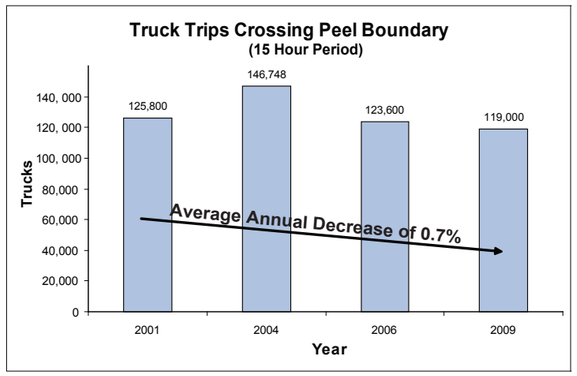
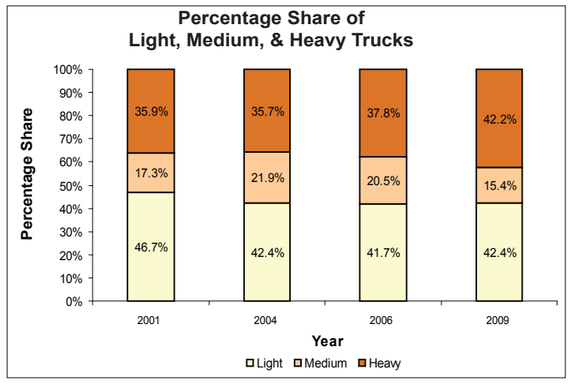
Arterials
Most of the major arterial roads in Peel saw an increase in traffic from 2006. [Graph on page 3.] However, the station at Dixie Rd north of the 401, saw a 10% decrease in traffic volumes, while the station at Bovaird Dr. east of Hurontario saw an increase of about 63%.

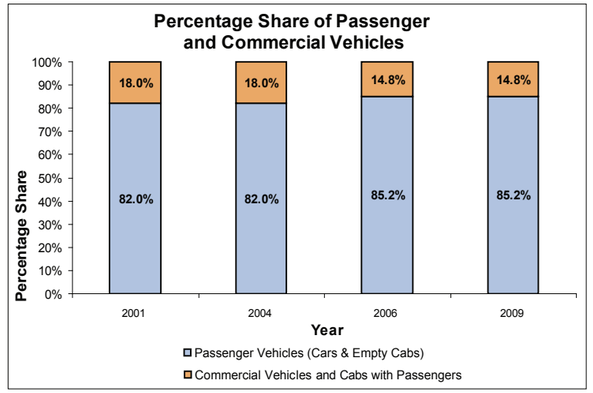
Truck Trips are Decreasing
There has been some variability in truck trips since 2001. Notably, there was an increase of 16.7% between 2001 and 2004. However, the average annual decrease between 2001 and 2009 was 0.7%.



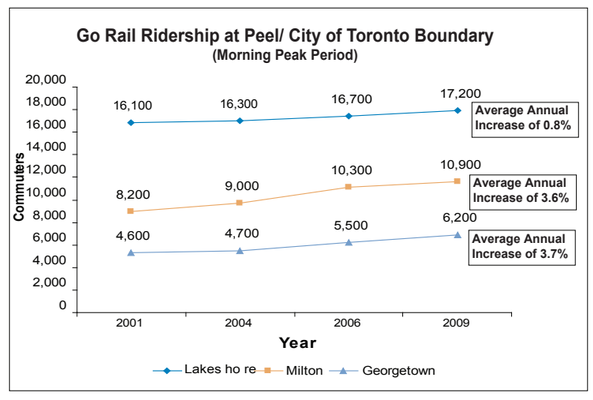
Increase in Heavy Truck Traffic
There are three main types of trucks: heavy, medium, and light. Light trucks include cars and minivans that are used for commercial purposes. Of the above mentioned truck trips, a greater proportion are being made by heavy trucks. Between 2001 and 2009, the proportion of heavy trucks grew by 6.3% up to 42.2%. The proportion of light trucks decreased by 4.2%.



