

# **Greater Toronto Area 1998 Cordon Count Program**

## **Analysis of Peak Periods**

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## **Table of Contents**

Introduction -----	1
Halton West Screenline-----	2
Halton Dundas Street Screenline-----	3
Halton-Peel Screenline -----	4
Peel Steeles Avenue Screenline -----	5
Peel-Toronto Screenline -----	6
Peel-Simcoe-York Screenline -----	7
Toronto Steeles Avenue Screenline -----	8
Durham-Toronto Screenline -----	9
Durham-York Screenline -----	10
Durham South (Taunton Road) Screenline -----	11
Durham East Screenline -----	12
Cordon Count Information -----	13

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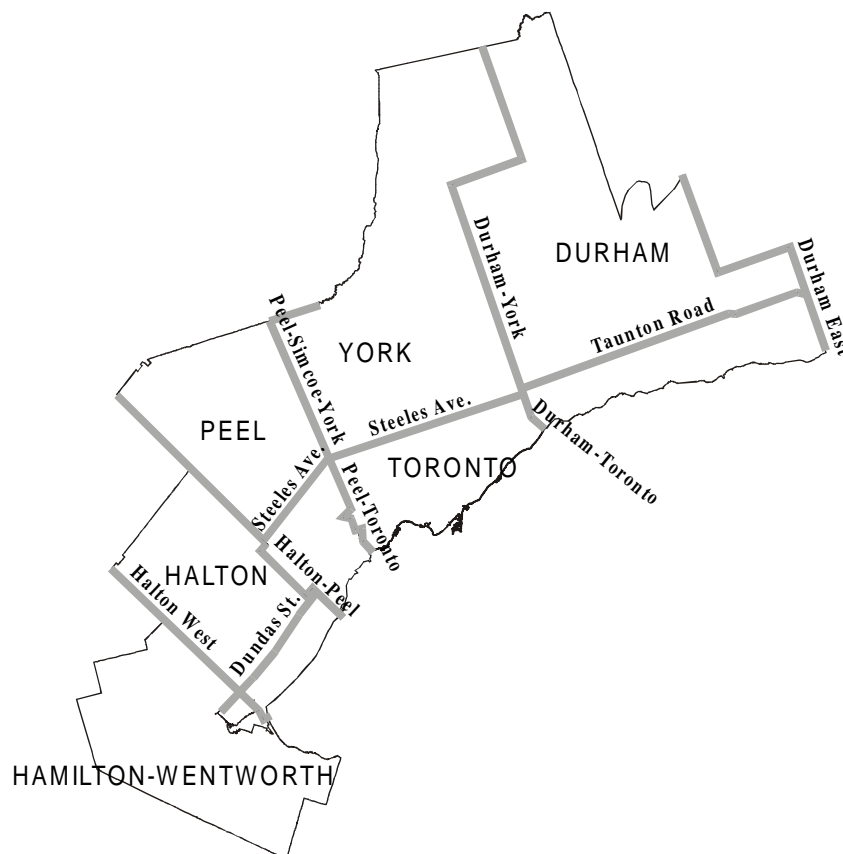
The collection of traffic counts taken by various Regional Governments and the Province of Ontario at various locations in the Greater Toronto Area over the last several years have been assembled in one data base for the first time. This report presents a summary of conditions during the periods of maximum traffic flow at a collection of screenlines for the most recent counts in 1998. The data are presented without alteration or corrections as presented by the City of Toronto and the Regional Municipalities of Durham, Halton, Peel and York. The data were collected in the May and June period of 1998.

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

tion Research and Data Management Group (TRADMAG). TRADMAG is a technical committee with representatives from the Regional Municipalities mentioned above plus Hamilton-Wentworth, GO Transit, Toronto Transit Commission and the Ministry of Transportation Ontario. The counts in 1998 were the first time every agency began as early as 6:00 A.M. and continued at least until 7:00 P.M.

