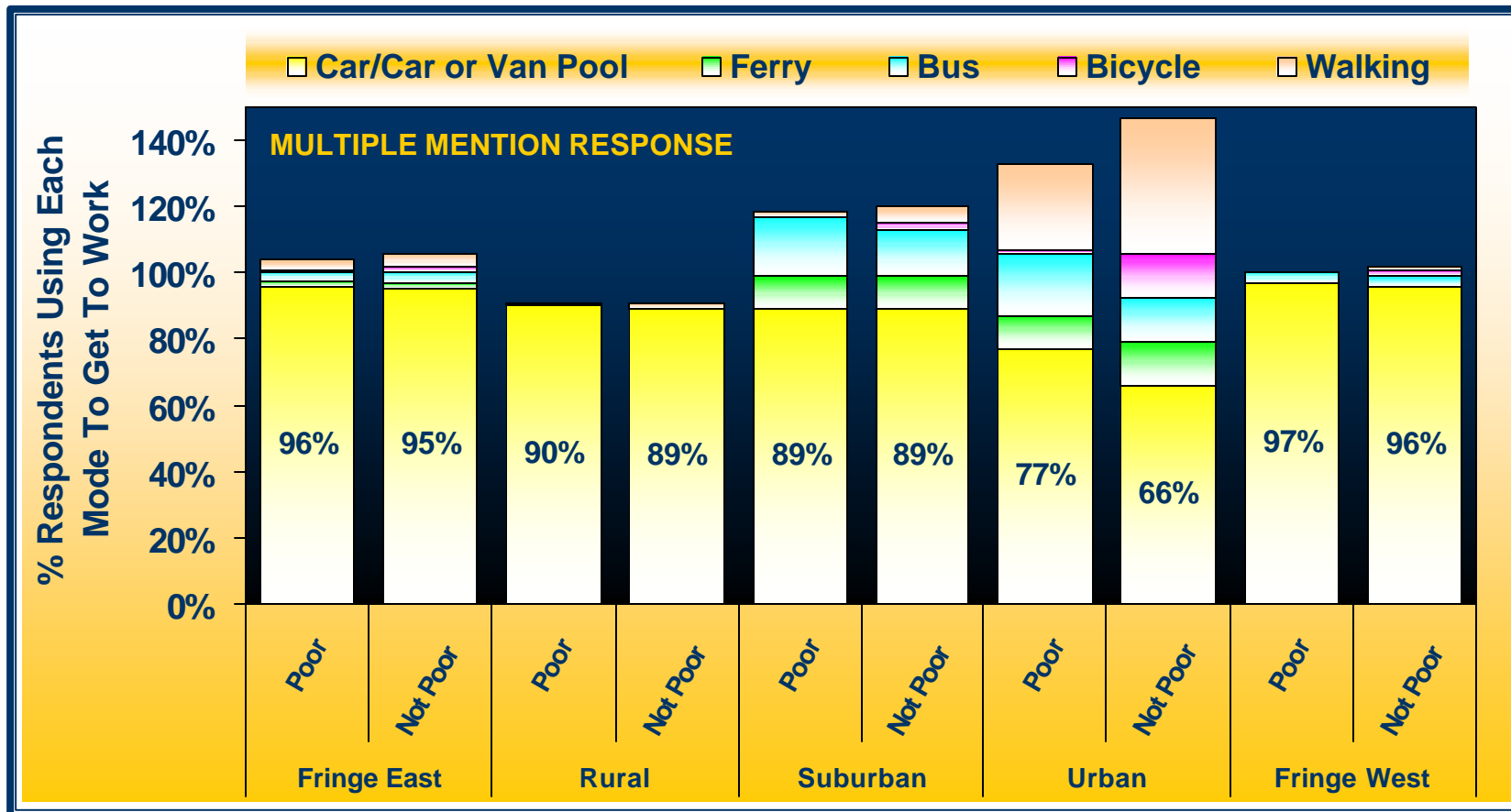


SECTION 2

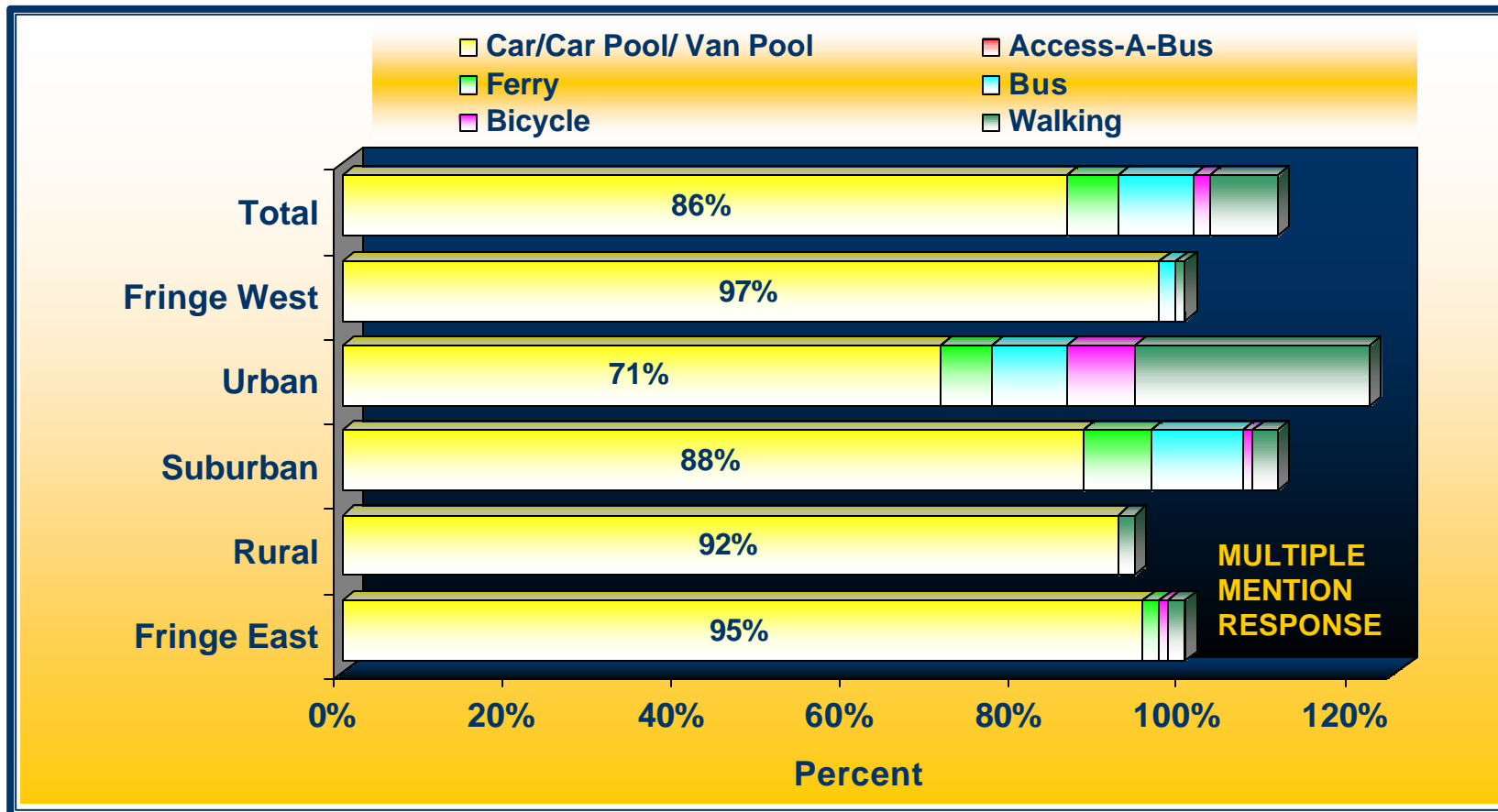
FROM HOME TO WORK

QUESTION 5

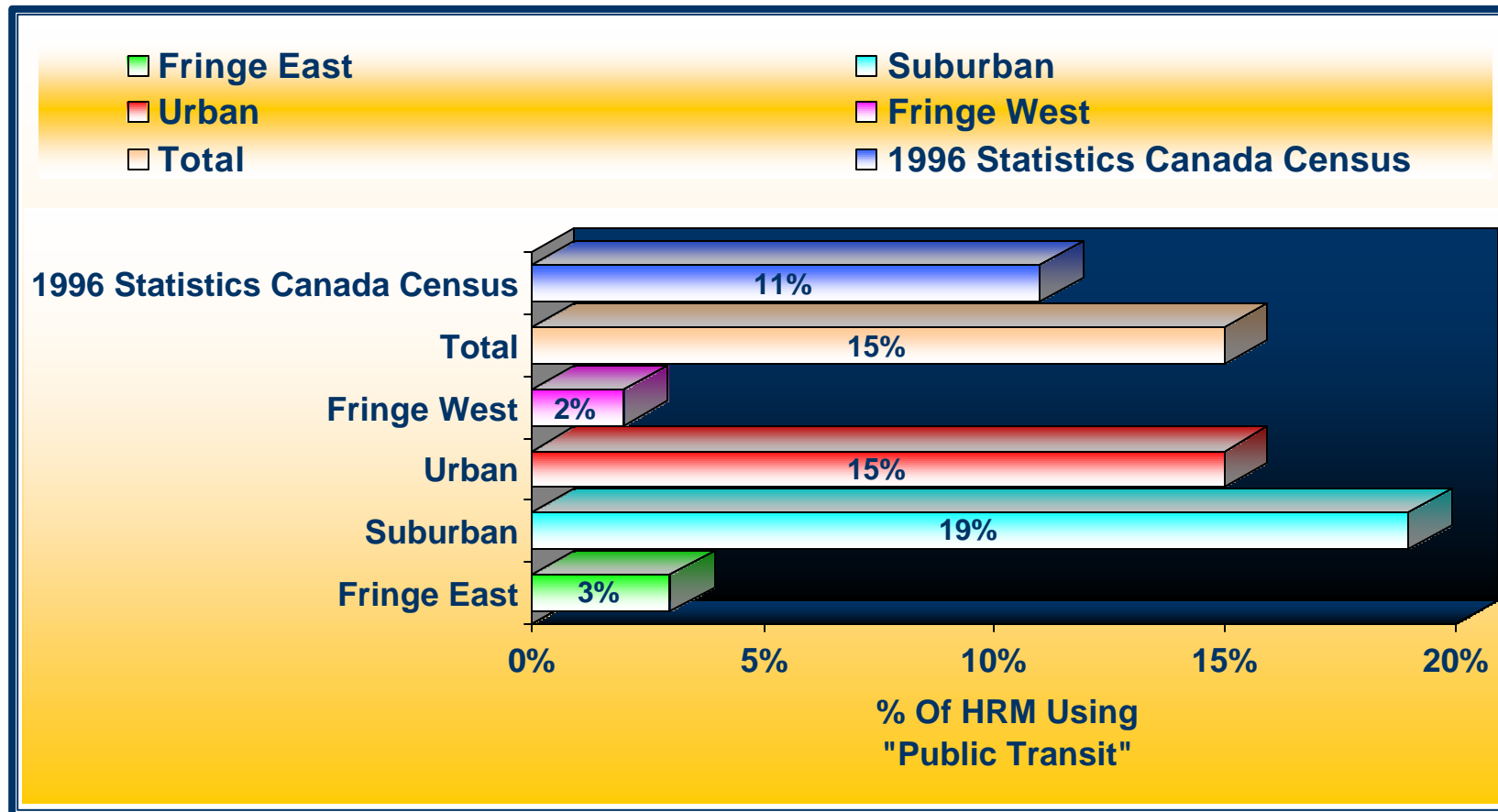
When the weather is not poor, Urban residents are significantly more likely to leave their cars at home and use other forms of transportation to get to work. Fringe East & West residents are the least likely to do so.



Over 85% of HRM residents employed outside of the home used the "Car/Car Pool/Van Pool" mode of transportation "most often" in the past year to get to work. Consistent with Question 5, Urban dwellers used alternative forms of transport "most often".



