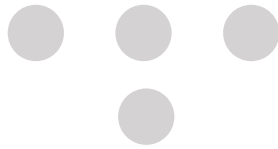


Edmonton Transit Screenlines

*Annual Summary
and Trends*

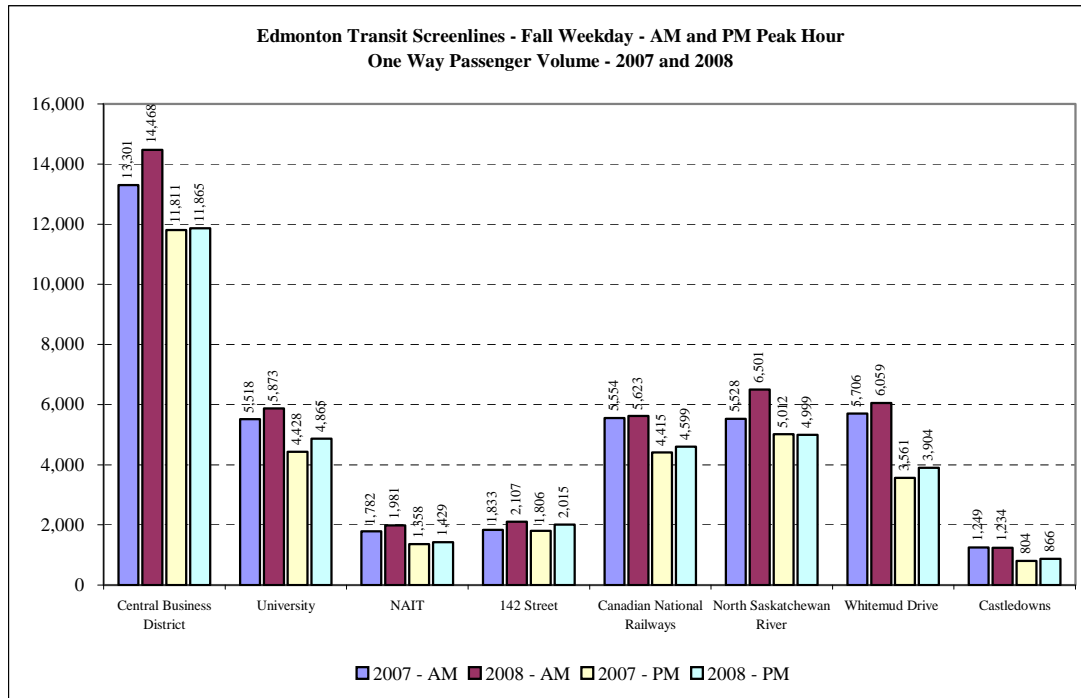
MONITORING

2008



EXECUTIVE SUMMARY

The Screenline information is derived from the Edmonton Transit System (ETS) Station Count conducted on a typical fall weekday each year. St. Albert and County of Strathcona provide ridership numbers for the same weekday. The Annual Summaries for 2008 as well as the Trend Summary for the base years 1984, 1985, 1990 and 1997 to 2007 are included in this document.



Screenline	AM Peak Hour				PM Peak Hour			
	2007	2008	Change	% Change	2007	2008	Change	% Change
Central Business District	13,301	14,468	+1,167	+8.8	11,811	11,865	+54	+0.5%
University	5,518	5,873	+355	+6.4%	4,428	4,865	+437	+9.9%
NAIT	1,782	1,981	+199	+11.2%	1,358	1,429	+71	+5.2%
142 Street	1,833	2,107	+274	+14.9%	1,806	2,015	+209	+11.6%
Canadian Nat'l Railways	5,554	5,623	+69	1.2%	4,415	4,599	+184	+4.2%
North Saskatchewan River	5,528	6,501	+973	+17.6%	5,012	4,999	-13	-0.3%
Whitemud Drive	5,664	6,059	+353	+6.2%	3,561	3,904	+343	+9.6%
Castledowns	1,249	1,234	-15	-1.2%	804	866	+62	+7.7%

In general, all screenlines showed increases in passenger volumes between 2007 and 2008. The screenlines for Central Business District, Canadian National Railways, North Saskatchewan River and Whitemud Drive showed steady growth. The University screenline showed a large jump between 2007 and 2008. An increase was expected as the use of the Universal bus pass in September, 2007 is accepted. The screenlines for NAIT, 142 Street and Castle Downs showed more variability in passenger volumes historically.

The information from the ETS Screenline summary will identify trends rather than address specific problems. The summary primarily provides information for the calibration of the Regional Travel Model. It should be recognized that the Screenline definitions do not always reflect the travel demands for Edmonton Transit. Individual corridors within the screen may show different patterns due to route structure and neighbourhood demographics. The volumes for Regional Service are not included in the aggregated totals reported here. The exceptions are outlined in Appendix A: Screenline Descriptions.

Edmonton Transit System
Screenline Summary 2008

Evaluation and Monitoring
Transportation
March, 2009

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Introduction

The Screenline information is derived from the Edmonton Transit System (ETS) Station Count conducted on a typical fall weekday each year. St. Albert and County of Strathcona provide ridership numbers for the same weekday. The locations chosen for the Screenline Summary match the Screenlines used for traffic volumes (ETS map and descriptions follow). All ETS routes (including school services) that cross the Screenline are included; Regional Services (St. Albert and Sherwood Park) are reported separately as this information is not as complete. The Annual Summaries for 2008 as well as the Trend Summary for the base years 1984, 1985, 1990, 1997 and 2000 and 2001 to 2008 are included in this document.

General Trends

The information from the ETS Screenline summary will identify trends rather than address specific problems. The summary primarily provides information for the calibration of the Regional Travel Model. It should be recognized that the Screenline definitions do not always reflect the travel demands for Edmonton Transit. Individual corridors within the screen may show different patterns due to route structure and neighbourhood demographics. The volumes for Regional Service are not included in the aggregated totals reported here. The exceptions are outlined in Appendix A: Screenline Descriptions.

In general, all screenlines showed increases in passenger volumes between 1997 and 2008. The screenlines for Central Business District, Canadian National Railways, North Saskatchewan River and Whitemud showed steady growth. The University screenline showed a large jump between 2006 and 2008. It was expected that Transit use would increase to all campuses as ETS, St. Albert and County of Strathcona partnered with University of Alberta on a Universal Bus Pass. Information from other Transit properties suggests that passenger volumes take 5 years to stabilise when an Universal pass is introduced. The screenlines for NAIT, 142 Street and Castle Downs showed more variability in passenger volumes between 1997 and 2008.

The general trends are outlined in Table 1, Table 2 provides more detail. The last major service change for ETS was in 1997. Demographic data (employment, school, and PSE attendance) are not available so trend comparisons should be used cautiously. Comparisons of 2005 information (mainly CBD and 142 Street) to other years should be use sparingly as Grant MacEwan College was not in session on the survey date. This would have a significant impact on the North Boundary for the Central Business District although all Screenlines would show some impact. Although, the survey data for 2006 was collected in January, 2007 there would be minimal impact on the information presented in this summary.

All data in this summary has been reviewed to ensure consistency with the current methodology therefore information in this summary supersedes all previous publications of Screenline data. It is also noted that if there is a conflict between transit design principles (i.e. peak demand) and the Screenline definition the data reported here reflects the Screenline definition.

Figure 2: Edmonton Transit Passenger Volume: 1997, 2005 to 2008

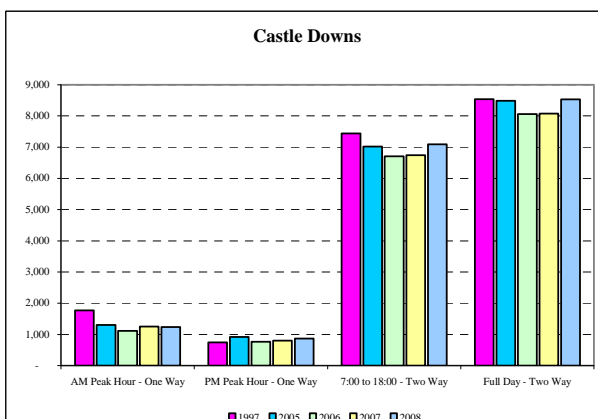
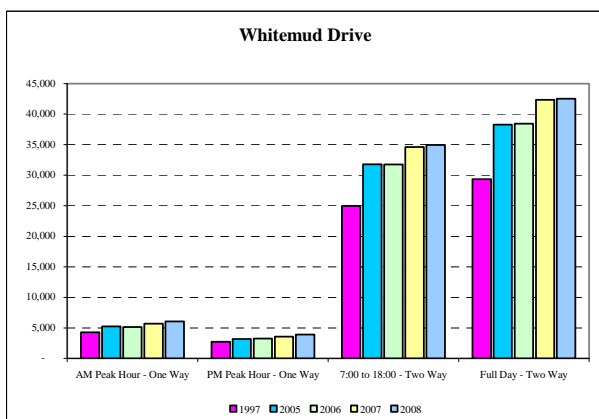
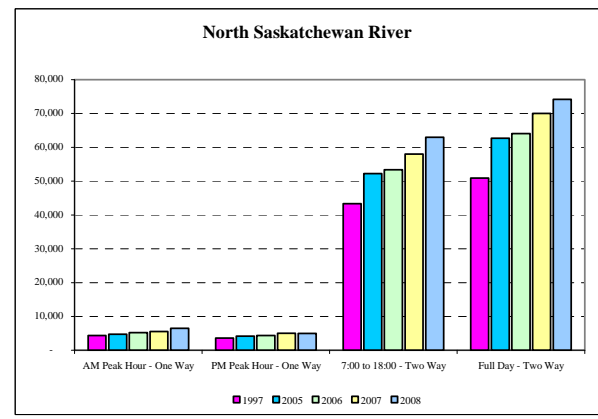
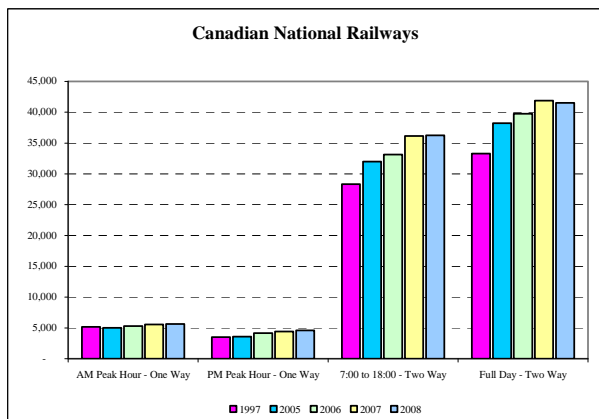
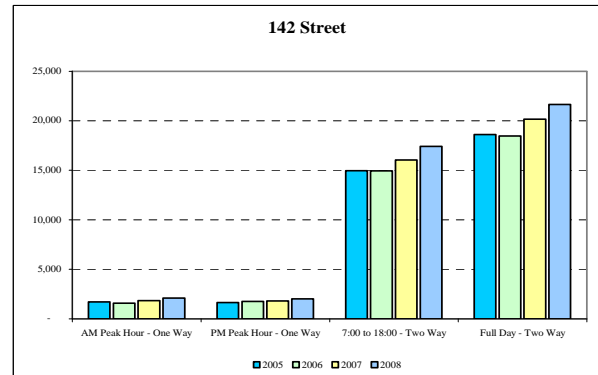
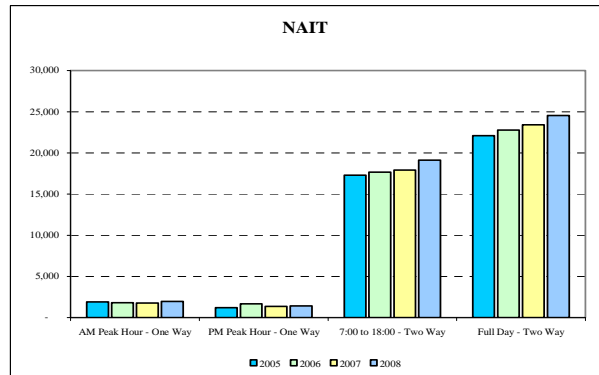
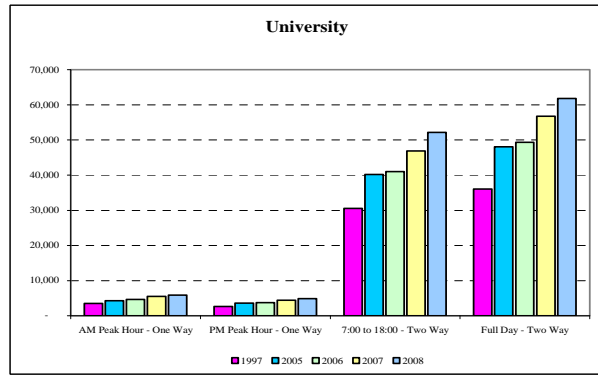
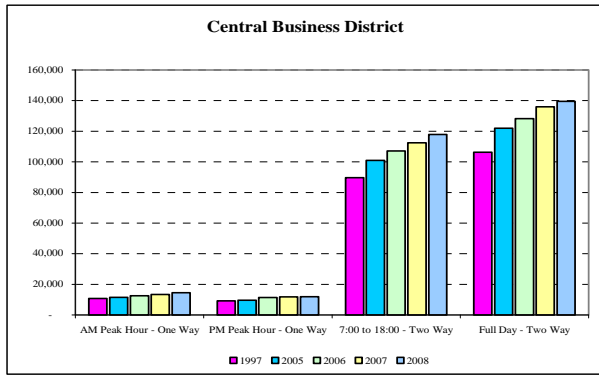


Table 1: General Trends by Screenline – 2008 comparison to 2007

Central Business District

- AM Peak Hour volumes have increased to 14,450 from 2007 (+9%, +1,150).
- PM Peak Hour volumes remained at 11,850 (+0.5%, +50).
- 7:00 to 18:00 (117,900) and Full Day (139,550) increased (+5%, +5,400 and +3%, +3,650 respectively) from 2007.
- All times periods increased in the range of 30 to 35% between 1997 and 2008.

University – U-Pass instituted September, 2007, Extension Education campus (CBD) opened in September, 2008

- AM Peak Hour volumes increased (+6%, +350) to 5,850 passengers from 2007 to 2008.
- PM Peak Hour volumes also increased (+10%, +450) to 4,850 passengers in 2008.
- 7:00 to 18:00 (+11%, +5,250 to 52,150) and Full Day (+9%, +5,000 to 61,850) volumes increased 2007 to 2008.
- Increases for all time periods from 1997 to 2008 ranged from 68% (AM Peak Hour) to 83% (PM Peak Hour).

Northern Alberta Institute of Technology

- The AM Peak Hour volume was 2,000 in 2008 – an increase of 200 passengers (+11%) from 2007.
- The PM Peak Hour volume also increased to 1,450 (+5%, +50).
- 7:00 to 18:00 (19,150) and Full Day (24,550) increased +7%, +1,200 and +5%, +1,150, respectively, from 2007.

142 Street

- AM Peak Hour volumes increased to 2,100 in 2008 from 1,850 in 2007 (+15%, +250).
- PM Peak Hour volumes in 2008 increased to 2,000 passengers (+12%, +200) from 2007 (1,800).
- The 7:00 to 18:00 volume was 17,400 in 2008 (+9%, +1,350 from 2007). The Full Day volume also increased in 2008 to 21,650 (+7%, +1,450).

Canadian National Railways

- AM Peak Hour volumes increased (+1%, +50) to 5,600 passengers from 2007.
- PM Peak Hour volumes also increased to 4,600 passengers (+4%, +200).
- 7:00 to 18:00 (+0.3%, +100) showed no change at 36,250 passengers; Full Day (-1%, -350) decreased slightly to 41,550.
- Increases for all time periods from 1997 to 2008 were around 29% except for AM Peak Hour (9%).

North Saskatchewan River

- AM Peak Hour volumes increased to 6,500 in 2008 (+18%, +950).
- PM Peak Hour volumes showed no change with 5,000 passengers.
- 7:00 to 18:00 volumes were 62,950 in 2008 (+9%, +5,000). Full Day volumes also increased in 2008 to 74,150 (+6%, +4,200).
- All volumes increased significantly from 1997 to 2007 ranging from 20% to 45% for all time periods.
- This screenline would not be as affected by the Universal Pass as the directions used in the summary are opposite to Peak Hour travel demand for the Quesnel and Groat Bridges.

Whitemud Drive

- AM Peak Hour volumes increased to 6,050 in 2008 (+6%, +350).
- PM Peak Hour volumes in 2008 were 3,900 (+10%, +350) an increase from 2007 (3,550 passengers).
- 7:00 to 18:00 volumes were 34,950 in 2008 (+1%, +350 from 2007). Full Day volumes increased slightly in 2008 to 42,550 (+0.5%, +200).
- Increases for all time periods from 1997 to 2008 ranged from 40% to 45%

Castle Downs

- AM Peak Hour volumes remained at 2007 levels with 1,250 passengers.
- PM Peak Hour showed a slight increase (+8%, +50) to 850 in 2008
- There was an increase in the 7:00 to 18:00 (7,050 passengers, +350, +5%) and Full Day (8,050 passengers, +450, +6%) between 2007 and 2008.
- AM Peak Hour Hours (-30%), 7:00 to 18:00 (-5%) decreased from 1997 to 2008 while the PM Peak Hour volume showed a large increase (+15%). There was no change for the Full Day.

Table 2: General Trends by Screenline -- Fall Weekday 1997, 2005 to 2008 -- Percentage Change

Edmonton Transit Passenger Volume: Revenue Service only

Year	AM Peak Hour - One Way*				PM Peak Hour - One Way*				7:00 to 18:00 - Two Way				Full Day - Two Way							
	Total Volume	Difference Previous Year		Difference 1997		Total Volume	Difference Previous Year		Difference 1997		Total Volume	Difference Previous Year		Difference 1997		Total Volume	Difference Previous Year		Difference 1997	
		Volume	% Change	Volume	% Change		Volume	% Change	Volume	% Change		Volume	% Change	Volume	% Change		Volume	% Change	Volume	% Change
	Central Business District																			
1997	10,700					9,198					89,667					106,215				
2005	11,574	-700	-5.7%	+874	+8.2%	9,571	+23	+0.2%	+373	+4.1%	100,971	-427	-0.4%	+11,304	+12.6%	121,884	+659	+0.5%	+15,669	+14.8%
2006	12,509	+935	+8.1%	+1,809	+16.9%	11,349	+1,778	+18.6%	+2,151	+23.4%	107,189	+6,218	+6.2%	+17,522	+19.5%	128,252	+6,368	+5.2%	+22,037	+20.7%
2007	13,301	+792	+6.3%	+2,601	+24.3%	11,811	+462	+4.1%	+2,613	+28.4%	112,499	+5,310	+5.0%	+22,832	+25.5%	135,903	+7,651	+6.0%	+29,688	+28.0%
2008	14,468	+1,167	+8.8%	+3,768	+35.2%	11,865	+54	+0.5%	+2,667	+29.0%	117,899	+5,400	+4.8%	+28,232	+31.5%	139,564	+3,661	+2.7%	+33,349	+31.4%
University																				
1997	3,498					2,668					30,567					36,098				
2005	4,266	-145	-3.3%	+768	+22.0%	3,588	+436	+13.8%	+920	+34.5%	40,206	+771	+2.0%	+9,639	+31.5%	48,106	+781	+1.7%	+12,008	+33.3%
2006	4,602	+336	+7.9%	+1,104	+31.6%	3,736	+148	+4.1%	+1,068	+40.0%	41,044	+838	+2.1%	+10,477	+34.3%	49,314	+1,208	+2.5%	+13,216	+36.6%
2007	5,518	+916	+19.9%	+2,020	+57.7%	4,428	+692	+18.5%	+1,760	+66.0%	46,916	+5,872	+14.3%	+16,349	+53.5%	56,801	+7,487	+15.2%	+20,703	+57.4%
2008	5,873	+355	+6.4%	+2,375	+67.9%	4,865	+437	+9.9%	+2,197	+82.3%	52,161	+5,245	+11.2%	+21,594	+70.6%	61,826	+5,025	+8.8%	+25,728	+71.3%
NAIT																				
1997	N/A					N/A					N/A					N/A				
2005	1,921	+176	+10.1%			1,214	-149	-10.9%			17,298	-1,202	-6.5%			22,097	-1,447	-6.1%		
2006	1,819	-102	-5.3%			1,667	+453	+37.3%			17,684	+386	+2.2%			22,788	+691	+3.1%		
2007	1,782	-37	-2.0%			1,358	-309	-18.5%			17,920	+236	+1.3%			23,416	+628	+2.8%		
2008	1,981	+199	+11.2%			1,429	+71	+5.2%			19,127	+1,207	+6.7%			24,552	+1,136	+4.9%		
142 Street																				
1997	N/A					N/A					N/A					N/A				
2005	1,715	+59	+3.6%			1,651	+255	+18.3%			14,977	-223	-1.5%			18,612	-128	-0.7%		
2006	1,589	-126	-7.3%			1,744	+93	+5.6%			14,947	-30	-0.2%			18,467	-145	-0.8%		
2007	1,833	+244	+15.4%			1,806	+62	+3.6%			16,039	+1,092	+7.3%			20,166	+1,699	+9.2%		
2008	2,107	+274	+14.9%			2,015	+209	+11.6%			17,408	+1,369	+8.5%			21,654	+1,488	+7.4%		
Canadian National Railways																				
1997	5,158					3,503					28,325					33,290				
2005	5,033	-144	-2.8%	-125	-2.4%	3,581	-197	-5.2%	+78	+2.2%	31,988	-380	-1.2%	+3,663	+12.9%	38,225	-398	-1.0%	+4,935	+14.8%
2006	5,319	+286	+5.7%	+161	+3.1%	4,171	+590	+16.5%	+668	+19.1%	33,152	+1,164	+3.6%	+4,827	+17.0%	39,751	+1,526	+4.0%	+6,461	+19.4%
2007	5,554	+235	+4.4%	+396	+7.7%	4,415	+244	+5.8%	+912	+26.0%	36,143	+2,991	+9.0%	+7,818	+27.6%	41,889	+2,138	+5.4%	+8,599	+25.8%
2008	5,623	+69	+1.2%	+465	+9.0%	4,599	+184	+4.2%	+1,096	+31.3%	36,265	+122	+0.3%	+7,940	+28.0%	41,547	-342	-0.8%	+8,257	+24.8%
North Saskatchewan River																				
1997	4,386					3,618					43,337					50,916				
2005	4,802	-405	-7.8%	+416	+9.5%	4,203	+425	+11.2%	+585	+16.2%	52,263	+1,111	+2.2%	+8,926	+20.6%	62,719	+1,636	+2.7%	+11,803	+23.2%
2006	5,200	+398	+8.3%	+814	+18.6%	4,413	+210	+5.0%	+795	+22.0%	53,343	+1,080	+2.1%	+10,006	+23.1%	64,085	+1,366	+2.2%	+13,169	+25.9%
2007	5,528	+328	+6.3%	+1,142	+26.0%	5,012	+599	+13.6%	+1,394	+38.5%	57,984	+4,641	+8.7%	+14,647	+33.8%	69,971	+5,886	+9.2%	+19,055	+37.4%
2008	6,501	+973	+17.6%	+2,115	+48.2%	4,999	-13	-0.3%	+1,381	+38.2%	62,965	+4,981	+8.6%	+19,628	+45.3%	74,169	+4,198	+6.0%	+23,253	+45.7%

Screenlines -- Edmonton Transit System

Table 2: General Trends by Screenline -- Fall Weekday 1997, 2005 to 2008 -- Percentage Change

Edmonton Transit Passenger Volume: Revenue Service only

Year	AM Peak Hour - One Way*				PM Peak Hour - One Way*				7:00 to 18:00 - Two Way				Full Day - Two Way							
	Total Volume	Difference Previous Year		Difference 1997		Total Volume	Difference Previous Year		Difference 1997		Total Volume	Difference Previous Year		Difference 1997						
		Volume	% Change	Volume	% Change		Volume	% Change	Volume	% Change		Volume	% Change	Volume	% Change	Volume	% Change			
	Volume	% Change	Volume	% Change	Volume	% Change	Volume	% Change	Volume	% Change	Volume	% Change	Volume	% Change	Volume	% Change				
Whitemud Drive (adjustments made to Routes used starting 2006)																				
1997	4,257				2,733					24,972					29,367					
2005	5,258	-67	-1.3%	+1,001	+23.5%	3,178	+108	+3.5%	+445	+16.3%	31,802	-143	-0.4%	+6,830	+27.4%	38,277	-60	-0.2%	+8,910	+30.3%
2006	5,133	-125	-2.4%	+876	+20.6%	3,261	+83	+2.6%	+528	+19.3%	31,779	-23	-0.1%	+6,807	+27.3%	38,435	+158	+0.4%	+9,068	+30.9%
2007	5,706	+573	+11.2%	+1,449	+34.0%	3,561	+300	+9.2%	+828	+30.3%	34,618	+2,839	+8.9%	+9,646	+38.6%	42,337	+3,902	+10.2%	+12,970	+44.2%
2008	6,059	+353	+6.2%	+1,802	+42.3%	3,904	+343	+9.6%	+1,171	+42.8%	34,981	+363	+1.0%	+10,009	+40.1%	42,525	+188	+0.4%	+13,158	+44.8%
Castle Downs																				
1997	1,772				748					7,442					8,539					
2005	1,298	-6	-0.5%	-474	-26.7%	921	+102	+12.5%	+173	+23.1%	7,021	+212	+3.1%	-421	-5.7%	8,487	+817	+10.7%	-52	-0.6%
2006	1,116	-182	-14.0%	-656	-37.0%	763	-158	-17.2%	+15	+2.0%	6,705	-316	-4.5%	-737	-9.9%	8,059	-428	-5.0%	-480	-5.6%
2007	1,249	+133	+11.9%	-523	-29.5%	804	+41	+5.4%	+56	+7.5%	6,746	+41	+0.6%	-696	-9.4%	8,078	+19	+0.2%	-461	-5.4%
2008	1,234	-15	-1.2%	-538	-30.4%	866	+62	+7.7%	+118	+15.8%	7,091	+345	+5.1%	-351	-4.7%	8,532	+454	+5.6%	-7	-0.1%

*AM Peak - CBD, University, and NAIT inbound, CNR - southbound, River and Whitemud northbound, 142 St Eastbound

*PM Peak - CBD, University, and NAIT outbound, CNR - northbound, River and Whitemud southbound, 142 St westbound

2005 Grant MacEwan not in session on survey date.

2006 Survey conducted in Jan, 2007 rather than November, 2008.

2007 U_Pass for University of Alberta and Grant MacEwan

Table 3: Edmonton Transit Passengers* Crossing Screenlines by Year for 1984 - 2008 (Typical Fall Weekday)

Passenger Volume: Revenue Service only

Year	Peak Hour One Way Volume ¹ (Screenline Definition)		Two-Way Volumes		Peak Hour One Way Volume ¹ (Screenline Definition)		Two-Way Volumes	
	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day
	Central Business District				University			
1984	13,626		99,711		3,959		27,714	
1985	13,808		90,647		4,237		26,303	
1990	12,948		86,490		3,631		24,428	
1995	12,044	10,282	92,331	108,842	3,796	2,694	31,279	36,349
1997	10,700	9,198	89,667	106,215	3,498	2,668	30,567	36,098
2000	11,300	9,129	90,440	107,297	3,907	2,756	33,112	39,993
2005	11,574	9,571	100,971	121,884	4,266	3,588	40,206	48,106
2006	12,509	11,349	107,189	128,252	4,602	3,736	41,044	49,314
2007	13,301	11,811	112,499	135,903	5,518	4,428	46,916	56,801
2008	14,468	11,865	117,899	139,564	5,873	4,865	52,161	61,826
	NAIT				142 Street			
1984								
1985								
1990								
1995								
1997								
2000								
2005	1,921	1,214	17,298	22,097	1,715	1,651	14,977	18,612
2006	1,819	1,667	17,684	22,788	1,589	1,744	14,947	18,467
2007	1,782	1,358	17,920	23,416	1,833	1,806	16,039	20,166
2008	1,981	1,429	19,127	24,552	2,107	2,015	17,408	21,654

Notes:

* Does not include passengers on Regional Services

1 AM Peak - CBD, University, and NAIT inbound, CNR - southbound, River and Whitemud northbound, 142 St Eastbound
 PM Peak - CBD, University, and NAIT outbound, CNR - northbound, River and Whitemud southbound, 142 St westbound

- 1984 & 1985 Comprehensive Bus Passenger Survey - base year for passenger origin/destination information.
 1,994 intervals First year for operator conducted Station Count
- 1994 to 2005 AM and PM Peak hours revised: selection is base on highest one-hour for both ETS and Regional Service for the entire screenline.
- 1997 ETS Horizon 2000 service changes implemented
- 2000 Revised AM and PM peak passenger volumes to peak (or model) direction only for all years.
 Two-way volumes are given for the 7:00 to 18:00 and 3:00 to 27:00 time periods.
- 2005 Grant MacEwan College was not in session on survey date. This has a direct impact on the CBD screenline although all screenlines would show some impact.
- 2006 Whitemud Screen - some Routes removed starting in 2006.
- 2007 Universal pass for University of Alberta and Grant MacEwan PSE in place September.

Table 3: Edmonton Transit Passengers* Crossing Screenlines by Year for 1984 - 2008 (Typical Fall Weekday)

Passenger Volume: Revenue Service only

Year	Peak Hour One Way Volume ¹ (Screenline Definition)		Two-Way Volumes		Peak Hour One Way Volume ¹ (Screenline Definition)		Two-Way Volumes	
	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day
	Canadian National Railways (CNR)				North Saskatchewan River			
1984	5,139		26,076		5,560		46,280	
1985	4,885		25,787		5,302		43,284	
1990	4,969		23,677		5,341		41,756	
1995	5,211	3,124	26,727	32,781	5,035	4,199	44,977	52,863
1997	5,158	3,503	28,325	33,290	4,386	3,618	43,337	50,916
2000	5,154	3,401	28,618	33,802	4,763	3,751	44,701	52,964
2005	5,033	3,581	31,988	38,225	4,802	4,203	52,263	62,719
2006	5,319	4,171	33,152	39,751	5,200	4,413	53,343	64,085
2007	5,554	4,415	36,143	41,889	5,528	5,012	57,984	69,971
2008	5,623	4,599	36,265	41,547	6,501	4,999	62,965	74,169
	Whitemud Drive (excludes west of river)				Castle Downs			
1984	4,134		21,963		2,221		8,093	
1985	3,782		21,925		2,076		7,920	
1990	3,996		22,220		2,317		7,336	
1995	4,727	2,684	24,943	29,219	2,251	947	8,592	9,320
1997	4,257	2,733	24,972	29,367	1,772	748	7,442	8,539
2000	4,457	2,683	25,863	30,615	1,386	754	6,528	7,731
2005	5,258	3,178	31,802	38,277	1,298	921	7,021	8,487
2006	5,133	3,261	31,779	38,435	1,116	763	6,705	8,059
2007	5,706	3,561	34,618	42,337	1,249	804	6,746	8,078
2008	6,059	3,904	34,981	42,525	1,234	866	7,091	8,532

Figure 3: Edmonton Transit Passengers* Crossing Screenlines by Year for 1984 - 2008 (Typical Fall Weekday)
 Passenger Volume: Revenue Service only

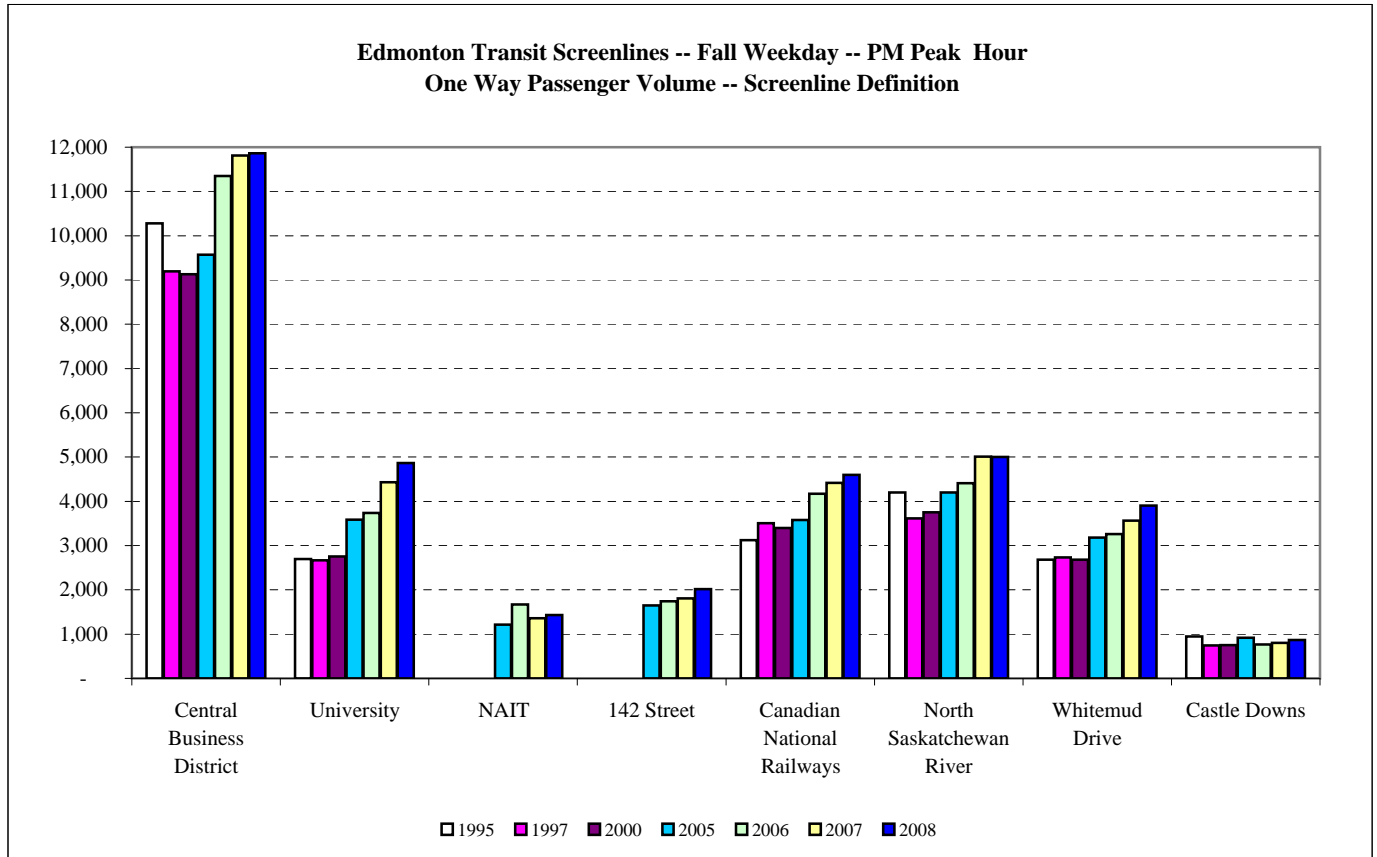
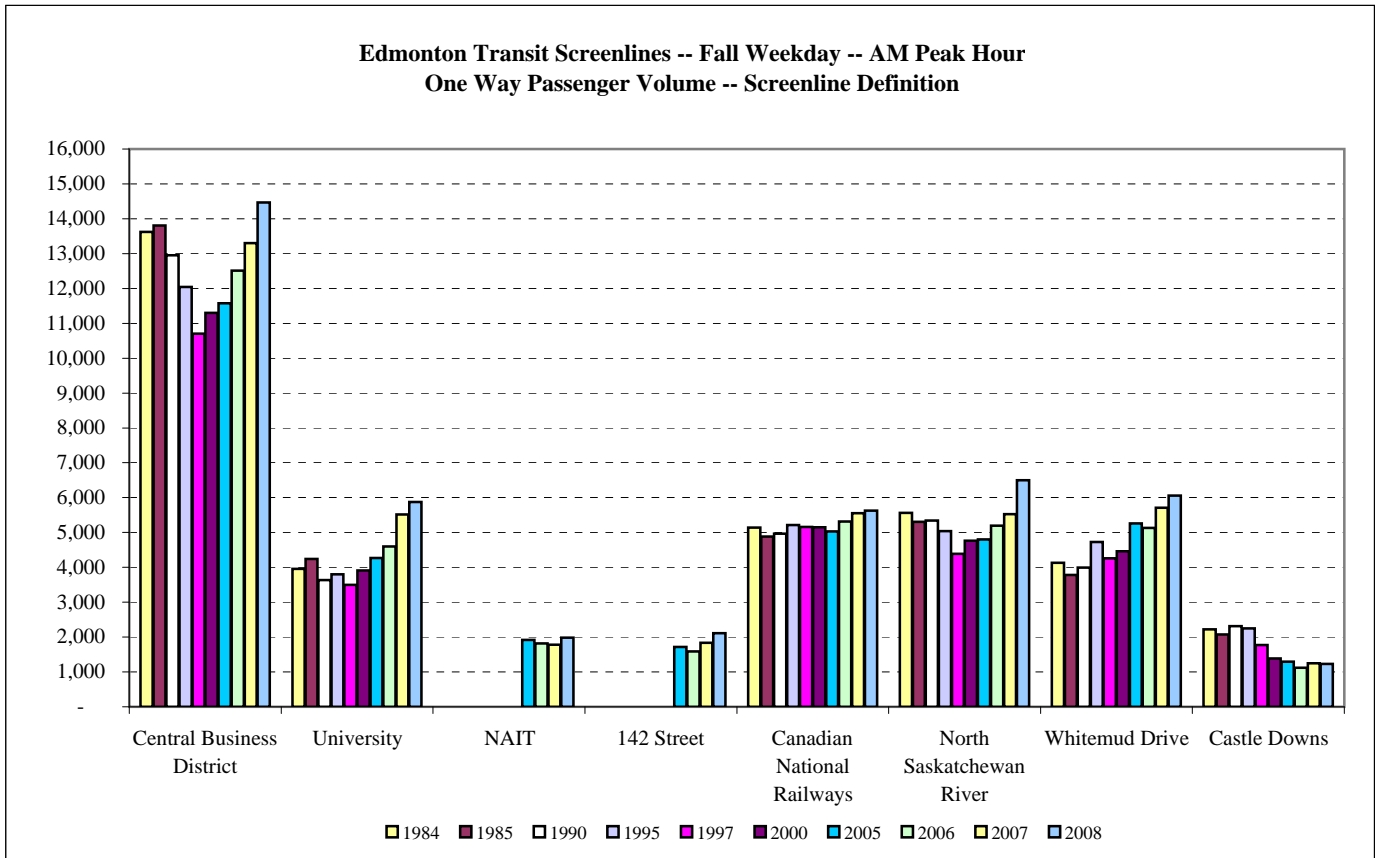


Figure 3: Edmonton Transit Passengers* Crossing Screenlines by Year for 1984 - 2008 (Typical Fall Weekday)
 Passenger Volume: Revenue Service only

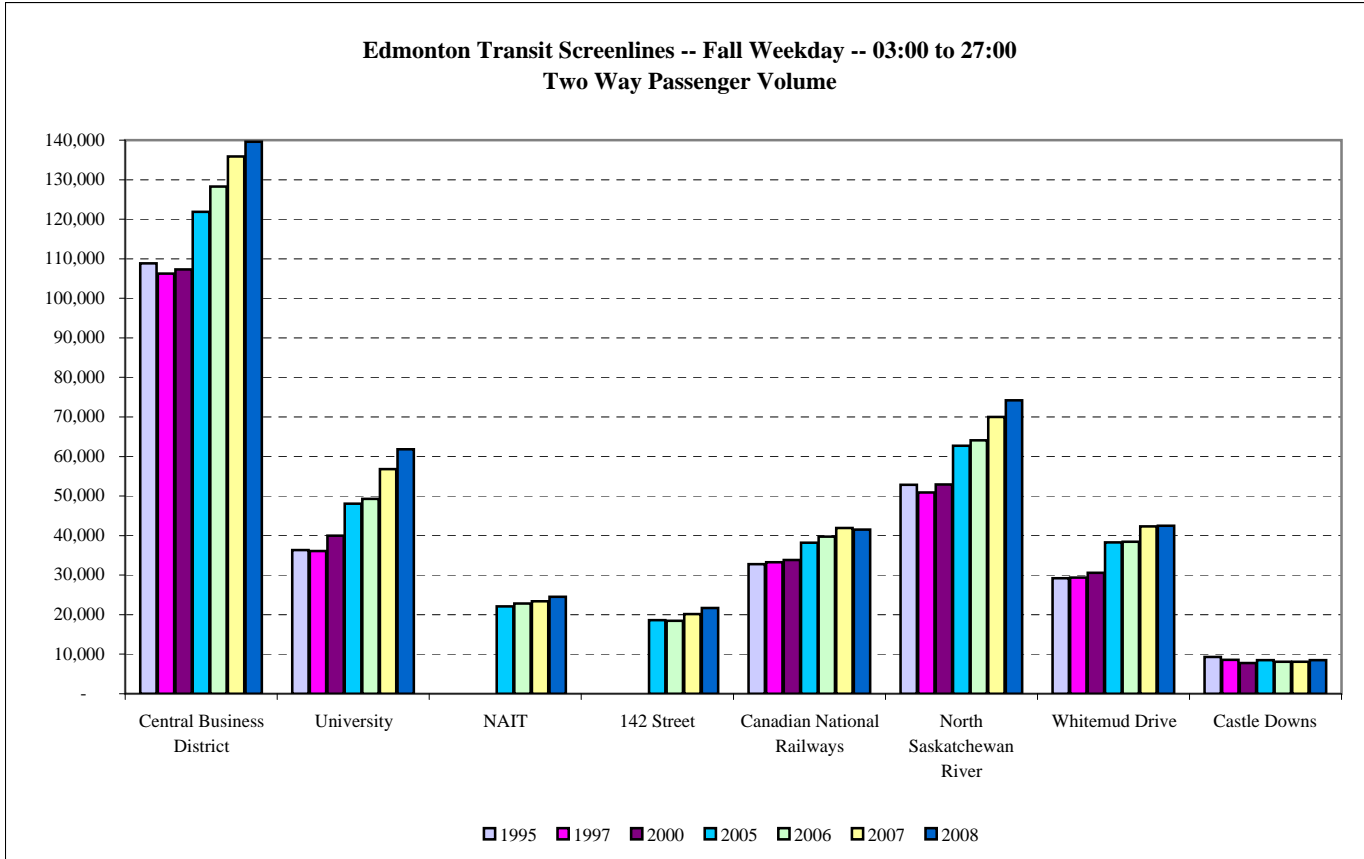
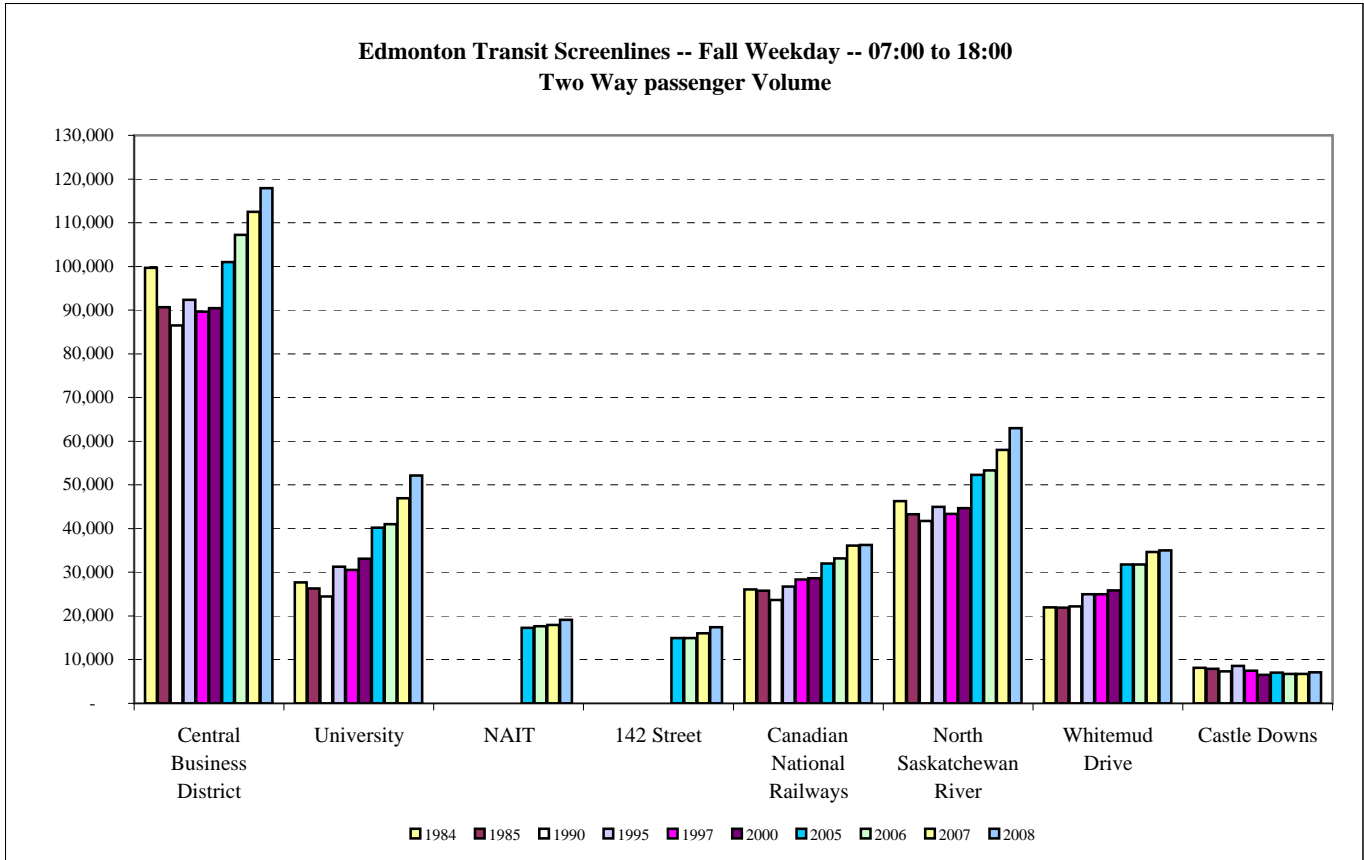


Table 4: Edmonton Transit Passengers per Bus* by Year for 1984 - 2008 (Typical Fall Weekday)

Passenger Volume: Revenue Service only

Year	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day
	One Way Volume ¹		Two Way Volume		One Way Volume ¹		Two Way Volume	
	Central Business District (CBD - Screenline Definition)				University			
1984	34.1		20.5		37.3		20.1	
1985	35.3		18.9		43.7		19.3	
1990	40.6		20.4		32.1		18.3	
1995	33.7	30.7	21.3	18.7	35.6	31.0	20.4	19.1
1997	32.2	30.4	24.1	21.5	35.1	31.9	21.1	20.0
2000	31.9	29.5	22.8	20.7	37.5	30.4	22.2	21.0
2005	32.9	27.4	24.2	22.2	38.0	35.1	25.3	22.8
2006	34.7	37.1	24.5	22.3	36.8	36.4	24.1	21.8
2007	35.4	35.1	24.9	22.8	36.4	36.0	26.3	23.5
2008	37.7	32.9	24.7	22.6	38.1	36.2	26.9	25.0
	NAIT				142 Street			
1984								
1985								
1990								
1995								
1997								
2000								
2005	43.7	31.9	27.7	24.0	32.4	30.6	22.3	21.0
2006	40.4	41.7	27.4	23.8	27.9	32.9	21.8	20.4
2007	22.8	30.9	27.0	23.6	30.6	30.1	22.5	21.2
2008	36.7	31.1	27.7	24.0	34.5	31.0	23.3	22.0

* excludes LRT and regional passengers

¹ AM Peak - CBD, University, and NAIT inbound, CNR - southbound, River and Whitemud northbound, 142 St Eastbound

PM Peak - CBD, University, and NAIT outbound, CNR - northbound, River and Whitemud southbound, 142 St westbound

Table 4: Edmonton Transit Passengers per Bus* by Year for 1984 - 2008 (Typical Fall Weekday)

Passenger Volume: Revenue Service only

Year	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day	AM Peak Hour	PM Peak Hour	7:00 to 18:00	Full Day
	One Way Volume ¹		Two Way Volume		One Way Volume ¹		Two Way Volume	
	Canadian National Railways (CNR)				North Saskatchewan River (Screenline Definition)			
1984	34.2		16.1		47.5		19.5	
1985	29.2		15.9		30.5		19.2	
1990	31.6		14.9		32.2		20.0	
1995	35.5	23.1	17.4	16.0	30.7	26.1	19.3	17.2
1997	31.3	22.0	17.5	15.3	31.9	27.5	23.2	21.2
2000	31.8	24.4	17.7	16.0	31.9	26.3	22.7	21.1
2005	31.6	21.8	18.9	16.7	32.4	30.1	25.0	22.8
2006	29.9	23.9	18.4	16.6	33.7	30.6	24.2	22.1
2007	29.6	26.8	20.5	17.1	35.0	33.8	25.6	23.5
2008	30.2	26.6	20.8	17.5	37.0	31.4	25.2	23.1
	Whitemud Drive (excludes west of River)				Castle Downs			
1984	49.8		15.8		45.3		16.7	
1985	32.1		15.3		43.3		15.4	
1990	32.2		16.4		42.1		14.7	
1995	34.0	22.4	17.3	14.7	37.5	10.0	18.6	15.3
1997	33.0	27.1	17.6	14.9	36.9	27.7	17.9	14.8
2000	31.2	26.6	17.0	14.9	30.1	26.0	16.2	14.1
2005	30.6	28.9	19.7	17.6	29.5	31.8	15.2	12.8
2006	29.2	31.4	19.7	17.6	26.0	25.4	14.5	12.4
2007	30.8	30.7	20.7	18.8	30.5	27.7	15.2	12.7
2008	30.6	29.6	20.0	18.0	29.4	27.9	15.8	13.0

Figure 4: Edmonton Transit Passengers per Bus* by Year for 1984 - 2008 (Typical Fall Weekday)

Passenger Volume: Revenue Service only

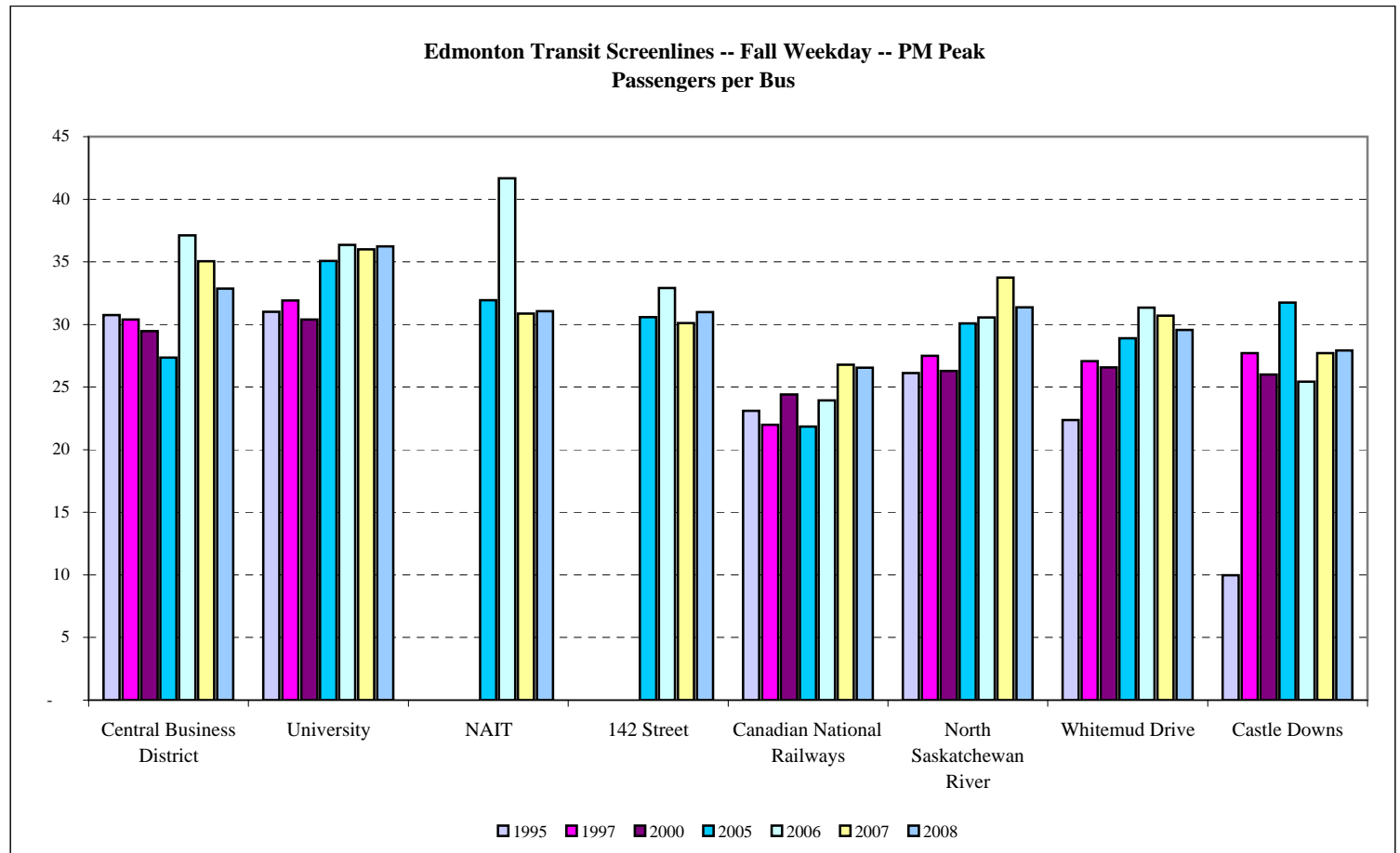
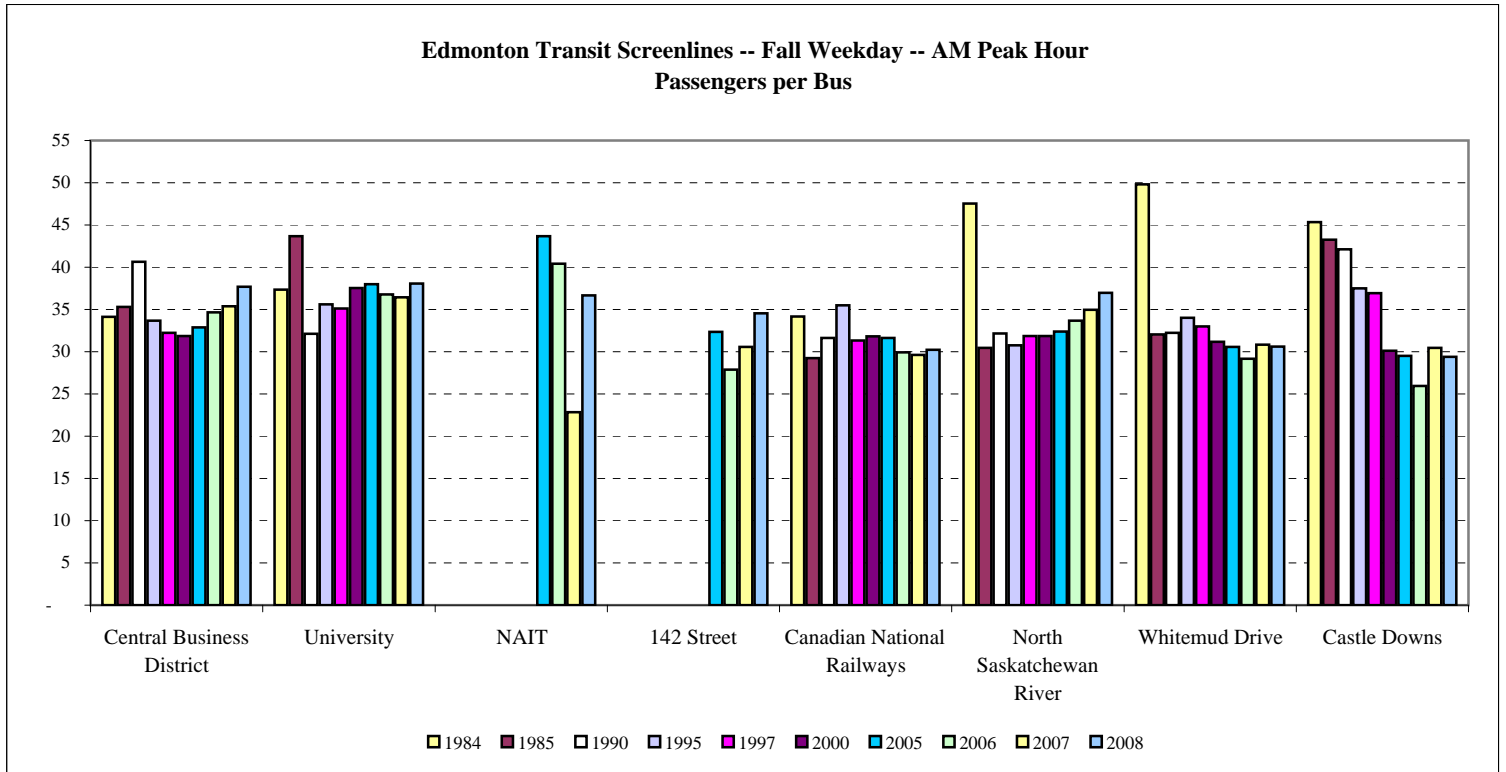


Figure 4: Edmonton Transit Passengers per Bus* by Year for 1984 - 2008 (Typical Fall Weekday)

Passenger Volume: Revenue Service only

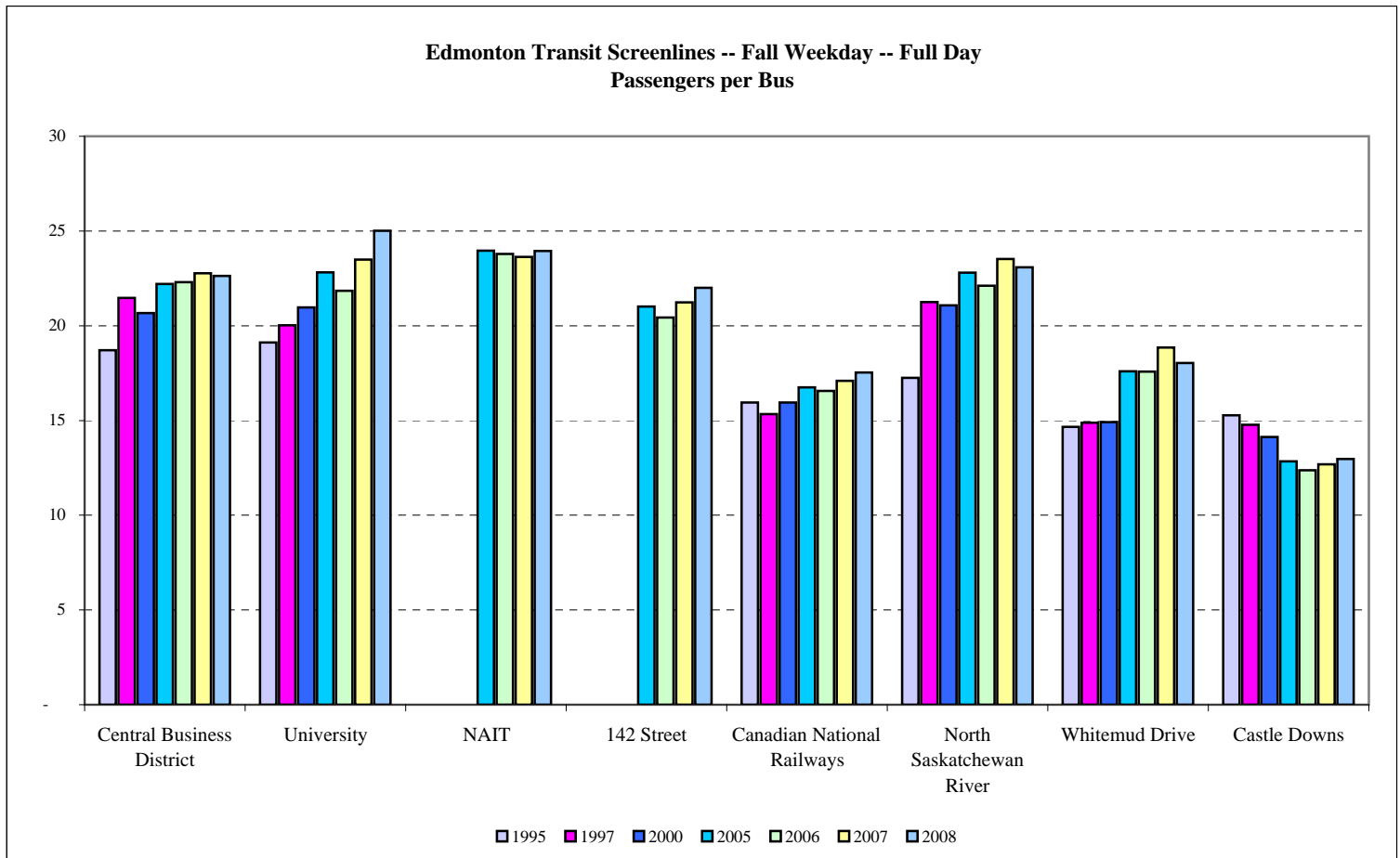
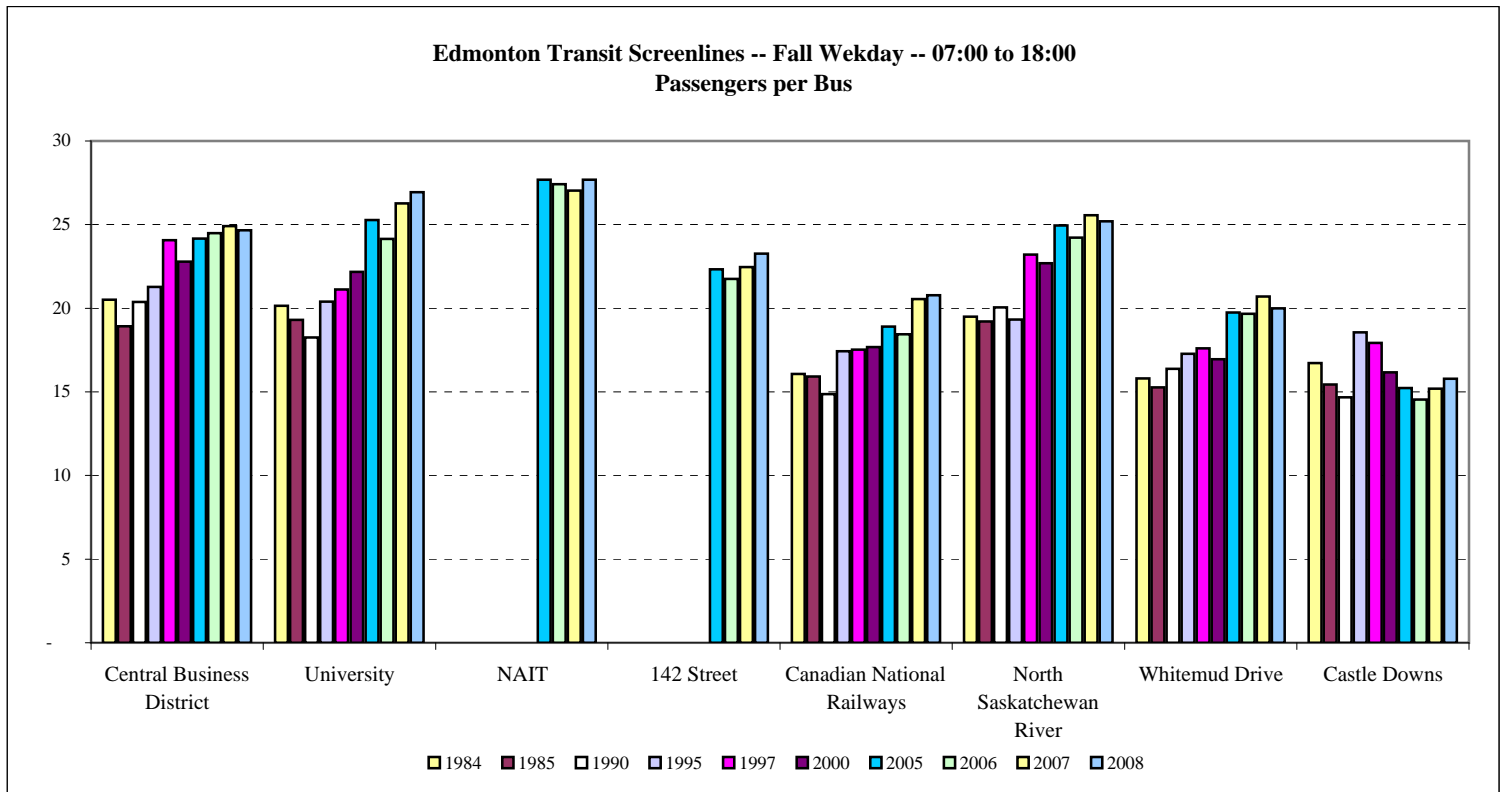


Table 5: Edmonton Transit LRT Passengers per Train by Year for 1984 - 2008 (Fall Weekday)

Passenger Volume: Revenue Service only

Year	AM Peak	PM Peak	7:00 to	Full	AM Peak	PM Peak	7:00 to	Full	AM Peak	PM Peak	7:00 to	Full				
	Hour	Hour	18:00	Day	Hour	Hour	18:00	Day	Hour	Hour	18:00	Day				
	One Way Volume ¹		Two Way volume		One Way Volume ¹		Two Way volume		One Way Volume ¹		Two Way volume					
	Central Business District (CBD) North of Churchill				Central Business District (CBD) South of Grandin				University							
1984	308.4		86.2		308.4		86.2									
1985	253.5		79.0		253.5		79.0									
1990	232.3		78.2		232.3		78.2									
1995	142.6	115.8	77.5	65.7	249.8	192.9	88.2	74.6	102.8	77.2	67.0	56.0				
1997	138.1	114.7	77.5	65.4	244.2	191.5	90.8	76.8	104.2	73.4	64.5	54.0				
2000	208.2	166.0	96.3	77.3	364.6	281.5	108.3	87.2	154.7	124.1	84.3	67.3				
2005	210.2	144.9	103.1	85.6	369.1	224.5	112.2	93.1	118.8	151.8	95.0	77.9				
2006	209.6	183.2	110.3	93.2	360.7	262.7	119.9	101.9	180.6	141.4	100.1	84.6				
2007	235.3	193.5	119.1	100.9	407.2	288.2	130.1	110.9	198.3	160.4	107.5	91.0				
2008	259.6	200.4	129.1	105.4	408.8	293.0	125.1	102.5	210.3	182.0	126.7	103.8				
	Canadian National Railways (CNR)				North Saskatchewan River (Screenline Definition)				Whitemud, or Castle Downs							
1984	257.7		64.1													
1985	204.8		61.9													
1990	216.4		60.7													
1995	203.7	162.2	67.6	55.9	35.3	38.8	66.7	56.8								
1997	223.5	158.1	71.3	59.7	33.7	37.9	63.8	53.6								
2000	314.1	204.2	85.3	67.3	54.7	63.3	84.3	67.3								
2005	269.2	205.2	90.2	76.2	51.2	65.2	94.1	78.1								
2006	310.4	218.1	93.5	79.0	58.5	78.9	100.5	84.4								
2007	327.4	228.5	99.1	83.9	63.4	89.4	107.9	90.9								
2008	323.6	244.3	96.5	79.0	110.4	86.5	133.0	108.3								

¹ AM Peak - CBD, University, and NAIT inbound, CNR - southbound, River and Whitemud northbound, 142 St Eastbound

PM Peak - CBD, University, and NAIT outbound, CNR - northbound, River and Whitemud southbound, 142 St westbound

1992 LRT extended to University; this impacts the passengers per train calculation for the CBD. For the AM Peak there will be more trains entering the CBD but the University to CBD trains are the off-peak direction with fewer passengers. The PM Peak time period will have the reverse logic.

