

CHAPTER 4: ACTIVE TRANSPORTATION

- Cycling Network
- Cycling Programs
- Sidewalks Along Regional Roads
- Top 10 Highest Pedestrian Volume Intersections



The Pedestrian and Cycling Master Plan

The Pedestrian and Cycling Master Plan (PCMP) was endorsed by Regional Council in April 2008. York Region's cycling network consists of:

1. Signed-only cycling routes - preferred routes for cycling, but no physical changes are made to the roadway.

2. Sharrows - traffic lanes shared with cyclists with a shared lane pavement marking. Marking has a bicycle symbol and two white chevrons.

3. Bike lanes - dedicated spaces for cyclists located in the traveled portion of the roadway for one-way cyclist traffic, where motorists are not allowed to park, stand or drive.

4. Boulevard paths - separated from the traveled portion of a road, in the right-of-way. Designed to support pedestrians and cyclists of all skill levels, in-line skaters and skateboarders, in locations where the path surface permits these activities.

5. Multi-use trails or paths - a facility completely outside of the road right-of-way, often passing through parks or other green spaces. Designed for pedestrians, cyclists, in-line skaters and skateboarders, in locations where the trail surface permits these activities.

6. Paved shoulders - located next to the traveled portion of the roadway and used to accommodate cyclists on rural roads.

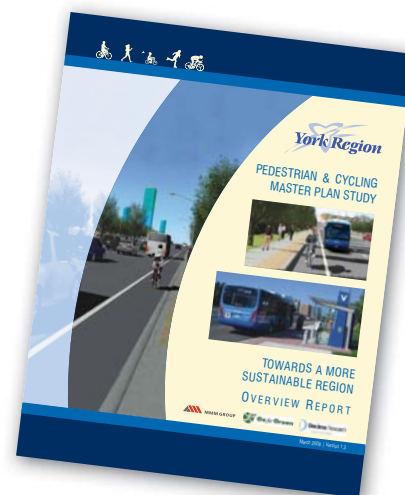
This network will be delivered in three phases over a 25-year period. Phase 1 is a five-year action plan and Phase 2 will continue the network implementation and programs for the next five-year period. Together, Phases 1 and 2 are designed to coincide with York Region's 10 Year Roads Construction Program.

Phase 3 is part of the longer-term strategy and its elements will be confirmed and incorporated into updates of the PCMP and capital roads program.

Lake-to-Lake Cycling Route

A highlight of the York Region Pedestrian and Cycling Master Plan is a proposed cycling route stretching from the shores of Lake Simcoe to Lake Ontario, a distance of approximately 100 kilometres.

The Lake-to-Lake route may evolve over time to include supplementary paths that take riders to different points of interests in York Region and the City of Toronto.



This route will form an attractive destination for cyclists of all skill levels and add to the appeal of York Region as a tourist destination.

In January 2011, Regional Council endorsed a framework for implementation of the Lake-to-Lake Cycling Route. The framework consists of:

- A phased plan
- A study to finalise an alignment and the design of the route
- An implementation strategy for the project



CONTACT INFORMATION

For more information about the PCMP and the 2011 York Region Cycling Map please contact:

Infrastructure Planning Branch

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Implementing the Pedestrian & Cycling Master Plan (PCMP)

The implementation program includes:

- The 10 Year Roads Construction Program which includes projects with cycling facilities such as bike lanes, multi-use trails, paved shoulders and sharrows as part of road improvements
- An Inter-Municipal Working Group that includes staff from each of the local municipalities, conservation authorities, school boards as well as Regional Planning, Health, Transportation and Police Services to review and coordinate progress
- The Municipal Partnership Program, which York Region contributes up to 50 per cent of construction costs of approved local municipalities and agencies/stakeholders projects

Since its launch in 2007, York Region has approved 13 projects and allocated approximately \$2.3 million to local municipalities for the implementation of cycling facilities through the Pedestrian and Cycling Municipal Partnership Program. Eight of the 13 funded projects were completed and opened to the public between 2007 and 2011. The remaining funded projects are anticipated to be completed by 2012 or 2013.

2011 Regional Cycling Map

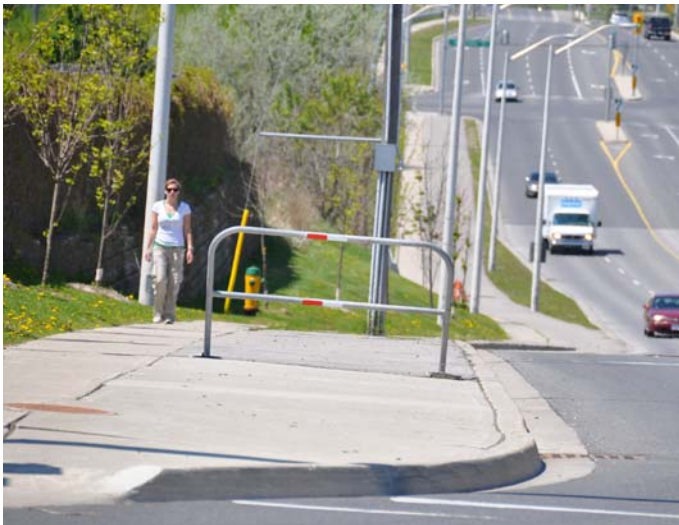
The Regional Municipality of York has developed its first Regional cycling map, identifying existing regional and local bicycle lanes, boulevard paths, signed bicycle routes, multi-use trails and paved road shoulders. It also provides descriptions of typical bicycle signs, rules of the road for cyclists and important safety tips. Pick up a free copy at your local municipality's Town or City Hall, Chamber of Commerce or the main branch of your local library. Your local bike shop may also carry them. You can find an interactive version of the map online at www.yorkcycling.ca.

QUICKFACTS

In 2010, the Regional network included:

- Bike Lanes: 36 kilometres
- Boulevard Trails: 19 kilometres
- Multi-Use Trails: 91 kilometres
- Paved Shoulders: 193 kilometres
- Sharrows: 2 kilometres
- Signed Routes: 400 kilometres
- Trails: 36 kilometres





Benefits of Sidewalks

Sidewalks are essential to encourage public transit use, walking to school to support efforts to reduce obesity and as a health improvement benefit to people of all ages.

There are many other benefits of a comprehensive sidewalk network, including:

- Increasing pedestrian safety
- Providing transit access
- Helping reduce reliance on cars
- Required for “Main Street” type commercial areas
- Enhancing residential communities
- Providing mobility for elderly and the impaired
- Helping improve air quality
- Enhancing quality of life

User-Friendly Pedestrian Facilities

Improving conditions for walking is more than just creating a network of connecting pedestrian facilities such as sidewalk and pathways. Although these facilities are important, the essential element is to create a system that engages pedestrians and makes them feel comfortable when using it, rather than a system that treats them as an after-thought. Improvements for walking in York Region will be incorporated into the pedestrian network system and include:

- Enhanced connections between neighbourhoods
- Added destinations
- Added street trees

- Enhanced accessibility to interesting places along routes
- Added or widened trails in open spaces

The planned network consists primarily of sidewalks on Regional roads. Any locations where sidewalk links are missing have been identified. In some areas, the network includes linear off-road multi-use trails.

In urban areas, sidewalks will be provided on both sides of arterial and collector roads, and off-road links will facilitate direct connections with transit service and other key destinations.

