This bulletin highlights key findings and trends of vehicle travel patterns in the Region of Peel based on the 2011 Cordon Count Program. It includes an analysis of changes in inter-regional and inter-municipal 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, 2011. A total of 251 stations located on Provincial highways, Regional roads and local roads, were counted in 2011.

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 2011.

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 to forecast 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 2006 and 2011 the population of Peel region increased by 137,000 people - an increase of 11.8%. Between 2001 and 2006, the population increased by more than 14% or 170,000 people. 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-municipal trips, automobile occupancy, station volumes, proportion of commercial vehicles, as well as GO Transit ridership.

HIGHLIGHTS
- Vehicles and occupants were counted at 251 locations across the Region of Peel.
- Vehicle trips crossing the Peel East and West Boundary Screenlines increased between 2001 and 2011.
- Trips crossing the Mississauga/Brampton Boundary Screenline have increased on average by 1.2% per year between 2001 and 2011.
- Trips crossing the Brampton/Caledon Boundary Screenline have had an average annual increase of 2% since 2001.
- Vehicle trips crossing the Peel North Boundary Screenline have had an average annual increase of 1.2% from 2001 to 2011.
- Average annual growth rates in GO Rail trips on the Lakeshore, Milton and Georgetown lines were -0.1%, 4.1% and 3.7%, respectively since 2001.
- Average auto occupancy rose from 1.11 in 2009 to 1.16 persons per vehicle in 2011.
- The percentage share of commercial vehicles compared to passenger vehicles decreased from 18% in 2001 to 13.1% in 2011.
- The share of heavy truck traffic (as compared to light and medium commercial vehicles), decreased from 35.9% in 2001 to 34.7% in 2011.
- QEW at the Etobicoke Creek was the busiest highway station in Peel, with over 368,000 vehicles counted in 2011.
- Hurontario St. south of the 403 was the busiest arterial station in Peel, with 68,500 vehicles counted in 2011.
2011 Cordon Count Stations

Inter-regional Trips Increased Over the Long-Term Peel East Screenline
Vehicle trips crossing the eastern boundary of the Region increased 5.4% from 2009. The average annual increase in vehicle trips crossing the eastern boundary since 2001 is 1.9%.

Peel West Screenline
From 2009 to 2011 there was increase in vehicle trips by 8.7% for the western boundary. The average annual change was 1.3% from 2001 to 2011.

Peel North Screenline
Along the northern boundary, vehicle trips decreased by 5.6% from 2009. There remains an average annual increase of 1.2% since 2001.
Inter-municipal Trips Continue to Increase
Mississauga/Brampton Screenline
Since 2009 the number of vehicles crossing the Mississauga/Brampton boundary increased by 5.9%. The average annual change shows an increase of 2.5% since 2001.

Brampton/Caledon Screenline
Trips crossing the Brampton/Caledon boundary increased by 19% between 2001 and 2011, or an average annual increase of 2.0%.

Single Occupancy Trips are Decreasing
The percentage of single-occupant vehicles has decreased from 89.6% in 2009, to 85.7% in 2011, or a 4% decrease over the past two years.

Average auto occupancy declined from 1.16 persons in 2001 to 1.11 persons in 2009. From 2009 to 2011 it returned back to 2001 levels of 1.16 persons.

Highways & Arterials Continue to Carry Heavy Traffic
Highways
Provincial highways carry heavy traffic through and within Peel. Of the locations counted in 2011, the highest traffic volumes were recorded on Highway 401 at Etobicoke Creek. More than 350,000 vehicles were recorded at this location in the 15-hour count period.

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Arterials
Most of the major arterial roads in Peel saw an increase in traffic from 2009. [Graph on page 3.] Hurontario Street at Highway 403 was the busiest station counted in 2011, with over 68,500 vehicles counted.

Truck Trips are Decreasing During Daytime Hours
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 2011 was 0.2%.

Decrease 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 were being made by heavy trucks, but since 2009 this trend seems to be changing. Between 2001 and 2009, the proportion of heavy trucks grew by 6.3% up to 42.2%. Since 2009 the proportion of heavy trucks shrunk by 7.5%.

Fewer Commercial, More Passenger Vehicles
Since 2001, the proportion of passenger vehicles to commercial vehicles has grown by 4.6%. The proportions remained consistent between 2006 and 2009: 85.2% passenger vehicles, and 14.8% commercial vehicles. Since 2009 there has been a 1.7% increase in passenger vehicles.

Summary
The 2011 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.

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