Greater Toronto Area
Cordon Count Summary

Analysis of Traffic Trends
1985 to 2011

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The collection of traffic counts taken by various Regional Governments and the Province of Ontario at various locations in the Greater Toronto Area over the last several years have been assembled in one database. This report presents a summary of the cordon count data for the period from 1985 until the most recent counts in 2011. 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 (MTO). 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, and the Toronto Transit Commission (TTC). 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.

Each screenline is presented on two pages. 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. The set of graphs and tables on the second 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 2011.

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 10 roads were counted in the years 1985, 1989, 1991 and 1995, 13 were counted in 1998, 11 were counted in 2001, 2004 and 2009, 14 were counted in 2006 and 12 were counted in 2011. Passenger loadings on the GO Rail service were appended manually.

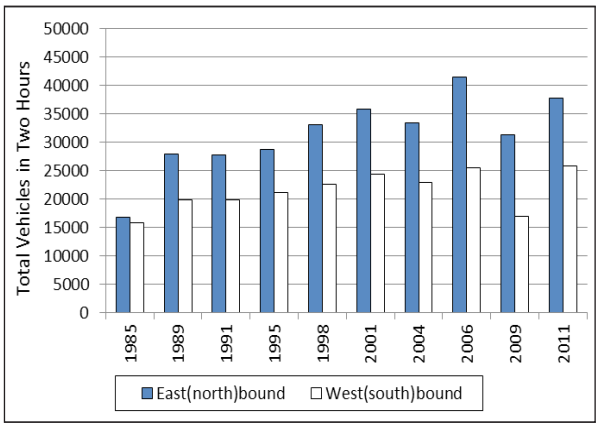
East(north)bound travel dominates the morning peak direction and west(south)bound is the dominant direction during the afternoon peak with higher traffic flows in the afternoon. Overall, 2011 saw a significant increase in vehicular volumes from 2009.

The dominant trends in both the morning and afternoon peak periods show that auto driver mode is increasing with a proportional drop in auto passenger mode. On the other hand the transit mode has decreased slightly to account for the recent and more frequent use of the GO Rail.

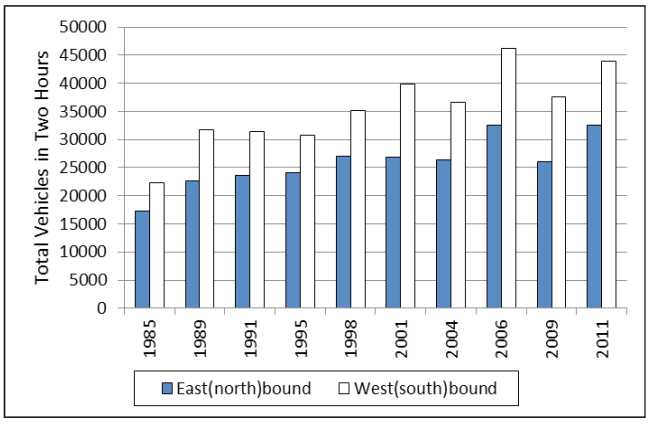
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	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	
1989	27926	13.7%	19830	5.7%	22712	7.2%	31817	9.3%
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	4.7%	22532	2.2%	27044	3.9%	35085	4.4%
2001	35782	2.7%	24321	2.6%	26899	-0.2%	39831	4.3%
2004	33295	-2.4%	22835	-2.1%	26304	-0.7%	36538	-2.8%
2006	41462	11.6%	25451	5.6%	32506	11.2%	46140	12.4%
2009	31216	-9.0%	16999	-12.6%	26036	-7.1%	37584	-6.6%
2011	37693	9.9%	25861	23.3%	32633	12.0%	43888	8.1%

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



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



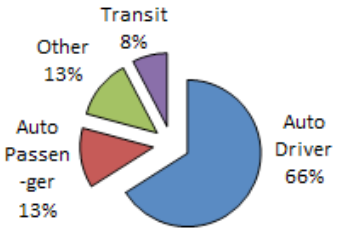
Halton West Screenline

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

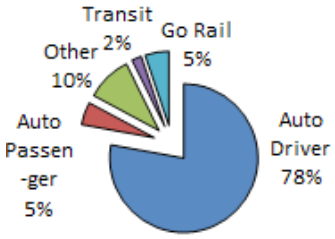
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	13901	2777	1.20	79.2%	2763	13.1%	1615	7.7%	0	0.0%
1989	20314	2321	1.11	69.4%	7460	22.9%	2528	7.7%	0	0.0%
1991	21150	3358	1.16	73.7%	6390	19.2%	2341	7.0%	0	0.0%
1995	24362	2398	1.10	82.0%	4274	13.1%	1604	4.9%	0	0.0%
1998	30148	2539	1.08	88.7%	2707	7.3%	1458	4.0%	0	0.0%
2001	30120	2640	1.09	80.8%	5519	13.6%	2262	5.6%	0	0.0%
2004	28585	2621	1.09	79.9%	4622	11.8%	2689	6.9%	520	1.3%
2006	35933	3859	1.11	83.4%	5381	11.3%	2547	5.3%	0	0.0%
2009	27155	1863	1.07	82.3%	3988	11.3%	1662	4.7%	572	1.6%
2011	33317	2120	1.06	82.8%	4241	9.9%	878	2.1%	2217	5.2%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

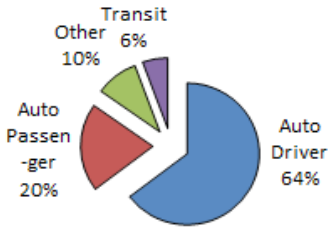


Afternoon Peak Period (4:00 to 6:00 P.M) West(south)bound
Drivers and Passengers by Mode of Travel

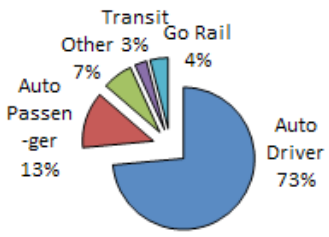
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	19360	6023	1.31	84.8%	2867	9.6%	1691	5.6%	0	0.0%
1989	24916	3896	1.16	77.8%	6806	18.4%	1426	3.8%	0	0.0%
1991	24710	6113	1.25	77.1%	6580	16.5%	2565	6.4%	0	0.0%
1995	27195	4056	1.15	86.5%	3519	9.7%	1375	3.8 %	0	0.0%
1998	32036	5503	1.17	89.0%	2890	6.9%	1745	4.1%	0	0.0%
2001	33730	5397	1.16	82.1%	5981	12.5%	2553	5.4%	0	0.0%
2004	31309	4426	1.14	80.5%	5177	11.7%	2819	6.4%	646	1.5%
2006	41573	5662	1.14	85.2%	4492	8.1%	3727	6.7 %	0	0.0%
2009	34345	4364	1.13	87.1%	3164	7.1%	1908	4.3%	645	1.5%
2011	40067	6962	1.17	86.3%	3743	6.9%	1498	2.7%	2209	4.1%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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 the Oakville portion in 2004 or 2009. Thus the analysis presented here does not include traffic counts for 2004 or 2009. Although the actual direction is northeast and southwest the screenline is considered to be east-west from Orchard Rd west to Indian Creek. A total of 14 roads were counted in 1985, 17 were counted in 1989, 1991, 1995, 1998 and 2006, 16 were counted in 2001 and 18 were counted in 2011. GO Rail service does not intersect this screenline.

Northbound travel dominates the morning peak direction until 2011 where southbound dominates. Southbound travel dominates the afternoon peak up until 2011 where northbound dominates. Higher traffic volumes are recorded in the afternoon.

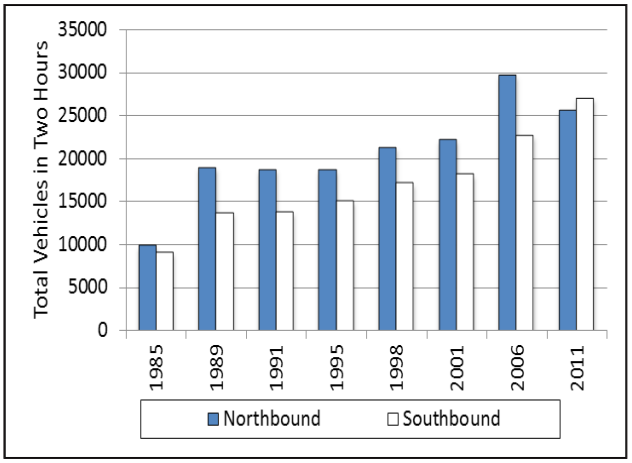
The switch in the 2011 peak directions of travel in both morning and afternoon peak periods can be attributed to the growth of different economic centres throughout the city.

