

| | | Service Changes Effective August 31, 2025 (version 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|------------------|---|-----|--------|-----|----------|-----|----------|-----|--------|-----|----------|-----|---------|-----|--------|-----|----------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| Route | Period / Service | M-F | | | | | | Saturday | | | | | | Sunday | | | | | | | | | | | | | | | | | |
| | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | | | | | | | | | | | | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | | | | | | | | | | | | |
| 504 King | | Service via King west of the Don Bridge restored due to completion of the King/Church project. West end diversion via Shaw and Queen for King/Dufferin Project. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Early Morning M-F</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 504A Distillery to Dundas West Stn | | 10' | | 120+10 | | 13F | | | | | | | | | | | | | | | | | | | | | | | | | |
| 504B Broadview Stn to Wolseley Loop | | 10' | | 77+13 | | 9F | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>AM Peak / Early Morning S-S</i> | | 8' | | 169+15 | | 23F | | 10' | | 128+12 | | 14F | | 14' | | 133+7 | | 10F | | | | | | | | | | | | | |
| 504 Broadview Stn to Dundas West Stn | | 10' | | 70+10 | | 8B | | 10' | | 54+6 | | 6B | | 10' | | 55+5 | | 6F | | | | | | | | | | | | | |
| 504C Bathurst to Distillery | | 5' | | 80+5 | | 17B | | 10' | | 62+8 | | 7B | | 10' | | 63+7 | | 7F | | | | | | | | | | | | | |
| 504D Bathurst to Broadview/Gerrard | | 8' | | 132+12 | | 18F | | 10' | | 105+15 | | 12F | | 14' | | 108+18 | | 9F | | | | | | | | | | | | | |
| 504A Distillery to Dundas West Stn | | 8' | | 94+10 | | 13F | | 10' | | 69+11 | | 8F | | 14' | | 84 | | 6F | | | | | | | | | | | | | |
| <i>Midday / Late Morning S-S</i> | | 10' | | 170+10 | | 18F | | 10' | | 157+13 | | 17F | | 10' | | 153+17 | | 17F | | | | | | | | | | | | | |
| 504 Broadview Stn to Dundas West Stn | | 10' | | 73+7 | | 8B | | 10' | | 64+6 | | 7B | | 10' | | 63+7 | | 7F | | | | | | | | | | | | | |
| 504C Bathurst to Distillery | | 10' | | 87+13 | | 10B | | 10' | | 72+8 | | 8B | | 10' | | 72+8 | | 8F | | | | | | | | | | | | | |
| 504D Bathurst to Broadview/Gerrard | | 10' | | 132+18 | | 15F | | 10' | | 124+6 | | 13F | | 10' | | 121+9 | | 13F | | | | | | | | | | | | | |
| 504B Broadview Stn to Wolseley Loop | | 10' | | 94+16 | | 11F | | 10' | | 85+15 | | 10F | | 10' | | 86+14 | | 10F | | | | | | | | | | | | | |
| <i>PM Peak / Afternoon S-S</i> | | 8' | | 187+13 | | 25F | | 8' | | 176+16 | | 24F | | 8' | | 172+12 | | 23F | | | | | | | | | | | | | |
| 504 Broadview Stn to Dundas West Stn | | 10' | | 87+13 | | 10B | | 10' | | 70+10 | | 8B | | 10' | | 67+13 | | 8F | | | | | | | | | | | | | |
| 504C Bathurst to Distillery | | 5' | | 101+9 | | 22B | | 5' | | 84+11 | | 19B | | 5' | | 77+8 | | 17F | | | | | | | | | | | | | |
| 504D Bathurst to Broadview/Gerrard | | 10' | | 143+17 | | 16F | | 10' | | 137+13 | | 15F | | 10' | | 134+16 | | 15F | | | | | | | | | | | | | |
| 504A Distillery to Dundas West Stn | | 10' | | 102+8 | | 11F | | 10' | | 96+14 | | 11F | | 10' | | 92+8 | | 10F | | | | | | | | | | | | | |
| <i>Early Evening</i> | | 10' | | 154+16 | | 17F | | 10' | | 164+16 | | 18F | | 10' | | 153+17 | | 17F | | | | | | | | | | | | | |
| 504 Broadview Stn to Dundas West Stn | | 10' | | 72+8 | | 8B | | 10' | | 63+7 | | 7B | | 10' | | 59+6 | | 6.5B | | | | | | | | | | | | | |
| 504C Bathurst to Distillery | | 10' | | 85+5 | | 9B | | 5' | | 75+5 | | 18B | | 10' | | 70+5 | | 7.5B | | | | | | | | | | | | | |
| 504D Bathurst to Broadview/Gerrard | | 10' | | 123+7 | | 13F | | 10' | | 127+13 | | 14F | | 10' | | 120+10 | | 13F | | | | | | | | | | | | | |
| 504A Distillery to Dundas West Stn | | 10' | | 86+14 | | 10F | | 10' | | 88+12 | | 10F | | 10' | | 84+16 | | 10F | | | | | | | | | | | | | |
| <i>Late Evening</i> | | 10' | | 143+17 | | 16F | | 10' | | 153+17 | | 17F | | 10' | | 140+10 | | 15F | | | | | | | | | | | | | |
| 504 Broadview Stn to Dundas West Stn | | 10' | | 60+5 | | 6.5B | | 10' | | 58+7 | | 6.5B | | 10' | | 53+7 | | 6B | | | | | | | | | | | | | |
| 504C Bathurst to Distillery | | 10' | | 70+5 | | 7.5B | | 10' | | 69+6 | | 7.5B | | 10' | | 62+8 | | 7B | | | | | | | | | | | | | |
| 504D Bathurst to Broadview/Gerrard | | 10' | | 111+9 | | 12F | | 10' | | 123+17 | | 14F | | 10' | | 108+12 | | 12F | | | | | | | | | | | | | |
| 504B Broadview Stn to Wolseley Loop | | 10' | | 79+11 | | 9F | | 10' | | 82+8 | | 9F | | 10' | | 73+7 | | 8F | | | | | | | | | | | | | |
| 508 Lake Shore | | Seasonal service restoration. Eastern terminus changed to Distillery Loop. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>AM Peak</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Long Branch to Broadview Stn | | 20' | | | | | | 5F | | | | | | | | | | | | | | | | | | | | | | | |
| Long Branch to Distillery Loop | | 20' | | | | | | 5F | | | | | | | | | | | | | | | | | | | | | | | |
| <i>PM Peak</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Broadview Stn to Long Branch | | 20' | | | | | | 5F | | | | | | | | | | | | | | | | | | | | | | | |
