

COVID-19 Travel Behaviour Survey Summary

July 2020



Table of Contents

1. Introduction & Overview:	2
1.1 About the survey	2
1.2 How was analysis completed	2
1.3 High level response results and demographic overview	3
2. Travel Behaviour & Patterns:	4
2.1 Walking.....	6
2.2 Cycling	7
2.3 Transit.....	8
2.4 Carpool	9
2.5 Paid Rideshare / Taxi.....	10
2.6 Driving Alone.....	11
2.7 Passenger	12
2.8 Why trip frequency and mode choice changed	13
2.9 Anticipated travel behaviour changes	14
3. Lessons Learned:.....	16
4. Conclusions & Next Steps:	16
4.1 Actions.....	17
Action #1: Implementing robust communication tactics to promote safe sustainable travel in the Region	18
Action #2: Encouraging employers across Durham to develop their own teleworking policies.....	19
Action #3: Initiating interim infrastructure projects to support active transportation and the local economy.....	20
4.2 Implementation Plan.....	21
4.3 Follow Up Survey.....	21

1. Introduction & Overview:

On March 24th, 2020, the Region of Durham declared a state of emergency in the wake of COVID-19 which included implementing travel restrictions and social distancing measures to help curb the spread of the virus. These precautionary measures led to residents across Durham swiftly adapting to new habits and lifestyles, with many people shifting their daily routine from physically going to the office, shops, and attending in-person events to telecommuting, online shopping, and virtual events and religious services etc. This shift in daily routines and usual travel behaviour has left many transportation planners wondering what the future of commuting and travel behaviour will look like post-pandemic and whether existing models and transportation demand projections will be accurate. In response to this question, the Region's Planning Division, Transportation Planning Section has undertaken timely research through an online public survey to help document and better understand the impacts the current COVID-19 pandemic is having on the Region of Durham to reveal insights into possible travel behaviour and considerations post-pandemic. The subsequent sections provide insights into how the survey was developed, key findings related to travel behaviour changes and factors influencing mode choice during the pandemic as well as lessons learned and next steps.

1.1 About the survey

Transportation Planning staff developed and launched an online public survey using the Survey Monkey platform to better understand the impacts that the COVID-19 pandemic is having on travel behaviour of those who live and work in Durham Region. Various Regional staff were consulted and invited to provide feedback and questions during the initial survey development phase to help ensure the survey represented a variety of interests and synergies between different departments. This included collaboration with staff from Durham Region Transit (DRT); the CAO's office, and Economic Development and Tourism. The survey consisted of 14 open and closed-ended questions that asked about people's travel behaviour before and during the pandemic to help the Region better understand the shifts in travel behaviour as a result of COVID-19. The survey was launched on May 19, 2020 and closed June 18, 2020. The survey was primarily promoted by the Region's social media platforms. Transportation Planning staff also circulated the survey link and messaging to the Region of Durham's Smart Commute champions and staff across departments in the Region including, but not limited to Planning and Economic Development, Tourism and Transit.

1.2 How was analysis completed

The raw survey data was exported from Survey Monkey in an excel spreadsheet format. Any records that contained no travel information and other errors or inconsistencies, were removed prior to the data being analyzed. Where respondents had selected

reclassified. Trip frequency options consisted of ranges (e.g. 1-3 trips, 4-6 trips). Each frequency option was assigned a number so that increases and decreases in trip frequency by particular modes could be calculated.

1.3 High level response results and demographic overview

A snapshot of the key survey components and results are captured below.

 <p>472 responses</p>	<p>36-50 years</p> <p>42% of respondents are between 36-50 years old</p>	<p>44%</p> <p>of respondents are essential workers</p>	<p>84%</p> <p>indicated their travel behaviour changed as a result of COVID-19</p>	 <p>31% of respondents are employed in Public Administration and Professional, Scientific and Technical Services</p>
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While the intended audience of the survey was Durham Region residents and employees, the survey generated input from people who live and work across the Greater Toronto Hamilton Area (GTHA). 18% of survey respondents live in Whitby and Oshawa and 20% work in Ajax with 42% of respondents are between the ages of 36 and 50 years old.

