

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: February 27, 2008

SUBJECT: SERVICE INCREASES TO REDUCE CROWDING

RECOMMENDATIONS

It is recommended that the Commission forward this report to all City of Toronto Councillors, York Region Transit, Mississauga Transit, Metrolinx, and the Ontario Ministries of Transportation and the Environment, noting that:

- a total of 180 service increases were made on 46 TTC bus and streetcar routes starting on February 17, 2008;
- these service increases will reduce overcrowding and reduce waiting times for TTC customers;
- these service increases would normally have been made at regular intervals over the past two years as part of the TTC's service adjustment programme, but they could not be implemented until now because of shortages in workforce and vehicles, and due to TTC and City budget restrictions; and
- these service increases are the first of many that are planned and budgeted in response to continuing growth in ridership, with implementation throughout 2008.

FUNDING

This report has no effect on the TTC's operating or capital budgets. The service increases described in this report are already included in the TTC's approved 2008 operating budget.

BACKGROUND

The TTC has a long-established set of Commission-approved Service Standards that are used to guide the planning of transit service. An important part of the Service Standards are the maximum crowding standards, which are used to determine the quantity of service operated on all TTC routes. The TTC's vehicle crowding standards define the upper acceptable limit of crowding, averaged over the course of an hour, for each type of vehicle at different times of the day, and are shown in Table 1, below.

Table 1: TTC Vehicle Crowding Standards, February 2008

	PEAK PERIODS <i>Number of customers</i>	OFF-PEAK PERIODS <i>Number of customers</i>
Buses		
Orion VII 12-metre low-floor bus (38 seats)	55	38
Orion VII 12-metre low-floor bus (36 seats)	53	36
New Flyer D40LF 12-metre low-floor bus	52	35
High-floor lift-equipped 12-metre bus	57	36
High-floor non-accessible 12-metre bus	57	39
Streetcars		
Standard 15-metre streetcar (CLRV)	74	46
Articulated 23-metre streetcar (ALRV)	108	61
Rapid transit		
Train (6 cars, H- or T- series)	1000	500
Train (4 cars, T-series)	670	330
Train (4 cars, S-series)	220	130

Six-car subway trains of 23m-long H- or T-series cars are operated on the YONGE-UNIVERSITY-SPADINA and 2 BLOOR-DANFORTH subways; 4-car subway trains of 23m-long T-series cars are operated on the 4 SHEPPARD subway; 4-car trains of 13m-long S-series cars are operated on the 3 SCARBOROUGH RT.

The crowding standards are compared to the average number of customers that have been observed on each vehicle during the busiest 60-minute period. Within that hour, some individual trips may carry more customers than the vehicle crowding standard, but no trips will be planned or scheduled to regularly carry more customers than can be safely and comfortably accommodated. Services which are observed to be overcrowded will normally have service increases made at the next possible opportunity.

Unusually, it has not been possible to add service to reduce observed overcrowding for much of the past three years. There have been insufficient buses and Operators available since March, 2005 to operate all of the service required to ensure that crowding levels on all routes are within the maximum standards. Through the purchase of additional buses, increases in Operator hiring and training, and the advancement of construction of a new bus garage, each of which require long lead times, the TTC had finally positioned itself to add these long-awaited required services starting in the fall of 2007.

As a result of the City of Toronto's budget crisis and cost-containment directive in the summer of 2007, the Commission directed at its meeting of July 20, 2007 that all service

increases planned for implementation in the fall of 2007 be deferred. At a follow-up meeting on September 12, 2007, the Commission approved a fare increase for 2007 and, associated with that, approved a staff recommendation to not cut service, but to proceed with plans for increased service in 2008.

This report describes the first round of service increases to be introduced in 2008.

DISCUSSION

As a result of the Commission's direction in September 2007, staff have proceeded with the implementation of warranted additional service in 2008 to reduce crowding to the levels set out in the Service Standards.

A total of 180 service increases were made starting on February 17, 2008. These increases were made on 43 bus routes and three streetcar routes. Exhibit A, attached, is a map of the routes with service increases. Of these increases, 31 are in the morning or afternoon peak period, and 149 are at off-peak times, throughout the week. The number of buses scheduled for service in the morning peak period has increased by 29, and in the afternoon peak period has increased by 40.