| Distillery Loop to Long Branch | | 20' | | | | | | 5F | | | | | | | | | | | | | | | | | | | | | | | |

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|---|---|------------|------------|-------------|---------------|----------|-------------|----------|-----|--------|--------------|----------|------------|---------|------------|--------|--------------|-----|------------|--|--|--|--|--|--|--|--|
| 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 | | | | | | | | |
| 510 Spadina | Run-in and run-out trips from Leslie Barns revert to King street with the completion of the King/Church project | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 511 Bathurst | Run-in and run-out trips from Roncesvalles will operate via Queen and Shaw due to the King/Dufferin project. Early morning and late evening schedules will be adjusted to align with 2 Bloor-Danforth and 307 Bathurst. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 512 St. Clair | Service improved to every 6 minutes during daytime periods. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | 8' | | 69+11 | | 10F | | 10' | 10' | 61+9 | 61+9 | 7F | 7F | 11' | 10' | 52+14 | 52+8 | 6F | 6F | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 8' | 6' | 69+11 | 69+15 | 10F | 14F | 8' | 6' | 68+12 | 68+10 | 10F | 13F | 9' | 6' | 65+7 | 65+13 | 8F | 13F | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | 8' | 6' | 68+12 | 68+16 | 10F | 14F | 8' | 6' | 70+10 | 70+14 | 10F | 14F | 8' | 6' | 68+12 | 68+10 | 10F | 13F | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 8' | 6' | 69+11 | 69+15 | 10F | 14F | 9' | 9' | 65+7 | 65+7 | 8F | 8F | 9' | 9' | 63+9 | 63+9 | 8F | 8F | | | | | | | | |
| | <i>Early Evening</i> | 8' | 8' | 61+11 | 65+15 | 9F | 10F | 10' | 10' | 60+10 | 60+10 | 7F | 7F | 10' | 10' | 59+11 | 59+11 | 7F | 7F | | | | | | | | |
| | <i>Late Evening</i> | 10' | 10' | 55+15 | 65+15 | 7F | 8F | | | | | | | | | | | | | | | | | | | | |
| Bus Service Changes | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 Bathurst | Early morning and late evening trips adjusted to align with 2 Bloor-Danforth and 307 Bathurst Night Bus. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 307 Bathurst Night Bus | Early morning and late evening trips adjusted to align with 2 Bloor-Danforth and 307 Bathurst Night Bus. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | 30' | 30' | 90 | 90+30 | 3B | 4B | 20' | 20' | 95+5 | 90+30 | 5B | 6B | 30' | 30' | 90 | 90+30 | 3B | 4B | | | | | | | | |
| 11 Bayview | Seasonal service increase | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11A Davisville Stn to Steeles | 20' | | 94+6 | | 4B | 5B | | | | | | | | | | | | | | | | | | | | |
| | 11C Davisville Stn to Sunnybrook Hospital | 20' | | 38+2 | | 2B | 2B | | | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 25' | 20' | 117+8 | 117+13 | 5B | 6.5B | | | | | | | | | | | | | | | | | | | | |
| | 11A Davisville Stn to Steeles | 25' | 20' | 47+3 | 47+3 | 2B | 2.5B | | | | | | | | | | | | | | | | | | | | |
| | 11A Tripper | 28' | 22' | 95+17 | 95+15 | 4B | 5B | | | | | | | | | | | | | | | | | | | | |
| | 11C Davisville Stn to Sunnybrook Hospital | 28' | 22' | 39+17 | 39+5 | 2B | 2B | | | | | | | | | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | 25' | 18' | 117+8 | 117+9 | 5B | 7B | | | | | | | | | | | | | | | | | | | | |
| | 11A Davisville Stn to Steeles | 25' | 18' | 49+1 | 49+5 | 2B | 3B | | | | | | | | | | | | | | | | | | | | |
| | 11C Davisville Stn to Sunnybrook Hospital | 28' | 28' | 92+6 | 92+6 | 3.5B | 3.5B | | | | | | | | | | | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 28' | 28' | 36+6 | 36+6 | 1.5B | 1.5B | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Evening</i> | 28' | 20' | 66+4 | 66+4 | 2.5B | 3.5B | | | | | | | | | | | | | | | | | | | | |
| | 11A Davisville Stn to Steeles | 28' | 20' | 26+16 | 26+4 | 1.5B | 1.5B | | | | | | | | | | | | | | | | | | | | |
| | 11C Davisville Stn to Sunnybrook Hospital | 28' | 20' | | | | | | | | | | | | | | | | | | | | | | | | |

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|---|---|---------|------------|--------|---------------|----------|-----------|----------|-----|--------|---------------|----------|-----|---------|------------|--------|---------------|-----|----|
| 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 | Veh | |
| 15 Evans | Seasonal service increase | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 25' | | 42+8 | | 2B | | 2B | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 20' | 20' | 46+14 | | 46+14 | | 3B | | 3B | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | 30' | 30' | 45+15 | | 45+15 | | 2B | | 2B | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 20' | 16' | 51+9 | 51+13 | 3B | 4B | | | | | | | | | | | | |
| | <i>Early Evening</i> | 25' | 25' | 43+7 | | 43+7 | | 2B | | 2B | | | | | | | | | |
| | <i>Late Evening</i> | 30' | 30' | 37+8 | | 37+8 | | 1.5B | | 1.5B | | | | | | | | | |
| 924 Victoria Park Express | Seasonal increase: PM peak service will begin at 2pm instead of 3pm. | | | | | | | | | | | | | | | | | | |