Live in Durham

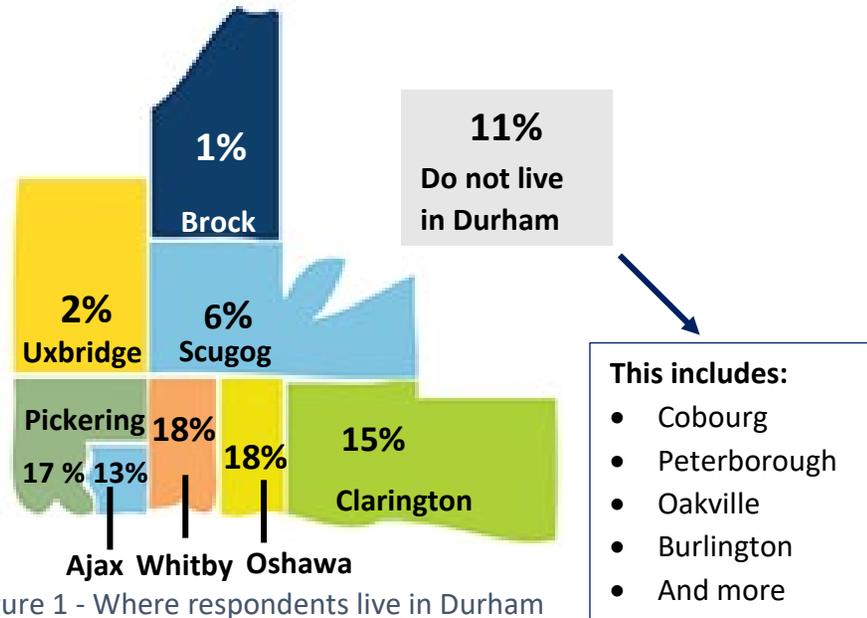


Figure 1 - Where respondents live in Durham

Work in Durham

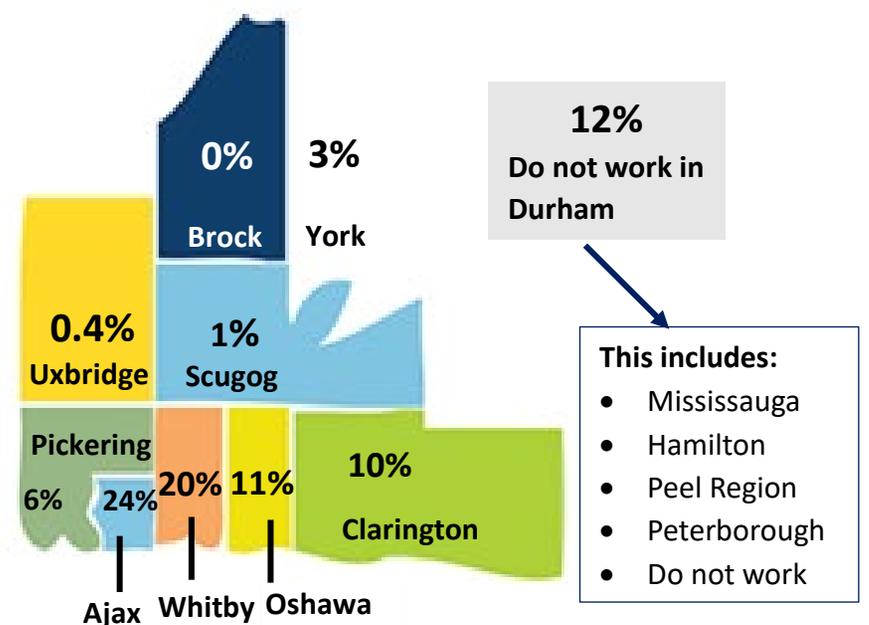


Figure 2- Where respondents work in

The survey responses reflect a large age cohort, ranging from 18 years of age to over 66 years of age, as demonstrated in Figure 4. Approximately 42% of the responses were between 36 to 50 years of age. The North American Industry Classification System (NAICS), which is the standard used by Federal statistical agencies in classifying business industries, was used to identify which industry respondents worked. Figure 5 illustrates that the 31% of respondents work in public administration and professional, scientific and technical services.

Figure 3 Respondents that are essential workers

Are you an essential worker?