QUICKFACTS

- Sidewalks are owned and maintained by each municipality
- The completed system will comprise over 683 linear kilometres of sidewalks
- 560 linear kilometres of sidewalks exist today in York Region



“User-friendly spaces and facilities enhance our communities”



Sidewalks Along Regional Roads

LEGEND

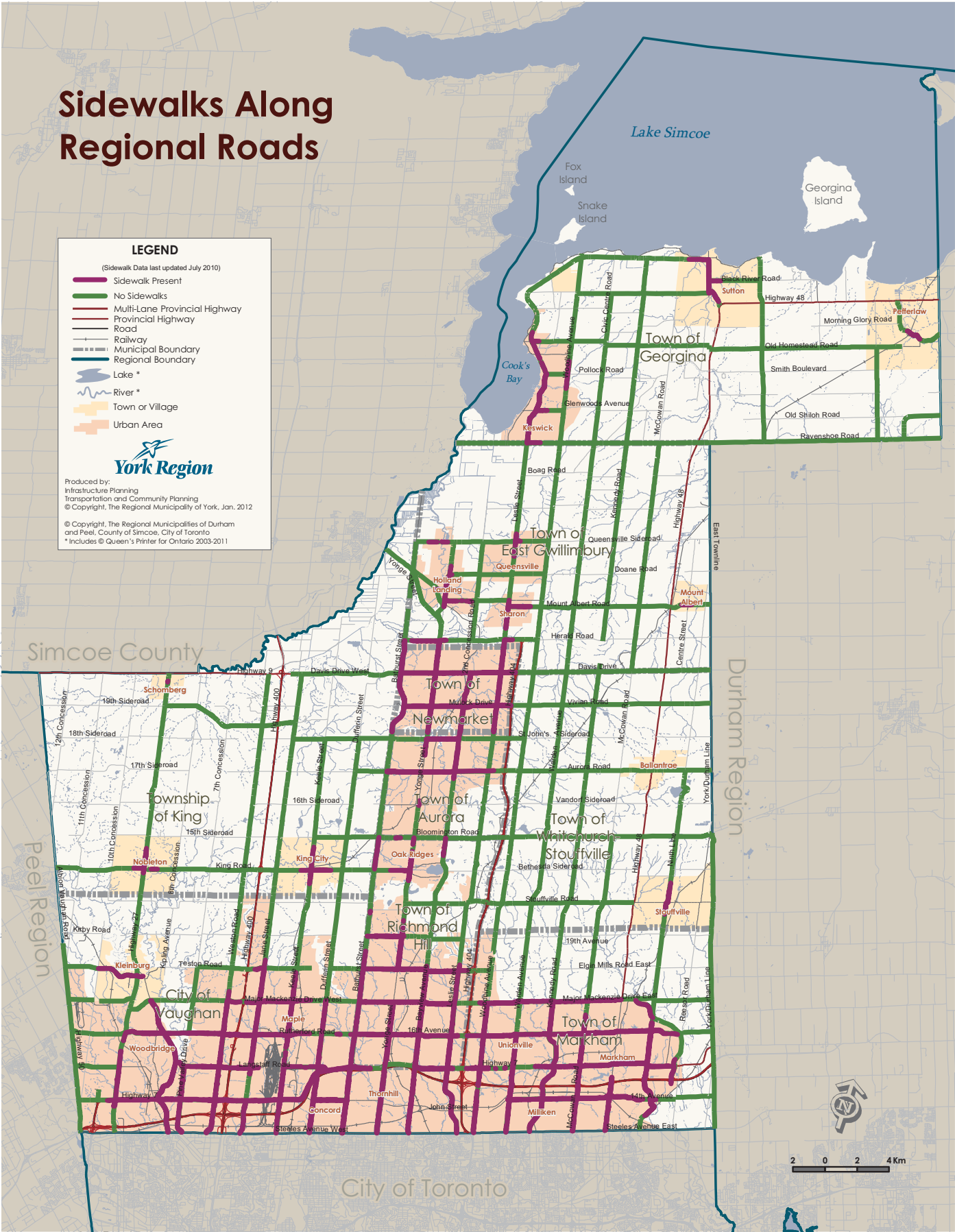
(Sidewalk Data last updated July 2010)

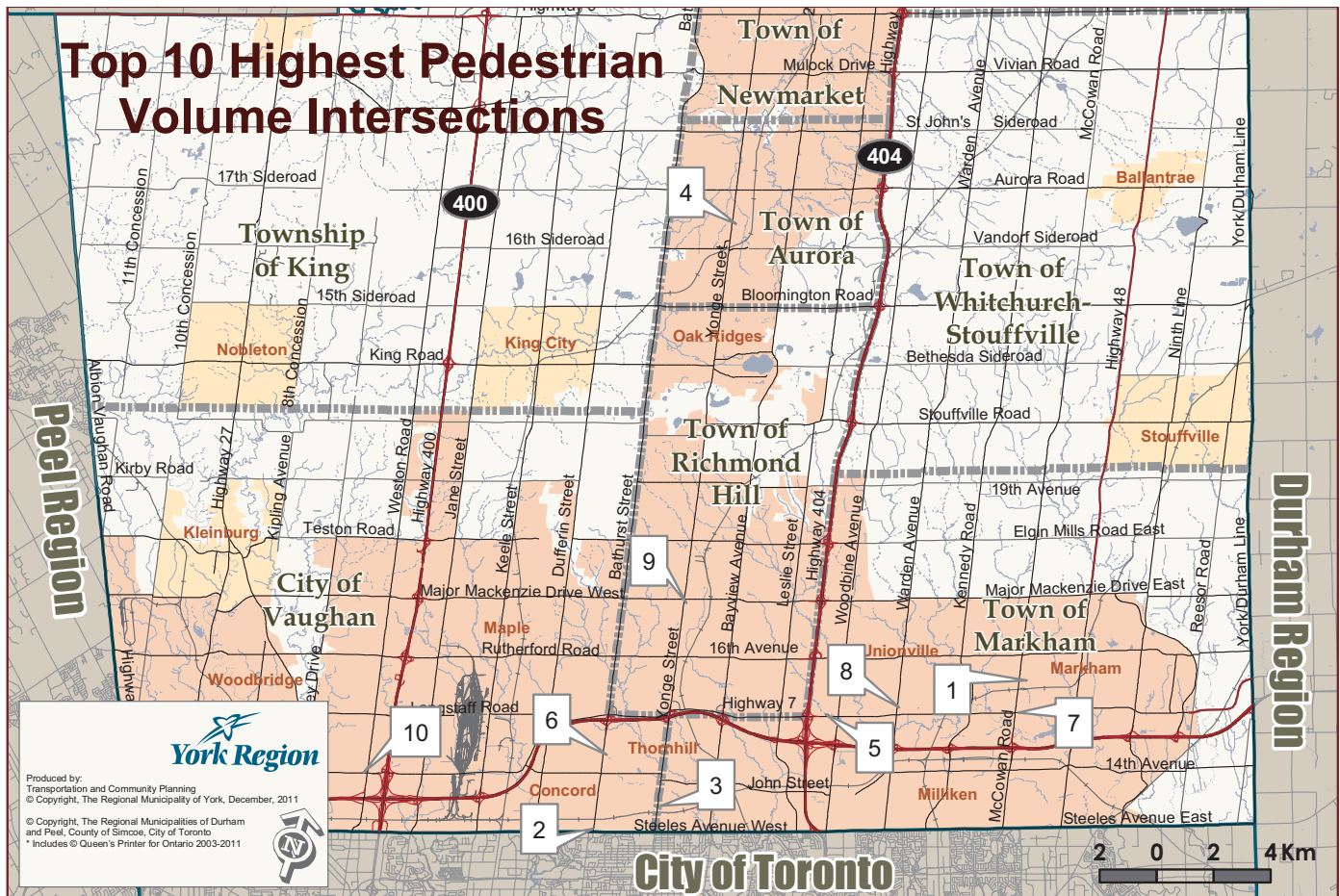
- Sidewalk Present
- No Sidewalks
- Multi-Lane Provincial Highway
- Provincial Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *
- Town or Village
- Urban Area

York Region

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The pedestrian volume data are derived from an eight-hour turning movement counts (TMC) of intersections and represent pedestrian crossings during a typical weekday. The intersections identified are within the proximity of large pedestrian generators such as schools, shopping centres and/or transit facilities.

