

# 2011

## CENSUS AND NATIONAL HOUSEHOLD SERIES No.1 MODE OF TRANSPORTATION AND HOUSING STRUCTURE TYPE

### INTRODUCTION

This brochure is the first document in a series that takes a further in-depth look into some of the data points in the 2011 Census and 2011 National Household Survey to help learn how our City functions. Series No. 1 looks into housing types and location and how they may influence the mode of transportation to work that Mississauga residents choose.

The two variables that will be examined are private dwellings by structure type, from the 2011 Census and mode of transportation from the National Household Survey.

Mode of transportation refers to the main mode of transportation a resident, 15 years and older, uses to travel between his or her home and his or her usual place of work, or work location when there is no fixed workplace address.

The 2011 Census breaks down private dwelling types into single-detached, semi-detached, row house, apartment building 5 or more storeys, apartment building fewer than 5 storeys, apartment duplex, other single-attached house and moveable dwelling categories. For the purpose of this analysis some of the dwelling types have been combined.

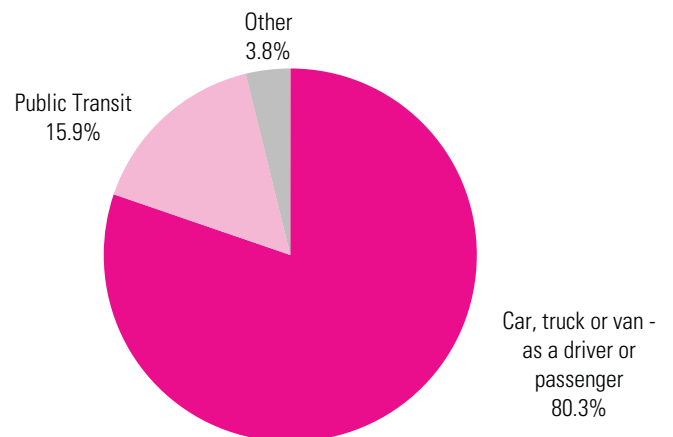
### MISSISSAUGA MODE OF TRANSPORTATION

From the 2011 National Household Survey, travel by car, truck or van as a driver or passenger represents 80.3% of all commuter trips across all housing types in the City of Mississauga. Similarly, 15.9% are trips on public transit and 3.8% are on other modes which include, but not limited to, walking or cycling.

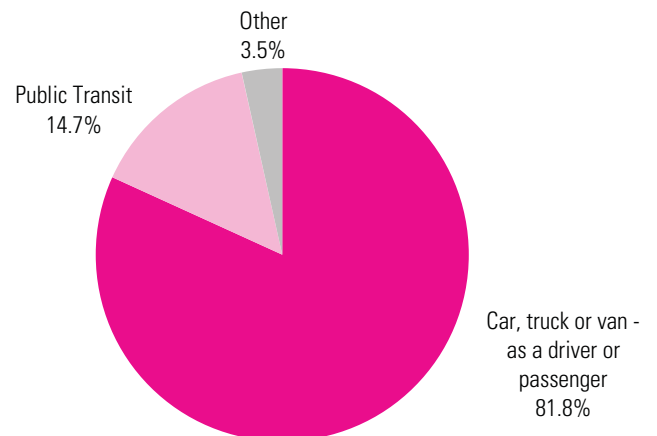
A similar statistic from the 2001 Census, showed that 81.8% of travel to and from work took place in a car, truck or van as a driver or passenger, 14.7% took place on public transit, and 3.5% was on other modes of transportation.

This ten year time period showed a decline (from 81.8% to 80.3%) in the use of car, truck or van as a driver or passenger for travel to and from work and an increase in the use of public transit (from 14.7% to 15.9%) and other modes (from 3.5% to 3.8%).

MISSISSAUGA MODE OF TRANSPORTATION - 2011



MISSISSAUGA MODE OF TRANSPORTATION - 2001



Mode of transportation varies across the City's Character Areas. With the highest percentage of work trips in a car, truck or van as a driver or passenger, in the Lisgar Neighbourhood (86.4%), followed by Meadowvale Village Neighbourhood (86.3%), Churchill Meadows Neighbourhood (84.9%) and the Meadowvale Neighbourhood (84.4%). All of these neighbourhoods are in the northwest quadrant of Mississauga.

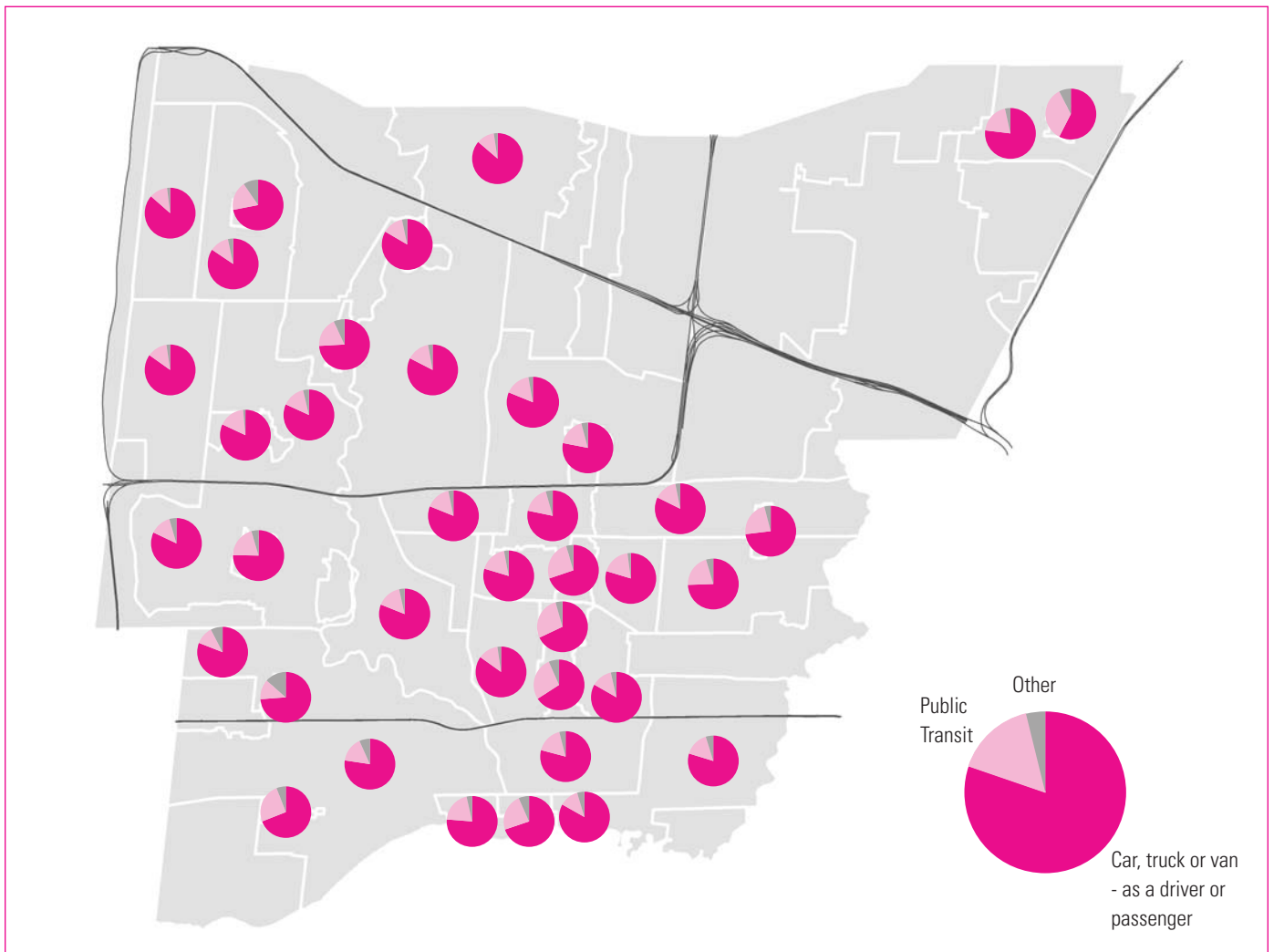
The greatest use of public transit for work trips are in the Malton Community Node (34.4%), followed by Downtown Cooksville (27.6%), Downtown Hospital (27.4%) and Downtown Fairview (25.6%).

