



**STAFF REPORT
INFORMATION ONLY**

**2006 City of Toronto Cordon Count Program – Overview
Report**

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| Date: | June 8, 2007 |
| To: | Planning and Growth Management Committee |
| From: | Chief Planner and Executive Director, City Planning Division |
| Wards: | All Wards – City of Toronto |
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SUMMARY

This report summarizes the results of the 2006 City of Toronto Cordon Count Program by highlighting some of the key findings and trends pertaining to vehicle and person travel across major screenlines in the City of Toronto.

Financial Impact

There are no financial implications.

ISSUE BACKGROUND

The City of Toronto Cordon Count Program involves counting the number of vehicles (by type) and number of occupants that cross selected counting stations. A series of counting stations along a defined boundary can be grouped to form a “screenline”. Such screenlines usually follow a natural or man-made boundary such as a river, highway or railway corridor. A “cordon” refers to a geographic area enclosed by a set of screenlines. Figure 1 illustrates the City of Toronto Boundary Cordon and the Central Area Cordon. Detailed results from these two cordons are presented in Attachment 1. The Cordon Count program is conducted on a regular basis with surveys being conducted at alternating intervals of three and two years.

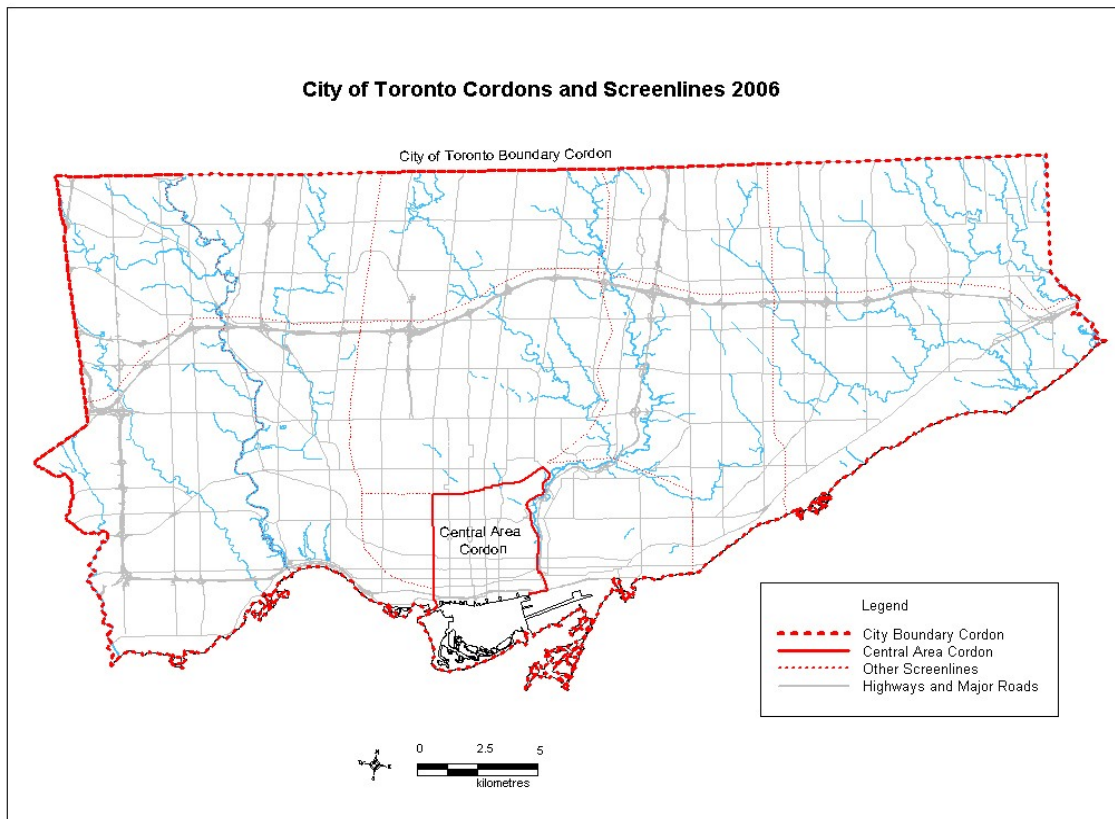


Figure 1 - City of Toronto Cordons and Screenlines 2006

Strategic partners in the City of Toronto’s Cordon Count Program include the Province of Ontario, the Toronto Transit Commission (TTC) and GO Transit. The Regions of Durham, Halton, Peel and York also conduct similar Cordon Count Programs.

