

MEMORANDUM

TO: Committee of the Whole

FROM: Daniel L. Kostopoulos, P.Eng.
Commissioner of Transportation and Community Planning

DATE: December 13, 2013

RE: November 2013 York Region Transit (YRT/Viva) Ridership Statistics

This memorandum provides an overview of the monthly YRT/Viva ridership statistics for November 2013.

YRT/Viva's revenue ridership in November was 2.07 million, representing an increase of approximately 38,000 revenue riders, or a change of 1.9 per cent compared to November 2012. YRT/Viva 2013 year-to-date ridership has increased by approximately 646,000 revenue riders, or 3.2 per cent when compared to the previous year.

Employment

The national unemployment rate in November 2013 was 6.9 per cent, a decrease of 0.3 per cent from 7.2 per cent in November 2012^[1]. York Region is located within the Employment Insurance Economic Region of Toronto which recorded an unemployment rate of 8 per cent in November 2013, a decrease of 0.6 per cent as compared to 8.6 per cent in November 2012^[2].

Gas Prices

Average gasoline prices increased from \$1.22 per litre in November 2012^[3] to \$1.25 in November 2013^[4], an increase of \$0.03 per litre.

Mobility Plus

Mobility Plus ridership decreased from 33,985 in November 2012 to 31,636 in November 2013, a decrease of 6.9 per cent. This can be attributed to colder and below average (1.5°C) monthly weather temperatures in November 2013 compared to the above average (3.1°C) monthly weather temperatures in November 2012.

Daniel L. Kostopoulos, P.Eng.
Commissioner of Transportation and Community Planning

Notes:

[1] Labour Force Survey. November 2013, Statistics *Canada*. Retrieved from <http://www.statcan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm>. Retrieved date: December 9, 2013

[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=2013#data>. Retrieved date: December 9, 2013

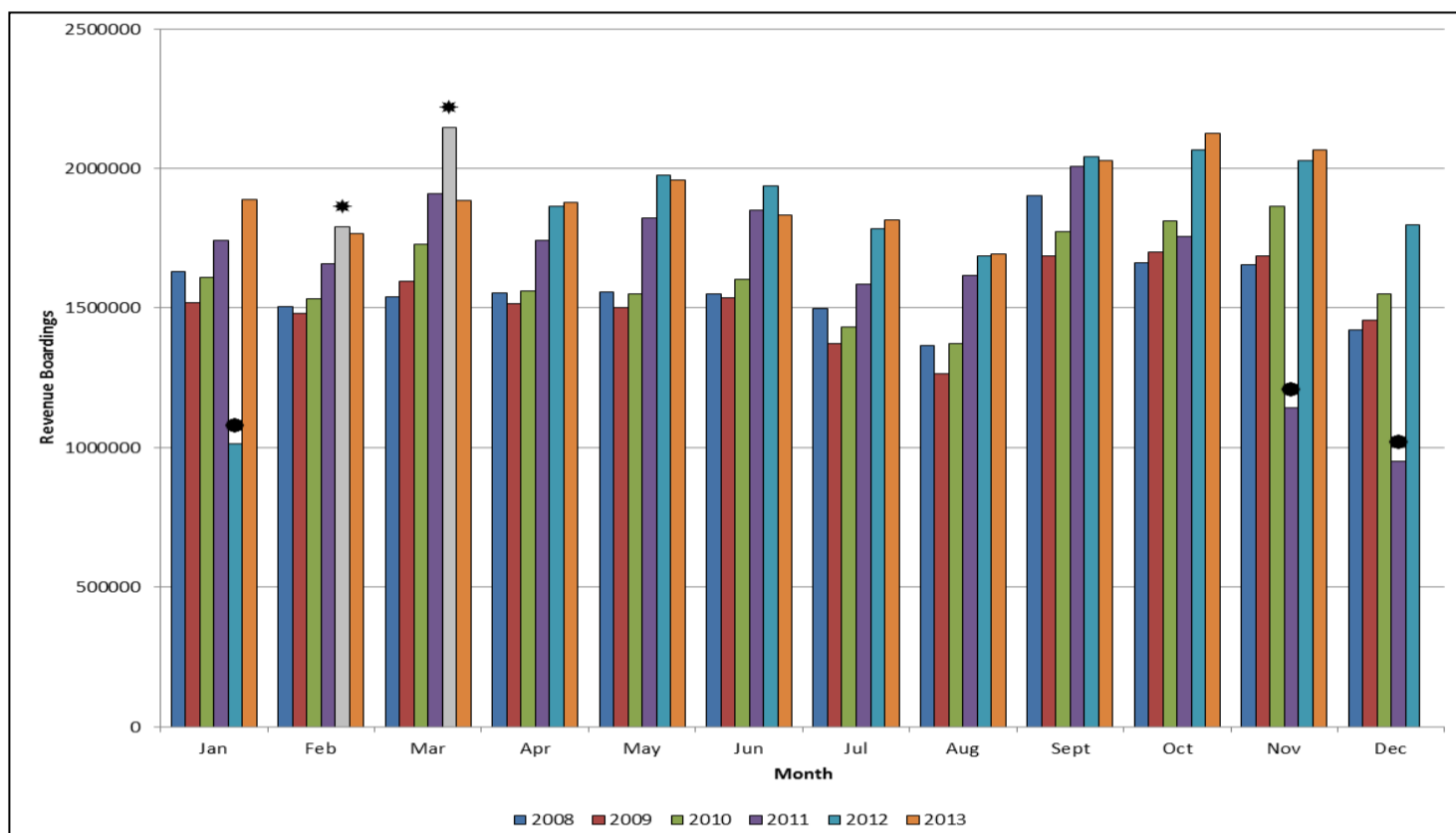
[3] Fuel Price Data. (2012). *Ministry of Energy*. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data/?fuel=reg&yr=2012>. Retrieved date: December 9, 2013