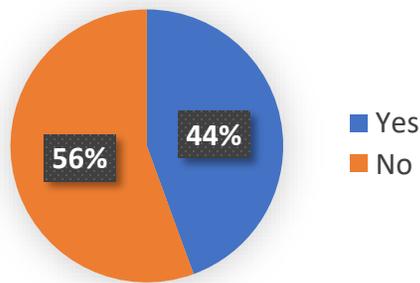
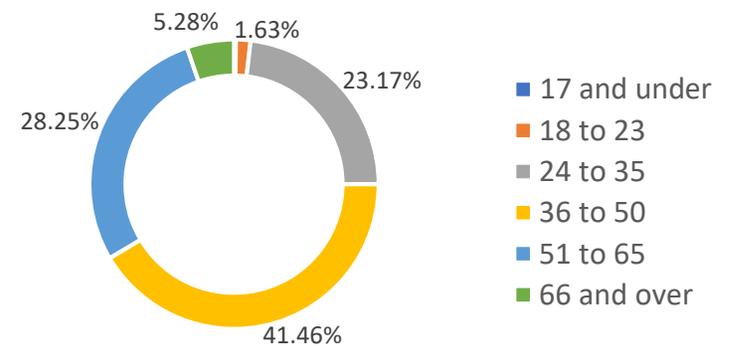
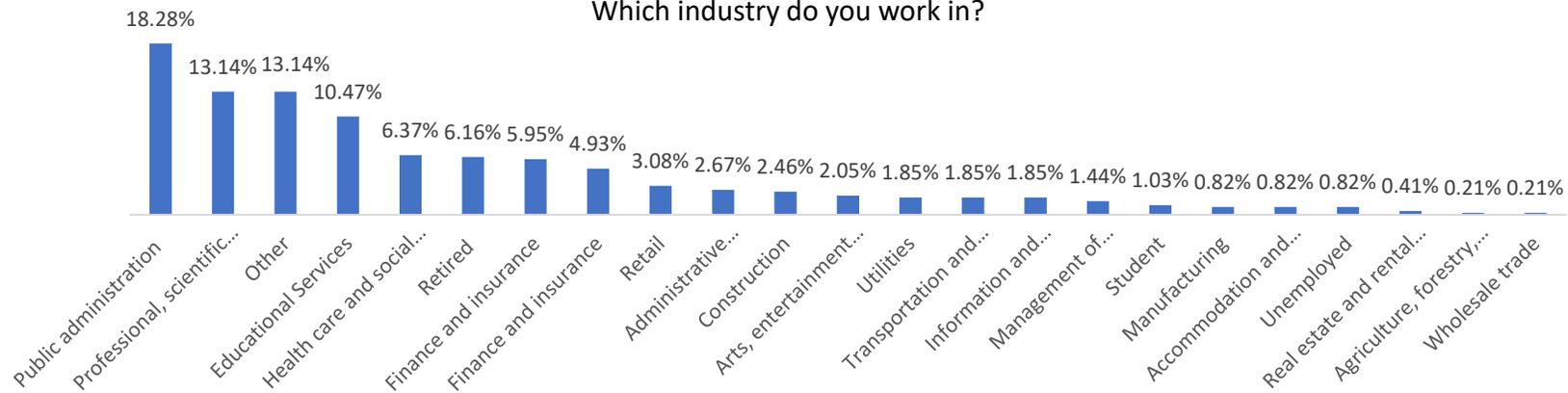


Figure 4 Age of respondents

Age of respondents



Which industry do you work in?



2. Travel Behaviour & Patterns:

The survey revealed that 84% of respondents' travel behaviour changed during the pandemic compared to before the pandemic. The survey illustrates that people were choosing to use fewer modes of transportation, which resulted in reductions in shared modes of transportation like transit, ridesharing and carpooling, including fewer people choosing to drive alone during the pandemic. There was an absolute decrease in all modes of transportation except for transit, which saw a 4% increase in cycling trips.

Walking trips saw the lowest decline in number of trips (3%) and cycling was the only mode choice that saw an increase in the number of trips (4%) as illustrated in Figure 6. We also saw an increase in the number of people who started walking and cycling during the pandemic who were not walking or cycling before the pandemic. Transit saw the biggest decrease (51%) in the number of transit trips. Ridesharing, carpooling and passenger trips all saw similar levels of decline during the pandemic. The survey findings are encouraging as they demonstrate the teleworking has for reducing vehicle use and the potential for more employers to adopt more flexible hours, working from home and other teleworking policies to encourage shifts to more sustainable transportation choices.