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

## Screenline Definitions

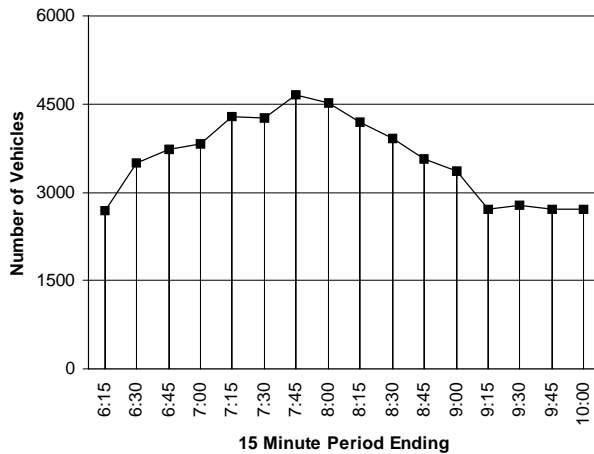


## Halton West Screenline

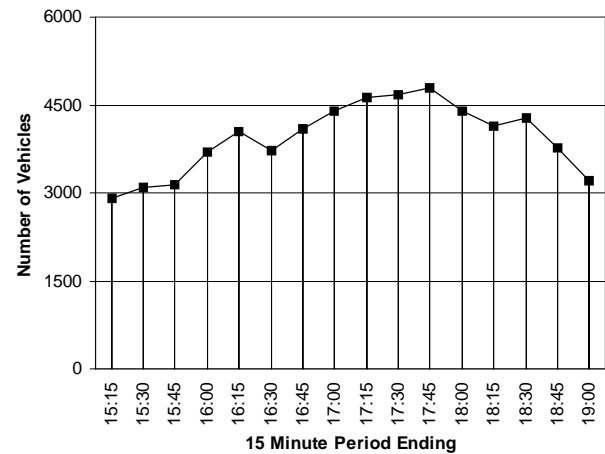
This screenline is located at the western edge of the Regional Municipality of Halton as an extension of the common boundary between Halton and the Regional Municipality of Hamilton-Wentworth to intersect the Burlington Skyway. The screenline follows this straight path rather than the Regional boundary to minimize the influence of trips double crossing the line. The dominant direction is east-west although the direction of the Burlington Skyway is north-south. Northbound traffic on this bridge is assumed to be destined to eastbound routes, while the reverse is assumed for southbound traffic. East(north)bound is the peak direction in the morning peak period and west(south)bound is the peak direction in the afternoon. Contra-flow represents 68% of the peak direction in the morning and 77% of the peak direction in the afternoon.

### Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



### Peak Three Hours

Northbound		Southbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	46486	15:00 to 18:00	47602
6:15 to 9:15	46516	15:15 to 18:15	48843
6:30 to 9:30	45808	15:30 to 18:30	50029
6:45 to 9:45	44772	15:45 to 18:45	50667
7:00 to 10:00	43668	16:00 to 19:00	50174

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

### Morning and Afternoon Peak Hour

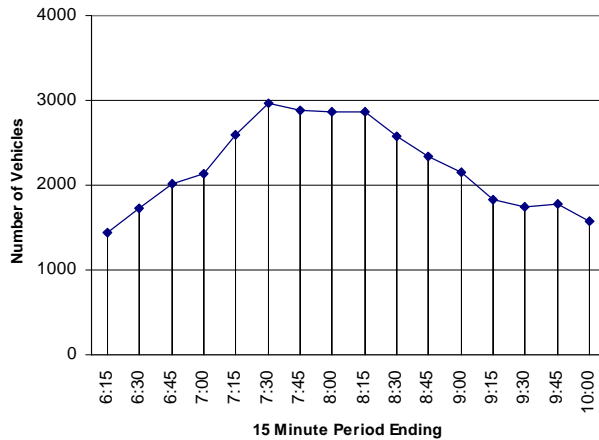
The peak one hour window occurred between 7:00 and 8:00 A.M. with a total of 17704 vehicles representing 38% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 5:00 and 6:00 P.M. with a total of 18528 vehicles representing 36.5% of the afternoon peak three hours. The afternoon peak hour is 4.5% larger than the morning peak hour.

## Halton Dundas Street Screenline

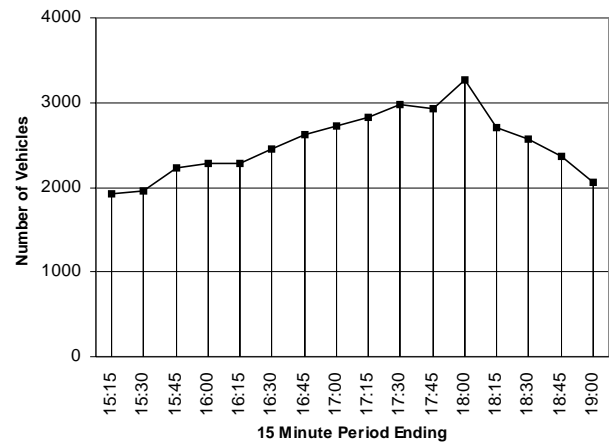
This screenline consists of all major streets crossing the Dundas Street (Highway #5) in the northern sections of the Cities of Burlington and Oakville. Although the actual direction is northeast and southwest, the screenline is considered to be east-west from the Peel-Halton boundary west to Indian Creek. The traffic directions are considered to be north and south. Northbound is the peak direction in morning peak period and southbound is the peak direction in the afternoon. Contra-flow represents 78% of the peak direction in the morning and 88% of the peak direction in the afternoon.

### Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



### Peak Three Hours

Northbound		Southbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	28567	15:00 to 18:00	30489
6:15 to 9:15	28942	15:15 to 18:15	31269
6:30 to 9:30	28974	15:30 to 18:30	31884
6:45 to 9:45	28739	15:45 to 18:45	32017
7:00 to 10:00	28175	16:00 to 19:00	31798

The absolute peak three hour window in the morning occurs from 6:30 to 9:30 A.M., although the total number of vehicles is very similar in all three-hour time windows tabulated above. In the afternoon, the peak three hours occur from 3:45 to 6:45 P.M., however, the number of vehicles is very similar in the three hour time windows beginning 15 minutes earlier and 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 10.5% higher than the number in the morning peak, which reflects the sustained higher 15 minute traffic volumes over an extended period.