2000 Peak frequency reduction due to construction around Clareview TC.

2005 Grant MacEwan not in session on survey date; affects bus only

2007 Univ of Alberta and Grant MacEwan - Universal Pass implemented September, 2007

Figure 5: Edmonton Transit LRT Passengers per Train by Year for 1984 - 2008 (Fall Weekday)

Passenger Volume: Revenue Service only

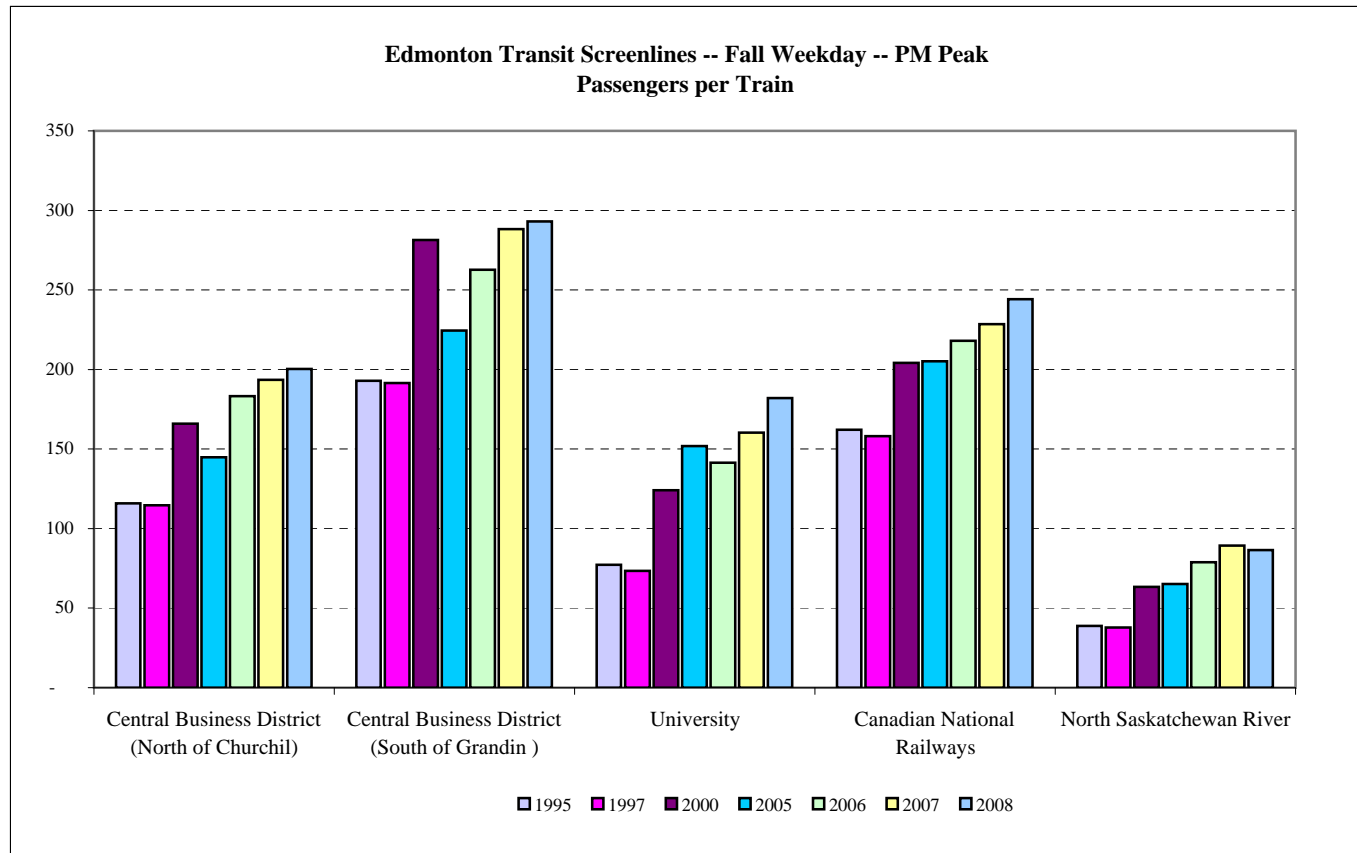
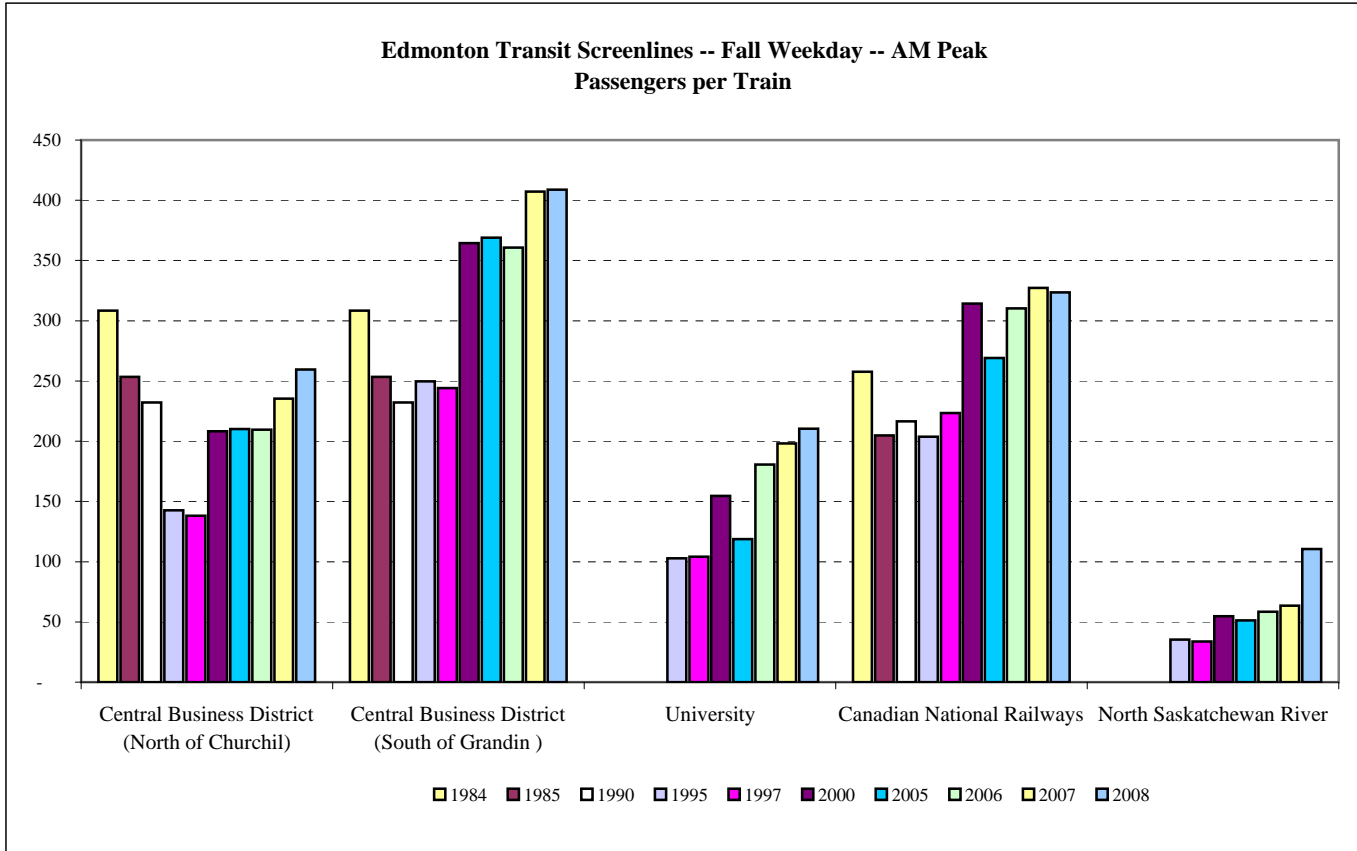


Figure 5: Edmonton Transit LRT Passengers per Train by Year for 1984 - 2008 (Fall Weekday)

Passenger Volume: Revenue Service only

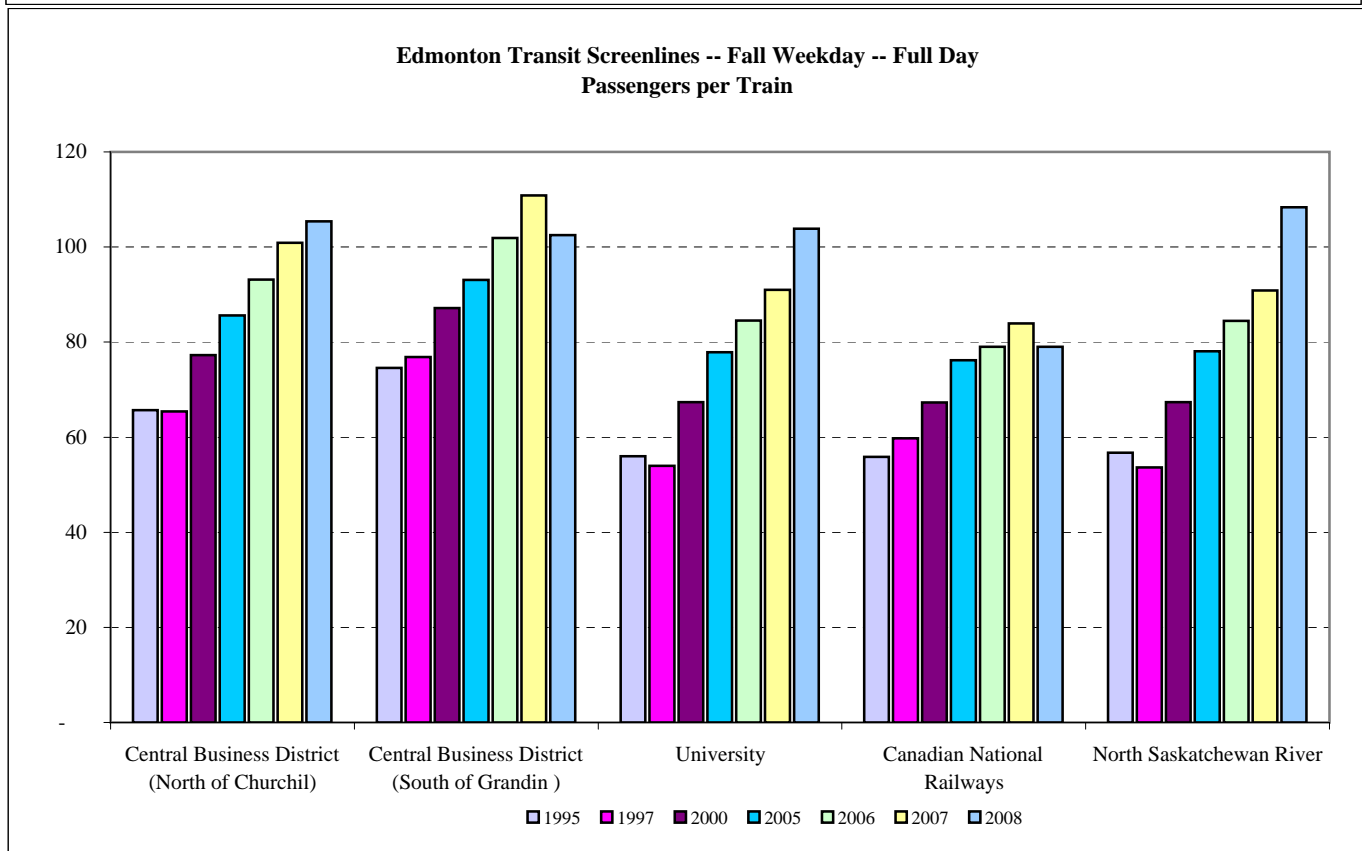
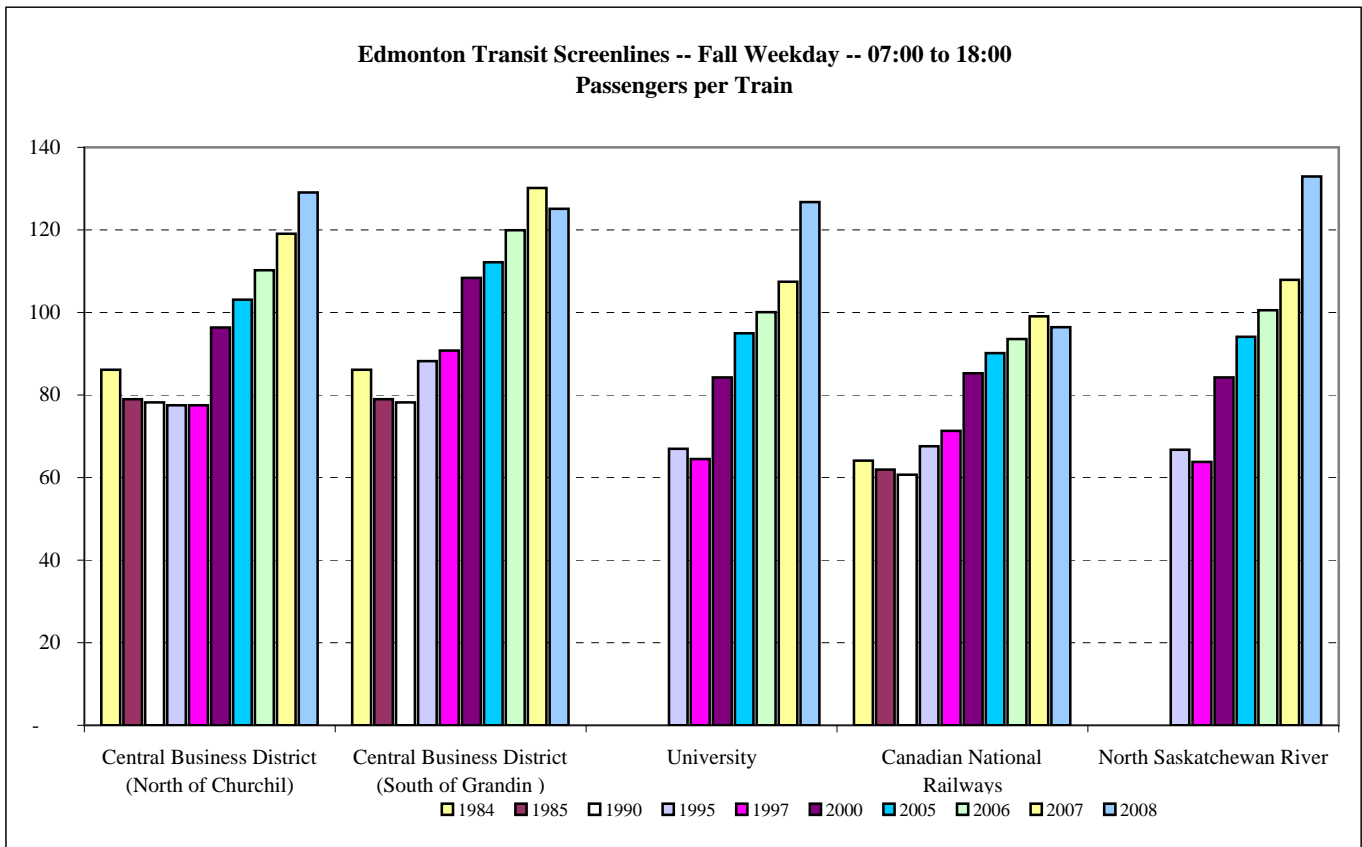


Table 6: Edmonton Transit Passengers* Crossing Screenlines Fall Weekday -- Volume Percentage Change by Screenline -- Bus and LRT

Passenger Volume: Revenue Service only

Year	Peak Hour - Screenline Definition				7:00 to 18:00		Full Day		Peak Hour - Screenline Definition				7:00 to 18:00		Full Day	
	AM Peak ¹		PM Peak ¹		Annual	Fr 1997	Annual	Fr 1997	AM Peak ¹		PM Peak ¹		Annual	Fr 1997	Annual	Fr 1997
	Annual	Fr 1997	Annual	Fr 1997					Annual	Fr 1997	Annual	Fr 1997				
	Central Business District								University							
1984																
1985	+1.3%					-9.1%			+7.0%					-5.1%		
1990	-6.2%					-4.6%			-14.3%					-7.1%		
1995	+7.9%		-1.4%			-2.8%			+1.7%		+1.1%		+3.8%			
1997	-13.3%		-8.1%			-4.2%		-3.9%	-11.3%		+1.5%		-3.5%			-2.2%
2000	-0.2%	+5.6%	-0.1%	-0.8%	-0.3%	+0.9%	-0.0%	+1.0%	+6.1%	+11.7%	-0.6%	+3.3%	+3.8%	+8.3%	+4.9%	+10.8%
2005	-5.7%	+8.2%	+0.2%	+4.1%	-0.4%	+12.6%	+0.5%	+14.8%	-3.3%	+22.0%	+13.8%	+34.5%	+2.0%	+31.5%	+1.7%	+33.3%
2006	+8.1%	+16.9%	+18.6%	+23.4%	+6.2%	+19.5%	+5.2%	+20.7%	+7.9%	+31.6%	+4.1%	+40.0%	+2.1%	+34.3%	+2.5%	+36.6%
2007	+6.3%	+24.3%	+4.1%	+28.4%	+5.0%	+25.5%	+6.0%	+28.0%	+19.9%	+57.7%	+18.5%	+66.0%	+14.3%	+53.5%	+15.2%	+57.4%
2008	+8.8%	+35.2%	+0.5%	+29.0%	+4.8%	+31.5%	+2.7%	+31.4%	+6.4%	+67.9%	+9.9%	+82.3%	+11.2%	+70.6%	+8.8%	+71.3%
	NAIT								142 Street							
1984																
1985																
1990																
1995																
1997																
2000																
2005	+10.1%		-10.9%		-6.5%		-6.1%		+3.6%		+18.3%		-1.5%		-0.7%	
2006	-5.3%		+37.3%		+2.2%		+3.1%		-7.3%		+5.6%		-0.2%		-0.8%	
2007	-2.0%		-18.5%		+1.3%		+2.8%		+15.4%		+3.6%		+7.3%		+9.2%	
2008	+11.2%		+5.2%		+6.7%		+4.9%		+14.9%		+11.6%		+8.5%		+7.4%	

* Does not include passengers on Regional Services

1 AM Peak - CBD, University, and NAIT inbound, CNR - southbound, River and Whitemud northbound, 142 St eastbound

PM Peak - CBD, University, and NAIT outbound, CNR - northbound, River and Whitemud southbound, 142 St westbound

*Does not include Regional services

Table 6: Edmonton Transit Passengers* Crossing Screenlines Fall Weekday -- Volume Percentage Change by Screenline -- Bus and LRT
 Passenger Volume: Revenue Service only

Year	Peak Hour - Screenline Definition				7:00		Full		Peak Hour - Screenline Definition				7:00		Full	
	AM Peak ¹		PM Peak ¹		to 18:00		Day		AM Peak ¹		PM Peak ¹		to 18:00		Day	
	Annual	Fr 1997	Annual	Fr 1997	Annual	Fr 1997	Annual	Fr 1997	Annual	Fr 1997	Annual	Fr 1997	Annual	Fr 1997	Annual	Fr 1997
	Canadian National Railways (CNR)								North Saskatchewan River							
1984																
1985	-4.9%				-1.1%				-4.6%				-6.5%			
1990	+1.7%				-8.2%				+0.7%				-3.5%			
1995	+5.6%		-10.7%		-1.0%				-2.9%		-8.3%		-3.4%			
1997	-1.1%		-5.6%		-0.7%		-0.6%		-19.2%		-13.1%		-7.5%		-6.5%	
2000	-3.6%	-0.1%	-2.0%	-2.9%	+4.3%	+1.0%	+4.7%	+1.5%	+7.8%	+8.6%	+1.0%	+3.7%	+2.4%	+3.1%	+3.4%	+4.0%
2005	-2.8%	-2.4%	-5.2%	+2.2%	-1.2%	+12.9%	-1.0%	+14.8%	-7.8%	+9.5%	+11.2%	+16.2%	+2.2%	+20.6%	+2.7%	+23.2%
2006	+5.7%	+3.1%	+16.5%	+19.1%	+3.6%	+17.0%	+4.0%	+19.4%	+8.3%	+18.6%	+5.0%	+22.0%	+2.1%	+23.1%	+2.2%	+25.9%
2007	+4.4%	+7.7%	+5.8%	+26.0%	+9.0%	+27.6%	+5.4%	+25.8%	+6.3%	+26.0%	+13.6%	+38.5%	+8.7%	+33.8%	+9.2%	+37.4%
2008	+1.2%	+9.0%	+4.2%	+31.3%	+0.3%	+28.0%	-0.8%	+24.8%	+17.6%	+48.2%	-0.3%	+38.2%	+8.6%	+45.3%	+6.0%	+45.7%
	Whitemud Drive (excludes west of River - adjustments to Routes used as of 2006)								Castle Downs							
1984																
1985	-8.5%				-0.2%				-6.5%				-2.1%			
1990	+5.7%				+1.3%				+11.6%				-7.4%			
1995	+2.0%		-7.9%		+2.9%				+1.2%		-7.7%		+1.0%			
1997	-14.0%		-9.3%		-6.5%		-6.9%		-8.7%		-17.8%		-9.4%		-9.4%	
2000	+6.1%	+4.7%	+2.3%	-1.8%	+3.1%	+3.6%	+3.0%	+4.2%	-11.8%	-21.8%	+18.9%	+0.8%	-0.2%	-12.3%	-0.2%	-9.5%
2005	-1.3%	+23.5%	+3.5%	+16.3%	-0.4%	+27.4%	-0.2%	+30.3%	-0.5%	-26.7%	+12.5%	+23.1%	+3.1%	-5.7%	+10.7%	-0.6%
2006	-2.4%	+20.6%	+2.6%	+19.3%	-0.1%	+27.3%	+0.4%	+30.9%	-14.0%	-37.0%	-17.2%	+2.0%	-4.5%	-9.9%	-5.0%	-5.6%
2007	+11.2%	+34.0%	+9.2%	+30.3%	+8.9%	+38.6%	+10.2%	+44.2%	+11.9%	-29.5%	+5.4%	+7.5%	+0.6%	-9.4%	+0.2%	-5.4%
2008	+6.2%	+42.3%	+9.6%	+42.8%	+1.0%	+40.1%	+0.4%	+44.8%	-1.2%	-30.4%	+7.7%	+15.8%	+5.1%	-4.7%	+5.6%	-0.1%

(adjustments made to Routes used starting 2006)

*Does not include Regional services

Appendix A: Screenline Description and Methodology

Screenlines Descriptions

Central Business District (CBD): The CBD Screenline isolates a major trip generator for work and Post Secondary Education (PSE) trips. The AM peak direction consists of all movements inbound while the PM Peak direction is all movements outbound. Boundaries:

- North – south of 105 Avenue
- East – west of 95 Street; LRT – north of Churchill Station
- South – north of River; LRT – south of Grandin Station
- West – east of 110 Street

University: The University Screenline isolates the University of Alberta trips to/from work and PSE. The AM peak direction consists of all movements inbound while the PM Peak direction is all movements outbound. Boundaries:

- North – LRT – north of University Station
- East – west of 109 Street
- South – south of University Avenue
- West – east of 116 Street

LRT data is derived from the annual LRT count. The counting methodology captures the Tue/Thu class pattern for U of A in the AM Peak hour/period while the Mon/Wed/Fri class pattern would be captured for the PM Peak hour/period. Bus activity would capture the Mon/Wed/Fri class pattern for all time periods.

NAIT: This Screenline provides information on the travel to and from the Northern Alberta Institute of Technology. Mainline routes service this area so there will be a larger proportion of through trips generated than the University and CBD screens.

- North – north of 118 Avenue, 106 Street (St Albert only).
- East – west of 101 Street
- South – north of Princess Elizabeth Avenue

142 Street: This Screenline provides information on east/west passenger movements related to transportation planning for West Edmonton. It captures the growth for the neighbourhoods in West Edmonton and will have work, PSE and school trips. The boundary is East of 142 Street and includes the following corridors:

- 107 Avenue
- Stony Plain Road
- 102 Avenue
- Fox Drive

Routes that travel from West Edmonton to the CBD and University are included. Routes that travel to the schools immediately east of 142 Street or to North Edmonton are excluded.

Canadian National Railway (CNR): All movements crossing the CNR tracks (approximately 127 Avenue). The AM peak direction is southbound while the PM peak is northbound.

This Screenline monitors the growth area in the north part of the city. The Screenline has both residential and industrial trips. Any change in one of the three key corridors (97 Street, LRT south of Belvedere and St. Albert Trail (Regional Service)) will influence the selection of AM and PM Peak hours.

Appendix A: Screenline Descriptions and Methodology

North Saskatchewan River (River): All movements crossing the bridges for the North Saskatchewan River. This Screenline will capture mainly work and PSE trips oriented to CBD and U of A.

The Screenline definition defines the peak direction as all the movements north and west over the river in the AM peak and south and east in the PM peak. This matches the peak demand for transit except on the Quesnel and Groat Bridges where the routings are oriented for the University of Alberta. Both directions are provided in the detail although summarised information refers to the Screenline definition.

Whitemud Drive: All movements crossing Whitemud Drive to the north and west in the AM peak and south and east in the PM peak. The Screenline definition does not require data west of the river (156 Street through to Anthony Henday) however this information is included for future planning. This Screenline monitors the growth in the south neighbourhoods.

Castle Downs: This Screenline isolates a typical neighbourhood. In the initial years (1984 to approximately 1990) this was a developing area. At the present time the neighbourhood captured by transit is fully developed. It is expected that this neighbourhood will have limited transit access points for the foreseeable future. Castle Downs has proven to be quite sensitive to changes in the school system including changes in school bus fares and opening/closing of schools.

Methodology

The Screenline summary is derived from Weekday Station Count data collected during the highest Transit demand each year. Prior to 1994 field staff conducted on–street station count data collection over a two–month period (November and January) from 7:00 to 18:00. From 1994 to the present, the station count data has been provided by Edmonton Transit System operators from a one–day ridership count in November – a typical Fall Weekday. Bus information is now available for a full day with less concern for seasonal or daily variations. However, other errors may have been introduced as operators may not count at the specified location or may not provide an accurate value. Verification counts indicate these errors are in an acceptable range.

Information for LRT is derived from the annual LRT count conducted in September.

There are several components to this summary:

- The Annual Summary (Appendix C) consists of volumes for the each hour in the AM and PM peak period, a total for 7:00 to 18:00, and the full day for the current year. This information is provided for the aggregated screen as well as the individual corridors within each screen.
- The Trend Summary (Appendix D) displays the peak hour for the AM and PM peak period as well as the two–way passenger volume for 7:00 to 18:00 and full day for each year from 1997 to present. The same information is provided for the base years 1984, 1985, 1990 and 1995.
 - ⇒ The peak hour is selected based on the highest one–way volume hour for all the ETS routes AND Regional Services for the ENTIRE Screenline. If there is a tie the earlier one–hour interval is chosen. The AM Peak hour will fall between the hours of 7:00 and 9:00 while the PM Peak hour is between 16:00 to 18:00. The AM or PM Peak hour can shift over time as transit demand changes. The PM Peak period misses school trips that generally occur between 15:00 and 16:00. There has been a shift towards early start times and later finish times that may not be captured by the two hour window for the AM and PM Peak period. The annual summaries report one hour intervals outside the 2-hour window.

There is some incompatibility between the Screenline Definitions and transit demand. The Screenline Definition is used for all aggregated totals in this Summary Report.

- The AM Peak period incorporates both work and school trips while the PM peak period will contain only the work trips; transit demand for PM school trips occurs between 15:00 and 16:00. The University, CNR, Whitemud and Castle Downs screens generate school trips that will not be captured in the PM Period definition of 16:00 to 18:00.
 - CBD Screenline: 101 St South of 105 Avenue – by the Screenline definition the peak hour selection is inbound direction in the AM peak although the transit peak demand is outbound. The Screenline Definition is summarised and reported for aggregated totals although both directions are available in the Trend Summary.
 - River Screenline: the Screenline definition is northbound on the Groat and Quesnel bridges in the AM Peak and vice versa in the PM Peak. The Definition does not match the peak demand for transit routes for these two locations. In this case the Screenline definition is summarised and reported for aggregated totals although both directions are included in Annual and Trend Summaries.
- ⇒ Due to variations in ridership patterns, not all corridors in the Screenline will have the same peak hour. As of the 2005 summary, the AM and PM peak hour selection was revised to select the peak hour for the entire screen including the Regional Service (St. Albert and County of Strathcona). The Trend Summary and all Trend tables have been updated for the years 1994 to the present.
 - ⇒ An LRT train is considered as one vehicle irrespective of the number of cars. Any references to Passenger per Bus will exclude LRT passengers and LRT trains.
 - ⇒ For the Whitemud Screenline locations west of the North Saskatchewan River (156 Street to 199 Street) are not required for the Screenline definition but are included in the detail for future trend analysis. The aggregated totals in the summarised information exclude the data for the locations west of the River.

Screenline Summary – Edmonton Transit
Appendix A: Screenline Descriptions and Methodology

Ridership data for the Regional services is separated in the Annual Summary tables and Trend charts. The information provided for the Regional services is not readily available and it is difficult to maintain consistency with ETS data. As of 1994, St. Albert ridership data is only available at the St. Albert Transit Centre. Sherwood Park data is provided at the Screenline locations although routing within Edmonton is variable and difficult to track. Both of these factors introduce a level of uncertainty although the information provided is sufficient for the purpose of identifying trends.

All data has been reviewed to ensure consistency with the current methodology therefore information in this summary supersedes all previous publications of Screenline data. It is also noted that if there is a conflict between transit design principles (i.e. peak demand) and the Screenline definition the data reported here reflects the Screenline definition.

Appendix B: Significant Events

Significant Events

Significant events are events that have the potential to impact Transit Ridership. Events such as general economic outlook, major traffic disruptions, transit fare changes or major changes in transit service delivery policy would have an impact on Transit Ridership. When looking at trend information these events may play an important role in interpreting the data.

Year	Event
1984/1985	The Comprehensive Bus Passenger Survey provided Origin / Destination information for all routes. The Transit data for this year is the baseline reference.
1992	September – LRT extended from Grandin Station to the University.
1993	September – Grant MacEwan Community College City Centre campus opened. Student population increased from 5,000 to 12,000 students Fall – Provincial Government downsizing started.
1994	First year using the Operators to collect Station Count data. St. Albert and Sherwood Park regional transit data provided by these communities. The Household Travel Survey conducted in the Fall of 1994 provides a benchmark for passenger vehicle and transit passenger travel data.
1997	Horizon 2000 Transit service plan implemented in the June 1997 signup. This was a major change in the service delivery philosophy: reduce transfers and improve connections. At this time new service was added and route patterns and route numbers were revised. September – The price of the school bus pass doubled for the 1997 / 1998 school year. Transit is quite sensitive to changes in school trips.
2000	LRT reduced frequency to 7/8 minutes from 5 minute frequency to accommodate the Clareview Station construction
2005	The Household Travel Survey conducted in the Fall of 2005 provides a benchmark for passenger vehicle and transit passenger travel data. Grant MacEwan College was not in session on the survey date. This will directly impact the North Boundary on the CBD Screenline although all Screenlines will show some impact. The extent of the impact is not known.
2006	January – LRT extended to Health Sciences. No significant change in ridership expected.
2007	September – Edmonton Transit, St Albert Transit, and Strathcona County Transit partnered with MacEwan and University of Alberta administrations and student associations on a Universal Transit Pass (U-Pass). Ridership increases were expected in all corridors; the largest impact would be seen for the University screenline and the north boundary of the CBD. LRT for all screenlines would also be impacted.
2008	University of Alberta opened the Extension Education department in the Central Business District. The OneCard was introduced that allows University staff to travel between the main University of Alberta campus and the CBD campus using their University ID card.

Appendix C: Annual Summaries
2008

2008 Transit Screenlines

PEAK DIRECTION

SCREEN	AM Peak Hour										AM Peak Period				07:00 to 18:00		03:00 to 27:00			
	06:45 to 07:45		07:00 to 08:00		07:15 to 08:15		07:30 to 08:30		07:45 to 08:45		08:00 to 09:00		06:45 to 08:45		07:00 to 09:00					
	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional		
CBD	10,564	11,928	13,392	14,925	14,468	15,987	13,908	15,115	12,315	13,158	9,750	10,370	22,879	25,086	23,142	25,295	61,179	64,481	72,168	75,905
University	3,823	4,290	5,206	5,704	5,714	6,213	5,873	6,452	5,320	5,970	4,921	5,695	9,143	10,260	10,127	11,399	26,815	28,955	30,782	33,079
Nait	1,151	1,613	1,676	2,207	1,878	2,361	1,981	2,450	1,677	1,957	1,331	1,504	2,828	3,570	3,007	3,711	9,820	11,228	12,463	13,964
142 Street	1,814	1,814	2,107	2,107	2,074	2,074	1,886	1,886	1,692	1,692	1,395	1,395	3,506	3,506	3,502	3,502	8,417	8,417	10,734	10,734
CNR	5,028	6,091	5,623	6,674	5,622	6,449	5,599	6,340	4,821	5,444	4,242	4,805	9,849	11,535	9,865	11,479	19,994	22,386	21,366	24,274
River	4,544	5,231	5,832	6,632	6,501	7,319	6,313	6,981	5,330	5,840	4,152	4,548	9,874	11,071	9,984	11,180	33,063	35,932	38,629	41,913
Whitemud¹	5,172	6,446	5,632	6,909	6,059	7,397	5,672	7,142	4,706	6,035	3,850	4,898	9,878	12,481	9,482	11,807	17,849	23,217	21,420	28,246
Castle Downs	851	851	954	954	1,074	1,074	1,234	1,234	1,144	1,144	987	987	1,995	1,995	1,941	1,941	3,629	3,629	4,390	4,390

OFFPEAK DIRECTION

SCREEN	AM Peak Hour										AM Peak Period				07:00 to 18:00		03:00 to 27:00			
	06:45 to 07:45		07:00 to 08:00		07:15 to 08:15		07:30 to 08:30		07:45 to 08:45		08:00 to 09:00		06:45 to 08:45		07:00 to 09:00					
	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional
CBD	4,476	4,748	5,051	5,331	5,602	5,855	5,503	5,750	4,922	5,080	4,759	4,898	9,398	9,828	9,810	10,229	56,720	60,128	67,396	71,181
University	1,244	1,264	1,379	1,399	1,720	1,742	1,846	1,863	1,734	1,747	1,679	1,688	2,978	3,011	3,058	3,087	25,346	27,217	31,044	33,281
Nait	641	858	720	969	797	1,017	845	1,116	815	1,004	797	928	1,456	1,862	1,517	1,897	9,307	10,654	12,089	13,505
142 Street	445	445	479	479	535	535	578	578	565	565	560	560	1,010	1,010	1,039	1,039	8,991	8,991	10,920	10,920
CNR	437	479	511	561	563	584	556	580	519	554	470	502	956	1,033	981	1,063	16,271	18,717	20,181	23,042
River	3,704	4,152	4,342	4,807	4,535	4,966	4,370	4,735	3,647	3,841	3,333	3,650	7,351	7,993	7,675	8,457	29,902	32,945	35,540	38,874
Whitemud¹	834	1,034	1,013	1,230	1,118	1,361	1,087	1,342	917	1,160	743	1,016	1,751	2,194	1,756	2,246	17,132	22,308	21,105	27,716
Castle Downs	61	61	89	89	107	107	162	162	177	177	157	157	238	238	246	246	3,462	3,462	4,142	4,142

¹ Whitemud ETS Only excludes 199 Str, 178 Str, 159 Str and 156 Str (west of river); west of river and Regional are included with ETS & Regional numbers.

2008 Transit Screenlines

OFFPEAK DIRECTION

SCREEN	PM Peak Hour										PM Peak Period									
	15:30 to 16:30		15:45 to 16:45		16:00 to 17:00		16:15 to 17:15		16:30 to 17:30		16:45 to 17:45		17:00 to 18:00		15:00 to 17:00		15:30 to 17:30		16:00 to 18:00	
	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional
CBD	5,433	5,536	5,635	5,766	5,668	5,823	5,565	5,711	5,234	5,407	4,802	4,932	4,156	4,266	11,213	11,455	10,667	10,943	9,824	10,089
University	1,676	1,730	1,742	1,784	1,769	1,804	1,927	1,966	1,816	1,850	1,817	1,850	1,582	1,617	3,257	3,319	3,492	3,580	3,351	3,421
Nait	923	1,142	929	1,100	967	1,206	936	1,105	1,010	1,160	912	1,077	782	867	2,088	2,426	1,933	2,302	1,749	2,073
142 Street	694	694	658	658	734	734	664	664	644	644	613	613	510	510	1,458	1,458	1,338	1,338	1,244	1,244
CNR	1,093	1,148	980	1,043	1,020	1,074	860	924	873	923	846	908	717	764	2,040	2,145	1,966	2,071	1,737	1,838
River	3,779	4,078	4,086	4,371	4,145	4,484	4,139	4,429	3,906	4,157	3,588	3,806	3,069	3,201	7,635	8,278	7,685	8,235	7,214	7,685
Whitemud¹	1,132	1,392	1,087	1,397	1,100	1,421	1,022	1,327	993	1,290	944	1,195	831	1,107	2,211	2,869	2,125	2,682	1,931	2,528
Castle Downs	231	231	203	203	196	196	162	162	165	165	139	139	133	133	428	428	396	396	329	329

PEAK DIRECTION

SCREEN	PM Peak Hour										PM Peak Period									
	15:30 to 16:30		15:45 to 16:45		16:00 to 17:00		16:15 to 17:15		16:30 to 17:30		16:45 to 17:45		17:00 to 18:00		15:00 to 17:00		15:30 to 17:30		16:00 to 18:00	
	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional	ETS Only	ETS & Regional
CBD	9,188	10,027	10,916	11,905	11,709	12,801	11,865	12,887	11,412	12,325	9,300	9,973	7,660	8,132	18,917	20,535	20,600	22,352	19,369	20,933
University	4,333	4,773	4,604	5,043	4,865	5,297	4,754	5,098	4,589	4,922	4,002	4,253	3,509	3,735	8,586	9,419	8,922	9,695	8,374	9,032
Nait	1,556	1,877	1,611	1,887	1,429	1,750	1,184	1,408	990	1,207	825	987	816	914	3,069	3,606	2,546	3,084	2,245	2,664
142 Street	1,674	1,674	1,732	1,732	1,739	1,739	2,015	2,015	1,775	1,775	1,641	1,641	1,362	1,362	3,150	3,150	3,449	3,449	3,101	3,101
CNR	4,590	5,059	4,625	5,278	4,476	5,139	4,599	5,362	4,084	4,813	3,716	4,308	2,837	3,386	8,202	9,245	8,674	9,872	7,313	8,525
River	3,897	4,387	4,626	5,208	4,999	5,650	5,065	5,648	4,783	5,332	3,842	4,198	3,269	3,535	7,988	8,935	8,680	9,719	8,268	9,185
Whitemud¹	4,200	5,469	3,473	4,706	3,380	4,449	3,777	4,853	3,904	4,857	3,695	4,563	3,222	3,973	7,439	9,809	8,104	10,326	6,602	8,422
Castle Downs	1,110	1,110	1,098	1,098	866	866	783	783	671	671	586	586	525	525	1,870	1,870	1,781	1,781	1,391	1,391

¹ Whitemud ETS Only excludes 199 Str, 178 Str, 159 Str and 156 Str (west of river); west of river and Regional are included with ETS & Regional numbers.

2008 Transit Screenlines
AM Peak and Daily Volumes

CBD INBOUND

LOCATION	AM Peak Hour						AM Peak Period			
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00	6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
109 St S of 105 Av	170	170	177	183	156	186	326	356	2,468	2,972
105 St S of 105 Av	45	45	45	45	N/S	N/S	45	45	45	45
101 St S of 105 Av	710	870	859	788	748	580	1,458	1,450	5,818	7,096
97 St S of 105 Av	747	841	895	913	857	687	1,604	1,528	2,893	3,290
LRT (North of Churchill)	2,746	3,782	4,088	3,798	3,552	2,731	6,298	6,513	11,489	13,263
102A Av E of 96 St	448	497	559	578	524	421	972	918	2,921	3,731
Jasper Av W of 96 St	97	126	132	116	104	75	201	201	411	448
LRT (South of Grandin)	671	890	1,104	1,180	1,084	1,017	1,755	1,907	12,648	14,601
105 St Bridge	1,302	1,567	1,602	1,449	1,135	857	2,437	2,424	4,581	5,535
James Mac Bridge	181	250	259	187	136	67	317	317	561	607
Low Level Bridge	1,966	2,627	2,862	2,825	2,366	1,717	4,332	4,344	8,882	10,183
Jasper Av W of 110 St	1,071	1,198	1,257	1,221	1,088	932	2,159	2,130	6,151	7,625
104 Av W of 110 St	410	529	629	625	565	480	975	1,009	2,311	2,772
TOTAL ETS	10,564	13,392	14,468	13,908	12,315	9,750	22,879	23,142	61,179	72,168
109 St S of 105 Av (St.Al.)	212	239	246	201	111	81	323	320	528	538
105 St S of 105 Av (Sp. Gr.)	99	102	102	76	47	24	146	126	126	159
101 St S of 105 Av (St.Al., Sh. Pk.)	376	402	359	265	178	125	554	527	695	870
105 St Bridge (Sh. Pk, Sp. Gr.)	4	4	4	4	1	1	5	5	270	307
James Mac Bridge (Sh. Pk.)	148	171	126	131	92	69	240	240	359	387
Low Level Bridge (Sh. Pk.)	525	615	682	530	414	320	939	935	1,324	1,476
TOTAL REGION	1,364	1,533	1,519	1,207	843	620	2,207	2,153	3,302	3,737
TOTAL (ETS + REGION)	11,928	14,925	15,987	15,115	13,158	10,370	25,086	25,295	64,481	75,905

1. Number based on factor derived from 24 hour cumulative count.

N/S - No Service

2008 Transit Screenlines
AM Peak and Daily Volumes

CBD OUTBOUND

LOCATION	AM Peak Hour						AM Peak Period			
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00	6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
109 St S of 105 Av	272	392	462	454	439	363	711	755	2,318	2,784
101 St S of 105 Av	679	669	790	842	879	933	1,558	1,602	6,200	7,807
97 St S of 105 Av	23	25	65	65	78	72	101	97	2,360	2,494
LRT (North of Churchill)	164	153	206	221	215	226	379	379	10,536	12,163
102 Av E of 96 St	116	154	192	245	289	262	405	416	2,930	3,818
Jasper Av W of 96 St	21	18	16	19	19	16	40	34	217	230
LRT (South of Grandin)	1,665	1,966	2,170	2,103	1,557	1,585	3,222	3,551	10,624	12,265
High Level Bridge	169	185	197	215	196	196	365	381	3,883	4,616
James Mac Bridge	58	70	53	49	29	21	87	91	1,090	1,172
Low Level Bridge	790	817	781	657	537	436	1,327	1,253	7,830	9,533
Jasper Av W of 110 St	371	420	460	448	479	480	850	900	6,083	7,414
104 Av W of 110 St	148	182	210	185	205	169	353	351	2,649	3,100
TOTAL ETS	4,476	5,051	5,602	5,503	4,922	4,759	9,398	9,810	56,720	67,396
109 St S of 105 Av (St.Al.)	25	16	27	22	26	26	51	42	985	1,122
105 St S of 105 Av (Sp. Gr.)	N/S	N/S	N/S	N/S	N/S	N/S	N/S	N/S	138	138
101 St S of 105 Av (St.Al., Sh. Pk.)	80	80	80	82	12	10	92	90	314	327
High Level Bridge (Sh. Pk, Sp. Gr.)	123	135	91	99	85	77	208	212	331	359
James Mac Bridge (Sh. Pk.)	4	4	4	4	1	1	5	5	279	316
Low Level Bridge (Sh. Pk.)	40	45	51	40	34	25	74	70	1,361	1,523
TOTAL REGION	272	280	253	247	158	139	430	419	3,408	3,785
TOTAL (ETS + REGION)	4,748	5,331	5,855	5,750	5,080	4,898	9,828	10,229	60,128	71,181

1. Number based on factor derived from 24 hour cumulative count.

N/S - No Service

2008 Transit Screenlines
PM Peak and Daily Volumes

CBD INBOUND

LOCATION	PM Peak Hour							PM Peak Period		
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00	15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
109 St S of 105 Av	326	341	348	362	308	262	231	878	634	579
101 St S of 105 Av	728	723	740	651	636	505	413	1,641	1,364	1,153
97 St S of 105 Av	111	88	80	97	76	106	80	190	187	160
LRT (North of Churchill)	584	540	493	434	393	423	393	987	977	886
102A Av E of 96 St	139	133	185	221	210	203	159	441	349	344
Jasper Av W of 96 St	32	38	51	42	41	44	30	68	73	81
LRT (South of Grandin)	1,750	1,964	2,002	1,891	1,828	1,673	1,435	3,653	3,578	3,437
105 St Bridge	257	235	226	250	273	239	203	466	530	429
James Mac Bridge	32	41	52	47	64	53	49	75	96	101
Low Level Bridge	777	780	761	821	705	696	597	1,412	1,482	1,358
Jasper Av W of 110 St	527	567	546	553	509	461	433	1,054	1,036	979
104 Av W of 110 St	170	185	184	196	191	137	133	348	361	317
TOTAL ETS	5,433	5,635	5,668	5,565	5,234	4,802	4,156	11,213	10,667	9,824
109 St S of 105 Av (St.Al.)	10	10	N/S	N/S	N/S	N/S	3	10	10	3
101 St S of 105 Av (St.Al., Sh. Pk.)	8	13	42	46	61	56	36	42	69	78
105 St Bridge (Sh. Pk, Sp. Gr.)	55	71	71	51	51	26	26	120	106	97
James Mac Bridge (Sh. Pk.)	3	4	4	1	6	5	8	8	9	12
Low Level Bridge (Sh. Pk.)	27	33	38	48	55	43	37	62	82	75
TOTAL REGION	103	131	155	146	173	130	110	242	276	265
TOTAL (ETS + REGION)	5,536	5,766	5,823	5,711	5,407	4,932	4,266	11,455	10,943	10,089

N/S - No Service

2008 Transit Screenlines
PM Peak and Daily Volumes

CBD OUTBOUND

LOCATION	PM Peak Hour							PM Peak Period		
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00	15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
109 St S of 105 Av	215	252	230	251	256	216	195	448	471	425
101 St S of 105 Av	709	718	786	729	786	779	684	1,483	1,495	1,470
97 St S of 105 Av	636	775	751	748	647	494	382	1,148	1,283	1,133
LRT (North of Churchill)	2,439	3,124	3,298	3,223	3,165	2,410	1,963	5,205	5,604	5,261
102 Av E of 96 St	491	495	524	521	524	483	401	954	1,015	925
Jasper Av W of 96 St	28	52	61	54	60	39	27	78	88	88
LRT (South of Grandin)	729	772	951	985	940	981	784	1,468	1,669	1,735
High Level Bridge	798	903	1,037	1,020	1,023	761	626	1,665	1,821	1,663
James Mac Bridge	294	456	467	477	428	301	247	625	722	714
Low Level Bridge	1,462	1,866	1,920	1,983	1,819	1,272	1,128	3,018	3,281	3,048
Jasper Av W of 110 St	995	1,036	1,144	1,225	1,150	1,042	825	1,923	2,145	1,969
104 Av W of 110 St	392	467	540	649	614	522	398	902	1,006	938
TOTAL ETS	9,188	10,916	11,709	11,865	11,412	9,300	7,660	18,917	20,600	19,369
109 St S of 105 Av (St.Al.)	252	280	342	334	292	279	160	523	544	502
105 St S of 105 Av (Sp. Gr.)	54	71	71	69	69	35	35	103	123	106
101 St S of 105 Av (St.Al., Sh. Pk.)	80	80	60	60	20	20	30	93	100	90
High Level Bridge (Sh. Pk.)	3	4	4	1	6	5	8	8	9	12
James Mac Bridge (Sh. Pk.)	51	88	88	68	68	24	24	131	119	112
Low Level Bridge (Sh. Pk.)	399	466	527	490	458	310	215	760	857	742
TOTAL REGION	839	989	1,092	1,022	913	673	472	1,618	1,752	1,564
TOTAL (ETS + REGION)	10,027	11,905	12,801	12,887	12,325	9,973	8,132	20,535	22,352	20,933

N/S - No Service

2008 Transit Screenlines
AM Peak and Daily Volumes

UNIVERSITY INBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
LRT (North of University)	1,311	1,997	2,113	2,103	1,705	1,445
82 Av W of 109 St	766	958	1,111	1,149	1,025	1,090
114 St N of University Av	1,520	1,908	2,073	2,211	2,143	1,990
87 Av E of 116 St	226	343	417	410	447	396
TOTAL ETS	3,823	5,206	5,714	5,873	5,320	4,921
87 Av W of 109 St (Sh. Pk., Sp Gr.)	123	135	91	66	85	77
82 Av W of 109 St (Sh. Pk.)	165	183	228	228	256	261
87 Av E of 116 St (St.AL)	179	180	180	285	309	436
TOTAL REGION	467	498	499	579	650	774
TOTAL (ETS + REGION)	4,290	5,704	6,213	6,452	5,970	5,695

AM Peak Period

6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
3,016	3,442	10,655	12,300
1,791	2,048	5,284	6,201
3,663	3,898	8,972	10,254
673	739	1,904	2,027
9,143	10,127	26,815	30,782
208	212	331	359
421	444	737	802
488	616	1,072	1,136
1,117	1,272	2,140	2,297
10,260	11,399	28,955	33,079

N/S - No Service

UNIVERSITY OUTBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
LRT (North of University)	782	890	1,124	1,180	1,065	1,086
82 Av W of 109 St	194	198	180	204	186	158
114 St N of University Av	195	196	267	331	365	338
87 Av E of 116 St	73	95	149	131	118	97
TOTAL ETS	1,244	1,379	1,720	1,846	1,734	1,679
87 Av W of 109 St (Sh. Pk., Sp Gr.)	4	4	4	4	1	1
82 Av W of 109 St (Sh. Pk.)	9	6	8	7	6	5
87 Av E of 116 St (St.AL)	7	10	10	6	6	3
TOTAL REGION	20	20	22	17	13	9
TOTAL (ETS + REGION)	1,264	1,399	1,742	1,863	1,747	1,688

AM Peak Period

6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
1,847	1,976	11,648	13,447
380	356	4,355	6,010
560	534	7,863	9,934
191	192	1,480	1,653
2,978	3,058	25,346	31,044
5	5	270	307
15	11	690	816
13	13	911	1,114
33	29	1,871	2,237
3,011	3,087	27,217	33,281

N/S - No Service

1. Number based on factor derived from 24 hour cumulative count.

2008 Transit Screenlines
PM Peak and Daily Volumes

UNIVERSITY INBOUND

LOCATION
LRT (North of University)
82 Ave W of 109 Str
114 Str N of University Ave
87 Ave E of 116 Str
TOTAL ETS
87 Av W of 109 St (Sh. Pk., Sp. Gr.)
82 Av W of 109 St (Sh. Pk.)
87 Av E of 116 St (St.AL.)
TOTAL REGION
TOTAL (ETS + REGION)

PM Peak Hour							
15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00	
704	772	920	1,048	951	981	815	
374	352	298	365	405	392	378	
426	452	419	411	373	354	304	
172	166	132	103	87	90	85	
1,676	1,742	1,769	1,927	1,816	1,817	1,582	
3	4	4	1	6	5	8	
14	14	14	14	11	11	8	
37	24	17	24	17	17	19	
54	42	35	39	34	33	35	
1,730	1,784	1,804	1,966	1,850	1,850	1,617	

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
1,499	1,655	1,735
649	779	676
866	799	723
243	259	217
3,257	3,492	3,351
8	9	12
21	25	22
33	54	36
62	88	70
3,319	3,580	3,421

N/S - No Service

UNIVERSITY OUTBOUND

LOCATION
LRT (North of University)
82 Av W of 109 St
114 St N of University Av
87 Av E of 116 St
TOTAL ETS
87 Av W of 109 St (Sh. Pk. Sp. Gr.)
82 Av W of 109 St (Sh. Pk.)
87 Av E of 116 St (St.AL.)
TOTAL REGION
TOTAL (ETS + REGION)

PM Peak Hour							
15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00	
1,889	1,979	2,002	1,955	1,822	1,519	1,435	
782	848	868	833	824	710	660	
1,419	1,504	1,724	1,708	1,668	1,548	1,226	
243	273	271	258	275	225	188	
4,333	4,604	4,865	4,754	4,589	4,002	3,509	
55	71	71	51	51	26	26	
172	160	165	99	92	84	61	
213	208	196	194	190	141	139	
440	439	432	344	333	251	226	
4,773	5,043	5,297	5,098	4,922	4,253	3,735	

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
3,653	3,711	3,437
1,564	1,606	1,528
2,844	3,087	2,950
525	518	459
8,586	8,922	8,374
120	106	97
305	264	226
408	403	335
833	773	658
9,419	9,695	9,032

**2008 Transit Screenlines
AM Peak and Daily Volumes**

NAIT INBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
105 St N of 118 Av	149	232	282	302	315	248
118 Av W of 101 St	427	560	604	637	566	521
106 St N of Prin Eli Av	575	884	992	1,042	796	562
TOTAL ETS	1,151	1,676	1,878	1,981	1,677	1,331
106 St N of 118 Av (Sp. Gr., St.Al.)	382	451	403	387	268	161
106 St N of Prin Eli Av (St.Al., Sh. Pk., Spg)	80	80	80	82	12	12
TOTAL REGION	462	531	483	469	280	173
TOTAL (ETS + REGION)	1,613	2,207	2,361	2,450	1,957	1,504

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
464	480	854	950
993	1,081	3,218	4,046
1,371	1,446	5,748	7,467
2,828	3,007	9,820	12,463
650	612	804	884
92	92	604	617
742	704	1,408	1,501
3,570	3,711	11,228	13,964

N/S - No Service

NAIT OUTBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
105 St N of 118 Av	20	22	22	22	7	5
118 Av W of 101 St	134	132	146	149	144	176
106 St N of Prin Eli Av	487	566	629	674	664	616
TOTAL ETS	641	720	797	845	815	797
106 St N of 118 Av (Sp. Gr., St.Al.)	N/S	N/S	N/S	N/S	N/S	N/S
106 St N of Prin Eli Av (St.Al., Sh. Pk., Spg)	217	249	220	271	189	131
TOTAL REGION	217	249	220	271	189	131
TOTAL (ETS + REGION)	858	969	1,017	1,116	1,004	928

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
27	27	719	819
278	308	3,156	4,647
1,151	1,182	5,432	6,623
1,456	1,517	9,307	12,089
N/S	N/S	737	757
406	380	610	659
406	380	1,347	1,416
1,862	1,897	10,654	13,505

N/S - No Service

**2008 Transit Screenlines
PM Peak and Daily Volumes**

NAIT INBOUND

LOCATION	PM Peak Hour							PM Peak Period		
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00	15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
105 St N of 118 Av	78	72	61	64	52	58	52	118	130	113
118 Av W of 101 St	234	226	199	220	235	189	179	436	469	378
106 St N of Prin Eli Av	611	631	707	652	723	665	551	1,534	1,334	1,258
TOTAL ETS	923	929	967	936	1,010	912	782	2,088	1,933	1,749
106 St N of 118 Av (St.AL.)	8	N/S	N/S	N/S	N/S	N/S	2	8	8	2
106 St N of Prin Eli Av (St.AL., Sh. Pk.)	211	171	239	169	150	165	83	330	361	322
TOTAL REGION	219	171	239	169	150	165	85	338	369	324
TOTAL (ETS + REGION)	1,142	1,100	1,206	1,105	1,160	1,077	867	2,426	2,302	2,073

NAIT OUTBOUND

LOCATION	PM Peak Hour							PM Peak Period		
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00	15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
105 St N of 118 Av	121	153	179	184	207	172	127	463	328	306
118 Av W of 101 St	536	561	559	525	392	322	291	1,103	928	850
106 St N of Prin Eli Av	899	897	691	475	391	331	398	1,503	1,290	1,089
TOTAL ETS	1,556	1,611	1,429	1,184	990	825	816	3,069	2,546	2,245
106 St N of 118 Av (Sp. Gr., St.AL.)	311	246	301	204	197	162	93	507	508	394
106 St N of Prin Eli Av (St.AL., Sh. Pk., Spg)	10	30	20	20	20	N/S	5	30	30	25
TOTAL REGION	321	276	321	224	217	162	98	537	538	419
TOTAL (ETS + REGION)	1,877	1,887	1,750	1,408	1,207	987	914	3,606	3,084	2,664

**2008 Transit Screenlines
AM Peak and Daily Volumes**

142 STREET EASTBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
107 Avenue	57	69	72	75	70	67
Stony Plain Road	433	524	559	526	464	376
102 Avenue	699	812	809	666	583	454
Fox Drive	625	702	634	619	575	498
TOTAL ETS	1,814	2,107	2,074	1,886	1,692	1,395

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
127	136	485	572
897	900	1,982	2,538
1,282	1,266	3,330	4,285
1,200	1,200	2,620	3,339
3,506	3,502	8,417	10,734

142 STREET WESTBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
107 Avenue	47	49	61	74	75	69
Stony Plain Road	147	158	165	188	175	157
102 Avenue	161	202	237	225	238	257
Fox Drive	90	70	72	91	77	77
TOTAL ETS	445	479	535	578	565	560

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
122	118	508	585
322	315	2,367	2,810
399	459	3,345	4,098
167	147	2,771	3,427
1,010	1,039	8,991	10,920

**2008 Transit Screenlines
PM Peak and Daily Volumes**

142 STREET EASTBOUND

LOCATION
107 Avenue
Stony Plain Road
102 Avenue
Fox Drive
TOTAL ETS

PM Peak Hour

15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
76	49	86	87	76	73	44
177	172	173	165	136	130	75
274	266	292	256	272	263	252
167	171	183	156	160	147	139
694	658	734	664	644	613	510

PM Peak Period

15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
197	152	130
365	313	248
537	546	544
359	327	322
1,458	1,338	1,244

142 STREET WESTBOUND

LOCATION
107 Avenue
Stony Plain Road
102 Avenue
Fox Drive
TOTAL ETS

PM Peak Hour

15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
150	62	66	72	37	46	42
363	394	424	544	518	465	366
577	629	577	742	677	630	555
584	647	672	657	543	500	399
1,674	1,732	1,739	2,015	1,775	1,641	1,362

PM Peak Period

15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
219	187	108
817	881	790
1,020	1,254	1,132
1,094	1,127	1,071
3,150	3,449	3,101

**2008 Transit Screenlines
AM Peak and Daily Volumes**

CNR SOUTHBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
St. Albert Trail	34	31	31	16	16	17
127 Street	495	527	494	654	758	737
97 Street	1,428	1,558	1,631	1,797	1,580	1,405
82 Street	78	73	64	67	77	72
Fort Road	24	36	36	24	24	11
66 Street	45	45	47	17	16	16
LRT (South of Belvedere)	2,824	3,236	3,204	2,891	2,248	1,898
50 Street	53	46	41	52	41	36
Victoria Trail	47	71	74	81	61	50
TOTAL ETS	5,028	5,623	5,622	5,599	4,821	4,242
170 Street (St. Al.)	9	17	17	17	17	10
St. Albert Trail (St. Al.)	1,054	1,034	810	724	606	553
TOTAL REGION	1,063	1,051	827	741	623	563
TOTAL (ETS + REGION)	6,091	6,674	6,449	6,340	5,444	4,805

AM Peak Period

6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
50	48	171	217
1,253	1,264	2,173	2,652
3,008	2,963	7,488	6,675
155	145	584	753
48	47	126	164
61	61	74	81
5,072	5,134	8,740	10,090
94	82	239	301
108	121	399	433
9,849	9,865	19,994	21,366
26	27	77	101
1,660	1,587	2,315	2,807
1,686	1,614	2,392	2,908
11,535	11,479	22,386	24,274

CNR NORTHBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
St. Albert Trail	45	45	50	50	22	22
127 Street	31	60	62	82	83	66
97 Street	148	174	194	192	175	169
82 Street	36	46	52	58	72	76
Fort Road	2	7	7	6	6	5
66 Street	1	4	4	4	4	2
LRT (South of Belvedere)	122	117	127	121	117	98
50 Street	13	15	19	11	14	11
Victoria Trail	39	43	48	32	26	21
TOTAL ETS	437	511	563	556	519	470
170 Street (St. Al.)	12	12	2	2	2	7
St. Albert Trail (St. Al.)	30	38	19	22	33	25
TOTAL REGION	42	50	21	24	35	32
TOTAL (ETS + REGION)	479	561	584	580	554	502

AM Peak Period

6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
67	67	169	295
114	126	1,918	2,564
323	343	4,806	6,437
108	122	533	650
8	12	89	102
5	6	29	30
239	215	8,237	9,509
27	26	203	248
65	64	287	346
956	981	16,271	20,181
14	19	111	136
63	63	2,335	2,725
77	82	2,446	2,861
1,033	1,063	18,717	23,042

1. Number based on factor derived from 24 hour cumulative count.

**2008 Transit Screenlines
PM Peak and Daily Volumes**

CNR SOUTHBOUND

LOCATION
St. Albert Trail
127 Street
97 Street
82 Street
Fort Road
66 Street
LRT (South of Belvedere)
50 Street
Victoria Trail
TOTAL ETS
170 Street (St. Al.)
St. Albert Trail (St. Al.)
TOTAL REGION
TOTAL (ETS + REGION)

PM Peak Hour						
15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
45	32	57	57	54	52	27
157	134	168	130	125	132	74
255	236	222	226	247	226	183
114	101	76	53	43	56	67
6	6	6	6	10	10	7
7	7	7	3	3	3	3
412	393	421	351	347	330	313
16	24	23	17	20	12	15
81	47	40	17	24	25	28
1,093	980	1,020	860	873	846	717
9	9	6	6	6	6	1
46	54	48	58	44	56	46
55	63	54	64	50	62	47
1,148	1,043	1,074	924	923	908	764

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
84	99	84
279	282	242
505	502	405
189	157	143
11	16	13
10	10	10
827	759	734
36	36	38
99	105	68
2,040	1,966	1,737
15	15	7
90	90	94
105	105	101
2,145	2,071	1,838