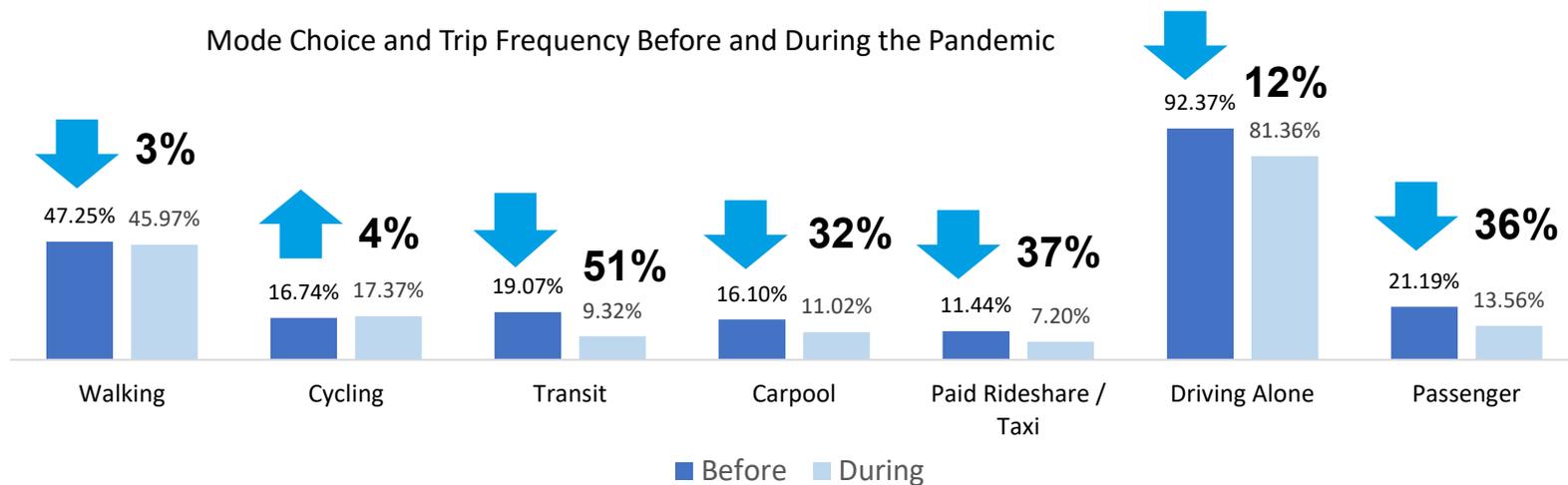


Figure 6 Mode choice before and during the pandemic

***Note:** Percentage differences have been rounded up by one decimal place.

2.1 Walking

There was only a relatively minor change in the number of trips made by foot during the pandemic. There was a fairly even split between the number of people who walked more (28%) during the pandemic than before the pandemic and those who walked less (26%) during the pandemic. Overall, there was a 3% decline in walking across all respondents. Of respondents who indicated they were walking as a mode of transportation before the pandemic, 13% stopped walking during the pandemic. However, of those who weren't walking before the pandemic (9%) indicated that they started walking during the pandemic. It is important for the Region to explore different opportunities such as the utilization and tailoring of transportation demand management (TDM) tools to help encourage more people to start walking which can help the Region achieve its 2031 cycling and walking mode share target of 12% (see Appendix A).



3%

decline in walking trips
during COVID-19



13%

stopped walking during
COVID-19



9%

of respondents
began walking for
the first time during
COVID-19

2.2 Cycling

Cycling trips were the only mode of transportation that increased during the pandemic, with an increase of 4% in cycling trips. The survey revealed that the ability to social distance was the most influential factor in determining why respondents selected a particular mode of transportation during the pandemic. While 19% of people who cycled before the pandemic stopped cycling during the pandemic, the survey revealed that 5% of respondents who did not cycle before the pandemic started cycling during the pandemic. The increase in people cycling overall as well as an adoption of cycling during the pandemic compared to those that did not previously cycle before the pandemic is encouraging and implies that through effective promotion and encouragement, that we may continue to see an increase in cycling frequency after the pandemic.



increase in cycling trips during the pandemic



stopped cycling during COVID-19



of respondents began cycling for the first time during COVID-19

2.3 Transit

Transit mode share reduced significantly during the pandemic with a 51% decrease in transit trips during the pandemic. The survey revealed that 67% of transit users made fewer transit trips during the pandemic. This is likely due to a combination of more people working from home and the ability to social distance, as respondents indicated this as the main factor in why they selected to use a particular mode of transportation during the pandemic (see Figure 7). Durham Region Transit (DRT) recently conducted a transit survey of existing riders to understand riders' attitudes, behaviours, and needs, as well as possible measures to improve their trust on the transit system. DRT's survey found that 75% of existing riders reduced their transit usage during the pandemic. This demonstrates a consistent trend in the overall decline of transit ridership between the general population and existing transit riders.

 **51%**

decrease in number of people that used transit during the pandemic

 **67%**

made fewer trips during the pandemic

2.4 Carpool

Similarly to other modes, there was a 32% decline in the number of people carpooling during the pandemic compared to before the pandemic, with (see Figure 6). The survey indicated that 40% of respondents who carpooled before the pandemic stopped carpooling during the pandemic and 1.5% who did not carpool before the pandemic started carpooling during the pandemic. 52% of people that carpooled before the pandemic made fewer trips via carpooling during the pandemic. Similarly, to why people reduced other mode choices and trip frequencies, fewer people commuting to work / school and the ability to socially distance are key contributing factors as to why fewer people carpooled during the pandemic.

 **52%**

Made fewer carpool trips during the pandemic

 **40%**

Stopped carpooling during the pandemic

 **32%**

decline in the number of people that carpooled during the pandemic

2.5 Paid Rideshare / Taxi

Majority of respondents who previously used ridesharing or taxi services stopped using them during the pandemic (39%) and a 37% decline in rideshare during the pandemic was evident from the survey findings. 46% of made fewer ridesharing / taxi trips during than pandemic than before the pandemic. This was likely due to majority of people working from home and not needing to make as many trips as well as concerns about being able to keep a safe distance from others while ridesharing or taking a taxi.

 **46%**

Made fewer trips by rideshare /taxi during the pandemic before the pandemic

 **39%**

stopped ridesharing /taxi during the pandemic

 **37%**

decrease in rideshare/taxi trips during the pandemic

2.6 Driving Alone

The survey revealed a decline (12%) in the number of people driving alone during the pandemic. 72% of respondents indicated that they made fewer single occupancy vehicle trips during the pandemic. Before the pandemic, majority of respondents made between 7 to 9 single occupancy vehicle trips compared to 4 to 6 trips during the pandemic. This decline in the frequency of trips made by single occupancy vehicles is largely due to majority of respondents telecommuting as well as due to businesses being temporarily or permanently shut down. While there was a decrease overall in the number of respondents that were driving alone before the pandemic that stopped driving during the pandemic (13%), the survey revealed that 11% of respondents that did not drive alone before the pandemic, started driving alone during the pandemic. This is likely due to the desire for respondents to be able to practice physical distancing.

