

MEMORANDUM

TO: Transportation Services Committee
FROM: Kathleen Llewellyn-Thomas, Commissioner of Transportation and Community Planning
DATE: November 22, 2012
RE: October 2012 York Region Transit/Viva Ridership Statistics

This memorandum provides an overview of the monthly York Region Transit/Viva (YRT/Viva) ridership statistics for October 2012. YRT/Viva revenue ridership in October reached 2.04 million, representing an increase of approximately 284,934 revenue riders, or 16.2 per cent, compared with October 2011. This is the highest ridership month since amalgamation in 2001.

2011 Labour Disruption

The increase in October 2012 ridership can be attributed to the labour disruption beginning October 24, 2011 involving Miller Transit, First Canada, York BRT (Veolia) and their operators and maintenance staff. Veolia Southwest and TTC continued providing transit service during the labour disruption.

September Service Improvements

Effective September 2, 2012, service improvements were implemented to better serve YRT/Viva customers. Changes made to routes included:

- Viva Purple weekday York University short branch was reinstated as the academic year at York University began. The branch runs between York University and Richmond Hill Centre Terminal weekdays only.
- Route 7 – Martin Grove was restructured to travel along Martin Grove Road between Langstaff Road and Highway 27 as a result of customer feedback.
- Route 22/22A – King City service improved as Route 22 became a rush hour service and Route 22A improved by increasing frequency to 55 minutes during rush hours.

Employment

The national unemployment rate rose 0.1 per cent to 7.4 per cent^[1] in October 2012 compared to October 2011. At a local level, York Region is located within the Employment Insurance Economic Region of Toronto which recorded an unemployment rate of 8.5 per cent; an increase of 0.2 per cent from October 2011^[2].

Gas Prices

Gas prices in October 2012 averaged \$1.25 per litre^[3], including Harmonized Sales Tax (HST). In October 2011, gas prices were lower at \$1.24 per litre^[4], including HST.

Mobility Plus

In October 2012, Mobility Plus carried approximately 2,600 additional passengers, an increase of 8.4 per cent over October 2011. This increase is primarily attributed to an increase in midday, evening, and “Family of Service” trips taken by customers. During October 2012, Mobility Plus operated approximately 118 additional trips per day.

Kathleen Llewellyn-Thomas, P.Eng.
Commissioner of Transportation Services

Notes:

[1] November 2, 2012. Latest Release from the Labour Force Survey. *Statistics Canada*. Retrieved from <http://www.statcan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm>. Retrieved date: November 13, 2012.

[2] 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=2012#data>. Retrieved date: November 13, 2012.

[3] Fuel Price Data. (2012). *Ministry of Energy*. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data/?fuel=reg&yr=2012>. Retrieved date November 13, 2012.

[4] Fuel Price Data. (2011). *Ministry of Energy*. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data-historical/?fuel=rg&yr=2011>. Retrieved date November 13, 2012.