| 25 Don Mills | Early morning and late evening trips adjusted to align with 2 Bloor-Danforth and 4 Sheppard. Trips from Broadview Station before subway opening will now use the stop on Broadview at Erindale. | | | | | | | | | | | | | | | | | | |
| 325 Don Mills Night Bus | Service extended to Lake Shore Garage on Commissioners. Service alignment with 2 Bloor-Danforth, 4 Sheppard and 25 Don Mills improved. | | | | | | | | | | | | | | | | | | |
| | <i>Overnight</i> | | | | | | | | | | | | | | | | | | |
| | <i>Steeles to Eastern</i> | 30' | | 86+4 | | 3B | | 30' | | 86+4 | | 3B | | 30' | | 86+4 | | 3B | |
| | <i>Steeles to Commissioners</i> | | 30' | | 102+18 | | 4B | | 30' | | 102+18 | | 4B | | 30' | | 102+18 | | 4B |

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|---------------------|---|---|-----|--------|-----|----------|-----|----------|-----|--------|-----|----------|-----|---------|-----|--------|-----|----------|-----|
| Route | Period / Service | M-F | | | | | | Saturday | | | | | | Sunday | | | | | |
| | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New |
| 29/929/329 Dufferin | Diversion for King/Dufferin Project | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning M-F</i> | | | | | | | | | | | | | | | | | | |
| | 29 Wilson Stn to King | 10' | | 110+10 | | 12A | | | | | | | | | | | | | |
| | 929 Wilson Stn to Queen Express | 10' | | 76+14 | | 9A | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | | | | | | | | | | | | | | | | |
| | 29 Wilson Stn to Dufferin Gate | 8' | | 102+10 | | 14A | | 10' | | 91+9 | | 10A | | | | | | | |
| | 29 Wilson Stn to King | 8' | | 134+10 | | 18A | | 10' | | 113+17 | | 13A | | | | | | | |
| | 929 Wilson Stn to Dufferin Gate Express | 8' | | 86+10 | | 12A | | | | | | | | | | | | | |
| | 929 Wilson Stn to Queen Express | 8' | | 86+10 | | 12A | | | | | | | | | | | | | |
| | 329 Steeles to Princes' Gate | | | | | | | | | | | | | | | | | | |
| | 329 Steeles to King | | | | | | | | | | | | | | | | | | |
| | 329S Transit Rd to Princes' Gate | | | | | | | | | | | | | | | | | | |
| | 329S Transit Rd to King | | | | | | | | | | | | | | | | | | |
| | <i>Midday/ Late Morning S-S</i> | | | | | | | | | | | | | | | | | | |
| | 29 Wilson Stn to Dufferin Gate | 8' | | 109+11 | | 15A | | 8' | | 115+13 | | 16A | | 8' | | 102+10 | | 14A | |
| | 29 Wilson Stn to King | 8' | | 141+11 | | 19A | | 8' | | 140+12 | | 19A | | 8' | | 129+15 | | 18A | |
| | 929 Wilson Stn to Dufferin Gate Express | 8' | | 96+8 | | 13A | | 8' | | 104+8 | | 14A | | | | | | | |
| | 929 Wilson Stn to Queen Express | 8' | | 97+7 | | 13A | | 8' | | 104+8 | | 14A | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | | | | | | | | | | | | | | | | | | |
| | 29 Wilson Stn to Dufferin Gate | 8' | | 128+8 | | 17A | | 5' | | 115+10 | | 25A | | 5' | | 105+10 | | 23A | |
| | 29 Wilson Stn to King | 8' | | 162+14 | | 22A | | 5' | | 149+11 | | 32A | | 5' | | 134+11 | | 29A | |
| | 929 Wilson Stn to Dufferin Gate Express | 8' | | 116+12 | | 16A | | 10' | | 102+8 | | 11A | | 8' | | 90+6 | | 12A | |
| | 929 Wilson Stn to Queen Express | 8' | | 116+12 | | 16A | | 10' | | 104+6 | | 11A | | | | | | | |
| | <i>Early Evening</i> | | | | | | | | | | | | | | | | | | |
| | 29 Wilson Stn to Dufferin Gate | 8' | | 99+13 | | 14A | | 5' | | 101+9 | | 22A | | 8' | | 94+10 | | 13A | |
| | 29 Wilson Stn to King | 8' | | 130+14 | | 18A | | 5' | | 136+9 | | 29A | | 8' | | 123+13 | | 17A | |
| | 929 Wilson Stn to Dufferin Gate Express | 8' | | 86+10 | | 12A | | | | | | | | | | | | | |
| | 929 Wilson Stn to Queen Express | 8' | | 88+8 | | 12A | | | | | | | | | | | | | |
| | <i>Late Evening</i> | | | | | | | | | | | | | | | | | | |
| | 29 Wilson Stn to Dufferin Gate | 10' | | 83+7 | | 9A | | 8' | | 95+9 | | 13A | | 10' | | 76+4 | | 8A | |
| | 29 Wilson Stn to King | 10' | | 112+8 | | 12A | | 8' | | 128+8 | | 17A | | 10' | | 106+14 | | 12A | |
| | <i>Overnight</i> | | | | | | | | | | | | | | | | | | |
| | 329 Steeles to Princes' Gate | 30' | | 116+4 | | 4A | | 30' | | 116+4 | | 4A | | 30' | | 116+4 | | 4A | |
| | 329 Steeles to King | 30' | | 118+2 | | 4A | | 30' | | 118+2 | | 4A | | 30' | | 118+2 | | 4A | |

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| Route | Period / Service | M-F | | | | | | | | Saturday | | | | | | | | Sunday | | | | | | | | |
| | | Headway | | R.T.T. | | Vehicles | | 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 | Old | New | Old | New | Old | New | | | |
| 41 Keele | Seasonal service increase | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 10' | | 125+15 | | 11B | 14B | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | 12' | 10' | 138+18 | 138+12 | 13B | 15B | | | | | | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | | | 12' | 10' | 133+11 | 133+17 | 12B | 15B | | | | | | | | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | | | 12' | 10' | 152+16 | 152+18 | 14B | 17B | | | | | | | | | | | | | | | | | |
| | <i>Early Evening</i> | | | 12' | 10' | 119+13 | 119+11 | 11B | 13B | | | | | | | | | | | | | | | | | |
| | <i>Late Evening</i> | | | 20' | 20' | 100+20 | 100+20 | 6B | 6B | | | | | | | | | | | | | | | | | |
