

2006 CORDON COUNT BULLETIN

1. HIGHLIGHTS

Since the last full cordon count program in 2001, York Region has continued to experience rapid growth. The Region's population has grown from 759,320 to 929,950 (23%), and employment has risen from 380,800 to 454,900 (20%). This continuous growth requires additional transportation services and infrastructure. The rapid population growth has been partially due to York Region's strategic location directly north of the City of Toronto. Although most of this growth has been concentrated in the southern area municipalities, new development in municipalities to the north – Newmarket, Aurora, Keswick, and the external areas in Barrie and Simcoe County have also had a considerable effect on total traffic increases. This bulletin provides a strategic one day snapshot of traffic into, out of and within the Region.



Exhibit 1: 2006 York Region Screenlines

Purpose

Full cordon count surveys are conducted every five years and are timed to coincide with other programs such as the GTA wide Transportation Tomorrow Survey (TTS) and the Federal Statistics Canada Census. A full cordon count was conducted in 2006 with the previous full count conducted in 2001. With York Region's rapid growth, interim monitoring is required more frequently than every five years. The last minor count was conducted in 2004. Collected data is used to assess changes in transit use, vehicle occupancy rates, congestion levels, travel patterns and trends. The purpose of this bulletin is to report on the analysis and findings of the 2006 full cordon count program.

"All day" 12-hour counts (7:00a.m.- 7:00p.m.) were taken during the months of April, May and June, on weekdays (excluding Fridays). The summary tables presented in this report include the peak periods (6:30 a.m.- 9:30 a.m.) and (3:30 p.m.- 6:30 p.m.). Records of the vehicle types and vehicle occupancy numbers were taken at 15-minute intervals. The following vehicle types were noted:

- Passenger cars, cabs and light trucks with 1, 2, 3, 4 and more occupants
- Medium and heavy trucks
- York Region Transit (YRT), VIVA Rapid Transit, Brampton Transit, TTC, GO Transit, school buses and other.

Cordon screenlines (Exhibit 1) are imaginary lines strategically located along natural or man-made barriers to travel, such as rivers or freeways, to assess changes in travel trends. The perimeter screenlines were chosen to monitor inter-regional traffic flow to and from York Region and the adjacent regions.

- **A**ll the screenlines experienced growth in vehicle trips, some more than others. This growth ranged between 8% along Georgina-East Gwillimbury screenline to 30% across the York - Durham screenline.

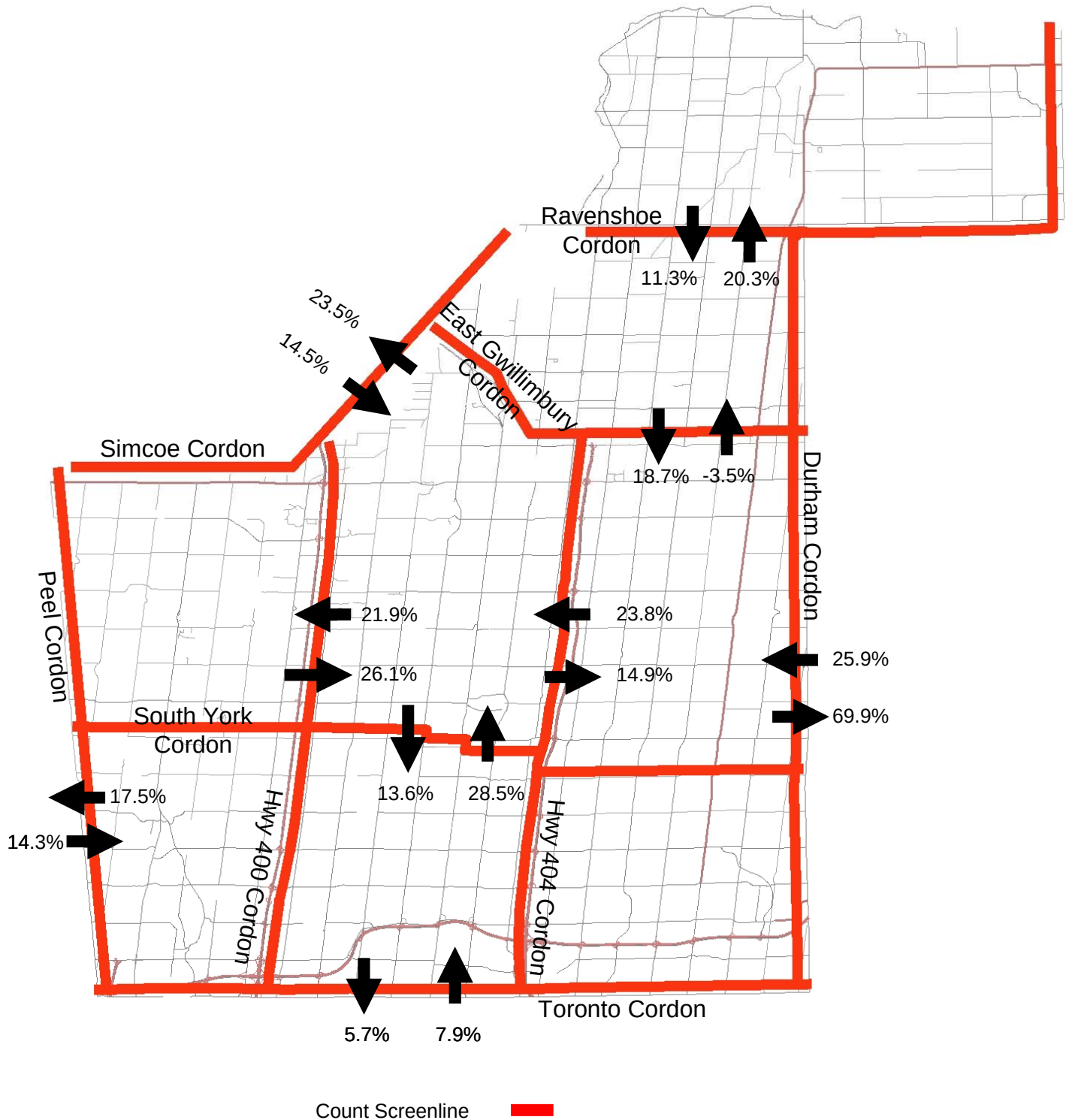
Table 1: 2001 to 2006 Period Volume Change