A further observation is public transit use within Major Nodes and Community Nodes is higher than public transit use in the surrounding Neighbourhoods.

**PUBLIC TRANSIT USE**

NODE	VS	NEIGHBOURHOOD
Central Erin Mills MN	16.6%	14.5% Central Erin Mills NHD
Uptown MN	17.8%	15.9% Hurontario NHD
Clarkson Village CN	24.8%	15.9% Clarkson-Lorne Park NHD
Malton CN	34.4%	19.6% Malton NHD
Meadowvale CN	18.7%	12.3% Meadowvale NHD
Sheridan CN	12.6%	11.5% Sheridan NHD
South Common CN	20.2%	13.5% Erin Mills NHD
Streetsville CN	18.0%	13.3% Streetsville NHD

**MODE OF TRANSPORTATION BY CHARACTER AREA**

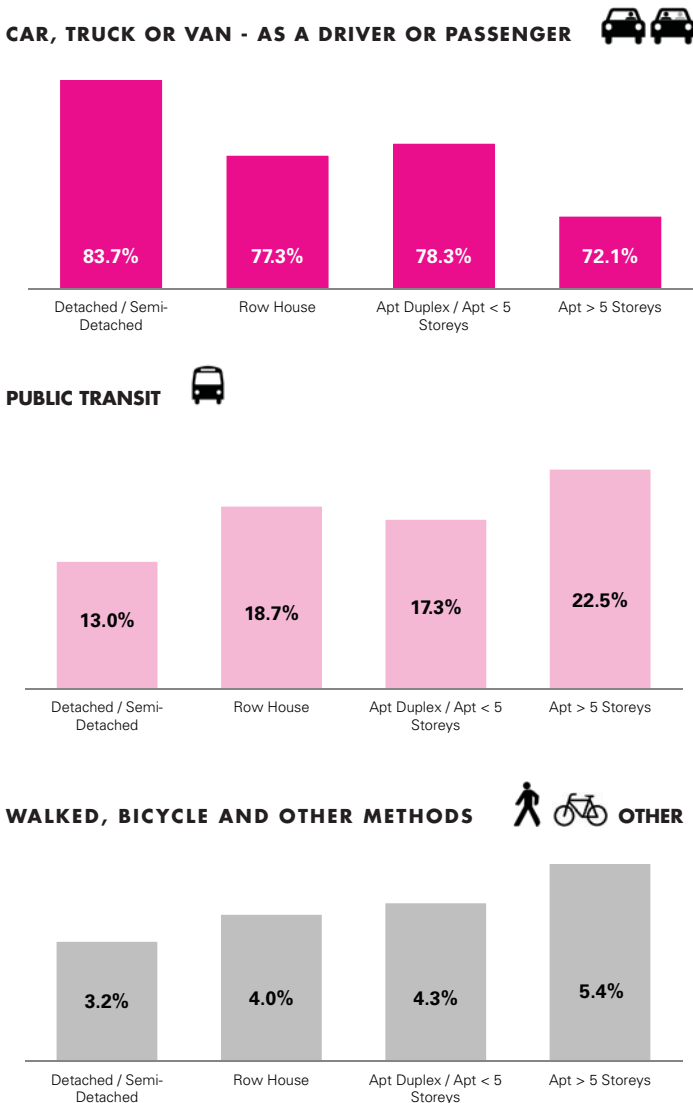


## CHARACTER AREA

A planning area which is an aggregate of similar features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood.

## MODE OF TRANSPORTATION BY DWELLING TYPE

Mode of transportation for commuter trips can be further refined based on dwelling types. Residents of single-detached and semi-detached homes have the highest percentage of work commuter trips taken in a car, truck or van as a driver or passenger (83.7%). Conversely, they have the lowest percentage of commuter trips taken on public transit (13.0%). The highest commuter public transit use comes from those residents in apartments greater than five storeys in height with 22.5% of commuter trips on public transit.



