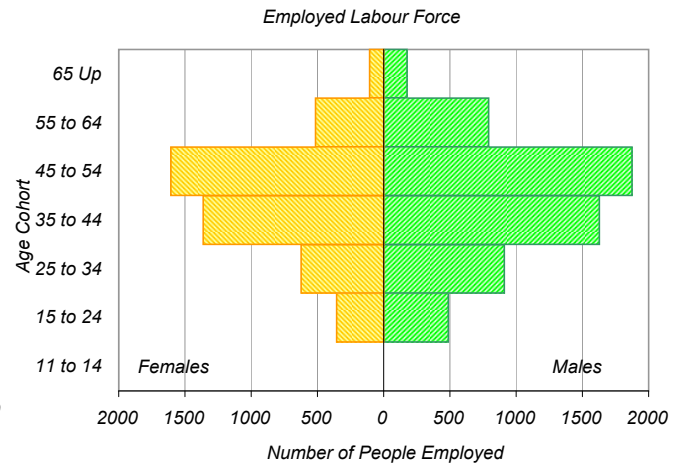
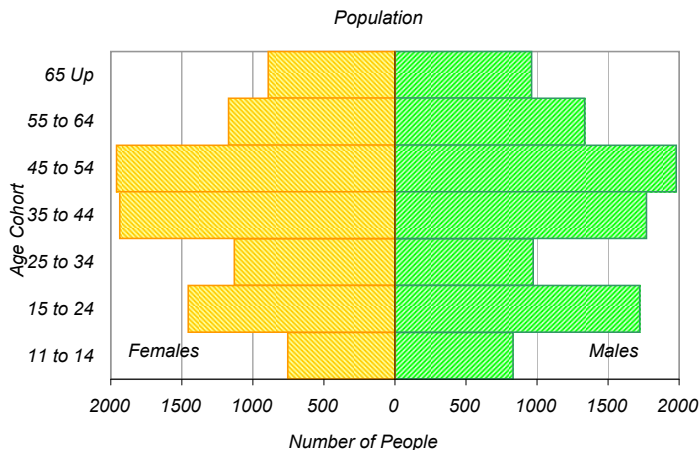
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	960	13%
2 persons	2,530	34%
3 persons	1,290	17%
4 persons	1,660	22%
5 + persons	1,060	14%
Total:	7,500	100%

Households by Vehicle Availability		
0 vehicle	0	0%
1 vehicle	1,300	17%
2 vehicles	3,610	48%
3 vehicles	1,600	21%
4+ vehicles	940	13%
Total:	7,450	100%

Households by Dwelling Type		
Single-detached	7,320	98%
Semi-detached	80	1%
Townhouse	20	0%
Apartment	0	0%
Other	80	1%
Total:	7,500	100%



District 24 - East (near)

Travel Patterns

Top five destinations of trips from District 24, AM Peak Period



Summary of Trips from District 24

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	734	17%
2 Elmwood	44	1%
3 North Kildonan	59	1%
4 East Kildonan	327	8%
5 Transcona	557	13%
6 St Boniface	610	14%
7 Windsor Park - Southdale - Island Lakes	237	6%
8 St. Vital North	0	0%
9 St. Vital South	66	2%
10 Fort Garry North	353	8%
11 Fort Garry South	292	7%
12 Fort Rouge	120	3%
13 Tuxedo - River Heights	0	0%
14 Charleswood	97	2%
15 West End - Wolseley	101	2%
16 St James	78	2%
17 Assiniboia	21	0%
18 St James Industrial - West End	329	8%
19 Inkster	23	1%
20 North End	61	1%
21 West Kildonan	42	1%
22 Seven Oaks	61	1%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	4,212	100%
External Total	0	0%
Total:	4,212	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	5,360 44.48%	1,590 13.44%	0 0.00%
School	910 7.55%	0 0.00%	0 0.00%
Shopping	1,480 12.28%	10 0.08%	0 0.00%
Leisure	1,230 10.21%	640 5.41%	0 0.00%
Medical	260 2.16%	0 0.00%	0 0.00%
Pick up/ Drop off	630 5.23%	240 2.03%	0 0.00%
Return home	1,680 13.94%	9,260 78.28%	0 0.00%
Other	500 4.15%	90 0.76%	0 0.00%
Total:	12,050 100.00%	11,830 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	2,960 70.14%	760 84.44%	0 0.00%
School	610 14.45%	0 0.00%	0 0.00%
Shopping	20 0.47%	0 0.00%	0 0.00%
Leisure	40 0.95%	20 2.22%	0 0.00%
Medical	110 2.61%	0 0.00%	0 0.00%
Pick up/ Drop off	240 5.69%	30 3.33%	0 0.00%
Return home	60 1.42%	20 2.22%	0 0.00%
Other	180 4.27%	70 7.78%	0 0.00%
Total:	4,220 100.00%	900 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	110 7.14%	90 2.11%	0 0.00%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	320 20.78%	0 0.00%	0 0.00%
Leisure	130 8.44%	130 3.04%	0 0.00%
Medical	0 0.00%	0 0.00%	0 0.00%
Pick up/ Drop off	170 11.04%	110 2.58%	0 0.00%
Return home	710 46.10%	3,910 91.57%	0 0.00%
Other	100 6.49%	30 0.70%	0 0.00%
Total:	1,540 100.00%	4,270 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	23,880		0%
AM Peak Period	5,120	21%	0%
PM Peak Period	5,810	24%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	10,100 83.96%	9,830 83.02%	0 0.00%
Auto Passenger	1,660 13.80%	1,630 13.77%	0 0.00%
Winnipeg Transit	50 0.42%	100 0.84%	0 0.00%
P & R / K & R	20 0.17%	60 0.51%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	40 0.33%	40 0.34%	0 0.00%
Other	160 1.33%	180 1.52%	0 0.00%
Total:	12,030 100.00%	11,840 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	3,500 83.14%	800 87.91%	0 0.00%
Auto Passenger	570 13.54%	40 4.40%	0 0.00%
Winnipeg Transit	20 0.48%	30 3.30%	0 0.00%
P & R / K & R	20 0.48%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	40 4.40%	0 0.00%
Other	100 2.38%	0 0.00%	0 0.00%
Total:	4,210 100.00%	910 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	1,230 79.87%	3,430 80.33%	0 0.00%
Auto Passenger	250 16.23%	660 15.46%	0 0.00%
Winnipeg Transit	30 1.95%	70 1.64%	0 0.00%
P & R / K & R	0 0.00%	40 0.94%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	30 1.95%	0 0.00%	0 0.00%
Other	0 0.00%	70 1.64%	0 0.00%
Total:	1,540 100.00%	4,270 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 23,050

Transit Modal Split	From District	To District	Within District
24 Hours	1%	1%	0%
AM Peak Period	1%	3%	0%
PM Peak Period	2%	3%	0%

District 25 - Southwest (near)

Demographic Characteristics

Population	11,040	Population age 11+	9,260
Households	3,620	Number of Vehicles	8,810
Actively Travelled	5,800	Area (km ²)	1,494.9

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	2,670	1,750	4,420	48%
Part Time Employed	170	570	740	8%
Student	1,060	890	1,950	21%
Retiree	660	700	1,360	15%
Homemaker	40	520	560	6%
Other	90	100	190	2%
Total:	4,690	4,530	9,220	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	4,030	3,850	7,880

Selected Indicators

Daily Trips per Person (age 11+)	1.61
Vehicles per Person	0.80
Number of Persons per Household	3.05
Daily Trips per Household	4.12
Vehicle per Household	2.43
Average Household Income	\$ 75,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

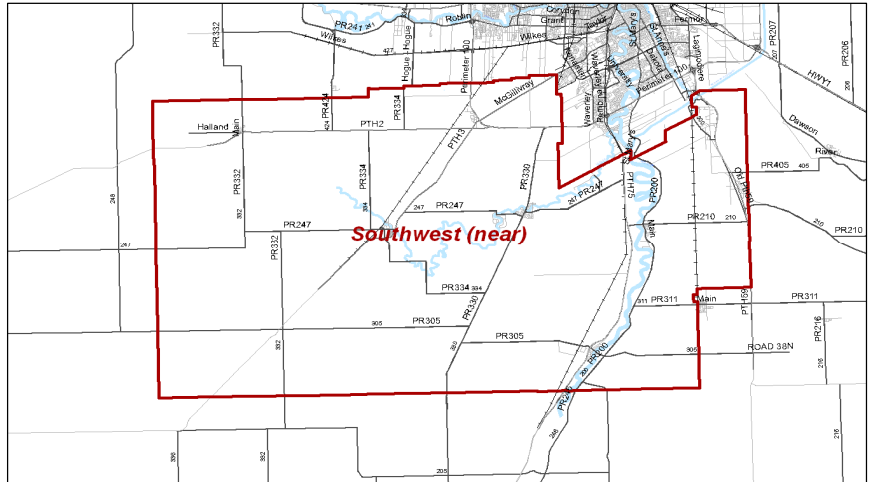
1 person	430	12%
2 persons	1,160	32%
3 persons	600	17%
4 persons	840	23%
5 + persons	570	16%
Total:	3,600	100%