| 47 Lansdowne | Service adjusted in late evening and early morning to align with service on 2 Bloor-Danforth. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 Burnhamthorpe | Service reliability. Service adjusted in late evening and early morning to align with service on 2 Bloor-Danforth. | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 12' | | 29+7 | | 3B | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | 14' | 16' | 34+8 | 39+9 | 3B | 3B | 15' | 18' | 38+7 | 30+6 | 3B | 2B | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | | | 20' | 20' | 30+10 | 35+5 | 2B | 2B | 17' | 12' | 40+11 | 31+5 | 3B | 3B | 14' | 12' | 35+7 | 29+7 | 3B | 3B | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | | | 20' | 16' | 34+6 | 39+9 | 2B | 3B | 18' | 15' | 44+10 | 32+13 | 3B | 3B | 15' | 12' | 38+7 | 31+5 | 3B | 3B | | | | | |
| | <i>Early Evening</i> | | | 17' | 20' | 27+7 | 32+8 | 2B | 2B | 25' | 18' | 40+10 | 30+6 | 2B | 2B | 24' | 18' | 40+8 | 29+7 | 2B | 2B | | | | | |
| | <i>Late Evening</i> | | | 30' | 20' | 23+7 | 27+13 | 1B | 2B | 25' | 15' | 39+11 | 27+3 | 2B | 2B | 21' | 15' | 34+8 | 26+4 | 2B | 2B | | | | | |

| Service Changes Effective August 31, 2025 (version 2) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---------|--------|--------|---------------|----------|-----------|----------|-----|--------|-------------|----------|-----------|---------|-----|--------|-----|----------|-----|-----|------------|--------|---------------|-------------|-------------|--|
| Route | Period / Service | M-F | | | | | | Saturday | | | | | | Sunday | | | | | | | | | | | | |
| | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | | | | | | | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | |
| 90 Vaughan | Seasonal service increase. | | | | | | | | | | | | | | | | | | | 12' | 12' | 21+3 | 20+4 | 2B | 2B | |
| | <i>Morning (1)</i> | | | | | | | | | | | | | | | | | | | | 12' | 12' | 21+3 | 21+3 | 2B | |
| | <i>Morning (2)</i> | | | | | | | | | | | | | | | | | | | 12' | 8' | 22+2 | 22+2 | 2B | 3B | |
| | <i>Afternoon</i> | | | | | | | | | | | | | | | | | | | 12' | 12' | 21+3 | 21+3 | 2B | 2B | |
| | <i>Early Evening</i> | | | | | | | | | | | | | | | | | | | 12' | 12' | 19+5 | 19+5 | 2B | 2B | |
| | <i>Late Evening</i> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92 Woodbine South | Seasonal service reduction | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | 12' | | 18+6 | | 2B | | | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 10' | 10' | 21+9 | 21+9 | 3B | 3B | 7'30" | 12' | 22+8 | 17+7 | 4B | 2B | | | | | | | 7' | 14' | 22+6 | 22+6 | 4B | 2B | |
| | <i>Midday / Late Morning S-S</i> | 14' | 14' | 21+7 | 21+7 | 2B | 2B | 7' | 12' | 22+6 | 19+5 | 4B | 2B | | | | | | | 5' | 12' | 23+7 | 20+4 | 6B | 2B | |
| | <i>PM Peak / Afternoon S-S</i> | 10' | 10' | 25+5 | 25+5 | 3B | 3B | 5' | 14' | 23+7 | 21+7 | 6B | 2B | | | | | | | 7' | 12' | 21+7 | 19+5 | 4B | 2B | |
| | <i>Early Evening</i> | 8' | 12' | 18+6 | 18+6 | 3B | 2B | 7' | 12' | 23+5 | 20+4 | 4B | 2B | | | | | | | 12' | 20' | 18+6 | 16+4 | 2B | 1B | |
| | <i>Late Evening</i> | 10' | 20' | 17+3 | 17+3 | 2B | 1B | 12' | 22' | 19+5 | 18+4 | 2B | 1B | | | | | | | | | | | | | |
| 96/996 Wilson | Seasonal service increase | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | | | | | | | | | | | | | | | | | 20' | 20' | 115+15 | 115+15 | 6.5B | 6.5B | |
| | <i>96A to Carrier Drive</i> | | | | | | | | | | | | | | | | | | | 45' | 24' | 120+15 | 120+24 | 3B | 6B | |
| | <i>96B to Humberline & Albion</i> | | | | | | | | | | | | | | | | | | | 45' | 24' | 124+11 | 124+20 | 3B | 6B | |
| | <i>996 Humber College to STC</i> | 9' | 9' | 188+10 | 188+10 | 22B | 22B | | | | | | | | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | | | | | | | | | | | | | | | | | | | 20' | 16' | 126+4 | 126+18 | 6.5B | 9B | |
| | <i>96B to Humberline & Albion</i> | | | | | | | | | | | | | | | | | | | 20' | 18' | 124+16 | 124+20 | 7B | 8B | |
| | <i>96D to Carrier via Kipling & John Garland</i> | | | | | | | | | | | | | | | | | | | 20' | 16' | 134+16 | 134+10 | 7.5B | 9B | |
| | <i>996 Humber College to STC</i> | | | | | | | | | | | | | | | | | | | 20' | 18' | 128+12 | 128+16 | 7B | 8B | |
| | <i>Afternoon</i> | | | | | | | | | | | | | | | | | | | 15' | 12'30" | 183+12 | 180+20 | 13B | 16B | |
| | <i>96B to Humberline & Albion</i> | | | | | | | | | | | | | | | | | | | 17' | 12' | 145+8 | 145+11 | 9B | 13B | |
| | <i>96D to Carrier via Kipling & John Garland</i> | | | | | | | | | | | | | | | | | | | 17' | 12' | 152+18 | 152+16 | 10B | 14B | |
| | <i>996 Humber College to STC</i> | 10' | 10' | 206+24 | 192+28 | 23B | 22B | | | | | | | | | | | | | 20' | 15' | 133+17 | 133+17 | 7.5B | 10B | |
| | <i>Early Evening</i> | | | | | | | | | | | | | | | | | | | 20' | 14' | 125+15 | 125+15 | 7B | 10B | |
| | <i>96B to Humberline & Albion</i> | | | | | | | | | | | | | | | | | | | 20' | 14' | 132+8 | 132+8 | 7B | 10B | |
| | <i>96D to Carrier via Kipling & John Garland</i> | | | | | | | | | | | | | | | | | | | 20' | 18' | 120+10 | 120+15 | 6.5B | 7.5B | |
| | <i>Late Evening</i> | | | | | | | | | | | | | | | | | | | 20' | 20' | 103+17 | 103+17 | 6B | 6B | |