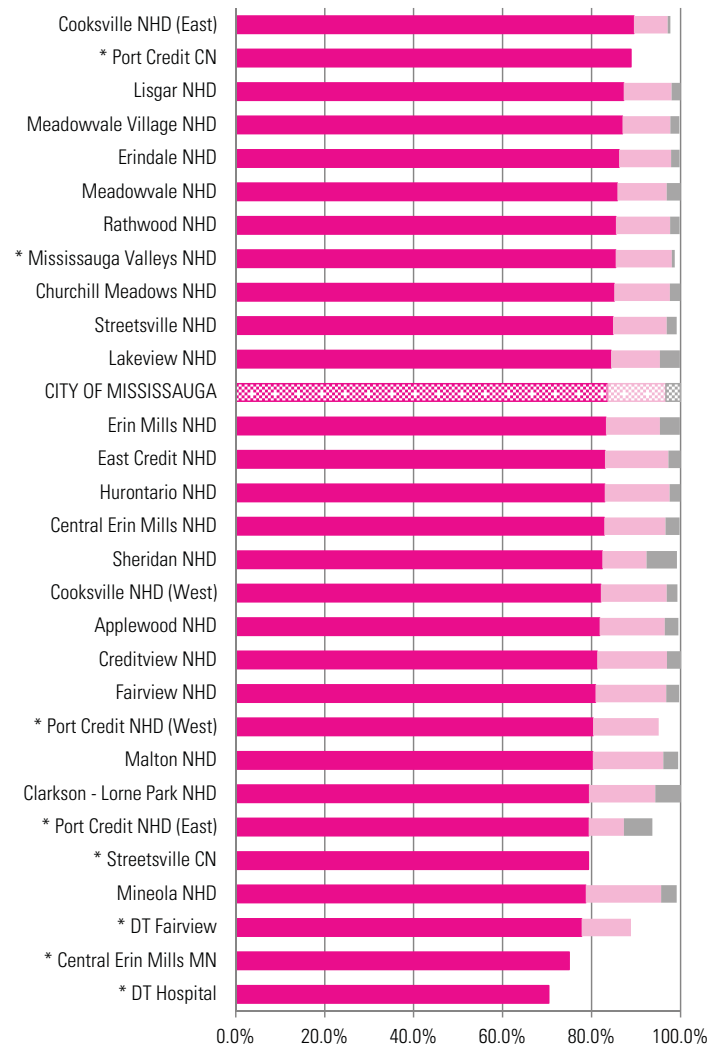
## MODE OF TRANSPORTATION BY CHARACTER AREA AND DWELLING TYPE

### DETACHED / SEMI-DETACHED DWELLINGS

Commuters in single-detached and semi-detached dwellings in the City of Mississauga, commute to work 83.7% in a car, truck or van as driver or passenger, 13.0% on public transit and 3.2% walk, biked or used other methods. Within the City these percentages vary, the highest seen in Cooksville Neighbourhood (East), Port Credit Community Node, and Lisgar Neighbourhood.

The communities with a high percentage of public transit commuters in detached and semi-detached dwellings include the Mineola Neighbourhood, followed by the Malton and Fairview Neighbourhoods.

### MODE OF TRANSPORTATION BY CHARACTER AREA FOR RESIDENTS IN DETACHED AND SEMI-DETACHED DWELLINGS



\* Due to suppression of Statistics Canada, data totals may not add up to 100%

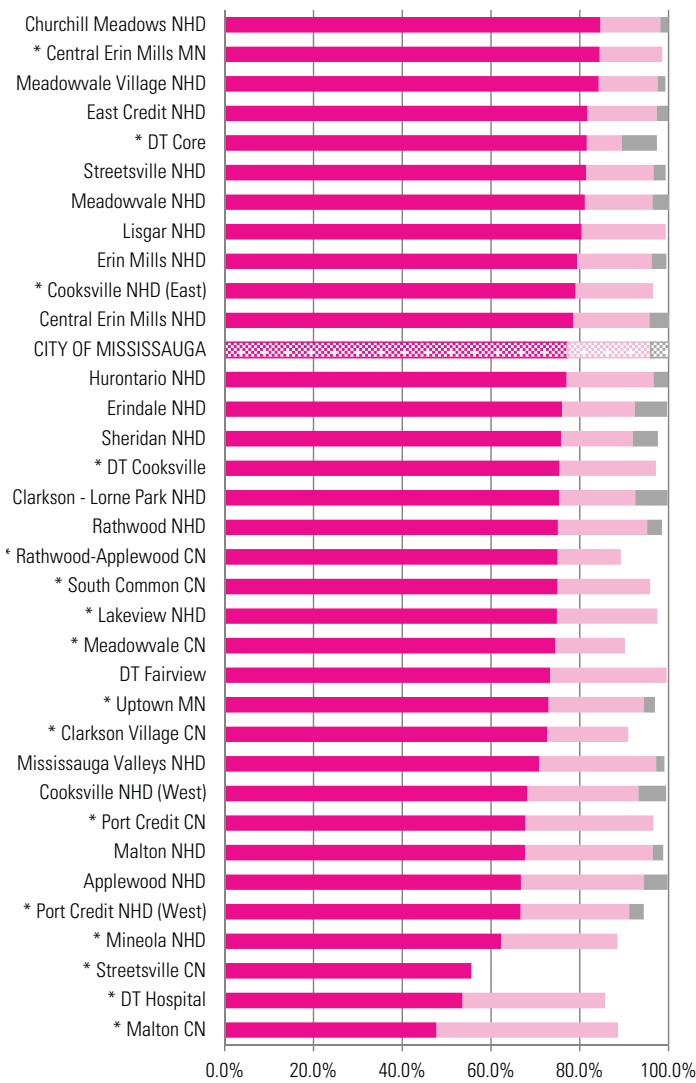


## ROW DWELLINGS

Work commuters in row dwellings in the City of Mississauga, commute to work 77.3% in a car, truck or van as driver or passenger, 18.7% on public transit and 4.0% walk, bike or use another method. The greatest percentage of row dwelling occupants that commute by car, truck or van as a driver or passenger are located in the Churchill Meadows Neighbourhood, Central Erin Mills Major Node and the Meadowvale Village Neighbourhood.

Commuting to work on public transit for those living in row dwellings is greatest in the Malton Community Node, Downtown Hospital and the Port Credit Community Node.