In total, approximately 4500 hours of service per week have been added, bringing the total weekly hours of service operated by the TTC to an all-time high of approximately 148,000 hours per week. The service increases in February are the single largest permanent TTC service increase in recent decades. For comparison, service increases to reduce crowding throughout all of 2004 were approximately 600 hours per week; in 2005 they amounted to 1000 hours per week; and in 2006 they totalled approximately 2100 hours per week. Service reductions in February 1996, required due to severe subsidy reductions, cut approximately 8900 weekly hours. Earlier service cuts in May 1992 cut approximately 4200 weekly hours and, in May 1991, cut approximately 3400 weekly hours.

The February 2008 service changes, on average, result in 14 per cent more service in the peak periods and 31 per cent more service at off-peak times.

The service increases have been made on a wide range of routes that serve all parts of Toronto, at all times of the week. On the 29 DUFFERIN bus route, for example, service has been increased in the midday, afternoon peak period, early evening, and late evening from Monday to Friday, and in the daytime on Saturday, Sunday, and holidays. Between two and six buses have been added at each of these times. The best service improvement is during the late evening from Monday to Friday, when the service has been improved from every nine minutes to every six minutes, providing 38 per cent more service than previously. The average number of customers per bus at this time has been reduced from 49 to 33, within the maximum off-peak standard of 36. During the afternoon peak period, the average number of passengers per bus has been reduced from 60 to 54, within the maximum

standard of 57.

Some of the service increases have produced substantial service improvements. On the 100 FLEMINGDON PARK bus route, service has been increased at many times of the week. Before the service increases, during the early evening on Sundays, there was an average of 65 people per bus, significantly in excess of the planned maximum level of 38. To reduce this crowding and improve the service, three buses have been added, service has been improved from every 30 min to every 15 min, and the average number of customers per bus is now 32.

Even service increases that seem relatively minor can actually represent a significant increase in service. On the 44 KIPLING SOUTH bus route, service has been increased during the midday from Monday to Friday from every 8 min to every 6 min. While a two minute reduction in the scheduled time between buses may seem minor, in this case it is 33 per cent more service. With service changes such as this, the buses become less crowded, waiting time for customers is reduced, and the service is likely to run more-reliably.

The service increases in February are required largely to catch up with the increase in ridership experienced in 2006 and 2007. The small number of services that remain overcrowded will be addressed with further service increases at the next two schedule change dates, March 30 and May 11. Sufficient resources are included in the TTC's approved 2008 operating budget to address all deferred overcrowding by May 11.

Further resources have been included in the budget for September and October 2008 to add service for continuing expected ridership increases throughout the year. A total of 2000 weekly hours of service and 20 additional morning peak buses are included in the budget for the fall of 2008 to respond to increased ridership, increased traffic congestion, and the reduced capacity of the new low-floor buses that are replacing older non-accessible buses. Service will be increased if ridership counts show that it is required. If ridership increases do not materialise over the next six months, and the average level of crowding on TTC routes does not exceed the maximum set out in the Service Standards, then this service will not be added.

In addition to these budgeted resources to address overcrowding, the final phases of the TTC's Ridership Growth Strategy (RGS) are planned to be introduced in the fall of 2008. This consists of two parts: a reduction in the planned peak-period crowding standard, and increased hours (duration) of operation and improved minimum service levels at off-peak times.

During the peak periods, the RGS service increases will lower the planned maximum crowding standards at peak periods for all bus routes by 10 per cent. To accomplish this, 100 additional new buses have been purchased; 89 of these will be scheduled for service (the remaining eleven buses are required as maintenance spares). Weekly hours of service will increase by approximately 2200. Table 2, shown below, illustrates the revised peak

period maximum crowding levels that will be introduced as part of the Ridership Growth Strategy.