Cordon	Number of Vehicles		% Change	Number of Vehicles		% Change
	12-Hour Period			AM Peak Period		
	2001	2006		2001	2006	
York-Toronto	910,990	1,012,240	11.1	252,270	269,030	6.6
York-Peel	169,510	192,990	13.9	50,970	58,970	15.7
York-Durham	61,790	80,210	29.8	18,560	25,470	37.2
York-Simcoe	86,200	107,000	24.1	24,070	28,180	17.1
South York	225,540	277,210	22.9	70,410	82,820	17.6
Highway 400	260,190	320,310	23.1	73,960	91,790	24.1
Highway 404	278,700	321,450	15.3	77,050	91,860	19.2
Georgina-East Gwillimbury	61,650	66,450	7.8	16,710	18,750	12.2
Ravenshoe	32,280	36,310	12.5	9,660	10,950	13.4

- **T**ransit ridership increased at the major screenlines at a rate in excess of the very high growth of general traffic with the result that transit ridership gained market share in all areas except Durham and South York. This reverses a declining trend of ten years ago and sets transit forward on a positive note. This increase in the transit usage rate is attributed to the considerable number of local service improvements and new routes since the amalgamation into YRT of all the municipal transit services in 2001, and to the more recent VIVA rapid transit initiatives. The sharp increase in fuel costs from the 2001 price level, and the significant congestion conditions on most of the major roads may also be factors.
- **I**n 2006 the Provincial 400 series highways carry approximately 38% of all traffic into and out of the Region, as was the case in 2001.
- **A**verage car occupancy rates have dropped in most areas, prolonging a worrisome trend. Counts indicate there has been a significant upward trend in transit usage across almost all screenlines except the South York cordon and Durham and Peel boundaries. There have also been number of active attempts to encourage growth in car occupancy rates such as the introduction of carpool initiatives, along with other Smart Commute programs throughout the GTA, but to date they have not yet had an overall noticeable affect.

- **T**able 1 and Exhibit 2 show the changes in traffic volumes across all the screenlines. Peak period traffic continues to increase despite high congestion levels at the York-Toronto boundary. There have been 13,600 new person trips crossing the Toronto boundary in the reverse flow direction during the morning rush period compared to an increase of a total 18,400 southbound morning peak period trips. The reverse flow across the Toronto cordon has increased at a faster rate than peak direction traffic and is a result of all the new employment that has been created in York Region.
- **A**ll day person trips across all screenlines continued to grow between 2001 and 2006. This growth ranged between 5% at Georgina-East Gwillimbury cordon and 31% at the Durham boundary. Highway 407 accounted for 44% of the traffic crossing York-Peel Boundary and 26% of the traffic crossing the York-Durham Boundary.

