

2001 GTA CORDON COUNT

TRANSPORTATION TRENDS 1991–2001

TECHNICAL APPENDIX



Prepared on behalf of:

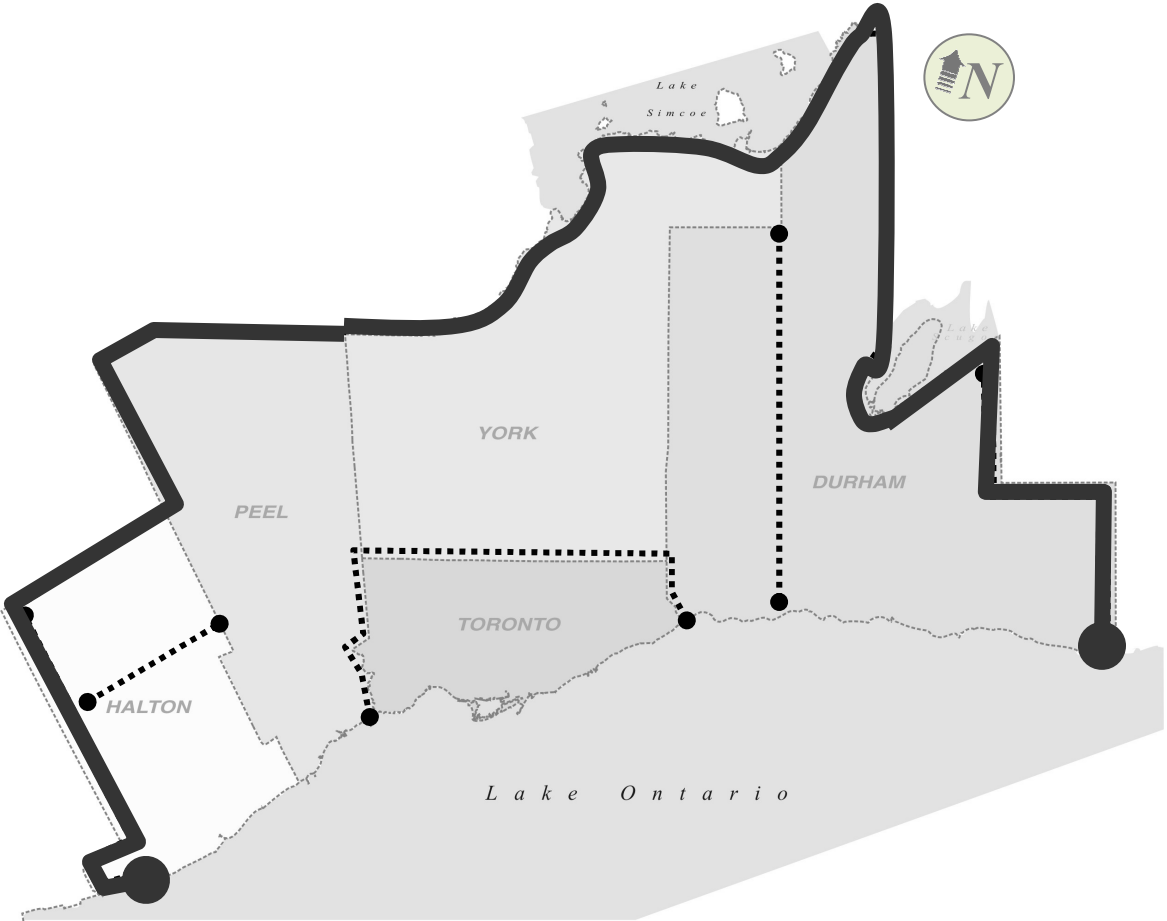
*Ministry of Transportation, Ontario
Regional Municipality of Durham
Regional Municipality of Halton
Regional Municipality of Peel
Regional Municipality of York
City of Toronto
Toronto Transit Commission
GO Transit*

March 2003

SCREENLINES AND CORDONS SUMMARIZED

- GTA Boundary**
- GTA West Boundary**
- GTA North Boundary**
- GTA East Boundary**
- City of Toronto Boundary**
- City of Toronto Central Area Boundary**
- Halton West Boundary**
- Halton - Dundas Street**
- Halton - Highway 401**
- Peel/Halton Boundary**
- Mississauga/Brampton Boundary**
- Peel/Toronto Boundary**
- York/Peel Boundary**
- York/Toronto Boundary**
- York/Durham Boundary**
- Durham/Toronto Boundary**
- Durham - Taunton Road**
- Durham - Regional Road 23**
- Durham East Boundary**

GTA Boundary



VEHICLES BY TYPE													
		INBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:30 - 9:30)	46,368	78.7%	6,856	11.6%	1,512	2.6%	3,856	6.5%	361	0.6%	58,953	100.0%
	1995 (6:30 - 9:30)	54,926	84.1%	4,053	6.2%	1,607	2.5%	4,464	6.8%	292	0.4%	65,342	100.0%
	1998 (6:15 - 9:15)	66,247	89.1%	2,627	3.5%	1,177	1.6%	4,041	5.4%	292	0.4%	74,384	100.0%
	2001 (6:00 - 9:00)	76,806	85.6%	6,216	6.9%	1,595	1.8%	4,685	5.2%	382	0.4%	89,684	100.0%
	98-01	10,559	15.9%	3,589	136.6%	418	35.5%	644	15.9%	90	30.8%	15,300	20.6%
	91-01	30,438	65.6%	-640	-9.3%	83	5.5%	829	21.5%	21	5.8%	30,731	52.1%
PM Peak Period	1991 (3:30 - 6:30)	39,630	79.6%	5,573	11.2%	1,133	2.3%	3,190	6.4%	280	0.6%	49,806	100.0%
	1995 (3:30 - 6:30)	41,352	84.2%	2,526	5.1%	1,232	2.5%	3,778	7.7%	252	0.5%	49,140	100.0%
	1998 (3:30 - 6:30)	49,076	87.6%	1,930	3.4%	847	1.5%	3,822	6.8%	332	0.6%	56,007	100.0%
	2001 (3:30 - 6:30)	51,800	84.7%	3,692	6.0%	1,142	1.9%	4,231	6.9%	313	0.5%	61,178	100.0%
	98-01	2,724	5.6%	1,762	91.3%	295	34.8%	409	10.7%	-19	-5.7%	5,171	9.2%
	91-01	12,170	30.7%	-1,881	-33.8%	9	0.8%	1,041	32.6%	33	11.8%	11,372	22.8%
12 Hour Period	1991 (7:00 - 7:00)	144,190	76.5%	21,884	11.6%	5,545	2.9%	15,797	8.4%	1,023	0.5%	188,439	100.0%
	1995 (7:00 - 7:00)	159,555	81.2%	12,091	6.2%	5,858	3.0%	18,212	9.3%	876	0.4%	196,592	100.0%
	1998 (6:45 - 6:45)	184,020	85.4%	8,277	3.8%	4,386	2.0%	17,686	8.2%	1,046	0.5%	215,415	100.0%
	2001 (6:45 - 6:45)	210,972	82.3%	17,132	6.7%	6,030	2.4%	21,013	8.2%	1,113	0.4%	256,260	100.0%
	98-01	26,952	14.6%	8,855	107.0%	1,644	37.5%	3,327	18.8%	67	6.4%	40,845	19.0%
	91-01	66,782	46.3%	-4,752	-21.7%	485	8.7%	5,216	33.0%	90	8.8%	67,821	36.0%

OUTBOUND													
		OUTBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:30 - 9:30)	28,919	73.7%	4,663	11.9%	1,493	3.8%	3,893	9.9%	284	0.7%	39,252	100.0%
	1995 (6:30 - 9:30)	31,057	77.3%	2,812	7.0%	1,407	3.5%	4,670	11.6%	248	0.6%	40,194	100.0%
	1998 (6:15 - 9:15)	35,113	82.3%	1,806	4.2%	993	2.3%	4,479	10.5%	279	0.7%	42,670	100.0%
	2001 (6:00 - 9:00)	37,908	78.7%	3,325	6.9%	1,764	3.7%	4,853	10.1%	304	0.6%	48,154	100.0%
	98-01	2,795	8.0%	1,519	84.1%	771	77.6%	374	8.4%	25	9.0%	5,484	12.9%
	91-01	8,989	31.1%	-1,338	-28.7%	271	18.2%	960	24.7%	20	7.0%	8,902	22.7%
PM Peak Period	1991 (3:30 - 6:30)	56,906	81.6%	7,931	11.4%	1,279	1.8%	3,325	4.8%	296	0.4%	69,737	100.0%
	1995 (3:30 - 6:30)	63,760	87.1%	3,755	5.1%	1,292	1.8%	4,093	5.6%	307	0.4%	73,207	100.0%
	1998 (3:30 - 6:30)	71,536	89.9%	2,484	3.1%	1,097	1.4%	4,089	5.1%	331	0.4%	79,537	100.0%
	2001 (3:30 - 6:30)	84,207	86.7%	5,918	6.1%	1,783	1.8%	4,905	5.0%	332	0.3%	97,145	100.0%
	98-01	12,671	17.7%	3,434	138.2%	686	62.5%	816	20.0%	1	0.3%	17,608	22.1%
	91-01	27,301	48.0%	-2,013	-25.4%	504	39.4%	1,580	47.5%	36	12.2%	27,408	39.3%
12 Hour Period	1991 (7:00 - 7:00)	149,331	76.6%	22,658	11.6%	6,020	3.1%	15,923	8.2%	1,010	0.5%	194,942	100.0%
	1995 (7:00 - 7:00)	162,382	80.5%	12,389	6.1%	5,936	2.9%	19,992	9.9%	898	0.4%	201,597	100.0%
	1998 (6:45 - 6:45)	182,841	84.4%	8,514	3.9%	4,884	2.3%	19,488	9.0%	1,025	0.5%	216,752	100.0%
	2001 (6:45 - 6:45)	214,177	81.5%	17,154	6.5%	7,486	2.8%	22,836	8.7%	1,043	0.4%	262,696	100.0%
	98-01	31,336	17.1%	8,640	101.5%	2,602	53.3%	3,348	17.2%	18	1.8%	45,944	21.2%
	91-01	64,846	43.4%	-5,504	-24.3%	1,466	24.4%	6,913	43.4%	33	3.3%	67,754	34.8%

PERSONS BY MODE

		INBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
12 Hour Period	AM Peak Period	1991 (6:30 - 9:30)	46,357	73.6%	9,876	15.7%	24		120	0.2%					597	0.9%	5,980	9.5%	62,954	100.0%
		1995 (6:30 - 9:30)	54,874	83.6%	7,678	11.7%	25		25	0.04%	58	0.1%	140	0.2%	1,736	2.6%	1,107	1.7%	65,643	100.0%
		1998 (6:15 - 9:15)	66,202	84.7%	8,166	10.5%	23		156	0.2%	64	0.1%	270	0.3%	1,524	2.0%	1,711	2.2%	78,116	100.0%
		2001 (6:00 - 9:00)	76,737	86.1%	6,872	7.7%	18		260	0.3%	212	0.2%	85	0.1%	2,839	3.2%	2,151	2.4%	89,174	100.0%
		98-01	10,535	15.9%	-1,294	-15.8%													11,058	14.2%
		91-01	30,380	65.5%	-3,004	-30.4%													26,220	41.6%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	39,622	65.0%	15,382	25.2%	10		180	0.3%			50	0.1%	412	0.7%	5,298	8.7%	60,954	100.0%
		1995 (3:30 - 6:30)	41,299	74.7%	11,312	20.5%	20		45	0.1%			126	0.2%	1,004	1.8%	1,498	2.7%	55,304	100.0%
		1998 (3:30 - 6:30)	49,001	74.8%	10,302	15.7%	35	0.1%	29				224	0.3%	1,750	2.7%	4,165	6.4%	65,506	100.0%
		2001 (3:30 - 6:30)	51,713	76.7%	10,928	16.2%	19		234	0.3%			281	0.4%	1,141	1.7%	3,070	4.6%	67,386	100.0%
		98-01	2,712	5.5%	626	6.1%													1,880	2.9%
		91-01	12,091	30.5%	-4,454	-29.0%													6,432	10.6%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	144,154	67.2%	50,164	23.4%	51		450	0.2%			60	0.03%	1858	0.9%	17,818	8.3%	214,555	100.0%
		1995 (7:00 - 7:00)	159,353	76.5%	39,246	18.8%	70		143	0.1%	58	0.03%	456	0.2%	3,918	1.9%	5,000	2.4%	208,244	100.0%
		1998 (6:45 - 6:45)	183,804	77.6%	35,348	14.9%	94		206	0.1%			945	0.4%	6,966	2.9%	9,502	4.0%	236,865	100.0%
		2001 (6:45 - 6:45)	210,708	79.9%	36,353	13.8%	72		781	0.3%	118	0.04%	503	0.2%	5,807	2.2%	9,391	3.6%	263,733	100.0%
		98-01	26,904	14.6%	1,005	2.8%													26,868	11.3%
		91-01	66,554	46.2%	-13,811	-27.5%													49,178	22.9%

		OUTBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
12 Hour Period	AM Peak Period	1991 (6:30 - 9:30)	28,916	72.6%	6,289	15.8%			90	0.2%					347	0.9%	4,180	10.5%	39,822	100.0%
		1995 (6:30 - 9:30)	30,999	79.8%	5,345	13.8%	12		42	0.1%			165	0.4%	1,012	2.6%	1,257	3.2%	38,832	100.0%
		1998 (6:15 - 9:15)	35,093	80.5%	5,713	13.1%	6	0.01%	11				5		925	2.1%	1,841	4.2%	43,594	100.0%
		2001 (6:00 - 9:00)	37,833	83.4%	4,706	10.4%	36	0.1%	134	0.3%			121	0.3%	1,452	3.2%	1,060	2.3%	45,342	100.0%
		98-01	2,740	7.8%	-1,007	-17.6%													1,748	4.0%
		91-01	8,917	30.8%	-1,583	-25.2%													5,520	13.9%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	56,897	72.3%	16,210	20.6%	2		65	0.1%			65	0.1%	507	0.6%	4,926	6.3%	78,672	100.0%
		1995 (3:30 - 6:30)	63,708	80.6%	13,081	16.5%	12		44	0.1%	52	0.1%	152	0.2%	1,141	1.4%	851	1.1%	79,041	100.0%
		1998 (3:30 - 6:30)	71,453	80.0%	12,991	14.5%	29		13		54	0.1%	78	0.1%	2,634	2.9%	2,072	2.3%	89,324	100.0%
		2001 (3:30 - 6:30)	84,119	80.1%	15,221	14.5%	49		180	0.2%	120	0.1%	240	0.2%	2,540	2.4%	2,494	2.4%	104,963	100.0%
		98-01	12,666	17.7%	2,230	17.2%													15,639	17.5%
		91-01	27,222	47.8%	-989	-6.1%													26,291	33.4%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	149,308	69.4%	47,754	22.2%	7		275	0.1%			165	0.1%	1528	0.7%	16,183	7.5%	215,220	100.0%
		1995 (7:00 - 7:00)	162,140	76.7%	40,337	19.1%	70		146	0.1%	52	0.02%	600	0.3%	3,880	1.8%	4,227	2.0%	211,452	100.0%
		1998 (6:45 - 6:45)	182,540	76.7%	40,183	16.9%	120	0.1%	29		54	0.02%	263	0.1%	6,112	2.6%	8,755	3.7%	238,056	100.0%
		2001 (6:45 - 6:45)	213,877	79.6%	40,007	14.9%	146	0.1%	445	0.2%	120		466	0.2%	6,356	2.4%	7,160	2.7%	268,577	100.0%
		98-01	31,337	17.2%	-176	-0.4%													30,521	12.8%
		91-01	64,569	43.2%	-7,747	-16.2%													53,357	24.8%

VEHICLE OCCUPANCY																		
		INBOUND																
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's		
		1 occ	2 occ	3+ occ	Total Autos	Average/Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/Taxi	Bus Persons	Total Buses	Average/Bus				
AM Peak Period	1991 (6:30 - 9:30)	38,024	7,172	1,161	46,357	1.21	3		8	11	2.18	6,697	361	18.6	8,705	1,533		
	1995 (6:30 - 9:30)	48,243	5,819	812	54,874	1.14	37	7	8	52	0.56	3,008	292	10.3	6,975	1,156		
	1998 (6:15 - 9:15)	58,981	6,458	763	66,202	1.12	26	15	4	45	0.51	3,661	292	12.5	7,558	1,100		
	2001 (6:00 - 9:00)	70,369	5,950	420	76,739	1.09	49	18		67	0.27	5,335	382	14.0	6,819	869		
	98-01																-9.8%	-21.0%
	91-01																	-21.7%
PM Peak Period	1991 (3:30 - 6:30)	27,616	9,617	2,389	39,622	1.39	5	1	2	8	1.25	5,940	280	21.2	12,294	2,677		
	1995 (3:30 - 6:30)	32,261	7,380	1,658	41,299	1.27	31	19	3	53	0.47	2,673	252	10.6	9,343	1,963		
	1998 (3:30 - 6:30)	40,220	7,571	1,210	49,001	1.21	47	22	6	75	0.47	6,168	332	18.6	9,188	1,617		
	2001 (3:30 - 6:30)	42,264	8,327	1,136	51,727	1.21	59	10	4	73	0.26	4,726	313	15.1	9,849	1,522		
	98-01																7.2%	-5.9%
	91-01																	-19.9%
12 Hour Period	1991 (7:00 - 7:00)	104,219	32,811	7,124	144,154	1.35	17	5	14	36	1.42	20,186	1,023	19.7	40,994	8,183		
	1995 (7:00 - 7:00)	126,586	27,850	4,917	159,353	1.25	142	39	21	202	0.43	9,517	876	10.9	33,845	5,995		
	1998 (6:45 - 6:45)	153,185	26,838	3,781	183,804	1.19	135	69	12	216	0.44	17,619	1,046	16.8	31,881	5,043		
	2001 (6:45 - 6:45)	178,660	28,712	3,373	210,745	1.17	165	54	8	227	0.32	16,482	1,113	14.8	33,425	4,713		
	98-01																4.8%	-6.5%
	91-01																	-18.5%

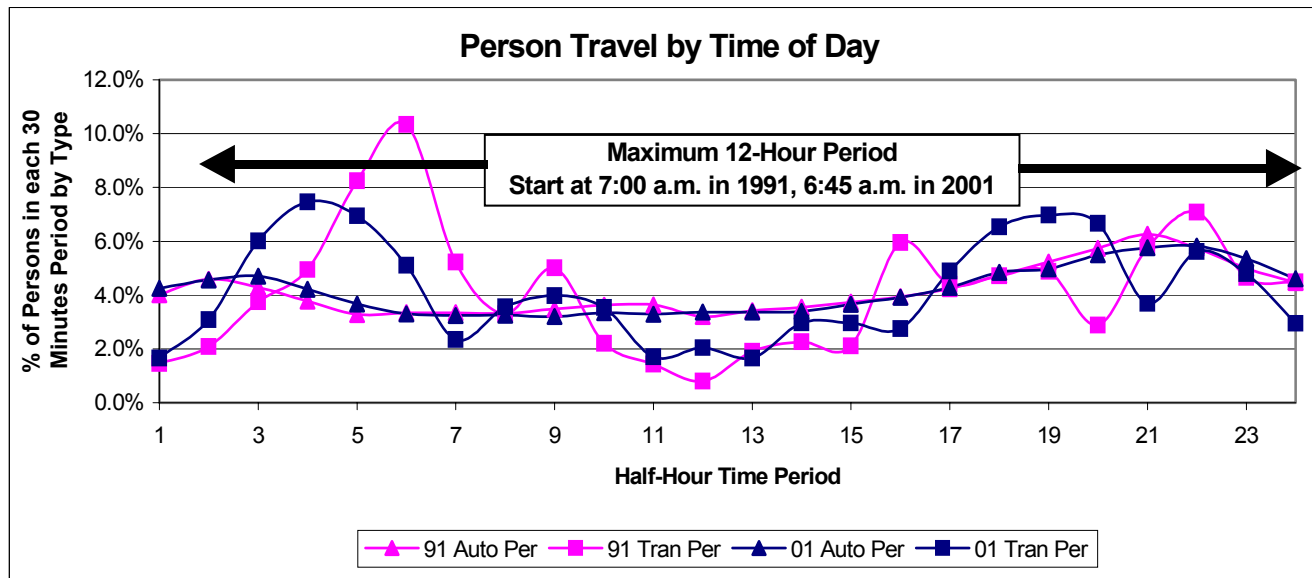
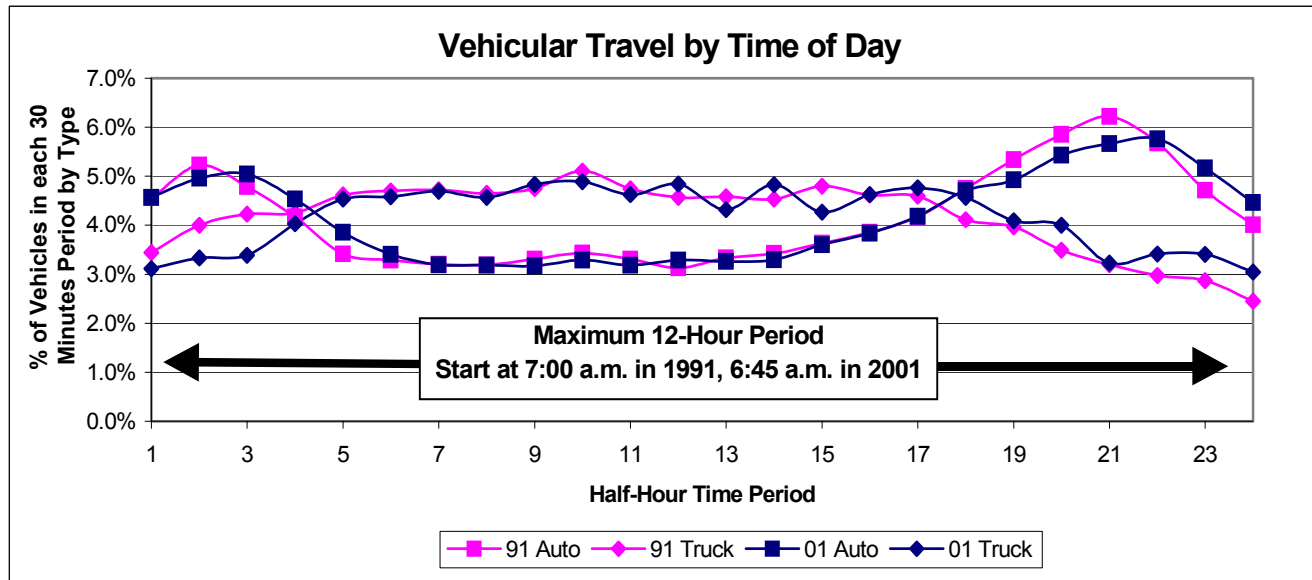
OUTBOUND																			
		OUTBOUND																	
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's			
		1 occ	2 occ	3+ occ	Total Autos	Average/Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/Taxi	Bus Persons	Total Buses	Average/Bus					
AM Peak Period	1991 (6:30 - 9:30)	23,805	4,275	836	28,916	1.22	3			3	0.00	4,617	284	16.3	5,398	1,123			
	1995 (6:30 - 9:30)	26,424	3,981	594	30,999	1.17	44	8	6	58	0.34	2,476	248	10.0	4,881	900			
	1998 (6:15 - 9:15)	30,149	4,377	567	35,093	1.16	16	3	1	20	0.30	2,782	279	10.0	5,243	866			
	2001 (6:00 - 9:00)	33,665	3,733	442	37,840	1.12	39	23	6	68	0.53	2,767	304	9.1	4,547	814			
	98-01																	-13.3%	-6.0%
	91-01																		-15.8%
PM Peak Period	1991 (3:30 - 6:30)	43,573	11,273	2,051	56,897	1.28	7	2		9	0.22	5,563	296	18.8	13,629	2,356			
	1995 (3:30 - 6:30)	52,502	9,763	1,443	63,708	1.21	38	7	7	52	0.40	2,188	307	7.1	11,565	1,802			
	1998 (3:30 - 6:30)	59,841	10,520	1,092	71,453	1.18	61	17	5	83	0.35	4,797	331	14.5	12,026	1,506			
	2001 (3:30 - 6:30)	70,510	12,310	1,308	84,128	1.18	46	20	13	79	0.62	5,454	332	16.4	14,029	1,719			
	98-01																	16.7%	14.1%
	91-01																		2.9%
12 Hour Period	1991 (7:00 - 7:00)	110,676	32,275	6,357	149,308	1.32	17	5	1	23	0.30	18,151	1,010	18.0	39,665	7,390			
	1995 (7:00 - 7:00)	127,741	29,843	4,556	162,140	1.25	170	43	29	242	0.42	8,853	898	9.9	35,539	5,696			
	1998 (6:45 - 6:45)	147,260	31,510	3,770	182,540	1.22	211	63	27	301	0.40	15,159	1,025	14.8	36,606	5,096			
	2001 (6:45 - 6:45)	178,011	32,512	3,391	213,914	1.19	161	63	39	263	0.56	14,427	1,043	13.8	37,209	4,697			
	98-01																	1.6%	-7.8%
	91-01																		-6.2%

MAJOR FACILITIES																	
INBOUND																	
		Freeway 1 - QEW				Freeway 2 - Highway 403				Freeway 3 - Highway 401W				Freeway 4 - Highway 400			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:30 - 9:30)	10,238	17.4%	10,332	16.4%	11,212	19.0%	11,613	18.4%	7,175	12.2%	8,031	12.8%	6,346	10.8%	7,212	11.5%
	1995 (6:30 - 9:30)	9,784	15.0%	8,751	13.3%	10,907	16.7%	9,954	15.2%	6,731	10.3%	7,160	10.9%	9,485	14.5%	10,041	15.3%
	1998 (6:15 - 9:15)	13,663	18.4%	13,178	16.9%	13,476	18.1%	14,650	18.8%	10,098	13.6%	11,184	14.3%	9,733	13.1%	9,845	12.6%
	2001 (6:00 - 9:00)	14,109	15.7%	12,460	14.0%	17,840	19.9%	17,348	19.5%	11,541	12.9%	12,466	14.0%	11,959	13.3%	11,596	13.0%
	98-01	446	3.3%	-718	-5.4%	4,364	32.4%	2,698	18.4%	1,443	14.3%	1,282	11.5%	2,226	22.9%	1,751	17.8%
91-01	3,871	37.8%	2,128	20.6%	6,628	59.1%	5,735	49.4%	4,366	60.9%	4,435	55.2%	5,613	88.4%	4,384	60.8%	
PM Peak Period	1991 (3:30 - 6:30)	10,909	21.9%	13,748	22.6%	9,779	19.6%	10,770	17.7%	5,373	10.8%	5,789	9.5%	3,140	6.3%	4,207	6.9%
	1995 (3:30 - 6:30)	9,966	20.3%	10,226	18.5%	10,246	20.9%	9,418	17.0%	5,668	11.5%	7,118	12.9%	4,042	8.2%	4,930	8.9%
	1998 (3:30 - 6:30)	12,743	22.8%	14,821	22.6%	12,579	22.5%	13,647	20.8%	5,939	10.6%	6,789	10.4%	4,879	8.7%	6,413	9.8%
	2001 (3:30 - 6:30)	11,467	18.7%	10,446	15.5%	13,644	22.3%	14,055	20.9%	7,069	11.6%	8,607	12.8%	5,104	8.3%	5,840	8.7%
	98-01	-1,276	-10.0%	-4,375	-29.5%	1,065	8.5%	408	3.0%	1,130	19.0%	1,818	26.8%	225	4.6%	-573	-8.9%
91-01	558	5.1%	-3,302	-24.0%	3,865	39.5%	3,285	30.5%	1,696	31.6%	2,818	48.7%	1,964	62.5%	1,633	38.8%	
12 Hour Period	1991 (7:00 - 7:00)	37,035	19.7%	41,058	19.1%	36,069	19.1%	38,106	17.8%	22,109	11.7%	23,587	11.0%	14,196	7.5%	17,829	8.3%
	1995 (7:00 - 7:00)	35,618	18.1%	33,899	16.3%	37,888	19.3%	34,268	16.5%	23,767	12.1%	26,884	12.9%	20,840	10.6%	23,315	11.2%
	1998 (6:45 - 6:45)	44,448	20.6%	45,715	19.3%	43,153	20.0%	48,187	20.3%	26,153	12.1%	29,109	12.3%	21,295	9.9%	23,360	9.9%
	2001 (6:45 - 6:45)	45,044	17.6%	39,015	14.8%	53,216	20.8%	52,564	19.9%	33,239	13.0%	37,311	14.1%	24,755	9.7%	26,061	9.9%
	98-01	596	1.3%	-6,700	-14.7%	10,063	23.3%	4,377	9.1%	7,086	27.1%	8,202	28.2%	3,460	16.2%	2,701	11.6%
91-01	8,009	21.6%	-2,043	-5.0%	17,147	47.5%	14,458	37.9%	11,130	50.3%	13,724	58.2%	10,559	74.4%	8,232	46.2%	

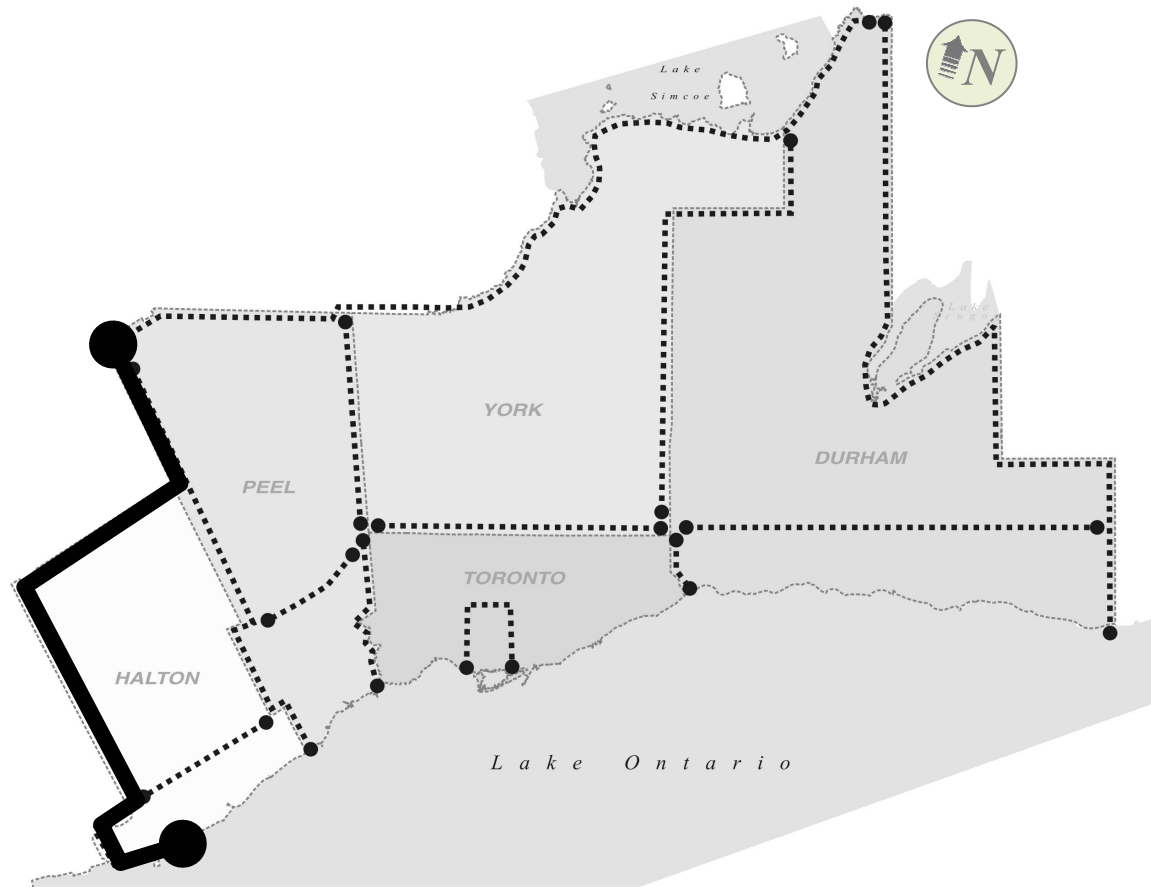
INBOUND CONTINUED																
		Freeway 5 - Highway 401E				GO Rail Service		Freeway Total								
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings						
AM Peak Period	1991 (6:30 - 9:30)	2,303	3.9%	2,669	4.2%			37,274	63.2%	39,857	63.3%					
	1995 (6:30 - 9:30)	2,503	3.8%	2,655	4.0%	58	0.1%	39,420	60.3%	38,561	58.7%					
	1998 (6:15 - 9:15)	2,593	3.5%	2,447	3.1%	64	0.1%	49,563	66.6%	51,304	65.7%					
	2001 (6:00 - 9:00)	3,095	3.5%	2,808	3.1%	212	0.2%	58,544	65.3%	56,678	63.6%					
	98-01	502	19.4%	361	14.8%	148	231.3%	8,981	18.1%	5,374	10.5%					
91-01	792	34.4%	139	5.2%			21,270	57.1%	16,821	42.2%						
PM Peak Period	1991 (3:30 - 6:30)	3,371	6.8%	4,846	8.0%			32,572	65.4%	39,360	64.6%					
	1995 (3:30 - 6:30)	2,954	6.0%	4,065	7.4%			32,876	66.9%	35,757	64.7%					
	1998 (3:30 - 6:30)	2,486	4.4%	3,198	4.9%			38,626	69.0%	44,868	68.5%					
	2001 (3:30 - 6:30)	3,281	5.4%	4,203	6.2%			40,565	66.3%	43,151	64.0%					
	98-01	795	32.0%	1,005	31.4%			1,939	5.0%	-1,717	-3.8%					
91-01	-90	-2.7%	-643	-13.3%	0.0%		7,993	24.5%	3,791	9.6%						
12 Hour Period	1991 (7:00 - 7:00)	10,827	5.7%	14,692	6.8%			120,236	63.8%	135,272	63.0%					
	1995 (7:00 - 7:00)	10,210	5.2%	12,079	5.8%	58		128,323	65.3%	130,445	62.6%					
	1998 (6:45 - 6:45)	9,372	4.4%	10,375	4.4%	54		144,421	67.0%	156,746	66.2%					
	2001 (6:45 - 6:45)	12,439	4.9%	13,998	5.3%	118		168,693	65.8%	168,949	64.1%					
	98-01	3,067	32.7%	3,623	34.9%	64	118.5%	24,272	16.8%	12,203	7.8%					
91-01	1,612	14.9%	-694	-4.7%			48,457	40.3%	33,677	24.9%						