Table 2: Ridership Growth Strategy Peak Period Crowding Standard Changes, Fall 2008

Bus type	Present Peak Standard, February 2008	Planned new RGS Peak Standard, Fall 2008
Orion VII low-floor bus (38 seats)	55	50
Orion VII low-floor bus (36 seats)	53	48
New Flyer D40LF low-floor bus	52	47
High-floor bus	57	51

At off-peak times, the major service increases planned as part of the Ridership Growth Strategy will add new off-peak service on many routes so that, substantially, all TTC routes will operate from at least 6:00 a.m. (9:00 a.m. on Sundays) to 1:00 a.m. In addition, all service will be scheduled to operate every 30 min or better. If funding permits, later in 2009, the minimum service level will be improved, so that service on all routes operates every 20 minutes or better.

The RGS increases are intended to reduce overall crowding levels at peak periods, and to introduce a network of transit service across all of Toronto that is operated during core hours. The RGS increases are intended to transform Toronto into a city where public transit is widely and universally available, and where transit can provide excellent, reliable service for all residents of Toronto.

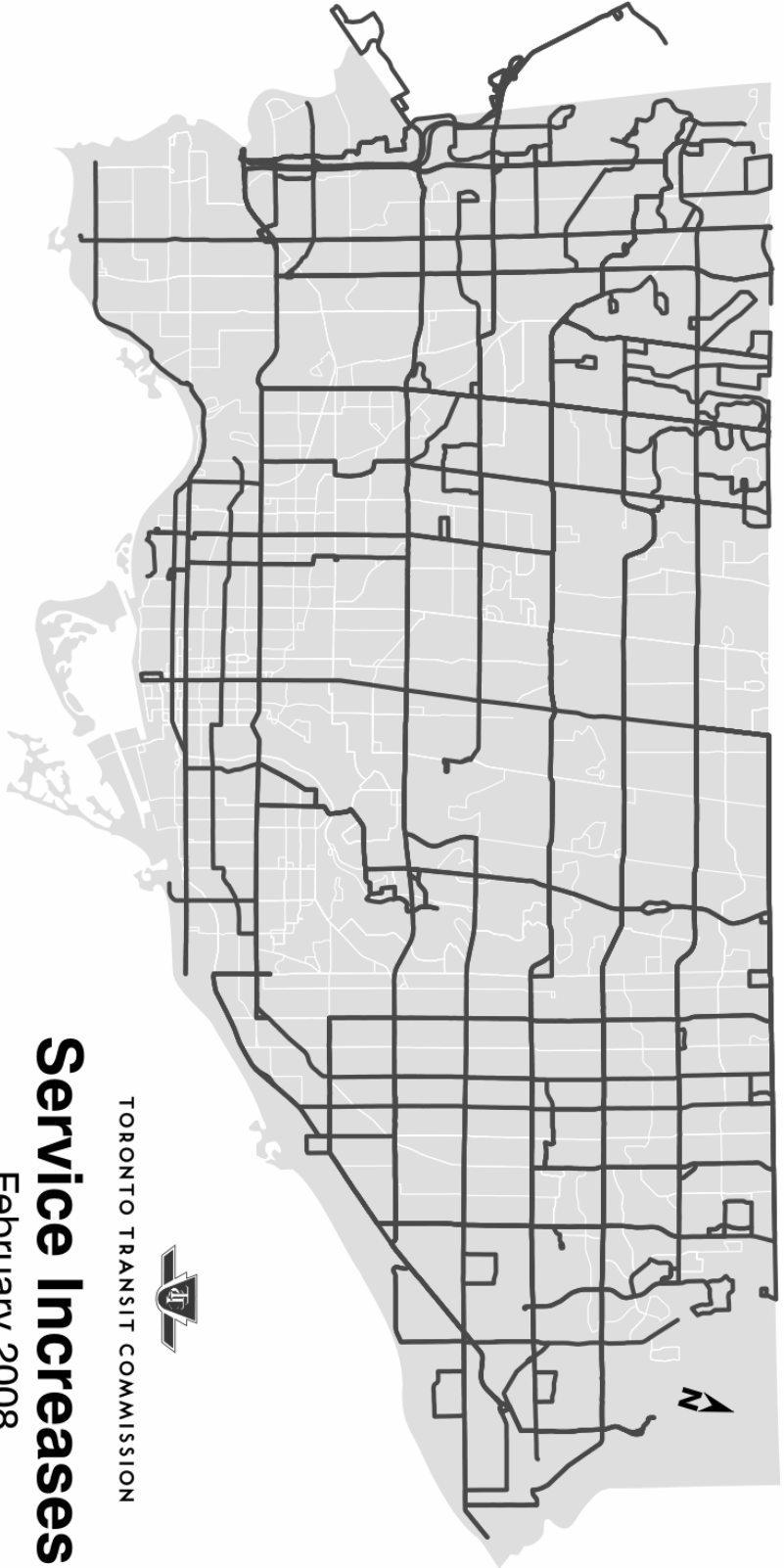
SUMMARY

Service increases sufficient to reduce crowding to planned maximum levels have been implemented on many routes in February 2008. Additional service increases will be added throughout 2008, in response to ridership levels. Further service increases, as part of the Ridership Growth Strategy, are planned to be implemented in the fall of 2008.

January 18, 2008
11-57-57