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

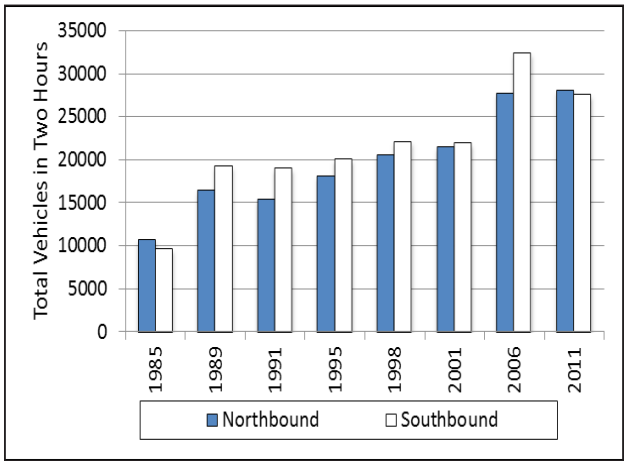
	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	9801		9034		10702		9602	
1989	18896	17.8%	13646	10.9%	16398	11.3%	19205	18.9%
1991	18663	-0.6%	13721	0.3%	15324	-3.3%	18944	-0.7%
1995	18608	-0.1%	15007	2.3%	18040	4.2%	19997	1.4%
1998	21237	4.5%	17064	4.4%	20506	4.4%	22086	3.4%
2001	22141	1.4%	18112	2.0%	21418	1.5%	21873	-0.3%
2006	29645	6.0%	22628	4.6%	27696	5.3%	32321	8.1%
2011*	25545	-2.9%	26985	3.6%	28016	0.2%	27513	-3.2%

*Morning and afternoon peak directions are Southbound and Northbound.

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



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



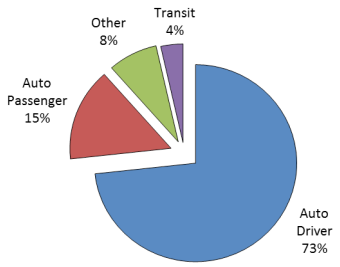
Halton South Screenline

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

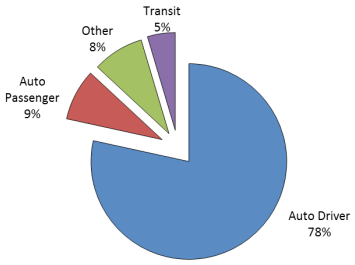
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	8788	1828	1.21	88.5%	952	7.9%	425	3.5%	0	0.0%
1989	15687	3036	1.19	82.7%	3012	13.3%	891	3.9%	0	0.0%
1991	16020	2359	1.15	83.2%	2495	11.3%	1221	5.5%	0	0.0%
1995	16764	2055	1.12	88.6%	1705	8.0%	723	3.4%	0	0.0%
1998	19509	1886	1.10	89.4%	1541	6.4%	986	4.1%	0	0.0%
2001	18716	1716	1.09	83.4%	3326	13.6%	730	3.0%	0	0.0%
2006	26674	3010	1.11	86.6%	2758	8.0%	1820	5.3%	0	0.0%
2011**	22857	2478	1.11	86.9%	2472	8.5%	1340	4.6%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers
** The peak direction is actually Southbound

1985 Summary



2011 Summary

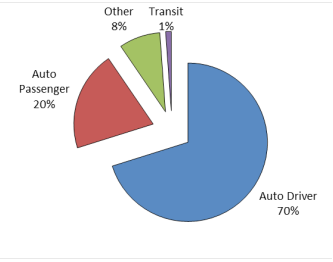


Afternoon Peak Period (4:00 to 6:00 P.M) Southbound
Drivers and Passengers by Mode of Travel

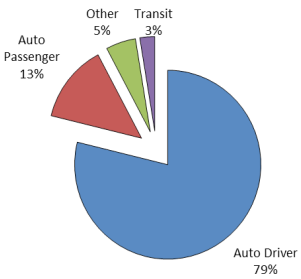
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	8560	2482	1.29	90.5%	1023	8.4%	139	1.1%	0	0.0%
1989	16208	4456	1.27	85.9%	2939	12.2%	462	1.9%	0	0.0%
1991	16322	3648	1.22	88.0%	2573	11.3%	149	0.7%	0	0.0%
1995	18314	3812	1.21	92.2%	1628	6.8%	236	1.0%	0	0.0%
1998	20833	3740	1.18	93.9%	1155	4.4%	440	1.7%	0	0.0%
2001	18994	3117	1.16	87.3%	2831	11.2%	394	1.6%	0	0.0%
2006	30075	4998	1.17	92.0%	2135	5.6%	922	2.4%	0	0.0%
2011**	25720	4379	1.17	92.3%	1689	5.2%	838	2.6%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers
** The peak direction is actually Northbound

1985 Summary



2011 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. A total of 18 roads were counted in the years 1985 and 1991, 17 were counted in 1989, 19 were counted in 1995, 21 were counted in 1998 and 2009, 20 were counted in 2001, and 22 were counted in 2004, 2006 and 2011.

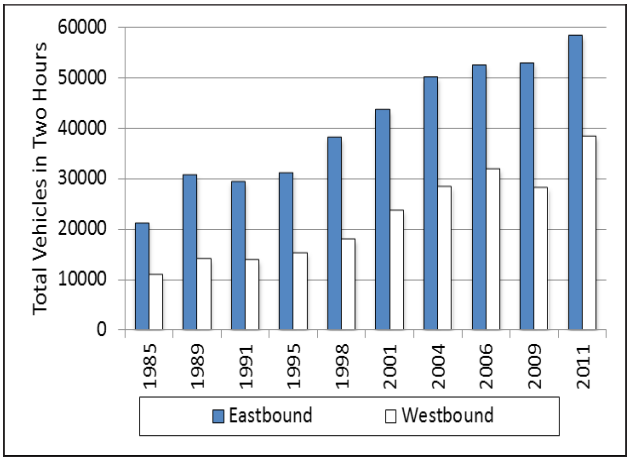
Eastbound travel dominates the morning peak direction and westbound the afternoon, with generally higher flows in the afternoon. Afternoon contra-flow (eastbound) is consistently higher than morning contra-flow (westbound) traffic. 2011 saw a significant increase in contra-flow from 2009 levels.

Private auto vehicle volumes have more than doubled from 1985 to 2011. While transit users have remained mostly constant, GO Rail users have been steadily rising.

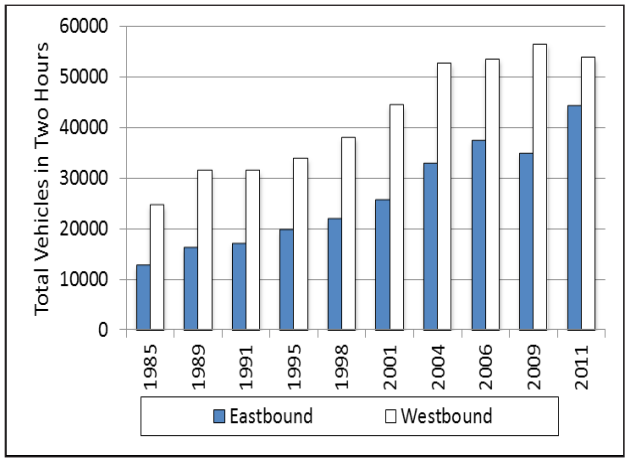
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	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	
1989	30557	9.5%	13931	6.4%	16395	6.5%	31636	6.4%
1991	29310	-2.1%	13754	-0.6%	17185	2.4%	31568	-0.1%
1995	31033	1.4%	15211	2.5%	19760	3.6%	33977	1.9%
1998	38018	7.0%	17886	5.5%	21967	3.6%	38162	3.9%
2001	43520	4.6%	23637	9.7%	25720	5.4%	44541	5.3%
2004	49989	4.7%	28279	6.2%	32996	8.7%	52777	5.8%
2006	52466	2.4%	31891	6.2%	37588	6.7%	53685	0.9%
2009	52888	0.3%	28111	-4.1%	35016	-2.3%	56656	1.8%
2011	58313	5.0%	38317	16.8%	44321	12.5%	53919	-2.4%

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



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



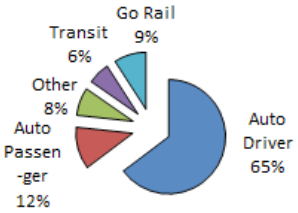
Halton-Peel Screenline

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

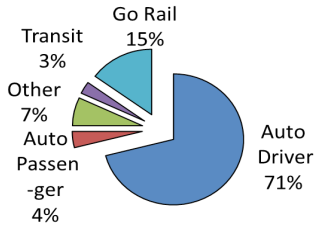
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	18816	3473	1.18	76.7%	2309	7.9%	1818	6.3%	2653	9.1%
1989	27409	3915	1.14	74.0%	3052	7.2%	1614	3.8%	6313	14.9%
1991	26326	3848	1.15	69.9%	2846	6.6%	2782	6.4%	7372	17.1%
1995	27487	3719	1.14	72.3%	3450	8.0%	1231	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	70.5%	5431	7.9%	4412	6.4%	10516	15.3%
2006	47796	4426	1.09	73.5%	4480	6.3%	2772	3.9%	11533	16.2%
2009	48220	2736	1.06	74.5%	4484	6.6%	1310	1.9%	11656	17.0%
2011	52920	3024	1.06	75.4%	5225	7.0%	1802	2.4%	11247	15.2%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