Fewer Commercial, More Passenger Vehicles
Since 2001, the proportion of passenger vehicles to commercial vehicles has grown by 3.2%. However, the proportions have remained consistent between 2006 and 2009: 85.2% passenger vehicles, and 14.8% commercial vehicles.



GO Rail Trips Increasing
The number of passengers using GO Rail has been steadily increasing over the past eight years. Between 2001 and 2009, the Georgetown line saw an average annual increase of 3.7%, the Milton line saw an average annual increase of 3.6%, and the Lakeshore line saw an average annual increase of 0.8%.



Summary
The 2009 Cordon Count Survey provides valuable information pertaining to auto and commercial volumes and occupancy as well as transit data. The survey monitors travel patterns and volume changes in Peel and assists in the planning of Regional transportation improvements.

FOR MORE INFORMATION:

Email: planninginfo@peelregion.ca

Phone: (905) 791-7800 x 4347

Web: www.peelregion.ca/planning

This bulletin highlights key findings and trends of vehicle travel patterns in the Region of Peel based on the 2009 Cordon Count Program. It includes an analysis of changes in inter-regional and inter-municpal trips by automobiles, trucks, and GO Rail, as well as automobile occupancy.

What is the Cordon Count Program?
The Cordon Count Program involves counting vehicle types (including cars, trucks, buses, trains, and bicycles), vehicle occupancy, and their direction of travel. Vehicles are counted manually when they pass select locations. This is done over a 15-hour period from 5:30 a.m. to 8:30 p.m. on a single day during the months of May and June, 2009. A total of 131 stations located on Provincial highways, Regional roads and local roads, were counted in 2009.

Stations, Screenlines, & Cordons
A series of successive counting *stations* are grouped to form a *screenline*. Screenlines typically follow municipal, regional, or other physical boundaries. A *cordon* refers to a geographic area enclosed by a set of screenlines. The map on page 2 shows the Region of Peel's screenlines, cordons, as well as the stations counted in 2009.

Benefits of the Program
Peel Region and area municipalities use the resulting data in developing transportation policy and capital plans. Specifically, the results of the Cordon Count Program are used in planning regional transportation infrastructure by forecasting future passenger and commercial vehicle trips, as well as public transit use. This helps the Region and area municipalities more accurately determine future infrastructure needs and resource allocation.

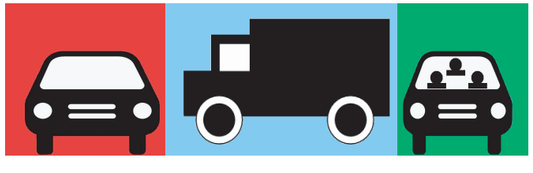
Population Growth & Vehicle Trips
Between 2001 and 2006, the population of Peel Region increased by more than 14% or 170,000 people. In addition, 74,000 jobs were added (an increase of 12%). The Cordon Count program provides an understanding of how this growth is changing travel trends and aids in determining how these changes can best be accommodated.

The complete Cordon Count database is available to the public through the Data Management Group at the University of Toronto. [http://www.dmg.utoronto.ca/]

What are the Travel Trends in Peel?
The next three pages illustrate the changes in inter-regional and inter-municpal trips, automobile occupancy, station volumes, proportion of commercial vehicles, as well as GO Transit ridership.