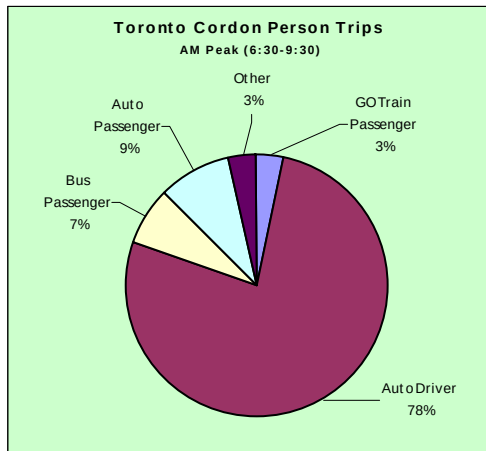
**Exhibit 2: Percent Change in A.M. Peak Period Traffic Flow
between 2001 and 2006**



2. RESULTS AND ANALYSIS OF SCREENLINE COUNTS

2.1. York - Toronto Cordon

The Toronto Cordon runs in an east-west direction along the north side of Steeles Avenue between Highway 50 in the west and York-Durham Line. Counts along this line were conducted in partnership with the City of Toronto, which coordinated counts west of Yonge Street, while York Region and the Town of Markham counted the eastern section.



Toronto Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	910,990	1,012,240	+11.1%
A.M. Peak 3-hour - NB	105,180	113,500	+7.9%
A.M. Peak 3-hour - SB	147,090	155,530	+5.7%
% Truck Usage (12 hour) Two Way	6%	5%	-1%
Total Person trips (12 hour) Two Way	1,099,770	1,252,640	+13.9%
A.M. Peak 3-hour - NB	123,830	137,430	+11.0%
A.M. Peak 3-hour - SB	177,440	195,830	+10.4%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.12	1.12	No change
P.M. Peak 3-hour	1.18	1.17	-0.01
12 hour	1.16	1.16	No change
Transit Usage Two Way			
A.M. Peak 3-hour	8%	11%	+3%
P.M. Peak 3-hour	6%	9%	+3%
12 hour	5%	7%	+2%

Table 2:
Transit Usage on Selected Roads along the York-Toronto Screenline

Location	% Transit Usage		Difference
	2001	2006	
Yonge Street N of Steeles	34	44	+10%
Bathurst N of Steeles	4	12	+8%
Jane N of Steeles	9	23	+14%
Weston N of Steeles	3	7	+4%
Martin Grove N of Steeles	2	14	+12%
PVD N of Steeles	2	5	+3%
Don Mills N of Steeles	7	11	+4%
Markham N of Steeles	4	5	+1%

The provincial highways carry 36% of the traffic crossing Steeles Avenue during the all day 12-hour period. In the five year period between 2001 and 2006 traffic increased by 11% or 101,250 vehicular trips crossing the boundary in both directions during the 12-hour period, with a growth of 8% in the northbound direction and almost 6% in the southbound, during the AM peak period. Total daily person trips have increased by 14%, which is generally a result of the increase in population and employment during the same period.

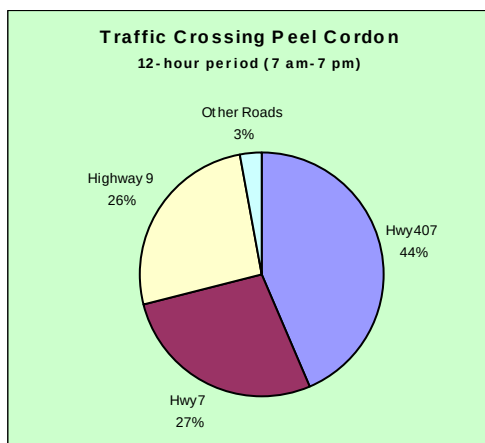
Transit usage (Table 2) has shown a significant increase as well. A jump of 2% in Toronto's cross boundary transit usage has been due to improved YRT services and the introduction of VIVA, the first Bus Rapid Transit System in the GTA, which was launched in September 2005. Car occupancy rates have essentially remained at the same level as in 2001.

In the AM peak period, for every 100 vehicles going south to Toronto, there are 73 vehicles going north to York Region.

2.2. York - Peel Cordon

The Peel cordon is the western boundary of York Region. High traffic growth was basically limited to all the major roads in the south including Highway 407, Highway 7, Langstaff Road, Rutherford Road, Major Mackenzie Drive and King Road. Highway 407 played the major role in the traffic crossing the Peel boundary, carrying 44% of the total all day traffic in 2006.

Although total all day vehicular traffic increased 14%, person trips increased almost 16%. This surge of person trips is reflected in an increase in transit usage of 2%. All day transit usage on Highway 407 increased from 1% to 3% and on Highway 7 increased from 2% to 4%.



