NORTH SHORE

TRANSPORTATION SURVEY 2025



Final Report

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District of North Vancouver, and
District of West Vancouver

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Executive Summary

Project overview and methodology

The North Shore Transportation Survey (NSTS) is an initiative of the City of North Vancouver (CNV), District of North Vancouver (DNV), and District of West Vancouver (DWV) that tracks key transportation metrics associated with North Shore residents' travel patterns. The survey is conducted biennially.

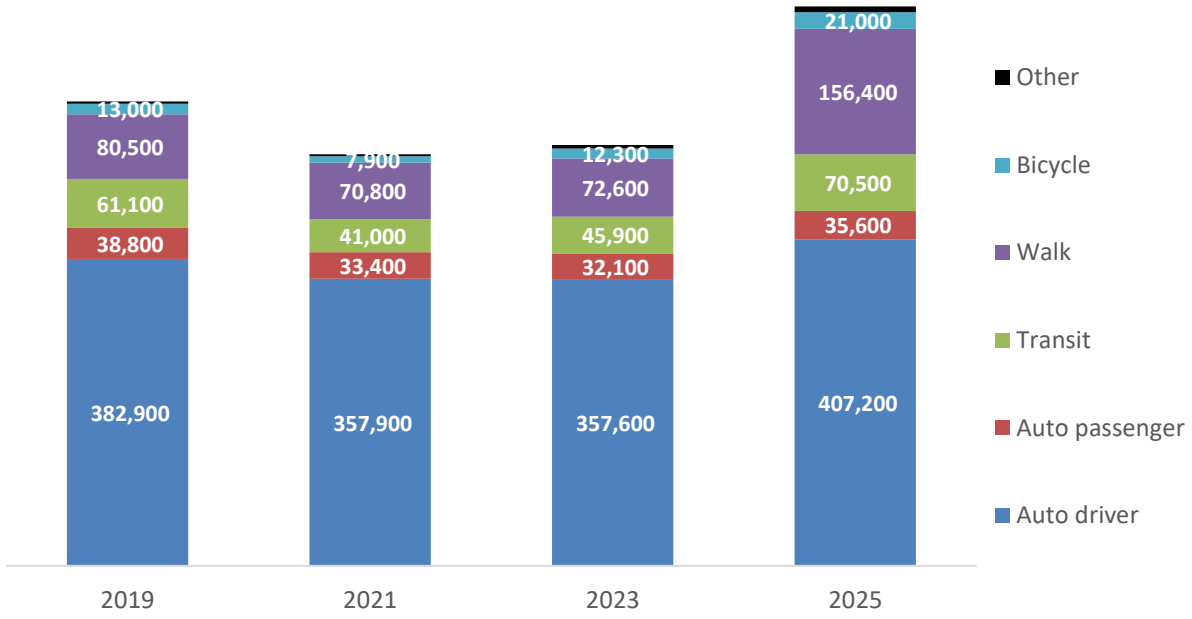
The 2025 survey was conducted through multiple approaches, with the majority of residents completing the survey from contact information provided through the 2023 NSTS or by survey invitations randomly emailed to homes on the North Shore. The 2025 NSTS had a final sample of 3,327 records, an increase of almost 40% from 2023 (n = 2,380). The survey captured 12,943 trips and has a margin of sampling error of ± 1.7% at a 95% confidence level.

Daily Trip Characteristics

Trip mode share. For trips that involve multiple modes of travel, a primary mode was assigned for analysis based on the hierarchy of groupings, which tends to prioritize the mode most likely to involve the longest travel.

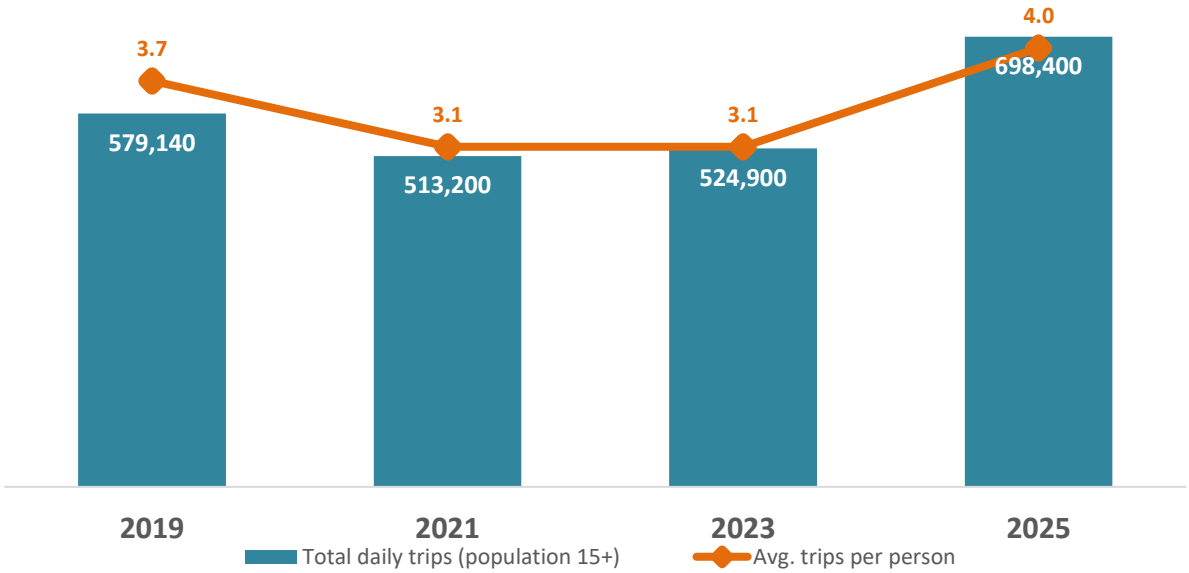
The trip share distribution by primary mode is different in 2025 than the previous NSTS, primarily because of the increase in walking trips, which more than doubled from 2023. The reason for this increase is likely due to the timing of the 2025 NSTS, as the 2025 NSTS began in early September 2025, whereas other NSTS years started in mid to late October. The differences in weather and daylight hours between September and October likely account for the increase in walking trips.

Primary mode share (total trips) by NSTS year



Total trips. Results for the 2025 survey show an average of 4.0 trips per person, up from 3.1 in the previous two surveys and slightly higher than 3.7 trips from the 2019 NSTS. For 2025, this accounts for approximately 698,000 daily trips for North Shore residents aged 15 and older. This is an increase of approximately 33% from 2023, which is largely due to the increase in walking trips, which accounted for approximately 84,000 additional daily trips in 2025 compared to 2023.

Figure - Daily Trip Volumes and Person Trip Rates – 2019 to 2025



Other key findings for residents on the North Shore include the following:

- **Adult bicycles**. Approximately 55% of households on the North Shore have at least one adult bicycle. Among all bicycles, 18% are e-bikes, which has grown with each NSTS, starting at 4% in the 2019 NSTS.
- **Electric and hybrid vehicles**. Approximately 19% of all vehicles on the North Shore are hybrid or electric, which has also grown with each NSTS, starting at 8% in 2019.
- **Work travel mode**. For those who usually have to travel for work, results show an increase in transit use in 2025, with 23% using it as their primary mode of travel, up from 18% in 2023. This is offset by fewer driving as their primary mode, down from 64% in 2023 to 62% in 2025.
- **Personal travel mode**. Similar to work travel, the proportion of North Shore residents using transit as their primary mode of transportation for personal trips increased from 9% in 2023 to 15% in 2025, offset by a decrease in auto driving from 73% to 70%, respectively.
- **Walkable and bikeable trips**. Using established thresholds of 1.6 kilometres for walking and 4.6 kilometres for biking, approximately 54% of all trips taken by residents who drove a vehicle in the 2025 NSTS are defined as either walkable (21%) or bikeable (33%).

The District of North Vancouver

The DNV saw an increase in total daily trips of 24% from 2023, primarily driven by a 137% increase in the number of walking trips from 2023. This resulted in an average of 4.1 trips per person, up from 3.3 in 2023.

Primary mode share (total daily trips) by NSTS year

Municipal area	Primary mode	2019	2021	2023	2025	% change from 2023
District of North Vancouver	Auto driver	187,700	172,700	181,970	188,400	4%
	Auto passenger	18,400	18,800	13,580	18,000	33%
	Transit	21,600	13,700	19,980	28,900	45%
	Walk	34,400	31,200	27,140	64,400	137%
	Bicycle	6,700	3,700	7,120	9,300	31%
	Other	1,500	1,200	1,680	2,200	31%
	Total daily trips	**270,300**	**241,300**	**251,500**	**311,000**	**24%**

Other key findings for residents in the DNV include the following:

- **Adult bicycles**. Approximately 63% of households in the DNV have at least one adult bicycle in the household, up from 55% in 2023. The proportion of e-bikes (among all adult bicycles) remained unchanged from 2023 in the DNV at 16%.
- **Household vehicles**. The DNV has an average of 1.8 vehicles per household. In addition, 95% of DNV households have at least one vehicle. In the DNV, 19% of vehicles are electric or hybrid, similar to the proportion in 2023 (18%). Based on odometer readings, the typical vehicle in the DNV is driving approximately 10,200 kilometres per year, down slightly from 10,800 kilometres in 2023.
- **Work travel mode**. For those who usually have to travel for work in the DNV, results show an increase in transit use in 2025 from 2023, with 19% using it as their primary mode of travel, up from 13% in 2023, although auto driver remains the most common mode in the DNV at 67% (down slightly from 69% in 2023). Workers in the DNV have a longer average distance to travel to work compared to the North Shore as a whole, as DNV workers travel an average of 9.7 km compared to 7.9 kilometres on the North Shore. In addition, DNV residents have lower satisfaction with their usual method of commuting to work compared to the North Shore as a whole, as 52% are satisfied compared to 59% on the North Shore.
- **Personal travel mode**. Similar to work travel, the proportion of DNV residents using transit as their primary mode of transportation increased from 5% in 2023 to 12% in 2025. This was offset by a decline in auto driver trips from 79% to 74%.

The City of North Vancouver

The CNV saw a 35% increase in the total number of daily trips in 2025 from 2023; however, the biggest changes in mode were seen for bicycle and transit trips, as opposed to walking trips (which was seen on the North Shore overall). Although auto driver trips increased by 26%, the total number of auto driver trips saw the largest increase at approximately 23,000 additional daily trips in 2025 compared to 2023. This resulted in an average of 3.9 trips per person, up from 3.0 in 2023.

Primary mode share (total daily trips) by NSTS year

Municipal area	Primary mode	2019	2021	2023	2025	% change from 2023
City of North Vancouver	Auto driver	87,500	85,400	87,760	110,800	26%
	Auto passenger	12,100	6,200	8,570	7,700	-10%
	Transit	27,800	19,900	16,930	27,200	61%
	Walk	31,900	26,800	37,250	55,900	50%
	Bicycle	3,500	2,800	4,440	8,500	91%
	Other	400	700	2,300	2,800	22%
	Total daily trips	**163,100**	**141,800**	**157,300**	**212,600**	**35%**

Other key findings for residents in the CNV include the following:

- **Adult bicycles**. Approximately 50% of households in the CNV have at least one adult bicycle in the household, up from 47% in 2023. Among adult bicycles in the CNV, 19% are e-bikes (similar to 2023 at 18%).
- **Household vehicles**. The CNV has an average of 1.3 vehicles per household, with 85% of households owning at least one vehicle. Additionally, 14% of vehicles in the CNV are electric or hybrid vehicles, up from 9% in 2023. Based on odometer readings, the typical vehicle in the CNV is driving approximately 7,900 kilometres per year, down slightly from 8,400 kilometres in 2023.
- **Work travel mode**. For those who usually have to travel for work in the CNV, results show an increase in transit use in 2025 from 2023, with 27% using it as their primary mode of travel, up from 25% in 2023. CNV workers' average distance to work is 6.5 kilometres, which is lower than the average on the North Shore (7.9 kilometres). Among workers in the CNV, 64% are satisfied with their usual mode to commute to work, compared to 59% on the North Shore.
- **Personal travel mode**. Similar to work travel, the proportion of CNV residents using transit as their primary mode of transportation increased from 16% in 2023 to 19% in 2025.

The District of West Vancouver

The DWV saw a 29% increase in trips, largely driven by a 266% increase in walking trips from 2023. In fact, walking trips not only accounted for the largest percentage increase (other than trips defined as "other"), but also the biggest increase in total trips—approximately 22,000 additional daily walking trips. Auto driver trips increased by just 9% from 2023. This resulted in an average of 3.8 trips per person, up from 2.9 in 2023.

Primary mode share (total daily trips) by NSTS year

Municipal area	Primary mode	2019	2021	2023	2025	% change from 2023
District of West Vancouver	Auto driver	107,700	99,800	87,840	95,900	9%
	Auto passenger	83,000	8,400	9,910	8,900	-10%
	Transit	11,700	7,040	9,030	11,600	29%
	Walk	14,200	12,900	8,250	30,200	266%
	Bicycle	2,900	1,400	740	2,000	170%
	Other	1,000	300	410	1,800	339%
	Total daily trips	**145,800**	**130,100**	**116,200**	**150,100**	**29%**

Other key findings for residents in the DWV include the following:

- **Adult bicycles**. The DWV saw an increase in the proportion of households with at least one adult bicycle from 42% in 2023 to 48% in 2025. It also saw an increase in the proportion of bicycles that are e-bikes, up from 18% in 2023 to 22% in 2025.
- **Household vehicle**. About 90% of households in the DWV have at least one vehicle (averaging 0.9 vehicles per household). Additionally, 24% of vehicles in the DWV are electric or hybrid vehicles, up from 20% in 2023. Based on odometer readings, the typical vehicle in the DWV is driving approximately 11,800 kilometres per year, up from 10,400 kilometres in 2023.
- **Work travel mode**. For those who usually have to travel for work in the DWV, results show an increase in use of transit as the primary mode from 17% in 2023 to 22% in 2025. Also, there was an increase in those driving an auto vehicle in 2025, up from 65% in 2023 to 71% in 2025. DWV residents have an average trip to work of 7.0 kilometres, slightly below the average among all working North Shore residents (7.9 kilometres). Among working DWV residents, 71% are satisfied with their usual method to commute to work, higher than the North Shore as a whole, at 59%.
- **Personal travel mode**. The DWV had a large increase in residents using transit as their primary mode from 2023, up from 6% to 17%. This was offset by a decline in auto drivers from 76% in 2023 to 70% in 2025.

1.0 Introduction

1.1 Project overview and objectives

The North Shore Transportation Survey (NSTS) is a biennial survey of residents of the North Shore that tracks key transportation metrics associated with residents' travel patterns. Survey participants are randomly sampled from across the three municipalities and First Nations communities on the North Shore. The survey is an initiative of the City of North Vancouver (CNV), District of North Vancouver (DNV), and District of West Vancouver (DWV), and results are shared with Squamish Nation and Tsleil-Waututh Nation staff.

In 2018, the Integrated North Shore Transportation Planning Project (INSTPP) report identified a number of key access and mobility challenges:

- land use is largely car oriented;
- transit and alternative modes of travel are often not competitive with travel by car;
- measures are lacking to manage road use;
- road use exceeds capacity at peak times and pinch points; and
- the road network has gaps that reduce choice and increase congestion.

Building on the work of the INSTPP, the North Shore Connects partnership was formed by the municipal and First Nations governments of the North Shore (Squamish and Tsleil-Waututh Nations) to work with other levels of government and interest holders to address these identified challenges and plan, secure funding for, and implement projects that improve transportation on, to, and from the North Shore.

The NSTS was initiated to track trip rates, mode share, vehicle kilometres travelled (VKT), and other key metrics that will help assess the impact of transportation initiatives and plan future transportation investments. Prior to the 2025 NSTS, three full-length surveys were conducted in 2019, 2021, and 2023, with a short interim survey conducted in 2020 that focused on the impacts of the COVID-19 pandemic. Comparisons to the three full-length surveys are made throughout this report where possible.

1.2 2025 North Shore Transportation Survey design

Survey design

Using the 2023 NSTS as a base, Prairie Research Associates (PRA) and representatives from the CNV, DNV, and DWV reviewed the questions and logic to improve survey questions and respondent experience. The primary purpose of the survey was to capture residents' travel during a 24-hour period for the previous weekday in which the survey was taken (e.g., a survey completed on a Wednesday focused on travel on the previous weekday – Tuesday). In addition to the travel and trips taken during the previous weekday, the survey also captured household information, respondent demographics, employment, schooling, and other travel habits.

After design, the survey went through several rounds of internal testing by PRA and CNV, DNV, and DWV staff to check for programming errors and assess respondent experience. After testing, the survey was translated into four languages: Persian, Mandarin, Cantonese, and Tagalog, and added to the online survey programming.

Sampling

The 2025 NSTS began in early September 2025 using the following approaches:

- **NSTS 2023 sample**. Individuals who participated in the 2023 NSTS were able to provide their name and email address to be contacted to participate in the 2025 NSTS. In total, 1,877 respondents provided their contact information. PRA sent invitation emails to respondents (see Appendix B), along with follow-up reminders. Overall, 925 individuals completed the survey from this sample.
- **Mail sampling**. An address-based sampling approach was used to randomly select households across the North Shore to participate by receiving a letter. The first mailing occurred on September 5, 2025, to 5,000 households, with additional sample selected and mailed on September 18 (n = 3,200), September 24 (n = 4,000), October 15 (n = 4,000), and October 31 (n = 3,565). In total, 2,439 individuals completed the survey through this sampling approach.
- **Referrals.** At the end of the survey, respondents could refer other individuals living in the region to complete the survey by providing their name and contact information. PRA sent emails to these individuals to complete the survey. In total, 578 people were referred to the study and 71 completed it.
- **Youth referrals.** As has been the case for previous NSTS, the survey tends to under-represent those under 30 years of age. To increase the number of respondents under 30, an email was sent to all respondents who completed the 2025 NSTS by November 4, 2025, asking them to forward a link to the online survey to members of their household under 30 years of age to complete the survey. This resulted in 19 completed surveys.

For all survey approaches, respondents had the ability to complete the survey online or by phone with one of PRA's survey interviewers. For completing the survey, respondents could enter into a draw for one of five $500 cash prizes.

The table below summarizes the dates and completions for each survey cycle. The 2025 NSTS was started earlier than previous survey cycles to try to capture trip patterns during the fall months, prior to any impacts of late fall weather; however, the survey close dates were similar to previous years primarily due to a delay in the mail sampling approach because of a strike by Canada Post that occurred in late September 2025.

Table 1: Survey cycle

Survey Cycle	90% of survey completions	Survey close	Completions
2025	September 9 – November 30, 2025	December 20, 2025	3,454
2023	October 17 – November 22, 2023	December 20, 2023	2,380
2021	October 26 – November 30, 2021	December 18, 2021	2,131
2019	October 22 – November 21, 2019	December 13, 2019	1,901

Data validation and cleaning

PRA reviewed and validated the survey responses for each respondent, with a primary focus on ensuring that trip information entered was logical and correct. In many instances, PRA had to contact respondents to clarify responses in trip information.

Of the 3,454 completed surveys, 127 respondent records were dropped due to incomplete information or respondents living outside of the region. This resulted in a final sample size of 3,327 records.

Weighting

As is standard for general population surveys, the data in this report is weighted using 2021 Census population and dwelling counts. Two different weights were created.

- **Household weights**. Data that is analyzed at the household level is weighted based on dwelling type and household size.
- **Person-level (trip) weights.** Data that is analyzed at the person level (trips) is weighted based on respondents' age, gender, household size, and dwelling type.

Representativeness and margin of error

The 2021 Census identifies approximately 162,000 residents 15 years and older and 84,900 dwellings in the study area. Assuming an annual growth estimate of 2%, the 2025 estimates are approximately 175,000 residents and 89,000 dwellings. With 3,327 records, this represents 2.1% of residents and 3.9% of dwellings. This is up considerably from the 2023 NSTS, which accounted for 1.4% of residents 15 years and older and 2.9% of dwellings.

The 2025 NSTS captured 12,943 trips made by survey participants on a prior weekday, which provides a snapshot of 24-hour travel patterns of residents of the study area over the course of a typical fall weekday.

Overall, the 2025 survey results have a margin of sampling error of ± 1.7% at a 95% confidence level. Survey results for sub-populations (e.g., gender, age, etc.) are subject to higher margins of error. The error rates by the three municipalities are ± 2.3% for DNV (n = 1,778), ± 3.3% for CNV (n = 856), and ± 3.7% for DWV (n = 693).

The sample is considered sufficiently robust to support reliable analysis for the North Shore overall and by municipality, and to provide meaningful insight into transportation indicators across the eight sub municipal zones. However, it should be noted that margins of error increase for smaller sample sizes at the zone level and when examining more specific demographic subgroups.

1.3 Comparison to previous survey cycles

As part of the initial 2019 survey, a review of the North Shore geography was undertaken to delineate the survey area into sub-municipal zones suitable for sub-municipal analysis. In line with a multi-agency approach similar to INSTPP, the North Shore's transportation network, population distribution, and land use patterns were examined from an integrated regional perspective, rather than being constrained by municipal boundaries. This approach supports analysis of travel behaviour at both the regional scale and across jurisdictional areas. The survey results are reported for three municipal areas and eight sub-municipal zones. First Nations lands on the North Shore are included within the geographic framework used for analysis but are not reported separately due to limited sample sizes.

Longitudinal comparisons presented in this report are based on the 2019, 2021, 2023, and 2025 survey cycles. Although the 2019 data was intended to serve as a pre-pandemic baseline, it is important to note that the COVID-19 pandemic had a significant impact on travel behaviour. Therefore, 2019 results are treated as a pre-pandemic reference point, as data collection finished prior to the pandemic in 2020. The 2021 and 2023 results reflect the effects of COVID-19 related disruptions on travel patterns and post-pandemic trends, including indicators of gradual normalization in behaviour. The 2025 survey is expected to reflect a return to more typical travel conditions, with patterns more closely aligned to pre-pandemic norms.

1.4 Interpreting survey results

Readers should consider the following points when interpreting the survey results presented in this report:

- The survey results are derived from a sample representing approximately 2.1% of the North Shore population 15 years and older. All reported values should be treated as estimates rather than precise counts. The survey reflects the population aged 15 years and older residing in private dwellings. As a result, it excludes approximately 15% of the population under 15 years, as well as about 1% to 2% of residents living in collective or institutional settings such as seniors' residences, student housing, group homes, correctional facilities, military accommodations, or individuals experiencing homelessness.
- Expanded estimates of households, persons, and trips presented in this report have been rounded to the nearest 100 or 10 for ease of interpretation, depending on the variable. However, the underlying statistical uncertainty associated with these estimates is typically larger than the rounding precision implies.
- Due to rounding, totals derived from individual categories may not always sum exactly to the reported aggregate values.
- Sample sizes for certain zones are relatively small. As such, the resulting distributions should be interpreted as indicative of broader patterns rather than precise measurements.
- Reported percentages have been rounded to either the nearest whole percent or to one decimal place. As a result, summed percentages may not equal exactly 100 percent in all cases.

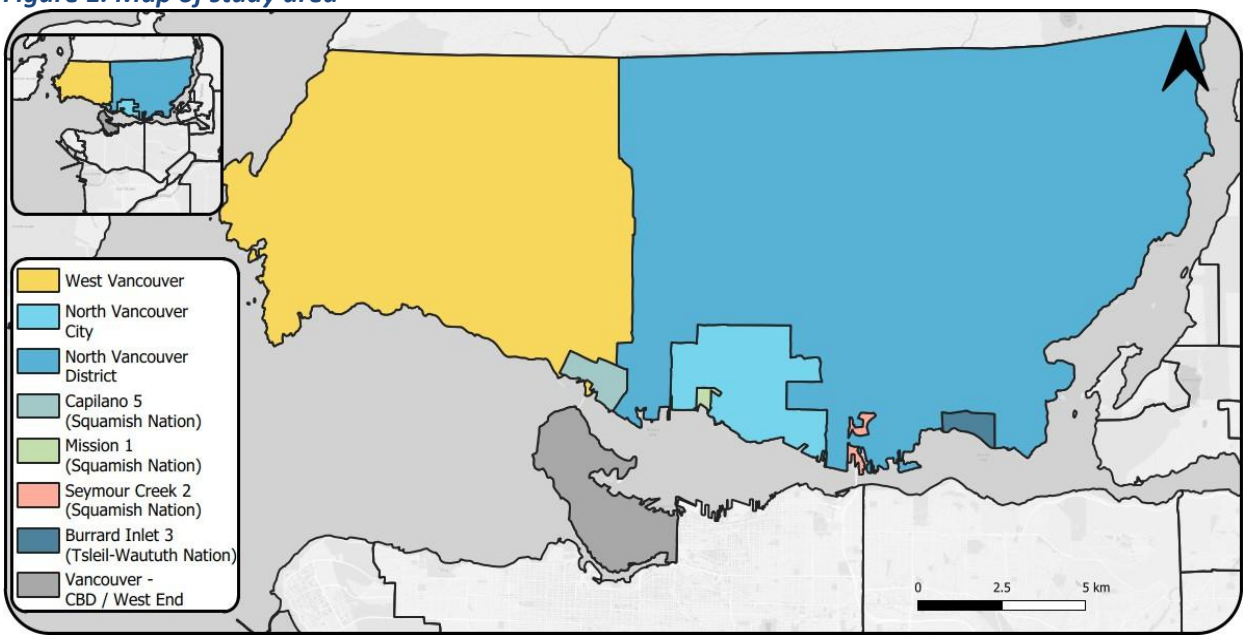
2.0 Survey geography

2.1 Survey scope

The 2025 NSTS study area encompasses the full North Shore, including səlilwətaɬ (Tsleil-Waututh) Nation, Sḵwx̱wú7mesh (Squamish) Nation lands within the North Shore area, as well as the City of North Vancouver, District of North Vancouver, and District of West Vancouver. The study area is illustrated in ***Figure 1. Map of study area*****.** The Vancouver downtown Central Business District/West End, which falls outside the study area, is also shown for reference, given its role as a key external destination for North Shore residents.

For the purposes of identifying trips originating from or destined outside the study area, an expanded travel region was defined. This broader area includes the remainder of the Metro Vancouver Regional District and the Fraser Valley Regional District. Survey responses identifying locations within this extended geography were geocoded to appropriate regional, municipal, or sub municipal units to support analysis of external work locations and other trip destinations outside the North Shore.

Figure 1. Map of study area[1]



[1] Source: 2019 North Shore Transportation Survey Final Report. For the purposes of this study, the lands of the səlilwətaɬ (Tsleil-Waututh) Nation and Sḵwx̱wú7mesh (Squamish) Nation are identified using their official Census subdivision names.

2.2 Survey geographies and population count

The North Shore includes multiple municipalities and First Nations communities. For the purposes of municipal-level analysis, and due to relatively small population sizes, First Nations lands have been aggregated with the adjacent or surrounding municipality in which they are located. The table below presents the composition of each municipal area, along with 2025 population estimates projected from 2021 Census data.

