

This bulletin highlights key findings and trends of vehicle travel patterns in the Region based on the 2004 Region of Peel Cordon Count Program. This Program is part of a coordinated data collection effort across the GTA.

The results of this Program are used in planning Regional transportation improvements by forecasting future vehicle (passenger and truck) and public transit trends. The Region utilizes the data to validate the Peel Travel Demand Forecasting Model. Program information is also used by both the Region and area municipalities in developing transportation policy and capital plans.

### **WHAT IS THE CORDON COUNT PROGRAM?**

The Cordon Count Program involves counting vehicles and people that cross selected stations over a 15-hour period from 5:30 a.m. to 8:30 p.m. The Cordon Count Program database provides vehicle occupancies and vehicle classification data. A partial count was conducted in 2004 that included 96 stations, the majority of which were located on municipal and Regional boundaries. In 2004, the Program was undertaken between the first week of May and the end of June.

### **Screenlines & Cordons**

A series of successive counting stations were grouped to form a "screenline". A "cordon" refers to a geographic area enclosed by a set of screenlines. The figure on the next page shows the Region of Peel's boundary cordon and area municipal cordons including all stations counted in 2004.

### **Benefits of the Program**

Cordon Count data is used by both the Region and area municipalities for strategic decision making on transportation infrastructure investments and policy formulations. The Program database is used to forecast future vehicle volumes as well as transit ridership. The Region uses the data to validate the Region of Peel Travel Demand Forecasting Model. The Cordon Count database is available to the public through the Data Management Group at the University of Toronto.

