

Greater Toronto Area 2001 Cordon Count Program

Analysis of Peak Periods

**Prepared by:
Data Management Group
Joint Program in Transportation
University of Toronto
Telephone: (416) 978-7282**

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October 2002

The collection of traffic counts taken by various Regional Governments and the Province of Ontario at various locations in the Greater Toronto Area over the last several years have been assembled in one data base. This report presents a summary of conditions during the periods of maximum traffic flow at a collection of screenlines for the most recent counts in 2001. The data are presented without alteration or corrections as presented by the City of Toronto, the Regional Municipalities of Durham, Halton, Peel and York and the Ministry of Transportation Ontario. The data were collected in the May and June period of 2001.

Each Regional Municipality has their own set of needs and priorities for these data. Therefore, the data collection methods are somewhat different in each jurisdiction. The level of commonality in the data bases, which makes this report possible, is the result of efforts by the Transporta-

tion Research and Data Management Group (TRADMAG). TRADMAG is a technical committee with representatives from the Regional Municipalities mentioned above plus Hamilton-Wentworth, GO Transit, Toronto Transit Commission and the Ministry of Transportation Ontario.

Eleven screenlines were chosen to illustrate the variation in vehicular counts. Common morning (6:00 to 10:00 A.M.) and evening (3:00 to 7:00 P.M.) time windows are used to represent the periods of peak travel and to provide a common frame for comparison. The screenlines are chosen to represent the interests of each jurisdiction in addition to providing information on the development of north-south travel within some Regional Municipalities.

Screenline Definitions

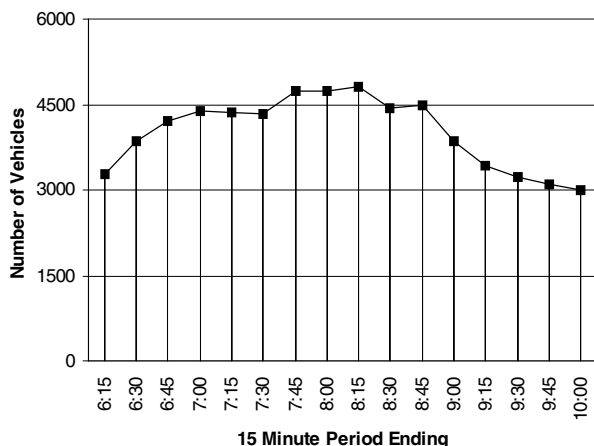


Halton West Screenline

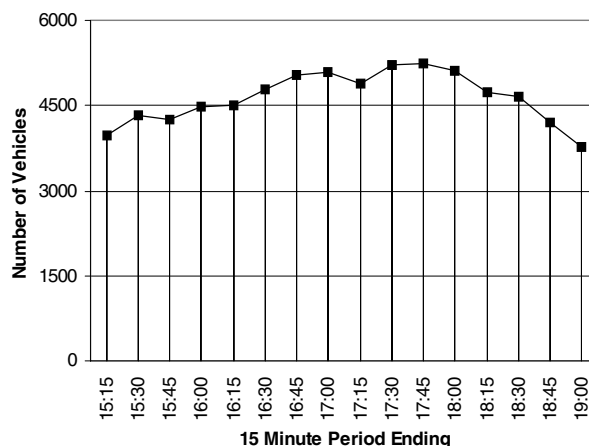
This screenline is located at the western edge of the Regional Municipality of Halton as an extension of the common boundary between Halton and the Regional Municipality of Hamilton-Wentworth to intersect the Burlington Skyway. The screenline follows this straight path rather than the Regional boundary to minimize the influence of trips double crossing the line. The dominant direction is east-west although the direction of the Burlington Skyway is north-south. Northbound traffic on this bridge is assumed to be destined to eastbound routes, while the reverse is assumed for southbound traffic. East(north)bound is the peak direction in the morning peak period and west(south)bound is the peak direction in the afternoon. Contra-flow (flow in the opposite direction during the peak 3 hour period) represents 62% of the peak direction in the morning and 67% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

East(north)bound		West(south)bound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	51502	15:00 to 18:00	56861
6:15 to 9:15	51635	15:15 to 18:15	57620
6:30 to 9:30	51007	15:30 to 18:30	57961
6:45 to 9:45	49897	15:45 to 18:45	57896
7:00 to 10:00	48526	16:00 to 19:00	57186

The absolute peak three hour window in the morning occurs from 6:15 to 9:15 A.M., although the total number of vehicles in a three hour window is very similar for 6:00 to 9:00 A.M. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., however, the number of vehicles is very similar in the three hour time windows beginning 15 minutes earlier and 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 12% higher than the number in the morning peak, which reflects the sustained higher 15 minute traffic volumes over an extended period.

