



## **STAFF REPORT ACTION REQUIRED**

### **Post-Implementation Review of 2015 Service Improvements (All-Day Every Day Network and New Express Bus Services)**

<b>Date:</b>	November 13, 2017
<b>To:</b>	TTC Board
<b>From:</b>	Chief Executive Officer

#### **Summary**

With the support of the TTC Board and City Council in 2015 the “Opportunities to Improve Transit Service in Toronto” initiative introduced a wide array of service improvements across the city. These service improvements provided immediate and visible improvements to transit service for our customers. The service improvements included:

- a. introducing new periods of operation (all-day, every-day network);
- b. introducing new express bus services;
- c. improving off-peak crowding standards;
- d. introducing a 10-minute-or-better network; and
- e. expanding the overnight transit network.

This report is a post-implementation review of:

- a. introducing new periods of operation (all-day, every-day network); and
- b. introducing new express bus services.

New ridership data has been collected to evaluate the efficacy and success of these initiatives. Overall, ridership has been higher than initially projected for both these initiatives.

Staff will report back to the TTC Board on the remaining service improvements to the transit network. This work requires more consistent ridership data that is now becoming available from the Automated Passenger Counting (APC) system.

## Recommendations

### It is recommended that the TTC Board:

1. Approve the bus services that meet the all-day, every-day network service standard of 10 boardings per service hour to be included as part of the TTC's regular network (**section 1.1.1**);
2. Approve extending the trial period for bus services that nearly meet the all-day, every-day network service standard of 10 boardings per service hour and direct staff to report back on their performance in Q2 2018 (**section 1.1.2**);
3. Approve the reallocation of resources for bus services that do not meet the all-day, every-day network service standard of 10 boardings per service hour (**section 1.1.3**) effective April 1<sup>st</sup>, 2018. The last day of service would be March 31<sup>st</sup>, 2018;
4. Approve the express bus services to be included as part of the TTC's regular network (**section 1.1.6**).

## Financial Summary

On March 11, 2015, Toronto City Council passed the 2015 City Budget which included funding for the "Opportunities to Improve Transit in Toronto." The opportunities consisted of 50 new buses for service, children 12 years of age and under ride free and service improvements. The operating costs to implement the all-day, every-day network was \$5.5 million (as approved by the TTC Board on May 27, 2015) and new express bus network was \$5.7 million (as approved by the TTC Board on January 21, 2016).

Recommendation 2 does not require additional operating costs to extend the trial period for the bus services outlined in **section 1.1.2**. The \$580,000 annual operating costs to continue these bus services was included (on an annualized basis) in the TTC's Operating Budgets.

Recommendation 3 requests that the TTC Board approve reallocating \$264,000 per annum from the bus services outlined in **section 1.1.3** to other crowded bus routes in the system.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## **Accessibility/Equity Matters**

The TTC has made significant progress in moving towards providing barrier-free, accessible, transit services to all customers. Presently, all TTC bus services are operated using accessible, low-floor buses. New low-floor accessible streetcars are currently being deployed and all routes will have accessible streetcars by 2019. All subway stations will become accessible by 2025.

Adding more all-day, every-day service improves the provision of inclusive and accessible services in Toronto for the City of Toronto's diverse residents. It enables transit service in neighbourhoods throughout the city to be more convenient for travel at all hours of day and week. This increase in service is especially important to the increasing number of people whose diverse lifestyles, employments, or cultural pursuits require them to travel in off-peak periods.

This report recommends eliminating late evening service during certain days of the week on three routes. The resources saved by eliminating service in periods that do not meet TTC service standards could be reallocated to improve service on crowded routes, and help provide greater access to transit for a greater number of diverse customers, who depend on the TTC as their primary means of travel. Crowded routes adversely impact all TTC customers, including customers who travel with mobility devices and strollers.

The improved express bus network reduces travel times and allows customers to more-conveniently attend work, appointments, and cultural events around the City. It also supports more-spontaneous trip-making, which is an important part of making the conventional system attractive to potential new customers, such as Wheel-Trans registrants, and to all travellers in Toronto. This supports the Accessibility for Ontarians with Disabilities Act (AODA) objectives of more-spontaneous travel options for customers with disabilities, and the City's Poverty Reduction Strategy of making transit more accessible and attractive to everyone.

## **Decision History**

At its August 19, 2014 meeting, the TTC Board adopted the report, Opportunities to Improve Transit Service in Toronto. Among the recommendations was an increase in service on many bus routes so that they would operate during more periods of the week, and to expand and enhance TTC's express bus services.

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2014/August 19/Supplementary Reports/Opportunities to Improve Transit Service in Toronto.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2014/August%2019/Supplementary%20Reports/Opportunities%20to%20Improve%20Transit%20Service%20in%20Toronto.pdf)

On March 11, 2015, Toronto City Council passed the 2015 City Budget, which confirmed funding for these initiatives, among others.

[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2015/February 2/Reports/2015 TTC AND WHEEL TRANS OPERATING BUDGETS.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2015/February%202/Reports/2015%20TTC%20AND%20WHEEL%20TRANS%20OPERATING%20BUDGETS.pdf)

At its May 27, 2015 meeting, the TTC Board approved the implementation of improved off-peak service with the expansion of the All-Day, Every-Day Network.

[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2015/May 27/Reports/More Off Peak Service Expansion of All Day Every Day Network.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2015/May%2027/Reports/More%20Off%20Peak%20Service%20Expansion%20of%20All%20Day%20Every%20Day%20Network.pdf)

At its January 21, 2016 meeting, the TTC Board approved the implementation of five new and enhanced express routes as part of the first phase of the Express Bus Network Study.

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2016/January 21/Reports/Status%20Update Express Bus Study Intro of First New Express R.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2016/January%2021/Reports/Status%20Update%20Express%20Bus%20Study%20Intro%20of%20First%20New%20Express%20R.pdf)

At its June 15, 2017 meeting the TTC Board approved the Express Bus Network Study which outlined the plan for expansion and implementation of an enhanced express bus network.