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY											Oct-12			22 weekdays, 4 Saturdays, 5 Sunday/Holidays	
OCTOBER 2012											Oct-11			20 weekdays, 5 Saturdays, 6 Sunday/Holidays	
rev. 16nov2012			2011 ^[3]			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2012 ^{[3][4]}			
YRT	Route #	Route Name	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2011	2012	Percentage ('12 vs '11)	2011	2012	Percentage ('12 vs '11)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	Notes
Markham, Stouffville	1 ^[1]	Highway 7	2,081	764	458	34,653	50,339	45.3%	386,993	418,418	8.1%	2,100	604	299	Ridership impact - 2011 contractor labour disruption; Viva purple ridership migration to Route 1 due to temporary detour via High Tech Road
	2 ^[1]	Milliken	2,209	890	397	36,791	48,007	30.5%	475,845	453,455	-4.7%	1,976	633	331	Ridership impact - 2011 contractor labour disruption
	2A	14th Ave	1,001	0	0	14,109	19,572	38.7%	169,457	150,166	-11.4%	886	0	0	Ridership impact - 2011 contractor labour disruption
	3 ^[1]	Thornhill - York U.	1,833	454	358	44,240	45,813	3.6%	366,046	483,306	32.0%	1,979	338	135	Increased ridership to York U; migration from Viva purple during labour disruption
	8	Kennedy Rd	1,637	538	456	27,630	41,942	51.8%	320,694	357,705	11.5%	1,600	897	596	Ridership impact - 2011 contractor labour disruption
	9 ^[1]	Ninth Line	161	0	0	2,277	6,586	189.2%	34,703	39,217	13.0%	296	0	0	Route restructured July 2012; Ridership migration from Route 15
	15	Stouffville Local	139	0	0	1,972	0	-100.0%	19,447	14,153	-27.2%	0	0	0	Route discontinued July 2012; Ridership migration to Route 9
	18	Bur Oak	1,058	120	0	15,366	21,996	43.1%	187,548	177,701	-5.3%	979	93	0	Ridership impact - 2011 contractor labour disruption
	40	Unionville Local	607	132	100	9,584	12,669	32.2%	115,104	117,488	2.1%	553	107	74	Ridership impact - 2011 contractor labour disruption
	41	Markham Local	339	101	70	5,536	7,450	34.6%	76,697	65,384	-14.8%	329	40	50	Ridership impact - 2011 contractor labour disruption
	42	Berczy South Unionville	152	0	0	2,144	2,895	35.0%	34,533	25,769	-25.4%	131	0	0	Ridership impact - 2011 contractor labour disruption
	45	Mingay	87	0	0	1,223	1,773	45.0%	14,578	16,365	12.3%	80	0	0	Ridership impact - 2011 contractor labour disruption
	201	Markham GO Shuttle	89	0	0	1,251	1,703	36.1%	19,405	15,144	-22.0%	77	0	0	Ridership impact - 2011 contractor labour disruption
	202	Unionville GO Shuttle	117	0	0	1,644	2,609	58.7%	29,498	22,622	-23.3%	118	0	0	Ridership impact - 2011 contractor labour disruption
	203	Milliken GO Shuttle	74	0	0	1,045	1,549	48.2%	15,174	13,353	-12.0%	70	0	0	Ridership impact - 2011 contractor labour disruption
	300 ^[1]	Business Express	272	0	0	3,839	7,980	107.9%	52,641	70,105	33.2%	360	0	0	Ridership impact - 2011 contractor labour disruption; Viva pink ridership migration to Route 300 due to vivaNext construction
	301 ^[1]	Markham Express	328	0	0	4,631	3,981	-14.0%	71,179	56,264	-21.0%	180	0	0	Ridership impact - 2011 contractor labour disruption; Route restructured July 2012; Ridership migration to New Route 304
	302 ^[1]	Unionville Express	155	0	0	2,189	4,744	116.7%	37,739	44,599	18.2%	215	0	0	Ridership impact - 2011 contractor labour disruption; General growth
	303 ^[1]	Bur Oak Express	248	0	0	3,514	6,495	84.8%	55,115	71,653	30.0%	294	0	0	Ridership impact - 2011 contractor labour disruption; Route restructured July 2012; Ridership migration to New Route 304; General growth
	304	Mount Joy Express	n/a	n/a	n/a	n/a	5,427	n/a	n/a	5,427	n/a	246	0	0	New route introduced July 2012; Ridership migration from Route 301 & Route 303
	522	Markham Community Bus	80	84	0	2,118	1,630	-23.0%	19,683	21,056	7.0%	69	28	0	Rider migration to conventional service from community bus service
		Markham Total	12,667	3,083	1,839	215,756	295,160	36.8%	2,502,079	2,639,350	5.5%	12,538	2,740	1,485	
