

Greater Toronto Area Cordon Count Summary

Analysis of Traffic Trends 1985 to 2001

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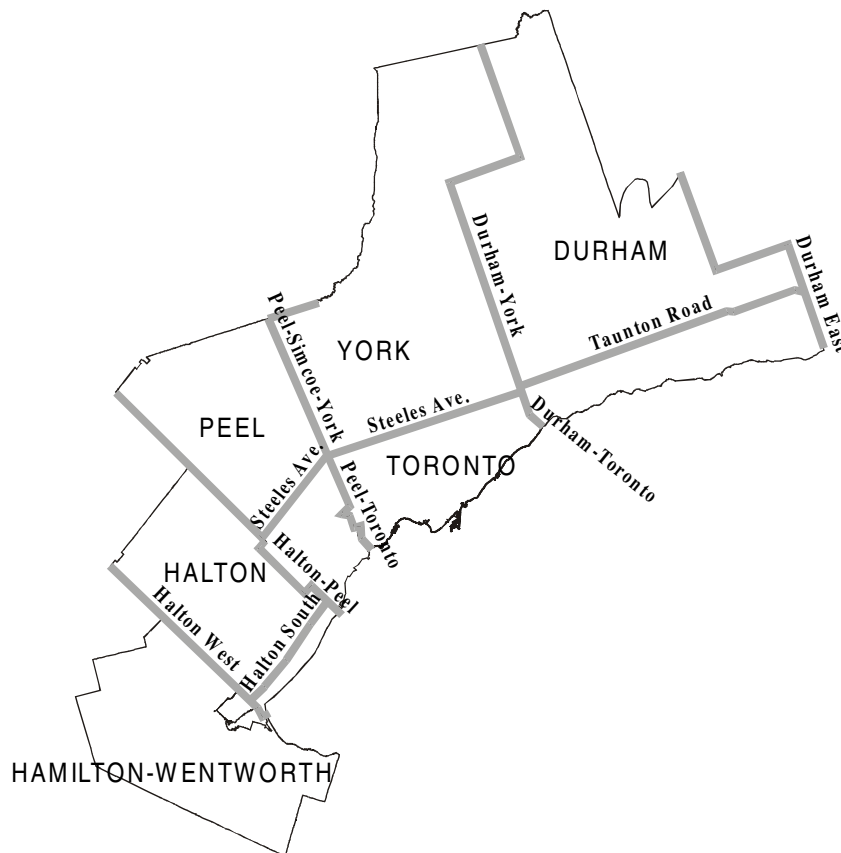
The collection of traffic counts taken by various Regional Governments and the Province of Ontario at various locations in the Greater Toronto Area over the last several years have been assembled in one data base. This report presents a summary of these cordon count data for the period from 1985 until 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 the years indicated and include type of vehicle together with estimates of vehicle occupancy during the hours of daylight.

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 set of common definitions across the data bases, which makes this report possible, is the result of efforts by the Transportation 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 have been chosen to illustrate the changes in vehicular and passenger counts. Common morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 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. A total of ten roads were counted in the years 1985, 1987, 1989, 1991, 1995, a total of 13 in 1998 and a total of 11 in 2001. Passenger loadings on the GO Rail service were appended manually.

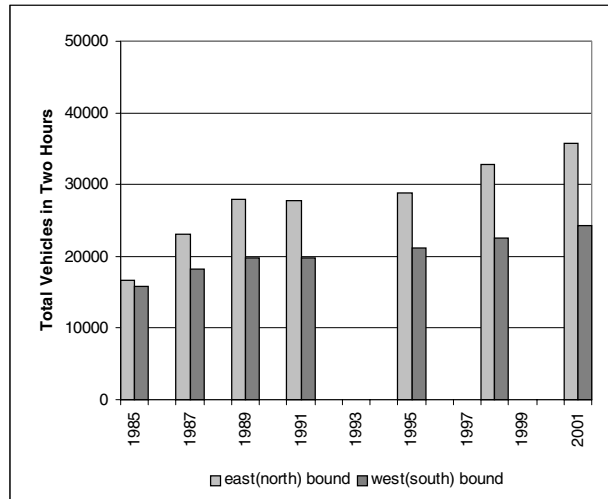
The first table and graphs describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. East(north)bound travel defines the morning peak direction and West(south)bound the afternoon. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic in the afternoon. Traffic volumes eastbound in the morning peak are consistently smaller than traffic volumes westbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

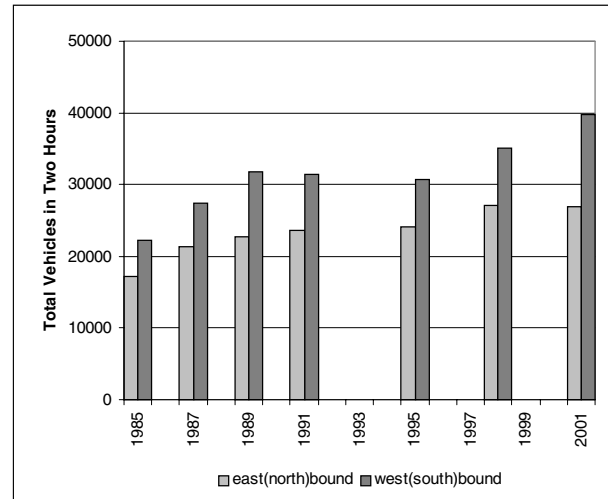
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	East(north)bound		West(south)bound		East(north)bound		West(south)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	16729		15870		17216		22296	
1987	23123	17.6%	18237	7.2%	21362	11.4%	27422	10.9%
1989	27926	9.9%	19830	4.3%	22712	3.1%	31817	7.7%
1991	27784	-0.3%	19877	0.1%	23585	1.9%	31409	-0.6%
1995	28758	0.9%	21136	1.5%	24114	0.6%	30808	-0.5%
1998	32745	4.4%	22532	2.2%	27044	3.9%	35085	4.4%
2001	35782	3.0%	24321	2.6%	26899	-0.2%	39831	4.3%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



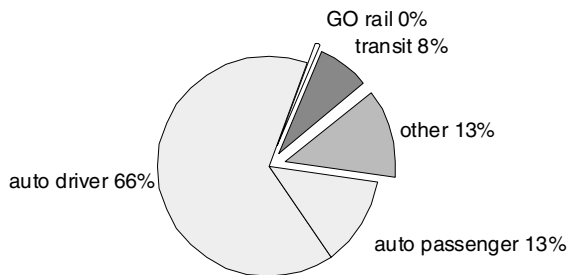
Halton West Screenline

Morning Peak Period (7:00 to 9:00 A.M) East(north)bound Drivers and Passengers by Mode of Travel

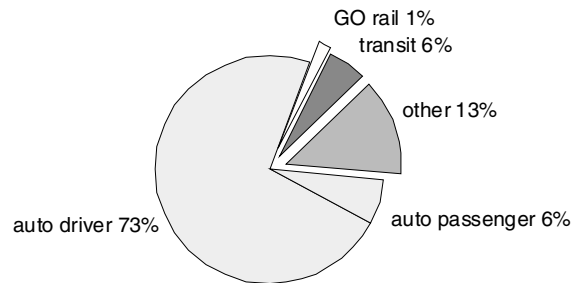
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	13901	2777	1.20	78.9%	2763	13.1%	1615	7.6%	95	0.4%
1987	17415	2608	1.15	70.6%	5560	19.6%	2622	9.2%	163	0.6%
1989	20314	2321	1.11	68.7%	7460	22.7%	2528	7.7%	305	0.9%
1991	21150	3358	1.16	72.9%	6390	19.0%	2341	7.0%	365	1.1%
1995	24362	2398	1.10	81.4%	4274	13.0%	1604	4.9%	248	0.8%
1998	30148	2539	1.08	87.7%	2707	7.3%	1458	3.9%	425	1.1%
2001	30120	2640	1.09	79.7%	5519	13.4%	2262	5.5%	573	1.4%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

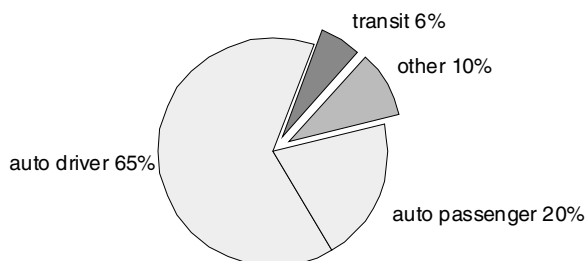


Afternoon Peak Period (4:00 to 6:00 P.M) West(south)bound Drivers and Passengers by Mode of Travel

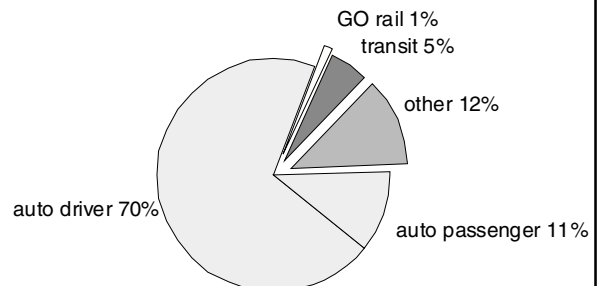
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	19360	6023	1.31	84.8%	2867	9.6%	1691	5.6%	0	0.0%
1987	20987	5290	1.25	73.3%	6306	17.6%	3188	8.9%	61	0.2%
1989	24916	3896	1.16	77.5%	6806	18.3%	1426	3.8%	147	0.4%
1991	24710	6113	1.25	76.8%	6580	16.4%	2565	6.4%	169	0.4%
1995	27195	4056	1.15	85.9%	3519	9.7%	1375	3.8%	235	0.6%
1998	32036	5503	1.17	88.4%	2890	6.8%	1745	4.1%	290	0.7%
2001	33730	5397	1.16	81.4%	5981	12.4%	2553	5.3%	410	0.9%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



Halton Dundas Street Screenline

This screenline consists of all major streets crossing the Dundas Street (Highway #5) 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. A total of 14 roads were counted in 1985, in 1987, 1989, 1991, 1995 and 1998 a total of 17 roads were counted and in 2001 a total of 16 roads were counted. GO Rail service does not intersect this screenline.