MAJOR FACILITIES OUTBOUND																	
		Freeway 1 - QEW				Freeway 2 - Highway 403				Freeway 3 - Highway 401W				Freeway 4 - Highway 400			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:30 - 9:30)	9,411	24.0%	10,725	26.9%	8,734	22.3%	8,080	20.3%	4,837	12.3%	4,524	11.4%	2,660	6.8%	2,692	6.8%
	1995 (6:30 - 9:30)	8,138	20.2%	7,431	19.1%	7,467	18.6%	7,121	18.3%	4,390	10.9%	4,121	10.6%	2,925	7.3%	2,719	7.0%
	1998 (6:15 - 9:15)	9,675	22.7%	9,835	22.6%	8,845	20.7%	9,257	21.2%	6,124	14.4%	5,524	12.7%	3,750	8.8%	3,981	9.1%
	2001 (6:00 - 9:00)	8,740	18.2%	7,770	17.1%	9,529	19.8%	9,043	19.9%	6,324	13.1%	5,395	11.9%	3,898	8.1%	3,663	8.1%
	98-01	-935	-9.7%	-2,065	-21.0%	684	7.7%	-214	-2.3%	200	3.3%	-129	-2.3%	148	3.9%	-318	-8.0%
	91-01	-671	-7.1%	-2,955	-27.6%	795	9.1%	963	11.9%	1,487	30.7%	871	19.3%	1,238	46.5%	971	36.1%
PM Peak Period	1991 (3:30 - 6:30)	12,534	18.0%	12,771	16.2%	12,639	18.1%	13,800	17.5%	8,340	12.0%	9,044	11.5%	6,651	9.5%	8,255	10.5%
	1995 (3:30 - 6:30)	12,488	17.1%	11,841	15.0%	13,764	18.8%	14,464	18.3%	8,209	11.2%	8,692	11.0%	8,126	11.1%	8,294	10.5%
	1998 (3:30 - 6:30)	13,689	17.2%	15,058	16.9%	12,914	16.2%	13,599	15.2%	9,541	12.0%	9,663	10.8%	11,205	14.1%	13,507	15.1%
	2001 (3:30 - 6:30)	15,041	15.5%	15,419	14.7%	15,965	16.4%	17,146	16.3%	12,533	12.9%	13,463	12.8%	11,444	11.8%	12,918	12.3%
	98-01	1,352	9.9%	361	2.4%	3,051	23.6%	3,547	26.1%	2,992	31.4%	3,800	39.3%	239	2.1%	-589	-4.4%
	91-01	2,507	20.0%	2,648	20.7%	3,326	26.3%	3,346	24.2%	4,193	50.3%	4,419	48.9%	4,793	72.1%	4,663	56.5%
12 Hour Period	1991 (7:00 - 7:00)	39,230	20.1%	43,107	20.0%	35,183	18.0%	36,925	17.2%	23,170	11.9%	22,523	10.5%	16,725	8.6%	20,447	9.5%
	1995 (7:00 - 7:00)	37,443	18.6%	35,463	16.8%	36,643	18.2%	36,302	17.2%	26,185	13.0%	27,328	12.9%	18,307	9.1%	18,754	8.9%
	1998 (6:45 - 6:45)	43,515	20.1%	48,379	20.3%	38,519	17.8%	41,374	17.4%	26,711	12.3%	24,654	10.4%	25,207	11.6%	29,824	12.5%
	2001 (6:45 - 6:45)	45,337	17.3%	42,104	15.7%	46,887	17.8%	48,223	18.0%	35,851	13.6%	34,812	13.0%	27,186	10.3%	30,879	11.5%
	98-01	1,822	4.2%	-6,275	-13.0%	8,368	21.7%	6,849	16.6%	9,140	34.2%	10,158	41.2%	1,979	7.9%	1,055	3.5%
	91-01	6,107	15.6%	-1,003	-2.3%	11,704	33.3%	11,298	30.6%	12,681	54.7%	12,289	54.6%	10,461	62.5%	10,432	51.0%

OUTBOUND CONTINUED											
		Freeway 5 - Highway 401E				GO Rail Service		Freeway Total			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:30 - 9:30)	1,825	4.6%	2,377	6.0%			27,467	70.0%	28,398	71.3%
	1995 (6:30 - 9:30)	1,906	4.7%	2,624	6.8%			24,826	61.8%	24,016	61.8%
	1998 (6:15 - 9:15)	1,811	4.2%	2,553	5.9%			30,205	70.8%	31,150	71.5%
	2001 (6:00 - 9:00)	2,252	4.7%	2,403	5.3%			30,743	63.8%	28,274	62.4%
	98-01	441	24.4%	-150	-5.9%			538	1.8%	-2,876	-9.2%
	91-01	427	23.4%	26	1.1%			3,276	11.9%	-124	-0.4%
PM Peak Period	1991 (3:30 - 6:30)	2,620	3.8%	3,187	4.1%			42,784	61.4%	47,057	59.8%
	1995 (3:30 - 6:30)	2,789	3.8%	3,486	4.4%	52	0.1%	45,376	62.0%	46,777	59.2%
	1998 (3:30 - 6:30)	2,903	3.6%	3,708	4.2%	54	0.1%	50,252	63.2%	55,535	62.2%
	2001 (3:30 - 6:30)	4,353	4.5%	4,513	4.3%	120	0.1%	59,336	61.1%	63,459	60.5%
	98-01	1,450	49.9%	805	21.7%	66	122.2%	9,084	18.1%	7,924	14.3%
	91-01	1,733	66.1%	1,326	41.6%			16,552	38.7%	16,402	34.9%
12 Hour Period	1991 (7:00 - 7:00)	9,501	4.9%	12,267	5.7%			123,809	63.5%	135,269	62.9%
	1995 (7:00 - 7:00)	9,440	4.7%	12,079	5.7%	52		128,018	63.5%	129,926	61.4%
	1998 (6:45 - 6:45)	9,077	4.2%	11,323	4.8%	54		143,029	66.0%	155,554	65.3%
	2001 (6:45 - 6:45)	13,706	5.2%	14,079	5.2%	120		168,967	64.3%	170,097	63.3%
	98-01	4,629	51.0%	2,756	24.3%	66	122.2%	25,938	18.1%	14,543	9.3%
	91-01	4,205	44.3%	1,812	14.8%			45,158	36.5%	34,828	25.7%



GTA West Boundary



VEHICLES BY TYPE													
		EASTBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (7:00 - 10:00)	26,923	74.1%	5,597	15.4%	1,088	3.0%	2,498	6.9%	247	0.7%	36,353	100.0%
	1995 (7:00 - 10:00)	30,739	82.9%	2,201	5.9%	1,119	3.0%	2,854	7.7%	181	0.5%	37,094	100.0%
	1998 (7:15 - 10:15)	41,618	91.1%	907	2.0%	628	1.4%	2,403	5.3%	136	0.3%	45,692	100.0%
	2001 (6:00 - 9:00)	48,913	86.9%	3,764	6.7%	775	1.4%	2,661	4.7%	175	0.3%	56,288	100.0%
	98-01	7,295	17.5%	2,857	315.0%	147	23.4%	258	10.7%	39	28.7%	10,596	23.2%
	91-01	21,990	81.7%	-1,833	-32.7%	-313	-28.8%	163	6.5%	-72	-29.1%	19,935	54.8%
PM Peak Period	1991 (3:30 - 6:30)	25,518	76.8%	4,713	14.2%	746	2.2%	2,052	6.2%	193	0.6%	33,222	100.0%
	1995 (3:30 - 6:30)	25,944	84.5%	1,418	4.6%	702	2.3%	2,483	8.1%	162	0.5%	30,709	100.0%
	1998 (3:45 - 6:45)	32,464	89.5%	892	2.5%	386	1.1%	2,324	6.4%	195	0.5%	36,261	100.0%
	2001 (3:30 - 6:30)	34,940	85.9%	2,260	5.6%	622	1.5%	2,650	6.5%	182	0.4%	40,654	100.0%
	98-01	2,476	7.6%	1,368	153.4%	236	61.1%	326	14.0%	-13	-6.7%	4,393	12.1%
	91-01	9,422	36.9%	-2,453	-52.0%	-124	-16.6%	598	29.1%	-11	-5.7%	7,432	22.4%
12 Hour Period	1991 (7:00 - 7:00)	88,398	73.0%	18,038	14.9%	3,774	3.1%	10,251	8.5%	694	0.6%	121,155	100.0%
	1995 (7:00 - 7:00)	93,584	80.5%	6,676	5.7%	3,653	3.1%	11,727	10.1%	567	0.5%	116,207	100.0%
	1998 (6:45 - 6:45)	117,318	86.6%	3,824	2.8%	2,398	1.8%	11,201	8.3%	656	0.5%	135,397	100.0%
	2001 (6:45 - 6:45)	138,451	83.0%	10,786	6.5%	3,443	2.1%	13,516	8.1%	639	0.4%	166,835	100.0%
	98-01	21,133	18.0%	6,962	182.1%	1,045	43.6%	2,315	20.7%	-17	-2.6%	31,438	23.2%
	91-01	50,053	56.6%	-7,252	-40.2%	-331	-8.8%	3,265	31.9%	-55	-7.9%	45,680	37.7%

VEHICLES BY TYPE													
		WESTBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (7:00 - 10:00)	20,342	73.2%	3,719	13.4%	996	3.6%	2,522	9.1%	204	0.7%	27,783	100.0%
	1995 (7:00 - 10:00)	21,455	79.5%	1,561	5.8%	906	3.4%	2,921	10.8%	146	0.5%	26,989	100.0%
	1998 (7:15 - 10:15)	22,758	84.8%	751	2.8%	466	1.7%	2,738	10.2%	111	0.4%	26,824	100.0%
	2001 (6:00 - 9:00)	24,655	80.7%	1,950	6.4%	912	3.0%	2,901	9.5%	138	0.5%	30,556	100.0%
	98-01	1,897	8.3%	1,199	159.7%	446	95.7%	163	6.0%	27	24.3%	3,732	13.9%
	91-01	4,313	21.2%	-1,769	-47.6%	-84	-8.4%	379	15.0%	-66	-32.4%	2,773	10.0%
PM Peak Period	1991 (3:30 - 6:30)	33,754	77.6%	6,418	14.7%	887	2.0%	2,259	5.2%	201	0.5%	43,519	100.0%
	1995 (3:30 - 6:30)	36,945	87.0%	1,939	4.6%	758	1.8%	2,628	6.2%	208	0.5%	42,478	100.0%
	1998 (3:45 - 6:45)	42,036	91.3%	801	1.7%	590	1.3%	2,501	5.4%	116	0.3%	46,044	100.0%
	2001 (3:30 - 6:30)	50,944	86.7%	3,439	5.9%	1,169	2.0%	3,009	5.1%	207	0.4%	58,768	100.0%
	98-01	8,908	21.2%	2,638	329.3%	579	98.1%	508	20.3%	91	78.4%	12,724	27.6%
	91-01	17,190	50.9%	-2,979	-46.4%	282	31.8%	750	33.2%	6	3.0%	15,249	35.0%
12 Hour Period	1991 (7:00 - 7:00)	90,966	73.2%	18,099	14.6%	3,998	3.2%	10,571	8.5%	715	0.6%	124,349	100.0%
	1995 (7:00 - 7:00)	96,572	80.5%	6,683	5.6%	3,646	3.0%	12,563	10.5%	568	0.5%	120,032	100.0%
	1998 (6:45 - 6:45)	111,079	85.0%	3,525	2.7%	2,692	2.1%	12,924	9.9%	520	0.4%	130,740	100.0%
	2001 (6:45 - 6:45)	136,134	81.6%	10,289	6.2%	4,866	2.9%	14,891	8.9%	579	0.3%	166,759	100.0%
	98-01	25,055	22.6%	6,764	191.9%	2,174	80.8%	1,967	15.2%	59	11.3%	36,019	27.6%
	91-01	45,168	49.7%	-7,810	-43.2%	868	21.7%	4,320	40.9%	-136	-19.0%	42,410	34.1%

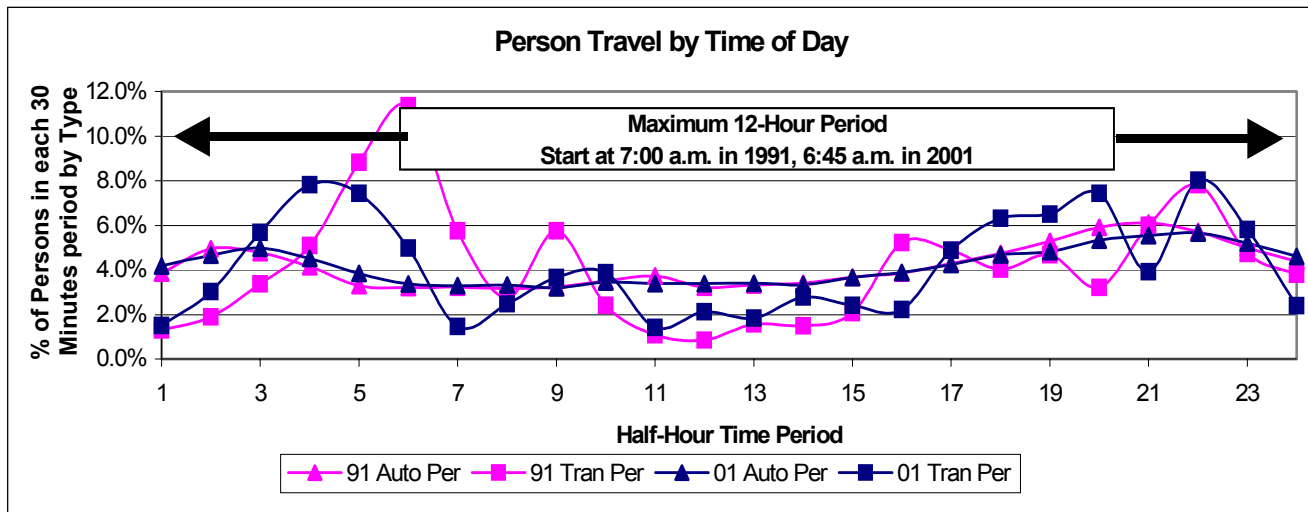
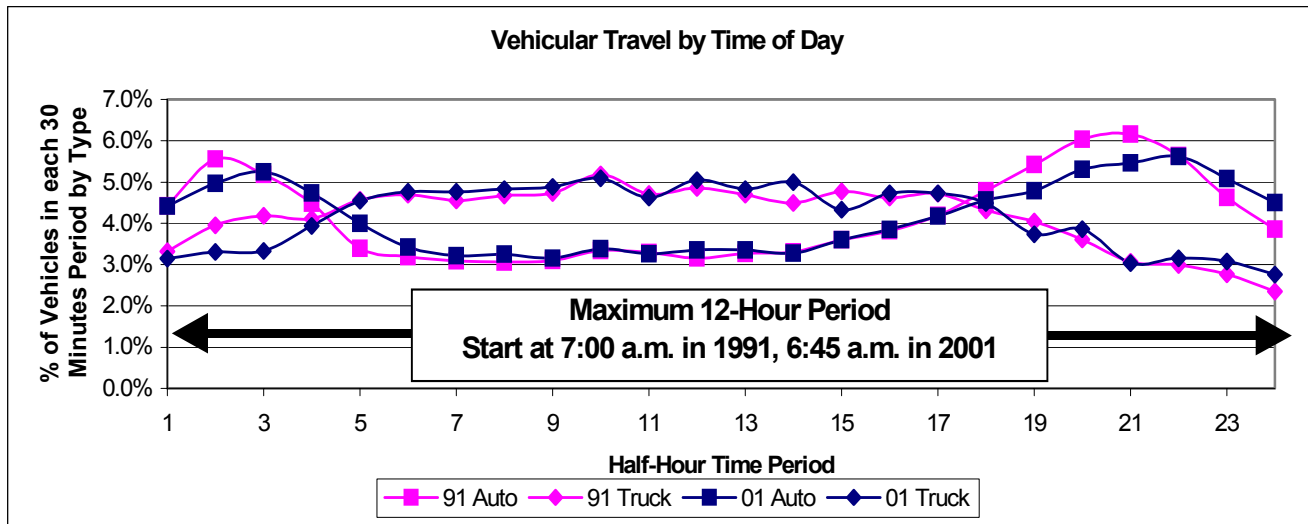
PERSONS BY MODE																				
		EASTBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (7:00 - 10:00)	26,923	71.5%	5,047	13.4%			120	0.3%							5,540	14.7%	37,630	100.0%	
	1995 (7:00 - 10:00)	30,701	86.1%	3,216	9.0%	8		25	0.1%			4		980	2.7%	742	2.1%	35,676	100.0%	
	1998 (7:15 - 10:15)	41,598	86.4%	4,691	9.7%	11		29	0.1%			207	0.4%	584	1.2%	1,001	2.1%	48,121	100.0%	
	2001 (6:00 - 9:00)	48,878	86.4%	3,958	7.0%	12		193	0.3%	1134	2.0%	82	0.1%	944	1.7%	1,401	2.5%	56,602	100.0%	
	98-01	7,280	17.5%	-733	-15.6%														7,347	15.3%
	91-01	21,955	81.5%	-1,089	-21.6%														18,972	50.4%
PM Peak Period	1991 (3:30 - 6:30)	25,518	66.0%	8,438	21.8%			180	0.5%							4,528	11.7%	38,664	100.0%	
	1995 (3:30 - 6:30)	25,903	79.4%	5,023	15.4%	20	0.1%	45	0.1%			120	0.4%	597	1.8%	916	2.8%	32,624	100.0%	
	1998 (3:45 - 6:45)	32,430	78.6%	5,205	12.6%	14		31	0.1%			188	0.5%	800	1.9%	2,569	6.2%	41,237	100.0%	
	2001 (3:30 - 6:30)	34,898	81.1%	5,064	11.8%	6		189	0.4%			190	0.4%	690	1.6%	1,991	4.6%	43,028	100.0%	
	98-01	2,468	7.6%	-141	-2.7%														1,791	4.3%
	91-01	9,380	36.8%	-3,374	-40.0%														4,364	11.3%
12 Hour Period	1991 (7:00 - 7:00)	88,398	67.5%	27,195	20.8%			450	0.3%							14,895	11.4%	130,938	100.0%	
	1995 (7:00 - 7:00)	93,422	80.2%	17,164	14.7%	53		143	0.1%			289	0.2%	2,233	1.9%	3,241	2.8%	116,545	100.0%	
	1998 (6:45 - 6:45)	117,223	79.0%	18,760	12.6%	38		126	0.1%			882	0.6%	4,507	3.0%	6,818	4.6%	148,354	100.0%	
	2001 (6:45 - 6:45)	138,303	81.8%	19,022	11.2%	37		631	0.4%	1134	0.7%	409	0.2%	2,821	1.7%	6,796	4.0%	169,153	100.0%	
	98-01	21,080	18.0%	262	1.4%														19,665	13.3%
	91-01	49,905	56.5%	-8,173	-30.1%														38,215	29.2%

PERSONS BY MODE																				
		WESTBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (7:00 - 10:00)	20,342	72.6%	3,842	13.7%			90	0.3%							3,758	13.4%	28,032	100.0%	
	1995 (7:00 - 10:00)	21,401	83.0%	3,008	11.7%	20	0.1%	42	0.2%			162	0.6%	524	2.0%	621	2.4%	25,778	100.0%	
	1998 (7:15 - 10:15)	22,749	85.1%	3,081	11.5%	1		11	0.04%			5		404	1.5%	481	1.8%	26,732	100.0%	
	2001 (6:00 - 9:00)	24,608	87.5%	2,260	8.0%	19	0.1%	141	0.5%			39	0.1%	633	2.3%	429	1.5%	28,129	100.0%	
	98-01	1,859	8.2%	-821	-26.6%														1,397	5.2%
	91-01	4,266	21.0%	-1,582	-41.2%														97	0.3%
PM Peak Period	1991 (3:30 - 6:30)	33,754	72.8%	8,210	17.7%			65	0.1%							4,321	9.3%	46,350	100.0%	
	1995 (3:30 - 6:30)	36,897	83.9%	5,839	13.3%	17		44	0.1%			128	0.3%	603	1.4%	464	1.1%	43,992	100.0%	
	1998 (3:45 - 6:45)	41,999	84.5%	6,274	12.6%	10		13				31	0.1%	383	0.8%	1,004	2.0%	49,714	100.0%	
	2001 (3:30 - 6:30)	50,892	80.2%	8,023	12.6%	35	0.1%	180	0.3%	1014	1.6%	145	0.2%	1,377	2.2%	1,791	2.8%	63,457	100.0%	
	98-01	8,893	21.2%	1,749	27.9%														12,729	25.6%
	91-01	17,138	50.8%	-187	-2.3%														17,107	36.9%
12 Hour Period	1991 (7:00 - 7:00)	90,966	69.5%	25,354	19.4%			275	0.2%							14,222	10.9%	130,817	100.0%	
	1995 (7:00 - 7:00)	96,355	79.8%	19,470	16.1%	89	0.1%	146	0.1%			517	0.4%	2,057	1.7%	2,156	1.8%	120,790	100.0%	
	1998 (6:45 - 6:45)	110,966	79.7%	21,158	15.2%	25		29				209	0.2%	2,475	1.8%	4,342	3.1%	139,204	100.0%	
	2001 (6:45 - 6:45)	135,960	81.9%	21,628	13.0%	73		445	0.3%	1014	0.6%	318	0.2%	2,959	1.8%	3,527	2.1%	165,924	100.0%	
	98-01	24,994	22.5%	470	2.2%														25,706	18.5%
	91-01	44,994	49.5%	-3,726	-14.7%														35,107	26.8%

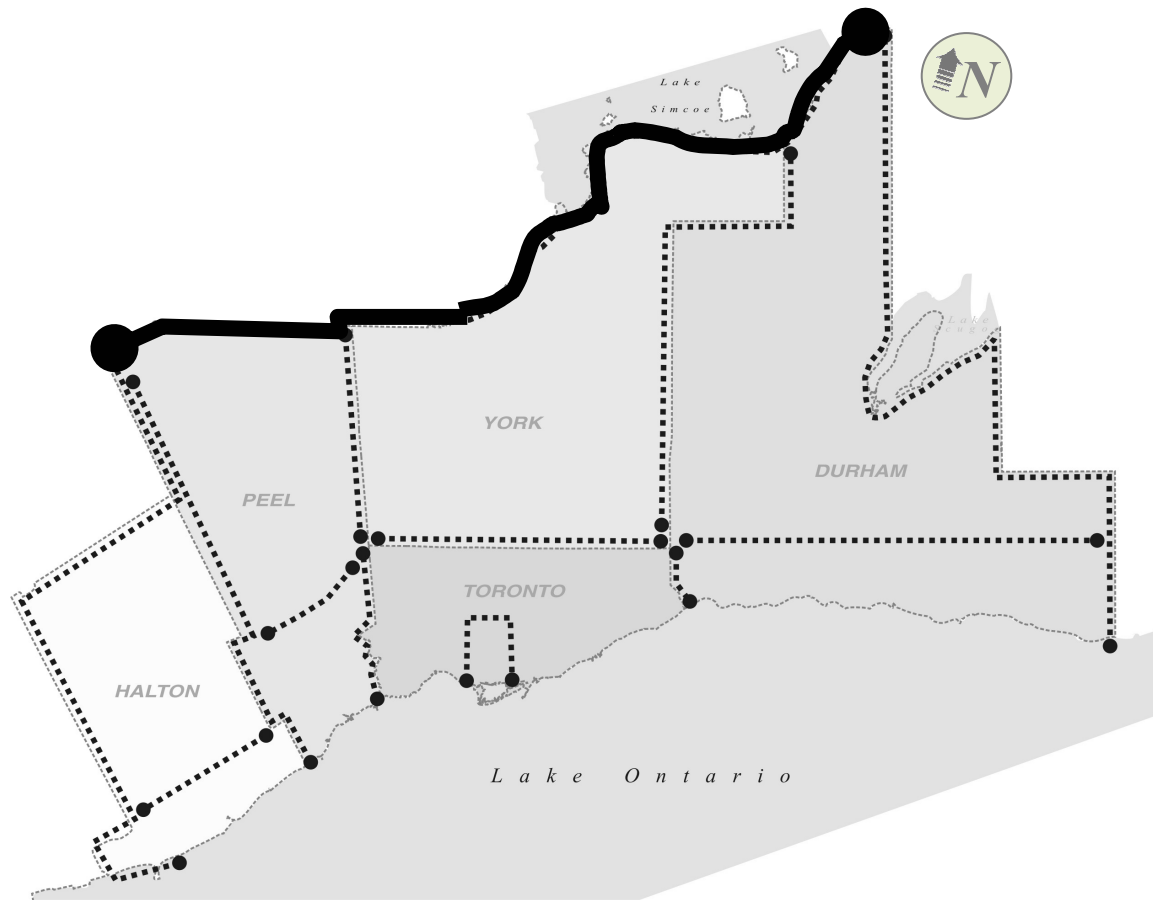
VEHICLE OCCUPANCY																	
		EASTBOUND															
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's	
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus			
AM Peak Period	1991 (7:00 - 10:00)	22,716	3,576	631	26,923	1.19						5,660	247	22.9	4,454	878	
	1995 (7:00 - 10:00)	27,934	2,420	347	30,701	1.10	32	4	2	38	0.21	1,751	181	9.7	2,986	566	
	1998 (7:15 - 10:15)	37,429	3,757	412	41,598	1.11	11	7	2	20	0.55	1,821	136	13.4	4,325	568	
	2001 (6:00 - 9:00)	45,176	3,477	225	48,878	1.08	23	12	0	35	0.34	2,620	175	15.0	3,912	435	
	98-01	7,747	-280		7,280											-9.5%	-23.4%
	91-01	22,460	-99		21,955											-12.2%	-50.5%
PM Peak Period	1991 (3:30 - 6:30)	18,908	5,329	1,281	25,518	1.33						4,708	193	24.4	6,803	1,474	
	1995 (3:30 - 6:30)	21,858	3,347	698	25,903	1.19	23	16	2	41	0.49	1,678	162	10.4	4,248	901	
	1998 (3:45 - 6:45)	27,971	3,848	611	32,430	1.16	22	10	2	34	0.41	3,588	195	18.4	4,688	840	
	2001 (3:30 - 6:30)	30,538	3,784	576	34,898	1.15	36	6	0	42	0.14	3,060	182	16.8	4,584	800	
	98-01	2,567	-64		2,468											-2.2%	-4.8%
	91-01	11,630	-1,545		9,380											-32.6%	-45.7%
12 Hour Period	1991 (7:00 - 7:00)	67,028	17,458	3,912	88,398	1.31						15,345	694	22.1	22,064	4,606	
	1995 (7:00 - 7:00)	78,994	12,348	2,080	93,422	1.18	121	29	12	162	0.33	5,906	567	10.4	15,157	2,809	
	1998 (6:45 - 6:45)	100,874	14,382	1,967	117,223	1.16	61	30	4	95	0.40	12,333	656	18.8	17,100	2,718	
	2001 (6:45 - 6:45)	121,591	14,832	1,880	138,303	1.14	113	33	2	148	0.25	10,657	639	16.7	17,499	2,667	
	98-01	20,717	450		21,080											2.3%	-1.9%
	91-01	54,563	-2,626		49,905											-20.7%	-42.1%

VEHICLE OCCUPANCY																	
		WESTBOUND															
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's	
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus			
AM Peak Period	1991 (7:00 - 10:00)	17,257	2,568	517	20,342	1.19						3,848	204	18.9	3,289	721	
	1995 (7:00 - 10:00)	18,787	2,309	305	21,401	1.14	40	8	6	54	0.37	1,349	146	9.2	2,814	505	
	1998 (7:15 - 10:15)	20,076	2,378	295	22,749	1.14	8	1	0	9	0.11	901	111	8.1	2,793	415	
	2001 (6:00 - 9:00)	22,550	1,869	189	24,608	1.09	31	13	3	47	0.40	1,242	138	9.0	2,243	374	
	98-01	2,474	-509		1,859											-19.7%	-9.9%
	91-01	5,293	-699		4,266											-31.8%	-48.1%
PM Peak Period	1991 (3:30 - 6:30)	26,948	5,800	1,006	33,754	1.24						4,386	201	21.8	7,007	1,207	
	1995 (3:30 - 6:30)	31,688	4,688	521	36,897	1.16	37	5	6	48	0.35	1,239	208	6.0	5,465	777	
	1998 (3:45 - 6:45)	36,347	5,156	496	41,999	1.15	28	8	1	37	0.27	1,431	116	12.3	5,805	649	
	2001 (3:30 - 6:30)	43,649	6,569	674	50,892	1.16	25	19	8	52	0.67	3,493	207	16.9	7,502	933	
	98-01	7,302	1,413		8,893											29.2%	43.8%
	91-01	16,701	769		17,138											7.1%	-22.7%
12 Hour Period	1991 (7:00 - 7:00)	70,641	16,923	3,402	90,966	1.28						14,497	715	20.3	21,040	4,117	
	1995 (7:00 - 7:00)	79,343	15,071	1,941	96,355	1.20	155	35	27	217	0.41	4,876	568	8.6	17,797	2,726	
	1998 (6:45 - 6:45)	92,476	16,469	2,021	110,966	1.19	89	23	1	113	0.22	7,055	520	13.6	19,123	2,654	
	2001 (6:45 - 6:45)	116,333	17,854	1,773	135,960	1.16	115	45	14	174	0.42	7,249	579	12.5	20,380	2,526	
	98-01	23,857	1,385		24,994											6.6%	-4.8%
	91-01	45,692	931		44,994											-3.1%	-38.6%

MAJOR FACILITIES																			
EASTBOUND																			
		Freeway 1 - QEW				Freeway 2 - Highway 403				Freeway 3 - Highway 401				GO Rail Service		Freeway Total			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (7:00 - 10:00)	10,238	28.2%	10,332	27.5%	11,212	30.8%	11,613	30.9%	7,175	19.7%	8,031	21.3%			28,625	78.7%	29,976	79.7%
	1995 (7:00 - 10:00)	11,069	29.8%	11,069	31.0%	12,215	32.9%	11,136	31.2%	7,703	20.8%	8,228	23.1%			30,987	83.5%	30,433	85.3%
	1998 (7:15 - 10:15)	13,733	30.1%	13,279	27.6%	13,595	29.8%	14,701	30.6%	10,192	22.3%	11,112	23.1%			37,520	82.1%	39,092	81.2%
	2001 (6:00 - 9:00)	14,109	25.1%	12,460	22.0%	17,840	31.7%	17,348	30.6%	11,541	20.5%	12,466	22.0%	1134	2.0%	43,490	77.3%	42,274	74.7%
	98-01	376	2.7%	-819	-6.2%	4,245	31.2%	2,647	18.0%	1,349	13.2%	1,354	12.2%			5,970	15.9%	3,182	8.1%
	91-01	3,871	37.8%	2,128	20.6%	6,628	59.1%	5,735	49.4%	4,366	60.9%	4,435	55.2%			14,865	51.9%	12,298	41.0%
PM Peak Period	1991 (3:30 - 6:30)	10,909	32.8%	13,748	35.6%	9,779	29.4%	10,770	27.9%	5,373	16.2%	5,789	15.0%			26,061	78.4%	30,307	78.4%
	1995 (3:30 - 6:30)	9,966	32.5%	9,966	30.5%	10,246	33.4%	9,418	28.9%	5,668	18.5%	7,118	21.8%			25,880	84.3%	26,502	81.2%
	1998 (3:45 - 6:45)	12,451	34.3%	14,348	34.8%	12,570	34.7%	13,604	33.0%	5,875	16.2%	6,711	16.3%			30,896	85.2%	34,663	84.1%
	2001 (3:30 - 6:30)	11,467	28.2%	10,446	24.3%	13,644	33.6%	14,055	32.7%	7,069	17.4%	8,607	20.0%			32,180	79.2%	33,108	76.9%
	98-01	-984	-7.9%	-3,902	-27.2%	1,074	8.5%	451	3.3%	1,194	20.3%	1,896	28.3%			1,284	4.2%	-1,555	-4.5%
	91-01	558	5.1%	-3,302	-24.0%	3,865	39.5%	3,285	30.5%	1,696	31.6%	2,818	48.7%			6,119	23.5%	2,801	9.2%
12 Hour Period	1991 (7:00 - 7:00)	37,035	30.6%	41,058	31.4%	36,069	29.8%	38,106	29.1%	22,109	18.2%	23,587	18.0%			95,213	78.6%	102,751	78.5%
	1995 (7:00 - 7:00)	35,618	30.7%	35,618	30.6%	37,888	32.6%	34,268	29.4%	23,767	20.5%	26,884	23.1%			97,273	83.7%	96,770	83.0%
	1998 (6:45 - 6:45)	44,448	32.8%	45,715	30.8%	43,153	31.9%	48,187	32.5%	26,153	19.3%	29,109	19.6%			113,754	84.0%	123,011	82.9%
	2001 (6:45 - 6:45)	45,044	27.0%	39,015	23.1%	53,216	31.9%	52,564	31.1%	33,239	19.9%	37,311	22.1%	1134	0.7%	131,499	78.8%	128,890	76.2%
	98-01	596	1.3%	-6,700	-14.7%	10,063	23.3%	4,377	9.1%	7,086	27.1%	8,202	28.2%			17,745	15.6%	5,879	4.8%
	91-01	8,009	21.6%	-2,043	-5.0%	17,147	47.5%	14,458	37.9%	11,130	50.3%	13,724	58.2%			36,286	38.1%	26,139	25.4%
WESTBOUND																			
		Freeway 1 - QEW				Freeway 2 - Highway 403				Freeway 3 - Highway 401				GO Rail Service		Freeway Total			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (7:00 - 10:00)	9,411	33.9%	10,725	38.3%	8,734	31.4%	8,080	28.8%	4,837	17.4%	4,524	16.1%			22,982	82.7%	23,329	83.2%
	1995 (7:00 - 10:00)	9,436	35.0%	9,436	36.6%	8,602	31.9%	8,147	31.6%	5,292	19.6%	5,182	20.1%			23,330	86.4%	22,765	88.3%
	1998 (7:15 - 10:15)	9,196	34.3%	9,303	34.8%	8,403	31.3%	8,692	32.5%	5,862	21.9%	5,169	19.3%			23,461	87.5%	23,164	86.7%
	2001 (6:00 - 9:00)	8,740	28.6%	7,770	27.6%	9,529	31.2%	9,043	32.1%	6,324	20.7%	5,395	19.2%	1014	1.6%	24,593	80.5%	22,208	79.0%
	98-01	-456	-5.0%	-1,533	-16.5%	1,126	13.4%	351	4.0%	462	7.9%	226	4.4%			1,132	4.8%	-956	-4.1%
	91-01	-671	-7.1%	-2,955	-27.6%	795	9.1%	963	11.9%	1,487	30.7%	871	19.3%			1,611	7.0%	-1,121	-4.8%
PM Peak Period	1991 (3:30 - 6:30)	12,534	28.8%	12,771	27.6%	12,639	29.0%	13,800	29.8%	8,340	19.2%	9,044	19.5%			33,513	77.0%	35,615	76.8%
	1995 (3:30 - 6:30)	12,488	29.4%	12,488	28.4%	13,764	32.4%	14,464	32.9%	8,209	19.3%	8,692	19.8%			34,461	81.1%	35,644	81.0%
	1998 (3:45 - 6:45)	13,955	30.3%	15,323	30.8%	13,320	28.9%	14,125	28.4%	9,683	21.0%	9,818	19.7%			36,958	80.3%	39,266	79.0%
	2001 (3:30 - 6:30)	15,041	25.6%	15,419	24.3%	15,965	27.2%	17,146	27.0%	12,533	21.3%	13,463	21.2%			43,539	74.1%	46,028	72.5%
	98-01	1,086	7.8%	96	0.6%	2,645	19.9%	3,021	21.4%	2,850	29.4%	3,645	37.1%			6,581	17.8%	6,762	17.2%
	91-01	2,507	20.0%	2,648	20.7%	3,326	26.3%	3,346	24.2%	4,193	50.3%	4,419	48.9%			10,026	29.9%	10,413	29.2%
12 Hour Period	1991 (7:00 - 7:00)	39,230	31.5%	43,107	33.0%	35,183	28.3%	36,925	28.2%	23,170	18.6%	22,523	17.2%			97,583	78.5%	102,555	78.4%
	1995 (7:00 - 7:00)	37,443	31.2%	37,443	31.0%	36,643	30.5%	36,302	30.1%	26,185	21.8%	27,328	22.6%			100,271	83.5%	101,073	83.7%
	1998 (6:45 - 6:45)	43,515	33.3%	48,379	34.8%	38,519	29.5%	41,374	29.7%	26,711	20.4%	24,654	17.7%			108,745	83.2%	114,407	82.2%
	2001 (6:45 - 6:45)	45,337	27.2%	42,104	25.4%	46,887	28.1%	48,223	29.1%	35,851	21.5%	34,812	21.0%	1014	0.6%	128,075	76.8%	125,139	75.4%
	98-01	1,822	4.2%	-6,275	-13.0%	8,368	21.7%	6,849	16.6%	9,140	34.2%	10,158	41.2%			19,330	17.8%	10,732	9.4%
	91-01	6,107	15.6%	-1,003	-2.3%	11,704	33.3%	11,298	30.6%	12,681	54.7%	12,289	54.6%			30,492	31.2%	22,584	22.0%