Table 2: Municipal Areas with 2025 Projections of 2021 Census Counts

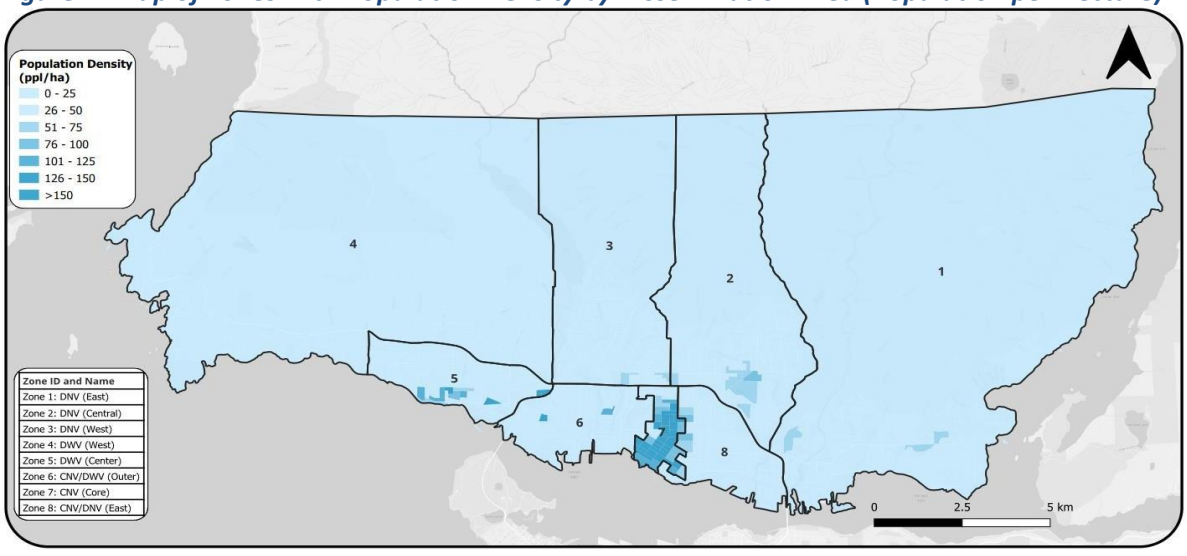
Municipal area	Census subdivision	Land area (km²)	Private dwellings (estimate)*	Population 15+ years (estimate)*	2025 NSTS completions
District of North Vancouver	DNV	160.66	35,600	75,300	1,740
	Burrard Inlet 3	1.12	1,260	2,200	37
	Seymour Creek 2	0.49	40	80	1
City of North Vancouver	CNV	11.83	31,300	54,800	856
	Mission 1	0.28	220	500	0
District of West Vancouver	DWV	87.18	18,900	39,100	660
	Capilano 5	1.72	1,500	2,580	33
North Shore	**Total**	**263**	**88,800**	**174,600**	**3,327**

Estimates for 2025 are based on Statistics Canada 2021 Census information with annual growth of 2%.

As noted, eight sub-zones were defined to support analysis and were developed by considering the North Shore as an integrated region, grouping areas with similar residential and commercial characteristics, while also reflecting underlying road and transit networks. As a result, some zone boundaries cross municipal limits where appropriate to better represent functional travel patterns.

Figure 2 illustrates the boundaries of the eight sub-zones. The map also shows population density based on Statistics Canada Dissemination Areas, which represent one of the smallest geographic units for which Census data are released.

Figure 2. Map of Zones with Population Density by Dissemination Area (Population per Hectare)[2]



[2] Source: 2019 North Shore Transportation Survey Final Report

Table 3 presents the eight zones and their corresponding populations.

Table 3: Zones with 2025 Projections of 2021 Census Counts

Zone	Land area (km^2)	Private dwellings (estimate)*	Population 15+ years (estimate)*	2025 NSTS completions
Zone 1: DNV (East)	101.91	11,300	23,500	579
Zone 2: DNV (Central)	28.1	12,100	26,200	547
Zone 3: DNV (West)	27.57	9,500	21,100	478
Zone 4: DWV (West)	79.83	9,200	20,600	316
Zone 5: DWV (Centre)	7.47	11,600	21,500	389
Zone 6: CNV/DWV (Outer)	8.06	7,300	14,700	288
Zone 7: CNV (Core)	2.73	19,900	31,100	433
Zone 8: CNV / DNV (East)	7.62	7,900	15,500	297
North Shore	**263**	**88,800**	**174,600**	**3,327**
Estimates for 2025 are based on Statistics Canada 2021 Census information with annual growth of 2%.				

3.0 Participant characteristics

This section describes the characteristics of respondents and their household to better understand the representativeness of respondents and give context for results shown throughout this report.

3.1 Age and gender distribution

Results from the survey show that generally younger residents were under-represented in the survey, which has been the case in past NSTS.

Table 4: Distributions by age and gender (unweighted)

Age group	2021 Census		2025 NSTS	
	Male	Female	Male	Female
15 to 24 years	7%	6%	1%	1%
25 to 34 years	6%	7%	2%	3%
35 to 44 years	7%	8%	5%	5%
45 to 54 years	8%	9%	7%	7%
55 to 64 years	8%	9%	10%	11%
65 to 74 years	6%	7%	14%	13%
75 years and older	5%	7%	12%	9%

Note: This table excludes those who identified as non-binary (n = 12) or did not provide their gender (n = 39) from the calculations.

Weighted results are much more in line with population statistics, with slight over-representation of younger female respondents due to the combination of weighting characteristics for under-represented groups (i.e., younger respondents and females).

Table 5: Distributions by age and gender

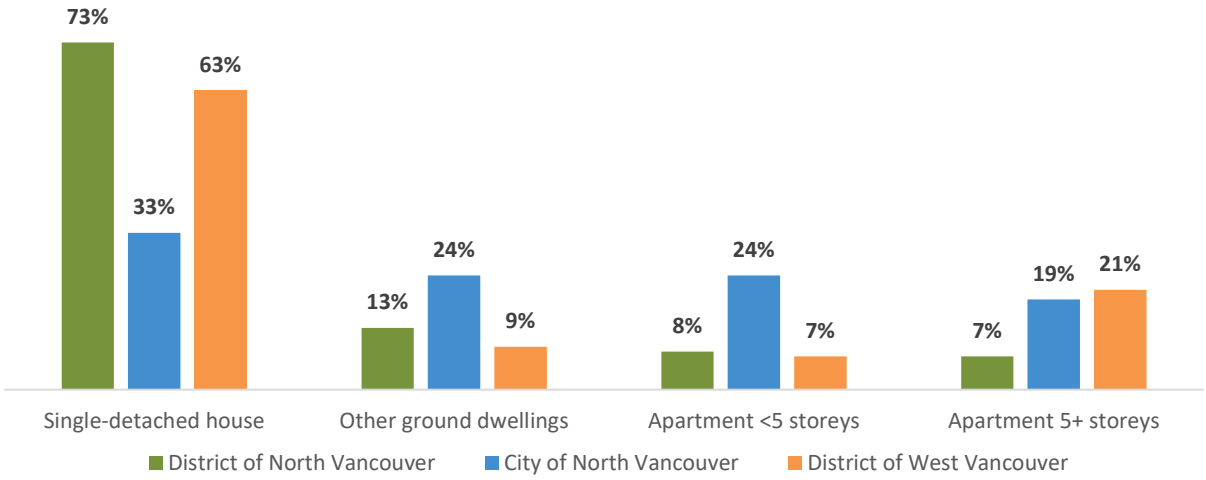
Age group	2021 Census		2025 NSTS	
	Male	Female	Male	Female
15 to 24 years	7%	6%	5%	7%
25 to 34 years	6%	7%	6%	10%
35 to 44 years	7%	8%	8%	9%
45 to 54 years	8%	9%	7%	10%
55 to 64 years	8%	9%	6%	9%
65 to 74 years	6%	7%	5%	7%
75 years and older	5%	7%	6%	7%

Note: Survey results do not include those who identified as non-binary (n = 12) or did not provide their gender (n = 39).

3.2 Dwelling type

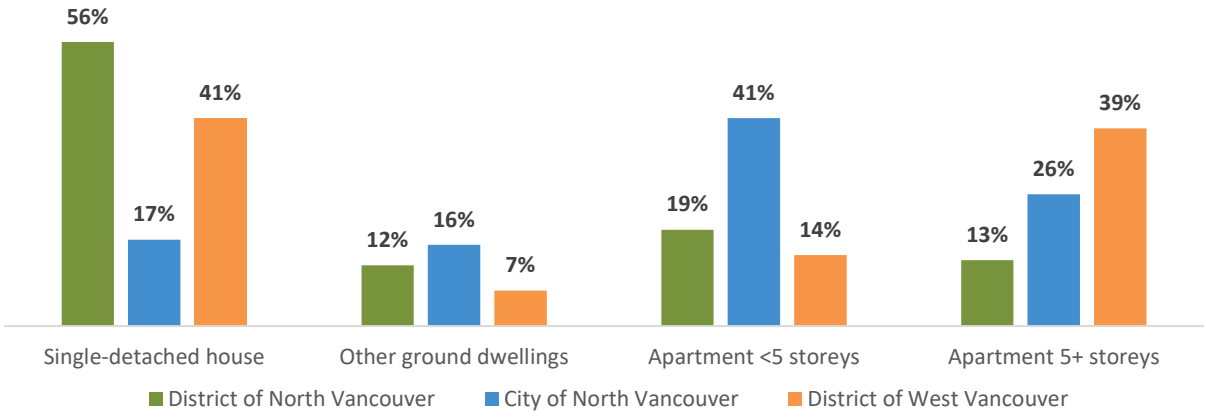
The figure below shows the profile of dwellings by municipality prior to weighting for dwelling type. The survey tends to over-represent individuals living in single-detached homes and under-represent those living in apartments. These tend to be under-represented due to the characteristics of age, as respondents under 45 (that are under-represented) are more likely to be living in homes that are not single-detached homes.[3]

Figure 3. Dwelling type by municipality (unweighted)



The figure below shows the weighted profile of respondents, which significantly increases the proportion of respondents living in apartments in all three municipalities.

Figure 4. Dwelling type by municipality



[3] Other dwelling types include row houses, townhouses, side-by-sides, secondary suites, mobile homes, long-term care homes, and any undefined dwelling types.

Dwelling type by zone varies noticeably, especially in the composition of dwellings in the CNV (core), which has very few single-detached homes, and the DWV (centre) which has a majority living in apartments five storeys or taller.

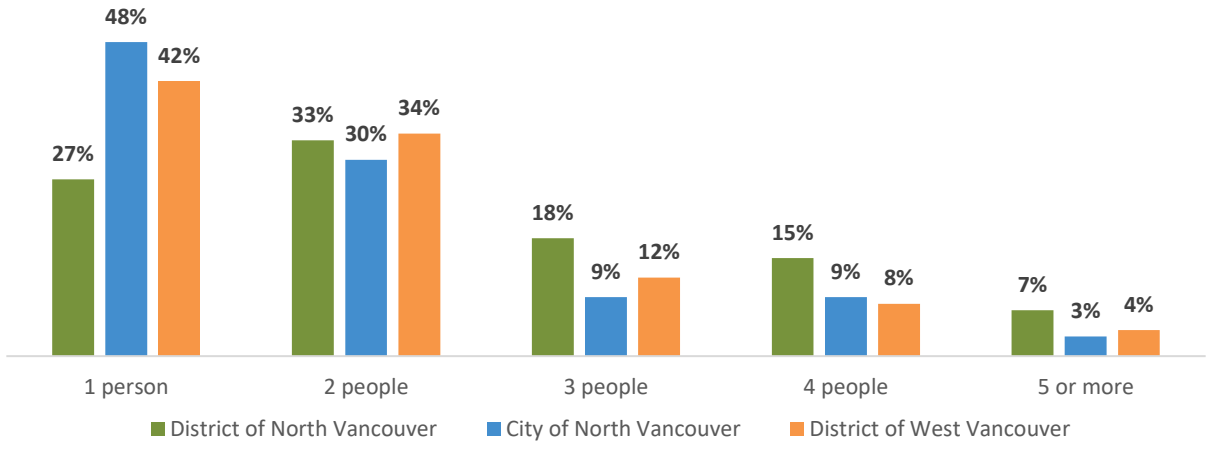
Table 6: Dwelling type by zone

Zone	Single detached home	Other ground home	Apartment <5 storeys	Apartment 5+ storeys
Zone 1: DNV (East)	49%	18%	21%	13%
Zone 2: DNV (Central)	61%	8%	21%	9%
Zone 3: DNV (West)	71%	11%	15%	3%
Zone 4: DWV (West)	71%	9%	11%	8%
Zone 5: DWV (Centre)	22%	5%	12%	61%
Zone 6: CNV/DWV (Outer)	38%	20%	32%	11%
Zone 7: CNV (Core)	2%	10%	52%	37%
Zone 8: CNV / DNV (East)	58%	24%	11%	7%
North Shore	**40%**	**12%**	**25%**	**23%**

3.3 Household size

Respondents living in the DNV tend to have more people living in their households relative to the CNV and DWV, as just 27% of DNV respondents are living in single-person households compared to 48% in the CNV and 42% in the DWV. This is also represented by the average number of people per household, with 2.4 in the DNV compared to 1.9 in the CNV and 2.0 in the DWV. This household size difference is largely driven by the fact that those living in single-detached homes have higher average household sizes than those in other dwellings, and the DNV has a higher proportion of single-detached homes than other municipalities.

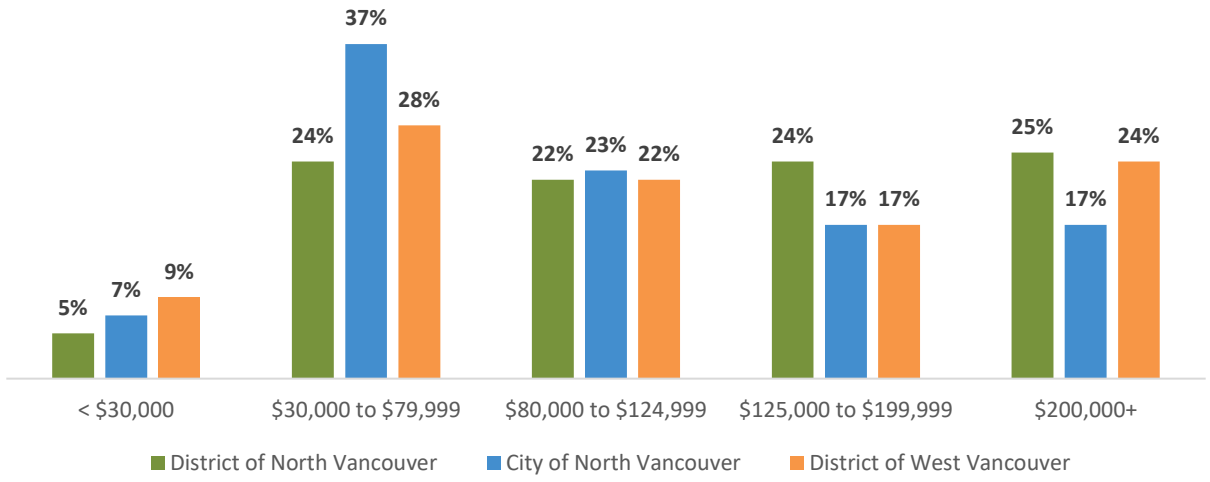
Figure 5. Household size by municipality



3.4 Household income

Results show some differences in income, with a higher proportion of residents in households earning under $80,000 in the CNV and DWV relative to the DNV. In addition, the survey tends to under-represent those in households earning under $80,000 relative to the 2021 Census, which is due to a number of reasons, including under-representation of respondents under 34 years of age and changes in income (inflation) between 2021 and 2025.

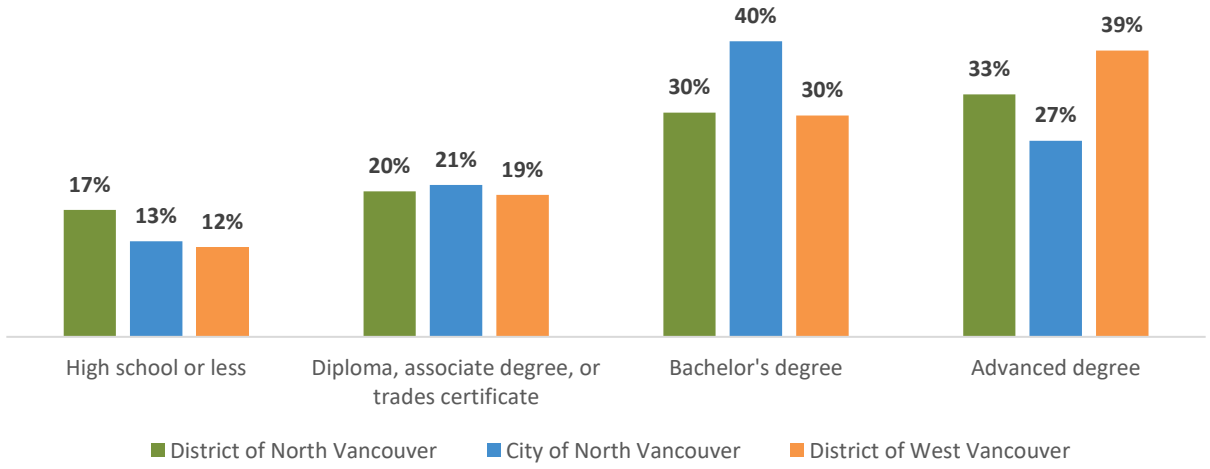
Figure 6. Household income by municipality



3.5 Education

Across the North Shore, approximately two thirds of respondents have a bachelor's degree or higher. Relative to the 2021 Census, those with high school or lower education are under-represented, which is common in general population survey research.

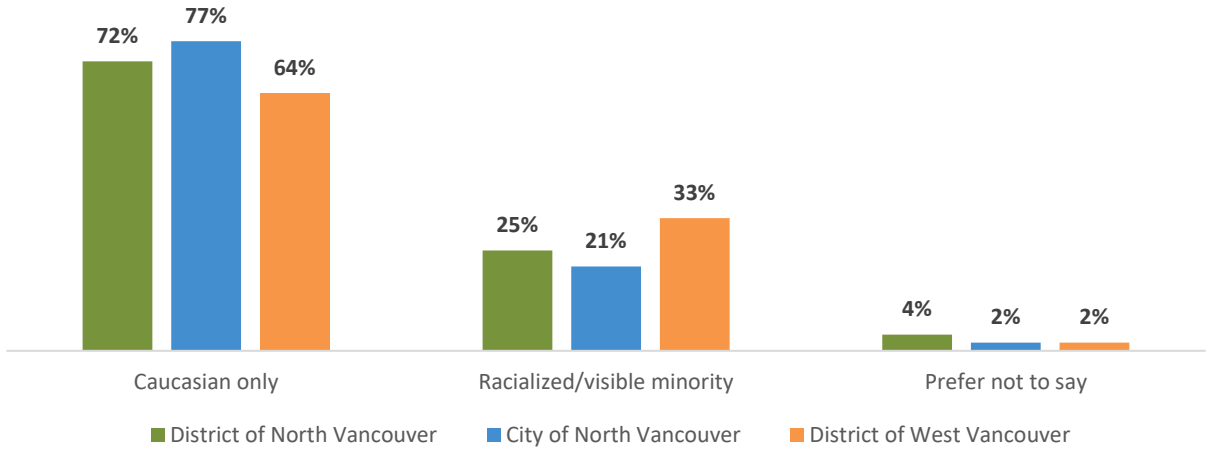
Figure 7. Highest level of education by municipality



3.6 Ethnicity

Overall, 25% of respondents identified as a racialized person, with a higher proportion in the DWV relative to the other two municipalities. This slightly under-represents racialized people on the North Shore relative to 2021 Census information (~33%). Across all respondents, the largest non-Caucasian groups included East Asian (10%) and West Asian (6%).

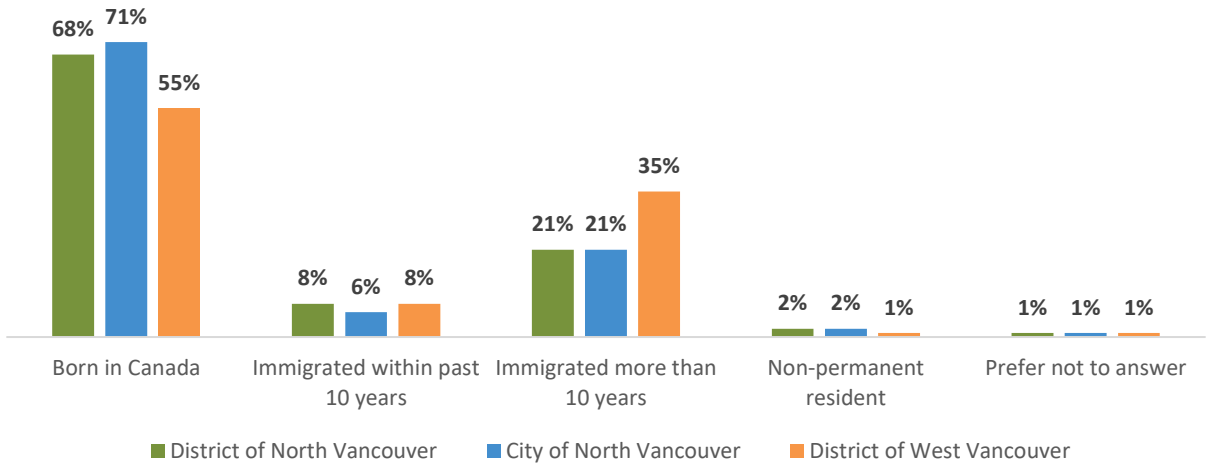
Figure 8. Ethnicity by municipality



3.7 Immigration status

The majority of respondents in each municipality were born in Canada – 67% for the North Shore, which is in line with Census results. The DWV has the highest proportion of respondents who have immigrated to Canada. Among those who have immigrated, the majority immigrated more than 10 years ago.

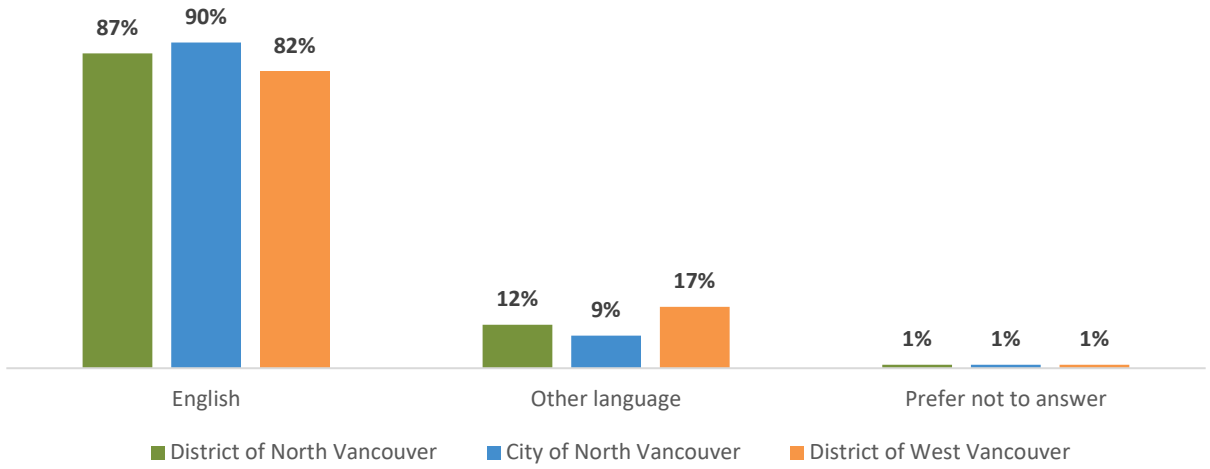
Figure 9. Year of immigration by municipality



3.8 Language

Almost 9 in 10 North Shore residents speak English at home, with 12% speaking another language. The most commonly spoken non-English languages are Persian (4%) and Mandarin (2%).

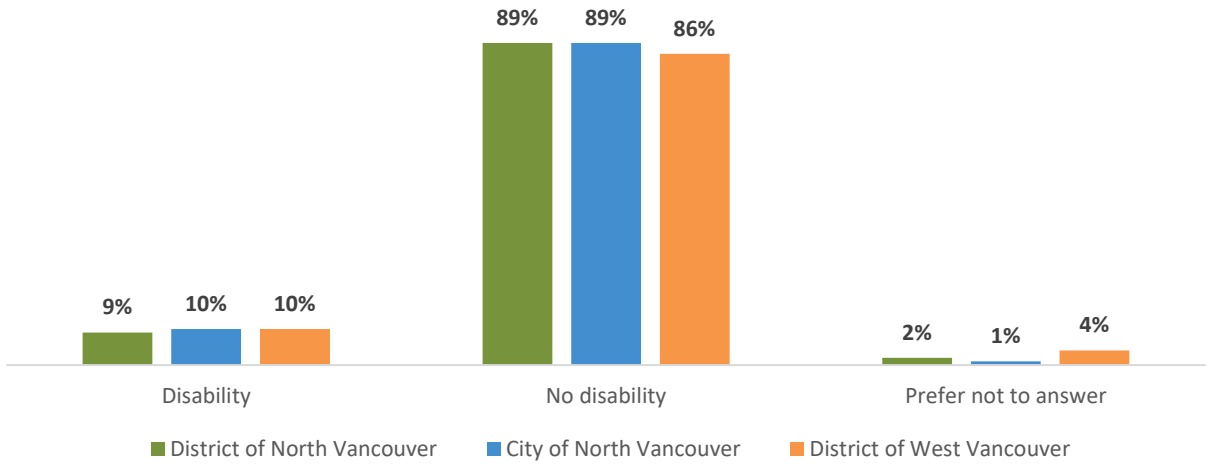
Figure 10. Language spoken most often at home by municipality



3.9 Accessibility by municipality

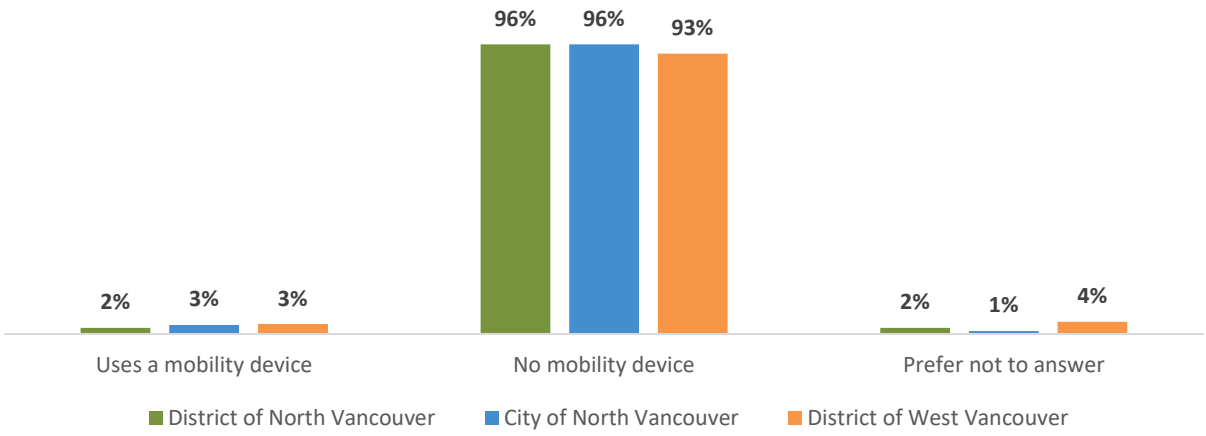
Overall, 10% of respondents on the North Shore indicated they have a physical or cognitive disability.

