EGLINTONconnects >

City of Toronto Planning Study

VOLUME 2
Appendix D:
Avenues and Mid-Rise Buildings Travel Survey

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1. Introduction

City Planning has traditionally conducted travel surveys in areas of the city anticipated in the Official Plan to accommodate significant population and employment growth. Previous travel surveys have focused on neighbourhoods within the Downtown and Central Waterfront, and the four Centres. The *"Avenues"* are another part of the urban structure where the Official Plan directs growth, but until now have not experienced significant growth nor been the subject of detailed travel surveys.

Travel surveys are undertaken to monitor transportation trends within a study area, to determine whether planning policies and objectives are being met, and to provide statistical evidence to guide the development of new policies or regulations. This travel survey is being done in conjunction with the Eglinton Connects planning study, and is intended to provide guidance on the review of parking and bicycle parking standards for the Eglinton Avenue corridor, and baseline data for monitoring the travel behaviour of households and residents living along the corridor as development occurs over time.

2. Key Findings

Five key findings from the travel survey include:

- A majority of households (61%) living in mid-rise buildings on the Avenues own at least one automobile, with an average automobile ownership rate of 0.71 vehicles per unit, which increases in a predictable manner with unit size.
- While less than half of all households currently own a bicycle, the average bicycle ownership rate in mid-rise buildings of 0.65 bicycles per unit is close to the vehicle ownership rate.
- Residents of mid-rise buildings on Eglinton Avenue are more likely to use public transit (51%) compared to the average resident of a mid-rise building in the City (40%).
- The majority of trips destined to the Downtown and Central Waterfront (64%), representing 34% of all trips by residents of mid-rise buildings on the Avenues, are made by public transit.
- The introduction of physically separated bicycle lanes is cited as the most important factor to improve cycling in the city by a majority of households (61%), regardless of the vehicle or bicycle ownership status of the household.

3. Methodology & Sample
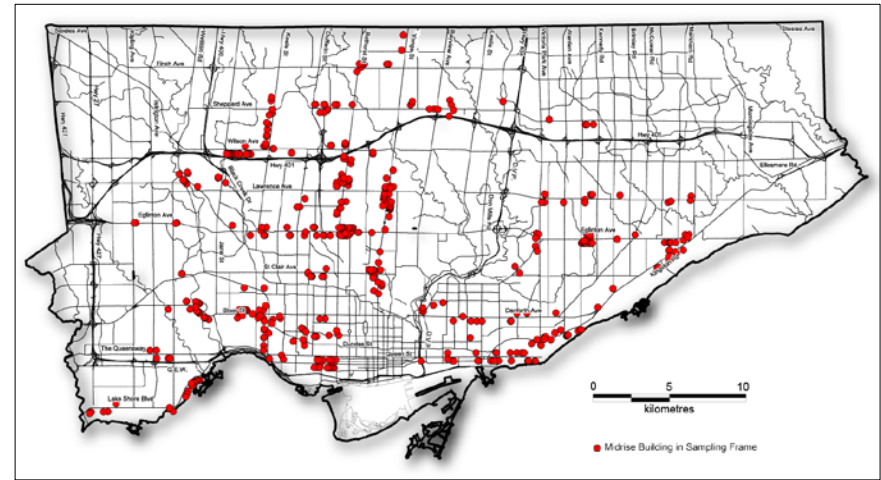
Figure 1 - Location of mid-rise buildings in survey sample.

The sampling frame for this travel survey includes all residential households living in mid-rise buildings located on major streets identified as *Avenues* in Map 2 (Urban Structure) of the City of Toronto Official Plan. Mid-rise buildings are defined as being 4 storeys or greater in height, but no taller than the width of the right-of-way on which they are situated, to a maximum of 11 storeys. For the purpose of this travel survey, however, all buildings between 4 and 12 storeys in height were included in the sample.

Survey packages containing a cover letter, a survey questionnaire, and postage-paid return envelope were mailed to 30,970 households living in 485 different mid-rise buildings situated along the Avenues across the City (locations shown in the map above). The cover letter explained the purpose of the survey, and clearly stated that completion of the survey was voluntary. In an attempt to maximize the response rate and sample size, the survey was mailed twice to each household (in October 2012 and April 2013), and households were given the choice of completing the survey by mail or online. No incentives were offered for the completion of the survey.

The survey questionnaire was comprised of four different sections. Part A contained questions about the characteristics of the household, such as household size and automobile ownership. Part B included questions about individuals in the household, including

demographic questions like age and gender, and asked each individual to record the characteristics of trips taken during the survey period, including trip purpose, mode of travel, and destination. Part C contained attitudinal questions, asking households about factors that would most improve their experience of different modes of travel. Part D contained questions about the experience of households living in mid-rise buildings. Space was also provided for written comments. A copy of the survey questionnaire is provided in Appendix A of this document.

Responses were received from 5,169 households representing 382 different mid-rise buildings, yielding data on 7,620 individuals who made 6,032 trips during the survey period. This represents a response rate of 17%, which is considered good for a mail-out survey, although the response rate is somewhat lower than for previous travel surveys (which has typically been greater than 20%). Of all survey responses, 85% were completed by mail, while 15% were completed online.

The data includes a sample of 648 households in mid-rise buildings along Eglinton Avenue, which are of particular relevance to this survey as it is being conducted in conjunction with the Eglinton Connects planning study. These households include 508 in rental buildings and 136 in condominium buildings, which is a reflection of the current building types found along Eglinton Avenue. Portions of the following analysis are broken out for Eglinton Avenue where the results are informative or relevant. Results for Eglinton Avenue should be interpreted with greater caution than results for citywide or district-based analysis, due to the smaller sample size.

4. Demographics

The travel survey collected information about the demographic characteristics of households and individuals responding to the survey. This section provides an overview of the demographic characteristics of the sample of households living in mid-rise buildings across the City, based on the responses received.

4.1. Building Type
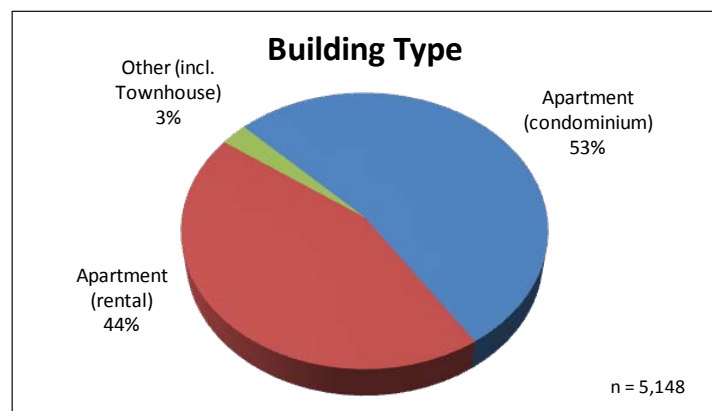
Figure 2 - Survey responses by building type.

Almost all households in the sample (97%) live in an apartment building. The majority of households reside in condominium apartment buildings (53%), while a significant proportion also live in rental apartment buildings (44%). Other mid-rise building types captured in the sample include townhouse condominiums and co-op apartment buildings, which represent the remaining 3% of the sample. For a citywide comparison, apartments represent about 39% of dwelling units, while 6% of dwelling units are townhouses.

4.2. Unit Mix

The most common unit sizes among mid-rise households in the sample are the one-bedroom (46%) and two-bedroom units (43%), which together represent almost 90% of the sample. Bachelor units and units with three or more bedrooms each account for approximately 5% to 6% of the sample.
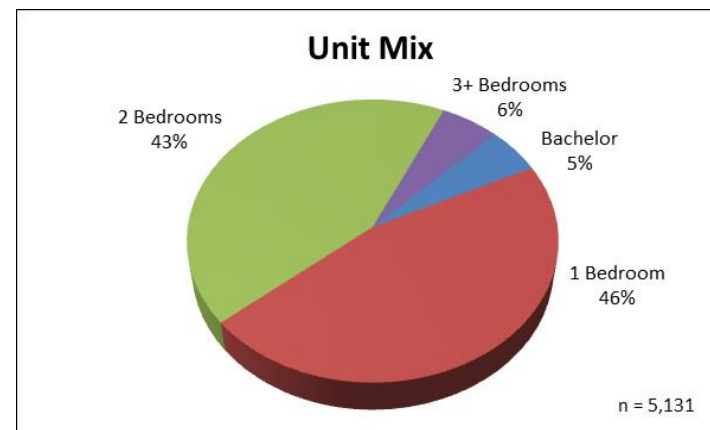
Figure 3 - Survey responses by unit size.

The average unit mix in apartment buildings citywide is very similar to the unit mix in the survey sample, with 11% for bachelor units, 45% for one-bedroom units, 40% for two-bedroom units, and 4% for units with three or more bedrooms.

4.3. Tenure
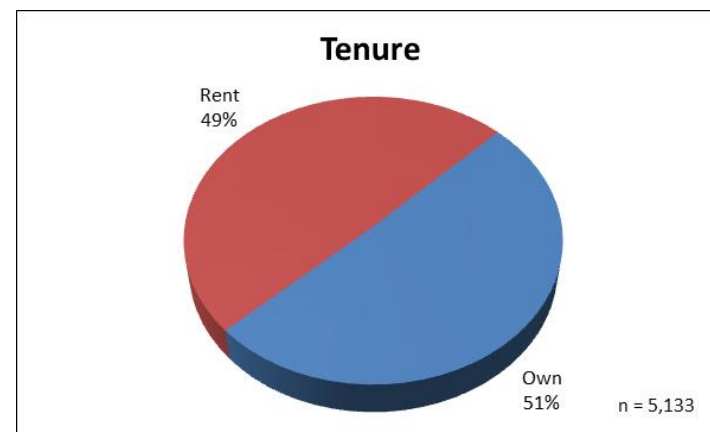
Figure 4 - Survey responses by tenure.

The sample contains an almost even mix of responses from rented (49%) and owner-occupied (51%) units. This is close to the citywide average of 46% of households renting and 54% owning their home.

4.4. Household Size
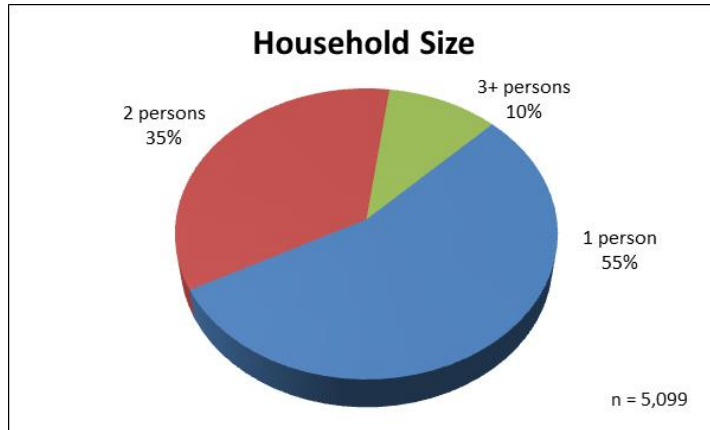
Figure 5 - Survey responses by household size.

The majority of dwelling units in mid-rise buildings (55%) are made up of single-person households. Two-person households account for the second largest share of units (35%), while households with three or more persons represent 10% of all units. In comparison, 32% of all households in all building types citywide are single-person households.

The overall average household size in mid-rise buildings in this sample is 1.61 persons per household, compared to a citywide average for all building types of 2.5 persons per unit. As expected, the average household size in mid-rise buildings increases with unit size, ranging from 1.08 persons per household in bachelor units, to 3.27 persons in 4-bedroom units. One-bedroom and two-bedroom units have average household sizes of 1.35 and 1.83 persons, respectively, while three-bedroom units have an average of 2.52 persons per household.

Tenure appears to have a small but noticeable effect on household size. On average, rental apartment units tend to have larger household sizes (1.67 persons) than owner-occupied apartment units (1.55 persons). This pattern is consistent across all unit sizes, except for bachelor apartments.

4.5. Age and Gender
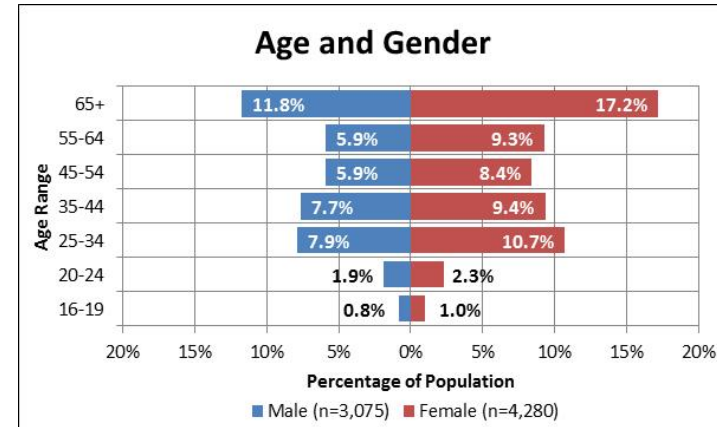
Figure 6 - Survey responses by age and gender.

The survey sample suggests that the population of mid-rise buildings is weighted toward females and seniors. Females represent 58% of the overall sample, while males account for 42%. There are more females than males represented in every age category. Seniors over the age of 65 are the largest age cohort, making up almost one-third of the sample. Female seniors represent the largest age-gender group at 17% of the sample. Very few residents in the sample are under the age of 25.

Compared to the citywide population, the survey sample contains a higher percentage of females and seniors. Females represent 52% of the population compared to 58% in the survey sample. Seniors over 65 represent 14% of the population compared to 29% in the sample.

5. Automobile Ownership

5.1. Automobile Ownership by Household
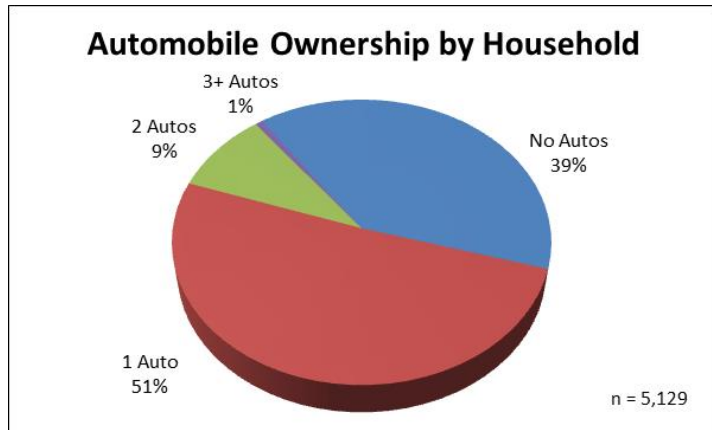
Figure 7 - Automobile ownership by household.

