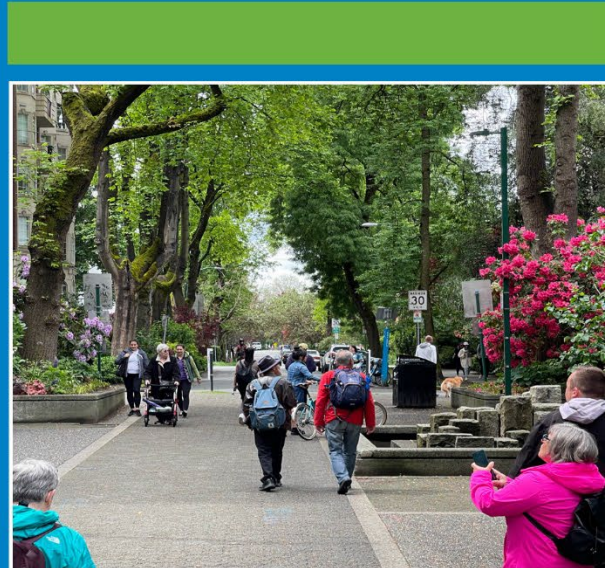
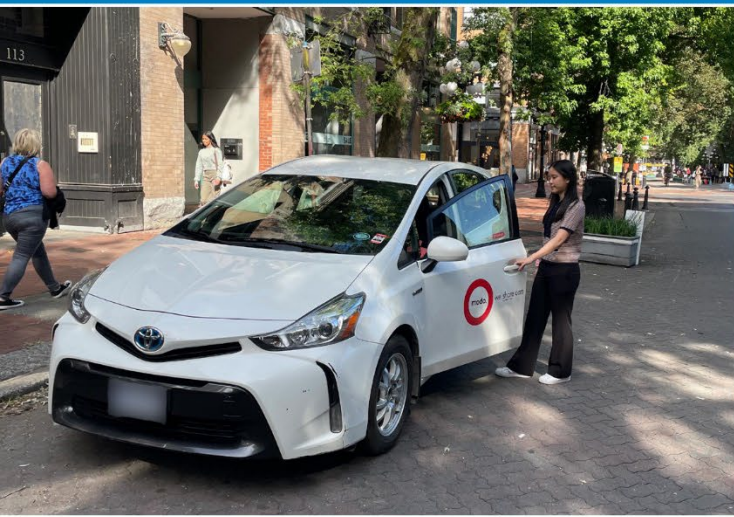


2025 Vancouver Transportation Fall Survey FINAL REPORT

May 2026



Prepared for:



Prepared by:

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This project would not be possible without the contributions of 3,700+ residents of the City of Vancouver, located on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh Úxwumixw (Squamish), and səlilwətaʔt (Tsleil-Waututh) Nations, who completed the survey.

We thank all those who responded to this survey, via phone interview or online, and told us about their daily travel and transportation habits. Your participation in the 2025 Vancouver Transportation Survey has contributed to transportation planning data that will be useful for years to come.

Executive Summary

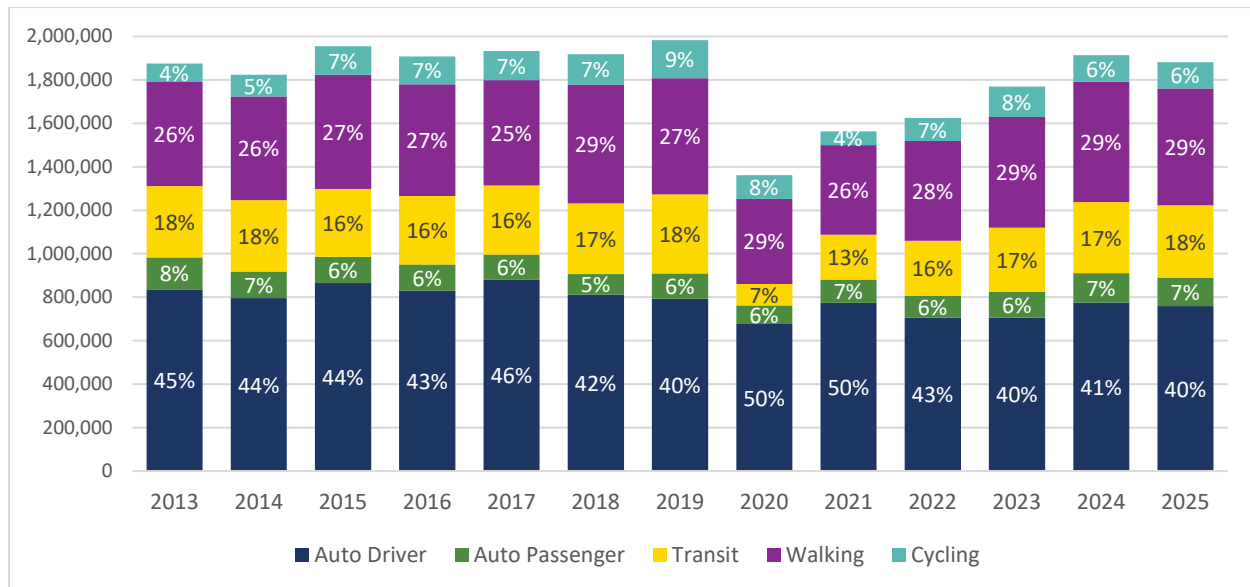
This report summarizes the findings and methodology of the City of Vancouver's (the City) thirteenth annual survey, conducted in 2025. The Vancouver Transportation Survey (VTS) is the annual data collection program that seeks real-world trip-generation and travel pattern data of residents throughout the city. This survey will help the City understand travel behaviour and preferences, helping guide and inform transportation investments. The survey is intended to track trip rates, mode shares, vehicle kilometres travelled, and other key metrics that help policy makers, programmers, and researchers assess the impact of transportation initiatives and plan for future investments.

This executive summary highlights and summarizes some of the key takeaways of the 2025 survey report.

The overall daily trip rate decreased slightly from 3.2 trips per person in 2024 to 3.1 trips per person in 2025. This is down from an average of 3.7 trips per person in 2019, before telecommuting became popular during the onset of the COVID-19 global pandemic. The expanded survey estimates suggest that adult residents of Vancouver made 1,881,800 daily trips in 2025, a decrease of 32,000 trips compared to 2024, due in part to the decrease in daily trips per person (a 2.5% decrease) and in part to slow population growth (a 0.4% increase). The survey results suggest that 759,600 of these daily trips are vehicle trips (auto driver). The recent reduction in immigration has contributed to temporarily slowed-down population growth, allowing housing supply to begin catching up with demand in Canada. 2025 was also a period of higher-than-usual economic uncertainty. However, based on long-term population growth, it is likely that total daily person-trips will soon exceed pre-pandemic levels (estimated in the 2019 survey at 1,982,500 daily trips), as will vehicle trips (estimated in 2019 at 792,900 daily vehicle trips), even if trip rates never reach pre-pandemic levels.

Figure E1 shows the daily trips broken down by mode share made by the residents of the city between 2013 and 2025. Auto trips (driver and passenger combined) account for 47% of all daily trips, which is similar to 2024 (48%). Daily trip volumes have decreased in 2025 for each mode except for transit (which increased slightly) and cycling (which did not change from 2024). Transit mode share slightly increased to 18%, walk stayed the same at 29%, and bicycle stayed the same at 6% in 2025. Note that the "bicycle" or "cycling" mode category, sometimes referred to as "rolling" by the City, is an aggregation of personal traditional non-motorized bicycle, personal e-bike, personal electric micromobility device (e.g., e-scooter, e-skateboard, etc.), bike share bicycle or e-bike, and e-scooter share.

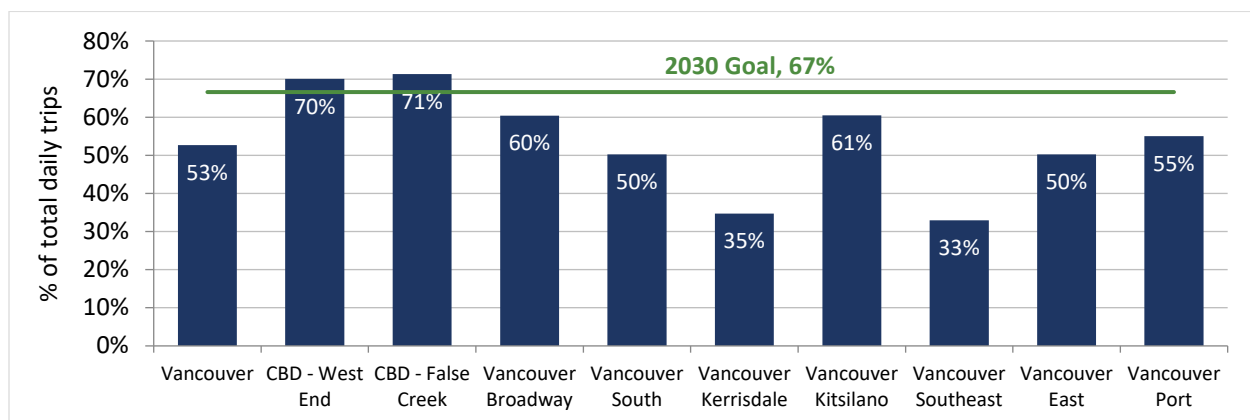


Figure E1. Trip Mode Share and Daily Volume by Year ¹

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Auto Driver	836.3K	795.3K	865.8K	829.6K	880.3K	811.6K	792.9K	676.4K	773.3K	706.2K	706.2K	775.0K	759.6K
Auto Passenger	147.2K	122.9K	120.6K	121.2K	116.0K	94.6K	117.1K	86.2K	108.6K	100.6K	118.0K	136.3K	130.3K
Transit	328.5K	328.6K	311.4K	314.8K	317.6K	325.4K	362.9K	98.2K	204.9K	253.2K	296.2K	327.0K	333.2K
Walking	480.6K	477.2K	525.5K	514.6K	485.5K	547.0K	535.0K	391.6K	412.8K	458.3K	509.0K	553.3K	537.6K
Cycling	83.3K	99.1K	131.0K	128.1K	133.3K	139.3K	174.6K	109.4K	63.0K	106.4K	139.4K	121.4K	121.1K

Figure E2 provides a bar chart of sustainable transportation mode by zone to help measure the City's sustainable mode share target and to highlight the variation across zones. CBD - West End and CBD - False Creek are the only two zones meeting or exceeding the target. Vancouver Broadway and Vancouver Kitsilano have the next highest sustainable mode shares, at 60% and 61% respectively.

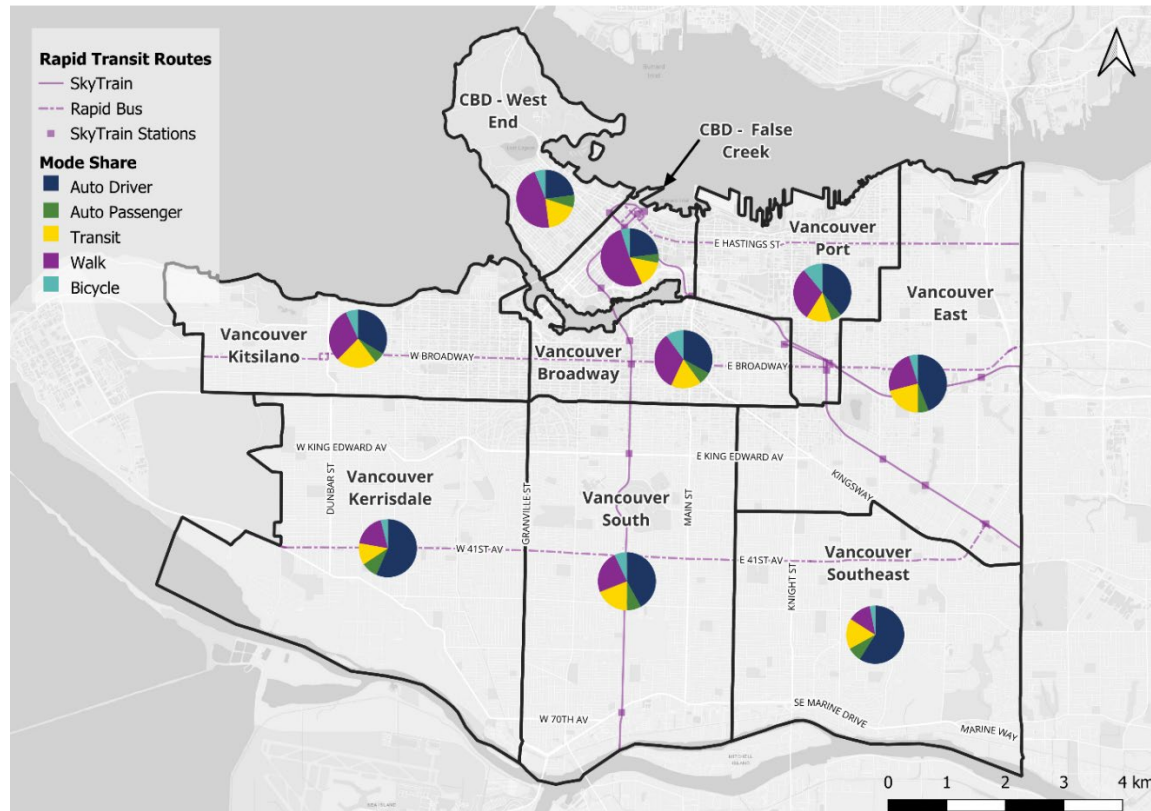
Figure E2. Sustainable Mode Share by Zone



¹ The figures for the 2022 and 2023 auto driver volumes coincidentally appear to be identical when rounded to the closest 100.

Figure E3 provides a map showing the significant variation in the mode share by zone. The most significant variation by zone is in the walk mode, which could be related to dwelling type, population density, and proximity to employment and amenities within walking distance. Variations in transit mode may be related to proximity to the fast and frequent transit network and accessibility to employment by transit and age demography. Cycling may also be related to dwelling type, demographics, topography, and proximity to employment and amenities within cycling distance.

Figure E3. Map of Mode Share by Zone



Estimates of annual vehicle kilometres travelled (VKT) per vehicle, derived from survey participants' odometer readings, suggest a modest 1.4% decrease from 2024 to 2025, at 8,800 km per vehicle, with the total annual VKT for the entire fleet of passenger vehicles estimated at 2.73 billion km, about 4.6% more than the 2.61 billion km estimated for pre-pandemic levels in 2019.

City policies, such as the Greenest City 2020 Action Plan and Transportation 2040, set a goal of 20% reduction in average distance driven per person from 2007 levels of 5,950 km per resident. With 2025 estimates indicating an average of 3,530 km per person—a 41% reduction from 2007 levels—the plan's goal has been surpassed.

The City of Vancouver's Climate Emergency Action Plan (CEAP) sets a goal of 90% of Vancouver residents living within an easy walk or roll of their daily needs by 2030. Related to this, in the 2025 survey, 73% of participants reported that they can reach many of the services and amenities they need by walking.

Residents' perception of walkability was highest in CBD - West End (94%), CBD - False Creek (92%), Vancouver Broadway (88%), and Vancouver Kitsilano (85%), and lowest in Vancouver Southeast, at 48%, with Vancouver Port at 79% and other zones (Vancouver South, Vancouver Kerrisdale, and Vancouver East) ranging between 63% to 69%.

Other interesting results from the survey are as follows:

- Residents of Vancouver own an average of 1.31 adult bicycles per household. While 11% of bicycles are e-bikes, 22.5% of bicycle trips are made with e-bikes.
- 13% of Vancouver residents indicated they are a member of or have used micromobility share services (bikeshare, e-scooter share), up from 9% in 2024.
- 38% of Vancouver residents are a member of car share service or used a car share service, up from 36% in 2024.
- Zero-emission vehicles (ZEVs), which include EVs and plug-in hybrids, account for 8% of all vehicles, while non-plug-in hybrids account for 7%. Overall, electrified vehicles comprise 15%, up from 8% in 2021, when the fuel type question was introduced to the survey.
- 35% of residents surveyed reported having access to electric vehicle charging at home or close to home (although there may be limits to the availability of non-home charging resources depending on how busy the area).

Figure E4 illustrates changes in access to bicycles and micromobility share services over the past five years. Overall trends include a marked increase in e-bikes as a share of total adult bicycles, and a gradual increase in adults with access to an adult bicycle of any kind.

While conventional bike ownership levels are generally stable, the proportion of adults with a micromobility share membership has increased since 2021. Looking ahead, e-bikes and shared micromobility represent a significant opportunity for expanding sustainable travel within the network. As the City continues to invest in active transportation initiatives and Vancouver's shared micromobility systems expand, it will be of interest to track these indicators in future survey cycles.



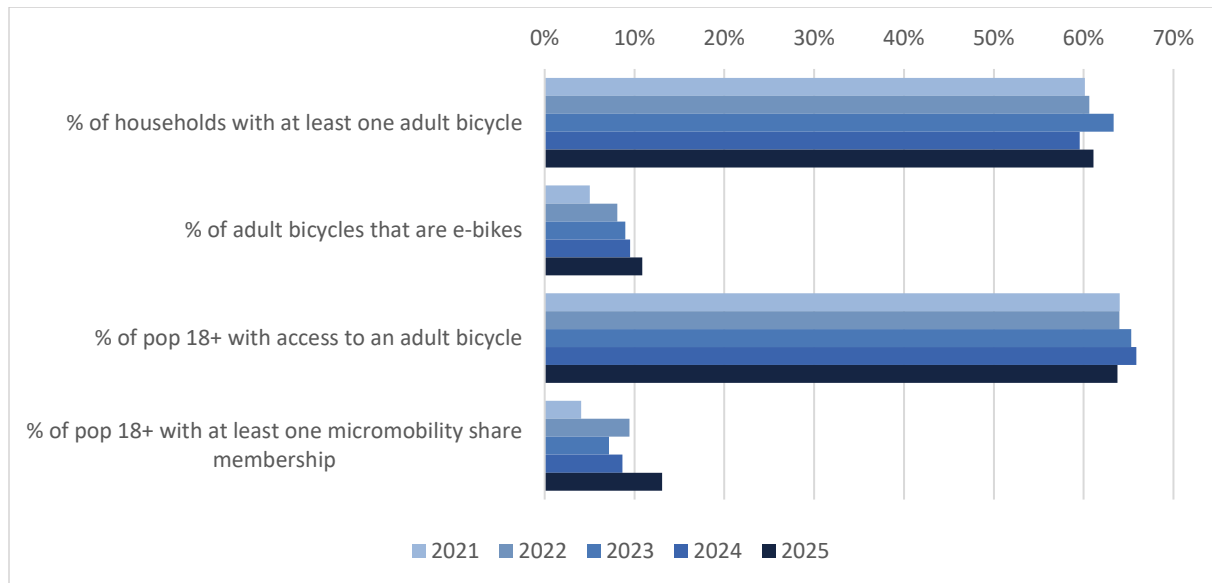
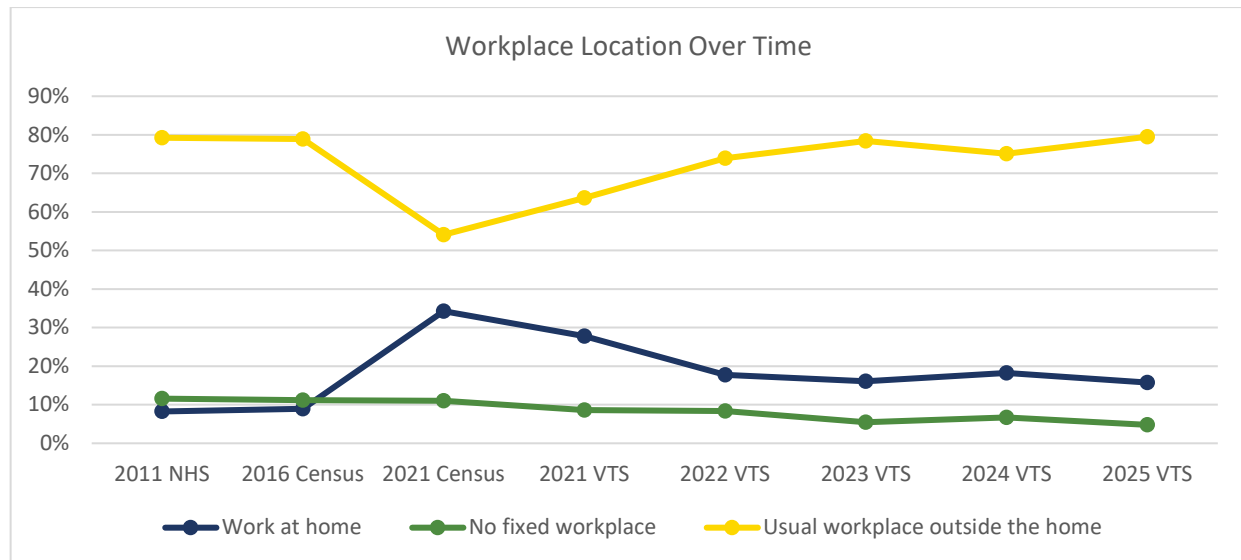
Figure E4. Changes in Access to Bicycles and Micromobility Share Services, 2021-2025 ²

Figure E5 on the next page shows the evolution of workplace location over time since 2011, drawing from the Census and survey data. As illustrated, the incidence of workers reporting a usual workplace outside the home plummeted at the time of the May 2021 Census (at the height of the pandemic), started to show recovery by the fall (2021 VTS), rose steadily between 2021 and 2023, then dipped a bit in the 2024 survey results, but rebounded to 80% in 2025. The 2024 dip is possibly a variation due to random sampling of new recruits in each survey cycle, but the overall trend has been a return to pre-pandemic levels. This does not necessarily mean that the volume of daily commutes has returned to pre-pandemic levels. Beyond the overall step up in workers who work exclusively from home since the pandemic, almost half of workers with a usual workplace (or 36% of all workers) reported hybrid work arrangements (i.e., telecommute some days and commute other days).³

² Note that fluctuations in the proportion of households with at least one adult bicycle may not be meaningful and may be related to the somewhat cruder household-level weighting (with the person-level weights being more sophisticated and person-level indicators being more reliable for year-over-year comparisons) and/or variation associated with random sampling.

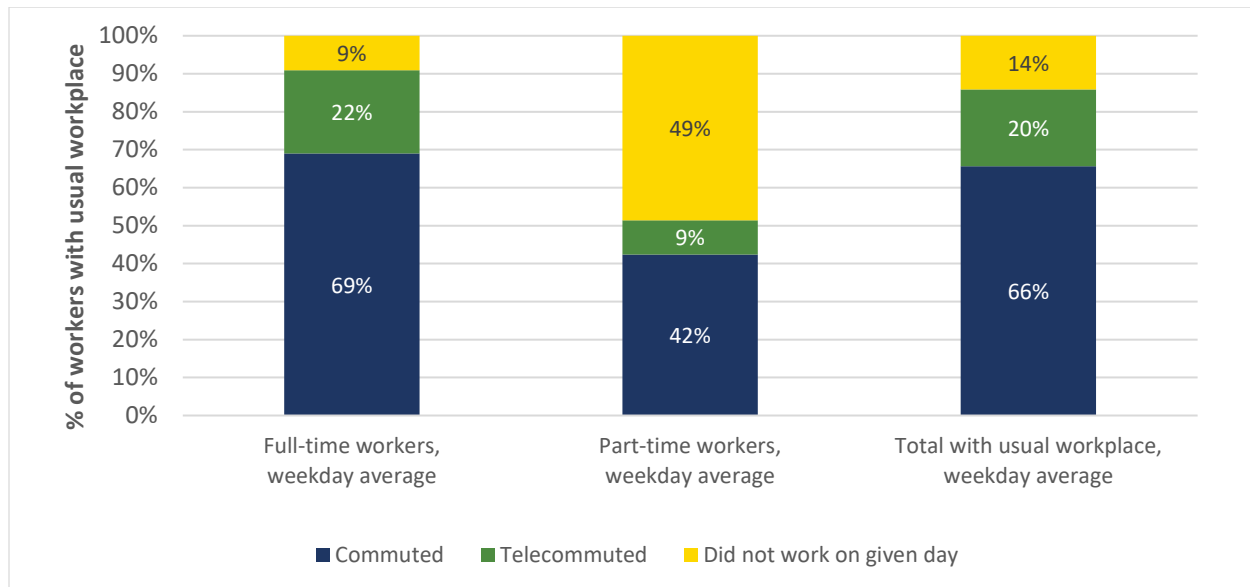
³ Hybrid work arrangements are not presented separately in the graph, as the Census data do not distinguish between workers with a usual workplace who always commute vs. those who have hybrid arrangements. Also, prior to 2021, the VTS did not collect data on hybrid arrangements.

Figure E5. Type of Workplace 2011 to 2025



Sources: 2011 National Household Survey (NHS), 2016 Census, 2021 Census, 2021-2024 Vancouver Transportation Survey. NHS and Census data are for population 15+ years of age; VTS data are for population 18+ years of age. Note that the measurement for the 2021 Census was in May, at the height of the pandemic, while the measurement for the 2021 VTS was in the fall. NHS and Census figures for “worked outside of Canada” are not displayed in the chart (about 1% each year). There is no such category in the VTS (i.e. respondents who work outside of Canada would have chosen one of the three categories displayed).

Figure E6 on the next page highlights commuting and telecommuting patterns reported in the week before survey participation. These figures are for workers with a usual workplace outside the home that they sometimes or regularly commute to, and exclude workers who work exclusively from home and those with no fixed workplace address. Averaged across all weekdays, 66% of total workers commute to work, and 20% telecommute rather than travelling to work, with the other 14% not working on the given day. For part-time workers, the survey results suggest that nearly half did not work on an average weekday (49%), with 42% travelling to work and only 9% telecommuting. Telecommuting is less of an option for part-time workers with a usual workplace outside the home, which may be, in part, due to the nature of some part-time jobs.

Figure E6. Commute and Telecommute Patterns by Work Type for Workers with Usual Workplace Outside the Home

A new survey question introduced this year provides clearer insight into bicycling and emerging micromobility use among Vancouver residents. Results indicate notable geographic variation in bicycling frequency, with higher levels of regular bicycling observed in the Vancouver Port and Vancouver Broadway areas, and lower levels in Southeast Vancouver. The survey also highlights the role of e-bikes in encouraging more frequent bicycling, with many participants reporting increased bicycling, and some indicating that they began bicycling after purchasing an e-bike. As shown on the **Figure E7**, the findings suggest that micromobility, particularly e-bikes, supports higher cycling participation, and has the potential to influence sustainable travel choices.

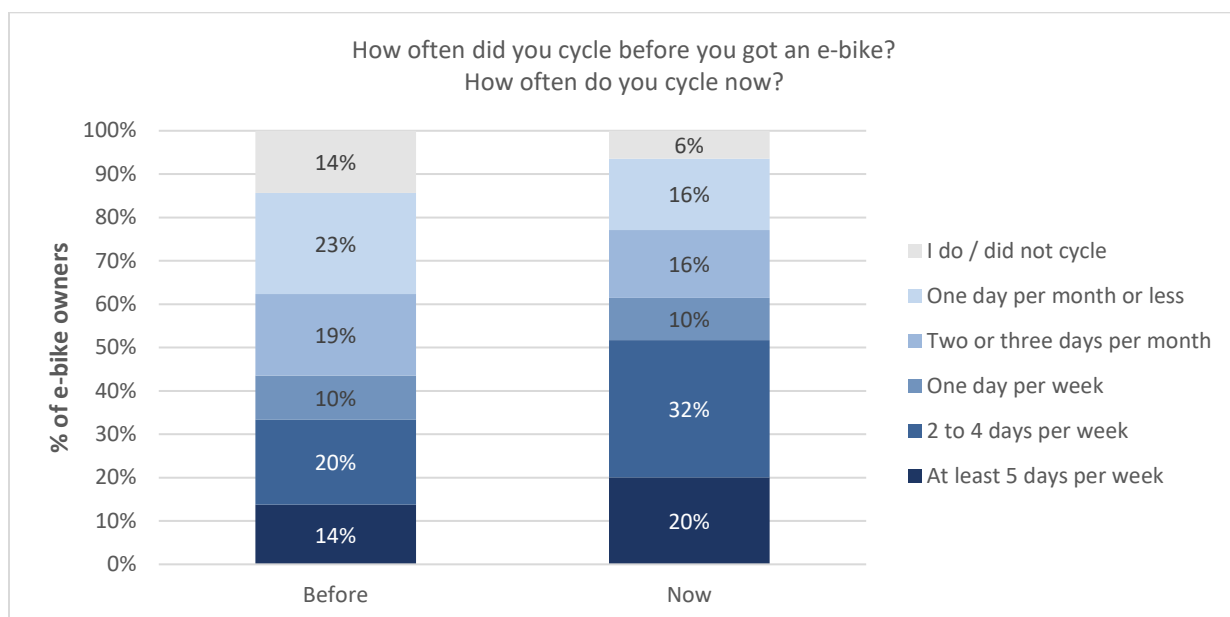
Figure E7. Cycling Frequency of E-Bike Use Before and After Getting an E-Bike

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1 Project Overview

1.1 Background and Objectives

The Vancouver Transportation Survey (VTS) is an annual survey of residents of the City of Vancouver (the City). It identifies and tracks trends in sustainable transportation to help the City assess the impact of transportation initiatives and plan for future investments. In place since 2013, the VTS survey tracks trip rates, mode shares, vehicle kilometres travelled, and other key metrics.

The City has a number of policies and long-term initiatives that work toward an overarching vision of a more sustainable and integrated transportation system that impacts and shapes the future of how people live and move around. The Greenest City 2020 Action Plan, Transportation 2040, and Climate Emergency Action Plan will help the City make progress toward their long-term goals, including that by 2030, the City aims to reduce overall carbon pollution by 50% and have two-thirds of all trips in Vancouver made via sustainable mode (i.e., walking, biking, transit).

1.2 2025 Transportation Context

The year 2025 saw significant national and global changes that had a stark impact on population demographics, transportation costs, and the economy in British Columbia and in Vancouver.

After vigorous increases in 2022 and 2023, population growth has flattened, estimated at just 0.4% in 2025.⁴ The federal government changed its immigration policies resulting in a significant reduction in the number of new immigrants to Canada, including Vancouver. It has limited the numbers of temporary foreign workers and new permanent residents allowed each year, which has especially impacted student enrollment at numerous post-secondary institutions in Vancouver and throughout the region.⁵

On April 1, 2025, the Government of Canada removed the application of the federal fuel charge and the requirement for provinces and territories to have a consumer-facing carbon price.⁶ The B.C. government followed suit by introducing legislation to drop the carbon tax rate to \$0, which took approximately 17 cents per litre off



⁴ Growth estimate for the City of Vancouver derived from BC Stats 2025 population forecasts by Local Health Area.

⁵ [2025-2027 Immigration Levels Plan](https://www.canada.ca/en/immigration-refugees-citizenship/news/2024/10/20252027-immigration-levels-plan.html), Immigration, Refugees, and Citizenship Canada (<https://www.canada.ca/en/immigration-refugees-citizenship/news/2024/10/20252027-immigration-levels-plan.html>, last accessed April 15, 2026).

⁶ [Removing the consumer carbon price, effective April 1, 2025 - Canada.ca](https://www.canada.ca/en/department-finance/news/2025/03/removing-the-consumer-carbon-price-effective-april-1-2025.html) (<https://www.canada.ca/en/department-finance/news/2025/03/removing-the-consumer-carbon-price-effective-april-1-2025.html>, last accessed April 15, 2026).

the cost of fuel.⁷ Despite this change, the B.C. Government, City of Vancouver, and TransLink continued to work on their commitments to carbon emission reductions. One such initiative, starting on September 1, 2025, was to invest in improved transit service within the region by significantly increasing the amount of bus service across the region, including routes serving schools and job sites.⁸

Broader economic uncertainty may also be contributing to a slowing of economic activity in the City. Employment growth in the Vancouver CMA was almost flat, reported at just +0.9% from October 2024 to October 2025.⁹ More recently, the new war between the United States and Israel against Iran has caused fuel prices to escalate and create additional economic uncertainty. This is something that will have an impact on 2026 travel, but is not yet measured in the current survey.

1.3 Design and Administration of the 2025 Vancouver Transportation Survey

The 2025 VTS was conducted between September 28, 2025, and December 12, 2025, with residents of the City of Vancouver. The survey was open to residents 18 years of age or older. The survey was a voluntary, 24-hour recall travel survey that captured residents' household characteristics, demographics, and trips undertaken by the survey participant on the most recent weekday. The questionnaire also included some attitudinal questions and reporting of usual transportation-related habits.

Over the years, the number of survey questions has grown, which has impacted the amount of time needed by residents to respond to the questionnaire. In 2025, some of the discretionary questions were paused and/or removed to help keep the survey length more manageable for respondents. The core survey questions that track key transportation indicators have remained largely unchanged from the previous cycles of the VTS. Additions to the 2025 survey were: mobility challenges (last asked in 2021), bicycling frequency, and e-scooter substitution. The survey questionnaire can be found in **Appendix A: Survey Instrument**. Also new this year, several of the less commonly used results were removed from the report, including some results that were very similar to last year's findings. Those who are interested in a higher level of detail may refer to last year's report for measures not reported on this year. Also, City of Vancouver staff have access to more details of the 2025 results, should these be needed for planning purposes.

Survey participants could complete the survey online or over the telephone. Survey completion targets were set for each of the City's nine transportation planning zones to ensure a geographically representative sample, and, in each region, sub-targets were set for existing survey panel members (participants from previous survey cycles) and new recruits. An address-based sampling approach was used to randomly select new participants from across the city. They were invited to take part in the survey via an invitation letter (included in **Appendix B: Survey Invitations**). Those with a corresponding phone number were also contacted by phone. Existing survey panel members were invited to take part

⁷ *B.C. Eliminates carbon tax*, BC Gov News, March 31, 2025 (<https://news.gov.bc.ca/releases/2025FIN0014-000280>, last accessed April 15, 2026).

⁸ *TransLink boosting bus service on 53 crowded routes* | TransLink, August 18, 2025 (<https://www.translink.ca/news/2025/august/translink%20boosting%20bus%20service%20on%2053%20crowded%20routes>, last accessed April 15, 2026).

⁹ Statistics Canada. Table 14-10-0459-02. *Month-to-month and year-over-year difference in labour force characteristics by census metropolitan area, three-month moving average, seasonally adjusted*.

in this year's survey via email invitation and/or follow-up phone call. To obtain a better representation of younger demographics, a small number of supplementary surveys were also collected by asking participants to invite other members of their household (those under the age of 40) to take part.

Over 90% of the completed surveys were for reported travel dates that fell between September 22nd and November 17, 2025. The survey was kept open until December 13, 2025, with an aim to increase response rates in a few sampling zones where completion numbers were low. After data validation, extensive trip logic checks, and rejection of surveys with data issues, the final count of Vancouver residents who completed the 2025 VTS survey is 3,727. A total of 2,633 surveys were completed with previous panel participants, and 1,094 surveys were completed with new recruits to the survey (the recruitment efforts having a 12% response rate). The survey captured 11,570 trips made by survey participants on a prior weekday.

The survey dataset was weighted to compensate for non-response bias and expanded to represent the target population. Weighting controls for household-level information included dwelling counts, dwelling type, and household size for nine geographic expansion zones. Weighting controls for person- and trip-level information included population counts by dwelling type, and population counts by age and gender for the same data expansion zones. The expansion was based on Census 2021 population data adjusted to estimated 2025 population. Sample sizes and expanded survey counts, along with the scaled Census counts for reference, are provided for selected characteristics in **Appendix C: Unweighted and Weighted Counts for Selected Demographics**.

When weighted and expanded, the survey data represent approximately 609,00 adult residents from 330,500 private households in the study area, for a sampling rate of 1.1% of households, or 0.6% of the population 18+ years of age living in private residences. The trip data captured by the survey provides a snapshot of the 24-hour travel patterns of residents of the study area over the course of a typical fall weekday. The weighted and expanded trip records represent an estimated total of 1,881,800 trips made each day by residents 18+ years of age.



2 Analysis of the Survey Results

The survey results were analyzed for the City of Vancouver as a whole, and for nine transportation planning zones. Overall, the survey results are subject to a margin of sampling error¹⁰ of $\pm 2.0\%$ at a 95% confidence level for household-level results, and $\pm 2.3\%$ for person- and trip-level results, taking into account the effects of data weighting. The margins of sampling error may be considered reasonable for reporting survey results for the city and by zone, although one should keep in mind that the margin of error will be larger for smaller sample sizes at the zone level or when examining other demographic subpopulations. That is, the weighted survey data should be an approximate reflection of the population from which the survey sample was drawn, and that the survey results will provide a good understanding of the population's characteristics and travel habits that will allow us to identify differences in travel patterns between zones. It should be noted that the expanded survey counts are estimates and not exact, and the weighted survey results may differ somewhat from the true results for the total population (if it could be known). The survey results could also differ from the results of another random sample of the population, or if travel was captured on a different day of the week for the same survey participants. In addition, sampling error is not the only possible source of error. There may be errors or biases in the data that could not be corrected in the data processing or data weighting, although every attempt has been made to reduce other sources of error (e.g., sample frame under-coverage, participant reporting error, data handling).

When comparing year-to-year results, there may be “noise” or variations due to sampling error, minor methodological differences, and/or other sources of error that might not always signal an actual trend. Nevertheless, true trends should become apparent when examining survey measurements across multiple years. Given that this is the thirteenth cycle of the survey, the VTS has established considerable consistency in terms of the survey design and methods. This supports a good basis for annual comparisons, and meaningful differences in the overall results for the total survey sample should, for the most part, signal actual shifts in the population and their travel patterns.

2.1 Transportation Modes

To provide an overview of trends in transportation mode shares, this report breaks out modes by five broad groups: auto driver, auto passenger, transit, walk, and bicycle. Within these mode groups, several specific modes are often used. They are organized as outlined below. Micromobility and e-micromobility devices are grouped with bicycles because of commonalities in terms of range, usage, portability, and technology. Other modes not classifiable in the groups below, such as intercity bus, airplane, VIA rail,

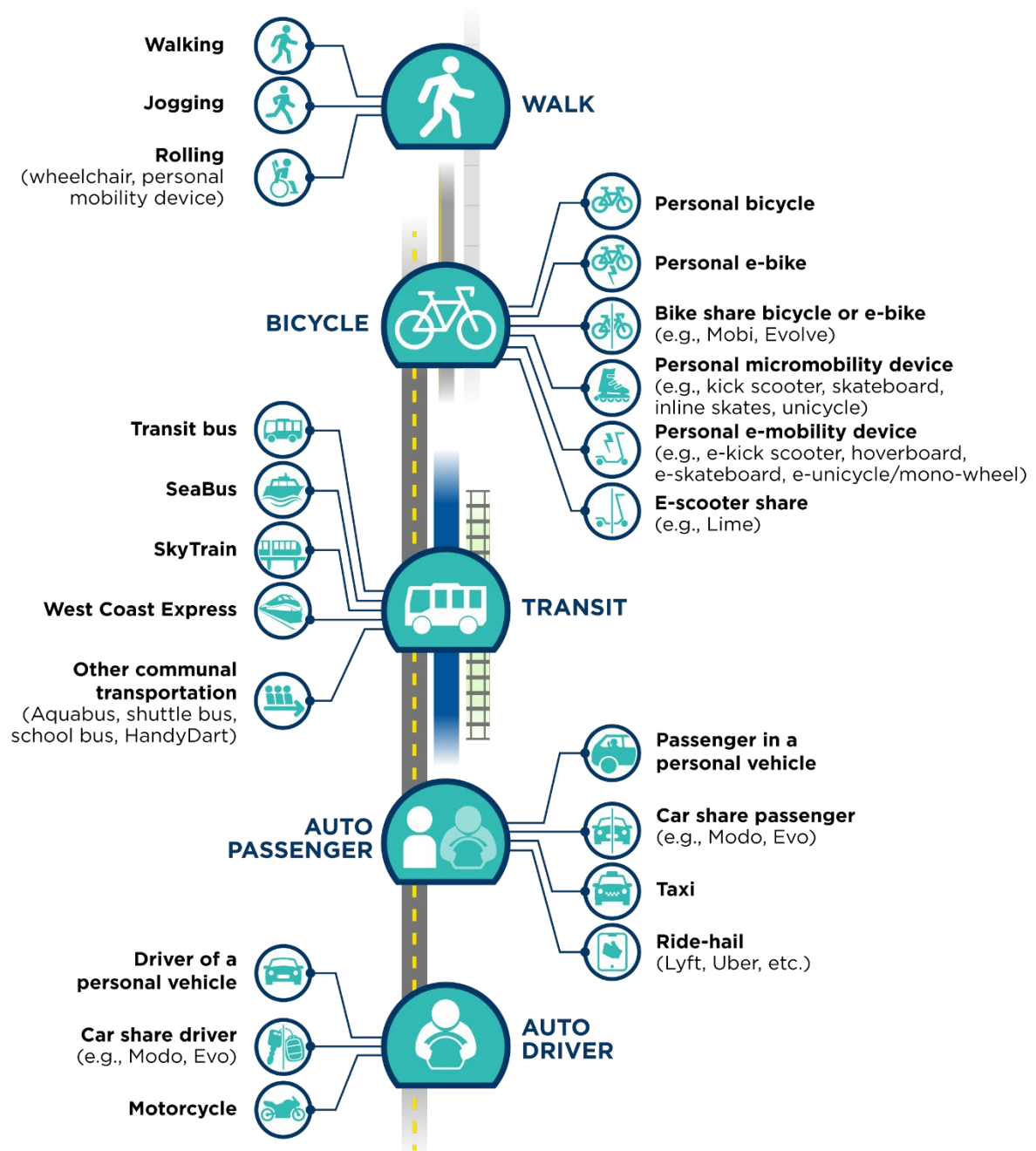
¹⁰ 19 times out of 20, for a given survey question, the survey response percentage should be somewhere within the margin of error of the survey results. The margin of error has been corrected to take into account the increase in error associated with data weighting to correct for over-/under-sampling and/or non-response bias. The formula for margin of error is

$$E = \pm z \sqrt{\frac{p(1-p)}{n}} \times \sqrt{\frac{N-n}{N-1}} \times \sqrt{deff}, \text{ where } N \text{ is the size of the sample universe, } n \text{ is the size of the survey}$$

sample, p is the proportion being assessed (in this case $p=0.50$ to obtain the maximum sample error), $z=1.96$, the z-score associated with a 95% confidence level, and $deff$ is the design effect associated with the weighting of the sample (with $deff$ computed as the sample size times the sum of the squares of the weights divided by the square of the sum of the weights). The margins of sampling error are different at the household level and at the person level given the different universes. For response proportions of greater than or less than 50% (the proportion associated with maximum sample error), the margin of error is less than the maximum margin of error cited as the sampling error.

etc., are excluded from the analysis (with very few such modes reported). See **Figure 1** for a detailed breakdown of the classification of modes.