The table and graphs on this page describe total vehicles (excluding bicycles) crossing the screenline in the morning

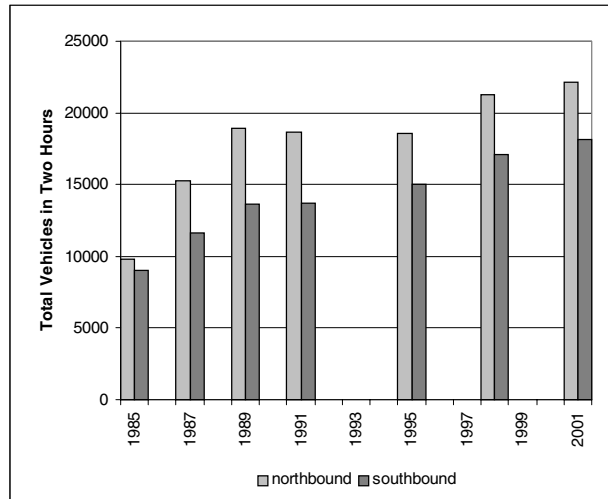
and afternoon peak periods by direction of travel. Northbound travel defines the morning peak direction and southbound the afternoon. Morning and afternoon peak periods show similar patterns of growth. The afternoon peak period has consistently more traffic than the morning peak, although the differences are small. Traffic volumes northbound in the morning peak are very similar to traffic volumes southbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

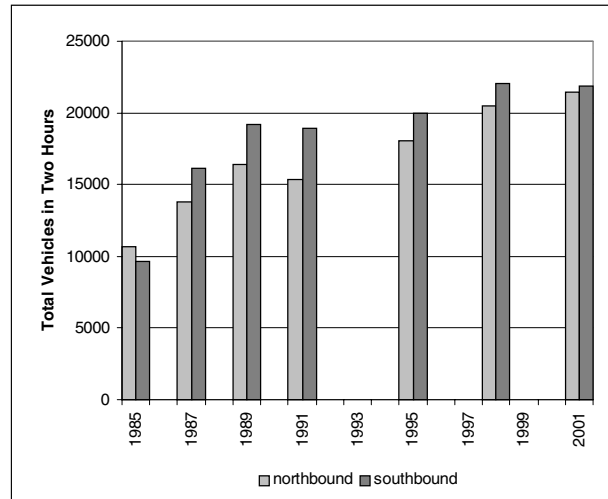
Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	9801		9034		10702		9602	
1987	15299	24.9%	11593	13.3%	13808	13.6%	16154	29.7%
1989	18896	11.1%	13646	8.5%	16398	9.0%	19205	9.0%
1991	18663	-0.6%	13721	0.3%	15324	-3.3%	18944	-0.7%
1995	18608	-0.1%	15007	2.3%	18040	4.2%	19997	1.4%
1998	21237	4.5%	17064	4.4%	20506	4.4%	22086	3.4%
2001	22141	1.4%	18112	2.0%	21418	1.5%	21873	-0.3%

Morning Peak Period (7:00 to 9:00 A.M.)



Afternoon Peak Period (4:00 to 6:00 P.M.)



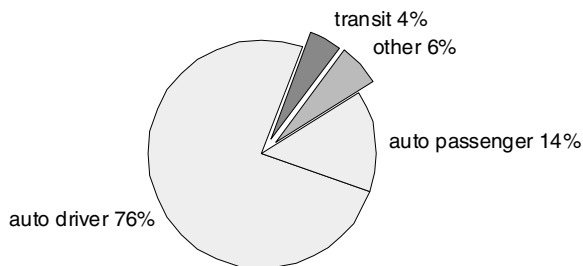
Halton Dundas Street Screenline

Morning Peak Period (7:00 to 9:00 A.M) Northbound Drivers and Passengers by Mode of Travel

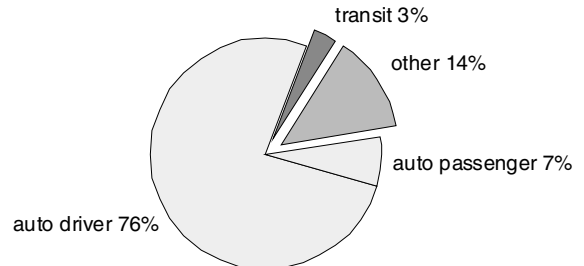
	private automobiles				other*		bus		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	8788	1828	1.21	88.5%	952	7.9%	425	3.5%	0	0.0%
1987	12888	1846	1.14	83.2%	2287	12.9%	688	3.9%	0	0.0%
1989	15687	3036	1.19	82.7%	3012	13.3%	891	3.9%	0	0.0%
1991	16020	2359	1.15	83.2%	2495	11.3%	1221	5.5%	0	0.0%
1995	16764	2055	1.12	88.6%	1705	8.0%	723	3.4%	0	0.0%
1998	19509	1886	1.10	89.4%	1541	6.4%	986	4.1%	0	0.0%
2001	18716	1716	1.09	83.4%	3326	13.6%	730	3.0%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

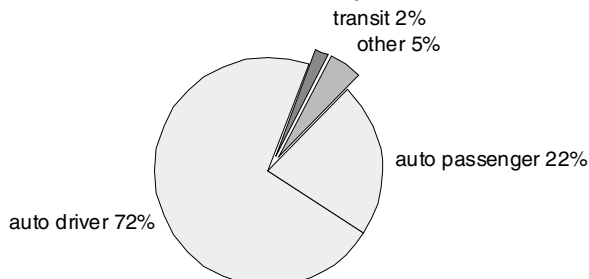


Afternoon Peak Period (4:00 to 6:00 P.M) Southbound Drivers and Passengers by Mode of Travel

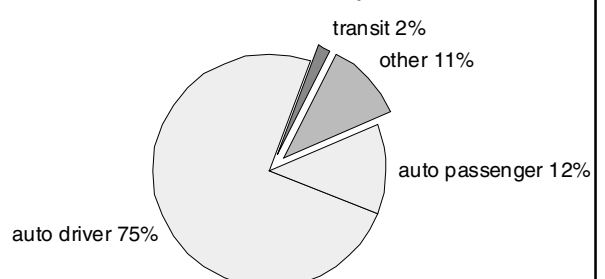
	private automobiles				other*		bus		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	8560	2482	1.29	90.5%	1023	8.4%	139	1.1%	0	0.0%
1987	13830	3208	1.23	83.3%	2274	11.1%	1145	5.6%	0	0.0%
1989	16208	4456	1.27	85.9%	2939	12.2%	462	1.9%	0	0.0%
1991	16322	3648	1.22	88.0%	2573	11.3%	149	0.7%	0	0.0%
1995	18314	3812	1.21	92.2%	1628	6.8%	236	1.0%	0	0.0%
1998	20833	3740	1.18	93.9%	1155	4.4%	440	1.7%	0	0.0%
2001	18994	3117	1.16	87.3%	2831	11.2%	394	1.6%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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. A total of 19 roads were counted in the years 1985 and 1987, a total of 18 were counted in 1989, a total of 20 in 1991, a total of 21 in the years 1993 and 1995, a total of 23 in 1998 and a total of 21 in 2001.

The table and graphs on this page describe total vehicles

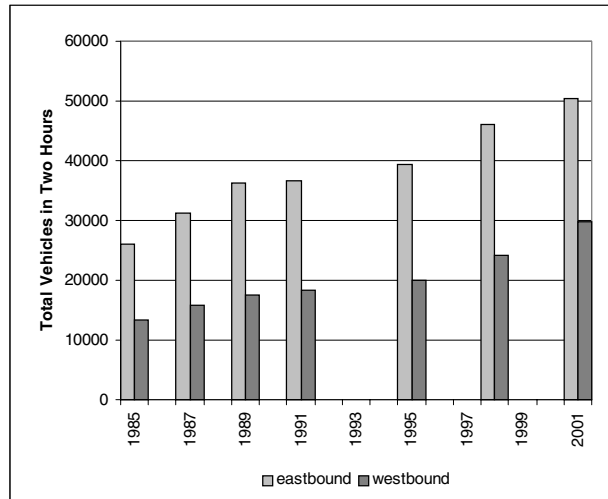
(excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Eastbound travel defines the morning peak direction and westbound the afternoon. Morning and afternoon peak periods show similar patterns of growth with more traffic in the afternoon from 1985 to 1995 and similar traffic volumes in 1998 and 2001. Traffic volumes eastbound in the morning peak are very similar to traffic volumes westbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

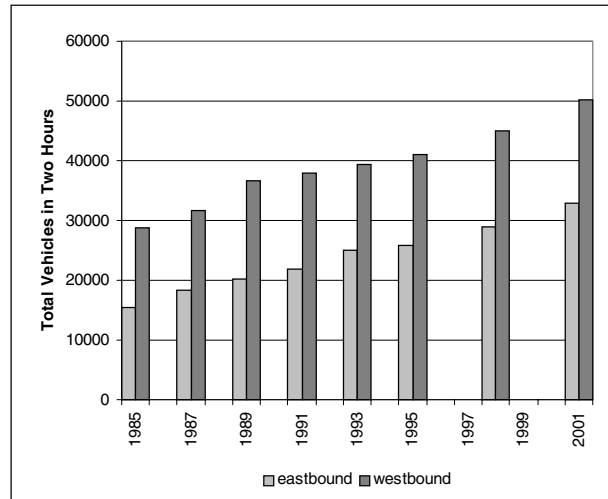
Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Eastbound		Westbound		Eastbound		Westbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	26109		13299		15329		28825	
1987	31169	9.3%	15861	9.2%	18404	9.6%	31638	4.8%
1989	36244	7.8%	17527	5.1%	20128	4.6%	36700	7.7%
1991	36608	0.5%	18354	2.3%	21953	4.4%	37834	1.5%
1993	39056	3.3%	20075	4.6%	25027	6.8%	39375	2.0%
1995	39360	0.4%	20841	1.9%	25850	1.6%	41068	2.1%
1998	45984	5.3%	24200	5.1%	28861	3.7%	45041	3.1%
2001	50383	3.1%	29729	7.1%	32976	4.5%	50306	3.8%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