The majority of households (61%) in mid-rise buildings are automobile owners. Most households (51%) own only one vehicle, while the ownership of multiple vehicles is uncommon among households in mid-rise buildings (10%). A significant share of mid-rise households (39%) does not own any vehicles.

5.2. Automobile Ownership by Age Group

Automobile ownership patterns are relatively consistent between different age groups. Most individuals, regardless of age, live in a household that owns one automobile. The exception is individuals aged 20-24, who are more likely to live in a household that does not own any vehicles. In contrast, persons aged 16-19 are the least likely to live in a household that does not own any vehicles. Persons aged 45-54 are the most likely to own 1 vehicle, while persons aged 55-64 are the most likely to own 2 vehicles. Vehicle ownership drops off just slightly for persons aged 65 and over.
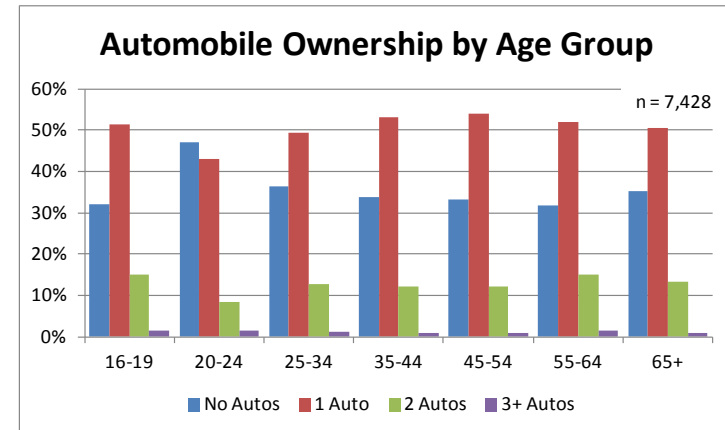
Figure 8 - Automobile ownership by age group.

5.3. Automobile Ownership by Unit Size
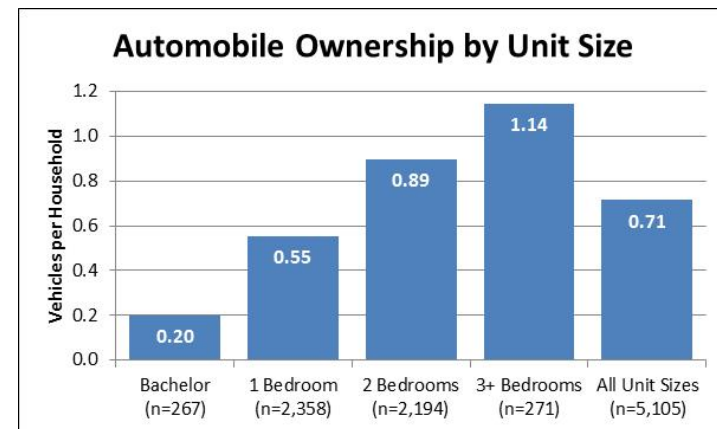
Figure 9 - Automobile ownership by unit size.

The average automobile ownership rate in all units in mid-rise buildings is 0.71 vehicles per household. Automobile ownership rates generally increase as unit sizes get larger, ranging from 0.2 vehicles per household in bachelor units, to 1.14 vehicles per household in units with 3 or more bedrooms. One-bedroom units own 0.55 vehicles on average, while 2-bedroom units average 0.89 vehicles.

Expressing these rates as percentage differences can help estimate auto ownership for bachelor and three-bedroom unit sizes where sufficient data is not available for these unit sizes. The average vehicle

ownership for bachelor units is 64% lower than the rate for one-bedroom units. The vehicle ownership rate for three-bedroom units is 28% greater than the rate for two-bedroom units.

Comparisons with citywide automobile ownership rates are available from other sources. According to the Transportation Tomorrow Survey (2006), the citywide automobile ownership rate is 1.1 vehicles per unit for all dwelling types. For apartment units, the average automobile ownership rate citywide is 0.7 vehicles per household, consistent with the rate of 0.71 found in this survey of mid-rise buildings on Avenues.

5.4. Automobile Ownership by Building Type
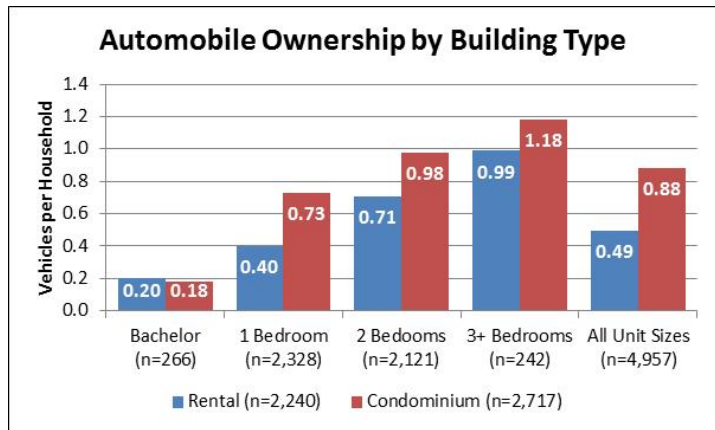
Figure 10 - Automobile ownership by building type and unit size.

Automobile ownership varies significantly between households living in rental and condominium apartment buildings. Among households living in rental apartments, the average automobile ownership rate is 0.49 vehicles per household, while households in condominium apartments have 0.88 vehicles on average. Overall, the automobile ownership rate for condominium households is 80% higher than for households in rental apartments. Differences in vehicle ownership between rental and condominium apartments are greater for one-bedroom units than two or three-bedroom units, while bachelor units show almost no difference in vehicle ownership between rental and condominium apartments.

5.5. Automobile Ownership by Tenure
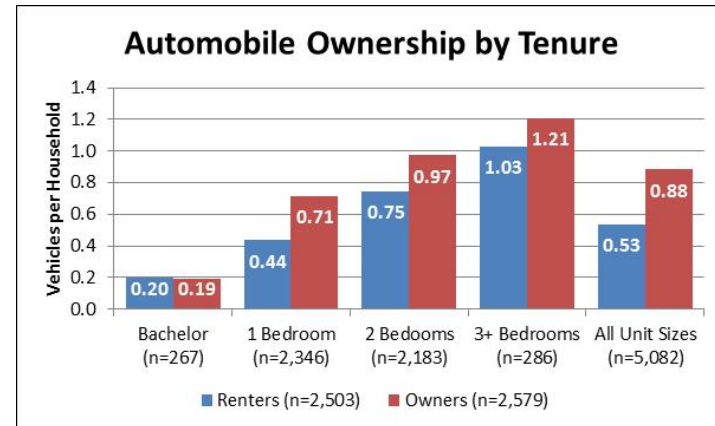
Figure 11 - Automobile ownership by tenure and unit size.

Automobile ownership can also be examined by tenure. This measure is similar to building type above, but reflects the fact that many condominium apartments are not occupied by their owners, but rather are rented to tenants. The analysis confirms that there is no significant difference between automobile ownership rates by tenure and building type for any given unit size.

5.6. Automobile Ownership by Building Form
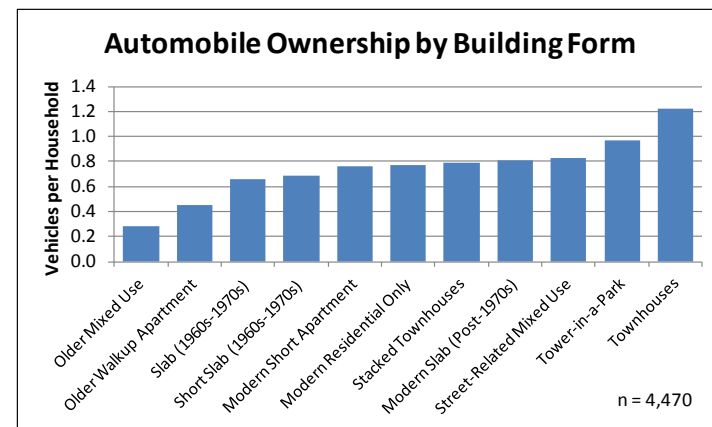
Figure 12 - Automobile ownership by building form.

Mid-rise buildings can be categorized into different building forms, which correspond to the era in which they were constructed. Households living in older street-related mixed-use buildings and older walk-up apartment buildings have the lowest automobile ownership rates. Households in recently-built street-related mixed-use buildings conforming to the Avenues & Mid-Rise Building Performance Standards tend to have higher rates of automobile ownership, averaging 0.85 vehicles per unit.

5.7. Automobile Ownership by District

Household automobile ownership rates also vary based on the geographic location and planning context of an Avenue. Households located along Avenues in Toronto & East York and Scarborough districts of the City generally have lower automobile ownership rates than households located in North York and Etobicoke-York districts.
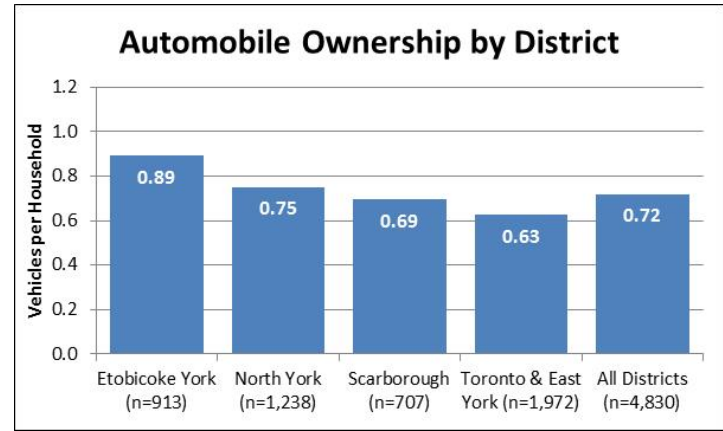
Figure 13 - Automobile ownership by district.

5.8. Automobile Ownership by Distance to Rapid Transit

The proximity of households to a rapid transit station does not appear to be associated with vehicle ownership rates. No clear pattern emerges from the data when households are classified into groups by distance to the nearest rapid transit station, shown in the chart above. No pattern is also evident when households are broken down by unit size, tenure, or building type.
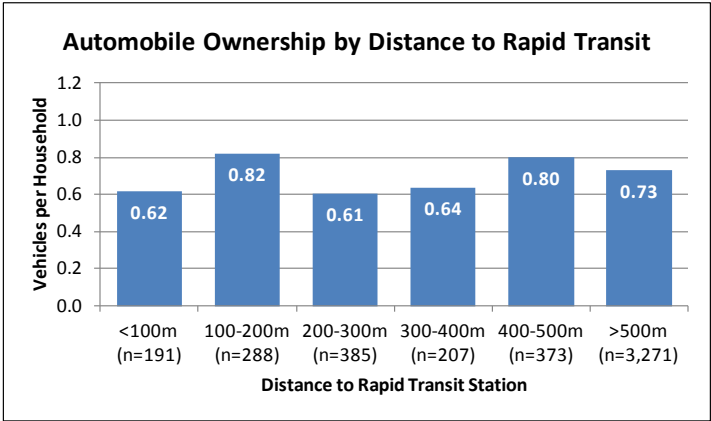
Figure 14 - Automobile ownership by distance to rapid transit.

5.9. Automobile Ownership by Type of Transit on Avenue
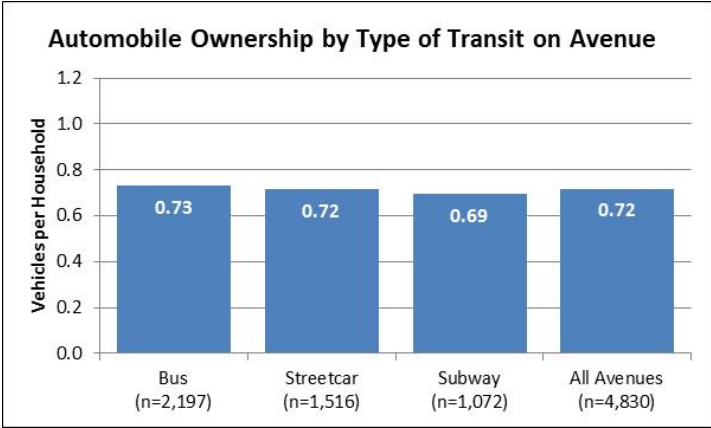
Figure 15 - Automobile ownership by type of transit on the Avenue.

The type of transit service provided along an Avenue also appears to have little association with vehicle ownership rates; households located on subway lines have an automobile ownership rate (0.69) similar to households located along streetcar lines (0.72) and bus routes (0.73).

5.10. Automobile Ownership on Eglinton Avenue

Automobile Ownership: Eglinton Ave
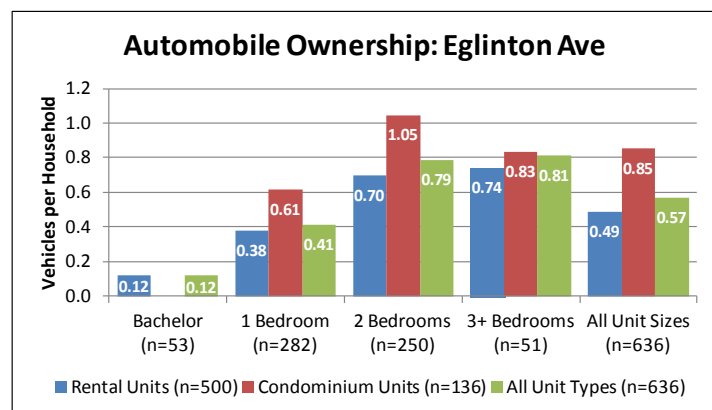
Figure 16 - Automobile ownership for buildings on Eglinton Avenue.

Vehicle ownership in mid-rise buildings along Eglinton Avenue is of particular interest in this survey analysis because the results can inform the Eglinton Connects planning study and monitoring program. The data provides a sample of 636 households on Eglinton, of which 500 households are in rental apartment buildings, while 136 households are in condominium buildings. Generally, automobile ownership rates along Eglinton are lower on average than in mid-rise buildings elsewhere in the City.
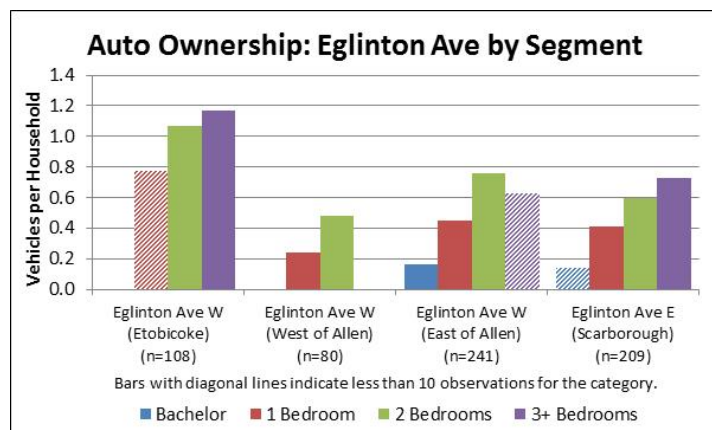
Figure 17 - Automobile ownership for buildings on Eglinton Avenue, by Avenue segment.