[4] Fuel Price Data. (2013). *Ministry of Energy*. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data/?fuel=reg&yr=2013>. Retrieved date: December 9, 2013

YRT/Viva

2013 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

● Monthly ridership numbers from November 2011 to January 2012 are based on Veolia Transportation, TTC, and Dial-a-Ride services, due to operator strike from October 24, 2011 to February 3, 2012

Month	2012 ^[4]	2013	Monthly Change ['13 vs '12]	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2013
January	1,012,247 ^[1]	1,934,722	91.1%	91.1%	76,949
February	1,792,375 ^{[2]*}	1,765,195	- 1.5%	31.9%	79,367
March	2,147,532 ^{[3]*}	1,886,106	- 12.2%	12.8 %	78,841
April	1,865,679	1,879,088	0.7%	9.5%	74,829
May	1,975,926	1,957,405	-0.9%	7.2%	77,039
June	1,938,015	1,832,425	-5.4%	4.9%	76,740
July	1,783,399	1,816,294	1.8%	4.4%	70,807
August	1,685,170	1,692,340	0.4%	4.0%	67,323
September	2,042,801	2,027,509	-0.7%	3.4%	86,218
October	2,066,781	2,126,852	2.9%	3.3%	84,384
November	2,029,603	2,067,646	1.9%	3.2%	84,786
December	1,797,455				
YTD Total	22,136,983	20,985,582			