[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2017/June 15/Reports/6 Express Bus Network Study combined.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2017/June%2015/Reports/6%20Express%20Bus%20Network%20Study%20combined.pdf)

## **Issue Background**

Off-peak service on many bus routes was reduced or eliminated in 2011 as a result of City budget pressures. This resulted in residents in many Toronto neighbourhoods being denied the opportunity to use transit when travelling in the evening and weekends. Over the course of late 2015 and early 2016, with new funding support from City Council, the TTC implemented the All-Day, Every-Day Network to restore and improve the access of residents to transit at all times of the day.

The Express Bus Network evaluated and identified a network of express bus services that would provide TTC customers with a larger choice of rapid, reliable, and visible express bus services. As part of the initial network 5 routes were implemented across the city in March 2016. The Express Bus Network Study subsequently identified a network plan for express bus expansion and implementation.

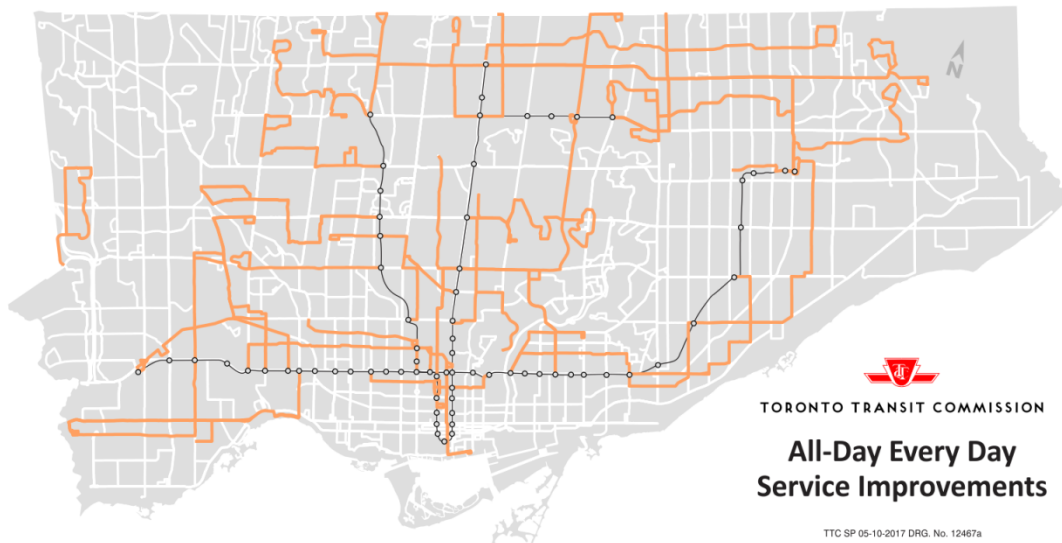
## Comments

The following section presents the post-implementation review of the all-day, every-day network and new express bus services.

### 1.1 All-Day, Every-Day Network

In total, 123 service improvements were made on 45 routes for the All-Day, Every-Day Network. These are listed in detail in **Appendix A** and are shown on **Map 1**. These service improvements added new periods of operation so that in most cases, the routes now operate all day, every day. The All-Day Every-Day Network operates from approximately 6:00 a.m. to 1:00 a.m., from Monday to Saturday, and from approximately 8:00 a.m. to 1:00 a.m. on Sundays.

#### **Map 1: Service Improvements made for All-Day, Every-Day Network**



Total actual ridership for the new periods of operation (on routes which have new ridership data so far) has exceeded initial projections. Approximately 1.3 million annual boardings were projected on the new periods of operation. The data collected to date showed that approximately 1.6 million annual boardings are made on the new periods of operation. This reflects an increasing demand for Toronto residents to take transit at different periods of the day, even in the late evening. The benefits of new periods of service, particularly in the evening, can be felt throughout the day, as it can stimulate and encourage ridership growth in other periods of operation.

Of the 123 service improvements which were implemented in 2015, new ridership data is available for 103. The remaining 20 service improvements, for which new ridership data is not yet available, will be reported on in Q2 2018.

### 1.1.1 Bus Services that Meet or Exceed Standard

Of the 103 bus services where data is available, 81 of the service improvements have met the service standards threshold of ten or more boardings per service hour as outlined in the TTC's Service Standards approved by the TTC Board on May 18, 2017. These 81 service improvements are recommended to be included as part of the TTC's regular network and should be subject to regular reviews as part of the TTC's regular route monitoring program. These bus services are listed in **Appendix A**.

### 1.1.2 Bus Services that are Near Standard – Extend Trial Period

Ridership data collected to date also shows that nine service improvements have not yet achieved the service standards of ten boardings per service hour threshold but are showing promising growth, as seen in **Table 1**. These are mostly services in the evening on weekends. It is recommended that these services continue to operate on a trial basis until further review in Q2 2018.

Route		Day	Period	Boardings per Service Hour
26	Dupont	Sun/hol	Late evening	8.0
33	Forest Hill	Sun/hol	Late evening	8.9
74	Mt Pleasant	Weekday	Late evening	9.8
80	Queensway (80B via Humber)	Sun/hol	Late evening	8.9
103	Mt Pleasant North	Sun/hol	Late evening	9.8
112	West Mall (112C via Disco Rd)	Sun/hol	Early evening	9.0
120	Calvington	Sat	Late evening	8.8
120	Calvington	Sun/hol	Late evening	8.9
167	Pharmacy North	Weekday	Late evening	9.5

Three other service improvements do not meet the service standards threshold, as seen in **Table 2**, but are recommended to continue to operate on a trial basis until further review in Q2 2018.

