

Service Changes Effective Sunday, August 4, 2019																			
Route	Period / Service	M-F						Saturday						Sunday					
		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
Where running times are shown as "A+B", the first part is the scheduled driving time and the second part is the scheduled "recovery" time (layover) usually provided to round out the trip time as a multiple of the headway.																			
Vehicle Types: C: CLRV F: Flexity B: Bus AB: Artic Bus T: Train																			
Construction Changes																			
Construction Ends at Royal York Station																			
15 Evans	<b>AM Peak / SS Early Morning</b>																		
	15 Evans		13'		42+10		4B												
	15 Evans / 48 Rathburn Interline	12'		48		4B		30'	30'	45	33+12	1.5B	1.5B						
	<b>Midday / SS Morning</b>																		
	15 Evans		25'		40+10		2B												
	15 Evans / 48 Rathburn Interline	22'		44		2B		30'	30'	45	38+7	1.5B	1.5B	30'	30'	40+5	38+7	1.5B	1.5B
	<b>PM Peak / SS Afternoon</b>																		
	15 Evans		14'		46+10		4B												
	15 Evans / 48 Rathburn Interline	14'		49		3.5B		30'	30'	45	38+7	1.5B	1.5B	30'	30'	40+5	38+7	1.5B	1.5B
	<b>Early Evening</b>																		
	15 Evans / 48 Rathburn Interline	30'	30'	40+5	37+8	1.5B	1.5B	30'	30'	40+5	35+10	1.5B	1.5B	30'	30'	40+5	35+10	1.5B	1.5B
	<b>Late Evening</b>																		
15 Evans / 48 Rathburn Interline	30'	30'	40+5	33+12	1.5B	1.5B	30'	30'	40+5	33+12	1.5B	1.5B	30'	30'	40+5	33+12	1.5B	1.5B	
48 Rathburn	<b>AM Peak / SS Early Morning</b>																		
	48 Rathburn		12'30"		41+9		4B												
	15 Evans / 48 Rathburn Interline	12'		44+4		4B		30'	30'	45	33+12	1.5B	1.5B						
	<b>Midday / SS Morning</b>																		
	48 Rathburn		22'		38+6		2B												
	15 Evans / 48 Rathburn Interline	22'		42+2		2B		30'	30'	45	38+7	1.5B	1.5B	30'	30'	45	38+7	1.5B	1.5B
	<b>PM Peak / SS Afternoon</b>																		
	48 Rathburn		17'		42+9		3B												
	15 Evans / 48 Rathburn Interline	14'		45+4		3.5B		30'	30'	45	38+7	1.5B	1.5B	30'	30'	45	38+7	1.5B	1.5B
	<b>Early Evening</b>																		
	15 Evans / 48 Rathburn Interline	30'	30'	40+5	35+10	1.5B	1.5B	30'	30'	40+5	35+10	1.5B	1.5B	30'	30'	44+1	35+10	1.5B	1.5B
	<b>Late Evening</b>																		
15 Evans / 48 Rathburn Interline	30'	30'	40+5	33+12	1.5B	1.5B	30'	30'	40+5	33+12	1.5B	1.5B	30'	30'	40+5	33+12	1.5B	1.5B	

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
73 Royal York	<b>AM Peak / SS Early Morning</b>																		
	73B Royal York Stn to Eglinton/La Rose	27'	30'	27	26+4	1B	1B	30'	30'	24+6	24+6	1B	1B						
	73C Royal York Stn to Claireport	13'	30'	91	89+13	7B	6B	12'	15'	72	75	6B	5B						
	73D Royal York Stn to Knob Hill	13'	17'	39	38+13	3B	3B												
	<b>Midday / SS Morning</b>																		
	73B Royal York Stn to Eglinton/La Rose	27'	30'	27	24+6	1B	1B	30'	30'	24+6	24+6	1B	1B	30'	30'	24+6	24+6	1B	1B
	73C Royal York Stn to Claireport	10'30"	17'	84	87+15	8B	6B	10'	15'	75+5	84+6	8B	6B	10'	23'	75+5	84+8	8B	4B
	<b>PM Peak / SS Afternoon</b>																		
	73B Royal York Stn to Eglinton/La Rose	28'	17'	28	25+9	1B	2B	30'	30'	24+6	24+6	1B	1B	30'	30'	24+6	24+6	1B	1B
	73C Royal York Stn to Claireport	14'	25'	110	108+17	8B	5B	10'	15'	84+6	84+6	9B	6B	10'	23'	84+6	84+8	9B	4B