 **72%**

made **fewer trips** driving alone than before the pandemic

 **13%**

stopped driving alone during the pandemic

 **12%**

decrease in single occupancy vehicle trips during the pandemic

2.7 Passenger

The survey revealed that with a decrease of 36% in passenger trips during the pandemic. 60% of respondents made fewer trips as passengers during COVID-19 than before the pandemic. Interestingly, 13% of people who were not passengers before COVID-19 started being passengers during the pandemic and 49% of people who were passengers before the pandemic stopped being passengers.



60%

of people made
passenger trips during the
pandemic



36%

decline in passenger
trips during the
pandemic



49%

stopped being
passengers during the
pandemic

2.8 Why trip frequency and mode choice changed

Equally as important as understanding how trip frequency and mode choice is affected by the pandemic is understanding how the pandemic is influencing people's decisions on which modes they prefer to use and how often they travel. This section discusses the findings of why travel behaviour changed during the pandemic and what factors will affect how people travel after the pandemic.

The most common factors that influenced why people's travel behaviour changed include the ability to use the internet for things such as telecommuting, working from home, and online shopping as well as the ability to practice physical distancing (see Figure 7). No respondents indicated that their hours or shifts increased during the pandemic. School closures and class cancellations was the third most common reason for why respondents travel behaviour changed during COVID-19. Other responses included working from home, closure of gyms, shops and cancellation of other services/activities, as well as reduced transit operating schedules and only completing necessary shopping trips as needed.

Reasons Provided for Travel Behaviour Change

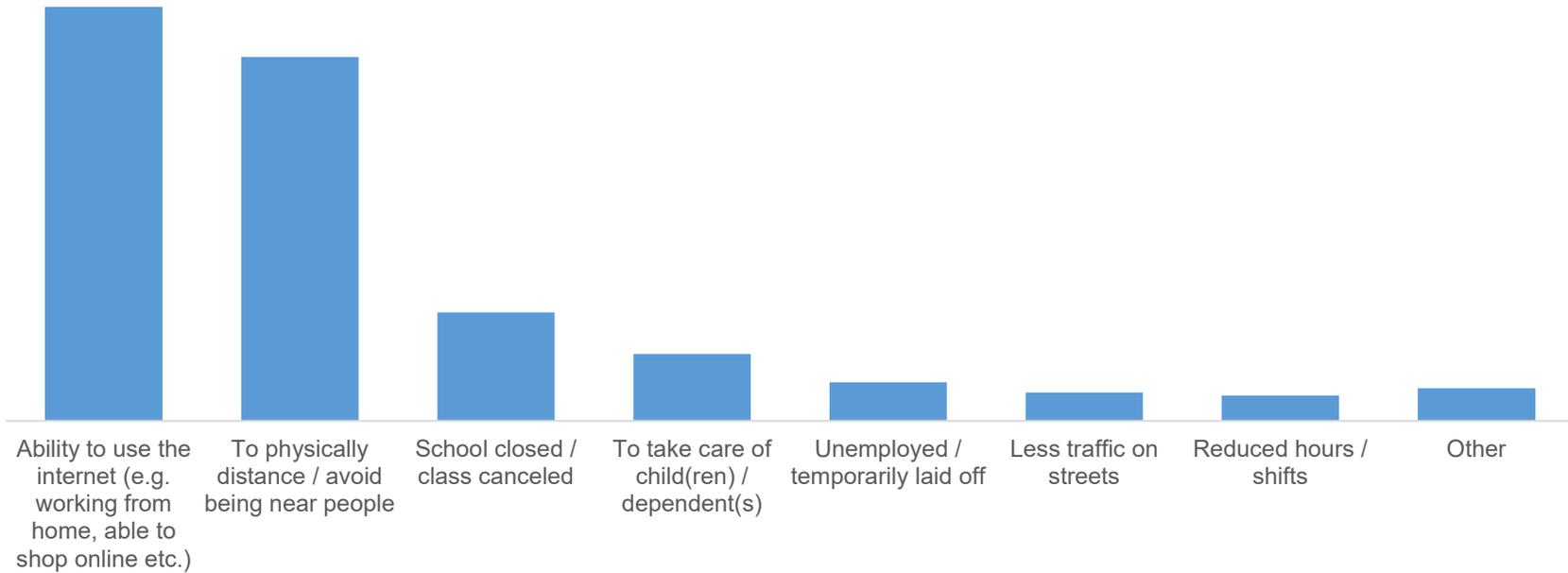


Figure 7 - Reasons why travel behaviour changed during COVID-19

2.9 Anticipated travel behaviour changes

The survey also asked respondents to indicate if they think their travel behaviour will change after the pandemic as well as key factors that will influence their mode choice and trip frequency after the pandemic. Respondents who had indicated that their transportation behaviour had changed were evenly split (49% to 48%) between those who believe the changes would be permanent and those who think that they will return to their previous patterns once the pandemic is over. A small percentage of respondents indicated that their future travel behaviour would be influenced their employers, or by the opening of schools and childcare programs, and that at the time of the survey they could not predict what their future travel behaviour might be like.

