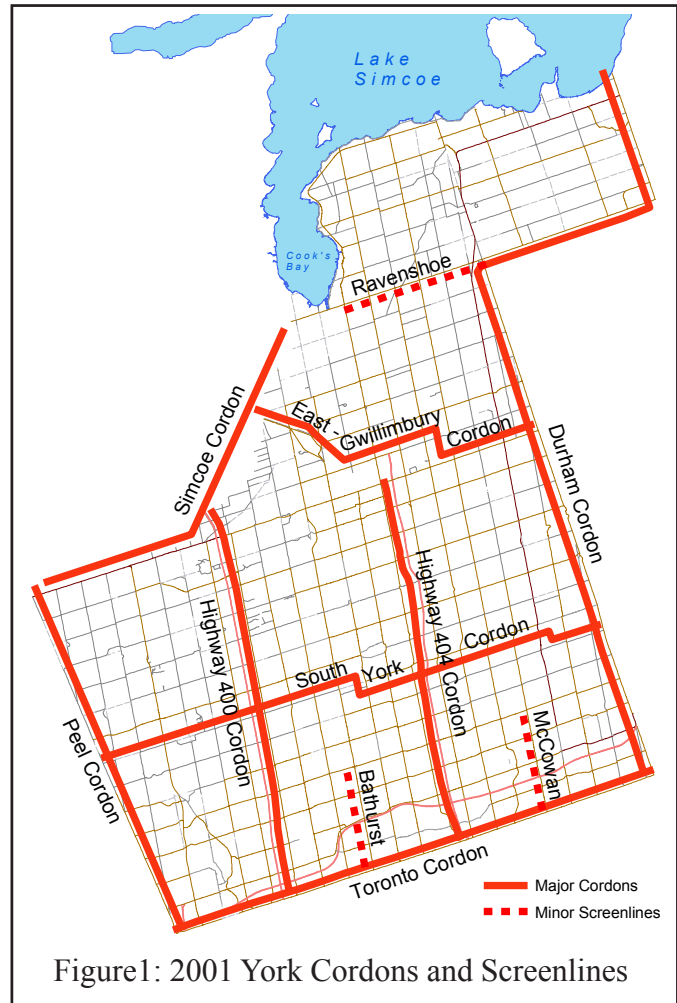


Highlights

■ The population and employment growth in York Region has been the prime reason for increased traffic. Between 1998 and 2001, the population in York Region increased by about 100,000 people from 677,000 to 772,000 (7% increase) at the time that this survey was done, and has more than doubled since the traffic cordon program was started in 1983.

■ Vehicular trips between York and Toronto increased by 7% or 57,080 vehicles (1998-2001) for the 12-hour weekday period (7:00 a.m. to 7:00 p.m.) to 910,990 vehicles in both directions. Transit usage crossing Steeles Avenue during the morning rush period (6:30 a.m. to 9:30 a.m.) is 8% and the 12-hour weekday period (including trips from external areas) is 5%. Average vehicle occupancy is 1.16 persons per vehicle (12-hour weekday) and truck usage overall is 6% (medium and heavy vehicles).

■ When Highway 407 opened in June 1997 it resulted in large increases in the total traffic volume ranging from 20% to 97% along the Toronto, Highway 400, Highway 404 and



Purpose and Objectives

The 2001 York Region cordon report is the eighth in a series of similar studies done since 1983 to monitor the pace of traffic growth and transit use throughout York Region. Similar programs are coordinated and conducted by all the Regions in the Greater Toronto Area.

The purpose of the cordon count program is to measure the total travel volume flows that move, on an average weekday, through the various areas of the Region and to determine the proportion of travel by private automobile drivers, passengers, bus, train, taxi and truck during particular times of the day.

This program is designed to be repeated at regular intervals during the same season of the year and time period of the day in order that valid comparisons of traffic would be possible. As with past reports in this series, the 2001 statistics are compared to earlier counts and highlights regarding the changes in the nature and volumes of traffic are noted in both the text and the drawings. Figure 1 shows the location of the eight major cordon lines and three minor screenlines for which counts were taken.

(Continued on page 9)

York-Peel cordon lines. Highway 407 accounts for 49% of traffic crossing the Peel boundary with 25% of total traffic handled by Highway 7. In the east, Highway 7 to and from Durham Region handles 22% of total traffic. Highway 407 was not extended beyond the York boundary into Durham when the 2001 count was taken.

- Total vehicle traffic between Simcoe County and York Region has increased 16% in the last three years, to over 86,200 vehicles in the 12-hour weekday period. According to the 2001 Transportation Tomorrow Survey, about 20% of Simcoe workers travel through York Region to work, 10% are destined to jobs in York Region, 8% are destined to Toronto, and 2% to Peel.