*Figure 1. Classification of Survey Modes for Analysis*¹¹



¹¹ The grouping of modes is generally consistent with treatments in previous cycles (e.g., motorcycle grouped with Auto Driver; taxi and ride hail grouped with Auto Passenger; micromobility grouped with Bicycle), with one exception: as of the 2021 survey, communal transportation modes such as Aquabus, school bus, and Handy Dart are now grouped with Transit, but in previous surveys these modes were excluded from analysis. As the number of trips reported by such modes was very few, this in itself

2.2 Report Organization

This report is organized into the following sections:

- Section 1: Project Overview (preceding section)
- Section 2: Analysis of the Survey Results (current section)
- Section 3: Survey Geography
- Section 4: Participant Characteristics
- Section 5: Access to Transportation
- Section 6: Daily Trip Characteristics
- Section 7: Travel Patterns
- Section 8: Perceptions
- Section 9: Factors Contributing to Changes in Trip Demand

2.3 Interpreting the Survey Results

Readers should keep the following in mind when interpreting the survey results presented in this report:

- The survey results are based on a 0.6% sample of the population of the City of Vancouver and 1.1% of households. **All figures should be understood to be estimates.**
- **Expanded household and person counts presented in this report have been rounded to the closest 10, with trip-level counts being rounded to the closest 100,** but the actual margin of error is usually considerably greater than units of 10. In some cases, more than two significant figures have been presented to improve readability.
- **Figures presented for individual categories may not always sum to exactly the reported total across those categories due to rounding.**
- Survey response proportions have either been rounded to the nearest percent or one-tenth of a percent.

When making longitudinal comparisons with previous survey cycles, readers should understand that some of the differences between cycles may be the result of variance due to the random sampling of new recruits to the survey, attrition amongst existing panel members, and/or randomness associated with sampling a single weekday for reporting travel (i.e., there will be day-to-day variations in all survey participants' travel). For overall survey results for the total sample, long-term trends should usually reveal themselves above the noise of year-over-year variance due to random sampling. Readers should recognize that not all apparent differences between two survey years may necessarily be meaningful and should consider whether a meaningful trend asserts itself across multiple survey years.

should not affect the comparability of results. However, it may also be noted that in 2021 onwards, "other, specify" responses that corresponded to codes already on the list of modes were recoded to the list of modes as appropriate, whereas treatment of "others, specify" responses may not have been the same in 2020 or earlier surveys.

When examining longitudinal trends for sub-municipal zones or sub-populations, more caution should be exercised, as smaller sample sizes will contribute to greater noise in year-over-year variance that may make true shifts difficult to discern. While the results by zone or for demographic characteristics may be very useful in illuminating overall patterns, smaller sample sizes will affect the precision with which longitudinal comparisons may be relied on. When looking at subpopulations, comparison across longer intervals and/or multiple survey cycles may be needed to discern whether true shifts are happening.



3 Survey Geography

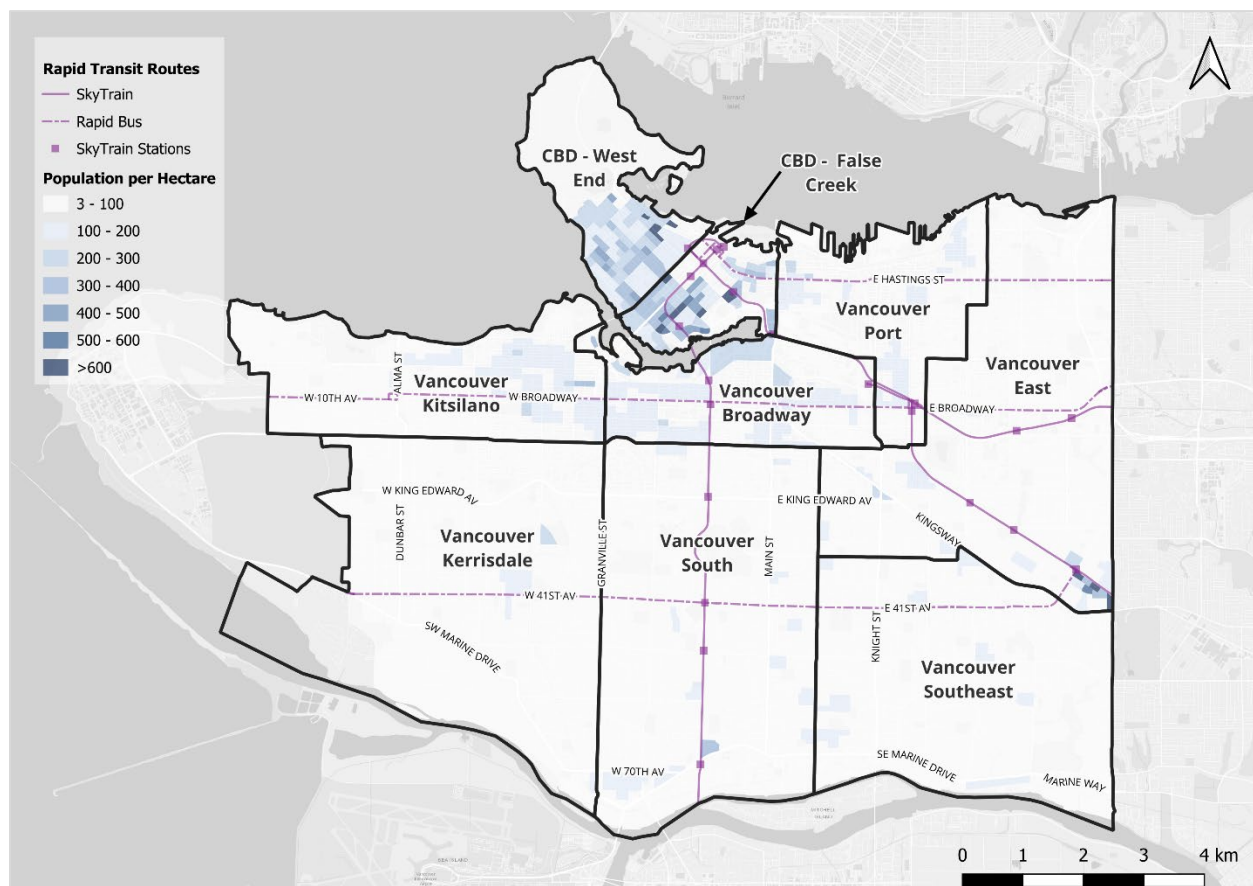
3.1 Survey Scope

The 2025 Vancouver Transportation Survey study area is the City of Vancouver, situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations.

The study area is presented in **Figure 2** below, shown with the nine transportation planning zones used for analysis. The map shows population density, SkyTrain routes and stations, and major roads. This map also shows population density because it has a significant influence on mode share, proximity to employment and infrastructure provided, and other participant characteristics. The higher density areas are in the Central Business District (CBD) and surrounding areas, which, as discussed later in the report, is where the highest sustainable transportation mode shares occur.

For the purposes of defining trips external to the study area, a wider geographical “travel area” was developed that includes the rest of the Lower Mainland. Locations captured by the survey within the City of Vancouver were geocoded to the nine zones within the city, while locations external to the city were geocoded to TransLink’s transportation model subregions, aggregated as appropriate for analysis of external work locations and trip destinations.

Figure 2. Map of Study Area with Population Density by Dissemination Area (Population per Hectare)



3.2 Survey Geographies

Table 1 provides information on the population represented by the survey results in each of the transportation planning zones.

Table 1. Zones with Estimated 2025 Population Represented by the Survey¹²

District	Land area (sq km)	Total private dwellings	Total Population	Private Households Occupied by Usual Residents	Population 18+ Years of Age in Private Dwellings	2025 VTS Survey Completions	Person Level Sampling Error
CBD - West End	6.50	42,440	61,800	38,600	57,100	345	±7.5%
CBD - False Creek	3.34	40,840	64,900	37,200	57,500	337	±8.1%
Vancouver Broadway	7.16	41,710	70,200	39,200	61,000	441	±6.2%
Vancouver South	21.32	44,690	102,400	41,700	84,800	509	±6.2%
Vancouver Kerrisdale	22.19	27,490	65,400	25,700	53,400	301	±8.7%
Vancouver Kitsilano	10.85	38,410	70,000	36,000	60,400	390	±7.9%
Vancouver Southeast	17.58	42,150	109,300	39,400	90,300	479	±6.4%
Vancouver East	20.10	51,710	125,000	48,400	104,100	655	±5.3%
Vancouver Port	8.08	25,900	48,200	24,300	40,600	270	±7.7%
Vancouver Total	117.12	355,350	717,300	330,500	609,000	3,727	±2.3%

Table 2 shows the population growth in the survey area since 2021, as estimated based on a combination of Census data by zone and population growth data by zone from health registrations.¹³ The growth of the surveyed population in 2025, which is adults 18+, was 0.8% since 2024 and 9.0% since 2021. These figures are consistent with the methodology used in previous survey cycles but may differ from population estimates from other sources.

Table 2. Projected Population from 2021 Census to Most Recent Survey Year

Year	Total Population	% Growth	Population 18+	% Growth
2021	663,900	-	558,600	-
2022	674,100	1.5%	569,200	1.9%
2023	687,700	2.0%	584,700	2.7%
2024	714,500	3.9%	604,100	3.3%
2025	717,300	0.4%	609,000	0.8%

¹² 2021 Census data scaled up using BC Stats 2025 population forecast growth factors by Local Health Area within Vancouver. Differences in the growth of total population and of those 18+ years of age are due to the fact that different growth factors are applied to different sub-municipal areas, and age distributions differ between the areas.

Note: All expanded population estimates are rounded to the closest 100 to avoid implying a higher level of precision than is actually present in the expanded survey sample. Individual cells may not always add to the totals in rows or columns due to rounding.

¹³ The six Local Health Areas (LHAs) within the City of Vancouver include Vancouver City Centre, Vancouver Centre North, Vancouver Midtown, Vancouver Northeast, Vancouver South, and Vancouver Westside. As the LHAs do not match the survey zone boundaries, the growth rate for each health area was applied to the Census Profile data for DA matched to each health area, with the DAs then aggregated to survey zone.

4 Participant Characteristics

This section describes the characteristics of residents of the City of Vancouver and their households, as captured by the survey, which include factors such as age, gender, and mobility challenges. The purpose of capturing these characteristics is to better understand travellers' needs, challenges, and patterns. The results are based on the survey sample with selected information from the 2021 census.

Note that last year's survey report (on the 2024 VTS) provided detail on characteristics such as dwelling type, household size, household income, level of physical activity, and occupational characteristics. As such characteristics typically only change incrementally from year to year, they are not reported on in this report, allowing for analysis of other topics of interest.

4.1 Age and Gender Distribution Using Census Data

Table 3 provides a comparison of the Census distributions against the weighted and expanded survey data, using total population of all ages as the base for percentages for comparability. The survey data closely represents all the age categories; however, it slightly under-represents residents 18-24 years of age, particularly men. Also, women are in a slightly higher proportion of the total population and, consequently, of this survey as well. Overall, the weighted survey frame is a good match in terms of the actual population of the studied region. Of particular interest is the large proportion of the Vancouver population between the ages of 25 and 34 (totalling 21.6% per Census data, compared to 16.0% for 35-44, and 13.1% for 45-54), reflecting the city's status as a locus of employment and attractor of younger people.

Table 3. City of Vancouver Age and Gender Distributions Using Census Data vs. Survey Data ¹⁴

Age Range	Census		Survey	
	Men+	Women+	Men+	Women+
0-17	6.8%	6.3%	not surveyed	not surveyed
18-24	4.0%	4.1%	3.2%	3.6%
25-34	10.2%	10.4%	10.6%	10.7%
35-44	7.8%	7.7%	8.0%	8.0%
45-54	6.3%	6.8%	6.5%	7.1%
55-64	6.2%	6.5%	6.3%	6.7%
65-74	4.6%	5.2%	4.7%	5.4%
75+	3.0%	4.0%	3.0%	3.8%
Total of 18+	42.2%	44.7%	42.3%	45.1%

¹⁴ Given that the sample of the non-binary population surveyed is small, for the purpose of this report, analysis is undertaken using aggregate categories of "men+" and "women+" that group random portions of non-binary persons with men and women. This follows the approach used by Statistics Canada in aggregating to a two-category gender variable to protect the confidentiality of the responses provided. More information can be found here: *2021 Census gender note* (<https://www12.statcan.gc.ca/census-recensement/2021/ref/gender-genre-eng.cfm>) and *Filling the gaps: Information on gender in the 2021 Census* (<https://www12.statcan.gc.ca/census-recensement/2021/ref/98-20-0001/982000012021001-eng.cfm>).

A picture of the age distribution for the complete census population is presented in **Figure 3**.

Figure 3. City of Vancouver Age and Gender Distribution using Census Data

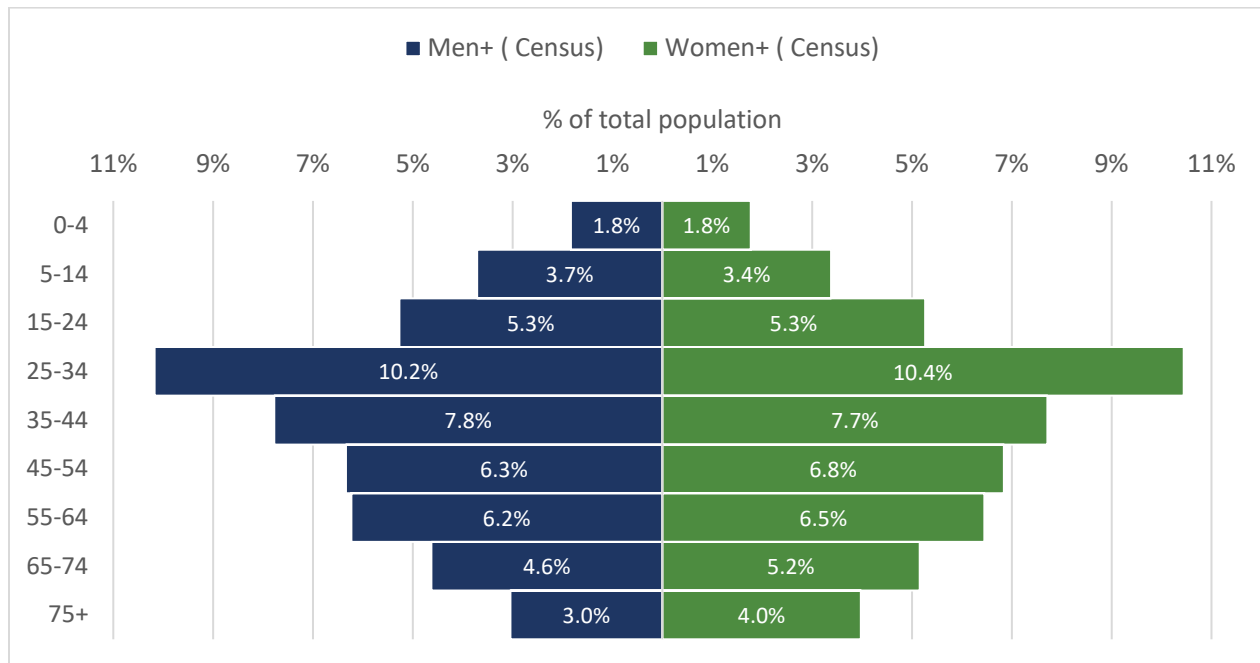


Table 4 illustrates the age distributions of the Vancouver population by zone based on the Census data projected to 2025. Most notable are the higher concentrations (indicated with darker blue shading) of 25 to 34-year-olds in the CBD - West End, CBD - False Creek, and Vancouver Broadway zones (between 28% and 30%). Similarly, Vancouver Kitsilano and Vancouver Port have slightly higher than average proportions of residents in this age group (21%-22%). The high proportion of young people in these zones could be a contributing factor to the high active and sustainable mode choices observed in these zones, as discussed in **Section 6.3** of this report.

Table 4. City of Vancouver Population Distribution by Age by Zone Using Projected Census Data

	Van-couver	CBD - West End	CBD - False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kits-ilano	Van. South-east	Van. East	Van. Port
0-17	13%	6%	8%	10%	15%	17%	12%	16%	15%	12%
18-24	8%	5%	7%	5%	9%	11%	9%	10%	9%	6%
25-34	21%	28%	30%	28%	18%	12%	22%	16%	19%	21%
35-44	15%	19%	20%	20%	14%	9%	15%	13%	14%	19%
45-54	13%	12%	13%	13%	13%	15%	13%	13%	13%	14%
55-64	13%	12%	11%	10%	12%	14%	12%	14%	13%	13%
65-74	10%	10%	8%	8%	10%	11%	10%	11%	9%	10%
75+	7%	6%	4%	6%	8%	10%	7%	8%	7%	6%

Source: 2021 Census projected to 2025 based on overall population growth by sub-municipal local health area

4.2 Mobility Challenges

Survey participants were asked to report whether they have a cognitive or physical condition or illness that affects their ability to travel, including both permanent and temporary conditions (such as a broken leg). As shown in **Figure 4**, the survey results suggest that 9.3% of adult residents of Vancouver have a mobility challenge, with 3.0% reporting use of an assisted mobility device, and 6.3% reporting a mobility challenge that does not entail the use of a mobility device. This data was last collected in 2021, when a smaller proportion of adults (7.3%) reported mobility challenges.

Figure 5 illustrates that the number of people with mobility challenges increases with age, with 17% of survey participants older than 75 years reporting a mobility challenge, and 8% requiring use of a mobility device. Note: the scope of this survey did not include people in collective dwellings such as assisted living and long-term care facilities, so the actual incidence for people of this age group is likely higher.

Figure 4. Barriers to Mobility ¹⁵

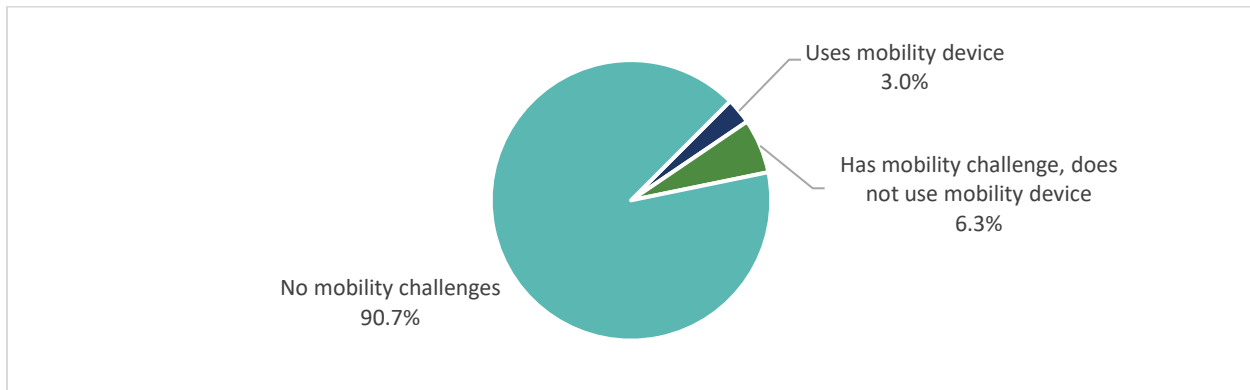
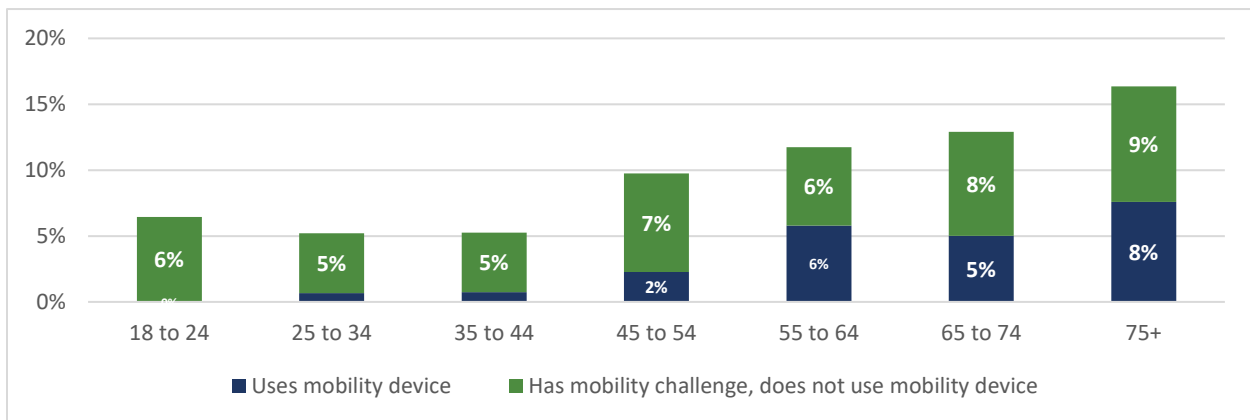


Figure 5. Barriers to Mobility by Age Group ¹⁵



¹⁵ Excludes a small proportion of respondents who declined to answer the question.

5 Access to Transportation

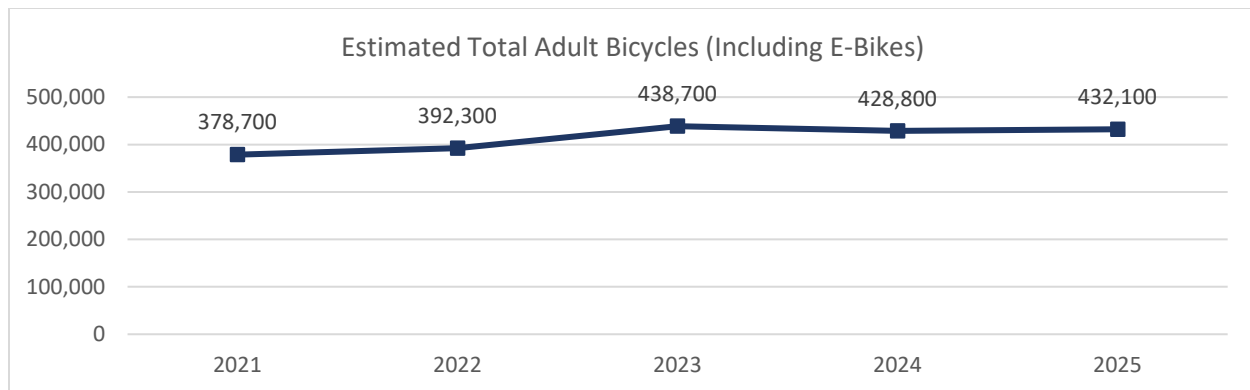
This section presents findings related to access to transportation, including bicycle and micromobility device access, vehicle access, car share membership, and support for sustainable transportation programs.

5.1 Bicycle and Micromobility Access

5.1.1 Bicycle Availability

The expanded survey results in **Figure 6** suggest that residents own over 432,100 bicycles a small increase (+0.8%) in comparison to 428,800 in 2024, generally in keeping with the small growth in population. When looking at the longer-term trend, it appears there is a general trend of a modest increase in bicycle ownership, with some year-over-year variance that is likely attributable to random sampling. A number of factors may have contributed to changes in bicycle ownership, including population growth, demographic shifts, rising gas prices, place of work, continued interest in e-bikes, access to cycling facilities, and differences between samples in survey cycles.¹⁶ **Table 5** shows that the majority of Vancouver households has at least one adult bicycle, with 61% of the adult population having access to a bicycle.

Figure 6. Total Adult Bicycles Including E-Bikes, 2021 to 2025 (expanded survey estimate)



Compared to 2024 results, the survey findings suggest a significant increase in e-bike ownership, from around 40,800 e-bikes (accounting for 10% of all adult bikes) in 2024 to 46,900 e-bikes (accounting for 11% of all bikes) in 2025. While only 11% of bicycles are e-bikes, **Table 13** in **Section 6.3.2** of this report shows that 22.5% of bicycle trips on weekdays are made with e-bikes. This higher utilization of e-bikes may be attributed, in part, to their ability to facilitate longer-distance trips than pedal bikes, along with greater ease in climbing steep hills, greater cargo-carrying capacity, and comfort. Those who own an inexpensive conventional bike for recreation may be satisfied with minimal riding. Conversely, those

¹⁶ The spike in 2023 was explored. New recruits to the 2023 survey reported proportionately more bicycles per household than returning panel members, and more so again than the 2022 participants who did not participate again in 2023. A portion of the difference between the survey cycles may be attributable to the margin of error in the random samples of new recruits. Responses to the 2022 and 2023 surveys of panel members who participated in both cycles were reviewed to verify the consistency of responses and did show growth in the number of bicycles, particularly in e-bicycles, albeit more modest growth than the total sample.

who have spent the extra money on an e-bike may have considered the e-bike's greater range and ease of travel when rationalizing their purchase, then after purchase may have a stronger motivation to use their e-bike to justify the expense.

The survey results suggest that, overall, in the three years between 2022 and 2025, the number of e-bikes has grown from 31,700 to 46,900. One contributing factor may be the rebate program introduced by the Province in June 2023. Under the program, residents of British Columbia could apply for rebates after purchasing an e-bike; based on their income, they could receive a maximum rebate of \$1,400. This program was so popular that it was quickly fully subscribed. A waitlist was subsequently introduced, allowing additional applicants to be invited as limited funding became available throughout 2024 and into 2025. The program ultimately closed once all available funds were allocated, and the waitlist was formally closed in September 2025.¹⁷ The program likely helped to meet latent demand when first introduced and contributed to the growth in e-bikes observed in the survey results.

Bicycle ownership per household is lowest in the areas with the most apartments (the two CBD zones), possibly because of the difficulty to securely store bicycles in these areas, and possibly due to the proximity of amenities, with people in this area making a high number of walking trips (as discussed in **Section 6.3.4** of this report) instead. These zones are exemplary of the 15-minute city, an urban planning concept that clusters the necessities for work, life, and play within a 15-minute walk or bike ride. Vancouver Port has a higher proportion of households with at least one adult bicycle; this coincides with the lowest proportion of licensed drivers (as discussed in **Section 5.2.1** of this report).

Table 5. Bicycles and Bicycle Access by Zone

	Van- couver	CBD - West End	CBD - False Creek	Van. Broad- way	Van. South	Van. Kerris- dale	Van. Kits- ilano	Van. South- east	Van. East	Van. Port
Estimated total adult bicycles (incl. e-bikes)	432,100	37,800	39,400	51,700	58,500	42,300	47,500	46,900	70,200	37,800
% of households with at least one adult bicycle	61%	54%	54%	65%	65%	65%	59%	62%	61%	68%
Avg. adult bicycles per household	1.31	0.98	1.06	1.32	1.40	1.65	1.32	1.19	1.45	1.55
Avg. adult bicycles per adult	0.71	0.66	0.69	0.85	0.69	0.79	0.79	0.52	0.67	0.93
Estimated no. of e-bikes	46,900	3,700	4,700	4,800	6,100	5,100	2,800	5,300	10,500	3,900
% of adult bicycles that are e-bikes	11%	10%	12%	9%	10%	12%	6%	11%	15%	10%
% of population 18+ with access to an adult bicycle	64%	59%	53%	72%	68%	67%	65%	63%	60%	70%

5.1.2 Micromobility Share Utilization (Public Bikeshare and Shared E-Scooter System)

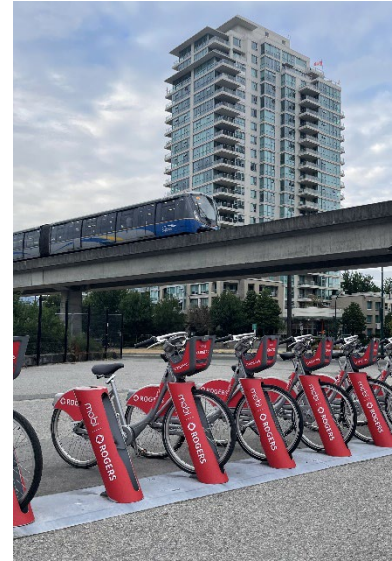
Micromobility share services in the City of Vancouver include a public bikeshare service (Mobi) a shared e-scooter system service (Lime), and a private/campus-based e-bikeshare service available to residents of certain residential buildings and businesses (Evolve).¹⁸ About 13% of respondents are a member of (or

¹⁷ <https://ecoforwardsolutions.ca/bcebikerebateprogram/>

¹⁸ Outside of the City, Evolve also operates a public e-bike share service in the North Shore municipalities, while Lime operates a public e-bike share service in New Westminster and e-bike and e-scooter share service in the Tri-Cities area.

have used) micromobility share services, up from 9% in 2024. This includes 9.0% for Mobi, 6.8% for Lime, 0.7% for Evolve, and a very small percentage (0.1%) for other micromobility share services.¹⁹

The City has provided residents with a cycling option by supporting the Mobi public bikeshare service, which has been available to Vancouver residents since 2016. The program offers a convenient cycling choice with a mix of traditional non-motorized bikes and e-bikes for residents and visitors to the city. At the time of the survey, the Mobi public bikeshare services' coverage area included downtown Vancouver and extended east to Commercial Drive, south to 16th Avenue, and west to Point Grey and UBC, as well as stations along the Arbutus Greenway to 41st Avenue, a portion of Mount Pleasant to 31st Avenue and to Nanaimo Street north of Hastings Street. Lime shared e-scooter system started service in Vancouver in September 2024 to provide an additional shared and sustainable way to get around. By the end of 2025, the Lime service area included all of downtown Vancouver and extended east to Boundary Road, south to just above Broadway, and west to just past Burrard.



Mobi coverage fully encompasses the CBD - West End, CBD - False Creek, and Vancouver Broadway zones and partially encompasses the other zones. At the end of 2025, Lime coverage encompassed CDB - West End, CBD - False Creek, and Vancouver Port fully, and included large portions of Vancouver East and Vancouver Broadway, as well as a small portion of Vancouver Kitsilano. **Table 6** details bikeshare (**M** for full coverage and **M** for partial coverage) and/or e-scooter share (**L** for full coverage and **L** for partial coverage) usage and availability by zone at the time of survey. Membership is highest in the CBD - West End, CBD - False Creek, Vancouver Broadway, and Vancouver Port, which coincides with the zones that have the most bikeshare service available and the lowest bicycle ownership, as discussed in Section 5.5.1.

Table 6. Micromobility Share Use by Zone

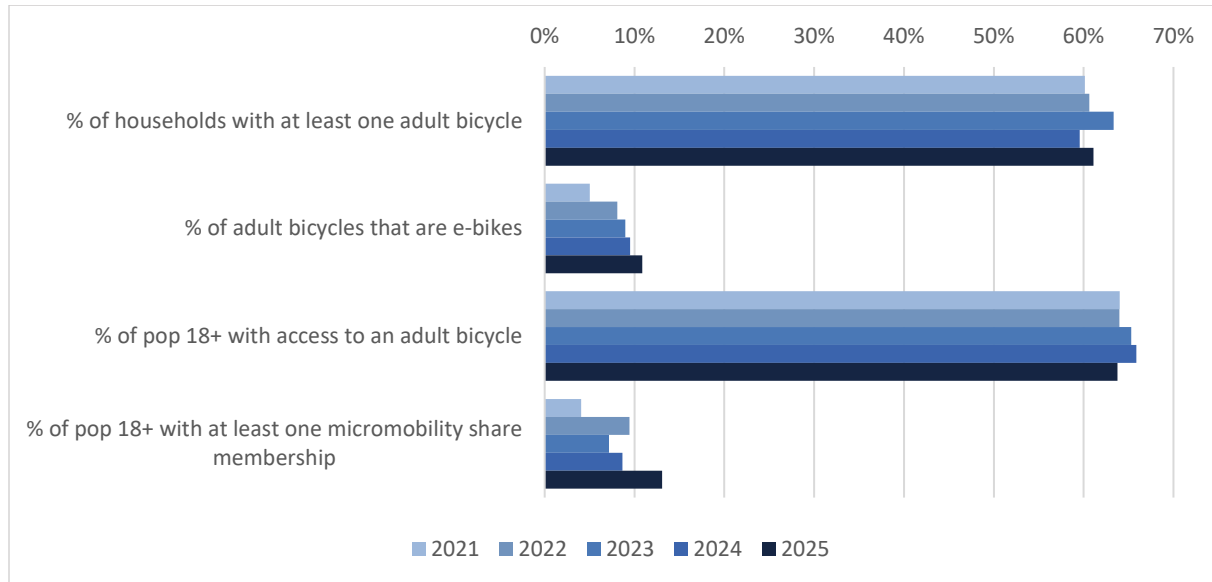
	Vancouver	CBD - West End	CBD - False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kitsilano	Van. Southeast	Van. East	Van. Port
Use of at least one bikeshare / e-scooter share service	13%	25%	21%	20%	10%	6%	15%	4%	8%	22%
Bikeshare and e-scooter service availability	M/L	M/L	M/L	M/L	M	M	M/L	M/L	M/L	M/L

Figure 7 shows the longitudinal changes in access to bicycles and micromobility share services from 2021 to 2025. The proportion of households with access to bicycles appears to be about the same in 2025 as in 2021, with the 2025 survey estimate being higher than 2024 but lower than 2023; similarly, the proportion of population with access to bicycles has dropped slightly in this period. Nevertheless, across the last five years, overall access to bicycles can be characterised as generally stable. Some of the fluctuations from year to year may be a result of variance associated with randomly sampling new

¹⁹ People may use more than one service, so the percents for individual services add to greater than the total who use any service.

recruits in each cycle, and/or attrition of previous participants, but two trends are apparent. The e-bike share of total bicycles has increased consistently each year, reaching about 11% in 2025, which is double the 2021 proportion. The proportion of residents who have at least one micromobility share membership seems to be increasing in tandem with the growth of micromobility share services in the region.

Figure 7. Changes in Access to Bicycles and Micromobility Share Services ²⁰



5.1.3 Electric Micromobility Device Access

The City of Vancouver is one of several municipalities in BC that are participating in an electric kick scooter pilot program allowing them on local streets and protected cycle lanes. The initial three-year Vancouver pilot began in July 2021, and was renewed in April 2024 for an additional four years. As shown in **Table 7**, the ownership of electric micromobility devices such as e-kick scooters, e-skateboards, or hoverboards is still relatively uncommon in Vancouver, with only 3% of households surveyed owning a micromobility device; this is a slight decrease from the 2024 survey finding of 4%, but this may be variation within the margin of error associated with random sampling. Ownership appears to be highest amongst residents of CBD – West End (5%). The survey results suggest that residents of Vancouver own about 13,400 such devices. The survey results shown later in this report in **Figure 24** (in Section 6.3.3 on daily mode choice) also suggest that relative to total weekday bicycle and micromobility trips combined, e-micromobility devices account for approximately 3% of all such trips. Findings at the zone level related to electric mobility devices should be interpreted with caution due to the small samples of survey participants who use such devices in each zone.

²⁰ Note that fluctuations in the proportion of households with at least one adult bicycle may not be meaningful and may be related to the somewhat cruder household-level weighting (with the person-level weights being more sophisticated and person-level indicators being more reliable for year-over-year comparisons).

Table 7. Electric Micromobility Device Access by Zone

	Van-couver	CBD - West End	CBD - False Creek	Van. Broad-way	Van. South	Van. Kerris-dale	Van. Kits-ilano	Van. South-east	Van. East	Van. Port
Estimated total micromobility devices	13,400	2,100	1,500	1,300	2,100	900	900	1,000	2,300	1,200
% of households with at least one micromobility device	3%	5%	3%	3%	4%	3%	2%	2%	4%	4%

5.2 Vehicle Access

This section describes survey participants' access to private vehicles, including the percentage of licensed drivers, private vehicle availability, vehicle types, and occupation characteristics.

5.2.1 Licensed Drivers

Table 8 highlights the prevalence of driver's licences by zone. Overall, nine in ten adults have a driver's licence (87%). The proportion of adults with a driver's licence varied a fair bit by zone, with the highest in Vancouver Broadway (91%), and the lowest in Vancouver Port (81%). Examination of the data by age range revealed that 69% of survey participants who are 18 to 24 years old have a driver's licence.²¹ This proportion increases for subsequent age groups, reaching 93% for those aged 45 to 54 years, then dropping gradually to 90% for those 75+ years of age.

Table 8. Licensed Drivers by Zone

	Van-couver	CBD - West End	CBD - False Creek	Van. Broad-way	Van. South	Van. Kerris-dale	Van. Kits-ilano	Van. South-east	Van. East	Van. Port
% of population 18+ with driver's licence	87%	88%	83%	91%	87%	89%	89%	88%	88%	81%

5.2.2 Private Vehicle Availability

Table 9 summarizes vehicle-related statistics, while **Figure 8** depicts the percentage of the adult population reporting access to a vehicle by zone. The survey results suggest that, overall, 75% of Vancouver residents currently have access to a household vehicle. This proportion has gradually dropped over the years, from a high of 80% in the 2021 survey results, suggesting a downward trend in access.

By zone, private vehicle access is lowest downtown (CBD - West End, 54%, and CBD - False Creek, 56%) and in the Vancouver Kitsilano and Vancouver Port areas (67% and 68%, respectively). Vehicle access is highest in the Kerrisdale and Southeast zones, with 91% and 88% of adults, respectively, having access to at least one vehicle.²²

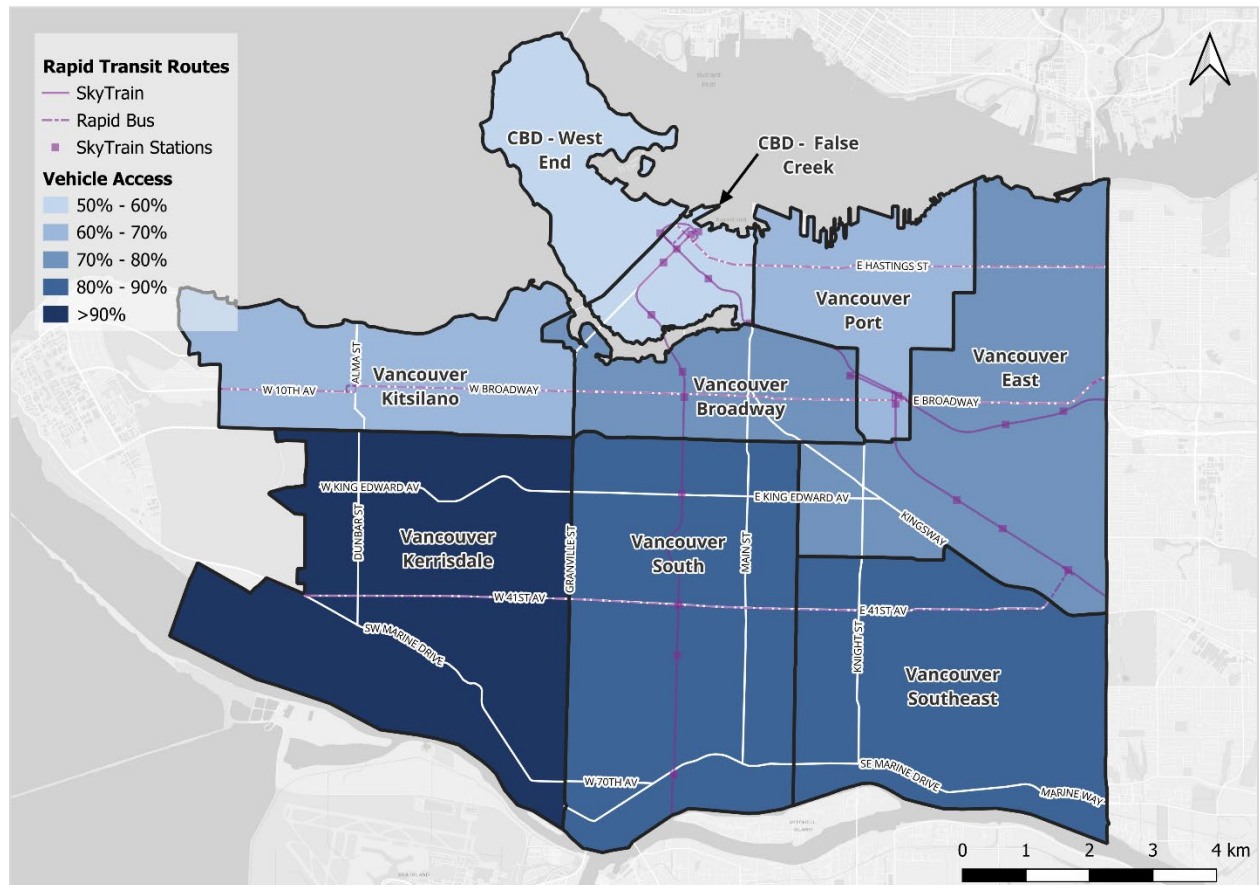
²¹ Results for 18- to 24-year-olds should be interpreted with caution due to small sample size (n=74).

²² Comparisons to 2024 have not been provided by zone due to year-to-year variations likely attributable to random sampling and differences in survey sample composition.