CNR NORTHBOUND

LOCATION
St. Albert Trail
127 Street
97 Street
82 Street
Fort Road
66 Street
LRT (South of Belvedere)
50 Street
Victoria Trail
TOTAL ETS
170 Street (St. Al.)
St. Albert Trail (St. Al.)
TOTAL REGION
TOTAL (ETS + REGION)

PM Peak Hour						
15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
52	52	38	39	19	19	14
773	597	345	339	344	339	331
1,293	1,310	1,265	1,363	1,142	1,102	852
115	114	121	116	91	82	68
4	4	6	6	6	6	2
6	6	1	1	1	1	2
2,285	2,483	2,645	2,687	2,434	2,132	1,532
25	23	19	19	17	12	13
37	36	36	29	30	23	23
4,590	4,625	4,476	4,599	4,084	3,716	2,837
0	21	21	21	21	39	39
469	632	642	742	708	553	510
469	653	663	763	729	592	549
5,059	5,278	5,139	5,362	4,813	4,308	3,386

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
79	71	52
990	1,117	676
2,369	2,435	2,117
198	206	189
18	10	8
21	7	3
4,389	4,719	4,177
53	42	32
85	67	59
8,202	8,674	7,313
33	21	60
1,010	1,177	1,152
1,043	1,198	1,212
9,245	9,872	8,525

**2008 Transit Screenlines
AM Peak and Daily Volumes**

RIVER NORTHBOUND

LOCATION	AM Peak Hour						AM Peak Period			
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00	6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
Quesnell Bridge 2	151	160	241	243	216	218	367	378	3,470	4,284
Groat Bridge 2	73	95	149	131	118	97	191	192	1,480	1,653
LRT (South of Grandin)	671	890	1,104	1,180	1,084	1,017	1,755	1,907	12,648	14,601
LRT (South of Grandin)	671	890	1,104	1,180	1,084	1,017	1,755	1,907	12,648	14,601 ¹
105 St Bridge	1,302	1,567	1,602	1,449	1,135	857	2,437	2,424	4,581	5,535
James Mac Bridge	181	250	259	187	136	67	317	317	561	607
Low Level Bridge	1,966	2,627	2,862	2,825	2,366	1,717	4,332	4,344	8,882	10,183
Dawson Bridge	180	223	267	281	266	170	446	393	1,207	1,522
Capilano Bridge	20	20	17	17	9	9	29	29	234	244
TOTAL ETS	4,544	5,832	6,501	6,313	5,330	4,152	9,874	9,984	33,063	38,629
Groat Bridge (St. Albert)	10	10	6	3	3	6	13	16	916	1,114
105 St Bridge (Sh. Pk, Sp. Gr.)	4	4	4	4	1	1	5	5	270	307
James Mac Bridge (Sh. Pk.)	148	171	126	131	92	69	240	240	359	387
Low Level Bridge (Sh. Pk.)	525	615	682	530	414	320	939	935	1,324	1,476
TOTAL REGION	687	800	818	668	510	396	1,197	1,196	2,869	3,284
TOTAL (ETS + REGION)	5,231	6,632	7,319	6,981	5,840	4,548	11,071	11,180	35,932	41,913

1. Number based on factor derived from 24 hour cumulative count.

2. Transit Peak demand is oriented to/from University of Alberta and is the reverse of model requirements.

**2008 Transit Screenlines
AM Peak and Daily Volumes**

RIVER SOUTHBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
Quesnell Bridge 2	694	773	707	705	646	537
Groat Bridge 2	225	342	407	400	437	386
LRT (South of Grandin)	1,665	1,966	2,170	2,103	1,557	1,585
High Level Bridge	169	185	197	215	196	196
James Mac Bridge	58	70	53	49	29	21
Low Level Bridge	790	817	781	657	537	436
Dawson Bridge	46	78	108	129	172	153
Capilano Bridge	57	111	112	112	73	19
TOTAL ETS	3,704	4,342	4,535	4,370	3,647	3,333
Groat Bridge (St. Albert)	281	281	285	222	74	214
High Level Bridge (Sh. Pk, Sp. Gr.)	123	135	91	99	85	77
James Mac Bridge (Sh. Pk.)	4	4	4	4	1	1
Low Level Bridge (Sh. Pk.)	40	45	51	40	34	25
TOTAL REGION	448	465	431	365	194	317
TOTAL (ETS + REGION)	4,152	4,807	4,966	4,735	3,841	3,650

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
1,340	1,310	3,196	4,182
662	728	1,846	1,969
3,222	3,551	10,624	12,265 ¹
365	381	3,883	4,616
87	91	1,090	1,172
1,327	1,253	7,830	9,533
218	231	1,273	1,582
130	130	160	221
7,351	7,675	29,902	35,540
355	495	1,072	1,136
208	212	331	359
5	5	279	316
74	70	1,361	1,523
642	782	3,043	3,334
7,993	8,457	32,945	38,874

1. Number based on factor derived from 24 hour cumulative count.

2. Transit Peak demand is oriented to/from University of Alberta and is the reverse of model requirements.

**2008 Transit Screenlines
PM Peak and Daily Volumes**

RIVER NORTHBOUND

LOCATION	PM Peak Hour						
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
Quesnell Bridge 2	669	734	756	746	632	575	480
Groat Bridge 2	243	273	271	258	275	225	188
LRT (South of Grandin)	1,750	1,964	2,002	1,891	1,828	1,673	1,435
105 St Bridge	257	235	226	250	273	239	203
James Mac Bridge	32	41	52	47	64	53	49
Low Level Bridge	777	780	761	821	705	696	597
Dawson Bridge	32	33	51	102	105	103	93
Capilano Bridge	19	26	26	24	24	24	24
TOTAL ETS	3,779	4,086	4,145	4,139	3,906	3,588	3,069
Groat Bridge (St. Albert)	214	177	226	190	139	144	61
105 St Bridge (Sh. Pk, Sp. Gr.)	55	71	71	51	51	26	26
James Mac Bridge (Sh. Pk.)	3	4	4	1	6	5	8
Low Level Bridge (Sh. Pk.)	27	33	38	48	55	43	37
TOTAL REGION	299	285	339	290	251	218	132
TOTAL (ETS + REGION)	4,078	4,371	4,484	4,429	4,157	3,806	3,201

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
1,248	1,301	1,236
525	518	459
3,653	3,578	3,437
466	530	429
75	96	101
1,412	1,482	1,358
198	137	144
58	43	50
7,635	7,685	7,214
453	353	287
120	106	97
8	9	12
62	82	75
643	550	471
8,278	8,235	7,685

**2008 Transit Screenlines
PM Peak and Daily Volumes**

RIVER SOUTHBOUND

LOCATION	PM Peak Hour						
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
Quesnell Bridge 2	259	262	273	224	225	219	223
Groat Bridge 2	145	139	105	103	87	90	85
LRT (South of Grandin)	729	772	951	985	940	981	784
High Level Bridge	798	903	1,037	1,020	1,023	761	626
James Mac Bridge	294	456	467	477	428	301	247
Low Level Bridge	1,462	1,866	1,920	1,983	1,819	1,272	1,128
Dawson Bridge	201	219	239	266	257	214	173
Capilano Bridge	9	9	7	7	4	4	3
TOTAL ETS	3,897	4,626	4,999	5,065	4,783	3,842	3,269
Groat Bridge (St. Albert)	37	24	32	24	17	17	19
High Level Bridge (Sh. Pk.)	3	4	4	1	6	5	8
James Mac Bridge (Sh. Pk.)	51	88	88	68	68	24	24
Low Level Bridge (Sh. Pk.)	399	466	527	490	458	310	215
TOTAL REGION	490	582	651	583	549	356	266
TOTAL (ETS + REGION)	4,387	5,208	5,650	5,648	5,332	4,198	3,535

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
568	484	496
216	232	190
1,468	1,669	1,735
1,665	1,821	1,663
625	722	714
3,018	3,281	3,048
411	458	412
17	13	10
7,988	8,680	8,268
48	54	51
8	9	12
131	119	112
760	857	742
947	1,039	917
8,935	9,719	9,185

2008 Transit Screenlines
AM Peak and Daily Volumes

WHITEMUD NORTHBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
53 Avenue	550	669	752	693	636	536
Terwillegar	82	101	466	487	496	477
122 Street	312	373	448	540	487	433
111 Street	809	945	1,032	931	873	661
106 Street	120	137	120	75	75	51
Gateway Blvd	519	531	462	338	227	149
99 Street	39	48	55	55	49	40
91 Street	247	221	159	88	62	22
76 Street	1,692	1,823	1,770	1,735	1,459	1,263
66 Street	N/S	N/S	51	91	91	91
50 Street	547	555	574	498	173	69
34 Street	247	204	153	124	54	51
17 Street	8	25	17	17	24	7
TOTAL East of River	5,172	5,632	6,059	5,672	4,706	3,850
Gaurdian Road	202	215	197	152	91	53
178 Street	817	814	899	996	885	794
170 Street	48	48	48	100	130	154
159 Street	152	143	138	166	170	6
156 Street	55	57	56	56	53	41
TOTAL West of River	1,274	1,277	1,338	1,470	1,329	1,048
TOTAL	6,446	6,909	7,397	7,142	6,035	4,898

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
1,186	1,205	2,595	3,161
578	578	881	950
799	806	1,375	1,509
1,682	1,606	3,560	4,299
195	188	388	526
746	680	706	930
88	88	546	730
309	243	309	309
3,151	3,086	5,874	7,039
91	91	91	91
720	624	1,067	1,242
301	255	413	586
32	32	44	48
9,878	9,482	17,849	21,420
293	268	486	670
1,702	1,608	3,381	4,040
178	202	202	202
322	149	1,183	1,782
108	98	116	132
2,603	2,325	5,368	6,826
12,481	11,807	23,217	28,246

**2008 Transit Screenlines
AM Peak and Daily Volumes**

WHITEMUD SOUTHBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
53 Avenue	146	175	194	197	167	135
Terwillegar	14	12	10	11	5	35
122 Street	18	18	36	38	25	25
111 Street	128	243	313	288	289	171
106 Street	11	9	9	16	16	22
Calgary Trail	40	40	35	35	20	20
99 Street	235	263	256	221	144	97
91 Street	N/S	N/S	N/S	N/S	N/S	N/S
76 Street	187	190	206	242	218	214
66 Street	N/S	N/S	N/S	N/S	N/S	N/S
50 Street	24	25	25	25	16	15
34 Street	29	37	33	12	16	8
17 Street	2	1	1	2	1	1
TOTAL East of River	834	1,013	1,118	1,087	917	743
Gaurdian Road	15	13	13	10	10	7
178 Street	101	106	123	160	157	172
170 Street	N/S	N/S	N/S	N/S	N/S	N/S
159 Street	74	88	77	65	56	49
156 Street	10	10	30	20	20	45
TOTAL West of River	200	217	243	255	243	273
TOTAL	1,034	1,230	1,361	1,342	1,160	1,016

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
313	310	2,521	3,265
19	47	637	795
43	43	1,252	1,441
417	414	3,482	4,333
27	31	274	386
60	60	703	778
379	360	657	904
N/S	N/S	352	352
405	404	5,547	6,822
N/S	N/S	246	246
40	40	1,020	1,173
45	45	407	569
3	2	34	41
1,751	1,756	17,132	21,105
25	20	534	698
258	278	3,076	3,838
N/S	N/S	139	139
130	137	1,291	1,848
30	55	136	88
443	490	5,176	6,611
2,194	2,246	22,308	27,716

**2008 Transit Screenlines
PM Peak and Daily Volumes**

WHITEMUD NORTHBOUND

LOCATION	PM Peak Hour						
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
53 Avenue	208	208	204	190	189	186	198
Terwillegar	16	12	16	16	21	31	42
122 Street	39	46	31	21	22	13	12
111 Street	245	247	233	185	171	158	141
106 Street	24	22	23	23	14	14	8
Gateway Blvd	N/S	N/S	11	11	26	26	15
99 Street	119	136	162	189	192	148	107
91 Street	N/S	N/S	N/S	N/S	N/S	N/S	N/S
76 Street	405	348	330	305	289	297	269
66 Street	N/S	N/S	N/S	N/S	N/S	N/S	N/S
50 Street	44	36	43	38	38	38	26
34 Street	29	29	40	40	27	27	11
17 Street	3	3	7	4	4	6	2
TOTAL East of River	1,132	1,087	1,100	1,022	993	944	831
Gaurdian Road	8	21	31	37	43	30	28
178 Street	160	182	186	168	143	138	124
170 Street	N/S	N/S	N/S	N/S	N/S	N/S	N/S
159 Street	92	102	99	95	104	81	122
156 Street	0	5	5	5	7	2	2
TOTAL West of River	260	310	321	305	297	251	276
TOTAL	1,392	1,397	1,421	1,327	1,290	1,195	1,107

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
381	397	402
34	37	58
75	61	43
590	416	374
49	38	31
11	26	26
244	311	269
N/S	N/S	N/S
673	694	599
N/S	N/S	N/S
96	82	69
48	56	51
10	7	9
2,211	2,125	1,931
41	51	59
398	303	310
N/S	N/S	N/S
212	196	221
7	7	7
658	557	597
2,869	2,682	2,528

**2008 Transit Screenlines
PM Peak and Daily Volumes**

WHITEMUD SOUTHBOUND

PM Peak Hour

PM Peak Period

LOCATION	15:30	15:45	16:00	16:15	16:30	16:45	17:00
	to 16:30	to 16:45	to 17:00	to 17:15	to 17:30	to 17:45	to 18:00
53 Avenue	472	515	523	498	515	485	445
Terwillegar	390	159	39	15	10	31	21
122 Street	253	203	244	276	317	317	253
111 Street	647	719	691	711	790	737	702
106 Street	52	52	57	79	49	49	47
Calgary Trail	177	223	233	342	375	340	341
99 Street	94	38	36	46	27	27	28
91 Street	38	117	186	203	228	217	166
76 Street	1,394	1,052	1,109	1,268	1,247	1,185	949
66 Street	201	N/S	N/S	N/S	N/S	N/S	N/S
50 Street	350	261	161	211	219	170	157
34 Street	120	112	91	118	110	130	106
17 Street	12	22	10	10	17	7	7
TOTAL East of River	4,200	3,473	3,380	3,777	3,904	3,695	3,222
Gaurdian Road	178	184	157	127	122	76	62
178 Street	824	790	655	704	589	568	520
170 Street	74	74	32	32	N/S	N/S	N/S
159 Street	176	176	198	195	204	183	137
156 Street	17	9	27	18	38	41	32
TOTAL West of River	1,269	1,233	1,069	1,076	953	868	751
TOTAL	5,469	4,706	4,449	4,853	4,857	4,563	3,973

15:00	15:30	16:00
to 17:00	to 17:30	to 18:00
951	987	968
426	400	60
550	570	497
1,327	1,437	1,393
95	101	104
302	552	574
133	121	64
186	266	352
2,398	2,641	2,058
246	201	0
587	569	318
213	230	197
25	29	17
7,439	8,104	6,602
350	300	219
1,521	1,413	1,175
108	74	32
356	380	335
35	55	59
2,370	2,222	1,820
9,809	10,326	8,422

**2008 Transit Screenlines
AM Peak and Daily Volumes**

CASTLE DOWNS OUTBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
176 Ave W of 97 St	74	85	85	64	64	45
Castle Downs Rd W of 97 St	N/S	N/S	N/S	N/S	N/S	N/S
160 Ave W of 97 St	419	401	397	440	418	385
153 Ave W of 97 St	N/S	N/S	N/S	N/S	9	9
Griesbach Rd W of 97 St	27	55	55	51	51	26
113A St N of 137 Ave	311	385	498	616	540	470
153 Ave E of 127 St	20	28	39	63	62	52
161 Ave E of 127 St	N/S	N/S	N/S	N/S	N/S	N/S
TOTAL ETS	851	954	1,074	1,234	1,144	987

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
138	130	291	368
N/S	N/S	6	6
837	786	1,485	1,868
9	9	9	9
78	81	213	233
851	855	1,391	1,635
82	80	234	271
N/S	N/S	N/S	N/S
1,995	1,941	3,629	4,390

N/S - No Service

CASTLE DOWNS INBOUND

LOCATION	AM Peak Hour					
	6:45 to 7:45	7:00 to 8:00	7:15 to 8:15	7:30 to 8:30	7:45 to 8:45	8:00 to 9:00
176 Ave W of 97 St	1	2	2	1	1	1
Castle Downs Rd W of 97 St	N/S	N/S	N/S	34	61	61
160 Ave W of 97 St	29	27	40	44	34	34
153 Ave W of 97 St	N/S	N/S	N/S	N/S	N/S	N/S
Griesbach Rd W of 97 St	3	2	2	11	11	13
113A St N of 137 Ave	17	29	34	45	43	34
153 Ave E of 127 St	11	29	29	27	27	14
161 Ave E of 127 St	N/S	N/S	N/S	N/S	N/S	N/S
TOTAL ETS	61	89	107	162	177	157

AM Peak Period			
6:45 to 8:45	7:00 to 9:00	7:00 to 18:00	3:00 to 27:00
2	3	186	224
61	61	61	61
63	61	1,428	1,756
N/S	N/S	N/S	N/S
14	15	201	241
60	63	1,464	1,718
38	43	116	136
N/S	N/S	6	6
238	246	3,462	4,142

N/S - No Service

**2008 Transit Screenlines
PM Peak and Daily Volumes**

CASTLE DOWNS OUTBOUND

LOCATION	PM Peak Hour						
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
176 Ave W of 97 St	18	50	50	44	44	21	21
Castle Downs Rd W of 97 St	6	N/S	N/S	N/S	N/S	N/S	N/S
160 Ave W of 97 St	74	45	41	38	40	35	34
153 Ave W of 97 St	N/S	N/S	N/S	N/S	N/S	N/S	N/S
Griesbach Rd W of 97 St	12	12	9	9	5	5	7
113A St N of 137 Ave	53	45	45	44	56	52	45
153 Ave E of 127 St	68	51	51	27	20	26	26
161 Ave E of 127 St	N/S	N/S	N/S	N/S	N/S	N/S	N/S
TOTAL ETS	231	203	196	162	165	139	133

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
89	62	71
6	6	0
114	114	75
N/S	N/S	N/S
27	17	16
111	109	90
81	88	77
N/S	N/S	N/S
428	396	329

N/S - No Service

CASTLE DOWNS INBOUND

LOCATION	PM Peak Hour						
	15:30 to 16:30	15:45 to 16:45	16:00 to 17:00	16:15 to 17:15	16:30 to 17:30	16:45 to 17:45	17:00 to 18:00
176 Ave W of 97 St	55	55	53	53	30	30	30
Castle Downs Rd W of 97 St	N/S	N/S	N/S	N/S	N/S	N/S	N/S
160 Ave W of 97 St	469	438	368	399	352	332	311
153 Ave W of 97 St	N/S	N/S	N/S	N/S	N/S	N/S	N/S
Griesbach Rd W of 97 St	69	69	53	53	28	28	23
113A St N of 137 Ave	498	515	373	271	251	188	153
153 Ave E of 127 St	13	15	13	7	10	8	8
161 Ave E of 127 St	6	6	6	N/S	N/S	N/S	N/S
TOTAL ETS	1,110	1,098	866	783	671	586	525

PM Peak Period		
15:00 to 17:00	15:30 to 17:30	16:00 to 18:00
112	85	83
N/S	N/S	N/S
734	821	679
N/S	N/S	N/S
102	97	76
896	749	526
20	23	21
6	6	6
1,870	1,781	1,391

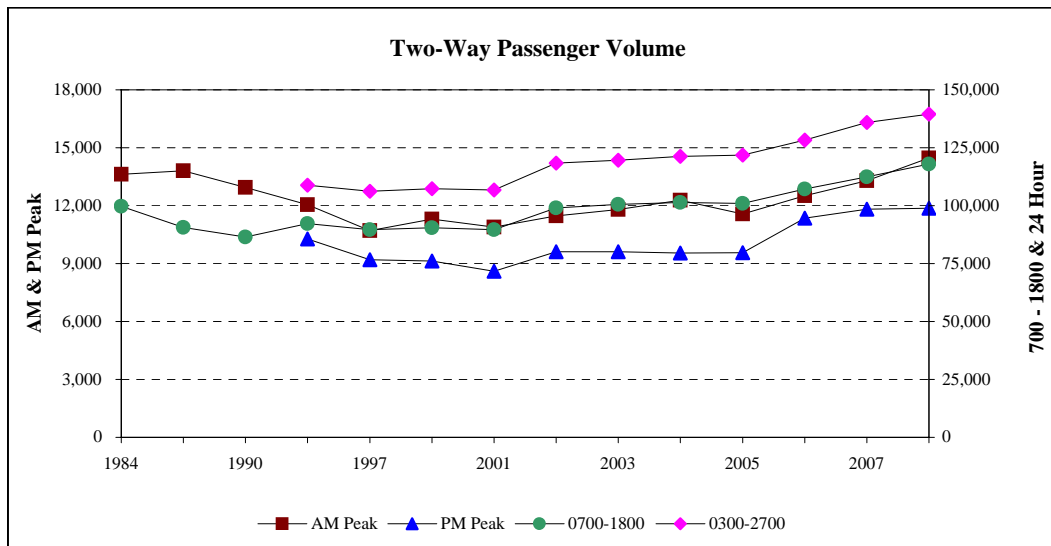
N/S - No Service

Appendix D: Trend Summaries

Edmonton Transit Screenlines
Central Business District (CBD)

Total

Year		Passenger Volume		Pk. Hr. Start	Sched. Buses		Passenger Volume		Pk. Hr. Start	Sched. Buses
		Inbound	Both				Outbound	Both		
1984	A	13,626	18,190		598	P				
1985	M	13,808	18,247		569	M				
1990		12,948	16,344		523					
1995	P	12,044	16,443	7:15	461	P	10,282	14,254	16:00	451
1997	E	10,700	14,617	7:15	419	E	9,198	13,055	16:00	393
2000	A	11,300	15,414	7:15	408	A	9,129	13,247	16:00	376
2001	K	10,897	15,236	7:15	418	K	8,601	12,296	16:00	389
2002		11,467	15,972	7:30	414		9,616	13,989	16:00	402
2003	H	11,807	16,647	7:30	408	H	9,616	14,448	16:00	393
2004	O	12,274	17,164	7:15	411	O	9,548	14,019	16:00	392
2005	U	11,574	16,536	7:15	417	U	9,571	14,490	16:15	394
2006	R	12,509	17,884	7:15	424	R	11,349	16,004	16:30	379
2007		13,301	18,962	7:15	428		11,811	17,182	16:15	406
2008		14,468	20,070	7:15	433		11,865	17,430	16:15	422
<hr/>										
1984	0		99,711		4,307	0				
1985	7		90,647		4,220	3				
1990	0		86,490		3,742	0				
1995	0		92,331		3,380	0	108,842			4,551
1997			89,667		2,920		106,215			3,907
2000	TO		90,440		2,964	TO	107,297			3,931
2001			89,702		3,034		106,764			4,015
2002	1		99,100		3,067	2	118,324			4,044
2003	8		100,565		3,035	7	119,581			4,006
2004	0		101,398		3,042	0	121,225			4,044
2005	0		100,971		3,086	0	121,884			4,108
2006			107,189		3,166		128,252			4,176
2007			112,499		3,208		135,903			4,266
2008			117,899		3,296		139,564			4,352

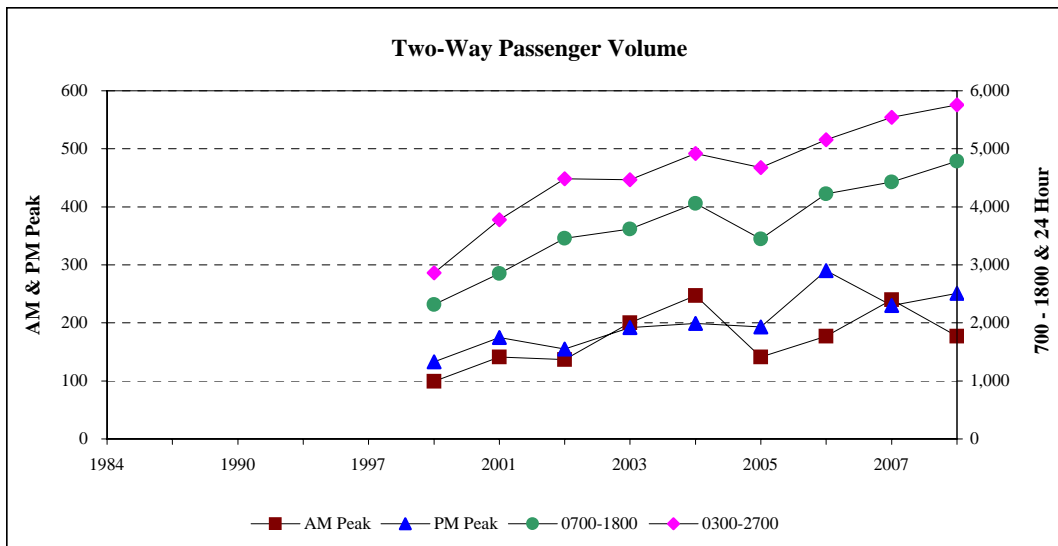


See individual corridors for exceptions.
LRT trains aggregated with buses.

Edmonton Transit Screenlines
Central Business District (CBD)

North Boundary

Year	109 Street South of 105 Avenue				Pk. Hr.	Sched. Buses	North Boundary			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses			Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A					P				
1985	M					M				
1990										
1995	P					P				
1997	E					E				
2000	A	99	277	7:15	11	A	133	247	16:00	8
2001	K	141	338	7:15	11	K	175	361	16:00	8
2002		137	376	7:30	16		155	332	16:00	15
2003	H	200	567	7:30	19	H	192	421	16:00	15
2004	O	247	603	7:15	18	O	199	450	16:00	16
2005	U	141	582	7:15	20	U	193	441	16:15	15
2006	R	177	620	7:15	20	R	290	600	16:30	14
2007		240	693	7:15	20		230	500	16:15	18
2008		177	639	7:15	21		251	613	16:15	18
<hr/>										
1984	0					0				
1985	7					3				
1990	0					0				
1995	0					0				
1997										
2000	TO		2,315		93	TO		2,861		148
2001			2,851		96			3,780		149
2002	1		3,455		116	2		4,484		169
2003	8		3,618		123	7		4,468		175
2004	0		4,059		128	0		4,919		181
2005	0		3,447		126	0		4,674		191
2006			4,225		137			5,157		196
2007			4,426		154			5,542		214
2008			4,786		178			5,756		241

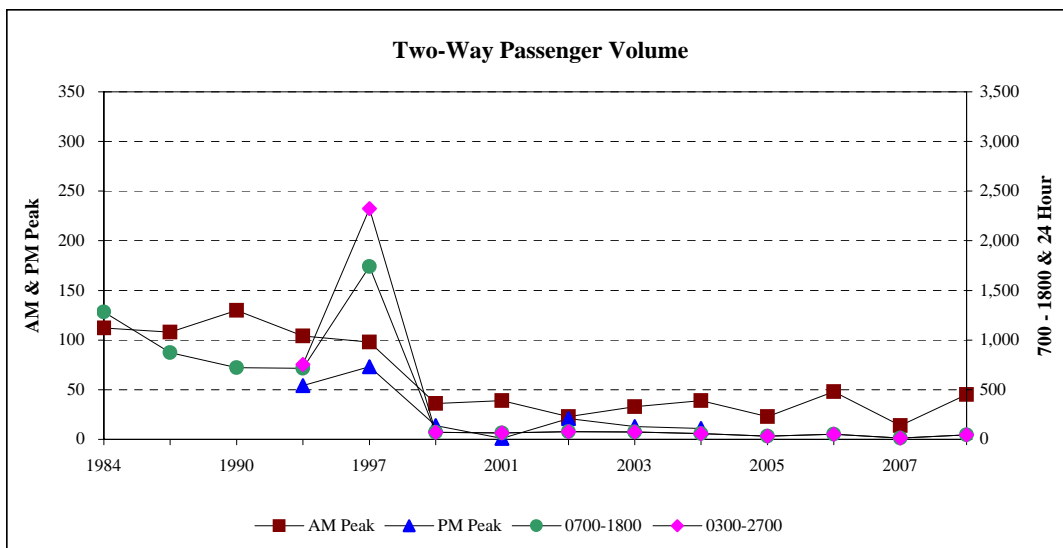


2008 - More trips on the route 8. New route 95. New routing for 309.
 2007 - More trips on the route 8.
 2003 - Extra trips to route 8 and extra service added.
 2000 - Route 8 moved from 105 street.

Edmonton Transit Screenlines
Central Business District (CBD)

North Boundary

Year		105 Street South of 105 Avenue					North Boundary			
		Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A	112	183	7:15	12	P				
1985	M	108	180	7:30	8	M				
1990		130	173	7:15	6					
1995	P	104	118	7:15	5	P	54	72	16:00	4
1997	E	98	214	7:15	12	E	73	192	16:00	10
2000	A	36	36	7:15	2	A	14	18	16:00	2
2001	K	39	39	7:15	2	K	1	2	16:00	2
2002		23	23	7:30	2		21	21	16:00	2
2003	H	33	33	7:30	2	H	13	13	16:00	1
2004	O	39	39	7:15	2	O	11	11	16:00	1
2005	U	23	23	7:15	2	U				
2006	R	48	48	7:15	2	R				
2007		14	14	7:15	1					
2008		45	45	7:15	1					
<hr/>										
1984	0		1,284		90	0				
1985	7		875		59	3				
1990	0		721		47	0				
1995	0		715		48	0	753		52	
1997			1,741		98		2,324		150	
2000	TO		70		6	TO	70		6	
2001			64		6		64		6	
2002	1		77		5	2	77		5	
2003	8		73		4	7	73		4	
2004	0		57		4	0	57		4	
2005	0		33		3	0	33		3	
2006			52		3		52		3	
2007			14		1		14		1	
2008			45		1		45		1	

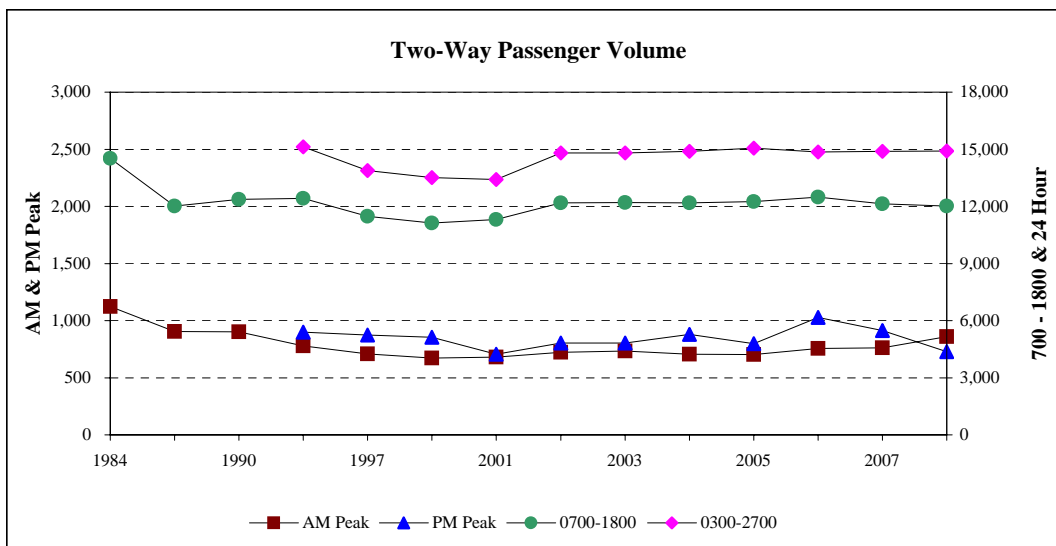


2000 - Route 132 PM service cancelled.
 2000 - Route 8 moved to 109 street.
 1997 - Horizon 2000 changes.

Edmonton Transit Screenlines
Central Business District (CBD)

North Boundary

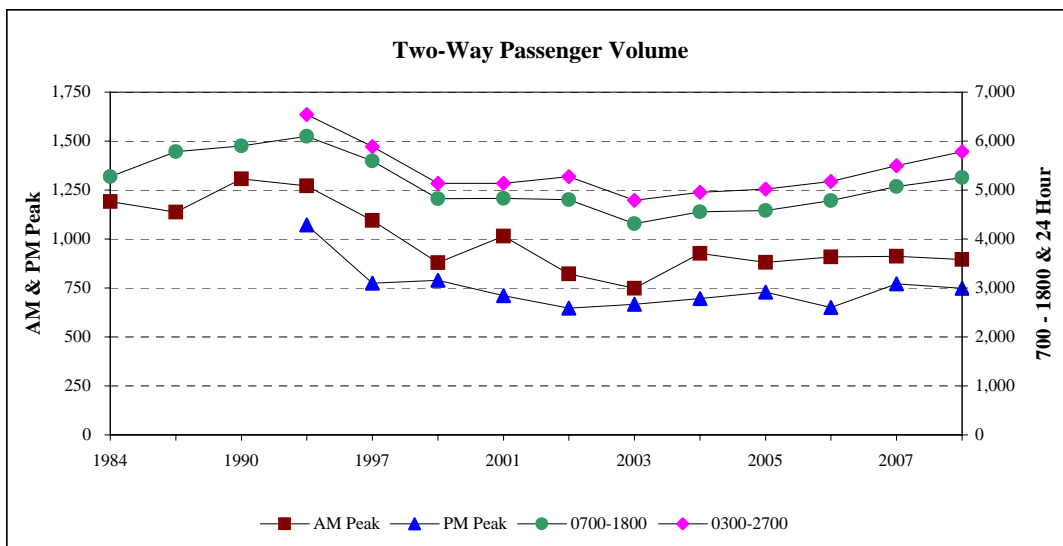
Year		101 Street South of 105 Avenue					North Boundary			
		Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A	1,123	2,203	7:15	76	P				
1985	M	904	1,885	7:30	74	M				
1990		903	1,873	7:15	65					
1995	P	780	1,736	7:15	58	P	898	1,603	16:00	58
1997	E	710	1,402	7:15	60	E	873	1,491	16:00	59
2000	A	673	1,415	7:15	58	A	854	1,514	16:00	61
2001	K	682	1,532	7:15	58	K	707	1,372	16:00	61
2002		722	1,699	7:30	56		804	1,604	16:00	59
2003	H	733	1,787	7:30	55	H	805	1,643	16:00	59
2004	O	706	1,589	7:15	52	O	879	1,537	16:00	59
2005	U	704	1,662	7:15	52	U	797	1,581	16:15	55
2006	R	757	1,542	7:15	52	R	1,027	1,574	16:30	52
2007		763	1,599	7:15	51		914	1,687	16:15	55
2008		859	1,649	7:15	51		729	1,380	16:15	55
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1984	0		14,527		633	0				
1985	7		12,012		637	3				
1990	0		12,375		580	0				
1995	0		12,424		508	0	15,134		706	
1997			11,481		443		13,887		598	
2000	TO		11,132		491	TO	13,515		639	
2001			11,306		488		13,418		646	
2002	1		12,191		469	2	14,812		625	
2003	8		12,201		467	7	14,802		620	
2004	0		12,177		466	0	14,893		621	
2005	0		12,252		464	0	15,067		622	
2006			12,488		457		14,854		613	
2007			12,135		445		14,897		606	
2008			12,018		441		14,903		605	



Edmonton Transit Screenlines
 Central Business District (CBD)

North Boundary

Year		97 Street South of 105 Avenue					North Boundary			
		Passenger Volume Inbound	Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Both	Pk. Hr. Start	Sched. Buses
1984	A	1,191	1,243	7:00	41	P				
1985	M	1,138	1,377	7:15	45	M				
1990		1,307	1,315	7:15	41					
1995	P	1,271	1,297	7:15	42	P	1,072	1,185	16:00	42
1997	E	1,094	1,130	7:15	38	E	775	905	16:00	34
2000	A	879	904	7:15	37	A	790	864	16:00	31
2001	K	1,014	1,037	7:15	36	K	711	772	16:00	31
2002		822	857	7:30	34		647	716	16:00	29
2003	H	748	824	7:30	32	H	666	726	16:00	27
2004	O	927	945	7:15	33	O	696	793	16:00	28
2005	U	881	900	7:15	33	U	729	802	16:15	28
2006	R	908	948	7:15	33	R	650	704	16:30	27
2007		912	955	7:15	33		772	854	16:15	28
2008		895	960	7:15	32		748	845	16:15	29
<hr/>										
1984	0		5,274		239	0				
1985	7		5,785		297	3				
1990	0		5,903		280	0				
1995	0		6,099		274	0	6,544		330	
1997			5,598		224		5,890		265	
2000	TO		4,822		210	TO	5,135		250	
2001			4,827		205		5,139		244	
2002	1		4,807		203	2	5,277		242	
2003	8		4,316		196	7	4,788		233	
2004	0		4,557		196	0	4,951		234	
2005	0		4,581		197	0	5,019		236	
2006			4,783		222		5,175		260	
2007			5,069		223		5,496		266	
2008			5,253		228		5,784		271	

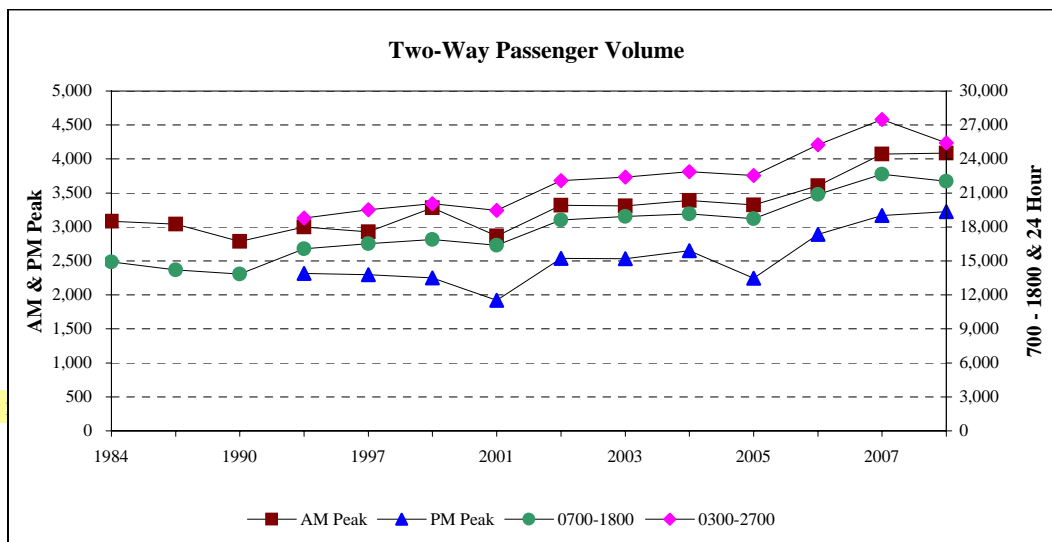


2003 - Service reduced on routes 13 and 162.

Edmonton Transit Screenlines
Central Business District (CBD)

East Boundary

Year		LRT West of 96 Street					East Boundary			
		Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A	3,084	3,262	7:15	20	P				
1985	M	3,042	3,200	7:15	24	M				
1990		2,787	2,931	7:15	24					
1995	P	2,998	3,171	7:15	24	P	2,315	2,650	16:00	24
1997	E	2,930	3,102	7:15	24	E	2,298	2,651	16:00	24
2000	A	3,281	3,466	7:15	18	A	2,252	2,518	16:00	16
2001	K	2,867	3,086	7:15	24	K	1,920	2,229	16:00	24
2002		3,319	3,551	7:30	24		2,539	2,860	16:00	24
2003	H	3,309	3,498	7:30	20	H	2,532	2,912	16:00	20
2004	O	3,389	3,581	7:15	20	O	2,652	3,058	16:00	20
2005	U	3,322	3,497	7:15	18	U	2,245	2,650	16:15	20
2006	R	3,607	3,835	7:15	20	R	2,890	3,270	16:30	19
2007		4,072	4,301	7:15	20		3,170	3,633	16:15	21
2008		4,088	4,294	7:15	20		3,223	3,657	16:15	21
<hr/>										
1984	0		14,904		173	0				
1985	7		14,222		180	3				
1990	0		13,846		177	0				
1995	0		16,060		182	0	18,790			252
1997			16,517		182		19,518			254
2000	TO		16,902		156	TO	20,047			230
2001			16,395		183		19,466			254
2002	1		18,624		182	2	22,086			254
2003	8		18,923		169	7	22,413			242
2004	0		19,159		168	0	22,880			242
2005	0		18,734		167	0	22,529			242
2006			20,863		174		25,265			248
2007			22,644		174		27,494			248
2008			22,025		176		25,426			248



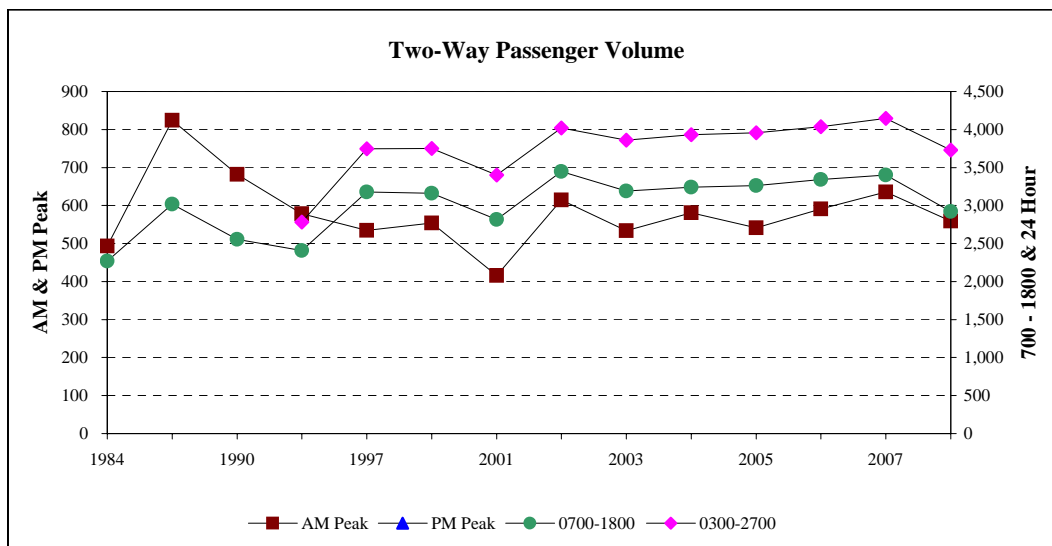
2003 - Reduced number of trains scheduled for sign-up.
 2001 - LRT surveyed March 2002.
 2000 - Frequency reduction due to Clareview Station construction.
 1995 to current year - 24 Hour Volumes based on estimated daily boardings.

Edmonton Transit Screenlines

Central Business District (CBD)

East Boundary

Year		102A Avenue East of 96 Street					East Boundary			
		Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A	493	493	7:15	19	P				
1985	M	824	824	7:15	25	M				
1990		682	682	7:15	24					
1995	P	578	578	7:15	22	P	173	16:00	19	
1997	E	535	535	7:15	16	E	260	16:00	14	
2000	A	554	554	7:15	16	A	258	16:00	15	
2001	K	416	416	7:15	14	K	186	16:00	13	
2002		615	615	7:30	17		272	16:00	15	
2003	H	534	534	7:30	17	H	263	16:00	15	
2004	O	581	581	7:15	16	O	221	16:00	15	
2005	U	541	541	7:15	16	U	226	16:15	15	
2006	R	591	591	7:15	16	R	176	16:30	13	
2007		636	636	7:15	14		251	16:15	13	
2008		559	559	7:15	14		221	16:15	13	
<hr/>										
1984	0		2,268		144	0				
1985	7		3,020		177	3				
1990	0		2,556		173	0				
1995	0		2,408		146	0	2,782		203	
1997			3,177		129		3,746		197	
2000	TO		3,162		131	TO	3,749		198	
2001			2,818		133		3,400		198	
2002	1		3,447		144	2	4,021		211	
2003	8		3,192		144	7	3,860		217	
2004	0		3,240		144	0	3,932		217	
2005	0		3,264		143	0	3,956		217	
2006			3,341		142		4,036		217	
2007			3,403		136		4,147		210	
2008			2,921		140		3,731		214	

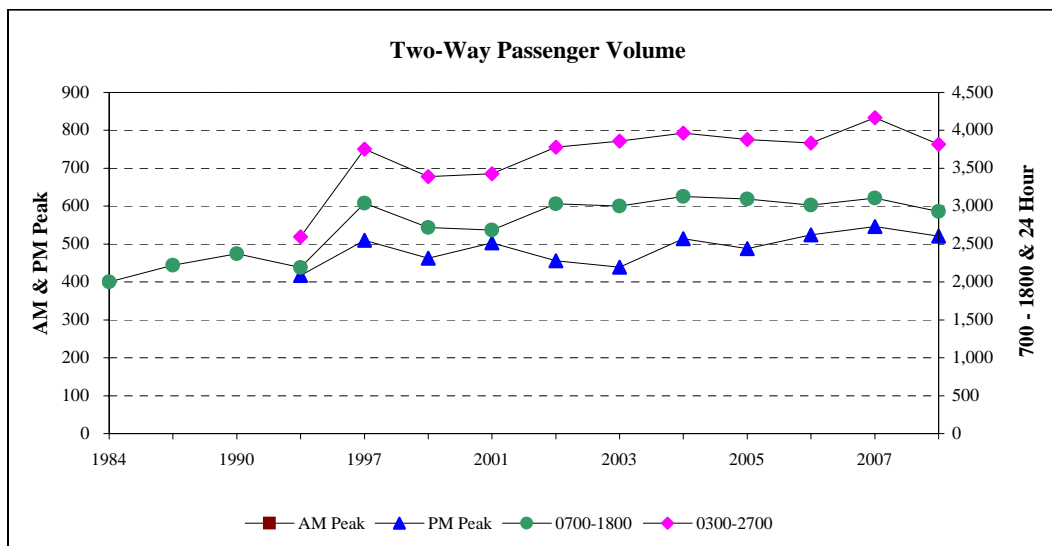


Edmonton Transit Screenlines

Central Business District (CBD)

East Boundary

Year	102 Avenue East of 96 Street					Passenger Volume			
	Inbound	Both	Pk. Hr. Start	Sched. Buses		Outbound	Both	Pk. Hr. Start	Sched. Buses
1984	A	122	7:30	18	P				
1985	M	131	7:30	17	M				
1990		132	7:30	18					
1995	P	320	7:15	18	P	417	417	16:00	19
1997	E	386	7:15	18	E	510	510	16:00	16
2000	A	353	7:15	18	A	463	463	16:00	16
2001	K	310	7:15	18	K	503	503	16:00	16
2002		357	7:30	17		456	456	16:00	16
2003	H	376	7:30	17	H	439	439	16:00	16
2004	O	352	7:15	17	O	514	514	16:00	16
2005	U	300	7:15	17	U	488	488	16:15	16
2006	R	286	7:15	17	R	524	524	16:30	16
2007		308	7:15	18		546	546	16:15	16
2008		192	7:15	19		521	521	16:15	17
<hr/>									
1984	0	2,000		149	0				
1985	7	2,220		171	3				
1990	0	2,374		165	0				
1995	0	2,189		143	0	2,595			204
1997		3,041		135		3,751			205
2000	TO	2,717		133	TO	3,391			203
2001		2,686		144		3,428			215
2002	1	3,030		143	2	3,777			214
2003	8	3,000		142	7	3,859			216
2004	0	3,126		142	0	3,962			216
2005	0	3,095		143	0	3,881			217
2006		3,016		143		3,834			217
2007		3,105		151		4,168			230
2008		2,930		147		3,818			224



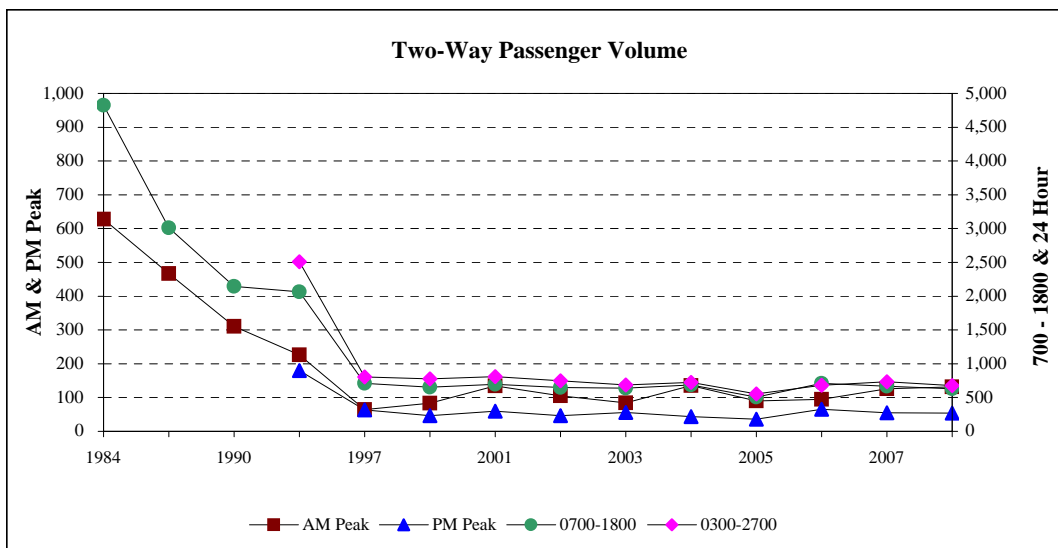
2007 - New route 308.

Edmonton Transit Screenlines

Central Business District (CBD)

East Boundary

Year		Jasper Avenue West of 96 Street					East Boundary			
		Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A	628	701	7:15	38	P				
1985	M	467	528	7:15	26	M				
1990		311	367	7:15	18					
1995	P	226	343	7:15	12	P	180	298	16:00	12
1997	E	64	67	7:15	8	E	63	109	16:00	8
2000	A	83	124	7:15	8	A	46	76	16:00	8
2001	K	134	145	7:15	8	K	60	85	16:00	8
2002		105	121	7:30	8		46	87	16:00	8
2003	H	84	94	7:30	8	H	56	100	16:00	8
2004	O	135	169	7:15	8	O	44	88	16:00	8
2005	U	90	106	7:15	8	U	36	54	16:15	8
2006	R	95	116	7:15	8	R	65	104	16:30	8
2007		126	142	7:15	12		55	90	16:15	10
2008		132	148	7:15	12		54	96	16:15	10
<hr/>										
1984	0		4,827		302	0				
1985	7		3,010		237	3				
1990	0		2,147		135	0				
1995	0		2,064		107	0	2,510		154	
1997			710		66		804		86	
2000	TO		655		66	TO	777		86	
2001			694		66		812		86	
2002	1		647		67	2	749		85	
2003	8		638		67	7	687		74	
2004	0		686		66	0	725		74	
2005	0		507		67	0	552		74	
2006			708		66		680		72	
2007			666		84		736		94	
2008			628		79		678		89	

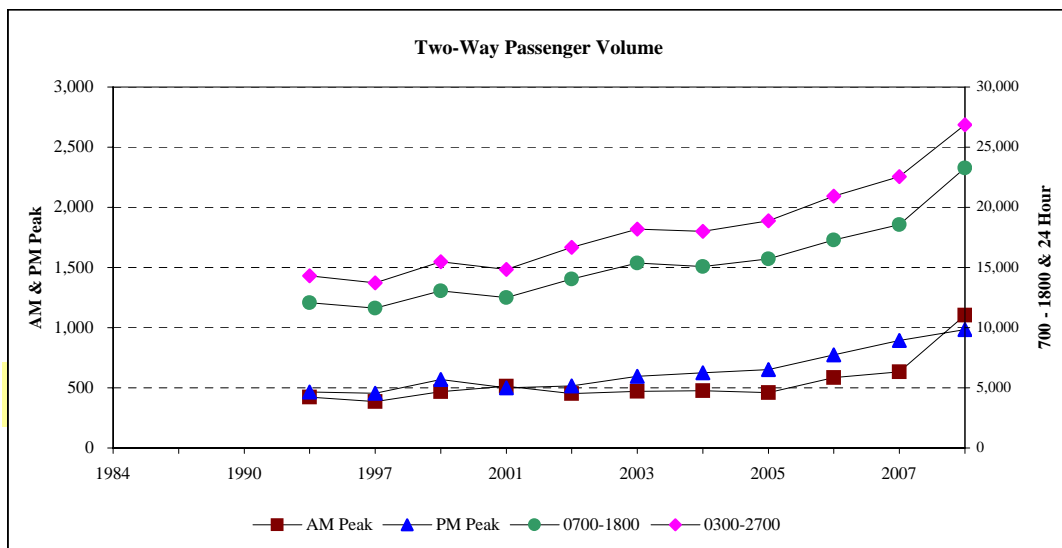


2007 - New route 308.
 2003 - Early evening service cancelled.
 1997 - Horizon 2000 changes.

Edmonton Transit Screenlines
Central Business District (CBD)

South Boundary

Year	North Saskatchewan River				LRT					
	Passenger Inbound	Volume Both	Pk. Hr. Start	Sched. Buses	Passenger Outbound	Volume Both	Pk. Hr. Start	Sched. Buses		
1984					P					
1985					M					
1990										
1995	P	424	1,647	7:15	24	P	465	1,360	16:00	24
1997	E	385	1,625	7:15	24	E	455	1,403	16:00	24
2000	A	467	1,833	7:15	17	A	570	1,725	16:00	17
2001	K	514	1,641	7:15	24	K	501	1,451	16:00	24
2002		452	1,818	7:30	24		516	1,667	16:00	24
2003	H	471	1,855	7:30	20	H	596	1,880	16:00	20
2004	O	475	1,991	7:15	20	O	626	1,839	16:00	20
2005	U	461	2,021	7:15	19	U	652	1,990	16:15	20
2006	R	585	2,397	7:15	20	R	774	2,104	16:30	19
2007		634	2,624	7:15	20		894	2,439	16:15	21
2008		1,104	3,274	7:15	20		985	2,876	16:15	21
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1984	0					0				
1985	7					3				
1990	0					0				
1995	0		12,074		181	0		14,316		252
1997			11,618		181			13,729		254
2000	TO		13,059		155	TO		15,489		230
2001			12,499		181			14,840		254
2002	1		14,054		180	2		16,667		254
2003	8		15,364		168	7		18,197		242
2004	0		15,073		167	0		18,000		242
2005	0		15,711		167	0		18,894		242
2006			17,290		172			20,939		248
2007			18,564		172			22,540		248
2008			23,272		175			26,866		248



2006 - 7 to 1800 and 24 hr volumes revised (Mar 25, 2009).
 2003 - Reduced number of trains for signup
 2001 - LRT surveyed March 2002.
 2000 - Freq reduced for Clvw Stn const'n
 1995 to current - Revert to Sth of Grandin Stn (revised '99); 24 Hr est fr bus daily brdgs

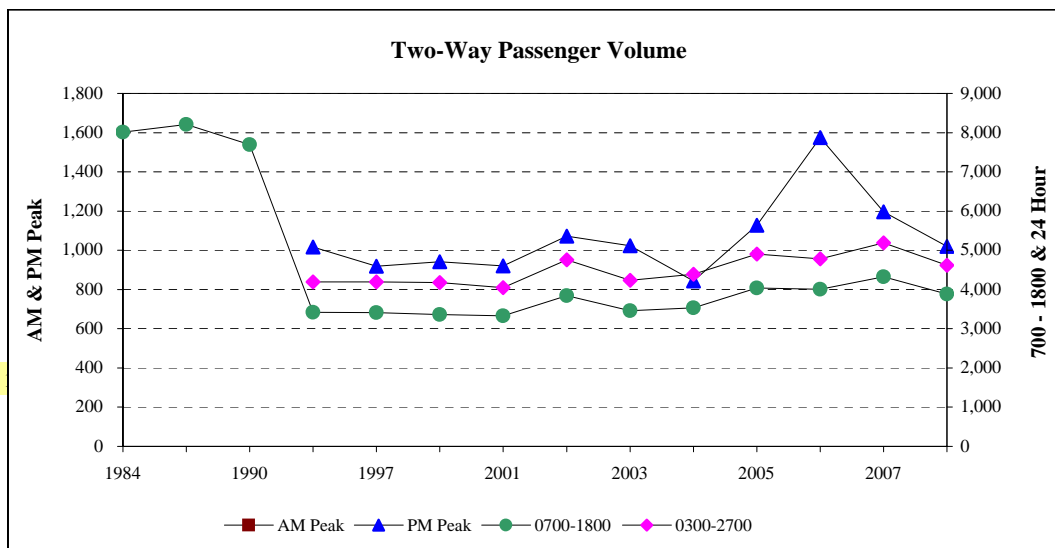
Edmonton Transit Screenlines

Central Business District (CBD)

South Boundary

High Level Bridge North Saskatchewan River

Year	Passenger Volume				Pk. Hr.	Sched. Buses	Passenger Volume						
	Inbound	Both	Start	Buses			Outbound	Both	Start	Buses			
1984	A		1,267	7:30	59	P							
1985	M		1,288	7:30	58	M							
1990			940	7:15	56								
1995	P		171	7:15	20	P	1,017	1,017	16:00	44			
1997	E		174	7:15	13	E	919	919	16:00	31			
2000	A		182	7:15	13	A	941	941	16:00	32			
2001	K		240	7:15	13	K	921	921	16:00	32			
2002			203	7:30	13		1,072	1,072	16:00	34			
2003	H		209	7:30	13	H	1,023	1,023	16:00	34			
2004	O		202	7:15	13	O	843	843	16:00	33			
2005	U		232	7:15	13	U	1,127	1,127	16:15	31			
2006	R		276	7:15	13	R	1,574	1,574	16:30	31			
2007			165	7:15	13		1,196	1,196	16:15	31			
2008			197	7:15	13		1,020	1,020	16:15	32			
<hr/>													
1984	0		8,014		429	0							
1985	7		8,209		429	3							
1990	0		7,698		409	0							
1995	0		3,418		230	0	4,198			311			
1997			3,413		166		4,191			215			
2000	TO		3,365		162	TO	4,175			210			
2001			3,329		159		4,047			211			
2002	1		3,841		159	2	4,759			211			
2003	8		3,460		162	7	4,234			212			
2004	0		3,531		160	0	4,388			219			
2005	0		4,039		158	0	4,902			219			
2006			4,003		161		4,778			221			
2007			4,326		162		5,186			223			
2008			3,883		162		4,616			224			



1997 - Horizon 2000 changes.

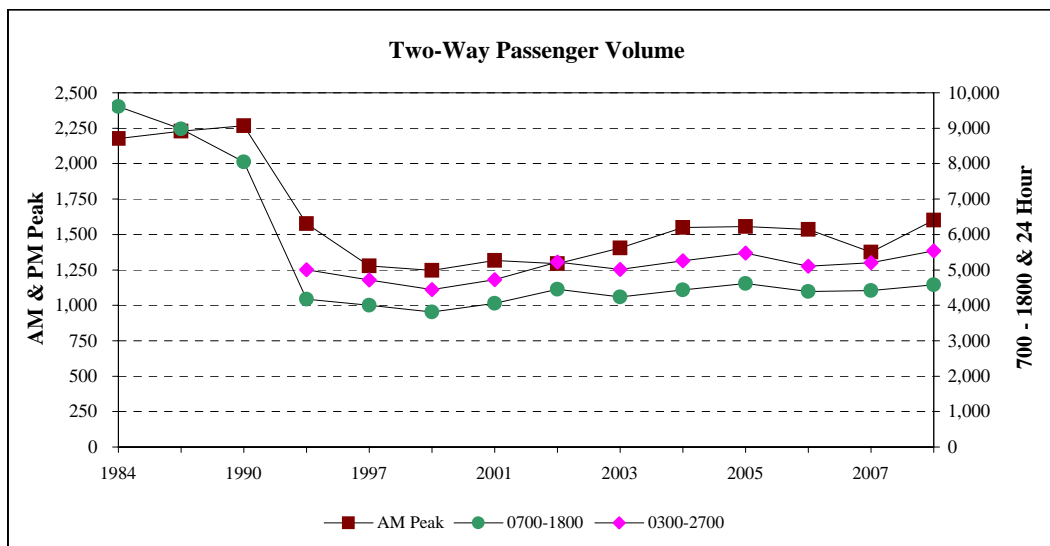
Edmonton Transit Screenlines

Central Business District (CBD)

South Boundary

105 Street Bridge North Saskatchewan River

Year		Passenger Volume				Pk. Hr.	Sched.		Passenger Volume				
		Inbound	Both	Start	Buses				Outbound	Both	Start	Buses	
1984	A	2,176	2,176	7:15	69	P							
1985	M	2,230	2,230	7:15	67	M							
1990		2,267	2,267	7:15	66								
1995	P	1,577	1,577	7:15	45	P			201	16:00	20		
1997	E	1,279	1,279	7:15	40	E			206	16:00	15		
2000	A	1,247	1,247	7:15	40	A			249	16:00	14		
2001	K	1,316	1,316	7:15	40	K			214	16:00	15		
2002		1,294	1,294	7:30	39				290	16:00	15		
2003	H	1,405	1,405	7:30	36	H			225	16:00	15		
2004	O	1,549	1,549	7:15	40	O			197	16:00	15		
2005	U	1,555	1,555	7:15	41	U			270	16:15	14		
2006	R	1,535	1,535	7:15	41	R			276	16:30	14		
2007		1,375	1,375	7:15	39				348	16:15	14		
2008		1,602	1,602	7:15	39				250	16:15	14		
<hr/>													
1984	0		9,616		434	0							
1985	7		8,978		435	3							
1990	0		8,045		400	0							
1995	0		4,177		218	0			5,002		307		
1997			3,998		171				4,718		221		
2000	TO		3,815		171	TO			4,445		221		
2001			4,054		170				4,722		224		
2002	1		4,456		170	2			5,218		223		
2003	8		4,233		166	7			5,017		220		
2004	0		4,439		172	0			5,261		233		
2005	0		4,619		171	0			5,472		232		
2006			4,394		170				5,103		230		
2007			4,420		168				5,201		229		
2008			4,581		168				5,535		230		



1997 - Horizon 2000 changes.

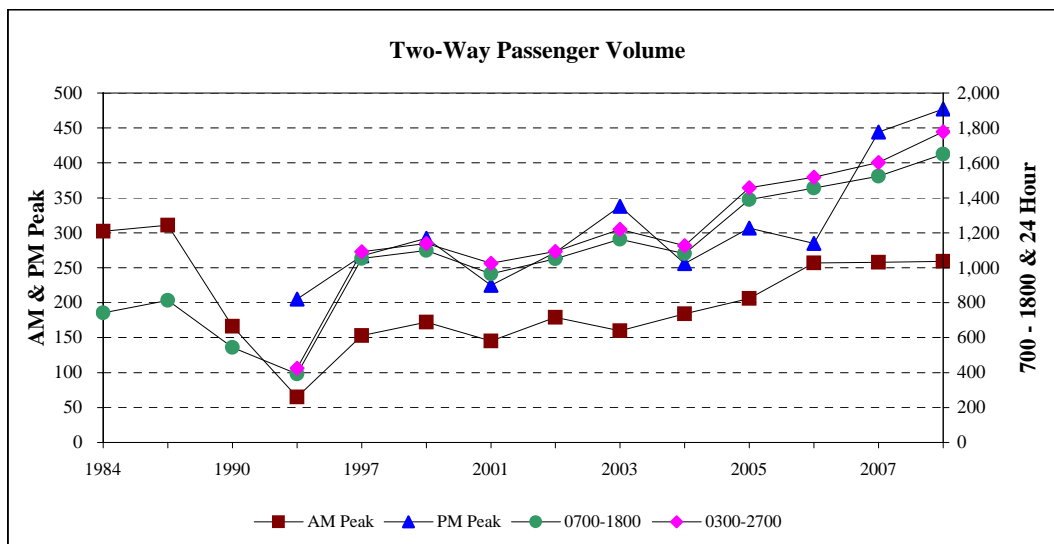
Edmonton Transit Screenlines

Central Business District (CBD)

South Boundary

James Mac Bridge North Saskatchewan River

Year		Passenger Volume				Pk. Hr.	Sched.	Passenger Volume				
		Inbound	Both	Start	Buses			Outbound	Both	Start	Buses	
1984	A	302	302	7:15	7	P						
1985	M	311	323	7:15	10	M						
1990		166	174	7:15	9							
1995	P	65	65	7:15	2	P	205	205	16:00	6		
1997	E	153	237	7:15	9	E	267	307	16:00	12		
2000	A	172	193	7:15	8	A	292	321	16:00	13		
2001	K	145	161	7:15	7	K	225	276	16:00	13		
2002		179	208	7:30	7		272	328	16:00	13		
2003	H	160	179	7:30	8	H	338	378	16:00	13		
2004	O	184	204	7:15	8	O	256	286	16:00	14		
2005	U	206	235	7:15	9	U	307	344	16:15	13		
2006	R	257	307	7:15	10	R	285	351	16:30	14		
2007		258	301	7:15	9		444	485	16:15	15		
2008		259	312	7:15	11		477	524	16:15	19		
<hr/>												
1984	0		742		36	0						
1985	7		813		41	3						
1990	0		544		38	0						
1995	0		392		16	0		425		22		
1997			1,053		68			1,092		77		
2000	TO		1,099		68	TO		1,140		77		
2001			966		68			1,026		81		
2002	1		1,052		69	2		1,093		79		
2003	8		1,163		66	7		1,219		77		
2004	0		1,080		69	0		1,126		80		
2005	0		1,391		68	0		1,458		79		
2006			1,456		72			1,519		80		
2007			1,523		75			1,603		85		
2008			1,651		80			1,779		90		



1997 - Horizon 2000 changes.