- 12-hour weekday vehicular traffic to and from Durham Region has decreased slightly (-2%) between 1998 and 2001, but has increased 27% between Peel and York.

- Traffic growth at the South York screenline (generally located at Bloomington Road) has increased by more than 25,000 vehicles in the 12-hour weekday period or 13% in the past three years.

- East-west traffic crossing Highway 400 increased by 25% to over 260,000 vehicles in the 12-hour weekday period (9% trucks) between 1998 and 2001. The traffic crossing Highway 404 screenline increased by 12% during the same three years to 278,700 vehicles for the 12-hour weekday period (6% trucks).

- Traffic to and from the northern part of York Region crossing Ravenshoe Road has increased by 4,700 vehicles for the 12-hour weekday period (1998 to 2001) reflecting increased development in the Keswick area. Leslie Street and Woodbine Avenue each carry about 35% of all the traffic from Georgina.

Screen Line Analysis

Toronto Cordon

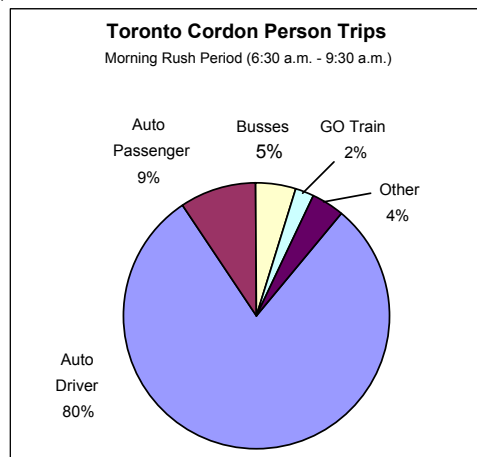
The Toronto Cordon along Steeles Avenue monitors all traffic crossing into and out of Toronto between the York-Durham line in the east and Highway 50 at the Peel Region boundary in the west. It is designed to monitor not only trips by York and Toronto residents, but through trips (trips with both trip ends outside of York and Toronto) as well that cross any point along this 38 kilometre boundary. The counts are done in partnership between York Region, City of Toronto and GO Transit.

The opening of Highway 407 in June 1997 caused an extra increase in traffic crossing this cordon as many trips were diverted from corridors within Toronto to and from the new toll highway. Based on a review of growth at other cordon stations north of Highway 407, it would appear that the 407 increased north-south vehicular traffic demand by 10% to 13%.

Vehicular trips between York and Toronto increased by 7% or 57,080 vehicles over the past three years during the 12-hour weekday period to 910,990 vehicles in both directions.

Toronto Cordon	1998	2001	Growth 1998 - 2001
Total Vehicle Trips (12 hour)	853,910	910,990	7%
AM 3 hour - NB	100,050	105,180	5%
AM 3 hour - SB	133,800	147,090	10%
Truck Usage (%) (12 hour)	6%	6%	0%
Total Person Trips (12 hour)	1,073,660	1,099,770	2%
AM 3 hour - NB	125,120	123,830	-1%
AM 3 hour - SB	163,410	177,440	9%
Avg. Car Occupancy (2 way)			
AM 3 hour	1.18	1.12	-5%
PM 3 hour	1.23	1.18	-5%
12 hour	1.22	1.16	-5%
Transit Usage (2 way)			
AM 3 hour	7%	8%	1%
PM 3 hour	5%	6%	1%
12 hour	5%	5%	0%

Transit use crossing Steeles Avenue during the morning rush period is 8% and the 12-hour weekday period (including trips from external areas) is 5%. Average vehicle occupancy is 1.16 persons per vehicle (12-hour weekday) and truck usage overall is 6% (medium and heavy vehicles).



Although most of the traffic travelling between York and Toronto is handled on the Regional road system (47%), about one third (34%) is carried by the three 400-series Provincial freeways. Together, Highways 400, 404, and 427 handled a total of 284,000 vehicles during the 12-hour weekday period.

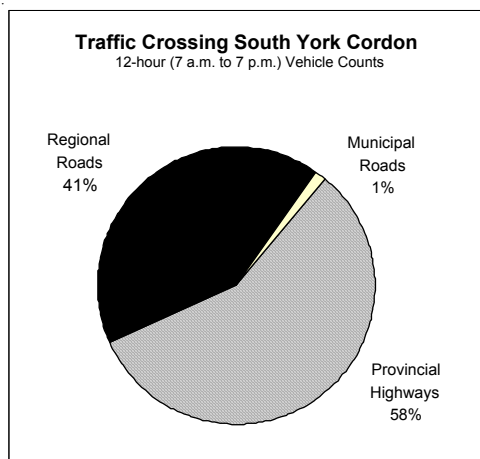
While the freeways handle only one third of the general traffic, it also carries the bulk of truck traffic. One half of all truck traffic is handled on the 400-series highways, with a further 21% on the four major Regional industrial roads - Highway 27, Woodbine Avenue, Weston Road and Keele Street.

