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Research & Analysis

Toronto Micromobility Cordon and Classification Count

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TORONTO

Executive Summary

The City has been expanding and upgrading its cycling network, and City Council has recently adopted the Cycling Network Plan's *Near-Term Implementation Program (2025-2027)*, which commits to building 100 km of new bikeways across the city.

The City's new bikeways are being increasingly used for food and other delivery services, and a far greater variety of micromobility devices, such as e-bicycles, e-scooters, and mopeds, are competing for space. Meanwhile, the Toronto Parking Authority's (TPA) bikeshare network has undergone a substantial expansion. The City's residents have access to more mobility options than ever before.

Given the rapidly evolving cycling landscape in Toronto, there has been a renewed interest in better understanding how people are using the cycling network. Knowing how many people are cycling on different types of infrastructure, using different forms of micromobility and for what purpose can both support and inform future infrastructure investments.

This report summarizes the results of the City's 2022 Micromobility Cordon and Classification Count (Cordon Count). This cordon count is a study that enumerates the number of micromobility users that cross a prescribed boundary in certain locations within the City. The count was conducted between 7:00 a.m. and 7:00 p.m. on a weekday in October 2022. It recorded the number of cyclists and other micromobility users crossing two boundaries - an inner cordon (bounded by Spadina Avenue, Bloor Street, Jarvis Street, and Queens Quay Boulevard), and an outer cordon (bounded by Dufferin Street, the CP Rail Corridor (roughly adjacent to Dupont Street), the Don River, and Lake Ontario).

The count classified cyclists and other micromobility users crossing the cordon boundaries according to the type of bicycle or other micromobility device being used (e.g. e-bicycle, electric kick-scooter, bike-share bicycle, moped), the apparent trip purpose (e.g. food delivery), and the type of infrastructure being used (sidewalk, bike lane, or mixed-traffic).

The cordon count is most valuable as a tool for understanding changing travel characteristics and route choices of micromobility users. It is not intended to be an empirical estimate of total travel volumes in the City due to variations that occur between single-day studies and its limited geographic coverage.

Some key findings from the study include:

- During the 12-hour period, a total of about 38,000 cyclists and other micromobility users were recorded crossing into and out of the inner cordon, and about 27,000 cyclists and other micromobility users

were recorded crossing into and out of the outer cordon. The busiest locations recorded over 3,000 users during the 12-hour period.

- Overall, about 69% of people were observed using standard bicycles, 12% using Bike Share Toronto bicycles, 10% using electric bicycles and 4% using kick-style e-scooters[1].
- About 10% of all trips were observed to be for the purpose of food or cargo delivery, 43% of which were made using e-bicycles.
- The study showed that people strongly prefer riding on routes with cycling infrastructure - 61% of cyclists and other micromobility users chose roads with bikeways (bicycle lanes, cycle tracks, and multi-use trails), even though only 35% of roads included in the study currently have bikeways present.
- The availability of cycling infrastructure resulted in less sidewalk riding. Cyclists and other micromobility users were counted using the sidewalk less than 5% of the time on roads with bike lanes or cycle tracks, while sidewalk riding was observed to be about 10% on roads with no bike lanes or cycle tracks present.

The cordon count will be repeated on a bi-annual basis, which will allow the City to track cycling and other micromobility usage and preferences over time.

[1] Kick-style e-scooters were not permitted on City streets as of the 2022 Cordon Count; they were nonetheless counted for information and to inform policy.

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1 Introduction

The City has been expanding and upgrading its cycling network, and City Council has recently adopted the Cycling Network Plan's *Near-Term Implementation Program (2025-2027)*, which commits to building 100 km of new bikeways across the city.

The City's new bikeways are being increasingly used for food and other delivery services. The widespread adoption of various alternative micromobility[2] devices (e.g. e-bicycles, e-scooters, and mopeds) has changed the mix of vehicles using the City's cycling infrastructure. Meanwhile, the TPA's bikeshare network has undergone a significant expansion.

These changes mean there is a growing need to monitor cycling and other micromobility trends to support and inform future investments.

This report summarizes the results of the 2022 Micromobility Cordon and Classification Count. This cordon count is a study that enumerates the number of micromobility users that cross a prescribed boundary in certain locations within the City. The count recorded the number of cyclists and other micromobility users crossing two boundaries - an inner cordon bounded by Spadina Ave, Bloor St, Jarvis St, and Queens Quay Blvd, and an outer cordon bounded by Dufferin St, the CP Rail Corridor (roughly adjacent to Dupont St), the Don River, and Lake Ontario. The count classified cyclists and other micromobility users crossing the cordon boundaries according to the type of bicycle or other micromobility device being used (e.g. e-bicycle, e-scooter, Toronto Bike Share), the apparent trip purpose (e.g. food delivery), and the type of infrastructure used (sidewalk, bike lane, or mixed-traffic).

The cordon count supports:

- understanding overall cycling trends and patterns, including the growth of e-bicycles and other emerging micromobility devices;
- understanding how people are using bicycles and other micromobility devices and trends around the growth of delivery cycling;
- monitoring and understanding route choice, including uptake and use of new bikeways.

The cordon count is most valuable as a tool for understanding changing travel characteristics and route choices of micromobility users. It is not intended to be an empirical estimate of total travel volumes in the City due to variations that occur between single-day studies and its limited geographic coverage.

[2] Micromobility devices include bicycles, e-bicycles, e-scooters, etc. (see Appendix A). Throughout this report the terms "micromobility user", "cyclist", "people cycling and using other micromobility devices" are used interchangeably to describe people cycling and using other micromobility devices.

2 Methodology

Counts were collected continuously over a 12-hour period between 7:00 a.m. and 7:00 p.m. on a weekday in October 2022[3]. The study was conducted in early fall because cycling trips typically stabilize during this timeframe when weather conditions are favourable, school is back in session, and people have returned to work from summer vacation[4]. Mid-week, good weather days, were chosen to best represent typical cycling and micromobility travel patterns.

Counts were collected at all streets crossing each of two cordon boundaries in Central Toronto except for a few minor low volume streets and streets under construction[5].

2.1 Location Selection

Figure 1 shows the locations included in the 2022 cordon count. In total, counts were collected at 99 individual locations in two directions. Seven screenlines that together make up two cordon boundaries were included in the cordon count. A few additional locations were also included to capture counts at key high-volume locations.

The **inner cordon** contains the downtown core and is comprised of parts of four screenlines:

- Bloor Street
- Spadina Avenue
- Queens Quay Boulevard
- Jarvis Street

The inner cordon boundary was chosen to align with previous bicycle cordon counts conducted in 2010, 2013, and 2014. The inner cordon boundary in 2022 included 18 count locations on low-volume roads that were not counted in previous years.

The **outer cordon** is bounded by Lake Ontario and three screenlines:

- The CP Rail Corridor (north of Dupont St.)
- Dufferin Street

[3] Data were collected between 7:00 a.m. and 7:00 p.m. at all inner cordon locations on October 6, 2022, and at all outer cordon locations on October 12, 2022.
[4] The National Bicycle and Pedestrian Documentation Project (NBPD) encourages cycling counts be scheduled in early fall in effort to establish 'best practices' for internal and cross-jurisdictional consistency (https://bikepeddocumentation.org/).
[5] A few of the lowest-volume roads crossing the cordon boundaries were excluded from the count due to limitations on available video cameras. College St. east of Spadina Ave. was also excluded as it was closed due to construction during the count period. In total 10 possible crossing locations were excluded from the Inner Cordon, and 5 were excluded from the Outer Cordon.

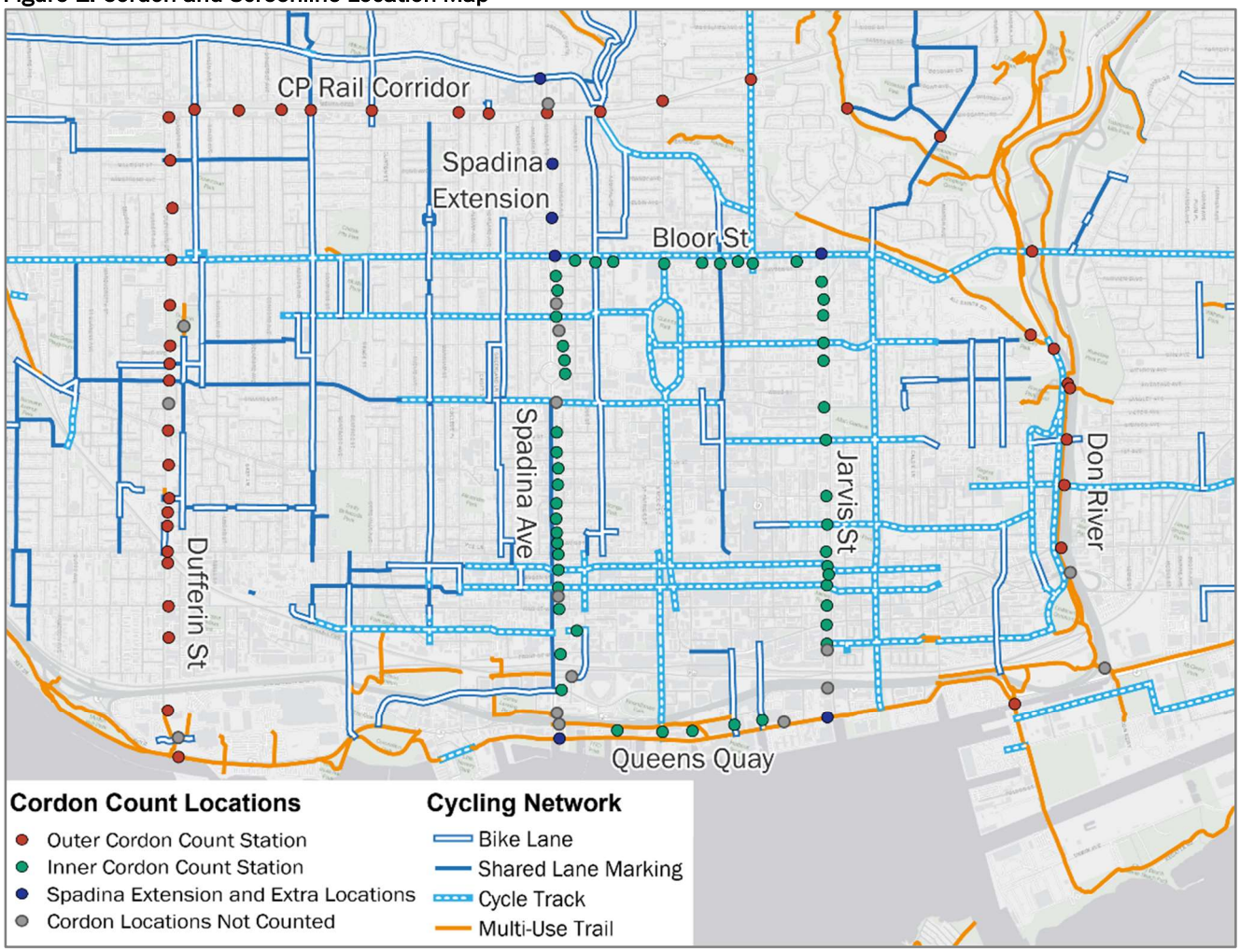
- The Don River

The outer cordon was introduced to collect data beyond the downtown core and traditional downtown commuting patterns in areas with high cycling volumes.

The following **additional locations** were also included in the 2022 count:

- Streets crossing Spadina Road from Bloor Street West to Davenport Road
- Bloor Street W east of Spadina Avenue
- Bloor Street E west of Ted Rogers Way (Jarvis Street)
- Martin Goodman Trail west of Lower Jarvis Street
- Martin Goodman Trail east of Spadina Avenue

Figure 1: Cordon and Screenline Location Map



2.2 Data Collection

Counts were collected using one or two video cameras temporarily installed at designated locations. Video footage was reviewed and recorded manually.

Cyclists and other micromobility users were recorded (to the best of the ability of the counting staff) by their type of vehicle, the purpose of their trip, and their location in the right-of-way, as shown in Figure 2.

A detailed guide to the types of vehicles recorded and apparent trip purposes can be found in Appendix A. More details on how data were processed and validated can be found in Appendix B.

Figure 2: Classification Overview

Type of Vehicle	Standard Bicycle
	Cargo Bicycle and Bicycles with Trailer
	Bike-Share Bicycle
	e-Bicycle
	e-Scooter (kick-style)
	Moped
	Other Bicycle
	Other non-Motorized or Micromobility Device
Apparent Trip Purpose	Standard (Unknown)
	Food or Cargo Delivery
	Sport[6]
	Transporting Human Passenger
Location in Right of Way	Bike Lane
	Sidewalk
	Mixed-Traffic

2.3 Limitations

There are a few limitations for this type of data collection that should be mentioned. For these reasons, cordon counts should only be considered as one part of a larger ecosystem of data collection and monitoring techniques.

- **Challenges in classifying users**. Biases can be introduced into the study due to challenges in accurately classifying users from video. In particular, the type of vehicle can be quite challenging when attempting to identify e-bicycles, and there is a need for the surveyors to interpret footage to understand trip purposes.
- **Challenges in year-over-year comparisons.** This report provides a comparison to some previous cycling cordon counts conducted

[6] Sport cycling is intended to represent people who are clearly riding explicitly to get exercise, without any other utilitarian purpose. They are identified by the type of bicycle and their clothing. Any people cycling could be cycling for exercise, and people wearing traditional sport clothing could be also cycling for some utilitarian purpose, but the focus here was intended to be on the primary purpose as far as can be determined by observation.

between 2010 and 2014. As cordon counts are typically counted on a single day, they are not the ideal method for counting total growth year over year when there are significant differences in seasonality and weather that impact travel choices. Other forms of data collection, such as permanent count stations and regional travel surveys like the Transportation Tomorrow Survey are more comprehensive methods for measuring change over time.

- **Travellers can be counted multiple times in a study.** It is possible for individuals to be counted at multiple locations while making a trip, and across multiple trips within a day. As a result, the volumes reported in the study are individual count observations and do not represent the total number of micromobility users.

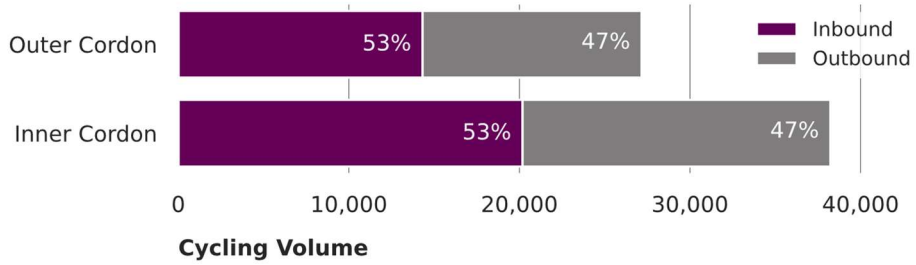
3 Results and Discussion

3.1 78,000 micromobility users were counted over 12 hours in 2022

In the 12-hour period between 7:00 a.m. and 7:00 p.m., approximately 38,000 micromobility users were counted crossing into and out of the inner cordon and 27,000 micromobility users were counted crossing into and out of the outer cordon (Figure 3). The totals are shown broken down by screenline in Figure 4 with data for all locations summarized in Figure 5.

Profiles of each screenline including maps and summary statistics are presented in Appendix C, and detailed count and classification data are provided for each count station in Appendix D.

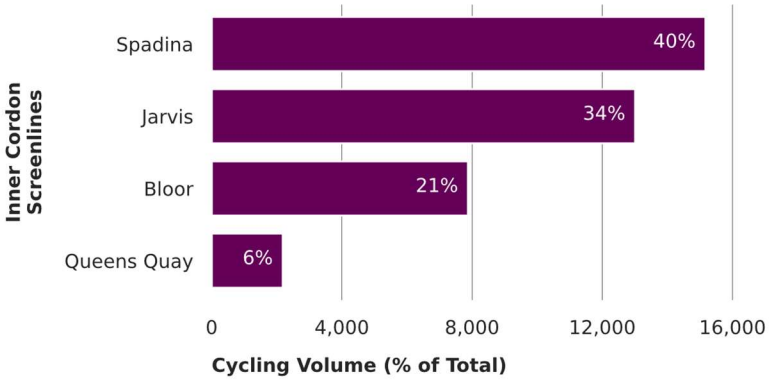
Figure 3: Total Micromobility Count Volume by Cordon and Direction



Across all screenlines there were more cyclists and other micromobility users entering the core than exiting during the 12-hour count period. The difference between inbound and outbound volumes can be attributed to micromobility users entering the cordon during the count period, but exiting after 7:00 p.m.

Figure 4: Micromobility Count Volume by Screenline

a) Inner Cordon



b) Outer Cordon

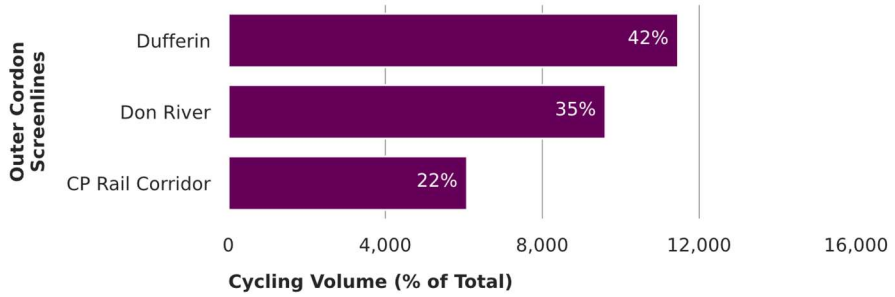


Figure 5: Total Micromobility Counts by Cordon and Screenline (7:00 a.m. to 7:00 p.m.)

Screenline	No. of Count Stations	Average Station Volume*	Inbound	Outbound	Total
Inner Cordon					
Spadina Ave.	21	722	7,851 (52%)	7,316 (48%)	15,167 (40%)
Bloor St.	9	875	4,251 (54%)	3,622 (46%)	7,873 (21%)
Jarvis St.	16	813	7,044 (54%)	5,964 (46%)	13,008 (34%)
Queens Quay Blvd.	5	437	1,040 (48%)	1,143 (52%)	2,183 (6%)
Inner Cordon Total	**51**	**750**	**20,186 (53%)**	**18,045 (47%)**	**38,231 (100%)**
Outer Cordon					
Dufferin St.	19	603	6,056 (53%)	5,407 (47%)	11,463 (42%)
CP Rail Corridor	11	553	3,336 (55%)	2,749 (45%)	6,085 (22%)
Don River	11	874	4,932 (51%)	4,681 (49%)	9,613 (35%)
Outer Cordon Total	**41**	**662**	**14,324 (53%)**	**12,837 (47%)**	**27,161 (100%)**
Extra Locations					
Spadina Ave. North Extension	3	-	1,003 (56%)	795 (44%)	1,798
Bloor St. E of Spadina Ave.	1	-	1,528 (46%)	1,765 (54%)	3,293
Queens Quay E of Spadina Ave.	1	-	1,265 (50%)	1,252 (50%)	2,517
Bloor St. W of Ted Rogers Way	1	-	1,776 (56%)	1,372 (44%)	3,148
Queens Quay W of Jarvis St.	1	-	1,034 (51%)	1,013 (49%)	2,047
Grand Total	**99**	**790**	**41,116 (53%)**	**37,079 (47%)**	**78,195**

*Inbound + outbound volumes

3.2 Highest volume of cyclists and other micromobility users are in the afternoon peak period.

Inbound and outbound hourly volumes are plotted in Figure 6. Total volumes into and out of downtown mostly follow a traditional peak-period pattern, with an inbound peak in the morning, and an outbound peak in the late afternoon and early evening.

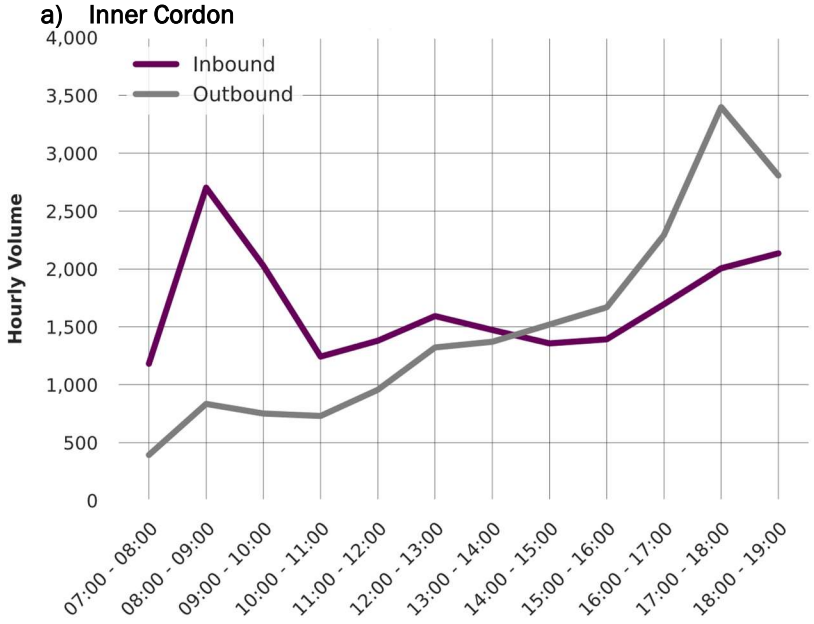
There is also a secondary peak of inbound micromobility users from about 4:00 p.m. - 7:00 p.m., which is in the opposite direction to the 'typical' commuter pattern. This evening-inbound peak is evident at both cordons but more prominent at the inner cordon, which has a 6:00 p.m. – 7:00 p.m. volume that is roughly 75% of the 8:00 a.m. – 9:00 a.m. volume. This

secondary peak captures micromobility users travelling for purposes other than work, such as recreation, errands, or socialising. It would also include people that live in the downtown core and cycle to work outside the inner cordon boundaries.