The 1996 Census found that 11% of HRM's employed labour force uses public transit to get to work. At least 15% of both Urban and Suburban workers use public transit to reach their place of employment.

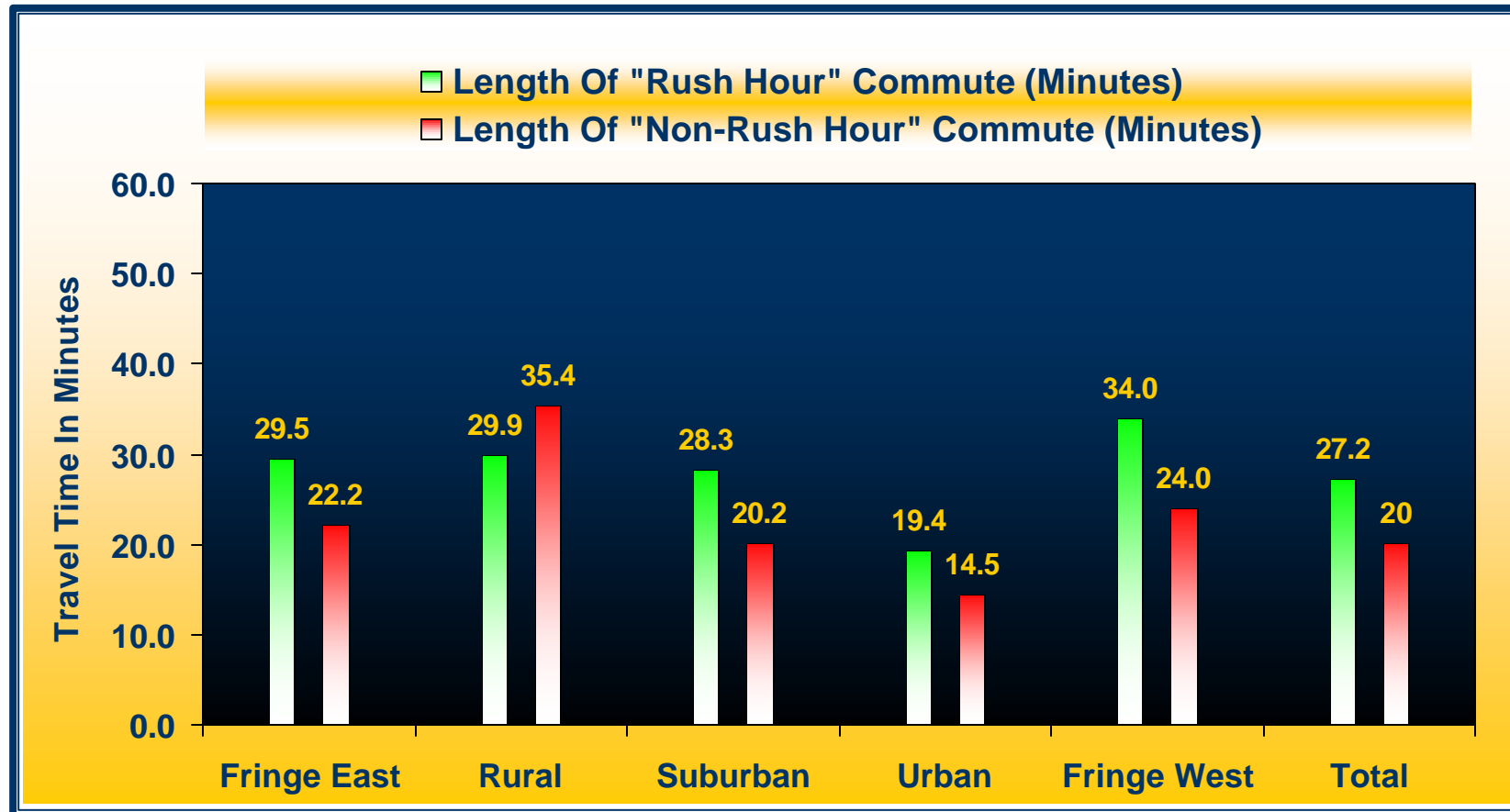


SECTION 2

FROM HOME TO WORK

QUESTION 6bc

On average, it takes HRM residents just over 27 minutes to travel between their home and place of employment during "Rush Hour". For all non-Rural residents, it takes about 5 to 10 minutes longer to get from home to work in "Rush Hour" than it does in "Non-Rush Hour".