Morning and Afternoon Peak Hour

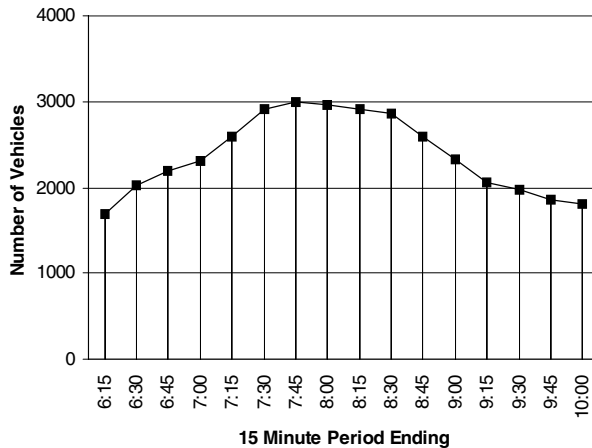
The peak one hour window occurred between 7:30 and 8:30 A.M. with a total of 18733 vehicles representing 36% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 5:00 and 6:00 P.M. with a total of 20428 vehicles representing 35% of the afternoon peak three hours. The afternoon peak hour is 9% larger than the morning peak hour.

Halton Dundas Street Screenline

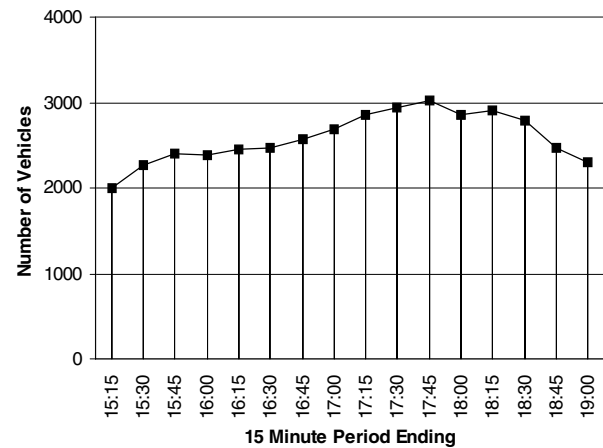
This screenline consists of all major streets crossing the Canadian National Railway tracks in the northern sections of the Cities of Burlington and Oakville. Although the actual direction is northeast and southwest, the screenline is considered to be east-west from the Peel-Halton boundary west to Indian Creek. The traffic directions are considered to be north and south. Northbound is the peak direction in the morning peak period and in the afternoon both directions are very similar but southbound is considered here to be the peak direction. Contra-flow represents 79% of the peak direction in the morning and 94% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

Northbound		Southbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	28441	15:00 to 18:00	28299
6:15 to 9:15	28794	15:15 to 18:15	29110
6:30 to 9:30	28752	15:30 to 18:30	29586
6:45 to 9:45	28441	15:45 to 18:45	29594
7:00 to 10:00	28023	16:00 to 19:00	29503

The absolute peak three hour window in the morning occurs from 6:15 to 9:15 A.M., although the total number of vehicles is very similar in the three hour time window beginning 15 minutes later. In the afternoon, the peak three hours occur from 3:45 to 6:45 P.M., however, the number of vehicles is very similar in the three hour time windows beginning 15 minutes earlier and 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 5% higher than the number in the morning peak.

Morning and Afternoon Peak Hour

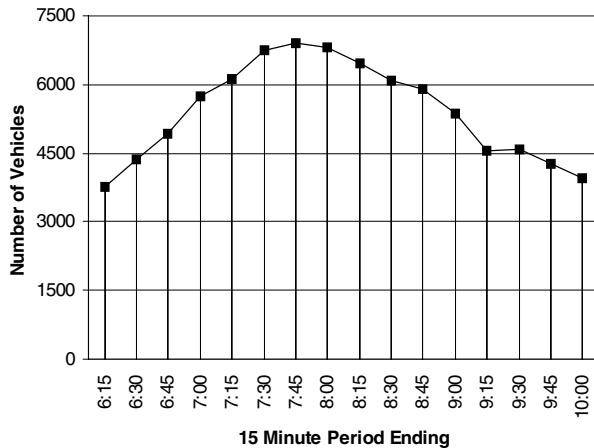
The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 11779 vehicles representing 38% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 5:15 and 6:15 P.M. with a total of 11742 vehicles representing 36% of the afternoon peak three hours. The morning peak hour is less than 1% larger than the afternoon peak hour.

Halton-Peel Screenline

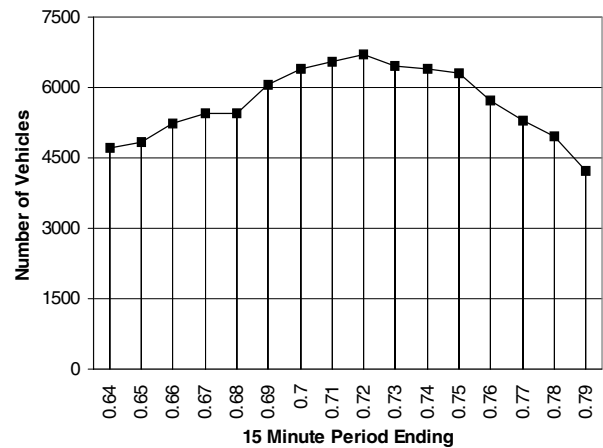
This screenline follows the western boundary of the Regional Municipality of Peel, including the full length of the common boundary with the Regional Municipality of Halton. The screenline follows the jurisdictional boundary and includes all major roads crossing the boundary in the east-west direction. Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 59% of the peak direction in the morning and 68% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