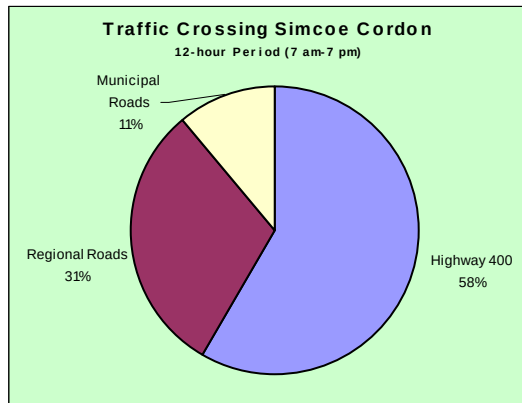
Peel Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	169,510	192,990	+13.9%
A.M. Peak 3-hour - EB	28,890	33,020	+14.3%
A.M. Peak 3-hour - WB	22,080	25,950	+17.5%
% Truck Usage (12 hour) two way	11%	11%	No change
Total Person trips (12 hour) Two Way	188,520	218,000	+15.6%
A.M. Peak 3-hour - EB	32,580	36,050	+10.7%
A.M. Peak 3-hour - WB	23,820	28,500	+19.6%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.10	1.08	-0.02
P.M. Peak 3-hour	1.11	1.14	+0.03
12 hour	1.11	1.12	+0.01
Transit Usage Two Way			
A.M. Peak 3-hour	2%	3%	+1%
P.M. Peak 3-hour	1%	3%	+2%
12 hour	1%	3%	+2%

2.3. York – Simcoe Cordon

Person trips crossing the York-Simcoe boundary during the 12-hour all day period increased by 22% (about 22,890 person trips). Even though average car occupancy is still the highest at the northern border, the 2006 survey indicates a significant decline in the all day level from 1.19 to 1.16 people per vehicle. When the Region first started the cordon count program in the mid eighties, average car occupancy rates here were over 1.4 people per vehicle.

The percentage of travel by transit shows an increase in the am peak only, while the proportion of all day transit usage has remained at the same level of 5%. Even though all day rates remain the same, this translates into an increase of about 1140 daily riders. Total vehicle trips during the 12-hour period have increased by 24% during the 2001 to 2006 period.

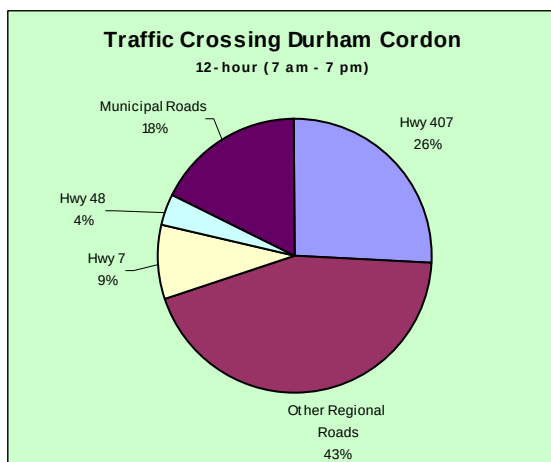
Highway 400 still carries the bulk of vehicular traffic, 58% of the total, followed by Yonge Street carrying 28%, and finally Highway 27 carrying 5%. Truck usage increased by 1% over the same period.



Simcoe Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	86,200	107,000	+24.1%
A.M. Peak 3-hour - NB	6,940	8,570	+23.5%
A.M. Peak 3-hour - SB	17,130	19,610	+14.5%
% Truck Usage (12 hour) Two Way	7%	8%	+1%
Total Person trips (12 hour) Two Way	105,520	128,410	+21.7%
A.M. Peak 3-hour - NB	8,470	9,620	+13.6%
A.M. Peak 3-hour - SB	19,080	22,520	+18.0%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.11	1.10	-0.01
P.M. Peak 3-hour	1.20	1.17	-0.03
12 hour	1.19	1.16	-0.03
Transit Usage Two Way			
A.M. Peak 3-hour	4%	5%	+1%
P.M. Peak 3-hour	4%	3%	-1%
12 hour	5%	5%	No change