1995 to current year - Using James Mac peak hour, not Low Level (revised 1999).

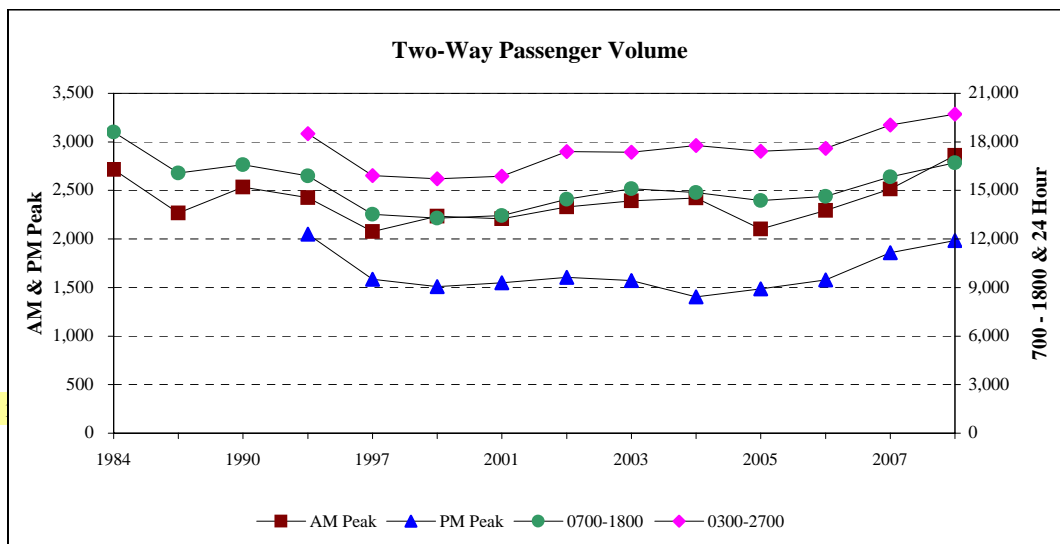
Edmonton Transit Screenlines

Central Business District (CBD)

South Boundary

Low Level Bridge North Saskatchewan River

Year		Passenger Volume				Pk. Hr.	Sched.	Passenger Volume				
		Inbound	Both	Start	Buses			Outbound	Both	Start	Buses	
1984	A	2,715	3,599	7:15	132	P						
1985	M	2,266	3,164	7:30	116	M						
1990		2,535	3,169	7:15	109							
1995	P	2,424	3,218	7:15	114	P	2,051	2,779	16:00	104		
1997	E	2,077	2,633	7:15	89	E	1,585	2,082	16:00	82		
2000	A	2,234	2,762	7:15	94	A	1,511	2,161	16:00	80		
2001	K	2,207	2,840	7:15	95	K	1,550	2,006	16:00	80		
2002		2,330	2,810	7:30	95		1,605	2,146	16:00	85		
2003	H	2,394	2,946	7:30	95	H	1,571	2,287	16:00	84		
2004	O	2,422	3,129	7:15	96	O	1,405	2,106	16:00	82		
2005	U	2,102	2,780	7:15	95	U	1,486	2,325	16:15	86		
2006	R	2,293	3,012	7:15	96	R	1,578	2,346	16:30	84		
2007		2,516	3,347	7:15	102		1,858	2,746	16:15	89		
2008		2,862	3,643	7:15	105		1,983	2,804	16:15	93		
<hr/>												
1984	0		18,605		925	0						
1985	7		16,077		829	3						
1990	0		16,590		744	0						
1995	0		15,893		750	0		18,512			987	
1997			13,523		542			15,921			697	
2000	TO		13,289		572	TO		15,718			717	
2001			13,447		569			15,875			715	
2002	1		14,464		588	2		17,404			736	
2003	8		15,107		587	7		17,359			733	
2004	0		14,874		592	0		17,785			738	
2005	0		14,377		594	0		17,422			747	
2006			14,628		606			17,598			760	
2007			15,848		614			19,039			775	
2008			16,712		633			19,716			790	



2007 - More trips on the route 8.

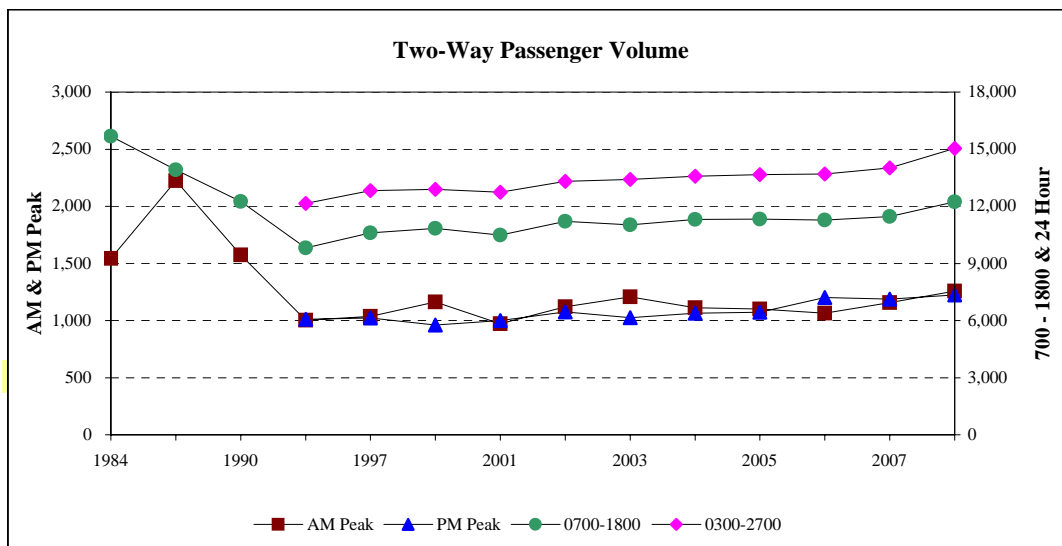
1997 - Horizon 2000 changes.

Edmonton Transit Screenlines

Central Business District (CBD)

West Boundary

Year		Jasper Avenue West of 110 Street					Passenger Volume			
		Inbound	Both	Pk. Hr. Start	Sched. Buses		Outbound	Both	Pk. Hr. Start	Sched. Buses
1984	A	1,544	2,299	7:15	86	P				
1985	M	2,224	2,749	7:30	86	M				
1990		1,573	1,983	7:15	73					
1995	P	1,002	1,464	7:15	50	P	1,012	1,541	16:00	49
1997	E	1,037	1,407	7:15	48	E	1,023	1,540	16:00	47
2000	A	1,163	1,551	7:15	48	A	960	1,464	16:00	46
2001	K	972	1,543	7:15	48	K	1,000	1,470	16:00	45
2002		1,120	1,605	7:30	48		1,077	1,600	16:00	46
2003	H	1,207	1,661	7:30	47	H	1,026	1,551	16:00	49
2004	O	1,111	1,584	7:15	47	O	1,064	1,583	16:00	47
2005	U	1,101	1,507	7:15	49	U	1,073	1,606	16:15	50
2006	R	1,064	1,551	7:15	50	R	1,203	1,757	16:30	46
2007		1,158	1,734	7:15	50		1,189	1,751	16:15	52
2008		1,257	1,717	7:15	49		1,225	1,778	16:15	54
<hr/>										
1984	0		15,673		637	0				
1985	7		13,912		645	3				
1990	0		12,245		512	0				
1995	0		9,812		365	0		12,145		512
1997			10,608		369			12,821		495
2000	TO		10,836		404	TO		12,894		524
2001			10,493		421			12,739		541
2002	1		11,204		400	2		13,317		518
2003	8		11,027		402	7		13,408		525
2004	0		11,317		400	0		13,577		525
2005	0		11,335		419	0		13,661		543
2006			11,272		439			13,705		564
2007			11,462		441			14,011		571
2008			12,234		475			15,039		606

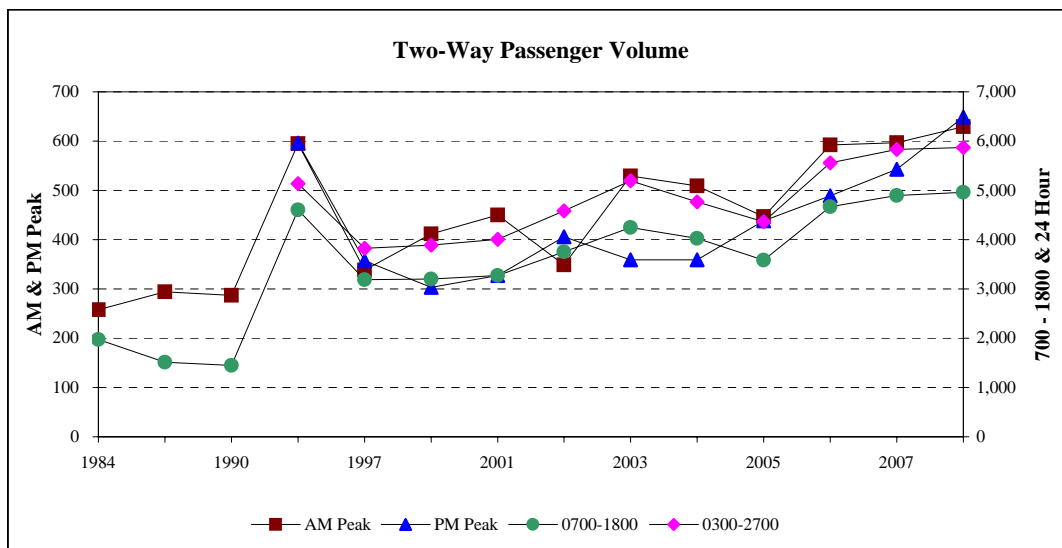


2007 - Revised 2005 - Route 315 total for outbound.
 2005 - GMCC was not in session on survey date Nov 9, 2005. New route 305.
 2002 - Route 111 moved to 104 avenue.
 1995 - Route changes.

Edmonton Transit Screenlines
Central Business District (CBD)

West Boundary

Year		104 Avenue West of 110 Street					Passenger Volume			
		Inbound	Both	Pk. Hr. Start	Sched. Buses		Outbound	Both	Pk. Hr. Start	Sched. Buses
1984	A	258	340	7:30	21	P				
1985	M	294	368	7:15	13	M				
1990		287	338	7:15	14					
1995	P	595	738	7:15	25	P	596	753	16:00	26
1997	E	338	426	7:15	20	E	357	480	16:00	17
2000	A	412	517	7:15	20	A	303	428	16:00	17
2001	K	450	592	7:15	20	K	327	448	16:00	17
2002		349	435	7:30	14		406	538	16:00	17
2003	H	529	679	7:30	19	H	359	587	16:00	17
2004	O	509	646	7:15	21	O	359	493	16:00	18
2005	U	447	595	7:15	25	U	438	586	16:15	23
2006	R	592	820	7:15	26	R	489	644	16:30	22
2007		597	768	7:15	26		543	656	16:15	23
2008		629	839	7:15	26		649	845	16:15	26
<hr/>										
1984	0		1,977		116	0				
1985	7		1,514		83	3				
1990	0		1,446		82	0				
1995	0		4,606		212	0		5,136		259
1997			3,189		146			3,823		193
2000	TO		3,202		146	TO		3,891		192
2001			3,273		145			4,008		191
2002	1		3,751		172	2		4,583		218
2003	8		4,250		172	7		5,197		216
2004	0		4,023		168	0		4,769		218
2005	0		3,586		199	0		4,364		244
2006			4,670		202			5,557		247
2007			4,894		208			5,829		266
2008			4,960		213			5,872		271

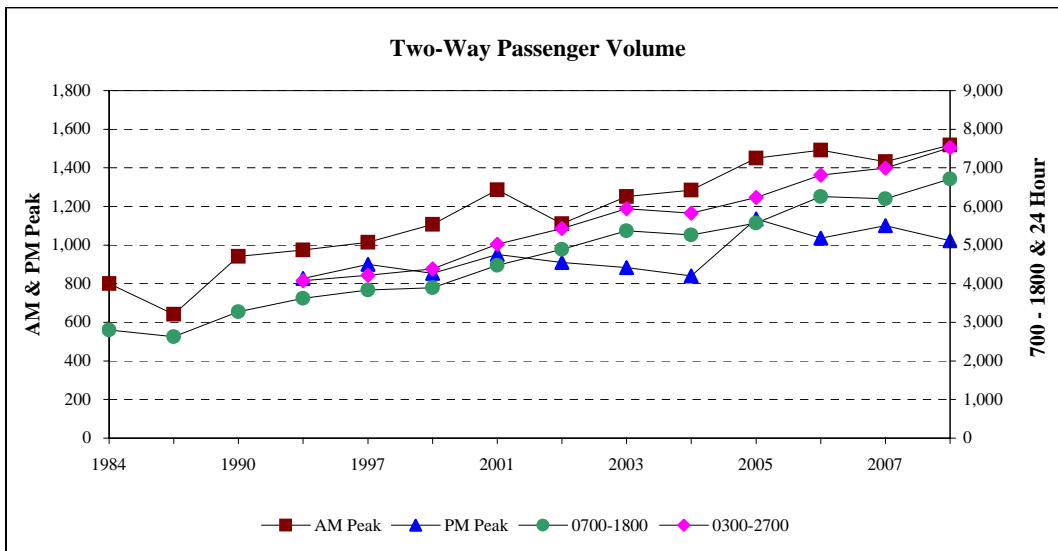


2005 - New route 305.
2002 - Route 111 moved from Jasper Avenue.
1995 - Route changes.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
Total

Year	Passenger Volume				Pk. Hr. Start	Sched. Buses		Passenger Volume					
	Inbound	Both	Outbound	Both				Outbound	Both	Start	Sched. Buses		
1984	A	801	849		44	P							
1985	M	641	678		26	M							
1990		942	984		34								
1995	P	975	992	7:15	30	P	827	887	16:00	30			
1997	E	1,015	1,045	7:15	31	E	900	936	16:00	29			
2000	A	1,108	1,161	7:15	33	A	853	891	16:00	28			
2001	K	1,286	1,348	7:15	36	K	951	985	16:00	28			
2002		1,111	1,200	7:30	40		910	970	16:00	31			
2003	H	1,252	1,321	7:30	38	H	883	978	16:00	30			
2004	O	1,285	1,395	7:15	41	O	840	940	16:00	30			
2005	U	1,450	1,570	7:15	45	U	1,135	1,250	16:15	38			
2006	R	1,492	1,659	7:15	50	R	1,036	1,123	16:30	37			
2007		1,432	1,562	7:15	52		1,101	1,221	16:15	42			
2008		1,519	1,772	7:15	50		1,022	1,168	16:15	40			
<hr/>													
1984	0		2,805		186	0							
1985	7		2,625		174	3							
1990	0		3,272		160	0							
1995	0		3,618		141	0	4,076				176		
1997			3,833		145		4,219				177		
2000	TO		3,899		148	TO	4,380				184		
2001			4,474		149		5,018				186		
2002	1		4,887		190	2	5,426				229		
2003	8		5,367		188	7	5,944				227		
2004	0		5,266		192	0	5,826				228		
2005	0		5,571		200	0	6,236				237		
2006			6,258		218		6,812				251		
2007			6,197		264		6,996				310		
2008			6,710		309		7,522				382		

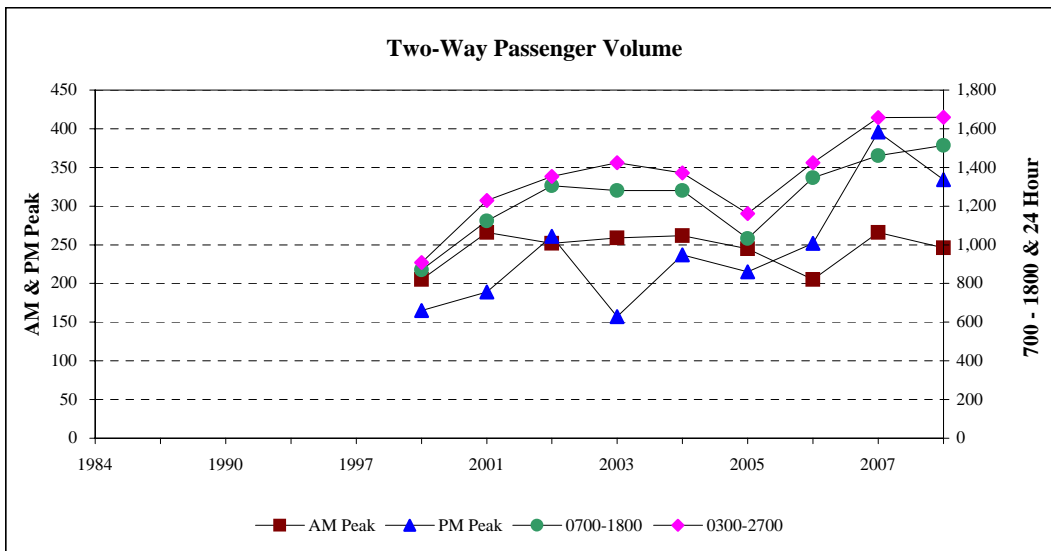


See individual corridors for exceptions.
1997 to 2001 - Revised to Regional peak hour (as of 2002 Screenline Report).

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
North Boundary

Year	109 Street South of 105 Avenue				Pk. Hr.	Sched. Buses	Year	109 Street South of 105 Avenue				Pk. Hr.	Sched. Buses
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses				Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		
1984	A						P						
1985	M						M						
1990													
1995	P						P						
1997	E						E						
2000	A	205	205	7:15	5	A	165	178	16:00	6			
2001	K	266	275	7:15	6	K	189	191	16:00	7			
2002		252	258	7:30	8		261	273	16:00	6			
2003	H	259	259	7:30	7	H	157	167	16:00	5			
2004	O	262	262	7:15	7	O	237	244	16:00	6			
2005	U	245	245	7:15	8	U	215	215	16:15	5			
2006	R	205	205	7:15	8	R	252	257	16:30	6			
2007		266	282	7:15	10		396	396	16:15	9			
2008		246	273	7:15	10		334	334	16:15	9			
<hr/>													
1984	0					0							
1985	7					3							
1990	0					0							
1995	0					0							
1997													
2000	TO		870		37	TO		908		43			
2001			1,124		37			1,229		48			
2002	1		1,306		37	2		1,354		44			
2003	8		1,280		35	7		1,425		47			
2004	0		1,281		37	0		1,372		48			
2005	0		1,032		39	0		1,162		50			
2006			1,346		44			1,425		51			
2007			1,461		52			1,658		64			
2008			1,513		53			1,660		67			

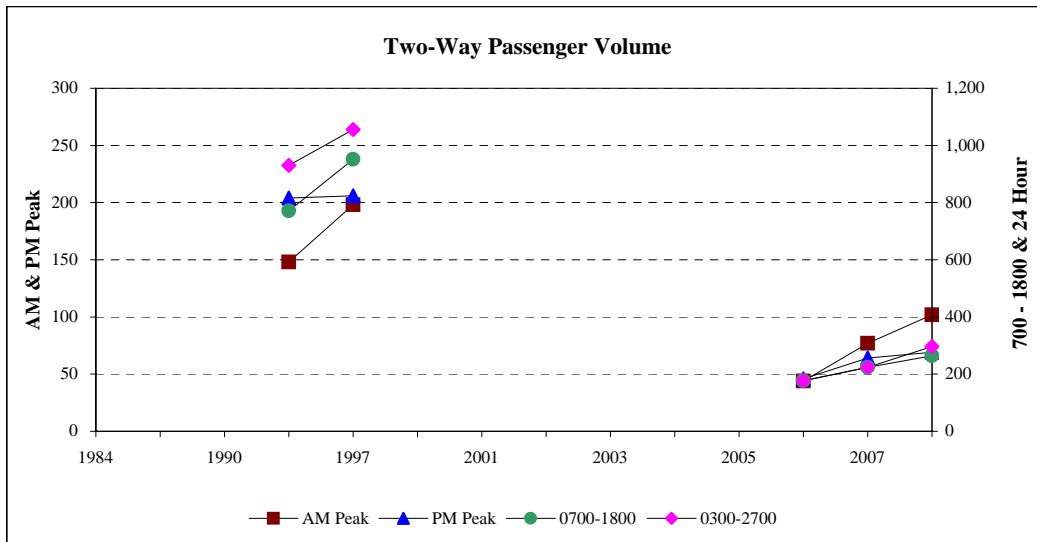


2000 - Routing changed from 105 street. AM and PM Peaks revised to match ETS.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
North Boundary

Year	105 Street South of 105 Avenue					Passenger Volume				
	Inbound	Both	Pk. Hr. Start	Sched. Buses		Outbound	Both	Pk. Hr. Start	Sched. Buses	
1984	A				P					
1985	M				M					
1990										
1995	P	148	153	7:15	5	P	204	217	16:00	7
1997	E	198	199	7:15	6	E	206	222	16:00	7
2000	A					A				
2001	K					K				
2002										
2003	H					H				
2004	O					O				
2005	U					U				
2006	R	44	44	7:15	4	R	46	46	16:30	2
2007		77	77	7:15	5		64	64	16:15	2
2008		102	102	7:15	3		69	69	16:15	2
<hr/>										
1984	0					0				
1985	7					3				
1990	0					0				
1995	0	771			34	0	930			47
1997		951			36		1,056			48
2000	TO					TO				
2001										
2002	1					2				
2003	8					7				
2004	0					0				
2005	0					0				
2006		177			9		177			9
2007		224			11		224			11
2008		264			10		297			12

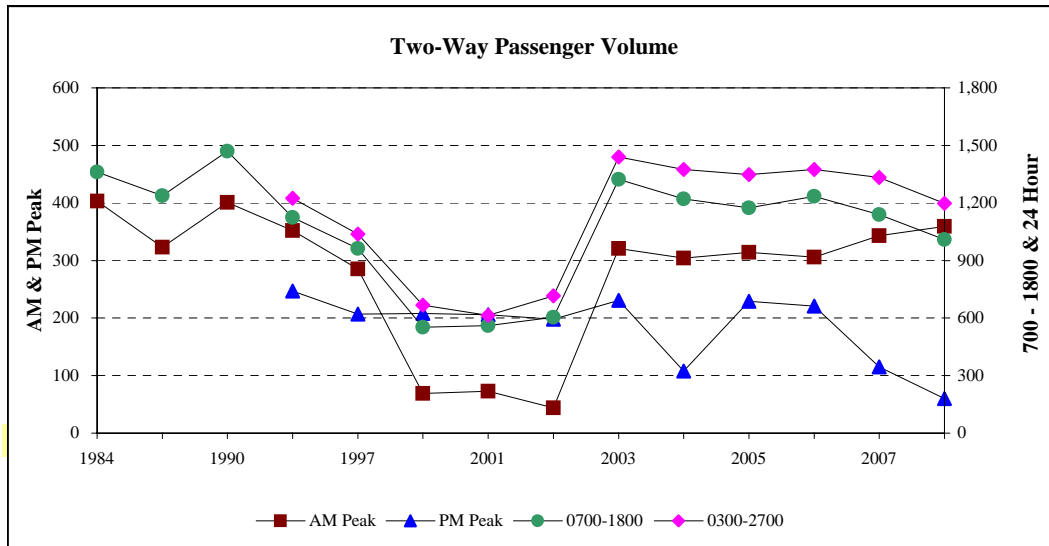


2000 - Routing changed to 109 Str/105 Ave.
 1995 - Routing changed from 97 street.
 1994 to present - Data derived from arrives and departs at St. Albert T.C.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
North Boundary

Year	101 Street South of 105 Avenue					Passenger Volume			
	Inbound	Both	Pk. Hr. Start	Sched. Buses		Outbound	Both	Pk. Hr. Start	Sched. Buses
1984	A	403	443		22	P			
1985	M	323	354		13	M			
1990		401	437		14				
1995	P	352	356	7:15	8	P	247	256	16:00 9
1997	E	285	288	7:15	7	E	207	210	16:00 7
2000	A	69	82	7:15	4	A	208	208	16:00 6
2001	K	73	83	7:15	5	K	206	206	16:00 5
2002		44	59	7:30	3		198	205	16:00 6
2003	H	321	329	7:30	8	H	231	271	16:00 6
2004	O	304	364	7:15	11	O	108	156	16:00 5
2005	U	314	375	7:15	11	U	229	287	16:15 8
2006	R	306	406	7:15	11	R	221	265	16:30 8
2007		343	373	7:15	10		115	152	16:15 7
2008		359	439	7:15	10		60	106	16:15 6
<hr/>									
1984	0		1,362		84	0			
1985	7		1,238		81	3			
1990	0		1,469		69	0			
1995	0		1,124		40	0	1,224		47
1997			963		39		1,038		43
2000	TO		552		23	TO	668		34
2001			560		22		614		29
2002	1		604		26	2	715		38
2003	8		1,323		45	7	1,439		56
2004	0		1,221		47	0	1,374		56
2005	0		1,174		47	0	1,348		57
2006			1,235		47		1,375		57
2007			1,140		43		1,333		54
2008			1,009		43		1,197		56

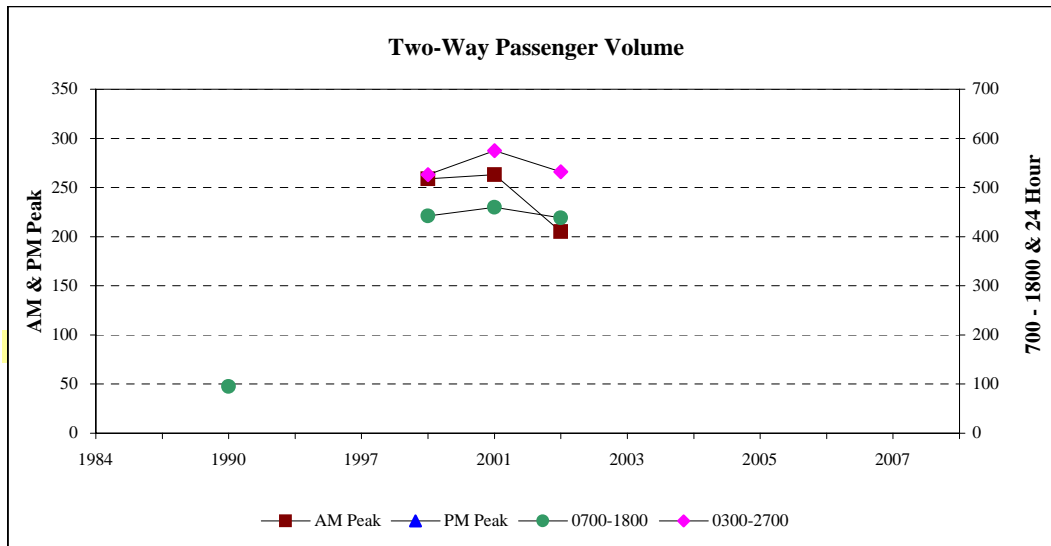


2003 - Route 201 inbound changed from 97 street.
1994 to current year - Data derived from arrives and departs at St. Albert T.C.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
North Boundary

Year	97 Street South of 105 Avenue				Pk. Hr.	Sched. Buses	97 Street North of 105 Avenue			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses			Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984										P
1985										M
1990		0				2				
1995										P
1997										E
2000	A	259	259	7:15	5		A	3	16:00	1
2001	K	263	263	7:15	5		K	8	16:00	1
2002		205	205	7:30	5					
2003	H						H			
2004	O						O			
2005	U						U			
2006	R						R			
2007										
2008										
<hr/>										
1984	0						0			
1985	7						3			
1990	0	95				6	0			
1995	0						0			
1997										
2000	TO	442			17		TO	526		20
2001		460			17			575		20
2002	1	438			17	2		532		21
2003	8						7			
2004	0						0			
2005	0						0			
2006										
2007										
2008										

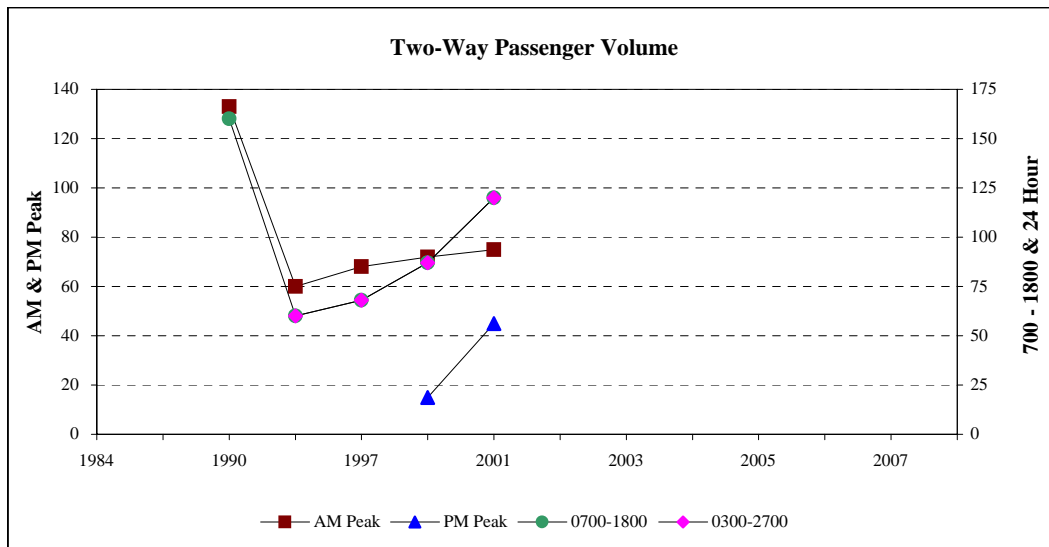


2003 - Routing moved to 101 street.
 1995 - Routing moved to 105 street.
 1994 to current - Data derived fr St. Albert T.C. Arr/Depts
 1990 - Data est. from previous and following year.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
South Boundary

Year	Fortway Drive East of River Valley Road					Regional Service South Boundary			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984									
1985									
1990	133	133		3					
1995	60	60	7:15	2					
1997	68	68	7:15	2					
2000	72	72	7:15	2	A	15	15	16:00	1
2001	75	75	7:15	2	K	45	45	16:00	1
2002									
2003									
2004									
2005									
2006									
2007									
2008									
<hr/>									
1984									
1985									
1990		160		4					
1995		60		2		60			2
1997		68		2		68			2
2000	TO	87		3	TO	87			3
2001		120		3		120			3
2002									
2003									
2004									
2005									
2006									
2007									
2008									

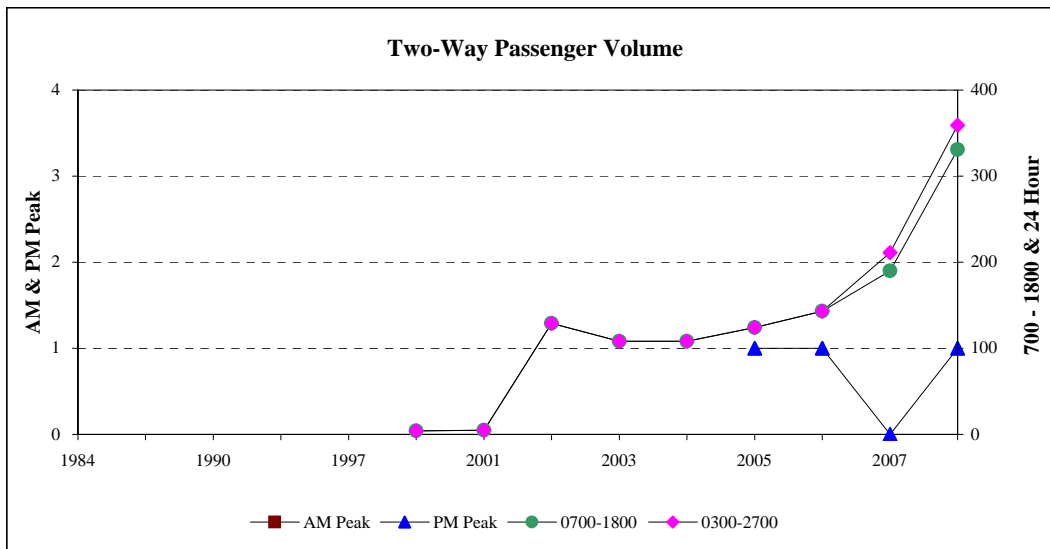


2002 - Routing changed to 101 street.
1994 to current year - Data derived from arrives and departs at St. Albert T.C.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
South Boundary

Year	High Level Bridge North Saskatchewan River			Sched. Buses	Passenger Volume			Pk. Hr. Start	Sched. Buses
	Inbound	Both	Pk. Hr. Start		Outbound	Both	Pk. Hr. Start		
1984	A			1					P
1985	M			1					M
1990									
1995	P								P
1997	E								E
2000	A	3	7:15	1					A
2001	K	3	7:15	1					K
2002		53	7:30	2					
2003	H	45	7:30	2					H
2004	O	24	7:15	1					O
2005	U	28	7:15	1	1	1	16:15	1	U
2006	R	35	7:15	3	1	1	16:30	1	R
2007		40	7:15	3	0	0	16:15	1	
2008		91	7:15	5	1	1	16:15	1	
<hr/>									
1984	0								0
1985	7								3
1990	0								0
1995	0								0
1997									
2000	TO	4		2		4		2	TO
2001		5		2		5		2	
2002	1	129		8	2	129		8	
2003	8	108		7	7	108		7	
2004	0	108		7	0	108		7	
2005	0	124		7	0	124		7	
2006		143		11		143		11	
2007		190		19		211		20	
2008		331		28		359		34	

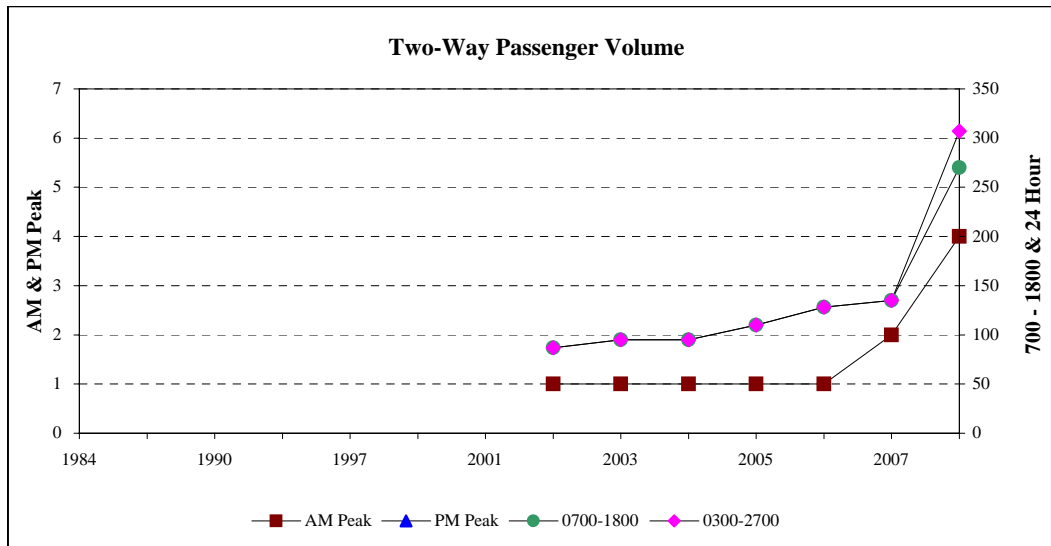


2002 - Revised 2003 - AM Peak times adjusted.
 2002 - New rte 414 to University.
 2000 - Not sure for previous years when Sh. Park buses continued over the bridge.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
South Boundary

Year	105 Street Bridge North Saskatchewan River				Year	Regional Service South Boundary			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A				P				
1985	M				M				
1990									
1995	P				P				
1997	E				E				
2000	A				A				
2001	K				K				
2002		1	1	7:30		16	16:00	2	
2003	H	1	1	7:30	H	17	16:00	2	
2004	O	1	1	7:15	O	17	16:00	2	
2005	U	1	1	7:15	U	20	16:15	2	
2006	R	1	1	7:15	R	16	16:30	3	
2007		2	2	7:15		36	16:15	4	
2008		4	4	7:15		51	16:15	4	
<hr/>									
1984	0				0				
1985	7				3				
1990	0				0				
1995	0				0				
1997									
2000	TO				TO				
2001									
2002	1		87	10	2	87		10	
2003	8		95	10	7	95		10	
2004	0		95	10	0	95		10	
2005	0		110	10	0	110		10	
2006			128	14		128		14	
2007			135	17		135		17	
2008			270	25		307		30	

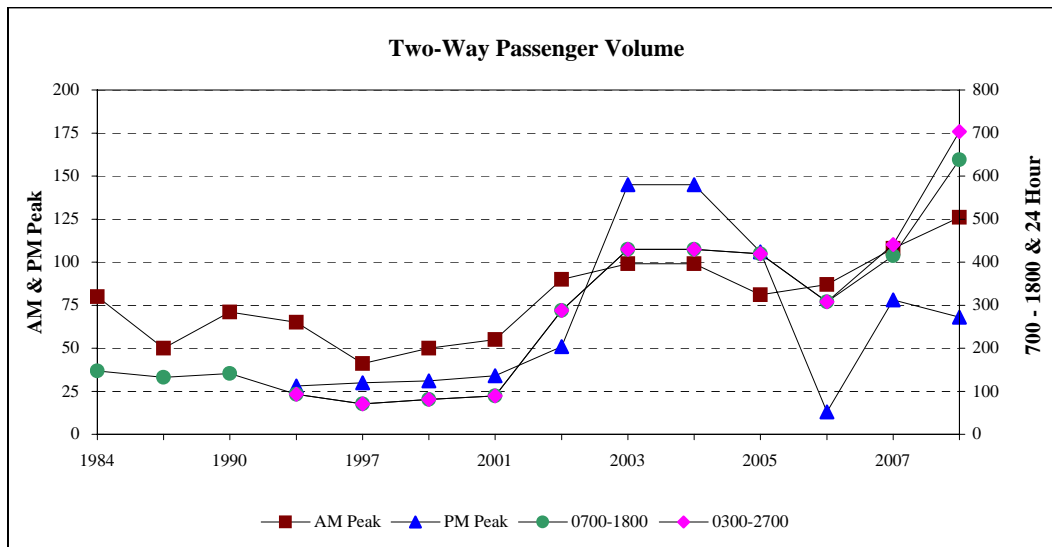


2002 - Revised 2003 - Route 414 added.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
South Boundary

Year	James Mac Bridge North Saskatchewan River				Pk. Hr.	Sched. Buses	Passenger Volume			Pk. Hr.	Sched. Buses
	Inbound	Both	Pk. Hr. Start	Sched. Buses			Outbound	Both	Pk. Hr. Start		
1984	A	80	80	7:15	2	P					
1985	M	50	50	7:15	2	M					
1990		71	71	7:15	2						
1995	P	65	65	7:15	2	P	28	28	16:00	1	
1997	E	41	41	7:15	2	E	30	30	16:00	1	
2000	A	50	50	7:15	2	A	31	31	16:00	1	
2001	K	55	55	7:15	2	K	34	34	16:00	1	
2002		90	91	7:30	4		51	51	16:00	3	
2003	H	99	99	7:30	3	H	145	145	16:00	6	
2004	O	99	99	7:15	3	O	145	145	16:00	6	
2005	U	81	82	7:15	3	U	106	107	16:15	6	
2006	R	87	88	7:15	3	R	13	14	16:30	3	
2007		108	110	7:15	5		78	83	16:15	5	
2008		126	130	7:15	6		68	69	16:15	4	
<hr/>											
1984	0		147		5	0					
1985	7		132		5	3					
1990	0		141		4	0					
1995	0		93		3	0		93		3	
1997			71		3			71		3	
2000	TO		81		3	TO		81		3	
2001			89		3			89		3	
2002	1		288		20	2		288		20	
2003	8		430		23	7		430		23	
2004	0		430		23	0		430		23	
2005	0		419		22	0		419		22	
2006			308		18			308		18	
2007			415		31			441		32	
2008			638		47			703		58	

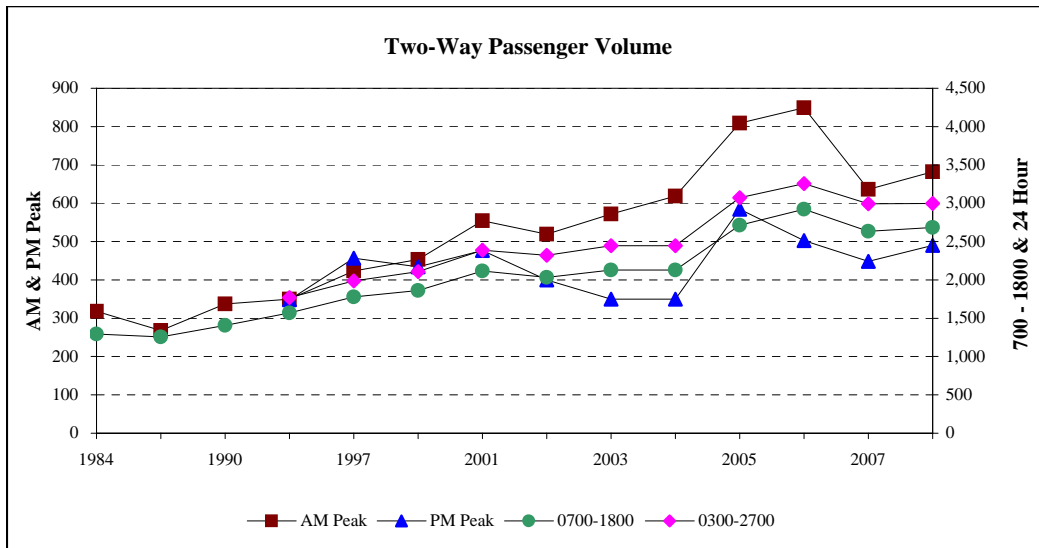


2007 - Revised 2005 - added route 402 PM Peak.
 2002 - Revised 2003 - added route 414 PM Peak.
 2002 - New route 414 to University.
 1996 - Data est. from previous and following year.

Edmonton Transit Screenlines
Central Business District (CBD)

Regional Service
South Boundary

Year	Low Level Bridge North Saskatchewan River				Pk. Hr.	Sched. Buses	Passenger Volume			Pk. Hr.	Sched. Buses
	Passenger Volume Inbound	Both	Pk. Hr. Start	Sched. Buses			Passenger Volume Outbound	Both	Pk. Hr. Start		
1984	A	318	326	7:15	20	P					
1985	M	268	274	7:30	11	M					
1990		337	343	7:15	13						
1995	P	350	358	7:15	13	P	348	386	16:00	13	
1997	E	423	449	7:15	14	E	457	474	16:00	14	
2000	A	453	490	7:15	14	A	434	456	16:00	13	
2001	K	554	594	7:15	15	K	477	501	16:00	13	
2002		519	533	7:30	17		400	425	16:00	14	
2003	H	572	588	7:30	17	H	350	378	16:00	11	
2004	O	619	645	7:15	18	O	350	378	16:00	11	
2005	U	809	839	7:15	21	U	584	620	16:15	16	
2006	R	849	880	7:15	20	R	503	524	16:30	14	
2007		636	678	7:15	17		448	490	16:15	14	
2008		682	733	7:15	15		490	538	16:15	14	
<hr/>											
1984	0		1,296		97	0					
1985	7		1,255		88	3					
1990	0		1,407		77	0					
1995	0		1,570		62	0	1,769			77	
1997			1,780		65		1,986			81	
2000	TO		1,863		63	TO	2,106			79	
2001			2,116		65		2,386			81	
2002	1		2,035		72	2	2,321			88	
2003	8		2,131		68	7	2,447			84	
2004	0		2,131		68	0	2,447			84	
2005	0		2,712		75	0	3,073			91	
2006			2,921		75		3,256			91	
2007			2,632		91		2,994			112	
2008			2,685		103		2,999			125	



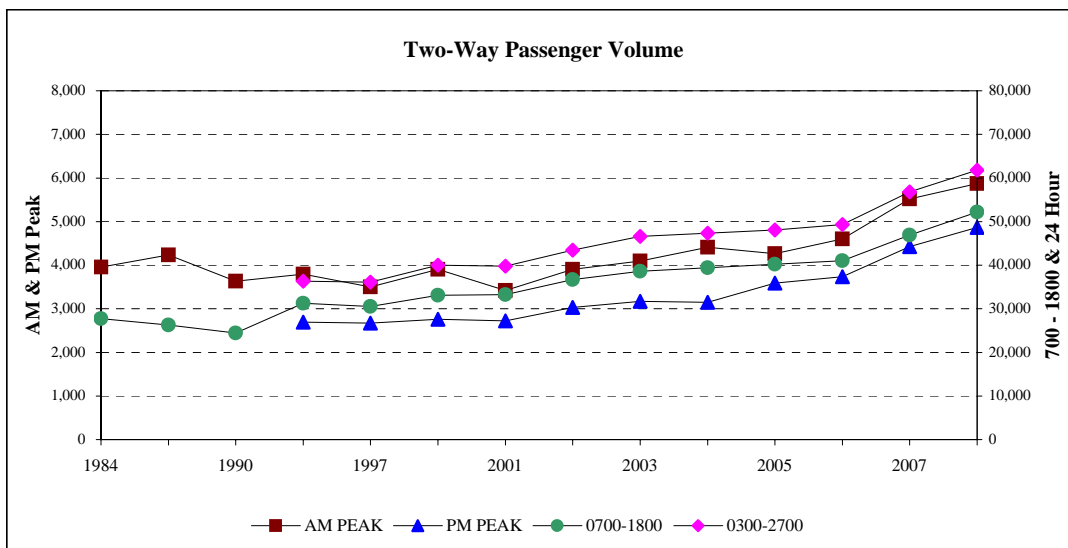
2007 - Revised 2005 - removed route 402 PM Peak.
1996 - Data est. from previous and following year.

Edmonton Transit Screenlines

University

Total

Year		Passenger Volume		Pk. Hr. Start	Sched. Buses		Passenger Volume		Pk. Hr. Start	Sched. Buses
		Inbound	Both				Outbound	Both		
1984	A	3,959	4,507		188	P				
1985	M	4,237	4,817		197	M				
1990		3,631	4,296		197					
1995	P	3,796	4,764	7:30	151	P	2,694	3,714	16:00	136
1997	E	3,498	4,388	7:15	134	E	2,668	3,664	16:00	135
2000	A	3,907	4,976	7:30	133	A	2,756	3,970	16:00	126
2001	K	3,421	4,569	7:30	141	K	2,722	3,863	16:00	132
2002		3,901	4,947	7:30	140		3,030	4,106	16:30	130
2003	H	4,099	5,174	7:30	136	H	3,168	4,468	16:00	124
2004	O	4,411	5,728	7:30	138	O	3,152	4,564	16:15	128
2005	U	4,266	5,297	7:45	144	U	3,588	5,058	16:00	128
2006	R	4,602	5,779	7:30	141	R	3,736	5,263	16:00	130
2007		5,518	6,810	7:30	162		4,428	5,976	16:00	144
2008		5,873	7,719	7:30	165		4,865	6,634	16:00	149
<hr/>										
1984	0		27,714		1,376	0				
1985	7		26,303		1,363	3				
1990	0		24,428		1,338	0				
1995	0		31,279		1,123	0	36,349			1,414
1997			30,567		1,078		36,098			1,372
2000	TO		33,112		1,059	TO	39,993			1,399
2001			33,273		1,123		39,794			1,477
2002	1		36,687		1,128	2	43,462			1,482
2003	8		38,605		1,108	7	46,620			1,485
2004	0		39,435		1,122	0	47,325			1,500
2005	0		40,206		1,136	0	48,106			1,524
2006			41,044		1,156		49,314			1,546
2007			46,916		1,251		56,801			1,659
2008			52,161		1,284		61,826			1,690



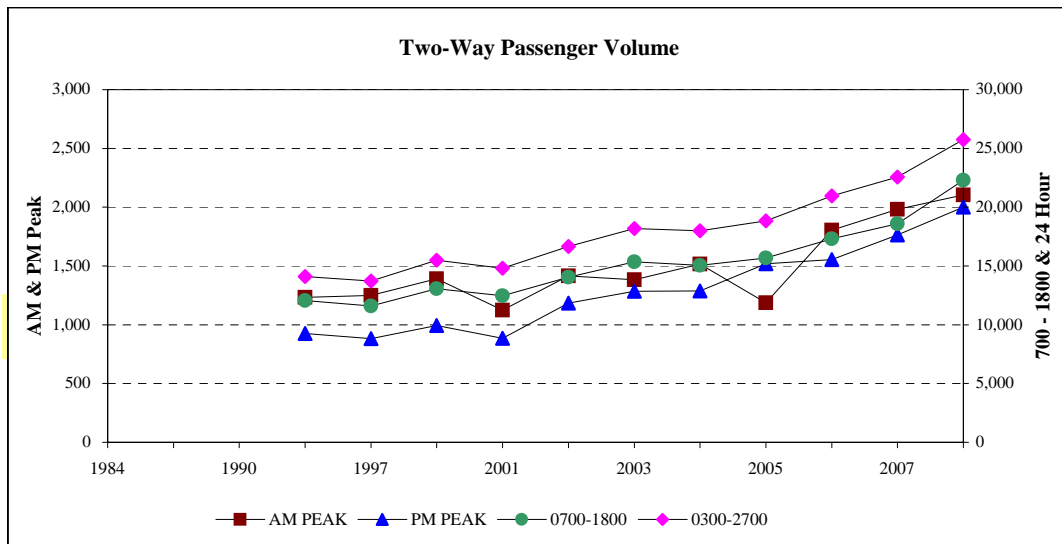
See individual corridors for exceptions.
LRT trains aggregated with buses.

Edmonton Transit Screenlines

University

Year	North of University Station				LRT			
	Passenger Inbound	Passenger Both	Pk. Hr. Start	Sched. Trains	Passenger Outbound	Passenger Both	Pk. Hr. Start	Sched. Trains
1984					P			
1985					M			
1990								
1995	1,233	1,666	7:30	24	P	926	1,371	16:00 24
1997	1,250	1,635	7:15	24	E	881	1,319	16:00 24
2000	1,392	1,820	7:30	17	A	993	1,519	16:00 16
2001	1,124	1,630	7:30	24	K	886	1,384	16:00 24
2002	1,415	1,867	7:30	24		1,184	1,674	16:30 24
2003	1,384	1,883	7:30	20	H	1,284	1,881	16:00 20
2004	1,516	2,044	7:30	20	O	1,288	1,954	16:15 20
2005	1,188	1,660	7:45	20	U	1,518	2,173	16:00 20
2006	1,806	2,411	7:30	20	R	1,555	2,368	16:00 21
2007	1,983	2,611	7:30	20		1,764	2,543	16:00 21
2008	2,103	3,283	7:30	20		2,002	2,922	16:00 21

1984	0				0			
1985	7				3			
1990	0				0			
1995	0	12,054		180	0	14,103		252
1997		11,603		180		13,711		254
2000	TO	13,059		155	TO	15,489		230
2001		12,476		180		14,812		254
2002	1	14,054		180	2	16,667		254
2003	8	15,353		167	7	18,184		242
2004	0	15,064		165	0	17,990		242
2005	0	15,674		165	0	18,850		242
2006		17,315		173		20,969		248
2007		18,592		173		22,574		248
2008		22,303		176		25,747		248

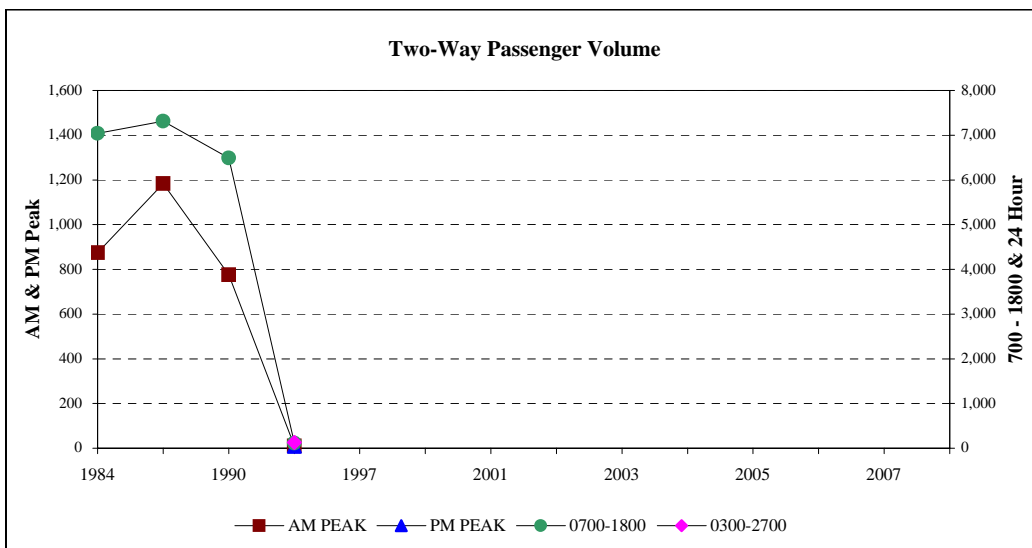


2007 - 24 hr train total revised Feb 23, 2009
 2003 - Reduced number of trains for signup.
 2001 - LRT surveyed March 2002.
 2000 - Freq reduced for Clvw Stn const'n.
 1995 to current - 24 Hr Vol est. fr bus daily brdgs.

Edmonton Transit Screenlines

University

Year		87 Avenue West of 109 Street					Passenger Volume				Pk. Hr.	Sched.
		Inbound	Both	Pk. Hr. Start	Sched. Buses		Outbound	Both	Pk. Hr. Start	Sched. Buses		
1984	A	875	1,116	7:15	41	P						
1985	M	1,183	1,462	7:45	52	M						
1990		776	1,034	7:30	52							
1995	P	10	20	7:30	4	P	8	11	16:00		4	
1997	E					E						
2000	A					A						
2001	K					K						
2002												
2003	H					H						
2004	O					O						
2005	U					U						
2006	R					R						
2007												
2008												
<hr/>												
1984	0		7,040		330	0						
1985	7		7,310		348	3						
1990	0		6,490		346	0						
1995	0		116		34	0		126			40	
1997												
2000	TO					TO						
2001												
2002	1					2						
2003	8					7						
2004	0					0						
2005	0					0						
2006												
2007												
2008												



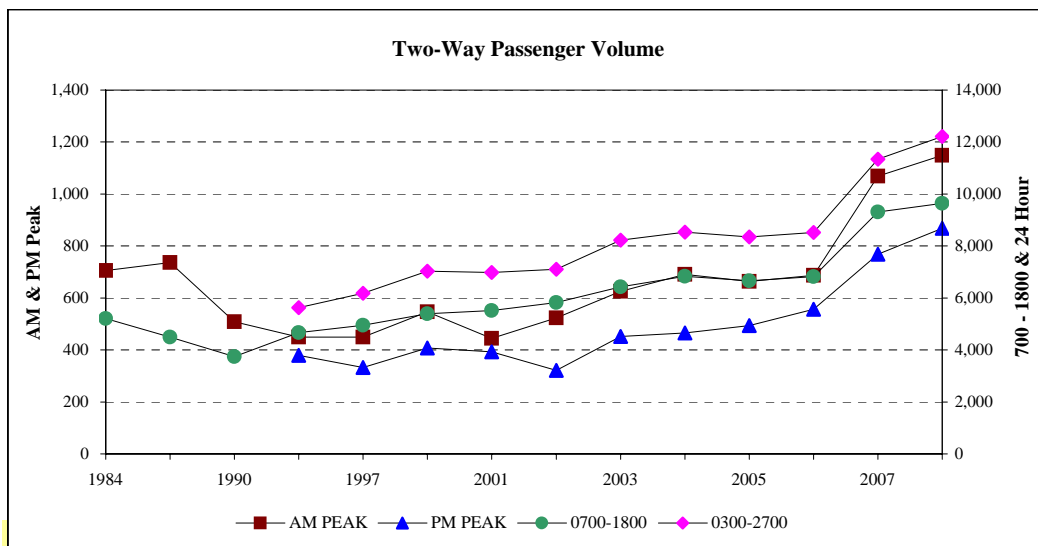
1997 - Horizon 2000 change, no longer a bus route.

Edmonton Transit Screenlines

University

Year		82 Avenue West of 109 Street					Passenger Volume			
		Inbound	Both	Pk. Hr. Start	Sched. Buses		Outbound	Both	Pk. Hr. Start	Sched. Buses
1984	A	705	812	7:45	36	P				
1985	M	736	819	7:45	33	M				
1990		509	625	7:30	31					
1995	P	450	625	7:30	24	P	379	571	16:00	24
1997	E	450	621	7:15	23	E	332	554	16:00	24
2000	A	547	787	7:30	25	A	407	651	16:00	24
2001	K	445	647	7:30	25	K	393	666	16:00	24
2002		523	717	7:30	25		321	573	16:30	24
2003	H	625	834	7:30	28	H	452	740	16:00	26
2004	O	691	985	7:30	30	O	465	743	16:15	29
2005	U	664	835	7:45	31	U	494	809	16:00	28
2006	R	687	861	7:30	28	R	557	840	16:00	28
2007		1,069	1,247	7:30	39		768	1,083	16:00	37
2008		1,149	1,353	7:30	39		868	1,166	16:00	38

1984	0		5,210		274	0				
1985	7		4,490		265	3				
1990	0		3,742		259	0				
1995	0		4,662		235	0	5,621		300	
1997			4,954		235		6,180		314	
2000	TO		5,389		231	TO	7,035		313	
2001			5,517		256		6,986		343	
2002	1		5,821		257	2	7,106		344	
2003	8		6,422		287	7	8,230		390	
2004	0		6,838		293	0	8,538		394	
2005	0		6,663		293	0	8,352		398	
2006			6,823		293		8,519		399	
2007			9,311		342		11,336		458	
2008			9,639		346		12,211		463	

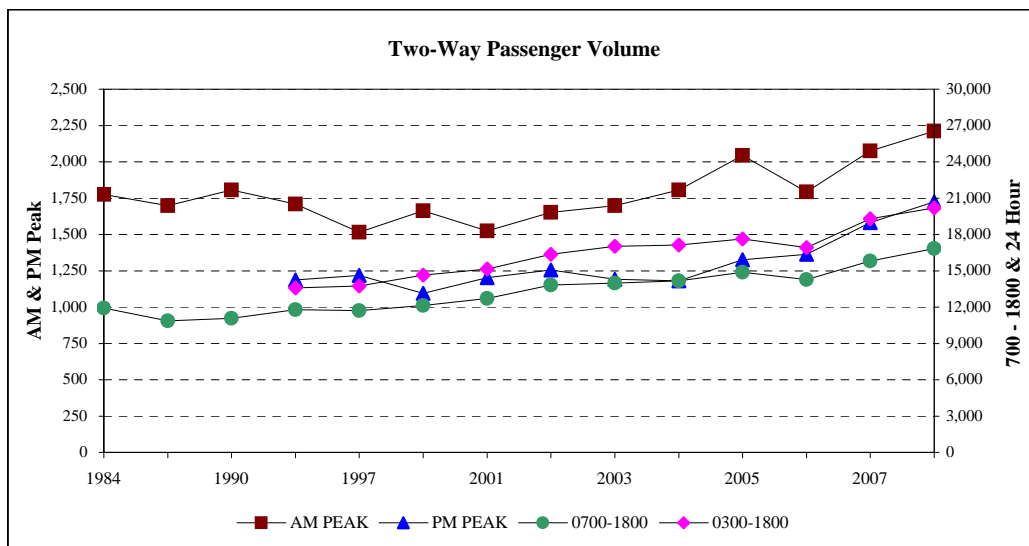


2007 - 54, 94, 96 new peak hour routes.
 2005 - Added Route 51
 2003 - Route 51 changed from 114 St. Route 4 early evening frequency increased to 15 minutes.
 2001 - Route 4 midday frequency increased to 15 minute service.

Edmonton Transit Screenlines

University

		114 Street North of University Avenue							
Year		Passenger Volume		Pk. Hr.	Sched.	Passenger Volume		Pk. Hr.	Sched.
		Inbound	Both	Start	Buses	Outbound	Both	Start	Buses
1984	A	1,776	1,931	7:30	78				
1985	M	1,699	1,841	7:15	84				
1990		1,806	2,013	7:30	86				
1995	P	1,710	1,967	7:30	75	P	1,187	1,463	16:00 66
1997	E	1,516	1,803	7:15	69	E	1,219	1,487	16:00 69
2000	A	1,663	1,960	7:30	71	A	1,094	1,432	16:00 68
2001	K	1,525	1,898	7:30	72	K	1,203	1,466	16:00 66
2002		1,653	1,961	7:30	72		1,256	1,518	16:30 64
2003	H	1,699	1,989	7:30	68	H	1,191	1,509	16:00 60
2004	O	1,806	2,133	7:30	68	O	1,181	1,535	16:15 62
2005	U	2,043	2,359	7:45	71	U	1,325	1,698	16:00 62
2006	R	1,793	2,094	7:30	72	R	1,363	1,717	16:00 63
2007		2,074	2,406	7:30	79		1,581	1,942	16:00 69
2008		2,211	2,542	7:30	81		1,724	2,143	16:00 73
<hr/>									
1984	0		11,927		549	0			
1985	7		10,866		551	3			
1990	0		11,069		554	0			
1995	0		11,787		514	0	13,599		631
1997			11,719		521		13,738		638
2000	TO		12,124		528	TO	14,635		681
2001			12,713		543		15,153		706
2002	1		13,822		548	2	16,363		711
2003	8		13,970		510	7	17,015		679
2004	0		14,161		517	0	17,121		686
2005	0		14,872		530	0	17,624		706
2006			14,273		540		16,915		719
2007			15,797		582		19,293		767
2008			16,835		606		20,188		791



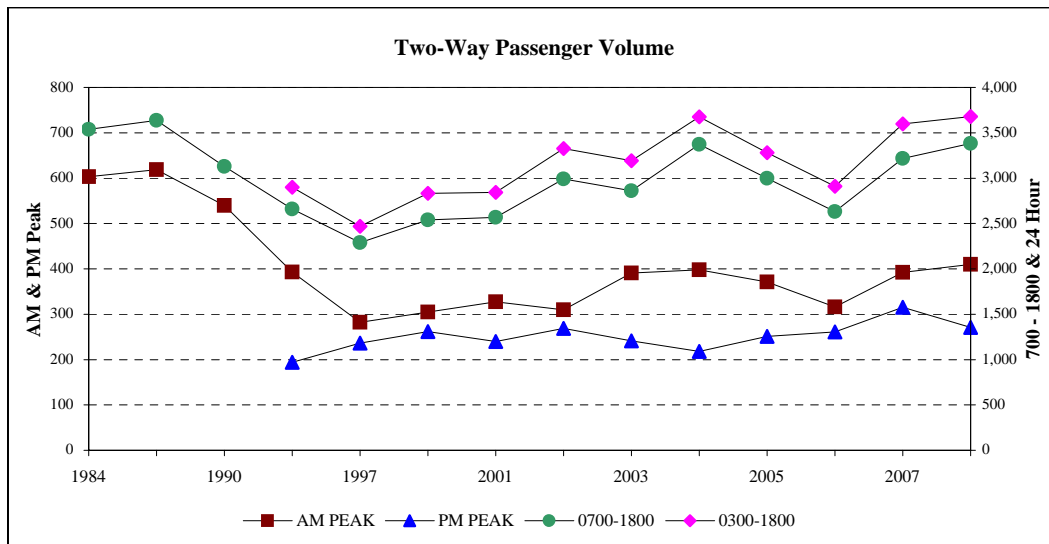
2007 - 138 new peak hour route. Bus totals AM, Daily and daily volume revised Feb 23, 2009.
 2003 - Route 51 changed to 109 St. Route 4 early evening frequency increased to 15 minutes.
 2001 - Route 4 midday frequency increased to 15 minute service.
 1997 - Includes route 313 southbound.
 1984 to 1998 - Excludes route 35 southbound.

