



### Memorandum

TO: Committee of the Whole

FROM: Daniel Kostopoulos, P.Eng.

Commissioner of Transportation Services

DATE: April 21, 2016

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

2016 First Quarter

This memorandum provides an overview of YRT/Viva ridership statistics for the first quarter (Q1) of 2016, representing the months from January to March 2016.

YRT/Viva's 2016 Q1 revenue ridership was 5.51 million, representing an increase of approximately 147,000 revenue riders or an increase of 2.7 per cent compared to Q1 2015.

There were 62 weekdays, 13 Saturdays and 16 Sundays/Holidays in Q1 2016, compared to 62 weekdays, 13 Saturdays and 15 Sundays/Holidays in Q1 2015. This represents one extra Sunday/Holiday in Q1 2016.

### **Davis Drive, Newmarket Update**

The Davis Drive rapidway opened Sunday, November 29, 2015. Viva yellow operates on Davis Drive from the Newmarket GO Bus Terminal to the Highway 404/Davis Drive carpool lot. On average in Q1 2016, the ridership along the Davis Drive corridor has increased 30 per cent during the weekdays, 59 per cent during Saturdays, and 66 per cent during Sunday/holidays compared to Q1 2015. The corridor ridership takes into consideration the new Viva yellow service as well as conventional services that operate in the corridor.

### **Weather**

Total precipitation in Q1 of 2015<sup>[2]</sup> was 83.1 millimetres, compared to 206.4 millimetres in Q1 of 2016<sup>[2]</sup>. The average temperature was -7.7 degrees Celsius in Q1 of 2015<sup>[2]</sup> and -1.9 degrees Celsius in Q1 of 2016<sup>[2]</sup>.

### **Employment**

The national unemployment rate in Q1 2016 saw an increase compared to Q1 2015. The national unemployment rate in January 2016<sup>[3]</sup> was 7.2 per cent, up 0.5 per cent from 6.6 per cent in January 2015. In February 2016<sup>[3]</sup>, the national unemployment rate was 7.1 per cent, an increase of 0.3 per cent from 6.8 per cent in February 2015. While in March 2016<sup>[3]</sup>, the national unemployment rate was 7.1 per cent, up 0.3 per cent from 6.8 per cent in March 2015.

York Region is located within the Employment Insurance Economic Region of Toronto (Economic Region of Toronto) which saw a decrease in unemployment rates in Q1 2016 compared to Q1 2015. In January 2016, the Economic Region of Toronto recorded an unemployment rate of 7.0 per cent <sup>[4]</sup>, a decrease of 0.8 per cent as compared to 7.8 per cent in January 2015. In February 2016<sup>[4]</sup>, the Economic Region of Toronto recorded an unemployment rate of 7.1 per cent, a decrease of 0.7 per cent as compared to 7.8 per cent in February 2015. Finally, in March 2016<sup>[4]</sup>, the Economic Region of Toronto recorded an unemployment rate of 7.2 per cent, a decrease of 1.1 per cent compared to 8.3 per cent in March 2015.

### **Gas Prices**

Average gasoline prices decreased from \$0.99 per litre in Q1 2015<sup>[5]</sup> to \$0.93 per litre in Q1 2016<sup>[6]</sup>, a decrease of \$0.06 per litre. This information is reflected in Figure 1 which depicts historical gasoline prices since 2009.

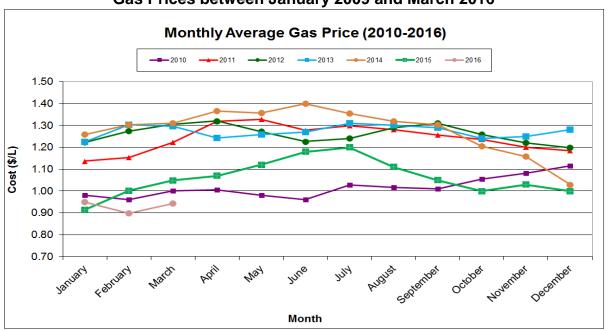


Figure 1
Gas Prices between January 2009 and March 2016

May 5, 2016 Committee of the Whole York Region Transit (YRT/Viva) Ridership Memorandum – 2016 First Quarter

### **Mobility Plus**

Mobility Plus ridership increased 9.4 per cent from 90,651 riders in Q1 2015 to 99,188 in Q1 2016, resulting in 8,537 additional rides. Ridership growth on the Mobility Plus service is attributed to more registered customers, additional day program trips, the leap year, and warmer winter in Q1 2016.

### 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 the delay with additional bus coverage.

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

Daniel Kostopoulos, P.Eng.

Attachment (1)

### 6700006

Notes:

[1] Historical Climate Data, Toronto Buttonville Airport, Ontario. Retrieved from <a href="http://climate.weather.gc.ca/">http://climate.weather.gc.ca/</a>. Retrieved date: April 14, 2016.

<sup>[2]</sup> Labour Force Survey. Jan 2016, Feb 2016, Mar 2016, Statistics *Canada*. Retrieved from <a href="http://www.statcan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm">http://www.statcan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm</a>. Retrieved date: April 8, 2016

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

[4] Fuel Price Data. (2015). *Ministry of Energy*. Retrieved from <a href="http://www.energy.gov.on.ca/en/fuel-prices/?fuel=REG&yr=2015">http://www.energy.gov.on.ca/en/fuel-prices/?fuel=REG&yr=2015</a>. Retrieved date: April 11, 2016

[5] Fuel Price Data. (2016). *Ministry of Energy*. Retrieved from <a href="http://www.energy.gov.on.ca/en/fuel-prices/?fuel=REG&yr=2016">http://www.energy.gov.on.ca/en/fuel-prices/?fuel=REG&yr=2016</a>. Retrieved date: April 11, 2016

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

Jan 2016 20 weekdays, 5 Saturdays, 6 Sunday/Holidays
21 weekdays, 5 Saturdays, 5 Sunday/Holidays