Households by Vehicle Availability

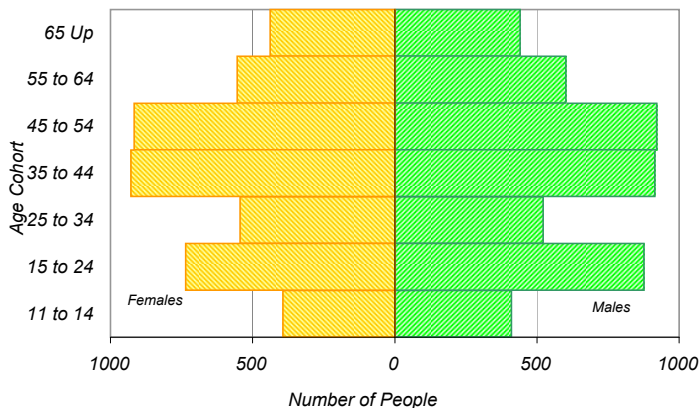
0 vehicle	0	0%
1 vehicle	620	17%
2 vehicles	1,640	46%
3 vehicles	830	23%
4+ vehicles	510	14%
Total:	3,600	100%

Households by Dwelling Type

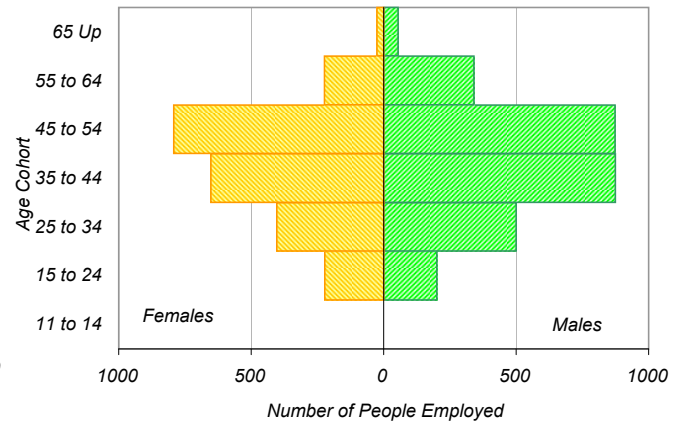
Single-detached	3,420	94%
Semi-detached	40	1%
Townhouse	0	0%
Apartment	50	1%
Other	110	3%
Total:	3,620	100%



Population



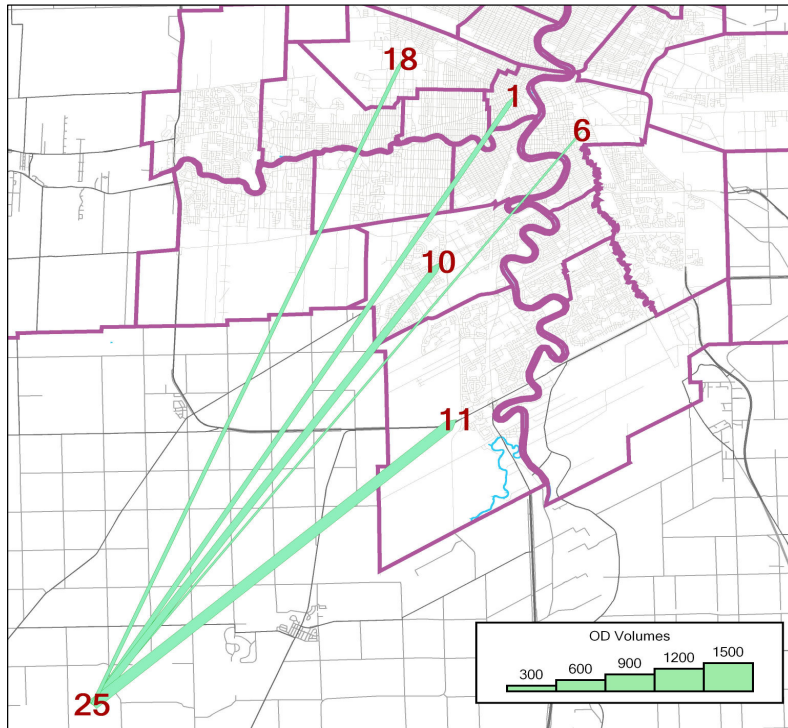
Employed Labour Force



District 25 - Southwest (near)

Travel Patterns

Top five destinations of trips from District 25, AM Peak Period



Summary of Trips from District 25

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	245	12%
2 Elmwood	26	1%
3 North Kildonan	0	0%
4 East Kildonan	27	1%
5 Transcona	34	2%
6 St Boniface	95	5%
7 Windsor Park - Southdale - Island Lakes	29	1%
8 St. Vital North	52	3%
9 St. Vital South	59	3%
10 Fort Garry North	359	18%
11 Fort Garry South	566	28%
12 Fort Rouge	35	2%
13 Tuxedo - River Heights	47	2%
14 Charleswood	23	1%
15 West End - Wolseley	76	4%
16 St James	63	3%
17 Assiniboia	27	1%
18 St James Industrial - West End	181	9%
19 Inkster	47	2%
20 North End	7	0%
21 West Kildonan	6	0%
22 Seven Oaks	28	1%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	2,032	100%
External Total	0	0%
Total:	2,032	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	2,700 35.39%	970 12.73%	0 0.00%
School	720 9.44%	20 0.26%	0 0.00%
Shopping	960 12.58%	130 1.71%	0 0.00%
Leisure	930 12.19%	720 9.45%	0 0.00%
Medical	220 2.88%	0 0.00%	0 0.00%
Pick up/ Drop off	610 7.99%	210 2.76%	0 0.00%
Return home	1,310 17.17%	5,480 71.92%	0 0.00%
Other	180 2.36%	90 1.18%	0 0.00%
Total:	7,630 100.00%	7,620 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	1,300 64.04%	340 82.93%	0 0.00%
School	490 24.14%	20 4.88%	0 0.00%
Shopping	60 2.96%	0 0.00%	0 0.00%
Leisure	50 2.46%	0 0.00%	0 0.00%
Medical	10 0.49%	0 0.00%	0 0.00%
Pick up/ Drop off	80 3.94%	0 0.00%	0 0.00%
Return home	40 1.97%	50 12.20%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	2,030 100.00%	410 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	100 13.51%	70 3.11%	0 0.00%
School	10 1.35%	0 0.00%	0 0.00%
Shopping	20 2.70%	0 0.00%	0 0.00%
Leisure	50 6.76%	170 7.56%	0 0.00%
Medical	0 0.00%	0 0.00%	0 0.00%
Pick up/ Drop off	200 27.03%	100 4.44%	0 0.00%
Return home	340 45.95%	1,910 84.89%	0 0.00%
Other	20 2.70%	0 0.00%	0 0.00%
Total:	740 100.00%	2,250 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	15,250		0%
AM Peak Period	2,440	16%	0%
PM Peak Period	2,990	20%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	5,870 76.93%	5,790 75.88%	0 0.00%
Auto Passenger	1,620 21.23%	1,710 22.41%	0 0.00%
Winnipeg Transit	40 0.52%	30 0.39%	0 0.00%
P & R / K & R	30 0.39%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	70 0.92%	100 1.31%	0 0.00%
Total:	7,630 100.00%	7,630 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	1,670 82.27%	310 75.61%	0 0.00%
Auto Passenger	310 15.27%	70 17.07%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	50 2.46%	30 7.32%	0 0.00%
Total:	2,030 100.00%	410 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	600 80.00%	1,830 80.97%	0 0.00%
Auto Passenger	140 18.67%	360 15.93%	0 0.00%
Winnipeg Transit	10 1.33%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	70 3.10%	0 0.00%
Total:	750 100.00%	2,260 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 14,920

Transit Modal Split	From District	To District	Within District
24 Hours	1%	0%	0%
AM Peak Period	0%	0%	0%
PM Peak Period	1%	0%	0%

District 26 - Northwest (near)

Demographic Characteristics

Population	19,660	Population age 11+	17,090
Households	7,020	Number of Vehicles	16,230
Actively Travelled	8,260	Area (km ²)	2,521.8

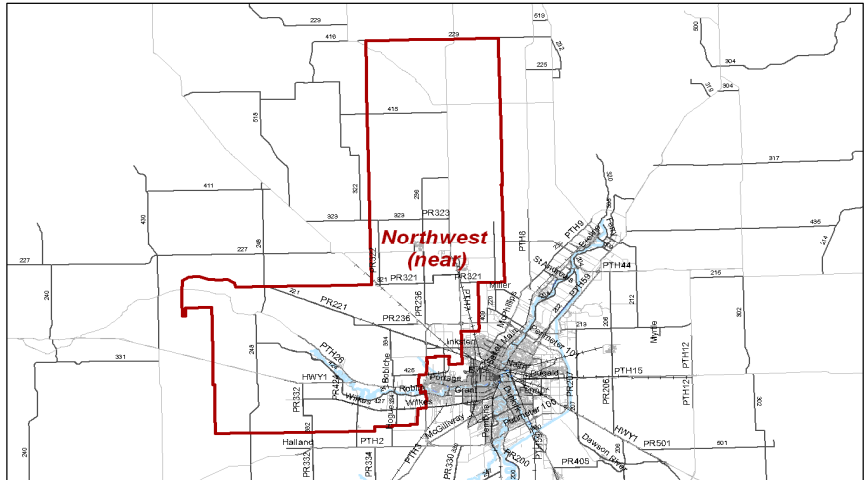
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	5,430	3,700	9,130	54%
Part Time Employed	370	750	1,120	7%
Student	1,650	1,340	2,990	18%
Retiree	1,150	1,430	2,580	15%
Homemaker	0	850	850	5%
Other	20	160	180	1%
Total:	8,620	8,230	16,850	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	7,320	7,080	14,400

Selected Indicators

Daily Trips per Person (age 11+)	1.25
Vehicles per Person	0.83
Number of Persons per Household	2.80
Daily Trips per Household	3.05
Vehicle per Household	2.31
Average Household Income	\$ 74,000