GTA North Boundary



VEHICLES BY TYPE													
		SOUTHBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:00 - 9:00)	14,892	88.9%	922	5.5%	254	1.5%	612	3.7%	74	0.4%	16,754	100.0%
	1995 (6:00 - 9:00)	19,181	88.2%	1,478	6.8%	278	1.3%	744	3.4%	69	0.3%	21,750	100.0%
	1998 (6:00 - 9:00)	19,715	88.9%	1,295	5.8%	329	1.5%	755	3.4%	76	0.3%	22,170	100.0%
	2001 (6:00 - 9:00)	21,812	86.6%	1,868	7.4%	505	2.0%	907	3.6%	97	0.4%	25,189	100.0%
	98-01	2,097	10.6%	573	44.2%	176	53.5%	152	20.1%	21	27.6%	3,019	13.6%
	91-01	6,920	46.5%	946	102.6%	251	98.8%	295	48.2%	23	31.1%	8,435	50.3%
PM Peak Period	1991 (3:45 - 6:45)	7,486	85.2%	539	6.1%	221	2.5%	507	5.8%	35	0.4%	8,788	100.0%
	1995 (3:45 - 6:45)	9,071	84.4%	739	6.9%	335	3.1%	560	5.2%	42	0.4%	10,747	100.0%
	1998 (4:00 - 7:99)	10,580	87.5%	576	4.8%	242	2.0%	637	5.3%	54	0.4%	12,089	100.0%
	2001 (3:30 - 6:30)	10,446	83.2%	1,025	8.2%	317	2.5%	695	5.5%	72	0.6%	12,555	100.0%
	98-01	-134	-1.3%	449	78.0%	75	31.0%	58	9.1%	18	33.3%	466	3.9%
	91-01	2,960	39.5%	486	90.2%	96	43.4%	188	37.1%	37	105.7%	3,767	42.9%
12 Hour Period	1991 (6:45 - 6:45)	34,480	84.0%	2,634	6.4%	1,089	2.7%	2,654	6.5%	197	0.5%	41,054	100.0%
	1995 (6:30 - 6:30)	44,896	83.8%	4,018	7.5%	1,399	2.6%	3,056	5.7%	185	0.3%	53,554	100.0%
	1998 (6:30 - 6:30)	46,769	86.3%	2,967	5.5%	1,223	2.3%	3,040	5.6%	224	0.4%	54,223	100.0%
	2001 (6:30 - 6:30)	49,534	83.4%	4,557	7.7%	1,643	2.8%	3,369	5.7%	258	0.4%	59,361	100.0%
	98-01	2,765	5.9%	1,590	53.6%	420	34.3%	329	10.8%	34	15.2%	5,138	9.5%
	91-01	15,054	43.7%	1,923	73.0%	554	50.9%	715	26.9%	61	31.0%	18,307	44.6%

VEHICLES BY TYPE													
		NORTHBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:00 - 9:00)	4,562	75.9%	581	9.7%	214	3.6%	620	10.3%	35	0.6%	6,012	100.0%
	1995 (6:00 - 9:00)	5,196	72.8%	818	11.5%	226	3.2%	852	11.9%	45	0.6%	7,137	100.0%
	1998 (6:00 - 9:00)	7,137	80.0%	625	7.0%	264	3.0%	820	9.2%	71	0.8%	8,917	100.0%
	2001 (6:00 - 9:00)	7,127	76.2%	937	10.0%	371	4.0%	851	9.1%	71	0.8%	9,357	100.0%
	98-01	-10	-0.1%	312	49.9%	107	40.5%	31	3.8%	0	0.0%	440	4.9%
	91-01	2,565	56.2%	356	61.3%	157	73.4%	231	37.3%	36	102.9%	3,345	55.6%
PM Peak Period	1991 (3:45 - 6:45)	16,018	89.9%	986	5.5%	257	1.4%	487	2.7%	70	0.4%	17,818	100.0%
	1995 (3:45 - 6:45)	18,968	88.8%	1,272	6.0%	344	1.6%	722	3.4%	52	0.2%	21,358	100.0%
	1998 (4:00 - 7:99)	22,927	91.4%	1,087	4.3%	260	1.0%	714	2.8%	100	0.4%	25,088	100.0%
	2001 (3:30 - 6:30)	23,593	88.5%	1,829	6.9%	396	1.5%	772	2.9%	62	0.2%	26,652	100.0%
	98-01	666	2.9%	742	68.3%	136	52.3%	58	8.1%	-38	-38.0%	1,564	6.2%
	91-01	7,575	47.3%	843	85.5%	139	54.1%	285	58.5%	-8	-11.4%	8,834	49.6%
12 Hour Period	1991 (6:45 - 6:45)	36,799	84.1%	2,982	6.8%	1,272	2.9%	2,525	5.8%	175	0.4%	43,753	100.0%
	1995 (6:30 - 6:30)	40,561	81.4%	3,851	7.7%	1,372	2.8%	3,861	7.8%	169	0.3%	49,814	100.0%
	1998 (6:30 - 6:30)	49,677	86.4%	3,160	5.5%	1,268	2.2%	3,134	5.4%	289	0.5%	57,528	100.0%
	2001 (6:30 - 6:30)	52,155	83.6%	4,758	7.6%	1,600	2.6%	3,611	5.8%	258	0.4%	62,382	100.0%
	98-01	2,478	5.0%	1,598	50.6%	332	26.2%	477	15.2%	-31	-10.7%	4,854	8.4%
	91-01	15,356	41.7%	1,776	59.6%	328	25.8%	1,086	43.0%	83	47.4%	18,629	42.6%

PERSONS BY MODE																				
		SOUTHBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (6:00 - 9:00)	14,882	79.7%	3,267	17.5%	24	0.1%							260	1.4%	245	1.3%	18,678	100.0%	
	1995 (6:00 - 9:00)	19,167	84.4%	2,952	13.0%	21	0.1%			58	0.3%	146	0.6%	263	1.2%	98	0.4%	22,705	100.0%	
	1998 (6:00 - 9:00)	19,715	86.2%	2,489	10.9%	1				64	0.3%	18	0.1%	326	1.4%	260	1.1%	22,873	100.0%	
	2001 (6:00 - 9:00)	21,796	87.0%	1,720	6.9%	3				212	0.8%	3		1,125	4.5%	193	0.8%	25,052	100.0%	
	98-01	2,081	10.6%	-769	-30.9%														2,179	9.5%
	91-01	6,914	46.5%	-1,547	-47.4%														6,374	34.1%
PM Peak Period	1991 (3:45 - 6:45)	7,480	64.4%	3,465	29.9%	10	0.1%							181	1.6%	470	4.0%	11,606	100.0%	
	1995 (3:45 - 6:45)	9,062	70.6%	3,436	26.8%	3					9	0.1%		268	2.1%	64	0.5%	12,842	100.0%	
	1998 (4:00 - 7:99)	10,580	69.4%	3,340	21.9%	6					1			429	2.8%	885	5.8%	15,241	100.0%	
	2001 (3:30 - 6:30)	10,404	70.6%	3,506	23.8%	6		45	0.3%			91	0.6%	271	1.8%	417	2.8%	14,740	100.0%	
	98-01	-176	-1.7%	166	5.0%														-501	-3.3%
	91-01	2,924	39.1%	41	1.2%														2,953	25.4%
12 Hour Period	1991 (6:45 - 6:45)	34,448	69.8%	11,928	24.2%	48	0.1%				60	0.1%	1290	2.6%	1,593	3.2%	49,367	100.0%		
	1995 (6:30 - 6:30)	44,857	75.8%	12,481	21.1%	32	0.1%			58	0.1%	193	0.3%	1,141	1.9%	397	0.7%	59,159	100.0%	
	1998 (6:30 - 6:30)	46,743	78.3%	10,320	17.3%	16					64	0.1%	1,342	2.2%	1,230	2.1%	59,715	100.0%		
	2001 (6:30 - 6:30)	49,432	79.5%	9,668	15.5%	25		90	0.1%	212	0.3%	94	0.2%	1,813	2.9%	842	1.4%	62,176	100.0%	
	98-01	2,689	5.8%	-652	-6.3%														2,461	4.1%
	91-01	14,984	43.5%	-2,260	-18.9%														12,809	25.9%

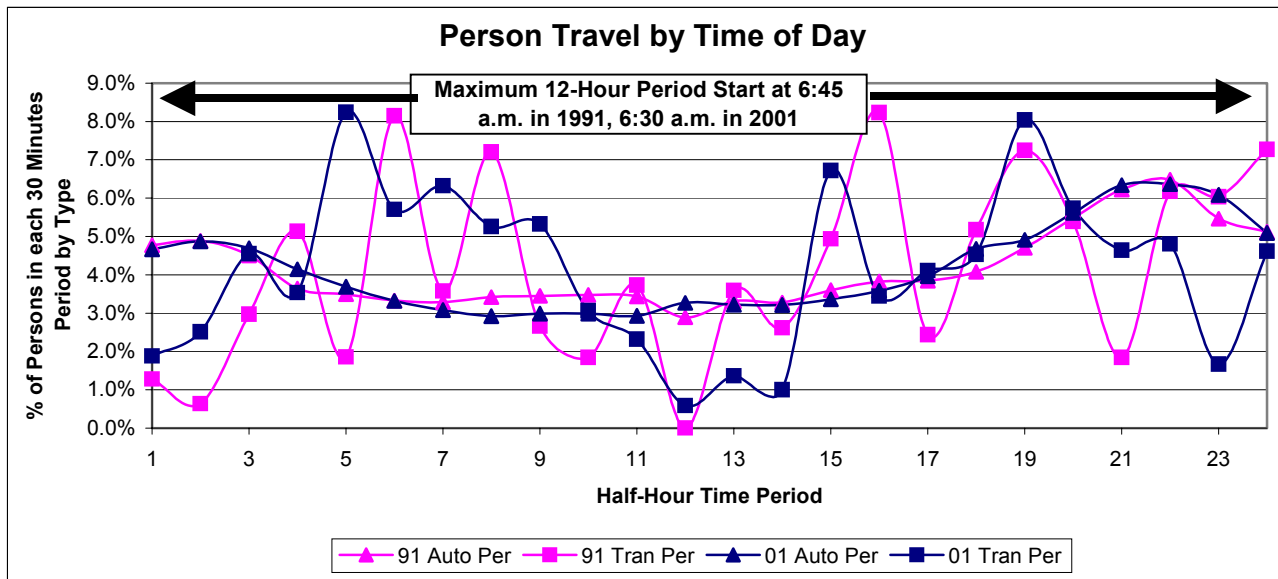
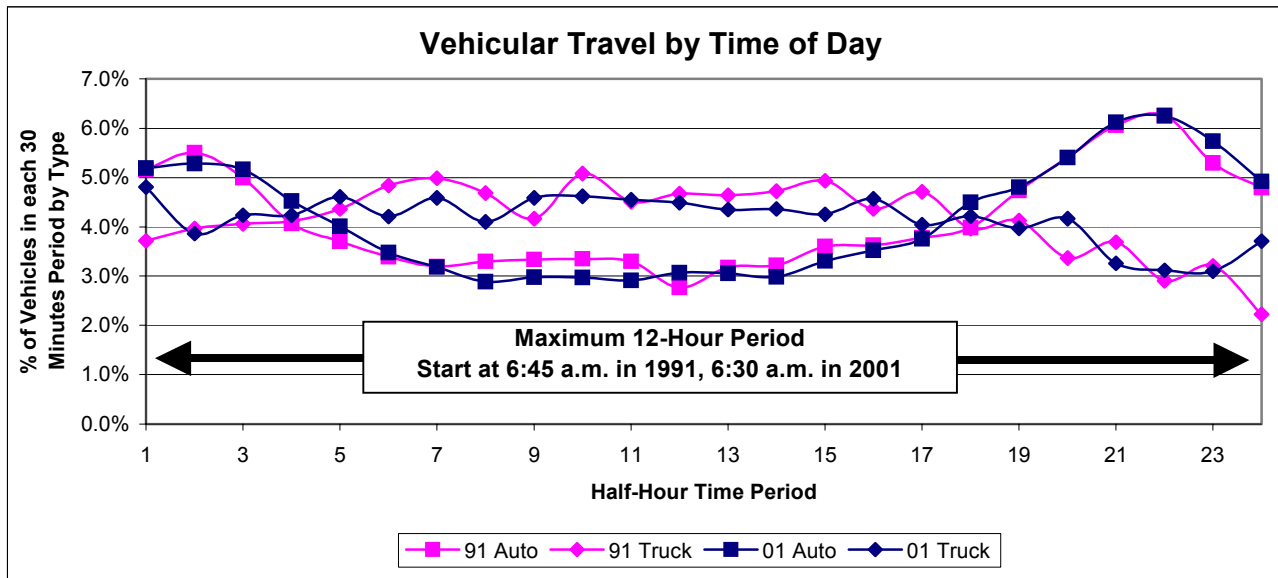
		NORTHBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (6:00 - 9:00)	4,561	79.7%	989	17.3%									70	1.2%	103	1.8%	5,723	100.0%	
	1995 (6:00 - 9:00)	5,194	80.0%	990	15.3%						5	0.1%		286	4.4%	16	0.2%	6,491	100.0%	
	1998 (6:00 - 9:00)	7,137	82.1%	1,374	15.8%	1								113	1.3%	71	0.8%	8,696	100.0%	
	2001 (6:00 - 9:00)	7,106	80.9%	1,297	14.8%	10	0.1%					77	0.9%	238	2.7%	55	0.6%	8,783	100.0%	
	98-01	-31	-0.4%	-77	-5.6%														87	1.0%
	91-01	2,545	55.8%	308	31.1%														3,060	53.5%
PM Peak Period	1991 (3:45 - 6:45)	16,010	72.4%	5,043	22.8%	2					30	0.1%	350	1.6%	669	3.0%	22,104	100.0%		
	1995 (3:45 - 6:45)	18,967	80.8%	4,051	17.3%	1				52	0.2%	49	0.2%	157	0.7%	205	0.9%	23,482	100.0%	
	1998 (4:00 - 7:99)	22,927	77.3%	4,611	15.6%	6				54	0.2%	54	0.2%	1,170	3.9%	827	2.8%	29,649	100.0%	
	2001 (3:30 - 6:30)	23,563	79.2%	4,711	15.8%	2				120	0.4%	95	0.3%	668	2.2%	574	1.9%	29,733	100.0%	
	98-01	636	2.8%	100	2.2%														84	0.3%
	91-01	7,553	47.2%	-332	-6.6%														7,629	34.5%
12 Hour Period	1991 (6:45 - 6:45)	36,777	71.8%	12,392	24.2%	7					65	0.1%	998	1.9%	1,000	2.0%	51,239	100.0%		
	1995 (6:30 - 6:30)	40,542	77.7%	10,262	19.7%	7				52	0.1%	47	0.1%	1,007	1.9%	291	0.6%	52,208	100.0%	
	1998 (6:30 - 6:30)	49,607	76.1%	11,662	17.9%	60	0.1%			54	0.1%	54	0.1%	1,945	3.0%	1,820	2.8%	65,202	100.0%	
	2001 (6:30 - 6:30)	52,045	76.5%	11,372	16.7%	47	0.1%			120	0.2%	147	0.2%	1,894	2.8%	2,441	3.6%	68,066	100.0%	
	98-01	2,438	4.9%	-290	-2.5%														2,864	4.4%
	91-01	15,268	41.5%	-1,020	-8.2%														16,827	32.8%

VEHICLE OCCUPANCY																
		SOUTHBOUND														
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus		
AM Peak Period	1991 (6:00 - 9:00)	12,023	2,567	292	14,882	1.22	2		8	10	2.40	505	74	6.82	2,943	376
	1995 (6:00 - 9:00)	16,492	2,450	225	19,167	1.15	5	3	6	14	1.50	507	69	7.35	2,758	308
	1998 (6:00 - 9:00)	17,474	2,034	207	19,715	1.13	5	1		6	0.17	604	76	7.95	2,323	289
	2001 (6:00 - 9:00)	20,174	1,548	76	21,796	1.08	11	3		14	0.21	1,321	97	13.62	1,735	187
	98-01														-25.3%	-35.3%
	91-01														-41.0%	-50.3%
PM Peak Period	1991 (3:45 - 6:45)	4,795	2,156	529	7,480	1.46	3	1	2	6	1.67	651	35	18.60	2,726	570
	1995 (3:45 - 6:45)	6,317	2,229	516	9,062	1.38	6	3		9	0.33	341	42	8.12	2,796	567
	1998 (4:00 - 7:99)	7,751	2,428	401	10,580	1.32	4	4	1	9	0.67	1,315	54	24.35	2,892	464
	2001 (3:30 - 6:30)	7,305	2,831	282	10,404	1.33	23	4	1	28	0.21	824	72	11.44	3,213	382
	98-01														11.1%	-17.7%
	91-01														17.9%	-33.0%
12 Hour Period	1991 (6:45 - 6:45)	24,591	8,365	1,492	34,448	1.35	14	5	13	32	1.50	2,943	197	14.94	10,086	1,721
	1995 (6:30 - 6:30)	34,162	9,290	1,405	44,857	1.28	21	10	8	39	0.82	1,731	185	9.36	10,919	1,629
	1998 (6:30 - 6:30)	37,790	7,859	1,094	46,743	1.22	13	10	3	26	0.62	2,636	224	11.77	9,203	1,344
	2001 (6:30 - 6:30)	40,713	8,074	680	49,432	1.19	45	20	2	67	0.37	2,839	258	11.00	9,079	1,005
	98-01														-1.3%	-25.2%
	91-01														-10.0%	-41.6%

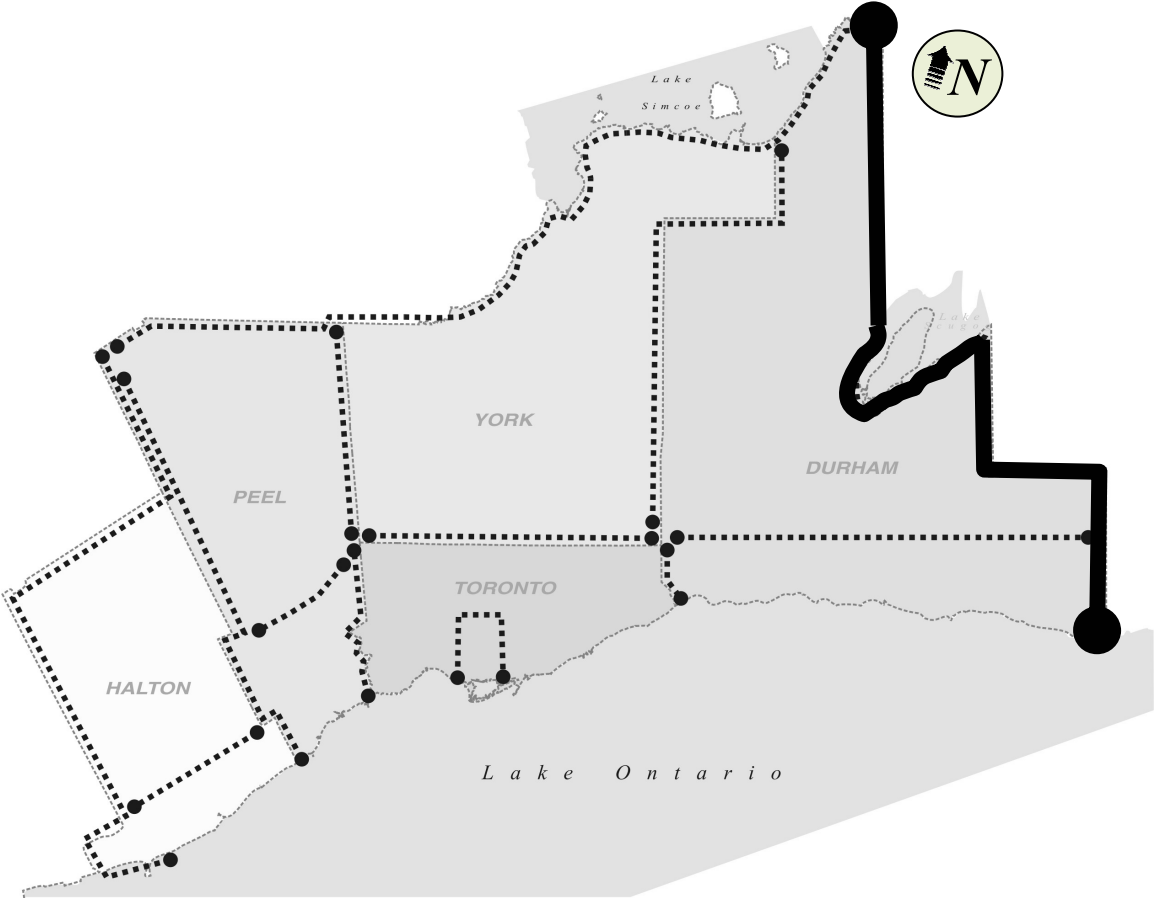
NORTHBOUND																
		NORTHBOUND														
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus		
AM Peak Period	1991 (6:00 - 9:00)	3,690	781	90	4,561	1.22	1			1	1	173	35	4.94	907	126
	1995 (6:00 - 9:00)	4,335	751	108	5,194	1.19	2			2	1.00	307	45	6.82	906	155
	1998 (6:00 - 9:00)	5,960	1,029	148	7,137	1.19	2	1		3	1.00	184	71	2.59	1,251	222
	2001 (6:00 - 9:00)	5,984	1,011	118	7,106	1.18	6	6	2	14	1.14	370	71	5.21	1,214	203
	98-01														-3.0%	-8.6%
	91-01														33.8%	61.1%
PM Peak Period	1991 (3:45 - 6:45)	11,791	3,656	563	16,010	1.31	6	2		8	1	1,049	70	14.99	4,297	641
	1995 (3:45 - 6:45)	15,506	3,009	452	18,967	1.21		1		1	1.00	411	52	7.90	3,514	505
	1998 (4:00 - 7:99)	18,781	3,771	375	22,927	1.20	6	4	1	11	1.09	2,051	100	20.51	4,257	486
	2001 (3:30 - 6:30)	19,275	3,983	314	23,563	1.20	20		1	21	1.05	1,337	62	21.56	4,380	397
	98-01														2.9%	-18.3%
	91-01														1.9%	-38.1%
12 Hour Period	1991 (6:45 - 6:45)	26,268	9,167	1,342	36,777	1.34	16	5	1	22	1	2,063	175	11.79	10,706	1,539
	1995 (6:30 - 6:30)	31,637	7,843	1,062	40,542	1.25	13	5	1	19	1.05	1,345	169	7.96	9,993	1,250
	1998 (6:30 - 6:30)	39,218	9,373	1,016	49,607	1.24	32	16	22	70	1.31	3,819	289	13.21	10,748	1,375
	2001 (6:30 - 6:30)	41,843	9,393	846	52,045	1.22	42	15	16	73	1.22	4,482	258	17.37	10,570	1,177
	98-01														-1.7%	-14.4%
	91-01														-1.3%	-23.5%

MAJOR FACILITIES							
SOUTHBOUND							
		Freeway 1 - Highway 400				GO Rail Service	
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:00 - 9:00)	6,617	39.5%	7,436	39.8%		
	1995 (6:00 - 9:00)	10,070	46.3%	10,590	46.6%	58	0.3%
	1998 (6:00 - 9:00)	10,138	45.7%	10,248	44.8%	64	0.3%
	2001 (6:00 - 9:00)	11,959	47.5%	11,596	46.3%	212	0.8%
	98-01	1,821	18.0%	1,348	13.2%	148	
	91-01	5,342	80.7%	4,160	55.9%	212	
PM Peak Period	1991 (3:45 - 6:45)	3,137	35.7%	4,309	37.1%		
	1995 (3:45 - 6:45)	3,943	36.7%	4,747	37.0%		
	1998 (4:00 - 7:99)	4,685	38.8%	6,267	41.1%		
	2001 (3:30 - 6:30)	5,104	40.7%	5,840	39.6%		
	98-01	419	8.9%	-427	-6.8%		
	91-01	1,967	62.7%	1,531	35.5%		
12 Hour Period	1991 (6:45 - 6:45)	14,741	35.9%	18,419	37.3%		
	1995 (6:30 - 6:30)	22,199	41.5%	24,842	42.0%	58	0.1%
	1998 (6:30 - 6:30)	22,140	40.8%	24,195	40.5%		
	2001 (6:30 - 6:30)	25,782	43.4%	26,825	43.1%	212	0.3%
	98-01	3,642	16.4%	2,630	10.9%	212	
	91-01	11,041	74.9%	8,406	45.6%	212	

NORTHBOUND							
		Freeway 1 - Highway 400				GO Rail Service	
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:00 - 9:00)	2,331	38.8%	2,244	39.2%		
	1995 (6:00 - 9:00)	2,766	38.8%	2,546	39.2%		
	1998 (6:00 - 9:00)	3,604	40.4%	3,625	41.7%		
	2001 (6:00 - 9:00)	3,898	41.7%	3,663	41.7%		
	98-01	294	8.2%	38	1.0%		
	91-01	1,567	67.2%	1,419	63.2%		
PM Peak Period	1991 (3:45 - 6:45)	6,842	38.4%	8,706	39.4%		
	1995 (3:45 - 6:45)	8,316	38.9%	8,548	36.4%	52	0.2%
	1998 (4:00 - 7:99)	11,263	44.9%	13,857	46.7%	54	0.2%
	2001 (3:30 - 6:30)	11,444	42.9%	12,918	43.4%	120	0.4%
	98-01	181	1.6%	-939	-6.8%	66	
	91-01	4,602	67.3%	4,212	48.4%	120	
12 Hour Period	1991 (6:45 - 6:45)	16,590	37.9%	20,154	39.3%		
	1995 (6:30 - 6:30)	17,862	35.9%	18,101	34.7%	52	0.1%
	1998 (6:30 - 6:30)	24,759	43.0%	29,131	44.7%	54	0.1%
	2001 (6:30 - 6:30)	26,845	43.0%	30,362	44.6%	120	0.2%
	98-01	2,086	8.4%	1,231	4.2%	66	
	91-01	10,255	61.8%	10,208	50.6%	120	



GTA East Boundary



VEHICLES BY TYPE													
		WESTBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:45 - 9:45)	5,322	80.6%	366	5.5%	146	2.2%	720	10.9%	49	0.7%	6,603	100.0%
	1996(6:45 - 9:45)	6,028	79.2%	465	6.1%	194	2.5%	879	11.5%	49	0.6%	7,615	100.0%
	1998 (6:45 - 9:45)	5,946	78.5%	485	6.4%	209	2.8%	874	11.5%	63	0.8%	7,577	100.0%
	2001 (6:15 - 9:15)	7,451	79.2%	656	7.0%	252	2.7%	971	10.3%	75	0.8%	9,405	100.0%
	98-01	1,505	25.3%	171	35.3%	43	20.6%	97	11.1%	12	19.0%	1,828	24.1%
	91-01	2,129	40.0%	290	79.2%	106	72.6%	251	34.9%	26	53.1%	2,802	42.4%
PM Peak Period	1991 (3:30 - 6:30)	6,585	85.4%	314	4.1%	159	2.1%	604	7.8%	48	0.6%	7,710	100.0%
	1996 (3:30 - 6:30)	6,266	83.2%	344	4.6%	182	2.4%	697	9.3%	38	0.5%	7,527	100.0%
	1998 (3:15 - 6:15)	5,565	80.0%	372	5.3%	187	2.7%	774	11.1%	58	0.8%	6,956	100.0%
	2001 (3:15 - 6:15)	6,468	80.3%	405	5.0%	207	2.6%	904	11.2%	69	0.9%	8,053	100.0%
	98-01	903	16.2%	33	8.9%	20	10.7%	130	16.8%	11	19.0%	1,097	15.8%
	91-01	-117	-1.8%	91	29.0%	48	30.2%	300	49.7%	21	43.8%	343	4.4%
12 Hour Period	1991 (7:15- 7:15)	22,256	81.6%	1,265	4.6%	691	2.5%	2,918	10.7%	133	0.5%	27,263	100.0%
	1996(7:30 - 7:30)	23,102	79.5%	1,522	5.2%	822	2.8%	3,472	12.0%	136	0.5%	29,054	100.0%
	1998 (7:15 - 7:15)	20,802	77.8%	1,567	5.9%	781	2.9%	3,415	12.8%	170	0.6%	26,735	100.0%
	2001 (7:00 - 7:00)	24,013	76.6%	1,940	6.2%	981	3.1%	4,205	13.4%	219	0.7%	31,358	100.0%
	98-01	3,211	15.4%	373	23.8%	200	25.6%	790	23.1%	49	28.8%	4,623	17.3%
	91-01	1,757	7.9%	675	53.4%	290	42.0%	1,287	44.1%	86	64.7%	4,095	15.0%

VEHICLES BY TYPE													
		EASTBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:45 - 9:45)	3,379	71.4%	322	6.8%	236	5.0%	756	16.0%	37	0.8%	4,730	100.0%
	1996(6:45 - 9:45)	3,928	70.8%	377	6.8%	254	4.6%	940	16.9%	48	0.9%	5,547	100.0%
	1998 (6:45 - 9:45)	3,944	71.9%	384	7.0%	255	4.6%	824	15.0%	77	1.4%	5,484	100.0%
	2001 (6:15 - 9:15)	3,785	71.9%	379	7.2%	241	4.6%	791	15.0%	65	1.2%	5,261	100.0%
	98-01	-159	-4.0%	-5	-1.3%	-14	-5.5%	-33	-4.0%	-12	-15.6%	-223	-4.1%
	91-01	406	12.0%	57	17.7%	5	2.1%	35	4.6%	28	75.7%	531	11.2%
PM Peak Period	1991 (3:30 - 6:30)	7,389	85.9%	499	5.8%	123	1.4%	560	6.5%	27	0.3%	8,598	100.0%
	1996 (3:30 - 6:30)	8,121	84.5%	544	5.7%	181	1.9%	718	7.5%	50	0.5%	9,614	100.0%
	1998 (3:15 - 6:15)	7,597	81.9%	558	6.0%	225	2.4%	825	8.9%	76	0.8%	9,281	100.0%
	2001 (3:15 - 6:15)	9,831	82.3%	655	5.5%	233	2.0%	1,158	9.7%	71	0.6%	11,948	100.0%
	98-01	2,234	29.4%	97	17.4%	8	3.6%	333	40.4%	-5	-6.6%	2,667	28.7%
	91-01	2,442	33.0%	156	31.3%	110	89.4%	598	106.8%	44	163.0%	3,350	39.0%
12 Hour Period	1991 (7:15- 7:15)	21,191	80.0%	1,581	6.0%	745	2.8%	2,847	10.8%	117	0.4%	26,481	100.0%
	1996(7:30 - 7:30)	24,453	79.0%	1,838	5.9%	900	2.9%	3,591	11.6%	162	0.5%	30,944	100.0%
	1998 (7:15 - 7:15)	21,388	76.8%	1,842	6.6%	933	3.4%	3,464	12.4%	218	0.8%	27,845	100.0%
	2001 (7:00 - 7:00)	25,405	77.0%	2,021	6.1%	1,015	3.1%	4,336	13.1%	207	0.6%	32,984	100.0%
	98-01	4,017	18.8%	179	9.7%	82	8.8%	872	25.2%	-11	-5.0%	5,139	18.5%
	91-01	4,214	19.9%	440	27.8%	270	36.2%	1,489	52.3%	90	76.9%	6,503	24.6%

PERSONS BY MODE																		
		WESTBOUND																
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total
AM Peak Period	1991 (6:45 - 9:45)	5,320	68.9%	1,836	23.8%								295	3.8%	267	3.5%	7,718	100.0%
	1996(6:45 - 9:45)	6,027	71.4%	1,736	20.6%								346	4.1%	331	3.9%	8,440	100.0%
	1998 (6:45 - 9:45)	5,944	71.6%	1,273	15.3%		80	1.0%					601	7.2%	406	4.9%	8,304	100.0%
	2001 (6:15 - 9:15)	7,449	80.5%	1,196	12.9%		40	0.4%					479	5.2%	84	0.9%	9,248	100.0%
	98-01	1,505	25.3%	-77	-6.0%												944	11.4%
	91-01	2,129	40.0%	-640	-34.9%												1,530	19.8%
PM Peak Period	1991 (3:30 - 6:30)	6,584	62.2%	3,460	32.7%								163	1.5%	379	3.6%	10,586	100.0%
	1996 (3:30 - 6:30)	6,265	64.9%	2,779	28.8%	2							125	1.3%	488	5.1%	9,659	100.0%
	1998 (3:15 - 6:15)	5,564	67.8%	1,789	21.8%	3							247	3.0%	600	7.3%	8,203	100.0%
	2001 (3:15 - 6:15)	6,465	66.1%	2,348	24.0%	7	0.1%						221	2.3%	743	7.6%	9,784	100.0%
	98-01	901	16.2%	559	31.2%												1,581	19.3%
	91-01	-119	-1.8%	-1,112	-32.1%												-802	-7.6%
12 Hour Period	1991 (7:15- 7:15)	22,252	63.0%	11,225	31.8%	3							559	1.6%	1,301	3.7%	35,340	100.0%
	1996(7:30 - 7:30)	23,097	65.8%	9,948	28.3%	8							615	1.8%	1,443	4.1%	35,111	100.0%
	1998 (7:15 - 7:15)	20,799	69.6%	6,366	21.3%	3	180	0.6%					1,075	3.6%	1,454	4.9%	29,877	100.0%
	2001 (7:00 - 7:00)	23,999	69.3%	7,704	22.2%	17	40	0.1%					1,180	3.4%	1,696	4.9%	34,636	100.0%
	98-01	3,200	15.4%	1,338	21.0%												4,759	15.9%
	91-01	1,747	7.9%	-3,521	-31.4%												-704	-2.0%