Edmonton Transit Screenlines

University

Year	Passenger Volume Inbound	87 Avenue East of 116 Street		Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Both	Pk. Hr. Start	Sched. Buses
		Both	Start							
1984	A	603	648	7:45	33	P				
1985	M	619	695	7:15	28	M				
1990		540	624	7:30	28					
1995	P	393	486	7:30	24	P	194	298	16:00	18
1997	E	282	329	7:15	18	E	236	304	16:00	18
2000	A	305	409	7:30	20	A	262	368	16:00	18
2001	K	327	394	7:30	20	K	240	347	16:00	18
2002		310	402	7:30	19		269	341	16:30	18
2003	H	391	468	7:30	20	H	241	338	16:00	18
2004	O	398	566	7:30	20	O	218	332	16:15	17
2005	U	371	443	7:45	22	U	251	378	16:00	18
2006	R	316	413	7:30	21	R	261	338	16:00	18
2007		392	546	7:30	24		315	408	16:00	17
2008		410	541	7:30	25		271	403	16:00	17

1984	0		3,537		223	0				
1985	7		3,637		199	3				
1990	0		3,127		179	0				
1995	0		2,660		160	0	2,900		191	
1997			2,291		142		2,469		166	
2000	TO		2,540		145	TO	2,834		175	
2001			2,567		144		2,843		174	
2002	1		2,990		143	2	3,326		173	
2003	8		2,860		144	7	3,191		174	
2004	0		3,372		147	0	3,676		178	
2005	0		2,997		148	0	3,280		178	
2006			2,633		150		2,911		180	
2007			3,216		154		3,598		186	
2008			3,384		156		3,680		188	



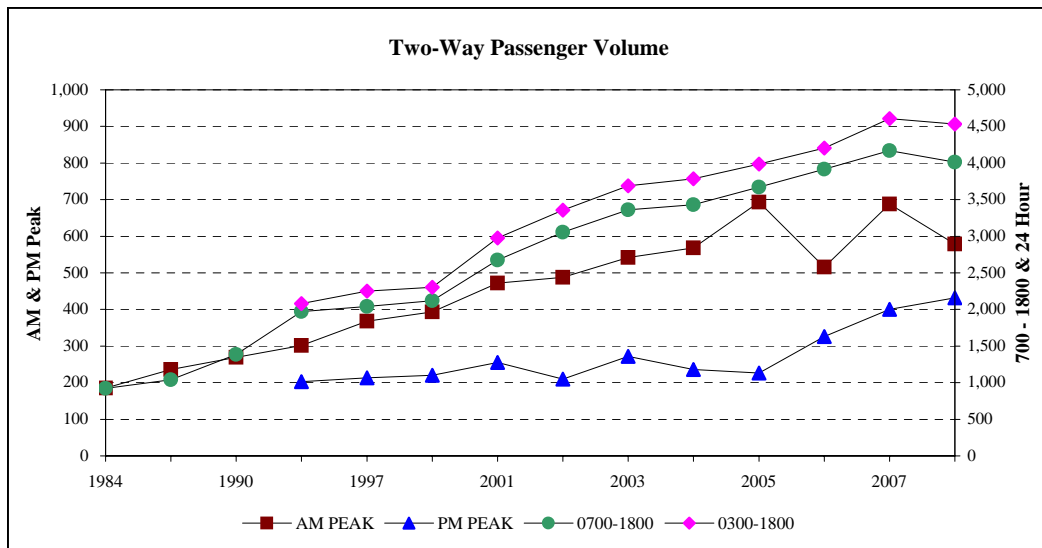
1997 to current year - Excludes route 313 westbound.

Edmonton Transit Screenlines

University

Regional Service Total

Year	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	
1984	A	185	186		8	P				
1985	M	236	236		9	M				
1990		269	271		9					
1995	P	302	306	7:30	10	P	203	209	16:00	6
1997	E	368	381	7:15	12	E	213	223	16:00	6
2000	A	393	396	7:30	12	A	220	231	16:00	7
2001	K	472	476	7:30	12	K	255	300	16:00	11
2002		488	504	7:30	18		210	232	16:30	11
2003	H	542	543	7:30	16	H	272	310	16:00	12
2004	O	568	583	7:30	16	O	236	267	16:15	12
2005	U	693	710	7:45	18	U	226	265	16:00	11
2006	R	516	557	7:30	17	R	326	362	16:00	13
2007		688	704	7:30	20		400	437	16:00	20
2008		579	596	7:30	24		432	467	16:00	19
<hr/>										
1984	0		922		52	0				
1985	7		1,041		53	3				
1990	0		1,387		69	0				
1995	0		1,969		67	0	2,081		77	
1997			2,042		70		2,249		87	
2000	TO		2,120		75	TO	2,304		92	
2001			2,673		90		2,978		111	
2002	1		3,057		111	2	3,357		132	
2003	8		3,362		115	7	3,689		140	
2004	0		3,431		115	0	3,785		136	
2005	0		3,672		120	0	3,988		140	
2006			3,915		125		4,205		144	
2007			4,171		157		4,605		186	
2008			4,011		179		4,534		220	



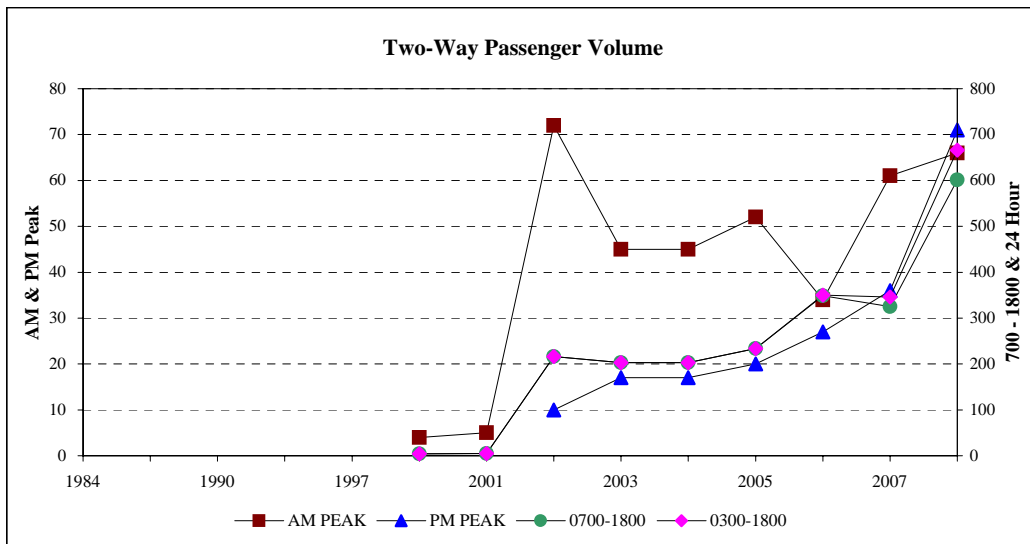
See individual corridors for exceptions.
 1997 to 2001 - Revised to Regional peak hour (as of 2002 Screenline Report).

Edmonton Transit Screenlines

University

Regional Service

Year	87 Avenue West of 109 Street				Pk. Hr.	Sched. Buses	Passenger Volume							
	Inbound	Both	Pk. Hr.	Sched. Buses			Outbound	Both	Pk. Hr.	Sched. Buses				
1984	A									P				
1985	M									M				
1990														
1995	P									P				
1997	E									E				
2000	A	4	4	7:30	1	A								
2001	K	5	5	7:30	2	K								
2002		72	73	7:30	4		10	11	16:30	3				
2003	H	45	46	7:30	3	H	17	17	16:00	2				
2004	O	45	46	7:30	3	O	17	18	16:15	3				
2005	U	52	53	7:45	3	U	20	20	16:00	2				
2006	R	34	35	7:30	4	R	27	27	16:00	4				
2007		61	62	7:30	5		36	37	16:00	6				
2008		66	70	7:30	7		71	75	16:00	6				
<hr/>														
1984	0					0								
1985	7					3								
1990	0					0								
1995	0					0								
1997														
2000	TO		4		2	TO		4		2				
2001			5		2			5		2				
2002	1		216		18	2		216		18				
2003	8		203		17	7		203		17				
2004	0		203		17	0		203		17				
2005	0		234		17	0		234		17				
2006			349		21			350		21				
2007			325		36			346		37				
2008			601		53			666		64				



2006 - Spruce Grove added service to the University of Alberta
 2003 - Revised 2002 - route 414 removed from 82 Av outbound.
 2002 - New Sh. Park route 414 to University.
 2000 - Not sure for previous years when Sh. Park buses continued over the bridge.

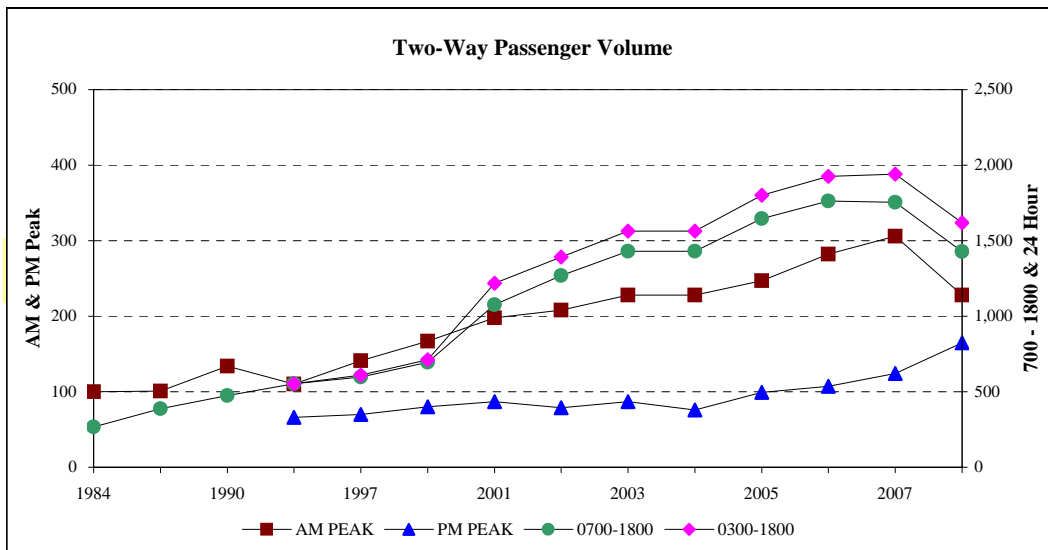
Edmonton Transit Screenlines

University

Regional Service

Year	82 Avenue West of 109 Street				Pk. Hr.	Sched.	Passenger Volume						
	Inbound	Both	Pk. Hr.	Sched.			Outbound	Both	Pk. Hr.	Sched.			
1984	A	100	100	7:45	3	P							
1985	M	101	101	7:45	3	M							
1990		134	134	7:30	3								
1995	P	110	110	7:30	3	P	66	66	16:00	2			
1997	E	141	141	7:15	4	E	70	70	16:00	2			
2000	A	167	167	7:30	4	A	80	80	16:00	2			
2001	K	198	198	7:30	4	K	87	117	16:00	4			
2002		208	214	7:30	7		79	93	16:30	4			
2003	H	228	228	7:30	6	H	87	104	16:00	4			
2004	O	228	228	7:30	6	O	76	93	16:15	4			
2005	U	247	255	7:45	6	U	99	119	16:00	4			
2006	R	282	282	7:30	6	R	107	129	16:00	4			
2007		306	320	7:30	8		124	144	16:00	6			
2008		228	235	7:30	8		165	179	16:00	6			

1984	0		266		16	0							
1985	7		387		19	3							
1990	0		474		29	0							
1995	0		552		16	0		552			16		
1997			597		18			610			19		
2000	TO		695		18	TO		711			19		
2001			1,076		29			1,219			38		
2002	1		1,270		40	2		1,392			49		
2003	8		1,430		41	7		1,564			50		
2004	0		1,430		41	0		1,564			50		
2005	0		1,646		41	0		1,801			50		
2006			1,763		41			1,925			50		
2007			1,755		53			1,941			66		
2008			1,427		54			1,618			67		



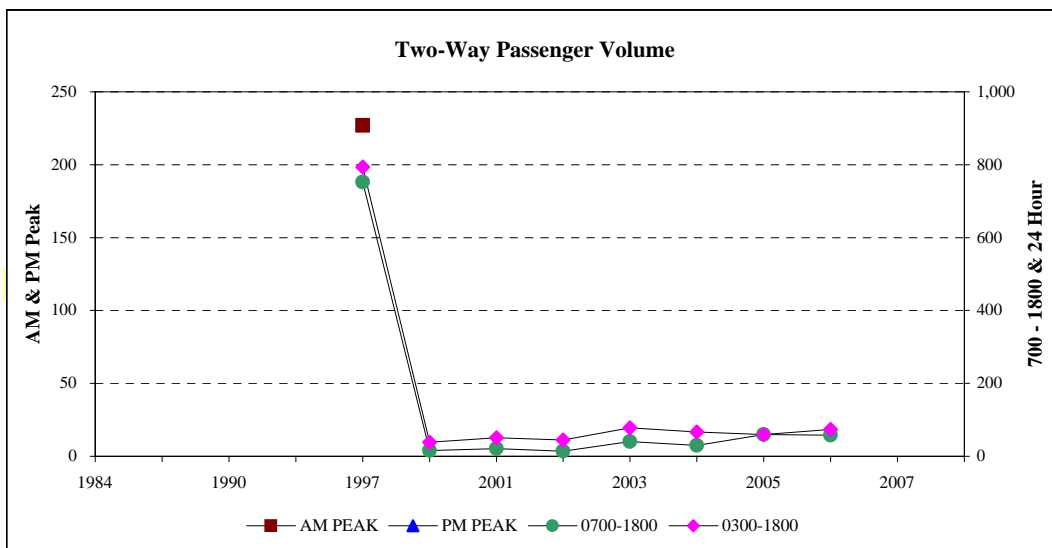
2004 - Sh Pk - 2003 data
 2003 - Revised 2002 - route 414 removed from 82 Av outbound.
 2001 - Route 404 runs midday inbound.

Edmonton Transit Screenlines

University

Regional Service

Year	114 Street North of University Avenue				Pk. Hr.	Sched.	Regional Service			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses			Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A									P
1985	M									M
1990										
1995	P									P
1997	E	227	227	7:15	5	E	10	16:00	2	
2000	A									A
2001	K									K
2002										
2003	H									H
2004	O									O
2005	U									U
2006	R									R
2007										
2008										
<hr/>										
1984	0									0
1985	7									3
1990	0									0
1995	0									0
1997		752			28		794			36
2000	TO	16			1	TO	39			6
2001		21			1		51			6
2002	1	14			1	2	45			6
2003	8	40			1	7	78			6
2004	0	30			1	0	67			6
2005	0	60			2	0	60			2
2006		58			2		74			6
2007										
2008										



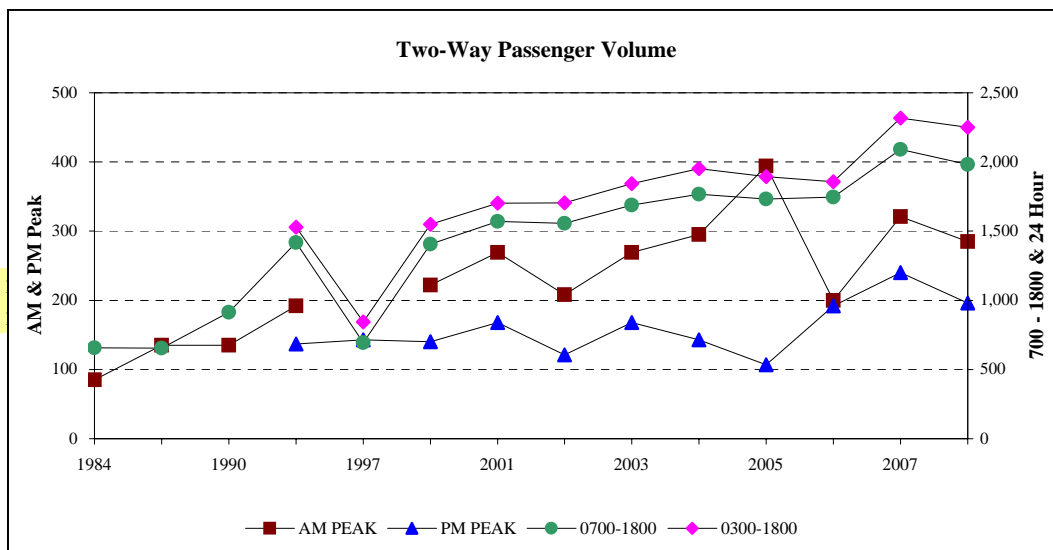
2007 - Routing for 203 changed to 116 Str.
 2001 to current year - AM Peak Hour does not match regular transit Peak Hour.
 2000 - Route changed to 116 Str. AM Peak Hour does not match regular transit Peak Hour.
 1994 to current year - Data derived from arrives and departs at St. Albert T.C.

Edmonton Transit Screenlines

University

Regional Service

Year	87 Avenue East of 116 Street					Regional Service				
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	
1984	A	85	86	7:45	5	P				
1985	M	135	135	7:15	6	M				
1990		135	137	7:30	6					
1995	P	192	196	7:30	7	P	137	143	16:00	4
1997	E		13	7:15	3	E	143	143	16:00	2
2000	A	222	225	7:30	7	A	140	151	16:00	5
2001	K	269	273	7:30	6	K	168	183	16:00	7
2002		208	217	7:30	7		121	128	16:30	4
2003	H	269	269	7:30	7	H	168	189	16:00	6
2004	O	295	309	7:30	7	O	143	156	16:15	5
2005	U	394	402	7:45	9	U	107	126	16:00	5
2006	R	200	240	7:30	7	R	192	206	16:00	5
2007		321	322	7:30	7		240	256	16:00	8
2008		285	291	7:30	9		196	213	16:00	7
<hr/>										
1984	0		656		36	0				
1985	7		654		34	3				
1990	0		913		40	0				
1995	0		1,417		51	0	1,529		61	
1997			693		24		845		32	
2000	TO		1,405		54	TO	1,550		65	
2001			1,571		58		1,703		65	
2002	1		1,557		52	2	1,704		59	
2003	8		1,689		56	7	1,844		67	
2004	0		1,768		56	0	1,951		63	
2005	0		1,732		60	0	1,893		71	
2006			1,745		61		1,856		67	
2007			2,091		68		2,318		83	
2008			1,983		72		2,250		89	



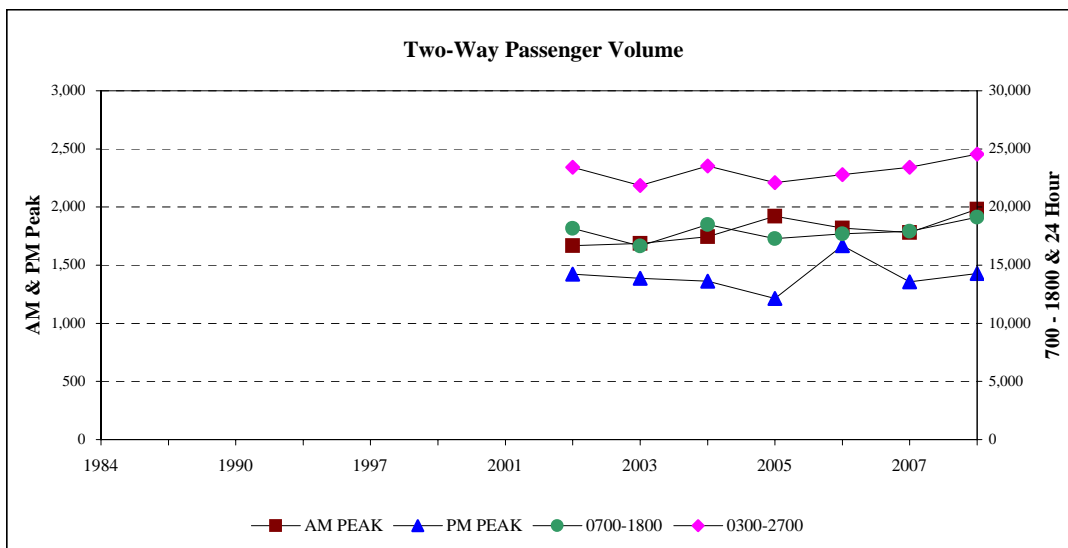
2007 - Routing for 203 changed from 114 Str.
 2000 - Routing change from 114 Str.
 1994 to current year - Data derived from arrives and departs at St. Albert T.C.

Edmonton Transit Screenlines

NAIT

Total

Year	NAIT					Total			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984					P				
1985					M				
1990									
1995					P				
1997					E				
2000					A				
2001					K				
2002	1,668	2,441	7:30	77		1,423	2,442	16:00	79
2003	1,686	2,519	7:30	79	H	1,388	2,384	16:00	74
2004	1,745	2,607	7:15	75	O	1,363	2,356	16:00	80
2005	1,921	2,824	7:30	79	U	1,214	1,963	16:00	71
2006	1,819	2,496	7:15	80	R	1,667	2,601	16:00	74
2007	1,782	2,479	7:15	85		1,358	2,380	16:00	78
2008	1,981	2,826	7:30	92		1,429	2,396	16:00	80
<hr/>									
1984					0				
1985					3				
1990					0				
1995					0				
1997									
2000					TO				
2001									
2002	1	18,175		622	2	23,431			917
2003	8	16,653		628	7	21,848			923
2004	0	18,500		639	0	23,544			934
2005	0	17,298		625	0	22,097			922
2006		17,684		645		22,788			958
2007		17,920		663		23,416			991
2008		19,127		691		24,552			1,025

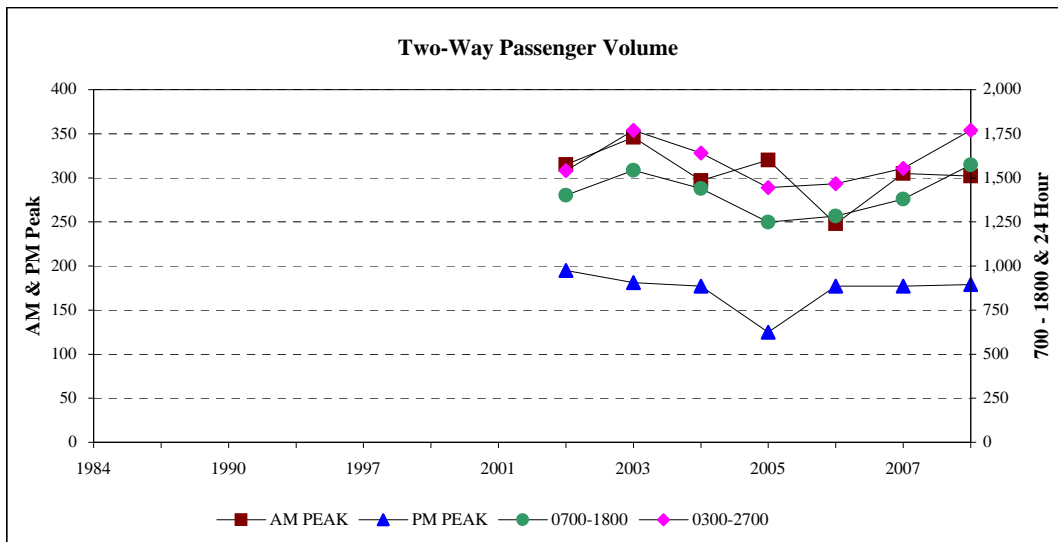


See individual corridors for exceptions.

Edmonton Transit Screenlines

NAIT

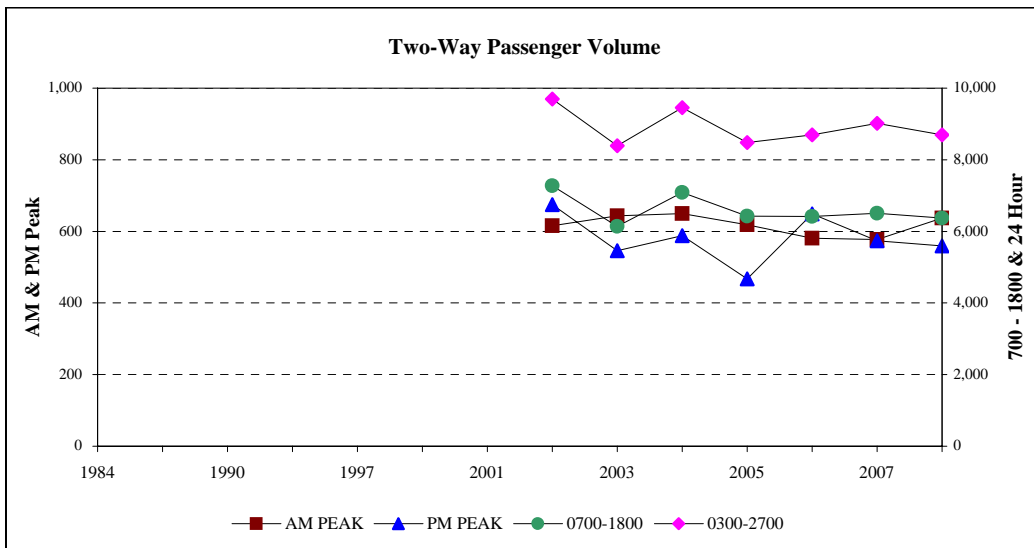
		105 Street North of 118 Avenue							
Year		Passenger Volume		Pk. Hr.	Sched.	Passenger Volume		Pk. Hr.	Sched.
		Inbound	Both	Start	Trains	Outbound	Both	Start	Trains
1984	A								P
1985	M								M
1990									
1995	P								P
1997	E								E
2000	A								A
2001	K								K
2002		315	342	7:30	11	195	238	16:00	12
2003	H	346	357	7:30	12	181	267	16:00	12
2004	O	297	320	7:15	12	177	231	16:00	13
2005	U	320	353	7:30	12	125	159	16:00	12
2006	R	248	264	7:15	11	177	235	16:00	12
2007		305	330	7:15	13	177	226	16:00	12
2008		302	324	7:30	13	179	240	16:00	12
<hr/>									
1984	0								0
1985	7								3
1990	0								0
1995	0								0
1997									
2000	TO								TO
2001									
2002	1		1,401		77	2		1,541	94
2003	8		1,543		79	7		1,770	96
2004	0		1,440		82	0		1,641	99
2005	0		1,248		78	0		1,445	95
2006			1,283		78			1,467	95
2007			1,379		81			1,554	100
2008			1,573		83			1,769	106



Edmonton Transit Screenlines

NAIT

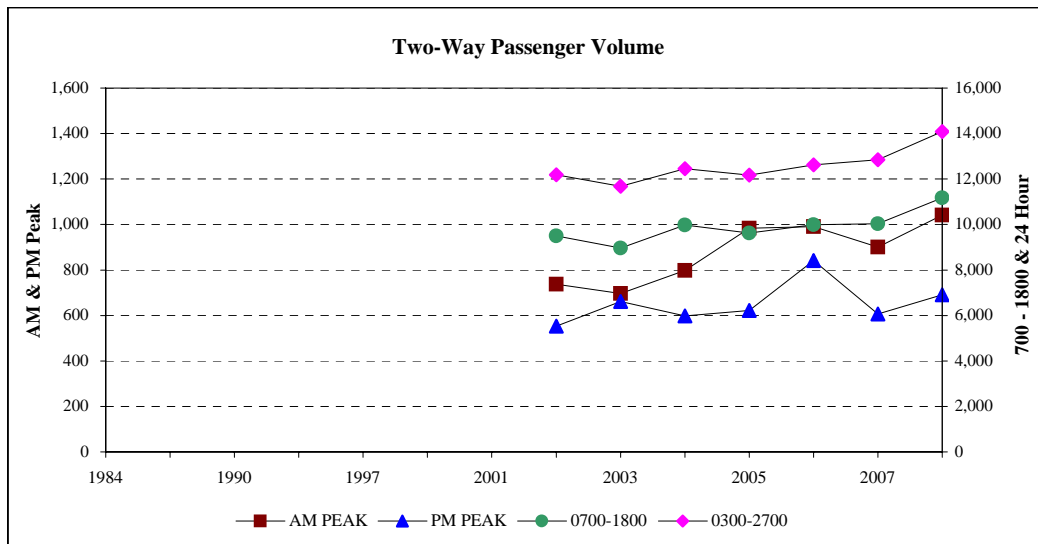
Year	118 Avenue West of 101 Street					Passenger Volume				
	Inbound	Both	Pk. Hr. Start	Sched. Trains		Outbound	Both	Pk. Hr. Start	Sched. Trains	
1984	A				P					
1985	M				M					
1990										
1995	P				P					
1997	E				E					
2000	A				A					
2001	K				K					
2002		616	722	7:30	24	675	933	16:00	24	
2003	H	643	749	7:30	24	H	546	796	16:00	24
2004	O	650	804	7:15	24	O	588	845	16:00	24
2005	U	618	742	7:30	23	U	467	765	16:00	22
2006	R	581	732	7:15	23	R	649	867	16:00	22
2007		577	645	7:15	24		574	843	16:00	22
2008		637	786	7:30	25		559	758	16:00	22
<hr/>										
1984	0				0					
1985	7				3					
1990	0				0					
1995	0				0					
1997										
2000	TO				TO					
2001										
2002	1		7,274		210	2		9,697		340
2003	8		6,141		210	7		8,393		340
2004	0		7,089		213	0		9,455		346
2005	0		6,428		217	0		8,480		344
2006			6,415		205			8,692		343
2007			6,503		206			9,020		349
2008			6,374		209			8,693		352



Edmonton Transit Screenlines

NAIT

Year	106 Street North of Princess Elizabeth Avenue					106 Street North of Princess Elizabeth Avenue				
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Trains		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Trains	
1984	A				P					
1985	M				M					
1990										
1995	P				P					
1997	E				E					
2000	A				A					
2001	K				K					
2002		737	1,377	7:30	42	553	1,271	16:00	43	
2003	H	697	1,413	7:30	43	H	661	1,321	16:00	38
2004	O	798	1,483	7:15	39	O	598	1,280	16:00	43
2005	U	983	1,729	7:30	44	U	622	1,039	16:00	37
2006	R	990	1,500	7:15	46	R	841	1,499	16:00	40
2007		900	1,504	7:15	48		607	1,311	16:00	44
2008		1,042	1,716	7:30	54		691	1,398	16:00	46
<hr/>										
1984	0				0					
1985	7				3					
1990	0				0					
1995	0				0					
1997										
2000	TO				TO					
2001										
2002	1		9,500		335	2		12,193		483
2003	8		8,969		339	7		11,685		487
2004	0		9,971		344	0		12,448		489
2005	0		9,622		330	0		12,172		483
2006			9,986		362			12,629		520
2007			10,038		376			12,842		542
2008			11,180		399			14,090		567

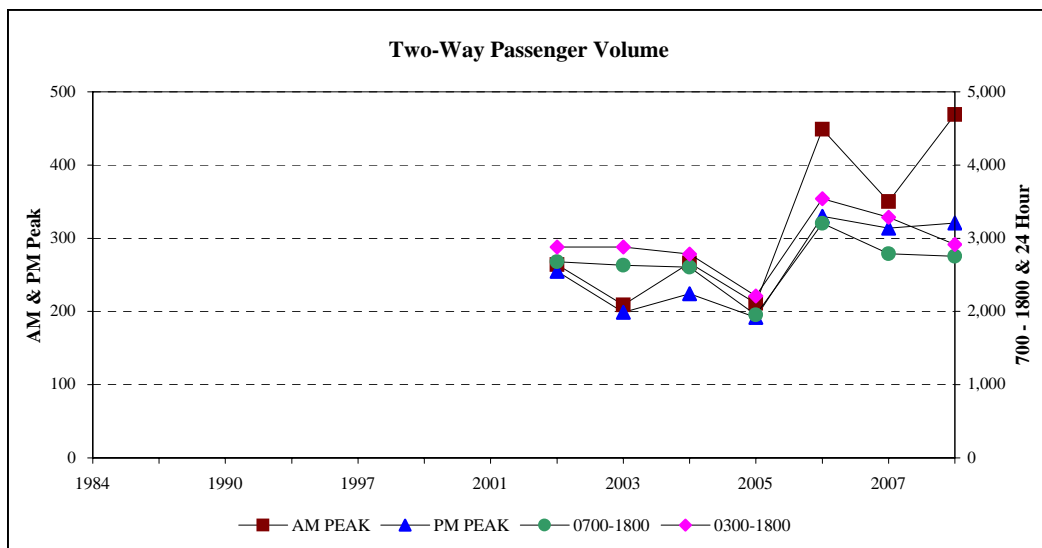


Edmonton Transit Screenlines

NAIT

Regional Service Total

Year	NAIT					Regional Service Total			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Trains		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Trains
1984					P				
1985					M				
1990									
1995					P				
1997					E				
2000					A				
2001					K				
2002	264	489	7:30	13		255	487	16:00	13
2003	209	418	7:30	10	H	199	366	16:00	12
2004	266	507	7:15	13	O	224	423	16:00	11
2005	211	378	7:30	13	U	192	384	16:00	10
2006	449	660	7:15	18	R	330	672	16:00	17
2007	350	588	7:15	17		314	567	16:00	15
2008	469	740	7:30	19		321	560	16:00	15
<hr/>									
1984					0				
1985					3				
1990					0				
1995					0				
1997									
2000					TO				
2001									
2002	1	2,680		76	2	2,880		98	
2003	8	2,630		71	7	2,882		94	
2004	0	2,604		76	0	2,786		98	
2005	0	1,953		76	0	2,213		98	
2006		3,204		95		3,539		119	
2007		2,787		94		3,287		126	
2008		2,755		94		2,917		109	



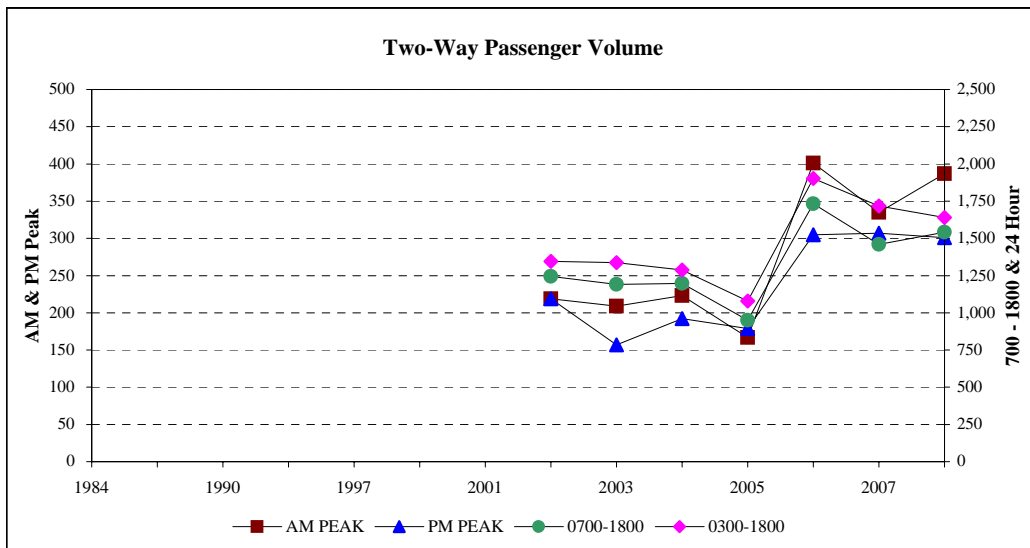
See individual corridors for exceptions.

Edmonton Transit Screenlines

NAIT

Regional Service

Year	106 Street North of 118 Avenue					Regional Service			
	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Trains		Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Trains
1984									
1985									
1990									
1995									
1997									
2000									
2001									
2002	219	225	7:30	6		219	232	16:00	6
2003	209	209	7:30	5	H	157	167	16:00	5
2004	223	223	7:15	6	O	192	199	16:00	5
2005	167	167	7:30	5	U	179	192	16:00	5
2006	401	401	7:15	8	R	305	320	16:00	8
2007	335	335	7:15	8		307	307	16:00	7
2008	387	387	7:30	8		301	301	16:00	7
<hr/>									
1984									
1985									
1990									
1995									
1997									
2000									
2001									
2002	1	1,245		35	2	1,345			46
2003	8	1,190		32	7	1,336			44
2004	0	1,197		35	0	1,288			46
2005	0	950		36	0	1,080			47
2006		1,732		45		1,903			57
2007		1,460		44		1,717			60
2008		1,541		44		1,641			51



2006 - Spruce Grove service new.

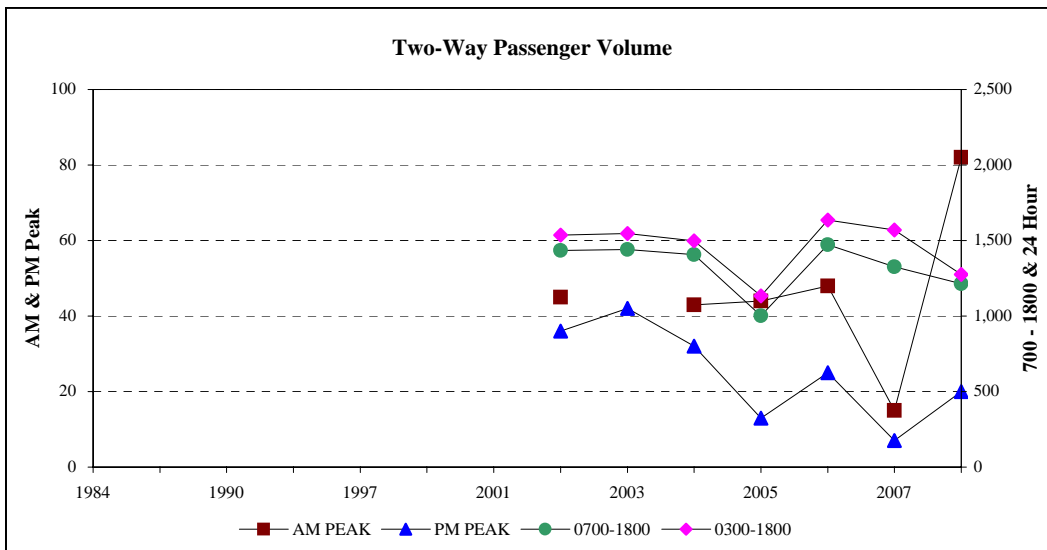
Edmonton Transit Screenlines

NAIT

Regional Service

Year	106 Street North of Princess Elizabeth Avenue					Regional Service				
	Passenger Volume		Pk. Hr.	Sched.		Passenger Volume		Pk. Hr.	Sched.	
	Inbound	Both	Start	Trains		Outbound	Both	Start	Trains	
1984	A				P					
1985	M				M					
1990										
1995	P				P					
1997	E				E					
2000	A				A					
2001	K				K					
2002		45	264	7:30	7		36	255	16:00	7
2003	H		209	7:30	5	H	42	199	16:00	7
2004	O	43	284	7:15	7	O	32	224	16:00	6
2005	U	44	211	7:30	8	U	13	192	16:00	5
2006	R	48	259	7:15	10	R	25	352	16:00	9
2007		15	253	7:15	9		7	260	16:00	8
2008		82	353	7:30	11		20	259	16:00	8

1984	0				0				
1985	7				3				
1990	0				0				
1995	0				0				
1997									
2000	TO				TO				
2001									
2002	1	1,435		41	2	1,535		52	
2003	8	1,440		39	7	1,546		50	
2004	0	1,407		41	0	1,498		52	
2005	0	1,003		40	0	1,133		51	
2006		1,472		50		1,636		62	
2007		1,327		50		1,570		66	
2008		1,214		50		1,276		58	

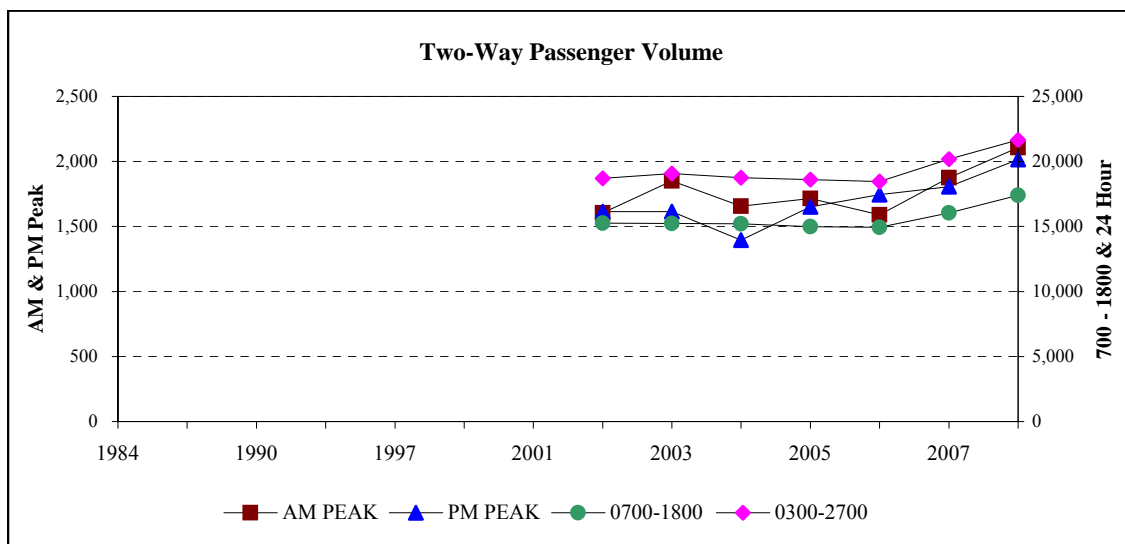


Edmonton Transit Screenlines

142 Street

Total

Year	Passenger Volume				Pk. Hr.	Sched. Buses	Passenger Volume				
	East	Both	Start	Buses			West	Both	Start	Buses	
1984	A					P					
1985	M					M					
1990											
1995	P					P					
1997	E					E					
2000	A					A					
2001	K					K					
2002		1,605	2,062	7:15	81		1,615	2,097	16:00	75	
2003	H	1,851	2,273	7:15	79	H	1,613	2,017	16:30	80	
2004	O	1,656	2,190	7:30	79	O	1,396	1,886	16:00	79	
2005	U	1,715	2,144	7:15	86	U	1,651	2,175	16:15	86	
2006	R	1,589	2,094	7:15	90	R	1,744	2,344	16:15	85	
2007		1,876	2,422	7:00	91		1,806	2,465	16:30	91	
2008		2,107	2,586	7:00	91		2,015	2,679	16:30	99	
<hr/>											
1984	0					0					
1985	7					3					
1990	0					0					
1995	0					0					
1997											
2000	TO					TO					
2001											
2002	1		15,246		641	2		18,713		841	
2003	8		15,231		645	7		19,078		854	
2004	0		15,200		644	0		18,740		857	
2005	0		14,977		671	0		18,612		886	
2006			14,947		687			18,467		904	
2007			16,039		714			20,166		950	
2008			17,408		748			21,654		984	



See individual corridors for exceptions.

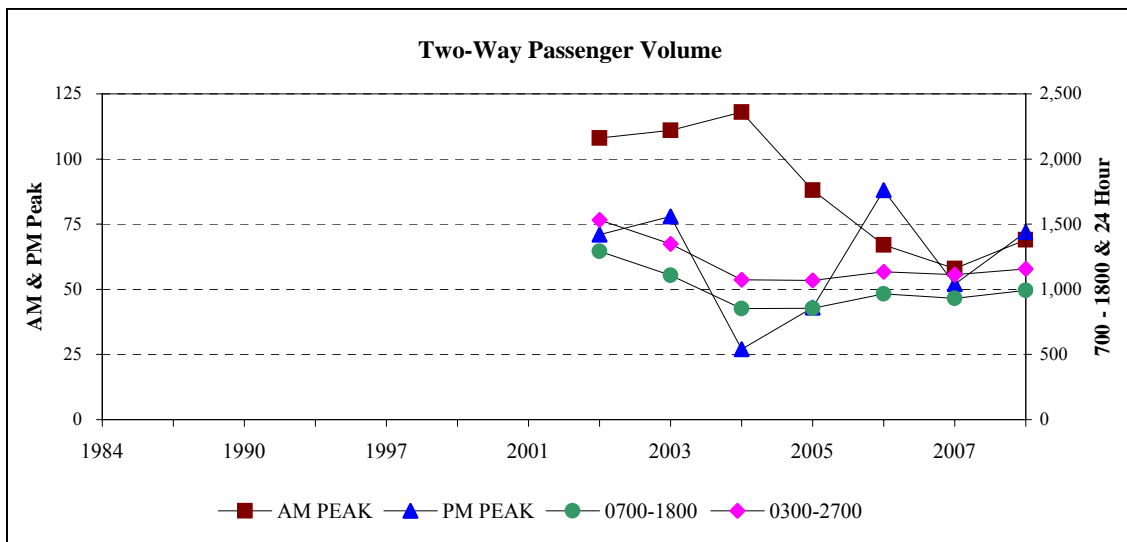
Edmonton Transit Screenlines

142 Street

107 Avenue East of 142 Street

Year	107 Avenue East of 142 Street					107 Avenue East of 142 Street				
	Passenger Volume East	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume West	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	
1984	A				P					
1985	M				M					
1990										
1995	P				P					
1997	E				E					
2000	A				A					
2001	K				K					
2002		108	178	7:15	8		71	122	16:00	8
2003	H	111	163	7:15	8	H	78	103	16:30	8
2004	O	118	180	7:30	8	O	27	53	16:00	8
2005	U	88	144	7:15	8	U	43	85	16:15	8
2006	R	67	124	7:15	8	R	88	118	16:15	8
2007		58	144	7:00	8		52	92	16:30	8
2008		69	118	7:00	8		72	159	16:30	8

1984	0				0				
1985	7				3				
1990	0				0				
1995	0				0				
1997									
2000	TO				TO				
2001									
2002	1	1,291		66	2	1,532			96
2003	8	1,108		67	7	1,349			96
2004	0	852		66	0	1,073			96
2005	0	855		66	0	1,068			96
2006		965		68		1,135			97
2007		931		67		1,112			96
2008		993		66		1,157			96



2007 - Revised 2002 to current removed routes 115, 150 and 819.

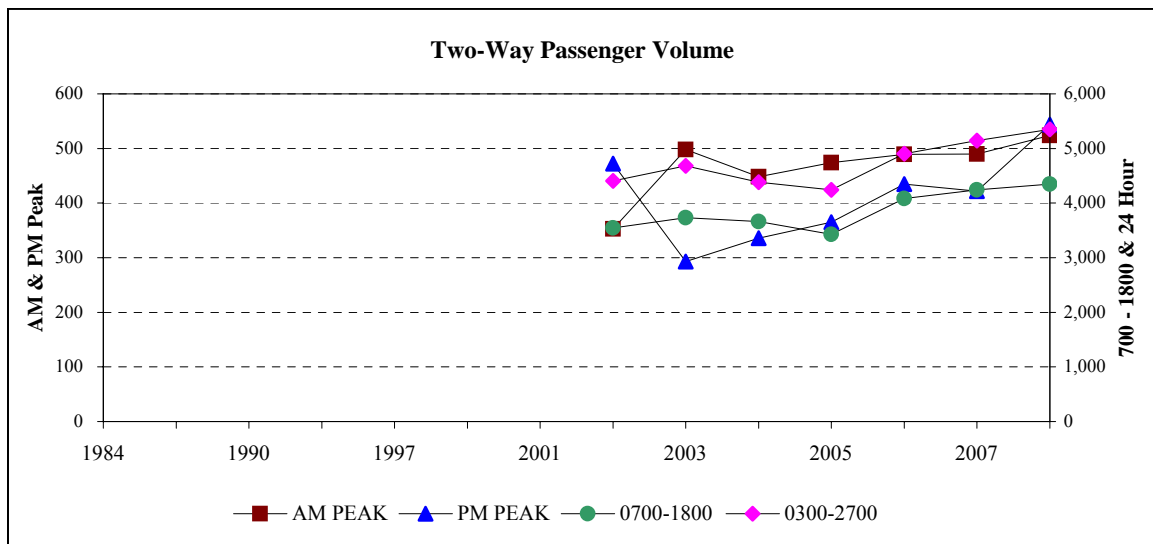
Edmonton Transit Screenlines

142 Street

Stony Plain Road East of 142 Street

Year	Stony Plain Road East of 142 Street					Stony Plain Road West of 142 Street			
	Passenger Volume East	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume West	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A				P				
1985	M				M				
1990									
1995	P				P				
1997	E				E				
2000	A				A				
2001	K				K				
2002		353	480	7:15		472	574	16:00	17
2003	H	498	603	7:15	H	293	379	16:30	18
2004	O	448	561	7:30	O	336	449	16:00	17
2005	U	474	590	7:15	U	365	484	16:15	23
2006	R	489	662	7:15	R	435	591	16:15	23
2007		490	611	7:00		422	539	16:30	22
2008		524	682	7:00		544	709	16:30	26

1984	0				0				
1985	7				3				
1990	0				0				
1995	0				0				
1997									
2000	TO				TO				
2001									
2002	1	3,543		159	2	4,406		206	
2003	8	3,735		159	7	4,682		204	
2004	0	3,660		161	0	4,380		206	
2005	0	3,425		184	0	4,241		231	
2006		4,082		185		4,907		233	
2007		4,240		192		5,142		252	
2008		4,349		199		5,348		259	



2005 - Service extended in peak hours for route 111.

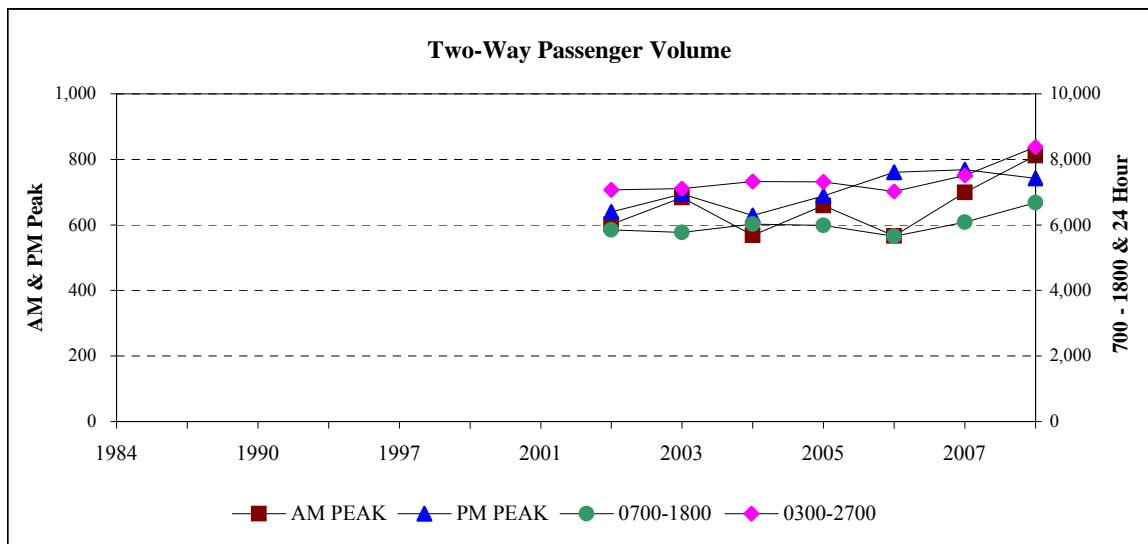
Edmonton Transit Screenlines

142 Street

102 Avenue East of 142 Street

Year	Passenger Volume				Pk. Hr. Start	Sched. Buses	Passenger Volume				Pk. Hr. Start	Sched. Buses
	East	Both	West	Both								
1984	A									P		
1985	M									M		
1990												
1995	P									P		
1997	E									E		
2000	A									A		
2001	K									K		
2002		602	790	7:15	32		640	872	16:00	30		
2003	H	684	860	7:15	31	H	694	892	16:30	31		
2004	O	568	820	7:30	29	O	629	861	16:00	32		
2005	U	659	852	7:15	33	U	688	916	16:15	33		
2006	R	566	756	7:15	34	R	761	1,049	16:15	33		
2007		699	922	7:00	31		769	1,080	16:30	35		
2008		812	1,014	7:00	31		742	998	16:30	37		

1984	0					0						
1985	7					3						
1990	0					0						
1995	0					0						
1997												
2000	TO					TO						
2001												
2002	1	5,854		242	2	7,066		311				
2003	8	5,768		247	7	7,108		318				
2004	0	6,021		243	0	7,324		317				
2005	0	5,983		249	0	7,318		321				
2006		5,655		258		7,022		332				
2007		6,080		259		7,512		335				
2008		6,675		281		8,383		357				



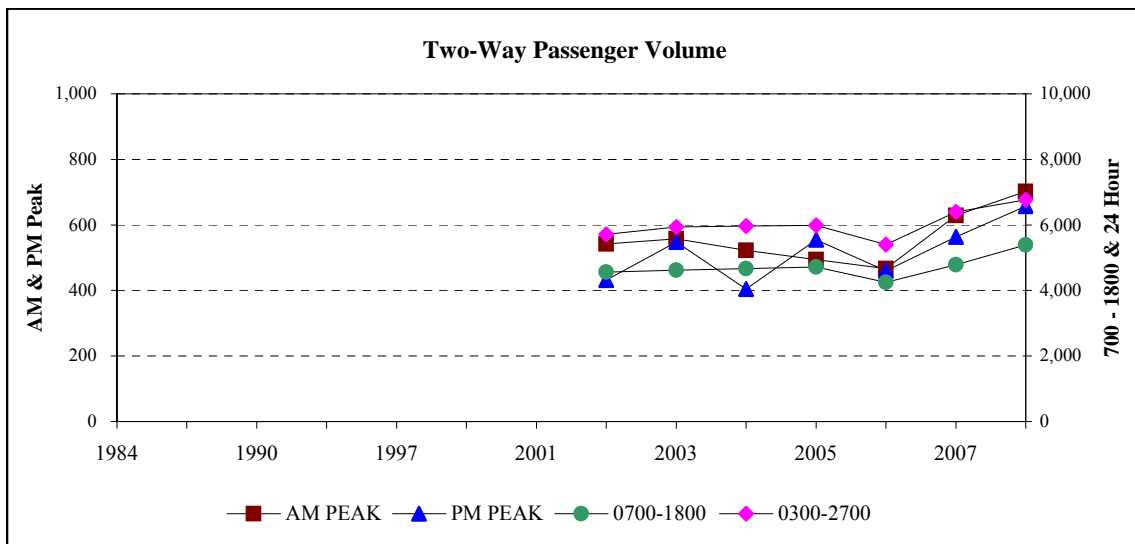
Edmonton Transit Screenlines

142 Street

Fox Drive East of 142 Street

Year	Fox Drive East of 142 Street					Fox Drive West of 142 Street			
	Passenger Volume East	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume West	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A				P				
1985	M				M				
1990									
1995	P				P				
1997	E				E				
2000	A				A				
2001	K				K				
2002		542	614	7:15		432	529	16:00	20
2003	H	558	647	7:15	H	548	643	16:30	23
2004	O	522	629	7:30	O	404	523	16:00	22
2005	U	494	558	7:15	U	555	690	16:15	22
2006	R	467	552	7:15	R	460	586	16:15	21
2007		629	745	7:00		563	754	16:30	26
2008		702	772	7:00		657	813	16:30	28

1984	0				0				
1985	7				3				
1990	0				0				
1995	0				0				
1997									
2000	TO				TO				
2001									
2002	1	4,558		174	2	5,709			228
2003	8	4,620		172	7	5,939			236
2004	0	4,667		174	0	5,963			238
2005	0	4,714		172	0	5,985			238
2006		4,245		176		5,403			242
2007		4,788		196		6,400			267
2008		5,391		202		6,766			272



2007 - Revised May 30, 2008 - Route 138 added.

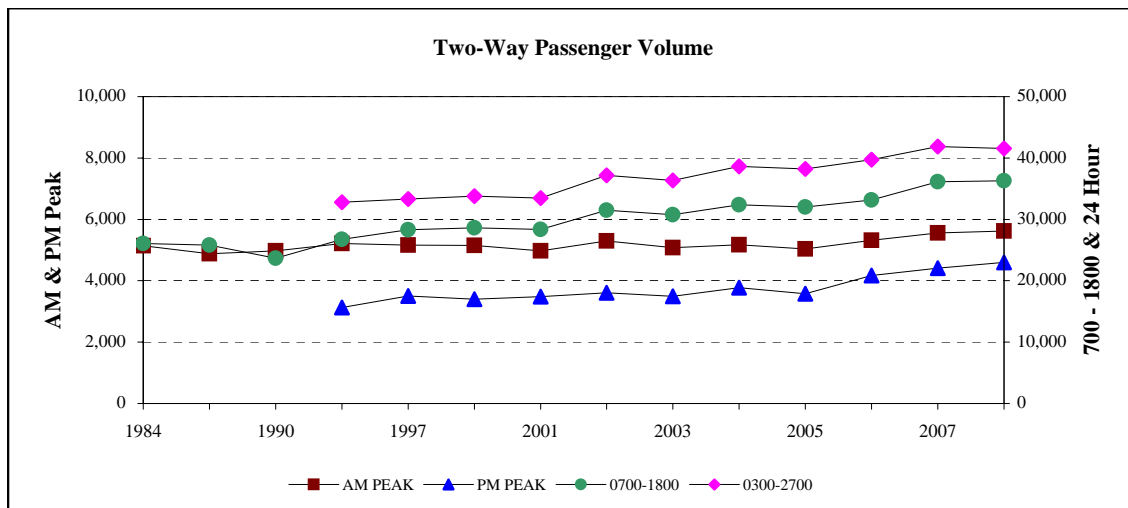
Edmonton Transit Screenlines

Canadian National Railways

Total

Year		Passenger Volume		Pk. Hr. Start	Sched. Buses		Passenger Volume		Pk. Hr. Start	Sched. Buses
		South	Both				North	Both		
1984	A	5,139	5,743		148	P				
1985	M	4,885	5,485		153	M				
1990		4,969	5,502		142					
1995	P	5,211	5,838	7:15	147	P	3,124	3,693	16:15	124
1997	E	5,158	5,777	7:15	146	E	3,503	4,151	16:15	150
2000	A	5,154	5,780	7:15	141	A	3,401	4,069	16:00	129
2001	K	4,969	5,628	7:15	151	K	3,487	4,193	16:15	140
2002		5,300	6,031	7:15	146		3,608	4,325	16:15	136
2003	H	5,077	5,675	7:30	134	H	3,490	4,097	16:15	131
2004	O	5,177	5,789	7:15	138	O	3,778	4,641	16:15	136
2005	U	5,033	5,665	7:30	134	U	3,581	4,557	16:15	139
2006	R	5,319	5,965	7:15	133	R	4,171	5,029	16:15	139
2007		5,554	6,127	7:15	138		4,415	5,360	16:15	135
2008		5,623	6,134	7:00	139		4,599	5,459	16:15	137

1984	0		26,076		1,108	0				
1985	7		25,787		1,103	3				
1990	0		23,677		1,044	0				
1995	0		26,727		1,018	0		32,781		1,424
1997			28,325		1,063			33,290		1,435
2000	TO		28,618		1,034	TO		33,802		1,379
2001			28,385		1,064			33,457		1,413
2002	1		31,486		1,056	2		37,160		1,419
2003	8		30,774		1,046	7		36,356		1,406
2004	0		32,368		1,060	0		38,623		1,434
2005	0		31,988		1,051	0		38,225		1,424
2006			33,152		1,093			39,751		1,465
2007			36,143		1,098			41,889		1,481
2008			36,265		1,104			41,547		1,500



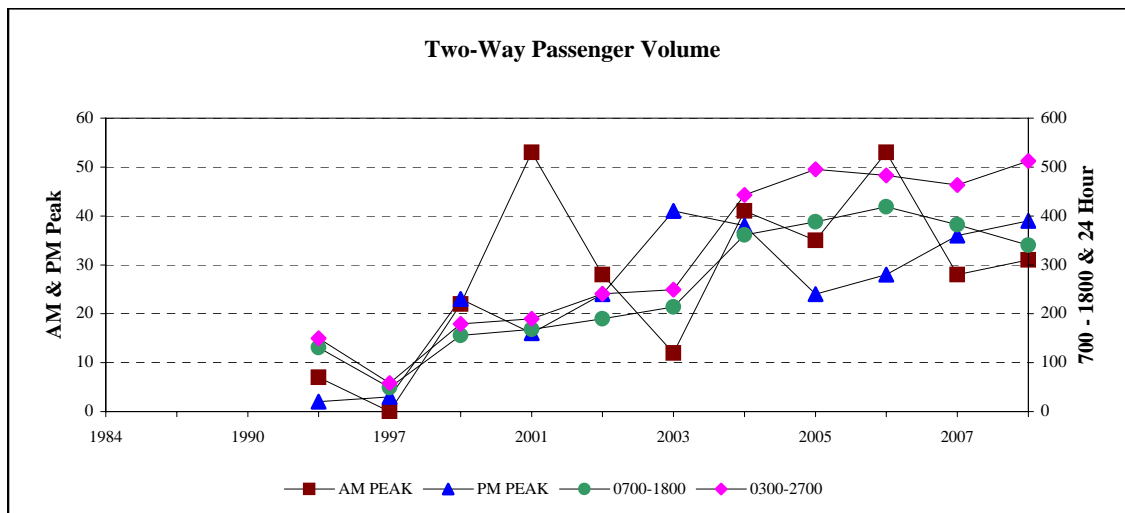
See individual corridors for exceptions.

Edmonton Transit Screenlines

Canadian National Railways

St. Albert Trail										
North of CNR Tracks										
Year	Passenger Volume				Pk. Hr.	Sched. Buses	Passenger Volume			
	South	Both	Start	Buses			North	Both	Start	Buses
1984	A					P				
1985	M					M				
1990										
1995	P	7	43	7:15	4	P	2	39	16:15	4
1997	E	0	12	7:15	2	E	3	22	16:15	3
2000	A	22	42	7:15	4	A	23	47	16:00	4
2001	K	53	72	7:15	4	K	16	32	16:15	4
2002		28	63	7:15	4		24	47	16:15	4
2003	H	12	40	7:30	4	H	41	62	16:15	4
2004	O	41	77	7:15	8	O	38	95	16:15	8
2005	U	35	70	7:30	5	U	24	88	16:15	8
2006	R	53	148	7:15	6	R	28	104	16:15	8
2007		28	99	7:15	6		36	101	16:15	8
2008		31	76	7:00	6		39	96	16:15	8

1984	0				0
1985	7				3
1990	0				0
1995	0	131		18	0
1997		49		15	
2000	TO	156		21	TO
2001		168		21	
2002	1	190		22	2
2003	8	214		22	7
2004	0	361		35	0
2005	0	388		34	0
2006		419		36	
2007		382		36	
2008		340		36	

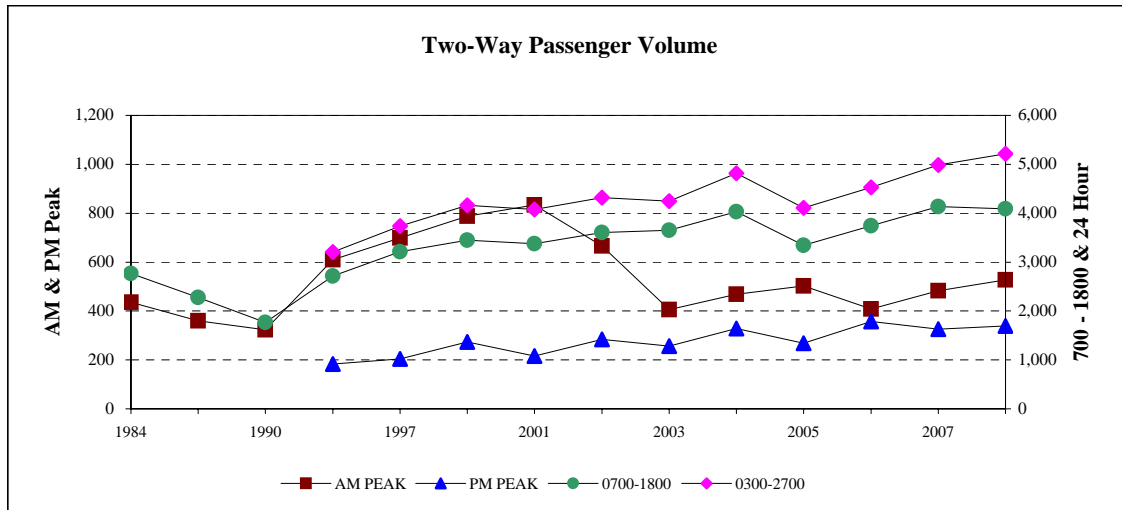


2004 - New route 124 to industrial area.