Eglinton Avenue can be broken down into four different Avenue segments, approximately located as follows: 1) Martin Grove Road to Scarlett Road (in Etobicoke); 2) Keele Street to Allen Road; 3) Allen Road to Yonge Street; and 4) Victoria Park Avenue to Kingston Road (in Scarborough). Automobile ownership rates are considerably higher in the Etobicoke segment of Eglinton Avenue than in other parts of the corridor, and lowest in the segment between Keele Street and Allen Road.

The results for households along Eglinton Avenue should be interpreted with caution. The analysis for several unit size categories relies on a small sample size, which may make the result less reliable and not statistically significant. In addition, the prevalence of older rental apartment buildings in many parts of the corridor may not be representative of the characteristics of newer condominium buildings that can be anticipated to be developed in the future.

5.11. Automobile Ownership by Avenue Segment

Table 1 provides a detailed list of automobile ownership rates by each Avenue segment across the City. The Avenue segments with the highest average automobile ownership rates are Lake Shore Boulevard West (1.08 vehicles per household), followed by the segment of Eglinton Avenue West in Etobicoke (1.07). The Avenue segments with the lowest average automobile ownership rates are Danforth Avenue (0.14), followed by Dundas Street West south of Bloor Street (0.18). Eglinton Avenue West between Keele Street and Allen Road also has a relatively low automobile ownership rate (0.26). To ensure statistical significance, this analysis only considers Avenue segments having at least 50 survey responses.

Table 1 - Automobile Ownership by Avenue Segment

Avenue Segment	Bachelor		1-bedroom		2-bedroom		3-bedroom		All Unit Sizes	
	n	Rate	n	Rate	n	Rate	n	Rate	n	Rate
Avenue Rd	5	0.60	10	0.90	3	1.00	—	—	18	0.83
Bathurst St	8	0.50	99	0.61	159	0.79	25	1.36	291	0.77
Bloor St W (E of Dundas)	2	0.00	45	0.38	26	0.27	—	—	73	0.33
Bloor St W (Etobicoke)	—	—	55	0.80	108	1.10	3	2.00	167	1.02
Bloor St W (W of Dundas)	11	0.09	116	0.42	93	0.88	6	1.00	226	0.61
Broadview Ave	1	0.00	14	0.36	2	0.00	—	—	17	0.29
College St	14	0.00	61	0.59	26	0.69	4	0.75	106	0.55
Danforth Ave	20	0.05	37	0.05	9	0.33	7	0.57	74	0.14
Don Mills Rd	—	—	16	0.69	12	1.08	1	2.00	29	0.90
Dufferin St	—	—	9	0.44	6	1.00	—	—	15	0.67
Dundas St W (Etobicoke)	—	—	16	0.81	10	0.90	1	1.00	27	0.85
Dundas St W (N of Bloor)	1	0.00	34	0.56	16	0.63	—	—	52	0.58
Dundas St W (S of Bloor)	9	0.22	41	0.17	4	0.25	—	—	55	0.18
Eglinton Ave E (Scarborough)	7	0.14	88	0.41	81	0.59	29	0.66	211	0.53
Eglinton Ave W (E of Allen)	31	0.16	143	0.45	59	0.76	8	0.63	241	0.49
Eglinton Ave W (Etobicoke)	—	—	9	0.78	87	1.07	12	1.17	111	1.07
Eglinton Ave W (W of Allen)	15	0.00	42	0.24	23	0.48	—	—	80	0.26
Finch Ave W (E of Bathurst)	—	—	9	0.33	24	0.83	10	1.50	43	0.88
Gerrard St E	1	1.00	3	0.33	1	1.00	—	—	5	0.60
Jane St	1	0.00	4	0.25	4	0.00	—	—	9	0.11
Keele St	4	0.25	24	0.71	30	0.83	7	1.29	66	0.79
King St W	13	0.23	317	0.71	206	0.76	16	1.19	553	0.73
Kingston Rd (E of Midland)	8	0.13	76	0.49	82	0.98	7	1.14	174	0.74
Kingston Rd (W of Midland)	10	0.40	74	0.64	103	0.97	1	2.00	189	0.81
Lake Shore Blvd W	12	0.50	84	0.95	123	1.21	13	1.23	232	1.08
Lawrence Ave E (E of Bellamy)	2	1.00	11	0.73	15	0.80	3	1.67	32	0.88
Lawrence Ave E (W of Brimley)	1	0.00	26	0.27	36	0.58	13	1.08	77	0.55
Lawrence Ave W	—	—	11	0.73	6	0.83	—	—	17	0.76
O'Connor Dr	—	—	10	0.50	15	0.87	20	0.90	51	0.86
Pape Ave	—	—	1	0.00	1	1.00	—	—	2	0.50
Queen St E	12	0.33	105	0.56	100	0.82	11	1.18	229	0.69
Queen St W	2	0.00	71	0.70	33	0.55	2	2.00	110	0.66
Roncesvalles Ave	12	0.08	54	0.37	27	0.81	3	1.00	96	0.48
Sheppard Ave E (E of Don Mills)	—	—	4	1.00	16	1.25	4	1.00	24	1.17
Sheppard Ave E (W of Don Mills)	—	—	40	0.70	58	1.12	7	1.43	105	0.98
Sheppard Ave W (W of Bathurst)	—	—	16	0.50	94	1.01	9	1.00	119	0.94
St Clair Ave W	11	0.09	71	0.42	90	0.88	2	1.50	175	0.65
The Queensway	—	—	35	0.89	6	1.00	8	1.50	51	1.02
Weston Rd (N of Eglinton)	—	—	1	0.00	—	—	—	—	1	0.00
Weston Rd (N/S of Lawrence)	—	—	15	0.87	13	0.54	9	1.00	37	0.78
Wilson Ave (E of Allen)	3	1.00	8	0.75	3	1.67	—	—	14	1.00
Wilson Ave (W of Dufferin)	—	—	3	0.33	1	1.00	—	—	4	0.50
Wilson Ave (W of Keele)	—	—	40	0.68	18	0.72	5	1.00	64	0.72
Yonge St (N of Finch)	1	0.00	15	0.53	10	0.80	—	—	26	0.62
Yonge St (N of Eglinton)	33	0.15	169	0.38	137	1.15	5	2.20	347	0.69
Yonge St (S of Eglinton)	—	—	78	0.67	100	1.03	7	1.29	185	0.89

Notes

n = number of observations for Avenue segment and unit size category

Rate = average automobile ownership rate for unit size category in Avenue segment

Figures shown in grey text have fewer than 30 observations and are not reliable.

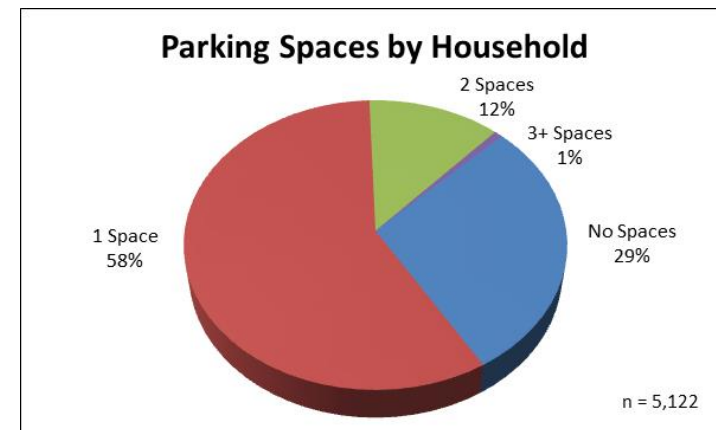# 6. Automobile Parking

6.1. Residential Parking

Figure 18 - Parking spaces per household.

The majority of households (71%) living in mid-rise buildings have access to at least one parking space, while almost one-third (29%) do not have access to any parking spaces.
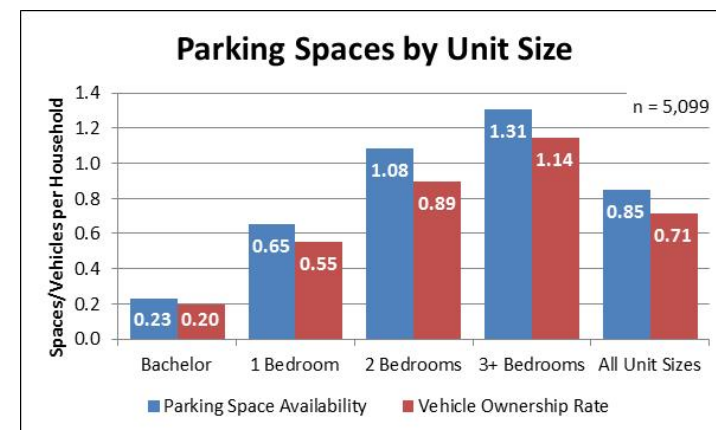

Figure 19 - Parking space availability and vehicle ownership by unit size.

The average unit in a mid-rise building has access to 0.85 parking spaces. Larger unit sizes tend to have access to more parking spaces than smaller unit sizes, with bachelor units having about 0.23 spaces per unit, increasing to 1.31 spaces per unit for apartments with 3 or more bedrooms.

The availability of parking spaces exceeds the vehicle ownership rate for all unit sizes. This suggests that on average, all vehicles can be accommodated with the existing parking supply in mid-rise buildings across the city. The excess parking capacity may be somewhat higher than indicated, as this analysis does not reflect parking spaces that exist but are unassigned to a particular unit.
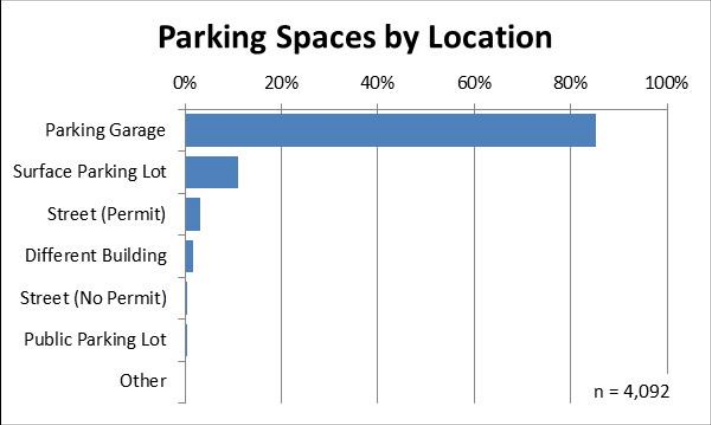

Figure 20 - Parking spaces by location.

The vast majority (86%) of parking spaces accessible to households in mid-rise buildings are located in the parking garage of the building in which the household resides. Surface parking lots represent most of the remaining parking accessed by mid-rise households (11%). A very low percentage of spaces are located on the street, in a different building, or in a public parking lot.
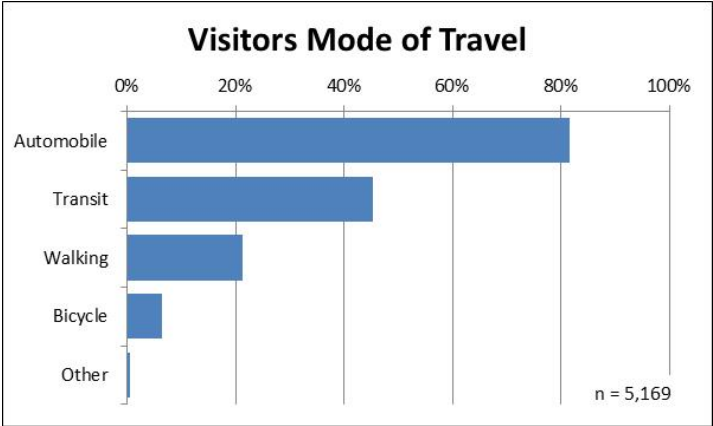
6.2. Visitor Parking

Figure 21 - Visitors mode of travel.

The majority of households (82%) indicate that they receive visitors who arrive by automobile, while almost half (43%) indicate receiving visitors arriving by public transit. About 20% receive visitors walking to their residence, while only 5% receive visitors who arrive by bicycle.

Figure 22 - Visitor parking availability.

Almost three-quarters of households (73%) in mid-rise buildings indicate that their building provides parking spaces for visitors, while 27% say their building does not provide any visitor parking.

7. Bicycle Ownership
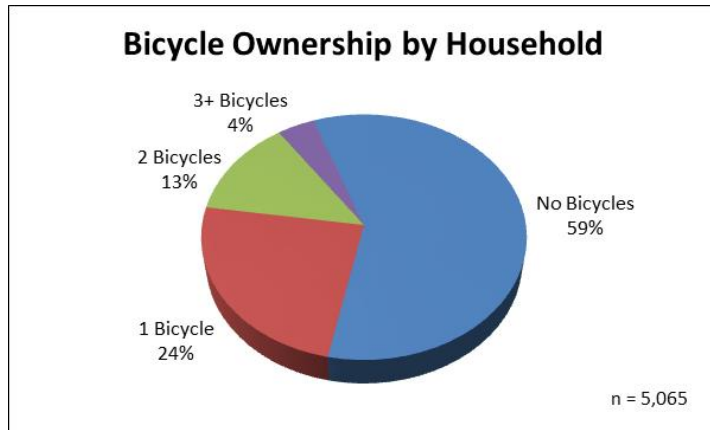
7.1. Bicycle Ownership by Household

Figure 23 - Bicycle ownership by household.