RANK	DESCRIPTION	YEAR COUNTED	TOTAL PEDESTRIANS	TOTAL VEHICLES
1	Carlton Road at McCowan Road	2010	1,975	24,770
2	Bathurst Street at Townsgate Drive	2008	1,910	26,532
3	Clark Avenue at Yonge Street	2009	1,579	30,503
4	Golf Links Drive at Yonge Street	2007	1,372	17,010
5	Allstate Parkway/East Valhalla Drive at Highway 7	2011	1,292	37,169
6	Atkinson Avenue/New Westminster Drive at Bathurst Street	2010	1,248	29,564
7	Highway 7 at McCowan Road	2009	1,155	36,917
8	Markham Town Square at Warden Avenue	2008	1,031	19,184
9	Major Mackenzie Drive West at Yonge Street	2006	1,027	27,385
10	Highway 7 at Weston Road	2010	1,001	56,063

CHAPTER 5: TRANSPORTATION DEMAND MANAGEMENT

- Transportation Demand Management (TDM)
- Smart Commute
- Carpool and Commuter Parking Lots



TDM definition and background

In addition to expanding our transportation network and working to keep traffic flowing as smoothly as possible, York Region is working to reduce the demand on the road network. History has demonstrated that expanding roads and highways to relieve traffic congestion is, at best, a temporary solution. Besides, many Regional roads have no space left to add lanes. Reducing the demands on our road network has a number of direct and indirect benefits:

- Reducing or eliminating the need to add new and costly transportation infrastructure
- Preservation of sensitive environmental features and wildlife that enhance our communities
- Reducing greenhouse gas emissions
- Improving air quality
- Improving public health (from increased use of active transportation modes such as walking and cycling as well as public transit)

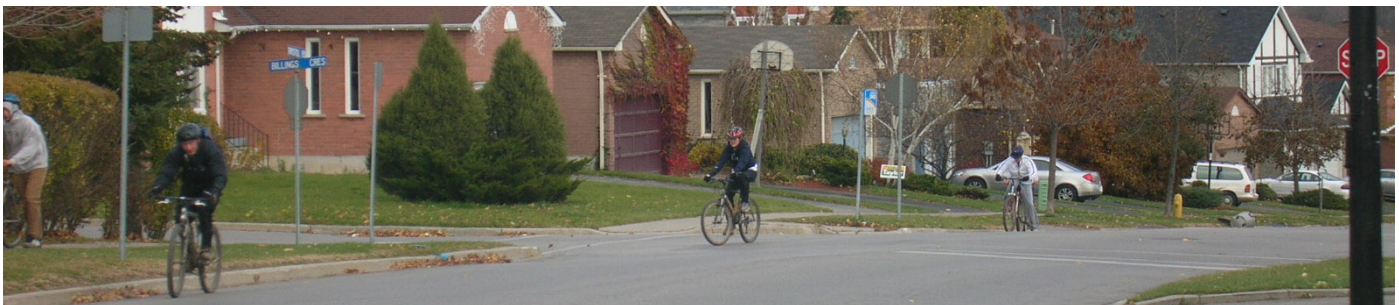
QUICKFACTS

Transportation Demand Management (TDM) is a suite of policies and programs designed to reduce single-occupant vehicle trips and promote sustainable transportation. TDM can include increased use of transit, carpooling, walking, and cycling, as well as trip elimination through telecommuting.

Region-led pilots and initiatives

Implementing TDM initiatives involves changing the way the Region plans and builds infrastructure, public education and social marketing and, perhaps most importantly, innovation. York Region has implemented a number of TDM initiatives. Some have become stable, established programs, while others have been piloted to assess their potential for broader implementation.

- The Smart Commute program works with large and small employers in the Region to provide viable sustainable transportation alternatives for staff. Since its inception, Smart Commute has helped reduce approximately 1,000 tonnes of Greenhouse Gas emissions in York Region.
- The Pedestrian and Cycling Master Plan (PCMP), released in 2008, provides the framework for a Regional-scale cycling network to make it easier for residents to commute by bicycle.
- Carpool and commuter parking lots are available at various locations throughout York Region, at key 400-series highway interchanges and transit terminals throughout York Region. Commuters can use these lots to carpool with other drivers or connect to GO Transit or York Region Transit. GO Transit provides service at several carpool lots on Highways 400 and 404. Please see the map on Page 58 for the location of carpool and commuter lots.
- In 2009, High-Occupancy Vehicle were introduced on Dufferin Street between Steeles Avenue and Glen Shields Boulevard/ Draper Boulevard in the City of Vaughan. These lanes give priority to buses and carpools.
- In 2011, York Region completed a pilot program known as Personal Travel Planning that worked with households or individuals who expressed an interest in changing their travel behaviour towards increased use of sustainable modes of travel. Approximately 400 kits were distributed within the pilot communities of Cornell and Thornhill, and the project was shown to have a significant impact on people's travel choices.
- PRESTO is the new electronic fare option for York Region Transit (YRT/Viva) customers. The PRESTO card is an alternative to buying bus tickets or having correct change to ride YRT/Viva). When you "tap on" with your PRESTO card, your fare is deducted from your PRESTO account. Money can be added to your PRESTO balance online at www.prestocard.ca. For more information visit the PRESTO page at www.yrt.ca.



Integrating TDM into new developments

York Region is working with land developers to integrate TDM measures into new developments, to ensure that new residents and employees are aware of the full range of transportation options available to them when they are moving into these developments. The specific TDM measures that will be included in new developments will vary depending on the characteristics of the development, such as land use, density and transit service.

Initiatives that have been incorporated into new developments:

- The developers of a large development in the Carville area of the City of Vaughan, consisting of approximately 7,000 single-family homes, oversaw the implementation and testing of a number of TDM measures in their development. The Region has since assumed responsibility for further implementation. The initial TDM measures included:
 - A real-time online traveler information portal to provide residents with personalized information about their travel options
 - An individualized marketing campaign to provide interested residents with face-to-face interaction with travel experts

- A complete network of pedestrian and cycling trails connecting residents directly to other parts of the community, destinations and transit service
- An interactive online community map for planning walking and cycling trips using the local trail, road and sidewalk networks
- A carpool lot and shuttle service to the East Gwillimbury GO station opened in Keswick in 2008. The costs are covered by the developer as a way of encouraging residents to use transit and carpool.

TDM Program and Implementation Strategy

The Region is currently developing a TDM Program and Implementation Strategy. The Strategy will allow the Region to implement TDM in a methodical way so that needed resources and infrastructure can be allocated and coordinated with the phasing of TDM measures throughout the Region.

The strategy will identify any necessary new policies, recommend clear roles for all partners, including local municipalities, Regional departments, and non-governmental partners and clarify the Region's role in TDM initiatives. A comprehensive strategy will also establish a coordinated implementation approach that maximizes the resources of all partners and minimizes duplication.



CONTACT INFORMATION

For more information, please contact:

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The contributing municipal partners of Smart Commute include:

- Region of Durham
- Region of Halton
- Region of Peel
- York Region
- City of Brampton
- City of Burlington
- City of Hamilton
- City of Mississauga
- City of Toronto
- City of Vaughan
- Town of Aurora
- Town of Markham
- Town of Newmarket
- Town of Richmond Hill



Smart Commute

Smart Commute is a partnership between Metrolinx and the cities and regions of the Greater Toronto and Hamilton Area (GTHA). Its goals are to reduce traffic congestion and to take action on climate change by providing commuters with viable alternatives to single-occupant vehicle trips.