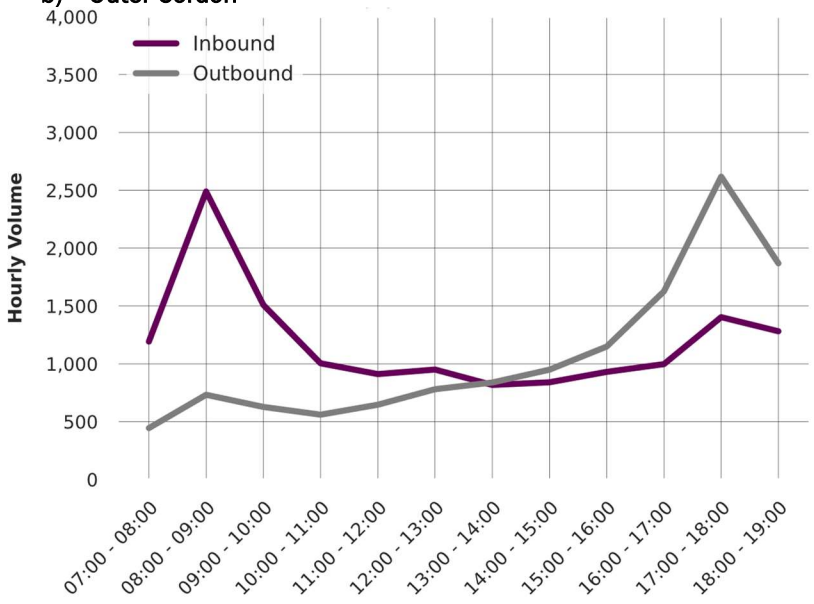
Due to data collection ending at 7:00 p.m., both the outbound and inbound peaks in the evening are not fully captured. The data collection period will be extended in future cordon counts.

Figure 6: Total Micromobility Counts by Time of Day

a) Inner Cordon



b) Outer Cordon



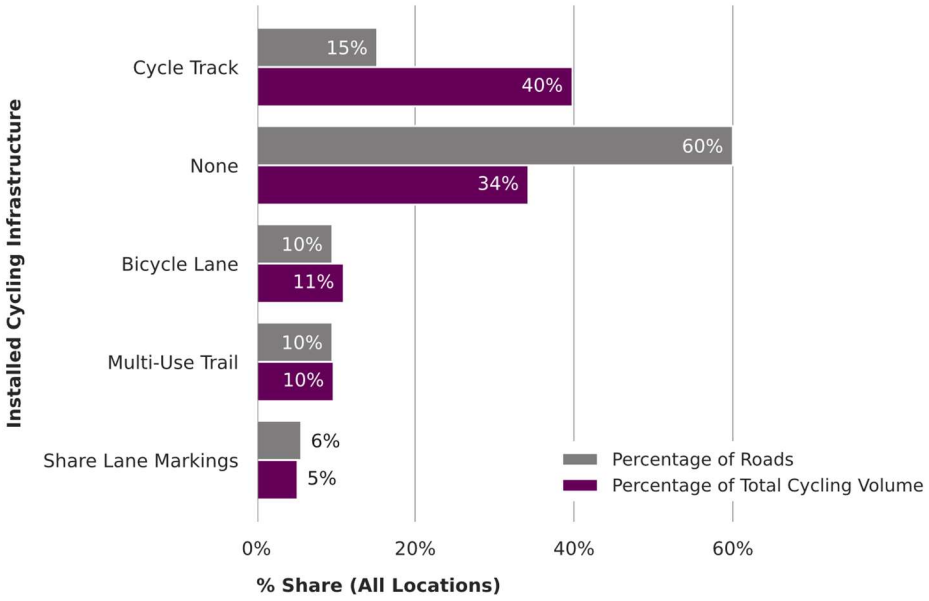
3.3 61% of riders were counted at locations with cycling infrastructure

The count data were analyzed to measure what types of roads and cycling infrastructure are most heavily used by micromobility users. The various types of cycling infrastructure that exist at each count location can be classified into five categories:

- **Cycle tracks** are separate lanes for bicycles that are adjacent to the roadway but physically separated from vehicular traffic.
- **Bicycle lanes** are a dedicated part of the roadway for people cycling, separated from vehicular traffic by a painted line. They are usually located adjacent to the curb. These include contra-flow bicycle lanes, which allow people to cycle in the opposite direction of traffic on a street that is one-way for all other vehicles.
- **Multi-use trails** are for shared use by cyclists, pedestrians, and other micromobility users, and are often found in park settings. They can be located on the boulevard or fully off road and serve as network connectors or as recreational destinations themselves.
- **Shared-Lane Markings**, or "Sharrows", are road markings used to indicate a shared environment for bicycles and motor vehicles.
- **None** means there is no cycling-specific infrastructure. Wayfinding signage for quiet street cycling routes is counted in this category.

The Cordon Count showed that micromobility users tend to prefer using roads with cycling infrastructure (cycle tracks, bicycle lanes or multi-use trails). Figure 7 shows that 61% of micromobility users were counted on roads with cycling infrastructure present, while only 34% of the roads included in the cordon count actually have some kind of bikeway. Cycle tracks in particular carry an outsized proportion of cyclists and other micromobility users; only 15% of roads have cycle tracks on them, but cycle tracks carried 40% of all micromobility users counted.

Figure 7: Cycling Infrastructure Preferences (Inner and Outer Cordon)



Notes:

- The southbound cycle track on Yonge St. South of Bloor St. was closed due to construction at the time of the count and was not included among roads with cycle tracks.
- Percentage of roads includes all roads crossing the cordon boundary, including those that did not have count stations present during the Cordon Count (including College St. E. of Spadina Ave., which was closed due to construction at the time of the count). Laneways are excluded.

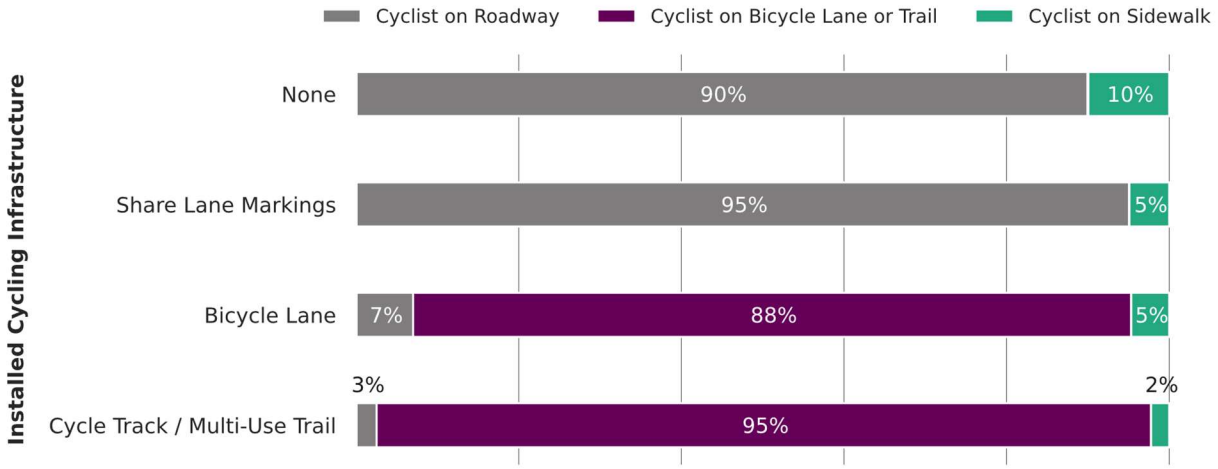
3.4 Cycling infrastructure reduces sidewalk cycling

The cordon count classified cyclists and other micromobility users according to their physical location on the roadway as they crossed the cordon boundary: on the roadway in mixed-traffic, using the bicycle lane or cycle track (where present), or using the sidewalk. The breakdown of the location observed on the roadway compared to the availability of bikeways is shown in Figure 8.

On roads with no cycling-specific infrastructure, cyclists and other micromobility were observed using the sidewalk about 10% of the time. On roads with bicycle lanes or shared lane markings, micromobility users were observed using the sidewalk about 5% of the time. On roads with cycle tracks or multi-use trails, sidewalk usage was observed to be 2%.

Providing safe infrastructure for cyclists keeps them off the road and off the sidewalk, improving safety for pedestrians and reducing potential conflicts with automobiles.

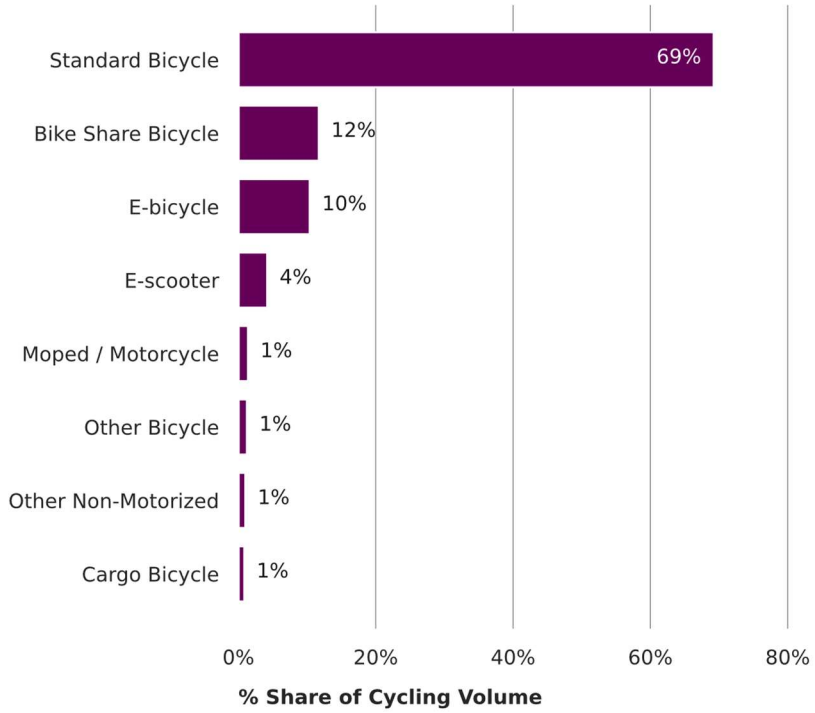
Figure 8: Installed Cycling Infrastructure and Usage



3.5 12% of riders used Toronto Bike Share and at least 10% were on electric bicycles

A breakdown of bicycle and other micro mobility device types observed across all count locations is shown in Figure 9.

Figure 9: Proportion of Observed Micromobility Types

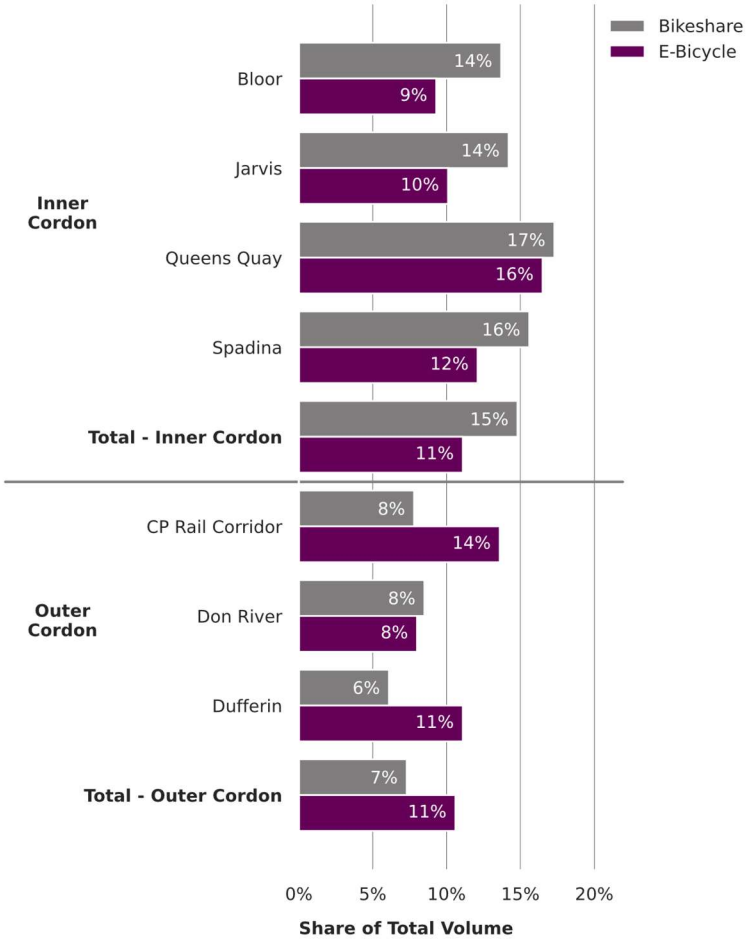


Standard bicycles made up the majority of all micromobility devices observed, with Toronto Bike-Share bicycles and e-bicycles following at 12% and 10% of all observations, respectively. About 4% of people observed were using standing electric kick-style scooters (e-scooters). It should be noted

that Toronto Bike Share also rents electric bicycles, for the classification in this study, Toronto Bike Share e-bicycles are classified as bike share bicycles.

The percentage of e-bicycles and Bike Share bicycles observed is shown broken down by screenline in Figure 10.

Figure 10: E-Bicycles and Bike-Share Bicycles as Proportion of Total by Screenline



About 14% to 17% of cyclists were riding Bike Share bicycles across the inner cordon, compared with 6% to 8% across the outer cordon. This observation is in line with expectations, since Bike Share Toronto station density, while continuing to expand, is greater closer to downtown.

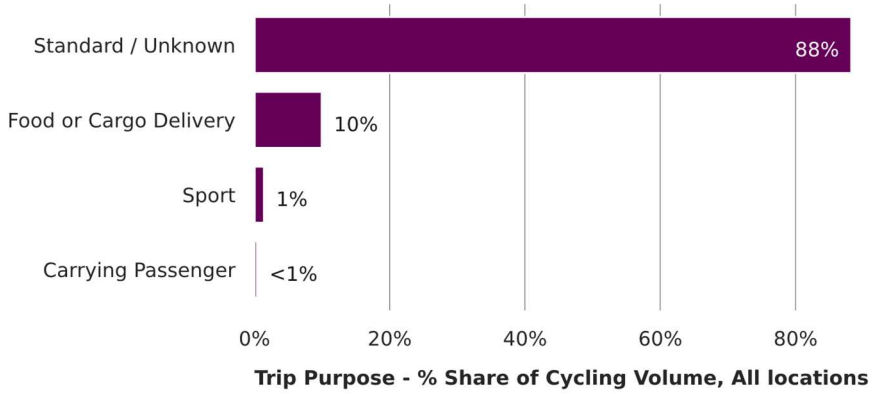
Electric bicycle usage differed amongst the screenlines, with electric bicycle riders making up 14% to 16% of the total volume crossing the Bloor, Queens Quay and CP Rail Corridor screenlines, to only 8% to 9% of the total volume crossing the Don River and Bloor screenlines. The two cordons had similar overall e-bicycle ridership overall. These estimates are likely conservative due to the difficulty in identifying all electric bicycles through video observation.

3.6 10% of riders were delivering food or cargo

The perceived purpose of each bicycle or other micromobility trip, was recorded and classified into one of four categories (see Figure 11). Overall, about 10% of all cyclists and other micromobility users counted were identified as delivering food or cargo[7]. About 1% of cyclists and other micromobility users were classified as cycling for sport[8].

Food and cargo delivery is making up a larger and larger share of micromobility trips in the City, and it will be important to track this growth over time in future Cordon Counts. This study is the first attempt to quantify the amount of delivery and cargo cycling in the City.

Figure 11: Perceived Trip Purpose



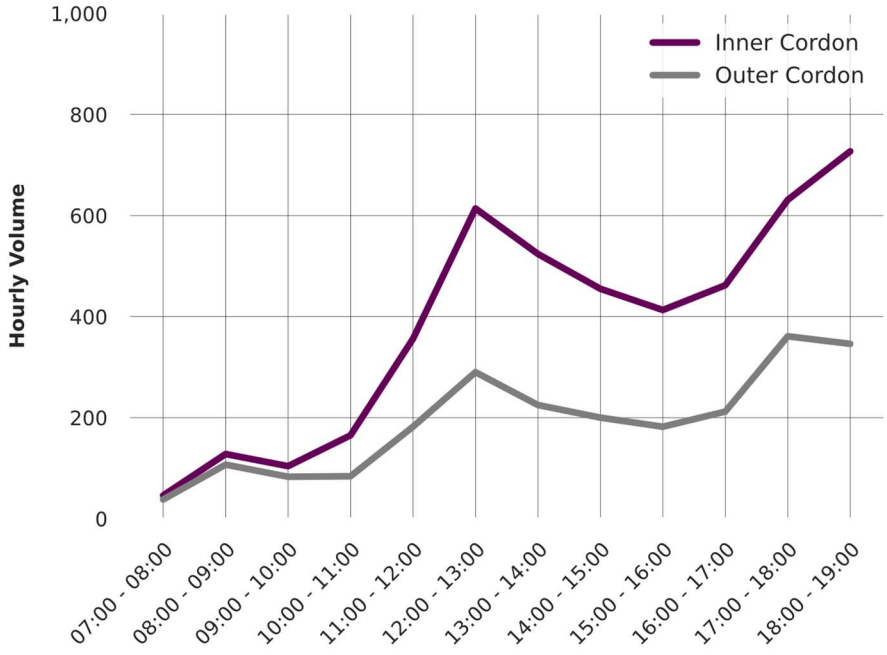
3.7 Food and cargo deliveries peak in the evening

The total number of food or cargo delivery trips is shown by time of day in Figure 12; the total volume of trips is shown in Figure 12 (a), and the share of food or cargo delivery as a percentage of all people counted in each hour is shown in Figure 12 (b).

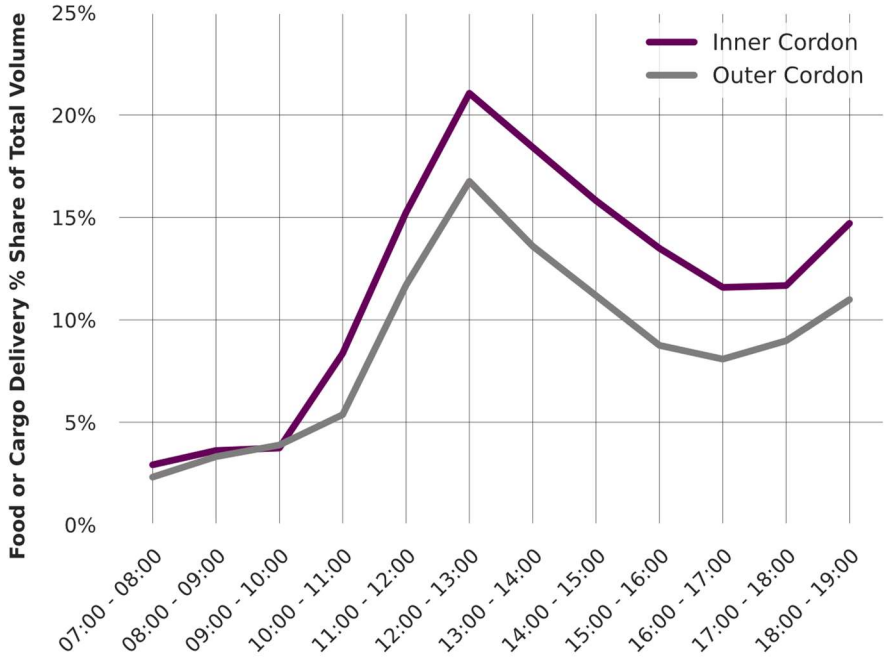
[7] Usually determined based on observing the presence of a food delivery backpack or riding a cargo bicycle with cargo visible.
[8] Wearing athletic cycling clothing and riding a racing-style bicycle.

Figure 12: Food or Cargo Delivery by Time of Day

a) Hourly Volumes



b) Share of Total Volume



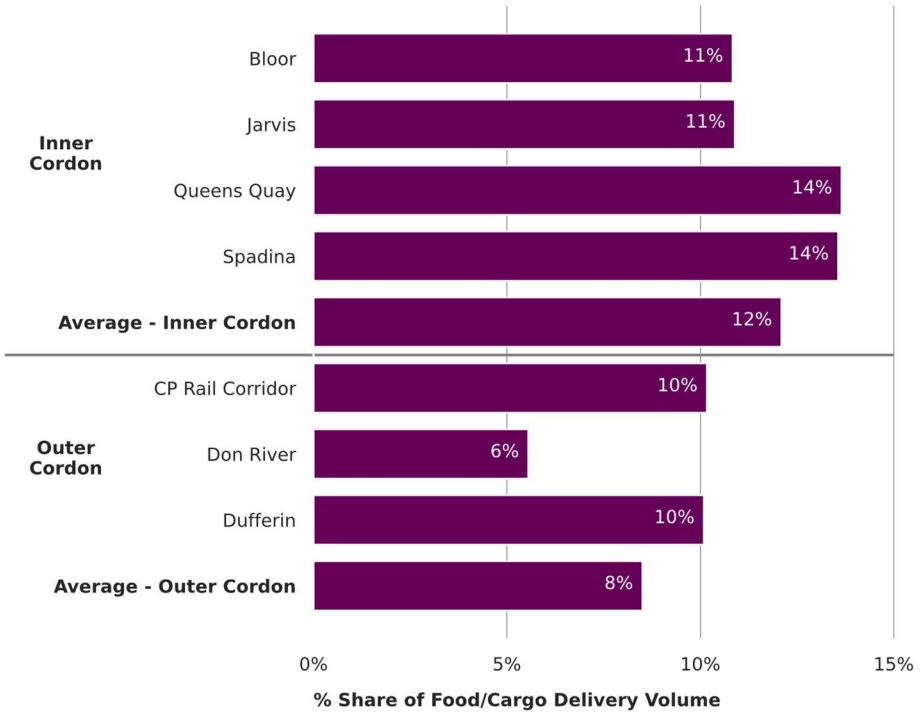
Food or cargo delivery volume was consistently higher across the inner cordon. The number of micromobility users performing food delivery was highest in the final hour of the count (6:00 – 7:00 p.m.), suggesting that a significant proportion of food delivery continues to occur in the evening after 7:00 p.m. The proportion of all micromobility users observed delivering food

or cargo peaks during the 12:00 - 1:00 p.m. period, was about 17 - 21% of all people counted.

3.8 Trips crossing Spadina Ave and Queens Quay Blvd have the highest proportion of delivery riders

The proportion of micromobility users who were observed to be delivering food or cargo is further broken down by screenline in Figure 13. Food or cargo delivery trips represent 12% of all cycling trips across the inner cordon, compared with 8% across the outer cordon.

