



Memorandum

TO: Committee of the Whole

FROM: Stephen Collins, P.Eng.

Acting Commissioner, Transportation Services

DATE: August 29, 2016

RE: 2016 York Region Transit (YRT/Viva) Ridership Statistics –

2016 Second Quarter

This memorandum provides an overview of YRT/Viva ridership statistics for the second quarter (Q2) of 2016, representing the months from April to June 2016, inclusive.

YRT/Viva's 2016 Q2 revenue ridership was 5.67 million, representing an increase of approximately 1,700 revenue riders or an increase of 0.03 per cent compared to Q2 2015.

There were 64 weekdays, 13 Saturdays and 14 Sundays/Holidays in Q2 2016, compared to 63 weekdays, 13 Saturdays and 15 Sundays/Holidays in Q2 2015. This represents one additional weekday and one less Sunday/Holiday in Q2 2016.

Weather

Total precipitation in Q2 of 2015^[1] was 315.8 millimetres, compared to 138.5 millimetres in Q2 of 2016^[1]. The average temperature was 13.8 degrees Celsius in Q2 of 2015^[1] and 12.6 degrees Celsius in Q2 of 2016^[1].

Employment

The national unemployment rate in Q2 2016 saw an increase compared to Q2 2015. The national unemployment rate in April 2016^[2] was 7.1 per cent, up 0.3 per cent from 6.8 per cent in April 2015^[2]. In May 2016^[2], the national unemployment rate was 6.9 per cent, an increase of 0.1 per cent from 6.8 per cent in May 2015^[2]. In June 2016^[2], the national unemployment rate was 6.8 per cent, which is the same as in June 2015^[2].

York Region is located within the Employment Insurance Economic Region of Toronto (Economic Region of Toronto) which saw an increase in unemployment rates in Q2 2016 compared to Q2 2015. In April 2016^[3], the Economic Region of Toronto recorded an unemployment rate of 7.3 per cent, an increase 0.1 per cent as compared to 7.2 per cent in April 2015^[3]. In May 2016^[3], the Economic Region of Toronto recorded an unemployment rate of 7.5 per cent, an increase of 0.4 per cent as compared to 7.1 per

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cent in May 2015^[3]. In June 2016^[3], the Economic Region of Toronto recorded an unemployment rate of 7.3 per cent, an increase of 0.3 per cent compared to 7.0 per cent in June 2015^[3].

Gas Prices

Average gasoline prices decreased from \$1.12 per litre in Q2 2015^[4] to \$1.04 per litre in Q2 2016^[5], a decrease of \$0.08 per litre. This information is reflected in **Figure 1** which depicts historical gasoline prices since 2010.

Monthly Average Gas Price (2010-2016)

1.50
1.40
1.20
1.10
0.90
0.80
0.70

Month

Month

Month

Month

Figure 1
Gas Prices between January 2010 and June 2016

Mobility Plus

Mobility Plus ridership increased 11.7 per cent from 96,079 riders in Q2 2015 to 107,315 in Q2 2016, resulting in 11,236 additional rides. This was due to additional ridership during the midday and evening hours, additional Family of Service trips, day program trips, and a drier spring in Q2 2016.

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Conclusion

YRT/Viva will continue assessing ridership trends while making schedule adjustments to address customer concerns.

Construction projects such as Viva rapidway and Spadina subway continue to cause delays on YRT/Viva services. YRT/Viva staff track ridership to monitor and mitigate anticipated delays with additional bus coverage.

Customer feedback regarding transit services is monitored through on-street operations, social media and the Contact Centre.

Stephen Collins, P.Eng.
Acting Commissioner, Transportation Services

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^[1] Historical Climate Data, Toronto Buttonville Airport, Ontario. Retrieved from http://climate.weather.gc.ca/. Retrieved date: July 06, 2016.

^[2] Labour Force Survey. Apr 2016, May 2016, Jun 2016, Statistics Canada. Retrieved from http://www.statcan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm. Retrieved date: July 11, 2016

^[3] EI Economic Region of Toronto – Unemployment Rates for the EI Economic Regions. Human Resources and Skills Development Canada. Retrieved from http://srv129.services.gc.ca/rbin/eng/rates.aspx?id=2016#data. Retrieved date: July 11, 2016

^[4] Fuel Price Data. (2015). Ministry of Energy. Retrieved from http://www.energy.gov.on.ca/en/fuel-prices/?fuel=REG&yr=2015. Retrieved date: July 06, 2016

^[5] Fuel Price Data. (2016). Ministry of Energy. Retrieved from http://www.energy.gov.on.ca/en/fuel-prices/?fuel=REG&yr=2016. Retrieved date: July 06, 2016

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY (Actual) April 2016

April 2016 21 weekdays, 5 Saturdays, 4 Sunday/Holidays
April 2015 21 weekdays, 4 Saturdays, 5 Sunday/Holidays

	Rev May 14, 2016			2015		TOTAL	Boardings (MONTH)	TOTAL BOA	RDINGS (YEA	AR TO DATE)		2016		
	YRT	Deute Neue	Avg Wkdy	Avg Sat	Avg Sn/Hol	2015	2017	Percentage	2015	2017	Percentage	Avg Wkdy		Avg Sn/Hol	
	Route #	Route Name	Boardings	Boardings	Boardings	2015	2016	('16 vs. '15)	2015	2016	('16 vs. '15)	Boardings	J	Boardings	Notes Stable diderable
	2 [1]	Highway 7 Milliken	1,623 1,992	884 866	411 462	39,791 47,777	38,411 49,236	-3.5% 3.1%	146,152 185,980	142,654 189,312	-2.4% 1.8%	1,548 2,024	826 965	423 442	Stable ridership Stable ridership
	8	Kennedy	1,563	697	503	38,240	38,656	1.1%	133,296	145,025	8.8%	1,571	740	466	Stable ridership
	9 ^[1]	Ninth Line	239	-	-	5,032	6,093	21.1%	18,858	21,406	13.5%	289	-	-	General growth
	14	14th Avenue	466 37	- 9	- 9	9,813	10,572	7.7%	36,569	38,734	5.9%	502	- 11	- 7	General growth
	15 16	Stouffville 16th Ave	1,582	1,020	660	862 40,715	616 39,870	-28.5% -2.1%	2,962 145,008	2,485 147,510	-16.1% 1.7%	25 1,514	11 1,035	700	Decreased employment travel; Ridership migration to Route 9 - 9th Line Stable ridership
	18	Bur Oak	1,031	124	-	22,189	17,655	-20.4%	81,421	63,750	-21.7%	811	117	-	Ridership migration to Route 402 - Bur Oak/Pierre Elliott Trudeau School Special
	25	Major Mackenzie	663	-	-	13,974	14,466	3.5%	50,787	51,719	1.8%	687	-	-	Stable ridership
	40	Unionville Local	399	137	98	9,444	9,658	2.3%	31,786	35,809	12.7%	402	149	109	Stable ridership
	41 42	Markham Local Berczy	230 93	76 -	67	5,486 1,955	5,674 1,894	3.4% -3.1%	20,055 7,151	20,864 7,511	4.0% 5.0%	236 90	87	67	Stable ridership Stable ridership
	45	Mingay	99	-	-	2,083	2,211	6.1%	7,929	7,998	0.9%	105	-	-	Stable ridership Stable ridership
	201	Markham GO Shuttle	95	-	-	1,997	1,765	-11.6%	8,206	7,544	-8.1%	84	-	-	Decreased employment travel
	202	Unionville GO Shuttle	142	-	-	2,985	2,814	-5.7%	11,788	11,826	0.3%	134	-	-	Stable ridership
	203 204	Milliken GO Shuttle Berczy GO Shuttle	59 34		-	1,244 715	1,158 714	-6.9% -0.1%	4,689 3,212	4,257 2,696	-9.2% -16.1%	55 34	-		Decreased employment travel Stable ridership
iie	300 [1]	Business Express	371	-	-	7,818	7,452	-4.7%	30,864	30,225	-2.1%	354	-	-	Stable ridership
Iffvi	301 [1]	Markham Express	180	-	-	3,790	4,228	11.6%	14,673	16,126	9.9%	201	-	-	General growth
ton	302 [1]	Unionville Express Bur Oak Express	202 458		-	4,252 9,644	4,061 12,846	-4.5% 33.2%	17,185 37,963	15,889 50,183	-7.5% 32.2%	193 611	-	-	Stable ridership Concret growth
s, s	303 ^[1] 304 ^[1]	Mount Joy Express	308	-		6,483	7,597	33.2% 17.2%	25,960	29,540	13.8%	361	-	-	General growth General growth
nan	400	Brother Andre School Special via Raymerville	15	-	-	300	231	-23.0%	862	623	-27.7%	11	-	-	Stable ridership; four less students travel per day
rk A	401	Brother Andre School Special via Box Grove	79	-	-	1,582	1,535	-3.0%	5,504	5,426	-1.4%	73	-	-	Stable ridership
Σ	402 405	Bur Oak/Pierre Elliott Trudeau School Special	- 58	-	-	- 1,162	6,389 884	-23.9%	4,625	22,704 3,434	-25.8%	304 42	-	-	New service introduced to provide services to Bur Oak Secondary School effective September 2015 Decreased student travel to St. Augustine Catholic High School
	405 406	St. Augustine Catholic High School Special Markham District High School	58 -	-	-	1,102	675	-23.9% -	4,020	2,502	-25.8%	32		-	New service introduced to provide services to Markham District High School effective September 2015
	410	Markham District High School via Hollingham	49	-	-	984	884	-10.2%	4,205	3,296	-21.6%	42	-	-	Decreased student travel to Markham District High School
	411	Markham District via Box Grove	167	-	-	3,342	3,303	-1.2%	12,002	12,236	1.9%	157	-	-	Stable ridership; Route restructured to provide services to south Box Grove area effective September 2015
	412 413	Thornlea Secondary School Special St. Robert/Thornlea School Special	23		-	461 1,801	693 2,018	50.3% 12.0%	1,818 6,899	2,344 6,545	28.9% -5.1%	33 96	-	-	Increased student travel to Thornlea Secondary School
	415	Stouffville High School Special	90 59	-	-	1,181	946	-19.9%	4,448	3,570	-19.7%	45	-	-	Stable ridership Decreased student travel to Stouffville High School
	418	Pierre Elliott Trudeau School Special	120	-	-	2,404	2,353	-2.1%	8,641	8,408	-2.7%	112	-	-	Stable ridership
	522	Markham Community Bus	84	77	-	2,078	1,845	-11.2%	7,730	7,304	-5.5%	75	66		General decrease
	TTC 174 []]	Markham Total Birchmount	12,610	3,890	2,210	291,584 3,570	299,403 2,625	2.7% -26.5%	1,079,228	1,121,455	3.9%	12,853	3,996	2,214	Paulo restrictured and continue automoded to Highway 7 and continue along Malloth Ctreet and Cough Dood discontinued effective And 2015
	TTC 17A ^[1] TTC 24D, 224B/C/D ^[1]	Victoria Park North (Woodbine)	170 1,030	104	- 77	22,431	21,063	-20.5% -6.1%	13,738 95,153	11,181 91,124	-18.0%	125 960	116	79	Route restructured and service extended to Highway 7 and service along McNabb Street and Gough Road discontinued effective April 2015 Decreased employment travel
	TTC 68B ^[1]	Warden North	837	363	203	20,044	20,943	4.5%	90,703	89,889	-0.9%	849	426	246	Stable ridership
	TTC 102D ^[1]	Markham Rd	874	379	220	20,970	20,602	-1.8%	104,946	97,767	-6.8%	854	348	232	Stable ridership
	TTC 129A [1]	McCowan North TTC (Markham) Total	2,238 5.149	1,024 1.870	578 1.078	53,984 120,999	55,281 120,514	2.4% -0.4%	250,732 555,272	257,599 547,560	2.7% -1.4%	2,224 5,012	1,105 1,995	763 1.320	Stable ridership
		Markham & TTC Total	17,759	5,760	3,288	412,583	419,917	1.8%	1,634,500	1,669,015	2.1%	17,865	5,991	3,534	
	3 [1]	Thornhill	1,397	554	370	33,605	31,091	-7.5%	131,001	130,052	-0.7%	1,307	433	344	Classes at York University were extended later into April in 2015 as a result of the strike
	4/4A [1]	Major Mackenzie	3,351	1,817	1,334	84,573	90,185	6.6%	304,714	323,083	6.0%	3,499	2,103	1,490	General increase; Route 4A extended to Pine Valley Drive September 2015
	5 ^[1]	Clark Martin Grove	1,640 945	538 151		36,713 20,579	35,985 19,247	-2.0% -6.5%	143,274 77,947	138,613 75,099	-3.3% -3.7%	1,594 877	480 147		Stable ridership General decrease
	10 [1]	Woodbridge	332	7	9	7,098	6,797	-4.2%	29,223	28,168	-3.6%	317	15	9	Stable ridership: Classes at York University were extended later into April in 2015 as a result of the strike
	12	Pine Valley	532	186	-	11,998	11,299	-5.8%	42,173	41,174	-2.4%	488	199	-	General decrease
	13	Islington	423	118	- 1 E / 7	9,451	9,675	2.4%	36,792	36,520	-0.7%	425	137	1 5/10	Stable ridership Classes at Vork University were extended later into April in 2015 as a result of the strike
	20/20A ^[1] 21	Jane Vellore Local	3,221 240	2,089	1,547 -	84,449 5,063	78,090 5,839	-7.5% 15.3%	311,362 19,138	312,364 23,260	0.3% 21.5%	2,919 277	2,041	1,542	Classes at York University were extended later into April in 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015
	22/22A ^[1]	King City	1,891	61	-	40,150	36,789	-8.4%	153,674	158,571	3.2%	1,731	65	-	Classes at York University were extended later into April in 2015 as a result of the strike
	23 [1]	Thornhill Woods	743	-		15,649	15,144	-3.2%	55,897	55,742	-0.3%	719	-	-	Stable ridership
	26 28	Maple Local Huntington	562 41	105	68	12,603 872	12,240 1,273	-2.9% 46.0%	47,118 4,078	43,812 4,955	-7.0% 21.5%	533 60	123	95	Stable ridership Increased employment travel
	28 61	King Local	10	-	-	212	1,273	-30.2%	4,078 851	745	-12.5%	7	-	-	Decreased ridership to King City GO station
	77/77A ^[1]	Highway 7	4,912	2,118	1,055	117,530	116,986	-0.5%	450,814	450,124	-0.2%	4,841	2,132	1,074	Stable ridership; vivaNext construction occurring along Highway 7
βL	85/85C ^[1]	Rutherford	3,293	2,146	1,224	84,178	81,438	-3.3%	308,712	304,256	-1.4%	3,207	1,876	1,120	Stable ridership
King	87 ^[1] 88/88A ^[1]	Autumn Hill Bathurst	465 4,603	2,315	- 1,552	9,800 114,129	10,998 113,691	12.2% -0.4%	36,200 439,741	39,570 447,264	9.3% 1.7%	523 4,429	2,647	1,752	Increased ridership Stable ridership
Vaughan,	360 ^[1]	Vaughan Express	281	- 2,313	- 1,00Z	5,971	5,373	-10.0%	22,344	21,595	-3.4%	254	- 2,047	-	General decrease
łgh	460	Holy Cross Academy School Special	18	-	-	361	443	22.7%	1,674	1,649	-1.5%	21	-	-	Stable ridership; three additional students per day
Vau	461	Emily Carr Secondary School Special	48		-	960	1,283	33.6%	4,188	4,238	1.2%	61	-	-	Increased student travel to Emily Carr Secondary School
	462 463	Maple High School Special Vellore School Special	59 98	-	-	1,183 1,968	1,116 800	-5.7% -59.3%	4,775 7,371	4,449 3,286	-6.8% -55.4%	53 38	-	-	Stable ridership Student migration to Route 466 - Tommy Douglas Secondary School Special
	464	St. Joan of Arc School Special	50	-	-	1,900	842	-15.9%	3,487	3,260	-12.2%	40	-	-	Decreased student travel to St. Joan of Arc Catholic High School
	465	St. Joan of Arc School Special	44	-	-	882	780	-11.6%	2,998	3,055	1.9%	37	-	-	Decreased student travel to St. Joan of Arc Catholic High School
	466	Tommy Douglas Secondary School Special	-	-	-	-	525	-	-	1,345	-	25	-	-	New school special introduced on January 4, 2016 New school special introduced on January 4, 2016 New school special introduced on April 21, 2016, sonition provided one day per week
	560 561	Maple Community Bus Woodbridge Community Bus		-	-		46 24	-	-	46 24	-	23 12	-		New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week
	760 ^[1]	Vaughan Mills/Wonderland	-	-	-		4,915		1,011	17,534	1634.3%	-	682	366	Weekend service extended to operate year round effective January 3, 2016
		Vaughan Total	29,199	12,205	7,159	700,978	693,062	-1.1%	2,640,557	2,673,655	1.3%	28,317	13,080	7,792	
	TTC 35D [1]	Jane Dufferin North	803	-	-	16,863	17,829	5.7%	77,809	68,731	-11.7%	849	- 710	450	Increased employment travel
	TTC 105/105B ^[1] TTC 107B/C/D ^[1]	Dufferin North Keele North	1,923 2,237	769 635	483 302	45,874 51,027	52,955 53,476	15.4% 4.8%	194,607 232,354	201,919 231,973	3.8% -0.2%	2,265 2,310	718 714	450 349	Increased ridership Stable ridership
	TTC 160 ^[1]	Bathurst North	603	496	251	15,902	16,769	5.5%	67,791	72,020	6.2%	654	411	245	Stable ridership
	TTC 165D/F ^[1]	Weston Road North	1,438	579	453	34,779	36,322	4.4%	170,014	170,958	0.6%	1,423	895	491	Stable ridership
		TTC (Vaughan) Total	7,004	2,479	1,489	164,445	177,351	7.8%	742,575	745,601	0.4%	7,501	2,738	1,535	
		Vaughan & TTC Total	36,203	14,684	8,648	865,423	870,413	0.6%	3,383,132	3,419,256	1.1%	35,818	15,818	9,327	