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

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

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

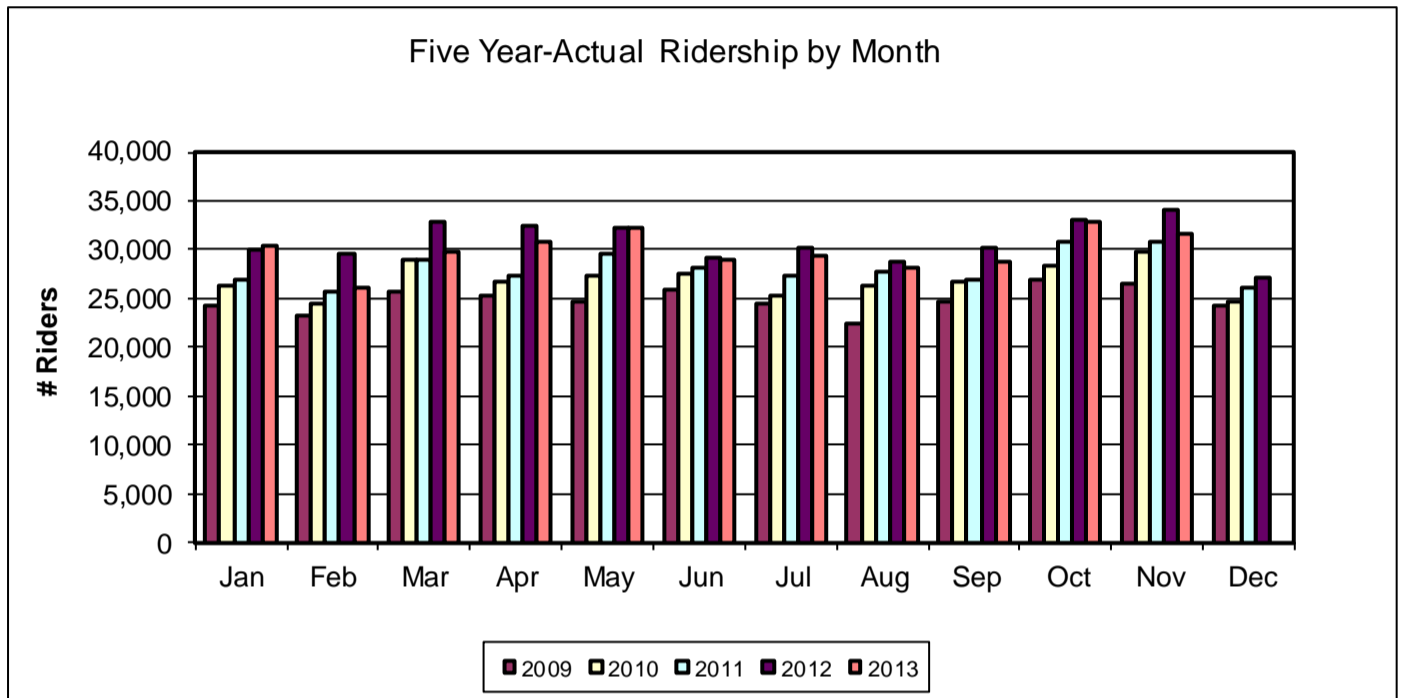
[4] 2012 revenue ridership adjusted for 2013 comparison.

* Projections based on total boardings and transfer rate.

YRT/Viva

2013 Ridership Summary

Specialized Services – Mobility Plus



Month	2012 Ridership	2013 Ridership	Monthly Change ('13 vs. '12)	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2013
January	29,958	30,327	1.2%	1.2%	1,235
February	29,497 ^[1]	26,199	-11.2%	-4.9%	1,103
March	32,767 ^[1]	29,858	-8.9%	-6.3%	1,282
April	32,372	30,708	-5.1%	-6.0%	1,291
May	32,219	32,308	0.3%	-4.7%	1,311
June	29,103	28,984	-0.4%	-4.1%	1,268
July	30,195	29,357	-2.8%	-3.9%	1,189
August	28,694	28,111	-2.0%	-3.7%	1,165
September	30,155	28,689	-4.9%	-3.8%	1,262
October	33,105	32,847	-0.8%	-3.5%	1,346
November	33,985	31,636	-6.9%	-3.8%	1,347
December	27,097				
YTD	369,147	329,024			

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

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY
NOVEMBER 2013

rev. 11Dec2013

Nov-13	21 weekdays, 5 Saturdays, 4 Sunday/Holidays
Nov-12	22 weekdays, 4 Saturdays, 4 Sunday/Holidays