2.4. York - Durham Cordon

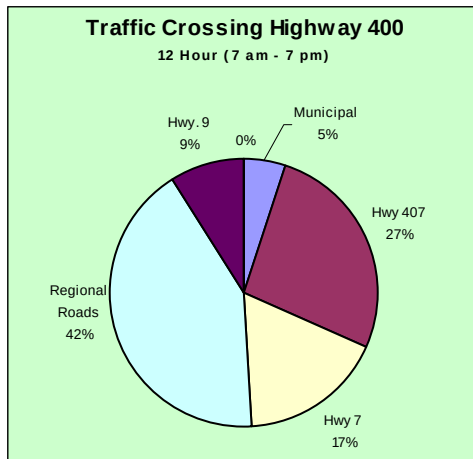
At the York-Durham boundary, there has been a 30% increase in all day traffic. This increase is largely attributed to the extension of Highway 407 into Durham Region. The extension of Highway 407 in 2002 into Durham has now redirected 47% of the commuter traffic from Highway 7 onto the new facility. All day person trips have increased by slightly more than 30% as a result of increases in car occupancy. However, despite an actual increase of almost 500 new transit riders, there was a decline in the overall transit market share (-1%) between 2001 and 2006. Truck traffic remained at the same rate as in 2001 (8%).



Durham Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	61,790	80,210	+29.8%
A.M. Peak 3-hour - EB	4,790	8,140	+69.9%
A.M. Peak 3-hour - WB	13,770	17,330	+25.9%
% Truck Usage (12 hour) Two Way	8%	8%	No change
Total Person trips (12 hour) Two Way	70,970	92,760	+30.7%
A.M. Peak 3-hour - EB	5,430	9,360	+72.4%
A.M. Peak 3-hour - WB	15,340	18,610	+21.3%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.10	1.09	-0.01
P.M. Peak 3-hour	1.16	1.18	+0.02
12 hour	1.15	1.16	+0.01
Transit Usage Two Way			
A.M. Peak 3-hour	3%	2%	-1%
P.M. Peak 3-hour	2%	1%	-1%
12 hour	2%	1%	-1%

2.5 Highway 400 Cordon

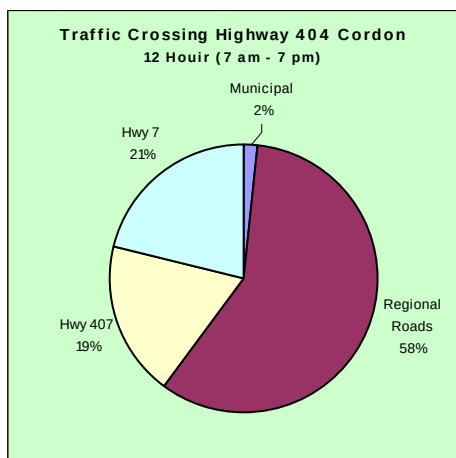
All day traffic crossing the Highway 400 cordon has increased by 23% or 60,120 trips between 2001 and 2006. A major role is now played by Highway 407 which carries 27% of the total 12-hour traffic crossing this screenline. Transit ridership increased by more than the overall growth and consequently increased transit market share by 1%. This may in part explain the drop in average car occupancy values.



Highway 400 Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	260,190	320,310	+23.1%
A.M. Peak 3-hour - EB	38,760	48,890	+26.1%
A.M. Peak 3-hour - WB	35,200	42,900	+21.9%
% Truck Usage (12 hour) Two Way	9%	8%	-1%
Total Person trips (12 hour) Two Way	305,120	371,360	+21.7%
A.M. Peak 3-hour - EB	44,080	56,010	+27.1%
A.M. Peak 3-hour - WB	39,750	48,060	+20.9%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.11	1.10	-0.01
P.M. Peak 3-hour	1.19	1.15	-0.04
12 hour	1.15	1.13	-0.02
Transit Usage Two Way			
A.M. Peak 3-hour	3%	5%	+2%
P.M. Peak 3-hour	3%	4%	+1%
12 hour	3%	4%	+1%

2.6 Highway 404 Cordon

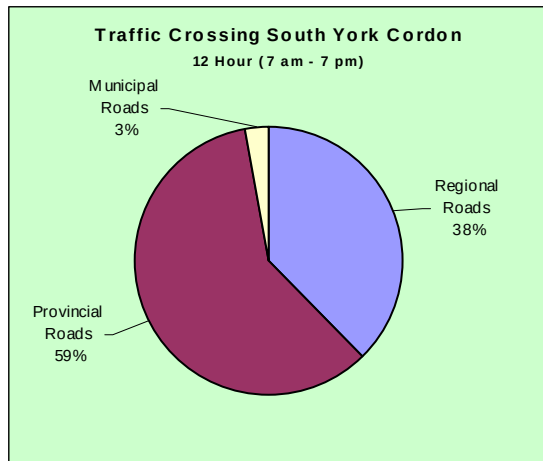
The traffic count conducted at this cordon was compared with results obtained from the 2001 cordon counts. The results show a growth of 15.3% in total vehicle trips during a 12-hour count period. Total person trips increased by 14.3%, while transit usage remained at the same level as in 2001. There was noticeable drop in car occupancy of 0.02% over the same period. Highway 407 carried 18% of the total traffic crossing the screenline and Highway 7 carried 20% of all traffic.