Route		Day	Period	Boardings Per Service Hour
15	Evans	Sun/hol	Late evening	7.2
33	Forest Hill	Weekday	Late evening	5.5
33	Forest Hill	Sat	Late evening	2.2

In the case of the 15 Evans route, the Sunday late evening service is recommended for continued operation on a trial basis since it provides a link with the overnight service on the 315 Evans-Brown's Line Blue Night route.

Late evening service on the 33 Forest Hill is also recommended for continued operation on a trial basis. Data collected for Monday to Saturday showed that ridership was lower than originally projected, and the recorded boardings per service hour do not meet the service standards. Despite this more recent data collected from Sunday operations (see **Table 1**) shows that ridership is higher and is close to meeting the service standards. It is therefore recommended to continue to operate the service on this route on a trial basis and report back to the board in Q2 2018, after new counts are collected for all days of the week

An additional three other bus services do not meet the service standards threshold, as seen in **Table 3**. In these cases, these services are the only periods of operation that are required to completely provide all-day, every-day service for the specific route. These services are recommended to continue to operate on a trial basis until further review in Q2 2018 to allow for ridership to further develop and mature.

Route		Day	Period	Boardings Per Service Hour
51	Leslie	Sun/hol	Late evening	5.5
61	Avenue Rd North	Sun/hol	Late evening	6.6
74	Mt Pleasant	Sun/hol	Late evening	5.5

The continued operation of these bus services does not require additional operating costs. The \$580,000 annual operating costs to continue these bus services was included (on an annualized basis) in the TTC's Operating Budgets. These operating funds are included as a base item in the TTC 2018 Operating Budget.

### 1.1.3 Bus Services that do not Meet Standard – Reallocation

Ridership data shows that seven services consistently do not meet the service standards threshold and are recommended to be discontinued as seen in **Table 4**. Service in the late evening on three routes are recommended to be discontinued since ridership data shows that they are consistently low throughout the week and does not meet the threshold of ten or more boardings per service hour. The discontinuation of these periods will allow the TTC to reallocate approximately \$260,000 per annum to improve crowding on other busy routes.

	<b>Route</b>	<b>Day</b>	<b>Period</b>	<b>Boardings Per Service Hour</b>
5	Avenue Rd	Weekday	Late evening	6.9
5	Avenue Rd	Sat	Late evening	4.6
5	Avenue Rd	Sun/hol	Late evening	N/A
73B	Royal York (via Eglinton & La Rose)	Sat	Late evening	6.8
73B	Royal York (via Eglinton & La Rose)	Sun/hol	Late evening	7.4
169	Huntingwood	Sat	Late evening	6.5
169	Huntingwood	Sun/hol	Late evening	3.5

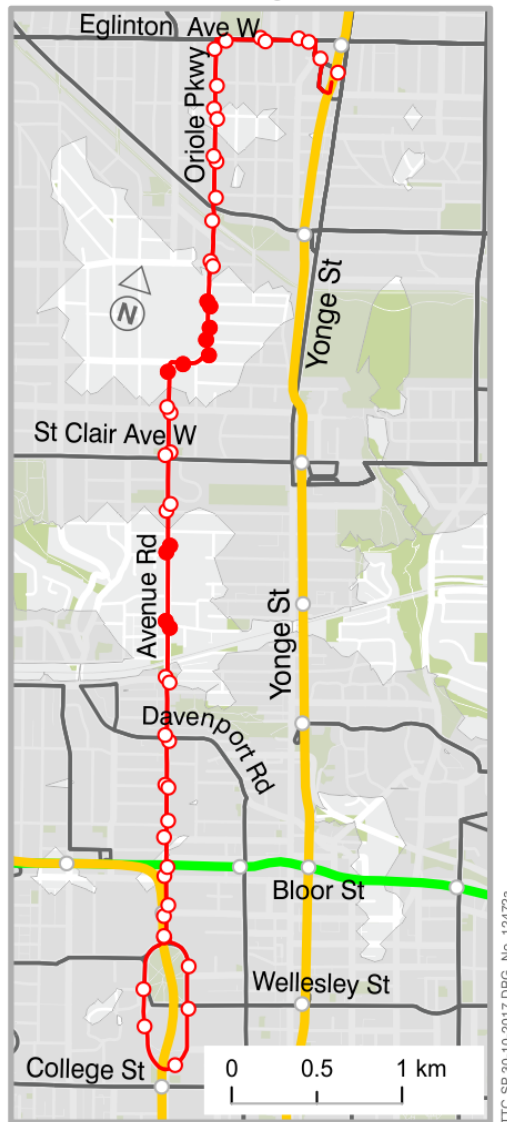
The removal of late evening service on 5 Avenue Rd will increase customer walk times to alternate transit service as seen on **Map 2**.

On weekdays 45 customer-trips are affected of which 35 customer-trips will walk less than 400m or 5 minutes to the nearest alternate service while 10 customer-trips will walk more than 400m or 5 minutes.

On Saturdays 30 customer-trips are affected of which 25 customer-trips will walk less than 400m or 5 minutes to the nearest alternate service while 5 customer-trips will walk more than 400m or 5 minutes. Note that new periods of operation on the 5 Avenue Rd route will be re-evaluated in the future as part of the Line 5 Eglinton bus network restructuring to ensure coverage and accessibility with the LRT in the new network.