| | <i>96A to Carrier Drive</i> | | | | | | | | | | | | | | | | | | | 20' | 20' | 108+12 | 108+12 | 6B | 6B | |
| | <i>96B to Humberline & Albion</i> | | | | | | | | | | | | | | | | | | | 20' | 20' | 108+12 | 108+12 | 6B | 6B | |
| 98 Willowdale-Senlac | Service reliability adjustments. Late evening and early morning schedules adjusted to align with 1 Yonge-University and 4 Sheppard | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | 25' | | 66+9 | 4B | 3B | | | | | | | | | | | | | | 30' | 30' | 60 | 52+8 | 2B | 2B | |
| | <i>AM Peak / Early Morning S-S</i> | 20' | 22'30" | 76+4 | 78+12 | 4B | 4B | | | | | | | | | | | | | 30' | 25' | 60 | 58+17 | 2B | 3B | |
| | <i>Midday / Late Morning S-S</i> | 25' | 27' | 70+5 | 69+12 | 3B | 3B | | | | | | | | | | | | | 30' | 25' | 60 | 62+13 | 2B | 3B | |
| | <i>PM Peak / Afternoon S-S</i> | 20' | 22'30" | 80 | 78+12 | 4B | 4B | | | | | | | | | | | | | 30' | 25' | 60 | 58+17 | 2B | 3B | |
| | <i>Early Evening</i> | 22' | 25' | 64+2 | 66+9 | 3B | 3B | | | | | | | | | | | | | 30' | 25' | 60 | 51+9 | 2B | 2B | |
| | <i>Late Evening</i> | 20' | 22' | 60 | 55+11 | 3B | 3B | | | | | | | | | | | | | 30' | 30' | 60 | 51+9 | 2B | 2B | |

| Service Changes Effective August 31, 2025 (version 2) | | | | | | | | | | | | | | | | | | | |
|---|--|---------|------------|------------|--------------|--------------|------------|-----------|-----------|--------|------------|----------|-------------|---------|-----------|--------|-----|-----|-----|
| 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 | Old | New |
| 100 Flemingdon Park | Service reliability and reallocation. | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 10' | | 57+13 | | 14B | 7B | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 5'30" | 6' | 67+10 | 70+14 | 14B | 14B | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | 8' | 8' | 66+6 | 68+12 | 9B | 10B | | | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 5'30" | 6' | 71+6 | 77+13 | 14B | 15B | | | | | | | | | | | | |
| | <i>Early Evening</i> | 10' | 10' | 61+9 | 63+7 | 7B | 7B | | | | | | | | | | | | |
| | <i>Late Evening</i> | 10' | 10' | 53+7 | 54+6 | 6B | 6B | | | | | | | | | | | | |
| 102/902 Markham Rd | 102A Centennial College seasonal service restored. Trip times on 102D Major Mackenzie service MF early mornings will be adjusted at 7th and at 16th Avenues to align with YRT service. PM Peak 102C Steeles via Dyamic Drive service restored. Trips were removed from a previous schedule in error. An additional trip on 902 express to Centennial College will be added at 7:47 am from Warden Stn. | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | | | | | | | | | | | | | | | | |
| | <i>102A to Progress/Centennial</i> | | | 24' | | 84+12 | | 4B | | | | | | | | | | | |
| | <i>102B/C to Warden/Steeles</i> | | | 12' | | 123+21 | | 12B | | | | | | | | | | | |
| | <i>102D to Major Mackenzie</i> | | | 24' | | 163+29 | | 8B | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | | | | | | | | | | | | | | | | |
| | <i>102A to Progress/Centennial</i> | | | 24' | | 87+9 | | 4B | | | | | | | | | | | |
| | <i>102B/C to Warden/Steeles</i> | | | 12' | 12' | 131+25 | 131+25 | 13B | 13B | | | | | | | | | | |
| | <i>102D to Major Mackenzie</i> | | | 24' | 24' | 173+43 | 173+43 | 9B | 9B | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | | | | | | | | | | | | | | | | | | |
| | <i>102A to Progress/Centennial</i> | | | 20' | | 81+19 | | 5B | | | | | | | | | | | |
| | <i>102B/C to Steeles</i> | | | 10' | 10' | 121+19 | 121+19 | 14B | 14B | | | | | | | | | | |
| | <i>102D to Major Mackenzie</i> | | | 30' | 30' | 167+33 | 167+33 | 2B | 2B | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | | | | | | | | | | | | | | | | | | |
| | <i>102A to Progress/Centennial</i> | | | 20' | | 87+13 | | 5B | | | | | | | | | | | |
| | <i>102B/C to Warden/Steeles</i> | | | 10' | 10' | 137+23 | 137+23 | 16B | 16B | | | | | | | | | | |
| | <i>102D to Major Mackenzie</i> | | | 30' | 30' | 184+36 | 184+36 | 2B | 2B | | | | | | | | | | |
| | <i>Early Evening</i> | | | | | | | | | | | | | | | | | | |
| | <i>102A to Progress/Centennial</i> | | | 20' | 20' | 76+4 | 76+4 | 4B | 4B | | | | | | | | | | |
| | <i>102B to Steeles</i> | | | 7'30" | 7'30" | 107+13 | 107+13 | 16B | 16B | | | | | | | | | | |
| | <i>102D to Major Mackenzie</i> | | | 30' | 30' | 151+29 | 151+29 | 2B | 2B | | | | | | | | | | |
| | <i>Late Evening</i> | | | | | | | | | | | | | | | | | | |
| | <i>102A to Progress/Centennial</i> | | | 20' | 20' | 64+16 | 64+16 | 4B | 4B | | | | | | | | | | |
| | <i>102B to Steeles</i> | | | 10' | 10' | 93+17 | 93+17 | 11B | 11B | | | | | | | | | | |
| 105 Dufferin North | Service reliability. | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 10' | | 24+6 | | 3B | 3B | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 11' | 12' | 30+3 | 28+8 | 3B | 3B | | | 30' | 25' | 22+8 | 21+4 | 1B | 1B | | | | |
| | <i>Midday / Late Morning S-S</i> | 17' | 18' | 30+4 | 27+9 | 2B | 2B | | | 15' | 25' | 24+6 | 23+7 | 2B | 2B | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 11'30" | 12' | 42+4 | 37+11 | 4B | 4B | | | 15' | 16' | 29+1 | 26+6 | 2B | 2B | | | | |