### Morning and Afternoon Peak Hour

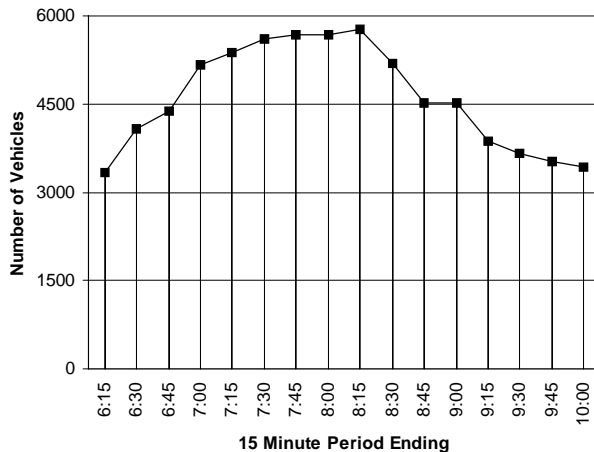
The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 11,570 vehicles representing 40% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. with a total of 12,080 vehicles representing 37.5% of the afternoon peak three hours. The afternoon peak hour is 4.5% larger than the morning peak hour.

## Halton-Peel Screenline

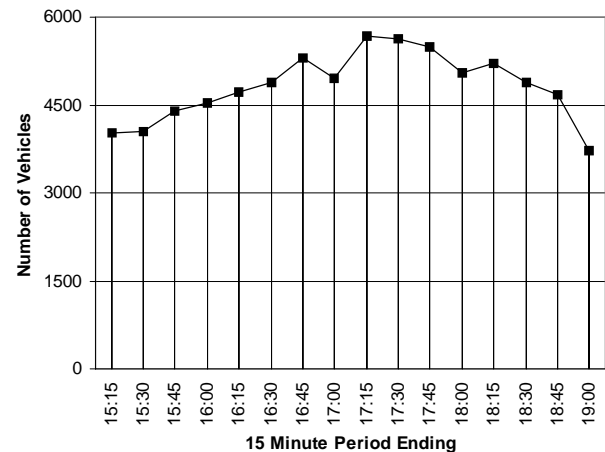
This screenline follows the western boundary of the Regional Municipality of Peel, including the full length of the common boundary with the Regional Municipality of Halton. The screenline follows the jurisdictional boundary and includes all major roads crossing the boundary in the east-west direction. Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 55% of the peak direction in the morning and 67% of the peak direction in the afternoon.

### Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



### Peak Three Hours

<b>Eastbound.</b>		<b>Westbound</b>	
<b>Time of Day</b>	<b>Total Number of Vehicles</b>	<b>Time of Day</b>	<b>Total Number of Vehicles</b>
6:00 to 9:00	59281	15:00 to 18:00	58704
6:15 to 9:15	59799	15:15 to 18:15	59890
6:30 to 9:30	59395	15:30 to 18:30	60721
6:45 to 9:45	58517	15:45 to 18:45	61012
7:00 to 10:00	56772	16:00 to 19:00	60199

The absolute peak three hour window in the morning occurs from 6:15 to 9:15 A.M., however, the absolute peak three hours is very similar to the number of vehicles in the three hour windows beginning 15 minutes earlier as well as the one beginning 15 minutes later. In the afternoon, the peak three hours occur from 3:45 to 6:45 P.M., although again the total number of vehicles is very similar in the three hour windows beginning 15 minutes earlier and 15 minutes later. The number of vehicles in the peak three hours in the afternoon is 2% higher than the number in the morning peak.

### Morning and Afternoon Peak Hour

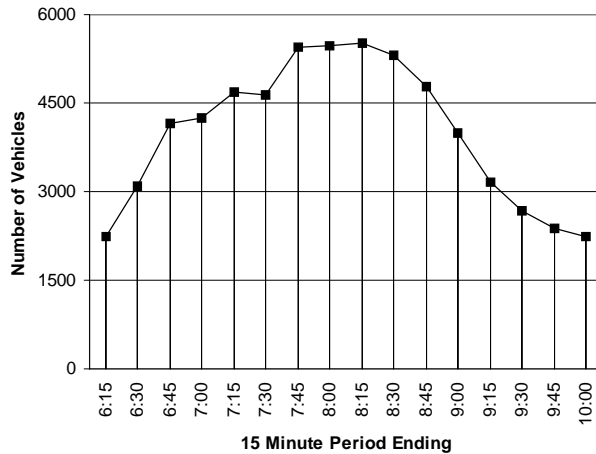
The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 22725 vehicles representing 38% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 5:00 and 6:00 P.M. with a total of 21855 vehicles representing 36% of the afternoon peak three hours. The morning peak hour is 1% larger than the afternoon peak hour.

## Peel Steeles Avenue Screenline

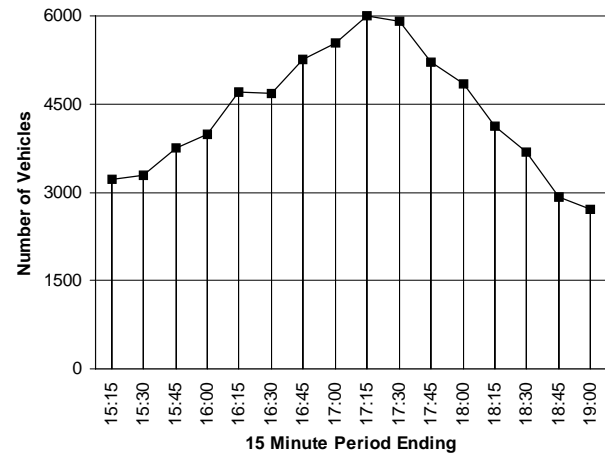
This screenline follows Steeles Avenue in the southern portion of the City of Brampton close to its common boundary with the City of Mississauga all within Regional Municipality of Peel. The line extends in an east-west direction from the common boundary with the City of Toronto to the common boundary with the Regional Municipality of Halton. The screenline includes all major roads crossing the screenline in the north-south direction. Southbound traffic is the dominant direction in the morning peak period and northbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 53% of the peak direction in the morning and 56% of the peak direction in the afternoon.

## Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



## Peak Three Hours

Southbound		Northbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	53528	15:00 to 18:00	56389
6:15 to 9:15	54439	15:15 to 18:15	57299
6:30 to 9:30	54032	15:30 to 18:30	57711
6:45 to 9:45	52250	15:45 to 18:45	56895
7:00 to 10:00	50251	16:00 to 19:00	55620

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

## Morning and Afternoon Peak Hour

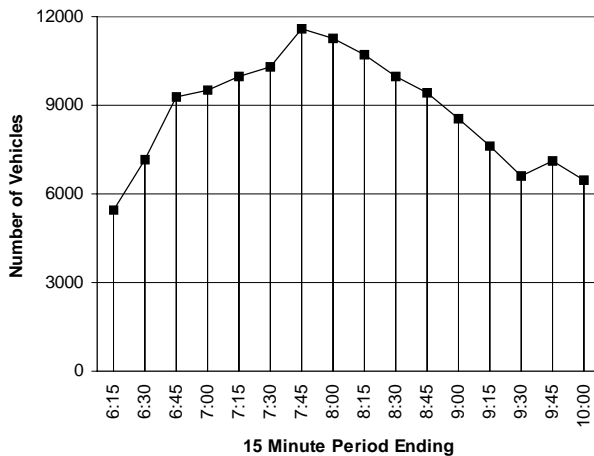
The peak one hour window occurred between 7:30 and 8:30 A.M. with a total of 21736 vehicles representing 40% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. with a total of 22695 vehicles representing 39.5% of the afternoon peak three hours. The afternoon peak hour is 4.5% larger than the morning peak hour.

## Peel-Toronto Screenline

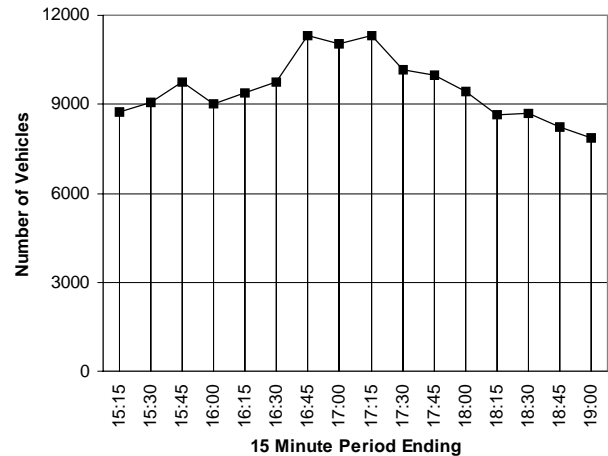
This screenline is located at the western boundary of the City of Toronto and is coincidental with a portion of the eastern boundary of the Regional Municipality of Peel. The potential for vehicles double crossing the jurisdictional boundary is very high in the areas of the south and east of Toronto International Airport. For the sake of consistency, the stations included in the analysis are the same used by the City of Toronto and previously by Metropolitan Toronto. The screenline includes all major roads crossing the boundary in the east-west direction. Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 72% of the peak direction in the morning and 85.5% of the peak direction in the afternoon.

## Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



## Peak Three Hours

Eastbound.		Westbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	113151	15:00 to 18:00	118929
6:15 to 9:15	115278	15:15 to 18:15	118808
6:30 to 9:30	114695	15:30 to 18:30	118459
6:45 to 9:45	112533	15:45 to 18:45	116919
7:00 to 10:00	109460	16:00 to 19:00	115785

The absolute peak three hour window in the morning occurs from 6:15 to 9:15 A.M. In the afternoon, the peak three hours occur from 3:00 to 6:00 P.M., however, the number of vehicles is very similar in the subsequent three hour time windows starting at 3:15 and 3:30 P.M. Although not shown, traffic in the preceding three hour window is lower (115,880). The number of vehicles in the peak three hours in the afternoon is 3% higher than the number in the morning peak.

## Morning and Afternoon Peak Hour

The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 43881 vehicles representing 38% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. with a total of 43825 vehicles representing 37% of the afternoon peak three hours. The morning peak hour and the afternoon peak hour are essentially the same.