	TTC 17A ^[1]	Birchmount	198	0	0	4,345	4,279	-1.5%	46,565	43,489	-6.6%	195	0	0	Stable ridership
	TTC 24D, 224B/C/D ^[1]	Vic Park North (Woodbine)	1,059	99	67	24,029	24,512	2.0%	193,824	235,339	21.4%	1,083	95	59	Stable ridership
	TTC 68B ^[1]	Warden North	952	454	253	24,025	22,638	-5.8%	220,532	241,007	9.3%	1,029	0	0	Decreased employment travel
	TTC 102D ^[1]	Markham Rd	995	345	248	24,510	26,015	6.1%	217,912	253,681	16.4%	1,183	0	0	General corridor growth
	TTC 129A ^[1]	McCowan North	2,543	1,465	949	66,551	53,152	-20.1%	636,743	652,888	2.5%	2,416	0	0	Decreased employment travel
		TTC (Markham) Total	5,747	2,363	1,517	143,460	130,596	-9.0%	1,315,575	1,426,404	8.4%	5,905	95	59	
		Markham & TTC Total	18,414	5,446	3,356	359,216	425,756	18.5%	3,817,654	4,065,754	6.5%	18,443	2,835	1,544	
Vaughan, King	4/4A ^[1]	Major Mackenzie	3,896	1,880	1,365	100,999	106,571	5.5%	845,772	1,087,878	28.6%	4,278	1,494	1,142	General corridor growth
	5 ^[1]	Clark	1,408	476	0	33,159	38,400	15.8%	322,082	389,567	21.0%	1,661	415	0	General growth
	7 ^[1]	Martin Grove	1,017	170	0	23,542	27,492	16.8%	182,501	217,598	19.2%	1,213	95	0	Service adjusted Sept 24th to provide service on Martin Grove Road; Route restructured July 2012
	10 ^[1]	York U. (Woodbridge)	377	66	68	9,025	9,978	10.6%	81,619	89,807	10.0%	430	72	46	Route restructured July 2012; Ridership migration from Route 11
	11	Woodbridge	89	0	0	1,994	0	-100.0%	15,908	9,308	-41.5%	0	n/a	n/a	Route discontinued July 2012
	12	Pine Valley	394	169	0	9,485	9,911	4.5%	85,033	100,026	17.6%	421	123	0	Stable ridership
	13	Islington Ave	446	152	0	10,685	14,913	39.6%	83,015	111,403	34.2%	639	148	0	Ridership migration from Route 10
	20 ^[1]	Jane	2,811	2,035	1,322	77,979	77,890	-0.1%	702,518	850,453	21.1%	3,020	1,410	953	Stable ridership
	22/22A ^[1]	King City	819	50	0	11,761	26,837	128.2%	123,808	141,386	14.2%	1,205	49	0	Increased service frequency September 2012
	23 ^[1]	Thornhill Woods	789	0	0	17,529	19,476	11.1%	187,942	193,256	2.8%	878	0	0	General growth
	27	Highway 27	0	0	0	0	0	n/a	13,945	0	-100.0%	0	0	0	Route discontinued September 2011; Route 28 service available
	28	Zenway-Hwy.27	31	0	0	696	1,070	53.7%	7,708	13,811	79.2%	47	0	0	Ridership migration from Route 27
	77 ^[1]	Hwy 7 - Centre St	4,255	1,802	974	106,819	109,599	2.6%	914,856	1,179,571	28.9%	4,510	1,426	759	Stable ridership; ridership migration from Viva orange due to labour disruption
	99 ^[1]	Yonge South	3,239	1,480	2,597	91,062	75,439	-17.2%	876,341	1,070,801	22.2%	2,750	714	2,334	Ridership migration to viva blue
	360 ^[1]	Maple Express	379	0	0	8,668	6,474	-25.3%	77,826	72,887	-6.3%	284	0	0	Decreased employment travel
	760	Vaughan Mills/Wonderland	0	0	0	0	2,055	n/a	0	2,055	n/a	0	178	263	Seasonal service reinstated May 2012
		Vaughan Total	19,950	8,280	6,326	503,403	526,105	4.5%	4,520,874	5,529,806	22.3%	21,336	6,124	5,497	
	TTC 35-D ^[1]	Jane	1,242	325	0	28,613	30,374	6.2%	269,549	324,491	20.4%	1,317	350	0	General corridor growth
	TTC 37-D ^[1]	Islington	125	0	0	2,739	3,102	13.3%	24,144	26,678	10.5%	141	0	0	General corridor growth
	TTC 105/105-B ^[1]	Dufferin North	1,829	606	578	45,541	48,398	6.3%	433,922	463,918	6.9%	1,945	712	552	Stable ridership
	TTC 107-C/D/B/F ^[1]	Keele North	2,524	662	432	60,336	65,532	8.6%	641,551	687,556	7.2%	2,759	736	378	General corridor growth
	TTC 160 ^[1]	Bathurst North	789	554	474	21,944	21,836	-0.5%	214,457	219,095	2.2%	861	416	246	Stable ridership
	TTC 165-D/F ^[1]	Weston Road North	1,527	1,746	1,046	45,797	44,578	-2.7%	397,151	485,082	22.1%	1,646	1,204	710	Stable ridership
		TTC (Vaughan) Total	8,034	3,893	2,530	204,970	213,820	4.3%	1,980,773	2,206,819	11.4%	8,669	3,418	1,886	
		Vaughan & TTC Total	27,984	12,173	8,856	708,373	739,925	4.5%	6,501,647	7,736,625	19.0%	30,005	9,542	7,383	

