SUMMARY

The Cordon Count Program has highlighted three key transportation trends between 1995 and 2006:

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

GO Rail Trips are Increasing

GO rail trips during the morning peak period increased by 58 per cent compared to 1995 and climbed by 13 per cent from 2001.

Benefits of the Program

Cordon Count data is used by both the Region and area municipalities for setting transportation policy and determining transportation infrastructure investments. 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.

TRAVEL TRENDS IN THE REGION OF PEEL

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

Rapid Growth is Fueling More Vehicle Trips

Between 1995 and 2006, the population of Peel Region increased by more than 325,000 (39 per cent) and employment rose by over 184,000 (41 per cent). Due to this tremendous growth, vehicular traffic has grown significantly, as indicated in the following charts.

State of Good Repair

The Cordon Count Program has identified a state of good repair for all roads and freeways included in the Program.

Benefits of the Program

- The number of trucks crossing Peel boundaries has increased by 35 per cent on the East and West corridors and by 23 per cent on the North corridor.

- The number of single occupant vehicles crossing Peel boundaries has increased by 33 per cent over 1995 levels.

- Inter-municipal trips between Mississauga/Brampton and Brampton/Caledon have increased by 48 per cent and 38 per cent, respectively, compared to 1995 figures.

- The proportion of Single Occupant Vehicles crossing Peel boundaries has grown from 81.5 per cent in 1995 to 86.4 per cent in 2006.

- Average daily occupancy has declined from 1.22 in 1995 to 1.15 in 2006.

- Average peak period auto occupancy has declined from 1.13 in 1995 to 1.10 in 2006.

- GO rail ridership in the AM peak period has grown by 58 per cent over 1995 levels.

GO Rail Ridership at Toronto boundary (AM Peak)

GO Rail ridership has grown significantly.
Inter-regional Trips are Increasing

Trips crossing the Peel East boundary (i.e. trips to and from Toronto/York Region) are much higher than on any other screenline and showed a 35 per cent increase over 1995 and a 20 per cent increase over 2001.

Vehicles Crossing Peel East Boundary Screenline

- Trips crossing the Peel West boundary (i.e. trips to and from Halton Region/Wellington County) increased by 35 per cent from 1995 and 7 per cent from 2001.

Vehicles Crossing Peel West Boundary Screenline

- Trips crossing the Peel North boundary (i.e. trips to and from Dufferin/Simcoe County) showed an increase of 23 per cent over 1995 and 15 per cent over 2001.

Vehicles Crossing Peel North Boundary Screenline

2006 Cordon Count Stations

Inter-municipal Trips are Increasing Steadily

Trips along the Mississauga/Brampton boundary increased by 48 per cent over 1995. Growth in trips has slowed recently with an increase of 9 per cent since 2001.

Vehicles Crossing Mississauga/Brampton Boundary Screenline

- Trips along the Brampton/Caledon boundary increased by 38 per cent over 1995 and by 7 per cent over 2001.

Vehicles Crossing Brampton/Caledon Boundary Screenline

Auto Occupancy continues to Decline

The number of single-occupant vehicles on the roads continue to increase, rising from 81.5 per cent in 1996 and 85.6 per cent in 2001 to 86.4 per cent in 2006.

Single Occupancy

- Average daily auto occupancy has declined from 1.22 in 1995 to 1.15 in 2006.

Vehicles Crossing Peel North Boundary Screenline

Average Auto Occupancy

- Highways & Arterials are Carrying Very Heavy Traffic

Highways 401, 403, 410 and the QEW carry heavy traffic through and within Peel. The heaviest traffic is recorded on Highway 401 at Etobicoke Creek, where more than 300,000 vehicles were counted in a 15-hour period.