The majority of households in mid-rise buildings (59%) currently do not own any bicycles. The remaining 41% of mid-rise households own at least one bicycle, with 13% of all households owning 2 bicycles, and 4% owning three or more bicycles.
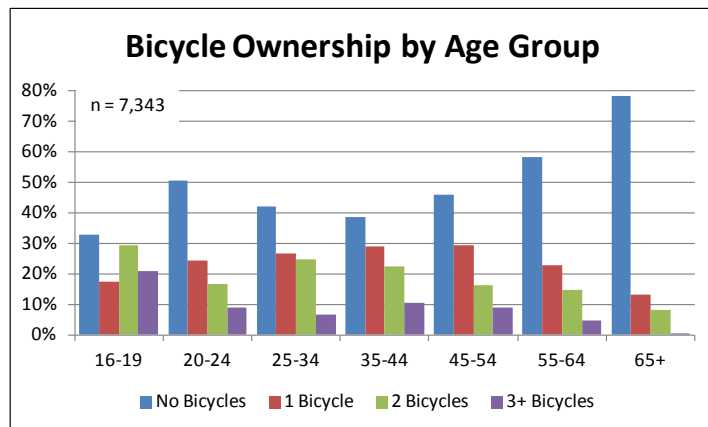
7.2. Bicycle Ownership by Age Group

Figure 24 - Bicycle ownership by age group.

Bicycle ownership varies by age group. The majority of persons under 55 own at least one bicycle in their household. The majority of people 55 years of age and older do not own bicycles, increasing drastically to almost 80% for those aged 65 and older. Those aged 45-54 are the most likely to have one bicycle in their household, while households with persons aged 16-19 are the most likely to have two and three bicycles. Those in the age group 20-24 also have a relatively high rate of non-bicycle ownership in their household.

7.3. Bicycle Ownership by Unit Size
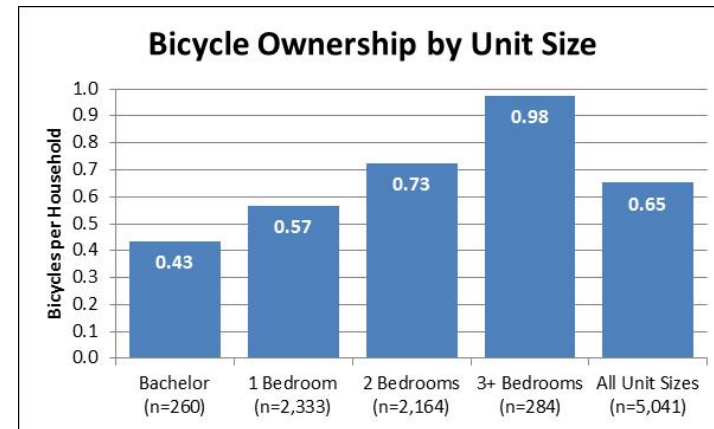
Figure 25 - Bicycle ownership by unit size.

The average household living in a mid-rise building owns 0.65 bicycles. As with automobile ownership, bicycle ownership rates also increase with unit size, starting at 0.43 bicycles per household for bachelor units, and increasing to 0.98 bicycles per household for units with three or more bedrooms. On average, one-bedroom units have 0.57 bicycles per household, while two-bedroom units have 0.73 bicycles.

7.4. Bicycle Ownership by District

Bicycle ownership rates also vary by geography. Households living in the Toronto & East York district of the city have the highest bicycle ownership rates on average (0.79 bicycles per household), followed by households residing in the Etobicoke-York district (0.72). Households living in the Scarborough (0.48) and North York (0.46) districts have significantly lower rates of bicycle ownership than households in other districts.
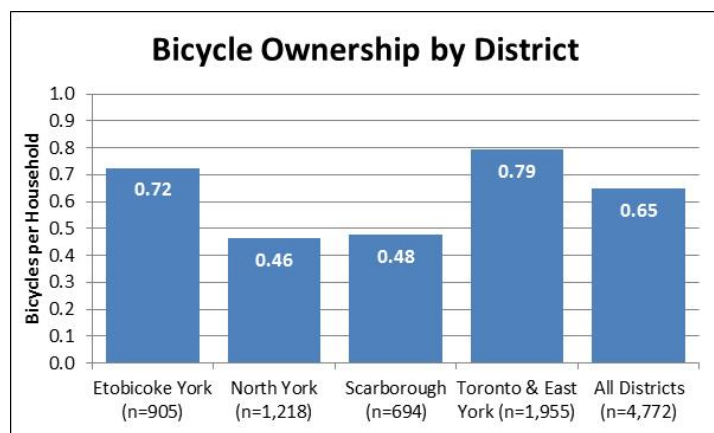

Figure 26 - Bicycle ownership by district.

7.5. Bicycle Ownership by Avenue Segment

Table 2 provides a detailed list of bicycle ownership rates by each Avenue segment across the City. The Avenue segments having the highest average bicycle ownership rates are College Street (1.20 bicycles per household), followed by Queen Street West (1.18). The Avenue segments with the lowest average bicycle ownership rates are Bathurst Street (0.36), followed by Eglinton Avenue West between Keele Street and Allen Road (0.39). To ensure statistical significance, this analysis only considers Avenue segments having at least 50 survey responses.

Table 2 - Bicycle Ownership by Avenue Segment

Avenue Segment	Bachelor n	Bachelor Rate	1-bedroom n	1-bedroom Rate	2-bedroom n	2-bedroom Rate	3-bedroom n	3-bedroom Rate	All Unit Sizes n	All Unit Sizes Rate
Avenue Rd	5	0.80	10	0.40	3	2.00	—	—	18	0.78
Bathurst St	8	1.38	98	0.31	158	0.33	24	0.46	288	0.36
Bloor St W (E of Dundas)	1	0.00	45	0.64	26	1.15	—	—	72	0.82
Bloor St W (Etobicoke)	—	—	55	0.75	108	0.60	3	1.67	166	0.67
Bloor St W (W of Dundas)	10	0.10	114	0.37	94	0.94	6	1.00	224	0.61
Broadview Ave	1	1.00	14	0.86	2	1.50	—	—	17	0.94
College St	14	0.71	60	1.35	26	0.92	4	2.50	104	1.20
Danforth Ave	20	0.15	36	0.31	9	1.56	7	1.14	72	0.50
Don Mills Rd	—	—	16	0.13	12	0.50	1	0.00	29	0.28
Dufferin St	—	—	9	0.11	6	1.50	—	—	15	0.67
Dundas St W (Etobicoke)	—	—	16	0.75	10	1.20	1	0.00	27	0.89
Dundas St W (N of Bloor)	1	0.00	34	0.71	16	0.50	—	—	51	0.63
Dundas St W (S of Bloor)	9	0.56	41	0.49	4	1.00	—	—	54	0.54
Eglinton Ave E (Scarborough)	7	0.29	87	0.32	79	0.49	29	0.76	206	0.47
Eglinton Ave W (E of Allen)	30	0.27	140	0.39	58	0.59	8	1.88	236	0.47
Eglinton Ave W (Etobicoke)	—	—	9	0.33	86	0.60	12	1.67	107	0.70
Eglinton Ave W (W of Allen)	13	0.62	41	0.37	22	0.32	—	—	76	0.39
Finch Ave W (E of Bathurst)	—	—	9	0.22	24	0.50	10	0.80	43	0.51
Gerrard St E	1	2.00	3	0.00	—	—	—	—	4	0.50
Jane St	1	0.00	4	0.00	4	0.25	—	—	9	0.11
Keele St	4	0.25	24	0.50	29	0.45	8	0.38	65	0.45
King St W	13	0.54	317	0.84	204	1.06	15	1.20	549	0.92
Kingston Rd (E of Midland)	8	0.13	75	0.20	82	0.57	7	0.57	173	0.40
Kingston Rd (W of Midland)	10	0.00	71	0.42	99	0.64	1	3.00	181	0.53
Lake Shore Blvd W	12	0.67	83	0.84	122	1.11	13	0.92	230	0.98
Lawrence Ave E (E of Bellamy)	1	0.00	11	0.27	15	0.80	3	0.00	30	0.50
Lawrence Ave E (W of Brimley)	1	0.00	25	0.28	36	0.78	13	1.23	75	0.68
Lawrence Ave W	—	—	11	0.36	6	0.67	—	—	17	0.47
O'Connor Dr	—	—	10	0.40	15	0.93	21	0.43	51	0.63
Pape Ave	—	—	1	0.00	1	1.00	—	—	2	0.50
Queen St E	12	0.50	104	0.76	99	1.03	11	1.00	227	0.90
Queen St W	2	0.50	70	1.06	33	1.48	2	1.00	108	1.19
Roncesvalles Ave	11	0.55	55	0.82	27	1.26	3	1.33	96	0.93
Sheppard Ave E (E of Don Mills)	—	—	4	0.00	16	0.19	3	0.00	23	0.13
Sheppard Ave E (W of Don Mills)	1	0.00	39	0.46	57	0.72	7	0.71	104	0.62
Sheppard Ave W (W of Bathurst)	—	—	16	0.19	93	0.62	9	1.11	118	0.60
St Clair Ave W	11	0.36	70	0.41	88	0.64	2	1.50	171	0.54
The Queensway	—	—	34	0.41	6	0.67	8	2.00	49	0.71
Weston Rd (N of Eglinton)	—	—	1	0.00	—	—	—	—	1	0.00
Weston Rd (N/S of Lawrence)	—	—	15	0.40	11	0.64	9	0.33	35	0.46
Wilson Ave (E of Allen)	3	0.33	8	1.13	3	0.67	—	—	14	0.86
Wilson Ave (W of Dufferin)	—	—	3	0.00	1	0.00	—	—	4	0.00
Wilson Ave (W of Keele)	—	—	40	0.40	18	0.44	4	1.00	62	0.45
Yonge St (N of Finch)	1	1.00	15	0.33	8	0.13	—	—	24	0.29
Yonge St (N of Eglinton)	32	0.34	166	0.46	134	0.51	5	0.00	337	0.46
Yonge St (S of Eglinton)	—	—	78	0.51	99	0.56	7	1.14	184	0.56

Notes

n = number of observations for Avenue segment and unit size category

Rate = average bicycle ownership rate for unit size category in Avenue segment

Figures shown in grey text have fewer than 30 observations and are not reliable.

8. Bicycle Parking and Storage

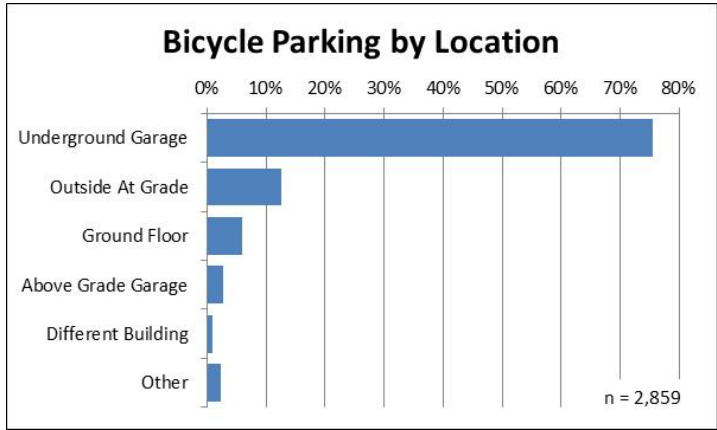## 8.1. Bicycle Parking by Location

Figure 27 - Bicycle parking by location.

Among households that have bicycle parking spaces in their building, the vast majority are located within an underground parking garage. A small number have bicycle parking spaces outside at grade or on the ground floor of the building. Very few households have bicycle parking spaces in an above-grade parking garage, or in a building different than the location of their dwelling unit.

8.2. Bicycle Storage by Location
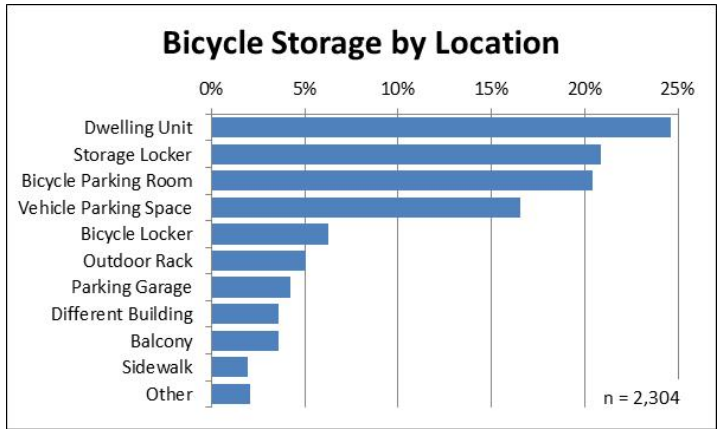
Figure 28 - Bicycle storage by location.

Among households that own bicycles, the most commonly cited storage location for bicycles is inside their dwelling unit. Other common locations include a storage locker, bicycle parking room, and the household's vehicle parking space. Less than 7% of households indicate storing their bicycles in a bicycle locker, outdoor racks, the parking garage, in a different building, on their balcony, or on the sidewalk.

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9.   Travel Characteristics

The travel survey collected information about trips made during the morning peak period by individuals responding to the survey. This section provides an overview of the trip-making characteristics of the sample of households living in mid-rise buildings across the city.

9.1. Trip Generation

A total of 6,018 trips were generated by 5,169 households during the morning peak period of 4 hours from 6:00 a.m. to 10:00 a.m. This translates into an overall trip generation rate of 1.16 trips per household during the morning peak period.
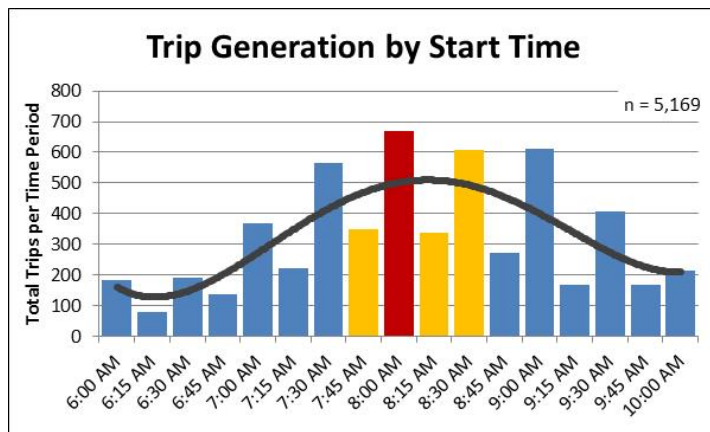
Figure 29 - Trip generation by start time.

Trip generation in the morning peak period from 6:00 a.m. to 10:00 a.m. generally follows a normal distribution, increasing gradually toward a peak, and then decreasing again. The peak hour for trip generation (shown with yellow bars in the chart above) occurs from 7:45 a.m. to 8:45 a.m., generating 0.38 trips per household, representing 33% of trips within the 4-hour peak period. The peak 15 minutes (shown with a red bar) occurs from 8:00 a.m. to 8:15 a.m., generating 0.13 trips per household. 34% of the peak hour trip generation occurs in the peak 15 minutes.

