

Transit's Lost Decade:

How Paying More for Less is Killing Public Transit

A report prepared by
Steve Munro
And
The Rocket Riders Transit User Group



ROCKET*RIDERS*

About the Rocket Riders:

The Rocket Riders Transit Users Group is made up of users and supporters of public transit in the Greater Toronto area.

Our Mission is to support the efforts of the TTC and other transit authorities to provide a wide range of high quality, cost-efficient transit services during a time of massive financial cutbacks. We are concerned with public safety, public education, educating municipal policy-makers and the business community, as well as maintaining and/or increasing funding available to transit.

The Rocket Riders are a caucus of the Toronto Environmental Alliance.

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Toronto's Transit System in Crisis

Toronto's transit system is in sorry shape. A quick comparison with the year 1990 shows ridership is down nearly 10%, fares have doubled in some cases, and most importantly the quality of bus and streetcar service has markedly dropped. Serious problems have also emerged for the Wheel-Trans system. In short we are paying more and getting less.

Reduced funding from the provincial and municipal governments has been the main problem in the last decade. Funding to operate the Toronto Transit Commission has fallen from \$250 million to \$152 million. The TTC is now more reliant on fare box revenue than any system in the developed world.

This report explores three impacts of funding cuts: poor service; lack of accessibility; and overpricing.

The report concludes by developing recommendations for action for Toronto City Council and the TTC.

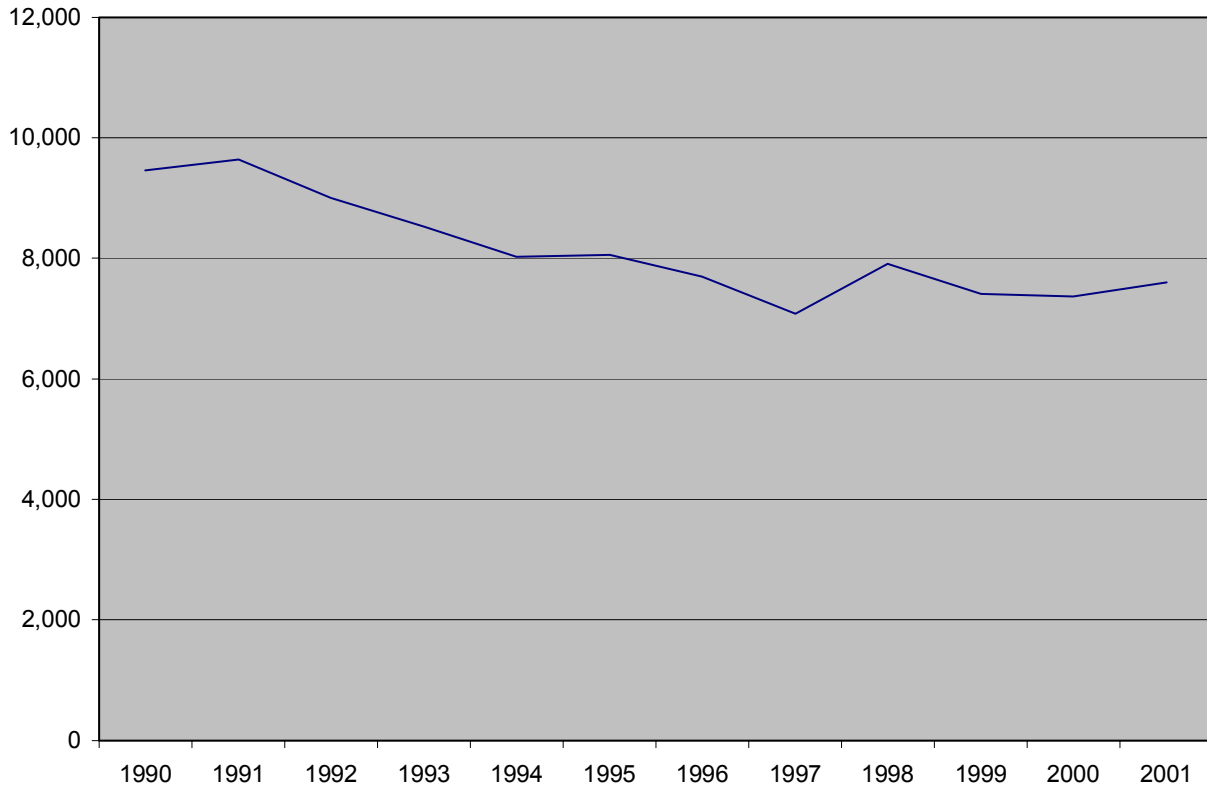
1. Poor Service.