Eastbound.		Westbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	69215	15:00 to 18:00	70562
6:15 to 9:15	70003	15:15 to 18:15	71581
6:30 to 9:30	70203	15:30 to 18:30	72014
6:45 to 9:45	69535	15:45 to 18:45	71720
7:00 to 10:00	67747	16:00 to 19:00	70500

The absolute peak three hour window in the morning occurs from 6:30 to 9:30 A.M., although the total number of vehicles in the three hour window is very similar for 6:15 to 9:15 A.M. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., although the total number of vehicles is very similar in the three hour windows beginning 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 3% higher than the number in the morning peak.

Morning and Afternoon Peak Hour

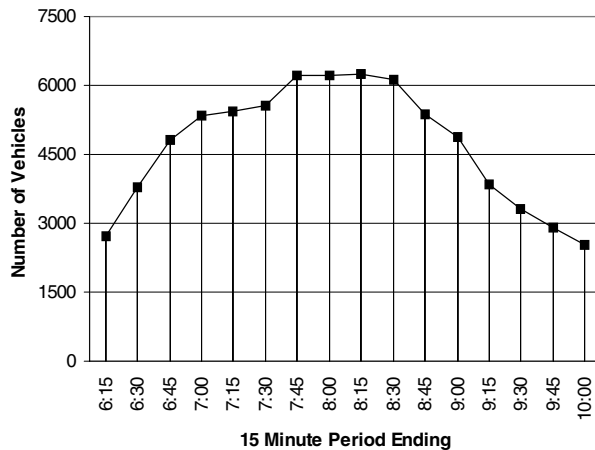
The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 26907 vehicles representing 38% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:45 and 5:45 P.M. with a total of 26108 vehicles representing 36% of the afternoon peak three hours. Despite traffic flow for the afternoon three hour peak period being higher than that for the morning three hour peak period the morning peak hour is 3% larger than the afternoon peak hour.

Peel Steeles Avenue Screenline

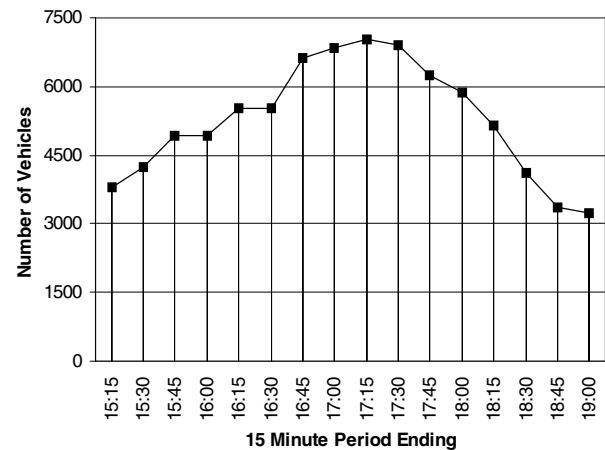
This screenline follows Steeles Avenue in the southern portion of the City of Brampton close to its common boundary with the City of Mississauga all within the Regional Municipality of Peel. The line extends in an east-west direction from the common boundary with the City of Toronto to the common boundary with the Regional Municipality of Halton. The screenline includes all major roads crossing the screenline in the north-south direction. Southbound traffic is the dominant direction in the morning peak period and northbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 54% of the peak direction in the morning and 52% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

Southbound		Northbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	62695	15:00 to 18:00	68430
6:15 to 9:15	63834	15:15 to 18:15	69766
6:30 to 9:30	63361	15:30 to 18:30	69631
6:45 to 9:45	61483	15:45 to 18:45	68065
7:00 to 10:00	58675	16:00 to 19:00	66381

The absolute peak three hour window in the morning occurs from 6:15 to 9:15 A.M., however, the number of vehicles in the absolute peak three hours is very similar to the number of vehicles in the three hour windows beginning 15 minutes earlier. In the afternoon, the peak three hours occur from 3:15 to 6:15 P.M. and is very similar to the number of vehicles in the three hour window beginning 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 9% higher than those in the morning peak.

Morning and Afternoon Peak Hour

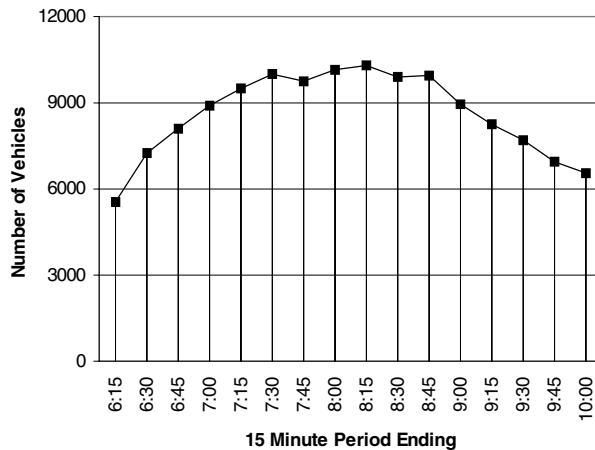
The peak one hour window occurred between 7:30 and 8:30 A.M. with a total of 24814 vehicles representing 39% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. with a total of 27387 vehicles representing 39% of the afternoon peak three hours. The afternoon peak hour is 10% larger than the morning peak hour.

