

2015 Edmonton and Region Household Travel Survey Overview



The 2015 Household Travel Survey results describe the weekday travel patterns of residents of the Edmonton Capital Region for a 24 hour weekday period. Over 21,000 households were surveyed in the fall of 2015, including approximately 15,300 in the City and 5,700 in the Region. Previous surveys were completed in 1994 and 2005, and changes are highlighted wherever available.



Context

Between 2005 and 2015 the Edmonton Region saw significant changes to its built form and economic conditions, as well as a shift in governance with the creation of the Capital Region Board (CRB) in 2008. The CRB Growth Plan was approved in 2010 and identified priority growth areas throughout the Capital Region, with density requirements and a related Capital Region Intermunicipal Transit Network Plan defining a future regional transit system to connect the growth areas.

In Edmonton, the City expanded its LRT system with the extension of the Capital Line to Century Park between 2006 and 2010, and the addition of the Metro Line opening in fall 2015, just prior to survey launch. The south section of the Anthony Henday Drive opened in 2007 and the northwest section opened in late 2011, providing a strong regional freeway system along the majority of Edmonton’s boundary. In the Region, commuter transit services were introduced in the Cities of Leduc, Fort Saskatchewan and Spruce Grove. The 747 all-day bus route was also introduced to link the Century Park bus and LRT Station in Edmonton to the Edmonton International Airport.

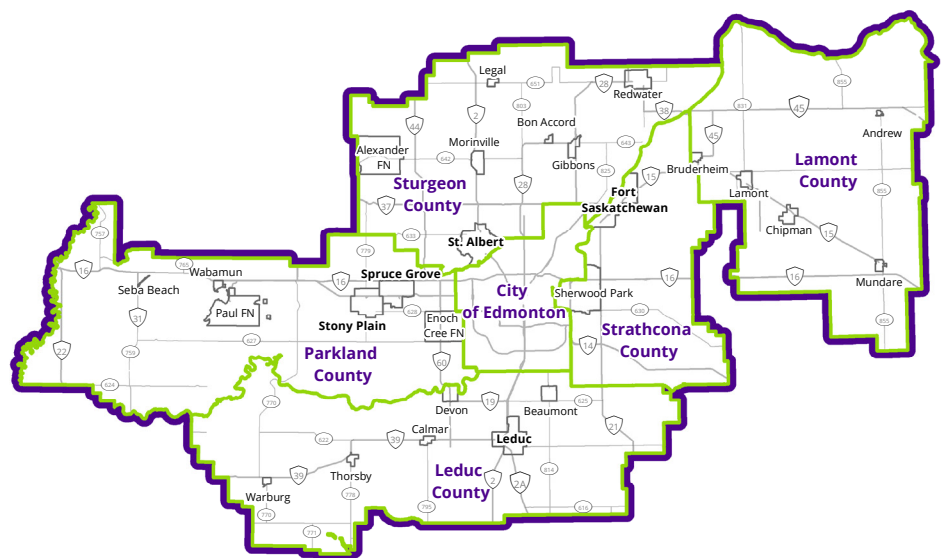
In the 10-year span between surveys, over twenty new neighbourhoods were developed in Edmonton and the majority of them sit outside of the Anthony Henday Drive. This trend places much of the new residential growth outside of areas well served by municipal transit systems. Employment in the Edmonton Region was supported by growth in Alberta’s Industrial Heartland. The Edmonton International Airport also expanded its terminal and development on site. Economic conditions in the Edmonton Region were in flux during the survey period, with low oil prices in 2015 and lower employment affecting travel trends.

Highlights

The results are summarized into the City of Edmonton and the surrounding Region, which includes St. Albert, Fort Saskatchewan, Sherwood Park, Spruce Grove and Leduc, as well as all towns, villages, and rural areas within Lamont County, Leduc County, Parkland County, Strathcona County and Sturgeon County.

In 2015 there were a total of 894,400 residents in the City of Edmonton and 385,300 residents in the surrounding Region. There has been significant population growth since 1994, at 41.3% in the City and 64.2% in the Region.