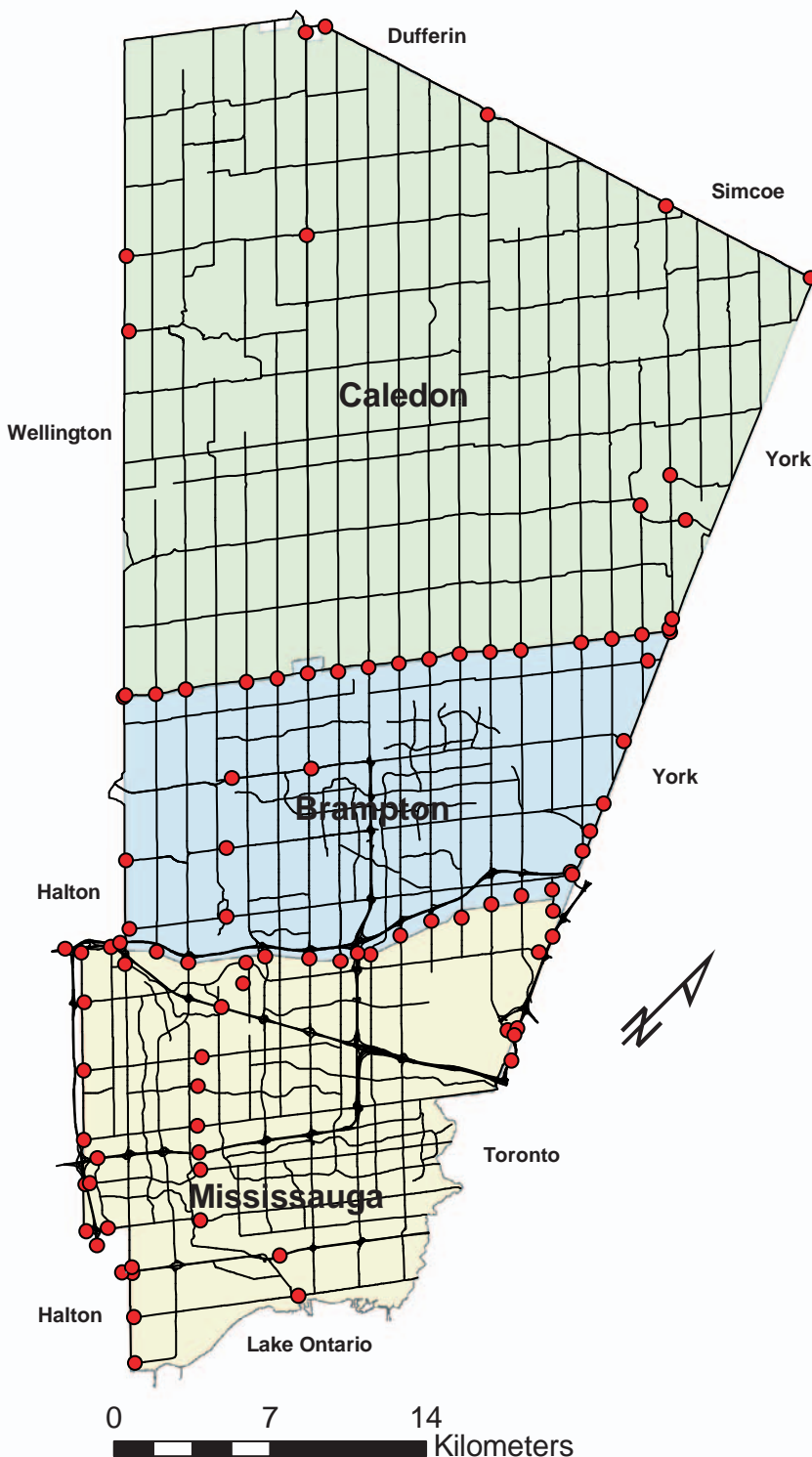


### **HIGHLIGHTS**

- 96 stations along regional and area municipal roads and freeways were counted.
- The proportion of Single Occupant Vehicles crossing Peel boundaries has grown from 82 per cent in 1995 to 88 per cent in 2004.
- Average auto occupancy has declined from 1.22 in 1995 to 1.14 in 2004.
- The number of trucks crossing Peel boundaries has increased by 31 per cent over 1995 levels.
- Compared to 1995, the total number of vehicles crossing Peel boundaries has increased by 23 per cent on the East cordon, by 29 per cent on the West cordon and by 15 per cent on the North cordon.
- Inter-municipal trips between Mississauga/Brampton and Brampton/Caledon have increased by 39 per cent and 38 per cent, respectively, compared to 1995.
- GO rail ridership has grown by 49 per cent over 1995.



## 2004 Cordon Count Stations



### TRAVEL TRENDS IN THE REGION OF PEEL

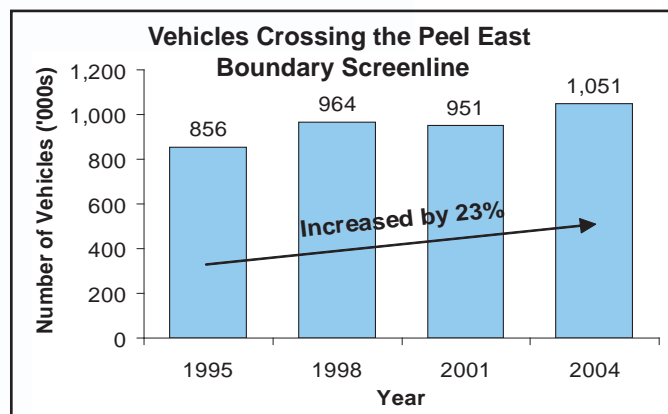
This bulletin analyzes inter-regional and inter-municipal trips by automobiles, trucks and GO Rail.

#### Rapid Growth is Fueling More Vehicle Trips

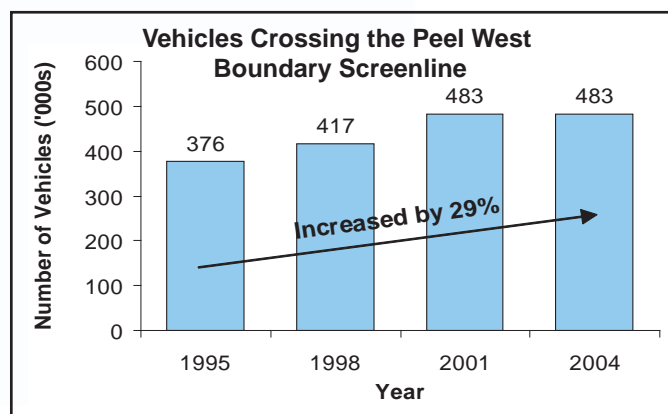
Between 1995 and 2004, the population of the Region of Peel increased by more than 250,000 (30 per cent) and employment rose by over 140,000 (32 per cent). Due to this tremendous growth, vehicular traffic has grown significantly, as indicated in the following charts.