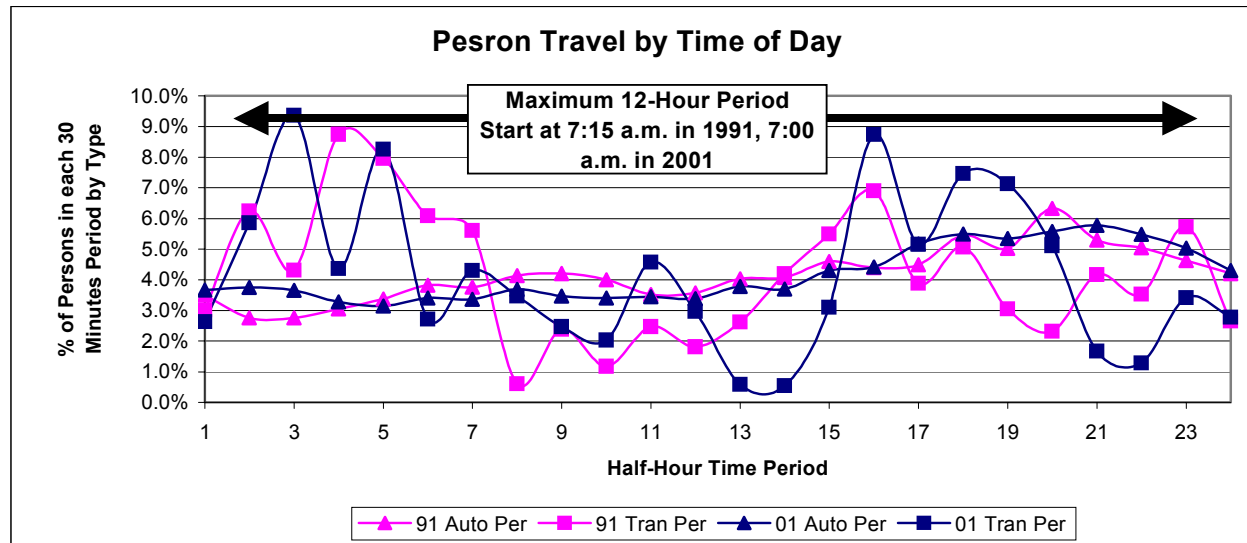
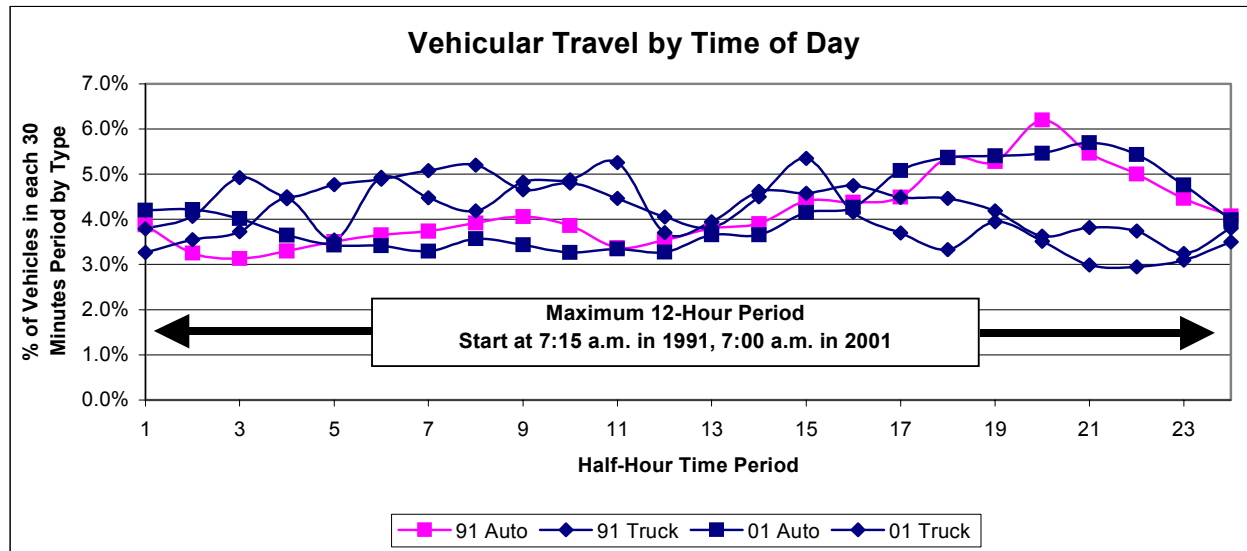
		EASTBOUND																
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total
AM Peak Period	1991 (6:45 - 9:45)	3,378	65.3%	1,260	24.3%								216	4.2%	321	6.2%	5,175	100.0%
	1996(6:45 - 9:45)	3,927	64.7%	1,266	20.9%								222	3.7%	654	10.8%	6,069	100.0%
	1998 (6:45 - 9:45)	3,943	61.8%	1,020	16.0%	3							428	6.7%	985	15.4%	6,379	100.0%
	2001 (6:15 - 9:15)	3,784	70.7%	733	13.7%	3	0.1%						408	7.6%	422	7.9%	5,350	100.0%
	98-01	-159	-4.0%	-287	-28.1%												-1,029	-16.1%
	91-01	406	12.0%	-527	-41.8%												175	3.4%
PM Peak Period	1991 (3:30 - 6:30)	7,388	68.9%	3,117	29.0%								129	1.2%	96	0.9%	10,730	100.0%
	1996 (3:30 - 6:30)	8,118	67.9%	3,228	27.0%	3							349	2.9%	263	2.2%	11,961	100.0%
	1998 (3:15 - 6:15)	7,593	67.9%	2,417	21.6%	6	0.1%						894	8.0%	274	2.4%	11,184	100.0%
	2001 (3:15 - 6:15)	9,826	75.4%	2,506	19.2%	7	0.1%						557	4.3%	129	1.0%	13,025	100.0%
	98-01	2,233	29.4%	89	3.7%												1,840	16.5%
	91-01	2,438	33.0%	-611	-19.6%												2,295	21.4%
12 Hour Period	1991 (7:15- 7:15)	21,190	65.2%	9,849	30.3%								537	1.7%	920	2.8%	32,496	100.0%
	1996(7:30 - 7:30)	24,445	65.1%	10,507	28.0%	8							861	2.3%	1,737	4.6%	37,558	100.0%
	1998 (7:15 - 7:15)	21,378	64.9%	7,267	22.1%	18	0.1%	12					1,764	5.4%	2,507	7.6%	32,946	100.0%
	2001 (7:00 - 7:00)	25,392	72.5%	6,907	19.7%	25	0.1%				1		1,531	4.4%	1,172	3.3%	35,028	100.0%
	98-01	4,014	18.8%	-360	-5.0%												2,086	6.3%
	91-01	4,202	19.8%	-2,942	-29.9%												2,532	7.8%

VEHICLE OCCUPANCY																	
		WESTBOUND															
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's	
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus			
12 Hour Period	AM Peak Period	1991 (6:45 - 9:45)	3,861	1,181	278	5,320	1.35	2			2		562	49	11.47	1,510	329
		1996(6:45 - 9:45)	4,644	1,127	256	6,027	1.29	1			1		677	49	13.82	1,433	306
		1998 (6:45 - 9:45)	4,868	923	153	5,944	1.21	2			2		1,087	63	17.25	1,141	218
		2001 (6:15 - 9:15)	6,385	957	107	7,449	1.16	2			2		603	75	8.04	1,141	184
		98-01														0.0%	-15.6%
		91-01														-24.4%	-44.1%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	3,897	2,109	578	6,584	1.53	1			1		542	48	11.29	2,736	627
		1996 (3:30 - 6:30)	4,081	1,750	434	6,265	1.44				1	2.00	613	38	16.13	2,223	473
		1998 (3:15 - 6:15)	4,029	1,348	187	5,564	1.32				1	3.00	847	58	14.60	1,594	246
		2001 (3:15 - 6:15)	4,475	1,720	270	6,465	1.36				2	2.33	964	69	13.97	2,062	342
		98-01														29.4%	39.0%
		91-01														-24.6%	-45.5%
12 Hour Period	7:00 - 7:00	1991 (7:15 - 7:15)	13,366	7,154	1,732	22,252	1.50	3			1	0.75	1,860	133	13.98	9,023	1,869
		1996(7:30 - 7:30)	15,141	6,499	1,457	23,097	1.43	2			3	1.60	2,058	136	15.13	8,097	1,598
		1998 (7:15 - 7:15)	15,390	4,687	722	20,799	1.31	2			1	1.00	2,709	170	15.94	5,582	895
		2001 (7:00 - 7:00)	17,349	5,831	819	23,999	1.32	6	2		3	1.21	2,916	219	13.32	6,883	1,052
		98-01														23.3%	17.5%
		91-01														-23.7%	-43.7%

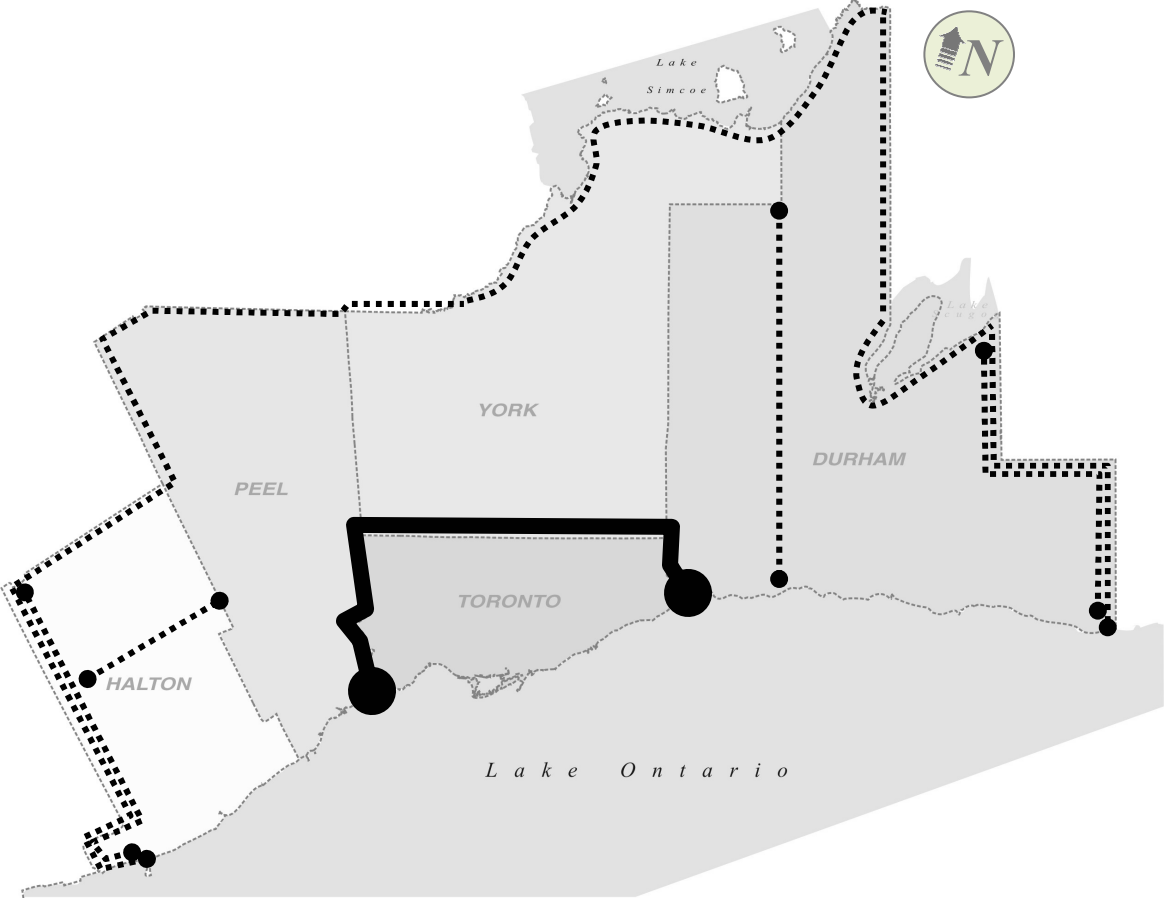
EASTBOUND																	
		EASTBOUND															
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's	
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus			
12 Hour Period	AM Peak Period	1991 (6:45 - 9:45)	2,400	771	207	3,378	1.37	1			1		537	37	14.51	1,016	245
		1996(6:45 - 9:45)	2,913	832	182	3,927	1.32	1			1		876	48	18.25	1,063	231
		1998 (6:45 - 9:45)	3,042	811	90	3,943	1.26				1	3.00	1,413	77	18.35	979	168
		2001 (6:15 - 9:15)	3,134	580	70	3,784	1.19				1	3.00	830	65	12.77	716	136
		98-01														-26.9%	-19.0%
		91-01														-29.5%	-44.5%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	4,950	1,946	492	7,388	1.42	1			1		225	27	8.33	2,466	520
		1996 (3:30 - 6:30)	5,563	2,074	481	8,118	1.40	1	1		3	1.00	612	50	12.24	2,608	534
		1998 (3:15 - 6:15)	5,496	1,856	241	7,593	1.32				3	1.50	1,168	76	15.37	2,177	321
		2001 (3:15 - 6:15)	7,729	1,779	318	9,826	1.26	1	2		2	1.40	686	71	9.66	2,173	394
		98-01														-0.2%	22.7%
		91-01														-11.9%	-24.2%
12 Hour Period	7:00 - 7:00	1991 (7:15 - 7:15)	13,531	6,056	1,603	21,190	1.46	1			1		1,457	117	12.45	7,777	1,721
		1996(7:30 - 7:30)	16,066	6,824	1,555	24,445	1.43	3	3		2	1.00	2,598	162	16.04	8,549	1,725
		1998 (7:15 - 7:15)	15,085	5,552	741	21,378	1.34				5	1.80	4,283	218	19.65	6,521	969
		2001 (7:00 - 7:00)	19,452	5,171	769	25,392	1.27	2	2		9	1.92	2,704	207	13.06	6,160	989
		98-01														-5.5%	2.1%
		91-01														-20.8%	-42.5%

MAJOR FACILITY					
WESTBOUND					
		Freeway 1 - Highway 401			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:45 - 9:45)	2,315	35.1%	2,686	34.8%
	1996(6:45 - 9:45)	2,550	33.5%	2,693	31.9%
	1998 (6:45 - 9:45)	2,722	35.9%	2,608	31.4%
	2001 (6:15 - 9:15)	3,172	33.7%	2,835	30.7%
	98-01	450	16.5%	227	8.7%
91-01	857	37.0%	149	5.5%	
PM Peak Period	1991 (3:30 - 6:30)	3,371	43.7%	4,846	45.8%
	1996 (3:30 - 6:30)	2,954	39.2%	4,065	42.1%
	1998 (3:15 - 6:15)	2,515	36.2%	3,264	39.8%
	2001 (3:15 - 6:15)	3,312	41.1%	4,333	44.3%
	98-01	797	31.7%	1,069	32.8%
91-01	-59	-1.8%	-513	-10.6%	
12 Hour Period	1991 (7:15 - 7:15)	10,827	39.7%	14,692	41.6%
	1996(7:30 - 7:30)	10,224	35.2%	12,929	36.8%
	1998 (7:15 - 7:15)	9,317	34.8%	10,464	35.0%
	2001 (7:00 - 7:00)	12,462	39.7%	14,106	40.7%
	98-01	3,145	33.8%	3,642	34.8%
91-01	1,635	15.1%	-586	-4.0%	

EASTBOUND					
		Freeway 1 - Highway 401			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:45 - 9:45)	1,890	40.0%	2,464	47.6%
	1996(6:45 - 9:45)	1,972	35.6%	2,736	45.1%
	1998 (6:45 - 9:45)	1,994	36.4%	2,902	45.5%
	2001 (6:15 - 9:15)	2,314	44.0%	2,540	47.5%
	98-01	320	16.0%	-362	-12.5%
91-01	424	22.4%	76	3.1%	
PM Peak Period	1991 (3:30 - 6:30)	2,620	30.5%	3,187	29.7%
	1996 (3:30 - 6:30)	2,789	29.0%	3,486	29.1%
	1998 (3:15 - 6:15)	2,841	30.6%	3,492	31.2%
	2001 (3:15 - 6:15)	4,468	37.4%	4,587	35.2%
	98-01	1,627	57.3%	1,095	31.4%
91-01	1,848	70.5%	1,400	43.9%	
12 Hour Period	1991 (7:15 - 7:15)	9,501	35.9%	12,267	37.7%
	1996(7:30 - 7:30)	9,665	31.2%	12,439	33.1%
	1998 (7:15 - 7:15)	9,255	33.2%	11,631	35.3%
	2001 (7:00 - 7:00)	13,801	41.8%	14,238	40.6%
	98-01	4,546	49.1%	2,607	22.4%
91-01	4,300	45.3%	1,971	16.1%	



City of Toronto Boundary



VEHICLES BY TYPE													
		INBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:30 - 9:30)	202,375	87.7%	16,918	7.3%	4,230	1.8%	5,635	2.4%	1,609	0.7%	230,767	100.0%
	1993 (6:30 - 9:30)	203,462	88.3%	17,117	7.4%	3,947	1.7%	5,050	2.2%	902	0.4%	230,478	100.0%
	1995 (6:30 - 9:30)	217,956	88.1%	17,344	7.0%	4,457	1.8%	6,128	2.5%	1,488	0.6%	247,373	100.0%
	1998 (6:30 - 9:30)	256,312	89.3%	15,434	5.4%	5,635	2.0%	8,085	2.8%	1,446	0.5%	286,912	100.0%
	2001 (6:30 - 9:30)	266,106	89.0%	16,849	5.6%	6,118	2.0%	8,644	2.9%	1,319	0.4%	299,036	100.0%
	98-01	9,794	3.8%	1,415	9.2%	483	8.6%	559	6.9%	-127	-8.8%	12,124	4.2%
	91-01	63,731	31.5%	-69	-0.4%	1,888	44.6%	3,009	53.4%	-290	-18.0%	68,269	29.6%
PM Peak Period	1991 (3:30 - 6:30)	167,203	88.1%	13,658	7.2%	3,155	1.7%	4,558	2.4%	1,200	0.6%	189,774	100.0%
	1993 (3:30 - 6:30)	173,337	88.4%	12,837	6.5%	4,484	2.3%	4,484	2.3%	977	0.5%	196,119	100.0%
	1995 (3:30 - 6:30)	183,364	89.0%	12,918	6.3%	3,308	1.6%	5,153	2.5%	1,242	0.6%	205,985	100.0%
	1998 (3:30 - 6:30)	211,029	89.6%	11,950	5.1%	4,120	1.7%	7,271	3.1%	1,253	0.5%	235,623	100.0%
	2001 (3:30 - 6:30)	214,108	88.5%	14,608	6.0%	4,588	1.9%	7,413	3.1%	1,172	0.5%	241,889	100.0%
	98-01	3,079	1.5%	2,658	22.2%	468	11.4%	142	2.0%	-81	-6.5%	6,266	2.7%
	91-01	46,905	28.1%	950	7.0%	1,433	45.4%	2,855	62.6%	-28	-2.3%	52,115	27.5%
12 Hour Period	1991 (7:30 - 7:30)	584,026	85.1%	55,972	8.2%	18,200	2.7%	23,795	3.5%	4,603	0.7%	686,596	100.0%
	1993 (7:30 - 7:30)	609,940	85.6%	55,036	7.7%	22,201	3.1%	22,201	3.1%	2,959	0.4%	712,337	100.0%
	1995 (7:30 - 7:30)	638,064	85.9%	54,677	7.4%	19,077	2.6%	26,831	3.6%	4,494	0.6%	743,143	100.0%
	1998 (7:30 - 7:30)	736,007	86.6%	50,603	6.0%	23,073	2.7%	35,533	4.2%	4,542	0.5%	849,758	100.0%
	2001 (7:15 - 7:15)	774,598	86.2%	57,724	6.4%	24,277	2.7%	37,738	4.2%	4,203	0.5%	898,540	100.0%
	98-01	38,591	5.2%	7,121	14.1%	1,204	5.2%	2,205	6.2%	-339	-7.5%	48,782	5.7%
	91-01	190,572	32.6%	1,752	3.1%	6,077	33.4%	13,943	58.6%	-400	-8.7%	211,944	30.9%

OUTBOUND													
		OUTBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (6:30 - 9:30)	128,193	83.8%	13,780	9.0%	3,800	2.5%	5,763	3.8%	1,406	0.9%	152,942	100.0%
	1993 (6:30 - 9:30)	126,853	85.7%	12,271	8.3%	3,203	2.2%	4,825	3.3%	907	0.6%	148,059	100.0%
	1995 (6:30 - 9:30)	141,220	85.3%	13,071	7.9%	4,011	2.4%	5,950	3.6%	1,288	0.8%	165,540	100.0%
	1998 (6:30 - 9:30)	168,077	86.5%	12,791	6.6%	4,974	2.6%	7,048	3.6%	1,344	0.7%	194,234	100.0%
	2001 (6:30 - 9:30)	175,121	85.9%	14,274	7.0%	5,085	2.5%	8,223	4.0%	1,249	0.6%	203,952	100.0%
	98-01	7,044	4.2%	1,483	11.6%	111	2.2%	1,175	16.7%	-95	-7.1%	9,718	5.0%
	91-01	46,928	36.6%	494	3.6%	1,285	33.8%	2,460	42.7%	-157	-11.2%	51,010	33.4%
PM Peak Period	1991 (3:30 - 6:30)	215,903	88.8%	17,309	7.1%	3,479	1.4%	4,753	2.0%	1,637	0.7%	243,081	100.0%
	1993 (3:30 - 6:30)	225,225	88.7%	17,371	6.8%	5,204	2.0%	5,204	2.0%	990	0.4%	253,994	100.0%
	1995 (3:30 - 6:30)	233,635	89.4%	16,726	6.4%	3,672	1.4%	5,724	2.2%	1,493	0.6%	261,250	100.0%
	1998 (3:30 - 6:30)	264,330	90.0%	15,724	5.4%	4,943	1.7%	7,502	2.6%	1,296	0.4%	293,795	100.0%
	2001 (3:30 - 6:30)	267,600	89.8%	16,847	5.7%	5,175	1.7%	7,290	2.4%	1,220	0.4%	298,132	100.0%
	98-01	3,270	1.2%	1,123	7.1%	232	4.7%	-212	-2.8%	-76	-5.9%	4,337	1.5%
	91-01	51,697	23.9%	-462	-2.7%	1,696	48.7%	2,537	53.4%	-417	-25.5%	55,051	22.6%
12 Hour Period	1991 (7:30 - 7:30)	592,981	84.5%	59,716	8.5%	18,886	2.7%	25,249	3.6%	4,771	0.7%	701,603	100.0%
	1993 (7:30 - 7:30)	610,589	84.9%	57,441	8.0%	24,058	3.3%	24,058	3.3%	3,028	0.4%	719,174	100.0%
	1995 (7:30 - 7:30)	647,547	85.6%	56,767	7.5%	19,952	2.6%	27,776	3.7%	4,674	0.6%	756,716	100.0%
	1998 (7:30 - 7:30)	733,505	86.2%	53,530	6.3%	23,935	2.8%	35,015	4.1%	4,458	0.5%	850,443	100.0%
	2001 (7:15 - 7:15)	752,730	85.7%	60,081	6.8%	23,825	2.7%	37,702	4.3%	4,282	0.5%	878,620	100.0%
	98-01	19,225	2.6%	6,551	12.2%	-110	-0.5%	2,687	7.7%	-176	-3.9%	28,177	3.3%
	91-01	159,749	26.9%	365	0.6%	4,939	26.2%	12,453	49.3%	-489	-10.2%	177,017	25.2%

PERSONS BY MODE																			
		INBOUND																	
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total	
AM Peak Period	1991 (6:30 - 9:30)	200,797	68.0%	39,621	13.4%	621	0.2%	1,302	0.4%	32090	10.9%					20,655	7.0%	295,086	100.0%
	1993 (6:30 - 9:30)	202,014	71.1%	36,687	12.9%	661	0.2%	983	0.3%	32468	11.4%			3665	1.3%	7,516	2.6%	283,994	100.0%
	1995 (6:30 - 9:30)	216,227	71.6%	34,579	11.4%	783	0.3%	1,090	0.4%	31865	10.5%	3,117	1.0%	3,477	1.2%	10,979	3.6%	302,117	100.0%
	1998 (6:30 - 9:30)	253,598	72.2%	39,323	11.2%	1,304	0.4%	1,951	0.6%	37590	10.7%	4,375	1.2%	3,887	1.1%	9,238	2.6%	351,266	100.0%
	2001 (6:30 - 9:30)	264,155	73.9%	29,283	8.2%	648	0.2%	1,438	0.4%	46006	12.9%	4,578	1.3%	2,715	0.8%	8,652	2.4%	357,475	100.0%
	98-01	10,557	4.2%	-10,040	-25.5%			-513	-26.3%	8,416	22.4%	203	4.6%					6,209	1.8%
	91-01	63,358	31.6%	-10,338	-26.1%			136	10.4%	13,916	43.4%							55,096	18.7%
PM Peak Period	1991 (3:30 - 6:30)	165,056	72.1%	49,733	21.7%	1,409	0.6%	1,881	0.8%	952	0.4%					9,986	4.4%	229,017	100.0%
	1993 (3:30 - 6:30)	171,270	72.9%	49,631	21.1%	1,303	0.6%	1,537	0.7%	870	0.4%			2722	1.2%	7,550	3.2%	234,883	100.0%
	1995 (3:30 - 6:30)	181,299	74.4%	46,251	19.0%	1,041	0.4%	2,367	1.0%	1003	0.4%	1,220	0.5%	1,847	0.8%	8,683	3.6%	243,711	100.0%
	1998 (3:30 - 6:30)	208,440	75.7%	49,676	18.0%	1,578	0.6%	1,993	0.7%	1358	0.5%	1,104	0.4%	1,719	0.6%	9,652	3.5%	275,520	100.0%
	2001 (3:30 - 6:30)	211,993	79.8%	37,625	14.2%	815	0.3%	2,499	0.9%	1304	0.5%	1,766	0.7%	1,300	0.5%	8,195	3.1%	265,497	100.0%
	98-01	3,553	1.7%	-12,051	-24.3%			506	25.4%	-54	-4.0%	662	60.0%					-10,023	-3.6%
	91-01	46,937	28.4%	-12,108	-24.3%			618	32.9%	352	37.0%							33,414	14.6%
12 Hour Period	1991 (7:30 - 7:30)	577,259	71.0%	156,052	19.2%	4,004	0.5%	4,153	0.5%	25431	3.1%					46,436	5.7%	813,335	100.0%
	1993 (7:30 - 7:30)	603,397	73.7%	150,053	18.3%	3,686	0.5%	3,244	0.4%	25592	3.1%			10922	1.3%	22,063	2.7%	818,957	100.0%
	1995 (7:30 - 7:30)	631,322	74.1%	143,059	16.8%	3,365	0.4%	4,656	0.5%	25151	3.0%	5,294	0.6%	11,640	1.4%	27,708	3.3%	852,195	100.0%
	1998 (7:30 - 7:30)	726,929	75.0%	157,059	16.2%	5,006	0.5%	4,479	0.5%	26952	2.8%	7,096	0.7%	12,720	1.3%	28,872	3.0%	969,113	100.0%
	2001 (7:15 - 7:15)	767,240	78.3%	120,133	12.3%	2,801	0.3%	5,493	0.6%	41517	4.2%	8,248	0.8%	9,458	1.0%	24,987	2.6%	979,877	100.0%
	98-01	40,311	5.5%	-36,926	-23.5%			1,014	22.6%	14,565	54.0%	1,152	16.2%					10,764	1.1%
	91-01	189,981	32.9%	-35,919	-23.0%			1,340	32.3%	16,086	63.3%							148,836	18.3%

OUTBOUND																			
		OUTBOUND																	
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total	
AM Peak Period	1991 (6:30 - 9:30)	126,606	77.1%	21,437	13.1%	1,282	0.8%	2,845	1.7%	587	0.4%					11,471	7.0%	164,228	100.0%
	1993 (6:30 - 9:30)	125,421	79.5%	19,465	12.3%	1,082	0.7%	2,786	1.8%	535	0.3%			2214	1.4%	6,193	3.9%	157,696	100.0%
	1995 (6:30 - 9:30)	139,604	79.9%	19,693	11.3%	994	0.6%	2,992	1.7%	543	0.3%	842	0.5%	2,048	1.2%	7,925	4.5%	174,641	100.0%
	1998 (6:30 - 9:30)	165,601	78.0%	26,198	12.3%	1,543	0.7%	3,982	1.9%	635	0.3%	1,497	0.7%	2,179	1.0%	10,621	5.0%	212,256	100.0%
	2001 (6:30 - 9:30)	173,020	82.6%	19,640	9.4%	1,014	0.5%	3,689	1.8%	796	0.4%	1,770	0.8%	1,345	0.6%	8,276	3.9%	209,550	100.0%
	98-01	7,419	4.5%	-6,558	-25.0%			-293	-7.4%	161	25.4%	273	18.2%					-2,706	-1.3%
	91-01	46,414	36.7%	-1,797	-8.4%			844	29.7%	209	35.6%							42,207	25.7%
PM Peak Period	1991 (3:30 - 6:30)	213,752	66.5%	56,432	17.6%	1,479	0.5%	1,626	0.5%	28853	9.0%					19,374	6.0%	321,516	100.0%
	1993 (3:30 - 6:30)	223,284	69.1%	55,536	17.2%	1,549	0.5%	1,773	0.5%	28463	8.8%			2671	0.8%	9,890	3.1%	323,166	100.0%
	1995 (3:30 - 6:30)	231,390	70.1%	49,919	15.1%	1,466	0.4%	1,353	0.4%	27546	8.3%	2,608	0.8%	4,180	1.3%	11,568	3.5%	330,030	100.0%
	1998 (3:30 - 6:30)	261,774	70.7%	54,395	14.7%	1,709	0.5%	2,221	0.6%	32594	8.8%	4,392	1.2%	1,589	0.4%	11,588	3.1%	370,262	100.0%
	2001 (3:30 - 6:30)	265,183	72.6%	43,389	11.9%	1,057	0.3%	2,359	0.6%	38460	10.5%	3,861	1.1%	1,637	0.4%	9,479	2.6%	365,425	100.0%
	98-01	3,409	1.3%	-11,006	-20.2%			138	6.2%	5,866	18.0%	-531	-12.1%					-4,837	-1.3%
	91-01	51,431	24.1%	-13,043	-23.1%			733	45.1%	9,607	33.3%							38,411	11.9%
12 Hour Period	1991 (7:30 - 7:30)	586,068	70.8%	151,248	18.3%	4,413	0.5%	4,823	0.6%	32268	3.9%					48,524	5.9%	827,344	100.0%
	1993 (7:30 - 7:30)	604,496	73.2%	144,199	17.5%	4,168	0.5%	5,050	0.6%	32236	3.9%			10898	1.3%	24,759	3.0%	825,806	100.0%
	1995 (7:30 - 7:30)	640,675	74.8%	129,293	15.1%	3,784	0.4%	5,142	0.6%	31412	3.7%	5,300	0.6%	11,398	1.3%	29,644	3.5%	856,648	100.0%
	1998 (7:30 - 7:30)	724,442	73.7%	158,197	16.1%	5,388	0.5%	6,644	0.7%	36537	3.7%	8,877	0.9%	10,969	1.1%	32,090	3.3%	983,144	100.0%
	2001 (7:15 - 7:15)	744,801	77.2%	118,095	12.2%	3,690	0.4%	7,355	0.8%	45455	4.7%	9,005	0.9%	10,350	1.1%	26,509	2.7%	965,260	100.0%
	98-01	20,359	2.8%	-40,102	-25.3%			711	10.7%	8,918	24.4%	128	1.4%					-17,884	-1.8%
	91-01	158,733	27.1%	-33,153	-21.9%			2,532	52.5%	13,187	40.9%							118,561	14.3%