A 'key terms' search was used to classify the comments received by those that indicated their travel behaviour would continue to be different after the pandemic. Of the respondents that indicated their travel behaviour would continue to be different after the pandemic:

- 50% would likely continue to work from home some or all of the time
- 10% will travel less because of concerns related to safety
- 8% plan to avoid using transit
- 3% noted that they will be biking or walking more often
- 3% indicated that the break in their usual routine had caused them to reassess their habits (e.g. shopping less frequently, being more efficient in their activities).
- Other reasons included returning to carpooling, choosing to drive more often, compressed work week, the travel needs of dependents and changes to employment.

Respondents were asked to indicate the top three factors influencing how they will travel post-pandemic. The top three factors identified are: safety, the ability to socially distance, and time. We can see the impacts of safety and social distancing related to travel behaviour during the pandemic as evident in the decline in number of trips by all modes except for cycling. Given that these concerns were ranked as the top two factors influencing mode choice post-pandemic, we can infer that we may see similar trends in terms of the number of trips and mode choice.

3. Lessons Learned:

A variety of lessons learned emerged from conducting the survey. These lessons learned primarily centre around survey design including the types of questions asked and how they were asked. The survey did not ask about trip lengths or trip purpose. By asking about trip lengths it can provide greater insight into why people are using particular modes for different distances and help develop and identify solutions to help people complete longer trips by more sustainable modes of transportation. Asking about trip purposes such as commuting, shopping and exercising can also help to better understand preferred mode choice for certain trips and allow us to tailor approaches to encourage more people to use multi-modal transportation and active modes for different trip purposes. It should also be noted that we have assumed that passenger trips are more one-off rides from family or friends and carpooling trips are more consistent and typically selected for commuting purposes, however, it should be noted that we did not clearly define passenger trips and carpool trips in the survey questions and respondents were able to self-identify as carpoolers and passengers based on their own definitions. Future surveys should more clearly describe and define each mode.

We heard through comments and questions about what influences their decision to use particular modes, however, we did not ask how many people were working from home. By clearly capturing how many people are working from home during the pandemic we can better understand and forecast the number of vehicles taken off the roads and tailor recommendations and identify TDM tools and measures to encourage shifts to more sustainable modes of transportation over the longer term. Future surveys and research on this topic should consider the lessons learned through this survey and explore other qualitative and quantitative methods to provide more insight into additional considerations and impacts that the pandemic has had of travel behaviour.

4. Conclusions & Next Steps:

The survey has demonstrated that travel behaviour changed during COVID-19 with a decline in the number of trips across all modes of transportation except for cycling and an increase in working from home and teleworking. This reduction in the number of trips is encouraging for Transportation Demand Management (TDM) as it can help lower carbon dioxide emissions and congestion and assist the Region in achieving its sustainable mode share target of 44% in Urban Growth Centres by 2031 (see Appendix A).

It also revealed that there were a number of people who started using new modes of transportation during the pandemic with 9% of respondents noting that they started walking and 5% started cycling during the pandemic. This increase in active transportation is encouraging as it indicates that people have adapted their mode choice to more sustainable travel modes. With majority of respondents indicating that safety, the ability to social distance and time are the most important factors expected to influence their

travel behaviour post-pandemic, it is important to adapt quickly to encourage continued sustainable mode share uptake and shifts across the Region to help achieve TDM and mode share goals and targets (see Appendix A).

Three key tasks should be undertaken to continue to advance and respond to this work and the findings it presents. These include:



4.1 Actions

Identifying clear interim actions and partners to achieve and implement the recommended actions will be critical to responding to travel behaviour shifts as a result of the pandemic. Internal and external partners will be essential in helping to facilitate the implementation of different actions in a collaborative and coordinated manner. The successful application of the findings in practice will require coordination and collaboration between different departments and staff at the Region. Potential partners have been identified below, including: Transportation Planning (Smart Commute), Durham Region Transit (DRT), Communications, CityStudio Durham, Public Health, and Planning, Economic Development and Tourism.

Given that information and impacts of the pandemic is changing on an ongoing basis, it is important to act swiftly. Three key actions have been identified which focus on infrastructure as well as outreach. These actions are interim in nature and designed to be quick-wins that can be implemented in a relatively short timeframe to respond to the unique transportation challenges that COVID-19 is presenting for travel behaviour in Durham region. The implementation timeline for these actions is targeted for Q4 2020 to Q4 2021.