Figure 13: Food or Cargo Delivery Volume as Proportion of Total by Screenline

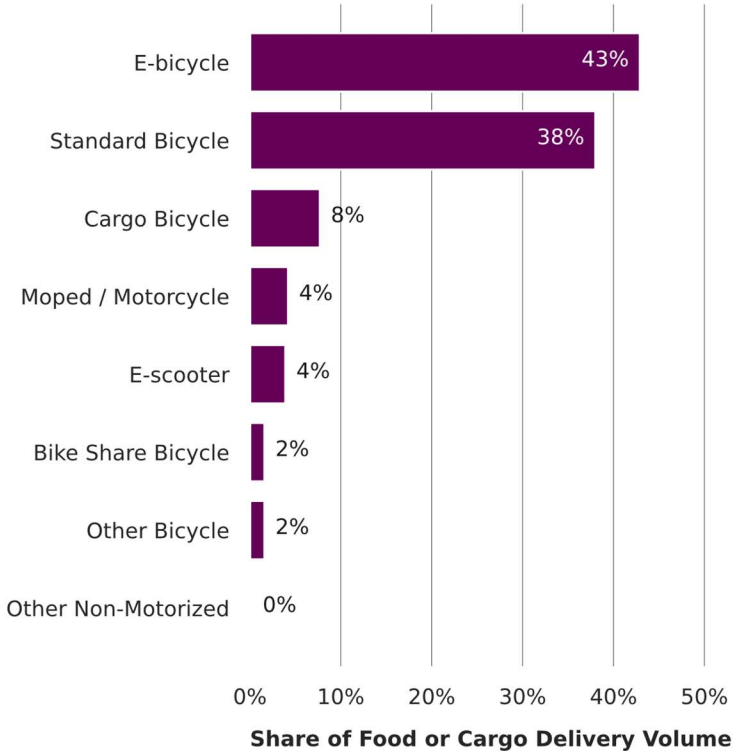


3.9 43% of people delivering food and cargo were using electric bicycles

The proportional share of different types of micromobility devices used for food delivery is shown in Figure 14. E-bicycles were the most common type of micromobility device used for food delivery, with 43% of people observed delivering food using e-bicycles, followed closely by standard bicycles at 38% of all food delivery observations.

Not only are e-bicycles the preferred micromobility device for food delivery, but people using e-bicycles are also highly likely to be delivering food – 41% of e-bike users were observed delivering food. The rapid growth of food delivery services has closely tracked the rapid growth of the use and availability of e-bicycles.

Figure 14: Micromobility Device Used for Food/Cargo Delivery



4 Comparison to 2010, 2013, 2014 Cycling Cordon Counts

The City of Toronto previously conducted Cycling Cordon Counts in 2010, 2013 and 2014. These studies were conducted at fewer sites with different rider classifications compared to the 2022 study.

While there have been many changes in methodology, the data still provide a valuable comparison over the past 13 years, most importantly for observing the effects that changing cycling infrastructure have had on riders' route selection. These trends show the increases in safety and protection that have been made for cyclists in the downtown area due to the investments in the City's Cycling Network Plan.

Attempts to use the survey to understand overall trends in cycling are challenging due to the single-day nature of the survey, changes in travel patterns after the COVID-19 pandemic and other differences in methodology.

4.1 45% of riders are on fully protected infrastructure in 2022 compared to 0% in 2014

Figure 15**Error! Reference source not found.** shows the changes in infrastructure availability and use between 2010 and 2022. The charts show the results of the significant expansion of the City's network of protected cycling infrastructure that has occurred over the past 10 years.

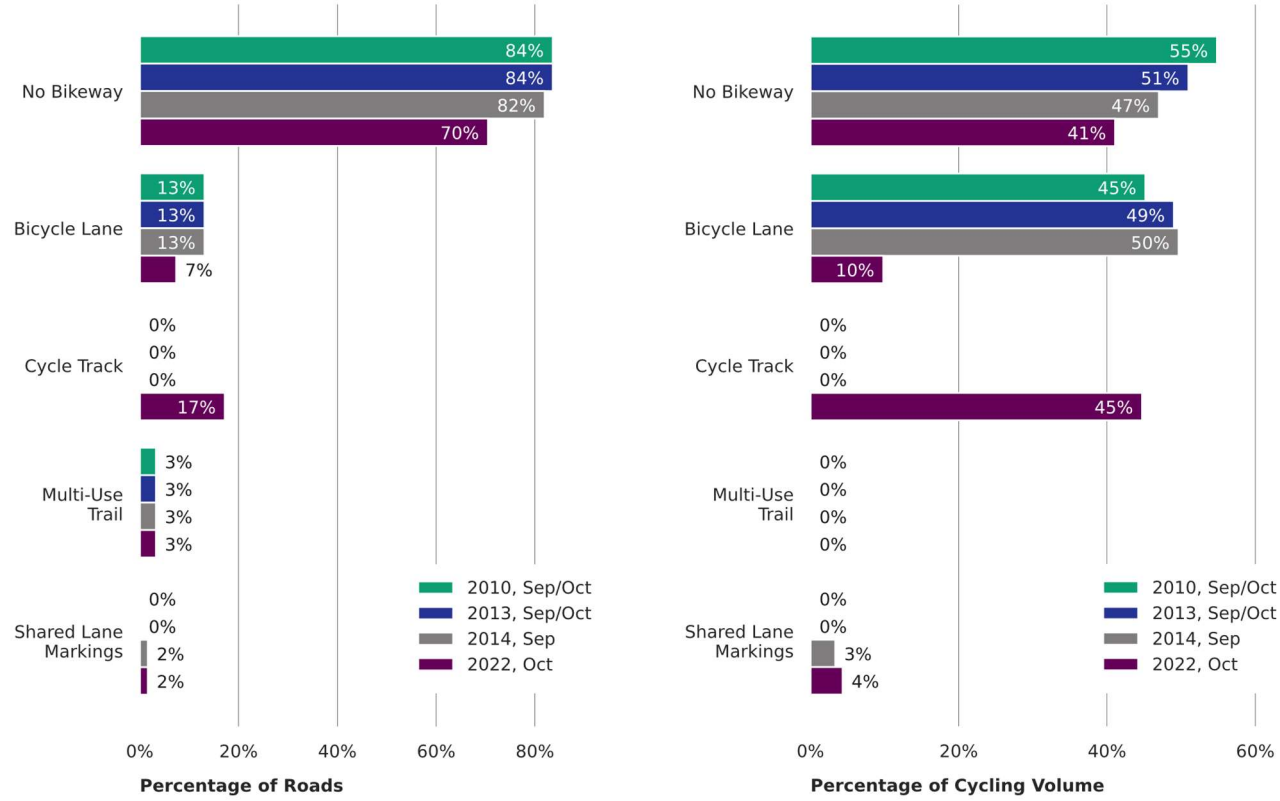
The share of the road network crossing the inner cordon with bicycle lanes or cycle tracks has increased from 13% in 2010-2014 to 24% in 2022. There were no cycle tracks crossing the inner cordon between 2010 and 2014, while in 2022, 17% of roads had cycle tracks, which carried 45% of the total volume crossing the inner cordon. The share of cyclists that were using roads with bicycle lanes and cycle tracks increased from around 45% in 2010 to 55% in 2022, an increase of 22%.

Due to cycling facility upgrades from bicycle lanes to cycle tracks on several streets (Harbord Street, Gerrard Street, Shuter Street, Wellesley Street, Lower Simcoe Street), the percentage of roads with bicycle lanes decreased from 2014 to 2022 as upgrades were completed. New cycle tracks were installed between 2014 and 2022 on the following roads where no cycling infrastructure was previously present: Queen's Park Circle, Yonge Street, Richmond Street, and Adelaide Street.

Figure 15: Changes in Cycling Infrastructure and Share of Cycling Volume (Inner Cordon), 2010 - 2022

a) Distribution of Cycling Infrastructure on All Roads

b) Distribution of Cycling Volumes by Infrastructure Type



Notes:

- Only locations counted in all study years are included in the volume totals (18 extra locations added in 2022 were excluded).
- The southbound cycle track on Yonge St. South of Bloor St. was closed due to construction at the time of the 2022 count and was not included among roads with cycle tracks.
- The percentage of roads includes all roads crossing the cordon boundary, including those that did not have count stations present during the Cordon Count (including College St. E. of Spadina Ave., which was closed due to construction at the time of the 2022 count). Laneways are excluded.
- Two multi-use trails with low volumes crossing the inner cordon were not counted in any year (Harbour St. Multi-Use Trail, Southern Linear Park Trail).

4.2 Travel patterns crossing the inner cordon have changed since 2010

The 2022 Cycling Cordon Count was compared with historical cordon count data to attempt to measures trends over time. This comparison and interpretation of the trend is a challenge due to some major infrastructure changes and construction that impact the trend:

- Bloor St bikeway: Since the previous cycling cordons were completed, the City has installed bike lanes and cycle tracks on Bloor Street. This route has since become the highest volume cycling route in the City. Bloor Street is north of the upper cordon boundary,

meaning that it is diverting riders north of the cordon that would have previously been traveling on Harbord St or other routes from the west of the City. While many of these riders would likely cross into the cordon to head south into the downtown, many cross-city cyclists would no longer cross the cordon on their routes.

- College St construction: During the 2022 study, College St was largely closed for reconstruction. As one of the major east-west cycling routes, some riders may have diverted to other routes such as Harbord St or Bloor St, while others may have made fewer cycling trips during this period due to the disruption.

Cycling volumes crossing the inner cordon in 2010, 2013, 2014, and 2022 are compared in Figure 16. The total number of micromobility users observed crossing the inner cordon in 2022 was about 6% greater than the 2010 cordon count and were slightly less than the 2013 and 2014 counts.

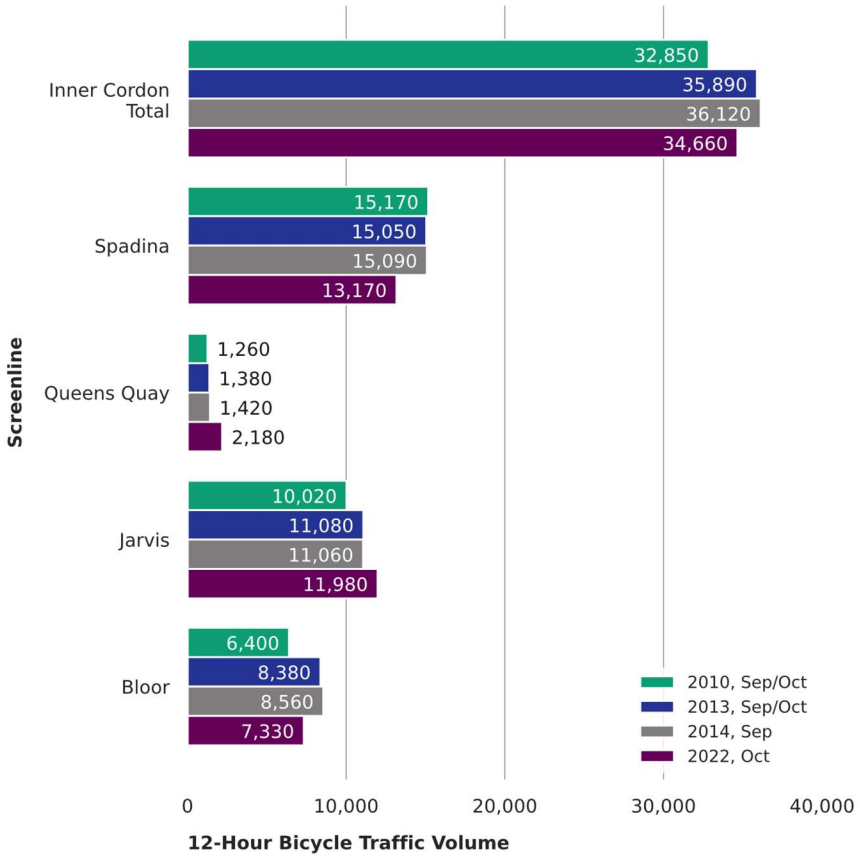
Due to the infrastructure changes and the overall challenges using single day counts to measure year-over-year changes, these trends are not a complete picture of growth in cycling in the downtown. Other data sets portray a different picture of the growth in cycling in the downtown. In particular, the 2022 Transportation Tomorrow Survey released in December 2024 reported a growth of 67% in cycling trips destined to Downtown Toronto from 2011 to 2022, growing from 40,200 trips per day in 2011 to 67,100 in 2022.

There are many additional limitations that may explain why the cordon count does not capture this same growth trend.

- Differences in weather and time of year can impact volumes with single-day counts. The 2022 count was conducted in October, 3-4 weeks later in the year than the 2010, 2013 and 2014 studies. The weather on the day of data collection for all historical Cordon Count data is shown in Appendix E.
- Broader changes in commuting travel patterns due to the widespread adoption of hybrid and remote work after the COVID-19 pandemic have resulted in fewer work-commute trips into Downtown Toronto.
- The data also indicate that trips are being made later in the day (see Section 3.2) compared to in previous survey years, with a higher percentage of trips likely being made after the end of the collection period at 7:00 p.m.

Establishing a Cordon Count Program that will count the same locations using the same methodology on a regular bi-annual basis will allow the City to build a more accurate picture of micromobility trends over time. Continuing to monitor the outer cordon in addition to the inner cordon will provide additional insight into changing travel patterns over time.

Figure 16: Change in Micromobility Counts (Inner Cordon), 2010 - 2022



Notes: Only locations counted in all study years are included in the volume totals (18 extra locations added in 2022 were excluded).

4.3 Travel has become less peak period commuter-focused after the COVID-19 pandemic

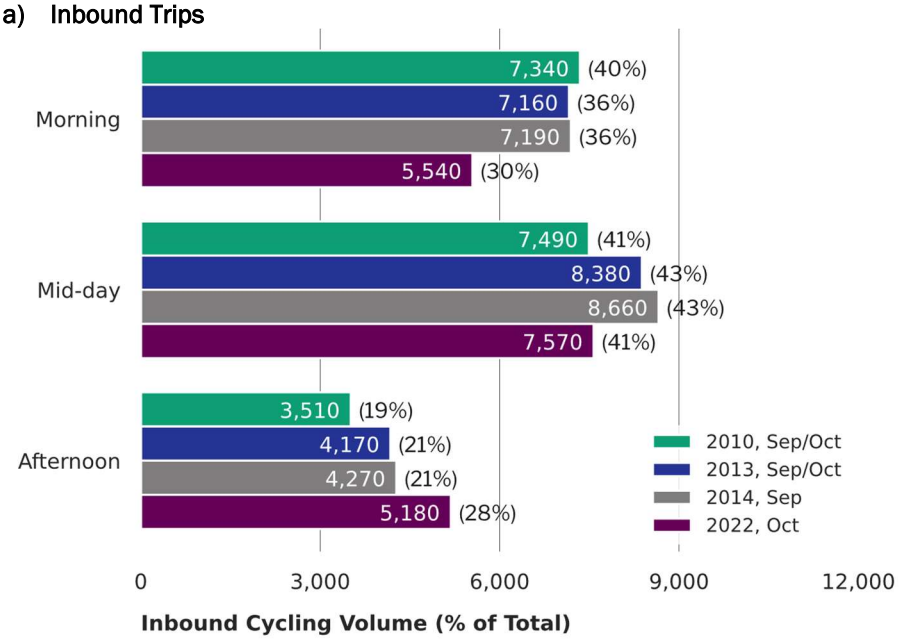
The time-of-day distribution of cycling volumes crossing the inner cordon in 2010, 2013, 2014, and 2022 is shown in Figure 17 for inbound and outbound trips, respectively. In 2022, a larger share of people was observed cycling in the afternoon and evening compared to the morning. Most notably, the percent of all-day trips heading into downtown in the evening increased from 19-21% in 2010-2014 to 28% in 2022.

In addition, a 25% drop in morning inbound trips are an example of the reduction in traditional peak period commuting travel in 2022 as the adoption of remote work practices since the COVID-19 pandemic have contributed to a shift away from traditional commuter traffic patterns. An increase in cycling trips for purposes other than commuting to work, such as recreation, fitness, socialising, errands, shopping, etc., as well as the rapid growth in cycling for food and cargo delivery cycling are likely contributing to the higher afternoon cycling volumes seen in 2022.

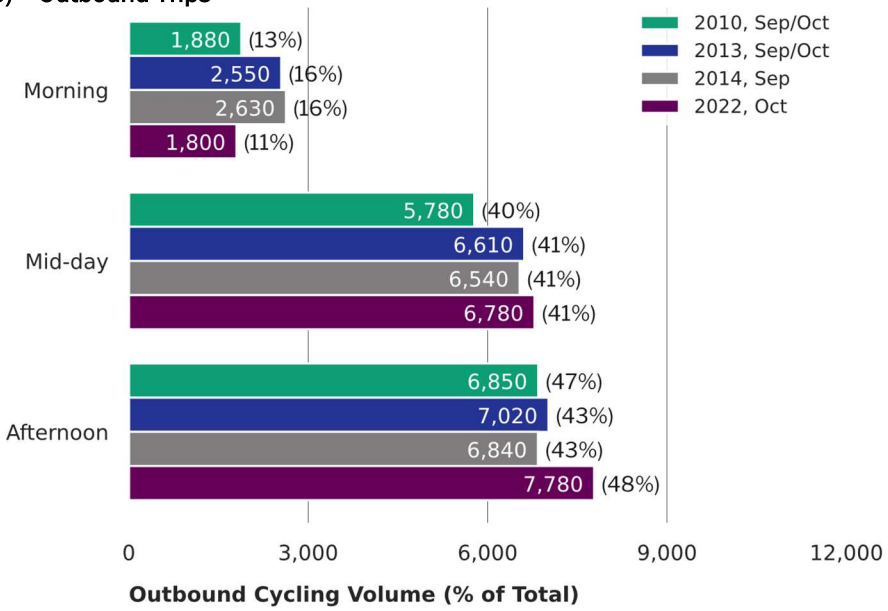
Future studies will track this recovery as more office workers continue to return to work. In October 2022, downtown Toronto office occupancy was measured at approximately 33%, compared to 73% in December 2024[9].

Figure 17: Distribution of Counts by Time-of-Day (Inner Cordon), 2010 - 2022

a) Inbound Trips



b) Outbound Trips



Notes: Only locations counted in all study years are included in the volume totals (18 extra locations added in 2022 were excluded).
Time periods are defined as: Morning (7:00 a.m. to 10:00 a.m.), Mid-Day (10:00 a.m. to 4:00 p.m.), Afternoon (4:00 p.m. to 7:00 p.m.).

[9] Strategic Regional Research Alliance Occupancy Index. https://srraresearch.org/covid/category/Occupancy+Index

Appendix A

Micromobility Classification Guide

Type of Vehicle	
Standard Bicycle - Mountain - Road / Racing - City / Casual - Folding - etc. *Includes bikes with child seats*	    
Cargo Bike or Bike with Trailer Bicycle with defined cargo space. - 2 or 3 wheels - cargo space may be at the front or the rear - may be electric assist or pedal only Trailer attached to rear of bicycle (for cargo or children)	        

Type of Vehicle	
E-Bicycle Identifiable by a battery pack on the frame or a disc on the front wheel.	    
Bike-share Bike Official Toronto bike share only. Includes both classic and e-bicycle versions.	  
E-Scooter Stand-up, kick-style e-scooters only.	  
Moped / Scooter Electric or gas powered. Does not include motorcycles.	  

Type of Vehicle

Other bicycle
Includes:
- Recumbent
- Tandem
- Hand-powered – Tricycles
- Folding bikes
etc.





Other non-Motorized micro-mobility
Including:
- Kick-scooter (non-electric)
- Skateboard
- Rollerblades
- Unicycle
Not including wheelchairs



Trip Purpose

Standard/ Unknown
General cycling, unidentifiable purpose.




Trip Purpose

Food or Cargo Delivery
Identifiable food bag (usually square, with or without branding).





Sport
- Person riding a road / racing bike, wearing spandex or athletic clothing.
- Not carrying large items or backpack (small bags ok).



Transporting Passenger
- Includes child in child seat, in cargo area or in trailer.
- Does not include animals or pets.




Appendix B

Data Processing

B1 Data Validation

Simple automated validations that screened for data input mistakes, completeness, and structure were carried out using Python. The raw datasets were corrected to fix validation errors until all checks were passed, producing a cleaned dataset for processing.

Automated validations include checking the count sheets are correctly filled out, time bins are complete and in order, and the headers, columns, filenames and metadata are consistent.

B2 Data Quality

Spot checks of the counts and classifications were conducted by humans reviewing selected video sections, to compare with the provided data. About 4% of the roughly 80,000 bicycles counted were spot checked. The spot checks matched the total volume, and the total classifications for bicycle type, trip purpose, and location-on-the-street within ± 3%.

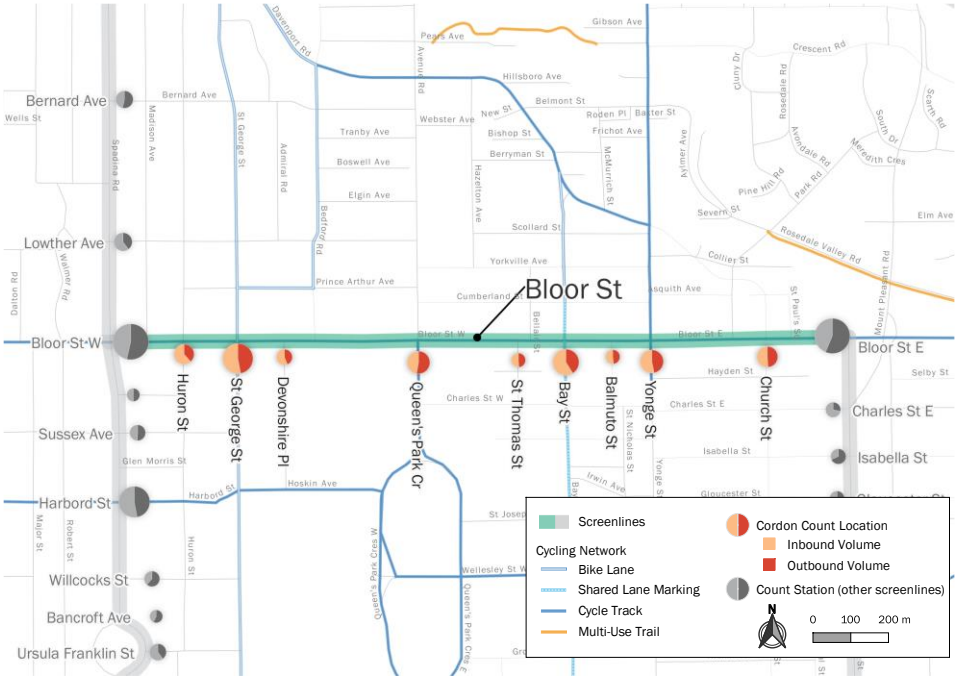
Outliers were identified visually by plotting and comparing individual counts (locations, cameras, and travel directions), and then further investigated by manual spot checks. Where spot checks confirmed inaccuracies or mis-classified counts, the data were imputed. Five locations in total were imputed. Most of these cases involved overcounting of e-bicycles, where they are most likely standard bicycles. For these cases, data was imputed by changing the type classifications from e-bicycle to standard bicycle to achieve a target proportionality of e-bicycles. Also in some cases, mopeds had been mis-classified as e-scooters. Mopeds and motorcycles in mixed-traffic were not intended to be counted. Data was imputed by removing a portion of the e-scooters to achieve a target proportion of e-scooters matching the average for the corresponding screenline (excluding the location in question). In total, about 1% of the data were imputed due to misclassification.