HIGHLIGHTS

- Vehicles and occupants were counted at 131 locations across the Region of Peel.
- Vehicle trips crossing the Peel East and West Boundary Screenlines decreased between 2006 and 2009.
- Vehicle trips crossing the Peel North Boundary Screenline increased by 4.6% from 2006 to 2009.
- Vehicle trips crossing the Brampton/Caledon Boundary Screenline increased by 17% since 2006.
- Trips crossing the Mississauga/Brampton Boundary Screenline decreased slightly between 2006 and 2009.
- Average annual growth rates in GO Rail trips on the Lakeshore, Milton and Georgetown lines were 0.8%, 3.6% and 3.7%, respectively since 2001.
- Average auto occupancy declined from 1.16 in 2001 to 1.11 persons per vehicle in 2009.
- The percentage share of commercial vehicles compared to passenger vehicles decreased from 18% in 2001 to 14.8% in 2009.
- The share of heavy truck traffic (as compared to light and medium commercial vehicles), increased from 35.9% in 2001 to 42.2% in 2009.
- Highway 401 at the Etobicoke Creek was the busiest highway station in Peel, with over 358,000 vehicles counted in 2009.
- Dixie Road north of the 401 was the busiest arterial station in Peel, with 45,000 vehicles counted in 2009.

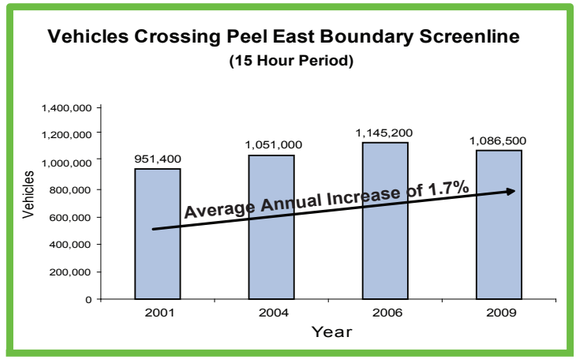


2009 Cordon Count Stations

Inter-regional Trips Increased Over the Long-Term

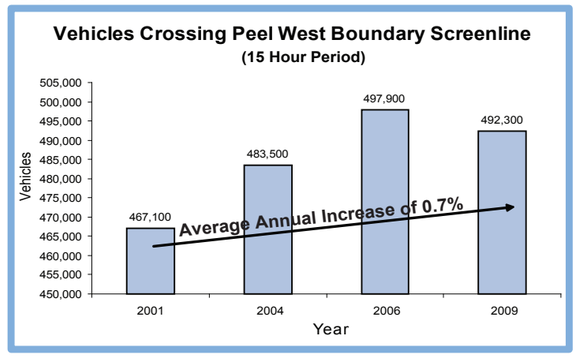
Peel East Screenline

Vehicle trips crossing the eastern boundary of the Region decreased by 5% from 2006. However, average annual growth in vehicle trips crossing the eastern boundary since 2001 was 1.7%.



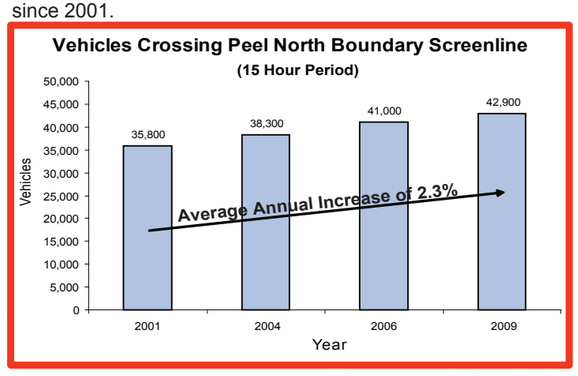
Peel West Screenline

From 2006 to 2009, there was a decrease in vehicle trips by 1.1% for the western boundary. However, the average annual change shows a growth of 0.7% annually from 2001 to 2009.



Peel North Screenline

Along the northern boundary, vehicle trips increased by 4.6% from 2006 resulting in an average annual increase of 2.3% since 2001.