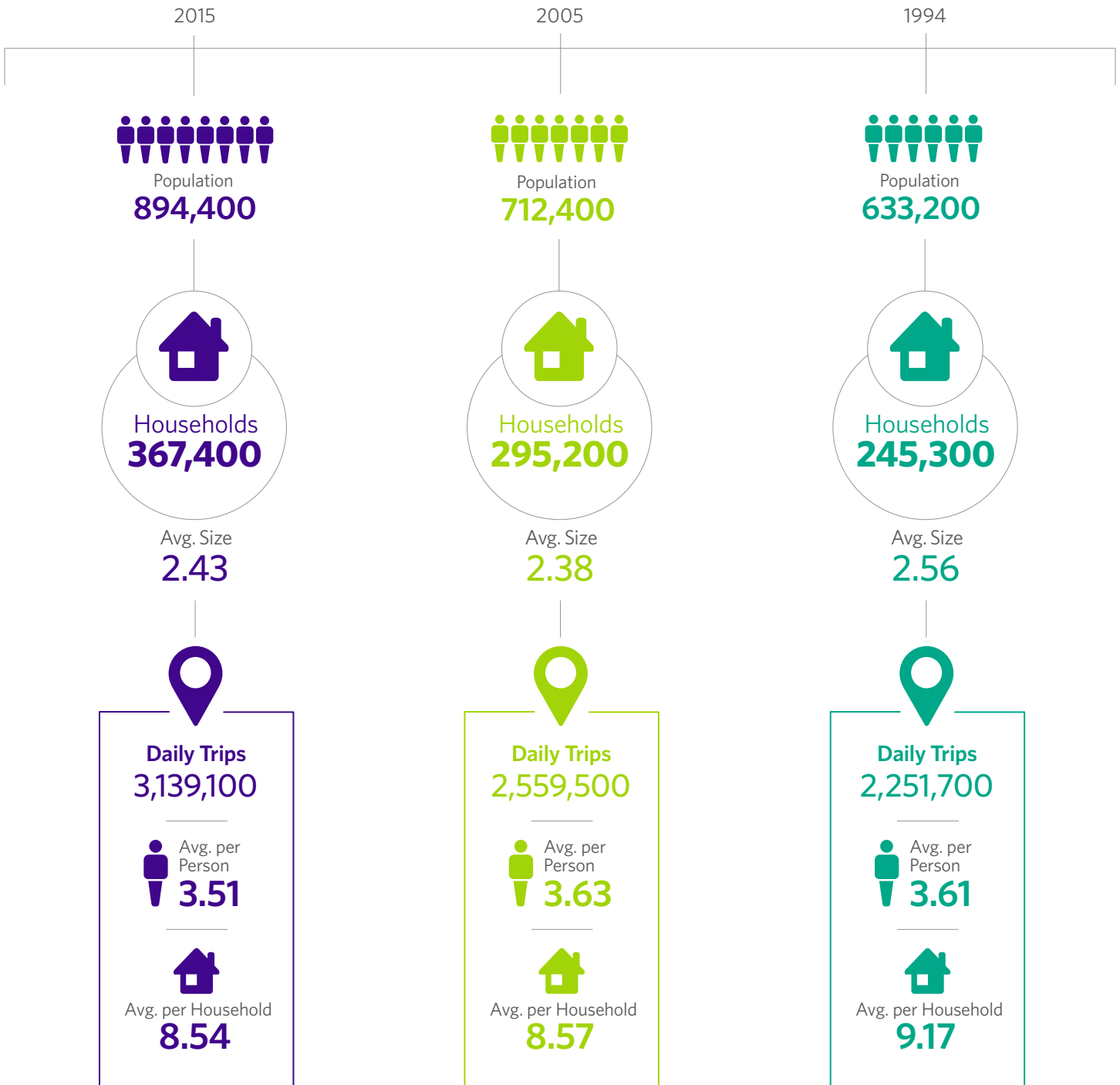
In the City, the total number of trips has risen to 3.14 million trips per weekday in 2015, which is an increase of approximately 39.4% over 1994. In the Region, the total number of trips rose to 1.33 million trips per weekday, which is a 63.5% increase. Average trip lengths have increased in the City for virtually all trip purposes, while trip lengths in the Region have dropped steadily. This is consistent with the expansion of the outer areas of the City and the surrounding Region.