Figure 11. Physical or cognitive disability by municipality



Overall, 3% of respondents indicate they use an assisted mobility device, such as a wheelchair, walker, cane, crutches, prosthesis, or mobility scooter.

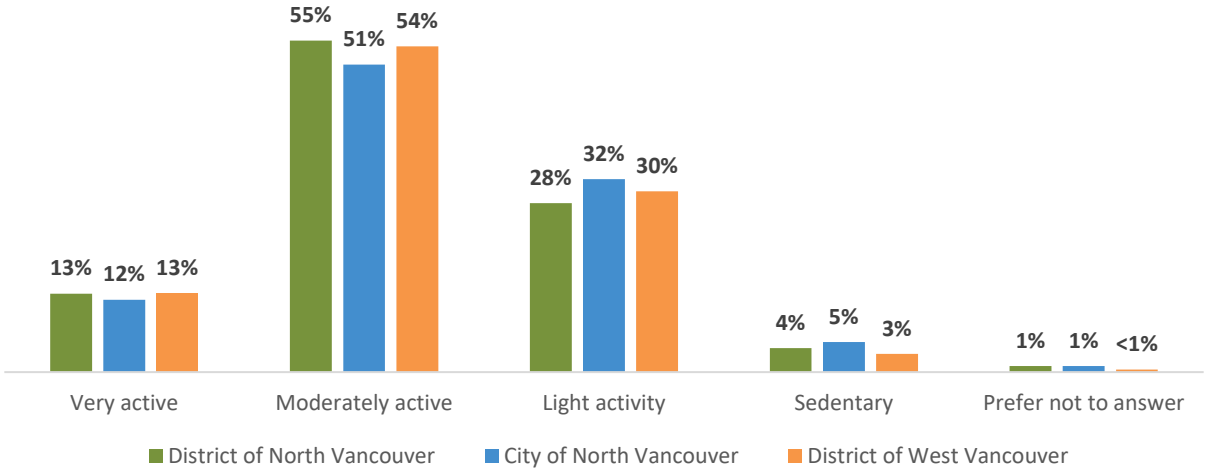
Figure 12. Use of mobility device by municipality



3.10 Lifestyle by municipality

Two thirds of North Shore respondents say they have at least a moderately active lifestyle, that is, they are on their feet most of the day with moderate exercise three to seven times per week. Results are similar across municipalities. Results are also in line with past NSTS surveys.

Figure 13. Lifestyle by municipality

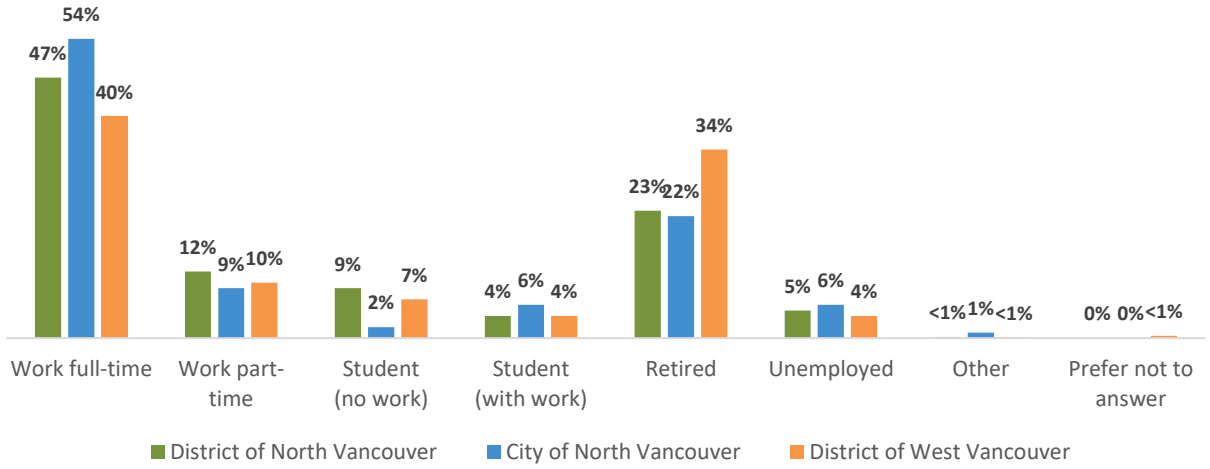


4.0 Household transportation access

4.1 Employment characteristics

Among respondents, approximately two thirds are working in some capacity. Comparing across municipalities shows a higher proportion of respondents in the DWV who are retired, which is in line with results from 2023.

Figure 14. Employment status by municipality



Employment rates by zone show the highest proportion of students in the Zone 4: DWV (West) and Zone 2: DNV (Central), with the highest proportion of retired respondents in the Zone 5: DWV (Centre).

Table 7: Employment by zone

Zone	Working (full or part-time)	Student (with or without work)	Retired	Unemployed*
Zone 1: DNV (East)	64%	9%	23%	4%
Zone 2: DNV (Central)	57%	19%	19%	4%
Zone 3: DNV (West)	49%	13%	30%	7%
Zone 4: DWV (West)	47%	23%	28%	2%
Zone 5: DWV (Centre)	50%	6%	39%	6%
Zone 6: CNV/DWV (Outer)	65%	7%	17%	10%
Zone 7: CNV (Core)	65%	6%	23%	6%
Zone 8: CNV / DNV (East)	65%	8%	24%	3%
North Shore	**59%**	**11%**	**25%**	**5%**

***** Unemployed includes <1% of respondents who could not be classified.

Occupation type

Assessing occupation types shows that the most common industry is business, finance, and administration occupations, which account for more than 1 in 5 respondents. When assessing results by municipality, there are only slight differences, with only two occupation categories having a difference from the highest to lowest (among municipalities) of greater than five percentage points.

Table 8: Occupation type by municipality

Occupation type	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
Business, Finance & Administration Occupations	22%	19%	25%	27%
Management Occupations	16%	15%	17%	14%
Natural & Applied Sciences Occupations	12%	13%	11%	8%
Sales & Service Provision	10%	10%	9%	15%
Health Services Occupations	10%	11%	9%	10%
Post Secondary Education, Law & Social, Community & Government Services	8%	8%	6%	8%
Performing & Facilitating Art, Culture, Recreation & Sports	6%	5%	7%	4%
Secondary and Elementary School Teachers	6%	6%	5%	6%
Trades, Transport & Equipment Operators	3%	3%	4%	3%
Occupations in Manufacturing & Utilities	1%	2%	1%	2%
Occupations in Natural Resources, Agriculture & Related Production	1%	2%	1%	1%
Technology	1%	2%	1%	<1%
Education	1%	1%	1%	1%

BASE: Those employed full or part-time.
Note: Only those occupation categories that account for at least 1% within the North Shore are shown.

Employee support programs by municipality of residence

Those that were employed were asked if they have access to employee programs that support transportation. The table below assesses responses among those employed by the municipality where they live. Results show approximately 3 in 10 employed respondents have access to at least one type of program, most commonly shower or locker facilities at work. Respondents living in the DWV are less likely to have access to any program, as 24% have accessed at least one program compared to 33% in the DNV and 31% in the CNV.

Table 9: Employee support programs by municipality of residence

Program	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
Employer offered shower / locker facilities at work	21%	22%	22%	15%
Employer subsidized bike storage	14%	17%	13%	7%
Employer subsidized transit pass	9%	8%	9%	11%
Employer subsidized electric vehicle charging	6%	8%	4%	6%
Employer offered annual active transportation campaigns and promotions	4%	3%	5%	4%
Company carpool / car share	3%	5%	2%	1%
Employer subsidized shuttle to transit	2%	2%	2%	5%
Employer subsidized bike share / membership	2%	4%	1%	1%
Employer facilitated emergency ride home	2%	2%	2%	2%
Employer offered active transportation financial incentive programs	2%	2%	1%	2%
Employer paid parking	1%	1%	<1%	<1%
Employer subsidized mileage/gas	<1%	<1%	<1%	0%
Other	<1%	<1%	<1%	0%
No access to these programs	65%	63%	65%	73%
Don’t know	4%	4%	4%	3%

BASE: Those employed full or part-time.
Note: Respondents could provide more than one response; therefore, columns will sum to more than 100%.

Employee support programs by municipality of work location

Another way to assess these support programs is by where respondents work. The table below assesses access to programs by respondents' work location for those who have a usual place of work that they have to travel to (excluding those who work from home or do not have a fixed address for work). Those who travel outside the North Shore have a higher proportion of access to at least one program, with 44% having access to at least one program. This compares to 37% who travel to the CNV, 27% who travel to the DWV, and 25% who travel to the DNV.

Table 10: Employee support programs by municipality of work location

Program	District of North Vancouver	City of North Vancouver	District of West Vancouver	Outside North Shore
Employer offered shower / locker facilities at work	16%	20%	20%	32%
Employer subsidized transit pass	10%	9%	3%	13%
Employer subsidized shuttle to transit	8%	2%	2%	2%
Employer subsidized bike storage	6%	14%	4%	23%
Employer subsidized electric vehicle charging	6%	6%	7%	10%
Company carpool / car share	4%	4%	1%	4%
Employer offered annual active transportation campaigns and promotions	2%	3%	2%	6%
Employer facilitated emergency ride home	2%	2%	0%	3%
Employer offered active transportation financial incentive programs	1%	3%	3%	1%
Employer subsidized bike share / membership	0%	3%	1%	3%
Employer paid parking	0%	2%	1%	<1%
Employer subsidized mileage/gas	0%	1%	0%	<1%
Other	1%	<1%	0%	<1%
No, I do not have access to such programs	70%	61%	71%	53%
Don't know	5%	2%	2%	3%

BASE: Those employed full or part-time and have a usual place of work (not including work from home).
Note: Respondents could provide more than one response; therefore, columns will sum to more than 100%.

4.2 Bicycle availability

Adult bicycles by municipality

The proportion of respondents on the North Shore with an adult bicycle (pedal or e-bike) is 55%. The 55% includes 18% of households with at least one e-bike. Assessing results by municipality shows that a higher percentage of households in the DNV own at least one adult bicycle and own a higher average number of bicycles per household. This trend was also apparent in 2023.

Table 11: Bicycle access by municipality

	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
% of households with adult bicycle (regular or e-bike)	55%	63%	50%	48%
% of households with e-bike	18%	20%	15%	16%
Average number of adult bicycles per household (regular or e-bike)	1.4	1.8	1.1	1.1
Average number of e-bikes	0.3	0.3	0.2	0.2
% of bicycles that are e-bikes	18%	16%	19%	22%

On the North Shore, the proportion of households with at least one adult bicycle increased from 49% in 2023 to 55% in 2025, after dropping off noticeably in 2023. Results also show a continued growth in e-bicycles, as they now account for 18% of all adult bicycles, growing from just 4% in 2019.

Table 12: Bicycle access by NSTS year (North Shore)

	2019	2021	2023	2025
% of households with adult bicycle (regular or e-bike)	58%	58%	49%	55%
Average number of adult bicycles per household (regular or e-bike)	1.4	1.5	1.3	1.4
% of bicycles that are e-bikes	4%	9%	17%	18%

Results for the District of North Vancouver show a growth in the proportion of households with at least one bicycle from 2023, with results in 2025 more in line with previous NSTS years.

Table 13: Bicycle access by NSTS year (District of North Vancouver)

	2019	2021	2023	2025
% of households with adult bicycle (regular or e-bike)	63%	66%	55%	63%
Average number of adult bicycles per household (regular or e-bike)	1.7	1.8	1.6	1.8
% of bicycles that are e-bikes	4%	8%	16%	16%

The City of North Vancouver saw slight growth in the proportion of households with bicycles from 2023, with results slightly closer to 2019 and 2021.

Table 14: Bicycle access by NSTS year (City of North Vancouver)

	2019	2021	2023	2025
% of households with adult bicycle (regular or e-bike)	53%	52%	47%	50%
Average number of adult bicycles per household (regular or e-bike)	1.2	1.1	1.1	1.1
% of bicycles that are e-bikes	4%	10%	18%	19%

Results for the District of West Vancouver saw an increase in the proportion of households with at least one adult bicycle from 2023, and a growth in the proportion of bicycles that are e-bicycles.

Table 15: Bicycle access by NSTS year (District of West Vancouver)

	2019	2021	2023	2025
% of households with adult bicycle (regular or e-bike)	57%	54%	42%	48%
Average number of adult bicycles per household (regular or e-bike)	1.4	1.4	1.1	1.1
% of bicycles that are e-bikes	3%	11%	18%	22%

Adult bicycles by zone

Adult bicycle ownership by zone shows that residents in the Zone 5: DWV (Centre) and Zone 7: CNV (Core) are least likely to own at least one adult bicycle.

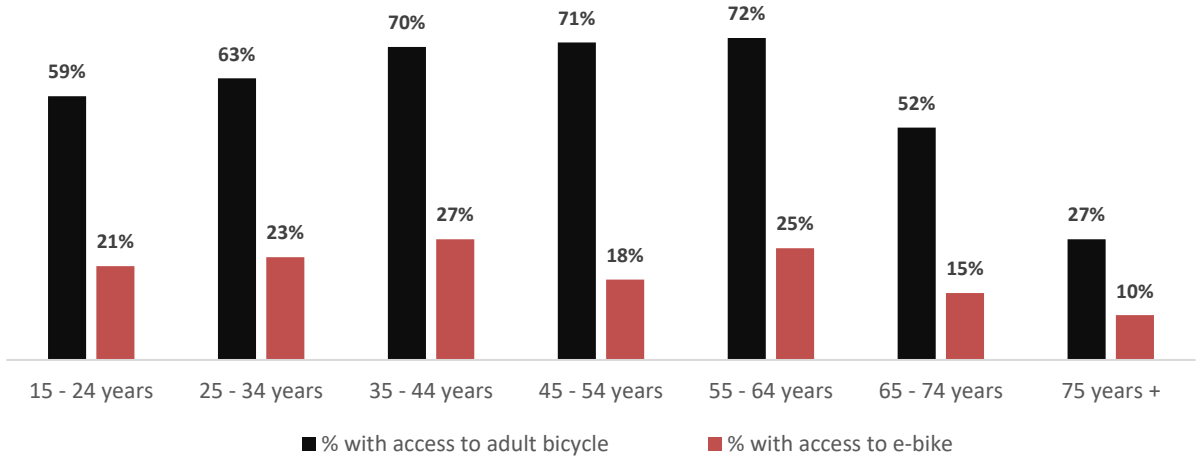
Table 16: Bicycle access by zone

Zone	% with adult bicycle	% with e-bike	Average number of bikes	Average number of e-bikes
Zone 1: DNV (East)	66%	22%	2.0	0.3
Zone 2: DNV (Central)	64%	23%	1.9	0.3
Zone 3: DNV (West)	59%	21%	1.7	0.3
Zone 4: DWV (West)	53%	15%	1.3	0.2
Zone 5: DWV (Centre)	43%	15%	0.9	0.2
Zone 6: CNV/DWV (Outer)	59%	14%	1.2	0.2
Zone 7: CNV (Core)	45%	13%	0.8	0.2
Zone 8: CNV / DNV (East)	64%	24%	2.0	0.4
North Shore	**55%**	**18%**	**1.4**	**0.3**

Adult bicycles by age

Results show that access to at least one adult bicycle in the household increases with age, up until 65 years of age, where ownership declines to approximately one quarter of respondents 75 and older. E-bike ownership shows a similar pattern of drop-off in ownership for those 65 and older, but the differences in e-bike ownership are somewhat consistent among age groups 15 to 64 years of age, with some fluctuations.

Figure 15. Access to bicycles in household by respondent age



4.3 Shared services

Bike or scooter membership by municipality

Overall, 12% of North Shore residents are a member of at least one bike or scooter share service, with higher rates in the CNV (18%) than DNV (10%) or DWV (5%). The difference is largely driven by greater usage of Lime (previous operator) and BCAA Evolve (current operator) among CNV residents.[4]

Table 17: Bicycle or scooter membership by municipality

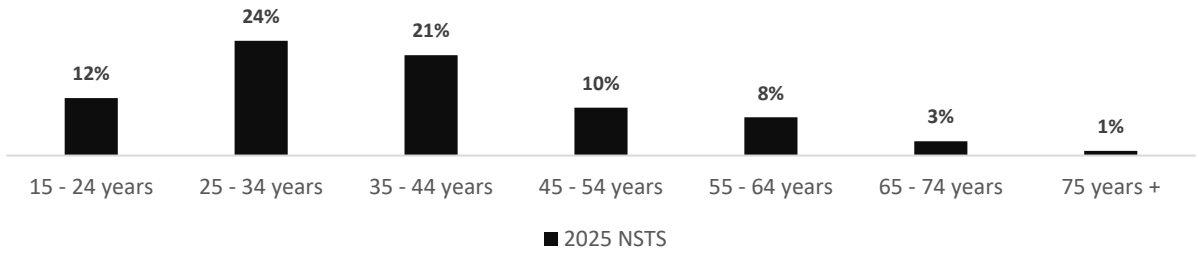
	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
Lime	8%	7%	12%	4%
BCAA Evolve	7%	5%	12%	1%
Mobi	2%	2%	3%	1%
Other	1%	<1%	2%	<1%
Not a member	88%	90%	81%	95%
Prefer not to answer	<1%	<1%	<1%	<1%
Note: Respondents could provide more than one response; therefore, columns will sum to more than 100%.				

[4] Lime ended its e-bike share operations in the North Shore on June 30, 2025, and was replaced by BCAA's Evolve E-bike Share on July 1, 2025, in the DNV and CNV. BCAA Evolve did not start operations in the DWV until 2026.

Bike or scooter membership by age

Use of bike or scooter membership is highest among 25- to 34-year-olds, and declines as respondents age.

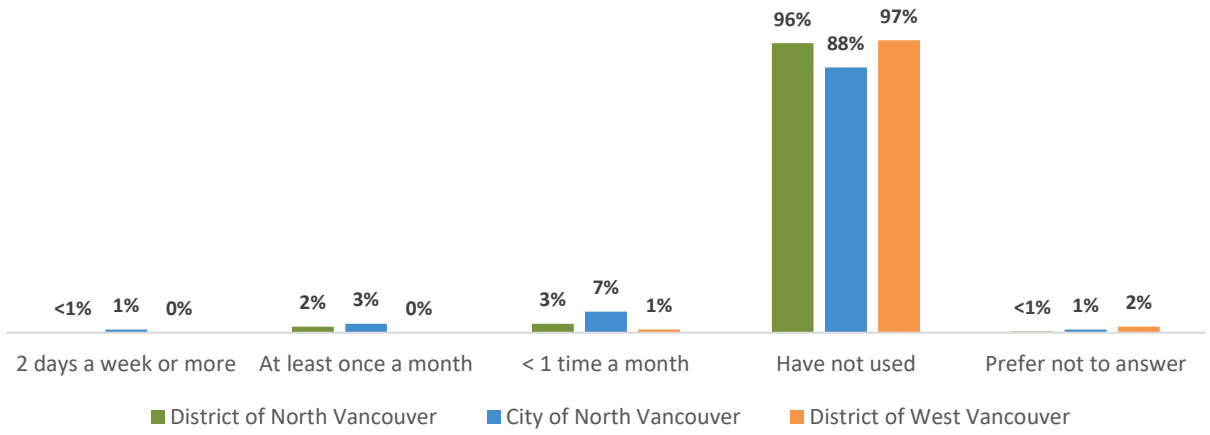
Figure 16. Bike or scooter service membership by respondent age



Use of BCAA Evolve

Use of BCAA Evolve is very infrequent, with only 2% of North Shore residents using it at least once a month. Even among CNV residents (who are most likely to use it), just 4% use it at least once a month.

Figure 17. Use of BCAA Evolve by municipality



4.4 Micromobility

Micromobility devices are small, light vehicles that can be powered by electricity. They commonly refer to devices such as electric scooters, skateboards, and hoverboards. Just 4% of North Shore residents have at least one micromobility device in their household, with slight differences by municipality.

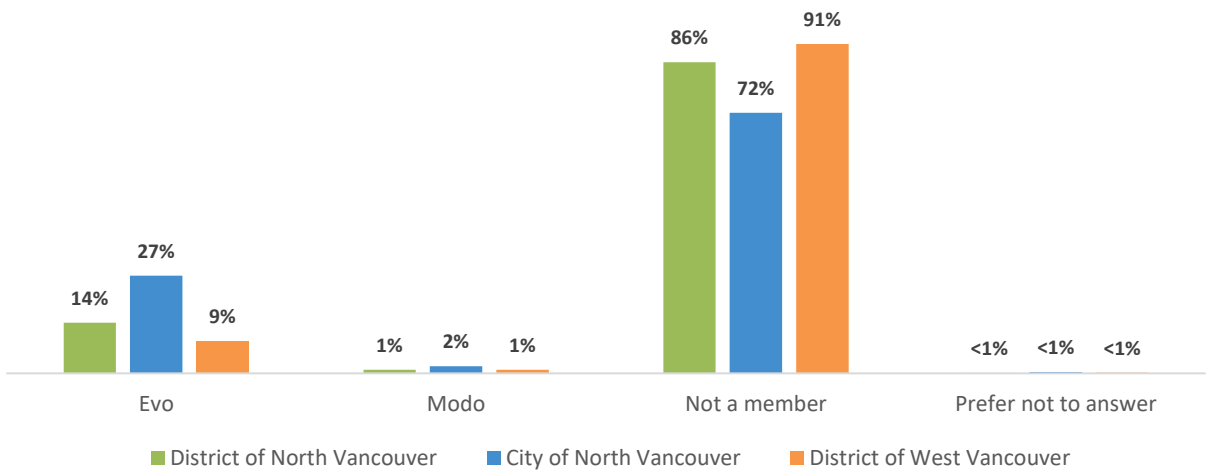
Table 18: Micromobility access by municipality

	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
% of households with micromobility devices	4%	4%	6%	3%
Average number of micromobility devices per household	0.1	0.1	0.1	0.0

4.5 Car share

Overall, 18% of North Shore residents have at least one car share membership, most often Evo (18%). Evo membership is much higher among CNV residents. Results are very similar to the 2023 NSTS.

Figure 18. Car share membership by municipality



4.6 Private vehicles

Vehicles in household

Overall, 93% of respondents have a driver's license, in line with previous NSTS. Similarly, 91% of households on the North Shore have at least one vehicle, with an average vehicle count of 1.6 vehicles per household. The DNV has the highest proportion of households with a vehicle, and the highest vehicle count per household.

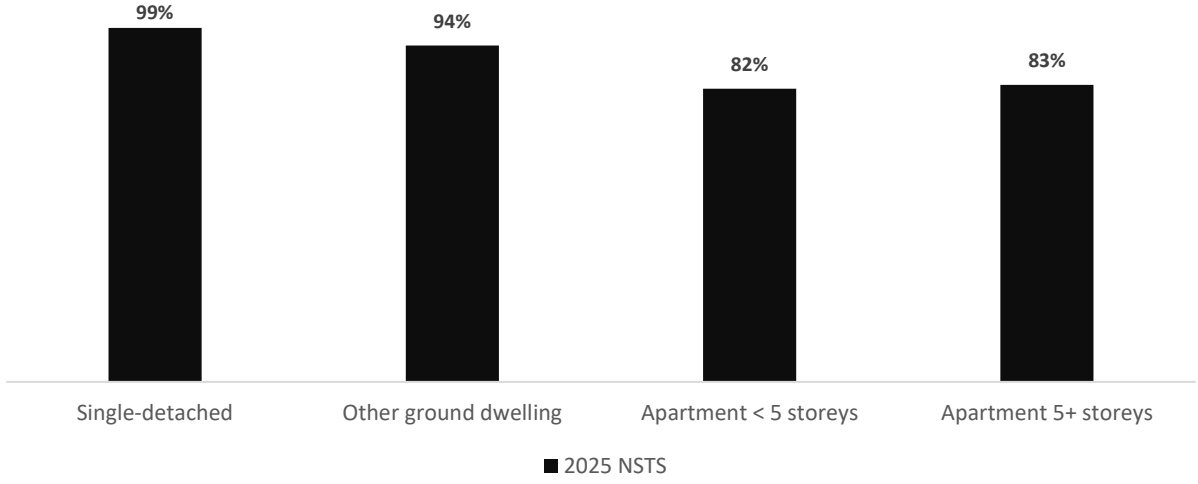
Table 19: Private vehicles by municipality

	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
% with driver's license	93%	93%	93%	93%
Average household size	2.2	2.4	1.9	2.0
Average vehicles per household	1.6	1.8	1.3	1.6
Average number of vehicles per adult in household (15 years+)	0.8	0.9	0.8	0.9
% of households with at least one vehicle	91%	95%	85%	90%

Vehicles in household by dwelling

Almost all households living in a single-detached home have at least one vehicle. Vehicle ownership is lower among those living in apartments, regardless of apartment size.

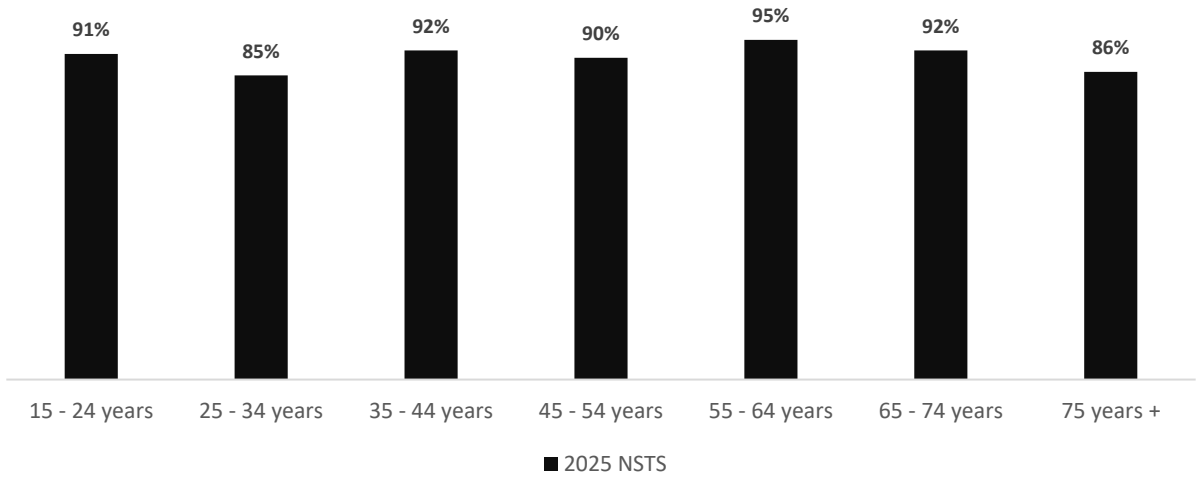
Figure 19. Vehicle in household by dwelling type



Vehicles in household by age

Vehicle ownership in the household is typically 90% or higher with the exception of two age groups: 25-to-34-year-olds and those 75 and older.