**Map 2: 5 Avenue Rd – Late Evening Service to be Reallocated**



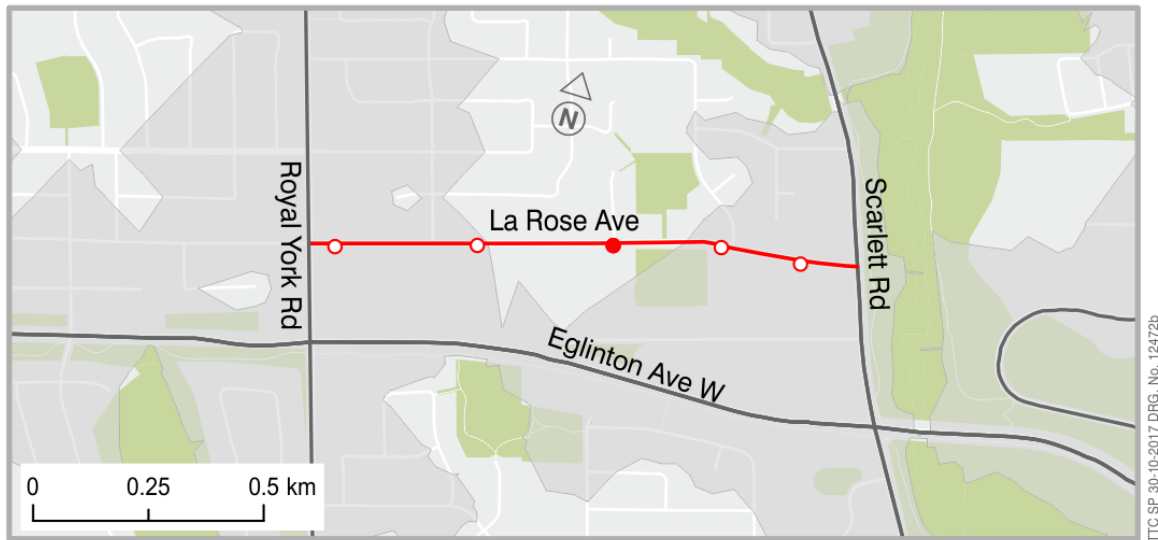
- At these stops, customers using 5 Avenue Rd will be:
- within 400m/5 min walk of other TTC service
  - beyond 400m/5 min walk of other TTC service
  - other late evening TTC service
  - 400m buffer of other late evening service

The removal of late evening service on 73B Royal York will increase customer walk times to alternate transit service as seen on **Map 3**.

On Saturdays 22 customer-trips are affected of which 18 customer-trips will walk less than 400m or 5 minutes to the nearest alternate service while 4 customer-trips will walk more than 400m or 5 minutes.

On Sundays 24 customer-trips are affected of which 20 customer-trips will walk less than 400m or 5 minutes to the nearest alternate service while 4 customer-trips will walk more than 400m or 5 minutes.

**Map 3: 73B Royal York – Weekend Late Evening Service to be Reallocated**



At these stops, customers using 73B Royal York will be:

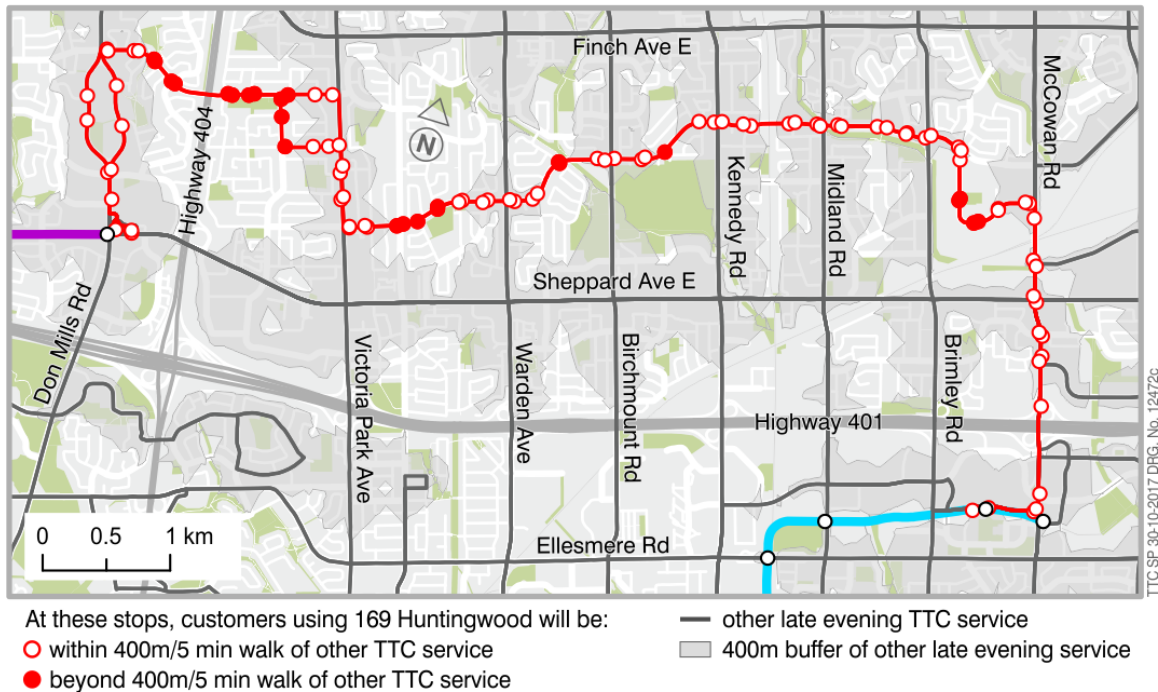
- within 400m/5 min walk of other TTC service
- beyond 400m/5 min walk of other TTC service
- other late evening TTC service
- 400m buffer of other late evening service

The removal of late evening service on 169 Huntingwood will increase customer walk times to alternate transit service as seen on **Map 4**.

On Saturdays 43 customer-trips are affected of which 28 customer-trips will walk less than 400m or 5 minutes to the nearest alternate service while 15 customer-trips will walk more than 400m or 5 minutes.

On Sundays 34 customer-trips are affected of which 24 customer-trips will walk less than 400m or 5 minutes to the nearest alternate service while 10 customer-trips will walk more than 400m or 5 minutes.

## Map 4: 169 Huntingwood – Weekend Late Evening Service to be Reallocated



### 1.1.4 Other Services

Eight service improvements on four routes were subsequently changed after their implementation and will be subject to separate post-implementation reviews. This includes the 72C Pape and 172 Cherry Street restructuring with the 121 Fort-York Esplanade; the 96C Wilson restructuring to create the new 118 Thistle Down; and, the 100C Flemington Park restructuring with the 34 Eglinton East for Line 5 Eglinton construction.