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY (Actual) April 2016

21 weekdays, 5 Saturdays, 4 Sunday/Holidays 21 weekdays, 4 Saturdays, 5 Sunday/Holidays

•	Rev May 14, 2016			2015		TOTAL D	OVDDINGS	(MONTH)	TOTAL DOM	DDINGS (VE)	AR TO DATE)			2015	21 weekdays, 4 Saturdays, 5 Sunday/Holidays
KeV IV	viay 14, 2010 VDT •		Avg Wkdy	Avg Sat	Avg Sn/Hol	IOTALB	OARDINGS	Percentage	TOTAL BUA	KDIINGS (YEA	Percentage	Avg Wkdy	2016 Avg Sat	Ava Sn/Lla	
	Route #	Route Name	Boardings	Boardings		2015	2016	('16 vs. '15)	2015	2016	('16 vs. '15)	Boardings	Boardings		Notes
	80	Elgin Mills	557	219	152	13,372	13,933	4.2%	49.439	52,531	6.3%	579	225	150	Stable ridership
	81	Inspiration	188	-	-	3,954	4,017	1.6%	14,574	14,860	2.0%	191	-	-	Stable ridership Stable ridership
	82	Valleymede	277	-	-	5,823	5,800	-0.4%	21,357	21,639	1.3%	276	-	-	Stable ridership
	83/83A	Trench	926	-	-	19,474	21,477	10.3%	72,339	79,695	10.2%	1,021	-	-	Increased ridership
	84	Oak Ridges	129	10	-	2,744	2,741	-0.1%	10,267	9,797	-4.6%	127	16	-	Stable ridership; zone based Dial-a-Ride service effective November 2, 2016
	86	Newkirk-Red Maple	881	286	-	19,673	21,070	7.1%	76,356	79,632	4.3%	927	316	-	Increased ridership
	90/90B [1]	Leslie	3,161	1,051	551	73,591	76,418	3.8%	273,649	281,751	3.0%	3,291	1,007	519	Stable ridership
	91/91A/91B/91E [1]	Bayview/Express	3,749	1,694	1,093	91,291	94,597	3.6%	353,974	358,961	1.4%	3,845	1,876	1,065	Stable ridership
99	(incl. 98E, 98/99) [1]	Yonge/Express Mill Pond GO Shuttle	1,887	1,333	1,429	52,289 2,042	46,320 1,806	-11.4%	198,227	178,131 7,747	-10.1% -8.9%	1,720	1,223	996	General decrease
	240 241	Beverly Acres GO Shuttle	97 57	-	-	1,197	1,281	-11.6% 7.0%	8,502 4,948	4,893	-1.1%	86 61			Decreased travel to Richmond Hill GO station Increased travel to Richmond Hill GO station
	242	North Richvale GO Shuttle	28	-		589	693	17.7%	2,600	2,749	5.7%	33	-	-	Increased travel to Richmond Hill GO station
	243	Redstone GO Shuttle	170		-	3,572	3,424	-4.1%	13,225	14,431	9.1%	163	-	-	Decreased travel to Richmond Hill GO station
Ξ	244	Beaver Creek Shuttle	51	-	-	1,071	1,114	4.0%	4,350	4,296	-1.2%	53	-	- /	Stable ridership
סוומ	429	Cardinal Carter/Aurora High School Special	65	-	-	1,304	1,219	-6.5%	4,671	3,837	-17.9%	58	-	-	Decreased student travel to Cardinal Carter HS and Aurora HS
Œ	440	St. Theresa School Special via Mill	37	-	-	740	1,031	39.3%	2,892	3,650	26.2%	49	-	-	General growth
ich	441	Richmond Hill High School Special via Subrisco	36	-		720	652	-9.4%	2,194	2,148	-2.1%	31	-	-	Decreased student travel to Richmond Hill High School
2	442	Richmond Hill High School Special via Gamble	58		-	1,161	798	-31.3%	3,918	3,134	-20.0%	38	-		Decreased student travel to Richmond Hill High School Stable riderching and loss student travels nor day.
	443 444	Langstaff High School Special via Shaftsbury Langstaff High School Special via Valleymede	136 105			2,724 2,102	2,879 2,394	5.7% 13.9%	10,970 8,072	9,784 7,794	-10.8% -3.4%	137 114	-	-	Stable ridership; one less student travels per day Increased student travel to Langstaff Secondary School
	445	St. Robert via Valleymede/Spadina	89	-		1,785	1,785	0.0%	6,748	5,999	-11.1%	85	-	-	Stable ridership
	446	St. Theresa School Special via McCallum	68	-		1,763	1,555	14.3%	4,211	6,369	51.2%	74	-		Increased student travel to St. Theresa of Lisieux Catholic High School
	447	St. Theresa School Special via Jefferson Forest	78	-	-	1,562	1,431	-8.4%	4,934	4,571	-7.4%	68	-	-	Decreased student travel to St. Theresa of Lisieux Catholic High School
	448	Richmond Hill High School Special via Valleymede	58	-	-	1,160	1,218	5.0%	4,152	4,342	4.6%	58	-	-	Stable ridership; one less students travel per day
	449	Richmond Green High School Special via Hillmount	54	-	-	1,080	924	-14.4%	4,357	3,532	-18.9%	44	-	-	Decreased travel to Richmond Green Secondary School
	450	St. Theresa School Special via Tower Hill	70	-	-	1,403	1,618	15.3%	5,083	5,294	4.2%	77	-		Increased travel to St. Theresa of Lisieux Catholic High School
	451	Langstaff High School Special via Hwy 7	12	-		240	400	66.7%	821	1,151	40.2%	19	-	<u> </u>	Increased student travel to Langstaff Secondary School; six more students travel per day
	452 589/590	Richmond Green High School Special via Hazelton Richmond Hill Community Bus	57 172	- 81	- 59	1,141 4,240	1,134 5,232	-0.6% 23.4%	3,938 14,092	3,677 20,847	-6.6% 47.9%	54 209	- 118	- 61	Stable ridership General growth
	307/370	Richmond Hill Total	13,253	4,674	3,284	313,405	318,961	1.8%	1,184,860	1,197,242	1.0%	13,488	4,781	2,791	General grown
	31 ^[1]	Aurora North	100		5,204	2,111	2,040	-3.4%	7,900	7,749	-1.9%	97		2,771	Stable ridership
	32	Aurora South	501	-		10,615	11,300	6.5%	40.005	40,777	1.9%	533		. /	General growth
ora	33/33A	Wellington	426			9,324	10,859	16.5%	35,127	38,118	8.5%	460	_	-	General growth
Ĭ	426	Dr. G. W. Williams School Special via Hollidge	111	-	-	2,221	2,103	-5.3%	8,340	7,164	-14.1%	100	-	- /	Decreased student travel to Dr. G.W. Williams Secondary School
A	428	Dr. G. W. Williams School Special via Henderson	18	-	-	360	210	-41.7%	1,269	976	-23.1%	10	-		Decreased student travel to Dr. G.W. Williams Secondary School
		Aurora Total	1,156	103	-	24,631	26,512	7.6%	92,641	94,784	2.3%	1,200	246	-	
	44	Bristol	267	78	-	5,939	5,986	0.8%	22,681	22,142	-2.4%	269	63	-	Stable ridership
	50	Queensway	1,029	718	408	26,874	26,707	-0.6%	103,673	101,045	-2.5%	1,031	601	414	Stable ridership; Route 50B discontinued in April 2015
	51	Keswick Local	132	35	-	2,935	3,046	3.8%	10,540	10,645	1.0%	137	31	-	Stable ridership
ina E	52 ^[1]	Holland Landing	205	135		4,888	4,935	1.0%	17,641	18,716	6.1%	202	132		Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour
org	54 ^[1]	Bayview Davis Drive	366 1,000	185	- 202	8,464 24,824	8,955 8,349	5.8% -66.4%	30,898 94,257	31,713 31,684	2.6% -66.4%	387 333	157 142	153	Increased ridership Pidership migration enter Vive velleur
Sec	55/55B 56	Gorham-Eagle	447	559 237	292 123	11,006	9,568	-13.1%	41,835	37,285	-10.9%	402	132	106	Ridership migration onto Viva yellow General decrease
· :	57/57A	Mulock	901	398	192	21,606	21,349	-1.2%	79,258	75,064	-5.3%	906	308	168	Stable idership
Will	58 ^[1]	Mount Albert	128	-		2,728	1,559	-42.9%	9,833	5,871	-40.3%	71	-		General decrease; Discontinued midday service along Davis Drive on January 4, 2016; Ridership migration onto Viva yellow
6	98 ^[1]	Yonge	705	478	333	18,474	19,512	5.6%	67,097	74,351	10.8%	744	430	410	Increased ridership
as	222 [1]	Aurora-Newmarket GO Shuttle	63	-	-	1,326	1,452	9.5%	5,066	5,335	5.3%	69	-	- 1	Increased travel to Aurora GO station
	223	Newmarket GO Shuttle	19	-		400	423	5.8%	1,543	1,586	2.8%	20	-	-	Stable ridership; one more passenger travelling per day
ket,	420	Newmarket High School via Savage	56	-	-	1,123	1,095	-2.5%	3,663	3,955	8.0%	52	-	-	Stable ridership
Jar	421	Newmarket High School via Stonehaven	12	-		240	399	66.3%	1,166	1,313	12.6%	19	-		Increased ridership; Morning service discontinued on January 4, 2016
N N	423 424	Newmarket High School Special via Bristol Keswick High School via Church	58 64	-	-	1,164 1,282	1,346 1,284	15.6% 0.2%	4,688 4,990	4,473 4,758	-4.6% -4.6%	64 61	-		Increased student travel to Newmarket High School Stable ridership
Ze	425	Huron Heights School via Holland Landing	28	-	-	561	567	1.1%	2,049	2,086	1.8%	27	-	-	Stable ridership
	427	Sacred Heart High School Special	35	-		700	1,187	69.6%	2,394	3,801	58.8%	56	-	-	General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016
	520/521	Newmarket Community Bus	87	31	21	2,068	1,687	-18.4%	7,429	7,171	-3.5%	70	32	14	General decrease
		Newmarket Total	5,602	2,861	1,369	136,602	119,406	-12.6%	510,701	442,994	-13.3%	4,920	2,040	1,265	
		YRT SUB-TOTAL	73,972	28,081	16,589	1,752,645	1,755,209	0.1%	6,805,835	6,823,292	0.3%	73,291	28,875	16,917	
	blue/blue Mill	Vision 2 11	17.050	10.010	0.007	470.075	400 7/0	0.50/	17/2010	1 000 050	0.70/	10 110	10.074	0.455	Coult dust
	blue/blue 'A' [1]	Yonge Corridor	17,850	12,318	8,927	473,065	489,768	3.5%	1,763,012	1,809,953	2.7%	18,418	13,274	9,155	Stable ridership
	purple [1]	Highway 7 Corridor	7,683	4,740	3,414	198,800	195,517	-1.7%	781,886	825,865	5.6%	7,456	5,049	3,424	Stable ridership; Classes at York University were extended later into April in 2015 as a result of the strike
2	pink [1]	Finch - Unionville	2,326	-	-	48,930	49,938	2.1%	197,597	196,802	-0.4%	2,378	-	· ·	Stable ridership
S	orange (incl. Züm) [1]	Vaughan North-South Link	1,926	443	312	43,893	40,371	-8.0%	180,262	175,117	-2.9%	1,758	429	327	Classes at York University were extended later into April in 2015 as a result of the strike
		Markham North-South Link	581	I -	_	12,211	12,642	3.5%	50,462	51,331	1.7%	602	-		Stable ridership
Ϊ́	green [1]		301												
i>	green 111 yellow	Davis Drive Corridor Viva SUB-TOTAL	-	- 17,501	-	776,899	32,408 820,644	5.6%	2,973,219	113,202 3,172,270	6.7%	1,230 31,842	810	632	New route introduced November 29, 2015

^[1] Route crosses municipal boundaries.
[2] Viva ridership data adjustment is derived on a monthly basis, and compensates for temporary malfunctions of on-board automatic passenger counter (APC) equipment, and/or for drivers not logging onto Init APC system.

Tot. Boardings	YRT/VIVA SYSTEM TOTAL	104,338 45,582	29,242	2,529,544	2,575,853	1.8%	9,779,054	9,995,562	2.2%	105,133	48,437	30,455
Rev Boardings	VRT/VIVA SYSTEM TOTAL			1 885 935	1 863 478	-1 2%	7 249 735	7 374 201	1 7%	76.057		