### MODE OF TRANSPORTATION BY CHARACTER AREA FOR RESIDENTS IN ROW DWELLINGS



\* Due to suppression of Statistics Canada, data totals may not add up to 100%



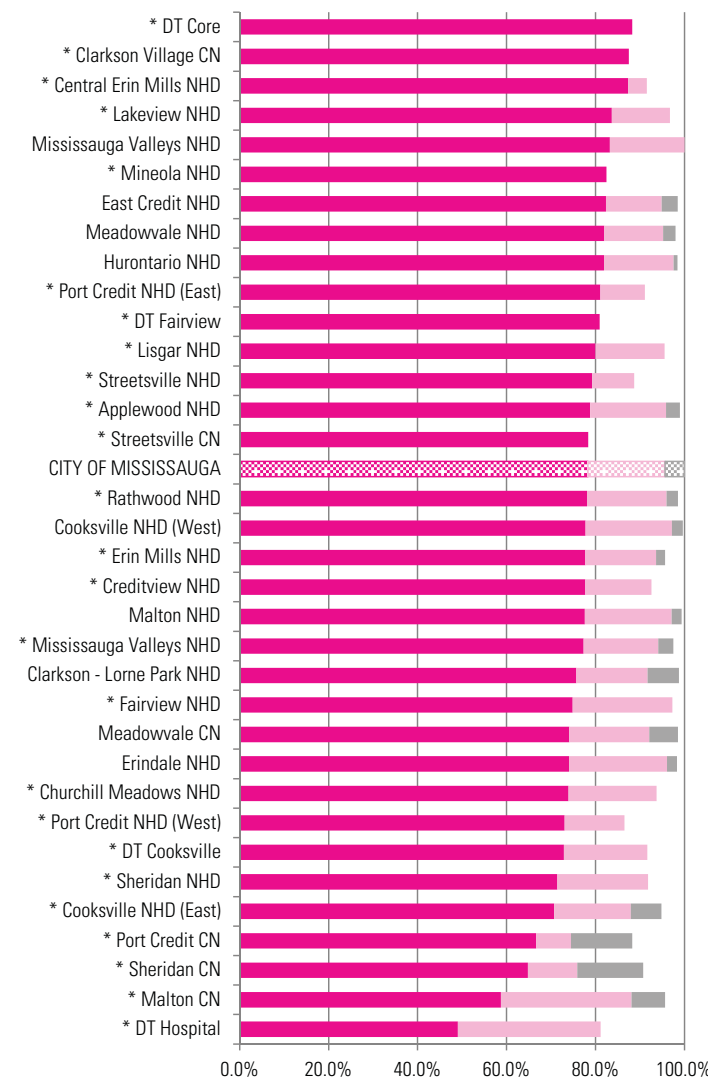
## APARTMENT DUPLEX / APARTMENTS LESS THAN 5 STOREYS

In the City of Mississauga 78.3% of occupants in apartment duplexes and apartments less than 5 storeys use a car, truck or van as a driver or passenger to commute to work. The highest percentages of car use are seen in the Downtown Core, Clarkson Village Community Nodes and the Central Erin Mills Neighbourhood.

Downtown Hospital, Malton Community Nodes and the Fairview Neighbourhood, have the highest percentage of work commuters using public transit for their commute.

For occupants in apartment duplexes and apartments less than 5 storeys there are two communities that have greater than 10% of work commuting trips completed by walking, biking or other methods, these are the Sheridan Community Nodes and Port Credit Community Nodes.

### MODE OF TRANSPORTATION BY CHARACTER AREA FOR RESIDENTS IN APARTMENT DUPLEX OR APARTMENTS LESS THAN 5 STOREYS



\* Due to suppression of Statistics Canada, data totals may not add up to 100%





Meadowvale Town Centre transit terminal

**APARTMENTS 5 STOREYS OR GREATER**

Work commuters in apartments 5 storeys or greater complete 72.1% of their commuter trips by car, truck or van as a driver or passenger, 22.5% of trips are completed on public transit and 5.4% of trips by walking, bicycle or other methods.

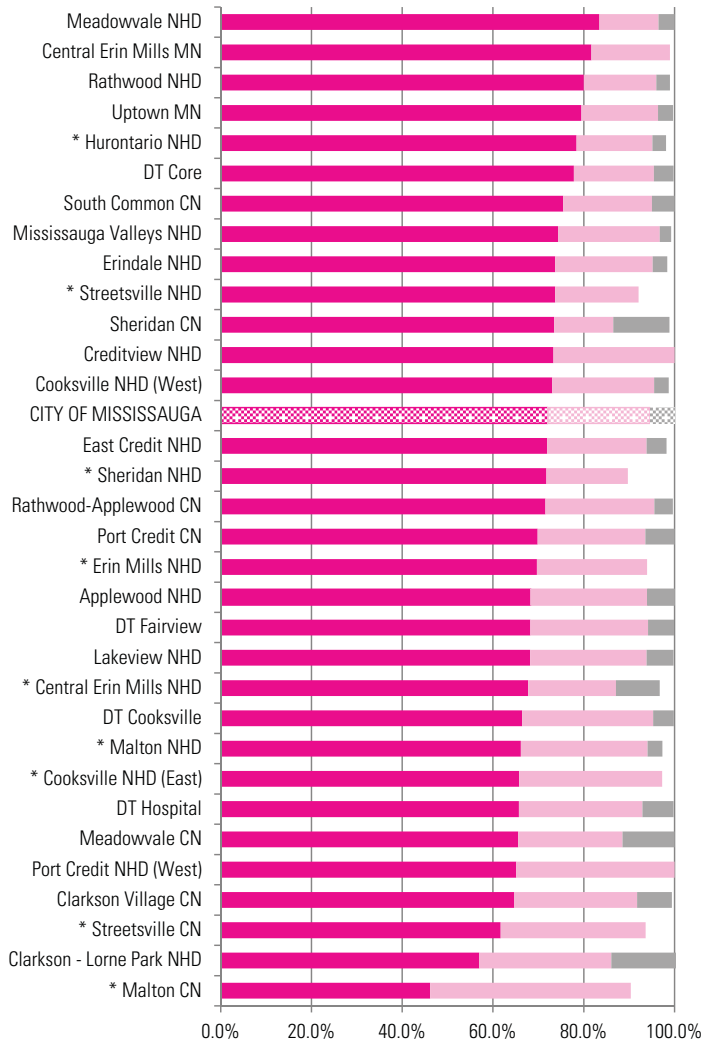
The neighbourhoods where residents in apartments 5 storeys or greater have the highest commuter trips by car are Meadowvale Neighbourhood, Central Erin Mills Major Node and the Rathwood Neighbourhood.

Public transit use in apartments 5 storeys or greater is greatest in the Malton Community Node, Clarkson-Lorne Park Neighbourhood and the Streetsville Community Node.

Similarly to apartment duplex and apartment less than five storey occupants, there are a few neighbourhoods where occupants of apartments 5 storeys or greater have more than 10 percent of commuter trips carried out through walking, cycling or other methods. These neighbourhoods include: Clarkson-Lorne Park Neighbourhood, Meadowvale Community Node and the Sheridan Community Node.