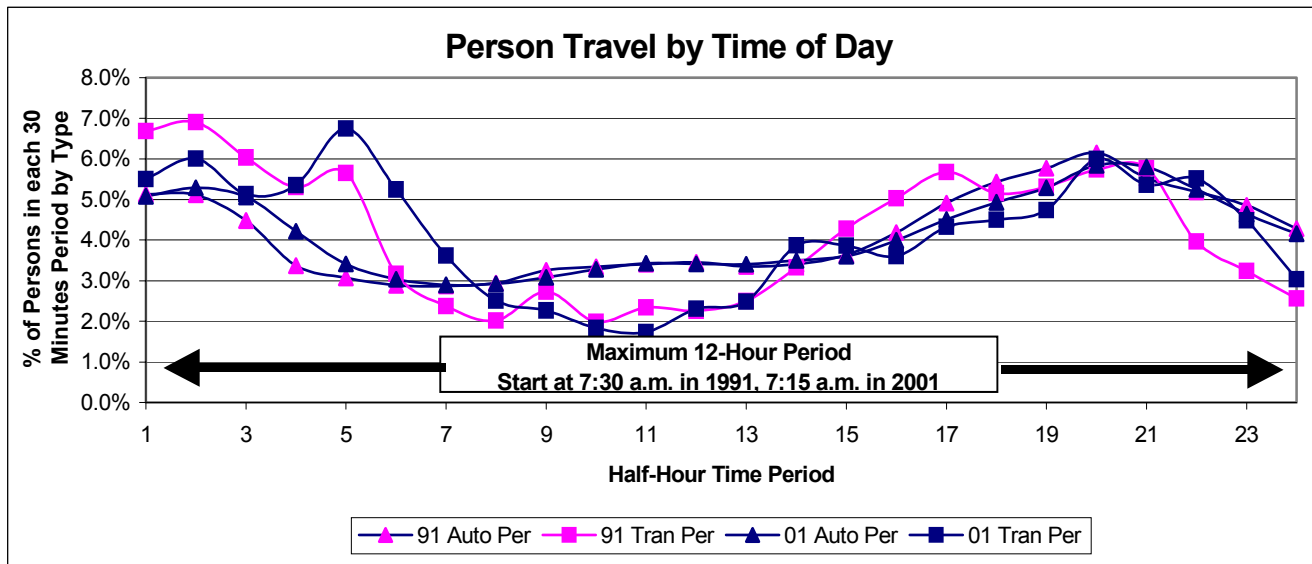
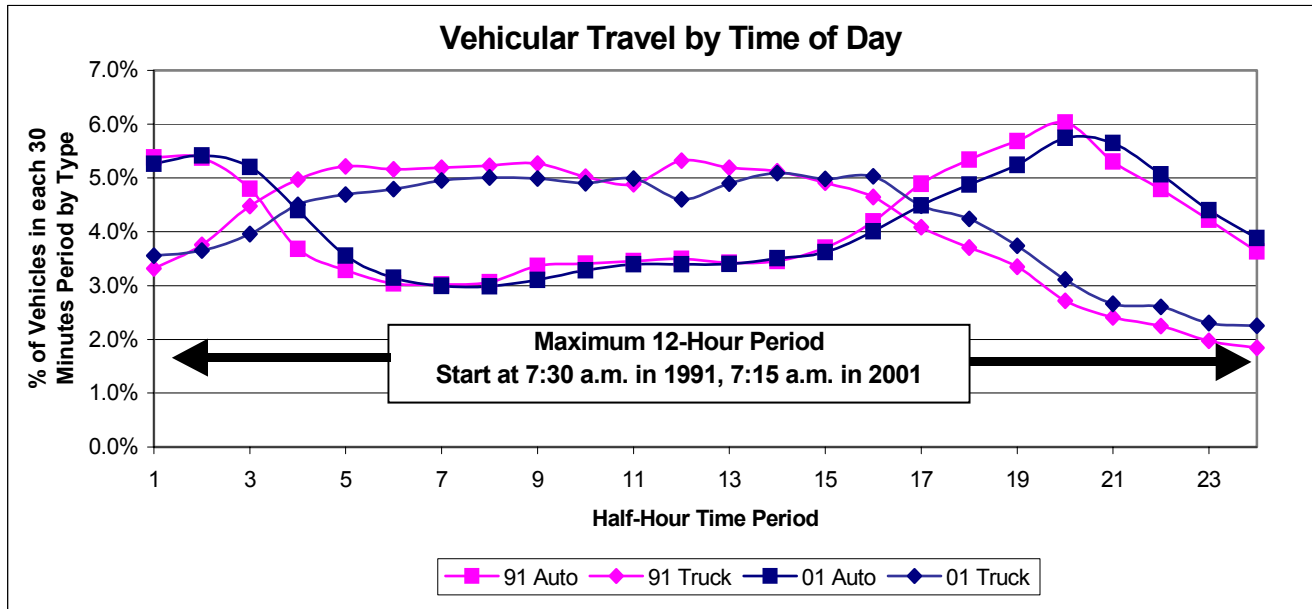
VEHICLE OCCUPANCY																					
		INBOUND																			
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's					
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus							
AM Peak Period	1991 (6:30 - 9:30)	166,592	30,104	4,101	200,797	1.20	1,092	387	23	1,502	0.39	21,957	1,609	13.6	37,392	7,288					
	1993 (6:30 - 9:30)	169,982	28,262	3,770	202,014	1.18	905	444	19	1,368	0.46	12,164	902	13.5	34,382	6,120					
	1995 (6:30 - 9:30)	185,719	27,219	3,289	216,227	1.16	1,124	458	31	1,613	0.45	18,663	1,488	12.5	33,725	6,506					
	1998 (6:30 - 9:30)	218,763	31,083	3,752	253,598	1.16	1,647	894	64	2,605	0.48	19,451	1,446	13.5	38,995	7,912					
	2001 (6:30 - 9:30)	237,678	24,035	2,442	264,155	1.11	1,381	504	12	1,897	0.33	17,383	1,319	13.2	29,747	5,712					
	98-01																-23.7%	-27.8%			
	91-01																	-20.4%	-21.6%		
PM Peak Period	1991 (3:30 - 6:30)	125,672	31,780	7,604	165,056	1.30	1,198	646	105	1,949	0.66	11,867	1,200	9.9	42,731	10,951					
	1993 (3:30 - 6:30)	131,476	32,175	7,619	171,270	1.29	1,120	657	66	1,843	0.63	11,809	977	12.1	42,838	10,663					
	1995 (3:30 - 6:30)	143,402	31,455	6,442	181,299	1.26	1,284	574	53	1,911	0.50	14,117	1,242	11.4	41,204	9,749					
	1998 (3:30 - 6:30)	166,896	34,999	6,545	208,440	1.24	1,402	877	81	2,360	0.61	14,468	1,253	11.5	45,386	10,387					
	2001 (3:30 - 6:30)	178,857	29,389	3,747	211,993	1.18	1,451	546	33	2,030	0.39	13,760	1,172	11.7	36,423	7,034					
	98-01																	-19.7%	-32.3%		
	91-01																	-14.8%	-35.8%		
12 Hour Period	1991 (7:30 - 7:30)	449,654	106,642	20,963	577,259	1.27	3,943	1,990	246	6,179	0.59	50,589	4,603	11.0	138,975	32,333					
	1993 (7:30 - 7:30)	479,446	103,601	20,350	603,397	1.25	3,752	2,057	161	5,970	0.56	36,229	2,959	12.2	133,453	29,852					
	1995 (7:30 - 7:30)	511,346	102,141	17,835	631,322	1.23	4,155	1,948	139	6,242	0.50	49,298	4,494	11.0	131,212	29,071					
	1998 (7:30 - 7:30)	592,370	116,288	18,271	726,929	1.22	5,166	3,040	222	8,428	0.55	53,167	4,542	11.7	148,179	31,891					
	2001 (7:15 - 7:15)	659,910	96,523	10,807	767,240	1.16	5,042	1,924	93	7,059	0.38	48,186	4,203	11.5	118,891	22,368					
	98-01																		-19.8%	-29.9%	
	91-01																		-14.5%	-30.8%	
OUTBOUND																					
		OUTBOUND																			
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's					
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus							
AM Peak Period	1991 (6:30 - 9:30)	108,590	15,490	2,526	126,606	1.17	650	670	267	1,587	0.81	14,316	1,406	10.2	21,009	5,519					
	1993 (6:30 - 9:30)	108,800	14,359	2,262	125,421	1.16	590	639	203	1,432	0.76	11,193	907	12.3	18,960	4,601					
	1995 (6:30 - 9:30)	122,729	14,669	2,206	139,604	1.14	818	638	160	1,616	0.62	13,807	1,288	10.7	19,779	5,110					
	1998 (6:30 - 9:30)	142,962	19,779	2,860	165,601	1.16	1,157	1,127	192	2,476	0.62	18,279	1,344	13.6	26,459	6,680					
	2001 (6:30 - 9:30)	155,324	16,039	1,657	173,020	1.11	1,348	537	216	2,101	0.48	15,080	1,249	12.1	21,046	5,007					
	98-01																		-20.5%	-25.0%	
	91-01																		0.2%	-9.3%	
PM Peak Period	1991 (3:30 - 6:30)	167,013	39,619	7,120	213,752	1.26	1,031	847	273	2,151	0.69	21,000	1,637	12.8	50,527	10,908					
	1993 (3:30 - 6:30)	176,983	39,137	7,164	223,284	1.25	791	832	318	1,941	0.80	14,334	990	14.5	49,232	10,095					
	1995 (3:30 - 6:30)	189,327	35,945	6,118	231,390	1.22	1,148	814	283	2,245	0.65	19,709	1,493	13.2	45,801	9,856					
	1998 (3:30 - 6:30)	215,761	39,317	6,696	261,774	1.21	1,298	876	382	2,556	0.67	19,790	1,296	15.3	49,865	10,548					
	2001 (3:30 - 6:30)	226,189	35,213	3,781	265,183	1.16	1,578	657	182	2,417	0.44	17,336	1,220	14.2	42,631	7,418					
	98-01																		-14.5%	-29.7%	
	91-01																		-15.6%	-32.0%	
12 Hour Period	1991 (7:30 - 7:30)	460,611	106,445	19,012	586,068	1.26	3,622	2,449	842	6,913	0.64	53,347	4,771	11.2	137,141	30,696					
	1993 (7:30 - 7:30)	483,779	102,330	18,387	604,496	1.24	2,948	2,313	832	6,093	0.68	40,707	3,028	13.4	129,838	27,508					
	1995 (7:30 - 7:30)	531,096	94,229	15,350	640,675	1.20	3,953	2,234	685	6,872	0.55	51,484	4,674	11.0	121,125	26,896					
	1998 (7:30 - 7:30)	589,736	115,564	19,142	724,442	1.22	4,864	3,200	999	9,063	0.59	58,580	4,458	13.1	148,227	32,663					
	2001 (7:15 - 7:15)	638,664	95,859	10,278	744,801	1.16	5,063	2,187	679	7,929	0.47	53,219	4,282	12.4	118,348	22,489					
	98-01																			-20.2%	-31.1%
	91-01																			-13.7%	-26.7%

MAJOR FACILITIES																	
INBOUND																	
		Freeway 1 - QEW				Freeway 2 - Highway 401W				Freeway 3 - Highway 400				Freeway 4 - Highway 404			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:30 - 9:30)	18,836	8.2%	22,136	7.5%	35,178	15.2%	37,736	12.8%	15,566	6.7%	16,448	5.6%	9,454	4.1%	10,194	3.5%
	1993 (6:30 - 9:30)	17,474	7.6%	19,302	6.8%	30,742	13.3%	31,454	11.1%	11,509	5.0%	11,484	4.0%	12,097	5.2%	12,739	4.5%
	1995 (6:30 - 9:30)	19,445	7.9%	21,139	7.0%	29,777	12.0%	30,995	10.3%	15,788	6.4%	15,892	5.3%	14,333	5.8%	14,797	4.9%
	1998 (6:30 - 9:30)	24,717	8.6%	26,483	7.5%	36,869	12.9%	36,291	10.3%	19,673	6.9%	18,340	5.2%	15,702	5.5%	16,518	4.7%
	2001 (6:30 - 9:30)	20,279	6.8%	19,648	5.5%	39,817	13.3%	39,598	11.1%	20,551	6.9%	19,209	5.4%	22,221	7.4%	22,450	6.3%
	98-01	-4,438	-18.0%	-6,835	-25.8%	2,948	8.0%	3,307	9.1%	878	4.5%	869	4.7%	6,519	41.5%	5,932	35.9%
91-01	1,443	7.7%	-2,488	-11.2%	4,639	13.2%	1,862	4.9%	4,985	32.0%	2,761	16.8%	12,767	135.0%	12,256	120.2%	
PM Peak Period	1991 (3:30 - 6:30)	12,540	6.6%	15,431	6.7%	25,286	13.3%	27,747	12.1%	9,655	5.1%	10,316	4.5%	10,979	5.8%	12,213	5.3%
	1993 (3:30 - 6:30)	12,367	6.3%	13,871	5.9%	24,111	12.3%	25,915	11.0%	9,703	4.9%	11,077	4.7%	11,262	5.7%	12,133	5.2%
	1995 (3:30 - 6:30)	13,400	6.5%	13,854	5.7%	24,826	12.1%	27,361	11.2%	10,750	5.2%	12,571	5.2%	13,185	6.4%	14,010	5.7%
	1998 (3:30 - 6:30)	15,808	6.7%	17,609	6.4%	31,740	13.5%	32,561	11.8%	19,294	8.2%	20,945	7.6%	11,793	5.0%	13,056	4.7%
	2001 (3:30 - 6:30)	14,913	6.2%	15,615	5.9%	33,430	13.8%	32,353	12.2%	15,221	6.3%	14,524	5.5%	18,124	7.5%	18,437	6.9%
	98-01	-895	-5.7%	-1,994	-11.3%	1,690	5.3%	-208	-0.6%	-4,073	-21.1%	-6,421	-30.7%	6,331	53.7%	5,381	41.2%
91-01	2,373	18.9%	184	1.2%	8,144	32.2%	4,606	16.6%	5,566	57.6%	4,208	40.8%	7,145	65.1%	6,224	51.0%	
12 Hour Period	1991 (7:30 - 7:30)	51,164	7.5%	61,464	7.6%	100,766	14.7%	107,741	13.2%	38,494	5.6%	40,875	5.0%	37,430	5.5%	40,856	5.0%
	1993 (7:30 - 7:30)	50,096	7.0%	55,164	6.7%	91,004	12.8%	93,636	11.4%	34,777	4.9%	36,251	4.4%	40,457	5.7%	42,684	5.2%
	1995 (7:30 - 7:30)	53,103	7.1%	58,855	6.9%	94,626	12.7%	99,365	11.7%	41,231	5.5%	43,280	5.1%	46,169	6.2%	47,774	5.6%
	1998 (7:30 - 7:30)	63,060	7.4%	69,441	7.2%	115,940	13.6%	114,313	11.8%	63,286	7.4%	63,774	6.6%	48,070	5.7%	51,872	5.4%
	2001 (7:15 - 7:15)	62,044	6.9%	62,698	6.4%	124,663	13.9%	118,165	12.1%	56,245	6.3%	51,897	5.3%	65,622	7.3%	66,189	6.8%
	98-01	-1,016	-1.6%	-6,743	-9.7%	8,723	7.5%	3,852	3.4%	-7,041	-11.1%	-11,877	-18.6%	17,552	36.5%	14,317	27.6%
91-01	10,880	21.3%	1,234	2.0%	23,897	23.7%	10,424	9.7%	17,751	46.1%	11,022	27.0%	28,192	75.3%	25,333	62.0%	

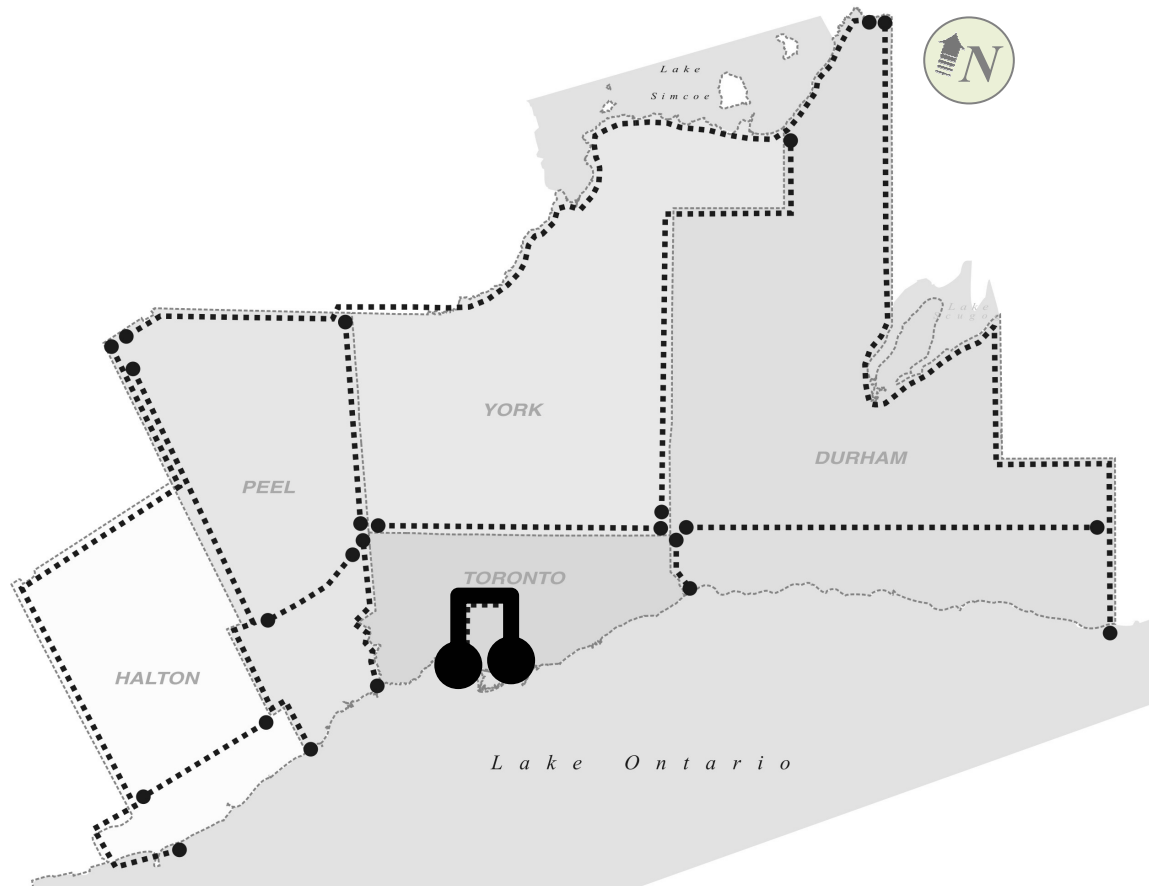
MAJOR FACILITIES CONTINUED																		
INBOUND CONTINUED																		
		Freeway 5 - Highway 401E				Freeway 6 - Highway 427				Freeway 7 - Highway 409				GO Rail Service		Freeway Total		
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		
AM Peak Period	1991 (6:30 - 9:30)	17,688	7.7%	19,707	6.7%					3,731	1.6%	3,716	1.3%	32090	10.9%	100,453	43.5%	109,937
	1993 (6:30 - 9:30)	17,788	7.7%	18,499	6.5%	4,651	2.0%	4,419	1.6%	3,273	1.4%	3,226	1.1%	32468	11.4%	97,534	42.3%	101,123
	1995 (6:30 - 9:30)	20,968	8.5%	21,255	7.0%	3,282	1.3%	2,884	1.0%	4,290	1.7%	4,175	1.4%	31865	10.5%	107,883	43.6%	111,137
	1998 (6:30 - 9:30)	31,013	10.8%	33,662	9.6%	11,029	3.8%	10,920	3.1%	4,024	1.4%	3,332	0.9%	37590	10.7%	143,027	49.9%	145,546
	2001 (6:30 - 9:30)	32,421	10.8%	31,627	8.8%	14,752	4.9%	13,352	3.7%	3,604	1.2%	3,122	0.9%	46006	12.9%	153,645	51.4%	149,006
	98-01	1,408	4.5%	-2,035	-6.0%	3,723	33.8%	2,432	22.3%	-420	-10.4%	-210	-6.3%	8416	22.4%	10,618	7.4%	3,460
91-01	14,733	83.3%	11,920	60.5%	14,752		13,352		-127	-3.4%	-594	-16.0%	13,916	43.4%	53,192	53.0%	39,069	
PM Peak Period	1991 (3:30 - 6:30)	13,050	6.9%	14,745	6.4%					8,271	4.4%	10,750	4.7%	952	0.4%	79,781	42.0%	91,202
	1993 (3:30 - 6:30)	13,827	7.1%	16,638	7.1%	3,275	1.7%	3,527	1.5%	8,179	4.2%	9,684	4.1%	870	0.4%	82,724	42.2%	92,845
	1995 (3:30 - 6:30)	13,884	6.7%	15,115	6.2%	3,958	1.9%	3,970	1.6%	8,248	4.0%	10,172	4.2%	1003	0.4%	88,251	42.8%	97,053
	1998 (3:30 - 6:30)	13,857	5.9%	14,819	5.4%	5,848	2.5%	5,875	2.1%	11,127	4.7%	13,009	4.7%	1358	0.5%	109,467	46.5%	117,874
	2001 (3:30 - 6:30)	16,375	6.8%	17,898	6.7%	7,213	3.0%	6,666	2.5%	8,451	3.5%	8,567	3.2%	1304	0.5%	113,727	47.0%	114,060
	98-01	2,518	18.2%	3,079	20.8%	1,365	23.3%	791	13.5%	-2,676	-24.0%	-4,442	-34.1%	-54	-4.0%	4,260	3.9%	-3,814
91-01	3,325	25.5%	3,153	21.4%	7,213		6,666		180	2.2%	-2,183	-20.3%	352	37.0%	33,946	42.5%	22,858	
12 Hour Period	1991 (7:30 - 7:30)	49,108	7.2%	54,179	6.7%					21,989	3.2%	26,029	3.2%	31408	3.9%	298,951	43.5%	331,144
	1993 (7:30 - 7:30)	56,122	7.9%	62,107	7.6%	11,525	1.6%	11,398	1.4%	20,928	2.9%	23,239	2.8%	32821	4.0%	304,909	42.8%	324,479
	1995 (7:30 - 7:30)	58,774	7.9%	61,274	7.2%	10,633	1.4%	10,082	1.2%	22,674	3.1%	25,306	3.0%	31404	3.7%	327,210	44.0%	345,936
	1998 (7:30 - 7:30)	65,573	7.7%	69,709	7.2%	23,768	2.8%	23,703	2.4%	26,564	3.1%	27,408	2.8%	31278	3.2%	406,261	47.8%	420,220
	2001 (7:15 - 7:15)	75,779	8.4%	76,046	7.8%	31,630	3.5%	28,119	2.9%	22,331	2.5%	21,102	2.2%	41517	4.2%	438,314	48.8%	424,216
	98-01	10,206	15.6%	6,337	9.1%	7,862	33.1%	4,416	18.6%	-4,233	-15.9%	-6,306	-23.0%	10239	32.7%	32,053	7.9%	3,996
91-01	26,671	54.3%	21,867	40.4%	31,630		28,119		342	1.6%	-4,927	-18.9%	10,109	32.2%	139,363	46.6%	93,072	

MAJOR FACILITIES OUTBOUND																	
		Freeway 1 - QEW				Freeway 2 - Highway 401W				Freeway 3 - Highway 400				Freeway 4 - Highway 404			
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (6:30 - 9:30)	10,028	6.6%	10,622	6.5%	25,163	16.5%	24,707	15.0%	9,460	6.2%	8,961	5.5%	9,723	6.4%	9,736	5.9%
	1993 (6:30 - 9:30)	10,634	7.2%	10,222	6.5%	21,025	14.2%	19,831	12.6%	7,522	5.1%	7,755	4.9%	10,407	7.0%	10,378	6.6%
	1995 (6:30 - 9:30)	10,637	6.4%	10,802	6.2%	27,045	16.3%	25,747	14.7%	10,259	6.2%	10,220	5.9%	11,778	7.1%	11,639	6.7%
	1998 (6:30 - 9:30)	12,840	6.6%	13,077	6.2%	32,371	16.7%	31,261	14.7%	17,302	8.9%	17,489	8.2%	14,282	7.4%	14,625	6.9%
	2001 (6:30 - 9:30)	12,818	6.3%	12,400	5.9%	33,522	16.4%	30,938	14.8%	15,776	7.7%	15,355	7.3%	18,167	8.9%	17,649	8.4%
	98-01	-22	-0.2%	-677	-5.2%	1,151	3.6%	-323	-1.0%	-1,526	-8.8%	-2,134	-12.2%	3,885	27.2%	3,024	20.7%
91-01	2,790	27.8%	1,778	16.7%	8,359	33.2%	6,231	25.2%	6,316	66.8%	6,394	71.4%	8,444	86.8%	7,913	81.3%	
PM Peak Period	1991 (3:30 - 6:30)	21,521	8.9%	26,114	8.1%	33,959	14.0%	38,344	11.9%	14,159	5.8%	16,481	5.1%	11,727	4.8%	13,319	4.1%
	1993 (3:30 - 6:30)	20,340	8.0%	22,760	7.0%	34,034	13.4%	35,717	11.1%	12,847	5.1%	14,088	4.4%	14,013	5.5%	14,788	4.6%
	1995 (3:30 - 6:30)	17,273	6.6%	20,060	6.1%	33,507	12.8%	38,989	11.8%	14,489	5.5%	14,825	4.5%	14,213	5.4%	15,459	4.7%
	1998 (3:30 - 6:30)	22,217	7.6%	25,490	6.9%	37,458	12.7%	38,228	10.3%	21,632	7.4%	21,190	5.7%	16,455	5.6%	17,912	4.8%
	2001 (3:30 - 6:30)	15,148	5.1%	17,171	4.7%	33,379	11.2%	33,026	9.0%	17,783	6.0%	17,048	4.7%	22,870	7.7%	24,482	6.7%
	98-01	-7,069	-31.8%	-8,319	-32.6%	-4,079	-10.9%	-5,202	-13.6%	-3,849	-17.8%	-4,142	-19.5%	6,415	39.0%	6,570	36.7%
91-01	-6,373	-29.6%	-8,943	-34.2%	-580	-1.7%	-5,318	-13.9%	3,624	25.6%	567	3.4%	11,143	95.0%	11,163	83.8%	
12 Hour Period	1991 (7:30 - 7:30)	59,228	8.4%	69,963	8.5%	104,892	15.0%	111,308	13.5%	38,263	5.5%	40,794	4.9%	39,067	5.6%	42,118	5.1%
	1993 (7:30 - 7:30)	54,474	7.6%	57,735	7.0%	97,921	13.6%	97,018	11.7%	36,929	5.1%	40,414	4.9%	42,736	5.9%	44,412	5.4%
	1995 (7:30 - 7:30)	53,128	7.0%	57,869	6.8%	106,689	14.1%	109,250	12.8%	43,281	5.7%	43,989	5.1%	46,084	6.1%	47,997	5.6%
	1998 (7:30 - 7:30)	64,516	7.6%	74,823	7.6%	118,596	13.9%	116,461	11.8%	64,349	7.6%	63,412	6.4%	55,360	6.5%	59,227	6.0%
	2001 (7:15 - 7:15)	52,923	6.0%	56,699	5.9%	117,768	13.4%	110,997	11.5%	53,295	6.1%	51,445	5.3%	70,239	8.0%	70,377	7.3%
	98-01	-11,593	-18.0%	-18,124	-24.2%	-828	-0.7%	-5,464	-4.7%	-11,054	-17.2%	-11,967	-18.9%	14,879	26.9%	11,150	18.8%
91-01	-6,305	-10.6%	-13,264	-19.0%	12,876	12.3%	-311	-0.3%	15,032	39.3%	10,651	26.1%	31,172	79.8%	28,259	67.1%	

OUTBOUND CONTINUED																		
		Freeway 5 - Highway 401E			Freeway 6 - Highway 427				Freeway 7 - Highway 409				GO Rail Service		Freeway Total			
		Proportion of	Proportion of Screenline		Proportion of	Proportion of		Proportion of	Proportion of		Proportion of	Proportion of	Proportion of	Proportion of	Proportion of	Proportion of		
AM Peak Period	1991 (6:30 - 9:30)	11,308	7.4%	11,499	7.0%			2,240	1.4%	5,509	3.6%	6,839	4.2%	587	0.4%	71,191	46.5%	72,364
	1993 (6:30 - 9:30)	10,184	6.9%	11,260	7.1%	2,463	1.7%	2,240	1.4%	6,287	4.2%	6,971	4.4%	535	0.3%	68,522	46.3%	68,657
	1995 (6:30 - 9:30)	10,669	6.4%	10,599	6.1%	3,178	1.9%	2,877	1.6%	5,454	3.3%	6,455	3.7%	541	0.3%	79,020	47.7%	78,339
	1998 (6:30 - 9:30)	11,606	6.0%	13,628	6.4%	5,363	2.8%	5,102	2.4%	6,026	3.1%	6,860	3.2%	635	0.3%	99,790	51.4%	102,042
	2001 (6:30 - 9:30)	13,132	6.4%	12,409	5.9%	6,794	3.3%	5,749	2.7%	6,943	3.4%	6,713	3.2%	796	0.4%	107,152	52.5%	101,213
	98-01	1,526	13.1%	-1,219	-8.9%	1,431	26.7%	647	12.7%	917	15.2%	-147	-2.1%	161	25.4%	7,362	7.4%	-829
91-01	1,824	16.1%	910	7.9%	6,794		5,749		1,434	26.0%	-126	-1.8%	209	35.6%	35,961	50.5%	28,849	
PM Peak Period	1991 (3:30 - 6:30)	15,095	6.2%	16,962	5.3%			5,124	1.6%	4,022	1.7%	5,102	1.6%	28853	9.0%	100,483	41.3%	116,322
	1993 (3:30 - 6:30)	17,220	6.8%	18,613	5.8%	5,094	2.0%	5,124	1.6%	3,266	1.3%	4,156	1.3%	28463	8.8%	106,814	42.1%	115,246
	1995 (3:30 - 6:30)	20,006	7.7%	18,681	5.7%	6,358	2.4%	5,903	1.8%	4,168	1.6%	5,650	1.7%	27546	8.3%	110,014	42.1%	119,567
	1998 (3:30 - 6:30)	26,822	9.1%	28,169	7.6%	9,874	3.4%	9,832	2.7%	4,125	1.4%	5,321	1.4%	32594	8.8%	138,583	47.2%	146,142
	2001 (3:30 - 6:30)	31,039	10.4%	29,908	8.2%	11,189	3.8%	10,959	3.0%	5,260	1.8%	5,121	1.4%	38460	10.5%	136,668	45.8%	137,715
	98-01	4,217	15.7%	1,739	6.2%	1,315	13.3%	1,127	11.5%	1,135	27.5%	-200	-3.8%	5866	18.0%	-1,915	-1.4%	-8,427
91-01	15,944	105.6%	12,946	76.3%	11,189		10,959		1,238	30.8%	19	0.4%	9,607	33.3%	36,185	36.0%	21,393	
12 Hour Period	1991 (7:30 - 7:30)	49,979	7.1%	52,662	6.4%					15,602	2.2%	19,609	2.4%	32268	3.9%	307,031	43.8%	336,454
	1993 (7:30 - 7:30)	51,854	7.2%	56,147	6.8%	12,379	1.7%	11,841	1.4%	15,389	2.1%	17,422	2.1%	30746	3.7%	311,682	43.3%	324,989
	1995 (7:30 - 7:30)	56,972	7.5%	53,104	6.2%	15,556	2.1%	14,423	1.7%	15,745	2.1%	19,211	2.2%	31412	3.7%	337,455	44.6%	345,843
	1998 (7:30 - 7:30)	67,938	8.0%	72,198	7.3%	23,824	2.8%	23,460	2.4%	16,885	2.0%	19,518	2.0%	36537	3.7%	411,468	48.4%	429,099
	2001 (7:15 - 7:15)	78,569	8.9%	72,061	7.5%	29,087	3.3%	26,174	2.7%	20,227	2.3%	19,208	2.0%	45455	4.7%	422,108	48.0%	406,961
	98-01	10,631	15.6%	-137	-0.2%	5,263	22.1%	2,714	11.6%	3,342	19.8%	-310	-1.6%	8918	24.4%	10,640	2.6%	-22,138
91-01	28,590	57.2%	19,399	36.8%	29,087		26,174		4,625	29.6%	-401	-2.0%	13,187	40.9%	115,077	37.5%	70,507	



Toronto Central Area Boundary



VEHICLES BY TYPE													
		INBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (7:00 - 10:00)	89,058	87.6%	8,158	8.0%	2,156	2.1%	1,241	1.2%	994	1.0%	101,607	100.0%
	1993 (7:00 - 10:00)	94,172	90.0%	6,374	6.1%	2,184	2.1%	954	0.9%	901	0.9%	104,585	100.0%
	1995 (7:00 - 10:00)	89,736	91.1%	4,855	4.9%	1,865	1.9%	1,122	1.1%	921	0.9%	98,499	100.0%
	1998 (7:15 - 10:15)	98,860	91.4%	5,321	4.9%	2,022	1.9%	1,008	0.9%	931	0.9%	108,142	100.0%
	2001 (7:15 - 10:15)	94,263	91.1%	5,490	5.3%	1,608	1.6%	1,087	1.1%	1,032	1.0%	103,480	100.0%
	98-01	-4,597	-4.7%	169	3.2%	-414	-20.5%	79	7.8%	101	10.8%	-4,662	-4.3%
	91-01	5,205	5.8%	-2,668	-32.7%	-548	-25.4%	-154	-12.4%	38	3.8%	1,873	1.8%
PM Peak Period	1991 (3:30 - 6:30)	70,466	89.1%	6,004	7.6%	1,067	1.3%	609	0.8%	924	1.2%	79,070	100.0%
	1993 (3:30 - 6:30)	73,187	92.4%	4,302	5.4%	463	0.6%	463	0.6%	781	1.0%	79,196	100.0%
	1995 (3:45 - 6:45)	70,839	92.3%	3,833	5.0%	793	1.0%	480	0.6%	808	1.1%	76,753	100.0%
	1998 (3:45 - 6:45)	70,180	91.8%	3,754	4.9%	1,170	1.5%	496	0.6%	820	1.1%	76,420	100.0%
	2001 (3:30 - 6:30)	67,352	91.8%	3,584	4.9%	939	1.3%	638	0.9%	882	1.2%	73,395	100.0%
	98-01	-2,828	-4.0%	-170	-4.5%	-231	-19.7%	142	28.6%	62	7.6%	-3,025	-4.0%
	91-01	-3,114	-4.4%	-2,420	-40.3%	-128	-12.0%	29	4.8%	-42	-4.5%	-5,675	-7.2%
12 Hour Period	1991 (6:45 - 6:45)	281,769	86.5%	28,874	8.9%	7,594	2.3%	4,252	1.3%	3,288	1.0%	325,777	100.0%
	1993 (6:45 - 6:45)	292,115	89.8%	23,339	7.2%	3,398	1.0%	3,398	1.0%	3,016	0.9%	325,266	100.0%
	1995 (6:45 - 6:45)	275,377	90.0%	17,697	5.8%	6,164	2.0%	3,616	1.2%	3,024	1.0%	305,878	100.0%
	1998 (6:45 - 6:45)	294,333	89.9%	19,057	5.8%	7,207	2.2%	3,545	1.1%	3,128	1.0%	327,270	100.0%
	2001 (6:45 - 6:45)	276,076	89.4%	19,232	6.2%	5,819	1.9%	4,234	1.4%	3,573	1.2%	308,934	100.0%
	98-01	-18,257	-6.2%	175	0.9%	-1,388	-19.3%	689	19.4%	445	14.2%	-18,336	-5.6%
	91-01	-5,693	-2.0%	-9,642	-33.4%	-1,775	-23.4%	-18	-0.4%	285	8.7%	-16,843	-5.2%

		OUTBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (7:00 - 10:00)	45,292	84.0%	5,246	9.7%	1,393	2.6%	1,029	1.9%	929	1.7%	53,889	100.0%
	1993 (7:00 - 10:00)	48,046	86.7%	3,929	7.1%	1,605	2.9%	969	1.7%	852	1.5%	55,401	100.0%
	1995 (7:00 - 10:00)	47,417	86.5%	4,086	7.5%	1,462	2.7%	1,028	1.9%	837	1.5%	54,830	100.0%
	1998 (7:15 - 10:15)	48,958	88.3%	3,372	6.1%	1,289	2.3%	1,072	1.9%	782	1.4%	55,473	100.0%
	2001 (7:15 - 10:15)	51,956	88.2%	3,699	6.3%	1,192	2.0%	958	1.6%	1,118	1.9%	58,923	100.0%
	98-01	2,998	6.1%	327	9.7%	-97	-7.5%	-114	-10.6%	336	43.0%	3,450	6.2%
	91-01	6,664	14.7%	-1,547	-29.5%	-201	-14.4%	-71	-6.9%	189	20.3%	5,034	9.3%
PM Peak Period	1991 (3:30 - 6:30)	98,352	90.1%	7,669	7.0%	1,498	1.4%	692	0.6%	943	0.9%	109,154	100.0%
	1993 (3:30 - 6:30)	98,331	92.3%	6,103	5.7%	633	0.6%	633	0.6%	862	0.8%	106,562	100.0%
	1995 (3:45 - 6:45)	97,575	93.4%	4,609	4.4%	1,025	1.0%	430	0.4%	830	0.8%	104,469	100.0%
	1998 (3:45 - 6:45)	102,650	92.9%	5,001	4.5%	1,412	1.3%	581	0.5%	808	0.7%	110,452	100.0%
	2001 (3:30 - 6:30)	96,655	91.9%	5,271	5.0%	1,417	1.3%	849	0.8%	1,031	1.0%	105,223	100.0%
	98-01	-5,995	-5.8%	270	5.4%	5	0.4%	268	46.1%	223	27.6%	-5,229	-4.7%
	91-01	-1,697	-1.7%	-2,398	-31.3%	-81	-5.4%	157	22.7%	88	9.3%	-3,931	-3.6%
12 Hour Period	1991 (6:45 - 6:45)	251,217	85.7%	27,543	9.4%	7,121	2.4%	4,005	1.4%	3,219	1.1%	293,105	100.0%
	1993 (6:45 - 6:45)	260,576	88.8%	21,917	7.5%	3,954	1.3%	3,954	1.3%	3,023	1.0%	293,424	100.0%
	1995 (6:45 - 6:45)	254,196	88.5%	19,996	7.0%	6,548	2.3%	3,634	1.3%	2,989	1.0%	287,363	100.0%
	1998 (6:45 - 6:45)	263,986	89.4%	17,826	6.0%	6,380	2.2%	4,206	1.4%	2,872	1.0%	295,270	100.0%
	2001 (6:45 - 6:45)	261,609	88.6%	19,189	6.5%	6,162	2.1%	4,369	1.5%	3,955	1.3%	295,284	100.0%
	98-01	-2,377	-0.9%	1,363	7.6%	-218	-3.4%	163	3.9%	1,083	37.7%	14	0.0%
	91-01	10,392	4.1%	-8,354	-30.3%	-959	-13.5%	364	9.1%	736	22.9%	2,179	0.7%