#### Inter-regional Trips are Increasing

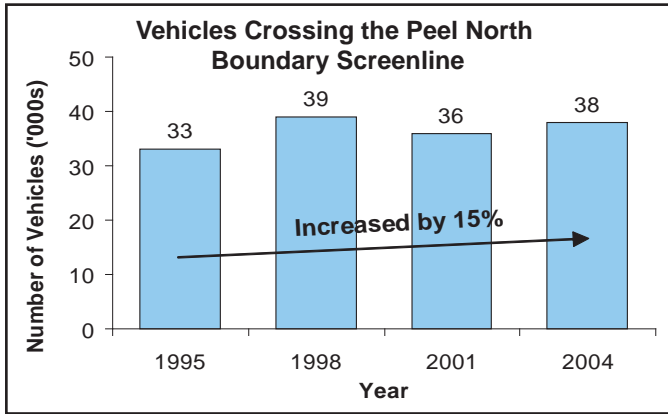
The trips on the Peel East boundary (i.e. trips to and from Toronto/York Region) are much higher than on any other screenline and demonstrated a 23 per cent increase over 1995 and a 10 per cent increase over 2001.



The trips on the Peel West boundary (i.e. trips to and from Halton Region/Wellington County) showed a 29 per cent increase over 1995. Despite this growth, there was virtually no increase in traffic between 2001 and 2004.

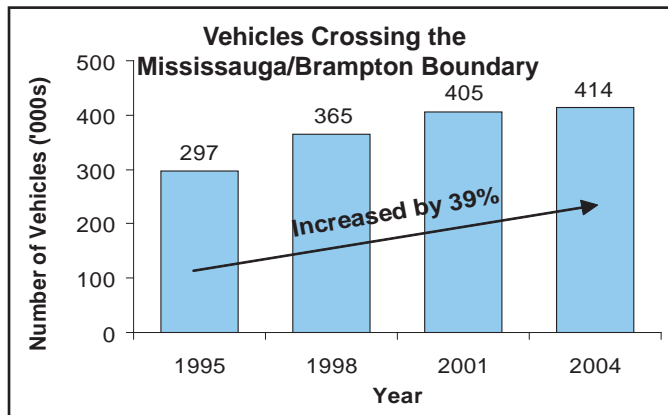


The trips on the Peel North boundary (i.e. trips to and from Dufferin/Simcoe County) showed an increase of 15 per cent over 1995 and 7 per cent over 2001.

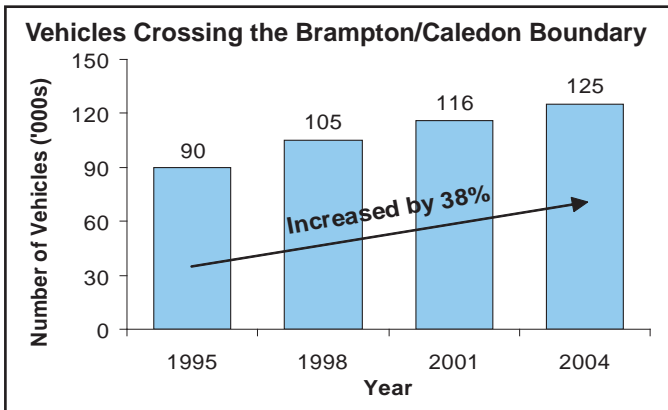


### Inter-municipal Trips are Increasing

The trips at the Mississauga/Brampton boundary have increased by 39 per cent over 1995. Growth in trips has slowed recently with an increase of 2 per cent since 2001.