9.2. Travel Time

Figure 30 – Trips by travel time distribution.

Travel time measures the time taken to complete a trip from origin to destination. For residents of mid-rise buildings, the average reported travel time for trips started in the morning peak period from 6:00 a.m. to 10:00 a.m. was 36 minutes. The most common travel time reported was 30 minutes.
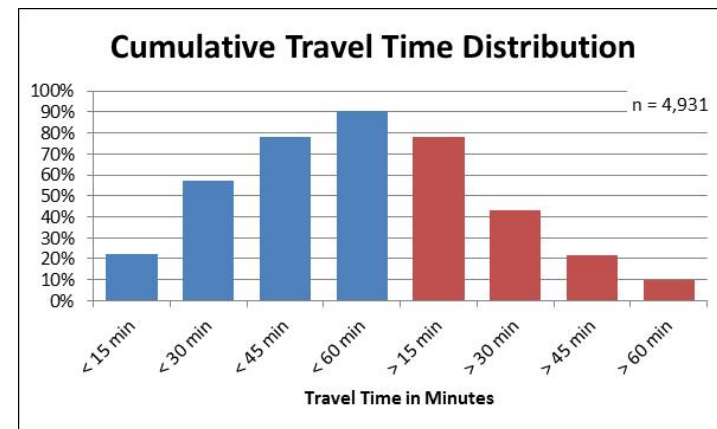

Figure 31 – Trips by cumulative travel time distribution.

The cumulative travel time distribution describes the percentage of trips that are longer (red bars) or shorter (blue bars) than a given time period. Residents of mid-rise buildings complete 90% of trips during the morning peak period in one hour or less, while 57% of trips are

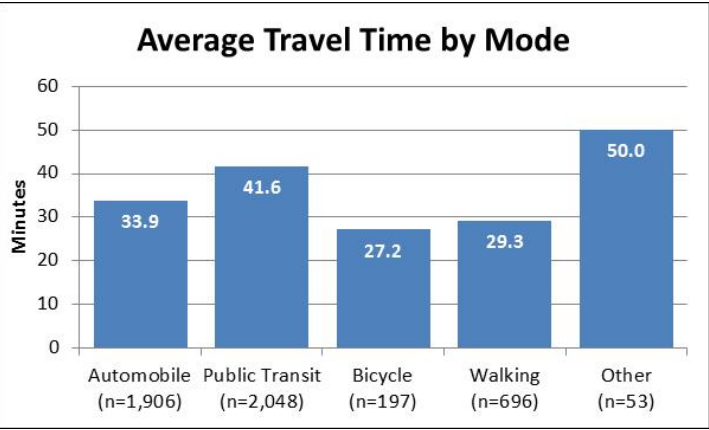completed in 30 minutes or less. Only 20% of trips take longer than 45 minutes.

Figure 32 - Average travel time by mode.

There are significant differences in the average travel time of trips, depending on the mode of travel used to make the trip. Trips made by cycling or walking are the shortest in duration, averaging less than 30 minutes in travel time. Automobile trips are slightly longer in duration, with the average trip being about 34 minutes in length. Public transit trips have the longest travel time (excluding "other" modes), being almost 42 minutes in average duration.

9.3. Trip Purpose
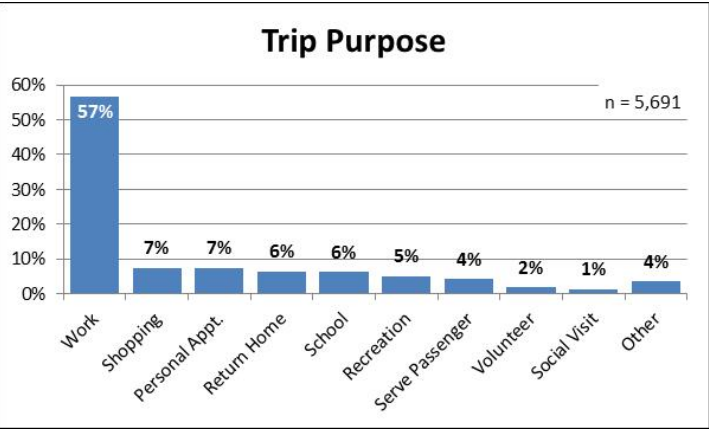
Figure 33 – Trips by trip purpose.

The majority of trips (57%) made by people living in mid-rise buildings during the a.m. peak period (from 6:00 a.m. to 10:00 a.m.) are work trips. Other common reasons for making a trip in the morning peak period are shopping trips (7.5%), attending personal appointments (7.4%), and going to school (6.2%). A significant share of trips (6.4%) involves people returning home from a previous trip.

9.4. Mode of Travel
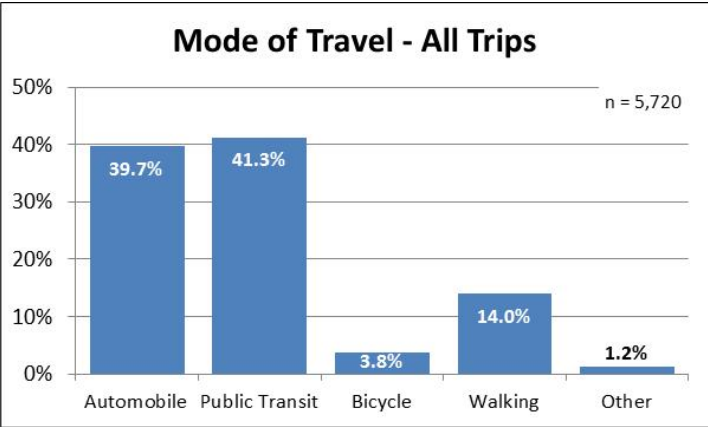
Figure 34 - Mode of travel for all trips.

Public transit and automobiles are the most common modes of transportation used by residents of mid-rise buildings across the city, accounting for an almost equal share (41% vs. 39%, respectively) of all trips made during the a.m. peak period. Among active transport modes, walking accounts for 14% of all trips, while the modal share for cycling is about 4%. Other modes of travel represent about 1% of all trips.

9.5. Mode of Travel for Work Trips

When only trips to work are considered, the largest share of trips (47%) is made using public transit, while the automobile is the second-most common mode of travel to work (40%). In comparison to all trips made by residents of mid-rise buildings, the use of public transit is more common for work trips, while the use of automobiles is less common for work trips. Walking accounts for 8.5% of work trips, which is lower than the average walking modal share for all trips (14%). Cycling is about the same for work trips (4.4%) as the average trip during the morning peak (3.8%).
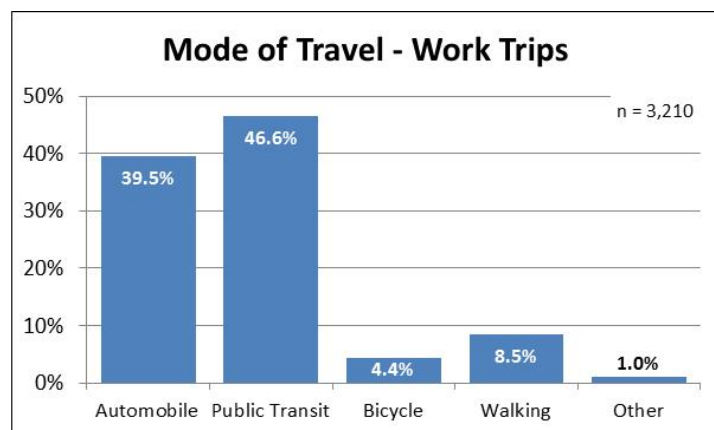
Figure 35 - Mode of travel for work trips only.

9.6. Mode of Travel by Age Group

Persons aged 16-19 and 20-24 make about two-thirds (66%) of their trips by public transit. The modal share for public transit decreases by age group, with seniors aged 65 and over the least likely to use public transit. Conversely, the modal share for automobile trips increases by age group, with individuals aged 65 and over the most likely to make their trips by driving. Walking has a relatively consistent modal share among all age groups, but people aged 16-19 and those aged 65 and over are most likely to walk. Cycling has the highest modal share among individuals aged 20-24 and 25-34, and the lowest among seniors aged 65 and over.
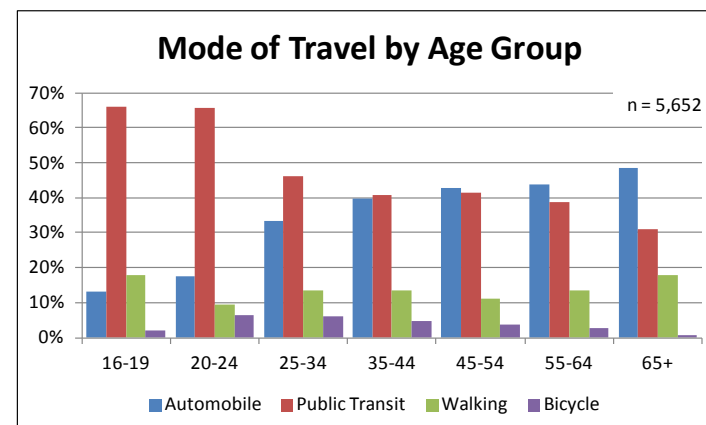

Figure 36 - Mode of travel by age group.

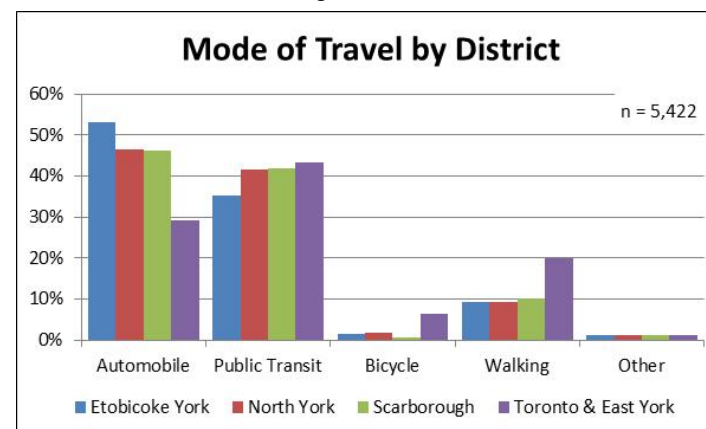## 9.7. Mode of Travel by District

Figure 37 - Mode of travel by district.

Among residents of mid-rise buildings, the modal share for automobile trips is highest in Etobicoke York at over 50% of all trips, and lowest in Toronto & East York where automobiles account for under 30% of trips. Public transit modal shares are similar across all districts, representing just over 40% of all trips in North York, Scarborough, and Toronto & East York; public transit use in Etobicoke York is slightly lower at about 35%. Cycling accounts for no significant share of trips in the suburban districts, while Toronto & East York has 6.5% of all trips made by bicycle. The modal share for walking trips approaches 20% in Toronto

& East York, but is just under half that rate in each of the suburban districts.

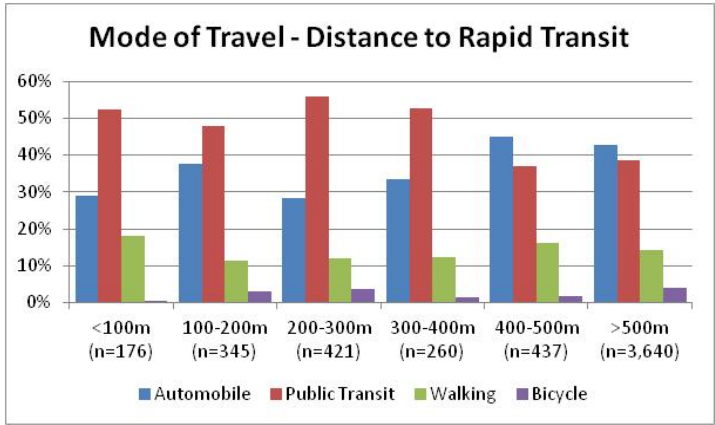## 9.8. Mode of Travel by Distance to Rapid Transit

Figure 38 - Mode of travel by distance to rapid transit.

Residents living less than 400 metres from a rapid transit station are more likely to use public transit than other modes of travel. The modal share for automobiles begins to exceed the modal share for public transit at distances greater than 400 metres from a rapid transit station. No logical trend is observed for walking and cycling modal share. It should be noted that the sample does not provide a perfectly consistent trend for automobile and public transit mode shares between the various distance groupings, possibly because of the influence of other variables (such as income) on mode share.

9.9. Mode of Travel on Eglinton Avenue

Among residents of mid-rise buildings located along Eglinton Avenue, the majority of trips (51%) during the a.m. peak period are made by public transit. Automobiles also account for a significant share of trips (35%) during this period, while walking accounts for 12% of all trips. The modal share for cycling during the morning peak period is very low, accounting for less than 1% of all trips. In comparison to the other Avenues across the city, Eglinton Avenue has a higher modal share for public transit than the average for all Avenues, and lower modal shares for driving, walking, and cycling.
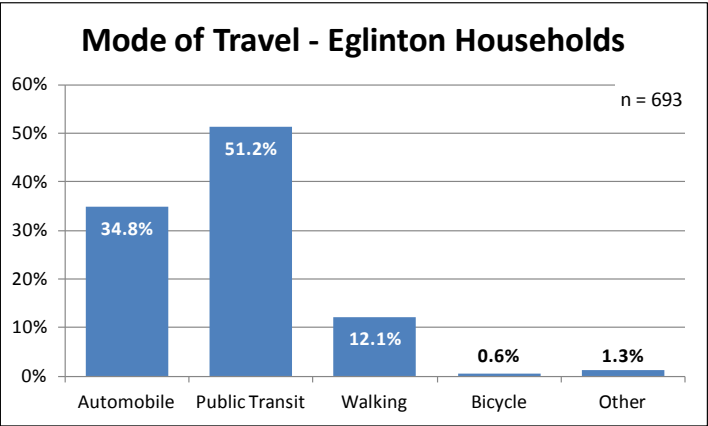

Figure 39 - Mode of travel for households on Eglinton Avenue.

9.10. Mode of Travel by Avenue Segment

Table 3 provides a detailed breakdown of modal shares for each Avenue segment across the City. The Avenue segment with the highest public transit mode share is Bloor Street West (East of Dundas Street), where 71% of trips made by residents are completed on public transit; this Avenue segment also has the lowest automobile mode share at 9% of all trips. The Avenue segment with the lowest mode share for public transit is Eglinton Avenue West in Etobicoke, where 22% of all trips are completed by transit; this segment also has the highest automobile mode share at 71% of all trips. College Street has the highest mode share for walking, representing 31% of all trips, and for cycling, representing 21% of all trips.