South York Cordon

Traffic has increased by more than 25,000 vehicles during the 12-hour weekday period or 13% in the past three years. This is a significant increase over the 1995 to 1998 growth rate of 9%. This growth can be partially attributed to a decrease in average auto occupancy rates from 1.21 people per vehicle during the 12-hour weekday to 1.13. However this decrease in average auto occupancy rates is slightly offset by an increase in transit use across the screenline from 4% to 7%.

The provincial highways (400, 404, 48) account for 58% of the 12-hour weekday traffic crossing the screenline

South York Cordon	1998	2001	Growth 1998 - 2001
Total Vehicle Trips (12 hour)	200,390	225,540	13%
AM 3 hour - NB	17,240	19,020	10%
AM 3 hour - SB	43,840	51,390	17%
Truck Usage (%) (12 hour)	6%	7%	1%
Total Person Trips (12 hour)	235,500	269,830	15%
AM 3 hour - NB	21,060	24,270	15%
AM 3 hour - SB	48,090	59,570	24%
Avg. Car Occupancy (2 way)			
AM 3 hour	1.11	1.11	0%
PM 3 hour	1.20	1.13	-5%
12 hour	1.21	1.13	-6%
Transit Usage (2 way)			
AM 3 hour	3%	8%	5%
PM 3 hour	6%	6%	0%
12 hour	4%	7%	3%



with virtually all the remaining traffic using the Regional road system, primarily Yonge Street (8%), Bathurst Street (5%), Highway 27 (4%), and Woodbine Avenue, Dufferin Street, and Keele Street each at 3%.

Truck traffic across the screenline has increased slightly from 1998 to 2001 and is now at 7% of the 12-hour weekday traffic. Over 70% of trucks crossing the screenline travel on the provincial highways (400, 404, 48). An additional 11% of truck traffic travels along Regional Roads, Yonge Street (5%), Bathurst Street (3%), and Woodbine Avenue (3%).

Highway 400 Cordon

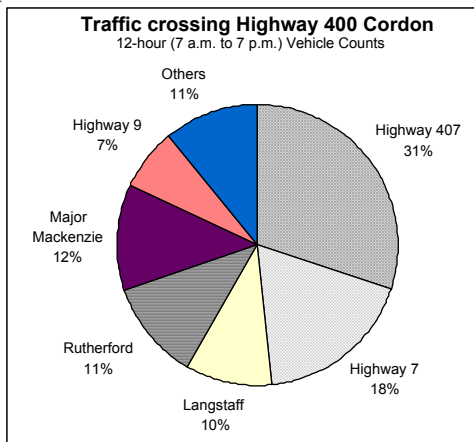
Over the past three years, traffic across the screenline has increased by 52,000 vehicles (25%) over the 12-hour weekday period. This is the second highest increase in the Region, next to the York-Peel Boundary. This growth is largely attributed to the Highway 407 continuing to draw traffic through York Region from a number of parallel roads such as Highway 401 and Steeles Avenue.

The opening of Highway 407 in 1997 caused a 10% decline in traffic along Highway 7 from 1995 to 1998. Traffic has increased slightly in 2001 to 47,500 vehicles during the 12-hour weekday

period; however it has yet to return to pre-1997 volumes. Despite the decrease in traffic, Highway 7 still accounts for 18% of the vehicles crossing the screenline.

Highway 407 has continued to attract significantly high traffic volumes, carrying almost 80,000 vehicles or 31% of the 12-hour weekday traffic crossing the screenline.

Average auto occupancy rates in the Highway 400 area have fallen slightly from 1.16 in 1998 to 1.15 persons per vehicle in 2001. This declining pattern is consistent in the AM rush period where the 2001 occupancy rate fell slightly from 1.12 in 1998 to 1.11. The percentage of person trips using transit rose slightly during the AM period from 2% in 1998 to 3% in 2001, however this percentage remained constant over the past three years during the 12-hour weekday period at 3%.



2001 occupancy rate fell slightly from 1.12 in 1998 to 1.11. The percentage of person trips using transit rose slightly during the AM period from 2% in 1998 to 3% in 2001, however this percentage remained constant over the past three years during the 12-hour weekday period at 3%.

Truck traffic across the screenline has remained constant at 9% of the total traffic. Most of the trucks use Highway 407 (31%) and Highway 7 (24%), Rutherford Road (13%), Major Mackenzie Drive (9%), Langstaff Road (8%) and Davis Drive (6%) are the next highest with the remaining 9% handled on other regional and local roads.