* Route crosses municipal boundaries.

			2011 [3]			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2012 [3][4]			
	YRT Route #	Route Name	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2011	2012	Percentage ('12 vs '11)	2011	2012	Percentage ('12 vs '11)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	
Richmond Hill	81	Inspiration	191	0	0	2,678	5,767	115.3%	35,485	34,262	-3.4%	261	0	0	Route restructured July 2012
	82	Valleymede-Spadina	555	0	0	7,797	10,211	31.0%	104,119	76,767	-26.3%	463	0	0	Ridership impact - 2011 contractor labour disruption
	83	Trench	1,266	126	0	18,292	22,557	23.3%	219,069	194,159	-11.4%	1,011	68	0	Route restructured July 2012. Route 83A services converted to rush hour service only
	84A/84C	Oak Ridges	240	27	0	3,477	4,902	41.0%	44,819	29,789	-33.5%	218	23	0	Ridership decline on Route 429 due to construction along Bloomington
	85/85A/85B ^[1]	16th Ave/Rutherford	4,922	2,378	1,619	87,423	122,269	39.9%	1,096,171	1,118,750	2.1%	4,967	1,761	1,048	Decrease employment travel
	86	Weldrick-Newkirk	782	146	0	11,579	18,166	56.9%	149,454	150,558	0.7%	795	149	0	Route restructured July 2012
	87 ^[1]	Langstaff Local	1,110	143	0	16,220	17,648	8.8%	203,210	169,250	-16.7%	788	62	0	Route restructured July, 2012
	88/88A/88E ^[1]	Bathurst/Bathurst Express	4,182	2,202	1,450	109,417	122,816	12.2%	926,169	1,112,033	20.1%	4,869	1,901	1,458	Ridership migration from Route 22 during midday due to Route 22 restructuring
	589/590	RH Community Bus	129	108	82	3,715	3,490	-6.1%	37,724	29,437	-22.0%	141	64	25	Rider migration to conventional service from community bus service
	90/90B ^[1]	Leslie	3,928	1,051	473	61,980	95,325	53.8%	733,435	776,609	5.9%	4,033	954	464	Ridership impact - 2011 contractor labour disruption
	91/91A/91B/91E ^[1]	Bayview South/Express	4,032	2,066	1,319	104,516	108,043	3.4%	908,724	1,116,990	22.9%	4,380	1,388	1,080	Stable ridership
	240	Mill Pond GO Shuttle	121	0	0	1,710	3,203	87.3%	29,523	21,868	-25.9%	145	0	0	Ridership impact - 2011 contractor labour disruption
	241	Bev Acres GO Shuttle	89	0	0	1,251	1,718	37.3%	19,666	13,721	-30.2%	78	0	0	Ridership impact - 2011 contractor labour disruption
	242	N Richvale GO Shuttle	34	0	0	481	798	65.9%	10,063	7,030	-30.1%	36	0	0	Ridership impact - 2011 contractor labour disruption
	243	Redstone GO Shuttle	159	0	0	2,234	4,124	84.6%	33,809	33,066	-2.2%	187	0	0	Ridership impact - 2011 contractor labour disruption
			Richmond Hill Total	21,740	8,247	4,943	432,770	541,037	25.0%	4,551,440	4,884,289	7.3%	22,372	6,370	4,075
Aurora	31 ^[1]	Aurora North	90	0	0	1,272	2,032	59.7%	15,344	12,830	-16.4%	92	0	0	Route restructured July 2012
	32	Aurora South	532	27	0	7,586	12,903	70.1%	91,861	83,475	-9.1%	581	24	0	Ridership impact - 2011 contractor labour disruption
	33/33A	Wellington	596	128	0	8,940	13,411	50.0%	103,949	99,574	-4.2%	588	98	0	Ridership impact - 2011 contractor labour disruption
	34	Industrial Parkway	36	0	0	506	0	-100.0%	6,544	2,792	-57.3%	0	0	0	Route discontinued July 2012 due to low ridership
		Aurora Total	1,254	155	0	18,304	28,346	54.9%	217,698	198,671	-8.7%	1,261	122	0	
Newmarket, East Gwill., Georgina	44	Bristol - London	255	76	0	3,892	6,267	61.0%	44,001	40,660	-7.6%	276	41	0	Route restructured July 2012