Classification of cyclists' perceived gender, age, and race were originally included as part of the Cordon Count Program, however, due to unresolved issues with data quality, inconsistencies with other data sources, and the inherent challenges with assesses age, gender and race by observation alone, the decision was made to exclude these categories from the study analysis.

Appendix C

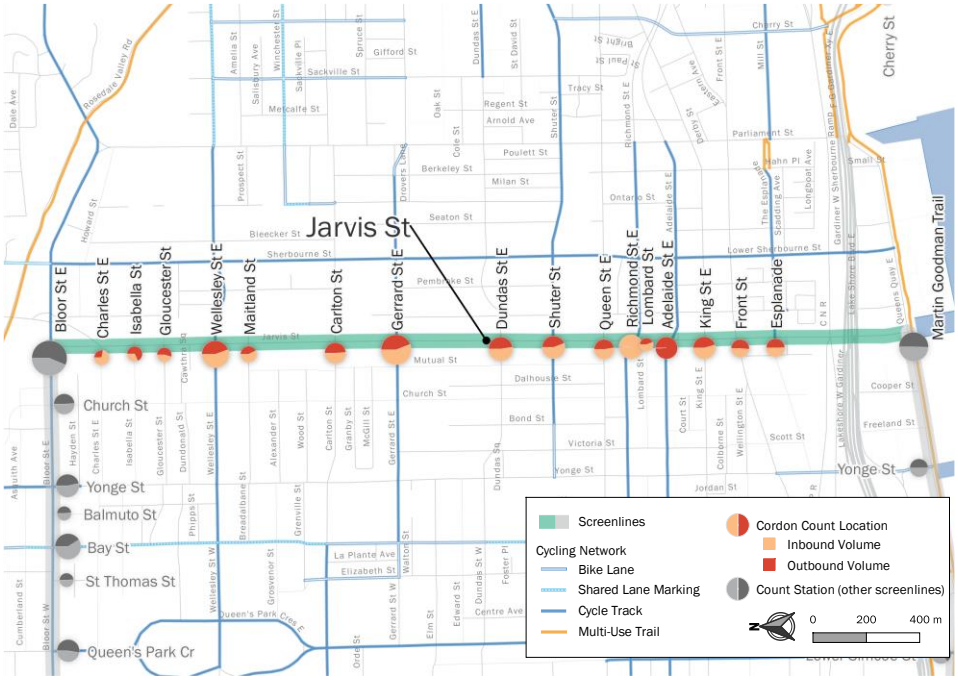
Screenline Profiles

C.1 Inner Cordon - Bloor



Count Stations along Screenline		
	Total Locations	9
	Cycle Tracks	2
	Bicycle Lanes	1
	Multi-Use Trails	0
	Share Lane Markings	1
	No Cycling Infrastructure	5
Cycling Volume		
	Total	7,873
	Average per station	875
	Median per station	796
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	66%
	Bike Share Bicycle	14%
	e-bicycle	9%
	e-scooter	4%
	Other	7%
Trip Purpose	General/Unknown Purpose	87%
	Food or Cargo Delivery	11%
	Sport	2%
	Carrying Passenger	1%
Location on Street	Cycle Lane	40%
	Sidewalk	6%
	Mixed-Traffic	54%

C.2 Inner Cordon - Jarvis

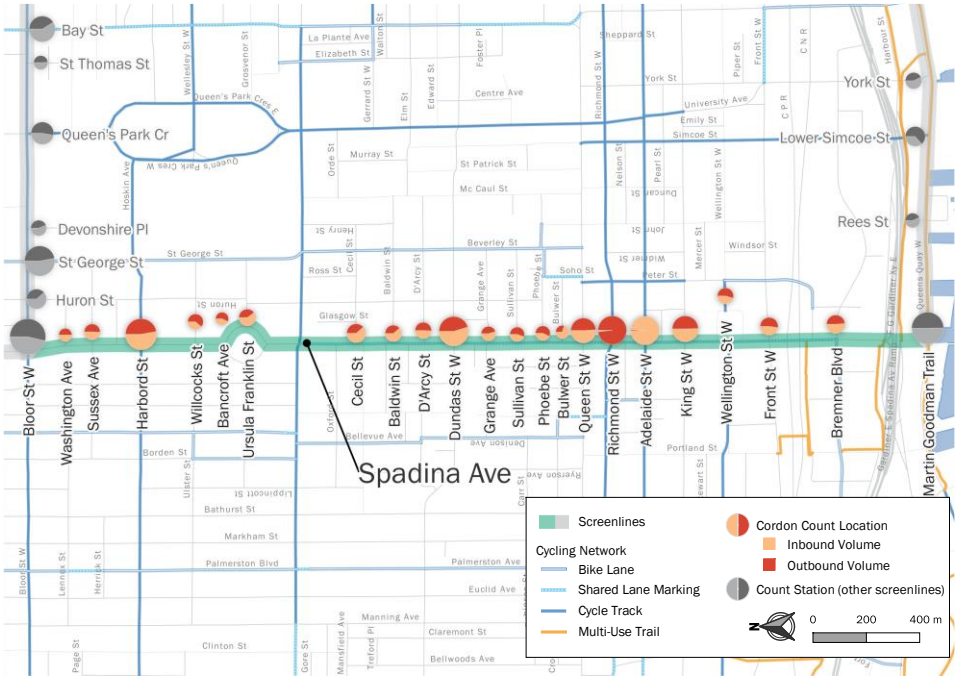


Count Stations along Screenline[1]		
	Total Locations	18
	Cycle Tracks	6
	Bicycle Lanes	0
	Multi-Use Trails	1
	Share Lane Markings	0
	No Cycling Infrastructure	11
Cycling Volume		
	Total	18,203
	Average per station	1,011
	Median per station	914
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	67%
	Bike Share Bicycle	14%
	e-bicycle	9%
	e-scooter	5%
	Other	5%
Trip Purpose	General/Unknown Purpose	89%
	Food or Cargo Delivery	9%
	Sport	2%
	Carrying Passenger	0%
Location on Street	Cycle Lane	65%
	Sidewalk	6%
	Mixed-Traffic	30%

C.3 Inner Cordon – Queen's Quay

Count Stations along Screenline		
	Total Locations	5
	Cycle Tracks	1
	Bicycle Lanes	2
	Multi-Use Trails	0
	Share Lane Markings	0
	No Cycling Infrastructure	2
Cycling Volume		
	Total	2,183
	Average per station	437
	Median per station	448
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	55%
	Bike Share Bicycle	17%
	e-bicycle	17%
	e-scooter	6%
	Other	5%
Trip Purpose	General/Unknown Purpose	85%
	Food or Cargo Delivery	14%
	Sport	1%
	Carrying Passenger	0%
Location on Street	Cycle Lane	59%
	Sidewalk	16%
	Mixed-Traffic	25%

C.4 Inner Cordon – Spadina

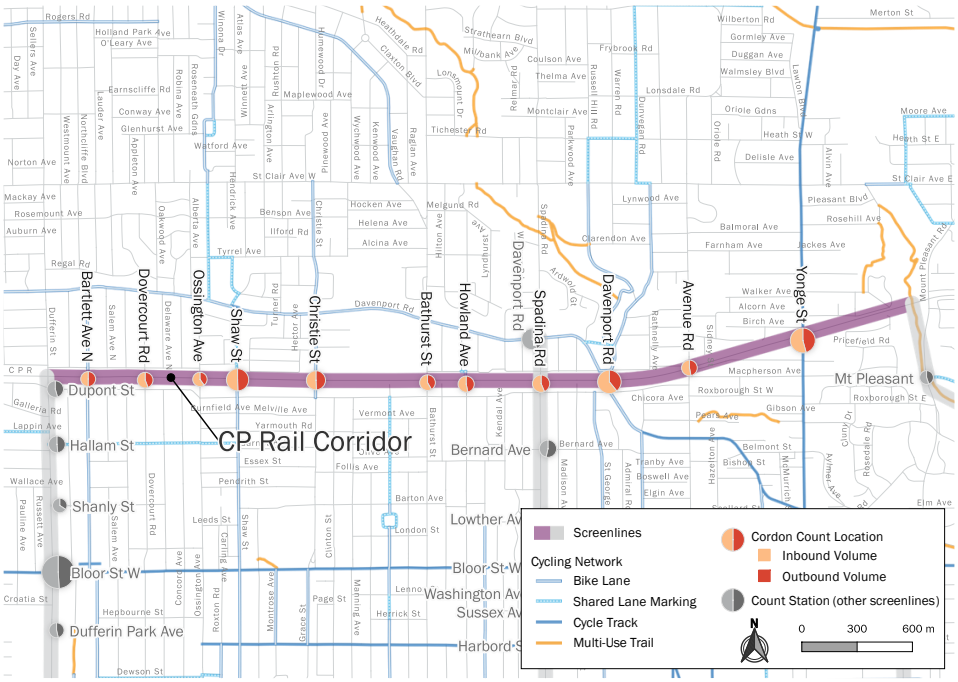


Count Stations along Screenline[1]		
	Total Locations	23
	Cycle Tracks	4
	Bicycle Lanes	1
	Multi-Use Trails	1
	Share Lane Markings	0
	No Cycling Infrastructure	17
Cycling Volume		
	Total	20,977
	Average per station	912
	Median per station	370
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	66%
	Bike Share Bicycle	15%
	e-bicycle	12%
	e-scooter	4%
	Other	4%
Trip Purpose	General/Unknown Purpose	87%
	Food or Cargo Delivery	12%
	Sport	1%
	Carrying Passenger	0%
Location on Street	Cycle Lane	56%
	Sidewalk	5%
	Mixed-Traffic	39%

C.5 Spadina Extension

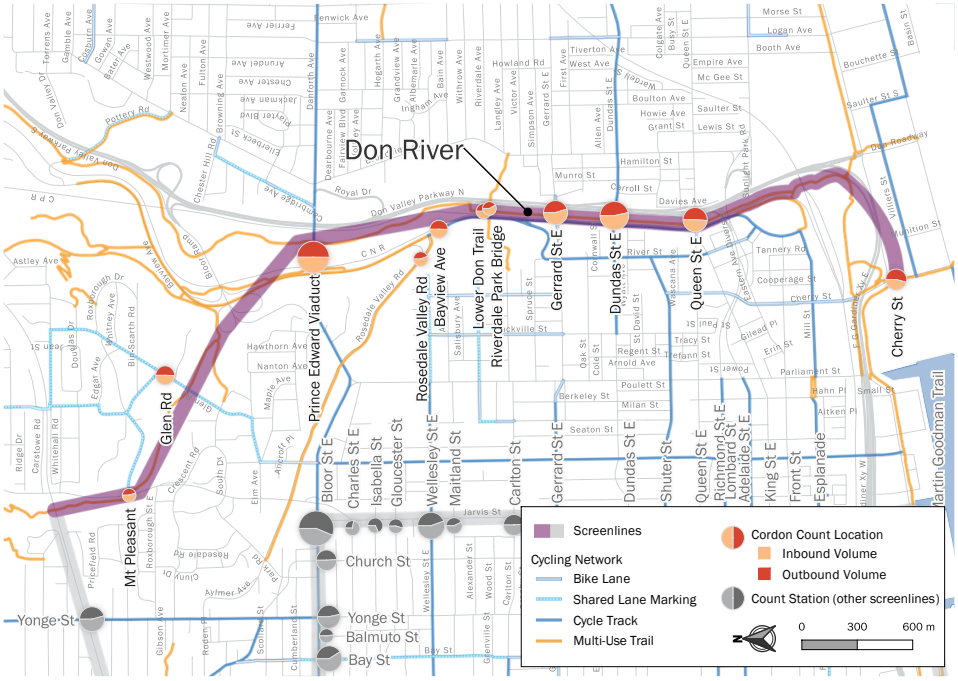
Count Stations along Screenline		
	Total Locations	3
	Cycle Tracks	0
	Bicycle Lanes	1
	Multi-Use Trails	0
	Share Lane Markings	0
	No Cycling Infrastructure	2
Cycling Volume		
	Total	1,798
	Average per station	599
	Median per station	522
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	77%
	Bike Share Bicycle	6%
	e-bicycle	9%
	e-scooter	4%
	Other	5%
Trip Purpose	General/Unknown Purpose	92%
	Food or Cargo Delivery	7%
	Sport	1%
	Carrying Passenger	1%
Location on Street	Cycle Lane	46%
	Sidewalk	4%
	Mixed-Traffic	50%

C.6 Outer Cordon – CP Rail Corridor



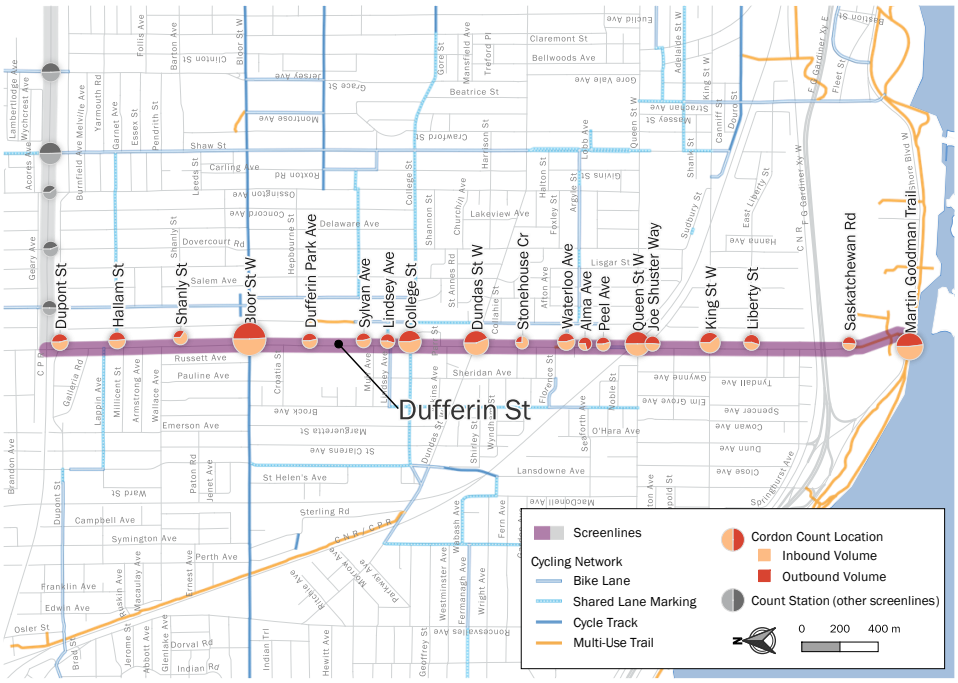
Count Stations along Screenline		
	Total Locations	11
	Cycle Tracks	1
	Bicycle Lanes	3
	Multi-Use Trails	0
	Share Lane Markings	1
	No Cycling Infrastructure	6
Cycling Volume		
	Total	6,085
	Average per station	553
	Median per station	315
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	70%
	Bike Share Bicycle	8%
	e-bicycle	14%
	e-scooter	5%
	Other	4%
Trip Purpose	General/Unknown Purpose	88%
	Food or Cargo Delivery	10%
	Sport	1%
	Carrying Passenger	1%
Location on Street	Cycle Lane	61%
	Sidewalk	8%
	Mixed-Traffic	30%

C.7 Outer Cordon – Don River



Count Stations along Screenline		
	Total Locations	11
	Cycle Tracks	3
	Bicycle Lanes	1
	Multi-Use Trails	4
	Share Lane Markings	1
	No Cycling Infrastructure	2
Cycling Volume		
	Total	9,613
	Average per station	874
	Median per station	611
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	77%
	Bike Share Bicycle	9%
	e-bicycle	8%
	e-scooter	3%
	Other	3%
Trip Purpose	General/Unknown Purpose	93%
	Food or Cargo Delivery	6%
	Sport	2%
	Carrying Passenger	0%
Location on Street	Cycle Lane	78%
	Sidewalk	2%
	Mixed-Traffic	20%

C.8 Outer Cordon – Dufferin



Count Stations along Screenline		
	Total Locations	19
	Cycle Tracks	1
	Bicycle Lanes	2
	Multi-Use Trails	1
	Share Lane Markings	3
	No Cycling Infrastructure	12
Cycling Volume		
	Total	11,463
	Average per station	603
	Median per station	273
Cyclist Characteristics		
Bicycle Type	Standard Bicycle	76%
	Bike Share Bicycle	6%
	e-bicycle	11%
	e-scooter	3%
	Other	4%
Trip Purpose	General/Unknown Purpose	88%
	Food or Cargo Delivery	10%
	Sport	1%
	Carrying Passenger	1%
Location on Street	Cycle Lane	40%
	Sidewalk	4%
	Mixed-Traffic	56%

Appendix D

Detailed 12-hour Cycling Volumes

D.1 Location Details

Location	Road Class	Cordon Crossing	Direction of Travel	Bicycle Infrastructure
CP Rail Corridor Screenline				
Avenue Rd at Rail Corridor	Major Arterial	Inbound	SB	None
Avenue Rd at Rail Corridor	Major Arterial	Outbound	NB	None
Bartlett Ave N North of Dupont	Local	Inbound	SB	Shared Lane Marking
Bartlett Ave N North of Dupont	Local	Outbound	NB	Shared Lane Marking
Bathurst St North of Dupont	Major Arterial	Inbound	SB	None
Bathurst St North of Dupont	Major Arterial	Outbound	NB	None
Christie St North of Dupont	Minor Arterial	Inbound	SB	Bicycle Lane
Christie St North of Dupont	Minor Arterial	Outbound	NB	Bicycle Lane
Davenport Rd North of Dupont	Minor Arterial	Inbound	SB	Bicycle Lane
Davenport Rd North of Dupont	Minor Arterial	Outbound	NB	Bicycle Lane
Dovercourt Rd North of Dupont	Minor Arterial	Inbound	SB	None
Dovercourt Rd North of Dupont	Minor Arterial	Outbound	NB	None
Howland Ave North of Dupont	Local	Inbound	SB	None
Howland Ave North of Dupont	Local	Outbound	NB	None
Ossington Ave North of Dupont	Minor Arterial	Inbound	SB	None
Ossington Ave North of Dupont	Minor Arterial	Outbound	NB	None
Shaw St North of Dupont	Collector	Inbound	SB	Bicycle Lane
Shaw St North of Dupont	Collector	Outbound	NB	Bicycle Lane
Spadina Rd North of Dupont	Minor Arterial	Inbound	SB	None
Spadina Rd North of Dupont	Minor Arterial	Outbound	NB	None
Yonge St South of Birch	Major Arterial	Inbound	SB	Cycle Track
Yonge St South of Birch	Major Arterial	Outbound	NB	Cycle Track
Don River Screenline				
Bayview Ave South of Rosedale Valley	Major Arterial	Inbound	SB	Cycle Track
Bayview Ave South of Rosedale Valley	Major Arterial	Outbound	NB	Cycle Track
Cherry St South of Lake Shore	Collector	Inbound	NB	Multi-Use Trail
Cherry St South of Lake Shore	Collector	Outbound	SB	Multi-Use Trail
Dundas St E East of River	Major Arterial	Inbound	WB	Cycle Track
Dundas St E East of River	Major Arterial	Outbound	EB	Cycle Track
Gerrard St E East of River	Minor Arterial	Inbound	WB	Bicycle Lane
Gerrard St E East of River	Minor Arterial	Outbound	EB	Bicycle Lane
Glen Rd South of Highland	Collector	Inbound	SB	Shared Lane Marking
Glen Rd South of Highland	Collector	Outbound	NB	Shared Lane Marking
Lower Don Trail at Don River	Multi-Use Trail	Inbound	SB	Multi-Use Trail
Lower Don Trail at Don River	Multi-Use Trail	Outbound	NB	Multi-Use Trail
Mt Pleasant at David Balfour Park Trail	Major Arterial	Inbound	SB	None
Mt Pleasant at David Balfour Park Trail	Major Arterial	Outbound	NB	None
Bloor St E West of Cambridge	Major Arterial	Inbound	WB	Cycle Track
Bloor St E West of Cambridge	Major Arterial	Outbound	EB	Cycle Track
Queen St E East of River	Major Arterial	Inbound	WB	None
Queen St E East of River	Major Arterial	Outbound	EB	None
Riverdale Park Bridge at Don River	Multi-Use Trail	Inbound	WB	Multi-Use Trail
Riverdale Park Bridge at Don River	Multi-Use Trail	Outbound	EB	Multi-Use Trail
Rosedale Valley Rd West of Bayview	Minor Arterial	Inbound	WB	Multi-Use Trail
Rosedale Valley Rd West of Bayview	Minor Arterial	Outbound	EB	Multi-Use Trail

Location	Road Class	Cordon Crossing	Direction of Travel	Bicycle Infrastructure
Dufferin Screenline				
Alma Ave East of Dufferin	Local	Inbound	EB	None
Alma Ave East of Dufferin	Local	Outbound	WB	None
Bloor St W East of Dufferin	Major Arterial	Inbound	EB	Cycle Track
Bloor St W East of Dufferin	Major Arterial	Outbound	WB	Cycle Track
College St East of Dufferin	Major Arterial	Inbound	EB	Shared Lane Marking
College St East of Dufferin	Major Arterial	Outbound	WB	Shared Lane Marking
Dufferin Park Ave East of Dufferin	Local	Inbound	EB	None
Dufferin Park Ave East of Dufferin	Local	Outbound	WB	None
Dundas St W East of Dufferin	Minor Arterial	Inbound	EB	None
Dundas St W East of Dufferin	Minor Arterial	Outbound	WB	None
Dupont St East of Dufferin	Major Arterial	Inbound	EB	None
Dupont St East of Dufferin	Major Arterial	Outbound	WB	None
Hallam St East of Dufferin	Collector	Inbound	EB	Shared Lane Marking
Hallam St East of Dufferin	Collector	Outbound	WB	Shared Lane Marking
Joe Shuster Way East of Dufferin	Local	Inbound	EB	None
Joe Shuster Way East of Dufferin	Local	Outbound	WB	None
King St W East of Dufferin	Major Arterial	Inbound	EB	None
King St W East of Dufferin	Major Arterial	Outbound	WB	None
Liberty St East of Dufferin	Collector	Inbound	EB	None
Liberty St East of Dufferin	Collector	Outbound	WB	None
Lindsey Ave East of Dufferin	Local	Inbound	EB	Shared Lane Marking
Lindsey Ave East of Dufferin	Local	Outbound	WB	Shared Lane Marking
Martin Goodman Trail West of Ontario	Multi-Use Trail	Inbound	EB	Multi-Use Trail
Martin Goodman Trail West of Ontario	Multi-Use Trail	Outbound	WB	Multi-Use Trail
Peel Ave East of Dufferin	Local	Inbound	EB	None
Peel Ave East of Dufferin	Local	Outbound	WB	None
Queen St W East of Dufferin	Major Arterial	Inbound	EB	None
Queen St W East of Dufferin	Major Arterial	Outbound	WB	None
Saskatchewan Rd East of Dufferin	Local	Inbound	EB	Bicycle Lane
Saskatchewan Rd East of Dufferin	Local	Outbound	WB	Bicycle Lane
Shanly St East of Dufferin	Local	Inbound	EB	None
Shanly St East of Dufferin	Local	Outbound	WB	None
Stonehouse Cr East of Dufferin	Local	Inbound	EB	None
Stonehouse Cr East of Dufferin	Local	Outbound	WB	None
Sylvan Ave East of Dufferin	Collector	Inbound	EB	None
Sylvan Ave East of Dufferin	Collector	Outbound	WB	None
Waterloo Ave East of Dufferin	Local	Inbound	EB	Bicycle Lane
Waterloo Ave East of Dufferin	Local	Outbound	WB	Shared Lane Marking

