

# **Greater Toronto Area Cordon Count Summary**

## **Analysis of Traffic Trends 1985 to 2006**

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## **Table of Contents**

|   |    |
|---|----|
| Introduction.....                           | 1  |
| Halton West Screenline .....                | 2  |
| Halton South Screenline .....               | 4  |
| Halton-Peel Screenline .....                | 6  |
| Peel Steeles Avenue Screenline .....        | 8  |
| Peel-Toronto Screenline .....               | 10 |
| Peel-Simcoe-York Screenline.....            | 12 |
| Steeles Avenue Screenline.....              | 14 |
| Durham-Toronto Screenline .....             | 16 |
| Durham-York Screenline .....                | 18 |
| Durham South (Taunton Road) Screenline..... | 20 |
| Durham East Screenline.....                 | 22 |
| Cordon Count Information.....               | 24 |

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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 the cordon count data for the period from 1985 until the most recent counts in 2006. The data is 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 was collected in the May and June period of the years indicated and include type of vehicle together with estimates of vehicle occupancy during daylight hours.

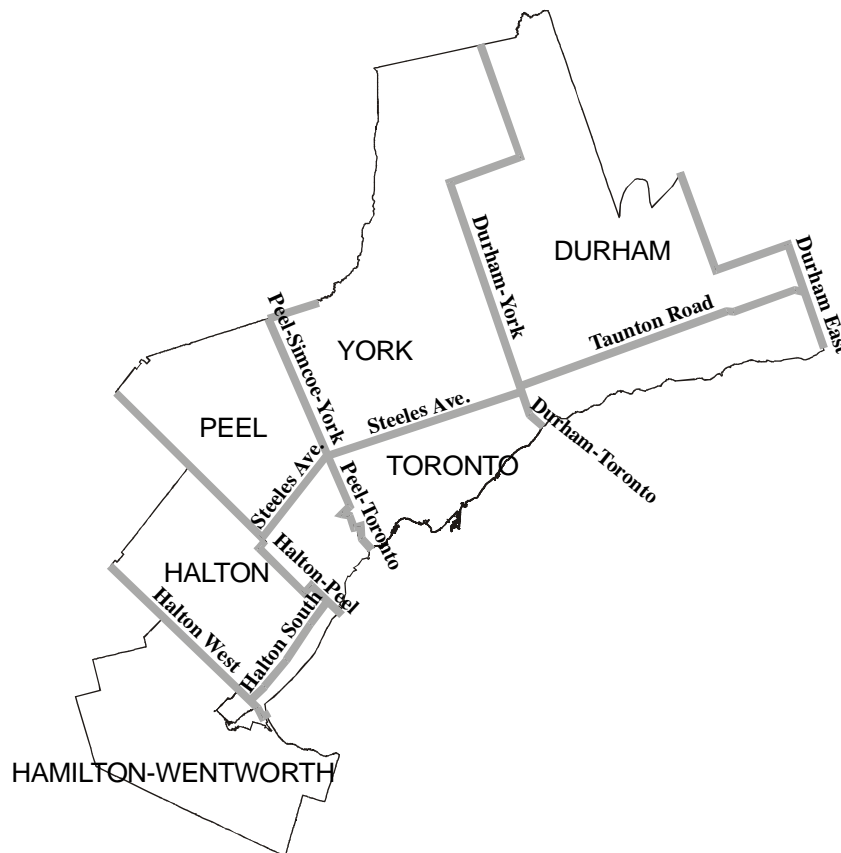
Each Regional Municipality has their own set of needs and priorities for the data. Therefore, the data collection methods are somewhat different in each jurisdiction. The set of

common definitions across the databases, 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 the City of Hamilton, GO Transit, Toronto Transit Commission (TTC) and the Ministry of Transportation Ontario (MTO).

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

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## 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 City of Hamilton 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, 2004, and 2006. Passenger loadings on the GO Rail service were appended manually.

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.

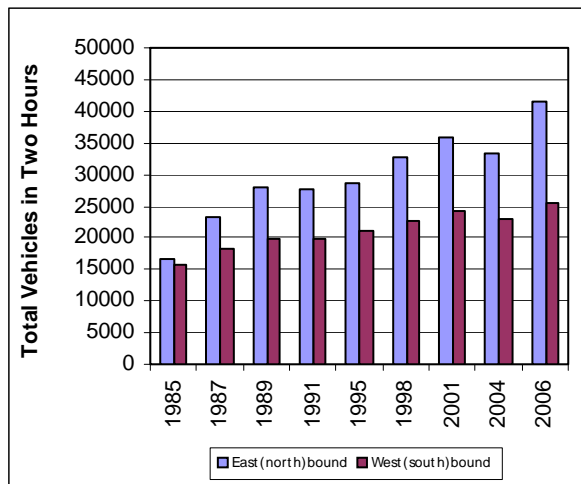
The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2006.

The first table and graphs describe total vehicles (excluding

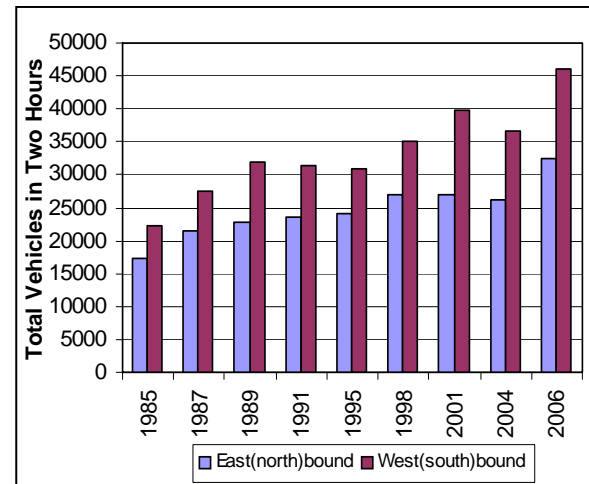
**Total Vehicles by Time of Day and Direction of Travel**  
**Estimated Rates of Annual Growth**

|      | 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%            |
| 2004 | 33295               | -2.4%           | 22835            | -2.1%           | 26304                 | -0.7%           | 36538            | -2.8%           |
| 2006 | 41462               | 11.6%           | 25451            | 5.6%            | 32506                 | 11.2%           | 46140            | 12.4%           |

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



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



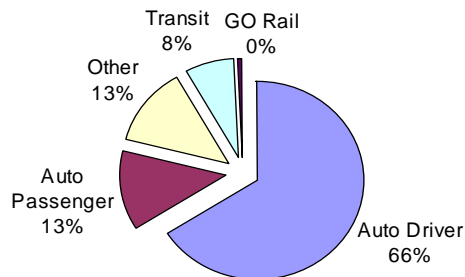
# Halton West Screenline

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

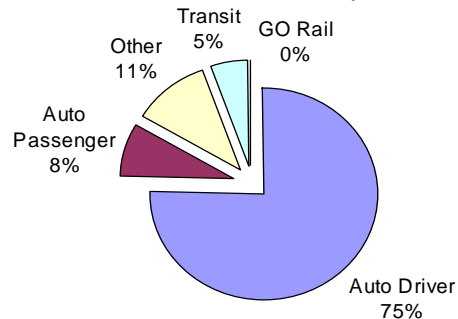
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1985 | 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% |
| 2004 | 28585        | 2621 | 1.09 | 79.9% | 4622    | 11.8% | 2689    | 6.9% | 520     | 1.3% |
| 2006 | 35933        | 3859 | 1.11 | 83.4% | 5381    | 11.3% | 2547    | 5.3% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary

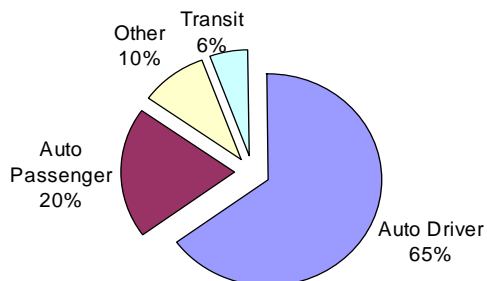


## Afternoon Peak Period (4:00 to 6:00 P.M) West(south)bound Drivers and Passengers by Mode of Travel

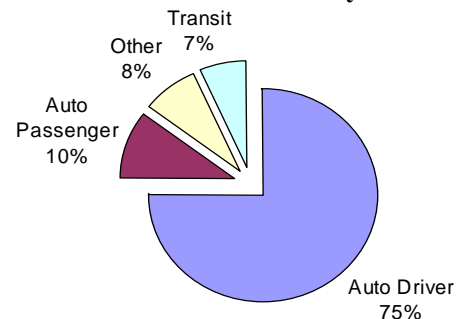
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1985 | 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% |
| 2004 | 31309        | 4426 | 1.14 | 80.5% | 5177    | 11.7% | 2819    | 6.4% | 646     | 1.5% |
| 2006 | 41573        | 5662 | 1.14 | 85.2% | 4492    | 8.1%  | 3727    | 6.7% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary



## Halton South Screenline

This screenline consists of all major streets crossing Dundas Street (Regional Road 5) in the northern section of Burlington. Although the actual direction is northeast and southwest, the screenline is considered to be east-west from Orchard Rd west to Indian Creek. The 2004 count is excluded from the comparison because counts were not taken in the Oakville section of this screenline in that year. The traffic directions are considered to be north and south. A total of 5 roads were counted in 1985, 8 roads in 1987, 1989, 1991, 1995 and 1998, and 7 roads in 2001 and 2006. GO Rail service does not intersect this screenline.

The table and graphs below describe total vehicles (exclud-

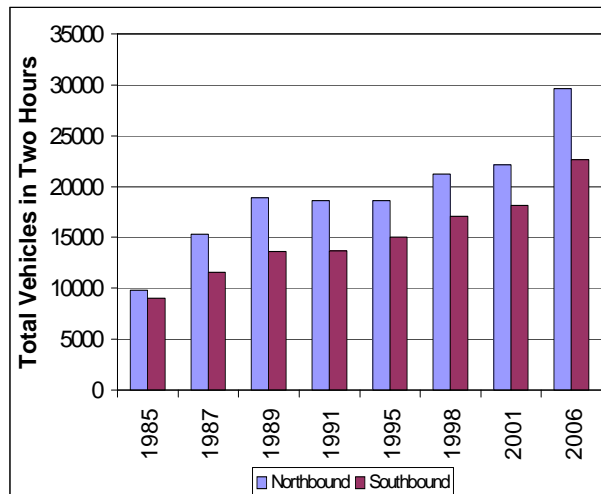
ing bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Northbound travel defines the morning peak direction and southbound the afternoon. Morning and afternoon peak periods show similar patterns of growth. The afternoon peak period has consistently more traffic than the morning peak.