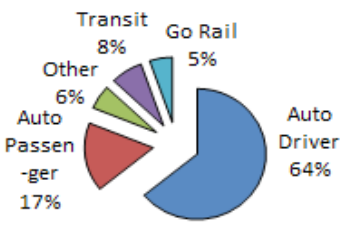


Afternoon Peak Period (4:00 to 6:00 P.M) Westbound
Drivers and Passengers by Mode of Travel

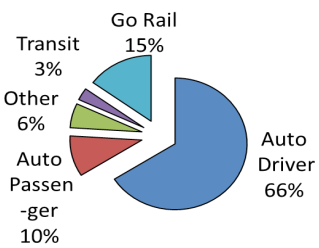
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	22507	5965	1.27	81.1%	2094	6.0%	2651	7.6%	1877	5.3%
1989	28805	6112	1.21	77.9%	2737	6.1%	1742	3.9%	5420	12.1%
1991	28792	6694	1.23	76.6%	2659	5.7%	2445	5.3%	5759	12.4%
1995	30326	5775	1.19	73.4%	3472	7.1%	4281	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	74.5%	5264	7.4%	3794	5.4%	9014	12.7%
2006	50197	4834	1.10	78.5%	3341	4.8%	2316	3.3%	9451	13.5%
2009	51616	6722	1.13	76.4%	4933	6.5%	1976	2.6%	11068	14.5%
2011	49011	7132	1.15	75.8%	4792	6.5%	2082	2.8%	11083	15.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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, 14 were counted in 1989, 1991, 1995, 1998 and 2001, 15 were counted in 2004 and 2009, and 17 were counted in 2006 and 2011.

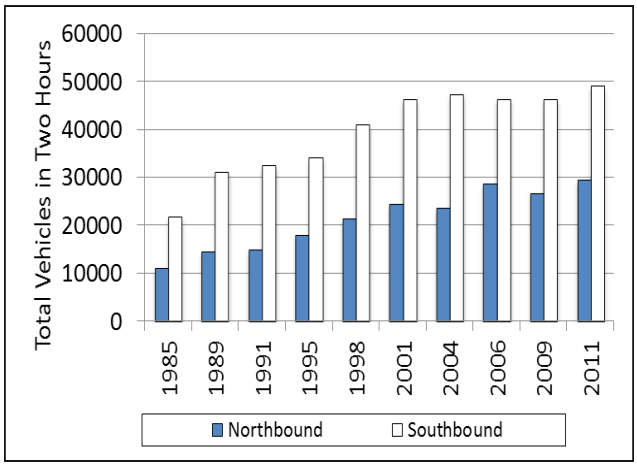
Southbound travel dominates the morning peak direction and northbound the afternoon, with generally higher flows in the afternoon. Afternoon contra-flow (southbound) is consistently higher than morning contra-flow (northbound) traffic. Overall, 2011 saw an increase in vehicular volumes from 2009 levels.

The screenline has shown progression towards increasing public transit usage. Both transit and GO Rail have developed larger passenger bases. The passenger occupancy in the private auto mode has also decreased proportionately.

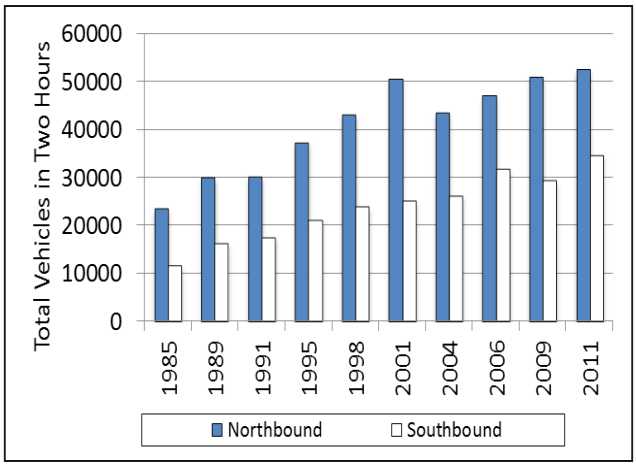
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	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	
1989	14395	7.1%	31010	9.4%	29934	6.3%	16277	8.9%
1991	14765	1.3%	32437	2.3%	30229	0.5%	17444	3.5%
1995	17881	4.9%	34003	1.2%	37228	5.3%	20969	4.7%
1998	21325	6.0%	40793	6.3%	43017	4.9%	23884	4.4%
2001	24207	4.3%	46068	4.1%	50544	5.5%	25086	1.7%
2004	23496	-1.0%	47214	0.8%	43512	-4.9%	26179	1.4%
2006	28448	10.0%	46144	-1.1%	47207	4.2%	31840	10.3%
2009	26570	-2.3%	46202	0.0%	51065	2.7%	29415	-2.6%
2011	29335	5.1%	49060	3.0%	52583	1.5%	34666	8.6%

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



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



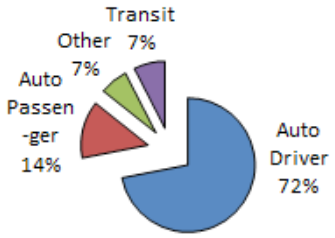
Peel Steeles Avenue Screenline

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

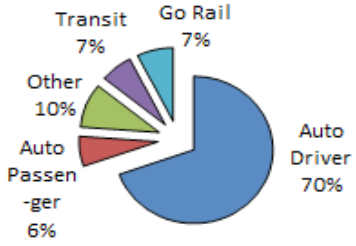
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	19694	3780	1.19	85.7%	1854	6.8%	2058	7.5%	0	0.0%
1989	28078	4250	1.15	82.7%	2766	7.1%	1777	4.5%	2236	5.7%
1991	29532	4765	1.16	80.8%	2721	6.4%	2906	6.9%	2499	5.9%
1995	30368	4072	1.13	81.1%	3505	8.3%	2328	5.5%	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%
2006	41452	4406	1.11	80.7%	4455	7.8%	2803	4.9%	3747	6.6%
2009	41944	4391	1.10	80.6%	4048	7.0%	2643	4.6%	4442	7.7%
2011	42759	4043	1.09	76.2%	5981	9.7%	4089	6.7%	4570	7.4%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

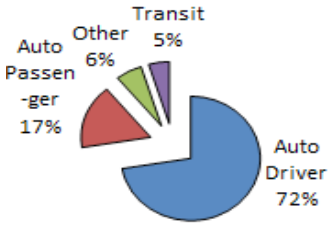


Afternoon Peak Period (4:00 to 6:00 P.M) Northbound
Drivers and Passengers by Mode of Travel

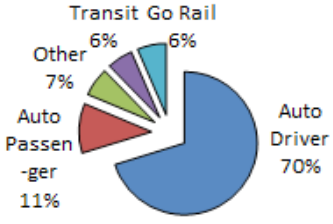
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	21513	4965	1.23	89.1%	1828	6.2%	1416	4.8%	0	0.0%
1989	27545	5716	1.21	84.7%	2281	5.8%	1805	4.6%	1916	4.9%
1991	27651	6046	1.22	83.9%	2464	6.1%	1816	4.5%	2187	5.4%
1995	33877	6165	1.18	84.2%	3259	6.9%	2341	4.9%	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%
2006	42774	6609	1.15	82.7%	4306	7.2%	2447	4.1%	3549	5.9%
2009	46674	5357	1.11	83.4%	4182	6.7%	2253	3.6%	3917	6.3%
2011	47901	7670	1.16	81.4%	4409	6.5%	3919	5.7%	4374	6.4%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary



Peel-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 south-eastern 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 year 1985, 6 were counted in 1989, 1991 and 1995, 7 were counted in 1998, 2001, and 2009, and 8 were counted in 2004, 2006 and 2011.

Eastbound traffic is the dominant direction in the morning peak period and Westbound in the afternoon peak period, with higher flows in the afternoon since 1989.

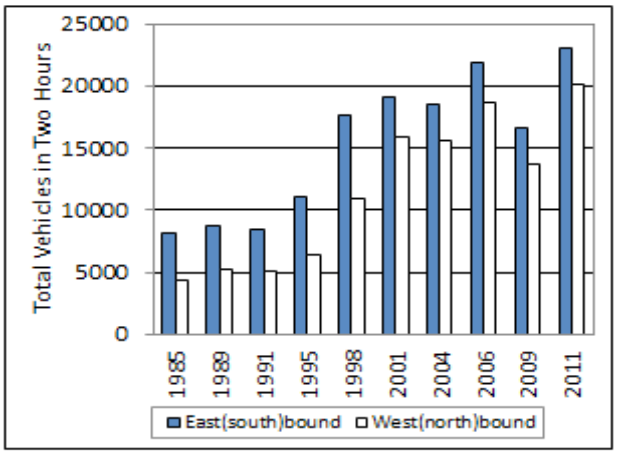
Afternoon contra-flow (eastbound) is consistently higher than morning contra-flow (westbound) traffic except for 2006 and 2011 where they are basically identical. Overall, 2011 saw a significant increase in vehicular volumes from 2009 levels.

It can also be seen that traffic has increased significantly since 1985 in all directions. 2011 also saw a major increase in transit usage.