	v Feb 12, 2016			2015		TOTAL E	BOARDINGS (	MONTH)	TOTAL BOA	ARDINGS (YEAI	R TO DATE)		2016	_0.0	21 weekdays, 5 Saturdays, 5 Suriday/Holidays
Γ̈́	YRT		Avg Wkdy		Avg Sn/Hol			Percentage			Percentage	Avg Wkdy		Avg Sn/Hol	
	Route #	Route Name	Boardings	Boardings		2015	2016	('16 vs '15)	2015	2016	('16 vs '15)	Boardings	Boardings	Boardings	Notes
	1 [1]	Highway 7	1,368	697	305	33,837	35,146	3.9%	33,837	35,146	3.9%	1,479	668	356	Stable ridership
•	2 [1]	Milliken	1,908	716	361	45,635	45,817	0.4%	45,635	45,817	0.4%	1,957	863	365	Stable ridership
•	8 9 <sup>[1]</sup>	Kennedy	1,285	513	307	31,227	34,604	10.8%	31,227	34,604	10.8%	1,468	576	373	General growth
•	14	Ninth Line 14th Avenue	224 412			4,737 8,684	4,785 9,096	1.0% 4.7%	4,737 8,684	4,785 9,096	1.0% 4.7%	238 453		-	Stable ridership Stable ridership
	15	Stouffville	30	14	8	753	627	-16.7%	753	627	-16.7%	27	9	6	General ridership decrease
	16	16th Ave	1,293	746	481	33,419	36,123	8.1%	33,419	36,123	8.1%	1,422	865	541	General growth
	18	Bur Oak	921	129	-	20,037	15,571	-22.3%	20,037	15,571	-22.3%	749	112	-	Ridership migration to Route 402 - Bur Oak/Pierre Elliott Trudeau School Special
	25	Major Mackenzie	570	-	-	12,015	11,937	-0.6%	12,015	11,937	-0.6%	595	-	-	Stable ridership
•	40	Unionville Local	315	99	62	7,447	8,855	18.9%	7,447	8,855	18.9%	382	126	93	General growth
•	41 42	Markham Local	193 83	67	44	4,645 1,747	4,759 1,803	2.5% 3.2%	4,645 1,747	4,759 1,803	2.5% 3.2%	201	84	51	Stable ridership Stable ridership
•	45	Berczy Mingay	89	-		1,747	1,805	-4.1%	1,747	1,805	-4.1%	90 90		-	Stable ridership Stable ridership
	201	Markham GO Shuttle	98	-		2,061	2,021	-1.9%	2,061	2,021	-1.9%	101	-	-	Stable ridership
	202	Unionville GO Shuttle	138	-	-	2,899	2,882	-0.6%	2,899	2,882	-0.6%	144	-	-	Stable ridership
•	203	Milliken GO Shuttle	55			1,157	907	-21.6%	1,157	907	-21.6%	45			Decreased employment travel
٥	204	Berczy GO Shuttle	38 372	-	-	798 7,846	7,333	-22.3% -6.5%	798 7,846	620 7,333	-22.3% -6.5%	31 365	-		Decreased employment travel Stable ridership
!	300 <sup>[1]</sup> 301 <sup>[1]</sup>	Business Express  Markham Express	174			3,669	4.086	11.4%	3,669	4,086	11.4%	204			Statule inderstrip  General growth
Stouffville	302 [1]	Unionville Express	200	-	-	4,215	3,908	-7.3%	4,215	3,908	-7.3%	195	-	-	Stable ridership
Stc	303 [1]	Bur Oak Express	444	-	-	9,355	12,203	30.4%	9,355	12,203	30.4%	609	-	-	General growth
έ	304 <sup>[1]</sup>	Mount Joy Express	305	-	-	6,431	7,619	18.5%	6,431	7,619	18.5%	380	-	-	General growth
tha	400	Brother Andre School Special via Raymerville	8	-	-	162	120	-25.9%	162	120	-25.9%	6	-		Stable ridership; two less students travel per day
Markham,	401 402	Brother Andre School Special via Box Grove Bur Oak/Pierre Elliott Trudeau School Special	56			1,123	1,101 4,925	-2.0%	1,123	1,101 4,925	-2.0%	55 246	-		Stable ridership New service introduced to provide services to Bur Oak Secondary School effective September 2015
Σ	405	St. Augustine Catholic High School Special	56			1,123	742	-33.9%	1,123	742	-33.9%	37	-		New service initioduced to provide services to But Oak Secondary School effective september 2015  Decreased student travel
	406	Markham District High School	-	-	-	-	541	-33.770	0	541	-33.770	27	-	-	New service introduced to provide services to Markham District High School effective September 2015
	410	Markham District High School via Hollingham	49	-	-	985	844	-14.3%	985	844	-14.3%	42	-	-	Stable ridership
	411	Markham District via Box Grove	143	-	-	2,864	2,843	-0.7%	2,864	2,843	-0.7%	142	-	-	Stable ridership
	412	Thornlea Secondary School Special	19	-		381	441	15.7%	381	441	15.7%	22			Stable ridership
•	413 415	St. Robert/Thornlea School Special	70 46	-		1,401 924	1,401 800	-13.4%	1,401 924	1,401 800	0.0% -13.4%	70 40	-	-	Stable ridership Stable ridership
	418	Stouffville High School Special Pierre Elliott Trudeau School Special	94			1.882	1,881	-0.1%	1.882	1,881	-0.1%	94			Stable ridership
	522	Markham Community Bus	72	70	-	1,870	1,785	-4.5%	1,870	1,785	-4.5%	68	84	-	Stable ridership
		Markham Total	11,128	3,051	1,568	257,211	269,931	4.9%	257,211	269,931	4.9%	12,074	3,387	1,785	
	TTC 17A [1]	Birchmount	164	-	-	3,444	2,760	-19.9%	3,444	2,760	-19.9%	138	-	-	Route restructured and service extened 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)	1,140	77	53	24,592	22,658	-7.9%	24,592	22,658	-7.9%	1,090	103	57	Stable ridership
•	TTC 68B [1]	Warden North Markham Rd	981 1,173	429 555	284 269	24,166 28,753	22,878 25,427	-5.3% -11.6%	24,166 28,753	22,878 25,427	-5.3% -11.6%	934 1,094	470 365	308 287	Stable ridership Decreased employment travel
	TTC 102D [1] TTC 129A [1]	McCowan North	2,634	1,445	977	67,424	67,110	-0.5%	67,424	67,110	-0.5%	2,744	1,270	980	Stable ridership
	11012//\	TTC (Markham) Total	6,092	2,506	1,583	148,379	140,833	-5.1%	148,379	140,833	-5.1%	6,000	2,208	1,632	
		Markham & TTC Total	17,220	5,557	3,151	405,590	410,764	1.3%	405,590	410,764	1.3%	18,074	5,595	3,417	
•	3 [1]	Thornhill Major Maylonnia	1,548	490	298	36,575	32,757	-10.4%	36,575	32,757	-10.4%	1,437	422	301	Weekday frequency reduction January 2015
•	4/4A <sup>[1]</sup>	Major Mackenzie Clark	2,753 1,536	1,518 402	1,027	70,736 34,387	77,968 33,074	10.2% -3.8%	70,736 34,387	77,968 33,074	10.2% -3.8%	3,134 1,540	1,574 417	1,207	Route 4A extended to Pine Valley Drive September 2015 Stable ridership
	7 <sup>[1]</sup>	Martin Grove	865	167	-	19,099	17,752	-7.1%	19,099	17,752	-7.1%	853	114	-	Stable ridership; Frequency reduction during the AM and PM weekday rush hour and midday periods in November 2014
	10 [1]	Woodbridge	380	8	9	8,095	6,959	-14.0%	8,095	6,959	-14.0%	340	10	9	Decreased ridership to York University
	12	Pine Valley	403	144	-	9,268	9,653	4.2%	9,268	9,653	4.2%	440	150		General increase Control of the Cont
	13	Islington	431	119	- 004	9,723	8,587	-11.7%	9,723	8,587	-11.7%	394	124		General corridor decrease
	20/20A <sup>[1]</sup> 21	Jane Vellore Local	3,122 225	1,499	924	77,974 4,742	79,879 5,319	2.4% 12.2%	77,974 4,742	79,879 5,319	2.4% 12.2%	3,195 265	1,724	1,159 -	Stable ridership Route extended to Canada Drive September 2015
	22/22A <sup>[1]</sup>	King City	1,973	62		4,742	40,172	-3.8%	4,742	40,172	-3.8%	1,991	59		Stable ridership
	23 [1]	Thornhill Woods	651	-		13,706	12,788	-6.7%	13,706	12,788	-6.7%	636	-	-	Stable ridership
	26	Maple Local	531	97	64	12,001	10,562	-12.0%	12,001	10,562	-12.0%	478	100	76	General decrease
	28	Huntington	49	-	-	1,037	1,168	12.6%	1,037	1,168	12.6%	57	-	-	Increased employment travel
	61 77/77 A <sup>[1]</sup>	King Local Highway 7	12 4,648	1,629	920	252 110,798	243 110,881	-3.6% 0.1%	252 110,798	243 110,881	-3.6% 0.1%	12 4,742	1,907	- 999	Stable ridership Stable ridership vivaNext construction occuring along Highway 7
King	77/77A <sup>[1]</sup> 85/85C <sup>[1]</sup>	Rutherford	2,954	1,629	920	74,597	75,096	0.1%	74,597	75,096	0.1%	3,081	1,907	999	Stable ridership; vivaNext construction occuring along Highway 7 Stable ridership
¥	87 <sup>[1]</sup>	Autumn Hill	417	-	-	8,770	8,878	1.2%	8,770	8,878	1.2%	443	-	-	Stable ridership
Vaughan, I	88/88A <sup>[1]</sup>	Bathurst	4,342	2,196	1,579	110,524	110,426	-0.1%	110,524	110,426	-0.1%	4,439	2,209	1,687	Stable ridership
ng	360 <sup>[1]</sup>	Vaughan Express	249	-		5,277	5,236	-0.8%	5,277	5,236	-0.8%	257	-	-	Stable ridership
\a	460 461	Holy Cross Academy School Special Emily Carr Secondary School Special	19 52	-	-	380	362 925	-4.7% 11.10/	380 1,041	362 925	-4.7% 11.10/	18 46	-		Stable ridership Decreased student travel to Emily Carr SS
	462	Maple High School Special	54			1,041 1,084	1.083	-11.1% -0.1%	1,041	1,083	-11.1% -0.1%	46 54			Decreased student travel to Emily Carr SS  Stable ridership
	463	Vellore School Special	79	-	-	1,583	962	-39.2%	1,583	962	-39.2%	48	-	-	Student migration to Tommy Douglas SS
	464	St. Joan of Arc School Special	39	-	-	783	744	-5.0%	783	744	-5.0%	37	-		Stable ridership
	465	St. Joan of Arc School Special	27	-		546	861	57.7%	546	861	57.7%	43	-		Increased student travel to St. Joan of Arc SS
	466	Tommy Douglas Secondary School	240	210	21/	1 011	200	240.10/	1 011	200	240.10/	10	45.4		New school special introduced effective January 4, 2016 Service only operated four days in 2015. Westernite extended to operate year round effective January 3, 2014
	760 <sup>[1]</sup>	Vaughan Mills/Wonderland Vaughan Total	248 27,607	319 10,135	216 6,018	1,011 655,764	4,530 657,065	348.1% 0.2%	1,011 655,764	4,530 657,065	348.1% 0.2%	27,990	454 10,792	355 6.716	Service only operated four days in 2015; Weekend service extended to operate year round effective January 3, 2016
	TTC 35D [1]		983		-	20,643	16,420	-20.5%	20,643	16,420	-20.5%	821	10,172	-	Decreased employment travel
	TTC 105/105B <sup>[1]</sup>	Dufferin North	2,075	796	649	50,800	49,212	-3.1%	50,800	49,212	-3.1%	2,077	806	607	Stable ridership Stable
	TTC 107B/C/D [1]	Keele North	2,619	853	524	61,884	58,559	-5.4%	61,884	58,559	-5.4%	2,606	737	459	Stable ridership
	TTC 160 <sup>[1]</sup>	Bathurst North	694	392	251	17,789	18,333	3.1%	17,789	18,333	3.1%	750	411	213	Stable ridership
	TTC 165D/F <sup>[1]</sup>	Weston Road North	1,815	1,120	543	46,430	44,894	-3.3%	46,430	44,894	-3.3%	1,761	1,030	754	Stable ridership
		TTC (Vaughan) Total Vaughan & TTC Total	8,186 35,793	3,161 <b>13,296</b>	1,967 <b>7,98</b> 5	197,546 <b>853,310</b>	187,418 <b>844,483</b>	-5.1% - <b>1.0%</b>	197,546 853,310	187,418 <b>844,483</b>	-5.1% - <b>1.0%</b>	8,015 <b>36,005</b>	2,984 <b>13.776</b>	2,033 <b>8,749</b>	
		vaugilali & FTG TOTAL	30,173	13,290	7,700	บบจ,จไป	044,403	-1.0/0	บบจ,จไป	044,403	-1.U /0	JU,UU3	13,110	0,149	

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

20 weekdays, 5 Saturdays, 6 Sunday/Holidays 21 weekdays, 5 Saturdays, 5 Sunday/Holidays