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY (Actual) May2016

May 2016 21 weekdays, 4 Saturdays, 6 Sunday/Holidays

May 2015 20 weekdays, 5 Saturdays, 6 Sunday/Holidays

	May2016			0045		TOTAL	DO 4 DD III 00 4	MONTH.	TOTAL BOA	DDINGS A/FA	D TO DATE)			2015	20 weekdays, 5 Saturdays, 6 Sunday/Holidays
i	Rev June 14, 2016			2015		IOIALI	BOARDINGS (· - /	TOTAL BOA	RDINGS (YEA	,	A 14/1 I	2016	1 0 111	
	YRT Route #	Route Name	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2015	2016	Percentage ('16 vs. '15)	2015	2016		Avg Wkdy Boardings	Avg Sat Boardings	Boardings	Notes
	1 ^[1]	Highway 7	1,607	Ü	435	38,948	39,724	2.0%	185,100	182,378	-1.5%	1,614	831	397	Stable ridership
	2 [1]	Milliken	2,089	816 844	433	49,088	50,524	2.0%	235,068	239,836	2.0%	2,089	864	497	Stable ridership
	8	Kennedy	1,628	673	487	38,954	40,876	4.9%	172,250	185,901	7.9%	1,668	759	446	Stable (idership
	9 ^[1]	Ninth Line	261	-	-	5.244	6,358	21.2%	24,102	27,764	15.2%	301	-	-	General growth
	14	14th Avenue	495	-	-	9,947	10,908	9.7%	46,516	49,642	6.7%	517	-	-	General growth
	15	Stouffville	36	18	9	867	858	-1.0%	3,829	3,343	-12.7%	35	16	9	Stable ridership
	16	16th Ave	1,643	1,090	706	42,651	40,825	-4.3%	187,659	188,335	0.4%	1,557	1,020	651	Stable ridership
	18	Bur Oak	1,015	151		21,106	16,595	-21.4%	102,527	80,345	-21.6%	767	111	-	Ridership migration to Route 402 - Bur Oak/Pierre Elliott Trudeau School Special
	25	Major Mackenzie	706	-	-	14,173	14,403	1.6%	64,960	66,122	1.8%	683	-	-	Stable ridership
	40	Unionville Local	390	137	116	9,212	9,831	6.7%	40,998	45,640	11.3%	414	135	94	Stable ridership
	41	Markham Local	235	85	67	5,540	5,562	0.4%	25,595	26,426	3.2%	232	89	52	Stable ridership Clable ridership
	42 45	Berczy Mingay	90 97	-	-	1,801 1,944	1,914 2,186	6.3% 12.4%	8,952 9,873	9,425 10,184	5.3% 3.2%	91 104	-	-	Stable ridership General increase
	201	Markham GO Shuttle	91	-	-	1,944	1,576	-13.5%	10,027	9,120	-9.0%	75		-	Decreased employment travel
	202	Unionville GO Shuttle	129	-	-	2,584	2,627	1.7%	14,372	14,453	0.6%	125	-	-	Stable ridership
	203	Milliken GO Shuttle	63	-	-	1,263	1,074	-15.0%	5,952	5,331	-10.4%	51		-	Decreased employment travel
a)	204	Berczy GO Shuttle	33	-	-	661	673	1.8%	3,873	3,369	-13.0%	32	-	-	Stable ridership
iii	300 [1]	Business Express	391	-	-	7,861	8,504	8.2%	38,725	38,729	0.0%	403	-	-	Stable ridership
Įξ	301 ^[1]	Markham Express	173	-	-	3,468	4,023	16.0%	18,141	20,149	11.1%	191	-	-	General growth
Stouffville	302 [1]	Unionville Express	205			4,115	4,397	6.9%	21,300	20,286	-4.8%	209			Stable ridership
S	303 [1]	Bur Oak Express	512	-	-	10,265	12,662	23.4%	48,228	62,845	30.3%	602	-	-	General growth
ш	304 ^[1] 400	Mount Joy Express Brother Andre School Special via Raymerville	321 10	-	-	6,435 190	8,018 200	24.6% 5.3%	32,395 1,052	37,558 823	15.9% -21.8%	381 10		-	General growth Stable ridership
κĥ	400	Brother Andre School Special via Raymerville Brother Andre School Special via Box Grove	61	-	-	1,161	1,304	12.3%	6,665	6,730	1.0%	65	-	-	Stable ridership; four less students travel per day
Markham, 🤅	402	Bur Oak/Pierre Elliott Trudeau School Special	-	-	-	-	5,666	12.370	0,000	28,370	1.070	283	-	-	New service introduced to provide services to Bur Oak Secondary School effective September 2015
>	405	St. Augustine Catholic High School Special	55	-	-	1,048	800	-23.7%	5,673	4,234	-25.4%	40	-	-	Decreased student travel to St. Augustine Catholic High School
	406	Markham District High School	-	-	-	-	622	-	-	3,124	-	31	-	-	New service introduced to provide services to Markham District High School effective September 2015
	410	Markham District High School via Hollingham	58	-	-	1,106	883	-20.2%	5,311	4,179	-21.3%	44	-	-	Decreased student travel to Markham District High School
	411	Markham District via Box Grove	159	-	-	3,024	3,066	1.4%	15,026	15,302	1.8%	153	-	-	Stable ridership; Route restructured to provide services to south Box Grove area effective September 2015
	412	Thornlea Secondary School Special	17	-		323	580	79.6%	2,141	2,924	36.6%	29	-	-	Increased student travel to Thornlea Secondary School
	413	St. Robert/Thornlea School Special	97	-	-	1,845	1,722	-6.7%	8,744	8,267	-5.5%	86	-	-	Stable ridership
	415 418	Stouffville High School Special Pierre Elliott Trudeau School Special	44 105	-	-	840 1,995	740 2,201	-11.9% 10.3%	5,288 10,636	4,310 10,609	-18.5% -0.3%	37 110		-	Decreased student travel to Stouffville High School Stable ridership
	522	Markham Community Bus	105 83	75	-	2,038	1,736	-14.8%	9,768	9.040	-0.3 <i>%</i> -7.5%	74	- 44	-	General decrease
	JZZ	Markham Total	12.899	3.889	2,307	291,518	303.638	4.2%	1,370,746	1,425,093	4.0%	13,103	3.869	2.146	ochean decrease
	TTC 17A ^[1]	Birchmount	170	-	-	3,400	2,625	-22.8%	17,138	13,806	-19.4%	125	-	-	Route restructured and service extended to Highway 7 and service along McNabb Street and Gough Road discontinued effective April 2015
	TTC 24D, 224B/C/D [1]	Victoria Park North (Woodbine)	1,030	108	73	21,586	21,088	-2.3%	116,739	112,212	-3.9%	960	122	72	Decreased employment travel
	TTC 68B ^[1]	Warden North	837	363	203	19,773	21,009	6.3%	110,476	110,898	0.4%	849	426	246	Stable ridership
	TTC 102D [1]	Markham Rd	874	379	220	20,695	20,718	0.1%	125,641	118,485	-5.7%	854	348	232	Stable ridership
	TTC 129A ^[1]	McCowan North	2,238	1,024	578	53,348	55,702	4.4%	304,080	313,301	3.0%	2,224	1,105	763	Stable ridership
				1 074	1 074	110 000		2.007							
		TTC (Markham) Total	5,149	1,874	1,074	118,802	121,142	2.0%	674,074	668,702	-0.8%	5,012	2,001	1,313	
	3 [1]	Markham & TTC Total	18,048	5,763	3,381	410,320	121,142 424,780	3.5%	2,044,820	2,093,795	2.4%	18,115	5,870	3,459	Stable ridershin: York University classes were extended later into May 2015 as a result of the strike
	3 ^[1] 4/4A ^[1]		18,048 1,351	5,763 495	3,381 343	410,320 31,680	121,142 424,780 30,573	3.5% -3.5%	2,044,820 162,681	2,093,795 160,625	2.4% -1.3%	18,115 1,282	5, 870 384	3,459 334	Stable ridership; York University classes were extended later into May 2015 as a result of the strike General increase; Route 4A extended to Pine Valley Drive September 2015
	3 ^[1] 4/4A ^[1] 5 ^[1]	Markham & TTC Total Thornhill	18,048	5,763	3,381	410,320	121,142 424,780	3.5%	2,044,820	2,093,795	2.4%	18,115	5,870	3,459	
	4/4A ^[1]	Markham & TTC Total Thornhill Major Mackenzie	18,048 1,351 3,362	5,763 495 1,520	3,381 343 1,517	410,320 31,680 84,361	121,142 424,780 30,573 96,847 33,690 15,664	3.5% -3.5% 14.8% -2.9% -6.0%	2,044,820 162,681 389,075	2,093,795 160,625 419,930 172,303 90,763	2.4% -1.3% 7.9%	18,115 1,282 3,741	5,870 384 2,134	3,459 334 1,559	General increase; Route 4A extended to Pine Valley Drive September 2015
	4/4A ^[1] 5 ^[1] 7 ^[1] 10 ^[1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge	18,048 1,351 3,362 1,594 785 290	5,763 495 1,520 532 163 9	3,381 343 1,517 - - 11	410,320 31,680 84,361 34,696 16,666 5,958	121,142 424,780 30,573 96,847 33,690 15,664 6,597	3.5% -3.5% 14.8% -2.9% -6.0% 10.7%	2,044,820 162,681 389,075 177,970 94,613 35,181	2,093,795 160,625 419,930 172,303 90,763 34,765	2.4% -1.3% 7.9% -3.2% -4.1% -1.2%	18,115 1,282 3,741 1,512 708 308	5,870 384 2,134 457 171 8	3,459 334 1,559	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase
	4/4A ⁽¹⁾ 5 ⁽¹⁾ 7 ⁽¹⁾ 10 ⁽¹⁾ 12	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley	18,048 1,351 3,362 1,594 785 290 498	5,763 495 1,520 532 163 9	3,381 343 1,517 -	410,320 31,680 84,361 34,696 16,666 5,958 11,031	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012	2.4% -1.3% 7.9% -3.2% -4.1% -1.2% -0.4%	18,115 1,282 3,741 1,512 708 308 522	5,870 384 2,134 457 171 8 196	3,459 334 1,559 -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership
	4/4A ⁽¹⁾ 5 ⁽¹⁾ 7 ⁽¹⁾ 10 ⁽¹⁾ 12 13	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington	18,048 1,351 3,362 1,594 785 290 498 421	5,763 495 1,520 532 163 9 197 128	3,381 343 1,517 - - 11	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422	2.4% -1.3% 7.9% -3.2% -4.1% -1.2% -0.4% 1.0%	18,115 1,282 3,741 1,512 708 308 522 443	5,870 384 2,134 457 171 8 196 134	3,459 334 1,559 - - 11 -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership
	4/4A ^[1] 5 ^[1] 7 ^[1] 10 ^[1] 12 13 20/20A ^[1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane	18,048 1,351 3,362 1,594 785 290 498 421 3,609	5,763 495 1,520 532 163 9	3,381 343 1,517 - - 11	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507	2.4% -1.3% 7.9% -3.2% -4.1% -1.2% -0.4% 1.0% -1.5%	18,115 1,282 3,741 1,512 708 308 522 443 3,361	5,870 384 2,134 457 171 8 196	3,459 334 1,559 -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike
	4/4A ^[1] 5 ^[1] 7 ^[1] 10 ^[1] 12 13 20/20A ^[1] 21	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212	5,763 495 1,520 532 163 9 197 128 2,804	3,381 343 1,517 - - 11 - 2,005	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276	2.4% -1.3% 7.9% -3.2% -4.1% -1.2% -0.4% 1.0% -1.5% 25.0%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286	5,870 384 2,134 457 171 8 196 134 2,685	3,459 334 1,559 - - 11 -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015
	4/4A ^[1] 5 ^[1] 7 ^[1] 10 ^[1] 12 13 20/20A ^[1] 21 22/22A ^[1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane	18,048 1,351 3,362 1,594 785 290 498 421 3,609	5,763 495 1,520 532 163 9 197 128	3,381 343 1,517 - - 11	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507	2.4% -1.3% 7.9% -3.2% -4.1% -1.2% -0.4% 1.0% -1.5%	18,115 1,282 3,741 1,512 708 308 522 443 3,361	5,870 384 2,134 457 171 8 196 134	3,459 334 1,559 - - 11 -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike
	4/4A ^[1] 5 ^[1] 7 ^[1] 10 ^[1] 12 13 20/20A ^[1] 21 22/22A ^[1] 23 ^[1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718	5,763 495 1,520 532 163 9 197 128 2,804	3,381 343 1,517 - - 11 - 2,005	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% -7.1% 40.7% 8.2%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053	2.4% -1.3% 7.9% -3.2% -4.1% -1.2% -0.4% 1.0% -1.5% 25.0% 4.1%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776	5,870 384 2,134 457 171 8 196 134 2,685	3,459 334 1,559 - - 11 -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike
	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721	5,763 495 1,520 532 163 9 197 128 2,804 -	3,381 343 1,517 - - 111 - - 2,005 - - 83	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460	2.4% 11.3% 7.9% -3.2% -4.1% -1.2% -0.4% 1.0% -1.5% 25.0% 4.1% 1.0% -4.9% 26.0%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727	5,870 384 2,134 457 171 8 196 134 2,685 - 60	3,459 334 1,559 - - 11 - - 1,701 - -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel
	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52	5,763 495 1,520 532 163 9 197 128 2,804 - 69 - 135	3,381 343 1,517 - - 111 - 2,005 - - - 83	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.5% -25.0% -1.5% -2.0% -4.9% -26.0% -15.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 -	3,459 334 1,559 - - 11 - - 1,701 - - 87	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station
	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997	5,763 495 1,520 532 163 9 197 128 2,804 - 69 - 135 - 2,042	3,381 343 1,517 - - 11 - - 2,005 - - - 83 - 1,144	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% 4.1% -1.0% -4.9% -26.0% -15.3% -0.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821	5,870 384 2,134 457 171 8 196 134 2,685 60 - 116 - 2,093	3,459 334 1,559	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased degraphyment travel Decreased ridership; vivaNext construction occurring along Highway 7
- Bu	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405	5,763 495 1,520 532 163 9 197 128 2,804 - 69 - 135 - 2,042 1,867	3,381 343 1,517 - - 111 - 2,005 - - - 83	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 1196,279 71,053 55,590 6,460 874 566,682 391,624	2.4% -1.3% 7.9% -3.2% -4.1% -1.2% -0.4% 1.0% -1.5.5% 25.0% 4.1% 1.0% -4.9% 26.0% -15.3% -0.3% -0.5%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470	5,870 384 2,134 457 171 8 196 134 2,685 60 - 116 - 2,093 1,932	3,459 334 1,559 - 111 - 1,701 - 87 - 1,080 1,075	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership
King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,7718 721 504 52 9 4,997 3,405 481	5,763 495 1,520 532 163 9 197 128 2,804 - - 135 - 2,042 1,867	3,381 343 1,517 - 11 - 2,005 - - 83 - 1,144 1,179	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289	3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -3.9% -6.0% -6.0% -6.0% -7.1% -7.1% -7.1% -8.2% -7.7% -8.2% -7.7% -9.9% -9.9% -9.6.6%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.5% -25.0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% -0.5%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932	3,459 334 1,559 	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership
an, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Hughway 7 Rutherford Autumn Hill Bathurst	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343	5,763 495 1,520 532 163 9 197 128 2,804 - 135 - 2,042 1,867 - 2,427	3,381 343 1,517 - - 11 - - 2,005 - - - 83 - 1,144	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% -8.7% -1.4%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275	5,870 384 2,134 457 171 8 196 134 2,685 60 - 116 - 2,093 1,932	3,459 334 1,559 - 111 - 1,701 - 87 - 1,080 1,075	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Stable ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership
ghan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1] 360 [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276	5,763 495 1,520 532 163 9 197 128 2,804 - - 135 - 2,042 1,867	3,381 343 1,517 - 11 - 2,005 - - 83 - 1,144 1,179	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 9,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 1,778 1,505 129 116,558 87,368 10,289 110,868 5,980	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 6.6% 0.1% 7.0%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.5% -25.0% -4.1% -1.5% -26.0% -1.5.3% -0.3% -0.5% -0.5% -1.4% -1.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932	3,459 334 1,559 	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership
aughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Hughway 7 Rutherford Autumn Hill Bathurst	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343	5,763 495 1,520 532 163 9 197 128 2,804 - 69 - 135 - 2,042 1,867 - 2,427	3,381 343 1,517 - 111 - 2,005 - 83 - 1,144 1,179 - 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868	3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% -8.7% -1.4%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 - - 111 - - 1,701 - - 87 - - 1,080 1,075 - -	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership General increase; five additional students per day Increased student travel to Emily Carr Secondary School
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12	5,763 495 1,520 532 163 9 197 128 2,804 - - 2,042 1,867 - 2,427 -	3,381 343 1,517 - 111 - 2,005 - - 83 - 1,144 1,179 - 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1% 7.0% 49.8%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.55,0% 4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% 8.7% 1.4% -1.3% 4.7%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337 -	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership: vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership General increase; five additional students per day
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1] 360 [1] 460 461 462 463	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Maple High School Special Vellore School Special	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95	5,763 495 1,520 532 163 9 197 128 2,804 - - 2,042 1,867 - 2,427 - - -	3,381 343 1,517 - 11 - 2,005 - - - 83 - 1,144 1,179 - 1,853 - -	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720	3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -6.0% -6.0% -6.0% -6.7.1% -7.1% -7.1% -9.7% -9.9% -9.9% -6.6% -9.1% -7.0% -9.8.2% -7.1% -16.3% -60.2%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% -8.7% -1.4% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.3% -1.4% -1.3% -1.4% -1.3% -1.4% -1.4% -1.4% -1.5.4%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership General increase; five additional students per day Increased student travel to Emily Carr Secondary School Decreased ridership to Maple High School Student migration to Route 466 - Tommy Douglas Secondary School Special