D.2 Total Counts by Classification

Location	Cordon Crossing	Total Volume	Bicycle Type								Trip Purpose				Location		
			Standard	Cargo	Bike Share	e bicycle	e scooter	Moped	Other	Other non Motorized	Standard / Unknown	Food or Cargo Delivery	Sport	Transporting Passenger	Bike Lane	Sidewalk	Mixed Traffic
Bloor Screenline																	
Balmuto St South of Bloor	Inbound	75	44	0	11	9	6	3	1	1	66	9	0	0	0	15	60
Balmuto St South of Bloor	Outbound	70	52	0	4	7	3	4	0	0	60	10	0	0	0	4	66
Balmuto St South of Bloor	**Total**	**145**	**96**	**0**	**15**	**16**	**9**	**7**	**1**	**1**	**126**	**19**	**0**	**0**	**0**	**19**	**126**
Bay St South of Bloor	Inbound	887	471	12	172	107	49	53	15	8	773	108	2	4	0	50	837
Bay St South of Bloor	Outbound	619	404	1	66	54	38	38	11	7	523	94	2	0	0	26	593
Bay St South of Bloor	**Total**	**1506**	**875**	**13**	**238**	**161**	**87**	**91**	**26**	**15**	**1296**	**202**	**4**	**4**	**0**	**76**	**1430**
Church St South of Bloor	Inbound	406	243	7	43	60	19	26	4	4	325	74	5	2	0	24	382
Church St South of Bloor	Outbound	390	248	5	34	64	16	13	8	2	319	55	12	4	0	29	361
Church St South of Bloor	**Total**	**796**	**491**	**12**	**77**	**124**	**35**	**39**	**12**	**6**	**644**	**129**	**17**	**6**	**0**	**53**	**743**
Devonshire Pl South of Bloor	Inbound	150	115	0	5	19	4	0	2	5	145	4	1	0	0	8	142
Devonshire Pl South of Bloor	Outbound	117	88	0	4	11	4	5	2	3	104	11	1	1	0	16	101
Devonshire Pl South of Bloor	**Total**	**267**	**203**	**0**	**9**	**30**	**8**	**5**	**4**	**8**	**249**	**15**	**2**	**1**	**0**	**24**	**243**
Huron St South of Bloor	Inbound	438	309	10	59	38	11	6	1	4	402	25	1	10	0	39	399
Huron St South of Bloor	Outbound	273	193	6	37	19	11	5	2	0	245	20	0	8	0	30	243
Huron St South of Bloor	**Total**	**711**	**502**	**16**	**96**	**57**	**22**	**11**	**3**	**4**	**647**	**45**	**1**	**18**	**0**	**69**	**642**
Queens Park Cr South of Bloor	Inbound	483	314	1	97	23	29	1	9	9	447	17	17	2	171	37	275
Queens Park Cr South of Bloor	Outbound	542	353	2	108	30	27	4	10	8	462	43	36	1	510	26	6
Queens Park Cr South of Bloor	**Total**	**1025**	**667**	**3**	**205**	**53**	**56**	**5**	**19**	**17**	**909**	**60**	**53**	**3**	**681**	**63**	**281**
St George St South of Bloor	Inbound	1157	845	6	174	26	37	12	32	25	1040	56	56	5	1035	28	94
St George St South of Bloor	Outbound	1030	814	8	136	22	28	10	4	8	979	45	5	1	954	16	60
St George St South of Bloor	**Total**	**2187**	**1659**	**14**	**310**	**48**	**65**	**22**	**36**	**33**	**2019**	**101**	**61**	**6**	**1989**	**44**	**154**
St Thomas St South of Bloor	Inbound	67	44	3	7	11	1	0	0	1	58	9	0	0	0	4	63
St Thomas St South of Bloor	Outbound	64	48	0	2	11	0	1	0	2	59	5	0	0	0	2	62
St Thomas St South of Bloor	**Total**	**131**	**92**	**3**	**9**	**22**	**1**	**1**	**0**	**3**	**117**	**14**	**0**	**0**	**0**	**6**	**125**
Yonge St South of Bloor	Inbound	588	326	3	64	135	29	4	10	17	438	146	2	2	18	60	510
Yonge St South of Bloor	Outbound	517	285	1	54	90	27	45	1	14	387	122	3	5	451	42	24
Yonge St South of Bloor	**Total**	**1105**	**611**	**4**	**118**	**225**	**56**	**49**	**11**	**31**	**825**	**268**	**5**	**7**	**469**	**102**	**534**
Jarvis Screenline																	
Richmond St E West of Jarvis	Inbound	1244	864	6	229	39	75	18	4	9	1140	104	0	0	1181	21	42
Richmond St E West of Jarvis	Outbound	12	10	0	0	0	2	0	0	0	12	0	0	0	6	5	1
Richmond St E West of Jarvis	**Total**	**1256**	**874**	**6**	**229**	**39**	**77**	**18**	**4**	**9**	**1152**	**104**	**0**	**0**	**1187**	**26**	**43**
Adelaide St E West of Jarvis	Inbound	6	6	0	0	0	0	0	0	0	6	0	0	0	0	0	6
Adelaide St E West of Jarvis	Outbound	968	781	0	123	14	39	6	1	4	918	30	20	0	950	9	9
Adelaide St E West of Jarvis	**Total**	**974**	**787**	**0**	**123**	**14**	**39**	**6**	**1**	**4**	**924**	**30**	**20**	**0**	**950**	**9**	**15**
Carlton St West of Jarvis	Inbound	438	299	1	50	28	37	1	10	12	389	47	0	2	0	33	405
Carlton St West of Jarvis	Outbound	416	260	2	43	67	27	0	7	10	344	67	2	3	0	40	376
Carlton St West of Jarvis	**Total**	**854**	**559**	**3**	**93**	**95**	**64**	**1**	**17**	**22**	**733**	**114**	**2**	**5**	**0**	**73**	**781**
Charles St E West of Jarvis	Inbound	152	91	0	15	33	7	3	2	1	106	46	0	0	0	24	128
Charles St E West of Jarvis	Outbound	59	33	0	6	16	1	1	1	1	41	18	0	0	0	30	29
Charles St E West of Jarvis	**Total**	**211**	**124**	**0**	**21**	**49**	**8**	**4**	**3**	**2**	**147**	**64**	**0**	**0**	**0**	**54**	**157**
Dundas St E West of Jarvis	Inbound	643	463	5	87	24	44	0	10	10	540	102	0	1	0	75	568
Dundas St E West of Jarvis	Outbound	586	351	4	80	83	42	4	13	9	506	78	1	1	0	66	520
Dundas St E West of Jarvis	**Total**	**1229**	**814**	**9**	**167**	**107**	**86**	**4**	**23**	**19**	**1046**	**180**	**1**	**2**	**0**	**141**	**1088**
Esplanade West of Lower Jarvis	Inbound	274	166	6	46	36	11	0	0	9	230	44	0	0	0	36	238
Esplanade West of Lower Jarvis	Outbound	268	156	1	61	25	12	0	0	13	244	24	0	0	0	47	221
Esplanade West of Lower Jarvis	**Total**	**542**	**322**	**7**	**107**	**61**	**23**	**0**	**0**	**22**	**474**	**68**	**0**	**0**	**0**	**83**	**459**
Front St West of Lower Jarvis	Inbound	248	102	0	34	59	13	1	25	14	198	50	0	0	0	84	164
Front St West of Lower Jarvis	Outbound	261	146	0	31	33	14	1	26	10	224	37	0	0	0	74	187
Front St West of Lower Jarvis	**Total**	**509**	**248**	**0**	**65**	**92**	**27**	**2**	**51**	**24**	**422**	**87**	**0**	**0**	**0**	**158**	**351**

Location	Cordon Crossing	Total Volume	Bicycle Type								Trip Purpose				Location		
			Standard	Cargo	Bike Share	e bicycle	e scooter	Moped	Other	Other non Motorized	Standard / Unknown	Food or Cargo Delivery	Sport	Transporting Passenger	Bike Lane	Sidewalk	Mixed Traffic
Jarvis Screenline ctd.																	
Gerrard St E West of Jarvis	Inbound	1213	937	2	129	44	47	27	24	3	1150	53	8	2	1163	37	13
Gerrard St E West of Jarvis	Outbound	960	643	2	119	88	65	31	9	3	870	88	0	2	871	61	28
Gerrard St E West of Jarvis	**Total**	**2173**	**1580**	**4**	**248**	**132**	**112**	**58**	**33**	**6**	**2020**	**141**	**8**	**4**	**2034**	**98**	**41**
Gloucester St West of Jarvis	Inbound	80	64	0	8	5	2	0	0	1	67	12	0	1	0	14	66
Gloucester St West of Jarvis	Outbound	95	63	1	13	12	3	0	1	2	81	13	0	1	0	2	93
Gloucester St West of Jarvis	**Total**	**175**	**127**	**1**	**21**	**17**	**5**	**0**	**1**	**3**	**148**	**25**	**0**	**2**	**0**	**16**	**159**
Isabella St West of Jarvis	Inbound	73	41	0	13	13	6	0	0	0	57	16	0	0	0	38	35
Isabella St West of Jarvis	Outbound	157	84	1	19	35	11	2	5	0	131	25	1	0	0	12	145
Isabella St West of Jarvis	**Total**	**230**	**125**	**1**	**32**	**48**	**17**	**2**	**5**	**0**	**188**	**41**	**1**	**0**	**0**	**50**	**180**
King St E West of Jarvis	Inbound	543	312	3	165	35	16	0	10	2	506	33	3	1	0	34	509
King St E West of Jarvis	Outbound	456	243	2	142	32	27	0	8	2	418	37	0	1	0	44	412
King St E West of Jarvis	**Total**	**999**	**555**	**5**	**307**	**67**	**43**	**0**	**18**	**4**	**924**	**70**	**3**	**2**	**0**	**78**	**921**
Lombard St West of Jarvis	Inbound	43	26	0	4	1	2	9	1	0	37	6	0	0	0	1	42
Lombard St West of Jarvis	Outbound	34	21	0	3	2	5	0	3	0	29	5	0	0	0	8	26
Lombard St West of Jarvis	**Total**	**77**	**47**	**0**	**7**	**3**	**7**	**9**	**4**	**0**	**66**	**11**	**0**	**0**	**0**	**9**	**68**
Maitland St West of Jarvis	Inbound	183	93	5	14	28	16	20	6	1	145	38	0	0	0	17	166
Maitland St West of Jarvis	Outbound	136	80	3	10	14	9	11	6	3	111	24	0	1	0	9	127
Maitland St West of Jarvis	**Total**	**319**	**173**	**8**	**24**	**42**	**25**	**31**	**12**	**4**	**256**	**62**	**0**	**1**	**0**	**26**	**293**
Queen St E West of Jarvis	Inbound	374	181	0	46	93	33	0	16	5	316	50	7	1	0	41	333
Queen St E West of Jarvis	Outbound	337	237	3	31	43	20	0	2	1	304	28	4	1	0	44	293
Queen St E West of Jarvis	**Total**	**711**	**418**	**3**	**77**	**136**	**53**	**0**	**18**	**6**	**620**	**78**	**11**	**2**	**0**	**85**	**626**
Shuter St West of Jarvis	Inbound	595	331	2	94	79	39	24	21	5	493	69	30	3	564	15	16
Shuter St West of Jarvis	Outbound	471	324	3	58	38	24	10	12	2	417	45	7	2	431	15	25
Shuter St West of Jarvis	**Total**	**1066**	**655**	**5**	**152**	**117**	**63**	**34**	**33**	**7**	**910**	**114**	**37**	**5**	**995**	**30**	**41**
Wellesley St E West of Jarvis	Inbound	935	515	6	97	186	45	68	7	11	799	116	10	10	884	30	21
Wellesley St E West of Jarvis	Outbound	748	447	4	83	110	31	38	7	28	633	112	2	1	704	34	10
Wellesley St E West of Jarvis	**Total**	**1683**	**962**	**10**	**180**	**296**	**76**	**106**	**14**	**39**	**1432**	**228**	**12**	**11**	**1588**	**64**	**31**
Queens Quay Screenline																	
Bay St North of Queens Quay	Inbound	233	149	2	44	20	12	6	0	0	199	26	8	0	166	33	34
Bay St North of Queens Quay	Outbound	215	104	3	40	36	15	12	3	2	168	40	6	1	155	31	29
Bay St North of Queens Quay	**Total**	**448**	**253**	**5**	**84**	**56**	**27**	**18**	**3**	**2**	**367**	**66**	**14**	**1**	**321**	**64**	**63**
Lower Simcoe St North of Queens Quay	Inbound	255	145	4	37	42	14	6	0	7	223	32	0	0	186	32	37
Lower Simcoe St North of Queens Quay	Outbound	449	228	1	62	113	30	0	11	4	418	30	1	0	385	42	22
Lower Simcoe St North of Queens Quay	**Total**	**704**	**373**	**5**	**99**	**155**	**44**	**6**	**11**	**11**	**641**	**62**	**1**	**0**	**571**	**74**	**59**
Rees St North of Queens Quay	Inbound	100	71	0	13	9	2	4	0	1	86	14	0	0	0	16	84
Rees St North of Queens Quay	Outbound	77	52	1	11	6	4	3	0	0	67	10	0	0	0	30	47
Rees St North of Queens Quay	**Total**	**177**	**123**	**1**	**24**	**15**	**6**	**7**	**0**	**1**	**153**	**24**	**0**	**0**	**0**	**46**	**131**
Yonge St North of Queens Quay	Inbound	258	158	1	42	27	27	1	0	2	217	38	3	0	190	37	31
Yonge St North of Queens Quay	Outbound	257	152	0	42	29	20	8	3	3	209	43	5	0	202	30	25
Yonge St North of Queens Quay	**Total**	**515**	**310**	**1**	**84**	**56**	**47**	**9**	**3**	**5**	**426**	**81**	**8**	**0**	**392**	**67**	**56**
York St North of Queens Quay	Inbound	194	85	1	52	44	8	0	3	1	159	32	2	1	0	66	128
York St North of Queens Quay	Outbound	145	60	2	35	35	8	1	0	4	110	33	1	1	0	39	106
York St North of Queens Quay	**Total**	**339**	**145**	**3**	**87**	**79**	**16**	**1**	**3**	**5**	**269**	**65**	**3**	**2**	**0**	**105**	**234**
Spadina Screenline																	
Adelaide St W East of Spadina	Inbound	1873	1416	4	267	96	46	31	8	5	1754	113	3	3	1841	5	27
Adelaide St W East of Spadina	Outbound	24	19	0	2	0	1	2	0	0	22	2	0	0	8	14	2
Adelaide St W East of Spadina	**Total**	**1897**	**1435**	**4**	**269**	**96**	**47**	**33**	**8**	**5**	**1776**	**115**	**3**	**3**	**1849**	**19**	**29**
Baldwin St East of Spadina	Inbound	205	123	1	21	45	10	2	1	2	163	42	0	0	0	24	181
Baldwin St East of Spadina	Outbound	129	55	0	29	34	5	1	1	4	100	29	0	0	0	26	103
Baldwin St East of Spadina	**Total**	**334**	**178**	**1**	**50**	**79**	**15**	**3**	**2**	**6**	**263**	**71**	**0**	**0**	**0**	**50**	**284**

Location	Cordon Crossing	Total Volume	Bicycle Type								Trip Purpose				Location		
			Standard	Cargo	Bike Share	e bicycle	e scooter	Moped	Other	Other non Motorized	Standard / Unknown	Food or Cargo Delivery	Sport	Transporting Passenger	Bike Lane	Sidewalk	Mixed Traffic
Spadina Screenline ctd.																	
Bancroft Ave East of Spadina	Inbound	15	13	0	1	1	0	0	0	0	15	0	0	0	0	0	15
Bancroft Ave East of Spadina	Outbound	20	18	0	0	1	0	0	1	0	19	1	0	0	0	0	20
Bancroft Ave East of Spadina	**Total**	**35**	**31**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**34**	**1**	**0**	**0**	**0**	**0**	**35**
Bremner Blvd East of Spadina	Inbound	272	154	4	57	26	19	3	2	7	187	75	10	0	7	33	232
Bremner Blvd East of Spadina	Outbound	258	132	2	51	35	23	10	0	5	194	54	9	1	209	26	23
Bremner Blvd East of Spadina	**Total**	**530**	**286**	**6**	**108**	**61**	**42**	**13**	**2**	**12**	**381**	**129**	**19**	**1**	**216**	**59**	**255**
Bulwer St East of Spadina	Inbound	36	25	0	0	9	2	0	0	0	34	0	2	0	0	3	33
Bulwer St East of Spadina	Outbound	15	8	0	0	1	4	0	0	2	15	0	0	0	0	1	14
Bulwer St East of Spadina	**Total**	**51**	**33**	**0**	**0**	**10**	**6**	**0**	**0**	**2**	**49**	**0**	**2**	**0**	**0**	**4**	**47**
Cecil St East of Spadina	Inbound	359	274	1	24	43	12	0	4	1	283	73	1	2	0	7	352
Cecil St East of Spadina	Outbound	224	154	1	20	33	12	3	1	0	160	64	0	0	0	27	197
Cecil St East of Spadina	**Total**	**583**	**428**	**2**	**44**	**76**	**24**	**3**	**5**	**1**	**443**	**137**	**1**	**2**	**0**	**34**	**549**
D'Arcy St East of Spadina	Inbound	162	95	4	35	20	7	0	0	1	130	32	0	0	0	17	145
D'Arcy St East of Spadina	Outbound	167	99	4	19	24	19	1	0	1	128	39	0	0	0	32	135
D'Arcy St East of Spadina	**Total**	**329**	**194**	**8**	**54**	**44**	**26**	**1**	**0**	**2**	**258**	**71**	**0**	**0**	**0**	**49**	**280**
Dundas St W East of Spadina	Inbound	1132	767	0	105	185	64	4	6	1	956	173	0	3	0	80	1052
Dundas St W East of Spadina	Outbound	938	502	1	130	217	51	1	28	8	734	201	2	1	0	89	849
Dundas St W East of Spadina	**Total**	**2070**	**1269**	**1**	**235**	**402**	**115**	**5**	**34**	**9**	**1690**	**374**	**2**	**4**	**0**	**169**	**1901**
Front St W East of Spadina	Inbound	224	136	1	53	4	18	5	7	0	192	30	1	1	0	55	169
Front St W East of Spadina	Outbound	246	144	1	61	22	6	7	3	2	181	62	3	0	0	85	161
Front St W East of Spadina	**Total**	**470**	**280**	**2**	**114**	**26**	**24**	**12**	**10**	**2**	**373**	**92**	**4**	**1**	**0**	**140**	**330**
Grange Ave East of Spadina	Inbound	83	64	1	0	8	6	0	2	2	71	9	3	0	0	0	83
Grange Ave East of Spadina	Outbound	69	56	0	2	1	5	0	3	2	62	5	0	2	0	4	65
Grange Ave East of Spadina	**Total**	**152**	**120**	**1**	**2**	**9**	**11**	**0**	**5**	**4**	**133**	**14**	**3**	**2**	**0**	**4**	**148**
Harbord St East of Spadina	Inbound	1248	860	11	172	166	23	6	3	7	1169	73	0	6	1190	23	35
Harbord St East of Spadina	Outbound	1115	661	11	186	210	23	9	13	2	1029	82	0	4	1094	10	11
Harbord St East of Spadina	**Total**	**2363**	**1521**	**22**	**358**	**376**	**46**	**15**	**16**	**9**	**2198**	**155**	**0**	**10**	**2284**	**33**	**46**
King St W East of Spadina	Inbound	762	351	8	204	137	35	0	22	5	637	113	11	1	0	30	732
King St W East of Spadina	Outbound	748	400	6	170	115	31	1	11	14	617	129	2	0	0	25	723
King St W East of Spadina	**Total**	**1510**	**751**	**14**	**374**	**252**	**66**	**1**	**33**	**19**	**1254**	**242**	**13**	**1**	**0**	**55**	**1455**
Phoebe St East of Spadina	Inbound	73	44	0	25	1	1	0	1	1	66	5	1	1	0	12	61
Phoebe St East of Spadina	Outbound	97	50	0	34	2	3	0	3	5	80	14	0	3	0	18	79
Phoebe St East of Spadina	**Total**	**170**	**94**	**0**	**59**	**3**	**4**	**0**	**4**	**6**	**146**	**19**	**1**	**4**	**0**	**30**	**140**
Queen St W East of Spadina	Inbound	691	556	3	86	23	16	0	5	2	507	165	19	0	0	38	653
Queen St W East of Spadina	Outbound	668	370	3	107	148	30	1	3	6	526	141	0	1	0	50	618
Queen St W East of Spadina	**Total**	**1359**	**926**	**6**	**193**	**171**	**46**	**1**	**8**	**8**	**1033**	**306**	**19**	**1**	**0**	**88**	**1271**
Richmond St W East of Spadina	Inbound	34	30	0	0	2	0	1	1	0	27	7	0	0	6	27	1
Richmond St W East of Spadina	Outbound	1890	1224	9	324	155	91	47	30	10	1648	200	35	7	1821	29	40
Richmond St W East of Spadina	**Total**	**1924**	**1254**	**9**	**324**	**157**	**91**	**48**	**31**	**10**	**1675**	**207**	**35**	**7**	**1827**	**56**	**41**
Sullivan St East of Spadina	Inbound	71	54	0	5	6	3	0	2	1	63	8	0	0	0	22	49
Sullivan St East of Spadina	Outbound	88	51	2	4	14	4	0	8	5	67	21	0	0	0	17	71
Sullivan St East of Spadina	**Total**	**159**	**105**	**2**	**9**	**20**	**7**	**0**	**10**	**6**	**130**	**29**	**0**	**0**	**0**	**39**	**120**
Sussex Ave East of Spadina	Inbound	136	105	5	15	4	2	0	5	0	128	7	0	1	0	2	134
Sussex Ave East of Spadina	Outbound	140	108	3	14	7	5	0	2	1	130	9	0	1	0	6	134
Sussex Ave East of Spadina	**Total**	**276**	**213**	**8**	**29**	**11**	**7**	**0**	**7**	**1**	**258**	**16**	**0**	**2**	**0**	**8**	**268**
Ursula Franklin St East of Spadina	Inbound	223	201	2	11	6	1	0	2	0	205	18	0	0	0	4	219
Ursula Franklin St East of Spadina	Outbound	147	125	1	15	1	3	0	1	1	141	5	1	0	0	2	145
Ursula Franklin St East of Spadina	**Total**	**370**	**326**	**3**	**26**	**7**	**4**	**0**	**3**	**1**	**346**	**23**	**1**	**0**	**0**	**6**	**364**
Washington Ave East of Spadina	Inbound	22	18	0	1	1	2	0	0	0	21	1	0	0	0	5	17
Washington Ave East of Spadina	Outbound	22	16	2	1	0	3	0	0	0	17	4	0	1	0	2	20
Washington Ave East of Spadina	**Total**	**44**	**34**	**2**	**2**	**1**	**5**	**0**	**0**	**0**	**38**	**5**	**0**	**1**	**0**	**7**	**37**