Rev Feb 12, 2016			2015		TOTAL E	BOARDINGS	, ,	TOTAL BOA	ARDINGS (YEA	,		2016				
YRT Route #	Route Name	Avg Wkdy 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			
80	Elgin Mills	500	134	113	11,767	12,496	6.2%	11,767	12,496	6.2%	541	182	122	General growth		
81	Inspiration	176	-	-	3,701	3,485	-5.8%	3,701	3,485	-5.8%	174	-	-	Stable ridership		
82	Valleymede	230	-	-	4,836	5,147	6.4%	4,836	5,147	6.4%	257	-	-	Stable ridership		
83/83A	Trench	837	-	-	17,614	19,700	11.8%	17,614	19,700	11.8%	984	-	-	General growth		
84	Oak Ridges	122	11		2,617	2,255	-13.9%	2,617	2,255	-13.9%	110	10		General decrease; Dial-a-Ride service converted to 60-minute on-request bookings effective February 2, 2015		
86	Newkirk-Red Maple	2,765	182	434	18,661	19,372 69,126	3.8% 7.6%	18,661 64,254	19,372 69,126	3.8% 7.6%	911 3,111	223	440	Stable ridership Consequence of the stable s		
90/90B <sup>[1]</sup> 91/91A/91B/91E <sup>[1]</sup>	Leslie Bayview/Express	3,614	758 1,367	890	64,254 87,480	87,062	-0.5%	87,480	87,062	-0.5%	3,681	812 1,451	995	General growth Stable ridership		
99 (incl. 98E, 98/99) [1]	Yonge/Express	1,719	1,260	947	47,281	45,589	-3.6%	47,281	45,589	-3.6%	1,662	1,050	1,162	Slable ridership		
240	Mill Pond GO Shuttle	111	-	-	2,333	1,981	-15.1%	2,333	1,981	-15.1%	99	-	-	Decreased travel to GO Station		
241	Beverly Acres GO Shuttle	59			1,240	1,160	-6.5%	1,240	1,160	-6.5%	58	-	-	Decreased travel to GO Station		
242	North Richvale GO Shuttle	34	-	-	715	662	-7.4%	715	662	-7.4%	33	-	-	Decreased travel to GO Station		
243	Redstone GO Shuttle	158			3,320	3,941	18.7%	3,320	3,941	18.7%	197		-	Increased travel to GO Station		
244	Beaver Creek Shuttle	53	-		1,116	1,020	-8.6%	1,116	1,020	-8.6%	51	-	-	Stable ridership		
429 440	Cardinal Carter/Aurora High School Special St. Theresa School Special via Mill	54 36			1,081 723	802 865	-25.8% 19.6%	1,081 723	802 865	-25.8% 19.6%	40 43	-		Decreased student travel to Cardinal Carter HS and Aurora HS		
441	Richmond Hill High School Special via Subrisco	19			381	380	-0.3%	381	380	-0.3%	19	-		General growth Stable ridership		
442	Richmond Hill High School Special via Gamble	32		-	642	780	21.5%	642	780	21.5%	39	-	-	General growth		
443	Langstaff High School Special via Shaftsbury	126	-	-	2,520	2,123	-15.8%	2,520	2,123	-15.8%	106	-	-	General decrease		
444	Langstaff High School Special via Valleymede	84	-	-	1,683	1,700	1.0%	1,683	1,700	1.0%	85	-	-	Stable ridership		
445	St. Robert via Valleymede/Spadina	74	-	-	1,487	1,362	-8.4%	1,487	1,362	-8.4%	68	-	-	General decrease		
446	St. Theresa School Special via McCallum	45	-	-	901	1,722	91.1%	901	1,722	91.1%	86	-	-	General growth		
447	St. Theresa School Special via Jefferson Forest	55			1,100	1,024	-6.9%	1,100	1,024	-6.9%	51	-	-	Stable ridership		
448 449	Richmond Hill High School Special via Valleymede Richmond Green High School Special via Hillmount	43 48	-	-	860 961	1,060 840	23.3% -12.6%	961	1,060 840	23.3% -12.6%	53 42		-	General growth General decrease		
450	St. Theresa School Special via Tower Hill	56			1,123	1,140	1.5%	1,123	1,140	1.5%	57			Stable ridership		
451	Langstaff High School Special via Hwy 7	10			201	281	39.8%	201	281	39.8%	14			General growth		
452	Richmond Green High School Special via Hazelton	42			843	821	-2.6%	843	821	-2.6%	41		-	Stable ridership		
589/590	Richmond Hill Community Bus	127	102	58	3,475	4,021	15.7%	3,475	4,021	15.7%	139	82	138	General growth		
	Richmond Hill Total	12,073	3,814	2,442	284,916	291,917	2.5%	284,916	291,917	2.5%	12,752	3,810	2,857			
31 <sup>[1]</sup>	Aurora North	91	-	-	1,915	1,867	-2.5%	1,915	1,867	-2.5%	93	-	-	Stable ridership		
32	Aurora South	472	19	-	10,040	10,017	-0.2%	10,040	10,017	-0.2%	497	10	-	Stable ridership		
33/33A	Wellington	391	114		8,817	9,434	7.0%	8,817	9,434	7.0%	434	143	-	General increase		
426	Dr. G. W. Williams School Special via Hollidge	99	0		1,983	1,623	-18.2%	1,983	1,623	-18.2%	81	-	-	General decrease		
428	Dr. G. W. Williams School Special via Henderson	20	122	-	400	280	-30.0%	400	280	-30.0%	14	- 450	-	General decrease; six less students travel per day		
4.4	Aurora Total	1,073	133	·	23,155	23,221	0.3%	23,155	23,221 5,518	0.3%	1,119	153	-	County de manage		
44 50	Bristol Queensway	250 1,047	68 462	403	5,615 26,652	5,518 24,328	-1.7% -8.7%	5,615 26,652	24,328	-1.7% -8.7%	259 952	64 533	386	General decrease General decrease; Route 50B discontinued in April 2015; Ridership migration onto Viva yellow		
51	Keswick Local	129	29	403	2,879	2,543	-11.7%	2,879	2,543	-11.7%	120	25	300	General decrease; Route 300 discontinued in April 2015, Ruletship migration onto viva yellow  General decrease; Route restructured January 2015		
52 <sup>[1]</sup>	Holland Landing	194	96		4,570	5,007	9.6%	4,570	5,007	9.6%	222	106		General increase; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour		
54 <sup>[1]</sup>	Bayview	330	122		7,579	7,350	-3.0%	7,579	7,350	-3.0%	333	133	-	Stable ridership		
55/55B	Davis Drive	955	452	202	23,428	7,940	-66.1%	23,428	7,940	-66.1%	313	188	107	General decrease; Ridership migration onto Viva yellow		
56	Gorham-Eagle	418	177	157	10,474	9,033	-13.8%	10,474	9,033	-13.8%	378	155	106	General decrease		
57/57A	Mulock	797	264	148	18,885	15,151	-19.8%	18,885	15,151	-19.8%	608	380	166	General decrease		
58 [1]	Mount Albert	115	9	-	2,474	1,416	-42.8%	2,474	1,416	-42.8%	69	6	-	General decrease; Discontinued midday service along Davis Drive in January 2016		
98 [1]	Yonge	531	426	262	14,656	18,067	23.3%	14,656	18,067	23.3%	677	431	384	General growth		
222 <sup>[1]</sup> 223	Aurora-Newmarket GO Shuttle  Newmarket GO Shuttle	58 18			1,222 381	1,201 381	-1.7% 0.0%	1,222 381	1,201 381	-1.7% 0.0%	60 19	-		Decreased travel to GO Station Stable travel to GO Station		
420	Newmarket High School via Savage	48			962	964	0.0%	962	964	0.0%	48			Stable ridership		
421	Newmarket High School via Stonehaven	17		-	341	362	6.2%	341	362	6.2%	18	-	-	Stable ridership; Morning service discontinued in Janaury 2016		
423	Newmarket High School Special via Bristol	61	-	-	1,222	1,121	-8.3%	1,222	1,121	-8.3%	56		-	General decrease		
424	Keswick High School via Church	55	-	-	1,102	1,262	14.5%	1,102	1,262	14.5%	63	-	-	General growth		
425	Huron Heights School via Holland Landing	25	-	-	500	561	12.2%	500	561	12.2%	28	-	-	General increase		
427	Sacred Heart High School Special	28	-	-	563	782	38.9%	563	782	38.9%	39	-		General growth; Route restructured to service Newmarket High School in morning effective January 2016		
520/521	Newmarket Community Bus Newmarket Total	76 5,152	2,129	16	1,804 125,309	1,813 104,800	0.5% -16.4%	1,804 125,309	1,813 104,800	0.5% -16.4%	77 4,339	31 2,052	19 1,168	Stable ridership		
	YRT SUB-TOTAL	71,311	2,129	1,188 14,766		1,675,184			1,675,184	-16.4%	4,339 72,289	25,386	16,191			
	TRI JOD-TOTAL	11,311	24,727	17,700	1,072,200	1,073,104	-1.070	1,072,200	1,073,104	-1.070	14,207	23,300	10,171			
m r	Yonge Corridor	16,171	9,973	7,033	434,637	440,431	1.3%	434,637	440,431	1.3%	17,242	10,575	7,010	Stable ridership		
blue/blue 'A' '''	<u>_</u>	7,904	4,206	2,997	204,990	216,144	5.4%	204,990	216,144	5.4%	8,747	4,499	3,031	Stable ridership		
blue/blue 'A' [1]	HIGHWAY / COLLIGOR	1,704	7,200	2,771		47,113	-5.1%	49,639	47,113	-5.1%	2,353	4,477	3,031	Stable ridership		
purple [1]	Highway 7 Corridor			1				47,037	1 41,113	-J.170	۷,555		1 -	January Harrist Harris		
purple <sup>[1]</sup> pink <sup>[1]</sup>	Finch - Unionville	2,357	247	200	49,639						2 114	25.4	222	Stable riderable		
purple <sup>[1]</sup> pink <sup>[1]</sup> orange (incl. Züm) <sup>[1]</sup>	Finch - Unionville Vaughan North-South Link	2,357 2,107	367	289	47,615	45,470	-4.5%	47,615	45,470	-4.5%	2,114	354	232	Stable ridership Stable ridership		
purple <sup>[1]</sup> pink <sup>[1]</sup>	Finch - Unionville	2,357	367	289							2,114 630 934	354 - 648	232 - 466	Stable ridership Stable ridership New route introduced November 29, 2015		

<sup>[1]</sup> 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	100,453	39,475	25,085	2,441,835	2,461,756	0.8%	2,441,835	2,461,756	0.8%	104,309	41,462	26,930
Rev. Boardings	YRT/VIVA SYSTEM TOTAL				1 /07 86/	1,815,667	1.3%	1,792,864	1,815,667	1.3%	76,933		