PERSONS BY MODE

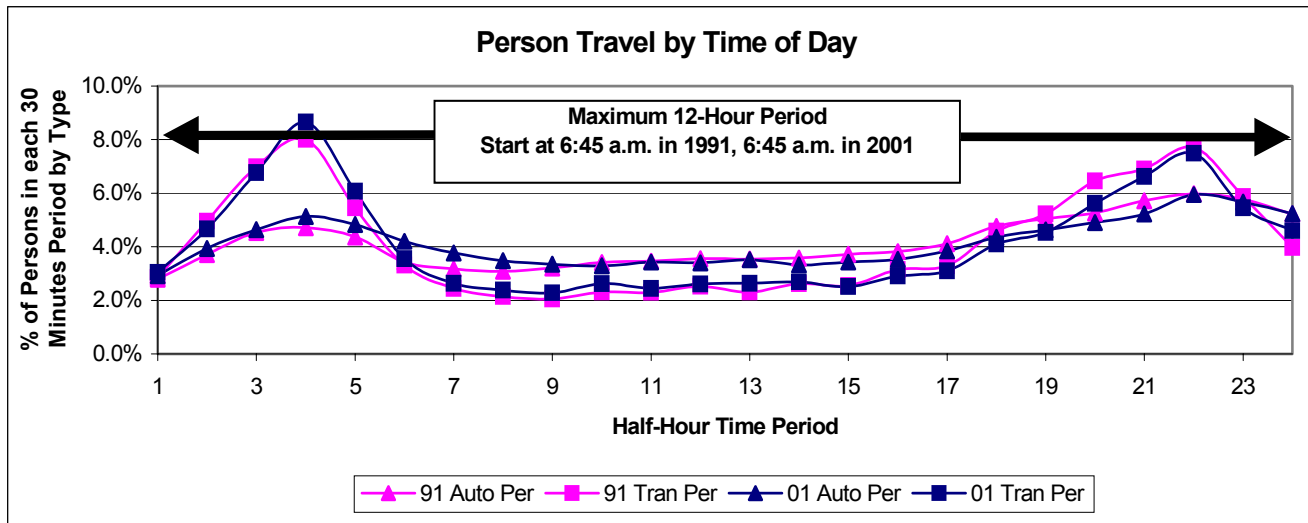
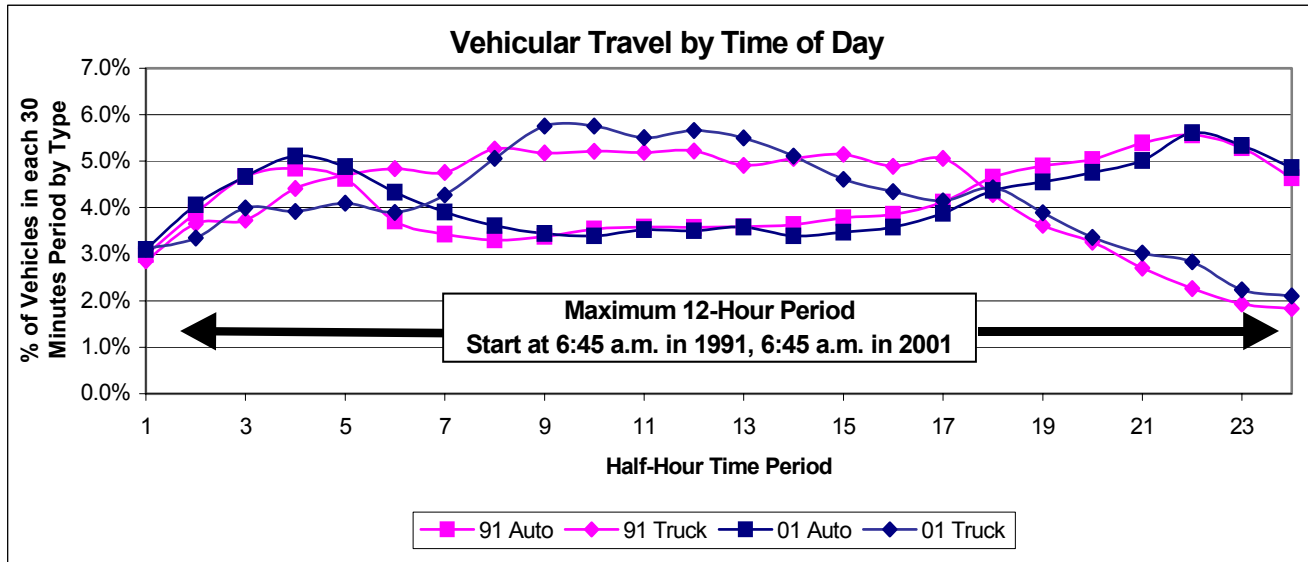
		INBOUND																	
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total	
AM Peak Period	1991 (7:00 - 10:00)	86,562	27.9%	22,666	7.3%	1,341	0.4%	158,239	51.0%	37089	12.0%					4,401	1.4%	310,298	100.0%
	1993 (7:00 - 10:00)	91,467	30.2%	25,872	8.5%	1,483	0.5%	140,746	46.4%	37604	12.4%					6,182	2.0%	303,354	100.0%
	1995 (7:00 - 10:00)	87,164	30.1%	19,911	6.9%	1,385	0.5%	139,182	48.0%	36854	12.7%					5,487	1.9%	289,983	100.0%
	1998 (7:15 - 10:15)	95,461	32.4%	21,548	7.3%	1,822	0.6%	124,756	42.3%	42769	14.5%					8,513	2.9%	294,869	100.0%
	2001 (7:15 - 10:15)	91,262	28.8%	17,251	5.4%	1,616	0.5%	152,619	48.2%	52099	16.4%	75		1,150	0.4%	735	0.2%	316,807	100.0%
	98-01	-4,199	-4.4%	-4,297	-19.9%	-206	-11.3%	27,863	22.3%	9,330	21.8%							21,938	7.4%
	91-01	4,700	5.4%	-5,415	-23.9%	275	20.5%	-5,620	-3.6%	15,010	40.5%							6,509	2.1%
PM Peak Period	1991 (3:30 - 6:30)	67,138	41.5%	22,518	13.9%	1,384	0.9%	65,329	40.3%	925	0.6%					4,632	2.9%	161,926	100.0%
	1993 (3:30 - 6:30)	69,848	40.7%	28,041	16.3%	1,242	0.7%	66,026	38.5%	820	0.5%					5,734	3.3%	171,711	100.0%
	1995 (3:45 - 6:45)	67,168	41.1%	23,289	14.3%	1,515	0.9%	66,211	40.5%	959	0.6%					4,273	2.6%	163,415	100.0%
	1998 (3:45 - 6:45)	66,452	42.1%	21,362	13.5%	1,551	1.0%	61,225	38.8%	1432	0.9%					5,689	3.6%	157,711	100.0%
	2001 (3:30 - 6:30)	63,984	41.4%	13,770	8.9%	1,277	0.8%	71,868	46.5%	1276	0.8%	25		700	0.5%	1,520	1.0%	154,420	100.0%
	98-01	-2,468	-3.7%	-7,592	-35.5%	-274	-17.7%	10,643	17.4%	-156	-10.9%							-3,291	-2.1%
	91-01	-3,154	-4.7%	-8,748	-38.8%	-107	-7.7%	6,539	10.0%	351	37.9%							-7,506	-4.6%
12 Hour Period	1991 (6:45 - 6:45)	270,375	36.6%	82,533	11.2%	5,369	0.7%	320,911	43.5%	42389	5.7%					16,613	2.3%	738,190	100.0%
	1993 (6:45 - 6:45)	280,720	37.8%	92,533	12.5%	5,245	0.7%	300,269	40.4%	42399	5.7%					21,546	2.9%	742,712	100.0%
	1995 (6:45 - 6:45)	264,030	37.4%	75,110	10.6%	5,102	0.7%	303,225	43.0%	40890	5.8%					17,532	2.5%	705,889	100.0%
	1998 (6:45 - 6:45)	281,447	39.5%	74,550	10.5%	6,105	0.9%	277,249	38.9%	48644	6.8%					24,954	3.5%	712,949	100.0%
	2001 (6:45 - 6:45)	263,736	36.5%	52,846	7.3%	5,689	0.8%	331,679	46.0%	58662	8.1%	475	0.1%	3,800	0.5%	4,765	0.7%	721,652	100.0%
	98-01	-17,711	-6.3%	-21,704	-29.1%	-416	-6.8%	54,430	19.6%	10,018	20.6%							8,703	1.2%
	91-01	-6,639	-2.5%	-29,687	-36.0%	320	6.0%	10,768	3.4%	16,273	38.4%							-16,538	-2.2%

		OUTBOUND																	
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total	
AM Peak Period	1991 (7:00 - 10:00)	43,431	42.7%	6,953	6.8%	514	0.5%	46,477	45.7%	455	0.4%					3,981	3.9%	101,811	100.0%
	1993 (7:00 - 10:00)	45,780	44.2%	9,361	9.0%	677	0.7%	43,113	41.6%	367	0.4%					4,361	4.2%	103,659	100.0%
	1995 (7:00 - 10:00)	45,143	45.0%	7,100	7.1%	780	0.8%	42,500	42.4%	405	0.4%					4,425	4.4%	100,353	100.0%
	1998 (7:15 - 10:15)	46,165	45.9%	7,493	7.4%	933	0.9%	41,587	41.3%	436	0.4%					4,073	4.0%	100,687	100.0%
	2001 (7:15 - 10:15)	49,040	43.5%	7,154	6.3%	1,045	0.9%	51,557	45.7%	514	0.5%	415	0.4%	1,710	1.5%	1,310	1.2%	112,745	100.0%
	98-01	2,875	6.2%	-339	-4.5%	112	12.0%	9,970	24.0%	78	17.9%							12,058	12.0%
	91-01	5,609	12.9%	201	2.9%	531	103.3%	5,080	10.9%	59	13.0%							10,934	10.7%
PM Peak Period	1991 (3:30 - 6:30)	67,138	21.3%	33,728	10.7%	2,202	0.7%	171,661	54.4%	35511	11.3%					5,229	1.7%	315,469	100.0%
	1993 (3:30 - 6:30)	95,275	30.6%	33,661	10.8%	2,046	0.7%	140,147	45.0%	34503	11.1%					6,096	2.0%	311,728	100.0%
	1995 (3:45 - 6:45)	94,185	30.9%	34,886	11.5%	2,288	0.8%	134,757	44.2%	33912	11.1%					4,636	1.5%	304,664	100.0%
	1998 (3:45 - 6:45)	98,932	32.3%	33,554	10.9%	2,644	0.9%	123,967	40.4%	40370	13.2%					7,010	2.3%	306,477	100.0%
	2001 (3:30 - 6:30)	93,022	29.7%	23,180	7.4%	1,978	0.6%	143,899	45.9%	47131	15.0%	1,010	0.3%	1,450	0.5%	2,020	0.6%	313,690	100.0%
	98-01	-5,910	-6.0%	-10,374	-30.9%	-666	-25.2%	19,932	16.1%	6,761	16.7%							7,213	2.4%
	91-01	25,884	38.6%	-10,548	-31.3%	-224	-10.2%	-27,762	-16.2%	11,620	32.7%							-1,779	-0.6%
12 Hour Period	1991 (6:45 - 6:45)	270,375	37.6%	69,302	9.6%	4,889	0.7%	319,339	44.4%	38784	5.4%					16,361	2.3%	719,050	100.0%
	1993 (6:45 - 6:45)	250,081	37.8%	75,530	11.4%	5,145	0.8%	270,244	40.9%	38127	5.8%					21,972	3.3%	661,099	100.0%
	1995 (6:45 - 6:45)	243,284	38.3%	69,895	11.0%	5,526	0.9%	261,839	41.2%	37021	5.8%					17,492	2.8%	635,057	100.0%
	1998 (6:45 - 6:45)	252,057	39.8%	67,735	10.7%	5,968	0.9%	242,650	38.4%	42820	6.8%					21,347	3.4%	632,577	100.0%
	2001 (6:45 - 6:45)	248,906	37.3%	51,869	7.8%	5,561	0.8%	292,869	43.9%	53263	8.0%	2,935	0.4%	5,510	0.8%	6,025	0.9%	666,938	100.0%
	98-01	-3,151	-1.3%	-15,866	-23.4%	-407	-6.8%	50,219	20.7%	10,443	24.4%							34,361	5.4%
	91-01	-21,469	-7.9%	-17,433	-25.2%	672	13.7%	-26,470	-8.3%	14,479	37.3%							-52,112	-7.2%

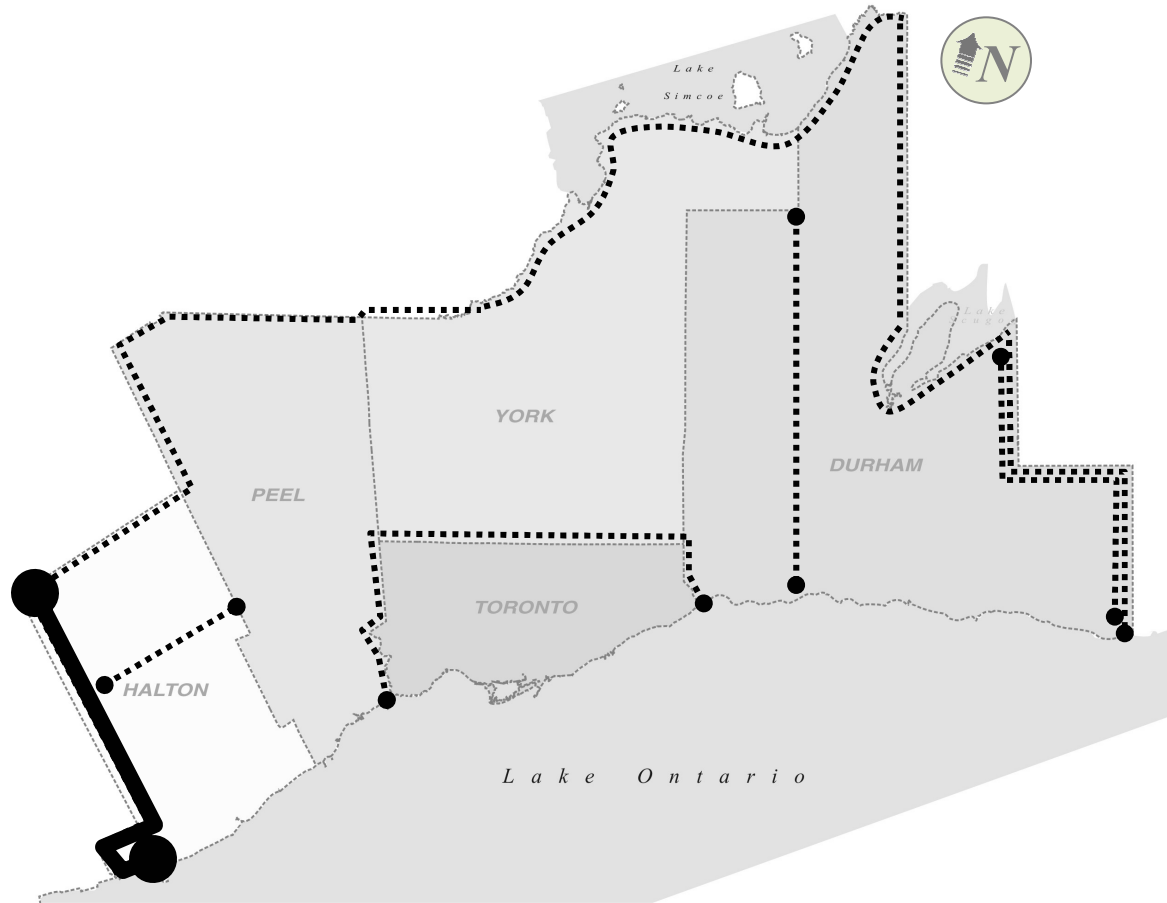
VEHICLE OCCUPANCY																							
		INBOUND														Total 2+ HOV's	Total 3+ HOV's						
		Persons in Autos					Persons in Taxis					Persons in Buses											
		1 occ	2 occ	3+ occ	Total Autos	Average/Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/Taxi	Bus Persons	Total Buses	Average/Bus									
AM Peak Period	1991 (7:00 - 10:00)	66,603	17,800	2,159	86,562	1.26	1,335	1,017	144	2,496	0.54	24,926	994	25.1	23,449	5,649							
	1993 (7:00 - 10:00)	69,086	19,788	2,593	91,467	1.28	1,480	1,018	207	2,705	0.55	20,506	901	22.8	25,987	6,199							
	1995 (7:00 - 10:00)	68,992	16,762	1,410	87,164	1.23	1,400	1,004	168	2,572	0.54	17,299	921	18.8	21,665	4,903							
	1998 (7:15 - 10:15)	76,023	17,686	1,752	95,461	1.23	1,771	1,449	179	3,399	0.54	19,882	931	21.4	23,768	6,082							
	2001 (7:15 - 10:15)	75,549	14,447	1,266	91,262	1.19	1,719	1,017	265	3,001	0.54	27,275	1,032	26.4	19,746	5,299							
	98-01																-16.9%	-12.9%					
	91-01																	-15.8%	-6.2%				
PM Peak Period	1991 (3:30 - 6:30)	49,564	14,138	3,436	67,138	1.34	1,786	623	252	2,661	0.42	15,728	924	17.0	21,826	7,688							
	1993 (3:30 - 6:30)	48,031	17,539	4,278	69,848	1.40	1,881	653	219	2,753	0.37	11,442	781	14.7	25,937	8,398							
	1995 (3:45 - 6:45)	48,660	15,215	3,293	67,168	1.35	2,439	1,019	213	3,671	0.41	11,681	808	14.5	22,987	7,772							
	1998 (3:45 - 6:45)	49,183	14,115	3,154	66,452	1.32	2,538	894	296	3,728	0.42	11,603	820	14.2	21,817	7,702							
	2001 (3:30 - 6:30)	51,957	10,625	1,402	63,984	1.22	2,322	855	191	3,368	0.38	14,220	882	16.1	16,277	5,652							
	98-01																	-25.4%	-26.6%				
	91-01																		-25.4%	-26.5%			
12 Hour Period	1991 (6:45 - 6:45)	203,021	56,391	10,963	270,375	1.31	5,445	2,607	867	8,919	0.47	64,671	3,288	19.7	82,036	25,645							
	1993 (6:45 - 6:45)	205,534	63,004	12,182	280,720	1.33	5,681	2,503	859	9,043	0.46	54,392	3,016	18.0	89,597	26,593							
	1995 (6:45 - 6:45)	199,887	56,164	7,979	264,030	1.28	7,112	3,560	675	11,347	0.45	47,365	3,024	15.7	78,514	22,350							
	1998 (6:45 - 6:45)	217,647	55,331	8,469	281,447	1.26	7,797	4,220	869	12,886	0.47	53,563	3,128	17.1	79,814	24,483							
	2001 (6:45 - 6:45)	216,626	42,443	4,667	263,736	1.20	7,727	3,731	882	12,340	0.46	68,835	3,573	19.3	63,023	20,580							
	98-01																		-21.0%	-15.9%			
	91-01																			-23.2%	-19.8%		
OUTBOUND																							
		OUTBOUND														Total 2+ HOV's	Total 3+ HOV's						
		Persons in Autos					Persons in Taxis					Persons in Buses											
		1 occ	2 occ	3+ occ	Total Autos	Average/Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/Taxi	Bus Persons	Total Buses	Average/Bus									
AM Peak Period	1991 (7:00 - 10:00)	37,490	5,195	746	43,431	1.16	1,417	382	62	1,861	0.28	9,246	929	10.0	8,731	3,536							
	1993 (7:00 - 10:00)	37,605	7,280	895	45,780	1.20	1,679	509	78	2,266	0.30	7,650	852	9.0	11,293	4,013							
	1995 (7:00 - 10:00)	39,087	5,290	766	45,143	1.16	1,614	558	102	2,274	0.34	9,206	837	11.0	9,167	3,877							
	1998 (7:15 - 10:15)	39,489	6,018	658	46,165	1.16	2,004	673	116	2,793	0.33	8,001	782	10.2	10,251	4,233							
	2001 (7:15 - 10:15)	42,619	5,816	605	49,040	1.15	2,027	756	133	2,916	0.36	13,935	1,118	12.5	10,455	4,639							
	98-01																			2.0%	9.6%		
	91-01																				19.7%	31.2%	
PM Peak Period	1991 (3:30 - 6:30)	49,564	14,138	3,436	67,138	1.34	2,279	797	252	3,328	0.42	27,630	943	29.3	21,845	7,707							
	1993 (3:30 - 6:30)	67,954	22,884	4,437	95,275	1.35	1,402	1,333	321	3,056	0.67	17,120	862	19.9	31,239	8,355							
	1995 (3:45 - 6:45)	66,884	21,935	5,366	94,185	1.37	1,591	1,438	361	3,390	0.67	15,429	830	18.6	31,521	9,586							
	1998 (3:45 - 6:45)	71,517	22,578	4,837	98,932	1.34	1,740	1,446	532	3,718	0.71	16,831	808	20.8	31,941	9,363							
	2001 (3:30 - 6:30)	72,201	18,949	1,872	93,022	1.25	2,051	1,265	317	3,633	0.54	23,238	1,031	22.5	25,485	6,536							
	98-01																				-20.2%	-30.2%	
	91-01																					16.7%	-15.2%
12 Hour Period	1991 (6:45 - 6:45)	203,021	56,391	10,963	270,375	1.31	7,139	3,388	867	11,394	0.47	60,090	3,219	18.7	81,967	25,576							
	1993 (6:45 - 6:45)	187,921	52,658	9,502	250,081	1.30	6,370	3,291	834	10,495	0.49	45,819	3,023	15.2	75,678	23,020							
	1995 (6:45 - 6:45)	186,891	46,773	9,620	243,284	1.29	6,500	3,536	876	10,912	0.51	42,800	2,989	14.3	70,294	23,521							
	1998 (6:45 - 6:45)	195,113	48,433	8,511	252,057	1.27	7,215	3,698	1,016	11,929	0.50	44,843	2,872	15.6	71,745	23,312							
	2001 (6:45 - 6:45)	202,192	42,587	4,127	248,906	1.21	8,157	3,702	844	12,703	0.44	64,555	3,955	16.3	63,372	20,785							
	98-01																					-11.7%	-10.8%
	91-01																						-22.7%

MAJOR FACILITIES																			
INBOUND																			
	AM Peak Period	Freeway 1 - Gardiner Expressway W		Freeway 2 - Gardiner Expressway E		Subway Service		GO Rail Service		Freeway Total			Fixed - Rail Services Total						
		Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings					
	1991 (7:00 - 10:00)	10,241	10.1%	11,462	3.7%	10,425	10.3%	10,724	3.5%	137,714	44.4%	34,599	11.2%	20,666	20.3%	22,186	7.1%	172,313	55.5%
	1993 (7:00 - 10:00)	17,307	16.5%	22,129	7.3%	9,741	9.3%	11,899	3.9%	126,422	41.7%	35,318	11.6%	27,048	25.9%	34,028	11.2%	161,740	53.3%
	1995 (7:00 - 10:00)	14,552	14.8%	16,174	5.6%	11,609	11.8%	12,800	4.4%	127,370	43.9%	34,069	11.7%	26,161	26.6%	28,974	10.0%	161,439	55.7%
	1998 (7:15 - 10:15)	10,391	9.6%	12,270	4.2%	12,908	11.9%	14,549	4.9%	113,387	38.5%	39,986	13.6%	23,299	21.5%	26,819	9.1%	153,373	52.0%
	2001 (7:15 - 10:15)	12,708	12.3%	12,483	3.9%	10,605	10.2%	10,577	3.3%	127,304	40.2%	52,099	16.4%	23,313	22.5%	23,060	7.3%	179,403	56.6%
	98-01	2,317	22.3%	213	1.7%	-2,303	-17.8%	-3,972	-27.3%	13,917	12.3%	12,113	30.3%	14	0.1%	-3,759	-14.0%	26,030	17.0%
	91-01	2,467	24.1%	1,021	8.9%	180	1.7%	-147	-1.4%	-10,410	-7.6%	17,500	50.6%	2,647	12.8%	874	3.9%	7,090	4.1%
	1991 (3:30 - 6:30)	11,604	14.7%	14,088	8.7%	7,943	10.0%	9,073	5.6%	54,233	33.5%	925	0.6%	19,547	24.7%	23,161	14.3%	55,158	34.1%
	1993 (3:30 - 6:30)	14,952	18.9%	22,459	13.1%	7,837	9.9%	10,233	6.0%	60,318	35.1%	820	0.5%	22,789	28.8%	32,692	19.0%	61,138	35.6%
	1995 (3:45 - 6:45)	13,237	17.2%	18,039	11.0%	7,823	10.2%	9,002	5.5%	58,803	36.0%	959	0.6%	21,060	27.4%	27,041	16.5%	59,762	36.6%
	1998 (3:45 - 6:45)	10,307	13.5%	12,672	8.0%	6,833	8.9%	8,745	5.5%	55,311	35.1%	1,432	0.9%	17,140	22.4%	21,417	13.6%	56,743	36.0%
	2001 (3:30 - 6:30)	14,737	20.1%	14,356	9.3%	7,038	9.6%	7,825	5.1%	59,893	38.8%	1,276	0.8%	21,775	29.7%	22,181	14.4%	61,169	39.6%
	98-01	4,430	43.0%	1,684	13.3%	205	3.0%	-920	-10.5%	4,582	8.3%	(156)	-10.9%	4,635	27.0%	764	3.6%	4,426	7.8%
	91-01	3,133	27.0%	268	1.9%	-905	-11.4%	-1,248	-13.8%	5,660	10.4%	351	37.9%	2,228	11.4%	-980	-4.2%	6,011	10.9%
	1991 (6:45 - 6:45)	41,392	12.7%	48,609	6.6%	33,665	10.3%	35,411	4.8%	272,853	37.0%	39,899	5.4%	75,057	23.0%	84,020	11.4%	312,752	42.4%
	1993 (6:45 - 6:45)	57,414	17.7%	77,497	10.4%	31,316	9.6%	37,122	5.0%	267,423	36.0%	40,113	5.4%	88,730	27.3%	114,619	15.4%	307,536	41.4%
	1995 (6:45 - 6:45)	48,769	15.9%	59,812	8.5%	34,039	11.1%	38,362	5.4%	273,392	38.7%	38,105	5.4%	82,808	27.1%	98,174	13.9%	311,497	44.1%
	1998 (6:45 - 6:45)	39,065	11.9%	46,726	6.6%	34,671	10.6%	40,604	5.7%	248,640	34.9%	45,861	6.4%	73,736	22.5%	87,330	12.2%	294,501	41.3%
	2001 (6:45 - 6:45)	50,671	16.4%	48,701	6.7%	31,917	10.3%	32,812	4.5%	271,884	37.7%	58,662	8.1%	82,588	26.7%	81,513	11.3%	330,546	45.8%
	98-01	11,606	29.7%	1,975	4.2%	-2,754	-7.9%	-7,792	-19.2%	23,244	9.3%	12,801	27.9%	8,852	12.0%	-5,817	-6.7%	36,045	12.2%
	91-01	9,279	22.4%	92	0.2%	-1,748	-5.2%	-2,599	-7.3%	-969	-0.4%	18,763	47.0%	7,531	10.0%	-2,507	-3.0%	17,794	5.7%

OUTBOUND																			
	AM Peak Period	Freeway 1 - Gardiner Expressway W		Freeway 2 - Gardiner Expressway E		Subway Service		GO Rail Service		Freeway Total			Fixed - Rail Services Total						
		Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Vehicle Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings	Proportion of Screenline Person Crossings					
	1991 (7:00 - 10:00)	9,452	17.5%	11,294	11.1%	6,908	12.8%	7,153	7.0%	41,212	40.5%	455	0.4%	16,360	30.4%	18,447	18.1%	41,667	40.9%
	1993 (7:00 - 10:00)	11,264	20.3%	14,639	14.1%	6,742	12.2%	7,478	7.2%	55,835	53.9%	367	0.4%	18,006	32.5%	22,117	21.3%	56,202	54.2%
	1995 (7:00 - 10:00)	12,699	23.2%	14,811	14.8%	7,496	13.7%	7,300	7.3%	52,666	52.5%	405	0.4%	20,195	36.8%	22,111	22.0%	53,071	52.9%
	1998 (7:15 - 10:15)	7,545	13.6%	8,413	8.4%	6,866	12.4%	7,544	7.5%	37,659	37.4%	436	0.4%	14,411	26.0%	15,957	15.8%	38,095	37.8%
	2001 (7:15 - 10:15)	13,003	22.1%	14,316	12.7%	7,664	13.0%	7,381	6.5%	41,057	36.4%	514	0.5%	20,667	35.1%	21,697	19.2%	41,571	36.9%
	98-01	5,458	72.3%	5,903	70.2%	798	11.6%	-163	-2.2%	3,398	9.0%	78	17.9%	6,256	43.4%	5,740	36.0%	3,476	9.1%
	91-01	3,551	37.6%	3,022	26.8%	756	10.9%	228	3.2%	-155	-0.4%	59	13.0%	4,307	26.3%	3,250	17.6%	-96	-0.2%
	1991 (3:30 - 6:30)	14,275	13.1%	18,690	5.9%	12,361	11.3%	14,363	4.6%	149,260	47.3%	33,337	10.6%	26,636	24.4%	33,053	10.5%	182,597	57.9%
	1993 (3:30 - 6:30)	17,566	16.5%	23,283	7.5%	11,132	10.4%	13,487	4.3%	146,541	47.0%	32,498	10.4%	28,698	26.9%	36,770	11.8%	179,039	57.4%
	1995 (3:45 - 6:45)	15,909	15.2%	22,149	7.3%	10,996	10.5%	14,586	4.8%	145,456	47.7%	31,533	10.4%	28,905	25.8%	36,735	12.1%	176,989	58.1%
	1998 (3:45 - 6:45)	12,087	10.9%	15,301	5.0%	12,011	10.9%	16,375	5.3%	114,146	37.2%	37,629	12.3%	24,098	21.8%	31,676	10.3%	151,775	49.5%
	2001 (3:30 - 6:30)	15,881	15.1%	18,966	6.0%	10,084	9.6%	11,234	3.6%	125,141	39.9%	47,131	15.0%	25,965	24.7%	30,200	9.6%	172,272	54.9%
	98-01	3,794	31.4%	3,665	24.0%	-1,927	-16.0%	-5,141	-31.4%	10,995	9.6%	9,502	25.3%	1,867	7.7%	-1,476	-4.7%	20,497	13.5%
	91-01	1,606	11.3%	276	1.5%	-2,277	-18.4%	-3,129	-21.8%	-24,119	-16.2%	13,794	41.4%	-671	-2.5%	-2,853	-8.6%	-10,325	-5.7%
	1991 (6:45 - 6:45)	40,421	13.8%	49,011	6.8%	34,436	11.7%	38,116	5.3%	275,610	38.3%	36,610	5.1%	74,857	25.5%	87,127	12.1%	312,220	43.4%
	1993 (6:45 - 6:45)	49,970	17.0%	67,229	10.2%	31,901	10.9%	36,330	5.5%	295,570	44.7%	35,915	5.4%	81,871	27.9%	103,559	15.7%	331,485	50.1%
	1995 (6:45 - 6:45)	50,705	17.6%	63,001	9.9%	33,139	11.5%	37,064	5.8%	287,915	45.3%	34,642	5.5%	83,844	29.2%	100,065	15.8%	322,557	50.8%
	1998 (6:45 - 6:45)	34,819	11.8%	41,250	6.5%	32,973	11.2%	40,010	6.3%	219,154	34.6%	40,079	6.3%	67,792	23.0%	81,260	12.8%	259,233	41.0%
	2001 (6:45 - 6:45)	53,338	18.1%	59,236	8.9%	33,812	11.5%	34,808	5.2%	242,784	36.4%	52,822	7.9%	87,150	29.5%	94,044	14.1%	295,606	44.3%
	98-01	18,519	53.2%	17,986	43.6%	839	2.5%	-5,202	-13.0%	23,630	10.8%	12,743	31.8%	19,358	28.6%	12,784	15.7%	36,373	14.0%
	91-01	12,917	32.0%	10,225	20.9%	-624	-1.8%	-3,308	-8.7%	-32,826	-11.9%	16,212	44.3%	12,293	16.4%	6,917	7.9%	-16,614	-5.3%



Halton West Boundary



VEHICLES BY TYPE														
		EASTBOUND												
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total		
12 Hour Period	AM Peak Period	1991 (7:00 - 10:00)	25,935	74.3%	5,260	15.1%	1,033	3.0%	2,451	7.0%	224	0.6%	34,903	100.0%
		1995 (7:00 - 10:00)	29,429	82.7%	2,116	5.9%	1,081	3.0%	2,802	7.9%	167	0.5%	35,595	100.0%
		1998 (6:00 - 9:00)	40,112	91.0%	871	2.0%	614	1.4%	2,371	5.4%	117	0.3%	44,085	100.0%
		2001 (6:00 - 9:00)	45,849	86.9%	3,473	6.6%	728	1.4%	2,554	4.8%	139	0.3%	52,743	100.0%
		98-01	5,737	14.3%	2,602	298.7%	114	18.6%	183	7.7%	22	18.8%	8,658	19.6%
		91-01	19,914	76.8%	-1,787	-34.0%	-305	-29.5%	103	4.2%	-85	-37.9%	17,840	51.1%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	24,680	77.1%	4,394	13.7%	723	2.3%	2,018	6.3%	177	0.6%	31,992	100.0%
		1995 (3:30 - 6:30)	24,848	84.2%	1,370	4.6%	685	2.3%	2,445	8.3%	150	0.5%	29,498	100.0%
		1998 (3:45 - 6:45)	31,210	89.3%	879	2.5%	370	1.1%	2,300	6.6%	180	0.5%	34,939	100.0%
		2001 (3:30 - 6:30)	33,027	85.8%	2,149	5.6%	592	1.5%	2,566	6.7%	152	0.4%	38,486	100.0%
		98-01	1,817	5.8%	1,270	144.5%	222	60.0%	266	11.6%	-28	-15.6%	3,547	10.2%
		91-01	8,347	33.8%	-2,245	-51.1%	-131	-18.1%	548	27.2%	-25	-14.1%	6,494	20.3%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	85,444	73.2%	16,945	14.5%	3,628	3.1%	10,029	8.6%	640	0.5%	116,686	100.0%
		1995 (7:00 - 7:00)	89,492	80.3%	6,424	5.8%	3,508	3.1%	11,527	10.3%	536	0.5%	111,487	100.0%
		1998 (6:45 - 6:45)	112,724	86.4%	3,714	2.8%	2,329	1.8%	11,041	8.5%	603	0.5%	130,411	100.0%
		2001 (6:45 - 6:45)	130,667	82.8%	10,140	6.4%	3,241	2.1%	13,162	8.3%	554	0.4%	157,764	100.0%
		98-01	17,943	15.9%	6,426	173.0%	912	39.2%	2,121	19.2%	-49	-8.1%	27,353	21.0%
		91-01	45,223	52.9%	-6,805	-40.2%	-387	-10.7%	3,133	31.2%	-86	-13.4%	41,078	35.2%