Table 3 - Mode of Travel by Avenue Segment

| Avenue Segment	n	Mode of Travel				
		Auto	Transit	Walking	Bicycle	Other
Avenue Rd	13	61.5%	23.1%	0.0%	7.7%	7.7%
Bathurst St	289	52.9%	35.3%	9.3%	0.3%	2.1%
Bloor St W (E of Dundas)	90	8.9%	71.1%	13.3%	6.7%	0.0%
Bloor St W (Etobicoke)	165	48.5%	43.0%	8.5%	0.0%	0.0%
Bloor St W (W of Dundas)	220	35.5%	46.4%	13.2%	1.8%	3.2%
Broadview Ave	23	26.1%	69.6%	4.3%	0.0%	0.0%
College St	122	18.0%	28.7%	31.1%	21.3%	0.8%
Danforth Ave	50	16.0%	60.0%	20.0%	4.0%	0.0%
Don Mills Rd	46	54.3%	32.6%	10.9%	0.0%	2.2%
Dufferin St	16	56.3%	25.0%	18.8%	0.0%	0.0%
Dundas St W (Etobicoke)	31	41.9%	41.9%	12.9%	3.2%	0.0%
Dundas St W (N of Bloor)	59	37.3%	40.7%	15.3%	6.8%	0.0%
Dundas St W (S of Bloor)	49	12.2%	63.3%	14.3%	6.1%	4.1%
Eglinton Ave E (Scarborough)	248	28.6%	53.2%	16.5%	0.0%	1.6%
Eglinton Ave W (E of Allen)	251	26.7%	61.0%	9.6%	1.2%	1.6%
Eglinton Ave W (Etobicoke)	125	71.2%	22.4%	5.6%	0.0%	0.8%
Eglinton Ave W (W of Allen)	69	20.3%	60.9%	17.4%	1.4%	0.0%
Finch Ave W (E of Bathurst)	68	47.1%	50.0%	2.9%	0.0%	0.0%
Gerrard St E	9	22.2%	66.7%	11.1%	0.0%	0.0%
Jane St	10	0.0%	80.0%	10.0%	0.0%	10.0%
Keele St	65	60.0%	30.8%	9.2%	0.0%	0.0%
King St W	746	30.0%	37.7%	24.5%	7.1%	0.7%
Kingston Rd (E of Midland)	163	58.3%	36.8%	4.3%	0.0%	0.6%
Kingston Rd (W of Midland)	156	60.3%	31.4%	4.5%	1.9%	1.9%
Lake Shore Blvd W	263	65.0%	25.5%	7.6%	1.1%	0.8%
Lawrence Ave E (E of Bellamy)	23	47.8%	52.2%	0.0%	0.0%	0.0%
Lawrence Ave E (W of Brimley)	99	42.4%	42.4%	13.1%	2.0%	0.0%
Lawrence Ave W	13	38.5%	61.5%	0.0%	0.0%	0.0%
O'Connor Dr	74	50.0%	47.3%	2.7%	0.0%	0.0%
Pape Ave	2	0.0%	50.0%	50.0%	0.0%	0.0%
Queen St E	226	42.9%	31.4%	16.8%	7.5%	1.3%
Queen St W	156	29.5%	32.1%	28.2%	6.4%	3.8%
Roncesvalles Ave	124	29.8%	37.1%	16.9%	15.3%	0.8%
Sheppard Ave E (E of Don Mills)	18	77.8%	0.0%	16.7%	0.0%	5.6%
Sheppard Ave E (W of Don Mills)	161	49.1%	41.0%	8.1%	1.2%	0.6%
Sheppard Ave W (W of Bathurst)	172	49.4%	39.0%	7.0%	3.5%	1.2%
St Clair Ave W	186	26.3%	50.5%	16.7%	3.2%	3.2%
The Queensway	61	67.2%	23.0%	6.6%	3.3%	0.0%
Weston Rd (N of Eglinton)	1	0.0%	100.0%	0.0%	0.0%	0.0%
Weston Rd (N/S of Lawrence)	39	59.0%	35.9%	5.1%	0.0%	0.0%
Wilson Ave (E of Allen)	25	56.0%	24.0%	20.0%	0.0%	0.0%
Wilson Ave (W of Dufferin)	6	33.3%	66.7%	0.0%	0.0%	0.0%
Wilson Ave (W of Keele)	75	45.3%	42.7%	10.7%	0.0%	1.3%
Yonge St (N of Finch)	34	44.1%	47.1%	5.9%	2.9%	0.0%
Yonge St (N of Eglinton)	350	39.4%	46.3%	9.7%	3.1%	1.4%
Yonge St (S of Eglinton)	231	31.2%	44.2%	21.6%	3.0%	0.0%
All Avenues	5422	40.2%	41.2%	13.9%	3.6%	1.2%
Notes						
n = number of observations for Avenue segment						
Figures shown in grey text have fewer than 30 observations and are not reliable.						

9.11. Trip Distribution
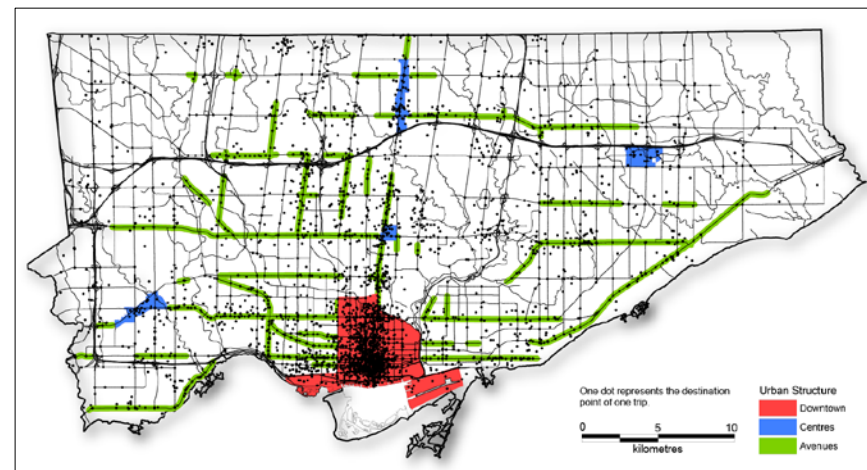
Figure 40 - Dot density map showing the destination point of all trips.

The map above illustrates the distribution of trips made by residents of mid-rise buildings on the Avenues during the morning peak period. The largest share of trips (34%) is destined to the Downtown & Central Waterfront area, while another significant share (32%) is destined to various Avenues across the city (the destination could be the same Avenue the resident lives along, or a different Avenue). Only 5% of trips are destined to the city's four regional Centres (Etobicoke, North York, Yonge-Eglinton, and Scarborough), while 21% are destined to other areas of the city. About 9% of all trips are destined to the Greater Toronto Area (GTA) outside the City of Toronto.
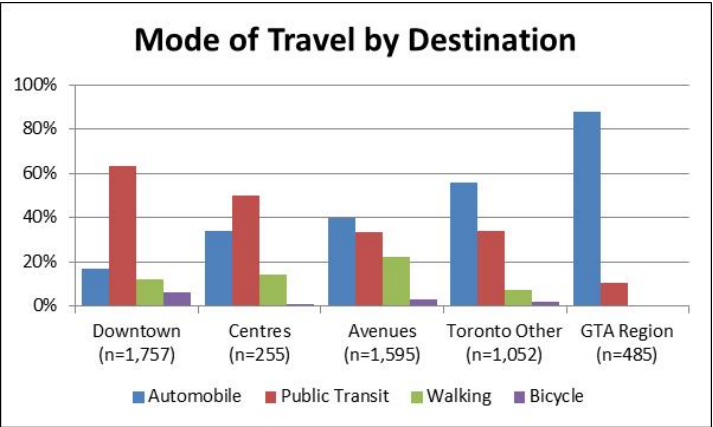
9.12. Mode of Travel by Destination

Figure 41 - Mode of travel by destination in the urban structure.

The mode of travel varies based on the destination of the trip within the urban structure. The majority of trips destined to the Downtown & Central Waterfront (64%) and Centres (50%) are made by public transit. Trips destined to Avenues are more evenly split between automobiles and public transit. The majority of trips (56%) made to other areas of Toronto are made by automobile, while trips made to other regions within the Greater Toronto Area are overwhelmingly (88%) made by car.

9.13. Mode of Travel for Work Trips by Destination

When only work trips are considered, the modal share to different destinations within the urban structure follows a similar pattern. The exception is work trips to Centres, where a greater percentage of work trips are made by public transit (62%), and a lower percentage by automobile and walking.
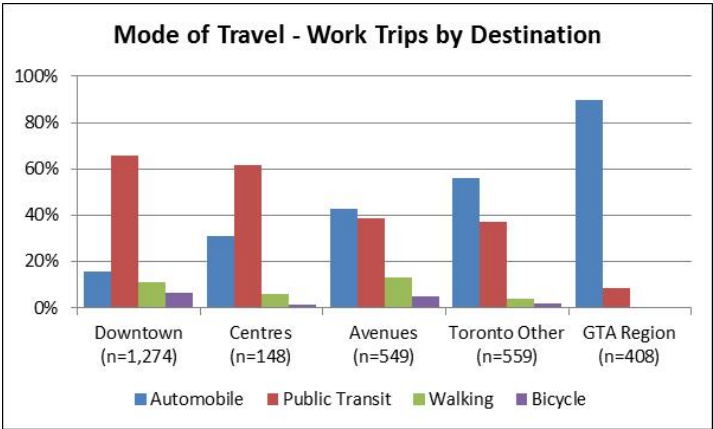
Figure 42 - Mode of travel for work trips by destination in the urban structure.

9.14. Mode of Travel on Eglinton Avenue by Destination

For people living in households along Eglinton Avenue, the vast majority of trips (82%) destined to the Downtown & Central Waterfront are completed by public transit. For Eglinton residents, approximately half of all trips destined to the Centres and Avenues are made by public transit. Trips to other areas of Toronto and the GTA tend to be made by automobile. Almost no trips made by Eglinton households are completed by cycling.
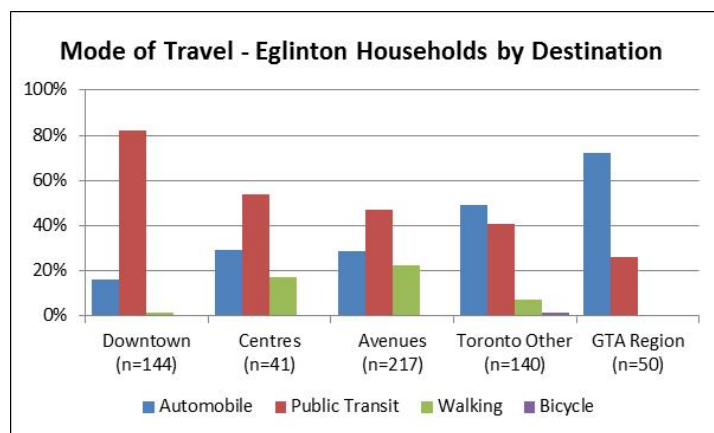
Figure 43 - Mode of travel by destination for Eglinton Avenue households.

10. Household Opinions on Travel Experience

The travel survey asked households living in mid-rise buildings to identify factors that would most improve their experience of walking, cycling, taking transit, and driving in their neighbourhood and across the city. To prioritize responses, households were asked to select a maximum of three factors for each mode. The results are summarized by the percentage of households selecting each factor (and because of multiple responses per household, do not add to 100%).

10.1. Walking Experience
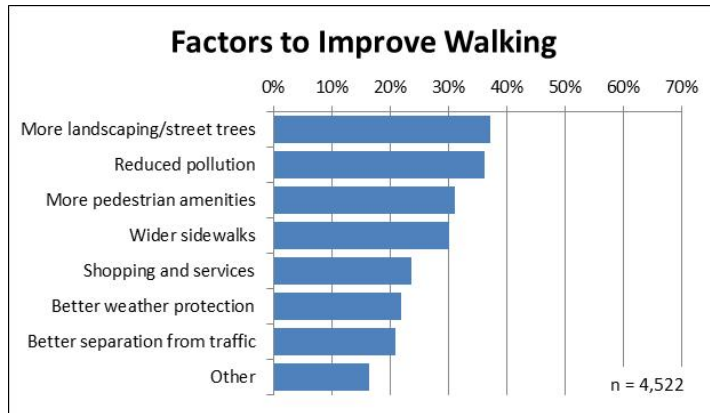
Figure 44 - Factors to improve the walking experience of households.

Respondents were uncertain about factors that would most improve their walking experience. No single factor was selected by a majority of respondents, and many factors enjoyed a similar range of support in the survey. The most commonly cited factors included planting more landscaping and street trees along the sidewalk (37%), followed by reducing pollution levels along the sidewalk (36%). Providing pedestrian amenities like benches or fountains (31%) and building wider sidewalks (30%) were also selected by many households.

10.2. Cycling Experience
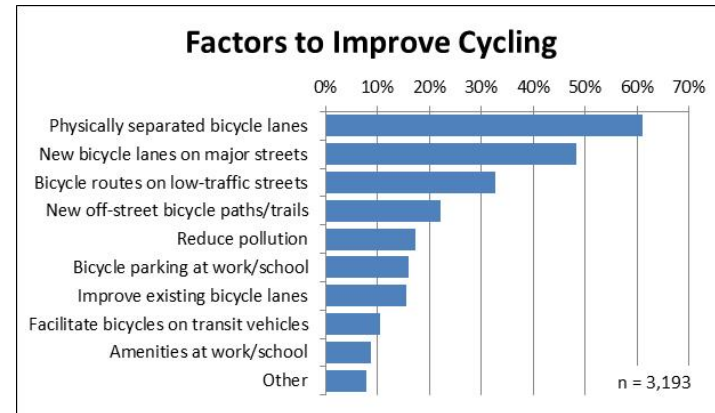
Figure 45 - Factors to improve the cycling experience of households.

In contrast to walking factors, households living in mid-rise buildings identified clear priorities for factors that would most improve their cycling experience in the city. A majority of households (61%) thought that physically separating bicycle lanes from automobile traffic would most improve cycling, while a near-majority (49%) selected new bicycle lanes on major streets as an important factor. A significant share of households (33%) felt that designating bicycle routes on streets with lower traffic volumes would improve their cycling experience, while 22% cited new off-street bicycle paths and trails as an important factor. Most households did not consider reduced pollution along bicycle routes, more convenient bicycle parking at work or school, improvements to the quality of existing bicycle lanes, making it easier to bring bicycle onto public transit vehicles, or providing more cycling amenities such as showers at work or school, to be important factors in improving their cycling experience.