Peel-Toronto Screenline

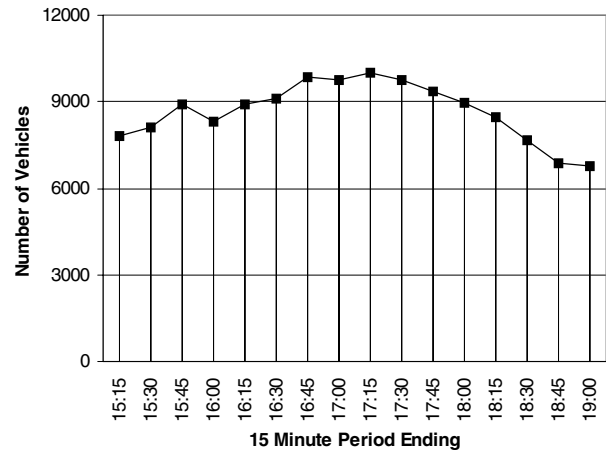
This screenline is located at the western boundary of the City of Toronto and is coincidental with a portion of the eastern boundary of the Regional Municipality of Peel. The potential for vehicles double crossing the jurisdictional boundary is very high in the areas of the south and east of Toronto International Airport. For the sake of consistency, the stations included in the analysis are the same used by the City of Toronto and previously by Metropolitan Toronto. The screenline includes all major roads crossing the boundary in the east-west direction. Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 78% of the peak direction in the morning and 91% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

Eastbound.		Westbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	108224	15:00 to 18:00	108868
6:15 to 9:15	110934	15:15 to 18:15	109521
6:30 to 9:30	111374	15:30 to 18:30	109063
6:45 to 9:45	110263	15:45 to 18:45	107045
7:00 to 10:00	107888	16:00 to 19:00	105502

The absolute peak three hour window in the morning occurs from 6:30 to 9:30 A.M. In the afternoon, the peak three hours occur from 3:15 to 6:15 P.M., however, the number of vehicles is similar in the three hour time window starting 15 minutes later. The number of vehicles in the peak three hours in the morning is 2% higher than the number in the evening peak.

Morning and Afternoon Peak Hour

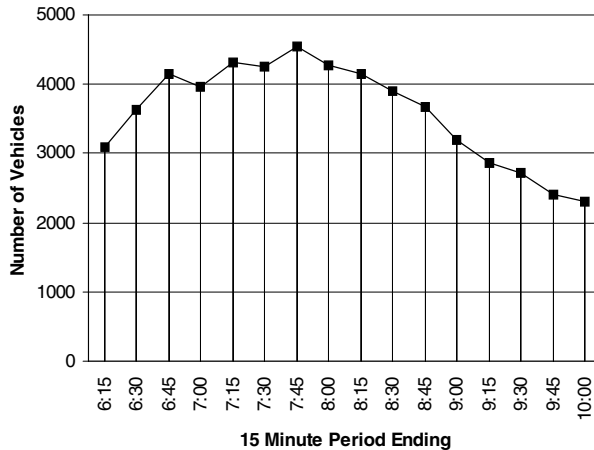
The peak one hour window occurred between 7:45 and 8:45 A.M. with a total of 40246 vehicles representing 36% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. with a total of 39394 vehicles representing 36% of the afternoon peak three hours. The morning peak hour is 2% larger than the afternoon peak hour.

Peel-Simcoe-York Screenline

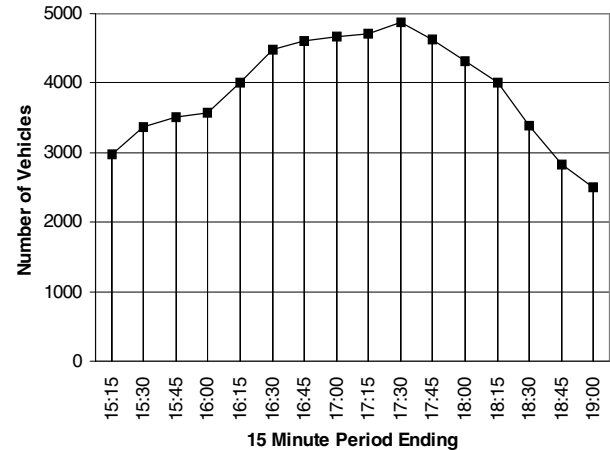
This screenline is located at the western boundary of the Regional Municipality of York where it is coincident with the eastern boundary of the Regional Municipality of Peel and a portion of the south-eastern boundary of the County of Simcoe. Because it is a combination of directions, the screenline includes all major roads crossing the boundary regardless of the direction of the road. This analysis combines the eastbound with the southbound traffic and the westbound with the northbound traffic, which is consistent with travel entering or leaving the Greater Toronto Area. East(south)bound traffic is the dominant direction in the morning peak period and west(north)bound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 58% of the peak direction in the morning and 62% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