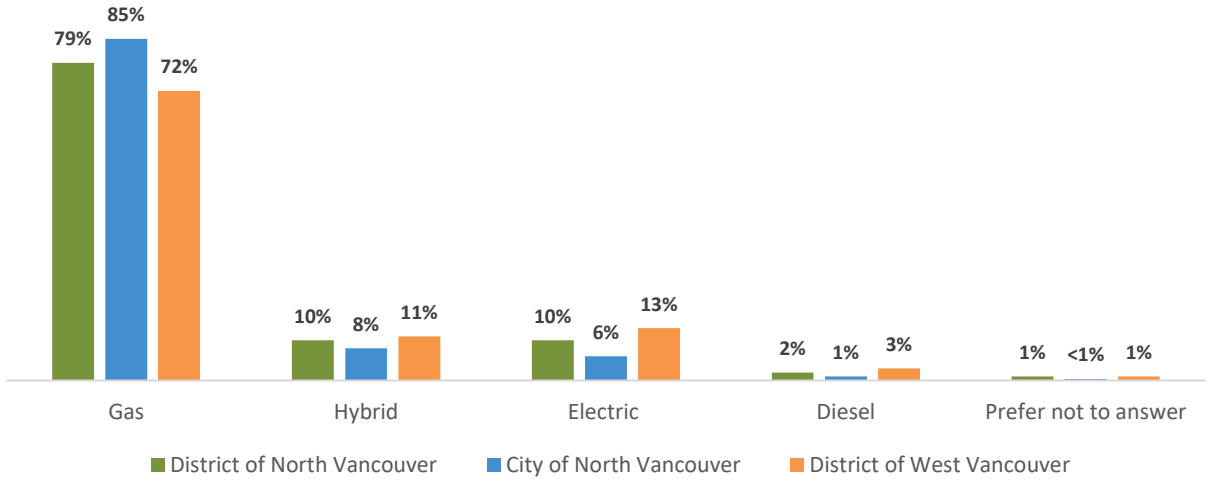
Figure 20. Vehicle in household by age



Vehicle fuel type by municipality

Among those with at least one vehicle in their household, the majority of vehicles are gas powered, with 79% of North Shore residents indicating gas (81% in 2023 NSTS). Hybrid and electric vehicle ownership is slightly higher in the DWV at 24% compared to 19% in the DNV and 14% in the CNV.

Figure 21. Vehicle fuel type of most commonly driven vehicle by municipality



Each NSTS, there has been a growth in electric and hybrid vehicle ownership (among the most commonly used vehicles). The overall growth between 2023 and 2025 has been largely driven by growth in the CNV and DWV, primarily in hybrid vehicle use in both these municipalities.

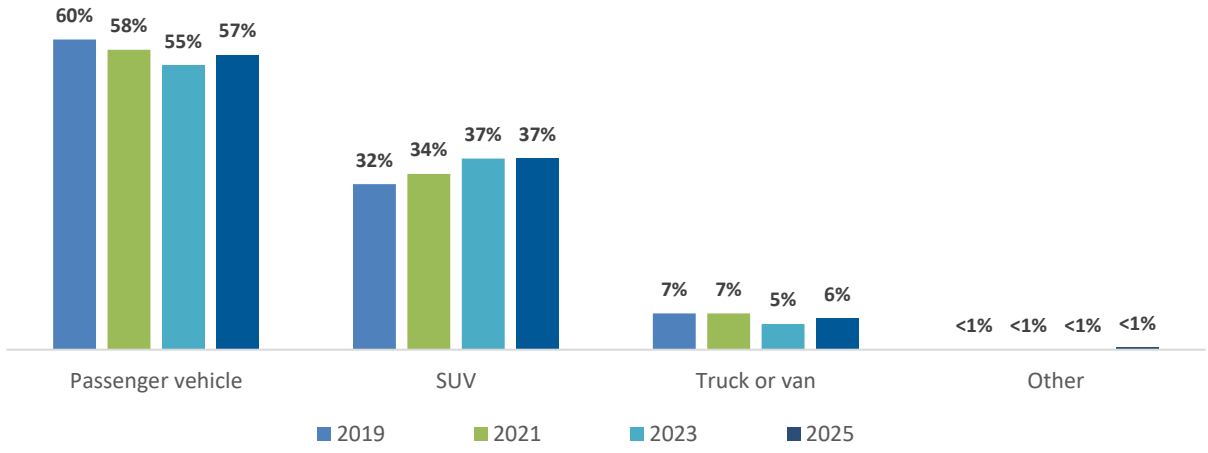
Table 20: Electric and hybrid vehicle ownership by NSTS year by municipality

	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
Electric and hybrid				
2019	8%	12%	7%	7%
2021	13%	7%	12%	16%
2023	15%	18%	9%	20%
2025	19%	19%	14%	24%
Electric only				
2019	4%	5%	3%	3%
2021	7%	3%	5%	12%
2023	8%	9%	4%	13%
2025	9%	10%	6%	13%
Hybrid				
2019	4%	7%	5%	4%
2021	6%	5%	7%	4%
2023	7%	9%	5%	7%
2025	9%	10%	8%	11%

Vehicle type by NSTS year

Assessing the vehicle type that is driven most often in the household shows similar results in 2025 to 2023, with passenger vehicles being the most commonly driven vehicle. This is also the first NSTS that has not seen a growth in SUV as the most commonly driven vehicle.

Figure 22. Vehicle type by NSTS year



5.0 Daily trip characteristics

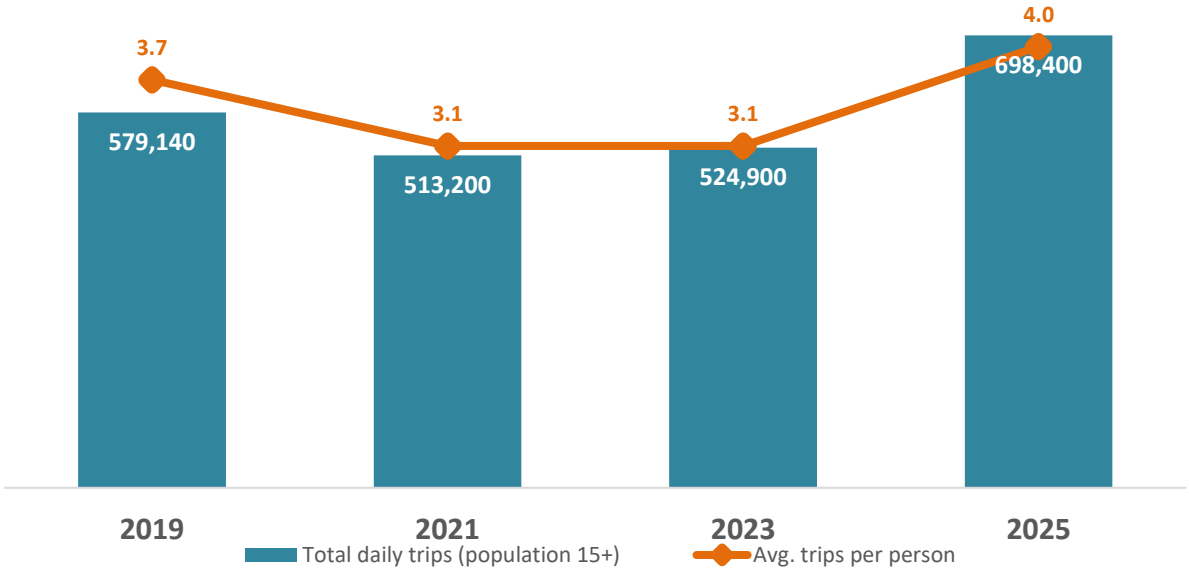
This section provides a snapshot of respondents' trip patterns. In this section, there is important information to note:

- A "trip" is defined as a journey from an origin to a destination with a single purpose. A trip can involve more than one mode of travel. For example, travel to a place of work may involve several modes (e.g., bus, Seabus, walk). Stopping at a location as part of a trip is considered two trips; for example, driving to work and stopping to get coffee would be considered two trips (home to coffee shop; coffee shop to work).
- The survey allowed participants to enter trips for exercise or leisure that return to the trip origin without stopping at a destination along the way (e.g., taking a dog for a walk).
- Commercial trips (e.g., Uber or Lyft drivers) were excluded from trips.
- Trip information was recorded by respondents for a 24-hour period on the weekday prior to the day they completed the survey. Only weekday trip patterns are used in these analyses.
- Because residents were asked to report their trips from the previous weekday, not all trips will have originated or ended within the North Shore. That is, some trips are entirely external to the North Shore; however, any respondent who made all trips external to the North Shore were excluded from the results.
- This section reflects the trip characteristics of North Shore residents and does not account for trips within the North Shore by non-residents.
- All results in this section are weighted as per weighting information outlined in Section 1.2.

5.1 Trip demand

Results for the 2025 survey show an average of 4.0 trips per person, up from 3.1 in the previous two surveys and slightly higher than 3.7 trips from the 2019 NSTS. Using the population estimate of 174,600 (see Section 2.2), this accounts for approximately 698,000 daily trips for North Shore residents aged 15 and older. This is an increase of approximately 33% from 2023. The increase from 2023 is largely due to an increase in walking trips, which is further explored in Section 5.4.

Figure 23. Daily Trip Volumes and Person Trip Rates – 2019 to 2025



Average trips by municipality

Results from the 2025 NSTS show an increase in the average trip count by municipality, with an increase of slightly less than a full trip across each municipality. This accounts for growth in the average number of trips by approximately 24% to 35% by municipality.

Table 21: Daily trip rates by municipality by NSTS year

Municipal area		2019	2021	2023	2025
District of North Vancouver	Population 15+	72,400	73,400	75,400	75,300
	Total trips	270,300	241,300	251,500	311,000
	Avg. trips per person	3.7	3.3	3.3	4.1
City of North Vancouver	Population 15+	47,100	50,800	52,700	54,800
	Total trips	163,100	141,800	157,300	212,600
	Avg. trips per person	3.5	2.8	3.0	3.9
District of West Vancouver	Population 15+	38,600	40,000	40,200	39,100
	Total trips	145,800	130,100	116,200	150,100
	Avg. trips per person	3.8	3.3	2.9	3.8

Estimates for 2025 are based on Statistics Canada 2021 Census information with annual growth of 2%; estimates for previous NSTS are based on estimates from the 2023 NSTS report.

Average trips by zone

The average number of trips grew consistently across zones in 2025, with the largest increase for Zone 6 and Zone 7, which were both up approximately 40%. Zone 2 continues to have the highest average trips per respondent, as they did in 2023 (tied with Zone 1), while Zone 5 has the lowest average trips per respondent.

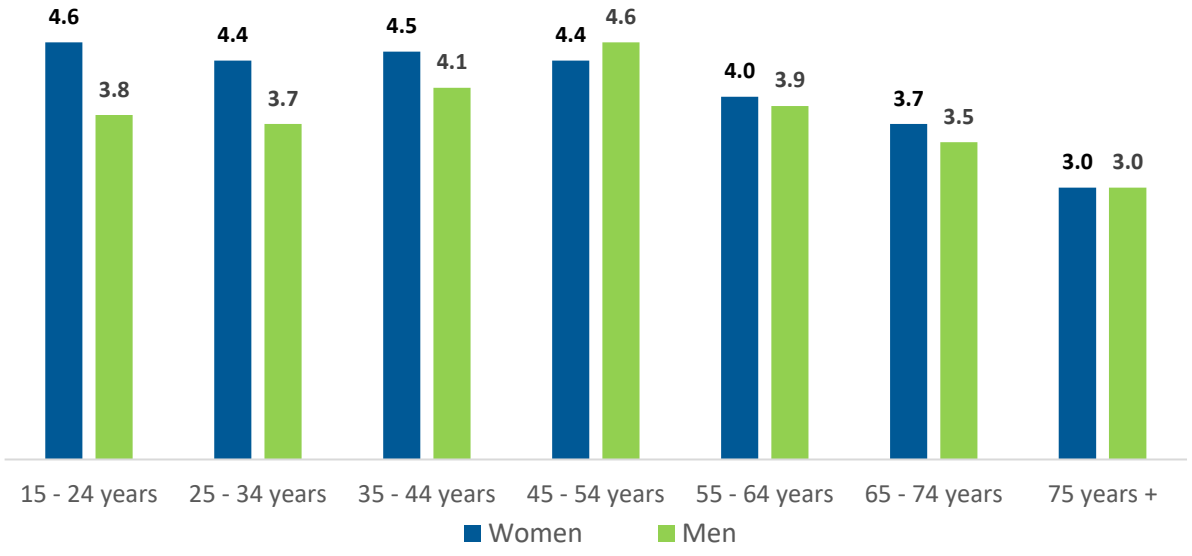
Table 22: Daily trip rates by zone by NSTS year

Zone	2019	2021	2023	2025
Zone 1: DNV (East)	3.8	3.1	3.5	4.0
Zone 2: DNV (Central)	3.8	3.2	3.5	4.5
Zone 3: DNV (West)	3.7	3.5	3.2	4.1
Zone 4: DWV (West)	4.2	3.3	3.0	3.9
Zone 5: DWV (Centre)	3.3	3.2	2.8	3.4
Zone 6: CNV/DWV (Outer)	3.4	3.0	3.0	4.2
Zone 7: CNV (Core)	3.3	2.8	2.8	3.9
Zone 8: CNV / DNV (East)	3.8	2.6	3.2	3.9

Average trips by age and gender

Results show a difference in trip patterns by gender when assessing age. Women generally have higher daily trip rates than men for most age groups. Women have a consistent average number of trips between the ages of 15 and 54 and then averages begin to decline. With men, the average number of trips increases starting around 35 years of age to 54 years and then declines.

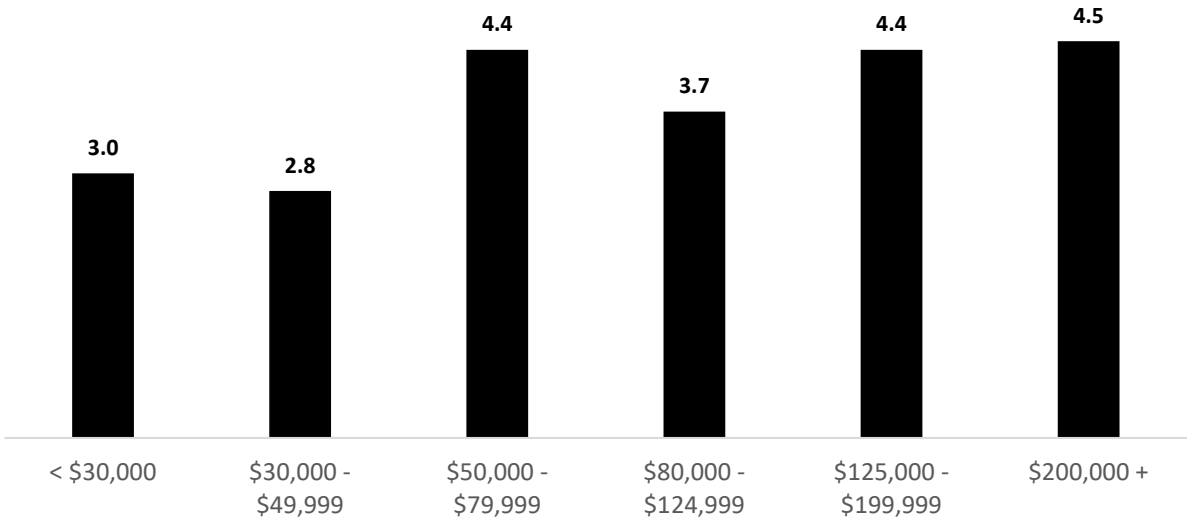
Figure 24. Average trips by age and gender (North Shore)



Average trips by income

Assessing average trips by household income shows that those in households earning $50,000 or higher tend to take more trips on average than those in lower income households.

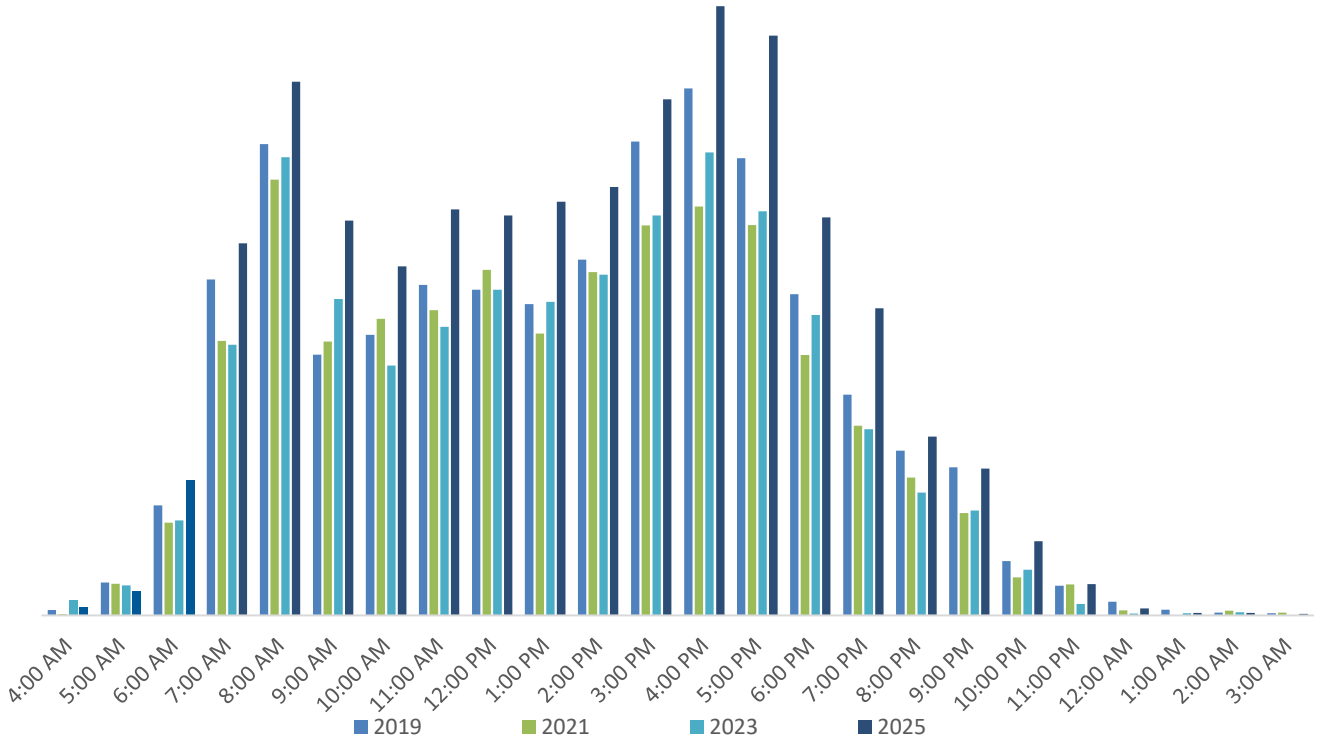
Figure 25. Average trip by income (North Shore)



Average volumes by time of day

The figure below shows the total number of trips based on the start time of the trip. Trips are allocated to hours based on the hour the trip started. For example, a trip commencing at 8:45 am is categorized in the 8 am bracket. As there were more total trips taken in 2025, there tends to be more trips in each hour relative to past years; however, the pattern is still very similar, with peak travel times at 8:00 am in the morning, and 4:00 pm and 5:00 pm in the afternoon.

Figure 26. Total number of trips by hour of day by NSTS year



5.2 Vehicle kilometres travelled (VKT)

Average VKT by municipality based on odometer readings

The average kilometres travelled by vehicle was estimated in 2025 from those who participated in the 2023 survey and who reported odometer readings for the same vehicle in 2023 and 2025 (based on the year of the vehicle). Respondents with a change greater than 100,000 kilometres or a negative change between 2023 and 2025 were excluded from calculations.

The weighted sample of respondents for the North Shore is quite small (n = 324), so the results in Table 23 should be interpreted with caution; however, results in 2025 show similar averages to 2023. The increase in the DWV may be due to the small sample size, as just 55 respondents could be matched between 2023 and 2025.

Table 23: Estimated annual VKT per vehicle based on odometer readings

	2019	2020	2021	2023	2025
District of North Vancouver	12,900	9,400	9,500	10,800	10,200
City of North Vancouver	11,000	8,700	9,100	8,400	7,900
District of West Vancouver	11,700	8,200	8,400	10,400	11,800
North Shore	**12,100**	**8,900**	**9,100**	**10,100**	**9,400**

Average VKT by municipality based on weekly estimates

In the 2025 NSTS, a new question was added that asked respondents to estimate their weekly number of kilometres driven, which was then multiplied to get an annual amount. This question was used to gather additional information about kilometre estimates from a larger sample size relative to odometer readings. As shown in the table below, the average kilometres driven per respondent is smaller than the average odometer readings, which is expected for a few reasons. Foremost, driver estimates are based on an individual, not a vehicle, and in households where multiple licensed drivers share a vehicle, the kilometres on a vehicle will be higher than the average per person. Secondly, the estimate is based on a typical week and would often exclude kilometres driven for non-typical driving behaviour (e.g., vacations) that may add significant kilometres to a vehicle.

Table 24: Estimated annual VKT per vehicle

	2025	
	Odometer VKT	Estimated annual
District of North Vancouver	10,200	7,600
City of North Vancouver	7,900	6,100
District of West Vancouver	11,800	8,500
North Shore	**9,400**	**7,300**

Total VKT estimates

The total VKT for all North Shore drivers was estimated for the 2025 NSTS based on the odometer readings and the estimated driving per driver. The results using odometer readings indicate a total of approximately 1.4 billion kilometres driven by vehicles on the North Shore, which was very similar to estimates from 2023 (1.3 billion).

Using estimates based on drivers, the total kilometres driven is estimated at 1.2 billion, or about 14% lower than the estimate based on odometer readings.

Table 25: Estimated annual VKT per vehicle

	2025 NSTS					
	Odometer VKT			Weekly average VKT		
	Avg. per vehicle	Estimated vehicles	Total estimate VKT (in million)	Avg. per driver	Estimated drivers	Total estimate VKT (in million)
District of North Vancouver	10,200	67,800	690	7,600	72,200	550
City of North Vancouver	7,900	42,900	340	6,100	51,200	310
District of West Vancouver	11,800	36,700	430	8,500	38,600	330
North Shore	**9,400**	**147,400**	**1,400**	**7,300**	**162,000**	**1,200**

5.3 Trip purpose

Respondents were asked to define the main purpose of their trip. Data from 2025 shows significant increases in many trip areas, including recreational, shopping, work, and personal business (e.g., eating out, banking, health appointments, etc.).

- **Recreational trips**. Recreational trips primarily included trips where respondents started and ended their trip at home, such as walking, jogging, or cycling. From 2023 to 2025, in total, the number of trips for recreation purposes increased from 14% to 22% of all trips = and increased from 46,600 in 2023 to 97,000 in 2025. This change may be due to a few reasons. First, the number of trips that started and ended at home for recreational purposes increased from 2.5% of all trips in 2023 to 4.0% in 2025. Secondly, the 2025 NSTS was conducted starting approximately one month earlier than previous NSTS, which may account for greater recreational trips due to the impacts of weather and additional day light.
- **Trips to work**. More trips to work were reported in 2025 than in 2023, while the proportion of overall trips remained similar (16% in 2023 vs. 17% in 2025). This increase in trips to work likely reflects population increases on the North Shore and higher trip volumes post-pandemic. These higher number of work trips potentially impact other trips that could be associated with the need to travel to work, which could include recreation, restaurant, shopping, etc.

Table 26: Total trips by main purpose of trip by NSTS year

	2019	2021	2023	2025
Recreational	38,600	38,600	46,600	97,000
Shopping	73,700	74,500	65,300	86,900
To work	61,500	42,800	53,200	78,100
Pick up or drop off	49,700	47,300	49,500	48,800
Personal business	38,100	25,300	33,800	42,200
Restaurant	24,100	21,700	19,100	32,900
Work-related	31,000	30,300	24,200	27,100
Social	32,000	22,000	19,300	23,800
School	10,100	6,800	8,400	12,500
Other	2,700	1,700	5,900	0

Trip purpose by municipality

The table below shows that the biggest shift in trips in the DNV was recreational trips, which increased from 9% to 15%. It also was the most common trip type in 2025, after being the fourth most common in 2023.

Table 27: Trip purpose by NSTS year – District of North Vancouver

Trip purpose	2019	2021	2023	2025
Recreational	6%	7%	9%	15%
Shopping	13%	14%	12%	12%
To work	11%	9%	10%	10%
Pick up or drop off passenger	9%	10%	10%	8%
Personal business	7%	5%	7%	6%
Restaurant	4%	4%	3%	5%
Social	5%	4%	4%	4%
Work-related	6%	6%	5%	3%
School	2%	2%	2%	2%
Other	<1%	<1%	1%	-
Return home	37%	39%	38%	35%

In the CNV, the most common trip type was shopping, surpassing going to work as the most common type in 2023. The CNV also saw a growth in recreational trips from 8% to 12%.

Table 28: Trip purpose by NSTS year – City of North Vancouver

Trip purpose	2019	2021	2023	2025
Shopping	11%	14%	12%	14%
To work	13%	10%	14%	13%
Recreational	7%	8%	8%	12%
Pick up or drop off passenger	6%	7%	7%	6%
Personal business	5%	5%	6%	6%
Restaurant	5%	5%	5%	5%
Work-related	5%	6%	4%	4%
Social	6%	4%	4%	4%
School	2%	1%	1%	1%
Other	<1%	<1%	1%	-
Return home	40%	40%	38%	37%

Recreational trips also saw an increase in the DWV from 10% to 16% from 2023 to 2025. In addition, trips to work doubled in their proportion from 6% to 12%.

