Greater Toronto Area
Cordon Count Summary

Analysis of Traffic Trends
1985 to 2004

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

Table of Contents

Greater Toronto Area Cordon Count Summary

Prepared by: Data Management Group
Joint Program in Transportation
University of Toronto

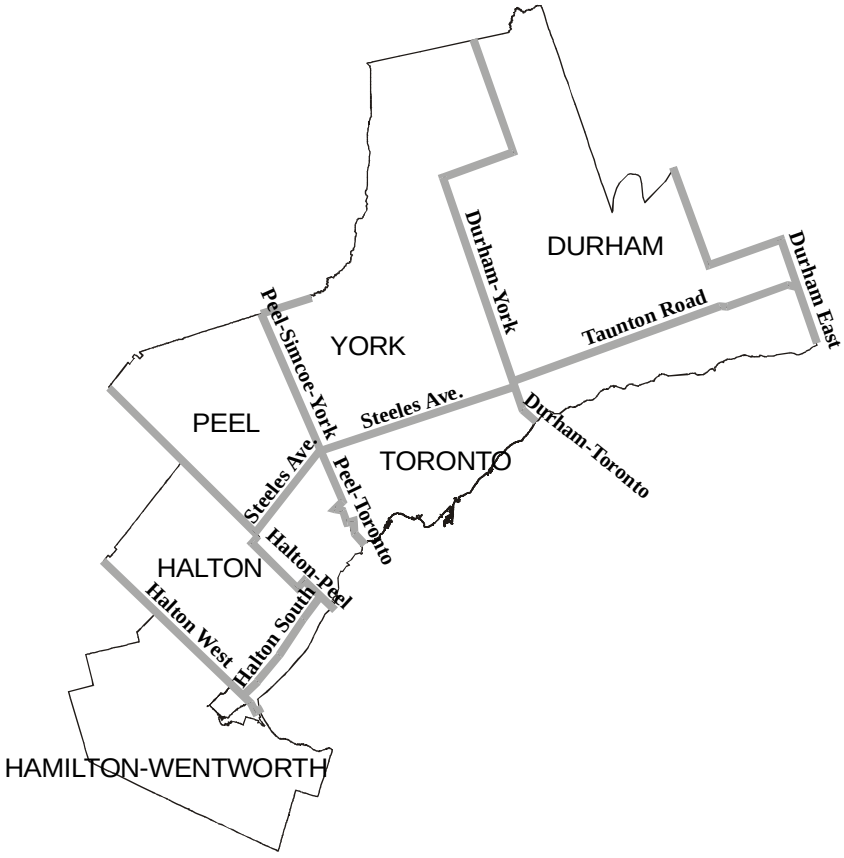
June 2007

The collection of traffic counts taken by various Regional Governments and the Province of Ontario at various locations in the Greater Toronto Area over the last several years have been assembled in one data base. This report presents a summary of the cordon count data for the period from 1985 until the most recent counts in 2004. The data is presented without alteration or corrections as presented by the City of Toronto, the Regional Municipalities of Durham, Halton, Peel and York and the Ministry of Transportation Ontario. The data was collected in the May and June period of the years indicated and include type of vehicle together with estimates of vehicle occupancy during daylight hours.

Each Regional Municipality has their own set of needs and priorities for the data. Therefore, the data collection methods are somewhat different in each jurisdiction. The set of common definitions across the databases, which makes this report possible, is the result of efforts by the Transportation Research and Data Management Group (TRADMAG). TRADMAG is a technical committee with representatives from the Regional Municipalities mentioned above plus the City of Hamilton, GO Transit, Toronto Transit Commission (TTC) and the Ministry of Transportation Ontario (MTO).

Eleven screenlines have been chosen to illustrate the changes in vehicular and passenger counts. Common morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) time windows are used to represent the periods of peak travel and to provide a common frame for comparison. The screenlines are chosen to represent the interests of each jurisdiction in addition to providing information on the development of north-south travel within some Regional Municipalities.

Screenline Definitions



Halton West Screenline

This screenline is located at the western edge of the Regional Municipality of Halton as an extension of the common boundary between Halton and the City of Hamilton to intersect the Burlington Skyway. The screenline follows this straight path rather than the Regional boundary to minimize the influence of trips double crossing the line. The dominant direction is east-west although the direction of the Burlington Skyway is north-south. Northbound traffic on this bridge is assumed to be destined to eastbound routes, while the reverse is assumed for southbound traffic. A total of ten roads were counted in the years 1985, 1987, 1989, 1991, 1995, a total of 13 in 1998 and a total of 11 in 2001 and 2004. Passenger loadings on the GO Rail service were appended manually.

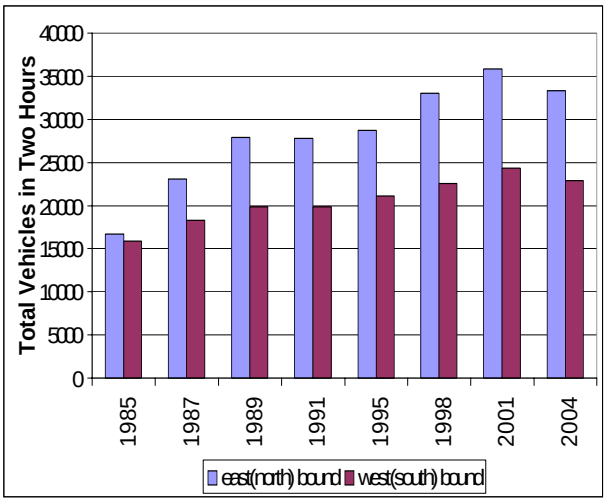
The first table and graphs describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. East(north)bound travel defines the morning peak direction and West(south)bound the afternoon. Morning and afternoon peak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

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

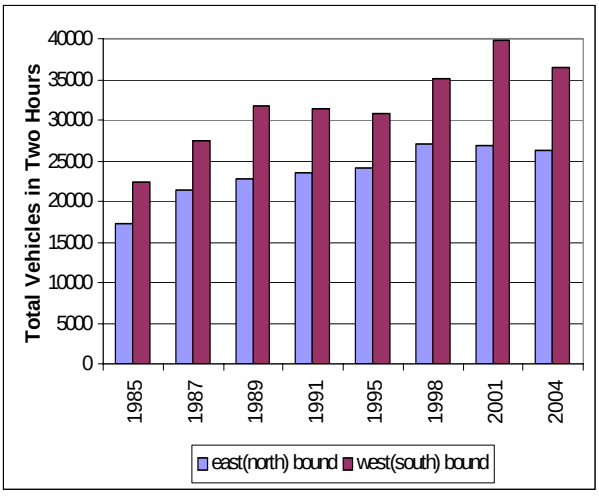
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	East(north)bound		West(south)bound		East(north)bound		West(south)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	16729		15870		17216		22296	
1987	23123	17.6%	18237	7.2%	21362	11.4%	27422	10.9%
1989	27926	9.9%	19830	4.3%	22712	3.1%	31817	7.7%
1991	27784	-0.3%	19877	0.1%	23585	1.9%	31409	-0.6%
1995	28758	0.9%	21136	1.5%	24114	0.6%	30808	-0.5%
1998	33011	7.1%	22532	2.2%	27044	3.9%	35085	4.4%
2001	35782	3.0%	24321	2.6%	26899	-0.2%	39831	4.3%
2004	33295	-2.4%	22835	-2.1%	26304	-0.7%	36538	-2.8%

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



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



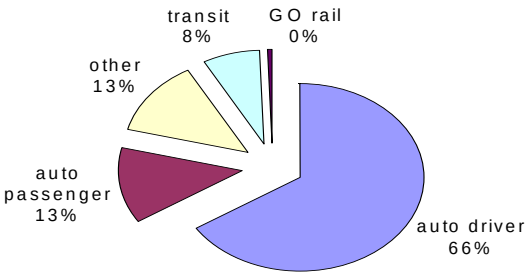
Halton West Screenline

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

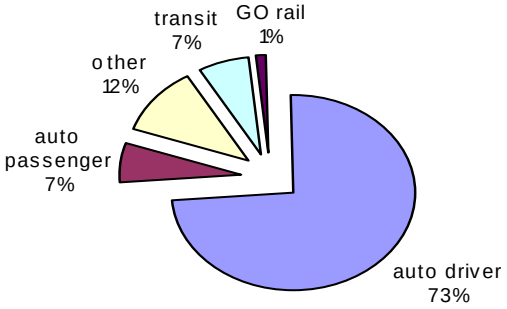
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	13901	2777	1.20	78.9%	2763	13.1%	1615	7.6%	95	0.4%
1987	17415	2608	1.15	70.6%	5560	19.6%	2622	9.2%	163	0.6%
1989	20314	2321	1.11	68.7%	7460	22.7%	2528	7.7%	305	0.9%
1991	21150	3358	1.16	72.9%	6390	19.0%	2341	7.0%	365	1.1%
1995	24362	2398	1.10	81.4%	4274	13.0%	1604	4.9%	248	0.8%
1998	30148	2539	1.08	87.7%	2707	7.3%	1458	3.9%	425	1.1%
2001	30120	2640	1.09	79.7%	5519	13.4%	2262	5.5%	573	1.4%
2004	28585	2621	1.09	79.9%	4622	11.8%	2689	6.9%	520	1.3%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2004 Summary

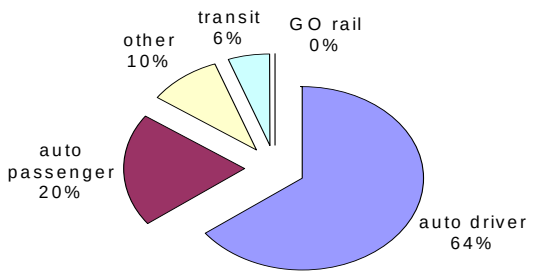


Afternoon Peak Period (4:00 to 6:00 P.M) West(south)bound
Drivers and Passengers by Mode of Travel

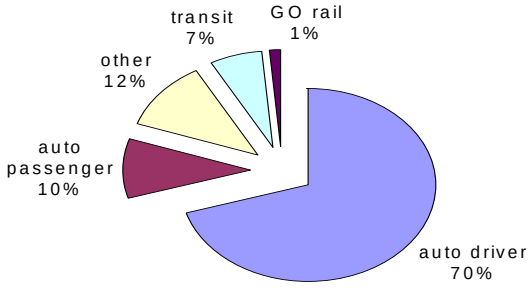
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	19360	6023	1.31	84.8%	2867	9.6%	1691	5.6%	0	0.0%
1987	20987	5290	1.25	73.3%	6306	17.6%	3188	8.9%	61	0.2%
1989	24916	3896	1.16	77.5%	6806	18.3%	1426	3.8%	147	0.4%
1991	24710	6113	1.25	76.8%	6580	16.4%	2565	6.4%	169	0.4%
1995	27195	4056	1.15	85.9%	3519	9.7%	1375	3.8%	235	0.6%
1998	32036	5503	1.17	88.4%	2890	6.8%	1745	4.1%	290	0.7%
2001	33730	5397	1.16	81.4%	5981	12.4%	2553	5.3%	410	0.9%
2004	31309	4426	1.14	80.5%	5177	11.7%	2819	6.4%	646	1.5%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2004 Summary



Halton South Screenline

This screenline consists of all major streets crossing Dundas Street (Regional Road 5) in the northern section of Burlington. Historically, this screenline has included stations in both Burlington and Oakville, but no traffic counts were available for Oakville in the 2004 count. Thus, the analysis presented here is restricted to just the Burlington portion of the screenline. Although the actual direction is northeast and southwest, the screenline is considered to be east-west from Orchard Rd west to Indian Creek. The traffic directions are considered to be north and south. A total of 5 roads were counted in 1985, 8 roads in 1987, 1989, 1991, 1995 and 1998, 7 roads in 2001 and 4 roads in 2004. GO Rail service does not intersect this screenline.