East(south)bound.		West(north)bound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	47138	15:00 to 18:00	49730
6:15 to 9:15	46921	15:15 to 18:15	50764
6:30 to 9:30	46018	15:30 to 18:30	50793
6:45 to 9:45	44272	15:45 to 18:45	50123
7:00 to 10:00	42624	16:00 to 19:00	49053

The absolute peak three hour window in the morning occurs from 6:00 to 9:00 A.M. and may have occurred earlier but counts were not taken before 6:00 A.M. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., however, the number of vehicles is very similar in the three hour time window starting 15 minutes earlier. The number of vehicles in the peak three hours in the afternoon is 8% higher than the number in the morning peak, which reflects the sustained higher 15 minute traffic volumes over an extended period.

Morning and Afternoon Peak Hour

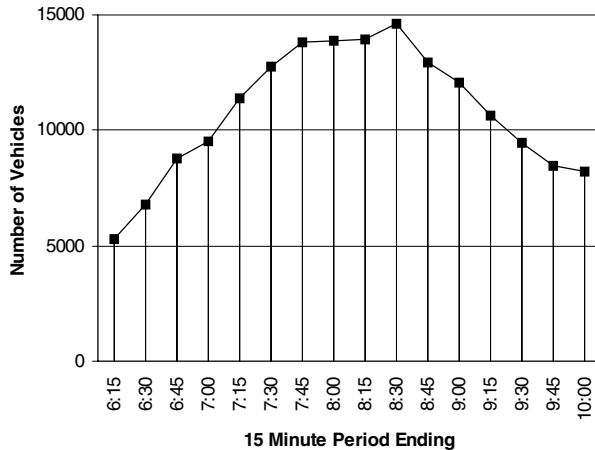
The peak one hour window occurred between 7:00 and 8:00 A.M. with a total of 17397 vehicles representing 37% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:45 and 5:45 P.M. with a total of 18889 vehicles representing 37% of the afternoon peak three hours. The afternoon peak hour is 8.5% higher than the morning peak hour.

Steeles Avenue Screenline

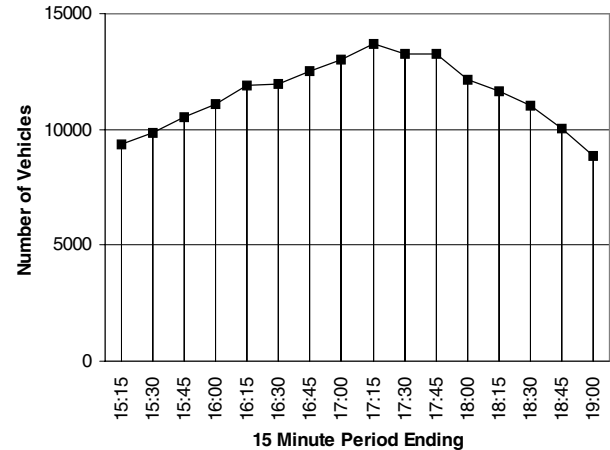
This screenline is located along Steeles Avenue at the northern boundary of the City of Toronto and is coincident with the southern boundary of the Regional Municipality of York. The potential for vehicles double crossing the jurisdictional boundary is very high as Steeles Avenue is a major thoroughfare. Counts are taken on the northern side of Steeles Avenue to minimize the impact of these double crossings. The screenline includes all major roads crossing the boundary in the north-south direction. Southbound traffic is the dominant direction in the morning peak period and northbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 71% of the peak direction in the morning and 84% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

Southbound		Northbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	135716	15:00 to 18:00	142645
6:15 to 9:15	141117	15:15 to 18:15	144929
6:30 to 9:30	143787	15:30 to 18:30	146084
6:45 to 9:45	143483	15:45 to 18:45	145599
7:00 to 10:00	142179	16:00 to 19:00	143329

The absolute peak three hour window in the morning occurs from 6:30 to 9:30 A.M., however, the total number of vehicles is very similar in the three hour window beginning 15 minutes later. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., however, the number of vehicles is very similar in the three hour time window beginning at 3:15 P.M. The number of vehicles in the peak three hours in the afternoon is 2% higher than the number in the morning.