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 distribution of person travel in the years 1985 and 2006.

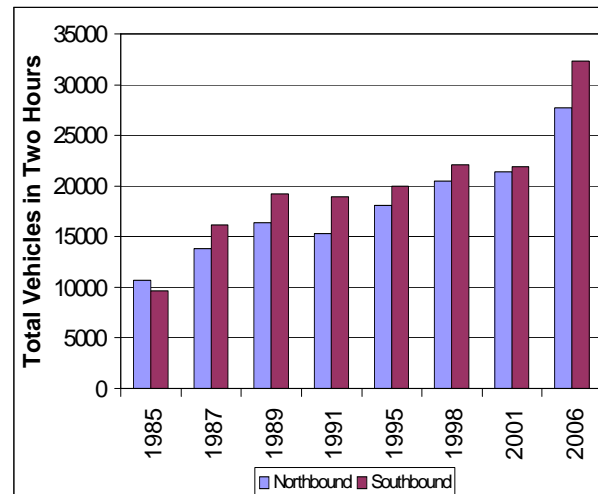
**Total Vehicles by Time of Day and Direction of Travel**  
**Estimated Rates of Annual Growth**

|      | 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%           |
| 2006 | 29645               | 6.0%            | 22628          | 4.6%            | 27696                 | 5.3%            | 32321          | 8.1%            |

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



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



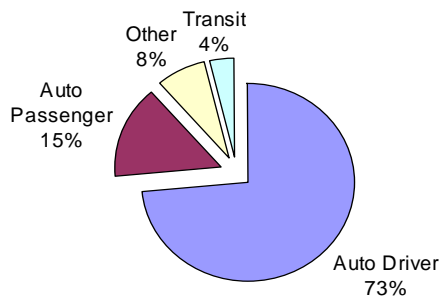
# Halton South Screenline

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

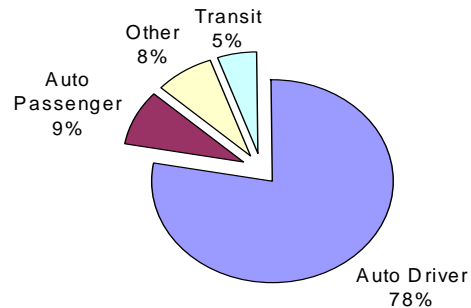
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1985 | 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 | 19518        | 1886 | 1.10 | 89.4% | 1541    | 6.4%  | 986     | 4.1% | 0       | 0.0% |
| 2001 | 18716        | 1716 | 1.09 | 83.7% | 3258    | 13.3% | 730     | 3.0% | 0       | 0.0% |
| 2006 | 26674        | 3010 | 1.11 | 86.6% | 2758    | 8.0%  | 1820    | 5.3% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2006 Summary

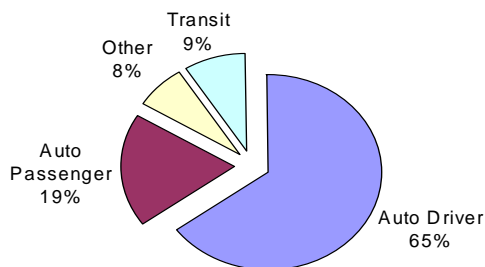


## Afternoon Peak Period (4:00 to 6:00 P.M) Southbound Drivers and Passengers by Mode of Travel

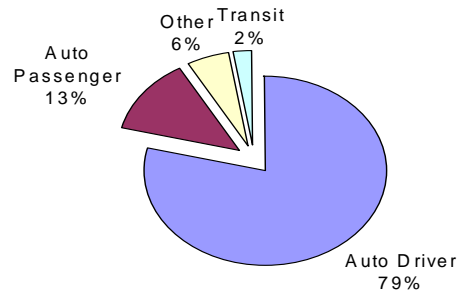
|      | Private Auto |      |      |       | Other*  |       | Transit |       | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|-------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %     | pass    | %    |
| 1985 | 8560         | 2482 | 1.29 | 83.5% | 1023    | 7.7%  | 1162    | 8.8%  | 0       | 0.0% |
| 1987 | 13830        | 3208 | 1.23 | 75.0% | 2274    | 10.0% | 3419    | 15.0% | 0       | 0.0% |
| 1989 | 16208        | 4456 | 1.27 | 76.5% | 2939    | 10.9% | 3401    | 12.6% | 0       | 0.0% |
| 1991 | 16322        | 3648 | 1.22 | 79.0% | 2573    | 10.2% | 2722    | 10.8% | 0       | 0.0% |
| 1995 | 18314        | 3812 | 1.21 | 86.7% | 1628    | 6.4%  | 1770    | 6.9%  | 0       | 0.0% |
| 1998 | 20865        | 3740 | 1.18 | 90.7% | 1155    | 4.3%  | 1377    | 5.1%  | 0       | 0.0% |
| 2001 | 18994        | 3117 | 1.16 | 87.5% | 2757    | 10.9% | 394     | 1.6%  | 0       | 0.0% |
| 2006 | 30075        | 4998 | 1.17 | 92.0% | 2135    | 5.6%  | 922     | 2.4%  | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2006 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 18 roads were counted in the years 1985 and 1987, a total of 17 were counted in 1989, 18 in 1991, 19 in the years 1993 and 1995, 21 in 1998, 20 in 2001, and a total of 22 in 2004 and 2006.

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

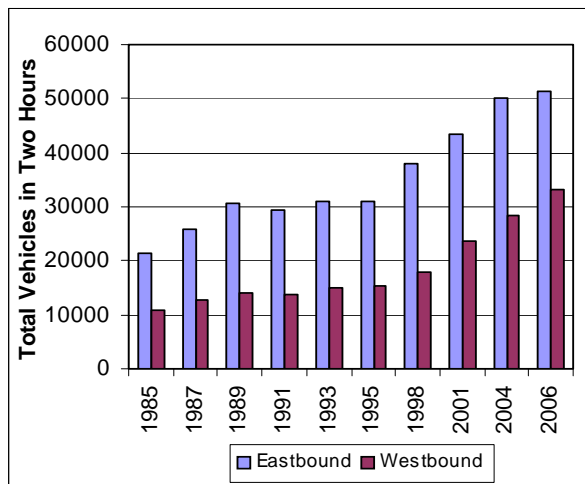
line in the morning and afternoon peak periods by direction of travel. Eastbound travel defines the morning peak direction and westbound the afternoon. Morning and afternoon peak periods show similar patterns of growth with more traffic in the afternoon from 1985 to 1995 and from 2004 to 2006 and similar traffic volumes in 1998, 2001, 2004, and 2006.

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 distribution of person travel in the years 1985 and 2006.

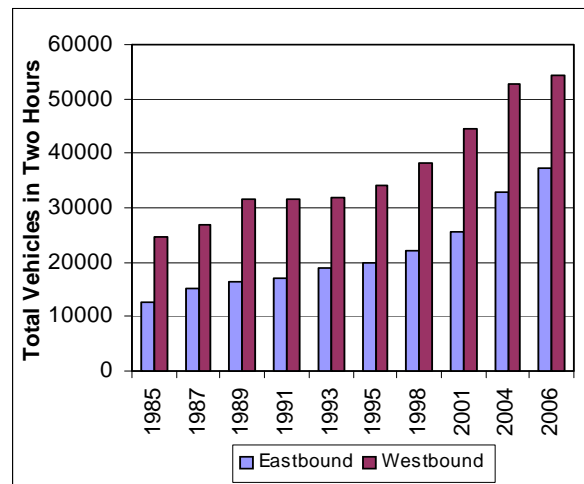
**Total Vehicles by Time of Day and Direction of Travel**  
**Estimated Rates of Annual Growth**

|      | 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 | 21224               |                 | 10864          |                 | 12723                 |                 | 24695          |                 |
| 1987 | 25876               | 10.4%           | 12863          | 8.8%            | 15234                 | 9.4%            | 26892          | 4.4%            |
| 1989 | 30557               | 8.7%            | 13931          | 4.1%            | 16395                 | 3.7%            | 31636          | 8.5%            |
| 1991 | 29310               | -2.1%           | 13754          | -0.6%           | 17185                 | 2.4%            | 31568          | -0.1%           |
| 1993 | 31055               | 2.9%            | 15136          | 4.9%            | 19062                 | 5.3%            | 31949          | 0.6%            |
| 1995 | 31033               | 0.0%            | 15211          | 0.2%            | 19760                 | 1.8%            | 33977          | 3.1%            |
| 1998 | 38018               | 7.0%            | 17886          | 5.5%            | 21967                 | 3.6%            | 38162          | 3.9%            |
| 2001 | 43520               | 4.6%            | 23637          | 9.7%            | 25720                 | 5.4%            | 44541          | 5.3%            |
| 2004 | 49989               | 4.7%            | 28279          | 6.2%            | 32996                 | 8.7%            | 52777          | 5.8%            |
| 2006 | 51306               | 1.3%            | 33051          | 8.1%            | 37111                 | 6.1%            | 54162          | 1.3%            |