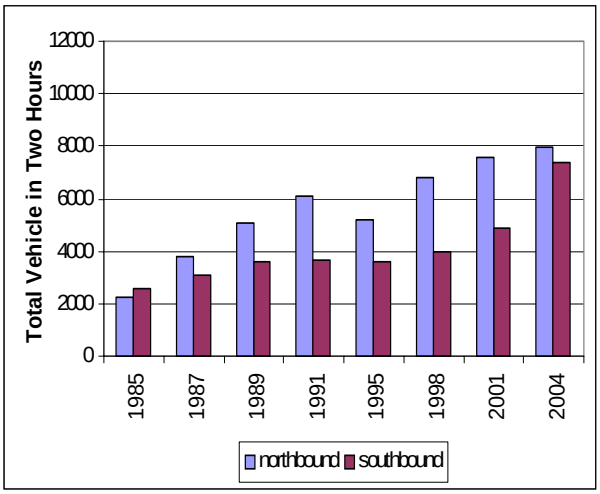
The table and graphs below describe total vehicles (excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Northbound travel defines the morning peak direction and southbound the afternoon. Morning and afternoon peak periods show similar patterns of growth. The afternoon peak period has consistently more traffic than the morning peak, but there has been tremendous growth in morning southbound traffic in 2004.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

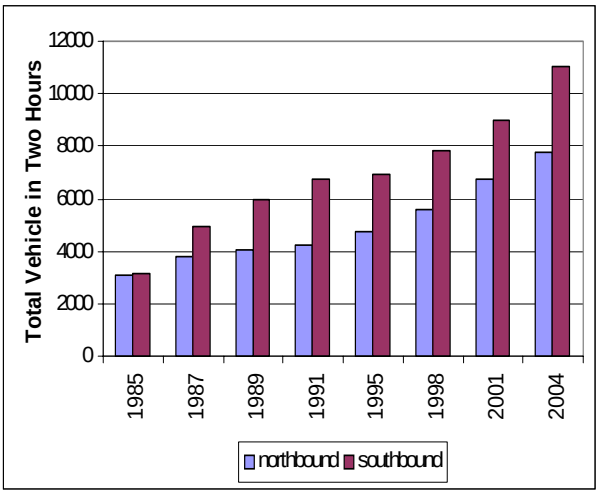
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	2223		2568		3050		3175	
1987	3808	30.9%	3084	9.6%	3791	11.5%	4967	25.1%
1989	5086	15.6%	3596	8.0%	4037	3.2%	5973	9.7%
1991	6117	9.7%	3643	0.7%	4229	2.4%	6706	6.0%
1995	5192	-4.0%	3615	-0.2%	4749	2.9%	6942	0.9%
1998	6801	9.4%	3990	3.3%	5612	5.7%	7832	4.1%
2001	7541	3.5%	4853	6.7%	6708	6.1%	8953	4.6%
2004	7942	1.7%	7386	15.0%	7782	5.1%	11068	7.3%

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



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

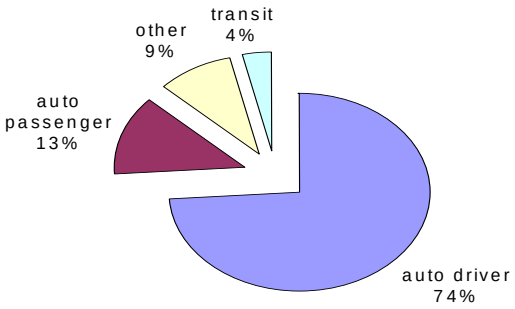


Halton South Screenline

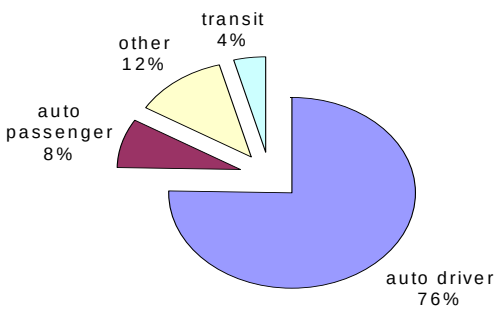
Morning Peak Period (7:00 to 9:00 A.M) Northbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	1947	349	1.18	87.1%	244	9.3%	97	3.7%	0	0.0%
1987	3075	479	1.16	79.5%	681	15.2%	233	5.2%	0	0.0%
1989	3919	575	1.15	78.6%	1102	19.3%	123	2.2%	0	0.0%
1991	5060	854	1.17	84.0%	1004	14.3%	120	1.7%	0	0.0%
1995	4625	580	1.13	86.2%	522	8.6%	313	5.2%	0	0.0%
1998	6303	586	1.09	91.9%	412	5.5%	197	2.6%	0	0.0%
2001	5721	674	1.12	75.5%	1777	21.0%	302	3.6%	0	0.0%
2004	6801	733	1.11	83.5%	1124	12.5%	367	4.1%	0	0.0%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



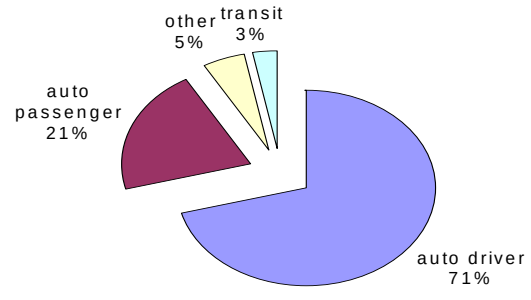
2004 Summary



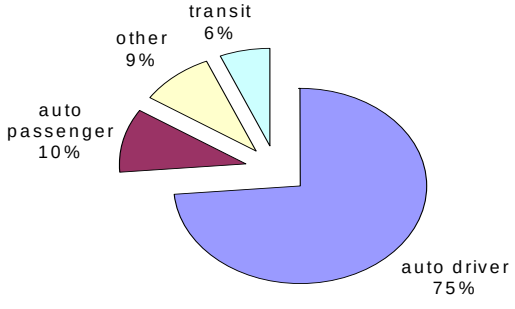
Afternoon Peak Period (4:00 to 6:00 P.M) Southbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	2939	863	1.29	91.6%	221	5.3%	129	3.1%	0	0.0%
1987	4159	1096	1.26	85.9%	799	13.1%	65	1.1%	0	0.0%
1989	4792	943	1.20	81.3%	1162	16.5%	154	2.2%	0	0.0%
1991	5577	1429	1.26	85.8%	1104	13.5%	52	0.6%	0	0.0%
1995	6367	1418	1.22	92.4%	551	6.5%	85	1.0%	0	0.0%
1998	7469	1438	1.19	95.6%	319	3.4%	87	0.9%	0	0.0%
2001	7292	1314	1.18	83.2%	1640	15.9%	94	0.9%	0	0.0%
2004	9807	1394	1.14	84.2%	1237	9.3%	863	6.5%	0	0.0%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



2004 Summary



Halton-Peel Screenline

This screenline follows the western boundary of the Regional Municipality of Peel, including the full length of the common boundary with the Regional Municipality of Halton. The screenline follows the jurisdictional boundary and includes all major roads crossing the boundary in the east-west direction . Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. A total of 18 roads were counted in the years 1985 and 1987, a total of 17 were counted in 1989, 18 in 1991, 19 in the years 1993 and 1995, 21 in 1998, 20 in 2001 and a total of 22 in 2004.

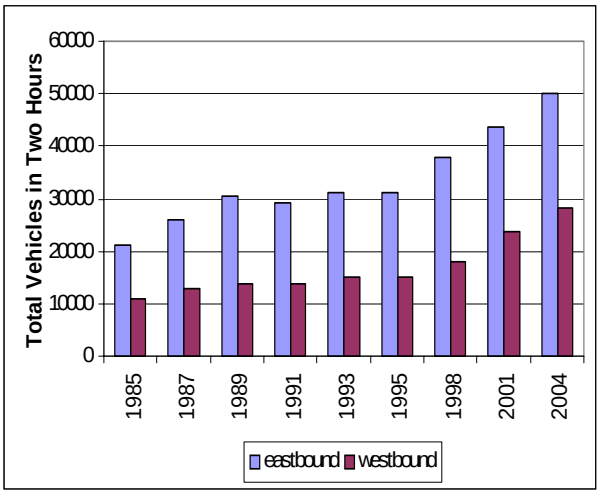
The table and graphs on this page describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Eastbound travel defines the morning peak direction and westbound the afternoon. Morning and afternoon peak periods show similar patterns of growth with more traffic in the afternoon from 1985 to 1995 and similar traffic volumes in 1998, 2001 and 2004. Traffic volumes eastbound in the morning peak are very similar to traffic volumes westbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

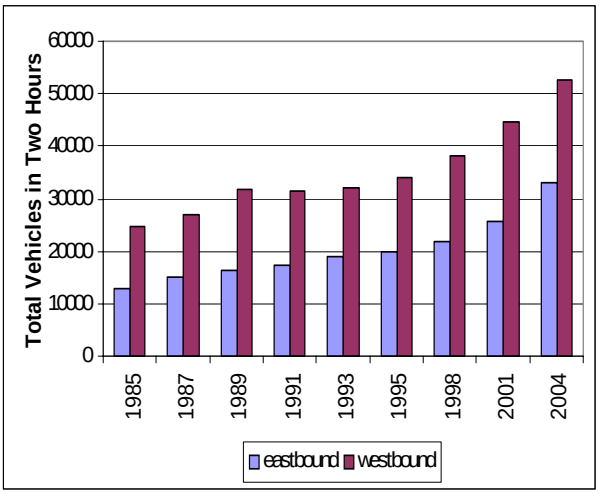
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Eastbound		Westbound		Eastbound		Westbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	21224		10864		12723		24695	
1987	25876	10.4%	12863	8.8%	15234	9.4%	26892	4.4%
1989	30557	8.7%	13931	4.1%	16395	3.7%	31636	8.5%
1991	29310	-2.1%	13754	-0.6%	17185	2.4%	31568	-0.1%
1993	31055	2.9%	15136	4.9%	19062	5.3%	31949	0.6%
1995	31033	0.0%	15211	0.2%	19760	1.8%	33977	3.1%
1998	38018	7.0%	17886	5.5%	21967	3.6%	38162	3.9%
2001	43520	4.6%	23637	9.7%	25720	5.4%	44541	5.3%
2004	49989	4.7%	28279	6.2%	32996	8.7%	52777	5.8%