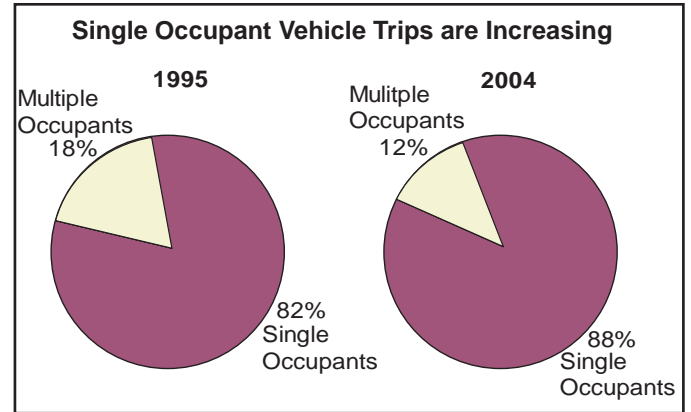


The trips on the Brampton/Caledon boundary also demonstrated a 38 per cent increase over 1995. The increase in trips over 2001 was 7 per cent.

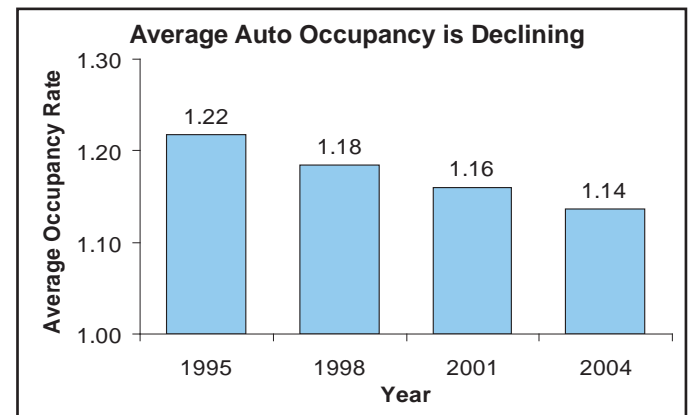


### Auto Occupancy is Declining

A growing proportion of people are driving alone, rather than ride-sharing. In 2004, 88 per cent of vehicles crossing Region of Peel boundaries were Single Occupant Vehicles.

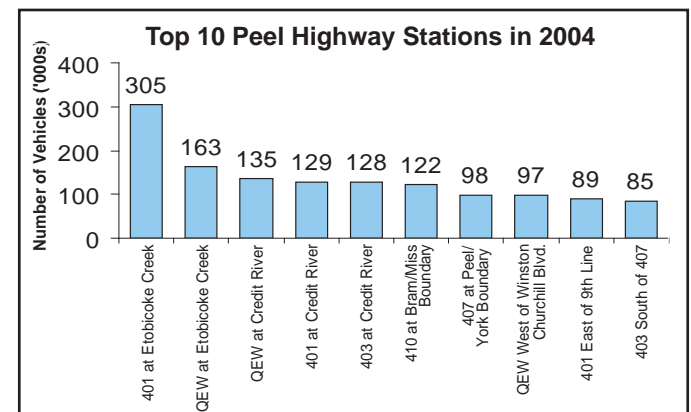


Average auto occupancy has declined from 1.22 in 1995 to 1.14 in 2004.



### Highways are Carrying Very Heavy Traffic

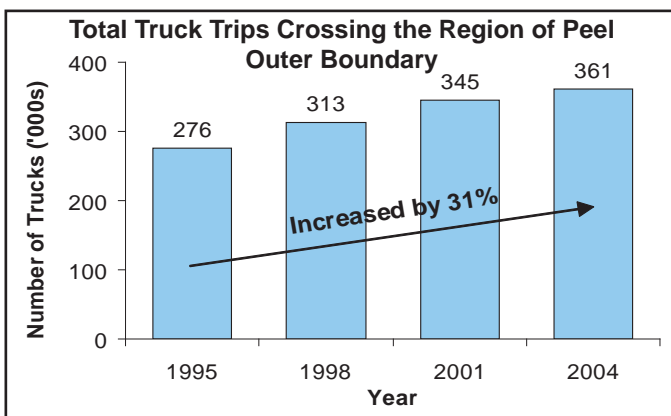
Highways 401, 403, 407, 410 and QEW carry significant volumes of traffic within the Region of Peel. The busiest location was Highway 401 at Etobicoke Creek, where more than 300,000 vehicles were counted in a 15-hour period.



Highways 9 and 10 in Caledon also reported high levels of traffic. The total number of vehicles reported on Highway 10 south of Highway 24 in Caledon Village was over 18,000. Highway 9 near the York/Peel boundary registered over 13,000 vehicles.