Attachments: Exhibit A – Service Increases, February 2008
Exhibit B – List of service increases, February 2008

Exhibit A



TORONTO TRANSIT COMMISSION
Service Increases
February 2008

Exhibit B – List of service increases, February 2008

Route		Change in vehicles	Day	Time	Before service	After service	Per cent add'l service
300	Bloor-Danforth	+2	Mon-Fri	Overnight	15 ' 00 "	7 ' 30 "	100%
300	Bloor-Danforth	+2	Mon-Fri	Overnight	15 ' 00 "	7 ' 30 "	100%
300	Bloor-Danforth	+2	Saturday	Overnight	15 ' 00 "	7 ' 30 "	100%
300	Bloor-Danforth	+6	Sun/hol	Overnight	10 ' 00 "	6 ' 45 "	48%
50	Burnhamthorpe	+1	Sun/hol	09-14 Morning	35 ' 00 "	17 ' 30 "	100%
506	Carlton	+2	Mon-Fri	Midday	5 ' 30 "	5 ' 00 "	10%
113	Danforth	+1	Sun/hol	Afternoon	24 ' 00 "	20 ' 00 "	20%
25	Don Mills	+1	Mon-Fri	Midday	6 ' 20 "	6 ' 00 "	6%
25	Don Mills	+2	Saturday	Daytime	6 ' 00 "	5 ' 20 "	13%
108	Downsview	+1	Mon-Fri	Early evening	15 ' 00 "	11 ' 00 "	36%
108	Downsview	+1	Saturday	Afternoon	10 ' 00 "	7 ' 30 "	33%
29	Dufferin	+6	Mon-Fri	Midday	4 ' 08 "	3 ' 20 "	24%
29	Dufferin	+3	Mon-Fri	Afternoon peak	3 ' 23 "	3 ' 00 "	13%
29	Dufferin	+4	Mon-Fri	Early evening	4 ' 30 "	3 ' 45 "	20%
29	Dufferin	+3	Mon-Fri	Late evening	9 ' 00 "	6 ' 30 "	38%
29	Dufferin	+2	Saturday	Morning	4 ' 00 "	3 ' 45 "	7%
29	Dufferin	+5	Saturday	Afternoon	3 ' 30 "	3 ' 00 "	17%
29	Dufferin	+4	Sun/hol	Afternoon	3 ' 40 "	3 ' 10 "	16%
34	Eglinton East	+3	Mon-Fri	Midday	9 ' 00 "	6 ' 45 "	33%
34	Eglinton East	+2	Mon-Fri	Afternoon peak	5 ' 00 "	4 ' 30 "	11%
34	Eglinton East	+3	Mon-Fri	Early evening	12 ' 00 "	8 ' 00 "	50%
34	Eglinton East	+1	Saturday	Morning	9 ' 30 "	8 ' 30 "	12%