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



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



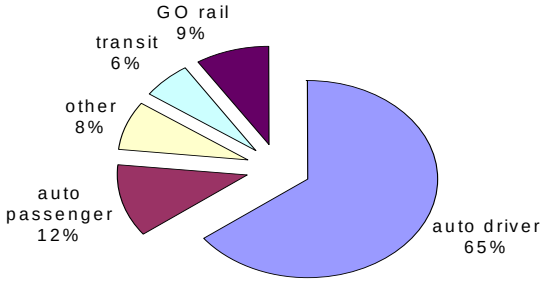
Halton-Peel Screenline

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

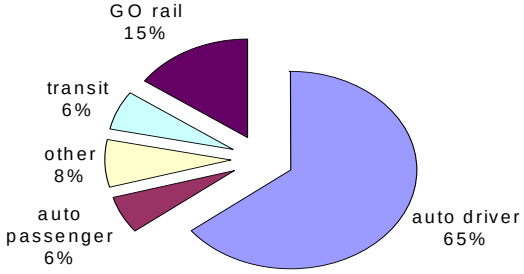
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	18816	3473	1.18	76.7%	2309	7.9%	1818	6.3%	2653	9.1%
1987	23064	3808	1.17	73.6%	2731	7.5%	1459	4.0%	5433	14.9%
1989	27409	3915	1.14	74.0%	3052	7.2%	1614	3.8%	6313	14.9%
1991	26326	3848	1.15	69.9%	2846	6.6%	2782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

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2004 Summary

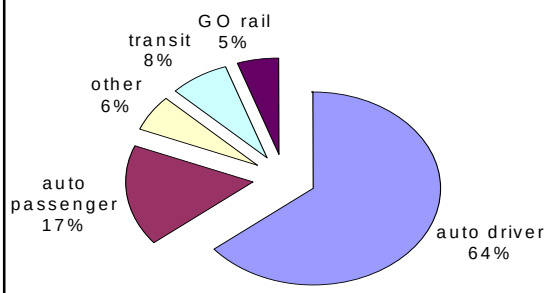


Afternoon Peak Period (4:00 to 6:00 P.M) Westbound
Drivers and Passengers by Mode of Travel

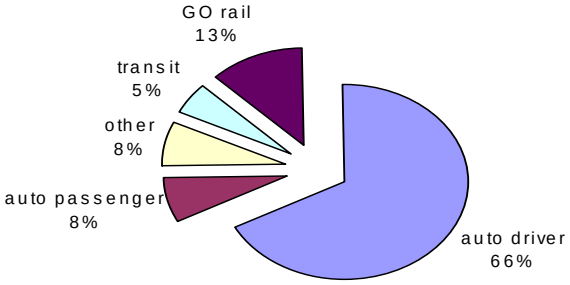
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	22507	5965	1.27	81.1%	2094	6.0%	2651	7.6%	1877	5.3%
1987	24411	5582	1.23	77.7%	2406	6.2%	1699	4.4%	4487	11.6%
1989	28805	6112	1.21	77.9%	2737	6.1%	1742	3.9%	5420	12.1%
1993	28792	6694	1.23	76.6%	2659	5.7%	2445	5.3%	5759	12.4%
1991	28953	6194	1.21	77.0%	2929	6.4%	1992	4.4%	5547	12.2%
1995	30326	5775	1.19	73.4%	3472	7.1%	4281	8.7%	5324	10.8%
1998	34268	5147	1.15	76.6%	3788	7.4%	2280	4.4%	5950	11.6%
2001	39233	7459	1.19	75.5%	5200	8.4%	1765	2.9%	8177	13.2%
2004	47368	5352	1.11	74.4%	5264	7.4%	3794	5.4%	9014	12.7%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2004 Summary



Peel Steeles Avenue Screenline

This screenline follows Steeles Avenue in the southern portion of the City of Brampton close to its common boundary with the City of Mississauga, all within the Regional Municipality of Peel. The line extends in an east-west direction from the common boundary with the City of Toronto to the common boundary with the Regional Municipality of Halton. The screenline includes all major roads crossing the screenline in the north-south direction. A total of 13 roads were counted in the year 1985 and 1987, a total of 14 were counted in 1989, 1991, 1993, 1995, 1998 and 2001 and a total of 15 were counted in 2004.

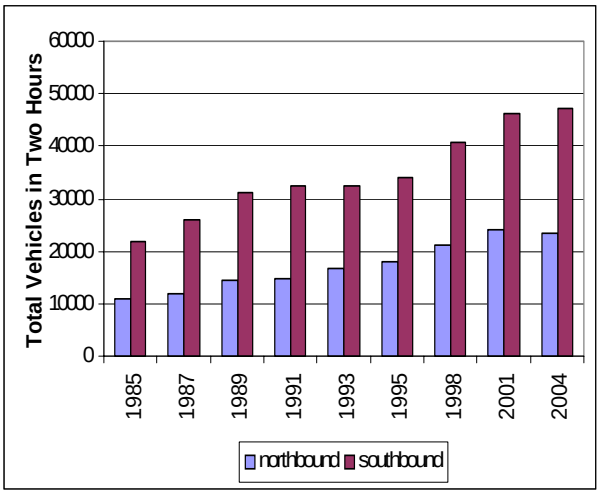
The table and graphs on this page describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Southbound travel defines the morning peak direction and northbound the afternoon. Morning and afternoon peak periods show similar patterns of growth. Traffic volumes southbound in the morning peak were similar to traffic volumes northbound in the afternoon peak in earlier counts.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

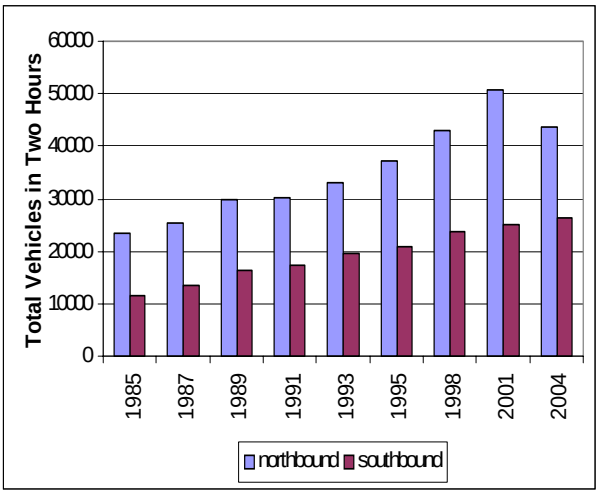
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	10926		21661		23416		11556	
1987	11840	4.1%	25846	9.2%	25266	3.9%	13352	7.5%
1989	14395	10.3%	31010	9.5%	29934	8.8%	16277	10.4%
1991	14765	1.3%	32437	2.3%	30229	0.5%	17444	3.5%
1993	16745	6.5%	32536	0.2%	33052	4.6%	19689	6.2%
1995	17881	3.3%	34003	2.2%	37228	6.1%	20969	3.2%
1998	21325	6.0%	40793	6.3%	43017	4.9%	23884	4.4%
2001	24207	4.3%	46068	4.1%	50544	5.5%	25086	1.7%
2004	23496	-1.0%	47214	0.8%	43512	-4.9%	26179	1.4%

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



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

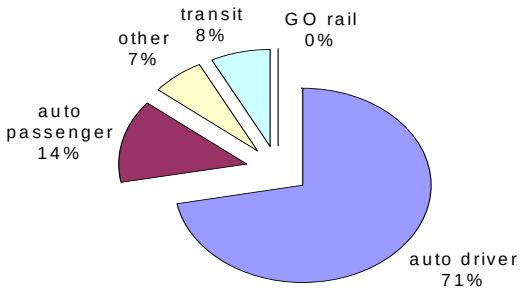


Peel Steeles Avenue Screenline

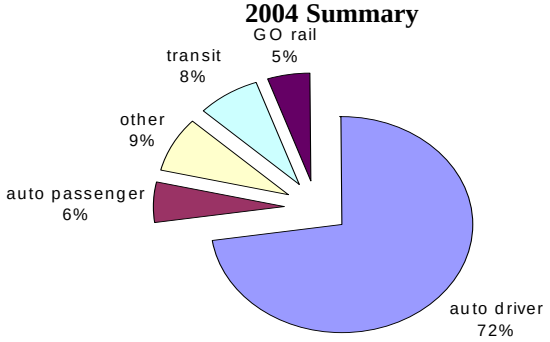
Morning Peak Period (7:00 to 9:00 A.M) Southbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	19694	3780	1.19	85.7%	1854	6.8%	2058	7.5%	0	0.0%
1987	23400	3928	1.17	80.4%	2292	6.7%	3169	9.3%	1204	3.5%
1989	28078	4250	1.15	82.7%	2766	7.1%	1777	4.5%	2236	5.7%
1991	29532	4765	1.16	80.8%	2721	6.4%	2906	6.9%	2499	5.9%
1993	29073	3314	1.11	80.2%	3319	8.2%	2361	5.8%	2323	5.8%
1995	30368	4072	1.13	81.1%	3505	8.3%	2328	5.5%	2173	5.1%
1998	36300	3934	1.11	80.0%	4340	8.6%	2902	5.8%	2829	5.6%
2001	41206	2724	1.07	80.3%	4757	8.7%	2915	5.3%	3135	5.7%
2004	42074	3490	1.08	78.6%	4941	8.5%	4379	7.5%	3120	5.4%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