Edmonton Transit Screenlines

Canadian National Railways

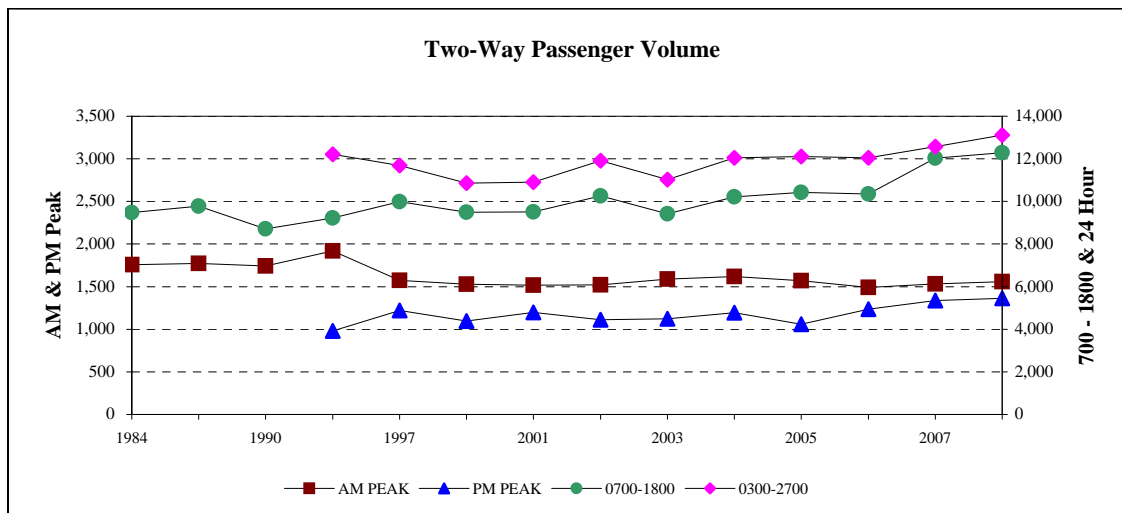
		127 Street North of CNR Tracks								
Year		Passenger Volume		Pk. Hr.	Sched.		Passenger Volume		Pk. Hr.	Sched.
		South	Both	Start	Buses		North	Both	Start	Buses
1984	A	436	551	7:30	29	P				
1985	M	360	426	7:15	27	M				
1990		323	374	7:00	22					
1995	P	610	661	7:15	26	P	183	233	16:15	22
1997	E	699	782	7:15	27	E	204	307	16:15	24
2000	A	788	866	7:15	28	A	273	368	16:00	19
2001	K	833	936	7:15	30	K	216	292	16:15	19
2002		666	761	7:15	28		284	391	16:15	19
2003	H	406	488	7:30	23	H	256	320	16:15	21
2004	O	468	542	7:15	21	O	329	424	16:15	21
2005	U	502	580	7:30	23	U	268	342	16:15	21
2006	R	408	463	7:15	21	R	357	444	16:15	25
2007		483	543	7:15	22		326	413	16:15	20
2008		527	587	7:00	25		339	469	16:15	20
<hr/>										
1984	0		2,765		209	0				
1985	7		2,280		195	3				
1990	0		1,768		175	0				
1995	0		2,715		185	0	3,203			267
1997			3,210		192		3,738			272
2000	TO		3,451		179	TO	4,161			256
2001			3,373		183		4,077			260
2002	1		3,603		183	2	4,317			260
2003	8		3,648		192	7	4,245			269
2004	0		4,028		194	0	4,817			272
2005	0		3,346		189	0	4,112			267
2006			3,743		197		4,526			276
2007			4,134		201		4,986			281
2008			4,091		195		5,216			281



Edmonton Transit Screenlines

Canadian National Railways

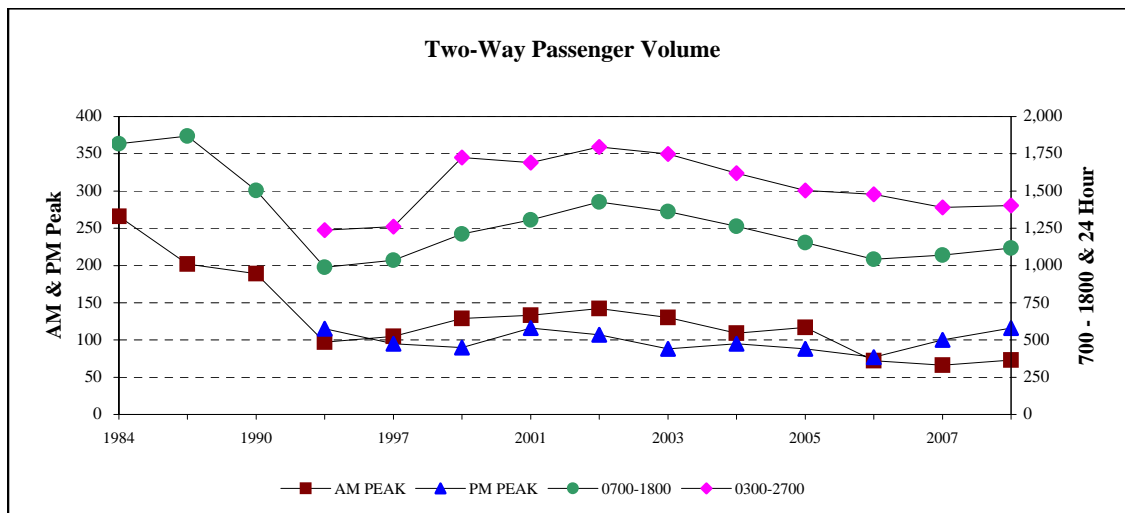
		97 Street North of CNR Tracks								
Year		Passenger Volume		Pk. Hr.	Sched.	Passenger Volume		Pk. Hr.	Sched.	
		South	Both	Start	Buses	North	Both	Start	Buses	
1984	A	1,759	1,963	7:30	56					
1985	M	1,772	2,017	7:15	61					
1990		1,742	1,968	7:15	58					
1995	P	1,920	2,084	7:15	63	P	979	1,158	16:15	46
1997	E	1,573	1,751	7:15	56	E	1,220	1,410	16:15	63
2000	A	1,528	1,666	7:15	55	A	1,095	1,303	16:00	52
2001	K	1,517	1,680	7:15	54	K	1,198	1,425	16:15	57
2002		1,522	1,656	7:15	51		1,113	1,281	16:15	54
2003	H	1,589	1,707	7:30	51	H	1,123	1,369	16:15	51
2004	O	1,617	1,798	7:15	51	O	1,196	1,454	16:15	52
2005	U	1,569	1,765	7:30	50	U	1,060	1,491	16:15	55
2006	R	1,491	1,649	7:15	50	R	1,237	1,430	16:15	50
2007		1,534	1,644	7:15	52		1,338	1,608	16:15	50
2008		1,558	1,732	7:00	51		1,363	1,589	16:15	51
<hr/>										
1984	0		9,474		370	0				
1985	7		9,777		415	3				
1990	0		8,718		395	0				
1995	0		9,230		372	0		12,213		503
1997			9,984		380			11,689		491
2000	TO		9,492		383	TO		10,859		465
2001			9,502		377			10,909		467
2002	1		10,266		371	2		11,908		460
2003	8		9,420		364	7		11,023		453
2004	0		10,214		364	0		12,040		459
2005	0		10,432		359	0		12,110		455
2006			10,356		387			12,052		480
2007			12,038		390			12,569		487
2008			12,294		396			13,112		492



Edmonton Transit Screenlines

Canadian National Railways

		82 Street North of CNR Tracks								
Year		Passenger Volume		Pk. Hr. Start	Sched. Buses	Passenger Volume		Pk. Hr. Start	Sched. Buses	
		South	Both			North	Both			
1984	A	266	331	7:00	15					
1985	M	202	305	7:15	13					
1990		189	251	7:00	14					
1995	P	97	162	7:15	10	P	115	143	16:15	9
1997	E	105	176	7:15	9	E	95	131	16:15	8
2000	A	129	239	7:15	9	A	90	131	16:00	8
2001	K	133	261	7:15	9	K	116	152	16:15	8
2002		142	284	7:15	9		107	175	16:15	8
2003	H	130	241	7:30	8	H	88	140	16:15	8
2004	O	109	177	7:15	8	O	95	161	16:15	8
2005	U	117	200	7:30	8	U	88	167	16:15	8
2006	R	72	136	7:15	8	R	77	110	16:15	8
2007		66	134	7:15	8		100	146	16:15	8
2008		73	119	7:00	8		116	169	16:15	8
<hr/>										
1984	0		1,817		123	0				
1985	7		1,870		104	3				
1990	0		1,503		105	0				
1995	0		989		91	0	1,237			134
1997			1,036		65		1,260			107
2000	TO		1,212		66	TO	1,724			106
2001			1,306		66		1,690			106
2002	1		1,426		66	2	1,795			106
2003	8		1,361		67	7	1,749			107
2004	0		1,263		67	0	1,620			108
2005	0		1,154		67	0	1,504			108
2006			1,041		67		1,477			108
2007			1,070		67		1,389			108
2008			1,117		67		1,403			109

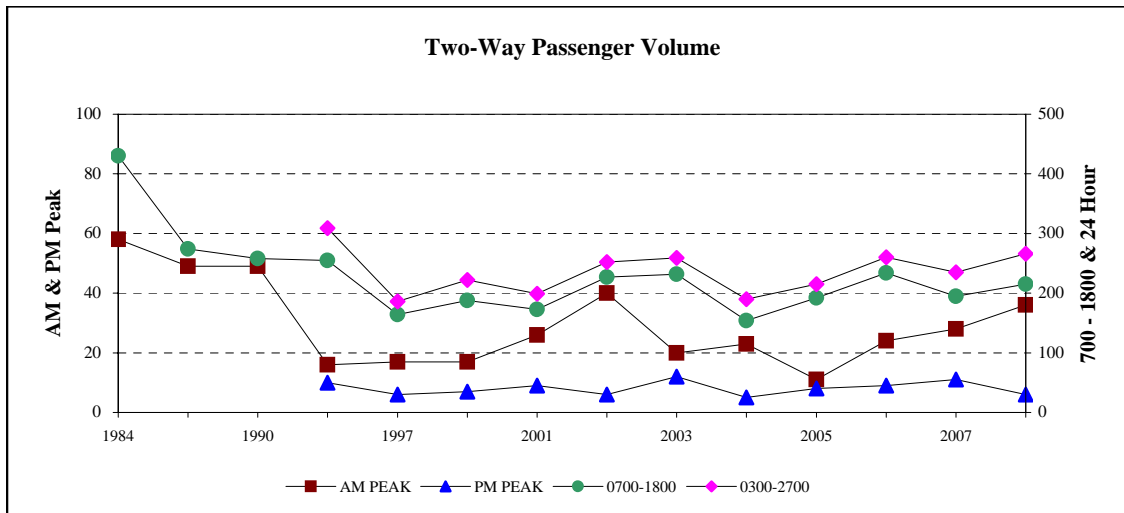


Edmonton Transit Screenlines

Canadian National Railways

Year		Fort Road					North of CNR Tracks			
		Passenger Volume		Pk. Hr.	Sched.		Passenger Volume		Pk. Hr.	Sched.
		South	Both	Start	Buses		North	Both	Start	Buses
1984	A	58	85	7:15	12	P				
1985	M	49	62	7:00	12	M				
1990		49	51	6:45	8					
1995	P	16	23	7:15	4	P	10	16	16:15	4
1997	E	17	21	7:15	4	E	6	13	16:15	4
2000	A	17	26	7:15	4	A	7	16	16:00	4
2001	K	26	38	7:15	4	K	9	19	16:15	5
2002		40	50	7:15	4		6	19	16:15	4
2003	H	20	35	7:30	4	H	12	23	16:15	4
2004	O	23	25	7:15	4	O	5	10	16:15	4
2005	U	11	13	7:30	4	U	8	19	16:15	4
2006	R	24	26	7:15	4	R	9	21	16:15	4
2007		28	29	7:15	4		11	24	16:15	5
2008		36	43	7:00	4		6	12	16:15	5

1984	0		430		105	0				
1985	7		274		85	3				
1990	0		258		65	0				
1995	0		255		42	0		309		56
1997			164		44			186		53
2000	TO		188		44	TO		222		53
2001			173		44			199		53
2002	1		227		44	2		252		53
2003	8		232		44	7		259		53
2004	0		154		44	0		190		53
2005	0		192		44	0		215		53
2006			234		44			260		53
2007			195		45			235		54
2008			215		44			266		54

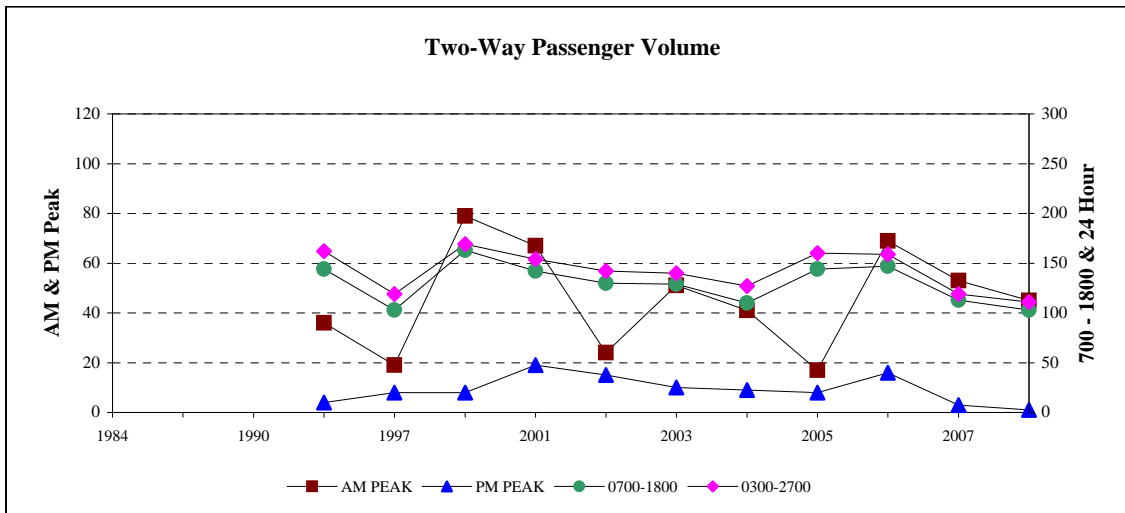


1994 to current year - Fort Rd shown separately from 66 Str

Edmonton Transit Screenlines
Canadian National Railways

				66 Street						
				North of CNR Tracks						
Year	Passenger Volume		Pk. Hr.	Sched.	Passenger Volume		Pk. Hr.	Sched.		
	South	Both	Start	Buses	North	Both	Start	Buses		
1984	A				P					
1985	M				M					
1990										
1995	P	36	44	7:15	4	P	4	5	16:15	4
1997	E	19	21	7:15	4	E	8	11	16:15	4
2000	A	79	81	7:15	4	A	8	10	16:00	4
2001	K	67	72	7:15	4	K	19	29	16:15	4
2002		24	32	7:15	4		15	19	16:15	4
2003	H	51	65	7:30	4	H	10	16	16:15	4
2004	O	41	45	7:15	5	O	9	13	16:15	4
2005	U	17	29	7:30	4	U	8	21	16:15	4
2006	R	69	75	7:15	5	R	16	23	16:15	4
2007		53	56	7:15	5		3	3	16:15	4
2008		45	49	7:00	5		1	4	16:15	5

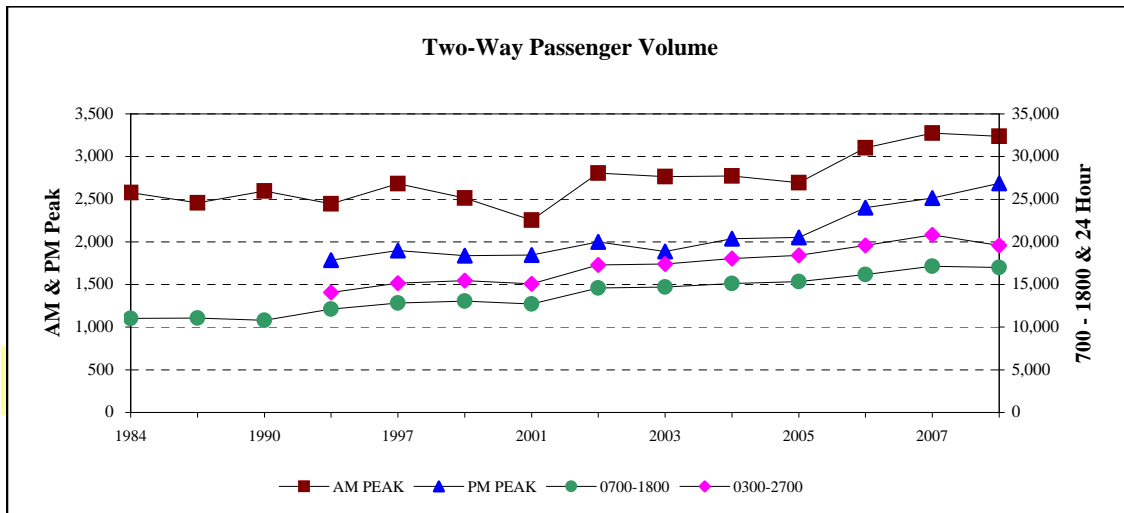
1984	0				0			
1985	7				3			
1990	0				0			
1995	0	144		24	0	162		30
1997		103		21		119		28
2000	TO	163		22	TO	169		30
2001		142		22		154		30
2002	1	130		21	2	142		29
2003	8	129		21	7	140		29
2004	0	110		22	0	127		30
2005	0	144		22	0	160		30
2006		147		23		159		31
2007		113		22		119		31
2008		103		23		111		31



Edmonton Transit Screenlines

Canadian National Railways

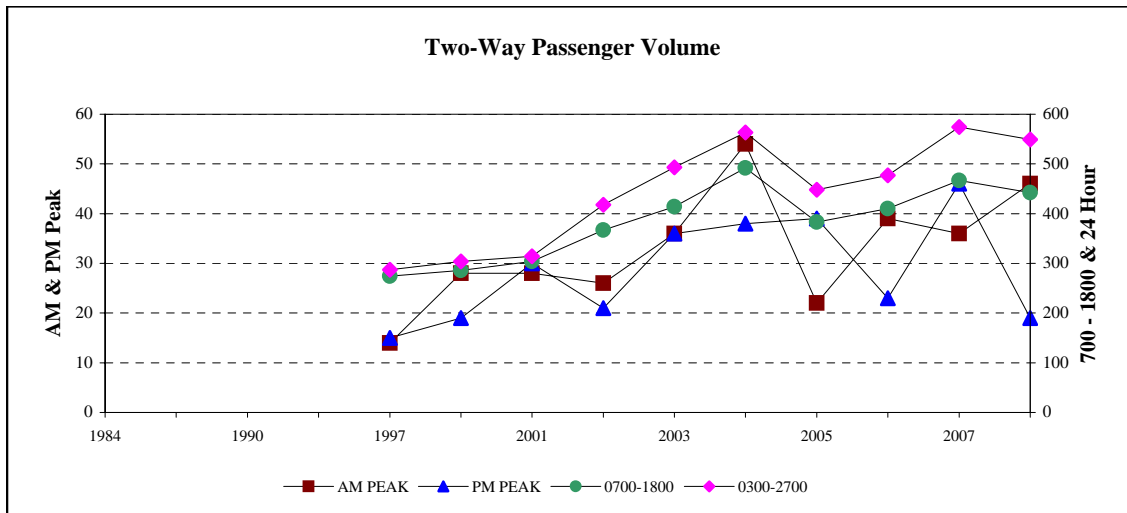
Year		North of CNR Tracks				LRT				
		Passenger Volume South	Passenger Volume Both	Pk. Hr. Start	Sched. Trains	Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Trains	
1984	A	2,577	2,727	7:15	20					
1985	M	2,458	2,616	7:15	24					
1990		2,597	2,739	7:15	24					
1995	P	2,444	2,637	7:15	24	P	1,784	2,000	16:15	23
1997	E	2,682	2,852	7:15	24	E	1,897	2,117	16:15	24
2000	A	2,513	2,718	7:15	17	A	1,838	2,093	16:00	18
2001	K	2,253	2,440	7:15	24	K	1,844	2,117	16:15	24
2002		2,805	3,022	7:15	24		1,999	2,278	16:15	24
2003	H	2,764	2,939	7:30	20	H	1,886	2,034	16:15	20
2004	O	2,774	2,952	7:15	20	O	2,036	2,351	16:15	20
2005	U	2,692	2,874	7:30	20	U	2,052	2,324	16:15	20
2006	R	3,104	3,298	7:15	20	R	2,399	2,811	16:15	21
2007		3,274	3,466	7:15	20		2,513	2,913	16:15	21
2008		3,236	3,353	7:00	20		2,687	3,038	16:15	21
<hr/>										
1984	0		11,025		172	0				
1985	7		11,082		179	3				
1990	0		10,811		178	0				
1995	0		12,099		179	0	14,080			252
1997			12,842		180		15,174			254
2000	TO		13,046		153	TO	15,474			230
2001			12,712		182		15,093			254
2002	1		14,586		180	2	17,297			254
2003	8		14,688		170	7	17,397			242
2004	0		15,100		168	0	18,033			242
2005	0		15,331		170	0	18,437			242
2006			16,184		173		19,599			248
2007			17,139		173		20,810			248
2008			16,977		176		19,599			248



2001 - LRT surveyed March 2002.
 2000 - Frequency reduction due to Clareview Station construction.
 1995 to current year - 24 Hour Volumes based on estimated daily boardings.

Edmonton Transit Screenlines
Canadian National Railways

		50 Street North of CNR Tracks								
Year		Passenger Volume		Pk. Hr.	Sched.	Passenger Volume		Pk. Hr.	Sched.	
		South	Both	Start	Buses	North	Both	Start	Buses	
1984	A								P	
1985	M								M	
1990										
1995	P								P	
1997	E	14	49	7:15	8	E	15	25	16:15	8
2000	A	28	45	7:15	8	A	19	30	16:00	8
2001	K	28	43	7:15	8	K	30	43	16:15	7
2002		26	40	7:15	8		21	33	16:15	7
2003	H	36	46	7:30	7	H	36	48	16:15	7
2004	O	54	69	7:15	7	O	38	51	16:15	7
2005	U	22	31	7:30	7	U	39	49	16:15	7
2006	R	39	57	7:15	7	R	23	33	16:15	7
2007		36	51	7:15	7		46	56	16:15	7
2008		46	61	7:00	6		19	36	16:15	7
<hr/>										
1984	0									0
1985	7									3
1990	0									0
1995	0									0
1997			274		61			287		71
2000	TO		286		61	TO		304		70
2001			304		61			314		70
2002	1		367		61	2		418		83
2003	8		414		58	7		493		79
2004	0		492		58	0		563		79
2005	0		383		58	0		448		79
2006			410		58			477		79
2007			467		56			574		80
2008			442		59			549		81

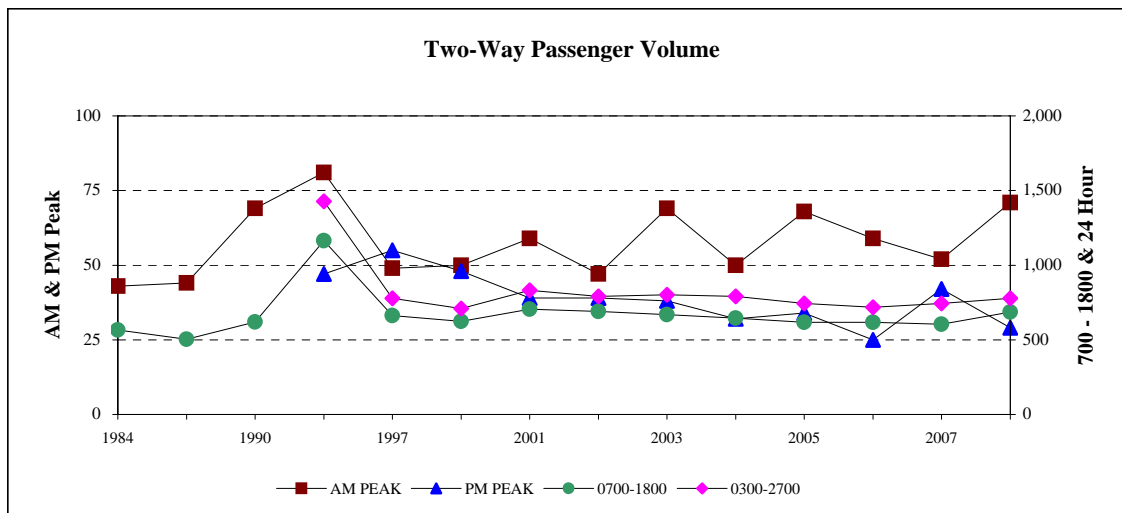


1997 - New route.

Edmonton Transit Screenlines

Canadian National Railways

		Victoria Trail								
		North of CNR Tracks								
Year		Passenger Volume		Pk. Hr.	Sched.		Passenger Volume		Pk. Hr.	Sched.
		South	Both	Start	Buses		North	Both	Start	Buses
1984	A	43	86	7:15	16	P				
1985	M	44	59	7:15	16	M				
1990		69	119	7:15	16					
1995	P	81	184	7:15	12	P	47	99	16:15	12
1997	E	49	113	7:15	12	E	55	115	16:15	12
2000	A	50	97	7:15	12	A	48	71	16:00	12
2001	K	59	86	7:15	14	K	39	84	16:15	12
2002		47	123	7:15	14		39	82	16:15	12
2003	H	69	114	7:30	13	H	38	85	16:15	12
2004	O	50	104	7:15	14	O	32	82	16:15	12
2005	U	68	103	7:30	13	U	34	56	16:15	12
2006	R	59	113	7:15	12	R	25	53	16:15	12
2007		52	105	7:15	14		42	96	16:15	12
2008		71	114	7:00	14		29	46	16:15	12
<hr/>										
1984	0		565		129	0				
1985	7		504		125	3				
1990	0		619		126	0				
1995	0		1,164		107	0	1,427			162
1997			663		105		779			143
2000	TO		624		105	TO	710			142
2001			705		108		831			146
2002	1		691		108	2	790			146
2003	8		668		108	7	801			146
2004	0		646		108	0	790			146
2005	0		618		108	0	744			147
2006			618		108		718			147
2007			605		108		744			147
2008			686		108		779			159

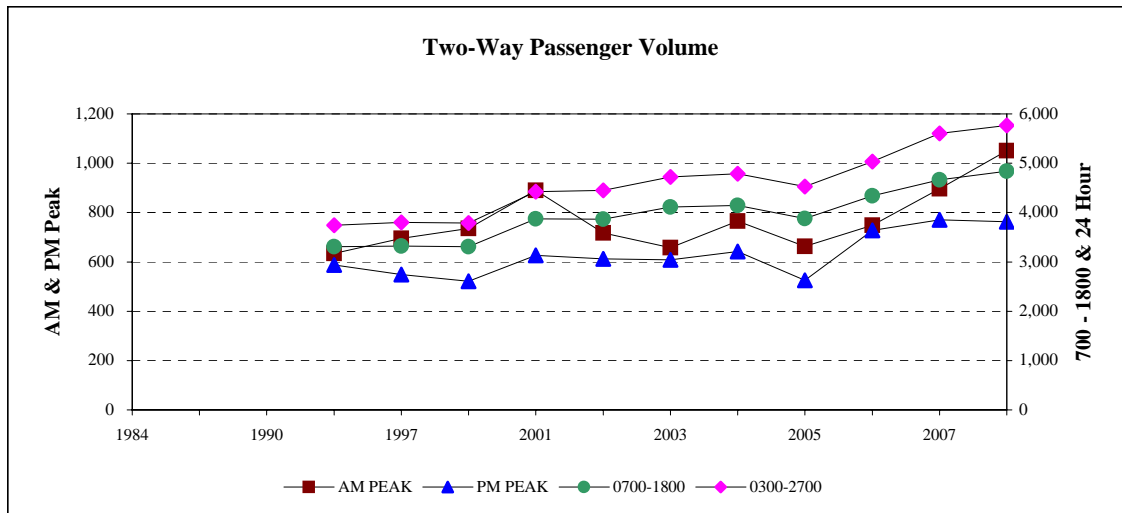


Edmonton Transit Screenlines
Canadian National Railways

Regional Service Total

Year	Canadian National Railways				P M	Regional Service Total			
	Passenger Volume South	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984					P				
1985					M				
1990									
1995	635	657	7:15	23	P	588	620	16:15	20
1997	695	719	7:15	23	E	549	576	16:15	19
2000	735	764	7:15	23	A	522	565	16:00	21
2001	890	911	7:15	25	K	626	674	16:15	22
2002	717	748	7:15	25		612	640	16:15	20
2003	658	669	7:30	20	H	609	625	16:15	17
2004	766	803	7:15	24	O	642	692	16:15	19
2005	663	697	7:30	21	U	526	586	16:15	19
2006	749	813	7:15	24	R	728	768	16:15	21
2007	897	921	7:15	24		770	847	16:15	24
2008	1,051	1,101	7:00	32		763	827	16:15	24

1984	0			0				
1985	7			3				
1990	0			0				
1995	0	3,307		127	0	3,743		157
1997		3,320		129		3,801		161
2000	TO	3,307		137	TO	3,786		170
2001		3,873		159		4,427		194
2002	1	3,863		151	2	4,448		188
2003	8	4,115		152	7	4,725		189
2004	0	4,142		154	0	4,790		191
2005	0	3,881		163	0	4,528		196
2006		4,341		162		5,035		201
2007		4,661		174		5,607		221
2008		4,838		179		5,769		232

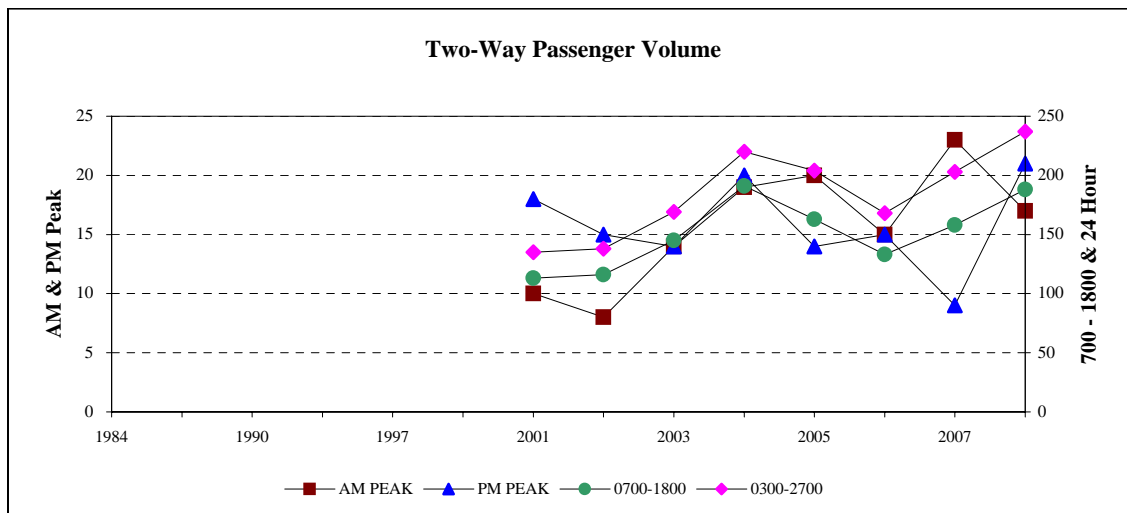


See individual corridor for exceptions.
1997 to 2001 - Revised to Regional peak hour (as of 2002 Screenline Report).

Edmonton Transit Screenlines
Canadian National Railways

Regional Service

Year	170 Street North of CNR Tracks				Pk. Hr.	Sched.	Regional Service			
	Passenger Volume South	Both	Pk. Hr. Start	Sched. Buses			Passenger Volume North	Both	Pk. Hr. Start	Sched. Buses
1984	A					P				
1985	M					M				
1990										
1995	P					P				
1997	E					E				
2000	A					A				
2001	K	10	14	7:15	2	K	18	20	16:15	2
2002		8	12	7:15	2		15	16	16:15	2
2003	H	14	14	7:30	2	H	14	17	16:15	2
2004	O	19	33	7:15	2	O	20	42	16:15	2
2005	U	20	29	7:30	2	U	14	19	16:15	2
2006	R	15	17	7:15	2	R	15	19	16:15	2
2007		23	26	7:15	2		9	21	16:15	2
2008		17	29	7:00	3		21	27	16:15	2
<hr/>										
1984	0					0				
1985	7					3				
1990	0					0				
1995	0					0				
1997										
2000	TO					TO				
2001			113		21			135		23
2002	1		116		21	2		138		23
2003	8		145		21	7		169		23
2004	0		191		21	0		220		23
2005	0		163		23	0		204		26
2006			133		23			168		26
2007			158		23			203		26
2008			188		23			237		26



2001 - Historical data not available, service in place at least since 1994.

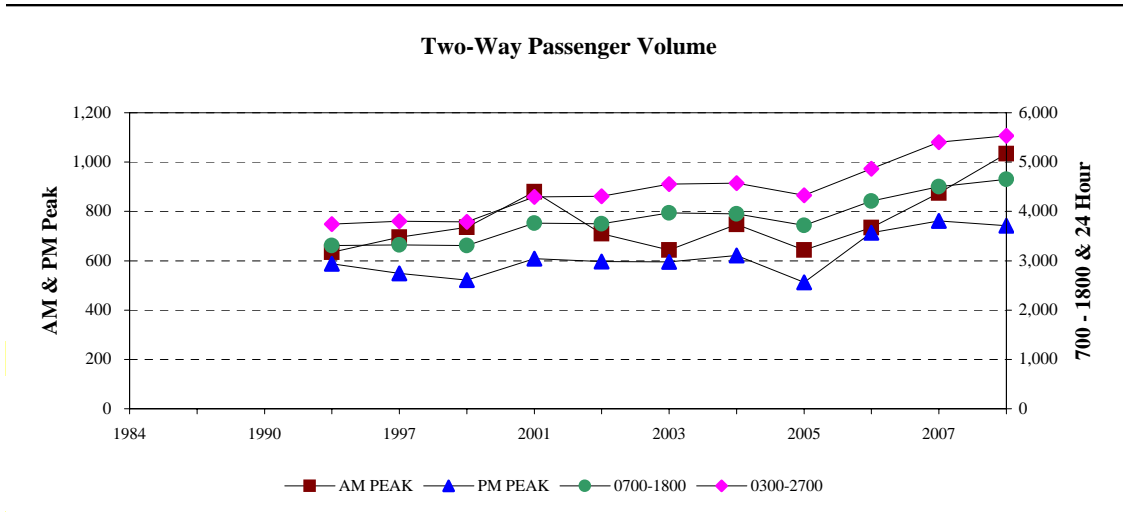
Edmonton Transit Screenlines

Canadian National Railways

Regional Service

St. Albert Trail					Regional Service					
North of CNR Tracks										
Year	Passenger Volume		Pk. Hr. Start	Sched. Buses		Passenger Volume		Pk. Hr. Start	Sched. Buses	
	South	Both				North	Both			
1984	A				P					
1985	M				M					
1990										
1995	P	635	657	7:15	23	P	588	620	16:15	20
1997	E	695	719	7:15	23	E	549	576	16:15	19
2000	A	735	764	7:15	23	A	522	565	16:00	21
2001	K	880	897	7:15	23	K	608	654	16:15	20
2002		709	736	7:15	23		597	624	16:15	18
2003	H	644	655	7:30	18	H	595	608	16:15	15
2004	O	747	770	7:15	22	O	622	650	16:15	17
2005	U	643	668	7:30	19	U	512	567	16:15	17
2006	R	734	796	7:15	22	R	713	749	16:15	19
2007		874	895	7:15	22		761	826	16:15	22
2008		1,034	1,072	7:00	29		742	800	16:15	22

1984	0				0				
1985	7				3				
1990	0				0				
1995	0	3,307		127	0	3,743		157	
1997		3,320		129		3,801		161	
2000	TO	3,307		137	TO	3,786		170	
2001		3,760		138		4,292		171	
2002	1	3,747		130	2	4,310		165	
2003	8	3,970		131	7	4,556		166	
2004	0	3,951		133	0	4,570		168	
2005	0	3,718		140	0	4,324		170	
2006		4,208		139		4,867		175	
2007		4,503		151		5,404		195	
2008		4,650		156		5,532		206	



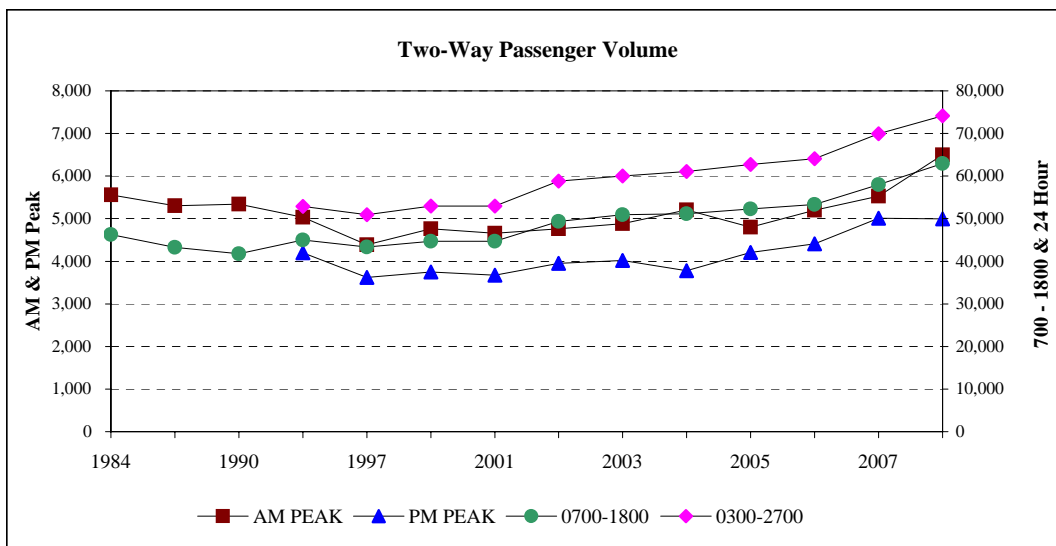
1994 to current year - Data derived from arrives and departs at St. Albert T.C.

Edmonton Transit Screenlines

North Saskatchewan River

Total

Year	North & West	Passenger Pk. Dir.	Volume Both	Pk. Hr. Start	Sched. Buses		South & East	Passenger Pk. Dir.	Volume Both	Pk. Hr. Start	Sched. Buses	
1984	A	5,560	6,830	9,158		353	P					
1985	M	5,302	6,527	8,973		329	M					
1990		5,341	6,443	8,230		308						
1995	P	5,035	6,698	8,550	7:15	277	P	4,199	5,105	6,784	16:00	263
1997	E	4,386	5,920	7,598	7:30	233	E	3,618	4,661	6,129	16:00	217
2000	A	4,763	6,179	7,919	7:30	230	A	3,751	4,832	6,693	16:00	212
2001	K	4,660	5,808	7,744	7:15	239	K	3,670	4,473	6,262	16:15	220
2002		4,766	6,430	8,119	7:30	239		3,953	5,024	6,857	16:00	226
2003	H	4,885	6,671	8,377	7:30	232	H	4,018	5,205	7,303	16:15	221
2004	O	5,207	6,967	8,959	7:15	237	O	3,778	4,745	6,755	16:15	223
2005	U	4,802	6,554	8,425	7:15	237	U	4,203	5,379	7,643	16:15	220
2006	R	5,200	7,279	9,345	7:15	245	R	4,413	5,655	7,922	16:00	219
2007		5,528	7,735	9,954	7:15	256		5,012	6,272	8,923	16:15	232
2008		6,501	8,386	11,036	7:15	265		4,999	6,718	9,144	16:00	241
<hr/>												
1984	0		46,280		2,373	0						
1985	7		43,284		2,254	3						
1990	0		41,756		2,083	0						
1995	0		44,977		1,884	0			52,863			2,488
1997			43,337		1,549				50,916			2,006
2000	TO		44,701		1,550	TO			52,964			2,008
2001			44,668		1,612				52,937			2,088
2002	1		49,329		1,634	2			58,783			2,109
2003	8		50,960		1,614	7			60,000			2,110
2004	0		51,152		1,630	0			61,083			2,147
2005	0		52,263		1,632	0			62,719			2,164
2006			53,343		1,661				64,085			2,199
2007			57,984		1,714				69,971			2,265
2008			62,965		1,750				74,169			2,297



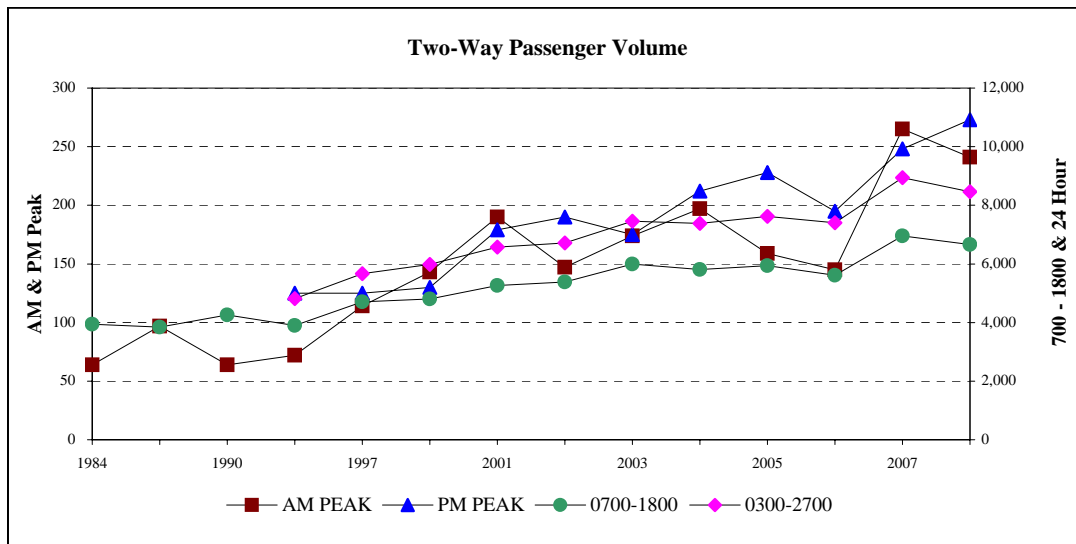
See individual corridors for exceptions.
LRT trains aggregated with buses.

Edmonton Transit Screenlines

North Saskatchewan River

		Quesnel Bridge					North Saskatchewan River					
Year		Passenger Volume			Pk. Hr.	Sched.		Passenger Volume			Pk. Hr.	Sched.
		North	Pk. Dir.	Both	Start	Buses		South	Pk. Dir.	Both	Start	Buses
1984	A	64	755	819	7:15	35	P					
1985	M	97	791	888	7:15	31	M					
1990		64	717	781	7:15	27						
1995	P	72	570	642	7:15	27	P	125	479	604	16:00	27
1997	E	114	585	699	7:30	24	E	125	510	635	16:00	26
2000	A	143	563	706	7:30	26	A	130	440	570	16:00	24
2001	K	190	506	696	7:15	26	K	179	575	754	16:15	26
2002		147	652	799	7:30	27		190	432	622	16:00	25
2003	H	174	630	804	7:30	25	H	175	614	789	16:15	26
2004	O	197	582	779	7:15	25	O	212	437	649	16:15	27
2005	U	159	567	726	7:15	25	U	228	612	840	16:15	26
2006	R	145	653	798	7:15	27	R	195	533	728	16:00	25
2007		265	727	992	7:15	34		248	700	948	16:15	33
2008		241	707	948	7:15	37		273	756	1,029	16:00	34

1984	0		3,945		199	0						
1985	7		3,845		196	3						
1990	0		4,253		195	0						
1995	0		3,902		194	0			4,816		238	
1997			4,701		197				5,669		253	
2000	TO		4,805		196	TO			5,985		257	
2001			5,263		218				6,575		285	
2002	1		5,386		221	2			6,716		288	
2003	8		5,998		216	7			7,460		296	
2004	0		5,806		217	0			7,377		303	
2005	0		5,936		220	0			7,619		310	
2006			5,609		218				7,400		317	
2007			6,954		257				8,944		354	
2008			6,666		266				8,466		362	



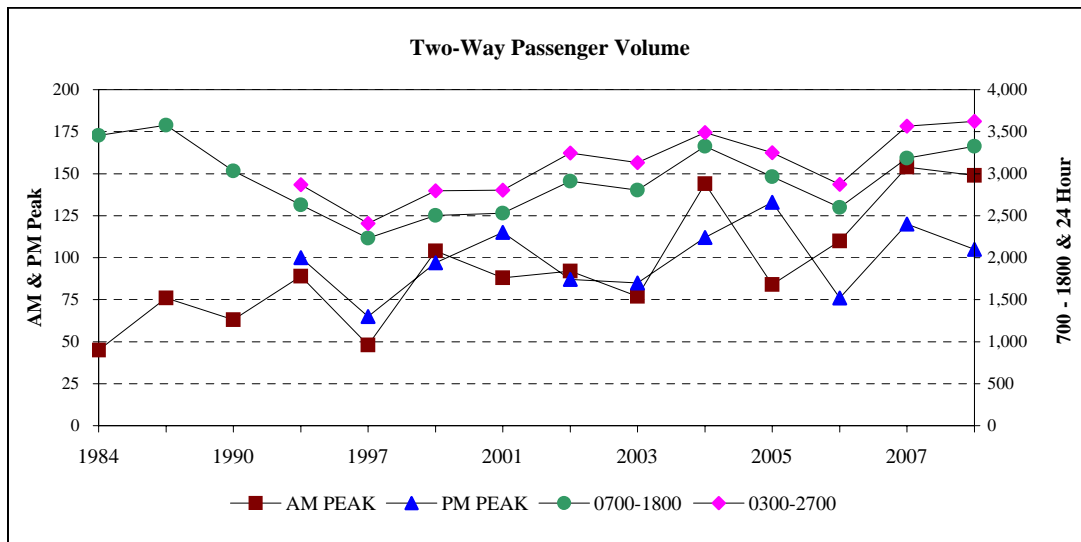
2007 - New rte 138. Frequency increase for rte 33. More trips added for rte 106.

Edmonton Transit Screenlines

North Saskatchewan River

Year	North Saskatchewan River					Groat Bridge						
	Passenger Volume			Pk. Hr.	Sched.	Passenger Volume			Pk. Hr.	Sched.		
	North	Pk. Dir.	Both	Start	Buses	South	Pk. Dir.	Both	Start	Buses		
1984	A	45	597	642	7:45	31	P					
1985	M	76	604	680	7:15	26	M					
1990		63	486	549	7:15	23						
1995	P	89	407	496	7:15	21	P	100	194	294	16:00	16
1997	E	48	293	341	7:30	16	E	65	236	301	16:00	15
2000	A	104	295	399	7:30	17	A	97	262	359	16:00	15
2001	K	88	231	319	7:15	16	K	115	223	338	16:15	15
2002		92	298	390	7:30	16		87	276	363	16:00	15
2003	H	77	373	450	7:30	17	H	85	221	306	16:15	15
2004	O	144	388	532	7:15	17	O	112	218	330	16:15	15
2005	U	84	243	327	7:15	17	U	133	224	357	16:15	15
2006	R	110	283	393	7:15	18	R	76	261	337	16:00	15
2007		154	423	577	7:15	21		120	251	371	16:15	14
2008		149	407	556	7:15	21		105	271	376	16:00	14

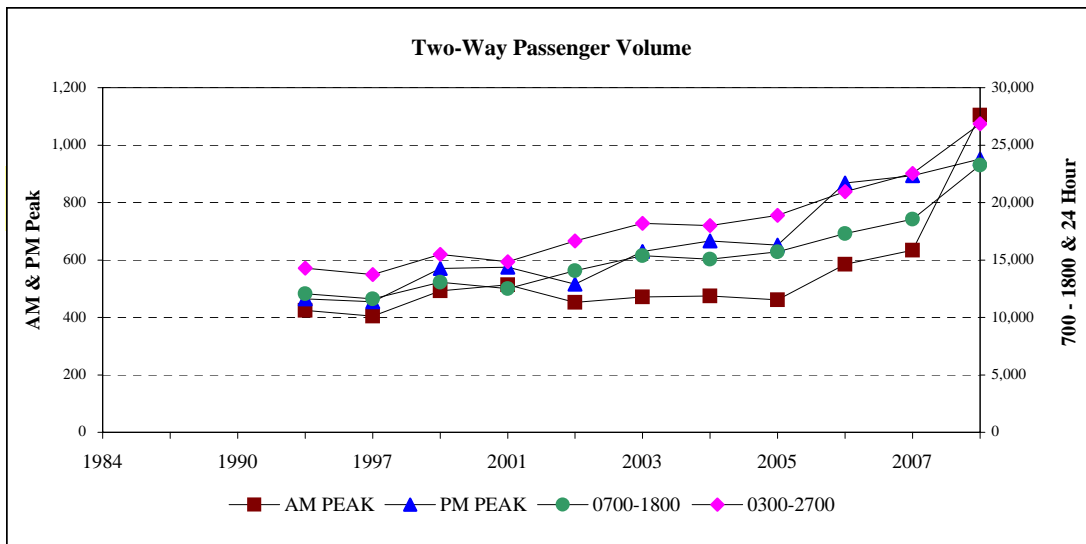
1984	0		3,457		201	0				
1985	7		3,577		177	3				
1990	0		3,031		157	0				
1995	0		2,628		143	0		2,867		171
1997			2,231		122			2,407		144
2000	TO		2,501		124	TO		2,795		152
2001			2,529		123			2,804		151
2002	1		2,911		122	2		3,246		150
2003	8		2,802		125	7		3,131		153
2004	0		3,327		128	0		3,490		154
2005	0		2,965		129	0		3,248		157
2006			2,597		131			2,874		159
2007			3,184		135			3,565		165
2008			3,326		136			3,622		166



Edmonton Transit Screenlines

North Saskatchewan River

Year	LRT North Saskatchewan River					LRT P M	Passenger Volume					Pk. Hr. Start	Sched. Trains
	Passenger Volume		Pk. Hr. Start	Sched. Trains	Passenger Volume		Pk. Hr. Start	Sched. Trains					
	North	Pk. Dir.			Both				South	Pk. Dir.	Both		
1984	A					P							
1985	M					M							
1990													
1995	P	424	1,223	1,647	7:15	24	P	465	895	1,360	16:00	24	
1997	E	404	1,181	1,585	7:30	24	E	455	928	1,383	16:00	24	
2000	A	492	1,242	1,734	7:30	17	A	570	1,155	1,725	16:00	18	
2001	K	514	1,127	1,641	7:15	24	K	575	866	1,441	16:15	24	
2002		452	1,366	1,818	7:30	24		516	1,151	1,667	16:00	24	
2003	H	471	1,384	1,855	7:30	20	H	630	1,232	1,862	16:15	20	
2004	O	475	1,516	1,991	7:15	20	O	666	1,288	1,954	16:15	20	
2005	U	461	1,560	2,021	7:15	19	U	652	1,338	1,990	16:15	20	
2006	R	585	1,812	2,397	7:15	20	R	868	1,574	2,442	16:00	22	
2007		634	1,990	2,624	7:15	20		894	1,545	2,439	16:15	21	
2008		1,104	2,170	3,274	7:15	20		951	2,002	2,953	16:00	22	
1984	0						0						
1985	7						3						
1990	0						0						
1995	0		12,074			181	0		14,302			252	
1997			11,618			182			13,729			256	
2000	TO		13,059			155	TO		15,489			230	
2001			12,499			181			14,840			254	
2002	1		14,054			180	2		16,667			254	
2003	8		15,364			168	7		18,197			242	
2004	0		15,073			167	0		18,000			242	
2005	0		15,711			167	0		18,894			242	
2006			17,290			172			20,939			248	
2007			18,564			172			22,540			248	
2008			23,272			175			26,866			248	



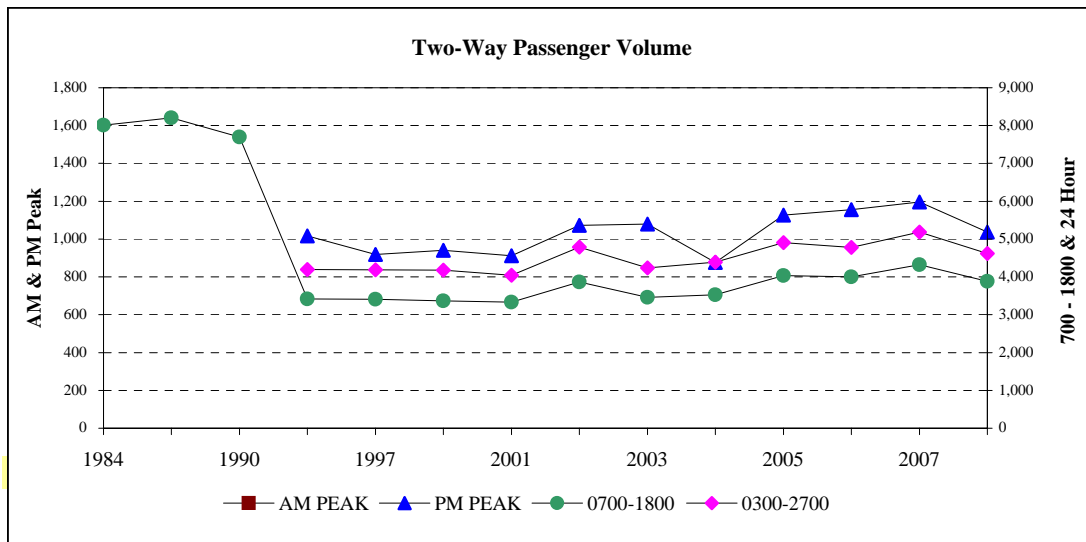
2003 - Reduced number of trains scheduled for signup.
 2001 - LRT surveyed March 2002.
 2000 - Frequency reduction Clvw Stn const'n.
 1995 to current year - Revert to Sth of Grandin Stn; 24 Hr Vols estimated from bus daily boardings.

Edmonton Transit Screenlines

North Saskatchewan River

Year	High Level Bridge					North Saskatchewan River					
	Passenger Volume		Pk. Hr.	Sched.		Passenger Volume		Pk. Hr.	Sched.		
	North	Pk. Dir.	Both	Start		Buses	South	Pk. Dir.	Both	Start	Buses
1984	A		1,267	7:30	59	P					
1985	M		1,288	7:30	58	M					
1990			940	7:15	56						
1995	P		171	7:15	20	P	1,017	1,017	1,017	16:00	44
1997	E		172	7:30	13	E	919	919	919	16:00	31
2000	A		185	7:30	13	A	941	941	941	16:00	32
2001	K		240	7:15	13	K	911	911	911	16:15	32
2002			203	7:30	13		1,072	1,072	1,072	16:00	34
2003	H		209	7:30	13	H	1,080	1,080	1,080	16:15	33
2004	O		202	7:15	13	O	876	876	876	16:15	33
2005	U		232	7:15	13	U	1,127	1,127	1,127	16:15	31
2006	R		276	7:15	13	R	1,156	1,156	1,156	16:00	31
2007			165	7:15	13		1,196	1,196	1,196	16:15	31
2008			197	7:15	13		1,037	1,037	1,037	16:00	33

1984	0		8,014		429	0				
1985	7		8,209		429	3				
1990	0		7,698		409	0				
1995	0		3,418		230	0		4,198		311
1997			3,413		166			4,191		215
2000	TO		3,365		162	TO		4,175		210
2001			3,329		159			4,047		211
2002	1		3,866		160	2		4,784		212
2003	8		3,460		162	7		4,234		212
2004	0		3,531		160	0		4,388		219
2005	0		4,039		158	0		4,902		219
2006			4,003		161			4,778		221
2007			4,326		162			5,186		223
2008			3,883		162			4,616		224



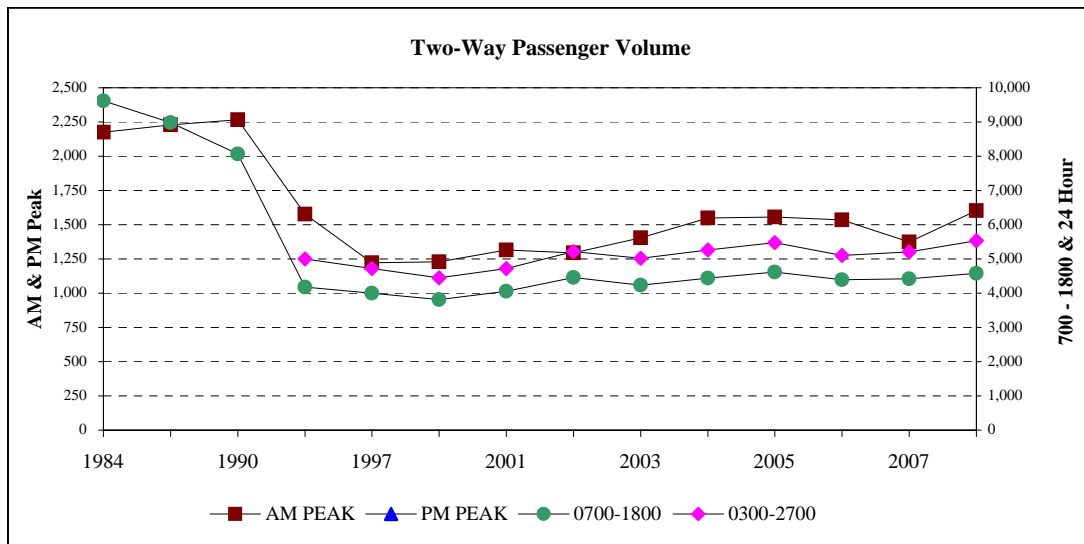
1997 - Horizon 2000 changes.

Edmonton Transit Screenlines

North Saskatchewan River

		105 Street Bridge					North Saskatchewan River					
Year		Passenger Volume			Pk. Hr.	Sched.	Passenger Volume			Pk. Hr.	Sched.	
		North	Pk. Dir.	Both	Start	Buses	South	Pk. Dir.	Both	Start	Buses	
1984	A	2,176	2,176	2,176	7:15	69						P
1985	M	2,230	2,230	2,230	7:15	67						M
1990		2,267	2,267	2,267	7:15	66						
1995	P	1,577	1,577	1,577	7:15	45			201	16:00	20	
1997	E	1,221	1,221	1,221	7:30	37			206	16:00	15	
2000	A	1,229	1,229	1,229	7:30	38			249	16:00	15	
2001	K	1,316	1,316	1,316	7:15	40			230	16:15	14	
2002		1,294	1,294	1,294	7:30	39			290	16:00	15	
2003	H	1,405	1,405	1,405	7:30	36			254	16:15	14	
2004	O	1,549	1,549	1,549	7:15	40			182	16:15	14	
2005	U	1,555	1,555	1,555	7:15	41			270	16:15	14	
2006	R	1,535	1,535	1,535	7:15	41			259	16:00	15	
2007		1,375	1,375	1,375	7:15	39			348	16:15	14	
2008		1,602	1,602	1,602	7:15	39			226	16:00	15	

1984	0			9,616		434	0					
1985	7			8,978		435	3					
1990	0			8,069		409	0					
1995	0			4,177		218	0		5,002		307	
1997				3,998		171			4,718		221	
2000	TO			3,815		171	TO		4,445		221	
2001				4,054		170			4,722		224	
2002	1			4,456		170	2		5,218		223	
2003	8			4,233		166	7		5,017		220	
2004	0			4,439		172	0		5,261		233	
2005	0			4,619		171	0		5,472		232	
2006				4,394		170			5,103		230	
2007				4,420		168			5,201		229	
2008				4,581		168			5,535		230	



1997 - Horizon 2000 changes.

Edmonton Transit Screenlines

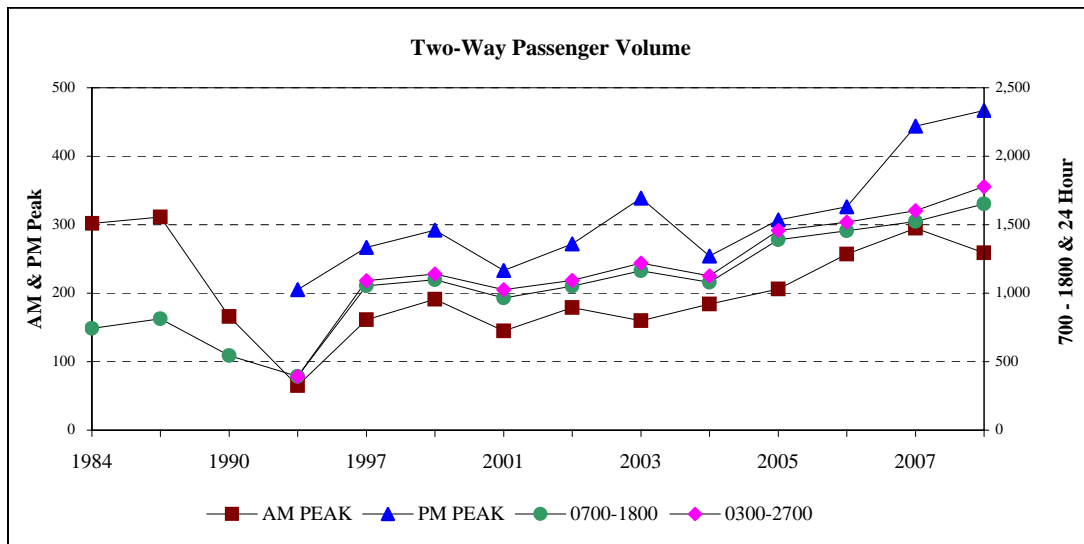
North Saskatchewan River

James Mac Bridge

North Saskatchewan River

Year	Passenger Volume					Pk. Hr.	Sched.	Passenger Volume					
	West	Pk. Dir.	Both	Start	Buses			East	Pk. Dir.	Both	Start	Buses	
1984	A	302	302	302	7:15	7	P						
1985	M	311	311	323	7:15	10	M						
1990		166	166	174	7:15	9							
1995	P	65	65	65	7:15	2	P	205	205	205	16:00	6	
1997	E	161	161	239	7:30	9	E	267	267	307	16:00	12	
2000	A	191	191	220	7:30	9	A	292	292	321	16:00	13	
2001	K	145	145	161	7:15	7	K	233	233	289	16:15	13	
2002		179	179	208	7:30	7		272	272	328	16:00	13	
2003	H	160	160	179	7:30	8	H	339	339	379	16:15	13	
2004	O	184	184	204	7:15	8	O	254	254	286	16:15	14	
2005	U	206	206	235	7:15	9	U	307	307	344	16:15	13	
2006	R	257	257	307	7:15	10	R	326	326	377	16:00	13	
2007		295	295	338	7:15	9		444	444	485	16:15	15	
2008		259	259	312	7:15	11		467	467	519	16:00	18	

1984	0		742		36	0
1985	7		813		41	3
1990	0		544		38	0
1995	0		392		16	0
1997			1,053		68	
2000	TO		1,099		68	TO
2001			966		68	
2002	1		1,052		69	2
2003	8		1,163		66	7
2004	0		1,080		69	0
2005	0		1,391		68	0
2006			1,456		72	
2007			1,523		75	
2008			1,651		80	



1997 - Horizon 2000 changes.

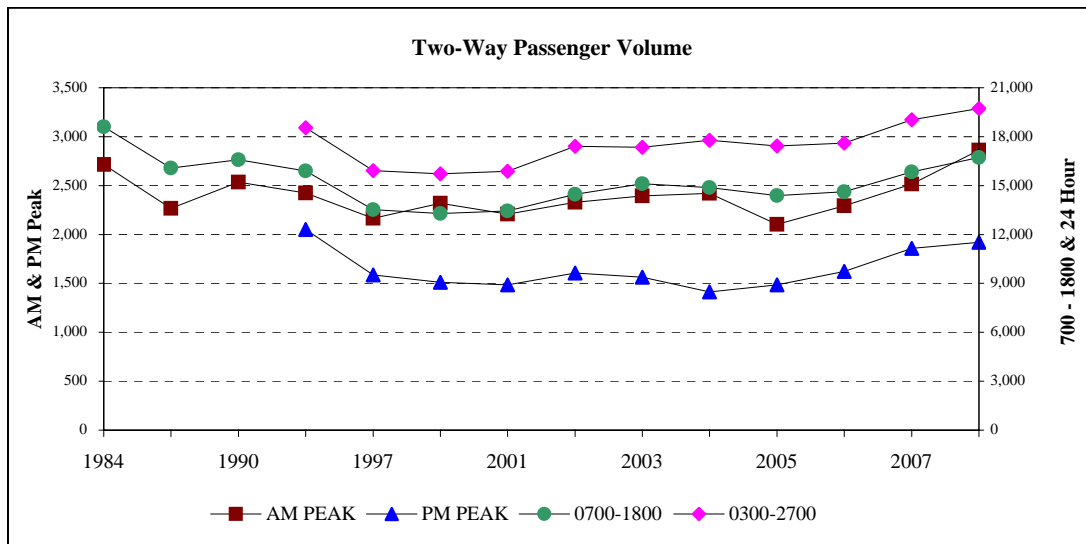
1995 to current year - Using James Mac peak hour, not Low Level (revised 1999).

Edmonton Transit Screenlines

North Saskatchewan River

		Low Level Bridge					North Saskatchewan River					
Year		Passenger Volume			Pk. Hr.	Sched.	Passenger Volume			Pk. Hr.	Sched.	
		North	Pk. Dir.	Both	Start	Buses	South	Pk. Dir.	Both	Start	Buses	
1984	A	2,715	2,715	3,599	7:15	132						
1985	M	2,266	2,266	3,164	7:30	116						
1990		2,535	2,535	3,169	7:15	109						
1995	P	2,424	2,424	3,218	7:15	114	P	2,051	2,051	2,779	16:00	104
1997	E	2,164	2,164	2,669	7:30	92	E	1,585	1,585	2,082	16:00	82
2000	A	2,320	2,320	2,795	7:30	92	A	1,511	1,511	2,161	16:00	80
2001	K	2,207	2,207	2,840	7:15	95	K	1,485	1,485	2,042	16:15	82
2002		2,330	2,330	2,810	7:30	95		1,605	1,605	2,146	16:00	85
2003	H	2,394	2,394	2,946	7:30	95	H	1,565	1,565	2,351	16:15	85
2004	O	2,422	2,422	3,129	7:15	96	O	1,412	1,412	2,112	16:15	85
2005	U	2,102	2,102	2,780	7:15	95	U	1,486	1,486	2,325	16:15	86
2006	R	2,293	2,293	3,012	7:15	96	R	1,621	1,621	2,350	16:00	83
2007		2,516	2,516	3,347	7:15	102		1,858	1,858	2,746	16:15	89
2008		2,862	2,862	3,643	7:15	105		1,920	1,920	2,681	16:00	89

1984	0			18,605		925	0					
1985	7			16,077		829	3					
1990	0			16,590		744	0					
1995	0			15,893		750	0		18,543			990
1997				13,523		542			15,921			697
2000	TO			13,289		572	TO		15,718			717
2001				13,447		569			15,875			715
2002	1			14,464		588	2		17,404			736
2003	8			15,107		587	7		17,359			733
2004	0			14,874		592	0		17,785			738
2005	0			14,377		594	0		17,422			747
2006				14,628		606			17,598			760
2007				15,848		614			19,039			775
2008				16,712		633			19,716			790



1998 - PM Peak total revised August 21, 2000.