Highway 400 Cordon		1998	2001	Growth 1998 - 2001
Total Vehicle Trips (12 hour)				
	Total Vehicle Trips (12 hour)	208,110	260,190	25%
	AM 3 hour - EB	34,160	38,760	13%
	AM 3 hour - WB	27,990	35,200	26%
Truck Usage (%) (12 hour)				
	Truck Usage (%) (12 hour)	9%	9%	0%
Total Person Trips (12 hour)				
	Total Person Trips (12 hour)	245,610	305,120	24%
	AM 3 hour - EB	38,980	44,080	13%
	AM 3 hour - WB	31,140	39,750	28%
Avg. Car Occupancy (2 way)				
	Avg. Car Occupancy (2 way)			
	AM 3 hour	1.12	1.11	-1%
	PM 3 hour	1.18	1.19	0%
	12 hour	1.16	1.15	-1%
Transit Usage (2 way)				
	Transit Usage (2 way)			
	AM 3 hour	2%	3%	1%
	PM 3 hour	5%	3%	-2%
	12 hour	3%	3%	0%

Highway 404 Cordon

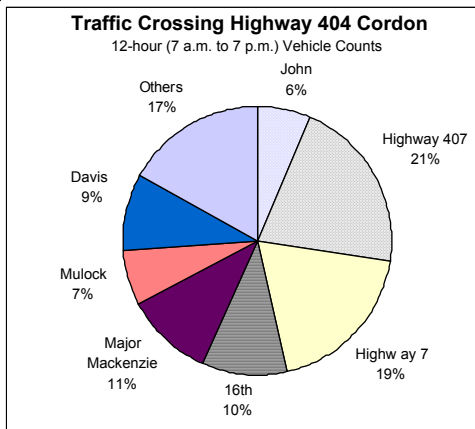
Over the past three years, traffic across this screenline has increased by 30,500 vehicles (12%) over the 12-hour weekday period.

There has been a trend in traffic shifting away from Highway 7 to Highway 407 over the past three years. In 1998, traffic along Highway 407 and Highway 7 made up 15% and 23% respectively, of the total traffic crossing the screenline. By 2001, traffic along Highway 407 had increased to 21% of the total traffic across the screenline. Highway 7 traffic volumes have remained essentially at capacity but now carry 19% of the total traffic crossing the screenline.

Auto occupancy rates have fallen from 1.19 people per vehicle in 1998 to 1.15 in 2001. However, when compared to the AM rush period, the 2001 occupancy rate rose slightly from 1.12 in 1998 to 1.13.

Transit use has increased faster than general traffic growth with the percentage of person trips using transit rising slightly during the 12-hour

Highway 404 Cordon	1998	2001	Growth 1998 - 2001
Total Vehicle Trips (3 hour)	248,110	278,700	12%
AM 3 hour - EB	34,050	39,580	16%
AM 3 hour - WB	34,800	37,470	8%
Truck Usage (%) (12 hour)	6%	6%	1%
Total Person Trips (12 hour)	296,820	324,830	9%
AM 3 hour - EB	37,980	46,290	22%
AM 3 hour - WB	39,820	43,230	9%
Avg. Car Occupancy (2 way)			
AM 3 hour	1.12	1.13	0%
PM 3 hour	1.23	1.18	-4%
12 hour	1.19	1.15	-4%
Transit Usage (2 way)			
AM 3 hour	2%	4%	1%
PM 3 hour	2%	3%	1%
12 hour	2%	3%	1%



weekday period from 2% in 1998 to 3% in 2001, and from 2% in 1998 to 4% in 2001 during the AM period.

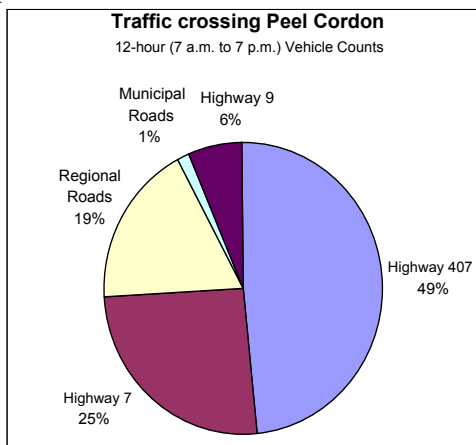
Truck traffic across the screenline has remained constant at 6% of the 12-hour weekday traffic. One third of all trucks crossing the screenline travel along Highway 407, followed by 17% on Highway 7, 9% on Major Mackenzie Drive and 8% on Davis Drive.

Peel Cordon

The opening of Highway 407 in 1997 increased traffic at the Peel cordon by 97% compared to 1995. Since 1998, growth has continued, rising by 27% to 169,510 vehicles during the 12-hour weekday period.