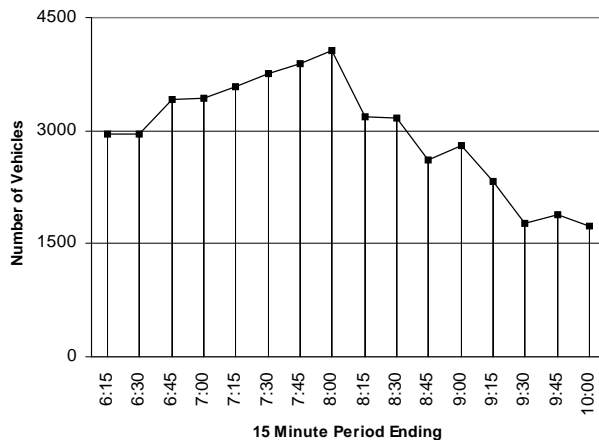


## Peel-Simcoe-York Screenline

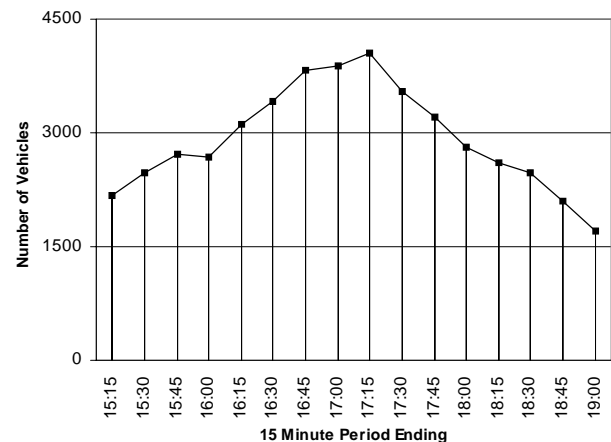
This screenline is located at the western boundary of the Regional Municipality of York where it is coincident with the eastern boundary of the Regional Municipality of Peel and a portion of the south-eastern boundary of the County of Simcoe. Because it is a combination of directions, the screenline includes all major roads crossing the boundary regardless of the direction of the road. This analysis combines the eastbound with the southbound traffic and the westbound with the northbound traffic, which is consistent with travel entering or leaving the Greater Toronto Area. East(south)bound traffic is the dominant direction in the morning peak period and west(north)bound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 56% of the peak direction in the morning and 57% of the peak direction in the afternoon.

### Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



### Peak Three Hours

East(south)bound.		West(north)bound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	39801	15:00 to 18:00	37860
6:15 to 9:15	39157	15:15 to 18:15	38298
6:30 to 9:30	37975	15:30 to 18:30	38287
6:45 to 9:45	36445	15:45 to 18:45	37681
7:00 to 10:00	34743	16:00 to 19:00	36712

The absolute peak three hour window in the morning occurs from 6:00 to 9:00 A.M. and may have occurred earlier but counts were not taken before 6:00 A.M. In the afternoon, the peak three hours occur from 3:15 to 6:15 P.M., however, the absolute peak three hours is very similar to the number of vehicles in the three hour windows beginning 15 minutes later. The number of vehicles in the peak three hours in the morning is 4% higher than the number in the afternoon peak.

### Morning and Afternoon Peak Hour

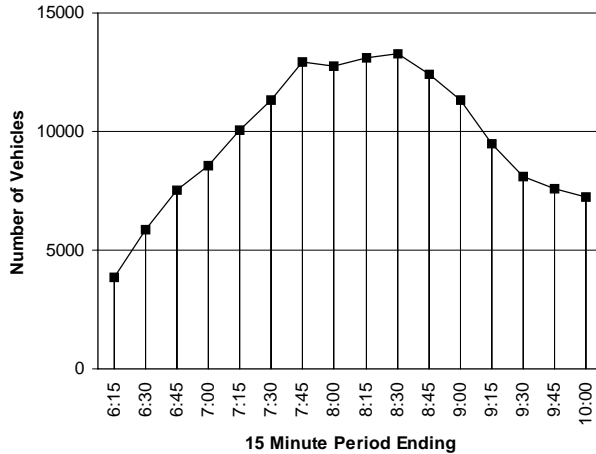
The peak one hour window occurred between 7:00 and 8:00 A.M. with a total of 15284 vehicles representing 38% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. with a total of 15300 vehicles representing 40% of the afternoon peak three hours. The morning and afternoon peak hour flows are very similar in magnitude.

## Steeles Avenue Screenline

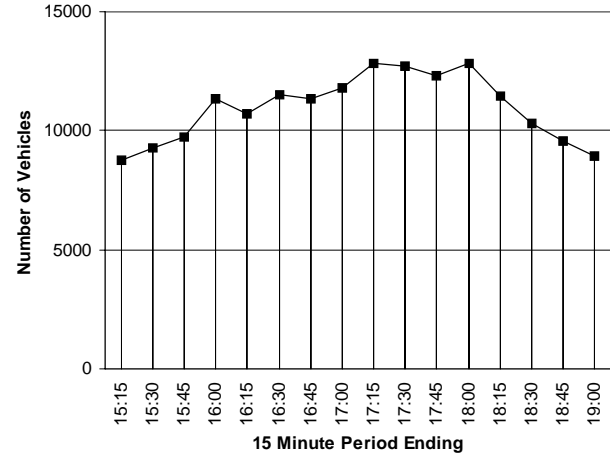
This screenline is located along Steeles Avenue at the northern boundary of the City of Toronto and is coincident with the southern boundary of the Regional Municipality of York. The potential for vehicles double crossing the jurisdictional boundary is very high as Steeles Avenue is a major thoroughfare. Counts are taken on the northern side of Steeles Avenue to minimize the impact of these double crossings. The screenline includes all major roads crossing the boundary in the north-south direction. Southbound traffic is the dominant direction in the morning peak period and northbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 69.5% of the peak direction in the morning and 85% of the peak direction in the afternoon.

## Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



## Peak Three Hours

Southbound		Northbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	122940	15:00 to 18:00	135036
6:15 to 9:15	128597	15:15 to 18:15	137737
6:30 to 9:30	130827	15:30 to 18:30	138745
6:45 to 9:45	130896	15:45 to 18:45	138593
7:00 to 10:00	129624	16:00 to 19:00	136143

The absolute peak three hour window in the morning occurs from 6:45 to 9:45 A.M., however, the total number of vehicles is essentially the same in the three hour window beginning 15 minutes earlier. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., however, the number of vehicles is very similar in the subsequent three hour time window. The number of vehicles in the peak three hours in the afternoon is 6% higher than the number in the morning.