In summary, 80.3% of all trips by Mississauga residents between home and work use a car. Breaking down work commute trips by car by dwelling type, those in single-detached and semi-detached homes use a car greater (83.7%) than the City average (80.3%) and those in apartments with 5 of more storeys rely on a car for work commutes the least (72.1%).

**MODE OF TRANSPORTATION BY CHARACTER AREA FOR RESIDENTS IN APARTMENTS 5 STOREYS OR GREATER**



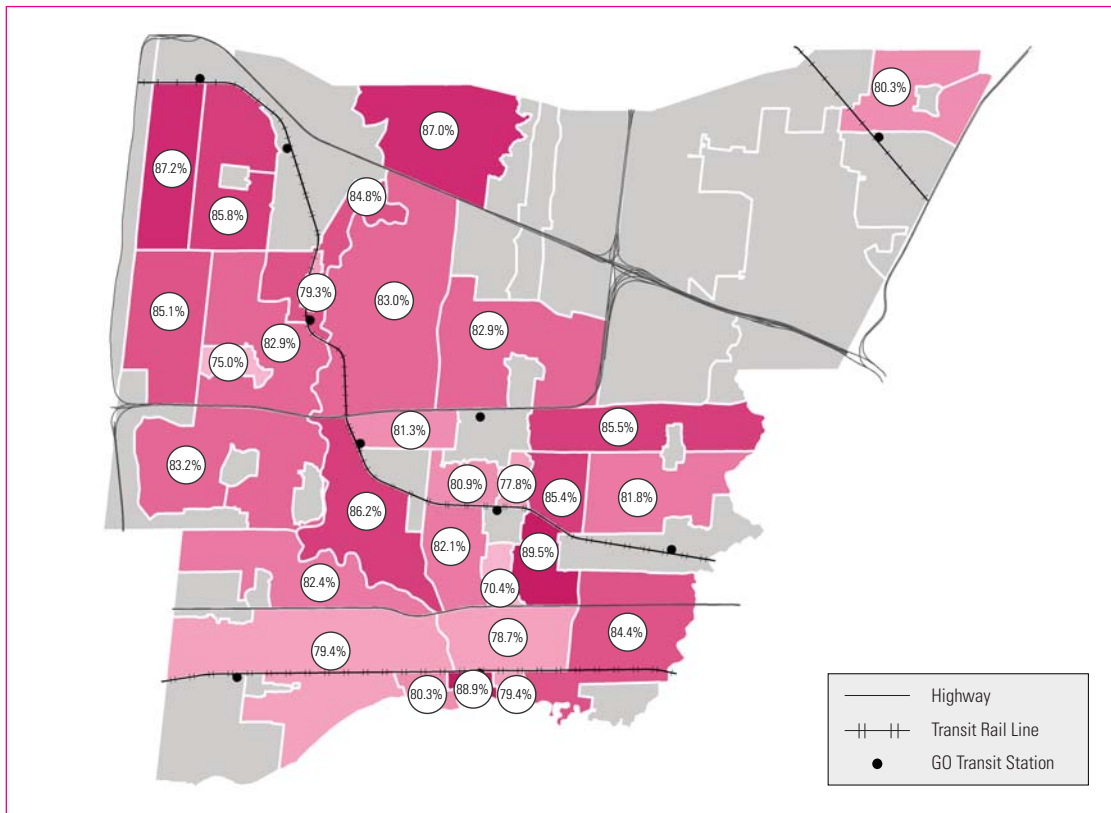
\* Due to suppression of Statistics Canada, data totals may not add up to 100%



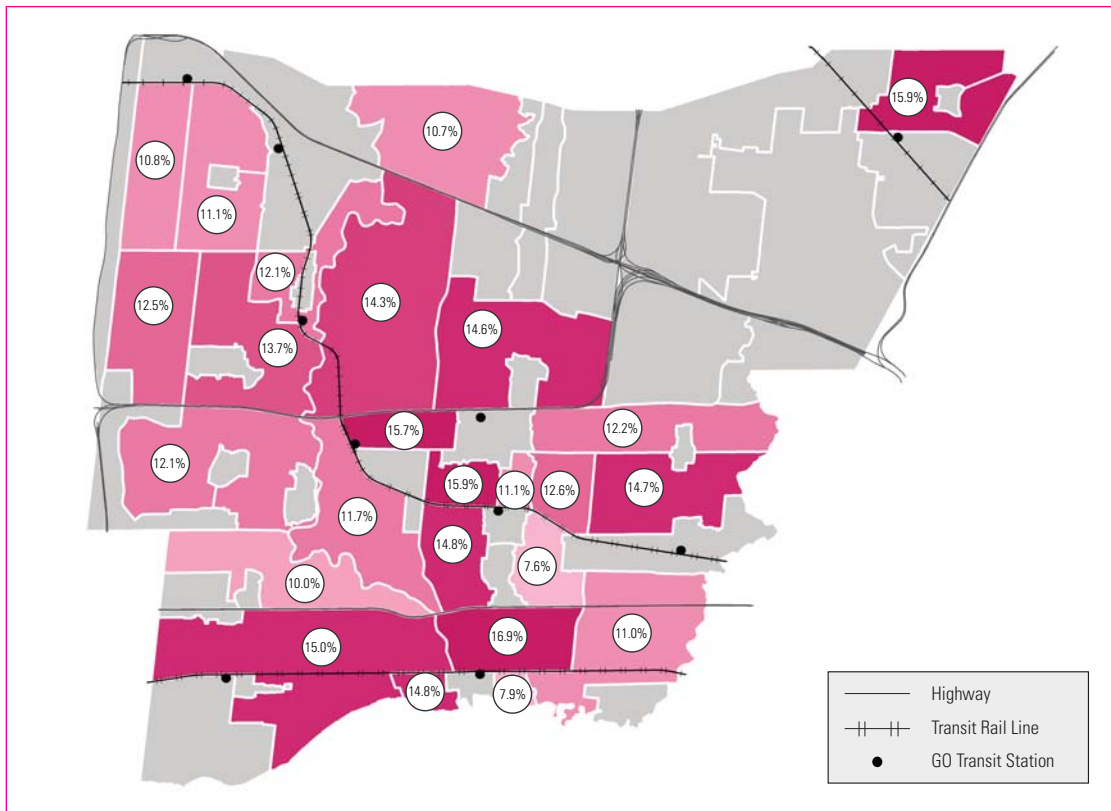
The converse is seen with public transit use. Overall public transit use represents 15.9% of commuter trips, however this percentage is highest in apartments 5 storeys or greater (22.5%) and the least in single-detached and semi-detached dwellings (13.0%). The percentage of public transit commutes also varies across City neighbourhoods within different dwelling types. For example the highest public transit use in single-detached and semi-detached dwellings is seen in the Mineola Neighbourhood (16.9%). These variances across neighbourhoods may be explained through further research into additional variables that influence modal choice.