	50	Queensway	n/a	n/a	n/a	0	25,958	n/a	0	25,958	n/a	952	515	491	New all day service introduced as of September 2012 to replace GO Route 69
	51	Keswick Local	258	61	0	3,894	4,617	18.6%	45,783	40,379	-11.8%	205	20	0	Ridership impact - 2011 contractor labour disruption
	52 ^[1]	Holland Landing Local	316	113	0	4,927	7,815	58.6%	63,742	58,367	-8.4%	334	100	0	Ridership impact - 2011 contractor labour disruption
	53	Woodspring-Clearmeadow	344	92	73	5,594	0	-100.0%	70,320	31,319	-55.5%	0	0	0	Route merged with Route 44 north of Davis Drive and with 57/57A south of Davis Drive in July 2012
	54 ^[1]	Bayview North	379	125	0	5,904	9,441	59.9%	77,333	73,383	-5.1%	416	56	0	Ridership impact - 2011 contractor labour disruption
	55/55B	Davis Dr.	1,294	568	386	22,491	27,834	23.8%	309,262	270,089	-12.7%	1,152	321	207	Route restrucutred April 2012; Route 55B services converted to rush hour service
	56	Gorham-Eagle	482	178	114	8,117	10,791	32.9%	108,807	91,894	-15.5%	446	118	89	Ridership impact - 2011 contractor labour disruption
	57/57A	Mulock Dr.	768	234	77	12,156	22,734	87.0%	146,752	150,830	2.8%	959	215	138	Route restructured July 2012, merged with Route 53 south of Davis Dr
	58/58A	Leslie North	87	0	0	1,229	2,720	121.3%	16,290	22,477	38.0%	123	0	0	Route restructured July 2012
	GO Rte 69 ^[1]	Sutton GO Bus	254	144	92	6,624	0	-100.0%	56,593	40,716	-28.1%	0	0	0	Ridership migration to Route 50 - Queensway
	98 (incl. 98E & 98/99)	Yonge North	767	547	447	15,287	21,224	38.8%	226,693	201,877	-10.9%	819	297	378	Stable ridership
	220	Keswick GO	16	0	0	226	0	-100.0%	2,864	946	-67.0%	0	0	0	Route discontinued July 2012 due to low ridership
	222	Aurora-Nmkt GO Shuttle	49	0	0	694	1,094	57.6%	13,037	8,183	-37.2%	49	0	0	Ridership impact - 2011 contractor labour disruption
	223	Newmarket GO Shuttle	26	0	0	368	376	2.2%	4,315	3,100	-28.2%	17	0	0	Ridership impact - 2011 contractor labour disruption
	520/521	Newmarket Community Bus	58	18	11	1,426	1,635	14.7%	14,681	19,766	34.6%	74	0	0	Ridership migration from conventional service to community bus service
		Newmarket Total	5,353	2,156	1,200	92,829	142,506	53.5%	1,200,473	1,079,944	-10.0%	5,822	1,683	1,303	
		YRT SUB-TOTAL	74,745	28,177	18,355	1,611,492	1,877,570	16.5%	16,288,911	17,965,282	10.3%	77,903	20,552	14,305	
Viva	blue (incl. blue'A) ^[1]	Yonge Corridor	21,160	12,399	7,243	407,115	563,060	38.3%	4,616,991	4,740,081	2.7%	21,028	12,610	7,951	Ridership impact - 2011 contractor labour disruption
	purple ^[1]	Highway 7 Corridor	8,982	5,018	2,999	165,558	233,268	40.9%	2,061,935	1,693,315	-17.9%	8,666	4,401	3,022	Temporary detour via High Tech Road, ridership migration to Route 1 and 300
	green ^[1]	Markham North-South Link	822	0	0	11,680	17,797	52.4%	158,895	125,079	-21.3%	738	0	0	Ridership impact - 2011 contractor labour disruption
	orange (incl. Züm) ^[1]	Vaughan North-South Link	3,456	1,837	1,149	69,032	82,168	19.0%	746,036	606,576	-18.7%	3,112	1,233	950	Ridership impact - 2011 contractor labour disruption
	pink ^[1]	Finch - Unionville	2,471	0	0	34,797	46,507	33.7%	534,032	371,079	-30.5%	1,999	0	0	Temporary detour via High Tech Road, ridership migration to Route 1 and 300
		Viva SUB-TOTAL	36,891	19,254	11,391	688,182	942,800	37.0%	8,117,889	7,536,129	-7.2%	35,543	18,244	11,923	

