

| 512 St. Clair Service Comparisons  |   |          |             |               |                             |          |             |               |                                      |          |             |               |                       |          |             |               |
|------------------------------------|---|----------|-------------|---------------|-----------------------------|----------|-------------|---------------|--------------------------------------|----------|-------------|---------------|-----------------------|----------|-------------|---------------|
|                                    | April 2007 Streetcar                    |          |             |               | January 2010 Streetcar      |          |             |               | February 14, 2010 Streetcar          |          |             |               | January 2010 Bus      |          |             |               |
|                                    | St. Clair Stn. To Keele Except As Noted |          |             |               | St. Clair Stn. To Lansdowne |          |             |               | St. Clair Stn. To Lansdowne          |          |             |               | Oakwood Loop to Keele |          |             |               |
|                                    | Headway                                 | Vehicles | Travel Time | Recovery Time | Headway                     | Vehicles | Travel Time | Recovery Time | Headway                              | Vehicles | Travel Time | Recovery Time | Headway               | Vehicles | Travel Time | Recovery Time |
| <b>Weekday AM Peak</b>             |   |          |             |               |                             |          |             |               |                                      |          |             |               |                       |          |             |               |
| <b>St. Clair Stn. To Keele</b>     | 6'                                      | 12       | 68          | 4             |                             |          |             |               |                                      |          |             |               |                       |          |             |               |
| <b>St. Clair Stn. To Lansdowne</b> | 10'                                     | 10       | 54          | 6             |                             |          |             |               |                                      |          |             |               |                       |          |             |               |
| <b>Combined Service</b>            | 3'                                      |          |             |               | 2'45"                       | 18       | 47          | 2 to 3        | 2'45"                                | 18       | 47          | 2 to 3        | 4'30"                 | 8        | 33          | 3             |
| <b>Weekday Midday</b>              | 6'20"                                   | 11       | 64          | 6             | 4'40"                       | 10       | 45          | 1 to 2        |                                      |          |             |               | 4'30"                 | 8        | 33          | 3             |
| <b>Weekday Morning</b>             |   |          |             |               |                             |          |             |               | 4'40"                                | 10       | 45          | 1 to 2        |                       |          |             |               |
| <b>Weekday Afternoon</b>           |   |          |             |               |                             |          |             |               | <b>5'20"</b>                         | 10       | <b>47</b>   | <b>6 to 7</b> |                       |          |             |               |
| <b>Weekday PM Peak</b>             | 4'                                      | 19       | 70          | 6             | 3'30"                       | 14       | 47          | 2             | <b>4'00"</b>                         | 14       | <b>49</b>   | <b>7</b>      | 4'30"                 | 8        | 33          | 3             |
| <b>Weekday Early Evening</b>       | 7'30"                                   | 9        | 63          | 4             | 5'30"                       | 8        | 44          | 0             | <b>6'30"</b>                         | 8        | <b>46</b>   | <b>6</b>      | 5'30"                 | 6        | 30          | 3             |
| <b>Weekday Late Evening</b>        | 8'40"                                   | 7        | 56          | 5             | 8'                          | 5        | 40          | 0             | 8'                                   | 5        | 40          | 0             | 8'                    | 4        | 27          | 5             |
| <b>Saturday Early Morning</b>      | 9'30"                                   | 6        | 55          | 2             | 8'                          | 5        | 40          | 0             | 8'                                   | 5        | 40          | 0             | 8'                    | 4        | 27          | 5             |
| <b>Saturday Morning</b>            | 8'                                      | 10       | 74          | 6             | 6'15"                       | 7        | 42          | 1 to 2        | <b>7'</b>                            | 7        | <b>44</b>   | <b>5</b>      | 6'15"                 | 6        | 33          | 4 to 5        |
| <b>Saturday Afternoon</b>          | 6'30"                                   | 13       | 76          | 8             | 5'10"                       | 9        | 45          | 1 to 2        | <b>6'</b>                            | 9        | <b>47</b>   | <b>7</b>      | 5'10"                 | 7        | 33          | 3 to 4        |
| <b>Saturday Early Evening</b>      | 7'45"                                   | 8        | 58          | 4             | 6'15"                       | 7        | 42          | 1 to 2        | 6'15"                                | 7        | 42          | 1 to 2        | 6'15"                 | 5        | 30          | 1 to 2        |
| <b>Saturday Late Evening</b>       | 12'                                     | 5        | 58          | 2             | 10'                         | 4        | 40          | 0             | 10'                                  | 4        | 40          | 0             | 10'                   | 3        | 27          | 3             |
| <b>Sunday Early Morning</b>        | 11'                                     | 5        | 52          | 3             | 9'30"                       | 4        | 38          | 0             | 9'30"                                | 4        | 38          | 0             | 9'30"                 | 3        | 28          | 0 to 1        |
| <b>Sunday Morning</b>              | 9'                                      | 8        | 67          | 5             | 7'                          | 6        | 42          | 0             | <b>8'20"</b>                         | 6        | <b>44</b>   | <b>6</b>      | 7'                    | 5        | 33          | 2             |
| <b>Sunday Afternoon</b>            | 8'                                      | 9        | 67          | 5             | 6'20"                       | 7        | 44 to 45    | 0             | <b>7'30"</b>                         | 7        | <b>47</b>   | <b>5 to 6</b> | 6'20"                 | 6        | 33          | 5             |
| <b>Sunday Early Evening</b>        | 8'40"                                   | 7        | 58          | 2             | 8'                          | 5        | 40          | 0             | 8'                                   | 5        | 40          | 0             | 8'                    | 4        | 30          | 2             |
| <b>Sunday Late Evening</b>         | 15'                                     | 4        | 58          | 2             | 10'                         | 4        | 40          | 0             | 10'                                  | 4        | 40          | 0             | 10'                   | 3        | 27          | 3             |
|                                    |   |          |             |               |                             |          |             |               | <b>Changes above in Bold Italics</b> |          |             |               |                       |          |             |               |