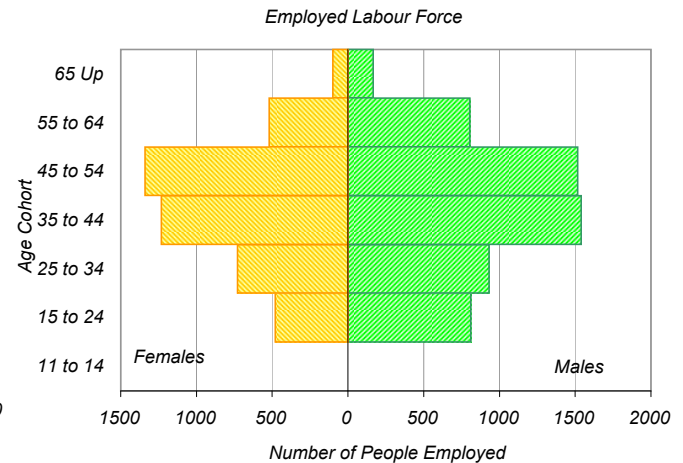
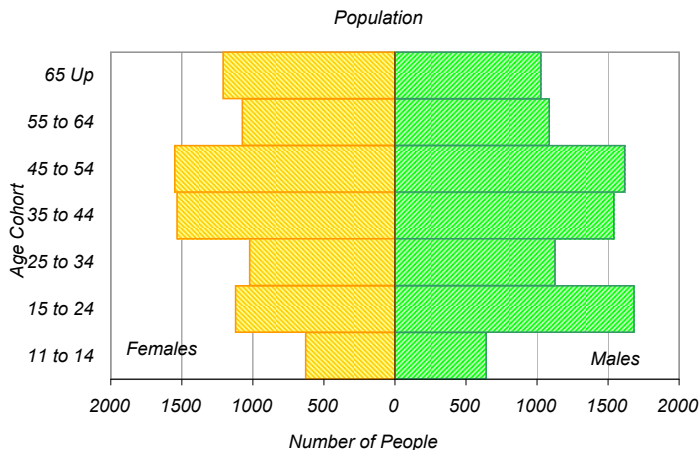
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	1,310	19%
2 persons	2,520	36%
3 persons	1,120	16%
4 persons	1,340	19%
5 + persons	730	10%
Total:	7,020	100%

Households by Vehicle Availability		
0 vehicle	10	0%
1 vehicle	1,460	21%
2 vehicles	3,280	48%
3 vehicles	1,060	15%
4+ vehicles	1,050	15%
Total:	6,860	100%

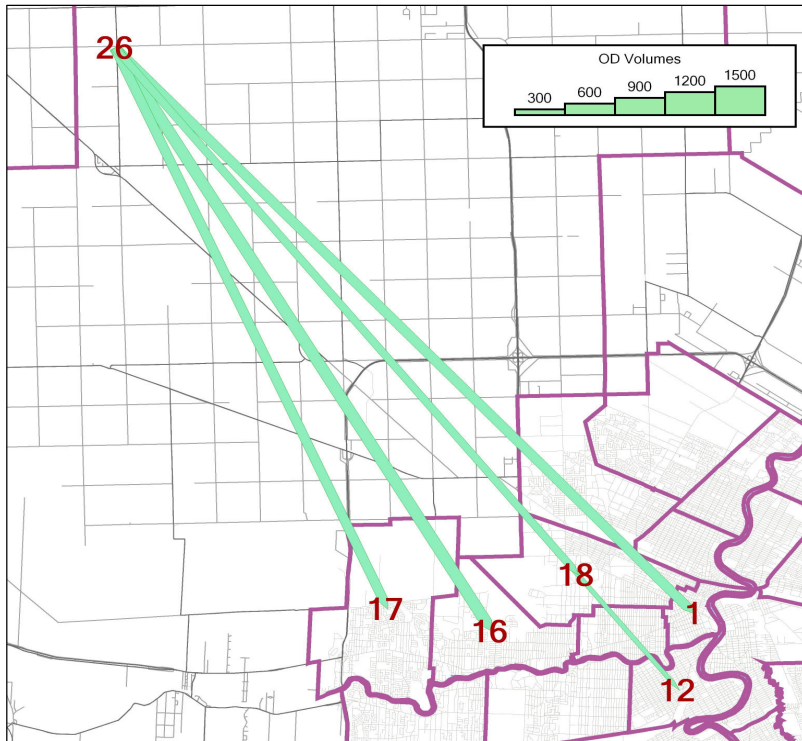
Households by Dwelling Type		
Single-detached	6,610	94%
Semi-detached	60	1%
Townhouse	70	1%
Apartment	130	2%
Other	150	2%
Total:	7,020	100%



District 26 - Northwest (near)

Travel Patterns

Top five destinations of trips from District 26, AM Peak Period



Summary of Trips from District 26

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	475	14%
2 Elmwood	38	1%
3 North Kildonan	0	0%
4 East Kildonan	21	1%
5 Transcona	56	2%
6 St Boniface	36	1%
7 Windsor Park - Southdale - Island Lakes	44	1%
8 St. Vital North	0	0%
9 St. Vital South	16	0%
10 Fort Garry North	190	6%
11 Fort Garry South	194	6%
12 Fort Rouge	222	7%
13 Tuxedo - River Heights	94	3%
14 Charleswood	149	4%
15 West End - Wolseley	172	5%
16 St James	565	17%
17 Assiniboia	456	13%
18 St James Industrial - West End	372	11%
19 Inkster	210	6%
20 North End	10	0%
21 West Kildonan	47	1%
22 Seven Oaks	36	1%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	3,403	100%
External Total	0	0%
Total:	3,403	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	4,050 35.65%	1,960 17.01%	0 0.00%
School	980 8.63%	20 0.17%	0 0.00%
Shopping	1,610 14.17%	290 2.52%	0 0.00%
Leisure	1,590 14.00%	790 6.86%	0 0.00%
Medical	310 2.73%	50 0.43%	0 0.00%
Pick up/ Drop off	620 5.46%	250 2.17%	0 0.00%
Return home	2,120 18.66%	8,080 70.14%	0 0.00%
Other	80 0.70%	80 0.69%	0 0.00%
Total:	11,360 100.00%	11,520 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	2,170 63.64%	980 90.74%	0 0.00%
School	820 24.05%	0 0.00%	0 0.00%
Shopping	30 0.88%	0 0.00%	0 0.00%
Leisure	90 2.64%	10 0.93%	0 0.00%
Medical	60 1.76%	30 2.78%	0 0.00%
Pick up/ Drop off	200 5.87%	10 0.93%	0 0.00%
Return home	20 0.59%	50 4.63%	0 0.00%
Other	20 0.59%	0 0.00%	0 0.00%
Total:	3,410 100.00%	1,080 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	120 8.22%	50 1.50%	0 0.00%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	290 19.86%	60 1.80%	0 0.00%
Leisure	130 8.90%	80 2.40%	0 0.00%
Medical	0 0.00%	0 0.00%	0 0.00%
Pick up/ Drop off	90 6.16%	70 2.10%	0 0.00%
Return home	810 55.48%	3,040 91.02%	0 0.00%
Other	20 1.37%	40 1.20%	0 0.00%
Total:	1,460 100.00%	3,340 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	22,880		0%
AM Peak Period	4,490	20%	0%
PM Peak Period	4,800	21%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	9,440 83.03%	9,540 82.74%	0 0.00%
Auto Passenger	1,600 14.07%	1,570 13.62%	0 0.00%
Winnipeg Transit	70 0.62%	70 0.61%	0 0.00%
P & R / K & R	10 0.09%	30 0.26%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	250 2.20%	320 2.78%	0 0.00%
Total:	11,370 100.00%	11,530 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	2,670 78.53%	1,070 99.07%	0 0.00%
Auto Passenger	470 13.82%	10 0.93%	0 0.00%
Winnipeg Transit	40 1.18%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	220 6.47%	0 0.00%	0 0.00%
Total:	3,400 100.00%	1,080 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	1,350 93.10%	2,800 83.58%	0 0.00%
Auto Passenger	100 6.90%	300 8.96%	0 0.00%
Winnipeg Transit	0 0.00%	40 1.19%	0 0.00%
P & R / K & R	0 0.00%	20 0.60%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	190 5.67%	0 0.00%
Total:	1,450 100.00%	3,350 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 21,420

Transit Modal Split	From District	To District	Within District
24 Hours	1%	1%	0%
AM Peak Period	1%	0%	0%
PM Peak Period	0%	2%	0%

District 27 - North Northeast (near)

Demographic Characteristics

Population	33,200	Population age 11+	28,850
Households	12,650	Number of Vehicles	24,910
Actively Travelled	12,700	Area (km ²)	1,696.0