[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 operators not logging onto the Init APC system.

[3] A "0" ridership value indicates service is not operated on the day type shown.

[4] Average boardings only reflect ridership prior to October 2011 transit labour dispute

"Total Boardings" include PRESTO values

Total Boardings	YRT/VIVA SYSTEM TOTAL	111,636	47,431	29,746	2,299,674	2,820,370	22.6%	24,406,800	25,501,412	4.5%	113,446	38,796	26,228
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Rev. Boardings	YRT/VIVA SYSTEM TOTAL				1,757,737	2,042,674	16.2%	17,755,029	18,240,813	2.7%	82,164
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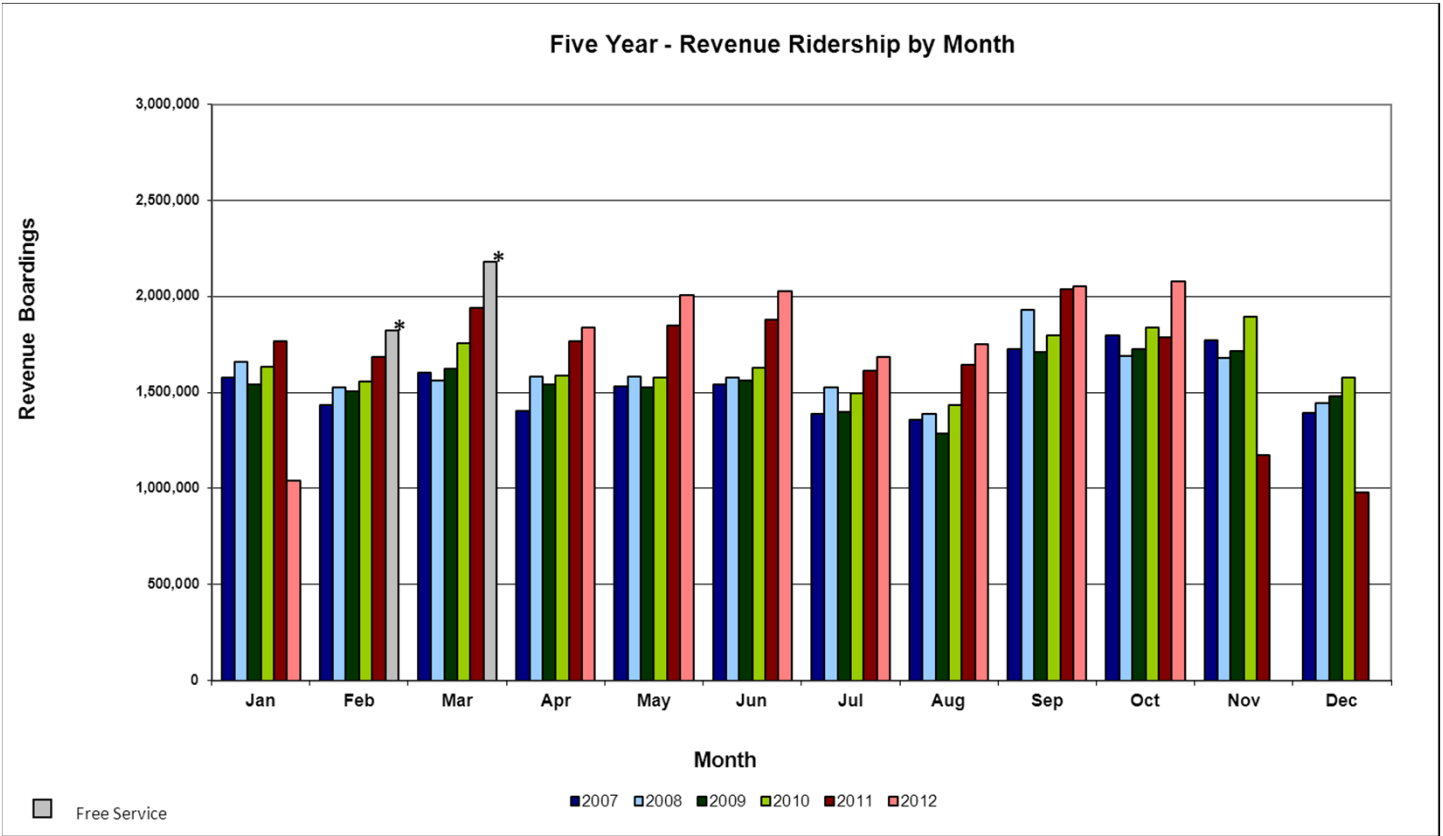
Notes: 1. System-wide transfer rate = Revenue Boardings / Total Boardings = 27.6 %