Location	Cordon Crossing	Total Volume	Bicycle Type								Trip Purpose				Location		
			Standard	Cargo	Bike Share	e bicycle	e scooter	Moped	Other	Other non Motorized	Standard / Unknown	Food or Cargo Delivery	Sport	Transporting Passenger	Bike Lane	Sidewalk	Mixed Traffic
Spadina Screenline ctd.																	
Wellington St W East of Clarence Sq	Inbound	134	81	2	37	8	3	0	0	3	119	14	0	1	0	9	125
Wellington St W East of Clarence Sq	Outbound	160	91	3	39	16	8	0	2	1	135	24	0	1	0	13	147
Wellington St W East of Clarence Sq	**Total**	**294**	**172**	**5**	**76**	**24**	**11**	**0**	**2**	**4**	**254**	**38**	**0**	**2**	**0**	**22**	**272**
Willcocks St East of Spadina	Inbound	96	76	3	9	2	4	0	2	0	89	6	0	1	0	2	94
Willcocks St East of Spadina	Outbound	151	111	2	28	2	6	0	1	1	144	7	0	0	0	17	134
Willcocks St East of Spadina	**Total**	**247**	**187**	**5**	**37**	**4**	**10**	**0**	**3**	**1**	**233**	**13**	**0**	**1**	**0**	**19**	**228**
CP Rail Corridor Screenline																	
Avenue Rd at Rail Corridor	Inbound	146	86	2	3	39	14	0	1	1	119	27	0	0	0	9	137
Avenue Rd at Rail Corridor	Outbound	129	59	3	3	39	22	0	3	0	97	27	5	0	0	15	114
Avenue Rd at Rail Corridor	**Total**	**275**	**145**	**5**	**6**	**78**	**36**	**0**	**4**	**1**	**216**	**54**	**5**	**0**	**0**	**24**	**251**
Bartlett Ave N North of Dupont	Inbound	101	77	4	7	8	4	0	1	0	84	10	4	3	0	17	84
Bartlett Ave N North of Dupont	Outbound	102	85	4	1	5	4	0	0	3	85	16	1	0	0	11	91
Bartlett Ave N North of Dupont	**Total**	**203**	**162**	**8**	**8**	**13**	**8**	**0**	**1**	**3**	**169**	**26**	**5**	**3**	**0**	**28**	**175**
Bathurst St North of Dupont	Inbound	158	117	1	16	17	6	0	0	1	95	59	4	0	0	50	108
Bathurst St North of Dupont	Outbound	113	55	1	10	36	8	1	0	2	87	25	1	0	0	43	70
Bathurst St North of Dupont	**Total**	**271**	**172**	**2**	**26**	**53**	**14**	**1**	**0**	**3**	**182**	**84**	**5**	**0**	**0**	**93**	**178**
Christie St North of Dupont	Inbound	316	235	2	20	25	13	8	8	5	268	34	11	3	253	37	26
Christie St North of Dupont	Outbound	307	227	7	18	24	13	10	5	3	277	25	0	5	253	47	7
Christie St North of Dupont	**Total**	**623**	**462**	**9**	**38**	**49**	**26**	**18**	**13**	**8**	**545**	**59**	**11**	**8**	**506**	**84**	**33**
Davenport Rd North of Dupont	Inbound	713	589	5	68	23	14	5	9	0	679	25	8	1	681	22	10
Davenport Rd North of Dupont	Outbound	460	383	2	29	8	17	5	12	4	401	40	18	1	422	20	18
Davenport Rd North of Dupont	**Total**	**1173**	**972**	**7**	**97**	**31**	**31**	**10**	**21**	**4**	**1080**	**65**	**26**	**2**	**1103**	**42**	**28**
Dovercourt Rd North of Dupont	Inbound	152	132	2	7	6	3	0	1	1	142	5	4	1	0	40	112
Dovercourt Rd North of Dupont	Outbound	120	107	2	4	2	4	0	1	0	108	8	4	0	0	49	71
Dovercourt Rd North of Dupont	**Total**	**272**	**239**	**4**	**11**	**8**	**7**	**0**	**2**	**1**	**250**	**13**	**8**	**1**	**0**	**89**	**183**
Howland Ave North of Dupont	Inbound	168	127	2	19	19	1	0	0	0	152	15	0	1	0	5	163
Howland Ave North of Dupont	Outbound	147	112	1	12	18	3	0	1	0	135	11	0	1	0	5	142
Howland Ave North of Dupont	**Total**	**315**	**239**	**3**	**31**	**37**	**4**	**0**	**1**	**0**	**287**	**26**	**0**	**2**	**0**	**10**	**305**
Ossington Ave North of Dupont	Inbound	94	57	1	3	27	4	0	2	0	69	23	1	1	0	20	74
Ossington Ave North of Dupont	Outbound	63	40	0	2	17	2	0	2	0	53	10	0	0	0	10	53
Ossington Ave North of Dupont	**Total**	**157**	**97**	**1**	**5**	**44**	**6**	**0**	**4**	**0**	**122**	**33**	**1**	**1**	**0**	**30**	**127**
Shaw St North of Dupont	Inbound	505	302	6	13	148	18	2	10	6	473	23	0	9	452	13	40
Shaw St North of Dupont	Outbound	496	304	7	6	156	14	1	5	3	466	24	0	6	329	17	150
Shaw St North of Dupont	**Total**	**1001**	**606**	**13**	**19**	**304**	**32**	**3**	**15**	**9**	**939**	**47**	**0**	**15**	**781**	**30**	**190**
Spadina Rd North of Dupont	Inbound	239	178	1	19	20	10	6	0	5	218	20	0	1	0	31	208
Spadina Rd North of Dupont	Outbound	185	137	3	17	16	9	0	3	0	157	17	9	2	0	23	162
Spadina Rd North of Dupont	**Total**	**424**	**315**	**4**	**36**	**36**	**19**	**6**	**3**	**5**	**375**	**37**	**9**	**3**	**0**	**54**	**370**
Yonge St South of Birch	Inbound	744	447	5	122	81	66	13	5	5	637	98	8	1	737	4	3
Yonge St South of Birch	Outbound	627	398	3	75	93	43	7	3	5	549	77	0	1	605	14	8
Yonge St South of Birch	**Total**	**1371**	**845**	**8**	**197**	**174**	**109**	**20**	**8**	**10**	**1186**	**175**	**8**	**2**	**1342**	**18**	**11**
Don River Screenline																	
Bayview Ave South of Rosedale Valley	Inbound	251	221	4	11	3	7	3	1	1	212	3	35	1	229	0	22
Bayview Ave South of Rosedale Valley	Outbound	254	227	3	6	6	8	2	0	2	182	5	65	2	253	0	1
Bayview Ave South of Rosedale Valley	**Total**	**505**	**448**	**7**	**17**	**9**	**15**	**5**	**1**	**3**	**394**	**8**	**100**	**3**	**482**	**0**	**23**
Cherry St South of Lake Shore	Inbound	390	341	2	26	2	13	1	2	3	363	7	20	0	385	0	5
Cherry St South of Lake Shore	Outbound	461	384	6	46	6	17	1	0	1	444	15	2	0	427	0	34
Cherry St South of Lake Shore	**Total**	**851**	**725**	**8**	**72**	**8**	**30**	**2**	**2**	**4**	**807**	**22**	**22**	**0**	**812**	**0**	**39**
Dundas St E East of River	Inbound	1039	867	6	117	7	34	1	4	3	1012	21	6	0	1025	12	2
Dundas St E East of River	Outbound	907	697	6	113	29	44	6	1	11	868	30	8	1	896	11	0
Dundas St E East of River	**Total**	**1946**	**1564**	**12**	**230**	**36**	**78**	**7**	**5**	**14**	**1880**	**51**	**14**	**1**	**1921**	**23**	**2**

Location	Cordon Crossing	Total Volume	Bicycle Type								Trip Purpose				Location		
			Standard	Cargo	Bike Share	e bicycle	e scooter	Moped	Other	Other non Motorized	Standard / Unknown	Food or Cargo Delivery	Sport	Transporting Passenger	Bike Lane	Sidewalk	Mixed Traffic
Don River Screenline ctd.																	
Gerrard St E East of River	Inbound	686	434	26	58	117	13	17	13	8	616	61	4	5	668	12	6
Gerrard St E East of River	Outbound	567	393	13	50	60	28	13	3	7	513	43	4	7	544	17	6
Gerrard St E East of River	**Total**	**1253**	**827**	**39**	**108**	**177**	**41**	**30**	**16**	**15**	**1129**	**104**	**8**	**12**	**1212**	**29**	**12**
Glen Rd South of Highland	Inbound	302	241	4	19	24	8	0	4	2	281	19	0	2	0	4	298
Glen Rd South of Highland	Outbound	309	260	6	13	15	8	5	1	1	286	23	0	0	0	4	305
Glen Rd South of Highland	**Total**	**611**	**501**	**10**	**32**	**39**	**16**	**5**	**5**	**3**	**567**	**42**	**0**	**2**	**0**	**8**	**603**
Lower Don Trail at Don River	Inbound	146	139	0	1	0	4	2	0	0	144	1	0	1	146	0	0
Lower Don Trail at Don River	Outbound	75	65	0	1	3	5	0	1	0	74	1	0	0	75	0	0
Lower Don Trail at Don River	**Total**	**221**	**204**	**0**	**2**	**3**	**9**	**2**	**1**	**0**	**218**	**2**	**0**	**1**	**221**	**0**	**0**
Mt Pleasant at David Balfour Park Trail	Inbound	58	50	2	1	3	0	0	1	1	54	4	0	0	0	9	49
Mt Pleasant at David Balfour Park Trail	Outbound	47	39	2	0	3	2	0	1	0	44	3	0	0	0	18	29
Mt Pleasant at David Balfour Park Trail	**Total**	**105**	**89**	**4**	**1**	**6**	**2**	**0**	**2**	**1**	**98**	**7**	**0**	**0**	**0**	**27**	**78**
Bloor St E West of Cambridge	Inbound	1274	920	11	87	189	27	31	4	5	1153	113	5	3	1262	7	5
Bloor St E West of Cambridge	Outbound	1281	1093	6	99	33	19	24	6	1	1231	48	0	2	1273	8	0
Bloor St E West of Cambridge	**Total**	**2555**	**2013**	**17**	**186**	**222**	**46**	**55**	**10**	**6**	**2384**	**161**	**5**	**5**	**2535**	**15**	**5**
Queen St E East of River	Inbound	618	394	2	71	117	23	1	5	5	536	78	4	0	0	39	579
Queen St E East of River	Outbound	651	443	0	73	95	26	1	4	9	598	50	2	1	0	43	608
Queen St E East of River	**Total**	**1269**	**837**	**2**	**144**	**212**	**49**	**2**	**9**	**14**	**1134**	**128**	**6**	**1**	**0**	**82**	**1187**
Riverdale Park Bridge at Don River	Inbound	63	28	0	5	25	4	0	1	0	60	2	0	1	63	0	0
Riverdale Park Bridge at Don River	Outbound	46	19	0	4	17	4	0	1	1	43	2	0	1	46	0	0
Riverdale Park Bridge at Don River	**Total**	**109**	**47**	**0**	**9**	**42**	**8**	**0**	**2**	**1**	**103**	**4**	**0**	**2**	**109**	**0**	**0**
Rosedale Valley Rd West of Bayview	Inbound	105	69	1	11	9	9	3	3	0	103	2	0	0	103	0	2
Rosedale Valley Rd West of Bayview	Outbound	83	63	0	6	7	4	1	1	1	80	3	0	0	73	0	10
Rosedale Valley Rd West of Bayview	**Total**	**188**	**132**	**1**	**17**	**16**	**13**	**4**	**4**	**1**	**183**	**5**	**0**	**0**	**176**	**0**	**12**
Dufferin Screenline																	
Alma Ave East of Dufferin	Inbound	19	17	1	0	0	1	0	0	0	18	1	0	0	0	0	19
Alma Ave East of Dufferin	Outbound	45	41	1	1	2	0	0	0	0	38	7	0	0	0	2	43
Alma Ave East of Dufferin	**Total**	**64**	**58**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**56**	**8**	**0**	**0**	**0**	**2**	**62**
Bloor St W East of Dufferin	Inbound	1390	1030	17	75	199	30	24	4	11	1225	153	2	10	1349	27	14
Bloor St W East of Dufferin	Outbound	1337	1027	15	68	138	40	29	3	17	1179	140	0	18	1299	17	21
Bloor St W East of Dufferin	**Total**	**2727**	**2057**	**32**	**143**	**337**	**70**	**53**	**7**	**28**	**2404**	**293**	**2**	**28**	**2648**	**44**	**35**
College St East of Dufferin	Inbound	554	445	0	30	36	14	15	13	1	488	53	11	2	0	29	525
College St East of Dufferin	Outbound	471	378	5	30	27	12	16	0	3	418	49	0	4	0	31	440
College St East of Dufferin	**Total**	**1025**	**823**	**5**	**60**	**63**	**26**	**31**	**13**	**4**	**906**	**102**	**11**	**6**	**0**	**60**	**965**
Dufferin Park Ave East of Dufferin	Inbound	112	95	0	3	9	1	0	3	1	109	3	0	0	0	0	112
Dufferin Park Ave East of Dufferin	Outbound	97	84	0	1	5	3	0	2	2	95	2	0	0	0	0	97
Dufferin Park Ave East of Dufferin	**Total**	**209**	**179**	**0**	**4**	**14**	**4**	**0**	**5**	**3**	**204**	**5**	**0**	**0**	**0**	**0**	**209**
Dundas St W East of Dufferin	Inbound	749	646	4	42	33	18	0	1	5	686	53	10	0	0	6	743
Dundas St W East of Dufferin	Outbound	582	499	3	32	30	16	0	1	1	551	30	0	1	0	8	574
Dundas St W East of Dufferin	**Total**	**1331**	**1145**	**7**	**74**	**63**	**34**	**0**	**2**	**6**	**1237**	**83**	**10**	**1**	**0**	**14**	**1317**
Dupont St East of Dufferin	Inbound	189	161	2	6	8	10	0	0	2	172	14	3	0	0	30	159
Dupont St East of Dufferin	Outbound	159	127	3	2	20	5	1	0	1	142	17	0	0	0	52	107
Dupont St East of Dufferin	**Total**	**348**	**288**	**5**	**8**	**28**	**15**	**1**	**0**	**3**	**314**	**31**	**3**	**0**	**0**	**82**	**266**
Hallam St East of Dufferin	Inbound	191	155	6	1	20	4	4	0	1	178	5	2	6	0	9	182
Hallam St East of Dufferin	Outbound	179	144	7	4	16	3	4	0	1	167	10	0	2	0	5	174
Hallam St East of Dufferin	**Total**	**370**	**299**	**13**	**5**	**36**	**7**	**8**	**0**	**2**	**345**	**15**	**2**	**8**	**0**	**14**	**356**
Joe Shuster Way East of Dufferin	Inbound	101	53	1	5	29	3	0	8	2	50	45	4	2	0	2	99
Joe Shuster Way East of Dufferin	Outbound	108	48	3	4	37	8	0	4	4	53	48	6	1	0	1	107
Joe Shuster Way East of Dufferin	**Total**	**209**	**101**	**4**	**9**	**66**	**11**	**0**	**12**	**6**	**103**	**93**	**10**	**3**	**0**	**3**	**206**
King St W East of Dufferin	Inbound	465	285	9	42	97	26	0	3	3	382	79	2	2	0	13	452
King St W East of Dufferin	Outbound	302	188	3	23	50	27	0	8	3	234	66	2	0	0	19	283
King St W East of Dufferin	**Total**	**767**	**473**	**12**	**65**	**147**	**53**	**0**	**11**	**6**	**616**	**145**	**4**	**2**	**0**	**32**	**735**

Location	Cordon Crossing	Total Volume	Bicycle Type								Trip Purpose				Location		
			Standard	Cargo	Bike Share	e bicycle	e scooter	Moped	Other	Other non Motorized	Standard / Unknown	Food or Cargo Delivery	Sport	Transporting Passenger	Bike Lane	Sidewalk	Mixed Traffic
Dufferin Screenline ctd.																	
King St W East of Dufferin	Inbound	465	285	9	42	97	26	0	3	3	382	79	2	2	0	13	452
King St W East of Dufferin	Outbound	302	188	3	23	50	27	0	8	3	234	66	2	0	0	19	283
King St W East of Dufferin	**Total**	**767**	**473**	**12**	**65**	**147**	**53**	**0**	**11**	**6**	**616**	**145**	**4**	**2**	**0**	**32**	**735**
Liberty St East of Dufferin	Inbound	123	95	3	6	6	7	0	4	2	91	26	6	0	0	7	116
Liberty St East of Dufferin	Outbound	150	126	0	6	7	8	0	1	2	126	19	5	0	0	10	140
Liberty St East of Dufferin	**Total**	**273**	**221**	**3**	**12**	**13**	**15**	**0**	**5**	**4**	**217**	**45**	**11**	**0**	**0**	**17**	**256**
Lindsey Ave East of Dufferin	Inbound	73	60	8	0	2	3	0	0	0	53	15	1	4	0	3	70
Lindsey Ave East of Dufferin	Outbound	88	62	14	2	5	4	0	1	0	46	34	4	4	0	5	83
Lindsey Ave East of Dufferin	**Total**	**161**	**122**	**22**	**2**	**7**	**7**	**0**	**1**	**0**	**99**	**49**	**5**	**8**	**0**	**8**	**153**
Martin Goodman Trail West of Ontario	Inbound	870	609	4	65	130	34	1	12	15	813	18	39	0	870	0	0
Martin Goodman Trail West of Ontario	Outbound	805	544	3	73	135	21	1	12	16	737	29	39	0	805	0	0
Martin Goodman Trail West of Ontario	**Total**	**1675**	**1153**	**7**	**138**	**265**	**55**	**2**	**24**	**31**	**1550**	**47**	**78**	**0**	**1675**	**0**	**0**
Peel Ave East of Dufferin	Inbound	59	49	2	1	4	3	0	0	0	53	6	0	0	0	2	57
Peel Ave East of Dufferin	Outbound	50	40	1	3	3	3	0	0	0	43	6	0	1	0	2	48
Peel Ave East of Dufferin	**Total**	**109**	**89**	**3**	**4**	**7**	**6**	**0**	**0**	**0**	**96**	**12**	**0**	**1**	**0**	**4**	**105**
Queen St W East of Dufferin	Inbound	661	479	6	62	78	21	1	11	3	559	101	0	1	0	55	606
Queen St W East of Dufferin	Outbound	657	415	8	71	124	22	1	12	4	573	81	0	3	0	22	635
Queen St W East of Dufferin	**Total**	**1318**	**894**	**14**	**133**	**202**	**43**	**2**	**23**	**7**	**1132**	**182**	**0**	**4**	**0**	**77**	**1241**
Saskatchewan Rd East of Dufferin	Inbound	37	32	1	3	0	1	0	0	0	34	2	0	1	21	1	15
Saskatchewan Rd East of Dufferin	Outbound	40	29	0	0	4	4	3	0	0	34	5	0	1	28	3	9
Saskatchewan Rd East of Dufferin	**Total**	**77**	**61**	**1**	**3**	**4**	**5**	**3**	**0**	**0**	**68**	**7**	**0**	**2**	**49**	**4**	**24**
Shanly St East of Dufferin	Inbound	111	96	1	6	2	2	1	2	1	103	6	0	2	0	22	89
Shanly St East of Dufferin	Outbound	58	49	1	3	2	0	0	1	2	51	4	0	3	0	15	43
Shanly St East of Dufferin	**Total**	**169**	**145**	**2**	**9**	**4**	**2**	**1**	**3**	**3**	**154**	**10**	**0**	**5**	**0**	**37**	**132**
Stonehouse Cr East of Dufferin	Inbound	29	28	0	1	0	0	0	0	0	29	0	0	0	0	0	29
Stonehouse Cr East of Dufferin	Outbound	10	10	0	0	0	0	0	0	0	9	1	0	0	0	0	10
Stonehouse Cr East of Dufferin	**Total**	**39**	**38**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**38**	**1**	**0**	**0**	**0**	**0**	**39**
Sylvan Ave East of Dufferin	Inbound	98	77	3	7	6	3	0	1	1	91	2	0	5	0	9	89
Sylvan Ave East of Dufferin	Outbound	83	70	0	4	5	1	0	3	0	76	3	0	4	0	4	79
Sylvan Ave East of Dufferin	**Total**	**181**	**147**	**3**	**11**	**11**	**4**	**0**	**4**	**1**	**167**	**5**	**0**	**9**	**0**	**13**	**168**
Waterloo Ave East of Dufferin	Inbound	225	198	0	10	2	5	5	3	2	205	14	0	6	207	4	14
Waterloo Ave East of Dufferin	Outbound	186	168	1	9	1	3	0	2	2	173	10	0	3	1	5	180
Waterloo Ave East of Dufferin	**Total**	**411**	**366**	**1**	**19**	**3**	**8**	**5**	**5**	**4**	**378**	**24**	**0**	**9**	**208**	**9**	**194**
Extra Locations																	
Bernard Ave East of Spadina	Inbound	199	151	10	11	21	4	0	2	0	176	19	3	1	0	18	181
Bernard Ave East of Spadina	Outbound	230	170	11	17	22	8	0	2	0	206	18	3	3	0	20	210
Bernard Ave East of Spadina	**Total**	**429**	**321**	**21**	**28**	**43**	**12**	**0**	**4**	**0**	**382**	**37**	**6**	**4**	**0**	**38**	**391**
Davenport Rd West of Spadina	Inbound	489	351	4	34	63	19	8	7	3	451	25	12	1	479	7	3
Davenport Rd West of Spadina	Outbound	358	275	3	11	44	18	3	3	1	314	40	2	2	355	1	2
Davenport Rd West of Spadina	**Total**	**847**	**626**	**7**	**45**	**107**	**37**	**11**	**10**	**4**	**765**	**65**	**14**	**3**	**834**	**8**	**5**
Lowther Ave East of Spadina	Inbound	315	273	10	16	3	8	0	2	3	301	10	1	3	0	6	309
Lowther Ave East of Spadina	Outbound	207	166	5	17	6	6	0	3	4	197	9	0	1	0	18	189
Lowther Ave East of Spadina	**Total**	**522**	**439**	**15**	**33**	**9**	**14**	**0**	**5**	**7**	**498**	**19**	**1**	**4**	**0**	**24**	**498**
Bloor St W East of Spadina	-	1528	978	7	168	267	44	25	20	19	1352	171	4	1	1477	30	21
Bloor St W East of Spadina	-	1765	1236	19	198	175	50	33	39	15	1533	185	38	9	1724	29	12
Bloor St W East of Spadina	**Total**	**3293**	**2214**	**26**	**366**	**442**	**94**	**58**	**59**	**34**	**2885**	**356**	**42**	**10**	**3201**	**59**	**33**
Bloor St E West of Ted Rogers	-	1372	1150	11	115	44	46	3	0	3	1323	47	2	0	1344	26	2
Bloor St E West of Ted Rogers	-	1776	1427	8	183	65	65	17	0	11	1645	110	18	3	1757	18	1
Bloor St E West of Ted Rogers	**Total**	**3148**	**2577**	**19**	**298**	**109**	**111**	**20**	**0**	**14**	**2968**	**157**	**20**	**3**	**3101**	**44**	**3**
Martin Goodman Tr East of Spadina	-	1265	876	9	189	71	64	7	22	27	1155	39	67	4	1198	63	4
Martin Goodman Tr East of Spadina	-	1252	843	13	203	67	68	7	22	29	1130	51	65	6	1160	45	47
Martin Goodman Tr East of Spadina	**Total**	**2517**	**1719**	**22**	**392**	**138**	**132**	**14**	**44**	**56**	**2285**	**90**	**132**	**10**	**2358**	**108**	**51**