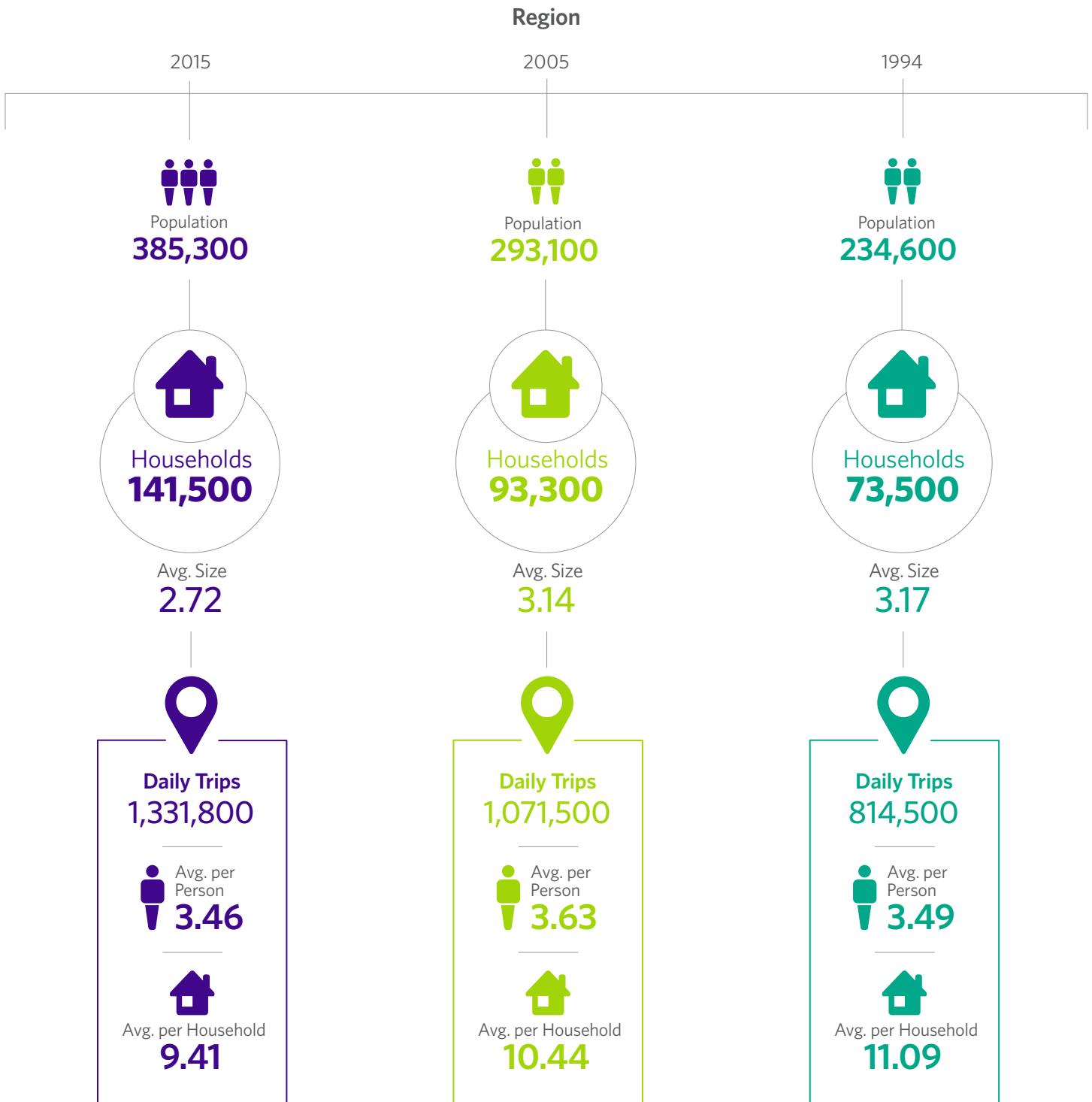
¹ The Capital Region Board transitioned into the Edmonton Metropolitan Region Board in 2017.