Cordon Count data are used for infrastructure planning, the development of transportation policies and as part of the process of monitoring travel trends, assessing the potential impacts of transportation changes and providing baseline transportation information for future projections. The time-series nature of the cordon data enables trends in travel patterns to be analyzed, a particularly useful feature for policy analysis

Among the key findings and trends in vehicle and person travel across the City’s two major Cordons are:

HIGHLIGHTS – City of Toronto Cordon (a.m. peak-period – 6:30 a.m. – 9:30 a.m.)

- Between 2004 and 2006, inbound vehicle flow during the a.m. peak-period increased by 1% and outbound vehicle flow decreased by 2%.

- Travel volumes across the City Boundary Cordon can be matched with annual employment figures in the City. The number of inbound person trips have continued to increase steadily and peaked in 2006. Between 2004 and 2006, inbound travel increased from 370,400 trips to 386,400 trips (+4%).
- In 2006, approximately 67% of person trips entering the City of Toronto were made in single occupant automobiles. Approximately one in every five trips (20%) into the City of Toronto during the morning peak-period is made using transit (TTC, GO train, GO bus, and municipal buses).
- In 2006, there was a greater volume of inbound trips, at most times during the 12-hour period (6:30 a.m. – 6:30 p.m.), than in all previous cordon count years. Continued population growth in the City combined with strong increases in both population and employment in the surrounding region has led to increased off-peak travel which is reflected in the continued growth of all-day traffic volumes crossing the City's boundary.

HIGHLIGHTS - Central Area Cordon (a.m. peak-period – 7:00 a.m. – 10:00 a.m.)

- Between 1985 and 2006, the number of morning peak-period inbound vehicles has not changed significantly. In fact, over the 1985-2006 period, differences in inbound vehicular traffic counts varies between plus and minus 1 to 6%, indicative of a road system operating close to or at capacity during the morning peak-period.
- Between 1985 and 2006, outbound morning peak-period vehicle flow increased by 38% from 54,000 vehicles in 1985 to 74,400 vehicles in 2006. This increase is, in part, attributed to employment growth in other parts of the City of Toronto and surrounding Regions.
- The number of inbound person trips peaked in 2006. Between 1985 and 2006, inbound trips increased by 10% from 300,550 persons in 1985 to 331,600 persons in 2006. Between 2004 and 2006, inbound person trips increased by 5%
- Transit accounted for almost two out of every three (66%) trips into the Central Area during the a.m. peak-period in 2006. The TTC remains the predominant mode of travel accommodating almost half (46%) of the trips into the Central Area during the a.m. peak period. GO train service accommodates approximately 19% of trips to the Central Area during the morning peak-period.

COMMENTS

A more detailed analysis of the results of the 2006 Cordon Count Program is provided in a separate transportation monitoring report (see Attachment No. 1). This report is one of a series of transportation monitoring reports that present travel information for the City of Toronto.

Cordon count summaries are available by cordon, screenline or for a specific cordon count station. Time series comparisons may also be made between different count years. Information for various time periods or for any combination of vehicle and person categories is available by contacting Transportation Planning.

The 2006 City of Toronto Cordon Count Program coincides with two other major transportation data collection initiatives:

2006 Greater Toronto Area Cordon Count Program - The Greater Toronto Area Cordon Count Coordinating Committee (comprising representatives from the City of Toronto, the Regions of Halton, York, Peel and Durham, Toronto Transit Commission, GO Transit, Province of Ontario and the Data Management Group at the University of Toronto) is currently preparing a GTA- wide report on transportation trends based on cordon count information. A final report is scheduled to be released in October 2007.

2006 Transportation Tomorrow Survey (TTS) – The TTS is a major survey of travel patterns across the GTA which is conducted every five years. The data includes information on where trips begin and end, the mode(s) of travel, trip purpose and other socio-economic characteristics of the household. The TTS is directed by the Data Management Group at the University of Toronto with support and input from the City of Toronto, the Regions of Halton, York, Peel and Durham, Toronto Transit Commission, GO Transit and the Province of Ontario. Results of the TTS are scheduled to be released in October 2007.

CONTACT

Rod McPhail, Director, Transportation Planning, City Planning Division
Tel. No. 416-392-8100
Fax No. 416- 392-3821
E-mail: rmcphail@toronto.ca

SIGNATURE

Ted Tyndorf
Chief Planner and Executive Director
City Planning Division

ATTACHMENT

Attachment 1: 2006 City of Toronto Cordon Count Program – Information Bulletin