YRT Route #	Route Name	2012 ⁽⁹⁾			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2013 ⁽⁹⁾			Notes
		Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2012	2013	Percentage ('13 vs '12)	2012	2013	Percentage ('13 vs '12)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	
1 ⁽¹⁾	Highway 7	2,043	899	436	49,343	43,514	-11.8%	515,416	507,380	-1.6%	1,828	692	380	Route restructured June 30, 2013; Rapidway opening (Bayview to Hwy 404) August 18, 2013; ridership migration to Viva services
2 ⁽¹⁾	Milliken	1,944	779	400	46,626	49,433	6.0%	499,692	511,337	2.3%	2,065	820	436	Stable ridership
3 ⁽¹⁾	Thornhill	2,047	480	399	46,986	50,109	6.6%	528,702	453,209	-14.3%	2,127	762	352	Stable ridership; ridership migration to Viva purple
8	Kennedy	1,593	622	182	37,478	37,447	-0.1%	395,792	387,012	-2.2%	1,553	633	372	Stable ridership
9 ⁽¹⁾	Ninth Line	315	-	-	6,681	7,335	9.8%	45,891	68,933	50.2%	347	-	-	Route extension June 30, 2013; Ridership migration from Route 15 (discontinued June 2012) and Route 14
14	14th Ave	911	-	-	19,217	15,602	-18.8%	169,055	154,883	-8.4%	741	-	-	Decreased employment travel; Route restructured June 30, 2013; Ridership migrated to Route 9 and Route 203
15	Stouffville Local	-	-	-	-	-	-	13,919	-	-	-	-	-	Route discontinued July 2012; Ridership migration to Route 9
16	16th Ave	-	-	-	-	40,261	-	-	210,870	-	1,570	930	616	Route implemented June 30, 2013; Ridership migration from Route 85
18	Bur Oak	1,017	132	-	22,095	21,715	-1.7%	199,000	192,195	-3.4%	1,001	124	-	Stable ridership
25	Major Mackenzie	-	-	-	-	14,304	-	-	69,123	-	679	-	-	Route implemented June 30, 2013; Ridership migration from Route 4/4A
40	Unionville Local	578	126	100	13,272	15,296	15.3%	131,157	130,998	-0.1%	673	135	96	Implemented new Route 405 - St. Augustine School Special (September 1, 2013); Increased student ridership
41	Markham Local	321	42	54	7,240	6,566	-9.3%	72,911	71,531	-1.9%	280	87	47	Decrease ridership; Ridership migration to Route 16
42	Berczy	149	-	-	3,141	3,209	2.2%	28,870	29,912	3.6%	152	-	-	Stable ridership
45	Mingay	75	-	-	1,582	2,114	33.6%	17,833	17,037	-4.5%	100	-	-	Potential ridership migration from Route 18
201	Markham GO Shuttle	77	-	-	1,630	1,913	17.4%	16,752	18,778	12.1%	91	-	-	Increased employment travel
202	Unionville GO Shuttle	124	-	-	2,622	3,196	21.9%	25,272	30,850	22.1%	152	-	-	Increased employment travel; Adjusted schedule to better match GO Train schedule September 1, 2013
203	Milliken GO Shuttle	72	-	-	1,520	1,554	2.2%	14,866	17,725	19.2%	74	-	-	Stable ridership
300 ⁽¹⁾	Business Express	365	-	-	7,725	8,546	10.6%	76,187	90,248	18.5%	404	-	-	Rapidway opening (Bayview to Hwy 404) August 18, 2013; One additional morning trip added in September 2013
301 ⁽¹⁾	Markham Express	181	-	-	3,831	4,349	13.5%	57,838	43,757	-24.3%	206	-	-	Route restructured July 2012; Ridership migration to Route 304;
302 ⁽¹⁾	Unionville Express	206	-	-	4,343	4,409	1.5%	47,405	48,830	3.0%	209	-	-	Stable ridership
303 ⁽¹⁾	Bur Oak Express	324	-	-	6,843	10,457	52.8%	75,489	90,127	19.4%	496	-	-	Increased employment travel; Two additional morning trips and one afternoon trip added in September 2013
304	Mount Joy Express	276	-	-	5,810	6,063	4.4%	30,266	69,237	128.8%	287	-	-	Route implemented July 2012; One additional morning trip added in September 2013
522	Markham Community Bus	84	50	-	2,028	2,103	3.7%	23,020	19,814	-13.9%	83	67	-	Stable ridership; Free transit attributed to high ridership in 2012; Increased service to 2 Raymerville Drive September 1, 2013
Markham Total		12,702	3,130	1,571	290,013	349,495	20.5%	2,985,333	3,233,786	8.3%	15,118	4,250	2,299	
TTC 17A ⁽¹⁾	Birchmount	195	-	-	4,095	3,675	-10.3%	47,591	44,386	-6.7%	175	-	-	Decreased employment travel
TTC 24D, 224B/C/D ⁽¹⁾	Vic Park North (Woodbine)	1,083	102	63	23,505	24,441	4.0%	259,588	279,770	7.8%	1,123	104	83	TTC 24D restructured June 23, 2013; 224B restructured June 30, 2013
TTC 68B ⁽¹⁾	Warden North	1,029	388	239	24,505	24,125	-1.6%	268,336	246,050	-8.3%	1,018	347	253	Stable ridership
TTC 102D ⁽¹⁾	Markham Rd	1,183	467	343	28,540	27,764	-2.7%	285,852	265,265	-7.2%	1,156	408	362	Stable ridership