		WESTBOUND												
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total		
12 Hour Period	AM Peak Period	1991 (7:00 - 10:00)	19,776	73.4%	3,555	13.2%	956	3.5%	2,460	9.1%	190	0.7%	26,937	100.0%
		1995 (7:00 - 10:00)	20,709	79.3%	1,514	5.8%	876	3.4%	2,877	11.0%	130	0.5%	26,106	100.0%
		1998 (6:00 - 9:00)	22,015	84.7%	729	2.8%	455	1.8%	2,710	10.4%	90	0.3%	25,999	100.0%
		2001 (6:00 - 9:00)	23,537	80.7%	1,834	6.3%	879	3.0%	2,804	9.6%	99	0.3%	29,153	100.0%
		98-01	1,522	6.9%	1,105	151.6%	424	93.2%	94	3.5%	9	10.0%	3,154	12.1%
		91-01	3,761	19.0%	-1,721	-48.4%	-77	-8.1%	344	14.0%	-91	-47.9%	2,216	8.2%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	32,504	77.9%	5,947	14.3%	855	2.1%	2,212	5.3%	185	0.4%	41,703	100.0%
		1995 (3:30 - 6:30)	35,285	86.8%	1,866	4.6%	721	1.8%	2,577	6.3%	197	0.5%	40,646	100.0%
		1998 (3:45 - 6:45)	40,303	91.1%	790	1.8%	568	1.3%	2,468	5.6%	105	0.2%	44,234	100.0%
		2001 (3:30 - 6:30)	47,850	86.5%	3,259	5.9%	1,095	2.0%	2,911	5.3%	178	0.3%	55,293	100.0%
		98-01	7,547	18.7%	2,469	312.5%	527	92.8%	443	17.9%	73	69.5%	11,059	25.0%
		91-01	15,346	47.2%	-2,688	-45.2%	240	28.1%	699	31.6%	-7	-3.8%	13,590	32.6%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	87,974	73.4%	16,964	14.2%	3,838	3.2%	10,330	8.6%	675	0.6%	119,781	100.0%
		1995 (7:00 - 7:00)	92,442	80.2%	6,425	5.6%	3,493	3.0%	12,364	10.7%	529	0.5%	115,253	100.0%
		1998 (6:45 - 6:45)	106,739	84.7%	3,429	2.7%	2,609	2.1%	12,778	10.1%	472	0.4%	126,027	100.0%
		2001 (6:45 - 6:45)	128,760	81.4%	9,711	6.1%	4,639	2.9%	14,510	9.2%	500	0.3%	158,120	100.0%
		98-01	22,021	20.6%	6,282	183.2%	2,030	77.8%	1,732	13.6%	28	5.9%	32,093	25.5%
		91-01	40,786	46.4%	-7,253	-42.8%	801	20.9%	4,180	40.5%	-175	-25.9%	38,339	32.0%

PERSONS BY MODE

		EASTBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
12 Hour Period	AM Peak Period	1991 (7:00 - 10:00)	25,935	72.0%	4,809	13.3%			120	0.3%							5,167	14.3%	36,031	100.0%
		1995 (7:00 - 10:00)	29,392	86.5%	2,919	8.6%	7		25	0.1%			4		894	2.6%	742	2.2%	33,983	100.0%
		1998 (6:00 - 9:00)	40,096	86.7%	4,499	9.7%	8		29	0.1%			207	0.4%	449	1.0%	981	2.1%	46,269	100.0%
		2001 (6:00 - 9:00)	45,819	88.3%	3,646	7.0%	8		193	0.4%			80	0.2%	747	1.4%	1,379	2.7%	51,872	100.0%
		98-01	5,723	14.3%	-853	-19.0%													5,603	12.1%
		91-01	19,884	76.7%	-1,163	-24.2%													15,841	44.0%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	24,680	66.2%	8,068	21.6%			180	0.5%							4,359	11.7%	37,287	100.0%
		1995 (3:30 - 6:30)	24,809	79.8%	4,614	14.8%	19	0.1%	45	0.1%			110	0.4%	592	1.9%	916	2.9%	31,105	100.0%
		1998 (3:45 - 6:45)	31,177	78.9%	4,809	12.2%	13		31	0.1%			183	0.5%	738	1.9%	2,569	6.5%	39,520	100.0%
		2001 (3:30 - 6:30)	32,986	81.5%	4,580	11.3%	6		189	0.5%			180	0.4%	525	1.3%	1,991	4.9%	40,457	100.0%
		98-01	1,809	5.8%	-229	-4.8%													937	2.4%
		91-01	8,306	33.7%	-3,488	-43.2%													3,170	8.5%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	85,444	67.7%	26,208	20.8%			450	0.4%							14,164	11.2%	126,266	100.0%
		1995 (7:00 - 7:00)	24,809	53.4%	15,855	34.1%	51	0.1%	143	0.3%			254	0.5%	2,107	4.5%	3,241	7.0%	46,460	100.0%
		1998 (6:45 - 6:45)	112,634	79.3%	17,542	12.4%	37		123	0.1%			865	0.6%	4,015	2.8%	6,806	4.8%	142,022	100.0%
		2001 (6:45 - 6:45)	130,527	82.5%	17,492	11.1%	32		631	0.4%			389	0.2%	2,414	1.5%	6,770	4.3%	158,255	100.0%
		98-01	17,893	15.9%	-50	-0.3%													16,233	11.4%
		91-01	45,083	52.8%	-8,716	-33.3%													31,989	25.3%

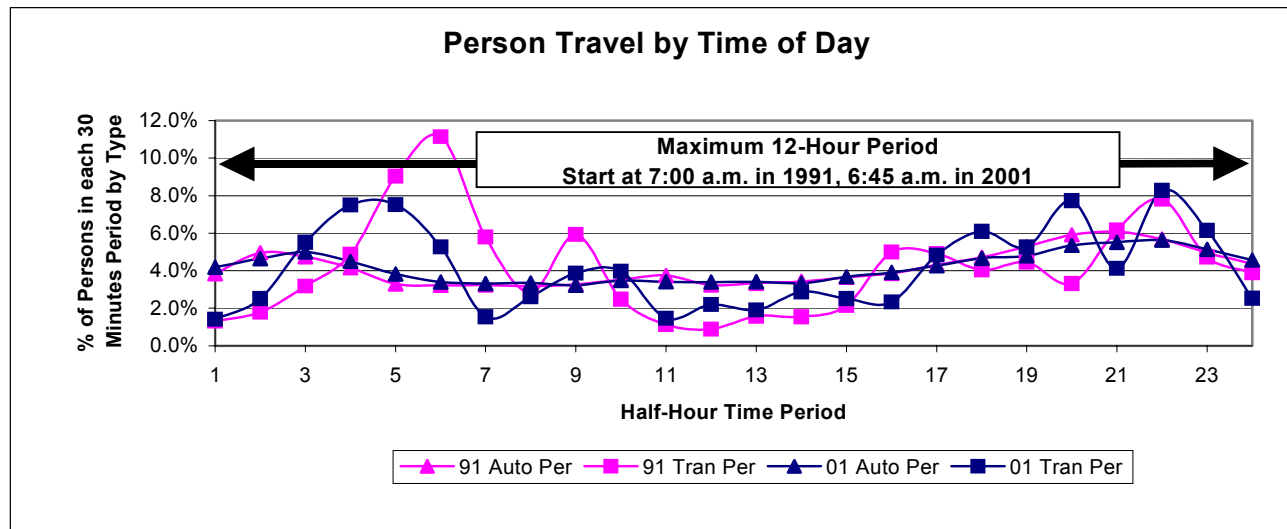
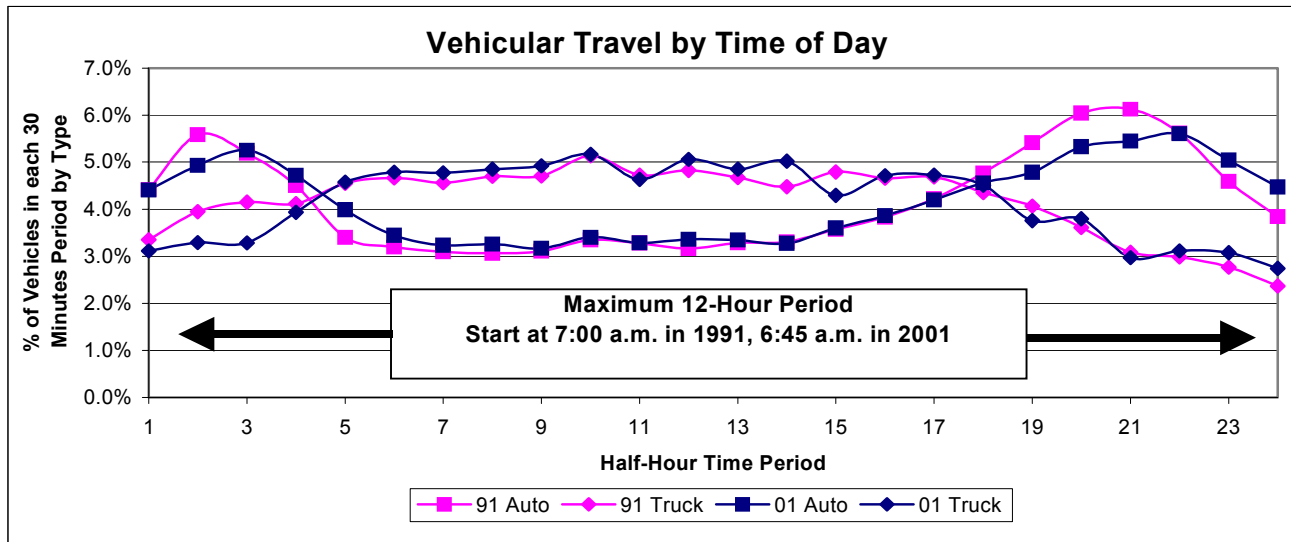
		WESTBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
12 Hour Period	AM Peak Period	1991 (7:00 - 10:00)	19,776	72.6%	3,720	13.6%			90	0.3%							3,668	13.5%	27,254	100.0%
		1995 (7:00 - 10:00)	20,656	83.1%	2,858	11.5%	20	0.1%	42	0.2%			160	0.6%	497	2.0%	621	2.5%	24,854	100.0%
		1998 (6:00 - 9:00)	22,008	85.5%	2,930	11.4%	1		11	0.04%			5		324	1.3%	476	1.8%	25,755	100.0%
		2001 (6:00 - 9:00)	23,495	88.2%	2,100	7.9%	17	0.1%	141	0.5%			35	0.1%	437	1.6%	419	1.6%	26,644	100.0%
		98-01	1,487	6.8%	-830	-28.3%													889	3.5%
		91-01	3,719	18.8%	-1,620	-43.5%													-610	-2.2%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	32,504	73.0%	7,787	17.5%			65	0.1%							4,197	9.4%	44,553	100.0%
		1995 (3:30 - 6:30)	35,239	84.3%	5,350	12.8%	16		44	0.1%			103	0.2%	568	1.4%	464	1.1%	41,784	100.0%
		1998 (3:45 - 6:45)	40,267	84.8%	5,809	12.2%	10		13				25	0.1%	339	0.7%	1,004	2.1%	47,467	100.0%
		2001 (3:30 - 6:30)	47,800	81.8%	7,370	12.6%	34	0.1%	180	0.3%			117	0.2%	1,180	2.0%	1,785	3.1%	58,466	100.0%
		98-01	7,533	18.7%	1,561	26.9%													10,999	23.2%
		91-01	15,296	47.1%	-417	-5.4%													13,913	31.2%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	87,974	69.5%	24,348	19.2%			275	0.2%							13,951	11.0%	126,548	100.0%
		1995 (7:00 - 7:00)	35,239	60.5%	18,216	31.3%	81	0.1%	146	0.3%			468	0.8%	1,970	3.4%	2,156	3.7%	58,276	100.0%
		1998 (6:45 - 6:45)	106,630	80.0%	19,957	15.0%	25		29				203	0.2%	2,152	1.6%	4,326	3.2%	133,322	100.0%
		2001 (6:45 - 6:45)	128,599	82.7%	20,089	12.9%	69		445	0.3%			276	0.2%	2,493	1.6%	3,511	2.3%	155,482	100.0%
		98-01	21,969	20.6%	132	0.7%													22,160	16.6%
		91-01	40,625	46.2%	-4,259	-17.5%													28,934	22.9%

VEHICLE OCCUPANCY																	
		EASTBOUND															
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's	
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus			
AM Peak Period	1991 (7:00 - 10:00)	21,924	3,416	595	25,935	1.19						5,287	224	23.6	4,235	819	
	1995 (7:00 - 10:00)	26,863	2,225	304	29,392	1.10	32	3	2	37	0.19	1,665	167	10.0	2,733	508	
	1998 (6:00 - 9:00)	36,099	3,602	395	40,096	1.11	9	6	1	16	0.50	1,666	117	14.2	4,130	528	
	2001 (6:00 - 9:00)	42,392	3,229	198	45,819	1.08	22	8		30	0.27	2,399	139	17.3	3,596	367	
	98-01															-12.9%	-30.5%
	91-01																-15.1%
PM Peak Period	1991 (3:30 - 6:30)	18,354	5,105	1,221	24,680	1.33						4,539	177	25.6	6,503	1,398	
	1995 (3:30 - 6:30)	21,080	3,108	621	24,809	1.19	22	15	2	39	0.49	1,663	150	11.1	3,918	810	
	1998 (3:45 - 6:45)	27,025	3,610	542	31,177	1.15	22	9	2	33	0.39	3,521	180	19.6	4,365	755	
	2001 (3:30 - 6:30)	29,030	3,445	511	32,986	1.14	35	6		41	0.15	2,885	152	19.0	4,149	704	
	98-01															-4.9%	-6.8%
	91-01																-36.2%
12 Hour Period	1991 (7:00- 7:00)	64,872	16,804	3,768	85,444	1.31						14,614	640	22.8	21,212	4,408	
	1995 (7:00 - 7:00)	21,080	3,108	621	24,809	1.19	118	27	12	157	0.32	5,745	536	10.7	4,422	1,314	
	1998 (6:45 - 6:45)	97,285	13,559	1,790	112,634	1.16	57	29	4	90	0.41	11,809	603	19.6	16,042	2,483	
	2001 (6:45 - 6:45)	115,160	13,638	1,729	130,527	1.13	110	28	2	140	0.23	10,204	554	18.4	16,061	2,423	
	98-01															0.1%	-2.4%
	91-01																-24.3%

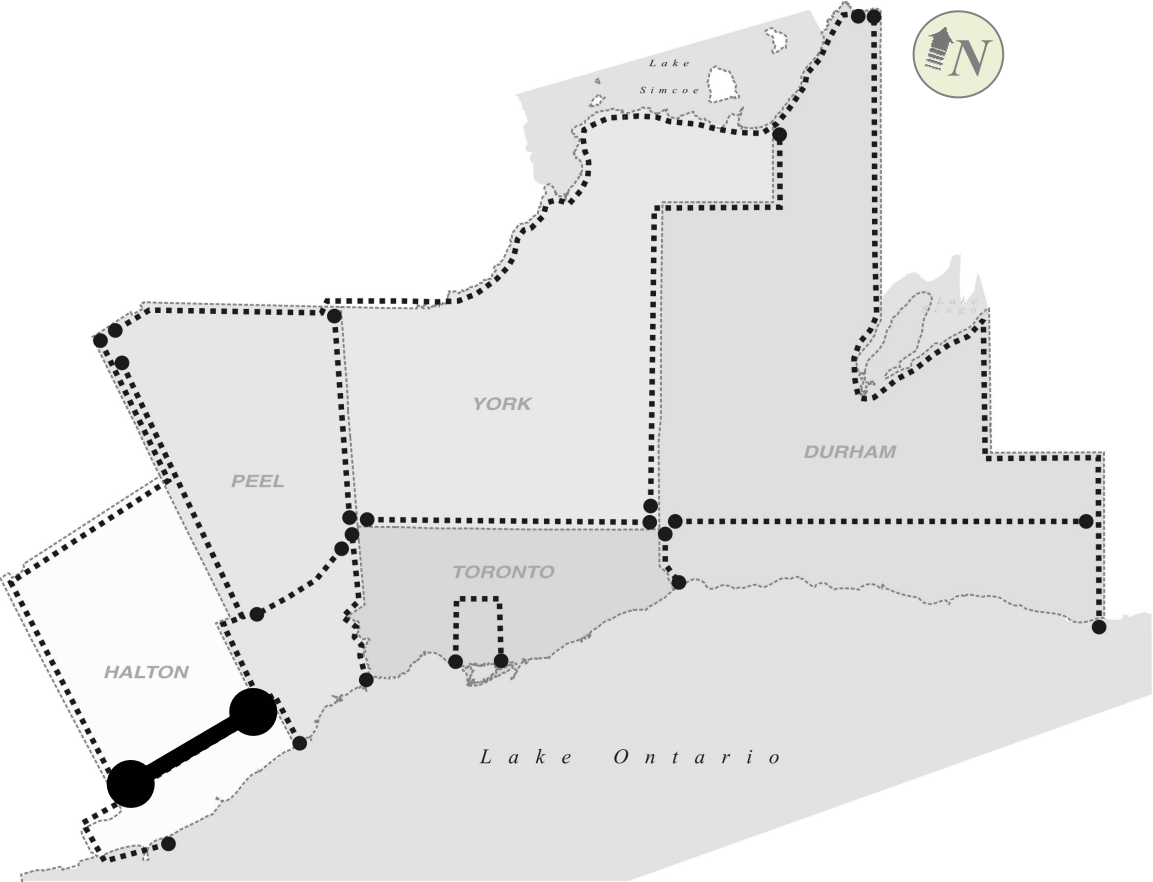
WESTBOUND																		
		WESTBOUND																
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's		
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus				
AM Peak Period	1991 (7:00 - 10:00)	16,801	2,468	507	19,776	1.19						3,758	190	19.8	3,165	697		
	1995 (7:00 - 10:00)	18,174	2,193	289	20,656	1.14	39	8	6	53	0.38	1,320	130	10.2	2,665	472		
	1998 (6:00 - 9:00)	19,462	2,269	277	22,008	1.13	6	1		7	0.14	816	90	9.1	2,643	374		
	2001 (6:00 - 9:00)	21,577	1,746	172	23,495	1.09	28	11	3	42	0.40	1,032	99	10.4	2,059	313		
	98-01																-22.1%	-16.3%
	91-01																	-34.9%
PM Peak Period	1991 (3:30 - 6:30)	26,027	5,545	932	32,504	1.24						4,262	185	23.0	6,662	1,117		
	1995 (3:30 - 6:30)	30,419	4,373	447	35,239	1.15	36	4	6	46	0.35	1,179	197	6.0	5,063	690		
	1998 (3:45 - 6:45)	35,000	4,836	431	40,267	1.14	27	8	1	36	0.28	1,381	105	13.2	5,408	572		
	2001 (3:30 - 6:30)	41,117	6,082	601	47,800	1.15	24	18	8	50	0.68	3,262	178	18.3	6,911	829		
	98-01																27.8%	44.9%
	91-01																	3.7%
12 Hour Period	1991 (7:00- 7:00)	68,458	16,268	3,248	87,974	1.28						14,226	675	21.1	20,191	3,923		
	1995 (7:00 - 7:00)	30,419	4,373	447	35,239	1.15	151	33	24	208	0.39	4,740	529	9.0	5,557	1,184		
	1998 (6:45 - 6:45)	89,148	15,621	1,861	106,630	1.19	85	23	1	109	0.23	6,710	472	14.2	18,063	2,442		
	2001 (6:45 - 6:45)	110,304	16,691	1,604	128,599	1.16	106	41	14	161	0.43	6,725	500	13.5	18,956	2,265		
	98-01																4.9%	-7.2%
	91-01																	-6.1%

MAJOR FACILITIES																				
EASTBOUND																				
		Freeway 1 - QEW				Freeway 2 - Highway 403				Freeway 3 - Highway 401				GO Rail Service		Freeway Total				
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		
12 Hour Period	AM Peak Period	1991 (7:00 - 10:00)	10,238	29.3%	10,332	28.7%	11,212	32.1%	11,613	32.2%	7,175	20.6%	8,031	22.3%			28,625	82.0%	29,976	83.2%
		1995 (7:00 - 10:00)	11,069	31.1%	11,069	32.6%	12,215	34.3%	11,136	32.8%	7,703	21.6%	8,228	24.2%			30,987	87.1%	30,433	89.6%
		1998 (6:00 - 9:00)	13,733	31.2%	13,279	28.7%	13,595	30.8%	14,701	31.8%	10,192	23.1%	11,112	24.0%			37,520	85.1%	39,092	84.5%
		2001 (6:00 - 9:00)	14,109	26.8%	12,460	24.0%	17,840	33.8%	17,348	33.4%	11,541	21.9%	12,466	24.0%			43,490	82.5%	42,274	81.5%
		98-01	376	3.7%	-819	-7.9%	4,245	37.9%	2,647	22.8%	1,349	18.8%	1,354	16.9%			5,970	20.9%	3,182	10.6%
		91-01	3,871	37.8%	2,128	20.6%	6,628	59.1%	5,735	49.4%	4,366	60.9%	4,435	55.2%			14,865	51.9%	12,298	41.0%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	10,909	34.1%	13,748	36.9%	9,779	30.6%	10,770	28.9%	5,373	16.8%	5,789	15.5%			26,061	81.5%	30,307	81.3%
		1995 (3:30 - 6:30)	9,966	33.8%	9,966	32.0%	10,246	34.7%	9,418	30.3%	5,668	19.2%	7,118	22.9%			25,880	87.7%	26,502	85.2%
		1998 (3:45 - 6:45)	12,451	35.6%	14,348	36.3%	12,570	36.0%	13,604	34.4%	5,875	16.8%	6,711	17.0%			30,896	88.4%	34,663	87.7%
		2001 (3:30 - 6:30)	8,306	21.6%	10,446	25.8%	11,818	30.7%	14,055	34.7%	4,187	10.9%	8,607	21.3%			24,311	63.2%	33,108	81.8%
		98-01	-4,145	-38.0%	-3,902	-28.4%	-752	-7.7%	451	4.2%	-1,688	-31.4%	1,896	32.8%			-6,585	-25.3%	-1,555	-5.1%
		91-01	-2,603	-23.9%	-3,302	-24.0%	2,039	20.9%	3,285	30.5%	-1,186	-22.1%	2,818	48.7%			-1,750	-6.7%	2,801	9.2%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	37,035	31.7%	41,058	32.5%	36,069	30.9%	38,106	30.2%	22,109	18.9%	23,587	18.7%			95,213	81.6%	102,751	81.4%
		1995 (7:00 - 7:00)	35,618	31.9%	35,618	76.7%	37,888	34.0%	34,268	73.8%	23,767	21.3%	26,884	57.9%			97,273	87.3%	96,770	208.3%
		1998 (6:45 - 6:45)	44,448	34.1%	45,715	32.2%	43,153	33.1%	48,187	33.9%	26,153	20.1%	29,109	20.5%			113,754	87.2%	123,011	86.6%
		2001 (6:45 - 6:45)	45,044	28.6%	39,015	24.7%	53,216	33.7%	52,564	33.2%	33,239	21.1%	37,311	23.6%			131,499	83.4%	128,890	81.4%
		98-01	596	1.6%	-6,700	-16.3%	10,063	27.9%	4,377	11.5%	7,086	32.1%	8,202	34.8%			17,745	18.6%	5,879	5.7%
		91-01	8,009	21.6%	-2,043	-5.0%	17,147	47.5%	14,458	37.9%	11,130	50.3%	13,724	58.2%			36,286	38.1%	26,139	25.4%

WESTBOUND																				
		Freeway 1 - QEW				Freeway 2 - Highway 403				Freeway 3 - Highway 401				GO Rail Service		Freeway Total				
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Person Crossings		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings		
12 Hour Period	AM Peak Period	1991 (7:00 - 10:00)	9,411	34.9%	10,725	39.4%	8,734	32.4%	8,080	29.6%	4,837	18.0%	4,524	16.6%			22,982	85.3%	23,329	85.6%
		1995 (7:00 - 10:00)	9,436	36.1%	9,436	38.0%	8,602	33.0%	8,147	32.8%	5,292	20.3%	5,182	20.8%			23,330	89.4%	22,765	91.6%
		1998 (6:00 - 9:00)	9,196	35.4%	9,303	36.1%	8,403	32.3%	8,692	33.7%	5,862	22.5%	5,169	20.1%			23,461	90.2%	23,164	89.9%
		2001 (6:00 - 9:00)	8,740	30.0%	7,770	29.2%	9,529	32.7%	9,043	33.9%	6,324	21.7%	5,395	20.2%			24,593	84.4%	22,208	83.4%
		98-01	-456	-4.8%	-1,533	-14.3%	1,126	12.9%	351	4.3%	462	7.9%	226	5.0%			1,132	4.9%	-956	-4.1%
		91-01	-671	-7.1%	-2,955	-27.6%	795	9.1%	963	11.9%	1,487	30.7%	871	19.3%			1,611	7.0%	-1,121	-4.8%
12 Hour Period	PM Peak Period	1991 (3:30 - 6:30)	12,534	30.1%	12,771	28.7%	12,639	30.3%	13,800	31.0%	8,340	20.0%	9,044	20.3%			33,513	80.4%	35,615	79.9%
		1995 (3:30 - 6:30)	12,488	30.7%	12,488	29.9%	13,764	33.9%	14,464	34.6%	8,209	20.2%	8,692	20.8%			34,461	84.8%	35,644	85.3%
		1998 (3:45 - 6:45)	13,955	31.5%	15,323	32.3%	13,320	30.1%	14,125	29.8%	9,683	21.9%	9,818	20.7%			36,958	83.6%	39,266	82.7%
		2001 (3:30 - 6:30)	10,534	19.1%	15,419	26.4%	12,491	22.6%	17,146	29.3%	9,470	17.1%	13,463	23.0%			32,495	58.8%	46,028	78.7%
		98-01	-3,421	-27.3%	96	0.8%	-829	-6.6%	3,021	21.9%		0.0%	3,645	40.3%			-4,463	-13.3%	6,762	19.0%
		91-01	-2,000	-16.0%	2,648	20.7%	-148	-1.2%	3,346	24.2%	1,130	13.5%	4,419	48.9%			-1,018	-3.0%	10,413	29.2%
12 Hour Period	12 Hour Period	1991 (7:00 - 7:00)	39,230	32.8%	43,107	34.1%	35,183	29.4%	36,925	29.2%	23,170	19.3%	22,523	17.8%			97,583	81.5%	102,555	81.0%
		1995 (7:00 - 7:00)	37,443	32.5%	37,443	64.3%	36,643	31.8%	36,302	62.3%	26,185	22.7%	27,328	46.9%			100,271	87.0%	101,073	173.4%
		1998 (6:45 - 6:45)	43,515	34.5%	48,379	36.3%	38,519	30.6%	41,374	31.0%	26,711	21.2%	24,654	18.5%			108,745	86.3%	114,407	85.8%
		2001 (6:45 - 6:45)	45,337	28.7%	42,104	27.1%	46,887	29.7%	48,223	31.0%	35,851	22.7%	34,812	22.4%			128,075	81.0%	125,139	80.5%
		98-01	1,822	4.6%	-6,275	-14.6%	8,368	23.8%	6,849	18.5%	9,140	39.4%	10,158	45.1%			19,330	19.8%	10,732	10.5%
		91-01	6,107	15.6%	-1,003	-2.3%	11,704	33.3%	11,298	30.6%	12,681	54.7%	12,289	54.6%			30,492	31.2%	22,584	22.0%



Halton - Dundas Street



		VEHICLES BY TYPE											
		SOUTHBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (7:00 - 10:00)	14,290	77.8%	2,497	13.6%	559	3.0%	800	4.4%	233	1.3%	18,379	100.0%
	1995 (7:00 - 10:00)	17,238	85.0%	1,434	7.1%	554	2.7%	849	4.2%	215	1.1%	20,290	100.0%
	1998 (6:30 - 9:30)	20,263	87.1%	1,284	5.5%	524	2.3%	1,005	4.3%	196	0.8%	23,272	100.0%
	2001 (6:15 - 9:15)	19,893	82.2%	1,585	6.6%	1,329	5.5%	1,200	5.0%	181	0.7%	24,188	100.0%
	98-01	-370	-1.8%	301	23.4%	805	153.6%	195	19.4%	-15	-7.7%	916	3.9%
	91-01	5,603	39.2%	-912	-36.5%	770	137.7%	400	50.0%	-52	-22.3%	5,809	31.6%
PM Peak Period	1991 (3:45 - 6:45)	23,103	86.4%	2,748	10.3%	365	1.4%	441	1.7%	68	0.3%	26,725	100.0%
	1995 (3:45 - 6:45)	26,444	92.0%	1,224	4.3%	453	1.6%	527	1.8%	99	0.3%	28,747	100.0%
	1998 (3:45 - 6:45)	30,157	94.3%	752	2.4%	321	1.0%	640	2.0%	100	0.3%	31,970	100.0%
	2001 (3:45 - 6:45)	28,407	87.6%	1,437	4.4%	1,678	5.2%	803	2.5%	98	0.3%	32,423	100.0%
	98-01	-1,750	-5.8%	685	91.1%	1,357	422.7%	163	25.5%	-2	-2.0%	453	1.4%
	91-01	5,304	23.0%	-1,311	-47.7%	1,313	359.7%	362	82.1%	30	44.1%	5,698	21.3%
12 Hour Period	1991 (7:00 - 7:00)	61,101	80.6%	9,222	12.2%	2,070	2.7%	2,928	3.9%	492	0.6%	75,813	100.0%
	1995 (7:00 - 7:00)	71,748	86.3%	5,261	6.3%	2,328	2.8%	3,310	4.0%	536	0.6%	83,183	100.0%
	1998 (7:00 - 7:00)	84,791	88.7%	4,122	4.3%	2,204	2.3%	3,977	4.2%	527	0.6%	95,621	100.0%
	2001 (7:00 - 7:00)	81,102	82.8%	6,080	6.2%	5,808	5.9%	4,493	4.6%	461	0.5%	97,944	100.0%
	98-01	-3,689	-4.4%	1,958	47.5%	3,604	163.5%	516	13.0%	-66	-12.5%	2,323	2.4%
	91-01	20,001	32.7%	-3,142	-34.1%	3,738	180.6%	1,565	53.4%	-31	-6.3%	22,131	29.2%

		VEHICLES BY TYPE											
		NORTHBOUND											
		Autos and Taxis		Light Trucks		Medium Trucks		Heavy Trucks		Buses		Total	
AM Peak Period	1991 (7:00 - 10:00)	20,238	84.2%	2,333	9.7%	529	2.2%	737	3.1%	202	0.8%	24,039	100.0%
	1995 (7:00 - 10:00)	21,506	88.4%	1,407	5.8%	487	2.0%	713	2.9%	222	0.9%	24,335	100.0%
	1998 (6:30 - 9:30)	26,419	91.2%	1,031	3.6%	444	1.5%	831	2.9%	231	0.8%	28,956	100.0%
	2001 (6:15 - 9:15)	25,686	83.6%	1,906	6.2%	2,026	6.6%	975	3.2%	149	0.5%	30,742	100.0%
	98-01	-733	-2.8%	875	84.9%	1,582	356.3%	144	17.3%	-82	-35.5%	1,786	6.2%
	91-01	5,448	26.9%	-427	-18.3%	1,497	283.0%	238	32.3%	-53	-26.2%	6,703	27.9%
PM Peak Period	1991 (3:45 - 6:45)	17,966	83.1%	2,668	12.3%	374	1.7%	487	2.3%	132	0.6%	21,627	100.0%
	1995 (3:45 - 6:45)	22,737	90.0%	1,366	5.4%	371	1.5%	627	2.5%	156	0.6%	25,257	100.0%
	1998 (3:45 - 6:45)	26,348	91.7%	923	3.2%	418	1.5%	883	3.1%	160	0.6%	28,732	100.0%
	2001 (3:45 - 6:45)	25,805	85.0%	1,505	5.0%	1,954	6.4%	950	3.1%	140	0.5%	30,354	100.0%
	98-01	-543	-2.1%	582	63.1%	1,536	367.5%	67	7.6%	-20	-12.5%	1,622	5.6%
	91-01	7,839	43.6%	-1,163	-43.6%	1,580	422.5%	463	95.1%	8	6.1%	8,727	40.4%
12 Hour Period	1991 (7:00 - 7:00)	62,097	81.0%	9,106	11.9%	2,024	2.6%	2,950	3.8%	515	0.7%	76,692	100.0%
	1995 (7:00 - 7:00)	73,662	86.8%	5,372	6.3%	2,106	2.5%	3,149	3.7%	596	0.7%	84,885	100.0%
	1998 (7:00 - 7:00)	85,641	88.6%	4,079	4.2%	2,219	2.3%	4,094	4.2%	618	0.6%	96,651	100.0%
	2001 (7:00 - 7:00)	87,183	81.3%	6,988	6.5%	7,791	7.3%	4,859	4.5%	460	0.4%	107,281	100.0%
	98-01	1,542	1.8%	2,909	71.3%	5,572	251.1%	765	18.7%	-158	-25.6%	10,630	11.0%
	91-01	25,086	40.4%	-2,118	-23.3%	5,767	284.9%	1,909	64.7%	-55	-10.7%	30,589	39.9%