Overcrowding, lengthening waits, by-passes (whereby a too-full vehicle literally passes by waiting riders) show that the TTC is leaving passengers out in the cold. Poor service is the direct result of having fewer vehicles on the road. Bus and streetcar service have dropped 10 and 20 percent respectively since 1990. This translates into more crowded vehicles, longer waits and riders abandoning transit for private vehicles.

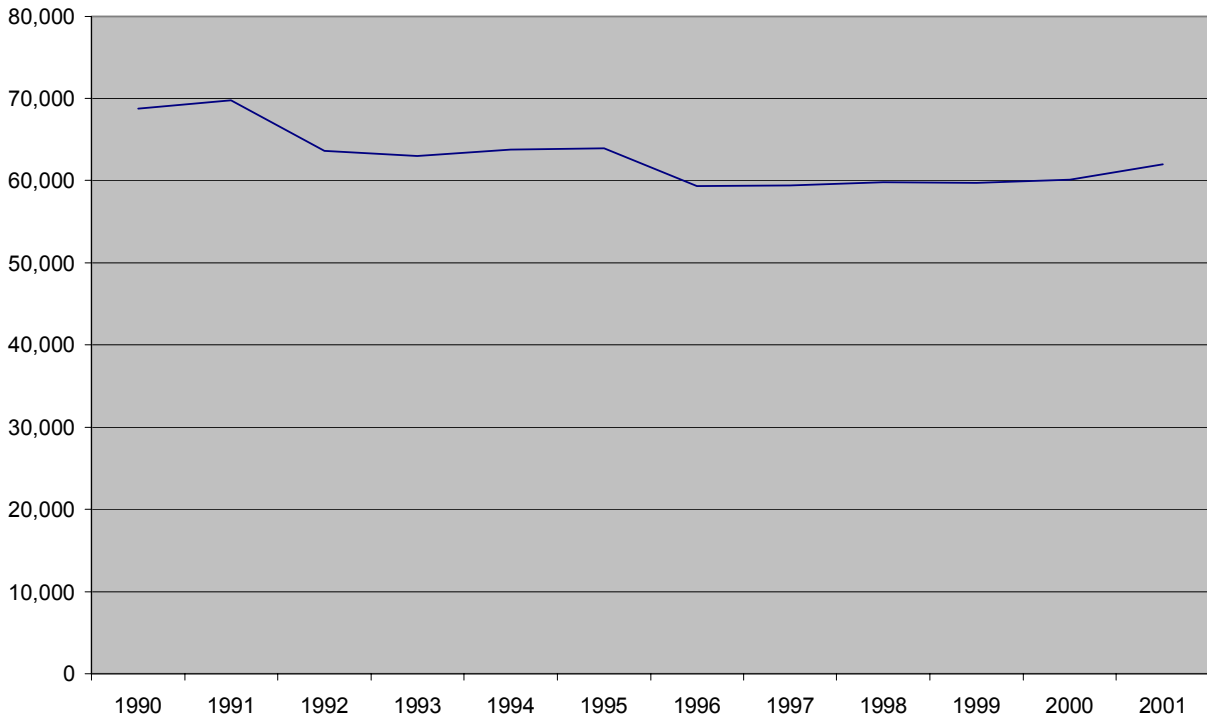
The decline in service can be expressed several ways. When aggregated we can see that over the course of an entire year streetcar service has dropped from 9,454 miles/yr to 7,954 miles/yr (see table below.) This 20% cut represents an average. Experience on the street at certain times of day can be much worse. The College/Carleton streetcar offers less than 2/3rds as much service during morning rush hour as it did a decade ago.

Less frequent service is less robust. Small delays because of traffic or boarding problems are exacerbated as more riders arrive at each subsequent stop, than would be the case if service were more frequent. Thus, a route which is slightly underserved will experience very wide and frequent swings in reliability. The rider doesn't experience an addition of one or two minutes to the headway. The rider experiences unreliable service, with unpredictable gaps which are often quite longer than scheduled.

Miles of Street Car Service/Year



Miles of Bus Service/Year



See notes in the appendix for how these figures were derived.