### 1.1.5 New Bus Services – Include in Ridership Growth Strategy

New periods of service on other routes were also reviewed as part of this post-implementation review. Services that currently operate only in limited periods were examined to see if ridership projections for new periods of operation could meet the service standard threshold. Forty periods of new service on eight routes were analyzed. Routes were examined if they currently have limited periods of service, or if they were previously requested by customers.

Projections for 11 periods of new service on three routes pass the boardings per service hour threshold and meet the requirements for trial operation as seen in **Table 5**. Approximately \$1.23 million per annum in new funding is required to operate the new periods of operation on these services. These service improvements and the funding request will be included in the Ridership Growth Strategy and requires TTC Board approval.

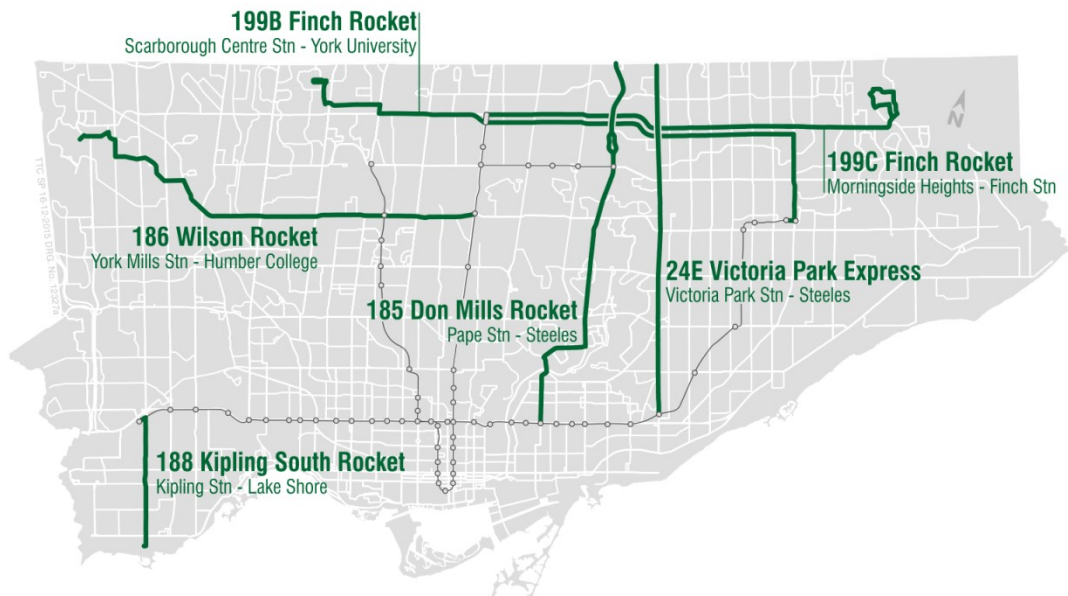
<b>Table 5: Recommended New Periods of Operation</b>				
<b>Route</b>		<b>Day</b>	<b>Period</b>	<b>Projected Boardings Per Service Hour</b>
35	Jane (35A via Hullmar)	Weekday	Midday	19.1
35	Jane (35A via Hullmar)	Weekday	Early evening	13.3
35	Jane (35A via Hullmar)	Sat	Daytime	14.1
35	Jane (35A via Hullmar)	Sun/hol	Daytime	11.7
119	Torbarrie	Weekday	Midday	24.2
119	Torbarrie	Weekday	Early evening	14.7
119	Torbarrie	Sat	Daytime	17.0
119	Torbarrie	Sat	Early evening	10.3
119	Torbarrie	Sun/hol	Daytime	13.8
167	Pharmacy North	Sun/hol	Daytime	22.3
167	Pharmacy North	Sun/hol	Early evening	12.3

In addition to the new periods of operation outlined in **Table 5**, the TTC is assessing new periods of operation in the Conlins Road & Ellesmere Road area and the Lawrence Avenue & Beechgrove Drive area as part of a study in east Scarborough.

### **1.1.6 Express Bus Network**

Express bus services are an invaluable part of the transit network. New and enhanced express services were described in the Opportunities to Improve Transit Service report, and have been further developed in the Express Bus Network Study. Five new and enhanced express routes were introduced in March 2016 and are shown in **Map 5**.

## Map 5: New and Enhanced Express Routes



Ridership on these routes has steadily increased and has provided customers with faster and more convenient travel as seen in **Table 6**. These express services are recommended to be added as a part of the regular TTC network.

Route	Year 1 Projected Daily Ridership	Year 1 Daily Ridership as of September 2017	Year 1 Actual vs Projected	Projected Matured Daily Ridership
24E Victoria Park Express	4,200	6,200	148%	5,600
185 Don Mills Rocket	15,300	21,100	138%	20,400
186 Wilson Rocket	6,700	9,500	142%	8,900
188 Kipling South Rocket	4,100	3,200	78%	5,500
199 Finch Rocket	27,500	31,900	116%	36,000
<b>Total</b>	<b>57,800</b>	<b>71,900</b>	<b>116%</b>	<b>76,400</b>

Corridors that had new express services introduced have also experienced increased overall ridership as seen in **Table 7**. This reaffirms findings from our customer surveys which shows that customers are sensitive to the quality of transit service provided, and that the faster and more efficient the service, the more customers may be attracted to use transit.

<b>Table 7: New Express Services - Total Daily Corridor Ridership</b>			
<b>Corridor</b>	<b>Previous Corridor Ridership</b>	<b>Corridor Ridership as of September 2017</b>	<b>Percentage Change</b>
Victoria Park	25,600	28,500	11%
Don Mills	41,000	41,300	1%
Wilson	25,100	33,600	34%
Kipling South	9,900	13,300	34%
Finch	26,500	33,000	25%

## **Conclusion**

With the support of the TTC Board and City Council, the TTC implemented a series of service improvement initiatives that improved transit service for customers and increased ridership to the bus network. Many of the service improvements from the All-Day, Every-Day Network and Express Bus Network, have met and exceeded expectations, and are recommended to be adopted as part of the regular TTC network.