	73D Royal York Stn to Knob Hill	14'	25'	45	39+11	4B	2B												
	<b>Early Evening</b>																		
	73B Royal York Stn to Eglinton/La Rose	30'	17'	26+4	23+11	1B	2B	20'	30'	24+6	24+6	1.5B	1B	20'	30'	24+6	24+6	1.5B	1B
	73C Royal York Stn to Claireport	10'	17'	85+5	80+22	9B	6B	20'	20'	80+10	80	4.5B	4B	20'	30'	80+10	80+10	4.5B	3B
<b>Late Evening</b>																			
73B Royal York Stn to Eglinton/La Rose	20'	20'	24+6	20+10	1.5B	1.5B	20'		24+6		1.5B		20'		24+6		1.5B		
73C Royal York Stn to Claireport	20'	20'	80+10	72+18	4.5B	4.5B	20'	22'	80+10	75+13	4.5B	4B	20'	22'	80+10	75+13	4.5B	4B	
76 Royal York South	<b>AM Peak / SS Early Morning</b>																		
	76A Royal York Stn to Lake Shore	6'30"	5'	32+1	30+10	5B	8B	12'	10'	28+8	30	3B	3B						
	76B Royal York Stn to Queensway/Grand	27'	30'	26+1	18+12	1B	1B	30'		26+4		1B							
	<b>Midday / SS Morning</b>																		
	76A Royal York Stn to Lake Shore	10'30"	10'	34+8	30+10	4B	4B	10'	9'	30	33+3	3B	4B	10'	9'	30	33+3	3B	4B
	76B Royal York Stn to Queensway/Grand	27'	30'	26+1	22+8	1B	1B	30'	30'	26+4	26+4	1B	1B	30'	30'	26+4	26+4	1B	1B
	<b>PM Peak / SS Afternoon</b>																		
	76A Royal York Stn to Lake Shore	7'	5'40"	36+6	34+11/12	6B	8B	10'	9'	30	33+3	3B	4B	10'	9'	30	33+3	3B	4B
	76B Royal York Stn to Queensway/Grand	27'	30'	26+1	23+7	1B	1B	30'	30'	26+4	26+4	1B	1B	30'	30'	26+4	26+4	1B	1B
	<b>Early Evening</b>																		
76A Royal York Stn to Lake Shore	10'	10'	29+1	27+3	3B	3B	10'	10'	29+1	28+2	3B	3B	10'	10'	29+1	28+2	3B	3B	
76B Royal York Stn to Queensway/Grand	30'	30'	26+4	18+12	1B	1B													
<b>Late Evening</b>																			
76A Royal York Stn to Lake Shore	10'	10'	28+2	23+7	3B	3B	10'	10'	28+2	22+8	3B	3B	10'	10'	28+2	22+8	3B	3B	
315 Evans Blue Night	<b>Overnight Service</b>																		
	315 Islington Stn to Long Branch	30'		68+22		3B		30'		68+22		3B		30'		68+22		3B	
	315 Royal York Stn to Long Branch		30'		58+2		2B		30'		58+2		2B		30'		58+2		2B

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
<b>Crosstown Construction</b>																			
33 Forest Hill	33 St. Clair Stn to Eglinton (Vesta)																		
	AM Peak / SS Early Morning	20'	30'	40	30	2B	1B	20'	30'	38+2	30	2B	1B						
	Midday / SS Morning	20'	30'	40	30	2B	1B	20'	30'	40	30	2B	1B	20'	30'	40	30	2B	1B
	PM Peak / SS Afternoon	20'	30'	40	30	2B	1B	20'	30'	40	30	2B	1B	20'	30'	40	30	2B	1B
	Early Evening	20'	30'	38+2	30	2B	1B	20'	30'	38+2	30	2B	1B	20'	30'	38+2	30	2B	1B
	Late Evening	20'	30'	38+2	30	2B	1B	20'	30'	38+2	30	2B	1B	20'	30'	38+2	30	2B	1B
<b>Dundas Street Water Main Construction</b>																			
505 Dundas	M-F Before 7 am		5'		79+11		18B												
	AM Peak / SS Early Morning	3'45"	4'10"	95+6	109+16	27B	30B	9'30"	9'15"	74+12	74+9/10	9B	9B	9'30"	9'30"	69+7	69+7	8B	8B
	Midday / SS Morning	4'	4'50"	96+8	114+16/17	26B	27B	5'15"	5'30"	91+9	100+15/16	19B	21B	6'	6'15"	82+8	84+9/10	15B	15B
	PM Peak / SS Afternoon	3'30"	4'10"	105+7	130+15/16	32B	35B	4'	4'40"	103+9	125+15	28B	30B	5'15"	5'40"	95+10	101+18	20B	21B
	Early Evening	4'45"	5'50"	87+8	94+16/17	20B	19B	5'40"	7'20"	92+10	102+15/16	18B	16B	8'	9'15"	80+8	82+10/11	11B	10B
	Late Evening	7'30"	9'20"	74+9	77+16/17	11B	10B	9'	9'30"	79+11	86+18/19	10B	11B	9'30"	10'	68+8	71+9	8B	8B