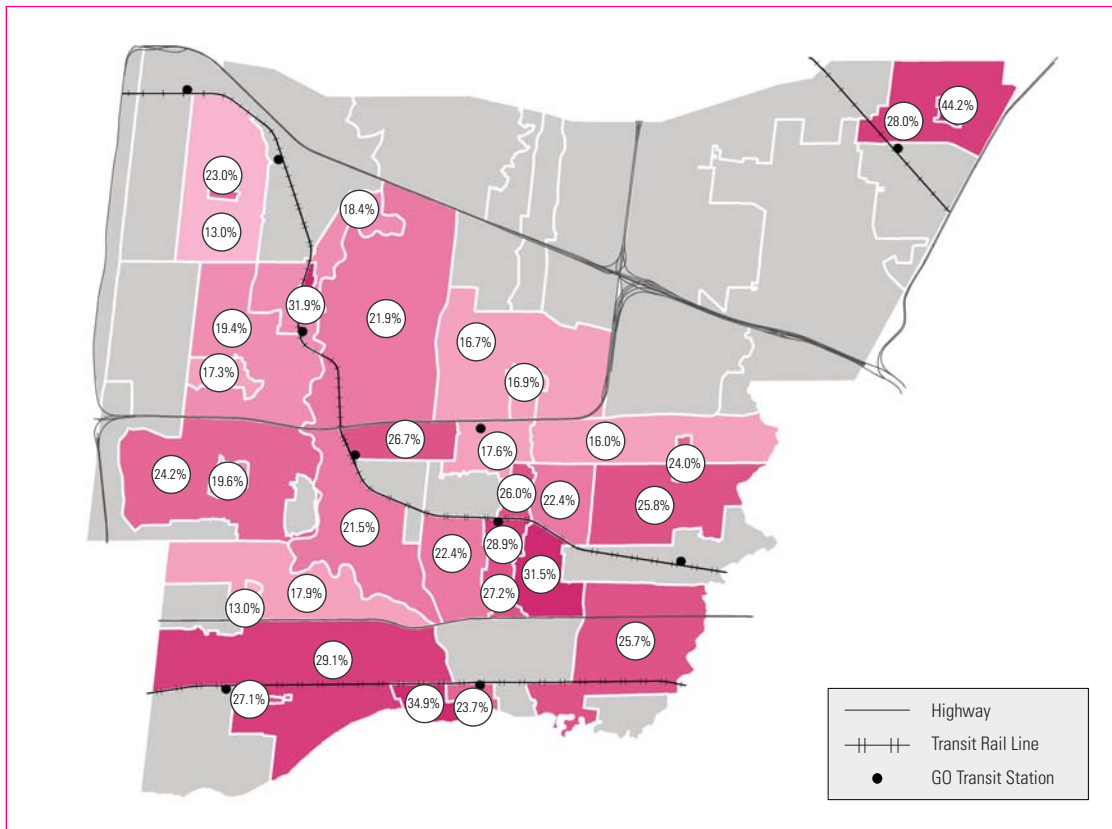
**PERCENTAGE OF COMMUTER TRIPS COMPLETED BY CAR, VAN OR TRUCK BY RESIDENTS IN DETACHED AND SEMI-DETACHED DWELLING UNITS BY CHARACTER AREA**



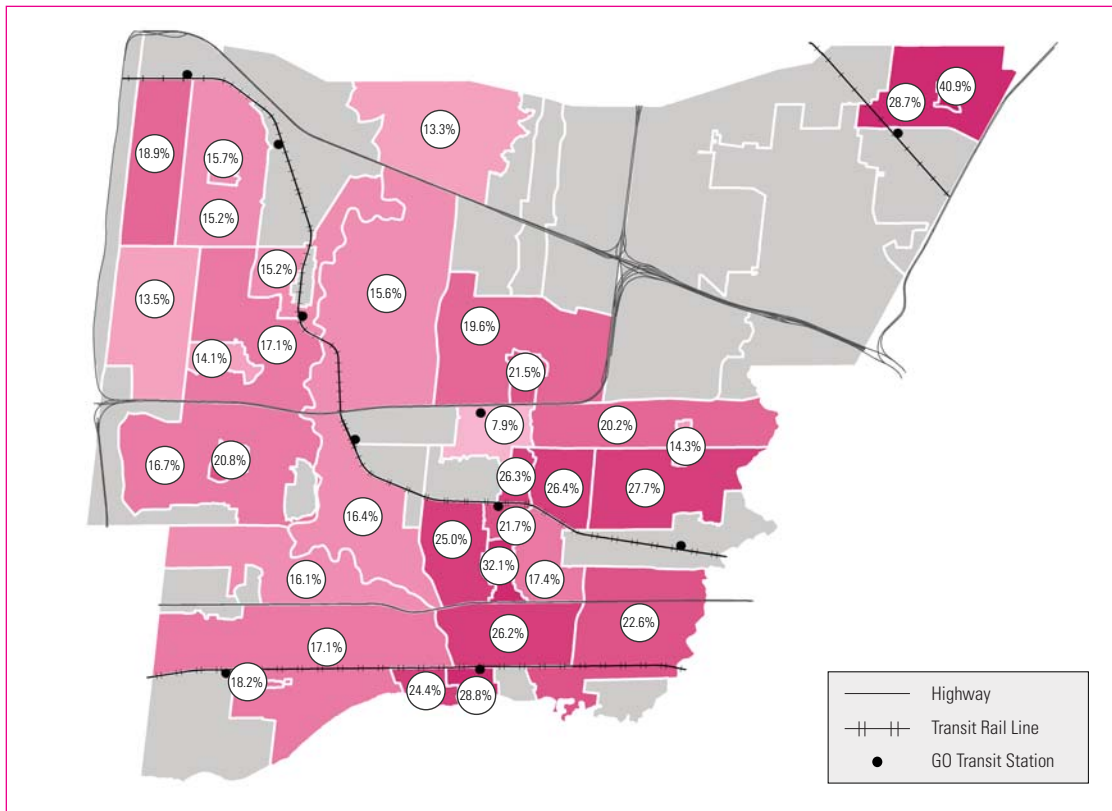
**PERCENTAGE OF COMMUTER TRIPS COMPLETED BY PUBLIC TRANSIT BY RESIDENTS IN DETACHED AND SEMI-DETACHED DWELLING UNITS BY CHARACTER AREA**