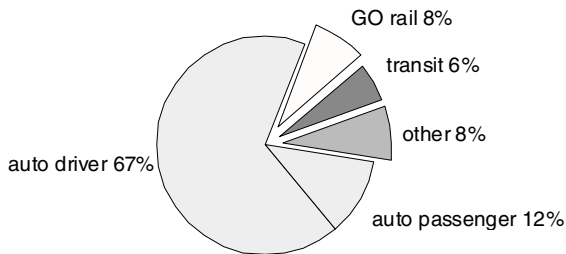
Halton-Peel Screenline

Morning Peak Period (7:00 to 9:00 A.M) Eastbound Drivers and Passengers by Mode of Travel

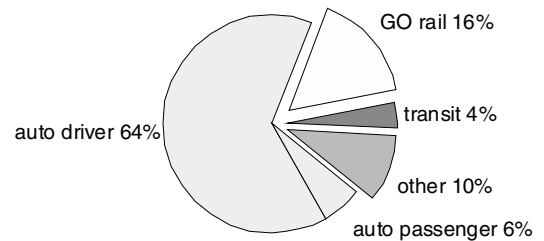
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	23235	3995	1.17	78.5%	2769	8.0%	2039	5.9%	2653	7.6%
1987	27914	4329	1.16	75.7%	3148	7.4%	1797	4.2%	5433	12.7%
1989	32598	4321	1.13	75.6%	3525	7.2%	2104	4.3%	6313	12.9%
1991	32960	4647	1.14	72.8%	3490	6.8%	3177	6.2%	7372	14.3%
1993	35190	4248	1.12	74.5%	3756	7.1%	2407	4.5%	7369	13.9%
1995	35007	4270	1.12	75.2%	4243	8.1%	1398	2.7%	7281	13.9%
1998	40664	3987	1.10	72.1%	5167	8.3%	2965	4.8%	9106	14.7%
2001	43542	3914	1.09	70.2%	6700	9.9%	2685	4.0%	10748	15.9%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

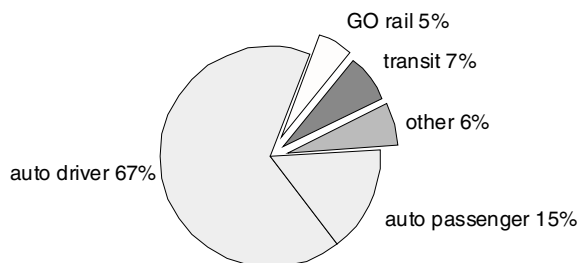


Afternoon Peak Period (4:00 to 6:00 P.M) Westbound Drivers and Passengers by Mode of Travel

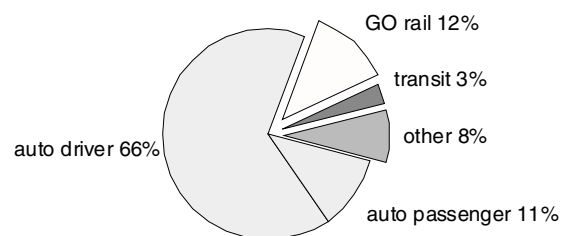
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	26237	6034	1.23	82.0%	2491	6.3%	2736	6.9%	1877	4.8%
1987	28643	6373	1.22	78.7%	2905	6.5%	2071	4.7%	4487	10.1%
1989	33361	6677	1.20	78.9%	3233	6.4%	2052	4.0%	5420	10.7%
1991	34597	7700	1.22	78.9%	3111	5.8%	2455	4.6%	5759	10.7%
1993	35748	7407	1.21	79.2%	3548	6.5%	2246	4.1%	5547	10.2%
1995	36673	6865	1.19	75.8%	4197	7.3%	4383	7.6%	5324	9.3%
1998	40462	5873	1.15	78.8%	4086	7.0%	2408	4.1%	5950	10.1%
2001	44769	7741	1.17	76.9%	5407	7.9%	2160	3.2%	8177	12.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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. A total of 13 roads were counted in the year 1985, a total of 12 were counted in 1987 and a total of 14 in 1989, 1991, 1993 1995, 1998 and 2001.

The table and graphs on this page describe total vehicles (excluding bicycles and rail vehicles) crossing the screen-

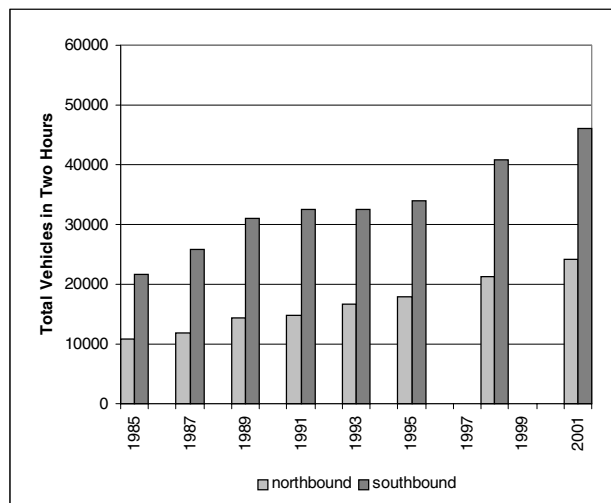
line in the morning and afternoon peak periods by direction of travel. Southbound travel defines the morning peak direction and northbound the afternoon. Morning and afternoon peak periods show similar patterns of growth. Traffic volumes southbound in the morning peak were similar to traffic volumes northbound in the afternoon peak in earlier counts with the afternoon peak becoming larger in recent years.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

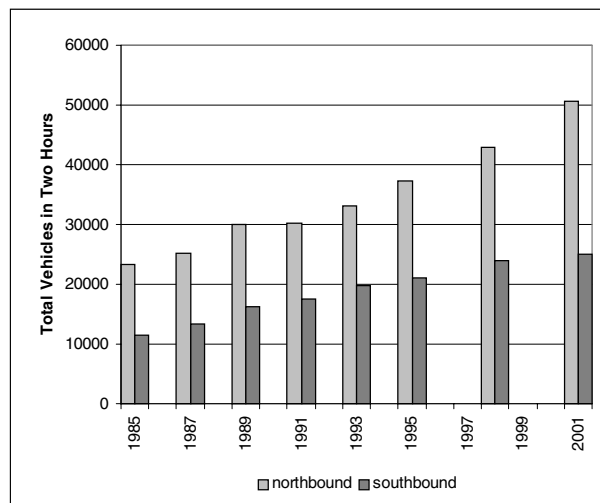
**Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth**

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	10926		21661		23416		11556	
1987	11840	4.1%	25846	9.2%	25266	3.9%	13352	7.5%
1989	14395	10.3%	31010	9.5%	29934	8.8%	16277	10.4%
1991	14765	1.3%	32437	2.3%	30229	0.5%	17444	3.5%
1993	16745	6.5%	32536	0.2%	33052	4.6%	19689	6.2%
1995	17881	3.3%	34003	2.2%	37228	6.1%	20969	3.2%
1998	21325	6.0%	40793	6.3%	43017	4.9%	23884	4.4%
2001	24207	4.3%	46068	4.1%	50544	5.5%	25086	1.7%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



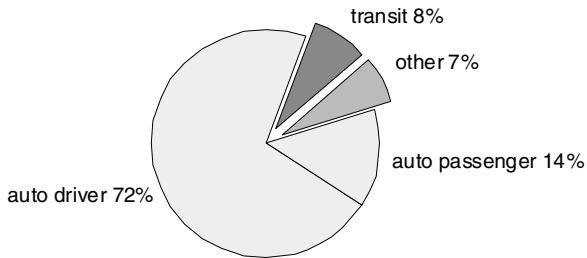
Peel Steeles Avenue Screenline

Morning Peak Period (7:00 to 9:00 A.M) Southbound Drivers and Passengers by Mode of Travel

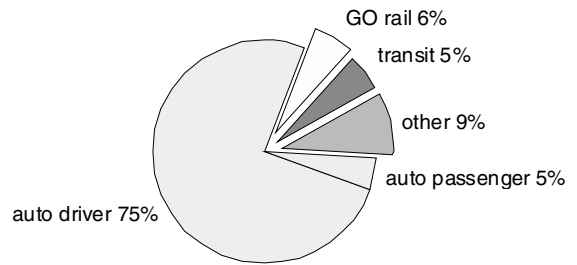
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	19694	3780	1.19	85.7%	1854	6.8%	2058	7.5%	0	0.0%
1987	23400	3928	1.17	83.3%	2292	7.0%	3169	9.7%	0	0.0%
1989	28078	4250	1.15	82.7%	2766	7.1%	1777	4.5%	2236	5.7%
1991	29532	4765	1.16	80.8%	2721	6.4%	2906	6.9%	2499	5.9%
1993	29073	3314	1.11	80.2%	3319	8.2%	2361	5.8%	2323	5.8%
1995	30368	4072	1.13	81.1%	3505	8.3%	2328	5.5%	2173	5.1%
1998	36300	3934	1.11	80.0%	4340	8.6%	2902	5.8%	2829	5.6%
2001	41206	2724	1.07	80.3%	4757	8.7%	2915	5.3%	3135	5.7%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

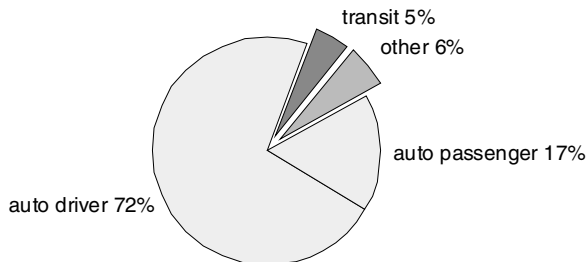


Afternoon Peak Period (4:00 to 6:00 P.M) Northbound Drivers and Passengers by Mode of Travel

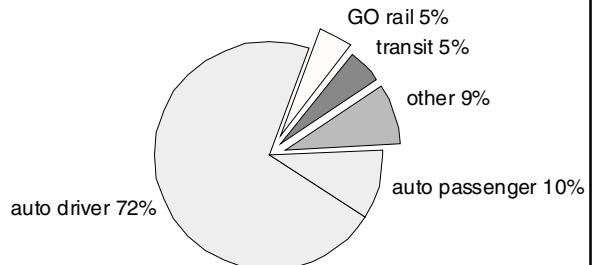
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	21513	4965	1.23	89.1%	1828	6.2%	1416	4.8%	0	0.0%
1987	22898	5340	1.23	87.9%	2276	7.1%	1625	5.1%	0	0.0%
1989	27545	5716	1.21	84.7%	2281	5.8%	1805	4.6%	1916	4.9%
1991	27651	6046	1.22	83.9%	2464	6.1%	1816	4.5%	2187	5.4%
1993	30116	5994	1.20	83.1%	2859	6.6%	2339	5.4%	2152	5.0%
1995	33877	6165	1.18	84.2%	3259	6.9%	2353	4.9%	1910	4.0%
1998	38822	6340	1.16	83.6%	4117	7.6%	2367	4.4%	2371	4.4%
2001	45010	6273	1.14	81.8%	5468	8.7%	3010	4.8%	2911	4.6%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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, previously the Municipality of Metropolitan Toronto. The screenline includes all major roads crossing the boundary in the east-west direction. A total of 21 cordon count stations were counted in the years 1985, 1987, 1989, 1991, 1993, 1995, 1998 and 2001 which include appropriate locations on the GO rail lines.