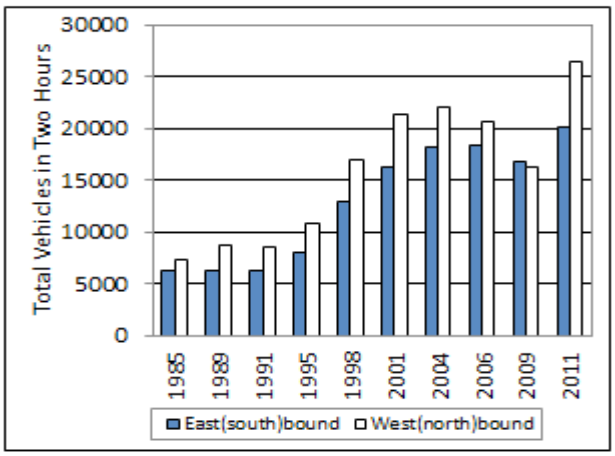
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	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	8071		4286		6254		7290	
1989	8727	2.0%	5279	5.3%	6253	0.0%	8758	4.7%
1991	8410	-1.8%	5083	-1.9%	6181	-0.6%	8583	-1.0%
1995	11110	7.2%	6450	6.1%	7946	6.5%	10812	5.9%
1998	17617	16.6%	10975	19.4%	12940	17.7%	16911	16.1%
2001	19093	2.7%	15820	13.0%	16289	8.0%	21270	7.9%
2004	18492	-1.1%	15541	-0.6%	18222	3.8%	22018	1.2%
2006	21809	8.6%	18598	9.4%	18381	0.4%	20603	-3.3%
2009	16640	-8.6%	13713	-9.7%	16714	-3.1%	16176	-7.7%
2011	22996	17.6%	20054	20.9%	20046	9.5%	26338	27.6%

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



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



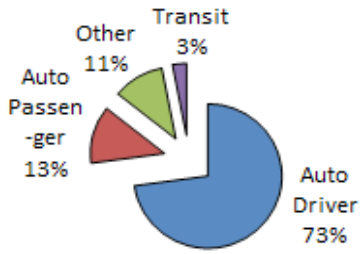
Peel-York Screenline

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

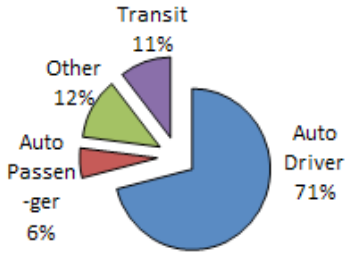
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	6973	1234	1.18	85.7%	1078	11.3%	290	3.0%	0	0.0%
1989	7670	1064	1.14	87.7%	1021	10.2%	206	2.1%	0	0.0%
1991	7348	1071	1.15	85.2%	1011	10.2%	447	4.5%	0	0.0%
1995	9443	1379	1.15	83.5%	1636	12.6%	499	3.9%	0	0.0%
1998	15217	1846	1.12	84.7%	2359	11.7%	715	3.6%	0	0.0%
2001	15278	2150	1.14	79.3%	3773	17.2%	775	3.5%	0	0.0%
2004	15065	1594	1.11	78.9%	3357	15.9%	1105	5.2%	0	0.0%
2006	19077	1986	1.10	84.1%	2633	10.5%	1356	5.4%	0	0.0%
2009	14384	1520	1.11	85.6%	2187	11.8%	494	2.7%	0	0.0%
2011	19486	1632	1.08	77.0%	3389	12.4%	2919	10.6%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

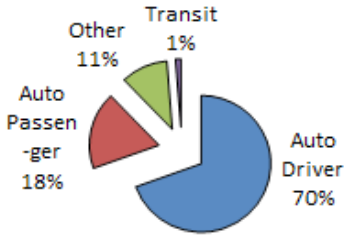


Afternoon Peak Period (4:00 to 6:00 P.M) Westbound
Drivers and Passengers by Mode of Travel

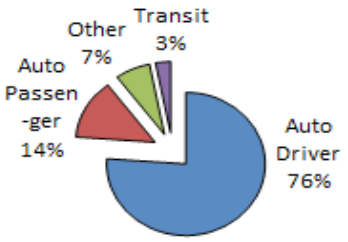
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	6291	1657	1.26	87.8%	990	10.9%	113	1.2%	0	0.0%
1989	7797	1508	1.19	89.2%	930	8.9%	199	1.9%	0	0.0%
1991	7691	1767	1.23	90.1%	871	8.3%	172	1.6%	0	0.0%
1995	9238	1734	1.19	80.9%	1550	11.4%	1043	7.7%	0	0.0%
1998	14744	2025	1.14	86.8%	2141	11.1%	420	2.2%	0	0.0%
2001	17967	1697	1.09	84.5%	3282	14.1%	335	1.4%	0	0.0%
2004	18707	2120	1.11	82.6%	3266	13.0%	1110	4.4%	0	0.0%
2006	18282	2640	1.14	86.4%	2270	9.4%	1035	4.3%	0	0.0%
2009	14122	1684	1.12	86.0%	2009	10.9%	566	3.1%	0	0.0%
2011	24008	4305	1.18	89.8%	2257	7.2%	953	3.0%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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 Toronto. The screenline includes all major roads crossing the boundary in the east-west direction. A total of 21 cordon count stations were counted in the years 1985, 1989, 1991, 1995, 1998 and 2001 and 22 were counted in 2004, 2006, 2009 and 2011, which include appropriate locations on the GO Rail lines.

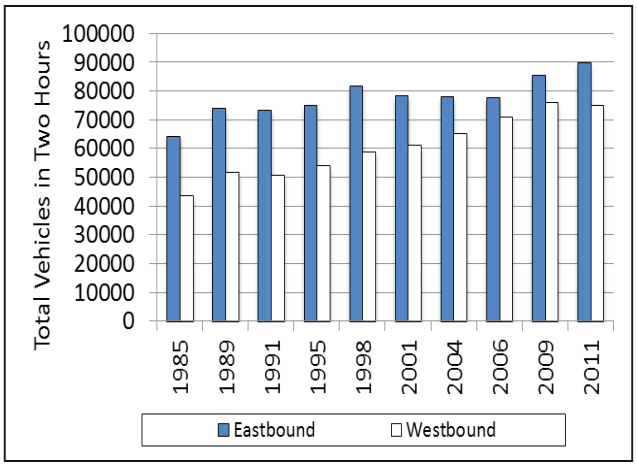
Eastbound traffic is the dominant direction in the morning peak period and westbound traffic in the afternoon peak period, with much higher traffic flows in the afternoon. Morning and afternoon peak periods show similar patterns of growth with the afternoon period having consistently more traffic than the morning. Afternoon contra-flow (eastbound) is consistently higher than morning contra-flow (westbound) traffic. 2011 saw an increase in vehicular volumes from 2009 levels.

This screenline demonstrates several trends from 1985 until recently. Private auto and transit user percentages have dropped over the time span while GO Rail has shown a notable increase in passenger percentage.

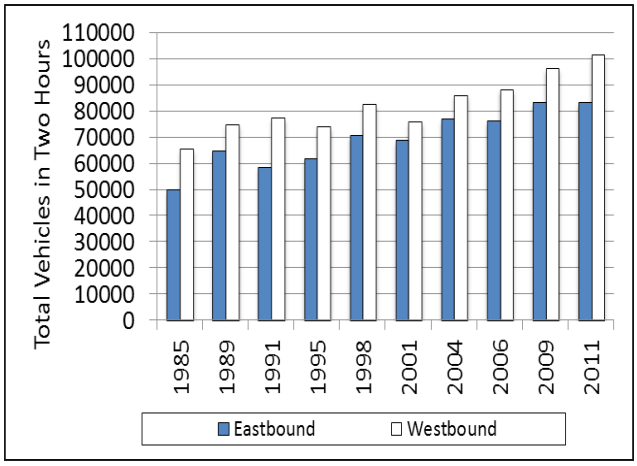
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Eastbound		Westbound		Eastbound		Westbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1985	64020		43445		49729		65139	
1989	73728	3.6%	51631	4.4%	64671	6.8%	74758	3.5%
1991	73351	-0.3%	50593	-1.0%	58280	-5.1%	77197	1.6%
1995	74779	0.5%	53987	1.6%	61693	1.4%	73805	-1.1%
1998	81747	3.0%	58805	2.9%	70418	4.5%	82378	3.7%
2001	78421	-1.4%	60940	1.2%	68474	-0.9%	75685	-2.8%
2004	77998	-0.2%	65107	2.2%	76687	3.8%	85764	4.3%
2006	77441	-0.4%	70732	4.2%	76004	-0.4%	88010	1.3%
2009	85442	3.3%	75766	2.3%	82987	3.0%	95950	2.9%
2011	89618	2.4%	74982	-0.5%	83081	0.1%	101360	2.8%