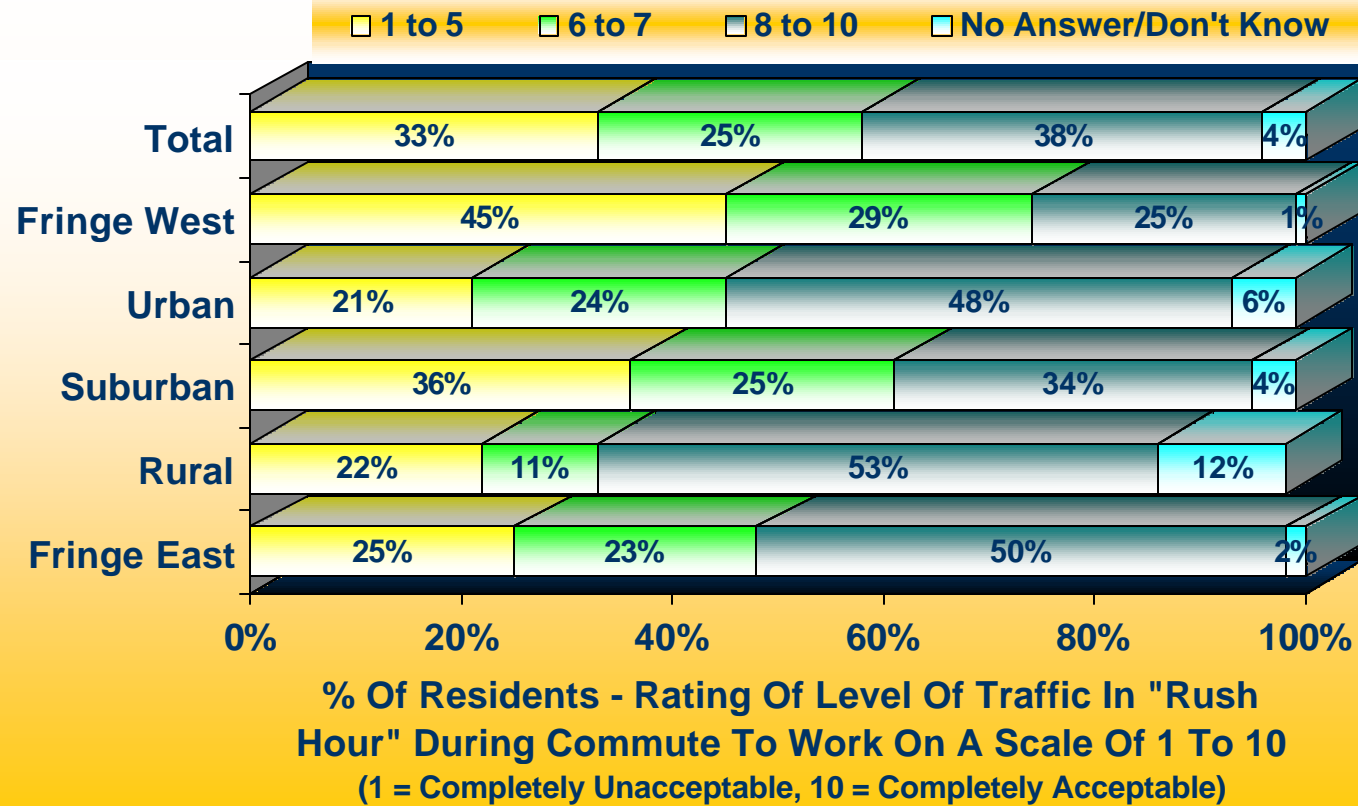


SECTION 2

FROM HOME TO WORK

QUESTION 7a

One-third of HRM residents, rated the level of traffic during their "Rush Hour" commute to work with a 5 or less out of 10. Fringe West workers find the level of traffic encountered during "Rush Hour" significantly more unacceptable than other HRM commuters.

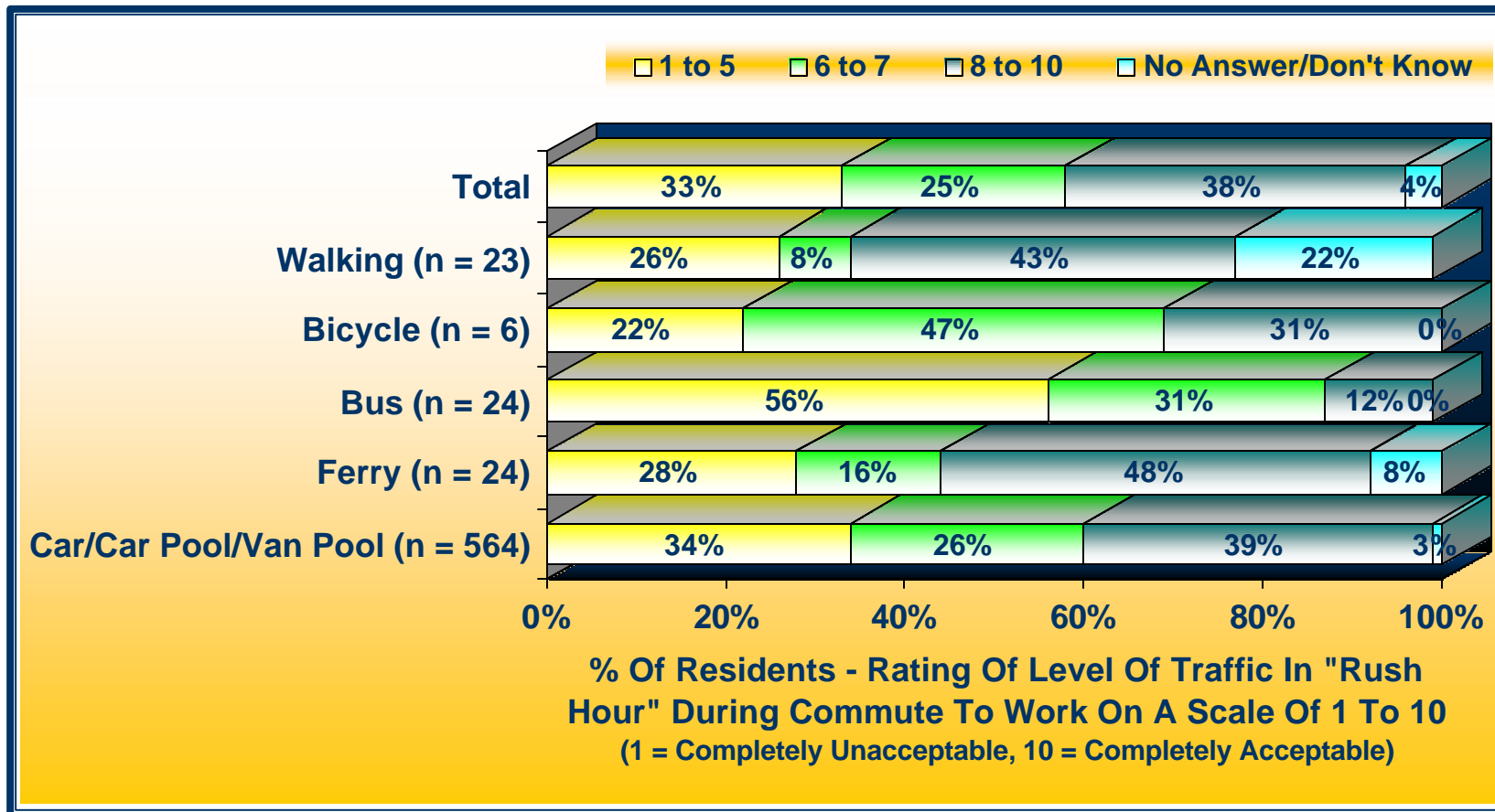


SECTION 2

FROM HOME TO WORK

QUESTION 7a

One-third of HRM residents, rated the level of traffic during their "Rush Hour" commute to work with a 5 or less out of 10. Sample sizes for all but the Car/Car Pool/Van Pool modes of transportation are too small to draw conclusions from this slide.