<b>Miscellaneous Changes</b>																			
2 Bloor-Danforth	AM Peak																		
	2 Kipling to Kennedy	2'39"	2'39"	106	106	40T	40T												
	Gap Trains					1T	2T												
	PM Peak																		
	2 Kipling to Kennedy	3'01"	3'01"	105	105	35T	35T												
	Gap Trains					1T	2T												
	Early Morning							4'52"	5'40"	97	102	20T	18T						
	Morning							4'30"	5'40"	108	102	20T	18T						
	Afternoon							4'30"	4'15"	108	110-111	24T	26T						
	Early Evening							4'52"	5'30"	97	104-105	20T	19T						
Late Evening							4'52"	6'	97	102	20T	17T							
<b>Service improvement</b>																			
5 Avenue Road	Two additional AM peak trips will operate SB from Eglinton Station at 7:45 an 8:11 am to relieve overcrowding. These vehicles will come from inbound 32 Eglinton West peak buses.																		

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
<b>11 Bayview</b>		Service reliability improvement																	
	<b>AM Peak / Sat-Sun Early Morning</b>																		
	11A to Steeles	15'	16'	112+8	109+19	8B	8B												
	11C to Sunnybrook	15'	16'	47+13	46+18	4B	4B												
	<b>M-F Midday / Sat-Sun Late Morning</b>																		
	11A to Steeles	12'	13'	97+11	94+23	9B	9B												
	11C to Sunnybrook																		
	<b>PM Peak / Sat-Sun Afternoon</b>																		
	11A to Steeles	14'	15'	115+11	113+22	9B	9B												
	11C to Sunnybrook	14'	15'	46+10	45+15	4B	4B												
	<b>Early Evening</b>																		
	11A to Steeles	28'	28'	82+16	77+21	3.5B	3.5B												
	11C to Sunnybrook	28'	28'	34+8	31+11	1.5B	1.5B												
	<b>Late Evening</b>																		
	11A to Steeles	30'	25'	56+4	59+4/5	2B	2.5B												
	11C to Sunnybrook	30'	25'	23+7	23+14/15	1B	1.5B												
<b>24/924 Victoria Park</b>		Service reliability improvement																	
	<b>AM Peak / Sat-Sun Early Morning</b>																		
	24A Victoria Pk Stn to Steeles	10'	9'30"	92+8	88+16/17	10B	11B	10'	9'30"	80	75+10/11	8B	9B	10'	9'30"	80	72+13/14	8B	9B
	24B Victoria Pk Stn to Don Mills Stn	13'30"	15'	85+10	81+24	7B	7B												
	924 Victoria Pk Stn to Steeles Express		9'30"		74+21		10B												
	<b>M-F Midday / Sat-Sun Late Morning</b>																		
	24A Victoria Pk Stn to Steeles	10'	10'	94+6	91+19	10B	11B	9'	9'30"	90	87+17/18	10B	11B	9'	9'	80+1	80+10	9B	10B
	24B Victoria Pk Stn to Don Mills Stn	30'	25'	85+5	80+20	3B	4B												
	<b>PM Peak / Sat-Sun Afternoon</b>																		
	24A Victoria Pk Stn to Steeles	9'	9'30"	104+4	98+16	12B	12B	7'	7'20"	90+1	86+16/17	13B	14B	8'	7'	84+4	80+11	11B	13B
	24B Victoria Pk Stn to Don Mills Stn	16'	18'	94+2	87+21	6B	6B												
	924 Victoria Pk Stn to Steeles Express		9'30"		84+20/21		11B												
	<b>Early Evening</b>																		
	24A Victoria Pk Stn to Steeles	7'30"	7'30"	80+3	76+14	11B	12B	9'	9'	80+1	75+15	9B	10B	10'	9'20"	80	73+11	8B	9B
	<b>Late Evening</b>																		
	24A Victoria Pk Stn to Steeles	9'	9'30"	69+3	63+13	8B	8B	10'	9'	70	63+13	7B	8B	10'	10'	70	61+9	7B	7B
<b>32 Eglinton West</b>		Service adjustment																	
	Two inbound AM peak trips that previously ran back to Mount Dennis Garage at 7:38 and 8:09 will now provide service on 5 Avenue Road.																		