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1] 360 [1] 460 461 462 463 464	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Maple High School Special Vellore School Special St. Joan of Arc School Special	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55	5,763 495 1,520 532 163 9 197 128 2,804 - - 2,042 1,867 - 2,427 - - - -	3,381 343 1,517 - 11 - 2,005 - - - 1,144 1,179 - 1,853 - - - -	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 9,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 1,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -46.2%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,539 5,452 4,006 3,626	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.55,0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% -1.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership to Maple High School Decreased student travel to Emily Carr Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1] 360 [1] 460 461 462 463 464 465	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Hlighway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - 2,427 - - -	3,381 343 1,517 11 - 2,005 83 1,144 1,179 - 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -46.2% -19.4%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.55,0% 4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% 8.7% -1.3% 4.7% -12.8% -8.7% -56.4% -20.1% -2.2%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership ivivalvext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership General increase; five additional students per day Increased student travel to Emily Carr Secondary School Decreased ridership to Maple High School Student migration to Route 466 - Tommy Douglas Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special St. Joan of Arc School Special St. Joan of Arc School Special	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55	5,763 495 1,520 532 163 9 197 128 2,804 - - 2,042 1,867 - 2,427 - - - -	3,381 343 1,517 - 11 - 2,005 - - - 1,144 1,179 - 1,853 - - - -	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -46.2% -19.4%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637 1,625	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.5% -25.0% 4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% 8.7% -1.4% -1.3% -1.3% -1.3% -1.3% -1.28% -2.0.1% -2.2%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership; stable ridership to Maple High School Decreased student travel to Emily Carr Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School New school special introduced on January 4, 2016
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - - - - - - - - - - - -	3,381 343 1,517	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -19.4%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,626 3,637 1,625 103	2.4% -1.3% -7.9% -3.2% -4.19 -1.2% -0.4% -1.0% -1.5.50% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% -0.3% -0.5% -1.4% -1.3% -1.3% -1.2.8% -2.2% -1.5.3% -2.2% -1.5.3% -2.2%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership: vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership General increase; five additional students per day Increased student travel to Emily Carr Secondary School Decreased ridership to Maple High School Student migration to Route 466 - Tommy Douglas Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School New service introduced on January 4, 2016 New service introduced on January 4, 2016 New service introduced on April 21, 2016; service provided one day per week
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560 561	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Huntington King Local Huntington King Local Huntington Sing Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Tommy Douglas Secondary School Special Maple Community Bus	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55	5,763 495 1,520 532 163 9 197 128 2,804 - - 2,042 1,867 - 2,427 - - - - - - - - - - - - -	3,381 343 1,517	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280 57	3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -6.0% -6.0% -6.0% -7.1% -7.1% -7.1% -7.1% -9.7% -8.2% -7.7% -9.9% -6.6% -1.1% -1.6.3% -6.2% -46.2% -1.4%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637 1,625 103 60	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.3% -0.5% -1.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Slable ridership General decrease General increase Slable ridership Slable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Slable ridersship Slable ridership Slable ridership Increased employment travel Decreased indership to King City GO station Slable ridership; vivaNext construction occurring along Highway 7 Slable ridership to Maple High School Decreased student travel to Emily Carr Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - - - - - - - - - - - -	3,381 343 1,517	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -19.4%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,626 3,637 1,625 103	2.4% -1.3% -7.9% -3.2% -4.19 -1.2% -0.4% -1.0% -1.5.50% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% -0.3% -0.5% -1.4% -1.3% -1.3% -1.2.8% -2.2% -1.5.3% -2.2% -1.5.3% -2.2%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership: vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership Stable ridership General increase; five additional students per day Increased student travel to Emily Carr Secondary School Decreased ridership to Maple High School Student migration to Route 466 - Tommy Douglas Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School New service introduced on January 4, 2016 New service introduced on January 4, 2016 New service introduced on April 21, 2016; service provided one day per week
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 87 [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560 561	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Huntington King Local Huntington Vellore Secondary School Special Emily Carr Secondary School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - - - - - - - - - - - -	3,381 343 1,517 11 - 2,005 83 1,144 1,179 - 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280 57 36 7,469 713,119 17,829	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -46.2% -19.4%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637 1,625 103 60 25,003	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.55,0% 4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.5% 8.7% -1.3% 4.7% -1.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14 14 14 9 -	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337 878	3,459 334 1,559 111 1,701 87 1,080 1,075	General increase; Route 4A extended to Pine Valley Drive September 2015 Slable ridership General decrease General increase Slable ridership Slable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Slable ridersship Slable ridership Slable ridership Increased employment travel Decreased indership to King City GO station Slable ridership; vivaNext construction occurring along Highway 7 Slable ridership to Maple High School Decreased student travel to Emily Carr Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560 561 760 [1] TTC 35D [1] TTC 105/105B [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Ills Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38 28,929 803 1,923	5,763 495 1,520 532 163 9 197 128 2,804 - - - - 2,042 1,867 - - - - - - - - - - - - -	3,381 343 1,517	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722 - - - - - - - - - - - - -	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280 57 36 7,469 713,119 17,829 53,137	3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -19.4%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720 	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637 1,625 103 60 25,003 3,386,774 86,560 255,056	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.3% -0.3% -0.5% -1.4% -1.3% -1.28% -2.2%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14 14 9 - 28,854 849 2,265	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 - 111 - 1,701 - 87 - 1,080 1,075 - 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Route extended to Canada Drive September 2015 General increase; Route extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Stable ridership to King City GO station Stable ridership: vivaNext construction occurring along Highway 7 Stable ridership: vivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership General increase; five additional students per day Increased student travel to Emily Car Secondary School Decreased student travel to Emily Car Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School New school special introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560 561 760 [1] TTC 105/105B [1] TTC 107B/C/D [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North Keele North	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38 28,929 803 1,923 2,237	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - 2,427 - - - - - - - - - - - - -	3,381 343 1,517 - 11 - 2,005 3,381 343 1,517 - 11 - 1,11 - 1,144 1,179 - 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722 5,871 699,098 16,060 45,338 50,817	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280 57 36 7,469 713,119 17,829 53,137 53,460	3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -3.5% -6.0% -6.0% -6.0% -7.1% -40.7% -7.1% -40.7% -8.2% -7.1% -0.9% -0.9% -0.9% -0.1% -0.9% -0.1% -0.0% -46.2% -19.4% -1.27.2% -20.0% -11.0% -17.2% -5.2%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720 	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637 1,625 103 60 25,003 3,386,774 86,560 255,056 285,433	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% -4.1% -1.0% -4.9% -26.0% -15.3% -0.5% -0.7% -1.3% -1.3% -1.4% -1.3% -1.3% -1.4% -20.1% -2.2% -1.4% -2.2% -1.4% -2.2% -1.4% -3.3% -3.4% -3.8%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14 14 9 - 28,854 849 2,265 2,310	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Classes at York University were extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership to King City GO station Decreased ridership to Maple High School Decreased student travel to Emily Carr Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School New school special introduced on January 4, 2016 New service introduced on April 21, 2016 service provided one day per week New service introduced on April 21, 2016 service provided one day per week Weekend service extended to operate year round effective January 3, 2016 Increased employment travel Increased ridership Stable ridership
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560 561 760 [1] TTC 105/105B [1] TTC 107B/C/D [1] TTC 160 [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Huntington King Local Huntington King Local Huntington Sting Local Huntington Sting Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North Keele North Bathurst North	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38 28,929 803 1,923 2,237 603	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - 2,427 - - - - - - - - - - - - -	3,381 343 1,517 11 - 2,005 83 1,144 1,179 - 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722 - - - - - - - - - - - - -	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 1,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280 57 36 7,469 713,119 17,829 53,137 53,460 16,848	3.5% -3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -46.2% -19.4% 27.2% 2.0% 11.0% 17.2% 5.2% 8.5%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720 6,882 3,339,655 93,869 239,945 283,171 83,317	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637 1,625 103 60 25,003 3,386,774 86,560 255,056 285,433 88,868	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5.0% -4.1% -1.5.0% -4.1% -1.5.0% -4.1% -1.3% -4.9% -26.0% -15.3% -0.5% -1.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14 14 14 9 - 28,854 849 2,265 2,310 654	5,870 384 2,134 457 171 8 196 134 2,685 - 60 - 116 - 2,093 1,932 - 2,337 878 13,585 - 718 714 411	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase: Route 4A exfended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increases: Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership to King City GO station Stable ridership in vivaNext construction occurring along Highway 7 Stable ridership in VivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership in General increase: five additional students per day Increased student travel to Emily Carr Secondary School Decreased ridership to Maple High School Student imjration to Route 466 - Tommy Douglas Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School New school special introduced on January 4, 2016 New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560 561 760 [1] TTC 105/105B [1] TTC 107B/C/D [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Huntington King Local Huntington King Local Husterford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North Keele North Bathurst North Weston Road North	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38 28,929 803 1,923 2,237 603 1,438	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - 2,427 - - - - - - - - - - - - -	3,381 343 1,517 11 2,005 83 1,144 1,179 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722 5,871 699,098 16,060 45,338 50,817 15,526 37,078	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 11,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 7,20 564 582 280 57 36 7,469 713,119 17,829 53,137 53,460 16,848 36,409	3.5% -3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -46.2% -19.4% 27.2% 2.0% 11.0% 17.2% 5.2% 8.5% -1.8%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,637 1,625 103 60 25,003 3,386,774 86,560 255,056 285,037 88,848 207,367	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5% -25.0% 4.1% -1.0% -4.9% -26.0% -1.5 3% -0.3% -0.5% -0.7% -2.2% -263.3% -1.4% -7.8% -6.3% -7.8% -6.3% -0.8% -7.8% -6.7% -0.1%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14 14 9 - 28,854 849 2,265 2,310 654 1,423	5,870 384 2,134 457 171 8 196 134 2,685 60 - 116 - 2,093 1,932 - 2,337 878 13,585 - 718 714 411 895	3,459 334 1,559 - 111 - 1,701 - 87 - 1,080 1,075 - 1,881	General increase; Route 4A extended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase; Classes at York University were extended to Canada Drive September 2015 General increase; Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership Increased employment travel Decreased ridership to King City GO station Stable ridership; vivaNext construction occurring along Highway 7 Stable ridership to King City GO station Decreased ridership to Maple High School Decreased student travel to Emily Carr Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School Decreased student travel to St. Joan of Arc Catholic High School New school special introduced on January 4, 2016 New service introduced on April 21, 2016 service provided one day per week New service introduced on April 21, 2016 service provided one day per week Weekend service extended to operate year round effective January 3, 2016 Increased employment travel Increased ridership Stable ridership
Vaughan, King	4/4A [1] 5 [1] 7 [1] 10 [1] 12 13 20/20A [1] 21 22/22A [1] 23 [1] 26 28 61 77/77A [1] 85/85C [1] 88/88A [1] 360 [1] 460 461 462 463 464 465 466 560 561 760 [1] TTC 105/105B [1] TTC 107B/C/D [1] TTC 160 [1]	Markham & TTC Total Thornhill Major Mackenzie Clark Martin Grove Woodbridge Pine Valley Islington Jane Vellore Local King City Thornhill Woods Maple Local Huntington King Local Huntington King Local Huntington King Local Huntington King Local Huntington Sting Local Huntington Sting Local Highway 7 Rutherford Autumn Hill Bathurst Vaughan Express Holy Cross Academy School Special Emily Carr Secondary School Special Vellore School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North Keele North Bathurst North	18,048 1,351 3,362 1,594 785 290 498 421 3,609 212 1,718 721 504 52 9 4,997 3,405 481 4,343 276 12 38 63 95 55 38 28,929 803 1,923 2,237 603	5,763 495 1,520 532 163 9 197 128 2,804 - - - 2,042 1,867 - - 2,427 - - - - - - - - - - - - -	3,381 343 1,517 11 - 2,005 83 1,144 1,179 - 1,853	410,320 31,680 84,361 34,696 16,666 5,958 11,031 9,184 99,202 4,277 34,854 14,482 11,324 1,047 181 117,588 84,916 9,651 110,805 5,591 229 724 1,199 1,810 1,049 722 - - - - - - - - - - - - -	121,142 424,780 30,573 96,847 33,690 15,664 6,597 11,838 9,902 92,143 6,016 37,708 15,311 1,778 1,505 129 116,558 87,368 10,289 110,868 5,980 343 1,301 1,003 720 564 582 280 57 36 7,469 713,119 17,829 53,137 53,460 16,848	3.5% -3.5% -3.5% -3.5% 14.8% -2.9% -6.0% 10.7% 7.3% 7.8% -7.1% 40.7% 8.2% 5.7% 4.0% 43.7% -28.7% -0.9% 2.9% 6.6% 0.1% 7.0% 49.8% 79.7% -16.3% -60.2% -46.2% -19.4% 27.2% 2.0% 11.0% 17.2% 5.2% 8.5%	2,044,820 162,681 389,075 177,970 94,613 35,181 53,204 45,976 410,564 23,415 188,528 70,379 58,442 5,125 1,032 568,402 393,628 45,851 550,546 27,935 1,903 4,912 5,974 9,181 4,536 3,720	2,093,795 160,625 419,930 172,303 90,763 34,765 53,012 46,422 404,507 29,276 196,279 71,053 55,590 6,460 874 566,682 391,624 49,859 558,132 27,575 1,992 5,539 5,452 4,006 3,626 3,637 1,625 103 60 25,003 3,386,774 86,560 255,056 285,433 88,868	2.4% -1.3% -7.9% -3.2% -4.1% -1.2% -0.4% -1.0% -1.5.0% -4.1% -1.5.0% -4.1% -1.5.0% -4.1% -1.3% -4.9% -26.0% -15.3% -0.5% -1.3%	18,115 1,282 3,741 1,512 708 308 522 443 3,361 286 1,776 727 512 71 6 4,821 3,470 489 4,275 282 17 65 50 36 28 29 14 14 14 9 - 28,854 849 2,265 2,310 654	5,870 384 2,134 457 171 8 196 134 2,685 60 - 116 - 2,093 1,932 - 2,337	3,459 334 1,559 111 1,701 87 1,080 1,075 1,881	General increase: Route 4A exfended to Pine Valley Drive September 2015 Stable ridership General decrease General increase Stable ridership Stable ridership Stable ridership Classes at York University were extended later into May 2015 as a result of the strike General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increase: Route extended to Canada Drive September 2015 General increases: Classes at York University were extended later into May 2015 as a result of the strike Stable ridership Stable ridership to King City GO station Stable ridership in vivaNext construction occurring along Highway 7 Stable ridership in VivaNext construction occurring along Highway 7 Stable ridership Stable ridership Stable ridership Stable ridership in General increase: five additional students per day Increased student travel to Emily Carr Secondary School Decreased ridership to Maple High School Student imjration to Route 466 - Tommy Douglas Secondary School Special Decreased student travel to St. Joan of Arc Catholic High School New school special introduced on January 4, 2016 New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week New service introduced on April 21, 2016; service provided one day per week