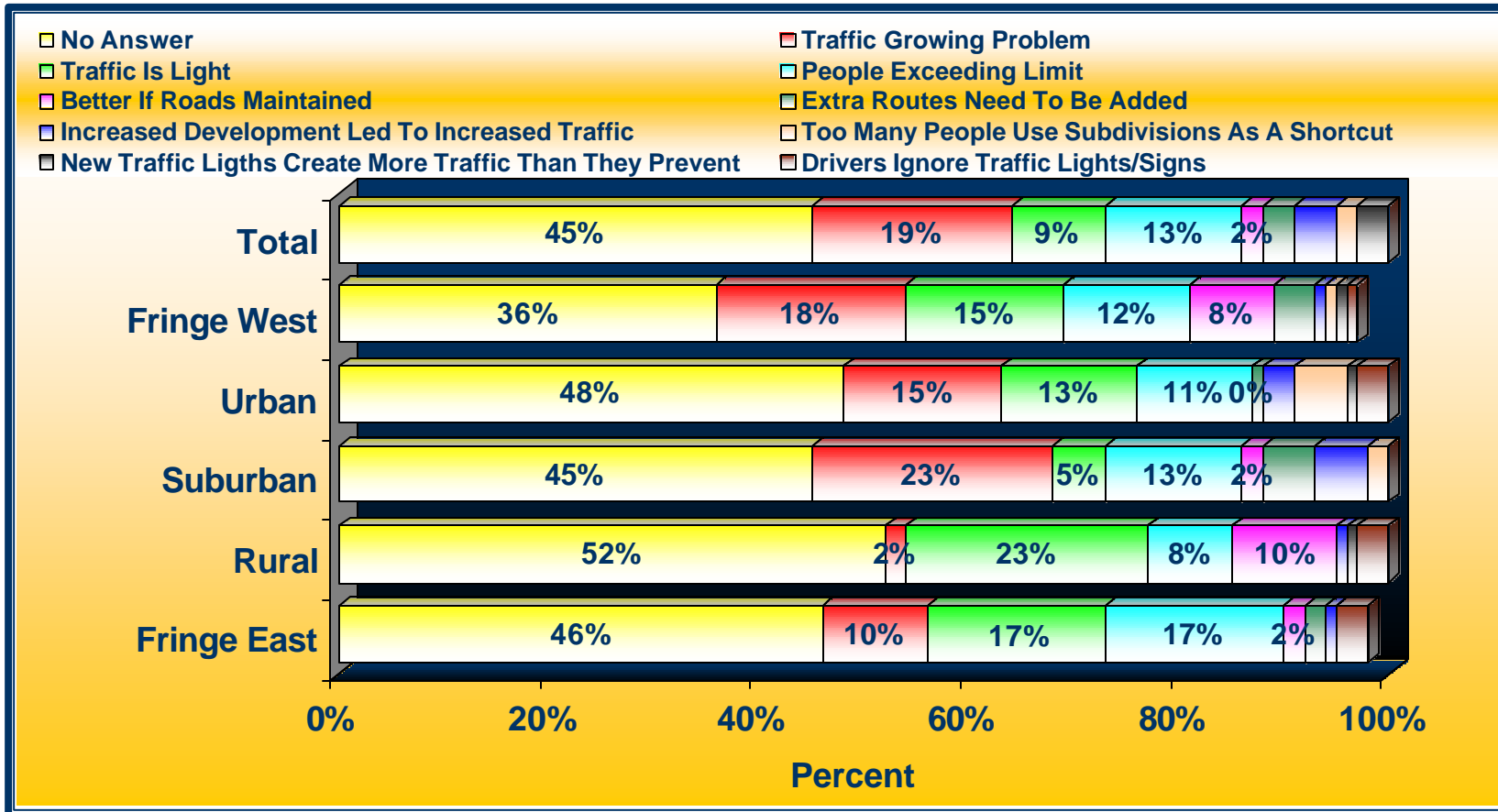


SECTION 2

FROM HOME TO WORK

QUESTION 7b

Overall, close to half of all HRM residents had no comment to make regarding traffic in the neighborhood where they live. Rural residents seem to be the only ones significantly less concerned about the growth of traffic in their neighborhoods.

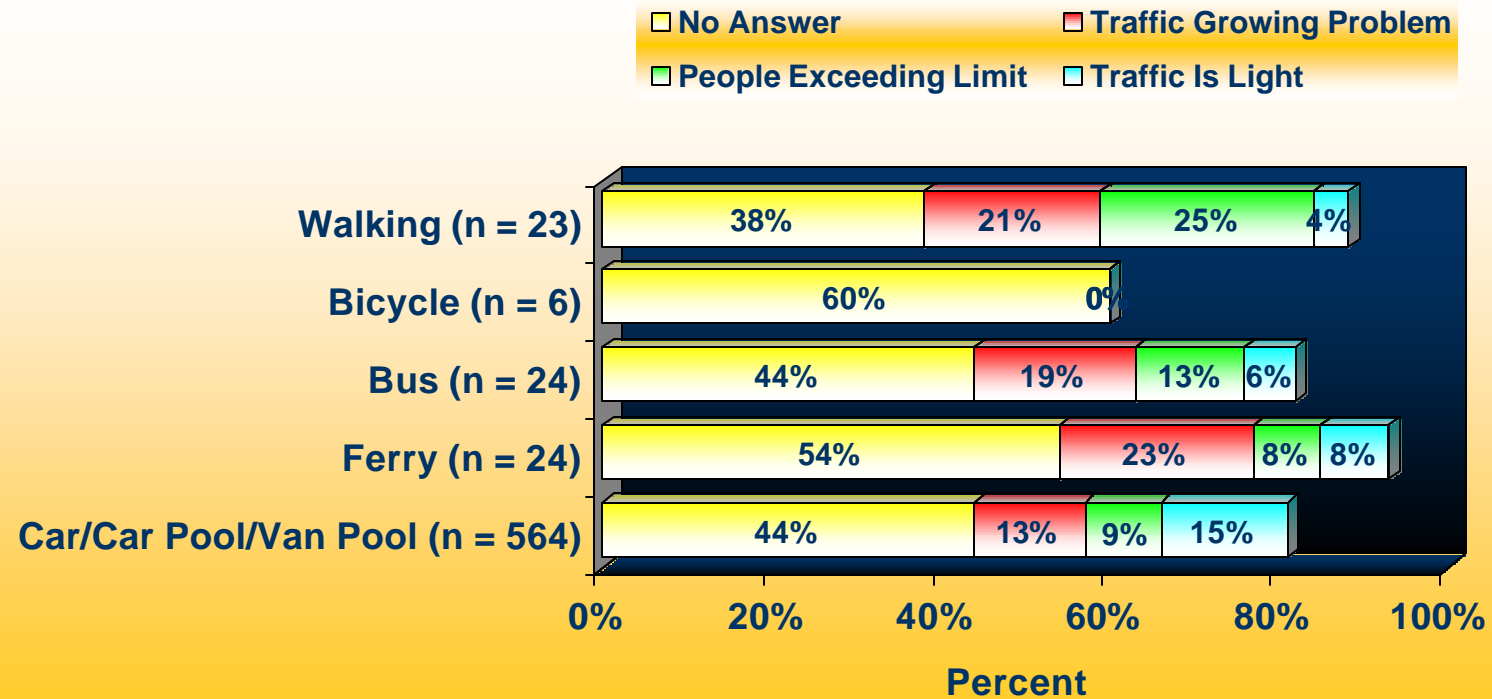


SECTION 2

FROM HOME TO WORK

QUESTION 7b

As we saw on the previous slide, close to half of HRM residents had no comment regarding traffic in the neighborhood where they live. Low sample sizes for all but the Car/Car or Van Pool users segment make it unfeasible to draw conclusions from this slide.