Table 9. Private Vehicle Availability by Zone ²³

	Van-couver	CBD - West End	CBD - False Creek	Van. Broad-way	Van. South	Van. Kerris-dale	Van. Kits-ilano	Van. South-east	Van. East	Van. Port
Average vehicles per household	1.04	0.72	0.76	0.87	1.20	1.40	0.96	1.45	1.14	0.85
Average vehicles per adult	0.56	0.49	0.49	0.56	0.59	0.67	0.57	0.63	0.53	0.51
% population 18+ with access to at least one vehicle	75%	54%	56%	73%	82%	91%	67%	88%	79%	68%
% of households with at least one vehicle	75%	58%	61%	71%	84%	88%	75%	88%	80%	66%

Figure 8. Map of Private Vehicle Availability by Zone (% of Residents 18+ with Access to a Vehicle)



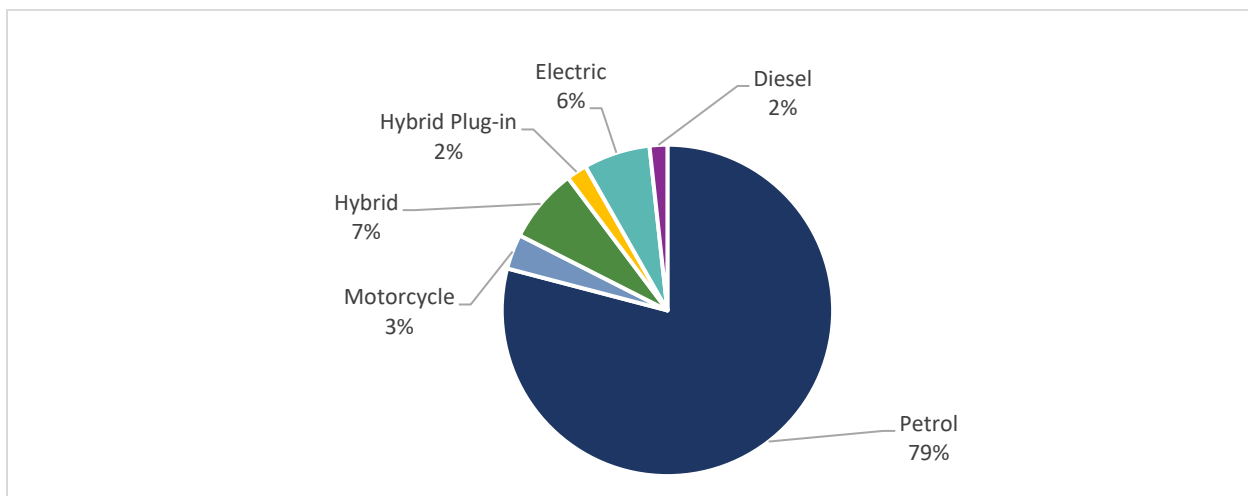
²³ Denominators for averages per household and per adult include all households and adults, including those without vehicles.

5.2.3 Vehicle Fuel Type

One of the City's Climate Emergency goals is: by 2030, 50% of the kilometres driven on Vancouver's roads will be by zero-emission vehicles (ZEV), which consist of hybrid plug-in and electric vehicles in the survey.²⁴ The City is working toward this goal of shifting to renewably powered transportation by improving and expanding its public electric vehicle (EV) charging network, implementing policy to support home charging, increasing the number of EVs in its fleet, and working with businesses and other levels of government to make switching to an EV as easy as possible. More manufacturers are increasing their manufacturing capacity and bringing more models to the market, and we may expect to see the supply of EVs increase due to recent legislation on zero-emission vehicle targets, starting with the 2026 model year.

The survey asked about vehicle fuel type to help measure EV ownership as an indicator for progress with these initiatives. **Figure 9** shows the fuel type for household vehicles. Conventional gasoline (petrol) vehicles have shown a pattern of decline in recent years, dropping from 88% in 2021 to 79% in 2025. ZEVs account for 8% of all vehicles and non-plug-in hybrids account for 7%, for a total of 15% electrified vehicles. This is an increase from 8% in 2021, when the fuel type question was first introduced on the survey.²⁵

Figure 9. Vehicle Fuel Type²⁶



5.2.4 Electric Vehicle Charging Availability at Home

Electric vehicle charging availability at home or close by is another data element collected as an indicator of support for the Climate Emergency Action Plan. The average electric vehicle charging availability reported by survey participants is 35% (**Figure 10**). The results suggest that availability and/or

²⁴ Transport Canada defines a ZEV is a vehicle that either produces no tailpipe emissions or has the potential to produce no emissions, for example, an electric vehicle. There are three types of ZEVs on the market: battery-electric, plug-in hybrid electric, and hydrogen fuel cell.

²⁵ Note: the survey results, which reflect household vehicles reported by a sample of households, may not necessarily match ICBC statistics on all vehicles owned by Vancouver residents.

²⁶ Not displayed in the figure are small proportions (<1%) of biodiesel and other/unknown alternative fuel types.

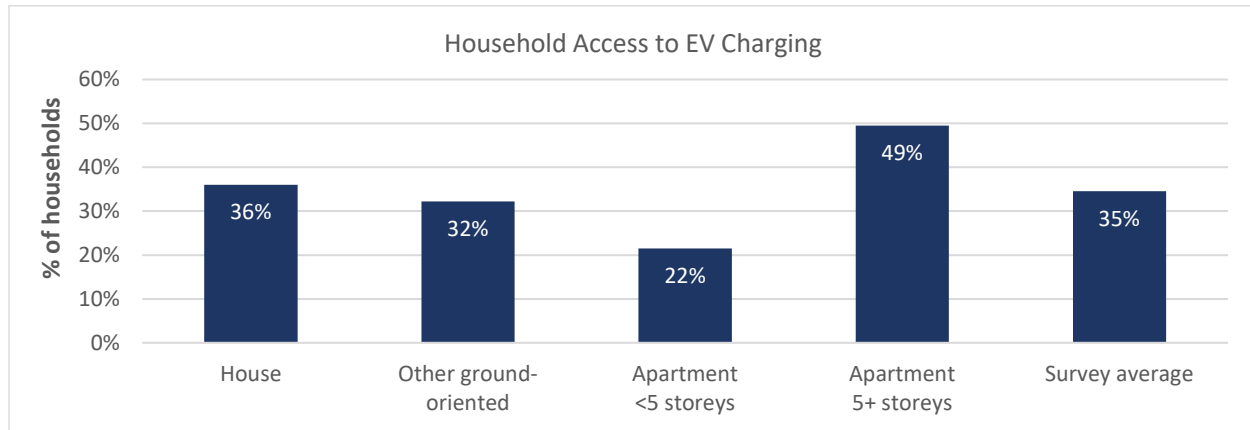
awareness of local charging facilities is on the rise, compared to the 27% survey result in 2022, 30% in 2023, and 31% in 2024.

People living in apartments with five or more storeys have the highest availability of electric vehicle charging at 49%, followed by single-family houses (36%), other ground-oriented (32%) and apartments with less than five storeys (22%). Compared to 2024, availability increased by 7% for other ground-oriented, 5% for single-family houses, and 2% for apartments with less than five storeys, while not changing for apartments with five or more storeys.

To help Vancouverites access home charging as easily as possible, the City has required increasing amounts of EV infrastructure as part of new residential construction since 2011. As of January 1, 2019, all new development permit applications require that 100% of residential parking stalls, except visitor stalls, must be EV-ready. The City estimates that these requirements create over 9,000 new residential charging circuits each year. In addition, it has adopted several initiatives to improve access to EV charging, including:

- Granting an electric vehicle cord cover licence to allow charging for vehicles parked on the street;
- Launching a commercial curbside EV charging program to allow third parties to apply to the City to install EV charging at the curb; and
- Providing grants for installing EV chargers in existing multi-unit rental buildings.

As shown in **Table 10**, access to EV charging at home varied significantly by zone. Of the two zones with the most apartments with five or more storeys, one had a much higher availability than the other: CBD - False Creek had 56% of households reporting access to EV charging at home or close by, while this proportion was lowest for Vancouver Port, Vancouver Broadway, and Vancouver Kitsilano (ranging from 23% to 27%). The CBD - False Creek Zone has the Olympic Village area, which was constructed close to the same time as new regulations were introduced, so it is likely that it was amongst the first new areas in the city to have EV charging at the time of construction. Vancouver Kerrisdale also stands out as having the second-highest proportion of households reporting access to EV charging (50%). Increases are noted in most areas since 2022, with the stagnated figures for Vancouver Broadway and Vancouver - False Creek possibly related to variance associated with modest sample sizes and random sampling of households. Note that some variations between individual survey years may be the result of random sampling and changes in the composition of the survey sample; it is most useful to examine the overall trend across years.

Figure 10. Percentage of Households with Access to EV Charging at Home or Nearby, by Dwelling Type**Table 10. Percentage of Households with Access to EV Charging at Home or Nearby, by Zone**

% of households with access to EV charging at home or close by	Vancouver	CBD – West End	CBD – False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kitsilano	Van. Southeast	Van. East	Van. Port
2022	27%	21%	55%	26%	23%	33%	22%	25%	23%	17%
2023	30%	31%	55%	23%	27%	43%	21%	29%	25%	25%
2024	31%	31%	54%	30%	31%	45%	25%	20%	30%	14%
2025	35%	32%	56%	26%	35%	50%	27%	34%	30%	23%

5.2.5 Car Share Membership or Use

Two car share services are currently operating in Vancouver. Evo has around 2,300 total vehicles operating in the city, with 15 of them being electric vehicles. Modo operates throughout BC, with greater than 70% of their fleet in Vancouver, and 35% of the fleet being low-emissions vehicles.²⁷ Data from Modo carshare indicates that 35% of Modo users are 19-34 year-olds, and 44% are aged 35-54.

Table 11 shows the percentage of survey participants, by zone, who had a membership to (or have used) at least one car share service at the time of the survey in Fall 2025. The percentage of car share users (38%) has been increasing gradually, following a pattern of decline from 2019 to 2021. Car share use was at a high of 37% in 2019 but fell to a low of 30% in 2021, likely due to the COVID-19 global pandemic. Since then, the survey results show car share membership has recovered to pre-pandemic levels. Of note, of the survey participants with no access to a household vehicle, 41% have car share memberships. This compares to 37% amongst survey participants with access to a household vehicle.

The zones with the highest number of respondents who indicated membership of at least one car share service are CBD - West End (50%), Vancouver Broadway (50%), and Vancouver Kitsilano (45%). Vancouver Southeast (20%) continues to have the lowest car share membership.²⁸ Note that people can have more than one car share membership, and car share membership does not necessarily translate to

²⁷ BEV, PHEV, Hybrid, EV & Hydrogen. (<https://www.modocoop/faq-categories/electric-vehicles>; last accessed May 5, 2026).

²⁸ Note that variations between individual survey years may be the result of random sampling and changes in the composition of the survey sample; nevertheless, overall trend across multiple years are apparent in the data.

car share use: some residents may receive a low-cost or free car share membership (e.g., BCAA Members receive a free Evo membership) but rarely or never use it.

Table 11. Car Share Membership or Use of at Least One Car Share Service

Year	Van-couver	CBD - West End	CBD - False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kitsilano	Van. South-east	Van. East	Van. Port
2019	37%	47%	35%	46%	35%	30%	48%	17 %	35%	52%
2020	32%	37%	22%	38%	36%	30%	39%	13%	37%	43%
2021	30%	31%	36%	46%	34%	18%	41%	11%	30%	38%
2022	34%	39%	39%	45%	32%	30%	41%	16%	35%	47%
2023	37%	42%	40%	44%	35%	25%	43%	21%	41%	49%
2024	36%	49%	28%	48%	34%	27%	41%	19%	40%	43%
2025	38%	50%	39%	50%	34%	35%	45%	20%	39%	41%



5.3 Support for Sustainable Transportation Programs

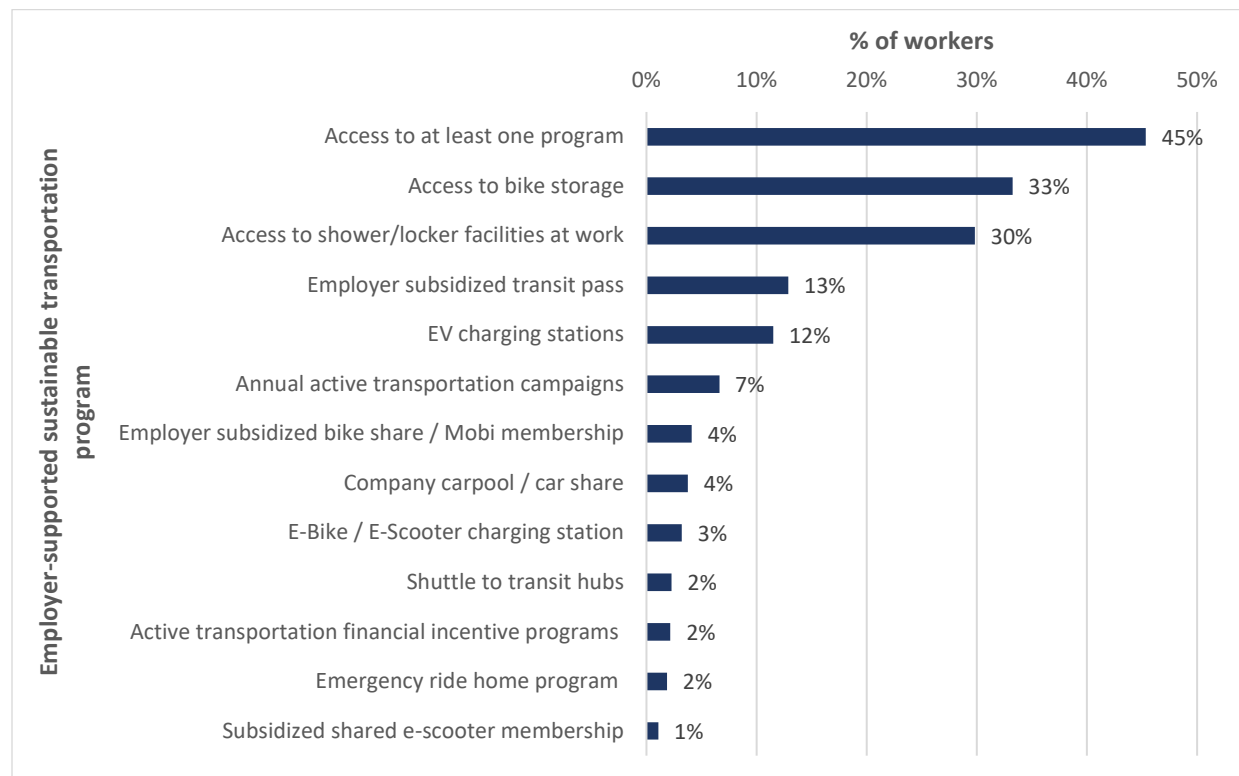
This section describes survey participants' access to employer or school supported sustainable transportation programs (e.g., company carpool or car share, subsidized transit pass, etc.). The survey results are based on the population sample of residents aged 18 years or older.

5.3.1 Employer Support for Sustainable Transportation Programs

Sustainable transportation programs range from providing electric vehicle charging infrastructure to having a company carpool/car share program to employer-subsidized transit passes. **Figure 11** summarizes the proportion of workers living in Vancouver whose employers support various sustainable transportation programs. The results show that nearly half (45%) of workers have access to at least one program. Similar to 2024, secure lock-up for bicycles is the most common support offered, with one-third (33%) of workers having access to bicycle storage, followed by access to shower/locker facilities at work (30%). Only 4% work for employers who offer subsidized bikeshare memberships.

Looking at programs that support modes other than biking (i.e., auto and transit), we see that just over one in ten workers (12%) have access to EV charging stations at their place of employment, and 4% have access to a company carpool or car share program. Regarding transit, 13% of workers reported having access to transit subsidies, and 2% have access to shuttles to transit hubs.

Figure 11. Access to Employer Supported Sustainable Transportation Programs²⁹



²⁹ Percentages add to greater than 100% due to multiple responses.

Table 12 highlights that access to such programs varies by zone, with employer support of programs being highest for jobs located in the CBD - False Creek and Vancouver Broadway, followed by CBD - West End. These zones also have the highest sustainable mode shares (as presented later in this report, in **Section 6.3.4**).

Table 12. Access to Employer Supported Sustainable Transportation Programs by Zone of Workplace³⁰

	CBD - West End	CBD - False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kitsilano	Van. Southeast	Van. East	Van. Port
Jobs Held by Vancouver Residents	38,000	78,600	56,000	28,400	13,600	23,000	18,700	22,000	20,400
Access to at least one program	48%	57%	57%	42%	16%	29%	13%	22%	37%
Company carpool / car share	2%	3%	5%	7%	2%	1%	2%	0%	1%
Employer subsidized transit pass	12%	14%	23%	17%	2%	4%	2%	2%	13%
Employer subsidized bike share / Mobi membership	4%	4%	9%	5%	0%	5%	2%	1%	5%
Access to bike storage	39%	47%	47%	31%	14%	18%	7%	18%	26%
EV charging stations	9%	10%	11%	15%	7%	4%	3%	7%	6%
Shuttle to transit hubs	1%	0%	6%	7%	1%	0%	0%	0%	1%
Emergency ride home program	2%	2%	4%	1%	0%	0%	2%	0%	3%
Access to shower/locker facilities at work	36%	41%	33%	27%	11%	11%	4%	14%	23%
E-bike / e-scooter charging station	6%	5%	2%	5%	2%	0%	0%	1%	1%
Annual active transportation campaigns and promotions	3%	4%	11%	8%	2%	1%	3%	3%	8%
Active transportation financial incentive programs	2%	1%	3%	4%	2%	0%	2%	0%	1%
Employer subsidized shared e-scooter system membership (Lime)	0%	2%	1%	2%	0%	0%	5%	0%	1%



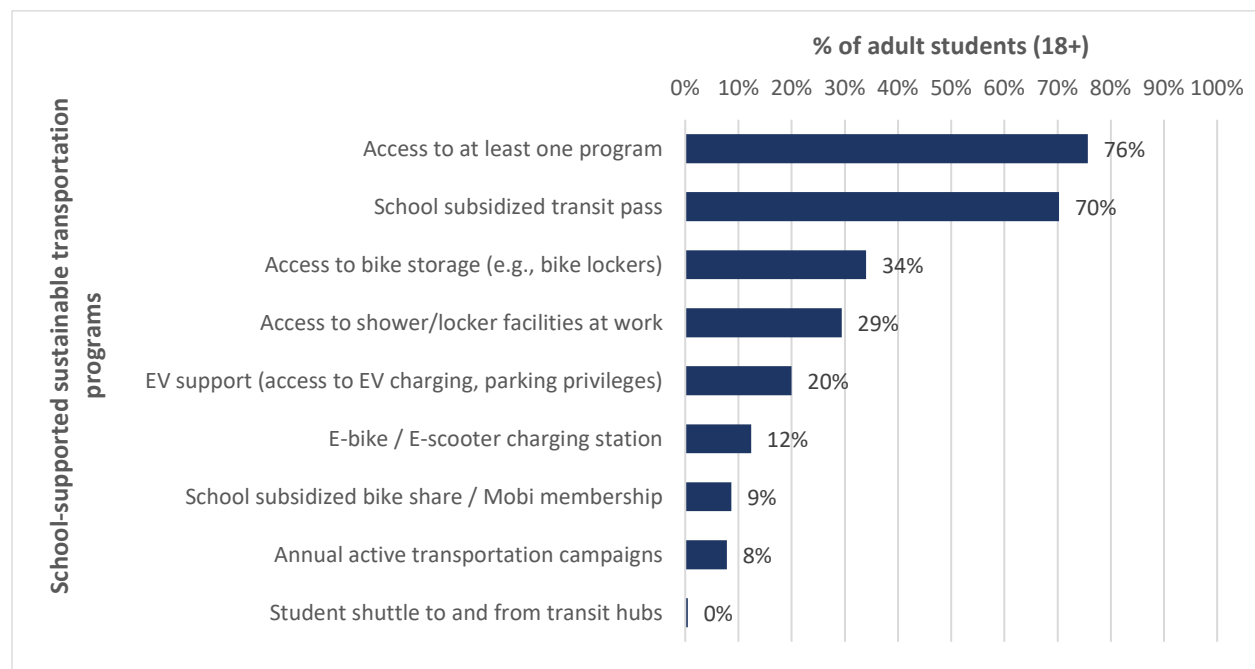
³⁰ Percentages add to greater than 100% due to multiple responses. Workers with jobs located in municipalities outside Vancouver are not presented in the table. About 25% of workers who live in the City of Vancouver work outside the city.

5.3.2 School Support for Transportation Programs

Figure 12 shows the proportion of adult students in Vancouver who have access to school-supported transportation programs. The results show that more than three-quarters (76%) of students have access to at least one program. Access to a subsidized transit pass is the most common, with over two-thirds of students (70%) reporting access. About 34% reported having access to bike storage, and 29% reported access to shower/locker facilities.



Figure 12. Access to School Supported Sustainable Transportation Programs (% of Adult Students) ³¹



³¹ Percentages add to greater than 100% due to multiple responses. Interpret results with caution due to small sample size (n=125 students).

6 Daily Trip Characteristics

This section provides a snapshot of daily (24-hour) travel patterns related to trip demand, purpose, and mode share.

6.1 Trip Demand

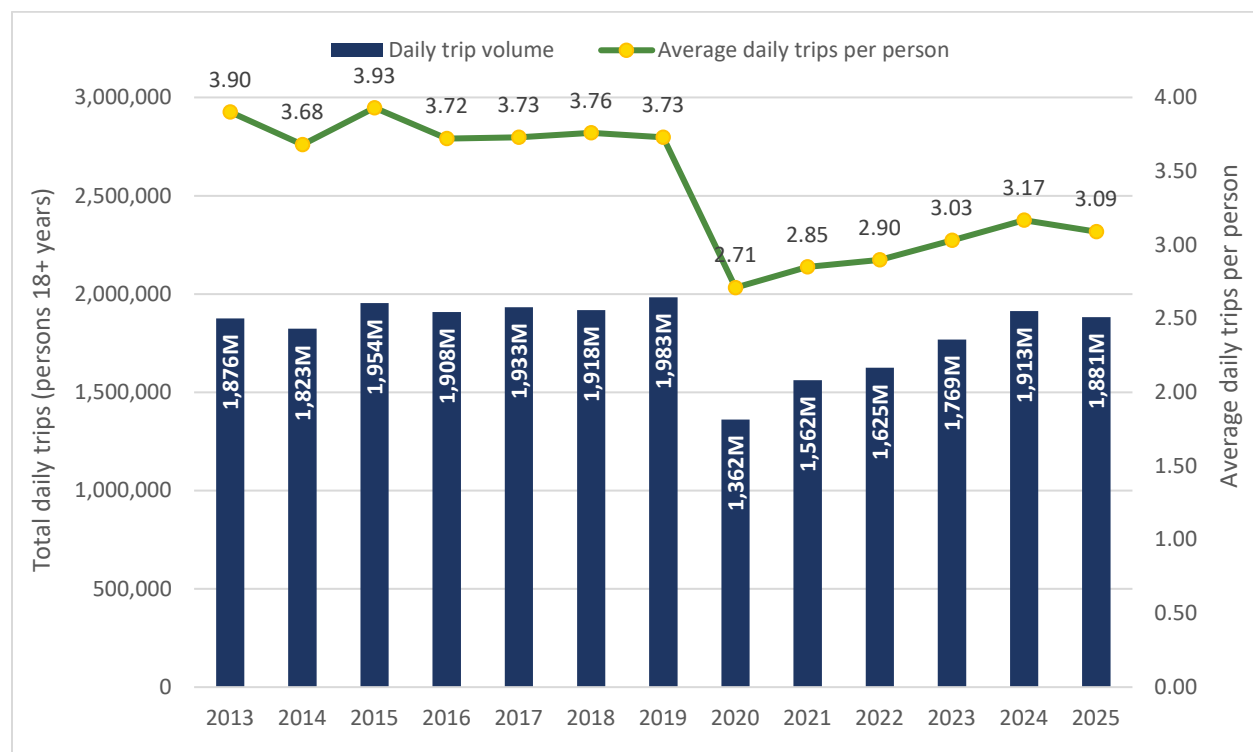
Trip demand characteristics, which include daily trips, trip volumes by time of day, and annual vehicle kilometres travelled (VKT), are reported in this section.

6.1.1 Daily Trips

The overall daily trip rate decreased slightly from 3.17 trips per person in 2024 to 3.09 trips per person in 2025, which resulted in 32,000 fewer daily trips in 2025 compared to 2024 (**Figure 13**). This is the first time since 2019 that daily trips have declined. The trip rate is down from an average of 3.7 trips per person in 2019, prior to the onset of the COVID-19 global pandemic. The trip rate had dropped to 2.7 trips per person in 2020, but then steadily rebounded through 2024 before the slight decline in 2025.



Figure 13. Daily Trip Volumes and Average Daily Trips per Person, 2013-2024 (Persons 18+ Years)

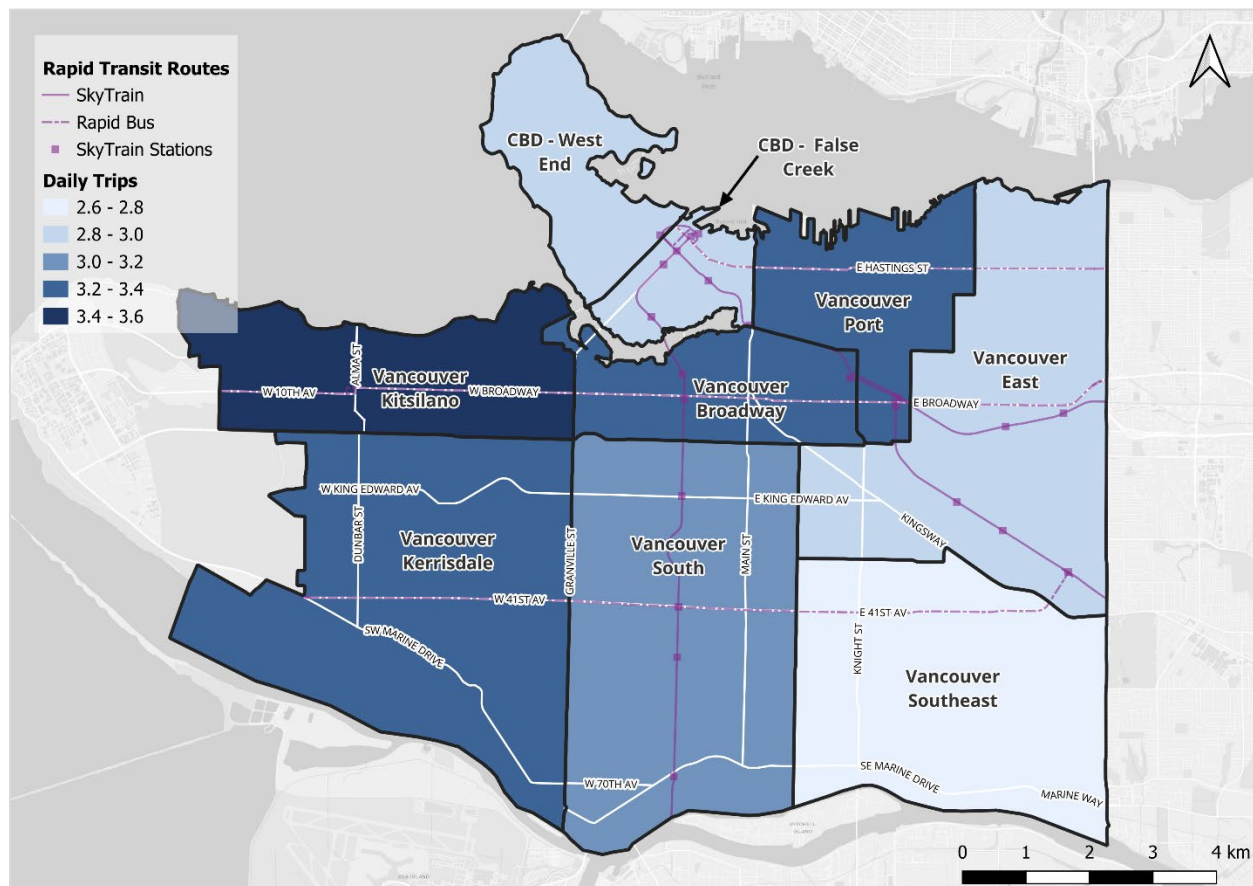


The slight reduction in average daily trip rates from 2024 to 2025 likely reflects a combination of normal year-to-year survey variability and a broader stabilization of travel behaviour following the post-pandemic rebound. After several years of recovery-driven increases, travel activity appears to be leveling off rather than continuing to grow. In addition, hybrid and remote work arrangements remain prevalent, reducing the frequency of daily commute trips, even as overall mobility remains strong. As a result, it is likely that the trips per person may never return to the pre-pandemic levels due to the shift to work from home and hybrid work arrangements, primarily among office workers.

A stabilizing trend is good news in the sense that the reduction in trips is the most effective way to improve sustainable transportation. A non-trip decreases traffic congestion, lowers emissions, enhances the efficiency of public transportation and promotes sustainable modes.

The average daily trip by zone is presented in **Figure 14**. Daily trip rates are highest for residents of the Vancouver Port (3.42 trips per person) and Vancouver Broadway (3.34 trips per person) zones. Vancouver Southeast had the lowest trip rate (2.77 trips per person). All other zones had trip rates between 2.91 and 3.27 trips per person.

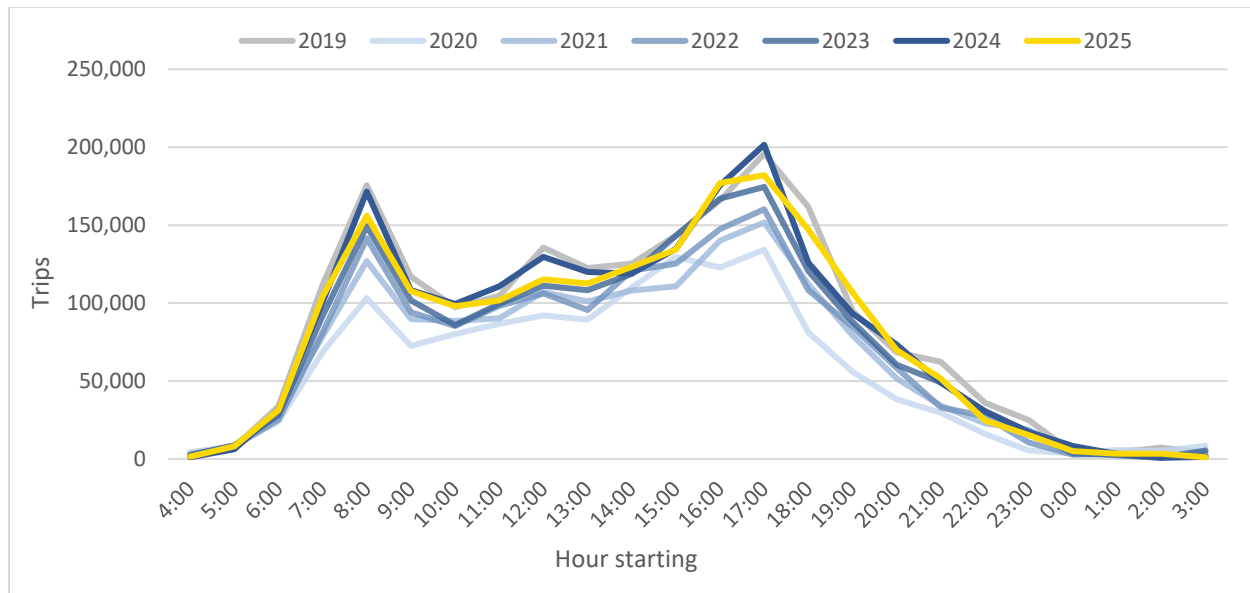
Figure 14. Map of Average Daily Trips by Zone



6.1.2 Trip Volumes by Time of Day

Figure 15 shows the weekday trip volumes by time of day of departure for seven years: 2019 through 2025. Even though the number of trips per person was significantly lower in 2025 than in 2019, the trip volumes are close to 2019 levels because of the population increase that has occurred since 2019. Trip volumes by time of day are lower in 2025 compared to 2024 across all peak periods, which corresponds with the slight decline in trip rate and a levelling off of population from 2024 to 2025.

Figure 15. Weekday Trips by Time of Day, 2019-2025

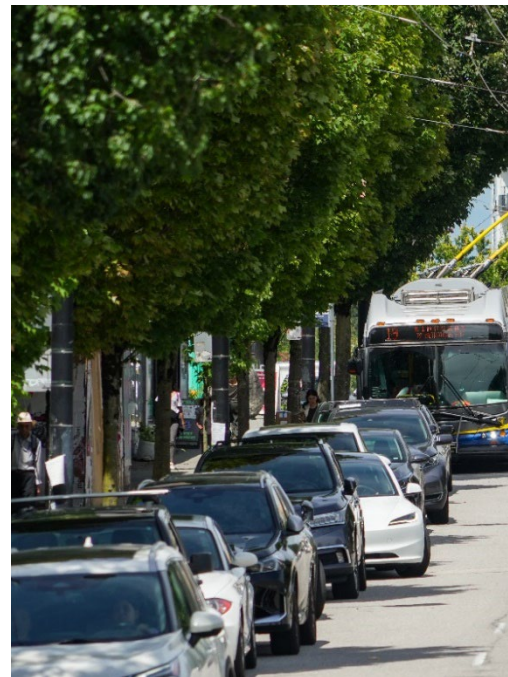


6.1.3 Vehicle Kilometres Travelled (VKT)

The Greenest City Action Plan and Transportation 2040 set a goal of reducing the average distance driven per resident by 20% compared to 2007 levels of 5,950 km per resident.³²

Figure 16 illustrates the annual vehicle kilometres travelled, or VKT, estimates for 2014 through 2025. The estimates are derived from odometer readings provided by survey participants in consecutive survey cycles, with alternate estimations used for the odometer readings of new vehicles not surveyed in the previous cycle.

The survey shows annual VKT per capita and annual VKT per vehicle. With 2025 estimates indicating an average of 3,530 km per person—a 41% reduction from 2007 levels—the plan’s goal has been surpassed.



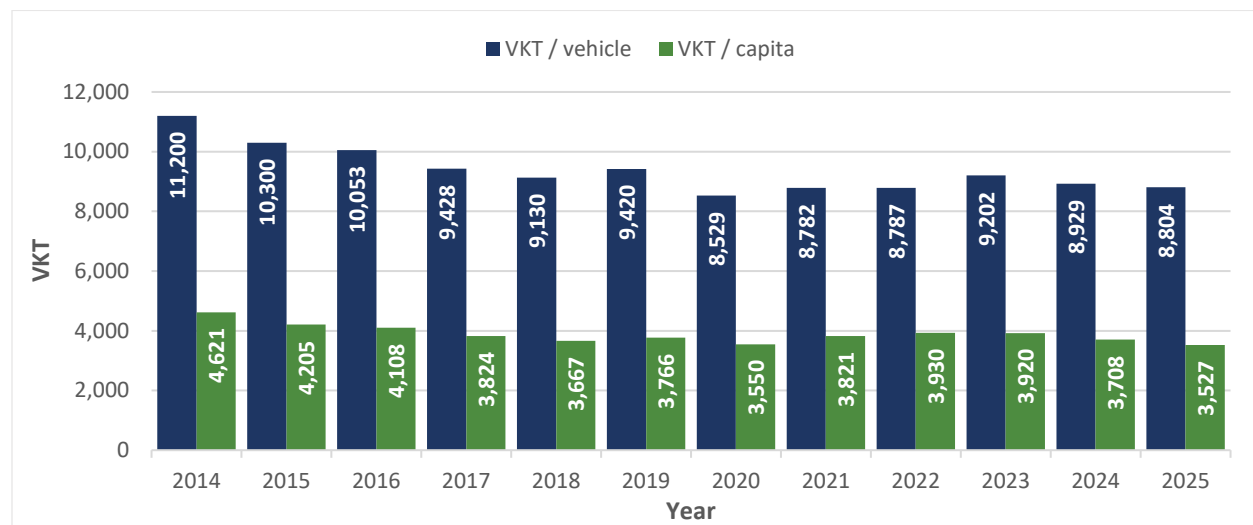
³² City of Vancouver, *Greenest City 2020 Action Plan: 2021 Final Progress Update*, Dashboard.

(<https://vancouver.ca/files/cov/2021-greenest-city-action-plan-final-update.pdf>, last accessed May 12, 2026.)

From 2014 to 2018, the survey results show a pattern of declining VKT per vehicle. The kilometres travelled annually reduced from 11,200 km per vehicle in 2014 to a low of 8,500 km in 2020. In 2021, there was a slight increase to 8,800 km as people perceived they would be safer from COVID-19 in a personal vehicle. The VKT has fluctuated since then, but seems to be stabilizing. In 2025, VKT per vehicle was 8,800, which is lower than it had been pre-pandemic (in part, reflecting the rise in hybrid work and reduction in commuting brought about by the pandemic). Also of note, examination of the data revealed that in 2025, the average electric vehicle had an annual accumulation of 10,738 VKT, while non-electric vehicles had 8,568 VKT—a 25% difference. It may be that those who drive more are more likely to realize the value proposition in purchasing an electric vehicle. This may be worth exploring in future surveys.

Based on Insurance Corporation of British Columbia (ICBC) statistics on insured vehicle policies in Vancouver, which suggest that there were about 310,438 passenger vehicles registered to Vancouver residents in December 2025, the total annual VKT for the entire fleet would be about 2.73 billion kilometres per year (if this estimate is applied to the entire fleet). This is 4.6% more than the 2.61 billion kilometres estimated for pre-pandemic levels in 2019. This growth can be attributed to population growth and the increases in total vehicles owned (despite reductions in the proportion of population with a vehicle and in VKT per vehicle).

Figure 16. Trend in VKT per Capita and VKT per Vehicle, 2014-2025 ³³



³³ The 2014 estimates were based on estimates from a variety of sources, including AirCare, Insurance Corporation of British Columbia (ICBC), the regional transportation mode, and survey odometer readings. The AirCare program was discontinued in December 2014. Estimates from 2015 onwards are based on survey data (odometer readings provided by survey participants who participated in consecutive survey cycles) for estimates of VKT per vehicle, vehicle fleet estimates based on 2015 data for expansion of the 2015 to 2019 results to the total household vehicle population, ICBC vehicle insurance policy counts for passenger vehicles (excluding fleet vehicles) for expansion of the 2020 and 2021 survey data to the total vehicle population, and BC Statistics Agency (BC Stats) population estimates for computation of per capita VKT. The BC Stats population estimates are for total population, and differ from the Census-based estimates of population 18+ on which other VTS results are based. It may be noted that passenger vehicle estimates may not fully capture all household vehicles (as some commercial vehicle types may be kept at home) and that BC Stats population estimates are higher than Census counts. For consistency, the analysis for 2021 and later surveys use the same methodology as in the 2020 survey cycle.

6.2 Trip Purpose

6.2.1 Daily Trip Purposes

For this survey, a trip was defined as a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. Travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining, another with a purpose of work. Travel to work that involves driving to a Park & Ride location then taking transit the rest of the way is considered a single trip with a primary mode of transit and a transit access mode of driving. It may also be noted that the survey allowed survey participants to enter trips for exercise or leisure that return to the trip origin without stopping at a destination along the way. This includes trips for taking a dog for a walk around the block, going for a jog or bicycle ride for exercise only (not to get somewhere), or going for a scenic drive (without stopping at a destination).

Figure 17 shows the distribution of trip purposes for weekday trips in 2025. **Figure 18** presents trip volumes by trip purpose for weekday trips across seven years of data collection: 2019 through 2025. This data shows which types of trips have changed the most significantly since 2019 and which ones are trending back to pre-pandemic levels. Trips to usual work increased the most among all trip purposes, by about 13% or 27,600 trips in 2025 compared to 2024, and are still well below 2019 trips. Along with usual work trips, trips related to personal business and restaurants have also increased. Trips related to all other trip purposes have decreased in 2025. By volume, trips to school have reduced the most which may be related to recent changes in immigration policies for students as well as the smaller participation in the survey by students. Shopping trips, work-related and recreational trips are the three trip types that have exceeded 2019 levels.

Figure 17. Weekday Daily Trip Purpose

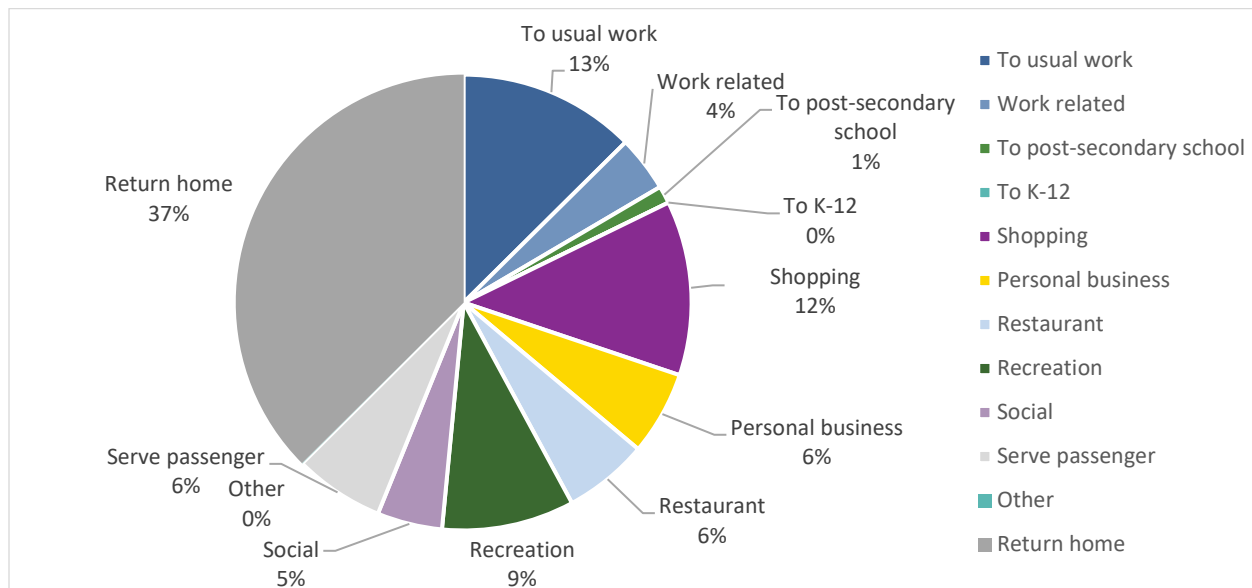


Figure 18. Trip Purpose Volumes, 2019-2025



6.2.2 Trip Purpose by Peak Period

Figure 19, Figure 20 and Figure 21 below provide the breakdowns of trip purpose for three different peak periods:

- the AM peak period (two hours from 7:00 a.m. to 8:59 a.m.), 260,000 expanded trips;
- the PM Pre-Peak Period (two hours from 2:00 p.m. to 3:59 p.m.), 257,700 expanded trips; and
- the PM Peak Period (two hours from 4:00 p.m. to 5:59 p.m.), 359,200 expanded trips.

The PM Pre-Peak Period has been included because the volume of trips during this two-hour period is quite high, particularly the serve-passenger trips. The 'serve-passenger' trips are dropping off or picking up passengers, a great many of which would be drop-offs or pick-ups of children at schools. The trip departure times are used to determine the periods used for analysis.