Smart Commute helps local employers and commuters to explore different commuter choices like carpooling, teleworking, transit, cycling, walking or flexible work hours. Its goal is to help make commuting easier, healthier and more enjoyable.

Smart Commute offers a wide array of services to make commuting easier in the GTHA, including:

- www.carpoolzone.ca: a ride matching site that identifies potential carpooling partners based on travel route and work hours
- Site assessments and surveys to understand employee commuter behaviour and recommend a trip reduction strategy best-suited to each work site
- The Emergency Ride Home program
- Employee Work Arrangement Solutions: telework, compressed work weeks and flex hours, workshops, lunch and learns and seminars
- Incentives and promotions
- Bike to Work Day and other fun events

Smart Commute is implemented primarily through local Transportation Management Associations (TMAs). TMAs are non-profit organizations aimed at providing sustainable transportation solutions as well as improved mobility and accessibility. TMAs can be defined by municipal or physical boundaries, or they can also encompass a smaller employment area.

The programs provided by each TMA are unique to its service area but involve some combination of the full range of TDM measures identified above. A TMA will identify which services are best suited to an employer, given their location and commuting patterns of their staff.

QUICKFACTS

Smart Commute aims to encourage people to take alternative modes of transportation and to take action on climate change by providing commuters with viable alternatives to single-occupant vehicle trips.

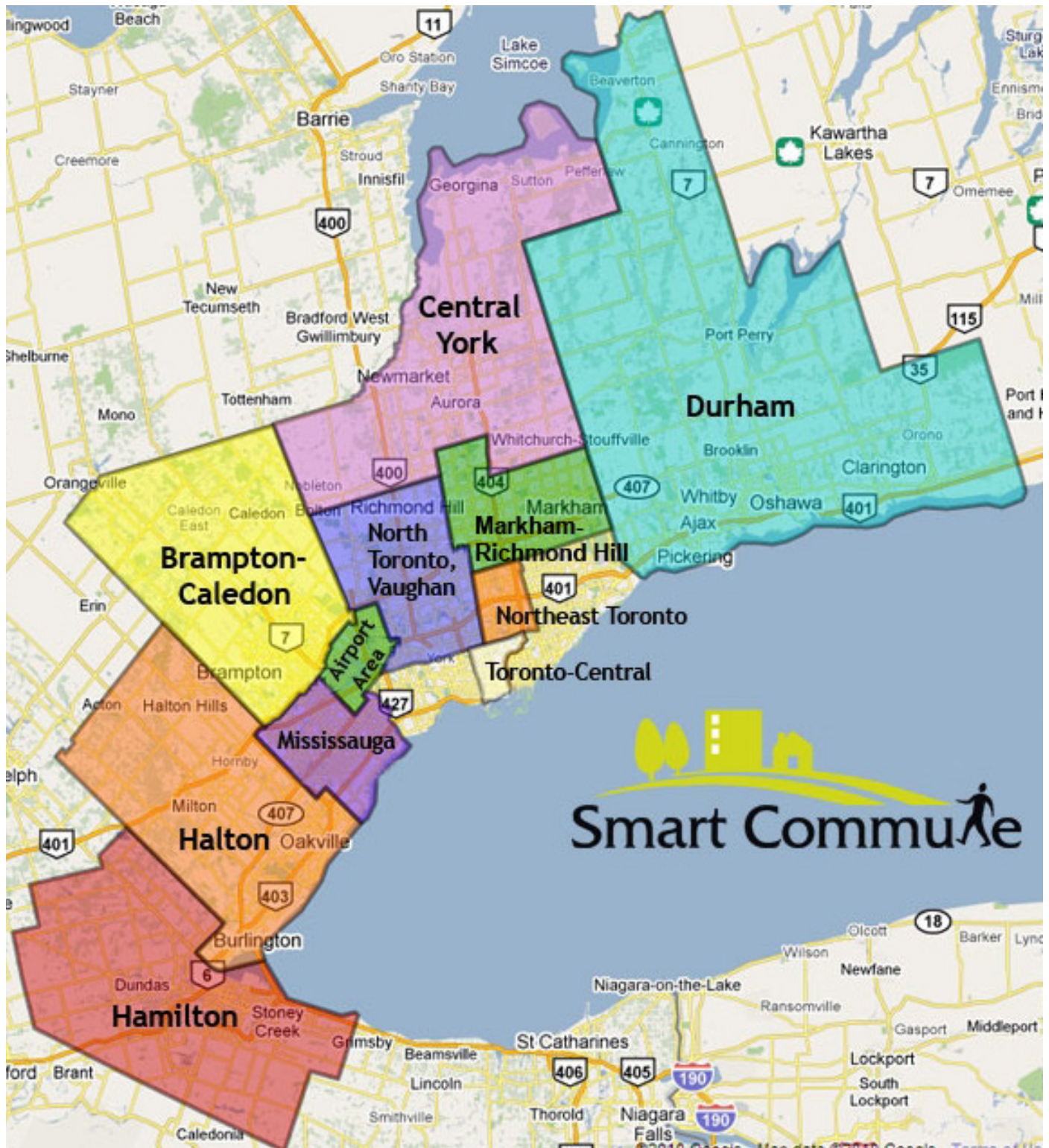
In 2008, the Smart Commute program won the Federation of Canadian Municipalities’ CH2M Hill Sustainable Community Award for Transportation. Also in 2008, the Ontario Professional Planners Institute recognized Smart Commute with two awards: Excellence in Planning and the inaugural Healthy Communities Award.

York Region is a leader in the Smart Commute program. Currently, there are three TMAs operating in York Region. The Region, along with local municipalities, provides funding for these organizations in partnership with Metrolinx.

Smart Commute North Toronto, Vaughan	Smart Commute Markham Richmond Hill	Smart Commute Central York
Previously known as the Black Creek Transportation Management Association, this was the first TMA in the Greater Toronto Area. North Toronto, Vaughan works with major employers, including Powerstream, Direct Energy, Pearson publishing, Vaughan Mills Mall and Knoll.	Operated by the Markham Board of Trade and the Richmond Hill Chamber of Commerce, Markham Richmond Hill reaches out to the business affiliated with the Board and Chamber. Several major employers in Markham and Richmond Hill are engaged in providing their staff with viable sustainable transportation options, including IBM, MMM Group, iTrans Consulting, Philips Canada and the offices of the Towns of Richmond Hill and Markham.	Operating out of the Newmarket Chamber of Commerce, Smart Commute Central York serves Newmarket, Aurora and East Gwillimbury. Its major employers include Southlake Regional Hospital, State Farm Insurance, Scholastic Publishing, the Town of Newmarket and the Region’s offices in Newmarket.
Contact: Brian Shifman, Executive Director Tel: 416-736-2100, ext. 70690 Email: info@smartcommutentv.ca www.smartcommutentv.ca	Contact: Basil Marcello, Senior Program Advisor Tel: 289-844-2031 Email: info@smartcommutemrh.ca www.smartcommutemrh.ca	Contact: Pat Lusink, Program Manager Tel: 905-898-5900 Email: sccy@smartcommute.ca www.smartcommutecentralyork.ca



Smart Commute Transportation Management Associations in Greater Toronto & Hamilton Area





Commuter parking lots are used to facilitate carpooling and transit. Carpool lots are typically located at highway interchanges and provide convenient access and egress from the 400 series highways. Some of these sites also serve as transit stops. Park 'N' Ride and GO Transit stations provide commuters with convenient locations to access YRT/Viva or GO services. Many of the YRT Park 'N' Ride lots are located at convenient trip ends such as shopping malls or recreational centres.