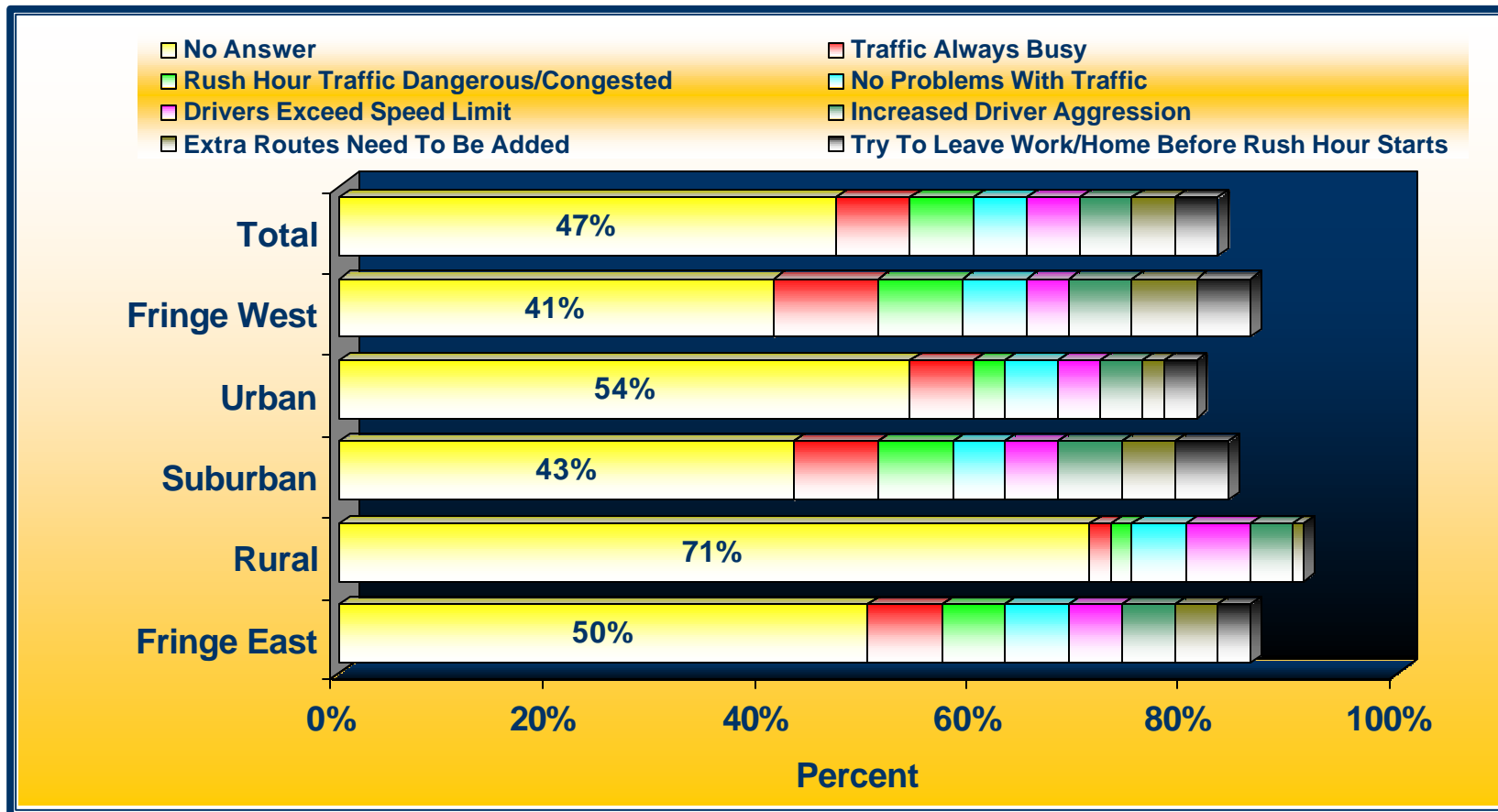


SECTION 2

FROM HOME TO WORK

QUESTION 7c

Almost half of all HRM residents had no comment to make regarding traffic on their commute to work. When asked to comment about traffic during their commute to work, non-Rural residents expressed the same concerns to the same degree.

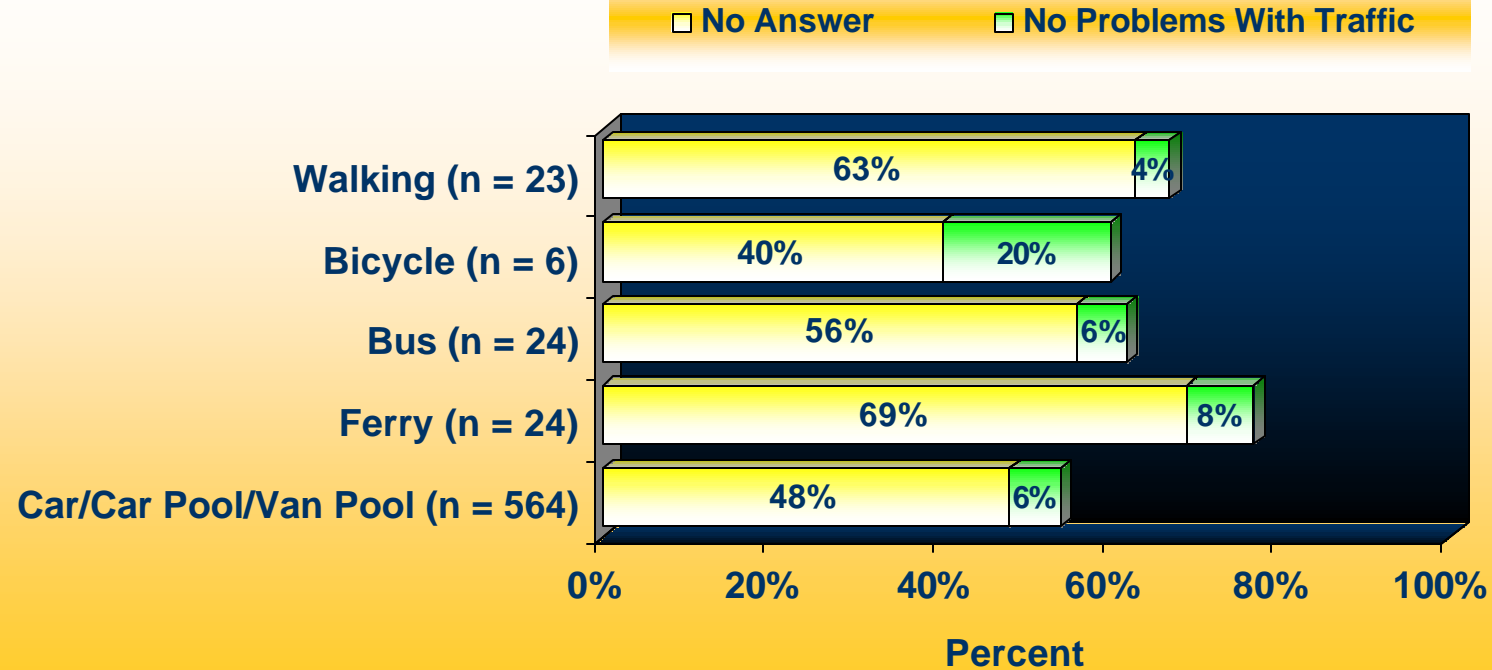


SECTION 2

FROM HOME TO WORK

QUESTION 7c

Almost half of all HRM residents had no comment to make regarding traffic on their commute to work. Low sample sizes for all but the Car/Car or Van Pool mode of transportation make it unfeasible to draw conclusions from this slide.