Location	Cordon Crossing	Total Volume	Bicycle Type								Trip Purpose				Location		
			Standard	Cargo	Bike Share	e bicycle	e scooter	Moped	Other	Other non Motorized	Standard / Unknown	Food or Cargo Delivery	Sport	Transporting Passenger	Bike Lane	Sidewalk	Mixed Traffic
Extra Locations ctd.																	
Martin Goodman Tr West of Lower Jarvis	-	1013	650	9	160	85	53	16	25	15	899	62	49	3	979	17	17
Martin Goodman Tr West of Lower Jarvis	-	1034	668	11	170	76	51	14	25	19	870	58	101	5	924	21	89
Martin Goodman Tr West of Lower Jarvis	**Total**	**2047**	**1318**	**20**	**330**	**161**	**104**	**30**	**50**	**34**	**1769**	**120**	**150**	**8**	**1903**	**38**	**106**

D.3 Total Counts by Time of Day

Location	Cordon Crossing	Total Volume	Start Time											
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Bloor Screenline														
Balmuto St South of Bloor	Inbound	75	2	5	5	6	7	6	4	3	8	8	10	11
Balmuto St South of Bloor	Outbound	70	1	3	3	5	4	8	6	2	4	7	14	13
Balmuto St South of Bloor	**Total**	**145**	**3**	**8**	**8**	**11**	**11**	**14**	**10**	**5**	**12**	**15**	**24**	**24**
Bay St South of Bloor	Inbound	887	65	112	106	60	50	74	74	75	51	63	70	87
Bay St South of Bloor	Outbound	619	13	27	24	17	26	44	52	65	57	78	119	97
Bay St South of Bloor	**Total**	**1506**	**78**	**139**	**130**	**77**	**76**	**118**	**126**	**140**	**108**	**141**	**189**	**184**
Church St South of Bloor	Inbound	406	17	28	30	18	25	41	39	32	30	49	42	55
Church St South of Bloor	Outbound	390	12	21	20	20	17	28	37	41	37	36	64	57
Church St South of Bloor	**Total**	**796**	**29**	**49**	**50**	**38**	**42**	**69**	**76**	**73**	**67**	**85**	**106**	**112**
Devonshire Pl South of Bloor	Inbound	150	10	23	13	12	15	8	14	10	6	15	10	14
Devonshire Pl South of Bloor	Outbound	117	1	8	3	6	8	7	8	15	13	17	19	12
Devonshire Pl South of Bloor	**Total**	**267**	**11**	**31**	**16**	**18**	**23**	**15**	**22**	**25**	**19**	**32**	**29**	**26**
Huron St South of Bloor	Inbound	438	17	66	56	34	28	31	17	25	43	45	24	52
Huron St South of Bloor	Outbound	273	5	19	10	14	19	24	19	23	25	21	56	38
Huron St South of Bloor	**Total**	**711**	**22**	**85**	**66**	**48**	**47**	**55**	**36**	**48**	**68**	**66**	**80**	**90**
Queens Park Cr South of Bloor	Inbound	483	41	91	62	35	21	29	36	39	29	38	30	32
Queens Park Cr South of Bloor	Outbound	542	10	21	21	17	20	28	32	48	51	82	120	92
Queens Park Cr South of Bloor	**Total**	**1025**	**51**	**112**	**83**	**52**	**41**	**57**	**68**	**87**	**80**	**120**	**150**	**124**
St George St South of Bloor	Inbound	1157	89	177	178	89	97	84	67	75	57	80	86	78
St George St South of Bloor	Outbound	1030	22	28	41	36	39	79	78	77	90	147	193	200
St George St South of Bloor	**Total**	**2187**	**111**	**205**	**219**	**125**	**136**	**163**	**145**	**152**	**147**	**227**	**279**	**278**
St Thomas St South of Bloor	Inbound	67	2	5	6	4	5	5	4	7	7	12	5	5
St Thomas St South of Bloor	Outbound	64	1	1	3	5	2	10	5	8	6	11	7	5
St Thomas St South of Bloor	**Total**	**131**	**3**	**6**	**9**	**9**	**7**	**15**	**9**	**15**	**13**	**23**	**12**	**10**
Yonge St South of Bloor	Inbound	588	19	39	31	26	47	50	46	20	75	74	81	80
Yonge St South of Bloor	Outbound	517	7	21	25	27	29	51	47	60	42	60	72	76
Yonge St South of Bloor	**Total**	**1105**	**26**	**60**	**56**	**53**	**76**	**101**	**93**	**80**	**117**	**134**	**153**	**156**
Jarvis Screenline														
Richmond St E West of Jarvis	Inbound	1244	95	252	147	56	56	93	66	59	56	95	123	146
Richmond St E West of Jarvis	Outbound	12	1	0	0	1	1	1	1	2	1	3	0	1
Richmond St E West of Jarvis	**Total**	**1256**	**96**	**252**	**147**	**57**	**57**	**94**	**67**	**61**	**57**	**98**	**123**	**147**
Adelaide St E West of Jarvis	Inbound	6	1	2	0	0	0	0	0	0	0	0	1	2
Adelaide St E West of Jarvis	Outbound	968	21	63	42	37	31	69	46	56	71	121	266	145
Adelaide St E West of Jarvis	**Total**	**974**	**22**	**65**	**42**	**37**	**31**	**69**	**46**	**56**	**71**	**121**	**267**	**147**
Carlton St West of Jarvis	Inbound	438	29	34	44	24	40	34	33	21	33	44	51	51
Carlton St West of Jarvis	Outbound	416	7	11	12	12	27	27	55	46	52	48	57	62
Carlton St West of Jarvis	**Total**	**854**	**36**	**45**	**56**	**36**	**67**	**61**	**88**	**67**	**85**	**92**	**108**	**113**
Charles St E West of Jarvis	Inbound	152	5	14	8	8	11	18	14	11	14	10	21	18
Charles St E West of Jarvis	Outbound	59	1	3	1	1	7	9	7	2	4	4	12	8
Charles St E West of Jarvis	**Total**	**211**	**6**	**17**	**9**	**9**	**18**	**27**	**21**	**13**	**18**	**14**	**33**	**26**
Dundas St E West of Jarvis	Inbound	643	28	64	54	38	45	51	51	55	63	67	65	62
Dundas St E West of Jarvis	Outbound	586	11	27	30	34	25	52	41	54	74	38	89	111
Dundas St E West of Jarvis	**Total**	**1229**	**39**	**91**	**84**	**72**	**70**	**103**	**92**	**109**	**137**	**105**	**154**	**173**
Esplanade West of Lower Jarvis	Inbound	274	25	16	9	14	12	16	31	26	24	26	38	37
Esplanade West of Lower Jarvis	Outbound	268	8	42	27	18	5	21	26	28	23	16	21	33
Esplanade West of Lower Jarvis	**Total**	**542**	**33**	**58**	**36**	**32**	**17**	**37**	**57**	**54**	**47**	**42**	**59**	**70**

Location	Cordon Crossing	Total Volume	Start Time											
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Jarvis Screenline ctd.														
Front St West of Lower Jarvis	Inbound	248	5	20	12	10	17	17	18	22	20	31	28	48
Front St West of Lower Jarvis	Outbound	261	4	12	13	10	25	14	16	23	24	45	60	15
Front St West of Lower Jarvis	**Total**	**509**	**9**	**32**	**25**	**20**	**42**	**31**	**34**	**45**	**44**	**76**	**88**	**63**
Gerrard St E West of Jarvis	Inbound	1213	116	215	134	88	88	74	89	83	60	80	101	85
Gerrard St E West of Jarvis	Outbound	960	28	30	26	32	55	45	75	94	99	135	197	144
Gerrard St E West of Jarvis	**Total**	**2173**	**144**	**245**	**160**	**120**	**143**	**119**	**164**	**177**	**159**	**215**	**298**	**229**
Gloucester St West of Jarvis	Inbound	80	3	9	7	4	4	4	6	10	7	9	7	10
Gloucester St West of Jarvis	Outbound	95	1	6	0	8	3	3	8	9	8	12	20	17
Gloucester St West of Jarvis	**Total**	**175**	**4**	**15**	**7**	**12**	**7**	**7**	**14**	**19**	**15**	**21**	**27**	**27**
Isabella St West of Jarvis	Inbound	73	1	3	3	3	4	3	8	5	6	10	13	14
Isabella St West of Jarvis	Outbound	157	8	3	9	5	8	12	13	15	14	22	28	20
Isabella St West of Jarvis	**Total**	**230**	**9**	**6**	**12**	**8**	**12**	**15**	**21**	**20**	**20**	**32**	**41**	**34**
King St E West of Jarvis	Inbound	543	46	101	45	31	30	38	27	28	41	51	50	55
King St E West of Jarvis	Outbound	456	15	25	22	18	18	24	32	31	39	64	96	72
King St E West of Jarvis	**Total**	**999**	**61**	**126**	**67**	**49**	**48**	**62**	**59**	**59**	**80**	**115**	**146**	**127**
Lombard St West of Jarvis	Inbound	43	2	7	2	3	1	3	5	2	5	6	3	4
Lombard St West of Jarvis	Outbound	34	0	2	0	0	6	7	4	3	0	1	5	6
Lombard St West of Jarvis	**Total**	**77**	**2**	**9**	**2**	**3**	**7**	**10**	**9**	**5**	**5**	**7**	**8**	**10**
Maitland St West of Jarvis	Inbound	183	9	18	10	12	13	19	14	13	17	14	22	22
Maitland St West of Jarvis	Outbound	136	2	5	3	6	10	11	6	22	12	12	27	20
Maitland St West of Jarvis	**Total**	**319**	**11**	**23**	**13**	**18**	**23**	**30**	**20**	**35**	**29**	**26**	**49**	**42**
Queen St E West of Jarvis	Inbound	374	17	28	22	24	25	30	44	40	38	40	42	24
Queen St E West of Jarvis	Outbound	337	7	15	16	14	24	22	29	30	35	29	56	60
Queen St E West of Jarvis	**Total**	**711**	**24**	**43**	**38**	**38**	**49**	**52**	**73**	**70**	**73**	**69**	**98**	**84**
Shuter St West of Jarvis	Inbound	595	43	109	59	31	41	54	49	37	35	32	47	58
Shuter St West of Jarvis	Outbound	471	14	20	10	15	31	41	43	34	45	74	96	48
Shuter St West of Jarvis	**Total**	**1066**	**57**	**129**	**69**	**46**	**72**	**95**	**92**	**71**	**80**	**106**	**143**	**106**
Wellesley St E West of Jarvis	Inbound	935	49	106	83	61	77	84	64	56	72	82	109	92
Wellesley St E West of Jarvis	Outbound	748	18	27	32	20	42	62	58	67	88	96	112	126
Wellesley St E West of Jarvis	**Total**	**1683**	**67**	**133**	**115**	**81**	**119**	**146**	**122**	**123**	**160**	**178**	**221**	**218**
Queens Quay Screenline														
Bay St North of Queens Quay	Inbound	233	18	32	17	10	19	16	18	20	18	12	26	27
Bay St North of Queens Quay	Outbound	215	9	9	12	5	12	14	18	22	16	22	39	37
Bay St North of Queens Quay	**Total**	**448**	**27**	**41**	**29**	**15**	**31**	**30**	**36**	**42**	**34**	**34**	**65**	**64**
Lower Simcoe St North of Queens Quay	Inbound	255	16	41	22	13	13	23	11	5	20	20	35	36
Lower Simcoe St North of Queens Quay	Outbound	449	13	26	13	20	51	34	20	22	31	57	96	66
Lower Simcoe St North of Queens Quay	**Total**	**704**	**29**	**67**	**35**	**33**	**64**	**57**	**31**	**27**	**51**	**77**	**131**	**102**
Rees St North of Queens Quay	Inbound	100	3	10	3	4	12	9	8	7	2	11	11	20
Rees St North of Queens Quay	Outbound	77	4	1	2	4	3	4	7	10	5	13	12	12
Rees St North of Queens Quay	**Total**	**177**	**7**	**11**	**5**	**8**	**15**	**13**	**15**	**17**	**7**	**24**	**23**	**32**
Yonge St North of Queens Quay	Inbound	258	13	26	21	9	12	20	23	22	18	28	26	40
Yonge St North of Queens Quay	Outbound	257	6	8	7	6	13	21	28	23	19	42	39	45
Yonge St North of Queens Quay	**Total**	**515**	**19**	**34**	**28**	**15**	**25**	**41**	**51**	**45**	**37**	**70**	**65**	**85**
York St North of Queens Quay	Inbound	194	11	29	13	6	8	13	15	11	9	14	34	31
York St North of Queens Quay	Outbound	145	7	11	6	6	3	10	13	4	9	17	21	38
York St North of Queens Quay	**Total**	**339**	**18**	**40**	**19**	**12**	**11**	**23**	**28**	**15**	**18**	**31**	**55**	**69**

Location	Cordon Crossing	Total Volume	Start Time											
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Spadina Screenline														
Adelaide St W East of Spadina	Inbound	1873	111	317	270	128	107	142	98	112	108	113	185	182
Adelaide St W East of Spadina	Outbound	24	3	0	0	0	0	0	0	0	0	0	16	5
Adelaide St W East of Spadina	**Total**	**1897**	**114**	**317**	**270**	**128**	**107**	**142**	**98**	**112**	**108**	**113**	**201**	**187**
Baldwin St East of Spadina	Inbound	205	1	6	11	5	12	20	17	18	24	30	27	34
Baldwin St East of Spadina	Outbound	129	1	2	4	8	8	20	11	13	10	15	15	22
Baldwin St East of Spadina	**Total**	**334**	**2**	**8**	**15**	**13**	**20**	**40**	**28**	**31**	**34**	**45**	**42**	**56**
Bancroft Ave East of Spadina	Inbound	15	1	1	1	0	2	0	2	0	2	3	1	2
Bancroft Ave East of Spadina	Outbound	20	1	3	2	0	1	0	2	3	0	4	3	1
Bancroft Ave East of Spadina	**Total**	**35**	**2**	**4**	**3**	**0**	**3**	**0**	**4**	**3**	**2**	**7**	**4**	**3**
Bremner Blvd East of Spadina	Inbound	272	18	35	21	10	18	22	28	23	15	21	25	36
Bremner Blvd East of Spadina	Outbound	258	3	26	8	3	16	32	21	21	18	24	36	50
Bremner Blvd East of Spadina	**Total**	**530**	**21**	**61**	**29**	**13**	**34**	**54**	**49**	**44**	**33**	**45**	**61**	**86**
Bulwer St East of Spadina	Inbound	36	1	1	1	2	12	5	1	2	2	2	4	3
Bulwer St East of Spadina	Outbound	15	1	0	0	3	1	1	0	2	5	1	0	1
Bulwer St East of Spadina	**Total**	**51**	**2**	**1**	**1**	**5**	**13**	**6**	**1**	**4**	**7**	**3**	**4**	**4**
Cecil St East of Spadina	Inbound	359	9	23	22	25	40	33	31	37	35	31	41	32
Cecil St East of Spadina	Outbound	224	3	8	14	8	15	22	14	33	29	24	31	23
Cecil St East of Spadina	**Total**	**583**	**12**	**31**	**36**	**33**	**55**	**55**	**45**	**70**	**64**	**55**	**72**	**55**
D'Arcy St East of Spadina	Inbound	162	4	13	3	8	19	14	15	10	16	25	22	13
D'Arcy St East of Spadina	Outbound	167	0	2	5	7	32	20	19	14	10	21	17	20
D'Arcy St East of Spadina	**Total**	**329**	**4**	**15**	**8**	**15**	**51**	**34**	**34**	**24**	**26**	**46**	**39**	**33**
Dundas St W East of Spadina	Inbound	1132	47	117	112	71	91	84	85	70	94	108	115	138
Dundas St W East of Spadina	Outbound	938	21	40	29	47	59	66	74	78	106	128	161	129
Dundas St W East of Spadina	**Total**	**2070**	**68**	**157**	**141**	**118**	**150**	**150**	**159**	**148**	**200**	**236**	**276**	**267**
Front St W East of Spadina	Inbound	224	10	38	19	8	18	18	17	11	13	19	26	27
Front St W East of Spadina	Outbound	246	6	35	10	9	15	25	21	18	21	23	29	34
Front St W East of Spadina	**Total**	**470**	**16**	**73**	**29**	**17**	**33**	**43**	**38**	**29**	**34**	**42**	**55**	**61**
Grange Ave East of Spadina	Inbound	83	1	5	4	8	3	7	4	10	6	6	13	16
Grange Ave East of Spadina	Outbound	69	1	3	2	5	2	8	11	5	6	7	12	7
Grange Ave East of Spadina	**Total**	**152**	**2**	**8**	**6**	**13**	**5**	**15**	**15**	**15**	**12**	**13**	**25**	**23**
Harbord St East of Spadina	Inbound	1248	75	217	176	110	87	100	81	82	65	84	77	94
Harbord St East of Spadina	Outbound	1115	18	46	32	46	63	59	70	81	111	182	236	171
Harbord St East of Spadina	**Total**	**2363**	**93**	**263**	**208**	**156**	**150**	**159**	**151**	**163**	**176**	**266**	**313**	**265**
King St W East of Spadina	Inbound	762	42	106	65	46	47	61	65	44	35	68	84	99
King St W East of Spadina	Outbound	748	11	25	32	35	36	61	57	62	71	86	150	122
King St W East of Spadina	**Total**	**1510**	**53**	**131**	**97**	**81**	**83**	**122**	**122**	**106**	**106**	**154**	**234**	**221**
Phoebe St East of Spadina	Inbound	73	5	7	5	3	6	5	3	5	4	5	15	10
Phoebe St East of Spadina	Outbound	97	3	6	11	10	0	4	4	6	14	12	12	15
Phoebe St East of Spadina	**Total**	**170**	**8**	**13**	**16**	**13**	**6**	**9**	**7**	**11**	**18**	**17**	**27**	**25**
Queen St W East of Spadina	Inbound	691	30	41	40	32	52	66	75	65	51	58	92	89
Queen St W East of Spadina	Outbound	668	17	19	23	32	30	69	66	58	47	83	98	126
Queen St W East of Spadina	**Total**	**1359**	**47**	**60**	**63**	**64**	**82**	**135**	**141**	**123**	**98**	**141**	**190**	**215**
Richmond St W East of Spadina	Inbound	34	1	2	4	5	1	10	2	2	0	3	3	1
Richmond St W East of Spadina	Outbound	1890	37	96	106	68	71	114	130	129	143	259	432	305
Richmond St W East of Spadina	**Total**	**1924**	**38**	**98**	**110**	**73**	**72**	**124**	**132**	**131**	**143**	**262**	**435**	**306**
Sullivan St East of Spadina	Inbound	71	2	2	4	4	6	8	3	6	6	7	12	11
Sullivan St East of Spadina	Outbound	88	1	4	6	4	8	7	3	13	9	11	12	10
Sullivan St East of Spadina	**Total**	**159**	**3**	**6**	**10**	**8**	**14**	**15**	**6**	**19**	**15**	**18**	**24**	**21**