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



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





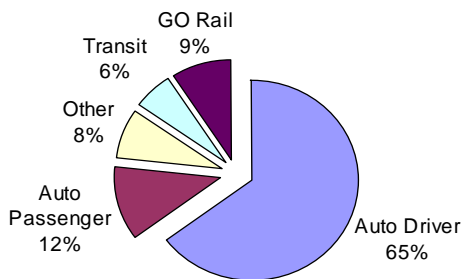
# Halton-Peel Screenline

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

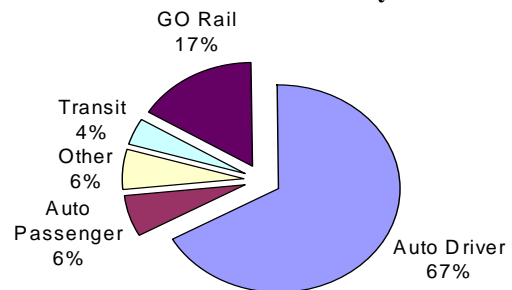
|      | Private Auto |      |      |       | Other*  |      | Transit |      | GO Rail |       |
|------|--------------|------|------|-------|---------|------|---------|------|---------|-------|
|      | drivers      | pass | occ  | %     | drivers | %    | pass    | %    | pass    | %     |
| 1985 | 18816        | 3473 | 1.18 | 76.7% | 2309    | 7.9% | 1818    | 6.3% | 2653    | 9.1%  |
| 1987 | 23064        | 3808 | 1.17 | 73.6% | 2731    | 7.5% | 1459    | 4.0% | 5433    | 14.9% |
| 1989 | 27409        | 3915 | 1.14 | 74.0% | 3052    | 7.2% | 1614    | 3.8% | 6313    | 14.9% |
| 1991 | 26326        | 3848 | 1.15 | 69.9% | 2846    | 6.6% | 2782    | 6.4% | 7372    | 17.1% |
| 1993 | 27731        | 3694 | 1.13 | 71.0% | 3221    | 7.3% | 2235    | 5.1% | 7369    | 16.7% |
| 1995 | 27487        | 3719 | 1.14 | 72.3% | 3450    | 8.0% | 1231    | 2.9% | 7281    | 16.9% |
| 1998 | 33709        | 3382 | 1.10 | 70.2% | 4187    | 7.9% | 2483    | 4.7% | 9106    | 17.2% |
| 2001 | 37654        | 3322 | 1.09 | 68.7% | 5740    | 9.6% | 2175    | 3.6% | 10748   | 18.0% |
| 2004 | 44381        | 4215 | 1.09 | 70.4% | 5431    | 7.9% | 4412    | 6.4% | 10516   | 15.3% |
| 2006 | 46620        | 4350 | 1.09 | 73.0% | 4522    | 6.5% | 2780    | 4.0% | 11533   | 16.5% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary

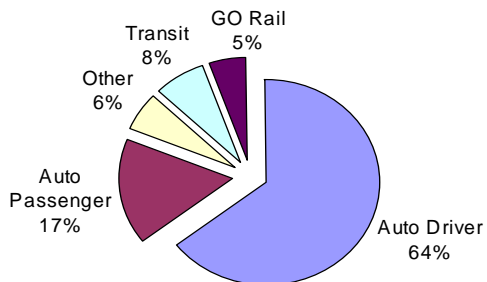


## Afternoon Peak Period (4:00 to 6:00 P.M) Westbound Drivers and Passengers by Mode of Travel

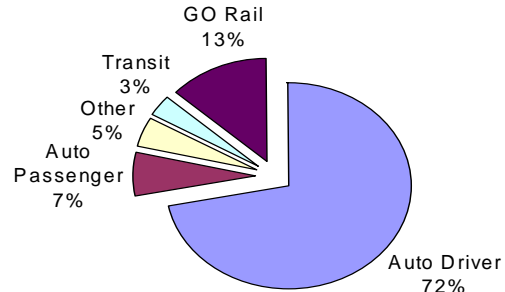
|      | Private Auto |      |      |       | Other*  |      | Transit |      | GO Rail |       |
|------|--------------|------|------|-------|---------|------|---------|------|---------|-------|
|      | drivers      | pass | occ  | %     | drivers | %    | pass    | %    | pass    | %     |
| 1985 | 22507        | 5965 | 1.27 | 81.1% | 2094    | 6.0% | 2651    | 7.6% | 1877    | 5.3%  |
| 1987 | 24411        | 5582 | 1.23 | 77.7% | 2406    | 6.2% | 1699    | 4.4% | 4487    | 11.6% |
| 1989 | 28805        | 6112 | 1.21 | 77.9% | 2737    | 6.1% | 1742    | 3.9% | 5420    | 12.1% |
| 1991 | 28792        | 6694 | 1.23 | 76.6% | 2659    | 5.7% | 2445    | 5.3% | 5759    | 12.4% |
| 1993 | 28953        | 6194 | 1.21 | 77.0% | 2929    | 6.4% | 1992    | 4.4% | 5547    | 12.2% |
| 1995 | 30326        | 5283 | 1.17 | 73.4% | 3472    | 7.1% | 4281    | 8.8% | 5324    | 10.9% |
| 1998 | 34268        | 5147 | 1.15 | 76.6% | 3788    | 7.4% | 2280    | 4.4% | 5950    | 11.6% |
| 2001 | 39233        | 7459 | 1.19 | 75.5% | 5197    | 8.4% | 1765    | 2.9% | 8177    | 13.2% |
| 2004 | 47368        | 5352 | 1.11 | 74.4% | 5264    | 7.4% | 3794    | 5.4% | 9014    | 12.7% |
| 2006 | 50670        | 4885 | 1.10 | 78.5% | 3404    | 4.8% | 2318    | 3.3% | 9451    | 13.4% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 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 and 1987, a total of 14 were counted in 1989, 1991, 1993, 1995, 1998 and 2001 and a total of 15 were counted in 2004 and 2006.

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

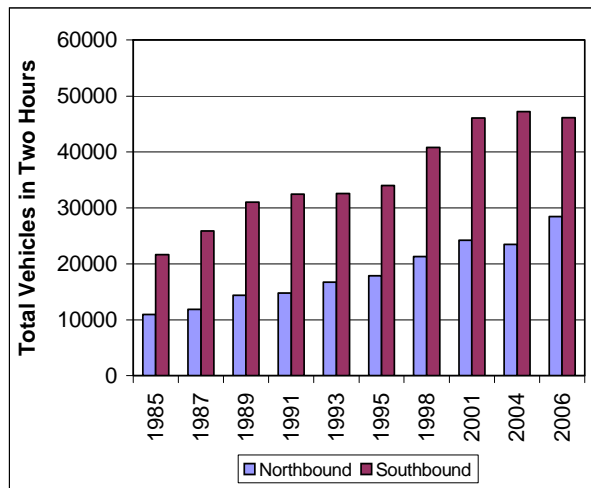
line in the morning and afternoon peak periods by direction of travel. Southbound travel defines the morning peak direction and northbound the afternoon. Morning and afternoon peak periods show similar patterns of growth. Traffic volumes southbound in the morning peak were similar to traffic volumes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

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 distribution of person travel in the years 1985 and 2006.

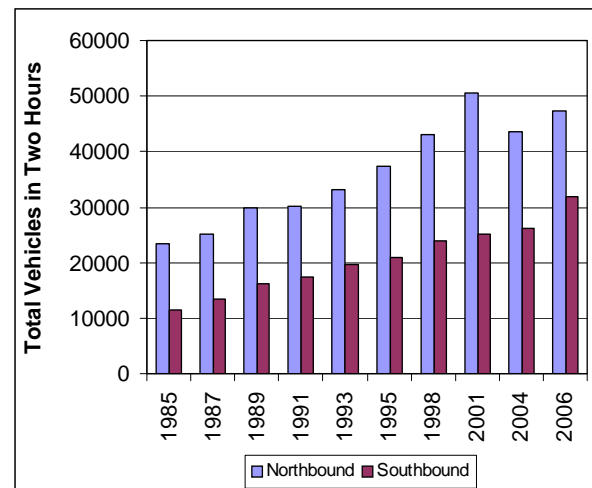
**Total Vehicles by Time of Day and Direction of Travel**  
**Estimated Rates of Annual Growth**

|      | 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%            |
| 2004 | 23496               | -1.0%           | 47214          | 0.8%            | 43512                 | -4.9%           | 26179          | 1.4%            |
| 2006 | 28448               | 10.0%           | 46144          | -1.1%           | 47207                 | 4.2%            | 31840          | 10.3%           |

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



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



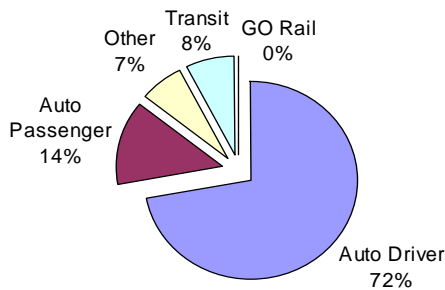
# Peel Steeles Avenue Screenline

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

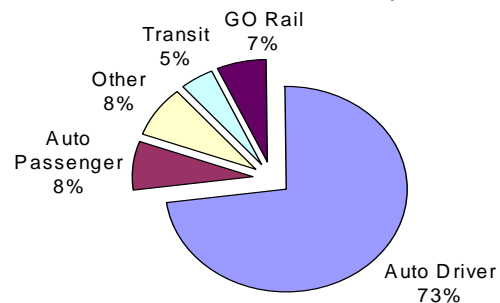
|      | Private Auto |      |      |       | Other*  |      | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %    | pass    | %    | pass    | %    |
| 1985 | 19694        | 3780 | 1.19 | 85.7% | 1854    | 6.8% | 2058    | 7.5% | 0       | 0.0% |
| 1987 | 23400        | 3928 | 1.17 | 80.4% | 2292    | 6.7% | 3169    | 9.3% | 1204    | 3.5% |
| 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 | 41266        | 2724 | 1.07 | 80.3% | 4757    | 8.7% | 2915    | 5.3% | 3135    | 5.7% |
| 2004 | 42074        | 3490 | 1.08 | 78.4% | 4941    | 8.5% | 4379    | 7.5% | 3223    | 5.5% |
| 2006 | 41452        | 4406 | 1.11 | 80.6% | 4491    | 7.9% | 2803    | 4.9% | 3737    | 6.6% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary

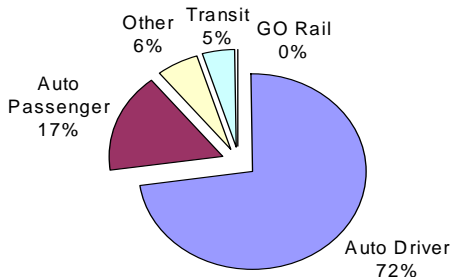


## Afternoon Peak Period (4:00 to 6:00 P.M) Northbound Drivers and Passengers by Mode of Travel

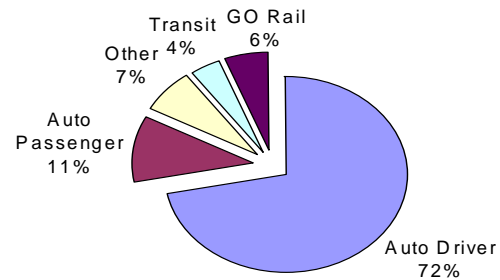
|      | Private Auto |      |      |       | Other*  |      | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %    | pass    | %    | pass    | %    |
| 1985 | 21513        | 4965 | 1.23 | 89.1% | 1828    | 6.2% | 1416    | 4.8% | 0       | 0.0% |
| 1987 | 22898        | 5340 | 1.23 | 82.9% | 2276    | 6.7% | 1625    | 4.8% | 1917    | 5.6% |
| 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% | 2341    | 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% |
| 2004 | 39329        | 5396 | 1.14 | 80.4% | 3902    | 7.0% | 3902    | 7.0% | 3120    | 5.6% |
| 2006 | 42774        | 6609 | 1.15 | 82.7% | 4321    | 7.2% | 2447    | 4.1% | 3549    | 5.9% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 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 in 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 Region of Peel. The screenline includes all major roads crossing the boundary in the east-west direction. A total of 19 cordon count stations were counted in the years 1985 and 1989, and 20 in 1987, 1991, 1993, 1995, 1998, 2001, 2004, and 2006 which include appropriate locations on the GO rail lines.