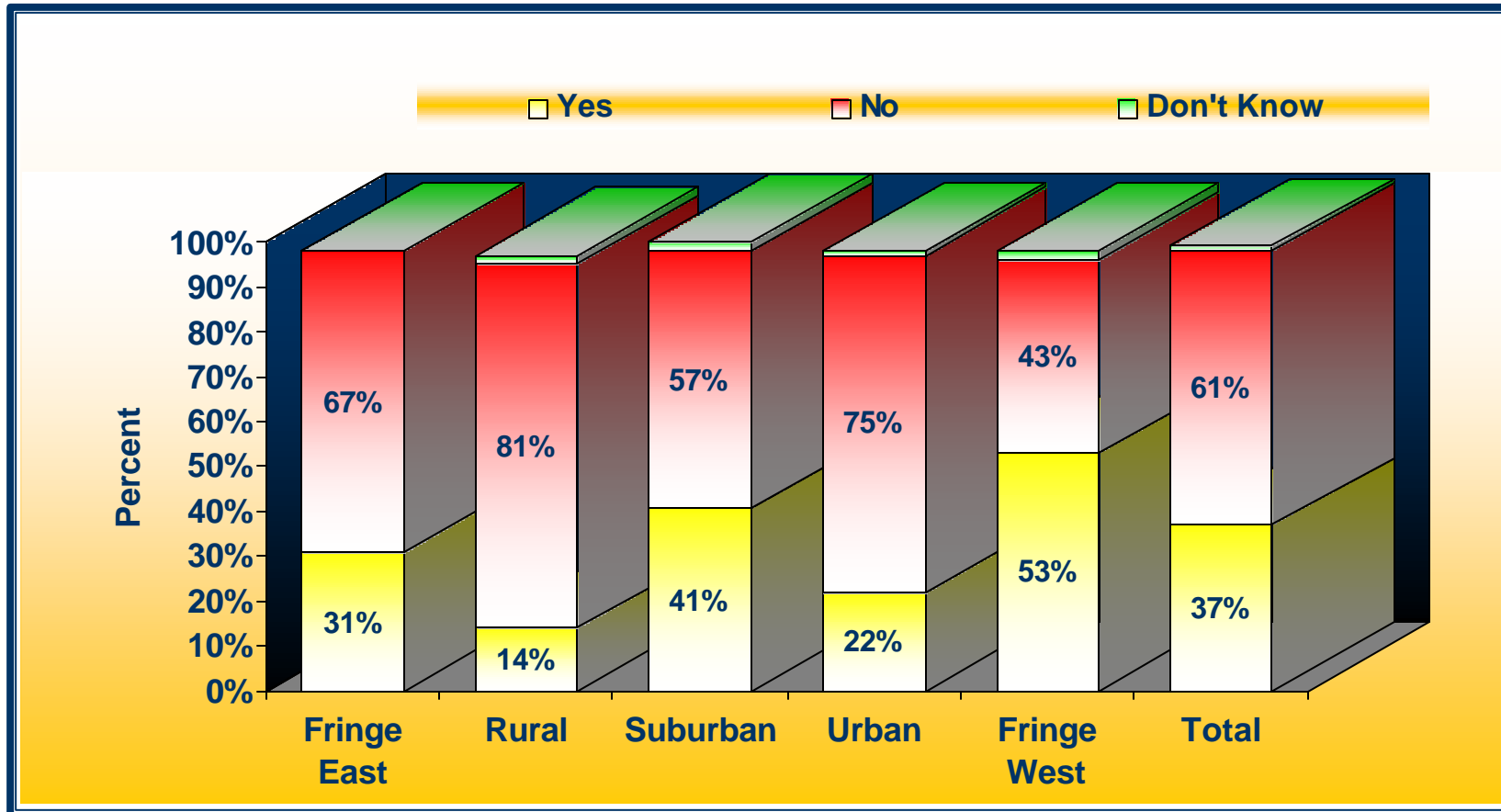


SECTION 2

FROM HOME TO WORK

QUESTION 8

In total, 37% of HRM residents have adjusted their departure time in the past 18 months, to avoid traffic congestion. A significantly high percentage of Fringe West workers have adjusted their departure time to avoid traffic congestion.

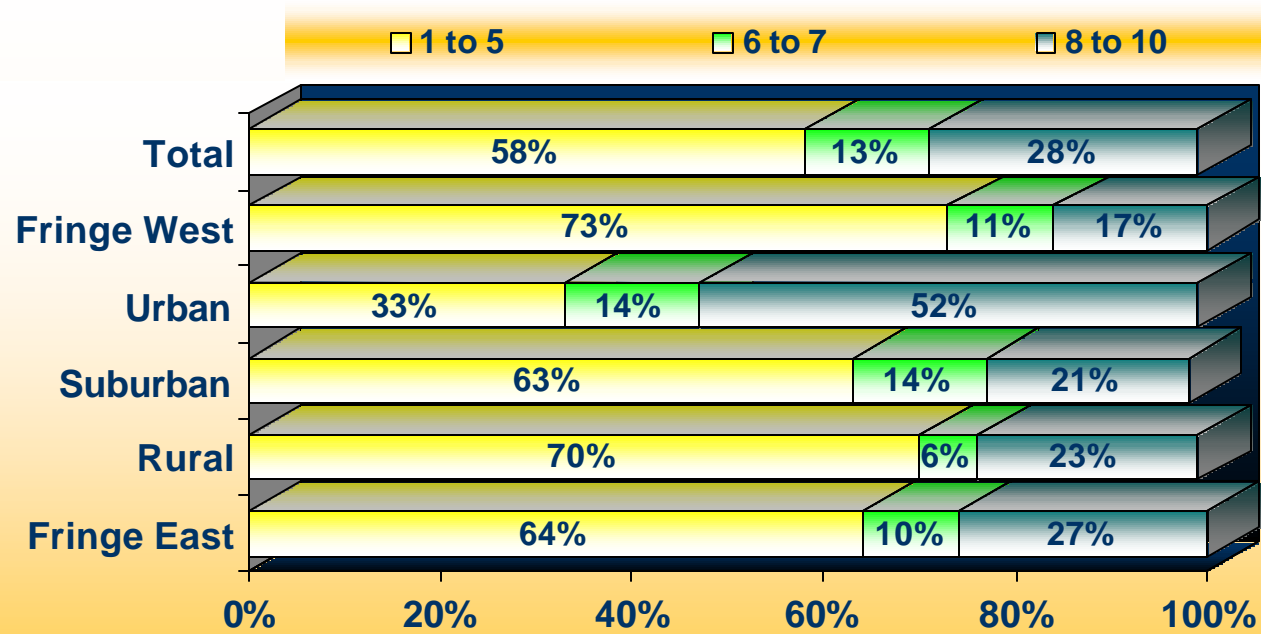


SECTION 2

FROM HOME TO WORK

QUESTION 9

Living "close to work", was rated 5 or less out of 10 by 60% of residents as an influencing factor behind moving to their current address. Living "close to work" was a significantly more important factor influencing Urban dwellers' to move to their current home.