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



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



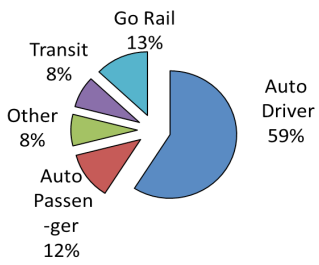
Peel-Toronto Screenline

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

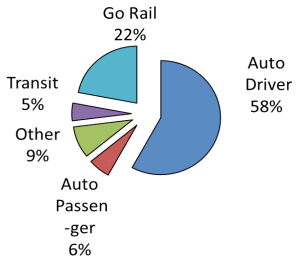
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	56311	11577	1.21	71.2%	7810	8.2%	7197	7.5%	12431	13.0%
1989	63581	11856	1.19	67.0%	10772	9.6%	9042	8.0%	17276	15.4%
1991	63828	11597	1.18	67.0%	9333	8.3%	7890	7.0%	19890	17.7%
1995	65374	10221	1.16	68.0%	9325	8.4%	6726	6.0%	19559	17.6%
1998	72440	9040	1.12	67.2%	9408	7.8%	7290	6.0%	23153	19.1%
2001	68918	6981	1.10	64.4%	9401	8.0%	6030	5.1%	26596	22.6%
2004	66771	7544	1.11	62.1%	11136	9.3%	8288	6.9%	25905	21.7%
2006	66227	6991	1.11	61.4%	11287	9.5%	6593	5.5%	28242	23.7%
2009	73878	8332	1.11	63.7%	11463	8.9%	6091	4.7%	29354	22.7%
2011	77341	8500	1.11	64.0%	12140	9.1%	6992	5.2%	29100	21.7%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

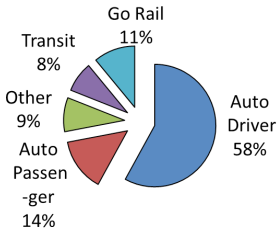


Afternoon Peak Period (4:00 to 6:00 P.M) Westbound
Drivers and Passengers by Mode of Travel

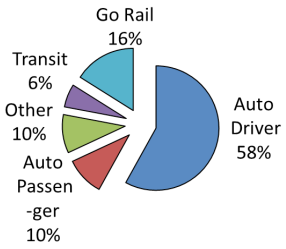
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	57116	13986	1.24	72.3%	8765	8.9%	7966	8.1%	10545	10.7%
1989	65910	16530	1.25	71.1%	9569	8.2%	9325	8.0%	14682	12.7%
1991	67898	17309	1.25	71.5%	9643	8.1%	8375	7.0%	15892	13.3%
1995	65001	14381	1.22	70.3%	9152	8.1%	9014	8.0%	15415	13.6%
1998	73154	15540	1.21	71.4%	9836	7.9%	7602	6.1%	18014	14.5%
2001	65726	10707	1.16	67.2%	10180	9.0%	6489	5.7%	20572	18.1%
2004	72935	10666	1.15	66.1%	12977	10.3%	8470	6.7%	21388	16.9%
2006	77311	10727	1.14	67.5%	11202	8.6%	7548	5.8%	23613	18.1%
2009	82791	13147	1.16	68.9%	13720	9.8%	5911	4.2%	23773	17.1%
2011	87486	14568	1.17	68.0%	14391	9.6%	8625	5.7%	24965	16.6%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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 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, 39 were counted in 1989, 42 were counted in 1991, 43 were counted in 1995 and 1998, 45 were counted in 2001 and 2006, 46 were counted in 2004 and 49 were counted in 2009 and 2011, which include appropriate locations on the GO Rail lines.

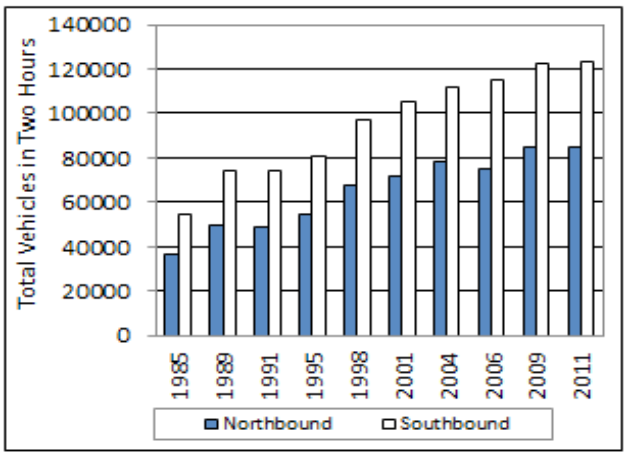
Southbound traffic is the dominant direction in the morning peak period and northbound traffic in the afternoon peak period, with generally higher traffic flows in the afternoon. Morning and afternoon peak periods show similar patterns of growth with consistently more traffic in the afternoon. Afternoon contra-flow (southbound) is consistently higher than morning contra-flow (northbound) traffic. Since 1985, traffic volumes have more than doubled and overall, 2011 saw an increase in volumes from 2009 levels.

The percentage of auto passengers has dropped over the survey years while GO Rail has shown a notable increase in passenger percentages although all volumes have increased over the same time period.

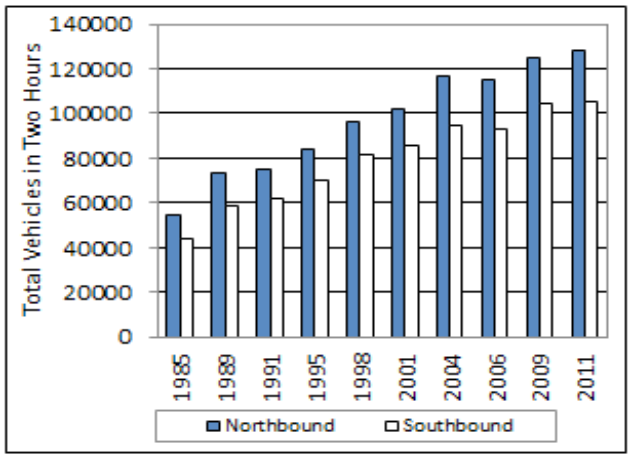
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	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	
1989	49701	7.8%	74027	7.9%	73801	7.9%	58546	7.4%
1991	49254	-0.5%	74314	0.2%	75171	0.9%	62289	3.1%
1995	54756	2.7%	80999	2.2%	83700	2.7%	69918	2.9%
1998	67646	7.3%	97137	6.2%	95945	4.7%	81664	5.3%
2001	71752	2.0%	105374	2.8%	101786	2.0%	85331	1.5%
2004	78364	3.0%	112036	2.1%	117075	4.8%	94668	3.5%
2006	75129	-2.1%	114813	1.2%	114852	-1.0%	92677	-1.1%
2009	84562	4.0%	122212	2.1%	124838	2.8%	104825	4.2%
2011	84995	0.3%	123038	0.3%	127947	1.2%	105355	0.3%

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



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



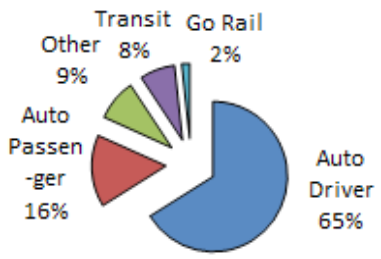
Steeles Avenue Screenline

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

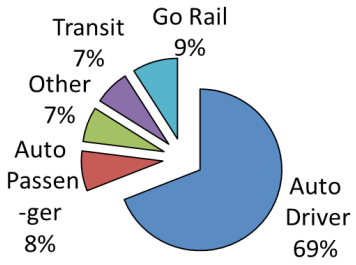
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	47793	11200	1.23	81.7%	6488	9.0%	5520	7.6%	1242	1.7%
1989	65274	14300	1.22	81.2%	8324	8.5%	7926	8.1%	2162	2.2%
1991	65750	14470	1.22	81.4%	8052	8.2%	7034	7.1%	3266	3.3%
1995	72072	13031	1.18	82.4%	8477	8.2%	6174	6.0%	3551	3.4%
1998	87070	15630	1.18	84.4%	9788	8.0%	5328	4.4%	3797	3.1%
2001	95020	11651	1.12	83.5%	10022	7.8%	4973	3.9%	6075	4.8%
2004	98612	9109	1.09	79.0%	13056	9.6%	8222	6.0%	7345	5.4%
2006	105027	11349	1.11	80.1%	9291	6.4%	9739	6.7%	9971	6.9%
2009	110427	15935	1.14	78.8%	11421	7.1%	10043	6.3%	12626	7.9%
2011	111173	13060	1.12	77.0%	11361	7.0%	10413	6.5%	15303	9.5%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

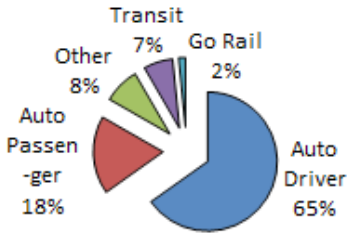


Afternoon Peak Period (4:00 to 6:00 P.M) Northbound
Drivers and Passengers by Mode of Travel

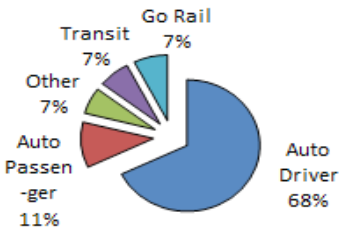
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	48019	13368	1.28	83.3%	6156	8.4%	4999	6.8%	1149	1.6%
1989	64591	14309	1.22	82.2%	8915	9.3%	5958	6.2%	2168	2.3%
1991	66311	17264	1.26	83.3%	8489	8.5%	5728	5.7%	2593	2.6%
1995	74247	17529	1.24	85.3%	9103	8.5%	4140	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%
2006	105641	15605	1.15	81.8%	8834	6.0%	9603	6.5%	8618	5.8%
2009	114174	21407	1.19	80.6%	10386	6.2%	10817	6.4%	11348	6.7%
2011	116364	19158	1.16	79.0%	11174	6.5%	12028	7.0%	12850	7.5%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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 year 1985, 6 were counted in 1989, 1991, 1995, 1998, 2001, 2004, and 2006, and 7 were counted in 2009 and 2011. GO Rail passenger counts were determined separately and are not included in the station count.