TTC 129A ⁽¹⁾	McCowan North	2,416	1,662	941	62,810	68,421	8.9%	727,801	717,896	-1.4%	2,733	1,396	1,012	General corridor growth
TTC (Markham) Total		5,906	2,619	1,586	143,455	148,426	3.5%	1,589,169	1,553,367	-2.3%	6,205	2,255	1,710	
Markham & TTC Total		18,608	5,749	3,157	433,468	497,921	14.9%	4,574,502	4,787,153	4.6%	21,323	6,505	4,009	
4/4A ⁽¹⁾	Major Mackenzie	4,506	1,785	1,266	108,883	83,398	-23.4%	1,199,198	1,063,180	-11.3%	3,431	1,335	1,037	Route restructured June 30, 2013; Ridership migration to Route 25 and Route 26
5 ⁽¹⁾	Clark	1,751	526	-	40,085	38,580	-3.8%	428,200	378,801	-11.5%	1,700	531	-	Decreased student and employment travel
7 ⁽¹⁾	Martin Grove	1,250	139	-	27,127	27,860	2.7%	244,867	248,078	1.3%	1,282	145	-	Stable ridership
10 ⁽¹⁾	Woodbridge	458	111	74	10,827	9,924	-8.3%	100,545	96,461	-4.1%	429	89	103	Route restructured July 2012; Ridership migration from Route 11
11	Woodbridge	-	-	-	-	-	-	9,269	-	-	-	-	-	Route discontinued July 2012; Ridership migration to Route 10
12	Pine Valley	476	220	-	11,096	11,994	8.1%	111,174	122,391	10.1%	520	184	-	General corridor growth; Ridership migration from TTC Route 37D
13	Islington Ave	594	162	-	13,472	12,431	-7.7%	125,136	120,436	-3.8%	558	115	-	Reduced student travel to Emily Carr Secondary School
20 ⁽¹⁾	Jane	3,058	1,545	997	76,147	88,529	16.3%	928,433	909,698	-2.0%	3,484	2,044	1,005	Increased travel to Vaughan Mills Mall; Ridership migration from TTC Route 35D; Improved midday frequency in September 2013
21	Vellore Local	-	-	-	-	3,970	-	-	13,763	-	188	-	-	Route implemented June 30, 2013
22/22A ⁽¹⁾	King City	1,378	70	-	29,416	40,128	36.4%	171,345	304,092	77.5%	1,880	82	-	Ridership mitigation from TTC Route 107F; Improved weekday frequency in September 2013
23 ⁽¹⁾	Thornhill Woods	881	-	-	19,500	18,162	-6.9%	212,100	183,819	-13.3%	860	-	-	Decreased employment travel; Ridership migration to Route 88
26	Maple Local	-	-	-	-	10,732	-	-	44,448	-	469	87	94	Route implemented June 30, 2013; Ridership migration from Route 4/4A and Route 360; One additional AM trip in September 2013
28	Zenway	49	-	-	1,189	1,058	-11.0%	14,987	13,252	-11.6%	50	-	-	Decreased employment travel
61	King Local	-	-	-	-	423	-	-	4,632	-	20	-	-	Route implemented January 2013
77 ⁽¹⁾	Highway 7	4,611	2,210	1,190	112,673	112,362	-0.3%	1,293,775	1,193,781	-7.7%	4,587	2,081	1,177	Route travels through vivaNext construction zone
99 (incl. 98E, 98/99) ⁽¹⁾	Yonge	2,497	1,777	2,932	73,061	60,697	-16.9%	1,107,160	738,303	-33.3%	2,408	1,063	1,115	Saturday service reduced April 2013; Sunday service reduced February 2013
360 ⁽¹⁾	Vaughan Express	338	-	-	7,513	5,864	-21.9%	80,219	68,312	-14.8%	269	-	-	Route restructured June 30, 2013; Ridership migration to Route 26
760	Vaughan Mills/Wonderland	-	340	253	2,712	3,217	18.6%	21,185	23,467	10.8%	-	375	321	Increased travel to Vaughan Mills Mall
Vaughan Total		21,847	8,885	6,712	533,701	529,329	-0.8%	6,301,697	5,526,914	-12.3%	22,135	8,131	4,852	
TTC 35-D ⁽¹⁾	Jane	1,317	357	-	29,442	21,399	-27.3%	353,753	292,605	-17.3%	1,019	-	-	Non-rush hour and Saturday service discontinued June 23, 2013; Ridership migration to Route 20
TTC 37-D ⁽¹⁾	Islington	141	-	-	2,961	-	-	29,652	17,687	-40.4%	-	-	-	Route discontinued June 23, 2013; Ridership migration to Route 12
TTC 105/105-B ⁽¹⁾	Dufferin North	1,945	783	622	47,248	53,147	12.5%	511,948	559,822	9.4%	2,209	738	767	Increased employment travel
TTC 107-C/D/B/F ⁽¹⁾	Keele North	2,759	777	413	63,476	67,201	5.9%	751,259	724,091	-3.6%	2,955	710	399	Route 107F branch discontinued June 23, 2013; Ridership migration to Route 22/22A
TTC 160 ⁽¹⁾	Bathurst North	861	451	277	21,444	18,101	-15.6%	241,104	214,192	-11.2%	729	340	273	Ridership migration to Route 88
TTC 165-D/F ⁽¹⁾	Weston Road North	1,646	1,365	776	44,495	49,561	11.4%	530,856	486,217	-8.4%	1,989	1,012	683	Increased employment travel
TTC (Vaughan) Total		8,669	3,733	2,088	209,066	209,409	0.2%	2,418,572	2,294,614	-5.1%	8,901	2,800	2,122	
Vaughan & TTC Total		30,516	12,618	8,800	742,767	738,738	-0.5%	8,720,269	7,821,528	-10.3%	31,036	10,931	6,974	