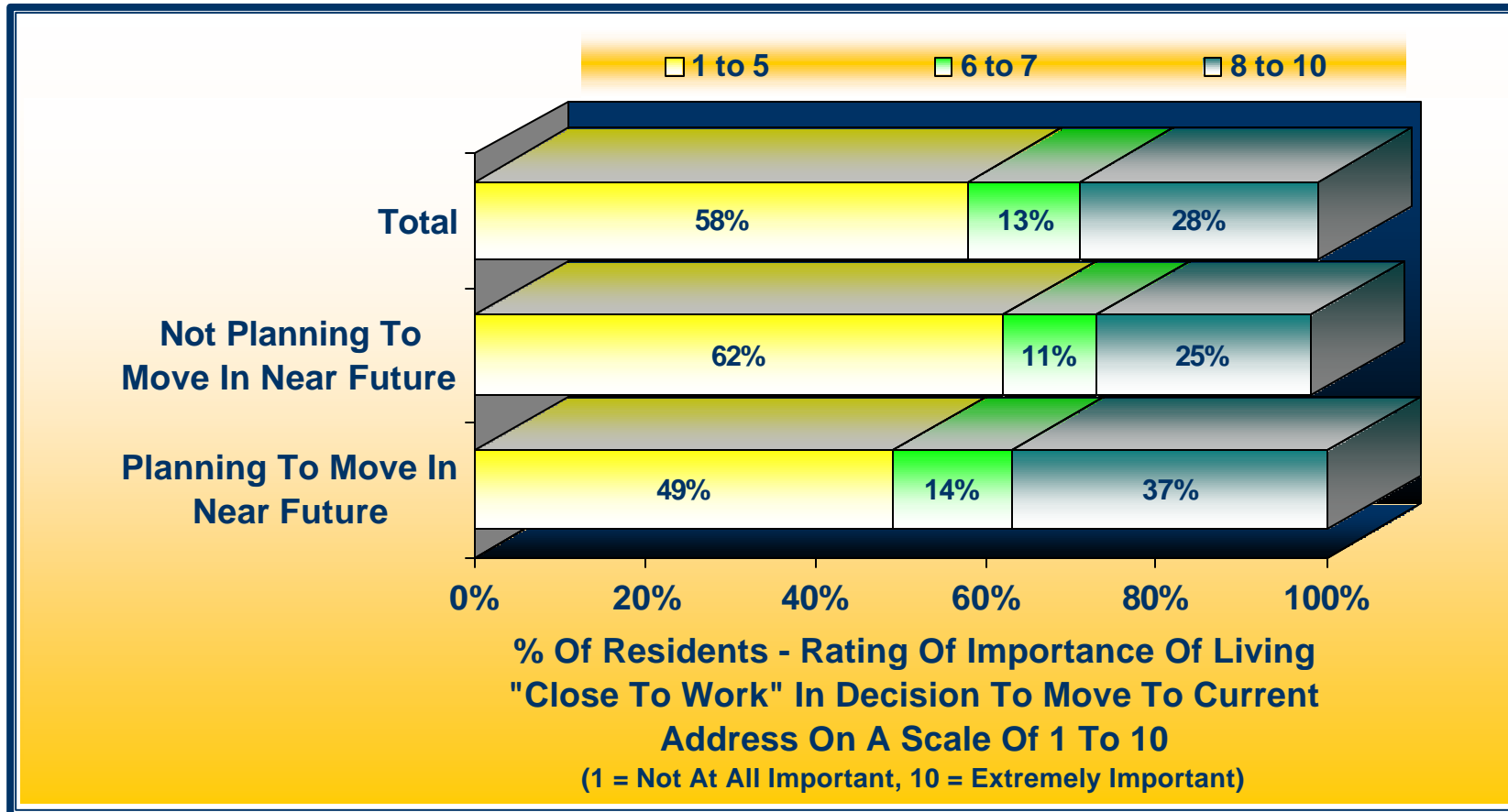
% Of Residents - Rating Of Importance Of Living "Close To Work" In Decision To Move To Current Address On A Scale Of 1 To 10
(1 = Not At All Important, 10 = Extremely Important)

SECTION 2

FROM HOME TO WORK

QUESTION 9

Living "close to work", was rated 5 or less out of 10 by 60% of residents as an influencing factor behind moving to their current address. Living "close to work" is no more important an influencing factor, for those planning to move in the near future.

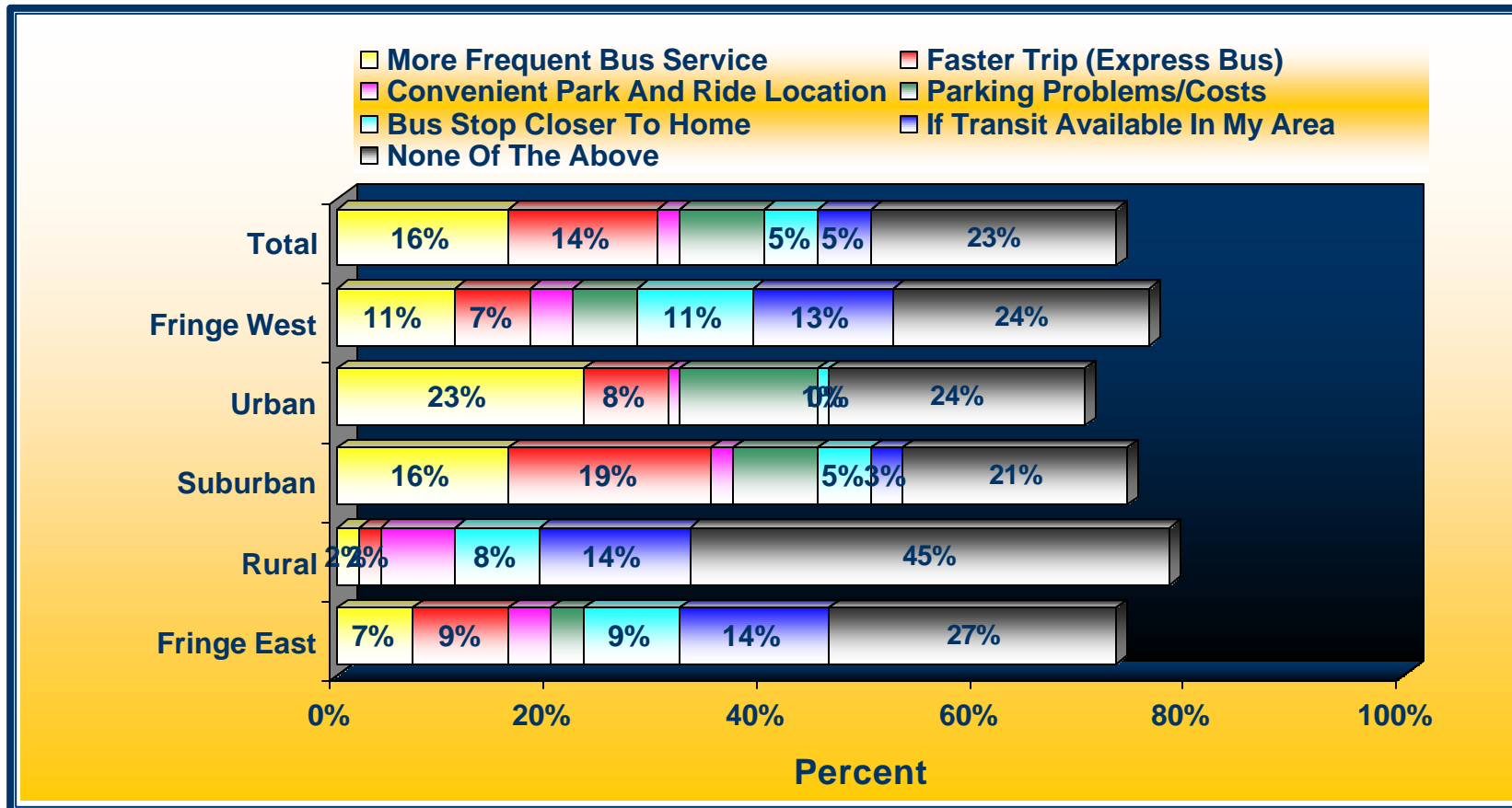


SECTION 2

FROM HOME TO WORK

QUESTION 10

“More Frequent Bus Service” and “Faster Trip (Express Bus)” would influence residents to take public transit to work. “Better Service” would encourage Urban & Suburban residents, while “Better Access” is desired by Fringe East & Rural residents.