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY (Actual) May2016

21 weekdays, 4 Saturdays, 6 Sunday/Holidays May 2016 20 weekdays, 5 Saturdays, 6 Sunday/Holidays

Part Section		Way2016												2015	20 weekdays, 5 Saturdays, 6 Sunday/Holidays
## Marchan Principle Princ			A		A C	TOTAL B	OARDINGS (I		TOTAL BOA	RDINGS (YEA		A		A C . "	
## Company of the Com		Dauta Nama				2015	2014		2015	2014					
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Column C					157									145	
Part				-	-									-	
March Marc	-			-	-										
## Search Conference 19				Q											
Mary Street	86	<u>J</u>				1									
Proceedings Security Securi	90/90B ^[1]	The state of the s													
Process Proc															
## 1960 M. Principles 156 M. Principle	[4]														
Page	240		106	-	-	2,122	1,744	-17.8%	10,624	9,491	-10.7%	83	-	-	Decreased travel to Richmond Hill GO station
Value Section Control	241			-	-	980						60	-	-	
## Separations Sensitive (1985) ## Separations Sensitive (1985) ##				-	-								-	-	
## 27				-	-										
## 481 St. Press System Science and Bill St. 1	7			-	-										
## 41 Sharmouf Hill of Shark Shores in a Sharmouf Hill of Shark Shores or a Sharmouf Hill of Shark Sharmouf Hill of Shark Sharmouf Hill of Sha					-										
## 442 Selected state of the control of the contr				-	-										
443 Import Explicit Any Control Systems 140 1	O .			-	-										
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Manual Content of the Content of t															
Fig. St. Deces Series Special Social Inc. St.														-	
April St. Theres Substantial Substantial Processing Section Sectio				-	-										
Second Heat Second Second Second Heat Second Second Heat Second Second Heat Second Second Heat Heat Second Second Heat					-										
St. Person Spring Security	448	Richmond Hill High School Special via Valleymede	52	-	-	988	1,302	31.8%	5,140	5,644	9.8%	65		-	
April Langelf High Street Specimen High Street Specimen House 13	449	Richmond Green High School Special via Hillmount		-	-	1,159		-6.6%	5,516				-	-	Decreased travel to Richmond Green Secondary School
Second Process Proce	450			-	-							73	-	-	Stable ridership
Second Schemark High 15 15 15 17 17 17 17 17				-	-								-	-	
Statement His Total 13,706 47,78 33,16 31,78 32,748 13,75 31,75 13,7				-	-									-	
Auron Stort Section	589/590	·													General growth
Second Column				4,728	3,316								4,614	2,725	
Second Control of Part Second Second with Intelligent Second wit				-	-								-	-	
## 49 Br. G. W. Williams School's Secretive Hearington. 20	(0)			-	-								-	-	
4.28 P. C. O. Williams School Special via Hardwisters 20 - - 380 201 471% 1699 1,177 - 22.05 10 - Decreased address times of Dr. C.W. Williams Secondary School				-	-	.,								-	
Aurora Total 1,118 179 2,212 2,176 2,258 2,540 3.98 2,554 2,258 2,540 3.98 2,554 2,258 2,540 3.98 2,554 2,258 2,540 3.98 2,554 2,558 2,540 3.98 2,554 2,558 2,540 3.98 2,554 2,558 2,540 3.98 2,554 2,558 2,540 3.98 3.				-	-									-	
March Bristol 271 82 5.562 5.960 3.8% 28.98 27.792 27.9% 255 67	428			170	-					.,				-	Decreased student traver to Dr. G. w. williams Secondary School
Social Content Soci	44				-										State that
Second Control Contr		***		-	-										
Second Company		,			529									512	
Second Contains Eagle Seco	(4)				-									-	5
55/56 B	02 (-									-	
Second Decision					221									104	
STIFFAM Mulcock 900 352 225 21212 21,850 3.0% 100,470 9.6,914 3.5% 3.06 3.06 100,470 9.6,914 3.5% 9.11 3.62 192 3.06 100,470 9.6,914 3.06 192 192 192 193															
Secondary Seco															
Page	(4)			-										-	
Aurora-Newmarket GO Shuttle 14	(B)			491	407									400	
Part	222 [1]	Aurora-Newmarket GO Shuttle	67	-	-	1,343	1,451	8.0%	6,409	6,786	5.9%			-	Increased travel to Aurora GO station
421 Newmarket High School via Stonehaven 8 152 240 57.9% 1.318 1.553 17.8% 12 Increased ideaship: Morning service discontinued on January 4, 2016 423 Newmarket High School Special via Bristol 54 1.026 1.103 7.5% 5.714 5.576 2.4% 55 Increased ideaship: Morning service discontinued on January 4, 2016 424 Keswick High School via Holland Landing 27 513 503 1.9% 2.562 2.589 1.1% 25 Stable indership 427 Sacred Harly School Special 39 741 1.063 4.55% 3.135 4.864 55.2% 53 General direct ship Via Newmarket High School in morning effective January 4, 2016 520/521 Newmarket Community Bus 88 23 20 2.003 1.889 5.7% 9.432 9.060 3.9% 79 30 17 Newmarket Community Bus 88 23 20 2.003 1.889 5.7% 9.432 9.060 3.9% 79 30 17 Newmarket Community Bus 88 23 20 2.003 1.889 12.230 1.07.8 404.790 56.5314 1.2.77 4.996 2.229 1.3.25 Newmarket High School via Holland Landing 27 6.661 1.00 1.00 1.00 1.00 1.00 1.00 1.0	223			-	-							17	-	-	Stable ridership; three more passenger travelling per day
A23 Newmarket High School Special was Restrict 54 - - 1,026 1,103 7,5% 5,714 5,576 2,4% 55 - -			49	-	-									-	
## August Service High School via Church 64 - - 1,221 1,262 3.4% 6.211 6.020 -3.1% 6.3 - - Stable ridership ### August Hurn Heights School via Holland Landing 27 - - 513 503 -1,9% 2,562 2,589 1,1% 25 - - Stable ridership ### August School via Holland Landing 27 - - - - - - - - -			8	-	-									-	
425 Huron Heights School Vas Holland Landing 427 Screed Heart High School Special 39 741 1.063 43.5% 3.135 4.864 55.2% 53 Stable indership 520/521 Newmarket Community Bus 88 23 20 2.003 1.889 - 5.7% 9.432 9.060 -3.9% 79 30 17 6eneral growth: Route restructured to service Newmarket High School in morning effective January 4, 2016 6eneral decrease Newmarket Total 5.679 2.519 1.675 136,989 122,320 -10.7% 647,690 565,514 -12.7% 4.996 2.229 1.325 YRT SUB-TOTAL 74,483 29.388 18,423 1,752,117 1,783,358 1.8% 8.557,952 8.606,650 0.6% 74,226 29.183 17,420 blue/blue 'A' 'III Yonge Corridor 18,508 12,270 8,609 486,175 502,489 3.4% 2.249,187 2.312,442 2.8% 18,900 12.588 8,874 purple 'III Highway 7 Corridor 7,500 4,580 3.447 194,883 192,244 -1.4% 976,769 1.018,109 4.2% 7,302 4,629 3,346 pink 'III Finch - Unionville 2,296 46,086 51,520 11.8% 243,683 243,68				-						5,576	-2.4%			-	
Sacred Heart High School Special 39				-											
Section Sect		Huron Heights School via Holland Landing		-	-						1.1%				
Newmarket Total 5,679 2,519 1,675 136,989 122,320 -10.7% 647,690 565,314 -12.7% 4,996 2,229 1,325 YRT SUB-TOTAL 74,483 29,388 18,423 1,752,117 1,783,358 1.8% 8,557,952 8,606,650 0.6% 74,226 29,183 17,420 blue/blue 'A' ' Yonge Corridor 18,508 12,270 8,609 486,175 502,489 3.4% 2,249,187 2,312,442 2.8% 18,960 12,588 8,874 Stable ridership purple Highway 7 Corridor 7,500 4,580 3,447 194,883 192,244 -1.4% 976,769 1,018,109 4.2% 7,302 4,629 3,346 Stable ridership pink Finch - Unionville 2,296 46,086 51,520 11.8% 243,683 248,322 1.9% 2,452 General increase; fluctuating ridership between Viva pink and purple orange (incl. Zum) Vaughan North-South Link 1,878 460 323 41,848 42,746 2.1% 222,110 217,863 -1.9% 1,862 413 325 Stable ridership green Markham North-South Link 592 11,861 12,295 3.7% 62,323 63,626 2.1% 585 Stable ridership Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214				22	20										
Subject Subj	520/521														Octicial uculcase
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purple ^[1] Highway 7 Corridor 7,500 4,580 3,447 194,883 192,244 -1.4% 976,769 1,018,109 4.2% 7,302 4,629 3,346 Stable ridership pink ^[1] Finch - Unionville 2,296 46,086 51,520 11.8% 243,683 248,322 1.9% 2,452 General increase; fluctuating ridership between Viva pink and purple orange (incl. Zūm) ^[1] Vaughan North-South Link 1,878 460 323 41,848 42,746 2.1% 222,110 217,863 -1.9% 1,862 413 325 green ^[1] Markham North-South Link 592 11,861 12,295 3.7% 62,323 63,626 2.1% 585 Stable ridership yellow Davis Drive Corridor 34,698 147,900 - 14,790 - 1,291 867 669 Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214		THE GOD TOTAL	, 1,700	27,000	10,120	1,102,111	1,700,000	1.570	0,007,702	5,555,656	0.070	1 1/220	27,100	17,720	
purple ^[1] Highway 7 Corridor 7,500 4,580 3,447 194,883 192,244 -1.4% 976,769 1,018,109 4.2% 7,302 4,629 3,346 Stable ridership pink ^[1] Finch - Unionville 2,296 46,086 51,520 11.8% 243,683 248,322 1.9% 2,452 General increase; fluctuating ridership between Viva pink and purple orange (incl. Zūm) ^[1] Vaughan North-South Link 1,878 460 323 41,848 42,746 2.1% 222,110 217,863 -1.9% 1,862 413 325 green ^[1] Markham North-South Link 592 11,861 12,295 3.7% 62,323 63,626 2.1% 585 Stable ridership yellow Davis Drive Corridor 34,698 147,900 - 14,790 - 1,291 867 669 Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214	blue/blue 'A' [1]	Yonge Corridor	18 508	12 270	8 609	486 175	502 489	3 4%	2 249 187	2 312 442	2.8%	18 960	12 588	8 874	Stable ridership
pink ^[1] Finch - Unionville 2,296 46,086 51,520 11.8% 243,683 248,322 1.9% 2,452 General increase; fluctuating ridership between Viva pink and purple Vaughan North-South Link 1,878 460 323 41,848 42,746 2.1% 222,110 217,863 -1.9% 1,862 413 325 green ^[1] Markham North-South Link 592 11,861 12,295 3.7% 62,323 63,626 2.1% 585 Stable ridership yellow Davis Drive Corridor 34,698 147,900 - 14,790 - 1,291 867 669 Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214															· · · · · · · · · · · · · · · · · · ·
g orange (incl. Züm) ^[1] Vaughan North-South Link 1,878 460 323 41,848 42,746 2.1% 222,110 217,863 -1.9% 1,862 413 325 Stable ridership green ^[1] Markham North-South Link 592 - - 11,861 12,295 3.7% 62,323 63,626 2.1% 585 - - Stable ridership yellow Davis Drive Corridor - - - - 147,900 - 1,291 867 669 New route introduced November 29, 2015 Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214		ů ,		4,500	J,441								4,027		
green ¹¹ Markham North-South Link 592 11,861 12,295 3.7% 62,323 63,626 2.1% 585 Stable ridership yellow Davis Drive Corridor 34,698 147,900 - 1,291 867 669 Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214				-									-		
yellow Davis Drive Corridor - - - - 34,698 - - 147,900 - 1,291 867 669 New route introduced November 29, 2015 Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214	[4]	3		460	323								413	325	
Viva SUB-TOTAL 30,774 17,310 12,379 780,853 835,992 7.1% 3,754,072 4,008,262 6.8% 32,452 18,497 13,214	green [1]	Markham North-South Link	592	-	-	11,861	12,295	3.7%	62,323	63,626	2.1%	585	-	-	Stable ridership
	yellow	Davis Drive Corridor	-	-	-	-	34,698	-	-		-	1,291	867	669	New route introduced November 29, 2015
11 Poute crosses municinal houndaries			30,774	17,310	12,379	780,853	835,992	7.1%	3,754,072	4,008,262	6.8%	32,452	18,497	13,214	

^[1] Route crosses municipal boundaries.
[2] Viva ridership data adjustment is derived on a monthly basis, and compensates for temporary malfunctions of on-board automatic passenger counter (APC) equipment, and/or for drivers not logging onto Init APC system.

Tot. Boardings	YRT/VIVA SYSTEM TOTAL	105,257	46,698	30,802	2,532,970	2,619,350	3.4%	12,312,024	12,614,912	2.5%	106,678	47,680	30,634
	VDTA/IVA SVSTEM TOTAL				1 005 222	1 026 001	1 10/	0 15/ 057	0 200 272	1 6%	70 ///		

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY (Actual) June 2016

June 2016 22 weekdays, 4 Saturdays, 4 Sunday/Holidays
June 2015 22 weekdays, 4 Saturdays, 4 Sunday/Holidays