	Service on 32 Eglinton West will be adjusted to smooth headways. The buses will run in to Mount Dennis after their southbound 5 Avenue Road trips to Queen's Park.																		

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
<b>39 Finch East</b>		Service reliability improvement																	
	<b>AM Peak / Sat-Sun Early Morning</b>																		
	39A to Neilson	5'	5'	101+4	94+16	21B	22B												
	39B to Old Finch & Morningview	15'	15'	113+7	109+16	1B	1B												
	39C to Victoria Park	10'	13'	58+2	51+14	6B	5B												
	<b>M-F Midday / Sat-Sun Late Morning</b>																		
	39A to Neilson	6'	16'	80+10	84+12	15B	6B												
	39B to Old Finch & Morningview	18'	16'	92+16	98+14	1B	7B												
	<b>PM Peak / Sat-Sun Afternoon</b>																		
	39A to Neilson	14'	14'30"	104+8	98+18	8B	8B												
	39B to Old Finch & Morningview	14'	14'30"	116+10	100+20/21	9B	9B												
	39C to Victoria Park	14'	14'30"	61+9	62+10/11	5B	5B												
	<b>Early Evening</b>	(To 9:00 pm)																	
	39A to Neilson	16'	17'	70+10	77+8	5B	5B												
	39B to Old Finch & Morningview	16'	17'	82+14	87+15	6B	6B												
	<b>Early Evening</b>	(9:00 to 10:00 pm)																	
	39A to Neilson		19'		70+6		4B	15'		86+4		6B							
	39B to Old Finch & Morningview		19'		82+13		5B	15'		98+7		7B							
	<b>Late Evening</b>	(10:00 to 11:00 pm)																	
	39A to Neilson	9'	19'	59+13	70+6	8B	4B	8'	15'	70+2	64+3/4	9B	4.5B						
	39B to Old Finch & Morningview		19'		82+13		5B	15'		75+7/8		5.5B							
	<b>Late Evening</b>	(After 11:00 pm)																	
	39A to Neilson		20'		64+16		4B	15'		64+3/4		4.5B	10'	20'	70	64+16	7B	4B	
	39B to Old Finch & Morningview		20'		75+5		4B	15'		75+7/8		5.5B	20'		75+5		4B		
<b>61 Avenue Road North</b>		Service reliability improvement																	
	<b>AM Peak / S-S Early AM</b>																		
	Midday / S-S Morning	10'	12'	46+4	44+16	5B	5B												
	PM Peak / S-S Afternoon	15'	20'	38+7	40+20	3B	3B												
	Early Evening	13'30"	13'	50+4	47+18	4B	5B												
	Late Evening	18'	20'	32+4	33+7	2B	2B												
	Late Evening	18'	20'	32+4	27+13	2B	2B												
<b>62 Mortimer</b>		Service reliability improvement																	
	<b>AM Peak / S-S Early AM</b>																		
	Midday / S-S Morning	15'	16'	44+1	38+10	3B	3B												
	PM Peak / S-S Afternoon	22'	22'	42+2	36+8	2B	2B												
	Early Evening	15'	16'	44+1	41+7	3B	3B												
	Late Evening	20'	20'	40	33+7	2B	2B												
	Late Evening	20'	20'	40	30+10	2B	2B												

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh			
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New		
<b>63 Ossington</b>		Service reliability improvement																			
	<b>AM Peak / Sat-Sun Early Morning</b>																				
	63A Eglinton W Stn to Liberty Village	9'45"	11'15"	81+10	80+25	3B	3B														
	63B St. Clair to Liberty Village	3"15"	3'45"	58+4	59+12/13	19B	19B														
	<b>M-F Midday / Sat-Sun Late Morning</b>																				
	63A Eglinton W Stn to Liberty Village	8'30"	10'	75+6	80+15	9.5B	9.5B														
	63B St. Clair to Liberty Village	8'30"	10'	56+8	58+17	7.5B	7.5B														
	<b>PM Peak / Sat-Sun Afternoon</b>																				
	63A Eglinton W Stn to Liberty Village	8'	9'30"	86+6	91+23	11.5B	12B														