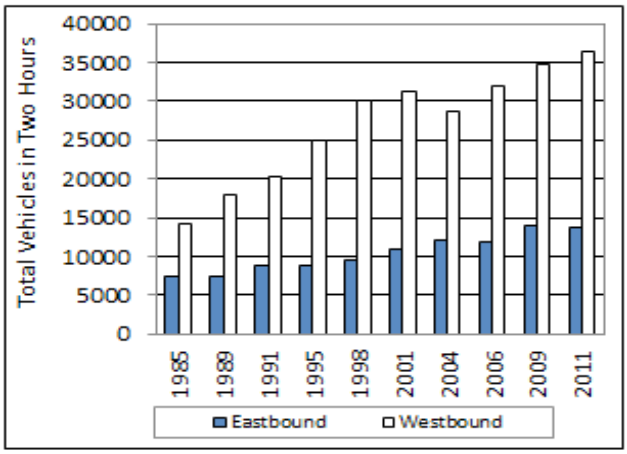
Westbound traffic is the dominant direction in the morning peak period and eastbound in the afternoon peak period, with morning traffic flows being consistently greater than afternoon since 1991. Afternoon contra-flow (westbound) is higher than morning contra-flow (eastbound) traffic. With the exception of morning eastbound traffic, 2011 saw an increase in all vehicular volumes from 2009 levels.

Since 1985, GO Rail has shown large increments in ridership while occupancy of passengers in private auto mode has declined.

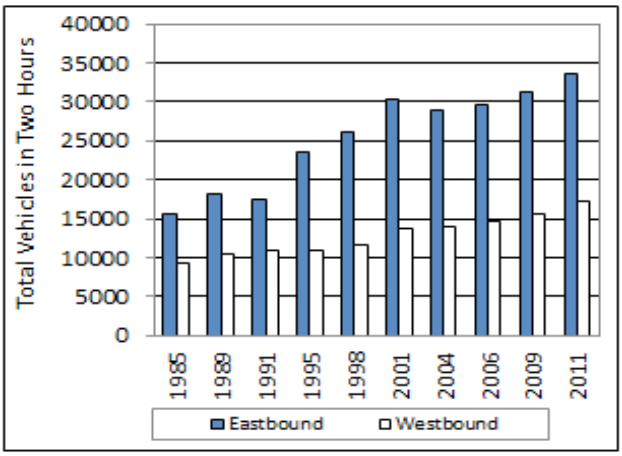
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	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	
1989	7507	0.5%	18019	6.2%	18199	4.0%	10419	2.9%
1991	8853	8.6%	20349	6.3%	17552	-1.8%	10820	1.9%
1995	8715	-0.4%	25031	5.3%	23578	7.7%	10947	0.3%
1998	9429	2.7%	30004	6.2%	26182	3.6%	11568	1.9%
2001	10838	4.8%	31216	1.3%	30388	5.1%	13727	5.9%
2004	12050	3.6%	28727	-2.7%	28817	-1.8%	14042	0.8%
2006	11766	-1.2%	31910	5.4%	29704	1.5%	14555	1.8%
2009	14003	6.0%	34837	3.0%	31349	1.8%	15528	2.2%
2011	13715	-1.0%	36294	2.1%	33601	3.5%	17319	5.6%

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



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



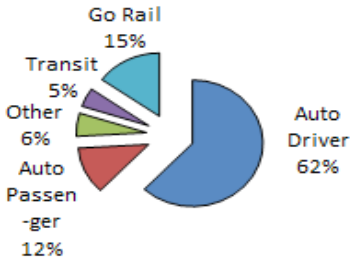
Durham-Toronto Screenline

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

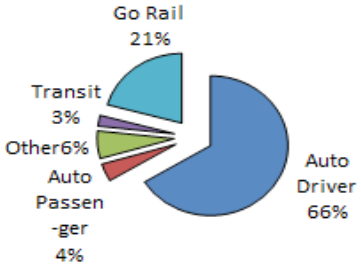
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	12890	2504	1.19	74.1%	1233	5.9%	1004	4.8%	3154	15.2%
1989	16282	2626	1.16	71.8%	1699	6.5%	801	3.0%	4926	18.7%
1991	18394	3548	1.19	70.4%	1916	6.1%	590	1.9%	6729	21.6%
1995	22601	2756	1.12	72.2%	2404	6.8%	865	2.5%	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%
2006	28887	1516	1.05	69.5%	2986	6.8%	934	2.1%	9427	21.5%
2009	31507	2175	1.07	70.6%	3254	6.8%	1266	2.7%	9492	19.9%
2011	33049	2052	1.06	70.4%	3179	6.4%	1237	2.5%	10343	20.7%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

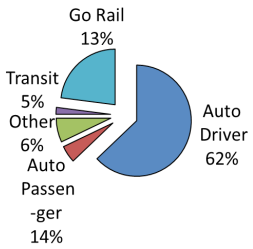


Afternoon Peak Period (4:00 to 6:00 P.M) Eastbound
Drivers and Passengers by Mode of Travel

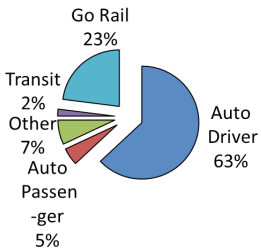
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	14110	3096	1.22	76.1%	1412	6.2%	1011	4.5%	2978	13.2%
1989	16676	3397	1.20	77.7%	1492	5.8%	641	2.5%	3631	14.1%
1991	15890	3644	1.23	71.3%	1639	6.0%	345	1.3%	5878	21.5%
1995	21739	2092	1.10	74.4%	1800	5.6%	312	1.0%	6094	19.0%
1998	23924	4215	1.18	75.9%	2233	6.0%	577	1.6%	6106	16.5%
2001	27947	2658	1.10	75.7%	2400	5.9%	340	0.8%	7100	17.6%
2004	25111	2335	1.09	69.1%	3644	9.2%	1134	2.9%	7469	18.8%
2006	27036	2441	1.09	72.2%	2621	6.4%	1048	2.6%	7679	18.8%
2009	28421	2416	1.09	72.3%	2877	6.7%	1047	2.5%	7877	18.5%
2011	30347	2593	1.09	67.9%	3203	6.6%	1258	2.6%	11080	22.9%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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, 8 were counted in in 1989, 12 were counted in 1991, 32 were counted in 1995, 6 in 1998, 35 were counted in 2001, 30 were counted in 2004, 45 were counted in 2006, 46 were counted in 2009 and 40 were counted in 2011. GO Rail service is not provided across this screenline.

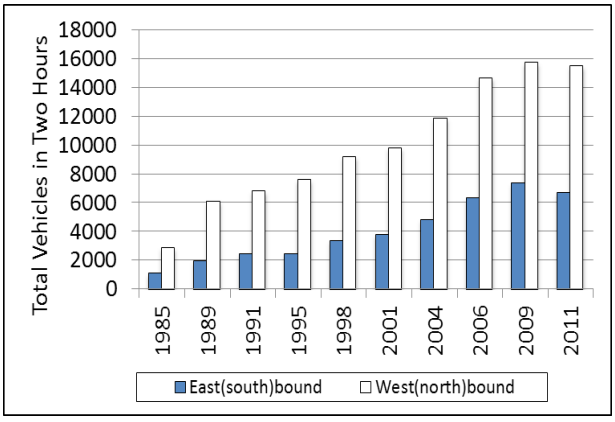
West and northbound traffic (entering York) is the dominant direction in the morning peak period and east and southbound (into Durham) for the afternoon peak period, with consistently more traffic in the afternoon. Morning and afternoon peak periods show similar patterns of growth with more overall traffic in the afternoon peak. Afternoon contra-flow (west(north) bound) is higher than morning contra-flow (east(south)bound) traffic. In 2011, only the domainant travel direction in the afternoon saw an increase in vehicular volumes from 2009 levels.

The ridership proportions have stayed constant throughout the survey years and this is mostly because cross regional traffic is done via the private auto mode.