## **Contact**

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## **Attachment**

Appendix A: All-Day, Every-Day Network Usage and Statistics

## Appendix A: All-Day, Every-Day Network Usage and Statistics

	Route	Buses	Day	Period	Service Hours Per Day	Boardings Per Day	Boardings Per Service Hour	Status	Note
5	Avenue Rd	+2	Mon-Fri	Late evening	4.9	45	6.9	Discontinue/Reallocate	
5	Avenue Rd	+2	Sat	Early evening	3.2	95	15.8	Pass	
5	Avenue Rd	+2	Sat	Late evening	3.2	30	4.6	Discontinue/Reallocate	
5	Avenue Rd	+2	Sun/hol	Early evening	2.8	84	14.0	Pass	
5	Avenue Rd	+2	Sun/hol	Late evening	2.8			Discontinue/Reallocate	Inferred fail since other late evening periods fail
6	Bay	+2	Sun/hol	Late evening	5.7	106	16.3	Pass	
8	Broadview	+1	Sat	Late evening	2.8	91	28.0	Pass	
8	Broadview	+1	Sun/hol	Late evening	3.2	85	26.2	Pass	
9	Bellamy	+2	Mon-Fri	Late evening	5.9	174	26.8	Pass	
9	Bellamy	+2	Sat	Late evening	5.9	226	34.8	Pass	
9	Bellamy	+2	Sun/hol	Early evening	6.0	315	52.5	Pass	
9	Bellamy	+2	Sun/hol	Late evening	6.0	189	29.1	Pass	
14	Glencairn	+2	Mon-Fri	Late evening	6.0	188	28.9	Pass	
14	Glencairn	+2	Sat	Late evening	6.0			Pass	Inferred pass since other late evening periods pass
14	Glencairn	+2	Sun/hol	Late evening	6.0	94	14.5	Pass	
15	Evans	+2	Sun/hol	Late evening	4.9	47	7.2	Extend Trial Period	Late evening service interlines to 315 overnight route
20	Cliffside	+2	Sat	Late evening	3.0	305	46.8	Pass	
20	Cliffside	+2	Sun/hol	Late evening	6.0	178	27.4	Pass	
26	Dupont	+2	Mon-Fri	Late evening	7.3	156	24.0	Pass	
26	Dupont	+2	Sat	Late evening	7.6	184	28.3	Pass	
26	Dupont	+2	Sun/hol	Late evening	6.4	52	8.0	Extend Trial Period	
28	Bayview South	+2	Mon-Fri	Peak periods	14.0	705	48.6	Pass	
28	Bayview South	+2	Mon-Fri	Midday	5.5	408	34.0	Pass	
28	Bayview South	+1	Mon-Fri	Early evening	6.0	89	29.7	Pass	
28	Bayview South	+1	Mon-Fri	Late evening	4.0	42	12.9	Pass	
28	Bayview South	+1	Sat	Early evening	3.0	82	27.3	Pass	
28	Bayview South	+1	Sat	Late evening	4.0	43	13.2	Pass	

	Route	Buses	Day	Period	Service Hours Per Day	Boardings Per Day	Boardings Per Service Hour	Status	Note
28	Bayview South	+1	Sun/hol	Early evening	3.0	55	18.3	Pass	
28	Bayview South	+1	Sun/hol	Late evening	4.0	55	16.9	Pass	
30	Lambton	+2	Sun/hol	Late evening	6.0	94	14.5	Pass	
32	Eglinton West (32D)	+2	Mon-Fri	Late evening	4.1	156	24.0	Pass	
32	Eglinton West (32D)	+2	Sat	Late evening	7.1	145	22.3	Pass	
32	Eglinton West (32D)	+2	Sun/hol	Early evening	5.9	206	34.3	Pass	
32	Eglinton West (32D)	+2	Sun/hol	Late evening	6.4	93	14.3	Pass	
33	Forest Hill	+1	Mon-Fri	Early evening	3.0	82	27.3	Pass	
33	Forest Hill	+1	Mon-Fri	Late evening	3.0	18	5.5	Extend Trial Period	
33	Forest Hill	+1	Sat	Daytime	12.6	199	16.0	Pass	
33	Forest Hill	+1	Sat	Early evening	3.0	38	12.7	Pass	
33	Forest Hill	+1	Sat	Late evening	3.3	7	2.2	Extend Trial Period	
33	Forest Hill	+1	Sun/hol	Daytime	10.6	186	17.9	Pass	
33	Forest Hill	+1	Sun/hol	Early evening	3.0	35	11.7	Pass	
33	Forest Hill	+1	Sun/hol	Late evening	3.3	29	8.9	Extend Trial Period	Newer Sunday count indicates growing ridership
39	Finch East (39B)	+1	Mon-Fri	Midday	8.0	342	57.0	Pass	
39	Finch East (39B)	+1	Mon-Fri	Early evening	4.0	99	33.0	Pass	
39	Finch East (39B)	+1	Sat	Daytime	19.9	629	48.4	Pass	
39	Finch East (39B)	+1	Sat	Early evening	4.6	74	24.7	Pass	
39	Finch East (39B)	+1	Sun/hol	Daytime	13.5				
39	Finch East (39B)	+1	Sun/hol	Early evening	4.1				
42	Cummer (42A)	+1	Mon-Fri	Late evening	2.7	36	11.1	Pass	McNicol Garage construction requires 42A service
42	Cummer (42A)	+1	Sat	Daytime	18.8				McNicol Garage construction requires 42A service
42	Cummer (42A)	+1	Sat	Early evening	3.0				McNicol Garage construction requires 42A service
42	Cummer (42A)	+1	Sun/hol	Daytime	12.9				McNicol Garage construction requires 42A service
43	Kennedy (43B)	+2	Sun/hol	Daytime	20.5				