Table 29: Trip purpose by NSTS year – District of West Vancouver

Trip purpose	2019	2021	2023	2025
Recreational	7%	8%	10%	16%
Shopping	15%	17%	14%	12%
To work	7%	5%	6%	12%
Work-related	5%	5%	4%	8%
Pick up or drop off passenger	11%	11%	10%	5%
Personal business	8%	5%	7%	5%
Restaurant	4%	4%	3%	4%
Social	6%	5%	4%	3%
School	1%	1%	2%	1%
Other	1%	1%	1%	-
Return home	36%	39%	38%	35%

5.4 Trip mode share

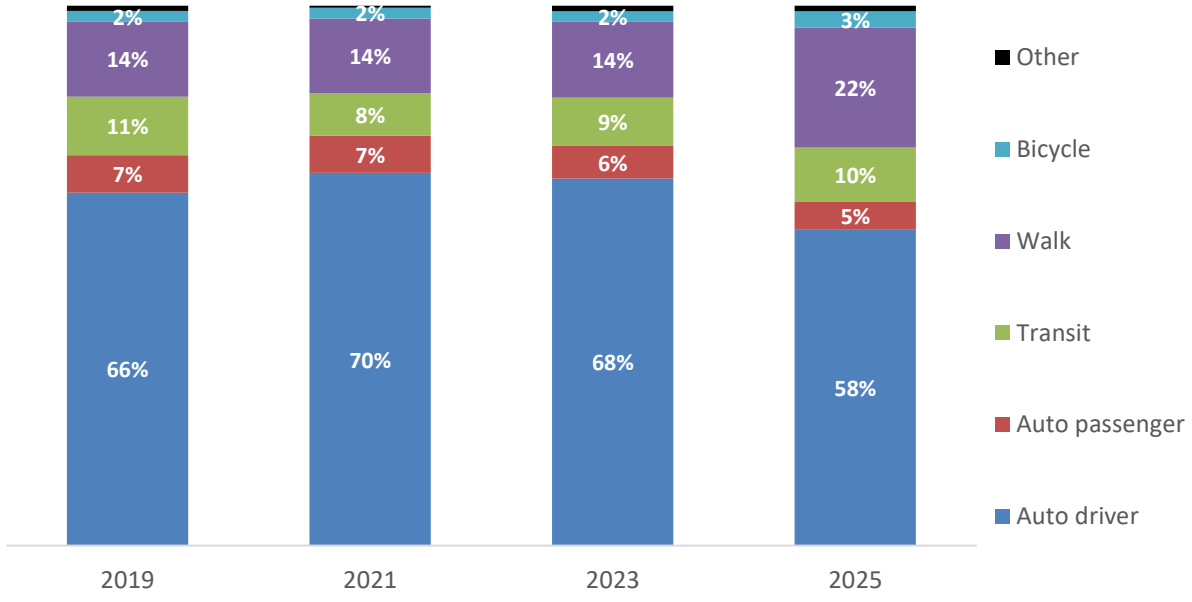
This section analyses transportation mode share using six groups outlined below. For trips that involve multiple modes of travel, a primary mode was assigned for analysis based on the hierarchy of groupings shown below. The hierarchy tends to prioritize the mode most likely to involve the longest travel. For example, for a park-and-ride trip involving both transit and automobile, the primary mode is transit.

1) **Transit –** SkyTrain, SeaBus, West Coast Express, transit bus
2) **Auto driver –** private vehicle or car share driver
3) **Auto passenger –** private vehicle or car share passenger
4) **Other modes –** HandyDART, school bus, motorcycle, low speed motor vehicle, taxi, ride-hailing service, other undefined modes
5) **Bicycle –** bicycle
6) **Walk –** walking, jogging, rolling (e.g., skateboard, scooter, longboard, rollerblades)

Mode share (percentage of trips) by NSTS year[5]

The trip share distribution by primary mode is different in 2025 than previous NSTS, primarily because of the increase in recreational trips, which tend to have a high proportion categorized as walking. The increase in the percentage of walking trips has primarily been offset by a decrease in auto drivers as the primary mode of trips in 2025 compared to previous years.

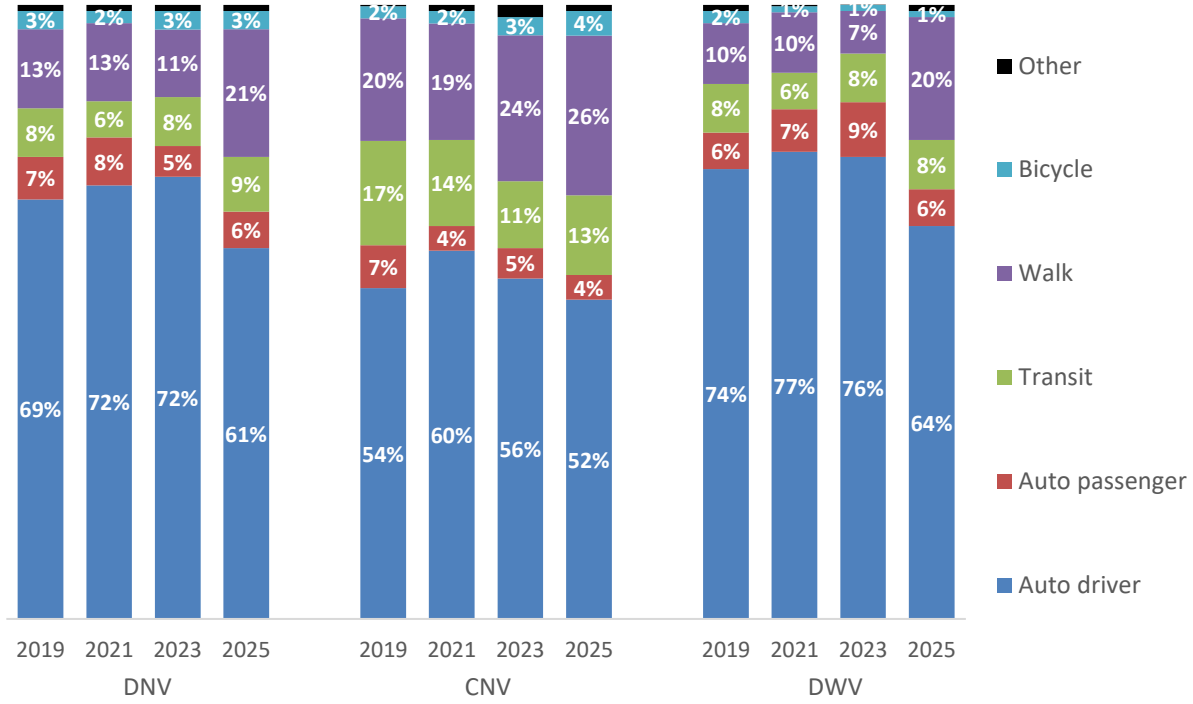
Figure 27. Primary mode share (% of trips) by NSTS year



5 Value labels for "Other" trips have been removed for readability.

The pattern of increased proportion of walking trips was consistent across municipalities, with larger increases in the DNV and DWV. The increase in proportion of walking trips was just 2% in the CNV from 2023 to 2025. See figure below.

Figure 28. Primary mode share (% of trips) by NSTS year by municipality[6]

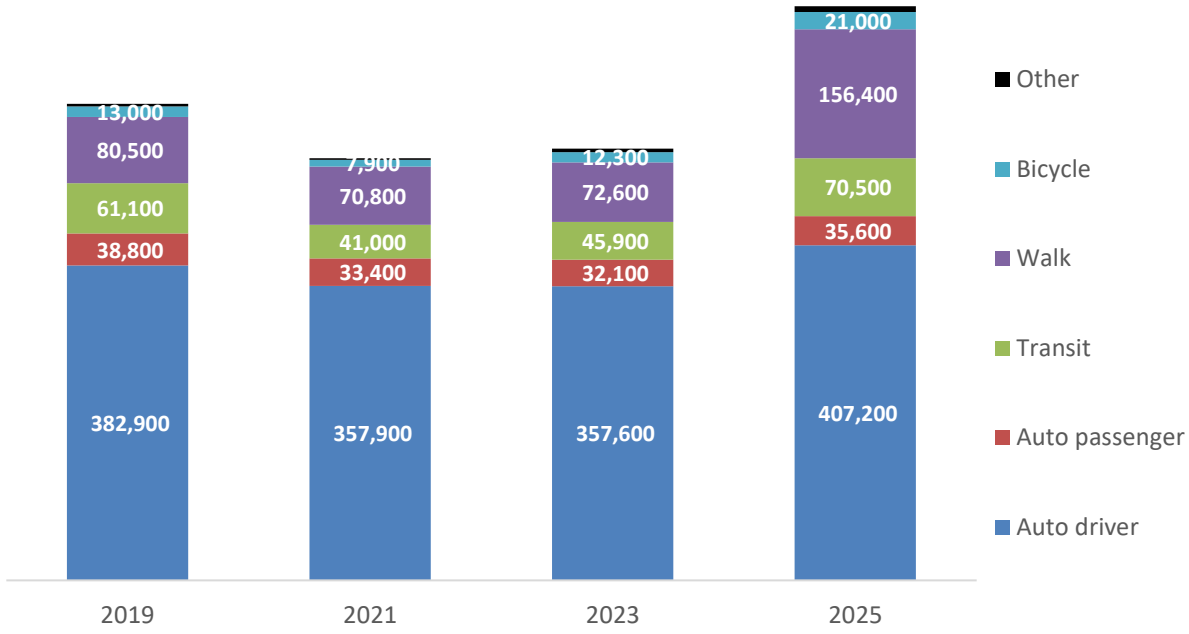


6 Value labels for "Other" trips have been removed for readability.

Mode share (total trips) by NSTS year

Assessing the total trips by primary mode share shows a growth in most trip types, with the biggest change in walking trips, which doubled from any previous year. There also was growth in transit and auto driver trips in 2025, with numbers similar to 2019 (pre-pandemic) for these two trip types when population growth is accounted for.

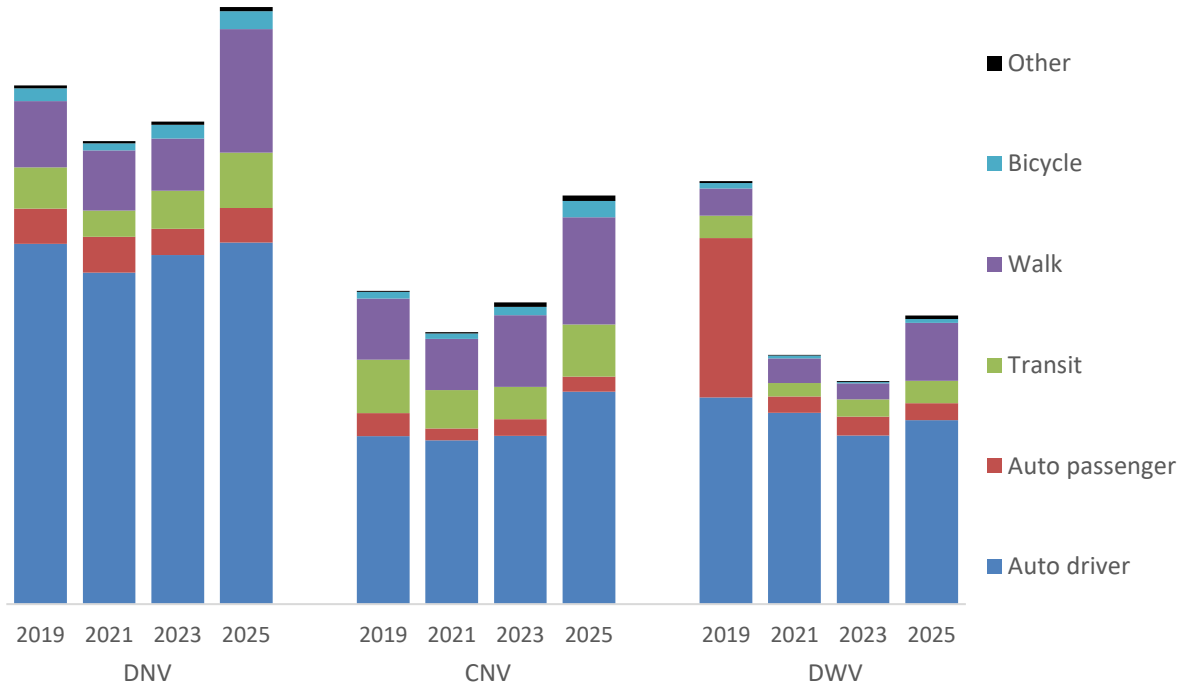
Figure 29. Primary mode share (total trips) by NSTS year[7]



[7] Value labels for "Other" trips have been removed for readability.

The figure below shows the total trips by municipality, although the values are too large to be read. Therefore, actual numbers can be found in the table following the graph.

Figure 30. Primary mode share (total trips) by municipality by NSTS year



As noted, the table below shows the values used in the above graph.

Table 30: Primary mode share (total daily trips) by municipality by NSTS year

Municipal area	Primary mode	2019	2021	2023	2025	% change from 2023
District of North Vancouver	Auto driver	187,700	172,700	181,970	188,400	4%
	Auto passenger	18,400	18,800	13,580	18,000	33%
	Transit	21,600	13,700	19,980	28,900	45%
	Walk	34,400	31,200	27,140	64,400	137%
	Bicycle	6,700	3,700	7,120	9,300	31%
	Other	1,500	1,200	1,680	2,200	31%
	Total daily trips	270,300	241,300	251,500	311,000	24%
City of North Vancouver	Auto driver	87,500	85,400	87,760	110,800	26%
	Auto passenger	12,100	6,200	8,570	7,700	-10%
	Transit	27,800	19,900	16,930	27,200	61%
	Walk	31,900	26,800	37,250	55,900	50%
	Bicycle	3,500	2,800	4,440	8,500	91%
	Other	400	700	2,300	2,800	22%
	Total daily trips	163,100	141,800	157,300	212,600	35%
District of West Vancouver	Auto driver	107,700	99,800	87,840	95,900	9%
	Auto passenger	83,000	8,400	9,910	8,900	-10%
	Transit	11,700	7,040	9,030	11,600	29%
	Walk	14,200	12,900	8,250	30,200	266%
	Bicycle	2,900	1,400	740	2,000	170%
	Other	1,000	300	410	1,800	339%
	Total daily trips	145,800	130,100	116,200	150,100	29%

Detailed mode share

The table below breaks auto driver trips and transit service trips into sub-groups. Auto driver trips are categorised by the number of passengers in the vehicle. Transit service trips are broken down by the type of transit service used for the primary mode and the method used to access transit. For those that accessed transit by multiple modes (e.g., drove and walked), the hierarchy for categorization order was drive then bike then walk.

The majority of auto driver trips are single occupant trips (i.e., driver only). For transit service trips, the majority are transit bus trips with people accessing it by walking.

Table 31: Detailed mode share by municipality

Municipality	Auto driver trips				Transit service				Transit access			
	Total %	% SOV	% HOV-2	% HOV-3+	Total %	% bus	% Skytrain	% Seabus	Walk	Park & ride (drive)	Dropped off	Bicycle
DNV	61%	38%	17%	6%	9%	7%	1%	1%	9%	<1%	<1%	<1%
CNV	52%	36%	12%	3%	13%	8%	3%	2%	12%	<1%	<1%	<1%
DWV	64%	42%	17%	5%	8%	6%	2%	-	7%	1%	<1%	<1%
North Shore	58%	38%	16%	5%	10%	7%	2%	1%	10%	<1%	<1%	<1%

Note: SOV stands for Single Vehicle Occupant; HOV stands for High Occupancy Vehicle (HOV-2 is two occupants – driver and passenger; and HOV-3+ is driver and multiple passengers).

Mode share (percentage of trips) by zone

The trip usage percentage is fairly similar across zones, with the exception of Zone 7:CNV (Core), which is the only zone where auto driver trips make up less than half of all trips. This is because of their higher percentage of trips that are walking and transit trips.

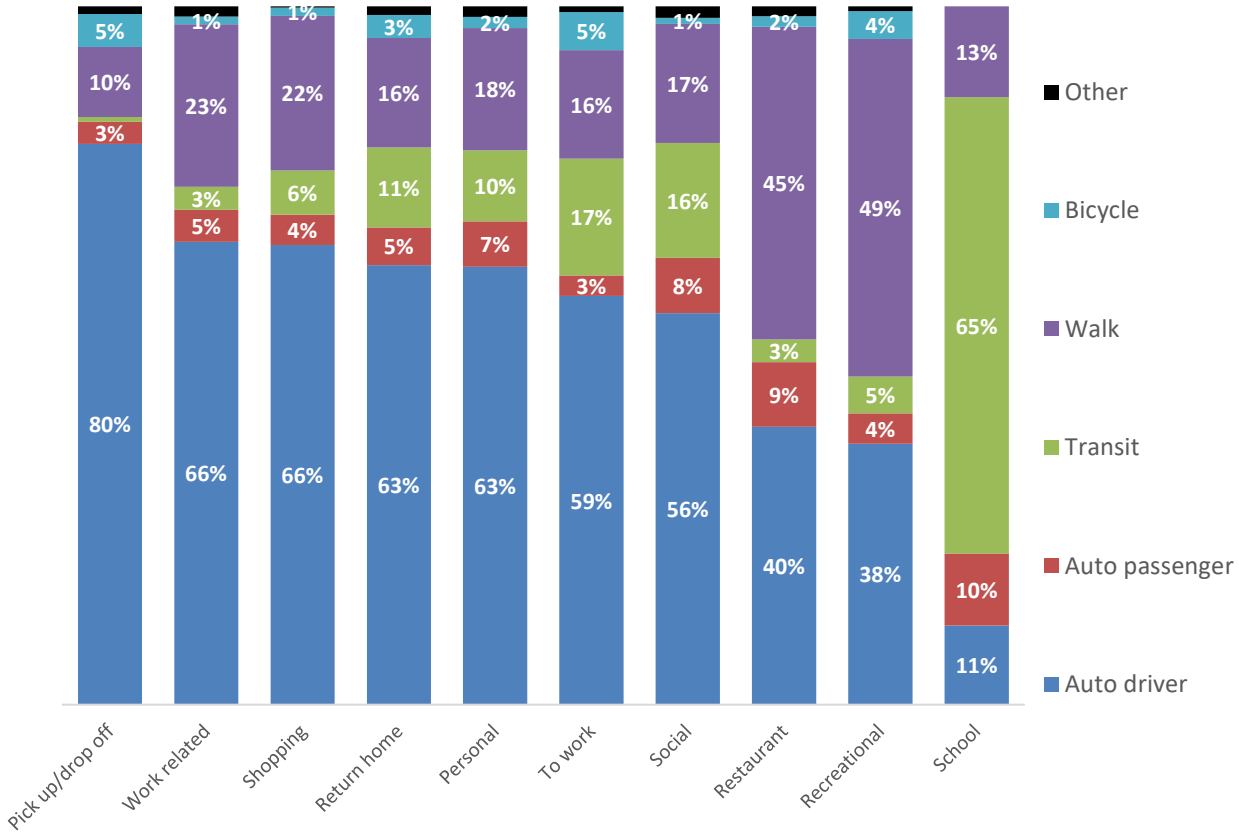
Table 32: Mode share (trip %) by zone

Zone	Auto driver	Auto passenger	Transit	Walk	Bicycle	Other
Zone 1: DNV (East)	62%	6%	6%	22%	4%	1%
Zone 2: DNV (Central)	58%	7%	11%	21%	3%	<1%
Zone 3: DNV (West)	63%	4%	9%	19%	3%	2%
Zone 4: DWV (West)	66%	8%	6%	17%	1%	1%
Zone 5: DWV (Centre)	60%	4%	9%	25%	1%	2%
Zone 6: CNV/DWV (Outer)	60%	5%	12%	20%	2%	1%
Zone 7: CNV (Core)	49%	3%	14%	29%	4%	1%
Zone 8: CNV / DNV (East)	62%	6%	9%	19%	4%	1%

Mode share (percentage of trips) by trip purpose

When analyzing trip mode share by the purpose of the trip, results show differences among trip purpose. Those who were picking up or dropping off someone had the highest proportion of auto driver trips, which seems logical given the purpose. Those travelling for school purposes had the highest proportion of transit trips, while those travelling to go to a restaurant or for recreational purposes had the highest proportion of walk trips.

Figure 31. Primary mode share (% of trips) by trip purpose[8]

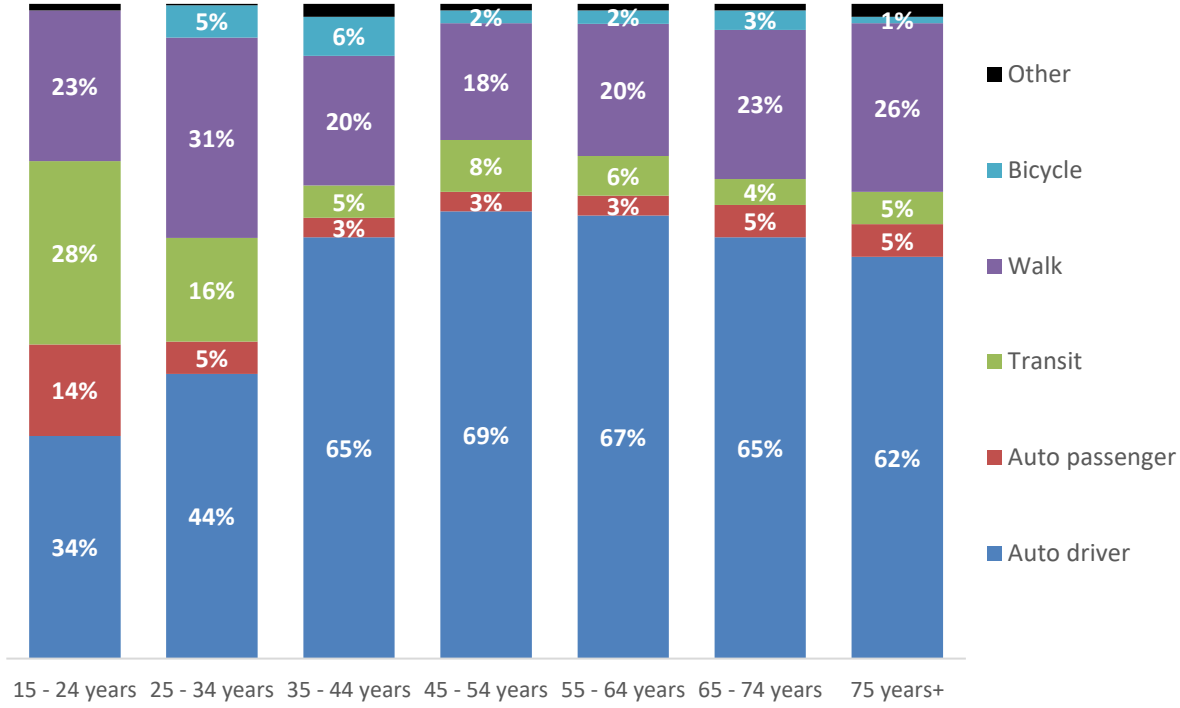


8 Value labels for "Other" trips have been removed for readability.

Mode share (percentage of trips) by age groups

Examining primary mode share by age groups shows differences. Younger age groups (under 35 years) are less likely to be an auto driver and are most likely to use transit. However, as respondents get older, surpassing 55 years of age, their primary mode shifts slightly, taking fewer trips via vehicle and more walking trips.

Figure 32. Primary mode share (% of trips) by age groups[9]

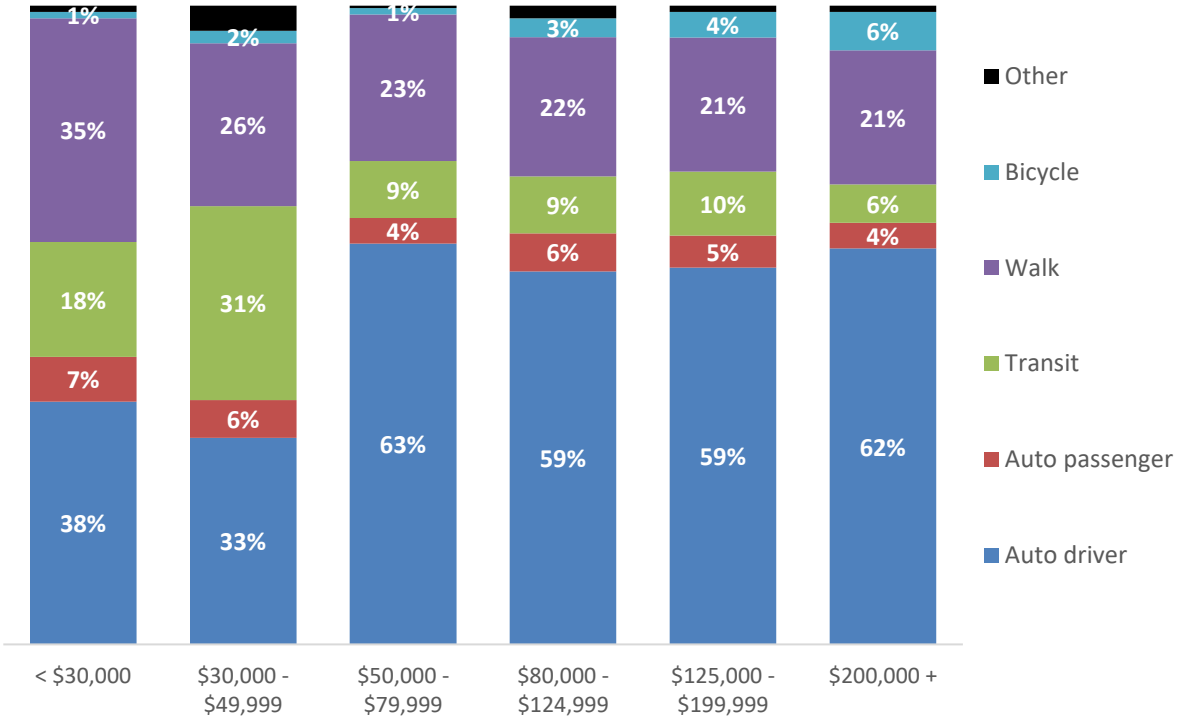


9 Value labels for "Other" trips have been removed for readability.

Mode share (percentage of trips) by household income

There is a noticeable difference in primary mode share for households making above or less than $50,000. Among lower income groups making less than $50,000, less than 40% of trips are as an auto driver compared to 59% to 63% in other income groups. The highest proportion of walking was reported by households with an income below $30,000, while the highest proportion of transit was reported by households with an income between $30,000 and $49,999.

