2014 CORDON COUNT TRANSPORTATION PLANNING

This Bulletin highlights key findings and trends of vehicle travel patterns in the Region of Peel based on the 2014 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 vehicles crossing selected stations over a 15-hour period from 5:30 a.m. to 8:30 p.m. Information collected also includes vehicle type and occupancy. The 2014 program included 128 stations, most of which were located on municipal, Regional or other physical boundaries. The Program was undertaken during April to May and October.

STATIONS, 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 map on this page shows the Region of Peel’s stations and screenlines counted in 2014.

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.

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.

The Cordon Count database is available to the public through the Data Management Group at the University of Toronto.

MORE INFORMATION
For further information on the Region of Peel Cordon Count Program please contact:
Region of Peel Transportation Division
E-mail: planninginfo@peelregion.ca
Website: www.peelregion.ca/planning

Source: 2014 Region of Peel Cordon Count Program.
**INTER-REGIONAL TRIPS**
Traffic along Regional boundaries continues to increase. In 2014, there were 597,896 more vehicles crossing Regional boundaries than in 2011.

**PEEL EAST SCREENLINE**
Peel East continues to be the busiest screenline, as more than 65% of inter-regional trips cross this boundary.

**PEEL NORTH SCREENLINE**
This Screenline includes 5 stations along the Region’s northern boundary. From 2011 to 2014, there was an increase in vehicle trips of 29.3% (~12,000 trips).

**PEEL WEST SCREENLINE**
This Screenline includes 18 stations along the Region’s western boundary. From 2011 to 2014, there was an increase in vehicle trips of 3.8% (~20,000 trips).

**INTER-MUNICIPAL TRIPS**
Inter-municipal traffic continues to increase. More than 600,000 inter-municipal trips were recorded.

**MISSISSAUGA/BRAMPTON SCREENLINE**
From 2011 to 2014, there was an increase in vehicle trips of 10.3% (~50,000 trips).

**BRAMPTON/CALEDON SCREENLINE**
From 2011 to 2014, there was an increase in vehicle trips of 23% (~33,000 trips).

**AVERAGE AUTO OCCUPANCY**
Average auto occupancy decreased from 1.16 persons in 2011 to 1.11 persons in 2014. In 2014, around 90% of vehicle trips were made in single occupant automobiles.

**VEHICLE OCCUPANCY**

Source: 2014 Region of Peel Cordon Count Program.
BUSIEST COUNT STATIONS
Highways and arterial roads continue to carry heavy traffic volumes.

HIGHWAYS
The QEW at Etobicoke Creek was the busiest highway location in Peel Region, with over 208,000 vehicles recorded.

ARTERIALS
Bovaird Drive, east of Hurontario Street was the busiest arterial station counted in 2014, with over 52,000 vehicles counted.

BICYCLE RIDERSHIP
Most stations saw an increase in bike ridership in 2014. Lakeshore Road at the Credit River was the busiest station in 2014, with 310 bikes counted.

Source: 2014 Region of Peel Cordon Count Program.
MODE OF TRAVEL (AUTO VS. PUBLIC TRANSIT)
In 2014, approximately 74% of personal trips were made in single occupant automobiles. Approximately 1 in every 5 personal trips (18%) was made in multi-occupant vehicles while public transit accounted for 8.2% of personal trips.

GO RAIL
GO Rail data for Spring, 2014 was not available. GO Transit provided the Region with Fall, 2013 data instead. The Lakeshore West continues to be the busiest GO Transit corridor with over 56% of total passengers.

GOODS MOVEMENT
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 made by heavy trucks at 46.7% (the highest since 2004), followed by light trucks at 34.8% and medium trucks at 18.5%.

GO RAIL RIDERSHIP AT TORONTO BOUNDARY (AM PEAK)

TRUCK TRIPS
Truck trips are increasing. In 2014, there were 231,000 truck trips, which represent an increase of over 100,000 total trips compared to 2011.

MORNING PEAK PERIOD ANALYSIS
Morning Peak Period (6:00 am – 9:00 am)
There were more vehicles coming into Peel (227,048) than leaving Peel (193,387). 47% of incoming trips are from the west.

AFTERNOON PEAK PERIOD ANALYSIS
Afternoon Peak Period (3:00 pm – 6:00 pm)
There were more vehicles leaving Peel (227,374) than entering Peel (222,450). 60% of outbound trips do so crossing easterly into the City of Toronto or York Region.

TOTAL VEHICLES CROSSING PEEL BETWEEN 3:00 PM - 6:00 PM

TOTAL VEHICLES CROSSING PEEL BETWEEN 6:00 AM - 9:00 AM

Source: 2014 Region of Peel Cordon Count Program.