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

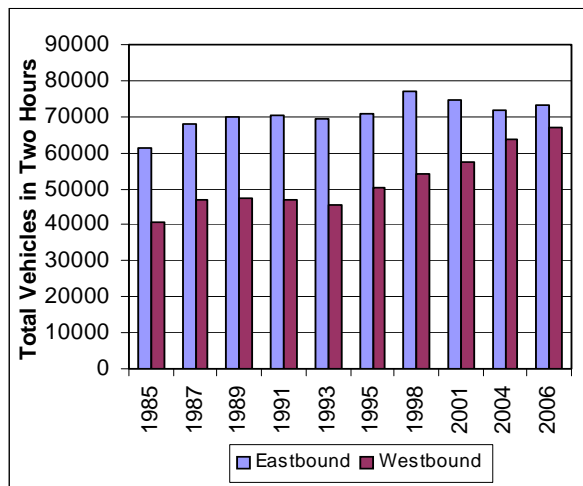
Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with the afternoon period having consistently more traffic than the morning. Traffic volumes eastbound in the morning peak are similar to traffic volumes westbound in the afternoon peak for all years up to 2004. Since 2004 the afternoon peak traffic is significantly greater than the morning 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 distribution of person travel in the years 1985 and 2006.

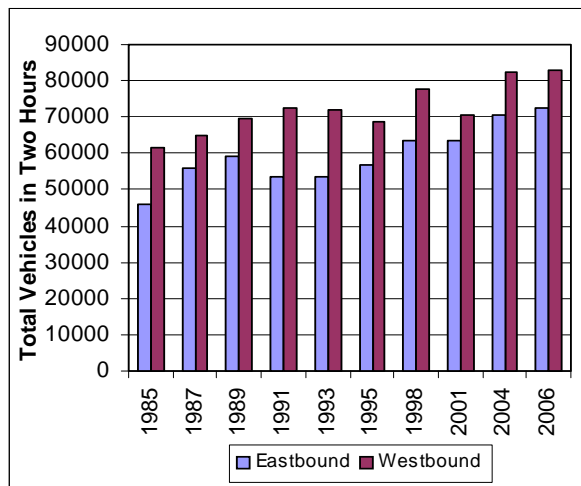
**Total Vehicles by Time of Day and Direction of Travel**  
**Estimated Rates of Annual Growth**

|      | 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 | 61143               |                 | 40561          |                 | 45743                 |                 | 61654          |                 |
| 1987 | 67841               | 5.3%            | 46790          | 7.4%            | 55812                 | 10.5%           | 64723          | 2.5%            |
| 1989 | 70007               | 1.6%            | 47627          | 0.9%            | 59232                 | 3.0%            | 69585          | 3.7%            |
| 1991 | 70474               | 0.3%            | 46897          | -0.8%           | 53584                 | -4.9%           | 72565          | 2.1%            |
| 1993 | 69220               | -0.9%           | 45301          | -1.7%           | 53748                 | 0.2%            | 71888          | -0.5%           |
| 1995 | 70996               | 1.3%            | 50108          | 5.2%            | 56652                 | 2.7%            | 68684          | -2.3%           |
| 1998 | 77256               | 2.9%            | 54091          | 2.6%            | 63636                 | 4.0%            | 77509          | 4.1%            |
| 2001 | 74881               | -1.0%           | 57343          | 2.0%            | 63690                 | 0.0%            | 70808          | -3.0%           |
| 2004 | 71972               | -1.3%           | 63885          | 3.7%            | 70530                 | 3.5%            | 82491          | 5.2%            |
| 2006 | 73351               | 1.0%            | 67241          | 2.6%            | 72247                 | 1.2%            | 82768          | 0.2%            |

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



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



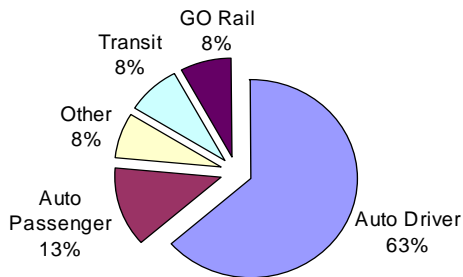
# Peel-Toronto Screenline

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

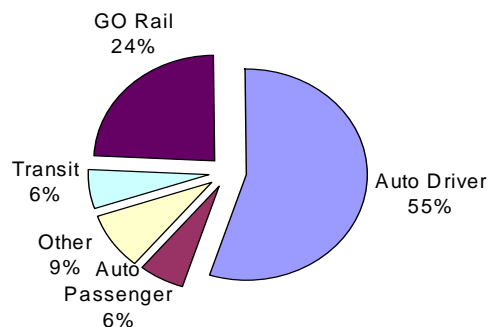
|      | Private Auto |       |      |       | Other*  |      | Transit |      | GO Rail |       |
|------|--------------|-------|------|-------|---------|------|---------|------|---------|-------|
|      | drivers      | pass  | occ  | %     | drivers | %    | pass    | %    | pass    | %     |
| 1985 | 54305        | 11117 | 1.20 | 76.3% | 6531    | 7.6% | 7100    | 8.3% | 6736    | 7.9%  |
| 1987 | 59716        | 11134 | 1.19 | 70.3% | 7706    | 7.6% | 8526    | 8.5% | 13658   | 13.6% |
| 1989 | 61307        | 11639 | 1.19 | 68.1% | 8222    | 7.7% | 8730    | 8.1% | 17276   | 16.1% |
| 1991 | 61851        | 11054 | 1.18 | 67.4% | 8134    | 7.5% | 7783    | 7.2% | 19285   | 17.8% |
| 1993 | 61170        | 11129 | 1.18 | 68.4% | 7782    | 7.4% | 6052    | 5.7% | 19609   | 18.5% |
| 1995 | 62603        | 9696  | 1.15 | 68.2% | 8222    | 7.8% | 6424    | 6.1% | 18990   | 17.9% |
| 1998 | 69242        | 8258  | 1.12 | 67.1% | 7782    | 6.7% | 7143    | 6.2% | 23153   | 20.0% |
| 2001 | 66219        | 6517  | 1.10 | 64.0% | 8506    | 7.5% | 5765    | 5.1% | 26596   | 23.4% |
| 2004 | 61703        | 6628  | 1.11 | 60.8% | 10091   | 9.0% | 8123    | 7.2% | 25905   | 23.0% |
| 2006 | 63345        | 6928  | 1.11 | 60.8% | 9939    | 8.6% | 7056    | 6.1% | 28242   | 24.4% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary

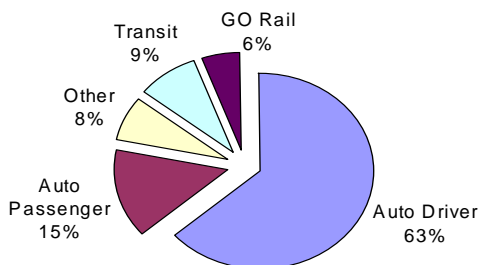


## Afternoon Peak Period (4:00 to 6:00 P.M) Westbound Drivers and Passengers by Mode of Travel

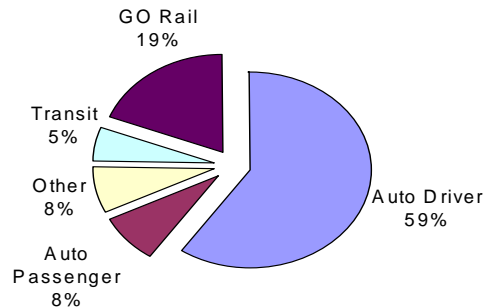
|      | Private Auto |       |      |       | Other*  |      | Transit |      | GO Rail |       |
|------|--------------|-------|------|-------|---------|------|---------|------|---------|-------|
|      | drivers      | pass  | occ  | %     | drivers | %    | pass    | %    | pass    | %     |
| 1985 | 54824        | 12931 | 1.24 | 78.2% | 6515    | 7.5% | 7473    | 8.6% | 4934    | 5.7%  |
| 1987 | 57365        | 14066 | 1.25 | 72.7% | 7014    | 7.1% | 7840    | 8.0% | 11944   | 12.2% |
| 1989 | 62213        | 14887 | 1.24 | 71.9% | 6951    | 6.5% | 8427    | 7.9% | 14682   | 13.7% |
| 1991 | 64723        | 15586 | 1.24 | 72.3% | 7335    | 6.6% | 7941    | 7.2% | 15458   | 13.9% |
| 1993 | 64026        | 13752 | 1.21 | 71.9% | 7668    | 7.1% | 6344    | 5.9% | 16315   | 15.1% |
| 1995 | 61098        | 12828 | 1.21 | 70.3% | 7545    | 7.2% | 8107    | 7.7% | 15610   | 14.8% |
| 1998 | 69296        | 14044 | 1.20 | 70.7% | 8336    | 7.1% | 7264    | 6.2% | 18911   | 16.0% |
| 2001 | 61995        | 9446  | 1.15 | 66.9% | 8806    | 8.2% | 5960    | 5.6% | 20572   | 19.3% |
| 2004 | 70406        | 9723  | 1.14 | 65.3% | 12005   | 9.8% | 9141    | 7.5% | 21388   | 17.4% |
| 2006 | 73075        | 9935  | 1.14 | 67.5% | 9695    | 7.9% | 6655    | 5.4% | 23613   | 19.2% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary



## Peel-Simcoe-York Screenline

This screenline is located at the western boundary of the Regional Municipality of York where it coincides with the eastern boundary of the Regional Municipality of Peel and a portion of the southeastern boundary of the County of Simcoe. The screenline includes all major roads crossing the boundary in an east-west direction. A total of 5 cordon count stations were counted in the years 1985 and 1987, 6 were counted in 1989, 1991, 1993 and 1995, 7 were counted in 1998 and 2001 and 8 were counted in 2004 and 2006.