	63B St. Clair to Liberty Village	8'	9'30"	63+5	63+22/23	8.5B	9B														
	<b>Early Evening</b>																				
	63A Eglinton W Stn to Liberty Village	10'	10'	68+7	68+7	7.5B	7.5B														
	63B St. Clair to Liberty Village	10'	10'	51+4	50+5	5.5B	5.5B														
	<b>Late Evening</b>																				
	63A Eglinton W Stn to Liberty Village	10'	10'	61+9	61+9	7B	7B														
<b>64 Main</b>		Service reliability improvement																			
	<b>AM Peak</b>	8'	8'20"	22+2	17+8	3B	3B														
	<b>Midday</b>	10'	10'	20	15+5	2B	2B														
	<b>PM Peak (3:00 to 6:15 pm)</b>	8'	8'20"	22+2	18+7	3B	3B														
	<b>Early Evening (6:15 to 8:00 pm)</b>	20'	12'	20	18+6	1B	2B														
	<b>Late Evening (After 8:00 pm)</b>	20'	20'	20	14+6	1B	1B														
<b>68 Warden</b>	The last trips in the schedule will be adjusted to improve transition to the Blue Night Network. The trip currently scheduled to terminate at Warden Station at 2:08 am will remain in service to Danforth Rd & Danforth Avenue where it will transition to the 300 Bloor-Danforth night route.																				
<b>83 Jones</b>		Service reliability improvement																			
	<b>AM Peak / S-S Early AM</b>																				
	15' 15' 30 25+5 2B 2B	15'	15'	30	25+5	2B	2B														
	<b>Midday / S-S Morning</b>																				
	15' 18' 30 29+7 2B 2B	15'	18'	30	29+7	2B	2B	15'	18'	30	25+11	2B	2B								
	<b>PM Peak / S-S Afternoon</b>																				
	16' 22' 32 30+14 2B 2B	16'	22'	32	30+14	2B	2B	15'	18'	30	28+8	2B	2B								
	<b>Early Evening</b>																				
	15' 20' 30 27+13 2B 2B	15'	20'	30	27+13	2B	2B	15'	16'	30	27+5	2B	2B								
	<b>Late Evening</b>																				
	15' 17' 30 27+7 2B 2B	15'	17'	30	27+7	2B	2B	15'	16'	30	26+6	2B	2B								

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
<b>88 South Leaside</b>		Service reliability improvement																	
	<b>AM Peak / Sat-Sun Early Morning</b>																		
	88A via Overlea	11'	14'	46+9	47+16	5B	4.5B												
	88B via Wicksteed	11'	14'	46+9	47+16	5B	4.5B												
	<b>M-F Midday / Sat-Sun Late Morning</b>																		
	88A via Overlea	30'	40'	40+5	43+17	1.5B	1.5B												
	88B via Wicksteed	30'	40'	42+3	43+17	1.5B	1.5B												
	<b>PM Peak / Sat-Sun Afternoon</b>																		
	88A via Overlea	12'	15'	46+8	46+21/22	4.5B	4.5B												
	88B via Wicksteed	12'	15'	48+6	49+18/19	4.5B	4.5B												
	<b>Early Evening</b>																		
	88A via Overlea	28'	35'	36+6	38+14/15	1.5B	1.5B												
	88B via Wicksteed	28'	35'	35+7	39+13/14	1.5B	1.5B												
	<b>Late Evening</b>																		
	88A via Overlea	40'	45'	36+4	35+10	1B	1B												
	88B via Wicksteed	40'	45'	35+5	36+9	1B	1B												
<b>105 Dufferin North</b>	Two new northbound patterns will be implemented to reflect actual bus routing at Sheppard West Station before Line 1 service begins. A new pattern will bypass Allen Road and Sheppard Avenue West, and instead enter Sheppard West Station to provide connections to other bus routes serving the bus terminal before Line 1 service. The first northbound trip on Monday-Friday service and Saturday service will use this pattern. A new pattern will serve Allen Road and Sheppard Avenue West, and bypass Sheppard West Station. The first four northbound trips on Sunday service will use this pattern.																		