The table and graphs on this page describe total vehicles

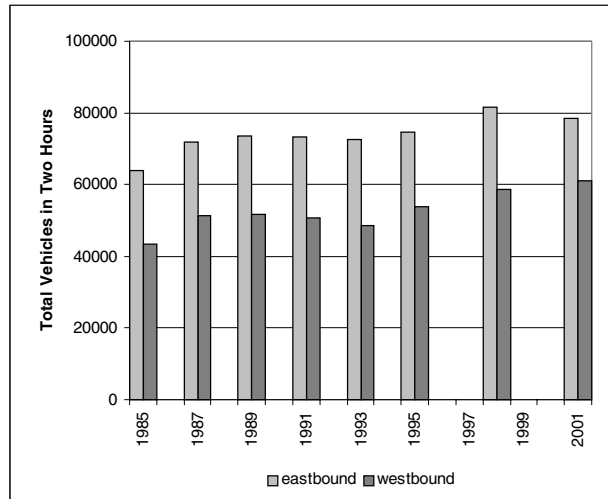
(excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with the afternoon period having consistently more traffic than the morning. Traffic volumes eastbound in the morning peak are similar to traffic volumes westbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

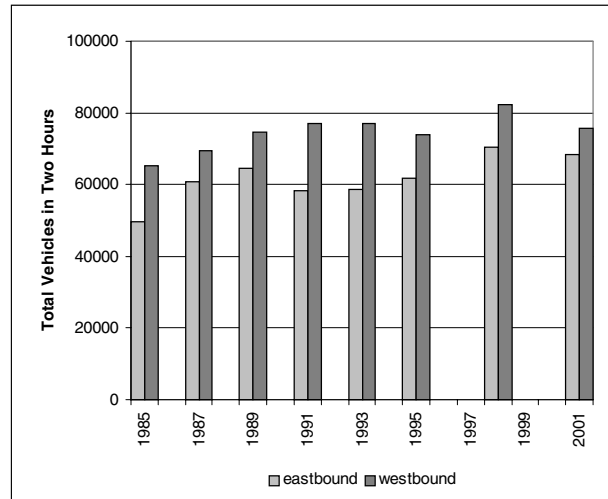
Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Eastbound		Westbound		Eastbound		Westbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	64020		43445		49729		65139	
1987	71730	5.9%	51271	8.6%	60902	10.7%	69416	3.2%
1989	73728	1.4%	51631	0.4%	64671	3.0%	74758	3.8%
1991	73351	-0.3%	50593	-1.0%	58280	-5.1%	77197	1.6%
1993	72731	-0.4%	48730	-1.9%	58704	0.4%	76985	-0.1%
1995	74779	1.4%	53987	5.3%	61693	2.5%	73805	-2.1%
1998	81747	3.0%	58805	2.9%	70418	4.5%	82378	3.7%
2001	78421	-1.4%	60940	1.2%	68474	-0.9%	75685	-2.8%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



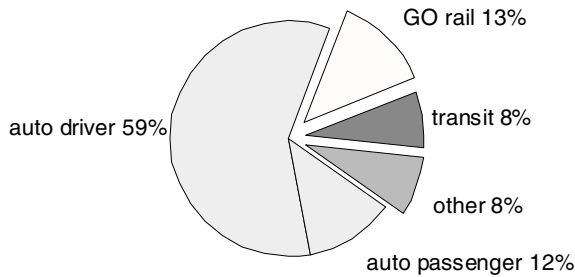
Peel-Toronto Screenline

Morning Peak Period (7:00 to 9:00 A.M) Eastbound Drivers and Passengers by Mode of Travel

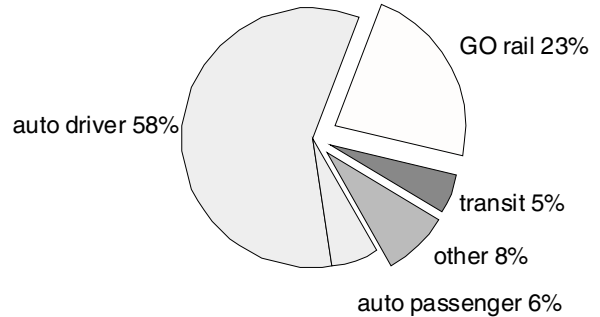
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	56311	11577	1.21	71.2%	7810	8.2%	7197	7.5%	12431	13.0%
1987	61981	11644	1.19	69.4%	9901	9.3%	8900	8.4%	13658	12.9%
1989	63581	11856	1.19	67.0%	10772	9.6%	9042	8.0%	17276	15.4%
1991	63828	11597	1.18	67.0%	9333	8.3%	7890	7.0%	19890	17.7%
1993	63823	11696	1.18	68.4%	9644	8.7%	5088	4.6%	20115	18.2%
1995	65374	10221	1.16	67.9%	10053	9.0%	6191	5.6%	19559	17.6%
1998	72440	9040	1.12	67.2%	9408	7.8%	7290	6.0%	23153	19.1%
2001	68918	6981	1.10	64.4%	9401	8.0%	6030	5.1%	26596	22.6%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

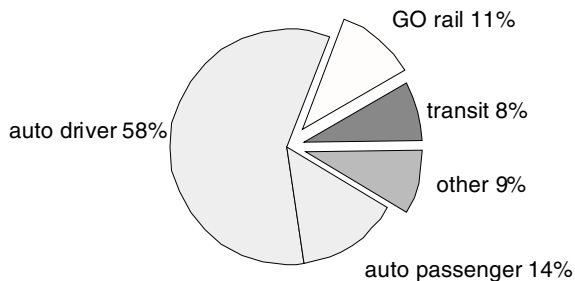


Afternoon Peak Period (4:00 to 6:00 P.M) Westbound Drivers and Passengers by Mode of Travel

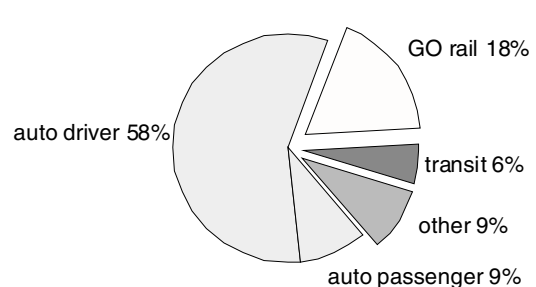
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	57116	13986	1.24	72.3%	8765	8.9%	7966	8.1%	10545	10.7%
1987	60509	15828	1.26	72.1%	9393	8.9%	8232	7.8%	11914	11.3%
1989	65910	16530	1.25	71.1%	9569	8.2%	9325	8.0%	14682	12.7%
1991	67898	17309	1.25	71.5%	9643	8.1%	8375	7.0%	15892	13.3%
1993	67796	15590	1.23	71.8%	10534	9.1%	6164	5.3%	16068	13.8%
1995	65001	14381	1.22	70.1%	9770	8.6%	8703	7.7%	15415	13.6%
1998	73154	15540	1.21	71.4%	9836	7.9%	7602	6.1%	18014	14.5%
2001	65726	10707	1.16	67.2%	10180	9.0%	6489	5.7%	20572	18.1%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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 southeastern 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. A total of 6 cordon count stations were counted in the years 1985, 7 were counted in 1987, 1989, 1991 and 1993, 25 were counted in 1995, 8 were counted in 1998 and 26 were counted in 2001.