Route		Buses	Day	Period	Service Hours Per Day	Boardings Per Day	Boardings Per Service Hour	Status	Note
43	Kennedy (43B)	+2	Sun/hol	Early evening	6.0				
51	Leslie	+3	Sun/hol	Late evening	8.1	54	5.5	Extend Trial Period	Late evening service provided on other days of the week
56	Leaside	+2	Mon-Fri	Late evening	5.5	127	19.5	Pass	
56	Leaside	+2	Sat	Early evening	5.6	350	58.3	Pass	
56	Leaside	+2	Sat	Late evening	5.6	136	20.9	Pass	
56	Leaside	+2	Sun/hol	Early evening	5.9	139	23.2	Pass	
56	Leaside	+2	Sun/hol	Late evening	5.9	77	11.8	Pass	
59	Maple Leaf	+2	Sun/hol	Late evening	5.5	80	12.3	Pass	
61	Avenue Rd North	+2	Sun/hol	Late evening	4.6	43	6.6	Extend Trial Period	Late evening service provided on other days of the week
62	Mortimer	+2	Sat	Late evening	6.2	124	19.1	Pass	
62	Mortimer	+2	Sun/hol	Late evening	2.9	84	12.9	Pass	
73	Royal York (73B)	+1	Mon-Fri	Early evening	3.0	81	27.0	Pass	
73	Royal York (73B)	+1	Mon-Fri	Late evening	3.3	40	12.3	Pass	
73	Royal York (73B)	+1	Sat	Early evening	2.9	56	18.7	Pass	
73	Royal York (73B)	+1	Sat	Late evening	2.9	22	6.8	Discontinue/Reallocate	
73	Royal York (73B)	+1	Sun/hol	Early evening	3.2	51	17.0	Pass	
73	Royal York (73B)	+1	Sun/hol	Late evening	3.2	24	7.4	Discontinue/Reallocate	
74	Mt Pleasant	+1	Mon-Fri	Early evening	3.0	89	29.7	Pass	
74	Mt Pleasant	+1	Mon-Fri	Late evening	3.0	32	9.8	Extend Trial Period	
74	Mt Pleasant	+1	Sat	Early evening	3.0	62	20.7	Pass	
74	Mt Pleasant	+1	Sat	Late evening	3.0	35	10.8	Pass	
74	Mt Pleasant	+1	Sun/hol	Early evening	3.0	59	19.7	Pass	
74	Mt Pleasant	+1	Sun/hol	Late evening	3.0	18	5.5	Extend Trial Period	Late evening service provided on other days of the week
76	Royal York South (76B)	+1	Sat	Daytime	12.4	146	11.8	Pass	
76	Royal York South	+1	Sun/hol	Daytime	10.3	120	11.7	Pass	

Route	Buses	Day	Period	Service Hours Per Day	Boardings Per Day	Boardings Per Service Hour	Status	Note
(76B)								
79	Scarlett Rd (79B)	+1	Mon-Fri	Late evening	0.8			
79	Scarlett Rd (79B)	+1	Sat	Early evening	2.5			
80	Queensway (80B)	+1	Sat	Late evening	3.0	130	40.0	Pass
80	Queensway (80B)	+1	Sun/hol	Late evening	2.4	29	8.9	Extend Trial Period
94	Wellesley (94A)	+2	Sun/hol	Late evening	6.5	136	20.9	Pass
98	Willowdale-Senlac (98C)	+1	Sat	Late evening	3.0			
98	Willowdale-Senlac (98C)	+1	Sun/hol	Late evening	3.0			
101	Downsview Park	+1	Mon-Fri	Peak periods	4.5	216	29.8	Pass
101	Downsview Park	+1	Mon-Fri	Midday	6.0	113	18.8	Pass
101	Downsview Park	+1	Mon-Fri	Early evening	5.5	54	18.0	Pass
103	Mt Pleasant North	+1	Sun/hol	Late evening	3.3	32	9.8	Extend Trial Period
105	Dufferin North	+1	Sun/hol	Late evening	4.1	79	24.3	Pass
108	Downsview (108A)	+1	Sun/hol	Late evening	2.9			
112	West Mall (112C)	+1	Sun/hol	Early evening	3.0	27	9.0	Extend Trial Period
120	Calvington	+2	Mon-Fri	Late evening	5.5	98	15.1	Pass
120	Calvington	+2	Sat	Late evening	5.4	57	8.8	Extend Trial Period
120	Calvington	+2	Sun/hol	Late evening	5.4	58	8.9	Extend Trial Period
124	Sunnybrook	+1	Sun/hol	Late evening	3.0	83	25.5	Pass
127	Davenport	+2	Sun/hol	Late evening	6.5	74	11.4	Pass
132	Milner	+2	Sun/hol	Late evening	4.9	77	11.8	Pass
135	Gerrard	+1	Sat	Late evening	3.0	90	27.7	Pass
135	Gerrard	+1	Sun/hol	Early evening	3.1	142	47.3	Pass
135	Gerrard	+1	Sun/hol	Late evening	3.1	97	29.8	Pass
162	Lawrence-Donway	+2	Mon-Fri	Early evening	5.9	75	12.5	Pass
162	Lawrence-Donway	+2	Sat	Daytime	27.1	349	13.7	Pass
162	Lawrence-Donway	+2	Sat	Early evening	6.0	69	11.5	Pass
162	Lawrence-Donway	+2	Sun/hol	Daytime	22.4	313	15.1	Pass
167	Pharmacy North	+2	Mon-Fri	Early evening	5.8	151	25.2	Pass