Selected Streetcar Route Service Comparison April 1990 to September 2001

Route	AM PEAK				MIDDAY				PM PEAK			
	1990		2001		1990		2001		1990		2001	
	Veh	Hdwy	Veh	Hdwy	Veh	Hdwy	Veh	Hdwy	Veh	Hdwy	Veh	Hdwy
506 Carlton	38	3'06"	32	3'40"	27	4'22"	21	5'45"	38	3'20"	27	4'40"
505 Dundas	30	3'15"	19	5'00"	18	5'00"	16	6'00"	30	3'15"	20	5'00"
501 Queen	35	3'43"	29	5'07"	25	5'31"	27	6'00"	35	4'03"	31	5'30"
502 Downtowner	10	8'00"	7	12'00"	6	12'00"	4	20'00"	10	8'00"	6	15'00"
512 St. Clair	29	2'08"	22	2'40"	15	4'20"	10	6'12"	27	2'40"	19	3'45"

Route	EARLY EVE				LATE EVE			
	1990		2001		1990		2001	
	Veh	Hdwy	Veh	Hdwy	Veh	Hdwy	Veh	Hdwy
506 Carlton	16	7'18"	13	9'00"	15	6'48"	9	11'00"
505 Dundas	16	5'37"	11	7'30"	10	8'12"	6	13'00"
501 Queen	22	6'16"	20	8'00"	14	8'34"	14	10'00"
502 Downtowner								
512 St. Clair	13	5'00"	8	7'30"	10	5'12"	6	9'00"

See notes in the appendix for how these figures were derived.

2. Overpricing

While funding cuts to transit service have roughly twice the effect on ridership as fares do, the dramatic increase in fares over the last decade has certainly had an effect on ridership. TTC fares have doubled in some categories since 1990, placing an unfair burden on low-income individuals and families who are often the most transit-dependent. Fare hikes also have the effect of pushing people out of transit and into cars.

TTC Fares			
	<u>1989</u>	<u>1990</u>	<u>2001</u>
ADULT			
TICKET/TOKEN	8/\$7.50	8/\$8.00	5/\$9.00
COST per TICKET/TOKEN	\$0.94	\$1.00	\$1.80
CASH	\$1.10	\$1.20	\$2.25
METROPASS	\$49.00	\$53.00	\$93.50
STUDENT/SENIOR			
TICKET	8/\$3.75	8/\$4.00	5/\$6.00
COST per TICKET	\$0.47	\$0.50	\$1.20
CASH	\$0.70	\$0.75	\$1.50
METROPASS	\$32.00	\$34.50	\$80.00
CHILDREN			
TICKET	4/\$1.10	6/\$1.75	10/\$4.00
COST per TICKET	\$0.28	\$0.29	\$0.40
CASH	\$0.50	\$0.55	\$0.50
DAY PASS/SUNDAY/ HOLIDAY PASS	\$4.00	\$5.00	\$7.50
		(DAY PASS)	(DAY PASS)

Lack of Accessibility.

Funding cuts have an impact on the Wheel-Trans system.

The Wheel trans system is capable of delivering 5,000 rides per day. Almost all of these are two-way trips. In effect Wheel Trans accommodates 2,500 riders per day. This capacity has not been growing while the number of registered Wheel Trans riders has been growing quickly.

In the mid 90's after the TTC established a strict eligibility criteria and testing protocol the registrant base was 12,000. At present there are 27,000 registrants: an amount that is expected to grow by 2000 annually.

This has several effects.

First, same day bookings become more difficult if not impossible to arrange as riders are forced to compete to be the first to get through to a reservationist competing for basic transportation trips as if they were concert tickets.

Second, the frequency with which no ride is available is rising. The TTC aims to have an unaccommodated rate of 2% of all requests. In 2001 the rate rose to

4.1%. An unaccommodated ride can mean a lost day of work or a missed doctor's appointment.

Finally, unlike passengers on the regular TTC system Wheel Trans Riders often have few options (including expensive taxi-rides) meaning that a missed or delayed trip is an absolute restriction on mobility.

While fares are a relatively small portion of the cost of Wheel Trans, fare increases have a very large impact. A large number of Wheel Trans riders are unemployed or paid minimal wages.