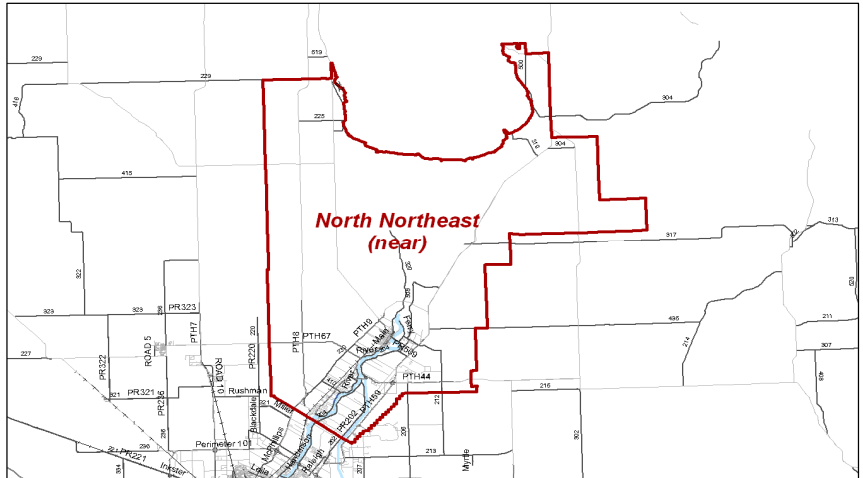
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	8,080	5,950	14,030	49%
Part Time Employed	310	1,430	1,740	6%
Student	2,270	2,380	4,650	16%
Retiree	2,840	3,510	6,350	22%
Homemaker	0	1,090	1,090	4%
Other	30	490	520	2%
Total:	13,530	14,850	28,380	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	12,030	12,460	24,490

Selected Indicators

Daily Trips per Person (age 11+)	0.99
Vehicles per Person	0.75
Number of Persons per Household	2.62
Daily Trips per Household	2.27
Vehicle per Household	1.97
Average Household Income	\$ 62,000

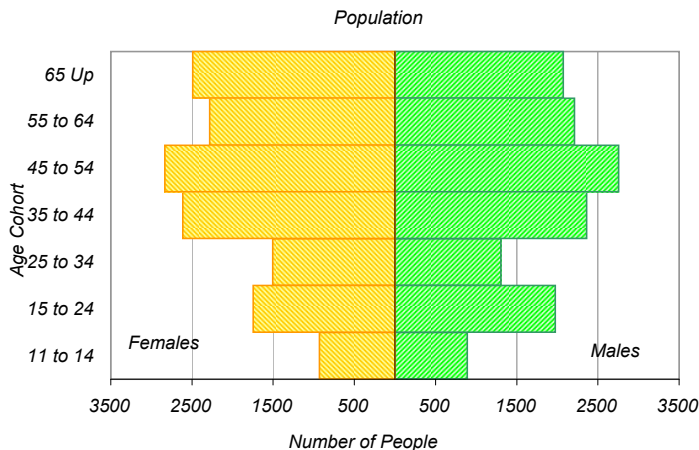
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	2,780	22%
2 persons	4,600	36%
3 persons	1,960	15%
4 persons	2,110	17%
5 + persons	1,200	9%
Total:	12,650	100%

Households by Vehicle Availability			
0 vehicle	200	2%	
1 vehicle	4,000	33%	
2 vehicles	4,830	39%	
3 vehicles	2,080	17%	
4+ vehicles	1,130	9%	
Total:	12,240	100%	

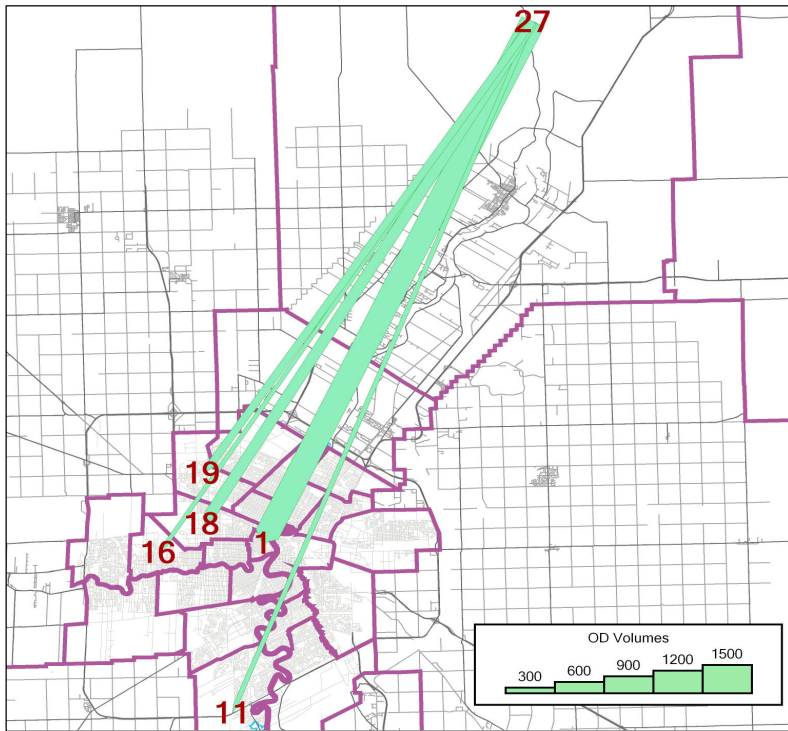
Households by Dwelling Type		
Single-detached	10,900	86%
Semi-detached	80	1%
Townhouse	30	0%
Apartment	930	7%
Other	710	6%
Total:	12,650	100%



District 27 - North Northeast (near)

Travel Patterns

Top five destinations of trips from District 27, AM Peak Period



Summary of Trips from District 27

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	1,214	28%
2 Elmwood	169	4%
3 North Kildonan	208	5%
4 East Kildonan	140	3%
5 Transcona	143	3%
6 St Boniface	87	2%
7 Windsor Park - Southdale - Island Lakes	117	3%
8 St. Vital North	64	1%
9 St. Vital South	0	0%
10 Fort Garry North	45	1%
11 Fort Garry South	233	5%
12 Fort Rouge	171	4%
13 Tuxedo - River Heights	32	1%
14 Charleswood	0	0%
15 West End - Wolseley	129	3%
16 St James	210	5%
17 Assiniboia	0	0%
18 St James Industrial - West End	542	12%
19 Inkster	373	8%
20 North End	210	5%
21 West Kildonan	138	3%
22 Seven Oaks	166	4%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	4,391	100%
External Total	0	0%
Total:	4,391	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	5,610 40.45%	1,590 11.49%	0 0.00%
School	990 7.14%	0 0.00%	0 0.00%
Shopping	1,700 12.26%	160 1.16%	0 0.00%
Leisure	1,350 9.73%	1,260 9.10%	0 0.00%
Medical	570 4.11%	80 0.58%	0 0.00%
Pick up/ Drop off	1,180 8.51%	100 0.72%	0 0.00%
Return home	2,040 14.71%	10,440 75.43%	0 0.00%
Other	430 3.10%	210 1.52%	0 0.00%
Total:	13,870 100.00%	13,840 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	2,820 64.09%	800 94.12%	0 0.00%
School	790 17.95%	0 0.00%	0 0.00%
Shopping	110 2.50%	0 0.00%	0 0.00%
Leisure	30 0.68%	20 2.35%	0 0.00%
Medical	110 2.50%	0 0.00%	0 0.00%
Pick up/ Drop off	330 7.50%	0 0.00%	0 0.00%
Return home	10 0.23%	20 2.35%	0 0.00%
Other	200 4.55%	10 1.18%	0 0.00%
Total:	4,400 100.00%	850 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	160 9.20%	180 4.17%	0 0.00%
School	30 1.72%	0 0.00%	0 0.00%
Shopping	270 15.52%	0 0.00%	0 0.00%
Leisure	340 19.54%	270 6.25%	0 0.00%
Medical	60 3.45%	0 0.00%	0 0.00%
Pick up/ Drop off	180 10.34%	0 0.00%	0 0.00%
Return home	680 39.08%	3,840 88.89%	0 0.00%
Other	20 1.15%	30 0.69%	0 0.00%
Total:	1,740 100.00%	4,320 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	27,710		0%
AM Peak Period	5,250	19%	0%
PM Peak Period	6,060	22%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	11,120 80.12%	10,970 79.21%	0 0.00%
Auto Passenger	2,360 17.00%	2,400 17.33%	0 0.00%
Winnipeg Transit	310 2.23%	320 2.31%	0 0.00%
P & R / K & R	10 0.07%	10 0.07%	0 0.00%
Bicycle	30 0.22%	30 0.22%	0 0.00%
Walk	10 0.07%	10 0.07%	0 0.00%
Other	40 0.29%	110 0.79%	0 0.00%
Total:	13,880 100.00%	13,850 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	3,650 82.95%	780 90.70%	0 0.00%
Auto Passenger	510 11.59%	20 2.33%	0 0.00%
Winnipeg Transit	200 4.55%	20 2.33%	0 0.00%
P & R / K & R	0 0.00%	10 1.16%	0 0.00%
Bicycle	0 0.00%	30 3.49%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	40 0.91%	0 0.00%	0 0.00%
Total:	4,400 100.00%	860 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	1,410 80.57%	3,440 79.45%	0 0.00%
Auto Passenger	300 17.14%	700 16.17%	0 0.00%
Winnipeg Transit	0 0.00%	110 2.54%	0 0.00%
P & R / K & R	10 0.57%	0 0.00%	0 0.00%
Bicycle	30 1.71%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	80 1.85%	0 0.00%
Total:	1,750 100.00%	4,330 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 28,700

Transit Modal Split	From District	To District	Within District
24 Hours	2%	2%	0%
AM Peak Period	5%	4%	0%
PM Peak Period	1%	3%	0%

District 28 - East

Demographic Characteristics

Population	33,070	Population age 11+	28,120
Households	12,450	Number of Vehicles	24,050
Actively Travelled	6,590	Area (km ²)	7,088.0