Route		Buses	Day	Period	Service Hours Per Day	Boardings Per Day	Boardings Per Service Hour	Status	Note
167	Pharmacy North	+2	Mon-Fri	Late evening	5.8	62	9.5	Extend Trial Period	
167	Pharmacy North	+2	Sat	Early evening	5.6	104	17.3	Pass	
169	Huntingwood	+2	Mon-Fri	Late evening	5.9	71	10.9	Pass	
169	Huntingwood	+2	Sat	Early evening	6.0	157	26.2	Pass	
169	Huntingwood	+2	Sat	Late evening	6.0	43	6.5	Discontinue/Reallocate	
169	Huntingwood	+2	Sun/hol	Daytime	32.7	618	30.5	Pass	
169	Huntingwood	+3	Sun/hol	Early evening	9.0	132	14.7	Pass	
169	Huntingwood	+3	Sun/hol	Late evening	9.8	34	3.5	Discontinue/Reallocate	
199	Finch Rocket	+9	Mon-Fri	Late evening	19.9	860	29.4	Pass	
<b>Services Implemented but Subsequently Changed and Will be Subject to a Separate Review</b>									
100	Flemingdon Park (100C)	+2	Sun/hol	Late evening	9.8			Future review	
72	Pape (72C)	+1	Sun/hol	Early evening	3.0			Future review	
72	Pape (72C)	+1	Sun/hol	Late evening	3.3			Future review	
172	Cherry Street	+2	Sun/hol	Early evening	6.0			Future review	
172	Cherry Street	+2	Sun/hol	Late evening	6.5			Future review	
96	Wilson (96C)	+2	Mon-Fri	Late evening	6.5			Future review	
96	Wilson (96C)	+2	Sat	Late evening	6.5			Future review	
96	Wilson (96C)	+2	Sun/hol	Late evening	6.5			Future review	

Route	Buses	Day	Period	Projected service hours per day	Projected boardings per day	Projected boardings per service hour	Status	Note
<b>Services studied for new periods of operation</b>								
119	Torbarrie	+2	Mon-Fri	Midday	12.5	290	24.2	Pass
119	Torbarrie	+2	Mon-Fri	Early evening	6.0	96	14.7	Pass
119	Torbarrie	+2	Mon-Fri	Late evening	6.0	44	6.7	Fail
119	Torbarrie	+2	Sat	Daytime	26.0	450	17.0	Pass
119	Torbarrie	+2	Sat	Early evening	6.0	67	10.3	Pass
119	Torbarrie	+2	Sat	Late evening	6.5	38	5.8	Fail
119	Torbarrie	+2	Sun/hol	Daytime	22.0	310	13.8	Pass
119	Torbarrie	+2	Sun/hol	Early evening	6.5	49	7.6	Fail
119	Torbarrie	+2	Sun/hol	Late evening	6.0	23	3.6	Fail
101	Downsview Park	+1	Mon-Fri	Late evening	3.3	17	5.2	Fail
101	Downsview Park	+1	Sat	Late evening	3.3	18	5.6	Fail
101	Downsview Park	+1	Sun/hol	Late evening	3.3	12	3.6	Fail
162	Lawrence-Donway	+2	Mon-Fri	Late evening	6.5	28	4.2	Fail
162	Lawrence-Donway	+2	Sat	Late evening	6.5	27	4.2	Fail
162	Lawrence-Donway	+2	Sun/hol	Early evening	6.0	37	6.1	Fail
162	Lawrence-Donway	+2	Sun/hol	Late evening	6.5	17	2.7	Fail
167	Pharmacy North	+2	Sat	Late evening	6.5	54	8.3	Fail
167	Pharmacy North	+2	Sun/hol	Daytime	22.0	490	22.3	Pass
167	Pharmacy North	+2	Sun/hol	Early evening	6.0	74	12.3	Pass
167	Pharmacy North	+2	Sun/hol	Late evening	6.5	35	5.3	Fail
43	Kennedy (43B)	+3	Mon-Fri	Late evening	9.8	41	4.2	Fail
43	Kennedy (43B)	+2	Sat	Late evening	6.5	49	7.6	Fail
43	Kennedy (43B)	+2	Sun/hol	Late evening	6.5	32	4.8	Fail
39	Finch East (39B)	+2	Mon-Fri	Late evening	6.5	37	5.7	Fail
39	Finch East (39B)	+1	Sat	Late evening	3.3	22	6.6	Fail
39	Finch East (39B)	+1	Sun/hol	Late evening	3.3	14	4.2	Fail
76	Royal York South (76B)	+1	Mon-Fri	Late evening	3.0	27	8.9	Fail
76	Royal York South (76B)	+1	Sat	Early evening	3.0	14	4.6	Fail

	Route	Buses	Day	Period	Projected service hours per day	Projected boardings per day	Projected boardings per service hour	Status	Note
76	Royal York South (76B)	+1	Sat	Late evening	3.3	7	2.2	Fail	
76	Royal York South (76B)	+1	Sun/hol	Early evening	3.3	14	4.3	Fail	
76	Royal York South (76B)	+1	Sun/hol	Late evening	3.0	7	2.2	Fail	
35	Jane (35A)	+1	Mon-Fri	Midday	6.3	119	19.1	Pass	
35	Jane (35A)	+1	Mon-Fri	Early evening	3.0	40	13.3	Pass	
35	Jane (35A)	+1	Mon-Fri	Late evening	3.0	19	6.2	Fail	
35	Jane (35A)	+1	Sat	Daytime	13.0	184	14.1	Pass	
35	Jane (35A)	+1	Sat	Early evening	3.0	27	9.1	Fail	
35	Jane (35A)	+1	Sat	Late evening	3.3	14	4.4	Fail	
35	Jane (35A)	+1	Sun/hol	Daytime	11.0	129	11.7	Pass	
35	Jane (35A)	+1	Sun/hol	Early evening	3.3	20	6.0	Fail	
35	Jane (35A)	+1	Sun/hol	Late evening	3.0	9	3.1	Fail	