_	Rev July 13, 2016			2015		TOTAL E	Boardings (MONTH)	TOTAL BOA	ARDINGS (YEA			2016		22 Wookaays, 1 Gakaraays, 1 Gakaray, 1 Gakarays
	YRT Route #	Route Name	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2015	2016	Percentage ('16 vs. '15)	2015	2016	Percentage ('16 vs. '15)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	Notes Notes
	1 [1]	Highway 7	1,654	909	408	41,755	42,588	2.0%	226,855	224,966	-0.8%	1,693	858	443	Stable ridership
	2 [1]	Milliken	1,997	848	450	49,308	50,309	2.0%	284,376	290,145	2.0%	2,048	842	415	Stable ridership
	8	Kennedy	1,586	684	464	39,626	41,472	4.7%	211,876	227,373	7.3%	1,665	718	459	Stable ridership
	9[1]	Ninth Line	245	-		5,423 10,284	6,499	19.8% 12.7%	29,525 56,800	34,263	16.0% 7.8%	294	-	-	General growth
	15	14th Avenue Stouffville	466 38	- 16	- 11	957	11,591 813	-15.0%	4,786	61,233 4,156	-13.2%	525 32	13	12	General growth Decreased travel
	16	16th Ave	1,580	1,122	668	42,051	41,109	-2.2%	229,710	229,444	-0.1%	1,565	957	681	Stable ridership
	18	Bur Oak	853	140	-	19,377	16,244	-16.2%	121,904	96,589	-20.8%	718	97	-	Ridership migration to Route 402 - Bur Oak/Pierre Elliott Trudeau School Special
	24 25	Woodbine Maior Mackenzie	699	-	-	15,423	8,939 16,533	7.2%	80,383	8,939 82,655	2.8%	944 749	168	93	TTC Operated Routes 24D and 224D - Victoria Park North services were converted to YRT/Viva operated service effective June 19, 2016 General growth
	40	Unionville Local	369	128	106	9,081	9,401	3.5%	50,079	55,041	9.9%	385	128	96	Stable ridership
	41	Markham Local	235	78	72	5,807	5,641	-2.9%	31,402	32,067	2.1%	231	77	59	Stable ridership
	42 45	Berczy	66 69	-	-	1,456 1,531	1,368 1,828	-6.0% 19.4%	10,408	10,793 12,012	3.7% 5.3%	62		-	Stable ridership General increase
	201	Mingay Markham GO Shuttle	88	-		1,939	1,651	-14.9%	11,404 11,966	10,771	-10.0%	83 75	-	-	Decreased employment travel
	202	Unionville GO Shuttle	125	-	-	2,751	2,641	-4.0%	17,123	17,094	-0.2%	120	-	-	Stable ridership
	203	Milliken GO Shuttle	61	-	-	1,344	1,131	-15.8%	7,296	6,462	-11.4%	51	-	-	Decreased employment travel
/ille	204 300 ^[1]	Berczy GO Shuttle Business Express	31 411	-	-	682 9,076	682 8,633	0.0% -4.9%	4,555 47,801	4,051 47,362	-11.1% -0.9%	31 391	-	-	Stable ridership Stable ridership
uff	301 ^[1]	Markham Express	191	-	-	4,217	4,498	6.7%	22,358	24,647	10.2%	204	-	-	General growth
Stor	302 [1]	Unionville Express	199	-	-	4,393	4,963	13.0%	25,693	25,249	-1.7%	225		-	General growth
É,	303 ^[1] 304 ^[1]	Bur Oak Express Mount Joy Express	510 335	-	-	11,251 7,396	13,618 8,469	21.0% 14.5%	59,479 39,791	76,463 46,027	28.6% 15.7%	618 384		-	General growth General growth
Markham, Stouffville	400	Brother Andre School Special via Raymerville	6	-	-	104	114	9.6%	1,156	937	-18.9%	6	-	-	Stable ridership
ark	401	Brother Andre School Special via Box Grove	42	-	-	717	913	27.3%	7,382	7,643	3.5%	48		-	Increased student travel to Brother Andre Catholic High School
Σ	402 405	Bur Oak/Pierre Elliott Trudeau School Special	- 27	-	-	422	3,956 514	- -18.7%	4 205	32,326 4,748	-24.7%	208	-		New service introduced to provide services to Bur Oak Secondary School effective September 2015 Decreased student travel to St. Augustine Catholic High School
	405 406	St. Augustine Catholic High School Special Markham District High School	37	-	-	632	495	-18.7%	6,305	3,619	-24.7%	27 26		-	Decreased student travel to St. Augustine Catholic High School New service introduced to provide services to Markham District High School effective September 2015
	410	Markham District High School via Hollingham	48	-	-	821	646	-21.3%	6,132	4,825	-21.3%	34	-	-	Decreased student travel to Markham District High School
	411	Markham District via Box Grove	115	-		1,959	2,192	11.9%	16,985	17,494	3.0%	115	-	-	Stable ridership; Route restructured to provide services to south Box Grove area effective September 2015
	412 413	Thornlea Secondary School Special St. Robert/Thornlea School Special	15 51	-	-	256 868	475 1,066	85.5% 22.8%	2,397 9,612	3,399 9,333	41.8% -2.9%	25 56	-	-	Increased student travel to Thornlea Secondary School Stable ridership
	415	Stouffville High School Special	27	-	-	463	589	27.2%	5,751	4,899	-14.8%	31		-	Increased student travel to Stouffville High School
	418	Pierre Elliott Trudeau School Special	89	-	-	1,515	1,672	10.4%	12,151	12,281	1.1%	88	-	-	Stable ridership
	522	Markham Community Bus Markham Total	86 12,324	66 3,991	2,179	2,164 294,627	1,911 315,164	-11.7% 7.0%	11,932 1,665,373	10,951 1,740,257	-8.2% 4.5%	75 13,832	62 3,920	2,258	General decrease
	TTC 17A [1]	Birchmount	170	-	-	3,740	2,750	-26.5%	20,878	16,556	-20.7%	125	-	-	Route restructured and service extended to Highway 7 and service along McNabb Street and Gough Road discontinued effective April 2015
	TTC 24D, 224B/C/D [1]	Victoria Park North (Woodbine)	1,030	106	76	23,390	12,972	-44.5%	140,129	125,184	-10.7%	960	111	77	Ridership migration to Route 24 - Woodbine, TTC Operated Routes 24D and 224D services converted to YRT/Viva service effective June 19, 2016
	TTC 68B ^[1] TTC 102D ^[1]	Warden North Markham Rd	837 874	363 379	203 220	20,678 21,624	21,366 21,108	3.3% -2.4%	131,154 147,265	132,264 139,593	0.8% -5.2%	849 854	426 348	246 232	Stable ridership Stable ridership
	TTC 102D	McCowan North	2,238	1,024	578	55,644	56,400	1.4%	359,724	369,701	2.8%	2,224	1,105	763	Stable ridership
		TTC (Markham) Total	5,149	1,872	1,077	125,076	114,596	-8.4%	799,150	783,298	-2.0%	5,012	1,990	1,318	
	3 [1]	Markham & TTC Total Thornhill	17,473 1,258	5,863 441	3,256 408	419,703 31,212	429,760 29,994	2.4% -3.9%	2,464,523 193,893	2,523,555 190,619	2. 4% -1.7%	18,844 1,218	5,910 425	3,576 343	Stable ridership
	4/4A [1]	Major Mackenzie	3,490	1,922	1,768	92,027	100,887	9.6%	481,102	520,817	8.3%	3,810	2,304	1,853	General increase; Route 4A extended to Pine Valley Drive effective September 7, 2015
	5 ^[1] 7 ^[1]	Clark Martin Grove	1,382 777	516 123		32,611	32,138 16,240	-1.5% -8.6%	210,581	204,441	-2.9%	1,376 705	444	-	Stable ridership Consol decrees
	10 [1]	Woodbridge	282	10	3	17,771 6.339	6,740	6.3%	112,384 41.520	107,003 41,505	-4.8% 0.0%	300	154 13	10	General decrease General growth
	12	Pine Valley	502	185	-	11,865	12,251	3.3%	65,069	65,263	0.3%	514	210	-	Stable ridership
	13	Islington	433	138	- 2.000	10,237	9,718	-5.1%	56,213	56,140	-0.1%	414	141	1.0/5	Stable ridership
	20/20A ^[1] 21	Jane Vellore Local	3,680 192	2,801	2,088	101,568 4,271	104,063 5,557	2.5% 30.1%	512,132 27,686	508,570 34,833	-0.7% 25.8%	3,844 252	2,861	1,865	Stable ridership: Route restructured along Jane Street only effective June 26, 2016 General increase; Route extended to Canada Drive effective September 7, 2015
	22/22A ^[1]	King City	1,673	82	-	37,330	37,951	1.7%	225,858	234,230	3.7%	1,704	66	-	Stable ridership
	23 [1]	Thornhill Woods	658	-	-	14,542	15,653	7.6%	84,921	86,706	2.1%	709	-	-	General growth
	26 28	Maple Local Huntington	469 47	100	101	11,179 1,044	12,410 1,425	11.0% 36.5%	69,621 6,169	68,000 7,885	-2.3% 27.8%	528 64	99	88	General growth Increased employment travel; Route restructured to service east Brampton and service reduced to rush hours only effective June 27, 2016
	61	King Local	12	-	-	266	174	-34.6%	1,298	1,048	-19.3%	8	-	-	Decreased ridership to King City GO station
	77/77A ^[1]	Highway 7	4,900	1,707	1,251	120,253	121,054	0.7%	688,655	687,736	-0.1%	4,878	2,240	1,072	Stable ridership; VivaNext construction occurring along Highway 7
King	85/85C ^[1] 87 ^[1]	Rutherford	3,447 384	1,777	1,400	88,962 8,503	89,641 9,429	0.8% 10.9%	482,590 54,354	481,265 59,288	-0.3% 9.1%	3,525 427	1,865	1,084	Stable ridership General growth
, Ķ	88/88A ^[1]	Autumn Hill Bathurst	4,249	2,523	1,879	111,770	111,078	-0.6%	662,316	669,210	1.0%	4,228	2,436	1,949	General growth Stable ridership
Jan	360 ^[1]	Vaughan Express	256	-	-	5,718	5,926	3.6%	33,653	33,501	-0.5%	268	-	-	Stable ridership
Vaughan,	460 461	Holy Cross Academy School Special	10	-	-	170	209 1,425	22.9% 280.0%	2,073	2,201 6,964	6.2% 31.7%	11	-	-	Stable ridership
Va	462	Emily Carr Secondary School Special Maple High School Special	22 42	-	-	375 715	743	3.9%	5,287 6,689	6,964	-7.4%	75 39		-	Increased student travel to Emily Carr Secondary School Stable ridership
	463	Vellore School Special	56	-	-	960	418	-56.5%	10,141	4,424	-56.4%	22	-	-	Student migration to Route 466 - Tommy Douglas Secondary School Special
					-	495	495	0.0%	5,031 4,128	4,121 3,979	-18.1%	26	-	-	Stable ridership Processed attribute travel to St. Loop of Ara Catholia High School
	464	St. Joan of Arc School Special	29	-	-		242			4 4 / 4	-3.6%	18	-	-	Decreased student travel to St. Joan of Arc Catholic High School
	464 465	St. Joan of Arc School Special St. Joan of Arc School Special	29 24	-		408	342 229	-16.2% -	4,120		-	12	-	-	Introduced new school special effective January 4, 2016
	464 465 466 560	St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus		-	-	408	342 229 77	-		1,854 180		12 15	-	-	Introduced new school special effective January 4, 2016 Introduced new service effective April 21, 2016; Operates one day per week
	464 465 466 560 561	St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus	24 - -	- - -		408 - - -	229 77 36	-	-	1,854 180 96	-	15 7		-	Introduced new service effective April 21, 2016; Operates one day per week Introduced new service effective April 21, 2016; Operates one day per week
	464 465 466 560	St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland	24 - - - 286	- - - - 574	- - - 382	408 - - - - 4,450	229 77 36 8,568	- - - 92.5%	- - - 11,332	1,854 180 96 33,571	- - - 196.2%	15 7 531	- - 919	- - 672	Introduced new service effective April 21, 2016; Operates one day per week
	464 465 466 560 561 760 ^[1]	St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane	24 - - - 286 28,560 803	- - - - 574 12,899	382 9,280	408 - - - 4,450 715,041 17,666	229 77 36 8,568 734,871 18,678	92.5% 2.8% 5.7%	- - 11,332 4,054,696 111,535	1,854 180 96 33,571 4,121,645 105,238	196.2% 1.7% -5.6%	15 7 531 29,528 849	- 919 14,177 -	- - 672 8,936	Introduced new service effective April 21, 2016; Operates one day per week Introduced new service effective April 21, 2016; Operates one day per week Weekend service extended to operate year round effective January 3, 2016; Weekday service starting last week of June 2015 and 2016 Route restructured around to provide service along Interchange Way effective June 19, 2016
	464 465 466 560 561 760 ^[1] TTC 35D ^[1] TTC 105/105B ^[1]	St. Joan of Arc School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North	24 - - - 286 28,560 803 1,923	- - - - 574 12,899 - 796	- - - 382 9,280 - 483	408 - - - 4,450 715,041 17,666 47,422	229 77 36 8,568 734,871 18,678 54,502	92.5% 2.8% 5.7% 14.9%	- 11,332 4,054,696 111,535 287,367	1,854 180 96 33,571 4,121,645 105,238 309,558	- - 196.2% 1.7% -5.6% 7.7%	15 7 531 29,528 849 2,265	- 919 14,177 - 718	672 8,936 - 450	Introduced new service effective April 21, 2016; Operates one day per week Introduced new service effective April 21, 2016; Operates one day per week Weekend service extended to operate year round effective January 3, 2016; Weekday service starting last week of June 2015 and 2016 Route restructured around to provide service along Interchange Way effective June 19, 2016 Increased ridership
	464 465 466 560 561 760 ^[1] TTC 35D ^[1] TTC 105/105B ^[1] TTC 107B/C/D ^[1]	St. Joan of Arc School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North Keele North	24 - - - 286 28,560 803 1,923 2,237	- - - 574 12,899 - 796 853	- - - 382 9,280 - 483 302	408 - - 4,450 715,041 17,666 47,422 53,834	229 77 36 8,568 734,871 18,678 54,502 55,072	- - - - - - - - - - - - - - - - - - -	- 11,332 4,054,696 111,535 287,367 337,005	1,854 180 96 33,571 4,121,645 105,238 309,558 340,505	- - - 196.2% 1.7% -5.6% 7.7% 1.0%	15 7 531 29,528 849 2,265 2,310	- 919 14,177 - 718 714	672 8,936 - 450 349	Introduced new service effective April 21, 2016; Operates one day per week Introduced new service effective April 21, 2016; Operates one day per week Weekend service extended to operate year round effective January 3, 2016; Weekday service starting last week of June 2015 and 2016 Route restructured around to provide service along Interchange Way effective June 19, 2016 Increased ridership Stable ridership
	464 465 466 560 561 760 ^[1] TTC 35D ^[1] TTC 105/105B ^[1]	St. Joan of Arc School Special St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North	24 - - - 286 28,560 803 1,923	- - - - 574 12,899 - 796	- - - 382 9,280 - 483	408 - - - 4,450 715,041 17,666 47,422	229 77 36 8,568 734,871 18,678 54,502	92.5% 2.8% 5.7% 14.9%	- 11,332 4,054,696 111,535 287,367	1,854 180 96 33,571 4,121,645 105,238 309,558	- - 196.2% 1.7% -5.6% 7.7%	15 7 531 29,528 849 2,265	- 919 14,177 - 718	672 8,936 - 450	Introduced new service effective April 21, 2016; Operates one day per week Introduced new service effective April 21, 2016; Operates one day per week Weekend service extended to operate year round effective January 3, 2016; Weekday service starting last week of June 2015 and 2016 Route restructured around to provide service along Interchange Way effective June 19, 2016 Increased ridership
	464 465 466 560 561 760 ^[1] TTC 35D ^[1] TTC 105/105B ^[1] TTC 107B/C/D ^[1] TTC 160 ^[1]	St. Joan of Arc School Special St. Joan of Arc School Special Tommy Douglas Secondary School Special Maple Community Bus Woodbridge Community Bus Vaughan Mills/Wonderland Vaughan Total Jane Dufferin North Keele North Bathurst North	24 - - 286 28,560 803 1,923 2,237 603	- - - 574 12,899 - 796 853 392	- - 382 9,280 - 483 302 251	408 - - - 4,450 715,041 17,666 47,422 53,834 15,838	229 77 36 8,568 734,871 18,678 54,502 55,072 17,012	- 92.5% 2.8% 5.7% 14.9% 2.3% 7.4%	- 11,332 4,054,696 111,535 287,367 337,005 99,155	1,854 180 96 33,571 4,121,645 105,238 309,558 340,505 105,880 244,217 1,105,398	- 196.2% 1.7% -5.6% 7.7% 1.0% 6.8%	15 7 531 29,528 849 2,265 2,310 654	- 919 14,177 - 718 714 411 895 2,738	- 672 8,936 - 450 349 245	Introduced new service effective April 21, 2016; Operates one day per week Introduced new service effective April 21, 2016; Operates one day per week Weekend service extended to operate year round effective January 3, 2016; Weekday service starting last week of June 2015 and 2016 Route restructured around to provide service along Interchange Way effective June 19, 2016 Increased ridership Stable ridership Increased ridership Stable ridership Stable ridership

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY (Actual) June 2016

22 weekdays, 4 Saturdays, 4 Sunday/Holidays 22 weekdays, 4 Saturdays, 4 Sunday/Holidays