The following observations can be made:

- During the AM peak period, 50% of all trips are headed to residents' usual workplaces. The proportion of serve-passenger trips was second highest at 13%, with an estimated 33,800 serve-passenger trips in this period. Examining the data more closely reveals that 96% of the serve-passenger trips in this period are drop-offs rather than pick-ups, which stands to reason at the start of the day. The survey was not set up to differentiate whether the drop-offs were at specific schools or other types of destinations; however, these serve-passenger trips correspond to the time of day when parents would typically drop children off at school, and likely also include a small proportion of trips of residents dropping other adults off at work or other destinations. It is

also likely that the school drop-offs are for younger children, as older children are more likely to be able to travel unaccompanied.

- During the PM Pre-Peak period, shopping trips (19%) are highest after return home trips (41%). Personal business trips rank third, comprising approximately 10% of all trips, followed by serve-passenger trips at 8%, with an estimated 21,400 such trips. Of serve-passenger trips, 18% were drop-offs with the remainder being pick-ups.
- During the PM Peak period, shopping trips (12%) remain the highest after return home trips (54%). Recreational trips take third place, at 9%. Of the 7% of all trips that were serve-passenger trips this period, three-quarters were pick-ups and one-quarter were drop-offs.

The large number of serve-passenger trips in the PM Pre-Peak period (2:00 p.m. to 3:59 p.m.) may be associated in part with the fact that young children often get out of school around 3 p.m. Of course, not all of these trips will be associated with picking up children from school, and they will include other pick-up and drop-off trips for other people and other reasons, and some of those trips may include dropping children off at after-school activities.



Figure 19. AM Peak Trip Purposes

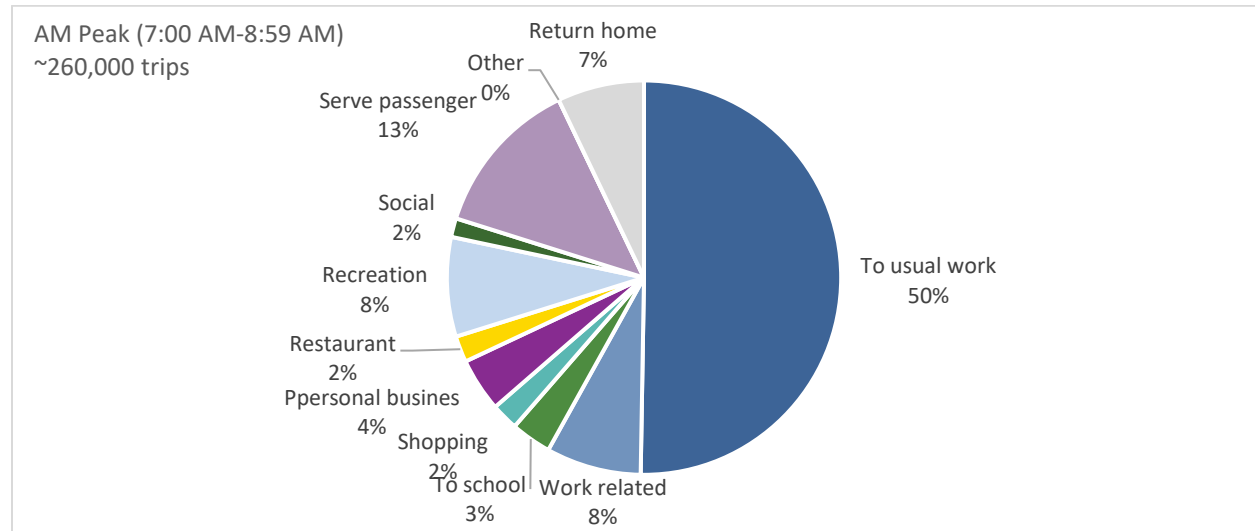


Figure 20. PM Pre-Peak Trip Purposes

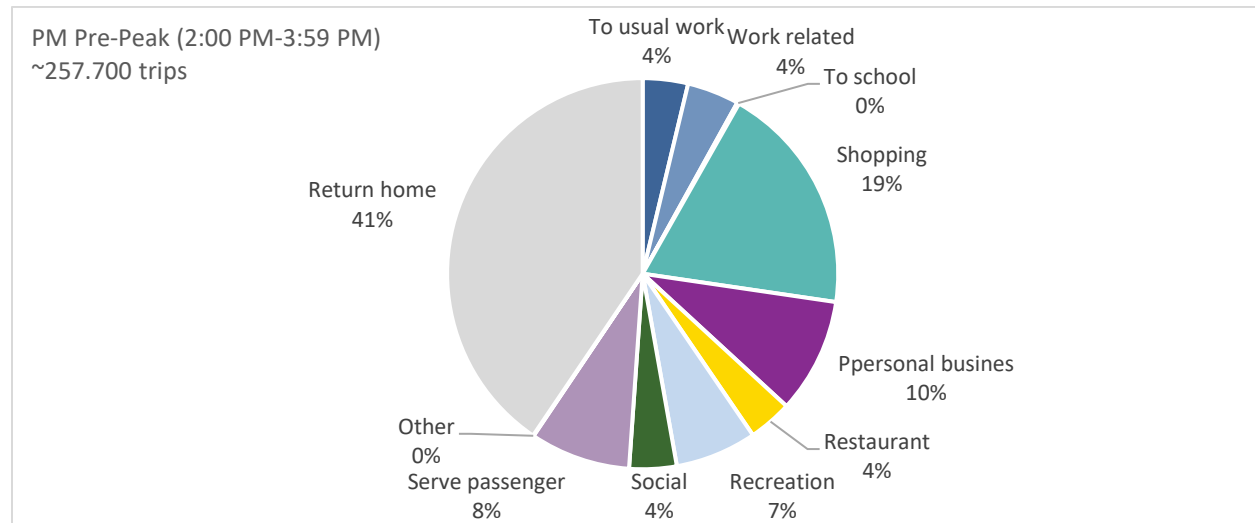
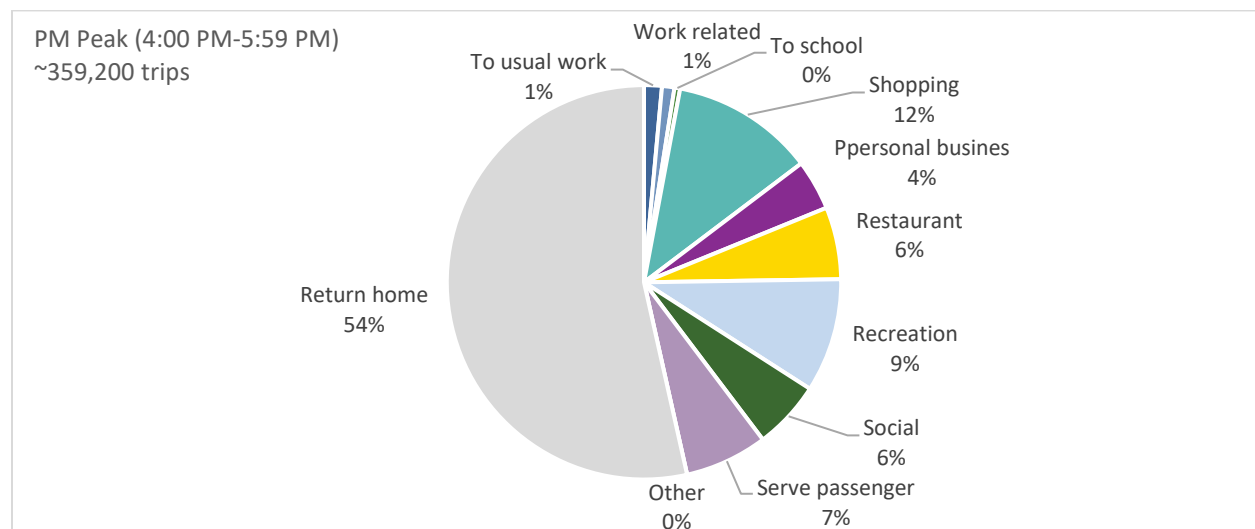


Figure 21. PM Peak Trip Purposes



6.3 Trip Mode Share

For this survey, a trip may have more than one mode of travel. In the case of multiple modes, a ‘primary mode’ is assigned to each trip. A trip is a journey with a single purpose (e.g., get to work) that may have multiple modes. Only one mode is counted as the primary mode. There is a hierarchy of how mode is assigned, as follows; it generally corresponds to which mode is used to travel the furthest distance.

1. Transit (and within this, SkyTrain is primary over Bus)
2. Auto driver
3. Auto passenger
4. Bicycle
5. Taxi
6. Ride hail (e.g., Lyft, Uber)
7. Motorcycle
8. Other Mode (e.g., other communal mode, school bus, etc.)
9. Walk (as the only mode, i.e., walked the entire way)

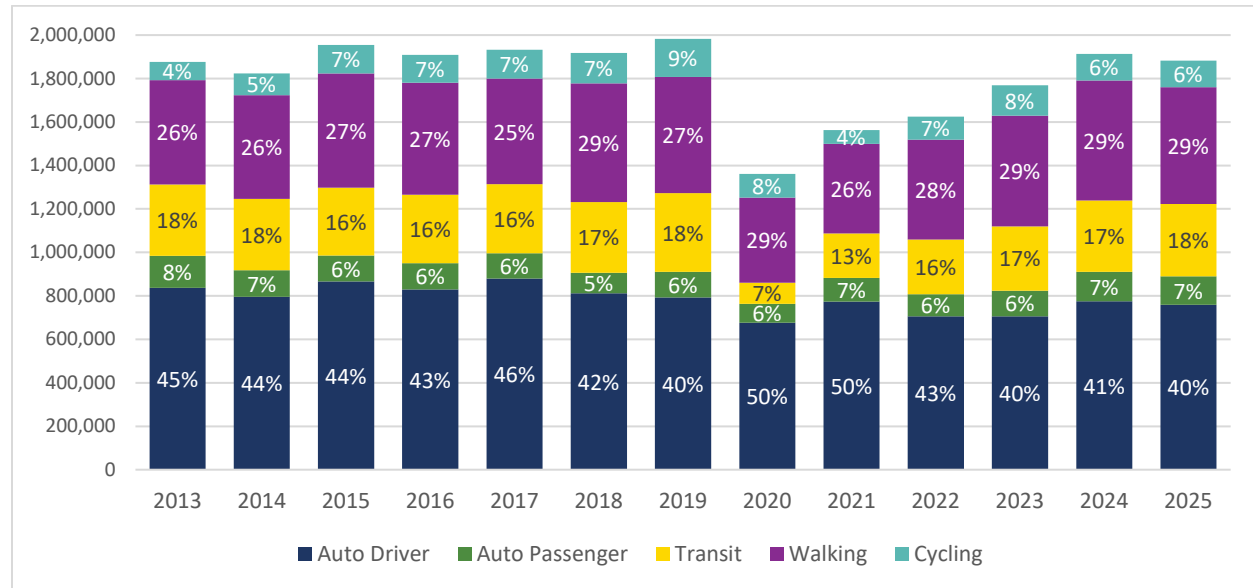
For example, if someone drove to transit then boarded transit then walked the rest of the way, transit would be the primary mode.

In the analysis, the category referred to out of convenience as ‘bicycle’ is an aggregation of individual modes, including bicycles and e-bikes as well as other micromobility and e-micromobility devices. Other communal modes, such as shuttle bus and school bus, are grouped under transit; motorcycle is grouped under auto driver; and taxi and ride hail are grouped under auto passenger. See **Figure 1** in **Section 2.1** for details on the mode aggregations used for analysis.

6.3.1 Mode Share

Figure 22 shows the mode shares and daily trips made in 2013 through 2025. In 2025, 1,881,800 daily trips were made by residents of Vancouver. Auto trips (driver and passenger combined) account for 47% of all daily trips, which is similar to 2024 (48%). Compared to before the onset of the COVID-19 pandemic in 2019, the auto mode share is slightly higher than what was observed in 2019 (46%). Vancouver residents still have reduced trips compared with pre-pandemic levels regardless of which mode they use for travel, except walking trips, which have marginally exceeded the 2019 levels. Daily trip volumes have decreased in 2025 for each mode except for transit trips, which increased, and cycling trips, which did not change from 2024. Transit mode shares slightly increased at 18%, walk stayed the same at 29%, and bicycle stayed the same at 6% in 2025.



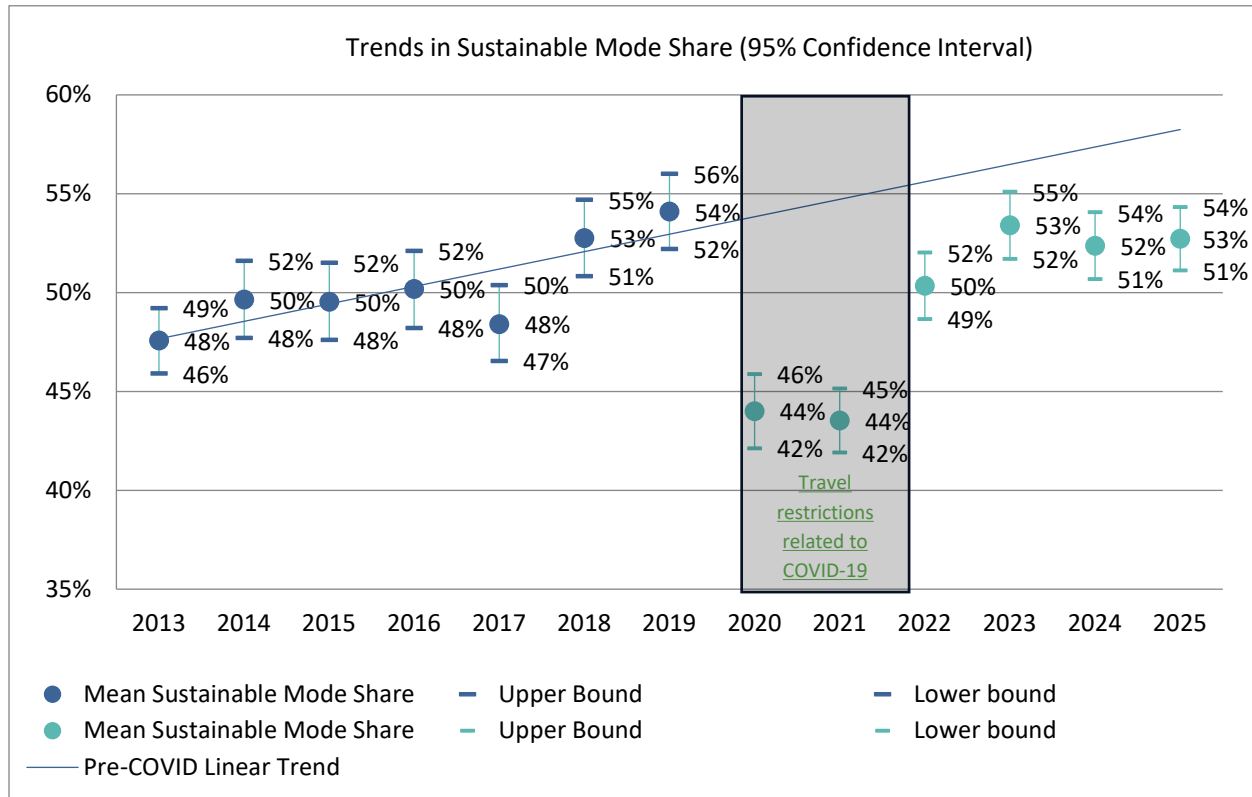
Figure 22. Trip Mode Share and Daily Volumes by Year³⁴

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Auto Driver	836.3K	795.3K	865.8K	829.6K	880.3K	811.6K	792.9K	676.4K	773.3K	706.2K	706.2K	775.0K	759.6K
Auto Passenger	147.2K	122.9K	120.6K	121.2K	116.0K	94.6K	117.1K	86.2K	108.6K	100.6K	118.0K	136.3K	130.3K
Transit	328.5K	328.6K	311.4K	314.8K	317.6K	325.4K	362.9K	98.2K	204.9K	253.2K	296.2K	327.0K	333.2K
Walking	480.6K	477.2K	525.5K	514.6K	485.5K	547.0K	535.0K	391.6K	412.8K	458.3K	509K	553.3K	537.6K
Cycling	83.3K	99.1K	131.0K	128.1K	133.3K	139.3K	174.6K	109.4K	63.0K	106.4K	139.4K	121.4K	121.1K

6.3.2 Trend in Sustainable Mode Share

Sustainable transportation refers to modes of travel that are sustainable in terms of environmental and social impacts. For the analysis of the Vancouver Transportation Survey data, transit, walking, and cycling are considered sustainable modes. Walking and cycling have the additional benefit of also being active transportation modes. The City of Vancouver has a sustainable mode share goal of two-thirds of trips in Vancouver to be by active transportation and transit by 2030. **Figure 23** shows the trend in sustainable mode share since the survey's inception in 2013 with the 95% confidence interval for each data point. The survey results show progressive increases in sustainable mode use between 2013 and 2019, when sustainable mode share reached a peak of 54% of all daily trips. With the onset of the COVID-19 pandemic in 2020 and extreme weather events during the 2021 survey, sustainable mode share dropped to about 44% in 2020 and 2021; it rebounded to 53% in 2023 and remained relatively stable in 2024 (52%) and 2025 (53%).

³⁴ Note: Percentages in the graph for the 2023 results have been rounded to whole percentages such that they sum to 100%. The actual 2023 percentages are: Auto driver (39.9%), Auto passenger (6.7%), Transit (16.7%), Walking (28.8%), and Cycling (7.9%). Auto trips sum to 46.6%, rounded down to 46% and sustainable mode shares sum to 53.4, rounded down to 53%.

Figure 23. Sustainable Mode Share by Year with High and Low Ranges ³⁵

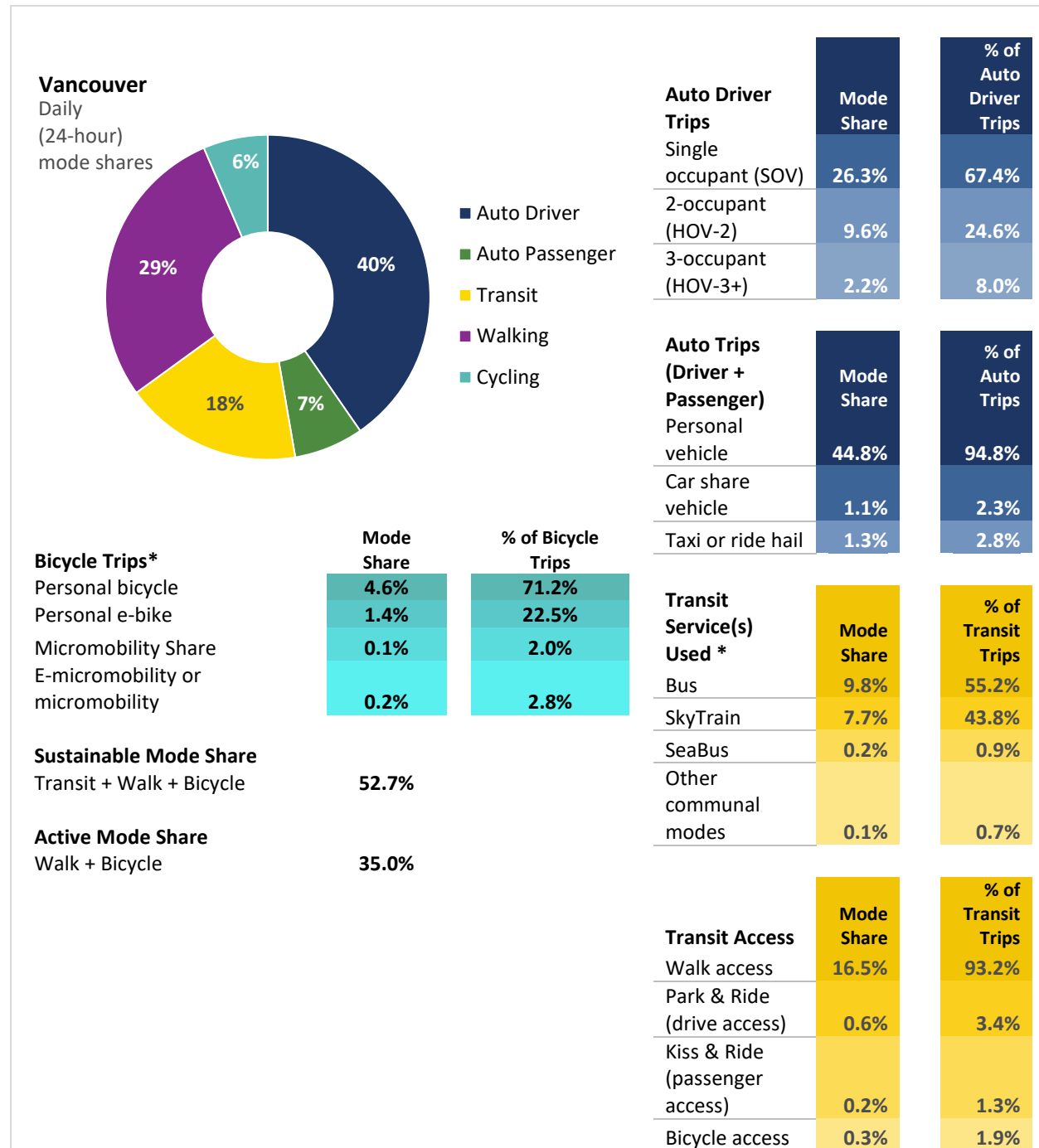
6.3.3 Mode Details (Vehicle Occupancy, Car Share, Transit Access Mode, Bikeshare)

Figure 24 provides further categorization for auto trips, transit trips, and cycling trips.

- High Occupancy Vehicle (HOV) auto driver trips represent 12% of all daily trips made by residents of the city (or 33% of all trips made by vehicle) and Single Occupant Vehicle (SOV) trips account for 26% of all trips. Most vehicle trips (95%) are made by personal vehicles.
- While transit trips account for 18% of all trips, many of them involve a mix of bus, SkyTrain, walking, Park & Ride, etc. Transit trips made by bus account for 10% of all trips and 55% of all transit trips. SkyTrain is used for 7.7% of all trips or 44% of all transit trips. Transit trips are most often accessed by walking (93%), followed by Park & Ride (3%).
- E-bikes account for 22.5% of all bicycle trips, or 1.4% of all trips. Seven in ten (71%) of bicycle trips are taken by traditional non-motorized personal bicycles.
- Sustainable mode shares account for 53% of all trips and active mode shares account for 35% of all trips.

³⁵ High and low are from the theoretical 95% confidence interval computed on the basis of the sustainable mode share and sample size (number of persons surveyed), without factoring in the effects of data weighting on effective sample size.

Figure 24. Detailed Examination of Trip Mode Share



* The Bicycle Trips mode group includes e-micromobility and micromobility devices due to the similarity of use, range, and technology.

Table 13 provides a breakdown of the 6.3% of trips that were made by bicycle and micromobility in 2025. The majority of these trips were with a personal bicycle at 4.6% followed by 1.4% with a personal e-bike. Expressed as a percentage of bicycle/micromobility trips, personal bicycles account for 71% of such trips. Personal e-bikes, which account for one in five bicycles, account for slightly less than one-quarter of all bicycle/micromobility trips.

Table 13. Bicycle and Micromobility Trip Breakdown

Mode	Sample size (n trip records)	Expanded Trips	% of Trips	% of Bicycle / Micromobility Trips
Total trips	11,570	1,881,800	100.0%	
Modes other than bicycle/micromobility	10,730	1,760,700	93.6%	
Bicycle and micromobility	840	121,100	6.3%	100%
Personal bicycle	591	86,200	4.6%	71.2%
Personal e-bike	205	27,200	1.4%	22.5%
Personal micromobility device (kick scooter, skateboard, inline skates, unicycle)	3	500	0.0%	0.4%
Personal electric micromobility device (e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)	11	2,900	0.2%	2.4%
Micromobility share (bike share bicycle/e-bike such as Mobi, e-scooter share such as Lime, etc.)	30	4,200	0.2%	3.5%

6.3.4 Mode Share by Zone

Figure 25 presents mode share by zone of residence. **Table 14** (mode shares) and **Table 15** (volumes) present the same data along with a subtotal for sustainable transportation mode and population density to highlight the relationship between population density and sustainable mode share. **Figure 26** provides a bar chart of sustainable transportation modes by zone to help measure the City's sustainable mode share goal and to highlight the variation across zones.

Other factors that may also influence sustainable mode share, not shown in the table, include access to rapid transit, family situation, income, proximity to employment, and access to sustainable mode infrastructure. The most significant variation by zone is in the walk mode share, which could be related to dwelling type, population density, and proximity to employment and amenities within walking distance. Variations in transit mode may be related to proximity to the Fast and Frequent Transit Network (FFTN) and accessibility to employment by transit and age demography. Cycling may also be related to dwelling type, demographics, topography, and proximity to employment and amenities within cycling distance.

The CBD - False Creek and CBD - West End zones have the highest sustainable mode share (i.e., transit, walk, and bike) and have exceeded the City's sustainable mode share target, with 71% and 70%, respectively, of daily trips being made by active transportation or transit. These zones have high population density, high transit access, young age demography, and proximity to employment.

The goal is still not being met by other zones. Vancouver Kitsilano and Vancouver Broadway have the next highest sustainable mode shares, at 60% and 61%. These zones have high population density with

high rates of employment, proximity to UBC, and the Commercial-Broadway/UBC B-Line rapid transit service (the highest ridership line in the region). Despite below-average population density, Vancouver Port (55%) also has a high sustainable mode share.

The lowest sustainable mode share is seen in Vancouver Southeast, with 33% of all trips being made by sustainable mode. This zone has an average population density and no SkyTrain service. It is also furthest from any employment or post-secondary institution and has significant changes in elevation. The second-lowest sustainable mode share is in Vancouver Kerrisdale, at 35%. Vancouver Kerrisdale has the lowest population density and no SkyTrain service, although it has the R4 Rapid Bus.

Vancouver East (50%) and Vancouver South (50%) have modest sustainable mode shares. These zones have lower population densities along with SkyTrain stations throughout the zone, except at the Marine Drive station in Vancouver South, which has some high-density development. The lack of active transportation mode share can be attributed to the scattered developments, relatively limited high-quality walking and cycling infrastructure (missing sidewalks, limited All-Ages-and-Abilities (AAA) or protected cycling infrastructure), low densities and land topography, making walking and cycling less viable options.

Figure 25. Map of Mode Share by Zone

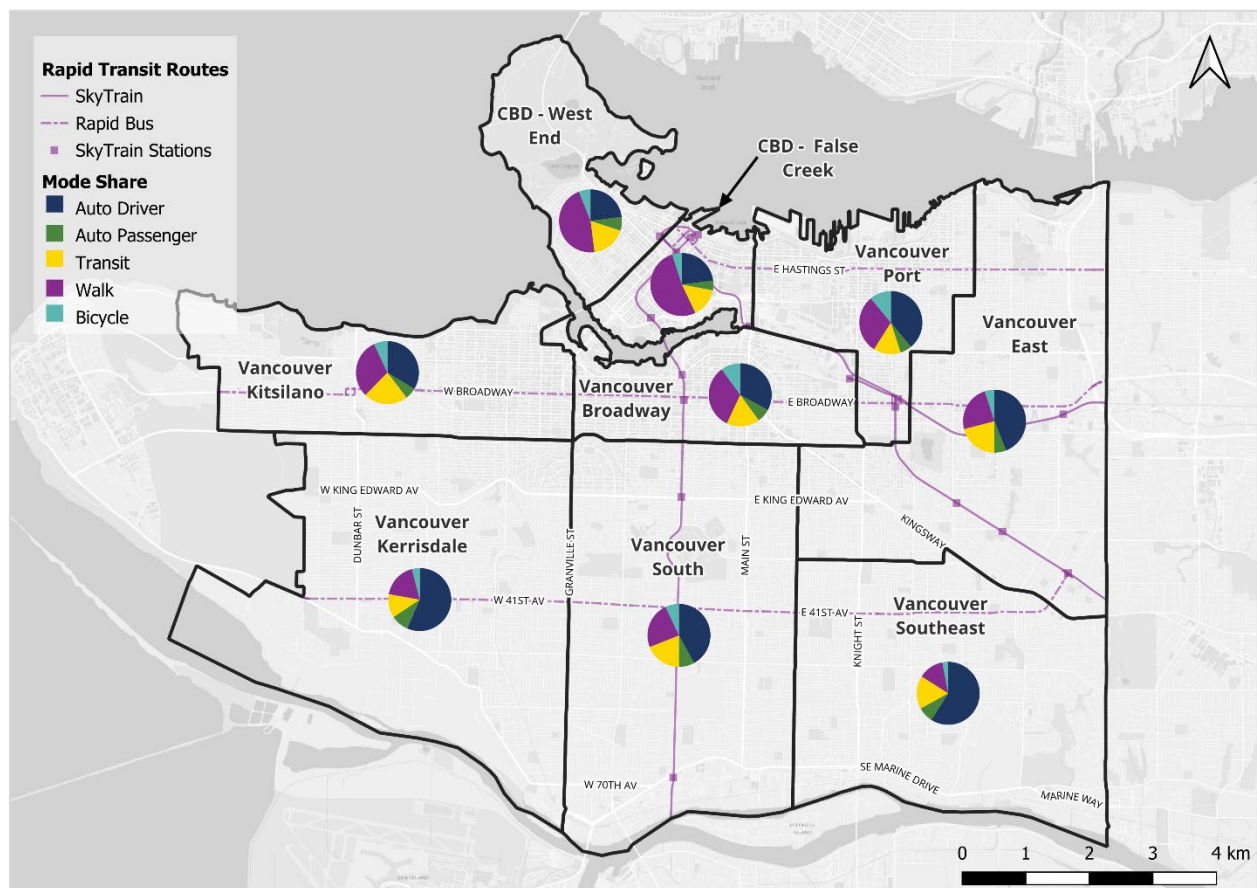


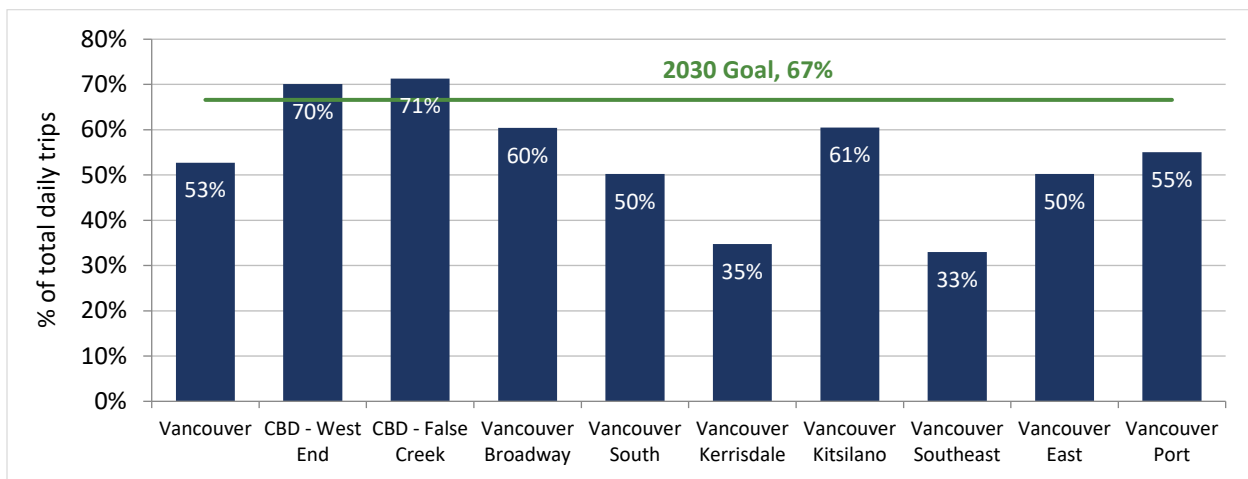
Table 14. Mode Share by Zone

Mode Shares	Van-cou- ver	CBD - West End	CBD - False Creek	Van. Broad- way	Van. South	Van. Kerris- dale	Van. Kits- ilano	Van. South- east	Van. East	Van. Port
Population density (per ha)	61	95	193	98	48	29	64	62	62	59
Auto Driver	40%	23%	23%	33%	42%	56%	34%	59%	44%	39%
Auto Passenger	7%	7%	5%	7%	8%	9%	6%	8%	6%	6%
Transit	18%	18%	15%	17%	19%	12%	23%	17%	21%	14%
Walk	29%	46%	52%	33%	24%	18%	31%	13%	24%	30%
Bicycle	6%	6%	5%	10%	7%	4%	7%	3%	5%	11%
Sustainable Mode Share (Transit + Walk + Bike)	53%	70%	71%	60%	50%	35%	61%	33%	50%	55%
Active Mode Share (Walk + Bike)	35%	52%	57%	44%	31%	23%	38%	16%	30%	41%

Table 15. Mode Volumes by Zone

Mode Volumes	Van- cou- ver	CBD - West End	CBD - False Creek	Van. Broad- way	Van. South	Van. Kerris- dale	Van. Kits- ilano	Van. South- east	Van. East	Van. Port
Auto Driver	759,600	37,900	39,100	66,400	112,900	100,200	71,000	148,200	132,500	51,300
Auto Passenger	130,300	12,100	9,200	14,200	20,400	16,300	11,800	19,600	18,400	8,400
Transit	333,200	29,800	24,700	34,300	51,000	21,700	47,300	43,300	62,700	18,400
Walking	537,600	77,700	86,800	67,500	63,700	32,700	64,600	31,600	73,500	39,400
Cycling	121,100	9,700	8,700	21,100	19,900	7,500	14,900	7,700	16,200	15,300
Sustainable Mode Share (Transit + Walk + Bike)	991,900	117,200	120,200	122,900	134,600	61,900	126,900	82,600	152,400	73,100
Active Mode Share (Walk + Bike)	658,700	87,400	95,500	88,600	83,600	40,200	79,600	39,300	89,700	54,700

Figure 26. Sustainable Mode Share by Zone

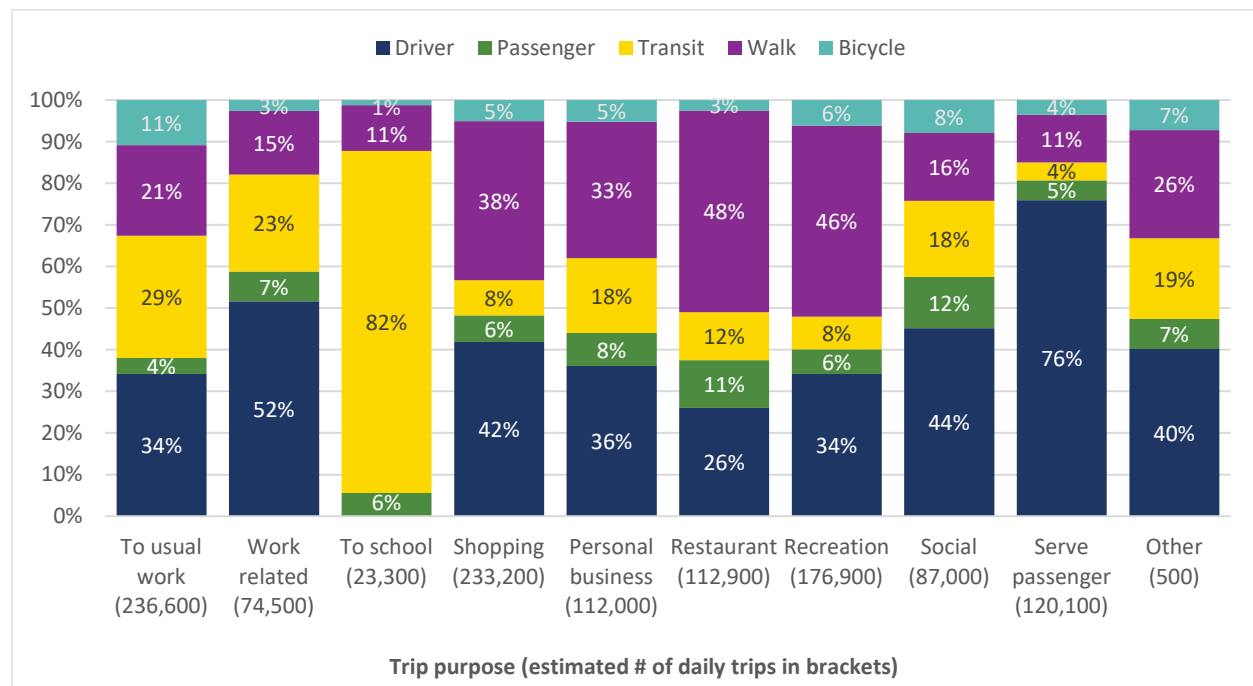


6.3.5 Mode Share by Trip Purpose

Figure 27 shows weekday mode shares by trip purpose. The highest auto driver mode shares are for the purpose of serving passengers (76%), work-related trips (52%) or social trips (44%). Passenger auto trips are most often for social purposes (12%) or restaurants (11%). The largest percentage of transit trips is for trips to school (82%), followed by trips to work (29%). Similarly, walk mode shares are highest for

trips to restaurants (48%) and trips for recreation (46%). Finally, cycling mode shares are highest for work commutes (11%) and social purposes (8%).

Figure 27. Weekday Mode Share by Trip Purpose ³⁶

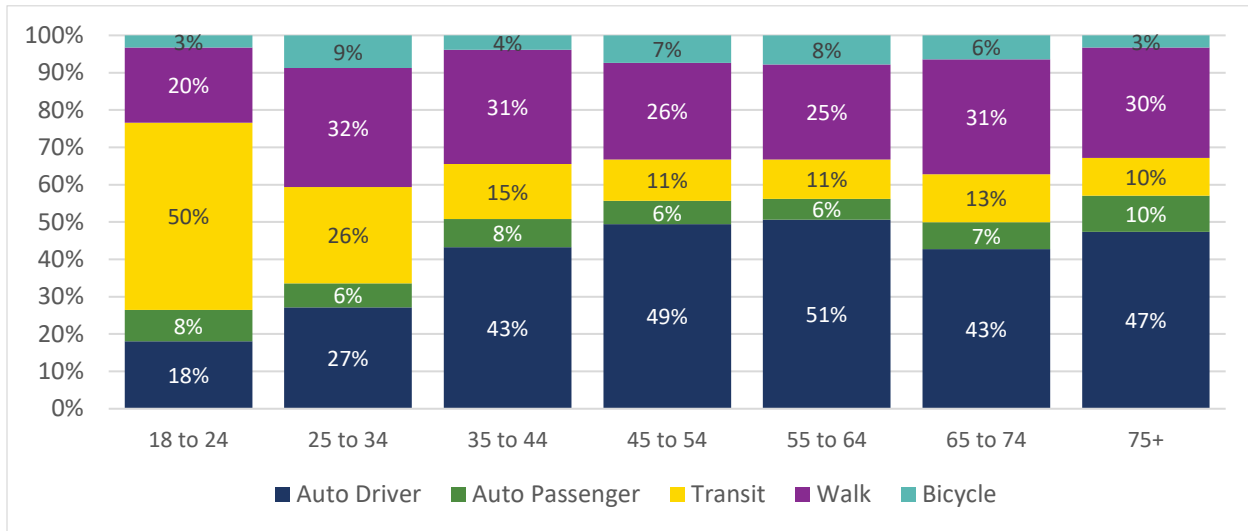


6.3.6 Mode Share by Age

Figure 28 shows mode shares by age group.

- Auto driver mode shares are highest for survey participants between the age of 45 to 64, ranging from 49% to 51%, and lowest for participants under the age of 24 (18%).
- Participants over the age of 75 had the highest auto passenger mode share (10%). Similarly, participants aged 25 to 64 years old had the lowest passenger mode share (6%) except for participants between the age of 35 and 44, who had a moderate passenger mode share (8%).
- Transit mode shares are highest for the 18- to 24-year-old age group, at 50%, then decrease with age, with 26% for 25- to 34-year-olds, 15% for 35- to 44-year-olds and a more consistent range of 10% to 13% for ages 45 and older.
- Participants aged 25 and older had the highest walk mode share, ranging from 30% to 32%, except for those between the ages of 45 and 64, who had a moderate walk mode share (25%–26%), while those between the ages of 18 and 24 had the lowest (20%).
- Participants between the ages of 25 and 34 had the highest cycling mode shares (9%), while those under the age of 24 and those over 75 had the lowest (3%).

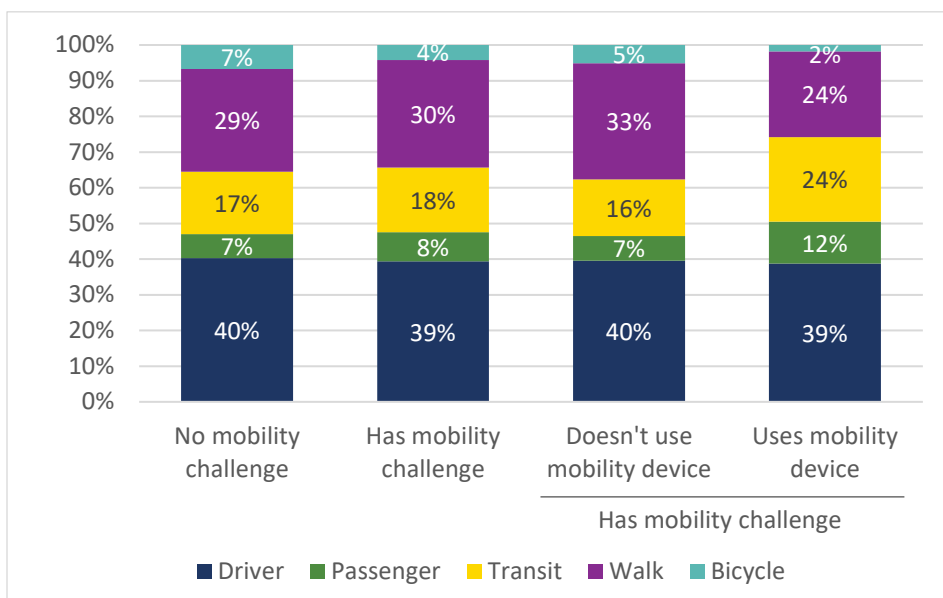
³⁶ Mode shares 'to school' and 'other' purposes are based on a small sample size (n=51, n=5), interpret with caution.