Transportation Planning
2009 Region of Peel Cordon Count Program

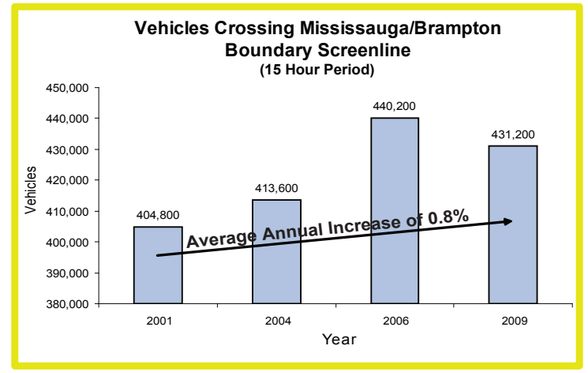
Region of Peel
Working for you

May 2010

Inter-municipal Trips Continue to Increase

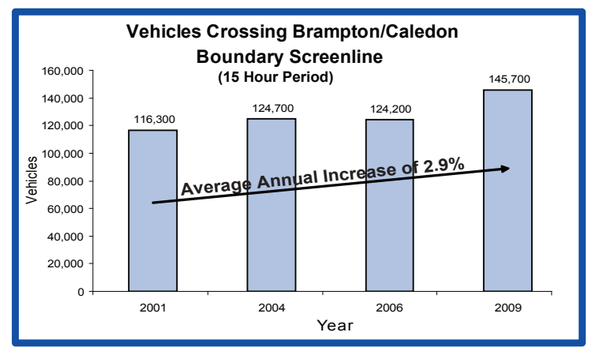
Mississauga/Brampton Screenline

Similar to some inter-regional trips, since 2006 the number of vehicles crossing the Mississauga/Brampton boundary decreased by 2%. However, the average annual change shows an increase of 0.8% since 2001.



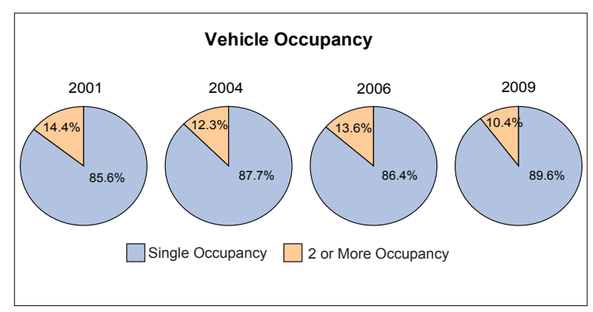
Brampton/Caledon Screenline

Trips crossing the Brampton/Caledon boundary increased by 17% between 2001 and 2009, or an average annual increase of 2.9%.

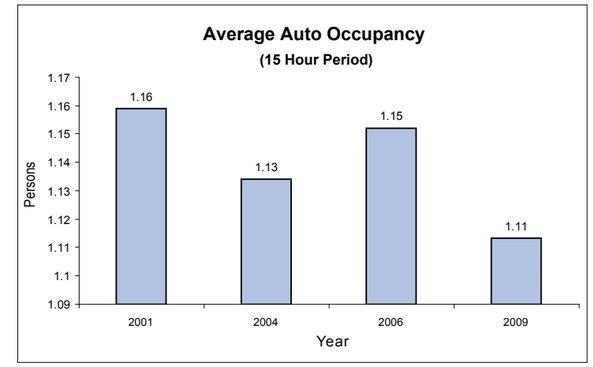


Single Occupant Trips are Increasing

The percentage of single-occupant vehicles has increased from 85.6% in 2001, to 89.6% in 2009, or a 4% increase over the eight year period.



Average auto occupancy has declined from 1.16 in 2001 to 1.11 in 2009.



Highways & Arterials Continue to Carry Heavy Traffic

Highways

Provincial highways carry heavy traffic through and within Peel. Of the locations counted, the highest traffic volumes were recorded on Highway 401 at the Etobicoke Creek, where more than 350,000 vehicles were recorded in the15-hour count period in 2009. Most of the busiest highway stations showed an increase or a slight decrease in trips from 2006 to 2009.