Highway 7 use declined 27% between 1995 and 1998, and has declined

Peel Cordon	1998	2001	Growth 1998 - 2001
Total Vehicle Trips (12 hour)	133,830	169,510	27%
AM 3 hour - EB	26,880	28,890	7%
AM 3 hour - WB	17,180	22,080	29%
Truck Usage (%) (12 hour)	9%	11%	2%
Total Person Trips (12 hour)	148,550	188,520	27%
AM 3 hour - EB	29,920	32,580	9%
AM 3 hour - WB	18,520	23,820	29%
Avg. Car Occupancy (2 way)			
AM 3 hour	1.10	1.10	0%
PM 3 hour	1.10	1.11	1%
12 hour	1.11	1.11	0%
Transit Usage (2 way)			
AM 3 hour	1%	2%	1%
PM 3 hour	1%	1%	0%
12 hour	1%	1%	0%



a further 10% between 1998 and 2001. This is largely due to both the ease of travel opportunity offered by Highway 407 and by the congestion further east on Highway 7 in the vicinity of Highway 400. Highway 407 currently carries 49% of the total traffic crossing between York and Peel. Highway 7 follows with

25%, Rutherford Road with 8%, Nashville Road at 4%, King Road at 5% and Highway 9 at 6%.

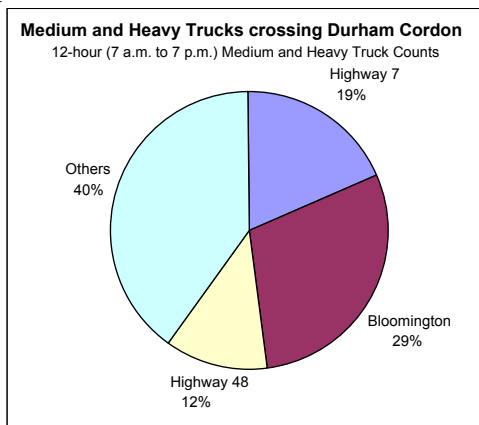
Transit use remains very low. What bus ridership exists is divided equally between Highway 7 services and school buses.

Durham Cordon

The dominant flow of traffic remains westbound during the morning and eastbound at night, reflecting the commuting flow from Durham Region to jobs in Markham and northern Toronto. Traffic volume has declined at virtually all stations along the cordon line.

Person trips have declined even further largely because of the trend to lower car occupancy levels. Car occupancy levels at the Durham cordon, like most others, have declined substantially during the past 3 years from

Durham Cordon	1998	2001	Growth 1998 - 2001
Total Vehicle Trips (12 hour)	63,210	61,790	-2%
AM 3 hour - NB	5,220	4,790	-8%
AM 3 hour - SB	15,700	13,770	-12%
Truck Usage (%) (12 hour)	9%	8%	-1%
Total Person Trips (12 hour)	75,740	70,970	-6%
AM 3 hour - NB	6,210	5,430	-13%
AM 3 hour - SB	18,100	15,340	-15%
Avg. Car Occupancy (2 way)			
AM 3 hour	1.14	1.10	-4%
PM 3 hour	1.23	1.16	-5%
12 hour	1.20	1.15	-5%
Transit Usage (2 way)			
AM 3 hour	3%	3%	0%
PM 3 hour	1%	2%	1%
12 hour	2%	2%	0%



1.23 persons per vehicle to 1.15 on a 12-hour weekday basis.

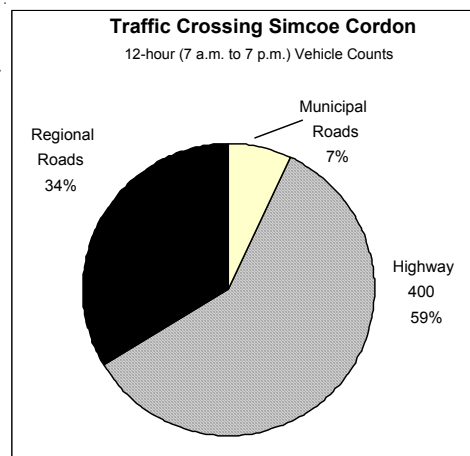
Medium and heavy truck usage across the Durham cordon line remains among the highest in the study representing 8% of total traffic during the 12-hour weekday period.

Despite the length of the cordon line, there are only three major roadways that carry almost half of the traffic during the 12-hour weekday period; Highway 7 (22%), Bloomington (21%) and Highway 48 (4%). Since 2001, Highway 407 has been extended into Durham Region.

Simcoe Cordon

Total traffic volume at this cordon has increased quite substantially between 1998 and 2001, most likely as a result of new development in the Barrie area. The southbound peak commuter flow of vehicles has increased 23% in the last 3 years and 63% in the last 10 years.