Key Travel Indicators

City of Edmonton



Key Travel Indicators



Mode Share



Walking

Walk trips represented 10.8% of City residents' trips and 6.4% of Region residents' trips in 2015. Overall, Central Edmonton has the greatest number of walking trips which is consistent with the denser urban form and the greater availability of active transportation infrastructure.



Cycling

Cycling experienced by far the greatest growth since 1994, increasing 4.5 times among City residents and 14 times among Region residents with corresponding increases in mode share. The survey results demonstrated that residents are more likely to cycle the closer they are to Central Edmonton, with the University area having the highest number of cycling trips.



Private Vehicle

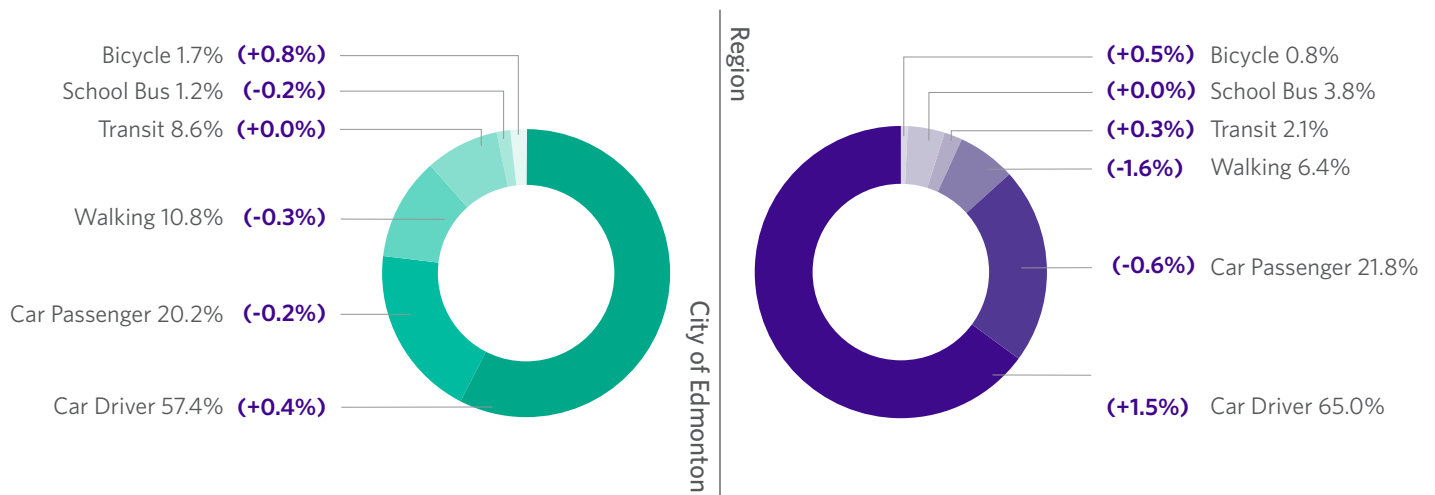
Private vehicle trips continued to make up the majority of all trips in the Edmonton Region, accounting for 78% of trips in the City and 87% of trips in the Region in 2015. The car driver shares have increased slightly since 2005 for both the City and Region, while the car passenger shares have dropped. Note that the car passenger share includes modes such as carpooling, taxi, and ride share.