34	Eglinton East	+1	Saturday	Afternoon	9 ' 30 "	8 ' 30 "	12%
32	Eglinton West	+4	Saturday	Daytime	6 ' 00 "	5 ' 00 "	20%
39	Finch East	+7	Mon-Fri	Morning peak	1 ' 30 "	1 ' 19 "	14%
39	Finch East	+3	Mon-Fri	Midday	3 ' 00 "	2 ' 30 "	20%
39	Finch East	+5	Mon-Fri	Afternoon peak	2 ' 08 "	1 ' 56 "	10%
39	Finch East	+5	Mon-Fri	Early evening	4 ' 00 "	3 ' 30 "	14%
39	Finch East	+4	Mon-Fri	Late evening	8 ' 00 "	5 ' 30 "	45%
39	Finch East	+1	Saturday	Early morning	8 ' 00 "	7 ' 30 "	7%
39	Finch East	+4	Saturday	Morning	4 ' 30 "	3 ' 15 "	38%
39	Finch East	+2	Saturday	Afternoon	4 ' 00 "	3 ' 00 "	33%
39	Finch East	+2	Saturday	Late evening	8 ' 00 "	7 ' 00 "	14%
39	Finch East	+2	Sun/hol	Morning	6 ' 30 "	5 ' 45 "	13%
39	Finch East	+3	Sun/hol	Afternoon	5 ' 00 "	4 ' 20 "	15%
39	Finch East	+2	Sun/hol	Early evening	7 ' 45 "	6 ' 30 "	19%
36	Finch West	+4	Mon-Fri	Midday	6 ' 00 "	5 ' 00 "	20%
36	Finch West	+4	Mon-Fri	Early evening	9 ' 00 "	6 ' 45 "	33%
36	Finch West	+3	Mon-Fri	Late evening	11 ' 00 "	8 ' 00 "	38%
36	Finch West	+2	Saturday	Daytime	6 ' 00 "	5 ' 30 "	9%
36	Finch West	+2	Saturday	Early evening	12 ' 00 "	9 ' 00 "	33%
36	Finch West	+3	Sun/hol	Early morning	30 ' 00 "	15 ' 00 "	100%
36	Finch West	+2	Sun/hol	Morning	9 ' 00 "	8 ' 00 "	13%
36	Finch West	+2	Sun/hol	Afternoon	6 ' 30 "	6 ' 00 "	8%
36	Finch West	+2	Sun/hol	Early evening	12 ' 00 "	9 ' 00 "	33%
36	Finch West	+3	Sunday	Early morning	30 ' 00 "	15 ' 00 "	100%
100	Flemingdon Park	+2	Mon-Fri	Afternoon peak	6 ' 40 "	5 ' 27 "	22%
100	Flemingdon Park	+2	Mon-Fri	Early evening	11 ' 15 "	9 ' 00 "	25%
100	Flemingdon Park	+2	Mon-Fri	Late evening	20 ' 00 "	15 ' 00 "	33%