Figure 33. Primary mode share (% of trips) by household income[10]

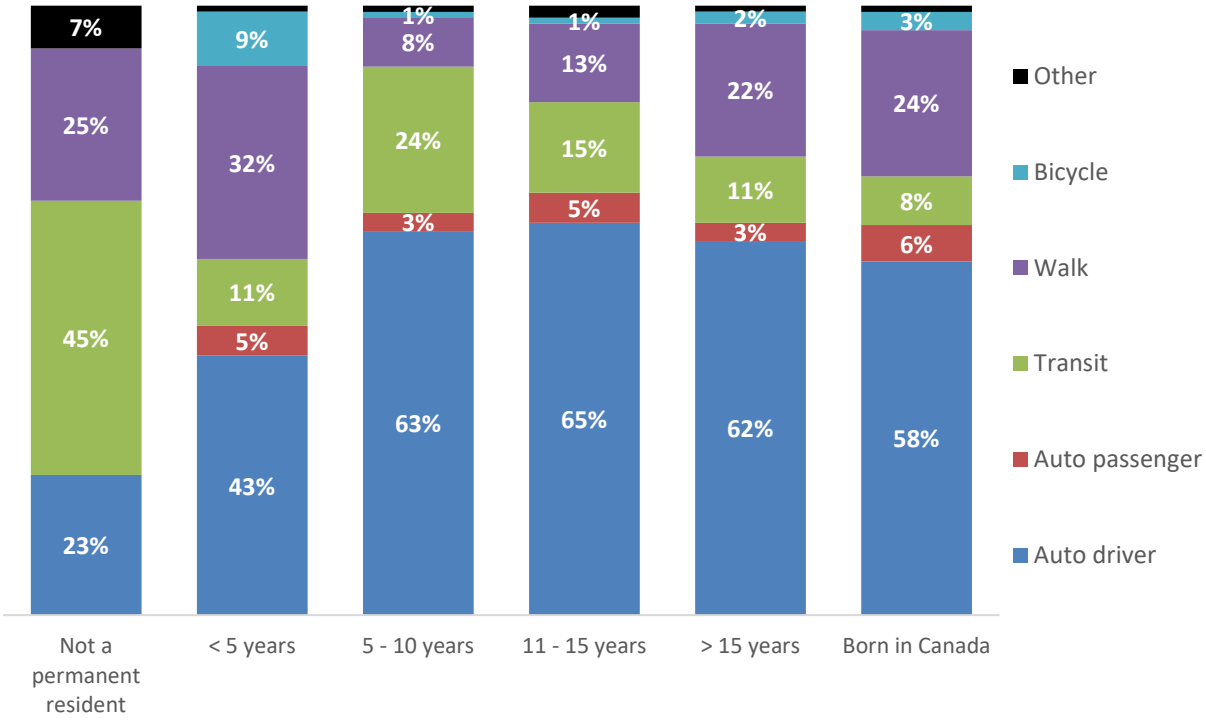


10 Value labels for "Other" trips have been removed for readability.

Mode share (percentage of trips) by immigration status/year

Assessing trip percentages by whether respondents were born in Canada and how long they have lived in the country shows that those who have lived here for less than five years or are not a permanent resident (e.g., student visa) have a lower proportion of auto driver trips than other groups. When comparing those born outside of Canada to those born in the country, those that have been living in Canada 15 years or longer tend to mirror the trip percentages of those born in Canada most closely.

Figure 34. Primary mode share (% of trips) by years living in Canada[11]

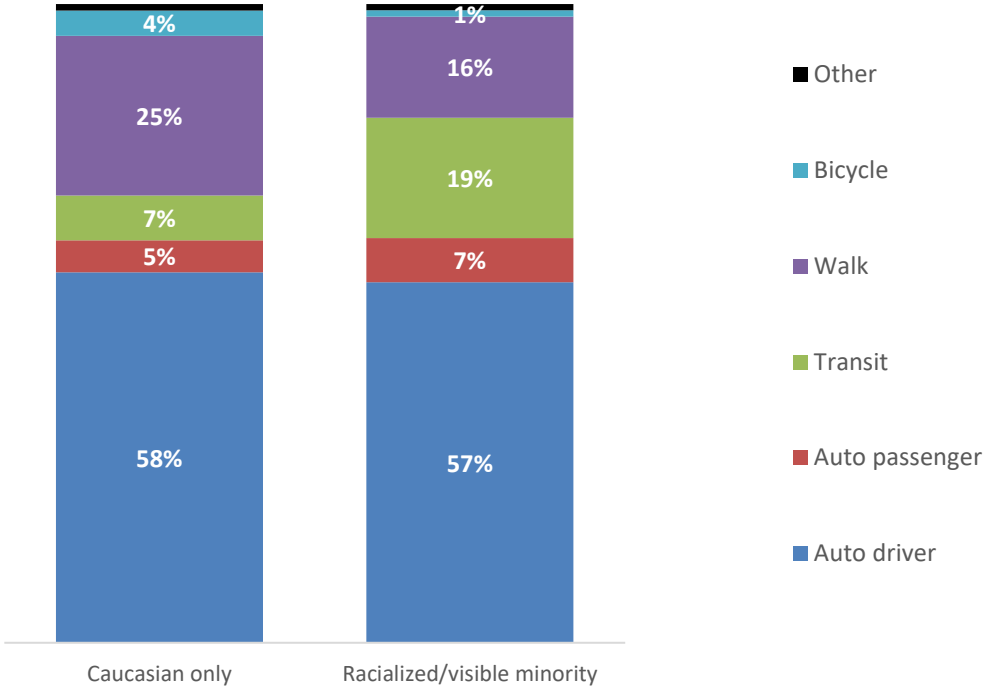


11 Value labels for "Other" trips have been removed for readability from most groups.

Mode share (percentage of trips) by ethnicity

When assessing trip percentage by respondents' ethnicity, those who identify as Caucasian have a higher proportion of walking trips and a lower proportion of transit trips than those who identify as a visible minority/racialized person.

Figure 35. Primary mode share (% of trips) by ethnicity[12]

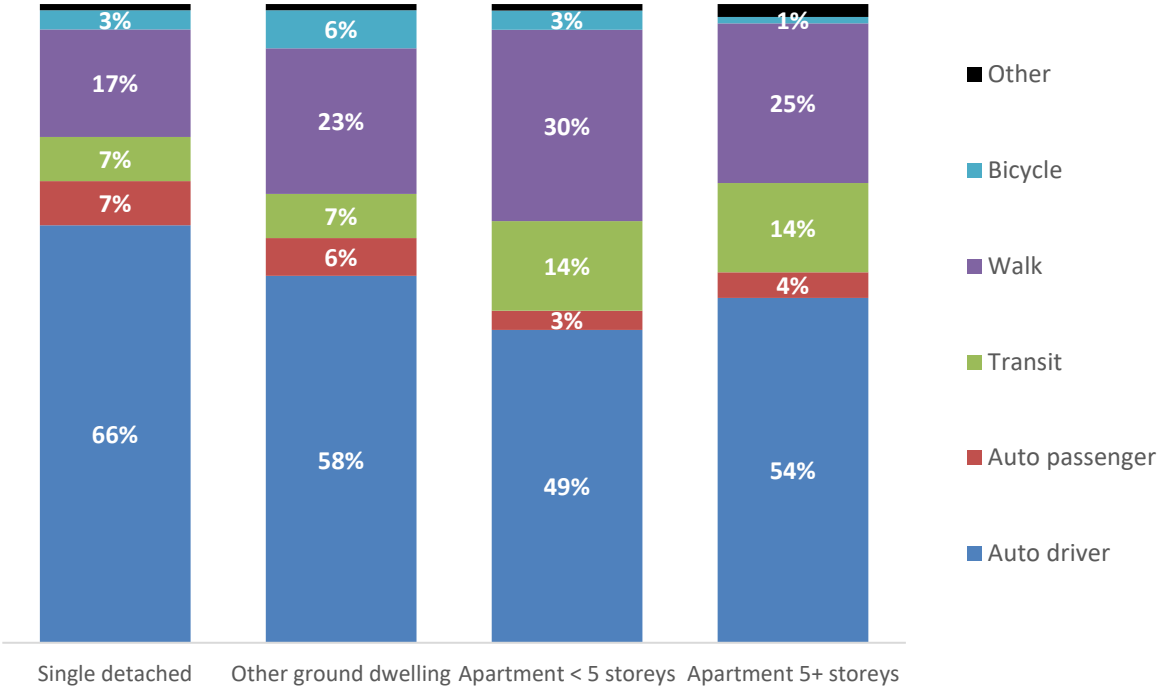


12 Value labels for "Other" trips have been removed for readability from most groups.

Mode share (percentage of trips) by dwelling

When assessing trip percentage by respondents' primary dwelling, results show that those living in single detached homes have a higher percentage of auto driver trips relative to those in other dwellings. Those living in apartments tend to have a higher percentage of walking and transit trips.

Figure 36. Primary mode share (% of trips) by dwelling[13]



5.5 Trip distributions

Trip origin and destination

The table on the next page shows the distribution of the estimated 698,400 daily weekday trips of North Shore residents including where trips began (origin zone) and ended (destination zone). Results show that approximately 76% of trips started and ended within the North Shore (74% in 2023, 73% in 2021, and 71% in 2019). The increase compared to previous years is due to the increase in walking trips. About 9% of trips started on the North Shore and ended outside the North Shore (21% in 2023) and 6% started and ended outside the North Shore (5% in 2023).

In total, approximately 56,000 daily trips started on the North Shore and ended south over the Burrard Inlet, similar to 2023 (56,600) and 2021 (54,600), but lower than 2019 (67,700), which likely reflects that many residents continue to work from home (at least part of the time) since the pandemic.

[13] Value labels for "Other" trips have been removed for readability from most groups.

Table 33: Daily trip rates by destination and origin zone

Origin zone	Destination															
	Within North Shore								Outside North Shore							Total
	Zone1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Van CBD/ West End	Rest of Van	Rich-mond	Burn-aby	New West	Other BC	External	
Zone 1: DNV (East)	51,600	4,200	2,700	900	1,800	2,000	5,800	6,900	2,500	2,800	500	1,800	100	1,000	10	84,600
Zone 2: DNV (Central)	3,800	42,100	5,600	1,300	1,500	3,400	8,800	6,900	2,900	3,100	100	2,300	-	1,300	-	83,200
Zone 3: DNV (West)	3,100	5,700	27,200	2,500	3,100	7,600	6,600	1,600	2,700	1,900	300	1,100	75	800	10	64,200
Zone 4: DWV (West)	700	1,200	2,400	13,500	6,900	1,600	2,10	900	1,000	1,100	100	700	75	1,100	-	33,400
Zone 5: DWV (Centre)	1,800	1,800	3,900	7,200	40,400	6,600	5,600	1,900	2,900	2,100	200	500	200	800	-	76,000
Zone 6: CNV/DWV (Outer)	2,100	3,400	7,000	1,800	6,400	36,300	11,200	3,700	1,900	2,500	500	1,400	25	400	-	78,500
Zone 7: CNV (Core)	6,700	8,500	6,700	2,100	5,200	10,400	60,000	8,100	7,100	4,400	600	2,400	400	1,200	-	123,900
Zone 8: CNV / DNV (East)	6,300	6,900	1,700	900	2,600	3,600	9,000	11,900	900	1,500	300	1,100	-	700	25	47,500
Vancouver CBD/West End	2,400	2,800	2,200	700	3,500	2,900	6,300	1,300	14,400	2,000	200	50	25	75	-	39,000
Rest of Vancouver/UEL	3,400	2,700	1,800	500	2,800	2,500	3,800	2,300	1,8000	12,500	75	400	-	300	-	34,900
Richmond	300	200	400	400	300	300	400	600	200	300	1,000	75	-	75	-	4,600
Burnaby	1,800	2,200	1,000	500	600	1,000	3,100	900	600	400	50	3,400	50	100	-	15,700
New Westminster	200	10	100	20	300	20	100	30	-	-	-	150	500	-	-	1,400
Other BC	400	1,500	800	1,200	700	100	1,600	700	400	80	60	300	50	3,400	-	11,200
External to BC	-	-	10	-	-	-	10	-	-	-	100	25	-	-	250	400
Total	84,700	83,300	63,600	33,400	76,200	78,400	124,300	47,700	39,300	34,700	4,200	15,700	1,400	11,200	300	698,400

Note: Gray shading identifies where a trip started and ended within the same zone.

Trips within zone

Using information from the previous table, the proportion of trips that started and ended in the same zone is up noticeably for all zones, with the exception of Zone 8: CNV / DNV (East), which was almost unchanged. These increases are most likely due to the higher number of walking trips recorded in 2025.

Table 34: Percent of trips originating and ending within the zone

Zone	2023	2025
Zone 1: DNV (East)	48%	61%
Zone 2: DNV (Central)	41%	51%
Zone 3: DNV (West)	38%	42%
Zone 4: DWV (West)	38%	40%
Zone 5: DWV (Centre)	42%	53%
Zone 6: CNV/DWV (Outer)	32%	46%
Zone 7: CNV (Core)	37%	48%
Zone 8: CNV / DNV (East)	24%	25%

Burrard Inlet Crossings

The table below shows the estimated trips and percentage of trips for trips originating on the North Shore that crossed south over the Burrard Inlet. The 2025 NSTS estimates approximately 61,200 southbound weekday crossings, up from 54,580 in 2023, but still lower than the close to 68,000 crossings in 2019. In 2025, results show that the Second Narrows Bridge was used more often than the Lion's Gate Bridge for southbound crosses and about 11% of crossings were SeaBus crossings.

Table 35: Burrard Inlet Crossings by destination and NSTS year (southbound origin)

Destination	NSTS	Est. daily trips	% of trips		
			Lion's Gate Bridge	Second Narrows Bridge	SeaBus
Vancouver CBD/West end	2019	29,960	66%	14%	20%
	2021	17,760	64%	17%	19%
	2023	17,870	63%	20%	17%
	2025	22,000	62%	17%	21%
Rest of Vancouver/UEL	2019	20,650	51%	43%	6%
	2021	17,360	39%	56%	5%
	2023	18,160	46%	48%	5%
	2025	19,100	48%	47%	5%
Richmond	2019	2,290	40%	44%	16%
	2021	3,330	52%	24%	23%
	2023	2,200	61%	33%	7%
	2025	2,600	34%	42%	24%
Burnaby/New Westminster	2019	12,190	1%	97%	3%
	2021	11,070	3%	86%	3%
	2023	11,540	8%	86%	-
	2025	12,100	4%	95%	1%
Other destinations	2019	5,700	4%	96%	-
	2021	5,380	1%	99%	-
	2023	4,810	3%	97%	<1%
	2025	5,300	13%	78%	10%
Total trips crossing Burrard Inlet Crossing	2019	67,790	44%	46%	11%
	2021	54,900	38%	52%	10%
	2023	54,580	41%	51%	8%
	2025	61,200	41%	48%	11%

5.6 Trip duration and distance

For the 2025 NSTS, travel distance and duration were calculated for each survey trip across four modes of transportation: car, bicycle, walking, and transit. Each trip record contains an origin coordinate (latitude/longitude) and a destination coordinate representing the respondent's start and end point. All routing calculations were carried out in RStudio. Car, bicycle, and walking routes were processed using the OSRM package (https://cran.r-project.org/web/packages/osrm/osrm.pdf) against locally hosted OSRM server instances loaded with British Columbia road network data. Transit routing was processed using the googleway package (https://cran.r-project.org/web/packages/googleway/googleway.pdf) against the Google Distance Matrix API.

Traffic and real-time data - Car, bicycle, and walking durations reflect free-flow travel times only, based on static road conditions derived from OpenStreetMap. OSRM does not incorporate real-time or historical traffic data, and durations do not vary by time of day. Car durations in particular may underestimate real-world travel times during peak periods. Transit durations are based on published schedules and do not incorporate real-time service disruptions or delays.

Walking trips with no routable path - A small number of trips could not be routed under the walking profile, predominantly long-distance trips with no connected pedestrian path between origin and destination. For these cases, the bicycle routed distance was used as a proxy for calculating distance and length was calculated based on an average walking speed of 4.6 kilometres per hour.

Trips with no applicable transit route – A small number of trips were reported for which Google identified no available transit connection between origin and destination coordinates. The distance for these trips was calculated using the driving distance, but no travel time was assessed.

Average trip duration

Results in 2025 still show that those taking transit average longer trip rides than those as auto drivers or auto passengers, even though trip distances in Table 37 are similar.

Table 36: Average trip duration for home-based work and all trips

Trip mode	Home-based work trips (minutes)				All trips (minutes)			
	2019	2021	2023	2025	2019	2021	2023	2025
Auto driver	18.9	17.1	18.0	14.5	12.5	12.7	12.7	10.7
Auto passenger	13.7	15.8	15.8	14.3	11.9	12.6	12.2	12.3
Transit	44.7	45.0	45.1	46.2	39.9	43.5	42.7	40.5
Walk	11.1	11.6	15.3	8.7	10.2	12.7	12.6	15.9
Bicycle	39.9	36.6	45.1	39.1	29.8	32.0	32.9	44.2

Average trip distance

A home-based work trip includes any travel from home to work or work-related travel, or travel to home from work. These estimates are similar to previous years, with the exception of shorter trips for auto drivers and cyclists. Trips that involved a vehicle average around 11 kilometres per trip, while bicycling averaged around 8 kilometres, and walking just under a kilometre.

When assessing all trips (regardless of purpose), transit trips, auto passenger trips, and bicycle trips average approximately 10 kilometres. Again, it is important to note that transit trips likely under-estimate the actual total kilometres travelled, as transit routes will not be as direct as a calculated driving trip. Estimates for 2025 are similar to the previous year, with slightly longer trip estimates for auto passengers and cyclists in 2025.

Table 37: Average trip distance for home-based work and all trips

Trip mode	Home-based work trips (km)				All trips (km)			
	2019	2021	2023	2025	2019	2021	2023	2025
Auto driver	14.1	12.7	13.1	10.6	8.5	8.5	8.3	7.9
Auto passenger	8.6	9.8	10.8	11.3	7.8	8.0	7.9	9.6
Transit	11.7	12.1	11.4	11.2	10.2	11.3	10.5	10.2
Walk	0.9	0.9	1.1	0.7	0.8	1.0	0.9	1.3
Bicycle	10.2	9.5	11.6	8.3	7.6	8.1	8.5	9.7

The table below shows the average weekday kilometers (in thousands) by mode, as estimated from trips reported on the survey and average trip distances expanded to the population 15+ years of age. The total number of kilometres by all modes increased from 2023 to 2025. After declining in 2021 and 2023, results for auto driver, auto passenger, and transit in 2025 are similar to 2019 daily kilometres (pre-pandemic). Total kilometres for walking and bicycling were higher in 2025 than all other survey years due to significantly higher number of daily trip estimates for these two modes in 2025.

Table 38: Total daily kilometre estimates

NSTS	Total daily kilometres (in thousands)				
	Auto driver	Auto passenger	Transit	Walk	Bicycle
2019	3,198	300	616	54	96
2021	3,025	263	524	60	61
2023	2,919	250	468	56	103
2025	3,197	341	721	209	204

Percentage of trips by trip distance

The table below shows the frequency of trips by mode and their length. Nearly two thirds of transit trips (65%) are 5 kilometres or more. For all other modes, the majority of trips were under 5 kilometres, with 81% of walking trips under one kilometre. An analysis of short-distance car trips that are "bikeable" and "walkable" is available in Section 6.6.

Table 39: Trip mode by trip distance

Trip distance	Trip mode				
	Auto driver	Auto passenger	Transit	Walk	Bicycle
< 1 km	11%	10%	9%	81%	17%
1 to 4.9 km	46%	40%	26%	17%	44%
5 to 9.9 km	20%	28%	25%	1%	17%
10 to 14.9 km	12%	12%	23%	<1%	17%
15 km or more	12%	11%	17%	1%	6%

6.0 Travel patterns

6.1 Work commute patterns

As mentioned, approximately 64% of North Shore residents are employed, resulting in an estimated workforce of approximately 111,000 residents in 2025, up from 100,300 in 2023. In 2025, approximately 73% of all employed residents have a regular place of work they commute to regularly, resulting in approximately 81,400 who commute. Among municipalities, the DWV has the highest proportion who work from home at 27% of the workforce. It should be noted that slightly less than 1% of employed residents could not provide their normal work location but are accounted for in the estimates of the total workforce; this will account for the reason the sum of workers by work location may sometimes be less than the estimated total workers for the 2025 NSTS.

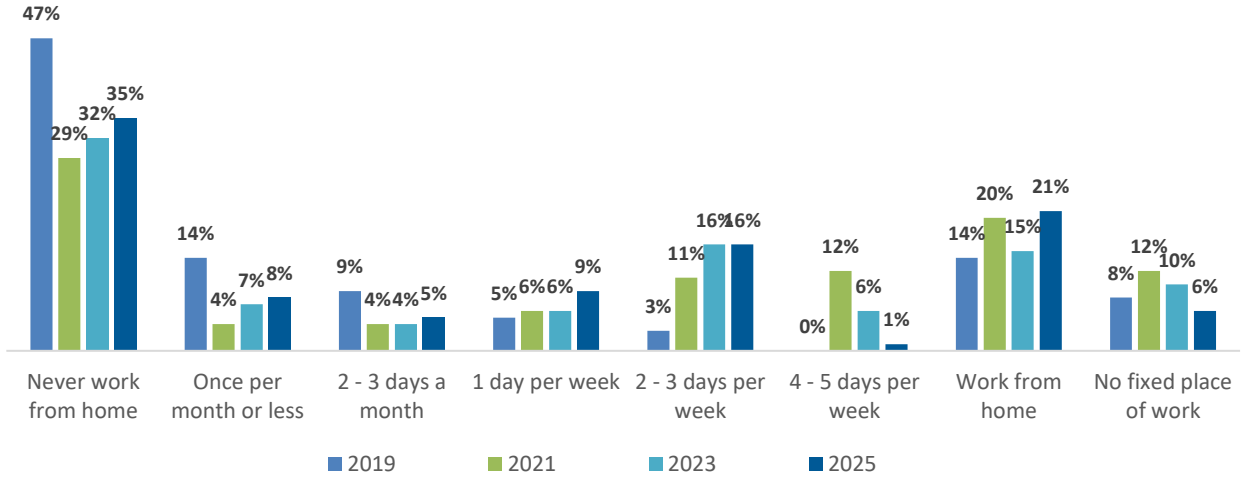
Table 40: Estimates of workforce by municipality by year

	NSTS	Est. total workers	Workers by work municipality		
			Regular place of work (commute)	No fixed workplace	Work at home
DNV	2019	46,200	37,300	2,900	6,000
	2021	44,900	31,000	5,100	8,800
	2023	46,500	35,600	4,300	6,620
	2025	48,900	36,300	2,200	10,100
CNV	2019	32,200	25,900	3,300	3,000
	2021	32,100	21,300	3,800	7,000
	2023	36,000	27,890	3,320	4,760
	2025	38,400	29,100	2,500	6,600
DWV	2019	18,500	12,700	1,600	4,200
	2021	20,400	11,800	3,800	4,800
	2023	18,900	11,900	2,660	4,370
	2025	22,700	14,600	1,900	6,100
North Shore	2019	96,800	76,000	7,700	13,100
	2021	97,500	64,200	12,800	20,500
	2023	100,300	74,200	10,300	15,800
	2025	111,000	81,400	6,600	22,700

Frequency of working from home by NSTS year (North Shore)

The proportion of the workforce that never works from home has been steadily climbing since 2021; however, it is still well short of the proportion from the 2019 NSTS. The proportion who work entirely at home is up from 2023 from 15% to 21%; however, when the proportion who work from home is combined with the proportion who work at home four or five days per week, the proportions are almost identical – 21% in 2023 and 22% in 2025.

Figure 37. Frequency of working from home by NSTS year (North Shore)



Frequency of working from home by NSTS year by municipality

Results for the DNV by NSTS year show little change in the proportion of workers who never work from home between 2023 and 2025. The greatest change was an increase in those who work from home, from 14% in 2023 to 21% in 2025.

Table 41: Frequency of working from home by NSTS year (DNV)

	2019	2021	2023	2025
Total workers	46,200	44,900	46,500	48,900
Never work from home	47%	33%	30%	32%
3 days a month or less	24%	8%	11%	14%
1 day per week	7%	7%	9%	10%
2 or 3 days per week	2%	10%	19%	18%
4 or 5 days per week	1%	11%	5%	<1%
Work from home	13%	18%	14%	21%
No fixed workplace	6%	11%	9%	5%

Results for the CNV by NSTS year also show very little change in the proportion who never work from home; however, there has been a consistent increase in those who work from home just 3 days a month or less between 2021 and 2025, although still below proportions from 2019.

Table 42: Frequency of working from home by NSTS year (CNV)

	2019	2021	2023	2025
Total workers	32,200	32,100	36,000	38,400
Never work from home	51%	31%	40%	39%
3 days a month or less	23%	9%	11%	12%
1 day per week	3%	5%	4%	9%
2 or 3 days per week	4%	10%	17%	16%
4 or 5 days per week	0%	13%	8%	<1%
Work from home	9%	20%	14%	17%
No fixed workplace	10%	11%	10%	6%

Results for the DWV by NSTS year show the most change in workers' commute patterns, with a consistent growth in the proportion who never work from home between 2021 and 2025. This change has not been driven by a decrease in those who exclusively work from home, but in a decline in the proportion who work from home 4 or 5 days per week or do not have a fixed workplace.

Table 43: Frequency of working from home by NSTS year (DWV)

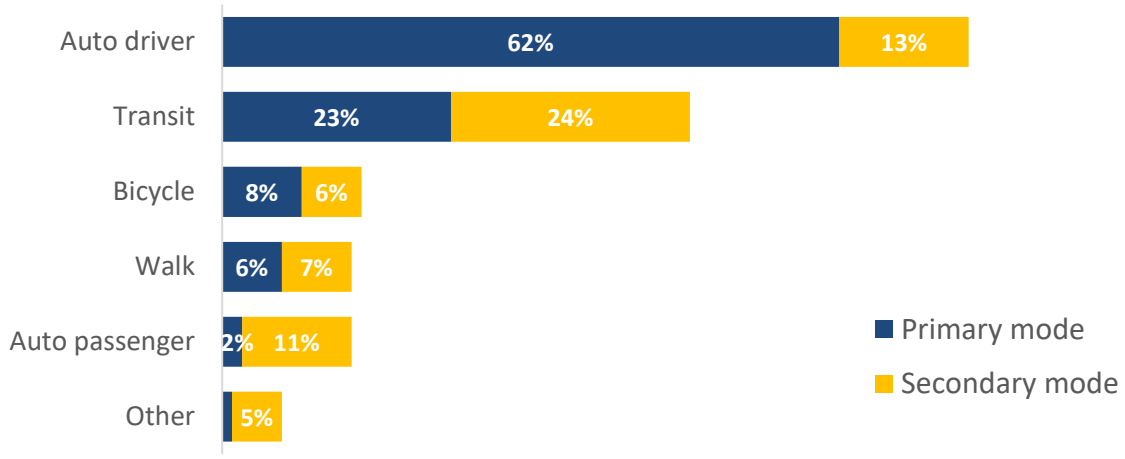
	2019	2021	2023	2025
Total workers	18,500	20,400	18,900	22,700
Never work from home	42%	17%	23%	34%
3 days a month or less	21%	6%	9%	10%
1 day per week	2%	8%	5%	6%
2 or 3 days per week	4%	16%	10%	13%
4 or 5 days per week	0%	10%	6%	1%
Work from home	23%	22%	20%	28%
No fixed workplace	9%	18%	12%	9%

Usual work commute mode

The graph below shows the primary and secondary modes of travel to work for those who travel to work (i.e., do not work exclusively from home). The results are based on respondent's reported primary and secondary commute and not based on the 24-hour trip data. As such, the results may not match the primary mode of travel that respondents took the day they reported their trips. Approximately 35% do not use a secondary mode of transportation, which is why the secondary mode percentages will not sum to 100%.