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

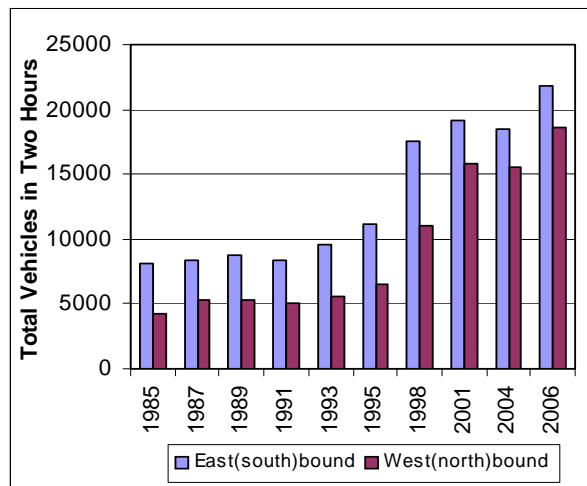
and afternoon peak periods show similar patterns of growth with peak direction travel being heavier in the morning in 1985, 1987, 1995, 1998 and 2006.

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 distribution of person travel in the years 1985 and 2006.

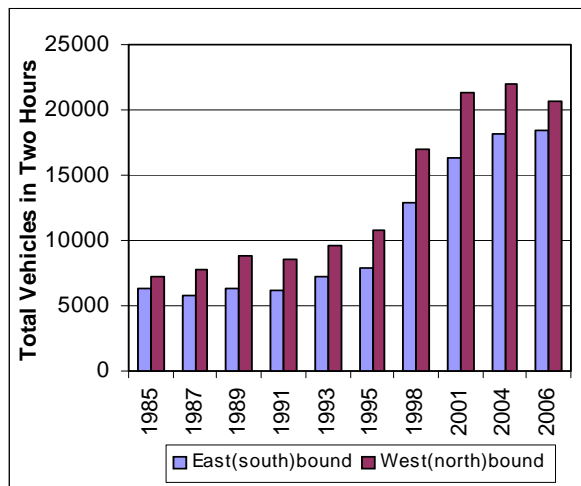
### Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

|      | 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 | 8071                |                 | 4286             |                 | 6254                  |                 | 7290             |                 |
| 1987 | 8406                | 2.1%            | 5324             | 11.5%           | 5778                  | -3.9%           | 7737             | 3.0%            |
| 1989 | 8727                | 1.9%            | 5279             | -0.4%           | 6253                  | 4.0%            | 8758             | 6.4%            |
| 1991 | 8410                | -1.8%           | 5083             | -1.9%           | 6181                  | -0.6%           | 8583             | -1.0%           |
| 1993 | 9547                | 6.5%            | 5606             | 5.0%            | 7200                  | 7.9%            | 9559             | 5.5%            |
| 1995 | 11110               | 7.9%            | 6450             | 7.3%            | 7946                  | 5.1%            | 10812            | 6.4%            |
| 1998 | 17617               | 16.6%           | 10975            | 19.4%           | 12940                 | 17.7%           | 16911            | 16.1%           |
| 2001 | 19093               | 2.7%            | 15820            | 13.0%           | 16289                 | 8.0%            | 21270            | 7.9%            |
| 2004 | 18492               | -1.1%           | 15541            | -0.6%           | 18222                 | 3.8%            | 22018            | 1.2%            |
| 2006 | 21809               | 8.6%            | 18598            | 9.4%            | 18381                 | 0.4%            | 20603            | -3.3%           |

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



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



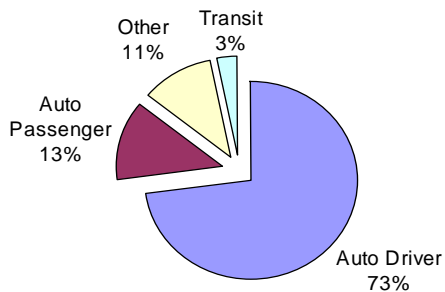
## Peel-Simcoe-York Screenline

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

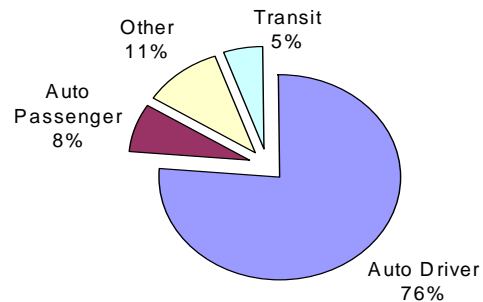
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1985 | 6973         | 1234 | 1.18 | 85.7% | 1078    | 11.3% | 290     | 3.0% | 0       | 0.0% |
| 1987 | 7131         | 1026 | 1.14 | 81.9% | 1238    | 12.4% | 569     | 5.7% | 0       | 0.0% |
| 1989 | 7670         | 1064 | 1.14 | 87.7% | 1021    | 10.2% | 206     | 2.1% | 0       | 0.0% |
| 1991 | 7348         | 1071 | 1.15 | 85.2% | 1011    | 10.2% | 447     | 4.5% | 0       | 0.0% |
| 1993 | 8192         | 1381 | 1.17 | 83.4% | 1326    | 11.6% | 574     | 5.0% | 0       | 0.0% |
| 1995 | 9443         | 1379 | 1.15 | 83.5% | 1636    | 12.6% | 499     | 3.9% | 0       | 0.0% |
| 1998 | 15217        | 1846 | 1.12 | 84.7% | 2359    | 11.7% | 715     | 3.6% | 0       | 0.0% |
| 2001 | 15278        | 2150 | 1.14 | 79.3% | 3773    | 17.2% | 775     | 3.5% | 0       | 0.0% |
| 2004 | 15065        | 1594 | 1.11 | 78.9% | 3357    | 15.9% | 1105    | 5.2% | 0       | 0.0% |
| 2006 | 19077        | 1986 | 1.10 | 84.0% | 2649    | 10.6% | 1356    | 5.4% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

#### 1985 Summary



#### 2006 Summary

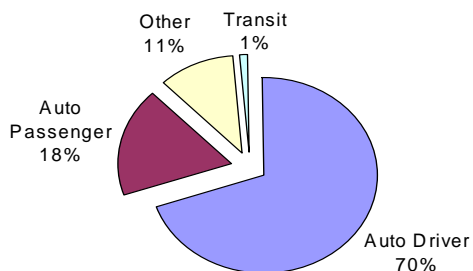


### Afternoon Peak Period (4:00 to 6:00 P.M) West(north)bound Drivers and Passengers by Mode of Travel

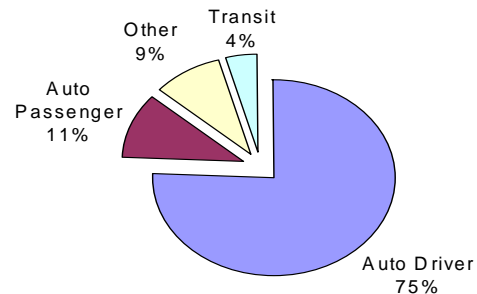
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1985 | 6291         | 1657 | 1.26 | 87.8% | 990     | 10.9% | 113     | 1.2% | 0       | 0.0% |
| 1987 | 6741         | 1744 | 1.26 | 85.5% | 972     | 9.8%  | 466     | 4.7% | 0       | 0.0% |
| 1989 | 7797         | 1508 | 1.19 | 89.2% | 930     | 8.9%  | 199     | 1.9% | 0       | 0.0% |
| 1991 | 7691         | 1767 | 1.23 | 90.1% | 871     | 8.3%  | 172     | 1.6% | 0       | 0.0% |
| 1993 | 8276         | 1824 | 1.22 | 86.1% | 1261    | 10.8% | 369     | 3.1% | 0       | 0.0% |
| 1995 | 9238         | 1734 | 1.19 | 80.9% | 1550    | 11.4% | 1043    | 7.7% | 0       | 0.0% |
| 1998 | 14744        | 2025 | 1.14 | 86.8% | 2141    | 11.1% | 420     | 2.2% | 0       | 0.0% |
| 2001 | 17967        | 1697 | 1.09 | 84.5% | 3282    | 14.1% | 335     | 1.4% | 0       | 0.0% |
| 2004 | 18707        | 2120 | 1.11 | 82.6% | 3266    | 13.0% | 1110    | 4.4% | 0       | 0.0% |
| 2006 | 18282        | 2640 | 1.14 | 86.4% | 2270    | 9.4%  | 1035    | 4.3% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

#### 1985 Summary



#### 2006 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, 2004, and 2006, which include appropriate locations on the GO rail lines.

The table and graphs below describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the

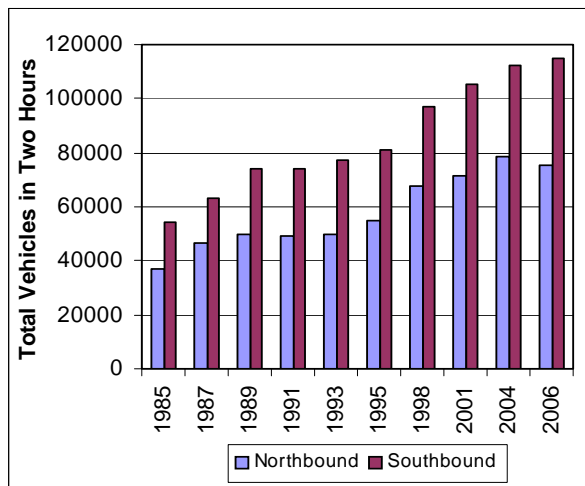
morning and afternoon peak periods by direction of travel. Southbound traffic is the dominant direction in the morning peak period and northbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic 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 distribution of person travel in the years 1985 and 2006.