* Route crosses municipal boundaries.

YRT Route #	Route Name	2012 [3]			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2013 [3]			
		Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2012	2013	Percentage ('13 vs '12)	2012	2013	Percentage ('13 vs '12)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	
80	Elgin Mills	-	-	-	-	13,060	-	66,928	-	541	212	151	Implemented June 30, 2013 due to Route 90 restructuring	
81	Inspiration	248	-	-	5,214	5,237	0.4%	39,469	45,719	15.8%	249	-	-	Stable ridership
82	Valleymede	447	-	-	9,413	9,885	5.0%	86,185	87,022	1.0%	470	-	-	Route restructured June 30, 2013; Services converted to rush hour only; Increased student travel
83	Trench	1,055	87	-	22,648	24,314	7.4%	216,940	216,625	-0.1%	1,155	-	-	General growth; Saturday services discontinued June 30, 2013 due to low ridership
84	Oak Ridges	217	22	-	4,684	4,919	5.0%	34,548	38,562	11.6%	228	24	-	Route restructured Feb 24, 2013; Route 84A branch discontinued
85 [1]	Rutherford	5,007	2,521	1,479	124,296	83,214	-33.1%	1,247,038	1,114,343	-10.6%	3,342	1,732	971	Route restructured June 30, 2013; Ridership migration to Route 16 and Route 244
86	Newkirk-Red Maple	840	174	-	18,578	23,128	24.5%	168,068	206,485	22.9%	1,040	245	-	General growth in the Red Maple area as a result of route restructuring in July 2012; ridership migration from Route 87
87 [1]	Autumn Hill	813	92	-	17,572	12,914	-26.5%	186,592	158,887	-14.8%	614	-	-	Route restructured June 30, 2013; Ridership migration to Route 26, Route 85 and Route 86
88/88A/88E [1]	Bathurst/Bathurst Express	4,619	2,658	1,880	118,635	118,964	0.3%	1,232,147	1,174,310	-4.7%	4,718	2,477	1,699	Stable ridership; Ridership migration from Route 23; Improved midday frequency in September 2013
589/590	RH Community Bus	237	104	88	5,852	6,364	8.7%	35,437	48,286	36.3%	266	80	92	Stable ridership
90/90B [1]	Leslie	4,135	1,122	610	95,276	82,663	-13.2%	873,770	927,957	6.2%	3,595	927	553	Route restructured June 30, 2013; Ridership migration to Route 80
91/91A/91B/91E [1]	Bayview/Express	4,242	1,786	1,307	104,019	105,420	1.3%	1,220,272	1,089,622	-10.7%	4,359	1,837	1,079	Stable ridership; Decreased employment travel to/from Finch GO Bus Terminal
240	Mill Pond GO Shuttle	137	-	-	2,891	2,446	-15.4%	24,699	25,674	3.9%	116	-	-	Number of available parking increased from 1,540 to 1,998 since 2012, ridership migration to later southbound and earlier homebound trains
241	Bev Acres GO Shuttle	93	-	-	1,956	1,428	-27.0%	15,590	17,797	14.2%	68	-	-	Number of available parking increased from 1,540 to 1,998 since 2012, ridership migration to later southbound and earlier homebound trains
242	N Richvale GO Shuttle	40	-	-	846	673	-20.4%	7,816	8,108	3.7%	32	-	-	Number of available parking increased from 1,540 to 1,998 since 2012, ridership migration to later southbound and earlier homebound trains
243	Redstone GO Shuttle	195	-	-	4,111	4,163	1.3%	37,045	42,315	14.2%	198	-	-	Number of available parking increased from 1,540 to 1,998 since 2012, ridership migration to later southbound and earlier homebound trains
244	Beaver Creek Shuttle	-	-	-	-	1,053	-	-	4,824	-	50	-	-	Implemented June 30, 2013 as a result of Route 85 restructuring
Richmond Hill Total		22,325	8,566	5,364	535,991	499,845	-6.7%	5,425,616	5,273,464	-2.8%	21,041	7,534	4,545	
31 [1]	Aurora North	104	-	-	2,187	2,700	23.5%	15,038	22,594	50.2%	128	-	-	General growth; Route restructured July 2012
32	Aurora South	560	25	-	11,926	12,422	4.2%	95,546	110,436	15.6%	583	24	-	Stable ridership
33/33A	Wellington	597	114	-	13,186	13,206	0.2%	112,545	116,546	3.6%	594	134	-	Route restructured June 30, 2013; Ridership migration to Route 54