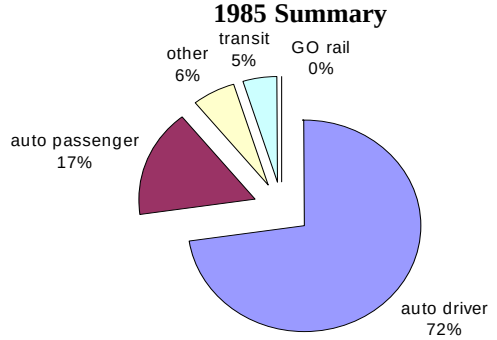
2004 Summary



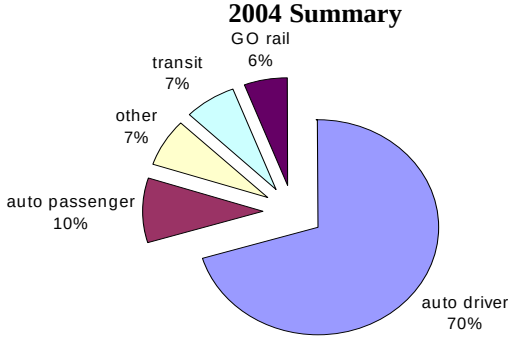
Afternoon Peak Period (4:00 to 6:00 P.M) Northbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	21513	4965	1.23	89.1%	1828	6.2%	1416	4.8%	0	0.0%
1987	22898	5340	1.23	82.9%	2276	6.7%	1625	4.8%	1917	5.6%
1989	27545	5716	1.21	84.7%	2281	5.8%	1805	4.6%	1916	4.9%
1991	27651	6046	1.22	83.9%	2464	6.1%	1816	4.5%	2187	5.4%
1993	30116	5994	1.20	83.1%	2859	6.6%	2339	5.4%	2152	5.0%
1995	33877	6165	1.18	84.2%	3259	6.9%	2341	4.9%	1910	4.0%
1998	38822	6340	1.16	83.6%	4117	7.6%	2367	4.4%	2371	4.4%
2001	45010	6273	1.14	81.8%	5468	8.7%	3010	4.8%	2911	4.6%
2004	39329	5396	1.14	80.0%	4064	7.3%	3902	7.0%	3223	5.8%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



2004 Summary



Peel-Toronto Screenline

This screenline is located at the western boundary of the City of Toronto and is coincidental with a portion of the eastern boundary of the Regional Municipality of Peel. The potential for vehicles double crossing the jurisdictional boundary is very high in the areas in the south and east of Toronto International Airport. For the sake of consistency, the stations included in the analysis are the same used by the Region of Peel. The screenline includes all major roads crossing the boundary in the east-west direction. A total of 19 cordon count stations were counted in the years 1985, 20 in 1987, 19 in 1989 and 20 in 1991, 1993, 1995, 1998, 2001 and 2004 which include appropriate locations on the GO rail lines.

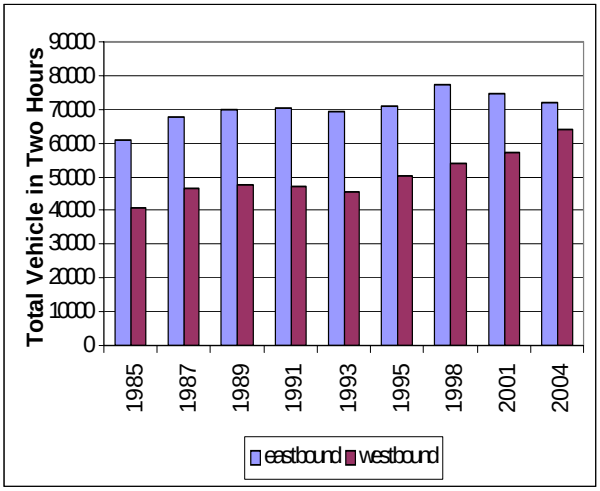
The table and graphs below describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Eastbound traffic is the dominant direction in the morning peak period and westbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with the afternoon period having consistantly more traffic than the morning. Traffic volumes eastbound in the morning peak are similar to traffic volumes westbound in the afternoon peak for all years except 2004, where afternoon peak traffic is significantly greater than morning peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

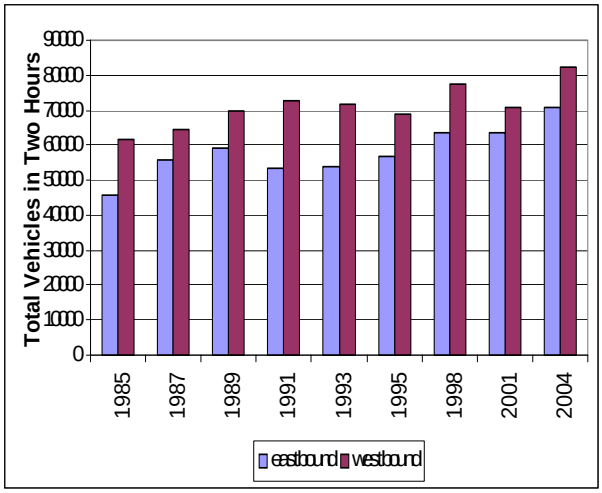
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Eastbound		Westbound		Eastbound		Westbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	61143		40561		45743		61654	
1987	67841	5.3%	46790	7.4%	55812	10.5%	64723	2.5%
1989	70007	1.6%	47627	0.9%	59232	3.0%	69585	3.7%
1991	70474	0.3%	46897	-0.8%	53584	-4.9%	72565	2.1%
1993	69220	-0.9%	45301	-1.7%	53748	0.2%	71888	-0.5%
1995	70996	1.3%	50108	5.2%	56652	2.7%	68684	-2.3%
1998	77256	2.9%	54091	2.6%	63636	4.0%	77509	4.1%
2001	74881	-1.0%	57343	2.0%	63690	0.0%	70808	-3.0%
2004	71972	-1.3%	63885	3.7%	70530	3.5%	82491	5.2%

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



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

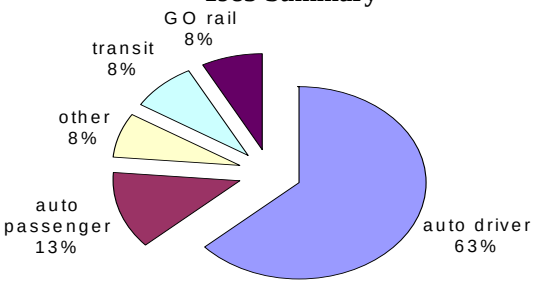


Peel-Toronto Screenline

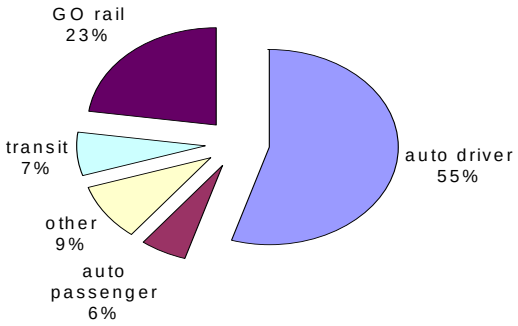
Morning Peak Period (7:00 to 9:00 A.M) Eastbound
Drivers and Passengers by Mode of Travel

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

1985 Summary



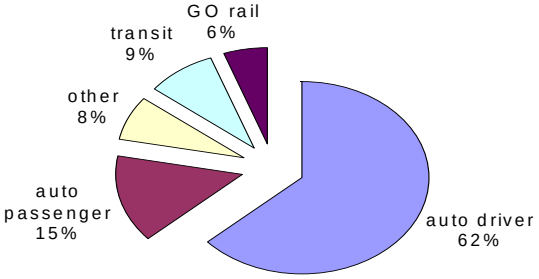
2004 Summary



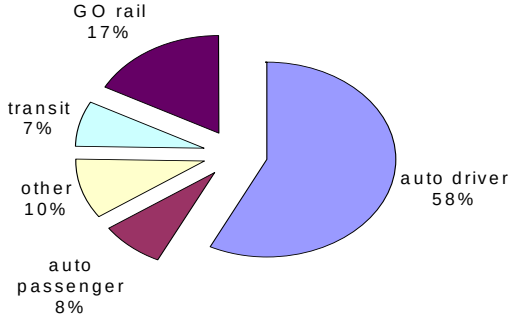
Afternoon Peak Period (4:00 to 6:00 P.M) Westbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	54824	12931	1.24	78.2%	6515	7.5%	7473	8.6%	4934	5.7%
1987	57365	14066	1.25	72.7%	7014	7.1%	7840	8.0%	11944	12.2%
1989	62213	14887	1.24	71.9%	6951	6.5%	8427	7.9%	14682	13.7%
1991	64723	15586	1.24	72.3%	7335	6.6%	7941	7.2%	15458	13.9%
1993	64026	13752	1.21	71.9%	7668	7.1%	6344	5.9%	16315	15.1%
1995	61098	12828	1.21	70.3%	7483	7.1%	8107	7.7%	15610	14.8%
1998	69296	14044	1.20	70.7%	8336	7.1%	7264	6.2%	18911	16.0%
2001	61995	9446	1.15	66.9%	8806	8.2%	5960	5.6%	20572	19.3%
2004	70406	9723	1.14	65.3%	12005	9.8%	9141	7.5%	21388	17.4%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



2004 Summary



Peel-Simcoe-York Screenline

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

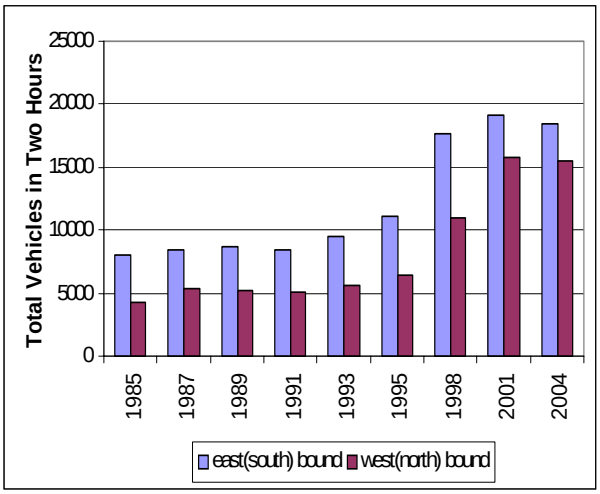
The table and graphs on this page describe total vehicles (excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. East(south)bound traffic is the dominant direction in the morning peak period and west(north)bound traffic is the dominant direction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

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004

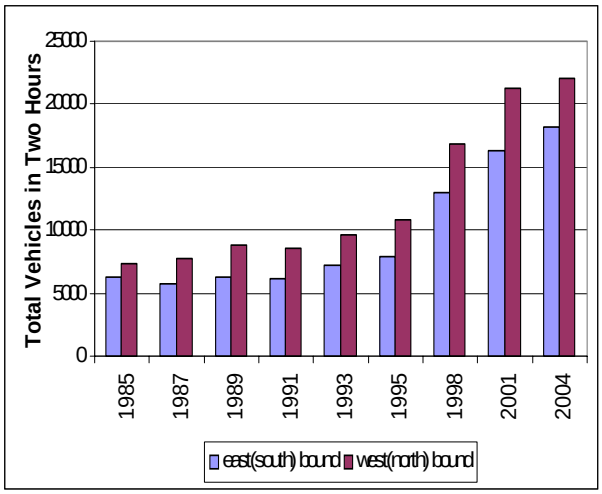
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	East(south)bound		West(north)bound		East(south)bound		West(north)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	8071		4286		6254		7290	
1987	8406	2.1%	5324	11.5%	5778	-3.9%	7737	3.0%
1989	8727	1.9%	5279	-0.4%	6253	4.0%	8758	6.4%
1991	8410	-1.8%	5083	-1.9%	6181	-0.6%	8583	-1.0%
1993	9547	6.5%	5606	5.0%	7200	7.9%	9559	5.5%
1995	11110	7.9%	6450	7.3%	7946	5.1%	10812	6.4%
1998	17617	16.6%	10975	19.4%	12940	17.7%	16911	16.1%
2001	19093	2.7%	15820	13.0%	16289	8.0%	21270	7.9%
2004	18492	-1.1%	15541	-0.6%	18222	3.8%	22018	1.2%