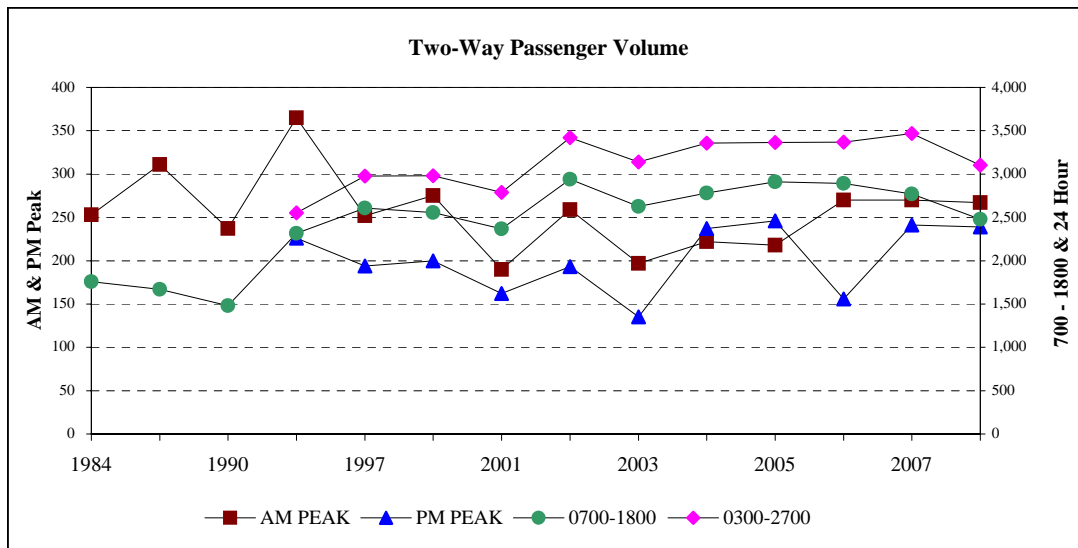
1997 - Horizon 2000 changes.

Edmonton Transit Screenlines

North Saskatchewan River

Year	North Saskatchewan River					Dawson Bridge						
	Passenger Volume			Pk. Hr.	Sched.	Passenger Volume			Pk. Hr.	Sched.		
	North	Pk. Dir.	Both	Start	Buses	South	Pk. Dir.	Both	Start	Buses		
1984	A	253	253	316	7:15	16					P	
1985	M	311	311	375	7:30	17					M	
1990		237	237	306	7:00	14						
1995	P	365	365	648	7:15	20	P	226	226	276	16:00	18
1997	E	252	252	587	7:30	14	E	194	194	266	16:00	8
2000	A	275	275	578	7:30	14	A	200	200	326	16:00	11
2001	K	190	190	435	7:15	14	K	162	162	229	16:15	10
2002		259	259	532	7:30	14		193	193	328	16:00	11
2003	H	197	269	466	7:30	14	H	135	135	254	16:15	11
2004	O	222	222	455	7:15	13	O	237	237	334	16:15	11
2005	U	218	218	429	7:15	13	U	246	246	327	16:15	11
2006	R	270	270	446	7:15	13	R	156	156	230	16:00	11
2007		270	270	378	7:15	11		241	241	342	16:15	11
2008		267	267	375	7:15	13		239	239	290	16:00	12

1984	0		1,757		124	0					
1985	7		1,670		125	3					
1990	0		1,482		109	0					
1995	0		2,317		129	0		2,551			173
1997			2,608		80			2,978			117
2000	TO		2,557		81	TO		2,982			117
2001			2,366		103			2,789			140
2002	1		2,939		104	2		3,419			141
2003	8		2,626		104	7		3,141			152
2004	0		2,780		104	0		3,358			152
2005	0		2,911		104	0		3,364			152
2006			2,892		105			3,369			153
2007			2,769		105			3,467			155
2008			2,480		105			3,104			156

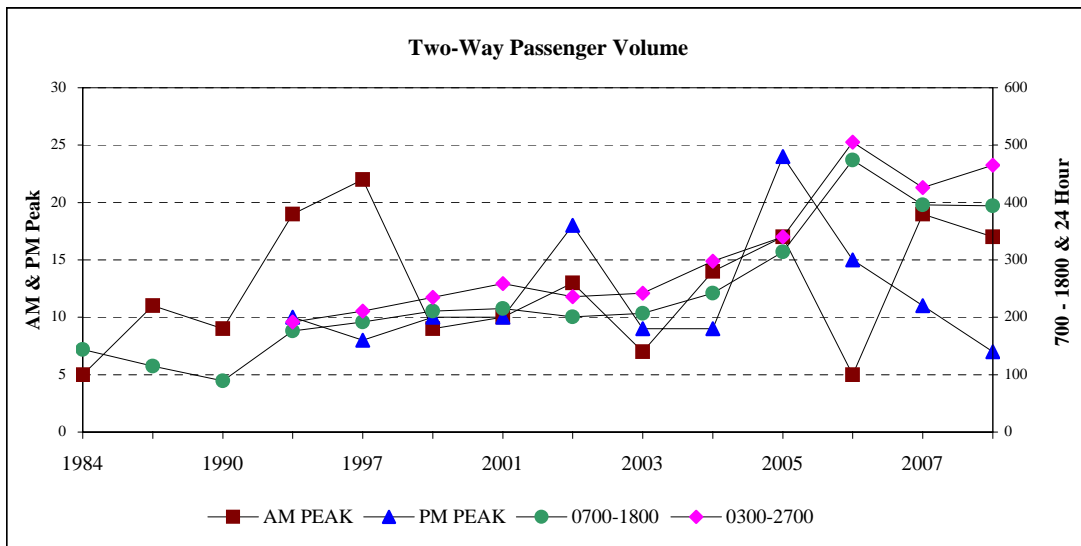


Edmonton Transit Screenlines

North Saskatchewan River

Year	Capilano Bridge					North Saskatchewan River						
	Passenger Volume			Pk. Hr.	Sched.	Passenger Volume			Pk. Hr.	Sched.		
	North	Pk. Dir.	Both	Start	Buses	South	Pk. Dir.	Both	Start	Buses		
1984	A	5	32	37	7:30	4	P					
1985	M	11	14	25	7:30	4	M					
1990		9	35	44	7:15	4						
1995	P	19	67	86	7:15	4	P	10	38	48	16:00	4
1997	E	22	63	85	7:30	4	E	8	22	30	16:00	4
2000	A	9	64	73	7:30	4	A	10	31	41	16:00	4
2001	K	10	86	96	7:15	4	K	10	18	28	16:15	4
2002		13	52	65	7:30	4		18	23	41	16:00	4
2003	H	7	56	63	7:30	4	H	9	19	28	16:15	4
2004	O	14	104	118	7:15	5	O	9	23	32	16:15	4
2005	U	17	103	120	7:15	5	U	24	39	63	16:15	4
2006	R	5	176	181	7:15	7	R	15	28	43	16:00	4
2007		19	139	158	7:15	7		11	37	48	16:15	4
2008		17	112	129	7:15	6		7	26	33	16:00	4

1984	0		144		25	0				
1985	7		115		22	3				
1990	0		89		22	0				
1995	0		176		23	0		192		30
1997			192		21			211		26
2000	TO		211		21	TO		235		27
2001			215		21			259		27
2002	1		201		20	2		236		26
2003	8		207		20	7		242		25
2004	0		242		21	0		298		26
2005	0		314		21	0		340		26
2006			474		26			505		31
2007			396		26			426		31
2008			394		25			465		31



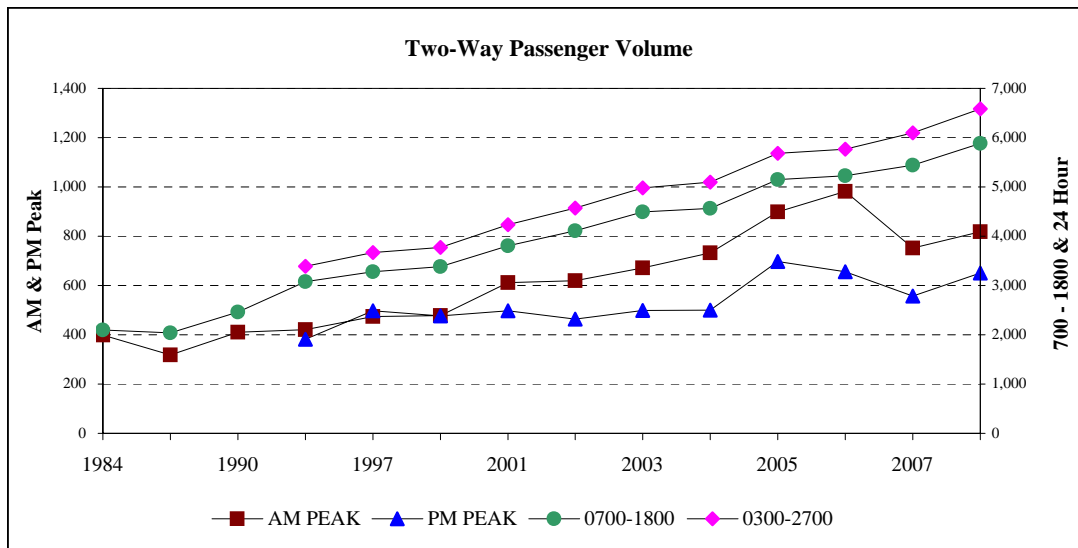
Edmonton Transit Screenlines

North Saskatchewan River

Regional Service Total

Year		North Passenger Volume			Pk. Hr. Start	Sched. Buses		South Passenger Volume			Pk. Hr. Start	Sched. Buses
		& West	Pk. Dir.	Both				& East	Pk. Dir.	Both		
1984	A	399	483	492		27	P					
1985	M	318	453	459		19	M					
1990		410	543	551		21						
1995	P	421	608	622	7:15	23	P	382	513	557	16:00	18
1997	E	474	684	712	7:30	24	E	498	630	658	16:00	19
2000	A	478	692	728	7:30	24	A	476	605	638	16:00	19
2001	K	612	868	914	7:15	25	K	497	660	694	16:15	21
2002		619	818	895	7:30	31		464	590	644	16:00	24
2003	H	672	941	1,002	7:30	30	H	499	644	705	16:15	27
2004	O	732	991	1,054	7:15	30	O	500	627	689	16:15	27
2005	U	899	1,159	1,226	7:15	34	U	698	767	831	16:15	28
2006	R	982	1,135	1,247	7:15	36	R	656	834	909	16:00	28
2007		752	1,065	1,155	7:15	36		557	759	873	16:15	31
2008		818	1,097	1,241	7:15	34		651	845	982	16:00	30

1984	0		2,099		138	0						
1985	7		2,041		126	3						
1990	0		2,461		121	0						
1995	0		3,080		116	0			3,391		141	
1997			3,282		117				3,670		152	
2000	TO		3,382		124	TO			3,771		151	
2001			3,808		131				4,234		157	
2002	1		4,110		163	2			4,574		191	
2003	8		4,493		165	7			4,982		193	
2004	0		4,562		165	0			5,098		193	
2005	0		5,148		176	0			5,679		203	
2006			5,226		180				5,765		207	
2007			5,440		226				6,099		264	
2008			5,881		267				6,587		327	



See individual corridors for exceptions.
 1997 to 2001 - Revised to Regional peak hour (as of 2002 Screenline Report).

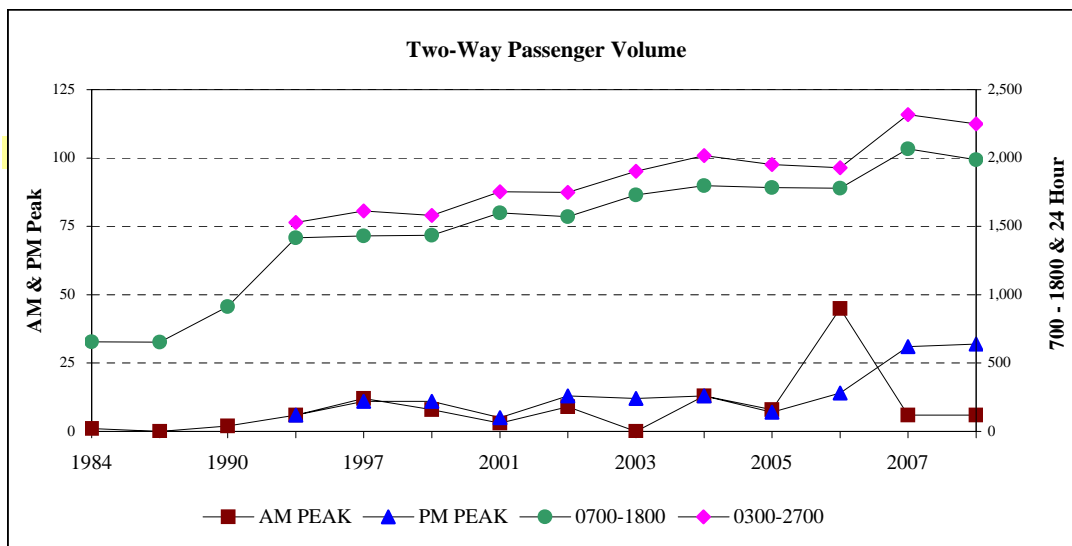
Edmonton Transit Screenlines

North Saskatchewan River

Regional Service

Year	Groat Bridge						North Saskatchewan River					
	Passenger Volume			Pk. Hr.	Sched.		Passenger Volume			Pk. Hr.	Sched.	
	North	Pk. Dir.	Both	Start	Buses		South	Pk. Dir.	Both	Start	Buses	
1984	A	1	85	86		5	P					
1985	M	0	135	135		6	M					
1990		2	135	137		6						
1995	P	6	193	199	7:15	8	P	6	137	143	16:00	4
1997	E	12	222	234	7:30	8	E	11	143	154	16:00	4
2000	A	8	222	230	7:30	7	A	11	140	151	16:00	5
2001	K	3	259	262	7:15	6	K	5	168	173	16:15	6
2002		9	208	217	7:30	7		13	139	152	16:00	5
2003	H	0	269	269	7:30	7	H	12	157	169	16:15	5
2004	O	13	272	285	7:15	7	O	13	140	153	16:15	5
2005	U	8	268	276	7:15	8	U	7	76	83	16:15	3
2006	R	45	198	243	7:15	9	R	14	192	206	16:00	5
2007		6	319	325	7:15	9		31	233	264	16:15	7
2008		6	285	291	7:15	9		32	226	258	16:00	8

1984	0		656		36	0					
1985	7		654		33	3					
1990	0		913		40	0					
1995	0		1,417		51	0			1,529		61
1997			1,431		53				1,613		68
2000	TO		1,434		56	TO			1,580		67
2001			1,598		61				1,754		71
2002	1		1,571		53	2			1,749		65
2003	8		1,729		57	7			1,902		69
2004	0		1,798		57	0			2,018		69
2005	0		1,783		62	0			1,953		73
2006			1,779		62				1,930		73
2007			2,068		68				2,318		83
2008			1,988		73				2,250		89



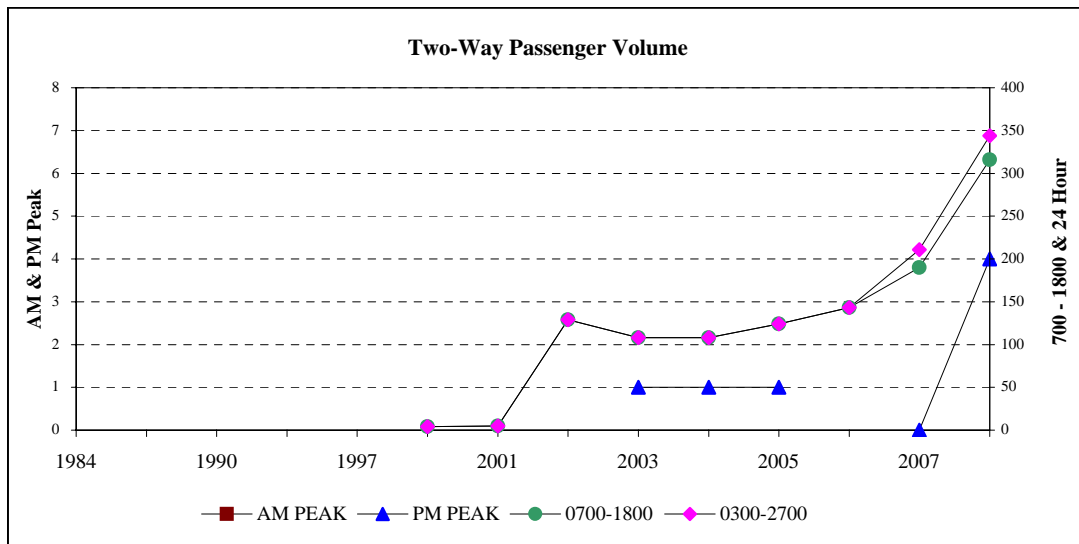
1994 to current year - Data derived from arrives and departs at St. Albert T.C.

Edmonton Transit Screenlines

North Saskatchewan River

Regional Service

Year	High Level Bridge North Saskatchewan River				Sched. Buses	Regional Service					
	Passenger Volume		Pk. Hr.	Sched.		Passenger Volume			Pk. Hr.	Sched.	
	North	Pk. Dir.	Both	Start		South	Pk. Dir.	Both	Start	Buses	
1984	A									P	
1985	M									M	
1990											
1995	P									P	
1997	E									E	
2000	A		4	7:30	2					A	
2001	K		3	7:15	2					K	
2002			53	7:30	2						
2003	H		45	7:30	2	H	1	1	1	16:15	1
2004	O		24	7:15	1	O	1	1	1	16:15	1
2005	U		28	7:15	1	U	1	1	1	16:15	1
2006	R		35	7:15	3	R					
2007			40	7:15	3		0	0	0	16:15	1
2008			83	7:15	3		4	4	4	16:00	2
<hr/>											
1984	0										0
1985	7										3
1990	0										0
1995	0										0
1997											
2000	TO		4		2	TO		4			2
2001			5		2			5			2
2002	1		129		8	2		129			8
2003	8		108		7	7		108			7
2004	0		108		7	0		108			7
2005	0		124		7	0		124			7
2006			143		11			143			11
2007			190		19			211			20
2008			316		24			344			30



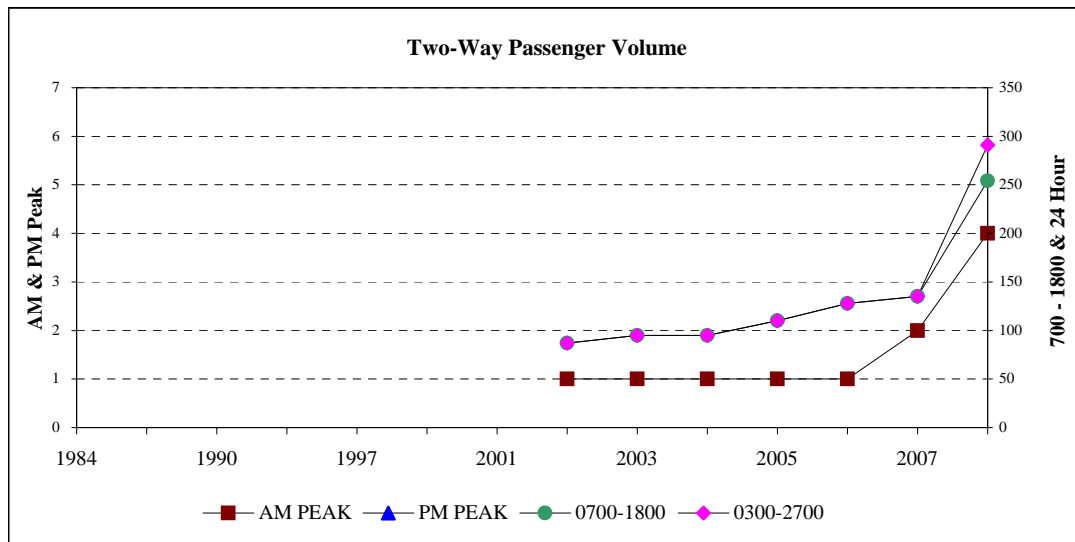
2000 - Not sure for previous years when Sh. Park buses continued over the bridge.

Edmonton Transit Screenlines

North Saskatchewan River

Regional Service

Year	105 Street Bridge North Saskatchewan River						Passenger Volume				
	North	Pk. Dir.	Both	Pk. Hr. Start	Sched. Buses		South	Pk. Dir.	Both	Pk. Hr. Start	Sched. Buses
1984	A					P					
1985	M					M					
1990											
1995	P					P					
1997	E					E					
2000	A					A					
2001	K					K					
2002		1	1	1	7:30	1		16	16:00	2	
2003	H	1	1	1	7:30	1	H	17	16:15	2	
2004	O	1	1	1	7:15	1	O	17	16:15	2	
2005	U	1	1	1	7:15	1	U	20	16:15	2	
2006	R	1	1	1	7:15	1	R	27	16:00	4	
2007		2	2	2	7:15	2		36	16:15	4	
2008		4	4	4	7:15	1		63	16:00	2	
<hr/>											
1984	0					0					
1985	7					3					
1990	0					0					
1995	0					0					
1997											
2000	TO					TO					
2001											
2002	1		87		10	2		87		10	
2003	8		95		10	7		95		10	
2004	0		95		10	0		95		10	
2005	0		110		10	0		110		10	
2006			128		14			128		14	
2007			135		17			135		17	
2008			254		20			291		25	



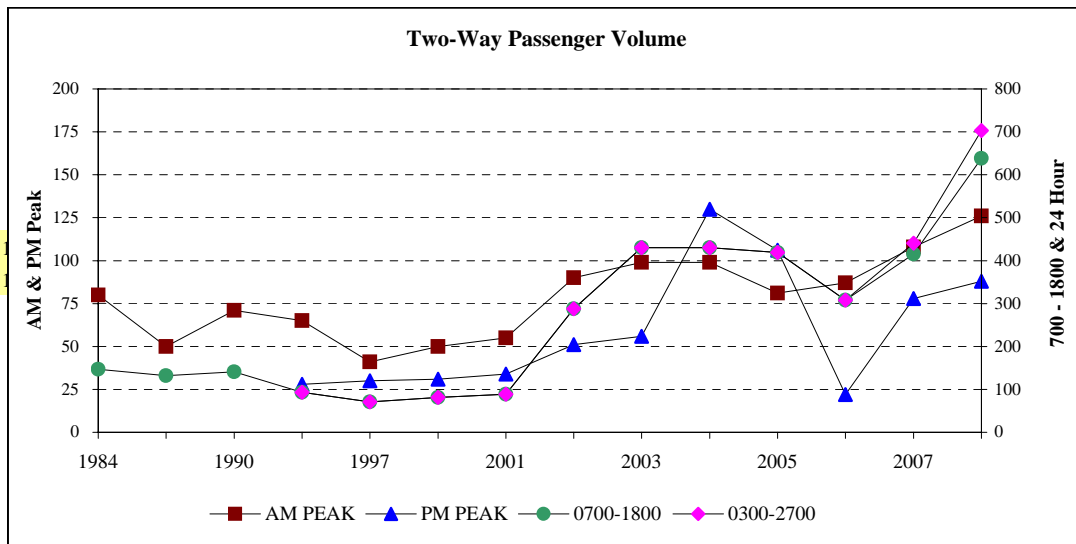
Edmonton Transit Screenlines

North Saskatchewan River

Regional Service

		James Mac Bridge					North Saskatchewan River					
Year		Passenger Volume			Pk. Hr.	Sched.	Passenger Volume			Pk. Hr.	Sched.	
		West	Pk. Dir.	Both	Start	Buses	East	Pk. Dir.	Both	Start	Buses	
1984	A	80	80	80	7:15	2						
1985	M	50	50	50	7:15	2						
1990		71	71	71	7:15	2						
1995	P	65	65	65	7:15	2	P	28	28	28	16:00	1
1997	E	41	41	41	7:30	2	E	30	30	30	16:00	1
2000	A	50	50	50	7:30	2	A	31	31	31	16:00	1
2001	K	55	55	55	7:15	2	K	34	34	34	16:15	1
2002		90	90	91	7:30	4		51	51	51	16:00	3
2003	H	99	99	99	7:30	3	H	56	56	57	16:15	4
2004	O	99	99	99	7:15	3	O	130	130	131	16:15	7
2005	U	81	81	82	7:15	3	U	106	106	107	16:15	6
2006	R	87	87	88	7:15	3	R	22	22	23	16:00	3
2007		108	108	110	7:15	5		78	78	83	16:15	5
2008		126	126	130	7:15	6		88	88	92	16:00	5

1984	0			147		5	0					
1985	7			132		5	3					
1990	0			141		4	0					
1995	0			93		3	0			93		3
1997				71		3				71		3
2000	TO			81		3	TO			81		3
2001				89		3				89		3
2002	1			288		20	2			288		20
2003	8			430		23	7			430		23
2004	0			430		23	0			430		23
2005	0			419		22	0			419		22
2006				308		18				308		18
2007				415		31				441		32
2008				638		47				703		58



2007 - Revised 2005 - added route 402 PM Peak.

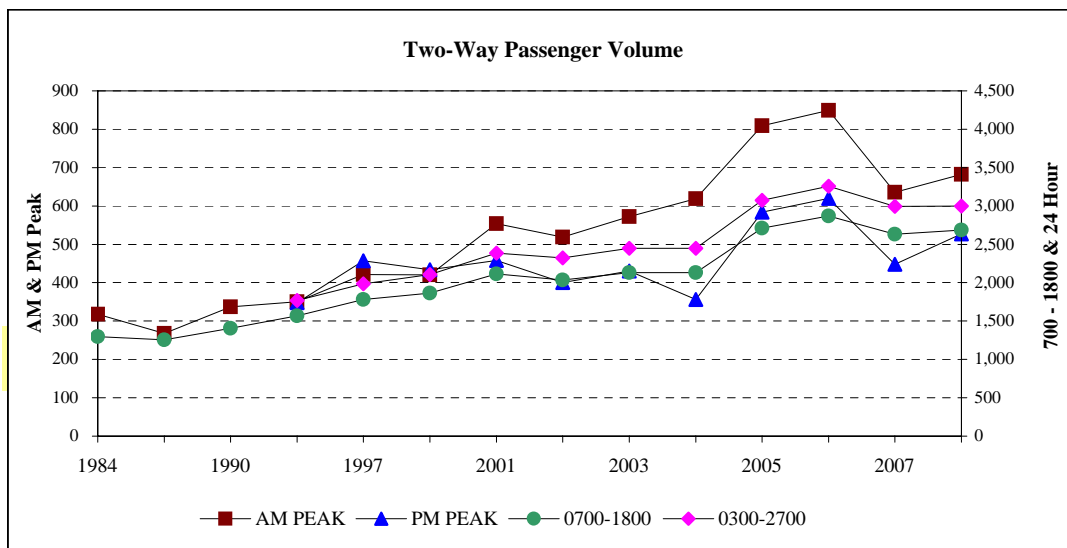
Edmonton Transit Screenlines

North Saskatchewan River

Regional Service

Year	Low Level Bridge North Saskatchewan River					P	Passenger Volume					P
	Passenger Volume		Pk. Hr.	Sched.	Buses		Passenger Volume		Pk. Hr.	Sched.	Buses	
	North	Pk. Dir.	Both	Start				South	Pk. Dir.	Both		Start
1984	A	318	318	326	7:15	20						
1985	M	268	268	274	7:30	11						
1990		337	337	343	7:15	13						
1995	P	350	350	358	7:15	13	P	348	348	386	16:00	13
1997	E	421	421	437	7:30	14	E	457	457	474	16:00	14
2000	A	420	420	444	7:30	13	A	434	434	456	16:00	13
2001	K	554	554	594	7:15	15	K	458	458	487	16:15	14
2002		519	519	533	7:30	17		400	400	425	16:00	14
2003	H	572	572	588	7:30	17	H	430	430	461	16:15	15
2004	O	619	619	645	7:15	18	O	356	356	387	16:15	12
2005	U	809	809	839	7:15	21	U	584	584	620	16:15	16
2006	R	849	849	880	7:15	20	R	620	620	653	16:00	16
2007		636	636	678	7:15	17		448	448	490	16:15	14
2008		682	682	733	7:15	15		527	527	565	16:00	13

1984	0		1,296		97	0						
1985	7		1,255		88	3						
1990	0		1,407		77	0						
1995	0		1,570		62	0			1,769			77
1997			1,780		61				1,986			81
2000	TO		1,863		63	TO			2,106			79
2001			2,116		65				2,386			81
2002	1		2,035		72	2			2,321			88
2003	8		2,131		68	7			2,447			84
2004	0		2,131		68	0			2,447			84
2005	0		2,712		75	0			3,073			91
2006			2,868		75				3,256			91
2007			2,632		91				2,994			112
2008			2,685		103				2,999			125



2007 - Revised 2005 - removed route 402 PM Peak.

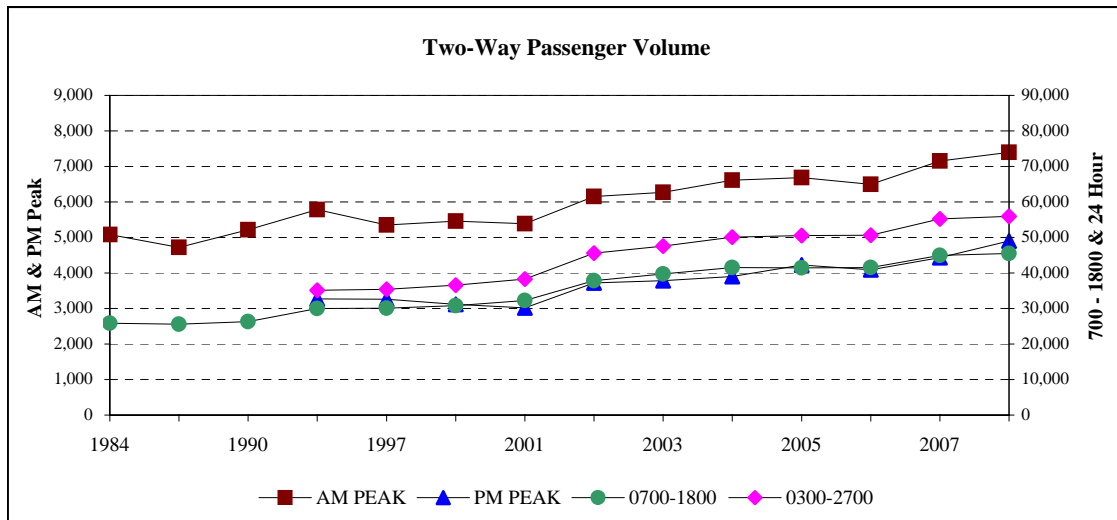
2003 - Revised AM peak 2000 to 1997 total volumes and buses.

Edmonton Transit Screenlines

Whitemud Drive

Total

Year		excluding West of River North					excluding West of River South					Total
		Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	Passenger Volume South	Passenger Volume Both	Pk. Hr. Start	Sched. Buses			
1984	A	4,134	5,082	5,952	7:15	251	P					
1985	M	3,782	4,725	5,561	7:15	247	M					
1990		3,996	5,212	6,148	7:00	248						
1995	P	4,727	5,784	7,054	7:15	270	P	2,684	3,267	3,932	16:30	243
1997	E	4,257	5,355	6,532	7:15	254	E	2,733	3,263	3,903	16:15	227
2000	A	4,457	5,458	6,479	7:15	268	A	2,683	3,120	3,951	16:30	223
2001	K	4,240	5,383	6,521	7:15	267	K	2,541	3,015	3,942	16:15	225
2002		4,797	6,155	7,489	7:15	294		2,967	3,724	4,818	16:00	247
2003	H	4,969	6,266	7,881	7:15	307	H	2,930	3,787	4,874	16:15	245
2004	O	5,325	6,617	8,260	7:15	306	O	3,070	3,903	5,148	16:00	245
2005	U	5,258	6,684	8,075	7:30	317	U	3,178	4,227	5,456	16:15	248
2006	R	5,133	6,494	7,953	7:15	324	R	3,261	4,094	5,325	16:30	248
2007		5,706	7,149	8,782	7:15	341		3,561	4,429	5,690	16:45	254
2008		6,059	7,397	8,758	7:15	353		3,904	4,897	6,147	16:30	284
<hr/>												
1984	0	21,963	25,881	1,605	0							
1985	7	21,925	25,626	1,673	3							
1990	0	22,220	26,324	1,638	0							
1995	0	24,943	29,970	1,769	0	29,219	35,139	2,445				
1997		24,972	30,086	1,743		29,367	35,424	2,417				
2000	TO	25,863	30,845	1,835	TO	30,615	36,560	2,489				
2001		26,722	32,257	1,851		31,688	38,314	2,502				
2002	1	29,256	37,880	2,050	2	34,562	45,610	2,755				
2003	8	30,926	39,765	2,070	7	36,430	47,608	2,782				
2004	0	31,945	41,567	2,055	0	38,337	50,111	2,775				
2005	0	31,802	41,481	2,155	0	38,277	50,574	2,933				
2006		31,779	41,526	2,169		38,435	50,589	2,954				
2007		34,618	44,982	2,235		42,337	55,254	3,034				
2008		34,981	45,525	2,311		42,525	55,962	3,163				



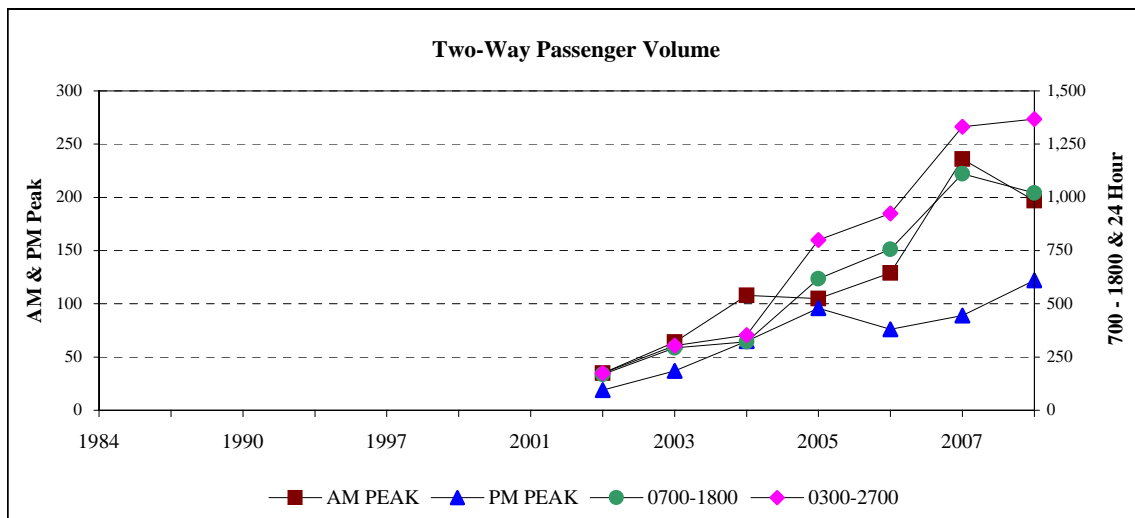
See individual corridors for exceptions.
 1997 to 2001 - Revised 2002 - 76 Str, 50 Str and 34 Str to south of Whitemud.

Edmonton Transit Screenlines

Whitemud Drive

Year	South of Whitemud Drive				Gaurdian Road					
	Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	Passenger Volume South	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		
1984								P		
1985								M		
1990										
1995								P		
1997								E		
2000								A		
2001								K		
2002		35	45	7:15	3	19	24	16:00	4	
2003	H	64	101	7:15	4	H	37	42	16:15	4
2004	O	108	124	7:15	5	O	65	71	16:00	4
2005	U	105	116	7:30	5	U	96	98	16:15	4
2006	R	129	149	7:15	6	R	76	98	16:30	7
2007		236	255	7:15	7		89	110	16:45	6
2008		197	210	7:15	8		122	165	16:30	8

1984	0				0					
1985	7				3					
1990	0				0					
1995	0				0					
1997										
2000	TO				TO					
2001										
2002	1		168		19	2		174		23
2003	8		293		17	7		304		22
2004	0		321		20	0		353		25
2005	0		618		47	0		799		61
2006			756		53			924		69
2007			1,111		55			1,332		71
2008			1,020		58			1,368		79



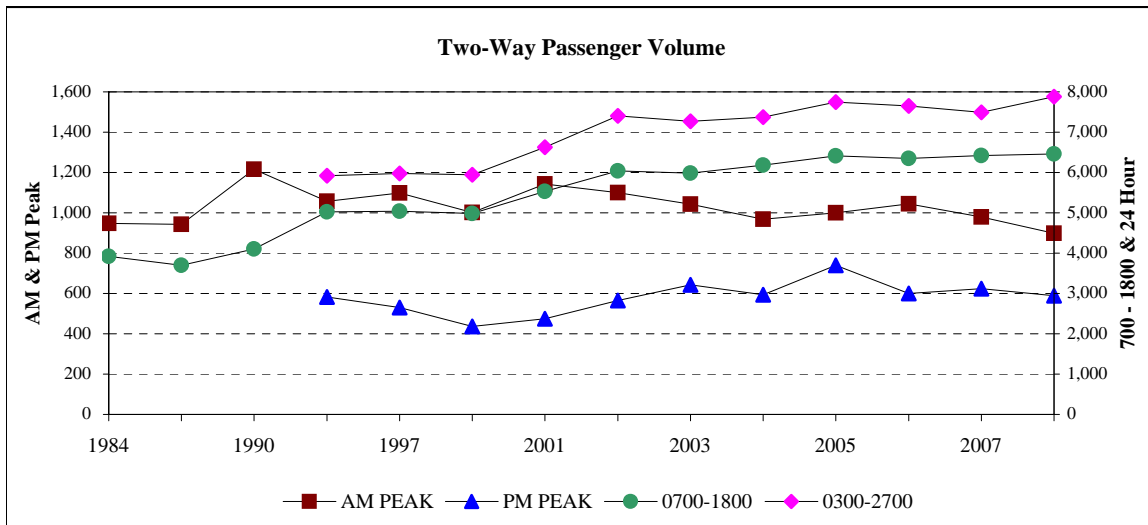
2002 - Started screenline location. First route was established in 1999.

Edmonton Transit Screenlines

Whitemud Drive

Year		178 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Both	Sched. Start	Sched. Buses
		Passenger Volume		Pk. Hr.	Sched.				
		North	Both	Start	Buses				
1984	A	948	971	7:15	35	P			
1985	M	943	968	7:15	38	M			
1990		1,216	1,246	7:00	43				
1995	P	1,057	1,126	7:15	47	P	583	684	
1997	E	1,098	1,200	7:15	45	E	530	632	
2000	A	1,001	1,090	7:15	44	A	437	552	
2001	K	1,143	1,237	7:15	45	K	474	627	
2002		1,100	1,206	7:15	45		565	694	
2003	H	1,043	1,210	7:15	45	H	643	756	
2004	O	968	1,071	7:15	47	O	593	750	
2005	U	1,000	1,128	7:30	43	U	740	894	
2006	R	1,045	1,118	7:15	46	R	600	720	
2007		979	1,084	7:15	46		624	734	
2008		899	1,022	7:15	44		589	732	

1984	0		3,918		216	0			
1985	7		3,701		237	3			
1990	0		4,104		282	0			
1995	0		5,027		326	0	5,920		453
1997			5,037		313		5,973		437
2000	TO		4,982		310	TO	5,945		436
2001			5,535		310		6,626		436
2002	1		6,038		316	2	7,401		444
2003	8		5,985		321	7	7,269		449
2004	0		6,181		333	0	7,370		461
2005	0		6,411		360	0	7,743		498
2006			6,353		360		7,654		498
2007			6,417		356		7,492		502
2008			6,457		353		7,878		507

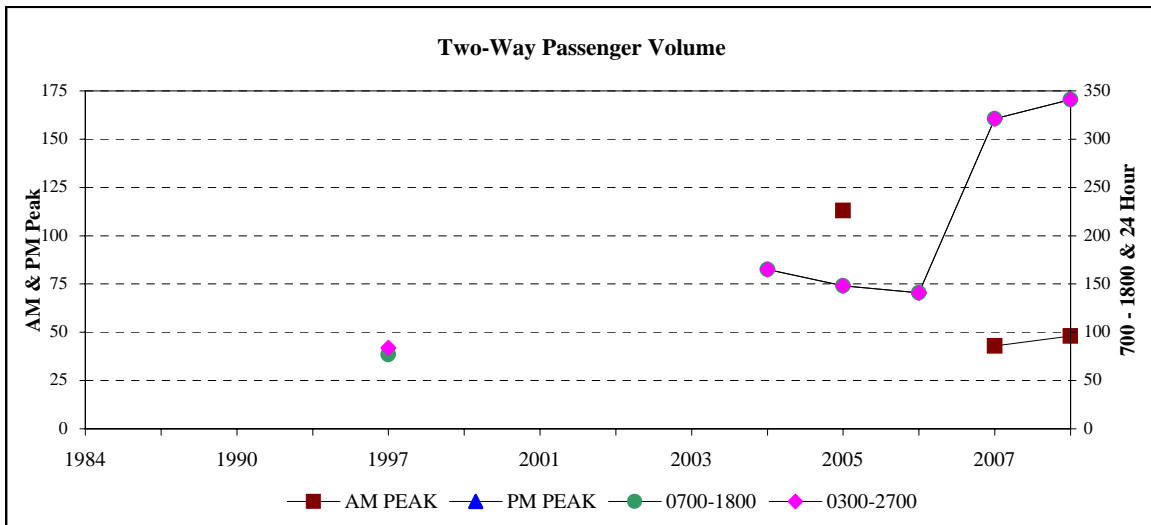


1997 - Horizon 2000 change.

Edmonton Transit Screenlines

Whitemud Drive

Year	170 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Start	Sched. Buses
	Passenger Volume North	Both	Pk. Hr. Start	Sched. Buses			
1984							P
1985							M
1990							
1995							P
1997		39		7:15	3		E
2000							A
2001							K
2002							
2003							H
2004							O
2005	113	113		7:30	2		U
2006							R
2007	43	43		7:15	1		
2008	48	48		7:15	1		
<hr/>							
1984	0				0		
1985	7				3		
1990	0				0		
1995	0				0		
1997		77			11		
2000	TO				TO		
2001							
2002	1				2		
2003	8				7		
2004	0		165		5	165	5
2005	0		148		3	148	3
2006			141		3	141	3
2007			321		9	321	9
2008			341		10	341	10



2007 - New route 138 added.

2004 to current - School service only.

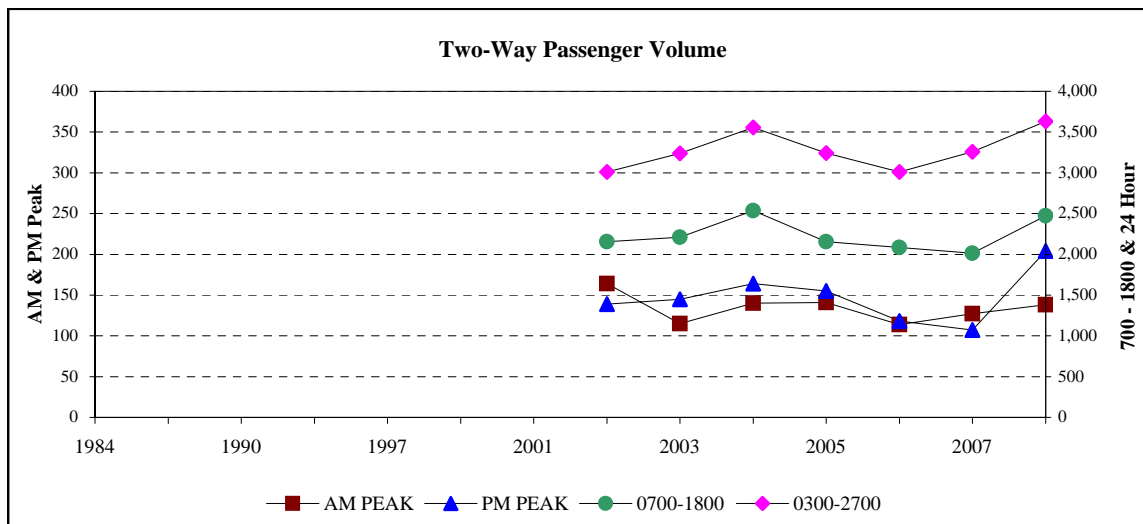
2000 - Routing changed.

1997 - Horizon 2000 change.

Edmonton Transit Screenlines

Whitemud Drive

Year	159 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Start	Sched. Buses
	Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses			
1984	A						P
1985	M						M
1990							
1995	P						P
1997	E						E
2000	A						A
2001	K						K
2002		164	225	7:15	9		
2003	H	115	194	7:15	9	H	145 209 16:15 9
2004	O	140	217	7:15	9	O	164 269 16:00 10
2005	U	141	196	7:30	10	U	155 244 16:15 9
2006	R	114	181	7:15	10	R	118 211 16:30 10
2007		127	211	7:15	10		107 240 16:45 10
2008		138	215	7:15	13		204 308 16:30 12
<hr/>							
1984	0						0
1985	7						3
1990	0						0
1995	0						0
1997							
2000	TO						TO
2001							
2002	1		2,154		94	2	3,009 133
2003	8		2,210		95	7	3,240 150
2004	0		2,536		95	0	3,555 150
2005	0		2,156		95	0	3,244 152
2006			2,083		97		3,009 153
2007			2,012		95		3,257 155
2008			2,474		105		3,630 171

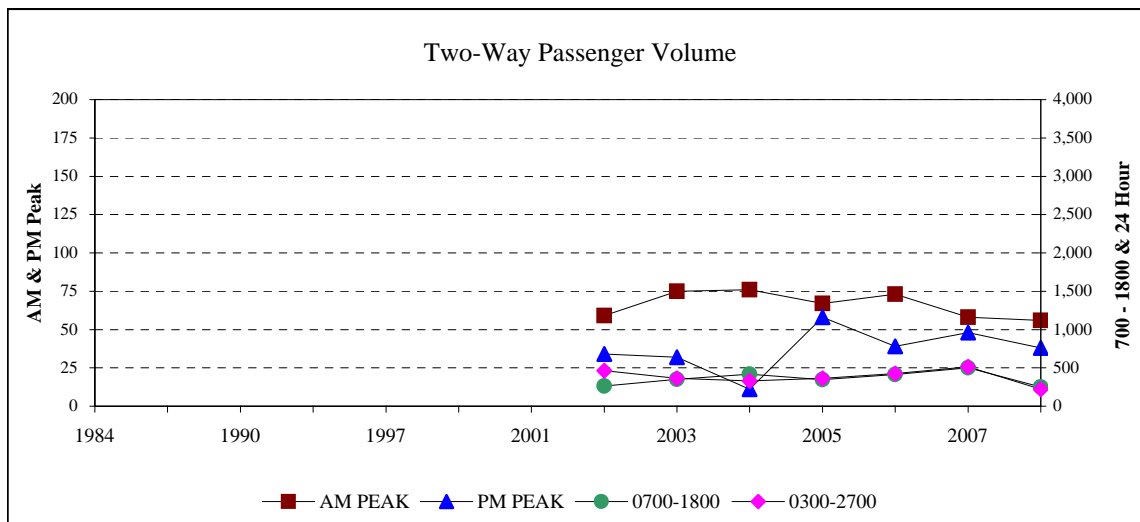


2006 - to current, route 4 added to screenline location.
 2002 - Started screenline location. Routing was in place previous years.

Edmonton Transit Screenlines

Whitemud Drive

Year	156 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Start	Sched. Buses				
	Passenger Volume North	Both	Pk. Hr. Start	Sched. Buses							
1984	A						P				
1985	M						M				
1990											
1995	P						P				
1997	E						E				
2000	A						A				
2001	K						K				
2002		59	64	7:15	6		34	41	16:00	3	
2003	H	75	117	7:15	6	H	32	62	16:15	6	
2004	O	76	99	7:15	6	O	11	12	16:00	3	
2005	U	67	84	7:30	7	U	58	62	16:15	5	
2006	R	73	214	7:15	8	R	39	66	16:30	7	
2007		58	102	7:15	7		48	119	16:45	8	
2008		56	86	7:15	5		38	45	16:30	5	
TO								TO			
1984	0						0				
1985	7						3				
1990	0						0				
1995	0						0				
1997											
2000	TO										
2001											
2002	1		264		46	2		464		50	
2003	8		351		47	7		365		51	
2004	0		419		47	0		331		51	
2005	0		346		39	0		363		43	
2006			414		41			426		44	
2007			503		47			515		51	
2008			252		36			220		39	



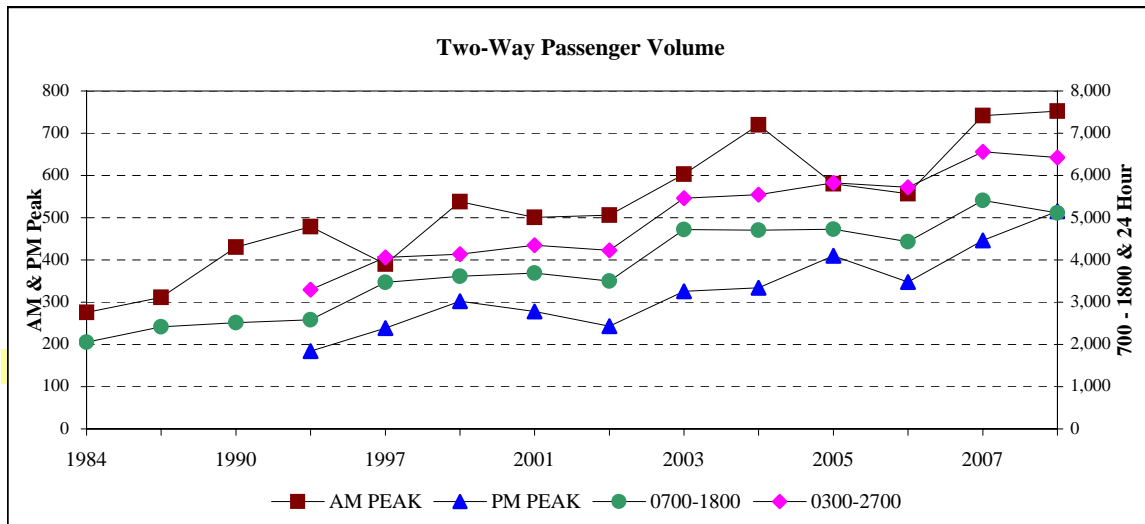
2002 - Started screenline location. Routing was in place previous years.

Edmonton Transit Screenlines

Whitemud Drive

Year		53 Avenue South of Whitemud Drive				Passenger Volume South	Pk. Hr. Both	Pk. Hr. Start	Sched. Buses
		Passenger Volume		Pk. Hr.	Sched.				
		North	Both	Start	Buses				
1984	A	276	310	7:15	24	P			
1985	M	311	360	7:30	21	M			
1990		430	532	7:15	24				
1995	P	479	565	7:15	27	P	184	250	
1997	E	390	561	7:15	28	E	239	350	
2000	A	538	659	7:15	26	A	302	458	
2001	K	501	647	7:15	26	K	278	426	
2002		506	648	7:15	26		243	365	
2003	H	603	790	7:15	27	H	326	487	
2004	O	720	902	7:15	28	O	334	516	
2005	U	580	737	7:30	27	U	410	582	
2006	R	557	747	7:15	29	R	348	554	
2007		742	968	7:15	36		446	696	
2008		752	946	7:15	38		515	704	

1984	0	2,053	205	0				
1985	7	2,419	205	3				
1990	0	2,512	204	0				
1995	0	2,584	205	0	3,299		291	
1997		3,467	194		4,062		260	
2000	TO	3,611	201	TO	4,139		265	
2001		3,691	202		4,349		267	
2002	1	3,501	203	2	4,225		271	
2003	8	4,716	209	7	5,464		273	
2004	0	4,701	212	0	5,549		292	
2005	0	4,728	214	0	5,823		301	
2006		4,434	215		5,723		303	
2007		5,409	246		6,557		335	
2008		5,116	249		6,426		341	



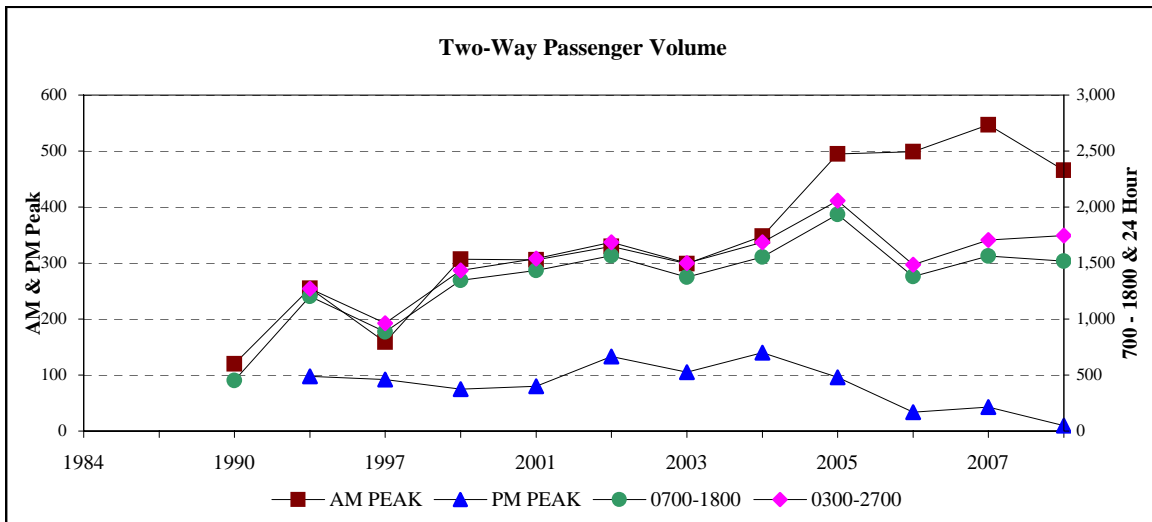
1997 - Horizon 2000 change.

Edmonton Transit Screenlines

Whitemud Drive

Year	South of Whitemud Drive				Passenger Volume	Pk. Hr.	Sched.	Terwilligar Drive				
	North	Both	Pk. Hr. Start	Sched. Buses				South	Both	Pk. Hr. Start	Sched. Buses	
1984	A							P				
1985	M							M				
1990		120	133	7:15	8							
1995	P	255	302	7:15	10	P	98	111	16:30	8		
1997	E	159	172	7:15	9	E	92	104	16:15	8		
2000	A	307	320	7:15	13	A	75	96	16:30	8		
2001	K	306	333	7:15	15	K	80	127	16:15	10		
2002		330	344	7:15	13		133	198	16:00	11		
2003	H	299	306	7:15	12	H	105	127	16:15	8		
2004	O	348	363	7:15	11	O	140	148	16:00	9		
2005	U	495	511	7:30	16	U	96	155	16:15	8		
2006	R	499	508	7:15	15	R	34	56	16:30	4		
2007		547	559	7:15	16		43	62	16:45	6		
2008		466	476	7:15	16		10	31	16:30	6		

1984	0				0							
1985	7				3							
1990	0		452		42	0						
1995	0		1,202		71	0		1,271			85	
1997			886		65			964			92	
2000	TO		1,346		92	TO		1,435			119	
2001			1,433		96			1,539			124	
2002	1		1,565		96	2		1,685			124	
2003	8		1,373		90	7		1,499			116	
2004	0		1,553		89	0		1,687			118	
2005	0		1,934		99	0		2,057			129	
2006			1,381		84			1,486			112	
2007			1,564		87			1,706			115	
2008			1,518		88			1,745			119	



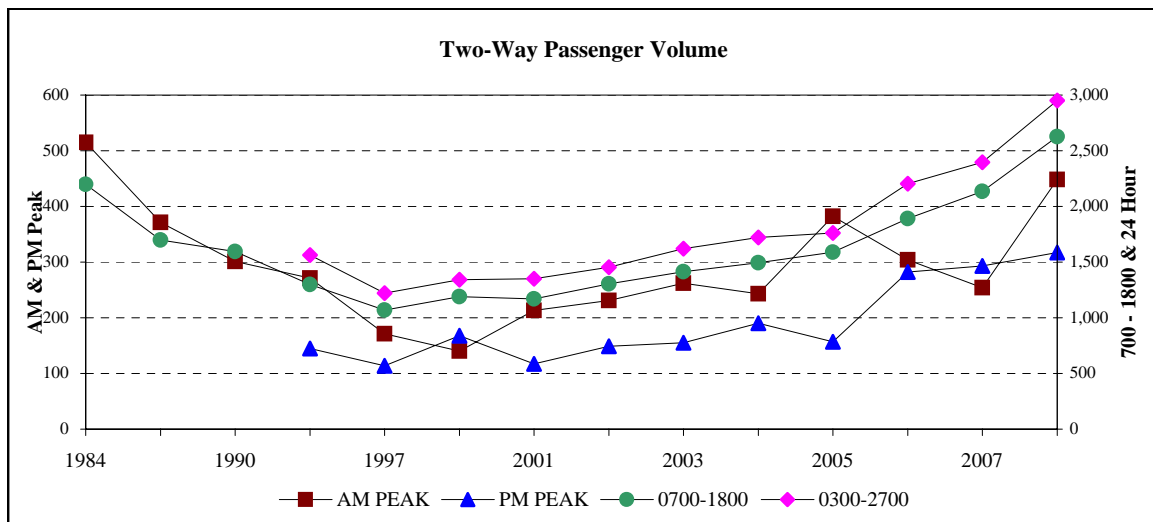
2006 - Revised Feb 2008, removed routes 31, 891, 898. Do not travel north of Whitemud.

Edmonton Transit Screenlines

Whitemud Drive

Year		122 Street South of Whitemud Drive					Passenger Volume				
		Passenger Volume		Pk. Hr.	Sched.		Passenger Volume		Pk. Hr.	Sched.	
		North	Both	Start	Buses		South	Both	Start	Buses	
1984	A	515	530	7:45	24	P					
1985	M	371	444	7:45	26	M					
1990		301	342	7:15	23						
1995	P	271	334	7:15	16	P	145	184	16:30	16	
1997	E	171	222	7:15	16	E	114	126	16:15	16	
2000	A	140	182	7:15	16	A	168	190	16:30	16	
2001	K	213	237	7:15	13	K	117	156	16:15	12	
2002		231	256	7:15	13		149	161	16:00	13	
2003	H	262	296	7:15	14	H	155	168	16:15	12	
2004	O	243	278	7:15	14	O	190	208	16:00	13	
2005	U	382	416	7:30	16	U	157	181	16:15	12	
2006	R	304	336	7:15	14	R	282	299	16:30	13	
2007		254	286	7:15	16		293	299	16:45	12	
2008		448	484	7:15	18		317	339	16:30	14	

1984	0	2,199	130	0		
1985	7	1,697	130	3		
1990	0	1,596	132	0		
1995	0	1,298	98	0	1,562	125
1997		1,069	93		1,220	121
2000	TO	1,189	93	TO	1,341	121
2001		1,169	84		1,352	112
2002	1	1,305	85	2	1,455	113
2003	8	1,413	85	7	1,621	115
2004	0	1,494	90	0	1,721	118
2005	0	1,589	92	0	1,762	121
2006		1,890	98		2,203	128
2007		2,135	109		2,397	140
2008		2,627	126		2,950	158

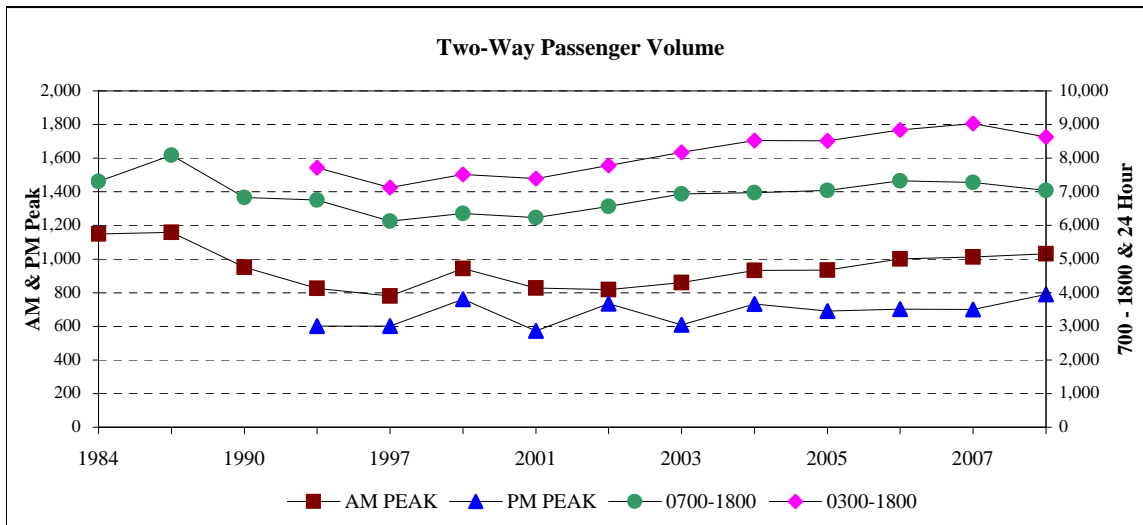


Edmonton Transit Screenlines

Whitemud Drive

Year		111 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Both	Pk. Hr. Start	Sched. Buses
		Passenger Volume		Pk. Hr.	Sched.				
		North	Both	Start	Buses				
1984	A	1,149	1,645	7:15	61	P			
1985	M	1,158	1,576	7:15	61	M			
1990		951	1,437	7:00	58				
1995	P	825	1,504	7:15	56	P	601	729 16:30 51	
1997	E	780	1,210	7:15	54	E	601	742 16:15 52	
2000	A	944	1,354	7:15	59	A	761	920 16:30 52	
2001	K	827	1,249	7:15	56	K	572	749 16:15 52	
2002		819	1,280	7:15	57		735	884 16:00 51	
2003	H	860	1,361	7:15	59	H	609	752 16:15 46	
2004	O	932	1,463	7:15	59	O	732	933 16:00 46	
2005	U	935	1,453	7:30	61	U	691	880 16:15 47	
2006	R	1,001	1,367	7:15	61	R	703	911 16:30 45	
2007		1,012	1,509	7:15	64		700	868 16:45 42	
2008		1,032	1,345	7:15	67		790	961 16:30 48	

1984	0		7,310		447	0			
1985	7		8,086		450	3			
1990	0		6,827		446	0			
1995	0		6,757		373	0	7,713		520
1997			6,126		394		7,126		542
2000	TO		6,358		397	TO	7,514		548
2001			6,233		397		7,395		547
2002	1		6,563		393	2	7,785		542
2003	8		6,933		382	7	8,175		533
2004	0		6,970		386	0	8,523		537
2005	0		7,038		389	0	8,515		550
2006			7,329		391		8,835		553
2007			7,277		383		9,027		539
2008			7,042		404		8,632		566



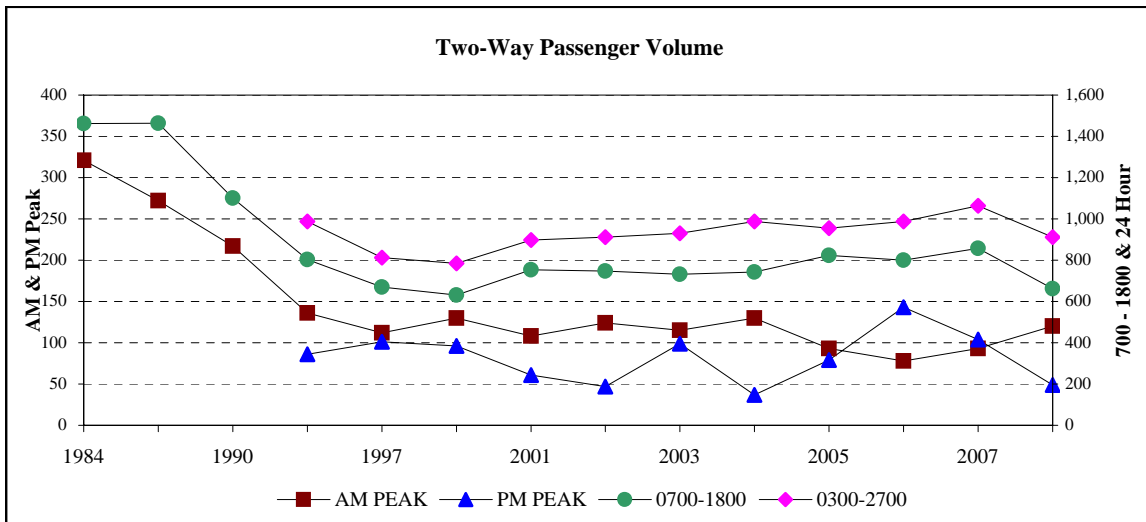
2006 - School routes removed that do not travel north of Whitemud.
 2003 - 1994 PM Peak total volume revised.
 1997 - Horizon 2000 change.