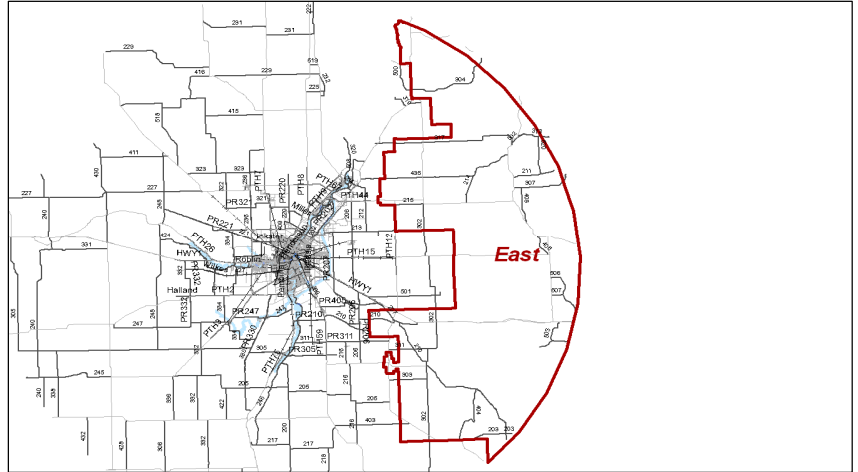
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	7,250	4,540	11,790	42%
Part Time Employed	750	1,690	2,440	9%
Student	2,200	2,140	4,340	15%
Retiree	2,990	3,440	6,430	23%
Homemaker	80	2,000	2,080	7%
Other	400	590	990	4%
Total:	13,670	14,400	28,070	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	11,700	11,750	23,450

Selected Indicators

Daily Trips per Person (age 11+)	0.49
Vehicles per Person	0.73
Number of Persons per Household	2.66
Daily Trips per Household	1.10
Vehicle per Household	1.93
Average Household Income	\$ 54,000

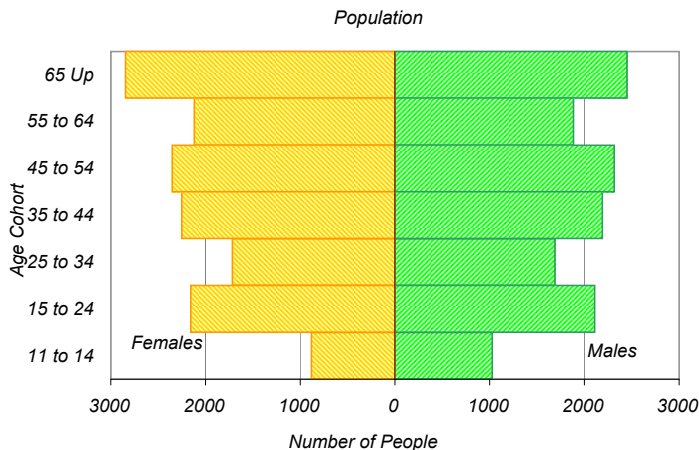
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	2,830	23%
2 persons	4,770	38%
3 persons	1,650	13%
4 persons	1,660	13%
5 + persons	1,530	12%
Total:	12,440	100%

Households by Vehicle Availability		
0 vehicle	120	1%
1 vehicle	4,220	35%
2 vehicles	5,080	43%
3 vehicles	1,420	12%
4+ vehicles	1,110	9%
Total:	11,950	100%

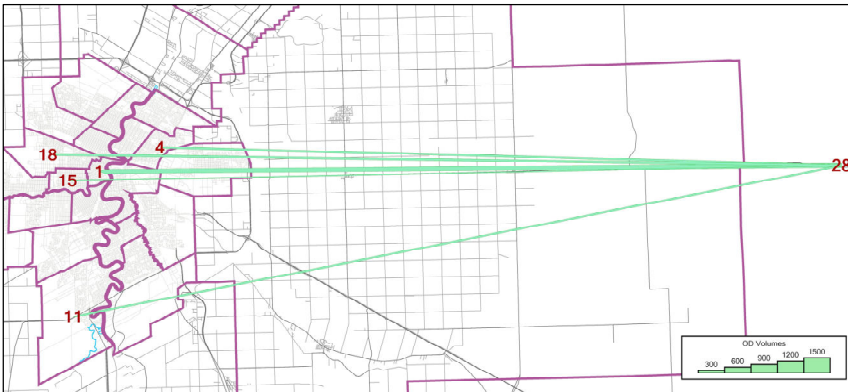
Households by Dwelling Type		
Single-detached	10,140	81%
Semi-detached	260	2%
Townhouse	200	2%
Apartment	1,060	9%
Other	790	6%
Total:	12,450	100%



District 28 - East

Travel Patterns

Top five destinations of trips from District 28, AM Peak Period



Summary of Trips from District 28

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	411	27%
2 Elmwood	0	0%
3 North Kildonan	0	0%
4 East Kildonan	185	12%
5 Transcona	78	5%
6 St Boniface	69	5%
7 Windsor Park - Southdale - Island Lakes	45	3%
8 St. Vital North	0	0%
9 St. Vital South	13	1%
10 Fort Garry North	42	3%
11 Fort Garry South	164	11%
12 Fort Rouge	39	3%
13 Tuxedo - River Heights	23	2%
14 Charleswood	0	0%
15 West End - Wolseley	88	6%
16 St James	56	4%
17 Assiniboia	16	1%
18 St James Industrial - West End	223	15%
19 Inkster	0	0%
20 North End	0	0%
21 West Kildonan	57	4%
22 Seven Oaks	0	0%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	1,509	100%
External Total	0	0%
Total:	1,509	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	2,200 29.57%	1,210 15.92%	0 0.00%
School	520 6.99%	0 0.00%	0 0.00%
Shopping	1,000 13.44%	230 3.03%	0 0.00%
Leisure	1,310 17.61%	720 9.47%	0 0.00%
Medical	410 5.51%	0 0.00%	0 0.00%
Pick up/ Drop off	120 1.61%	60 0.79%	0 0.00%
Return home	1,510 20.30%	5,080 66.84%	0 0.00%
Other	370 4.97%	300 3.95%	0 0.00%
Total:	7,440 100.00%	7,600 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	810 53.29%	530 70.67%	0 0.00%
School	270 17.76%	0 0.00%	0 0.00%
Shopping	120 7.89%	60 8.00%	0 0.00%
Leisure	150 9.87%	80 10.67%	0 0.00%
Medical	30 1.97%	0 0.00%	0 0.00%
Pick up/ Drop off	20 1.32%	0 0.00%	0 0.00%
Return home	10 0.66%	20 2.67%	0 0.00%
Other	110 7.24%	60 8.00%	0 0.00%
Total:	1,520 100.00%	750 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	60 4.80%	10 0.52%	0 0.00%
School	90 7.20%	0 0.00%	0 0.00%
Shopping	110 8.80%	130 6.81%	0 0.00%
Leisure	190 15.20%	110 5.76%	0 0.00%
Medical	20 1.60%	0 0.00%	0 0.00%
Pick up/ Drop off	10 0.80%	20 1.05%	0 0.00%
Return home	670 53.60%	1,600 83.77%	0 0.00%
Other	100 8.00%	40 2.09%	0 0.00%
Total:	1,250 100.00%	1,910 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	15,040		0%
AM Peak Period	2,270	15%	0%
PM Peak Period	3,160	21%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	5,910 79.33%	6,110 80.18%	0 0.00%
Auto Passenger	1,420 19.06%	1,370 17.98%	0 0.00%
Winnipeg Transit	0 0.00%	30 0.39%	0 0.00%
P & R / K & R	40 0.54%	40 0.52%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	20 0.26%	0 0.00%
Other	80 1.07%	50 0.66%	0 0.00%
Total:	7,450 100.00%	7,620 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	1,260 83.44%	650 85.53%	0 0.00%
Auto Passenger	220 14.57%	70 9.21%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	40 5.26%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	30 1.99%	0 0.00%	0 0.00%
Total:	1,510 100.00%	760 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	920 73.60%	1,680 87.05%	0 0.00%
Auto Passenger	280 22.40%	170 8.81%	0 0.00%
Winnipeg Transit	0 0.00%	30 1.55%	0 0.00%
P & R / K & R	30 2.40%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	20 1.04%	0 0.00%
Other	20 1.60%	30 1.55%	0 0.00%
Total:	1,250 100.00%	1,930 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 13,720

Transit Modal Split	From District	To District	Within District
24 Hours	1%	1%	0%
AM Peak Period	0%	5%	0%
PM Peak Period	2%	2%	0%

District 29 - South

Demographic Characteristics

Population	37,760	Population age 11+	30,360
Households	12,440	Number of Vehicles	26,430
Actively Travelled	5,630	Area (km ²)	5,633.8

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	9,300	4,390	13,690	46%
Part Time Employed	520	2,330	2,850	10%
Student	3,110	2,510	5,620	19%
Retiree	1,970	2,390	4,360	15%
Homemaker	30	3,110	3,140	10%
Other	40	280	320	1%
Total:	14,970	15,010	29,980	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	12,780	12,080	24,860

Selected Indicators

Daily Trips per Person (age 11+)	0.36
Vehicles per Person	0.70
Number of Persons per Household	3.04
Daily Trips per Household	0.89
Vehicle per Household	2.12
Average Household Income	\$ 52,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