By Route Class	Base Routes (incl. Viva)	93,842	44,970	28,870	1,991,066	2,422,036	21.6%	20,938,774	22,082,996	5.5%	95,906	37,004	25,546
	Local Routes	15,371	2,251	783	267,604	337,249	26.0%	2,924,084	2,886,133	-1.3%	14,900	1,522	394
	Express Routes	1,382	0	0	22,841	35,101	53.7%	294,500	320,935	9.0%	1,579	0	0
	Community Bus Routes	267	210	93	7,259	6,755	-6.9%	72,088	70,259	-2.5%	284	92	25
	Seasonal Routes	0	0	0	0	2,055	n/a	0	2,055	n/a	0	178	263
	GO Shuttle Routes	774	0	0	10,904	17,174	57.5%	177,354	139,033	-21.6%	777	0	0
	TOTAL, by Route Class	111,636	47,431	29,746	2,299,674	2,820,370	22.6%	24,406,800	25,501,412	4.5%	113,446	38,796	26,228

YRT/Viva

2012 Revenue Ridership Summary

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



* February & March 2012 forecasted revenue ridership due to free transit service.

Month	2011 ^[4]	2012	Monthly Change [12 vs '11]	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2012
January	1,740,807	1,012,247 ^[1]	-41.9%	-41.9%	41,317 ^[1]
February	1,731,401	1,792,375 ^{[2]*}	3.5%	-19.2%	85,590
March	1,866,013	2,147,532 ^{[3]*}	15.1%	-7.2%	84,566
April	1,730,828	1,810,604	4.6%	-4.3%	76,203
May	1,872,981	1,975,926	5.5%	-2.3%	77,250
June	1,810,380	1,995,535	10.2%	-0.2%	80,996
July	1,619,467	1,719,345	6.2%	0.7%	68,249
August	1,616,538	1,719,028	6.3%	1.3%	66,856
September	2,008,877	2,025,547	0.8%	1.3%	88,499
October	1,757,737 ^[1]	2,042,674	16.2%	2.7%	82,164
November	1,142,577 ^[1]				
December	951,948 ^[1]				
YTD Total	19,849,554	18,240,812			

^[1] Transit labour strike October 24, 2011 to February 3, 2012

^[2] Free transit service begins February 4, 2012. Projected weekday revenue ridership based on historic transfer rate of 28.1 per cent

^[3] Free transit service begins February 4, 2012. Projected weekday revenue ridership based on 40 per cent transfer rate.