## Morning and Afternoon Peak Hour

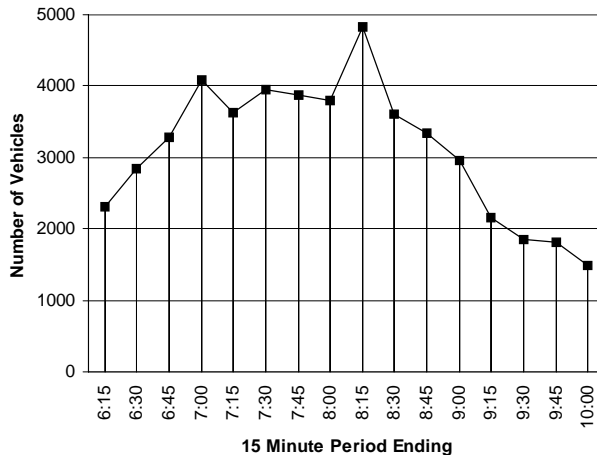
The peak one hour window occurred between 7:30 and 8:30 A.M. with a total of 52019 vehicles representing 40% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 5:00 and 6:00 P.M. with a total of 50599 vehicles representing 36.5% of the afternoon peak three hours. The morning peak hour is 3% larger than the afternoon peak hour.

## Durham-Toronto Screenline

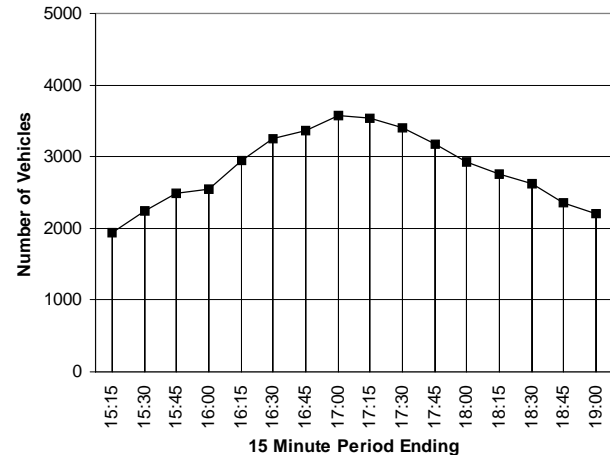
This screenline follows the eastern boundary of the City of Toronto and is coincident with a portion of the western boundary of the Regional Municipality of Durham. The screenline follows the jurisdictional boundary and includes all major roads crossing the boundary in the east-west direction. Westbound traffic is the dominant direction in the morning peak period and eastbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 31.5% of the peak direction in the morning and 44% of the peak direction in the afternoon.

### Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



### Peak Three Hours

Westbound		Eastbound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	42529	15:00 to 18:00	35383
6:15 to 9:15	42371	15:15 to 18:15	36205
6:30 to 9:30	41390	15:30 to 18:30	36591
6:45 to 9:45	39925	15:45 to 18:45	36459
7:00 to 10:00	37323	16:00 to 19:00	36124

The absolute peak three hour window in the morning occurs from 6:00 to 9:00 A.M. and may have occurred earlier, however, this is unlikely considering the shape of the early part of the graph shown above. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., however, the number of vehicles is very similar in the three hour time windows beginning at 3:15, 3:30, 3:45, and 4:00 P.M. The number of vehicles in the peak three hours in the morning is 16% higher than the number in the afternoon peak.

### Morning and Afternoon Peak Hour

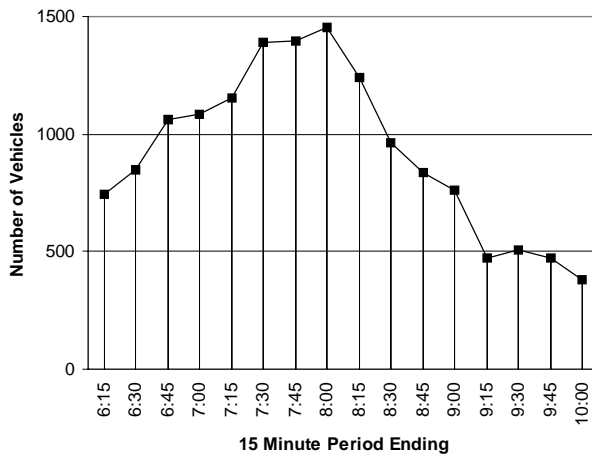
The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 16462 vehicles representing 39% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. with a total of 13891 vehicles representing 38% of the afternoon peak three hours. The morning peak hour is 18.5% larger than the afternoon peak hour.