**PERCENTAGE OF COMMUTER TRIPS COMPLETED BY PUBLIC TRANSIT BY RESIDENTS IN APARTMENTS 5 STOREYS OR GREATER BY CHARACTER AREA**



**PERCENTAGE OF COMMUTER TRIPS COMPLETED BY PUBLIC TRANSIT BY RESIDENTS IN ROW DWELLINGS BY CHARACTER AREA**



## HOUSING TYPE AND MODE OF TRANSPORTATION BY CHARACTER AREA

CHARACTER AREA	ALL HOUSING TYPES			DETACHED/SEMI-DETACHED			ROW HOUSE		
	CAR	PUBLIC TRANSIT	OTHER	CAR	PUBLIC TRANSIT	OTHER	CAR	PUBLIC TRANSIT	OTHER
CITY OF MISSISSAUGA	80.3%	15.9%	3.8%	83.7%	13.0%	3.2%	77.3%	18.7%	4.0%
DT CORE	78.1%	17.3%	4.4%	-	-	-	81.6%	7.9%	7.9%
DT FAIRVIEW	69.8%	25.6%	4.6%	77.8%	11.1%	-	73.3%	26.3%	-
DT COOKSVILLE	67.9%	27.6%	4.4%	-	-	-	75.5%	21.7%	-
DT HOSPITAL	65.4%	27.4%	6.5%	70.4%	-	-	53.6%	32.1%	-
CENTRAL ERIN MILLS MN	81.9%	16.6%	1.4%	75.0%	-	-	84.5%	14.1%	-
UPTOWN MN	78.0%	17.8%	4.1%	-	-	-	73.0%	21.5%	2.5%
CLARKSON VILLAGE CN	68.5%	24.8%	5.9%	-	-	-	72.7%	18.2%	-
MALTON CN	56.6%	34.4%	7.4%	-	-	-	47.7%	40.9%	-
MEADOWVALE CN	72.2%	18.7%	9.5%	-	-	-	74.5%	15.7%	-
PORT CREDIT CN	70.0%	23.6%	6.6%	88.9%	-	-	67.8%	28.8%	-
RATHWOOD-APPLEWOOD CN	72.7%	22.7%	4.0%	-	-	-	75.0%	14.3%	-
SHERIDAN CN	73.5%	12.6%	13.4%	-	-	-	-	-	-
SOUTH COMMON CN	75.5%	20.2%	4.5%	-	-	-	75.0%	20.8%	-
STREETSVILLE CN	70.5%	18.0%	6.6%	79.3%	-	-	55.6%	-	-
APPLEWOOD NHD	74.4%	20.9%	4.6%	81.8%	14.7%	3.0%	66.7%	27.7%	5.3%
CENTRAL ERIN MILLS NHD	81.8%	14.5%	3.7%	82.9%	13.7%	3.2%	78.6%	17.1%	4.4%
CHURCHILL MEADOWS NHD	84.9%	12.9%	2.3%	85.1%	12.5%	2.3%	84.6%	13.5%	1.9%
CLARKSON - LORNE PARK NHD	77.4%	15.9%	6.7%	79.4%	15.0%	5.7%	75.4%	17.1%	7.3%
COOKSVILLE NHD (EAST)	83.4%	13.2%	3.5%	89.5%	7.6%	0.6%	79.1%	17.4%	-
COOKSVILLE NHD (WEST)	78.6%	17.7%	3.5%	82.1%	14.8%	2.4%	68.2%	25.0%	6.3%
CREDITVIEW NHD	81.0%	15.7%	3.2%	81.3%	15.7%	3.1%	-	-	-
EAST CREDIT NHD	82.6%	14.5%	2.9%	83.0%	14.3%	2.7%	81.8%	15.6%	2.6%
ERIN MILLS NHD	82.1%	13.5%	4.5%	83.2%	12.1%	4.5%	79.5%	16.7%	3.3%
ERINDALE NHD	81.1%	15.5%	3.4%	86.2%	11.7%	1.9%	76.0%	16.4%	7.3%
FAIRVIEW NHD	79.6%	17.4%	2.9%	80.9%	15.9%	2.8%	-	-	-
HURONTARIO NHD	81.3%	15.9%	2.7%	82.9%	14.6%	2.4%	77.0%	19.6%	3.3%
LAKEVIEW NHD	79.7%	15.5%	4.8%	84.4%	11.0%	4.5%	74.8%	22.6%	-
LISGAR NHD	86.4%	11.6%	1.9%	87.2%	10.8%	2.0%	80.5%	18.9%	-
MALTON NHD	76.9%	19.6%	3.4%	80.3%	15.9%	3.4%	67.7%	28.7%	2.3%
MEADOWVALE NHD	84.4%	12.3%	3.3%	85.8%	11.1%	3.1%	81.1%	15.2%	3.7%
MEADOWVALE VILLAGE NHD	86.3%	11.4%	2.3%	87.0%	10.7%	2.1%	84.3%	13.3%	1.8%
MINEOLA NHD	79.3%	16.9%	4.0%	78.7%	16.9%	3.5%	62.3%	26.2%	-
MISSISSAUGA VALLEYS NHD	79.6%	18.3%	2.1%	85.4%	12.6%	0.7%	70.9%	26.4%	1.8%
PORT CREDIT NHD (EAST)	80.9%	11.8%	4.5%	79.4%	7.9%	6.3%	-	-	-
PORT CREDIT NHD (WEST)	74.8%	19.8%	3.5%	80.3%	14.8%	-	66.7%	24.4%	3.3%
RATHWOOD NHD	82.3%	14.6%	3.1%	85.5%	12.2%	2.1%	75.1%	20.2%	3.3%
SHERIDAN NHD	80.8%	11.5%	7.6%	82.4%	10.0%	6.8%	75.8%	16.1%	5.6%
STREETSVILLE NHD	83.3%	13.3%	3.3%	84.8%	12.1%	2.2%	81.4%	15.2%	2.8%