| | <i>PM Peak (2)</i> | | 12' | | 29+7 | | | | | | | | | | | | | | |
| | <i>Early Evening</i> | 16' | 15' | 28+4 | 23+7 | 2B | 2B | | | 30' | 30' | 22+8 | 24+6 | 1B | 1B | | | | |
| | <i>Late Evening</i> | 30' | 25' | 26+4 | 20+5 | 1B | 1B | | | 30' | 25' | 22+8 | 20+5 | 1B | 1B | | | | |

| | | Service Changes Effective August 31, 2025 (version 2) | | | | | | | | | | | | | | | | | |
|------------------------------------|--|---|------------|-------------|---------------|-----------|-------------|----------|-----|--------|--------------|----------|-------------|---------|------------|--------|--------------|-----|-------------|
| 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 |
| 107 York University Heights | Seasonal service increase. | | | | | | | | | | | | | | | | | | |
| | AM Peak / Early Morning S-S | | | | | | | | | | | | | | | | | | |
| | 107C to Steeles via Keele & Supertest | 30' | 20' | 47+13 | 47+13 | 2B | 3B | | | | | | | | | | | | |
| | 107D to Steeles via Alness & Supertest | 30' | 20' | 49+11 | 49+11 | 2B | 3B | | | | | | | | | | | | |
| | Midday / Late Morning S-S | | | | | | | | | | | | | | | | | | |
| | 107A to Steeles via Keele | 48' | 32' | 45+3 | 45+3 | 1B | 1.5B | | | | | | | | | | | | |
| | 107B to Steeles via Alness | 48' | 32' | 42+6 | 42+6 | 1B | 1.5B | | | | | | | | | | | | |
| | PM Peak / Afternoon S-S | | | | | | | | | | | | | | | | | | |
| | 107C to Steeles via Keele & Supertest | 30' | 20' | 53+7 | 53+7 | 2B | 3B | | | | | | | | | | | | |
| | 107D to Steeles via Alness & Supertest | 30' | 20' | 52+8 | 52+8 | 2B | 3B | | | | | | | | | | | | |
| | Early Evening | | | | | | | | | | | | | | | | | | |
| | 107A to Steeles via Keele | 40' | 40' | 36+4 | 36+4 | 1B | 1B | | | | | | | | | | | | |
| | 107B to Steeles via Alness | 40' | 40' | 35+5 | 35+5 | 1B | 1B | | | | | | | | | | | | |
| | Late Evening | | | | | | | | | | | | | | | | | | |
| | 107A to Steeles via Keele | 40' | 40' | 33+7 | 33+7 | 1B | 1B | | | | | | | | | | | | |
| | 107B to Steeles via Alness | 40' | 40' | 33+7 | 33+7 | 1B | 1B | | | | | | | | | | | | |
| 108 Driftwood | Seasonal service increase. Reliability changes. 108A diverted for sidewalk and boulevard reconstruction on Grandravine Dr. Schedules adjusted to align with start and end of 1 Yonge-University service. | | | | | | | | | | | | | | | | | | |
| | Early Morning | | | | | | | | | | | | | | | | | | |
| | 108A via Grandravine | 18' | | 62+10 | 3.5B | 4B | | | | | | | | | | | | | |
| | 108B via Arleta | 18' | | 63+9 | 3.5B | 4B | | | | | | | | | | | | | |
| | AM Peak / Early Morning S-S | | | | | | | | | | | | | | | | | | |
| | 108A via Grandravine | 24' | 20' | 73+11 | 68+12 | 3.5B | 4B | 30' | 30' | 56+4 | 53+7 | 2B | 2B | | | | | | |
| | 108B via Arleta | 24' | 20' | 75+9 | 69+11 | 3.5B | 4B | 30' | 30' | 56+4 | 55+5 | 2B | 2B | | | | | | |
| | Midday / Late Morning S-S | | | | | | | | | | | | | | | | | | |
| | 108A via Grandravine | 24' | 20' | 61+11 | 62+18 | 3B | 4B | 30' | 30' | 59+1 | 60+15 | 2B | 2.5B | 30' | 30' | 56+4 | 55+20 | 2B | 2.5B |
| | 108B via Arleta | 24' | 20' | 62+10 | 64+16 | 3B | 4B | 30' | 30' | 59+1 | 60+15 | 2B | 2.5B | 30' | 30' | 56+4 | 59+16 | 2B | 2.5B |
| | PM Peak / Afternoon S-S | | | | | | | | | | | | | | | | | | |
| | 108A via Grandravine | 24' | 22' | 77+7 | 73+15 | 3.5B | 4B | 20' | 20' | 60+10 | 64+16 | 3.5B | 4B | 22' | 25' | 60+6 | 60+15 | 3B | 3B |
| | 108B via Arleta | 24' | 22' | 79+5 | 75+13 | 3.5B | 4B | 20' | 20' | 60+10 | 65+15 | 3.5B | 4B | 22' | 25' | 60+6 | 62+13 | 3B | 3B |
| | Early Evening | | | | | | | | | | | | | | | | | | |
| | 108A via Grandravine | 27' | 30' | 60+8 | 60+15 | 2.5B | 2.5B | 30' | 30' | 56+4 | 56+19 | 2B | 2.5B | 30' | 30' | 56+4 | 55+20 | 2B | 2.5B |
| | 108B via Arleta | 27' | 30' | 60+8 | 61+14 | 2.5B | 2.5B | 30' | 30' | 56+4 | 59+16 | 2B | 2.5B | 30' | 30' | 56+4 | 56+19 | 2B | 2.5B |
| | Late Evening | | | | | | | | | | | | | | | | | | |
| | 108A via Grandravine | 25' | 25' | 57+6 | 54+8/9 | 2.5B | 2.5B | 30' | 30' | 56+4 | 52+8 | 2B | 2B | 30' | 30' | 56+4 | 51+9 | 2B | 2B |
| | 108B via Arleta | 25' | 25' | 57+6 | 54+8/9 | 2.5B | 2.5B | 30' | 30' | 56+4 | 54+6 | 2B | 2B | 30' | 30' | 56+4 | 54+6 | 2B | 2B |

| | | Service Changes Effective August 31, 2025 (version 2) | | | | | | | | | | | | | |
|-----------------------------|--|---|-----|------------|-----------------|----------|--------------|----------|------------|--------|--------------|----------|-----------|---------|------------|
| Route | Period / Service | M-F | | | | | | Saturday | | | | Sunday | | | |
| | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | Headway | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New |
| 112 West Mall | Seasonal service changes | | | | | | | | | | | | | | |
| | AM Peak / Early Morning S-S | | | | | | | | | | | | | | |
| | 112B to Renforth Stn | 25' | 22' | 70+18 | 70+7 | 3.5B | 3.5B | | | | | | | | |
| | 112C to Disco Rd | 25' | 22' | 105+8 | 105+16 | 4.5B | 5.5B | | | | | | | | |
| | Midday / Late Morning S-S | | | | | | | | | | | | | | |