		PERSONS BY MODE																		
		SOUTHBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (7:00 - 10:00)	14,290	80.0%	2,670	14.9%			30	0.2%							875	4.9%	17,865	100.0%	
	1995 (7:00 - 10:00)	17,191	79.8%	2,739	12.7%	24	0.1%	32	0.1%			82	0.4%	1,100	5.1%	379	1.8%	21,547	100.0%	
	1998 (6:30 - 9:30)	20,236	82.0%	2,528	10.2%	11		172	0.7%			102	0.4%	1,316	5.3%	300	1.2%	24,665	100.0%	
	2001 (6:15 - 9:15)	19,834	82.6%	2,467	10.3%	27	0.1%	17	0.1%			65	0.3%	1,274	5.3%	325	1.4%	24,009	100.0%	
	98-01	-402	-2.0%	-61	-2.4%														-656	-2.7%
	91-01	5,544	38.8%	-203	-7.6%														6,144	34.4%
PM Peak Period	1991 (3:45 - 6:45)	23,103	78.7%	5,571	19.0%			25	0.1%							669	2.3%	29,368	100.0%	
	1995 (3:45 - 6:45)	26,391	80.6%	5,843	17.8%	30	0.1%	30	0.1%			31	0.1%	100	0.3%	316	1.0%	32,741	100.0%	
	1998 (3:45 - 6:45)	30,131	82.6%	5,699	15.6%	11		15	0.04%			26	0.1%	271	0.7%	310	0.9%	36,463	100.0%	
	2001 (3:45 - 6:45)	28,336	83.2%	5,086	14.9%	28	0.1%	156	0.5%			51	0.1%	232	0.7%	175	0.5%	34,064	100.0%	
	98-01	-1,795	-6.0%	-613	-10.8%														-2,399	-6.6%
	91-01	5,233	22.7%	-485	-8.7%														4,696	16.0%
12 Hour Period	1991 (7:00 - 7:00)	61,101	77.1%	15,502	19.6%			60	0.1%							2,593	3.3%	79,256	100.0%	
	1995 (7:00 - 7:00)	71,589	79.1%	15,708	17.4%	74	0.1%	65	0.1%			113	0.1%	2,119	2.3%	834	0.9%	90,502	100.0%	
	1998 (7:00 - 7:00)	84,689	81.7%	15,111	14.6%	40		196	0.2%			181	0.2%	2,215	2.1%	1,186	1.1%	103,618	100.0%	
	2001 (7:00 - 7:00)	80,890	82.7%	13,362	13.7%	92	0.1%	269	0.3%			191	0.2%	2,303	2.4%	677	0.7%	97,784	100.0%	
	98-01	-3,799	-4.5%	-1,749	-11.6%														-5,834	-5.6%
	91-01	19,789	32.4%	-2,140	-13.8%														18,528	23.4%

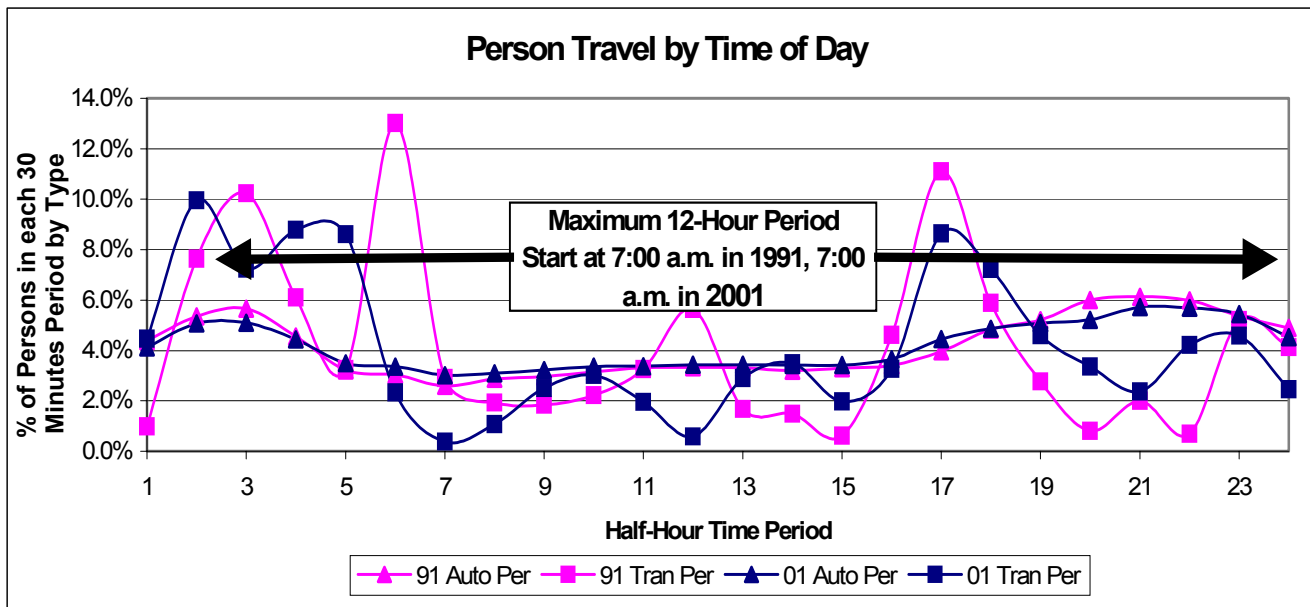
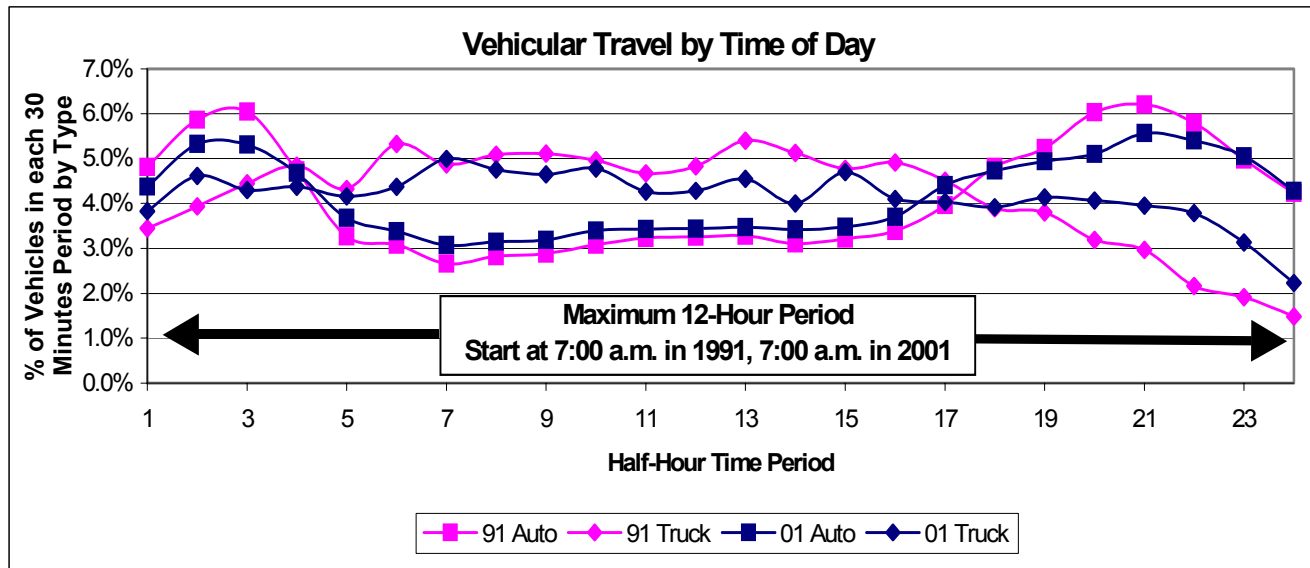
		PERSONS BY MODE																		
		NORTHBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (7:00 - 10:00)	20,238	78.2%	3,516	13.6%			5								2,131	8.2%	25,890	100.0%	
	1995 (7:00 - 10:00)	21,454	80.2%	3,148	11.8%	30	0.1%	27	0.1%			60	0.2%	1,009	3.8%	1,008	3.8%	26,736	100.0%	
	1998 (6:30 - 9:30)	26,376	87.3%	2,687	8.9%	11		142	0.5%			109	0.4%	340	1.1%	555	1.8%	30,220	100.0%	
	2001 (6:15 - 9:15)	25,632	88.2%	2,396	8.2%	23	0.1%	46	0.2%			225	0.8%	483	1.7%	253	0.9%	29,058	100.0%	
	98-01	-744	-2.8%	-291	-10.8%														-1,162	-3.8%
	91-01	5,394	26.7%	-1,120	-31.9%														3,168	12.2%
PM Peak Period	1991 (3:45 - 6:45)	17,966	74.3%	5,633	23.3%			25	0.1%							563	2.3%	24,187	100.0%	
	1995 (3:45 - 6:45)	22,686	76.0%	6,391	21.4%	31	0.1%	27	0.1%			25	0.1%	208	0.7%	501	1.7%	29,869	100.0%	
	1998 (3:45 - 6:45)	26,318	77.8%	6,210	18.4%	10		103	0.3%			10	0.0%	747	2.2%	419	1.2%	33,817	100.0%	
	2001 (3:45 - 6:45)	25,747	80.0%	5,333	16.6%	16	0.0%	131	0.4%			250	0.8%	511	1.6%	191	0.6%	32,179	100.0%	
	98-01	-571	-2.2%	-877	-14.1%														-1,638	-4.8%
	91-01	7,781	43.3%	-300	-5.3%														7,992	33.0%
12 Hour Period	1991 (7:00 - 7:00)	62,097	74.2%	16,827	20.1%			50	0.1%							4,678	5.6%	83,652	100.0%	
	1995 (7:00 - 7:00)	73,456	76.4%	17,748	18.5%	117	0.1%	63	0.1%			94	0.1%	2,382	2.5%	2,311	2.4%	96,171	100.0%	
	1998 (7:00 - 7:00)	85,527	79.6%	16,661	15.5%	40		499	0.5%			107	0.1%	2,716	2.5%	1,855	1.7%	107,405	100.0%	
	2001 (7:00 - 7:00)	86,979	83.3%	13,703	13.1%	57	0.1%	271	0.3%			750	0.7%	1,850	1.8%	750	0.7%	104,360	100.0%	
	98-01	1,452	1.7%	-2,958	-17.8%														-3,045	-2.8%
	91-01	24,882	40.1%	-3,124	-18.6%														20,708	24.8%

VEHICLE OCCUPANCY																	
		SOUTHBOUND															
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's	
		1 occ	2 occ	3+ occ	Total Autos	Average/Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/Taxi	Bus Persons	Total Buses	Average/Bus			
AM Peak Period	1991 (7:00 - 10:00)	12,119	1,792	379	14,290	1.19						905	233	3.9	2,404	612	
	1995 (7:00 - 10:00)	14,818	2,070	303	17,191	1.16	30	10	7	47	0.51	1,593	215	7.4	2,635	565	
	1998 (6:30 - 9:30)	17,965	2,068	203	20,236	1.12	18	7	2	27	0.41	1,890	196	9.6	2,494	426	
	2001 (6:15 - 9:15)	17,629	1,985	220	19,834	1.12	38	15	6	59	0.46	1,681	181	9.3	2,445	460	
	98-01															-2.0%	8.0%
	91-01															1.7%	-24.8%
PM Peak Period	1991 (3:45 - 6:45)	18,642	3,661	800	23,103	1.24						694	68	10.2	4,529	868	
	1995 (3:45 - 6:45)	21,519	4,075	797	26,391	1.22	34	8	11	53	0.57	477	99	4.8	5,024	949	
	1998 (3:45 - 6:45)	25,265	4,201	665	30,131	1.19	18	5	3	26	0.42	622	100	6.2	4,992	791	
	2001 (3:45 - 6:45)	23,860	3,982	494	28,336	1.18	53	8	10	71	0.39	614	98	6.3	4,645	663	
	98-01															-7.0%	-16.2%
	91-01															2.6%	-23.6%
12 Hour Period	1991 (7:00 - 7:00)	48,645	10,284	2,172	61,101	1.25						2,653	492	5.4	12,948	2,664	
	1995 (7:00 - 7:00)	58,290	11,341	1,958	71,589	1.22	107	30	22	159	0.47	3,131	536	5.8	13,994	2,653	
	1998 (7:00 - 7:00)	71,491	11,660	1,538	84,689	1.18	69	26	7	102	0.39	3,778	527	7.2	13,827	2,167	
	2001 (7:00 - 7:00)	68,931	10,812	1,147	80,890	1.17	144	44	24	212	0.43	3,440	461	7.5	12,632	1,820	
	98-01															-8.6%	-16.0%
	91-01															-2.4%	-31.7%

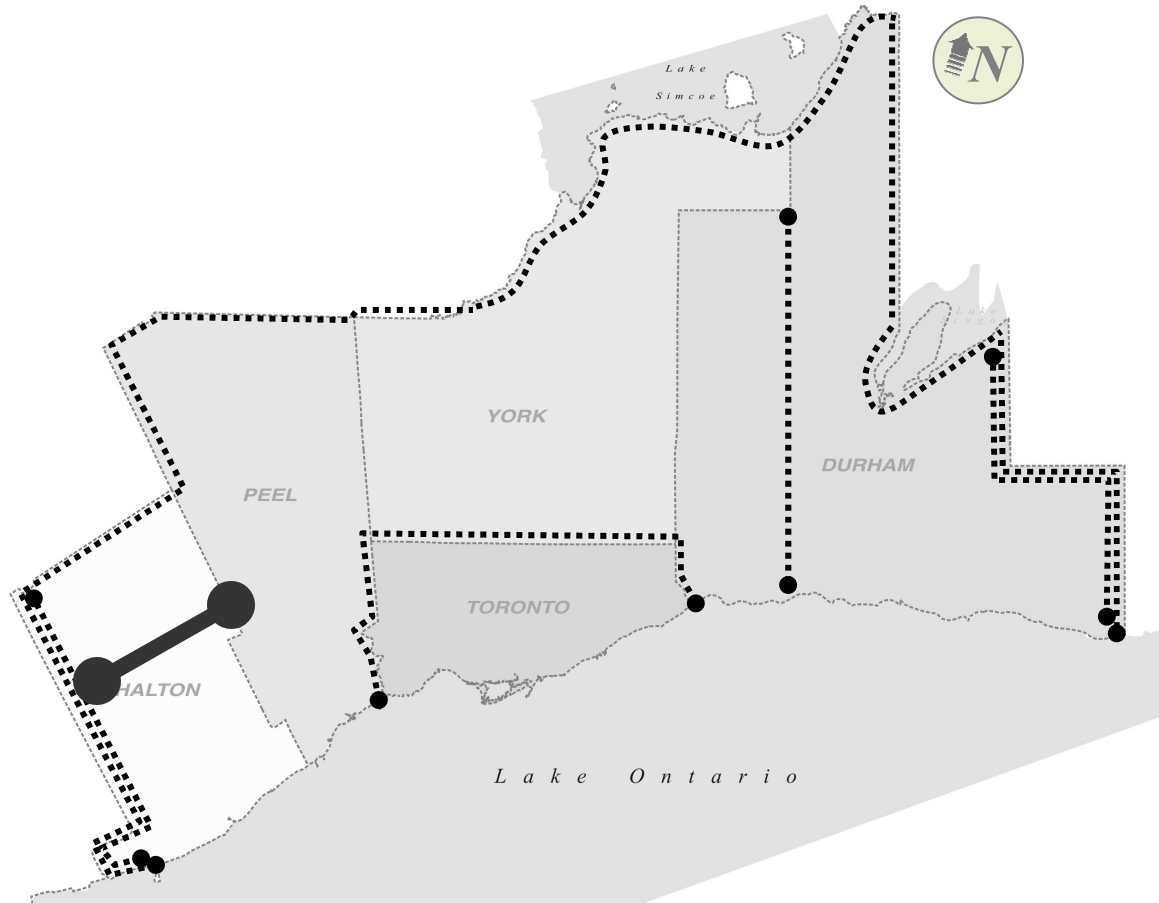
VEHICLE OCCUPANCY																		
		NORTHBOUND																
		Persons in Autos					Persons in Taxis					Persons in Buses			Total 2+ HOV's	Total 3+ HOV's		
		1 occ	2 occ	3+ occ	Total Autos	Average/Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/Taxi	Bus Persons	Total Buses	Average/Bus				
AM Peak Period	1991 (7:00 - 10:00)	17,444	2,324	470	20,238	1.17						2,136	202	10.6	2,996	672		
	1995 (7:00 - 10:00)	18,789	2,287	378	21,454	1.15	29	16	7	52	0.58	2,104	222	9.5	2,939	652		
	1998 (6:30 - 9:30)	23,971	2,179	226	26,376	1.10	34	7	2	43	0.26	1,146	231	5.0	2,679	500		
	2001 (6:15 - 9:15)	23,499	1,906	227	25,632	1.09	36	13	5	54	0.43	1,007	149	6.8	2,336	430		
	98-01																-12.8%	-14.0%
	91-01																-22.0%	-36.0%
PM Peak Period	1991 (3:45 - 6:45)	13,587	3,489	890	17,966	1.31						588	132	4.5	4,511	1,022		
	1995 (3:45 - 6:45)	17,532	4,194	960	22,686	1.28	31	9	11	51	0.61	761	156	4.9	5,361	1,167		
	1998 (3:45 - 6:45)	21,210	4,268	840	26,318	1.24	21	8	1	30	0.33	1,279	160	8.0	5,298	1,030		
	2001 (3:45 - 6:45)	21,121	4,053	573	25,747	1.21	44	12	2	58	0.28	1,083	140	7.7	4,824	771		
	98-01																-8.9%	-25.1%
	91-01																6.9%	-24.6%
12 Hour Period	1991 (7:00 - 7:00)	48,729	10,930	2,438	62,097	1.27						4,728	515	9.2	13,883	2,953		
	1995 (7:00 - 7:00)	58,678	12,442	2,336	73,456	1.24	123	49	34	206	0.57	4,850	596	8.1	15,580	3,138		
	1998 (7:00 - 7:00)	71,279	12,353	1,895	85,527	1.19	78	32	4	114	0.35	5,177	618	8.4	14,980	2,627		
	2001 (7:00 - 7:00)	74,817	10,893	1,269	86,979	1.16	156	39	9	204	0.28	3,621	460	7.9	12,826	1,933		
	98-01																-14.4%	-26.4%
	91-01																-7.6%	-34.5%

MAJOR FACILITY					
SOUTHBOUND					
Freeway 1 - Highway 403					
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (7:00 - 10:00)	5,340	29.1%	5,294	29.6%
	1995 (7:00 - 10:00)	6,134	30.2%	6,195	30.4%
	1998 (6:30 - 9:30)	7,970	34.2%	7,335	29.7%
	2001 (6:15 - 9:15)	7,578	31.3%	7,057	29.4%
	98-01	-392	-4.9%	-278	-3.8%
	91-01	2,238	41.9%	1,763	33.3%
PM Peak Period	1991 (3:45 - 6:45)	6,605	24.7%	7,701	26.2%
	1995 (3:45 - 6:45)	6,669	23.2%	7,030	21.5%
	1998 (3:45 - 6:45)	6,861	21.5%	7,254	19.9%
	2001 (3:45 - 6:45)	5,813	17.9%	5,606	16.5%
	98-01	-1,048	-15.3%	-1,648	-22.7%
	91-01	-792	-12.0%	-2,095	-27.2%
12 Hour Period	1991 (7:00 - 7:00)	21,571	28.5%	22,934	28.9%
	1995 (7:00 - 7:00)	23,381	28.1%	23,206	25.6%
	1998 (7:00 - 7:00)	28,523	29.8%	27,249	26.3%
	2001 (7:00 - 7:00)	26,719	27.3%	24,947	25.5%
	98-01	-1,804	-6.3%	-2,302	-8.4%
	91-01	5,148	23.9%	2,013	8.8%

NORTHBOUND					
Freeway 1 - Highway 403					
		Proportion of Screenline Vehicle Crossings		Proportion of Screenline Person Crossings	
AM Peak Period	1991 (7:00 - 10:00)	7,532	31.3%	8,766	33.9%
	1995 (7:00 - 10:00)	8,923	36.7%	10,409	38.9%
	1998 (6:30 - 9:30)	8,810	30.4%	8,995	29.8%
	2001 (6:15 - 9:15)	8,914	29.0%	8,326	28.7%
	98-01	104	1.2%	-669	-7.4%
	91-01	1,382	18.3%	-440	-5.0%
PM Peak Period	1991 (3:45 - 6:45)	5,689	26.3%	6,658	27.5%
	1995 (3:45 - 6:45)	7,387	29.2%	8,615	28.8%
	1998 (3:45 - 6:45)	8,456	29.4%	9,147	27.0%
	2001 (3:45 - 6:45)	8,227	27.1%	8,709	27.1%
	98-01	-229	-2.7%	-438	-4.8%
	91-01	2,538	44.6%	2,051	30.8%
12 Hour Period	1991 (7:00 - 7:00)	23,447	30.6%	26,692	31.9%
	1995 (7:00 - 7:00)	28,188	33.2%	31,774	33.0%
	1998 (7:00 - 7:00)	31,479	32.6%	32,116	29.9%
	2001 (7:00 - 7:00)	31,439	29.3%	29,389	28.2%
	98-01	-40	-0.1%	-2,727	-8.5%
	91-01	7,992	34.1%	2,697	10.1%



Halton - Highway 401



VEHICLES BY TYPE													
		SOUTHBOUND										Total	
		Autos and Taxis	Light Trucks	Medium Trucks	Heavy Trucks	Buses							
AM Peak Period	1991 (7:00 - 10:00)	3,723	67.1%	1,180	21.3%	161	2.9%	428	7.7%	58	1.0%	5,550	100.0%
	1995 (7:00 - 10:00)	5,362	82.3%	384	5.9%	138	2.1%	559	8.6%	69	1.1%	6,512	100.0%
	1998 (6:30 - 9:30)	5,804	87.9%	136	2.1%	97	1.5%	509	7.7%	60	0.9%	6,606	100.0%
	2001 (6:00 - 9:00)	4,883	70.0%	539	7.7%	856	12.3%	654	9.4%	48	0.7%	6,980	100.0%
	98-01	-921	-15.9%	403	296.3%	759	782.5%	145	28.5%	-12	-20.0%	374	5.7%
	91-01	1,160	31.2%	-641	-54.3%	695	431.7%	226	52.8%	-10	-17.2%	1,430	25.8%
PM Peak Period	1991 (3:15 - 6:15)	3,354	69.5%	1,065	22.1%	136	2.8%	235	4.9%	38	0.8%	4,828	100.0%
	1995 (3:15 - 6:15)	4,235	83.3%	304	6.0%	120	2.4%	399	7.8%	29	0.6%	5,087	100.0%
	1998 (3:30 - 6:30)	4,105	87.5%	64	1.4%	157	3.3%	323	6.9%	42	0.9%	4,691	100.0%
	2001 (3:30 - 6:30)	3,677	70.3%	404	7.7%	699	13.4%	422	8.1%	30	0.6%	5,232	100.0%
	98-01	-428	-10.4%	340	531.3%	542	345.2%	99	30.7%	-12	-28.6%	541	11.5%
	91-01	323	9.6%	-661	-62.1%	563	414.0%	187	79.6%	-8	-21.1%	404	8.4%
12 Hour Period	1991 (7:00- 7:00)	11,726	64.7%	4,006	22.1%	683	3.8%	1,537	8.5%	169	0.9%	18,121	100.0%
	1995 (7:00 - 7:00)	15,920	79.3%	1,335	6.7%	582	2.9%	2,085	10.4%	152	0.8%	20,074	100.0%
	1998 (6:30 - 6:30)	16,905	83.7%	475	2.4%	603	3.0%	2,028	10.0%	181	0.9%	20,192	100.0%
	2001 (6:45 - 6:45)	14,084	65.8%	1,641	7.7%	2,950	13.8%	2,632	12.3%	110	0.5%	21,417	100.0%
	98-01	-2,821	-16.7%	1,166	245.5%	2,347	389.2%	604	29.8%	-71	-39.2%	1,225	6.1%
	91-01	2,358	20.1%	-2,365	-59.0%	2,267	331.9%	1,095	71.2%	-59	-34.9%	3,296	18.2%

VEHICLES BY TYPE													
		NORTHBOUND										Total	
		Autos and Taxis	Light Trucks	Medium Trucks	Heavy Trucks	Buses							
AM Peak Period	1991 (7:00 - 10:00)	2,474	62.6%	851	21.5%	161	4.1%	406	10.3%	60	1.5%	3,952	100.0%
	1995 (7:00 - 10:00)	3,272	75.6%	324	7.5%	134	3.1%	531	12.3%	66	1.5%	4,327	100.0%
	1998 (6:30 - 9:30)	3,288	84.6%	110	2.8%	88	2.3%	334	8.6%	67	1.7%	3,887	100.0%
	2001 (6:00 - 9:00)	2,897	66.9%	324	7.5%	545	12.6%	537	12.4%	27	0.6%	4,330	100.0%
	98-01	-391	-11.9%	214	194.5%	457	519.3%	203	60.8%	-40	-59.7%	443	11.4%
	91-01	423	17.1%	-527	-61.9%	384	238.5%	131	32.3%	-33	-55.0%	378	9.6%
PM Peak Period	1991 (3:15 - 6:15)	4,342	69.1%	1,456	23.2%	144	2.3%	286	4.5%	60	1.0%	6,288	100.0%
	1995 (3:15 - 6:15)	6,345	86.8%	394	5.4%	124	1.7%	397	5.4%	54	0.7%	7,314	100.0%
	1998 (3:30 - 6:30)	6,484	92.1%	119	1.7%	98	1.4%	296	4.2%	45	0.6%	7,042	100.0%
	2001 (3:30 - 6:30)	6,430	77.5%	627	7.6%	803	9.7%	389	4.7%	50	0.6%	8,299	100.0%
	98-01	-54	-0.8%	508	426.9%	705	719.4%	93	31.4%	5	11.1%	1,257	17.9%
	91-01	2,088	48.1%	-829	-56.9%	659	457.6%	103	36.0%	-10	-16.7%	2,011	32.0%
12 Hour Period	1991 (7:00- 7:00)	11,696	64.5%	4,030	22.2%	635	3.5%	1,602	8.8%	163	0.9%	18,126	100.0%
	1995 (7:00 - 7:00)	15,854	78.6%	1,463	7.3%	581	2.9%	2,087	10.3%	187	0.9%	20,172	100.0%
	1998 (6:30 - 6:30)	16,319	84.2%	529	2.7%	496	2.6%	1,853	9.6%	178	0.9%	19,375	100.0%
	2001 (6:45 - 6:45)	16,525	69.9%	1,895	8.0%	2,667	11.3%	2,466	10.4%	93	0.4%	23,646	100.0%
	98-01	206	1.3%	1,366	258.2%	2,171	437.7%	613	33.1%	-85	-47.8%	4,271	22.0%
	91-01	4,829	41.3%	-2,135	-53.0%	2,032	320.0%	864	53.9%	-70	-42.9%	5,520	30.5%

PERSONS BY MODE

		SOUTHBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (7:00 - 10:00)	3,723	65.6%	768	13.5%											1,184	20.9%	5,675	100.0%	
	1995 (7:00 - 10:00)	5,351	81.2%	824	12.5%	9	0.1%						406	6.2%				6,590	100.0%	
	1998 (6:30 - 9:30)	5,795	81.0%	696	9.7%	2		14	0.2%			12	0.2%	558	7.8%	73	1.0%	7,150	100.0%	
	2001 (6:00 - 9:00)	4,875	78.6%	614	9.9%	5	0.1%					12	0.2%	693	11.2%	1		6,200	100.0%	
	98-01	-920	-15.9%	-82	-11.8%														-950	-13.3%
	91-01	1,152	30.9%	-154	-20.1%														525	9.3%
PM Peak Period	1991 (3:15 - 6:15)	3,354	73.5%	974	21.3%											237	5.2%	4,565	100.0%	
	1995 (3:15 - 6:15)	4,229	79.0%	1,039	19.4%	2							82	1.5%				5,352	100.0%	
	1998 (3:30 - 6:30)	4,099	78.9%	811	15.6%			9	0.2%			7	0.1%	249	4.8%	19	0.4%	5,194	100.0%	
	2001 (3:30 - 6:30)	3,669	78.5%	880	18.8%	4	0.1%							105	2.2%	18	0.4%	4,676	100.0%	
	98-01	-430	-10.5%	69	8.5%														-518	-10.0%
	91-01	315	9.4%	-94	-9.7%														111	2.4%
12 Hour Period	1991 (7:00- 7:00)	11,726	68.3%	3,402	19.8%											2,048	11.9%	17,176	100.0%	
	1995 (7:00 - 7:00)	4,229	46.5%	3,674	40.4%	19	0.2%	20	0.2%				1,083	11.9%	65	0.7%	9,090	100.0%		
	1998 (6:30 - 6:30)	16,877	76.6%	3,035	13.8%	6		49	0.2%			19	0.1%	1,899	8.6%	143	0.6%	22,028	100.0%	
	2001 (6:45 - 6:45)	14,049	77.9%	2,860	15.9%	10	0.1%					12	0.1%	1,076	6.0%	21	0.1%	18,028	100.0%	
	98-01	-2,828	-16.8%	-175	-5.8%														-4,000	-18.2%
	91-01	2,323	19.8%	-542	-15.9%														852	5.0%

		NORTHBOUND																		
		Auto Driver		Auto Passenger		Taxi Passenger		Municipal Transit		GO Rail		GO Bus		School Bus		Other Bus		Total		
AM Peak Period	1991 (7:00 - 10:00)	2,474	73.1%	497	14.7%											414	12.2%	3,385	100.0%	
	1995 (7:00 - 10:00)	3,260	77.0%	649	15.3%	2							323	7.6%				4,234	100.0%	
	1998 (6:30 - 9:30)	3,275	78.8%	571	13.7%	4	0.1%	10	0.2%			5	0.1%	289	7.0%	4	0.1%	4,158	100.0%	
	2001 (6:00 - 9:00)	2,889	88.0%	313	9.5%	1		1	0.03%					79	2.4%			3,283	100.0%	
	98-01	-386	-11.8%	-258	-45.2%														-875	-21.0%
	91-01	415	16.8%	-184	-37.0%														-102	-3.0%
PM Peak Period	1991 (3:15 - 6:15)	4,342	66.1%	1,141	17.4%											1,087	16.5%	6,570	100.0%	
	1995 (3:15 - 6:15)	6,338	74.9%	1,392	16.4%	2							675	8.0%	60	0.7%	8,467	100.0%		
	1998 (3:30 - 6:30)	6,480	76.1%	1,546	18.2%	4		9	0.1%			5	0.1%	444	5.2%	29	0.3%	8,517	100.0%	
	2001 (3:30 - 6:30)	6,427	76.5%	1,308	15.6%	2		14	0.2%					649	7.7%			8,400	100.0%	
	98-01	-53	-0.8%	-238	-15.4%														-117	-1.4%
	91-01	2,085	48.0%	167	14.6%														1,830	27.9%
12 Hour Period	1991 (7:00- 7:00)	11,696	68.7%	3,263	19.2%			13	0.1%							2,055	12.1%	17,027	100.0%	
	1995 (7:00 - 7:00)	6,338	54.4%	3,796	32.6%	8	0.1%						1,335	11.5%	180	1.5%	11,657	100.0%		
	1998 (6:30 - 6:30)	16,292	75.0%	3,731	17.2%	10		35	0.2%			22	0.1%	1,594	7.3%	33	0.2%	21,717	100.0%	
	2001 (6:45 - 6:45)	16,506	80.6%	3,043	14.9%	5		15	0.1%					897	4.4%	10	0.0%	20,476	100.0%	
	98-01	214	1.3%	-688	-18.4%														-1,241	-5.7%
	91-01	4,810	41.1%	-220	-6.7%														3,449	20.3%

VEHICLE OCCUPANCY																		
		SOUTHBOUND																
		Persons in Autos					Persons in Taxis					Persons in Buses					Total 2+ HOV's	Total 3+ HOV's
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus				
AM Peak Period	1991 (7:00 - 10:00)	3,121	489	113	3,723							1,184	58	20.4	660	171		
	1995 (7:00 - 10:00)	4,649	605	97	5,351		5	3	3	11	0.82	406	69	5.9	782	177		
	1998 (6:30 - 9:30)	5,212	497	86	5,795		7	2		9	0.22	657	60	11.0	652	155		
	2001 (6:00 - 9:00)	4,342	465	68	4,875		3	5		8	0.63	706	48	14.7	589	124		
	98-01															-9.7%	-20.0%	
	91-01																-10.8%	-27.5%
PM Peak Period	1991 (3:15 - 6:15)	2,564	646	144	3,354							237	38	6.2	828	182		
	1995 (3:15 - 6:15)	3,349	755	125	4,229		4	2		6	0.33	82	29	2.8	915	160		
	1998 (3:30 - 6:30)	3,448	523	128	4,099		6			6	0.00	284	42	6.8	699	176		
	2001 (3:30 - 6:30)	2,924	642	103	3,669		5	2	1	8	0.50	123	30	4.1	783	141		
	98-01															12.0%	-19.9%	
	91-01																-5.4%	-22.5%
12 Hour Period	1991 (7:00 - 7:00)	9,068	2,145	513	11,726							2,048	169	12.1	2,827	682		
	1995 (7:00 - 7:00)	3,349	755	125	4,229		13	9	5	27	0.70	1,168	152	7.7	1,059	304		
	1998 (6:30 - 6:30)	14,332	2,162	383	16,877		22	6		28	0.21	2,110	181	11.7	2,754	592		
	2001 (6:45 - 6:45)	11,590	2,158	301	14,049		26	8	1	35	0.29	1,109	110	10.1	2,604	446		
	98-01																-5.4%	-24.7%
	91-01																	-7.9%

NORHTBOUND																				
		NORHTBOUND																		
		Persons in Autos					Persons in Taxis					Persons in Buses					Total 2+ HOV's	Total 3+ HOV's		
		1 occ	2 occ	3+ occ	Total Autos	Average/ Auto	0 pass	1 pass	2+ pass	Total Taxis	Average/ Taxi	Bus Persons	Total Buses	Average/ Bus						
AM Peak Period	1991 (7:00 - 10:00)	2,080	328	66	2,474							414	60	6.9	454	126				
	1995 (7:00 - 10:00)	2,766	396	98	3,260		10	2		12	0.17	323	66	4.9	572	176				
	1998 (6:30 - 9:30)	2,811	372	92	3,275		10	2	1	13	0.31	308	67	4.6	544	172				
	2001 (6:00 - 9:00)	2,600	271	18	2,889		7	1		8	0.13	80	27	3.0	324	53				
	98-01																-40.4%	-69.2%		
	91-01																	-28.6%	-57.9%	
PM Peak Period	1991 (3:15 - 6:15)	3,399	793	150	4,342							1,087	60	18.1	1,003	210				
	1995 (3:15 - 6:15)	5,128	1,068	142	6,338		5	2		7	0.29	735	54	13.6	1,271	203				
	1998 (3:30 - 6:30)	5,237	1,005	238	6,480		1	2	1	4	1.00	487	45	10.8	1,292	287				
	2001 (3:30 - 6:30)	5,283	1,012	132	6,427		1	2		3	0.67	663	50	13.3	1,197	185				
	98-01																	-7.4%	-35.5%	
	91-01																		19.3%	-11.9%
12 Hour Period	1991 (7:00 - 7:00)	9,070	2,173	453	11,696							2,068	163	12.7	2,789	616				
	1995 (7:00 - 7:00)	5,128	1,068	142	6,338		25	6	1	32	0.25	1,515	187	8.1	1,429	361				
	1998 (6:30 - 6:30)	13,240	2,509	543	16,292		19	6	2	27	0.37	1,684	178	9.5	3,257	748				
	2001 (6:45 - 6:45)	13,788	2,453	265	16,506		14	5		19	0.26	922	93	9.9	2,830	377				
	98-01																		-13.1%	-49.6%
	91-01																			1.5%