Results show that auto driver is the most common primary mode, with 75% using it as their first or second mode of transportation. Of interest, auto passenger ranks 5th at 2% who use it as their primary mode; however, when combined with secondary mode of transportation, it is on par with bicycling and walking.

Figure 38. Usual mode of commute to work (North Shore)



Examining the primary mode of transportation among workers on the North Shore who travel to work, results show a continued decline in those whose primary mode is auto driver from 2021 to 2025, which is offset by an increase in those using transit as their primary mode. The 2025 results show similar results to 2019 for auto driver and transit as the primary mode share; however, proportions using transit as a secondary mode have not returned to 2019 levels.

Table 44: Usual mode of commute to work by NSTS year (North Shore)

	2019		2021		2023		2025	
	Primary	2nd	Primary	2nd	Primary	2nd	Primary	2nd
Auto driver	62%	14%	69%	9%	64%	10%	62%	13%
Transit	23%	32%	19%	23%	18%	26%	23%	24%
Bicycle	7%	8%	5%	8%	9%	7%	8%	6%
Walk	6%	7%	4%	8%	4%	8%	6%	7%
Auto passenger	1%	16%	4%	10%	3%	10%	2%	11%
No secondary mode		19%		40%		35%		35%

BASE: Those who do not work exclusively from home.
NOTE: Responses classified as "Other" were excluded from this table.

Usual work commute mode by municipality

Results for DNV residents who commute to work also show a decline in the proportion who drive a vehicle as their primary mode over the past three surveys, offset by a growth in transit use.

Table 45: Usual mode of commute to work by NSTS year (DNV)

	2019		2021		2023		2025	
	Primary	2nd	Primary	2nd	Primary	2nd	Primary	2nd
Auto driver	68%	9%	71%	9%	69%	8%	67%	12%
Transit	17%	27%	16%	19%	13%	25%	19%	23%
Bicycle	9%	11%	5%	8%	12%	6%	8%	8%
Walk	4%	7%	3%	5%	2%	8%	3%	4%
Auto passenger	2%	24%	5%	12%	1%	12%	3%	12%
No secondary mode	[redacted]	18%	[redacted]	44%	[redacted]	40%	[redacted]	36%

BASE: Those who do not work exclusively from home.
NOTE: Responses classified as "Other" were excluded from this table.

Results for CNV residents who commute to work also show a decline in the proportion who drive a vehicle as their primary mode over the past three surveys; however, this has been offset by growth in several modes, including transit, bicycling, and walking.

Table 46: Usual mode of commute to work by NSTS year (CNV)

	2019		2021		2023		2025	
	Primary	2nd	Primary	2nd	Primary	2nd	Primary	2nd
Auto driver	53%	20%	64%	7%	56%	11%	52%	14%
Transit	31%	37%	24%	33%	25%	29%	27%	27%
Bicycle	4%	4%	6%	10%	7%	9%	9%	5%
Walk	9%	7%	6%	12%	8%	12%	10%	10%
Auto passenger	1%	8%	1%	6%	2%	6%	<1%	8%
No secondary mode	[redacted]	21%	[redacted]	28%	[redacted]	29%	[redacted]	29%

BASE: Those who do not work exclusively from home.
NOTE: Responses classified as "Other" were excluded from this table.

Results for DWV residents who commute to work show a growth from 2023 in those who drive themselves and those who take transit as their primary mode, largely offset by fewer who report being driven by others.

Table 47: Usual mode of commute to work by NSTS year (DWV)

	2019		2021		2023		2025	
	Primary	2nd	Primary	2nd	Primary	2nd	Primary	2nd
Auto driver	63%	13%	70%	10%	65%	14%	71%	9%
Transit	23%	37%	17%	15%	17%	23%	22%	21%
Bicycle	8%	5%	4%	2%	2%	4%	1%	2%
Walk	5%	8%	5%	8%	2%	4%	4%	5%
Auto passenger	1%	11%	5%	13%	9%	12%	3%	13%
No secondary mode	[redacted]	19%	[redacted]	47%	[redacted]	31%	[redacted]	45%

BASE: Those who do not work exclusively from home.
NOTE: Responses classified as "Other" were excluded from this table.

Usual work commute mode (primary) by zone

Assessing the primary mode of travel for those who commute to work shows that those living in Zone 4: DWV (West) are most likely to be an auto driver and least likely to use transit.

Table 48: Primary mode to commute to work by zone

Zone	Auto driver	Transit	Bicycle	Walk	Auto Passenger	Other
Zone 1: DNV (East)	68%	15%	10%	4%	3%	1%
Zone 2: DNV (Central)	66%	22%	8%	2%	3%	<1%
Zone 3: DNV (West)	64%	26%	6%	3%	1%	<1%
Zone 4: DWV (West)	86%	6%	1%	5%	2%	0%
Zone 5: DWV (Centre)	73%	20%	3%	3%	1%	<1%
Zone 6: CNV/DWV (Outer)	54%	32%	7%	4%	2%	2%
Zone 7: CNV (Core)	51%	29%	10%	11%	0%	<1%
Zone 8: CNV / DNV (East)	56%	16%	9%	11%	5%	2%

Travel to work daily mode share

Among those employed (either full or part-time), 59% of workers had at least one work-related weekday trip, either to work or for other work-related reasons, which is unchanged from 2023. This means that, out of the approximately 111,000 employed residents on the North Shore, approximately 65,200 make at least one work-related trip per day. The number of workers is up from 61,200 in 2023.

Looking at the daily mode share for those who made a trip shows that results in 2025 tend to be similar to 2019 (pre-pandemic), as the proportion driving decreases and transit users increase.

Table 49: Daily work mode share and number of workers by NSTS year (North Shore)

	% of work trips				Number of workers			
	2019	2021	2023	2025	2019	2021	2023	2025
Auto driver	65%	70%	66%	64%	46,800	37,600	40,300	41,900
Transit	22%	17%	19%	20%	15,600	9,000	11,600	13,000
Bicycle	6%	4%	4%	6%	4,300	2,100	2,300	4,200
Walk	5%	4%	6%	5%	3,500	2,100	3,800	3,400
Auto passenger	2%	5%	4%	3%	1,600	2,700	2,300	1,900
Other	<1%	<1%	<1%	1%	200	100	900	700
BASE: Those who made at least one trip to work or work-related trip.								

Results for the DNV show approximately 28,400 workers took at least one work trip during a weekday, which was similar to 2023 (28,300). Results show an increase in workers in the DNV using transit or cycling for work related trips in 2025 compared to 2023, offset by a decrease in auto driver or walking.

Table 50: Daily work mode share and number of workers by NSTS year (DNV)

	% of work trips				Number of workers			
	2019	2021	2023	2025	2019	2021	2023	2025
Auto driver	73%	72%	71%	67%	26,000	18,400	20,100	19,000
Transit	15%	11%	16%	18%	5,400	2,900	4,500	5,000
Bicycle	3%	3%	<1%	8%	1,100	800	100	2,300
Walk	6%	4%	9%	3%	2,100	1,100	2,600	900
Auto passenger	3%	9%	2%	3%	1,100	2,200	600	800
Other	<1%	0%	1%	1%	100	0	400	400
BASE: Those who made at least one trip to work or work-related trip.								

For the CNV, approximately 24,100 workers took a weekday trip related to work in 2025, which was similar to 2023 (23,400). There was very little change in workers mode share in the CNV in 2025 compared to 2023.

Table 51: Daily work mode share and number of workers by NSTS year (CNV)

	% of work trips				Number of workers			
	2019	2021	2023	2025	2019	2021	2023	2025
Auto driver	50%	66%	58%	60%	12,200	11,500	13,600	14,400
Transit	34%	26%	24%	23%	8,200	4,500	5,700	5,600
Bicycle	2%	4%	5%	6%	500	700	1,100	1,500
Walk	12%	4%	8%	8%	2,900	700	1,900	2,000
Auto passenger	1%	1%	3%	1%	500	100	700	300
Other	<1%	0	1%	1%	100	0	400	300
BASE: Those who made at least one trip to work or work-related trip.								

Results for the DWV show approximately 11,700 workers took a work trip in 2025, up from 9,600 in 2023. Compared to 2023, mode share among workers with a work trip in the DWV were very similar.

Table 52: Daily work mode share and number of workers by NSTS year (DWV)

	% of work trips				Number of workers			
	2019	2021	2023	2025	2019	2021	2023	2025
Auto driver	72%	72%	69%	69%	8,500	7,700	6,600	8,000
Transit	17%	16%	16%	18%	2,000	1,700	1,500	2,100
Bicycle	7%	3%	1%	1%	800	300	100	100
Walk	3%	7%	3%	3%	300	700	300	400
Auto passenger	2%	3%	10%	9%	200	300	1,000	1,000
Other	0%	0%	<1%	<1%	0	0	100	50
BASE: Those who made at least one trip to work or work-related trip.								

Work locations

The table below shows the location of work for those who have to travel to a usual place of work. It excludes those who exclusively work from home and do not have a regular workplace. Approximately 44% of residents work on the North Shore, down from 56% in 2023. The change is due to a higher proportion who work in Vancouver.

Table 53: Location of usual place of work

Zone	2023	2025
Zone 1: DNV (East)	7%	5%
Zone 2: DNV (Central)	6%	2%
Zone 3: DNV (West)	5%	5%
Zone 4: DWV (West)	6%	2%
Zone 5: DWV (Centre)	8%	6%
Zone 6: CNV/DWV (Outer)	7%	10%
Zone 7: CNV (Core)	12%	12%
Zone 8: CNV / DNV (East)	5%	2%
Vancouver CBD/West End	19%	24%
Rest of Vancouver/UEL	11%	17%
Richmond	2%	2%
Burnaby	7%	9%
New Westminster	1%	<1%
Other BC	2%	4%

The table below assesses the location for the 65,200 estimated workers who commuted to work in 2025.

Table 54: Commuter estimates by home zone and work zone

Work zone	Home zone							
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Zone 1: DNV (East)	1,200	700	100	<50	100	200	400	<100
Zone 2: DNV (Central)	200	100	<50	<50	<50	200	300	100
Zone 3: DNV (West)	500	600	400	600	400	<50	700	100
Zone 4: DWV (West)	100	200	<50	200	<100	100	100	100
Zone 5: DWV (Centre)	400	400	500	100	800	400	1,000	600
Zone 6: CNV/DWV (Outer)	900	700	600	<100	800	1,600	1,700	300
Zone 7: CNV (Core)	1,300	1,700	900	400	400	900	1,800	700
Zone 8: CNV / DNV (East)	300	100	<100	<50	100	200	400	300
Vancouver CBD/West End	2,300	2,400	1,600	500	1,400	1,500	5,400	800
Rest of Vancouver/UEL	1,700	1,400	700	500	1,000	1,700	2,700	1,100
Richmond	500	200	<100	<100	<50	<50	400	100
Burnaby	1,300	1,300	500	200	100	300	1,540	400
New Westminster	<100	<50	<50	<50	<50	<50	<100	<50
Other BC	300	500	400	100	400	100	300	200

Note: Grey shading identifies commuters whose work trips start and end within their own zone.

Commute distance

Assessing the straight-line distance from residents' homes to their usual places of work (for those who have a usual place of work) shows that the typical North Shore resident is about 8 kilometres away from work.[14] For those working on the North Shore, the distance is approximately 4 kilometres on average compared to 11 kilometres for those working south of the North Shore.

Table 55: Average straight-line distance (km) to work by municipality

Municipality of residence	Est. of workers with regular workplace to commute	Average straight-line distance to work		
		Overall	Working in North Shore	Working south of North Shore
District of North Vancouver	36,300	9.7 km	5.1 km	12.4 km
City of North Vancouver	29,100	6.5 km	3.1 km	8.6 km
District of West Vancouver	14,600	7.0 km	4.2 km	12.3 km
North Shore	**81,400**	**7.9 km**	**4.1 km**	**10.7 km**

The average straight-line distance from home to work over each NSTS has been remarkably similar, with only slight changes year over year. Historically, those living in the CNV have the shortest distance from their home to their usual place of work.

Table 56: Average straight-line distance (km) to work by municipality by NSTS year

	Average straight-line distance to work							
	Working in North Shore				Working south of North Shore			
	2019	2021	2023	2025	2019	2021	2023	2025
District of North Vancouver	4.4 km	4.8 km	4.8 km	5.1 km	11.4 km	11.1 km	10.7 km	12.4 km
City of North Vancouver	2.6 km	3.3 km	3.2 km	3.1 km	9.1 km	10.0 km	8.7 km	8.6 km
District of West Vancouver	5.6 km	5.1 km	4.8 km	4.2 km	12.2 km	12.2 km	12.2 km	12.3 km
North Shore	**4.0 km**	**4.3 km**	**4.2 km**	**4.1 km**	**10.7 km**	**11.0 km**	**10.2 km**	**10.7 km**

Assessing the average straight-line distance by zone shows that those living in Zone 4: DWV (West) have the longest average distance to their usual place of work, whether on the North Shore or south of the North Shore. Conversely, those living in Zone 6: CNV/DWV (Outer) have the shortest distances.

Table 57: Average straight-line distance (km) to work by zone

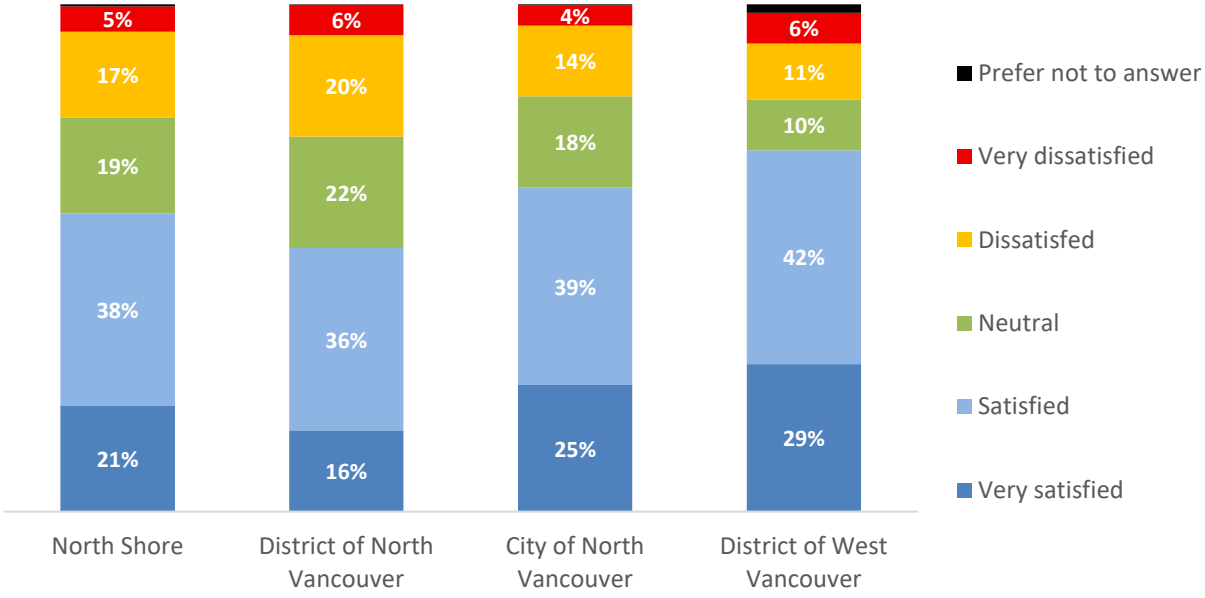
Zone of residence	Average straight-line distance to work	
	Working in North Shore	Working south of North Shore
Zone 1: DNV (East)	6.2 km	12.3 km
Zone 2: DNV (Central)	4.7 km	12.5 km
Zone 3: DNV (West)	3.1 km	13.5 km
Zone 4: DWV (West)	7.8 km	15.0 km
Zone 5: DWV (Centre)	3.4 km	11.5 km
Zone 6: CNV/DWV (Outer)	2.0 km	6.7 km
Zone 7: CNV (Core)	3.1 km	8.3 km
Zone 8: CNV / DNV (East)	4.4 km	11.1 km

[14] Straight-line distances are presented as a common basis for comparison because actual distance travelled will vary depending on mode choice and route selected.

Satisfaction with commute

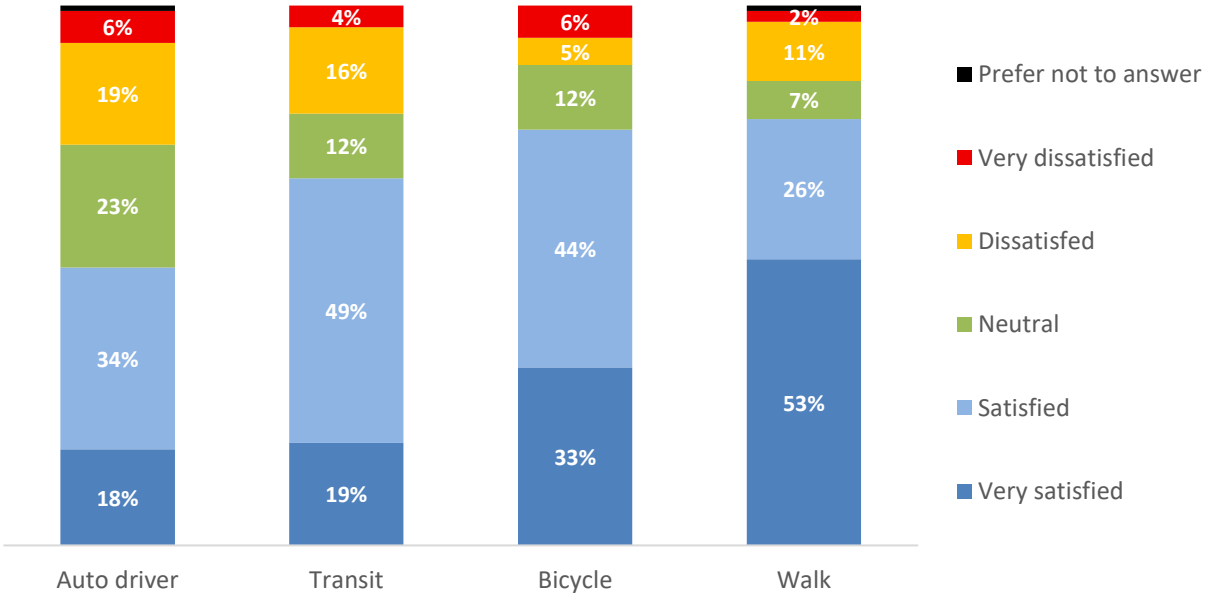
For those who have a usual work location to commute to, 59% of North Shore residents are satisfied with their usual method of commuting to work, which is down from 67% in 2023, but similar to 2021 (57%). Satisfaction is much higher among DWV residents at 71%, while the DNV has the lowest satisfaction at 52%. The lower satisfaction among DNV residents may be because they have the longest average distance to work (Table 55).

Figure 39. Satisfaction with usual method of commuting to work by municipality



Satisfaction with usual method is highly related to residents' primary mode of commuting to work, as satisfaction is much higher for transit (68%), bicycling (77%), and walking (79%) than driving (52%). Satisfaction with being an auto passenger is not shown due to small sample size (n < 30).

Figure 40. Satisfaction with usual method of commuting to work by primary commute mode



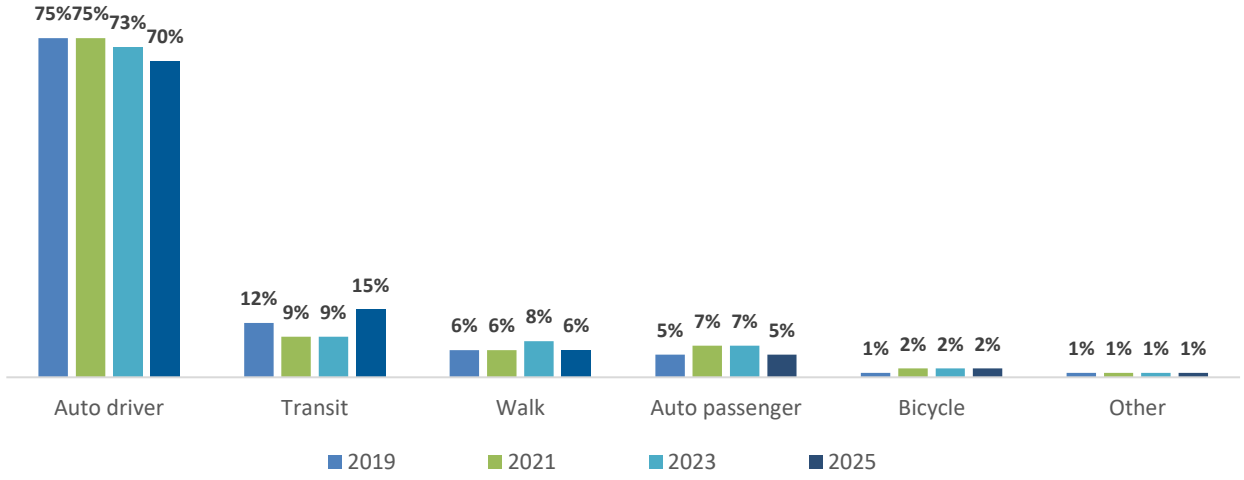
Those that were dissatisfied or very dissatisfied with their primary mode of commuting to work were asked why they were dissatisfied. Only those who are an auto driver or transit user have a sample size large enough to analyze.

- **Auto drivers.** For auto drivers, the most common reasons for their dissatisfaction were congestion on roads (78%), congestion on bridges (61%), and travel time (52%).
- **Transit users.** For transit users, the most common reasons for dissatisfaction were frequency of transit service (52%), travel time too slow (35%), transit buses are too full (34%), congestion on roads (32%), and cost (20%).

6.2 Usual non-commuting travel

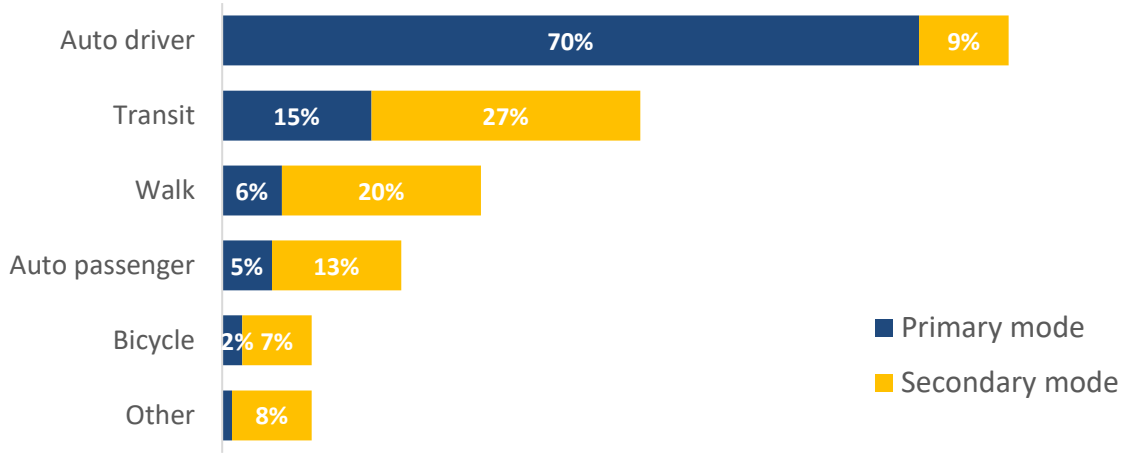
The figure below shows residents' primary mode of transportation for non-commute (personal) trips. Results show a continuous decline in those who drive a vehicle as their primary mode for the second consecutive year, offset by a growth in those using transit as their primary mode. It should be noted that the usual mode may be different than actual trip patterns shown in previous sections.

Figure 41. Primary mode of transportation for personal trips by NSTS year (North Shore)



When assessing the primary and secondary mode, transit tends to be the most common secondary mode, slightly ahead of walking. It should be noted that 16% do not report using any other modes for trips other than their primary mode.

Figure 42. Usual mode of personal transportation (North Shore)



Examining the primary mode of transportation for commuting shows the decline in auto driver as the usual mode among North Shore residents. This decline in auto driver as the usual mode is evident in the DNV and DWV, but not in the CNV (although the CNV still has the lowest proportion of auto drivers among the three municipalities). However, all three municipalities saw an increase in those using transit as their primary mode for travel from 2023.

Table 58: Usual mode of personal transportation by municipality by NSTS year

	DNV				CNV				DWV			
	2019	2021	2023	2025	2019	2021	2023	2025	2019	2021	2023	2025
Auto driver	79%	78%	79%	74%	66%	68%	63%	65%	77%	78%	76%	70%
Transit	10%	8%	5%	12%	17%	13%	16%	19%	11%	8%	6%	17%
Walk	4%	4%	6%	4%	10%	10%	12%	9%	4%	4%	5%	5%
Auto passenger	5%	8%	6%	7%	5%	5%	7%	3%	7%	8%	9%	5%
Bicycle	1%	2%	2%	2%	1%	2%	2%	3%	1%	1%	1%	1%
Other	1%	1%	1%	1%	1%	2%	1%	2%	0%	1%	3%	2%

For personal commuting trips, auto driver is the most common in all zones, with slight variation in personal commuting across zones in other areas.

Table 59: Usual mode of personal commuting by zone

Zone	Auto driver	Transit	Walk	Auto passenger	Bicycle	Other
Zone 1: DNV (East)	78%	11%	3%	5%	2%	<1%
Zone 2: DNV (Central)	68%	12%	5%	11%	3%	1%
Zone 3: DNV (West)	79%	9%	4%	5%	2%	1%
Zone 4: DWV (West)	76%	14%	1%	8%	1%	1%
Zone 5: DWV (Centre)	68%	16%	8%	4%	1%	3%
Zone 6: CNV/DWV (Outer)	66%	22%	6%	4%	1%	1%
Zone 7: CNV (Core)	62%	20%	10%	3%	4%	2%
Zone 8: CNV / DNV (East)	75%	12%	5%	3%	4%	2%

6.3 Walking for work or school

Results show that those living in Zone 7: CNV (Core) or Zone 8: CNV/DNV (East) have the highest proportion of residents who walk as their primary mode to commute to work or school. In general, the percentage that report walking in each zone tends to be slightly higher in 2025 than 2023, which could indicate a shift in behaviour or may be due to the slightly earlier survey time period (i.e., starting in early September 2025 versus mid-October in 2023).

Table 60: Walking as primary mode for commuting to work or school by zone and NSTS year

Zone	2023	2025
Zone 1: DNV (East)	1%	3%
Zone 2: DNV (Central)	3%	3%
Zone 3: DNV (West)	3%	5%
Zone 4: DWV (West)	1%	3%
Zone 5: DWV (Centre)	1%	3%
Zone 6: CNV/DWV (Outer)	4%	4%
Zone 7: CNV (Core)	11%	10%
Zone 8: CNV / DNV (East)	6%	11%
BASE: Those who work or attend school.		

Furthest distances to walk

A new set of questions was added to the 2025 NSTS asking residents the furthest they would be willing to walk for various activities. Across all six activities, between 92% to 95% would at least consider walking some distance.