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



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



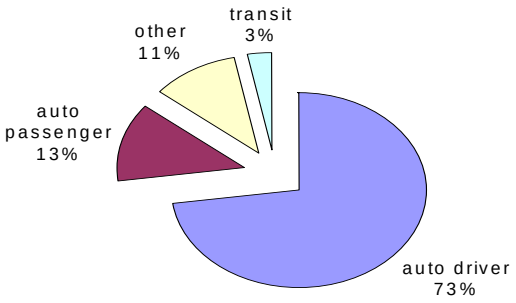
Peel-Simcoe-York Screenline

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

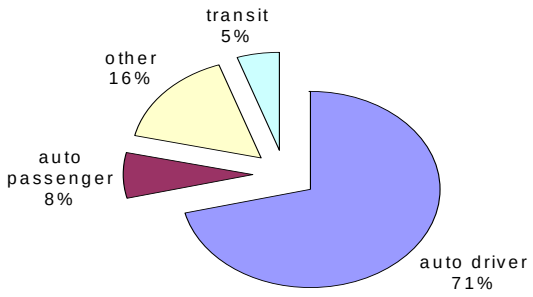
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	6973	1234	1.18	85.7%	1078	11.3%	290	3.0%	0	0.0%
1987	7131	1026	1.14	81.9%	1238	12.4%	569	5.7%	0	0.0%
1989	7670	1064	1.14	87.7%	1021	10.2%	206	2.1%	0	0.0%
1991	7348	1071	1.15	85.2%	1011	10.2%	447	4.5%	0	0.0%
1993	8192	1381	1.17	83.4%	1326	11.6%	574	5.0%	0	0.0%
1995	9443	1379	1.15	83.5%	1636	12.6%	499	3.9%	0	0.0%
1998	15217	1846	1.12	84.7%	2359	11.7%	715	3.6%	0	0.0%
2001	15278	2150	1.14	79.3%	3773	17.2%	775	3.5%	0	0.0%
2004	15065	1594	1.11	78.7%	3357	15.9%	1105	5.2%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2004 Summary

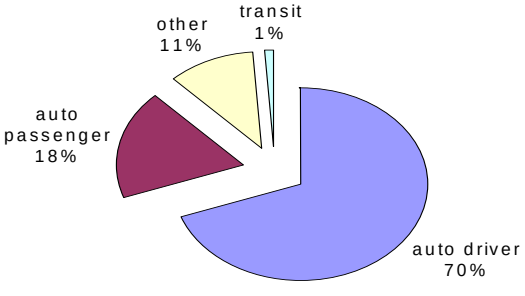


Afternoon Peak Period (4:00 to 6:00 P.M) West(north)bound
Drivers and Passengers by Mode of Travel

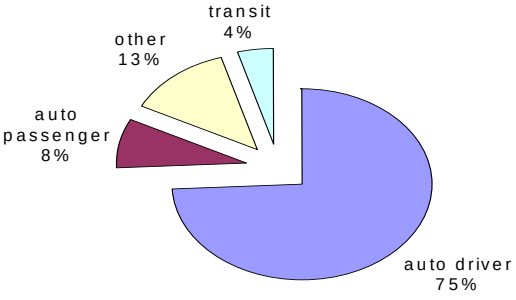
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	6291	1657	1.26	87.8%	990	10.9%	113	1.2%	0	0.0%
1987	6741	1744	1.26	85.5%	972	9.8%	466	4.7%	0	0.0%
1989	7797	1508	1.19	89.2%	930	8.9%	199	1.9%	0	0.0%
1991	7691	1767	1.23	90.1%	871	8.3%	172	1.6%	0	0.0%
1993	8276	1824	1.22	86.1%	1261	10.8%	369	3.1%	0	0.0%
1995	9238	1734	1.19	80.8%	1550	11.4%	1043	7.7%	0	0.0%
1998	14744	2025	1.14	86.7%	2141	11.1%	420	2.2%	0	0.0%
2001	17967	1697	1.09	84.4%	3282	14.1%	335	1.4%	0	0.0%
2004	18707	2120	1.11	82.5%	3266	13.0%	1110	4.4%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2004 Summary



Steeles Avenue Screenline

This screenline is located along Steeles Avenue at the northern boundary of the City of Toronto and is coincident with the southern boundary of the Regional Municipality of York. The potential for vehicles double crossing the jurisdictional boundary is very high as Steeles Avenue is a major thoroughfare. Counts are taken on the northern side of Steeles Avenue to minimize the impact of these double crossings. The screenline includes all major roads crossing the boundary in the north-south direction. A total of 31 cordon count stations were counted in the year 1985, 35 were counted in 1987, 39 were counted in 1989, 42 were counted in 1991, 45 were counted in 1993, 43 were counted in 1995 and 1998 and 45 were counted in 2001 and 2004, which include appropriate locations on the GO rail lines.

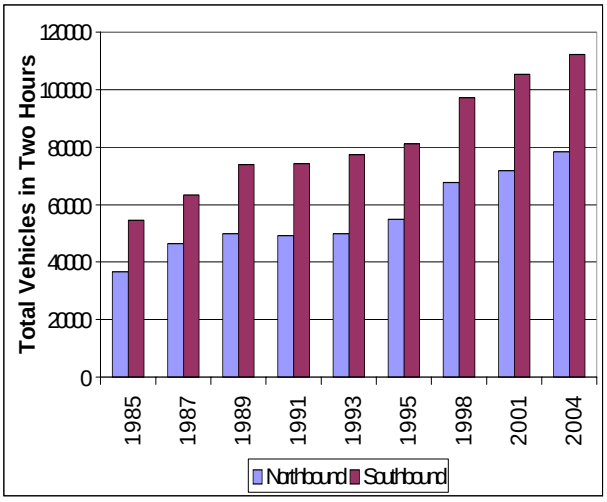
The table and graphs below describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Southbound traffic is the dominant direction in the morning peak period and northbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic in the afternoon. Traffic volumes southbound in the morning peak are very similar in magnitude to the traffic volumes northbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

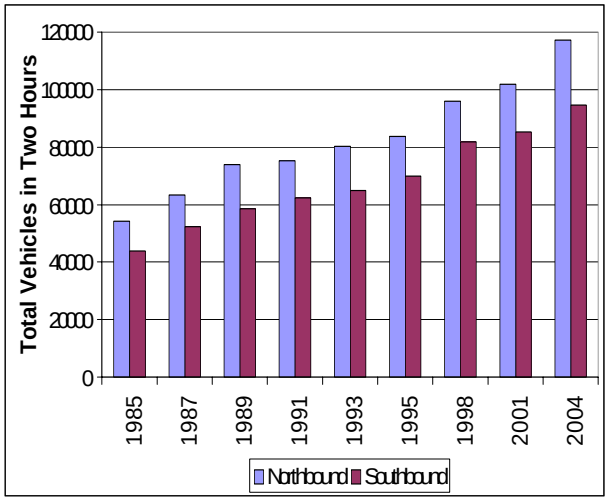
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	36773		54535		54357		43984	
1987	46360	12.3%	63196	7.6%	63198	7.8%	52199	8.9%
1989	49701	3.5%	74027	8.2%	73801	8.1%	58546	5.9%
1991	49254	-0.5%	74314	0.2%	75171	0.9%	62289	3.1%
1993	49795	0.5%	77287	2.0%	80338	3.4%	64988	2.1%
1995	54756	4.9%	80999	2.4%	83700	2.1%	69918	3.7%
1998	67646	7.3%	97137	6.2%	95945	4.7%	81664	5.3%
2001	71752	2.0%	105374	2.8%	101786	2.0%	85331	1.5%
2004	78364	3.0%	112036	2.1%	117075	4.8%	94668	3.5%

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



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

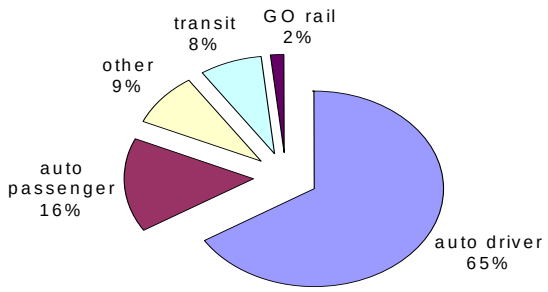


Steeles Avenue Screenline

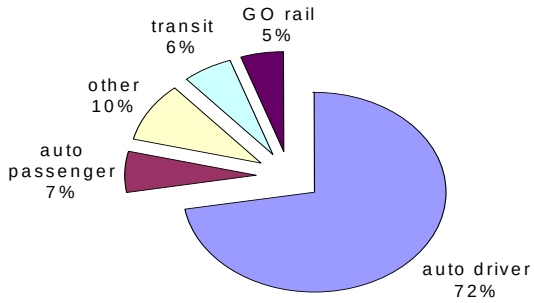
Morning Peak Period (7:00 to 9:00 A.M) Southbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	47793	11200	1.23	81.7%	6488	9.0%	5520	7.6%	1242	1.7%
1987	55299	11737	1.21	80.9%	7554	9.1%	6661	8.0%	1617	2.0%
1989	65274	14300	1.22	81.2%	8324	8.5%	7926	8.1%	2162	2.2%
1991	65750	14470	1.22	81.4%	8052	8.2%	7034	7.1%	3266	3.3%
1993	68064	13632	1.20	82.9%	8686	8.8%	5174	5.3%	2994	3.0%
1995	72072	13031	1.18	82.4%	8477	8.2%	6174	6.0%	3551	3.4%
1998	87070	15630	1.18	84.4%	9788	8.0%	5328	4.4%	3797	3.1%
2001	95020	11651	1.12	83.5%	10022	7.8%	4973	3.9%	6075	4.8%
2004	98612	9109	1.09	79.0%	13056	9.6%	8222	6.0%	7345	5.4%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