Figure 28. Trip Mode Share by Respondent Age Group³⁷

6.3.7 Mode Share Variation for Persons with Mobility Challenges

In **Section 4.2**, the survey found that 9.3% of residents have some form of mobility challenge. This section explores their mode shares. As shown in **Figure 29**, those who have a mobility challenge that does not require a mobility device have similar mode shares to those without a mobility challenge for every mode except bicycle (at 5% and 7%, respectively). The bike mode share is even smaller (2%) amongst those who use a micromobility device. These differences reflect the physical, safety, and accessibility barriers associated with cycling. Those who rely on a mobility device are much more likely to report using transit (24% vs. 17% for those with no mobility challenge) or being a passenger (12% vs. 7%); they are also less likely to walk to get to where they need to go (24% vs. 29%).

Figure 29. Modes used by persons with barriers to mobility



³⁷ Mode shares for 18-24-year-olds and 75+ are based on small sample sizes, interpret with caution.

6.4 Proximity to Fast and Frequent Transit

The City of Vancouver and TransLink work closely together to increase transit utilization by improving transit service and by encouraging transit-oriented development near the FFTN. TransLink provides extensive transit coverage with a combination of its FFTN and bus service. This section explores how mode share changes as a function of proximity to the FFTN and how accessibility of the FFTN means that transit may be a potential reasonable alternative to auto travel (although more variables than just distance to the network factor into mode choice).

The survey data was used to determine whether the origin and destination of every trip were within reasonable walking distance of the FFTN, with the threshold set at 800m based on straight-line travel distance. **Table 16** shows the number and proportion of trips by mode for three sets of origin and destination pairs (O-D pairs).

Some highlights from the results are as follows:

- 53% of all trips have both their origin and destination within 800m of the FFTN. The majority of transit and walking trips occur in this category, at 59% and 67% of trips made by each mode, respectively (or 10.4% and 19.1%, respectively, of total daily trips by all modes). Within this distance category, transit has a 20% mode share and walking has a 36% mode share, while auto driver has only a 31% mode share, which suggests that densification and proximity to the FFTN reduce the need for trips by automobile.
- Approximately one-third of trips only have one of the O-D pair within 800m of the FFTN. 35% of all transit trips and 14% of all walking trips occur in this category (or 6.1% and 4.1%, respectively, of total daily trips). When looking at mode shares within this distance category, transit accounts for 19% of trips while walking has a 12% mode share.
- When neither the origin nor destination are within 800m of the FFTN, auto trips and walk trips are most common (6.6% and 5.4% respectively of total daily trips by all modes) while transit trips are very low (1.1% of total daily trips).
- Bicycle trips have less variation for all categories, ranging from 1% to 4% of all trips.

This data show that there is a higher probability of transit use when at least one of the origin and destination are closer to the FFTN. While distance is not the only factor in choosing to use transit, this information could be useful for adding more detail to the mode share module in the regional transportation model, for planning transit service improvements, or setting mode share targets for different areas of the city.

Table 16. Origins and Destinations within 800m of FFTN

Within Walking Distance of FFTN*	Auto Driver Trips	Auto Passenger Trips	Transit Trips	Bicycle Trips	Walk Trips
# of daily trips					
Both O and D within 800m of FFTN	306,900	63,600	196,400	65,500	359,200
Only one of O or D within 800m of FFTN	327,900	49,000	115,300	46,100	76,500
Both O and D more than 800m from FFTN	124,800	17,700	21,600	9,500	101,900
% of total daily trips by all modes					
Both O and D within 800m of FFTN	16.3%	3.4%	10.4%	3.5%	19.1%
Only one of O or D within 800m of FFTN	17.4%	2.6%	6.1%	2.4%	4.1%
Both O and D more than 800m from FFTN	6.6%	0.9%	1.1%	0.5%	5.4%
% of trips of each mode (column %s)					
Both O and D within 800m of FFTN	40%	49%	59%	54%	67%
Only one of O or D within 800m of FFTN	43%	38%	35%	38%	14%
Both O and D more than 800m from FFTN	16%	14%	6%	8%	19%
% of trips in each distance group (row %s)					
Both O and D within 800m of FFTN	31%	6%	20%	7%	36%
Only one of O or D within 800m of FFTN	53%	8%	19%	7%	12%
Both O and D more than 800m from FFTN	45%	6%	8%	3%	37%



7 Travel Patterns

This section discusses the overall travel patterns and habits of residents of the City of Vancouver. This section provides an understanding of “usual” travel behaviour, which is differentiated from the snapshot of a travel day presented in the survey participant responses. This section includes commute travel patterns, usual non-commute modes, and transit use.

7.1 Work Commute Patterns

Commute travel patterns discussed in this section include city residents’ reported type of workplace/work arrangement (i.e., work from home or work outside the home at a usual place of work), usual commute mode of travel to work, frequency of telecommuting, and work destinations that residents commute to.

7.1.1 Workplaces

As shown in **Figure 30**, 16% of the 398,200 workers who live in Vancouver work exclusively from home, and 5% have no fixed workplace address. Most workers (79%) have a usual place of work that they travel to at least some of the time. Note that workers having a usual place of work outside the home may also sometimes work from home (hybrid work arrangements). Further analysis of the survey data revealed that 46% of workers with a usual workplace (36% of all workers) have hybrid work arrangements, i.e., telecommuting at least one day per week. Patterns of commuting and telecommuting for workers with a usual workplace are explored further in **Section 7.1.3**.

Figure 30. Type of Workplace

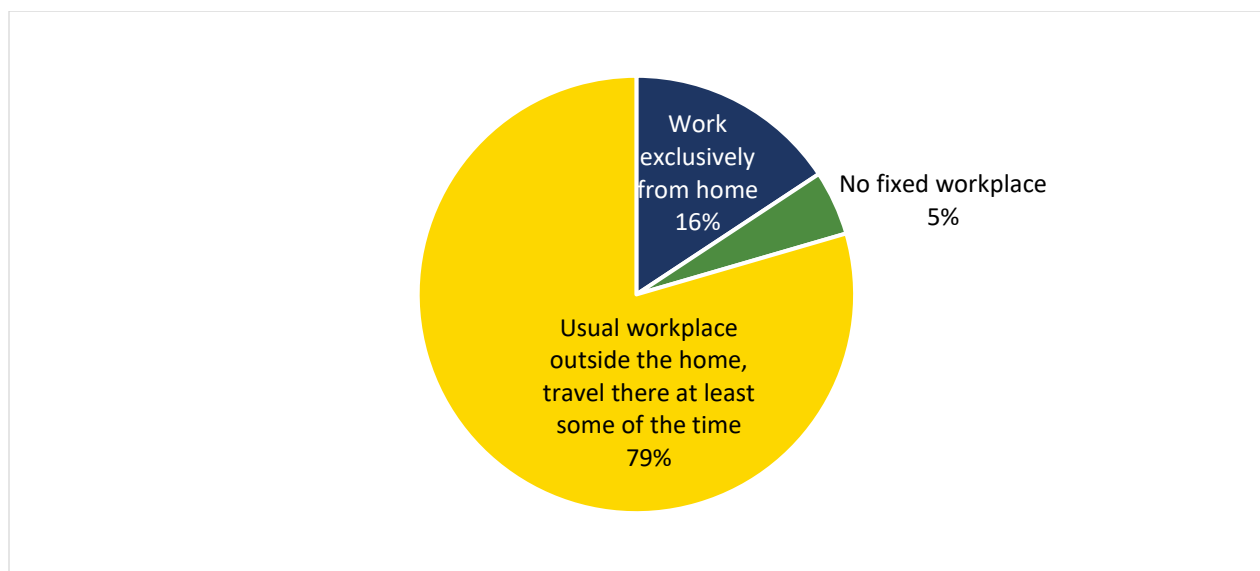
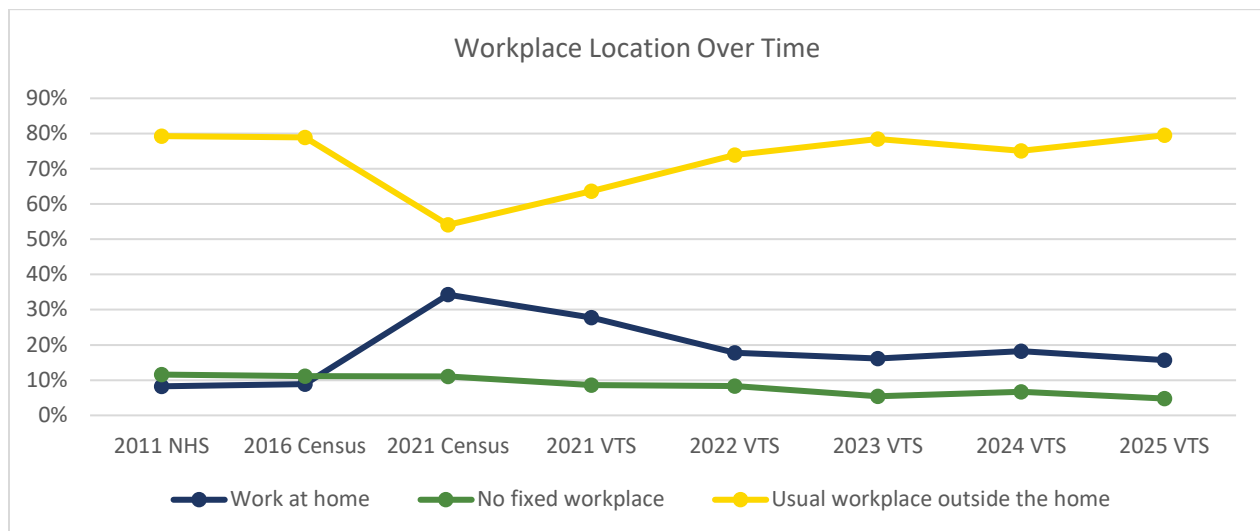


Figure 31 illustrates the trend in workplace location over time, using Census data for earlier years (as VTS surveys prior to 2021 did not collect information on workplaces in the same format as 2021 onwards). At the time of the Census in May 2021 which coincided with the CoVID-19 global pandemic, work from home was at its highest, at 34%, with this percentage beginning to drop already by the fall of the same year as more people returned to usual workplaces outside the home. From 2022 to 2025, the

proportions of work from home have been relatively stable, fluctuating between 16% and 18%. This is still significantly more than before the 2021 Census. In the same period, usual workplace has fluctuated between 74% and 80%. It is unknown whether the variations seen in 2024 (e.g., a slight jump in work from home to 18%, followed by a return to 16% in 2025) are indicative of actual fluctuations in workplace arrangements or an artifact of random sampling of new recruits and/or attrition of panel members. Overall, the picture is one of workers settling into the new normal, with the proportion of workers with a usual workplace returning to pre-pandemic levels. This does not necessarily mean that the volume of daily commutes has returned to pre-pandemic levels. By 2025, work-from-home and hybrid work arrangements have become a stable component of the employment landscape, particularly among office-based occupations. While fully remote work is less prevalent than during the peak of the pandemic, many employers continue to support flexible schedules that reduce the frequency of daily commuting (with 36% of all workers who reside in Vancouver having hybrid work arrangements, as noted above).

Figure 31. Type of Workplace, 2011 to 2025³⁸



Sources: 2011 National Household Survey (NHS), 2016 Census, 2021 Census, 2021-2024 Vancouver Transportation Survey. NHS and Census data are for population 15+ years of age; VTS data are for population 18+ years of age. Note that the measurement for the 2021 Census was in May, at the height of the pandemic, while the measurement for the 2021 VTS was in the Fall. NHS and Census figures for “worked outside of Canada” are not displayed in the chart (about 1% each year). There is no such category in the VTS (i.e. respondents who work outside of Canada would have chosen one of the three categories displayed).

³⁸ Hybrid work arrangements are not presented separately in the graph, as the Census data do not distinguish between workers with a usual workplace who always commute vs. those who have hybrid arrangements.

7.1.2 Usual Commute Mode

Figure 32 shows residents' usual mode of travel for commute purposes. About four out of ten Vancouver workers who commute to work at least some of the time do so by automobile (39% as drivers and 2% as passengers). One-third (33%) commute by transit, about 14% by bike, and 13% walk.

Readers are reminded that findings discussed in this section reflect usual commute mode, not actual mode choice or mode share on a given workday. Survey participants may not use their usual mode all the time. Results displayed in this section represent the usual mode choice for those who currently commute to work at least some of the time regardless of whether they commuted to work that day or not. **Section 6.3.5** details actual daily work commute mode shares.

Figure 32. Usual Mode of Travel for Commute

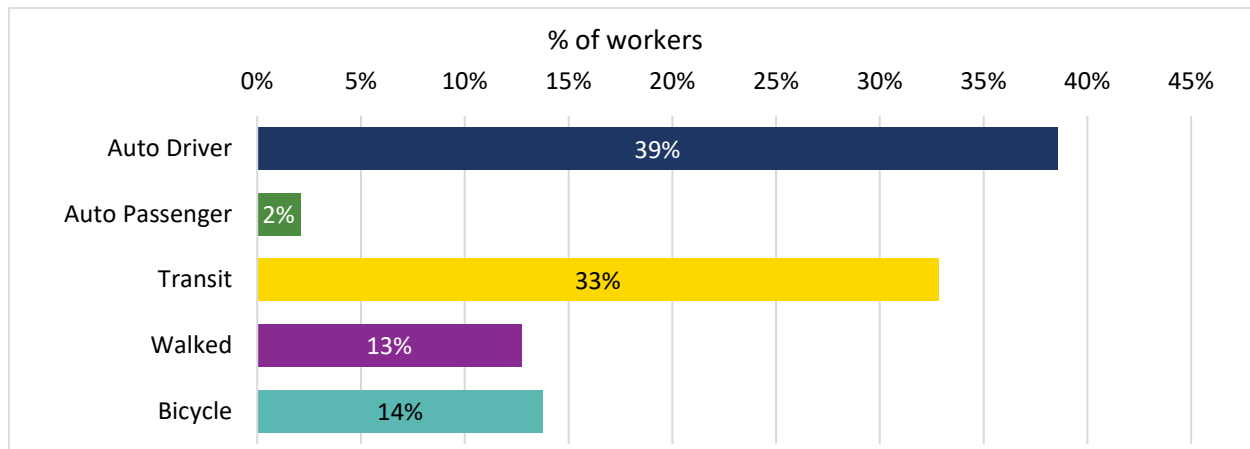
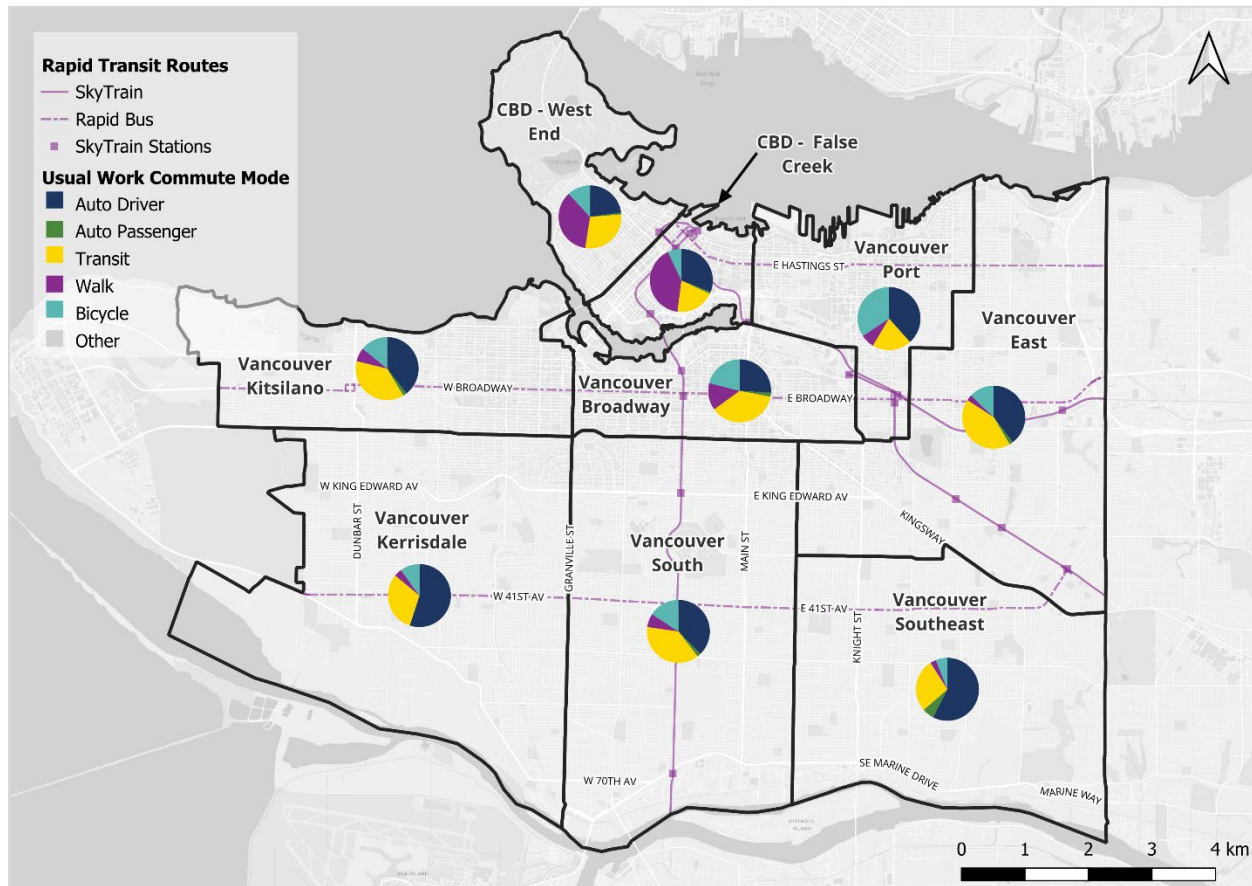


Figure 33 provides a breakdown of usual commute mode by zone. Auto driver is the single most common usual mode for Vancouver workers in all zones. The proportion of workers reporting auto driver as their usual commute mode ranges from 23% to 40% for most zones—except for Vancouver Southeast and Vancouver Kerrisdale, where auto driver is in the majority, at 57% and 55%, respectively. In all other zones, sustainable transportation modes (Transit + Walk + Bike) account for the majority of residents' usual commute modes, ranging from 58% to 76%, while in Vancouver Southeast and Vancouver Kerrisdale, sustainable modes account for only 37% and 45% respectively.

Figure 33. Map of Usual Mode of Travel for Commute by Zone



7.1.3 Commuting and Telecommuting

Survey participants who have a workplace outside the home were asked how many days they commuted to work in the last week before the survey and how many days they telecommuted rather than commuted to work. Examining telecommuting first, **Figure 34** presents percentages based on total workers. This includes the 16% of workers who work exclusively from home and the 5% who have no fixed workplace, to provide the full picture of all workers. The data suggest that quite a few workers have hybrid work arrangements where they work from home at least one day per week (36%) but commute to the office at least one day per week. It may be noted that the telecommuting behaviours may extend to work on both weekdays and weekends.



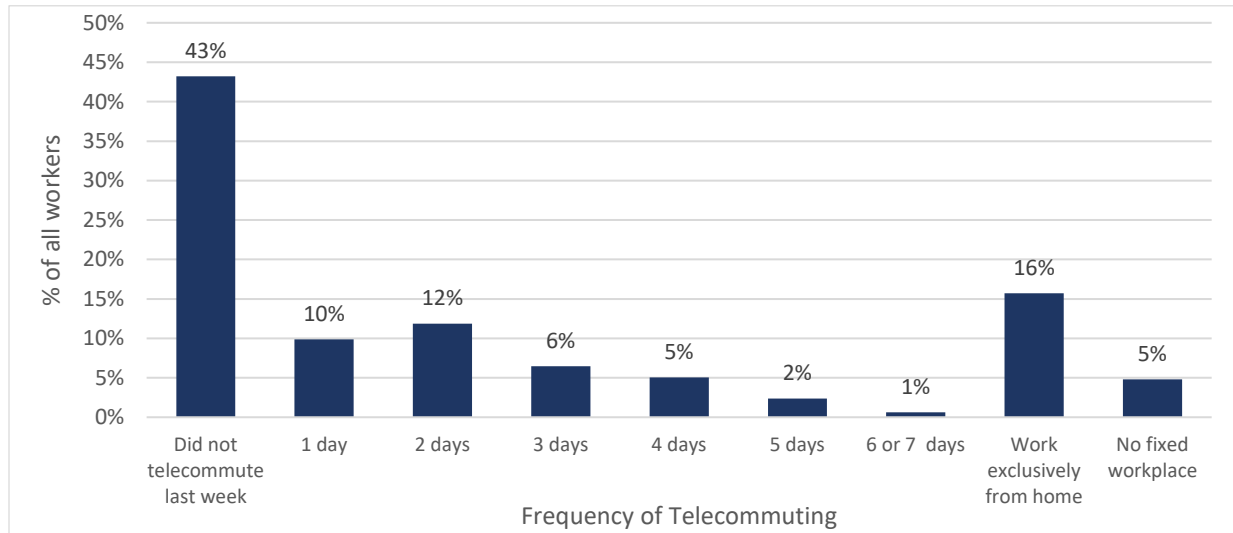
Figure 34. Telecommuted Last Week (% of all workers)

Figure 35 summarizes the frequency of commuting to work. The survey results challenge the notion that most workers have a typical Monday-to-Friday commute to work. About 29% of workers commuted to a usual workplace five or more days in the week before they participated in the survey, 14% commuted to work four days in the previous week, and 30% commuted to work between one to three days. Another 5% have a usual workplace outside the home but did not travel to work in the previous week, likely either because they only rarely travel to work and telecommute most of the time or because of other reasons such as illness or time off. As noted earlier, another 16% of workers work exclusively from home, while another 5% have no fixed workplace. In 2025, commuting and telecommuting patterns remain largely consistent with conditions observed in 2024. As some employers adjust their work-from-home and hybrid-work policies to either increase in-office days or allow for more flexibility in work-from-home days and flex days (e.g., to compete in a tight labour market), we may see modest shifts in the commute and telecommute patterns.

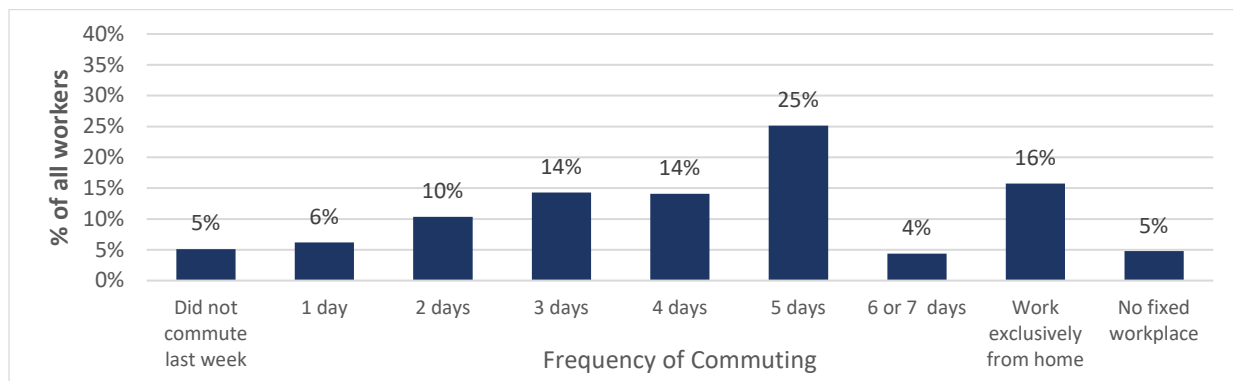
Figure 35. Commuted to Work Last Week (% of all workers)

Table 17 and **Table 18** show the above data broken down by zone. In terms of telecommuting, there is some consistency across zones, with most zones having in the range of 40% to 50% of all survey participants who work reporting that they did not telecommute in the last week. This percentage is highest amongst residents of CBD - False Creek (50%), Vancouver Southeast (49%), and Vancouver Port

(48%). Telecommuting at least two days in the last week is most common amongst residents of Vancouver Broadway (32%), followed by Vancouver Kerrisdale (31%), and Vancouver East (29%). In terms of the frequency of commuting to work in a given week, fewer workers (around 17%-23% of all workers) in Vancouver Broadway, Vancouver Kerrisdale, and Vancouver Kitsilano reported commuting to work five days per week or more. In all other zones, around 28%-40% reported commuting to work five days per week or more³⁹.

Vancouver Kerrisdale has the highest percentage of workers who reported exclusively working from home, at 27%, followed by the CBD - False Creek, at 18%. Vancouver Port has the least workers (10%) that reported they exclusively work from home.

Table 17. Frequency of Telecommuting by Zone (% of all workers with usual workplace outside of home)

	Van-couver	CBD – West End	CBD – False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kitsilano	Van. Southeast	Van. East	Van. Port
Did not telecommute last week	43%	44%	50%	36%	43%	29%	40%	49%	45%	48%
1 day	10%	9%	3%	9%	13%	11%	19%	9%	7%	9%
2 days	12%	10%	13%	16%	7%	16%	10%	8%	17%	9%
3 days	6%	9%	4%	8%	8%	7%	6%	6%	5%	5%
4 days	5%	4%	3%	5%	5%	4%	8%	6%	4%	6%
5 days	2%	2%	4%	2%	3%	3%	1%	0%	3%	2%
6 or 7 days	1%	0%	1%	1%	2%	1%	0%	0%	0%	1%
Work exclusively from home	16%	16%	18%	16%	14%	27%	14%	17%	13%	10%
No fixed workplace	5%	5%	3%	7%	5%	2%	2%	5%	6%	10%
Subtotal at least 2 days/week	26%	25%	26%	32%	24%	31%	25%	21%	29%	22%
Subtotal at least 2 days/week or work exclusively from home	42%	41%	44%	48%	38%	58%	39%	38%	43%	33%

Table 18. Frequency of Commuting to Work on Weekdays (% of all workers with usual workplace outside of home) – by Zone

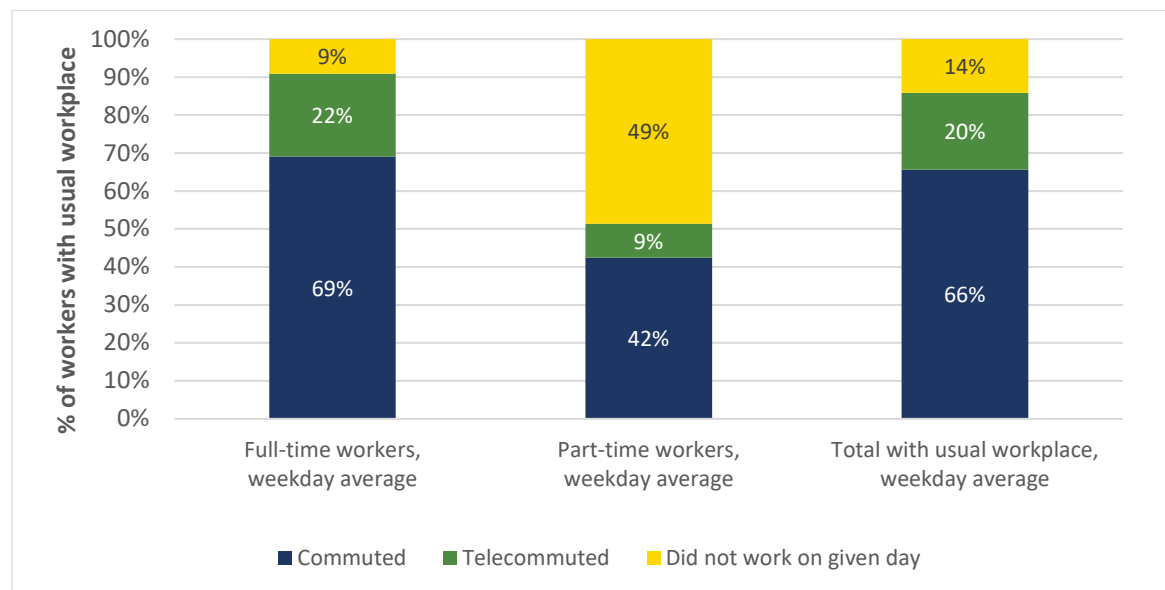
	Van-couver	CBD - West End	CBD - False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kitsilano	Van. Southeast	Van. East	Van. Port
Did not commute last week	5%	6%	3%	5%	8%	5%	7%	2%	7%	3%
1 day	6%	5%	4%	7%	6%	7%	7%	9%	5%	8%
2 days	10%	10%	10%	10%	14%	15%	5%	12%	9%	7%
3 days	14%	10%	13%	19%	11%	17%	16%	10%	21%	8%
4 days	14%	14%	11%	15%	15%	10%	27%	10%	10%	18%
5 days	25%	28%	34%	19%	24%	14%	20%	30%	25%	29%
6 or 7 days	4%	5%	6%	3%	4%	3%	3%	6%	4%	7%
Work exclusively from home	16%	16%	18%	16%	14%	27%	14%	17%	13%	10%
No fixed workplace (work travel may be variable)	5%	5%	3%	7%	5%	2%	2%	5%	6%	10%

³⁹ Due to rounding, the percentage of workers commuting to work five days per week or more reported in the text may differ from the percentage resulting from summing percentages in the table.

7.1.4 Commuting and Telecommuting by Day of Week (for Workers with Usual Workplaces)

Commuting and telecommuting patterns differ for full-time workers compared to part-time workers (**Figure 36**, below). The survey results suggest that on an average weekday, 69% of full-time workers go to work, 22% telecommute, and 9% do not work; for part-time workers, on an average weekday, 42% go to work, only 9% telecommute, and about half do not work (49%). Telecommuting is less of an option for part-time workers with a usual workplace outside the home, which may be, in part, due to the nature of some part-time jobs (e.g., part-time jobs are more common in retail and service industries, which require many of their frontline workers to be on premises). This may be a consideration from an equity perspective, in that part-time workers are typically lower income earners who may have less opportunity to save on commuting costs by working from home.

Figure 36. Summary of Commute and Telecommute Patterns by Work Type for Workers with Usual Workplace



7.1.5 Daily Travel to Work

Work arrangements, telecommuting patterns, usual mode choice, work schedules, and daily circumstances all contribute to the daily volumes of actual work trips on a given day. **Figure 37** provides a picture of workers' activity on an average fall weekday. **Table 19** breaks these results out by workplace type. This analysis combines daily trips reported (specifically, the first work trip)⁴⁰, information on work arrangements, and answers to validation questions built into the survey.

The survey results suggest the following about an average weekday:

⁴⁰ Each worker's trip data was scanned to identify the first trip to usual work or, barring this, first work-related trip. The primary mode of the first trip was also identified. If the trip to work did not originate from home, preceding trips were scanned up to the trip leaving home to identify the most appropriate reported mode to use as the work commute mode. E.g., if someone reported three trips, first walking to a post office, then taking transit to a coffee shop, then walking from the coffee shop to work, the primary work commute mode was identified as transit (as the mode most likely to travel the longest distance in the overall multi-trip commute tour).

- Combining categories, more than four out of five (85%) workers work.
- More than six in ten (63%) either travel to their usual workplace (56%) or travel for work-related purposes (7%), such as a business meeting, work errand, arriving at a worksite, starting the workday as a driver, etc.
- At least 23% work from home, with 11% being workers with a usual workplace who are working from home instead of travelling to work, and 15% being either those who work exclusively from home or those with no fixed workplace who worked from home on the given day.

The actual behaviours reported for survey participants' travel days demonstrate the variety of work arrangements and work-related travel patterns (with only a slim majority of workers travelling to work or for work purposes on a given day). The commuting and telecommuting patterns that underlie these daily activity patterns are explored in more depth in the sections that follow this one.

Figure 37. Daily Work Travel and Commute Pattern

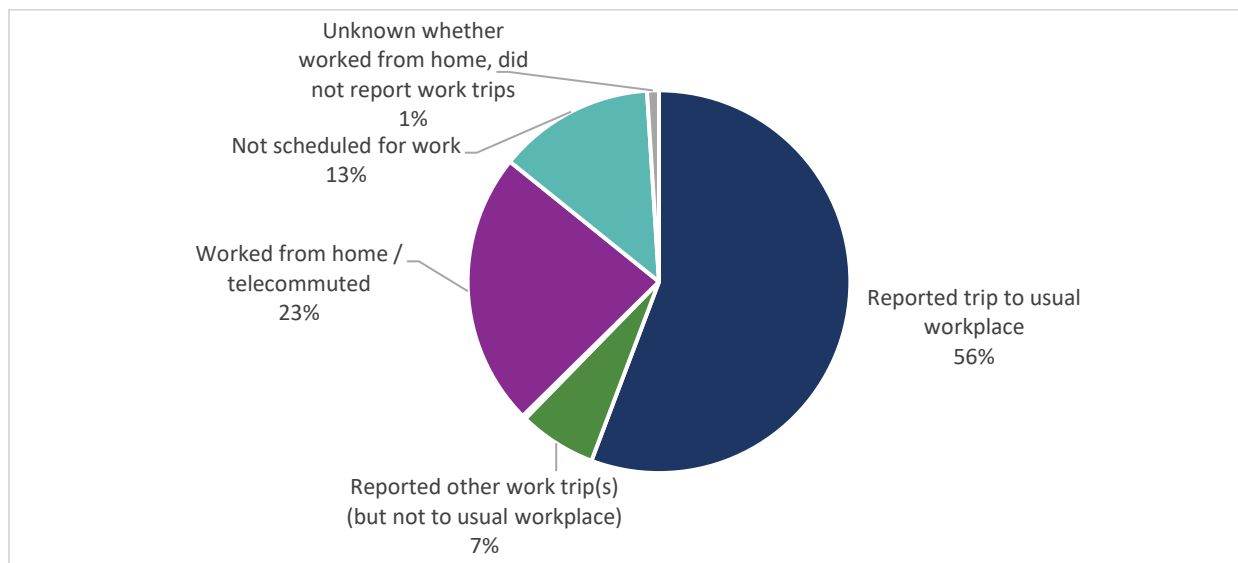


Table 19. Daily Work Travel and Commute Pattern by Type of Workplace

Commute Pattern	Works exclusively from home	No fixed workplace	Usual workplace outside the home	Total
Workers	62,600	19,000	316,500	398,200
Reported trip to usual workplace	0%	0%	70%	56%
Reported other work trip(s) (but not to usual workplace)	9%	61%	3%	7%
Away on business / working on the road	0%	2%	0%	0%
Worked from home / telecommuted	71%	16%	14%	23%
Not scheduled for work	14%	21%	13%	13%
Unknown whether worked from home, did not report work trips	6%	0%	0%	1%
Subtotal reported trip to usual workplace or for other work-related purposes	9%	61%	73%	62%
Subtotal known to have worked (reported trips to work or working from home)	80%	77%	87%	85%

Figure 38 illustrates the trend in work-related trips over the period beginning in 2017. Prior to 2020, the proportion of workers commuting for work showed a modest but consistent decline, falling from 79% in 2017 to 73% in 2019, likely indicating a gradual trend toward increased flexibility in work arrangements. This downward trend was sharply disrupted during the COVID-19 pandemic, when the share of workers making work trips dropped significantly to just 39%. In the years following the peak of the pandemic, the survey results indicate a gradual recovery in commuting behavior. The proportion of workers travelling to or for work increased to 52% in 2021 and continued to rise, reaching 62% by 2025. While this suggests a steady return toward pre-pandemic patterns for some workers, the percentage remains below levels observed prior to 2020, reflecting the lasting impact of remote and hybrid work arrangements.

Figure 38. Proportion of Workers Who Travel to/for Work on Their Travel Day, 2017-2025

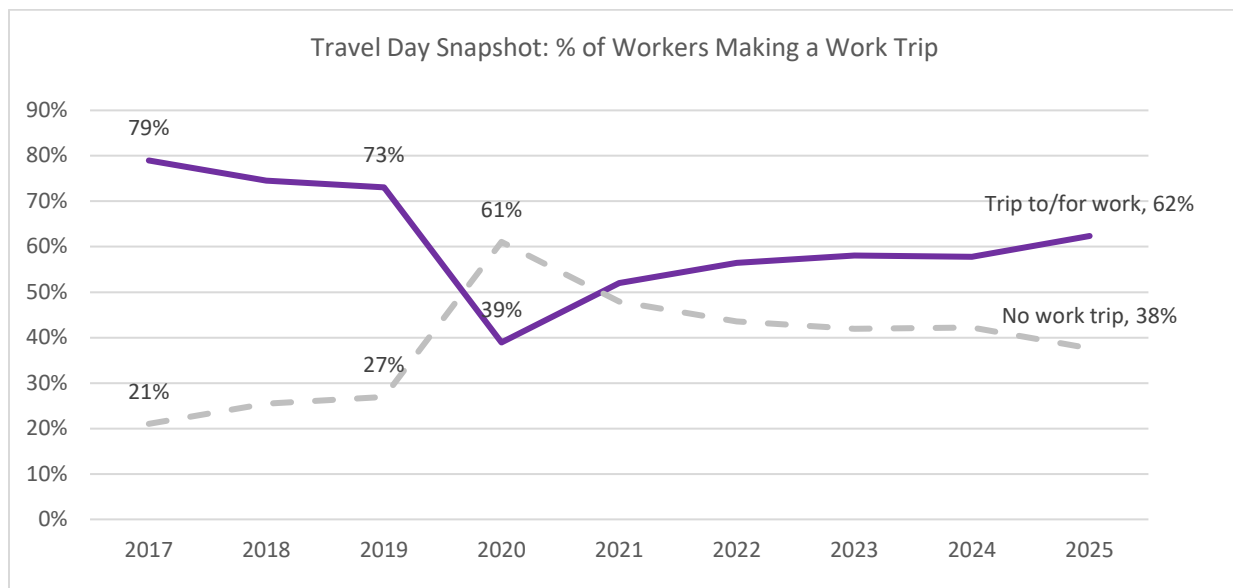
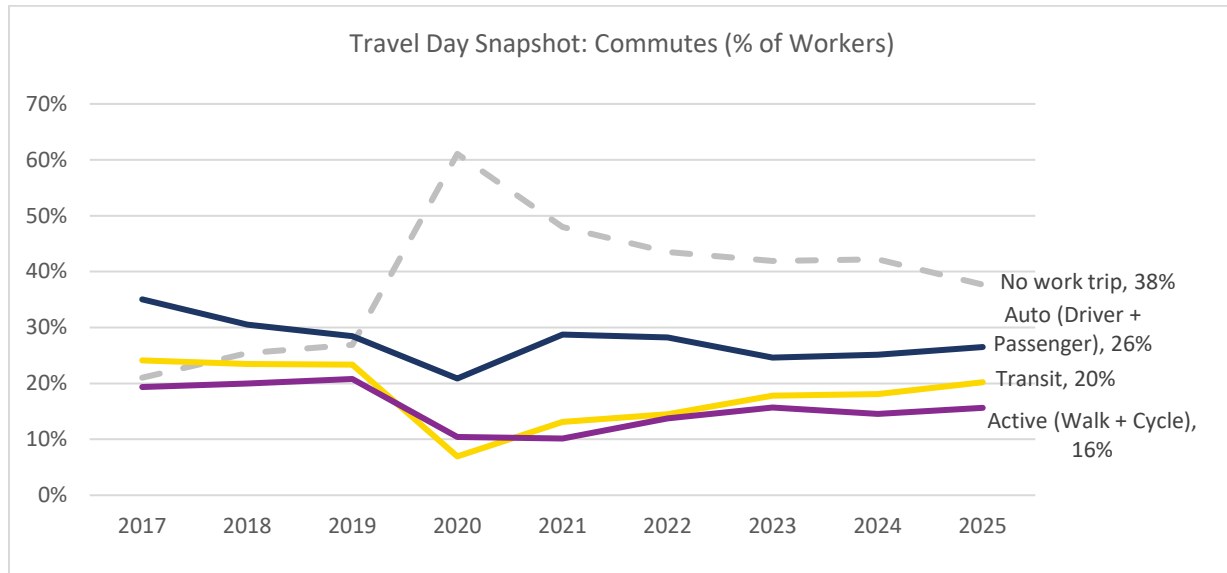


Figure 39 presents a more detailed breakdown of commuting to work by mode—separating out Auto (driver and passenger), Transit, and Active (walking and cycling)—for all workers, including those who reported making a trip to or from work by one of these modes and those who did not make any work trips at all. The data indicates that in 2025, on an average weekday, 26% of workers made a work trip by Auto, 20% did so by Transit, and 16% did so by Active modes, with the remainder, 38%, not having made a work trip. The key takeaway is that shifts in the incidence of commuting have not moved equally in step for all modes. Both Auto and Transit usage have recovered more quickly toward their pre-pandemic (2019) levels compared to Active modes. In 2025, the share of workers making Auto and Transit commutes remained slightly below the 2019 levels by 2% and 3%, respectively; in contrast, Active modes lag further behind, with usage still 5% below pre-pandemic levels. This suggests that the kinds of workers who have more flexible work arrangements such as hybrid work and flex days are also the kinds of workers more likely to commute to work by Active modes.

Figure 39. Proportion of Workers Using Different Travel Modes or Not Making a Work Trip, 2017-2025



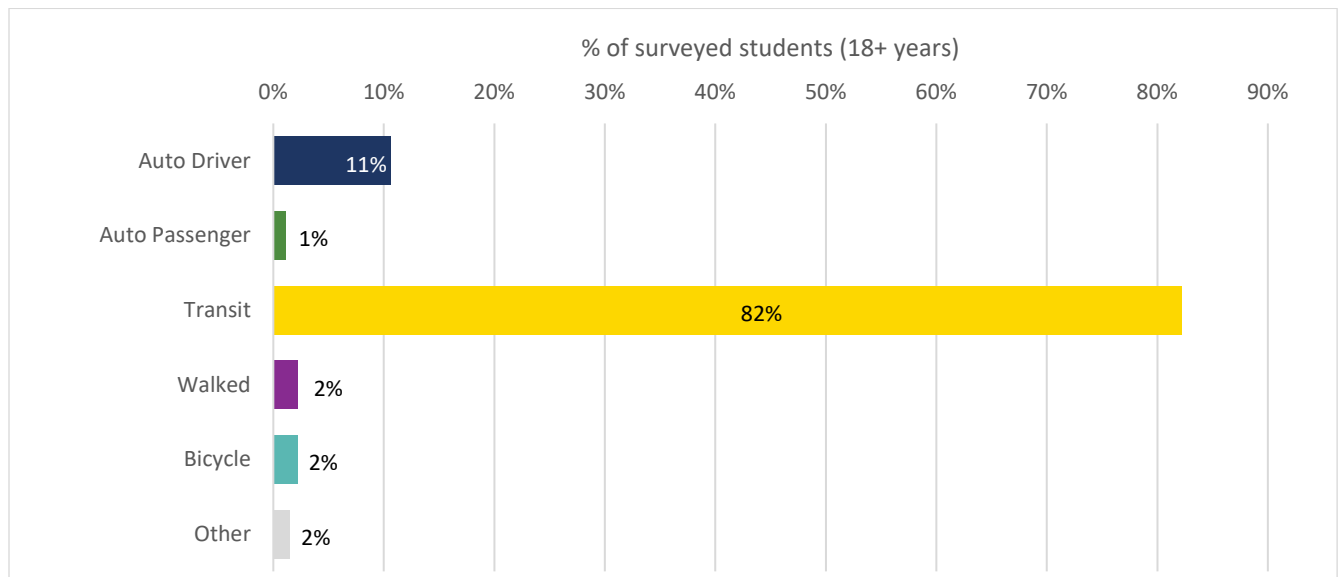
7.2 Usual School Commute Mode

7.2.1 Survey Participants

Given the small sample of survey participants who were students (n=125), the survey results for school commutes are not presented in as much detail as was provided for work commutes. The findings should be interpreted with some caution, as they may not necessarily be generalizable to the entire population of adult students who live in the city.