Carpool Lots

- Highway 48 and High Street
- Highway 7 and Highway 400
- Highway 9 and Highway 400
- Major Mackenzie Drive and Highway 400
- King Road and Highway 400
- Aurora Side Road and Highway 404
- Davis Drive and Highway 404



YRT/Viva Park 'N' Ride Lots

- Aurora Community Centre - Aurora Heights Drive, one block north of Wellington Street
- South Keswick Commuter Parking - southwest corner of Woodbine Avenue and Glenwoods Avenue
- Denison Square – Highway 48 & Denison Street
- First Markham Place – Highway 7 & Fairburn Drive (Bay – Home Outfitters Parking Lot)
- Fortino's Super Mall – Kennedy Road & Denison Street
- Markham Village Community Centre – Highway 48 & Highway 7
- Markville Mall – Highway 7 & McCowan Road
- Thornhill Community Centre – Bayview Avenue & John Street
- Al Palladini Community Centre – 9201 Islington Avenue



GO Transit Park 'N' Ride Lots

- Maple Community Centre – 10190 Keele Street
- Aurora (Wellington Street)
- Markham Centennial (Community Centre, McCowan)
- East Gwillimbury (Green Lane and 2nd Concession)
- Finch GO Bus Terminal (Yonge Street and Bishop, North York)
- King (Station Road)
- Highway 9 and Highway 400 (Carpool Lot)
- Langstaff (Highway 7)
- Lincolnville (Bethesda Sideroad & 10th Line)
- Maple (Major Mackenzie)
- Major Mackenzie Drive and Highway 400 (Carpool Lot)
- Markham (Main Street)
- Milliken (Steeles Avenue)
- Mt. Joy (Highway 48)
- Newmarket GO Rail (Davis Drive)
- Newmarket Bus Terminal (Highway 9 / Eagle Street)
- Stouffville (Main Street)
- Richmond Hill (Major Mackenzie)
- Rutherford (Maple)
- Unionville (Kennedy Road)



Carpool and Commuter Parking Lots

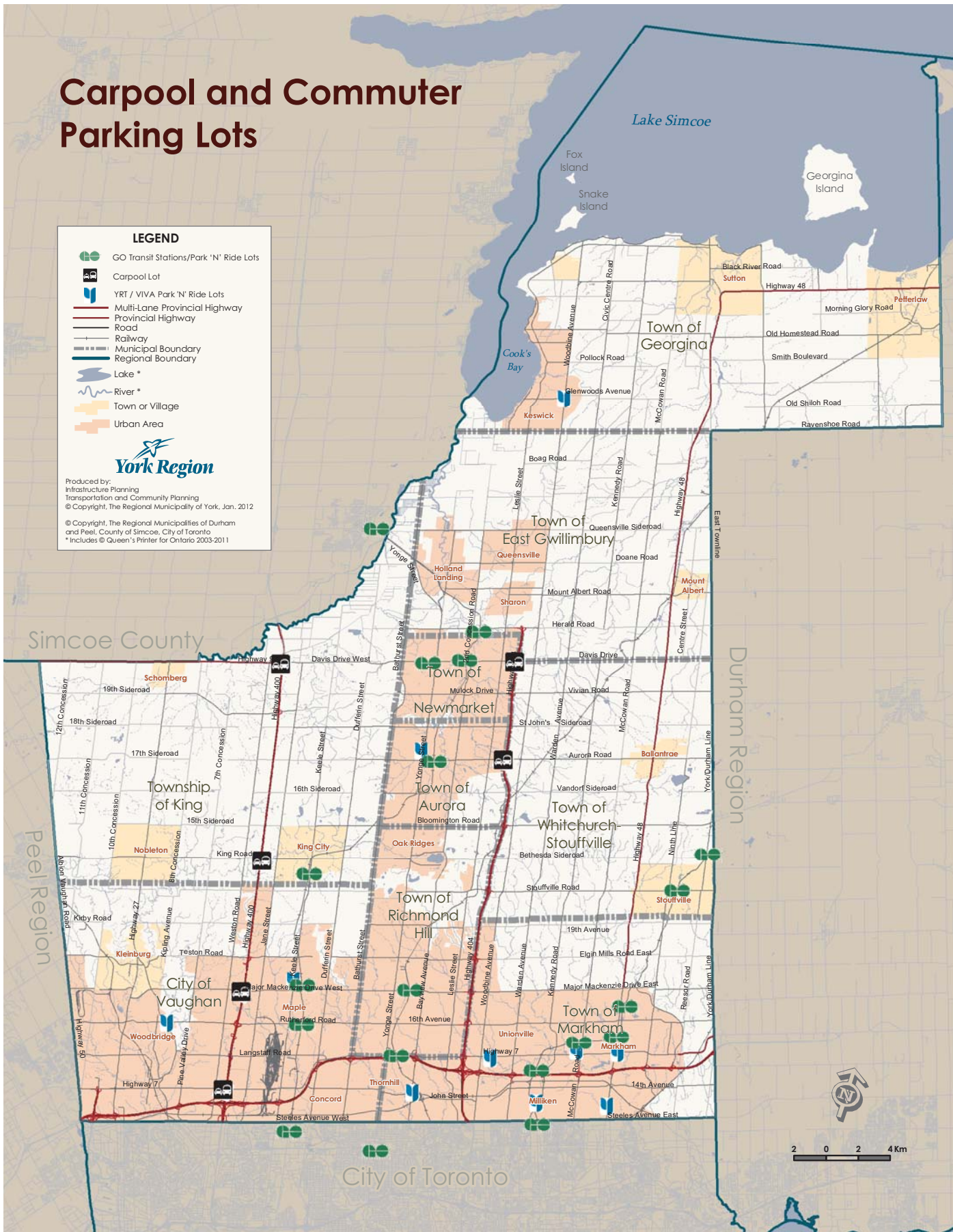
LEGEND

- GO Transit Stations/Park 'N' Ride Lots
- Carpool Lot
- YRT / VIVA Park 'N' Ride Lots
- Multi-Lane Provincial Highway
- Provincial Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *
- Town or Village
- Urban Area

York Region

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CHAPTER 6: TRAVEL DEMAND & TRENDS

- Monitoring Travel Demand
- Transportation Tomorrow Survey (TTS)
- 2006 Travel Patterns and Characteristics
- Cordon Count/Screenline program



Richmond Hill Centre

The main purpose for collecting travel behaviour information from household travel surveys is to understand the travel habits of residents and provide base data for long range planning such as policy and program development and the development of travel demand models. Travel Demand Forecasting Models cannot be developed solely on the basis of traffic and transit counts. These models simulate all components of travel behaviour: auto ownership, trip frequency (trip generation) and the distribution of trips between origins and destinations by travel mode. Travel surveys answer basic questions such as: where do people travel to and from, are they making more trips per person, are their modes of travel changing?

Appropriate policies and programs can be developed to target specific travel behaviour, such as improving and promoting transit use, carpooling, cycling and walking. York Region, along with other municipalities in the GTA and Hamilton (GTHA) conduct two primary travel surveys, the *Transportation Tomorrow Survey (TTS)* and the *Cordon Count Program* to assist in understanding the travel behaviours of its residents.

Cordon Count Program

The *Cordon Count Program* involves vehicle and vehicle occupancy counts at over 250 counting stations across the Region. Counting stations are established at key travel locations throughout the GTA. A series of stations are used to form a screenline. A screenline is a pre-determined imaginary line spanning a major road, municipal boundary, a man-made boundary (such as a railway) or a natural boundary (such as a river).

The *Cordon Count Program* collects information on trips made by persons and vehicles, in addition to various modes of transportation, such as cars, buses, taxis, GO Trains, subways, streetcars and bikes. Specific details on vehicle type and number of occupants per vehicle are gathered in order to capture a complete set of data regarding individual person and vehicular movements across a screenline. For more information, see Page 64.

