A Dynamic Region over 25 Years – analyzing population and employment trends in the Greater Toronto and Hamilton Area

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The Neptis Foundation is an independent, privately capitalized charitable foundation located in Toronto, Ontario, Canada.

Neptis conducts and disseminates nonpartisan research, analysis and mapping related to the design and function of Canadian urban regions. We aim to inform and to improve policy- and decision-making around regional urban growth and management.

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Outline

1. Introduction
2. TTS Dataset
3. Data Analysis
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   b) Commuting
   c) Baby Boomers
   d) Travel Behaviour by Age Cohort
4. Conclusions
1. Introduction
6.6 Million Residents

3 Million Jobs
City vs Metro Area Growth

The chart shows the growth in the city and metropolitan areas from 1991 to 2011. Each city's growth is represented by two bars: one for the city and one for the metropolitan area. The 2001-2011 data is also highlighted.
Metro Growth Issues

- Population and employment decentralization
- Jobs are not transit accessible
- Aging population in suburban built form
- Increasing congestion
- Decreasing economic viability
2. The Transportation Tomorrow Survey
The Transportation Tomorrow Survey

A comprehensive household travel survey for the entire GGH

Every 5 years since 1986

To understand personal travel behaviour in the region
To inform transportation planning across the region
To inform research

5% of households are interviewed about their travel throughout an entire day
Basic TTS Analysis Units

- location
- dwelling type
- # people
- # trips
- # automobiles
Basic TTS Analysis Units

location
dwelling type
# people
# trips
# automobiles

household location
age
gender
employment status
work location
occupation
student status
school location
Basic TTS Analysis Units

- location
- dwelling type
- # people
- # trips
- # automobiles

- household location
- age
- gender
- employment status
- work location
- occupation
- student status
- school location

- mode
- purpose
- start time
- distance (length)
- origin
- destination
3. Data Analysis
People and Jobs

Population

Jobs
<table>
<thead>
<tr>
<th></th>
<th>1991</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toronto</td>
<td>1,159</td>
<td>1,281</td>
</tr>
<tr>
<td>Durham</td>
<td>207</td>
<td>306</td>
</tr>
<tr>
<td>York</td>
<td>254</td>
<td>534</td>
</tr>
<tr>
<td>Peel</td>
<td>384</td>
<td>641</td>
</tr>
<tr>
<td>Halton</td>
<td>163</td>
<td>257</td>
</tr>
<tr>
<td>Hamilton</td>
<td>212</td>
<td>243</td>
</tr>
<tr>
<td>GTHA</td>
<td>2,379</td>
<td>3,262</td>
</tr>
</tbody>
</table>

Average Municipal Self-containment

- Toronto: 78%
- Durham: 31%
- York: 32%
- Peel: 46%
- Halton: 37%
- Hamilton: 65%
- GTHA: 56%
Commute Trips

Self-Contained Home to Work Trips

- Durham Region: 137,300 (1991) → 183,600 (2011), 34%
- Peel Region: 270,700 (1991) → 186,100 (2011), -52%
- City of Hamilton: 139,400 (1991) → 145,500 (2011), 4%

GTHA: 1,660,800 (1991) → 2,031,100 (2011), 22%

Total Home to Work Trips

- City of Toronto: 705,300 (1991) → 667,200 (2011), -5%
- Durham Region: 48,100 (1991) → 51,500 (2011), 7%
- York Region: 43,000 (1991) → 93,500 (2011), 117%
- Peel Region: 186,100 (1991) → 153,700 (2011), -18%
- City of Hamilton: 111,400 (1991) → 107,000 (2011), -4%

GTHA: 1,073,400 (1991) → 1,157,700 (2011), 8%

Legend:
- 1991 (Blue)
- 2011 (Red)
Every day (in 2011) in the GTHA 2.03 Million one-way trips are made from people’s homes to their workplaces – a 22% increase since 1991.
# Travel Behaviour by Age Cohort

<table>
<thead>
<tr>
<th>Birth Period</th>
<th>Start</th>
<th>End</th>
<th>Youngest</th>
<th>Oldest</th>
<th>Youngest</th>
<th>Oldest</th>
<th>Youngest</th>
<th>Oldest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gen Z</td>
<td>1993</td>
<td>2011</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>18</td>
</tr>
<tr>
<td>Children of Boomers</td>
<td>1972</td>
<td>1992</td>
<td>0</td>
<td>19</td>
<td>9</td>
<td>29</td>
<td>19</td>
<td>39</td>
</tr>
<tr>
<td>Baby Bust</td>
<td>1966</td>
<td>1971</td>
<td>20</td>
<td>25</td>
<td>30</td>
<td>35</td>
<td>40</td>
<td>45</td>
</tr>
<tr>
<td>Boomers</td>
<td>1946</td>
<td>1965</td>
<td>26</td>
<td>45</td>
<td>36</td>
<td>55</td>
<td>46</td>
<td>65</td>
</tr>
<tr>
<td>WWII</td>
<td>1941</td>
<td>1945</td>
<td>46</td>
<td>50</td>
<td>56</td>
<td>60</td>
<td>66</td>
<td>70</td>
</tr>
<tr>
<td>Parents of Boomers</td>
<td>1919</td>
<td>1940</td>
<td>51</td>
<td>72</td>
<td>61</td>
<td>82</td>
<td>71</td>
<td>92</td>
</tr>
<tr>
<td>1918 and Earlier</td>
<td>1800</td>
<td>1918</td>
<td>73</td>
<td>-</td>
<td>83</td>
<td>-</td>
<td>93</td>
<td>-</td>
</tr>
</tbody>
</table>

The graph shows the population for different age cohorts over time, with the horizontal axis representing years from 1911 to 2011 and the vertical axis representing population in millions.
4. Conclusions
Conclusions

• The majority of the region’s growth (population and jobs) is occurring outside Toronto.

• Commuting
  – Municipal self-containment is decreasing, resulting in an increase in regional travel; decreasing active transportation.
  – Toronto has the most balanced commute mode shares, but proportion of internal commuters is decreasing.
  – GO Rail commuting is increasing, but this mode currently serves only a small segment of total commuters (16%).
Conclusions (2)

• The majority (60%) of the region’s Baby Boomer population is living outside Toronto.

• Baby Boomer Travel
  – As cohorts have aged, they become increasingly auto-dependent.
  – Over 1 million of GTHA Boomers live outside Toronto.
Conclusions (3)

• Both commuting and age cohort trends point to:
  – a need for enhanced regional transit infrastructure, specifically serving suburb-suburb trips.
  – a need for stronger infill policies in the suburbs to support transit, increased densities, built form that encourages travel by alternate modes.