The three actions are:



Implementing robust communication tactics to promote safe, sustainable travel in the Region



Encouraging employers across Durham to develop their own teleworking policies



Initiating interim infrastructure projects to support active transportation and the local economy

Action #1: Implementing robust communication tactics to promote safe sustainable travel in the Region

Key Components	Additional Details
Description	<p>With the decline in transit trips across the Region and majority of respondents indicating that they are worried about being able to physically distance on transit, it is imperative that the Region implement robust messaging of safe ways to engage in sustainable transportation options like walking, cycling and transit during and after the pandemic. An education and awareness campaign can be developed to inform the public on efforts the Region is taking to support safe social distancing and how these efforts are helping to reduce the spread of COVID -19 while also generating awareness and promoting the benefits of engaging in active transportation during and after the pandemic. The Regional Cycling Plan update can also be used to identify and recommend this action specifically as it relates to encouraging more people to cycle in the Region.</p>
Examples of Initiatives	<ul style="list-style-type: none"> • Durham Region Public Health: Has established infographics and social media messaging on practicing physical distancing while outdoors. • Toronto Public Health: Developed infographics on how to practice physical distancing and safe cycling and using public transit during COVID -19
Suggested Partners	<p>Smart Commute Durham: The Region’s Smart Commute Program will be imperative to helping develop education and awareness messaging to promote sustainable transportation options in the Region.</p> <p>Durham Region Transit (DRT): Working collaboratively with transit will be critical to responding to help encourage sustainable multi-modal transportation such as walking, cycling and transit. DRT will be key in providing insights into transit-specific transportation trends during and post COVID -19 and can offer key insights into key messaging and steps being taken by DRT to ensure public safety during and post-pandemic.</p> <p>CityStudio Durham: Faculty from Media Arts and Design at Durham College have already expressed interest in collaborating on a city-studio project through developing communications to promote safe transportation options in response to COVID-19. This presents a unique opportunity to develop a made-in-Durham communications campaign and strengthen relationships between Transportation Planning staff, Transit and Durham College.</p> <p>Communications: Working with the Region of Durham’s Communications staff is imperative to developing effective messaging and campaigns and aiding in promotion of the campaign.</p> <p>Durham Region Public Health: Working with staff from public health will be critical to ensuring that the promotional messaging supports and aligns with public health guidelines relating to COVID-19 and safe social distancing practices.</p>

Action #2: Encouraging employers across Durham to develop their own teleworking policies

Key Components	Additional Details
Description	<p>The survey revealed that many respondents are currently working from home and expect to continue to do so after the pandemic. Respondents also indicated that they would like their employers to establish clear policies for teleworking, working from home and other flexible working arrangements to address different travel and commuting options that better support their employee’s needs. Given that the Region of Durham has already developed its own teleworking agreement and guidelines for Region of Durham staff, The Region has an opportunity to demonstrate its leadership to other businesses in the community by encouraging employers within Durham Region to develop their own teleworking policies. The Region can support businesses in establishing these policies by sharing copies of its policy along with other helpful resources such as how-to guides and elements of successful policies.</p>
Examples of Initiatives	<ul style="list-style-type: none"> • Human Resources Professionals Association (HRPA) in response to COVID-19 travel restrictions and working arrangements, developed a guide for how to write and develop a teleworking policy • Region of Durham Teleworking Agreement • Region of Durham Teleworking from home during COVID-19: A guide for Durham Region employees and managers
Suggested Partners	<p>Region of Durham Human Resources: Working collaboratively with HR staff to help share resources and policy guidance materials will be key to transparently sharing Regional information with businesses to help them navigate establishing policies of their own.</p> <p>Communications: Working with the Region of Durham’s Communications staff is imperative to developing effective messaging and directing businesses to the information/resources shared.</p> <p>Economic Development & Tourism: Staff in the Economic Development department have strong connections with and knowledge of businesses and employers in the Region. Leveraging these relationships and local knowledge can help in outreach with businesses to ensure we are able to connect and support as many businesses as possible in establishing teleworking policies and resources.</p>

Action #3: Initiating interim infrastructure projects to support active transportation and the local economy