Rev July 13, 2016	Rev July 13, 2016		2015		TOTAL F	OARDINGS (I	MONTH)	TOTAL BOA	RDINGS (YEAR	R TO DATE)		2016	2015	22 weekdays, 4 Saturdays, 4 Sunday/Holidays
YRT		Avg Wkdy		Avg Sn/Hol	TOTALL	OANDINOS (I	Percentage	TOTAL BOA	IKDINOS (TEA	Percentage	Avg Wkdy	Avg Sat	Ava Sn/Hol	
Route #	Route Name	Boardings	Boardings	Boardings	2015	2016	('16 vs. '15)	2015	2016	('16 vs. '15)		Boardings		Notes
80	Elgin Mills	575	215	134	14,078	13,982	-0.7%	77,557	80,992	4.4%	570	211	136	Stable ridership
81	Inspiration	163	-	-	3,591	3,374	-6.0%	22,291	22,147	-0.6%	153	-	-	Stable ridership
82	Valleymede	215	-	-	4,736	4,848	2.4%	31,758	32,012	0.8%	220		-	Stable ridership
83/83A	Trench Colk Bidges	795	- 0	-	17,527	19,357	10.4%	109,952	120,096	9.2%	878	- 10	-	General growth
84 86	Oak Ridges Newkirk-Red Maple	100 812	9 241	-	2,233 18,855	2,089 20,724	-6.4% 9.9%	15,093 114,019	14,588 121,216	-3.3% 6.3%	93 886	10 295	-	General decrease; Zone based Dial-a-Ride service effective November 2, 2016 Increased ridership
90/90B ^[1]	Leslie	3,324	1,038	575	79.809	79,367	-0.6%	429,675	439,032	2.2%	3,326	896	573	Stable ridership
91/91A/91B/91E ^[1]	Bayview/Express	3,794	1,598	1,181	94,885	95,770	0.9%	544,062	549,868	1.1%	3,784	1,808	1,230	Stable ridership
99 (incl. 98E, 98/99) [1]	Yonge/Express	1,850	1,329	1,255	51,183	50,460	-1.4%	301,382	276,780	-8.2%	1,836	1,207	1,263	General decrease
240	Mill Pond GO Shuttle	104	-	-	2,290	1,785	-22.1%	12,914	11,276	-12.7%	81	-	-	Decreased travel to Richmond Hill GO station
241	Beverly Acres GO Shuttle	47		-	1,035	1,166	12.7%	6,963	7,319	5.1%	53			Increased travel to Richmond Hill GO station
242 243	North Richvale GO Shuttle Redstone GO Shuttle	32 169	-	-	705 3,720	683 3,346	-3.1% -10.1%	3,905 20,366	4,083 20,969	4.6% 3.0%	31 152	-	-	Stable ridership Decreased travel to Richmond Hill GO station
243	Beaver Creek Shuttle	51	-	-	1,125	1,388	23.4%	6,496	6,819	5.0%	63	-	-	Stable ridership
429	Cardinal Carter/Aurora High School Special	47			800	919	14.9%	6,707	5,777	-13.9%	48	-	-	Stable ridership; One additional student travels per day
440	St. Theresa School Special via Mill	31	-	-	530	742	40.0%	4,220	5,374	27.3%	39	-	-	General growth
441	Richmond Hill High School Special via Subrisco	23	-		392	285	-27.3%	3,232	2,893	-10.5%	15	-	-	Decreased student travel to Richmond Hill High School
442 443	Richmond Hill High School Special via Gamble Langstaff High School Special via Shaftsbury	28 80	-	-	478 1,360	476 1,676	-0.4% 23.2%	5,346 15,050	4,210 14,042	-21.2% -6.7%	25 88	-	-	Stable ridership Increased student travel to Langstaff Secondary School
443	Langstaff High School Special via Stratisbury Langstaff High School Special via Valleymede	52	-	-	887	1,070	35.2%	10,727	10,755	0.3%	63	-		Increased student travel to Langstaff Secondary School
445	St. Robert via Valleymede/Spadina	50	-		857	1,008	17.6%	9,106	8,767	-3.7%	53	-	-	Stable ridership; Three additional students travel per day
446	St. Theresa School Special via McCallum	31	-	-	528	855	61.9%	5,690	8,227	44.6%	45	-	-	General growth
447	St. Theresa School Special via Jefferson Forest	53	-		901	874	-3.0%	7,070	6,426	-9.1%	46	-	-	Decreased student travel to St. Theresa of Lisieux Catholic High School
448 449	Richmond Hill High School Special via Valleymede Richmond Green High School Special via Hillmount	41 55	-	-	697 936	875 741	25.5% -20.8%	5,837 6,452	6,519 5,355	11.7% -17.0%	46 39	-	-	General growth Decreased student travel to Richmond Green Secondary School
450	St. Theresa School Special via Tower Hill	50	-	-	853	932	9.3%	7,382	7,687	4.1%	49	-	-	Stable ridership
451	Langstaff High School Special via Hwy 7	15			256	114	-55.5%	1,438	1,466	1.9%	6			Decreased student travel to Langstaff Secondary School
452	Richmond Green High School Special via Hazelton	40	-	-	683	723	5.9%	5,629	5,340	-5.1%	38	-	-	Stable ridership
589/590	Richmond Hill Community Bus	65	59	51	1,874	4,335	131.3%	20,024	32,048	60.0%	157	107	112	General growth
21	Richmond Hill Total	12,692	4,489	3,196	307,804	314,093	2.0%	1,810,343	1,832,083	1.2%	12,883	4,534	3,314	
31 [1]	Aurora North Aurora South	75 392	17	-	1,653 8,746	1,657 9,305	0.2% 6.4%	11,517 58,894	11,300 60,875	-1.9% 3.4%	75 419	10	-	Stable ridership General increase; Zone based Dial-a-Ride service effective November 2, 2016
33/33A	Wellington	395	- 17		9,264	9,509	2.6%	52,929	57,467	8.6%	406	-	-	General growth
426	Dr. G. W. Williams School Special via Hollidge	70	-		1,194	1,144	-4.2%	11,721	10,289	-12.2%	60			Decreased student travel to Dr. G.W. Williams Secondary School
∢ 428	Dr. G. W. Williams School Special via Henderson	12	-	-	204	190	-6.9%	1,853	1,367	-26.2%	10	-	-	Stable ridership; Two less students travel per day
	Aurora Total	944	151	-	21,061	21,805	3.5%	136,914	141,298	3.2%	970	143	-	
44	Bristol	242	70	- 407	5,636	5,381	-4.5%	34,179	33,163	-3.0%	229	79	-	Stable ridership; zone based Dial-a-Ride service, clockwise routing, and Main Street service discontinued effective June 27, 2016
50/50A 51	Queensway	1,045							160,332	0.9%	1,137	750	534	
31	Kasuiak Lagal		660	437	27,836	30,584	9.9%	158,867		E 40/	120			Discontinued select Route 50 trips between Sutton and Pefferlaw and introduced Route 50A branch effective June 26, 2016
(4)	Keswick Local	106	38	-	2,508	3,039	21.2%	15,732	16,576	5.4%	129	45 120	-	General growth
52 ^[1]	Holland Landing	106 195	38 120	-	2,508 4,814	3,039 4,988	21.2% 3.6%	15,732 27,165	16,576 28,674	5.6%	200	138	-	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour
(4)		106 195 344 884	38 120 142 386	- - - 308	2,508 4,814 8,180 22,338	3,039 4,988 8,301 7,119	21.2%	15,732	16,576 28,674 48,617 46,460	5.6% 2.2% -67.0%	200 350 278	138 141 147	- - 94	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016
52 ^[1] 54 ^[1] 55/55B 56	Holland Landing Bayview Davis Drive Gorham-Eagle	106 195 344 884 425	38 120 142 386 203	- - 308 131	2,508 4,814 8,180 22,338 10,733	3,039 4,988 8,301 7,119 9,507	21.2% 3.6% 1.5% -68.1% -11.4%	15,732 27,165 47,556 140,861 63,945	16,576 28,674 48,617 46,460 57,135	5.6% 2.2% -67.0% -10.6%	200 350 278 385	138 141 147 157	- - 94 88	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016
52 ^[1] 54 ^[1] 55/55B 56 57/57A	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock	106 195 344 884 425 828	38 120 142 386	- - 308	2,508 4,814 8,180 22,338 10,733 20,301	3,039 4,988 8,301 7,119 9,507 20,666	21.2% 3.6% 1.5% -68.1% -11.4% 1.8%	15,732 27,165 47,556 140,861 63,945 120,771	16,576 28,674 48,617 46,460 57,135 117,580	5.6% 2.2% -67.0% -10.6% -2.6%	200 350 278 385 823	138 141 147 157 340	- - 94	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease: weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016
52 ^[1] 54 ^[1] 55/55B 56 56 57/57A 58 ^[1]	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert	106 195 344 884 425 828 138	38 120 142 386 203 310	- 308 131 174	2,508 4,814 8,180 22,338 10,733 20,301 3,099	3,039 4,988 8,301 7,119 9,507 20,666 1,775	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7%	15,732 27,165 47,556 140,861 63,945 120,771 15,717	16,576 28,674 48,617 46,460 57,135 117,580 9,395	5.6% 2.2% -67.0% -10.6% -2.6% -40.2%	200 350 278 385 823 79	138 141 147 157 340	- 94 88 268	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow
52 ^[1] 54 ^[1] 55/55B 56 57/57A 58 ^[1] 98 ^[1]	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock	106 195 344 884 425 828 138 726	38 120 142 386 203	- - 308 131	2,508 4,814 8,180 22,338 10,733 20,301	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4%	15,732 27,165 47,556 140,861 63,945 120,771	16,576 28,674 48,617 46,460 57,135 117,580	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0%	200 350 278 385 823	138 141 147 157 340	- - 94 88	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth
52 ^[1] 54 ^[1] 55/55B 56 56 57/57A 58 ^[1]	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge	106 195 344 884 425 828 138	38 120 142 386 203 310	- 308 131 174	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187	3,039 4,988 8,301 7,119 9,507 20,666 1,775	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9%	200 350 278 385 823 79 752	138 141 147 157 340 - 530	- 94 88 268	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow
52 [1] 54 [1] 54 [1] 55/55B 56 57/57A 58 [1] 98 [1] 222 [1] 223/223A 420	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket High School via Savage	106 195 344 884 425 828 138 726 59 13	38 120 142 386 203 310	- 308 131 174	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743	21.2% 3.6% 1.5% -68.1% -11.4% -18% -42.7% 6.49% -1.8% 30.3% -0.9%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6%	200 350 278 385 823 79 752 58 17	138 141 147 157 340 - 530	94 88 268 - 415 -	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership
52 [1] 54 [1] 55/55B 56 56 57/57A 58 [1] 98 [1] 223/223A 420 421	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven	106 195 344 884 425 828 138 726 59 13 44	38 120 142 386 203 310 - 461 - -	- 308 131 174	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8%	200 350 278 385 823 79 752 58 17 39	138 141 147 157 340 - 530 - -	- 94 88 268 - 415 - -	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016
52 ^[1] 54 ^[1] 55/55B 56 57/57A 58 ^[1] 58 ^[1] 222 ^[1] 223/223A 420 421 423	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket Go Shuttle Newmarket High School via Stonehaven Newmarket High School Via Stonehaven	106 195 344 884 425 828 138 726 59 13 44 6	38 120 142 386 203 310	- 308 131 174	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4%	200 350 278 385 823 79 752 58 17 39 13	138 141 147 157 340 - 530 - - -	- 94 88 268 - 415 - -	General growth Stable ridership: Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership: Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School
52 [1] 54 [1] 55/55B 56 56 57/57A 58 [1] 98 [1] 223/223A 420 421	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School Via Church	106 195 344 884 425 828 138 726 59 13 44	38 120 142 386 203 310 - 461 - -	- 308 131 174	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4%	200 350 278 385 823 79 752 58 17 39	138 141 147 157 340 - 530 - -	- 94 88 268 - 415 - -	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016
52 [1] 54 [1] 54 [1] 55/55B 56 57/57A 58 [1] 98 [1] 222/223A 420 421 423 424 425 427	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special	106 195 344 884 425 828 138 726 59 13 44 6 39 47	38 120 142 386 203 310 - 461 - - - -	308 131 174 - 325 - - - -	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3%	200 350 278 385 823 79 752 58 17 39 13 47 46 21	138 141 147 157 340 - - - - - - - -	- 94 88 268 - 415 - - - -	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016
52 [1] 54 [1] 54 [1] 55/55B 56 57/57A 58 [1] 98 [1] 222 [1] 223/223A 420 421 421 423 424 425	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School Special via Bristol Keswick High School via Church Huron Heights School via Huron Heights School Special Sacred Heart High School Special Newmarket Community Bus	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19	38 120 142 386 203 310 - 461 - - - - - - -	- - 308 131 174 - 325 - - - - - - - 18	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68	138 141 147 157 340 - 530 - - - - - - -	- 94 88 268 - 415 - - - - - - - 23	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; One less student travels per day Stable ridership; Two more students travel per day
52 [1] 54 [1] 54 [1] 55/55B 56 57/57A 58 [1] 98 [1] 222/223A 420 421 423 424 425 427	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special Newmarket Community Bus Newmarket Community Bus	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19 19	38 120 142 386 203 310 - 461 - - - - - - - - 59 2,459	- 308 131 174 - 325 - - - - - - 18 1,393	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689 118,899	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1% -9.3%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331 778,780	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474 10,749 684,213	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68	138 141 147 157 340 - 530 - - - - - - - - - - - - - -	- 94 88 268 - 415 - - - - - - - 23 1,422	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016
52 [1] 54 [1] 54 [1] 55/55B 56 57/57A 58 [1] 98 [1] 222/223A 420 421 423 424 425 427	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School Special via Bristol Keswick High School via Church Huron Heights School via Huron Heights School Special Sacred Heart High School Special Newmarket Community Bus	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19	38 120 142 386 203 310 - 461 - - - - - - -	- 308 131 174 - 325 - - - - - - 18 1,393	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68	138 141 147 157 340 - 530 - - - - - - -	- 94 88 268 - 415 - - - - - - - 23	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016
52 [1] 54 [1] 54 [1] 55/55B 56 57/57A 58 [1] 98 [1] 222/223A 420 421 423 424 425 427	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special Newmarket Community Bus Newmarket Community Bus	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19 19	38 120 142 386 203 310 - 461 - - - - - - - - 59 2,459	- 308 131 174 - 325 - - - - - - 18 1,393	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689 118,899	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1% -9.3%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331 778,780	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474 10,749 684,213	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68	138 141 147 157 340 - 530 - - - - - - - - - - - - - -	- 94 88 268 - 415 - - - - - - - 23 1,422	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016
52 ^[1] 54 ^[1] 54 ^[1] 55/55B 56 57/57A 58 ^[1] 98 ^[1] 222 ^[1] 223/223A 420 421 423 424 425 427 520/521	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special Newmarket Total YRT SUB-TOTAL	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19 19 72 5,251 71,924	38 120 142 386 203 310 - 461 - - - - - - - - - - - - - - - - - - -	- 308 131 174 - 325 - - - - - - 18 1,393 18,614	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090 1,767,387	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689 118,899 1,801,542	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.44% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1% -9.3% 1.9%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331 778,780 10,325,339	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474 10,749 684,213 10,408,192	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1% -12.1% 0.8%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68 4,704 74,430	138 141 147 157 340 - 530 - - - - - - - - 24 2,357 29,858	- 94 88 268 - 415 	General growth Stable ridership: Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership: Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; One less student travels per day Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016 General decrease
52 [1] 54 [1] 54 [1] 55 [55] 56 56 57/57A 58 [1] 98 [1] 222 [1] 223/223A 420 421 421 423 424 425 427 520/521	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special Newmarket Community Bus Newmarket Total YRT SUB-TOTAL	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19 19 72 5,251 71,924	38 120 142 386 203 310 - 461 - - - - - - - - - - - - - - - - - - -	- 308 131 174 - 325 	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090 1,767,387	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689 118,899 1,801,542	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1% -9.3% 1.9%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331 778,780 10,325,339	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474 10,749 684,213 10,408,192	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1% -12.1% 0.8%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68 4,704 74,430 18,245 6,914 2,340	138 141 147 157 340 - 530 - - - - - - - 24 2,357 29,858	- 94 88 268 - 415 1,422 18,783	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with he Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; One less student travels per day Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016 General decrease
52 [1] 54 [1] 54 [1] 55/55B 56 57/57A 58 [1] 98 [1] 222 [1] 223/223A 420 421 423 424 425 427 520/521	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special Newmarket Total YRT SUB-TOTAL Yonge Corridor Highway 7 Corridor	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19 19 72 5,251 71,924	38 120 142 386 203 310 - 461 - - - - - - - - - - - - - - - - - - -	- 308 131 174 - 325 	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090 1,767,387	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689 118,899 1,801,542	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.44% -1.88% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1% -9.3% 1.9%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331 778,780 10,325,339 2,737,192 1,172,654	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474 10,749 684,213 10,408,192 2,799,280 1,201,890	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1% -12.1% 0.8%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68 4,704 74,430	138 141 147 157 340 - 530 - - - - - - - 24 2,357 29,858	94 88 268 - 415 - - - - - 23 1,422 18,783	General growth Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership; Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease: weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership; Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; One less student travels per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016 General decrease Stable ridership General decrease
S2 Newmark S2 S3 S4 S4 S5 S5 S5 S6 S6 S7 S7 S8 S6 S7 S7 S8 S8 S8 S8 S8 S8	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special Newmarket Total YRT SUB-TOTAL Yonge Corridor Highway 7 Corridor Finch - Unionville Vaughan North-South Link Markham North-South Link	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19 19 72 5,251 71,924	38 120 142 386 203 310 - 461 - - - - - - - 59 2,459 29,023	- 308 131 174 - 325 18 1,393 18,614	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090 1,767,387 488,005 195,885 51,669	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689 118,899 1,801,542 486,838 183,781 51,480 43,301 12,373	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1% -9.3% 1.9%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331 778,780 10,325,339 2,737,192 1,172,654 295,352	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474 10,749 684,213 10,408,192 2,799,280 1,201,890 299,802 261,164 75,999	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1% -12.1% 0.8%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68 4,704 74,430 18,245 6,914 2,340 1,827 561	138 141 147 157 340 - 530 - - - - - - - 24 2,357 29,858 12,897 4,500	94 88 268 - 415 - - - - - 23 1,422 18,783	General growth Stable ridership: Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership: Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow: Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease: weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership: Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease: Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; One less student travels per day Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016 General decrease Stable ridership General decrease Stable ridership
S2 1 54 1 54 1 54 1 54 1 55 55	Holland Landing Bayview Davis Drive Gorham-Eagle Mulock Mount Albert Yonge Aurora-Newmarket GO Shuttle Newmarket GO Shuttle Newmarket High School via Savage Newmarket High School via Stonehaven Newmarket High School via Church Huron Heights School via Holland Landing Sacred Heart High School Special Newmarket Total YRT SUB-TOTAL Yonge Corridor Highway 7 Corridor Finch - Unionville Vaughan North-South Link	106 195 344 884 425 828 138 726 59 13 44 6 39 47 19 19 72 5,251 71,924 18,395 7,476 2,346 1,936	38 120 142 386 203 310 - 461 - - - - - - - 59 2,459 29,023	- 308 131 174 - 325 18 1,393 18,614	2,508 4,814 8,180 22,338 10,733 20,301 3,099 19,187 1,302 290 750 102 666 800 326 323 1,899 131,090 1,767,387 488,005 195,885 51,669 45,763	3,039 4,988 8,301 7,119 9,507 20,666 1,775 20,423 1,279 378 743 248 894 875 400 610 1,689 118,899 1,801,542 486,838 183,781 51,480 43,301	21.2% 3.6% 1.5% -68.1% -11.4% 1.8% -42.7% 6.4% -1.8% 30.3% -0.9% 143.1% 34.2% 9.4% 22.7% 88.9% -11.1% -9.3% 1.9%	15,732 27,165 47,556 140,861 63,945 120,771 15,717 106,329 7,711 2,114 5,345 1,420 6,380 7,011 2,888 3,458 11,331 778,780 10,325,339 2,737,192 1,172,654 295,352 267,873	16,576 28,674 48,617 46,460 57,135 117,580 9,395 115,872 8,065 2,323 5,643 1,801 6,470 6,895 2,989 5,474 10,749 684,213 10,408,192 2,799,280 1,201,890 299,802 261,164	5.6% 2.2% -67.0% -10.6% -2.6% -40.2% 9.0% 4.6% 9.9% 5.6% 26.8% 1.4% -1.7% 3.5% 58.3% -5.1% -12.1% 0.8%	200 350 278 385 823 79 752 58 17 39 13 47 46 21 32 68 4,704 74,430 18,245 6,914 2,340 1,827	138 141 147 157 340 - 530 - - - - - - - 24 2,357 29,858 12,897 4,500	94 88 268 - 415 - - - - - 23 1,422 18,783	General growth Stable ridership: Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour Stable ridership: Route extended along Main Street to East Gwillimbury GO Station effective June 27, 2016 Ridership migration onto Viva yellow; Off-peak frequency reduction in alignment with the Newmarket Pulse network effective June 26, 2016 General decrease; weekend evening service converted to Dial-a-Ride effective June 26, 2016 Stable ridership: Weekday off-peak and Saturday frequency reduction in alignment with the Newmarket Pulse network effective June 27, 2016 General decrease; Discontinued midday service along Davis Drive effective January 4, 2016; Ridership migration onto Viva yellow General growth Stable ridership Discontinued select Route 223 trips and introduced Route 223A branch effective June 27, 2016 Stable ridership General growth; Morning service discontinued effective January 4, 2016 Increased student travel to Newmarket High School Stable ridership; One less student travels per day Stable ridership; Two more students travel per day General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016 General decrease Stable ridership General decrease Stable ridership Stable ridership

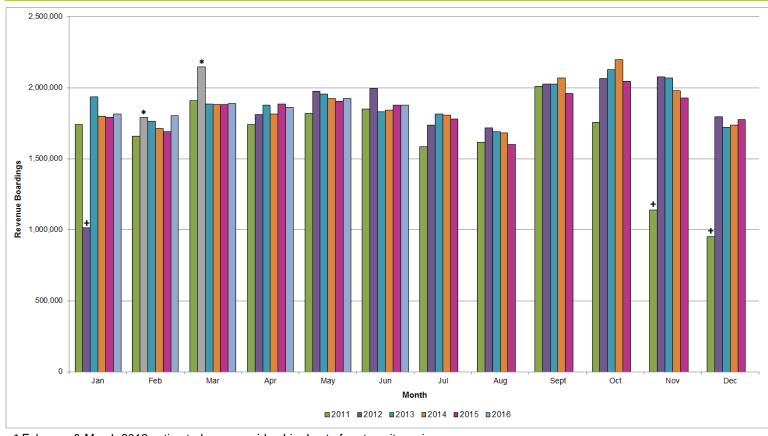
^[1] Route crosses municipal boundaries.
[2] Viva ridership data adjustment is derived on a monthly basis, and compensates for temporary malfunctions of on-board automatic passenger counter (APC) equipment, and/or for drivers not logging onto Init APC system.