Morning and Afternoon Peak Hour

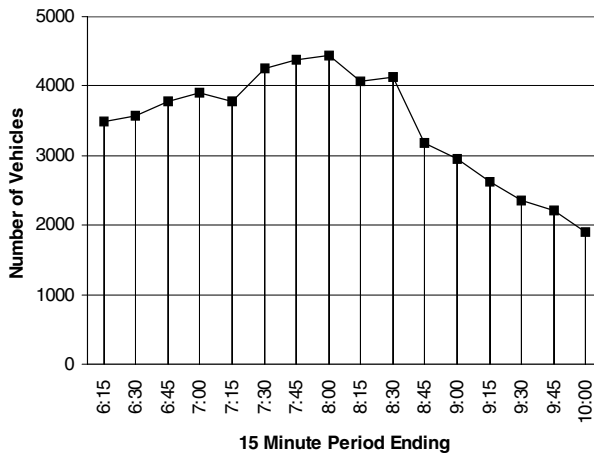
The peak one hour window occurred between 7:30 and 8:30 A.M. with a total of 56194 vehicles representing 39% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:45 and 5:45 P.M. with a total of 53296 vehicles representing 36% of the afternoon peak three hours. Despite traffic flow for the afternoon three hour peak period being higher than that for the morning three hour period the morning peak hour is 5% larger than the afternoon peak hour.

Durham-Toronto Screenline

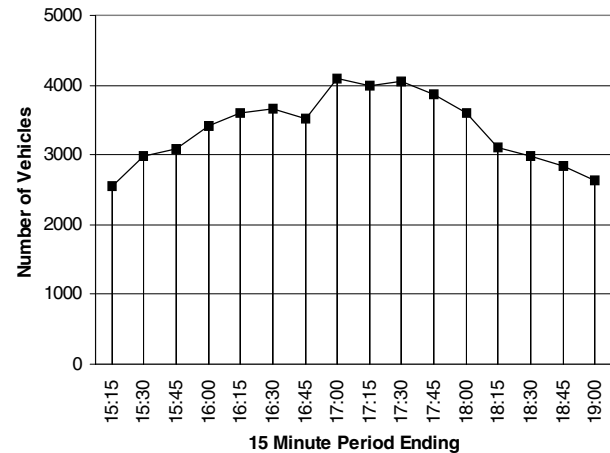
This screenline follows the eastern boundary of the City of Toronto and is coincident with a portion of the western boundary of the Regional Municipality of Durham. The screenline follows the jurisdictional boundary and includes all major roads crossing the boundary in the east-west direction. Westbound traffic is the dominant direction in the morning peak period and eastbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 31% of the peak direction in the morning and 47% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

Westbound		Eastbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	45975	15:00 to 18:00	42436
6:15 to 9:15	45105	15:15 to 18:15	42989
6:30 to 9:30	43875	15:30 to 18:30	42985
6:45 to 9:45	42290	15:45 to 18:45	42737
7:00 to 10:00	40285	16:00 to 19:00	41954

The absolute peak three hour window in the morning occurs from 6:00 to 9:00 A.M. and may have occurred earlier, however, this is unlikely considering the shape of the early part of the graph shown above. In the afternoon, the peak three hours occur from 3:15 to 6:15 P.M., and is essentially the same as the total traffic in the three hour period starting 15 minutes later. The number of vehicles in the peak three hours in the morning is 7% higher than the number in the afternoon peak.

Morning and Afternoon Peak Hour

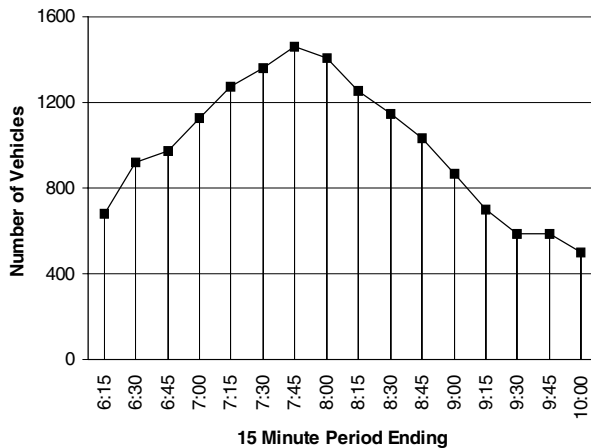
The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 17160 vehicles representing 37% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:45 and 5:45 P.M. with a total of 16014 vehicles representing 37% of the afternoon peak three hours. The morning peak hour is 7% larger than the afternoon peak hour.

Durham-York Screenline

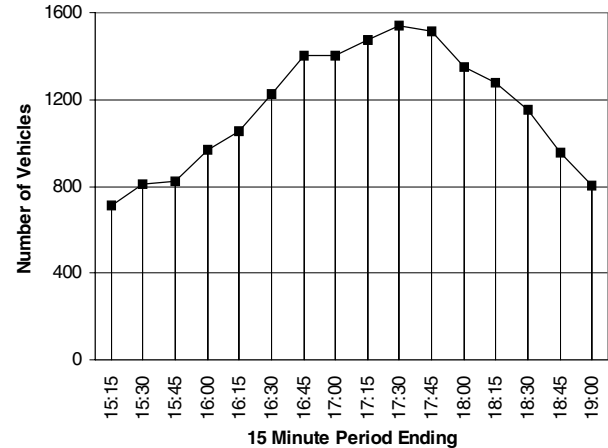
This screenline is located at the eastern boundary of the Regional Municipality of York where it is coincident with the western boundary of the Regional Municipality of Durham. Because it is a combination of directions, the screenline includes all major roads crossing the boundary regardless of the direction of the road. This analysis combines the eastbound with the southbound traffic and the westbound with the northbound traffic. Although this combination of directions is somewhat arbitrary, it is consistent with traffic moving between Durham and York. In addition, the definition is consistent with peak directions of traffic flow. West and northbound traffic is the dominant direction in the morning peak period and east and southbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 37% of the peak direction in the morning and 39% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