<b>120 Calvington</b>		Service reliability improvement																	
	<b>AM Peak / S-S Early AM</b>	30'	24'	60	59+13	2B	3B												
	<b>Midday / S-S Morning</b>	30'	24'	60	58+14	2B	3B												
	<b>PM Peak / S-S Afternoon</b>	22'	26'	62+4	64+14	3B	3B												
	<b>Early Evening</b>	30'	30'	55+5	52+8	2B	2B												
	<b>Late Evening</b>	30'	30'	55+5	48+12	2B	2B												
<b>176 Mimico GO</b>	Service will be extended into the Humber Bay Shores area via Marine Parade Drive to provide a connection to Lakeshore West GO trains for more residents. In the morning peak period, trip arrival times at Mimico GO Station (Newcastle St and Windsor St) will not change to maintain GO train connections. Times at other stops will change to accommodate the additional travel through Humber Bay Shores. All afternoon peak period trips will be shifted approximately 5 minutes later to improve connections with consistently delayed afternoon peak period Lakeshore West GO train trips.																		
	<b>AM Peak</b>																		
	176 Mimico GO to Park Lawn Loop	30'		20+10		1B													
	176 Mimico GO to Marine Parade		30'		22+8		1B												
	<b>PM Peak</b>																		
	176 Mimico GO to Park Lawn Loop	30'		20+10		1B													
	176 Mimico GO to Marine Parade		30'		22+8		1B												

Service Changes Effective Sunday, August 4, 2019																																					
Route	Period / Service	M-F						Saturday						Sunday																							
		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh																			
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New																		
<b>506 Carlton</b>		Service reliability improvement																																			
	<b>M-F Before 7 am</b>	7'45"		120+11/12		17C																															
	<b>AM Peak / SS Early Morning</b>	5'10"		5'40"		139+6		144+14/15		28C		28C		7'30"		10'		96+9		94+14		14C		11C		9'30"		10'		97+8		93+17		11C		11C	
	506 High Park to Main Stn	4 trips				4B																															
	506 Roncesvalles to Main Stn	4 trips				4B																															
	506 Roncesvalles to Coxwell	4 trips				4B																															
	506 Parkside to Coxwell & Queen	4 trips				4B																															
	506 Main Stn to Lansdowne	4 trips				4B																															
	<b>Midday / SS Morning</b>	5'20"		5'40"		139+11		142+16/17		28C		28C		7'30"		8'		126+9		126+18		18C		18C		10'		10'		113+7		112+18		12C		13C	
	<b>PM Peak / SS Afternoon</b>	5'40"		6'		149+10		151+17		28C		28C		6'		6'40"		142+8		142+18		25C		24C		8'		7'45"		131+13		131+16/17		18C		19C	
	<b>Early Evening</b>	7'10"		7'10"		121+8		125+11/12		18C		19C		8'15"		8'45"		122+10		122+18		16C		16C		10'		9'45"		109+11		111+15/16		12C		13C	
	<b>Late Evening</b>	8'30"		9'40"		105+6		105+11		13C		12C		9'		9'30"		111+6		117+16		13C		14C		10'		10'30"		98+12		103+12/13		11C		11C	
<b>512 St. Clair</b>		Service reliability improvement																																			
	<b>AM Peak / SS Early Morning</b>	10'		10'		55+5		57+13		6F		7F		12'		11'30"		53+7		53+16		5F		6F													
	<b>Midday / SS Morning</b>	5'		5'45"		62+8		66+14/15		14F		14F		6'		7'30"		60+12		64+11		12F		10F													
	<b>PM Peak / SS Afternoon</b>	4'15"		4'45"		65+7		68+12/13		17F		17F		6'		6'30"		66+6		66+12		12F		12F													
	<b>Early Evening</b>	8'45"		6'45"		58+8		64+10/11		11F		11F		6'		6'30"		58+8		59+12/13		11F		11F													
	<b>Late Evening</b>	8'30"		9'30"		55+5		54+12/13		7F		7F		10'		9'20"		53+7		52+13/14		6F		7F													
<b>984 Sheppard West Express</b>	A new express stop will be designated for the 984 Sheppard West Express eastbound at Sheppard Ave West and Wilson Heights Boulevard to complete the stop pair at this intersection. Schedules will remain unchanged.																																				