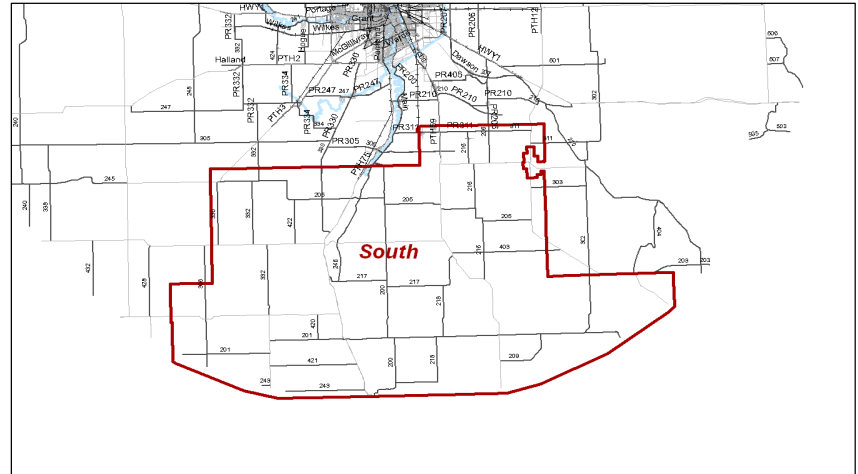
1 person	2,310	19%
2 persons	3,940	32%
3 persons	1,610	13%
4 persons	1,880	15%
5 + persons	2,700	22%
Total:	12,440	100%

Households by Vehicle Availability

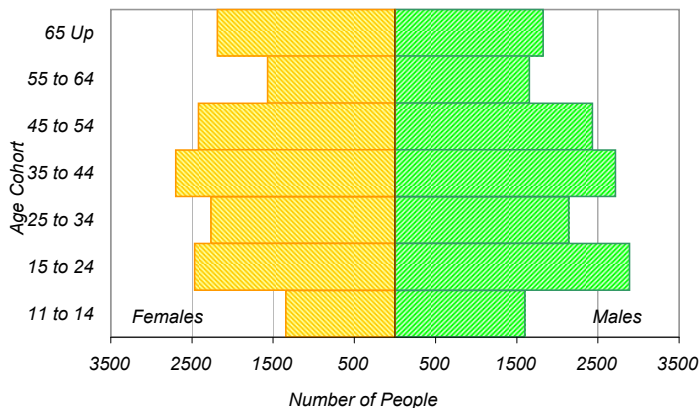
0 vehicle	90	1%
1 vehicle	3,400	28%
2 vehicles	5,050	41%
3 vehicles	2,770	23%
4+ vehicles	920	8%
Total:	12,230	100%

Households by Dwelling Type

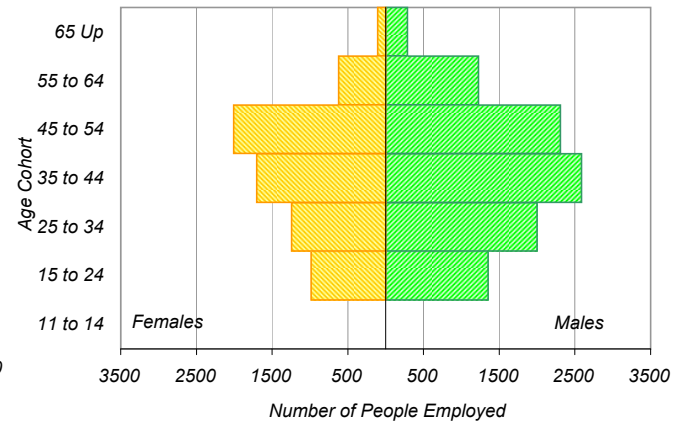
Single-detached	11,190	90%
Semi-detached	140	1%
Townhouse	80	1%
Apartment	690	6%
Other	350	3%
Total:	12,450	100%



Population



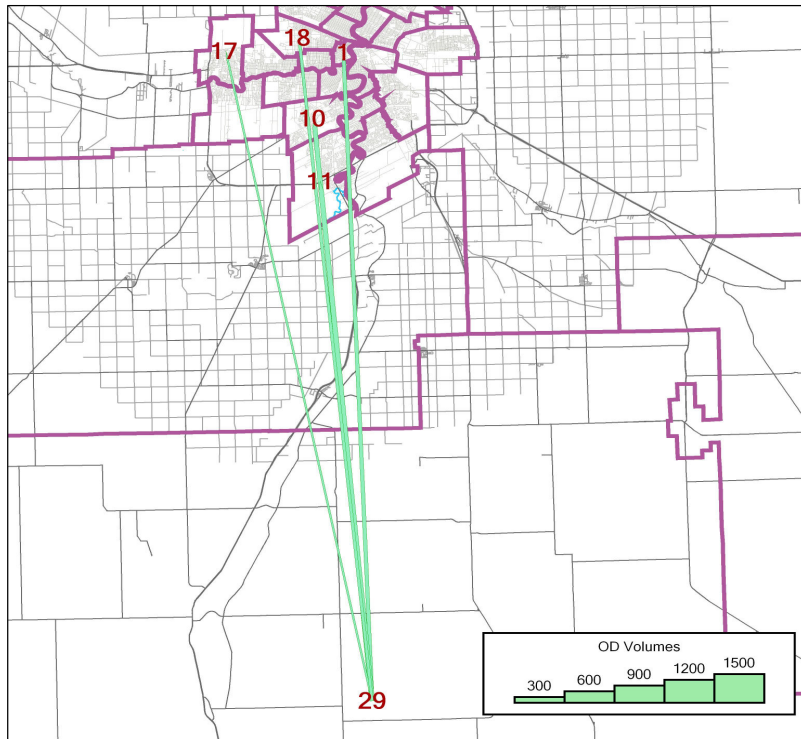
Employed Labour Force



District 29 - South

Travel Patterns

Top five destinations of trips from District 29, AM Peak Period



Summary of Trips from District 29

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	178	13%
2 Elmwood	0	0%
3 North Kildonan	0	0%
4 East Kildonan	0	0%
5 Transcona	54	4%
6 St Boniface	47	4%
7 Windsor Park - Southdale - Island Lakes	0	0%
8 St. Vital North	67	5%
9 St. Vital South	42	3%
10 Fort Garry North	215	16%
11 Fort Garry South	238	18%
12 Fort Rouge	27	2%
13 Tuxedo - River Heights	0	0%
14 Charleswood	0	0%
15 West End - Wolseley	75	6%
16 St James	70	5%
17 Assiniboia	86	6%
18 St James Industrial - West End	135	10%
19 Inkster	39	3%
20 North End	0	0%
21 West Kildonan	64	5%
22 Seven Oaks	0	0%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	1,337	100%
External Total	0	0%
Total:	1,337	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	1,710 32.39%	710 12.89%	0 0.00%
School	350 6.63%	40 0.73%	0 0.00%
Shopping	950 17.99%	140 2.54%	0 0.00%
Leisure	900 17.05%	350 6.35%	0 0.00%
Medical	260 4.92%	0 0.00%	0 0.00%
Pick up/ Drop off	250 4.73%	50 0.91%	0 0.00%
Return home	630 11.93%	4,110 74.59%	0 0.00%
Other	230 4.36%	110 2.00%	0 0.00%
Total:	5,280 100.00%	5,510 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	910 67.91%	340 69.39%	0 0.00%
School	240 17.91%	0 0.00%	0 0.00%
Shopping	0 0.00%	40 8.16%	0 0.00%
Leisure	90 6.72%	30 6.12%	0 0.00%
Medical	40 2.99%	0 0.00%	0 0.00%
Pick up/ Drop off	60 4.48%	0 0.00%	0 0.00%
Return home	0 0.00%	80 16.33%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	1,340 100.00%	490 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	0 0.00%	0 0.00%	0 0.00%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	240 25.26%	0 0.00%	0 0.00%
Leisure	150 15.79%	210 18.92%	0 0.00%
Medical	0 0.00%	0 0.00%	0 0.00%
Pick up/ Drop off	60 6.32%	30 2.70%	0 0.00%
Return home	410 43.16%	870 78.38%	0 0.00%
Other	90 9.47%	0 0.00%	0 0.00%
Total:	950 100.00%	1,110 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	10,790		0%
AM Peak Period	1,830	17%	0%
PM Peak Period	2,060	19%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	4,300 81.44%	4,300 78.18%	0 0.00%
Auto Passenger	940 17.80%	1,140 20.73%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	20 0.36%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	40 0.76%	40 0.73%	0 0.00%
Total:	5,280 100.00%	5,500 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	1,180 88.72%	440 89.80%	0 0.00%
Auto Passenger	150 11.28%	30 6.12%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	20 4.08%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	1,330 100.00%	490 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	690 71.88%	890 80.18%	0 0.00%
Auto Passenger	240 25.00%	220 19.82%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	30 3.13%	0 0.00%	0 0.00%
Total:	960 100.00%	1,110 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 11,050

Transit Modal Split	From District	To District	Within District
24 Hours	0%	0%	0%
AM Peak Period	0%	4%	0%
PM Peak Period	0%	0%	0%

District 30 - West Southwest

Demographic Characteristics

Population	30,810	Population age 11+	25,960
Households	11,560	Number of Vehicles	23,560
Actively Travelled	3,490	Area (km ²)	3,216.3

Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	7,250	3,540	10,790	42%
Part Time Employed	430	2,180	2,610	10%
Student	2,280	2,230	4,510	17%
Retiree	2,050	3,210	5,260	20%
Homemaker	70	1,870	1,940	7%
Other	270	550	820	3%
Total:	12,350	13,580	25,930	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	10,320	11,210	21,530

Selected Indicators

Daily Trips per Person (age 11+)	0.24
Vehicles per Person	0.76
Number of Persons per Household	2.67
Daily Trips per Household	0.54
Vehicle per Household	2.04
Average Household Income	\$ 51,000

* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.