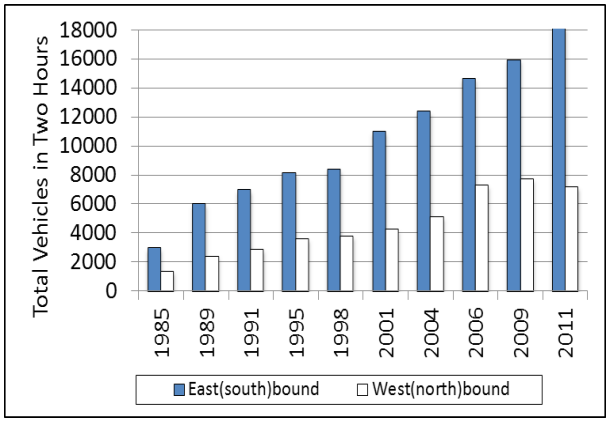
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	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	
1989	1934	15.7%	6097	20.7%	5996	19.5%	2396	15.1%
1991	2438	12.3%	6788	5.5%	6946	7.6%	2884	9.7%
1995	2461	0.2%	7585	2.8%	8123	4.0%	3610	5.8%
1998	3360	10.9%	9196	6.6%	8384	1.1%	3792	1.7%
2001	3778	4.0%	9805	2.2%	10964	9.4%	4239	3.8%
2004	4830	8.5%	11869	6.6%	12351	4.1%	5120	6.5%
2006	6302	14.2%	14659	11.1%	14644	8.9%	7300	19.4%
2009	7329	5.2%	15709	2.3%	15916	2.8%	7729	1.9%
2011	6713	-4.3%	15469	-0.8%	18168	6.8%	7188	-3.6%

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



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



Durham-York Screenline

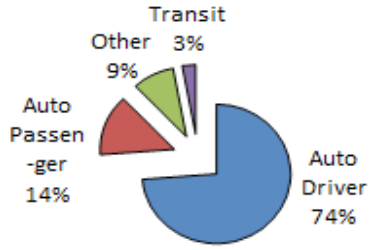
Morning Peak Period (7:00 to 9:00 A.M) West(north)bound

Drivers and Passengers by Mode of Travel

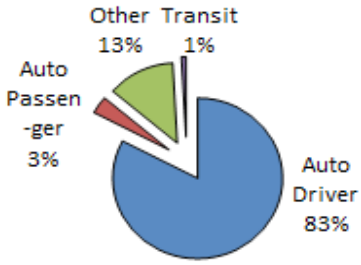
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	2539	488	1.19	87.9%	315	9.2%	100	2.9%	0	0.0%
1989	5352	746	1.14	86.1%	704	9.9%	278	3.9%	0	0.0%
1991	6051	928	1.15	87.9%	688	8.7%	270	3.4%	0	0.0%
1995	6892	818	1.12	89.4%	663	7.7%	253	2.9%	0	0.0%
1998	8377	991	1.12	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%	1330	40.1%	401	3.0%	0	0.0%
2006	13233	963	1.07	90.3%	1378	8.8%	140	0.9%	0	0.0%
2009	13906	1315	1.09	88.7%	1760	10.3%	175	1.0%	0	0.0%
2011	13344	522	1.04	86.2%	2092	13.0%	137	0.9%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary



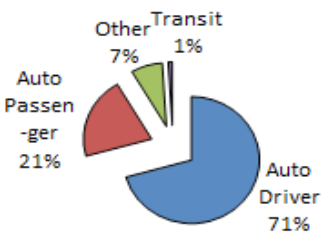
Afternoon Peak Period (4:00 to 6:00 P.M) East(south)bound

Drivers and Passengers by Mode of Travel

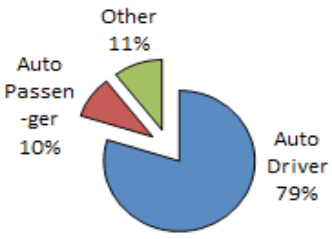
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1985	2648	784	1.30	91.6%	280	7.5%	36	1.0%	0	0.0%
1989	5249	1083	1.21	88.1%	717	10.0%	135	1.9%	0	0.0%
1991	6241	1587	1.25	90.7%	687	8.0%	115	1.3%	0	0.0%
1995	7282	1479	1.20	91.2%	830	8.6%	11	0.1%	0	0.0%
1998	7690	1287	1.17	92.5%	666	6.9%	61	0.6%	0	0.0%
2001	9873	1675	1.17	91.0%	1074	8.5%	62	0.5%	0	0.0%
2004	10967	2003	1.18	89.4%	1359	9.4%	183	1.3%	0	0.0%
2006	13148	2014	1.15	90.9%	1487	8.9%	36	0.2%	0	0.0%
2009	14264	2424	1.17	90.5%	1633	8.9%	127	0.7%	0	0.0%
2011	16036	2017	1.13	89.2%	2112	10.4%	66	0.3%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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 were counted in 1998, 52 were counted in 2001 and 2011, 51 were counted in 2004, and 53 were counted in 2006 and 2009. GO Transit does not provide Rail service across this screenline.

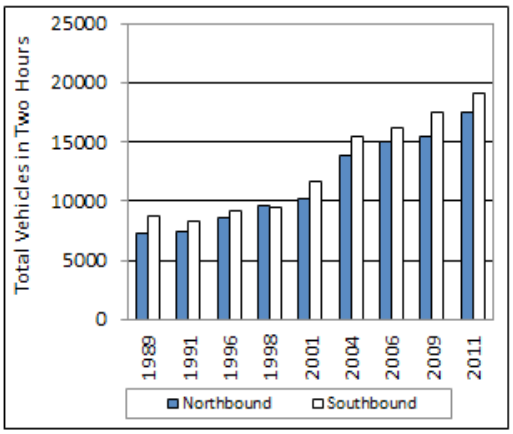
The two directions of flow, northbound and southbound, are very similar in many of the count summaries in both the morning and afternoon peak periods. However, over the entire count period, southbound flows were slightly larger in the morning and northbound flows larger in the afternoon. Southbound traffic is the dominant direction in the morning peak period and northbound in the afternoon peak period, with a higher traffic flow in the afternoon. Afternoon contra-flow (southbound) is also higher than morning contra-flow (northbound) traffic. Overall, 2011 saw an increase in vehicular volumes from 2009 levels.

Many riders choose to take public transit in the morning peak period while swapping into a private auto for the trip in the afternoon peak period. Transit ridership is cut by more than half in the afternoon peak period as a result.

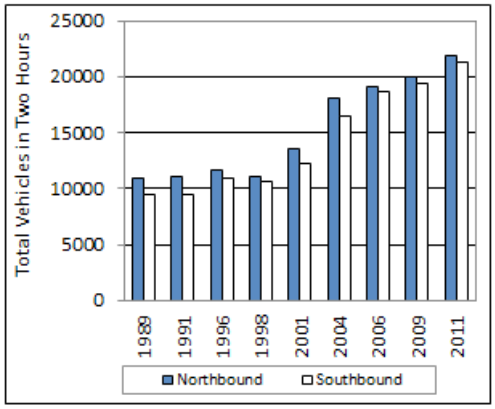
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	Northbound		Southbound		Northbound		Southbound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1989	7226		8680		10848		9406	
1991	7414	1.3%	8308	-2.2%	11115	1.2%	9513	0.6%
1996	8601	3.0%	9155	2.0%	11637	0.9%	10928	2.8%
1998	9535	5.3%	9424	1.5%	11095	-2.4%	10601	-1.5%
2001	10152	2.1%	11715	7.5%	13605	7.0%	12257	5.0%
2004	13801	10.8%	15418	9.6%	18021	9.8%	16509	10.4%
2006	15009	4.3%	16136	2.3%	19056	2.8%	18605	6.2%
2009	15411	0.9%	17467	2.7%	19964	1.6%	19461	1.5%
2011	17461	6.4%	19126	4.6%	21902	4.7%	21239	4.5%

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



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



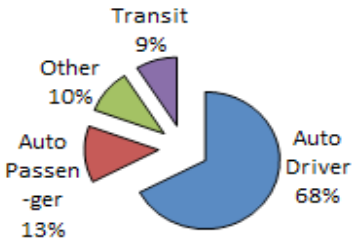
Durham South (Taunton Road) Screenline

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

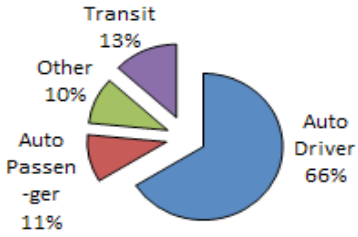
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	7444	1471	1.20	80.6%	1149	10.4%	995	9.0%	0	0.0%
1991	7290	1458	1.20	81.9%	941	8.8%	987	9.2%	0	0.0%
1996	7888	1303	1.17	79.4%	1151	9.9%	1236	10.7%	0	0.0%
1998	8131	1348	1.17	79.0%	1142	9.5%	1382	11.5%	0	0.0%
2001	9822	1286	1.13	77.4%	1706	11.9%	1536	10.7%	0	0.0%
2004	12500	1966	1.16	76.1%	2795	14.7%	1759	9.2%	0	0.0%
2006	13470	2111	1.16	76.2%	2434	11.9%	2423	11.9%	0	0.0%
2009	14058	2217	1.16	77.9%	3234	15.5%	1372	6.6%	0	0.0%
2011	16340	2577	1.16	76.6%	2549	10.3%	3244	13.1%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