Key Components	Additional Details
<p>Description</p>	<p>The survey revealed that cycling was the only mode of transportation that increased during the pandemic. This presents a unique opportunity for the Region to encourage continued use of active transportation during and post pandemic. Pop-up infrastructure such as temporarily installing interim bike lanes on streets that residents already have indicated a desire for active transportation infrastructure can help encourage people to get around Durham in a sustainable and active way while practicing safe social distancing. Other options to help alleviate crowded trails and encourage safe social distancing include designating local streets as active streets to promote walking and cycling and limit vehicular traffic temporarily. These options are quick to implement and effective measures that can help enhance cycling safety, reduce congestion and emissions and provide long term improvements to cycling culture in cities.</p> <p>The Municipality of Clarington has implemented temporary bike lanes on Prestonvale Road in Courtice to help people cycle and practice physical distancing. There are additional opportunities for The Region to leverage existing partnerships, programs and projects including Bike Month events organized through the Region’s Smart Commute program and work being completed for the Regional Cycling Plan Update (RCPU) to identify potential additional streets within the Region’s cycling network to implement interim active transportation infrastructure. Through the installation of interim cycling infrastructure, it can further support local businesses by encouraging people to complete errands by bike and can also enhance tourism safely by offering new ways to get around and connect to key destinations through the Region. The RCPU can also identify these projects as interim or short-term projects that can be recommended and implemented through the updated Plan which is anticipated to be completed by December 2020.</p>
<p>Examples of Initiatives</p>	<ul style="list-style-type: none"> ● Municipality of Clarington Temporary Bike Lanes on Prestonvale Road, Courtice: Implemented temporary bike lanes on Prestonvale Road from Robert Adams Drive to Glenabbey Drive in Courtice to help people cycle outdoors and maintain physical distancing. ● City of Toronto’s ActiveTO: Implemented recurring short-term closures on weekends on major streets adjacent to the Martin Goodman Trail and Lower Don Trail to provide more space for walking and cycling and reduce crowding on trails. ● City of Brampton’s Vodden Street & Howden Boulevard Pop-Up Bike Lane: Identified in the ATMP as streets where permanent bike lanes are to be implemented, COVID-19 presented a unique opportunity to temporarily install interim bike lanes to provide residents a safe option to travel sustainably within the City and relieve pressure on crowded recreational trails.

Key Components	Additional Details
Suggested Partners	<p>Region of Durham Public Works Department: Collaborating with the Works department will be important to help with identifying appropriate and feasible locations for installation that complement existing schedules and projects.</p> <p>Economic Development and Tourism: Engaging staff from Economic Development and Tourism can help us identify opportunities to select locations for pop-up cycling infrastructure that connect to local restaurants and shops and destinations to help support local businesses.</p>

4.2 Implementation Plan

An implementation plan should be developed to more clearly identify tools and strategies to help streamline and implement the identified actions. Key components that should be included in the implementation plan include the identify tasks needed to implement and achieve the recommended actions and roles and responsibilities of different partners involved. In addition to refining the roles and responsibilities, the implementation plan should also identify any possible costs associated with each action to implement and operate as well as sources for funding, if required.

4.3 Follow Up Survey

A follow up survey should be developed and launched after the pandemic is over to better understand if and how travel behaviour changes. Conducting a follow up survey will help provide a holistic snapshot for the Region of travel behaviour before, during and after the pandemic. These results will be critical in helping the Region establish a more robust and long-term action plan for how to encourage sustainable shifts in travel behaviour post-pandemic to support the region in achieving its sustainable mode share targets of 12% – walking and cycling; 20% – transit; 12% – passenger trips in urban growth centres (see Appendix A). It should also be noted that Durham Region Transit (DRT) also conducted a survey on post-pandemic customer expectations to learn more about learn about transit riders current and future use of transit and how DRT can make riders feel comfortable and safe onboard their buses. We plan to work collaboratively with DRT through sharing our results, reviewing the outcomes of their survey and identifying possible solutions to encourage people to use multi-modal, sustainable travel options during and after the pandemic in order to continue to advance this work.

Appendix A: Region of Durham Modal Share Targets

Exhibit 2.18: Modal Share Targets

Land Use Category	Mode	2011 Mode Share	Target 2031 Mode Share
Urban Growth Centre	Auto (driver)	68%	56%
	Auto (passenger)	15%	12%
	Transit (DRT and GO)	11%	20%
	Walk and Cycle	5%	12%
	Sustainable Modes	32%	44%
Rapid Transit Corridors	Auto (driver)	67%	58%
	Auto (passenger)	14%	12%
	Transit (DRT and GO)	11%	20%
	Walk and Cycle	8%	10%
	Sustainable Modes	33%	42%
Existing Urban Areas - South Durham	Auto (driver)	69%	65%
	Auto (passenger)	15%	13%
	Transit (DRT and GO)	8%	12%
	Walk and Cycle	8%	10%
	Sustainable Modes	31%	35%
New Urban Areas - South Durham	Auto (driver)	-	62%
	Auto (passenger)	-	13%
	Transit (DRT and GO)	-	15%
	Walk and Cycle	-	10%
	Sustainable Modes	-	38%
Rest of Durham Region	Auto (driver)	81%	72%
	Auto (passenger)	13%	15%
	Transit (DRT and GO)	2%	7%
	Walk and Cycle	4%	6%
	Sustainable Modes	19%	28%

Note: Numbers may not add to 100% due to rounding

Source: [Region of Durham Transportation Master Plan](#) (2017).

https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-07-09-web-accessible.pdf