The table and graphs on this page describe total vehicles

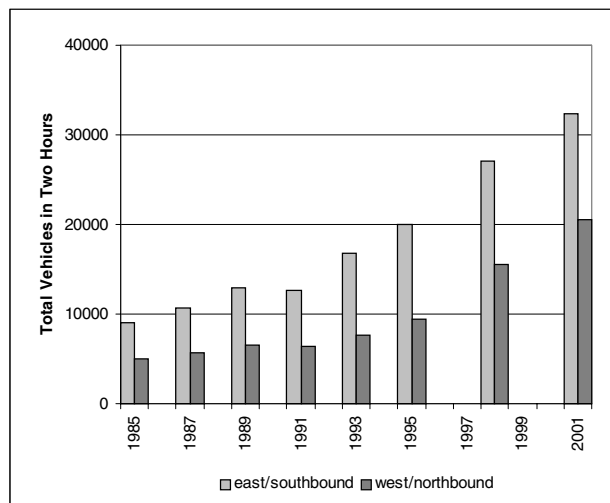
(excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. East(south)bound traffic is the dominant direction in the morning peak period and west(north)bound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic in the afternoon. Traffic volumes eastbound in the morning peak are slightly smaller than the traffic volumes westbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001

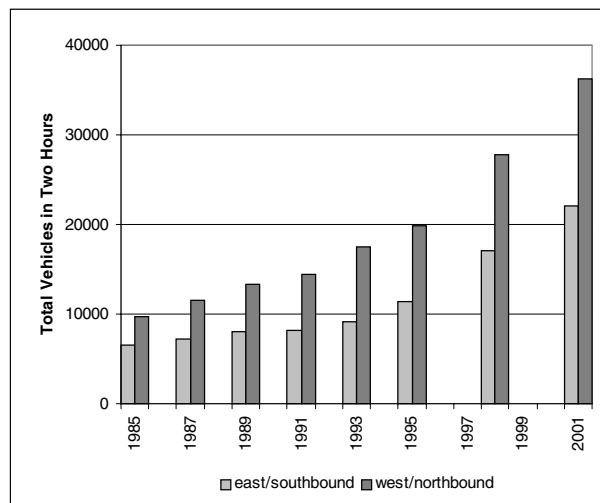
Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	east/southbound		west/northbound		east/southbound		west/northbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	9049		5004		6531		9710	
1987	10720	8.8%	5678	6.5%	7241	5.3%	11461	8.6%
1989	12855	9.5%	6577	7.6%	8051	5.4%	13391	8.1%
1991	12645	-0.8%	6430	-1.1%	8222	1.1%	14432	3.8%
1993	16800	15.3%	7629	8.9%	9113	5.3%	17500	10.1%
1995	20066	9.3%	9493	11.5%	11395	11.8%	19921	6.7%
1998	27035	10.4%	15539	17.9%	17017	14.3%	27830	11.8%
2001	32314	6.1%	20551	9.8%	22075	9.1%	36315	9.3%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



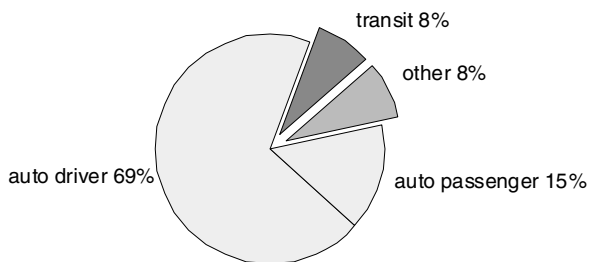
Peel-Simcoe-York Screenline

Morning Peak Period (7:00 to 9:00 A.M) East(south)bound Drivers and Passengers by Mode of Travel

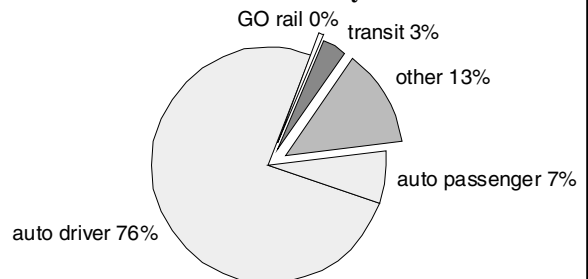
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	8082	1743	1.22	84.3%	928	8.0%	905	7.8%	0	0.0%
1987	9470	1855	1.20	83.0%	1202	8.8%	1111	8.1%	0	0.0%
1989	11339	2087	1.18	86.6%	1480	9.6%	589	3.8%	0	0.0%
1991	11179	2030	1.18	86.0%	1429	9.3%	717	4.7%	0	0.0%
1993	15078	2193	1.15	86.4%	1840	9.2%	878	4.4%	0	0.0%
1995	17699	2177	1.12	85.1%	2588	11.1%	837	3.6%	58	0.2%
1998	23986	2313	1.10	87.7%	3257	10.9%	424	1.4%	0	0.0%
2001	27618	2647	1.10	82.9%	4909	13.4%	1219	3.3%	118	0.3%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

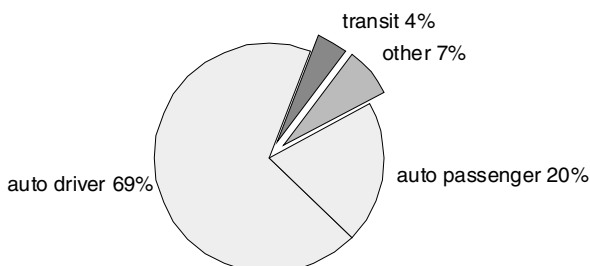


Afternoon Peak Period (4:00 to 6:00 P.M) West(north)bound Drivers and Passengers by Mode of Travel

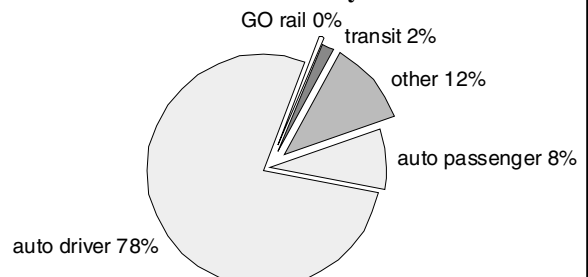
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	8791	2548	1.29	88.7%	885	6.9%	554	4.3%	0	0.0%
1987	10038	2673	1.27	86.2%	1390	9.4%	647	4.4%	0	0.0%
1989	11522	2929	1.25	87.3%	1837	11.1%	264	1.6%	0	0.0%
1991	13021	3796	1.29	88.3%	1368	7.2%	865	4.5%	0	0.0%
1993	15846	3337	1.21	89.6%	1775	8.3%	444	2.1%	0	0.0%
1995	17749	2873	1.16	88.1%	2318	9.9%	465	2.0%	0	0.0%
1998	25161	2736	1.11	87.8%	2712	8.5%	1162	3.7%	0	0.0%
2001	31738	3369	1.11	86.1%	4828	11.8%	707	1.7%	120	0.3%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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. A total of 31 cordon count stations were counted in the year 1985, 35 were counted in 1987, 39 were counted in 1989, 42 were counted in 1991, 45 were counted in 1993, 43 were counted in 1995 and 1998 and 45 were counted in 2001 which include appropriate locations on the GO rail lines.

The table and graphs on this page describe total vehicles (excluding bicycles and rail vehicles) crossing the screen-

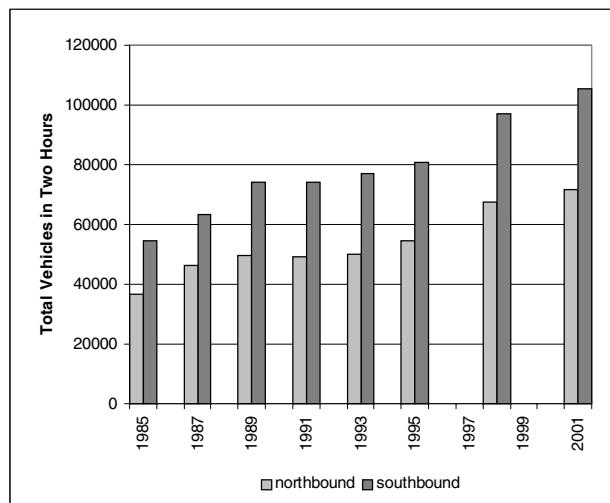
line in the morning and afternoon peak periods by direction of travel. Southbound traffic is the dominant direction in the morning peak period and northbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic in the afternoon. Traffic volumes southbound in the morning peak are very similar in magnitude to the traffic volumes northbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

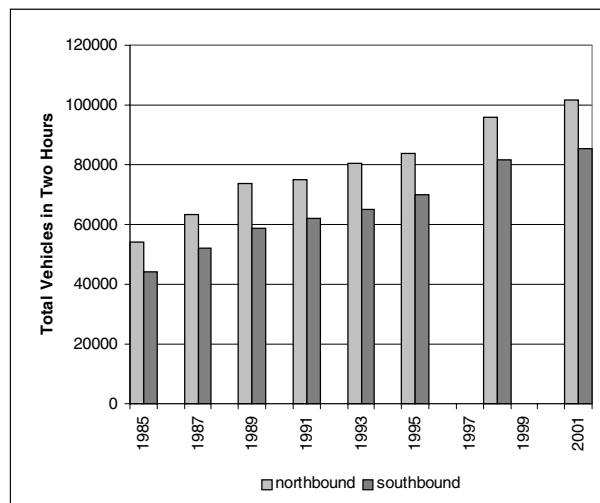
Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	36773		54535		54357		43984	
1987	46360	12.3%	63196	7.6%	63198	7.8%	52199	8.9%
1989	49701	3.5%	74027	8.2%	73801	8.1%	58546	5.9%
1991	49254	-0.5%	74314	0.2%	75171	0.9%	62289	3.1%
1993	49795	0.5%	77287	2.0%	80338	3.4%	64988	2.1%
1995	54756	4.9%	80999	2.4%	83700	2.1%	69918	3.7%
1998	67646	7.3%	97137	6.2%	95945	4.7%	81664	5.3%
2001	71752	2.0%	105374	2.8%	101786	2.0%	85331	1.5%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



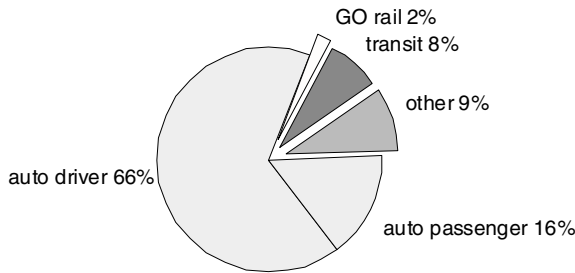
Steeles Avenue Screenline

Morning Peak Period (7:00 to 9:00 A.M) Southbound Drivers and Passengers by Mode of Travel