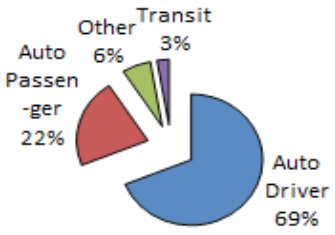


Afternoon Peak Period (4:00 to 6:00 P.M) Northbound
Drivers and Passengers by Mode of Travel

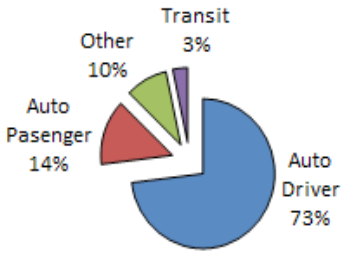
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	9887	3155	1.32	90.8%	930	6.5%	386	2.7%	0	0.0%
1991	10338	3835	1.37	92.1%	756	4.9%	466	3.0%	0	0.0%
1996	10561	3923	1.37	91.8%	1038	6.6%	259	1.6%	0	0.0%
1998	10106	2962	1.29	91.1%	940	6.5%	344	2.4%	0	0.0%
2001	12381	2859	1.23	89.4%	1149	6.7%	660	3.9%	0	0.0%
2004	15202	3492	1.23	84.4%	2749	12.4%	709	3.2%	0	0.0%
2006	16736	4097	1.24	88.3%	2283	9.7%	482	2.0%	0	0.0%
2009	16747	3351	1.20	84.2%	3099	13.0%	666	2.8%	0	0.0%
2011	19327	3735	1.19	87.2%	2502	9.5%	881	3.3%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 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 all years of the study. GO Rail service is not provided across this screenline.

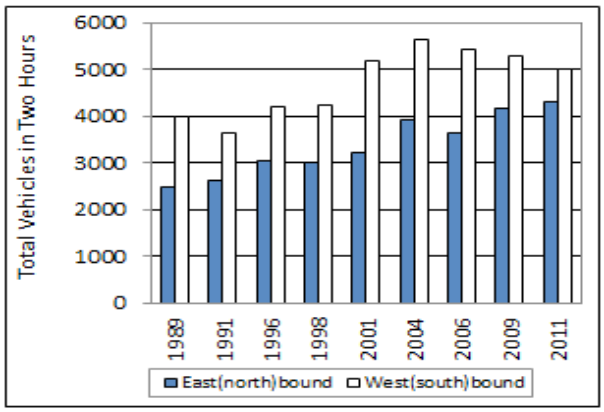
West and southbound traffic into the GTA are the dominant directions in the morning peak period and east and northbound in the afternoon peak period, with higher traffic flows in the afternoon. Traffic volumes west(south)bound in the morning peak are consistently lower than east(north)bound traffic volumes in the afternoon peak. Afternoon contra-flow (west(south)bound) is consistently higher than morning contra-flow (east(north)bound) traffic. With the exception of morning west and southbound traffic, 2011 saw an increase in vehicular volumes from 2009 levels.

From 1985 until 2011, private auto levels have been pretty consistent but peak direction traffic has shown modest reductions in volume since 2004 in both morning and afternoon peak periods. This screenline also experiences more transit ridership in the morning peak period where a proportion of these riders find another mode of transportation for the afternoon peak period.

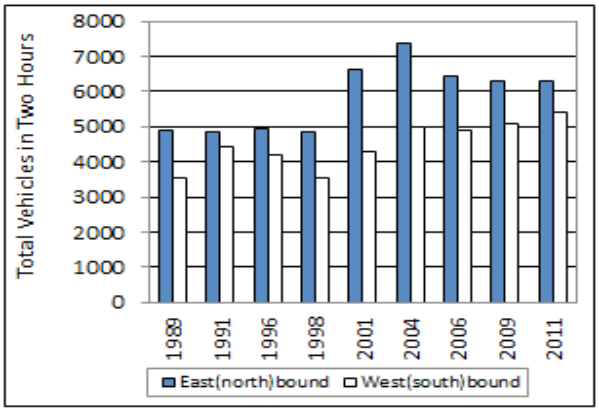
Total Vehicles by Time of Day and Direction of Travel
Estimated Rates of Annual Growth

	Morning Peak Period				Afternoon Peak Period			
	East(north)bound		West(south)bound		East(north)bound		West(south)bound	
	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase	total vehicles	annual increase
1989	2478		3999		4888		3561	
1991	2636	3.1%	3622	-4.8%	4827	-0.6%	4407	11.2%
1996	3024	2.8%	4189	3.0%	4966	0.6%	4178	-1.1%
1998	3021	0.0%	4239	0.6%	4846	-1.2%	3523	-8.2%
2001	3199	1.9%	5180	6.9%	6623	11.0%	4279	6.7%
2004	3933	7.1%	5622	2.8%	7376	3.7%	4986	5.2%
2006	3643	-3.8%	5420	-1.8%	6459	-6.4%	4900	-0.9%
2009	4157	4.5%	5291	-0.8%	6276	-1.0%	5092	1.3%
2011	4290	1.6%	4993	-2.9%	6320	0.3%	5403	3.0%

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



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



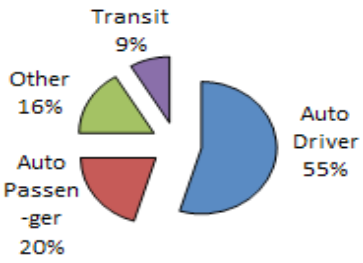
Durham East Screenline

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

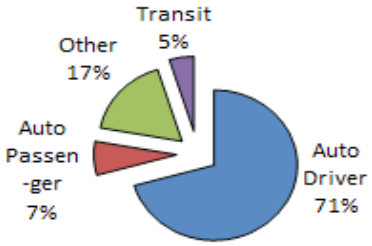
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	3055	1136	1.37	75.0%	913	16.3%	481	8.6%	0	0.0%
1991	2913	975	1.33	80.2%	691	14.3%	266	5.5%	0	0.0%
1996	3332	944	1.28	78.7%	836	15.4%	321	5.9%	0	0.0%
1998	3368	625	1.19	75.9%	843	16.0%	426	8.1%	0	0.0%
2001	4036	609	1.15	76.1%	1100	18.0%	360	5.9%	0	0.0%
2004	4339	708	1.16	72.3%	1242	17.8%	689	9.9%	0	0.0%
2006	4275	510	1.12	75.0%	1101	17.3%	495	7.8%	0	0.0%
2009	4077	533	1.13	74.4%	1163	18.8%	426	6.9%	0	0.0%
2011	3980	409	1.10	77.9%	978	17.4%	269	4.8%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary

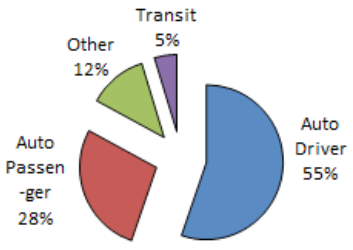


Afternoon Peak Period (4:00 to 6:00 P.M) East(north)bound
Drivers and Passengers by Mode of Travel

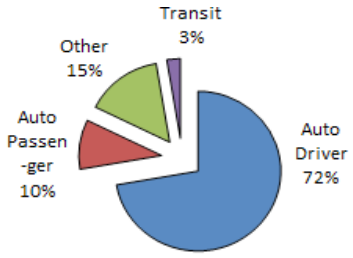
	Private Auto				Other*		Transit		Go Rail	
	drivers	pass	occ	%	drivers	%	pass	%	pass	%
1989	3982	1988	1.50	82.9%	893	12.4%	341	4.7%	0	0.0%
1991	4257	1748	1.41	90.6%	563	8.5%	61	0.9%	0	0.0%
1996	4279	1701	1.40	87.1%	669	9.7%	217	3.2%	0	0.0%
1998	4056	1291	1.32	81.2%	762	11.6%	476	7.2%	0	0.0%
2001	5502	1351	1.25	84.3%	1096	13.5%	178	2.2%	0	0.0%
2004	6060	1359	1.22	81.7%	1294	14.3%	367	4.0%	0	0.0%
2006	5477	1577	1.29	84.0%	970	11.6%	374	4.5%	0	0.0%
2009	5204	794	1.15	82.8%	1044	14.4%	204	2.8%	0	0.0%
2011	5209	723	1.14	82.3%	1088	15.1%	191	2.6%	0	0.0%

* taxi drivers and passengers, plus commercial vehicle drivers

1985 Summary



2011 Summary



Cordon Count Information

pages 2-5
• Halton West Screenline
• Halton Dundas 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:
Patrick Monaghan (905) 825-6000 X7213

pages 6-9
• Halton-Peel Screenline
• Peel Steeles Avenue Screenline
Data on these pages were extracted from records from the cordon count program carried out by the Regional Municipality of Peel. For more information on counts in this Region, please contact:
Alejandro Cifuentes (905) 791-7800 X4420

pages 10, 11, 14, 15, 16, 17
• Peel-Toronto Screenline
• Steeles Avenue Screenline
• Durham-Toronto
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 count in the Region, please contact:
Edmond Wu (416)396-7038

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:
Shahid Matloob (905) 830-4444 X5080

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:
Michael Blake (905) 668-4113 X2549