## Durham-York Screenline

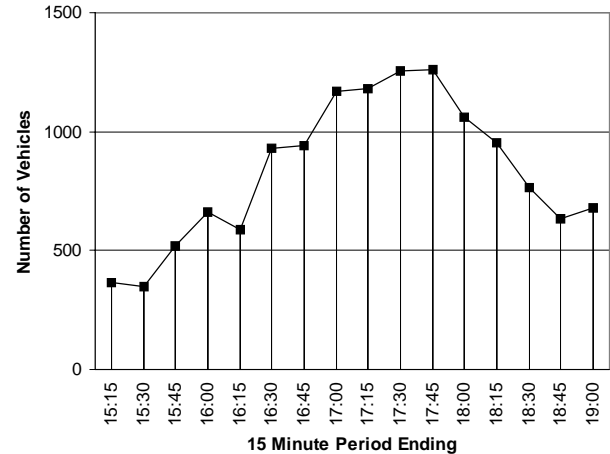
This screenline is located at the eastern boundary of the Regional Municipality of York where it is coincident with the western boundary of the Regional Municipality of Durham. Because it is a combination of directions, the screenline includes all major roads crossing the boundary regardless of the direction of the road. This analysis combines the eastbound with the southbound traffic and the westbound with the northbound traffic. Although this combination of directions is somewhat arbitrary, it is consistent with traffic moving between Durham and York. In addition, the definition is consistent with peak directions of traffic flow. West and northbound traffic is the dominant direction in the morning peak period and east and southbound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 36.5% of the peak direction in the morning and 45% of the peak direction in the afternoon.

## Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



## Peak Three Hours

West(north)bound.		East(south)bound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	12933	15:00 to 18:00	10278
6:15 to 9:15	12660	15:15 to 18:15	10867
6:30 to 9:30	12322	15:30 to 18:30	11281
6:45 to 9:45	11735	15:45 to 18:45	11395
7:00 to 10:00	11031	16:00 to 19:00	11411

The absolute peak three hour window in the morning occurs from 6:00 to 9:00 A.M. and may have occurred earlier, however counts were not taken before 6:00 A.M. This is unlikely given the shape of the early portion of the morning peak graph shown above. In the afternoon, the peak three hours occur from 4:00 to 7:00 P.M., however, the number of vehicles is essentially the same in the three hour time window beginning 15 minutes earlier. The number of vehicles in the peak three hours in the morning is 13.5% higher than the number in the afternoon peak.

## Morning and Afternoon Peak Hour

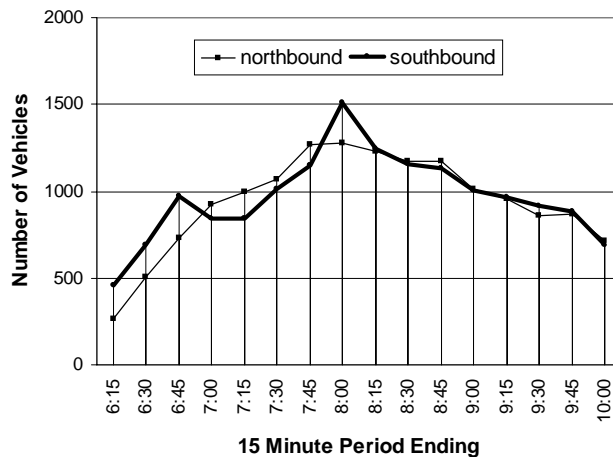
The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 5482 vehicles representing 42% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 4:45 and 5:45 P.M. with a total of 4869 vehicles representing 42.5% of the afternoon peak three hours. The morning peak hour is 12.5% larger than the afternoon peak hour.

## Durham South (Taunton Road) Screenline

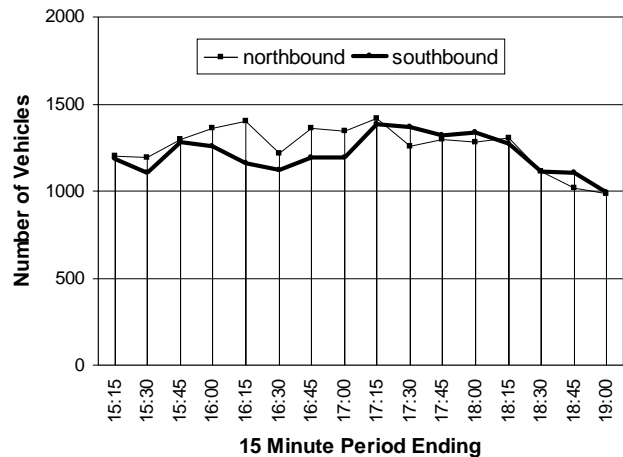
This screenline consists of all major streets crossing Taunton Road, or a continuation of the alignment of this road, in the northern sections of the local municipalities of Pickering, Ajax, Whitby, Oshawa and Clarington. The screenline runs east-west from the eastern boundary of the Regional Municipality of Durham to the common boundary between Durham and the City of Toronto. The traffic directions on the intersecting roads are north and south. The two directions of flow in the morning peak period and afternoon peak period are so similar that both directions are presented in this analysis.

### Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



### Peak Three Hours

Time of Day	Northbound Total Number of Vehicles	Southbound Total Number of Vehicles	Time of Day	Northbound Total Number of Vehicles	Southbound Total Number of Vehicles
6:00 to 9:00	11656	12070	15:00 to 18:00	15772	14996
6:15 to 9:15	12345	12581	15:15 to 18:15	15884	15086
6:30 to 9:30	12698	12804	15:30 to 18:30	15820	15096
6:45 to 9:45	12845	12720	15:45 to 18:45	15545	14928
7:00 to 10:00	12638	12569	16:00 to 19:00	15175	14663

The absolute peak three hour window in the morning occurs from 6:45 to 9:45 A.M. in the northbound direction but is very similar to a range of three hour windows in both the northbound and southbound directions. In the afternoon, the peak three hours occur from 3:15 to 6:15 P.M. in the northbound direction, however, the number of vehicles is essentially the same in the three hour time windows beginning 15 minutes earlier and 15 minutes later. The number in the southbound direction is similar but slightly lower. The number of vehicles in the peak three hours in the afternoon is 23% higher than the number in the morning peak.