Virtually all of this traffic is handled on three major roads – Highway 400 (59%), Yonge Street (28%), and Highway 27 (6%). The directional split in traffic during peak periods and the proportionate use of transit has not changed in the past 10 years. However, the single most significant change in the past decade



Simcoe Cordon	1998	2001	Growth 1998 - 2001
Total Vehicle Trips (12 hour)	74,170	86,200	16%
AM 3 hour - NB	6,480	6,940	7%
AM 3 hour - SB	13,900	17,130	23%
Truck Usage (%) (12 hour)	7%	7%	0%
Total Person Trips (12 hour)	94,010	105,520	12%
AM 3 hour - NB	8,080	8,470	5%
AM 3 hour - SB	15,670	19,080	22%
Avg. Car Occupancy (2 way)			
AM 3 hour	1.14	1.11	-3%
PM 3 hour	1.22	1.20	-1%
12 hour	1.22	1.19	-3%
Transit Usage (2 way)			
AM 3 hour	3%	4%	1%
PM 3 hour	8%	4%	-4%
12 hour	5%	5%	0%

has been the drop in average car occupancy levels from 1.23 persons per vehicle to 1.11 during the morning rush period.

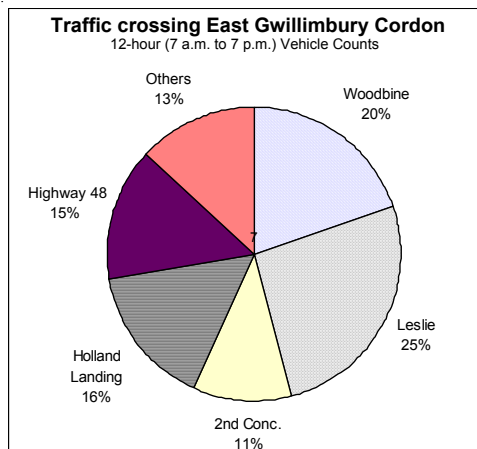
There are now over 86,200 vehicular trips (105,520 person trips) taken between York and Simcoe County during the normal 12-hour weekday period. According to statistics from the 2001 Transportation Tomorrow Survey, about half of the trips crossing this cordon line, that are generated by Simcoe residents, are in turn destined to job locations within York Region.

East Gwillimbury Cordon

This cordon line monitors the volume of traffic to and from East Gwillimbury, Georgina and the areas north-east of Lake Simcoe. Because of the amount of recreational traffic to the north that occurs during the spring and summer months through this area, these counts have always been done in early May and during the mid-week to ensure minimal effect from recreational traffic.

Leslie Street and Woodbine Avenue account for almost half of the traffic crossing the East Gwillimbury screenline during the 12-hour weekday period. This figure is slightly higher than in previous

East Gwillimbury Cordon	1998	2001	Growth 1998 - 2001
Total Vehicle Trips (12 hour)	59,670	61,650	3%
AM 3 hour - NB	5,880	4,890	-17%
AM 3 hour - SB	12,850	11,820	-8%
Truck Usage (%) (12 hour)	5%	5%	0%
Total Person Trips (12 hour)	73,350	76,920	5%
AM 3 hour - NB	6,630	6,080	-8%
AM 3 hour - SB	14,850	15,030	1%
Avg. Car Occupancy (2 way)			
AM 3 hour	1.14	1.20	5%
PM 3 hour	1.24	1.23	-1%
12 hour	1.22	1.21	-1%
Transit Usage (2 way)			
AM 3 hour	2%	7%	5%
PM 3 hour	2%	3%	1%
12 hour	2%	4%	2%



studies. Holland Landing Road, 2nd Concession and Highway 48 account for an additional 42% of the 61,650 vehicles crossing the screenline during the 12-hour weekday period. Overall, traffic has increased 33% over the past 10 years. This increase is reflective of the continued development occurring primarily in Keswick.

Car occupancy rates have remained among the highest in the Region, however over the past ten years car occupancy rates have declined from 1.28 in 1991 to 1.21 in 2001.

Trips on school buses account for 77% of all transit person trips across the cordon line. Trips on GO Buses represent an additional 19%, and private carriers 4%.

Travel Characteristics

Highway 407 Effect

Between June 1997 and February 1998, 56 kilometres of Highway 407 extending from Highway 410 in Brampton to McCowan Road in Markham was opened. Between 1995 and 1998, following the opening of Highway 407, cordon line crossing traffic increased by 19% between York and Toronto, 40% at Highway 400, 29% at Highway 404, and 97% at the Peel boundary.

Subsequently, Highway 407 has continued to attract above normal traffic growth rates across the southern portion of the Region. Between 1998 and 2001, traffic crossing the York-Peel boundary increased by 27%; traffic across the Highway 400 screenline increased by 25% and across the Highway 404 screenline it increased by 12%. This growth has been due to Highway 407 drawing traffic from a number of roads in Toronto, including Highway 401, through York Region. Consequently, as may have been expected, traffic crossing the Toronto cordon line increased by 7% during the same period.