Edmonton Transit Screenlines

Whitemud Drive

Year		106 Street South of Whitemud Drive					106 Street North of Whitemud Drive							
		Passenger Volume		Pk. Hr.	Sched.		Passenger Volume		Pk. Hr.	Sched.				
		North	Both	Start	Buses		South	Both	Start	Buses				
1984	A	321	332	7:15	10					P				
1985	M	272	291	7:45	9					M				
1990		217	218	7:15	9									
1995	P	136	144	7:15	8					P	86	96	16:30	8
1997	E	112	119	7:15	6					E	101	112	16:15	5
2000	A	130	142	7:15	6					A	96	100	16:30	5
2001	K	108	114	7:15	6					K	61	73	16:15	5
2002		124	132	7:15	6						47	64	16:00	4
2003	H	115	124	7:15	6					H	99	116	16:15	5
2004	O	130	134	7:15	6					O	37	51	16:00	4
2005	U	93	108	7:30	5					U	79	107	16:15	5
2006	R	78	83	7:15	6					R	143	156	16:30	5
2007		93	105	7:15	5						104	122	16:45	5
2008		120	129	7:15	5						49	63	16:30	5

Year	TO	Passenger Volume	Pk. Hr.	Sched.	TO	Passenger Volume	Pk. Hr.	Sched.
1984	0	1,462		64	0			
1985	7	1,464		65	3			
1990	0	1,101		66	0			
1995	0	803		61	0	987		91
1997		670		48		813		72
2000	TO	631		48	TO	784		72
2001		753		49		897		72
2002	1	747		49	2	912		72
2003	8	732		49	7	930		72
2004	0	743		49	0	988		74
2005	0	823		47	0	955		68
2006		800		49		987		68
2007		858		48		1,063		67
2008		662		48		912		67



1997 - Horizon 2000 change.

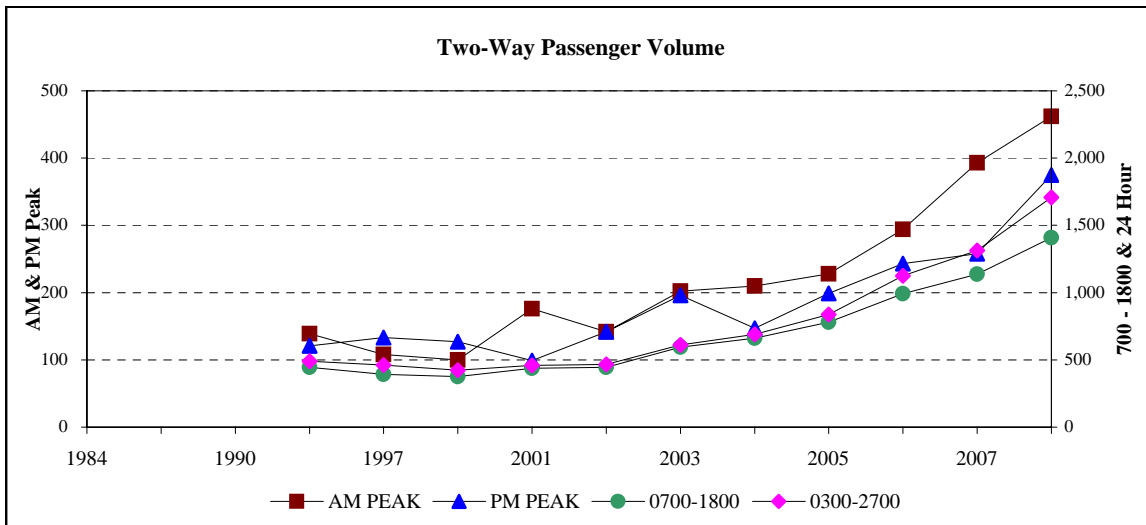
Edmonton Transit Screenlines

Whitemud Drive

Calgary Trail SB/Gateway Blvd NB South of Whitemud Drive

Year	Passenger Volume				Pk. Hr.	Sched. Buses		Passenger Volume				Pk. Hr.	Sched. Buses
	North	Both	Start					South	Both	Start			
1984	A						P						
1985	M						M						
1990													
1995	P	139	139	7:15	4		P	121	121	16:30	4		
1997	E	108	108	7:15	4		E	133	133	16:15	4		
2000	A	100	100	7:15	3		A	127	127	16:30	4		
2001	K	176	176	7:15	4		K	99	99	16:15	4		
2002		142	142	7:15	4			142	142	16:00	4		
2003	H	202	202	7:15	5		H	196	196	16:15	5		
2004	O	210	210	7:15	5		O	147	147	16:00	4		
2005	U	228	228	7:30	5		U	199	199	16:15	5		
2006	R	294	301	7:15	8		R	243	264	16:30	7		
2007		393	412	7:15	10			258	281	16:45	8		
2008		462	497	7:15	11			375	401	16:30	12		

1984	0					0							
1985	7					3							
1990	0					0							
1995	0		444		19	0		489			23		
1997			393		13			462			16		
2000	TO		375		13	TO		423			16		
2001			438		15			459			16		
2002	1		445		15	2		466			16		
2003	8		595		17	7		612			18		
2004	0		661		18	0		691			19		
2005	0		781		19	0		837			21		
2006			991		26			1,126			30		
2007			1,136		31			1,314			39		
2008			1,409		36			1,708			44		



2003 - 1995 24 hr volumes revised.

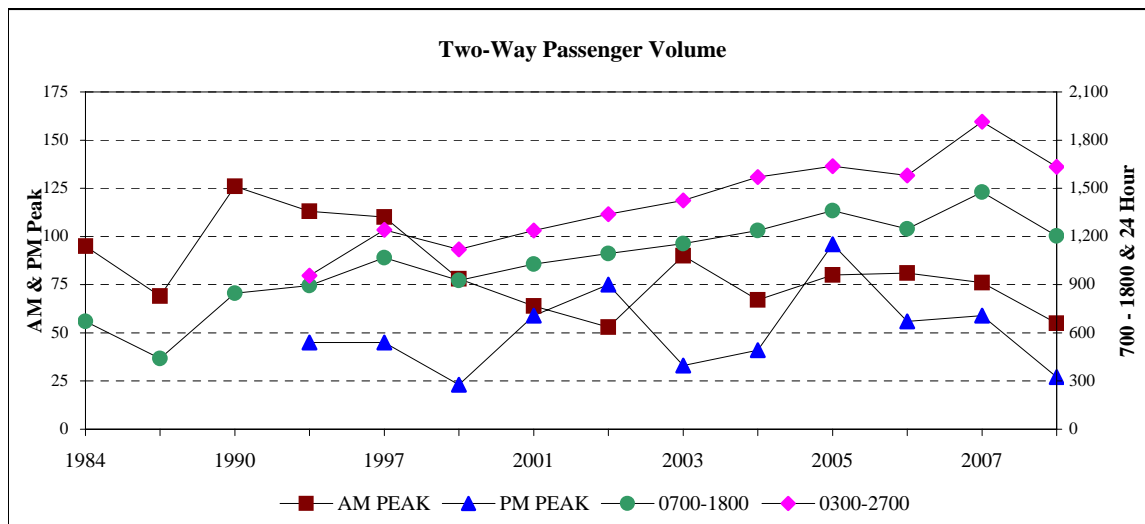
1997 - Horizon 2000 change.

Edmonton Transit Screenlines

Whitemud Drive

Year		99 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr.	Sched. Buses
		Passenger Volume		Pk. Hr.	Sched.			
		North	Both	Start	Buses			
1984	A	95	149	7:30	8	P		
1985	M	69	83	7:30	8	M		
1990		126	182	7:30	9			
1995	P	113	184	7:15	8	P	45 141 16:30 8	
1997	E	110	249	7:15	6	E	45 132 16:15 7	
2000	A	78	236	7:15	7	A	23 173 16:30 7	
2001	K	64	273	7:15	7	K	59 167 16:15 7	
2002		53	250	7:15	8		75 198 16:00 6	
2003	H	90	275	7:15	9	H	33 186 16:15 7	
2004	O	67	280	7:15	9	O	41 165 16:00 7	
2005	U	80	252	7:30	10	U	96 281 16:15 10	
2006	R	81	309	7:15	10	R	56 243 16:30 10	
2007		76	369	7:15	12		59 204 16:45 9	
2008		55	311	7:15	12		27 219 16:30 11	

1984	0	672	61	0		
1985	7	440	59	3		
1990	0	846	64	0		
1995	0	895	62	0	957	83
1997		1,068	52		1,242	71
2000	TO	926	53	TO	1,120	71
2001		1,029	53		1,238	71
2002	1	1,093	54	2	1,338	73
2003	8	1,155	57	7	1,424	76
2004	0	1,238	58	0	1,570	77
2005	0	1,360	62	0	1,638	82
2006		1,247	64		1,580	84
2007		1,476	68		1,915	90
2008		1,203	68		1,634	96

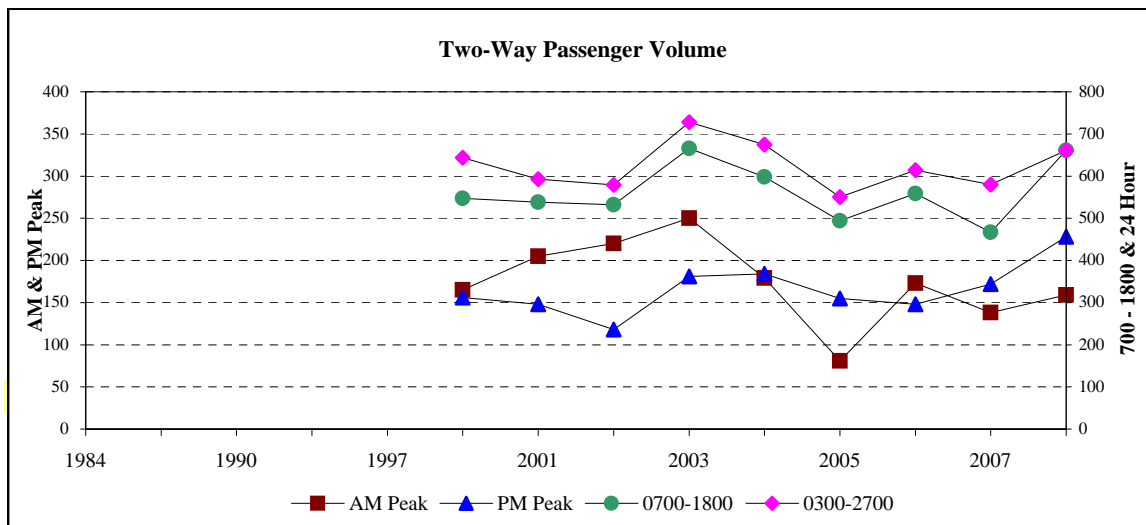


1997 - Horizon 2000 change.

Edmonton Transit Screenlines

Whitemud Drive

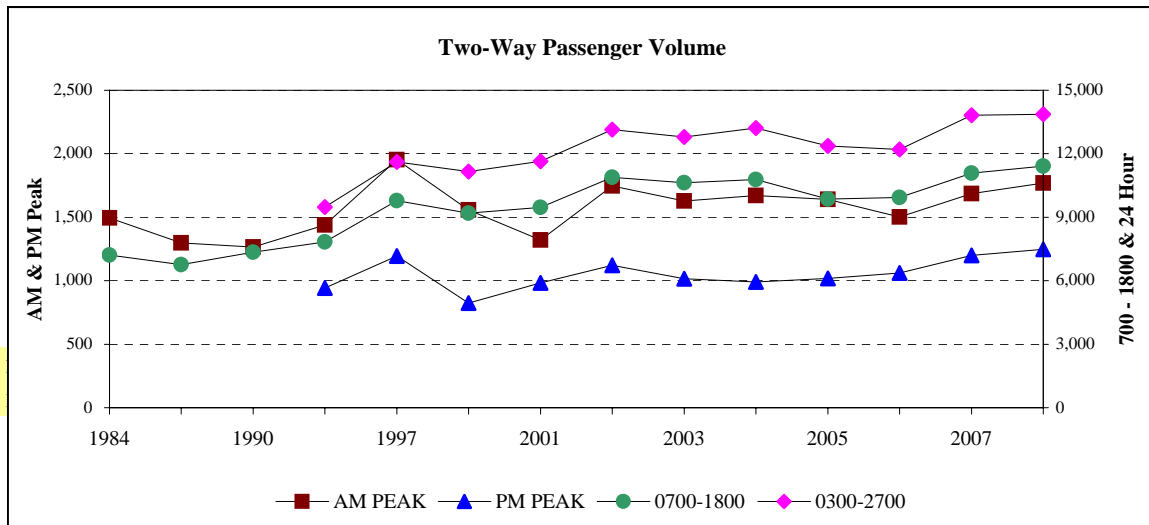
Year	91 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Start	Sched. Buses			
	Passenger Volume North	Both	Pk. Hr. Start	Sched. Buses						
1984	A						P			
1985	M						M			
1990										
1995	P						P			
1997	E						E			
2000	A	165	165	7:15	5	A	156	156	16:30	6
2001	K	205	205	7:15	6	K	148	148	16:15	7
2002		220	229	7:15	10		118	122	16:00	10
2003	H	250	270	7:15	11	H	181	188	16:15	12
2004	O	179	188	7:15	10	O	184	202	16:00	10
2005	U	81	102	7:30	8	U	155	169	16:15	11
2006	R	173	200	7:15	11	R	148	179	16:30	10
2007		138	138	7:15	5		172	172	16:45	7
2008		159	159	7:15	5		228	228	16:30	7
TO										
1984	0						0			
1985	7						3			
1990	0						0			
1995	0						0			
1997										
2000	TO		547		19	TO		644		22
2001			538		20			593		22
2002	1		532		37	2		579		40
2003	8		666		41	7		728		44
2004	0		598		37	0		675		39
2005	0		494		37	0		550		40
2006			559		36			614		39
2007			467		18			580		21
2008			661		20			661		20



Edmonton Transit Screenlines

Whitemud Drive

Year		76 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Both	Sched. Start	Sched. Buses
		Passenger Volume		Pk. Hr.	Sched.				
		North	Both	Start	Buses				
1984	A	1,495	1,713	7:15	72	P			
1985	M	1,297	1,490	7:15	69	M			
1990		1,264	1,460	7:15	57				
1995	P	1,439	1,664	7:15	65	P	942	16:30 63	
1997	E	1,954	2,161	7:15	67	E	1,194	16:15 58	
2000	A	1,558	1,705	7:15	65	A	824	16:30 52	
2001	K	1,321	1,518	7:15	65	K	982	16:15 54	
2002		1,746	2,009	7:15	68		1,122	16:00 56	
2003	H	1,628	1,923	7:15	72	H	1,015	16:15 57	
2004	O	1,672	2,052	7:15	68	O	990	16:00 55	
2005	U	1,640	1,834	7:30	71	U	1,017	16:15 54	
2006	R	1,503	1,738	7:15	68	R	1,060	16:30 50	
2007		1,685	1,953	7:15	74		1,199	16:45 58	
2008		1,770	1,976	7:15	75		1,247	16:30 62	
<hr/>									
1984	0		7,216		426	0			
1985	7		6,756		481	3			
1990	0		7,355		356	0			
1995	0		7,828		432	0	9,474		613
1997			9,788		457		11,611		633
2000	TO		9,196		486	TO	11,156		652
2001			9,461		485		11,648		651
2002	1		10,884		494	2	13,139		661
2003	8		10,628		507	7	12,789		670
2004	0		10,774		460	0	13,218		610
2005	0		9,866		470	0	12,365		624
2006			9,941		468		12,208		628
2007			11,082		496		13,817		655
2008			11,421		511		13,861		669

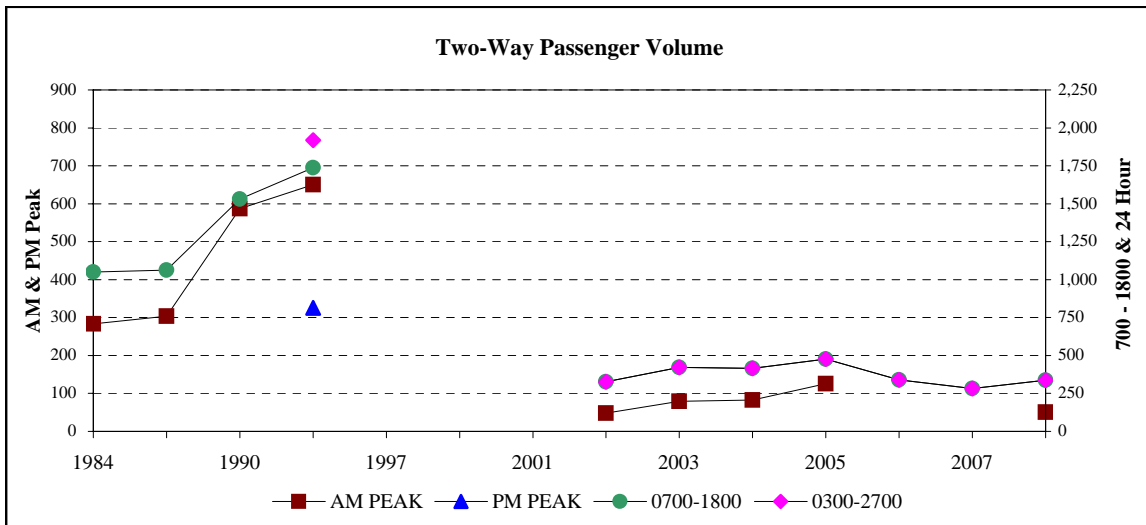


2007 - Northbound totals (revised Feb 19, 2009).
 2000 - Route 33 added (revised Jun 13, 2002).
 1997 to 2001 - Revised to s of Whitemud (2002 Screenline Report). 1997-Horizon 200 change.

Edmonton Transit Screenlines

Whitemud Drive

Year		66 Street South of Whitemud Drive				Passenger Volume South	Both	Pk. Hr. Start	Sched. Buses		Passenger Volume South	Both	Pk. Hr. Start	Sched. Buses
		Passenger Volume		Pk. Hr.	Sched.									
		North	Both	Start	Buses									
1984	A	283	302	7:15	17	P								
1985	M	304	349	7:15	15	M								
1990		587	598	7:00	17									
1995	P	650	659	7:15	15	P			326	326	16:30		8	
1997	E					E								
2000	A					A								
2001	K					K								
2002		48	48	7:15	1									
2003	H	79	79	7:15	1	H								
2004	O	83	83	7:15	1	O								
2005	U	126	126	7:30	3	U								
2006	R					R								
2007														
2008		51	51	7:15	1									
<hr/>														
1984	0		1,051		56	0								
1985	7		1,063		46	3								
1990	0		1,531		46	0								
1995	0		1,737		39	0			1,918				48	
1997														
2000	TO					TO								
2001														
2002	1		327		7	2			327				7	
2003	8		422		7	7			422				7	
2004	0		415		8	0			415				8	
2005	0		477		10	0			477				10	
2006			340		8				340				8	
2007			283		7				283				7	
2008			337		7				337				7	



2002 - School service only.

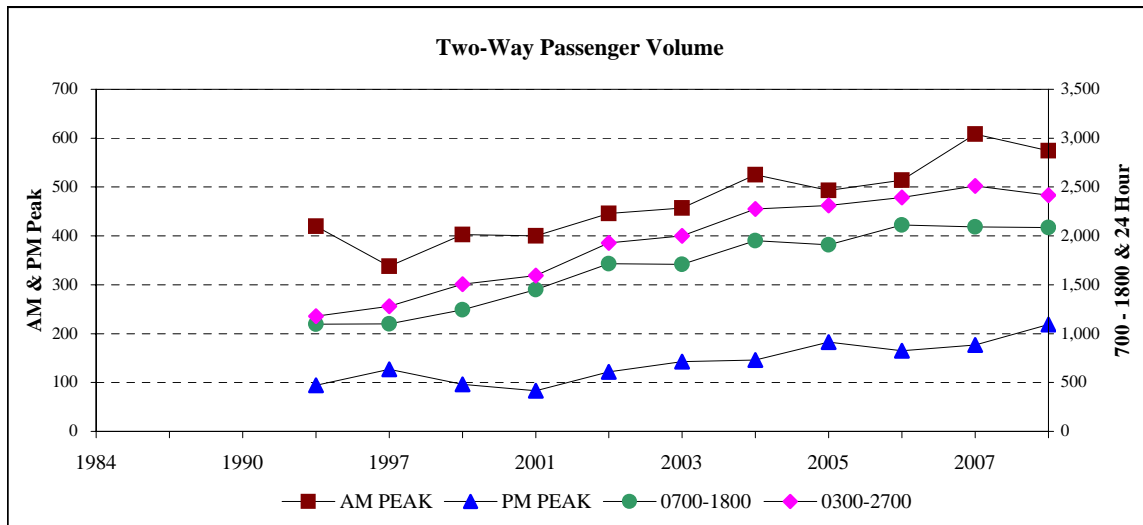
1997- Horizon 2000, no longer a bus route.

Edmonton Transit Screenlines

Whitemud Drive

Year	50 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Start	Sched. Buses
	Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses			
1984	A						P
1985	M						M
1990							
1995	P	420	428	7:15	12	P	94
1997	E	338	349	7:15	12	E	127
2000	A	403	418	7:15	17	A	96
2001	K	400	410	7:15	18	K	83
2002		446	470	7:15	18		122
2003	H	457	472	7:15	19	H	143
2004	O	525	548	7:15	19	O	146
2005	U	493	514	7:30	21	U	183
2006	R	514	565	7:15	23	R	165
2007		608	618	7:15	23		177
2008		574	599	7:15	23		219

1984	0			0
1985	7			3
1990	0			0
1995	0	1,096	61	0
1997		1,099	72	
2000	TO	1,244	85	TO
2001		1,452	103	
2002	1	1,715	104	2
2003	8	1,708	107	7
2004	0	1,951	108	0
2005	0	1,910	120	0
2006		2,111	123	
2007		2,092	125	
2008		2,087	124	

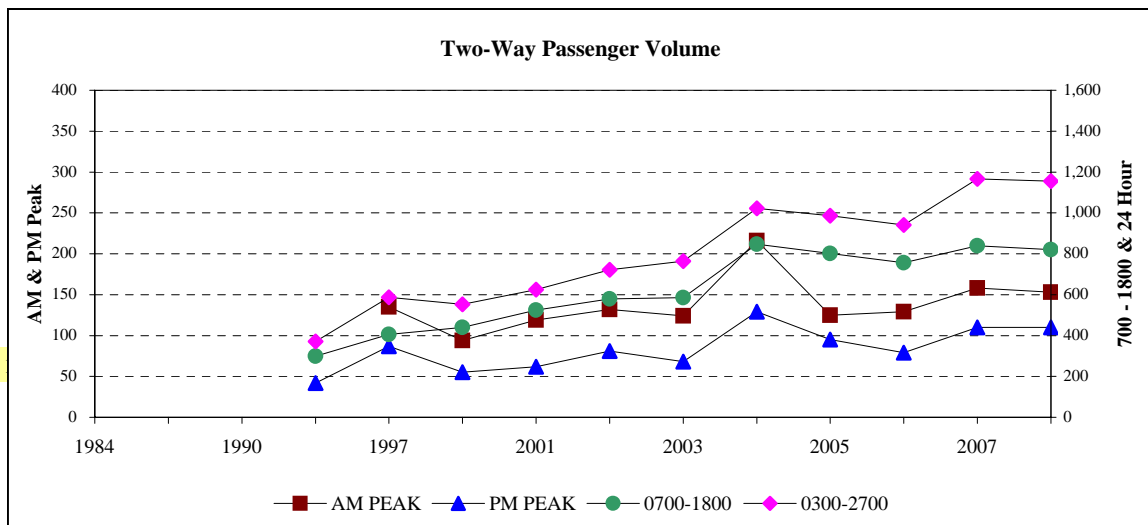


1994 to 1996 - Revised to south of Whitemud (as of 2003 Screenline Report).
 1999 to current year - School service only prior to 16:00.
 1997 to 2001 - Revised to south of Whitemud (as of 2002 Screenline Report).

Edmonton Transit Screenlines

Whitemud Drive

Year	34 Street South of Whitemud Drive				Year	34 Street South of Whitemud Drive				
	Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Volume South	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	
1984	A				P					
1985	M				M					
1990										
1995	P		5	7:15	2	P	42	42	16:30	2
1997	E	135	142	7:15	4	E	87	93	16:15	4
2000	A	94	108	7:15	7	A	55	57	16:30	4
2001	K	119	122	7:15	6	K	62	65	16:15	4
2002		132	141	7:15	7		81	88	16:00	4
2003	H	124	161	7:15	8	H	68	71	16:15	4
2004	O	216	248	7:15	9	O	129	142	16:00	4
2005	U	125	157	7:30	7	U	95	100	16:15	5
2006	R	129	137	7:15	9	R	79	92	16:30	5
2007		158	170	7:15	9		110	127	16:45	6
2008		153	186	7:15	9		110	137	16:30	6
<hr/>										
1984	0					0				
1985	7					3				
1990	0					0				
1995	0		299		22	0		371		32
1997			406		31			587		50
2000	TO		440		38	TO		552		53
2001			525		37			624		53
2002	1		579		38	2		721		53
2003	8		585		39	7		764		54
2004	0		847		40	0		1,023		55
2005	0		802		52	0		987		74
2006			756		53			941		75
2007			839		55			1,167		77
2008			820		55			1,155		84

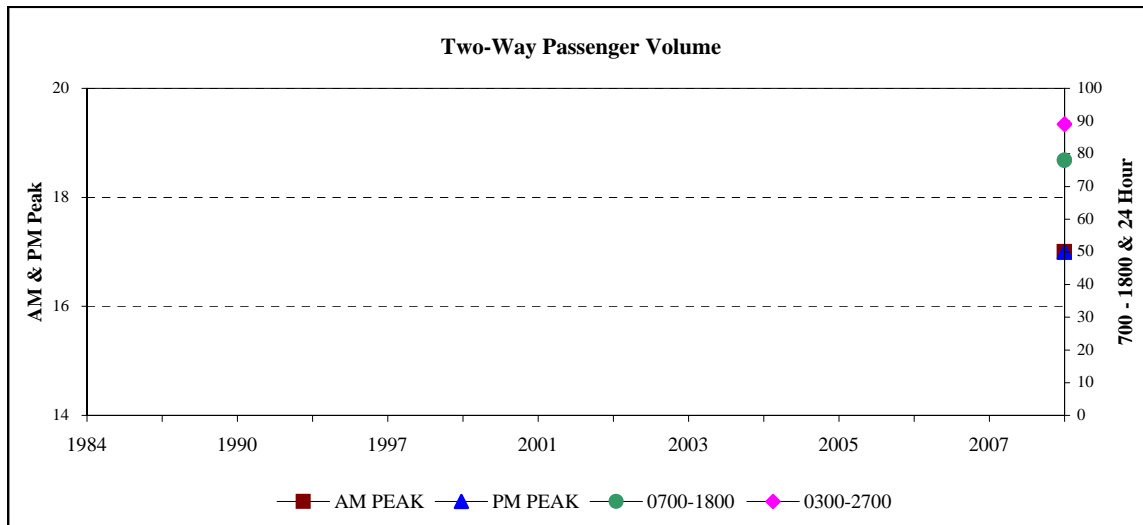


1997 to 2001 - Revised to south of Whitemud (as of 2002 Screenline Report).
 - Routing was in place previous years.

Edmonton Transit Screenlines

Whitemud Drive

Year	17 Street South of Whitemud Drive								
	Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	Passenger Volume South	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	
1984	A				P				
1985	M				M				
1990									
1995	P				P				
1997	E				E				
2000	A				A				
2001	K				K				
2002									
2003	H				H				
2004	O				O				
2005	U				U				
2006	R				R				
2007									
2008		17	18	7:15	2	17	21	16:30	3
<hr/>									
1984	0				0				
1985	7				3				
1990	0				0				
1995	0				0				
1997									
2000	TO				TO				
2001									
2002	1				2				
2003	8				7				
2004	0				0				
2005	0				0				
2006									
2007									
2008			78	13		89		18	



2008 - New route.

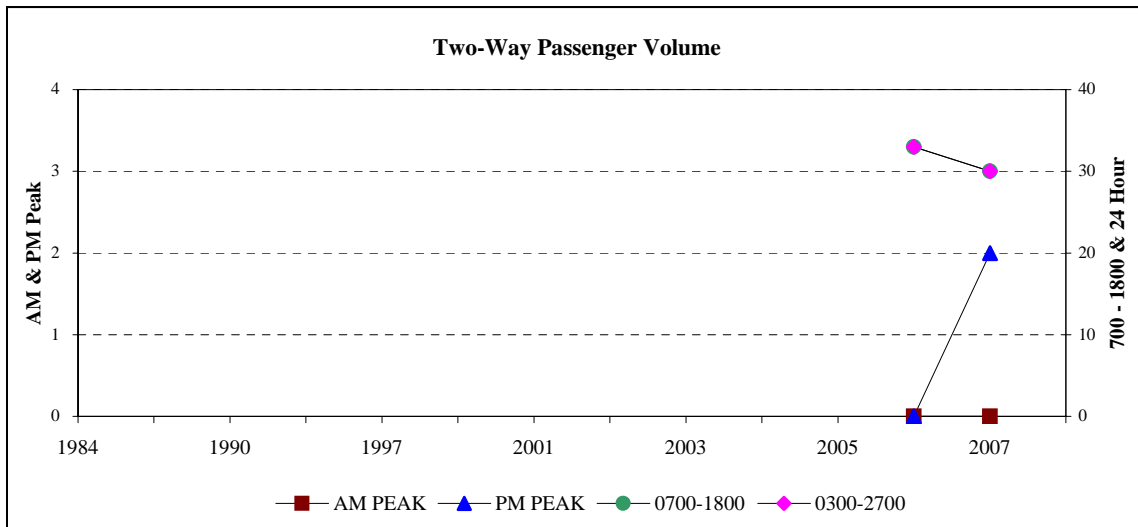
Edmonton Transit Screenlines

Whitemud Drive

Regional Service Total

Year	Whitemud Drive				Regional Service Total			
	Passenger Volume North	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	Passenger Volume South	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984								P
1985								M
1990								
1995								P
1997								E
2000								A
2001								K
2002								
2003								H
2004								O
2005								U
2006	0	10	7:15	3	0	5	16:30	2
2007	0	17	7:15	4	2	4	16:45	3
2008								

Year	North	Both	South	Both
1984	0		0	
1985	7		3	
1990	0		0	
1995	0		0	
1997				
2000	TO		TO	
2001				
2002	1		2	
2003	8		7	
2004	0		0	
2005	0		0	
2006		33		33
2007		30		30
2008				



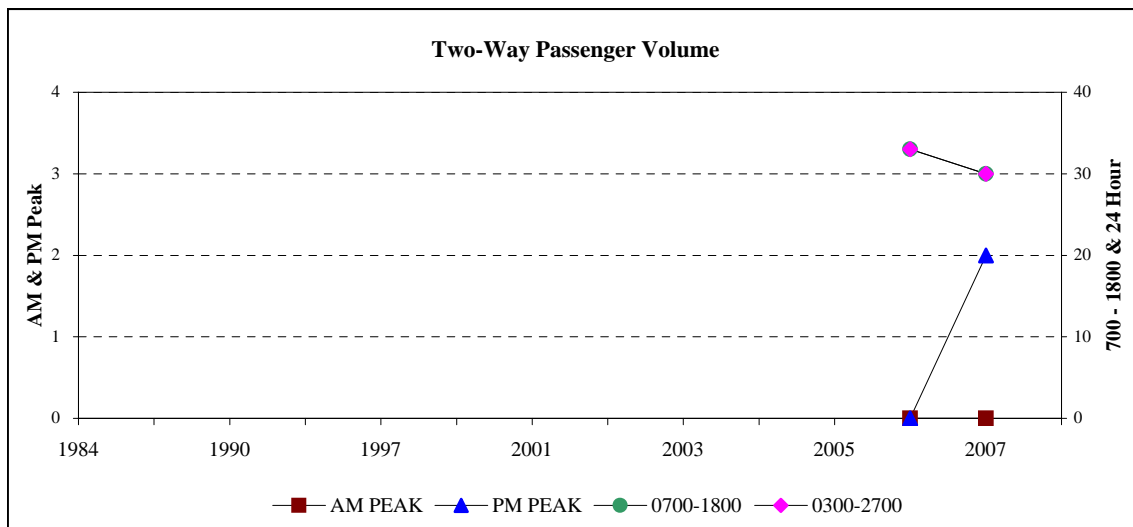
2008 - Service cancelled.

Edmonton Transit Screenlines

Whitemud Drive

Regional Service Total

Year	50 Street South of Whitemud Drive				Passenger Volume South	Pk. Hr. Start	Sched. Buses	Regional Service Total			
	Passenger Volume North	Both	Pk. Hr. Start	Sched. Buses				Passenger Volume South	Both	Pk. Hr. Start	Sched. Buses
1984	A							P			
1985	M							M			
1990											
1995	P							P			
1997	E							E			
2000	A							A			
2001	K							K			
2002											
2003	H							H			
2004	O							O			
2005	U							U			
2006	R	0	10	7:15	3	R	0	5	16:30	2	
2007		0	17	7:15	4		2	4	16:45	3	
2008											
<hr/>											
1984	0							0			
1985	7							3			
1990	0							0			
1995	0							0			
1997											
2000	TO							TO			
2001											
2002	1							2			
2003	8							7			
2004	0							0			
2005	0							0			
2006			33		10			33		10	
2007			30		11			30		11	
2008											



2005 - GMCC not in session on day of count.

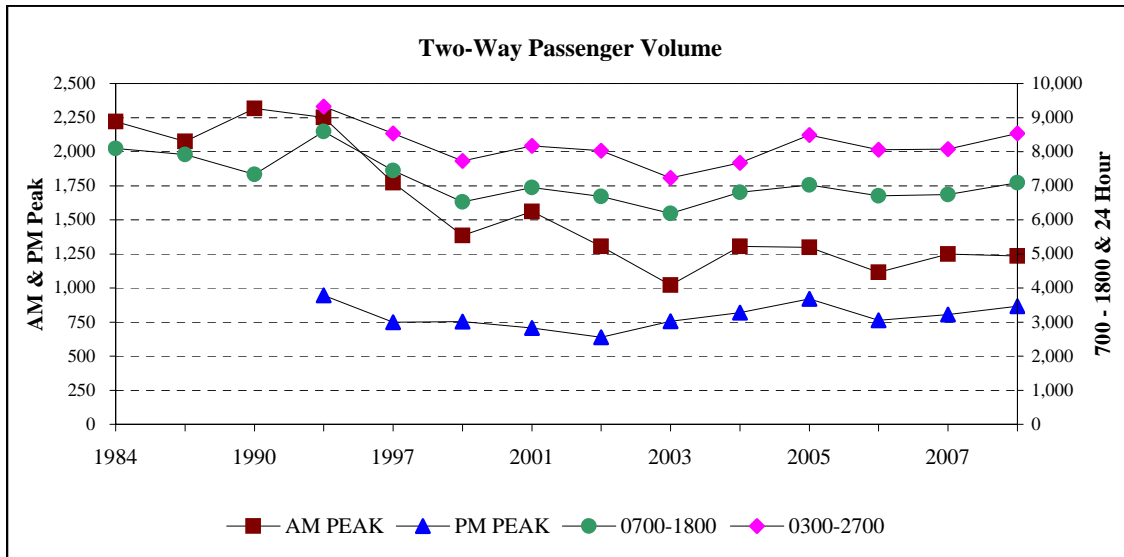
2008 - Service cancelled.

Edmonton Transit Screenlines

Castle Downs

Total

Year	Passenger Volume				Pk. Hr. Start	Sched. Buses		Passenger Volume					
	Outbound	Both						Inbound	Both	Pk. Hr. Start	Sched. Buses		
1984	A	2,221	2,254		74	P							
1985	M	2,076	2,110		84	M							
1990		2,317	2,338		83								
1995	P	2,251	2,405	7:15	83	P	947	1,042	16:15	65			
1997	E	1,772	1,867	7:15	64	E	748	878	16:00	53			
2000	A	1,386	1,462	7:00	65	A	754	928	16:00	52			
2001	K	1,560	1,629	7:00	64	K	707	806	16:30	46			
2002		1,306	1,395	7:30	60		639	773	16:00	49			
2003	H	1,022	1,093	7:30	59	H	757	892	16:00	49			
2004	O	1,304	1,393	7:30	60	O	819	971	16:00	51			
2005	U	1,298	1,461	7:30	61	U	921	1,078	16:00	52			
2006	R	1,116	1,260	7:30	61	R	763	922	16:00	52			
2007		1,249	1,419	7:30	58		804	959	16:00	47			
2008		1,234	1,396	7:30	59		866	1,062	16:00	49			
<hr/>													
1984	0		8,093		484	0							
1985	7		7,920		513	3							
1990	0		7,336		500	0							
1995	0		8,592		463	0		9,320				610	
1997			7,442		415			8,539				578	
2000	TO		6,528		404	TO		7,731				547	
2001			6,950		373			8,166				536	
2002	1		6,689		402	2		8,028				564	
2003	8		6,184		409	7		7,230				575	
2004	0		6,809		414	0		7,670				537	
2005	0		7,021		461	0		8,487				661	
2006			6,705		461			8,059				651	
2007			6,746		444			8,078				637	
2008			7,091		449			8,532				658	



1984 to 1998 - Total AM Scheduled Buses revised - August 21, 2000.

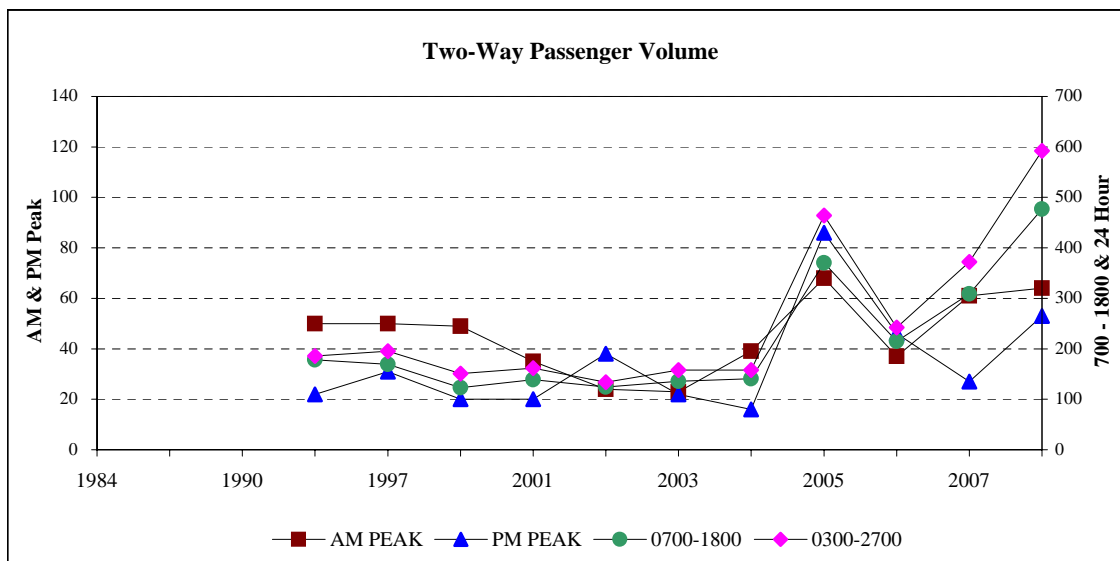
See individual corridors for exceptions.

Edmonton Transit Screenlines

Castle Downs

Year	176 Avenue West of 97 Street				Pk. Hr.	Sched. Buses	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
	Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses						
1984	A					P				
1985	M					M				
1990										
1995	P	50	53	7:15	4	P	22	24	16:15	4
1997	E	50	52	7:15	4	E	31	33	16:00	4
2000	A	49	50	7:00	4	A	20	26	16:00	4
2001	K	35	36	7:00	4	K	20	23	16:30	4
2002		24	27	7:30	4		38	46	16:00	5
2003	H	23	25	7:30	4	H	22	23	16:00	4
2004	O	39	43	7:30	4	O	16	19	16:00	4
2005	U	68	73	7:30	5	U	86	94	16:00	4
2006	R	37	37	7:30	5	R	46	48	16:00	4
2007		61	64	7:30	4		27	32	16:00	4
2008		64	65	7:30	4		53	103	16:00	4

1984	0				0					
1985	7				3					
1990	0				0					
1995	0	178		19	0	186		28		
1997		169		19		195		25		
2000	TO	123		19	TO	151		26		
2001		139		19		162		26		
2002	1	124		19	2	134		26		
2003	8	136		20	7	158		26		
2004	0	141		19	0	158		26		
2005	0	370		44	0	464		66		
2006		215		44		242		66		
2007		309		44		372		66		
2008		477		43		592		66		

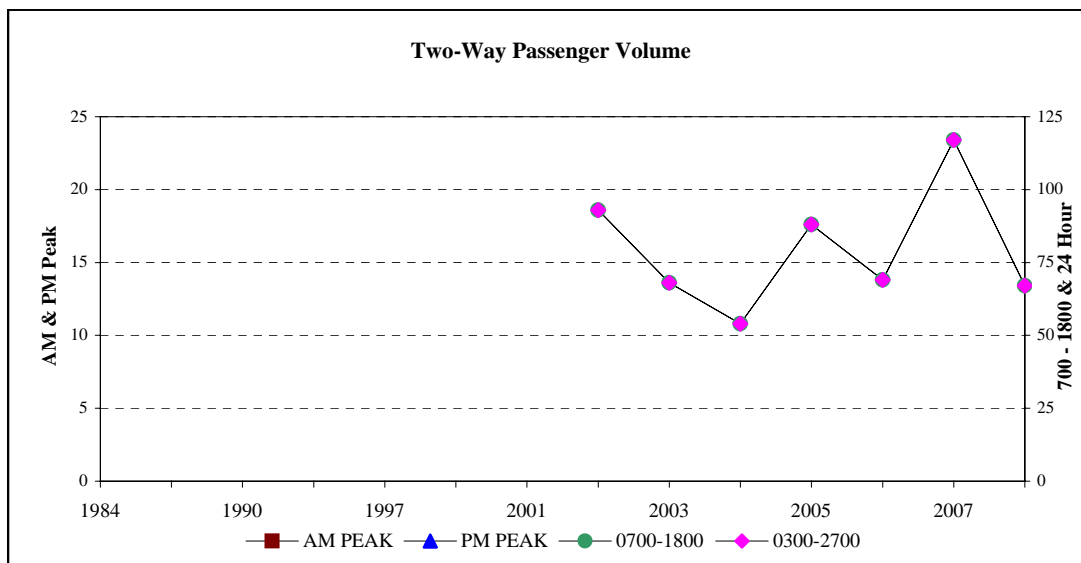


2005 - Route 163 extended and service increased to include midday and early evening.
 2002 - Location removed from 97 St and 153 Ave.

Edmonton Transit Screenlines

Castle Downs

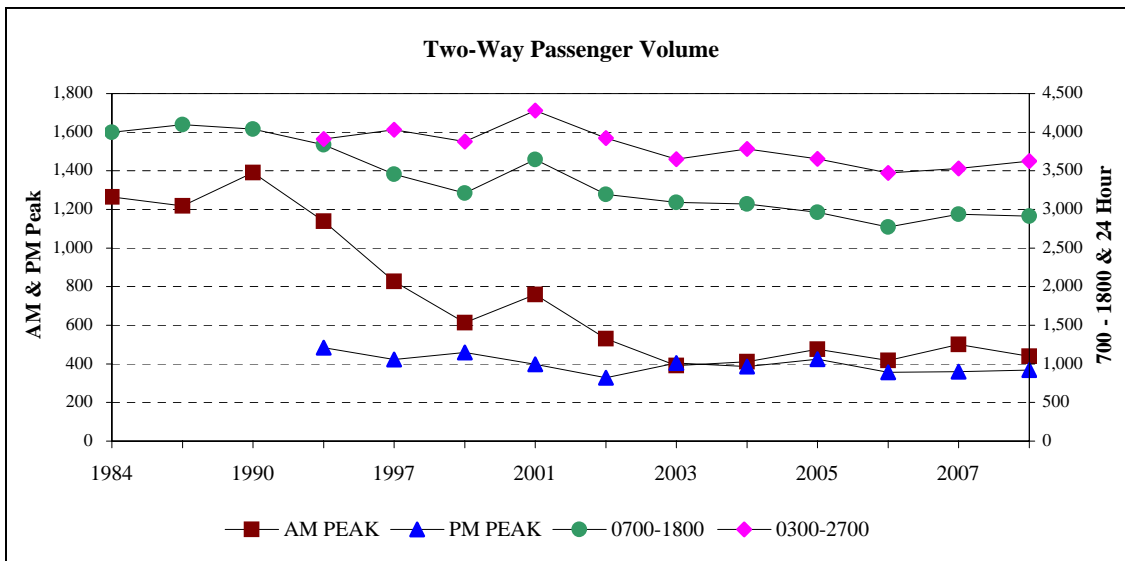
Year	Castle Downs Road West of 97 Street				Passenger Volume Inbound	Pk. Hr. Start	Sched. Buses
	Passenger Volume Outbound	Both	Pk. Hr. Start	Sched. Buses			
1984	A				P		
1985	M				M		
1990							
1995	P				P		
1997	E				E		
2000	A				A		
2001	K				K		
2002							
2003	H				H		
2004	O				O		
2005	U	41	7:30	1	U		
2006	R	39	7:30	2	R		
2007		52	7:30	1			
2008		34	7:30	1			
<hr/>							
1984	0				0		
1985	7				3		
1990	0				0		
1995	0				0		
1997							
2000	TO				TO		
2001							
2002	1	93		2	2	93	2
2003	8	68		2	7	68	2
2004	0	54		2	0	54	2
2005	0	88		3	0	88	3
2006		69		3		69	3
2007		117		3		117	3
2008		67		3		67	3



Edmonton Transit Screenlines

Castle Downs

Year	Route	160 Avenue West of 97 Street				Route	Passenger Volume			
		Outbound	Both	Pk. Hr. Start	Sched. Buses		Inbound	Both	Pk. Hr. Start	Sched. Buses
1984	A	1,264	1,275	7:15	34	P				
1985	M	1,218	1,234	7:15	42	M				
1990		1,391	1,400	7:15	44					
1995	P	1,139	1,176	7:15	34	P	484	514	16:15	22
1997	E	827	859	7:15	23	E	422	480	16:00	17
2000	A	614	632	7:00	26	A	459	558	16:00	19
2001	K	759	787	7:00	22	K	398	453	16:30	15
2002		531	567	7:30	17		328	386	16:00	15
2003	H	391	426	7:30	17	H	405	462	16:00	15
2004	O	411	446	7:30	17	O	386	445	16:00	15
2005	U	475	508	7:30	17	U	424	469	16:00	15
2006	R	418	448	7:30	17	R	356	402	16:00	15
2007		501	545	7:30	17		359	422	16:00	13
2008		440	484	7:30	17		368	409	16:00	13
<hr/>										
1984	0		3,999		225	0				
1985	7		4,097		226	3				
1990	0		4,038		235	0				
1995	0		3,838		160	0	3,913			188
1997			3,457		148		4,033			214
2000	TO		3,212		158	TO	3,877			197
2001			3,647		130		4,281			189
2002	1		3,194		130	2	3,924			189
2003	8		3,090		136	7	3,649			200
2004	0		3,072		133	0	3,783			197
2005	0		2,964		131	0	3,656			195
2006			2,771		130		3,472			191
2007			2,938		126		3,532			187
2008			2,913		130		3,624			191

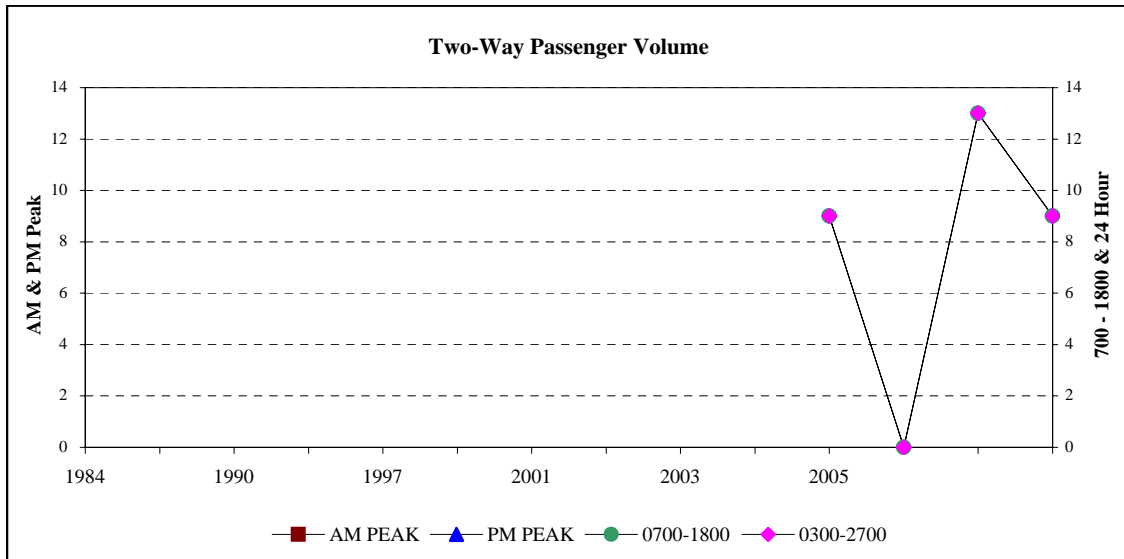


1995 to current year - Using Northgate arrive and depart for Griesbach loop (as of Jan 2, 2000).
 1994 to present year - Excludes routes to the Lake District.

Edmonton Transit Screenlines

Castle Downs

Year	153 Avenue West of 97 Street				153 Avenue West of 97 Street			
	Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984								P
1985								M
1990								
1995								P
1997								E
2000								A
2001								K
2002								
2003								H
2004								O
2005								U
2006								R
2007								
2008								
<hr/>								
1984					0			0
1985					3			3
1990					0			0
1995					0			0
1997								
2000					TO			TO
2001								
2002					2			2
2003					7			7
2004					0			0
2005					0	9	1	0
2006					0	0	1	0
2007					13	13	1	13
2008					9	9	1	9



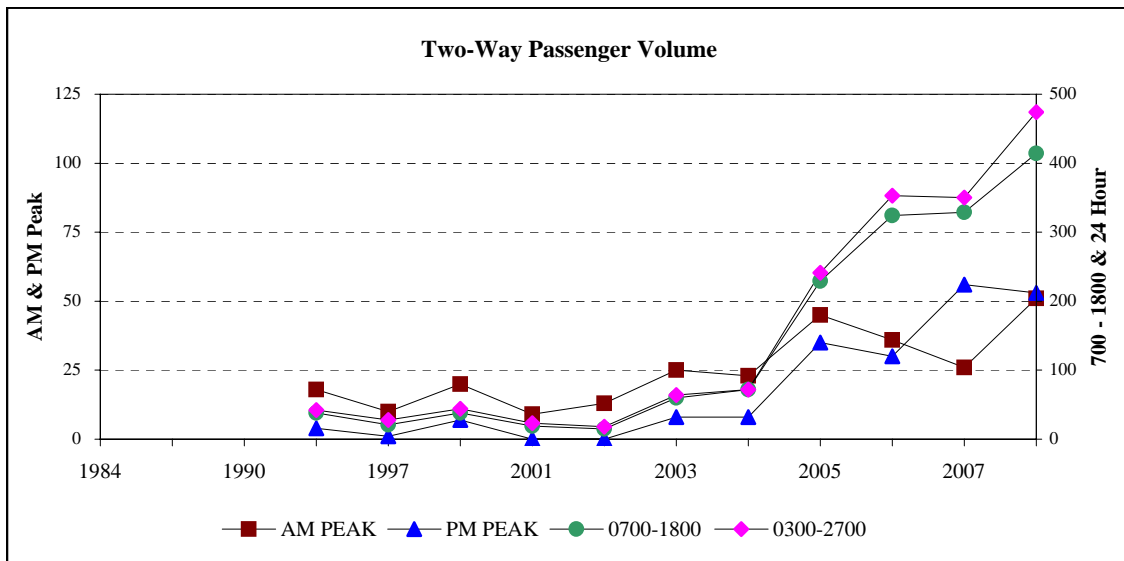
2005 - 153 Ave shown separately from Griesbach Rd..

Edmonton Transit Screenlines

Castle Downs

Year	Griesbach Loop West of 97 Street				Pk. Hr.	Sched. Buses	Passenger Volume						
	Outbound	Both	Pk. Hr. Start	Sched. Buses			Inbound	Both	Pk. Hr. Start	Sched. Buses			
1984	A										P		
1985	M										M		
1990													
1995	P	18	18	7:15	4	P	4	4	16:15	5			
1997	E	10	10	7:15	4	E	1	1	16:00	4			
2000	A	20	20	7:00	5	A	7	7	16:00	4			
2001	K	9	9	7:00	5	K	0	0	16:30	4			
2002		13	13	7:30	4		0	0	16:00	4			
2003	H	25	25	7:30	4	H	8	8	16:00	4			
2004	O	23	23	7:30	4	O	8	10	16:00	4			
2005	U	45	48	7:30	4	U	35	38	16:00	4			
2006	R	36	49	7:30	4	R	30	38	16:00	4			
2007		26	31	7:30	4		56	63	16:00	4			
2008		51	62	7:30	4		53	62	16:00	4			

1984	0					0							
1985	7					3							
1990	0					0							
1995	0		38		19	0		42		26			
1997			21		19			28		26			
2000	TO		38		19	TO		44		26			
2001			19		19			23		26			
2002	1		15		19	2		18		26			
2003	8		60		19	7		64		26			
2004	0		72		19	0		72		26			
2005	0		229		44	0		241		52			
2006			324		44			353		52			
2007			329		44			350		52			
2008			414		44			474		66			



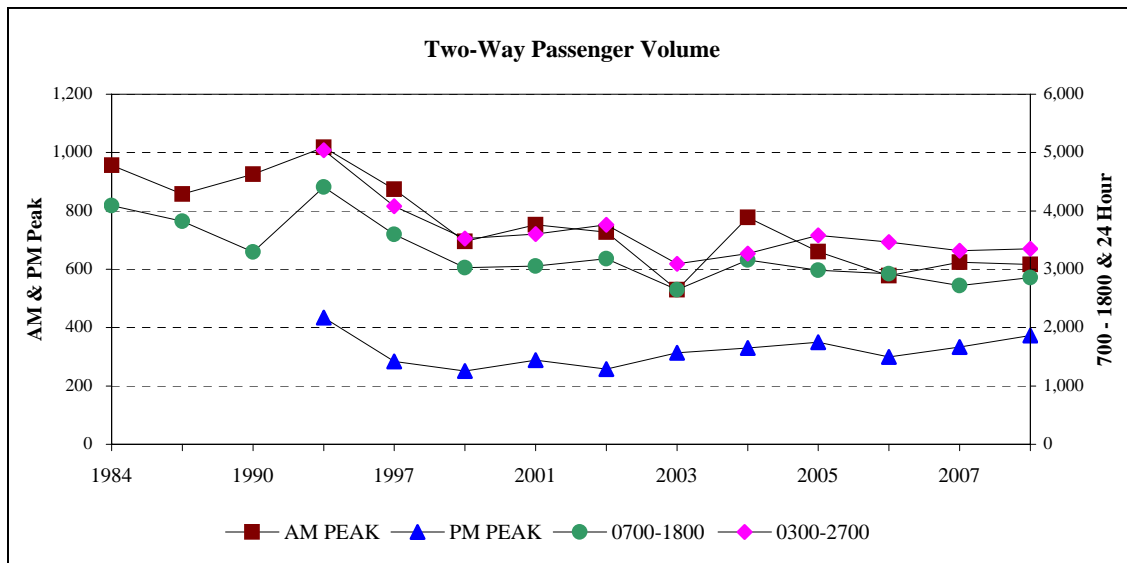
2005 - Route 164 extended and service increased to include midday.

Edmonton Transit Screenlines

Castle Downs

		113 Street North of 137 Avenue							
Year		Passenger Volume		Pk. Hr.	Sched.	Passenger Volume		Pk. Hr.	Sched.
		Outbound	Both	Start	Buses	Inbound	Both	Start	Buses
1984	A	957	979	7:15	40	P			
1985	M	858	876	7:30	42	M			
1990		926	938	7:15	39				
1995	P	1,018	1,109	7:15	37	P	434	483	16:15 29
1997	E	874	899	7:15	29	E	284	332	16:00 24
2000	A	695	710	7:00	25	A	251	304	16:00 21
2001	K	753	771	7:00	28	K	288	329	16:30 20
2002		727	765	7:30	31		258	303	16:00 21
2003	H	530	546	7:30	29	H	314	360	16:00 22
2004	O	778	801	7:30	30	O	330	368	16:00 22
2005	U	660	690	7:30	29	U	350	422	16:00 24
2006	R	578	607	7:30	28	R	299	341	16:00 23
2007		624	655	7:30	27		334	370	16:00 20
2008		616	661	7:30	27		373	418	16:00 19

1984	0		4,094		259	0			
1985	7		3,823		287	3			
1990	0		3,298		265	0			
1995	0		4,410		246	0	5,038		345
1997			3,596		209		4,082		290
2000	TO		3,027		189	TO	3,524		275
2001			3,056		188		3,604		273
2002	1		3,179		190	2	3,764		272
2003	8		2,650		189	7	3,093		271
2004	0		3,161		196	0	3,271		232
2005	0		2,985		191	0	3,581		279
2006			2,921		192		3,465		273
2007			2,720		179		3,318		262
2008			2,855		176		3,353		259



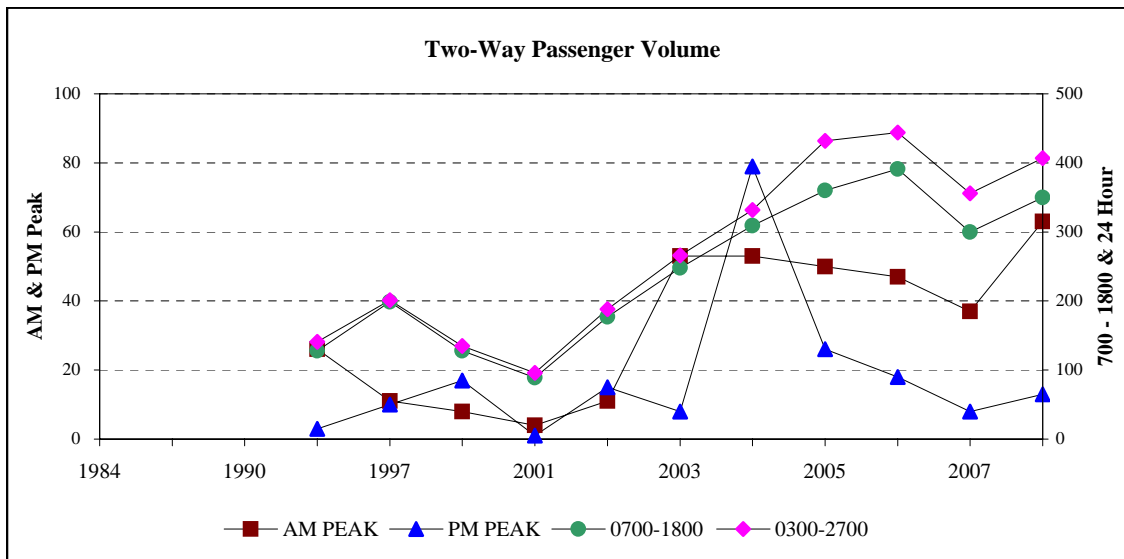
1997 - Horizon 2000 changes.

Edmonton Transit Screenlines

Castle Downs

Year	153 Avenue East of 127 Street					Passenger Volume				
	Passenger Outbound	Volume Both	Pk. Hr. Start	Sched. Buses		Passenger Inbound	Volume Both	Pk. Hr. Start	Sched. Buses	
1984	A				P					
1985	M				M					
1990										
1995	P	26	49	7:15	4	P	3	17	16:15	5
1997	E	11	47	7:15	4	E	10	32	16:00	4
2000	A	8	50	7:00	5	A	17	33	16:00	4
2001	K	4	26	7:00	5	K	1	1	16:30	3
2002		11	23	7:30	4		15	38	16:00	4
2003	H	53	71	7:30	5	H	8	39	16:00	4
2004	O	53	80	7:30	5	O	79	129	16:00	6
2005	U	50	101	7:30	5	U	26	55	16:00	5
2006	R	47	80	7:30	5	R	18	79	16:00	5
2007		37	72	7:30	5		8	52	16:00	5
2008		63	90	7:30	6		13	64	16:00	8

1984	0				0				
1985	7				3				
1990	0				0				
1995	0	128		19	0	141		23	
1997		199		20		201		23	
2000	TO	128		19	TO	135		23	
2001		89		17		96		22	
2002	1	177		44	2	188		51	
2003	8	248		45	7	266		52	
2004	0	309		45	0	332		54	
2005	0	360		46	0	432		64	
2006		391		46		444		64	
2007		300		46		356		65	
2008		350		51		407		71	

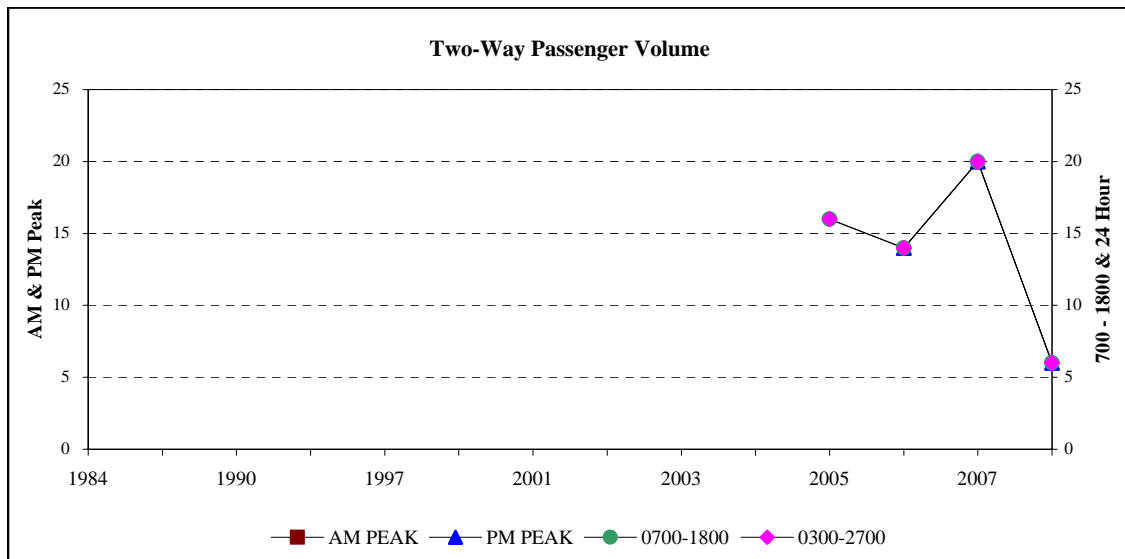


2002 - Route 151 extended to Castle Downs. Route 160 removed from Castle Downs.
 1995 - New station added. Previous years based on estimates.

Edmonton Transit Screenlines

Castle Downs

Year	161 Avenue East of 127 Street				Passenger Volume			
	Passenger Volume Outbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses	Passenger Volume Inbound	Passenger Volume Both	Pk. Hr. Start	Sched. Buses
1984	A							P
1985	M							M
1990								
1995	P							P
1997	E							E
2000	A							A
2001	K							K
2002								
2003	H							H
2004	O							O
2005	U							U
2006	R				14	14	16:00	1
2007					20	20	16:00	1
2008					6	6	16:00	1
<hr/>								
1984	0				0			0
1985	7				3			3
1990	0				0			0
1995	0				0			0
1997								
2000	TO							TO
2001								
2002	1				2			2
2003	8				7			7
2004	0				0			0
2005	0	16	1	0	16	16		1
2006		14	1		14	14		1
2007		20	1		20	20		1
2008		6	1		6	6		1



2002 - Route 151 extended to Castle Downs. Route 160 removed from Castle Downs.
 1995 - New station added. Previous years based on estimates.