34	Industrial Parkway	n/a	n/a	-	-	-	-	2,653	-	-	-	-	-	Route discontinued July 2012 due to low ridership
Aurora Total		1,261	139	-	27,299	28,328	3.8%	225,782	249,576	10.5%	1,305	158	-	
44	Bristol	308	50	-	6,743	6,980	3.5%	47,539	65,022	36.8%	315	65	-	General growth as a result of route restructuring in July 2012
50/50B	Queensway	993	732	466	26,814	29,280	9.2%	78,498	317,134	304.0%	1,157	623	464	Weekday rush hour service implemented July 2012; All day and weekend service introduced September 2012 to replace GO Route 69
51	Keswick Local	212	33	-	4,629	5,042	8.9%	44,654	42,293	-5.3%	230	31	-	General growth
52 [1]	Holland Landing Local	325	120	-	7,478	6,085	-18.6%	65,918	64,974	-1.4%	259	123	-	Services converted to Dial-a-Ride after 7 p.m. Monday to Saturday effective April 21, 2013
53	Woodspring-Clearmeadow	-	-	-	-	-	-	-	-	-	-	-	-	Route merged with Route 44 north of Davis Drive and with 57/57A south of Davis Drive effective July 2012
54 [1]	Bayview	437	102	-	9,742	10,842	11.3%	83,171	105,215	26.5%	486	117	-	General growth; Ridership migration from Route 33A
55/55B	Davis Dr.	1,181	560	345	29,154	27,019	-7.3%	299,382	290,098	-3.1%	1,089	556	292	Stable ridership; vivaNext construction occurring along Davis Drive
56	Gorham-Eagle	471	152	126	11,247	12,280	9.2%	103,540	126,514	22.2%	502	217	149	General growth; Ridership migration from Route 55/55B due to vivaNext construction along Davis Dr.
57/57A	Mulock	928	339	204	22,080	25,232	14.3%	173,704	237,632	36.8%	1,060	364	244	General growth as a result of route restructuring in July 2012
58	Mount Albert	113	-	-	2,385	2,513	5.4%	24,810	28,190	13.6%	119	-	-	Stable ridership; Route restructured April 21, 2013; Sharon branch discontinued
59	The ROC	-	-	-	-	-	-	493	-	-	-	-	-	Seasonal service, discontinued for Spring and Summer
GO Rte 69 [1]	Sutton GO Bus	-	-	-	-	-	-	40,662	-	-	-	-	-	Ridership migration to Route 50; Route discontinued in September 2012
98 [1]	Yonge	875	609	518	24,183	20,192	-16.5%	226,961	228,153	0.5%	793	412	334	Ridership migration to other Yonge Street services such as Route 22A and Viva blue/blue A
220	Keswick GO	-	-	-	-	-	-	942	-	-	-	-	-	Route discontinued July 2012
222	Aurora-Nmkt GO Shuttle	45	-	-	958	1,075	12.2%	9,155	11,784	28.7%	51	-	-	Stable ridership
223	Newmarket GO Shuttle	20	-	-	421	422	0.2%	3,510	4,001	14.0%	20	-	-	Stable ridership
520/521	Newmarket Community Bus	65	17	19	1,535	2,032	32.4%	21,423	21,413	0.0%	84	21	37	Ridership migration from conventional services; Increased ridership in 2012 due to labour disruption
Newmarket Total		5,973	2,714	1,678	147,369	148,994	1.1%	1,224,362	1,542,423	26.0%	6,165	2,529	1,520	
YRT SUB-TOTAL		78,683	29,786	18,999	1,886,894	1,913,826	1.4%	20,170,531	19,674,144	-2.5%	80,870	27,657	17,048	
blue (incl. blueA) [1]	Yonge Corridor	20,434	12,024	6,636	525,904	486,916	-7.4%	5,254,328	5,582,537	6.2%	17,652	12,206	9,548	Decreased employment travel
purple [1]	Highway 7 Corridor	8,628	4,529	3,322	218,988	224,622	2.6%	1,904,734	2,195,537	15.3%	8,624	4,701	3,675	Stable ridership; rapidway opening (Bayview to Hwy 404) August 18, 2013
green [1]	Markham North-South Link	783	-	-	16,712	15,007	-10.2%	140,314	165,469	17.9%	713	-	-	Decreased employment travel
orange (incl. Züm) [1]	Vaughan North-South Link	3,123	1,394	970	77,332	61,992	-19.8%	682,419	699,324	2.5%	2,625	772	598	Route restructured June 30, 2013; Service to Downsview Subway Station during non-rush hours discontinued
pink [1]	Finch - Unionville	2,083	-	-	43,815	50,228	14.6%	413,198	503,095	21.8%	2,389	-	-	Rapidway opening (Bayview to Hwy 404) August 18, 2013
Viva SUB-TOTAL		35,051	17,947	10,928	882,751	838,765	-5.0%	8,394,992	9,145,962	8.9%	32,003	17,679	13,821	