Household Size

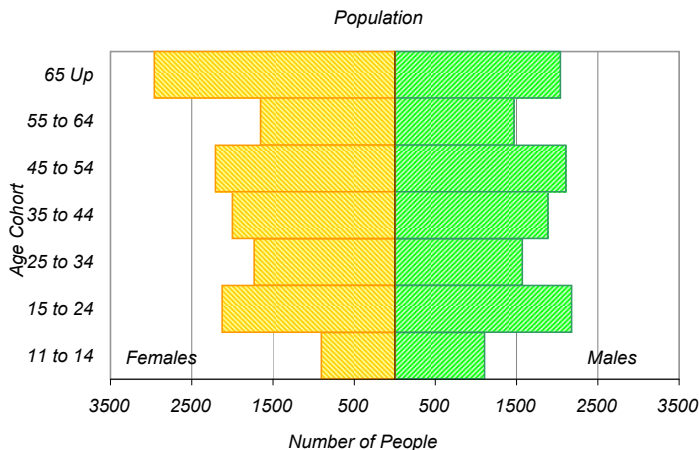
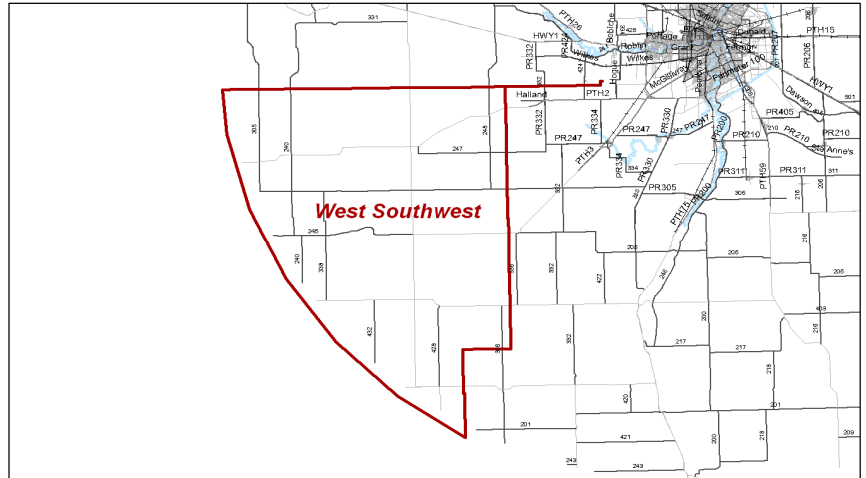
1 person	2,970	26%
2 persons	4,050	35%
3 persons	1,370	12%
4 persons	1,500	13%
5 + persons	1,680	15%
Total:	11,570	100%

Households by Vehicle Availability

0 vehicle	120	1%
1 vehicle	3,550	32%
2 vehicles	4,860	44%
3 vehicles	1,580	14%
4+ vehicles	1,000	9%
Total:	11,110	100%

Households by Dwelling Type

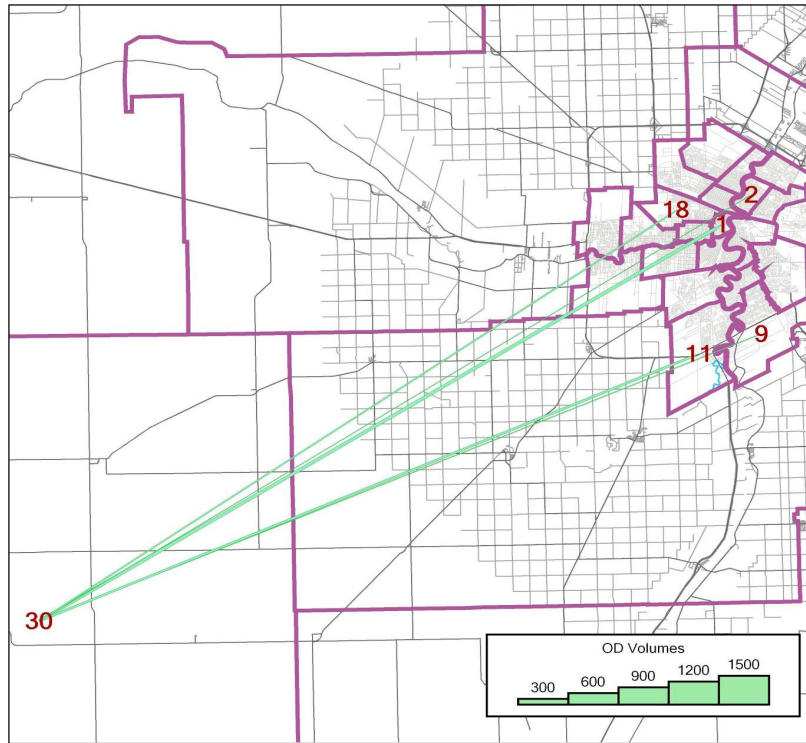
Single-detached	9,920	86%
Semi-detached	270	2%
Townhouse	270	2%
Apartment	780	7%
Other	330	3%
Total:	11,570	100%



District 30 - West Southwest

Travel Patterns

Top five destinations of trips from District 30, AM Peak Period



Summary of Trips from District 30

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	158	30%
2 Elmwood	36	7%
3 North Kildonan	0	0%
4 East Kildonan	0	0%
5 Transcona	0	0%
6 St Boniface	30	6%
7 Windsor Park - Southdale - Island Lakes	0	0%
8 St. Vital North	0	0%
9 St. Vital South	36	7%
10 Fort Garry North	23	4%
11 Fort Garry South	107	20%
12 Fort Rouge	0	0%
13 Tuxedo - River Heights	0	0%
14 Charleswood	0	0%
15 West End - Wolseley	33	6%
16 St James	29	6%
17 Assiniboia	0	0%
18 St James Industrial - West End	72	14%
19 Inkster	0	0%
20 North End	0	0%
21 West Kildonan	0	0%
22 Seven Oaks	0	0%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	524	100%
External Total	0	0%
Total:	524	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	920 30.87%	340 11.72%	0 0.00%
School	260 8.72%	0 0.00%	0 0.00%
Shopping	330 11.07%	70 2.41%	0 0.00%
Leisure	440 14.77%	240 8.28%	0 0.00%
Medical	320 10.74%	70 2.41%	0 0.00%
Pick up/ Drop off	120 4.03%	50 1.72%	0 0.00%
Return home	400 13.42%	2,050 70.69%	0 0.00%
Other	190 6.38%	80 2.76%	0 0.00%
Total:	2,980 100.00%	2,900 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	180 34.62%	70 35.00%	0 0.00%
School	200 38.46%	0 0.00%	0 0.00%
Shopping	40 7.69%	0 0.00%	0 0.00%
Leisure	20 3.85%	20 10.00%	0 0.00%
Medical	50 9.62%	0 0.00%	0 0.00%
Pick up/ Drop off	30 5.77%	0 0.00%	0 0.00%
Return home	0 0.00%	90 45.00%	0 0.00%
Other	0 0.00%	20 10.00%	0 0.00%
Total:	520 100.00%	200 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	100 21.74%	20 2.47%	0 0.00%
School	0 0.00%	0 0.00%	0 0.00%
Shopping	0 0.00%	0 0.00%	0 0.00%
Leisure	110 23.91%	0 0.00%	0 0.00%
Medical	0 0.00%	0 0.00%	0 0.00%
Pick up/ Drop off	60 13.04%	50 6.17%	0 0.00%
Return home	120 26.09%	740 91.36%	0 0.00%
Other	70 15.22%	0 0.00%	0 0.00%
Total:	460 100.00%	810 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	5,880		0%
AM Peak Period	720	12%	0%
PM Peak Period	1,270	22%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	2,500 83.61%	2,400 82.47%	0 0.00%
Auto Passenger	490 16.39%	510 17.53%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	2,990 100.00%	2,910 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	460 86.79%	200 100.00%	0 0.00%
Auto Passenger	70 13.21%	0 0.00%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	530 100.00%	200 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	440 95.65%	720 91.14%	0 0.00%
Auto Passenger	20 4.35%	70 8.86%	0 0.00%
Winnipeg Transit	0 0.00%	0 0.00%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	460 100.00%	790 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 6,240

Transit Modal Split	From District	To District	Within District
24 Hours	0%	0%	0%
AM Peak Period	0%	0%	0%
PM Peak Period	0%	0%	0%

District 31 - Northwest

Demographic Characteristics

Population	33,430	Population age 11+	27,960
Households	13,180	Number of Vehicles	24,500
Actively Travelled	4,670	Area (km ²)	7,183.6

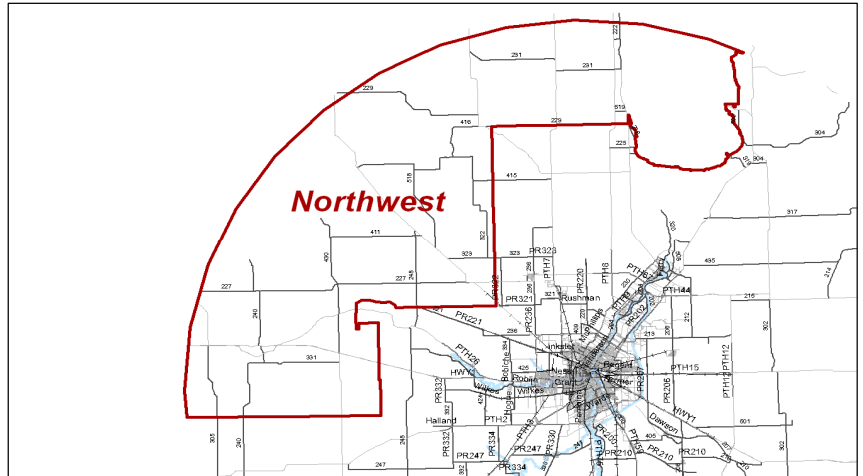
Occupation Status (age 11+)	Male	Female	Total	%
Full Time Employed	8,230	4,720	12,950	46%
Part Time Employed	600	1,880	2,480	9%
Student	2,160	1,910	4,070	15%
Retiree	2,360	2,930	5,290	19%
Homemaker	0	2,170	2,170	8%
Other	630	260	890	3%
Total:	13,980	13,870	27,850	100%