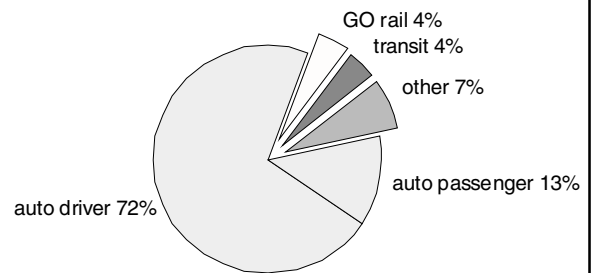
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	47793	11200	1.23	81.7%	6488	9.0%	5520	7.6%	1242	1.7%
1987	55299	11737	1.21	80.9%	7554	9.1%	6661	8.0%	1617	2.0%
1989	65274	14300	1.22	81.2%	8324	8.5%	7926	8.1%	2162	2.2%
1991	65750	14470	1.22	81.4%	8052	8.2%	7034	7.1%	3266	3.3%
1993	68064	13632	1.20	83.8%	9671	9.9%	3147	3.2%	2994	3.1%
1995	72072	13031	1.18	81.6%	9420	9.0%	6174	5.9%	3551	3.4%
1998	87070	15630	1.18	84.4%	9788	8.0%	5328	4.4%	3797	3.1%
2001	92116	16254	1.18	84.2%	9383	7.3%	5377	4.2%	5596	4.3%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

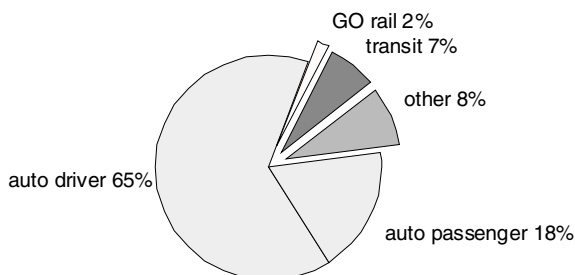


Afternoon Peak Period (4:00 to 6:00 P.M) Northbound Drivers and Passengers by Mode of Travel

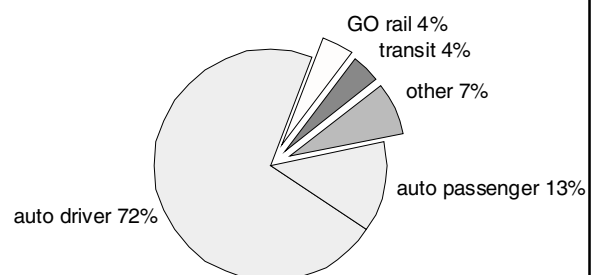
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	48019	13368	1.28	83.3%	6156	8.4%	4999	6.8%	1149	1.6%
1987	54839	13580	1.25	80.1%	8086	9.5%	7421	8.7%	1488	1.7%
1989	64591	14309	1.22	82.2%	8915	9.3%	5958	6.2%	2168	2.3%
1991	66311	17264	1.26	83.3%	8489	8.5%	5728	5.7%	2593	2.6%
1993	71399	15243	1.21	84.7%	9621	9.4%	3466	3.4%	2609	2.5%
1995	74247	17529	1.24	85.0%	9530	8.8%	4140	3.8%	2588	2.4%
1998	85437	16701	1.20	84.1%	10291	8.5%	5493	4.5%	3509	2.9%
2001	92116	16254	1.18	84.2%	9383	7.3%	5377	4.2%	5596	4.3%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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 between the City of Toronto and the Regional Municipality of Durham and includes all major roads crossing the boundary in the east-west direction. A total of 3 cordon count stations were counted in the years 1985 and 1987, and 6 were counted in 1989, 1991, 1993, 1995, 1998, and 2001. GO rail passenger counts were determined separately and are not included in the station count.

The table and graphs on this page describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Westbound traffic is the dominant direction in the morning peak period and eastbound traffic is the

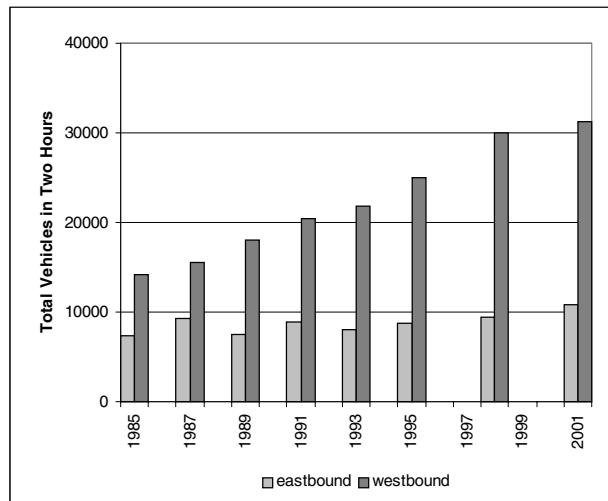
dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic in the afternoon. In the later years traffic volumes westbound in the morning are consistently higher than traffic volumes eastbound in the afternoon.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

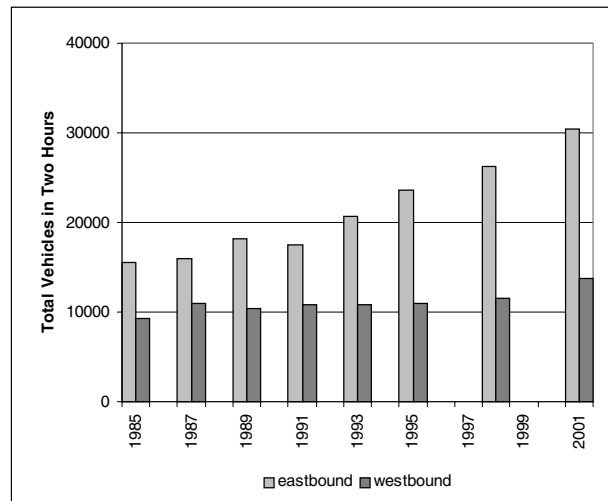
**Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth**

	Morning Peak Period				Afternoon Peak Period			
	Eastbound		Westbound		Eastbound		Westbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	7355		14170		15567		9300	
1987	9262	12.2%	15624	5.0%	15915	1.1%	10976	8.6%
1989	7507	-10.0%	18019	7.4%	18199	6.9%	10419	-2.6%
1991	8853	8.6%	20349	6.3%	17552	-1.8%	10820	1.9%
1993	8099	-4.4%	21810	3.5%	20731	8.7%	10875	0.3%
1995	8715	3.7%	25031	7.1%	23578	6.6%	10947	0.3%
1998	9429	2.7%	30004	6.2%	26182	3.6%	11568	1.9%
2001	10838	4.8%	31216	1.3%	30388	5.1%	13727	5.9%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



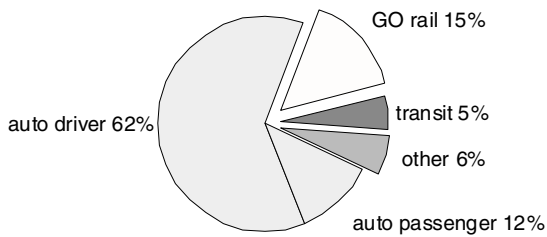
Durham-Toronto Screenline

Morning Peak Period (7:00 to 9:00 A.M) Westbound Drivers and Passengers by Mode of Travel

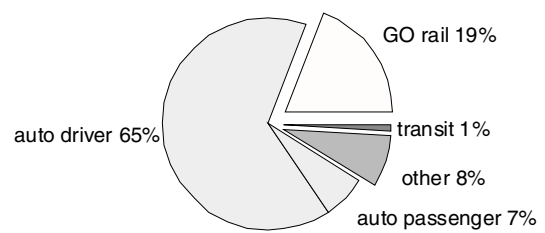
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	12890	2504	1.19	74.1%	1233	5.9%	1004	4.8%	3154	15.2%
1987	14218	2466	1.17	74.7%	1350	6.0%	1002	4.5%	3305	14.8%
1989	16282	2626	1.16	71.8%	1699	6.5%	801	3.0%	4926	18.7%
1991	18394	3548	1.19	70.4%	1916	6.1%	590	1.9%	6729	21.6%
1993	19829	2863	1.14	70.7%	2085	6.5%	219	0.7%	7078	22.1%
1995	22601	2756	1.12	71.6%	2698	7.6%	865	2.4%	6487	18.3%
1998	27351	3817	1.14	75.1%	2612	6.3%	1046	2.5%	6679	16.1%
2001	27870	2768	1.10	72.0%	3308	7.8%	554	1.3%	8067	19.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

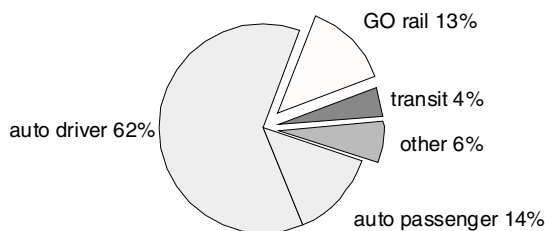


Afternoon Peak Period (4:00 to 6:00 P.M) Eastbound Drivers and Passengers by Mode of Travel

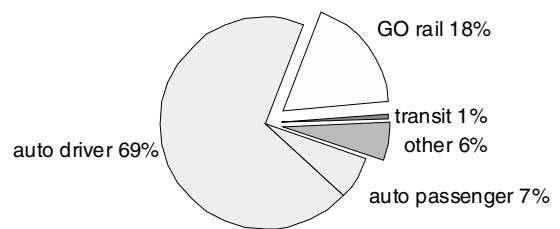
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	14110	3096	1.22	76.1%	1412	6.2%	1011	4.5%	2978	13.2%
1987	14023	2970	1.21	76.0%	1845	8.2%	636	2.8%	2892	12.9%
1989	16676	3397	1.20	77.7%	1492	5.8%	641	2.5%	3631	14.1%
1991	15890	3644	1.23	71.3%	1639	6.0%	345	1.3%	5878	21.5%
1993	18606	3946	1.21	73.0%	2321	7.5%	319	1.0%	5686	18.4%
1995	21739	2092	1.10	74.5%	1970	6.2%	107	0.3%	6094	19.0%
1998	23924	4215	1.18	75.9%	2233	6.0%	577	1.6%	6106	16.5%
2001	27947	2658	1.10	75.7%	2400	5.9%	340	0.8%	7100	17.6%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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. A total of 5 cordon count stations were counted in the year 1985, 6 in 1987, 8 in 1989, 12 in 1991, 9 in 1993, 32 in 1995, 6 in 1998, and 35 in 2001. GO rail service is not provided across this screenline.

(excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. 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. Morning and afternoon peak periods show similar patterns of growth with more traffic in the afternoon peak. Traffic volumes westbound in the morning peak are generally smaller than traffic volumes eastbound in the afternoon peak.

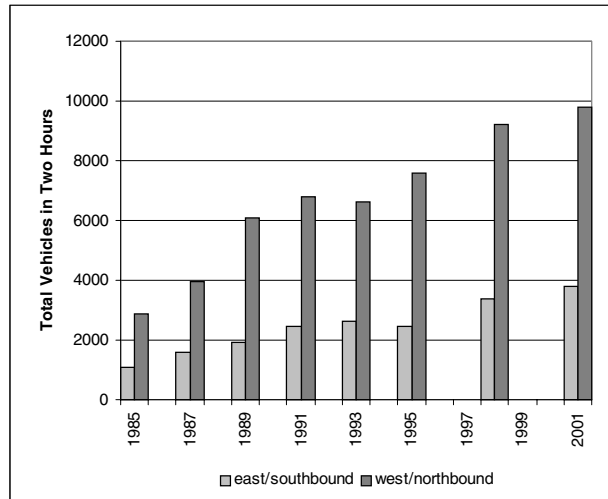
The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1985 and 2001.

The table and graphs on this page describe total vehicles

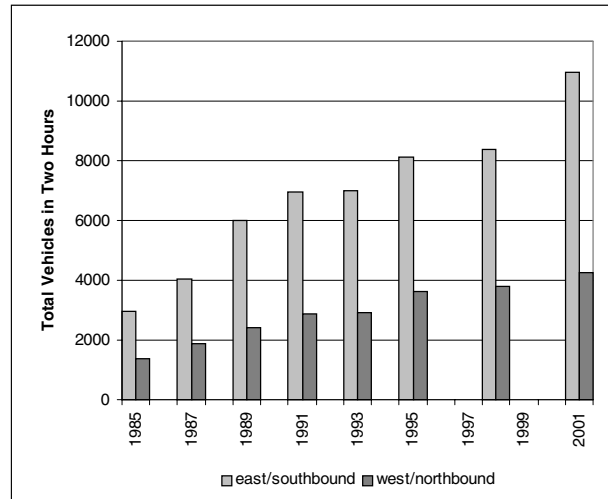
Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	east(south)bound		west(north)bound		east(south)bound		west(north)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	1081		2872		2943		1365	
1987	1600	21.7%	3947	17.2%	4021	16.9%	1856	16.6%
1989	1934	9.9%	6097	24.3%	5996	22.1%	2396	13.6%
1991	2438	12.3%	6788	5.5%	6946	7.6%	2884	9.7%
1993	2616	3.6%	6625	-1.2%	6986	0.3%	2904	0.3%
1995	2461	-3.0%	7585	7.0%	8123	7.8%	3610	11.5%
1998	3360	10.9%	9196	6.6%	8384	1.1%	3792	1.7%
2001	3778	4.0%	9805	2.2%	10964	9.4%	4239	3.8%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



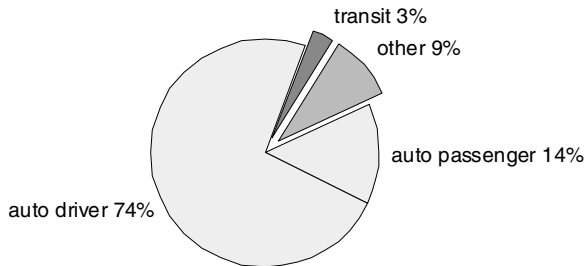
Durham-York Screenline

Morning Peak Period (7:00 to 9:00 A.M) West(north)bound Drivers and Passengers by Mode of Travel

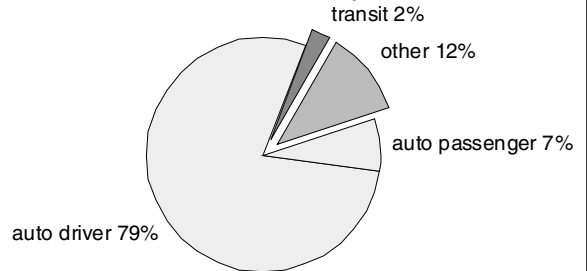
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	2539	488	1.19	87.9%	315	9.2%	100	2.9%	0	0.0%
1987	3402	610	1.18	83.3%	524	10.9%	279	5.8%	0	0.0%
1989	5352	746	1.14	86.1%	704	9.9%	278	3.9%	0	0.0%
1991	6051	928	1.15	87.9%	688	8.7%	270	3.4%	0	0.0%
1993	5985	849	1.14	89.0%	679	8.8%	165	2.1%	0	0.0%
1995	6892	818	1.12	88.8%	720	8.3%	253	2.9%	0	0.0%
1998	8377	991	1.12	87.8%	827	7.7%	477	4.5%	0	0.0%
2001	8517	773	1.09	85.9%	1267	11.7%	262	2.4%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary

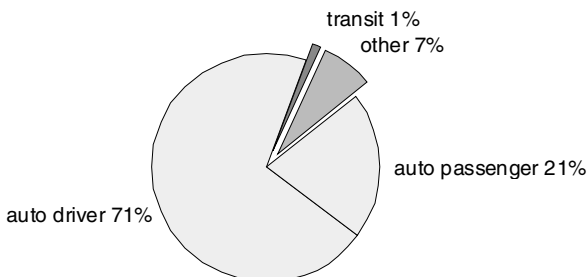


Afternoon Peak Period (4:00 to 6:00 P.M) East(south)bound Drivers and Passengers by Mode of Travel

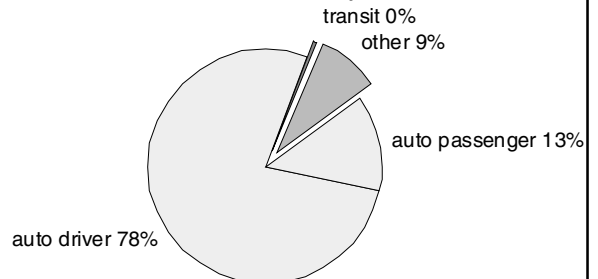
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1985	2648	784	1.30	91.6%	280	7.5%	36	1.0%	0	0.0%
1987	3599	1049	1.29	86.9%	388	7.3%	312	5.8%	0	0.0%
1989	5249	1083	1.21	88.1%	717	10.0%	135	1.9%	0	0.0%
1991	6241	1587	1.25	90.7%	687	8.0%	115	1.3%	0	0.0%
1993	6424	1415	1.22	92.6%	609	7.2%	19	0.2%	0	0.0%
1995	7282	1479	1.20	90.4%	924	9.5%	11	0.1%	0	0.0%
1998	7690	1287	1.17	92.1%	707	7.3%	61	0.6%	0	0.0%
2001	9873	1675	1.17	90.9%	1095	8.6%	62	0.5%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2001 Summary



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. A total of 48 cordon count stations were counted in the years 1989, 1991 and 1996, 49 in 1998, and 52 stations in 2001. GO Transit does not provide rail service across this screenline.

The table and graphs on this page describe total vehicles (excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. The

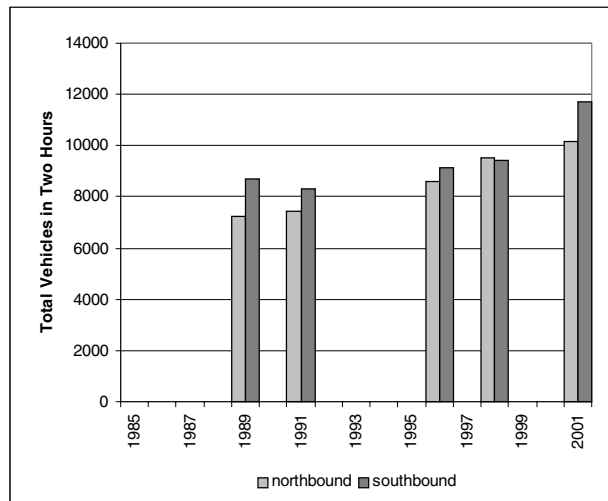
two directions of flow, northbound and southbound, are very similar in many of the count summaries in both the morning and afternoon peak periods. However, over the entire count period, southbound flows were slightly larger in the morning and northbound flows larger in the afternoon. Morning and afternoon peak periods show different patterns of growth with consistently more traffic in the afternoon.

Southbound traffic in the morning and northbound traffic in the afternoon were chosen as the basis for more detailed analysis of mode of travel. The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1989 and 2001.

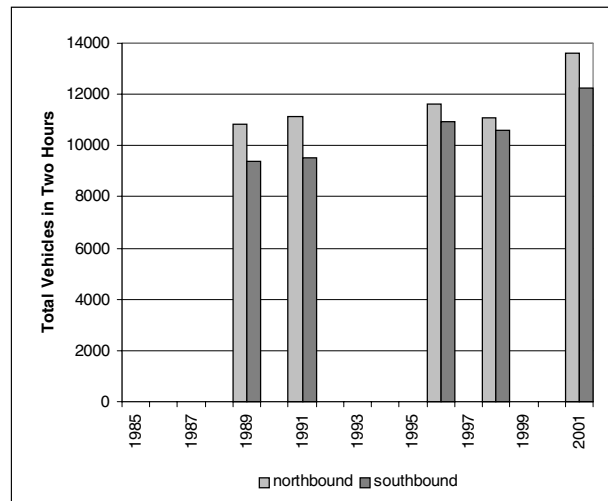
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1989	7226		8680		10848		9406	
1991	7414	1.3%	8308	-2.2%	11115	1.2%	9513	0.6%
1996	8601	3.0%	9155	2.0%	11637	0.9%	10928	2.8%
1998	9535	5.3%	9424	1.5%	11095	-2.4%	10601	-1.5%
2001	10152	2.1%	11715	7.5%	13605	7.0%	12257	5.0%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