Cycling Factors by Auto/Bicycle Ownership

Legend:
- Bicycle Owners (n=1,889)
- Own Both (n=1,252)
- Non-Auto Owners (n=1,197)
- Auto Owners (n=1,981)
- Own Neither (n=547)
- Non-Bicycle Owners (n=1,261)
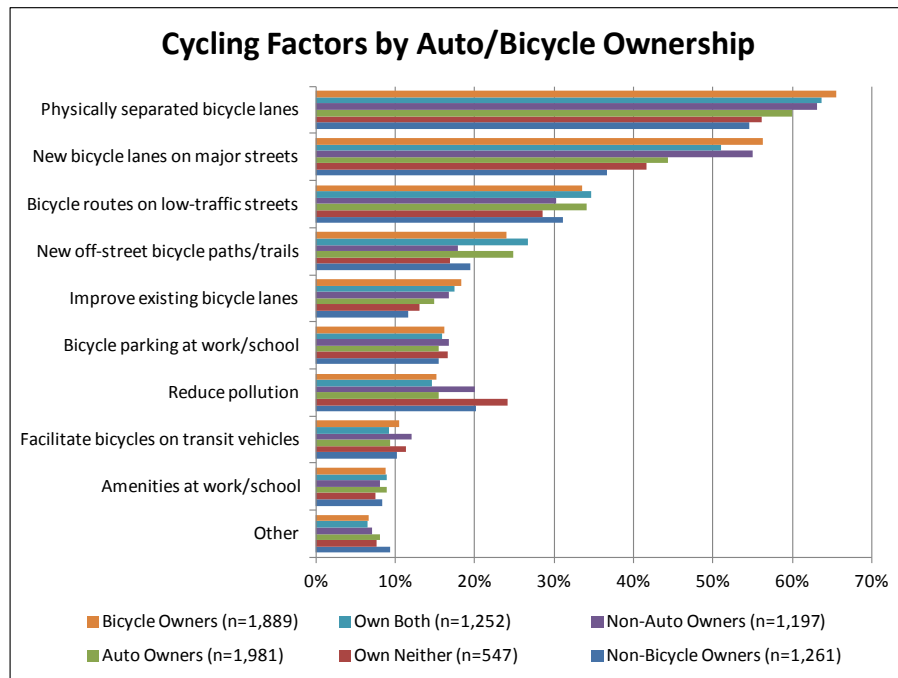
Figure 46 - Factors to improve cycling experience, by vehicle and bicycle ownership status.

When the responses are categorized by the automobile and bicycle ownership status of the household, the pattern of responses for factors that would most improve cycling remains the same. Some variation appears between the categories, with households that own bicycles generally more likely to support a particular factor than households that don't own bicycles, especially among the factors involving higher degrees of intervention (e.g. physically separated bicycle lanes, or new bicycle lanes on major streets). Nevertheless, a majority of households in every category still selected physically separated bicycle lanes as a factor that would most improve their cycling experience, whether their household owns bicycles (66%) or does not own bicycles (55%). Greater variation in response is observed for new bicycle lanes on major streets, with a majority (56%) of households owning bicycles citing this as an important factor in improving their cycling experience, while only 37% of households not owning bicycles selected this as an important factor. The range in response for other factors was less than 10% between households owning bicycles compared to households not owning bicycles.

10.3. Transit Experience
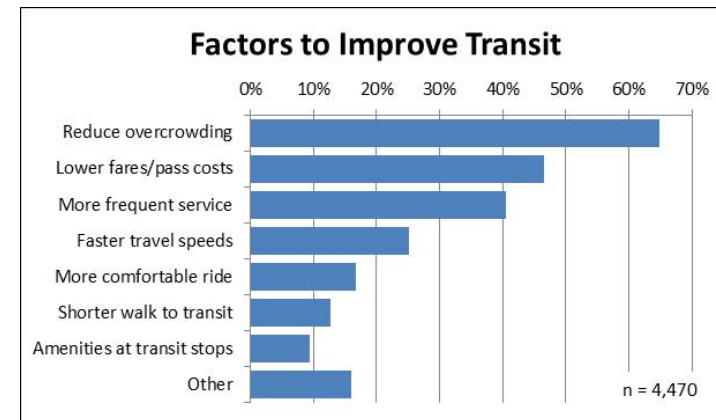
Figure 47 - Factors to improve the transit experience of households.

The majority of households (65%) thought that reducing overcrowding on transit vehicles would most improve their experience of using public transit. Other factors that attracted a significant share of the response include lower costs for transit fares and passes (47%) and more frequent service on transit routes (40%). Households were less convinced that faster travel speeds, more comfortable rides on transit vehicles, shorter walking distance to transit stops, and passenger amenities at transit stops, would improve their experience using public transit.

10.4. Driving/Road Network Experience

Factors to Improve Driving/Roads
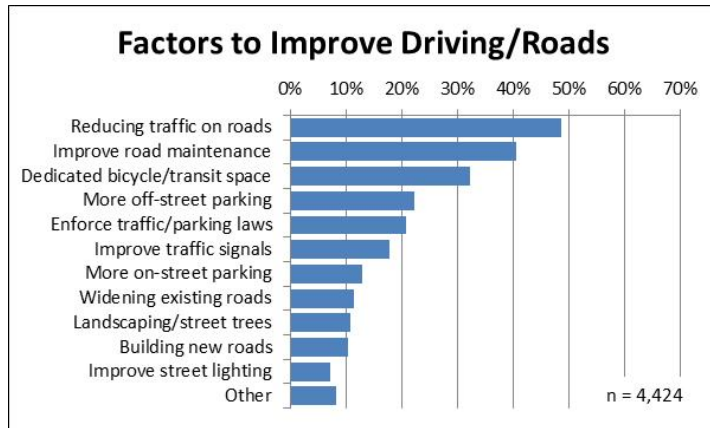
Figure 48 - Factors to improve the driving/road use experience of households.

No single factor for improving their experience of using the road network prompted a response from a majority of households. Three factors were more commonly identified than others, including reducing traffic on roads (48%), improving road repair and maintenance (40%), and providing dedicated space for other road users like transit vehicles and bicycles (33%). Among parking factors, more households cited the provision of more off-street parking spaces (23%) over on-street parking spaces (13%) as a way to improve their experience using the road network. Few households thought that providing more road capacity for vehicles by building new roads (10%) or widening existing roads (12%) would improve their experience of the road network.

11. Household Opinions on Mid-Rise Living

In addition to questions about travel behaviour, the survey asked households attitudinal questions about living in a mid-rise building.

11.1. Mid-Rise Building Choice

The vast majority of households (81%) indicate that they chose their mid-rise building as their residence because of the location of the building. Other common reasons for choosing a mid-rise building as a residence include the convenience of amenities in the neighbourhood (46%) and a preference for mid-rise buildings or dislike of tall buildings (41%). Proximity to work or school (25%) and building amenities (13%) are less important factors in choosing a mid-rise building.
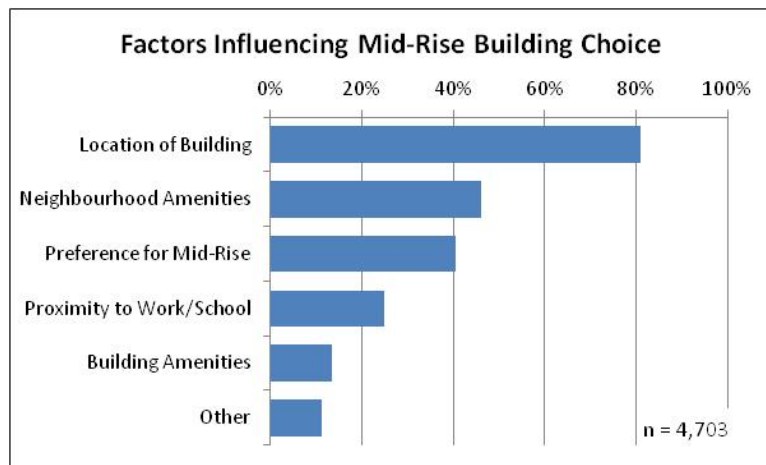
Figure 49 - Factors influencing mid-rise building choice.

11.2. Considering another Mid-Rise Building

An overwhelming majority of households (84%) currently living in a mid-rise building indicate that they would consider another mid-rise building if they were moving. Only 16% of households indicate that they would not choose another mid-rise building.
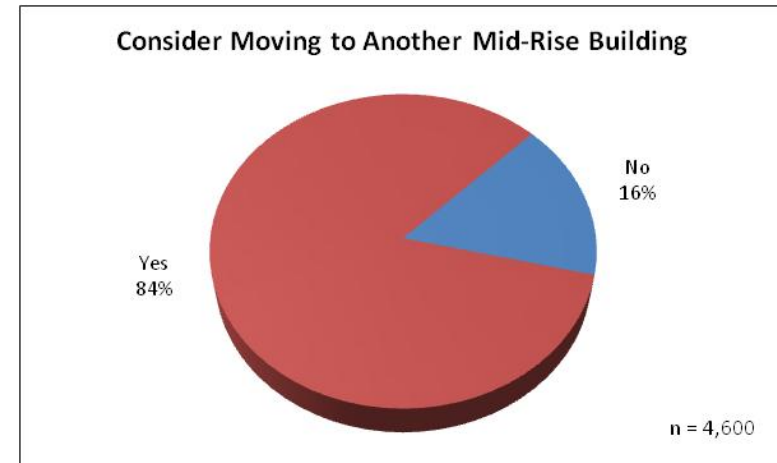
Figure 50 - Households that would consider moving to another mid-rise building.

11.3. Frequency of Amenity Use

Fitness or exercise is the most common use of amenity space in mid-rise buildings, with 16% of households using amenity spaces for this purpose on a daily basis, and 30% on a weekly basis. Most households use amenity space less frequently (yearly or never) as formal meeting space or for social gatherings.
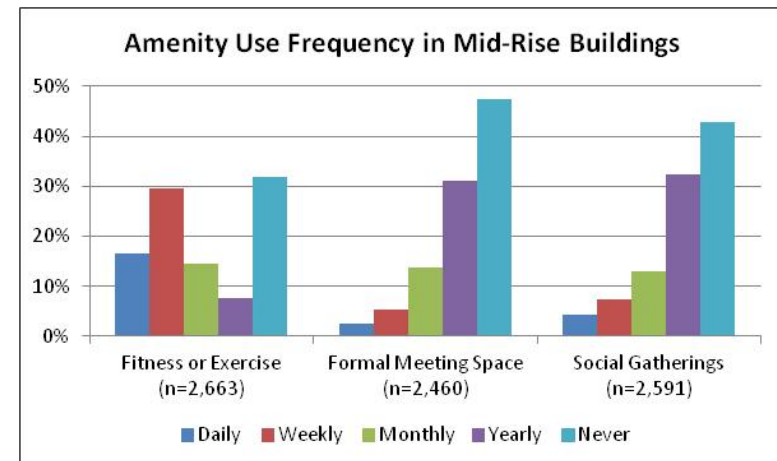
Figure 51 - Frequency of amenity use in mid-rise buildings.

11.4.Satisfaction of Daily Needs

The majority of households living in mid-rise buildings on the Avenues indicate that the neighbourhood in which their residence is located satisfies most of their daily needs. Over 80% of respondents indicate that their daily needs of going to work, convenience shopping, and leisure/recreation are satisfied by their neighbourhood.   Residents of mid-rise buildings indicate that entertainment needs are less likely to be satisfied by their neighbourhood than other needs.
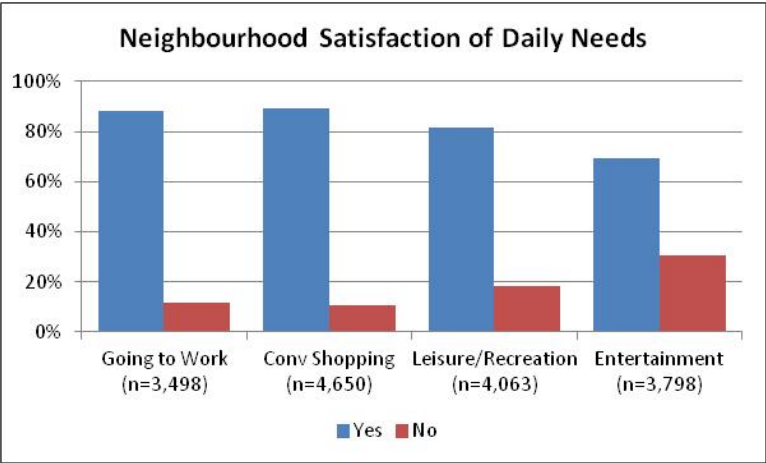
Figure 52 - Neighbourhood satisfaction of daily needs.

12. Conclusions

The Avenues & Mid-Rise Buildings Travel Survey represents the first survey into the travel behaviour of residents living in mid-rise buildings along the Avenues in Toronto. The survey results provide data on the automobile and bicycle ownership patterns of households, characteristics about the trips made by residents, and insights into the attitudes of residents toward transportation modes and living in mid-rise buildings. The key findings of the survey are summarized below.

12.1. Automobile Ownership and Parking

Among households living in mid-rise buildings on the Avenues:
- Automobile ownership rates average 0.71 vehicles per household, and increases with unit size.
- 61% of households living in mid-rise buildings along the Avenues own at least one automobile.
- Automobile ownership rates are 80% higher in condominium buildings than rental buildings.
- 82% of households receive visitors that arrive by automobile, while 73% have visitor parking.
- There is no relationship between vehicle ownership and distance to rapid transit stations.

12.2. Bicycle Ownership and Parking

Among households living in mid-rise buildings on the Avenues:
- Bicycle ownership rates average 0.65 bicycles per unit, and increase with unit size.
- 41% of households living in mid-rise buildings own at least one bicycle.
- 25% of households store their bicycles within their dwelling units.

12.3. Travel Characteristics

During the morning peak period (from 6:00 a.m. to 10:00 a.m.):
- Public transit and automobiles have a similar share of trips (40%) across the city.
- 51% of all trips made by Eglinton Avenue households are made by public transit.
- 64% of trips destined to the Downtown & Central Waterfront are made by public transit.
- 82% of trips made by Eglinton residents to the Downtown are made by public transit.

- Households less than 400 metres from rapid transit are more likely to use transit than cars.