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

Vaughan & TTC Total

Feb 2015 19 weekdays, 4 Saturdays, 5 Sunday/Holidays Rev Mar 14, 2016 TOTAL BOARDINGS (MONTH) TOTAL BOARDINGS (YEAR TO DATE) 2016 Avg Sat Avg Sat Route # Route Name Boardings Boardings 2016 ('16 vs '15 ('16 vs '15) Boardings Notes Boardings Boardings Boardings 32 402 33.584 3.6% 66,239 68,730 3.8% 1,429 Stable ridership Milliken 1.991 828 363 43.127 45.669 5.9% 88.762 91.486 3.1% 2,007 848 393 Stable ridership 543 631 415 Kennedy eneral growth 216 4 120 4 805 16.6% 8 857 239 Ninth Line 9 590 8.3% General growth 14th Avenue 426 8.123 9.416 10.1% 469 eneral growth Stouffville 27 13 5 595 604 1.5% 1348 -8.7% 26 12 Stable ridership 16th Ave 777 8.7% 1,411 862 16 97 Ridership migration to Route 402 - Bur Oak/Pierre Elliott Trudeau School Special 18 Bur Oak 1 003 19 479 15.395 -21.0% 39 516 30 966 -21.6% 748 101 Maior Mackena 12,497 623 General growth 40 Unionville Local 328 114 84 7 145 8,987 25.8% 14,592 17 842 22.3% 398 135 92 General growth Markham Local 214 220 Berczy 92 1,751 1,963 12.1% 3,498 3,766 7.7% 98 42 Stable ridership Stable ridership 93 201 Markham GO Shuttle 1 760 1.821 2 9% 3 830 3 842 0.3% 91 Stable ridership Unionville GO Shuttle 138 2,982 149 Stable ridership 202 6.2% 203 Stable ridership Berczy GO Shuttle 43 -19.5% 34 346 7,553 14,886 6.609 14.3% 14.455 376 Business Express 3.0% General growth 171 Markham Express 3 259 192 General growth 302 <sup>[1</sup> Unionville Express 207 3 938 3.908 -0.8% 8.153 7 816 -4.1% 195 Stable ridership Bur Oak Express 612 General growth 14,598 304 [1] Mount Joy Express 299 5,695 6,979 22.5% 12,126 20.4% 348 General growth Brother Andre School Special via R Stable ridership: four 401 Brother Andre School Special via Box Grove 80 1.520 1 621 6.6% 2.643 3.0% 81 Stable ridership 402 Bur Oak/Pierre Elliott Trudeau School Special 333 New service introduced to provide services to Bur Oak Secondary School effective Se 405 71 1,350 St. Augustine Catholic High School Special 1,022 -24.3% 2.473 -28.7% Decreased student travel Markham District High School New service introduced to Markham District High School via Hollingham 410 62 1 179 924 -21.6% 2 164 1 768 -18 3% 46 Decreased student travel 411 Markham District via Box Grove 6.4% 169 Increased student travel: I Stable ridership 412 12.5% 915 13.9% 30 Thornlea Secondary School Special 28 534 1.042 St. Robert/Thornlea School Specia Decreased student travel Stouffville High School Special 1 040 52 415 70 1 335 -22 1% 2 259 1 840 -18 5% Decreased student travel Pierre Elliott Trudeau School Special 115 Stable ridership Markham Community Bus 522 82 63 1,816 1,657 -8.8% 3.686 3,442 -6.6% 66 83 Stable ridership 11.696 3.247 1.645 244.168 272,523 11.6% 501.379 542.454 12.408 3.503 1.909 Markham Total 8.2% Birchmount Route restructured and service extened to Highway 7 and service along McNabb Street and Gough Road discontinued effective April 2015 TTC 17A 3 116 138 Victoria Park North (Woodbine) 111 TTC\_24D, 224B/C/D 1 140 90 55 22.605 1 4% 46 894 45 263 -3 5% 1 090 72 22 302 Stable ridership Warden North 981 429 284 21,775 22,100 1.5% 45,941 44 978 -2.1% 934 470 Stable ridership Markham Rd 555 269 25,852 24,775 -4.2% 54,605 50,202 1,094 287 Stable ridership TTC 102D McCowan North 1,445 977 60 711 64,860 128,135 131,970 3.0% 1,270 Stable ridership 6.8% TTC (Markham) Total 6.092 2.519 1 585 133.756 137.100 2.5% 282 135 277.933 -15% 6.000 2,216 1 647 17,788 Markham & TTC Total 5,766 3,230 377.924 409,623 8.4% 783,514 820,387 4.7% 18,408 5,719 3,556 1.379 412 32.103 8.6% 64.860 -1.9% 1.446 Stable ridership; Weekday frequency reduction in January 2015 Thornhill 66.135 Route 4A extended to Pine Valley Drive on September 6, 2015 Major Mackenzie 2,877 1,432 1,119 66,263 71,246 7.5% 136,999 8.9% 2,929 1,618 1,171 1.745 443 Clark 445 35.032 34.161 -2.5% 69.419 67.235 -3.1% 1.610 General decrease Martin Grove 843 128 16,624 18,090 8.8% 35,723 35,842 0.3% 874 122 Stable ridership Woodbridge 362 10 16 7 027 6,705 -4 6% 15,122 13 664 -9.6% 328 10 10 Decreased ridership to York Unviersity Pine Valley 421 116 8,535 9,611 444 157 12.6% 8.2% General growth Islington 374 99 7 564 8 663 17 250 406 114 13 14 5% 17 287 -0.2% General corridor growth 1,304 2,941 Jane 2,880 907 64,730 70,827 9.4% 142 704 150,706 5.6% 1,649 934 Stable ridership Vellore Local 214 4 091 5.659 38.3% 8 833 10 978 24.3% 282 Route extended to Canada Drive on September 7, 2015 King City 1,941 51 39,739 78,986 79,911 1,968 66 37.211 1.2% Stable ridership 623 13,508 13.9% 25,569 26,296 2.8% 672 Thornhill Woods 11.863 General growth 103 Stable ridership Maple Local 479 112 10.110 10.323 22.111 473 81 105 2 1% 20.885 -5.5% Huntington 52 995 1 188 19 4% 2 032 2 356 15.0% 58 ncreased employment travel King Local 11 210 221 462 464 0.4% 11 Stable ridership Stable ridership; vivaNext construction occuring along Highway 7 77/77A Highway 7 4,554 1,829 908 98,778 105,569 6.9% 209,576 216,450 3.3% 4,652 1,897 874 2.905 2.818 Rutherford 1.5% 997 Stable ridership 87 <sup>[1]</sup> Autumn Hill 418 7 959 9 578 20.3% 16 729 18 456 10.3% 478 General growth Bathurst 4,375 100 551 108,876 8.3% 211,075 219,302 3.9% 4,553 Stable ridership Vaughan Express 249 5,456 14.5% 10,692 6.5% 268 General growth 360 Holy Cross Academy School Spe General growth 57 Emily Carr Secondary School Special 71 1 145 461 1 351 -15 2% 2 070 -13 5% Decreased travel to Emily Carr SS 2 392 462 Maple High School Specia 1.2% Stable ridership Vellore School Special 113 48 1.924 -48.5% Student migration to Tommy Douglas SS St. Joan of Arc School Special 464 864 43 Decreased travel to St. Joan of Arc School 52 991 14.6% 465 St. Joan of Arc School Special 901 -9.1% 1.537 1.762 45 General decrease ommy Douglas Secondary School New school special introduced effective January 4, 2016 Vaughan Mills/Wonderland 4,090 1,011 8,620 460 424 Weekend service extended to operate year round effective January 3, 2016 760 <sup>1</sup> 752.6% Vaughan Total TTC 35D [1 ecreased emi Dufferin North 796 649 806 607 Stable ridership TTC 105/105B 2 075 45 854 47 799 4 2% 96 654 97 011 0.4% 2.077 table ridershi Keele North 2,619 853 524 55.793 117.677 -1.5% 737 459 Bathurst North 694 392 251 16,009 17,709 10.6% 33,798 36,042 6.6% 750 411 213 Stable ridership TTC 160 [1] Veston Road North TTC 165D/F 1 967 8 015 2 984 2 033 8 186 3 161 178 013 182 401 375 559 TTC (Vaughan) Total 2.5% 369 819 -1.5%