[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 drivers not logging onto Init APC system.

Total Boardings	YRT/VIVA SYSTEM TOTAL	113,734	47,733	29,927	2,769,645	2,752,591	-0.6%	28,565,523	28,820,106	0.9%	112,873	45,336	30,869
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Rev. Boardings	YRT/VIVA SYSTEM TOTAL	2,029,603	2,067,646	1.9%	20,339,527	20,985,582	3.2%	84,786
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Notes: 1. System-wide transfer rate = Revenue Boardings / Total Boardings = **24.9%**

By Route Class														
Base Routes	95,344	45,147	28,814	2,362,678	2,311,885	-2.1%	24,493,503	24,779,834	1.2%	92,955	42,369	29,578		
Local Routes	15,511	2,075	753	341,820	370,432	8.4%	3,447,411	3,339,749	-3.1%	16,812	2,424	841		
Express Routes	1,690	-	-	36,065	39,688	10.0%	367,404	410,511	11.7%	1,871	0	0		
Community Bus Routes	386	171	107	9,415	10,499	11.5%	79,880	89,513	12.1%	433	168	129		
Seasonal	-	340	253	2,712	3,217	18.6%	21,678	23,467	8.3%	0	375	321		
GO Shuttle Routes	803	-	-	16,955	16,870	-0.5%	155,647	177,032	13.7%	802	0	0		
TOTAL, by Route Class	113,734	47,733	29,927	2,769,645	2,752,591	-0.6%	28,565,523	28,820,106	0.9%	112,873	45,336	30,869		