Location	Cordon Crossing	Total Volume	Start Time											
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Spadina Screenline ctd.														
Sussex Ave East of Spadina	Inbound	136	12	23	14	10	9	11	9	6	10	11	8	13
Sussex Ave East of Spadina	Outbound	140	0	4	4	5	11	6	4	8	29	17	26	26
Sussex Ave East of Spadina	**Total**	**276**	**12**	**27**	**18**	**15**	**20**	**17**	**13**	**14**	**39**	**28**	**34**	**39**
Ursula Franklin St East of Spadina	Inbound	223	5	27	18	20	12	24	19	16	17	20	22	23
Ursula Franklin St East of Spadina	Outbound	147	3	6	15	8	10	8	14	6	14	20	24	19
Ursula Franklin St East of Spadina	**Total**	**370**	**8**	**33**	**33**	**28**	**22**	**32**	**33**	**22**	**31**	**40**	**46**	**42**
Washington Ave East of Spadina	Inbound	22	0	6	2	0	1	3	1	3	4	0	2	0
Washington Ave East of Spadina	Outbound	22	1	1	1	2	1	4	0	3	1	1	4	3
Washington Ave East of Spadina	**Total**	**44**	**1**	**7**	**3**	**2**	**2**	**7**	**1**	**6**	**5**	**1**	**6**	**3**
Wellington St W East of Clarence Sq	Inbound	134	6	17	25	6	4	5	10	6	13	11	16	15
Wellington St W East of Clarence Sq	Outbound	160	1	8	12	6	6	5	8	16	12	22	41	23
Wellington St W East of Clarence Sq	**Total**	**294**	**7**	**25**	**37**	**12**	**10**	**10**	**18**	**22**	**25**	**33**	**57**	**38**
Willcocks St East of Spadina	Inbound	96	3	17	9	9	10	8	12	10	8	4	5	1
Willcocks St East of Spadina	Outbound	151	4	5	2	5	7	9	12	15	19	23	31	19
Willcocks St East of Spadina	**Total**	**247**	**7**	**22**	**11**	**14**	**17**	**17**	**24**	**25**	**27**	**27**	**36**	**20**
CP Rail Corridor Screenline														
Avenue Rd at Rail Corridor	Inbound	146	10	14	14	10	11	9	20	8	13	8	12	17
Avenue Rd at Rail Corridor	Outbound	129	7	11	6	3	12	14	9	7	12	22	10	16
Avenue Rd at Rail Corridor	**Total**	**275**	**17**	**25**	**20**	**13**	**23**	**23**	**29**	**15**	**25**	**30**	**22**	**33**
Bartlett Ave N North of Dupont	Inbound	101	5	12	5	9	3	10	9	7	11	6	8	16
Bartlett Ave N North of Dupont	Outbound	102	1	9	5	3	6	8	10	8	5	9	22	16
Bartlett Ave N North of Dupont	**Total**	**203**	**6**	**21**	**10**	**12**	**9**	**18**	**19**	**15**	**16**	**15**	**30**	**32**
Bathurst St North of Dupont	Inbound	158	3	16	14	11	9	15	15	8	15	15	19	18
Bathurst St North of Dupont	Outbound	113	6	7	5	4	8	10	11	14	4	11	20	13
Bathurst St North of Dupont	**Total**	**271**	**9**	**23**	**19**	**15**	**17**	**25**	**26**	**22**	**19**	**26**	**39**	**31**
Christie St North of Dupont	Inbound	316	19	40	36	28	25	24	22	12	28	28	28	26
Christie St North of Dupont	Outbound	307	14	14	21	18	18	24	22	24	26	26	55	45
Christie St North of Dupont	**Total**	**623**	**33**	**54**	**57**	**46**	**43**	**48**	**44**	**36**	**54**	**54**	**83**	**71**
Davenport Rd North of Dupont	Inbound	713	67	164	117	50	35	43	42	22	35	47	52	39
Davenport Rd North of Dupont	Outbound	460	18	30	21	14	16	22	20	35	45	56	108	75
Davenport Rd North of Dupont	**Total**	**1173**	**85**	**194**	**138**	**64**	**51**	**65**	**62**	**57**	**80**	**103**	**160**	**114**
Dovercourt Rd North of Dupont	Inbound	152	8	21	10	10	10	12	5	8	13	20	16	19
Dovercourt Rd North of Dupont	Outbound	120	3	13	8	7	7	6	7	9	16	8	17	19
Dovercourt Rd North of Dupont	**Total**	**272**	**11**	**34**	**18**	**17**	**17**	**18**	**12**	**17**	**29**	**28**	**33**	**38**
Howland Ave North of Dupont	Inbound	168	11	27	18	14	10	9	8	14	13	12	17	15
Howland Ave North of Dupont	Outbound	147	6	10	11	15	6	7	15	6	18	20	18	15
Howland Ave North of Dupont	**Total**	**315**	**17**	**37**	**29**	**29**	**16**	**16**	**23**	**20**	**31**	**32**	**35**	**30**
Ossington Ave North of Dupont	Inbound	94	3	8	3	9	4	11	9	7	8	8	13	11
Ossington Ave North of Dupont	Outbound	63	3	6	5	4	5	3	2	4	6	7	8	10
Ossington Ave North of Dupont	**Total**	**157**	**6**	**14**	**8**	**13**	**9**	**14**	**11**	**11**	**14**	**15**	**21**	**21**
Shaw St North of Dupont	Inbound	505	50	125	74	33	29	25	22	23	17	29	36	42
Shaw St North of Dupont	Outbound	496	18	27	23	16	23	23	28	29	54	75	108	72
Shaw St North of Dupont	**Total**	**1001**	**68**	**152**	**97**	**49**	**52**	**48**	**50**	**52**	**71**	**104**	**144**	**114**
Spadina Rd North of Dupont	Inbound	239	14	40	35	22	12	13	15	12	19	17	21	19
Spadina Rd North of Dupont	Outbound	185	6	13	11	4	11	15	15	11	9	21	36	33
Spadina Rd North of Dupont	**Total**	**424**	**20**	**53**	**46**	**26**	**23**	**28**	**30**	**23**	**28**	**38**	**57**	**52**

Location	Cordon Crossing	Total Volume	Start Time											
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
CP Rail Corridor Screenline ctd.														
Yonge St South of Birch	Inbound	744	55	108	80	46	50	61	42	45	57	50	85	65
Yonge St South of Birch	Outbound	627	22	52	39	20	31	45	45	50	47	74	112	90
Yonge St South of Birch	**Total**	**1371**	**77**	**160**	**119**	**66**	**81**	**106**	**87**	**95**	**104**	**124**	**197**	**155**
Don River Screenline														
Bayview Ave South of Rosedale Valley	Inbound	251	19	26	18	13	17	15	15	18	23	34	26	27
Bayview Ave South of Rosedale Valley	Outbound	254	11	26	5	13	7	8	21	18	21	39	56	29
Bayview Ave South of Rosedale Valley	**Total**	**505**	**30**	**52**	**23**	**26**	**24**	**23**	**36**	**36**	**44**	**73**	**82**	**56**
Cherry St South of Lake Shore	Inbound	390	36	56	27	25	26	27	28	29	33	34	29	40
Cherry St South of Lake Shore	Outbound	461	31	25	25	20	36	28	34	29	39	46	86	62
Cherry St South of Lake Shore	**Total**	**851**	**67**	**81**	**52**	**45**	**62**	**55**	**62**	**58**	**72**	**80**	**115**	**102**
Dundas St E East of River	Inbound	1039	115	279	121	62	57	51	32	53	63	62	69	75
Dundas St E East of River	Outbound	907	25	53	36	32	31	38	40	56	64	154	231	147
Dundas St E East of River	**Total**	**1946**	**140**	**332**	**157**	**94**	**88**	**89**	**72**	**109**	**127**	**216**	**300**	**222**
Gerrard St E East of River	Inbound	686	71	139	86	55	36	42	30	35	47	35	54	56
Gerrard St E East of River	Outbound	567	16	23	25	28	28	29	37	42	53	95	103	88
Gerrard St E East of River	**Total**	**1253**	**87**	**162**	**111**	**83**	**64**	**71**	**67**	**77**	**100**	**130**	**157**	**144**
Glen Rd South of Highland	Inbound	302	49	54	33	18	15	21	13	12	12	21	27	27
Glen Rd South of Highland	Outbound	309	23	20	18	17	7	19	12	32	14	35	57	55
Glen Rd South of Highland	**Total**	**611**	**72**	**74**	**51**	**35**	**22**	**40**	**25**	**44**	**26**	**56**	**84**	**82**
Lower Don Trail at Don River	Inbound	146	4	20	13	12	13	15	9	13	14	14	10	9
Lower Don Trail at Don River	Outbound	75	3	6	1	8	0	10	8	6	8	4	16	5
Lower Don Trail at Don River	**Total**	**221**	**7**	**26**	**14**	**20**	**13**	**25**	**17**	**19**	**22**	**18**	**26**	**14**
Mt Pleasant at David Balfour Park Trail	Inbound	58	4	8	13	4	7	3	2	0	8	4	3	2
Mt Pleasant at David Balfour Park Trail	Outbound	47	1	1	1	5	1	5	1	7	12	0	6	7
Mt Pleasant at David Balfour Park Trail	**Total**	**105**	**5**	**9**	**14**	**9**	**8**	**8**	**3**	**7**	**20**	**4**	**9**	**9**
Bloor St E West of Cambridge	Inbound	1274	145	317	147	86	80	66	70	61	56	70	96	80
Bloor St E West of Cambridge	Outbound	1281	49	57	51	41	48	69	87	106	126	189	296	162
Bloor St E West of Cambridge	**Total**	**2555**	**194**	**374**	**198**	**127**	**128**	**135**	**157**	**167**	**182**	**259**	**392**	**242**
Queen St E East of River	Inbound	618	46	100	55	44	37	52	35	39	40	38	78	54
Queen St E East of River	Outbound	651	17	44	29	40	30	44	47	47	50	68	137	98
Queen St E East of River	**Total**	**1269**	**63**	**144**	**84**	**84**	**67**	**96**	**82**	**86**	**90**	**106**	**215**	**152**
Riverdale Park Bridge at Don River	Inbound	63	1	0	3	5	7	9	2	6	7	7	7	9
Riverdale Park Bridge at Don River	Outbound	46	3	4	2	6	1	1	10	4	4	2	5	4
Riverdale Park Bridge at Don River	**Total**	**109**	**4**	**4**	**5**	**11**	**8**	**10**	**12**	**10**	**11**	**9**	**12**	**13**
Rosedale Valley Rd West of Bayview	Inbound	105	8	9	5	8	3	5	6	10	8	14	21	8
Rosedale Valley Rd West of Bayview	Outbound	83	6	13	10	6	6	4	7	6	3	8	10	4
Rosedale Valley Rd West of Bayview	**Total**	**188**	**14**	**22**	**15**	**14**	**9**	**9**	**13**	**16**	**11**	**22**	**31**	**12**
Dufferin Screenline														
Alma Ave East of Dufferin	Inbound	19	0	4	2	2	3	1	1	0	1	0	3	2
Alma Ave East of Dufferin	Outbound	45	1	6	4	3	2	6	1	3	2	6	6	5
Alma Ave East of Dufferin	**Total**	**64**	**1**	**10**	**6**	**5**	**5**	**7**	**2**	**3**	**3**	**6**	**9**	**7**
Bloor St W East of Dufferin	Inbound	1390	77	196	119	85	101	93	92	87	113	126	156	145
Bloor St W East of Dufferin	Outbound	1337	39	50	65	81	61	70	95	115	132	159	262	208
Bloor St W East of Dufferin	**Total**	**2727**	**116**	**246**	**184**	**166**	**162**	**163**	**187**	**202**	**245**	**285**	**418**	**353**
College St East of Dufferin	Inbound	554	48	74	50	38	40	37	27	37	32	40	66	65
College St East of Dufferin	Outbound	471	13	31	29	25	36	34	38	35	36	60	76	58
College St East of Dufferin	**Total**	**1025**	**61**	**105**	**79**	**63**	**76**	**71**	**65**	**72**	**68**	**100**	**142**	**123**

Location	Cordon Crossing	Total Volume	Start Time											
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Dufferin Screenline ctd.														
Alma Ave East of Dufferin	Inbound	19	0	4	2	2	3	1	1	0	1	0	3	2
Alma Ave East of Dufferin	Outbound	45	1	6	4	3	2	6	1	3	2	6	6	5
Alma Ave East of Dufferin	**Total**	**64**	**1**	**10**	**6**	**5**	**5**	**7**	**2**	**3**	**3**	**6**	**9**	**7**
Bloor St W East of Dufferin	Inbound	1390	77	196	119	85	101	93	92	87	113	126	156	145
Bloor St W East of Dufferin	Outbound	1337	39	50	65	81	61	70	95	115	132	159	262	208
Bloor St W East of Dufferin	**Total**	**2727**	**116**	**246**	**184**	**166**	**162**	**163**	**187**	**202**	**245**	**285**	**418**	**353**
College St East of Dufferin	Inbound	554	48	74	50	38	40	37	27	37	32	40	66	65
College St East of Dufferin	Outbound	471	13	31	29	25	36	34	38	35	36	60	76	58
College St East of Dufferin	**Total**	**1025**	**61**	**105**	**79**	**63**	**76**	**71**	**65**	**72**	**68**	**100**	**142**	**123**
Dufferin Park Ave East of Dufferin	Inbound	112	1	7	5	5	5	6	12	16	10	14	18	13
Dufferin Park Ave East of Dufferin	Outbound	97	0	5	3	5	7	7	7	11	11	9	20	12
Dufferin Park Ave East of Dufferin	**Total**	**209**	**1**	**12**	**8**	**10**	**12**	**13**	**19**	**27**	**21**	**23**	**38**	**25**
Dundas St W East of Dufferin	Inbound	749	57	118	69	52	44	53	44	67	62	42	65	76
Dundas St W East of Dufferin	Outbound	582	14	20	24	15	36	29	32	43	50	76	156	87
Dundas St W East of Dufferin	**Total**	**1331**	**71**	**138**	**93**	**67**	**80**	**82**	**76**	**110**	**112**	**118**	**221**	**163**
Dupont St East of Dufferin	Inbound	189	14	23	18	13	12	12	10	14	12	11	32	18
Dupont St East of Dufferin	Outbound	159	6	9	16	9	7	14	11	11	16	19	28	13
Dupont St East of Dufferin	**Total**	**348**	**20**	**32**	**34**	**22**	**19**	**26**	**21**	**25**	**28**	**30**	**60**	**31**
Hallam St East of Dufferin	Inbound	191	18	28	21	12	8	10	12	9	9	19	32	13
Hallam St East of Dufferin	Outbound	179	10	12	19	8	9	15	10	10	24	20	19	23
Hallam St East of Dufferin	**Total**	**370**	**28**	**40**	**40**	**20**	**17**	**25**	**22**	**19**	**33**	**39**	**51**	**36**
Joe Shuster Way East of Dufferin	Inbound	101	5	7	5	10	4	11	9	4	6	8	17	15
Joe Shuster Way East of Dufferin	Outbound	108	4	9	7	2	9	7	9	7	11	11	11	21
Joe Shuster Way East of Dufferin	**Total**	**209**	**9**	**16**	**12**	**12**	**13**	**18**	**18**	**11**	**17**	**19**	**28**	**36**
King St W East of Dufferin	Inbound	465	34	53	57	42	26	40	28	33	35	20	47	50
King St W East of Dufferin	Outbound	302	6	13	10	10	21	34	16	31	32	41	45	43
King St W East of Dufferin	**Total**	**767**	**40**	**66**	**67**	**52**	**47**	**74**	**44**	**64**	**67**	**61**	**92**	**93**
Liberty St East of Dufferin	Inbound	123	6	12	12	7	13	15	9	11	9	8	9	12
Liberty St East of Dufferin	Outbound	150	2	7	7	6	7	18	11	16	11	12	34	19
Liberty St East of Dufferin	**Total**	**273**	**8**	**19**	**19**	**13**	**20**	**33**	**20**	**27**	**20**	**20**	**43**	**31**
Lindsey Ave East of Dufferin	Inbound	73	3	16	7	5	2	5	7	5	6	3	9	5
Lindsey Ave East of Dufferin	Outbound	88	2	10	6	2	2	5	3	4	14	16	14	10
Lindsey Ave East of Dufferin	**Total**	**161**	**5**	**26**	**13**	**7**	**4**	**10**	**10**	**9**	**20**	**19**	**23**	**15**
Martin Goodman Trail West of Ontario	Inbound	870	99	223	89	76	70	46	37	27	43	45	49	66
Martin Goodman Trail West of Ontario	Outbound	805	28	32	29	30	60	37	35	35	71	103	229	116
Martin Goodman Trail West of Ontario	**Total**	**1675**	**127**	**255**	**118**	**106**	**130**	**83**	**72**	**62**	**114**	**148**	**278**	**182**
Peel Ave East of Dufferin	Inbound	59	5	8	3	0	6	6	2	5	4	3	13	4
Peel Ave East of Dufferin	Outbound	50	2	6	2	1	5	1	3	3	3	9	7	8
Peel Ave East of Dufferin	**Total**	**109**	**7**	**14**	**5**	**1**	**11**	**7**	**5**	**8**	**7**	**12**	**20**	**12**
Queen St W East of Dufferin	Inbound	661	51	57	69	50	48	48	47	39	22	43	108	79
Queen St W East of Dufferin	Outbound	657	13	26	33	24	36	46	57	53	51	69	135	114
Queen St W East of Dufferin	**Total**	**1318**	**64**	**83**	**102**	**74**	**84**	**94**	**104**	**92**	**73**	**112**	**243**	**193**
Saskatchewan Rd East of Dufferin	Inbound	37	3	4	1	1	4	4	3	1	3	3	4	6
Saskatchewan Rd East of Dufferin	Outbound	40	1	1	1	2	0	4	3	1	6	6	8	7
Saskatchewan Rd East of Dufferin	**Total**	**77**	**4**	**5**	**2**	**3**	**4**	**8**	**6**	**2**	**9**	**9**	**12**	**13**
Shanly St East of Dufferin	Inbound	111	6	14	13	6	6	6	8	12	6	9	15	10
Shanly St East of Dufferin	Outbound	58	3	7	0	4	4	6	5	3	5	9	5	7
Shanly St East of Dufferin	**Total**	**169**	**9**	**21**	**13**	**10**	**10**	**12**	**13**	**15**	**11**	**18**	**20**	**17**

Location	Cordon Crossing	Total Volume	Start Time											
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Dufferin Screenline ctd.														
Stonehouse Cr East of Dufferin	Inbound	29	1	3	5	0	2	1	3	1	2	1	2	8
Stonehouse Cr East of Dufferin	Outbound	10	0	0	0	0	0	0	1	2	0	2	2	3
Stonehouse Cr East of Dufferin	**Total**	**39**	**1**	**3**	**5**	**0**	**2**	**1**	**4**	**3**	**2**	**3**	**4**	**11**
Sylvan Ave East of Dufferin	Inbound	98	6	14	3	6	9	9	1	11	3	18	12	6
Sylvan Ave East of Dufferin	Outbound	83	4	11	4	4	4	6	4	6	9	12	13	6
Sylvan Ave East of Dufferin	**Total**	**181**	**10**	**25**	**7**	**10**	**13**	**15**	**5**	**17**	**12**	**30**	**25**	**12**
Waterloo Ave East of Dufferin	Inbound	225	15	46	34	20	12	9	14	19	12	11	19	14
Waterloo Ave East of Dufferin	Outbound	186	7	13	10	5	2	9	9	10	29	18	31	43
Waterloo Ave East of Dufferin	**Total**	**411**	**22**	**59**	**44**	**25**	**14**	**18**	**23**	**29**	**41**	**29**	**50**	**57**
Extra Locations														
Bernard Ave East of Spadina	Inbound	199	19	23	25	10	22	15	12	12	15	10	16	20
Bernard Ave East of Spadina	Outbound	230	5	12	14	17	5	18	17	16	19	30	37	40
Bernard Ave East of Spadina	**Total**	**429**	**24**	**35**	**39**	**27**	**27**	**33**	**29**	**28**	**34**	**40**	**53**	**60**
Davenport Rd West of Spadina	Inbound	489	53	101	56	26	25	37	29	37	23	23	41	38
Davenport Rd West of Spadina	Outbound	358	12	23	9	15	11	15	16	24	27	63	80	63
Davenport Rd West of Spadina	**Total**	**847**	**65**	**124**	**65**	**41**	**36**	**52**	**45**	**61**	**50**	**86**	**121**	**101**
Lowther Ave East of Spadina	Inbound	315	19	66	45	30	15	22	18	21	20	21	25	13
Lowther Ave East of Spadina	Outbound	207	4	8	3	8	11	14	16	19	16	30	37	41
Lowther Ave East of Spadina	**Total**	**522**	**23**	**74**	**48**	**38**	**26**	**36**	**34**	**40**	**36**	**51**	**62**	**54**
Bloor St W East of Spadina	N/A (Eastbound)	1528	88	192	139	83	82	100	117	109	134	138	173	173
Bloor St W East of Spadina	N/A (Westbound)	1765	41	76	64	63	99	116	125	154	141	236	309	341
Bloor St W East of Spadina	**Total**	**3293**	**129**	**268**	**203**	**146**	**181**	**216**	**242**	**263**	**275**	**374**	**482**	**514**
Bloor St E West of Ted Rogers	N/A (Eastbound)	1372	51	67	47	51	73	88	98	127	141	177	247	205
Bloor St E West of Ted Rogers	N/A (Westbound)	1776	134	281	152	103	118	132	111	100	126	165	176	178
Bloor St E West of Ted Rogers	**Total**	**3148**	**185**	**348**	**199**	**154**	**191**	**220**	**209**	**227**	**267**	**342**	**423**	**383**
Martin Goodman Tr East of Spadina	N/A (Eastbound)	1265	72	223	121	57	61	67	75	81	96	97	144	171
Martin Goodman Tr East of Spadina	N/A (Westbound)	1252	36	62	40	32	33	75	59	103	121	177	277	237
Martin Goodman Tr East of Spadina	**Total**	**2517**	**108**	**285**	**161**	**89**	**94**	**142**	**134**	**184**	**217**	**274**	**421**	**408**
Martin Goodman Tr West of Lower Jarvis	N/A (Eastbound)	1013	39	68	54	45	49	62	67	86	92	122	161	168
Martin Goodman Tr West of Lower Jarvis	N/A (Westbound)	1034	42	110	66	33	53	84	83	95	85	101	154	128
Martin Goodman Tr West of Lower Jarvis	**Total**	**2047**	**81**	**178**	**120**	**78**	**102**	**146**	**150**	**181**	**177**	**223**	**315**	**296**

Appendix E

Weather on Cordon Count Dates

Year	Count Date	Max Temp (°C)	Min Temp (°C)	Mean Temp (°C)	Total Precip (mm)
2010	2010-09-13	24.2	13.2	18.7	0
	2010-09-14	20.8	11.4	16.1	0
	2010-09-15	18.2	10.8	14.5	0
	2010-09-17	16.8	9.7	13.3	0
	2010-09-20	18.7	9.1	13.9	0
	2010-09-21	24.7	11.5	18.1	0
	2010-09-23	18.9	12.3	15.6	0
	2010-09-24	30.1	17.4	23.8	0
	2010-09-27	15.6	11.1	13.4	3.2
	2010-10-01	17.4	8.9	13.2	0
2013	2013-09-24	18.1	7.9	13	0
	2013-09-26	20.8	10.9	15.9	0
	2013-10-01	22.6	12.3	17.5	0
	2013-10-03	21.3	10.5	15.9	1.9
2014	2014-09-17	20.4	9	14.7	0
2022	2022-10-05	20.7	10.2	15.4	0
	2022-10-06	21.4	13.8	17.6	0.2
	2022-10-12	19.5	14.5	17	3.4

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