2.5% 35,533 13,547 8,610

35,274 12,631 7,990 763,138 811,634 6.4% 1,616,448 1,656,117

Feb 2016

20 weekdays, 4 Saturdays, 5 Sunday/Holidays

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

February 2016												Feb	2015	19 weekdays, 4 Saturdays, 5 Sunday/Holidays		
Rev Mar 14, 2016			2015		TOTAL B	OARDINGS (	(MONTH)	TOTAL BOA	RDINGS (YEA	R TO DATE)		2016				
YRT Route #	Douto Namo	Avg Wkdy	Avg Sat	Avg Sn/Hol	2015	2014	Percentage	2015	2014	Percentage	Avg Wkdy	Avg Sat Boardings	Avg Sn/Hol			
80	Route Name Elgin Mills	Boardings 537	Boardings 139	Boardings 128	2015 11,423	2016 12,848	('16 vs '15) 12.5%	23,190	2016 25,344	('16 vs '15) 9.3%	572	171	138	Notes  General growth		
81	Inspiration	169	-	-	3,212	3,745	16.6%	6,913	7,230	4.6%	187	-	-	General growth		
82	Valleymede	274	-	-	5,212	5,647	8.3%	10,048	10,794	7.4%	282	-	-	General growth		
83/83A 84	Trench	972 139	7	-	18,494 2,663	20,334	9.9%	36,108	40,034	10.9%	1,015	- 11	-	General growth  Clobby distribute on request Dial a Dide consider effective February 2, 2015, range based Dial a Dide consider effective Newsman 2, 2014		
86	Oak Ridges Newkirk-Red Maple	898	254		18.101	2,546 19,541	-4.4% 8.0%	5,280 36,762	4,800 38,913	-9.1% 5.9%	125 922	11 266	-	Stable ridership; 60-minute on-request Dial-a-Ride service effective February 2, 2015; zone based Dial-a-Ride service effective November 2, 2016  General growth		
90/90B <sup>[1]</sup>	Leslie	3,056	701	499	63,577	63,129	-0.7%	127,831	132,255	3.5%	2,873	807	447	Stable ridership		
91/91A/91B/91E <sup>[1]</sup>	Bayview/Express	3,711	1,585	845	81,335	87,083	7.1%	168,815	174,145	3.2%	3,762	1,664	994	General growth		
99 (incl. 98E, 98/99) [1]	Yonge/Express Mill Pond GO Shuttle	1,811 100	1,304	1,051	45,031 1,902	40,782 2,001	-9.4% 5.2%	92,312 4,235	86,371 3,982	-6.4% -6.0%	1,574 100	970	1,059	General decrease Increased travel to GO Station		
241	Beverly Acres GO Shuttle	65	-		1,235	1,220	-1.2%	2,475	2,380	-3.8%	61	-	-	Stable travel to GO Station		
242	North Richvale GO Shuttle	30	-	-	570	622	9.1%	1,285	1,284	-0.1%	31	-	-	Increased travel to GO Station		
243 244	Redstone GO Shuttle Beaver Creek Shuttle	141 51	-		2,679 972	3,281 1,040	22.5% 7.0%	5,999 2.088	7,222 2,060	20.4% -1.3%	164 52		-	Increased travel to GO Station Stable ridership		
429	Cardinal Carter/Aurora High School Special	70	-	-	1,332	1,142	-14.3%	2,413	1,944	-19.4%	57	-	-	Decreased student travel to Cardinal Carter HS and Aurora HS		
440	St. Theresa School Special via Mill	42	-	-	799	1,045	30.8%	1,522	1,910	25.5%	52	-	-	Increased travel to St. Theresa of Lisieux Catholic High School		
441	Richmond Hill High School Special via Subrisco	28			532	620	16.5%	913	1,000	9.5%	31		-	General growth		
442 443	Richmond Hill High School Special via Gamble Langstaff High School Special via Shaftsbury	63 165	-		1,197 3.139	900 2,843	-24.8% -9.4%	1,839 5,659	1,680 4,966	-8.6% -12.2%	45 142	-	-	General decrease Decreased travel to Langstaff Secondary School		
444	Langstaff High School Special via Valleymede	126	-	-	2,399	2,180	-9.1%	4,082	3,880	-4.9%	109	-	-	General decrease		
445	St. Robert via Valleymede/Spadina	105	-		1,996	1,762	-11.7%	3,483	3,124	-10.3%	88		-	Decreased travel from St. Roberts Catholic High School		
446 447	St. Theresa School Special via McCallum St. Theresa School Special via Jefferson Forest	56 65	-		1,064 1,235	1,922 1,184	80.6% -4.1%	1,965 2,335	3,644 2,208	85.4% -5.4%	96 59		-	Increased travel to St. Theresa of Lisieux Catholic High School Stable ridership		
448	Richmond Hill High School Special via Valleymede	63	-	-	1,197	1,200	0.3%	2,057	2,260	9.9%	60	-	-	Stable ridership		
449	Richmond Green High School Special via Hillmount	69	-	-	1,312	1,160	-11.6%	2,273	2,000	-12.0%	58		-	Decreased travel to Richmond Green Secondary School		
450 451	St. Theresa School Special via Tower Hill Langstaff High School Special via Hwy 7	69	-		1,314 210	1,480 261	12.6% 24.3%	2,437 411	<b>2,620</b> 542	7.5% 31.9%	74 13	-	-	General growth Stable ridership; Two more students travel per day		
452	Richmond Green High School Special via Hazelton	59	-		1,121	1,001	-10.7%	1,964	1,822	-7.2%	50	-	-	General decrease		
589/590	Richmond Hill Community Bus	114	130	147	3,431	5,327	55.3%	6,906	9,348	35.4%	230	111	56	General growth		
111	Richmond Hill Total	13,059	4,120	2,670	278,684	287,846	3.3%	563,600	579,762	2.9%	12,884	4,000	2,694			
31 111	Aurora North Aurora South	98 500	17		1,866 9,607	1,987 10,172	6.5% 5.9%	3,781 19,647	3,854 20,188	1.9% 2.8%	99 505	- 11	-	Stable ridership Stable ridership		
33/33A	Wellington	394	129	-	8,037	9,239	15.0%	16,854	18,673	10.8%	429	155	-	General growth		
426	Dr. G. W. Williams School Special via Hollidge	128	-	-	2,435	2,123	-12.8%	4,418	3,746	-15.2%	106	-	-	Decreased travel to Dr. G.W. Williams Secondary School		
428	Dr. G. W. Williams School Special via Henderson	16 1,136	- 14/	-	304 22,249	260 23,781	-14.5% <b>6.9%</b>	704 <b>45,404</b>	540 <b>47,001</b>	-23.3% <b>3.5%</b>	13 1,152	166	-	General decrease; Three less students travel per day		
44	Aurora Total Bristol	276	146 57	-	5.491	5,478	-0.2%	11,106	10,996	-1.0%	260	65	-	Stable ridership		
50	Queensway	948	608	424	22,888	23,835	4.1%	49,540	48,163	-2.8%	945	577	464	Stable ridership; Route 50B discontinued in April 2015		
51	Keswick Local	99	32	-	2,033	2,502	23.1%	4,912	5,045	2.7%	118	31	-	General increase		
52 <sup>[1]</sup>	Holland Landing	173	97		3,698	3,965	7.2%	8,268	8,972	8.5%	178	92	-	Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour		
55 54 <sup>[1]</sup> 55/55B	Bayview Davis Drive	344 982	117 465	254	7,044 21,883	7,205 7,410	2.3% -66.1%	14,623 45,311	14,555 15,350	-0.5% -66.1%	333 299	130 158	140	Stable ridership General decrease; Ridership migration onto Viva yellow		
56	Gorham-Eagle	429	191	104	9,468	9,108	-3.8%	19,942	18,141	-9.0%	388	159	130	Stable ridership		
57/57A	Mulock	832	301	184	18,022	18,970	5.3%	36,907	34,121	-7.5%	838	265	211	General growth		
58 <sup>[1]</sup> 98 <sup>[1]</sup>	Mount Albert Yonge	110 651	11 384	309	2,143 15,519	1,446 17,892	-32.5% 15.3%	4,617 30,175	2,862 35,959	-38.0% 19.2%	70 702	10 406	432	General decrease; Discontinued midday service along Davis Drive on January 4, 2016  General growth		
222 [1]	Aurora-Newmarket GO Shuttle	57	-	-	1,085	1,361	25.4%	2,307	2,562	11.1%	68	-		Increased travel to GO Station		
223	Newmarket GO Shuttle	18	-	-	343	341	-0.6%	724	722	-0.3%	17		-	Stable travel to GO Station		
420 421	Newmarket High School via Savage Newmarket High School via Stonehaven	47 18	-		895 344	1,204 342	34.5% -0.6%	1,857 685	2,168 704	16.7% 2.8%	60 17	-	-	Increased travel to Newmarket High School Stable ridership: Morning service discontinued on Janaury 4, 2016		
423	Newmarket High School Special via Bristol	68	-	-	1,297	1,141	-12.0%	2,519	2,262	-10.2%	57	-	-	General decrease		
424	Keswick High School via Church	76			1,447	1,362	-5.9%	2,549	2,624	2.9%	68			General decrease		
425 427	Huron Heights School via Holland Landing Sacred Heart High School Special	34 38	-	-	646 723	1,062	-3.9% 46.9%	1,146 1,286	1,182 1,844	3.1% 43.4%	31 53	-	-	Stable ridership  General growth: Route restructured to service Newmarket High School in morning effective Janaury 4, 2016		
520/521	Newmarket Community Bus	74	23	13	1,568	1,764	12.5%	3,372	3,577	6.1%	76	30	24	General growth		
	Newmarket Total	5,274	2,286	1,288	116,537	107,009	-8.2%	241,846	211,809	-12.4%	4,578	1,923	1,401			
	YRT SUB-TOTAL	72,530	24,949	15,178	1,558,532	1,639,892	5.2%	3,250,812	3,315,076	2.0%	72,555	25,355	16,261			
blue/blue 'A' [1]	Yonge Corridor	15,532	10,486	6,586	370,787	419,472	13.1%	805,424	859,903	6.8%	17,030	10,115	7,573	General growth; Increased rush hour demand		
purple [1]	Highway 7 Corridor	7,656	4,242	2,907	177,282	199,306	12.4%	382,272	415,450	8.7%	8,274	4,251	3,257	General growth; Indicased rush hour administration of the rapidway between Town Centre Boulevard and Chalmers Road		
pink [1]	Finch - Unionville	2,448	-	-	46,512	48,655	4.6%	96,151	95,768	-0.4%	2,430	-	-	Stable ridership		
orange (incl. Züm) [1]	Vaughan North-South Link	2,037	370	252	41,526	43,291	4.3%	89,141	88,761	-0.4%	2,017	376	273	Stable ridership		
green [1]	Markham North-South Link	630	-	-	11,970	12,851	7.4%	24,644	25,506	3.5%	642	-	-	Stable ridership		
yellow	Davis Drive Corridor	-	-	-	-	26,389	-	-	51,148	-	1,054	642	547	New route introduced November 29, 2015		
[1] Route crosses municip	Viva SUB-TOTAL	28,303	15,098	9,745	648,077	749,964	15.7%	1,397,632	1,536,536	9.9%	31,447	15,384	11,650			

20 weekdays, 4 Saturdays, 5 Sunday/Holidays

<sup>[1]</sup> 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		047 24,923	2,206,609	2,389,856	8.3%	4,648,444	4,851,612	4.4%	104,002	40,739	27,911
					4.000.440							
Rev. Boardings	YRT/VIVA SYSTEM TOTAL	000000		1 680 800	1,805,665	6.9%	3,482,664	3,621,332	4.0%	78.579		