Recommendations:

1. **Keep fares low, service high:** The Toronto Transit Commission should refrain from any service cuts and keep the fare hike as low as possible by using all of their reserve fund in 2002.
2. **Expand funding:** The City of Toronto and the provincial government must both renew their commitment to funding the TTC operating budget. Following the 1998 fare increase the city made a commitment that it would fund at least 20% of the operating cost of the TTC. That commitment has not been honoured to date. The province used to provide 50% of the cost of operating the TTC. At present it provides no operating funding making the TTC the only major transit system in the developed world to fund regular operations funded entirely from the property tax base and the fare box.
3. **Plan for success:** The TTC's budget submission for 2003 should include a "Need to Succeed" plan which identifies how to:
 - Attract new riders;
 - Provide high quality service;
 - Freeze regular fares while exploring more attractive pass alternatives such as a weekly pass or better discounts on the MetroPass.

APPENDIX: DETAILED REVIEW OF SERVICE QUALITY

Including:

1. Review of Overall Service Miles 1988 – 2001
2. Explanatory Notes
3. Vehicle and Headway Comparison 1990 to 2001 by
Route and Service Period

By Steve Munro

1. All figures are stated in thousands of miles because TTC publishes data in this format. Total vehicle mileage is also shown in kilometers for comparison with a separate spreadsheet provided by TTC.
2. Articulated bus and streetcar mileages are adjusted by a factor of 1.5, where individual source data are available, to state the service operated in an “equivalent to standard vehicle” capacity.
3. For years where separate mileages are available for all modes, these are shown. After 1992, streetcar mileage was consolidated. To permit continued comparison of effective service mileage, an adjustment was made as follows:

$$\text{Adjusted Mileage} = \text{Actual Mileage} * (1992 \text{ Adjusted Mileage} / 1992 \text{ Base Mileage})$$

- This adjustment assumes that the ratio of ALRV to CLRV mileage remained fairly static. Since the relative use of ALRVs actually dropped, this adjustment overstates the effective mileage.
4. For the purpose of comparison, the mileage attributable to the Spadina car is deducted from the adjusted total from August 1998 onward at an annualized rate of 660,000 miles. This allows direct comparison of the level of service on the streetcar network as it existed in 1990 and that in 2001. This mileage is estimated from the 2000 service level of 2,200 miles per weekday, pro-rated to years on the basis that annual values tend to be about 300 times those of weekday values.
 5. Although system vehicle mileages in 2001 and 1990 are comparable (at about 120-million), this masks the fact that surface mileage, especially on the streetcar system, has fallen while that on the subway and SRT has risen. A small change in rapid transit service translates to a large number of car miles because of the multi-car trains and the higher operating speeds.
 6. Subway train mileage up to 1990 is slightly overstated because some 8-car trains were still in use at the time, and the conversion from reported car miles to train miles is based on 6-car trains. However, the system total vehicle mileage is correct.