Highway 404 Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	278,700	321,450	+15.3%
A.M. Peak 3-hour - EB	39,580	45,460	+14.9%
A.M. Peak 3-hour - WB	37,470	46,400	+23.8%
% Truck Usage (12 hour) Two Way	6%	5%	-1%
Total Person trips (12 hour) Two Way	324,830	371,350	14.3%
A.M. Peak 3-hour - EB	46,290	51,870	+12.1%
A.M. Peak 3-hour - WB	43,230	51,620	+19.4%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.13	1.10	-0.03
P.M. Peak 3-hour	1.18	1.15	-0.03
12 hour	1.15	1.13	-0.02
Transit Usage Two Way			
A.M. Peak 3-hour	4%	4%	No change
P.M. Peak 3-hour	3%	3%	No change
12 hour	3%	3%	No change

2.7 South York Cordon

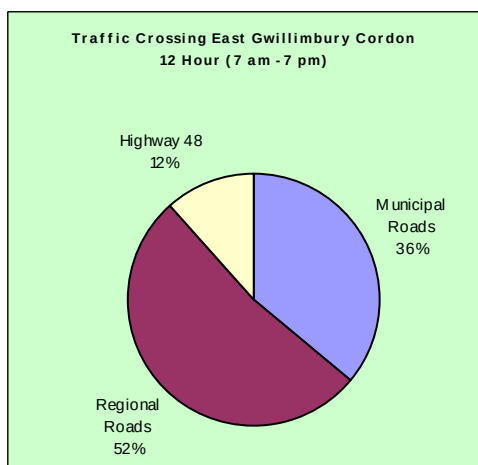
The count at this station was conducted to monitor changes to north-south traffic within York Region. A growth of 22.9% in total vehicles in a 12 hour day between the years 2001 and 2006 was observed. Total person trips increased by 22.3% while there was a decline in transit usage of 1% in the 12 hour period. There was a small increase of 0.01 persons per vehicle over the same period.



South York Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	225,540	277,210	+22.9%
A.M. Peak 3-hour - NB	19,020	24,440	+28.5%
A.M. Peak 3-hour - SB	51,390	58,380	+13.6%
% Truck Usage (12 hour) Two Way	7%	7%	No change
Total Person trips (12 hour) Two Way	269,830	329,930	+22.3%
A.M. Peak 3-hour - NB	24,270	28,110	+15.8%
A.M. Peak 3-hour - SB	59,570	68,480	+15.0%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.11	1.10	-0.01
P.M. Peak 3-hour	1.13	1.16	+0.03
12 hour	1.13	1.14	+0.01
Transit Usage Two Way			
A.M. Peak 3-hour	8%	7%	-1%
P.M. Peak 3-hour	6%	6%	No change
12 hour	7%	6%	-1%

2.8 Georgina – East Gwillimbury Cordon

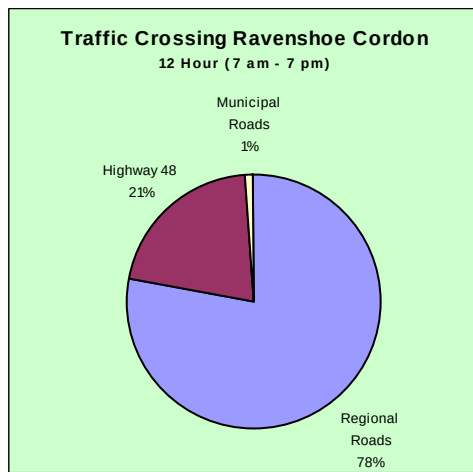
Between 2001 and 2006 there was a 7.8% growth in total vehicles crossing the Georgina – East Gwillimbury cordon line. Most of this traffic was handled on the Regional road system. Person trips increased by only 4.8% - the lowest of all the screenlines surveyed. This was due in large part to development constraints imposed because of limited road system capacity. The lower person trip increase reflects the significant drop in auto occupancy rates across this cordon.