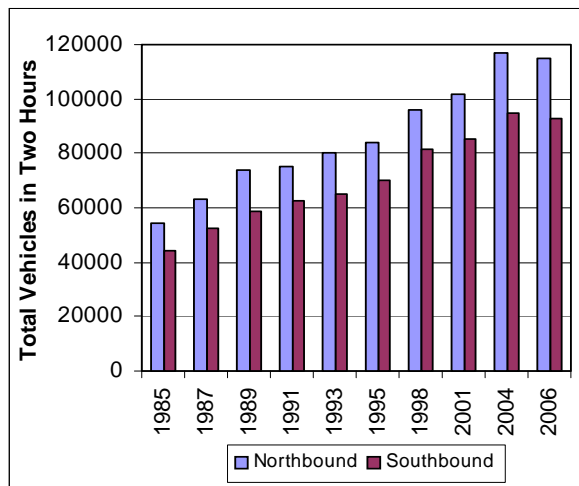
**Total Vehicles by Time of Day and Direction of Travel  
Estimated Rates of Annual Growth**

|      | 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%            |
| 2004 | 78364               | 3.0%            | 112036         | 2.1%            | 117075                | 4.8%            | 94668          | 3.5%            |
| 2006 | 75129               | -2.1%           | 114813         | 1.2%            | 114852                | -1.0%           | 92677          | -1.1%           |

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



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





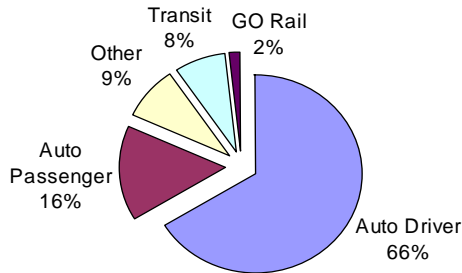
# Steeles Avenue Screenline

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

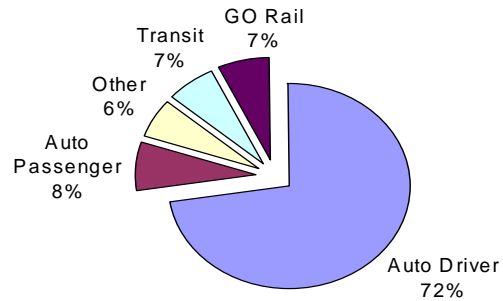
|      | Private Auto |       |      |       | Other*  |      | Transit |      | GO Rail |      |
|------|--------------|-------|------|-------|---------|------|---------|------|---------|------|
|      | drivers      | pass  | occ  | %     | drivers | %    | pass    | %    | pass    | %    |
| 1985 | 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 | 84.6% | 8686    | 9.0% | 3147    | 3.3% | 2994    | 3.1% |
| 1995 | 72072        | 13031 | 1.18 | 82.4% | 8477    | 8.2% | 6174    | 6.0% | 3551    | 3.4% |
| 1998 | 87070        | 15630 | 1.18 | 84.4% | 9788    | 8.0% | 5328    | 4.4% | 3797    | 3.1% |
| 2001 | 95020        | 11651 | 1.12 | 83.5% | 10022   | 7.8% | 4973    | 3.9% | 6075    | 4.8% |
| 2004 | 98612        | 9109  | 1.09 | 79.0% | 13056   | 9.6% | 8222    | 6.0% | 7345    | 5.4% |
| 2006 | 105027       | 11349 | 1.11 | 80.1% | 9291    | 6.4% | 9739    | 6.7% | 9971    | 6.9% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary

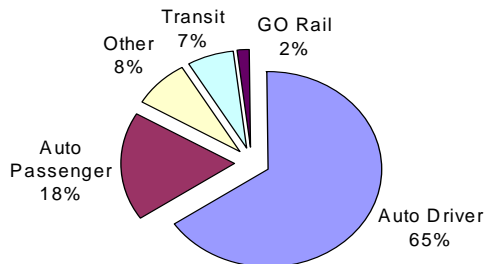


## Afternoon Peak Period (4:00 to 6:00 P.M) Northbound Drivers and Passengers by Mode of Travel

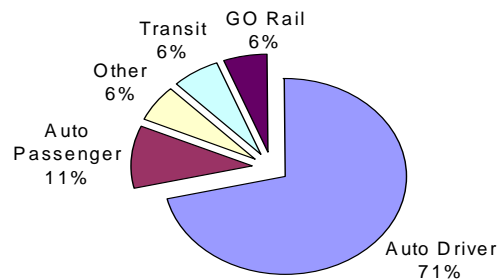
|      | Private Auto |       |      |       | Other*  |      | Transit |      | GO Rail |      |
|------|--------------|-------|------|-------|---------|------|---------|------|---------|------|
|      | drivers      | pass  | occ  | %     | drivers | %    | pass    | %    | pass    | %    |
| 1985 | 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        | 17806 | 1.25 | 86.0% | 8499    | 8.2% | 3466    | 3.3% | 2609    | 2.5% |
| 1995 | 74247        | 17529 | 1.24 | 85.3% | 9103    | 8.5% | 4140    | 3.8% | 2588    | 2.4% |
| 1998 | 85437        | 16701 | 1.20 | 84.2% | 10291   | 8.5% | 5328    | 4.4% | 3509    | 2.9% |
| 2001 | 92116        | 16254 | 1.18 | 84.2% | 9383    | 7.3% | 5377    | 4.2% | 5596    | 4.3% |
| 2004 | 102977       | 15935 | 1.15 | 80.6% | 13764   | 9.3% | 7958    | 5.4% | 6878    | 4.7% |
| 2006 | 105641       | 15605 | 1.15 | 81.8% | 8834    | 6.0% | 9603    | 6.5% | 8618    | 5.8% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 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, 2001, 2004, and 2006. 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

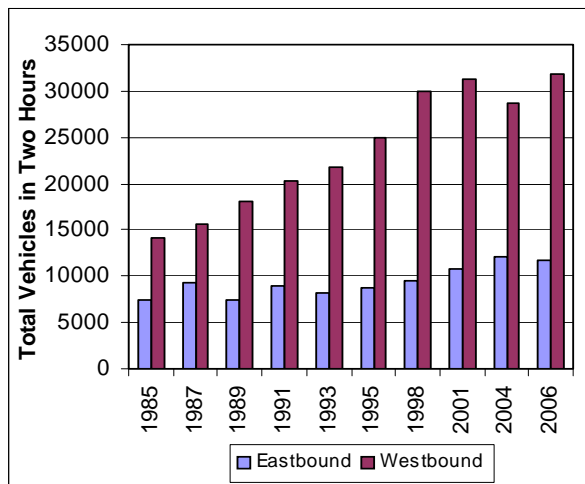
direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with consistently more overall traffic in the afternoon. In the later years traffic volumes westbound in the morning are generally higher than traffic volumes eastbound in the afternoon.

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 distribution of person travel in the years 1985 and 2006.

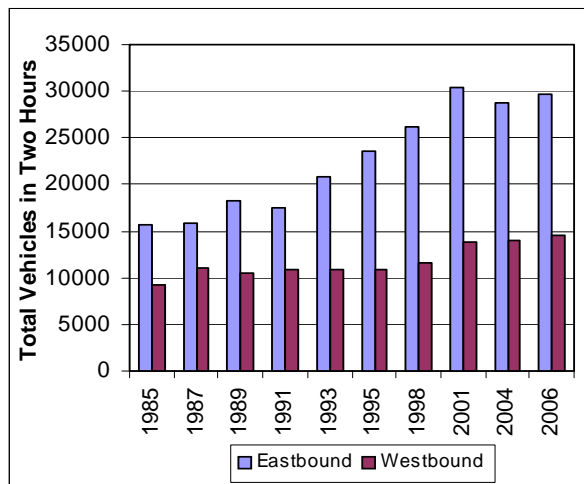
### Total Vehicles by Time of Day and Direction of Travel Estimated Rates of Annual Growth

|      | 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%            |
| 2004 | 12050               | 3.6%            | 28727          | -2.7%           | 28817                 | -1.8%           | 14042          | 0.8%            |
| 2006 | 11766               | -1.2%           | 31910          | 5.4%            | 29704                 | 1.5%            | 14555          | 1.8%            |

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



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



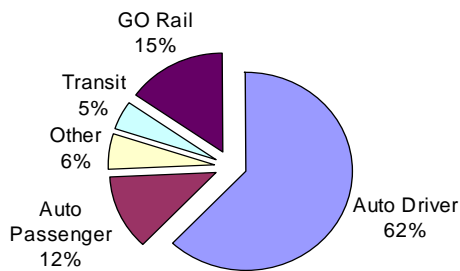
# Durham-Toronto Screenline

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

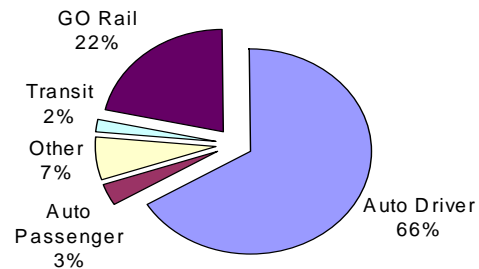
|      | Private Auto |      |      |       | Other*  |      | Transit |      | GO Rail |       |
|------|--------------|------|------|-------|---------|------|---------|------|---------|-------|
|      | drivers      | pass | occ  | %     | drivers | %    | pass    | %    | pass    | %     |
| 1985 | 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 | 71.1% | 1932    | 6.1% | 219     | 0.7% | 7078    | 22.2% |
| 1995 | 22601        | 2756 | 1.12 | 72.2% | 2404    | 6.8% | 865     | 2.5% | 6487    | 18.5% |
| 1998 | 27351        | 3817 | 1.14 | 75.5% | 2612    | 6.3% | 844     | 2.0% | 6679    | 16.2% |
| 2001 | 27870        | 2768 | 1.10 | 72.0% | 3308    | 7.8% | 554     | 1.3% | 8067    | 19.0% |
| 2004 | 25316        | 2808 | 1.11 | 67.5% | 3417    | 8.2% | 1139    | 2.7% | 9010    | 21.6% |
| 2006 | 28887        | 1516 | 1.05 | 69.5% | 2986    | 6.8% | 934     | 2.1% | 9427    | 21.5% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary

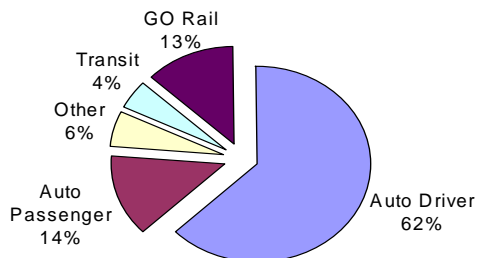


## Afternoon Peak Period (4:00 to 6:00 P.M) Eastbound Drivers and Passengers by Mode of Travel

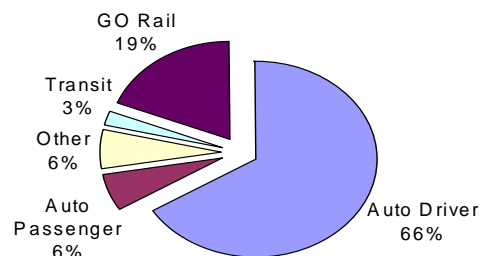
|      | Private Auto |      |      |       | Other*  |      | Transit |      | GO Rail |       |
|------|--------------|------|------|-------|---------|------|---------|------|---------|-------|
|      | drivers      | pass | occ  | %     | drivers | %    | pass    | %    | pass    | %     |
| 1985 | 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 | 73.6% | 2087    | 6.8% | 319     | 1.0% | 5686    | 18.6% |
| 1995 | 21739        | 2092 | 1.10 | 74.4% | 1800    | 5.6% | 312     | 1.0% | 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% |
| 2004 | 25111        | 2335 | 1.09 | 69.1% | 3644    | 9.2% | 1134    | 2.9% | 7469    | 18.8% |
| 2006 | 27036        | 2441 | 1.09 | 72.2% | 2621    | 6.4% | 1048    | 2.6% | 7679    | 18.8% |

\*taxi drivers and passengers, plus commercial vehicle drivers

### 1985 Summary



### 2006 Summary



## Durham-York Screenline

This screenline is located at the eastern boundary of the Regional Municipality of York where it coincides 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, 35 in 2001 and 30 in 2004 and 2006. GO rail service is not provided across this screenline.

ing 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 overall traffic in the afternoon peak. Traffic volumes westbound in the morning peak are generally lower than traffic volumes eastbound in the afternoon peak.

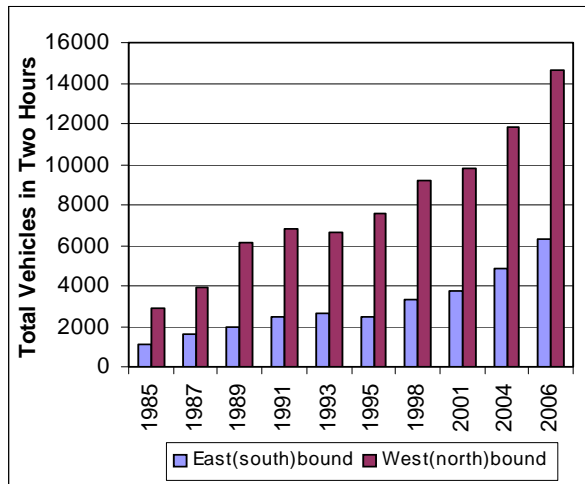
The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2006.

The table and graphs below describe total vehicles (exclud-

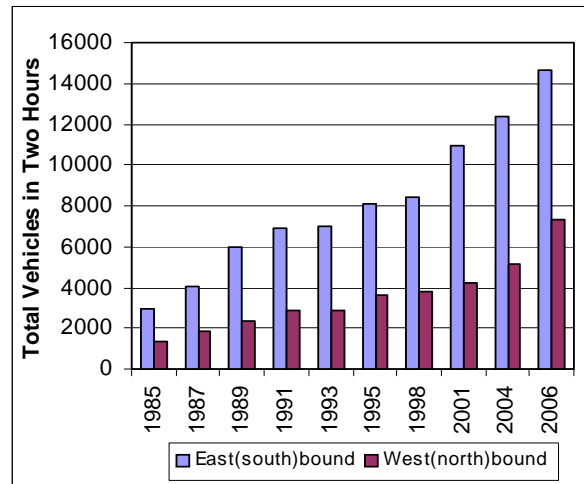
**Total Vehicles by Time of Day and Direction of Travel  
Estimated Rates of Annual Growth**

|      | 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%            |
| 2004 | 4830                | 8.5%            | 11869            | 6.6%            | 12351                 | 4.1%            | 5120             | 6.5%            |
| 2006 | 6302                | 14.2%           | 14659            | 11.1%           | 14644                 | 8.9%            | 7300             | 19.4%           |

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



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



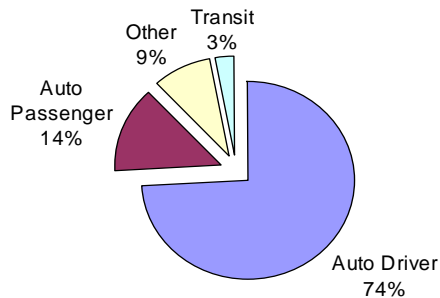
## Durham-York Screenline

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

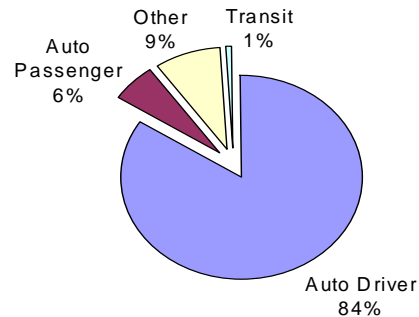
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1985 | 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 | 89.8% | 610     | 8.0%  | 165     | 2.2% | 0       | 0.0% |
| 1995 | 6892         | 818  | 1.12 | 89.4% | 663     | 7.7%  | 253     | 2.9% | 0       | 0.0% |
| 1998 | 8377         | 991  | 1.12 | 88.4% | 751     | 7.1%  | 477     | 4.5% | 0       | 0.0% |
| 2001 | 8517         | 773  | 1.09 | 86.2% | 1228    | 11.4% | 262     | 2.4% | 0       | 0.0% |
| 2004 | 10501        | 991  | 1.09 | 86.9% | 1330    | 10.1% | 401     | 3.0% | 0       | 0.0% |
| 2006 | 13233        | 963  | 1.07 | 90.3% | 1378    | 8.8%  | 140     | 0.9% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

#### 1985 Summary



#### 2006 Summary

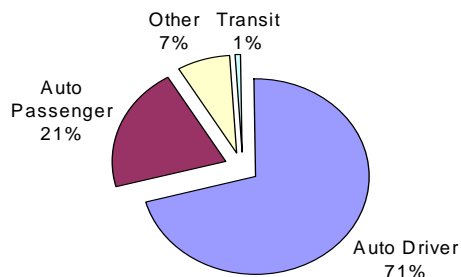


### Afternoon Peak Period (4:00 to 6:00 P.M) East(south)bound Drivers and Passengers by Mode of Travel

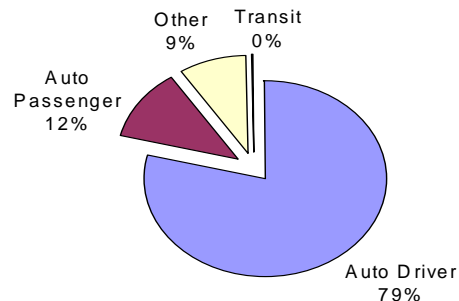
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1985 | 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 | 93.2% | 551     | 6.6%  | 19      | 0.2% | 0       | 0.0% |
| 1995 | 7282         | 1479 | 1.20 | 91.2% | 830     | 8.6%  | 11      | 0.1% | 0       | 0.0% |
| 1998 | 7690         | 1287 | 1.17 | 92.5% | 666     | 6.9%  | 61      | 0.6% | 0       | 0.0% |
| 2001 | 9873         | 1675 | 1.17 | 91.0% | 1074    | 8.5%  | 62      | 0.5% | 0       | 0.0% |
| 2004 | 10967        | 2003 | 1.18 | 89.4% | 1359    | 9.4%  | 183     | 1.3% | 0       | 0.0% |
| 2006 | 13148        | 2014 | 1.15 | 90.9% | 1487    | 8.9%  | 36      | 0.2% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

#### 1985 Summary



#### 2006 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, 52 in 2001 and 51 stations in 2004 and 2006. 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

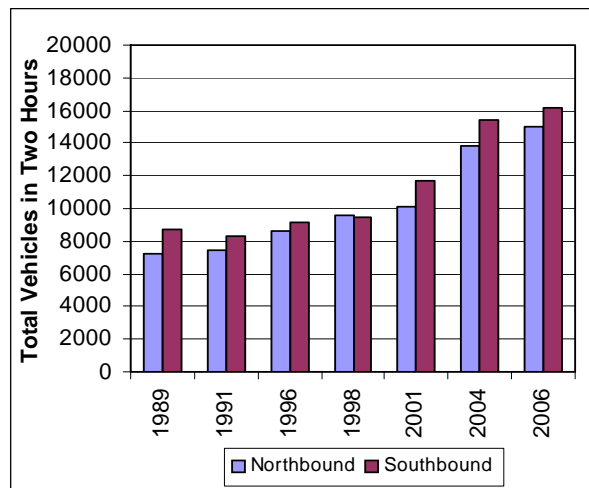
directions of flow, northbound and southbound, are very similar in many of the count summaries in both the morning and afternoon peak periods. However, over the entire count period, southbound flows were slightly larger in the morning and northbound flows larger in the afternoon. Morning and afternoon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

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 distribution of person travel in the years 1989 and 2006.