Bus Route Service Comparison April 1990 to September 2001

Route	From/To	AM PEAK		MIDDAY		EARLY EVE	
		1990 Veh Hdwy	2001 Veh Hdwy	1990 Veh Hdwy	2001 Veh Hdwy	1990 Veh Hdwy	2001 Veh Hdwy
192 Airport Rocket	Kipling to Airport		1 45'00"		2 22'30"		1 45'00"
117 Alness	Wilson Stn/Downsview to Steeles	8 5'00"	5 8'00"	1 30'00"	1 30'00"		
3 Ancaster Park	Wilson Stn to Dehavilland	1 20'00"					
5 Avenue Road	Eglinton to Queen's Pk	7 7'00"	4 12'00"	4 15'00"	3 17'00"	3 15'00"	1 5 30'00"
61 Northown West	Eglinton Stn to Roe	6 5'40"		2 17'00"		2 15'00"	2 15'00"
1 Armour Heights	Roe to Wilson			1 15'00"			
61 Avenue Rd N	Eglinton Stn to 401		4 11'00"	3 15'00"			
7 Bathurst	Steeles to Bloor	21 5'00"	17 6'00"	20 5'00"	16 6'00"	9 9'00"	11 7'30"
	Wilson to St. Clair	6 10'00"	4 15'00"				
	Wilson to Steeles	3 20'00"					
	Wilson to Hwy 7	4 20'00"		3 25'00"		4 20'00"	
160 Bathurst North	Wilson to Centre Stret		4 20'00"		3 25'00"		3 24'00"
6 Bay	Dupont to Jarvis / Dundas	26 1'40"	16 2'30"	10 5'00"	8 7'30"	3 20'00"	3 17'00"
	Harbourfront Shuttle	4 5'00"		4 5'00"		1 15'00"	
11 Bayview	Lawrence Stn to Sheppard	3 16'40"		2 20'00"		2 17'30"	
28 Davisville	Davisville to Lawrence	10 3'32"		4 14'00"		4 12'00"	
26 Bayview North	Sheppard Stn to Steeles	4 14'00"		2 20'00"		1 35'00"	
11 Bayview/Davisville	Davisville to Sunnybrook		11 6'15"		7 12'00"		5 10'00"
	N. of Sunnybrook to Steeles		12'30"		12'00"		20'00"
9 Bellamy	Warden to STC	5 14'00"	4 18'00"	3 21'40"	3 21'40"	2 30'00"	2 30'00"
17 Birchmount	Warden to Steeles / 14th	17 4'40"	12 7'00"	5 16'00"	5 15'30"	6 12'30"	4 18'00"
49 Bloor West	Kipling to Markland Wood	8 3'45"	4 7'30"	2 15'00"	2 15'00"	2 15'00"	2 15'00"
21 Brimley	Kennedy to STC	5 8'00"	3 13'20"	2 20'00"		2 20'00"	
	Kennedy to Steeles				4 20'00"		4 20'00"
128 Brimley N	STC to Steeles/14th	7 7'00"	5 8'00"	2 20'00"		3 12'00"	
8 Broadview	Bview Stn to Coxwell	3 12'00"	1 30'00"	2 16'00"	1 30'00"	2 15'00"	1 30'00"
50 Burnhamthorpe	Islington to Mill Rd	7 5'43"	4 10'00"	3 13'00"	3 12'00"	2 17'00"	2 15'00"
120 Calvington	Wilson Stn to Jane	4 10'00"	1 60'00"	2 20'00"			
126 Christie	Christie to St. Clair W	2 15'00"	2 15'00"	1 30'00"	1 30'00"	1 30'00"	1 30'00"
19 Church	Bloor to Bathurst Quay	3 20'00"		2 30'00"			
20 Cliffside	Main STn to Kennedy	4 16'15"	5 13'00"	4 15'00"	4 15'00"	3 20'00"	3 20'00"