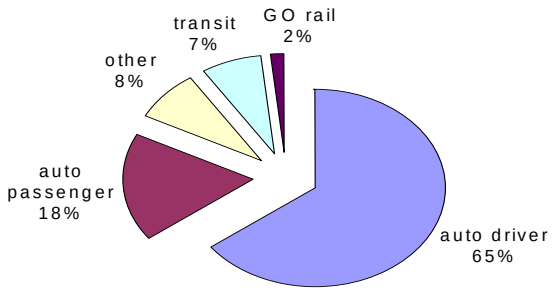
2004 Summary



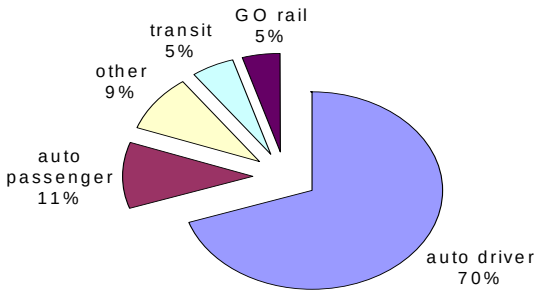
Afternoon Peak Period (4:00 to 6:00 P.M) Northbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	48019	13368	1.28	83.3%	6156	8.4%	4999	6.8%	1149	1.6%
1987	54839	13580	1.25	80.1%	8086	9.5%	7421	8.7%	1488	1.7%
1989	64591	14309	1.22	82.2%	8915	9.3%	5958	6.2%	2168	2.3%
1991	66311	17264	1.26	83.3%	8489	8.5%	5728	5.7%	2593	2.6%
1993	71399	17806	1.25	84.2%	8499	8.0%	5652	5.3%	2609	2.5%
1995	74247	17529	1.24	85.3%	9103	8.5%	4140	3.8%	2588	2.4%
1998	85437	16701	1.20	84.1%	10291	8.5%	5493	4.5%	3509	2.9%
2001	92116	16254	1.18	84.2%	9383	7.3%	5377	4.2%	5596	4.3%
2004	102977	15935	1.15	80.6%	13764	9.3%	7958	5.4%	6878	4.7%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



2004 Summary



Durham-Toronto Screenline

This screenline follows the eastern boundary of the City of Toronto and is coincident with a portion of the western boundary of the Regional Municipality of Durham. The screenline follows the jurisdictional boundary between the City of Toronto and the Regional Municipality of Durham and includes all major roads crossing the boundary in the east-west direction. A total of 3 cordon count stations were counted in the years 1985 and 1987, and 6 were counted in 1989, 1991, 1993, 1995, 1998, 2001 and 2004. GO rail passenger counts were determined separately and are not included in the station count.

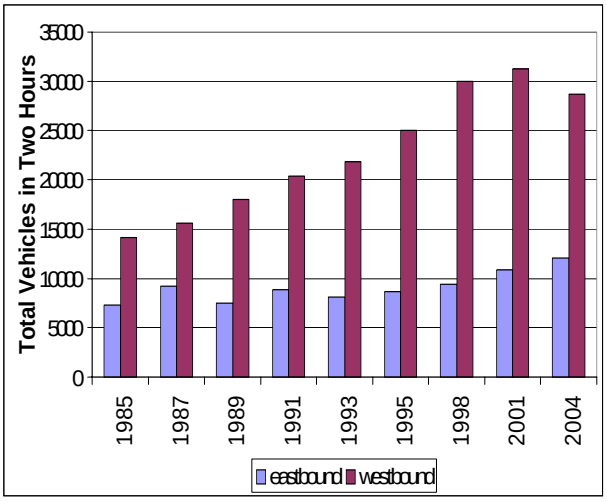
The table and graphs on this page describe total vehicles (excluding bicycles and rail vehicles) crossing the screenline in the morning and afternoon peak periods by direction of travel. Westbound traffic is the dominant direction in the morning peak period and eastbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic in the afternoon. In the later years traffic volumes westbound in the morning are generally higher than traffic volumes eastbound in the afternoon.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

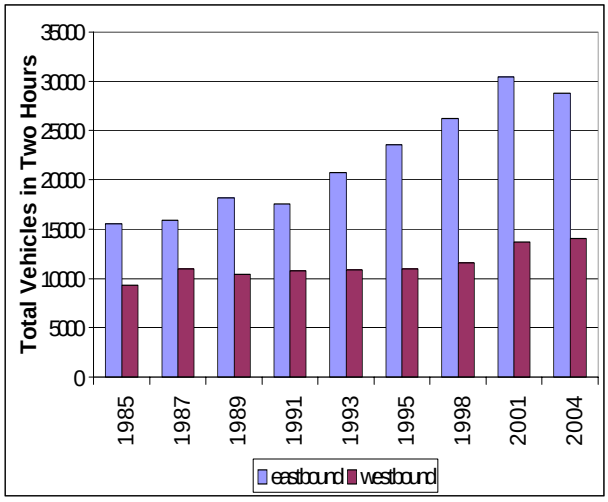
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Eastbound		Westbound		Eastbound		Westbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	7355		14170		15567		9300	
1987	9262	12.2%	15624	5.0%	15915	1.1%	10976	8.6%
1989	7507	-10.0%	18019	7.4%	18199	6.9%	10419	-2.6%
1991	8853	8.6%	20349	6.3%	17552	-1.8%	10820	1.9%
1993	8099	-4.4%	21810	3.5%	20731	8.7%	10875	0.3%
1995	8715	3.7%	25031	7.1%	23578	6.6%	10947	0.3%
1998	9429	2.7%	30004	6.2%	26182	3.6%	11568	1.9%
2001	10838	4.8%	31216	1.3%	30388	5.1%	13727	5.9%
2004	12050	3.6%	28727	-2.7%	28817	-1.8%	14042	0.8%

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



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

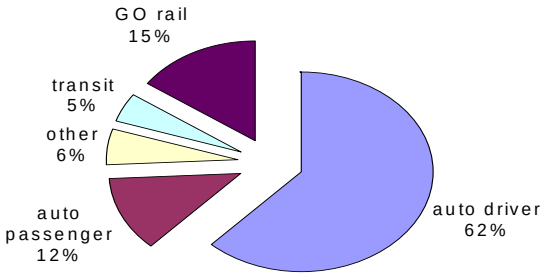


Durham-Toronto Screenline

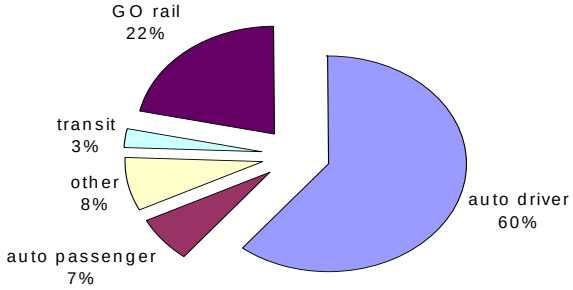
Morning Peak Period (7:00 to 9:00 A.M) Westbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	12890	2504	1.19	74.1%	1233	5.9%	1004	4.8%	3154	15.2%
1987	14218	2466	1.17	74.7%	1350	6.0%	1002	4.5%	3305	14.8%
1989	16282	2626	1.16	71.8%	1699	6.5%	801	3.0%	4926	18.7%
1991	18394	3548	1.19	70.4%	1916	6.1%	590	1.9%	6729	21.6%
1993	19829	2863	1.14	70.5%	1932	6.0%	471	1.5%	7078	22.0%
1995	22601	2756	1.12	72.2%	2404	6.8%	865	2.5%	6487	18.5%
1998	27351	3817	1.14	75.1%	2612	6.3%	1046	2.5%	6679	16.1%
2001	27870	2768	1.10	72.0%	3308	7.8%	554	1.3%	8067	19.0%
2004	25281	2808	1.11	67.4%	3417	8.2%	1139	2.7%	9010	21.6%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



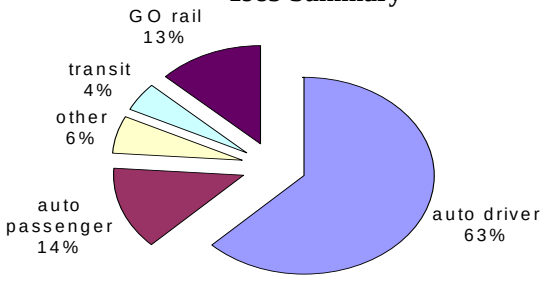
2004 Summary



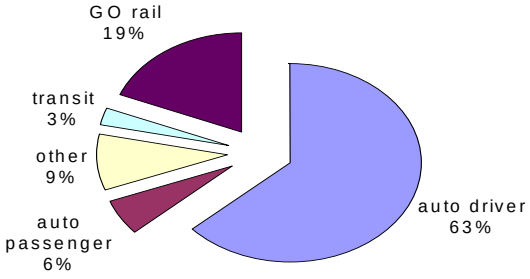
Afternoon Peak Period (4:00 to 6:00 P.M) Eastbound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	14110	3096	1.22	76.1%	1412	6.2%	1011	4.5%	2978	13.2%
1987	14023	2970	1.21	76.0%	1845	8.2%	636	2.8%	2892	12.9%
1989	16676	3397	1.20	77.7%	1492	5.8%	641	2.5%	3631	14.1%
1991	15890	3644	1.23	71.3%	1639	6.0%	345	1.3%	5878	21.5%
1993	18606	3946	1.21	72.5%	2087	6.7%	791	2.5%	5686	18.3%
1995	21739	2092	1.10	74.4%	1800	5.6%	312	1.0%	6094	19.0%
1998	23924	4215	1.18	75.9%	2233	6.0%	577	1.6%	6106	16.5%
2001	27947	2658	1.10	75.7%	2400	5.9%	340	0.8%	7100	17.6%
2004	25111	2335	1.09	69.1%	3644	9.2%	1134	2.9%	7469	18.8%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



2004 Summary



Durham-York Screenline

This screenline is located at the eastern boundary of the Regional Municipality of York where it coincides with the western boundary of the Regional Municipality of Durham. Because it is a combination of directions, the screenline includes all major roads crossing the boundary regardless of the direction of the road. This analysis combines the eastbound with the southbound traffic and the westbound with the northbound traffic. Although this combination of directions is somewhat arbitrary, it is consistent with traffic moving between Durham and York. In addition, the definition is consistent with peak directions of traffic flow. A total of 5 cordon count stations were counted in the year 1985, 6 in 1987, 8 in 1989, 12 in 1991, 9 in 1993, 32 in 1995, 6 in 1998, 35 in 2001 and 30 in 2004. GO rail service is not provided across this screenline.

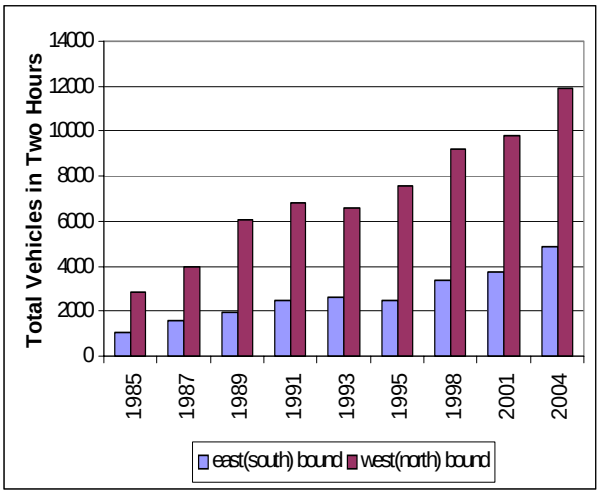
The table and graphs below describe total vehicles (excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. West and northbound traffic is the dominant direction in the morning peak period and east and southbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show similar patterns of growth with more traffic in the afternoon peak. Traffic volumes westbound in the morning peak are generally lower than traffic volumes eastbound in the afternoon peak.