Residents seem willing to walk further for social, work, or school activities, with 50%, 47%, and 42% willing to walk 1,200 metres or longer respectively. Conversely, residents are least willing to walk longer distances for grocery shopping, as 18% would be willing to walk 1,200 metres or longer, while 17% would not walk further than 400 metres.

Table 61: Furthest distance to walk

	Social (n = 3,261)	Work (n = 2,662)	School (n = 2,050)	Errands (n =3,245)	Shopping (n = 3,264)	Grocery Shopping (n = 3,283)
< 400 metres	6%	6%	6%	11%	13%	17%
400 – 799 metres	13%	13%	15%	24%	22%	32%
800 – 1,199 metres	26%	28%	32%	28%	28%	26%
1,200 – 2,000 metres	31%	33%	30%	23%	21%	13%
> 2,000 metres	19%	14%	12%	9%	8%	5%
Would never walk	5%	6%	5%	6%	8%	7%

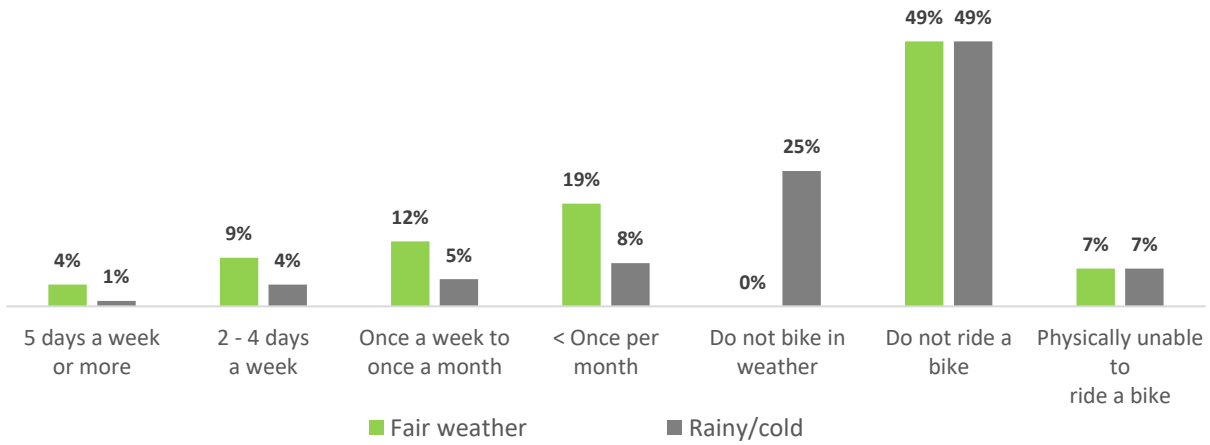
Note: Those who answered "Not applicable" have been removed from calculations.

6.4 Cycling

Cycling in weather

All residents (regardless if they owned a bicycle) were asked how frequently they bike in two weather conditions – fair weather and rainy/cold weather. Results show that in fair weather, 43% ride their bike, while 18% ride in rainy/cold weather.

Figure 43. Frequency of bicycling in fair versus rainy/cold weather



Results show only slight differences across surveys, as results are generally similar each year. The only noticeable change is that the proportion who say they do not bike in inclement weather is the lowest to date at 25%.

Table 62: Cycling frequency in weather condition by NSTS year

	Fair weather				Rainy or cold weather			
	2019	2021	2023	2025	2019	2021	2023	2025
5 or more times a week	5%	3%	4%	4%	3%	1%	1%	1%
2 – 4 days a week	8%	10%	10%	9%	3%	3%	4%	4%
Once a week to once a month	13%	16%	13%	12%	5%	5%	5%	5%
Less than once a month	22%	22%	19%	19%	8%	9%	9%	8%
Do not bike in rainy or cold weather	-	-	-	-	30%	32%	27%	25%
Do not ride a bike	47%	46%	49%	49%	47%	46%	49%	49%
Physically unable to ride a bike	5%	4%	5%	7%	5%	4%	5%	7%

Estimating the number of residents who cycle at least two days per week shows an estimated 21,300 cyclists on the North Shore during fair weather and 9,800 during rainy weather. There is also much higher cycling frequency among DNV and CNV residents than DWV residents in all types of weather.

Table 63: Cyclist estimates by weather and municipality

	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
Fair weather				
% biking 2 or more times per week	12%	13%	14%	6%
Est. number of cyclists	21,300	10,400	7,600	2,600
Rainy or cold weather				
% biking 2 or more times per week	6%	6%	7%	2%
Est. number of cyclists	9,800	4,700	3,900	900

Cycling for commuting

Results show that those living in Zone 1: DNV (East) are most likely to commute to work or school by bicycle, while those in Zone 4: DWV (West) and Zone 5: DWV (Centre)are least likely to bicycle as their primary mode of commuting to work or school. Results also show lower rates of cycling as the primary mode in most zones, other than Zone 6: CNV/DWV (Outer)and Zone 7: CNV (Core) which saw modest increases.

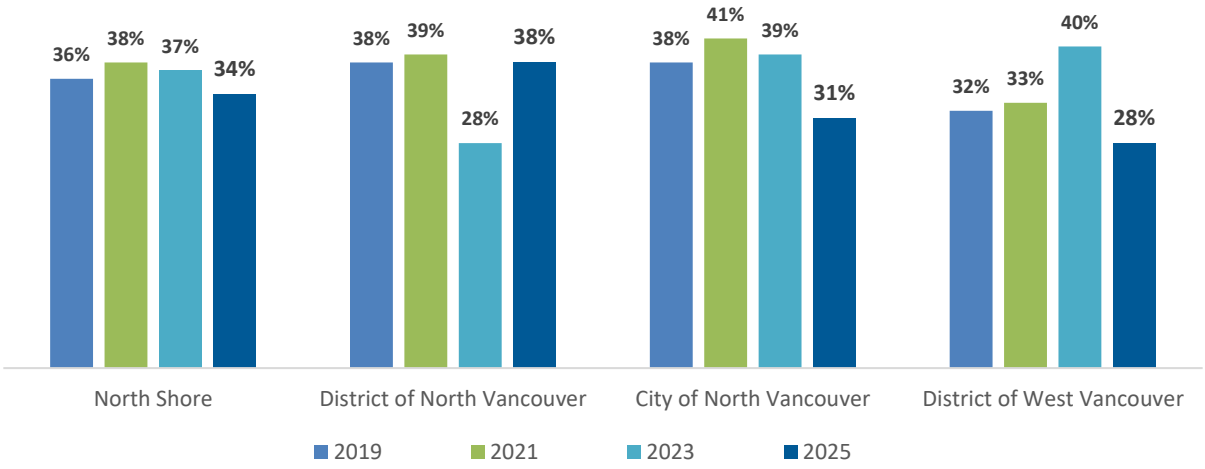
Table 64: Cycling as primary mode for commuting to work or school by zone and NSTS year

Zone	2023	2025
Zone 1: DNV (East)	15%	10%
Zone 2: DNV (Central)	12%	6%
Zone 3: DNV (West)	6%	5%
Zone 4: DWV (West)	3%	1%
Zone 5: DWV (Centre)	8%	2%
Zone 6: CNV/DWV (Outer)	2%	6%
Zone 7: CNV (Core)	7%	9%
Zone 8: CNV / DNV (East)	11%	8%
BASE: Those who work or attend school.		

Interest in cycling more

Residents who are physically able to ride a bike (regardless if they owned a bicycle) were asked if they were interested in biking more. Results show one third of North Shore residents are interested in biking more, which is the lowest to date. Results are different by municipality, with higher interest among DNV residents, who also saw an increase in interest from 2023. Interest among CNV and DWV residents is lower then DNV, and down from 2023.

Figure 44. Interest in travelling by bike more by municipality and NSTS year



Barriers to cycling more often

Residents were asked what barriers they experience to bicycling more often.

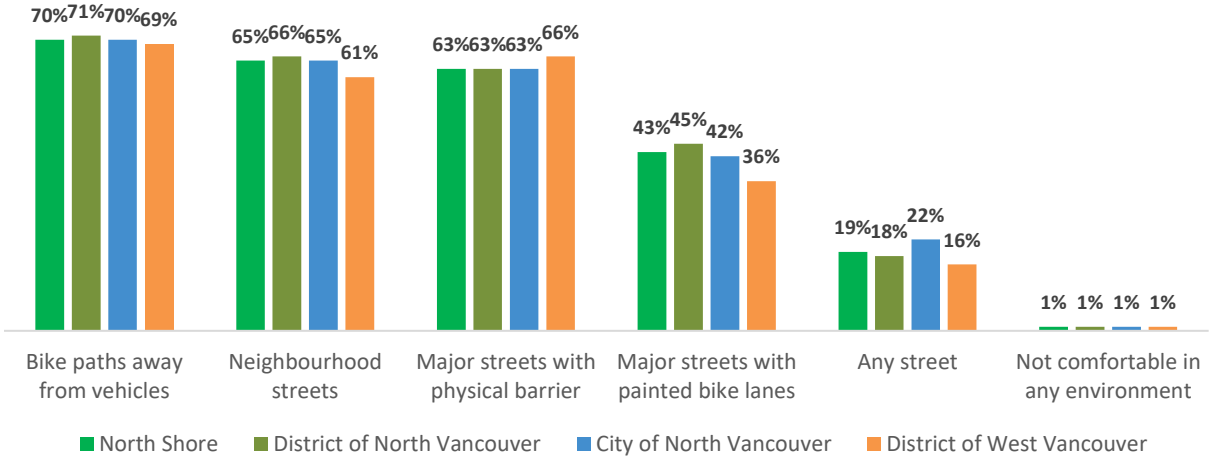
- **Fair weather**. The most common barriers residents experience biking more often in fair weather are not feeling safe from other traffic (44%), taking too long to get to destination (28%), not wanting to be exposed to elements (21%), insufficient carrying capacity for belongings (19%), roads are too hilly (19%), not enough secure places to lock up bicycle (18%), not enough bike lanes/paths on routes (18%), and not confident in biking skills (17%).

- **Rainy/cold weather**. The most common barriers residents experience biking more often in rainy or cold weather are not feeling safe from other traffic (47%), not wanting to get wet or cold (45%), and not being confident in biking skills on wet roads (26%).

Preferred biking environments

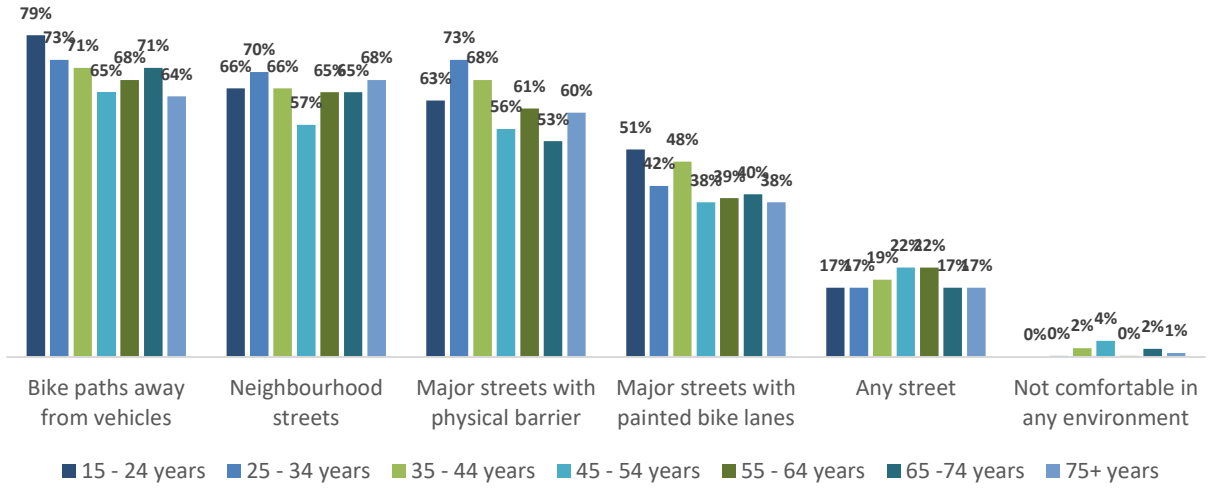
Those who bike or are able to bike were asked about their preferred environment for biking. Results show that bike paths away from motorized vehicles were the most preferred environment across all municipalities, while painted lanes on major streets were the least preferred (although still with a majority who were comfortable on them when combined with those who are comfortable on any street).

Figure 45. Preferred biking environments by municipality



Given the differences in bicycle use among age groups, preference for bicycling infrastructure was assessed among age groups. Results show a similar pattern of preference across age groups, although those under 25 have a stronger preference for bike paths than other age groups.

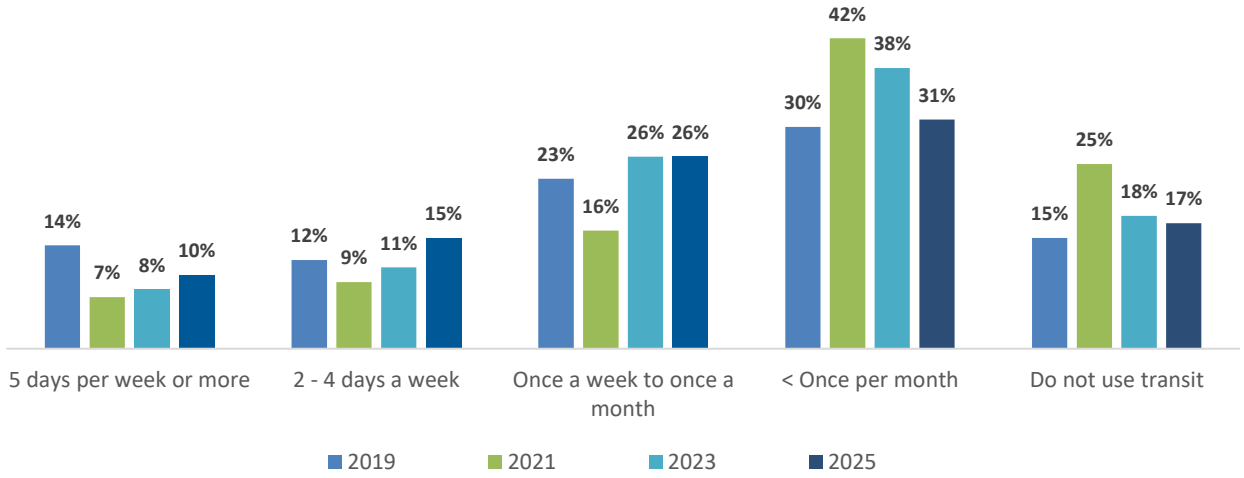
Figure 46. Preferred biking environments by age groups



6.5 Transit

Approximately 83% of North Shore residents use transit, including 25% who report using it at least twice per week. Results also show a steady increase in usage from 2021 to 2025, both in those using transit 5 days per week and those using transit 2 to 4 days per week.

Figure 47. Frequency of transit use by NSTS year



Examining results shows that the biggest increase in transit use is in the DNV and DWV, which both saw growth in those using transit 2 to 4 days and 5 days or more per week. The CNV saw growth among those using it 2 to 4 days a week but saw no change in those using it 5 days or more per week. The increases in those using it 2 to 4 days per week likely aligns with changes in working from home frequency post-pandemic.

Table 65: Frequency of transit use by municipality and NSTS year

	DNV				CNV				DWV			
	2019	2021	2023	2025	2019	2021	2023	2025	2019	2021	2023	2025
5 days per week or more	12%	6%	7%	9%	19%	11%	11%	11%	9%	5%	4%	11%
2 to 4 days a week	9%	7%	6%	13%	14%	13%	15%	19%	16%	8%	12%	13%
Once a week to once a month	23%	16%	23%	24%	24%	19%	34%	30%	21%	14%	21%	24%
< Once per month	36%	43%	43%	35%	22%	42%	29%	28%	29%	40%	38%	30%
Do not use transit	15%	28%	20%	19%	10%	15%	11%	12%	21%	33%	25%	22%

Residents in Zone 6: CNV/DWV (Outer) (34%) and Zone 7: CNV (Core) (32%) have the highest proportion of residents who use transit at least 2 days per week. No other zone has greater than 26% transit use. Conversely, Zone 1: DNV (East) and Zone 4: DWV (West) have the highest proportion of residents who do not use transit at all and also high proportions who use transit less than once a month.

Table 66: Frequency of transit use by zone

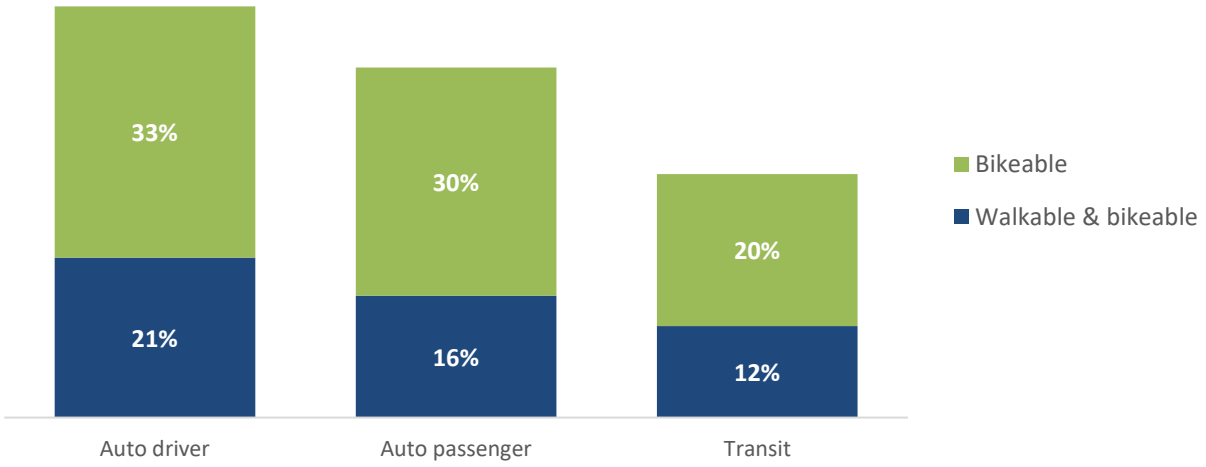
Zone	5 days per week or more	2 to 4 days a week	Once a week to once a month	< Once per month	Do not use transit
Zone 1: DNV (East)	4%	12%	21%	39%	24%
Zone 2: DNV (Central)	14%	12%	25%	33%	16%
Zone 3: DNV (West)	6%	16%	29%	32%	16%
Zone 4: DWV (West)	10%	12%	19%	33%	26%
Zone 5: DWV (Centre)	9%	13%	31%	30%	18%
Zone 6: CNV/DWV (Outer)	14%	20%	19%	32%	15%
Zone 7: CNV (Core)	12%	20%	32%	25%	10%
Zone 8: CNV / DNV (East)	8%	12%	28%	32%	19%

6.6 Walkable and bikeable motorized trips

The distance of each trip was examined to categorize trips that could potentially be short enough to be viable for residents to use an active mode of transportation, that is, walking or cycling. The thresholds for determining whether a trip was walkable (and also bikeable) was 1.6 kilometres and a bikeable trip was 4.6 kilometres. These parameters were established based on data from the 2019 NSTS based on the threshold of where 90% of trips fell and have been applied to each NSTS.

Results show that approximately 54% of all trips taken as automobile drivers could have been bikeable, while 21% were walkable. This is similar to auto passenger. About one third of all transit trips taken could be bikeable, while 12% of transit trips were potentially walkable.

Figure 48. Percentage of walkable and bikeable trips by mode



Examining mode shift by municipality shows similar patterns, with 51% to 58% of all auto driver trips in each municipality that could potentially be walkable or bikeable. This accounts for approximately 30% to 35% of all trips in each municipality.

Table 67: Mode shift of auto driver trips by municipality

	North Shore	District of North Vancouver	City of North Vancouver	District of West Vancouver
Estimated total trips	698,400	311,000	212,600	150,100
Estimated daily auto driver trips	407,200	188,400	110,800	95,900
Walkable & bikeable trips	85,100	33,500	23,200	27,500
% of auto driver trips	21%	18%	21%	29%
% mode shift	12%	11%	11%	18%
Bikeable & not walkable trips	135,600	63,300	41,400	25,300
% of auto driver trips	33%	34%	37%	26%
% mode shift	19%	20%	20%	17%
Total mode shift	220,700	96,800	64,600	52,800
% of auto driver trips	54%	51%	58%	55%
% mode shift	32%	31%	30%	35%

Mode shift is calculated by the number of trips that could be walkable & bikeable or bikeable only divided by the total estimated daily trips.

Examining mode shift by zone shows that Zone 6: CNV/DWV (Outer) has the highest proportion of auto driver trips that could be an active mode at 69%, while Zone 4: DWV (West) has the fewest at 35%. The higher proportion for Zone 6: CNV/DWV (Outer) is largely because 39% of all auto driver trips taken could be walkable, while the other zones have between 15% and 24% of auto trips that could be walkable.

Table 68: Mode shift of auto driver trips by zone of residence

	Zone 1: DNV (East)	Zone 2: DNV (Central)	Zone 3: DNV (West)	Zone 4: DWV (West)	Zone 5: DWV (Centre)	Zone 6: CNV/ DWV (Outer)	Zone 7: CNV (Core)	Zone 8: CNV / DNV (East)
Estimated total trips	109,600	124,300	75,400	45,400	72,600	68,400	153,000	49,600
Estimated daily auto driver trips	68,300	71,500	47,700	30,100	43,300	41,300	74,600	30,600
Walkable & bikeable trips	9,900	14,900	6,900	4,700	10,600	16,200	16,900	4,900
% of auto driver trips	15%	21%	15%	16%	24%	39%	23%	16%
% mode shift	9%	12%	9%	10%	15%	24%	11%	10%
Bikeable & not walkable trips	19,300	26,300	19,300	5,900	15,200	12,400	24,000	13,700
% of auto driver trips	28%	37%	40%	20%	35%	30%	32%	45%
% mode shift	18%	21%	26%	13%	21%	18%	16%	28%
Total mode shift	29,200	41,200	26,200	10,600	25,700	28,600	40,900	18,600
% of auto driver trips	43%	58%	55%	35%	59%	69%	55%	61%
% mode shift	27%	33%	35%	23%	35%	42%	27%	38%

Mode shift is calculated by the number of trips that could be walkable & bikeable or bikeable only divided by the total estimated daily trips.

Appendix A – Commonly used acronyms

CBD	Central Business District (e.g., Vancouver CBD)
CNV	City of North Vancouver
CSD	Census Subdivision
DNV	District of North Vancouver
DWV	District of West Vancouver
EV	Electric Vehicle
FVRD	Fraser Valley Regional District
hh	Household
HBW	Home-based work (trips directly from home to work or directly from work to home)
INSTPP	Integrated North Shore Transportation Planning Project
MVRD	Metro Vancouver Regional District
NSTS	North Shore Transportation Survey
TDM	Transportation Demand Management
UEL	University Endowment Lands
VKT	Vehicle Kilometres Travelled

Appendix B – Email to previous NSTS participants

Subject line: 2025 North Shore Transportation Survey

Hello [FNAME],

Welcome back to the North Shore Transportation Survey! You may remember taking part in 2023 about your travel habits. The 2025 survey will help us see how your travel habits have changed since then.

Every two years, these surveys give residents a voice in shaping the future of transportation across North and West Vancouver. The results help guide decisions on roads, public transit, cycling, and pedestrian infrastructure to better reflect community needs.

As a returning survey participant, you'll be entered for a chance to win 1 of 5 $500 prizes for completing the survey! The survey takes about 10-20 minutes to complete.

To complete the survey, click on the link below or copy and paste the link into your browser. If you are asked for your survey access code, it will be the last 8 characters of the link ([$PIN]). The survey link below is unique to you and can only be completed once.

[LINK]

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 about traveling in the North Shore.

Who is conducting the survey?
To conduct this survey, Prairie Research Associates (PRA) Inc., an independent research firm, has been contracted.

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. For more information about the privacy of your responses please see below.

2023 survey results:
https://www.cnv.org/Streets-Transportation/Transportation-Planning/North-Shore-Transportation-Survey

Who do I contact for more information or for help?
If you would prefer to complete the survey by telephone, please call **1-888-877-6744** (toll free). You may also call the number above for assistance with the online survey or email us at NSTS@pra.ca. If you wish to validate the authenticity of this survey, you may contact the following individuals:

- Mac Fitzgerald, District of North Vancouver - fitzgeraldm@dnv.org
- Sean O'Sullivan, District of West Vancouver - sosullivan@westvancouver.ca
- Blair Underhill, City of North Vancouver – bunderhill@cnv.org

Thank you in advance for your participation!

*This research is being conducted by PRA Inc., a CRIC member company that follows the CRIC Pledge to Canadians. This research project is registered with the CRIC Research Verification Service that allows you to verify its legitimacy and share your feedback. If you have feedback on this research, you can share it by going to: https://canadianresearchinsightscouncil.ca/rvs/home/ and use the RVS code: **20250825-PR588**.*

Privacy statement

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 PRA Inc. (Prairie Research Associates) is conducting the survey data collection under the direction of the City of North Vancouver, the District of North Vancouver, and the District of West Vancouver with the highest standards of the protection of privacy and confidentiality. Click here for a link to the firm's Privacy Policy.

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 nsts@cnv.org.

For more information about this research study please visit:
https://www.dnv.org/streets-transportation/north-shore-transportation-survey

Appendix C – Letter for households

Occupant
Street Address
City Province Postal Code

Log in at
pra.ca/en/NSTS
Your secure access code is
[CODE]

Dear North Shore resident,

I'm pleased to let you know that you have been randomly selected to participate in the **North Shore Transportation Survey.** This research is being undertaken as part of North Shore Connects, a joint initiative of the local governments and First Nations on the North Shore (visit www.northshoreconnects.ca for more info).

Your participation will go a long way in shaping how your community moves. By understanding how, where, and why residents travel within the North Shore, we can better plan our future transportation system and services. Only a limited number of invitations are sent out, so your participation is important. **You can complete the survey in two ways:**

- Take the survey online at **www.pra.ca/en/NSTS** using the secure access code at the top of this letter
- Over the phone by calling 1-888-877-6744 (toll free)

An independent national research firm, Prairie Research Associates (PRA) Inc., will be conducting the survey on behalf of the District of North Vancouver, District of West Vancouver, and City of North 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.

In appreciation of your time, you'll be entered for a chance to win 1 of 5 $500 cash prizes for completing the survey!

The survey is available in other languages online, including Persian, Chinese, Cantonese, and Tagalog.

- این نظرسنجی به صورت آنلاین و به زبان فارسی در دسترس است
- 该调查在线提供中文版本
- 呢個問卷可以喺網上同廣東話睇到
- Ang survey na ito ay makukuha online at sa Tagalog

Thank you for your participation and contributions towards building a better North Shore.
Sincerely,

Mac Fitzgerald, District of North Vancouver
Sean O'Sullivan, District of West Vancouver
Blair Underhill, City of North Vancouver