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

Mar 2015 22 weekdays, 4 Saturdays, 5 Sunday/Holidays TOTAL BOARDINGS (MONTH) Rev April 14, 2016 TOTAL BOARDINGS (YEAR TO DATE) 2016 Avg Sat Percentage Avg Sat Route # Route Name Boardings 2015 2016 ('16 vs '15 2015 2016 ('16 vs '15) Notes Boardings Boarding Boarding Boardings Boardings Highway 7 1,574 864 384 40,122 35,513 106,361 104,243 1,400 717 351 -11.5% -2.0% Ridership migration to Viva purple Milliken 1,967 908 470 49,441 48,590 -1.7% 138,203 140,076 1.4% 1,951 384 Stable ridership 894 Kennedy 1 387 630 439 35 332 36 900 4 4% 95 056 106 369 11.9% 1.449 649 460 Stable ridership Ninth Line 225 4 969 5 723 15 2% 13 826 15 313 10.8% 259 General growth 14th Avenue 451 9.949 9 650 -3.0% 26.756 28 162 5.3% 437 Stable ridership Stouffville 31 Ω 752 638 -15.2% 2.100 1 869 -11.0% 24 16 Decreased employment travel 1,474 949 604 1,364 938 16th Ave 39 346 37 012 -5.9% 104,293 107 640 3.2% 628 Stable ridership 876 102 19,716 15,129 -23.3% 59,232 46,095 Ridership migration to Route 402 - Bur Oak/Pierre Elliott Trudeau School Special 18 Bur Oak -22.2% 128 663 610 Major Mackenzie 13 460 36 813 581 Stable ridership -4 8% 37 253 1 2% 7 750 135 40 Unionville Local 309 126 82 8 309 7.2% 22 342 26 151 17.0% 331 92 General growth Markham Local 219 68 44 5.327 5.318 -0.2% 14.569 4.3% 218 71 45 Stable ridership 77 1.851 5.617 Berczy 1.698 9.0% 5.196 8.1% eneral growth 5.846 45 Mingay 89 1,963 1,897 -3.4% -1.0% 86 Stable ridership Markham GO Shuttle 6.209 5.779 -6.9% 201 108 2.379 1.937 -18.6% 88 Decreased employment travel 149 143 202 Unionville GO Shuttle 3.280 3 148 -4.0% 8 803 9.012 2.4% Stable ridership 203 Milliken GO Shuttle 57 1.258 1 085 -13.8% 3 445 3 099 -10.0% 49 Decreased employment travel 40 204 Berczy GO Shuttle 882 682 22.7% 2 497 1 982 -20.6% 31 Decreased employment travel **Business Express** 389 8 591 7 887 -8.2% 23 046 22,773 -1.2% 357 Decreased employment travel 301 [1] Markham Express 179 3,955 0.3% 10 883 9.3% 180 Stable ridership 217 4,012 -16.1% 12,933 11,828 -8.5% Unionville Express 4.780 182 ecreased employment travel 303 [1] Bur Oak Express 473 10,429 23.4% 28,319 31.8% 584 General growth 333 7.345 19.477 21.943 Mount Joy Express 7.351 -0.1% 12.7% 333 Stable ridership 304 400 Brother Andre School Special via Raymerville 10 171 112 34.5% -30.2% 7 Stable ridership: three less students travel per day 401 Brother Andre School Special via Box Grove 75 1,279 1 169 -8.6% 3,922 3 891 -0.8% 73 Stable ridership: two less students travel per day 402 Bur Oak/Pierre Elliott Trudeau School Special 16.315 295 New service introduced to provide services to Bur Oak Secondary School effective September 201 58 405 St. Augustine Catholic High School Special 990 786 -20.6% 3,463 2,550 -26.4% 49 Decreased student travel to St. Augustine Catholic High School Markham District High School 1,827 34 New service introduced to provide services to Markham District High School effective September 2015 406 Markham District High School via Hollingham 410 62 1 057 644 -39 1% 3 221 2 412 -25 1% 40 Decreased student travel to Markham District High School 411 Markham District via Box Grove 165 2.809 2.707 -3.6% 8 660 8 933 3.2% 169 Stable ridership; Route restructured to provide services to south Box Grove area effective September 2015 Thornlea Secondary School Special 26 442 37.8% 1,357 1,651 21.7% 38 ncreased student travel to Thornlea Secondary School 412 609 St. Robert/Thornlea School Special 101 84 Decreased student travel to St. Robert/Thornlea Schools 1.719 1.345 415 Stouffville High School Special 1,008 784 -22.2% 3,267 2,624 -19.7% 49 Decreased student travel to Stouffville High School 117 418 Pierre Elliott Trudeau School Special 123 2 094 1 873 -10.6% 6 237 -2 9% Decreased student travel to Pierre Elliott Trudea High School 6.055 2 017 5 459 522 Markham Community Bus 79 55 1 966 2.6% 5 652 -3 4% 78 74 Stable ridership Markham Total 11 992 3,709 286,265 279,598 -2.3% 787.644 822,052 4.4% 11.827 3.622 1 968 Route restructured and service extended to Highway 7 and service along McNabb Street and Gough Road discontinued effective April 2015 TTC 17A [1 1,140 104 24,798 -4.0% 70,061 Victoria Park North (Woodbine) 72.722 -3.7% 118 Stable ridershir TTC 24D, 224B/C/ Warden North 981 429 284 24.718 23 968 -3.0% 70 659 68 946 -2 4% 934 470 308 Stable ridership TTC 68R [1 77 165 Decreased employment travel 1 173 555 26 963 83 976 1 094 365 TTC 102D Markham Rd 269 29 371 -8 2% -8 1% 287 TTC 129A [1] McCowan North 977 68.613 70.348 196,748 2.744 Stable ridershir TTC (Markham) Total 6.092 1 596 152,138 149 113 434 273 427.046 -1 7% 6,000 2,223 1 644 Markham & TTC Total 18,084 6,242 3,627 438,403 428,711 -2.2% 1,221,917 1,249,098 2.2% 17,827 5,845 3,612 9.1% 458 General increase 1.240 406 34.101 97.396 98.961 1.6% 1.389 322 Thornhill 450 31.261 4/4A [1 Maior Mackenzi 3 130 1 890 1,286 83 142 220.141 232 898 3.177 1.814 Stable ridership; Route 4A extended to Pine Valley Drive September 2015 83 684 0.7% 5.8% 1,239 Clark 1 594 493 37 142 35.393 -4 7% 106 561 102.628 -3 7% 1 518 452 Stable ridershin 7 [1] Martin Grove 954 125 21,645 -7.6% 57.368 55.852 -2.6% 876 154 General decreas Woodbridge 313 11 7,003 7,707 10.1% 22,125 21,371 -3.4% 344 11 General increase 169 446 Pine Valley 527 12,372 30,175 174 General decrease 432 118 9,595 -4.6% 26,845 -1.8% Islinaton 10.054 27.341 410 122 Stable ridership 3,158 1,674 1,488 84.209 -0.8% 226.913 3,161 2,095 981 Stable ridership 20/20A [1 Jane 83.568 234.274 3.2% Route extended to Canada Drive September 2015 Vellore Local 237 5.242 6 443 22.9% 14 075 17 421 23.8% 292 22/22A [1 King City 1,549 75 34,538 41,871 21.2% 113,524 121,782 7.3% 1,886 66 Increased ridership to York University Thornhill Woods 14,302 647 665 14.679 -2.6% 40.248 40.598 0.9% Stable ridership 523 448 26 Maple Local 111 82 12,404 -13.8% 34,515 31,572 -8.5% 115 65 General decrease Huntington 53 1.174 1.326 12.9% 3.206 3.682 14.8% 59 Increased employment travel 61 King Local 8 177 133 24.9% 639 597 -6.6% 6 Decreased ridership to King City GO station 77/77A <sup>[1</sup> Highway 7 4.971 1 983 1,172 123.708 116.688 -5.7% 333.284 333,138 0.0% 4.676 2.090 977 Stable ridership; vivaNext construction occurring along Highway 7 85/85C [1 Rutherford 3,266 1,746 956 84,034 80.259 -4.5% 224,534 222.818 -0.8% 3,119 1,700 895 Stable ridershir Autumn Hill 438 9.671 10.116 4.6% 26,400 28,572 8.2% Stable ridership 4,404 2,368 1,536 114,537 325,612 4,337 2,432 1,721 Stable ridership Bathurst 114.271 -0.2% 88/88A [ 2.4% 5.530 360 Vaughan Express 284 6.329 -12.6% 16.373 16.222 -0.9% 247 General decrease 460 Holy Cross Academy School Special 28 476 322 -32.4% 1,313 1,206 -8.1% 20 Decreased student travel to Holy Cross Academy School 461 Emily Carr Secondary School Special 49 836 885 5.9% 3,228 2,955 -8.5% 55 ncreased travel to Emily Carr Secondary School 462 Maple High School Special 68 1,156 -25.0% 3,592 54 Decreased student travel to Maple High School 3.333 463 Vellore School Special 1,670 562 -66.3% 5.403 2.486 -54.0% Student migration to Tommy Douglas Secondary School St. Joan of Arc School Special 464 38 652 612 -6.1% 2.486 2.220 -10.7% 38 Stable ridership 465 St. Joan of Arc School Special 34 579 513 -11 4% 2 116 2 275 7.5% 32 Stable ridership: two less students travel per day 466 Tommy Douglas Secondary School 15 New school special introduced effective January 4, 2016 Neekend service extended to operate year round effective January 3, 2016 Vaughan Mills/Wonderland 3.999 12.619 1148.2% Vaughan Total 11,208 694,295 -0.6% 27,746 12,289 6.497 983 -16.5% TTC 35D 21.626 821 Decreased employment travel 649 607 Dufferin North 2 075 796 52 079 51 953 148 733 148 964 806 TTC 105/105B -0.2% 0.2% 2 077 Stable ridership TTC 107B/C/D [ Keele North 2,619 853 524 63.650 62 575 -1.7% 181 327 178 497 -1.6% 2.606 737 459 Stable ridership TTC 160 Bathurst North 694 392 251 18,091 19,209 6.2% 51,889 55,251 6.5% 750 411 213 Stable ridership eston Road North 1,815 543 47.125 1,761 TTC (Vaughan) Total 8,186 1.967 198,431 568,250 -1.7% 8,904 Vaughan & TTC Total 36.247 14.369 892,726 -0.9% 2.517.709 2.548.843 35.761 901.261 1.2% 15.273 8.530 Flain Mills 522 192 12 877 13 254 2 9% 36 067 38 598 7.0% 531 207 142 Stable ridership 168 3,707 3,613 -2.5% 10.620 10.843 164 Stable ridership Inspiration 249 5,045 -8.0% 15,534 15,839 Valleymede 5,486 neral decrease 760 52,865 58,218 Trench 18,184 825 General growth

Mar 2016

22 weekdays, 4 Saturdays, 5 Sunday/Holidays

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

Mar 2016	22 weekdays, 4 Saturdays, 5 Sunday/Holidays
Mar 2015	22 weekdays, 4 Saturdays, 5 Sunday/Holidays