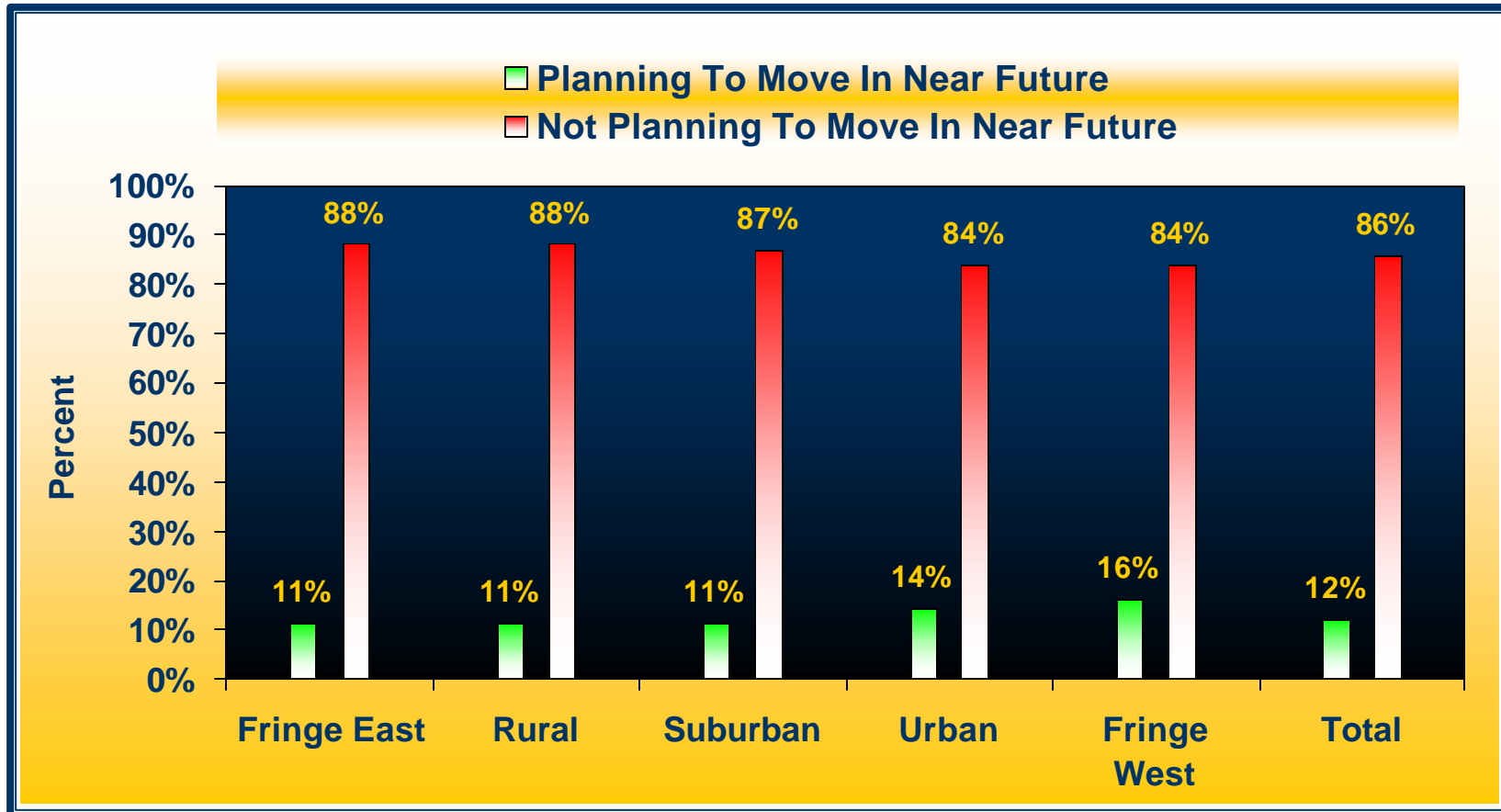


SECTION 2

FROM HOME TO WORK

QUESTION 11a

Across all regions, about the same percentage of residents are planning to move in the near future, with the highest percentage of potential movers in Fringe West. Over 85% of HRM residents are not planning to move in the near future at all.

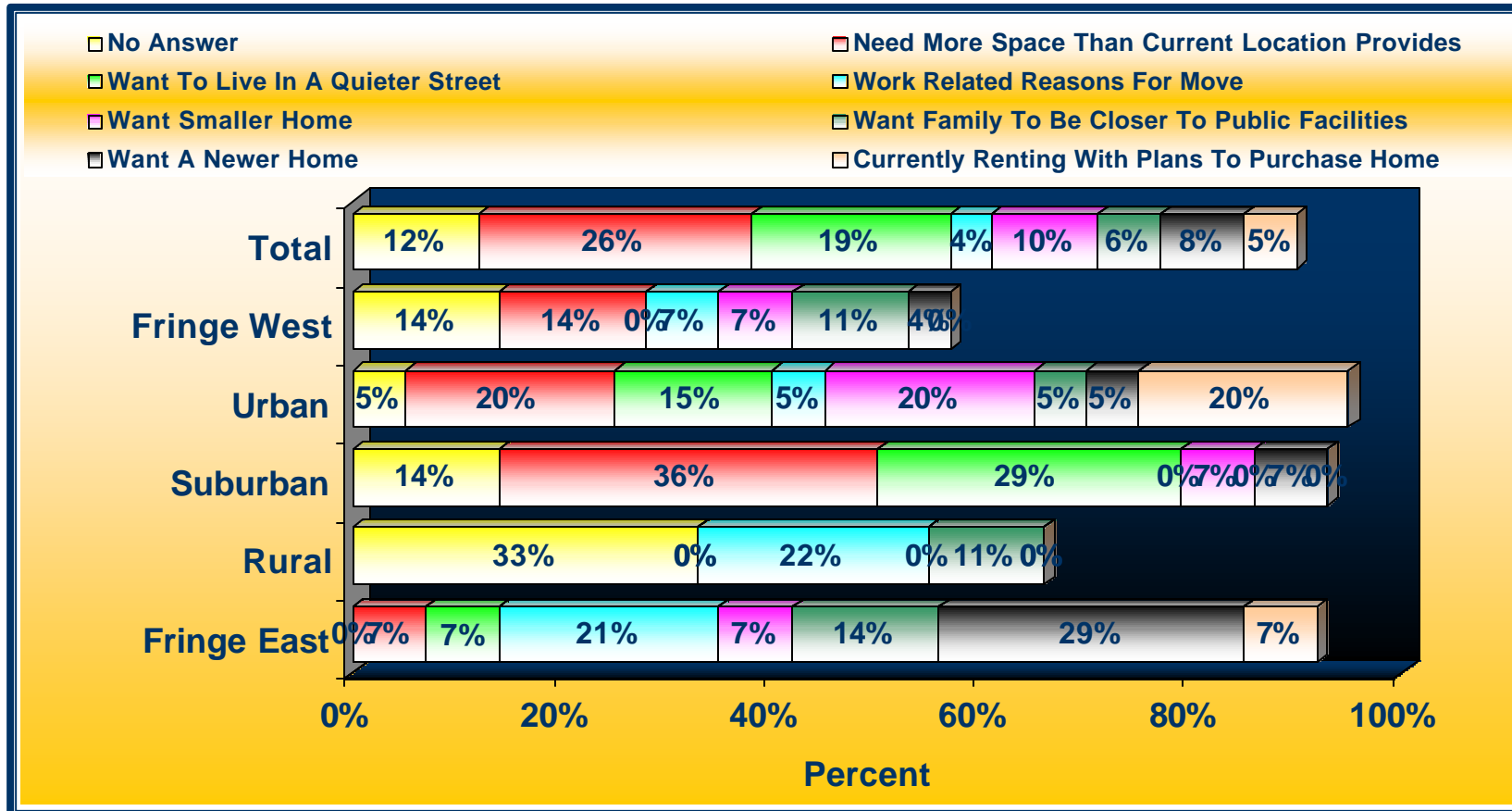


SECTION 2

FROM HOME TO WORK

QUESTION 11b

In total, 26% of HRM residents planning to move in the near future, say they need more space. Suburban HRM residents planning to move in the near future, are seeking quieter streets and more space. Fringe East residents want a newer home.



SECTION 2

FROM HOME TO WORK

QUESTION 12

Over 70% of HRM residents rate the Public Transit/Ferry Service as "Good" or "Very Good". There are no regional differences in how residents rate the Public Transit/Ferry Service. The many "Don't Knows" are likely those who don't use it and are unable to rate it.