Figure 40 shows the usual mode of travel for school commutes. Students were most likely to report transit as their usual commute mode (82%), followed by auto driver (11%). Smaller percentages of students reported their usual commute mode as walking (2%) or auto passenger (1%), and about 2% reported that they cycle to school as their primary commute mode.

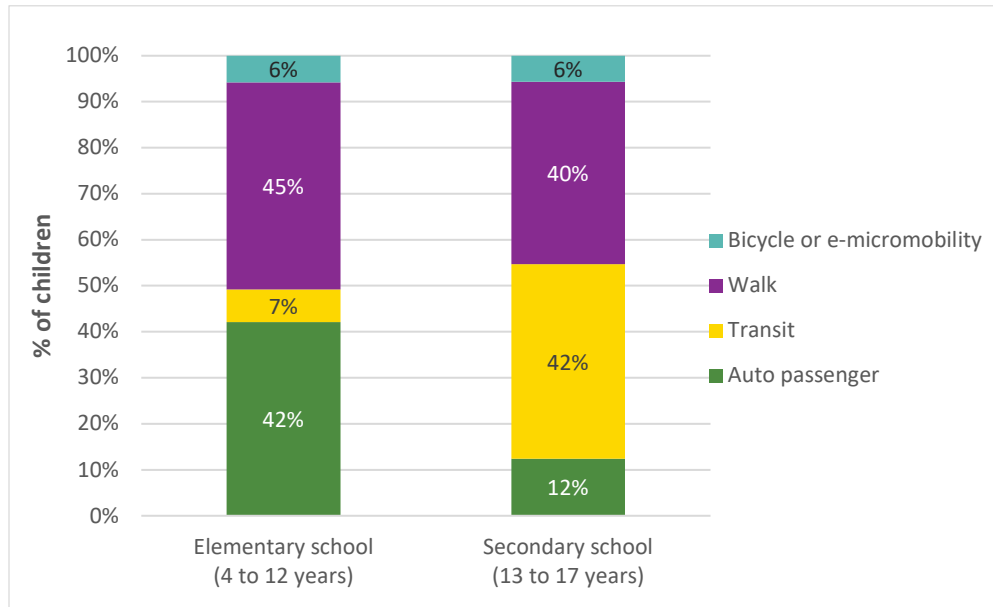
Figure 40. Usual Mode of Travel for School Commute (Adult Students)



7.2.2 Children of Survey Participants

Survey participants were asked to report the usual mode of travel to school for any children 17 years old and younger. This question was asked in the survey for the first time in Fall 2022 to gain insights into how children travel to school. Survey respondents indicated that 58% of their children aged 4 to 12 years and 88% aged 13 to 17 years use a sustainable transportation mode to travel to school. Walking has the highest mode share at 45% for ages 4 to 12. On the other hand, transit has the highest mode share at 42% for ages 13 to 17, followed by walking at 40%. Bicycle or e-micromobility has the least share at 6% for both groups (see **Figure 41**).

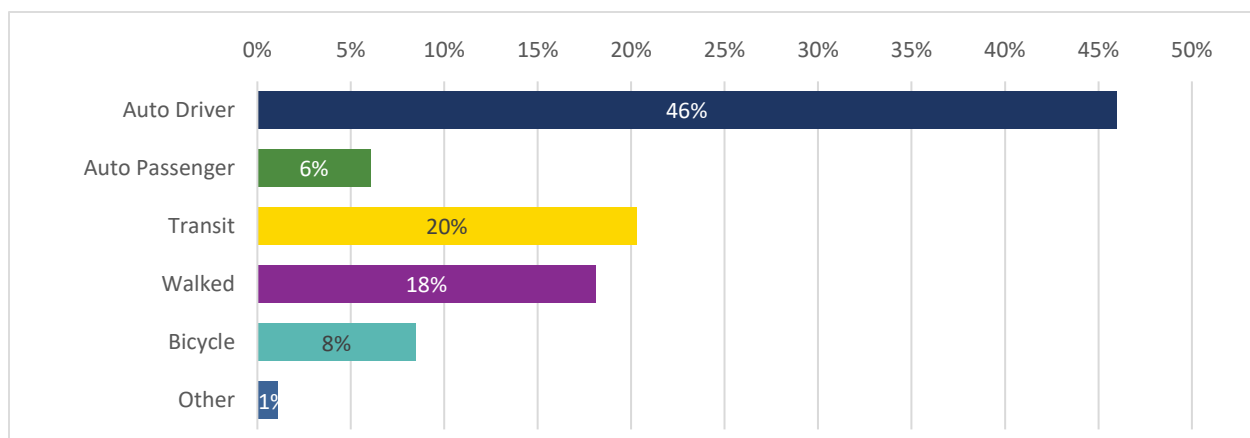


Figure 41. Usual Mode of Travel for School Commute (Children 17 and younger) ⁴¹

7.3 Usual Non-Commute Mode

This section describes the usual non-commute trips, which include purposes such as shopping, meeting friends and family, recreation, and other discretionary purposes.

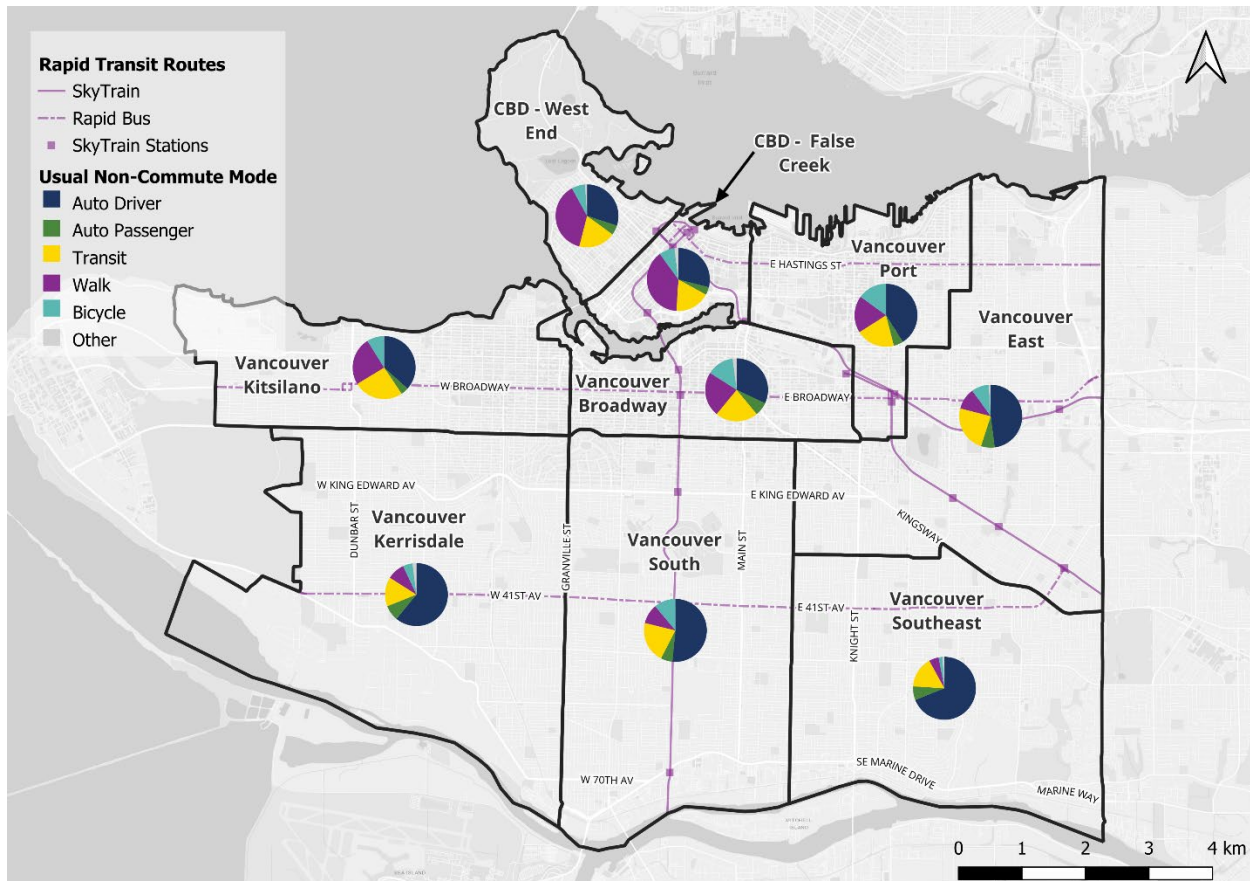
Figure 42 shows usual mode choice for non-commute trips. Auto driver is the most common mode choice for non-commute purposes, at 46%. Transit is the usual non-commute mode for 20% of survey participants and walking for 18%. Compared with the usual mode for work commute trips in **Figure 32**, auto driver is higher by 8%, auto passenger is higher by 9%, walking is higher by 5%, transit is lower by 13%, and cycling is lower by 6%.

Figure 42. Usual Mode of Travel for Non-Commute Purposes

⁴¹ Data for this figure are further weighted by the number of children 4 to 17 years of age reported by the survey participant.

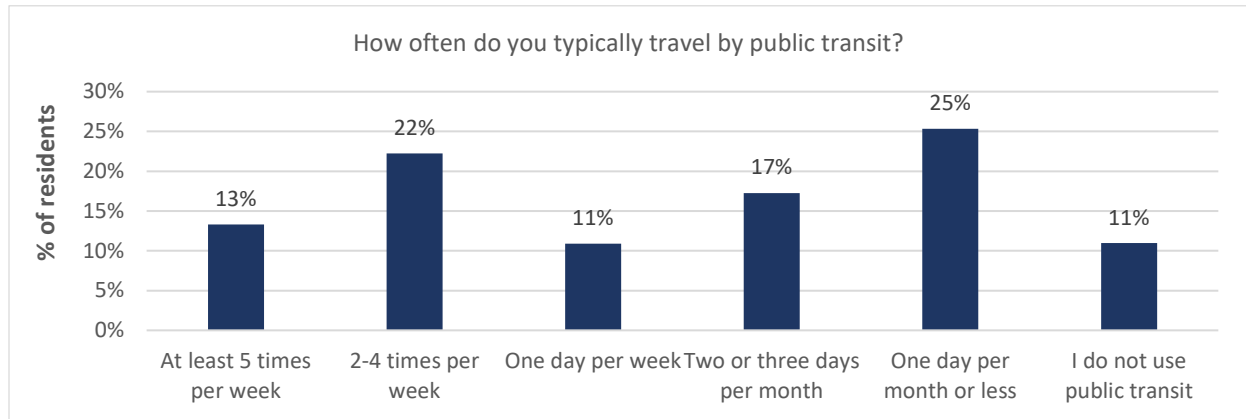
Figure 43 shows the above data broken down by zone. Across zones, auto driver and walk modes have the most variability, with walking being more prevalent in CBD areas. In CBD - West End and CBD - False Creek, walking is the most common usual non-commute mode (38% and 39%, respectively), followed by auto driver (30% and 29%), and then transit (19% and 18%). The sustainable mode share in CBD - West End and CBD - False Creek are highest at 64% and 65%, respectively, followed by Vancouver Broadway and Vancouver Kitsilano with a sustainable mode share of 59% each. Also notable is the large percentage of residents from Vancouver Kerrisdale (61%) and Vancouver Southeast (69%) who report auto driver as their usual mode for non-commute trips; more than two-thirds of residents in these two zones rely on vehicles (either as drivers or passengers) as their usual mode for non-commute purposes.

Figure 43. Map of Usual Mode of Travel for Non-Commute Trips by Zone



7.4 Transit Use

Figure 44 shows the frequency of transit use for Vancouver residents. Most survey participants (89%) reported that they take transit at least some of the time, with 13% doing so at least five days per week.

Figure 44. Frequency of Transit Use⁴²

Following lockdowns and restrictions in 2020, the use of transit has gradually but steadily increased in the years that followed. The percentage of residents that never take transit continued to decrease in 2025 and has returned to pre-pandemic levels (11% in 2025 versus 12% in 2019). In general, regular transit use (5 or more days a week) remains lower than in 2019 and residents are more likely to use transit sparingly, with only 13% of survey participants reporting they use transit five or more days per week in 2025 compared to 24% in 2019. With hybrid work arrangements (mix of commuting and telecommuting) having become more common since the onset of the pandemic, it is likely that there will be a long-term impact on regular transit use.

Table 20 shows transit frequency by zone in table format and **Figure 45** shows a map of the same data. The data shows that Vancouver Kerrisdale has the largest percentage of residents with infrequent transit use, with 75% of its residents using transit one day per week or less, followed by Vancouver Southeast, at 69%. Both of these zones have the highest driver mode shares (see **Section 6.3.4**). Looking only at regular transit use (i.e., use transit five times per week or more), we see that Vancouver East and Vancouver Broadway have the highest percentage of residents that use transit on a regular basis (at least five times per week), at 16% and 15%, respectively.

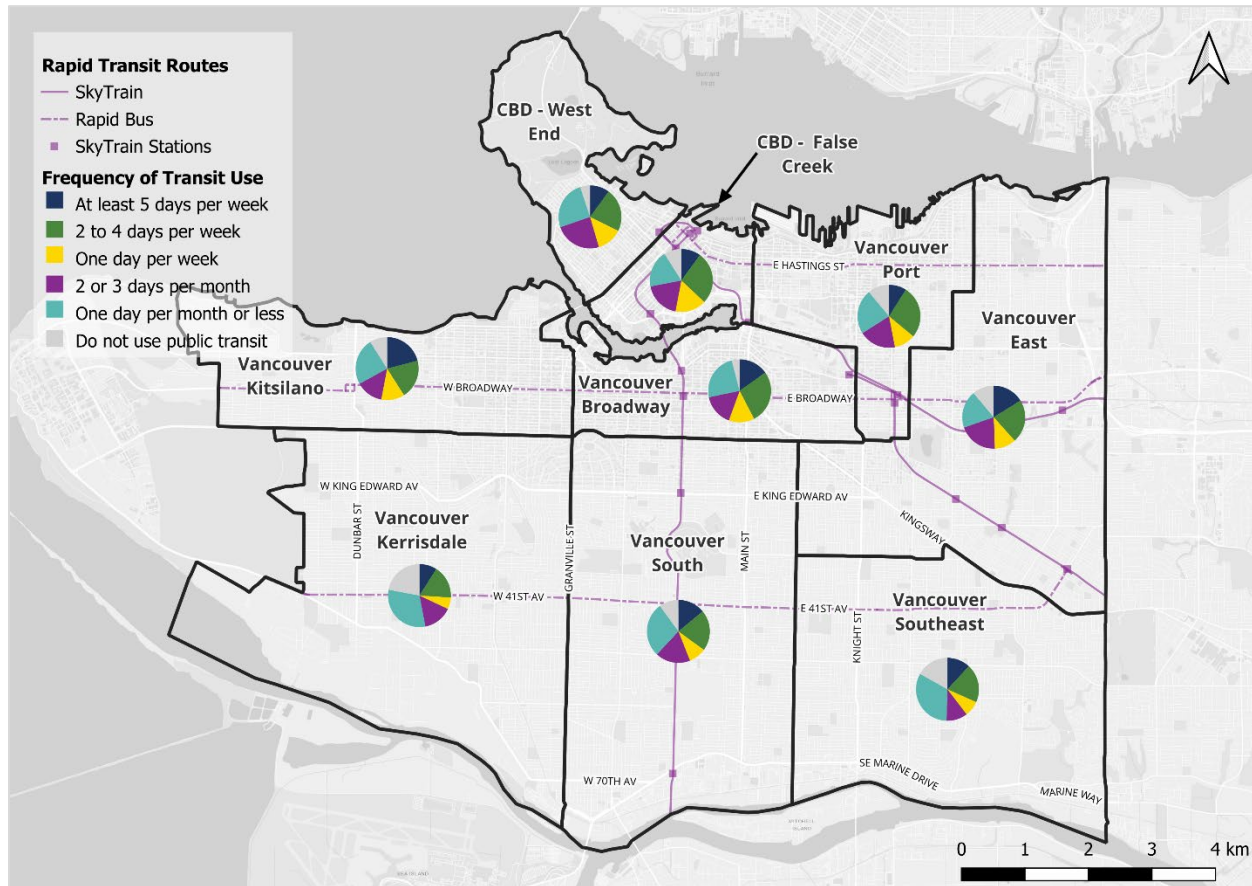
Table 20. Frequency of Transit Use – by Zone⁴³

	Van- couver	CBD - West End	CBD - False Creek	Van. Broad- way	Van. South	Van. Kerris- dale	Van. Kits- ilano	Van. South- east	Van. East	Van. Port
At least 5 times per week	13%	10%	10%	15%	14%	9%	21%	12%	16%	9%
2-4 times per week	22%	22%	27%	27%	21%	17%	20%	20%	22%	27%
One day per week	11%	13%	16%	13%	9%	6%	12%	8%	11%	11%
Two or three days per month	17%	24%	19%	16%	18%	15%	14%	11%	20%	19%
One day per month or less	25%	25%	19%	24%	28%	31%	24%	33%	19%	23%
I do not use public transit	11%	5%	9%	4%	10%	22%	9%	17%	11%	11%
Subtotal one day per week or less often or never	64%	68%	63%	58%	65%	75%	59%	69%	62%	64%

⁴² Percentages do not add to 100% due to rounding.

⁴³ Blue shading is used to highlight the highest percentages in each row of the table.

Figure 45. Map of Frequency of Transit Use – by Zone



7.5 Bicycle and Micromobility Habits

In order to better understand Vancouver residents' bicycling and micromobility habits, a new survey question was introduced this year. This addition allows for insight into how frequently residents use bicycles and emerging micromobility devices such as e-scooters and e-bikes, as well as which travel modes e-scooters tend to replace.

7.5.1 Bicycling Frequency

Survey participants were asked how many days per week they bicycle. Overall, 18% of Vancouverites bicycle regularly (at least two days per week), with 11% doing so two to four days per week and 7% doing so five days per week or more. **Table 21** provides bicycling frequency by zone of residence:

- Those living in the Vancouver Port and Vancouver Broadway zones reported bicycling most often, with 29% and 28%, respectively, bicycling regularly (at least two days per week; and within this, 13% and 10%, respectively, reported bicycling five days per week or more). These zones have the highest number of adult bicycles per adult as discussed in **Section 5.1.1** and lowest number of vehicles per household (except for CBD zones) as discussed in **Section 5.2.2**.

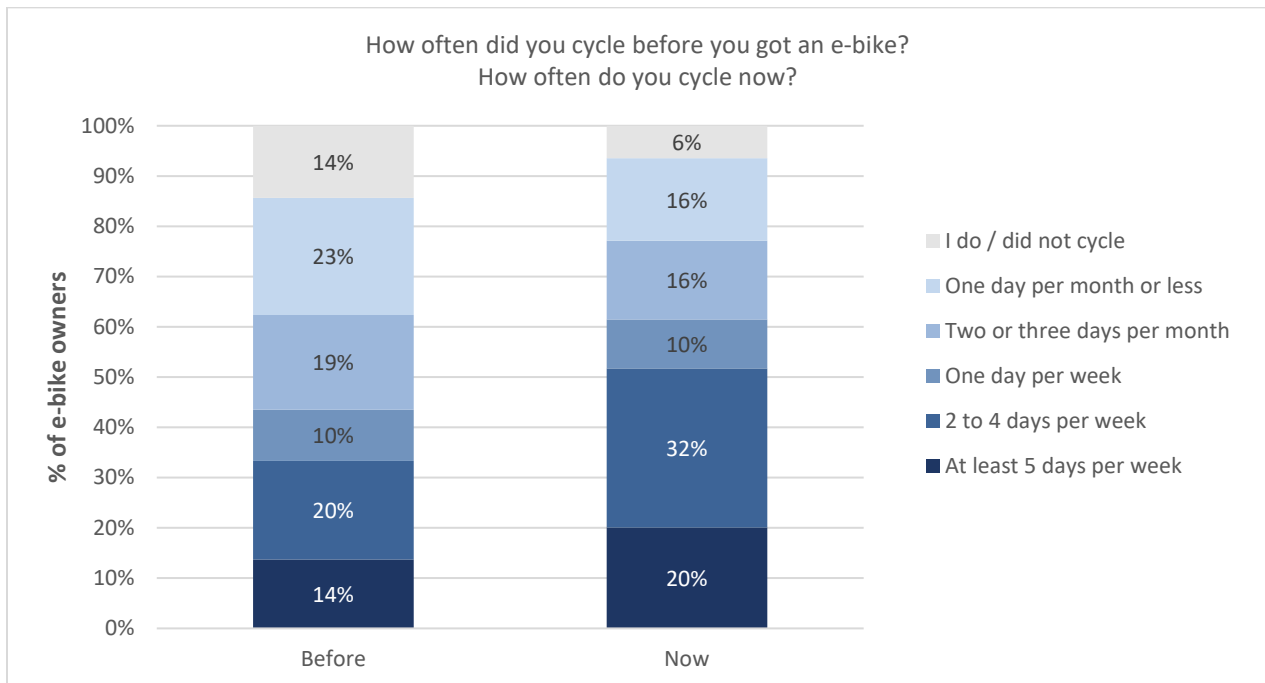
- In Vancouver Southeast, only 6% of residents reported bicycling regularly (only 2% at least five days per week, 4% two to four days per week). This zone has the lowest number of adult bicycles per adult and the highest number of vehicles per households.
- Vancouver East, Vancouver Kerrisdale, and CBD zones were also below the Vancouver average in terms of regular bicycle use, with 12% - 17% of residents doing so at least two days per week

Table 21. Cycling Frequency

Cycling Frequency	Van-couver	CBD - West End	CBD - False Creek	Van. Broadway	Van. South	Van. Kerrisdale	Van. Kitsilano	Van. Southeast	Van. East	Van. Port
At least 5 days per week	7%	7%	3%	10%	8%	7%	6%	2%	6%	13%
2 to 4 days per week	11%	8%	9%	18%	12%	7%	13%	4%	11%	16%
One day per week	6%	8%	5%	7%	5%	5%	6%	3%	4%	10%
Two or three days per month	7%	9%	7%	10%	7%	6%	5%	6%	9%	8%
One day per month or less	17%	22%	18%	20%	15%	20%	21%	16%	14%	11%
I do not cycle	51%	45%	57%	35%	52%	53%	46%	67%	54%	40%

Survey participants were asked how often they rode their bicycle before and after purchasing an e-bike. Figure 46 shows the difference in cycling habits due to the convenience and ease of e-bikes: with e-bikes, they cycled more frequently. Before buying an e-bike, 34% of participants rode their bike regularly (with 20% two to four times per week, and 14% at least five times per week). After buying an e-bike, this percentage climbed to 52%. Additionally, 14% of participants reported they did not ride a bicycle before. This percentage dropped to 6%, indicating that 8% of e-bike owners began cycling after purchasing an e-bike.

Figure 46. Cycling Frequency of E-Bike owners Before and After Getting an E-Bike



7.5.2 E-scooter Mode Substitution

Survey participants were asked what transportation mode or modes the e-scooter replaces for them. In other words, for the trips they made by e-scooter, if they couldn't use the e-scooter, what other mode(s) would they have used instead. Note that respondents could have selected multiple modes that travel via e-scooter would have replaced; the percentages noted are percentages of e-scooter owners citing given modes, not percentages of the trips they take. **Table 22** shows that the e-scooter replaces personal vehicle trips for one-third (33%) of survey participants and car share vehicle trips for one-fifth (21%) of participants, suggesting that e-scooters contribute to an increase in sustainable mode choices. The e-scooter replaces walking trips for more than half of respondents (55%) and replaces transit trips for somewhat less than half (43%), with another 33% citing bicycle or e-bike substitution, indicating that many of the trips replaced by e-scooter trips would have been by sustainable modes to begin with.

Table 22. Modes E-Scooters Replace⁴⁴

	#	%
Automobile	14,670	33%
Car share automobile	9,360	21%
Transit (bus or SkyTrain)	19,400	43%
Personal bicycle or e-bike	15,090	33%
Bike share bicycle or e-bike	6,890	15%
Walking (incl. wheelchair, medical mobility scooter, or other assistive device)	24,840	55%
Human-powered micromobility device (kick scooter, skateboard, inline skates, unicycle)	1,730	4%
Taxi or ride-hail	10,020	22%
I would not have made the trip(s)	2,650	6%
Other	860	2%



⁴⁴ Percentages total greater than 100% due to multiple response.

8 Perceptions and Attitudes

This section describes survey respondents' perceptions and attitudes related to the walkability of the survey participant's neighbourhood.

8.1 Neighbourhood Walkability

The City of Vancouver has a goal of ensuring 90% of people live within an easy walk or roll of their daily needs by 2030. A question on perception of walkability provides a benchmark to help measure this goal.

Figure 47 and **Table 23** show the percentage of survey participants who agreed or disagreed that their neighbourhood is walkable, that is, they can reach many of the services and amenities they need by walking. Overall, three-quarters (73%) of residents of the city agree that they can reach many of the services and amenities they need by walking. As shown in **Table 23**, perceptions of walkability vary by neighbourhood with CBD - West End (94%), CBD - False Creek (92%), Vancouver Broadway (88%), and Vancouver Kitsilano (85%) having the highest percentage of residents who agree that their neighbourhood is walkable. Vancouver Southeast stands out, as it has the lowest percentage of residents who agree that their neighbourhood is walkable, at 48%.



Figure 47. Perceptions of Neighbourhood Walkability

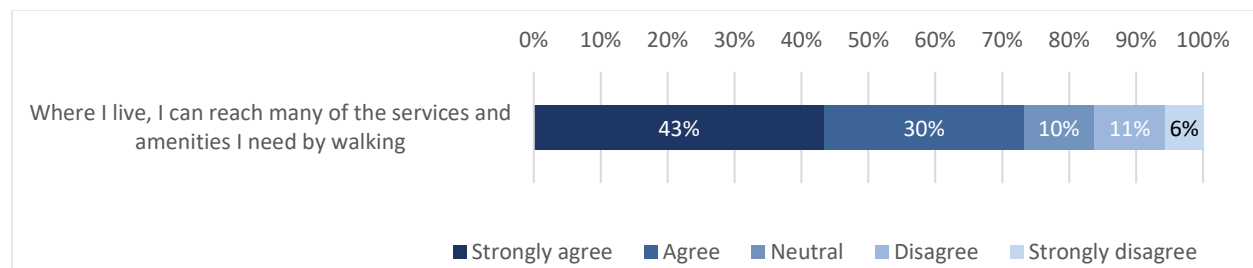


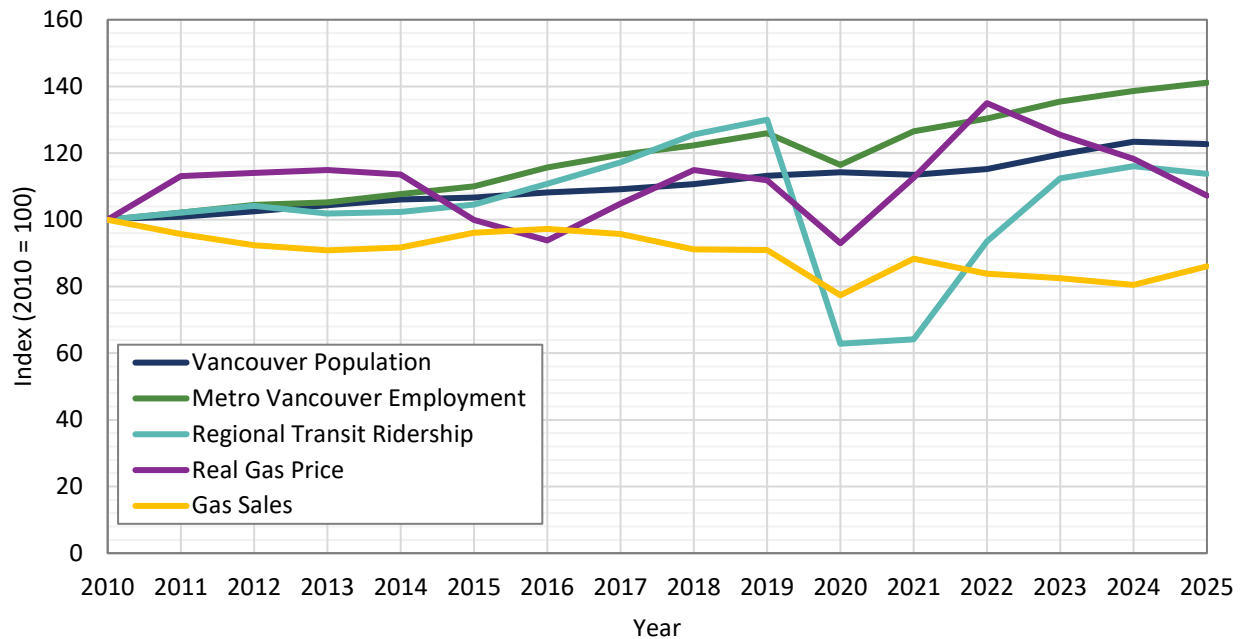
Table 23. Perceptions of Neighbourhood Walkability (% Agree or Strongly Agree)

	Van-couver	CBD - West End	CBD - False Creek	Van. Broad-way	Van. South	Van. Kerris-dale	Van. Kits-ilano	Van. South-east	Van. East	Van. Port
Where I live, I can reach many of the services and amenities I need by walking	73%	94%	92%	88%	69%	63%	85%	48%	65%	79%

9 Factors Contributing to Changes in Trip Demand Over Time

This section discusses some of the trends in key factors that influence travel behaviours and patterns across the City of Vancouver and Metro Vancouver. These factors include changes in population, employment, transit use, fuel prices, and fuel sales. **Figure 48** shows the historical trends of the key factors over the last decade from 2010 to 2025.

Figure 48. Historical Trends of the Key Factors, 2010 to 2024 ⁴⁵



While employment in Vancouver has continued to increase through 2025 and remains above pre-pandemic levels, the population of the City levelled off in 2025. This trend appears to be influenced by slower net population growth within the city, including reduced immigration growth relative to prior years.

The population may be expected to reduce again marginally in 2026 due to planned low immigration levels. Employment forecasts are uncertain due to the ongoing evolution of Canada's trade relationship with the United States and global conflicts that are starting to affect Canada's economy.

The impact of the pandemic on transit use has been evident since 2020, when we saw a sharp decline, with TransLink annual ridership dropping to only 48% of 2019 levels in 2020 and recovering to about 89% of 2019 levels in 2024. In 2025, transit ridership in the Metro Vancouver region declined again for the first time since 2020, although the decrease was modest, and survey results showed a modest increase among residents of the City of Vancouver. This decline may possibly be because of the decrease in the number newer immigrants, who typically have higher transit usage than longer-term residents of the region. A full transit recovery to the 2019 levels may be inhibited by the establishment of more

⁴⁵ Sources: BC Statistics Agency population estimates 2010-2025; Statistics Canada Labour Force Survey; TransLink ridership figures; Statistics Canada average retail gas prices; City of Vancouver data on gas sales.

work-from-home and hybrid working arrangements since the pandemic. The increase in telecommuting may be considered a positive because this also means fewer commutes via automobile as well, although the long-term impact on telecommute workers' levels of physical activity and health has yet to be assessed.

Fuel prices continued to decrease in 2025, by 6%, mainly because the carbon tax was eliminated in April 2025. This pattern differs from that of fuel sales, which in 2020 dropped to 85% of 2019 levels, increased in 2021 (with increased returns to work but only a partial return to transit use), then gradually decreased again between 2022 to 2024 (corresponding to a period of further recovery in transit ridership and somewhat fewer daily auto trips). Finally, fuel sales increased again in 2025, by 7%, making the gas sales in 2025 comparable to that of 2021. The demand for fuel aligns with the changes in travel behaviour and associated trip rates observed since 2019 and may also be affected by the gradual increase in the proportion of zero-emission and hybrid vehicles. Time will tell whether or when fuel demand and trip rates will return to pre-pandemic levels, given the profound shifts in work arrangements for some workers.

As time goes on, it will be interesting to see how the trends in mode share and VKT align with indicators presented above.



Appendix A: Survey Instrument

City of Vancouver 2025 Transportation Survey Survey Questionnaire Online / Phone Interview Scripts

Questionnaire numbering is non-sequential and refers to numbering within the original template.

Grey shading indicates scripts for the telephone interview version that differ from the phone version.

Yellow Highlight indicates details that need to be confirmed by Malatest

Blue highlight indicated details that need to be confirmed by CoV

Orange text indicates a key variable name in the final data file that is associated with a given question. Names are from a template, but may be adjusted in the final data deliverable to match client preferences.

How survey is identified (name, where it is, who is it for)

These should be generally consistent whenever mentioned in the survey and in communications materials

Survey name: City of Vancouver Transportation Survey

Agencies partnering in survey: City of Vancouver

Scope of the survey: Residents of Vancouver. Trips to/from/within the City of Vancouver and the surrounding area, including the rest of the Lower Mainland

Survey Contact information

Survey Portal URL: <http://vantripsurvey.ca>

Survey toll-free help line: 1-855-412-1939

Survey email: info@vantripsurvey.ca

City contact(s) for respondents:

Niño Maclang

Traffic & Data Management Branch

Engineering Services | City of Vancouver

507 W Broadway | Vancouver, BC V5Z 0B4

Tel: 604.829.9732 | e-mail: transportationdata@vancouver.ca

Preferred website colours

A City of Vancouver Visual Standards Guide is available: <https://www.creativebc.com/wp-content/uploads/2022/03/CoV-Visual-Standards-Guide-June2021.pdf>

Here is the extended colour palette from that guide:

Emblem Blue [Rgb 0, 117, 201]

Emblem Green [Rgb 98, 167, 68]

Dark Green [Rgb 77, 140, 64]

Dark Blue [Rgb 30, 54, 108]

Purple [Rgb 135, 43, 144]

Brown [Rgb 120, 78, 40]

Yellow [Rgb 253, 215, 0]

Amber [Rgb 246, 179, 51]

Orange [Rgb 255, 80, 0]

Red [Rgb 194, 32, 50]

Teal [Rgb 90, 183, 178]

Project and client logos:



2025 City of Vancouver Transportation Survey Online Survey / Telephone Interview Script

INTRODUCTION – ONLINE TRAVEL SURVEY – NEW PARTICIPANTS

[CLIENT LOGO(S)]

To begin the survey, please enter the secure access code found on the top of your notification letter.

Secure Access Code: _____ **Begin Survey**

Welcome to the City of Vancouver Transportation Survey.

The City of Vancouver is undertaking a Transportation Survey that will help the City to better understand the travel behaviour and preferences of residents, and will assist the City in making informed decisions regarding future transportation plans and investments.

The goal of the survey is to understand where people are going and how they get there by collecting information on the trips made by residents of the City of Vancouver. The survey helps to identify and track trends in sustainable transportation, including daily trips made, modes of transportation used, and vehicle-kilometres travelled. Understanding how, where, and why residents travel allows the City to better plan for future transportation needs.

In appreciation of your time, you'll be entered for a chance to win one of 110 prizes ranging from \$25 to \$100 in value upon the completion of this survey.

How long does it take to complete the survey? Approximately 10-25 minutes. It is extremely important all your data is entered completely and accurately. You can also complete the survey by telephone with one of our professional interviewers by calling us toll-free at **1-855-412-1939**.

What kinds of questions are asked? The survey asks questions about your household and demographic characteristics, all trips taken on the previous weekday, as well as your opinions on some transportation-related issues in the City of Vancouver.

Will my privacy be protected? Yes. Your survey responses will be combined with others' responses before they are analyzed. Your contact information will only be used to contact you for follow up about the survey. Click here to view our [Privacy Statement](#).

How was I selected for the survey? Your household was selected at random from households across the City of Vancouver. A limited number of households receive an invitation to join the study, so the few minutes you take to participate will have a big impact. The survey is voluntary, but to truly represent the travel behaviour of all types of residents in your neighbourhood, we hope that you or a member of your household will choose to participate.

Who is being surveyed? We will be surveying randomly selected households across the City of Vancouver. Only a limited number of invitations are sent out, so your participation is important.

Who is conducting the survey? The City of Vancouver has contracted independent B.C.-based research firm R.A. Malatest & Associates Ltd. to conduct the 2025 survey.

Are there incentives for participation? Participants who complete the survey are eligible to enter a prize draw. You could win one of ten \$100 cash prizes or one of 100 \$25 e-gift certificates to local merchants. Odds of winning are 1 in 30. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

What day of the week should I report on? We are interested in your travel on the most recent previous weekday. It is important that you provide a snapshot of what you actually did on that day, even if it was not a typical day, and even if you did not travel.

Who do I contact for more information or for help?

- If you would prefer to complete the survey by telephone, please call **1-855-412-1939** (toll free).
- You may also call the number above for assistance with the online survey, or email us at info@vantripsurvey.ca.
- If you wish to validate the authenticity of this survey you may contact the Traffic and Data Management Branch at the City of Vancouver (transportationdata@vancouver.ca, 604-829-9732).
- For more information about this survey, please visit vantripsurvey.ca.

Please note that your answers to the survey are saved each time you click on the Previous or Next Buttons.

R1. Are you the only person in your household who is 18 years of age or older?
 1. Yes
 2. No

R2. [if R1=No]
 In order to obtain a representative cross-section of the population, it is important that we randomize the selection of the person in your household who completes the survey.

Of all of the people in your household who are 18 years of age or older, are you the person whose birthday comes next?

1. Yes

2. No

R3. [If R2=No]

In order to randomize the selection of the person who completes the survey, we would like to do the survey with the person in your household whose birthday comes next.

If this person is available now:

Please ask this person to complete the survey. If they will use the same computer or mobile device as you are using now, click here to [return to the Introduction](#), so that this person can start from the beginning.

If this person is not available now, or will do the survey on another computer or mobile device:

Please ask this person to complete the survey. They can log in at [vantripsurvey.ca](#) with the secure access code from your household's invitation letter. Your secure access code is: [recall access code].

Or, you can send this person an email invitation. Fill out the email address below and add your own personal message, and click Send Email to have our system send a link to the survey.

Email address: _____

Personal Message: _____

Your name: _____

(please enter your name so that this person knows you sent this to them)

[SEND EMAIL BUTTON]

The email address entered will only be used to send a link with the secure access code for your household. The email address will not be used for any other purpose and will be destroyed after use.

The protection of your privacy is important to us. The secure access code is intended for your household's use only. Do not share your access code with anyone outside your household if you do not want them to have access to your survey answers. Once the survey is complete, access to the survey will be closed and your data will be secure.

Click here to [return to the Introduction](#).

[PROGRAMMER: The above page is a cul de sac. It should only have the Previous and Send Email buttons, and no continue button]

R4. [when the send email button is clicked please redirect the survey to the following message:

An email has been sent to the person in your household identified as the next person who will celebrate a birthday.

The goal of the City of Vancouver Transportation Survey is to provide the City with an understanding of where people are going and how they get there by collecting information on the trips made by one member of your household. This information will be used for planning purposes and to make informed decisions on transportation infrastructure.

We ask that the person with the next birthday complete the survey in order to randomize the selection within each household and obtain a representative sample of all types of people in the City of Vancouver.

Click here to [**return to the Introduction.**](#)

[PROGRAMMER: this page is also a cul-de-sac]

INTRODUCTION – TELEPHONE INTERVIEW – NEW PARTICIPANTS

Hello, my name is _____, and I am calling on behalf of the City of Vancouver to follow up on an invitation we recently sent you to participate in a major study of the travel patterns of Vancouver residents.

The data collected in this study will help inform decisions to improve transportation infrastructure and services across the region. On this survey, we will ask some questions about the trips made by one member of your household yesterday.

To randomize our interviews, may I speak to the person in your household who is 18 years of age or older and whose birthday comes next?

(INTERVIEWER: Verify 18 years of age or older. If no, ask to talk to appropriate person and restart intro. If person 18+ years with the next birthday is not available, schedule a callback.)

USE FOLLOWING SCRIPTS AS NECESSARY:

The survey will be about the transportation choices people make.

- This survey is about the transportation choices people make. The survey results will be used to help plan improvements to roads, transit infrastructure, and pedestrian and cycling facilities across the region.
- Your household has been randomly selected. The survey is voluntary, but to truly represent the travel behaviour of residents in your area, it is important that you, or someone else in your household who is 18 years of age or older, participate.
- It is important that we complete the survey with a random cross-section of the entire population that is 18 years of age or older. We ask to speak to the person who will next celebrate a birthday to randomize the choice within each household.
- The survey takes about 10-25 minutes depending on your answers.
- The survey contains questions about your household and your demographics. It also asks about the trips you made on a previous weekday, as well as a few opinion questions on transportation issues facing the City of Vancouver.