Transportation Tomorrow Survey

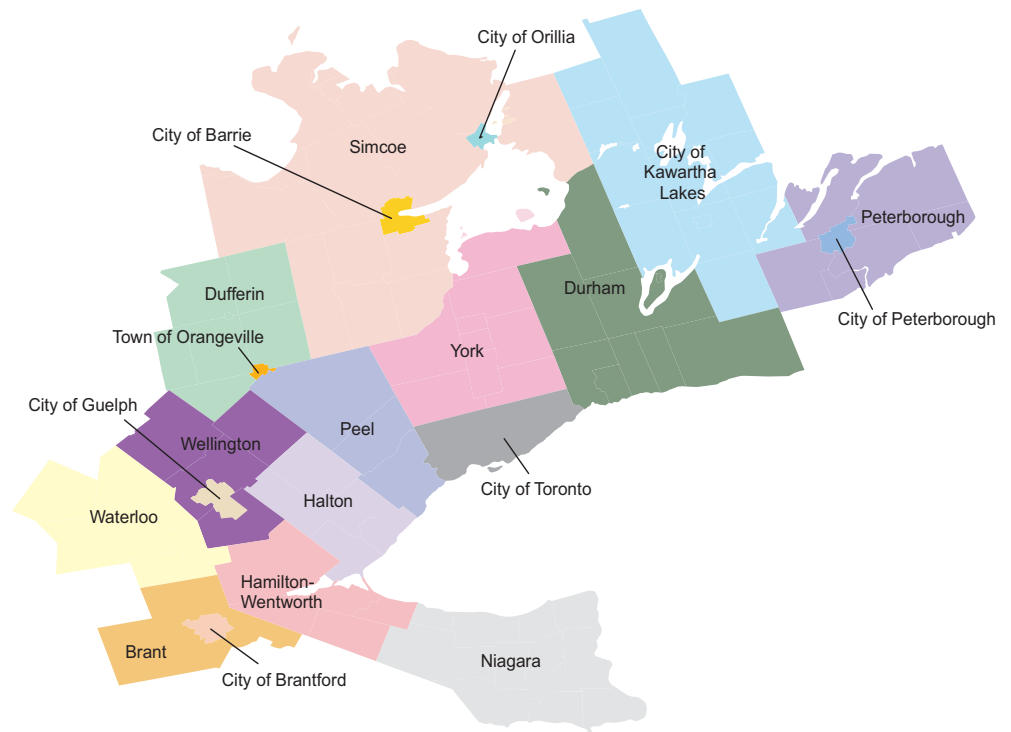
The *Transportation Tomorrow Survey (TTS)* is a factual survey that collects information on how members of a household use the transportation system. Last updated in 2006, the TTS included approximately 150,000 household interviews, of which 14,200 were in York Region.

In addition to trip information for each household member (i.e. trip origin, destination, time, purpose, method of travel) survey participants are asked about age, gender, employment status, size of household and number of motor vehicles owned.



QUICKFACTS

- The 2011 Transportation Tomorrow Survey (TTS) project will be undertaken in 2011 and 2012 involving about 15,000 households in York Region
- An introductory letter explaining the survey in detail has been sent to selected households prior to them being contacted
- The 2011 Transportation Tomorrow Survey results will be collated and released in 2013



The *Transportation Tomorrow Survey (TTS)* is a travel demand survey conducted on behalf of 21 single-tier, Regional, Provincial and public transit agencies in southern Ontario including York Region. The survey will engage approximately 150,000 households in Central Ontario and assist planners to understand and meet the future transportation needs of residents.

The TTS has been conducted every five years since 1986. The information provided by residents will create a database for long-range planning and improvements to transportation facilities and transit services. In addition to trip information for each household member (i.e., origin, destination, time, reason for travel, mode of transportation), the number of vehicles available for personal use and where each family member works or attends school will also be asked.

The 2011 Transportation Tomorrow Survey has commenced. Between September to December of 2011 and again in 2012, approximately 15,000 randomly-selected York Region households will be contacted by professional telephone interviewers and asked about their recent travel choices and preferences. This will represent a sample completion rate of five per cent of York Region households.

Since the 2011 TTS results will not be available until 2013, this edition (2011 Transportation Fact Book) presents the 2006 TTS summary travel characteristics for York Region during the weekday morning peak period (6 a.m. to 9 a.m.).

CONTACT INFORMATION

For more information on the Transportation Tomorrow Survey please contact:

Data Management Group
University of Toronto
35 St. George Street, Room 305
Toronto, ON M5S 1A4

☎ 416-978-7282

🌐 www.transportationtomorrow.on.ca

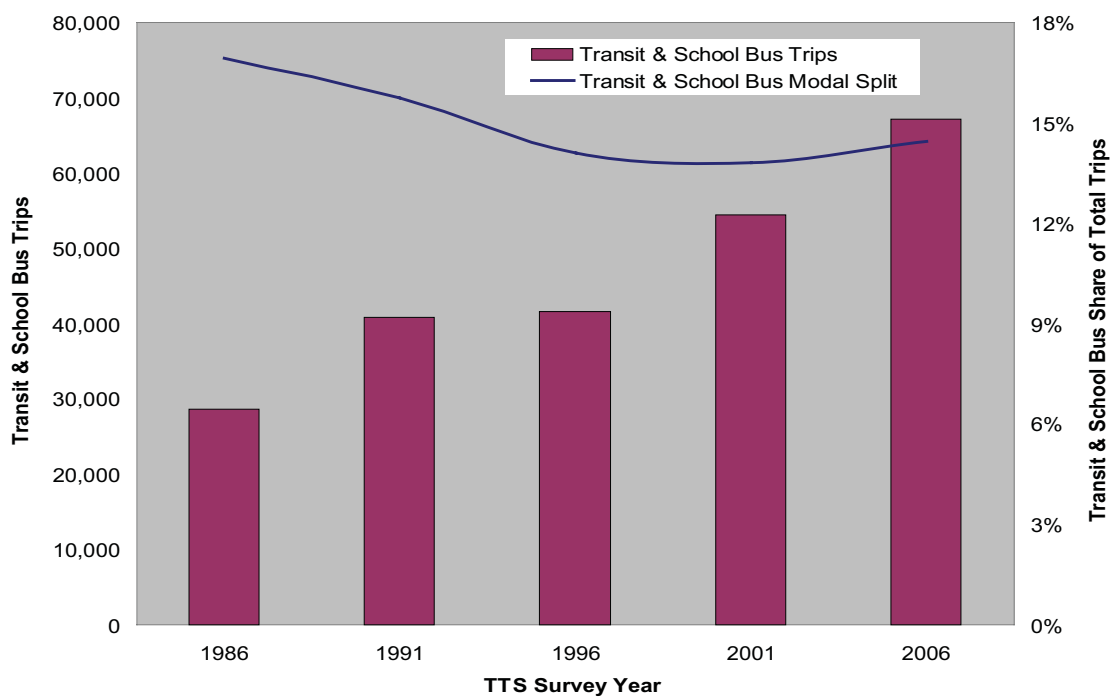
Transportation-Related Demographic Statistics

2006 TTS Characteristics	York Region	Greater Toronto and Hamilton Area (GTHA)
No. of Available Vehicles per household	1.8	1.4
% of Residents with Driver's License	68%	64%
% of Residents with Transit Pass	6%	8%