### Morning and Afternoon Peak Hour

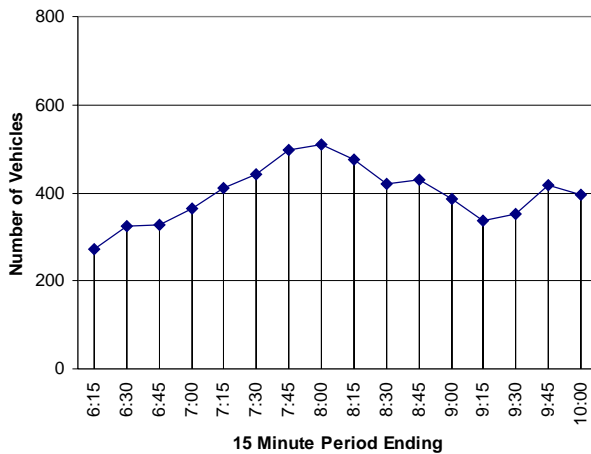
Northbound, the peak one hour window occurred between 7:30 and 8:30 A.M. with a total of 4965 vehicles representing 38.5% of the morning peak three hours. The southbound peak hour occurred in the same time interval with a total of 5080 vehicles representing 39.5% of the peak three hours in that direction. In the afternoon, the peak one hour window occurred between 4:30 and 5:30 P.M. in the northbound direction with a total of 5430 vehicles representing 34% of the afternoon peak three hours in that direction. Southbound the peak hour was in the 5:00 to 6:00 P.M. time period with 5439 vehicles representing 36% of the peak three hours. The afternoon peak hour is 7% larger than the morning peak hour.

## Durham East Screenline

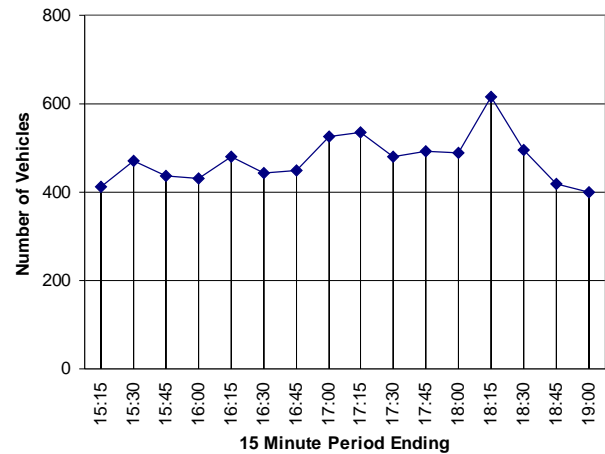
This screenline follows the eastern boundary of the Regional Municipality of Durham. The screenline is north-south in some portions and east-west in others. This analysis combines eastbound with northbound traffic on intersecting roads as a representation of traffic leaving the Greater Toronto area. Conversely, westbound and southbound traffic are combined to represent traffic entering the GTA. West(south)bound traffic is the dominant direction in the morning peak period and east(north)bound traffic is the dominant direction in the afternoon peak period. Contra-flow represents 78% of the peak direction in the morning and 79% of the peak direction in the afternoon.

### Peak Period Analysis

**Morning Peak Period in the Peak Direction**



**Afternoon Peak Period in the Peak Direction**



### Peak Three Hours

West(south)bound		East(north)bound	
Time of Day	Total Number of Vehicles	Time of Day	Total Number of Vehicles
6:00 to 9:00	5272	15:00 to 18:00	6247
6:15 to 9:15	5351	15:15 to 18:15	6461
6:30 to 9:30	5382	15:30 to 18:30	6492
6:45 to 9:45	5461	15:45 to 18:45	6467
7:00 to 10:00	5478	16:00 to 19:00	6417

The absolute peak three hour window in the morning occurs from 7:00 to 10:00 A.M., however, the three hour counts are very similar for a range of times. In the afternoon, the peak three hours occur from 3:30 to 6:30 P.M., again however, the three hour counts are very similar for a wide range of times. The number of vehicles in the peak three hours in the afternoon is 16% higher than the number in the morning peak.

### Morning and Afternoon Peak Hour

The peak one hour window occurred between 7:15 and 8:15 A.M. with a total of 2059 vehicles representing 38% of the morning peak three hours. In the afternoon, the peak one hour window occurred between 5:30 and 6:30 P.M. with a total of 2286 vehicles representing 35.5% of the afternoon peak three hours. The morning peak hour is 8.5% larger than the afternoon peak hour.

## **Cordon Count Information**

### pages 2, 3

- Halton West Screenline
- Halton South Screenline

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

Elizabeth Szymanski      (905) 825-6123 X7213

### pages 4,5

- Halton-Peel Screenline
- Peel Steeles Avenue Screenline

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

Rick Warner      (905) 791-9400 X4352

### pages 6, 8, 9

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

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

Loy-Sai Cheah      (416) 392-8572

### pages 7, 10

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

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

John Barnes      (905) 764-6346 X5030

### pages 11, 12

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

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

Jeff Brooks      (905) 436-6612