Highway 407 now accounts for 49% of the traffic crossing the York-Peel boundary, 31% of the traffic crossing the Highway 400 screenline, and 21% of the traffic crossing the Highway 404 screenline.

In contrast, total vehicle traffic travelling through the central area of York Region (South-York Cordon) increased by 9% in 1998 and 13% in 2001. This represents a true indicator of population driven traffic growth in the Region, as, unlike the York-Peel, Highway 400 and Highway 404 cordons, the opening of Highway 407 does not influence traffic along the South York cordon.

12-hour Weekday (7 a.m. to 7 p.m.) Vehicle Count and Growth Rate										
	Peel		Highway 400		Highway 404		Toronto		South York	
2001	169,510	27%	260,190	25%	278,700	12%	910,990	7%	225,540	13%
1998	133,830	97%	208,110	40%	248,110	29%	853,900	19%	200,390	9%
1995	67,890	-	148,330	-	192,280	-	720,460	-	184,450	-

Modal Split (Transit Usage)

The proportion of total person trips that are made by various forms of bus and rail public transit is called the transit modal split. Transit ridership in general has been declining through the Greater Toronto Area over the past decade as the cost of car operation has declined and new development has spread to areas less well served by major transit routes. However, since the amalgamation of local transit services by York Region Transit in January 2001, ridership has increased faster than general traffic increases (over 7% in 2001 and over 8% in the first 9 months of 2002).

This is a positive trend which is beginning to be seen in some of the detailed statistics shown in the table.

2001 Transit Modal Split	AM Rush Period (6:30 - 9:30 a.m.)	PM Rush Period (3:30 - 6:30 p.m.)	12-hour Weekday (7 a.m. - 7 p.m.)
Toronto Cordon	8%	6%	5%
South York Cordon	8%	6%	7%
Highway 400 Cordon	3%	3%	3%
Highway 404 Cordon	4%	3%	3%
Peel Cordon	2%	1%	1%
Simcoe Cordon	4%	4%	5%
Durham Cordon	3%	2%	2%
East Gwillimbury Cordon	7%	3%	4%

Car Occupancy Rates

Car passenger travel is continuing to decline throughout the Region. The highest levels of car occupancy are in the northern areas of the Region where trip lengths are generally the longest and alternative transit may not be available.

Rates have declined to around 1.10 to 1.12 persons per vehicle during the AM rush period throughout most areas of the southern part of the Region. This is a significant decrease, when compared to 1991 rates of around 1.14 to 1.17 persons per vehicle.

Continued declines in vehicle occupancy rates accelerate the growth of traffic throughout the Region causing escalating pressure on the capacity of our road system. Initiatives such as new carpool parking as identified in the Region's Transportation Master Plan are necessary in order to reverse this trend and reduce the rate of vehicular traffic increases.

Average Auto Occupancy Rates (1991 and 2001)							
Cordon Line	Direction	AM (6:30 - 9:30)		PM (3:30 - 6:30)		12-hr (7:00 - 7:00)	
		1991	2001	1991	2001	1991	2001
Toronto Cordon	N	1.16	1.12	1.27	1.18	1.24	1.16
	S	1.21	1.12	1.31	1.18	1.26	1.16
South York Cordon	N	1.15	1.19	1.21	1.10	1.21	1.14
	S	1.19	1.08	1.30	1.21	1.24	1.13
Highway 400 Cordon	E	1.15	1.10	1.22	1.14	1.21	1.13
	W	1.14	1.11	1.23	1.23	1.21	1.18
Highway 404 Cordon	E	1.14	1.12	1.22	1.19	1.2	1.14
	W	1.13	1.13	1.21	1.17	1.19	1.16
Peel Cordon	E	1.16	1.12	1.25	1.15	1.23	1.14
	W	1.12	1.07	1.25	1.08	1.25	1.08
Simcoe Cordon	N	1.24	1.22	1.32	1.16	1.34	1.19
	S	1.22	1.07	1.45	1.30	1.34	1.18
Durham Cordon	E	1.22	1.09	1.26	1.16	1.29	1.15
	W	1.16	1.10	1.37	1.18	1.27	1.14
East Gwillimbury Cordon	N	1.17	1.18	1.26	1.22	1.27	1.21
	S	1.19	1.21	1.35	1.24	1.29	1.21

Purpose and Objectives

(Continued from page 1)

A Regional traffic cordon count program is conducted by defining a series of screenlines which combine to form cordons around major developed areas or which conform to municipal boundaries. The person and vehicular traffic volumes on all road and rail lines crossing each screenline are manually counted on a single day by field staff stationed at each location where the cordon line intersects a road or a rail line. Rail passenger data is compiled separately by GO Transit at the same time as our surveys and forwarded to us for incorporation into this report.