- Even if you did not make any trips yesterday, it is important that we record that information as well. The survey will be shorter for you.
- I work for R.A. Malatest & Associates Ltd, a professional B.C.-based research firm. The City of Vancouver has contracted our firm to conduct this survey on their behalf.
- If you wish to validate the authenticity of this survey you may contact the Traffic and Data Management Branch at the City of Vancouver (transportationdata@vancouver.ca, 604-829-9732).
 - I can send you an email with information about the study, and a link to the website for this study. (If you prefer I can mail you information about the purpose of the survey, and call you back after you have reviewed the information.)
 - Participants that complete the survey are eligible to enter a prize draw. You could win one of ten \$100 cash prizes or one of 100 \$25 e-gift certificates to a local merchant. Your chances of winning a prize are approximately 1 in 30. A total of \$3,500 in prizes will be awarded. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

A2. [ONLY ASKED OF TELEPHONE INTERVIEW RESPONDENTS. ASSUME ONLINE RESPONDENTS HAVE RECEIVED THE LETTER IN THE MAIL IN ORDER TO GET ACCESS CODE TO LOG ON]
Have you received the letter in the mail describing this study?

1. Yes
2. No
3. Don't know

INTERVIEWER: IF RESPONDENT DID NOT RECEIVE LETTER AND WISHES MORE INFORMATION BEFORE PROCEEDING:

I can send you an email with information about the study, and a link to the website for this study. (If you prefer I can mail you information about the purpose of the survey, and call you back after you have reviewed the information.)

INTRODUCTION – ONLINE – RETURNING PANELISTS

Welcome back to the City of Vancouver Annual Transportation Survey!

This series of annual surveys helps the City of Vancouver better understand residents' transportation needs and make informed decisions on planning for roads, public transit, cycling, and pedestrian infrastructure.

As a returning survey participant, you'll be entered into a prize draw for **one of ten \$100.00 cash prizes and 100 \$25.00 e-gift cards to local merchants**. Your odds of winning are approximately 1 in 30. **[IF TARGET_DEMOGRAPHIC=1: You will also receive a \$25.00 e-gift card just for completing this survey!]**

What questions will I be asked? You'll be asked to update some demographic questions you answered last year. You will also be asked about all trips taken on the previous weekday, as well as your opinions on some transportation-related issues in the City of Vancouver.

Will my privacy be protected? Yes. Your survey responses will be combined with others' responses before they are analyzed. Your contact information will only be used to contact you for follow up about the survey. Click here to view our [Privacy Statement](#). [PROGRAMMER: open link in new window]

Who is conducting the survey? The City of Vancouver has contracted independent B.C.-based research firm R.A. Malatest & Associates Ltd. to conduct the survey.

Who do I contact for more information or for help?

- If you would prefer to complete the survey by telephone, please call 1-855-412-1939 (toll free).
- You may also call the number above for assistance with the online survey, or email us at info@vantripsurvey.ca.
- Information about the survey is available on www.vantripsurvey.ca [PROGRAMMER: open link in new window]
- Survey results from previous cycles are available here: <https://vancouver.ca/streets-transportation/annual-transportation-survey.aspx> [PROGRAMMER: open link in new window]
- If you wish to validate the authenticity of this survey you may contact the Traffic and Data Management Branch at the City of Vancouver (transportationdata@vancouver.ca, 604-829-9732).

Please note that your answers to the survey are saved each time you click on the Continue buttons.

Click Continue to start the survey.

INTRODUCTION – TELEPHONE – RETURNING PANELISTS

Welcome back to the City of Vancouver Annual Transportation Survey!

This series of annual surveys helps the City of Vancouver better understand residents' transportation needs and make informed decisions on planning for roads, public transit, cycling, and pedestrian infrastructure.

As a returning survey participant, you'll be entered into a prize draw for **one of ten \$100.00 cash prizes and 100 \$25.00 e-gift cards to local merchants**. Your odds of winning are approximately 1 in 30. **[IF TARGET_DEMOGRAPHIC=1: You will also receive a \$25.00 e-gift card just for completing this survey!]**

INTERVIEWER: READ IF NECESSARY

What questions will I be asked? You'll also be asked to update some demographic questions you answered last year. You will also be asked about all trips taken on the previous weekday, as well as your opinions on some transportation-related issues.

Will my privacy be protected? Yes. Your survey responses will be combined with others' responses before they are analyzed. Your contact information will only be used to contact you for follow up about the survey.

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- Survey results from previous cycles are available at <https://vancouver.ca/streets-transportation/annual-transportation-survey.aspx>.
- If you wish to validate the authenticity of this survey you may contact the Traffic and Data Management Branch at the City of Vancouver (transportationdata@vancouver.ca, 604-829-9732).

Please note that your answers to the survey are saved as we go and this call may be recorded for quality control purposes.

Click Continue to start the survey.

SURVEY PRIVACY STATEMENT

[available anywhere there is a link to the [Privacy Statement](#)]

The survey team is dedicated to protecting the privacy of its participants.

Collection of information for the survey is being undertaken in accordance with Sections 26 through 36 of BC's *Freedom of Information and Protection of Privacy Act (FOIPPA)*. The confidentiality of any information collected is protected under the provisions of the Act.

Any information obtained from each household is processed, stored, and used in a form that does not permit any particular household to be identified. Your survey answers will be aggregated with that of other households when the data are analyzed.

Canadian-based research firm R.A. Malatest & Associates Ltd. is conducting the survey data collection under the direction of the City of Vancouver with the highest standards of the protection of privacy and confidentiality. Click here for a link to the firm's Privacy Policy [URL: <https://www.malatest.com/privacy-policy/>] [LAUNCH IN SEPARATE WINDOW].

For more information, please contact 1-855-412-1939 (toll free) or email info@vantripsurvey.ca.

To contact the City of Vancouver regarding privacy questions or concerns, please send an email to the Traffic and Data Management Branch of the City of Vancouver:
transportationdata@vancouver.ca

Per FOIPPA requirements, your information will be securely retained for at least 12 months after the conclusion of data collection. If you give your permission to be contacted for a follow-up survey, your contact information and linked survey responses will be retained for the purpose of a follow up survey in one year. If after completing the survey you wish to withdraw your consent to collect or retain your information, please email info@vantripsurvey.ca.

For more information about this research study please visit
vantripsurvey.ca.

RETURNING PANELISTS – CONFIRMATION OF PREVIOUS INFORMATION

P1. **Do you still live in the City of Vancouver?**

- 1. Yes
- 2. No

P2. [P1=no]

What city or town outside the City of Vancouver did you move to?

99. Prefer not to answer

P2X. [P1=no]

You indicated that you no longer reside in the City of Vancouver.

**This survey is intended for residents of the City of Vancouver. We have no further questions.
You will still be entered into the prize draw.**

If you do live in the City of Vancouver, click Previous to change your answers.

Click Submit to finalize your survey.

[SKIP TO PRIZE DRAW CONFIRMATION]

QCONFIRM

- P3. We would like to confirm the information you provided about yourself when you participated in the 2022 City of Vancouver Annual Transportation Survey.

Please carefully review the information below and indicate if anything is different.

Contact Information

Name: [AQNEW_NAME_PREV]
 Phone Number: [AWONLINE_PHN_PREV] ext [AQONLINE_EXT_PREV]
 Email: [AQONLINE_EML_PREV]

Household Information

Address: [RECALL FROM PREVIOUS SURVEY]
 Number of people living in household: [AQNUM_HH1_PREV]

Demographics

Gender: [AQGENDER_PREV]
 Age Range: [AGE RANGE FROM AGE+1 IF AGE PREVIOUSLY KNOWN, OR PREVIOUS AGE RANGE IF SPECIFIC AGE NOT PREVIOUSLY KNOWN]
 Occupation Status: [Display all categories that applied last time: Work full-time (30+ hours/week), Work part-time (<30 hours/week), Student full-time, Student part-time, Unemployed, Retired, Other: [AQSTUDENT_EMPLOY_PREV]]
 Type of Occupation: [AQOCC_TYPE_PREV] or "Not applicable" if empty
 School Attended: [Recall QSCHOOL_NAME_PREV] or "None" if empty
 Workplace: [Recall if work from home, no fixed address QWORK_LOC_PREV]
 [Recall Workplace Address from previous survey]

Is all of the above information correct?

1. Yes, everything is correct
2. No, at least one thing is different

[If any detail is incorrect, ask the question again in the survey. If all details are correct, skip the related questions.]

HOUSEHOLD INFORMATION

PHONE: Before we begin, I'd like to let you know that this survey is entirely confidential.

WEB: This survey is entirely confidential and uses secure internet protocols.

Your survey responses will only be analyzed after all personal identifying information has been removed. Survey responses will be aggregated for analysis and will be used only for transportation and city planning purposes.

PHONE: I am now going to ask you some general questions concerning your household

B3. Do you or does anyone in your household work for the City of Vancouver?

1. No
2. Yes
3. Not sure

B4. [If B3=1. YES] Please note that while we can include your responses to this study, due to standard contest rules you will not be eligible for any incentives or prizes. Are you still willing to participate?

1. Yes -> proceed with survey
2. No -> Thank and terminate survey.

B1A. **Please provide a phone number and email address you may be reached for follow up about this survey.**

Name: [NAME]

Phone Number: [PHONE NUMBER] Extension: _____

Email: _____

Your contact information will be kept confidential and will not be shared with anyone. We will contact you only in the event we need to verify your responses or to invite you to complete a follow-up survey in another year (if you agree to be contacted again).

Click here to view our [Privacy Statement](#).

B2. [if address exists in sample file AND street address flag=1 (i.e., address is not a mailing address like a rural route or PO Box)]]

The home address we have on file for you is listed below. Please verify the address and correct it if necessary. This information is required to identify the location of your trips.

We are interested in the physical address of your home, not your mailing address.

STREET ADDRESS

CITY / TOWN

POSTAL CODE

Confirm address is correct, or edit the fields displayed

1. Yes
2. No

9. Prefer not to answer

B2X. [IF DECLINE TO ANSWER IN B2]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

If you are uncomfortable providing us your exact street address and you live in an urban area, you may provide your postal code. If you live in a rural area, please provide your street address, or at least the closest cross-streets.

PHONE: Rather than terminating the survey, would you reconsider answering this question?

[if agree, go back to previous question]

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

HomeLat, HomeLong, etc.

HOME_LOCATION

[Map the address provided using Google Maps]

[If no address in sample or if address flag indicates a mailing address such as PO Box and address page was skipped]: **Please provide the address of your place of residence. This information is required to identify the location of your trips. Please do not provide a rural route or a PO Box.**

[If confirmed address on previous page:] [display confirmed address above Google Map]

WEB: Does the map correctly show where your home address is located? If not, please move the marker to where it is located, or use the Search box to search for your correct address.

PHONE: CONFIRM WITH RESPONDENT WHAT THE MAP SHOWS: E.g., I am looking at the location on Google Maps. It looks like your home is near the intersection of [STREET] and [STREET]. Is that correct?

LOCATION CAPTURE [HOME COORDINATES]

LOCATION CAPTURE MODULE

The general format of the location capture screen is as follows, modified for each survey question as required. Anywhere the survey indicates **LOCATION CAPTURE** in the survey instrument this format will be used.

- LOC1
- **Home** (display confirmed address, from sample or as captured in the survey)
 - your main **work** location (display address captured in survey)
 - your **school** (display address captured in survey)
 - [previously captured destination #1]
 - [previously captured destination #2]
 - ...etc...
 - On the road / no fixed location (no fixed place of work) [Work and school location capture only]
 - Other location [Google Geocode searches and Google Maps confirmation]
 - "Did not take another trip (stayed there the remainder of the day past 3:59 a.m.)"

Example screen shot: First page allows respondent to pick from locations already given by the household, or indicate that it is another location:

Where did you go first? (What was the destination of this trip?)

Household Work Locations

- ☐ your main work location (2400 Lucknow Dr, Mississauga, ON L5S 1T9, Canada)
- ☐ 2400 Lucknow Dr, Mississauga, ON L5S 1T9, Canada

Household School Locations

- ☐ 25 Peel Centre Dr, Brampton, ON L6T 3R5, Canada

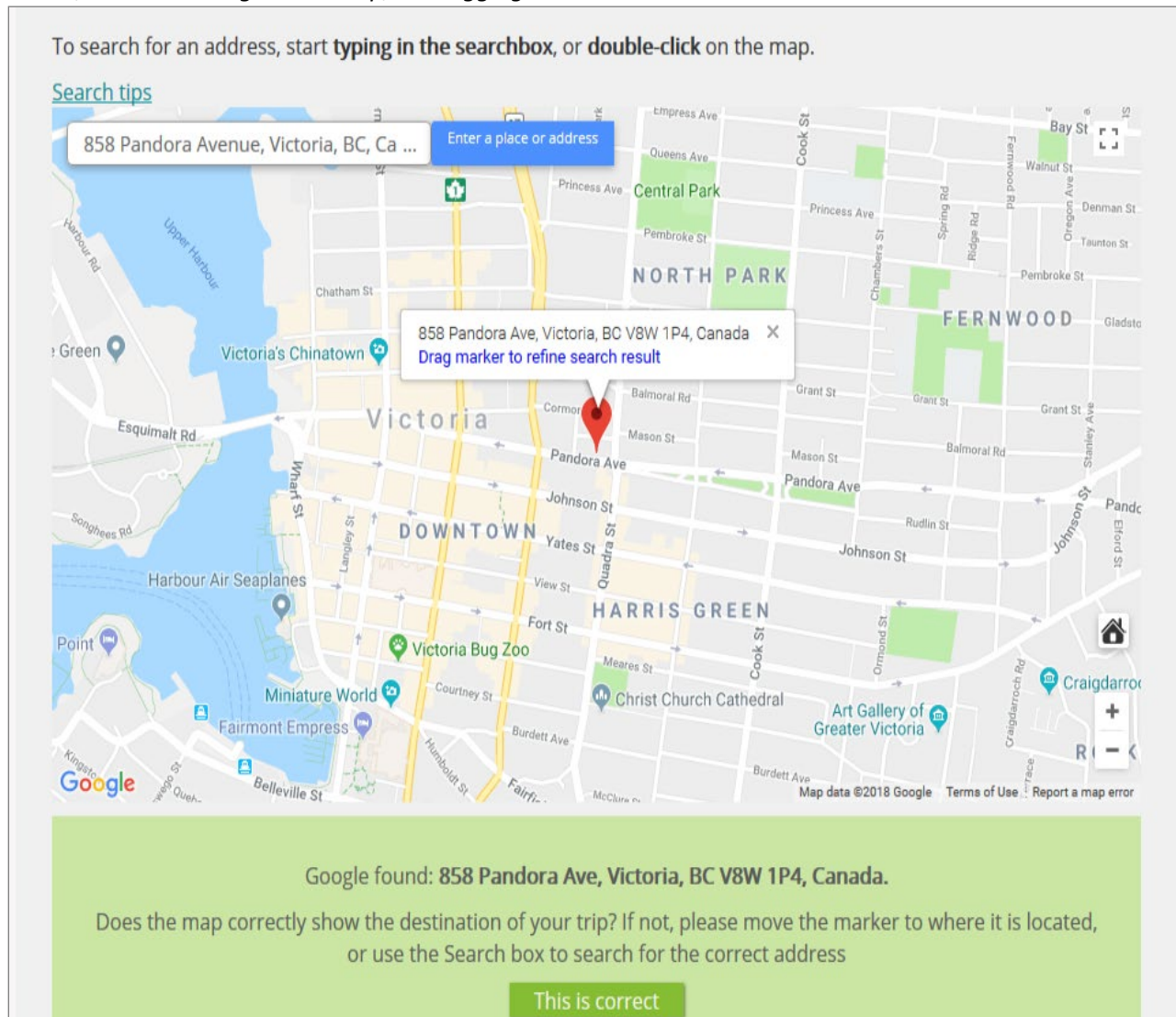
Other Locations

- ☒ Other location

<<< Previous Continue >>>

Progress through your Trip # 1 26 %

Example screen shot: If respondent selects 'Other location' they can provide their location by via Google search, double-clicking on the map, or dragging the marker.



HOUSEHOLD INFORMATION (CONT'D)

DwellingType

B3. **ONLINE: Please identify the type of dwelling you reside in:**

PHONE: What type of dwelling do you live in?

1. single-detached house (include laneway houses and detached garden suite)
2. row house or townhouse
3. semi-detached house (side-by-side)
4. a secondary suite in a house (e.g., basement apartment or upstairs apartment)
5. on-campus student residence
6. apartment or condominium in a high rise building (5 or more storeys)
7. apartment or condominium in a low rise building (fewer than 5 storeys)
8. mobile home / movable dwelling
9. residential care or long term care facility
77. other, please specify: _____

DwellingOwnership

B3A. **Do you rent or own your place of residence?**

1. Rent
2. Own
99. Prefer not to answer

NumHouseholders

B4. **How many people are currently living in your household, including yourself?**

(Include children only if living in your household today.

Include roommates, housemates, live-in housekeepers, and lodgers if they share communal facilities. Exclude anyone living in a separate apartment within the building.

Do not include visitors, even if they are staying for an extended period of time.)

____ **Total # persons in household**

(confirm with respondent)

99. Prefer not to answer [go to B5]

B5. [IF DECLINE TO ANSWER IN B4]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

PHONE: Rather than terminating the survey, would you reconsider providing this information?

WEB: Click the Previous button to go back and provide a response, or click End Survey to quit
[if agree, go back to previous question]

[If still refuse, record as refusal:] Thank you for your time. Have a pleasant day / evening

HouseholdAges

B4B. [NumHouseholders>1]

How many of the [RECALL HOUSEHOLD SIZE] people in your household, including yourself, fall into each of the following age groups?

Under 15 years ____

15 to 24 years ____

25 to 44 years ____

45 to 64 years ____

65+ ____

999. Decline to answer

Entered above: **[running total of above fields, updated as entries are made]** out of **[RECALL HOUSEHOLD SIZE]** total household members.

Why is this information important? We would like to understand whether we have surveyed a representative sample of households in Vancouver. This information will help us understand the travel habits of different kinds of households. All responses are confidential.

[Programming: check for total entries to match total household members before proceeding to next question]

Num18Plus

B4A. [NumHouseholders>1 and B4B = decline to answer]

How many people in your household are 18 years of age or older?

____ **Total # persons in household 18 years if age or older**

99. Prefer not to answer [go to B5]

NumberVehicles

B6. **How many of the following types of vehicles do you own or have regular access to?**

Please include all licensed cars, vans, or light trucks, and motorcycles that are **brought home and parked** overnight but not scooters or bicycles; Do not include car share vehicles.

____ Gas powered passenger vehicles/vans/SUVs/trucks

____ Diesel powered vehicles

____ Hybrid vehicles (gas/electric)

____ Plug-in hybrid vehicles (gas/electric, but can be run on electric only)

____ Electric vehicles

____ Biodiesel

____ Other fuel source (e.g., propane, natural gas)

____ Motorcycles

77. none

99. Don't know

[Note: previous CoV surveys excluded motorcycles, but we have included them as they speak to the transportation options available to household members.]

HomeEVCharging

B7E. I have access to EV (electric vehicle) charging where I live, whether at home or close by.

1. Yes

2. No

99. Don't know

NumBikesAdult, NumBikesEBike, NumBikesChild

B8. **How many working bicycles and electric bicycles are available to members of your household, including yourself? Please exclude bikeshare bicycles.**

Adult bicycles: _____

Adult E-bicycles: _____

Children's bicycles: _____

99. Don't know

NumEmobility

B8A. Electric micromobility devices like e-kick scooters, e-skateboards and hoverboards are becoming more common. In total, how many of these devices does your household own? Please exclude shared e-scooters (Lime system)

77. None

99. Don't know

DEMOGRAPHICS

The next section is about your demographics. You will be asked to provide some information about yourself before moving on to recording your trips in the next section of the survey.

Your responses are entirely confidential. Your personal information will be protected, and any identifying information will be deleted from the data prior to analysis. Click here to view our [Privacy Statement](#).

[PANEL MEMBERS:] If you have confirmed your information from last year's survey as correct, you may get fewer questions in this section. You may also see some questions already filled in with your answers from the last survey you completed. If your answer is unchanged, please click Continue.

Gender

C1. **What best describes your gender?**

[INTERVIEWER: do not ask unless necessary – record only]

1. man

2. woman

3. non-binary

4. prefer to self-describe: _____

9. prefer not to say

Age

C2. **What is your age?**

9. prefer not to answer

[Note: Previous CoV surveys asked year of birth. It is easier to adapt our existing template if we can just ask age rather than year of birth. For people who opt in to the panel, we can translate from age to approximate year of birth, and ask for update in subsequent cycles.]

AgeGroupOriginal

C2A. [if not provide specific age] **What age range do you belong to?**

(INTERVIEWER: Read the age ranges, starting at a relevant one)

1. 0 – 17 years
5. 18 – 24 years
6. 25 – 34 years
7. 35 – 44 years
8. 45 – 54 years
9. 55 – 64 years
10. 65 – 74 years
11. 75+ years
99. prefer not to answer

AgeGroupCollapsed

C2B. [if 99 to C2A]

Unfortunately, the survey cannot proceed without an answer to this question. Demographic information such as age is crucial to transportation research. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click [here to view our Privacy Statement](#).

PHONE: Rather than terminating the survey, would you reconsider answering this question?

If you are uncomfortable providing us your exact age, please select from the ranges below to continue the survey.

1. 0 – 17 years
3. 18-64 years
4. 65+ years

INTERVIEWER: Go back to previous question if precise range given or select from broad ranges above

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

[Note: ages given in age ranges will be randomly imputed for data weighting and analysis purposes]

C2C. [If age<18 IN C2 or C2A age range=1 or C2B age range =1]

[Cul-de-sac page with only Previous and End Survey buttons]

This survey must be completed by someone 18 years of age or older.

If you are 18 years of age or older, click the Previous button to change your answer.

If you are under the age of 18, please have a member of your household who is 18 years of age or older fill out the survey.

DriversLicence

C3. **Do you currently have a valid driver's licence?**

[mouseover for valid driver's licence: This includes any category of motor vehicle licence, including a temporary learner's permit. Answer 'No' if the licence has expired and has not been renewed or if it has been suspended.]

1. Yes
2. No
99. Prefer not to answer

[PROGRAMMING: even if the panel member has confirmed their occupation status from the last survey, please trigger the occupation status question anyway. It is okay that is prefilled. We would like to make sure that they confirm their occupation status especially if they accidentally skipped it in the confirmations.]

AttendSchool, OccEmployed, Etc.

C4. **Which of the following apply to you? Select all that apply.**

PHONE:

INTERVIEWER: ASK ABOUT BOTH EMPLOYMENT STATUS AND STUDENT STATUS

Are you currently working (i.e., an employee or self-employed)? Is that full-time or part-time?
Do you currently attend school or another educational institution? (K-12 or post-secondary) Is that full-time or part-time?

1. Work full-time (30 or more hours per week)
2. Work part-time (less than 30 hours per week)
7. Volunteer only (not for pay)
3. Student full-time
4. Student part-time
5. Unemployed
8. Looking after home/family
6. Retired [only display if age 40 +]
77. Other, specify: _____

[PROGRAMMING NOTE: cannot select 'unemployed' if work full-time or part-time]

DEMOGRAPHICS – SCHOOL DETAILS

FTWorkFTSchool

C4X. [if respondent indicated both f/t student and f/t worker, provide confirmation message:]

From your answers, it appears that you attend school full-time and also work full-time (more than 30 hours per week at your main job). Is this correct?

1. Yes, attend **school full-time** and **work full-time** (more than 30 hours/week)
2. No, attend **school part-time** and **work full-time** (more than 30 hours/week)
3. No, attend **school full-time** and **work part-time** (less than 30 hours/week)
4. Unsure

[PROGRAMMING: even if the panel member has confirmed their school information from the last survey, please trigger this set of school questions again. We would like to confirm the correct name and coordinates for their school using the current geocoding system.]

SchoolType

C4A. [if student]

What kind of school do you attend?

2. Secondary school (high school)
5. College or university
6. Alternate, adult basic education, or other
7. Online / distance learning only, please specify level (high school, college, university, adult basic education: _____)
8. Prefer not to answer

SchoolName

C4B. [if student]

What is the name of your school?

(you can choose from suggestions that appear as you type, or, if none of the suggestions applies, you can type the name exactly as you know it)

1. School Name: _____ [Auto-suggest as you type]

8. Home schooled (does not attend a school outside the home)

[List of K-12 schools obtained from provincial list, supplemented with public post-secondary, and larger private post-secondary]

[Include street address and municipality in description of school location]

SchoolAddress, SchoolLat, SchoolLong, etc.

C4D. [skip location capture if SchoolType = 7. online/distance education or if SchoolName=8. home schooled]

[If not on list] **What is the location of the school?**

[If on list, map location:] **Does this location appear to be correct?** (If it is not correct, please drag the marker on the map, double-click, or use the search bar to find the correct location)

LOCATION CAPTURE [SCHOOL CO-ORDINATES / TAZ]**DEMOGRAPHICS – WORK DETAILS**

[PROGRAMMING: even if the panel member has confirmed their employment information from the last survey, please trigger the question about their workplace location anyway. We would like to confirm the correct coordinates for their workplace using our current geocoding system.]

WorkAddress, WorkLat, WorkLong, etc.

C6A. [if employed] **What is the address of your normal place of work (main job)? (This is the address of the workplace that you normally commute to, whether regularly or occasionally)**
(This is the address of the worksite that you normally commute[s] to every day)

Please only select 'work from home' as your response if you do not work at any other location. If there is an office, business, or other work location outside the home that you regularly go to or report in at, please select 'Work at a workplace....' And use Google maps on the next page to map your work location.

6. Work at a workplace you go to regularly or occasionally (away from home), including hybrid work models (combination or work from home and at a workplace away from home) → identify address on map

1. Work exclusively from home

3. No fixed workplace address / no usual place of work / work on the road / work site changes daily

LOCATION CAPTURE [WORK CO-ORDINATES / TAZ] – Use Google Maps on the next page to map your work location

PROGRAMMING:

Mouseover on “No fixed workplace address”, response option 3: If you regularly work outside the home but do not travel to the same worksite every day, please select “No fixed workplace address”. Do not use this option if you work from home all of the time. Do not use this option if you have a fixed workplace address, terminal, or base outside the home that you start or end your day at.

Mouseover on “regularly or occasionally” in response option 6: Even if you are currently working from home most of the time or hybrid work schedule, identify the workplace you would normally commute to.

CommercialDriver

C7. Are you a commercial driver, that is do you drive or make deliveries as part of your job (e.g., bus or taxi driver, courier, etc.).

1. Yes
2. No

EmployeePrograms

C6L. [if employed]

Do you have access to employee programs that support or provide the following? Check all that apply.

1. Company carpool / car share
2. Employer subsidized transit pass
3. Employer subsidized bike share / Mobi membership
13. Employer subsidized shared e-scooter system membership (Lime)
4. Access to bike storage (e.g., bike lockers)
5. EV support (access to electric vehicle charging stations, parking privileges)
7. Employee shuttle to and from transit hubs
8. Emergency ride home program
9. Access to shower/locker facilities at work
10. e-bike / e-scooter charging station
11. Annual active transportation campaigns and promotions
12. Active transportation financial incentive programs
66. Other, specify: _____
77. No, I do not have access to such programs
99. Don't know

[PROGRAMMER: do not allow selection of 77. No and other options]

SchoolPrograms

C6M. [if student]

At your school, do you have access to programs that support or provide the following? Check all that apply.

1. Car share available on school campus
2. School subsidized transit pass
3. School subsidized bike share / Mobi membership
4. Access to bike storage (e.g., bike lockers)
5. EV support (access to electric vehicle charging stations, parking privileges)
7. Student shuttle to and from transit hubs
9. Access to shower/locker facilities at school
10. e-bike / e-scooter charging station

- 11. Annual active transportation campaigns and promotions
- 66. Other, specify: _____
- 77. No, I do not have access to such programs
- 99. Don't know

[PROGRAMMER: do not allow selection of 77. No and other options]

TRIPS INTRODUCTION

D1.

This section consists of questions about the trips you took **during a single weekday** (your Travel Day).

In order to ensure the most accurate recollection of your travel, please use [yesterday/TRAVELDAY] as your Travel Day.

We will ask you about the trips you made on [TRAVEL DAY], that is any trip during the 24-hour period between 4:00 a.m. yesterday ([TRAVEL DAY]) and 3:59 a.m. this morning, whether for work, school, shopping or any other purpose.

This section will have a series of questions for each separate trip.

What is a trip? A trip is a one-way journey from one location to a destination for a single purpose. A trip may include more than one mode of travel, such as car and transit.

- It is important to report **all trips**, even for a short distance, on foot for instance.
- If you stopped off on your way to somewhere else, such as to drop off a child at school or pick up a coffee, then that journey would have two trips. The return portion of a journey is also considered a separate trip.
- Report all trips, whether made by walking, car, truck, bicycle, transit or any other mode of travel.
- [if person is employed:] Report your trips for business meetings and work-related purposes.
- Report recreational outings that end at the same place they started, such as walking the dog or going for a jog.
- Do not report moving around between classes on campus or within the same building complex.

[Recreational trips with no destination (walking the dog, going for a jog) will be captured. However they might be reported on separately, and excluded from the reporting of mode shares, depending on how other jurisdictions do it (for comparability).]

How precise do locations need to be? We will ask you where you travelled to. Please try to describe locations as precisely as possible, to the accuracy of street address. Use the Google Map provided to search for a specific business or place, or double click on the map to set a 'pushpin' marker. You can drag the marker to the exact location. If possible, try to avoid placing markers at intersections – drag them to the actual destination you travelled to.

[if person is employed as a commercial driver (C7=1.YES):]

If you are a commercial driver (bus driver, taxi driver, courier, traveling salesman): You do not have to tell us about the all the work trips you made for commercial deliveries, or while driving a taxi or bus. But please report the following:

- Your first trip to where you started your work day (terminal, office) or your first delivery or stopping point if you started your delivery/work schedule directly from home.
- Your final work-related stopping point if it is different from the one above.
- A return trip to your home or other non-work related location at the end of your work day.
- All personal trips by any mode of travel.

(INTERVIEWER: If the person was out of town yesterday, we can capture their travel if it passed through or ended up in the City of Vancouver).

TRIP CAPTURE – START OF TRAVEL DAY

QSTART_HOME

E1. Did your first trip start from home on [Travel Day]?

(Note: Trips include those made via any mode of travel, including all motorized modes of transportation and any non-motorized modes of transportation such as walking, cycling, rollerblading, skateboarding, and so on)

(If SchoolType=college or university: **Do report trips to or from school campuses or any trips made off-campus. Do not report trips moving around between classes on the same campus or within the same building complex.**)

1. Yes, my first trip started from home
2. No, my first trip started somewhere else
3. I did not take any trips [Travel Day]

WhyNoTrips

E1X. [If E1=2 (no trips):]

Why did you not leave home or make any trips [yesterday/TRAVEL DAY]?

1. Out of town for entire day
2. Sick/ill or care for other sick/ill household member
3. Not scheduled for school classes or activities
4. Not scheduled for work or on extended leave from work (paternity/maternity, short-term disability)
5. Worked from home, and did not leave home for any reason
6. No need to leave home
7. Could not leave home, no transportation available
8. [if B3 dwelling type=5 on-campus residence:] I did not leave campus all day.

WhyNoWork1

E1X1. [if employed=yes AND (E1X=3 or 6 or 7 or 8 or 77), regardless of whether work from home or not]

You did not report going to work [yesterday/on TRAVEL DAY].

Were you working at home?

8. [if B3 dwelling type=5 on-campus residence:] No, worked on the same campus where I live, so did not have off-campus trips.

1. Yes, worked from home (telecommuted)
2. No, away on business / working on the road
3. No, did not work
4. No, actually I worked and did take work-related trips
5. Other, specify: _____

E1X2. [if E1X1=4 No, actually I worked and did take work-related trips]]

Please report your trips to and from work, or for work-related purposes, whether you walked or used another mode of travel.

[PROCEED TO E4]

WhyNoSchool1

E1X3. [if a student AND (E1X=4 or 5 or 6 or 7 or 8 or 77), regardless of whether home-schooled or not]
You did not report going to school. Did you attend school [yesterday/on TRAVELDAY]?

8. [if B3 dwelling type=5 on-campus residence:] Yes, attended classes on the same campus where I live, so did not report trips.

1. Yes, did go to school
2. Attended school from home (home schooled, distance learning)
3. No, did not have any scheduled classes, stayed home sick, or did not attend school for another reason
4. No, away on a field trip or other travel
5. Other, specify: _____

E1X4. [if E1X3=1 Yes, did go to school]]

Please report your trips to and from school, or for school related purposes, whether you walked or used another mode of travel.

[PROCEED TO E4]

OriginLat, OriginLon, etc.

E4. **Did your first trip start from home?**

1. Yes, my first trip started from home
2. No, my first trip started somewhere else

OriginNotHomeReason

E4A. [If E4 <> home]

You mentioned that your first trip of the day started at a location other than your home. Is it that you were...?

1. Working a night shift (past 4 am, the start of the travel day)
2. Staying overnight at another household? (friend's, relative's, parent's, etc.)
3. Away from home on business travel?
4. Away from home on vacation (or other personal travel)?
5. Another reason, please specify: _____

E4B. [if E4A=3, 4 (away on business or vacation travel)]

You mentioned that you started the travel day away from home because you were away on business or vacation travel. Did you travel back to the City of Vancouver between 4:00 a.m. [yesterday/TRAVEL DAY] and 3:59 a.m. [today/TRAVELDAY +1]?

1. Yes
2. No

[PROGRAMMER: In E4B above, add a modal pop up to the City of Vancouver: The boundaries of the City of Vancouver include Boundary Road to the east, Burrard Inlet and Vancouver Harbour to north, the Fraser River / Marine Drive in the South, and the edge of the UBC endowment lands in the West (i.e. does not include UBC).

E4X. [If E4B=no]

You said that you were away the entire day due to business or vacation. Since you did not return to the survey area, you do not have to enter trips for this day.

If you did return, please click the Previous button below to change your answer to Yes, and then please report on your travel for the day.

[PROGRAMMING NOTE: if E4B=no, conclude trip capture and log person as “No trips”]

E4C. [If E4=another location and (E4B=yes or E4A=1,2,or 5)]

What was the starting point of your first trip [yesterday/TRAVEL DAY]?

LOCATION CAPTURE [ORIGIN CO-ORDINATES]

TRIP CAPTURE – LOCATION, TIME, PURPOSE, MODES

DestLat, DestLong, etc.

E5. [if trip=1:] **Where did you go first?**

[if trip>1:] **Where did you go next?**

If this is a recreational trip where your start and end locations are the same, please select the location you returned to. (Examples of recreational trips are dog walking, jogging, scenic drive with no destination, etc)

[if trip>1 and ORIGIN=Usual Work and CommercialDriver = 1.Yes:] If you left work at any time before the end of your work day, such as to go for coffee or a lunch outside your workplace or for a business errand, please report each trip to such a destination.

[if trip>1 and ORIGIN=Usual School:] If you left school at any time before the end of your school day, such as to go for coffee or a lunch outside or for an errand, please report each trip to such a destination.]

(Note: For trips requiring air travel: please treat the trip to the airport as a separate trip from the trip on the airplane.)

LOCATION CAPTURE [DESTINATION CO-ORDINATES / TAZ]

[WORK LOCATIONS AND SCHOOL LOCATIONS ARE INCLUDED IN LIST OF KNOWN LOCATIONS; And option to end Trip Capture “Did not take another trip (stayed there the remainder of the day past 3:59 a.m.)”]

RecreationTrip

E5R. [if ORIGIN=DESTINATION]

It appears that your origin ([ORIGIN ADDRESS]) and destination ([DESTINATION ADDRESS]) are the same.

Was this a recreational trip such as walking the dog, or going for a jog or bike ride with the same start and end location?

1. Yes
2. No

[if ORIGIN=DESTINATION and RecreationTrip=No]

It appears that your origin ([ORIGIN ADDRESS]) and destination ([DESTINATION ADDRESS]) are the same.

If you are entering trips out of sequence, please continue. Otherwise, if you have missed reporting a stop, please go back and revise your answer.

Modal with a button label that says: *Is this a recreational trip for exercise or walking the dog?*

Modal text on click:

If you walked your dog, went jogging, cycled for exercise, or took a scenic drive with no destination:

- If your start and end locations are the same and you did not stop anywhere along the way, please enter the same destination as where you started your trip. For example, if you left home to walk the dog and returned home, enter home as your destination.
- If you stopped along the way, please enter the place you stopped at.

If you travelled to a specific place where exercise took place, such as a trip to the gym, or a drive to a park where you then went for a hike:

- Please enter the place you travelled to. Your travel to that place is one trip. Your travel leaving from that place to return home or go somewhere else will be a separate trip.

Depart

E2. At what time did you leave on this trip?

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m.

[TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

Please provide your best guess if you cannot give the exact time.

Purpose

[if destination selected above = home, assume purpose is RETURN HOME and do not ask this question]

[if RecreationTrip = Yes, assume purpose is 42 Recreational and do not ask this question]

E3. What was the main purpose of this trip?

10. Travel to work (usual place of work)

11. Work-related

[mouseover: Trips to attend meetings, and for other work-related purposes.

If job hunting or volunteering, please select 'Other'.]

12. Working on the road / itinerant workplace / no fixed work address

20. Attend post-secondary school (university, college, private post-secondary)

30. Attend school (K-12)

[mouseover: Trips made for the purpose of attending school.

*If driving someone to/from school, select 'Pick up a passenger' or 'drop off a passenger'.
If parent attending parent-teacher meeting, select 'Other'.
If work at the school, select Work.]*

- 41. Dining / restaurant (whether eat-in or take-out)
- 42. Recreational (sports, leisure activity)
- 43. Social (visiting friends, family, religious)
- 44. Shopping or household maintenance (grocery, clothing store, auto repair, gas station)
- 45. Personal business (e.g., bank, dentist, health appointments, personal care, volunteering)
- 91. Pick up a passenger (e.g., pick up child at school or daycare, pick up someone at work, etc)
- 92. Drop off a passenger (e.g., drop off child at school or daycare, drop off someone at work, etc)
- 80. RETURN HOME ([recall address])
- 888. Other, please specify: _____

- E5B. [Include probes to clarify if trip purpose = RETURN HOME but did not select home as destination]
- E5C. [Include probes to clarify if trip purpose <> RETURN HOME but select destination=home]

Mode1, Mode2, Mode3, Mode4, Mode5

- E7. **How did you get there? Please select up to 5 modes, in order of use.**

If you used more than public transit mode (bus, SkyTrain, SeaBus, West Coast Express), please list them separately in the order you took them.

INTERVIEWER: If Transit bus, Sea Bus, Sky Train or West Coast Express in first mode, probe: how did you get to the bus stop or transit station?

If only one mode, prompt: did you use another mode of transportation?

If answer of "carpooling": was that as a passenger or as a driver?

What was your first mode of transportation?

Mode 1: [select from drop down]

Mode 2: [select from drop down]

Mode 3: [select from drop down]

Mode 4: [select from drop down]

Mode 5: [select from drop down]

- 1. Auto driver – private vehicle
- 2. Auto passenger – private vehicle
- 21. Car share driver (Modo, Evo, etc)
- 22. Car Share passenger (Modo, Evo, etc)
- 3. Transit Bus
- 4. SeaBus
- 5. SkyTrain
- 6. West Coast Express
- 7. HandyDART
- 8. School bus
- 9. Personal bicycle
- 91. Personal e-bike (pedal-assisted electric bicycle)
- 92. Bike Share bicycle or e-bike (e.g., Mobi, Evolve)
- 11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)
- 12. Taxi

- 15. Ride hailing (e.g., Lyft, Uber, etc.)
- 13. Motorcycle
- 93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)
- 94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)
- 95. Shared E-scooter (Lime system)
- 17. Other (please specify): _____

[note: response numbering is not in sequence as it matches how modes are already numbered in the underlying programming template]

TRIP CAPTURE – TRANSIT

TransitAccessModeCheck

E7A. [if first mode recorded was 3|4|5|6 transit]

How did you get to the bus stop or transit station?

19. Transit station or bus stop was right at or within 50m of my origin (the starting point of the trip: [previous destination])

[+ Same list of modes as above excluding public transit]

- 1. Auto driver – private vehicle
- 2. Auto passenger – private vehicle
- 21. Car share driver (Modo, Evo, etc)
- 22. Car Share passenger (Modo, Evo, etc)
- 7. HandyDART
- 8. School bus
- 9. Personal bicycle
- 91. Personal e-bike (pedal-assisted electric bicycle)
- 92. Bike Share bicycle or e-bike (e.g., Mobi, Evolve)
- 11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)
- 12. Taxi
- 15. Ride hailing (e.g., Lyft, Uber, etc.)
- 13. Motorcycle
- 93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)
- 94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)
- 95. Shared E-scooter (Lime system)
- 17. Other (please specify): _____

TransitEgressModeCheck

E7B. [If last of the modes recorded was 3|4|5|6 transit (last mode could be in any of Mode2-5)]

How did you get from the bus stop or transit station to your final destination ([destination of this trip])? Or did transit drop you off right at or within 50m of your destination?

19. Transit station or bus stop was right at my destination ([recall current destination])

[+ Same list of modes as above excluding public transit]

- 1. Auto driver – private vehicle
- 2. Auto passenger – private vehicle
- 21. Car share driver (Modo, Evo, etc)

- 22. Car Share passenger (Modo, Evo, etc)
- 7. HandyDART
- 8. School bus
- 9. Personal bicycle
- 91. Personal e-bike (pedal-assisted electric bicycle)
- 92. Bike Share bicycle or e-bike (e.g., Mobi, Evolve)
- 11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)
- 12. Taxi
- 15. Ride hailing (e.g., Lyft, Uber, etc.)
- 13. Motorcycle
- 93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)
- 94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)
- 95. Shared E-scooter (Lime system)
- 17. Other (please specify): _____

TRIP CAPTURE – AUTO DRIVER OR PASSENGER
DriverNoLicence

E19A. [if (E7 mode or E7A or E7B = auto driver OR motorcycle OR car share driver) AND not licensed to drive]

[if auto driver:] **You reported that you were an automobile driver for this trip; however, you previously indicated that you do not have a driver's licence. Which of the following best applies...?**

[if motorcycle:] **You reported that you were traveled by motorcycle on this trip; however, you previously indicated that you do not have a driver's licence. Which of the following best applies...?**

- 1. I actually have a driver's licence
- 2. I travelled as a [if motorcycle: motorcycle] passenger, not the driver
- 3. I travelled as a learning driver
- 7. Other, please specify: _____

DriverNoHhVehicles

E19B. [If (E7 mode or E7A or E7B = auto driver OR motorcycle OR car share driver) AND no vehicles available to the household (B6=0)]

You reported that you were an automobile driver for this trip; however, you previously indicated that your household has no vehicles available for your use. Which of the following applies...?