The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1985 and 2004.

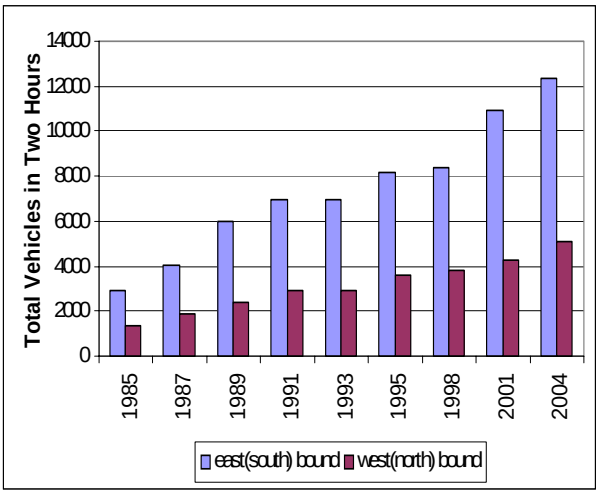
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	East(south)bound		West(north)bound		East(south)bound		West(north)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	1081		2872		2943		1365	
1987	1600	21.7%	3947	17.2%	4021	16.9%	1856	16.6%
1989	1934	9.9%	6097	24.3%	5996	22.1%	2396	13.6%
1991	2438	12.3%	6788	5.5%	6946	7.6%	2884	9.7%
1993	2616	3.6%	6625	-1.2%	6986	0.3%	2904	0.3%
1995	2461	-3.0%	7585	7.0%	8123	7.8%	3610	11.5%
1998	3360	10.9%	9196	6.6%	8384	1.1%	3792	1.7%
2001	3778	4.0%	9805	2.2%	10964	9.4%	4239	3.8%
2004	4830	8.5%	11869	6.6%	12351	4.1%	5120	6.5%

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



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

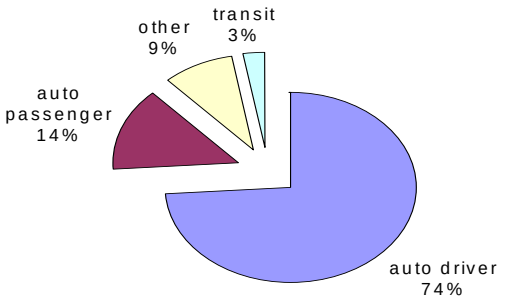


Durham-York Screenline

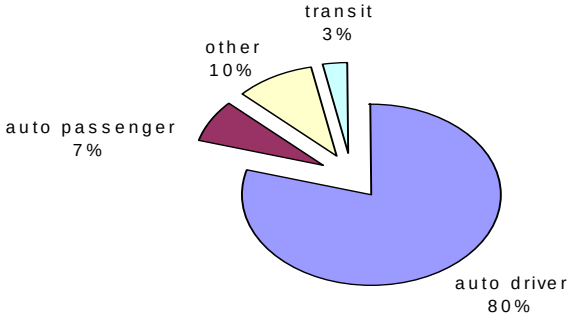
Morning Peak Period (7:00 to 9:00 A.M) West(north)bound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	2539	488	1.19	87.9%	315	9.2%	100	2.9%	0	0.0%
1987	3402	610	1.18	83.3%	524	10.9%	279	5.8%	0	0.0%
1989	5352	746	1.14	86.1%	704	9.9%	278	3.9%	0	0.0%
1991	6051	928	1.15	87.9%	688	8.7%	270	3.4%	0	0.0%
1993	5985	849	1.14	89.8%	610	8.0%	165	2.2%	0	0.0%
1995	6892	818	1.12	89.4%	663	7.7%	253	2.9%	0	0.0%
1998	8377	991	1.12	88.4%	751	7.1%	477	4.5%	0	0.0%
2001	8517	773	1.09	86.2%	1229	11.4%	262	2.4%	0	0.0%
2004	10501	991	1.09	86.9%	1336	10.1%	401	3.0%	0	0.0%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



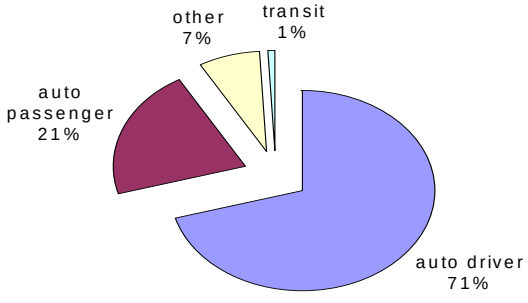
2004 Summary



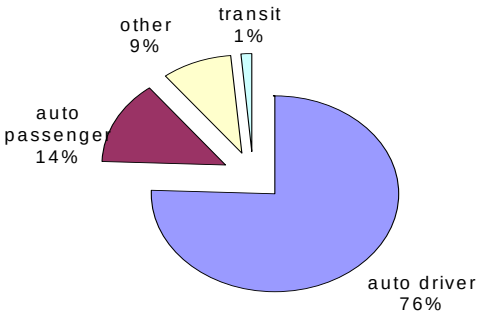
Afternoon Peak Period (4:00 to 6:00 P.M) East(south)bound
Drivers and Passengers by Mode of Travel

	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	2648	784	1.30	91.6%	280	7.5%	36	1.0%	0	0.0%
1987	3599	1049	1.29	86.9%	388	7.3%	312	5.8%	0	0.0%
1989	5249	1083	1.21	88.1%	717	10.0%	135	1.9%	0	0.0%
1991	6241	1587	1.25	90.7%	687	8.0%	115	1.3%	0	0.0%
1993	6424	1415	1.22	93.2%	554	6.6%	19	0.2%	0	0.0%
1995	7282	1479	1.20	91.2%	830	8.6%	11	0.1%	0	0.0%
1998	7690	1287	1.17	92.5%	666	6.9%	61	0.6%	0	0.0%
2001	9873	1675	1.17	91.0%	1074	8.5%	62	0.5%	0	0.0%
2004	10967	2003	1.18	89.4%	1359	9.4%	183	1.3%	0	0.0%
	*taxi drivers and passengers, plus commercial vehicle drivers									

1985 Summary



2004 Summary



Durham South (Taunton Road) Screenline

This screenline consists of all major streets crossing Taunton Road, or a continuation of the alignment of this road, in the northern sections of the local municipalities of Pickering, Ajax, Whitby, Oshawa and Clarington. The screenline runs east-west from the eastern boundary of the Regional Municipality of Durham to the common boundary between Durham and the City of Toronto. The traffic directions on the intersecting roads are north and south. A total of 48 cordon count stations were counted in the years 1989, 1991 and 1996, 49 in 1998, 52 in 2001 and 51 stations in 2004. GO Transit does not provide rail service across this screenline.

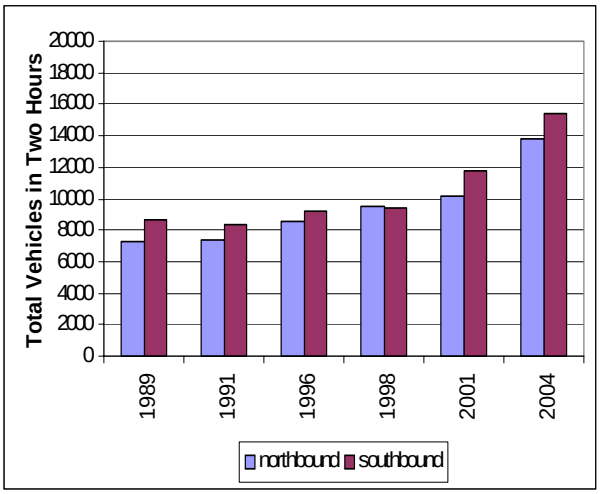
The table and graphs on this page describe total vehicles (excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. The two directions of flow, northbound and southbound, are very similar in many of the count summaries in both the morning and afternoon peak periods. However, over the entire count period, southbound flows were slightly larger in the morning and northbound flows larger in the afternoon. Morning and afternoon peak periods show different patterns of growth with consistently more traffic in the afternoon.

Southbound traffic in the morning and northbound traffic in the afternoon were chosen as the basis for more detailed analysis of mode of travel. The set of graphs and tables on the following page describe the modes of transport used by all persons crossing the screenline in the peak direction for both the morning and afternoon peak periods. A comparison is made in the distribution of person travel in the years 1989 and 2004.

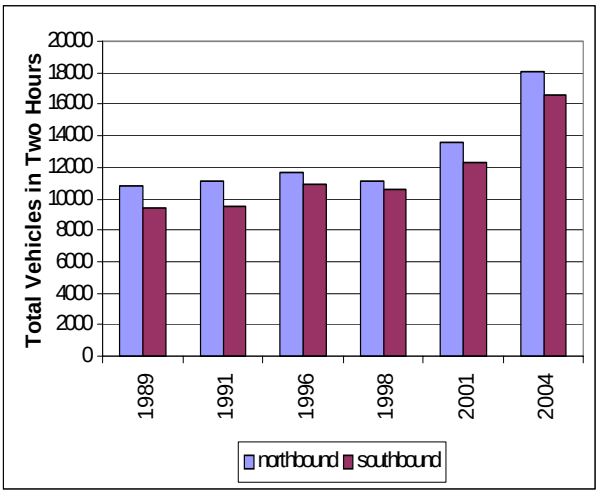
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1989	7226		8680		10848		9406	
1991	7414	1.3%	8308	-2.2%	11115	1.2%	9513	0.6%
1996	8601	3.0%	9155	2.0%	11637	0.9%	10928	2.8%
1998	9535	5.3%	9424	1.5%	11095	-2.4%	10601	-1.5%
2001	10152	2.1%	11715	7.5%	13605	7.0%	12257	5.0%
2004	13801	10.8%	15418	9.6%	18021	9.8%	16509	10.4%