87 Cosburn	Broadview to Coxwell/Main	7 7'08"	8 5'30"	2 25'00"	3 20'00"	3 16'40"	3 16'20"
22 Coxwell	Danforth to Queen	4 5'00"	3 8'00"	2 10'00"	3 8'00"		
42 Cummer	Danforth to Bingham					5 8'00"	4 10'00"
113 Danforth	Finch Stn to Birchmount/Kennedy	13 4'16"	12 5'37"	4 15'00"	4 15'00"	5 12'00"	6 10'00"
127 Davenport	Main to Kennedy	4 12'45"	4 12'45"	2 25'00"	2 25'00"	2 24'00"	2 24'00"
23 Dawes	Spadina to Caledonia/Old Weston	3 13'00"	3 16'00"	2 20'00"	2 22'00"	2 18'00"	2 20'00"
25 Don Mills	Main to St. Clair	7 4'17"	6 5'00"	2 15'00"	3 10'00"	3 10'00"	2 15'00"
108 Downsview	Pape Stn to Steeles/16th	31 3'20"	33 3'30"	19 5'00"	15 6'40"	13 6'46"	14 6'30"
119 Grandravine	Wilson Stn/Downsview to Jane	10 5'30"	7 7'15"	3 18'20"	4 12'00"	6 10'00"	3 15'00"
142 Dwnthn Exp via Ave Rd	Wilson Stn to Jane	3 20'00"					
143 Dwnthn Exp Beach	Hwy 401 to Downtown	5 18'00"	4 22'30"				
144 Dwnthn Exp via DVP	Neville to Downtown		3				
141 Dwnthn Exp via Mt. Pleas.	Wynford/Underhill to Downtown		8				
140 Dwnthn Exp via Sherb	Eglinton to Downtown	0 20'00"	3				
125 Drewry	Summerhill to Downtown	1 20'00"					
29 Dufferin	Finch Stn to Bathurst	3 10'00"	3 10'00"	1 30'00"	1 30'00"	2 15'00"	2 15'00"
105 Wilson Heights	Exhibition to Wilson	37 2'09"	34 2'22"	18 5'00"	20 4'45"	15 5'40"	14 6'00"
105 Dufferin North	Wilson Stn to Glen Shields	4 12'00"	4 17'00"	2 24'00"	1 60'00"	2 24'00"	1 60'00"
4 Annette	Downsview to Rutherford	9 8'20"		6 11'40"		4 16'15"	
26 Dupont	St. George / Jane		5 15'00"		4 20'00"		3 20'00"
111 East Mall	St. George / Jane	6 9'30"	6 9'40"	3 17'20"	4 15'00"	3 16'00"	3 15'00"
34 Eglinton East	Kipling to Eglinton	30 3'00"	23 4'00"	10 7'30"	9 8'20"	8 9'30"	7 10'00"
32 Eglinton West	Yonge to Kennedy	39 2'12"	44 2'12"	18 4'37"	17 5'36"	14 6'00"	13 7'30"
15 Evans	Yonge to Renforth	6 8'20"	5 11'00"	4 12'00"	3 15'00"	2 22'30"	1.5 30'00"
104 Faywood	Royal York to Sherway	4 9'00"	3 12'00"	2 15'00"	2 15'00"	2 15'00"	2 15'00"
39 Finch East	Wilson Stn to Finch	57 1'07"	57 1'17"	9 10'00"	24 3'40"	12 7'20"	20 4'00"
118 Finch via Allen	Finch Stn to Neilson	8 13'00"					
36 Finch West	Wilson Stn to Humber Coll	39 2'40"	35 2'40"	20 5'00"	18 5'30"	13 7'00"	11 8'30"
100 Flemington Park	Finch Stn to Steeles/Martin Grove	25 3'04"	18 3'35"	9 10'40"	10 9'30"	10 9'00"	8 11'15"
33 Forest Hill	Eglinton Stn to Bview Stn	4 12'00"		2 25'00"		2 22'30"	
135 Gerrard	St. Clair to St. Clair West		1 20'00"		1 20'00"		
14 Glencairn	St. Clair W to Eglinton	2 17'30"	2 18'00"	1 30'00"	2 18'00"	1 30'00"	1 30'00"
122 Graydon Hall	Main to Warden	4 12'00"	3 16'00"	2 23'00"	1 45'00"	2 20'00"	1 40'00"
31 Greenwood	Davisville Stn to Caledonia	5 9'36"	4 12'00"	2 22'30"	2 20'00"	2 22'30"	2 22'30"
	York Mills to Fenelon	4 6'00"	3 8'00"	2 10'00"	2 12'00"	2 10'00"	2 10'00"
	Danforth to Queen						