Transit

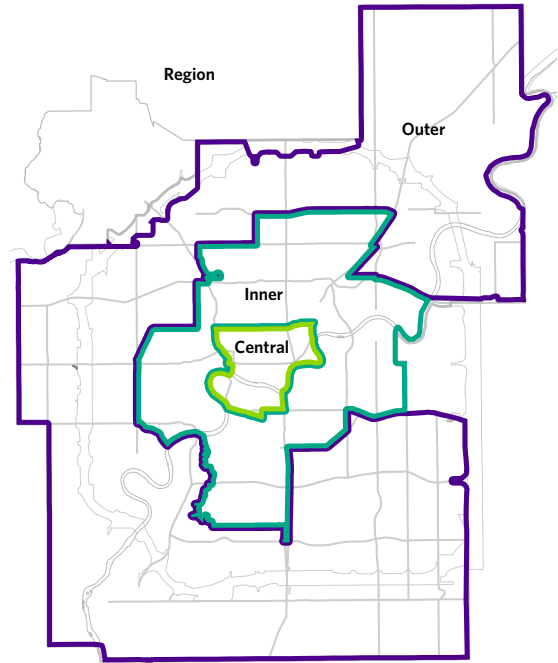
Transit mode share has remained constant in the City at 8.6% of all trips, while absolute ridership numbers have increased by 49,400 trips. This reflects residential growth trends during this time, with highest growth rates occurring in new neighbourhoods that have only basic levels of transit service. Transit continues to be an important mode for travel between Central Edmonton and the rest of the City, with transit shares increasing 2-7% since 2005, and car driver shares dropping 3-6%. In the Region, transit mode share has increased by 0.3% from 2005 to 2.1%.

2015 Mode Share (with change from 2005)

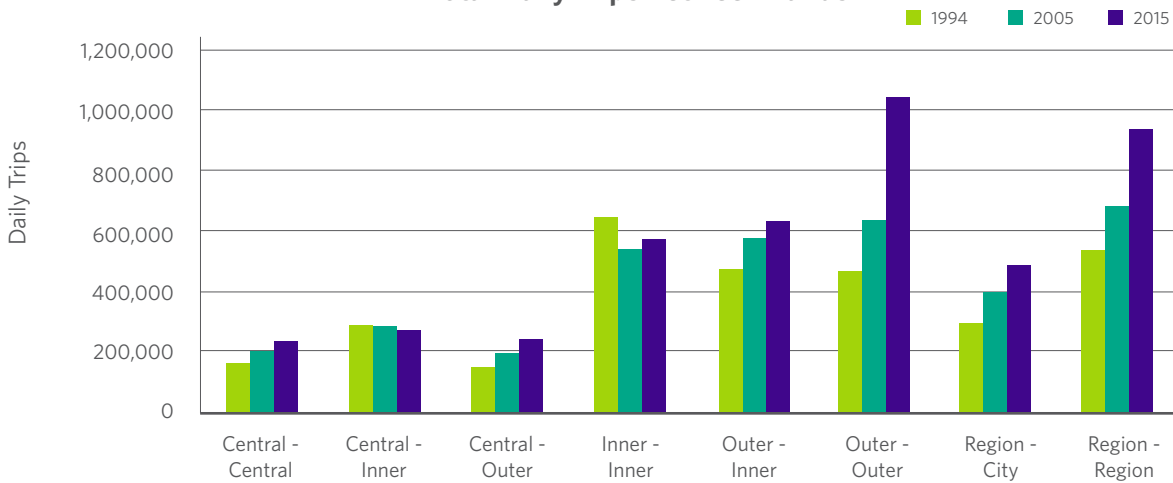


Weekday Travel Patterns

Intra-regional travel (travel within the study area) illustrates the impacts that suburbanization and growth have on travel patterns. Prior to 2005, trips to and from the Central band grew the fastest. Since then, trips within the Outer band and Region have grown the most. This is consistent with urban growth patterns over that time and illustrates that there are more households and destinations within these areas than before 2005. The 2015 weekday travel patterns are summarized into four geographic bands, as shown.



Total Daily Trips Between Bands



Change in Trips Between Bands, 1994-2015