Route		Change in vehicles	Day	Time	Before service	After service	Per cent add'l service
100	Flemingdon Park	+1	Saturday	Afternoon	9 ' 00 "	8 ' 15 "	9%
100	Flemingdon Park	+2	Saturday	Early evening	11 ' 15 "	9 ' 00 "	25%
100	Flemingdon Park	+3	Sun/hol	Early evening	30 ' 00 "	15 ' 00 "	100%
100	Flemingdon Park	+1	Sun/hol	Late evening	30 ' 00 "	20 ' 00 "	50%
38	Highland Creek	+2	Mon-Fri	Midday	7 ' 30 "	6 ' 00 "	25%
38	Highland Creek	+3	Mon-Fri	Afternoon peak	10 ' 00 "	7 ' 00 "	43%
38	Highland Creek	+1	Mon-Fri	Early evening	15 ' 00 "	12 ' 00 "	25%
191	Highway 27 Rocket	+1	Mon-Fri	Morning peak	7 ' 15 "	6 ' 30 "	12%
191	Highway 27 Rocket		Mon-Fri	Midday	12 ' 00 "	10 ' 00 "	20%
191	Highway 27 Rocket	+2	Mon-Fri	Midday	15 ' 00 "	10 ' 00 "	50%
191	Highway 27 Rocket	+2	Mon-Fri	Afternoon peak	7 ' 00 "	6 ' 00 "	17%
191	Highway 27 Rocket	+2	Saturday	Afternoon	22 ' 00 "	15 ' 00 "	47%
37	Islington	+2	Mon-Fri	Midday	7 ' 30 "	6 ' 00 "	25%
37	Islington	+2	Saturday	Morning	12 ' 00 "	10 ' 00 "	20%
37	Islington	+3	Saturday	Afternoon	12 ' 00 "	8 ' 30 "	41%
37	Islington	+4	Saturday	Early evening	20 ' 00 "	10 ' 00 "	100%
37	Islington	+2	Saturday	Late evening	30 ' 00 "	15 ' 00 "	100%
37	Islington	+2	Sun/hol	Afternoon	12 ' 00 "	10 ' 00 "	20%
35	Jane	+2	Mon-Fri	Midday	5 ' 20 "	4 ' 45 "	12%
35	Jane	+1	Saturday	Morning	6 ' 00 "	5 ' 20 "	13%
35	Jane	+2	Saturday	Afternoon	5 ' 00 "	4 ' 20 "	15%
35	Jane	+3	Saturday	Early evening	7 ' 30 "	6 ' 00 "	25%
35	Jane	+3	Sun/hol	Morning	6 ' 45 "	5 ' 30 "	23%
35	Jane	+4	Sun/hol	Afternoon	6 ' 45 "	5 ' 15 "	29%
35	Jane	+4	Sun/hol	Early evening	11 ' 00 "	7 ' 00 "	57%
35	Jane	+2	Sun/hol	Late evening	15 ' 00 "	10 ' 00 "	50%
41	Keele	+1	Mon-Fri	Morning peak	6 ' 30 "	6 ' 00 "	8%
41	Keele	+1	Saturday	Morning	8 ' 00 "	7 ' 20 "	9%
41	Keele	+2	Saturday	Afternoon	7 ' 00 "	6 ' 15 "	12%
41	Keele	+1	Sun/hol	Early morning	30 ' 00 "	22 ' 00 "	36%
41	Keele	+2	Sun/hol	Morning	15 ' 00 "	12 ' 00 "	25%
41	Keele	+2	Sun/hol	Afternoon	14 ' 00 "	11 ' 15 "	24%
43	Kennedy	+1	Mon-Fri	Late evening	20 ' 00 "	15 ' 00 "	33%
43	Kennedy	+2	Sun/hol	Afternoon	12 ' 00 "	8 ' 45 "	37%
504	King	+2	Mon-Fri	Early evening	7 ' 00 "	6 ' 15 "	12%
12	Kingston Rd	+1	Mon-Fri	Morning peak	7 ' 00 "	6 ' 15 "	12%
12	Kingston Rd	+1	Mon-Fri	Afternoon peak	8 ' 00 "	7 ' 15 "	10%
45	Kipling	+2	Mon-Fri	Morning peak	5 ' 15 "	4 ' 30 "	17%
45	Kipling	+3	Mon-Fri	Afternoon peak	4 ' 04 "	3 ' 28 "	17%
44	Kipling South	+1	Mon-Fri	Midday	8 ' 00 "	6 ' 00 "	33%
54	Lawrence East	+2	Mon-Fri	Morning peak	3 ' 45 "	3 ' 33 "	6%
54	Lawrence East	+6	Mon-Fri	Midday	8 ' 00 "	6 ' 00 "	33%
54	Lawrence East	+3	Saturday	Morning	10 ' 00 "	8 ' 00 "	25%
54	Lawrence East	+3	Saturday	Afternoon	8 ' 00 "	7 ' 00 "	14%
52	Lawrence West	+1	Mon-Fri	Midday	9 ' 00 "	8 ' 00 "	13%
52	Lawrence West	+1	Saturday	Early morning	15 ' 00 "	12 ' 00 "	25%
52	Lawrence West	+1	Saturday	Morning	12 ' 00 "	10 ' 00 "	20%
52	Lawrence West	+2	Saturday	Afternoon	9 ' 00 "	8 ' 00 "	13%
52	Lawrence West	+2	Sun/hol	Morning	15 ' 00 "	12 ' 00 "	25%
52	Lawrence West	+1	Sun/hol	Afternoon	10 ' 00 "	9 ' 00 "	11%
58	Malton	+1	Mon-Fri	Morning peak	7 ' 30 "	7 ' 00 "	7%
58	Malton	+1	Mon-Fri	Midday	9 ' 00 "	8 ' 00 "	13%