Georgina-East Gwillimbury Cordon	2001	2006	Change 2001-2006
Total Vehicle trips (12 hour) Two Way	61,650	66,450	+7.8
A.M. Peak 3-hour - NB	4,890	4,720	-3.5
A.M. Peak 3-hour - SB	11,820	14,030	+18.7
% Truck Usage (12 hour) Two Way	5%	4%	-1%
Total Person trips (12 hour) Two Way	76,920	80,650	+4.8
A.M. Peak 3-hour - NB	6,080	5,480	-9.9
A.M. Peak 3-hour - SB	15,030	17,400	+15.8
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.20	1.12	-0.08
P.M. Peak 3-hour	1.23	1.16	-0.07
12 hour	1.21	1.17	-0.04
Transit Usage Two Way			
A.M. Peak 3-hour	7%	10%	3%
P.M. Peak 3-hour	3%	4%	1%
12 hour	4%	5%	1%

2.9 Ravenshoe Cordon

This is the most northerly screenline in the region. In the period between 2001 and 2006 there was a 12.5% increase in traffic in the 12 hour period. A similar increase of the person trips was noted. There was no change in the proportion of transit and truck usage. There has been a significant drop in average car occupancy rates, particularly in the morning. However, given the northerly location of this Cordon and the 6:30 am count start time, there may be a significant number of early morning carpool commuters that are missed compared to the afternoon period. Nevertheless, carpooling in this corridor is important for both the Region in order to optimize limited transportation capacity, and for commuters who have the opportunity to save on gas costs. Transit ridership increases have kept pace with general traffic growth, but there would appear to be a great opportunity to do more to promote both transit and carpooling before Highway 404 is extended.



Ravenshoe Cordon	2001	2006	%Change 2001-2006
Total Vehicle trips (12 hour) Two Way	32,280	36,310	+12.5%
A.M. Peak 3-hour - NB	2,170	2,610	+20.3%
A.M. Peak 3-hour - SB	7,490	8,340	+11.3%
% Truck Usage (12 hour) Two Way	5%	5%	No change
Total Person trips (12 hour) Two Way	39,060	43,790	+12.1%
A.M. Peak 3-hour - NB	2,470	3,010	+21.9%
A.M. Peak 3-hour - SB	8,890	9,450	+6.3%
Average Car Occupancy Two Way	People per vehicle		
A.M. Peak 3-hour	1.16	1.14	-0.02
P.M. Peak 3-hour	1.23	1.21	-0.01
12 hour	1.21	1.20	-0.01
Transit Usage Two Way			
A.M. Peak 3-hour	3%	2%	-1%
P.M. Peak 3-hour	2%	3%	+1%
12 hour	2%	2%	No change

3. TRAVEL CHARACTERISTICS

3.1. 400 SERIES HIGHWAYS

The 400 series Provincial highways system plays a major role in handling car and truck traffic through the Region. The system handles approximately 38% of all traffic entering and leaving the Region.

Highway 407 continues to play a major role in affecting travel patterns in the southern part of York Region. Since the last Cordon Count in 2001, Highway 407 has been extended east from Markham Road to Highway 7 east of Brock Road and now carries 28% of traffic to and from the east. Highway 407 crossing York-Durham Line carries approximately 20,630 vehicles during the 12-hour 7:00 am - 7:00 pm week day period. During the past five years the 407 was also extended west from Highway 410 to the Queen Elizabeth Way. Highway 407 at the York-Peel boundary handled 84,130 vehicles during the 12-hour week day period with an increasing number of trucks.

To the south, the combination of Highways 400, 404 and 427 handle approximately 36% of total traffic crossing to and from Toronto. To the north, Highway 400 handles 58% of total traffic. In all cases the 400 series highways carry the bulk of all heavy truck traffic crossing each boundary.

3.2. AUTO OCCUPANCY

Auto occupancy levels are monitored very closely as minor changes in the average level of car occupancy can have a significant effect on total traffic volume and congestion levels. Twenty years ago counts showed average levels at 1.26 to 1.43 on an all day basis crossing York's boundaries, compared to 1.12 to 1.20 in 2006. The continued decline in auto occupancy has resulted in an increase in traffic between 7.8% and 29.8%, as compared to the 2001 traffic levels. Table 3 summarizes the difference in auto occupancy over the 2001 to 2004 period at each screenline for the 12-hour span and during the a.m. peak and p.m. peak periods. In the five year period between 2001 and 2006, there has been a decline in car occupancy, which can be attributed to the improved transit services and the introduction of VIVA Rapid Transit.