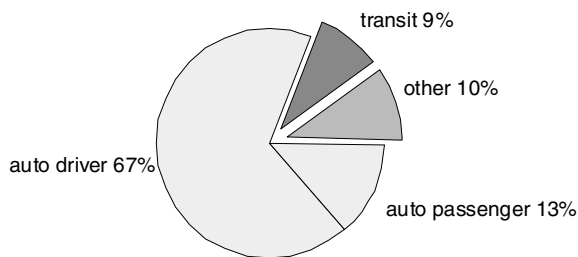
Durham South (Taunton Road) Screenline

Morning Peak Period (7:00 to 9:00 A.M) Drivers and Passengers by Mode of Travel

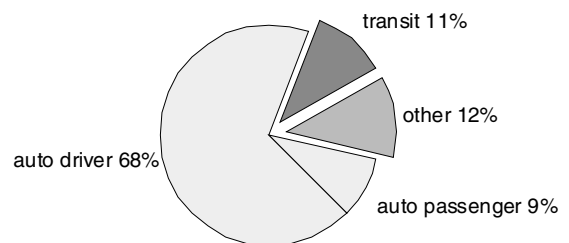
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1989	7444	1471	1.20	80.6%	1149	10.4%	995	9.0%	0	0.0%
1991	7290	1458	1.20	81.9%	941	8.8%	987	9.2%	0	0.0%
1996	7888	1303	1.17	79.4%	1151	9.9%	1236	10.7%	0	0.0%
1998	8131	1348	1.17	79.0%	1142	9.5%	1382	11.5%	0	0.0%
2001	9822	1286	1.13	77.4%	1706	11.9%	1536	10.7%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2001 Summary

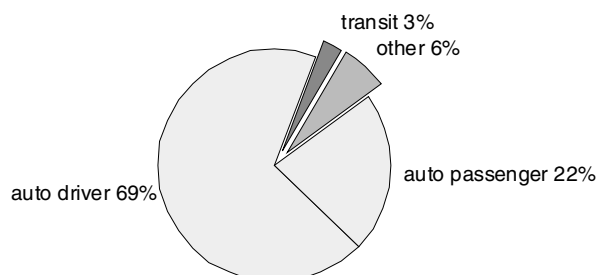


Afternoon Peak Period (4:00 to 6:00 P.M) Drivers and Passengers by Mode of Travel

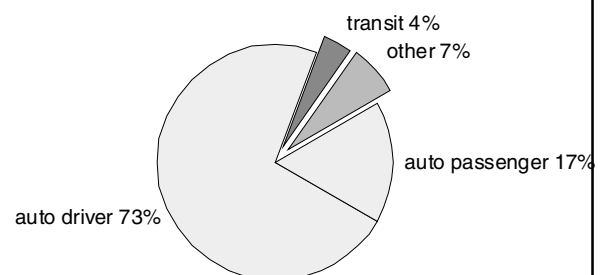
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1989	9887	3155	1.32	90.8%	930	6.5%	386	2.7%	0	0.0%
1991	10338	3835	1.37	92.1%	756	4.9%	466	3.0%	0	0.0%
1996	10561	3923	1.37	91.8%	1038	6.6%	259	1.6%	0	0.0%
1998	10106	2962	1.29	91.1%	940	6.5%	344	2.4%	0	0.0%
2001	12381	2859	1.23	89.4%	1149	6.7%	660	3.9%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2001 Summary



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. A total of 21 cordon count stations were counted in the years 1989, 1991, 1996, 1998 and 2001. GO rail service is not provided across this screenline.

The table and graphs on this page describe total vehicles (excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. West

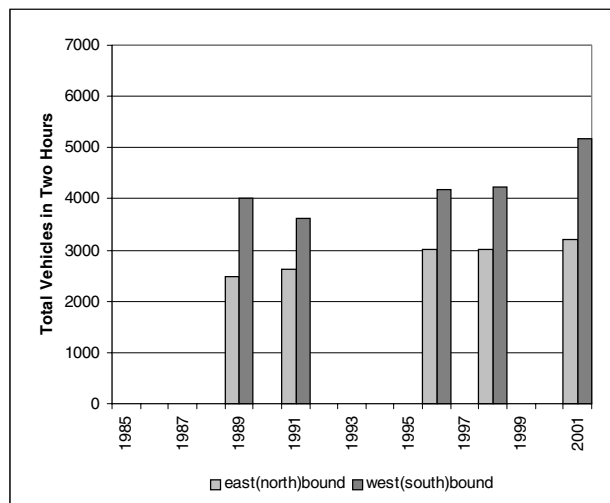
and southbound traffic is the dominant direction in the morning peak period and east and northbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show dissimilar patterns of growth with consistently more traffic in the afternoon. Traffic volumes west(south)bound in the morning peak are consistently smaller than east(north)bound traffic volumes in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the composition of person travel in the years 1989 and 2001.

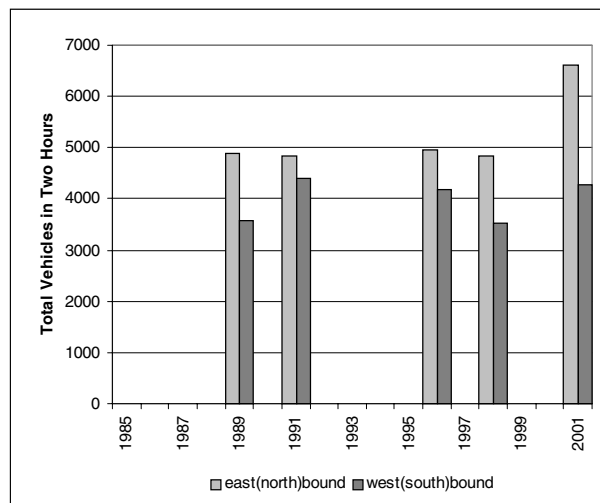
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	East(north)bound		West(south)bound		East(north)bound		West(south)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1989	2478		3999		4888		3561	
1991	2636	3.1%	3622	-4.8%	4827	-0.6%	4407	11.2%
1996	3024	2.8%	4189	3.0%	4966	0.6%	4178	-1.1%
1998	3021	0.0%	4239	0.6%	4846	-1.2%	3523	-8.2%
2001	3199	1.9%	5180	6.9%	6623	11.0%	4279	6.7%

Morning Peak Period (7:00 to 9:00 A.M)



Afternoon Peak Period (4:00 to 6:00 P.M)



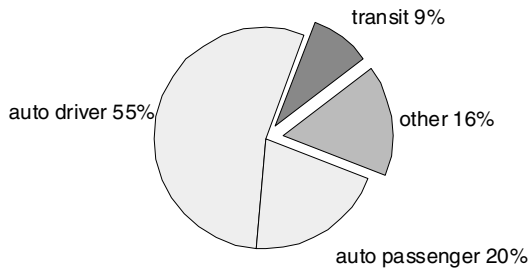
Durham East Screenline

Morning Peak Period (7:00 to 9:00 A.M) Drivers and Passengers by Mode of Travel

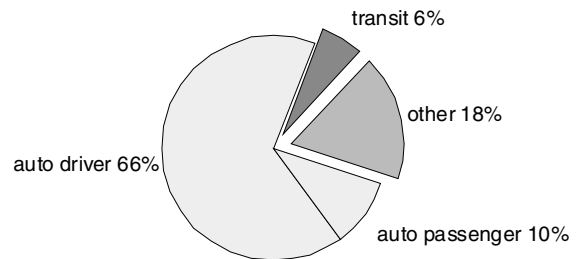
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1989	3055	1136	1.37	75.0%	913	16.3%	481	8.6%	0	0.0%
1991	2913	975	1.33	80.2%	691	14.3%	266	5.5%	0	0.0%
1996	3332	944	1.28	78.7%	836	15.4%	321	5.9%	0	0.0%
1998	3368	625	1.19	75.9%	843	16.0%	426	8.1%	0	0.0%
2001	4036	609	1.15	76.1%	1100	18.0%	360	5.9%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2001 Summary

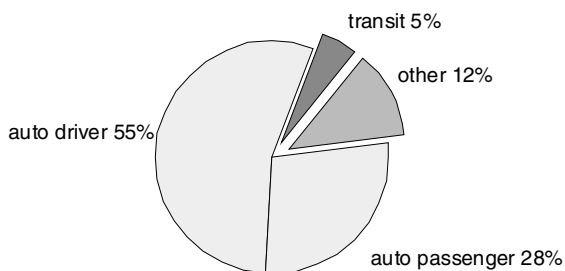


Afternoon Peak Period (4:00 to 6:00 P.M) Drivers and Passengers by Mode of Travel

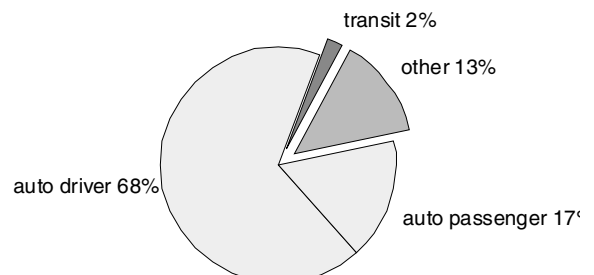
	private automobiles				other*		transit		GO rail	
	drivers	pass.	occ.	%	drivers	%	pass.	%	pass.	%
1989	3982	1988	1.50	82.9%	893	12.4%	341	4.7%	0	0.0%
1991	4257	1748	1.41	90.6%	563	8.5%	61	0.9%	0	0.0%
1996	4279	1701	1.40	87.1%	669	9.7%	217	3.2%	0	0.0%
1998	4056	1291	1.32	81.4%	762	11.6%	462	7.0%	0	0.0%
2001	5502	1351	1.25	84.3%	1096	13.5%	178	2.2%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2001 Summary



Cordon Count Information

pages 2-5

- 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 6-9

- 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 10, 11, 14, 15, 16, 17

- Peel-Toronto Screenline
- Steeles Avenue Screenline
- Durham-Toronto 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 12, 13, 18, 19

- Peel-Simcoe-York Screenline
- Durham-York 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 20-23

- 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

GO Transit Information

Data on these pages relating to GO Rail ridership were provided in various forms by the office of GO Rail from their regular ridership counts. For more information on counts on the GO Transit system, please contact:

Dan Francey (416) 869-3600 X5478