191 Hwy 27 Rocket	Kipling to Steeles	7 10'00"	4 16'00"	3 25'00"	5 13'45"	3 20'00"
139 Huntingwood	Sheppard STn to McCowan	8 10'30"				
	Sheppard Stn to STC	6 17'30"				
37 Islington	Islington Stn to Steeles/Hwy 27	18 4'37"	11 8'34"	8 9'36"	8 9'36"	6 15'00"
110 Islington South	Islington to Lakeshore/Long Branch	13 3'30"	5 9'00"	4 11'00"	4 11'00"	4 11'00"
35 Jane	Jane Stn to Steeles	40 2'23"	17 6'00"	15 6'08"	15 5'40"	13 7'00"
83 Jones	Danforth to Commissioners	3 11'00"	1 30'00"	1 30'00"	1 30'00"	1 30'00"
40 Junction	Dundas W to Runnymede	5 5'00"	3 8'00"	3 9'00"	3 8'00"	3 10'00"
41 Keele	Lansdowne Stn/Keele Stn to Steeles	26 4'09"	11 10'00"	11 10'00"	10 9'00"	7 15'00"
107 Keele North	Wilson Stn to Major Mac/Langstaff	15 6'30"	3 30'00"	3 30'00"	3 30'00"	3 30'00"
43 Kennedy	Kennedy to Finch/Steeles/16th	13 4'30"	6 10'00"	6 10'00"	4 12'30"	4 15'00"
12 Kingston Rd	Vic Park Stn to St. Clair etc	14 4'30"	4 12'30"	6 11'00"	6 8'30"	5 11'00"
45 Kipling	Kipling Stn to Steeles etc	27 2'44"	9 8'34"	10 7'30"	7 10'17"	8 9'00"
44 Kipling South	Kipling Stn to Lakeshore	8 4'30"	3 10'00"	3 12'00"	2 15'00"	2 15'00"
30 Lambton	High Park to Kipling	3 20'00"	2 30'00"	2 30'00"	2 30'00"	2 30'00"
18 Caledonia	Ossington Stn to Yorkdale	13 5'30"		3 22'00"	3 22'00"	
47 Lansdowne	St. Clair to Queen	8 5'00"	7 9'00"	4 10'00"	4 9'00"	6 10'00"
	St. Clair to Yorkdale	11'00"	18'00"			20'00"
101 Edwards Gdns	York Mills Stn to Don Mills	2 30'00"		2 30'00"		
162 Lawrence/Donway	York Mills Stn to Don Mills		1 60'00"			
54 Lawrence East	Yonge to Rouge Hill	37 3'50"	17 8'00"	16 8'30"	13 10'30"	13 10'00"
52 Lawrence West	Yonge to Martin Grove	27 2'15"	8 12'00"	8 10'00"	8 10'00"	6 14'00"
56 Leaside	Eglinton to Donlands	6 7'30"	3 20'00"	3 18'00"	2 24'00"	1.5 30'00"
51 Leslie	Eglinton Stn to Steeles	9 10'40"	4 20'00"	3 28'00"	5 16'00"	4 20'00"
64 Main	Eastdale to Queen	4 8'00"	3 10'00"	2 15'00"	2 15'00"	2 15'00"
58 Malton	Lawrence West to Airport	16 6'20"	9 12'00"	7 15'00"	6 15'00"	8 12'00"
59 Maple Leaf	Lawrence West to Weston	6 10'00"	3 30'00"	2 30'00"	2 30'00"	
102 Markham Road	Warden Stn to Passmore	19 4'00"	8 10'00"	8 9'00"	7 10'00"	6 12'00"
46 Martin Grove	Kipling Stn to Steeles	16 5'30"	6 15'00"	6 14'00"	4 20'00"	4 20'00"
16 McCowan	Warden Stn to STC	11 5'00"	4 13'00"	4 12'30"	4 12'00"	4 12'00"
129 McCowan North	STC to Steeles/16th	11 4'17"	6 8'30"	5 10'40"	6 8'00"	5 10'00"
130 Middlefield	STC to Passmore/Steeles	2 20'00"	2 22'00"	2 20'00"	2 20'00"	2 30'00"
57 Midland	Kennedy Stn to Steeles	12 5'30"	6 11'00"	4 15'00"	4 15'00"	5 12'00"
132 Milner	STC to McLevin	3 16'40"		2 25'00"	2 25'00"	2 23'00"
116 Morningside	Kennedy Stn to Finch	17 4'42"	8 10'30"	5 15'00"	8 9'30"	9 9'00"
62 Mortimer	Broadview to Main	6 6'00"	3 15'00"	3 14'00"	2 20'00"	2 20'00"