- 1. I drove a work vehicle, rental, or borrowed vehicle
- 2. I drove a car share vehicle
- 3. My household actually has vehicles. Please specify how many of each of the following types of vehicles: _____
- 6. No, I was a actually a passenger, not the driver

VehicleOccupants

E10. [if E7 mode or E7A or E7B = automobile driver OR auto passenger OR car share driver OR car share passenger (look at answers of all of main mode question and of access and egress mode questions)]

How many people were in the car, including yourself?

1. 1
2. 2
3. 3
4. 4
5. 5
6. 6
7. 7 or more
9. Don't know

TRIP CAPTURE – OTHER STOPS

[Note: answers in this section will be used to split original trip record reported into multiple trip records, but will not be included in the final dataset.]

OtherStop

E50. [ask this question if Age>18 and {(Origin=Home and Destination=any householder's work or school) OR (Origin= any householder's work or school and Destination=Home)}. Intent is to capture missed incidental trips during commute trips without forcing respondent to go back and correct previous info.]

In your trip from [ORIGIN] to [DESTINATION], did you make any other stops along the way? (stopped for gas, went through drive-through, picked someone up, or dropped someone off)

1. Yes
2. No

OtherStopLat, OtherStopLong, etc.

E50B. [If E50=Yes]

Where did you stop?

LOCATION CAPTURE

OtherStopPurpose

E50C. [If E50=Yes]

Why did you stop there?

[Repeat list of trip purposes]

OtherStopPickup

E50D. [If E50=Yes and E50C = picked someone up and Mode=Driver]

How many people did you pick up there?

—

OtherStopDropoff

E50E. [If E50=Yes and E50C = dropped someone off and Mode=Driver]

How many people did you drop off there?

—

OtherStopArriveE50F. **What time did you arrive at [location in E50B]?**

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m. [TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

OtherStopDepartE50F. **What time did you leave [location in E50B] to go to [E5 DESTINATION]?**

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m. [TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

TRIP CAPTURE – OTHER INFORMATION**TripNotes**

E11N.

PHONE: INTERVIEWER: If there is anything unusual about a trip (e.g., round trip from home to home) or the individual trip chains, or if useful information, please make notes here, otherwise proceed to next question without delay. Use only when necessary.

WEB: Please note any exceptions on this trips or issues/errors you may have had (e.g., clarification of location, purpose, etc.)]?

For assistance, please contact 1-855-412-1939 or email us at info@vantripsurvey.ca.

TRIP CAPTURE – END OF TRAVEL DAY**NotReturnHome**

E13. [if E12 = No AND (destination <> home OR trip purpose <> home)]

From your answers, it appears you did not return home.**Just to confirm, were you at this final destination, [RECALL DESTINATION], until at least past 4 a.m. [today/TRAVEL DAY+1] (the end of the travel day)?**

1. Did not return home, was at this final destination until past 4 a.m.
2. Returned home (more trips to record) [RETURN TO E12 AND CORRECT ANSWER]

NotReturnHomeReason

E14. [if E14 = 1. yes]

Why did you not return home before the end of the day?

(Note: for this survey, the end of the Travel Day extends past midnight to 4 am the next day)
 (We are only asking as a check to ensure that we captured your entire travel)

1. Worked a night shift past 4 am
2. Stayed overnight at another household (whether friend, relative, parent)?
3. Away from home on business travel
4. Away from home for vacation travel
5. Other, please specify: _____

WhyNoWork

E16. [if employed=yes AND did not make a work-related trip AND no trip destination of 'usual workplace' (E5<>main work location) AND E12=777 (No more trips)]
From the trips described, it does not appear that you made any work-related trips. Did you work between 4am Tuesday and 3:59 am Wednesday?

4. Yes, I worked and did take work-related trips
1. Yes, but I worked from home (telecommuted)
2. No, away on business / working on the road
3. No, did not work
5. Other, specify: _____

E17A. [if E16=Yes actually did work)]
Please add your trips to and from work, on the Trips Overview page whether you walked or used another mode of travel.
Please also record any other trips by modes other than walking that you may have missed.
Link to Trips Overview page.

WhyNoSchool

E16A. [if a full time student AND did not make a school-related trip AND no trip destination of 'school' (E5<>person's own school) AND E12=777 (No more trips)]
You did not report going to school. Did you attend school [yesterday/on TRAVELDAY]?

1. Yes, did go to school
2. Attended school from home (home schooled, distance learning)
3. No, did not have any scheduled classes, stayed home sick, or did not attend school for another reason
4. No, away on a field trip or other travel
5. Other, specify: _____

E17B. [if went to school E16A=Yes and usual school location other than 'home']
Please add your trips to and from school, on the Trips Overview page whether you walked or used another mode of travel. *Link to Trips Overview Page*
Please also record any other trips by modes other than walking that you may have missed.

E20. Your trips can be reviewed and edited on this page before exiting the trip section of the survey. You can also add additional trips here that you may have missed. Can you think of any other trips you made [yesterday/TRAVEL DAY] either during the day or in the evening that we may have missed?
 If so, click on Add Trips or use the Edit trip links to edit a trip you've already entered.
 If you are done entering trips, click on Go to Household Summary where you can continue through the final questions of the survey once you've finished your trip entries.

Deliveries

E21. **On [TRAVELDAY] did you receive any deliveries at home?**
 (Deliveries can include packages, restaurant food, groceries, large goods like appliances, etc.)

1. Yes
2. No

DeliveryTypes

E22. [If e21=1. YES] **How many of each of the following types of deliveries did you receive?**

- ____ Grocery deliveries
- ____ Restaurant food
- ____ Small goods / packages
- ____ Large goods (e.g., appliances)
- ____ Other. Please specify: _____

OTHER TRAVEL HABITS

Thank you for reporting your travel information for your travel day! The next set of questions asks about your use of different modes and your usual travel habits.

CarShare

C3C. Are you a member of any car share services? (Check all that apply)

- 1. None
- 3. Modo
- 5. Evo
- 6. Other, specify: _____
- 99. Prefer not to answer

[PROGRAMMING NOTE: None is mutually exclusive from other options]

BikeShare

C3D. Are you a member of any bike share or e-scooter share services? (Check all that apply)

- 1. None
- 2. Mobi (City of Vancouver's bike share system)
- 4. Lime (Vancouver's shared e-scooter system)
- 5. Evolve (North Vancouver's shared e-bike system)
- 6. Lime (Richmond's shared e-scooter system)
- 77. Other, please specify: _____
- 99. Prefer not to answer

[PROGRAMMING NOTE: None is mutually exclusive from other options]

[Note for 2025: on the North Shore, Lime has been replaced by Evolve]

SchoolCommute1

C4F. [if student AND SchoolName not Home Schooled AND SchoolType not Online only]

What is your usual mode of transportation at this time of year for trips to or from school as a student? If you usually use more than one mode (such as auto and transit on the same trip), please select the one used for most of the travel distance. Select one only.

- 1. Auto driver – private vehicle
- 2. Auto passenger – private vehicle
- 21. Car share driver (Modo, Evo, etc)
- 22. Car Share passenger (Modo, Evo, etc)
- 3. Transit Bus
- 4. SeaBus
- 5. SkyTrain
- 6. West Coast Express
- 7. HandyDART
- 8. School bus
- 9. Personal bicycle
- 91. Personal e-bike (pedal-assisted electric bicycle)

- 92. Bike Share bicycle or e-bike (e.g., Mobi, Evolve)
- 11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)
- 12. Taxi
- 15. Ride hailing (e.g., Lyft, Uber, etc.)
- 13. Motorcycle
- 93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)
- 94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)
- 95. Shared E-scooter (Lime system)
- 17. Other (please specify): _____

WorkCommute1

C6F. [if employed AND regular workplace outside the home (not home or no fixed workplace)]

What is your usual mode of transportation at this time of year for trips to or from work? If you usually use more than one mode (such as auto and transit on the same trip), please select the one used for most of the travel distance. If you alternate between modes on different days, pick the one you use most often. Select one only.

- 1. Auto driver – private vehicle
- 2. Auto passenger – private vehicle
- 21. Car share driver (Modo, Evo, etc)
- 22. Car Share passenger (Modo, Evo, etc)
- 3. Transit Bus
- 4. SeaBus
- 5. SkyTrain
- 6. West Coast Express
- 7. HandyDART
- 8. School bus
- 9. Personal bicycle
- 91. Personal e-bike (pedal-assisted electric bicycle)
- 92. Bike Share bicycle or e-bike (e.g., Mobi, Evolve)
- 11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)
- 12. Taxi
- 15. Ride hailing (e.g., Lyft, Uber, etc.)
- 13. Motorcycle
- 93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)
- 94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)
- 95. Shared E-scooter (Lime system)
- 17. Other (please specify): _____

TelecommuteFreq&CommuteFreq

C6L. [if employed AND regular workplace outside the home (not home or no fixed workplace)]

Thinking about last week, which days did you telecommute (work from home instead of commuting to your regular workplace) and which days did you commute to work?

If you worked from home and drove to work on the same day, you may select both.

	Telecommute	Commute to Work	N/A – did not work
1. Monday	☐	☐	☐

2. Tuesday	☐	☐	☐
3. Wednesday	☐	☐	☐
4. Thursday	☐	☐	☐
5. Friday	☐	☐	☐
6. Saturday	☐	☐	☐
7. Sunday	☐	☐	☐

99. Prefer not to answer

OtherUsualMode

C15. **What is your usual mode of travel for trips for shopping, meeting friends and family, recreation, and other non-commute purposes? (i.e., trips other than travel to/from work and school). If you use more than one mode, please choose the one you use most often.**

1. Auto driver – private vehicle
2. Auto passenger – private vehicle
21. Car share driver (Modo, Evo, etc)
22. Car Share passenger (Modo, Evo, etc)
3. Transit Bus
4. SeaBus
5. SkyTrain
6. West Coast Express
7. HandyDART
8. School bus
9. Personal bicycle
91. Personal e-bike (pedal-assisted electric bicycle)
92. Bike Share bicycle or e-bike (e.g., Mobi, Evolve)
11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)
12. Taxi
15. Ride hailing (e.g., Lyft, Uber, etc.)
13. Motorcycle
93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)
94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)
95. Shared E-scooter (Lime system)
17. Other (please specify): _____

TransitFreq

C16. **How often do you typically travel by public transit? Public transit includes TransLink buses, SkyTrain, SeaBus, or West Coast Express.**

1. At least 5 days per week
2. 2 to 4 days per week
3. One day per week
4. Two or three days per month
5. One day per month or less
6. I do not use public transit
99. Prefer not to answer

WalkFreq

C17. **How often do you typically walk (to destinations and/or for recreation)?**

1. At least 5 days per week
2. 2 to 4 days per week
3. One day per week
4. Two or three days per month
5. One day per month or less
6. I do not walk
99. Prefer not to answer

EBikeUser

C18A. [if NUMBIKESEBIKE in B8 > 0 (i.e., household has an e-bike)]

Earlier in the survey you mentioned your household has at least one adult e-bike.

[if NUMBIKESEBIKE in B8=1] **Is that e-bike available for your own use? [ELSE] Is one of the e-bikes available for your own use?**

1. Yes
2. No

BikeFreqBefore

C18B. [if EBikeUser C18A = Yes]

Before you got an e-bike, how often did you travel by bicycle?

1. At least 5 days per week
2. 2 to 4 days per week
3. One day per week
4. Two or three days per month
5. One day per month or less
6. I do not cycle
99. Prefer not to answer

BikeFreq

C19. [ask of all survey respondents regardless of bicycle ownership]

How often do you currently travel by bicycle or e-bike now?

1. At least 5 days per week
2. 2 to 4 days per week
3. One day per week
4. Two or three days per month
5. One day per month or less
6. I do not cycle
99. Prefer not to answer

EscooterFreq

C20. [ask of all survey respondents]

How often do you currently travel by e-scooter, whether your own e-scooter or a shared e-scooter (e.g., Lime system)?

(An e-scooter is a battery-powered, stand-up vehicle. It has two wheels, a platform to stand on, and a handlebar for steering.)

1. At least 5 days per week
2. 2 to 4 days per week
3. One day per week

- 4. Two or three days per month
- 5. One day per month or less
- 6. I do not use an e-scooter
- 99. Prefer not to answer

EscooterReplace

C21. [If even nominal use of e-scooter (i.e. EscooterFreq = 1,2,3,4, or 5 above)]

When you use an e-scooter, what transportation mode(s) does the e-scooter replace?

In other words, for the trips you have made by e-scooter, if you couldn't use the e-scooter, what other mode or modes would you have used instead? (Select all that apply)

- 1. Automobile
- 2. Car share automobile
- 3. Transit (bus or SkyTrain)
- 4. Personal bicycle or e-bike
- 5. Bike share bicycle or e-bike
- 6. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)
- 7. Human-powered micromobility device (kick scooter, skateboard, inline skates, unicycle)
- 8. Taxi or ride-hail
- 66. I would not have made the trip(s)
- 77. Other, specify: _____
- 99. Prefer not to answer

PERCEPTIONS

Please indicate the extent to which you agree or disagree with the following statement. Please use a scale of 1 to 5, where 1 is strongly disagree and 5 is strongly agree.

	1 Strongly disagree	2 Disagree	3 Neutral	4 Agree	5 Strongly Agree	Unsure
Where I live, I can reach many of the services and amenities I need by walking	☐	☐	☐	☐	☐	☐

CHILD(REN) SECTION

C21. [if # of household members is not = to 1 / do not display for 1 person HHs]

How many ELEMENTARY SCHOOL-aged children (4 to 12 years old) are in your household?

- 1. None
- 2. 1
- 3. 2
- 4. 3
- 5. 4
- 6. 5
- 99. Prefer not to answer

[PROGRAMMING: If C21 = 1 [none] skip to C32]

C22. [if # of household members is not = to 1 / do not display for 1 person HHs]

How does your child/or children in ELEMENTARY SCHOOL usually get to and from school?

[PROGRAMMING: Add one column per child, based on response to C21]

	Child 1	Child 2	Child 3	Child 4	Child 5
2. Auto passenger – private vehicle	☐	☐	☐	☐	☐
22. Car Share passenger (Modo, Evo, etc)	☐	☐	☐	☐	☐
3. Transit Bus	☐	☐	☐	☐	☐
4. SeaBus	☐	☐	☐	☐	☐
5. SkyTrain	☐	☐	☐	☐	☐
7. HandyDART	☐	☐	☐	☐	☐
8. School bus	☐	☐	☐	☐	☐
9. Personal bicycle	☐	☐	☐	☐	☐
91. Personal e-bike (pedal-assisted electric bicycle)	☐	☐	☐	☐	☐
92. Bike Share bicycle or e-bike (e.g., Mobi)	☐	☐	☐	☐	☐
11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)	☐	☐	☐	☐	☐
12. Taxi	☐	☐	☐	☐	☐
15. Ride hailing (e.g., Lyft, Uber, etc.)	☐	☐	☐	☐	☐
13. Motorcycle passenger	☐	☐	☐	☐	☐
93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)	☐	☐	☐	☐	☐
94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)	☐	☐	☐	☐	☐
17. Other (please specify): _____	☐	☐	☐	☐	☐

[**PROGRAMMER:** note that modes in question above for elementary students differ from standard list. Does not include Auto Driver; in category 92, Evolve is not displayed as it is not offered to elementary aged children (whereas Mobi is offered to 12 and up); and do not add category 95 Lime e-scooter present in all other mode lists, as Lime e-scooter is not available to elementary-aged children.)

C23. How many SECONDARY SCHOOL-aged children (13 to 18 years old) are in your household?

- 7. None
- 8. 1
- 9. 2
- 10. 3
- 11. 4
- 12. 5
- 99. Prefer not to answer

[PROGRAMMING: If C23 = 1 [none] skip to C32]

C24. How does your child/or children in SECONDARY SCHOOL usually get to and from school?

[PROGRAMMING: Add one column per child, based on response to C21]

	Child 1	Child 2	Child 3	Child 4	Child 5
1. Auto driver – private vehicle	☐	☐	☐	☐	☐
2. Auto passenger – private vehicle	☐	☐	☐	☐	☐
22. Car Share passenger (Modo, Evo, etc)	☐	☐	☐	☐	☐
3. Transit Bus	☐	☐	☐	☐	☐
4. SeaBus	☐	☐	☐	☐	☐
5. SkyTrain	☐	☐	☐	☐	☐
7. HandyDART	☐	☐	☐	☐	☐
8. School bus	☐	☐	☐	☐	☐
9. Personal bicycle	☐	☐	☐	☐	☐
91. Personal e-bike (pedal-assisted electric bicycle)	☐	☐	☐	☐	☐
92. Bike Share bicycle or e-bike (e.g., Mobi, Evolve)	☐	☐	☐	☐	☐
11. Walking (incl. wheelchair, medical mobility scooter, or other assistive device)	☐	☐	☐	☐	☐
12. Taxi	☐	☐	☐	☐	☐
15. Ride hailing (e.g., Lyft, Uber, etc.)	☐	☐	☐	☐	☐
13. Motorcycle passenger	☐	☐	☐	☐	☐
93. Personal micromobility device (e.g., kick scooter, skateboard, inline skates, unicycle)	☐	☐	☐	☐	☐
94. Personal electric micromobility device (e.g., e-kick scooter, e-skateboard, hoverboard, e-unicycle/mono-wheel)	☐	☐	☐	☐	☐
95. Shared E-scooter (Lime system)	☐	☐	☐	☐	☐
17. Other (please specify):	☐	☐	☐	☐	☐

FINAL DEMOGRAPHICS

We have some final demographic questions that will help us better understand the transportation needs of different populations on the City of Vancouver.

MobilityChallenge

- C33. **Do you have a cognitive or physical condition or illness that affects your ability to travel? This includes both permanent and temporary conditions (such as a broken leg).**
1. Yes
 2. No
 99. Prefer not to answer

MobilityDevice

- C34. [if MobilityChallenge = yes]
Do you use an assisted mobility device? (such as a wheelchair, walker, crutch, cane, prosthesis, or mobility scooter)
1. Yes
 2. No
 99. Prefer not to answer

Income

- B9. **WEB: Which of the following ranges best describes your household's total income last year? (Please consider all sources of income for all household members, before taxes)**
- PHONE:** May I ask which of the following ranges best describes your household's total income last year? (Consider all sources of income, before income taxes)? (INTERVIEWER: read answers until confirmation)

This information is useful for transportation planning purposes, to get a better understanding of the travel patterns of different types of households. Your answers will remain entirely confidential. Click here to see our [Privacy Statement](#).

1. \$0 to less than \$25,000
2. \$25,000 to less than \$50,000
3. \$50,000 to less than \$75,000
4. \$75,000 to less than \$100,000
5. \$100,000 to less than \$150,000
6. \$150,000 or more
99. Prefer not to answer

[The ranges above would have, in the 2016 Census year (5 years ago), divided City of Vancouver households into six income groups of: 19%, 20%, 20%, 13%, 15%, and 15% of all households.]

RacialIdentity**[Ask only to new recruits]**C40. **What is your racial identity? (Select all that apply)**[Telephone:] **Which of the following best describes your racial identity? You may pick more than one.**

- 10. Indigenous, for example, First Nations, Inuit, or Metis
- 1. Asian - East (e.g. Chinese, Korean, Japanese)
- 2. Asian - South East (e.g. Vietnamese, Cambodian, Malaysian, Filipino)
- 3. Asian - South Asian (e.g. Indian, Pakistani, Sri Lankan, Bangladeshi)
- 4. Asian - West (e.g. Iranian, Afghan, Turkish)
- 5. Black (African, Caribbean/Latin America, Canadian/American)
- 6. Hispanic or Latin American (e.g. Chilean, Cuban, Brazilian, Mexican)
- 7. Middle Eastern / North African (e.g. Arab, Egyptian, Kurdish, Persian)
- 8. White (e.g. European – English, Italian, Ukrainian, French)
- 77. Other, please specify: _____
- 88. Don't know [MUTUALLY EXCLUSIVE]
- 99. Prefer not to answer [MUTUALLY EXCLUSIVE]

[PROGRAMMER: Please make the examples in brackets mouse-over hover text, but leave the examples for Indigenous]

Why do we ask this question? By comparing this question to the Census, this question will help use understand whether we have surveyed a representative sample of the entire population. It will help us better understand the different transportation needs and travel patterns of all residents of the City of Vancouver, including how difficult or easy it is for recent immigrants to travel around our region. This question, like other question on the survey, is entirely voluntary.

[Telephone:] INTERVIEWER: If the respondent asks more questions or is challenging: I only have the explanation I have given you. If you would like more information or have concerns, I can put you in touch with a researcher (provide project contact). If you are not comfortable with the question, we can move on to the next question.

VehicleType

B7B. [if # household vehicles >= 1 and has drivers licence]

What type of motor vehicle do you usually drive for personal use?

- 1. Passenger vehicle
- 2. SUV
- 3. Pick-up truck or van
- 4. Motorcycle
- 5. Medium duty commercial truck or cube van
- 6. Heavy duty truck or tractor
- 7. Other, please specify: _____
- 8. Not applicable / I almost never drive
- 9. Prefer not to answer

VehicleFuelType

B7B. [if # household vehicles >= 1 and has drivers licence]
What is the fuel type of the vehicle you usually drive?

1. Gasoline
2. Diesel
3. Hybrid (gas/electric)
4. Plug-in hybrid
5. Electric-only
6. Biodiesel
77. Other, please specify: _____
99. Prefer not to answer

B7C. **What is the make and model of the vehicle you usually drive?**
If you cannot find your make or model, select 'Other' then type in the answer.
 [PROGRAMMER: if possible, Filter Model based on selection of Make; for both make and model, trigger display of open-ended field on selection of "Other"]

Make: [drop down list of makes] _____

Model: [drop down list of models] _____

VehicleKmEntry

B21 **We would like to better understand how many kilometers residents drive in a year, as it helps to provide a measure of fuel consumption and emissions, which impact air quality and climate change.**

Would you like to enter your odometer reading right now, or send yourself a link to enter it later? We can email or text you a link, so that you can fill out the odometer reading in your car with your smartphone or tablet, if you choose.

1. Enter my odometer reading right now
2. Email me a link to enter my odometer reading later to this email address: _____
3. Text me a link to this phone number: _____
4. I prefer not to provide my odometer reading

[PROGRAMMER: ALSO SET UP SEPARATE FORM THAT ALLOWS THE ENTRY OF THE ODOMETER READING TO THE SAME DATA FIELD IN THE HOUSEHOLD TABLE, SO THAT THEY CAN STILL MAKE AN ENTRY EVEN AFTER THIS FORM IS SUBMITTED AND CLOSED FROM FURTHER ACCESS. IF THE RESPONDENT CHOOSES TO BE SENT A LINK TO ENTER THEIR ODOMETER READING, EMAIL OR TEXT A LINK TO THEIR CASE IN THE SEPARATE FORM. EMAIL TEXT:
 Subject: City of Vancouver Transportation Survey Odometer Reading
 Please use the following link to enter the current odometer reading for your vehicle: [Link]
 SMS TEXT: City of Vancouver Transportation Survey Odometer Reading: Please use the following link to enter the current odometer reading for your vehicle: [Link]
 THE CASE IN THEIR SEPARATE FORM SHOULD BE GENERATED BY THE TIME THEY REACH THIS POINT IN THE SURVEY]

VehicleKm, VehicleYear

B22 [If VehicleKmEntry=1]

Please enter the current odometer reading for your vehicle to the nearest 100 km. If unsure, you may check the vehicle and return to enter it later.

What is the year of manufacture of your vehicle? This will help determine how many km are driven each year, on average.

VehKmEstB23 **About how many kilometres would you estimate this vehicle is driven per year?**

_____ km

99. Unsure/cannot estimate

SurveyNotes

B10A. **Did you have any difficulty reporting your trip information? Or do you have any comments about the information you provided on your survey?**

99. No

INTERVIEWER: Do not ask the respondent if they have any final comments to make. Do not record any information here unless it pertains to potential issues in the trip data collected (e.g., you think you made an error in capturing trips, or the system did not perform as expected).

PRIZE DRAW**PrizeDraw**

F1. **Participants in the survey are eligible to enter a prize draw. A total of \$3,500 in prizes will be awarded. Would you like to enter into the draw?**

INTERVIEWER: If more information requested

Prizes include:

- 10 \$100 cash prizes
- 100 \$25 e-gift certificates to local merchants.

Your chances of winning a prize are about 1 in 30. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

1. Yes
2. No

PrizeDrawName, PrizeDrawPhone, PrizeDrawEmail

F2. [If yes]

PHONE: **May I confirm your name and phone number and email address, so that we can contact you to let you know if you have won?**

WEB: Please confirm your name and phone number, so that the survey administrator can contact you at this phone number in the event your name is selected in the prize draw.

BOTH PHONE AND WEB: An email address is required to receive a gift card. Your contact information will be kept confidential and will be used only to contact you in the event your name is selected in the prize draw. If you cannot provide an email address, we will attempt to contact you by phone. If we cannot reach you, we may not be able to provide you your prize.

Name: _____ [prepopulate with first name, if respondent provided their name earlier]

Phone: _____ [prepopulated with household phone number. Allow edits in case respondent wants to be contacted at another number]

Email: _____ [prepopulate with household email, allow edits]

PANEL ENROLMENT

[Ask if new recruit, do not ask if already a panel member]

Panel

B11. One of the goals of this annual survey is to understand and track changes in Vancouver residents' travel patterns over time. We would like to conduct follow-up transportation surveys with you in the future. There will be a separate prize draws for each survey you participate in.

In order to do follow-up surveys with you, your contact information and linked survey responses would need to be retained by the City of Vancouver until the next transportation survey.

Your privacy is important to us. Your survey responses will be stored securely and your contact information will only be used to contact you for future transportation surveys. Click here to see our [Privacy Statement](#).

Do you agree to allow the City of Vancouver to securely store your contact information and linked survey responses for the sole purpose of conducting follow-up transportation surveys with you?

1. Yes
2. No

UNDER 40 INVITE

UNDER40_INVITE_1

]

Ask of all participants:

Is there anyone else living in your household or in your community (within the City of Vancouver) **that is between the ages of 18 and 39 years** old that we may contact to request their participation in this research? As a reward for sending this invitation, you would receive an additional entry into the prize

draw. The person you invite would also be eligible for the prize draw if they complete the survey.

1 --Yes

2 – No

99 – Prefer not to answer [return to survey]

UNDER40_INVITE_2 (NO EMAIL SENT)

[If UNDER40_INVITE_1 = 1]

Thank you!

To invite another member of your household or member of your community to participate please select one of the following options:

1 -- Send an email invitation and a link to complete the survey

2 -- Provide this person's contact information so that we may contact them by phone

3 -- Create a survey access key that you can provide to this person to access the survey via login from the project website at <https://vantripsurvey.ca>

99 -- No thanks; take me to the end of the survey.

UNDER40_INVITE_2

[UNDER40_INVITE_2=1]

Great! To send an email, please enter their name, age and email address below and we will send them an email invitation when the 'continue' button is clicked

Your privacy is important to us. This contact information will be stored securely and will only be used to send this person a link to complete a survey. [View our privacy policy.](#)

Person's name:

Person's age:

Your name:

Message to the person you are inviting:

Email address:

99 – No Thanks [return to survey]

UNDER40_INVITE_3

[UNDER40_INVITE_2=2]

Great! Please enter this person's name, age and phone number below and we will contact them to invite them to participate in the survey.

Your privacy is important to us. This contact information will be stored securely and will only be used as an invitation to complete a survey. [View our privacy policy.](#)

Person's name:

Person's age:

Your name:

Person's phone number:

99 – No Thanks [return to survey]

UNDER40_INVITE_4

[UNDER40_INVITE_2=3]

Great! We have created a special access key for you to pass along: **TELKEY01**

The person you invite may use this access key to begin their survey at: <http://www.vantripsurvey.ca>

Please click 'Continue' to finish completing the survey.

OVER40_INVITE_1

[if UNDER40_INVITE_1 = 2]

Is there anyone else living in your household or in your community (within the City of Vancouver) that is **over 18** that we may contact to request their participation in this research? As a reward for sending this invitation, you would receive an additional entry into the prize draw. The person you invite would also be eligible for the prize draw if they complete the survey.

1 --Yes

2 – No

99 – Prefer not to answer [return to survey]

OVER40_INVITE_2 (NO EMAIL SENT)

[If OVER40_INVITE_1 = 1]

Thank you!

To invite another member of your household or member of your community to participate please select one of the following options:

- 1 -- Send an email invitation and a link to complete the survey
- 2 -- Provide this person's contact information so that we may contact them by phone
- 3 -- Create a survey access key that you can provide to this person to access the survey via login from the project website at <https://vantripsurvey.ca>
- 99 -- No thanks; take me to the end of the survey.

OVER40_INVITE_2

[UNDER40_INVITE_2=1]

Great! To send an email, please enter their name, age and email address below and we will send them an email invitation when the 'continue' button is clicked

Your privacy is important to us. This contact information will be stored securely and will only be used to send this person a link to complete a survey. [View our privacy policy.](#)

Person's name:

Person's age:

Your name:

Message to the person you are inviting:

Email address:

99 – No Thanks [return to survey]

OVER40_INVITE_3

[OVER40_INVITE_2=2]

Great! Please enter this person's name, age and phone number below and we will contact them to invite them to participate in the survey.

Your privacy is important to us. This contact information will be stored securely and will only be used as an invitation to complete a survey. [View our privacy policy.](#)

Person's name:

Person's age:

Your name:

Person's phone number:

99 – No Thanks [return to survey]

OVER40_INVITE_4

[OVER40_INVITE_2=3]

Great! We have created a special access key for you to pass along: **TELKEY01**

The person you invite may use this access key to begin their survey at: <http://www.vantripsurvey.ca>

Please click 'Continue' to finish completing the survey.

CONCLUSION

Please click on the Submit button to submit your survey answers and conclude the survey.
After you click Submit, you will no longer be able to edit your answers.

That concludes the 2025 City of Vancouver Transportation Survey.
Thank you very much for your participation!

Your survey answers have been saved. Click here to see our [Privacy Statement](#).

[PROGRAMMER: IF HAS VEHICLE AND B22 (ODOMETER READING) IS EMPTY:
If you still need to fill in your odometer reading, you can do so here: [Link](#)]

If you wish to change any of your answers, or if you have any concerns about the survey, please contact
info@vantripsurvey.ca or 1-855-412-1939

**PHONE ONLY: That concludes the survey. Thank you very much for your cooperation.
Have a pleasant day/evening.**

For more information about the survey, please visit: vantripsurvey.ca

EMAIL

Email for phone interview staff to send to respondent requesting a link or more information or so that respondent can send their own survey link to themselves with “send yourself an Email function” in footer.

Sender display name = vantripsurvey@malatet.com

Subject Line = 2025 City of Vancouver Transportation Survey



2025 City of Vancouver Transportation Survey

[Date]

Thank you for your interest in the 2025 City of Vancouver Transportation Survey. This email gives you some more information about the survey and your next steps to participate.

Your household has been randomly selected to represent your community in this survey. It is important that your household take part in this survey to assist the planning of transportation services to meet your future needs as well as the needs of your community. Information collected in the past has informed decisions regarding future transportation plans and investments in your community.

Completing the Study

You may complete the survey online. To access your survey and begin entering basic information about your household, please go to vantripsurvey.ca and enter your secure access code to login.

Your **secure access code** is: [access code]

You can also complete the survey by phone.

Call **1-855-412-1939** (toll free) to complete the survey with one of our professional interviewers.

Privacy and You

Your survey responses will be anonymous, and all information collected will be kept strictly confidential. Your responses will be combined with other responses in your area and used to identify travel patterns. No information collected through this survey will be able to be traced to your household. If you have any questions, please call us at 1-855-412-1939 or email us at info@vantripsurvey.ca, or visit our web site at www.malatest.com. See [our full privacy policy here](#).

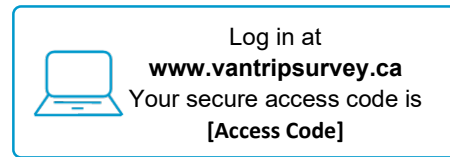
Your household's involvement in this project is critical to its overall success. Thank you for your assistance in completing this important survey.

This email has been sent to you at your request or the request of someone in your household. Your email address will not be used for any other purpose than contact with you regarding this survey. The protection of your privacy and your personal information is important to us. If you believe you have received this email in error, or if you do not wish to receive any further contact, please let us know at info@vantripsurvey.ca.

Appendix B: Survey Invitations

Letter Invitation & Brochure to New Recruits

[City Logo]



Dear City of Vancouver Resident:

I'm pleased to let you know that you have been randomly selected to participate in the **City of Vancouver Transportation Survey**. Your participation will go a long way in shaping how your community moves.

This is the 13th year of the City of Vancouver's Transportation Survey. The goal of the survey is to identify and track trends in transportation, including daily trips made, modes of transportation used, and vehicle-kilometres travelled. By understanding how, where, and why residents travel within the City of Vancouver, we can better plan our future transportation system and services.

You can complete the survey in two ways:

- Take the survey online at **www.vantripsurvey.ca** using the secure access code at the top of this letter, OR
- Over the phone by calling the survey toll-free hotline at **1-855-412-1939**.

You may also receive a phone call requesting your participation.

B.C.-based research firm R.A. Malatest & Associates Ltd. will be conducting the survey on behalf of the City of Vancouver. All information that you provide will be kept strictly confidential. Your personal information will not be shared with any other individual or organization, in accordance with the Freedom of Information and Protection of Privacy Act.

As a thank you for your participation, you will have a 1-in-30 chance to win one of 110 prizes ranging from \$25 to \$100! Details on the prize draw are available once you access the survey.

Thank you for your participation and contribution to ensuring an inclusive, healthy, prosperous, and livable future for Vancouver.

Sincerely,

[Signature]

Paul Storer, P.Eng.

Director of Transportation

On mobile? Use
the QR code.



You've been randomly selected to tell us about your daily travel patterns, which will be used to guide our future transportation planning. It's a huge opportunity to make a real difference.

SHAPE YOUR CITY

The goal of the survey is to better understand travel patterns and preferences and track progress towards goals and targets outlined in the City of Vancouver's Transportation 2040 Plan. The information you provide will be used to make informed decisions on policies and projects related to transportation and travel behaviour.

PRIZE DRAW

As a thank you for your participation, you will have a 1-in-30 chance to win one of 110 prizes ranging from \$25 to \$100! *Details on the prize draw are available once you access the survey.

PRIVACY

Your survey data will remain confidential and will only be analyzed when combined with the information of other participants.

ABOUT US

The City of Vancouver Transportation Survey is commissioned by the City of Vancouver.

R.A. Malatest & Associates Ltd., a professional BC-based research firm, has been hired to conduct the survey data collection.

**Prizes are administered by R.A. Malatest & Associates Ltd. and will be drawn after the survey is completed*

For assistance with the survey, or any questions about the survey process, please contact R.A. Malatest & Associates Ltd. at

E-mail: info@vantripsurvey.ca
Toll-free survey hotline: 1-855-412-1939

FIND MORE
INFORMATION HERE:



<https://vantripsurvey.ca>

2025 Vancouver Transportation Study



SHAPE YOUR CITY

1-IN-30 CHANCE OF
WINNING A PRIZE DRAW



TELL US HOW YOU MOVE

Why should I participate?

By sharing your voice, you ensure that the services we design reflect your lifestyle and aspirations. This survey serves as your platform to influence policies and initiatives that shape your daily commute—now and in the future.

If you're under 30, your perspectives are especially important because young people tend to be underrepresented in survey research. Help us change that by making your voice heard today!

How do I participate?

You can participate in one of two easy ways:

- Complete the survey online by logging in with the secure access code provided on the letter.
- Give us a call at 1-855-412-1939

WE WANT TO LEARN:



About You

We're interested in learning more about who you are. Some of the key questions include:

- Your age and gender
- Do you have a driver's licence?
- Where is your workplace or school?
- How do you usually travel to work, school, or for recreation?



About How You Travel

We want to understand your travel habits. Here's what we'll ask:

- The origin and destination of your trips
- Departure and arrival times
- Reason for making the trip (e.g. work, shopping)
- Mode of travel (e.g. walking, cycling, transit, car share)



About Your Household

Tell us a little bit about the people you live with and your household setup:

- Type of dwelling (house, townhouse, or apartment)
- Number of people in your household
- Number of vehicles and bicycles available for personal use
- Use of car or bike share programs

Email Invitation to Returning Panelists

Email Subject line: 2025 City of Vancouver Transportation Study
Sender Email: vantripsurvey@malatest.com



Welcome back to the City of Vancouver Annual Transportation Survey!

Thank you for agreeing to be part of an ongoing panel to help the City better understand transportation needs and address transportation issues for area residents. Your input will assist the City in making informed decisions regarding future transportation plans and investments.

As a returning panelist, we are looking forward to hearing from you on the trips you make and how you travel over a one-day period. Even if your travel patterns have not changed from last year, your input as a returning panelist on the trips you make is still important.

You can complete the survey in two ways:

- Login at www.vantripsurvey.ca using your secure access code: **[Access Code]**
- OR
- Complete the survey interview over the phone by calling the survey toll-free hotline at [1-855-412-1939](tel:1-855-412-1939).

As a thank you for your participation, you will have a chance to win one of 110 prizes ranging from \$25 to \$100! Your chances of winning are about 1 in 30. Details on the prize draw are available once you access the survey.

If you have any questions about the survey, please reply to this email.

Thank you for your continued participation and contribution to ensuring an inclusive, healthy, prosperous, and livable future for Vancouver. Additional information and survey results from previous cycles are available here: <https://vancouver.ca/streets-transportation/annual-transportation-survey.aspx>

Need Help? Reply to info@vantripsurvey.ca or call us at 1-855-412-1939 with your secure access code: **[Access Code]**

Your involvement in this research is critical to its overall success. Thank you for your assistance in completing this important survey.

This email has been sent to you because you agreed to receive emails about the City of Vancouver's Annual Transportation Survey. Your email address will not be used for any other purpose than contact with you regarding this survey. The protection of your privacy and your personal information is important to us. If you believe you have received this email in error, please let us know at info@vantripsurvey.ca.

To unsubscribe from receiving email reminders, please click [here](#) [hyperlink to unsubscribe page]

Appendix C: Unweighted and Weighted Counts for Selected Demographics

For reference purposes, the table below provides Census counts for key household and demographic indicators, along with unweighted survey counts, and expanded survey counts. In the VTS, dwelling type and household size were included as controls in the weighting of household-level information, while age and gender were additionally included as controls in the weighting of person-level information.

Statistic	Category	Census counts scaled for population growth since the Census	Unweighted sample (n households or persons)	Weighted and expanded survey result (rounded)
Private households	Households	330,468	3,727	330,500
Adult population	Population 18+ years in private dwellings	609,034	3,727	609,000
Dwelling type	House	48,669	1,388	49,000
	Apt 5+ Storeys	102,292	1,008	102,300
	Apt <5 Storeys	102,920	799	102,900
	Other Ground-Oriented	76,157	532	76,200
Household size	1 person	129,509	1,224	129,700
	2 persons	109,121	1,488	109,300
	3 persons	41,896	493	41,900
	4 persons	31,534	347	31,500
	5+ persons	18,496	175	18,000
Household income	\$0 to less than \$25,000	35,930	123	14,600
	\$25,000 to less than \$50,000	55,996	337	33,000
	\$50,000 to less than \$75,000	53,593	480	45,700
	\$75,000 to less than \$100,000	45,283	525	45,800
	\$100,000 to less than \$150,000	58,818	698	62,400
	\$150,000 or more	73,926	941	81,400
	Decline / don't know	0	623	47,700
Age*	18 - 24 years	58,217	74	47,100
	25 - 29 years	72,598	172	56,700
	30 - 34 years	74,809	246	91,600
	35 - 39 years	61,940	232	55,400
	40 - 44 years	48,825	247	55,900
	45 - 49 years	45,642	273	48,400
	50 - 54 years	48,624	292	46,000
	55 - 59 years	47,995	350	41,700
	60 - 64 years	42,703	350	48,900
	65 - 69 years	37,417	424	35,200
	70 - 74 years	32,533	407	35,200
	75 - 79 years	19,984	365	26,900
	80 - 84 years	14,831	185	13,000
	85 - 89 years	9,827	79	5,400
	90 - 94 years	4,420	25	1,400
	95 - 99 years (census)/95+ survey data	1,037	6	400
	100+ (census)	103		
	*Census counts are for total population, including residents of collective dwellings; the VTS sample frame only includes residents of private dwellings.			

Statistic	Category	Census counts scaled for population growth since the Census	Unweighted sample (n households or persons)	Weighted and expanded survey result (rounded)
Gender*	Men+, 18+ years of age	301,844	1,796	294,700
	Women+, 18+ years	319,556	1,931	314,400
	<i>*Census counts are for total population, including residents of collective dwellings; the VTS sample frame only includes residents of private dwellings.</i>			
Occupation status	Work Full-Time		1,688	320,400
	Work Part-Time		410	53,400
	Student Full-Time		41	20,300
	Work Full-Time / Student Full-Time		9	4,300
	Work Part-Time / Student Full-Time		26	9,900
	Student Part-Time		13	3,700
	Work Full-Time / Student Part-Time		21	5,700
	Work Part-Time / Student Part-Time		13	4,400
	Retired		1,281	123,700
	Unemployed		149	47,200
	Other		74	14,800
	18+ High School Student		2	1,200
Total employed	Total workers	387,586	2,167	398,200
labour force*	<i>* note that Census data include persons 15+ years of age and were captured during the height of the COVID-19 pandemic; VTS results include persons 18+ years of age</i>			
Workplace location*	Work from home	133,338	358	62,600
	Usual place of work	210,283	1,702	316,500
	No fixed workplace address	42,774	107	19,000
	Worked outside Canada	1,191		
	<i>* note that Census data were collected during the height of the COVID-19 pandemic</i>			
Usual mode of travel for journey to work*	Auto Driver	128,620	581	96,500
	Auto Passenger	12,706	48	9,000
	Transit	57,828	336	80,700
	Bicycle	12,319	162	25,800
	Walked	32,372	167	35,400
	Other	4,824	0	0
	<i>* Note that Census data were collected in May 2021 at the height of the COVID-19 pandemic and are for all workers 15+ years of age; the VTS data were collected in the Fall and are for workers 18+ years of age.</i>			