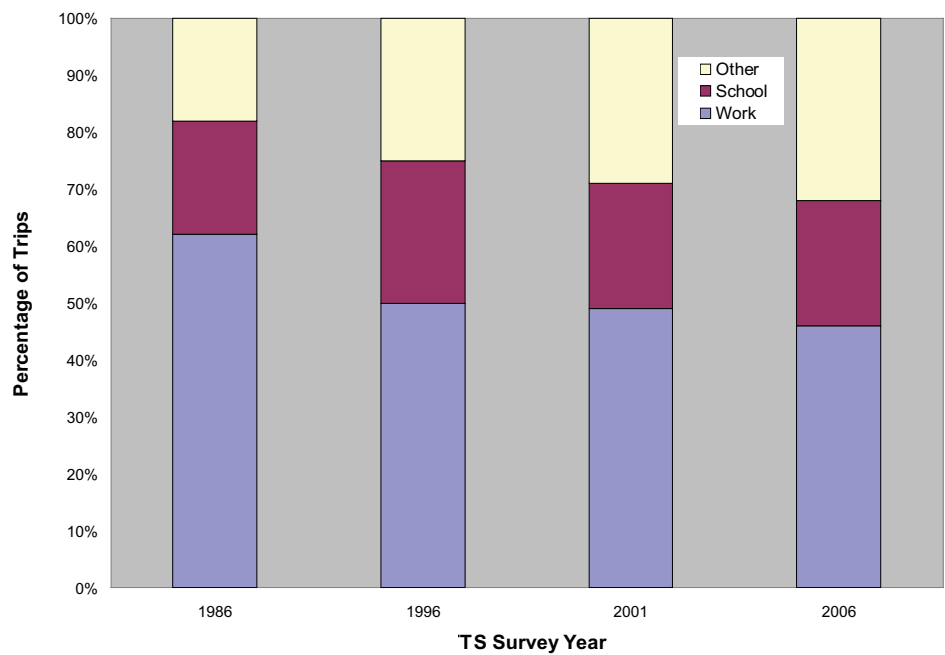
Travel Characteristics

- The percentage of York Region residents using transit for their morning commute has increased for the first time in 20 years.
- York Region had the highest percentage increase in weekday transit trips in the GTA, increasing by 61,000 trips per day, or 91 per cent between 2001 and 2006. This is consistent with the increase in annual transit ridership on York Region Transit that has grown from 7.7 million in 2001 to 17.1 million in 2006.
- Daily trips by York Region residents (using all modes of travel) to, from and within York Region have increased by 650,000 trips (54 per cent). In the past decade it has increased from 1,200,000 trips per day in 1996 to over 1,850,000 trips per day in 2006. This does not include trips through York Region or truck and other commercial vehicle trips. In comparison, GTHA residents make 12.2 million trips per day; 7.6 million of these trips are by automobile.
- Automobile use (79 per cent during a typical weekday morning peak period) is the main transportation mode in York Region. The rate of public transit use is 9 per cent with a further 5 per cent by school bus.
- York Region residents are making approximately 5 per cent less daily trips per capita than in 2001.
- The average trip length for York Region residents has continued to decline from 16.5 km in 1986 to 15.0 km in 2006.
- 45 per cent of work trips made by York Region residents during a typical weekday morning peak period remain within the Region. Work trip destinations to other areas are: Toronto - 42 per cent, Peel - 7 per cent, Halton - 1 per cent, Durham - 1 per cent and Simcoe County - 1 per cent.
- York Region residents make 1.85 million trips on an average weekday and 465,400 trips during a typical weekday morning peak period.
- Residents of Vaughan, Richmond Hill, and Markham make 75 per cent of the total morning peak period trips in York Region.
- Work trips to York Region have the highest average trip length in comparison to the other regions in the GTHA. In general, work trip lengths are increasing across the GTHA.
- Non-work and non-school (commonly called discretionary) trips are becoming more and more important. This category now represents more than 50 per cent of the daily trips and over 30 per cent of all morning peak period travel made by York Region residents.

Transit Use By York Residents (A.M. Peak Period)



A.M. Peak Period Trips by York Residents





What is the Cordon Count Program?

The Cordon Count Program is a vehicle and person survey that has been conducted in York Region on a regular basis since 1983. Collecting consistent and accurate classified vehicle information is an important element of transportation planning. It provides a time series data of traffic flow across a set of screenlines to monitor changes to the travel pattern and characteristics. The Cordon Count Program is coordinated with the City of Toronto, the Regions of Durham, Peel, Halton, as well as GO Transit, TTC and the Ministry of Transportation.

One-day counts are taken, at each station during the months of April, May and June (prior to the end of school). The surveys are undertaken on weekdays, except Fridays over a total of 14 hours (6:00 a.m. to 8:00 p.m.) to provide a snapshot of traffic passing a specific point. Although data is collected

over a longer period of time, cordon count data is typically presented as 'all-day' or 12-hour from 7:00 a.m. to 7:00 p.m. Records of the vehicle types and vehicle occupancy numbers are taken at 15-minute intervals. The following vehicle types are recorded:

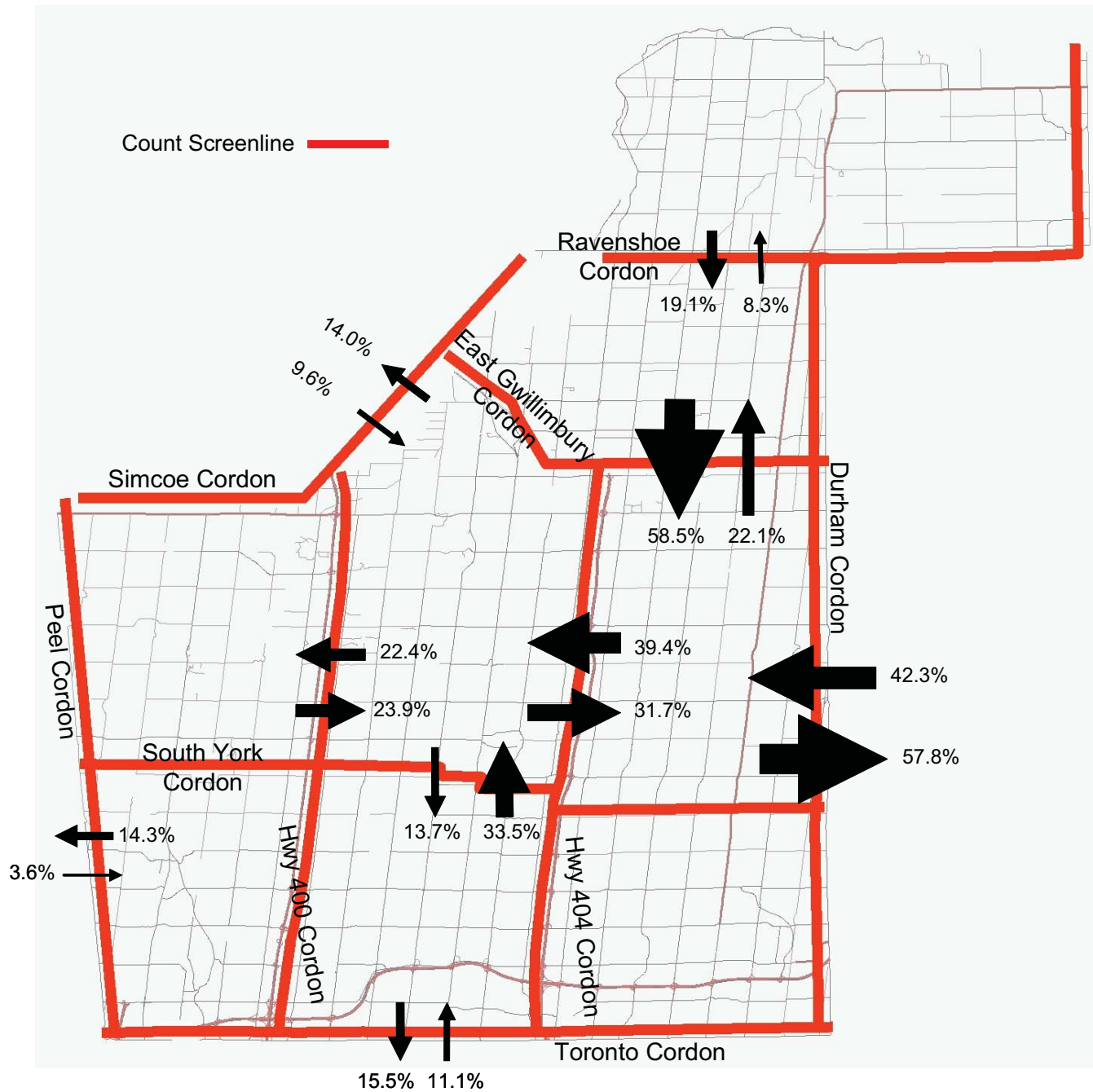
- Passenger cars, taxis and light trucks with one, two, three, four or more occupants
- Medium and heavy trucks
- YRT/Viva buses, Brampton Transit, TTC, GO Transit, school buses and others
- Bicycles

The full cordon count is conducted every five years with 2011 being the latest. Interim counts on select screenlines and stations are undertaken in between full cordon counts. The last interim count was conducted in 2009.