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



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



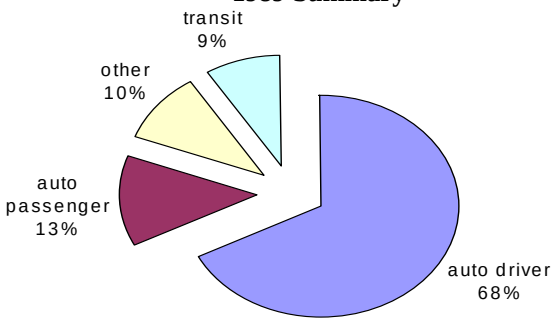
Durham South (Taunton Road) Screenline

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

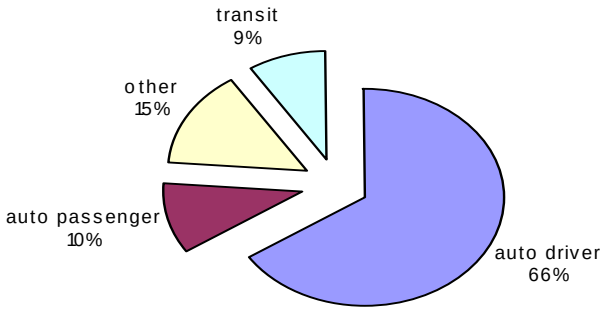
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	7444	1471	1.20	80.9%	1149	10.4%	955	8.7%	0	0.0%
1991	7290	1458	1.20	81.9%	941	8.8%	987	9.2%	0	0.0%
1996	7888	1303	1.17	79.4%	1151	9.9%	1236	10.7%	0	0.0%
1998	8131	1348	1.17	79.0%	1142	9.5%	1382	11.5%	0	0.0%
2001	9822	1286	1.13	77.4%	1706	11.9%	1536	10.7%	0	0.0%
2004	12500	1966	1.16	76.1%	2795	14.7%	1759	9.2%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2004 Summary

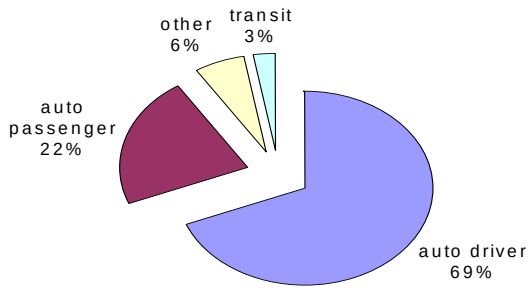


Afternoon Peak Period (4:00 to 6:00 P.M) Northbound
Drivers and Passengers by Mode of Travel

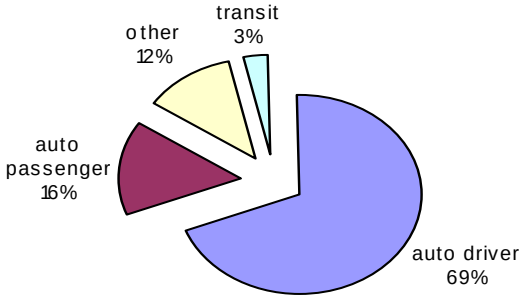
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	9887	3155	1.32	90.8%	930	6.5%	386	2.7%	0	0.0%
1991	10338	3835	1.37	92.1%	756	4.9%	466	3.0%	0	0.0%
1996	10561	3923	1.37	91.8%	1038	6.6%	259	1.6%	0	0.0%
1998	10106	2962	1.29	91.1%	940	6.5%	344	2.4%	0	0.0%
2001	12381	2859	1.23	89.4%	1149	6.7%	660	3.9%	0	0.0%
2004	15202	3492	1.23	84.4%	2749	12.4%	709	3.2%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2004 Summary



Durham East Screenline

This screenline follows the eastern boundary of the Regional Municipality of Durham. The screenline is north-south in some portions and east-west in others. This analysis combines eastbound with northbound traffic on intersecting roads as a representation of traffic leaving the Greater Toronto area. Conversely, westbound and southbound traffic are combined to represent traffic entering the GTA. A total of 21 cordon count stations were counted in the years 1989, 1991, 1996, 1998, 2001 and 2004. GO rail service is not provided across this screenline.

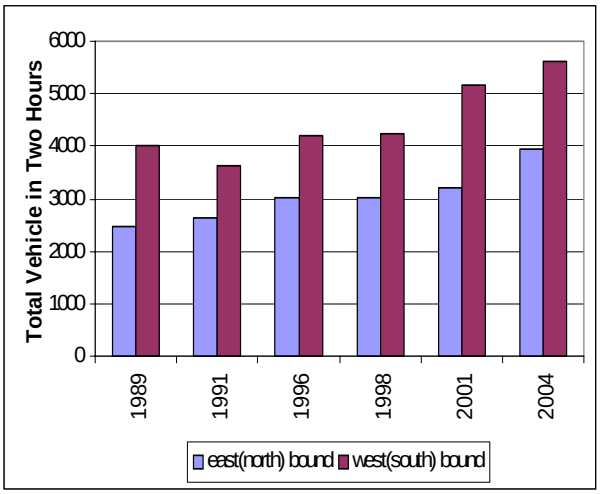
The table and graphs on this page describe total vehicles (excluding bicycles) crossing the screenline in the morning and afternoon peak periods by direction of travel. West and southbound traffic is the dominant direction in the morning peak period and east and northbound traffic is the dominant direction in the afternoon peak period. Morning and afternoon peak periods show dissimilar patterns of growth with consistently more traffic in the afternoon. Traffic volumes west(south)bound in the morning peak are consistently lower than east(north)bound traffic volumes in the afternoon peak.

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

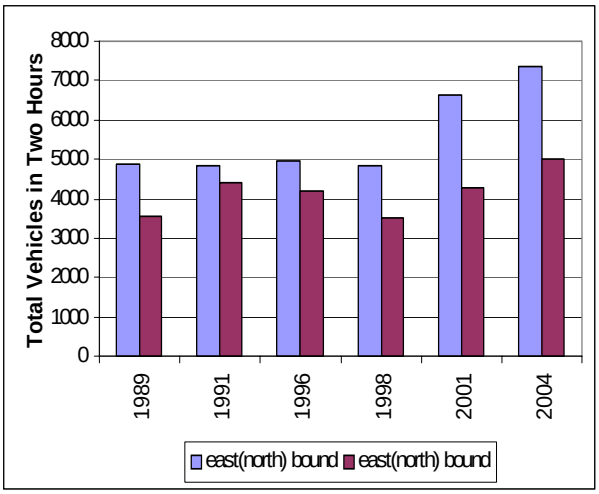
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	East(north)bound		West(south)bound		East(north)bound		West(south)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1989	2478		3999		4888		3561	
1991	2636	3.1%	3622	-4.8%	4827	-0.6%	4407	11.2%
1996	3024	2.8%	4189	3.0%	4966	0.6%	4178	-1.1%
1998	3021	0.0%	4239	0.6%	4846	-1.2%	3523	-8.2%
2001	3199	1.9%	5180	6.9%	6623	11.0%	4279	6.7%
2004	3933	7.1%	5622	2.8%	7376	3.7%	4986	5.2%

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



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



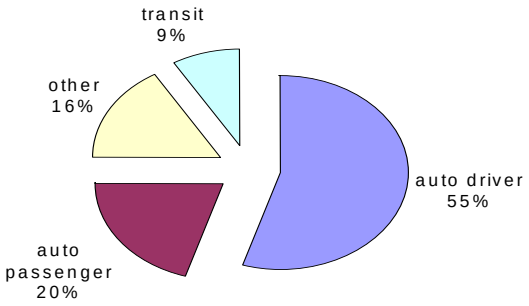
Durham East Screenline

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

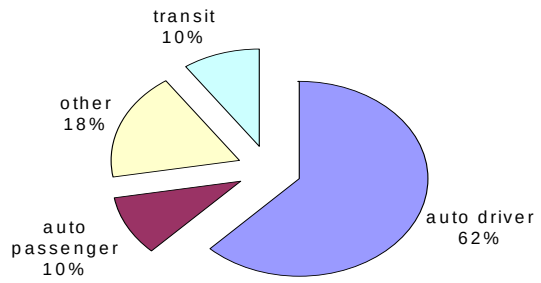
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	3055	1136	1.37	75.0%	913	16.3%	481	8.6%	0	0.0%
1991	2913	975	1.33	80.2%	691	14.3%	266	5.5%	0	0.0%
1996	3332	944	1.28	78.7%	836	15.4%	321	5.9%	0	0.0%
1998	3368	625	1.19	75.9%	843	16.0%	426	8.1%	0	0.0%
2001	4036	609	1.15	76.1%	1100	18.0%	360	5.9%	0	0.0%
2004	4339	708	1.16	72.3%	1242	17.8%	689	9.9%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2004 Summary

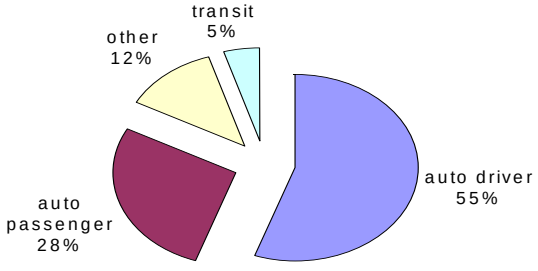


Afternoon Peak Period (4:00 to 6:00 P.M) Eastbound
Drivers and Passengers by Mode of Travel

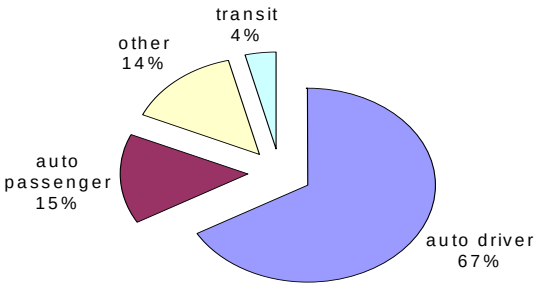
	Private auto				Other*		Transit		GO rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	3982	1988	1.50	82.9%	893	12.4%	341	4.7%	0	0.0%
1991	4257	1748	1.41	90.6%	563	8.5%	61	0.9%	0	0.0%
1996	4279	1701	1.40	87.1%	669	9.7%	217	3.2%	0	0.0%
1998	4056	1291	1.32	81.2%	762	11.6%	476	7.2%	0	0.0%
2001	5502	1351	1.25	84.3%	1096	13.5%	178	2.2%	0	0.0%
2004	6060	1359	1.22	81.7%	1294	14.3%	367	4.0%	0	0.0%

*taxi drivers and passengers, plus commercial vehicle drivers

1989 Summary



2004 Summary



Cordon Count Information

pages 2-5

- Halton West Screenline
- Halton South Screenline

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

Lisa Zinkewich (905) 825-6000 X7556

pages 6-9

- Halton-Peel Screenline
- Peel Steeles Avenue Screenline

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

Edmond Wu (905) 791-7800 X4554

pages 10, 11, 14, 15, 16, 17

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

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

Jeff Bateman (416) 397-0254

pages 12, 13, 18, 19

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

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

Omeed El-Zabet (905) 830-4444 X5028

pages 20-23

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

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

Chris Leitch (905) 668-7711 X2567

GO Transit Information

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

Dan Francey (416) 869-3600 X5478