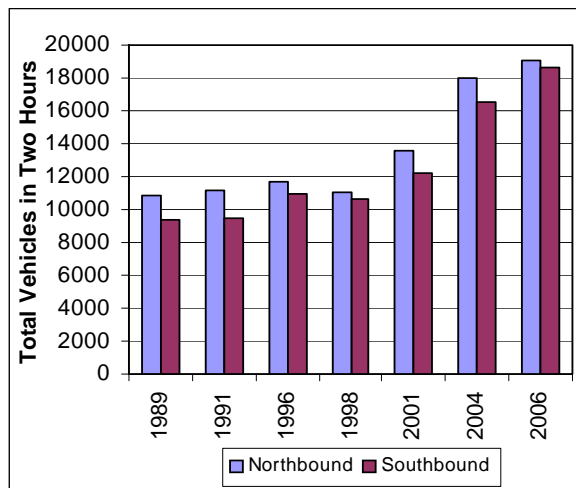
**Total Vehicles by Time of Day and Direction of Travel  
Estimated Rates of Annual Growth**

|      | 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%            |
| 2004 | 13801               | 10.8%           | 15418          | 9.6%            | 18021                 | 9.8%            | 16509          | 10.4%           |
| 2006 | 15009               | 4.3%            | 16136          | 2.3%            | 19056                 | 2.8%            | 18605          | 6.2%            |

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



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



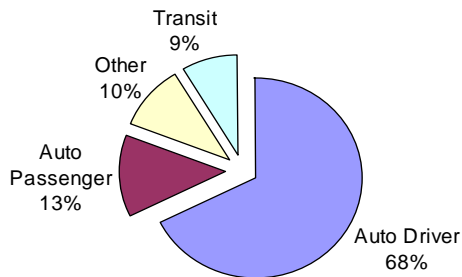
## Durham South (Taunton Road) Screenline

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

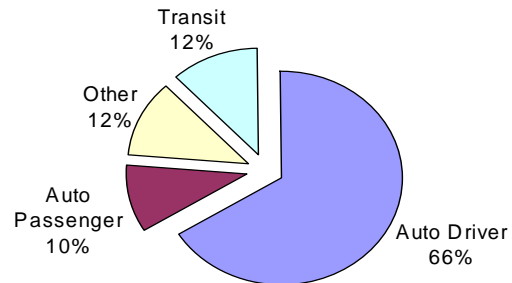
|      | Private Auto |      |      |       | Other*  |       | Transit |       | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|-------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %     | pass    | %    |
| 1989 | 7444         | 1471 | 1.20 | 80.9% | 1149    | 10.4% | 955     | 8.7%  | 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% |
| 2004 | 12500        | 1966 | 1.16 | 76.1% | 2795    | 14.7% | 1759    | 9.2%  | 0       | 0.0% |
| 2006 | 13470        | 2111 | 1.16 | 76.2% | 2434    | 11.9% | 2423    | 11.9% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2006 Summary

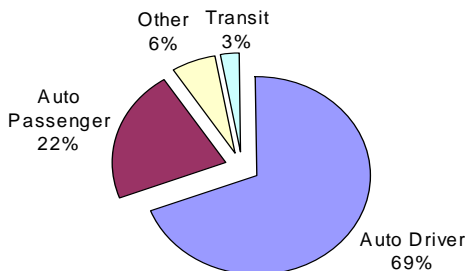


### Afternoon Peak Period (4:00 to 6:00 P.M) Northbound Drivers and Passengers by Mode of Travel

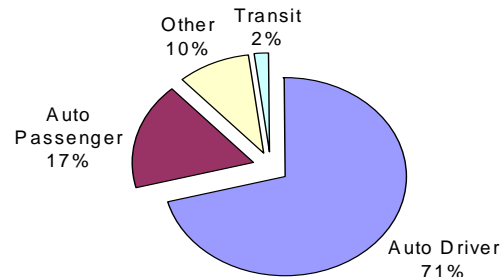
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1989 | 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% |
| 2004 | 15202        | 3492 | 1.23 | 84.4% | 2749    | 12.4% | 709     | 3.2% | 0       | 0.0% |
| 2006 | 16736        | 4097 | 1.24 | 88.3% | 2283    | 9.7%  | 482     | 2.0% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2006 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, 2001, 2004, and 2006. 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

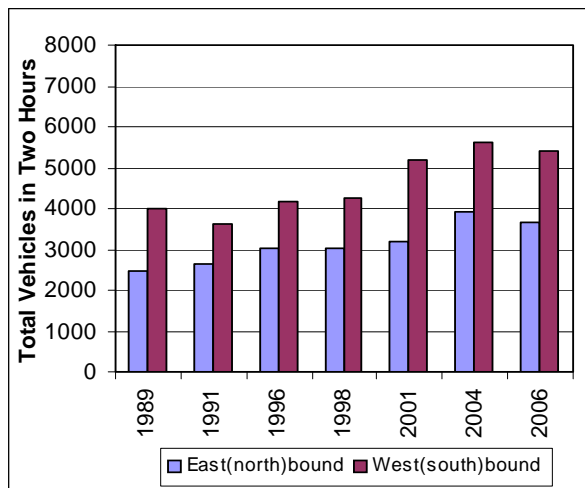
southbound traffic is the dominant direction in the morning peak period and east and northbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show dissimilar patterns of growth with consistently more traffic in the afternoon. Traffic volumes west(south)bound in the morning peak are consistently lower 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 distribution of person travel in the years 1989 and 2006.

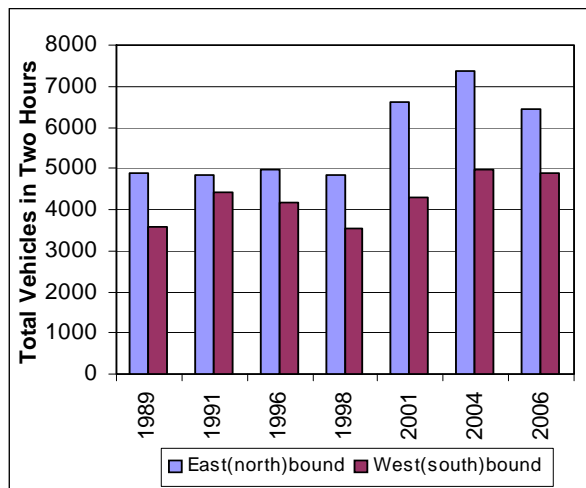
**Total Vehicles by Time of Day and Direction of Travel**  
**Estimated Rates of Annual Growth**

|      | 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%            |
| 2004 | 3933                | 7.1%            | 5622             | 2.8%            | 7376                  | 3.7%            | 4986             | 5.2%            |
| 2006 | 3643                | -3.8%           | 5420             | -1.8%           | 6459                  | -6.4%           | 4900             | -0.9%           |

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



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





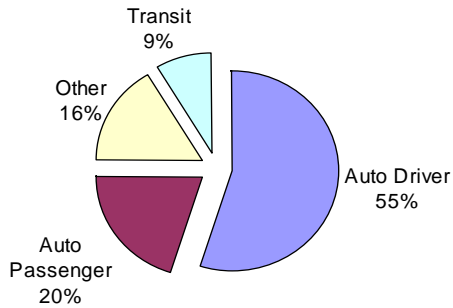
# Durham East Screenline

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

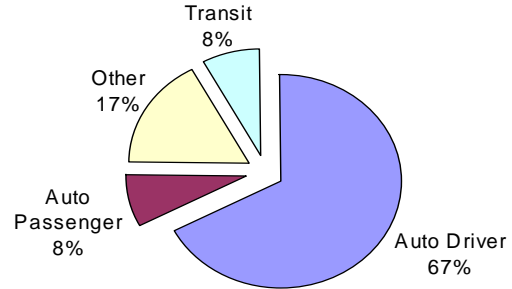
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1989 | 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% |
| 2004 | 4339         | 708  | 1.16 | 72.3% | 1242    | 17.8% | 689     | 9.9% | 0       | 0.0% |
| 2006 | 4275         | 510  | 1.12 | 75.0% | 1101    | 17.3% | 495     | 7.8% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

**1989 Summary**



**2006 Summary**

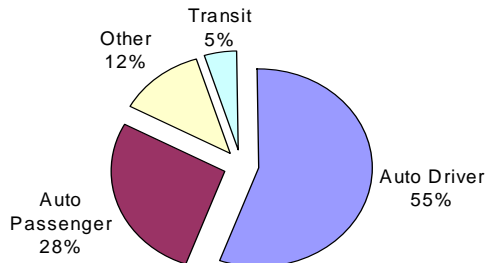


## Afternoon Peak Period (4:00 to 6:00 P.M) Eastbound Drivers and Passengers by Mode of Travel

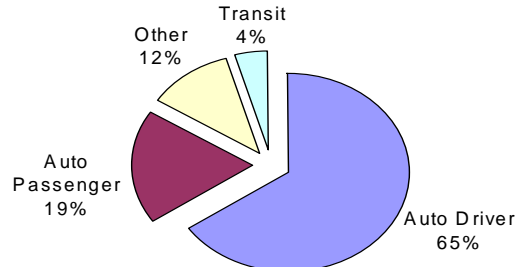
|      | Private Auto |      |      |       | Other*  |       | Transit |      | GO Rail |      |
|------|--------------|------|------|-------|---------|-------|---------|------|---------|------|
|      | drivers      | pass | occ  | %     | drivers | %     | pass    | %    | pass    | %    |
| 1989 | 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 | 81.2% | 762     | 11.6% | 476     | 7.2% | 0       | 0.0% |
| 2001 | 5502         | 1351 | 1.25 | 84.3% | 1096    | 13.5% | 178     | 2.2% | 0       | 0.0% |
| 2004 | 6060         | 1359 | 1.22 | 81.7% | 1294    | 14.3% | 367     | 4.0% | 0       | 0.0% |
| 2006 | 5477         | 1577 | 1.29 | 84.0% | 970     | 11.6% | 374     | 4.5% | 0       | 0.0% |

\*taxi drivers and passengers, plus commercial vehicle drivers

**1989 Summary**



**2006 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:

Andrew Head (905) 825-6000 X7475

### 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:

Margie Chung (905) 791-7800 X4510

### 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:

Vince Alfano (416) 392-4266

### 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:

Omeed El-Zabet (905) 830-4444 X5028

### 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:

Chris Leitch (905) 668-7711 X2567

### 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