West(north)bound.		East(south)bound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	13515	15:00 to 18:00	14270
6:15 to 9:15	13535	15:15 to 18:15	14842
6:30 to 9:30	13200	15:30 to 18:30	15188
6:45 to 9:45	12809	15:45 to 18:45	15318
7:00 to 10:00	12182	16:00 to 19:00	15153

The absolute peak three hour window in the morning occurs from 6:15 to 9:15 A.M., however, the number of vehicles is very similar in the three hour time window from 6:00 to 9:00 A.M. In the afternoon, the peak three hours occur from 3:45 to 6:45 P.M., however, the number of vehicles is very similar in the three hour windows beginning 15 minutes earlier and 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 13% higher than the number in the morning peak, which reflects the sustained higher 15 minute traffic volumes over an extended period.

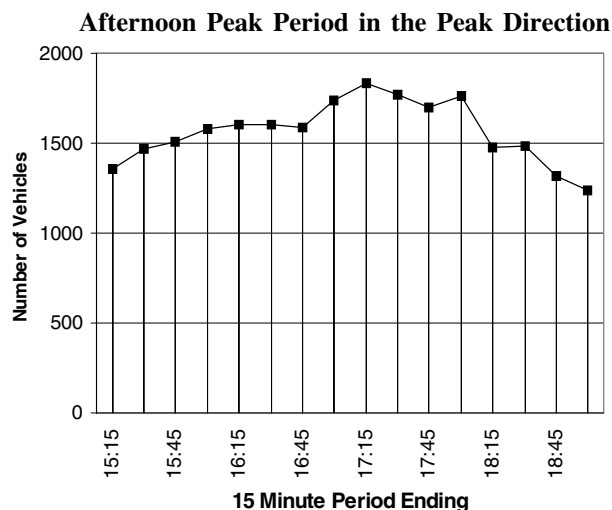
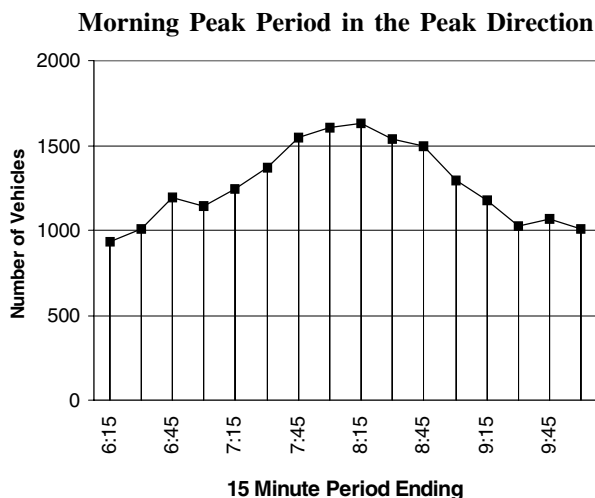
Morning and Afternoon Peak Hour

The peak one hour window occurred between 7:00 and 8:00 A.M. with a total of 5501 vehicles representing 41% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:45 and 5:45 P.M. with a total of 5933 vehicles representing 39% of the afternoon peak three hours. The afternoon peak hour is 8% larger than the morning peak hour.

Durham South (Taunton Road) Screenline

This screenline consists of all major streets crossing Taunton Road, or a continuation of the alignment of this road, in the northern sections of the local municipalities of Pickering, Ajax, Whitby, Oshawa and Clarington. The screenline runs east-west from the eastern boundary of the Regional Municipality of Durham to the common boundary between Durham and the City of Toronto. The traffic directions on the intersecting roads are north and south. Southbound is the peak direction in the morning peak period and northbound is the peak direction in the afternoon. Contra-flow represents 82% of the peak direction in the morning and 93% of the peak direction in the afternoon.

Peak Period Analysis



Peak Three Hours

Southbound		Northbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	15982	15:00 to 18:00	19510
6:15 to 9:15	16225	15:15 to 18:15	19634
6:30 to 9:30	16241	15:30 to 18:30	19650
6:45 to 9:45	16117	15:45 to 18:45	19458
7:00 to 10:00	15989	16:00 to 19:00	19119

The absolute peak three hour window in the morning occurs from 6:30 to 9:30 A.M., however it is essentially the same in the three hour window beginning 15 minutes earlier. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., however, the number of vehicles is essentially the same in the three hour time window beginning at 3:15 P.M. The number of vehicles in the peak three hours in the afternoon is 21% higher than the number in the morning peak.