Table 3: Average Auto Occupancy by Screenline

Cordon	Average 12-hour		Difference	Average AM 3-hour		Difference	Average PM 3-hour		Difference
	Auto Occupancy			Auto Occupancy			Auto Occupancy		
	2001	2006		2001	2006		2001	2006	
York-Toronto	1.16	1.16	0	1.12	1.12	0	1.18	1.17	-0.01
York-Peel	1.11	1.12	0.01	1.10	1.08	-0.02	1.11	1.14	0.03
York-Durham	1.15	1.16	0.01	1.10	1.09	-0.01	1.16	1.18	0.02
York-Simcoe	1.19	1.16	-0.03	1.11	1.10	-0.01	1.20	1.17	-0.03
South York	1.13	1.14	0.01	1.11	1.10	-0.01	1.13	1.16	0.03
Highway 400	1.15	1.13	-0.02	1.11	1.10	-0.01	1.19	1.15	-0.04
Highway 404	1.15	1.13	-0.02	1.13	1.10	-0.03	1.18	1.15	-0.03
Georgina-East Gwillimbury	1.21	1.17	-0.04	1.20	1.12	-0.08	1.23	1.16	-0.07
Ravenshoe	1.21	1.20	-0.01	1.16	1.14	-0.02	1.23	1.21	-0.02

3.3. TRUCK TRAFFIC

Truck counts include medium and heavy vehicles only. Commercial cars, vans and pickups are excluded. The large vehicles categorised as trucks have a significant effect on roadway capacity and the structural conditions of regional roads. Although truck traffic has continued to increase in actual volume, the percentage of total traffic that trucks represent has either dropped or remained the same at all the screenlines except at York-Simcoe (Table 4). This means that the actual volume of truck traffic has generally kept up with increases in general traffic.

Table 4: Percent Truck Ratio at Screenlines

Cordon	% Trucks		% Difference
	2001	2006	
York-Toronto	6	5	-1
York-Peel	11	11	No change
York-Durham	8	8	No change
York-Simcoe	7	8	1
South York	7	7	No change
Highway 400	9	8	-1
Highway 404	6	5	-1
Georgina-East Gwillimbury	5	4	-1
Ravenshoe	5	5	No change

Over the last decade there has also been a move to make goods movement and services delivery more efficient. Large trucks have become larger and operate with full loads in both delivery and return directions. Furthermore, medium sized vehicles have often been downgraded and replaced with newer vans or service cars as vehicle fleets are updated, consequently they are no longer counted in the truck category.

3.4. TRANSIT MODAL SHARE

Significant growth in transit ridership continues to occur. Transit usage includes trips on York Region Transit, VIVA, GO Transit, TTC, school and other buses. The greatest increase was at York-Toronto and York-Peel cordon, which showed an increase of 2% during the 12 hour period between 2001 and 2006. These increases in transit usage were even higher at individual transit corridors, which ranged between 1% and 14% as seen in Table 2.

Table 5: Percent Change in Transit Usage

Cordon	Average 12-Hour		%	Average AM 3-Hour		%	Average PM 3-Hour		%
	% Transit Usage		Change	% Transit Usage		Change	% Transit Usage		Change
	2001	2006		2001	2006		2001	2006	
York-Toronto	5	7	2	8	11	3	6	9	3
York-Peel	1	3	2	2	3	1	1	2	1
York-Durham	2	1	-1	3	2	-1	2	1	-1
York-Simcoe	5	5	0	4	5	1	4	3	-1
South York	7	6	-1	8	7	-1	6	6	0
Highway 400	3	4	1	3	5	2	3	4	1
Highway 404	3	3	0	4	4	0	3	3	0
Georgina-East Gwillimbury	4	5	1	7	10	3	3	4	1
Ravenshoe	2	2	0	3	2	-1	2	3	1

4. FINAL NOTE

The accelerated growth of development in York Region is planned to continue, but there are limited opportunities to increase the road capacity in the built up areas beyond the construction program scheduled for the Region during the next decade. Accommodating continued growth will require an aggressive effort to further measures to reduce travel demand and to increase use of alternative modes such as transit, carpooling, cycling and walking.

In an effort to reduce the impact of this growth, the Region has implemented its bold rapid transit initiative in York Region (VIVA). The first phase of VIVA was launched in September 2005, which shifted a large number of commuter trips per day from cars to public transit. Transit usage on Yonge Street at Steeles Avenue was 44% and on Jane Street at Steeles Avenue 23%. Further transit service improvements will be combined with other initiatives to increase auto occupancy rates, reduce commuting distances and spread travel demand throughout the day. Municipal governments of the Greater Toronto Area and Hamilton Region have embarked on a project to achieve these objectives. The Smart Commute project is delivering transportation demand management programs and services through the Smart Commute Association and local Transportation Management Associations (TMA's). Work has already begun through nine groups; the Smart Commute 404-7 Markham - Richmond Hill, Brampton – Caledon, Central York(Newmarket and Aurora), Durham, Halton, Hamilton, Mississauga, North Toronto – Vaughan and Toronto.



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York Region produces a number of additional brochures and reports on transportation that are available to the public in person or via the York Region web site:

www.york.ca