By conducting a regular cordon count program every two years using the same cordon lines each time, the Region can monitor the changes in general traffic flows that occur within its jurisdiction and between adjacent regions over time. By comparing this historical data with population and employment statistics for similar years, an assessment of the impact of development on travel flows can be made. This bulletin is a useful resource for understanding the pressures of development and commuting on the Region's transportation system and can be used to assess the need for investment in transportation infrastructure and maintenance.

Notes

York Regional Council for the Term 2000-2003

Bill Fisch	Regional Chair and CEO	1-877-464-9675
Mayor Tim Jones	Aurora	(905) 727-1375
Mayor James Young	East Gwillimbury	(905) 478-4282
Mayor Jeffrey Holec	Georgina	(905) 476-4301
Regional Councillor Danny Wheeler	Georgina	(905) 476-4301
Mayor Margaret Black	King	(905) 833-5321
Mayor Donald Cousens	Markham	(905) 475-4872
Regional Councillor Frank Scarpitti	Markham	(905) 475-4899
Regional Councillor Gordon Landon	Markham	(905) 475-7750
Regional Councillor Tony Wong	Markham	(905) 475-7757
Regional Councillor Bill O'Donnell	Markham	(905) 475-7746
Mayor Tom Taylor	Newmarket	(905) 895-5193
Regional Councillor Diane Humeniuk	Newmarket	(905) 895-5193
Mayor William F. Bell	Richmond Hill	(905) 771-8800
Regional Councillor Brenda Hogg	Richmond Hill	(905) 771-2498
Regional Councillor David Barrow	Richmond Hill	(905) 771-2493
Mayor Michael Di Biase	Vaughan	(905) 832-2281
Regional Councillor Joyce Frustaglio	Vaughan	(905) 832-2281
Regional Councillor Gino Rosati	Vaughan	(905) 832-8585
Mayor Wayne Emmerson	Whitchurch-Stouffville	(905) 640-1900

Transportation and Works Committee

Mayor William F. Bell, Chair
 Regional Councillor Gordon Landon, Vice-Chair
 Mayor Michael Di Biase
 Regional Councillor Diane Humeniuk
 Mayor Tim Jones
 Regional Councillor Bill O'Donnell
 Regional Councillor Danny Wheeler
 Regional Chair and CEO Bill Fisch (ex officio)

Transit Committee

Regional Councillor Diane Humeniuk, Chair
 Regional Councillor David Barrow, Vice-Chair
 Regional Councillor Joyce Frustaglio
 Mayor Tim Jones
 Regional Councillor Frank Scarpitti
 Regional Chair and CEO Bill Fisch (ex officio)

Rapid Transit Public-Private Partnership Steering Committee

Regional Chair and CEO Bill Fisch, Chair
 Regional Councillor Diane Humeniuk, Vice-Chair
 Mayor William F. Bell
 Mayor Donald Cousens
 Mayor Michael Di Biase
 Regional Councillor Bill O'Donnell (alternate)

York Region Cordon Lines

As noted earlier, a cordon count is conducted by counting vehicles and persons on all road and rail routes crossing cordon lines. A cordon line may consist of a number of segments known as screenlines. Cordon lines (sometimes called screenlines) shown on the **front cover**, are normally located along municipal or natural boundaries, such as rivers or railways, in order to minimize the number of routes to be counted. Traffic counting stations are established at each point where a road or a rail route crosses a cordon line or screenline. Vehicles and persons are counted in each direction in order to classify traffic by vehicle occupancy levels and types of travel modes used.

The **perimeter cordon lines** were chosen to monitor both through traffic and traffic to and from York Region and the neighbouring regions. Comparisons have been made regarding the progressive change in traffic volumes, which occurs between succeeding cordon lines and the percentage change in traffic volumes recorded in 2001 compared to 1998.

The four internal cordon lines were chosen to reflect major urban and municipal boundaries. The **South York** cordon line generally conforms to the northern boundaries of Vaughan and Markham and the northern limit of urbanization in Richmond Hill. The **East Gwillimbury** cordon completes the pair of cordon lines by recording north-south traffic to and from Georgina and East Gwillimbury. Two cordon lines are located immediately west of **Highway 404** and along the east side of **Highway 400**. They have been designed to monitor the flow of east-west traffic within the Region.

Three minor screenlines were established in 1998 to monitor short-term changes in the region. Two of these lines are located immediately west of **Bathurst Street** and **McCowan Road** between Steeles Avenue and Major Mackenzie Drive to monitor east west traffic flows attributed to the opening of Highway 407. The third line in this series is located south of **Ravenshoe Road** dividing Georgina and East Gwillimbury between Leslie Street and Highway 48. This screenline monitors growth related traffic flows in the northern portion of the region.



Transportation and Works Department

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