Morning and Afternoon Peak Hour

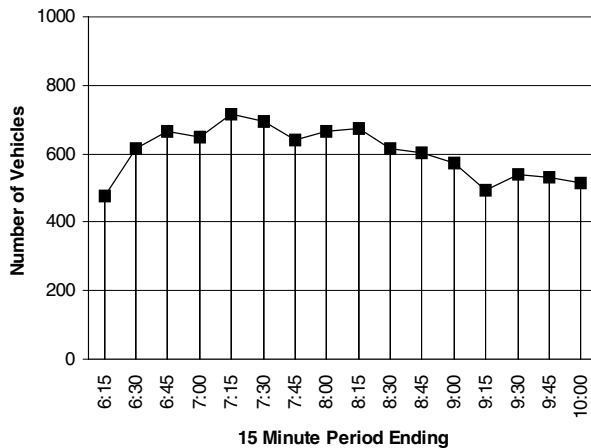
The peak one hour window occurred between 7:30 and 8:30 A.M. with a total of 6313 vehicles representing 39% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 5:00 and 6:00 P.M. with a total of 7065 vehicles representing 36% of the afternoon peak three hours in that direction. The afternoon peak hour is 12% larger than the morning peak hour.

Durham East Screenline

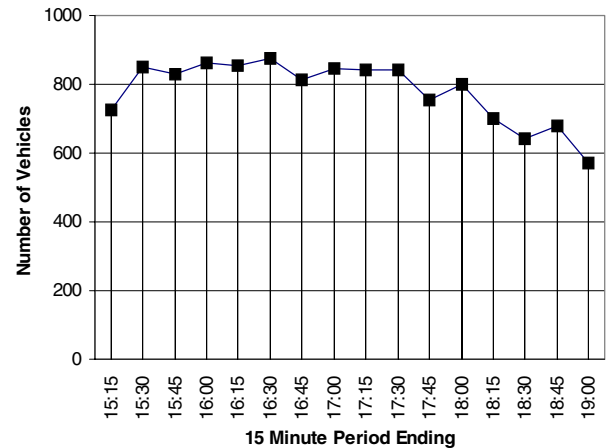
This screenline follows the eastern boundary of the Regional Municipality of Durham. The screenline is north-south in some portions and east-west in others. This analysis combines eastbound with northbound traffic on intersecting roads as a representation of traffic leaving the Greater Toronto area. Conversely, westbound and southbound traffic are combined to represent traffic entering the GTA. West(south)bound traffic is the dominant direction in the morning peak period and east(north)bound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 57% of the peak direction in the morning and 65% of the peak direction in the afternoon.

Peak Period Analysis

Morning Peak Period in the Peak Direction



Afternoon Peak Period in the Peak Direction



Peak Three Hours

West(south)bound		East(north)bound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	7585	15:00 to 18:00	9890
6:15 to 9:15	7599	15:15 to 18:15	9867
6:30 to 9:30	7526	15:30 to 18:30	9658
6:45 to 9:45	7393	15:45 to 18:45	9505
7:00 to 10:00	7261	16:00 to 19:00	9212

The absolute peak three hour window in the morning occurs from 6:15 to 9:15 A.M., however, the number of vehicles is very similar in the three hour period starting 15 minutes earlier as well as the one beginning 15 minutes later. In the afternoon, the peak three hours occur from 3:00 to 6:00 P.M., however the number of vehicles is similar in the period beginning 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 30% higher than the number in the morning peak.

Morning and Afternoon Peak Hour

The peak one hour window occurred between 6:30 and 7:30 A.M. with a total of 2721 vehicles representing 36% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 3:30 and 4:30 P.M. with a total of 3422 vehicles representing 35% of the afternoon peak three hours. The afternoon peak hour is 26% larger than the morning peak hour.

Cordon Count Information

pages 2, 3

- Halton West Screenline
- Halton South Screenline

Data on these pages were extracted from records from the cordon count program carried out by the Regional Municipality of Halton. For more information on counts in this Region, please contact:

Elizabeth Szymanski (905) 825-6161 X7213

pages 4,5

- Halton-Peel Screenline
- Peel Steeles Avenue Screenline

Data on these pages were extracted from records from the cordon count program carried out by the Regional Municipality of Peel. For more information on counts in this Region, please contact:

Greig Bumstead (905) 791-7800 X4554

pages 6, 8, 9

- Peel-Toronto Screenline
- Steeles Avenue Screenline
- Steeles Avenue Screenline

Data on these pages were extracted from records from the cordon count program carried out by the City of Toronto (previously the Municipality of Metropolitan Toronto). For more information on counts in this Region, please contact:

Jeff Bateman (416) 397-0254

pages 7, 10

- Peel-Simcoe-York Screenline
- Durham-Toronto Screenline

Data on these pages were extracted from records from the cordon count program carried out by the Regional Municipality of York. For more information on counts in this Region, please contact:

John Barnes (905) 764-6345 X5030

pages 11, 12

- Durham South (Taunton Road) Screenline
- Durham East Screenline

Data on these pages were extracted from records from the cordon count program carried out by the Regional Municipality of Durham. For more information on counts in this Region, please contact:

Jeff Brooks (905) 728-3994 X3251