| | 112B to Renforth Stn | 30' | 23' | 62+13 | 62+18/19 | 2.5B | 3.5B | | | | | | | | |
| | 112C to Disco Rd | 30' | 23' | 96+9 | 96+7/8 | 3.5B | 4.5B | | | | | | | | |
| | PM Peak / Afternoon S-S | | | | | | | | | | | | | | |
| | 112B to Renforth Stn | 30' | 24' | 67+23 | 67+5 | 3B | 3B | | | | | | | | |
| | 112C to Disco Rd | 30' | 24' | 103+17 | 103+17 | 4B | 5B | | | | | | | | |
| | Early Evening | | | | | | | | | | | | | | |
| | 112C to Disco Rd | 15' | 17' | 91+14 | 91+11 | 7B | 6B | | | | | | | | |
| | Late Evening | | | | | | | | | | | | | | |
| | 112C to Disco Rd | 30' | 22' | 79+11 | 79+9 | 3B | 4B | | | | | | | | |
| 114 Queens Quay East | Seasonal service increase. | | | | | | | | | | | | | | |
| | Early Morning | | | 10' | 37+13 | 4B | 5B | | | | | | | | |
| | AM Peak / Early Morning S-S | | | 10' | 8' | 46+24 | 46+18 | 7B | 8B | | | | | | |
| | Midday / Late Morning S-S | | | 15' | 10' | 46+14 | 46+14 | 4B | 6B | | | | | | |
| | PM Peak / Afternoon S-S | | | 12' | 10' | 56+28 | 56+24 | 7B | 8B | | | | | | |
| | Early Evening | | | 15' | 12' | 40+20 | 40+20 | 4B | 5B | | | | | | |
| | Late Evening | | | 15' | 12' | 38+7 | 38+10 | 3B | 4B | | | | | | |
| 121 Esplanade-River | Destination sign changed to read "to Hennick Bridgepoint Hospital" for consistency with other routes | | | | | | | | | | | | | | |
| 124 Sunnybrook | Service restored to Lawrence Station | | | | | | | | | | | | | | |
| | Early Morning | | | | | | | | | | | | | | |
| | 124 Roe Loop to Sunnybrook | 9' | | 47+16 | | 7B | | 17'30" | | 35+18 | | 3B | | 17'30" | |
| | 124 Lawrence Stn to Sunnybrook | | 9' | | 28+8 | | 4B | | 15' | | 20+10 | | 2B | | 15' |
| | Late Morning | | | | | | | | | | | | | | |
| | 124 Roe Loop to Sunnybrook | 18' | | 44+10 | | 3B | | 17'30" | | 38+15 | | 3B | | 17'30" | |
| | 124 Lawrence Stn to Sunnybrook | | 18' | | 27+9 | | 2B | | 15' | | 21+9 | | 2B | | 15' |
| | Afternoon | | | | | | | | | | | | | | |
| | 124 Roe Loop to Sunnybrook | 9' | | 51+12 | | 7B | | 17'30" | | 40+13 | | 3B | | 17'30" | |
| | 124 Lawrence Stn to Sunnybrook | | 8' | | 30+10 | | 5B | | 15' | | 23+7 | | 2B | | 15' |
| | Early Evening | | | | | | | | | | | | | | |
| | 124 Roe Loop to Sunnybrook | 12'30" | | 36+14 | | 4B | | 25' | | 36+14 | | 2B | | 25' | |
| | 124 Lawrence Stn to Sunnybrook | | 15' | | 22+8 | | 2B | | 30' | | 22+8 | | 1B | | 30' |
| | Late Evening | | | | | | | | | | | | | | |
| | 124 Roe Loop to Sunnybrook | 22'30" | | 31+14 | | 2B | | 25' | | 32+18 | | 2B | | 25' | |
| | 124 Lawrence Stn to Sunnybrook | | 30' | | 19+11 | | 1B | | 30' | | 18+12 | | 1B | | 30' |

| Service Changes Effective August 31, 2025 (version 2) | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|---------|------------|------------|--------------|--------------|------------------|-----------|------------|----------|------------|----------|---------------|---------|------------|--------|--------------|----------|----------------|-----|
| Route | Period / Service | M-F | | | | | | | | Saturday | | | | | | | | Sunday | | |
| | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | |
| 133 Neilson | Service improvement | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 15' | | 96+9 | | 7B | | 7B | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | 15' | 12' | 105+15 | 105+15 | 8B | 10B | 18' | 18' | 94+14 | 94+14 | 6B | 6B | 20' | 20' | 92+8 | 92+8 | 5B |
| | <i>Midday / Late Morning S-S</i> | | | 15' | 12' | 105+15 | 105+15 | 8B | 10B | 15' | 15' | 98+22 | 98+22 | 8B | 8B | 15' | 15' | 94+11 | 94+11 | 7B |
| | <i>PM Peak / Afternoon S-S</i> | | | 12' | 10' | 114+18 | 114+16 | 11B | 13B | 15' | 12' | 104+16 | 104+16 | 8B | 10B | 15' | 12' | 98+22 | 98+22 | 8B |
| | <i>Early Evening</i> | | | 15' | 12' | 100+20 | 100+20 | 8B | 10B | 15' | 12' | 96+24 | 96+24 | 8B | 10B | 15' | 12' | 94+11 | 94+14 | 7B |
| | <i>Late Evening</i> | | | 25' | 25' | 93+7 | 93+7 | 4B | 4B | 25' | 25' | 90+10 | 90+10 | 4B | 4B | 25' | 25' | 89+11 | 89+11 | 4B |
| 134 Progress | Seasonal changes | | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 20' | 15' | 70+10 | 70+5 | 4B | 5B | | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | 16' | 15' | 57+7 | 57+3 | 4B | 4B | | | | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 20' | 15' | 70+10 | 70+5 | 4B | 5B | | | | | | | | | | | | | |
| | <i>Early Evening</i> | 12' | 15' | 50+10 | 50+10 | 5B | 4B | | | | | | | | | | | | | |
| | <i>Late Evening</i> | 25' | 25' | 50 | 50 | 2B | 2B | | | | | | | | | | | | | |
| 161 Rogers Road | Seasonal changes | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 18' | | 61+11 | | 4B | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 22' | 18' | 79+9 | 79+11 | 4B | 5B | | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | 20' | 20' | 71+9 | 71+9 | 4B | 4B | | | | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 25' | 20' | 92+8 | 92+8 | 4B | 5B | | | | | | | | | | | | | |
| | <i>Early Evening</i> | 25' | 20' | 63+12 | 63+17 | 3B | 4B | | | | | | | | | | | | | |
| | <i>Late Evening</i> | 30' | 20' | 50+10 | 50+10 | 2B | 3B | | | | | | | | | | | | | |