Route	Change in vehicles	Day	Time	Before service	After service	Per cent add'l service	
58	Malton	+2	Mon-Fri	Afternoon peak	8' 30"	7' 30"	13%
58	Malton	+4	Saturday	Early morning	25' 00"	12' 00"	108%
58	Malton	+2	Saturday	Morning	12' 00"	10' 00"	20%
58	Malton	+2	Saturday	Afternoon	9' 00"	8' 00"	13%
58	Malton	+4	Saturday	Early evening	24' 00"	12' 00"	100%
58	Malton	+2	Sun/hol	Morning	15' 00"	12' 00"	25%
58	Malton	+2	Sun/hol	Afternoon	10' 00"	9' 00"	11%
102	Markham Rd	+4	Mon-Fri	Afternoon peak	6' 00"	5' 00"	20%
129	McCowan North	+2	Mon-Fri	Morning peak	5' 00"	4' 30"	11%
129	McCowan North	+2	Mon-Fri	Midday	7' 00"	5' 15"	33%
129	McCowan North	+2	Mon-Fri	Afternoon peak	5' 00"	4' 15"	18%
129	McCowan North	+4	Mon-Fri	Early evening	8' 00"	5' 00"	60%
129	McCowan North	+1	Saturday	Daytime	6' 30"	5' 45"	13%
129	McCowan North	+1	Sun/hol	Early evening	20' 00"	15' 00"	33%
57	Midland	+1	Mon-Fri	Morning peak	6' 30"	6' 00"	8%
116	Morningside	+1	Mon-Fri	Midday	9' 00"	8' 00"	13%
116	Morningside	+2	Mon-Fri	Early evening	9' 00"	7' 30"	20%
116	Morningside	+1	Saturday	Early evening	12' 00"	10' 00"	20%
133	Neilson	+1	Mon-Fri	Morning peak	8' 45"	8' 00"	9%
133	Neilson	+2	Mon-Fri	Midday	15' 00"	10' 00"	50%
133	Neilson	+2	Mon-Fri	Afternoon peak	9' 15"	7' 30"	23%
133	Neilson	+3	Mon-Fri	Early evening	15' 00"	9' 00"	67%
133	Neilson	+1	Saturday	Daytime	8' 45"	8' 00"	9%
133	Neilson	+2	Saturday	Early evening	15' 00"	10' 00"	50%
133	Neilson	+1	Sun/hol	Morning	15' 00"	12' 00"	25%
133	Neilson	+2	Sun/hol	Afternoon	12' 00"	8' 45"	37%
63	Ossington	+1	Saturday	Morning	8' 40"	7' 30"	16%
63	Ossington	+2	Saturday	Afternoon	7' 45"	6' 30"	19%
501	Queen	+2	Saturday	Morning	6' 45"	6' 15"	8%
501	Queen	+4	Saturday	Afternoon	5' 45"	5' 00"	15%
501	Queen	+3	Saturday	Early evening	7' 30"	7' 00"	7%
501	Queen	+1	Sun/hol	Afternoon	7' 15"	6' 45"	7%
501	Queen	+2	Sun/hol	Early evening	11' 00"	10' 00"	10%
86	Scarborough	+1	Mon-Fri	Midday	9' 00"	8' 00"	13%
86	Scarborough	+1	Mon-Fri	Afternoon peak	11' 00"	9' 30"	16%
86	Scarborough	+2	Mon-Fri	Early evening	9' 00"	7' 30"	20%
86	Scarborough	+1	Sun/hol	Early evening	15' 00"	11' 00"	36%
190	Scarborough Centre Rocket	+1	Mon-Fri	Midday	15' 00"	11' 00"	36%
190	Scarborough Centre Rocket	+1	Mon-Fri	Afternoon peak	7' 30"	6' 40"	12%
85	Sheppard East	+1	Mon-Fri	Morning peak	4' 45"	4' 35"	4%
85	Sheppard East	+1	Mon-Fri	Midday	6' 00"	5' 30"	9%
85	Sheppard East	+3	Mon-Fri	Early evening	7' 30"	6' 00"	25%
85	Sheppard East	+2	Saturday	Afternoon	7' 00"	6' 00"	17%
85	Sheppard East	+1	Sun/hol	Morning	7' 30"	6' 40"	12%
85	Sheppard East	+2	Sun/hol	Afternoon	6' 00"	5' 00"	20%
84	Sheppard West	+1	Mon-Fri	Midday	10' 00"	8' 30"	18%
53	Steeles East	+2	Mon-Fri	Midday	7' 00"	6' 00"	17%
53	Steeles East	+4	Mon-Fri	Early evening	7' 00"	5' 00"	40%
53	Steeles East	+1	Mon-Fri	Late evening	15' 00"	12' 30"	20%
53	Steeles East	+1	Saturday	Early morning	18' 00"	15' 00"	20%
53	Steeles East	+1	Saturday	Morning	12' 00"	10' 00"	20%
53	Steeles East	+2	Saturday	Afternoon	7' 00"	6' 00"	17%