Rev April14, 2016			2015		TOTAL B	OARDINGS	(MONTH)	TOTAL BOA	RDINGS (YEA	AR TO DATE)		2016	2015	22 weekdays, 4 Saturdays, 5 Suriday/Hollidays
YRT		Avg Wkdy	Avg Sat	Avg Sn/Hol			Percentage			Percentage	Avg Wkdy	Avg Sat	Avg Sn/Hol	
Route #	Route Name	Boardings	Boardings	Boardings	2015	2016	('16 vs '15)	2015	2016	('16 vs '15)	Boardings	Boardings	Boardings	Notes
84	Oak Ridges	101	5	-	2,243	2,256	0.6%	7,523	7,056	-6.2%	100	13	-	Stable ridership; zone based Dial-a-Ride service effective November 2, 2016
86	Newkirk-Red Maple	854	276	-	19,921	19,649	-1.4%	56,683	58,562	3.3%	850	228		Stable ridership
90/90B [1]	Leslie	2,988	908	521	72,227	73,078	1.2%	200,058	205,333	2.6%	3,028	909	524	Stable ridership
91/91A/91B/91E [1]	Bayview/Express	3,735	1,569	1,031	93,868	90,219	-3.9%	262,683	264,364	0.6%	3,555	1,628	1,056	Stable ridership
99 (incl. 98E, 98/99) [1]	Yonge/Express	1,902	1,238	1,331	53,626	45,440	-15.3%	145,938	131,811	-9.7%	1,616	1,169	1,017	General decrease
240	Mill Pond GO Shuttle Beverly Acres GO Shuttle	101 58	-	-	2,225 1,276	1,959 1,232	-12.0% -3.4%	6,460 3,751	5,941 3,612	-8.0% -3.7%	89 56	-	-	Decreased travel to GO station Stable travel to GO station
241	North Richvale GO Shuttle	33		-	726	772	6.3%	2,011	2,056	2.2%	35	-	-	Increased travel to GO station
= 243	Redstone GO Shuttle	166		_	3.654	3,785	3.6%	9,653	11,007	14.0%	172		-	Stable ridership
244	Beaver Creek Shuttle	54	-	-	1,191	1,122	-5.8%	3,279	3,182	-3.0%	51	-	-	Stable ridership
429	Cardinal Carter/Aurora High School Special	56	-		954	674	-29.4%	3,367	2,618	-22.2%	42		-	Decreased student travel to Cardinal Carter HS and Aurora HS
440	St. Theresa School Special via Mill	37	-	-	630	709	12.5%	2,152	2,619	21.7%	44	-	-	General growth
<b>당</b> 441	Richmond Hill High School Special via Subrisco	33	-	-	561	496	-11.6%	1,474	1,496	1.5%	31	-	-	Stable ridership; two less students travel per day
442	Richmond Hill High School Special via Gamble	54	-	-	918	656	-28.5%	2,757	2,336	-15.3%	41	-		Decreased travel to Richmond Hill School Special
443	Langstaff High School Special via Shaftsbury	152			2,587	1,939	-25.0%	8,246	6,905	-16.3%	121		-	Decreased travel to Langstaff Secondary School
444	Langstaff High School Special via Valleymede	111	-	-	1,888	1,520	-19.5%	5,970	5,400	-9.5% 15.1%	95 40	-	-	General decrease
445 446	St. Robert via Valleymede/Spadina St. Theresa School Special via McCallum	87 52	-	-	1,480 885	1,090 1,170	-26.4% 32.2%	4,963 2,850	4,214 4,814	-15.1% 68.9%	68 73		-	Decreased travel from St. Roberts Catholic High School  General growth
440	St. Theresa School Special via McCalluli St. Theresa School Special via Jefferson Forest	61			1.037	932	-10.1%	3,372	3,140	-6.9%	58			General growth Decreased travel to St. Theresa of Lisieux Catholic High School
448	Richmond Hill High School Special via Valleymede	55	-		935	864	-7.6%	2,992	3,124	4.4%	54	-	-	Stable ridership; one less students travel per day
449	Richmond Green High School Special via Hillmount	59	-	-	1,004	608	-39.4%	3,277	2,608	-20.4%	38	-	-	Decreased travel to Richmond Green Secondary School
450	St. Theresa School Special via Tower Hill	73	-	-	1,243	1,056	-15.0%	3,680	3,676	-0.1%	66	-	-	Decreased travel to St. Theresa of Lisieux Catholic High School
451	Langstaff High School Special via Hwy 7	10	-	-	170	209	22.9%	581	751	29.3%	13	-	-	Stable ridership; three more students travel per day
452	Richmond Green High School Special via Hazelton	49	-	-	833	721	-13.4%	2,797	2,543	-9.1%	45	-	-	Stable ridership; four less students travel per day
589/590	Richmond Hill Community Bus	101	98	65	2,946	6,267	112.7%	9,852	15,615	58.5%	219	184	142	General growth
	Richmond Hill Total	12,681	4,286	3,065	307,855	298,519	-3.0%	871,455	878,281	0.8%	12,309	4,338	2,881	
31 <sup>[1]</sup>	Aurora North	91	-	-	2,008	1,855	-7.6%	5,789	5,709	-1.4%	84		-	General decrease
32	Aurora South	439	-	-	9,743	9,289	-4.7%	29,390	29,477	0.3%	418	-	-	Stable ridership
33/33A	Wellington	379	-		8,949	8,586	-4.1%	25,803	27,259	5.6%	354	-	-	Stable ridership
426	Dr. G. W. Williams School Special via Hollidge	100	-	-	1,701	1,315	-22.7%	6,119	5,061	-17.3%	82	-	-	Decreased travel to Dr. G.W. Williams Secondary School
428	Dr. G. W. Williams School Special via Henderson	12	- 1/0	<u> </u>	205	226	10.2%	909	766	-15.7%	14	- 001	-	Stable ridership
	Aurora Total	1,021	162	<u> </u>	22,606	21,271	-5.9%	68,010	68,272	0.4%	953	201	-	
44 50	Bristol	239	88	412	5,636	5,160	-8.4%	16,742	16,156	-3.5%	223	59 587	202	General decrease
50	Queensway Keswick Local	979 106	824	413	27,259 2,693	26,020 2,554	-4.5% -5.2%	76,799 7,605	74,183 7,599	-3.4% -0.1%	975	29	383	Stable ridership; Route 50B discontinued in April 2015
52 <sup>[1]</sup>	Holland Landing	183	85 110	-	4,485	4,809	7.2%	12,753	13,781	8.1%	110 196	115	-	Stable ridership Stable ridership; Construction on 2nd Concession between Green Lane and Mount Albert Road and related detour
52 7	Bayview	332	121	-	7,811	8,203	5.0%	22,434	22,758	1.4%	349	125	-	Stable ridership  Stable ridership
55/55B	Davis Drive	954	458	240	24,122	7,985	-66.9%	69,433	23,335	-66.4%	306	180	87	Ridership migration onto Viva yellow
<b>5</b> 6	Gorham-Eagle	432	187	120	10,887	9,576	-12.0%	30,829	27,717	-10.1%	377	185	96	General decrease
<b>≦</b> 57/57A	Mulock	822	389	198	20,745	19,594	-5.5%	57,652	53,715	-6.8%	786	328	179	General decrease
58 <sup>[1]</sup>	Mount Albert	111	-	-	2,488	1,450	-41.7%	7,105	4,312	-39.3%	64	-	-	General decrease; Discontinued midday service along Davis Drive on January 4, 2016; Ridership migration to Viva yellow
98 [1]	Yonge	684	392	355	18,448	18,880	2.3%	48,623	54,839	12.8%	686	510	336	Stable ridership
222 [1]	Aurora-Newmarket GO Shuttle	65	-	-	1,433	1,321	-7.8%	3,740	3,883	3.8%	60	-	-	Decreased travel to GO station
223	Newmarket GO Shuttle	19	-	-	419	441	5.3%	1,143	1,163	1.7%	20	-	-	Stable ridership
420	Newmarket High School via Savage	40	-	-	683	692	1.3%	2,540	2,860	12.6%	43	-	-	Stable ridership Stable ridership and loss student travelling per day. Marring conject discontinued on January 4, 2014
421 423	Newmarket High School via Stonehaven	14 59		-	241 1,005	210 865	-12.9% -13.9%	926 3,524	914 3,127	-1.3% -11.3%	13 54	-	-	Stable ridership; one less student travelling per day; Morning service discontinued on January 4, 2016 Stable ridership; five less students travel per day
423 424	Newmarket High School Special via Bristol Keswick High School via Church	68	-	-	1,159	850	-13.9% -26.7%	3,524	3,127	-6.3%	54	-	-	Stable noetsnip; nive less students travel per day General decrease
424	Huron Heights School via Holland Landing	20		-	342	337	-20.7%	1,488	1,519	2.1%	21	-		Stable ridership
427	Sacred Heart High School Special	24		-	408	770	88.7%	1,694	2,614	54.3%	48	-	-	General growth; Route restructured to service Newmarket High School in morning effective January 4, 2016
520/521	Newmarket Community Bus	81	24	21	1,989	1,907	-4.1%	5,361	5,484	2.3%	78	28	15	Stable ridership
	Newmarket Total	5,232	2,686	1,347	132,253	111,624	-15.6%	374,099	323,433	-13.5%	4,462	2,155	1,096	
	YRT SUB-TOTAL	73,264	27,745	16,943	1,802,378	1,752,851	-2.7%	5,053,190	5,067,927	0.3%	71,312	27,813	16,119	
191			<u> </u>											
blue/blue 'A' [1]	Yonge Corridor	17,208	11,830	10,048	484,523	460,282	-5.0%	1,289,947	1,320,185	2.3%	16,994	11,132	8,177	Stable ridership
purple [1]	Highway 7 Corridor	7,398	4,472	3,882	200,814	214,898	7.0%	583,086	630,348	8.1%	8,143	4,726	3,300	General growth
<b>ॼ</b> pink <sup>[1]</sup>	Finch - Unionville	2,383	-	-	52,516	51,096	-2.7%	148,667	146,864	-1.2%	2,279	-	-	Stable ridership
orange (incl. Züm) [1]	Vaughan North-South Link	1,961	396	479	47,228	45,985	-2.6%	136,369	134,746	-1.2%	1,951	412	263	Stable ridership
green [1]	Markham North-South Link	618	-		13,607	13,183	-3.1%	38,251	38,689	1.1%	588	-		Stable ridership
yellow	Davis Drive Corridor	-	_		,	29,646	2	,	80,794		1,082	742		New route introduced November 29, 2015
Johon	Viva SUB-TOTAL	29,568	16,698	14,409	798,688	815,090	2.1%	2,196,320		7.1%	31,037	17,012	12,311	Total San
[1] Route crosses municip		27,000	10,070	11,107	, ,0,000	0.10,070	2.170	211701020	2,001,020	7.170	01,001	17,012	12,011	

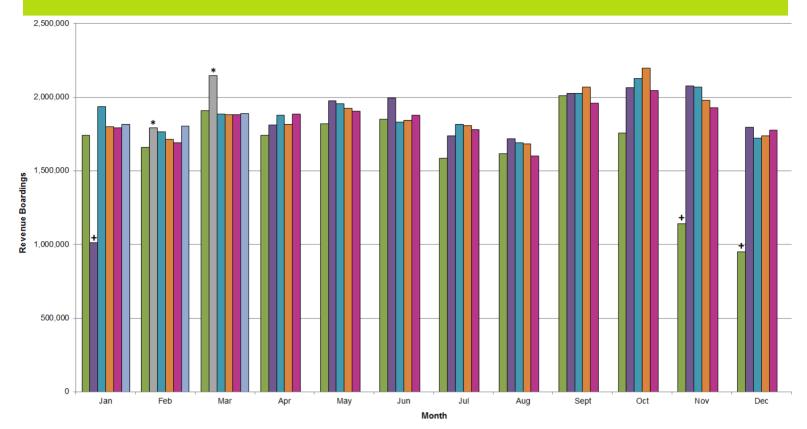
<sup>[1]</sup> Route crosses municipal boundaries.
[2] Viva ridership data adjustment is derived on a monthly basis, and compensates for temporary malfunctions of on-board automatic passenger counter (APC) equipment, and/or for drivers not logging onto Init APC system.

Tot. Boardings	YRT/VIVA SYSTEM TOTAL	102,832 44,443	31,352 2,601,066	2,567,941	-1.3%	7,249,510	7,419,553	2.3%	102,349	44,825	28,430
Rev. Boardings	YRT/VIVA SYSTEM TOTAL	***********	1 001 12/	1,889,481	0.4%	5,363,800	5,510,813	2.7%	75,308	•	-



# YRT/Viva 2016 Revenue Ridership Summary

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



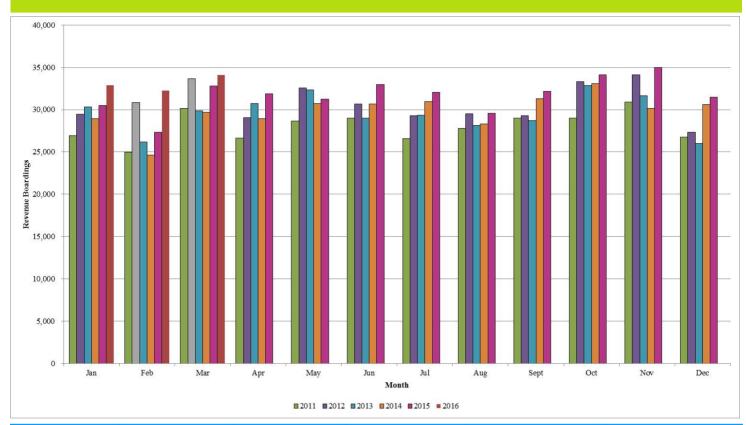
**2011 2012 2013 2014 2015 2016** 

- \* 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.