QUICKFACTS

The Cordon Count Program collects information on trips made by persons and vehicles, in addition to various modes of transportation, such as cars, buses, taxis, GO Trains, subways, streetcars, and bikes. Specific details on vehicle type and number of occupants per vehicle are gathered in order to capture a complete set of data regarding individual person and vehicular movements across a screenline.

Percent Change in A.M. Peak Period Traffic Flow between 2001 and 2011



Highlights of the 2011 Cordon Count Program:

- Majority of the screenlines experienced growth in all day vehicle trips, with growth ranging between 10.3 per cent at the Peel screenline to 41.5 per cent across the East Gwillimbury screenline during the period between 2001 and 2011.
- Average all day car occupancy rates show no significant trend in either direction during the period from 2001 to 2011. The average occupancy rates, particularly in the urbanized areas, are in the range of 1.12 to 1.16.
- All day person trips across all screenlines continued to grow between 2001 and 2011. This growth ranged between 10 per cent at Simcoe screenline and 41 per cent at the Highway 404 screenline. Highway 407 accounted for 51 per cent of the traffic crossing the York-Peel boundary and 35 per cent of the traffic crossing the York-Durham boundary in 2011.
- All day transit ridership increased between the 2001 and 2011 surveys. In 2001, transit trips crossing all screenlines represented 4.2 per cent of all trips, compared to 5.4 per cent in 2006 and 7.2 per cent in 2011.
- In 2011, 400 series highways (Highway 400, 404, 427, and 407) carried an increasing proportion of all traffic into and out of York Region (42 per cent). In 2001 and 2006, the 400 series highways carried 33 per cent of all traffic into and out of the Region.
- Peak period traffic continues to increase despite high congestion levels at the Toronto boundary. South bound and north bound person trips crossing the Toronto boundary increased 20 per cent and 14 per cent respectively (35,600 trips in the SB direction and 17,700 trips in the NB direction) during the morning peak period between 2001 and 2011.
- In terms of total person trips crossing York Region's boundary, travel across the Toronto boundary remains the most significant with almost 75 per cent of all person trips going through the Toronto screenline.

**CONTACT
INFORMATION**

For more information on the Cordon Count Program or to obtain a copy of the Cordon Count Bulletin please contact:

**Infrastructure Planning
Branch**

☎ 905-830-4444,
ext. 5080

☎ 1-877-464-9675,
ext. 5080

🌐 [www.york.ca/Services/
Regional+
Planning/
Infrastructure](http://www.york.ca/Services/Regional+Planning/Infrastructure)

For more detailed information on the Cordon Count Program, visit www.york.ca/Services/Regional+Planning/Infrastructure/CordonCountProgram.htm to download the 2011 Cordon Count Bulletin.



CHAPTER 7: CONTACT & GENERAL INFORMATION

- Road Maintenance Contact Information
- Public Transit Agencies




The Regional Municipality of York

Transportation & Community
Planning Department
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Road Maintenance, Dispatch
905-895-1200 ext. 5200
1-877-464-9675 ext. 5200



**TOWN OF
GEORGINA**

Town of Georgina

Engineering and Public Works Department
26557 Civic Centre Road, R.R. #2
Keswick, ON L4P 3G1
905-476-4301


Town of Newmarket

Public Works Services
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7
905-895-5193


Town of Richmond Hill

Operations Centre
225 East Beaver Creek Road
Richmond Hill, ON L4B 3P4
905-884-8013


Town of Aurora

Infrastructure & Environmental Department
P.O. Box 1000
100 John West Way
Aurora, ON L4G 6J1
905-727-3123 ext. 3449


Township of King

Operations Department
2075 King Road
King City, ON L7B 1A1
905-833-5321


City of Vaughan

Public Works Department
2800 Rutherford Road
Vaughan, ON L4K 2N9
905-832-8562


Town of East Gwillimbury

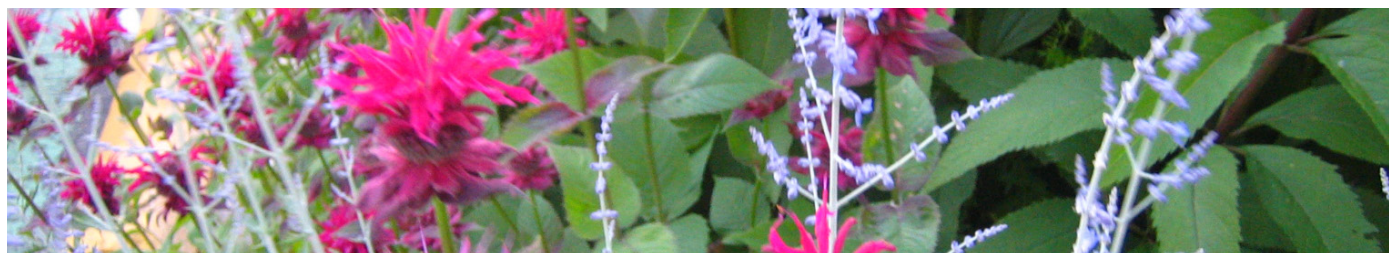
Community Programs and Infrastructure
19000 Leslie Street
Sharon, ON LOG 1V0
905-478-4282 ext.1261


Town of Markham

Roads Department
101 Town Centre Boulevard
Markham, ON L3R 9W3
905-475-4866


Town of Whitchurch-Stouffville

Public Works Department
111 Sandiford Drive
Stouffville, ON L4A 0Z8
905-640-1900





Ministry of Transportation
MTO Info, General Information Line
1-800-268-4686
www.mto.gov.on.ca/



City of Toronto
City Services Information Hotline
476-392-2489
www.toronto.ca/transportation/roads/index.htm



407 ETR
General Information
6300 Steeles Ave. West
Woodbridge, ON L4H 1J1
1-888-407-0407
www.407etr.com/

Public Transit Agencies



York Region Rapid Transit
3601 Highway 7, 12th Floor
Markham, ON L3R 0M3
905-886-6767
www.Vivanext.com/



York Region Mobility Plus
50 High Tech Road, 5th Floor
Richmond Hill, ON L4B 4N7
905-762-2112
1-866-744-1119
www.mobilityplus.yrt.ca/en/index.asp



York Region Transit (YRT)
50 High Tech Road, 5th Floor
Richmond Hill, ON L4B 4N7
905-762-2100
1-866-MOVE YRT (668-3978)
www.yrt.ca



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20 Bay Street, Suite 600
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www.gotransit.com



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Metrolinx
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416-874-5900
www.metrolinx.com/



Toronto Transit Commission (TTC)
1900 Yonge Street
Toronto, ON M4S 1Z2
Wheel-Trans: 416-393-4222
416-393-INFO (4636)
www.ttc.ca