Route		Change in vehicles	Day	Time	Before service	After service	Per cent add'l service
53	Steeles East	+1	Sun/hol	Morning	13 ' 00 "	11 ' 00 "	18%
53	Steeles East	+3	Sun/hol	Afternoon	9 ' 00 "	7 ' 00 "	29%
124	Sunnybrook	+2	Mon-Fri	Midday	11 ' 00 "	7 ' 30 "	47%
68	Warden	+1	Mon-Fri	Midday	10 ' 00 "	8 ' 45 "	14%
112	West Mall	+2	Mon-Fri	Morning peak	8 ' 00 "	6 ' 45 "	19%
165	Weston Rd North	+4	Mon-Fri	Midday	10 ' 00 "	7 ' 30 "	33%
165	Weston Rd North	+3	Mon-Fri	Afternoon peak	9 ' 00 "	7 ' 30 "	20%
165	Weston Rd North	+2	Mon-Fri	Early evening	15 ' 00 "	12 ' 00 "	25%
96	Wilson	+4	Mon-Fri	Midday	10 ' 00 "	7 ' 30 "	33%
96	Wilson	+2	Mon-Fri	Early evening	15 ' 00 "	12 ' 00 "	25%
92	Woodbine South	+1	Saturday	Afternoon	15 ' 00 "	8 ' 00 "	88%
92	Woodbine South	+1	Sun/hol	Afternoon	15 ' 00 "	8 ' 00 "	88%
320	Yonge	+11	Mon-Fri	Overnight	7 ' 30 "	3 ' 30 "	114%
320	Yonge	+8	Saturday	Overnight	5 ' 00 "	4 ' 20 "	15%
320	Yonge	+4	Sun/hol	Overnight	5 ' 40 "	4 ' 00 "	42%
95	York Mills	+5	Mon-Fri	Morning peak	3 ' 00 "	2 ' 40 "	12%
95	York Mills	+2	Mon-Fri	Midday	8 ' 30 "	7 ' 30 "	13%
95	York Mills	+3	Mon-Fri	Afternoon peak	4 ' 30 "	4 ' 00 "	13%
95	York Mills	+4	Mon-Fri	Early evening	10 ' 00 "	7 ' 30 "	33%
95	York Mills	+1	Mon-Fri	Late evening	16 ' 00 "	14 ' 00 "	14%
95	York Mills	+1	Saturday	Morning	10 ' 00 "	9 ' 00 "	11%
95	York Mills	+2	Saturday	Afternoon	8 ' 30 "	7 ' 20 "	16%
95	York Mills	+1	Sun/hol	Afternoon	10 ' 00 "	9 ' 00 "	11%
196	York University Rocket	+2	Mon-Fri	Morning peak	2 ' 30 "	2 ' 15 "	11%
196	York University Rocket	+2	Mon-Fri	Midday	3 ' 00 "	2 ' 30 "	20%
196	York University Rocket	+1	Mon-Fri	Afternoon peak	2 ' 45 "	2 ' 20 "	18%
196	York University Rocket	+2	Mon-Fri	Early evening	6 ' 00 "	4 ' 00 "	50%