| 162 Lawrence-Donway | Service restored to Lawrence Station | | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | | | | | | | | | | | | | | | | | |
| | <i>162 Roe Loop to Don Mills</i> | 30' | | 79+11 | | 3B | | | | 30' | | 77+13 | | 3B | | | | | | |
| | <i>162 Lawrence Stn to Don Mills</i> | 30' | | | 58+2 | | 2B | | | 30' | | | 58+2 | | 2B | | | | | |
| | <i>Midday / Late Morning S-S</i> | | | | | | | | | | | | | | | | | | | |
| | <i>162 Roe Loop to Don Mills</i> | 30' | | 77+13 | | 3B | | | | 30' | | 77+13 | | 3B | | | | | | |
| | <i>162 Lawrence Stn to Don Mills</i> | 30' | | | 58+2 | | 2B | | | 30' | | | 58+2 | | 2B | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | | | | | | | | | | | | | | | | | | | |
| | <i>162 Roe Loop to Don Mills</i> | 30' | | 80+10 | | 3B | | | | 30' | | 77+13 | | 3B | | | | | | |
| | <i>162 Lawrence Stn to Don Mills</i> | 30' | | | 58+2 | | 2B | | | 30' | | | 58+2 | | 2B | | | | | |
| | <i>Early Evening</i> | | | | | | | | | | | | | | | | | | | |
| | <i>162 Roe Loop to Don Mills</i> | 30' | | 74+16 | | 3B | | | | 30' | | 76+14 | | 3B | | | | | | |
| | <i>162 Lawrence Stn to Don Mills</i> | 30' | | | 58+2 | | 2B | | | 30' | | | 58+2 | | 2B | | | | | |
| 165 Weston Road North | Seasonal changes | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | 6' | | 114+12 | | 21B | | 21B | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | 6' | 6' | 127+11 | 127+11 | 23B | 23B | 10' | 10' | 99+11 | 99+11 | 11B | 11B | | | | | |
| | <i>Midday / Late Morning S-S</i> | | | 10' | 10' | 130+10 | 130+10 | 14B | 14B | 10' | 8' | 112+18 | 112+16 | 13B | 16B | 10' | 9' | 105+15 | 105+12 | 12B |
| | <i>PM Peak / Afternoon S-S</i> | | | 10' | 7'30" | 146+14 | 146+11/12 | 16B | 21B | 8'30" | 6' | 128+8 | 128+10 | 16B | 23B | 10' | 7'30" | 119+11 | 119+8/9 | 13B |
| | <i>Early Evening</i> | | | 10' | 10' | 109+11 | 109+11 | 12B | 12B | 10' | 7' | 104+16 | 104+8 | 12B | 16B | 10' | 9' | 102+18 | 102+15 | 12B |
| | <i>Late Evening</i> | | | 10' | 10' | 94+6 | 94+6 | 10B | 10B | 10' | 10' | 91+19 | 91+9 | 11B | 10B | 10' | 10' | 91+9 | 91+9 | 10B |

| Service Changes Effective August 31, 2025 (version 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---------|-------|--------|--------------|----------|------------|----------|--|--------|--|----------|--|---------|--|--------|--|-----|--|--|--|--|--|--|--|--|--|
| Route | Period / Service | M-F | | | | | | Saturday | | | | | | Sunday | | | | | | | | | | | | | |
| | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Vehicles | | Headway | | R.T.T. | | Veh | | | | | | | | | |
| 905 Eglinton East Express | Seasonal service increase | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | 15' | 12' | 77+13 | 77+7 | 6B | 7B | | | | | | | | | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | 10' | 8' | 76+14 | 76+12 | 9B | 11B | | | | | | | | | | | | | | | | | | | | |
| | <i>Midday (2)</i> | | 8' | | 72+16 | | 11B | | | | | | | | | | | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | 15' | 12' | 90 | 80+16 | 6B | 8B | | | | | | | | | | | | | | | | | | | | |
| 927 Highway 27 Express | <i>Early Evening</i> | 15' | 12' | 80+10 | 69+15 | 6B | 7B | | | | | | | | | | | | | | | | | | | | |
| | Seasonal increase in extra 927A trips in the midday period restored. Service levels otherwise unchanged due to constraints on articulated bus availability. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Morning</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 927C Humber College via Atwell | 10' | | 53+7 | | 6B | | | | | | | | | | | | | | | | | | | | | |
| | 927D Steeles via Royalcrest | | 8' | | 79+9 | | 11B | | | | | | | | | | | | | | | | | | | | |
| | <i>AM Peak / Early Morning S-S</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 927C Humber College via Atwell | 10' | 10' | 59+11 | 59+11 | 7B | 7B | | | | | | | | | | | | | | | | | | | | |
| | 927D Steeles via Royalcrest | 10' | 10' | 89+11 | 89+11 | 10B | 10B | | | | | | | | | | | | | | | | | | | | |
| | <i>Midday / Late Morning S-S</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 927A to Humber College (Trippers) | | | | | 6B | 6B | | | | | | | | | | | | | | | | | | | | |
| <i>927B to Steeles</i> | 927B to Steeles | 9'30" | 9'30" | 84+11 | 84+11 | 10B | 10B | | | | | | | | | | | | | | | | | | | | |
| | <i>PM Peak / Afternoon S-S</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 927C Humber College via Atwell | 10' | 10' | 62+8 | 62+8 | 7B | 7B | | | | | | | | | | | | | | | | | | | | |
| | 927D Steeles via Royalcrest | 10' | 10' | 102+8 | 102+8 | 11B | 11B | | | | | | | | | | | | | | | | | | | | |
| | <i>PM Peak (2)</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>927B to Steeles</i> | 927C Humber College via Atwell | 10' | | 58+12 | | 7B | | | | | | | | | | | | | | | | | | | | | |
| | 927D Steeles via Royalcrest | 10' | | 93+7 | | 10B | | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Evening</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>927B to Steeles</i> | 927B to Steeles | 10' | 10' | 79+11 | 79+11 | 9B | 9B | | | | | | | | | | | | | | | | | | | | |
| | <i>Early Evening</i> | 12' | 12' | 72+12 | 72+12 | 7B | 7B | | | | | | | | | | | | | | | | | | | | |