·		21, 2011 to 1 obtain	·		
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				
Мау	1,905,222				
June	1,876,360				
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	5,510,813			



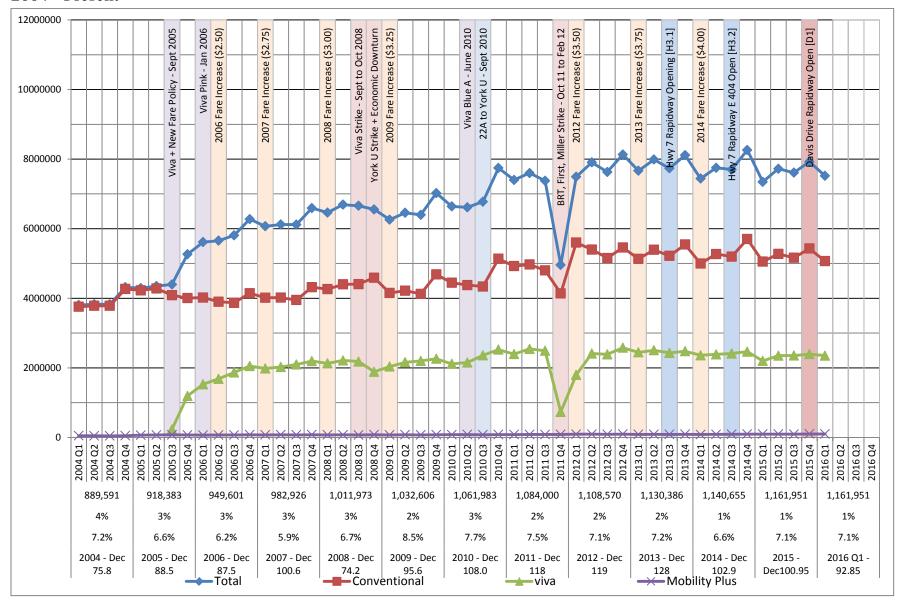
# YRT/Viva 2016 Ridership Summary Specialized Services – Mobility Plus



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				
May	31,263				
June	32,954				
July	32,034				
August	29,563				
September	32,187				
October	34,122				
November	34,970				
December	31,482				
YTD Total	381,088	99,188			

### **Total Boardings by Quarter**

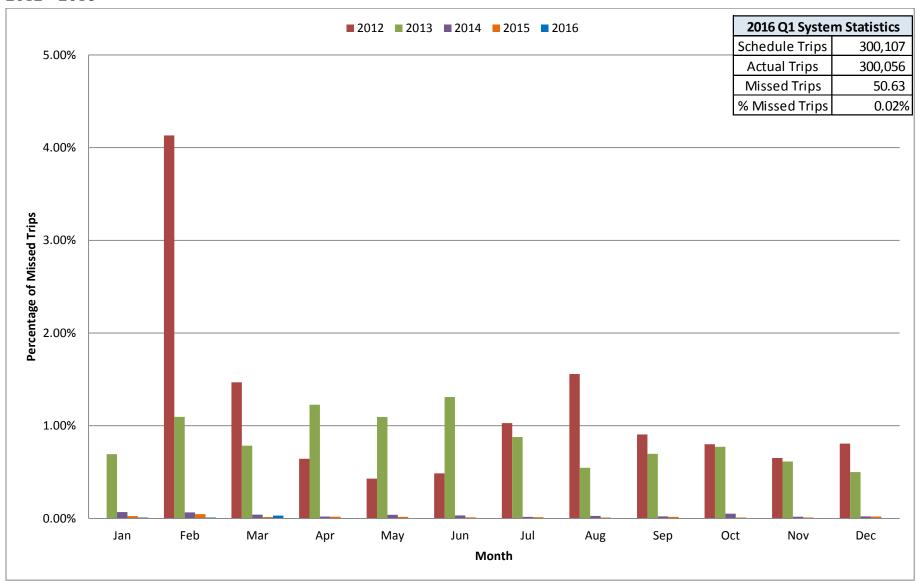
### 2004 - Present



- 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 - 2016

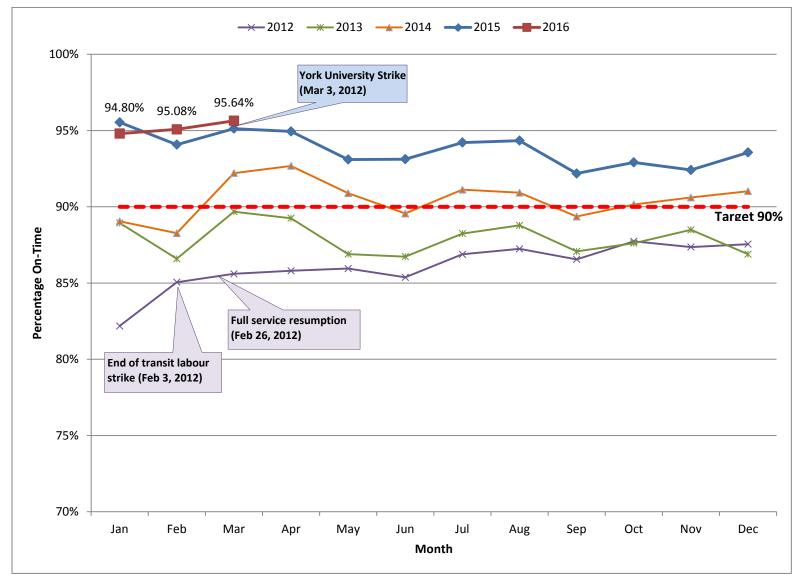


### Notes:

2014, 2015 miss trip logic updated to missed service to reflect more accurate statistics

## **On-Time Performance Conventional – Trip Start**

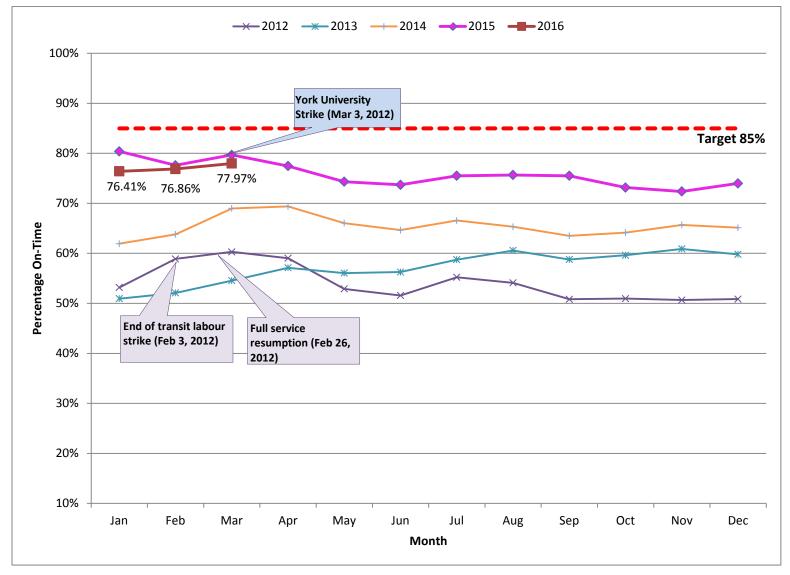
Conventional Transit Routes - 2012 to 2016



- 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 Conventional – Trip Arrival**

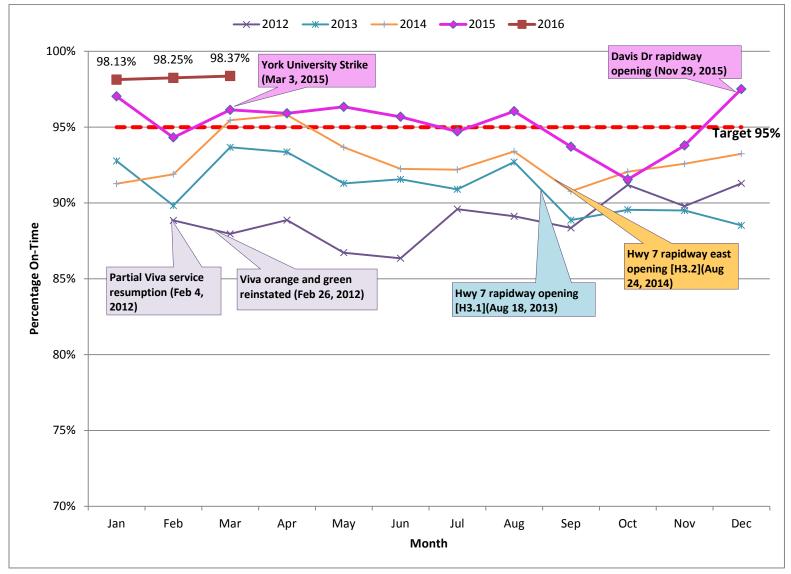
Conventional Transit Routes - 2012 to 2016



- 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**

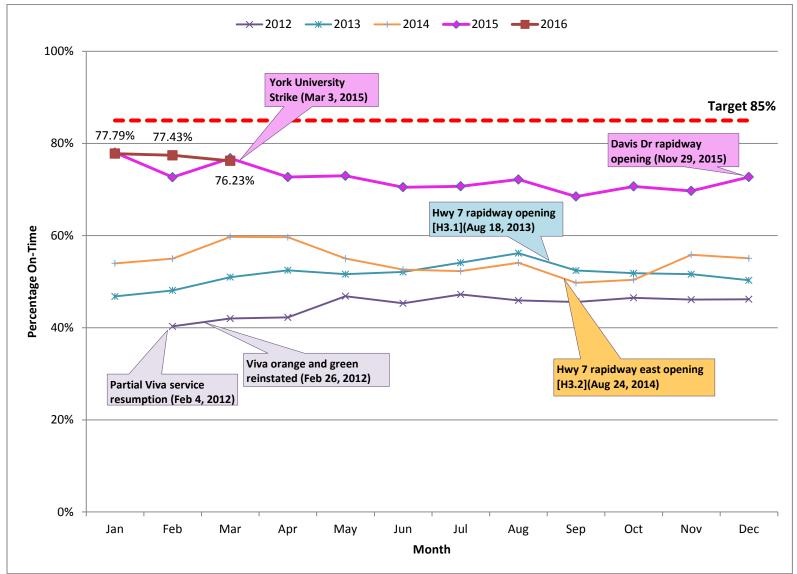
Rapid Transit Routes - 2012 to 2016



- 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