74 Mt. Pleasant	St. Clair Stn to Eglinton	2 15'00"	2 15'00"	2 15'00"	2 15'00"	2 15'00"	1 20'00"
133 Neilson/Highland Creek	STC to Finch/Rouge Hill	5 10'00"	10 6'00"	3 15'00"	8 7'30"	2 22'30"	8 7'30"
13 Rouge Hill	Rouge Hill Go to Zoo	2 13'00"		1 30'00"		1 30'00"	
103 Nortown E/Mt. Pleasant North	Eglinton Stn to Doncliffe	5 6'00"	3 10'00"	2 17'00"	2 15'00"	2 15'00"	2 15'00"
131 Nugget	STC to Morningside/Old Finch	5 9'00"	13 7'15"	2 20'00"	3 18'00"	2 20'00"	3 17'00"
	Kennedy Stn to Old Finch						
70 O'Connor	Coxwell Stn to Warden/Eglinton	8 6'15"	6 8'30"	5 9'00"	4 11'30"	4 10'00"	4 10'00"
63 Ossington	EgW/Rogers to King	25 2'30"	14 4'00"	12 5'45"	8 9'00"	10 6'24"	7 10'00"
72 Pape	Danforth to Queen/King	6 6'00"		4 8'00"		2 10'00"	3 8'00"
	Danforth to Queen/Union Stn		6 8'30"		5 8'00"		
65 Parliament	Bloor to Esplanade	2 17'30"	2 16'00"	2 17'30"	2 16'00"	2 17'30"	2 16'00"
67 Pharmacy	Vic Park to Ellesmere/Steeles	12 5'00"	7 7'30"	5 15'00"	5 15'00"	3 16'40"	2 15'00"
66 Prince Edward	Old Mill to Lakeshore	8 4'00"	4 7'30"	3 15'00"	2 15'00"	3 15'00"	2 15'00"
134 Tapscott	STC to McNicoll	7 8'00"	9 3'45"	2 22'30"	6 5'26"	2 22'30"	1 20'00"
134 Progress	STC to Finch / Centennial Coll						
80 Queensway	Humber to Long Branch	6 11'40"		4 16'30"		2 30'00"	
	Keele Stn to Sherway		3 24'00"		3 22'00"		2 30'00"
109 Raneae	Eglinton West to Neptune	5 10'00"	4 12'30"	3 15'00"	3 15'00"	2 22'30"	2 22'30"
2 Anglesey	Royal York to Sherway	12 5'00"		4 20'00"		2 22'00"	
48 Rathburn	Royal York to Mill Road		4 11'00"		2 20'00"		1.5 30'00"
48 Humber Blvd	Bicknell to Jane	2 10'00"		1 20'00"		1 20'00"	
161 Rogers Rd	Ossington Stn to Weston		7 10'20"		5 14'00"		4 15'00"
82 Rosedale	Rosedale Stn to Summerhill	3 7'00"	2 11'00"	2 10'00"	2 10'00"	2 10'00"	1 20'00"
73 Royal York	Royal York Stn to Wardlaw/Dixon	8 6'45"	9 6'19"	4 13'00"	7 12'00"	3 15'00"	4 20'00"
76 Royal York S	Royal York Stn to Lakeshore	7 5'09"	8 5'17"	3 12'00"	4 9'00"	2 15'00"	2 15'00"
71 Runnymede	Queensway to Eglinton	7 9'00"		4 15'00"		3 15'00"	
	Runnymede Stn to St. Clair/Industry		3.2 12'00"		2.7 15'00"		1 20'00"
77 Swansea	Runnymede Stn to Queensway		1.8 12'00"		1.3 15'00"		1 20'00"
78 St. Andrews	York Mills to Bayview	4 7'30"	3 10'00"	1 30'00"	1 30'00"	1 30'00"	1 30'00"
86 Scarborough	Kennedy to Zoo/Beechgrove	22 3'12"	21 3'01"	11 6'40"	10 7'47"	8 8'15"	8 9'00"
79 Scarlett Rd	Runnymede Stn to Weston	12 4'30"	11 5'30"	4 15'00"	4 15'00"	4 12'00"	4 12'00"
85 Sheppard East	Yonge to Meadowvale	42 1'51"	38 3'00"	17 5'46"	21 5'00"	8 13'45"	12 10'00"
84 Sheppard West	Yonge to Weston/Steeles	21 3'35"	16 5'15"	6 10'00"	6 12'00"	6 10'00"	4 16'00"
99 Arrow Road	Arrow Rd to Jane				1 20'00"		1 20'00"
75 Sherbourne	South Drive to Lakeshore	8 5'15"	4 11'00"	3 14'00"	3 15'00"	2 20'00"	2 20'00"
123 Shorncliffe	Kipling Stn to Sherway	4 9'00"	5 8'30"	2 18'00"	3 20'00"	1 30'00"	3 16'40"

Streetcar Peak Running Time Comparisons (Layovers Included) April 1990 to September 2001

Route	Between	1990		2001		Notes
		AM	PM	AM	PM	
511 Bathurst	Bloor to CNE	44	44	45	48	
506 Carlton	Main Stn to High Park	118	127	117	126	
505 Dundas	Dundas W Stn to Broadview Stn	98	98	95	100	
504 King	Dundas W Stn to Broadview Stn	112	114	108	116	
501 Queen	Neville to Humber	130	142			
507 Long Branch	Humber to Long Branch	56	56			
501 Queen	Neville to Long Branch	186	198	174	198	Routes 501 & 507 merged
502 Downtowner	Bingham to McCaul	80	80	84	90	Running times include layovers for merged 502/503 service in 2001.
503 Kingston Rd	Bingham to York	72	72	72	75	
512 St. Clair	Yonge to Keele	68	72	64	72	

2002 Construction Running Times (Queen Bridge Diversion + Lake Shore Reconstruction)

504 King	Dundas W Stn to Broadview Stn	112	120
501 Queen	Neville to Humber	137	154
	Humber to Long Branch	60	65
502 Downtowner	Bingham to McCaul	96	105
503 Kingston Rd	Bingham to York	84	90

Running times include layovers for merged 502/503 service.