Tot. Boardings	YRT/VIVA SYSTEM TOTAL	102,648	46,105	30,837	2,561,291	2,615,163	2.1%	14,873,315	15,230,075	2.4%	105,659	48,543	31,512
	VDTA/IVA SVSTEM TOTAL	•						7	11 170 000	1.20/	7F 041		



YRT/Viva 2016 Revenue Ridership Summary

Conventional and BRT services including contracted TTC services north of Steeles Avenue



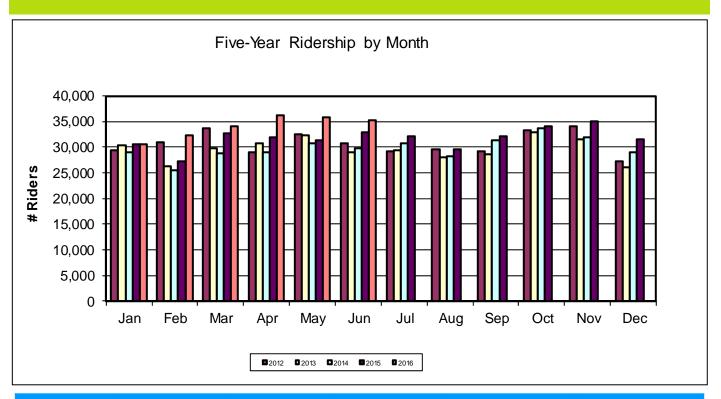
- * February & March 2012 estimated revenue ridership due to free transit service.
- + Monthly ridership numbers from November 2011 to January 2012 are based on Veolia Transportation, TTC, and Dial-a-Ride services, due to operator strike from October 24, 2011 to February 3, 2012.

Month	2015 Ridership	2016 Ridership	Monthly Change ['16 vs '15]	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2016
January	1,792,864	1,815,667	1.3%	1.3%	76,932
February	1,689,800	1,805,665	6.9%	4.0%	78,579
March	1,881,136	1,889,481	0.4%	2.7%	75,308
April	1,885,935	1,863,478	-1.2%	1.7%	76,057
May	1,905,222	1,926,081	1.1%	1.6%	78,444
June	1,876,360	1,879,627	0.2%	1.3%	75,941
July	1,781,847				
August	1,601,681				
September	1,960,243				
October	2,043,959				
November	1,928,675				
December	1,776,243				
YTD Total	22,123,965	11,179,999			



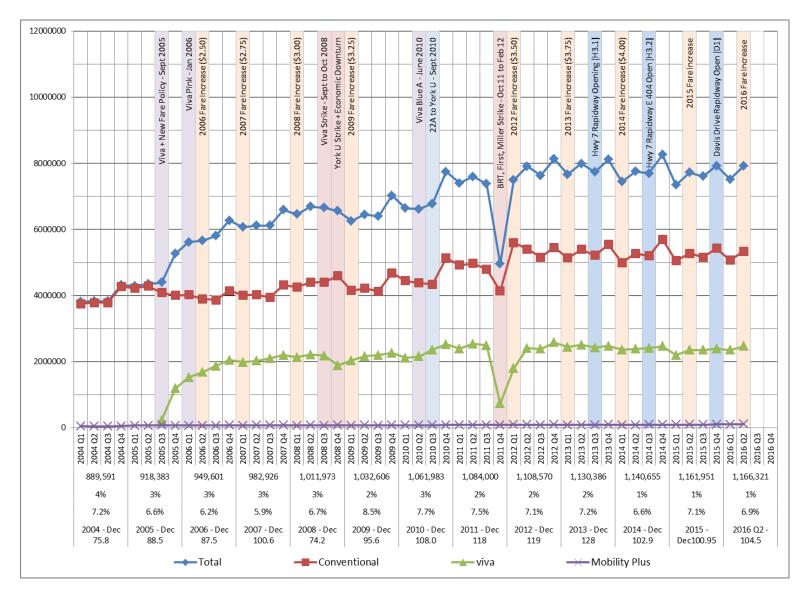
YRT/Viva 2016 Ridership Summary

Specialized Services – Mobility Plus



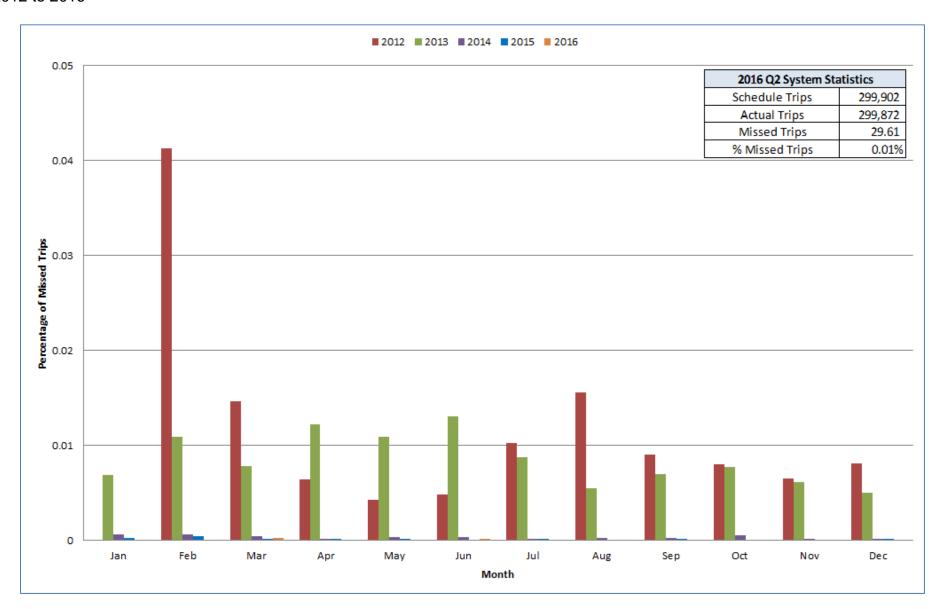
Month	2015 Ridership	2016 Ridership	Monthly Change ('16 vs. '15)	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2016
January	30,516	32,861	7.7%	7.7%	1,354
February	27,332	32,228	17.9%	12.5%	1,424
March	32,803	34,099	4.0%	9.4%	1,361
April	31,862	36,136	13.4%	10.5%	1,525
May	31,263	35,912	14.9%	11.4%	1,506
June	32,954	35,267	7.0%	10.6%	1,440
July	32,034				
August	29,563				
September	32,187				
October	34,122				
November	34,970				
December	31,482				
YTD	381,088	206,503			

Updated: July 6, 2016

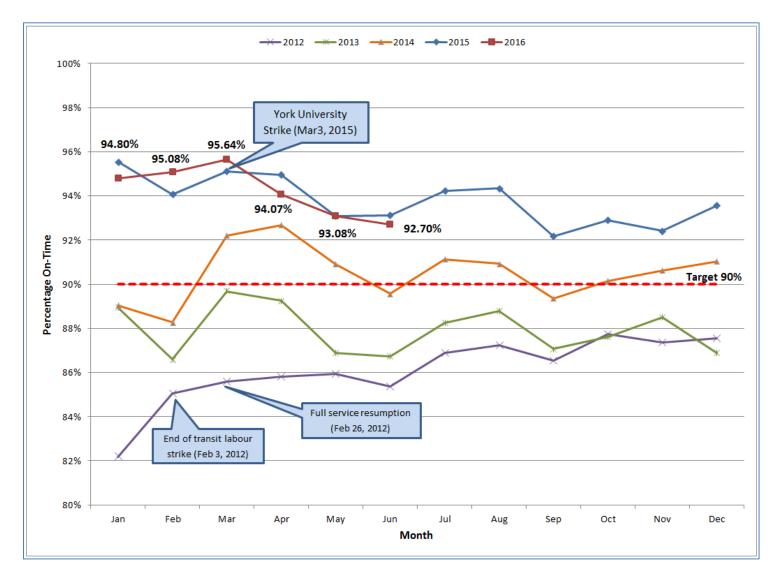


- Population figures are for year-end. Source: York Region Long Range Planning, based on Statistics Canada and CMHC Housing Completion Data
- Fuel price source: Ministry of Energy and Infrastructure (http://www.energy.gov.on.ca/en/fuel-prices/)
- Unemployment rate source: Statistics Canada (http://www.statcan.gc.ca/start-debut-eng.html)

System-Wide Percentage Missed Trips by Month 2012 to 2016

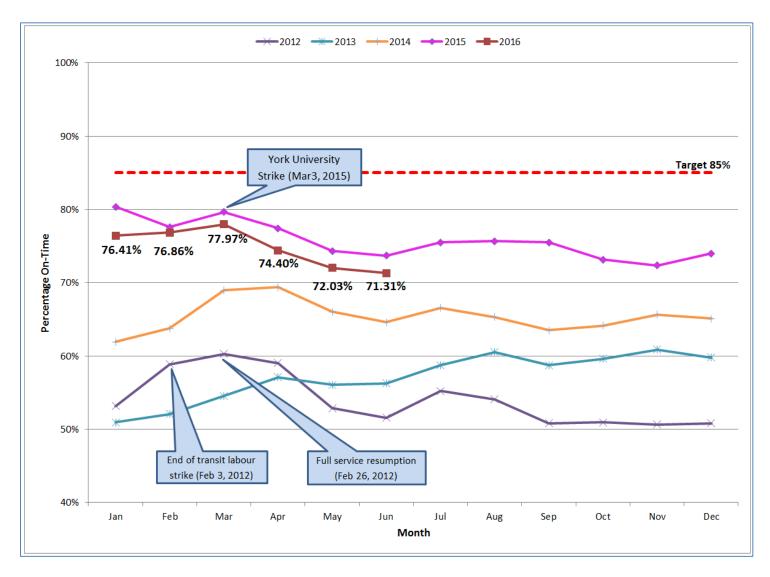


On-Time Performance Conventional – Trip Start Conventional Transit 2012-2016



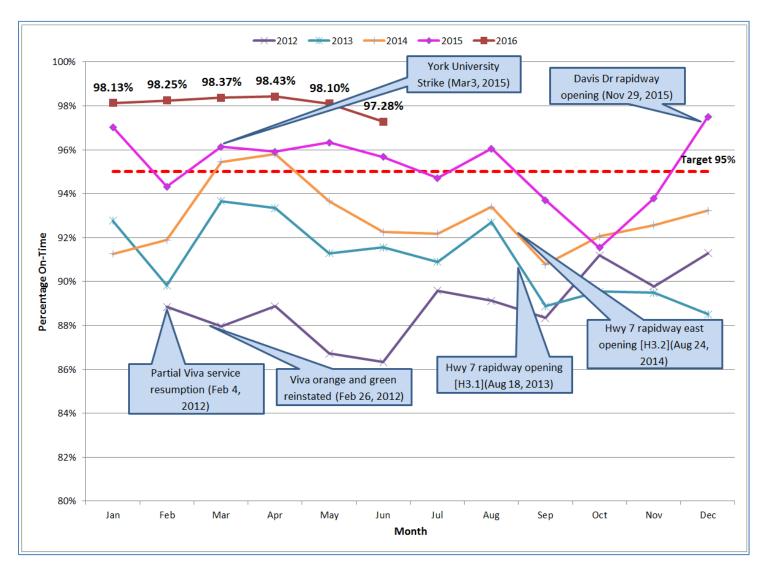
- •On-Time Performance (OTP) from January 1, 2012 to February 3, 2012 only includes Veolia Transportation Services (SW Division) due to operator strike
- •New OTP measuring criteria to include data from the first and last five stops
- •OTP measurement criteria: trip arrival later than five minutes or trip departure earlier than one minute

On-Time Performance Conventional – Trip Arrival Conventional Transit Routes - 2012 to 2016



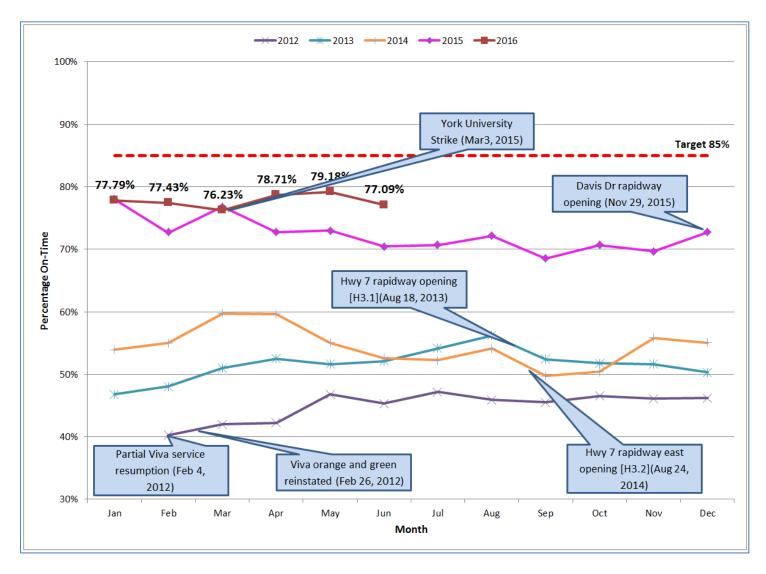
- •On-Time Performance (OTP) from January 1, 2012 to February 3, 2012 only includes Veolia Transportation Services (SW Division) due to operator strike
- •New OTP measuring criteria to include data from the first and last five stops
- •OTP measurement criteria: trip arrival later than five minutes or trip departure earlier than one minute

On-Time Performance York BRT (Viva) – Trip Start Rapid Transit Routes - 2012 to 2016



- •On-Time Performance from January 1, 2012 to February 3, 2012 not available for York BRT Services LP due to operator strike
- •All York BRT Services LP resumed on February 26, 2012
- •New OTP measuring criteria to include data from the first and last five stops
- •OTP measurement criteria: trip arrival later than five minutes or trip departure earlier than one minute

On-Time Performance York BRT (Viva) – Trip Arrival Rapid Transit Routes - 2012 to 2016



- •On-Time Performance from January 1, 2012 to February 3, 2012 not available for York BRT Services LP due to operator strike
- •All York BRT Services LP resumed on February 26, 2012
- •New OTP measuring criteria to include data from the first and last five stops
- •OTP measurement criteria: trip arrival later than five minutes or trip departure earlier than one minute