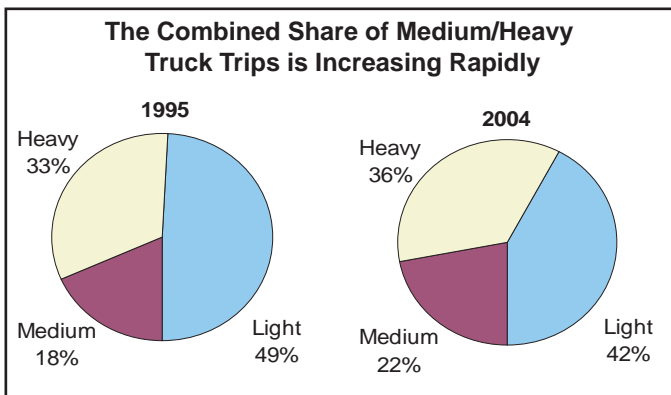
### Truck Trips are Growing

The total number of trucks crossing Region of Peel boundaries has increased by 31 per cent from 1995 and by 5 per cent over 2001.



The combined total of medium and heavy truck trips crossing the Region of Peel outer boundary is higher than total light truck trips. The proportion of light truck trips, compared to all truck trips, decreased from 49 per cent in 1995 to 42 per cent in 2004.

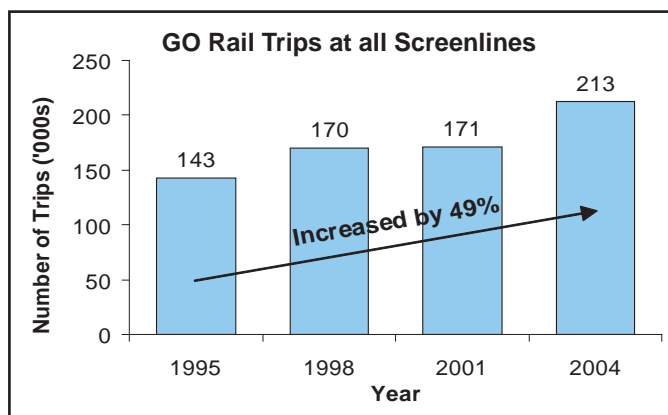
The proportion of medium truck trips grew from 18 to 22 per cent between 1995 and 2004, while the proportion for heavy truck trips grew from 33 to 36 per cent during the same period.



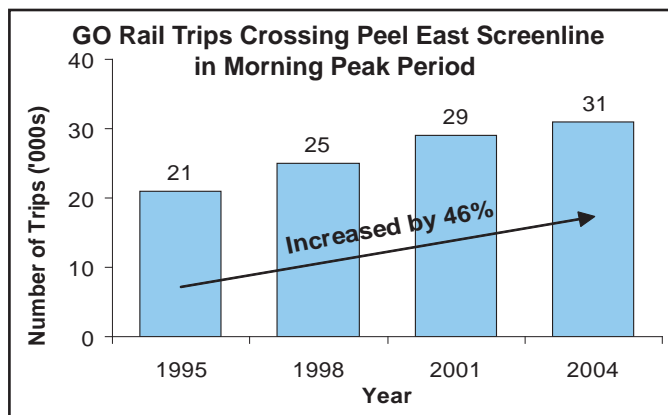
The share of truck trips among total vehicles crossing Region of Peel boundaries has grown from 15.6 per cent in 1995 to 17.4 per cent in 2004.

### GO Rail Trips are Increasing

GO rail trips at all screenlines increased by 49 per cent compared to 1995 and climbed by 25 per cent from 2001.



GO rail ridership to Toronto is steadily increasing during the morning peak period. The number of commuter trips to Toronto during the morning peak period of 6:30 a.m. to 9:30 a.m. increased by 46 per cent over 1995 and by 6 per cent from 2001.



### SUMMARY

The Cordon Count Program has highlighted three key transportation trends between 1995 and 2004:

- Automobile and truck traffic increased across all screenlines.
- The proportion of Single Occupant Vehicles increased and auto occupancy declined.
- GO rail ridership grew significantly.

#### FOR MORE INFORMATION:

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