^[4] 2011 revenue ridership adjusted for 2012 comparison.

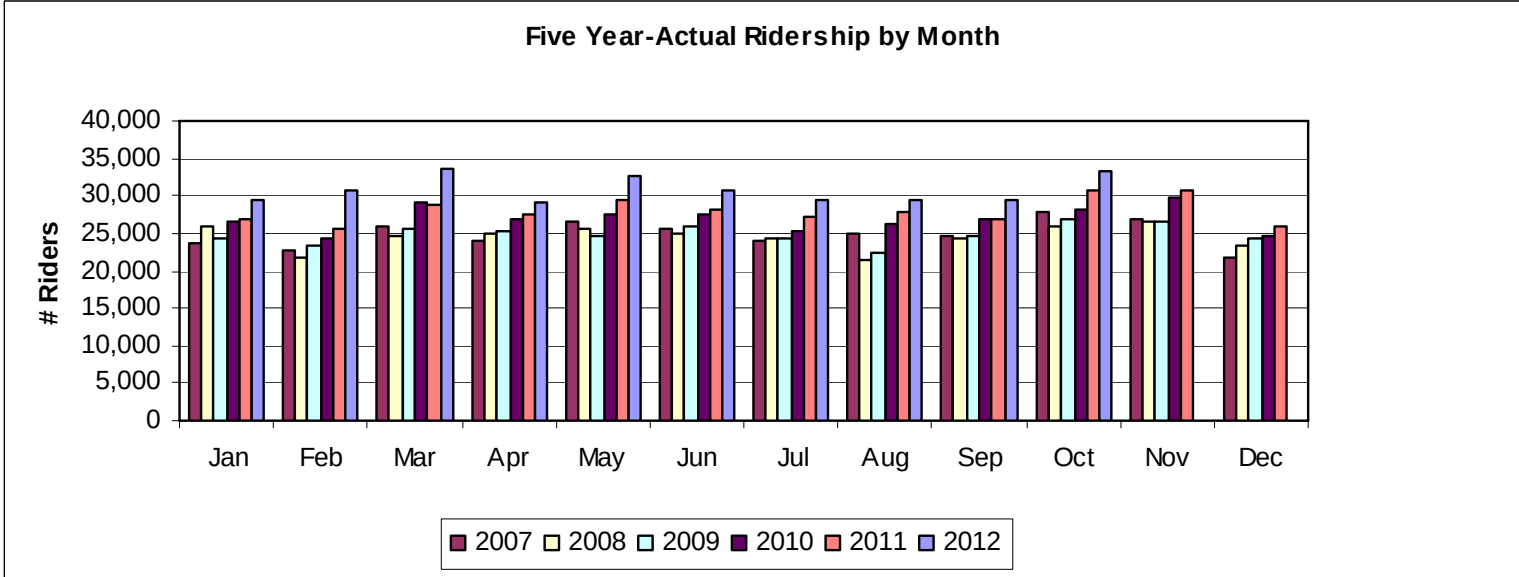
* Projections based on total boardings and transfer rate.

Updated: November 15, 2012

YRT/Viva

2012 Ridership Summary

Specialized Services – Mobility Plus



Month	2011 Ridership	2012 Ridership	Monthly Change ('12 vs. '11)	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2012
January	26,948	29,467	9.3%	9.3%	1237
February	25,612	30,865 ^[1]	20.5%	14.8%	1368
March	28,948	33,661 ^[1]	16.3%	15.3%	1356
April	27,412	29,070	6.0%	13.0%	1207
May	29,553	32,566	10.2%	12.4%	1321
June	28,214	30,667	8.7%	11.8%	1291
July	27,311	29,284	7.2%	11.1%	1293
August	27,701	29,501	6.5%	10.5%	1185
September	26,980	29,301	8.6%	10.3%	1310
October	30,738	33,328	8.4%	10.1%	1344
November	30,874				
December	26,069				
YTD	336,360	307,710			

^[1] Free transit attributed to high increase in ridership.