Traveller Characteristics	Male	Female	Total
Licensed Drivers	11,870	11,780	23,650

Selected Indicators

Daily Trips per Person (age 11+)	0.36
Vehicles per Person	0.73
Number of Persons per Household	2.54
Daily Trips per Household	0.76
Vehicle per Household	1.86
Average Household Income*	\$ 56,000

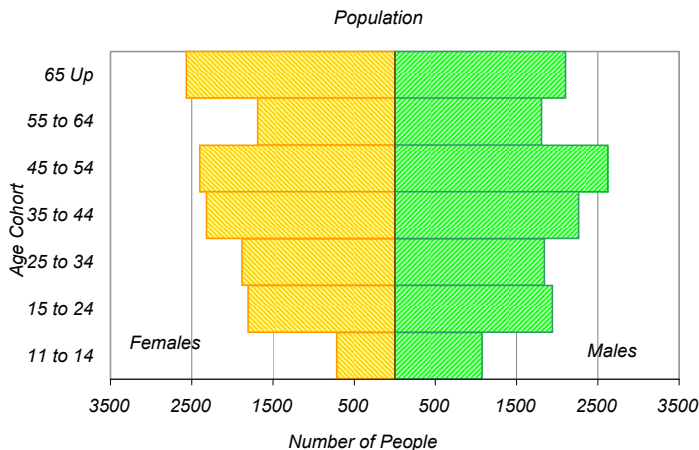
* Based on a weighted average of reported income ranges, assuming the average income in the \$120,000 + range was \$150,000.



Household Size		
1 person	3,670	28%
2 persons	4,570	35%
3 persons	1,700	13%
4 persons	1,640	12%
5 + persons	1,600	12%
Total:	13,180	100%

Households by Vehicle Availability		
0 vehicle	150	1%
1 vehicle	4,450	35%
2 vehicles	5,300	42%
3 vehicles	1,770	14%
4+ vehicles	870	7%
Total:	12,540	100%

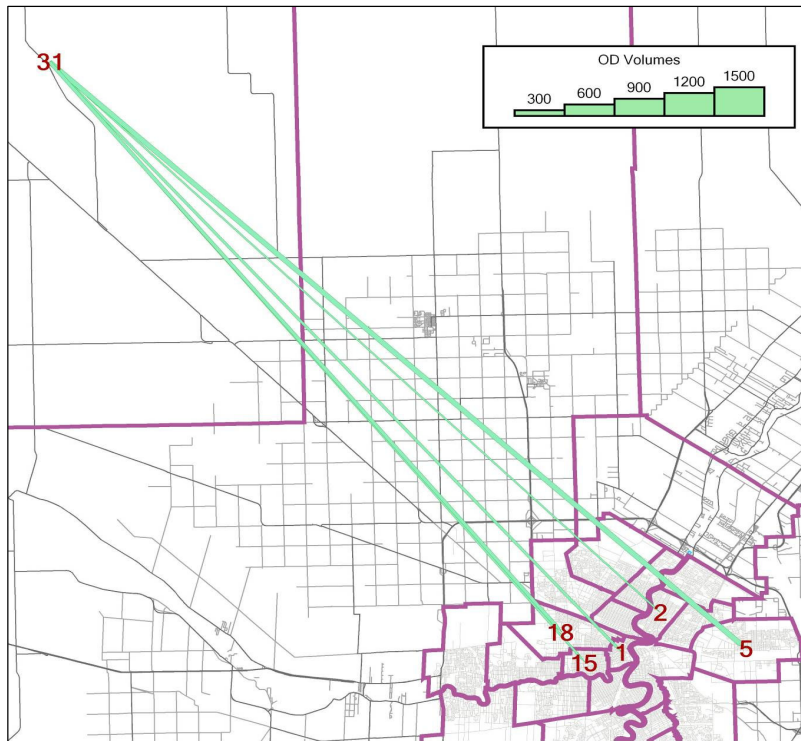
Households by Dwelling Type		
Single-detached	10,950	83%
Semi-detached	200	2%
Townhouse	290	2%
Apartment	1,290	10%
Other	450	3%
Total:	13,180	100%



District 31 - Northwest

Travel Patterns

Top five destinations of trips from District 31, AM Peak Period



Summary of Trips from District 31

AM Peak Period

District of Destination	Trips	% Total
1 Downtown	131	13%
2 Elmwood	81	8%
3 North Kildonan	0	0%
4 East Kildonan	0	0%
5 Transcona	248	25%
6 St Boniface	0	0%
7 Windsor Park - Southdale - Island Lakes	0	0%
8 St. Vital North	0	0%
9 St. Vital South	0	0%
10 Fort Garry North	30	3%
11 Fort Garry South	0	0%
12 Fort Rouge	76	8%
13 Tuxedo - River Heights	0	0%
14 Charleswood	0	0%
15 West End - Wolseley	106	11%
16 St James	57	6%
17 Assiniboia	17	2%
18 St James Industrial - West End	171	17%
19 Inkster	25	3%
20 North End	0	0%
21 West Kildonan	54	5%
22 Seven Oaks	0	0%
23 East St Paul and West Saint Paul	0	0%
24 East (near)	0	0%
25 Southwest (near)	0	0%
26 Northwest (near)	0	0%
27 North Northeast (near)	0	0%
28 East	0	0%
29 South	0	0%
30 West Southwest	0	0%
31 Northwest	0	0%
City Total	996	100%
External Total	0	0%
Total:	996	100%

Trips by Trip Purpose

24 Hours	From District	To District	Within District
Work or related	2,020 35.38%	930 15.42%	0 0.00%
School	390 6.83%	0 0.00%	0 0.00%
Shopping	480 8.41%	90 1.49%	0 0.00%
Leisure	890 15.59%	780 12.94%	0 0.00%
Medical	350 6.13%	40 0.66%	0 0.00%
Pick up/ Drop off	190 3.33%	20 0.33%	0 0.00%
Return home	1,150 20.14%	3,960 65.67%	0 0.00%
Other	240 4.20%	210 3.48%	0 0.00%
Total:	5,710 100.00%	6,030 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Work or related	470 47.47%	360 80.00%	0 0.00%
School	260 26.26%	0 0.00%	0 0.00%
Shopping	0 0.00%	0 0.00%	0 0.00%
Leisure	20 2.02%	90 20.00%	0 0.00%
Medical	160 16.16%	0 0.00%	0 0.00%
Pick up/ Drop off	10 1.01%	0 0.00%	0 0.00%
Return home	0 0.00%	0 0.00%	0 0.00%
Other	70 7.07%	0 0.00%	0 0.00%
Total:	990 100.00%	450 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Work or related	160 20.00%	0 0.00%	0 0.00%
School	20 2.50%	0 0.00%	0 0.00%
Shopping	0 0.00%	0 0.00%	0 0.00%
Leisure	270 33.75%	100 6.58%	0 0.00%
Medical	0 0.00%	10 0.66%	0 0.00%
Pick up/ Drop off	40 5.00%	0 0.00%	0 0.00%
Return home	310 38.75%	1,380 90.79%	0 0.00%
Other	0 0.00%	30 1.97%	0 0.00%
Total:	800 100.00%	1,520 100.00%	0 0.00%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	11,740		0%
AM Peak Period	1,440	12%	0%
PM Peak Period	2,320	20%	0%

Trips by Travel Mode

24 Hours	From District	To District	Within District
Auto Driver	4,540 79.51%	4,740 78.87%	0 0.00%
Auto Passenger	980 17.16%	1,060 17.64%	0 0.00%
Winnipeg Transit	150 2.63%	170 2.83%	0 0.00%
P & R / K & R	10 0.18%	10 0.17%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	30 0.53%	30 0.50%	0 0.00%
Total:	5,710 100.00%	6,010 100.00%	0 0.00%

AM Peak Period	From District	To District	Within District
Auto Driver	770 77.00%	410 89.13%	0 0.00%
Auto Passenger	160 16.00%	40 8.70%	0 0.00%
Winnipeg Transit	70 7.00%	10 2.17%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	1,000 100.00%	460 100.00%	0 0.00%

PM Peak Period	From District	To District	Within District
Auto Driver	700 87.50%	1,080 70.59%	0 0.00%
Auto Passenger	80 10.00%	380 24.84%	0 0.00%
Winnipeg Transit	20 2.50%	70 4.58%	0 0.00%
P & R / K & R	0 0.00%	0 0.00%	0 0.00%
Bicycle	0 0.00%	0 0.00%	0 0.00%
Walk	0 0.00%	0 0.00%	0 0.00%
Other	0 0.00%	0 0.00%	0 0.00%
Total:	800 100.00%	1,530 100.00%	0 0.00%

Number of Daily Trips Made by District Residents 9,980

Transit Modal Split	From District	To District	Within District
24 Hours	3%	3%	0%
AM Peak Period	7%	2%	0%
PM Peak Period	3%	5%	0%