12.4. Household Opinions on Travel Experience

Residents of mid-rise buildings along the Avenues believe that:
- Installing physically separated bicycle lanes is the most important factor to improve cycling.
- Reducing overcrowding is the most important factor for improving transit experience.
- Reducing traffic on roads is the most important factor for improving the road network.

12.5. Household Opinions on Mid-Rise Living

Among people who already live in a mid-rise building along the Avenues:
- Location was the most important factor in choosing to live in their mid-rise building.
- 84% would choose to live in another mid-rise building, if they were moving.

12.6. Application of Findings

The Avenues & Mid-Rise Buildings Travel Survey was conducted to provide empirical information on household transportation indicators in support of the Eglinton Connects Planning Study.

The survey examined the travel characteristics of residents of mid-rise buildings not only on Eglinton Avenue, but along all the Avenues in Toronto, helping to better understand the transportation choices households are currently making in these areas.

The data resulting from the survey provide a wealth of information that can be used to make better policy decisions, support zoning recommendations such as parking and bicycle parking standards, establish targets for transportation indicators, and monitor transportation trends.

In the future, the data obtained from this survey could be applied to planning studies on other Avenues, and the development of transportation policy across the City of Toronto. The survey should be repeated at regular intervals to monitor whether the travel behaviour objectives of the Official Plan along Avenues are being achieved.

PART C: Please tell us about your experience with the City's transportation system.

1. Thinking about walking, what factors would most improve your walking experience in your neighbourhood and across the city? (select up to three)
   - ☐ Wider sidewalks along my route
   - ☐ More landscaping or street trees along sidewalks
   - ☐ More amenities like benches and water fountains
   - ☐ Reduced pollution levels along the street
   - ☐ Better weather protection along my route
   - ☐ Convenient shopping and services along the way
   - ☐ Better separation from moving automobile traffic
   - ☐ Other _____ (please specify)

2. Thinking about cycling, what factors would most improve your cycling experience in your neighbourhood and across the city? (select up to three)
   - ☐ New bicycle lanes on major streets
   - ☐ Bicycle lanes that are physically separated from traffic
   - ☐ Designated bicycle routes on streets with less traffic
   - ☐ Convenient bicycle parking at work or school
   - ☐ Reduced pollution levels along the street
   - ☐ New bicycle paths in off-street locations like parks and ravines
   - ☐ Improvements to existing bicycle lanes (e.g. pavement quality)
   - ☐ Amenities for cyclists at work or school (e.g. showers, change rooms)
   - ☐ Easier to bring bicycles on public transit vehicles
   - ☐ Other _____ (please specify)

3. Thinking about public transit, what factors would most improve your experience of using public transit? (select up to three)
   - ☐ Shorter walk to transit stations or stops
   - ☐ Less crowding on transit vehicles on your route
   - ☐ More comfortable ride in transit vehicles
   - ☐ If the cost of transit passes or fares was lower
   - ☐ More frequent transit service on your route
   - ☐ Faster travel speeds for transit
   - ☐ Better amenities at transit stops
   - ☐ Other _____ (please specify)

4. Thinking about the road network, what factors would most improve your experience of the road network? (select up to three)
   - ☐ Building new roads
   - ☐ Reducing traffic on roads
   - ☐ More parking available in off-street lots or garages
   - ☐ Improvements to traffic signals
   - ☐ Better enforcement of traffic/parking regulations
   - ☐ Dedicated space for other road users (e.g. bicycles, transit)
   - ☐ Widening existing roads (e.g. adding new lanes)
   - ☐ More parking available on-street
   - ☐ Improvements to road repair and maintenance
   - ☐ Improvements to street lighting
   - ☐ More landscaping or trees along road network
   - ☐ Other _____ (please specify)

PART D: Please tell us about living in your building and your neighbourhood.

1. What factors influenced your decision to live in a mid-rise building?
   - ☐ Location of the building
   - ☐ Proximity to work or school
   - ☐ Preference for mid-rise buildings / don't like tall buildings
   - ☐ Amenities in the building
   - ☐ Convenience or neighbourhood amenities
   - ☐ Other _____ (please specify)

2. If you were considering moving, would you choose another mid-rise building?
   - ☐ Yes ☐ No Why or why not? _____

3. Do you use the amenity spaces in your building? If yes, please indicate for what purpose and how often:

Fitness or exercise	☐ Daily	☐ Weekly	☐ Monthly	☐ Yearly	☐ Never
Formal meeting space	☐ Daily	☐ Weekly	☐ Monthly	☐ Yearly	☐ Never
Social gatherings	☐ Daily	☐ Weekly	☐ Monthly	☐ Yearly	☐ Never
Other _____	☐ Daily	☐ Weekly	☐ Monthly	☐ Yearly	☐ Never

4. Does your immediate area satisfy your daily needs of:

Going to work	☐ Yes	☐ No
Convenience shopping	☐ Yes	☐ No
Leisure or recreation	☐ Yes	☐ No
Entertainment	☐ Yes	☐ No
Other _____	☐ Yes	☐ No

5. Thinking about your building and similar mid-rise buildings, what concerns or suggestions for improvements do you have?
   _____
   _____

COMMENTS

Please use this space (or an additional sheet) to record extra people or trips, explain situations which are too complicated for this form, or provide other comments on transportation issues, mid-rise buildings, or this survey. Please do not provide any personal information to keep the survey anonymous.
_____
_____
_____
_____

🏙 **TORONTO**

Mid-Rise Buildings Travel Survey

Please fill in this travel survey and send it back to us in the enclosed envelope (no postage is required). You also have the option of filling in this survey online at: toronto.ca/travelsurvey

City Planning is conducting a travel survey of residents living in mid-rise buildings. The survey results will help us plan improvements to roads, transit services, bicycle lanes and pedestrian facilities in the area. Completion of this travel survey is voluntary.

If you have any questions about this survey, or need help, please call 416-392-7544, 416-392-0880 or email midrise@toronto.ca.

Any email addresses received with inquiries will not be used for any purpose other than answering inquires and will not be kept on file by the City.

Thank you for your help.

Tim Laspa

Tim Laspa, Director
Transportation Planning
City Planning

Confidentiality Statement: This survey is intended to be anonymous and will not be part of the public record. To ensure that the information collected can only be matched to general postal code areas and not to an individual household or person, please do not submit any additional personal identifying information. The results of the survey will be shown in an aggregated way so as to protect individual survey responses.

PART A: Please answer the following questions about your household.

1. What is your postal code? ☐☐☐ – ☐☐☐

2. Which of the following best describes your home?
   - ☐ Apartment (in a condominium building)
   - ☐ Apartment (in a rental building)
   - ☐ Other _____ (please specify)
   - ☐ Townhouse (condominium)
   - ☐ Townhouse (freehold)

3. Do you own or rent your home?
   - ☐ Own ☐ Rent

4. How many bedrooms are in your home?
   - ☐ None (studio or bachelor unit)
   - ☐ One bedroom
   - ☐ Two bedrooms
   - ☐ Three bedrooms
   - ☐ More than three bedrooms _____ (please specify)

5. Including yourself, how many people live in your home? Include all adults, children, boarders, etc.
   - ☐ One ☐ Three
   - ☐ Two ☐ More than three _____ (please specify)

6. How many cars, vans or light trucks do members of your household own or lease? Include any work vehicles or company-owned vehicles you keep at home.
   - ☐ None ☐ Two
   - ☐ One ☐ More than two _____ (please specify)

7. How many parking spaces (stalls) do members of your household own or lease? Include on-street parking permits.
   - ☐ None ☐ Two
   - ☐ One ☐ More than two _____ (please specify)

8. Where are the parking spaces in the previous answer located? (select all that apply)
   - ☐ In your building's parking garage
   - ☐ In a different building's parking garage/lot
   - ☐ On the street (using a City permit)
   - ☐ In your building's surface parking lot
   - ☐ In a public parking garage or lot
   - ☐ Other _____ (please specify)

9. How many bicycles do members of your household own?
   - ☐ None ☐ Two
   - ☐ One ☐ More than two _____ (please specify)

10. If your household owns bicycles, where do you store them at home? (select all that apply)
    - ☐ In a bicycle parking room
    - ☐ In your storage locker
    - ☐ Inside your dwelling unit
    - ☐ Outside on the sidewalk
    - ☐ In a bicycle locker
    - ☐ In your car parking space
    - ☐ Outside in a bicycle rack
    - ☐ Other _____ (please specify)

11. If your building provides bicycle parking, where is it located? (select all that apply)
    - ☐ In an underground parking garage
    - ☐ On the ground floor
    - ☐ In a different building (e.g. shed)
    - ☐ In an above-ground parking garage
    - ☐ Outside at grade
    - ☐ Other _____ (please specify)

12. How do visitors usually come to your household?
    - ☐ Car ☐ Transit ☐ Walking ☐ Bicycle ☐ Other _____ (please specify)

13. Does your building provide car parking for visitors?
    - ☐ Yes ☐ No ☐ Don't know

April 2013

☐ 2 ☐☐☐☐

11-0041 2012-10

Complete this survey online at: toronto.ca/travelsurvey

PART B: Please tell us about everyone in your household 16 years of age and older.

Tell us about the members of your household.

Tell us about all the trips people in your household made between 6:00 a.m. and 10:00 a.m. on the morning of the weekday you received this survey. A trip is a one-way journey between two places. For example, going to the store and back is two trips; one to "go shopping" and the other to "return home". Please answer the questions in Columns 5 and 6 even if the member of your household didn't travel between 6:00 a.m. and 10:00 a.m.

	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7	COLUMN 8	COLUMN 9	COLUMN 10	COLUMN 11	COLUMN 12	COLUMN 13	COLUMNS 14 AND 15	
	Age	Gender	Do you have a driver's licence?	What is your employment status? You may check more than one, if applicable.	Day of the week. Check the weekday for which you are reporting your trips.	Did you make any trips between 6:00 a.m. and 10:00 a.m.?	Where did your first trip start? For night shift workers, the first trip may start at work.	What was the reason for the trip? 1) Went to work 2) Went to school 3) Went shopping 4) Personal appointment 5) Social visit 6) Recreation/leisure 7) Volunteer work 8) Took someone somewhere 9) Returned home 10) Other	Where did you go? Describe the location of your trip destination in any of the following ways: ▪ Address ▪ Nearest intersection (e.g. Yonge/Bloor) ▪ Unique building name, institution or landmark (e.g. Scotia Plaza, Ryerson, Eaton Centre) ▪ "Home" when returning home	How did you get there? 1) Drove car 2) Car passenger 3) Car-share 4) TTC bus 5) TTC streetcar 6) TTC subway 7) GO Transit 8) Bicycle 9) Walked 10) Taxi 11) Other	What time did you START your trip? Time to the nearest 5 minutes	What time did you FINISH your trip? Time to the nearest 5 minutes	If you drove a car: Did you travel on any of the following highways? 1) Highway 401 2) Highway 404 3) Highway 407 4) Highway 409 5) Highway 427 6) Queen Elizabeth Way 7) Don Valley Parkway 8) Gardiner Expressway 9) Other (specify)	If you used public transit: How did you get to the start of your transit trip? Choose one: 1) Walked 2) Bicycled 3) Was dropped off 4) Drove car & parked 5) Took a taxi 6) Other	How did you get from the end of your transit trip to your destination? Choose one: 1) Walked 2) Bicycled 3) Was picked up 4) Drove car 5) Took a taxi 6) Other
EXAMPLE	☐16-19 ☐20-24 ☒25-34 ☐35-44 ☐45-54 ☐55-64 ☐65+	☐Male ☒Female	☒Yes ☐No	☒Employed full-time ☐Employed part-time ☐Full-time student ☐Part-time student ☐Not employed ☐Retired ☐Home-based employment ☐Full-time homemaker	☐Monday ☐Tuesday ☐Wednesday ☒Thursday ☐Friday	☒Yes ☐No	**First trip:** ☒Started at home ☐Started at work ☐Started at school ☐Started elsewhere · **Then, I:** · **Then, I:**	First trip: **8** · **1**	Distillery District Early Learning Centre, Mill St./Trinity St. · Yonge St./Bloor St.	**4** · **5, 6**	**7:30** · **7:50**	**7:45** · **8:20**		**3** · **1**	**1** · **1**
PERSON 1	☐16-19 ☐20-24 ☐25-34 ☐35-44 ☐45-54 ☐55-64 ☐65+	☐Male ☐Female	☐Yes ☐No	☐Employed full-time ☐Employed part-time ☐Full-time student ☐Part-time student ☐Not employed ☐Retired ☐Home-based employment ☐Full-time homemaker	☐Monday ☐Tuesday ☐Wednesday ☐Thursday ☐Friday	☐Yes ☐No — If "No" go to next person	☐Started at home ☐Started at work ☐Started at school ☐Started elsewhere	First trip: · Then, I: · Then, I:							
PERSON 2	☐16-19 ☐20-24 ☐25-34 ☐35-44 ☐45-54 ☐55-64 ☐65+	☐Male ☐Female	☐Yes ☐No	☐Employed full-time ☐Employed part-time ☐Full-time student ☐Part-time student ☐Not employed ☐Retired ☐Home-based employment ☐Full-time homemaker	☐Monday ☐Tuesday ☐Wednesday ☐Thursday ☐Friday	☐Yes ☐No — If "No" go to next person	☐Started at home ☐Started at work ☐Started at school ☐Started elsewhere	First trip: · Then, I: · Then, I:							
PERSON 3	☐16-19 ☐20-24 ☐25-34 ☐35-44 ☐45-54 ☐55-64 ☐65+	☐Male ☐Female	☐Yes ☐No	☐Employed full-time ☐Employed part-time ☐Full-time student ☐Part-time student ☐Not employed ☐Retired ☐Home-based employment ☐Full-time homemaker	☐Monday ☐Tuesday ☐Wednesday ☐Thursday ☐Friday	☐Yes ☐No — If "No" go to next person	☐Started at home ☐Started at work ☐Started at school ☐Started elsewhere	First trip: · Then, I: · Then, I:							
PERSON 4	☐16-19 ☐20-24 ☐25-34 ☐35-44 ☐45-54 ☐55-64 ☐65+	☐Male ☐Female	☐Yes ☐No	☐Employed full-time ☐Employed part-time ☐Full-time student ☐Part-time student ☐Not employed ☐Retired ☐Home-based employment ☐Full-time homemaker	☐Monday ☐Tuesday ☐Wednesday ☐Thursday ☐Friday	☐Yes ☐No — If "No" go to next person	☐Started at home ☐Started at work ☐Started at school ☐Started elsewhere	First trip: · Then, I: · Then, I:							