## HOUSING TYPE AND MODE OF TRANSPORTATION BY CHARACTER AREA

CHARACTER AREA	APT DUPLEX/ APT < 5 STOREYS			APT 5 STOREYS OR GREATER		
	CAR	PUBLIC TRANSIT	OTHER	CAR	PUBLIC TRANSIT	OTHER
CITY OF MISSISSAUGA	78.3%	17.3%	4.3%	72.1%	22.5%	5.4%
DT CORE	88.2%	-	-	77.8%	17.6%	4.4%
DT FAIRVIEW	81.0%	-	-	68.2%	26.0%	5.7%
DT COOKSVILLE	72.9%	18.8%	-	66.4%	28.9%	4.5%
DT HOSPITAL	49.1%	32.1%	-	65.7%	27.2%	6.9%
CENTRAL ERIN MILLS MN	-	-	-	81.7%	17.3%	-
UPTOWN MN	-	-	-	79.5%	16.9%	3.3%
CLARKSON VILLAGE CN	87.5%	-	-	64.7%	27.1%	7.6%
MALTON CN	58.8%	29.4%	7.5%	46.2%	44.2%	-
MEADOWVALE CN	74.1%	18.0%	6.5%	65.6%	23.0%	11.5%
PORT CREDIT CN	66.7%	7.8%	13.7%	69.8%	23.7%	6.4%
RATHWOOD-APPLEWOOD CN	-	-	-	71.6%	24.0%	4.1%
SHERIDAN CN	64.8%	11.1%	14.8%	73.5%	13.0%	12.4%
SOUTH COMMON CN	-	-	-	75.4%	19.6%	5.0%
STREETSVILLE CN	78.4%	-	-	61.7%	31.9%	-
APPLEWOOD NHD	78.8%	17.1%	3.1%	68.3%	25.8%	5.8%
CENTRAL ERIN MILLS NHD	87.3%	4.2%	-	67.7%	19.4%	9.7%
CHURCHILL MEADOWS NHD	74.0%	19.8%	-	-	-	-
CLARKSON - LORNE PARK NHD	75.7%	16.0%	7.0%	57.0%	29.1%	14.5%
COOKSVILLE NHD (EAST)	70.7%	17.2%	6.9%	65.8%	31.5%	-
COOKSVILLE NHD (WEST)	77.7%	19.4%	2.5%	73.1%	22.4%	3.2%
CREDITVIEW NHD	77.7%	14.9%	-	73.3%	26.7%	-
EAST CREDIT NHD	82.4%	12.5%	3.6%	71.9%	21.9%	4.4%
ERIN MILLS NHD	77.7%	15.9%	2.0%	69.7%	24.2%	-
ERINDALE NHD	74.0%	22.1%	2.2%	73.7%	21.5%	3.2%
FAIRVIEW NHD	74.9%	22.4%	-	-	-	-
HURONTARIO NHD	81.9%	15.7%	0.9%	78.4%	16.7%	3.0%
LAKEVIEW NHD	83.7%	13.1%	-	68.2%	25.7%	6.0%
LISGAR NHD	80.0%	15.6%	-	-	-	-
MALTON NHD	77.6%	19.5%	2.3%	66.1%	28.0%	3.2%
MEADOWVALE NHD	82.0%	13.2%	2.8%	83.5%	13.0%	3.5%
MEADOWVALE VILLAGE NHD	77.3%	16.8%	3.4%	-	-	-
MINEOLA NHD	82.5%	-	-	-	-	-
MISSISSAUGA VALLEYS NHD	83.2%	16.8%	-	74.4%	22.4%	2.5%
PORT CREDIT NHD (EAST)	81.1%	10.0%	-	-	-	-
PORT CREDIT NHD (WEST)	73.1%	13.5%	-	65.1%	34.9%	-
RATHWOOD NHD	78.1%	17.9%	2.6%	80.0%	16.0%	3.0%
SHERIDAN NHD	71.4%	20.4%	-	71.8%	17.9%	-
STREETSVILLE NHD	79.2%	9.4%	-	73.7%	18.4%	-



Intersection of Hurontario Street and Queensway

## DEFINITIONS

MODE OF TRANSPORTATION - Main mode of transportation a respondent uses to travel between his or her home and his or her place of work.

SINGLE-DETACHED HOUSE - A single dwelling not attached to any other dwelling or structure (except its own garage or shed). A single-detached house has open space on all sides, and has no dwelling either above or below it. A mobile home fixed permanently to a foundation is also classified as a single-detached house.

SEMI-DETACHED HOUSE - One or two dwellings attached side by side (or back to back) to each other, but not attached to any other dwelling or structure (except its own garage or shed). A semi-detached dwelling has no dwelling either above or below it, and the two units together have open space on all sides.

ROW HOUSE - One of three or more dwellings jointed side by side (or occasionally side to back), such as a townhouse or garden home, but not having any other dwellings either above or below. Townhouses attached to a high-rise building are also classified as row houses.

APARTMENT OR FLAT IN A DUPLEX - One or two dwellings, located one above the other, may or may not be attached to other dwellings or buildings.

APARTMENT IN A BUILDING THAT HAS FIVE OR MORE STOREYS - A dwelling unit in a high-rise apartment building which has five or more storeys.

APARTMENT IN A BUILDING THAT HAS FEWER THAN FIVE STOREYS - A dwelling unit attached to other dwelling units, commercial units or other non-residential space in a building that has fewer than five storeys.

OTHER SINGLE-ATTACHED HOUSE - A single dwelling that is attached to another building and that does not fall into any of the other categories, such as a single dwelling attached to a non-residential structure (e.g. a store or a church) or occasionally to another residential structure (e.g. an apartment building).

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The 2011 Census of Population and the 2011 National Household Survey (NHS) both provide information on the Canadian population for various levels of geography and for numerous common topics (e.g., demography, marital status, family and language) including characteristics associated to these topics. It is possible that differences exist between the 2011 Census count and the NHS estimate. For more information about the discrepancy between 2011 Census counts and 2011 NHS estimates visit: [http://www12.statcan.gc.ca/nhs-enm/2011/ref/nhs-enm\\_guide/guide\\_4-eng.cfm](http://www12.statcan.gc.ca/nhs-enm/2011/ref/nhs-enm_guide/guide_4-eng.cfm)

Data Source: Statistics Canada. 2013. Special tabulation, based on 2011 Census of Population and 2011 National Household Survey.