Traffic Issues
Growth of Toronto

• 1794-1945
  • Growth of population is dense, compact
  • People walked, took streetcar
Streetcars

• Horse-drawn cars begin 1861 Yorkville-Downtown
• Run on 30-year franchise
  • 1861-1891
  • 1891-1921
• System electrifies in 1890s
• Streetcar company refuses to lay track beyond 1891 city limits
Streetcars & Radials

• Growth of city beyond 1891 limits requires transit
• Passengers on steam railways: 6000+ commuting daily by 1900
• Electric radial railways operated by Mackenzie-Mann in suburbs
• City-owned Civic Car Lines on St Clair, Danforth, Gerrard
### Daily Schedule

**Sutton to Toronto**

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<th>Orchard Beach</th>
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<th>Ravennor</th>
<th>Queensville</th>
<th>Sharon</th>
<th>Newmarket</th>
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<th>Elgin Mills</th>
<th>Hill's Bakery</th>
<th>Richmond Hill</th>
<th>Thornhill</th>
<th>Newtonbrook P.O.</th>
<th>Willowdale P.O.</th>
<th>Lansing P.O.</th>
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**South Bound**

Effective May 20th, 1916, the following additional service will be operated:

Leaving Newmarket for Toronto and intermediate points at 4:30, 5:30, 6:30, 7:30, 8:30 and 9:00 p.m.

**Saturday Extra Service**

Effective June 21st, 1916, the following additional service will be operated:

Leaving Sutton for Toronto and intermediate points at 11:45 a.m., 3:15, 3:45, 4:15, 5:15, 5:45 and 7:45 p.m.

X Wednesday and Saturdays only.
Growth of Toronto

• Cars dominate downtown traffic in 1920s
• After 1945
  • People drive
  • Post-1945 sprawl is low density
Toronto Vehicle Registrations

[Graph showing the number of vehicle registrations from 1900 to 1950, with a significant increase during the mid-1940s and early 1950s.]
Growth of Motoring in Toronto

• 1896: first auto in Toronto (electric)
• 1904: 400 autos
• 1910: 8,000 autos
• 1920: 27,000 cars
• Late 1928: above 100,000 cars
Auto show 1912

Electric car, left, and first car built in Canada (1893), right.
• From 1904
  • Upscale suburbs become car-oriented
• In 1920s
  • First middle-class suburbs become car-oriented
• In 1940s
  • All suburbs become car-oriented